



**AGENDA
LOCAL PLANNING AGENCY MEETING
VILLAGE HALL COUNCIL CHAMBERS
226 CYPRESS LANE
MARCH 13, 2025
6:00 PM**

COUNCIL

- Mayor Bev Smith
- Vice Mayor Patti Waller
- Mayor Pro Tem Kim Schmitz
- Council Member Joni Brinkman
- Council Member Gary Ready

ADMINISTRATION

- Village Manager Michael Bornstein
- Village Clerk Kimberly Wynn
- Village Attorney Glen Torcivia

If a person decides to appeal any decision made by this Board with respect to any matter considered at this meeting, they will need a record of the proceeding, and for such purpose they may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

CALL TO ORDER

ROLL CALL

AGENDA

Public Hearing for amending the Comprehensive Land Use Plan by revising the Future Land Use Map and amending the Official Land Development District Zoning Map of the Village by amending and rezoning the following properties in the Village of Palm Springs:

Motion	Second	Vote
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1. **Ordinance No. 2025-02 - Comprehensive Plan Amendment - Mobility Plan:** Motion to recommend approval to the Village Council of Ordinance No. 2025-02 to amend the Comprehensive Plan of the Village of Palm Springs to modify the

Transportation and Mobility Element to adopt a Mobility Plan by reference and add new goals, objectives, and policies that are consistent with the adopted Mobility Plan and with Florida Statutes to establish an alternative transportation system.

Staff: Kimberly Glas-Castro, Assistant Village Manager

Motion	Second	Vote
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ADJOURNMENT

Village of Palm Springs

Title VI/Nondiscrimination Policy

I. Policy Statement:

The Village of Palm Springs values diversity and welcomes input from all interested parties, regardless of cultural identity, background, or income level. Moreover, the Village believes the best programs and services result from careful consideration of the needs of all its communities and when those communities are involved in the decision-making process. The Village does not tolerate discrimination in any of its programs, services, or activities. Pursuant to Title VI of the Civil Rights Act of 1964 and other federal and state authorities, the Village will not exclude from participation in, deny the benefits of, or subject to discrimination anyone on the grounds of race, color, national origin, sex, age, disability, religion, or family status.

II. Persons with Disabilities:

Section 504 of the Rehabilitation Act of 1973, the Americans with Disabilities Act of 1990 (ADA) and related federal and state laws and regulations forbid discrimination against those who have disabilities. These laws require federal-aid recipients and other government entities to take affirmative steps to reasonably accommodate those with disabilities and ensure that their needs are equitably represented.

The Village will make every effort to ensure that its facilities, programs, services, and activities are accessible to those with disabilities. The Village will also make every effort to ensure that its advisory committees, public involvement activities and all other programs, services and activities include representation by communities with disabilities and disability service groups.

The Village encourages the public to report any facility, program, service, or activity that appears inaccessible to those who are disabled. Also, the Village will provide reasonable accommodation to individuals with disabilities who wish to participate in public involvement events or who require special assistance to access facilities, programs, services, or activities. Because providing reasonable accommodation may require outside assistance, the Village asks that requests be made at least three (3) business days prior to the need for accommodation. Questions, concerns, comments, or requests for accommodation should be made to the Village ADA Officer:

Name: Ashley Saingilus
Address: 226 Cypress Lane, Palm Springs, FL 33461
Email: asaingilus@vpsfl.org
Phone: (561) 584-8200 Ext. 8421

III. Complaint Procedures:

The Village has established a discrimination complaint procedure and will take prompt and reasonable action to investigate and eliminate discrimination when found. Any person who believes that he or she has been subjected to discrimination based upon race, color, national origin, sex, religion, age, disability or family status in any Village program, service or activity may file a complaint with the Village Title VI/Nondiscrimination Coordinator:

Name: Janette Piedra, Human Resources Manager
Address: 226 Cypress Lane, Palm Springs, FL 33461
Email: jpiedra@vpsfl.org
Phone: (561) 584-8200 Ext. 8422



Village of Palm Springs

Executive Brief

AGENDA DATE: March 13, 2025

DEPARTMENT: Planning, Zoning & Building

ITEM #1: Ordinance No.2025-02 - Comprehensive Plan Amendment - Mobility Plan

SUMMARY: During the 2024 legislative session, the Senate passed House Bill 479, requiring interested cities to adopt a Mobility Plan and Fee Schedule and an Interlocal Agreement with the County by October 1, 2025. This is significant because it enables the Village to collect a single mobility fee to fund various transportation improvements such as roads, multimodal facilities, transit operations, and more within the Village limits. Additionally, it will eliminate the collection of road impact fees that do not necessarily benefit the Village.

At the Village Council meeting on July 25, 2024, a Professional Services Agreement was awarded to Nue Urban Concepts to prepare the Mobility Plan and Fee Schedule.

A joint Village Council/ P&Z Board/CRA workshop was held on January 9, 2025, to review a draft of the Mobility Plan, including the data and proposed maps.

Florida Statute § 163.3180(S)(i) encourages local governments to develop tools and techniques, including the adoption of long-term strategies to facilitate development patterns that support multimodal solutions, the adoption of area-wide service standards that are not dependent on any single road segment function, and establishing multimodal service standards that rely primarily on non-vehicular modes of transportation where existing or planned community design will provide an adequate level of personal mobility. Under the Palm Springs Mobility Plan, the Comprehensive Plan amendments are proposed to add goals, objectives, and policies and to establish a framework for the potential adoption of a Mobility Fee to serve as a revenue source for future mobility improvements.

The P&Z Board considered the draft ordinance on February 11, 2025, and recommended approval. It was advertised in the Palm Beach Post on Friday, February 28, 2025.

The proposed amendments were transmitted through the Intergovernmental Plan Amendment Review Committee (IPARC), and Palm Beach County issued a notice of intention to object. County Staff met on February 21, 2025, to discuss their concerns. The Village's consultants will address the County's comments at the meeting.

FISCAL IMPACT:

Adoption of a mobility fee would bring a new revenue source to the Village in the future.

ATTACHMENTS:

1. Proposed Ordinance No. 2025-02 - Mobility Plan-Related Comprehensive Plan Amendments
2. Exhibit "A" - Transportation and Mobility Element - Comprehensive Plan Amendment

3. Presentation - Mobility Plan and Study
4. Appendix B HB 479
5. VoPS CPA summary

Business Impact Estimate

This form should be included in the agenda packet for the item under which the proposed ordinance is to be considered and must be posted on the Village's website by the time notice of the proposed ordinance is advertised and published.

Proposed ordinance's title:

ORDINANCE NO. 2025-02

AN ORDINANCE OF THE VILLAGE OF PALM SPRINGS, FLORIDA, AMENDING THE COMPREHENSIVE PLAN OF THE VILLAGE OF PALM SPRINGS TO MODIFY THE TRANSPORTION AND MOBILITY ELEMENT TO ADOPT A MOBILITY PLAN BY REFERENCE AND TO ADD NEW GOALS, OBJECTIVES AND POLICIES THAT ARE CONSISTENT WITH THE ADOPTED MOBILITY PLAN AND WITH FLORIDA STATUTES IN ORDER TO ESTABLISH AN ALTERNATIVE TRANSPORTATION SYSTEM; PROVIDING FOR RECITALS, ADOPTION, CONFLICTS, REPEAL, SEVERABILITY, APPLICABILITY, TRANSMITTAL, AND AN EFFECTIVE DATE.

This Business Impact Estimate is provided in accordance with section 166.041(4), Florida Statutes.

1. Summary of the proposed ordinance (must include a statement of the public purpose, such as serving the public health, safety, morals and welfare):

The proposed ordinance amends the Goals, Objectives, and Policies of the Palm Springs Comprehensive Plan to modify policies pertaining to Palm Beach County's existing transportation concurrency management program to include a Village Mobility Plan and fee system. The proposed ordinance serves the public by:

- allowing the use of mobility fees collected through this system to fund transportation infrastructure including not only roads, but also sidewalks, bike paths, and other multi-modal improvements; and
- creating a less automobile-dependent transportation system.

2. An estimate of the direct economic impact of the proposed ordinance on private, for-profit businesses in the City, if any:

(a) An estimate of direct compliance costs that businesses may reasonably incur:

A future ordinance will consider a proposed fee schedule which will be assessed on new development. The proposed comprehensive plan amendments adopt the Village Mobility Plan by reference and do not have a direct cost to businesses.

(b) Any new charge or fee imposed by the proposed ordinance or for which businesses will be financially responsible:

None are proposed by the subject ordinance.

(c) An estimate of the City's regulatory costs, including estimated revenues from any new charges or fees to cover such costs:

The Village may incur increased costs with the implementation of the recommendations in the Mobility Plan, which pertain to road, pedestrian, bicycle, and transit improvements. There are no new charges or fees that will be imposed on businesses by the subject ordinance.

3. Good faith estimate of the number of businesses likely to be impacted by the proposed ordinance:

The proposed comprehensive plan amendments do not have a direct fiscal impact to businesses.

4. Additional information the governing body deems useful (if any):

It is anticipated that a proposed Mobility Fee Schedule will be considered in June or July, 2025 by the Village Council.

ORDINANCE NO. 2025-02

AN ORDINANCE OF THE VILLAGE OF PALM SPRINGS, FLORIDA, AMENDING THE COMPREHENSIVE PLAN OF THE VILLAGE OF PALM SPRINGS TO MODIFY THE TRANSPORTION AND MOBILITY ELEMENT TO ADOPT A MOBILITY PLAN BY REFERENCE AND TO ADD NEW GOALS, OBJECTIVES AND POLICIES THAT ARE CONSISTENT WITH THE ADOPTED MOBILITY PLAN AND WITH FLORIDA STATUTES IN ORDER TO ESTABLISH AN ALTERNATIVE TRANSPORTATION SYSTEM; PROVIDING FOR RECITALS, ADOPTION, CONFLICTS, REPEAL, SEVERABILITY, APPLICABILITY, TRANSMITTAL, AND AN EFFECTIVE DATE.

WHEREAS, the Florida Legislature intends that local planning be a continuous process, and the Florida Statutes encourage local governments to comprehensively evaluate and, as necessary, update comprehensive plans to reflect changes in local conditions and Florida law; and

WHEREAS, Section 163.3161-163.3215, Florida Statutes, empowers and requires the Village Council of the Village of Palm Springs to prepare, implement and enforce the Comprehensive Plan and Land Development Regulations for the regulation of development within the Village; and

WHEREAS, the Village has adopted the Village of Palm Springs' Comprehensive Plan; and

WHEREAS, in 2013, updates to the Community Planning Act encouraged local governments to adopt these alternative mobility funding systems, as outlined in Florida Statute Section 163.3180; and

WHEREAS, in 2024, the Legislature amended Florida Statute Section 163.3164 to define mobility plans and mobility fees and revised Florida Statute Section 163.3180 to establish mobility fees, based on a mobility plan, as an alternative transportation system, along with affirming the ability of any local government to replace its transportation concurrency with an alternative transportation system, consistent with Florida Statute Sections 163.3180 and 163.31801.

WHEREAS, the Village's proposed Mobility Plan-related comprehensive plan amendments establish goals, objectives and policies as a proactive strategy that combines land use planning, mobility action plan projects, parking management, and funding. The Mobility Plan aims to provide residents with safe, comfortable, and convenient options for walking, biking, using public transit, driving, or employing new technologies to navigate the Village; and

WHEREAS, the Village held a Joint Workshop (Village Council, Planning & Zoning Board and Palm Springs Community Redevelopment Agency (CRA)) to provide an overview of the proposed Mobility Plan on January 9, 2025; and

WHEREAS, the Village of Palm Springs Planning & Zoning Board has reviewed the proposed comprehensive plan amendments, held an advertised public hearing on February 11, 2025, provided for participation by the public in the process, and recommended approval of the proposed Mobility Plan-related amendments; and

WHEREAS, the Village Council sitting as the Local Planning Agency held a public hearing on March 13, 2025, and recommended approval of the proposed Mobility Plan-related amendments to the Village Council; and

WHEREAS, the Village Council held an advertised public hearing on March 13, 2025, provided for public comment and public participation in accordance with the requirements of Florida law and the procedures adopted for public participation in the planning process, to transmit the proposed Mobility Plan-related comprehensive amendments to the State Land Planning Agency and Reviewing Agencies as defined in Section 163.3184, Florida Statutes, for review and comment; and

WHEREAS, on _____, 2025 the State Land Planning Agency issued its Objections, Recommendations, and Comments (ORC) report; and

WHEREAS, the Village Council has reviewed and addressed the State Land Planning Agency's issued Objections, Recommendations and Comments report, and held a second advertised public hearing while providing for comments and public participation; and

WHEREAS, the Village Council has reviewed the proposed Mobility Plan-related amendments, held an advertised public hearing on _____. 2025 while providing for comments and public participation and approved the adoption and transmittal of the amendments to the State Land Planning Agency for a compliance review; and,

WHEREAS, the Village Council finds that the adoption of the proposed Mobility Plan-related amendments attached hereto and incorporated herein as Composite Exhibit "A" is in the best interests of the public health, safety and welfare of the Village of Palm Springs, its residents, visitors, and guests, and serves a valid public purpose.

NOW THEREFORE, BE IT ORDAINED BY THE VILLAGE COUNCIL OF THE VILLAGE OF PALM SPRINGS, FLORIDA:

Section 1. Recitals. The foregoing recitals are incorporated in this Ordinance as true and correct statements and findings of the Village Council of the Village of Palm Springs.

Section 2. Adoption of the Amendments. The Village Council of the Village of Palm Springs, Florida, hereby amends the Village's Comprehensive Plan with the adoption of the proposed Mobility Plan-related amendments, which are attached hereto and incorporated herein

in as Composite Exhibit "A" to respond to current conditions, changes to Florida law, and public input.

Section 3. Repeal of Conflicting Ordinances. All ordinances, resolutions or parts of ordinances and resolutions in conflict herewith are hereby repealed.

Section 4. Severability. If any word, clause, sentence, paragraph, section or part thereof contained in this Ordinance is declared to be unconstitutional, unenforceable, void or inoperative by a court of competent jurisdiction, such declaration shall not affect the validity of the remainder of this Ordinance.

Section 5. Applicability. This Ordinance shall be effective within the corporate limits of the Village of Palm Springs, Florida.

Section 6. Transmittal to all Appropriate Agencies. The Clerk is hereby directed forthwith to send a certified copy of this Ordinance to the Reviewing Agencies as defined in section 163.3184(1)(c), Florida Statutes.

Section 7. Transmittal to the State Land Planning Agency. The Clerk shall send a copy of this Ordinance to Florida Department of Commerce, Community Planning and Development Programs.

Section 8. Effective Date. The effective date of the Mobility Plan-related comprehensive plan amendments shall be in accordance with Section 163.3184, Florida Statutes; however, not later than thirty-one (31) days after the State Land Planning Agency (Department of Commerce) has received the completed Mobility Plan-related comprehensive plan amendments.

Council Member _____, offered the foregoing Ordinance, and moved its adoption. The motion was seconded by Council Member _____, and upon being put to a vote, the vote was as follows:

	<u>Aye</u>	<u>Nay</u>	<u>Absent</u>
BEV SMITH, MAYOR	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
PATTI WALLER, VICE MAYOR	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
KIM SCHMITZ, MAYOR PRO TEM	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
JONI BRINKMAN, COUNCIL MEMBER	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
GARY READY, COUNCIL MEMBER	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Mayor thereupon declared this Ordinance approved and adopted by the Village Council of the Village of Palm Springs, Florida, on second reading, the _____ day of _____, 2025.

VILLAGE OF PALM SPRINGS, FLORIDA

BY: _____
BEV SMITH, MAYOR

First Reading: _____

Second Reading: _____

ATTEST:

BY: _____
KIMBERLY M. WYNN, CMC, VILLAGE CLERK

REVIEWED FOR LEGAL FORM AND SUFFICIENCY

BY: _____
CHRISTY GODDEAU, VILLAGE ATTORNEY

TRANSPORTATION AND MOBILITY ELEMENT

Goals, Objectives, and Policies

TABLE OF CONTENTS

Introduction.....	2
Background.....	2
Transportation/Mobility Master Plan 2021.....	2
Vision Zero Ordinance 2021.....	3
Vision Plan 2023.....	3
Planning Horizon.....	3
Goals, Objectives, and Policies.....	4
Goal TM 1 Safety for all Users.....	4
Objective TM 1.1 Vision Zero.....	4
Objective TM 1.2 Maintenance.....	4
Goal TM 2 A Variety of Transportation Options.....	5
Objective TM 2.1 Modal Choice.....	5
Goal TM 3 Efficient Mobility.....	6
Objective TM 3.1 Traffic Patterns.....	6
Objective TM 3.2 Land Use Relationship.....	7
Objective TM 3.3 Demand.....	9
Objective TM 3.4 Needs.....	10
Objective TM 3.5 Fiscal Prudence.....	10
Goal TM 4 Coordinated Transportation Planning.....	10
Objective TM 4.1 External Coordination.....	10
Objective TM 4.2 TCEA.....	11
Table TM-1.....	15
Table TM-2.....	15
Table TM-3.....	16
Table TM-4.....	16
Table TM-5.....	17
Definitions and Acronyms.....	18

INTRODUCTION

The goal of the Transportation Element of the Village of Palm Springs is to provide for a sufficient, safe, and cost-effective transportation system that provides for the controlled movement of people, goods, and services to, from, and within the Village.

This Transportation Element is closely coordinated with the Future Land Use Element to ensure that the transportation needs of current and future residents and visitors are met for all modes of transportation. The relevant data, inventory, and analysis of transportation conditions addresses the types, locations, capacity, and quality of existing and proposed mobility facilities. This information informs these Goals, Objectives, and Policies.

The Transportation Element is prepared in coordination with the Palm Beach Transportation Planning Agency's (TPA) 2045 Long Range Transportation Plan (LRTP); the Southeast Florida Transportation Council's (SEFTC) 2045 Regional Transportation Plan (RTP); and the Florida 2045 Transportation Plan. The Palm Tran *Accelerate 2031* Transit Development Plan (TDP) and the Village's own 2021 Transportation/Mobility Master Plan were also considered.

BACKGROUND

Incorporated in 1957, The Village of Palm Springs is a municipality in Palm Beach County, Florida with an estimated 2023 population of 27,167. The Village is situated adjacent to Greenacres, Atlantis, Lake Worth Beach, Lake Clarke Shores, and West Palm Beach. The Village has nearby access to Palm Beach International Airport, Palm Beach County Park / Lantana Airport, the Lake Worth Tri-Rail Station, and I-95.

The vast majority of Village workers (75%) commute to work in single-occupancy vehicles. More than 16% of Village workers carpool, and nearly 3% take public transit. Compared to Palm Beach County workers generally, of which 10% carpool and 1.4% take public transit, Village workers are more than 50% more likely to carpool and almost twice as likely to use public transportation. Far fewer Village residents work from home (4%) compared to Palm Beach County generally (12%).

The Village's public transportation needs are currently served by Palm Tran, Palm Beach County's bus transit service, with seven fixed routes serving the Village. Most of these routes are prioritized by Palm Tran for scheduling improvements, including the addition of Sunday service. Transit Hubs and Enhanced Transit Corridors within the Village have also been identified as 10-year facility needs.

MOBILITY PLAN TRANSPORTATION/MOBILITY MASTER PLAN 2021

The Village completed a Transportation/Mobility Master Plan in 2021 to address roadway quality, capacity, multimodal connectivity, and bicycle and pedestrian safety. The report resulted in 30 ranked projects to be incorporated within the Village CIP over time, seeking funding from the TPA. Many of these projects have been completed or are underway. In 2025, the Village developed a Mobility Plan that identified improvements, programs, services, and studies, collectively referred to as "mobility projects", to mitigate the travel demand impacts of new development, enhance the existing transportation system, and serve as the basis for development of a mobility fee. The Village can utilize the identified mobility projects rankings when coordinating with the Palm Beach TPA to ensure that identified projects on major corridors, such as Congress Avenue, and 10th Avenue, are incorporated into the regional Long Range Transportation Plan for prioritization and funding.

VISION ZERO ORDINANCE 2021

The Village's 2021 Transportation/Mobility Master Plan includes the adoption of a Vision Zero implementation policy, directing the creation of a "multi-disciplinary leadership team to create and lead the planning effort." Within one year of initial commitment, this team should develop an action plan to achieve the goals set forth. The action plan must be implemented with clear strategies, 'owners' of each strategy, interim targets, timelines, and performance measures. Realistic thresholds are to be based upon available resources. The Vision Zero team, which will include representatives from the Village Manager's office, the Village Police, Public Works and Planning Departments, will meet quarterly, at minimum, to review data on crashes and other safety concerns. Traffic enforcement initiatives will also be reviewed. The team should also coordinate with Palm Beach County, the Palm Beach Transportation Planning Association (TPA), and the School District of Palm Beach County.

In 2021, the Village adopted a goal of "the elimination of traffic fatality and the reduction of serious injuries due to traffic accidents" and adopted "Vision Zero as the policy for road and traffic safety in the Village of Palm Springs", directing "near and long- term traffic planning to be based on Vision Zero principles" via Ordinance 2021-36.

VISION PLAN 2023

The Village of Palm Springs is a safe, vibrant, healthy community with an appropriate high-quality mix of uses provided within the Village to ensure that residents and visitors have services, activities and amenities needed to sustain it. The Village will focus on re-establishing an active, involved community by creating safe, public gathering spaces for residents to enjoy. The Village will stimulate the local economy by creating jobs, creating a commercial corridor that provides a variety of goods and services to support its residents and visitors. The Village will preserve its historical residential core neighborhoods. **The Village of Palm Springs will continue to seek opportunities to upgrade the transportation network to move people safely and efficiently.**

PLANNING HORIZON

Section 163.3177, Florida Statutes, requires that each comprehensive plan include at least two planning horizons: one for at least 10 years and one for at least 20 years. The two planning horizons established for the Village of Palm Springs Comprehensive Plan are fiscal year 2035 for the short-term planning period and fiscal year 2045 for the long-term planning period.

GOALS, OBJECTIVES, AND POLICIES

GOAL TM 1 SAFETY FOR ALL USERS

Goal TM 1 – The Village of Palm Springs shall develop and maintain a multimodal transportation system that provides safety for all users.

OBJECTIVE TM 1.1 VISION ZERO

Objective TM 1.1 – The Village of Palm Springs seeks to achieve the elimination of fatality and the reduction of serious injuries due to traffic accidents within the Village.

Policy TM 1.1.1 – The Village of Palm Springs shall maintain its Vision Zero Ordinance, adopted in 2021, to incorporate Vision Zero principles into its short-term and long-term transportation goals.

Policy TM 1.1.2 – The Village of Palm Springs shall prepare and adopt a Vision Zero Action Plan to achieve the Vision Zero objective.

Policy TM 1.1.3 – The Village’s Vision Zero Action Plan shall be coordinated to the fullest extent possible with neighboring governments and agencies, including Palm Beach County, adjacent municipalities, the School District of Palm Beach County, the Palm Beach Transportation Planning Agency (TPA), and the Florida Department of Transportation (FDOT) and its Target Zero Campaign.

Policy TM 1.1.4 – The Village’s Vision Zero Action Plan leadership team shall provide an annual report to the Village Council.

Policy TM 1.1.5 – The Village of Palm Springs shall regularly and comprehensively review crash data to identify trends, patterns, and contributing factors to traffic crashes such as traffic congestion, with the ultimate objective of developing targeted interventions and strategies to reduce the frequency and severity of crashes to zero.

Policy TM 1.1.6 – The Village of Palm Springs will continue to prioritize multi-modal safety and coordinate with FDOT and other partners to provide pedestrian and bicyclist outreach and education.

OBJECTIVE TM 1.2 MAINTENANCE

Objective TM 1.2 – The Village of Palm Springs seeks to provide well-maintained roadways for the safety and well-being of motorists, pedestrians and cyclists.

Policy TM 1.2.1 – The Village of Palm Springs shall implement a schedule for regular inspections of transportation facilities within the Village to identify potential hazards including but not limited to potholes, cracks or uneven surfaces.

Policy TM 1.2.2 – The Village of Palm Springs shall promptly repair local streets when potential hazards are identified in the regular inspections to prevent them from worsening and posing a threat to safety.

Policy TM 1.2.3 – The Village of Palm Springs shall maintain its roadway network to meet or exceed a Pavement Condition Index (PCI) of 80 or above.

Policy TM 1.2.4 – The Village of Palm Springs shall provide funding for the maintenance and repair of transportation facilities in the annual budgeting process.

Policy TM 1.2.5 – The Village of Palm Springs seeks to maintain roadways with clear and unobstructed signage indicating speed limits, lane divisions, pedestrian crossings, and other important information.

Policy TM 1.2.6 – The Village of Palm Springs seeks to ensure that drainage systems are properly maintained and functioning to prevent water accumulation on roadways, which can lead to hydroplaning and reduced traction.

Policy TM 1.2.7 – The Village of Palm Springs seeks to partner with other agencies responsible for roadway safety such as law enforcement, emergency services, FDOT and the Palm Beach TPA to ensure a safe transportation network.

GOAL TM 2 A VARIETY OF TRANSPORTATION OPTIONS

Goal TM 2 – The Village of Palm Springs seeks to provide a variety of transportation options to promote sustainability, reduce congestion and improve mobility.

OBJECTIVE TM 2.1 MODAL CHOICE

Objective TM 2.1 – The Village of Palm Springs will provide a transportation network that provides for both traditional and alternative modes of travel.

Policy TM 2.1.1 – The Village of Palm Springs shall evaluate new transportation facilities based upon the provision of multimodal choices and not based solely on their ability to relieve automobile congestion.

Policy TM 2.1.2 – The Village of Palm Springs shall continue to support FDOT, the Palm Beach TPA, and Palm Tran in their efforts to provide alternative modes of transportation in the Village.

Policy TM 2.1.3 – The Village of Palm Springs shall continue to coordinate with FDOT and the Palm Beach TPA to support the regional public transportation system and ensure that adequate public transit systems are available to its residents and visitors.

Policy TM 2.1.4 – The Village of Palm Springs shall continue to work with FDOT, adjoining jurisdictions, and developers to maintain and enhance facilities for safe bicycle and pedestrian travel, wherever applicable.

Policy TM 2.1.5 – The Village of Palm Springs shall improve crosswalks so that they are clearly marked and include signalization.

Policy TM 2.1.6 – The Village of Palm Springs shall continue to support the Tri-Rail commuter rail system as an alternative mode of transportation for the southeast region.

Policy TM 2.1.7 – The Village of Palm Springs shall continue to support the existing Interlocal Agreement with Palm Beach County that enables public transit to be provided in the unincorporated and incorporated areas of the county.

Policy TM 2.1.8 – The Village of Palm Springs will design and construct an internal walkable street network within the CRA that incorporates existing canals and connects to commercial corridors.

Policy TM 2.1.9 – The Village of Palm Springs shall, in coordination with FDOT and Palm Beach TPA, prioritize the provision of sidewalks and bikeways needs in the transportation planning and capital programming process to improve safety and congestion management.

Policy TM 2.1.10 – The Village of Palm Springs shall incorporate sidewalks into all road capacity improvement projects for collector and arterial roadways when feasible, and coordinate with FDOT regarding Complete Streets design for state highway system facilities serving the Village.

Policy TM 2.1.11 – The Village of Palm Spring will coordinate with FDOT and partner agencies to support and seek funding for enhancements to multi-modal improvements within the CRA, including but not limited to the installation of street trees, transit stops, and street furniture.

Policy TM 2.1.12 – The Village of Palm Springs will study the feasibility of providing local micro-transit service.

Policy TM 2.1.13 – The Village of Palm Springs supports a future potential local transit service providing an additional east-west transportation option along the Lake Worth Road corridor.

Policy TM 2.1.14 – The Village of Palm Springs shall identify locations for easement and/or right-of-way acquisition for the construction of transit infrastructure by 2035.

Policy TM 2.1.15 – The Village of Palm Springs shall require that all newly constructed walkways and sidewalks are constructed to meet applicable Americans with Disabilities Act (ADA) design requirements.

GOAL TM 3 EFFICIENT MOBILITY

Goal TM 3 – The Village of Palm Springs seeks to ensure the efficient and smooth movement of motorized vehicles, pedestrians, and cyclists throughout the transportation system network.

OBJECTIVE TM 3.1 TRAFFIC PATTERNS

Objective TM 3.1 – The Village of Palm Springs shall establish traffic patterns that are safe and offer controlled movement for vehicular and non-vehicular traffic.

Policy TM 3.1.1 – The Village of Palm Springs shall maintain transportation design criteria in regulatory codes which protect the citizenry from unsafe ingress/egress points.

Policy TM 3.1.2 – The Village of Palm Springs shall consider alternative street design within and around the Village Hall complex and adjacent recreation facilities to establish this area as the focal point of the community while enhancing multi-modal transportation opportunities.

Policy TM 3.1.3 – The Village of Palm Springs shall ~~continue to~~ require that applicants provide a site assessment traffic impact analysis study for proposed developments that addresses internal circulation and on-site access connections to Village's transportation system for vehicular and non-vehicular travel as a condition of the Development Permit.

Policy TM 3.1.4 – ~~Applicants for new development shall mitigate off-site traffic impacts to the transportation system through payment of a mobility fee to the Village. As part of the Concurrency Review Process, the Village of Palm Springs shall make sure necessary facilities and services are in place at the time a Development Permit is issued.~~

Policy TM 3.1.5 – ~~The Village of Palm Springs shall negotiate with Palm Beach County the utilization of a portion of mobility fees paid by applicants to mitigate traffic impacts and fund mobility projects on County Roads identified in the Village's Mobility Plan. may issue a Development Permit if the Palm Beach County Traffic Engineering Division determines that the proposed development will not adversely affect the adopted level of service on the roadway, or if a proportionate fair share payment agreement is approved.~~

Policy TM 3.1.6 – The Village of Palm Springs shall regulate on-street parking in public rights-of-way by maintaining provisions established in the Village's Land Development Code (LDC).

Policy TM 3.1.7 – The Village of Palm Springs shall continue to work cooperatively with surrounding jurisdictions to provide a uniform traffic control system within the Village and surrounding areas when practicable and feasible.

Policy TM 3.1.8 – The Village of Palm Springs shall maintain and enforce strict requirements within its development codes which regulate proper site distances to eliminate visual barriers which hinder the safety and efficient circulation of traffic.

Policy TM 3.1.9 – The Village of Palm Springs shall continue to support acquisition by Palm Beach County of additional rights-of-way to widen Tenth Avenue North in a manner that does not negatively impact businesses, site improvements, required landscape buffers, parking, and setbacks.

Policy TM 3.1.10 – The Village of Palm Springs shall coordinate closely with Palm Beach County on any future expansion of Kirk Road to ensure that the neighborhood character of the Village is retained. The Village supports the Palm Beach County Comprehensive Plan TRA Policy 1.4-U.6 which restricts portions of Kirk Road to three lanes and reserves excess rights of way for roundabouts, pedestrian and bicycle facilities and landscape buffering.

Policy TM 3.1.11 – The Village of Palm Springs shall develop and maintain regulations in the LDC that require new development to provide vehicular and ~~non-vehicular pedestrian~~ cross-access between adjacent properties to reduce the need for vehicular trips on external roadways.

Policy TM 3.1.12 – The Village of Palm Springs shall assess and implement traffic calming techniques such as alternative street design on roadways within the Village.

Policy TM 3.1.13 – The Village of Palm Springs shall establish access management standards in the LDC to ensure appropriate access to the Village's transportation system. The Village shall consult with F.A.C. 14-97.003 (Access Control Classification System and Access Management Standards) in the coordinating of planning, regulation, and design of access between roadways and land development to preserve the safety and efficiency of the transportation system.

OBJECTIVE TM 3.2 LAND USE RELATIONSHIP

Objective TM 3.2 – The Village of Palm Springs will provide an efficient interrelationship between the transportation system network and various land use activities within the Village.

Policy TM 3.2.1 – The Village of Palm Springs shall design each component of the transportation system network in coordination with the Future Land Use Map to ensure that it is consistent with existing and proposed population densities, housing needs, employment patterns, and land uses.

Policy TM 3.2.2 – The Village of Palm Springs shall carefully analyze street location and design in developing areas during the site plan review process and at the time of development to ensure that developments accommodate the transportation demands without creating adverse impacts on existing streets and traffic patterns.

Policy TM 3.2.3 – The Village of Palm Springs should limit ingress/egress generated by land use activities which impede traffic flow by discouraging the proliferation and placement of median cuts and curb cuts on major carriers of traffic, primarily Military Trail, Congress Avenue, Forest Hill Boulevard, Tenth Avenue North, and Lake Worth Road.

Policy TM 3.2.4 – The Village of Palm Springs should continue to monitor the requirements of off-street parking within the LDC to keep pace with growth and concurrent demands for commercial and multi-family needs.

Policy TM 3.2.5 – The Village of Palm Springs shall continue to collaborate with Palm Beach County and neighboring municipalities to ensure the Transportation Element and Mobility Plan is compatible with related municipal plans.

Policy TM 3.2.6 – The Village of Palm Springs shall continue to coordinate transportation mobility planning and mobility projects improvements with the Palm Beach TPA.

Policy TM 3.2.7 – The Village of Palm Springs will identify partner agency transportation projects and promote them to attract quality redevelopment within the CRA.

Policy TM 3.2.8 – The Village of Palm Spring's Future Land Use Element shall encourage ~~the development~~ of mixed-use developments to reduce the need for vehicular trips.

Policy TM 3.2.9 – The Village of Palm Springs shall coordinate transportation mobility planning with the Future Land Use Map of this Comprehensive Plan, the plans of the Palm Beach TPA, neighboring jurisdictions, and the FDOT 5-Year Transportation Plan

Policy TM 3.2.10 – The Village of Palm Springs LDC shall maintain provisions which seek to ensure that development near the airports shall occur in ways and at locations compatible with the airports' operation and expansion and with sensitivity to protecting existing residential and natural resources adjacent to the airports.

Policy TM 3.2.11 – The Village of Palm Springs shall carefully evaluate land use decisions in the vicinity of the Palm Beach International Airport and Palm Beach County Park (Lantana) Airport to ensure they are compatible with the current and future operation of the airport facility and the Future Land Use Element.

Policy TM 3.2.12 – The Village of Palm Springs shall ensure that additional land uses in the airport hazard area of the Palm Beach International Airport and Palm Beach County Park (Lantana) Airport shall comply with the airport zoning regulations.

Policy TM 3.2.13 – The Village of Palm Springs shall ensure that the height of structures and/or objects in new developments proposed in the airport hazard area shall not hinder airport operation or reduce navigable airspace.

Policy TM 3.2.14 – The Village of Palm Springs should incorporate FDOT roadway context classification and Complete Streets design principles into future development and redevelopment standards within the Village.

OBJECTIVE TM 3.3 DEMAND

Objective TM 3.3 – The Village of Palm Springs seeks to satisfy the majority of transportation demands within the Village, as identified in the Village’s Mobility Plan. ~~Transportation Element’s Data, Inventory and Analysis and best available data from Palm Beach County and the Palm Beach TPA.~~

Policy TM 3.3.1 – The Village of Palm Springs adopts the following Level Of Service (LOS) standards:

Village Local Roads: LOS "C" for Annual Average Daily Traffic (AADT), and LOS "D" for Peak Hour

Village Collector Roads: LOS "D"

County Roads: LOS "D"

FDOT Roads: FDOT LOS standards LOS "D"

Policy TM 3.3.2 – Level Of Service (LOS) standards are intended to be used for mobility planning purposes and site access studies, not for regulating development. The Village of Palm Springs recognizes County and FDOT’s level of service standards but is not financially responsible for ensuring those standards are maintained. The Village of Palm Springs shall continue to enforce the Palm Beach County Traffic Performance Standard Ordinance to ensure that roadway capacities will be available when necessitated by development.

Policy TM 3.3.3 – The Village may elect to establish standards that would require proposed amendments to the Comprehensive Plan that result in an increase in travel above to be defined thresholds to evaluate the impact of the development on Level Of Service (LOS) standards and to identify appropriate mitigation or require an update to mobility projects and the Village’s mobility fee.

Policy TM 3.3.4 – The Village may evaluate the establishment of Street Quality of Service (QOS) standards as a complement to or as a replacement of Village and County Level Of Service (LOS) standards. The Village may also establish Street QOS standards for State Roads to be used in conjunction with FDOT established LOS standards.

Policy TM 3.3.5 – The Village may evaluate the establishment of Multimodal and Transit Quality of Service (QOS) standards.

Policy TM 3.3.6 – The Village will coordinate with FDOT on the utilization of Context Classifications for functionally classified roads in the Mobility Plan.

OBJECTIVE TM 3.4 NEEDS

Objective TM 3.4 – The Village of Palm Springs shall identify future roadway needs and capacity requirements for roads and streets within the Village as part of its Mobility Plan. ~~on an annual basis.~~

Policy TM 3.4.1 – The Village of Palm Springs shall continue to coordinate with the Palm Beach TPA to identify future transportation mobility needs in the Village and recommend funding be included in the Village's Capital Improvements Plan, as well as the TPA's Transportation Improvement Program (TIP).

Policy TM 3.4.2 – The Village of Palm Springs shall maintain its residential character by maintaining regulations in the LDC that prohibit interior Village streets with a right-of-way dimension of eighty (80) feet or less from becoming four (4) lane thoroughfares. Excess right of way shall be used for traffic calming, pedestrian/bicycle facilities, and/or landscaping.

Policy TM 3.4.3 – The Village of Palm Springs adopts the Palm Beach County Thoroughfare Right-of-Way Identification Map (TIM).

OBJECTIVE TM 3.5 FISCAL PRUDENCE

Objective TM 3.5 – The Village of Palm Spring's will pursue multiple sources of funding such as mobility fees, gas and sales tax, assessments and property tax, grants, loans, and partnerships for mobility projects identified in the Mobility Plan and for maintenance and operation of the existing transportation system. ~~Transportation Program shall be cost feasible.~~

Policy TM 3.5.1 – Before expanding the transportation system network, the Village shall carefully scrutinize and investigate the utilization of existing facilities to determine if modifications to the current network would satisfy demands in a more cost-effective manner.

Policy TM 3.5.2 – The Village of Palm Springs shall pursue grant funding opportunities to offset transportation infrastructure costs.

Policy TM 3.5.3 – The Village of Palm Springs shall prioritize transportation funding that results in Complete Streets, providing mobility for all transportation system network users, in coordination with FDOT and the Palm Beach TPA.

GOAL TM 4 COORDINATED TRANSPORTATION PLANNING

Goal TM 4 – The Village of Palm Springs shall coordinate with Palm Beach County, surrounding municipalities and the Palm Beach TPA to achieve an efficient regional transportation system network.

OBJECTIVE TM 4.1 EXTERNAL COORDINATION

Objective TM 4.1 – The Village of Palm Springs shall continue to partner with the Palm Beach TPA and its processes to guide long range transportation decisions and to coordinate transportation plans with the Florida Transportation Plan, the FDOT Adopted Work Program and TPA member governments' plans.

Policy TM 4.1.1 – Recognizing the growing need for regional connectivity, the Village of Palm Springs shall coordinate with the appropriate agencies, including Palm Beach County, Palm Beach TPA, and Palm Tran to support policies and programs that accomplish an efficient transportation system network.

Policy TM 4.1.2 – The Village of Palm Springs shall continue to actively participate in the Palm Beach TPA in order to ensure that area-wide transportation planning decisions affecting the Village address the Village’s needs and concerns.

Policy TM 4.1.3 – The Village of Palm Springs shall collaborate with the Palm Beach TPA when it develops its cost feasible Long Range Transportation Plan (LRTP) to prioritize transportation funding.

Policy TM 4.1.4 – The Village of Palm Springs will consider the Palm Beach TPA LRTP needs assessment to guide right-of-way protection and acquisition.

Policy TM 4.1.5 – The Village of Palm Springs shall work with the Palm Beach TPA to ensure that projects recommended in the Village’s Mobility Plan ~~2021 Transportation/Mobility Master Plan~~ are incorporated into the LRTP for prioritization and funding.

Policy TM 4.1.6 – The Village of Palm Springs shall continue to coordinate with the Palm Beach TPA to update the urban area boundary and functional roadway classification map, every ten years following the US Census.

Policy TM 4.1.7 – The Village of Palm Springs shall update or modify this element, as needed, to ensure it is compatible with updates to the ~~Palm Beach County Comprehensive Plan and Unified Land Development Code (ULDC)~~, the Palm Beach TPA LRTP, and the FDOT Florida Transportation Plan.

Policy TM 4.1.8 – The Village of Palm Springs shall utilize its position within the Palm Beach TPA to advocate for improvements to the roadway segments within the Village that are anticipated to exceed adopted LOS standards “D” by 2030, as documented in the most recently adopted LRTP. ~~Village’s 2021 Transportation/Mobility Master Plan.~~

Policy TM 4.1.9 – The Village of Palm Springs will maintain and abide by the 2018 Interlocal Agreement with Palm Beach County, as may be amended, to support the Airport Master Plans.

Policy TM 4.1.10 – The Village of Palm Springs shall maintain and enforce the airport zoning ordinances regulating land development activity in the vicinity of the Palm Beach International Airport and the Palm Beach County Park Airport.

Policy TM 4.1.11 – The Village of Palm Springs shall consider access routes to the Palm Beach International Airport and the Palm Beach County Park Airport during the street and highway planning processes of the Village, Palm Beach County, the Palm Beach TPA, and FDOT.

OBJECTIVE TM 4.2 ALTERNATIVE TRANSPORTATION SYSTEM TCEA

Objective TM 4.2 – The Village of Palm Springs shall establish an alternative transportation system to replace transportation concurrency, transportation concurrency exception areas, and traffic mitigation payments and fees for development consistent with the Comprehensive Plan through adoption of a mobility fee based on the Village’s Mobility Plan. ~~supports the Palm Beach County Urban Redevelopment Area (URA) Transportation Concurrency Exception Area (TCEA) which includes lands within the Village’s~~

jurisdiction. The TCEA standards are established by Palm Beach County and delineated in the corresponding Policies. The supporting data and analysis are adopted by reference.

Policy TM 4.2.1 – The Village of Palm Springs Mobility Plan shall identify the mobility projects needed to accommodate travel demand from development, mitigate impacts to the transportation system from that development, and enhance mobility for the Village’s residents, businesses, employees, students, patrons, and visitors. supports and locally designates the TCEA for the Military Trail Corridor, Congress Avenue Corridor, Military Trail South Corridor, Lake Worth Road/Congress Avenue South Corridor, and the Florida Mango & 10th Avenue Node (identified in the Future Land Use Map Series).

Policy TM 4.2.3 – The Village of Palm Springs shall administer, implement, maintain, and periodically update its Mobility Plan and Mobility Fee to plan, design, fund, and construct mobility projects to enhance the transportation system. Projects within the TCEA may utilize the concurrency provisions of the TCEA. Only projects that are consistent with the Palm Beach County URA Master Plan and associated land development regulations as adopted by the Palm Beach County Board of County Commissioners may utilize the provisions of the TCEA.

Policy TM 4.2.3 – The transportation network shall be planned and designed to accommodate and promote multiple modes of travel by advancing the following Mobility Plan tenets: ~~The Village of Palm Spring shall adopt local TCEA regulations, no later than 2025, consistent with the Palm Beach County TCEA policy.~~

- a) Mobility: The ability to move people from place (origin) to place (destination) by multiple modes (walk, bike, transit, vehicle) of travel in a timely (speed) and efficient manner;
- b) Accessibility: The ease at which people of all abilities and ages reach, enter, and use modes of travel at the origin and destination of their trip. Transit systems are frequently burdened with addressing the issue of first and last mile access. Providing Americans with Disabilities Act (ADA)-compliant curb access ramps at origins, destinations, intersections, driveways, and mid-block crossings is imperative to removing impediments for vulnerable users such as the disabled, children, the elderly, and people riding bicycles and micromobility devices;
- c) Connectivity: The number of route options people have available to them and the directness and/or distance of those routes. Innovative approaches to enhance connectivity, such as low speed or shared streets, along with using paths, trails, and multi-modal ways for non-vehicular connections, improve mobility and accessibility for people walking, bicycling, accessing transit, and using new mobility technology;
- d) Visibility: The frequency at which those driving a car see people walking, bicycling, riding various micromobility devices, and accessing transit. More people walking and biking equates to greater awareness that people walk and bicycle, which further equates to safety in numbers;
- e) Continuity: The provision of uninterrupted consistency of sidewalks, paths, trails, and bike lanes in width and condition with logical beginning and endpoints that are without gaps and without sudden and abrupt termination. Roads do not suddenly terminate without warning, change number of lanes, or randomly change width without proper transitions and appropriate signage: neither should sidewalks, paths, trails, or bike lanes;

- f) Safety: The combination of behavioral and physical design elements of the built environment that make the multi-modal transportation system comfortable and pleasant for all ages and abilities;
- g) Equity: The ability to access relevant activities such as employment, education, entertainment, health care, personal services, recreation, and retail opportunities by people of all ages, abilities, race, and socioeconomic strata without undue and unjust burden. Equitable mobility provides transportation mobility for not only underserved or disadvantaged communities but also vulnerable users. People have a fundamental right to move around easily, safely, and conveniently;
- h) Social Value: The people-to-people connections one experiences in a shared space environment, whether biking, walking, or riding transit. The social value of these interactions increases both individual happiness and societal happiness through active engagement with the community that overall increases the quality of life and fosters independence, especially for children and the elderly.
- i) Comfort: The sum of all the mobility plan tenets plus the overall quality of the built environment provided for the various mobility modes that allow for comfortable travel, trip satisfaction, travel choice, and time-cost choice.

Policy TM 4.2.4 – The Village of Palm Springs shall consult with the County, FDOT, the Palm Beach TPA, other transportation providers, and drainage authorities on the identification of mobility projects and development, maintenance, and update of the Village’s Mobility Plan. The Village of Palm Springs acknowledges that Palm Beach County determines whether proposed TCEA projects within the Village are generally consistent with the goals and objectives of the URA Master Plan and Regulating Plan.

Policy TM 4.2.5 – The mobility projects established in the Mobility Plan shall serve as the basis for calculation of the Village’s mobility fee. The mobility fee shall be a one-time assessment to mitigate the impact of development on the transportation system. The mobility fee shall meet the dual rational nexus test and shall be roughly proportional to the person travel demand generated by development. The Village of Palm Springs acknowledges that each section of the TCEA shall be limited to the maximum allowable number of units, square footage, total daily trips, and total P.M. peak hour trips identified in Tables TM-1 through TM-5.

Policy TM 4.2.6 – The mobility fee shall be the only transportation mitigation fee assessed on development within the Village to ensure that new development is not held to a higher standard than existing development, is not assessed for systemwide deficiencies, is not paying twice for the same impacts, and is not paying more than the cost of mobility projects reasonably attributable to the travel demand impact of new development. The Village of Palm Springs shall adopt and maintain regulations in the LDC which require that proposed TCEA project applicants submit a traffic generation study for approval to the Palm Beach County Engineer, showing external project traffic and all other existing and committed development traffic in the area to demonstrate that the proposed project is within the limits for allowable land uses and trips set forth in Tables TM-1 through TM-5.

Policy TM 4.2.7 – The Village of Palm Springs will make its best efforts to negotiate an interlocal agreement with the County to allocate a share of the mobility fees collected within the Village to fund mobility projects on County Roads identified in the Village’s Mobility Plan. will attempt to ~~acknowledges that Palm Beach County maintains that no building permits shall be issued for new development in a section of the TCEA when the applicable maximum allowable limit for that land use is reached in that TCEA section.~~

~~**Policy TM 4.2.8**— The Village of Palm Springs acknowledges that any project utilizing this TCEA and significantly impacting the Strategic Intermodal System (SIS) shall be required to address its impacts on SIS facilities pursuant to the Palm Beach County ULDC.~~

~~**Policy TM 4.2.9**— The Village of Palm Springs shall continue to coordinate with Palm Beach County regarding policies for the TCEA, pursuant to section 163.3180, Fla. Stat., and the Village shall update its Comprehensive Plan within 18 months of any TCEA policy update to the County's Comprehensive Plan.~~

TABLE TM-1

**Urban Redevelopment Area–TCEA for Military Trail Corridor
Monitoring Table**

Allowable Land Use Intensities	Residential/ Rental Units	Retail²	Industrial/ Warehouse	Office	Other Non- residential
Existing Land Use Totals	677	1,368,176	150,313	89,315	247,426
Planned Land Use Totals ¹	2766	1,432,127	300,669	153,266	247,426
Allowable variance +/- (%)	15%	25%	10%	10%	10%
Maximum Allowable	3181	1,790,159	330,736	168,593	272,169
Minimum Allowable	2351	1,074,095	270,602	137,939	222,683
Allowable Vehicle Trips	Daily Traffic		PM Peak Hour Traffic		
Planned Land Use Net New Trips	21,210		2,207		
Allowable Land Use Ratios	Residential/ Office		Residential/ Other Non-Residential (Inc. Industrial)		
Minimum Allowable Ratios ³	14.0		3.9		

¹ Includes existing development

² The unit for Non-residential developments is in square feet (sft).

³ Residential units divided by 1000 sft of Office or Other Non-Residential uses (Incl. Industrial).

TABLE TM-2

**Urban Redevelopment Area–TCEA for Congress Avenue Corridor
Monitoring Table**

Allowable Land Use Intensities	Residential/ Rental Units	Retail²	Industrial/ Warehouse	Office	Other Non- residential
Existing Land Use Totals	1,743	574,144	35,146	134,716	58,188
Planned Land Use Totals ¹	1,743	619,949	815,146	180,521	58,188
Allowable variance +/- (%)	15%	25%	15%	25%	25%
Maximum Allowable	2,004	774,936	937,418	225,651	72,735
Minimum Allowable	1,482	464,962	692,874	135,391	43,641
Allowable Vehicle Trips	Daily Traffic		PM Peak Hour Traffic		
Planned Land Use Net New Trips	17,417		1,872		
Allowable Land Use Ratios	Residential/ Office		Residential/ Other Non-Residential (Inc. Industrial)		
Minimum Allowable Ratios ³	6.6		1.47		

¹ Includes existing development

² The unit for Non-residential developments is in square feet (sft).

³ Residential units divided by 1000 sft of Office or Other Non-Residential uses (Incl. Industrial).

TABLE TM-3

**Urban Redevelopment Area–TCEA for Military Trail South Corridor
MONITORING TABLE**

Allowable Land Use Intensities	Residential/ Rental Units	Retail ²	Industrial/ Warehouse	Office	Other Non- Residential
Existing Land Use Totals	168	1,032,180	120,880	119,302	117,109
Planned Land Use Totals ¹	1,871	1,954,540	582,060	1,041,662	117,109
Allowable variance +/- (%)	15%	25%	10%	10%	10%
Maximum Allowable	5,602	2,443,175	640,266	1,145,828	128,820
Minimum Allowable	4,140	1,465,905	523,854	937,496	105,398
Allowable Vehicle Trips	Daily Traffic		PM Peak Hour Traffic		
Planned Land Use Net New Trips	84,340		8,792		
Allowable Land Use Ratios at Buildout	Residential/Office		Residential/Other Non-Residential (Incl. Industrial)		
Minimum Allowable Ratios ³	3.6		5.4		

¹ Includes existing development

² The unit for Non-residential developments is in square feet (sft).

³ Residential units divided by 1000 sft of Office or Other Non-Residential uses (Incl. Industrial)

TABLE TM-4

**Urban Redevelopment Area–TCEA for Lake Worth Rd/Congress Ave South Corridor
MONITORING TABLE**

Allowable Land Use Intensities	Residential/ Rental Units	Retail ²	Industrial/ Warehouse	Office	Other Non- Residential
Existing Land Use Totals	266	403,369	240,275	222,571	86,967
Planned Land Use Totals ¹	1,152	914,009	495,595	733,211	86,967
Allowable variance +/- (%)	15%	25%	10%	10%	10%
Maximum Allowable	1,325	1,442,511	545,151	806,532	95,664
Minimum Allowable	979	685,997	446,039	659,890	78,270
Allowable Vehicle Trips	Daily Traffic		PM Peak Hour Traffic		
Planned Land Use Net New Trips	34,390		3,773		
Allowable Land Use Ratios at Buildout	Residential/Office		Residential/Other Non-Residential (Incl. Industrial)		
Minimum Allowable Ratios ³	1.2		1.5		

¹ Includes existing development

² The unit for Non-residential developments is in square feet (sft).

³ Residential units divided by 1000 sft of Office or Other Non-Residential uses (Incl. Industrial)

TABLE TM-5

**Urban Redevelopment Area–TCEA for Florida Mango & 10th Avenue Node
MONITORING TABLE**

Allowable Land Use Intensities	Residential/ Rental Units	Retail²	Industrial/ Warehouse	Office	Other Non-Residential
Existing Land Use Totals	13	90,095	NA	95,705	NA
Planned Land Use Totals ¹ Allowable variance +/- (%)	107 15%	223,715 25%	66,810 10%	229,325 10%	NA
Maximum Allowable Minimum Allowable	123 91	279,644 167,786	73,491 60,129	252,258 206,393	NA
Allowable Vehicle Trips	Daily Traffic		PM Peak Hour Traffic		
Planned Land Use Net New Trips	7,644		859		
Allowable Land Use Ratios at Buildout	Residential/Office		Residential/Other Non-Residential (Incl. Industrial)		
Minimum Allowable Ratios ³	0.36		1.24		

¹ Includes existing development

² The unit for Non-residential developments is in square feet (sft).

³ Residential units divided by 1000 sft of Office or Other Non-Residential uses (Incl. Industrial)

DEFINITIONS AND ACRONYMS

Complete Streets - Complete Streets are streets designed and operated to enable safe use and support mobility for all users. Those include people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders. The concept of Complete Streets encompasses many approaches to planning, designing, and operating roadways and rights of way with all users in mind to make the transportation network safer and more efficient. Complete Street policies are set at the state, regional, and local levels and are frequently supported by roadway design guidelines.

Development - New development, redevelopment, or expansion of existing development, change or use, or modification of land.

Functional Classification – The assignment of roadways into systems according to the character of service they provide in relation to the total roadway network. This is done on a decennial basis (every 10 years) following every Census, FDOT in coordination with Federal Highway Administration (FHWA) and local partners are required to update Urban Boundary and Functional Classification for the State of Florida.

Impact – An increase in travel demand by development above the demand generated by the existing use of property.

Level of Service (LOS) - A qualitative examination of traveler quality of service provided by a transportation facility or service.

Local Roads - Generally, provide access to abutting properties. Local roads possess relatively low traffic volumes, operating speeds, and trip lengths and minimal through traffic movements. When high traffic volumes compromise a local road's ability to accommodate pedestrian and bicycle traffic, the road should be considered for designation as a significant local road.

Long Range Transportation Plan (LRTP) - ~~A county transportation organization's~~ long range (25-year) strategy, financial, and capital improvement program developed to guide the effective investment of public funds in transportation facilities. The plan is updated every five years and may be amended as a result of changes in projected federal, state, and local funding, major improvement studies, congestion management system plans, interstate interchange justification studies and environmental impact studies.

Principal Arterials - Facilitate relatively long trip lengths at moderate to high operating speeds with somewhat limited access to adjacent properties. Principal arterials generally serve major centers of activity in urban areas and have the highest traffic volume corridors.

Major Collectors - Collect and distribute significant amounts of traffic between arterials, minor collectors, and local roads at moderate to low operating speeds. Major collectors provide for more accessibility to adjacent properties than arterials.

Minor Arterials - Provide somewhat shorter trip lengths than major arterials and generally interconnect with and augment major arterial routes at moderate operating speeds and allowing somewhat greater access to adjacent properties than major arterials.

Minor Collectors - Collect and distribute moderate amounts of traffic between arterials, major collectors, and local roads at relatively low operating speeds with greater accessibility than major collectors.

Mobility - The movement of people and goods from an origin (beginning point) to a destination (end point) by multiple modes of travel in a timely (speed) manner. Movement of people and goods.

Mobility Fee - A monetary exaction imposed on new development, that results in an increase in impact to the transportation system, to fund mobility projects identified in the most recently adopted mobility plan.

Mobility Plan - The establishment of mobility projects within and adjacent to the Village to meet future travel demand from new development within the Village over a 10 to 20 year period that serves as the basis for the Village's mobility fee.

Mobility Project - The improvements, programs, services, and studies identified in the most recently adopted mobility plan to accommodate the impacts from new development within the Village and to enhance the safety, connectivity, and convenience of the transportation system.

Mode - The choice of travel that a person undertakes and can include walking, jogging, running, bicycling, paddling, scooting, flying, driving a vehicle, riding a boat, rail, transit, taxi, using a new mobility technology, and the conveyance of goods by air, pipeline, rail, space, vehicle or water. Any one of the following means of moving people or goods: aviation, bicycle, highway, paratransit, pedestrian, pipeline, rail (commuter, intercity passenger, or freight), transit, space, and water.

Multimodal - Incorporating more than one travel mode.

Multimodal Corridors - Designed in accordance with Complete Street concepts but will not include any additional vehicular travel lanes. Multimodal improvements will include a mixture of bicycle lanes, bicycle racks, sidewalks, multi-use paths, trails, transit stops, transit pullout bays, transit vehicles, vehicular turn lanes and roundabouts.

Multi-Use Trail - ~~A paved, shared-use path, which is typically 12 feet wide, but may commonly vary from 10 feet to 14 or more feet depending upon constraints of volume of use.~~

Palm Tran - the public transit system serving Palm Beach County. Palm Tran provides a fixed route bus, paratransit, and localized dial-a-ride services, with interconnectivity to other public and private transit.

Quality of Service (QOS) - A quantitative stratification of the quality of service of personal mobility stratified into six letter grade levels, with "A" describing the highest quality and "F" describing the lowest quality: a discrete stratification of a quality-of-service continuum.

Shared-Use Path - A paved path typically 12 feet wide but may commonly vary from 10 feet to 14 or more feet depending upon constraints of volume of use, separated from vehicle travel lanes and designed for use of non-vehicular modes of travel.

Strategic Intermodal System (SIS) - Florida's transportation system composed of facilities and services of statewide and interregional significance, including appropriate components of all modes.

Transit - For the purposes of this analysis, a mode of public or private mass transportation, alternative to private single-occupancy motor vehicle travel, whereby the passenger is typically not in control of the mechanism of transport which typically runs along fixed, scheduled, or bounded routes, including, but not limited to bus, trolley, train, ferry, or subway.

~~**Transportation Concurrency Exception Area (TCEA)** – Areas designated by Palm Beach County which allow an exception from the concurrency requirements for transportation facilities if the proposed development is consistent with the adopted Village comprehensive plan and is located within an area designated in a comprehensive plan for urban infill development, urban redevelopment, or downtown revitalization.~~

Transportation Improvement Program (TIP) - The Transportation Improvement Program (TIP) is a document that outlines transportation projects and programs scheduled to receive federal funding over a specified period, typically covering a period of four years. The TIP is a key component of the transportation planning process and is developed through a cooperative effort involving the Palm Beach TPA, FDOT and other stakeholders.

Transportation Planning Agency (TPA) - The Palm Beach County-wide organization made up of local elected and appointed officials responsible for developing, in cooperation with the state and public transportation providers, transportation plans and programs. Synonymous with a Metropolitan Planning Organization (MPO), the TPA is responsible for the development of transportation facilities that function as an intermodal transportation system and the coordination of transportation planning and funding decisions.

Transportation System – The right-of-way, easements, roads, streets, alleyways, curb-cuts, on-street parking, traffic control devices, stormwater management facilities, utilities, sidewalks, bike lanes, bridges, boardwalks, shared-use paths, trails, and transit facilities that allow for circulation, mobility, and parking within the Village and accessibility to land uses, property, and modes of transportation within the Village.

Travel Demand – The mode of transportation mobility that people choose to use, and how those choices result in trips of varying lengths on the transportation network.

Urban Collector - Roads located inside the urbanized or the urban area, while Rural Collector roads are those roads located outside the urbanized or urban area.

Work Program - The five-year listing of all transportation projects planned for each fiscal year by the Florida Department of Transportation, as adjusted for the legislatively approved budget for the first year of the program.



GO Palm Springs
MOBILITY
Plan and Fee



2/25

Village of Palm Springs

MOBILITY PLAN AND FEE

Planning Board



MOBILITY COHORT



Introduction



Jonathan Paul, AICP
Mobility Planner



Uyen Dang, PE
Transportation Engineer
DD=CC

What is a Mobility Plan?

- **A Mobility Plan** is a 20 year vision of the Town's transportation system to transition from one focused primarily on moving vehicles to moving people.
- **Mobility Plans** create a balance between reducing congestion and support community growth.
- **Mobility Plans** are required by Florida Statute to serve as the basis for development of a **Mobility Fee**.



A **Mobility Plan** is the basis to establish a Mobility Fee.

Why do we need it?

A **Mobility Plan** assists the Town in prioritizing projects in their long range plans and helps get projects funded

Mobility fees, established through mobility plans, create additional revenue that the Town can use to fund mobility projects.



Complete Streets

VILLAGE OF PALM SPRINGS MOBILITY STUDY AND FEE




**ACTIVE
SIDEWALKS**


**DEDICATED
BIKE LANES**


**ACTIVE
ROADWAY**


**SAFE
CROSSWALKS**


**FURNISHING
ZONE**


**GREEN
SPACES**



Community Engagement

VILLAGE OF PALM SPRINGS VISION ZERO

Hispanic Heritage Festival



9/21/2024

Spooky Springs Halloween Trunk or Treat



10/19/2024

Senior Citizen Health Expo



10/30/2024

Village Tree Lighting



12/7/2024

Touch a Truck



2/8/2025



5
Community Events

ENGAGEMENT

400+
Residents and Visitors


111
Surveys Collected

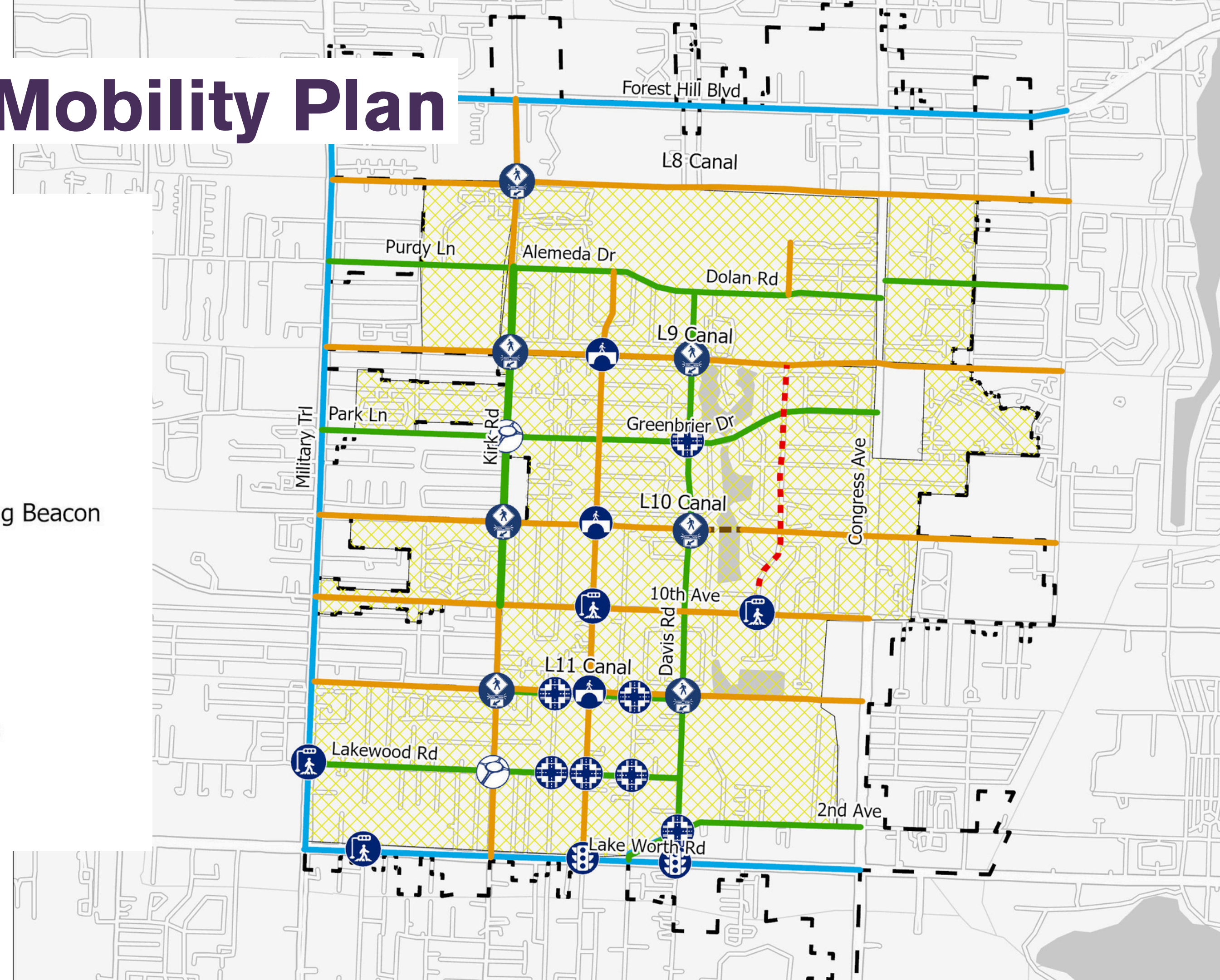




Draft 2045 Mobility Plan

VILLAGE OF PALM SPRINGS MOBILITY STUDY AND FEE

-  New Signalized
-  Pedestrian Signal
-  Roundabout
-  Raised Intersection
-  Pedestrian Bridge
-  Rectangular Rapid Flashing Beacon
-  Bike Boulevard
-  Multi-Use Path
-  Lane Repurposing
-  Boardwalk
-  Complete Streets Projects
-  Traffic Calming
-  City Limit

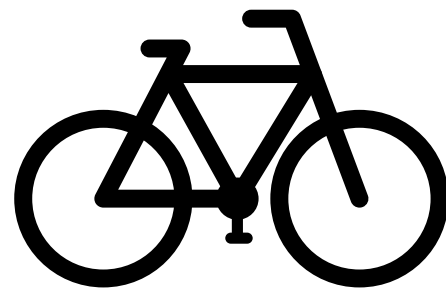


Draft 2045 Mobility Plan

VILLAGE OF PALM SPRINGS MOBILITY STUDY AND FEE



11 Miles



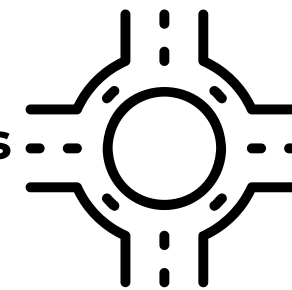
Separated/Protected Bike Lanes

14 Miles



Sidewalks and Curb Ramps

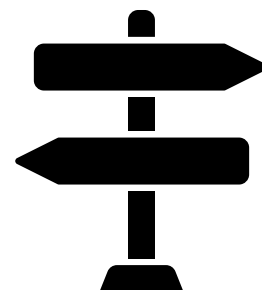
49 Miles



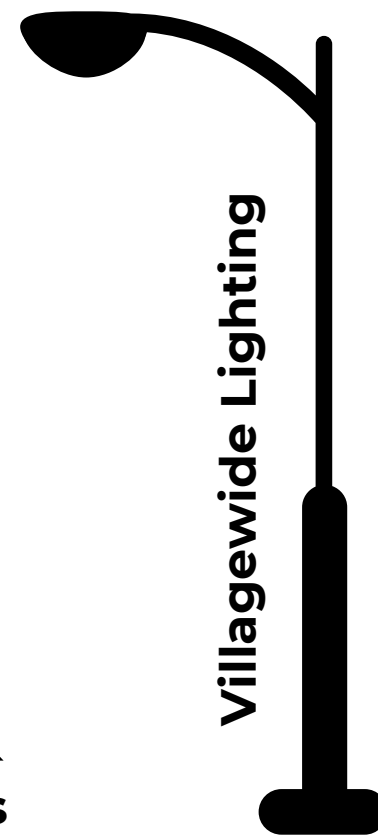
Traffic Calmed Streets



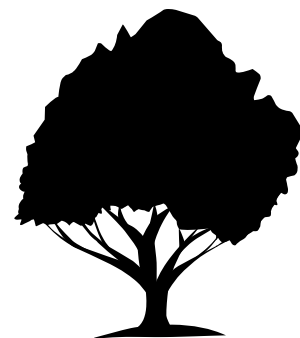
Transit Shuttle



Wayfinding



Village-wide Lighting



Shade Trees



New Crosswalks

9 Miles

Complete Streets Projects

Comprehensive Plan Amendment

- Draft Comprehensive Plan Amendment
- Incorporate Mobility Plan and Mobility Fee

Questions and Comments?

Next Steps

- Transmit Comprehensive Plan Amendment
- Complete Mobility Plan and Mobility Fee Technical Report
- Draft Mobility Fee Ordinance
- 1st Reading of the Mobility Fee Ordinance and Comprehensive Plan Amendment adoption
- 2nd Reading of Mobility Fee Ordinance and Adoption

CHAPTER 2024-266

Committee Substitute for House Bill No. 479

An act relating to alternative mobility funding systems and impact fees; amending s. 163.3164, F.S.; providing definitions; amending s. 163.3180, F.S.; revising requirements relating to agreements to pay for or construct certain improvements; authorizing certain local governments to adopt an alternative transportation system that is mobility-plan and fee-based in certain circumstances; prohibiting an alternative transportation system from imposing responsibility for funding an existing transportation deficiency upon new development; requiring counties and municipalities to create and execute interlocal agreements if a developer is charged a fee for transportation impacts for a new development or redevelopment; providing requirements for such agreements; providing requirements for when such interlocal agreements are not executed by a specified date; authorizing a local government that issues the building permit to collect a fee for transportation impacts under certain circumstances unless otherwise agreed; amending s. 163.31801, F.S.; revising requirements for the calculation of impact fees by certain local governments and special districts; requiring local governments transitioning to alternative transportation systems to provide holders of impact fee credits with full benefit of intensity and density of prepaid credit balances as of a specified date in certain circumstances; amending s. 212.055, F.S.; conforming a cross-reference; providing an effective date.

Be It Enacted by the Legislature of the State of Florida:

Section 1. Subsections (32) through (52) of section 163.3164, Florida Statutes, are renumbered as subsections (34) through (54), respectively, and new subsections (32) and (33) are added to that section, to read:

163.3164 Community Planning Act; definitions.—As used in this act:

(32) “Mobility fee” means a local government fee schedule established by ordinance and based on the projects included in the local government’s adopted mobility plan.

(33) “Mobility plan” means an alternative transportation system mobility study developed by using a plan-based methodology and adopted into a local government comprehensive plan that promotes a compact, mixed use, and interconnected development served by a multimodal transportation system in an area that is urban in character, or designated to be urban in character, as defined in s. 171.031.

Section 2. Paragraphs (h) and (i) of subsection (5) of section 163.3180, Florida Statutes, are amended, and paragraph (j) is added to that subsection, to read:

163.3180 Concurrency.—

(5)

(h)1. Local governments that continue to implement a transportation concurrency system, whether in the form adopted into the comprehensive plan before the effective date of the Community Planning Act, chapter 2011-139, Laws of Florida, or as subsequently modified, must:

a. Consult with the Department of Transportation when proposed plan amendments affect facilities on the strategic intermodal system.

b. Exempt public transit facilities from concurrency. For the purposes of this sub-subparagraph, public transit facilities include transit stations and terminals; transit station parking; park-and-ride lots; intermodal public transit connection or transfer facilities; fixed bus, guideway, and rail stations; and airport passenger terminals and concourses, air cargo facilities, and hangars for the assembly, manufacture, maintenance, or storage of aircraft. As used in this sub-subparagraph, the terms “terminals” and “transit facilities” do not include seaports or commercial or residential development constructed in conjunction with a public transit facility.

c. Allow an applicant for a development-of-regional-impact development order, development agreement, rezoning, or other land use development permit to satisfy the transportation concurrency requirements of the local comprehensive plan, the local government’s concurrency management system, and s. 380.06, when applicable, if:

(I) The applicant in good faith offers to enter into a binding agreement to pay for or construct its proportionate share of required improvements in a manner consistent with this subsection. The agreement must provide that after an applicant makes its contribution or constructs its proportionate share pursuant to this sub-sub-subparagraph, the project shall be considered to have mitigated its transportation impacts and be allowed to proceed if the applicant has satisfied all other local government development requirements for the project.

(II) The proportionate-share contribution or construction is sufficient to accomplish one or more mobility improvements that will benefit a regionally significant transportation facility. A local government may accept contributions from multiple applicants for a planned improvement if it maintains contributions in a separate account designated for that purpose. A local government may not prevent a single applicant from proceeding after the applicant has satisfied its proportionate-share requirement if the applicant has satisfied all other local government development requirements for the project.

d. Provide the basis upon which the landowners will be assessed a proportionate share of the cost addressing the transportation impacts resulting from a proposed development.

2. An applicant shall not be held responsible for the additional cost of reducing or eliminating deficiencies. When an applicant contributes or constructs its proportionate share pursuant to this paragraph, a local government may not require payment or construction of transportation facilities whose costs would be greater than a development's proportionate share of the improvements necessary to mitigate the development's impacts.

a. The proportionate-share contribution shall be calculated based upon the number of trips from the proposed development expected to reach roadways during the peak hour from the stage or phase being approved, divided by the change in the peak hour maximum service volume of roadways resulting from construction of an improvement necessary to maintain or achieve the adopted level of service, multiplied by the construction cost, at the time of development payment, of the improvement necessary to maintain or achieve the adopted level of service.

b. In using the proportionate-share formula provided in this subparagraph, the applicant, in its traffic analysis, shall identify those roads or facilities that have a transportation deficiency in accordance with the transportation deficiency as defined in subparagraph 4. The proportionate-share formula provided in this subparagraph shall be applied only to those facilities that are determined to be significantly impacted by the project traffic under review. If any road is determined to be transportation deficient without the project traffic under review, the costs of correcting that deficiency shall be removed from the project's proportionate-share calculation and the necessary transportation improvements to correct that deficiency shall be considered to be in place for purposes of the proportionate-share calculation. The improvement necessary to correct the transportation deficiency is the funding responsibility of the entity that has maintenance responsibility for the facility. The development's proportionate share shall be calculated only for the needed transportation improvements that are greater than the identified deficiency.

c. When the provisions of subparagraph 1. and this subparagraph have been satisfied for a particular stage or phase of development, all transportation impacts from that stage or phase for which mitigation was required and provided shall be deemed fully mitigated in any transportation analysis for a subsequent stage or phase of development. Trips from a previous stage or phase that did not result in impacts for which mitigation was required or provided may be cumulatively analyzed with trips from a subsequent stage or phase to determine whether an impact requires mitigation for the subsequent stage or phase.

d. In projecting the number of trips to be generated by the development under review, any trips assigned to a toll-financed facility shall be eliminated from the analysis.

e. The applicant shall receive a credit on a dollar-for-dollar basis for impact fees, mobility fees, and other transportation concurrency mitigation requirements paid or payable in the future for the project. The credit shall be

reduced up to 20 percent by the percentage share that the project's traffic represents of the added capacity of the selected improvement, or by the amount specified by local ordinance, whichever yields the greater credit.

3. This subsection does not require a local government to approve a development that, for reasons other than transportation impacts, is not qualified for approval pursuant to the applicable local comprehensive plan and land development regulations.

4. As used in this subsection, the term "transportation deficiency" means a facility or facilities on which the adopted level-of-service standard is exceeded by the existing, committed, and vested trips, plus additional projected background trips from any source other than the development project under review, and trips that are forecast by established traffic standards, including traffic modeling, consistent with the University of Florida's Bureau of Economic and Business Research medium population projections. Additional projected background trips are to be coincident with the particular stage or phase of development under review.

(i) ~~If a local government elects to repeal transportation concurrency, the local government may it is encouraged to adopt an alternative transportation system that is mobility-plan and fee-based or an alternative transportation system that is not mobility-plan and fee-based. The local government mobility funding system that uses one or more of the tools and techniques identified in paragraph (f). Any alternative mobility funding system adopted may not use an alternative transportation system be used to deny, time, or phase an application for site plan approval, plat approval, final subdivision approval, building permits, or the functional equivalent of such approvals provided that the developer agrees to pay for the development's identified transportation impacts via the funding mechanism implemented by the local government. The revenue from the funding mechanism used in the alternative transportation system must be used to implement the needs of the local government's plan which serves as the basis for the fee imposed. An alternative transportation A mobility fee-based funding system must comply with s. 163.31801 governing impact fees. An alternative transportation system may not impose that is not mobility fee-based shall not be applied in a manner that imposes upon new development any responsibility for funding an existing transportation deficiency as defined in paragraph (h).~~

(j)1. If a county and municipality charge the developer of a new development or redevelopment a fee for transportation capacity impacts, the county and municipality must create and execute an interlocal agreement to coordinate the mitigation of their respective transportation capacity impacts.

2. The interlocal agreement must, at a minimum:

a. Ensure that any new development or redevelopment is not charged twice for the same transportation capacity impacts.

b. Establish a plan-based methodology for determining the legally permissible fee to be charged to a new development or redevelopment.

c. Require the county or municipality issuing the building permit to collect the fee, unless agreed to otherwise.

d. Provide a method for the proportionate distribution of the revenue collected by the county or municipality to address the transportation capacity impacts of a new development or redevelopment, or provide a method of assigning responsibility for the mitigation of the transportation capacity impacts belonging to the county and the municipality.

3. By October 1, 2025, if an interlocal agreement is not executed pursuant to this paragraph:

a. The fee charged to a new development or redevelopment shall be based on the transportation capacity impacts apportioned to the county and municipality as identified in the developer’s traffic impact study or the mobility plan adopted by the county or municipality.

b. The developer shall receive a 10 percent reduction in the total fee calculated pursuant to sub-subparagraph a.

c. The county or municipality issuing the building permit must collect the fee charged pursuant to sub-subparagraphs a. and b. and distribute the proceeds of such fee to the county and municipality within 60 days after the developer’s payment.

4. This paragraph does not apply to:

a. A county as defined in s. 125.011(1).

b. A county or municipality that has entered into, or otherwise updated, an existing interlocal agreement, as of October 1, 2024, to coordinate the mitigation of transportation impacts. However, if such existing interlocal agreement is terminated, the affected county and municipality that have entered into the agreement shall be subject to the requirements of this paragraph unless the county and municipality mutually agree to extend the existing interlocal agreement before the expiration of the agreement.

Section 3. Paragraph (a) of subsection (4), paragraph (a) of subsection (5), and subsection (7) of section 163.31801, Florida Statutes, are amended to read:

163.31801 Impact fees; short title; intent; minimum requirements; audits; challenges.—

(4) At a minimum, each local government that adopts and collects an impact fee by ordinance and each special district that adopts, collects, and administers an impact fee by resolution must:

(a) Ensure that the calculation of the impact fee is based on a study using the most recent and localized data available within 4 years of the current impact fee update. The new study must be adopted by the local government within 12 months of the initiation of the new impact fee study if the local government increases the impact fee.

(5)(a) Notwithstanding any charter provision, comprehensive plan policy, ordinance, development order, development permit, or resolution, the local government or special district that requires any improvement or contribution must credit against the collection of the impact fee any contribution, whether identified in a development order, proportionate share agreement, or any other form of exaction, related to public facilities or infrastructure, including monetary contributions, land dedication, site planning and design, or construction. Any contribution must be applied on a dollar-for-dollar basis at fair market value to reduce any impact fee collected for the general category or class of public facilities or infrastructure for which the contribution was made.

(7) If an impact fee is increased, the holder of any impact fee credits, whether such credits are granted under s. 163.3180, s. 380.06, or otherwise, which were in existence before the increase, is entitled to the full benefit of the intensity or density prepaid by the credit balance as of the date it was first established. If a local government adopts an alternative transportation system pursuant to s. 163.3180(5)(i), the holder of any transportation or road impact fee credits granted under s. 163.3180 or s. 380.06 or otherwise that were in existence before the adoption of the alternative transportation system is entitled to the full benefit of the intensity and density prepaid by the credit balance as of the date the alternative transportation system was first established.

Section 4. Paragraph (d) of subsection (2) of section 212.055, Florida Statutes, is amended to read:

212.055 Discretionary sales surtaxes; legislative intent; authorization and use of proceeds.—It is the legislative intent that any authorization for imposition of a discretionary sales surtax shall be published in the Florida Statutes as a subsection of this section, irrespective of the duration of the levy. Each enactment shall specify the types of counties authorized to levy; the rate or rates which may be imposed; the maximum length of time the surtax may be imposed, if any; the procedure which must be followed to secure voter approval, if required; the purpose for which the proceeds may be expended; and such other requirements as the Legislature may provide. Taxable transactions and administrative procedures shall be as provided in s. 212.054.

(2) LOCAL GOVERNMENT INFRASTRUCTURE SURTAX.—

(d) The proceeds of the surtax authorized by this subsection and any accrued interest shall be expended by the school district, within the county and municipalities within the county, or, in the case of a negotiated joint

county agreement, within another county, to finance, plan, and construct infrastructure; to acquire any interest in land for public recreation, conservation, or protection of natural resources or to prevent or satisfy private property rights claims resulting from limitations imposed by the designation of an area of critical state concern; to provide loans, grants, or rebates to residential or commercial property owners who make energy efficiency improvements to their residential or commercial property, if a local government ordinance authorizing such use is approved by referendum; or to finance the closure of county-owned or municipally owned solid waste landfills that have been closed or are required to be closed by order of the Department of Environmental Protection. Any use of the proceeds or interest for purposes of landfill closure before July 1, 1993, is ratified. The proceeds and any interest may not be used for the operational expenses of infrastructure, except that a county that has a population of fewer than 75,000 and that is required to close a landfill may use the proceeds or interest for long-term maintenance costs associated with landfill closure. Counties, as defined in s. 125.011, and charter counties may, in addition, use the proceeds or interest to retire or service indebtedness incurred for bonds issued before July 1, 1987, for infrastructure purposes, and for bonds subsequently issued to refund such bonds. Any use of the proceeds or interest for purposes of retiring or servicing indebtedness incurred for refunding bonds before July 1, 1999, is ratified.

1. For the purposes of this paragraph, the term “infrastructure” means:

a. Any fixed capital expenditure or fixed capital outlay associated with the construction, reconstruction, or improvement of public facilities that have a life expectancy of 5 or more years, any related land acquisition, land improvement, design, and engineering costs, and all other professional and related costs required to bring the public facilities into service. For purposes of this sub-subparagraph, the term “public facilities” means facilities as defined in s. 163.3164(41) ~~s. 163.3164(39)~~, s. 163.3221(13), or s. 189.012(5), and includes facilities that are necessary to carry out governmental purposes, including, but not limited to, fire stations, general governmental office buildings, and animal shelters, regardless of whether the facilities are owned by the local taxing authority or another governmental entity.

b. A fire department vehicle, an emergency medical service vehicle, a sheriff’s office vehicle, a police department vehicle, or any other vehicle, and the equipment necessary to outfit the vehicle for its official use or equipment that has a life expectancy of at least 5 years.

c. Any expenditure for the construction, lease, or maintenance of, or provision of utilities or security for, facilities, as defined in s. 29.008.

d. Any fixed capital expenditure or fixed capital outlay associated with the improvement of private facilities that have a life expectancy of 5 or more years and that the owner agrees to make available for use on a temporary basis as needed by a local government as a public emergency shelter or a staging area for emergency response equipment during an emergency

officially declared by the state or by the local government under s. 252.38. Such improvements are limited to those necessary to comply with current standards for public emergency evacuation shelters. The owner must enter into a written contract with the local government providing the improvement funding to make the private facility available to the public for purposes of emergency shelter at no cost to the local government for a minimum of 10 years after completion of the improvement, with the provision that the obligation will transfer to any subsequent owner until the end of the minimum period.

e. Any land acquisition expenditure for a residential housing project in which at least 30 percent of the units are affordable to individuals or families whose total annual household income does not exceed 120 percent of the area median income adjusted for household size, if the land is owned by a local government or by a special district that enters into a written agreement with the local government to provide such housing. The local government or special district may enter into a ground lease with a public or private person or entity for nominal or other consideration for the construction of the residential housing project on land acquired pursuant to this sub-subparagraph.

f. Instructional technology used solely in a school district's classrooms. As used in this sub-subparagraph, the term "instructional technology" means an interactive device that assists a teacher in instructing a class or a group of students and includes the necessary hardware and software to operate the interactive device. The term also includes support systems in which an interactive device may mount and is not required to be affixed to the facilities.

2. For the purposes of this paragraph, the term "energy efficiency improvement" means any energy conservation and efficiency improvement that reduces consumption through conservation or a more efficient use of electricity, natural gas, propane, or other forms of energy on the property, including, but not limited to, air sealing; installation of insulation; installation of energy-efficient heating, cooling, or ventilation systems; installation of solar panels; building modifications to increase the use of daylight or shade; replacement of windows; installation of energy controls or energy recovery systems; installation of electric vehicle charging equipment; installation of systems for natural gas fuel as defined in s. 206.9951; and installation of efficient lighting equipment.

3. Notwithstanding any other provision of this subsection, a local government infrastructure surtax imposed or extended after July 1, 1998, may allocate up to 15 percent of the surtax proceeds for deposit into a trust fund within the county's accounts created for the purpose of funding economic development projects having a general public purpose of improving local economies, including the funding of operational costs and incentives related to economic development. The ballot statement must indicate the intention to make an allocation under the authority of this subparagraph.

Section 5. This act shall take effect October 1, 2024.

Approved by the Governor June 25, 2024.

Filed in Office Secretary of State June 25, 2024.

SUMMARY OF PURPOSE FOR COMPREHENSIVE PLAN AMENDMENTS

The following is a summary explanation for the proposed changes to the Village of Palm Springs Comprehensive Plan for the development of a mobility plan and a mobility fee:

Amendment: ~~Mobility Plan Transportation/Mobility Master Plan 2021~~

The Village completed a Transportation/Mobility Master Plan in 2021 to address roadway quality, capacity, multimodal connectivity, and bicycle and pedestrian safety. The report resulted in 30 ranked projects to be incorporated within the Village CIP over time, seeking funding from the TPA. Many of these projects have been completed or are underway. In 2025, the Village developed a Mobility Plan that identified improvements, programs, services, and studies, collectively referred to as “mobility projects”, to mitigate the travel demand impacts of new development, enhance the existing transportation system, and serve as the basis for development of a mobility fee. The Village can utilize the identified mobility projects rankings when coordinating with the Palm Beach TPA to ensure that identified projects on major corridors, such as Congress Avenue, and 10th Avenue, are incorporated into the regional Long Range Transportation Plan for prioritization and funding.

Purpose: *The Village Transportation/Mobility Master Plan is being updated as part of the development of a mobility fee to reflect existing conditions in 2025 and the identification of future mobility projects in a Mobility Plan that serve as the basis for the mobility fee.*

Amendment: (system replacing network)

Goal TM 3 – The Village of Palm Springs seeks to ensure the efficient and smooth movement of motorized vehicles, pedestrians, and cyclists throughout the transportation system ~~network~~.

Purpose: *Florida Statute requirements for the transportation element of comprehensive plans refers to a local governments transportation system. The terms system and network are used interchangeably throughout the Village’s Comprehensive Plan. There are several updates that will be noted that reflect system versus ~~network~~.*

Amendment: (alternative transportation system)

Policy TM 3.1.3 – The Village of Palm Springs shall ~~continue to~~ require that applicants provide a site assessment traffic impact analysis study for proposed developments that addresses internal circulation and on-site access connections to Village’s transportation system for vehicular and non-vehicular travel as a condition of the Development Permit.

Purpose: *Traffic impact analysis is associated with transportation concurrency and more specifically Palm Beach County’s transportation system. Under the current concurrency system, the traffic impact analysis is intended to identify needs. Then development may be required to make a proportionate share payment to mitigate those needs.*

Mobility fees are considered an alternative transportation system in Florida Statute intended to replace transportation concurrency. The mobility plan is intended to identify mobility projects to address transportation system needs external to individual developments. These external needs are mitigated for through payment of a mobility fee. Developments are still required to ensure on-site circulation and access connections (i.e., driveways or intersections) to the external transportation system are provided in a safe and efficient manner that does not impede vehicular and non-vehicular travel. Mobility projects in the Mobility Plan do not address development specific access connections or needs, that is the purpose for site assessment studies.

SUMMARY OF PURPOSE FOR COMPREHENSIVE PLAN AMENDMENTS

Amendment: Policy TM 3.1.4 – Applicants for new development shall mitigate off-site traffic impacts to the transportation system through payment of a mobility fee to the Village. ~~As part of the Concurrency Review Process, the Village of Palm Springs shall make sure necessary facilities and services are in place at the time a Development Permit is issued.~~

Purpose: See purpose under alternative transportation system.

Amendment: Policy TM 3.1.5 – The Village of Palm Springs shall negotiate with Palm Beach County the utilization of a portion of mobility fees paid by applicants to mitigate traffic impacts and fund mobility projects on County Roads identified in the Village’s Mobility Plan. ~~may issue a Development Permit if the Palm Beach County Traffic Engineering Division determines that the proposed development will not adversely affect the adopted level of service on the roadway, or if a proportionate fair share payment agreement is approved.~~

Purpose: The recently adopted (2024) amendments to Florida Statute through House Bill (HB) 479 require municipalities and counties to address mitigation to each entities transportation system based on the local governments mobility plan.

Amendment: Policy TM 3.1.11 – The Village of Palm Springs shall develop and maintain regulations in the LDC that require new development to provide vehicular and non-vehicular pedestrian cross-access between adjacent properties to reduce the need for vehicular trips on external roadways.

Purpose: Cross access impacts non-vehicular modes of travel such as bicycling or scooting just as much as it does people walking (i.e., pedestrians). This amendment provides clarification.

Amendment: Objective TM 3.2 – The Village of Palm Springs will provide an efficient interrelationship between the transportation system network and various land use activities within the Village.

Policy TM 3.2.1 – The Village of Palm Springs shall design each component of the transportation system network in coordination with the Future Land Use Map to ensure that it is consistent with existing and proposed population densities, housing needs, employment patterns, and land uses.

Purpose: See purpose under system versus network.

Amendment: Policy TM 3.2.5 – The Village of Palm Springs shall continue to collaborate with Palm Beach County and neighboring municipalities to ensure the Transportation Element and Mobility Plan is compatible with related municipal plans.

Purpose: Recognizes the need to also collaborate Mobility Plans.

Amendment: Policy TM 3.2.6 – The Village of Palm Springs shall continue to coordinate transportation mobility planning and mobility projects improvements with the Palm Beach TPA.

Purpose: Recognizes the need to coordinate mobility planning and projects.

SUMMARY OF PURPOSE FOR COMPREHENSIVE PLAN AMENDMENTS

Amendment: *Policy TM 3.2.9* – The Village of Palm Springs shall coordinate transportation mobility planning with the Future Land Use Map of this Comprehensive Plan, the plans of the Palm Beach TPA, neighboring jurisdictions, and the FDOT 5-Year Transportation Plan

Purpose: *Clarification.*

Amendment: *Objective TM 3.3* – The Village of Palm Springs seeks to satisfy the majority of transportation demands within the Village, as identified in the Village’s Mobility Plan. ~~Transportation Element’s Data, Inventory and Analysis and best available data from Palm Beach County and the Palm Beach TPA.~~

Purpose: *The Mobility Plan includes an evaluation of existing conditions based on the most recent and localized data.*

Amendment: (Level of Service)

Policy TM 3.3.1 – The Village of Palm Springs adopts the following Level Of Service (LOS) standards:

Village Local Roads: LOS "C" for Annual Average Daily Traffic (AADT), and LOS "D" for Peak Hour

Village Collector Roads: LOS "D"

County Roads: LOS "D"

FDOT Roads: FDOT LOS standards LOS "D"

Purpose: *Level of service (LOS) standards have been established to determine the level of traffic that can be accommodated before improvements are needed. They have also been used as a tool for regulating development through transportation concurrency. Florida Statute states that where a local government uses LOS standards to regulate development, the local government is also responsible for showing how those standards are achieved in its five year Capital Improvements Program.*

The establishment of an alternative transportation system is to allow development to mitigate its transportation impact through payment of a mobility fee. The intent of a Mobility Plan is to plan for future mobility planning using multiple modes of travel, not just driving.

This global amendment is to reflect that roadway LOS is intended for mobility planning purposes and the identification of future needs to be addressed through the mobility plan. Subsequent amendments stipulate that the Village is not financially responsible for maintaining another governmental entities LOS standard. Florida Statute stipulates that by establishing a LOS standard, a local government is the entity responsible for paying to maintain that standard. Private development would only be responsible for impacts that caused a roadway to exceed that standard. Private development cannot be made responsible for roadways that already exceed capacity (i.e., backlogged or deficient). Since LOS standards place financial obligations on local governments, many who adopt alternative transportation systems also consider alternatives to LOS standards. As part of future Comprehensive Plan amendments, the Village may elect to replace road LOS with Street Quality of Service (QOS) standards.

Amendments: *Policy TM 3.3.2* – Level Of Service (LOS) standards are intended to be used for mobility planning purposes and site access studies, not for regulating development. The Village of Palm Springs recognizes County and FDOT’s level of service standards but is not financially responsible for ensuring those standards are maintained. ~~The Village of Palm Springs shall continue to enforce the Palm Beach County Traffic Performance Standard Ordinance to ensure that roadway capacities will be available when necessitated by development.~~

SUMMARY OF PURPOSE FOR COMPREHENSIVE PLAN AMENDMENTS

Policy TM 3.3.3 – The Village may elect to establish standards that would require proposed amendments to the Comprehensive Plan that result in an increase in travel above to be defined thresholds to evaluate the impact of the development on Level Of Service (LOS) standards and to identify appropriate mitigation or require an update to mobility projects and the Village’s mobility fee.

Policy TM 3.3.4 – The Village may evaluate the establishment of Street Quality of Service (QOS) standards as a complement to or as a replacement of Village and County Level Of Service (LOS) standards. The Village may also establish Street QOS standards for State Roads to be used in conjunction with FDOT established LOS standards.

Policy TM 3.3.5 – The Village may evaluate the establishment of Multimodal and Transit Quality of Service (QOS) standards.

Purpose: See purpose under level of service.

Amendment: Policy TM 3.3.6 – The Village will coordinate with FDOT on the utilization of Context Classifications for functionally classified roads in the Mobility Plan.

Purpose: The Florida Department of Transportation (FDOT) has adopted Complete Street guidelines. As part of those guidelines, it has established context classifications. The Mobility Plan includes an evaluation of the Village’s transportation system based on those context classifications. The classifications are relatively new and subject to change as municipalities further urbanize. Coordination with FDOT, given the number of State Roads within and adjacent to the Village, should be coordinated with to further refine roadway context classifications.

Amendment: Objective TM 3.4 – The Village of Palm Springs shall identify future roadway needs and capacity requirements for roads and streets within the Village as part of its Mobility Plan. ~~on an annual basis.~~

Purpose: The Mobility Plan is intended to be a planning tool utilized by the Village to plan for future transportation mobility needs.

Amendment: Policy TM 3.4.1 – The Village of Palm Springs shall continue to coordinate with the Palm Beach TPA to identify future transportation mobility needs in the Village and recommend funding be included in the Village’s Capital Improvements Plan, as well as the TPA’s Transportation Improvement Program (TIP).

Purpose: Clarification

Amendment: Objective TM 3.5 – The Village of Palm Spring’s will pursue multiple sources of funding such as mobility fees, gas and sales tax, assessments and property tax, grants, loans, and partnerships for mobility projects identified in the Mobility Plan and for maintenance and operation of the existing transportation system. ~~Transportation Program shall be cost feasible.~~

Purpose: Indicates that the Village will pursue multiple avenues for funding mobility projects.

SUMMARY OF PURPOSE FOR COMPREHENSIVE PLAN AMENDMENTS

Amendment: Policy TM 3.5.1 – Before expanding the transportation ~~system network~~, the Village shall carefully scrutinize and investigate the utilization of existing facilities to determine if modifications to the current network would satisfy demands in a more cost-effective manner.

Policy TM 3.5.3 – The Village of Palm Springs shall prioritize transportation funding that results in Complete Streets, providing mobility for all transportation ~~system network~~ users, in coordination with FDOT and the Palm Beach TPA.

Goal TM 4 – The Village of Palm Springs shall coordinate with Palm Beach County, surrounding municipalities and the Palm Beach TPA to achieve an efficient regional transportation ~~system network~~.

Policy TM 4.1.1 – Recognizing the growing need for regional connectivity, the Village of Palm Springs shall coordinate with the appropriate agencies, including Palm Beach County, Palm Beach TPA, and Palm Tran to support policies and programs that accomplish an efficient transportation ~~system network~~.

Purpose: *See purpose under system versus network.*

Amendment: Policy TM 4.1.5 – The Village of Palm Springs shall work with the Palm Beach TPA to ensure that projects recommended in the Village's Mobility Plan 2024 ~~Transportation/Mobility Master Plan~~ are incorporated into the LRTP for prioritization and funding.

Purpose: *Updated reference to Mobility Plan*

Amendment: Policy TM 4.1.7 – The Village of Palm Springs shall update or modify this element, as needed, to ensure it is compatible with updates to the ~~Palm Beach County Comprehensive Plan and Unified Land Development Code (ULDC)~~, the Palm Beach TPA LRTP, and the FDOT Florida Transportation Plan.

Purpose: *Florida Statute allows for any local government to adopt alternative transportation systems to replace transportation concurrency. The Palm Beach County Comprehensive Plan requires transportation concurrency under the County system.*

Amendment: Policy TM 4.1.8 – The Village of Palm Springs shall utilize its position within the Palm Beach TPA to advocate for improvements to the roadway segments within the Village that are anticipated to exceed adopted LOS standards ~~“D” by 2030, as documented in the most recently adopted LRTP. Village’s 2021 Transportation/Mobility Master Plan.~~

Purpose: *As the Village transitions to a mobility plan and mobility fee system, emphasis will be on mobility projects to enhance the transportation system. Future level of service deficiencies and the need for capacity improvements on State and County Roads, which primarily carry through traffic, would be identified through the Long Range Transportation Plan.*

SUMMARY OF PURPOSE FOR COMPREHENSIVE PLAN AMENDMENTS

Amendment:

Objective TM 4.2 Alternative Transportation system TCEA

Objective TM 4.2 – The Village of Palm Springs shall establish an alternative transportation system to replace transportation concurrency, transportation concurrency exception areas, and traffic mitigation payments and fees for development consistent with the Comprehensive Plan through adoption of a mobility fee based on the Village’s Mobility Plan. ~~supports the Palm Beach County Urban Redevelopment Area (URA) Transportation Concurrency Exception Area (TCEA) which includes lands within the Village’s jurisdiction. The TCEA standards are established by Palm Beach County and delineated in the corresponding Policies. The supporting data and analysis are adopted by reference.~~

Policy TM 4.2.1 – The Village of Palm Springs Mobility Plan shall identify the mobility projects needed to accommodate travel demand from development, mitigate impacts to the transportation system from that development, and enhance mobility for the Village’s residents, businesses, employees, students, patrons, and visitors. ~~supports and locally designates the TCEA for the Military Trail Corridor, Congress Avenue Corridor, Military Trail South Corridor, Lake Worth Road/Congress Avenue South Corridor, and the Florida Mango & 10th Avenue Node (identified in the Future Land Use Map Series).~~

Policy TM 4.2.3 – The Village of Palm Springs shall administer, implement, maintain, and periodically update its Mobility Plan and Mobility Fee to plan, design, fund, and construct mobility projects to enhance the transportation system. ~~Projects within the TCEA may utilize the concurrency provisions of the TCEA. Only projects that are consistent with the Palm Beach County URA Master Plan and associated land development regulations as adopted by the Palm Beach County Board of County Commissioners may utilize the provisions of the TCEA.~~

Policy TM 4.2.3 – The transportation network shall be planned and designed to accommodate and promote multiple modes of travel by advancing the following Mobility Plan tenets: ~~The Village of Palm Spring shall adopt local TCEA regulations, no later than 2025, consistent with the Palm Beach County TCEA policy.~~

- a) Mobility: The ability to move people from place (origin) to place (destination) by multiple modes (walk, bike, transit, vehicle) of travel in a timely (speed) and efficient manner;
- b) Accessibility: The ease at which people of all abilities and ages reach, enter, and use modes of travel at the origin and destination of their trip. Transit systems are frequently burdened with addressing the issue of first and last mile access. Providing Americans with Disabilities Act (ADA)-compliant curb access ramps at origins, destinations, intersections, driveways, and mid-block crossings is imperative to removing impediments for vulnerable users such as the disabled, children, the elderly, and people riding bicycles and micromobility devices;
- c) Connectivity: The number of route options people have available to them and the directness and/or distance of those routes. Innovative approaches to enhance connectivity, such as low speed or shared streets, along with using paths, trails, and multi-modal ways for non-vehicular connections, improve mobility and accessibility for people walking, bicycling, accessing transit, and using new mobility technology;
- d) Visibility: The frequency at which those driving a car see people walking, bicycling, riding various micromobility devices, and accessing transit. More people walking and biking equates to greater awareness that people walk and bicycle, which further equates to safety in numbers;
- e) Continuity: The provision of uninterrupted consistency of sidewalks, paths, trails, and bike lanes in width and condition with logical beginning and endpoints that are without gaps and without

SUMMARY OF PURPOSE FOR COMPREHENSIVE PLAN AMENDMENTS

sudden and abrupt termination. Roads do not suddenly terminate without warning, change number of lanes, or randomly change width without proper transitions and appropriate signage; neither should sidewalks, paths, trails, or bike lanes;

- f) Safety: The combination of behavioral and physical design elements of the built environment that make the multi-modal transportation system comfortable and pleasant for all ages and abilities;
- g) Equity: The ability to access relevant activities such as employment, education, entertainment, health care, personal services, recreation, and retail opportunities by people of all ages, abilities, race, and socioeconomic strata without undue and unjust burden. Equitable mobility provides transportation mobility for not only underserved or disadvantaged communities but also vulnerable users. People have a fundamental right to move around easily, safely, and conveniently;
- h) Social Value: The people-to-people connections one experiences in a shared space environment, whether biking, walking, or riding transit. The social value of these interactions increases both individual happiness and societal happiness through active engagement with the community that overall increases the quality of life and fosters independence, especially for children and the elderly.
- i) Comfort: The sum of all the mobility plan tenets plus the overall quality of the built environment provided for the various mobility modes that allow for comfortable travel, trip satisfaction, travel choice, and time-cost choice.

Policy TM 4.2.4 – The Village of Palm Springs shall consult with the County, FDOT, the Palm Beach TPA, other transportation providers, and drainage authorities on the identification of mobility projects and development, maintenance, and update of the Village’s Mobility Plan. The Village of Palm Springs acknowledges that Palm Beach County determines whether proposed TCEA projects within the Village are generally consistent with the goals and objectives of the URA Master Plan and Regulating Plan.

Policy TM 4.2.5 – The mobility projects established in the Mobility Plan shall serve as the basis for calculation of the Village’s mobility fee. The mobility fee shall be a one-time assessment to mitigate the impact of development on the transportation system. The mobility fee shall meet the dual rational nexus test and shall be roughly proportional to the person travel demand generated by development. The Village of Palm Springs acknowledges that each section of the TCEA shall be limited to the maximum allowable number of units, square footage, total daily trips, and total P.M. peak hour trips identified in Tables TM-1 through TM-5.

Policy TM 4.2.6 – The mobility fee shall be the only transportation mitigation fee assessed on development within the Village to ensure that new development is not held to a higher standard than existing development, is not assessed for systemwide deficiencies, is not paying twice for the same impacts, and is not paying more than the cost of mobility projects reasonably attributable to the travel demand impact of new development. The Village of Palm Springs shall adopt and maintain regulations in the LDC which require that proposed TCEA project applicants submit a traffic generation study for approval to the Palm Beach County Engineer, showing external project traffic and all other existing and committed development traffic in the area to demonstrate that the proposed project is within the limits for allowable land uses and trips set forth in Tables TM-1 through TM-5.

Policy TM 4.2.7 – The Village of Palm Springs will make its best efforts to negotiate an interlocal agreement with the County to allocate a share of the mobility fees collected within the Village to fund mobility projects on County Roads identified in the Village’s Mobility Plan. will attempt to—acknowledges that Palm Beach County maintains that no building permits shall be issued for new development in a section of the TCEA when the applicable maximum allowable limit for that land use is reached in that TCEA section.

SUMMARY OF PURPOSE FOR COMPREHENSIVE PLAN AMENDMENTS

~~**Policy TM 4.2.8** — The Village of Palm Springs acknowledges that any project utilizing this TCEA and significantly impacting the Strategic Intermodal System (SIS) shall be required to address its impacts on SIS facilities pursuant to the Palm Beach County ULDC.~~

~~**Policy TM 4.2.9** — The Village of Palm Springs shall continue to coordinate with Palm Beach County regarding policies for the TCEA, pursuant to section 163.3180, Fla. Stat., and the Village shall update its Comprehensive Plan within 18 months of any TCEA policy update to the County's Comprehensive Plan.~~

The amendment also includes the deletion of TM Tables 1 thru 5.

***Purpose:** See purpose under alternative transportation system. Further, Palm Beach County objected to the Village's attempts to establish a TCEA. The Florida Legislature has replaced TCEA's with alternative transportation systems, such as a mobility fee based on a mobility plan. Florida Statute very clearly states that any local government can adopt an alternative transportation systems and makes no exception for exempting local governments in charter Counties.*

Amendment: DEFINITIONS AND ACRONYMS

Development - New development, redevelopment, or expansion of existing development, change or use, or modification of land.

Impact – An increase in travel demand by development above the demand generated by the existing use of property.

Mobility - The movement of people and goods from an origin (beginning point) to a destination (end point) by multiple modes of travel in a timely (speed) manner. ~~Movement of people and goods.~~

Mobility Fee - A monetary exaction imposed on new development, that results in an increase in impact to the transportation system, to fund mobility projects identified in the most recently adopted mobility plan.

Mobility Plan - The establishment of mobility projects within and adjacent to the Village to meet future travel demand from new development within the Village over a 10 to 20 year period that serves as the basis for the Village's mobility fee.

Mobility Project - The improvements, programs, services, and studies identified in the most recently adopted mobility plan to accommodate the impacts from new development within the Village and to enhance the safety, connectivity, and convenience of the transportation system.

Mode - The choice of travel that a person undertakes and can include walking, jogging, running, bicycling, paddling, scooting, flying, driving a vehicle, riding a boat, rail, transit, taxi, using a new mobility technology, and the conveyance of goods by air, pipeline, rail, space, vehicle or water. ~~Any one of the following means of moving people or goods: aviation, bicycle, highway, paratransit, pedestrian, pipeline, rail (commuter, intercity passenger, or freight), transit, space, and water.~~

Multi Use Trail — A paved, shared use path, which is typically 12 feet wide, but may commonly vary from 10 feet to 14 or more feet depending upon constraints of volume of use.

SUMMARY OF PURPOSE FOR COMPREHENSIVE PLAN AMENDMENTS

Quality of Service (QOS) - A quantitative stratification of the quality of service of personal mobility stratified into six letter grade levels, with "A" describing the highest quality and "F" describing the lowest quality: a discrete stratification of a quality-of-service continuum.

Shared-Use Path - A paved path typically 12 feet wide but may commonly vary from 10 feet to 14 or more feet depending upon constraints of volume of use, separated from vehicle travel lanes and designed for use of non-vehicular modes of travel.

~~**Transportation Concurrency Exception Area (TCEA)**—Areas designated by Palm Beach County which allow an exception from the concurrency requirements for transportation facilities if the proposed development is consistent with the adopted Village comprehensive plan and is located within an area designated in a comprehensive plan for urban infill development, urban redevelopment, or downtown revitalization.~~

Transportation System – The right-of-way, easements, roads, streets, alleyways, curb-cuts, on-street parking, traffic control devices, stormwater management facilities, utilities, sidewalks, bike lanes, bridges, boardwalks, shared-use paths, trails, and transit facilities that allow for circulation, mobility, and parking within the Village and accessibility to land uses, property, and modes of transportation within the Village.

Travel Demand – The mode of transportation mobility that people choose to use, and how those choices result in trips of varying lengths on the transportation network.

Purpose: *The amendments reflect terms used for mobility plans and mobility fees.*