



MEMORANDUM

City of Venice

City Manager's Office

TO: Mayor & City Council

THROUGH: N/A

FROM: Edward F. Lavalley, City Manager 

DATE: September 21, 2021

COUNCIL APPROVAL: No

MEETING DATE: September 28, 2021

STRATEGIC PLAN GOAL: Upgrade and Maintain City Infrastructure and Facilities

SUBJECT: Mobility Fees

Background: Among the impact fees collected by the City for newly constructed properties are Mobility Fees; formally Road Impact Fees. The fees are due from property owners at the time a certificate of occupancy (CO) is issued. Theoretically, the fees are a one-time compensation for the impact a new property will have on the transportation system. The use of the former road impact fees was required to be directed toward some measure of expanding the capacity of a service or facility, whereas Mobility Fees are more flexible and may be used to accomplish complete streets through the funding of multi-modal improvements. A contemporary example is the proposed use of Mobility Fees to expand the capacity of Laurel Road, by adding additional travel lanes and other amenities to accommodate the projected impact of increased traffic from residential and commercial growth.

The City has been accumulating Mobility Fees over time. The purpose of this memo is to summarize two projects that qualify for the use of Mobility Fees.

Previously, the Venice City Council committed a total of \$2.3 million in Mobility Fees towards the future expansion and improvement of the Pinebrook Road x East Venice Avenue intersection. Although the intersection is located within City limits, both roads are properties belonging to Sarasota County. Accordingly, the County has taken the lead in initiating plans for a future intersection improvement. Those plans included hiring a consultant firm to develop optional means of improving/expanding the intersection. The consultant fees approximating \$140,000 were charged against the accumulated Venice Mobility Fees. The consultant's report provided a number of improvement options. The options range significantly in scope and projected cost. The most expensive option offered was projected to cost \$8.6 million. The least expensive option approximates \$2 million.

As the County owns the road, County staff applied to the State for a grant to subsidize the project cost, and received a commitment for a 50-50% match. At the time of the grant application, the final project design had not been selected, so as a caution the grant application sought funding to meet the highest consultant's project cost estimate (\$8.6 million); calling for a 50% local match of \$4.3. In fact, the final project design has not been determined to date, and the funding is not due for award until Fiscal 2024. By that date, the original project cost estimates will be 5-6 years old, and of questionable accuracy.

At this time, the City's formal commitment to the intersection project is \$2.3 million of Venice Mobility fees. The City and County previously identified the intersection as a priority project, and the City initially committed \$1.8 million to the future project as part of an earlier road-swap with the County. The City later added \$500,000 in leftover funds from the Edmondson Road improvement project. By virtue of the 2014 road swap agreement with the County, the City is committed to the initial \$1.8 million. The additional \$500,000 was added at the election of a previous Council.

A second project potentially qualifying for the use of Mobility fees is the planned intersection improvement and signalization on Pinebrook Road at the planned main entrance of the new Sarasota Memorial Hospital (SMH). This off-site improvement will be needed to accommodate the future hospital activity, as well as other planned residential and commercial expansion proximate to that intersection. Reportedly, SMH recently pledged 50% of the cost of the intersection improvement in a letter dated August 27, 2021. The final design and cost estimate are not yet complete.

Projects that are required to maintain level of service (LOS) as identified in the City's Comprehensive Plan, are presented to the City Council as part of the periodic updating of the Capital Improvement Schedule (CIS) that is annually submitted to the State. The last presentation to the Council occurred in May 2021, at which time, the current CIS was adopted. As the SMH project was not yet due for design it was not included in the Council briefing. The CIS will be presented to Planning Commission in October 2021 and City Council in November 2021 subsequent to the approval of the FY22 budget. Council will be presented with the opportunity to review and prioritize this, and other projects. (Typically, the CIS will also include other projects that may qualify for the use of Impact Fees).

This briefing is provided to summarize the status of two local projects that qualify for the use of Venice Mobility Fees (the Pinebrook/Venice intersection project currently in the FDOT work program with Impact Fees committed and the newly discussed SMH intersection project) and to emphasize that, within the guidelines of the Interlocal impact fee agreements with the County, the decisions on commitment of Mobility Fees for these and other local capacity-building projects are the prerogative of the Venice City Council.

Requested Action: Determine use of Mobility Fees for the Pinebrook Road/Venice Avenue intersection and Sarasota Memorial Hospital intersection on Pinebrook Road

If for an agenda item, this document and any associated backup created by City of Venice staff has been reviewed for ADA compliance: Yes

City Attorney Review/Approved: N/A

Risk Management Review: N/A

Finance Department Review/Approved: N/A

Funds Availability (account number): Click or tap here to enter text.

ORIGINAL(S) ATTACHED: Click or tap here to enter text.

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