

The seal of Pasco County, Florida, is a circular emblem. It features a central illustration of a red, classical-style building with white columns, set against a yellow map of Florida. The building is flanked by two yellow vertical bars. The seal is surrounded by a green ring with the text "PASCO COUNTY" at the top and "FLORIDA" at the bottom, separated by two stars. The numbers "18" and "87" are also visible on the left and right sides of the ring, respectively. The entire seal is bordered by a ring of small stars.

Pasco County, Florida 2021 Mobility Fee Update

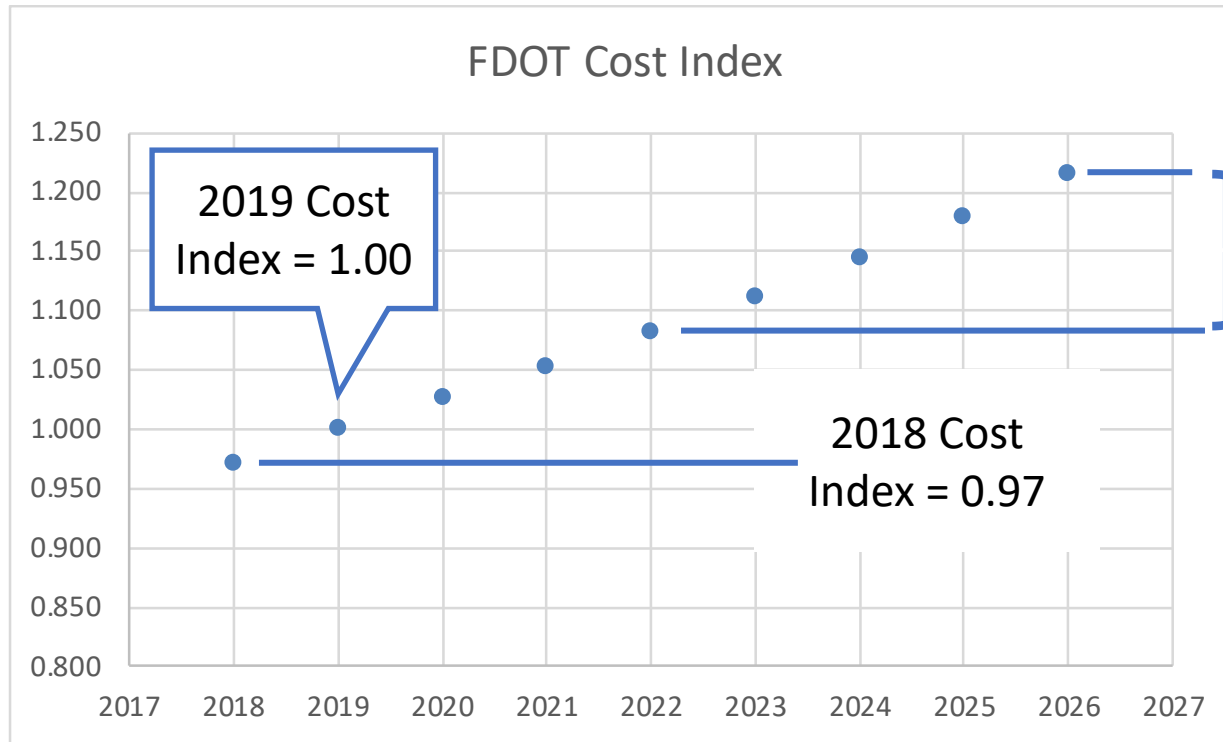
Purposes of Discussion

1. What has changed since 2017/2018 Update Study
2. Staff recommended direction

Brief History

- a. Impact fee for transportation since 1985.
- b. Changed to mobility fee in 2011.
 - Geographic and form-based incentives, multi-modal
 - Employment land uses (Office, Industrial, Hotels) 100% incentivized (zero fee)
- c. Fees have remained mostly unchanged since 2011.
- d. Updates were undertaken in 2014 and 2018.
- e. Fees currently generate \$28-30M per year.

What's Changed? – Costs are Higher



Average 2022 to 2026
Cost Index = 1.146

To convert 2018 cost to an average 2022-2026 cost,
multiply 2018 Cost $\times (1.146/0.97) = 1.181$,
or, an 18.1% increase.

For example, if the cost to build a lane-mile of road
is \$5 million in 2018, then the expected cost in the
2022 to 2026 period would be \$5 million $\times 1.18$, or
\$5.9 million.

To convert 2018 cost to “current” (2021-2022) cost, multiply 2018 Cost $\times 1.10$.

What's Changed? – Growth Rates and Revenues

Growth rates are lower, and shift to urban district.
Therefore, quantity of needed capacity is smaller.
Even with higher costs, total revenue needed is 10.6% less.

Non-mobility fee revenues shift a bit by source, but overall stay about the same.
Total revenue needed from mobility fees is less, but there is less growth to generate revenues.
Thus, mobility fee rates need to increase.

Summary of Individual Meeting BCC Direction

- Keep MUTRM/TND/TOD incentives as they are (4.5/5)
- Willing to consider reducing Retail incentives (4/5)
- OK to reduce Lodging incentives (1/5)
- OK to reduce Office and Industrial incentives (1/5)
- OK to reduce Single-Family incentives (1/5)

Other ideas:

- Incentivize locally-owned small businesses.
- Add “Accessory Dwelling Unit” land use.

Proposed Fee Adjustments

- Continue existing (zero fee) incentives for office, industrial, lodging, and West Market Area.
- Most Retail fees increased 13%+/- annually (50% after 4 years) due to cost increases and partial or full subsidy removal.
- Multi-family (apartments) increased 6%+/- annually (24% after 4 years) due to cost increases and full subsidy removal.
- Locally-Owned, Small Business fees reduced to same rate as TND (<50% of “Standard” fees).
- Continue zero subsidies for mini-warehousing and mining.
- All other fees to be indexed at 3%+/- annually (13% after 4 years) to address cost increases.

Proposed Fee Adjustments (Year 2025)

2021 Costs, 2021 MF Capacity Addition Ratios

"Needs"	Total	Urban	Suburb	Rural
Est 2021 MRN PMT:	14,406,473	10,064,025	2,891,480	1,450,968
25-yr Growth Rate:	1.70%	1.53%	2.24%	1.71%
25-yr PMT Growth:	7,567,495	4,656,842	2,143,903	766,750
Capacity Addition Ratio:	1.073	0.950	1.250	1.330
Capacity Addition Goal:	8,123,656	4,424,000	2,679,879	1,019,777
Cost per PMC:	\$384.27	\$366.56	\$385.15	\$458.78
\$\$ Needed:	\$3,121,674,902	\$1,621,672,400	\$1,032,145,293	\$467,857,210
Ped, Bike, Safety Program:				
Total 25-year Revenue Need:	\$3,121,674,902	\$1,621,672,400	\$1,032,145,293	\$467,857,210

2021 Revenue Program

		Base	Growth	Total	
2nd LOGT:	\$0.05	\$140,909,442	\$53,254,138	\$194,163,580	6.1%
P4P Sales Tax:	\$0.01	\$214,894,854	\$120,547,091	\$335,441,945	10.6%
Tax Increment District:	30%	\$364,198,289	\$366,777,457	\$730,975,746	23.1%
Mobility Fees:		\$0	\$704,616,114	\$704,616,114	22.3%
State/Federal Revenues:		\$871,531,816	\$329,379,455	\$1,200,911,271	37.9%
		\$1,591,534,402	\$1,574,574,255	\$3,166,108,657	100.0%
		50.3%	49.7%		
			Excess:	\$44,433,755	1.4%

"Standard" Development Mobility Fee

	Urban	Suburb	Rural
Single-family 1,501 to 2,499 s.f.:	\$6,567	\$9,646	\$11,030
MFUDU:	\$5,308	\$8,689	\$11,597
Hotel:	\$0	\$0	\$0
Office (50,001-100,000 sf):	\$0	\$0	\$0
Retail (50,001-200,000 sf):	\$8,462	\$10,577	\$13,220
Industrial:	\$0	\$0	\$0

2021 to 2025 Staging of Proposed Fee Adjustments

Example Proposed Fee Changes

	"Standard" Development					MUTRM Development					TND/LOSB Development					TOD Development				
	2021	2022	2023	2024	2025	2021	2022	2023	2024	2025	2021	2022	2023	2024	2025	2021	2022	2023	2024	2025
Single-family 1,501 to 2,499 s.f.:	2021 Fee Indexed at 3.13%/yr					2021 Fee Indexed at 3.13%/yr					2021 Fee Indexed at 3.13%/yr					2021 Fee Indexed at 3.13%/yr				
Urban:	\$5,835	\$6,018	\$6,201	\$6,384	\$6,567	\$4,376	\$4,513	\$4,651	\$4,788	\$4,925	\$2,918	\$3,010	\$3,101	\$3,193	\$3,284	\$1,459	\$1,505	\$1,551	\$1,596	\$1,642
Suburb:	\$8,570	\$8,839	\$9,108	\$9,377	\$9,646	\$4,376	\$4,513	\$4,651	\$4,788	\$4,925	\$2,918	\$3,010	\$3,101	\$3,193	\$3,284	\$1,459	\$1,505	\$1,551	\$1,596	\$1,642
Rural:	\$9,800	\$10,107	\$10,415	\$10,722	\$11,030	\$7,350	\$7,581	\$7,811	\$8,042	\$8,272	\$4,900	\$5,054	\$5,207	\$5,361	\$5,515	n/a	n/a	n/a	n/a	n/a
MFDU:	Continue Zero Incentive					2021 Fee Indexed at 3.13%/yr					2021 Fee Indexed at 3.13%/yr					2021 Fee Indexed at 3.13%/yr				
Urban:	\$4,280	\$4,537	\$4,794	\$5,051	\$5,308	\$2,978	\$3,071	\$3,165	\$3,258	\$3,352	\$1,986	\$2,048	\$2,111	\$2,173	\$2,235	\$993	\$1,024	\$1,055	\$1,086	\$1,118
Suburb:	\$7,064	\$7,470	\$7,877	\$8,283	\$8,689	\$2,978	\$3,071	\$3,165	\$3,258	\$3,352	\$1,986	\$2,048	\$2,111	\$2,173	\$2,235	\$993	\$1,024	\$1,055	\$1,086	\$1,118
Rural:	\$9,276	\$9,856	\$10,436	\$11,017	\$11,597	\$5,021	\$5,179	\$5,336	\$5,494	\$5,651	\$3,347	\$3,452	\$3,557	\$3,662	\$3,767	n/a	n/a	n/a	n/a	n/a
Hotel:	No change					No change					No change					No change				
Urban:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Suburb:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Rural:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	n/a	n/a	n/a	n/a	n/a
Office (50,001-100,000 sf):	No change					No change					No change					No change				
Urban:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Suburb:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Rural:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	n/a	n/a	n/a	n/a	n/a
Retail (50,001-200,000 sf):	50% Increase in Four Steps					2021 Fee Indexed at 3.13%/yr					2021 Fee Indexed at 3.13%/yr					2021 Fee Indexed at 3.13%/yr				
Urban:	\$5,641	\$6,346	\$7,051	\$7,756	\$8,462	\$4,231	\$4,364	\$4,497	\$4,629	\$4,762	\$2,821	\$2,910	\$2,998	\$3,087	\$3,175	\$1,410	\$1,454	\$1,498	\$1,543	\$1,587
Suburb:	\$7,051	\$7,932	\$8,814	\$9,695	\$10,577	\$4,231	\$4,364	\$4,497	\$4,629	\$4,762	\$2,821	\$2,910	\$2,998	\$3,087	\$3,175	\$1,410	\$1,454	\$1,498	\$1,543	\$1,587
Rural:	\$8,813	\$9,915	\$11,016	\$12,118	\$13,220	\$6,610	\$6,817	\$7,025	\$7,232	\$7,440	\$4,407	\$4,545	\$4,684	\$4,822	\$4,960	n/a	n/a	n/a	n/a	n/a
Industrial:	No change					No change					No change					No change				
Urban:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Suburb:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Rural:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	n/a	n/a	n/a	n/a	n/a

Locally-Owned Small Business Discount

Proposed Definition:

“Locally Owned Small Business” – “A business that (a) is majority owned (i.e. 51 percent or more) by Pasco, Hillsborough, Pinellas, Hernando, Polk, or Sumter county resident(s) whose homestead or permanent residence is located in one of these counties, (b) is not part of a chain that is located outside of these counties, and (c) employs 25 or fewer employees.”

Accessory Dwelling Unit

Proposed Definition:

“Accessory Dwelling Unit or ADU” shall mean an ancillary or secondary living unit, not to exceed nine hundred (900) square feet in size, that has a separate kitchen, bathroom and sleeping area, existing either within the same structure, or on the same lot, as the primary dwelling unit.

Fee Rates:

		Accessory Dwelling Unit				
		Proposed 2025 Fees				
	2021 Fee ⁽¹⁾	Standard	MUTRM	TND	TOD	Urban WMA or Rural 5+
Urban:	\$4,280	\$2,310	\$1,733	\$1,155	\$578	\$0
Suburb:	\$7,064	\$3,041	\$2,281	\$1,521	\$760	n/a
Rural:	\$9,276	\$3,259	\$2,445	\$1,630	\$815	\$3,041

Note: 1. ADU's are currently charged the Apartment rate.

Comparison with Nearby Mobility Fees

		Agency: Pasco County ⁽¹⁾			Hillsborough County ⁽²⁾		City of Tampa ⁽⁴⁾	Polk County	Manatee County ⁽³⁾
		Adoption Date: Proposed 2025			2020		2018	2019	2017
		District: Rural	Suburb	Urban	Rural	Urban	University North District	All	All
Land Use	Single-Family (2,000 s.f.) per du:	\$11,030	\$9,646	\$6,567	\$13,038	\$9,183	\$2,176	\$2,380	\$4,005 - \$6,891
	Multi-Family (1-2 Floor) per du:	\$11,597	\$8,689	\$5,308	\$9,445	\$6,661	\$1,122	\$1,564	\$2,338 - \$4,010
	Hotel per room	\$0	\$0	\$0	\$4,901	\$4,168	\$1,784	n/a	\$1,678 - \$2,345
	Office (50,000 sf) per 1,000 sf:	\$0	\$0	\$0	\$11,777	\$8,336	\$4,765	\$2,356	\$3,286 - \$4,594
	Retail (100,000 sf) per 1,000 sf:	\$13,220	\$10,577	\$8,462	\$15,962	\$13,562	\$3,999	\$3,536	\$8,397 - \$11,737
	Industrial (per 1,000 sf):	\$0	\$0	\$0	\$5,982	\$4,230	\$1,481	\$855	\$2,076 - \$2,903

Notes:

1. Fees reported are "Standard" fees. Discounts of 25, 50, and 75% provided to MUTRM, TND, TOD developments.
2. Fees effective through December 31, 2021.
3. Manatee County has four fee districts (NE, NW, SE, and SW). Fees reported are minimum and maximum for each land use. Fee study in progress.
4. Tampa has nine fee districts. Fees reported are from their "University North" district, which abuts Pasco County.

End of presentation

What's Changed? – Growth Rates are Lower

2018 Mobility Fee

	Total	Urban	Suburb	Rural
Est 2015 MRN PMT:	12,783,212	8,155,840	3,232,330	1,395,042
25-year Growth Rate:	2.23%	1.93%	2.78%	2.54%
PMT Growth:	9,398,044	4,993,508	3,190,370	1,214,166
Capacity Addition Ratio:	1.101	0.950	1.250	1.333
Capacity Addition Goal:	10,350,682	4,743,833	3,987,962	1,618,887
Cost per PMC:	\$337.44	\$337.12	\$343.11	\$324.45
\$\$ Needed:	\$3,492,777,608	\$1,599,234,977	\$1,368,289,824	\$525,252,807

- With lower growth rates, and shift to urban growth, quantity of needed system capacity is smaller. Even with higher costs, total revenue needed is 10.6% less.

2021 Costs, 2021 MF Capacity Addition Ratios

"Needs"	Total	Urban	Suburb	Rural
Est 2021 MRN PMT:	14,406,473	10,064,025	2,891,480	1,450,968
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Total 25-year Revenue Need:	\$3,121,674,902	\$1,621,672,400	\$1,032,145,293	\$467,857,210

What's Changed? -- Revenues

2018 Revenue Program

		Base	Growth	Total	
2nd LOGT:	\$0.05	\$138,886,909	\$71,273,826	\$210,160,735	5.9%
P4P Sales Tax:	\$0.01	\$180,623,129	\$95,378,459	\$276,001,588	7.8%
Tax Increment District:	33%	\$619,078,363	\$80,504,636	\$699,582,999	19.8%
Mobility Fees:		\$0	\$1,092,662,815	\$1,092,662,815	30.9%
State/Federal Revenues:		\$852,745,265	\$401,520,910	\$1,254,266,175	35.5%
		\$1,791,333,666	\$1,741,340,646	\$3,532,674,312	100.0%
		50.7%	49.3%		
			Excess:	\$0	0.0%

- Non-Mobility Fee revenues shift, but overall stay about the same.
- Total revenue needed from mobility fees is less, but there's less growth to generate mobility fees. Thus, mobility fee rates need to increase.

2021 Revenue Program

		Base	Growth	Total	
2nd LOGT:	\$0.05	\$140,909,442	\$53,254,138	\$194,163,580	6.1%
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Tax Increment District:	30%	\$364,198,289	\$366,777,457	\$730,975,746	23.1%
Mobility Fees:		\$0	\$704,616,114	\$704,616,114	22.3%
State/Federal Revenues:		\$871,531,816	\$329,379,455	\$1,200,911,271	37.9%
		\$1,591,534,402	\$1,574,574,255	\$3,166,108,657	100.0%
		50.3%	49.7%		
			Excess:	\$44,433,755	1.4%