



Transportation Funding Fee Options

City of Bonita Springs Council Presentation

4/1/2026

Road Impact Fee Overview

- Cost to construct to expand off-site capital improvements to meet vehicle demands created by a project
- Based on vehicle trips or trip length
- Basic question is about adding new road or improving vehicle capacity:
 - existing roads
 - new roads
 - sidewalks and bicycle lanes if taking trips off the road
 - capacity improvements that take trips off of the road



Multi-Modal Impact Fee Overview

- Cost to construct to expand off-site capital improvements to meet vehicle demands created by a project
- Based on adding multi-modal trips
- Basic question is about adding new or increasing multi-modal capacity:
 - existing roads
 - new roads
 - sidewalks and bicycle lanes
 - additional capacity improvements
 - somewhat flexible where and how funds are spent



Mobility Fee Overview

- Based on the future mobility vision expressed in a mobility plan
- Cost is calculated by assessing proportionate impact on mobility
- Expenditures can be inside and outside Assessment District
- Basic question is about supporting mobility vision for the future:
 - existing roads
 - new roads
 - sidewalks and bicycle lanes
 - transit improvements
 - intelligent transportation system
 - other mobility improvements



Transportation Fees Comparison

Feature	Road Impact Fee	Multimodal Impact Fee	Mobility Fee
Primary Focus	Moving Cars	Moving Cars + Bikes/Peds	Moving People (all modes)
Spending	New roads, lane widening, intersections	Roads + Sidewalks + Bike lanes	Roads + Sidewalks + Bike lanes + Transit + Rail + Trails + Technology
Incentives	None (standard rates)	Moderate	High (lower fees for urban infill)
Expenditures	Rational nexus	Within district or zone (varies)	Within and external to district(s)
Basis	<u>Roadway Capacity</u> Trip generation, trip length, road capacity, and adopted level of service	<u>Multi-modal Capacity</u> Trip generation, trip lengths, capacity, and adopted level of service	<u>Adopted Mobility Plan</u> Vehicle or persons miles of travel



Sampling of Areas Using Alternative Fees

Multi-Modal Fee	Mobility Fee
City of Tampa	City of Cape Coral (In Progress)
Pinellas County	City of West Palm Beach
City of Orlando	City of Kissimmee
Manatee County	City of Jacksonville / Duval County
	City of Altamonte Springs
	City of North Miami
	City of Gainesville
	+ Additional Counties

Case Studies

Design Variations in Multi-Modal Impact Fee and Mobility Fee

City of Tampa: Multi-Modal Fee

- Establishes fee districts
- Set at different levels depending on the land use, the location in the city, as well as other citywide goals and policies
- May assign lower fees for some affordable housing projects
- Collection and Expenditure

Can be expended within a district from which funds were collected

OR

For projects in other multimodal transportation impact fee districts, which are of direct benefit

Cape Coral: Mobility Fee

- Fee used to fund mobility projects identified in the 2045 Mobility Plan

- Assessment Districts

South Cape Core; South Cape; Central Cape; and North Cape

- Benefit Districts

North Cape; South Cape

AND

Beyond city limits to expand the street network and to contribute to County and State projects that improve mobility in the city

Mobility Fee: Cities of North Miami & Altamonte Springs

- City of North Miami

Assessment District: Entire city

Benefit District: Entire city + areas adjacent that provide for connectivity

- City of Altamonte Springs

Assessment District Carve Outs: Lower rates for new development located in the job creating activity centers or transit-oriented areas

State Context and Requirements

Considerations for Fee Increase

- Increase: Impact fee cannot be increased by more than 50%, regardless of the impact fee study, with additional increases allowed every five years
- Phase in: Impact fee increases must be implemented in at least two but not more than four equal annual increments beginning with the date on which the impact fee increase ordinance is adopted
- Fee Study: 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

Council Questions and Direction

