

**Business Impact Estimate**  
***Section 166.041(4), Florida Statutes***

This Business Impact Statement concerns a proposed ordinance of the City of Tampa, Florida, the title of which is as follows:

***Insert Proposed Ordinance Title:***

**AN ORDINANCE OF THE CITY OF TAMPA, FLORIDA, RELATING TO PEDICAB AND NONMOTORIZED VEHICLE REGULATION; MAKING REVISIONS TO CITY OF TAMPA CODE OF ORDINANCES, CHAPTER 25 (TRANSPORTATION); AMENDING SECTION 25-4, DEFINITIONS; AMENDING SECTION 25-48, PERMIT TYPES; AMENDING SECTION 25-60, RESERVED; AMENDING SECTION 25-61, NONMOTORIZED VEHICLE—PERMIT REQUIRED; ONE PERMIT FOR EACH BUSINESS OR OPERATION; PERMIT TO BE ATTACHED TO EACH VEHICLE; AMENDING SECTION 25-62, SAME—APPLICATION FOR PERMIT; APPROVAL, DENIAL OF APPLICATION; APPEAL; PERMIT FEE; AMENDING SECTION 25-63, SAME—ADHERENCE TO PLAN SUBMITTED IN APPLICATION REQUIRED; AMENDMENTS TO PLAN; MODIFICATIONS TO PLAN BY TRANSPORTATION MANAGER; AMENDING SECTION 25-64, SAME—RENEWAL OF PERMITS; LOST, DESTROYED PERMITS; PERMITS NONTRANSFERABLE; REPLACEMENTS AND SUBSTITUTIONS; DORMANT PERMITS; AMENDING SECTION 25-65, SAME – DRIVER’S PERMIT REQUIRED; APPLICATIONS; QUALIFICATIONS; ISSUANCE OR DENIAL OF PERMIT; DURATION AND RENEWAL; REVOCATION; DISPLAY OF PERMIT; AMENDING SECTION 25-66, SAME—BUSINESS TAX; AMENDING SECTION 25-67, SAME—LIABILITY INSURANCE REQUIRED; FORM, AMOUNT AND COVERAGE; APPROVAL; AMENDING AND RENUMBERING SECTION 25-187 TO SECTION 25-60, NONMOTORIZED VEHICLES; PROVIDING FOR REPEAL OF ALL ORDINANCES OR PARTS OF ORDINANCES IN CONFLICT THEREWITH; PROVIDING FOR SEVERABILITY; PROVIDING AN EFFECTIVE DATE.**

Based on a review of the proposed ordinance (choose one):

\_\_\_\_\_ The City has determined that the statutory exemption(s) identified below apply to the proposed ordinance and no Business Impact Estimate is required.

\_\_\_\_\_ The City has determined that the statutory exemption(s) identified below apply to the proposed ordinance; however, the City has prepared the Business Impact Estimate as a courtesy and to avoid any procedural issues that could impact the enactment of the proposed ordinance.

  X   The City has prepared a Business Impact Estimate pursuant to section 166.041(4), Florida Statutes.

## Exemptions

If one or more boxes are checked below, this means that the City has determined that a Business Impact Estimate is not required by state law for the proposed ordinance:

- ☐ The proposed ordinance is required for compliance with Federal or State law or regulation;
- ☐ The proposed ordinance relates to the issuance or refinancing of debt;
- ☐ The proposed ordinance relates to the adoption of budgets or budget amendments, including revenue sources necessary to fund the budget;
- ☐ The proposed ordinance is required to implement a contract or an agreement, including, but not limited to, any Federal, State, local, or private grant or other financial assistance accepted by the municipal government;
- ☐ The proposed ordinance is an emergency ordinance;
- ☐ The ordinance relates to procurement; or
- ☐ The proposed ordinance is enacted to implement the following:
  - a. Development orders and development permits, as those terms are defined in s. 163.3164, F.S., and development agreements as authorized by the Florida Local Government Development Agreement Act (ss. 163.3220-163.3243, FS);
  - b. Comprehensive plan amendments and land development regulation amendments initiated by an application by a private party other than the City;
  - c. Sections 190.005 and 190.046, Florida Statutes, regarding community development districts;
  - d. Section 553.73, Florida Statutes, relating to the Florida Building Code; or
  - e. Section 633.202, Florida Statutes, relating to the Florida Fire Prevention Code.

## Business Impact Estimate

The City provides the following Business Impact Estimate, which may be revised following its initial posting:

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

The Mobility Department and Tampa Police Department have determined amendments to Code are necessary to reflect changes in administration and the industry. Over the years pedicabs have operated illegally in downtown, Channel District, and Ybor areas of the city creating safety concerns for the motoring public and customers using the pedicabs. The proposed changes to Code will address safety concerns by requiring safety inspections by the Tampa Police Department and by prohibiting nonmotorized vehicle use on certain rights-of-way. Regulating nonmotorized vehicles to legitimize pedicab operators in the City of Tampa. Regulation benefits legitimate businesses as it enhances the safety and welfare of pedicab patrons while it empowers enforcement of illegal operators.

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,

Time invested in having pedicab vehicles inspected annually;

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

No new charges for Nonmotorized Vehicle Right of Way Permit;

(c) An estimate of the city's regulatory costs, including estimated revenues from any new changes or fees to cover such costs.

Time spent by Tampa Police Department on inspections of pedicab vehicles.

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

Approximately 25 businesses operate in the Tampa and Orlando areas.

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

The Mobility Department and Tampa Police Department co-authored the ordinance. A TPD Inspection Certificate will be required for each pedicab operated in the City of Tampa. Violations/fines will be issued to nonmotorized vehicle operators that are operating without a right-of-way permit or are not in compliance with the conditions of the right-of-way permit. Nonmotorized vehicles will allow residents and visitors who park in remote parking garages/lots to be shuttled to destinations such as Amalie Arena, the Tampa Convention Center, the Florida Aquarium, the Straz Center, and various museums while managing the right-of-way to protect the health, safety, and welfare of the public.

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