

**Fehr & Peers**

# **City of Tampa Draft Multi-Modal Transportation Impact Fee Update**

November 2025

Prepared for:  
**City of Tampa**

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# Table of Contents

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- 1. Introduction and Fee Overview ..... 1**
  - Legislative Framework ..... 1
  - Update Overview ..... 2
  - Demonstrated Need Study ..... 3
  - Report Organization..... 4
  - Eligible Project Types ..... 5
  - Existing Deficiencies ..... 5
  - Impact Fee Districts ..... 5
  - Potential Project Types..... 7
  
- 2. Demand Component ..... 10**
  - Travel Demand ..... 10
  - Interstate and Toll Facility Demand ..... 10
  
- 3. Cost Component ..... 12**
  - Components of Cost ..... 12
  - Total Roadway Costs..... 14
  - Person Miles of Capacity ..... 14
  - Summary of Blended Transportation Costs..... 15
  
- 4. Credit Component ..... 16**
  - City ..... 16
  - County ..... 16
  - State/FDOT..... 16
  - Summary ..... 16
  - Present Value..... 17
  - Effects on Net Fee ..... 17
  
- 5. Fee Calculation..... 18**
  - Fee Increase Parameters ..... 18
  - Calculated Impact Fee Schedule Highlights..... 19
  - Fee Comparison to Other Jurisdictions..... 27
  - Fee Schedule Summary by Impact Fee District ..... 28
  
- 6. Other Fee Considerations ..... 33**
  - Independent Fee Calculation Study ..... 33
  - Mixed-Use Projects ..... 33
  - Fee Exemptions ..... 33
  - Accessory Dwelling Units..... 34

# Appendices

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## Appendix A. Draft Fee Schedule by Fee District

Table A-1. City of Tampa Draft Multi-Modal Transportation Impact Fee Schedule – Central Business District .....	A-1
Table A-2. City of Tampa Draft Multi-Modal Transportation Impact Fee Schedule – Central East District.....	A-5
Table A-3. City of Tampa Draft Multi-Modal Transportation Impact Fee Schedule – Interbay District .....	A-9
Table A-4. City of Tampa Draft Multi-Modal Transportation Impact Fee Schedule – Central Business District .....	A-13
Table A-5. City of Tampa Draft Multi-Modal Transportation Impact Fee Schedule – University North District .....	A-17
Table A-6. City of Tampa Draft Multi-Modal Transportation Impact Fee Schedule – Westshore District .....	A-21

## Appendix B. History of Fee and Legislative Framework

## Appendix C. Demonstrated Need Study

## Appendix D. Policy Framework

## Appendix E. Travel Demand Information

## Appendix F. Cost and Credit Framework

# List of Figures

---

Figure 1: Illustration of Relative Space of Different Travel Modes.....	2
Figure 2: Multi-Modal Transportation Impact Fee Districts .....	6

# List of Tables

---

Table 1. Average Vehicle Occupancy .....	11
Table 2. Roadway Projects Average Cost/Lane-Mile .....	14
Table 3. City Roadway Average Costs per PMC .....	14
Table 4. Hillsborough County Regional Transit (HART) Average Cost per PMC .....	15
Table 5. Average Cost per PMC for all Transportation Types .....	15
Table 6. Fuel Tax Credit Summary.....	17
Table 7. Impact Fee Highlights – Central Business District with Phase-in Limitations.....	21
Table 8. Impact Fee Highlights – Central Business District with Extraordinary Circumstances .....	21
Table 9. Impact Fee Highlights – Central East District with Phase-in Limitations .....	22
Table 10. Impact Fee Highlights – Central East District with Extraordinary Circumstances .....	22

Table 11. Impact Fee Highlights – Interbay District with Phase in Limitations.....	23
Table 12. Impact Fee Highlights – Interbay District with Extraordinary Circumstances .....	23
Table 13. Impact Fee Highlights – North Central District with Phase-in Limitations .....	24
Table 14. Impact Fee Highlights – North Central District with Extraordinary Circumstances.....	24
Table 15. Impact Fee Highlights – University North District with Phase-in Limitations .....	25
Table 16. Impact Fee Highlights – University North District with Extraordinary Circumstances.....	25
Table 17. Impact Fee Highlights – Westshore District with Phase-in Limitations.....	26
Table 18. Impact Fee Highlights – Westshore District with Extraordinary Circumstances .....	26
Table 19. Fee Comparison to Other Jurisdictions .....	27
Table 20. Fee Schedule Summary Change by District .....	29

# 1. Introduction and Fee Overview

The City of Tampa first authorized the imposition of a city-wide transportation impact fee in 1986, with fee schedules established for six districts within the city (Ordinance No. 9362-A). The original impact fee was updated in 1989 to reflect right-of-way and construction cost increases, as well as incorporate trip length variation by fee district. The primary purpose of the 1986 fee, updated in 1989, was to provide funding for roadway capacity improvements and to ensure that developers paid their fair share towards the development of roadway capacity needed to support new development.

In 2014 the roadway-based fee was transitioned to a multi-modal fee to provide flexibility for the construction of multi-modal improvements, including road widening, biking and walking facilities, as well as capital transit facilities along the classified roadway network, as documented in the *City of Tampa Multi-Modal Transportation Impact Fee Study*, Tindale-Oliver & Associates, Inc. (now Benesh), September 3, 2014 (2014 Fee). When the fee was transitioned to a multi-modal fee in 2014, the fee schedule established in 1989 was not changed.

The 2014 Fee went into effect August 1, 2015 through Ordinance Nos. 2015-81, 82 and 83. The 2014 Fee continued exemption areas that had been previously established; while multi-modal impact fee exemption areas had been refined and renewed by City Council, these exemption areas expired in October 2023. Reinstatement of multi-modal exemption areas is not being considered as a part of this multi-modal fee update but could be considered as part of a separate process.

This fee study serves to update the various components of the 2014 multi-modal impact fee to reflect current travel trends and construction costs, as well as align the fee with requirements under the Florida Impact Fee Act (Florida Statute 163.31801) and serves as the nexus report. The resulting fee schedules are provided in **Appendix A**.

## Legislative Framework

This fee update follows the requirements set forth by the Florida Impact Fee Act, as documented in Florida Statute 163.31801. Key highlights and requirements of the Florida Fee Act include:

- (2) The Legislature finds that impact fees are an **important source of revenue for a local government to use in funding the infrastructure necessitated by new growth**.
- (4)(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.
- (4)(f) Ensure that the impact fee is proportional and reasonably connected to, or has a rational nexus with, the need for additional capital facilities and the increased impact generated by the new residential or commercial construction.
- (4)(g) Ensure that the impact fee is proportional and reasonably connected to, or has a rational nexus with, the expenditures of the funds collected and the benefits accruing to the new residential or non-residential construction.

An overview of the history of the impact fee program and legislative framework is provided in **Appendix B**.

# Update Overview

Consistent with the 2014 Fee, the updated multi-modal impact feet calculation is based on the proportion of person miles of travel (PMT) that new development would consume per lane mile of the transportation network. As a mature city with limited greenfield development opportunities, the transportation fee has evolved to a multi-modal fee to better reflect that new development would benefit from the existing roadway infrastructure, and that new development would also increase demand for transit, sidewalk, bicycle, and trail facilities. Construction of new transit, sidewalk, bicycle and trail components also reduces existing and future demand on the vehicular system and allows for development to continue to occur without large-scale vehicular capacity improvements. **Figure 1** depicts the relative space that each transportation mode consumes to transport one person, with driving consuming the most space per person and transit consuming the least amount of space per person. As the city continues to grow, the addition of person trip capacity to the transportation system will provide for increased travel options for existing and future residents.

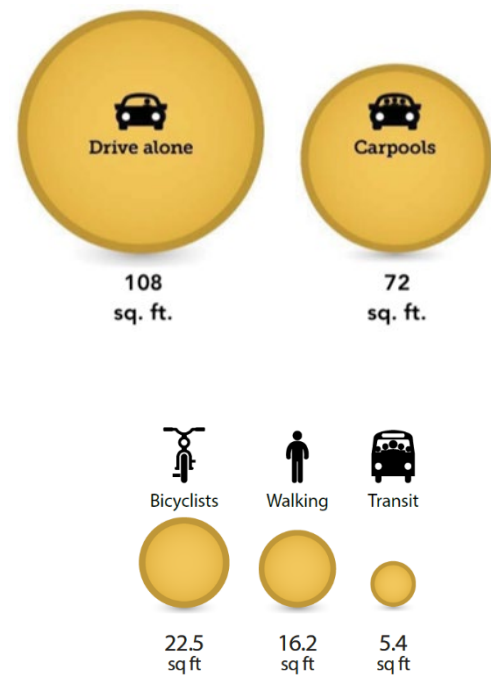
The demand for travel placed on the transportation system is expressed in units of PMT (daily trip generation rate *times* the trip length *times* the percent new trips [of total trips] *times* the person-mile conversion factor) for each land use contained in the transportation fee schedule. Equations are provided for unique land uses that are not included in the standard schedule such that fees can be calculated for all potential developments.

Daily, rather than peak hour, trip generation is applied since the transportation system is used at all times of day. The cost of building new transportation system capacity typically is expressed in units of dollars per person-mile or lane-mile of transportation system capacity. The fee calculation also includes a credit component. This credit is an estimate of other revenues generated by new development that are allocated to transportation system capacity expansion.

The multi-modal transportation fee is an “up front” payment for a portion of the cost to replace the transportation facilities consumed by the development that are not covered by other fees or taxes.

Consistent with State Impact Fee Requirements, the information used to develop the impact fee schedule are based on the most recent available data, with a preference for local data where available. The resulting calculated fee represents the net cost to the city of different development types to provide a transportation system.

While this study calculates a maximum fee that could be charged on new development, there are some potential limitations on increases under the Florida Impact Fee Act, including:



**Figure 1: Illustration of Relative Space of Different Travel Modes**

1. An increase to a current impact fee rate of not more than 25% of the current rate must be implemented in two equal annual increments beginning with the date on which the increased fee is adopted.
2. An increase to a current impact fee rate which exceeds 25% but is not more than 50% of the current rate must be implemented in four equal installments beginning with the date the increased fee is adopted.
3. An impact fee increase may not exceed 50% of the current impact fee rate.
4. An impact fee may not be increased more than once every 4 years.
5. An impact fee may not be increased retroactively for a previous or current fiscal or calendar year.

A local government may increase an impact fee rate beyond the phase-in limitations established in the Florida Impact Fee Act by establishing the need for such increase in full compliance with the fee requirements, provided the following criteria are met:

1. A **demonstrated-need study** justifying any increase in excess of phase-in limitations has been completed within the 12 months before the adoption of the impact fee increase and expressly demonstrates the extraordinary circumstances necessitating the need to exceed the phase-in limitations.
2. The local government jurisdiction has held not less than two publicly noticed workshops dedicated to the extraordinary circumstances necessitating the need to exceed the phase-in limitations set forth in the Florida Impact Fee Act.
3. The impact fee increase ordinance is approved by at least a two-thirds vote of the governing body.

## Demonstrated Need Study

A demonstrated need study was prepared to document the extraordinary circumstances facing the City of Tampa related to the multi-modal impact fee. Results of the study show that the following extraordinary circumstances face the City of Tampa:

1. Due to overall inflation and accelerated rate of construction inflation, the amount of fee that could construct one-lane mile of roadway in 1989 can construct 0.18 lane miles of roadway in 2025.
2. The city is expected to add an additional 100,000 residents and 250,000 jobs by 2045; the development needed to accommodate this growth should pay their fair share of new infrastructure needed to support that development.
3. While the city has been able to grow efficiently with vehicle miles of travel per capita decreasing over time, the demand for travel continues to increase. This shows that a multi-modal fee that allows for the construction of roadways, active transportation, and capital transit facilities is an appropriate fee mechanism.
4. The number of roadways operate at or beyond capacity has been increasing, which will result in future mobility challenges if additional multi-modal transportation infrastructure is not constructed to accommodate new development.
5. Other funding sources to construct facilities to accommodate growth are decreasing and uncertain, which could result in needed infrastructure not being constructed to keep pace with increased demand for mobility.
6. Current fees are low compared to surrounding communities; while this could direct some additional development to the City of Tampa that might otherwise occur in Hillsborough

County, the City of Tampa would need to find additional funding sources to provide multi-modal capacity to accommodate that new development.

The full demonstrated need study is provided in **Appendix C**. Publicly noticed workshops were held on September 25 and October 30, 2025.

## Report Organization

The report is organized into the following chapters that provide the basis for the resulting fee calculations:

1. **Introduction:** this chapter provides an overview of the legislative framework, highlights from the demonstrated need study, and provides information about the impact fee districts, eligible project types, and existing deficiencies.
2. **Demand Component:** this chapter describes how demand for the transportation system was calculated and what transportation demand is included in the fee. Variables used in estimating the demand component include:
  - Trip generation rates
  - Trip length
  - Percent new trips
  - Vehicle trips to person trip factors
3. **Cost Component:** this chapter describes how the cost of the transportation system was estimated. Variables in this calculation include:
  - Transportation system cost per lane mile
  - Transit capital cost per person mile of travel
4. **Credit Component:** this chapter describes how the credit component was calculated as people who generate new trips on the transportation system, such as residents, employees, customers, and visitors will pay for a portion of the transportation system through other fees and taxes. To avoid double taxation, a credit was estimated considering the following variables:
  - Equivalent gas tax credit
  - Present worth
  - Fuel efficiency
  - Effective days per year
5. **Fee Calculation:** Based on the data contained in the prior sections, the overall transportation impact fee (TIF) is calculated. This chapter provides detailed calculations, and a comparison to the prior fee. The basic equation is:
  - $(\text{Demand} \times \text{Cost}) - \text{Credit} = \text{Fee}$

This section also includes a comparison to fees other communities in the region impose on new development. A TIF that is significantly higher than neighboring communities may stifle development in Tampa, while underfunding the fee may not yield sufficient revenues to construct the transportation network improvements needed to accommodate new development.

6. **Other Fee Considerations:** the chapter describes other fee considerations, including how fees can be calculated for land uses not included in the multi-modal impact fee schedule.

## Eligible Project Types

For the purposes of multi-modal fee application, the Florida Impact Fee Act defines infrastructure as:

*“a fixed capital expenditure or fixed capital outlay, excluding the cost of repairs or maintenance, associated with the construction, reconstruction, or improvement of public facilities that have a life expectancy of at least 5 years; related land acquisition, land improvement, design, engineering, and permitting costs; and other related construction costs required to bring the public facility into service.”*

Based on this definition, the following project types could be funded in-whole or in part by funds collected through the multi-modal impact fee:

1. New roadways and widening of roads to add new through lanes
2. New turn lanes or extension of existing turn lanes
3. New bridges or grade separations, either for vehicles or pedestrians/bicyclists
4. New, or upgrading of existing, drainage facilities in conjunction with roadway construction that adds person trip capacity
5. Acquisition of right-of-way for the purpose of constructing transportation system improvements
6. Traffic signals, including new and upgraded signals, and associated software to increase the effective capacity of intersections, provided the equipment has a lifespan of at least five years
7. Curbs, medians and shoulders
8. Relocating utilities to accommodate roadway modifications that increase person trip capacity
9. Intersection improvements
10. New sidewalks and widening of existing sidewalks to add person capacity, including crossing improvements
11. On-street bicycle lanes and construction of bicycle/pedestrian trails
12. Wayfinding to support vehicle travel, access to transit, walking and biking
13. Capital transit facilities such as shelters and pullout bays
14. Park and ride lots

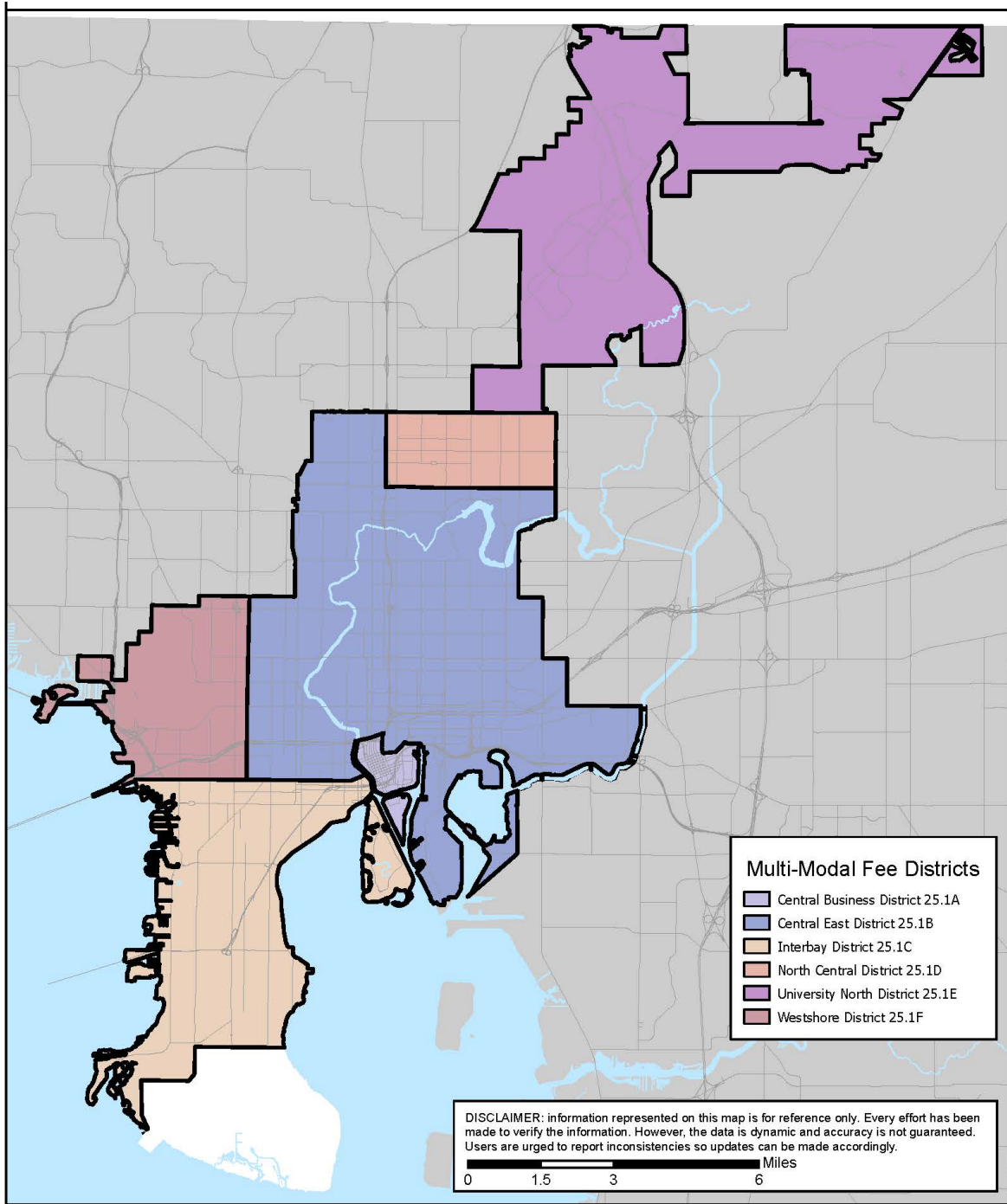
## Existing Deficiencies

The current multi-modal impact fee was established in 2014, and this study represents an update and continuation of that fee program. As such, any roadway that was considered deficient in 2014 is considered deficient for the purposes of the multi-modal impact fee update.

## Impact Fee Districts

To reflect the diversity of the neighborhoods and the associated transportation system within the City of Tampa, six separate fee districts were established, as presented in **Figure 2**. These fee districts will not change with this fee update.

Figure 2: Multi-Modal Transportation Impact Fee Districts



Last Update: 9/19/2024

Source: City of Tampa

As specified within the code of ordinances, there are limitations related to where impact fees can be spent relative to the location of the development project. As specified in Section 25-72 of the Code of Ordinances, funds shall be used for capital improvements or expansion within the multi-modal transportation impact fee district from which funds were collected, or for projects in other multi-modal transportation impact fee districts, which are of direct benefit to the multi-modal

transportation impact fee district from which the funds were collected, as shown on **Figure 2**. Funds shall not be used for projects more than one (1) mile from the boundary of the district in which the funds were collected, or within an associated benefit district as shown herein, unless approved by the city council at a public hearing noticed in a newspaper of general circulation in the city at least ten (10) days prior to the hearing. Funds shall be expended in the order in which they are collected. In no case can funds be spent beyond the boundary of a multi-modal transportation impact fee district or on a project within an associated benefit district, unless it can be clearly demonstrated that the use of the funds provide a direct benefit to the multi-modal transportation impact fee district of origin and to the extent permitted by applicable law.

## Potential Project Types

The multi-modal transportation impact fee can be used to fund improvements to principal arterial, minor arterial and collector roads within the city. Funds can be used for improvements to county and state roads provided agreements are made with those agencies consistent with Section 25-72(d) of the Code of Ordinances.

Tampa MOVES, Tampa's Mobility Plan (July 2023), identifies numerous multi-modal transportation system improvements throughout the city that add person trip capacity that can help accommodate new development, as well as provide increased transportation options for existing residents. Example projects by multi-modal fee districts that could be partially or fully funded using multi-modal impact fees are summarized below. Additional information about the Mobility Plan and overall policy framework that supports the development of a multi-modal transportation system in Tampa is provided in **Appendix D**.

### Central Business District

**N Jefferson Street between Channelside Drive and E Cass Street:** Tampa Moves identifies a potential project to repurpose a travel lane and one row of parking to add turn lanes at intersections and a separated bike lane, add pedestrian crossing(s), TSMO, placemaking, and speed management treatments.

The repurposing of a travel and a parking lane to provide a separated bike lane would increase overall person trip capacity along the corridor, while the addition of turn lanes at intersections would increase the efficiency of intersection operations. Implementation of speed management would increase safety for people walking and biking, making those travel modes more attractive, while reducing the frequency and severity of collisions, decreasing the potential for non-recurring congestion related to traffic crashes and improving overall travel time reliability along the corridor. The addition of crossing treatments would increase access to destinations along the corridor for people walking, biking and taking transit. As more walking and biking trips can be accommodated along the corridor, those increases off set the potential reduction in capacity for vehicle travel, while the intersection improvements to add turn lanes and improve traffic signal operations would improve overall intersection operations and increase travel time reliability along the corridor.

Multi-modal impact fee revenues collected in the Central Business District could pay for roadway reconstruction to add the separated bike lanes, along with any associated drainage improvements and utility relocations; intersection improvements to add turn lanes, right-of-way acquisition, if needed, to accommodate the improvements; crossing improvements; speed management treatments; and capital improvements to the traffic signals, such as a new traffic control box, and detection equipment.

## Central East District

**W Columbus Drive between E Columbus Drive and N 65th Street:** Widen sidewalk for trail, add pedestrian crossing(s), add transit operational strategies, add placemaking, and add intersection safety treatments.

Widening the existing sidewalk for a trail would increase person trip capacity for people walking and bicycling. Transit operational strategies such as transit signal priority and transit queue jump lanes would increase transit travel time reliability and increase transit throughput along the corridor. The addition of crossing treatments along the corridor would increase access to destinations for people walking, biking and taking transit. Safety improvements would reduce the frequency and severity of collisions, decreasing the potential for non-recurring congestion related to traffic crashes and improving overall travel time reliability along the corridor.

Multi-modal impact fee revenues collected in the Central East District could pay to widen the sidewalk to add a trail, along with any associated drainage improvements and utility relocations, or right-of-way acquisition; transit strategies including installation of transit signal priority and construction of queue jump lanes; and some aspects of the safety improvements.

## Interbay District

**S West Shore Boulevard from Interbay Boulevard to W Gandy Boulevard:** Add trail, add pedestrian crossings, add speed management treatments, and add signals.

Adding a trail would increase person trip capacity for bicyclists and pedestrians. The addition of crossing treatments along the corridor would increase access to destinations for people walking, biking and taking transit. Implementation of speed management would increase safety for people walking and biking, making those travel modes more attractive, while reducing the frequency and severity of collisions, decreasing the potential for non-recurring congestion related to traffic crashes and improving overall travel time reliability along the corridor. The addition of traffic signals would increase the effective person trip capacity through newly signalized intersections along the corridor.

Multi-modal impact fee revenues collected in the Interbay District could be used to fund the trail, crossings, speed management treatments and traffic signals, as well as associated drainage, utility relocation, and right-of-way acquisition.

## North Central District

**N 15th Street from E 109th Avenue to E Fowler Avenue:** Add trail, lower speed and implement shared street, and add pedestrian crossing(s).

Adding a trail would increase person trip capacity for bicyclists and pedestrians. The addition of crossing treatments along the corridor would increase access to destinations for people walking, biking and taking transit. Implementation of speed management would increase safety for people walking and biking, making those travel modes more attractive, while reducing the frequency and severity of collisions, decreasing the potential for non-recurring congestion related to traffic crashes and improving overall travel time reliability along the corridor. Designation as a shared street reinforces the multi-modal and residential nature of this street, improving the comfort for people walking and biking, as well as access to transit.

Multi-modal impact fee revenues collected in the North Central District could be used to fund the trail, crossings, signage and pavement markings associated with the shared street designation, and speed management treatments, as well as associated drainage, utility relocation, and right-of-way acquisition.

## University North District

**Commerce Park Boulevard from Tampa Palms Boulevard W to Bruce B Downs Boulevard:** Widen sidewalk for trail, add pedestrian crossing(s), and add speed management treatments.

Adding a trail would increase person trip capacity for bicyclists and pedestrians. The addition of crossing treatments along the corridor would increase access to destinations for people walking, biking and taking transit. Implementation of speed management would increase safety for people walking and biking, making those travel modes more attractive, while reducing the frequency and severity of collisions, decreasing the potential for non-recurring congestion related to traffic crashes and improving overall travel time reliability along the corridor.

Multi-modal impact fee revenues collected in the University North District could be used to fund the trail, crossings, and speed management treatments as well as associated drainage, utility relocation, and right-of-way acquisition.

## Westshore District

**W Cypress Street from N O Brien Street to N Himes Avenue:** Repurpose lane for bus only lane, add pedestrian crossing(s), TSMO, and add speed management treatments.

Repurposing a travel lane for a bus only lane would significantly increase person trip capacity along the corridor with the addition of crossing treatments increasing access to destinations for people walking, biking and taking transit. Implementation of speed management would increase comfort for people walking and biking, making those travel modes more attractive, while reducing the frequency and severity of collisions, decreasing the potential for non-recurring congestion related to traffic crashes and improving overall travel time reliability along the corridor. TSM&O strategies would increase the effective capacity along the corridor through improved signal timing and other operational strategies.

Multi-modal impact fee revenues collected in the Westshore District could pay to repurpose the travel lane for a bus only lane, crossing improvements, and speed management strategies, including any associated drainage improvements, utility relocations, or right-of-way acquisition. For TSM&O strategies, the multi-modal impact fees could fund the cost of capital equipment, such as new traffic signal controllers and vehicle detection systems.

## 2. Demand Component

This section describes how the demand for the transportation system was calculated and what transportation demand is included in the fee. Additional details are provided in **Appendix E**.

### Travel Demand

The quantity of transportation system used by a new land use development is calculated using the following variables and is a representation of the amount of new travel demand a unit of development places on the existing roadway system:

- Number of daily trips generated
- Average length of those trips
- Proportion of travel that is new travel, rather than travel that is already on the transportation system, as some new development like retail centers, redistributes some travel rather than generating all new trips

The travel demand component reflects data from the most recent version of the Institute of Transportation Engineers (ITE) Trip Generation Manual (12th Edition), as well as data from the regional travel demand model, the most recent census, the National Household Travel Survey (NHTS), and information from the FDOT trends office as published in their Technical Report: *Vehicle Occupancy Factor and Transit Occupancy Factor Calculation*, February 2022. For purposes of continuity with the current fee program, some factors were left unchanged, especially if changing the factor would result in a significant increase in the overall fee. The data source of individual factors is provided within Appendix E and other tables throughout this report.

### Interstate and Toll Facility Demand

Interstate highway and toll facility improvements are funded by the State (specifically, the Florida Department of Transportation and the Tampa Hillsborough Expressway Authority) using earmarked State and Federal funds. Impact fees are typically not used to pay for improvements on these types of facilities and the portion of travel occurring on the interstate/toll facility system is eliminated from the total travel for each use. The portion of travel generated by land uses within Tampa occurring on Interstate and Toll facilities was calculated using the Tampa Bay Regional Planning Model (TBRPM) Version 10.1.1, which was the most current at the time this study was prepared. The calculation shows that about **29%** of travel generated by land uses in Tampa, based on overall vehicle miles of travel, travels on an interstate or toll facility within the city, as compared to 17% that was documented in the 2014 Fee.

### Vehicle to Person Trips

As the fee is based on person miles of travel, vehicle trips need to be converted to person trips. Different land uses have different profiles of vehicle occupants. For example, a work-based trip is likely to have closer to one person per vehicle, while a recreational/social trip is likely to have closer to two people per vehicle. Based on data from the National Household Travel Survey, FDOT, and from the regional model, average vehicle occupancies for different trip types were estimated and shown in **Table 1**. For comparison, the 2014 Fee used a person trip factor of 1.30.

**Table 1. Average Vehicle Occupancy**

<b>Trip Type</b>	<b>Average Vehicle Occupancy</b>	<b>Land Use Applicability</b>
Work Based Trips	1.17	Employment Centers
Shopping	1.91	Retail Centers
Personal/Family	1.86	Health Care
Church/School	1.72	Church and School
Social/Recreation	2.12	Entertainment Venues
Other	1.97	N/A
Average	1.69	Residential Uses

Source: FDOT Source Book, FHWA, TBRPM 9.0 and Fehr & Peers.

# 3. Cost Component

This section documents the methodology for calculating the average unit costs for roadway, bicycle, pedestrian, and capital transit facilities in the City of Tampa. Project costs from FDOT, Hillsborough County, and the City of Tampa were used to develop an average unit cost for the construction of one lane mile of roadway capacity. Costs include the following components:

- **Design** is the cost to design transportation system improvements.
- **Right-of-way** reflects the value of the land on which improvements are made.
- **Construction** costs to construct a lane-mile of facilities, based on a typical roadway cross-section, which includes facilities for people walking and biking. Overall construction costs typically include costs associated with maintenance of traffic and mobilization.
- **Construction Engineering/Inspection** provides oversight for transportation facility construction, including materials testing, monitoring the construction process, and ensuring that projects are constructed according to the plans.

Not all costs are fully accounted for in the cost per lane mile, including preliminary planning, public engagement activities, and specific intersection and crossing improvements as those details are not known; therefore, the resulting cost estimates reflect a conservative assessment of the potential costs to develop new transportation facilities. Additional information about the development of the Cost Component is provided in **Appendix F**.

## Components of Cost

### Design

All transportation projects require an initial design phase. The complexity and scale of the design varies based on the unique needs of each project. Design fees can be estimated as a percentage of the overall construction cost and typically range between 10 and 20 percent. Small projects often have higher design fees as a percentage of total construction costs compared to larger projects, which benefit from economies of scale. Greenfield projects with fewer environmental and engineering challenges typically have lower design fees than those in complex urban areas, where limited right-of-way and traffic management extend construction timelines. Considering the local context and expected roadway design complexity in the city, a lane mile of roadway design fee was estimated at about **15% of the construction cost**.

### Right-of-Way Acquisition

While some roadway and multi-modal projects can be constructed in the existing public right-of-way (ROW), other projects may need to acquire land from private entities and compensate the landowners. Examples of projects where additional ROW may be needed include roadway widening projects, new roadway construction, adding a turn lane, or adding a sidewalk or multi-use trail. ROW costs on different projects vary significantly based on land value and how much land needs to be acquired.

The Hillsborough County Mobility Fee Study (2020) documented a process to estimate the potential right-of-way cost for transportation system improvements in Hillsborough County. That study documented a range of right-of-way acquisition costs between 3% and 103% of overall construction

costs, with a weighted average ratio of 41%. That study also documented a statewide average from other impact fee studies throughout the state, with a right-of-way cost ratio to construction costs of approximately 42%. While many projects that would be funded out of the multi-modal fee are expected to have limited right-of-way acquisition, when right-of-way is required, it is expected to cost more than land in other parts of the county. For the purposes of the multi-modal fee calculation, the cost of right-of-way acquisition was set at **10% of the overall construction cost**. For smaller projects, like sidewalk projects, the overall right-of-way cost may be a significantly higher percentage of the construction cost, but when looking at all the projects that could be constructed, with many being constructed within the available right-of-way, the 10% factor is considered conservative.

## Construction Costs / Mobilization and Maintenance of Traffic

Construction costs for roadways in the City of Tampa were estimated by reviewing several resources, including the FDOT cost per mile model for long range estimating, based on the prior 18-months of construction costs, construction costs from recently completed FDOT projects, and the cost of other roadway projects completed within the City of Tampa and other nearby communities within the last few years. Based on this data, it would cost about \$4,416,680 per lane mile to construct or widen roadways within the City of Tampa, based on a mixture of new construction and retrofits to existing roads. In some cases, the cost to retrofit a roadway was greater than the cost to construct a new roadway given various constraints related to retrofitting existing roads through developed areas.

During the mobilization phase of a construction project, the contractor organizes and assembles all necessary resources such as personnel, equipment, materials, and temporary facilities to help prepare the site and provide an efficient start to actual construction work. This process can also involve acquiring permits, and establishing logistics for materials and equipment, ultimately aiming to prevent delays and control costs. While mobilization costs can vary depending on the type of project, the expected schedule and needed construction materials, the typical cost for mobilization can be estimated at about 10% of the overall construction cost. This factor is included in the overall construction cost estimate.

Maintenance of Traffic (MOT) for roadway construction includes developing and implementing temporary traffic control to provide for the safety of the public and workers while maintaining traffic flow during construction. As a part of this process, maintenance of traffic plans are created that specify signage, barriers, flaggers, and other devices to guide traffic, including pedestrians and bicyclists, through the work zone, with the goal of providing safe passage through the construction zone and maintaining access to existing business and residences. While the cost of MOT can vary as a percentage of the overall construction cost, the typical average cost for MOT is about 10% of the overall construction cost. This factor is included in the overall construction cost estimate.

## Construction Engineering and Inspection

Construction engineering and inspection (CEI) involves the management, inspection, and overseeing transportation projects during the construction phase to verify compliance with the standards and specifications described in the project design documents. The cost for these services varies based on the scope and timeline of the project, with larger-scale or complex projects requiring more inspectors, specialized equipment for material testing, and longer observation periods. Considering that these fees generally range between 5-15% of total construction costs for roadway projects, a CEI percentage of **10% of construction costs** was used for cost per lane-mile estimations.

# Total Roadway Costs

Based on the factors for design, right-of-way, construction, CEI and contingency, the expected average cost to construct a lane mile of road facility in Tampa is approximately \$5,962,510 as shown in **Table 2**.

**Table 2. Roadway Projects Average Cost/Lane-Mile**

Costs	Average Cost / Lane-Mile
Construction, including Mobilization and MOT	\$4,416,680
Design (15%)	\$662,500
CEI (10%)	\$441,670
Right-of-Way (10%)	\$441,670
<b>Total</b>	<b>\$5,962,510</b>

Source: FDOT; Fehr & Peers, 2025.

For comparison purposes, the cost per lane mile used in the 1989 Fee Study was \$1,443,689 and the calculated cost noted in the 2014 Fee Study (that was not used as a basis of setting the fee) was \$3,616,880.

# Person Miles of Capacity

The multi-modal Transportation Impact Fee is based on person miles of travel; therefore, the cost per lane mile was converted to cost per person mile of added capacity. The vehicle mile of capacity per lane used for this calculation (8,400) is derived from the FDOT Quality/Level of Service Handbook’s Generalized Service Volume Tables for the C4-Urban General context classification. The person-mile of capacity (PMC) values were calculated using the estimated vehicle-mile of capacity (VMC) times a person-trip factor of 1.69 (sourced from the FDOT Forecasting and Trends Office). This results in a cost for each PMC of \$420.01, as shown in **Table 3**.

**Table 3. City Roadway Average Costs per PMC**

Roadway Type	Cost Per Lane Mile	Average PMC Per Lane Mile	Cost per PMC
Roadway, including bicycle and pedestrian facilities	\$5,962,510	14,196	\$420.01

Source: Fehr & Peers.

## Transit Cost

Transit service in the region is provided by Hillsborough County Transit Authority (HART). The cost to provide a person mile of capacity for public transit was calculated based on expected capital costs and characteristics of the transit service including hours of service and headways based on the 2025 HART budget. Operating costs were not included in the calculation. It should be noted that HART provides service outside of the City of Tampa, though a significant portion of the service is provided within city limits. The transit capital cost per person-mile of travel was calculated as presented in **Table 4**.

**Table 4. Hillsborough County Regional Transit (HART) Average Cost per PMC**

Transit Type	Total Capital Cost	Average PMC Per Lane Mile	Cost per PMC
Hillsborough County Regional Transit	\$79,364,000	360,000	\$220.46

Source: HART, Fehr & Peers.

## Other Improvements

Tampa Moves identifies the construction of numerous wide sidewalks to provide urban trails, new on-street bike facilities, enhanced crossings, and other treatments to increase the functional capacity of the transportation system for people walking and biking. The plan also includes signalization, speed management, and safety improvements. It is recognized that many of these facilities will be constructed as a part of a larger corridor project to enhance overall mobility within the city, and the cost to construct these facilities is partially included within the overall roadway cost component.

## Summary of Blended Transportation Costs

Based on mode choice data in the Tampa Moves Citywide Mobility Plan, the vast majority of trips in the city are vehicle trips. For the purpose of the fee calculations, transit trips were assumed to be 5% of total trips. The average costs of roadway and transit infrastructure per PMC were combined to achieve an estimated final cost of \$410.04, as shown in **Table 5**.

**Table 5. Average Cost per PMC for all Transportation Types**

Project Type	Average Cost per PMC	Future Investment	Weighted Cost per PMC
Roadway, including bicycle and pedestrian facilities	\$420.01	95%	\$399.01
Transit	\$220.46	5%	\$11.02
<b>Total</b>			<b>\$410.04</b>

Source: Fehr & Peers.

For comparison purposes, the cost per person mile of travel in the 2014 TIF ranged between \$76.56 and \$187.41, with an average cost of \$126 per person mile of travel.

## 4. Credit Component

The end users of new development would pay gas taxes over the life of roadway improvements. As such, the present value of the gasoline taxes generated by a new development that is expected to be used on capital expenditure projects in the city is credited against the expected costs when calculating the multi-modal impact fee. Total fuel tax distribution and levies per gallon from several fuel tax types were obtained from the 2024 Local Government Financial Information Handbook from the Florida Office of Economic and Demographic Research. These references were used to determine the expected equivalent gas tax pennies calculations for city, county, and state costs/ expenditures.

### City

The most recent three years of capacity-expansion projects in addition to projects in the most recent Capital Improvement Projects (CIP) that have projected costs up to FY2030 were reviewed. Based on this information, a total gas tax equivalent revenue credit of 0.6 pennies was identified for transportation capacity-expansion projects that were funded by non-impact or modal fee revenues.

### County

Four Hillsborough CIP budgets (FY21-FY25, FY22-FY27, FY23-FY27, and FY24-FY29) and their respective capacity-expansions projects were reviewed, and a total gas tax equivalent revenue credit of 0.4 pennies was provided for these projects that were not funded by impact or modal fee revenues through an average of the three budgets reviewed.

### State/FDOT

State expenditures through the FDOT-Hillsborough County Work Program on transportation capacity expansion projects were reviewed over a 10-year period (from FY2021-FY2030). Included projects include lane additions, sidewalk and bike lane additions, transit improvements, new bridges and roadways, new traffic signals, and intersection improvements. The average tax equivalent revenue credit was calculated to be a value of 32 pennies.

### Summary

The equivalents values were totaled for Tampa, Hillsborough County, and State expenditures to achieve the final estimated equivalent pennies value of 33.0 to be used in the proposed fee calculation, as shown in **Table 6**. This fuel tax credit is about double the credit calculated in the 2014 Fee, but similar to other more recently prepared impact fee studies.

**Table 6. Fuel Tax Credit Summary**

Source	Equivalent Pennies Per Gallon
City	0.6
County	0.4
State/FDOT	32
<b>Total</b>	<b>33 cents</b>

Source: Fehr & Peers, 2025; Tax Receipts for Tampa, County CIP, D7 Work Program.

## Present Value

To determine the present value of the fee credit, transportation facilities were assumed to have a service life of 25-years, and an interest rate of 7.25% was used in the present value calculations, which reflects the prime rate at the time this analysis was prepared (September 2025). The service life of capital facilities could vary depending on the type of infrastructure.

## Fuel Efficiency

Fuel efficiency of the overall fleet was used to estimate the amount of fuel that would be consumed by travel associated with a specific land use. Using the same methodology as the 2014 Fee, the average fleet fuel economy has increased slightly from 17.16 miles per gallon to 19.66 miles per gallon, representing an average fuel economy of 22.6 miles per gallon for light duty vehicles (passenger cars, SUVs, light duty trucks) and 7.7 miles per gallon for heavy duty vehicles. The fleet average fuel economy was calculated based on vehicle miles of travel data by vehicle type published by the Federal Highway Administration representing 2023.

As vehicles become more fuel efficient and switch to non-petroleum-based fuel sources, less fuel tax is collected for every mile driven. While the overall average fuel economy increased by approximately 5% between 2014 and 2023 (the most current data), the pace of change could accelerate as national fuel standards increase, electric and hybrid vehicles become more widely available, and fleet turnover occurs.

## Effective Days per Year

Similar to the 2014 Fee, all land uses included in the fee were assumed to be operational for 365 days of the year, though most uses have weekly and seasonal variations. For example, schools are typically open 180 days of the year, and offices tend to generate most activity on weekdays, and not on the weekend. However, it would be challenging to estimate an effective estimate of days per year for all land uses within the fee program, and as the gas tax credit is applied for 365 days of the year, it ensures that gas taxes are adequately credited against the fee.

## Effects on Net Fee

The application of the credit reduces the overall net impact fee, with the overall credit varying by land use type and the specific trip generation characteristic. Land uses with higher trip rates and trip lengths would have a higher overall fee credit than land uses with relatively low trip rates and lengths.

# 5. Fee Calculation

The multi-modal fee calculations for each land use by district are provided in **Appendix A**, which includes major land use categories and specific land uses. For each land use, the following is provided based on information provided in the previous sections:

- Demand (trip rate, trip length, percent new trips, and person trip factor)
- Total Impact Cost
- Annual gas tax credit
- Present value of the gas tax credit
- Net multi-modal fee
- Current City of Tampa impact fee
- Percent difference between the calculated fee and the current impact fee

## Fee Increase Parameters

The calculated fee represents the net cost to the city of different development types to provide a transportation system that accommodates growth; if these improvements are not constructed with development, they will either not be constructed or funding will have to come from other sources, including existing residents. However, it does not represent the actual fee that could be charged to developers. The Florida Impact Fee Act limits the amount of fee increase to 50 percent with the following stipulations:

1. An increase to a current impact fee rate of not more than 25% of the current rate must be implemented in two equal annual increments beginning with the date on which the increased fee is adopted.
2. An increase to a current impact fee rate which exceeds 25% but is not more than 50% of the current rate must be implemented in four equal installments beginning with the date the increased fee is adopted.
3. An impact fee increase may not exceed 50% of the current impact fee rate.
4. An impact fee may not be increased more than once every 4 years.
5. An impact fee may not be increased retroactively for a previous or current fiscal or calendar year.

If the City Council makes a finding of extraordinary circumstances, then there is not a limit on the potential fee increases. To provide flexibility for the City Council, the maximum impact fees were calculated, and then the fee that could be imposed under the phase-in limitations was also calculated.

For illustrative purposes, the process to calculate the net-multi-modal impact fee is described in detail for multi-family dwelling units, as multi-family homes (apartments, townhomes, condominiums) are expected to be the most prevalent type of development in the city.

$$\text{Net Multi-Modal Fee} = (\text{Total Multi-Modal Cost} - \text{Gas Tax Credit}) \times \% \text{ of travel on City Roadways}$$

Where:

- Total Multi-Modal Cost =  $([\text{Trip Rate} \times \text{Assessable Trip Length} \times \% \text{ New Trips}] / 2) \times (1 - \text{Interstate/Toll Facility Discount Factor}) \times (\text{Person-Trip Factor}) \times (\text{Cost per Person-Mile of Capacity})$

- Gas Tax Credit = Present Value (Annual Gas Tax), given a 7.5% interest rate and a 25-year facility life
- Annual Gas Tax =  $([\text{Trip Rate} \times \text{Total Trip Length} \times \% \text{ New Trips}] / 2) \times (\text{Effective Days per Year} \times \$/\text{Gallon to Capital}) / \text{Fuel Efficiency}$

Each of the inputs has been discussed previously in this document; however, for purposes of this example, brief definitions for each input are provided in the following paragraphs, along with the actual inputs used in the calculation of the fee for a **multi-family high-rise apartment in the Westshore District**:

- *Trip Rate* = the average daily trip generation rate, in vehicle-trips/day (3.96).
- *Assessable Trip Length* = the estimated average trip length for the category, in vehicle miles (3.44).
- *Total Trip Length* = the assessable trip length plus an adjustment factor of 0.48 miles, which is added to the trip length to account for the fact that gas taxes are collected for travel on all roads including local roads ( $3.44 + 0.48 = 3.92$ )
- *% New Trips* = adjustment factor to account for trips already on the roadway (86%).
- *Divide by 2* = the total daily miles of travel generated by a particular category (i.e.,  $\text{rate} \times \text{length} \times \% \text{ new trips}$ ) is divided by two to prevent the double counting of travel generated among land use codes since every trip has an origin and a destination.
- *Person-Trip Factor* = Converts vehicle-miles of travel to person-miles of travel (1.69).
- *Interstate/Toll Facility Discount Factor* = discount factor to account for the travel demand occurring on interstate highways and/or toll facilities (29%).
- *Cost per Person-Mile of Capacity* = unit of person-miles of capacity consumed per unit of development (\$410.04).
- *Effective Days per Year* = 365 days.
- *\$/Gallon to Capital* = the amount of gas tax revenue per gallon of fuel that is used for capital improvements, in \$/gallon (\$0.33).
- *Fuel Efficiency* = average fuel efficiency of vehicles, in vehicle-miles/gallon (19.66).
- *Present Value* = calculation of the present value of a uniform series of cash flows, gas tax payments in this case, given an interest rate, "i," and a number of periods, "n;" for 7.5% interest and a 25-year facility life, the uniform series present worth factor is 11.15.

Using these inputs, a net transportation fee can be calculated for a **single-family attached home in the Westshore District**:

- Total Multi-Modal Cost =  $([3.96 \times 3.44 \times 0.86] / 2) \times (1 - 0) \times 1.69 \times (\$410.04) = \$2,882.75$
- Annual Gas Tax =  $([3.96 \times 3.92 \times 0.86] / 2) \times 365 \times \$0.33 / 19.66 = \$40.90$
- Revenue Credit =  $\$40.90 \times 11.15 = \$455.91$
- Net Multi-Modal Fee =  $\$2,882.75 - \$455.91 = \$2,426.84$

The resulting fee was then compared to the current multi-modal fee for land uses that were included in the prior fee. The impact fee for a multi-family in the Westshore District was \$662 in the 2014 Fee. The current fee represents a 112% increase. Without a finding of extraordinary circumstances, the fee increase would be limited to a 50% increase and phase-in limitations, with the increase spread out over four years.

## Calculated Impact Fee Schedule Highlights

The complete fee schedule by land use is included in Appendix A, with the fee schedule highlights by impact fee district shown below. For each fee district, two tables are presented. The first one shows the fee increases with the phase-in limitations, while the second table for each district shows the

amount if a finding of extraordinary circumstances is made and the 50% limitation is lifted; these tables also show how the increase could be phased in across 4-years.

The information is presented in **Table 7** and **Table 8** for the Central Business District, **Table 9** and **Table 10** for the Central East District, **Table 11** and **Table 12** for the Interbay District, **Table 13** and **Table 14** for the North Central District, **Table 15** and **Table 16** for the University North District, and **Table 17** and **Table 18** for the Westshore District for the most common land uses within the city, including select residential, office, industrial and retail uses.

These tables show the land use type, current impact fee, current impact fee adjusted for construction inflation for informational purposes, maximum calculated fee that would be allowed with finding of extraordinary circumstances, and maximum allowable fee and yearly phase in limitations if extraordinary circumstances are not found. For some land uses, the current calculated fee is lower than the 2014 TIF. The tables that show the maximum fee under an extraordinary circumstance finding also show how that fee could be phased in over a four-year period.

**Table 7. Impact Fee Highlights – Central Business District with Phase-in Limitations**

Land Use	Units	Current Impact Fee / Inflation Adjusted Fee <sup>1</sup>	Max 2025 Impact Fee <sup>2</sup>	With Phase in-Limitations <sup>3</sup>				
				Max Allowable	Allowable in 2026 <sup>4</sup>	Allowable in 2027 <sup>4</sup>	Allowable in 2028 <sup>4</sup>	Allowable in 2029 <sup>4</sup>
Single-Family Home (2,000 sf)	Dwelling Units	\$955 / \$3,944	\$5,284	\$1,433	\$1,074	\$1,194	\$1,313	\$1,433
Multifamily Housing (high rise)	Dwelling Units	\$373 / \$1,540	\$2,248	\$560	\$420	\$466	\$513	\$560
Office (150,000 SF)	Square Feet	\$4,892 / \$20,204	<b>\$4,858</b>	\$4,858	\$4,858	\$4,858	\$4,858	\$4,858
Warehouse	Square Feet	\$1,676 / \$6,922	<b>\$1,116</b>	\$1,116	\$1,116	\$1,116	\$1,116	\$1,116
Strip Retail Plaza (<40k)	Square Feet	\$2,853 / \$11,783	\$8,321	\$4,280	\$3,210	\$3,566	\$3,923	\$4,280

**Bold** indicates Maximum Calculated Impact Fee is less than a 50% increase from the 2014 Fee and serves as the basis for the updated impact fee.

1. Current impact fee from 2014 TIF / Current impact fee from 2014 TIF adjusted for construction inflation.
2. Maximum calculated impact fee rate that could be established under extraordinary circumstances.
3. Maximum allowable rate under phase-in-limitations, which is a 50% increase from the current fee.
4. Phase-in-limitations requires fee increase to be implemented in 2 equal installments for a 0% to 25% increase and 4 equal installments for a 26% to 50% increase.

Source: Fehr & Peers, 2025.

**Table 8. Impact Fee Highlights – Central Business District with Extraordinary Circumstances**

Land Use	Units	Current Impact Fee / Inflation Adjusted Fee <sup>1</sup>	Max 2025 Impact Fee <sup>2</sup>	With Phased Implementation				
				Max Allowable	Allowable in 2026 <sup>3</sup>	Allowable in 2027 <sup>3</sup>	Allowable in 2028 <sup>3</sup>	Allowable in 2029 <sup>3</sup>
Single-Family Home (2,000 sf)	Dwelling Units	\$955 / \$3,944	\$5,284	\$5,284	\$2,037	\$3,120	\$4,202	\$5,284
Multifamily Housing (high rise)	Dwelling Units	\$373 / \$1,540	\$2,248	\$2,248	\$842	\$1,311	\$1,779	\$2,248
Office (150,000 SF)	Square Feet	\$4,892 / \$20,204	\$4,858	\$4,858	\$4,858	\$4,858	\$4,858	\$4,858
Warehouse	Square Feet	\$1,676 / \$6,922	\$1,116	\$1,116	\$1,116	\$1,116	\$1,116	\$1,116
Strip Retail Plaza (<40k)	Square Feet	\$2,853 / \$11,783	\$8,321	\$8,321	\$4,220	\$5,587	\$6,954	\$8,321

1. Current impact fee from 2014 TIF / Current impact fee from 2014 TIF adjusted for construction inflation.
2. Maximum calculated impact fee rate that could be established under extraordinary circumstances.
3. Phasing of fee assuming increased phased in over 4-years in equal installments.

Source: Fehr & Peers, 2025.

**Table 9. Impact Fee Highlights – Central East District with Phase-in Limitations**

Land Use	Units	Current Impact Fee / Inflation Adjusted Fee <sup>1</sup>	Max 2025 Impact Fee <sup>2</sup>	With Phase in-Limitations <sup>3</sup>				
				Max Allowable	Allowable in 2026 <sup>4</sup>	Allowable in 2027 <sup>4</sup>	Allowable in 2028 <sup>4</sup>	Allowable in 2029 <sup>4</sup>
Single-Family Home (2,000 sf)	Dwelling Units	\$1,677 / \$6,926	\$6,534	\$2,516	\$1,887	\$2,096	\$2,306	\$2,516
Multifamily Housing (high rise)	Dwelling Units	\$662 / \$2,734	\$2,803	\$993	\$745	\$828	\$910	\$993
Office (150,000 SF)	Square Feet	\$2,909 / \$12,014	\$7,263	\$4,364	\$3,273	\$3,636	\$4,000	\$4,364
Warehouse	Square Feet	\$997 / \$4,118	\$1,671	\$1,496	\$1,122	\$1,246	\$1,371	\$1,496
Strip Retail Plaza (<40k)	Square Feet	\$2,823 / \$11,659	\$12,104	\$4,235	\$3,176	\$3,529	\$3,882	\$4,235

1. Current impact fee from 2014 TIF / Current impact fee from 2014 TIF adjusted for construction inflation.
2. Maximum calculated impact fee rate that could be established under extraordinary circumstances.
3. Maximum allowable rate under phase-in-limitations, which is a 50% increase from the current fee.
4. Phase-in-limitations requires fee increase to be implemented in 2 equal installments for a 0% to 25% increase and 4 equal installments for a 26% to 50% increase.

Source: Fehr & Peers, 2025.

**Table 10. Impact Fee Highlights – Central East District with Extraordinary Circumstances**

Land Use	Units	Current Impact Fee / Inflation Adjusted Fee <sup>1</sup>	Max 2025 Impact Fee <sup>2</sup>	With Phased Implementation				
				Max Allowable	Allowable in 2026 <sup>3</sup>	Allowable in 2027 <sup>3</sup>	Allowable in 2028 <sup>3</sup>	Allowable in 2029 <sup>3</sup>
Single-Family Home (2,000 sf)	Dwelling Units	\$1,677 / \$6,926	\$6,534	\$6,534	\$2,891	\$4,105	\$5,319	\$6,534
Multifamily Housing (high rise)	Dwelling Units	\$662 / \$2,734	\$2,803	\$2,803	\$1,197	\$1,732	\$2,268	\$2,803
Office (150,000 SF)	Square Feet	\$2,909 / \$12,014	\$7,263	\$7,263	\$3,998	\$5,086	\$6,175	\$7,263
Warehouse	Square Feet	\$997 / \$4,118	\$1,671	\$1,671	\$1,166	\$1,334	\$1,503	\$1,671
Strip Retail Plaza (<40k)	Square Feet	\$2,823 / \$11,659	\$12,104	\$12,104	\$5,143	\$7,464	\$9,784	\$12,104

1. Current impact fee from 2014 TIF / Current impact fee from 2014 TIF adjusted for construction inflation.
2. Maximum calculated impact fee rate that could be established under extraordinary circumstances.
3. Phasing of fee assuming increased phased in over 4-years in equal installments.

Source: Fehr & Peers, 2025.

**Table 11. Impact Fee Highlights – Interbay District with Phase in Limitations**

Land Use	Units	Current Impact Fee / Inflation Adjusted Fee <sup>1</sup>	Max 2025 Impact Fee <sup>2</sup>	With Phase in-Limitations <sup>3</sup>				
				Max Allowable	Allowable in 2026 <sup>4</sup>	Allowable in 2027 <sup>4</sup>	Allowable in 2028 <sup>4</sup>	Allowable in 2029 <sup>4</sup>
Single-Family Home (2,000 sf)	Dwelling Units	\$1,707 / \$7,050	\$5,852	\$2,561	\$1,920	\$2,134	\$2,347	\$2,561
Multifamily Housing (high rise)	Dwelling Units	\$672 / \$2,775	\$2,498	\$1,008	\$756	\$840	\$924	\$1,008
Office (150,000 SF)	Square Feet	\$3,026 / \$12,497	\$6,869	\$4,539	\$3,404	\$3,783	\$4,161	\$4,539
Warehouse	Square Feet	\$1,037 / \$4,283	\$1,582	\$1,556	\$1,167	\$1,296	\$1,426	\$1,556
Strip Retail Plaza (<40k)	Square Feet	\$2,979 / \$12,303	\$9,520	\$4,469	\$3,351	\$3,724	\$4,096	\$4,469

1. Current impact fee from 2014 TIF / Current impact fee from 2014 TIF adjusted for construction inflation.
2. Maximum calculated impact fee rate that could be established under extraordinary circumstances.
3. Maximum allowable rate under phase-in-limitations, which is a 50% increase from the current fee.
4. Phase-in-limitations requires fee increase to be implemented in 2 equal installments for a 0% to 25% increase and 4 equal installments for a 26% to 50% increase.

Source: Fehr & Peers, 2025.

**Table 12. Impact Fee Highlights – Interbay District with Extraordinary Circumstances**

Land Use	Units	Current Impact Fee / Inflation Adjusted Fee <sup>1</sup>	Max 2025 Impact Fee <sup>2</sup>	With Phased Implementation				
				Max Allowable	Allowable in 2026 <sup>3</sup>	Allowable in 2027 <sup>3</sup>	Allowable in 2028 <sup>3</sup>	Allowable in 2029 <sup>3</sup>
Single-Family Home (2,000 sf)	Dwelling Units	\$1,707 / \$7,050	\$5,852	\$5,852	\$2,743	\$3,780	\$4,816	\$5,852
Multifamily Housing (high rise)	Dwelling Units	\$672 / \$2,775	\$2,498	\$2,498	\$1,129	\$1,585	\$2,042	\$2,498
Office (150,000 SF)	Square Feet	\$3,026 / \$12,497	\$6,869	\$6,869	\$3,987	\$4,947	\$5,908	\$6,869
Warehouse	Square Feet	\$1,037 / \$4,283	\$1,582	\$1,582	\$1,173	\$1,309	\$1,446	\$1,582
Strip Retail Plaza (<40k)	Square Feet	\$2,979 / \$12,303	\$9,520	\$9,520	\$4,614	\$6,250	\$7,885	\$9,520

1. Current impact fee from 2014 TIF / Current impact fee from 2014 TIF adjusted for construction inflation.
2. Maximum calculated impact fee rate that could be established under extraordinary circumstances.
3. Phasing of fee assuming increased phased in over 4-years in equal installments.

Source: Fehr & Peers, 2025.

**Table 13. Impact Fee Highlights – North Central District with Phase-in Limitations**

Land Use	Units	Current Impact Fee / Inflation Adjusted Fee <sup>1</sup>	Max 2025 Impact Fee <sup>2</sup>	With Phase in-Limitations <sup>3</sup>				
				Max Allowable	Allowable in 2026 <sup>4</sup>	Allowable in 2027 <sup>4</sup>	Allowable in 2028 <sup>4</sup>	Allowable in 2029 <sup>4</sup>
Single-Family Home (2,000 sf)	Dwelling Units	\$1,344 / \$5,551	\$6,645	\$2,016	\$1,512	\$1,680	\$1,848	\$2,016
Multifamily Housing (high rise)	Dwelling Units	\$533 / \$2,201	\$2,875	\$800	\$600	\$666	\$733	\$800
Office (150,000 SF)	Square Feet	\$2,387 / \$9,858	\$7,525	\$3,581	\$2,685	\$2,984	\$3,282	\$3,581
Warehouse	Square Feet	\$818 / \$3,378	\$1,731	\$1,731	\$1,274	\$1,731	\$1,731	\$1,731
Strip Retail Plaza (<40k)	Square Feet	\$2,072 / \$8,557	\$11,042	\$3,108	\$2,331	\$2,590	\$2,849	\$3,108

1. Current impact fee from 2014 TIF / Current impact fee from 2014 TIF adjusted for construction inflation.
2. Maximum calculated impact fee rate that could be established under extraordinary circumstances.
3. Maximum allowable rate under phase-in-limitations, which is a 50% increase from the current fee.
4. Phase-in-limitations requires fee increase to be implemented in 2 equal installments for a 0% to 25% increase and 4 equal installments for a 26% to 50% increase.

Source: Fehr & Peers, 2025.

**Table 14. Impact Fee Highlights – North Central District with Extraordinary Circumstances**

Land Use	Units	Current Impact Fee / Inflation Adjusted Fee <sup>1</sup>	Max 2025 Impact Fee <sup>2</sup>	With Phased Implementation				
				Max Allowable	Allowable in 2026 <sup>3</sup>	Allowable in 2027 <sup>3</sup>	Allowable in 2028 <sup>3</sup>	Allowable in 2029 <sup>3</sup>
Single-Family Home (2,000 sf)	Dwelling Units	\$1,344 / \$5,551	\$6,645	\$6,645	\$2,669	\$3,994	\$5,320	\$6,645
Multifamily Housing (high rise)	Dwelling Units	\$533 / \$2,201	\$2,875	\$2,875	\$1,118	\$1,704	\$2,289	\$2,875
Office (150,000 SF)	Square Feet	\$2,387 / \$9,858	\$7,525	\$7,525	\$3,672	\$4,956	\$6,241	\$7,525
Warehouse	Square Feet	\$818 / \$3,378	\$1,731	\$1,731	\$1,046	\$1,274	\$1,503	\$1,731
Strip Retail Plaza (<40k)	Square Feet	\$2,072 / \$8,557	\$11,042	\$11,042	\$4,314	\$6,557	\$8,799	\$11,042

1. Current impact fee from 2014 TIF / Current impact fee from 2014 TIF adjusted for construction inflation.
2. Maximum calculated impact fee rate that could be established under extraordinary circumstances.
3. Phasing of fee assuming increased phased in over 4-years in equal installments.

Source: Fehr & Peers, 2025.

**Table 15. Impact Fee Highlights – University North District with Phase-in Limitations**

Land Use	Units	Current Impact Fee / Inflation Adjusted Fee <sup>1</sup>	Max 2025 Impact Fee <sup>2</sup>	With Phase in-Limitations <sup>3</sup>				
				Max Allowable	Allowable in 2026 <sup>4</sup>	Allowable in 2027 <sup>4</sup>	Allowable in 2028 <sup>4</sup>	Allowable in 2029 <sup>4</sup>
Single-Family Home (2,000 sf)	Dwelling Units	\$2,176 / \$8,987	\$9,856	\$3,264	\$2,448	\$2,720	\$2,992	\$3,264
Multifamily Housing (high rise)	Dwelling Units	\$863 / \$3,564	\$4,253	\$1,295	\$971	\$1,079	\$1,187	\$1,295
Office (150,000 SF)	Square Feet	\$3,849 / \$15,896	\$11,326	\$5,774	\$4,330	\$4,811	\$5,292	\$5,774
Warehouse	Square Feet	\$1,319 / \$5,447	\$2,608	\$1,979	\$1,484	\$1,649	\$1,814	\$1,979
Strip Retail Plaza (<40k)	Square Feet	\$3,063 / \$12,650	\$13,811	\$4,595	\$3,446	\$3,829	\$4,212	\$4,595

1. Current impact fee from 2014 TIF / Current impact fee from 2014 TIF adjusted for construction inflation.
2. Maximum calculated impact fee rate that could be established under extraordinary circumstances.
3. Maximum allowable rate under phase-in-limitations, which is a 50% increase from the current fee.
4. Phase-in-limitations requires fee increase to be implemented in 2 equal installments for a 0% to 25% increase and 4 equal installments for a 26% to 50% increase.

Source: Fehr & Peers, 2025.

**Table 16. Impact Fee Highlights – University North District with Extraordinary Circumstances**

Land Use	Units	Current Impact Fee / Inflation Adjusted Fee <sup>1</sup>	Max 2025 Impact Fee <sup>2</sup>	With Phased Implementation				
				Max Allowable	Allowable in 2026 <sup>3</sup>	Allowable in 2027 <sup>3</sup>	Allowable in 2028 <sup>3</sup>	Allowable in 2029 <sup>3</sup>
Single-Family Home (2,000 sf)	Dwelling Units	\$2,176 / \$8,987	\$9,856	\$9,856	\$4,096	\$6,016	\$7,936	\$9,856
Multifamily Housing (high rise)	Dwelling Units	\$863 / \$3,564	\$4,253	\$4,253	\$1,711	\$2,558	\$3,406	\$4,253
Office (150,000 SF)	Square Feet	\$3,849 / \$15,896	\$11,326	\$11,326	\$5,718	\$7,588	\$9,457	\$11,326
Warehouse	Square Feet	\$1,319 / \$5,447	\$2,608	\$2,608	\$1,641	\$1,964	\$2,286	\$2,608
Strip Retail Plaza (<40k)	Square Feet	\$3,063 / \$12,650	\$13,811	\$13,811	\$5,750	\$8,437	\$11,124	\$13,811

1. Current impact fee from 2014 TIF / Current impact fee from 2014 TIF adjusted for construction inflation.
2. Maximum calculated impact fee rate that could be established under extraordinary circumstances.
3. Phasing of fee assuming increased phased in over 4-years in equal installments.

Source: Fehr & Peers, 2025.

**Table 17. Impact Fee Highlights – Westshore District with Phase-in Limitations**

Land Use	Units	Current Impact Fee / Inflation Adjusted Fee <sup>1</sup>	Max 2025 Impact Fee <sup>2</sup>	With Phase in-Limitations <sup>3</sup>				
				Max Allowable	Allowable in 2026 <sup>4</sup>	Allowable in 2027 <sup>4</sup>	Allowable in 2028 <sup>4</sup>	Allowable in 2029 <sup>4</sup>
Single-Family Home (2,000 sf)	Dwelling Units	\$2,770 / \$11,440	\$5,536	\$4,155	\$3,116	\$3,463	\$3,809	\$4,155
Multifamily Housing (high rise)	Dwelling Units	\$1,144 / \$4,725	\$2,427	\$1,716	\$1,287	\$1,430	\$1,573	\$1,716
Office (150,000 SF)	Square Feet	\$4,759 / \$19,655	\$5,819	\$7,139	\$5,354	\$5,949	\$6,544	\$7,139
Warehouse	Square Feet	\$1,631 / \$6,736	<b>\$1,337</b>	\$1,337	\$1,337	\$1,337	\$1,337	\$1,337
Fast-Food Restaurant	Square Feet	\$5,408 / \$22,335	\$9,102	\$8,112	\$6,084	\$6,760	\$7,436	\$8,112

1. Current impact fee from 2014 TIF / Current impact fee from 2014 TIF adjusted for construction inflation.
2. Maximum calculated impact fee rate that could be established under extraordinary circumstances.
3. Maximum allowable rate under phase-in-limitations, which is a 50% increase from the current fee.
4. Phase-in-limitations requires fee increase to be implemented in 2 equal installments for a 0% to 25% increase and 4 equal installments for a 26% to 50% increase.

Source: Fehr & Peers, 2025.

**Table 18. Impact Fee Highlights – Westshore District with Extraordinary Circumstances**

Land Use	Units	Current Impact Fee / Inflation Adjusted Fee <sup>1</sup>	Max 2025 Impact Fee <sup>2</sup>	With Phased Implementation				
				Max Allowable	Allowable in 2026 <sup>3</sup>	Allowable in 2027 <sup>3</sup>	Allowable in 2028 <sup>3</sup>	Allowable in 2029 <sup>3</sup>
Single-Family Home (2,000 sf)	Dwelling Units	\$2,770 / \$11,440	\$5,536	\$5,536	\$3,461	\$4,153	\$4,844	\$5,536
Multifamily Housing (high rise)	Dwelling Units	\$1,144 / \$4,725	\$2,427	\$2,427	\$1,465	\$1,785	\$2,106	\$2,427
Office (150,000 SF)	Square Feet	\$4,759 / \$19,655	\$5,819	\$5,819	\$5,024	\$5,289	\$5,554	\$5,819
Warehouse	Square Feet	\$1,631 / \$6,736	\$1,337	\$1,337	\$1,337	\$1,337	\$1,337	\$1,337
Strip Retail Plaza (<40k)	Square Feet	\$5,408 / \$22,335	\$9,102	\$9,102	\$6,331	\$7,255	\$8,178	\$9,102

1. Current impact fee from 2014 TIF / Current impact fee from 2014 TIF adjusted for construction inflation.
2. Maximum calculated impact fee rate that could be established under extraordinary circumstances.
3. Phasing of fee assuming increased phased in over 4-years in equal installments.

Source: Fehr & Peers, 2025.

## Fee Comparison to Other Jurisdictions

A comparison of fees to other Jurisdictions was also conducted, as presented in **Table 19**, with a focus on the most populated cities in Florida. This comparison shows a wide range of fee variability; show the City of Tampa increase fees to the maximum allowed, the fees would be at about a mid-range for the state as compared to other large cities, with some fees being lower and others being higher. For some of the jurisdictions, it is difficult to draw direct comparison. For example, Jacksonville does not have one set fee schedule, rather a series of inputs that are used to calculate a fee by area within the city and land use type. Several of the fees are currently undergoing updates and the range of new fee schedules is not yet known.

**Table 19. Fee Comparison to Other Jurisdictions**

Jurisdiction	Single-Family (1,501 to 2,500 sf) per unit	Multi-Family (1-2 Floors) per unit	Office (under 100,000 sf) per 1,000 square feet	Retail (<50,000 sf) per 1,000 square feet	Industrial (Light) per 1,000 square feet
Tampa 2014 Fee (Average of all Districts)	\$1,772	\$914	\$4,502	\$3,200	\$1,399
Adjusted for Construction Inflation	\$7,318	\$3,775	\$18,593	\$13,216	\$5,778
Tampa 2025 Fee Update (Average of all Districts)	\$6,618	\$3,831	\$9,333	\$9,226	\$3,418
Tampa 2025 Update (District Range)	\$5,284 to \$8,987	\$3,523 to \$4,634	\$6,232 to \$19,679	\$5,922 to \$12,650	\$2,379 to \$6,117
Hillsborough County Urban, 2022	\$9,183	\$6,661	\$8,336	\$13,562	\$4,230
Jacksonville, 2023 (Zone 2)	\$1,410	\$963	\$1,604	\$8,447	\$597
Miami-Dade County, 2023 (Miami) (Context 2)	\$9,275	\$6,629	\$14,698	\$6,472	\$4,760
City of Orlando, 2022 (Downtown)	\$4,973	3,426	\$4,848	\$3,418	\$2,224
City of Orlando, 2022 (Other)	\$5,645	3,883	\$5,516	\$5,516	\$2,524
St. Pete, 2016 (undergoing update)	\$1,679	\$1,420	\$2,767	\$3,396	\$1,414
Pt. St. Lucie, 2021	\$3,550	\$2,925	\$2,660	\$5,530	\$7,000
Cape Coral, 2005 (undergoing update)	\$3,347	\$2,347	\$2,634	\$5,709	\$2,310
Hialeah, 2021 (in addition to county fee)	\$2,542 + \$9,275	\$2,232 + \$6,626	\$1,569 + \$14,698	\$1,073 + \$6,472	\$756 + \$4,760

Source: Fehr & Peers, 2025.

## Fee Schedule Summary by Impact Fee District

A summary of the maximum calculated fee for each land use by district, as compared to the 2014 Fee is provided in **Table 20**. The overall percent increase is also shown, as well as the 2014 fee adjusted for construction inflation. There are new land uses that were added to the impact fee schedule, like off-campus student apartments, medical office uses, and automobile sales.

**Table 20. Draft Fee Schedule Summary Change by District**

ITE Land Use Code	Land Use	Unit	Central Business District				Central East District				Interbay District				North Central District				University North District				Westshore District							
			2014 Fee	Inflation Adj. 2014 Fee	2025 Max Fee	% Change	2014 Fee	Inflation Adj. 2014 Fee	2025 Max Fee	% Change	2014 Fee	Inflation Adj. 2014 Fee	2025 Max Fee	% Change	2014 Fee	Inflation Adj. 2014 Fee	2025 Max Fee	% Change	2014 Fee	Inflation Adj. 2014 Fee	2025 Max Fee	% Change	2014 Fee	Inflation Adj. 2014 Fee	2025 Max Fee	% Change				
<b>Residential</b>																														
210	Single Family (Detached) DU= dwelling unit / sf = square feet																													
210	Less than 1,500 SF	DU	\$716	\$2,957	\$3,968	454%	\$1,258	\$5,196	\$4,900	289%	\$1,280	\$5,286	\$4,392	243%	\$1,008	\$4,163	\$4,988	395%	\$1,632	\$6,740	\$7,400	353%	\$2,077	\$8,578	\$4,153	100%				
210	1,500 to 2,499 SF	DU	\$955	\$3,944	\$5,284	453%	\$1,677	\$6,926	\$6,534	290%	\$1,707	\$7,050	\$5,852	243%	\$1,344	\$5,551	\$6,645	394%	\$2,176	\$8,987	\$9,856	353%	\$2,770	\$11,440	\$5,536	100%				
210	2,500 SF or Larger	DU	\$1,127	\$4,655	\$6,094	441%	\$1,979	\$8,173	\$7,528	280%	\$2,014	\$8,318	\$6,745	235%	\$1,586	\$6,550	\$7,664	383%	\$2,568	\$10,606	\$11,365	343%	\$3,268	\$13,497	\$6,381	95%				
215	Single Family (Attached)	DU	\$726	\$2,998	\$3,822	426%	\$1,274	\$5,262	\$4,718	270%	\$1,297	\$5,357	\$4,228	226%	\$1,022	\$4,221	\$4,800	370%	\$1,654	\$6,831	\$7,130	331%	\$2,105	\$8,694	\$4,002	90%				
220	Multifamily Housing (low rise) (Not Close to Transit)	DU	\$485	\$2,003	\$3,523	626%	\$860	\$3,552	\$4,394	411%	\$873	\$3,605	\$3,917	349%	\$694	\$2,866	\$4,508	550%	\$1,122	\$4,634	\$6,668	494%	\$1,449	\$5,984	\$3,803	162%				
220	Multifamily Housing (low rise) (Close to Transit)	DU	\$485	\$2,003	\$2,679	452%	\$860	\$3,552	\$3,341	289%	\$873	\$3,605	\$2,977	241%	\$694	\$2,866	\$3,425	393%	\$1,122	\$4,634	\$5,066	351%	\$1,449	\$5,984	\$2,894	100%				
221	Multifamily Housing (mid rise)	DU	\$373	\$1,540	\$2,527	577%	\$662	\$2,734	\$3,154	376%	\$672	\$2,775	\$2,814	319%	\$533	\$2,201	\$3,238	507%	\$863	\$3,564	\$4,789	455%	\$1,114	\$4,601	\$2,730	145%				
222	Multifamily Housing (high rise)	DU	\$373	\$1,540	\$2,248	503%	\$662	\$2,734	\$2,803	323%	\$672	\$2,775	\$2,498	272%	\$533	\$2,201	\$2,875	439%	\$863	\$3,564	\$4,253	393%	\$1,144	\$4,725	\$2,427	112%				
225/226	Off Campus Student Apartment	Bed-rooms	N/A		\$1,494		N/A		\$2,000		N/A		\$1,733		N/A		\$1,959		N/A		\$2,908		N/A		\$1,697					
240	Mobile Home Park	DU	\$447	\$1,846	\$3,589	703%	\$794	\$3,279	\$4,825	508%	\$806	\$3,329	\$4,162	416%	\$640	\$2,643	\$4,723	638%	\$1,036	\$4,279	\$7,003	576%	\$1,337	\$5,522	\$4,079	205%				
251	Senior Adult Housing - Single Family	DU	\$250	\$1,033	\$1,899	660%	\$480	\$1,982	\$2,549	431%	\$474	\$1,958	\$2,197	363%	\$370	\$1,528	\$2,496	574%	\$597	\$2,466	\$3,701	520%	\$796	\$3,287	\$2,156	171%				
252	Senior Adult Housing - Multi Family	DU	N/A		\$1,482		N/A		\$1,989		N/A		\$1,721		N/A		\$1,947		N/A		\$2,890		N/A		\$1,685					
254	Assisted Living	1,000 sf	\$250	\$1,033	\$1,910	664%	\$480	\$1,982	\$2,567	435%	\$474	\$1,958	\$2,215	367%	\$370	\$1,528	\$2,513	579%	\$597	\$2,466	\$3,724	524%	\$796	\$3,287	\$2,173	173%				
<b>Lodging</b>																														
310	Hotel	room	\$1,874	\$7,740	\$8,739	366%	\$1,453	\$6,001	\$8,658	496%	\$1,437	\$5,935	\$8,710	506%	\$1,096	\$4,526	\$8,674	691%	\$1,784	\$7,368	\$8,493	376%	\$2,299	\$9,495	\$8,607	274%				
320	Motel	room	\$1,874	\$7,740	\$6,310	237%	\$1,453	\$6,001	\$6,264	331%	\$1,437	\$5,935	\$6,294	338%	\$1,096	\$4,526	\$6,273	472%	\$1,784	\$7,368	\$6,169	246%	\$2,299	\$9,495	\$6,235	171%				
<b>Recreation</b>																														
430	Golf Course	hole	\$2,257	\$9,321	\$6,031	167%	\$1,003	\$4,142	\$8,776	775%	\$1,035	\$4,275	\$6,902	567%	\$805	\$3,325	\$8,006	895%	\$1,303	\$5,381	\$10,018	669%	\$1,628	\$6,724	\$6,604	306%				
435/495	Multipurpose Rec Facility/ Recreational Community Center	1,000 sf	N/A		\$2,305		N/A		\$2,406		N/A		\$1,797		N/A		\$1,935		N/A		\$2,341		N/A		\$1,464					
436	Trampoline Park	1,000 sf	N/A		\$2,252		N/A		\$2,711		N/A		\$2,084		N/A		\$2,561		N/A		\$3,332		N/A		\$2,103					
445	Movie Theater	1,000 sf	N/A		\$32,250		N/A		\$38,879		N/A		\$29,875		N/A		\$36,745		N/A		\$47,757		N/A		\$30,111					
488	Soccer Field	Field	N/A		\$5,366		N/A		\$5,598		N/A		\$4,184		N/A		\$4,501		N/A		\$5,443		N/A		\$3,403					

ITE Land Use Code	Land Use	Unit	Central Business District				Central East District				Interbay District				North Central District				University North District				Westshore District				
			2014 Fee	Inflation Adj. 2014 Fee	2025 Max Fee	% Change	2014 Fee	Inflation Adj. 2014 Fee	2025 Max Fee	% Change	2014 Fee	Inflation Adj. 2014 Fee	2025 Max Fee	% Change	2014 Fee	Inflation Adj. 2014 Fee	2025 Max Fee	% Change	2014 Fee	Inflation Adj. 2014 Fee	2025 Max Fee	% Change	2014 Fee	Inflation Adj. 2014 Fee	2025 Max Fee	% Change	
492/493	Health/Fitness/Athletic Club/Rec Center	1,000 sf	\$1,009	\$4,167	\$5,722	467%	\$1,441	\$5,951	\$8,324	478%	\$1,519	\$6,273	\$6,552	331%	\$1,113	\$4,597	\$7,596	582%	\$1,559	\$6,439	\$9,500	509%	\$2,652	\$10,953	\$6,266	136%	
<b>Institutions</b>																											
520	Elementary School	student	\$335	\$1,384	\$1,004	200%	\$156	\$644	\$925	493%	\$157	\$648	\$884	463%	\$118	\$487	\$1,033	775%	\$193	\$797	\$1,230	537%	\$252	\$1,041	\$1,015	303%	
522	Middle School	student	\$335	\$1,384	\$921	175%	\$156	\$644	\$856	449%	\$157	\$648	\$814	418%	\$118	\$487	\$951	706%	\$193	\$797	\$1,130	486%	\$252	\$1,041	\$933	270%	
525	High School	student	\$469	\$1,937	\$1,021	118%	\$219	\$904	\$943	331%	\$219	\$904	\$901	312%	\$165	\$681	\$1,050	537%	\$270	\$1,115	\$1,247	362%	\$353	\$1,458	\$1,032	192%	
540/550	Junior College/University (Private)	student	\$671	\$2,769	\$741	10%	\$313	\$1,291	\$687	120%	\$314	\$1,295	\$657	110%	\$235	\$971	\$765	225%	\$386	\$1,594	\$908	135%	\$505	\$2,084	\$753	49%	
560	General Assembly	seats	\$904	\$3,734	\$402	-55%	\$1,203	\$4,968	\$372	-69%	\$1,207	\$4,985	\$354	-71%	\$906	\$3,742	\$414	-54%	\$1,485	\$6,133	\$491	-67%	\$1,943	\$8,025	\$408	-79%	
565	Day Care Center	student	\$2,556	\$10,556	\$1,166	-54%	\$3,862	\$15,950	\$1,083	-72%	\$4,073	\$16,821	\$1,036	-75%	\$2,910	\$12,018	\$1,209	-58%	\$4,185	\$17,284	\$1,428	-66%	\$4,807	\$19,853	\$1,184	-75%	
<b>Medical</b>																											
610	Hospital	1,000 sf	\$5,271	\$21,769	\$6,279	19%	\$2,319	\$9,577	\$9,388	305%	\$2,413	\$9,966	\$8,880	268%	\$1,903	\$7,859	\$9,727	411%	\$3,069	\$12,675	\$14,645	377%	\$3,793	\$15,665	\$7,519	98%	
620	Nursing Home	bed	\$659	\$2,722	\$875	33%	\$366	\$1,512	\$1,275	248%	\$360	\$1,487	\$1,000	178%	\$306	\$1,264	\$1,162	280%	\$486	\$2,007	\$1,454	199%	\$702	\$2,899	\$959	37%	
630	Walk-in Clinic	1,000 sf	N/A		\$8,618		N/A		\$12,532		N/A		\$9,859		N/A		\$11,434		N/A		\$14,305		N/A		\$9,430		
640	Animal Hospital/Veterinary Clinic	1,000 sf	N/A		\$2,332		N/A		\$2,433		N/A		\$1,818		N/A		\$1,956		N/A		\$2,368		N/A		\$1,478		
650	Free-Standing Emergency Room	1,000 sf	N/A		\$7,141		N/A		\$10,394		N/A		\$8,174		N/A		\$9,481		N/A		\$11,862		N/A		\$7,815		
720	Medical-Dental Office Building (Stand-Alone)	1,000 sf	N/A		\$7,800		N/A		\$11,344		N/A		\$8,921		N/A		\$10,347		N/A		\$12,943		N/A		\$8,534		
<b>Office</b>																											
710	General Office 100,000 sf or less	1,000 sf	\$6,056	\$25,011	\$6,232	3%	\$3,601	\$14,872	\$9,318	159%	\$3,746	\$15,471	\$8,809	135%	\$2,954	\$12,200	\$9,651	227%	\$4,765	\$19,679	\$14,526	205%	\$5,890	\$24,326	\$7,460	27%	
710	General Office 100,001-200,000 sf	1,000 sf	\$4,892	\$20,204	\$4,858	-1%	\$2,909	\$12,014	\$7,263	150%	\$3,026	\$12,497	\$6,869	127%	\$2,387	\$9,858	\$7,525	215%	\$3,849	\$15,896	\$11,326	194%	\$4,759	\$19,655	\$5,819	22%	
710	General Office greater than 200,000 sf	1,000 sf	\$3,729	\$15,401	\$4,408	18%	\$2,218	\$9,160	\$6,592	197%	\$2,307	\$9,528	\$6,234	170%	\$1,819	\$7,512	\$6,831	276%	\$2,934	\$12,117	\$10,280	250%	\$3,627	\$14,980	\$5,279	46%	
<b>Retail</b>																											
812	Building Materials and Lumber Store	1,000 sf	N/A		\$2,008		N/A		\$2,928		N/A		\$2,301		N/A		\$2,671		N/A		\$3,339		N/A		\$2,199		
813/815	Free-Standing Discount Superstore	1,000 sf	N/A		\$17,747		N/A		\$21,392		N/A		\$16,437		N/A		\$20,221		N/A		\$26,279		N/A		\$16,570		
814	Variety Store	1,000 sf	N/A		\$20,196		N/A		\$24,348		N/A		\$18,713		N/A		\$23,016		N/A		\$29,917		N/A		\$18,864		
816	Hardware/Paint Store (Less than 20,000 SF)	1,000 sf	\$1,922	\$7,938	\$1,384	-28%	\$1,861	\$7,686	\$2,017	8%	\$1,964	\$8,111	\$1,588	-19%	\$1,366	\$5,642	\$1,838	35%	\$2,019	\$8,338	\$2,304	14%	\$3,565	\$14,723	\$1,516	-57%	
820	Shopping Center (>150k)	1,000 sf	\$3,586	\$14,810	\$12,593	251%	\$3,693	\$15,252	\$15,182	311%	\$3,894	\$16,082	\$11,666	200%	\$2,818	\$11,638	\$14,352	409%	\$3,999	\$16,516	\$18,656	367%	\$6,865	\$28,352	\$11,763	71%	

ITE Land Use Code	Land Use	Unit	Central Business District				Central East District				Interbay District				North Central District				University North District				Westshore District			
			2014 Fee	Inflation Adj. 2014 Fee	2025 Max Fee	% Change	2014 Fee	Inflation Adj. 2014 Fee	2025 Max Fee	% Change	2014 Fee	Inflation Adj. 2014 Fee	2025 Max Fee	% Change	2014 Fee	Inflation Adj. 2014 Fee	2025 Max Fee	% Change	2014 Fee	Inflation Adj. 2014 Fee	2025 Max Fee	% Change	2014 Fee	Inflation Adj. 2014 Fee	2025 Max Fee	% Change
821	Shopping Plaza (40-150k) (With Grocery Store)	1,000 sf	\$3,586	\$14,810	\$26,330	634%	\$3,693	\$15,252	\$31,741	760%	\$3,894	\$16,082	\$24,392	526%	\$2,818	\$11,638	\$30,002	965%	\$3,999	\$16,516	\$38,998	875%	\$6,865	\$28,352	\$24,585	258%
821	Shopping Plaza (40-150k) (Without Grocery Store)	1,000 sf	\$3,586	\$14,810	\$16,969	373%	\$3,693	\$15,252	\$20,459	454%	\$3,894	\$16,082	\$15,725	304%	\$2,818	\$11,638	\$19,335	586%	\$3,999	\$16,516	\$25,138	529%	\$6,865	\$28,352	\$15,846	131%
822	Strip Retail Plaza (<40k)	1,000 sf	\$2,853	\$11,783	\$8,321	192%	\$2,823	\$11,659	\$12,104	329%	\$2,979	\$12,303	\$9,520	220%	\$2,072	\$8,557	\$11,042	433%	\$3,063	\$12,650	\$13,811	351%	\$5,408	\$22,335	\$9,102	68%
840	Automobile Sales (New)	1,000 sf	N/A		\$9,453		N/A		\$13,750		N/A		\$10,814		N/A		\$12,544		N/A		\$15,689		N/A		\$10,342	
843	Automobile Parts Sales	1,000 sf	N/A		\$9,379		N/A		\$13,646		N/A		\$10,734		N/A		\$12,446		N/A		\$15,567		N/A		\$10,262	
848	Tire Store (less than 10,000 SF)	1,000 sf	N/A		\$2,273		N/A		\$2,368		N/A		\$1,772		N/A		\$1,903		N/A		\$2,303		N/A		\$1,437	
849	Tire Superstore (more than 10,000 SF)	1,000 sf	N/A		\$4,280		N/A		\$6,226		N/A		\$4,895		N/A		\$5,676		N/A		\$7,103		N/A		\$4,680	
850	Supermarket	1,000 sf	N/A		\$15,862		N/A		\$23,077		N/A		\$18,148		N/A		\$21,054		N/A		\$26,329		N/A		\$17,354	
851	Convenience Market - 24 hours	1,000 sf	\$4,024	\$16,619	\$28,287	603%	\$3,271	\$13,509	\$29,528	803%	\$4,067	\$16,797	\$22,068	443%	\$2,199	\$9,082	\$23,727	979%	\$4,193	\$17,317	\$28,698	584%	\$6,654	\$27,481	\$17,926	169%
857	Discount Club	1,000 sf	N/A		\$15,123		N/A		\$18,239		N/A		\$14,011		N/A		\$17,234		N/A		\$22,404		N/A		\$14,126	
861	Sporting Goods Superstore	1,000 sf	N/A		\$8,229		N/A		\$9,924		N/A		\$7,625		N/A		\$9,380		N/A		\$12,192		N/A		\$7,685	
862	Home Improvement Superstore	1,000 sf	N/A		\$10,609		N/A		\$12,793		N/A		\$9,825		N/A		\$12,087		N/A		\$15,710		N/A		\$9,903	
863	Electronics Superstore	1,000 sf	N/A		\$14,207		N/A		\$17,130		N/A		\$13,160		N/A		\$16,185		N/A		\$21,045		N/A		\$13,269	
880	Pharmacy/Drugstore without Drive-Through Window	1,000 sf	N/A		\$4,562		N/A		\$4,759		N/A		\$3,560		N/A		\$3,828		N/A		\$4,628		N/A		\$2,891	
881	Pharmacy/Drugstore with Drive-Through Window	1,000 sf	N/A		\$5,424		N/A		\$5,663		N/A		\$4,230		N/A		\$4,553		N/A		\$5,508		N/A		\$3,437	
882	Cannabis Dispensary	1,000 sf	N/A		\$29,642		N/A		\$30,949		N/A		\$23,131		N/A		\$24,868		N/A		\$30,078		N/A		\$18,787	
890	Furniture/Flooring Store	1,000 sf	\$72	\$297	\$1,822	2431%	\$84	\$347	\$2,198	2,517%	\$82	\$339	\$1,691	1,962%	\$70	\$289	\$2,079	2,870%	\$111	\$458	\$2,699	2,332%	\$161	\$665	\$1,703	958%
899	Liquor Store	1,000 sf	N/A		\$10,855		N/A		\$11,333		N/A		\$8,468		N/A		\$9,106		N/A		\$11,009		N/A		\$6,880	
<b>Service</b>																										
911/912	Bank	1,000 sf	\$7,009	\$28,947	\$15,101	115%	\$5,105	\$21,084	\$21,970	330%	\$5,385	\$22,240	\$17,279	221%	\$3,816	\$15,760	\$20,042	425%	\$5,533	\$22,851	\$25,067	353%	\$9,643	\$39,826	\$16,528	71%
930	Fast Casual Restaurant	1,000 sf	N/A		\$25,882		N/A		\$37,650		N/A		\$29,611		N/A		\$34,350		N/A		\$42,968		N/A		\$28,323	
931	Fine Dining Restaurant	1,000 sf	\$2,143	\$8,851	\$15,089	604%	\$3,978	\$16,429	\$21,959	452%	\$4,196	\$17,329	\$17,268	312%	\$2,997	\$12,378	\$20,031	568%	\$4,310	\$17,800	\$25,056	481%	\$7,468	\$30,843	\$16,516	121%
932	High-Turnover (Sit-Down) Restaurant	1,000 sf	N/A		\$11,885		N/A		\$17,291		N/A		\$13,604		N/A		\$15,776		N/A		\$19,732		N/A		\$13,007	
933/934/935	Fast-Food Restaurant	1,000 sf	\$3,784	\$15,628	\$52,284	1,282%	\$5,505	\$22,736	\$76,066	1,282%	\$5,808	\$23,987	\$59,821	930%	\$4,094	\$16,908	\$69,393	1,595%	\$5,969	\$24,652	\$86,795	1,354%	\$10,440	\$43,117	\$57,213	448%

ITE Land Use Code	Land Use	Unit	Central Business District				Central East District				Interbay District				North Central District				University North District				Westshore District				
			2014 Fee	Inflation Adj. 2014 Fee	2025 Max Fee	% Change	2014 Fee	Inflation Adj. 2014 Fee	2025 Max Fee	% Change	2014 Fee	Inflation Adj. 2014 Fee	2025 Max Fee	% Change	2014 Fee	Inflation Adj. 2014 Fee	2025 Max Fee	% Change	2014 Fee	Inflation Adj. 2014 Fee	2025 Max Fee	% Change	2014 Fee	Inflation Adj. 2014 Fee	2025 Max Fee	% Change	
936	Coffee/Donut Shop without Drive-Through Window	1,000 sf	N/A		\$9,922		N/A		\$10,357		N/A		\$7,744		N/A		\$8,322		N/A		\$10,065		N/A		\$6,287		
937	Coffee/Donut Shop with Drive-Through Window	1,000 sf	N/A		\$26,050		N/A		\$27,196		N/A		\$20,327		N/A		\$21,855		N/A		\$26,432		N/A		\$16,515		
938	Coffee/Donut Shop with Drive-Through Window and No Indoor Seating	Drive Thru Lanes	N/A		\$3,880		N/A		\$4,054		N/A		\$3,027		N/A		\$3,260		N/A		\$3,940		N/A		\$2,460		
941	Quick Lubrication Vehicle Shop	1,000 sf	N/A		\$7,044		N/A		\$7,354		N/A		\$5,498		N/A		\$5,910		N/A		\$7,145		N/A		\$4,466		
942	Automobile Parts and Service Center	1,000 sf	N/A		\$5,825		N/A		\$8,475		N/A		\$6,667		N/A		\$7,729		N/A		\$9,668		N/A		\$6,374		
944	Gasoline/Service Station	fuel pos.	\$20,335	\$83,984	\$3,731	-82%	\$5,364	\$22,153	\$3,898	-27%	\$5,660	\$23,376	\$2,913	-49%	\$3,937	\$16,260	\$3,128	-21%	\$5,820	\$24,037	\$3,784	-35%	\$10,274	\$42,432	\$2,364	-77%	
945	Convenience Store/Gas Station	fuel pos.	\$20,335	\$83,984	\$7,634	-62%	\$5,364	\$22,153	\$7,968	49%	\$5,660	\$23,376	\$5,957	5%	\$3,937	\$16,260	\$6,398	62%	\$5,820	\$24,037	\$7,740	33%	\$10,274	\$42,432	\$4,834	-53%	
<b>Industrial</b>																											
110	General Light Industrial	1,000 sf	\$1,882	\$7,773	\$2,379	26%	\$1,119	\$4,621	\$3,561	218%	\$1,164	\$4,807	\$3,364	189%	\$918	\$3,791	\$3,686	302%	\$1,481	\$6,117	\$5,548	275%	\$1,830	\$7,558	\$2,850	56%	
150	Warehouse	1,000 sf	\$1,676	\$6,922	\$1,116	-33%	\$997	\$4,118	\$1,671	68%	\$1,037	\$4,283	\$1,582	53%	\$818	\$3,378	\$1,731	112%	\$1,319	\$5,447	\$2,608	98%	\$1,631	\$6,736	\$1,337	-18%	
151	Mini-Warehouse	1,000 sf	\$958	\$3,957	\$831	-13%	\$570	\$2,354	\$1,236	117%	\$593	\$2,449	\$1,170	97%	\$467	\$1,929	\$1,284	175%	\$754	\$3,114	\$1,934	157%	\$932	\$3,849	\$991	6%	
155	High-Cube Fulfillment Center Warehouse - Sort	1,000 sf	N/A		\$3,145		N/A		\$4,702		N/A		\$4,452		N/A		\$4,876		N/A		\$7,334		N/A		\$3,765		
170	Utility	Employee	\$239	\$987	\$2,414	910%	\$142	\$586	\$3,614	2,445%	\$148	\$611	\$3,417	2208%	\$117	\$483	\$3,745	3,101%	\$188	\$776	\$5,637	2898%	\$233	\$962	\$2,891	1,141%	
180	Specialty Trade Contractor	1,000 sf	N/A		\$6,425		N/A		\$9,606		N/A		\$9,079		N/A		\$9,951		N/A		\$14,975		N/A		\$7,689		

Source: Fehr & Peers, 2025.

## 6. Other Fee Considerations

Looking toward the future, and as the fee is implemented, additional considerations may arise. For example, the city may wish to incorporate additional land uses that are not addressed within the adopted fee schedule, or recognize the potential for fees to be reduced or waived for land uses that meet specific criteria. Information provided in this section is intended to provide general guidance to help inform discussions with city staff and the City Council, and these considerations may inform future updates to the Code of Ordinances. Additional information about these considerations is available in the City of Tampa Code of Ordinances. Should there be discrepancies between the information provided below and the Code of Ordinances, information within the Code of Ordinances shall prevail.

### Independent Fee Calculation Study

For land uses not included in the standard fee schedule, an independent fee study can be conducted at the applicant's expense following prescribed methodologies set by city staff, with additional details provided in Section 25-69(b) of the Code of Ordinances. The study shall include:

1. Documentation of trip generation rates appropriate for the proposed land development activity.
2. Documentation of trip length appropriate for the proposed land development activity.
3. Documentation of trip data appropriate for the proposed land development activity.

Other variables, such as the gas tax credit, and cost per person mile of infrastructure, shall be consistent with this document.

### Mixed-Use Projects

For mixed-use projects, the fee basis shall be the sum of the fee for each of the individual land uses within the mixed-use development. However, there may be mixed use projects that have the potential to capture trips internally, like an apartment complex coupled with retail, restaurant and office space. Those types of mixed-use developments can result in fewer trips to the overall transportation system as future residents may be able to walk to work or dinner without leaving the overall development. Potential reductions would need to be documented in a transportation impact assessment prepared in consultation with the City of Tampa.

### Fee Exemptions

Consistent with Section 25-74 of the City of Tampa Code of Ordinances, the following are exempt from payment of the multi-modal transportation impact fee:

- 1) Alterations to an existing building where no additional units are created, the use is not changed and where no additional vehicular trips will be produced over and above that produced by the existing use;
- 2) The construction of accessory buildings or structures or the expansion of an existing building or structure, except a single-family detached house, where the expansion is less than five hundred (500) square feet or five (5) percent of the existing building or structure, whichever is less;

- 3) The expansion of or addition to a single-family detached house, where the expansion or addition is less than five hundred (500) square feet;
- 4) The replacement of a building or structure with a new building or structure, provided that no multi-modal transportation impacts will be created over and above those created by the use of the land on the effective date of the ordinance from which this chapter was derived;
- 5) Governmental and public facilities; or
- 6) Independent nonprofit institutions of post-secondary education which are accredited by the Southern Association of Colleges and Schools.

After the update to the Multi-Modal Transportation Impact Fee, the city may consider a fee waiver program that could help support the development of land uses that provide direct community benefit, such as foodbanks, public health clinics, or affordable housing. An interdepartmental effort would be required to develop standards for waivers. Developments would need to meet specific metrics. For affordable housing, only units that are deemed affordable within a development would qualify for potential fee waivers, with the amount of the fee waiver dependent on the income levels for future residents. As the program is developed, there may also be considerations for the location of projects, with those located along corridors that provide high-quality access to transit and other multimodal transportation opportunities eligible for a higher level of fee waiver.

## Accessory Dwelling Units

Accessory dwelling units are allowed within specific zoning districts and specific geographic areas of the city (see Sec. 27-156). An accessory dwelling unit (ADU) is a secondary use that exists in addition to a primary use on the same property. To be considered an accessory dwelling unit in Tampa, the interior space must be finished and have its own independent kitchen facilities (with cooking element), sanitary and sleeping facilities (Sec. 27-43). A cooking element may be just a microwave or hot plate.

As accessory dwelling units can increase the level of activity on a site and therefore multimodal transportation demands, multi-modal transportation impact fees shall be imposed on accessory dwelling units based on the following:

- An ADU of less than 500 square feet shall be exempt from impact fees
- For ADUs greater than 500 square feet, the impact fee shall be assessed based on the overall square footage of residential uses on the parcel based on the differences between size thresholds; if an ADU does not cause the overall square footage of residential use to increase to the next threshold, no fee payment is required.

## Example Calculations

- **Example 1:** ADU of 450 square feet is proposed on a lot with a 1,750 square foot home. As the ADU is less than 500 square feet, no additional multi-modal impact fee is required.
- **Example 2:** ADU of 550 is proposed on a lot with a 1,750 square foot home. The total residential square footage would be 2,300 square feet. As the construction of the ADU would not increase the total residential square footage to the next impact fee category, no additional multi-modal impact fee is required.
- **Example 3:** ADU of 950 is proposed on a lot with a 1,750 square foot home. The total residential square footage would be 2,700 square feet. As the construction of the ADU would

increase the total residential square footage to the next impact fee category, the difference in fee between the 1,500 to 2,499 and over 2,500 square foot impact fee rate would be due. For a project in the Central East fee district where development of ADUs is allowed, that would result in a fee of \$995, the difference in fee between the 1,500 to 2,499 and over 2,500 square-foot fee based on the maximum calculated rate.

# Appendix A. Draft Fee Schedule by Fee District

**Table A-1. City of Tampa Draft Multi-Modal Transportation Impact Fee Schedule – Central Business District**

ITE Land Use Code	Land Use	Unit	Trip Rate	Assessable Trip Length	Total Trip Length	% New Trips	Net VMT	Person-Trip Factor	Net PMT	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Net Multi-Modal Fee	Current Adopted TIF Rate	% Change
<b>Residential</b>															
210	Single Family (Detached)														
210	Less than 1,500 SF	DU	6.82	3.27	3.75	86%	6.81	1.69	11.51	\$4,719.11	\$67.39	-\$751.19	\$3,967.92	\$716.00	454%
210	1,500 to 2,499 SF	DU	9.09	3.27	3.75	86%	9.07	1.69	15.33	\$6,285.22	\$89.82	-\$1,001.22	\$5,284.00	\$955.00	453%
210	2,500 SF or Larger	DU	10.48	3.27	3.75	86%	10.46	1.69	17.68	\$7,248.44	\$103.55	-\$1,154.27	\$6,094.17	\$1,127.00	441%
215	Single Family (Attached)	DU	6.57	3.27	3.75	86%	6.56	1.69	11.09	\$4,545.87	\$64.92	-\$723.66	\$3,822.21	\$726.00	426%
220	Multifamily Housing (low rise) (Not Close to Transit)	DU	6.21	3.19	3.67	86%	6.05	1.69	10.22	\$4,192.45	\$60.04	-\$669.26	\$3,523.19	\$485.00	626%
220	Multifamily Housing (low rise) (Close to Transit)	DU	4.72	3.19	3.67	86%	4.6	1.69	7.77	\$3,187.65	\$45.64	-\$508.75	\$2,678.90	\$485.00	452%
221	Multifamily Housing (mid rise)	DU	4.46	3.19	3.67	86%	4.34	1.69	7.33	\$3,007.48	\$43.12	-\$480.66	\$2,526.82	\$373.00	577%
222	Multifamily Housing (high rise)	DU	3.96	3.19	3.67	86%	3.86	1.69	6.52	\$2,674.85	\$38.29	-\$426.82	\$2,248.03	\$373.00	503%
225/226	Off Campus Student Apartment	Bedrooms	3.27	2.58	3.06	86%	2.58	1.69	4.36	\$1,787.86	\$26.36	-\$293.83	\$1,494.03	N/A	
240	Mobile Home Park	DU	7.87	2.58	3.06	86%	6.2	1.69	10.48	\$4,296.40	\$63.44	-\$707.16	\$3,589.24	\$447.00	703%
251	Senior Adult Housing – Single Family	DU	4.16	2.58	3.06	86%	3.28	1.69	5.54	\$2,272.93	\$33.54	-\$373.87	\$1,899.06	\$250.00	660%
252	Senior Adult Housing – Multi Family	DU	3.25	2.58	3.06	86%	2.56	1.69	4.33	\$1,774.00	\$26.20	-\$292.05	\$1,481.95	N/A	
254	Assisted Living	1,000 sf	4.19	2.58	3.06	86%	3.3	1.69	5.58	\$2,286.79	\$33.78	-\$376.54	\$1,910.25	\$250.00	664%
<b>Lodging</b>															
310	Hotel	room	5.84	2.69	3.17	58%	13.14	1.69	22.21	\$9,105.59	\$32.89	-\$366.62	\$8,738.97	\$1,874.00	366%
320	Motel	room	3.35	2.69	3.17	58%	9.41	1.69	15.90	\$6,520.83	\$18.87	-\$210.34	\$6,310.49	\$1,874.00	237%
<b>Recreation</b>															
430	Golf Course	hole	30.38	1.88	2.36	52%	10.54	1.69	17.81	\$7,303.88	\$114.21	-\$1,273.09	\$6,030.79	\$2,257.00	167%
435/495	Multipurpose Recreational Facility/Recreational Community Center	1,000 sf	30.65	0.76	1.24	52%	4.3	1.69	7.27	\$2,979.76	\$60.54	-\$674.84	\$2,304.92	N/A	
436	Trampoline Park	1,000 sf	7.5	2.80	3.28	52%	3.88	1.69	6.56	\$2,688.71	\$39.17	-\$436.63	\$2,252.08	N/A	
445	Movie Theater	1,000 sf	84.7	2.80	3.28	66%	55.57	1.69	93.91	\$38,508.21	\$561.41	-\$6,258.01	\$32,250.20	N/A	
488	Soccer Field	Field	71.33	0.76	1.24	52%	10.01	1.69	16.92	\$6,936.61	\$140.89	-\$1,570.49	\$5,366.12	N/A	
489/490/491	Pickleball Court/Tennis Court/Racquet Club/Tennis Club	Court	36.64	0.76	1.24	52%	5.14	1.69	8.69	\$3,561.85	\$72.37	-\$806.70	\$2,755.15	N/A	
492/493	Health/Fitness/Athletic Club/Rec Center	1,000 sf	28.82	1.88	2.36	52%	10	1.69	16.90	\$6,929.68	\$108.34	-\$1,207.66	\$5,722.02	\$1,009.00	467%

**Table A-1. City of Tampa Draft Multi-Modal Transportation Impact Fee Schedule – Central Business District**

ITE Land Use Code	Land Use	Unit	Trip Rate	Assessable Trip Length	Total Trip Length	% New Trips	Net VMT	Person-Trip Factor	Net PMT	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Net Multi-Modal Fee	Current Adopted TIF Rate	% Change
<b>Institutions</b>															
520	Elementary School	student	2.27	3.38	3.86	63%	1.72	1.69	2.91	\$1,191.90	\$16.90	-\$188.38	\$1,003.52	\$335.00	200%
522	Middle School	student	2.09	3.38	3.86	63%	1.58	1.69	2.67	\$1,094.89	\$15.56	-\$173.45	\$921.44	\$335.00	175%
525	High School	student	1.94	3.38	3.86	75%	1.75	1.69	2.96	\$1,212.69	\$17.19	-\$191.62	\$1,021.07	\$469.00	118%
540/550	Junior College/University (Private)	student	1.15	3.38	3.86	92%	1.27	1.69	2.15	\$880.07	\$12.50	-\$139.34	\$740.73	\$670.50	10%
560	General Assembly	seats	0.9	3.38	3.86	64%	0.69	1.69	1.17	\$478.15	\$6.80	-\$75.80	\$402.35	\$904.00	-55%
565	Day Care Center	student	3.79	3.38	3.86	44%	2	1.69	3.38	\$1,385.94	\$19.70	-\$219.59	\$1,166.35	\$2,556.00	-54%
<b>Medical</b>															
610	Hospital	1,000 sf	10.7	3.77	4.25	75%	10.74	1.69	18.15	\$7,442.47	\$104.42	-\$1,163.96	\$6,278.51	\$5,271.00	19%
620	Nursing Home	bed	3.06	1.88	2.36	75%	1.53	1.69	2.59	\$1,060.24	\$16.59	-\$184.93	\$875.31	\$659.00	33%
630	Walk -in Clinic	1,000 sf	37.6	1.88	2.36	60%	15.06	1.69	25.45	\$10,436.09	\$163.10	-\$1,818.07	\$8,618.02	N/A	
640	Animal Hospital/Veterinary Clinic	1,000 sf	21.5	0.76	1.24	75%	4.35	1.69	7.35	\$3,014.41	\$61.25	-\$682.75	\$2,331.66	N/A	
650	Free-Standing Emergency Room	1,000 sf	24.94	1.88	2.36	75%	12.48	1.69	21.09	\$8,648.24	\$135.23	-\$1,507.40	\$7,140.84	N/A	
720	Medical-Dental Office Building (Stand-Alone)	1,000 sf	34.03	1.88	2.36	60%	13.63	1.69	23.03	\$9,445.15	\$147.61	-\$1,645.40	\$7,799.75	N/A	
<b>Office</b>															
710	General Office 100,000 sf or less	1,000 sf	10.34	3.77	4.25	77%	10.66	1.69	18.02	\$7,387.03	\$103.59	-\$1,154.71	\$6,232.32	\$6,056.00	3%
710	General Office 100,001-200,000 sf	1,000 sf	7.57	3.77	4.25	82%	8.31	1.69	14.04	\$5,758.56	\$80.77	-\$900.34	\$4,858.22	\$4,892.00	-1%
710	General Office greater than 200,000 sf	1,000 sf	6.87	3.77	4.25	82%	7.54	1.69	12.74	\$5,224.98	\$73.30	-\$817.07	\$4,407.91	\$3,729.00	18%
<b>Retail</b>															
812	Building Materials and Lumber Store	1,000 sf	11.7	1.88	2.36	45%	3.51	1.69	5.93	\$2,432.32	\$38.06	-\$424.25	\$2,008.07	N/A	
813/815	Free-Standing Discount Superstore	1,000 sf	51.27	2.80	3.28	60%	30.58	1.69	51.68	\$21,190.95	\$308.93	-\$3,443.63	\$17,747.32	N/A	
814	Variety Store	1,000 sf	63.66	2.80	3.28	55%	34.8	1.69	58.81	\$24,115.27	\$351.63	-\$3,919.60	\$20,195.67	N/A	
816	Hardware/Paint Store (Less than 20,000 SF)	1,000 sf	8.07	1.88	2.36	45%	2.42	1.69	4.09	\$1,676.98	\$26.25	-\$292.61	\$1,384.37	\$1,922.00	-28%
820	Shopping Center (>150k)	1,000 sf	36.39	2.80	3.28	60%	21.7	1.69	36.67	\$15,037.40	\$219.27	-\$2,444.19	\$12,593.21	\$3,586.00	251%
821	Shopping Plaza (40-150k) (With Grocery Store)	1,000 sf	101.43	2.80	3.28	45%	45.37	1.69	76.68	\$31,439.94	\$458.39	-\$5,109.65	\$26,330.29	\$3,586.00	634%
821	Shopping Plaza (40-150k) (Without Grocery Store)	1,000 sf	65.38	2.80	3.28	45%	29.24	1.69	49.42	\$20,262.37	\$295.47	-\$3,293.59	\$16,968.78	\$3,586.00	373%

**Table A-1. City of Tampa Draft Multi-Modal Transportation Impact Fee Schedule – Central Business District**

ITE Land Use Code	Land Use	Unit	Trip Rate	Assessable Trip Length	Total Trip Length	% New Trips	Net VMT	Person-Trip Factor	Net PMT	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Net Multi-Modal Fee	Current Adopted TIF Rate	% Change
822	Strip Retail Plaza (<40k)	1,000 sf	54.45	1.88	2.36	40%	14.54	1.69	24.57	\$10,075.75	\$157.46	-\$1,755.20	\$8,320.55	\$2,853.00	192%
840/841	Automobile Sales	1,000 sf	27.5	1.88	2.36	90%	16.52	1.69	27.92	\$11,447.82	\$178.93	-\$1,994.52	\$9,453.30	N/A	
843	Automobile Parts Sales	1,000 sf	54.57	1.88	2.36	45%	16.39	1.69	27.70	\$11,357.74	\$177.53	-\$1,978.92	\$9,378.82	N/A	
848	Tire Store (less than 10,000 SF)	1,000 sf	28.54	0.76	1.24	55%	4.24	1.69	7.17	\$2,938.18	\$59.63	-\$664.69	\$2,273.49	N/A	
849	Tire Superstore (more than 10,000 SF)	1,000 sf	20.37	1.88	2.36	55%	7.48	1.69	12.64	\$5,183.40	\$81.00	-\$902.90	\$4,280.50	N/A	
850	Supermarket	1,000 sf	92.29	1.88	2.36	45%	27.72	1.69	46.85	\$19,209.06	\$300.24	-\$3,346.76	\$15,862.30	N/A	
851	Convenience Market - 24 hrs	1,000 sf	651.94	0.76	1.24	30%	52.77	1.69	89.18	\$36,567.90	\$742.92	-\$8,281.29	\$28,286.61	\$4,024.00	603%
857	Discount Club	1,000 sf	40.34	2.80	3.28	65%	26.06	1.69	44.04	\$18,058.74	\$263.33	-\$2,935.33	\$15,123.41	N/A	
861	Sporting Goods Superstore	1,000 sf	23.78	2.80	3.28	60%	14.18	1.69	23.96	\$9,826.28	\$143.29	-\$1,597.25	\$8,229.03	N/A	
862	Home Improvement Superstore	1,000 sf	30.65	2.80	3.28	60%	18.28	1.69	30.89	\$12,667.45	\$184.69	-\$2,058.73	\$10,608.72	N/A	
863	Electronics Superstore	1,000 sf	41.05	2.80	3.28	60%	24.48	1.69	41.37	\$16,963.85	\$247.35	-\$2,757.20	\$14,206.65	N/A	
880	Pharmacy/Drugstore without Drive-Through Window	1,000 sf	90.08	0.76	1.24	35%	8.51	1.69	14.38	\$5,897.15	\$119.76	-\$1,334.96	\$4,562.19	N/A	
881	Pharmacy/Drugstore with Drive-Through Window	1,000 sf	107.2	0.76	1.24	35%	10.12	1.69	17.10	\$7,012.83	\$142.52	-\$1,588.66	\$5,424.17	N/A	
882	Cannabis Dispensary	1,000 sf	227.76	0.76	1.24	90%	55.3	1.69	93.46	\$38,321.11	\$778.64	-\$8,679.46	\$29,641.65	N/A	
890	Furniture/Flooring Store	1,000 sf	6.32	2.80	3.28	50%	3.14	1.69	5.31	\$2,175.92	\$31.74	-\$353.80	\$1,822.12	\$72.00	2431%
899	Liquor Store	1,000 sf	107.21	0.76	1.24	70%	20.25	1.69	34.22	\$14,032.59	\$285.07	-\$3,177.66	\$10,854.93	N/A	
<b>Service</b>															
911/912	Bank	1,000 sf	98.85	1.88	2.36	40%	26.39	1.69	44.60	\$18,287.41	\$285.85	-\$3,186.35	\$15,101.06	\$7,009.00	115%
930	Fast Casual Restaurant	1,000 sf	225.89	1.88	2.36	30%	45.23	1.69	76.44	\$31,342.92	\$489.92	-\$5,461.11	\$25,881.81	N/A	
931	Fine Dining Restaurant	1,000 sf	79.03	1.88	2.36	50%	26.37	1.69	44.57	\$18,273.56	\$285.67	-\$3,184.35	\$15,089.21	\$2,143.00	604%
932	High-Turnover (Sit-Down) Restaurant	1,000 sf	103.75	1.88	2.36	30%	20.77	1.69	35.10	\$14,392.94	\$225.02	-\$2,508.29	\$11,884.65	N/A	
933/934/935	Fast-Food Restaurant	1,000 sf	456.34	1.88	2.36	30%	91.37	1.69	154.42	\$63,316.45	\$989.73	-\$11,032.47	\$52,283.98	\$3,784.00	1282%
936	Coffee/Donut Shop without Drive-Through Window	1,000 sf	228.69	0.76	1.24	30%	18.51	1.69	31.28	\$12,826.83	\$260.61	-\$2,905.01	\$9,921.82	N/A	
937	Coffee/Donut Shop with Drive-Through Window	1,000 sf	600.5	0.76	1.24	30%	48.6	1.69	82.13	\$33,678.23	\$684.30	-\$7,627.86	\$26,050.37	N/A	
938	Coffee/Donut Shop with Drive-Through Window and No Indoor Seating	Drive Thru Lanes	179	0.76	1.24	15%	7.24	1.69	12.24	\$5,017.09	\$101.99	-\$1,136.88	\$3,880.21	N/A	
941	Quick Lubrication Vehicle Shop	1,000 sf	69.57	0.76	1.24	70%	13.14	1.69	22.21	\$9,105.59	\$184.98	-\$2,061.96	\$7,043.63	N/A	

**Table A-1. City of Tampa Draft Multi-Modal Transportation Impact Fee Schedule – Central Business District**

ITE Land Use Code	Land Use	Unit	Trip Rate	Assessable Trip Length	Total Trip Length	% New Trips	Net VMT	Person-Trip Factor	Net PMT	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Net Multi-Modal Fee	Current Adopted TIF Rate	% Change
942	Automobile Parts and Service Center	1,000 sf	33.89	1.88	2.36	45%	10.18	1.69	17.20	\$7,054.41	\$110.25	-\$1,228.95	\$5,825.46	N/A	
944	Gasoline/Service Station	fuel pos.	172.01	0.76	1.24	15%	6.96	1.69	11.76	\$4,823.05	\$98.01	-\$1,092.51	\$3,730.54	\$20,335.00	-82%
945	Convenience Store/Gas Station	fuel pos.	211.05	0.76	1.24	25%	14.24	1.69	24.07	\$9,867.86	\$200.42	-\$2,234.07	\$7,633.79	\$20,335.00	-62%
948	Automated Car Wash	1,000 sf	253.51	0.76	1.24	50%	34.2	1.69	57.80	\$23,699.49	\$481.48	-\$5,367.03	\$18,332.46	N/A	
<b>Industrial</b>															
110	General Light Industrial	1,000 sf	3.85	3.77	4.25	79%	4.07	1.69	6.88	\$2,820.38	\$39.57	-\$441.08	\$2,379.30	\$1,882.00	26%
150	Warehouse	1,000 sf	1.81	3.77	4.25	79%	1.91	1.69	3.23	\$1,323.57	\$18.61	-\$207.44	\$1,116.13	\$1,676.00	-33%
151	Mini-Warehouse	1,000 sf	1.34	3.77	4.25	79%	1.42	1.69	2.40	\$984.01	\$13.77	-\$153.49	\$830.52	\$958.00	-13%
155	High-Cube Fulfillment Center Warehouse – Sort	1,000 sf	5.09	3.77	4.25	79%	5.38	1.69	9.09	\$3,728.17	\$52.32	-\$583.21	\$3,144.96	N/A	
170	Utility	Employee	3.91	3.77	4.25	79%	4.13	1.69	6.98	\$2,861.96	\$40.19	-\$448.00	\$2,413.96	\$239.00	910%
180	Specialty Trade Contractor	1,000 sf	10.39	3.77	4.25	79%	10.99	1.69	18.57	\$7,615.71	\$106.80	-\$1,190.49	\$6,425.22	N/A	

Source: Fehr & Peers, 2025.

**Table A-2. City of Tampa Draft Multi-Modal Transportation Impact Fee Schedule – Central East District**

ITE Land Use Code	Land Use	Unit	Trip Rate	Assessable Trip Length	Total Trip Length	% New Trips	Net VMT	Person-Trip Factor	Net PMT	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Net Multi-Modal Fee	Current Adopted TIF Rate	% Change
<b>Residential</b>															
210	Single Family (Detached)														
210	Less than 1,500 SF	DU	6.82	4.02	4.50	86%	8.37	1.69	14.15	\$5,800.14	\$80.77	-\$900.34	\$4,899.80	\$1,258.00	289%
210	1,500 to 2,499 SF	DU	9.09	4.02	4.50	86%	11.16	1.69	18.86	\$7,733.52	\$107.65	-\$1,199.97	\$6,533.55	\$1,677.00	290%
210	2,500 SF or Larger	DU	10.48	4.02	4.50	86%	12.86	1.69	21.73	\$8,911.56	\$124.11	-\$1,383.45	\$7,528.11	\$1,979.00	280%
215	Single Family (Attached)	DU	6.57	4.02	4.50	86%	8.06	1.69	13.62	\$5,585.32	\$77.81	-\$867.34	\$4,717.98	\$1,274.00	270%
220	Multifamily Housing (low rise) (Not Close to Transit)	DU	6.21	3.96	4.44	86%	7.51	1.69	12.69	\$5,204.19	\$72.64	-\$809.71	\$4,394.48	\$860.00	411%
220	Multifamily Housing (low rise) (Close to Transit)	DU	4.72	3.96	4.44	86%	5.71	1.69	9.65	\$3,956.84	\$55.21	-\$615.42	\$3,341.42	\$860.00	289%
221	Multifamily Housing (mid rise)	DU	4.46	3.96	4.44	86%	5.39	1.69	9.11	\$3,735.10	\$52.17	-\$581.54	\$3,153.56	\$662.00	376%
222	Multifamily Housing (high rise)	DU	3.96	3.96	4.44	86%	4.79	1.69	8.10	\$3,319.31	\$46.32	-\$516.33	\$2,802.98	\$662.00	323%
225/226	Off Campus Student Apartment	Bedrooms	3.27	3.44	3.92	86%	3.43	1.69	5.80	\$2,376.88	\$33.77	-\$376.43	\$2,000.45	N/A	
240	Mobile Home Park	DU	7.87	3.44	3.92	86%	8.27	1.69	13.98	\$5,730.84	\$81.27	-\$905.91	\$4,824.93	\$794.00	508%
251	Senior Adult Housing – Single Family	DU	4.16	3.44	3.92	86%	4.37	1.69	7.39	\$3,028.27	\$42.96	-\$478.87	\$2,549.40	\$480.00	431%
252	Senior Adult Housing – Multi Family	DU	3.25	3.44	3.92	86%	3.41	1.69	5.76	\$2,363.02	\$33.56	-\$374.09	\$1,988.93	N/A	
254	Assisted Living	1,000 sf	4.19	3.44	3.92	86%	4.4	1.69	7.44	\$3,049.06	\$43.27	-\$482.33	\$2,566.73	\$480.00	435%
<b>Lodging</b>															
310	Hotel	room	5.84	3.39	3.87	58%	13.14	1.69	22.21	\$9,105.59	\$40.16	-\$447.66	\$8,657.93	\$1,453.00	496%
320	Motel	room	3.35	3.39	3.87	58%	9.41	1.69	15.90	\$6,520.83	\$23.03	-\$256.71	\$6,264.12	\$1,453.00	331%
<b>Recreation</b>															
430	Golf Course	hole	30.38	2.70	3.18	52%	15.14	1.69	25.59	\$10,491.53	\$153.89	-\$1,715.40	\$8,776.13	\$1,003.00	775%
435/495	Multipurpose Recreational Facility/Recreational Community Center	1,000 sf	30.65	0.79	1.27	52%	4.47	1.69	7.55	\$3,097.57	\$62.01	-\$691.22	\$2,406.35	N/A	
436	Trampoline Park	1,000 sf	7.5	3.36	3.84	52%	4.65	1.69	7.86	\$3,222.30	\$45.87	-\$511.31	\$2,710.99	N/A	
445	Movie Theater	1,000 sf	84.7	3.36	3.84	66%	66.68	1.69	112.69	\$46,207.08	\$657.45	-\$7,328.56	\$38,878.52	N/A	
488	Soccer Field	Field	71.33	0.79	1.27	52%	10.4	1.69	17.58	\$7,206.86	\$144.30	-\$1,608.50	\$5,598.36	N/A	
489/490/491	Pickleball Court/Tennis Court/Racquet Club/Tennis Club	Court	36.64	0.79	1.27	52%	5.34	1.69	9.02	\$3,700.45	\$74.12	-\$826.21	\$2,874.24	N/A	
492/493	Health/Fitness/Athletic Club/Rec Center	1,000 sf	28.82	2.70	3.18	52%	14.36	1.69	24.27	\$9,951.01	\$145.99	-\$1,627.34	\$8,323.67	\$1,441.00	478%

**Table A-2. City of Tampa Draft Multi-Modal Transportation Impact Fee Schedule – Central East District**

ITE Land Use Code	Land Use	Unit	Trip Rate	Assessable Trip Length	Total Trip Length	% New Trips	Net VMT	Person-Trip Factor	Net PMT	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Net Multi-Modal Fee	Current Adopted TIF Rate	% Change
<b>Institutions</b>															
520	Elementary School	student	2.27	3.14	3.62	63%	1.59	1.69	2.69	\$1,101.82	\$15.84	-\$176.57	\$925.25	\$156.00	493%
522	Middle School	student	2.09	3.14	3.62	63%	1.47	1.69	2.48	\$1,018.66	\$14.59	-\$162.63	\$856.03	\$156.00	449%
525	High School	student	1.94	3.14	3.62	75%	1.62	1.69	2.74	\$1,122.61	\$16.12	-\$179.69	\$942.92	\$219.00	331%
540/550	Junior College/University (Private)	student	1.15	3.14	3.62	92%	1.18	1.69	1.99	\$817.70	\$11.72	-\$130.64	\$687.06	\$312.50	120%
560	General Assembly	seats	0.9	3.14	3.62	64%	0.64	1.69	1.08	\$443.50	\$6.38	-\$71.12	\$372.38	\$1,203.00	-69%
565	Day Care Center	student	3.79	3.14	3.62	44%	1.86	1.69	3.14	\$1,288.92	\$18.47	-\$205.88	\$1,083.04	\$3,862.00	-72%
<b>Medical</b>															
610	Hospital	1,000 sf	10.7	5.60	6.08	75%	15.95	1.69	26.96	\$11,052.83	\$149.38	-\$1,665.13	\$9,387.70	\$2,319.00	305%
620	Nursing Home	bed	3.06	2.70	3.18	75%	2.2	1.69	3.72	\$1,524.53	\$22.36	-\$249.25	\$1,275.28	\$366.00	248%
630	Walk-in Clinic	1,000 sf	37.6	2.70	3.18	60%	21.62	1.69	36.54	\$14,981.96	\$219.77	-\$2,449.76	\$12,532.20	N/A	
640	Animal Hospital/Veterinary Clinic	1,000 sf	21.5	0.79	1.27	75%	4.52	1.69	7.64	\$3,132.21	\$62.73	-\$699.25	\$2,432.96	N/A	
650	Free-Standing Emergency Room	1,000 sf	24.94	2.70	3.18	75%	17.93	1.69	30.30	\$12,424.91	\$182.21	-\$2,031.09	\$10,393.82	N/A	
720	Medical-Dental Office Building (Stand-Alone)	1,000 sf	34.03	2.70	3.18	60%	19.57	1.69	33.07	\$13,561.38	\$198.90	-\$2,217.13	\$11,344.25	N/A	
<b>Office</b>															
710	General Office 100,000 sf or less	1,000 sf	10.34	5.60	6.08	77%	15.83	1.69	26.75	\$10,969.68	\$148.20	-\$1,651.98	\$9,317.70	\$3,601.00	159%
710	General Office 100,001-200,000 sf	1,000 sf	7.57	5.60	6.08	82%	12.34	1.69	20.85	\$8,551.22	\$115.55	-\$1,288.03	\$7,263.19	\$2,909.00	150%
710	General Office greater than 200,000 sf	1,000 sf	6.87	5.60	6.08	82%	11.2	1.69	18.93	\$7,761.24	\$104.86	-\$1,168.87	\$6,592.37	\$2,218.00	197%
<b>Retail</b>															
812	Building Materials and Lumber Store	1,000 sf	11.7	2.70	3.18	45%	5.05	1.69	8.53	\$3,499.49	\$51.29	-\$571.73	\$2,927.76	N/A	
813/815	Free-Standing Discount Superstore	1,000 sf	51.27	3.36	3.84	60%	36.69	1.69	62.01	\$25,424.98	\$361.79	-\$4,032.85	\$21,392.13	N/A	
814	Variety Store	1,000 sf	63.66	3.36	3.84	55%	41.76	1.69	70.57	\$28,938.33	\$411.78	-\$4,590.09	\$24,348.24	N/A	
816	Hardware/Paint Store (Less than 20,000 SF)	1,000 sf	8.07	2.70	3.18	45%	3.48	1.69	5.88	\$2,411.53	\$35.38	-\$394.38	\$2,017.15	\$1,861.00	8%
820	Shopping Center (>150k)	1,000 sf	36.39	3.36	3.84	60%	26.04	1.69	44.01	\$18,044.88	\$256.79	-\$2,862.42	\$15,182.46	\$3,693.00	311%
821	Shopping Plaza (40-150k) (With Grocery Store)	1,000 sf	101.43	3.36	3.84	45%	54.44	1.69	92.00	\$37,725.16	\$536.81	-\$5,983.79	\$31,741.37	\$3,693.00	760%
821	Shopping Plaza (40-150k) (Without Grocery Store)	1,000 sf	65.38	3.36	3.84	45%	35.09	1.69	59.30	\$24,316.23	\$346.02	-\$3,857.07	\$20,459.16	\$3,693.00	454%

**Table A-2. City of Tampa Draft Multi-Modal Transportation Impact Fee Schedule – Central East District**

ITE Land Use Code	Land Use	Unit	Trip Rate	Assessable Trip Length	Total Trip Length	% New Trips	Net VMT	Person-Trip Factor	Net PMT	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Net Multi-Modal Fee	Current Adopted TIF Rate	% Change
822	Strip Retail Plaza (<40k)	1,000 sf	54.45	2.70	3.18	40%	20.88	1.69	35.29	\$14,469.16	\$212.17	-\$2,365.05	\$12,104.11	\$2,823.00	329%
840/841	Automobile Sales	1,000 sf	27.5	2.70	3.18	90%	23.72	1.69	40.09	\$16,437.19	\$241.10	-\$2,687.53	\$13,749.66	N/A	
843	Automobile Parts Sales	1,000 sf	54.57	2.70	3.18	45%	23.54	1.69	39.78	\$16,312.46	\$239.21	-\$2,666.46	\$13,646.00	N/A	
848	Tire Store (less than 10,000 SF)	1,000 sf	28.54	0.79	1.27	55%	4.4	1.69	7.44	\$3,049.06	\$61.07	-\$680.74	\$2,368.32	N/A	
849	Tire Superstore (more than 10,000 SF)	1,000 sf	20.37	2.70	3.18	55%	10.74	1.69	18.15	\$7,442.47	\$109.14	-\$1,216.58	\$6,225.89	N/A	
850	Supermarket	1,000 sf	92.29	2.70	3.18	45%	39.81	1.69	67.28	\$27,587.04	\$404.56	-\$4,509.61	\$23,077.43	N/A	
851	Convenience Market - 24 hrs	1,000 sf	651.94	0.79	1.27	30%	54.85	1.69	92.70	\$38,009.27	\$760.90	-\$8,481.71	\$29,527.56	\$3,271.00	803%
857	Discount Club	1,000 sf	40.34	3.36	3.84	65%	31.28	1.69	52.86	\$21,676.03	\$308.38	-\$3,437.50	\$18,238.53	N/A	
861	Sporting Goods Superstore	1,000 sf	23.78	3.36	3.84	60%	17.02	1.69	28.76	\$11,794.31	\$167.80	-\$1,870.46	\$9,923.85	N/A	
862	Home Improvement Superstore	1,000 sf	30.65	3.36	3.84	60%	21.94	1.69	37.08	\$15,203.71	\$216.28	-\$2,410.86	\$12,792.85	N/A	
863	Electronics Superstore	1,000 sf	41.05	3.36	3.84	60%	29.38	1.69	49.65	\$20,359.39	\$289.67	-\$3,228.94	\$17,130.45	N/A	
880	Pharmacy/Drugstore without Drive-Through Window	1,000 sf	90.08	0.79	1.27	35%	8.84	1.69	14.94	\$6,125.83	\$122.66	-\$1,367.28	\$4,758.55	N/A	
881	Pharmacy/Drugstore with Drive-Through Window	1,000 sf	107.2	0.79	1.27	35%	10.52	1.69	17.78	\$7,290.02	\$145.97	-\$1,627.12	\$5,662.90	N/A	
882	Cannabis Dispensary	1,000 sf	227.76	0.79	1.27	90%	57.49	1.69	97.16	\$39,838.71	\$797.47	-\$8,889.35	\$30,949.36	N/A	
890	Furniture/Flooring Store	1,000 sf	6.32	3.36	3.84	50%	3.77	1.69	6.37	\$2,612.49	\$37.16	-\$414.22	\$2,198.27	\$84.00	2,517%
899	Liquor Store	1,000 sf	107.21	0.79	1.27	70%	21.05	1.69	35.57	\$14,586.97	\$291.96	-\$3,254.46	\$11,332.51	N/A	
<b>Service</b>															
911/912	Bank	1,000 sf	98.85	2.70	3.18	40%	37.9	1.69	64.05	\$26,263.47	\$385.17	-\$4,293.47	\$21,970.00	\$5,105.00	330%
930	Fast Casual Restaurant	1,000 sf	225.89	2.70	3.18	30%	64.95	1.69	109.77	\$45,008.25	\$660.14	-\$7,358.54	\$37,649.71	N/A	
931	Fine Dining Restaurant	1,000 sf	79.03	2.70	3.18	50%	37.88	1.69	64.02	\$26,249.61	\$384.93	-\$4,290.79	\$21,958.82	\$3,978.00	452%
932	High-Turnover (Sit-Down) Restaurant	1,000 sf	103.75	2.70	3.18	30%	29.83	1.69	50.41	\$20,671.22	\$303.20	-\$3,379.75	\$17,291.47	N/A	
933/934/935	Fast-Food Restaurant	1,000 sf	456.34	2.70	3.18	30%	131.22	1.69	221.76	\$90,931.21	\$1,333.61	-\$14,865.68	\$76,065.53	\$5,505.00	1,282%
936	Coffee/Donut Shop without Drive-Through Window	1,000 sf	228.69	0.79	1.27	30%	19.24	1.69	32.52	\$13,332.70	\$266.91	-\$2,975.23	\$10,357.47	N/A	
937	Coffee/Donut Shop with Drive-Through Window	1,000 sf	600.5	0.79	1.27	30%	50.52	1.69	85.38	\$35,008.72	\$700.86	-\$7,812.45	\$27,196.27	N/A	
938	Coffee/Donut Shop with Drive-Through Window and No Indoor Seating	Drive Thru Lanes	179	0.79	1.27	15%	7.53	1.69	12.73	\$5,218.05	\$104.46	-\$1,164.41	\$4,053.64	N/A	
941	Quick Lubrication Vehicle Shop	1,000 sf	69.57	0.79	1.27	70%	13.66	1.69	23.09	\$9,465.94	\$189.46	-\$2,111.90	\$7,354.04	N/A	

**Table A-2. City of Tampa Draft Multi-Modal Transportation Impact Fee Schedule – Central East District**

ITE Land Use Code	Land Use	Unit	Trip Rate	Assessable Trip Length	Total Trip Length	% New Trips	Net VMT	Person-Trip Factor	Net PMT	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Net Multi-Modal Fee	Current Adopted TIF Rate	% Change
942	Automobile Parts and Service Center	1,000 sf	33.89	2.70	3.18	45%	14.62	1.69	24.71	\$10,131.19	\$148.56	-\$1,655.99	\$8,475.20	N/A	
944	Gasoline/Service Station	fuel pos.	172.01	0.79	1.27	15%	7.24	1.69	12.24	\$5,017.09	\$100.38	-\$1,118.93	\$3,898.16	\$5,364.00	-27%
945	Convenience Store/Gas Station	fuel pos.	211.05	0.79	1.27	25%	14.8	1.69	25.01	\$10,255.92	\$205.27	-\$2,288.13	\$7,967.79	\$5,364.00	49%
948	Automated Car Wash	1,000 sf	253.51	0.79	1.27	50%	35.55	1.69	60.08	\$24,635.00	\$493.13	-\$5,496.89	\$19,138.11	N/A	
<b>Industrial</b>															
110	General Light Industrial	1,000 sf	3.85	5.60	6.08	79%	6.05	1.69	10.22	\$4,192.45	\$56.61	-\$631.03	\$3,561.42	\$1,119.00	218%
150	Warehouse	1,000 sf	1.81	5.60	6.08	79%	2.84	1.69	4.80	\$1,968.03	\$26.62	-\$296.73	\$1,671.30	\$997.00	68%
151	Mini-Warehouse	1,000 sf	1.34	5.60	6.08	79%	2.1	1.69	3.55	\$1,455.23	\$19.70	-\$219.59	\$1,235.64	\$570.00	117%
155	High-Cube Fulfillment Center Warehouse – Sort	1,000 sf	5.09	5.60	6.08	79%	7.99	1.69	13.50	\$5,536.81	\$74.85	-\$834.35	\$4,702.46	N/A	
170	Utility	Employee	3.91	5.60	6.08	79%	6.14	1.69	10.38	\$4,254.82	\$57.50	-\$640.95	\$3,613.87	\$142.00	2,445%
180	Specialty Trade Contractor	1,000 sf	10.39	5.60	6.08	79%	16.32	1.69	27.58	\$11,309.23	\$152.79	-\$1,703.14	\$9,606.09	N/A	

Source: Fehr & Peers, 2025.

**Table A-3. City of Tampa Draft Multi-Modal Transportation Impact Fee Schedule – Interbay District**

ITE Land Use Code	Land Use	Unit	Trip Rate	Assessable Trip Length	Total Trip Length	% New Trips	Net VMT	Person-Trip Factor	Net PMT	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Net Multi-Modal Fee	Current Adopted TIF Rate	% Change
<b>Residential</b>															
210	Single Family (Detached)														
210	Less than 1,500 SF	DU	6.82	3.61	4.09	86%	7.52	1.69	12.71	\$5,211.12	\$73.47	-\$818.97	\$4,392.15	\$1,280.00	243%
210	1,500 to 2,499 SF	DU	9.09	3.61	4.09	86%	10.02	1.69	16.93	\$6,943.54	\$97.92	-\$1,091.51	\$5,852.03	\$1,707.00	243%
210	2,500 SF or Larger	DU	10.48	3.61	4.09	86%	11.55	1.69	19.52	\$8,003.78	\$112.90	-\$1,258.49	\$6,745.29	\$2,014.00	235%
215	Single Family (Attached)	DU	6.57	3.61	4.09	86%	7.24	1.69	12.24	\$5,017.09	\$70.78	-\$788.98	\$4,228.11	\$1,297.00	226%
220	Multifamily Housing (low rise) (Not Close to Transit)	DU	6.21	3.54	4.02	86%	6.71	1.69	11.34	\$4,649.81	\$65.77	-\$733.13	\$3,916.68	\$873.00	349%
220	Multifamily Housing (low rise) (Close to Transit)	DU	4.72	3.54	4.02	86%	5.1	1.69	8.62	\$3,534.13	\$49.99	-\$557.24	\$2,976.89	\$873.00	241%
221	Multifamily Housing (mid rise)	DU	4.46	3.54	4.02	86%	4.82	1.69	8.15	\$3,340.10	\$47.23	-\$526.47	\$2,813.63	\$672.00	319%
222	Multifamily Housing (high rise)	DU	3.96	3.54	4.02	86%	4.28	1.69	7.23	\$2,965.90	\$41.94	-\$467.50	\$2,498.40	\$672.00	272%
225/226	Off Campus Student Apartment	Bedrooms	3.27	2.98	3.46	86%	2.98	1.69	5.04	\$2,065.04	\$29.81	-\$332.29	\$1,732.75	N/A	
240	Mobile Home Park	DU	7.87	2.98	3.46	86%	7.16	1.69	12.10	\$4,961.65	\$71.74	-\$799.68	\$4,161.97	\$806.00	416%
251	Senior Adult Housing – Single Family	DU	4.16	2.98	3.46	86%	3.78	1.69	6.39	\$2,619.42	\$37.92	-\$422.69	\$2,196.73	\$474.00	363%
252	Senior Adult Housing – Multi Family	DU	3.25	2.98	3.46	86%	2.96	1.69	5.00	\$2,051.18	\$29.62	-\$330.17	\$1,721.01	N/A	
254	Assisted Living	1,000 sf	4.19	2.98	3.46	86%	3.81	1.69	6.44	\$2,640.21	\$38.19	-\$425.70	\$2,214.51	\$474.00	367%
<b>Lodging</b>															
310	Hotel	room	5.84	3.24	3.42	58%	13.14	1.69	22.21	\$9,105.59	\$35.49	-\$395.61	\$8,709.98	\$1,437.00	506%
320	Motel	room	3.35	3.24	3.42	58%	9.41	1.69	15.90	\$6,520.83	\$20.36	-\$226.95	\$6,293.88	\$1,437.00	338%
<b>Recreation</b>															
430	Golf Course	hole	30.38	2.14	2.62	52%	12	1.69	20.28	\$8,315.61	\$126.79	-\$1,413.32	\$6,902.29	\$1,035.00	567%
435/495	Multipurpose Recreational Facility/Recreational Community Center	1,000 sf	30.65	0.61	1.09	52%	3.45	1.69	5.83	\$2,390.74	\$53.22	-\$593.24	\$1,797.50	N/A	
436	Trampoline Park	1,000 sf	7.5	2.60	3.08	52%	3.6	1.69	6.08	\$2,494.68	\$36.81	-\$410.32	\$2,084.36	N/A	
445	Movie Theater	1,000 sf	84.7	2.60	3.08	66%	51.6	1.69	87.20	\$35,757.13	\$527.67	-\$5,881.91	\$29,875.22	N/A	
488	Soccer Field	Field	71.33	0.61	1.09	52%	8.03	1.69	13.57	\$5,564.53	\$123.85	-\$1,380.55	\$4,183.98	N/A	
489/490/491	Pickleball Court/Tennis Court/Racquet Club/Tennis Club	Court	36.64	0.61	1.09	52%	4.13	1.69	6.98	\$2,861.96	\$63.62	-\$709.17	\$2,152.79	N/A	
492/493	Health/Fitness/Athletic Club/Rec Center	1,000 sf	28.82	2.14	2.62	52%	11.39	1.69	19.25	\$7,892.90	\$120.28	-\$1,340.75	\$6,552.15	\$1,519.00	331%

**Table A-3. City of Tampa Draft Multi-Modal Transportation Impact Fee Schedule – Interbay District**

ITE Land Use Code	Land Use	Unit	Trip Rate	Assessable Trip Length	Total Trip Length	% New Trips	Net VMT	Person-Trip Factor	Net PMT	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Net Multi-Modal Fee	Current Adopted TIF Rate	% Change
<b>Institutions</b>															
520	Elementary School	student	2.27	3.00	3.48	63%	1.52	1.69	2.57	\$1,053.31	\$15.23	-\$169.77	\$883.54	\$157.00	463%
522	Middle School	student	2.09	3.00	3.48	63%	1.4	1.69	2.37	\$970.15	\$14.02	-\$156.28	\$813.87	\$157.00	418%
525	High School	student	1.94	3.00	3.48	75%	1.55	1.69	2.62	\$1,074.10	\$15.50	-\$172.78	\$901.32	\$219.00	312%
540/550	Junior College/University (Private)	student	1.15	3.00	3.48	92%	1.13	1.69	1.91	\$783.05	\$11.27	-\$125.63	\$657.42	\$313.50	110%
560	General Assembly	seats	0.9	3.00	3.48	64%	0.61	1.69	1.03	\$422.71	\$6.13	-\$68.33	\$354.38	\$1,207.00	-71%
565	Day Care Center	student	3.79	3.00	3.48	44%	1.78	1.69	3.01	\$1,233.48	\$17.76	-\$197.97	\$1,035.51	\$4,073.00	-75%
<b>Medical</b>															
610	Hospital	1,000 sf	10.7	5.30	5.78	75%	15.1	1.69	25.52	\$10,463.81	\$142.09	-\$1,583.87	\$8,879.94	\$2,413.00	268%
620	Nursing Home	bed	3.06	2.14	2.62	75%	1.74	1.69	2.94	\$1,205.76	\$18.42	-\$205.33	\$1,000.43	\$360.00	178%
630	Walk-in Clinic	1,000 sf	37.6	2.14	2.62	60%	17.14	1.69	28.97	\$11,877.46	\$181.06	-\$2,018.27	\$9,859.19	N/A	
640	Animal Hospital/Veterinary Clinic	1,000 sf	21.5	0.61	1.09	75%	3.49	1.69	5.90	\$2,418.46	\$53.84	-\$600.15	\$1,818.31	N/A	
650	Free-Standing Emergency Room	1,000 sf	24.94	2.14	2.62	75%	14.21	1.69	24.01	\$9,847.07	\$150.12	-\$1,673.38	\$8,173.69	N/A	
720	Medical-Dental Office Building (Stand-Alone)	1,000 sf	34.03	2.14	2.62	60%	15.51	1.69	26.21	\$10,747.93	\$163.87	-\$1,826.65	\$8,921.28	N/A	
<b>Office</b>													\$0.00	\$0.00	
710	General Office 100,000 sf or less	1,000 sf	10.34	5.30	5.78	77%	14.98	1.69	25.32	\$10,380.65	\$140.98	-\$1,571.50	\$8,809.15	\$3,746.00	135%
710	General Office 100,001-200,000 sf	1,000 sf	7.57	5.30	5.78	82%	11.68	1.69	19.74	\$8,093.86	\$109.91	-\$1,225.16	\$6,868.70	\$3,026.00	127%
710	General Office greater than 200,000 sf	1,000 sf	6.87	5.30	5.78	82%	10.6	1.69	17.91	\$7,345.46	\$99.75	-\$1,111.91	\$6,233.55	\$2,307.00	170%
<b>Retail</b>															
812	Building Materials and Lumber Store	1,000 sf	11.7	2.14	2.62	45%	4	1.69	6.76	\$2,771.87	\$42.26	-\$471.07	\$2,300.80	N/A	
813/815	Free-Standing Discount Superstore	1,000 sf	51.27	2.60	3.08	60%	28.39	1.69	47.98	\$19,673.35	\$290.37	-\$3,236.74	\$16,436.61	N/A	
814	Variety Store	1,000 sf	63.66	2.60	3.08	55%	32.32	1.69	54.62	\$22,396.71	\$330.49	-\$3,683.95	\$18,712.76	N/A	
816	Hardware/Paint Store (Less than 20,000 SF)	1,000 sf	8.07	2.14	2.62	45%	2.76	1.69	4.66	\$1,912.59	\$29.15	-\$324.93	\$1,587.66	\$1,964.00	-19%
820	Shopping Center (>150k)	1,000 sf	36.39	2.60	3.08	60%	20.15	1.69	34.05	\$13,963.30	\$206.09	-\$2,297.27	\$11,666.03	\$3,894.00	200%
821	Shopping Plaza (40-150k) (With Grocery Store)	1,000 sf	101.43	2.60	3.08	45%	42.13	1.69	71.20	\$29,194.72	\$430.83	-\$4,802.44	\$24,392.28	\$3,894.00	526%
821	Shopping Plaza (40-150k) (Without Grocery Store)	1,000 sf	65.38	2.60	3.08	45%	27.16	1.69	45.90	\$18,821.00	\$277.71	-\$3,095.62	\$15,725.38	\$3,894.00	304%

**Table A-3. City of Tampa Draft Multi-Modal Transportation Impact Fee Schedule – Interbay District**

ITE Land Use Code	Land Use	Unit	Trip Rate	Assessable Trip Length	Total Trip Length	% New Trips	Net VMT	Person-Trip Factor	Net PMT	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Net Multi-Modal Fee	Current Adopted TIF Rate	% Change
822	Strip Retail Plaza (<40k)	1,000 sf	54.45	2.14	2.62	40%	16.55	1.69	27.97	\$11,468.61	\$174.80	-\$1,948.49	\$9,520.12	\$2,979.00	220%
840/841	Automobile Sales	1,000 sf	27.5	2.14	2.62	90%	18.8	1.69	31.77	\$13,027.79	\$198.64	-\$2,214.23	\$10,813.56	N/A	
843	Automobile Parts Sales	1,000 sf	54.57	2.14	2.62	45%	18.66	1.69	31.54	\$12,930.78	\$197.09	-\$2,196.95	\$10,733.83	N/A	
848	Tire Store (less than 10,000 SF)	1,000 sf	28.54	0.61	1.09	55%	3.4	1.69	5.75	\$2,356.09	\$52.41	-\$584.21	\$1,771.88	N/A	
849	Tire Superstore (more than 10,000 SF)	1,000 sf	20.37	2.14	2.62	55%	8.51	1.69	14.38	\$5,897.15	\$89.92	-\$1,002.33	\$4,894.82	N/A	
850	Supermarket	1,000 sf	92.29	2.14	2.62	45%	31.55	1.69	53.32	\$21,863.13	\$333.32	-\$3,715.50	\$18,147.63	N/A	
851	Convenience Market - 24 hrs	1,000 sf	651.94	0.61	1.09	30%	42.35	1.69	71.57	\$29,347.18	\$653.05	-\$7,279.51	\$22,067.67	\$4,067.00	443%
857	Discount Club	1,000 sf	40.34	2.60	3.08	65%	24.2	1.69	40.90	\$16,769.82	\$247.50	-\$2,758.87	\$14,010.95	N/A	
861	Sporting Goods Superstore	1,000 sf	23.78	2.60	3.08	60%	13.17	1.69	22.26	\$9,126.38	\$134.68	-\$1,501.27	\$7,625.11	N/A	
862	Home Improvement Superstore	1,000 sf	30.65	2.60	3.08	60%	16.97	1.69	28.68	\$11,759.66	\$173.59	-\$1,935.00	\$9,824.66	N/A	
863	Electronics Superstore	1,000 sf	41.05	2.60	3.08	60%	22.73	1.69	38.41	\$15,751.15	\$232.49	-\$2,591.55	\$13,159.60	N/A	
880	Pharmacy/Drugstore without Drive-Through Window	1,000 sf	90.08	0.61	1.09	35%	6.83	1.69	11.54	\$4,732.97	\$105.27	-\$1,173.44	\$3,559.53	N/A	
881	Pharmacy/Drugstore with Drive-Through Window	1,000 sf	107.2	0.61	1.09	35%	8.12	1.69	13.72	\$5,626.90	\$125.28	-\$1,396.49	\$4,230.41	N/A	
882	Cannabis Dispensary	1,000 sf	227.76	0.61	1.09	90%	44.39	1.69	75.02	\$30,760.83	\$684.45	-\$7,629.53	\$23,131.30	N/A	
890	Furniture/Flooring Store	1,000 sf	6.32	2.60	3.08	50%	2.92	1.69	4.93	\$2,023.47	\$29.83	-\$332.51	\$1,690.96	\$82.00	1962%
899	Liquor Store	1,000 sf	107.21	0.61	1.09	70%	16.25	1.69	27.46	\$11,260.72	\$250.58	-\$2,793.20	\$8,467.52	N/A	
<b>Service</b>															
911/912	Bank	1,000 sf	98.85	2.14	2.62	40%	30.04	1.69	50.77	\$20,816.75	\$317.34	-\$3,537.37	\$17,279.38	\$5,385.00	221%
930	Fast Casual Restaurant	1,000 sf	225.89	2.14	2.62	30%	51.48	1.69	87.00	\$35,673.97	\$543.89	-\$6,062.71	\$29,611.26	N/A	
931	Fine Dining Restaurant	1,000 sf	79.03	2.14	2.62	50%	30.02	1.69	50.73	\$20,802.89	\$317.14	-\$3,535.14	\$17,267.75	\$4,196.00	312%
932	High-Turnover (Sit-Down) Restaurant	1,000 sf	103.75	2.14	2.62	30%	23.65	1.69	39.97	\$16,388.68	\$249.81	-\$2,784.62	\$13,604.06	N/A	
933/934/935	Fast-Food Restaurant	1,000 sf	456.34	2.14	2.62	30%	104	1.69	175.76	\$72,068.63	\$1,098.76	-\$12,247.82	\$59,820.81	\$5,808.00	930%
936	Coffee/Donut Shop without Drive-Through Window	1,000 sf	228.69	0.61	1.09	30%	14.86	1.69	25.11	\$10,297.50	\$229.08	-\$2,553.54	\$7,743.96	N/A	
937	Coffee/Donut Shop with Drive-Through Window	1,000 sf	600.5	0.61	1.09	30%	39.01	1.69	65.93	\$27,032.67	\$601.53	-\$6,705.22	\$20,327.45	N/A	
938	Coffee/Donut Shop with Drive-Through Window and No Indoor Seating	Drive Thru Lanes	179	0.61	1.09	15%	5.81	1.69	9.82	\$4,026.14	\$89.65	-\$999.32	\$3,026.82	N/A	
941	Quick Lubrication Vehicle Shop	1,000 sf	69.57	0.61	1.09	70%	10.55	1.69	17.83	\$7,310.81	\$162.61	-\$1,812.60	\$5,498.21	N/A	

**Table A-3. City of Tampa Draft Multi-Modal Transportation Impact Fee Schedule – Interbay District**

ITE Land Use Code	Land Use	Unit	Trip Rate	Assessable Trip Length	Total Trip Length	% New Trips	Net VMT	Person-Trip Factor	Net PMT	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Net Multi-Modal Fee	Current Adopted TIF Rate	% Change
942	Automobile Parts and Service Center	1,000 sf	33.89	2.14	2.62	45%	11.59	1.69	19.59	\$8,031.49	\$122.40	-\$1,364.39	\$6,667.10	N/A	
944	Gasoline/Service Station	fuel pos.	172.01	0.61	1.09	15%	5.59	1.69	9.45	\$3,873.69	\$86.15	-\$960.31	\$2,913.38	\$5,660.00	-49%
945	Convenience Store/Gas Station	fuel pos.	211.05	0.61	1.09	25%	11.43	1.69	19.32	\$7,920.62	\$176.18	-\$1,963.87	\$5,956.75	\$5,660.00	5%
948	Automated Car Wash	1,000 sf	253.51	0.61	1.09	50%	27.45	1.69	46.39	\$19,021.96	\$423.24	-\$4,717.83	\$14,304.13	N/A	
<b>Industrial</b>															
110	General Light Industrial	1,000 sf	3.85	5.30	5.78	79%	5.72	1.69	9.67	\$3,963.77	\$53.85	-\$600.26	\$3,363.51	\$1,164.00	189%
150	Warehouse	1,000 sf	1.81	5.30	5.78	79%	2.69	1.69	4.55	\$1,864.08	\$25.32	-\$282.24	\$1,581.84	\$1,037.00	53%
151	Mini-Warehouse	1,000 sf	1.34	5.30	5.78	79%	1.99	1.69	3.36	\$1,379.01	\$18.74	-\$208.89	\$1,170.12	\$593.00	97%
155	High-Cube Fulfillment Center Warehouse – Sort	1,000 sf	5.09	5.30	5.78	79%	7.57	1.69	12.79	\$5,245.76	\$71.20	-\$793.66	\$4,452.10	N/A	
170	Utility	Employee	3.91	5.30	5.78	79%	5.81	1.69	9.82	\$4,026.14	\$54.69	-\$609.63	\$3,416.51	\$148.00	2208%
180	Specialty Trade Contractor	1,000 sf	10.39	5.30	5.78	79%	15.44	1.69	26.09	\$10,699.42	\$145.34	-\$1,620.10	\$9,079.32	N/A	

Source: Fehr & Peers, 2025.

**Table A-4. City of Tampa Draft Multi-Modal Transportation Impact Fee Schedule – North Central District**

ITE Land Use Code	Land Use	Unit	Trip Rate	Assessable Trip Length	Total Trip Length	% New Trips	Net VMT	Person-Trip Factor	Net PMT	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Net Multi-Modal Fee	Current Adopted TIF Rate	% Change
<b>Residential</b>															
210	Single Family (Detached)														
210	Less than 1,500 SF	DU	6.82	4.09	4.57	86%	8.52	1.69	14.40	\$5,904.08	\$82.14	-\$915.61	\$4,988.47	\$1,008.00	395%
210	1,500 to 2,499 SF	DU	9.09	4.09	4.57	86%	11.35	1.69	19.18	\$7,865.18	\$109.48	-\$1,220.37	\$6,644.81	\$1,344.00	394%
210	2,500 SF or Larger	DU	10.48	4.09	4.57	86%	13.09	1.69	22.12	\$9,070.95	\$126.22	-\$1,406.97	\$7,663.98	\$1,586.00	383%
215	Single Family (Attached)	DU	6.57	4.09	4.57	86%	8.2	1.69	13.86	\$5,682.33	\$79.13	-\$882.06	\$4,800.27	\$1,022.00	370%
220	Multifamily Housing (low rise) (Not Close to Transit)	DU	6.21	4.06	4.54	86%	7.7	1.69	13.01	\$5,335.85	\$74.27	-\$827.88	\$4,507.97	\$694.00	550%
220	Multifamily Housing (low rise) (Close to Transit)	DU	4.72	4.06	4.54	86%	5.85	1.69	9.89	\$4,053.86	\$56.45	-\$629.25	\$3,424.61	\$694.00	393%
221	Multifamily Housing (mid rise)	DU	4.46	4.06	4.54	86%	5.53	1.69	9.35	\$3,832.11	\$53.34	-\$594.58	\$3,237.53	\$533.00	507%
222	Multifamily Housing (high rise)	DU	3.96	4.06	4.54	86%	4.91	1.69	8.30	\$3,402.47	\$47.36	-\$527.92	\$2,874.55	\$533.00	439%
225/226	Off Campus Student Apartment	Bedrooms	3.27	3.37	3.85	86%	3.36	1.69	5.68	\$2,328.37	\$33.17	-\$369.74	\$1,958.63	N/A	
240	Mobile Home Park	DU	7.87	3.37	3.85	86%	8.1	1.69	13.69	\$5,613.04	\$79.82	-\$889.75	\$4,723.29	\$640.00	638%
251	Senior Adult Housing – Single Family	DU	4.16	3.37	3.85	86%	4.28	1.69	7.23	\$2,965.90	\$42.19	-\$470.29	\$2,495.61	\$370.00	574%
252	Senior Adult Housing – Multi Family	DU	3.25	3.37	3.85	86%	3.34	1.69	5.64	\$2,314.51	\$32.96	-\$367.40	\$1,947.11	N/A	
254	Assisted Living	1,000 sf	4.19	3.37	3.85	86%	4.31	1.69	7.28	\$2,986.69	\$42.50	-\$473.75	\$2,512.94	\$370.00	579%
<b>Lodging</b>															
310	Hotel	room	5.84	3.25	3.73	58%	13.14	1.69	22.21	\$9,105.59	\$38.70	-\$431.39	\$8,674.20	\$1,096.00	691%
320	Motel	room	3.35	3.25	3.73	58%	9.41	1.69	15.90	\$6,520.83	\$22.20	-\$247.46	\$6,273.37	\$1,096.00	472%
<b>Recreation</b>															
430	Golf Course	hole	30.38	2.47	2.95	52%	13.85	1.69	23.41	\$9,597.60	\$142.76	-\$1,591.34	\$8,006.26	\$805.00	895%
435/495	Multipurpose Recreational Facility/Recreational Community Center	1,000 sf	30.65	0.65	1.13	52%	3.68	1.69	6.22	\$2,550.12	\$55.17	-\$614.98	\$1,935.14	N/A	
436	Trampoline Park	1,000 sf	7.5	3.18	3.66	52%	4.4	1.69	7.44	\$3,049.06	\$43.74	-\$487.57	\$2,561.49	N/A	
445	Movie Theater	1,000 sf	84.7	3.18	3.66	66%	63.11	1.69	106.66	\$43,733.19	\$626.96	-\$6,988.69	\$36,744.50	N/A	
488	Soccer Field	Field	71.33	0.65	1.13	52%	8.56	1.69	14.47	\$5,931.80	\$128.39	-\$1,431.16	\$4,500.64	N/A	
489/490/491	Pickleball Court/Tennis Court/Racquet Club/Tennis Club	Court	36.64	0.65	1.13	52%	4.4	1.69	7.44	\$3,049.06	\$65.95	-\$735.14	\$2,313.92	N/A	
492/493	Health/Fitness/Athletic Club/Rec Center	1,000 sf	28.82	2.47	2.95	52%	13.14	1.69	22.21	\$9,105.59	\$135.43	-\$1,509.63	\$7,595.96	\$1,113.00	582%

**Table A-4. City of Tampa Draft Multi-Modal Transportation Impact Fee Schedule – North Central District**

ITE Land Use Code	Land Use	Unit	Trip Rate	Assessable Trip Length	Total Trip Length	% New Trips	Net VMT	Person-Trip Factor	Net PMT	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Net Multi-Modal Fee	Current Adopted TIF Rate	% Change
<b>Institutions</b>															
520	Elementary School	student	2.27	3.49	3.97	63%	1.77	1.69	2.99	\$1,226.55	\$17.37	-\$193.62	\$1,032.93	\$118.00	775%
522	Middle School	student	2.09	3.49	3.97	63%	1.63	1.69	2.75	\$1,129.54	\$16.00	-\$178.35	\$951.19	\$118.00	706%
525	High School	student	1.94	3.49	3.97	75%	1.8	1.69	3.04	\$1,247.34	\$17.68	-\$197.08	\$1,050.26	\$165.00	537%
540/550	Junior College/University (Private)	student	1.15	3.49	3.97	92%	1.31	1.69	2.21	\$907.79	\$12.85	-\$143.24	\$764.55	\$235.00	225%
560	General Assembly	seats	0.9	3.49	3.97	64%	0.71	1.69	1.20	\$492.01	\$7.00	-\$78.03	\$413.98	\$906.00	-54%
565	Day Care Center	student	3.79	3.49	3.97	44%	2.07	1.69	3.50	\$1,434.44	\$20.26	-\$225.84	\$1,208.60	\$2,910.00	-58%
<b>Medical</b>															
610	Hospital	1,000 sf	10.7	5.80	6.28	75%	16.52	1.69	27.92	\$11,447.82	\$154.34	-\$1,720.42	\$9,727.40	\$1,903.00	411%
620	Nursing Home	bed	3.06	2.47	2.95	75%	2.01	1.69	3.40	\$1,392.86	\$20.74	-\$231.19	\$1,161.67	\$306.00	280%
630	Walk -in Clinic	1,000 sf	37.6	2.47	2.95	60%	19.78	1.69	33.43	\$13,706.90	\$203.87	-\$2,272.53	\$11,434.37	N/A	
640	Animal Hospital/Veterinary Clinic	1,000 sf	21.5	0.65	1.13	75%	3.72	1.69	6.29	\$2,577.84	\$55.82	-\$622.22	\$1,955.62	N/A	
650	Free-Standing Emergency Room	1,000 sf	24.94	2.47	2.95	75%	16.4	1.69	27.72	\$11,364.67	\$169.03	-\$1,884.17	\$9,480.50	N/A	
720	Medical-Dental Office Building (Stand-Alone)	1,000 sf	34.03	2.47	2.95	60%	17.9	1.69	30.25	\$12,404.12	\$184.51	-\$2,056.72	\$10,347.40	N/A	
<b>Office</b>															
710	General Office 100,000 sf or less	1,000 sf	10.34	5.80	6.28	77%	16.39	1.69	27.70	\$11,357.74	\$153.12	-\$1,706.82	\$9,650.92	\$2,954.00	227%
710	General Office 100,001-200,000 sf	1,000 sf	7.57	5.80	6.28	82%	12.78	1.69	21.60	\$8,856.13	\$119.38	-\$1,330.72	\$7,525.41	\$2,387.00	215%
710	General Office greater than 200,000 sf	1,000 sf	6.87	5.80	6.28	82%	11.6	1.69	19.60	\$8,038.42	\$108.34	-\$1,207.66	\$6,830.76	\$1,819.00	276%
<b>Retail</b>															
812	Building Materials and Lumber Store	1,000 sf	11.7	2.47	2.95	45%	4.62	1.69	7.81	\$3,201.51	\$47.58	-\$530.37	\$2,671.14	N/A	
813/815	Free-Standing Discount Superstore	1,000 sf	51.27	3.18	3.66	60%	34.73	1.69	58.69	\$24,066.76	\$345.01	-\$3,845.81	\$20,220.95	N/A	
814	Variety Store	1,000 sf	63.66	3.18	3.66	55%	39.53	1.69	66.81	\$27,393.01	\$392.68	-\$4,377.18	\$23,015.83	N/A	
816	Hardware/Paint Store (Less than 20,000 SF)	1,000 sf	8.07	2.47	2.95	45%	3.18	1.69	5.37	\$2,203.64	\$32.82	-\$365.84	\$1,837.80	\$1,366.00	35%
820	Shopping Center (>150k)	1,000 sf	36.39	3.18	3.66	60%	24.65	1.69	41.66	\$17,081.65	\$244.88	-\$2,729.66	\$14,351.99	\$2,818.00	409%
821	Shopping Plaza (40-150k) (With Grocery Store)	1,000 sf	101.43	3.18	3.66	45%	51.53	1.69	87.09	\$35,708.62	\$511.91	-\$5,706.23	\$30,002.39	\$2,818.00	965%
821	Shopping Plaza (40-150k) (Without Grocery Store)	1,000 sf	65.38	3.18	3.66	45%	33.21	1.69	56.12	\$23,013.45	\$329.97	-\$3,678.16	\$19,335.29	\$2,818.00	586%

**Table A-4. City of Tampa Draft Multi-Modal Transportation Impact Fee Schedule – North Central District**

ITE Land Use Code	Land Use	Unit	Trip Rate	Assessable Trip Length	Total Trip Length	% New Trips	Net VMT	Person-Trip Factor	Net PMT	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Net Multi-Modal Fee	Current Adopted TIF Rate	% Change
822	Strip Retail Plaza (<40k)	1,000 sf	54.45	2.47	2.95	40%	19.1	1.69	32.28	\$13,235.68	\$196.82	-\$2,193.94	\$11,041.74	\$2,072.00	433%
840/841	Automobile Sales	1,000 sf	27.5	2.47	2.95	90%	21.7	1.69	36.67	\$15,037.40	\$223.66	-\$2,493.13	\$12,544.27	N/A	
843	Automobile Parts Sales	1,000 sf	54.57	2.47	2.95	45%	21.53	1.69	36.39	\$14,919.59	\$221.91	-\$2,473.62	\$12,445.97	N/A	
848	Tire Store (less than 10,000 SF)	1,000 sf	28.54	0.65	1.13	55%	3.62	1.69	6.12	\$2,508.54	\$54.34	-\$605.73	\$1,902.81	N/A	
849	Tire Superstore (more than 10,000 SF)	1,000 sf	20.37	2.47	2.95	55%	9.82	1.69	16.60	\$6,804.94	\$101.24	-\$1,128.52	\$5,676.42	N/A	
850	Supermarket	1,000 sf	92.29	2.47	2.95	45%	36.42	1.69	61.55	\$25,237.88	\$375.30	-\$4,183.45	\$21,054.43	N/A	
851	Convenience Market - 24 hrs	1,000 sf	651.94	0.65	1.13	30%	45.13	1.69	76.27	\$31,273.63	\$677.02	-\$7,546.71	\$23,726.92	\$2,199.00	979%
857	Discount Club	1,000 sf	40.34	3.18	3.66	65%	29.6	1.69	50.02	\$20,511.84	\$294.08	-\$3,278.09	\$17,233.75	N/A	
861	Sporting Goods Superstore	1,000 sf	23.78	3.18	3.66	60%	16.11	1.69	27.23	\$11,163.71	\$160.02	-\$1,783.73	\$9,379.98	N/A	
862	Home Improvement Superstore	1,000 sf	30.65	3.18	3.66	60%	20.76	1.69	35.08	\$14,386.01	\$206.25	-\$2,299.06	\$12,086.95	N/A	
863	Electronics Superstore	1,000 sf	41.05	3.18	3.66	60%	27.8	1.69	46.98	\$19,264.50	\$276.24	-\$3,079.23	\$16,185.27	N/A	
880	Pharmacy/Drugstore without Drive-Through Window	1,000 sf	90.08	0.65	1.13	35%	7.28	1.69	12.30	\$5,044.80	\$109.14	-\$1,216.58	\$3,828.22	N/A	
881	Pharmacy/Drugstore with Drive-Through Window	1,000 sf	107.2	0.65	1.13	35%	8.66	1.69	14.64	\$6,001.10	\$129.88	-\$1,447.77	\$4,553.33	N/A	
882	Cannabis Dispensary	1,000 sf	227.76	0.65	1.13	90%	47.3	1.69	79.94	\$32,777.37	\$709.56	-\$7,909.43	\$24,867.94	N/A	
890	Furniture/Flooring Store	1,000 sf	6.32	3.18	3.66	50%	3.57	1.69	6.03	\$2,473.89	\$35.44	-\$395.05	\$2,078.84	\$70.00	2870%
899	Liquor Store	1,000 sf	107.21	0.65	1.13	70%	17.32	1.69	29.27	\$12,002.20	\$259.78	-\$2,895.75	\$9,106.45	N/A	
<b>Service</b>															
911/912	Bank	1,000 sf	98.85	2.47	2.95	40%	34.67	1.69	58.59	\$24,025.19	\$357.32	-\$3,983.03	\$20,042.16	\$3,816.00	425%
930	Fast Casual Restaurant	1,000 sf	225.89	2.47	2.95	30%	59.42	1.69	100.42	\$41,176.13	\$612.40	-\$6,826.39	\$34,349.74	N/A	
931	Fine Dining Restaurant	1,000 sf	79.03	2.47	2.95	50%	34.65	1.69	58.56	\$24,011.33	\$357.09	-\$3,980.46	\$20,030.87	\$2,997.00	568%
932	High-Turnover (Sit-Down) Restaurant	1,000 sf	103.75	2.47	2.95	30%	27.29	1.69	46.12	\$18,911.09	\$281.27	-\$3,135.30	\$15,775.79	N/A	
933/934/935	Fast-Food Restaurant	1,000 sf	456.34	2.47	2.95	30%	120.04	1.69	202.87	\$83,183.83	\$1,237.16	-\$13,790.56	\$69,393.27	\$4,094.00	1595%
936	Coffee/Donut Shop without Drive-Through Window	1,000 sf	228.69	0.65	1.13	30%	15.83	1.69	26.75	\$10,969.68	\$237.49	-\$2,647.29	\$8,322.39	N/A	
937	Coffee/Donut Shop with Drive-Through Window	1,000 sf	600.5	0.65	1.13	30%	41.57	1.69	70.25	\$28,806.66	\$623.60	-\$6,951.24	\$21,855.42	N/A	
938	Coffee/Donut Shop with Drive-Through Window and No Indoor Seating	Drive Thru Lanes	179	0.65	1.13	15%	6.2	1.69	10.48	\$4,296.40	\$92.94	-\$1,036.00	\$3,260.40	N/A	
941	Quick Lubrication Vehicle Shop	1,000 sf	69.57	0.65	1.13	70%	11.24	1.69	19.00	\$7,788.96	\$168.57	-\$1,879.04	\$5,909.92	N/A	

**Table A-4. City of Tampa Draft Multi-Modal Transportation Impact Fee Schedule – North Central District**

ITE Land Use Code	Land Use	Unit	Trip Rate	Assessable Trip Length	Total Trip Length	% New Trips	Net VMT	Person-Trip Factor	Net PMT	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Net Multi-Modal Fee	Current Adopted TIF Rate	% Change
942	Automobile Parts and Service Center	1,000 sf	33.89	2.47	2.95	45%	13.37	1.69	22.60	\$9,264.98	\$137.82	-\$1,536.27	\$7,728.71	N/A	
944	Gasoline/Service Station	fuel pos.	172.01	0.65	1.13	15%	5.95	1.69	10.06	\$4,123.16	\$89.31	-\$995.53	\$3,127.63	\$3,937.00	-21%
945	Convenience Store/Gas Station	fuel pos.	211.05	0.65	1.13	25%	12.17	1.69	20.57	\$8,433.42	\$182.64	-\$2,035.88	\$6,397.54	\$3,937.00	62%
948	Automated Car Wash	1,000 sf	253.51	0.65	1.13	50%	29.25	1.69	49.43	\$20,269.30	\$438.77	-\$4,890.95	\$15,378.35	N/A	
<b>Industrial</b>															
110	General Light Industrial	1,000 sf	3.85	5.80	6.28	79%	6.26	1.69	10.58	\$4,337.98	\$58.50	-\$652.10	\$3,685.88	\$918.00	302%
150	Warehouse	1,000 sf	1.81	5.80	6.28	79%	2.94	1.69	4.97	\$2,037.32	\$27.50	-\$306.54	\$1,730.78	\$818.00	112%
151	Mini-Warehouse	1,000 sf	1.34	5.80	6.28	79%	2.18	1.69	3.68	\$1,510.67	\$20.36	-\$226.95	\$1,283.72	\$467.00	175%
155	High-Cube Fulfillment Center Warehouse – Sort	1,000 sf	5.09	5.80	6.28	79%	8.28	1.69	13.99	\$5,737.77	\$77.34	-\$862.10	\$4,875.67	N/A	
170	Utility	Employee	3.91	5.80	6.28	79%	6.36	1.69	10.75	\$4,407.27	\$59.41	-\$662.24	\$3,745.03	\$117.00	3101%
180	Specialty Trade Contractor	1,000 sf	10.39	5.80	6.28	79%	16.9	1.69	28.56	\$11,711.15	\$157.86	-\$1,759.66	\$9,951.49	N/A	

Source: Fehr & Peers, 2025.

**Table A-5. City of Tampa Draft Multi-Modal Transportation Impact Fee Schedule – University North District**

ITE Land Use Code	Land Use	Unit	Trip Rate	Assessable Trip Length	Total Trip Length	% New Trips	Net VMT	Person-Trip Factor	Net PMT	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Net Multi-Modal Fee	Current Adopted TIF Rate	% Change
<b>Residential</b>															
210	Single Family (Detached)														
210	Less than 1,500 SF	DU	6.82	6.03	6.51	86%	12.56	1.69	21.23	\$8,703.67	\$116.91	-\$1,303.19	\$7,400.48	\$1,632.00	353%
210	1,500 to 2,499 SF	DU	9.09	6.03	6.51	86%	16.73	1.69	28.27	\$11,593.35	\$155.82	-\$1,736.92	\$9,856.43	\$2,176.00	353%
210	2,500 SF or Larger	DU	10.48	6.03	6.51	86%	19.29	1.69	32.60	\$13,367.35	\$179.65	-\$2,002.55	\$11,364.80	\$2,568.00	343%
215	Single Family (Attached)	DU	6.57	6.03	6.51	86%	12.1	1.69	20.45	\$8,384.91	\$112.62	-\$1,255.37	\$7,129.54	\$1,654.00	331%
220	Multifamily Housing (low rise) (Not Close to Transit)	DU	6.21	5.97	6.45	86%	11.32	1.69	19.13	\$7,844.39	\$105.52	-\$1,176.23	\$6,668.16	\$1,122.00	494%
220	Multifamily Housing (low rise) (Close to Transit)	DU	4.72	5.97	6.45	86%	8.6	1.69	14.53	\$5,959.52	\$80.20	-\$893.99	\$5,065.53	\$1,122.00	351%
221	Multifamily Housing (mid rise)	DU	4.46	5.97	6.45	86%	8.13	1.69	13.74	\$5,633.83	\$75.79	-\$844.83	\$4,789.00	\$863.00	455%
222	Multifamily Housing (high rise)	DU	3.96	5.97	6.45	86%	7.22	1.69	12.20	\$5,003.23	\$67.29	-\$750.08	\$4,253.15	\$863.00	393%
225/226	Off Campus Student Apartment	Bedrooms	3.27	4.96	5.44	86%	4.95	1.69	8.37	\$3,430.19	\$46.86	-\$522.35	\$2,907.84	N/A	
240	Mobile Home Park	DU	7.87	4.96	5.44	86%	11.92	1.69	20.14	\$8,260.17	\$112.79	-\$1,257.26	\$7,002.91	\$1,036.00	576%
251	Senior Adult Housing – Single Family	DU	4.16	4.96	5.44	86%	6.3	1.69	10.65	\$4,365.70	\$59.62	-\$664.58	\$3,701.12	\$597.00	520%
252	Senior Adult Housing – Multi Family	DU	3.25	4.96	5.44	86%	4.92	1.69	8.31	\$3,409.40	\$46.58	-\$519.22	\$2,890.18	N/A	
254	Assisted Living	1,000 sf	4.19	4.96	5.44	86%	6.34	1.69	10.71	\$4,393.41	\$60.05	-\$669.37	\$3,724.04	\$597.00	524%
<b>Lodging</b>														\$0.00	
310	Hotel	room	5.84	4.82	5.30	58%	13.14	1.69	22.21	\$9,105.59	\$54.99	-\$612.97	\$8,492.62	\$1,784.00	376%
320	Motel	room	3.35	4.82	5.30	58%	9.41	1.69	15.90	\$6,520.83	\$31.55	-\$351.69	\$6,169.14	\$1,784.00	246%
<b>Recreation</b>															
430	Golf Course	hole	30.38	3.07	3.55	52%	17.22	1.69	29.10	\$11,932.90	\$171.80	-\$1,915.05	\$10,017.85	\$1,303.00	669%
435/495	Multipurpose Recreational Facility/Recreational Community Center	1,000 sf	30.65	0.77	1.25	52%	4.36	1.69	7.37	\$3,021.34	\$61.03	-\$680.30	\$2,341.04	N/A	
436	Trampoline Park	1,000 sf	7.5	4.11	4.59	52%	5.69	1.69	9.62	\$3,942.99	\$54.83	-\$611.19	\$3,331.80	N/A	
445	Movie Theater	1,000 sf	84.7	4.11	4.59	66%	81.56	1.69	137.84	\$56,518.44	\$785.95	-\$8,760.94	\$47,757.50	N/A	
488	Soccer Field	Field	71.33	0.77	1.25	52%	10.14	1.69	17.14	\$7,026.69	\$142.03	-\$1,583.20	\$5,443.49	N/A	
489/490/491	Pickleball Court/Tennis Court/Racquet Club/Tennis Club	Court	36.64	0.77	1.25	52%	5.21	1.69	8.80	\$3,610.36	\$72.96	-\$813.28	\$2,797.08	N/A	
492/493	Health/Fitness/Athletic Club/Rec Center	1,000 sf	28.82	3.07	3.55	52%	16.33	1.69	27.60	\$11,316.16	\$162.97	-\$1,816.62	\$9,499.54	\$1,559.00	509%

**Table A-5. City of Tampa Draft Multi-Modal Transportation Impact Fee Schedule – University North District**

ITE Land Use Code	Land Use	Unit	Trip Rate	Assessable Trip Length	Total Trip Length	% New Trips	Net VMT	Person-Trip Factor	Net PMT	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Net Multi-Modal Fee	Current Adopted TIF Rate	% Change
<b>Institutions</b>															
520	Elementary School	student	2.27	4.13	4.61	63%	2.1	1.69	3.55	\$1,455.23	\$20.19	-\$225.06	\$1,230.17	\$193.00	537%
522	Middle School	student	2.09	4.13	4.61	63%	1.93	1.69	3.26	\$1,337.43	\$18.59	-\$207.22	\$1,130.21	\$193.00	486%
525	High School	student	1.94	4.13	4.61	75%	2.13	1.69	3.60	\$1,476.02	\$20.54	-\$228.96	\$1,247.06	\$270.00	362%
540/550	Junior College/University (Private)	student	1.15	4.13	4.61	92%	1.55	1.69	2.62	\$1,074.10	\$14.94	-\$166.54	\$907.56	\$386.00	135%
560	General Assembly	seats	0.9	4.13	4.61	64%	0.84	1.69	1.42	\$582.09	\$8.13	-\$90.62	\$491.47	\$1,485.00	-67%
565	Day Care Center	student	3.79	4.13	4.61	44%	2.44	1.69	4.12	\$1,690.84	\$23.54	-\$262.40	\$1,428.44	\$4,185.00	-66%
<b>Medical</b>															
610	Hospital	1,000 sf	10.7	8.69	9.17	75%	24.76	1.69	41.84	\$17,157.88	\$225.46	-\$2,513.19	\$14,644.69	\$3,069.00	377%
620	Nursing Home	bed	3.06	3.07	3.55	75%	2.5	1.69	4.23	\$1,732.42	\$24.96	-\$278.23	\$1,454.19	\$486.00	199%
630	Walk-in Clinic	1,000 sf	37.6	3.07	3.55	60%	24.59	1.69	41.56	\$17,040.07	\$245.34	-\$2,734.79	\$14,305.28	N/A	
640	Animal Hospital/Veterinary Clinic	1,000 sf	21.5	0.77	1.25	75%	4.41	1.69	7.45	\$3,055.99	\$61.75	-\$688.32	\$2,367.67	N/A	
650	Free-Standing Emergency Room	1,000 sf	24.94	3.07	3.55	75%	20.39	1.69	34.46	\$14,129.61	\$203.41	-\$2,267.40	\$11,862.21	N/A	
720	Medical-Dental Office Building (Stand-Alone)	1,000 sf	34.03	3.07	3.55	60%	22.25	1.69	37.60	\$15,418.53	\$222.04	-\$2,475.07	\$12,943.46	N/A	
<b>Office</b>															
710	General Office 100,000 sf or less	1,000 sf	10.34	8.69	9.17	77%	24.56	1.69	41.51	\$17,019.28	\$223.68	-\$2,493.35	\$14,525.93	\$4,765.00	205%
710	General Office 100,001-200,000 sf	1,000 sf	7.57	8.69	9.17	82%	19.15	1.69	32.36	\$13,270.33	\$174.39	-\$1,943.92	\$11,326.41	\$3,849.00	194%
710	General Office greater than 200,000 sf	1,000 sf	6.87	8.69	9.17	82%	17.38	1.69	29.37	\$12,043.78	\$158.27	-\$1,764.23	\$10,279.55	\$2,934.00	250%
<b>Retail</b>															
812	Building Materials and Lumber Store	1,000 sf	11.7	3.07	3.55	45%	5.74	1.69	9.70	\$3,977.63	\$57.26	-\$638.27	\$3,339.36	N/A	
813/815	Free-Standing Discount Superstore	1,000 sf	51.27	4.11	4.59	60%	44.88	1.69	75.85	\$31,100.39	\$432.50	-\$4,821.05	\$26,279.34	N/A	
814	Variety Store	1,000 sf	63.66	4.11	4.59	55%	51.09	1.69	86.34	\$35,403.71	\$492.26	-\$5,487.20	\$29,916.51	N/A	
816	Hardware/Paint Store (Less than 20,000 SF)	1,000 sf	8.07	3.07	3.55	45%	3.96	1.69	6.69	\$2,744.15	\$39.49	-\$440.19	\$2,303.96	\$2,019.00	14%
820	Shopping Center (>150k)	1,000 sf	36.39	4.11	4.59	60%	31.86	1.69	53.84	\$22,077.95	\$306.97	-\$3,421.78	\$18,656.17	\$3,999.00	367%
821	Shopping Plaza (40-150k) (With Grocery Store)	1,000 sf	101.43	4.11	4.59	45%	66.6	1.69	112.55	\$46,151.64	\$641.72	-\$7,153.22	\$38,998.42	\$3,999.00	875%
821	Shopping Plaza (40-150k) (Without Grocery Store)	1,000 sf	65.38	4.11	4.59	45%	42.93	1.69	72.55	\$29,749.10	\$413.64	-\$4,610.82	\$25,138.28	\$3,999.00	529%

**Table A-5. City of Tampa Draft Multi-Modal Transportation Impact Fee Schedule – University North District**

ITE Land Use Code	Land Use	Unit	Trip Rate	Assessable Trip Length	Total Trip Length	% New Trips	Net VMT	Person-Trip Factor	Net PMT	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Net Multi-Modal Fee	Current Adopted TIF Rate	% Change
822	Strip Retail Plaza (<40k)	1,000 sf	54.45	3.07	3.55	40%	23.74	1.69	40.12	\$16,451.05	\$236.85	-\$2,640.15	\$13,810.90	\$3,063.00	351%
840/841	Automobile Sales	1,000 sf	27.5	3.07	3.55	90%	26.97	1.69	45.58	\$18,689.34	\$269.15	-\$3,000.20	\$15,689.14	N/A	
843	Automobile Parts Sales	1,000 sf	54.57	3.07	3.55	45%	26.76	1.69	45.22	\$18,543.81	\$267.05	-\$2,976.79	\$15,567.02	N/A	
848	Tire Store (less than 10,000 SF)	1,000 sf	28.54	0.77	1.25	55%	4.29	1.69	7.25	\$2,972.83	\$60.11	-\$670.04	\$2,302.79	N/A	
849	Tire Superstore (more than 10,000 SF)	1,000 sf	20.37	3.07	3.55	55%	12.21	1.69	20.63	\$8,461.13	\$121.84	-\$1,358.14	\$7,102.99	N/A	
850	Supermarket	1,000 sf	92.29	3.07	3.55	45%	45.26	1.69	76.49	\$31,363.71	\$451.64	-\$5,034.41	\$26,329.30	N/A	
851	Convenience Market - 24 hrs	1,000 sf	651.94	0.77	1.25	30%	53.46	1.69	90.35	\$37,046.05	\$748.91	-\$8,348.06	\$28,697.99	\$4,193.00	584%
857	Discount Club	1,000 sf	40.34	4.11	4.59	65%	38.26	1.69	64.66	\$26,512.94	\$368.65	-\$4,109.32	\$22,403.62	N/A	
861	Sporting Goods Superstore	1,000 sf	23.78	4.11	4.59	60%	20.82	1.69	35.19	\$14,427.59	\$200.60	-\$2,236.08	\$12,191.51	N/A	
862	Home Improvement Superstore	1,000 sf	30.65	4.11	4.59	60%	26.83	1.69	45.34	\$18,592.32	\$258.55	-\$2,882.04	\$15,710.28	N/A	
863	Electronics Superstore	1,000 sf	41.05	4.11	4.59	60%	35.94	1.69	60.74	\$24,905.26	\$346.28	-\$3,859.96	\$21,045.30	N/A	
880	Pharmacy/Drugstore without Drive-Through Window	1,000 sf	90.08	0.77	1.25	35%	8.62	1.69	14.57	\$5,973.38	\$120.73	-\$1,345.77	\$4,627.61	N/A	
881	Pharmacy/Drugstore with Drive-Through Window	1,000 sf	107.2	0.77	1.25	35%	10.26	1.69	17.34	\$7,109.85	\$143.67	-\$1,601.48	\$5,508.37	N/A	
882	Cannabis Dispensary	1,000 sf	227.76	0.77	1.25	90%	56.03	1.69	94.69	\$38,826.97	\$784.92	-\$8,749.46	\$30,077.51	N/A	
890	Furniture/Flooring Store	1,000 sf	6.32	4.11	4.59	50%	4.61	1.69	7.79	\$3,194.58	\$44.43	-\$495.26	\$2,699.32	\$111.00	2,332%
899	Liquor Store	1,000 sf	107.21	0.77	1.25	70%	20.51	1.69	34.66	\$14,212.77	\$287.37	-\$3,203.30	\$11,009.47	N/A	
<b>Service</b>															
911/912	Bank	1,000 sf	98.85	3.07	3.55	40%	43.09	1.69	72.82	\$29,859.97	\$429.99	-\$4,793.08	\$25,066.89	\$5,533.00	353%
930	Fast Casual Restaurant	1,000 sf	225.89	3.07	3.55	30%	73.86	1.69	124.82	\$51,182.59	\$736.95	-\$8,214.74	\$42,967.85	N/A	
931	Fine Dining Restaurant	1,000 sf	79.03	3.07	3.55	50%	43.07	1.69	72.79	\$29,846.11	\$429.72	-\$4,790.07	\$25,056.04	\$4,310.00	481%
932	High-Turnover (Sit-Down) Restaurant	1,000 sf	103.75	3.07	3.55	30%	33.92	1.69	57.32	\$23,505.46	\$338.48	-\$3,773.02	\$19,732.44	N/A	
933/934/935	Fast-Food Restaurant	1,000 sf	456.34	3.07	3.55	30%	149.2	1.69	252.15	\$103,390.77	\$1,488.78	-\$16,595.35	\$86,795.42	\$5,969.00	1,354%
936	Coffee/Donut Shop without Drive-Through Window	1,000 sf	228.69	0.77	1.25	30%	18.75	1.69	31.69	\$12,993.14	\$262.71	-\$2,928.41	\$10,064.73	N/A	
937	Coffee/Donut Shop with Drive-Through Window	1,000 sf	600.5	0.77	1.25	30%	49.24	1.69	83.22	\$34,121.72	\$689.82	-\$7,689.39	\$26,432.33	N/A	
938	Coffee/Donut Shop with Drive-Through Window and No Indoor Seating	Drive Thru Lanes	179	0.77	1.25	15%	7.34	1.69	12.40	\$5,086.38	\$102.81	-\$1,146.02	\$3,940.36	N/A	
941	Quick Lubrication Vehicle Shop	1,000 sf	69.57	0.77	1.25	70%	13.31	1.69	22.49	\$9,223.40	\$186.48	-\$2,078.68	\$7,144.72	N/A	

**Table A-5. City of Tampa Draft Multi-Modal Transportation Impact Fee Schedule – University North District**

ITE Land Use Code	Land Use	Unit	Trip Rate	Assessable Trip Length	Total Trip Length	% New Trips	Net VMT	Person-Trip Factor	Net PMT	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Net Multi-Modal Fee	Current Adopted TIF Rate	% Change
942	Automobile Parts and Service Center	1,000 sf	33.89	3.07	3.55	45%	16.62	1.69	28.09	\$11,517.12	\$165.85	-\$1,848.72	\$9,668.40	N/A	
944	Gasoline/Service Station	fuel pos.	172.01	0.77	1.25	15%	7.05	1.69	11.91	\$4,885.42	\$98.80	-\$1,101.32	\$3,784.10	\$5,820.00	-35%
945	Convenience Store/Gas Station	fuel pos.	211.05	0.77	1.25	25%	14.42	1.69	24.37	\$9,992.59	\$202.04	-\$2,252.13	\$7,740.46	\$5,820.00	33%
948	Automated Car Wash	1,000 sf	253.51	0.77	1.25	50%	34.65	1.69	58.56	\$24,011.33	\$485.36	-\$5,410.28	\$18,601.05	N/A	
<b>Industrial</b>															
110	General Light Industrial	1,000 sf	3.85	8.69	9.17	79%	9.38	1.69	15.85	\$6,500.04	\$85.45	-\$952.51	\$5,547.53	\$1,481.00	275%
150	Warehouse	1,000 sf	1.81	8.69	9.17	79%	4.41	1.69	7.45	\$3,055.99	\$40.17	-\$447.77	\$2,608.22	\$1,319.00	98%
151	Mini-Warehouse	1,000 sf	1.34	8.69	9.17	79%	3.27	1.69	5.53	\$2,266.00	\$29.74	-\$331.51	\$1,934.49	\$754.00	157%
155	High-Cube Fulfillment Center Warehouse – Sort	1,000 sf	5.09	8.69	9.17	79%	12.4	1.69	20.96	\$8,592.80	\$112.97	-\$1,259.27	\$7,333.53	N/A	
170	Utility	Employee	3.91	8.69	9.17	79%	9.53	1.69	16.11	\$6,603.98	\$86.78	-\$967.33	\$5,636.65	\$188.00	2,898%
180	Specialty Trade Contractor	1,000 sf	10.39	8.69	9.17	79%	25.32	1.69	42.79	\$17,545.94	\$230.60	-\$2,570.49	\$14,975.45	N/A	

Source: Fehr & Peers, 2025.

**Table A-6. City of Tampa Draft Multi-Modal Transportation Impact Fee Schedule – Westshore District**

ITE Land Use Code	Land Use	Unit	Trip Rate	Assessable Trip Length	Total Trip Length	% New Trips	Net VMT	Person-Trip Factor	Net PMT	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Net Multi-Modal Fee	Current Adopted TIF Rate	% Change
<b>Residential</b>															
210	Single Family (Detached)														
210	Less than 1,500 SF	DU	6.82	3.42	3.90	86%	7.12	1.69	12.03	\$4,933.93	\$70.04	-\$780.73	\$4,153.20	\$2,077.00	100%
210	1,500 to 2,499 SF	DU	9.09	3.42	3.90	86%	9.49	1.69	16.04	\$6,576.26	\$93.35	-\$1,040.57	\$5,535.69	\$2,770.00	100%
210	2,500 SF or Larger	DU	10.48	3.42	3.90	86%	10.94	1.69	18.49	\$7,581.07	\$107.62	-\$1,199.63	\$6,381.44	\$3,268.00	95%
215	Single Family (Attached)	DU	6.57	3.42	3.90	86%	6.86	1.69	11.59	\$4,753.76	\$67.47	-\$752.08	\$4,001.68	\$2,105.00	90%
220	Multifamily Housing (low rise) (Not Close to Transit)	DU	6.21	3.44	3.92	86%	6.52	1.69	11.02	\$4,518.15	\$64.13	-\$714.85	\$3,803.30	\$1,449.00	162%
220	Multifamily Housing (low rise) (Close to Transit)	DU	4.72	3.44	3.92	86%	4.96	1.69	8.38	\$3,437.12	\$48.74	-\$543.30	\$2,893.82	\$1,449.00	100%
221	Multifamily Housing (mid rise)	DU	4.46	3.44	3.92	86%	4.68	1.69	7.91	\$3,243.09	\$46.06	-\$513.43	\$2,729.66	\$1,114.00	145%
222	Multifamily Housing (high rise)	DU	3.96	3.44	3.92	86%	4.16	1.69	7.03	\$2,882.75	\$40.90	-\$455.91	\$2,426.84	\$1,144.00	112%
225/226	Off Campus Student Apartment	Bedrooms	3.27	2.92	3.40	86%	2.92	1.69	4.93	\$2,023.47	\$29.29	-\$326.49	\$1,696.98	N/A	
240	Mobile Home Park	DU	7.87	2.92	3.40	86%	7.02	1.69	11.86	\$4,864.63	\$70.49	-\$785.75	\$4,078.88	\$1,337.00	205%
251	Senior Adult Housing – Single Family	DU	4.16	2.92	3.40	86%	3.71	1.69	6.27	\$2,570.91	\$37.26	-\$415.34	\$2,155.57	\$796.00	171%
252	Senior Adult Housing – Multi Family	DU	3.25	2.92	3.40	86%	2.9	1.69	4.90	\$2,009.61	\$29.11	-\$324.49	\$1,685.12	N/A	
254	Assisted Living	1,000 sf	4.19	2.92	3.40	86%	3.74	1.69	6.32	\$2,591.70	\$37.53	-\$418.34	\$2,173.36	\$796.00	173%
<b>Lodging</b>															
310	Hotel	room	5.84	4.83	4.31	58%	13.14	1.69	22.21	\$9,105.59	\$44.72	-\$498.49	\$8,607.10	\$2,299.00	274%
320	Motel	room	3.35	4.83	4.31	58%	9.41	1.69	15.90	\$6,520.83	\$25.65	-\$285.92	\$6,234.91	\$2,299.00	171%
<b>Recreation</b>															
430	Golf Course	hole	30.38	2.05	2.53	52%	11.5	1.69	19.44	\$7,969.13	\$122.43	-\$1,364.72	\$6,604.41	\$1,628.00	306%
435/495	Multipurpose Recreational Facility/Recreational Community Center	1,000 sf	30.65	0.51	0.99	52%	2.89	1.69	4.88	\$2,002.68	\$48.34	-\$538.84	\$1,463.84	N/A	
436	Trampoline Park	1,000 sf	7.5	2.62	3.10	52%	3.63	1.69	6.13	\$2,515.47	\$37.03	-\$412.77	\$2,102.70	N/A	
445	Movie Theater	1,000 sf	84.7	2.62	3.10	66%	51.99	1.69	87.86	\$36,027.39	\$530.80	-\$5,916.80	\$30,110.59	N/A	
488	Soccer Field	Field	71.33	0.51	0.99	52%	6.72	1.69	11.36	\$4,656.74	\$112.49	-\$1,253.92	\$3,402.82	N/A	
489/490/491	Pickleball Court/Tennis Court/Racquet Club/Tennis Club	Court	36.64	0.51	0.99	52%	3.45	1.69	5.83	\$2,390.74	\$57.78	-\$644.07	\$1,746.67	N/A	
492/493	Health/Fitness/Athletic Club/Rec Center	1,000 sf	28.82	2.05	2.53	52%	10.91	1.69	18.44	\$7,560.28	\$116.15	-\$1,294.72	\$6,265.56	\$2,652.00	136%

**Table A-6. City of Tampa Draft Multi-Modal Transportation Impact Fee Schedule – Westshore District**

ITE Land Use Code	Land Use	Unit	Trip Rate	Assessable Trip Length	Total Trip Length	% New Trips	Net VMT	Person-Trip Factor	Net PMT	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Net Multi-Modal Fee	Current Adopted TIF Rate	% Change
<b>Institutions</b>															
520	Elementary School	student	2.27	3.43	3.91	63%	1.74	1.69	2.94	\$1,205.76	\$17.14	-\$191.06	\$1,014.70	\$252.00	303%
522	Middle School	student	2.09	3.43	3.91	63%	1.6	1.69	2.70	\$1,108.75	\$15.78	-\$175.90	\$932.85	\$252.00	270%
525	High School	student	1.94	3.43	3.91	75%	1.77	1.69	2.99	\$1,226.55	\$17.44	-\$194.40	\$1,032.15	\$353.00	192%
540/550	Junior College/University (Private)	student	1.15	3.43	3.91	92%	1.29	1.69	2.18	\$893.93	\$12.68	-\$141.34	\$752.59	\$504.50	49%
560	General Assembly	seats	0.9	3.43	3.91	64%	0.7	1.69	1.18	\$485.08	\$6.90	-\$76.91	\$408.17	\$1,943.00	-79%
565	Day Care Center	student	3.79	3.43	3.91	44%	2.03	1.69	3.43	\$1,406.72	\$19.99	-\$222.83	\$1,183.89	\$4,807.00	-75%
<b>Medical</b>															
610	Hospital	1,000 sf	10.7	4.50	4.98	75%	12.82	1.69	21.67	\$8,883.84	\$122.44	-\$1,364.83	\$7,519.01	\$3,793.00	98%
620	Nursing Home	bed	3.06	2.05	2.53	75%	1.67	1.69	2.82	\$1,157.26	\$17.79	-\$198.30	\$958.96	\$702.00	37%
630	Walk -in Clinic	1,000 sf	37.6	2.05	2.53	60%	16.42	1.69	27.75	\$11,378.53	\$174.84	-\$1,948.93	\$9,429.60	N/A	
640	Animal Hospital/Veterinary Clinic	1,000 sf	21.5	0.51	0.99	75%	2.92	1.69	4.93	\$2,023.47	\$48.90	-\$545.09	\$1,478.38	N/A	
650	Free-Standing Emergency Room	1,000 sf	24.94	2.05	2.53	75%	13.61	1.69	23.00	\$9,431.29	\$144.97	-\$1,615.97	\$7,815.32	N/A	
720	Medical-Dental Office Building (Stand-Alone)	1,000 sf	34.03	2.05	2.53	60%	14.86	1.69	25.11	\$10,297.50	\$158.24	-\$1,763.89	\$8,533.61	N/A	
<b>Office</b>															
710	General Office 100,000 sf or less	1,000 sf	10.34	4.50	4.98	77%	12.72	1.69	21.50	\$8,814.55	\$121.48	-\$1,354.13	\$7,460.42	\$5,890.00	27%
710	General Office 100,001-200,000 sf	1,000 sf	7.57	4.50	4.98	82%	9.92	1.69	16.76	\$6,874.24	\$94.71	-\$1,055.73	\$5,818.51	\$4,759.00	22%
710	General Office greater than 200,000 sf	1,000 sf	6.87	4.50	4.98	82%	9	1.69	15.21	\$6,236.71	\$85.95	-\$958.08	\$5,278.63	\$3,627.00	46%
<b>Retail</b>															
812	Building Materials and Lumber Store	1,000 sf	11.7	2.05	2.53	45%	3.83	1.69	6.47	\$2,654.07	\$40.80	-\$454.80	\$2,199.27	N/A	
813/815	Free-Standing Discount Superstore	1,000 sf	51.27	2.62	3.10	60%	28.61	1.69	48.35	\$19,825.80	\$292.09	-\$3,255.91	\$16,569.89	N/A	
814	Variety Store	1,000 sf	63.66	2.62	3.10	55%	32.57	1.69	55.04	\$22,569.95	\$332.46	-\$3,705.91	\$18,864.04	N/A	
816	Hardware/Paint Store (Less than 20,000 SF)	1,000 sf	8.07	2.05	2.53	45%	2.64	1.69	4.46	\$1,829.43	\$28.14	-\$313.68	\$1,515.75	\$3,565.00	-57%
820	Shopping Center (>150k)	1,000 sf	36.39	2.62	3.10	60%	20.31	1.69	34.32	\$14,074.17	\$207.32	-\$2,310.98	\$11,763.19	\$6,865.00	71%
821	Shopping Plaza (40-150k) (With Grocery Store)	1,000 sf	101.43	2.62	3.10	45%	42.45	1.69	71.74	\$29,416.47	\$433.39	-\$4,830.97	\$24,585.50	\$6,865.00	258%
821	Shopping Plaza (40-150k) (Without Grocery Store)	1,000 sf	65.38	2.62	3.10	45%	27.36	1.69	46.24	\$18,959.59	\$279.36	-\$3,114.01	\$15,845.58	\$6,865.00	131%

**Table A-6. City of Tampa Draft Multi-Modal Transportation Impact Fee Schedule – Westshore District**

ITE Land Use Code	Land Use	Unit	Trip Rate	Assessable Trip Length	Total Trip Length	% New Trips	Net VMT	Person-Trip Factor	Net PMT	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Net Multi-Modal Fee	Current Adopted TIF Rate	% Change
822	Strip Retail Plaza (<40k)	1,000 sf	54.45	2.05	2.53	40%	15.85	1.69	26.79	\$10,983.54	\$168.80	-\$1,881.60	\$9,101.94	\$5,408.00	68%
840/841	Automobile Sales	1,000 sf	27.5	2.05	2.53	90%	18.01	1.69	30.44	\$12,480.35	\$191.82	-\$2,138.21	\$10,342.14	N/A	
843	Automobile Parts Sales	1,000 sf	54.57	2.05	2.53	45%	17.87	1.69	30.20	\$12,383.33	\$190.32	-\$2,121.49	\$10,261.84	N/A	
848	Tire Store (less than 10,000 SF)	1,000 sf	28.54	0.51	0.99	55%	2.84	1.69	4.80	\$1,968.03	\$47.60	-\$530.59	\$1,437.44	N/A	
849	Tire Superstore (more than 10,000 SF)	1,000 sf	20.37	2.05	2.53	55%	8.15	1.69	13.77	\$5,647.69	\$86.83	-\$967.89	\$4,679.80	N/A	
850	Supermarket	1,000 sf	92.29	2.05	2.53	45%	30.22	1.69	51.07	\$20,941.48	\$321.87	-\$3,587.87	\$17,353.61	N/A	
851	Convenience Market - 24 hrs	1,000 sf	651.94	0.51	0.99	30%	35.41	1.69	59.84	\$24,537.98	\$593.14	-\$6,611.70	\$17,926.28	\$6,654.00	169%
857	Discount Club	1,000 sf	40.34	2.62	3.10	65%	24.39	1.69	41.22	\$16,901.48	\$248.97	-\$2,775.26	\$14,126.22	N/A	
861	Sporting Goods Superstore	1,000 sf	23.78	2.62	3.10	60%	13.27	1.69	22.43	\$9,195.68	\$135.48	-\$1,510.19	\$7,685.49	N/A	
862	Home Improvement Superstore	1,000 sf	30.65	2.62	3.10	60%	17.1	1.69	28.90	\$11,849.75	\$174.62	-\$1,946.48	\$9,903.27	N/A	
863	Electronics Superstore	1,000 sf	41.05	2.62	3.10	60%	22.91	1.69	38.72	\$15,875.89	\$233.87	-\$2,606.94	\$13,268.95	N/A	
880	Pharmacy/Drugstore without Drive-Through Window	1,000 sf	90.08	0.51	0.99	35%	5.71	1.69	9.65	\$3,956.84	\$95.61	-\$1,065.76	\$2,891.08	N/A	
881	Pharmacy/Drugstore with Drive-Through Window	1,000 sf	107.2	0.51	0.99	35%	6.79	1.69	11.48	\$4,705.25	\$113.79	-\$1,268.41	\$3,436.84	N/A	
882	Cannabis Dispensary	1,000 sf	227.76	0.51	0.99	90%	37.11	1.69	62.72	\$25,716.03	\$621.65	-\$6,929.50	\$18,786.53	N/A	
890	Furniture/Flooring Store	1,000 sf	6.32	2.62	3.10	50%	2.94	1.69	4.97	\$2,037.32	\$30.00	-\$334.41	\$1,702.91	\$161.00	958%
899	Liquor Store	1,000 sf	107.21	0.51	0.99	70%	13.59	1.69	22.97	\$9,417.43	\$227.59	-\$2,536.93	\$6,880.50	N/A	
<b>Service</b>															
911/912	Bank	1,000 sf	98.85	2.05	2.53	40%	28.78	1.69	48.64	\$19,943.61	\$306.44	-\$3,415.87	\$16,527.74	\$9,643.00	71%
930	Fast Casual Restaurant	1,000 sf	225.89	2.05	2.53	30%	49.32	1.69	83.35	\$34,177.16	\$525.21	-\$5,854.49	\$28,322.67	N/A	
931	Fine Dining Restaurant	1,000 sf	79.03	2.05	2.53	50%	28.76	1.69	48.60	\$19,929.75	\$306.25	-\$3,413.75	\$16,516.00	\$7,468.00	121%
932	High-Turnover (Sit-Down) Restaurant	1,000 sf	103.75	2.05	2.53	30%	22.65	1.69	38.28	\$15,695.72	\$241.23	-\$2,688.98	\$13,006.74	N/A	
933/934/935	Fast-Food Restaurant	1,000 sf	456.34	2.05	2.53	30%	99.63	1.69	168.37	\$69,040.36	\$1,061.02	-\$11,827.13	\$57,213.23	\$10,440.00	448%
936	Coffee/Donut Shop without Drive-Through Window	1,000 sf	228.69	0.51	0.99	30%	12.42	1.69	20.99	\$8,606.66	\$208.06	-\$2,319.23	\$6,287.43	N/A	
937	Coffee/Donut Shop with Drive-Through Window	1,000 sf	600.5	0.51	0.99	30%	32.62	1.69	55.13	\$22,604.60	\$546.34	-\$6,090.02	\$16,514.58	N/A	
938	Coffee/Donut Shop with Drive-Through Window and No Indoor Seating	Drive Thru Lanes	179	0.51	0.99	15%	4.86	1.69	8.21	\$3,367.82	\$81.43	-\$907.70	\$2,460.12	N/A	
941	Quick Lubrication Vehicle Shop	1,000 sf	69.57	0.51	0.99	70%	8.82	1.69	14.91	\$6,111.97	\$147.69	-\$1,646.29	\$4,465.68	N/A	

**Table A-6. City of Tampa Draft Multi-Modal Transportation Impact Fee Schedule – Westshore District**

ITE Land Use Code	Land Use	Unit	Trip Rate	Assessable Trip Length	Total Trip Length	% New Trips	Net VMT	Person-Trip Factor	Net PMT	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Net Multi-Modal Fee	Current Adopted TIF Rate	% Change
942	Automobile Parts and Service Center	1,000 sf	33.89	2.05	2.53	45%	11.1	1.69	18.76	\$7,691.94	\$118.19	-\$1,317.46	\$6,374.48	N/A	
944	Gasoline/Service Station	fuel pos.	172.01	0.51	0.99	15%	4.67	1.69	7.89	\$3,236.16	\$78.25	-\$872.25	\$2,363.91	\$10,274.00	-77%
945	Convenience Store/Gas Station	fuel pos.	211.05	0.51	0.99	25%	9.55	1.69	16.14	\$6,617.84	\$160.01	-\$1,783.62	\$4,834.22	\$10,274.00	-53%
948	Automated Car Wash	1,000 sf	253.51	0.51	0.99	50%	22.95	1.69	38.79	\$15,903.61	\$384.41	-\$4,285.00	\$11,618.61	N/A	
<b>Industrial</b>															
110	General Light Industrial	1,000 sf	3.85	4.50	4.98	79%	4.86	1.69	8.21	\$3,367.82	\$46.41	-\$517.33	\$2,850.49	\$1,830.00	56%
150	Warehouse	1,000 sf	1.81	4.50	4.98	79%	2.28	1.69	3.85	\$1,579.97	\$21.82	-\$243.23	\$1,336.74	\$1,631.00	-18%
151	Mini-Warehouse	1,000 sf	1.34	4.50	4.98	79%	1.69	1.69	2.86	\$1,171.12	\$16.15	-\$180.02	\$991.10	\$932.00	6%
155	High-Cube Fulfillment Center Warehouse – Sort	1,000 sf	5.09	4.50	4.98	79%	6.42	1.69	10.85	\$4,448.85	\$61.35	-\$683.87	\$3,764.98	N/A	
170	Utility	Employee	3.91	4.50	4.98	79%	4.93	1.69	8.33	\$3,416.33	\$47.13	-\$525.36	\$2,890.97	\$233.00	1,141%
180	Specialty Trade Contractor	1,000 sf	10.39	4.50	4.98	79%	13.11	1.69	22.16	\$9,084.81	\$125.23	-\$1,395.93	\$7,688.88	N/A	

Source: Fehr & Peers, 2025.

# Appendix B. History of Fee and Legislative Framework

# Appendix C. Demonstrated Need Study

# Appendix D. Policy Framework



# Appendix F. Cost and Credit Framework