

Fehr & Peers

City of Tampa Draft Multi-Modal Transportation Impact Fee Update

November 2025

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City of Tampa

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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 fee 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:

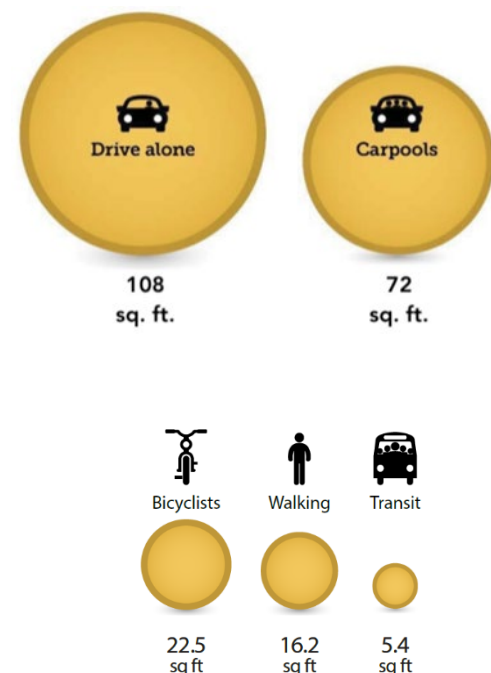


Figure 1: Illustration of Relative Space of Different Travel Modes

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

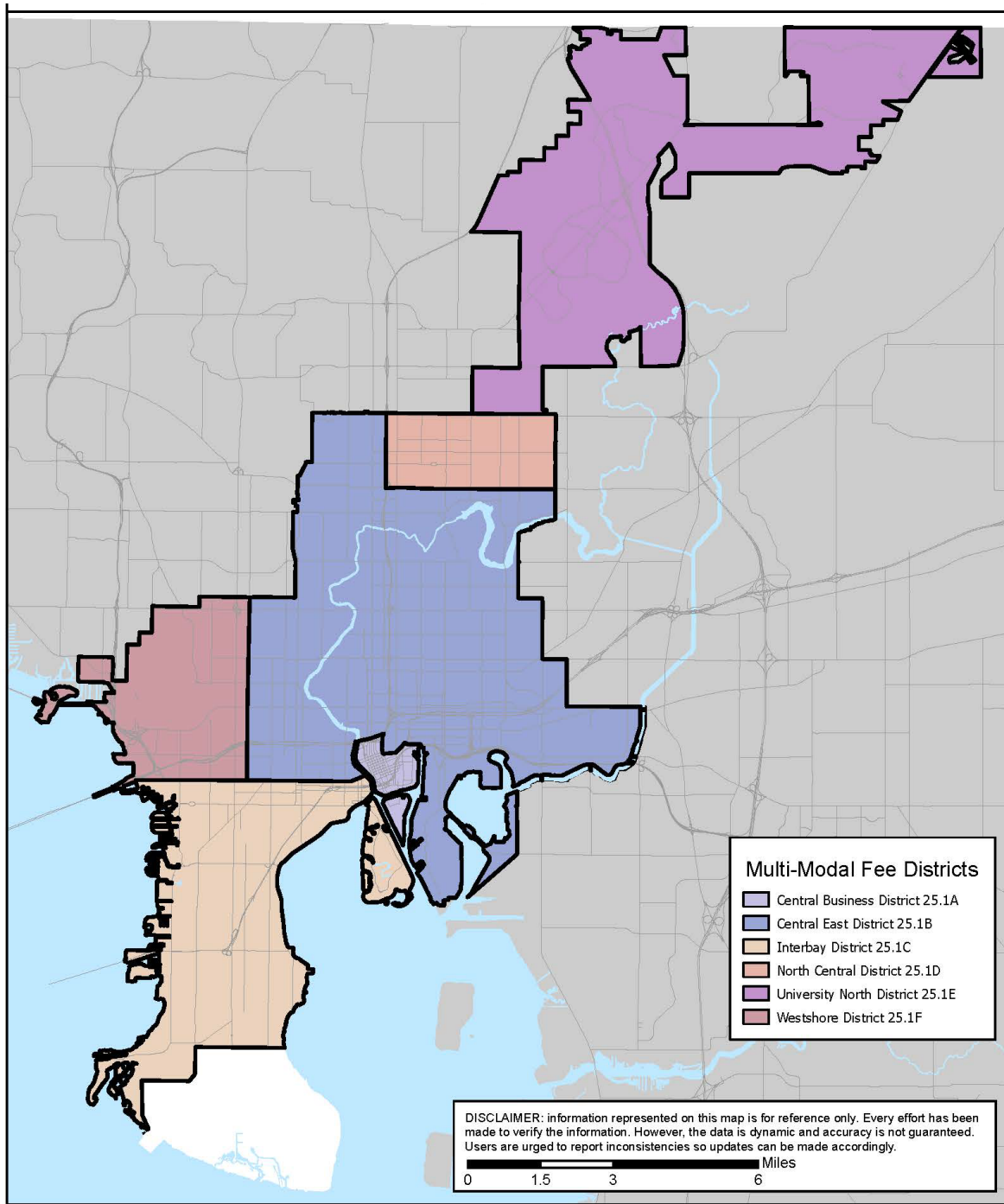
Existing Deficiencies

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

Trip Type	Average Vehicle Occupancy	Land Use Applicability
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 constructions 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
Total	\$5,962,510

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
Total			\$410.04

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
Total	33 cents

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 ¹	Max 2025 Impact Fee ²	With Phase in-Limitations ³				
				Max Allowable	Allowable in 2026 ⁴	Allowable in 2027 ⁴	Allowable in 2028 ⁴	Allowable in 2029 ⁴
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	\$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	\$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 ¹	Max 2025 Impact Fee ²	With Phased Implementation				
				Max Allowable	Allowable in 2026 ³	Allowable in 2027 ³	Allowable in 2028 ³	Allowable in 2029 ³
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 ¹	Max 2025 Impact Fee ²	With Phase in-Limitations ³				
				Max Allowable	Allowable in 2026 ⁴	Allowable in 2027 ⁴	Allowable in 2028 ⁴	Allowable in 2029 ⁴
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 ¹	Max 2025 Impact Fee ²	With Phased Implementation				
				Max Allowable	Allowable in 2026 ³	Allowable in 2027 ³	Allowable in 2028 ³	Allowable in 2029 ³
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 ¹	Max 2025 Impact Fee ²	With Phase in-Limitations ³				
				Max Allowable	Allowable in 2026 ⁴	Allowable in 2027 ⁴	Allowable in 2028 ⁴	Allowable in 2029 ⁴
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 ¹	Max 2025 Impact Fee ²	With Phased Implementation				
				Max Allowable	Allowable in 2026 ³	Allowable in 2027 ³	Allowable in 2028 ³	Allowable in 2029 ³
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 ¹	Max 2025 Impact Fee ²	With Phase in-Limitations ³				
				Max Allowable	Allowable in 2026 ⁴	Allowable in 2027 ⁴	Allowable in 2028 ⁴	Allowable in 2029 ⁴
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 ¹	Max 2025 Impact Fee ²	With Phased Implementation				
				Max Allowable	Allowable in 2026 ³	Allowable in 2027 ³	Allowable in 2028 ³	Allowable in 2029 ³
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 ¹	Max 2025 Impact Fee ²	With Phase in-Limitations ³				
				Max Allowable	Allowable in 2026 ⁴	Allowable in 2027 ⁴	Allowable in 2028 ⁴	Allowable in 2029 ⁴
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 ¹	Max 2025 Impact Fee ²	With Phased Implementation				
				Max Allowable	Allowable in 2026 ³	Allowable in 2027 ³	Allowable in 2028 ³	Allowable in 2029 ³
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 ¹	Max 2025 Impact Fee ²	With Phase in-Limitations ³				
				Max Allowable	Allowable in 2026 ⁴	Allowable in 2027 ⁴	Allowable in 2028 ⁴	Allowable in 2029 ⁴
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	\$1,337	\$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 ¹	Max 2025 Impact Fee ²	With Phased Implementation				
				Max Allowable	Allowable in 2026 ³	Allowable in 2027 ³	Allowable in 2028 ³	Allowable in 2029 ³
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
Residential																										
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%
Lodging																										
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%
Recreation																										
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%
Institutions																										
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%
Medical																										
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	
Office																										
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%
Retail																										
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	
Service																										
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%
Industrial																										
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
Residential															
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%
Lodging															
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%
Recreation															
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
Institutions															
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%
Medical															
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	
Office															
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%
Retail															
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	
Service															
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	
Industrial															
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
Residential															
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%
Lodging															
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%
Recreation															
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
Institutions															
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%
Medical															
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	
Office															
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%
Retail															
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	
Service															
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	
Industrial															
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
Residential															
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%
Lodging															
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%
Recreation															
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
Institutions															
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%
Medical															
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	
Office													\$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%
Retail															
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	
Service															
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	
Industrial															
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
Residential															
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%
Lodging															
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%
Recreation															
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
Institutions															
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%
Medical															
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	
Office															
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%
Retail															
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	
Service															
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	
Industrial															
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
Residential															
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%
Lodging														\$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%
Recreation															
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
Institutions															
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%
Medical															
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	
Office															
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%
Retail															
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	
Service															
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	
Industrial															
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
Residential															
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%
Lodging															
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%
Recreation															
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
Institutions															
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%
Medical															
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	
Office															
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%
Retail															
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	
Service															
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	
Industrial															
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

Draft Memo

Date: June 30, 2025

To: Jae-Sang Lee, City of Tampa

From: Kathrin Tellez, Fehr & Peers

Subject: City of Tampa Multimodal Fee Update – Legislative Framework

OR22-0029

Introduction

The purpose of this memorandum is to document the history of **transportation impact fees** in Tampa and provide information related to the current legislative framework to guide the establishment of a legally defensible impact fee. An impact fee can be assessed by local governments on new development to help fund the cost of public infrastructure improvements needed to accommodate that development. Typically, the developer pays an upfront one-time fee as part of the building permit process. Impact fees can finance a variety of capital improvements, including school, police stations, parks, water/sewer systems, and transportation systems. This memorandum focuses on transportation impact fees.

Transportation impact fees can also be combined with other types of exactions, including **construction** of site improvements on public right-of-way within or adjacent to project boundaries, payment of a proportionate fee or **mitigation fee** based on the land developments' expected impacts to the transportation system identified through a Traffic Impact Analysis, and/or construction of off-site improvements.

History of Fee in Tampa

A roadway-based transportation impact fee was first established in the City of Tampa in 1986 by Ordinance 9362-A with separate fees established for six impact fee districts within the City. As a roadway impact fee, funds collected from development could only be used to fund vehicular capacity expanding projects, such as building a new collector or arterial roads and intersection widening to expand turn lane capacity. In 1989, the roadway impact fee was refined to better reflect the cost of right-of-way acquisition as well as construction cost increases from the time the original fee was established to 1989. The 1989 update also established that land uses in the different fee districts generate trips of varied length, which was also incorporated into the fee update. Other updates have included:

- **1998:** City Council adopted Transportation Concurrency Exception Areas (TECA).

- **2002:** City Council approves “No Transportation Impact Fee Zones” in East Tampa, West Tampa, and Ybor City.
- **2014:** City transitioned the roadway impact fee to a **multimodal impact fee** that then allowed for the funds collected to be used to construct walking, biking and capital transit facilities, in addition to vehicular capacity improvements. Other elements of the fee were reviewed, but generally not updated and the fee rates did not change.
- **2015:** City Council adopted the multimodal transportation impact fee **without an increase in the fee** per unit.
- **2020:** City Council extended the Ybor City, East Tampa and West Tampa “No Fee Zones” and added Drew Park. These no fee zones require periodic renewal, and sunset in 2023 as they were not renewed.

In 2023, the city updated its comprehensive plan and prepared a mobility plan that identified transportation system improvements needed to accommodate the expected 100,000 new residents and over 200,000 new jobs by 2045. While there was some discussion about transitioning the fee to a mobility fee to allow for an even wider range of improvements to be constructed, including Intelligent Transportation Systems (ITS), Transportation Demand Management (TDM) programs, Transportation System Management & Operations (TSM&O) strategies, and other emerging technologies, the direction from staff and leadership at that time was to update the inputs to the fee calculation to reflect current travel trends and transportation improvement costs, but without changing the structure of the fee.

Legal Framework and State Guidance

Florida has authorized communities to develop roadway impact fees since the 1980s. This source of funding initially supported the construction of roadway capacity projects that helped communities combat traffic congestion as they grew to proactively meet their concurrency requirements.

Over the past 15 years, the State has updated the regulatory framework around transportation concurrency and roadway impact fees with the effect of allowing communities to plan for growth differently and fund a more multimodal set of projects. Key changes have included:

- **2007:** Introduction of Mobility Plans and Mobility Fees as an alternative to transportation concurrency and to provide a more equitable way for new development to offset transportation impacts.
- **2009:** Adoption of Dense Urban Land Use Area statutes that allowed the establishment of Transportation Concurrency Exception Areas.
- **2011:** Elimination of state mandated transportation concurrency and making it optional for local governments to implement transportation concurrency.
- **2013:** Update of the Community Planning Act to allow local governments to adopt alternative mobility funding systems, such as Mobility Plans and Fees, as a replacement for transportation concurrency, proportionate share, and roads impact fees.
- **2021:** Legislation was enacted to restrict increases in road impact fees and mobility fee programs to one time every four years and cap the fee increase to 50 percent. Fee increases may exceed the 50 percent level under “extraordinary circumstances.” In these cases, the jurisdiction must conduct a study, hold two public hearings, and receive two-thirds approval by the governing body.

- **2025:** Senate Bill 1080 changes the requirements of the “extraordinary circumstances”, effective **January 1, 2026**, including these requirements:
 - Local government must hold at least two public hearings.
 - Must be approved unanimously.
 - Impact fee increase must be implemented in at least two but not more than four equal annual increments beginning with the date on which the impact fee increase ordinance is adopted.
 - Local government may not increase the impact fee rate beyond the phase-in limitations if the local government has **not increased the impact fee within the past 5 years**. Any year in which the local government is prohibited from increasing an impact fee because the jurisdiction is in a hurricane disaster area is not included in the 5-year period.

While the ultimate changes to the impact fee rate will be based on a nexus study using current cost and travel characteristics, the City Council will have the discretion to set the multimodal impact fee rate at any level up to the maximum rate established by the nexus study unless otherwise prohibited by statute. To provide the greatest flexibility for decision makers, the multimodal fee update scheduled has been adjusted to allow for adoption prior to January 1, 2026.

Extraordinary Circumstances

Since the City of Tampa has not increased the transportation impact fee since 1989, it is expected that potential changes to the impact fee program will require use of the Extraordinary Circumstances process. Other agencies that have used this process include Orange County, Osceola County, City of St. Cloud, City of Palm Coast, City of Palm Beach Gardens, and others.

The impact fee studies and ordinances were reviewed for those jurisdictions that adopted their transportation impact fees through the extraordinary circumstances, and common themes included in the demonstrated need studies include documentation of:

- Expected population and job growth in the jurisdiction as compared to the statewide average.
- Expected growth in travel demand within the jurisdiction.
- Increases in transportation system construction costs.
- Expected increases in vehicle miles of travel from new development.
- Changes in travel patterns.

Jurisdictions were then able to make findings that:

- Extraordinary circumstances relating to Transportation Infrastructure which, if unaddressed, result in conditions injurious to the public health, safety, morals, and welfare of the residents, threatening the sound growth of the region.
- Extraordinary circumstances create an economic and social liability by hindering industrial, commercial, office or residential development, reducing employment opportunities, and negatively impacting construction.
- Extraordinary circumstances exist necessitating the imposition of mobility fees exceeding the phase-limitations established in F.S. §163.31801.

Review of the public hearing schedule for other jurisdictions that have employed extraordinary circumstances, showed a range of time between hearings, including a one-week period between the first and second public hearing and up to a 90-day period.

Next Steps

Based on the current impact fee status, it appears that the City of Tampa multimodal fee update would qualify for the extraordinary circumstances if adopted before January 1, 2026, which would allow for the impact fee to be increased to the maximum amount allowed by a nexus study and a demonstrated need study. If adopted after January 1, 2026, the phase in limitations would apply, meaning that the impact fee could not be increased by more than 50%, regardless of the outcome of the nexus study, with additional increases allowed every five years.

This completes the legislative framework for the City of Tampa Multimodal Fee Update process. If you have any questions, please contact Kathrin Tellez at k.tellez@fehrandpeers.com.

Appendix C. Demonstrated Need Study

Draft Memo

Date: October 31, 2025

To: Jae-Sang Lee, City of Tampa

From: Kathrin Tellez, Fehr & Peers

Subject: City of Tampa Multi-Modal Fee Update – Demonstrated Need Study

OR22-0029

Introduction

The purpose of this memorandum is to provide evidence of the **demonstrated need** required to allow for an increase in the current multi-modal transportation impact fee beyond the phase-in limitations set by section 163.31801 of Florida's Impact Fee Act. To qualify for an increase in transportation impact fees beyond the phase-in limitations, the following are required:

1. Preparation of a demonstrated need study (this document)
2. Two Public Workshops dedicated to extraordinary circumstances
3. Two-thirds vote of the governing board approving the impact fee increase

This demonstrated-need study meets the requirements of 163.31801 to provide the City Council with the **option** to consider increasing impact fees beyond the new phase-in limitations. The required public workshops were held on September 25th and October 30th, 2025.

What is a Multi-Modal Impact Fee?

A multi-modal impact fee is assessed by local governments on new development to help fund the cost of transportation infrastructure improvements needed to accommodate that development, including road, sidewalks, bicycling facilities, and capital transit facilities, such as new buses. Fees are typically paid at the time of building permit issuance and are designed to offset the financial impact new development has on public infrastructure. Impact fees must be proportionately related to the impact of new development and cannot be used to fix existing transportation system deficiencies. This ensures that existing residents do not pay for the cost of infrastructure to support new development, and developers are not paying for transportation capacity needed to accommodate travel demand without their project.

Multi-modal impact fee schedules are set at different levels depending on the land use, the location in the city, as well as other citywide goals and policies. For example, development projects in areas that are well served by transit and have a robust network for walking and bicycling, may have a lower fee schedule as development in that area is expected to produce lower levels of vehicle demand on the transportation system, and that lower fee level may may infill development in those areas more

feasible. Development projects in low density areas with fewer transportation options may have a higher fee schedule as it costs more to build the transportation infrastructure to support that development. There may also be lower impact fees for some land uses, such as affordable housing, to help make those projects more feasible.

What Extraordinary Circumstances are leading to the Extraordinary Need?

The City of Tampa is facing the following extraordinary circumstances that demonstrate the need to allow for increases in multi-modal transportation fees beyond the phase-in limitations:

1. The fee was established in 1989 under the premise that new developments should pay their fair share toward the construction of a transportation system to accommodate the increased demand from that development. The fee has not been increased since 1989.
2. Construction costs are increasing at a higher rate than general inflation.
3. Population and jobs have increased at a rate similar to statewide and regional averages since 1989, and an additional 100,000 residents and 250,000 jobs are expected within the city by 2045.
4. While the city has been able to grow efficiently, with vehicle miles of travel per capita decreasing over time, the overall demand for travel continues to increase.
5. 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.
6. Other funding sources to construct facilities to accommodate growth are decreasing, which could result in needed infrastructure not being constructed to keep pace with increased demand for mobility.
7. Current fees are low compared to surrounding communities.

In addition to the changes noted above, travel patterns, including trip generation, trip length, and mode choice have changed since the establishment of the fee table in 1989 and the transition of the fee to a multi-modal fee in 2014.

The following provides additional information about each of the extraordinary circumstances facing the City of Tampa as related to the multi-modal impact fee.

Existing Fee Level

The current transportation impact fee was established in 1989, based on the cost to construct transportation infrastructure at that time under the premise that new developments should pay their fair share toward the construction of a transportation system to accommodate the increased demand from that development. While the fee was transitioned to a multi-modal impact fee in 2014 to allow for collected funds to be used to construct active transportation facilities (sidewalks and bike facilities) and capital transit improvements, in addition to roadway improvements, the fee schedule was not updated.



Inflation, which is the sustained increase in the general price level of goods and services in an economy over time, has decreased the building power of the current multi-modal fee. Based on data provided by the Consumer Price Index, the general cost of goods and services has increased by 165% between 1989 (when the current fee was established) and 2025. This means that every dollar collected from the multi-modal fee today has the purchasing power of 37.5 cents as compared to when the fee was established.

Impact fee collections between 2004 and 2024 by impact fee district was provided by the city, as summarized in **Table 1**. Between 2004 and 2024, the city collected approximately \$71 million in multi-modal transportation impact fee payments. If the fee established in 1989 had been adjusted annually based on inflation, the City would have collected at least \$135 million in multi-modal impact fees, a difference of about \$64 million, or about \$3 million each year. This difference has resulted in new developments increasingly not paying their fair share towards the development of a transportation system to accommodate the increased travel demand from that development.

Table 1. Fee Collections by Fee District

Fiscal Year	Central East	Interbay	Central Business District	North Central	University North	West-shore	Total	Inflation Adjusted Total
FY2004	\$762,070	\$636,219	\$0	\$53,382	\$830,305	\$411,923	\$2,693,899	\$4,121,665
FY2005	\$1,114,175	\$2,012,066	\$92,151	\$88,060	\$2,241,916	\$538,713	\$6,087,081	\$9,556,717
FY2006	\$876,431	\$990,674	\$281,346	\$83,116	\$4,055,624	\$992,386	\$7,279,577	\$11,938,506
FY2007	\$688,086	\$1,121,754	\$263,659	\$89,213	\$3,885,867	\$1,293,748	\$7,342,327	\$12,261,686
FY2008	\$847,295	\$411,415	\$2,461	\$431,908	\$1,808,848	\$1,180,658	\$4,682,585	\$8,147,698
FY2009	\$392,126	\$499,305	\$427	\$467,371	\$621,601	\$2,265,408	\$4,246,238	\$7,388,454
FY2010	\$108,647	\$891,296	\$2,176	\$33,536	\$477,480	\$226,322	\$1,739,457	\$3,113,628
FY2011	\$227,699	\$225,748	\$14,224	\$22,525	\$344,399	\$171,668	\$1,006,263	\$1,831,399
FY2012	\$385,901	\$458,738	\$0	\$0	\$295,980	\$577,627	\$1,718,246	\$3,213,120
FY2013	\$262,154	\$498,900	\$0	\$28,192	\$420,985	\$1,628,897	\$2,839,128	\$5,394,343
FY2014	\$178,058	\$729,165	\$36,367	\$11,279	\$263,988	\$345,479	\$1,564,336	\$3,019,168
FY2015	\$112,149	\$361,979	\$3,703	\$14,664	\$224,010	\$457,609	\$1,174,114	\$2,266,040
FY2016	\$259,269	\$484,059	\$13,603	\$22,632	\$90,940	\$831,847	\$1,702,350	\$3,336,607
FY2017	\$761,070	\$499,406	\$62,697	\$8,252	237477	\$63,182	\$1,632,084	\$3,280,490
FY2018	\$825,934	\$585,876	\$110,987	\$125,278	120176	\$1,107,326	\$2,875,578	\$5,894,934
FY2019	\$679,725	\$1,495,887	\$435,206	\$32,936	204469	\$1,675,500	\$4,523,723	\$9,409,344
FY2020	\$700,123	\$533,995	\$1,129,505	\$62,397	34021	\$401,775	\$2,861,816	\$6,095,668

Fiscal Year	Central East	Interbay	Central Business District	North Central	University North	West-shore	Total	Inflation Adjusted Total
FY2021	\$1,056,761	\$1,111,835	\$2,282,341	\$40,431	34924	\$611,146	\$5,137,438	\$11,096,866
FY2022	\$1,543,283	\$572,549	\$317,855	\$50,662	82237	\$530,672	\$3,097,258	\$7,185,639
FY2023	\$808,721	\$1,293,182	\$34,272	\$301,844	168026.4	\$458,458	\$3,064,504	\$7,569,325
FY2024	\$1,650,847	\$888,638	\$253,610	\$93,367	18988.6	\$826,944	\$3,732,394	\$9,517,606
Total	\$14,240,525	\$16,302,688	\$5,336,590	\$2,061,045	\$16,462,262	\$16,597,288	\$71,000,398	\$135,638,905

Source: City of Tampa

Construction Cost Increases

In addition to the current fee not keeping pace with inflation, the cost to construct different types of infrastructure has increased since 1989. There are many different factors included in the cost of transportation infrastructure, including:

- **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.



CONSTRUCTION COST
INCREASES: THE AMOUNT OF
FEE THAT COULD CONSTRUCT
ONE LANE MILE OF ROADWAY IN
1989 CAN CONSTRUCT 0.24
LANE MILES IN 2025.

A separate technical memorandum details the process used to estimate the cost to construct a lane-mile of roadway facility. This process is consistent with the process used to estimate the construction costs in 1989 and 2014, with the costs from 1989, 2014 and 2025 summarized in **Table 2**. These costs include all the factors noted above.

Table 2. Construction Costs – 1989 to 2025

	1989	2014	2025	Overall Increase
Cost Per Lane Mile	\$1,443,670	\$3,616,800	\$5,962,510	313%
Annualized Increases	3.7% (compounded annual growth rate between 1989 and 2014)		5.9% (compounded annual growth rate between 2014 and 2025)	

Source: 2014 Multi-Modal Impact Fee Study, Fehr & Peers.

Between 1989 and 2025, the cost to construct a lane-mile of roadway increased by 313% overall, with an annual increase of approximately 3.7% between 1989 and 2014, and 5.9% between 2014 and 2025. Construction costs have increased at a greater rate than overall inflation due to several factors, including changes in design standards and environmental regulations, rising materials costs, especially concrete, steel, and fuel, and labor cost increases in the construction sector. Additionally, the cost to acquire right-of-way in urban areas has also increased at a faster rate than overall inflation. Based on the increases in construction costs between 1989 and 2025, the amount of fee that could construct 1 lane-mile of road in 1989 can construct 0.24 lane-miles in 2025.

Population Increase

As the population increases and demand for goods and services grows, so does the pressure on the transportation system. The City of Tampa serves as a regional employment hub, with people traveling from the surrounding communities and outside Hillsborough County for work opportunities in the city. Therefore, it is important to look at population growth within Tampa in conjunction with employment growth, as well as consider the population and employment densities within the city as compared to the county. Data related to the number of jobs in the region is available from Longitudinal Employer-Household Dynamics (LEHD) data, maintained by the US Census Bureau. Data in a consistently collected and readily available back to the early 2000s, with data reflective statewide, county, and city population and employment presented in **Table 3** for 2005 to 2022. During this time period, the population of Hillsborough County grew at a faster pace than the state. Job growth within Tampa significantly outpaced the statewide average and was also higher than the Hillsborough County Average.

Table 3. Population and Jobs Growth – 2005 to 2022

	2005	2010	2015	2020	2022	Growth (2005– 2022)
Total Population						
State of Florida	17,789,864	18,801,310	20,219,111	21,538,187	22,244,823	25%
Hillsborough County	1,120,626	1,229,226	1,325,563	1,459,762	1,513,301	35%
City of Tampa	326,157	335,709	317,732	384,959	398,173	22%
Total Jobs						
State of Florida	7,505,164	7,086,333	8,010,018	8,552,070	9,238,844	23%
Hillsborough County	583,594	560,005	670,981	732,948	789,865	35%
City of Tampa	276,939	285,678	331,100	353,372	387,179	40%
Total Jobs and Population						
State of Florida	25,295,028	25,887,643	28,229,129	30,090,257	31,483,667	24%
Hillsborough County	1,704,220	1,789,231	1,996,544	2,192,710	2,303,166	35%
City of Tampa	603,096	621,387	648,832	738,331	785,352	30%

Source: LEHD and Census Data.

When considering both employment and population growth, the City of Tampa grew at a faster pace than the statewide average and contributed significantly to the overall growth within Hillsborough County, although the overall number of residents and jobs in the county grew at a slightly higher rate than the city. Hillsborough County experienced a higher percentage of growth given the population and jobs density of the overall county, as compared to the city. The City of Tampa is approximately 113.4 square miles (when excluding waterways) and Hillsborough County is approximately 1,020 square miles (when excluding waterways). As shown in **Table 4**, the job and population density in Hillsborough County increased from about 1,671 residents and jobs per square mile in 2005 to about 2,258 residents and jobs per square mile in 2022. In this same time frame, the number of residents and jobs per square mile increased in Tampa from 5,318 to 6,926, placing more pressure on the transportation system within the City of Tampa.

Table 4. Job and Population Density Per Square Mile – 2005 to 2022

	2005	2010	2015	2020	2022
Hillsborough County	1,671	1,754	1,957	2,150	2,258
City of Tampa	5,318	5,480	5,722	6,511	6,926

Source: LEHD and Census Data.



CONTINUED GROWTH:
COMPREHENSIVE PLAN
ANTICIPATES ADDING
100,000 NEW RESIDENTS
AND 250,000 NEW JOBS
BY 2045.

This pressure is likely to be exacerbated in the coming years with expected growth. Based on data from the City of Tampa Comprehensive Plan Update, significant new growth is expected within the city over the next 20 years, with the potential for 100,000 new residents and 250,000 new jobs by 2045. Significant investments in the transportation system are needed to fund the multi-modal transportation system needed to accommodate this growth as well as continue to provide mobility options to existing residents and people who work in the

city. Consistent with the 1989 fee program, modifying the fee to reflect current construction costs would ensure that new development contributes their fair share towards development of a multi-modal transportation system to accommodate new demand.

Vehicle Miles of Travel

One way to measure the utilization of the transportation system is through a vehicle mile of travel (VMT) metric. This is a measurement of the total distance traveled by all vehicles within a specific geographic area, typically on a daily or annual basis. When normalized by the number of people and jobs in a community, it can also be a measure of how efficient your transportation system is, as a lower VMT per capita (the sum of residents and jobs) can be indicative of a transportation system with shorter trips and use other travel modes. A higher VMT per capita can be indicative of dispersed land uses that have longer travel



INCREASING DEMAND:
VEHICLE MILES OF
TRAVEL CONTINUES TO
GROW IN THE REGION.

distances between them. The Florida Department of Transportation estimates the amount of VMT on roadways throughout the state by county; the regional travel model was used to estimate the amount of VMT on roadways within Tampa as a proportion of travel in Hillsborough County. The data is presented in **Table 6** for the total vehicle miles of travel, and in **Table 7** normalized by the population and number of jobs. While the absolute amount of vehicle miles of travel is growing in the region, with Hillsborough County growth slightly higher than the statewide average, overall, VMT on a per capita basis is generally declining, showing that investments in multi-modal transportation systems can help improve mobility for all within the region. The VMT per capita is higher in Tampa than in Hillsborough County overall due to the high concentration of jobs in Tampa and longer commute trips from within unincorporated Hillsborough County and other neighboring counties.

Table 5. Vehicle Miles of Travel – 2005 to 2022

	2005	2010	2015	2020	2022	Growth
Florida	550,614,540	536,315,479	566,360,175	568,782,402	623,992,155	13%
Hillsborough County	34,873,025	34,745,256	36,696,436	36,334,029	40,140,218	15%
City of Tampa	13,572,581	14,023,185	14,542,798	13,556,226	14,976,315	10%

Source: FDOT.

Table 6. Vehicle Miles of Travel per Capita – 2005 to 2022

	2005	2010	2015	2020	2022	Growth
Florida	21.8	20.7	20.1	18.9	19.8	-9%
Hillsborough County	20.5	19.4	18.4	16.6	17.4	-15%
City of Tampa	22.5	22.6	22.4	18.4	19.1	-15%

Source: FDOT, Census, Fehr & Peers.

Congestion Growth

The Hillsborough TPO prepares a Roadway Level of Service Report to document the operating conditions of roadways within Hillsborough County, including roads operated and maintained by the Florida Department of Transportation (FDOT), Hillsborough County, the Tampa-Hillsborough Expressway Authority, the City of Tampa and Temple Terrace. The analysis is based on traffic counts, with analysis conducted to document the peak hour, peak direction level of service (LOS) based on the FDOT Generalized Level of Service (LOS) tables. Six levels of service are defined for



THE NUMBER OF
ROADWAYS IN THE CITY
OPERATING AT OR
BEYOND CAPACITY IS
INCREASING

people driving, ranging from LOS A (free-flow conditions) to LOS F (over capacity conditions). LOS E corresponds to operations “at capacity.” When volumes exceed capacity, stop-and-go conditions result, and operations are designated LOS F. When not contrary to other city goals, the City of Tampa strives to maintain LOS E or better operations.

The percentage of roadways by functional classification operating at LOS A–C, LOS D, LOS E and LOS F is presented in **Table 8**, which shows that most roadways owned and operated by Tampa operate at LOS D or better (meaning generally low levels of congestion for people driving); however, between 2015 and 2022, the percentage of roadway miles within the city that operates at LOS E or F has increased from about 4% of roads in 2015 to about 7% of roads in 2022, with more roads operating beyond their capacity. Without increased investment in multi-modal transportation, additional development without a commensurate increase in multi-modal transportation options, will lead to more roadways operating at or beyond capacity during peak hours.

Table 7. Percent of Roadways by Level of Service – 2015 and 2022

Roadway Type	LOS A – C		LOS D		LOS E		LOS F	
	2015	2022	2015	2022	2015	2022	2015	2022
Arterials	73%	74%	27%	23%	0%	0%	0%	3%
Collectors	64%	64%	31%	29%	3%	1%	1%	7%
Others	78%	78%	15%	16%	7%	6%	0%	0%
Total	66%	66%	30%	27%	3%	1%	1%	6%

Source: Hillsborough TPO, Fehr & Peers.

In addition to data developed by the Hillsborough TPO, the Texas A&M Transportation Institute prepares an Urban Mobility Report, which was first published in 1987 to track traffic congestion in Metropolitan Statistical Areas (MSAs), including the Tampa – St. Petersburg Area. While this data encompasses all of the Tampa Bay area, including roads maintained and operated by FDOT and the Counties included in the MSA, the trends show that throughout the region, the person hours of delay has increased by 233% between 1989 and 2022, and the travel time index, which is the ratio of the travel time during the peak period to the time required to make the same trip at free-flow speeds, has increased from 1.14 to 1.24 between 1989 and 2022. This means that a trip that would take 20 minutes without any congestion, took approximately 23 minutes in 1989 and approximately 25 minutes in 2022. The Federal Highway Administration has published similar congestion reports for the region with similar findings.

Other Funding

Capacity expansion, maintenance and operations of the transportation system are funded by a wide variety of sources, including:

- Gas tax (federal, state and local)
- Dedicated transportation sales taxes
- Grants
- General Fund
- Mitigation Fees
- Developer Agreements



FUNDING UNCERTAINTY:
OTHER FUNDING SOURCES
ARE DECLINING

Depending on the funding mechanism, these funds flow to the city directly as well as indirectly through the Hillsborough TPO and FDOT.

Gas Tax

Since the 1990's, vehicles have been becoming increasingly more fuel efficient, with overall fleet of light-duty vehicles 16.5% more efficient in 2023 than 1990. This trend is expected to continue, especially as electric vehicles and hybrid vehicles comprise a greater share of the vehicle fleet. The staff analysis for House Bill 107 in the 2024 legislative session (which was ultimately not enacted) noted that over the next 20 years, the revenue loss to the state due to increased EV penetration could range from 5.6% to 20%, depending on the ultimate market penetration. The bill would have also authorized the legislature to explore other ways to backfill the expected loss in gas tax revenues, including additional registration fees for electric vehicles and plug-in hybrid electric vehicles, a kilowatt hour excise tax at public charging stations, road usage charge or general taxation of electricity at the household level. As this bill did not pass in 2024 and a similar bill did not pass in 2025, a mechanism to backfill the projected revenue losses from increasing fuel efficiency and greater share of electric vehicles has not been identified.

Dedicated Transportation Sales Taxes

Many counties and cities within the State of Florida have a dedicated transportation sales tax that funds the ongoing operations and maintenance of the system as well as capital projects. Hillsborough County has attempted on multiple occasions to pass a dedicated transportation sales tax, with a sales tax measure approved by voters in 2018. In 2021, the Florida Supreme Court ruled that the tax was unconstitutional because it limited the county commission's discretion over spending. It is uncertain if a sales tax measure would be brought to the voters in future elections.

Grants

Federal grants have been a source of funding for transportation system improvements within Tampa through programs such as the Safe Streets and Roads for All (SS4A) and Rebuilding American Infrastructure with Sustainability and Equity (RAISE). The RAISE grant program was originally established in 2009 through the Transportation Investment Generating Economic Recovery (TIGER) program under the American Recovery and Reinvestment Act and rebranded as RAISE in 2021 by the Biden Administration. The SS4A program was established through the Bipartisan Infrastructure Law in

2021, with funding allocated through 2026. It is uncertain if these grant programs will continue beyond their current horizon, the extent that they will be funded, and if the City of Tampa will be awarded additional grant funds.

General Fund

The General Fund is the main operating account for the city, paying for a wide range of essential and discretionary services, like police, fire, street maintenance, water, wastewater, public improvements, parks, and administrative functions. It is funded primarily by various local taxes, including property taxes, sales taxes, and the local option gas tax funds, and is used to cover the day-to-day and long-term operations of the city. Cities are required to operate with a balanced budget. Without a dedicated transportation sales tax, minimal funds are available from the general fund for transportation system capacity improvements.

Mitigation Fees and Developer Agreements

Transportation improvements can also be identified through the development review process, with some developers being required to conduct a transportation impact assessment to evaluate the impacts of their development on the transportation system (if the development meets certain requirements), and either pay a proportionate share of improvements or construct improvements deemed necessary by the city. This process can be time-consuming and have uncertain outcomes for both the development community and the city.

Comparison to Other Fees

Fehr & Peers conducted a comparison of City of Tampa impact fees to other jurisdictions within the State of Florida. Overall, transportation impact fees charged by the City of Tampa are significantly lower than neighboring communities, including unincorporated Hillsborough County. A sampling of the fee comparison for five major land use categories is presented in **Table 8**. Since the City of Tampa has multiple fee districts, the comparison shown here is the average of all fee districts. As shown in **Table 8**, the mobility fee paid by development within the City of Tampa is one of the lowest transportation impact fees charged in the state, with fees charged by Hillsborough County in Urban Contexts 2 to 6 times higher than City of Tampa for most common land uses, except office.



COMPARISON TO OTHERS:
TRANSPORTATION IMPACT
FEE FOR A SINGLE-FAMILY
HOME IN HILLSBOROUGH
COUNTY IS 4 TIMES GREATER
THAN TAMPA, AND FOR A
MULTIFAMILY HOME IS 6 TIMES
GREATER.

Table 8. Fee Comparison by Jurisdiction

Jurisdiction	Single-Family Detached (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
City of Tampa (Average of all Districts)	\$1,772	\$914	\$4,502	\$3,200	\$1,399
Hillsborough County Urban – 2022	\$9,183	\$6,661	\$8,336	\$13,562	\$4,230
Hillsborough County Rural – 2022	\$13,038	\$9,445	\$11,777	\$15,962	\$5,982
City of Orlando (Downtown)	\$4,973	3,426	\$4,848	\$3,418	\$2,224
City of Orlando (Other)	\$5,645	3,883	\$5,516	\$5,516	\$2,524
Orange County Urban – 2025	\$9,085	\$6,563	\$8,990	\$11,111	\$3,446
Palm Beach Gardens – 2024	\$5,823	\$3,835	\$3,978	\$8,931	\$3,212
City of Sarasota Urban Infill – 2025	\$2,593	\$1,244	\$1,955	\$4,466	\$701
Osceola County Mixed-use – 2024	\$7,499	\$5,815	\$4,518	\$10,387	\$1,132
St. Augustine – 2022	\$2,625	\$1,260	\$1,620	\$1,710	\$580
Bradenton – 2021	\$1,800	\$864	\$1,120	\$2,610	\$410

Source: Fehr & Peers, City of Tampa.

Extraordinary Circumstances Finding

The purpose of this memorandum is to provide evidence of the **demonstrated need** required to allow for an increase in the current multi-modal transportation impact fee beyond the phase-in limitations set by section 163.31801 of Florida’s Impact Fee Act. The fee was established in 1989 and has not been increased since that time.

Results of the analysis show that:

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 0.24 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.

Based on the analysis contained in this technical memorandum, we conclude the following:

- Extraordinary circumstances relating to Transportation Infrastructure which, if unaddressed, result in conditions injurious to the public health, safety, morals, and welfare of the residents, threatening the sound growth of the region.
- Extraordinary circumstances create an economic and social liability by hindering industrial, commercial, office or residential development, reducing employment opportunities, and negatively impacting construction.
- Extraordinary circumstances exist necessitating the imposition of mobility fees exceeding the phase-limitations established in F.S. §163.31801.

This demonstrated need study meets the requirements of F.S. §163.31801 to provide the City Council with the **option** to consider increasing impact fees beyond the new phase-in limitations. The required public workshops were held on September 25th and October 30th, 2025.

This completes the Demonstrated Need Study for the City of Tampa Multi-Modal Fee Update process. If you have any questions, please contact Kathrin Tellez at k.tellez@fehrandpeers.com.

Appendix D. Policy Framework

Draft Memo

Date: November 4, 2025
To: Jae-Sang Lee, City of Tampa
From: Kathrin Tellez, Beneetta Mary Jose, Fehr & Peers
Subject: **City of Tampa Multi-Modal Fee Update – Policy Framework**

OR22-0029

Introduction

The purpose of this memorandum is to document the policy framework that the City of Tampa has established in support of developing a multi-modal transportation system and imposition of a multi-modal impact fee. The documents that are reviewed include:

1. Florida State Statutes §163.32801 Impact Fee Regulation and §163.3180 Concurrency
2. City of Tampa Code of Ordinance
3. City of Tampa Comprehensive Plan– Imagine 2040
4. Access 2050: Long Range Transportation Plan
5. Vision Zero Safety Action Plan
6. Mobility Plan (Tampa Moves)
7. Climate Action and Equity Plan
8. Capital Improvement Program

What is a Multi-Modal Impact Fee?

A multi-modal impact fee is assessed by local governments on new development to help fund the cost of transportation infrastructure improvements needed to accommodate that development, including roadways, sidewalks, bicycling facilities, and capital transit facilities, such as bus shelters. Fees are typically paid at the time of building permit issuance and are designed to offset the financial impact new development has on public infrastructure. Impact fees must be proportionately related to the impact of new development and cannot be used to fix existing transportation system deficiencies. This ensures that existing residents do not pay for the cost of infrastructure to support new development, and developers are not paying for transportation capacity needed to accommodate travel demand without their project.

The City of Tampa multi-modal fee is based on the premise that new development benefits from all aspects of the transportation system provided in the city, including the roadway, transit, pedestrian, bicycle and trail networks, and that there is a desire to provide capital funding through the fee for all

aspects of the transportation system. Excluded from this fee are rail systems, interstate facilities, and toll facilities.

Florida State Statutes 2024

F.S. 163.3180 establishes the framework for concurrency, requiring that certain public facilities, including transportation facilities when locally applied, be in place or financially feasible to support new development at adopted levels of service. While the statute does not mandate impact fees, it connects to them by allowing local governments to use impact fees as a mechanism to fund infrastructure needed to meet concurrency requirements. The statute also encourages local governments to adopt alternative, fee-based transportation systems aligned with the Florida Impact Fee Act (F.S. 163.31801) and requires interlocal agreements between counties and municipalities that both charge transportation capacity fees to coordinate mitigation, distribute revenues fairly, and avoid double-charging developers.

The Florida Impact Fee Act (F.S. 163.31801) establishes statewide requirements for adopting, calculating, collecting, and using impact fees to ensure they remain a legally defensible funding source for infrastructure needed to support growth. The Act recognizes impact fees as an extension of local governments' home rule powers and requires that they be based on recent, localized data using studies completed within the past four years and adopted within 12 months if fees are increased. Impact fee revenues and expenditure must be tracked in a separate accounting fund, with administrative charges limited to the actual cost of collection. Fees may only be collected upon building permit issuance and must have a rational nexus to the need for additional capital facilities generated by new development and the benefits provided to that development. Funds must be specifically earmarked for acquiring, constructing, or improving capital facilities for new users and may not be used to pay existing debt or previously approved projects unless the expenditure is reasonably connected to new growth.

The Act requires local governments to provide dollar-for-dollar credits for developer contributions toward infrastructure improvements and imposes strict limits on how frequently and by how much impact fees can be increased, with phased implementation for increases up to 50% unless an extraordinary need is demonstrated through a study and public workshops. Local governments must submit an annual affidavit verifying that impact fees were collected and spent in compliance with the law, and the burden of proof in legal challenges rests with the government. Impact fee credits may be transferred within the same or adjoining fee districts. Additionally, the Act permits exceptions or waivers for affordable housing without requiring offsetting revenues, excludes water and sewer connection fees, and requires detailed annual reporting on the purpose, calculation, amounts charged, and any exemptions under each impact fee program.

City of Tampa Code of Ordinance

Sections 25-68 through 25-74 of the ordinance outline Tampa's multi-modal transportation impact fee system, which applies to developments that increase travel demand. Fees must be paid before building permits or certificates of occupancy are issued and are calculated based on a district-specific schedule. If the fee payer opts out of the multi-modal impact fee, they shall prepare and submit an independent fee calculation study for the land development activity for which the building permit is sought. There are six impact fee districts- Interbay, Westshore, Central Business District, Central East, North Central and University North. Collected fees go into the impact fee district trust

funds for transportation improvements with up to 2% retained for administrative costs. Funds must benefit the district of origin or nearby areas (not more than 1 mile from the boundary of the district in which funds are collected), and spending on county or state roads facilities requires formal agreements.

Exemptions apply for minor alterations, replacement of a building structure with new structure or building, small expansions, public facilities, and nonprofit colleges. Credits are available for approved roadway improvements or land dedications tied to the city's Capital Improvement Projects, based on documented costs or appraised land value. Developers must apply and finalize a credit agreement before receiving permits or occupancy. If the city later requests improvements, credits may be granted through a negotiated agreement. Approved credit agreements are submitted to city council, executed by the mayor, and recorded publicly. Preexisting agreements may be honored if validated or updated. Credits are tracked in a city ledger and may be transferred within or between districts if the receiving parcel benefits from the original improvement, with transfers requiring notarized documentation. Credits from cash contributions under development orders follow the terms of those orders or standard procedures if unspecified.

Comprehensive Plan 2040

Tampa's current Comprehensive Plan, *Imagine 2040*, which was first adopted in 2016 and last amended in January 2024, with primary mobility goals of improving transportation choice and improving transportation safety outcomes. This plan is currently being updated to a horizon year of 2045 and the connection of the Comprehensive Plan and other pending plan updates to the Multi-Modal Impact Fee are identified below.

The Land Use chapter goals and objectives align with developing a robust multi-modal transportation system, including an emphasis on human scale design, and connecting communities through bicycle, pedestrian, and transit networks. The chapter recognizes the importance of streetscapes, mixed-use corridors, and a safe transportation system in creating vibrant, livable, healthy, communities.

The Mobility chapter identifies primary goals of developing a safe, comprehensive transportation system, including several goals related to establishing a safe, livable, multi-modal transportation system that emphasizes walking, biking, and transit. There are some policies that could conflict with multi-modal goals, including only having vehicle level of service (LOS) standards for vehicle travel. Adding performance standards for other travel modes and identifying which travel modes have priority, which may vary by location within the city, could help develop a more balanced transportation system.

Imagine 2040 specifies a LOS standard of LOS D for vehicles and transit. While bicycle and pedestrian facilities are emphasized, there is no prescribed unit of measurement for these facilities. Additionally, reducing vehicle delay can typically involve widening an intersection or roadway. Roadway widening can lead to longer crossing times for bicycles and pedestrians, higher vehicle speeds, particularly during uncongested periods, and increase the potential for conflict between people walking and bicycling and people in vehicles. Many roadways in Tampa have been improved to the full extent allowed by the existing right-of-way and are not expected to be widened further, even if deficient operations are experienced. Providing some guidance to help balance modal tradeoffs and/or better measure the potential benefits of non-auto infrastructure on the overall transportation system, could encourage a wider range of transportation system improvements.

The Plan also provides goals related to reducing crashes in the city. The City's Vision Zero Action Plan was adopted in 2021 and established a goal of zero fatalities and serious injuries on Tampa streets, superseding the goals of the Comprehensive Plan.

The Community Planning section articulates distinct goals for different neighborhoods within the city. As each neighborhood has their own unique character, urban form, and population characteristics, there are differences in the overall vision and goals. Some commonalities include goals related to a coordinated circulation system that fits the character of each neighborhood, including incorporating bicycle facilities, wide sidewalks, and on-street parking, in addition to appropriate scale lighting, landscaping, and a mixture of land uses at densities appropriate for the neighborhood.

The Environmental section has a policy related to prioritizing traffic flow as a way of reducing air pollution. While congested areas can have higher levels of air pollution, increasing vehicle capacity generally also increases vehicle demand, ultimately increasing vehicle emissions. The Environmental section also has a policy related to promoting transportation demand management solutions such as carpooling and flexible work hours.

The Public School Facilities section of Imagine 2040 has several policies related to bicycle and pedestrian access to schools which are primarily related to developing safe walking and biking access to schools.

Finally, the Capital Improvements Section has several multi-

modal objectives including an objective that new development should pay its proportionate fair share of facility improvements necessitated by the development. Another policy directs verifying the transportation impact fees are sufficient to address the pro rata share of transportation improvement costs necessitated by new development. There is also objective that aims to dedicate financial resources to meet LOS standards for people driving; it is expected that LOS standards within the updated Comprehensive Plan will evolve to incorporate other travel modes. While these policies do not explicitly promote walking and bicycling facilities, they are incorporated as standard features of new and upgraded roadways.

The Recreation and Open Space chapter provides park and open space goals. There are also policies related to the provision of bicycling and pedestrian access to parks, with an emphasis on neighborhood parks.

Live Grow Thrive 2045: Tampa Comprehensive Plan Update

Tampa is currently updating the comprehensive plan to reflect a horizon year of 2045, with that plan expected to accommodate over 108,000 new residents, 77,000 new dwelling units, and 258,000 new jobs within City limits. The Vision Statement and corresponding themes established at the outset of the project aligns with the goals of the mobility fee framework (select themes noted below):

- All residents have equitable access to a high quality of life and opportunity, regardless of background.
- Neighborhoods are complete with a variety of housing types, services, and jobs within a walkable environment.
- Transportation is safe, accessible, connected, and convenient.

- Resiliency enables the community to recover from and mitigate the effects of climate change, extreme weather events, and other hazards.
- Land and public resources are used efficiently, and infrastructure is reliable and connected.

The 2045 Plan is expected to be completed by Winter of 2026, and the land use projections and transportation system improvements identified through this plan, along with an accompanying mobility plan, will support the calculation and legal defensibility of the proposed mobility fee program.

Access 2050: Long Range Transportation Plan

The Access 2050 Long Range Transportation Plan, developed by the Hillsborough Transportation Planning Organization (TPO), provides a critical foundation for shaping Hillsborough County's mobility framework by identifying long-term transportation needs and funding priorities through 2050. With \$47 billion in projected infrastructure needs but only \$18 billion in available funding, Access 2050 underscores the necessity of additional local funding tools, such as multi-modal fees, to close funding gaps and deliver high-impact projects. The plan envisions a connected, multi-modal transportation network for the Tampa Bay Area, structured around five goals: Smart Cities, State of Good Repair and Resilience, Vision Zero, Real Choices When Not Driving, and Major Projects for Economic Growth. Targets include reducing total crashes by 33% (including a 34% reduction in bicycle crashes, 60% reduction in pedestrian crashes, and 35% reduction in fatal and injury crashes), expanding frequent bus service by 44 miles to serve 40% of the county's population within a quarter mile of high-frequency transit, and alleviating congestion on critical corridors.

Although Access 2050 does not explicitly call out multi-modal fees, achieving its safety, equity, and connectivity goals will require sustainable funding sources that can support infrastructure for safer, more resilient, and multi-modal transportation as the region grows. Mobility fees, with their flexibility to fund roadway, transit, bike, and pedestrian improvements, offer a practical mechanism to ensure that new development pays its fair share for system upgrades that align with regional priorities. The plan's emphasis on equity, safety, and resilience suggests that mobility fees should be structured to fund improvements in underserved and high-growth areas such as South County where congestion and infrastructure demands are most acute. Furthermore, Vision Zero and state of good repair initiatives highlight the importance of using mobility fees to advance safe, well-maintained, and climate-resilient infrastructure. Only projects within the City of Tampa city limits from Access 2050 would be eligible for partial funding through multi-modal impact fees.

Vision Zero Plan

Vision Zero is the goal of eliminating traffic related injuries and fatalities. It focuses on a Safe System approach, which promotes shared responsibility between vehicles, speeds, street design, post-crash care, and road users. Because vulnerable road users, bicyclists, and pedestrians, are disproportionately killed and severely injured, a vision zero plan necessitates multi-modal planning. The City of Tampa's Vision Zero Action Plan is organized into three primary actions:

1. Understand community concerns and priorities
2. Evaluate crash data and identify trends
3. Strategize with the Vision Zero Task Force

Some of the strategies for the Vision Zero Action Plan include expanding the city's walk, bike, and transit network and prioritizing people walking and biking. Another strategy is to update the city's codes, ordinances, and plans to support Vision Zero. Transportation system improvements aimed at reducing the number of severe and fatal injury crashes within the City of Tampa, while providing improved transportation choice, are key components of the 2045 Comprehensive Plan update and accompanying mobility plan.

Mobility Plan (Tampa MOVES)

Tampa MOVES, Tampa's Mobility Plan, was published July 2023, and includes two parts – the State of Mobility in Tampa and Tampa's Mobility Vision. The policy framework focuses on context sensitive design, sustainable growth, and prioritizing multi-modal mobility, with the plan is centered on five guiding principles:

- **M**obility – everyone should have access to quality transportation choices.
- **O**ppportunity – connect people to jobs and economic opportunities.
- **V**ision – be visionary and dream big! Create a healthy, sustainable, and resilient future.
- **E**quity – remove barriers and improve transportation for people who need it most.
- **S**afety – safety is our first priority. One death or injury is one too many.

These guiding principles are further refined into six focus areas:

- **Invest in Our Existing Assets.** Support our existing maintenance demands and put back our transportation infrastructure better and safer than before.
- **Complete the Multi-Modal Network.** Fill sidewalk gaps, build more crosswalks and ADA-compliant curb ramps, and develop an accessible low-stress bicycle network throughout the city.
- **Create Streets as Places.** Recognize that streets are for more than just drivers by focusing on context sensitive street design that encourages mixed-use development and cultural growth.
- **Make Streets Safer for Everyone.** Work towards Vision Zero through quick-build solutions on the high-injury network, safe routes to places, and managing vehicular speeds through traffic calming.
- **Support Effective Transit.** Continue to support a robust public transit system through transit-supportive roadway design and land use planning, seeking transit grant funding, and collaboration with HART and Countywide initiatives.
- **Manage Congestion.** Leverage technology, including connected vehicles, signal timing improvements, and other optimization efforts to manage congestion and improve travel time reliability.

The mobility plan identifies specific transportation system projects in these focus areas – projects that increase person-trip capacity to accommodate new trips can be funded through multi-modal impact fees, while projects aim at maintaining existing assets cannot be funded through impact fees. The project types encompass a range of initiatives designed to advance community goals, including completing the multi-modal network, enhancing safety for all users, repurposing streets to prioritize people, managing congestion, and supporting effective transit operations. To efficiently deliver these improvements, the projects have been organized into four implementation tiers:

- **Tier 1: Quick-build projects**, which can be completed quickly using low-cost materials and methods.

- **Tier 2: Concrete and/or signal work**, involving more permanent improvements like curb extensions, ADA ramp upgrades, and signal modifications to improve safety and operations.
- **Tier 3: Resurfacing projects**, which provide opportunities to implement multi-modal enhancements as part of routine pavement maintenance while addressing surface conditions.
- **Tier 4: New construction or reconstruction projects**, which require significant investment to build or rebuild streets, often including major infrastructure changes to support long-term multi-modal goals.

Based on these categories, a total of 411 projects were identified, with the top 41 priority projects identified for implementation as summarized in **Table 1**.

Table 1. Tampa Moves Top Projects

#	Street	Project Description	Tier	Transportation Fee District
1	S West Shore Blvd from Interbay Blvd to W Gandy Blvd	Create a low stress bicycle facility, add enhanced pedestrian crossings, increase signal density, add speed management treatments, and fill sidewalk gaps	N/A	Interbay District 25.1C
2	E Columbus Dr (south segment) from N 50 th St to E Columbus Dr	Create a low stress bicycle facility, add enhanced pedestrian crossings, improve transit efficiency, and add safety and speed management treatments	Tier 2 – Concrete and/or signal work	Central East District 25.1B, East Tampa District 25.1G
3	N Marion St from W Kennedy Blvd to Kay St	Create a low stress bicycle facility, add enhanced pedestrian crossings, add safety and speed management treatments, and incorporate placemaking treatments	Tier 2 – Concrete and/or signal work	Central Business District 25.1A
4	S Franklin St from Water St to Whiting St	Add enhanced pedestrian crossings, add safety treatments, improve streetcar operations, and incorporate placemaking treatments	Tier 2 – Concrete and/or signal work	Central Business District 25.1A
5	E Bougainvillea Ave from N Blvd to N Nebraska Ave	Create a low stress bicycle facility, add enhanced pedestrian crossings, fill sidewalk gaps, and improve traffic operations at signals	Tier 2 – Concrete and/or signal work	Central East District 25.1B, North Central District 25.1D
6	Nuccio Pkwy from N Nebraska Ave to E 7 th Ave	Add enhanced pedestrian crossings, speed management treatments, and placemaking treatments.	Tier 2 – Concrete and/or signal work	Ybor City District 25.1I, Central Business District 25.1A, East Tampa District 25.1G

#	Street	Project Description	Tier	Transportation Fee District
7	N Ashley Dr from Channelside Dr to W Kennedy Blvd	Create a low stress bicycle facility, add enhanced pedestrian crossings, improve signal operations, and integrate placemaking treatments	Tier 2 – Concrete and/or signal work	Central Business District 25.1A
8	E Bougainvillea Ave from Nebraska Ave to N 15 th St	Create a low stress bicycle facility, add enhanced pedestrian crossings, and fill sidewalk gaps	Tier 2 – Concrete and/or signal work	North Central District 25.1D
9	W Laurel St from N Blvd to N Tampa St	Add enhanced pedestrian crossings, speed management treatments, and integrate placemaking treatments	Tier 2 – Concrete and/or signal work	Central Business District 25.1A, Central East District 25.1B
10	N Himes Ave from W Dr Martin Luther King Jr Blvd to N Louis XIV Ct	Create a low stress bicycle facility, add enhanced pedestrian crossings, add speed management treatments, and fill sidewalk gaps	Tier 2 – Concrete and/or signal work	Westshore District 25.1F, Central East District 25.1B
11	E Columbus Dr from N 43 rd Ave to N 65 th St	Create a low stress bicycle facility, add enhanced pedestrian crossings, improve transit operations at signals, add safety treatments, and fill sidewalk gaps	Tier 2 – Concrete and/or signal work	Central East District 25.1B
12	W Cleveland St from S Armenia Ave to S Willow Ave	Upgrade bicycle facility with physical separator, add enhanced pedestrian crossings and safety treatments, improve signal operations for transit, and integrate placemaking treatments	Tier 2 – Concrete and/or signal work	Interbay District 25.1C
13	N Blvd from W Cass St to W Green St	Add enhanced pedestrian crossings and safety treatments and improve signal operations for transit	Tier 2 – Concrete and/or signal work	Central East District 25.1B
14	E Madison St from N Ashley Dr to N Pierce St	Add enhanced pedestrian crossings, safety treatments, and speed management treatments and integrate placemaking treatments	Tier 2 – Concrete and/or signal work	Central Business District 25.1A
15	S Manhattan Ave from Interbay Blvd to W Gandy Blvd	Resurface, extend existing low stress bicycle facility, add enhanced pedestrian crossings, and improve signal operations	Tier 2 – Concrete and/or signal work	Interbay District 25.1C

#	Street	Project Description	Tier	Transportation Fee District
16	N Orange Ave from E Cass St to E Scott St	Consider reallocating space to support speed management and placemaking, add enhanced pedestrian crossings	Tier 2 – Concrete and/or signal work	Central Business District 25.1A
17	E Tyler St from W Cass St to N Pierce St	TSMO, add speed management treatments, add placemaking	Tier 2 – Concrete and/or signal work	Central Business District 25.1A
18	N Blvd from W Kennedy Blvd to W Cass St	Quick build study – add pedestrian crossings, add transit operational strategies, intersection safety treatments	Tier 2 – Concrete and/or signal work	Central East District 25.1B
19	W County Club Dr from N Forest Hills Dr to N Florida Ave	Add trail, lower speed and implement shared street, add pedestrian crossing(s)	Tier 2 – Concrete and/or signal work	Central East District 25.1B
20	E Linebaugh Ave from N Blvd to N Nebraska Ave	Add pedestrian crossing(s)	Tier 2 – Concrete and/or signal work	Central East District 25.1B, North Central District 25.1D
21	N 15th St from E 109 th Ave to E Flower Ave	Resurface N 15th St to create a low stress bicycle facility with enhanced crossings	Tier 3 – Resurfacing	North Central District 25.1D
22	N Blvd from W Green St to W Dr. Martin Luther King Jr. Blvd	Resurface N Blvd to create a low stress bicycle facility with enhanced pedestrian crossings, spot medians, and placemaking treatments	Tier 3 – Resurfacing	Central East District 25.1B
23	N Jefferson St from Channelside Dr to Cass St	Reallocate space to create a separated bike lane and turn lanes, add enhanced pedestrian crossings, add safety treatments, improve signal operations, and incorporate placemaking treatments	Tier 3 – Resurfacing	Central Business District 25.1A
24	E Yukon St from N Florida Ave to N Nebraska Ave	Resurface to create a low stress bicycle facility, add enhanced pedestrian crossings, and fill sidewalk gaps	Tier 3 – Resurfacing	Central East District 25.1B
25	E Osborne from N Central Ave to Ashland Dr	Resurface to create a low stress bicycle facility, add enhanced pedestrian crossings, and fill sidewalk gaps	Tier 3 – Resurfacing	Central East District 25.1B, East Tampa District 25.1G

#	Street	Project Description	Tier	Transportation Fee District
26	N Rome Ave from W Hillsborough Ave to W Kirby St	Resurface to create a low stress bicycle facility, add enhanced pedestrian crossings, and fill sidewalk gaps	Tier 3 – Resurfacing	Central East District 25.1B
27	W Cypress St from N Obrien St to N Himes Ave	Resurface with improvements to support future premium transit service including enhanced pedestrian crossings, speed management treatments, and improved signal operations	Tier 3 – Resurfacing	Westshore District 25.1F
28	Nuccio Pkwy from E 7 th Ave to E 13 th Ave	Reallocate space to create a separated bike lane with enhanced pedestrian crossings and speed management treatments	Tier 3 – Resurfacing	Ybor City District 25.1I, East Tampa District 25.1G
29	N 34th St from E 21 st Ave to E Dr. Martin Luther King Jr. Blvd.	Resurface, add enhanced pedestrian crossings, add speed management treatments, and fill sidewalk gaps	Tier 3 – Resurfacing	East Tampa District 25.1G
30	W Swann Ave from S Dale Mabry Hwy to Bayshore Blvd	Resurface to create a low stress bicycle facility, add enhanced pedestrian crossings, add safety treatments, fill sidewalk gaps, and incorporate placemaking treatments	Tier 3 – Resurfacing	Interbay District 25.1C
31	E Serena Dr from N 46 th St to W of N 52 th St	Resurface to create low stress bicycle facility with enhanced pedestrian crossings and speed management treatments	Tier 3 – Resurfacing	North Central District 25.1D
32	S MacDill Ave from W Gandy Blvd to W Bay to Bay Blvd	Resurface with enhanced pedestrian crossings, improve signal operations, fill sidewalk gaps, and incorporate placemaking treatments	Tier 3 – Resurfacing	Interbay District 25.1C
33	Channelside Dr from N 12 th St to Nuccio Pkwy	Resurface, widen sidewalk to create shared use path, add enhanced pedestrian crossings, and integrate placemaking treatments	Tier 3 – Resurfacing	Ybor City District 25.1I
34	Interbay Blvd from S Dale Mabry Hwy to Bayshore Blvd	Resurface, create a low stress bicycle facility, add enhanced pedestrian crossings, and add safety treatments	Tier 3 – Resurfacing	Interbay District 25.1C

#	Street	Project Description	Tier	Transportation Fee District
35	N 46th St from Riverhills Dr to E Fowler Ave	Resurface, add low stress bicycle facility, add enhanced pedestrian crossings, and add speed management treatments	Tier 3 – Resurfacing	Central East District 25.1B, North Central District 25.1D
36	N Rome Ave from W Dr Martin Luther King Jr. Blvd to W Hillsborough Ave	Add trail, lower speed and implement shared street	Tier 3 – Resurfacing	Central East District 25.1B
37	N Willow Ave from W Kennedy Blvd to W Main St	Create a low stress bicycle facility, add enhanced pedestrian crossings, fill sidewalk gaps, and incorporate placemaking treatments	Tier 4 – New construction/rec onstruction	Central East District 25.1B
38	S Hyde Park Ave from W De Leon St to W Kennedy Blvd	Review two-way operations with S Plant Ave. Create low stress bicycle facility, add enhanced pedestrian crossings and safety treatments, and integrate placemaking treatments	Tier 4 – New construction/rec onstruction	Interbay District 25.1C
39	W Cypress St from N Himes Ave to N Blvd	Resurface with improvements to support future premium transit service including enhanced pedestrian crossings, connected sidewalks, speed management treatments, and placemaking treatments	Tier 4 – New construction/rec onstruction	Central East District 25.1B
40	E Kay St from N Tampa St to N Morgan St	Add low stress bicycle facility, enhanced pedestrian crossings, and placemaking treatments	Tier 4 – New construction/rec onstruction	Central Business District 25.1A
41	S Plant Ave from W De Leon St to W Kennedy Blvd	Parking separated bike lane, TSMO, review of two-way operations, intersection safety treatments	Tier 4 – New construction/rec onstruction	Interbay District 25.1C

Source: Tampa Moves, 2023.

Climate Action and Equity Plan

Implementation of the City of Tampa *Climate Action and Equity Plan* will help the city be more adaptive and resilient to the effects of climate change. As transportation accounts for 46 percent of city-wide greenhouse gas production, reducing resident's reliance on vehicles and encouraging more sustainable forms of transportation are key goals of the plan, with specific actions including:

1. Implement strategic transit projects
2. Focus on trails and greenways as transportation options
3. Adopt Vision Zero as a city-wide policy
4. Reinvent parking and mobility
5. Enhance neighborhood engagement

The plan also builds on the Vision Zero plan and includes a strategy to “create safer, more comfortable streets, trails, and pedestrian-scale mobility environments”.

Capital Improvement Plan

A Capital Improvements Plan (CIP) is a strategic tool used by local governments to prioritize, schedule, and fund major public infrastructure projects ranging from roads and transit systems to water facilities, parks, and public buildings. It ensures that critical investments align with community growth and service demands. Multi-modal fees play a vital role in supporting the CIP by requiring new developments to contribute to the cost of expanding transportation infrastructure necessitated by increased population and traffic. These fees help ensure that growth pays for their increased demand on the transportation system, reducing the financial burden on existing residents while reinforcing the goals and projects identified in the CIP.

As of July 2025, there are 4 active projects partially funded by Multi-Modal Transportation Impact fee in the CIP. The four projects are:

1. Cleveland St and Rome Ave traffic signal: This project provides intersection improvements and new traffic signal. Project cost is \$586,089 and is currently in design phase with 90% design completion.
2. InVision Streetcar: This project provides for preliminary design of the InVision Streetcar extension and modernization. The project is in design phase with 30% design completion.
3. Platt St and Fremont Ave traffic signal: This project provides for the design of a new traffic signal based on a safety related warrant study. The project cost is \$500,603 and is in design phase with 90% design completion.
4. Sidewalks on Hubert St from W Cypress to W Main St: These projects provide for new sidewalks 2,000 ft in length and 5 feet in width along both sides of Hubert Ave, extending from W Cypress St to W Main St, as well as filling any sidewalk gaps within that range. These improvements will contribute to increased school and pedestrian safety, multi-modal network connection, and increased access to the local Loretta Ingraham Recreation Complex. The project cost is \$320,000 and is currently in the construction stage.

Transportation Impact Analysis and Mitigation Plan Procedures Manual

The transportation Impact Analysis and Mitigation Plan Procedures Manual (TIA) was last updated in 2011 with analysis requirements, thresholds, and resulting mitigation measures primarily focused on requiring development to mitigate *roadway system impacts*. The current guidelines generally base analysis requirements on the expected level of vehicle trip generation. While there are some requirements to consider non-auto travel modes and safety, there are not clear analysis procedures or impact thresholds for the evaluation of the non-auto roadway system.

In most cases, recommended improvements that result from an impact study tend to be vehicle capacity based for which a fair share contribution is then calculated. It can be challenging to require implementation of walking, biking, transit, traffic calming, safety, and other non-auto transportation system improvements as a part of development with the current structure of the guidelines. This provides an opportunity as the Comprehensive Plan is updated and the Mobility Plan is finalized to better align the impact study analysis requirements with the transportation vision of the city, as well as maintain the ability to collect proportionate shares. Additionally, the project list provided as a part of the final Tampa Moves Mobility Plan will provide an opportunity for developers to construct multi-modal improvements identified and receive a fee credit.

This completes the Policy framework for the City of Tampa Multi-Modal Fee Update process, which shows that the City of Tampa has a policy framework that is supportive of developing a multi-modal transportation system that provides additional travel choices to existing and future residents, employees and visitors to the city. If you have any questions, please contact Kathrin Tellez at k.tellez@fehrandpeers.com.

Appendix E. Travel Demand Characteristics

Draft Memo

Date: November 4, 2025

To: Jae-Sang Lee, City of Tampa

From: Kathrin Tellez, Fehr & Peers

Subject: City of Tampa Multi-Modal Fee Update Travel Characteristics

OR22-0029

Introduction

The purpose of this memorandum is to document the **travel demand** for new transportation infrastructure in the City of Tampa as a part of the Multi-Modal Transportation Impact Fee update. Multi-Modal impact fees are paid by new developments to fund the construction of transportation system improvements needed to accommodate increased demand from the new activity that will be generated by that development.

Determining the travel demand parameters is a key component of the multi-modal impact fee calculations. Trip generation rates by land use category are a reasonable measure of travel demand, or the desire for mobility by residents and workers to access homes, jobs, shopping, recreation, and other activities. There are several different components of travel demand that go into the multimodal impact fee calculation, including:

- Trip generation by land use
- Average trip length by trip type
- Proportion of travel that is new travel, rather than travel that is already on the roadway system
- Interstate and Toll Facility Demand
- Person Trip Generation

What is a Multi-Modal Impact Fee?

A multi-modal impact fee is assessed by local governments on new development to help fund the cost of transportation infrastructure improvements needed to accommodate that development, including roadways, sidewalks, bicycling facilities, and capital transit facilities, such as bus shelters. Fees are typically paid at the time of building permit issuance and are designed to offset the financial impact new development has on public infrastructure. Impact fees must be proportionately related to the impact of new development and cannot be used to fix existing transportation system deficiencies. This ensures that existing residents do not pay for the cost of infrastructure to support new development, and developers are not paying for transportation capacity needed to accommodate travel demand without their project.

The City of Tampa multi-modal fee is based on the premise that new development benefits from all aspects of the transportation system provided in the city, including the roadway, transit, pedestrian, bicycle and trail networks, and that there is a desire to provide capital funding through the fee for all aspects of the transportation system. Excluded from this fee are rail systems, interstate facilities, and toll facilities.

Trip Generation Rates

Trip generation typically refers to the process of estimating the amount of vehicular traffic a project might add to the local roadway network. As part of the development review process, estimates are made for a typical weekday, in addition to the peak one-hour period during the morning (AM) and evening (PM) commute hours, when traffic volumes on adjacent streets are typically at their highest. For the purpose of the multi-modal impact fee, the weekday daily trip generation rates were used as the basis for the fee, based on published data from the Institute of Transportation Engineers *Trip Generation Manual*, 12th Edition (published August 2025). Use of the daily trip generation rate reflects that the transportation system is used 24-hours a day, and this approach more fairly assesses fees on land uses that may have very peaked travel characteristics, and therefore might pay more if the fee was assess on a peak hour basis, like schools and employment centers.

The most current trip generation rates from the 12th Edition of the ITE *Trip Generation Manual* are compared to the 2014 Fee for comparison purposes, as presented in **Table 1**. Trip generation rates for many land uses have evolved over the years, as travel patterns change, with some daily trip generation rates increasing and others decreasing. There are also new land uses included within the *Trip Generation Manual* that are not included in the current fee. For some land uses, some adjustments to the rates were made, which are described in this section.

Table 1. Daily Trip Generation Rates

Land Use	Unit	2014 Fee	2025 Fee
Residential			
Single Family (Detached)	Dwelling Units		
Less than 1,500 SF	Dwelling Units	7.5	6.82
1,500 to 2,499 SF	Dwelling Units	10.0	9.09
2,500 SF or Larger	Dwelling Units	11.8	10.48
Single Family (Attached)	Dwelling Units	7.6	6.57
Multifamily Housing (low rise) (Not Close to Transit)	Dwelling Units	5.2	6.21
Multifamily Housing (low rise) (Close to Transit)	Dwelling Units	N/A	4.72
Multifamily Housing (mid-rise)	Dwelling Units	5.2	4.46
Multifamily Housing (high-rise)	Dwelling Units	4.0	3.96
Off Campus Student Apartment	Bedrooms	N/A	3.27
Mobile Home Park	Dwelling Units	4.8	7.87
Senior Adult Housing – Single Family	Dwelling Units	3.3	4.16
Senior Adult Housing – Multi-Family	Dwelling Units	N/A	3.25
Assisted Living	Dwelling Units	3.3	4.19
Lodging			
Hotel	Rooms	10.1	7.99
Motel	Rooms	10.1	3.35

Land Use	Unit	2014 Fee	2025 Fee
Industrial			
General Light Industrial	1,000 square feet	5.5	3.85
Warehouse	1,000 square feet	4.9	1.81
Mini-Warehouse	1,000 square feet	2.8	1.34
High-Cube Fulfillment Center	1,000 square feet	4.9	5.09
Warehouse – Sort	1,000 square feet	4.9	5.09
Utility	Employees	0.7	3.91
Specialty Trade Contractor	1,000 square feet	N/A	10.39
Medical			
Hospital	Bed / 1,000 sf	11.4 (rate per bed)	10.7 (rate per 1,000 sf)
Nursing Home	Bed	2.6	3.06
Walk-in Clinic	1,000 sf	N/A	37.6
Animal Hospital/Veterinary Clinic	1,000 sf	N/A	21.5
Free-Standing Emergency Room	1,000 sf	N/A	24.94
Medical-Dental Office Building (Stand-Alone)	1,000 sf	N/A	34.03
Office			
General Office (< 100,000 square feet)	1,000 square feet	17.7	10.34
General Office (100,000 – 199,999 square feet)	1,000 square feet	14.3	7.57
General Office (> 200,000 square feet)	1,000 square feet	10.9	6.87
Retail			
Building Materials and Lumber Store	1,000 square feet	51.3	11.7
Free-Standing Discount Superstore	1,000 square feet	N/A	51.27
Variety Store	1,000 square feet	N/A	63.66
Hardware/Paint Store (Less than 20,000 SF)	1,000 square feet	51.3	8.07
Shopping Center (>150k)	1,000 square feet	66.70	36.39
Shopping Plaza (40-150k) (With Grocery Store)	1,000 square feet	82.0	101.43
Shopping Plaza (40-150k) (Without Grocery Store)	1,000 square feet	82.0	65.38
Strip Retail Plaza (<40k)	1,000 square feet	117.90	54.45
Automobile Sales	1,000 square feet	N/A	27.5
Automobile Parts Sales	1,000 square feet	N/A	54.57
Tire Store (less than 10,000 SF)	1,000 square feet	N/A	28.54
Tire Superstore (more than 10,000 SF)	1,000 square feet	N/A	20.37
Supermarket	1,000 square feet	N/A	92.29
Convenience Market - 24 hours	1,000 square feet	322.0	651.94
Discount Club	1,000 square feet	N/A	40.34
Sporting Goods Superstore	1,000 square feet	N/A	23.78
Home Improvement Superstore	1,000 square feet	N/A	30.65
Electronics Superstore	1,000 square feet	N/A	41.05
Pharmacy/Drugstore without Drive-Through Window	1,000 square feet	N/A	90.08
Pharmacy/Drugstore with Drive-Through Window	1,000 square feet	N/A	107.2

Land Use	Unit	2014 Fee	2025 Fee
Cannabis Dispensary	1,000 square feet	N/A	227.76
Furniture/Flooring Store	1,000 square feet	0.70	6.32
Liquor Store	1,000 square feet	N/A	107.21
Service/Restaurant			
Bank	1,000 sf	169 (walk-in/ 192 drive-thru)	98.85
Fast Casual Restaurant	1,000 sf	N/A	225.89
Fine Dining Restaurant	1,000 sf	74.90	79.03
High-Turnover (Sit-Down) Restaurant	1,000 sf	N/A	103.75
Fast-Food Restaurant	1,000 sf	164.40	456.34
Coffee/Donut Shop without Drive-Through Window	1,000 sf	N/A	228.69
Coffee/Donut Shop with Drive-Through Window	1,000 sf	N/A	600.5
Coffee/Donut Shop with Drive-Through Window and No Indoor Seating	Drive Thru Lanes	N/A	179
Quick Lubrication Vehicle Shop	1,000 sf	N/A	69.57
Automobile Parts and Service Center	1,000 sf	N/A	33.89
Gasoline/Service Station	1,000 sf / fueling positions	299.20 (1,000 square feet)	172.01 (fueling positions)
Convenience Store/Gas Station	1,000 sf / fueling positions	299.20 (1,000 square feet)	211.05 (fueling positions)
Automated Car Wash	1,000 sf	N/A	253.51
Recreation			
Golf Course	Parking Space / Hole	5.3 (parking space)	30.38 (hole)
Multipurpose Recreational Facility/Recreational Community Center	1,000 sf	N/A	30.65
Trampoline Park	1,000 sf	N/A	7.5
Movie Theater	1,000 sf	N/A	84.7
Soccer Field	Field	N/A	71.33
Pickleball Court/Tennis Court/Racquet Club/Tennis Club	Parking Space / Court	11.7 (per parking space)	36.64 (court)
Health/Fitness/Athletic Club/Rec Center	1,000 sf	11.7 (per parking space)	28.82 (1,000 square feet)
Institutional			
Elementary School	Students	1.0	2.27
Middle School	Students	1.0	2.09
High School	Students	1.4	1.94
Junior College/University (Private)	Students	1.6	1.15
General Assembly	1,000 square feet/ Seats	7.7 (per 1,000 square feet)	0.9 (per seat)
Day Care Center	1,000 square feet / Students	67.0 (per 1,000 sf)	3.79 (students)

Source: Tampa Multi-Modal Transportation Impact Fee Study (2014), ITE Trip Generation 12th Edition, Fehr & Peers, 2025.

For some land uses, adjustments from the standard ITE trip generation rates were made, as documented below.

Single-Family

ITE provides a trip generation rate for single-family homes that is not based on the overall square footage of the home, however, other studies have shown that smaller homes tend to generate less overall travel than larger homes due to the number of people that typically live in each home; this approach is consistent with the 2014 Fee. To develop trip generation rates for the 3 different types of single-family homes included in the fee schedule, the trip generation per bedroom based on ITE rates as well as the ratio of rates from the 2014 fee were reviewed, with the following method used to calculate the trip rates for the different size categories:

- Less than 1,500 SF – trip generation for this size home as set at 25% less than the average.
- 1,500 to 2,499 SF – the size home was set at the average ITE trip generation rate.
- 2,500 SF or Larger – trip generation for this size home as set at 15% more than the average.

Off-Campus Student Housing

Off-Campus student housing has two sets of trip generation rates, and a weighted average trip generation rate was established to have one fee category.

Office

Office uses tend to have a decreasing level of trip generation as the size of the office increases. To develop an average rate for the different size ranges, the ITE Trip Generation Equation was used to calculate trip generation for a 50,000, 150,000 and 300,000 square foot office building, and then converted to an average rate for that size.

Industrial Land Uses

The trip generation rates for industrial land uses were adjusted to account for the level of truck trips that are generated by industrial uses. As trucks move more slowly and are larger, they take up more space on the transportation system and are accounted for in the trip generation rates used to establish the fee. The ITE Trip Generation Manual provides information about the level of truck trips for the industrial uses included in the fee, and each of those truck trips was assigned a passenger-car-equivalent of 2.0.

Similar Land Use Consolidation

Several categories of land uses were consolidated as they had similar trip generation rates. These land uses include:

- Auto Sales (New) and Auto Sales (Used)
- Fast-Food Restaurant without Drive-Through Window, Fast-Food Restaurant with Drive-Through Window and Fast-Food Restaurant with Drive-Through Window and No Indoor Seating

- Free Standing Discount Superstore (without Grocery) and Free-Standing Discount Superstore (with Grocery)
- Junior College / University
- Pickleball Court, Tennis Court and Racquet Club/Tennis Club

Trip Length

The length of trips plays a large role in the level of transportation infrastructure that is needed to accommodate new developments. Several sources of data were used to document trip lengths by impact fee district within the city, including the regional travel demand model, Replica (nationwide activity-based travel demand model), National Household Travel Survey (NHTS) and Census data.

Based on this review, average trip lengths for different types of trips were calculated for each fee district in the city using the most current version of the regional travel demand model (TBRPM V10.0), as summarized in **Table 2**, with the fee districts shown in **Figure 1**. The trip length data from Replica had significant variability within fee district areas and between districts, with an average trip lengths inconsistent with other sources; based on this review, it was determine that the Replica Model was not a good predictor of trip lengths by land use type. Data from NHTS and Census data is not available by trip type and by fee districts, and while it was used to confirm the relative reasonableness of the trip lengths calculated using the regional model.

For many of the land uses, the trip lengths were standardized based on if the land use and associated trip type is predominantly a local use, like a convenience store or coffee shop, where people are likely to patronize the one closest to their home or work, a district or sub area trip, where someone might typically travel 10 to 20 minutes to access the destination, like a health club, dental office, and some types of retail, or a regional trip, where they may only be a few locations within the city and people are willing to travel a longer distance to access them, like a regional shopping center. The initial trip length calculations were adjusted to account for some percentage of overall travel from within each fee district occurring outside the city limits.

Table 2. Average Trip Length (in miles)

Trip Type	2014 Fee	2025 Fee
Central Business District		
Single Family Residential	4.68	3.75
Multi-Family Residential	4.58	3.67
Other Residential	3.82	3.06
Lodging	3.97	3.17
Employment	5.75	4.25
Local	1.58	1.24
District	2.58	2.36
Regional	3.4	3.28
Institutional	4.32	3.86
Central East District		
Single Family Residential	4.41	4.50
Multi-Family Residential	4.36	4.44

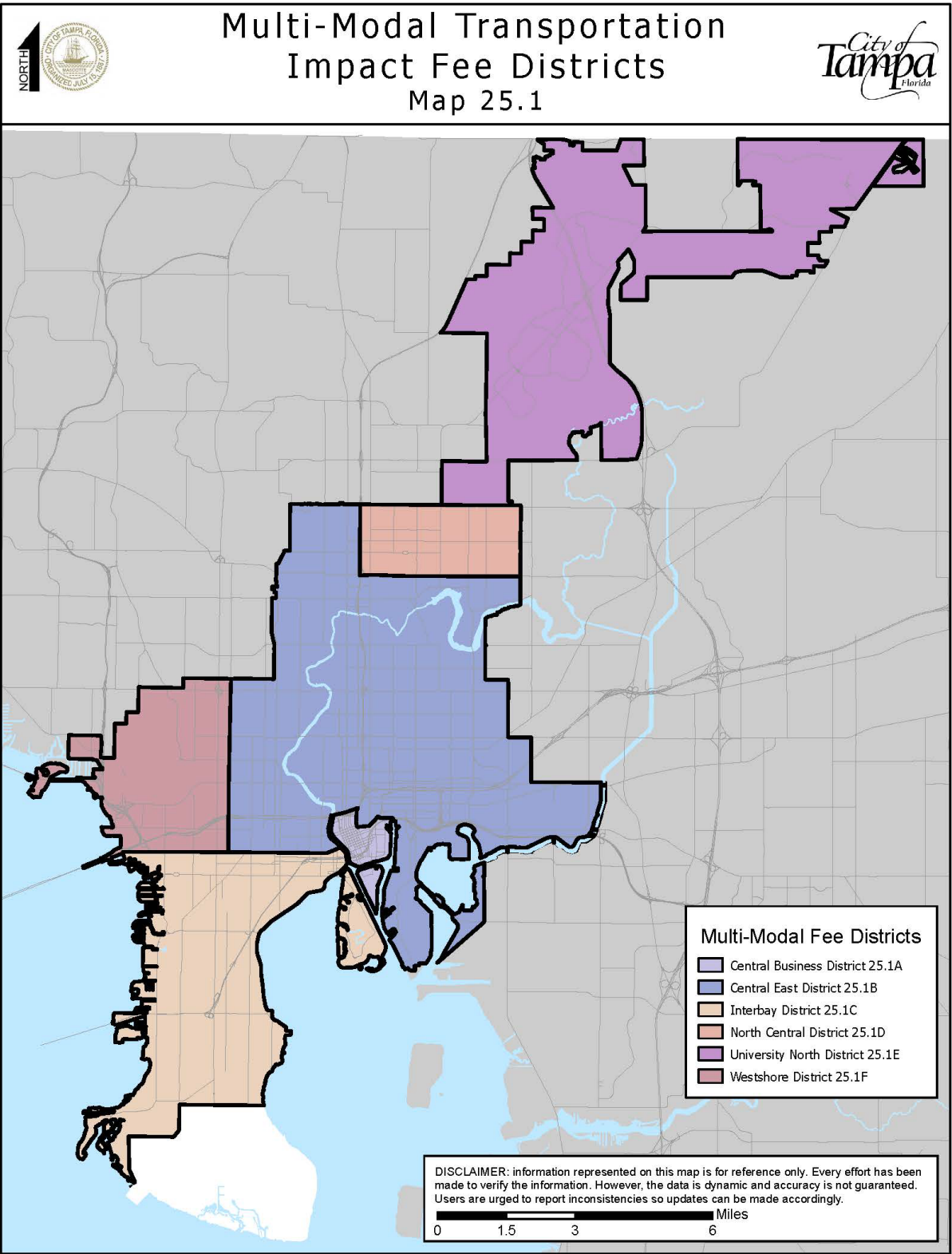
Trip Type	2014 Fee	2025 Fee
Other Residential	3.91	3.92
Lodging	3.87	3.87
Employment	5.22	6.08
Local	1.58	1.27
District	3.23	3.18
Regional	3.8	3.84
Institutional	4.15	3.62
Interbay District		
Single Family Residential	4.28	4.09
Multi-Family Residential	4.22	4.02
Other Residential	3.7	3.46
Lodging	3.37	3.42
Employment	5.16	5.78
Local	1.58	1.09
District	3.12	2.62
Regional	3.59	3.08
Institutional	3.98	3.48
North Central District		
Single Family Residential	4.53	4.57
Multi-Family Residential	4.5	4.54
Other Residential	3.89	3.85
Lodging	3.79	3.73
Employment	5.46	6.28
Local	1.58	1.13
District	3.36	2.95
Regional	4.05	3.66
Institutional	4.05	3.97
University North District		
Single Family Residential	5.17	6.51
Multi-Family Residential	5.13	6.45
Other Residential	4.4	5.44
Lodging	4.31	5.3
Employment	6.25	9.17
Local	1.58	1.25
District	3.61	3.55
Regional	4.53	4.59
Institutional	4.65	4.61
Westshore District		
Single Family Residential	4.03	3.90
Multi-Family Residential	4.05	3.92

Trip Type	2014 Fee	2025 Fee
Other Residential	3.58	3.4
Lodging	3.41	4.31
Employment	4.73	4.98
Local	1.58	0.99
District	3.3	2.53
Regional	3.94	3.10
Institutional	3.72	3.91

Tampa Multi-Modal Transportation Impact Fee Study (2014), Regional Travel Demand Model, Fehr & Peers, 2025.

As shown in **Table 2**, most trip lengths have decreased slightly since the 2014 Fee study. The trip lengths shown capture the full length of trips; for the purposes of calculating the impact fee, the length of trips that occurs within a local street segment was discounted from the trip length; consistent with the 2014 Fee, 0.48 miles was subtracted from each trip for calculation of the multi-modal impact fee rate, with the full trip length used for the fee credit calculations.

Figure 1: Existing Multimodal Fee Districts



Percent New Trips

Not all trips that access a new development are new trips on the transportation system. These trips are known as pass-by and/diverted linked trips. For commercial development, such as the grocery stores, gas stations, shopping centers and restaurants, a high percentage of trips are not new trips on the roadway system, as many people may travel to these places on their way to other activities, like stopping for gas on their way to work, and stopping to pick up groceries or a meal on their way home from work. At an employment center, some trips may be by delivery people that are delivering items to multiple buildings in the same area, and for residential uses, it might be a neighborhood school carpools, or a service provider that visits multiple locations within the same development.

Based on published information from the Institute of Transportation Engineers and research conducted by the San Diego Association of Governments (SANDAG), the percent of trips that are primary trips were estimated for each land use type, as summarized in **Table 3**.

Table 3. Percent New Trips

Land Use	2014 Fee	2025 Fee
Residential	100%	86%
Lodging	100%	58%
Industrial	100%	79%
Hospital / Nursing Home / Animal Hospital / Free Standing ER	100%	75%
Walk-in Clinic / Medical Dental Office Building	N/A	60%
General Office (< 100,000 square feet)	100%	77%
General Office (> 100,000 square feet)	100%	82%
Retail		
Building Materials and Lumber Store	100%	45%
Free-Standing Discount Superstore	N/A	60%
Variety Store	N/A	55%
Hardware/Paint Store (Less than 20,000 SF)	100%	45%
Shopping Center (>150k)	75%	60%
Shopping Plaza (40-150k) (With Grocery Store)	75%	45%
Shopping Plaza (40-150k) (Without Grocery Store)	75%	45%
Strip Retail Plaza (<40k)	66%	40%
Automobile Sales	N/A	90%
Automobile Parts Sales	N/A	45%
Tire Store (less than 10,000 SF)	N/A	55%
Tire Superstore (more than 10,000 SF)	N/A	55%
Supermarket	N/A	45%
Convenience Market - 24 hours	58%	30%
Discount Club	100%	65%
Sporting Goods Superstore	N/A	60%
Home Improvement Superstore	N/A	60%
Electronics Superstore	N/A	60%

Land Use	2014 Fee	2025 Fee
Pharmacy/Drugstore without Drive-Through Window	N/A	35%
Pharmacy/Drugstore with Drive-Through Window	N/A	35%
Cannabis Dispensary	N/A	90%
Furniture/Flooring Store	100%	50%
Liquor Store	N/A	70%
Service/Restaurant		
Bank	54%	40%
Fast Casual Restaurant	N/A	30%
Fine Dining Restaurant	82%	50%
High-Turnover (Sit-Down) Restaurant	N/A	30%
Fast-Food Restaurant	65%	30%
Coffee/Donut Shop without Drive-Through Window	N/A	30%
Coffee/Donut Shop with Drive-Through Window	N/A	30%
Coffee/Donut Shop with Drive-Through Window and No Indoor Seating	N/A	15%
Quick Lubrication Vehicle Shop	N/A	70%
Automobile Parts and Service Center	N/A	45%
Gasoline/Service Station	42%	15%
Convenience Store/Gas Station	42%	25%
Automated Car Wash	N/A	50%
Recreation		
Golf Course	100%	52%
Multipurpose Recreational Facility/Recreational Community Center	94%	52%
Trampoline Park	N/A	52%
Movie Theater	N/A	66%
Soccer Field	N/A	52%
Pickleball Court/Tennis Court/Racquet Club/Tennis Club	N/A	52%
Health/Fitness/Athletic Club/Rec Center	94%	52%
Institutional		
Elementary School	100%	63%
Middle School	100%	63%
High School	100%	75%
Junior College/University (Private)	100%	92%
General Assembly	100%	64%
Day Care Center	89%	44%

Source: Tampa Multi-Modal Transportation Impact Fee Study (2014), ITE Trip Generation Handbook, 3rd Edition, SANDAG, Fehr & Peers, 2025.

Interstate Travel

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 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 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 4**. For comparison, the 2014 Fee used a person trip factor of 1.30.

Table 4. Average Vehicle Occupancy

Trip Type	Average Vehicle Occupancy	Land Use Applicability
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.

Based on a review of current travel demand patterns, including trip generation rates, trip length and percent new trips, many of the travel characteristics of development in Tampa have evolved since the preparation of the last Multi-Modal Impact Fee. The 2025 Multi-Modal Fee update will be based on the more recent information presented in this technical memorandum.

Appendix F. Cost and Credit Framework

Draft Memo

Date: October 1, 2025
To: Jae-Sang Lee, City of Tampa
From: Kathrin Tellez, Fehr & Peers
Subject: **City of Tampa Multi-Modal Fee Update – Cost and Credit Framework**

OR22-0029

Introduction

The purpose of this memorandum is to document the **cost** to construct new transportation infrastructure and estimate the **credit** for other sources of transportation system funding for the Tampa Multi-Modal Impact Fee update. Roadway and multi-modal project costs from FDOT, Hillsborough County, and the City of Tampa were used to develop an estimated cost per lane-mile. This figure was then converted into an average cost per person-mile of capacity (PMC). Present value gasoline taxes/levies per gallon and City of Tampa, Hillsborough County, and FDOT project costs not associated with impact-fees were used to estimate gas tax equivalent pennies.

What is a Multi-Modal Impact Fee?

A multi-modal impact fee is assessed by local governments on new development to help fund the cost of transportation infrastructure improvements needed to accommodate that development, including roadways, sidewalks, bicycling facilities, and capital transit facilities, such as new buses. Fees are typically paid at the time of building permit issuance and are designed to offset the financial impact new development has on public infrastructure. Impact fees must be proportionately related to the impact of new development and cannot be used to fix existing transportation system deficiencies. This ensures that existing residents do not pay for the cost of infrastructure to support new development, and developers are not paying for transportation capacity needed to accommodate travel demand without their project.

The City of Tampa multi-modal fee is based on the premise that new development benefits from all aspects of the transportation system provided in the city, including the roadway, transit, pedestrian, bicycle and trail networks, and that there is a desire to provide capital funding through the fee for all aspects of the transportation system. Excluded from this fee are rail systems, interstate facilities, and toll facilities.

Key inputs to the multi-modal fee update include the cost to construct new transportation infrastructure, including roads, sidewalks, bicycling facilities, and transit capital projects, such as buses. As new residents, employees and visitors associated with land use development would

contribute to the transportation system through the payment of gas taxes, that amount was also estimated to avoid the potential for people to double pay for transportation system improvements.

Roadway 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 or for sidewalk/bike-lane improvements. 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.
- **Contingency** to account for unknown design and construction factors that typically arise during planning, design and construction of multi-modal facilities in developed areas.

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

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, 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 costs between 3% and 103% of construction costs, with a weighted average ratio of 41%. That study also documented a statewide average from other impact fee study throughout the state, which documented 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 **30% 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 30% 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, constructions costs from recently completed FDOT projects, and the cost of other roadway projects completed within the City of Tampa and other nearby communities. 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. Details are provided in the Appendix.

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 above 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 above construction cost estimate.

CEI

Construction engineering and inspection (CEI) involves the management, inspection, and overseeing of 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.

Contingency

As there are many unknowns in the development of project cost estimates for roadway improvements, a contingency factor is typically used to account for project unknowns. For example,

the bicycle facilities included in the standard roadway costs are 4 feet wide, while the current best practice is to provide at least a 7 -foot bike lane on arterial roads, including a buffer. On roads with high-volume, high-speed vehicle travel, a larger buffer is desired such that a physical barrier can be provided between the travel lane and the bike facility. The typical width of sidewalks included in the standard costs is 5-feet wide. Depending on the context within the city, wider sidewalks between 6 and 12 feet are desired to accommodate multi-modal travel. Additionally, there may be the need to incorporate enhanced crossing treatments to better accommodate increased multi-modal travel, which are not reflected in the standard roadway construction costs. Although there are many unknowns related to the cost of multi-modal improvements, no contingency factors were applied to develop conservative cost estimates.

Total Roadway Project Development and Construction 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 \$7,729,180 as shown in **Table 1**.

Table 1. 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
Total	\$5,962,510

Source: FDOT; Fehr & Peers, 2025.

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 (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 2**.

Table 2. 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.

Sidewalks and Bikeways Cost

The Tampa Moves project list includes 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. 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 included within the overall roadway cost component.

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 3**.

Table 3: 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.

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 five percent 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 indicated in **Table 4** below.

Table 4: 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
Total			\$410.04

Source: Fehr & Peers.

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 two values 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 equivalent 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 5 below:

Table 5: Fuel Tax Credit Summary

Source	Equivalent Pennies Per Gallon
City	0.006
County	0.004
State/FDOT	0.320
Total	0.330

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

This completes the summary of the Cost Component and Credit Component for the City of Tampa Multi-Modal Fee Update process. If you have any questions, please contact Kathrin Tellez at k.tellez@fehrandpeers.com.

Appendix A – Cost Component

As the City of Tampa can be considered or assumed to be classified in an urban context, new roadway construction, widenings, and resurfacings construction cost estimates for roadways in urban settings (FDOT Urban, Tampa, and St. Petersburg) were used for construction, design, CEI, and ROW cost estimates. Urban-setting estimates used for new roadway construction are shown in Table 1 and roadway widening projects are shown in Table 2.

Table A-1: New Roadway Construction Costs Estimates, Urban/Suburban Setting

Project	Description	Construction Cost per Lane Mile
FDOT Estimate (Urban)	2 Lane Undivided Urban Arterial with 4' Bike Lanes	\$4,558,436
FDOT Estimate (Urban)	3 Lane Undivided Urban Arterial with Center Lane and 4' Bike Lanes	\$5,115,973
FDOT Estimate (Urban)	4 Lane Undivided Urban Arterial with 4' Bike Lanes	\$2,772,754
FDOT Estimate (Urban)	4 Lane Urban Road with 22' Median and 4' Bike Lanes	\$4,254,342
FDOT Estimate (Urban)	5 Lane Undivided Urban Arterial with Center Turn Lane and 4' Bike Lanes	\$3,205,531
FDOT Estimate (Urban)	6 Lane Urban Road with 22' Median and 4' Bike Lanes	\$3,091,562
FDOT Estimate (Urban)	Extra Cost for Additional Lane on Urban Arterial	\$4,420,438
FDOT Estimate (Suburban)	4 Lane with Paved Shoulders Outside and Curb Median	\$2,614,570
FDOT Estimate (Suburban)	Add 2 Lanes with Curb and Gutter Out to Existing 4 Lane Urban or Suburban Roadway with Curb and Gutter Out	\$2,746,064
Average		\$3,420,674

Source: FDOT; Fehr & Peers, 2025.

Table A-2: Roadway Widening Construction Cost Estimates, Urban/Suburban Setting

Project	Description	Construction Cost Lane Mile
FDOT Estimate (Urban)	Add 2 Lanes to Existing 2 Lane Undivided Arterial (1 Lane Each Side), with 4' Bike Lanes	\$4,770,338
FDOT Estimate (Urban)	Widen 2 Lane Urban Arterial to 4 Lane Divided with 22' Median, 4' Bike Lanes	\$5,739,685

Project	Description	Construction Cost Lane Mile
FDOT Estimate (Urban)	Add 2 Lanes to Existing 3 Lane Undivided Arterial (1 Lane Each Side with Center Turn Lane) and 4' Bike Lanes	\$4,923,719
FDOT Estimate (Urban)	Widen 4 Lane Urban Divided Arterial to 6 Lane Urban Divided with 22' Median and 4' Bike Lanes	\$4,651,432
FDOT Estimate (Urban)	Widen 6 Lane Urban Divided Arterial to 8 Lane Urban Divided with 4' Bike Lanes	\$5,707,586
FDOT Estimate (Suburban)	Widen 4 Lane Suburban Roadway with 6.5' Paved Shoulder and Convert to Curb and Gutter Out	\$5,312,532
FDOT Estimate (Suburban)	Add 2 Lanes with Curb and Gutter Out to Existing 4 Lane Urban or Suburban Roadway with Curb and Gutter Out	\$2,746,064
Plant City	Sam Allen Rd Widening	\$5,800,000
Tampa	Reo Street Widening	\$7,126,168
Brooksville	SR 50 Widening	\$5,142,857
Zephyrhills	SR 54 Widening	\$4,777,778
Homosassa	US 19 Widening	\$7,785,714
Land O' Lakes	US 41 Widening	\$3,755,556
Sun City Center	US 301 Widening	\$3,342,105
Land O' Lakes	SR 52 Widening	\$3,605,263
Dade City	SR 52 Widening + Alignment	\$6,000,000
Average		\$4,733,536

Source: FDOT; Fehr & Peers, 2025.

Design, CEI, ROW and Contingency costs are 15%, 10%, 30%, and 20% respectively, of these estimated construction costs, and are displayed in **Table A-3** below to achieve a final estimated cost/lane mile of \$7,729,180 as discussed in the *Cost Component* section of this memo.

Table A-3: Urban-Setting Roadway Construction, Design, and ROW Cost Estimates

Project Type	Lane Mile	Const Cost	Design Cost	CEI Cost	ROW Cost	Cost / Lane Mile
New Construction	29	\$3,420,670	\$513,100	\$342,070	\$1,026,200	\$4,617,910
Widening	91	\$4,733,540	\$710,030	\$473,350	\$1,420,060	\$6,390,270
Weighted Average		\$4,416,680	\$662,500	\$441,670	\$1,325,000	\$5,962,510

Source: Fehr & Peers, 2025.

Regarding the capital cost per person-mile of capacity added for transit facility in the City of Tampa, calculations were made to achieve the adjusted person-miles of capacity for the HART system and are presented in **Table A-4** below. This value was used to along with the total capital cost for the system from the HART FY2025 budget to determine the capital cost per PMC of \$220.46 as discussed in the *Cost Component* section of this memo. All input values are either supplied by HART system documentation or generally used assumptions for a public bus transportation system.

Table 4: Cost per Person-Mile of Capacity – Transit

Input	HART System
Vehicle Capacity	60
Number of Vehicles (20% fleet margin)	86
Service Span (hours)	20
Cycles per Day	40
Headway Time (minutes)	30
Speed (mph)	14
Round Trip Length (miles)	500
Cycle Time (minutes)	2,143
Total Person-Miles of Capacity	1,200,000
Load Factor/System Capacity	0.3
Adjusted Person-Miles of Capacity	360,000

Source: Fehr & Peers, 2025.

Appendix B – Credit Component

The *2024 Local Government Financial Information Handbook* as presented by the Florida Legislature’s Office of Economic and Demographic Research was utilized to obtain the estimated fuel tax distributions allocated to capital programs for Hillsborough County and the City of Tampa. The Constitutional Fuel Tax, County Fuel Tax, the 9th Cent Local Option, and 1st Cent Local Option gas taxes/levies from motor and diesel fuels were used in accordance with what is received by Hillsborough County and Tampa for transportation improvement projects, and the respective levy amounts per gallon, total distribution, and distribution per penny values are represented in **Table B-1** below. Using these values, a weighted average per penny value of \$3,757,975 was calculated and used for all equivalent penny estimations.

Table B-1: Estimated Fuel Tax Distribution Allocated to Capital Programs for Hillsborough County & Municipalities, FY 2024

Tax	Amount of Levy per Gallon	Total Distribution	Distribution Per Penny
Constitutional Fuel Tax	\$0.02	\$12,911,676	\$6,455,838
County Fuel Tax	\$0.01	\$5,690,850	\$5,690,850
9th Cent Local Option	\$0.01	\$7,654,190	\$7,654,190
1st Local Option (1-6 cents)	\$0.06	\$11,323,033	\$1,887,172
Total	\$0.10	\$37,579,749	
Weighted Average per Penny			\$3,757,975

Source: Fehr & Peers, 2025.

Tampa and Hillsborough County Transportation CIP Expenditures as well as FDOT-Hillsborough County Work Program projects between FY2021 and FY2030 were reviewed to estimate an equivalent pennies value for each jurisdiction. For an accurate estimate, only capacity-adding/enhancing transportation projects were considered, with City and County costs only including projects or programs funded by Local Gas Tax revenues. As such, Tables 2, 3, and 4 respectively portray the City, County, and FDOT Work Program costs and estimated equivalent pennies. These equivalent penny values were totaled for each agency to receive a final value of **33.0 pennies**.

Table B-2: City of Tampa Fuel Tax Equivalent Pennies

Source	Cost of Projects	Number of Years	Revenue from 1 Penny	Equivalent Pennies
FY2022-FY2026 CIP Expenditures	\$10,823,200.00	5	\$3,757,975	0.0058
Total	\$10,823,200	5	\$3,757,975	0.006

Source: Fehr & Peers, 2025.

Table B-3: Hillsborough County Fuel Tax Equivalent Pennies

Source	Cost of Projects	Number of Years	Revenue from 1 Penny	Equivalent Pennies
FY2021-FY2025 CIP Expenditures	\$10,823,200.00	5	\$3,757,975	0.0110
FY2022-FY2027 CIP Expenditures	\$6,426,000.00	6	\$3,757,975	0.0028
FY2023-FY2027 CIP Expenditures	\$4,535,000.00	5	\$3,757,975	0.0024

Source	Cost of Projects	Number of Years	Revenue from 1 Penny	Equivalent Pennies
FY2024–FY2029 CIP Expenditures	\$5,486,000.00	6	\$3,757,975	0.0024
Total	\$37,115,000	22	\$3,757,975	0.004

Source: Fehr & Peers, 2025.

Table B–4: FDOT Work Program Fuel Tax Equivalent Pennies

Source	Cost of Projects	Number of Years	Revenue from 1 Penny	Equivalent Pennies
FY2026–FY2030 Projected Work Program	\$622,287,257	5	\$3,757,975	0.331
FY2021–FY2025 Historical Work Program	\$579,698,099	5	\$3,757,975	0.309
Total	\$1,201,985,356	5	\$3,757,975	0.320

Source: Fehr & Peers, 2025.