

City of Tampa Multi - Modal Impact Fee

November 20, 2025

Update Overview



Fehr & Peers



What is an Impact Fee?

An impact fee is assessed by a local government on new development to **help fund the cost of public infrastructure** improvements needed to **accommodate that development** . Fees are typically paid at the time of building permit issuance and are designed to offset the financial impact a new development has on public infrastructure .

Purpose

Ensures that existing residents do not pay for the cost of infrastructure to support new development.

How they Work

Developer pays an upfront one - time fee as part of the building permit process. May be combined with other types of exactions.

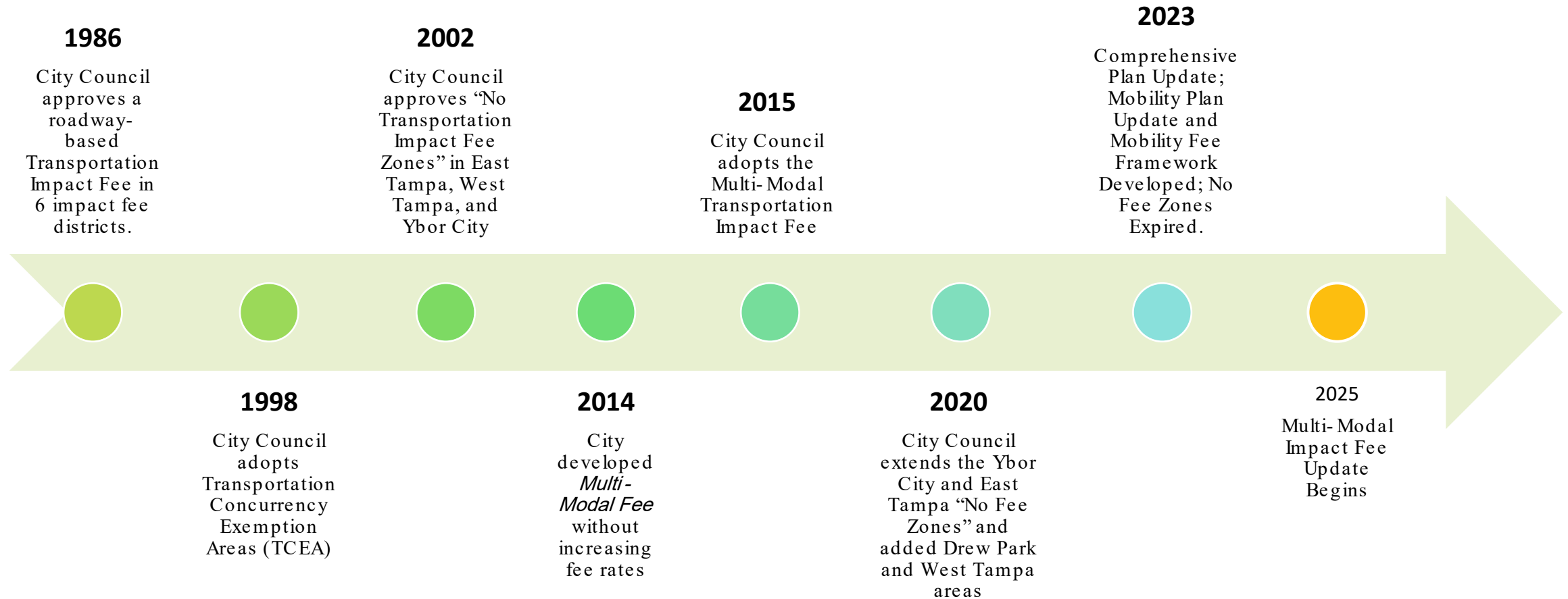
What they pay for

Finance capital improvements, like schools, police stations, parks, water/sewer systems and roads. **We are only updating the transportation fee.**

Other

Impact fees must be proportionally related to the impact of new development and the expenditure of the funds collected, and cannot be used to fix existing deficiencies.

History of the Impact Fee in Tampa



1989 was when fee amounts were last increased

Nexus Report Organization

Main Report

1. Introduction and Fee Overview
2. Demand Component
3. Cost Component
4. Credit Component
5. Fee Calculation
6. Other Fee Considerations

Technical Appendices

- Appendix A. Fee Schedule by Fee District
- Appendix B. History of Fee and Legislative Framework
- Appendix C. Demonstrated Need Study
- Appendix D. Policy Framework
- Appendix E. Travel Demand Information
- Appendix F. Cost and Credit Component

Extraordinary Circumstances Summary

- Current fee was established in 1989, not based on the most recent and localized data, with 18% of the construction purchasing power as compared to when it was first established.
 - Substantial growth is projected over the next 20 years and new development should pay their proportionate share to provide infrastructure needed to support their development.
 - Other funding sources are increasingly uncertain.
- The city has been able to grow in an efficient manner, with vehicle miles of travel per capita decreasing as the city continues to grow, indicating that investments in a multi-modal transportation system have been effective.
 - But, congestion is increasing and will continue to increase unless additional multi-modal investments are made.
 - Workshops held on September 25th and October 30th, 2025

Components of Multi - Modal Fees

Demand

What demand will new development create for transportation infrastructure?

Cost

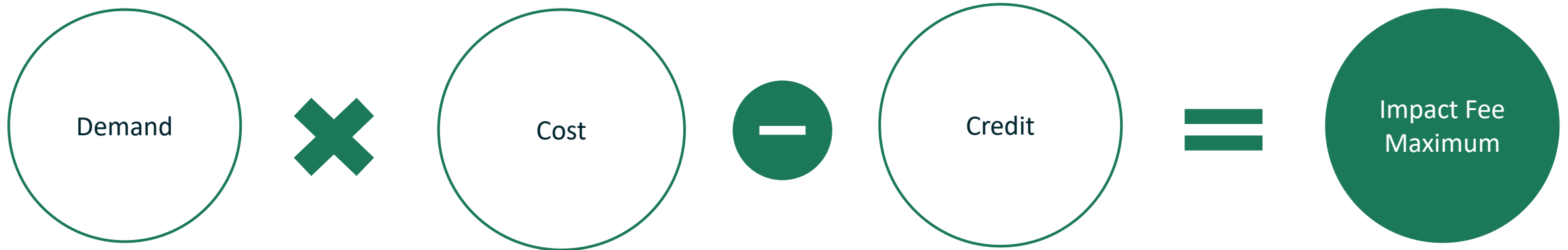
How much will it cost to build?

Credit

Avoid double taxation by considering other taxes already assessed to new residents, employees, customers and visitors.

Calculation

Travel demand varies by land use and area, so separate fees are developed for each use and areas within city.



Demand Component

Trip Generation

Current fee based on trip rates from the **3rd Edition** of the ITE Trip Generation Manual – updated fee will be based on **12th Edition** rates.

- Land use types have evolved.
- Subcategories added for urban contexts for some land uses.
- Most trip rates have changed – some increasing, and some decreasing.

Trip Length

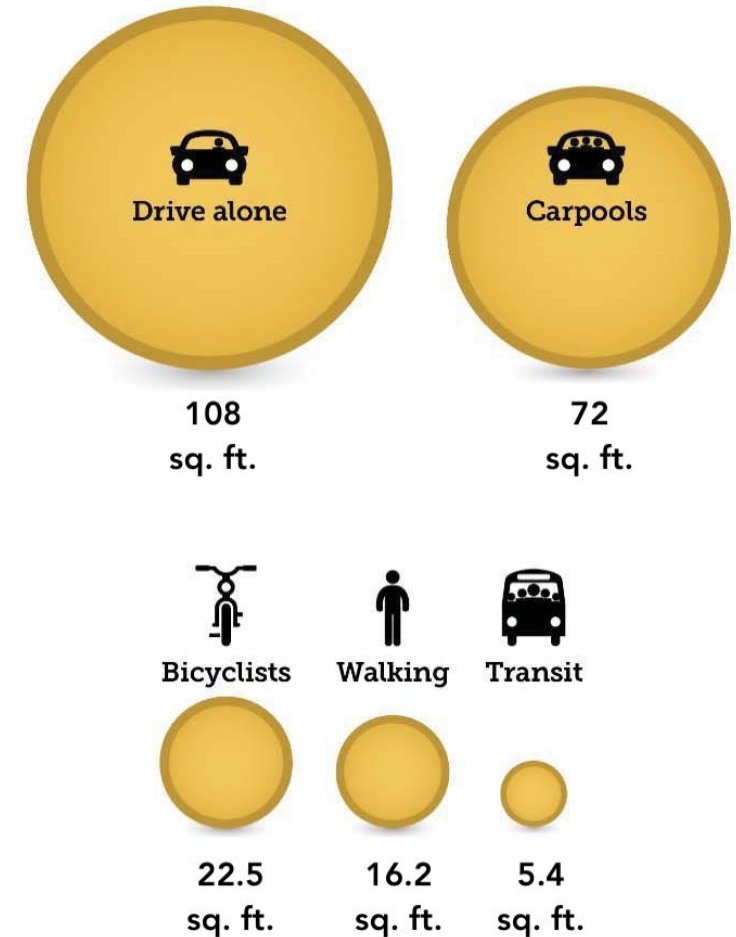
Current fee based on national household travel survey (NHTS) data, regional travel model, and local studies, based on pre - 1989 travel behaviors. Will be updated to current conditions.

Other Factors

Percent new trips (pass - by trips)

Non- Auto Trip Generation

Average vehicle occupancies



Costs

Components

Design: the cost to design transportation system improvements.

Right-of-way: value of the land on which improvements are provided.

Construction: cost per lane mile of facilities, based on the typical roadway cross - sections used.

Transit capital facilities : includes bus stop improvements and access to bus stop improvements, intersection enhancements, like queue jump lanes and infrastructure to support transit signal priority and other capital transit facilities.

Preliminary Comparison

	1989	2014	2025
Cost per Lane Mile	\$1,443,670	\$3,616,800	\$5,962,500
Traffic Signal (Mast Arms)	\$167,000	\$400,000 - \$500,000	\$500,000 to \$750,000

What Can we Build?

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 increases 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 (capital costs)
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

Project Examples

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 separated bike lane, add pedestrian crossing(s), TSMO, add placemaking, add speed management treatments.

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



Does this fee apply to all land development projects? No.

Does not apply to minor renovations that do not increase the intensity of use on a site, or reconstruction of a building to the same intensity of prior uses.

Does not apply to government buildings, like a fire station or public school.

Process will be established to allow for reduced fees for specific land uses, such as affordable housing that meets certain requirements.



What do fee increases look like?

Depends on location in city, with development closer to downtown seeing lower rate increases.

Depends on the land use, with residential and employment uses seeing smaller rate of increase than retail.

Factors beyond construction cost increases contribute to overall increases for some uses, as trip lengths and trip rates have increased significantly for some uses.

Update Ranges and Comparison (top 4 largest cities)

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
Adjusted for Construction Inflation	\$7,318	\$3,775	\$18,593	\$13,216	\$5,778
2025 Fee Update City of Tampa (Average of all Districts)	\$6,618	\$3,831	\$9,333	\$10,650	\$3,565
2025 Fee Update City of Tampa (District Range)	\$5,284 to \$9,856	\$3,523 to \$6,668	\$6,232 to \$14,526	\$8,321 to \$13,811	\$2,379 to \$5,548
Jacksonville, est 2023 (Zone 2)	\$1,068	\$729	\$1,214	\$6,395	\$452
Miami - Dade County, est 2023 (Miami) (Context 2)	\$9,275	\$6,629	\$14,698	\$6,472	\$4,760
City of Orlando, est 2022 (Downtown)	\$4,973	3,426	\$4,848	\$3,418	\$2,224
City of Orlando, est 2022 (Other)	\$5,645	3,883	\$5,516	\$5,516	\$2,524

Update Ranges and Comparison (next largest cities)

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
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2025 Fee Update City of Tampa (District Range)	\$5,284 to \$9,856	\$3,523 to \$6,668	\$6,232 to \$14,526	\$8,321 to \$13,811	\$2,379 to \$5,548
St. Pete, est 2016 (undergoing update)	\$1,679	\$1,420	\$2,767	\$3,396	\$1,414
Pt. St. Lucie, est 2021	\$3,550	\$2,925	\$2,660	\$5,530	\$7,000
Cape Coral, est 2005 (undergoing update)	\$3,347	\$2,347	\$2,634	\$5,709	\$2,310
Hialeah, est 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

Fee Summary Changes – Central Business District With Phase In Limitations

Land Use	Units	Current Impact Fee / Inflation Adjusted Fee	Max 2025 Impact Fee	With Phase in - Limitations				
				Max Allowable	Allowable in 2026	Allowable in 2027	Allowable in 2028	Allowable in 2029
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
Retail Strip Plaza (<40,000 square feet)	Square Feet	\$2,853 / \$8,321	\$8,321	\$4,280	\$3,210	\$3,566	\$3,923	\$4,280

Fee Summary Changes – Central Business District With Extraordinary Circumstances Finding

Land Use	Units	Current Impact Fee / Inflation Adjusted Fee	Max 2025 Impact Fee	With Phased Implementation				
				Max Allowable	Allowable in 2026	Allowable in 2027	Allowable in 2028	Allowable in 2029
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
Retail Strip Plaza (<40,000 square feet)	Square Feet	\$2,853 / \$8,321	\$8,321	\$8,321	\$4,220	\$5,587	\$6,954	\$8,321

Fee Summary Changes – Interbay District With Phase In Limitations

Land Use	Units	Current Impact Fee / Inflation Adjusted Fee	Max 2025 Impact Fee	With Phase in - Limitations				
				Max Allowable	Allowable in 2026	Allowable in 2027	Allowable in 2028	Allowable in 2029
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 / \$2,772	\$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
Retail Strip Plaza (<40,000 square feet)	Square Feet	\$2,979 / \$12,203	\$9,520	\$4,469	\$3,351	\$3,724	\$4,096	\$4,469

Fee Summary Changes – Interbay District With Extraordinary Circumstances Finding

Land Use	Units	Current Impact Fee / Inflation Adjusted Fee	Max 2025 Impact Fee	With Phased Implementation				
				Max Allowable	Allowable in 2026	Allowable in 2027	Allowable in 2028	Allowable in 2029
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 / \$2,772	\$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
Retail Strip Plaza (<40,000 square feet)	Square Feet	\$2,979 / \$12,203	\$9,520	\$9,520	\$4,614	\$6,250	\$7,885	\$9,520

Example Calculation #1

Development Profile

Located in Interbay District

Existing 1,250 square foot single - family home

Developer plans to demolish existing home and construct a 3,200 square foot single family home

Fee Calculation

Fee Credit for existing use: \$4,392.15

Fee for Larger unit: \$6,745.29

Net- new fee imposed on developer is:

$$\begin{aligned} &\$6,745.29 - \$4,392.15 = \\ &\quad \quad \quad \$2,353.14 \end{aligned}$$

Example Calculation #2

Development Profile

- Located in Central East District
- Vacant Lot
- Proposed 200 - unit 6 story Apartment Building
- Seeking parking reduction with provision of bicycle parking (Sec. 27-283.7.)
- Parking spaces required: 325 (assuming 75% 1-2 bedrooms and 25% 3-bedroom units)
- With bicycle parking provided, up to 65 parking spaces could be eliminated; based on a cost of \$25,000 a space for structured parking, that could reduce the development cost by \$1,625,000.

Fee Calculation

Fee Credit for existing use: \$0

Fee Rate Per Unit: \$2,802.98

Multi-Modal Fee imposed on developer is:

$$200 \times \$2,802.98 = \$560,596$$

Example Calculation #3

Development Profile

- Located in Central East District
- Vacant Lot
- Proposed 125,000 square foot retail center with grocery store, generating more than 12,000 vehicle trips a day

Fee Calculation

Fee Credit for existing use: \$0

Fee Rate Per 1,000 square feet: \$31,741.37

Multi - Modal Fee imposed on developer is:

$$125 \times \$31,741.37 = \\ \$3,967,671$$



Thank You!

City of Tampa Multi - Modal Impact Fee Update