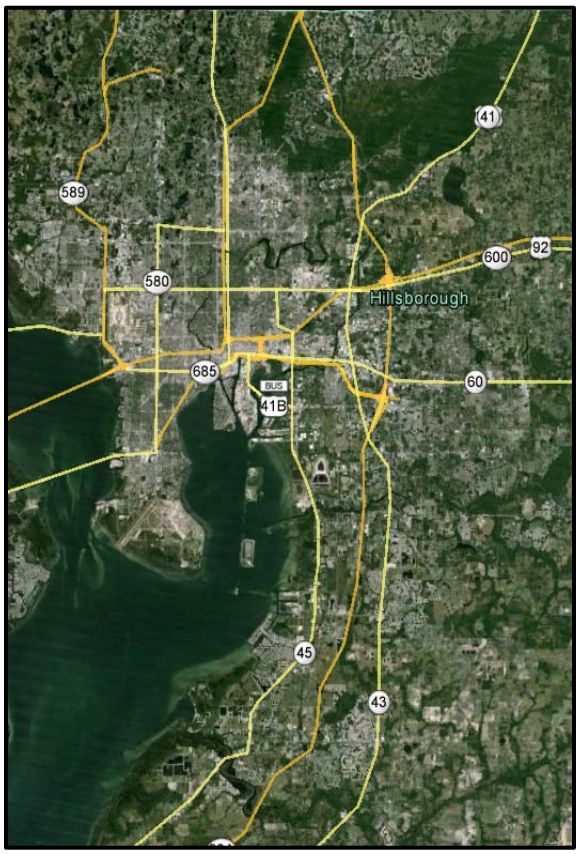
HILLSBOROUGH COUNTY
MOBILITY FEE UPDATE STUDY

FINAL REPORT
April 20, 2020



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Hillsborough County
Mobility Fee Update Study
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Executive Summary

Hillsborough County's transportation impact fee schedule was initially adopted in 1985 and updated in 1989. Until 2016, there had been no major updates or significant changes in the transportation impact fee rates. In 2016, the County transitioned from a road-only fee to a mobility fee, allowing for more flexibility in funding capacity projects. The mobility fee was adopted at 40 percent of the full calculated rates with a 5-year phase-in provision with the option for annual indexing and is currently being collected at 80 percent of the full rate. Since the completion of the 2016 study, the following changes occurred:

- In 2016, after the adoption of the mobility fee, Hillsborough County Board of County Commission made a 10-year commitment to increase funding for transportation, which would be funded with ad valorem tax revenues among other revenue sources. This additional funding affects the credit component of the calculations;
- In 2017, the Institute for Transportation Engineer (ITE) released its 10th Edition Trip Generation Handbook, which included significant changes to the travel characteristics of multiple land uses;
- In 2018, Hillsborough County voters approved a charter county transportation sales surtax, which results in changes to the credit component; and
- Since 2016, transportation capital costs continued to increase.

Given these changes, the County retained Tindale Oliver to update the demand, cost, and credit components of the mobility fee and reflect the most recent data available. The impact of these changes on the single family mobility fee includes the following:

- Total cost per dwelling unit increased by 35 percent.
- The ratio of total credit to total cost per dwelling unit increased from 26 percent in 2016 to 36 percent in 2020 in the urban area and from 19 percent to 27 percent in the rural area due to additional funding dedicated to transportation infrastructure.
- The final single family fee increased by 16 percent in the urban area and 22 percent in the rural area.

Typically, 70 percent to 80 percent of mobility fee revenues are generated from residential land uses. Recent residential permitting trends (between 2015 and 2018) in unincorporated Hillsborough County suggest that over 80 percent of residential permitting comprise of single family homes, which makes this group the largest revenue generating category. As shown in

Table ES-1, the single family fee schedule is tiered by size, and the larger homes with higher fees dominate the permitting in the rural fee district (70 percent of homes built between 2015 and 2018). In the urban district, approximately half the homes built during the same time period are mid-size and remaining are of the largest tier. There was very limited construction of small homes during recent years. These trends suggest that most of the construction in the rural fee district will pay the highest fee while the construction in urban fee district is likely to pay either the mid-size home fee or the large home fee.

Table ES-1
Single Family Development Distribution

Component	Urban Fee Rate[1]	Development Distribution 2015 2018[2]	Rural Fee Rate[3]	Development Distribution 2015 2018[4]
Single Family (Detached) <1,500 sf	$6,584	3%	$10,039	1%
Single Family (Detached) 1,501 to 2,499 sf	$7,401	53%	$11,256	29%
Single Family (Detached) 2,500 sf and greater	$8,534	44%	$12,922	70%

1) Source: Appendix E, Table E-1
2) Source: Florida Department of Revenue. Distribution of single family homes (by size) built from 2015 to 2018 in unincorporated Hillsborough County, within the Urban Fee District
3) Source: Appendix E, Table E-2
4) Source: Florida Department of Revenue. Distribution of single family homes (by size) built from 2015 to 2018 in unincorporated Hillsborough County, in the Rural Fee District

The following paragraphs provide further detail on methodology used and primary changes since the 2016 report.

Methodology

The methodology used for the mobility fee study follows a consumption-driven approach in which new development is charged based upon the proportion of person-miles of travel (PMT) that each unit of new development is expected to consume of a lane-mile of the transportation network.

Under this methodology, the mobility fees assess a proportionate share cost for the entire transportation network in the county, including classified City, County and State roadways, with the exception of local/neighborhood roads. Generally, neighborhood roads are the obligation of the developer and are part of the site/subdivision approvals. The general equation used to compute the mobility fee for a given land use is:

[Demand x Cost] – Credit = Fee

Demand Component

The demand component measures the person miles of new travel (PMT) a unit of development places on the existing roadway system based on the following variables:

- 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; and
- Vehicle occupancy rate of 1.40 persons based on information from Tampa Bay Regional Planning Model.

These trip characteristics variables are obtained primarily from two sources: (1) similar studies conducted throughout Florida (Florida Studies Database) and (2) the Institute of Transportation Engineers' (ITE) Trip Generation reference report (10th edition). The Florida Trip Characteristics Studies Database includes 345 studies conducted over the past 30 years. These studies measure trip length, percent new trips, and trip rate for 40 land uses. Of these, 285 studies for approximately 30 land uses are included in Hillsborough County's fee schedule. Seven out of 285 studies are conducted outside of Florida; however, because these studies provided similar results to Florida studies, they are included in the dataset to increase the sample size in the case of the two land uses.

In terms of the trip generation rate, when there is data available both from ITE and Florida Studies Databases, the study typically blends these to obtain a larger sample. This is primarily because the number of studies is limited for many of the land uses. The exceptions to this where only the Florida studies are used include the following:

- Single Family: The Florida Impact Fee Act requires that the studies be based on localized data. When the local data has a large sample size, it is preferable to use this data over the national data. The Florida Studies Database includes 55 single family subdivision studies, which result in a lower trip generation rate for the mid-size home (7.81 daily trips versus 9.44 daily trips from ITE). In terms of larger homes (with 2,500 square feet or more), the Florida database trip generation increases to 8.89 daily trips. Approximately 45 percent of new homes built in the urban fee district between 2015 and 2018 have 2,500 square feet or more. This rate increases to 70 percent in the rural fee district.
- Mobile Home Park: ITE has only one study while Florida Studies Database includes 9 studies. Given that the local sample is significantly larger, local data is used.

- Medical Office (less than 10,000 sf): This category is not included in ITE and is based on local Florida studies to reflect the lower trip generation rate of smaller medical offices with a single doctor/dentist and without significant testing equipment.

For all other land uses, trip generation rates are based on either only ITE figures (when Florida data is not available) or a blend of ITE and Florida studies is used. It is important to note that ITE 10th Edition that was published in 2017 included some significant changes compared to the previous edition used in the County's 2016 Mobility Fee study. Those changes are summarized in Appendix A, Table A-21.

The trip length data is based on the Florida Studies Database and verified using the travel demand models. This data is collected through origin-destination surveys conducted by stopping travelers at various land uses and asking them questions about their trip. The study uses a countywide average trip length as opposed to different trip lengths for the urban versus rural areas for several reasons:

- The final demand measure of PMT is a function of trip generation, trip length, and percent new trips. When people have to travel long distances to reach their destination, they tend to chain the trips and not take as many trips. The final PMT tends to be much more stable than any one individual component.
- Trips for grocery stores, gas stations, restaurants, etc. tend to focus on service providers within close proximity even when work trips have longer distances.
- Trips generated by the service providers such as the mail, FedEx, solid waste collection, etc. tend to have much more stable and shorter trip length since these services serve the entire neighborhood during the same trip.
- Adjusting trip length by subarea requires adjusting other fee components, such as cost and credit. Given that the transportation system is an integrated system and dollars collected from the entire community are being used for certain capacity projects, the analysis becomes less reliable as the geographic area is reduced. Our past experience suggests that the complexity of developing multiple fee districts through adjustment of trip characteristics, cost, capacity, and credit components reduces the degree of accuracy, provides unexpected results and make it harder to defend the technical methodology. Using the achieved areawide level of service that is encouraged by the recent State legislation to develop differential fees by subarea provides a solid technical approach, which is also legally defensible.

- Finally, if the County desires, it is possible to conduct trip characteristics studies at several subdivisions within Hillsborough County to verify that the database average figures used in the study for single family land use or other uses.

Interstate &Toll Facility Adjustment Factor

This variable is used to recognize that interstate highway and toll facility improvements are funded by the State (specifically, the Florida Department of Transportation) using earmarked State and Federal funds. Typically, mobility fees are not used to pay for these improvements and the portion of travel occurring on the interstate/toll facility system is usually eliminated from the total travel for each use. Based on the information from the TBRPM, the interstate and toll (I/T) facility adjustment factor is calculated at 36.8 percent. By applying this factor to the total County VMT, the reduced VMT is then representative of only the roadways which are funded by mobility fees. Appendix A, Table A-1 provides further detail on this calculation.

Cost Component

Cost estimates are to reflect current cost of building roadways/transportation infrastructure in Hillsborough County. The estimates are based on local projects supplemented by the data collected from other Florida communities to increase the sample size. Transportation costs have been increasing since the 2016 study and continued to increase since this update study started in 2018. In response to concerns expressed by the Board of County Commission, the County staff reviewed all historical projects as well as CIP estimates and provided a set of local projects that are most representative of future construction in Hillsborough County. Tindale Oliver supplemented this analysis by reviewing cost data from urban versus rural counties over the same time period as the County projects (between 2013 and 2019). A similar analysis was completed for State roadway costs. These analyses resulted in approximately 25 percent increase in cost per PMC compared to the 2016 report, as shown in Table ES-2.

Table ES-2
Construction Cost Comparison

Component	2016 Mobility Fee Study[1]	2020 Mobility Fee Update[2]	Percent Change[3]
County Roads			
Design	$348,000	$484,000	39%
Right-of-Way	$1,448,000	$1,655,000	14%
Construction	$2,897,000	$4,036,000	39%
CEI	$261,000	$363,000	39%
Total - County Roads	**$4,954,000**	**$6,538,000**	**32%**
State Roads			
Design	$319,000	$486,000	52%
Right-of-Way	$1,448,000	$1,813,000	25%
Construction	$2,897,000	$4,421,000	53%
CEI	$319,000	$486,000	52%
Total - State Roads	**$4,983,000**	**$7,206,000**	**45%**
Weighted Cost per Lane Mile	**$4,962,000**	**$6,725,000**	**36%**
PMC per Lane Mile (Urban)	12,350	13,300	8%
Cost per PMC	**$401.78**	**$505.64**	**26%**

1) Source: *2016 Hillsborough County Mobility Fee Study*
2) Source: Tables 3 and 4
3) Percent change from 2016 Study (Item 1) to 2020 Study (Item 2)

A more detailed explanation of cost estimates is included in Appendix B.

Credit Component

The "credit" is an estimate of future non-impact fee revenues generated by new development that are allocated to provide transportation capacity expansion. To the extend the County uses taxes and other revenue sources to build transportation capacity, a portion of these revenues will come from the new homes, offices, and other development through their tax payments over the lives of their structures. The credit calculations reflect the revenue generated only by the new development and are required under the supporting case law for the calculation of impact fees where a new development activity must be reasonably assured that they are not being charged twice for the same level of service. The credit figures do not include any contributions from the existing population that generates most of the revenues.

As mentioned previously, since the last study, there has been increasing funding commitment toward transportation capacity in Hillsborough County. These include the following:

- Approximately $370 million over the next six years, the CIP period of FY 2020 through FY 2025, which is estimated to be funded with ad valorem revenues (80%) and the Community Investment Tax (CIT) dollars (20%). This credit is recognized for only the new development's portion of these taxes and only for the next 6 years. The CIT is set to expire in 2026 and based on information obtained from the County, this level of ad valorem tax investment is not expected to continue beyond the CIP period.
- In 2018, Hillsborough County voters approved a 1-percent charter county transportation sales surtax for the next 30 years. Revenues from this tax are to be spent for specific types of projects, including certain capacity projects. Following the approval of the surtax, the surtax was challenged and is being currently evaluated by the Florida Supreme Court. However, because the tax is being collected, a credit is calculated. Although a 30-year plan has not yet been developed, based on the County's one-year plan, an estimate for the portion of the revenue that is likely to be used for mobility capacity projects (roadways, intersection improvements, new sidewalks, bicycle lanes, transit amenities, buses, etc.) is developed. The following table provides a summary of these estimates for each improvement category. Once the final decision on the validity of the surtax is made and a full 30-year plan is prepared, these credit calculations should be revised.
- Due to the uncertainty of the legal standing of the surtax, additional fee schedules are included that calculate the mobility fee rates without a charter county surtax.

Table ES-3
Charter County Surtax Capacity Expansion Allocation

Surtax Fund	Annual Revenue[(1)]	Capacity Percentage[(2)]	Capacity Portion[(3)]
Maintenance	$32,624,000	0%	$0
Congestion Reduction	$42,236,000	56%	$23,652,000
Transportation Safety	$43,872,000	52%	$22,813,000
Transportation Network	$19,404,000	100%	$19,404,000
Remaining	$24,298,000	78%	$18,952,000
Total (Roads)			**$84,821,000**
HART	$135,932,000	6%	**$8,156,000**

1) Source: Local Government Financial Information Handbook. Targeted allocation is based on the Hillsborough County's 2020 preliminary Capital Plan. Includes adjustments for rounding.
2) Source: 2020 preliminary Capital Plan, discussions with representatives from Hillsborough County and HART
3) Annual revenue (Item 1) multiplied by the capacity percentage (Item 2)

- In addition to these revenues, any other capacity funding through fuel taxes, debt service, State and City contributions are also incorporated into the credit calculations similar to the calculations included in the 2016 study.

Table ES-4 provides a summary of credit amounts by revenue source for single family residential category compared to the total impact cost. As presented, in the Urban Fee District, the credit increase from 26 percent of total impact cost in 2016 to 36 percent of the total cost in 2020. In the case of rural fee district, the credit percentage increased from 19 percent in 2016 to 27 percent in 2020. If the surtax credit is excluded, the credit for 2020 decreases from 26 percent to 21 percent for the Urban Fee District and from 19 percent to 15 percent for the Rural Fee District.

Table ES-4
Credit Comparison

Component	2016 Mobility Fee Study[1]	% of Total Impact Cost	2020 Mobility Fee Update[2]	% of Total Impact Cost	2020 Mobility Fee Update NO SURTAX[3]	% of Total Impact Cost
Single Family Land Use: 2,000 sq ft; URBAN Fee District						
Total Impact Cost	$8,561	-	$11,566	-	$11,566	-
City Credit	$74	0.9%	$37	0.3%	$37	0.3%
County Credit (Non-Surtax/Ad Val)	$903	10.5%	$554	4.8%	$554	4.8%
State Credit	$1,216	14.2%	$1,198	10.4%	$1,198	10.4%
Transportation Surtax Credit	-	-	$1,782	15.4%	-	-
Ad Valorem Credit	-	-	$594	5.1%	$594	5.1%
Total Credit	$2,193	25.6%	$4,165	36.0%	$2,383	20.6%
Net Mobility Fee	**$6,368**	**-**	**$7,401**	**-**	**$9,183**	**-**

1) Source: 2016 Hillsborough County Mobility Fee Study
2) Source: Appendix E, Table E-1
3) Source: Appendix E, Table E-3

The following tables provide a comparison of current adopted fee schedule, 2016 fee schedule at 100 percent and the 2020 calculated fee schedule for urban and rural fee districts, both including and excluding the transportation surtax credit.

Table ES-5
Mobility Fee Rate Comparison – Urban Fee District (Including Surtax Credit)

ITE LUC	Land Use	Unit	Current Adopted 80%[1]	2020 Calculated 100%[2]	% Change	2016 Calculated 100%[3]	2020 Calculated 100%[2]	% Change
	RESIDENTIAL:							
	Single Family (Detached) - Less than 1,500 sf & Annual HH Income less than 50% SHIP Definition	du	$1,708	$4,022	135%	$2,135	$4,022	88%
	Single Family (Detached) - Less than 1,500 sf & Annual HH Income between 50-80% SHIP Definition	du	$2,589	$4,755	84%	$3,236	$4,755	47%
210	Single Family (Detached) - Less than 1,500 sf	du	$3,987	$6,584	65%	$4,984	$6,584	32%
	Single Family (Detached) - 1,500 to 2,499 sf	du	$5,094	$7,401	45%	$6,368	$7,401	16%
	Single Family (Detached) - 2,500 sf and greater	du	$5,722	$8,534	49%	$7,152	$8,534	19%
	Multi-Family (Low-Rise, 1-2 Levels) - Annual HH Income less than 50% SHIP Definition	du	$1,195	$3,019	153%	$1,494	$3,019	102%
220	Multi-Family (Low-Rise, 1-2 Levels) - Annual HH Income between 50-80% SHIP Definition	du	$1,798	$3,562	98%	$2,248	$3,562	58%
	Multi-Family (Low-Rise, 1-2 Levels)	du	$3,294	$5,348	62%	$4,117	$5,348	30%
	Multi-Family (Mid-Rise, 3-10 Levels) - Annual HH Income less than 50% SHIP Definition	du	$741	$2,147	190%	$926	$2,147	132%
221	Multi-Family (Mid-Rise, 3-10 Levels) - Annual HH Income between 50-80% SHIP Definition	du	$1,122	$2,569	129%	$1,403	$2,569	83%
	Multi-Family (Mid-Rise, 3-10 Levels)	du	$2,060	$3,903	89%	$2,575	$3,903	52%
	Multi-Family (High-Rise, >10 Levels) - Annual HH Income less than 50% SHIP Definition	du	$741	$1,696	129%	$926	$1,696	83%
222	Multi-Family (High-Rise, >10 Levels) - Annual HH Income between 50-80% SHIP Definition	du	$1,122	$2,026	81%	$1,403	$2,026	44%
	Multi-Family (High-Rise, >10 Levels)	du	$2,060	$3,115	51%	$2,575	$3,115	21%
231	Mid-Rise Residential w/1st Floor Commercial	du	-	$2,321	-	-	$2,321	-
232	High-Rise Residential w/1st Floor Commercial	Occ. du	-	$1,203	-	-	$1,203	-
240	Mobile Home Park	du	$1,878	$2,775	48%	$2,347	$2,775	18%
253	Congregate Care Facility	du	$484	$307	-37%	$605	$307	-49%
	LODGING:							
310	Hotel	room	$2,582	$3,371	31%	$3,227	$3,371	4%
311	Hotel; All Suites	room	$1,989	$2,681	35%	$2,486	$2,681	8%
320	Motel	room	$1,829	$1,570	-14%	$2,286	$1,570	-31%
	RECREATION:							
411	Public Park	acre	$1,020	$281	-72%	$1,275	$281	-78%
416	RV Park	site	$722	$1,111	54%	$902	$1,111	23%
420	Marina	boat berth	$1,732	$2,036	18%	$2,165	$2,036	-6%
430	Golf Course	hole	$20,983	$25,781	23%	$26,229	$25,781	-2%
444	Movie Theater	screen	$19,545	$32,035	64%	$24,431	$32,035	31%
492	Health Club	1,000 sf	$15,603	$25,264	62%	$19,504	$25,264	30%
	INSTITUTIONS:							
520	Elementary School (Private)	student	$426	$643	51%	$532	$643	21%
522	Middle School (Private)	student	$610	$743	22%	$762	$743	-2%
530	High School (Private)	student	$641	$834	30%	$801	$834	4%
540	University/Junior College (7,500 or fewer students) (Private)	student	$1,181	$1,764	49%	$1,476	$1,764	20%
550	University/Junior College (more than 7,500 students) (Private)	student	$874	$1,288	47%	$1,093	$1,288	18%
560	Church	1,000 sf	$3,100	$3,707	20%	$3,875	$3,707	-4%
565	Day Care Center	1,000 sf	$9,923	$10,225	3%	$12,404	$10,225	-18%
610	Hospital	1,000 sf	$6,642	$8,431	27%	$8,302	$8,431	2%
620	Nursing Home	bed	$606	$995	64%	$758	$995	31%
630	Clinic	1,000 sf	$15,417	$27,132	76%	$19,271	$27,132	41%
	OFFICE:							
710	General Office	1,000 sf	$7,193	$6,718	-7%	$8,991	$6,718	-25%
715	Single Tenant Office Building	1,000 sf	$5,410	$8,082	49%	$6,762	$8,082	20%
720	Medical Office 10,000 sq ft or less	1,000 sf	$11,553	$17,757	54%	$14,441	$17,757	23%
720	Medical Office greater than 10,000 sq ft	1,000 sf	$16,821	$25,598	52%	$21,026	$25,598	22%
	RETAIL:							
813	Discount Superstore	1,000 sf	$7,714	$11,566	50%	$9,642	$11,566	20%
815	Discount Store; Free-Standing	1,000 sf	$8,684	$10,599	22%	$10,855	$10,599	-2%
820	Shopping Center	1,000 sfgla	$8,090	$10,725	33%	$10,113	$10,725	6%
841	New/Used Auto Sales	1,000 sf	$10,017	$13,355	33%	$12,521	$13,355	7%
857	Discount Club	1,000 sf	$6,338	$8,273	31%	$7,923	$8,273	4%
862	Home Improvement Superstore	1,000 sf	$4,661	$6,437	38%	$5,826	$6,437	10%
863	Electronics Superstore	1,000 sf	$4,361	$5,744	32%	$5,451	$5,744	5%
880/881	Pharmacy/Drug Store with & without Drive-Thru	1,000 sf	$5,969	$9,647	62%	$7,461	$9,647	29%
890	Furniture Store	1,000 sf	$1,629	$2,820	73%	$2,036	$2,820	39%
	SERVICES:							
912	Bank/Savings Drive-In	1,000 sf	$17,045	$16,155	-5%	$21,306	$16,155	-24%
930	Fast Casual Restaurant	1,000 sf	-	$53,299	-	-	$53,299	-
931	Quality Restaurant	1,000 sf	$21,128	$30,380	44%	$26,410	$30,380	15%
932	High-Turn Over Restaurant	1,000 sf	$25,181	$35,054	39%	$31,476	$35,054	11%
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	$56,660	$81,728	44%	$70,825	$81,728	15%
942	Automobile Care Center	1,000 sf	$7,918	$9,385	19%	$9,898	$9,385	-5%
944	Gas Station w/Convenience Market <2,000 sq ft	fuel pos.	$6,366	$10,710	68%	$7,957	$10,710	35%
945	Gas Station w/Convenience Market 2,000-2,999 sq ft	fuel pos.	$6,366	$12,798	101%	$7,957	$12,798	61%
960	Gas Station w/Convenience Market 3,000+ sq ft	fuel pos.	$6,366	$14,366	126%	$7,957	$14,366	81%
947	Self-Service Car Wash	service bay	$6,107	$9,325	53%	$7,634	$9,325	22%
	INDUSTRIAL:							
110	General Light Industrial	1,000 sf	$3,239	$3,409	5%	$4,049	$3,409	-16%
140	Manufacturing	1,000 sf	$1,778	$2,659	50%	$2,223	$2,659	20%
150	Warehousing	1,000 sf	$1,645	$1,096	-33%	$2,056	$1,096	-47%
151	Mini-Warehouse	1,000 sf	$591	$561	-5%	$739	$561	-24%
154	High-Cube Transload/Storage	1,000 sf	$774	$844	9%	$968	$844	-13%

1) Source: Hillsborough County Department of Development Services. Adopted fee rates are 80% of the total calculated rates (Item 3)
2) Source: Appendix E, Table E-1
3) Source: *Hillsborough County Mobility Fee Study, April 2016*

Table ES-6
Mobility Fee Rate Comparison – Rural Fee District (Including Surtax Credit)

ITE LUC	Land Use	Unit	Current Adopted 80%[1]	2020 Calculated 100%[2]	% Change	2016 Calculated 100%[3]	2020 Calculated 100%[2]	% Change
	RESIDENTIAL:							
210	Single Family (Detached) - Less than 1,500 sf & Annual HH Income less than 50% SHIP Definition	du	$2,474	$6,248	153%	$3,092	$6,248	102%
	Single Family (Detached) - Less than 1,500 sf & Annual HH Income between 50-80% SHIP Definition	du	$3,746	$7,332	96%	$4,682	$7,332	57%
	Single Family (Detached) - Less than 1,500 sf	du	$5,774	$10,039	74%	$7,217	$10,039	39%
	Single Family (Detached) - 1,500 to 2,499 sf	du	$7,377	$11,256	53%	$9,221	$11,256	22%
	Single Family (Detached) - 2,500 sf and greater	du	$8,282	$12,922	56%	$10,352	$12,922	25%
220	Multi-Family (Low-Rise, 1-2 Levels) - Annual HH Income less than 50% SHIP Definition	du	$1,731	$4,665	169%	$2,164	$4,665	116%
	Multi-Family (Low-Rise, 1-2 Levels) - Annual HH Income between 50-80% SHIP Definition	du	$2,609	$5,467	110%	$3,261	$5,467	68%
	Multi-Family (Low-Rise, 1-2 Levels)	du	$4,780	$8,132	70%	$5,975	$8,132	36%
221	Multi-Family (Mid-Rise, 3-10 Levels) - Annual HH Income less than 50% SHIP Definition	du	$1,077	$3,368	213%	$1,346	$3,368	150%
	Multi-Family (Mid-Rise, 3-10 Levels) - Annual HH Income between 50-80% SHIP Definition	du	$1,629	$3,988	145%	$2,036	$3,988	96%
	Multi-Family (Mid-Rise, 3-10 Levels)	du	$2,992	$5,972	100%	$3,740	$5,972	60%
222	Multi-Family (High-Rise, >10 Levels) - Annual HH Income less than 50% SHIP Definition	du	$1,077	$2,697	150%	$1,346	$2,697	100%
	Multi-Family (High-Rise, >10 Levels) - Annual HH Income between 50-80% SHIP Definition	du	$1,629	$3,185	96%	$2,036	$3,185	56%
	Multi-Family (High-Rise, >10 Levels)	du	$2,992	$4,807	61%	$3,740	$4,807	29%
231	Mid-Rise Residential w/1st Floor Commercial	du	-	$3,629	-	-	$3,629	-
232	High-Rise Residential w/1st Floor Commercial	Occ. du	-	$1,967	-	-	$1,967	-
240	Mobile Home Park	du	$2,725	$4,205	54%	$3,406	$4,205	23%
253	Congregate Care Facility	du	$705	$679	-4%	$881	$679	-23%
	LODGING:							
310	Hotel	room	$3,078	$4,104	33%	$3,848	$4,104	7%
311	Hotel; All Suites	room	$2,372	$3,270	38%	$2,965	$3,270	10%
320	Motel	room	$2,185	$1,928	-12%	$2,731	$1,928	-29%
	RECREATION:							
411	Public Park	acre	$1,218	$396	-67%	$1,523	$396	-74%
416	RV Park	site	$862	$1,349	56%	$1,078	$1,349	25%
420	Marina	boat berth	$2,066	$2,495	21%	$2,582	$2,495	-3%
430	Golf Course	hole	$25,013	$31,563	26%	$31,266	$31,563	1%
444	Movie Theater	screen	$23,486	$39,201	67%	$29,358	$39,201	34%
492	Health Club	1,000 sf	$18,620	$30,600	64%	$23,275	$30,600	31%
	INSTITUTIONS:							
520	Elementary School (Private)	student	$510	$802	57%	$637	$802	26%
522	Middle School (Private)	student	$728	$923	27%	$910	$923	1%
530	High School (Private)	student	$766	$1,027	34%	$957	$1,027	7%
540	University/Junior College (7,500 or fewer students) (Private)	student	$1,406	$2,144	52%	$1,758	$2,144	22%
550	University/Junior College (more than 7,500 students) (Private)	student	$1,043	$1,574	51%	$1,304	$1,574	21%
560	Church	1,000 sf	$3,706	$4,488	21%	$4,632	$4,488	-3%
565	Day Care Center	1,000 sf	$11,938	$12,574	5%	$14,923	$12,574	-16%
610	Hospital	1,000 sf	$7,917	$10,200	29%	$9,896	$10,200	3%
620	Nursing Home	bed	$727	$1,218	68%	$909	$1,218	34%
630	Clinic	1,000 sf	$18,398	$32,808	78%	$22,998	$32,808	43%
	OFFICE:							
710	General Office	1,000 sf	$10,435	$10,159	-3%	$13,044	$10,159	-22%
715	Single Tenant Office Building	1,000 sf	$7,847	$12,176	55%	$9,809	$12,176	24%
720	Medical Office 10,000 sq ft or less	1,000 sf	$16,750	$26,534	58%	$20,938	$26,534	27%
720	Medical Office greater than 10,000 sq ft	1,000 sf	$24,393	$38,164	56%	$30,491	$38,164	25%
	RETAIL:							
813	Discount Superstore	1,000 sf	$9,260	$14,174	53%	$11,575	$14,174	22%
815	Discount Store; Free-Standing	1,000 sf	$10,426	$13,008	25%	$13,032	$13,008	0%
820	Shopping Center	1,000 sfgla	$9,712	$13,125	35%	$12,140	$13,125	8%
841	New/Used Auto Sales	1,000 sf	$11,959	$16,209	36%	$14,949	$16,209	8%
857	Discount Club	1,000 sf	$7,610	$10,169	34%	$9,513	$10,169	7%
862	Home Improvement Superstore	1,000 sf	$5,597	$7,931	42%	$6,996	$7,931	13%
863	Electronics Superstore	1,000 sf	$5,254	$7,117	35%	$6,567	$7,117	8%
880/881	Pharmacy/Drug Store with & without Drive-Thru	1,000 sf	$7,178	$11,866	65%	$8,972	$11,866	32%
890	Furniture Store	1,000 sf	$1,944	$3,481	79%	$2,430	$3,481	43%
	SERVICES:							
912	Bank/Savings Drive-In	1,000 sf	$20,456	$19,866	-3%	$25,570	$19,866	-22%
930	Fast Casual Restaurant	1,000 sf	-	$65,270	-	-	$65,270	-
931	Quality Restaurant	1,000 sf	$25,296	$37,025	46%	$31,620	$37,025	17%
932	High-Turn Over Restaurant	1,000 sf	$30,146	$42,694	42%	$37,683	$42,694	13%
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	$68,158	$100,056	47%	$85,197	$100,056	17%
942	Automobile Care Center	1,000 sf	$9,468	$11,432	21%	$11,835	$11,432	-3%
944	Gas Station w/Convenience Market <2,000 sq ft	fuel pos.	$7,666	$13,111	71%	$9,583	$13,111	37%
945	Gas Station w/Convenience Market 2,000-2,999 sq ft	fuel pos.	$7,666	$15,665	104%	$9,583	$15,665	63%
960	Gas Station w/Convenience Market 3,000+ sq ft	fuel pos.	$7,666	$17,584	129%	$9,583	$17,584	83%
947	Self-Service Car Wash	service bay	$7,340	$11,406	55%	$9,175	$11,406	24%
	INDUSTRIAL:							
110	General Light Industrial	1,000 sf	$4,698	$5,161	10%	$5,872	$5,161	-12%
140	Manufacturing	1,000 sf	$2,578	$4,048	57%	$3,222	$4,048	26%
150	Warehousing	1,000 sf	$2,390	$1,711	-28%	$2,987	$1,711	-43%
151	Mini-Warehouse	1,000 sf	$862	$920	7%	$1,078	$920	-15%
154	High-Cube Transload/Storage	1,000 sf	$1,126	$1,338	19%	$1,407	$1,338	-5%

1) Source: Hillsborough County Department of Development Services. Adopted fee rates are 80% of the total calculated rates (Item 3)
2) Source: Appendix E, Table E-2
3) Source: *Hillsborough County Mobility Fee Study, April 2016*

Table ES-7
Mobility Fee Rate Comparison – Urban Fee District (Excluding Surtax Credit)

ITE LUC	Land Use	Unit	Current Adopted 80%[1]	2020 Calculated 100%[2]	% Change	2016 Calculated 100%[3]	2020 Calculated 100%[2]	% Change
	RESIDENTIAL:							
	Single Family (Detached) - Less than 1,500 sf & Annual HH Income less than 50% SHIP Definition	du	$1,708	$5,054	196%	$2,135	$5,054	137%
	Single Family (Detached) - Less than 1,500 sf & Annual HH Income between 50-80% SHIP Definition	du	$2,589	$5,951	130%	$3,236	$5,951	84%
210	Single Family (Detached) - Less than 1,500 sf	du	$3,987	$8,178	105%	$4,984	$8,178	64%
	Single Family (Detached) - 1,500 to 2,499 sf	du	$5,094	$9,183	80%	$6,368	$9,183	44%
	Single Family (Detached) - 2,500 sf and greater	du	$5,722	$10,550	84%	$7,152	$10,550	48%
	Multi-Family (Low-Rise, 1-2 Levels) - Annual HH Income less than 50% SHIP Definition	du	$1,195	$3,793	217%	$1,494	$3,793	154%
220	Multi-Family (Low-Rise, 1-2 Levels) - Annual HH Income between 50-80% SHIP Definition	du	$1,798	$4,453	148%	$2,248	$4,453	98%
	Multi-Family (Low-Rise, 1-2 Levels)	du	$3,294	$6,661	102%	$4,117	$6,661	62%
	Multi-Family (Mid-Rise, 3-10 Levels) - Annual HH Income less than 50% SHIP Definition	du	$741	$2,710	266%	$926	$2,710	193%
221	Multi-Family (Mid-Rise, 3-10 Levels) - Annual HH Income between 50-80% SHIP Definition	du	$1,122	$3,225	187%	$1,403	$3,225	130%
	Multi-Family (Mid-Rise, 3-10 Levels)	du	$2,060	$4,864	136%	$2,575	$4,864	89%
	Multi-Family (High-Rise, >10 Levels) - Annual HH Income less than 50% SHIP Definition	du	$741	$2,165	192%	$926	$2,165	134%
222	Multi-Family (High-Rise, >10 Levels) - Annual HH Income between 50-80% SHIP Definition	du	$1,122	$2,565	129%	$1,403	$2,565	83%
	Multi-Family (High-Rise, >10 Levels)	du	$2,060	$3,912	90%	$2,575	$3,912	52%
231	Mid-Rise Residential w/1st Floor Commercial	du	-	$2,931	-	-	$2,931	-
232	High-Rise Residential w/1st Floor Commercial	Occ. du	-	$1,555	-	-	$1,555	-
240	Mobile Home Park	du	$1,878	$3,455	84%	$2,347	$3,455	47%
253	Congregate Care Facility	du	$484	$495	2%	$605	$495	**-18%**
	LODGING:							
310	Hotel	room	$2,582	$4,168	61%	$3,227	$4,168	29%
311	Hotel; All Suites	room	$1,989	$3,314	67%	$2,486	$3,314	33%
320	Motel	room	$1,829	$1,969	8%	$2,286	$1,969	**-14%**
	RECREATION:							
411	Public Park	acre	$1,020	$398	**-61%**	$1,275	$398	**-69%**
416	RV Park	site	$722	$1,369	90%	$902	$1,369	52%
420	Marina	boat berth	$1,732	$2,528	46%	$2,165	$2,528	17%
430	Golf Course	hole	$20,983	$31,994	52%	$26,229	$31,994	22%
444	Movie Theater	screen	$19,545	$40,804	109%	$24,431	$40,804	67%
492	Health Club	1,000 sf	$15,603	$31,102	99%	$19,504	$31,102	59%
	INSTITUTIONS:							
520	Elementary School (Private)	student	$426	$831	95%	$532	$831	56%
522	Middle School (Private)	student	$610	$954	56%	$762	$954	25%
530	High School (Private)	student	$641	$1,045	63%	$801	$1,045	30%
540	University/Junior College (7,500 or fewer students) (Private)	student	$1,181	$2,163	83%	$1,476	$2,163	47%
550	University/Junior College (more than 7,500 students) (Private)	student	$874	$1,593	82%	$1,093	$1,593	46%
560	Church	1,000 sf	$3,100	$4,598	48%	$3,875	$4,598	19%
565	Day Care Center	1,000 sf	$9,923	$13,156	33%	$12,404	$13,156	6%
610	Hospital	1,000 sf	$6,642	$10,330	56%	$8,302	$10,330	24%
620	Nursing Home	bed	$606	$1,253	107%	$758	$1,253	65%
630	Clinic	1,000 sf	$15,417	$33,345	116%	$19,271	$33,345	73%
	OFFICE:							
710	General Office	1,000 sf	$7,193	$8,336	16%	$8,991	$8,336	**-7%**
715	Single Tenant Office Building	1,000 sf	$5,410	$10,005	85%	$6,762	$10,005	48%
720	Medical Office 10,000 sq ft or less	1,000 sf	$11,553	$21,860	89%	$14,441	$21,860	51%
720	Medical Office greater than 10,000 sq ft	1,000 sf	$16,821	$31,459	87%	$21,026	$31,459	50%
	RETAIL:							
813	Discount Superstore	1,000 sf	$7,714	$14,708	91%	$9,642	$14,708	53%
815	Discount Store; Free-Standing	1,000 sf	$8,684	$13,530	56%	$10,855	$13,530	25%
820	Shopping Center	1,000 sfgla	$8,090	$13,562	68%	$10,113	$13,562	34%
841	New/Used Auto Sales	1,000 sf	$10,017	$16,520	65%	$12,521	$16,520	32%
857	Discount Club	1,000 sf	$6,338	$10,571	67%	$7,923	$10,571	33%
862	Home Improvement Superstore	1,000 sf	$4,661	$8,242	77%	$5,826	$8,242	41%
863	Electronics Superstore	1,000 sf	$4,361	$7,479	71%	$5,451	$7,479	37%
880/881	Pharmacy/Drug Store with & without Drive-Thru	1,000 sf	$5,969	$12,390	108%	$7,461	$12,390	66%
890	Furniture Store	1,000 sf	$1,629	$3,523	116%	$2,036	$3,523	73%
	SERVICES:							
912	Bank/Savings Drive-In	1,000 sf	$17,045	$20,610	21%	$21,306	$20,610	**-3%**
930	Fast Casual Restaurant	1,000 sf	-	$68,164	-	-	$68,164	-
931	Quality Restaurant	1,000 sf	$21,128	$38,070	80%	$26,410	$38,070	44%
932	High-Turn Over Restaurant	1,000 sf	$25,181	$43,893	74%	$31,476	$43,893	39%
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	$56,660	$104,494	84%	$70,825	$104,494	48%
942	Automobile Care Center	1,000 sf	$7,918	$11,706	48%	$9,898	$11,706	18%
944	Gas Station w/Convenience Market <2,000 sq ft	fuel pos.	$6,366	$13,734	116%	$7,957	$13,734	73%
945	Gas Station w/Convenience Market 2,000-2,999 sq ft	fuel pos.	$6,366	$16,409	158%	$7,957	$16,409	106%
960	Gas Station w/Convenience Market 3,000+ sq ft	fuel pos.	$6,366	$18,422	189%	$7,957	$18,422	132%
947	Self-Service Car Wash	service bay	$6,107	$11,881	95%	$7,634	$11,881	56%
	INDUSTRIAL:							
110	General Light Industrial	1,000 sf	$3,239	$4,230	31%	$4,049	$4,230	4%
140	Manufacturing	1,000 sf	$1,778	$3,315	86%	$2,223	$3,315	49%
150	Warehousing	1,000 sf	$1,645	$1,377	**-16%**	$2,056	$1,377	**-33%**
151	Mini-Warehouse	1,000 sf	$591	$725	23%	$739	$725	**-2%**
154	High-Cube Transload/Storage	1,000 sf	$774	$1,078	39%	$968	$1,078	11%

1) Source: Hillsborough County Department of Development Services. Adopted fee rates are 80% of the total calculated rates (Item 3)
2) Source: Appendix E, Table E-3
3) Source: *Hillsborough County Mobility Fee Study, April 2016*

Table ES-8
Mobility Fee Rate Comparison – Rural Fee District (Excluding Surtax Credit)

ITE LUC	Land Use	Unit	Current Adopted 80%[1]	2020 Calculated 100%[2]	% Change	2016 Calculated 100%[3]	2020 Calculated 100%[2]	% Change
	RESIDENTIAL:							
	Single Family (Detached) - Less than 1,500 sf & Annual HH Income less than 50% SHIP Definition	du	$2,474	$7,280	194%	$3,092	$7,280	135%
	Single Family (Detached) - Less than 1,500 sf & Annual HH Income between 50-80% SHIP Definition	du	$3,746	$8,528	128%	$4,682	$8,528	82%
210	Single Family (Detached) - Less than 1,500 sf	du	$5,774	$11,633	101%	$7,217	$11,633	61%
	Single Family (Detached) - 1,500 to 2,499 sf	du	$7,377	$13,038	77%	$9,221	$13,038	41%
	Single Family (Detached) - 2,500 sf and greater	du	$8,282	$14,938	80%	$10,352	$14,938	44%
	Multi-Family (Low-Rise, 1-2 Levels) - Annual HH Income less than 50% SHIP Definition	du	$1,731	$5,439	214%	$2,164	$5,439	151%
220	Multi-Family (Low-Rise, 1-2 Levels) - Annual HH Income between 50-80% SHIP Definition	du	$2,609	$6,358	144%	$3,261	$6,358	95%
	Multi-Family (Low-Rise, 1-2 Levels)	du	$4,780	$9,445	98%	$5,975	$9,445	58%
	Multi-Family (Mid-Rise, 3-10 Levels) - Annual HH Income less than 50% SHIP Definition	du	$1,077	$3,931	265%	$1,346	$3,931	192%
221	Multi-Family (Mid-Rise, 3-10 Levels) - Annual HH Income between 50-80% SHIP Definition	du	$1,629	$4,644	185%	$2,036	$4,644	128%
	Multi-Family (Mid-Rise, 3-10 Levels)	du	$2,992	$6,933	132%	$3,740	$6,933	85%
	Multi-Family (High-Rise, >10 Levels) - Annual HH Income less than 50% SHIP Definition	du	$1,077	$3,166	194%	$1,346	$3,166	135%
222	Multi-Family (High-Rise, >10 Levels) - Annual HH Income between 50-80% SHIP Definition	du	$1,629	$3,724	129%	$2,036	$3,724	83%
	Multi-Family (High-Rise, >10 Levels)	du	$2,992	$5,604	87%	$3,740	$5,604	50%
231	Mid-Rise Residential w/1st Floor Commercial	du	-	$4,239	-	-	$4,239	-
232	High-Rise Residential w/1st Floor Commercial	Occ. du	-	$2,319	-	-	$2,319	-
240	Mobile Home Park	du	$2,725	$4,885	79%	$3,406	$4,885	43%
253	Congregate Care Facility	du	$705	$867	23%	$881	$867	**-2%**
	LODGING:							
310	Hotel	room	$3,078	$4,901	59%	$3,848	$4,901	27%
311	Hotel; All Suites	room	$2,372	$3,903	65%	$2,965	$3,903	32%
320	Motel	room	$2,185	$2,327	6%	$2,731	$2,327	**-15%**
	RECREATION:							
411	Public Park	acre	$1,218	$513	**-58%**	$1,523	$513	**-66%**
416	RV Park	site	$862	$1,607	86%	$1,078	$1,607	49%
420	Marina	boat berth	$2,066	$2,987	45%	$2,582	$2,987	16%
430	Golf Course	hole	$25,013	$37,776	51%	$31,266	$37,776	21%
444	Movie Theater	screen	$23,486	$47,970	104%	$29,358	$47,970	63%
492	Health Club	1,000 sf	$18,620	$36,438	96%	$23,275	$36,438	57%
	INSTITUTIONS:							
520	Elementary School (Private)	student	$510	$990	94%	$637	$990	55%
522	Middle School (Private)	student	$728	$1,134	56%	$910	$1,134	25%
530	High School (Private)	student	$766	$1,238	62%	$957	$1,238	29%
540	University/Junior College (7,500 or fewer students) (Private)	student	$1,406	$2,543	81%	$1,758	$2,543	45%
550	University/Junior College (more than 7,500 students) (Private)	student	$1,043	$1,879	80%	$1,304	$1,879	44%
560	Church	1,000 sf	$3,706	$5,379	45%	$4,632	$5,379	16%
565	Day Care Center	1,000 sf	$11,938	$15,505	30%	$14,923	$15,505	4%
610	Hospital	1,000 sf	$7,917	$12,099	53%	$9,896	$12,099	22%
620	Nursing Home	bed	$727	$1,476	103%	$909	$1,476	62%
630	Clinic	1,000 sf	$18,398	$39,021	112%	$22,998	$39,021	70%
	OFFICE:							
710	General Office	1,000 sf	$10,435	$11,777	13%	$13,044	$11,777	**-10%**
715	Single Tenant Office Building	1,000 sf	$7,847	$14,099	80%	$9,809	$14,099	44%
720	Medical Office 10,000 sq ft or less	1,000 sf	$16,750	$30,637	83%	$20,938	$30,637	46%
720	Medical Office greater than 10,000 sq ft	1,000 sf	$24,393	$44,025	80%	$30,491	$44,025	44%
	RETAIL:							
813	Discount Superstore	1,000 sf	$9,260	$17,316	87%	$11,575	$17,316	50%
815	Discount Store; Free-Standing	1,000 sf	$10,426	$15,939	53%	$13,032	$15,939	22%
820	Shopping Center	1,000 sfgla	$9,712	$15,962	64%	$12,140	$15,962	31%
841	New/Used Auto Sales	1,000 sf	$11,959	$19,374	62%	$14,949	$19,374	30%
857	Discount Club	1,000 sf	$7,610	$12,467	64%	$9,513	$12,467	31%
862	Home Improvement Superstore	1,000 sf	$5,597	$9,736	74%	$6,996	$9,736	39%
863	Electronics Superstore	1,000 sf	$5,254	$8,852	68%	$6,567	$8,852	35%
880/881	Pharmacy/Drug Store with & without Drive-Thru	1,000 sf	$7,178	$14,609	104%	$8,972	$14,609	63%
890	Furniture Store	1,000 sf	$1,944	$4,184	115%	$2,430	$4,184	72%
	SERVICES:							
912	Bank/Savings Drive-In	1,000 sf	$20,456	$24,321	19%	$25,570	$24,321	**-5%**
930	Fast Casual Restaurant	1,000 sf	-	$80,135	-	-	$80,135	-
931	Quality Restaurant	1,000 sf	$25,296	$44,715	77%	$31,620	$44,715	41%
932	High-Turn Over Restaurant	1,000 sf	$30,146	$51,533	71%	$37,683	$51,533	37%
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	$68,158	$122,822	80%	$85,197	$122,822	44%
942	Automobile Care Center	1,000 sf	$9,468	$13,753	45%	$11,835	$13,753	16%
944	Gas Station w/Convenience Market <2,000 sq ft	fuel pos.	$7,666	$16,135	110%	$9,583	$16,135	68%
945	Gas Station w/Convenience Market 2,000-2,999 sq ft	fuel pos.	$7,666	$19,276	151%	$9,583	$19,276	101%
960	Gas Station w/Convenience Market 3,000+ sq ft	fuel pos.	$7,666	$21,640	182%	$9,583	$21,640	126%
947	Self-Service Car Wash	service bay	$7,340	$13,962	90%	$9,175	$13,962	52%
	INDUSTRIAL:							
110	General Light Industrial	1,000 sf	$4,698	$5,982	27%	$5,872	$5,982	2%
140	Manufacturing	1,000 sf	$2,578	$4,704	82%	$3,222	$4,704	46%
150	Warehousing	1,000 sf	$2,390	$1,992	**-17%**	$2,987	$1,992	**-33%**
151	Mini-Warehouse	1,000 sf	$862	$1,084	26%	$1,078	$1,084	1%
154	High-Cube Transload/Storage	1,000 sf	$1,126	$1,572	40%	$1,407	$1,572	12%

1) Source: Hillsborough County Department of Development Services. Adopted fee rates are 80% of the total calculated rates (Item 3)
2) Source: Appendix E, Table E-4
3) Source: *Hillsborough County Mobility Fee Study, April 2016*

Introduction

Hillsborough County's transportation impact fee schedule was initially adopted in 1985 and updated in 1989. Until 2016, there had been no major updates or significant changes in the transportation impact fee rates. In 2016, the County transitioned from a road-only fee to a mobility fee, allowing for more flexibility in funding capacity projects. The mobility fee was adopted at 40 percent of the full calculated rates with a 5-year phase-in provision with the option for annual indexing. At the request of the Hillsborough County Board of County Commission, the fee rates were to be reviewed annually and indexed if needed. Since then, the following changes occurred:

- In 2016, after the adoption of the mobility fee, Hillsborough County Board of County Commission made a 10-year commitment to increase funding for transportation, which would be funded with ad valorem tax revenues among other revenue sources.
- In 2017, the Institute for Transportation Engineer (ITE) released its 10th Edition Trip Generation Handbook, which included significant changes to the travel characteristics of multiple land uses;
- In 2018, Hillsborough County voters approved a charter county transportation sales surtax, which results in changes to the credit component; and
- Since 2016, transportation capital costs continued to increase.

Given these changes, the County retained Tindale Oliver to update the demand, cost, and credit components of the mobility fee and reflect the most recent data available.

Methodology

The methodology used for the mobility fee study follows a consumption-driven approach in which new development is charged based upon the proportion of person-miles of travel (PMT) that each unit of new development is expected to consume of a lane-mile of the transportation network.

Under this methodology, the mobility fees assess a proportionate share cost for the entire transportation network in the county, including classified City, County and State roadways, with the exception of local/neighborhood roads. Generally, neighborhood roads are the obligation of the developer and are part of the site/subdivision approvals.

Included in this document is the necessary support material used in the calculation of the mobility fee. The general equation used to compute the mobility fee for a given land use is:

[Demand x Cost] – Credit = Fee

The "demand" for travel placed on a transportation system is expressed in units of Person-Miles of Travel (daily vehicle-trip generation rate x the trip length x the percent new trips [of total trips] x person-trip factor) for each land use contained in the impact fee schedule. Trip generation represents the average daily rates since new development consumes trips on a daily basis.

The "cost" of building new capacity typically is expressed in units of dollars per person-mile of transportation capacity.

The "credit" is an estimate of future non-impact fee revenues generated by new development that are allocated to provide transportation capacity expansion. The impact fee is considered to be an "up front" payment for a portion of the cost of building a person-mile of capacity that is directly related to the amount of capacity consumed by each unit of land use contained in the impact fee schedule, that is not paid for by future tax revenues generated by the new development activity. These credits are required under the supporting case law for the calculation of impact fees where a new development activity must be reasonably assured that they are not being charged twice for the same level of service.

It should be noted that, consistent with the State Impact Fee Act requirements, the information used to develop the mobility fee schedule was based on the most recent and localized data available.

Legal Standard Overview

In Florida, legal requirements related to impact fees have primarily been established through case law since the 1980's. Impact fees must comply with the "dual rational nexus" test, which requires that they:

- Be supported by a study demonstrating that the fees are proportionate in amount to the need created by new development paying the fee; and
- Be spent in a manner that directs a proportionate benefit to new development, typically accomplished through establishment of benefit districts and a list of capacity-adding

projects included in the County's Capital Improvement Plan, Capital Improvement Element, or another planning document/Master Plan.

In 2006, the Florida legislature passed the "Florida Impact Fee Act," which recognized impact fees as "an outgrowth of home rule power of a local government to provide certain services within its jurisdiction." § 163.31801(2), Fla. Stat. The statute – concerned with mostly procedural and methodological limitations – did not expressly allow or disallow any particular public facility type from being funded with impact fees. The Act did specify procedural and methodological prerequisites, such as the requirement of the fee being based on most recent and localized data, a 90-day requirement for fee changes, and other similar requirements, most of which were common to the practice already.

More recent legislation further affected the impact fee framework in Florida, including the following:

- **HB 227 in 2009: The Florida legislation statutorily clarified that in any action challenging an impact fee, the government has the burden of proving by a preponderance of the evidence that the imposition or amount of the fee meets the requirements of state legal precedent or the Impact Fee Act and that the court may not use a deferential standard.**
- **SB 360 in 2009:** Allowed fees to be decreased without the 90-day notice period required to increase the fees and purported to change the standard of legal review associated with impact fees. SB 360 also required the Florida Department of Community Affairs (now the Department of Economic Opportunity) and Florida Department of Transportation (FDOT) to conduct studies on "mobility fees," which were completed in 2010.
- **HB 319 in 2013:** Applied mostly to concurrency management authorities, but also encouraged local governments to adopt alternative mobility systems using a series of tools identified in section 163.3180(5)(f), Florida Statutes, including:
    1. Adoption of long-term strategies to facilitate development patterns that support multi-modal solutions, including urban design, and appropriate land use mixes, including intensity and density.
    2. **Adoption of an area-wide level of service not dependent on any single road segment function.**
    3. Exempting or discounting impacts of locally desired development, such as development in urban areas, redevelopment, job creation, and mixed use on the transportation system.
    4. Assigning secondary priority to vehicle mobility and primary priority to ensuring a safe, comfortable, and attractive pedestrian environment, with convenient

interconnection to transit.

5. Establishing multi-modal level of service standards that rely primarily on non-vehicular modes of transportation where existing or planned community design will provide adequate level of mobility.
6. Reducing impact fees or local access fees to promote development within urban areas, multi-modal transportation districts, and a balance of mixed-use development in certain areas or districts, or for affordable or workforce housing.

Also, under HB 319, a mobility fee funding system expressly must comply with the dual rational nexus test applicable to traditional impact fees. Furthermore, any mobility fee revenues collected must be used to implement the local government's plan, which served as the basis for the fee. Finally, under HB 319, an alternative mobility system, that is not mobility fee-based, must not impose upon new development any responsibility for funding an existing transportation deficiency.

- **HB 207 in 2019:** Included the following changes to the Impact Fee Act along with additional clarifying language:
    1. Impact fees cannot be collected prior to building permit issuance; and
    2. Impact fee revenues cannot be used to pay debt service for previously approved projects unless the expenditure is reasonably connected to, or has a rational nexus with, the increased impact generated by the new residential and commercial construction.
- **HB 7103 in 2019**: Addressed multiple issues related to affordable housing/linkage fees, impact fees, and building services fees. In terms of impact fees, the bill required that when local governments increase their impact fees, the outstanding impact fee credits for developer contributions should also be increased. This requirement will operate prospectively. This bill also allowed local governments to waive/reduce impact fees for affordable/workforce housing projects without having to offset the associated revenue loss.

The following paragraphs provide further detail on the generally applicable legal standards related to impact fees.

Impact Fee Definition

- An impact fee is a one-time capital charge levied against new development.
- An impact fee is designed to cover the portion of the capital costs of infrastructure capacity consumed by new development.

- The principle purpose of an impact fee is to assist in funding the implementation of projects identified in the Capital Improvements Element (CIE) and other capital improvement programs for the respective facility/service categories.

Impact Fee vs. Tax

- An impact fee is generally regarded as a regulatory function established based upon the specific benefit to the user related to a given infrastructure type and is not established for the primary purpose of generating revenue for the general benefit of the community, as are taxes.
- Impact fee expenditures must convey a proportional benefit to the fee payer. This is accomplished through the establishment of benefit districts, where fees collected in a benefit district are spent in the same benefit district.
- An impact fee must be tied to a proportional need for new infrastructure capacity created by new development.

This technical report has been prepared to support legal compliance with existing case law and statutory requirements and documents the methodology used for impact fee calculations in the following sections. Information supporting this analysis was obtained from the County and other sources, as indicated.

Demand Component

Travel Demand

The amount of road system consumed by a unit of new land development is calculated using the following variables and is a measure of the vehicle miles of new travel a unit of development places on the existing roadway system:

- Number of daily trips generated;
- Average length of those trips; and
- Proportion of travel that is new travel, rather than travel that is already on the transportation system.

As part of this update, the trip characteristics variables were obtained primarily from two sources: (1) similar studies conducted throughout Florida (Florida Studies Database) and (2) the Institute of Transportation Engineers' (ITE) Trip Generation reference report (10th edition). The Florida Trip Characteristics Studies Database is included in Appendix A. This database was used to determine trip length, percent new trips, and trip rate for some land uses.

Interstate &Toll Facility Adjustment Factor

This variable was used to recognize that interstate highway and toll facility improvements are funded by the State (specifically, the Florida Department of Transportation) using earmarked State and Federal funds. Typically, mobility fees are not used to pay for these improvements and the portion of travel occurring on the interstate/toll facility system is usually eliminated from the total travel for each use.

To calculate the interstate and toll (I/T) facility adjustment factor, the loaded highway network file was generated for the Tampa Bay Regional Planning Model (TBRPM v8.2). A select link analysis was run for all traffic analysis zones located within Hillsborough County in order to differentiate trips with an origin and/or destination within the county versus trips with no origin or destination within the county.

Currently, interstate and toll facilities in Hillsborough County include I-275, I-75, I-4, the Suncoast Parkway, the Lee Roy Selmon Expressway and the Veterans Expressway (to Dale Mabry). The limited access vehicle-miles of travel (Limited Access VMT) for trips with an origin and/or

destination within County was calculated for the identified limited access facilities. The total Hillsborough County VMT was calculated for all trips with an origin and/or destination within County for all roads, including limited access facilities, located within Hillsborough County.

The I/T adjustment factor of 36.8 percent was determined by dividing the total limited access VMT by the total County VMT. By applying this factor to the total County VMT, the reduced VMT is then representative of only the roadways which are funded by impact/mobility fees. Appendix A, Table A-1 provides further detail on this calculation.

Conversion of Vehicle-Trips to Person-Trips

In the case of the mobility fee, it is necessary to estimate travel in units of person-miles. Vehicle-trips were converted to person-trips by applying a vehicle-trip to person-trip conversion factor of 1.40. This value was derived from a review of the TBRPM v8.2. Given that a large portion of travel occurs via automobile, this approach is found to be reasonable.

Land Use Changes

As part of this update study, the following land uses were revised/added/removed from the Hillsborough County mobility fee schedule to reflect the most recent data on demand variables.

<u>Multi-Family Housing</u>

The current mobility fee schedule includes "multi-family (apartment) 1-2 stories", "multi-family (apartment) 3+ stories", "residential condominium/townhouse" and "high-rise condominiums" land uses. ITE 10th Edition has realigned these uses, creating a combined "multi-family housing" category, with differentiation in trip generation rate based on the number of stories. This change is incorporated into the mobility fee schedule, shown by Land Use Code (LUC) used by ITE:

- LUC 220 (multi-family, low-rise, 1-2 floors) – includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have one or two levels (floors).
- LUC 221 (multi-family, mid-rise, 3-10 floors) – includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have between three and 10 levels (floors).
- LUC 222 (multi-family, high-rise, >10 floors) – includes apartments, townhouses, and condominiums that have more than 10 levels (floors). They are likely to have one or more elevators.

Mid-Rise Residential w/1st Floor Commercial

New land use (LUC 231) added to ITE 10th Edition and recommended for the mobility fee schedule. Defined as mixed-use multi-family housing buildings that have between three and 10 levels (floors) and include retail space on the first level. These facilities are typically found in dense multi-use urban and center city core settings.

High-Rise Residential w/1st Floor Commercial

New land use (LUC 232) added to ITE 10th Edition and recommended for the mobility fee schedule. Defined as mixed-use multi-family housing buildings that have more than 10 levels (floors) and include retail space that is open to the public on the first floor. These facilities are typically found in dense multi-use urban and center city core settings.

Public Park

The current mobility fee schedule includes LUC 412, general recreation, which was removed from ITE 10th Edition. In its place, the schedule includes the following:

- LUC 411: Public Park (measured per acre)

General Office

For the general office land use, the updated trip generation rate data in ITE 10th Edition indicate that there is little variation in TGR as the square footage of the facility increases. Therefore, the updated mobility fee schedule includes a single office fee rate.

Retail

For the retail land use, the updated trip generation rate data in ITE 10th Edition, along with the trip length and percent new trips regression curves indicate a relatively minor variation in VMT as the square footage of the facility increases. Therefore, the updated mobility fee schedule includes a single retail fee rate.

Gas Station w/Convenience Market

The current mobility fee schedule includes "gas/service station with or without car wash" and "gas/service station with convenience market" land uses. ITE 10th Edition has realigned these uses and added an additional "super" convenience land use, with differentiation in trip generation rate based on the size of the convenience market. This update was incorporated into the mobility fee schedule, shown by Land Use Code (LUC) used by ITE:

- LUC 944: Gas Station w/Convenience Market <2,000 sq ft
- LUC 945: Gas Station w/Convenience Market 2,000 to 2,999 sq ft
- LUC 960: Gas Station w/Convenience Market 3,000+ sq ft

This re-alignment eliminates the need for LUC 853 (convenience market w/gasoline) and therefore, this use was removed to simplify the County's mobility fee schedule and reduce any potential confusion in classifying new development.

Fast Casual Restaurant

New land use (LUC 930) added to ITE 10th Edition and recommended for the mobility fee schedule. Defined as a sit-down restaurant with no wait staff or table service. Customers typically order off a menu board, pay for food before the food is prepared and seat themselves. The menu generally contained higher quality made-to-order food items with fewer frozen or processed ingredients than fast food restaurants.

General Heavy Industrial

The current mobility fee schedule includes LUC 120, general heavy industrial, which is removed from ITE 10th Edition. Therefore, this land use has been removed from the County's mobility fee schedule.

High-Cube Transload & Short-Term Storage Warehouse

The current mobility fee schedule includes LUC 152, high-cube warehouse/distribution center, which is removed from ITE 10th Edition. In its place, the schedule will include the following:

- LUC 154: High-Cube Transload & Short-Term Storage Warehouse (measured per 1,000 sq ft).

Cost Component

Over the past 20 years, transportation capital costs fluctuated significantly in Florida. Costs increased between 2005 and 2007 due to additional construction demand caused by hurricanes, the housing market growth, and other factors. Appreciation in land values also resulted in higher right-of-way (ROW) costs during the same period. In early 2008, costs started to stabilize and between 2008 and 2011 most communities experienced a decrease in construction costs, returning to levels seen before 2005. In 2013/2014, roadway costs started to increase again and have continued to increase through 2020. Cost information from Hillsborough County, other Florida Counties, and the Florida Department of Transportation (FDOT) was reviewed to develop a unit cost for all phases involved in the construction of one lane-mile of roadway capacity. In addition, cost information for bicycle/pedestrian and transit facilities was reviewed and included in the cost component calculations for the mobility fee rate. The following sections summarize the methodology and findings of the total unit cost analysis for all modes of travel. Appendix B provides the data and other support information utilized in these analyses.

County Roadway Cost

This section examines the right-of-way (ROW), construction and other cost components associated with county roads with respect to transportation capacity expansion improvements in Hillsborough County. For this purpose, recent bid data for recently completed/ongoing local projects and recent construction bid data from roadway projects throughout Florida were used to identify and provide supporting cost data for County roadway improvements. The cost for each roadway capacity project was separated into four phases: design, construction/engineering inspection (CEI), ROW, and construction.

<u>Design and CEI</u>

Design costs for county roads were estimated at 12 percent of construction phase costs based on a review of recently completed, ongoing, and future local improvements and recent transportation impact fee studies throughout Florida. Additional detail is included in Appendix B, Tables B-2 and B-3.

CEI costs for county roads were estimated at nine (9) percent of construction phase costs based on a review of recent transportation impact fee studies throughout Florida. Additional detail is included in Appendix B, Tables B-9.

Right-of-Way

The ROW cost reflects the total cost of the acquisitions along a corridor that were necessary to have sufficient cross-section width to widen an existing road or, in the case of new construction, to build a new road. A review of recent ROW cost data for Hillsborough County identified five improvements with acquisition data. Using the construction costs for these improvements, a ROW-to-construction factor was calculated for each improvement, ranging from 3 to 103 percent, with a weighted average of approximately 41 percent. Based on this review and discussions with staff, ROW costs were estimated at 41 percent of the county road construction costs for the mobility fee calculation. The 41 percent ROW factor is consistent with other ROW ratios seen in recent impact fee studies throughout Florida, which average approximately 42 percent for county roadways. Additional detail is included in Appendix B, Tables B-4 and B-5.

Construction

The construction cost for county roads was based on a review of local and statewide projects. A review of construction cost data provided by Hillsborough County included nine capacity expansion projects that were recently completed, on-going or had an estimated cost. The construction cost of these projects averaged $4.18 million per lane mile, as shown in Appendix B, Table B-6.

In addition to local improvements, recent bids from multiple communities throughout the state were also reviewed. This review included 30 projects with more than 116 lane miles of urban-design (curb & gutter) roadway improvements from 11 counties and resulted in an average construction cost of $2.96 million per lane mile. When improvements in counties with similar "urban" characteristics as Hillsborough County were reviewed, the data set included only eight improvements averaging $3.86 million per lane mile. Appendix B, Table B-7 provides further detail on the projects reviewed.

Based on this review, a county roadway cost of **$4.20 million** per lane mile was used in the mobility fee calculation, which reflects local costs experienced in Hillsborough County for county roads with urban-design characteristics.

To determine the cost per lane mile for county roads with rural-design characteristics (open drainage), the relationship between urban and rural roadway costs from the FDOT District 7 Long Range Estimates (LRE)[1] was reviewed. Based on these cost estimates, the costs for roadways with rural-design characteristics were estimated at approximately 74 percent of the costs for

[1] http://www.dot.state.fl.us/planning/policy/costs/

roadways with urban-design characteristics. Additional detail is provided in Appendix B, Table B-1.

To determine the weighted average cost for county roadways, the cost for urban-design and rural-design roadways were weighted based on the distribution of urban and rural roadways included in the Hillsborough County Metropolitan Planning Organization's 2040 Long Range Transportation Plan's Cost Feasible Plan and the Community Transportation Plan (Appendix B, Table B-10). The Community Transportation Plan was developed as part of the 2016 transportation surtax effort and although this Plan is not active, the projects included in the Plan provide guidance on the types of future improvements that are likely to be a priority. As shown in Table 1, the weighted average county roadway construction cost was calculated at approximately $4.04 million per lane mile, with a total weighted average cost of $6.54 million per lane mile for county roadways.

Table 1
Estimated Total Cost per Lane Mile for County Roads

Cost Phase	Cost per Lane Mile		
	Urban Design	Rural Design[5]	Weighted Average[6]
Design[1]	$504,000	$373,000	$484,000
Right-of-Way[2]	$1,722,000	$1,274,000	$1,655,000
Construction[3]	$4,200,000	$3,108,000	$4,036,000
CEI[4]	$378,000	$280,000	$363,000
Total Cost	**$6,804,000**	**$5,035,000**	**$6,538,000**
Lane Mile Distribution[7]	85%	15%	100%

1) Design is estimated at 12% of construction costs
2) Right-of-Way is estimated at 41% of construction costs
3) Source: Appendix B, Table B-6 for urban design
4) CEI is estimated at 9% of construction costs
5) Rural design (open drainage) costs are estimated at 74% of the urban (curb & gutter) costs
6) Lane mile distribution (Item 7) multiplied by the design, ROW, construction, and CEI phase costs by improvement type to develop a weighted average cost per lane mile
7) Source: Appendix B, Table B-10; Items (c) and (d)
Note: All figures rounded to nearest $000

State Roadway Cost

This section examines the right-of-way, construction and other cost components associated with state roads with respect to transportation capacity expansion improvements in Hillsborough County. For this purpose, recent data from state roadway projects in Hillsborough County and

throughout Florida and the FDOT's Long Range Estimates were used to identify and provide supporting cost data for state improvements. The cost for each roadway capacity-expansion project was separated into four phases: design, CEI, ROW, and construction.

Design and CEI

Design and CEI costs for state roads were each estimated at 11 percent of construction phase costs based on a review of recent transportation impact fee studies throughout Florida. Additional detail is provided in Appendix B, Tables B-3 (design) and B-9 (CEI).

Right-of-Way

Given the limited data on ROW costs for state roads in Hillsborough County and based on experience in other jurisdictions, the ROW cost ratio calculation for county roads was also applied to state roads. Using this ROW-to-construction ratio of 41 percent, the ROW cost for state roads with urban design characteristics is approximately $1.89 million per lane mile.

Construction

A review of recent state road capacity improvements in Hillsborough County identified three historical improvements, as shown in Appendix B, Table B-8:

- SR 41 (US 301) from S. of Tampa Bypass Canal to N. of Fowler Ave
- SR 43 (US 301) from SR 674 to S. of CR 672 (Balm Rd)
- CR 580 (Sam Allen Rd) from W. of SR 39 (Paul Buchman Hwy) to E. of Park Rd

These improvements ranged from approximately $2.89 million per lane mile to $5.80 million per lane mile for construction for the most recent improvement. To increase the sample size, these costs were compared to costs for state road improvements for several other jurisdiction throughout the state. Considering 58 improvements with over 340 lane miles, the weighted average cost per lane mile for state road construction was approximately $4.11 million per lane mile. When projects in counties with similar "urban" characteristics as Hillsborough County (Broward, Miami-Dade, Orange, and Palm Beach) were evaluated, the data set included 17 improvements averaging $4.57 million per lane mile. Combining the Hillsborough County data with the "urban" county data set results in an average construction cost of $4.36 million per lane mile. Appendix B, Table B-8 provides a detailed description of the projects analyzed. Based on this review, a state roadway construction cost of **$4.60 million** per lane mile was used in the mobility fee calculation.

To determine the cost per lane mile for state roads with rural design characteristics, the relationship between urban and rural roadway costs for state roadways was reviewed. With only limited local data available, the recent data from the FDOT District 7 LRE was reviewed. Based on these costs estimates, the costs for roadways with rural design characteristics were estimated to be approximately 74 percent of the costs for roadways with urban design characteristics. Additional detail is provided in Appendix B, Table B-1.

To determine the weighted average cost for state roadways, the cost for urban-design and rural-design roadways were weighted based on the distribution of urban and rural roadways included in the County's 2040 Long Range Transportation Plan's Cost Feasible Plan and the Community Transportation Plan (Appendix B, Table B-10). As shown in Table 2, the weighted average state roadway construction cost was calculated at approximately $4.42 million per lane mile, with a total weighted average cost of $7.21 million per lane mile for state roadways.

Table 2
Cost per Lane Mile for State Roads

Cost Phase	Cost per Lane Mile		
	Urban Design	Rural Design[5]	Weighted Average[6]
Design[1]	$506,000	$374,000	$486,000
Right-of-Way[2]	$1,886,000	$1,396,000	$1,813,000
Construction[3]	$4,600,000	$3,404,000	$4,421,000
CEI[4]	$506,000	$374,000	$486,000
Total Cost	**$7,498,000**	**$5,548,000**	**$7,206,000**
Lane Mile Distribution[7]	85%	15%	100%

1) Design is estimated at 11% of construction costs
2) Right-of-Way is estimated at 41% of construction costs
3) Source: Appendix B, Table B-8 for urban design
4) CEI is estimated at 11% of construction costs
5) Rural design (open drainage) costs are estimated at 74% of the urban (curb & gutter) costs
6) Lane mile distribution (Item 7) multiplied by the design, ROW, construction, and CEI phase costs by improvement type to develop a weighted average cost per lane mile
7) Source: Appendix B, Table B-10; Items (c) and (d)
Note: All figures rounded to nearest $000

Summary of Costs (Blended Cost Analysis)

The weighted average cost per lane mile for county and state roads is presented in Table 3. The resulting weighted average cost of approximately $6.73 million per lane mile was utilized as the roadway cost input in the calculation of the mobility fee schedule. The weighted average cost

per lane mile includes county and state roads and is based on weighting the lane miles of roadway improvements in the County's 2040 Long Range Transportation Plan's Cost Feasible Plan and the Community Transportation Plan.

Table 3
Estimated Cost per Lane Mile for
County and State Roadway Projects in Hillsborough County

Cost Type	County Roads[1]	State Roads[2]	County and State Roads[3]
Design	$484,000	$486,000	$485,000
Right-of-Way	$1,655,000	$1,813,000	$1,699,000
Construction	$4,036,000	$4,421,000	$4,144,000
CEI	$363,000	$486,000	$397,000
Total	**$6,538,000**	**$7,206,000**	**$6,725,000**
Lane Mile Distribution[4]	72%	28%	100%

1) Source: Table 1
2) Source: Table 2
3) Lane mile distribution (Item 4) multiplied by the design, ROW, construction, and CEI phase costs by jurisdiction to develop a weighted average cost per lane mile
4) Source: Appendix B, Table B-10; Items (a) and (b)

Person-Miles of Capacity Added per Lane Mile (Roadways)

An additional component of the mobility fee equation is the capacity added per lane mile (also known as the maximum service volume added per mile) of roadway constructed. To calculate the vehicle-miles of capacity (VMC) per lane mile of constructed future roadway, an analysis of the Hillsborough County 2040 Long Range Transportation Plan's Cost Feasible Plan and the Community Transportation Plan (see Appendix B, Table B-10) was conducted to review improvements that will be built in Hillsborough County in the future. As shown in Table 4, the VMC was then converted to person-miles of capacity (PMC) using the person-trip factor (1.40 persons per vehicle) previously discussed.

Table 4
Weighted Average Capacity Added per Lane Mile

Source	Lane Mile Added[1]	Vehicle Miles of Capacity Added[1]	VMC Added per Lane Mile[2]	Vehicle Trip to Person Trip Factor[3]	PMC Added per Lane Mile[4]
County Roads	98.06	891,447	9,091	1.40	12,727
State Roads	38.32	398,156	10,390	1.40	14,546
Total	**136.38**	**1,289,603**			
Weighted Average VMC Added per Lane Mile[5]			**9,500**	**1.40**	**13,300**

1) Source: Appendix B, Table B-10
2) Vehicle-miles of capacity added (Item 2) divided by lane mile added (Item 1)
3) Source: Based on a review of the transportation model, nation-wide vehicle occupancy data, and peer jurisdictions
4) VMC added per lane mile (Item 3) multiplied by the vehicle-trip to person-trip factor (Item 4)
5) Total vehicles miles of capacity added for city/county and state roads (Item 2) divided by the total lane miles added (Item 1)

Cost per Person-Mile of Capacity Added (Roadways)

The transportation cost per unit of development is assessed based on the cost per person-mile of capacity. As shown in Tables 3 and 4, the cost and capacity for roadways in Hillsborough County have been calculated based on typical roadway improvements. As shown in Table 5, the cost per PMC for travel within County is $506.

The cost per PMC figure is used in the mobility fee calculation to determine the total mobility cost per unit of development based on the person-miles of travel consumed. For each person-mile of travel that is added to the road system, approximately $506 of transportation capacity is consumed.

Table 5
Cost per Person-Mile of Capacity Added (Roadways)

Source	Cost per Lane Mile[1]	Average PMC Added per Lane Mile[2]	Cost per PMC[3]
County Roads	$6,538,000	12,727	$513.71
State Roads	$7,206,000	14,546	$495.39
Weighted Average	**$6,725,000**	**13,300**	**$505.64**

1) Source: Table 3
2) Source: Table 4
3) Cost per lane mile (Item 1) divided by average PMC added per lane mile (Item 2)

Bicycle and Pedestrian Facility Costs

Bicycle and pedestrian facilities provide for relatively small quantities of the total vehicle-miles of travel due to the difference in the average distance traveled by a car trip versus pedestrian/bicycle trips. Because of their relatively small role in the urban travel scheme, they do not have a significant effect on evaluating the costs of providing for mobility. However, bike and pedestrian facilities are important and provide a source of travel for those who cannot drive or cannot afford to drive, and they are a standard part of the urban street and sometimes included in rural roadways. Their costs are included in the standard roadway cross-sections for which costs are estimated for safety and mobility reasons. Thus, the costs of these facilities on major roads are included in the mobility fee. The mobility fee provides funding for only those bike and pedestrian facilities associated with roadways on the classified road system (excluding local/neighborhood roads) and allows for facilities to be added to existing classified roadways or included in the construction of a new classified roadway or lane addition improvement.

Transit Capital Cost per Person-Mile of Travel

A model for transit service and cost was developed to establish both the capital cost per person-mile of capacity and the system operating characteristics in terms of system coverage, hours of service, and headways. The model developed for Hillsborough County was based on information from the Hillsborough Area Regional Transit Authority's (HART) Transit Development Plan. Components of the transit capital cost include:

- Vehicle acquisition tied to new routes
- Bus stops, shelters, and benches
- Cost of road network used by transit vehicles

Transit capital costs are computed as the cost of capital features needed to expand the transit system, as follows:

Transit Capital Cost = Bus Infrastructure Cost + Road Capacity Cost

Taking into account the infrastructure costs and the decline in potential vehicle-capacity that comes with adding transit, it was determined that the difference between constructing a lane mile of roadway (for cars only) versus constructing a roadway with transit is not significant. The roadway with transit cost per PMC is approximately three (3) percent higher per lane mile than

the cost to simply construct a road without transit amenities. Therefore, for the mobility fee calculation, the cost per PMC of approximately $506 is representative of the cost to provide transportation capacity for all modes of travel. Additional information regarding the transit capital cost calculation is included in Appendix B, Table B-12.

Credit Component

Capital Improvement Credit

The present value of the portion of non-impact/mobility fee funding generated by new development over a 25-year period that is expected to be expended on capacity expansion projects was credited against the cost of the system consumed by travel associated with new development. **This credit is provided for revenues estimated to be generated by new development only and does not include a credit for the portion of revenues generated by existing development. In addition, the credit is provided for funding levels of capacity addition projects only and not for funding associated with maintenance or operations.** In order to provide a connection to the demand component that is measured in terms of travel, non-impact/mobility fee dollars are converted to gas tax equivalency.

City

As show in Table 6, the City of Tampa spends the equivalent of 0.4 pennies on transportation capacity-expansion projects funded with non-impact fee revenues. The future five-year plans for Temple Terrace and Plant City did not include any transportation capacity improvements, and therefore no credit was calculated for transportation improvements in these cities.

County

As show in Table 6, Hillsborough County spends the equivalent of 4.0 pennies on transportation capacity-expansion projects funded with non-impact/mobility fee and non-ad valorem revenues. In addition, the County allocates an equivalent non-mobility fee funding credit of 3.6 pennies for debt service associated with transportation capacity improvements. Of these revenue sources, Community Investment Tax (CIT) expires in 2026, and therefore, the credit is calculated only for the next 6 years.

Charter County Surtax

Effective January 1st, 2019, Hillsborough County started collecting the one-percent charter county transportation sales surtax. Proceeds from this surtax are restricted to transportation-related improvements and the Hillsborough County Board of County Commission further allocated the proceeds to specific buckets of money (congestion management, safety, bike/ped, maintenance, transit). Based on a review of preliminary projects included in the County's 1-year plan and discussions with the County representatives, the portion of surtax revenues that are likely to be used for capacity projects of all modes (excluding rail) was estimated for mobility fee

calculation purposes. As shown in Table 6, these assumptions resulted in 14.1 pennies of equivalent credit for charter county transportation surtax. In addition, the calculations took into consideration that, unlike fuel tax revenues, the sales tax revenues are likely to increase over time.

Given the on-going review of the surtax by the Florida Supreme Court and the possibility that the surtax may not be upheld, fee scenarios excluding this 14.1 pennies of revenue credit are also calculated.

Ad Valorem Credit

The Hillsborough County Capital Improvement Plan (CIP) for the next 6 years (FY 2020-2025) includes ad valorem tax funding for transportation capacity expansion projects, including lane additions, new road construction, intersection improvements, etc. The total value of these projects equates to approximately $320 million, or $53 million annually over the next six years. The value per 1-mil, based on the FY 2020 Hillsborough County budget is approximately $95 million. Therefore, approximately 56 percent of the millage is used towards capacity expansion.

Since ad valorem revenues are going to be used to fund a portion of the CIP, a revenue credit is given. Because this funding source is not expected to be allocated to transportation capacity beyond the CIP period, the credit is only given for the 6-year period. Credit due to ad valorem tax revenues for residential and non-residential land uses is calculated based on a review of the taxable value of each land use in Hillsborough County. Additional detail is included in Appendix D.

State

As show in Table 6, State expenditures on state roads in Hillsborough County were reviewed, and a credit for the capacity-expansion portion attributable to state projects was estimated (excluding expenditures on limited access facilities). The review, which included 10 years of historical expenditures, as well as 5 years of planned expenditures, indicated that FDOT spending generates an equivalent credit of 12.2 pennies of gas tax revenue annually. The use of a 15-year period for developing a State credit results in a reasonably stable credit for Hillsborough County, since it accounts for the volatility in FDOT spending in the county over short time periods.

In summary, the City of Tampa allocates 0.4 pennies, Hillsborough County allocates approximately 7.6 pennies (non-CIT, CIT, debt service), and FDOT is spending gas tax revenues at an average of 12.2 equivalent pennies for state transportation projects in Hillsborough County. In addition, approximately 14.1 equivalent pennies of the new charter county surtax and $53

million of ad valorem tax revenues per year are estimated to be allocated to transportation capacity expansion. The portion of capital improvement funding included in the mobility fee equation for credit calculations recognizes the future capital revenue that is expected to be generated by new development from all non-mobility fee revenues. As mentioned previously, this credit does not include revenues generated by the existing population.

Table 6

Summary of Capital Improvement Credits

Credit	Average Annual Expenditures	Value per Penny[7]	Equivalent Pennies per Gallon[8]
City Revenues[1]	$2,623,000	$6,560,810	$0.004
County Revenues, Non-CIT[2]	$5,577,000	$6,560,810	$0.009
County Revenues, CIT[2]	$20,498,467	$6,560,810	$0.031
County Debt Service[3]	$23,884,881	$6,560,810	$0.036
Charter County Surtax[4]	**$92,977,000**	**$6,560,810**	**$0.141**
Ad Valorem Revenue[5]	$53,325,867	-	-
State Revenues[6]	$79,832,190	$6,560,810	$0.122
Total	**$278,718,405**	**-**	**-**

1) Source: Appendix C, Table C-2
2) Source: Appendix C, Table C-3
3) Source: Appendix C, Table C-4
4) Source: Appendix C, Table C-5
5) Source: Appendix D, Table D-1
6) Source: Appendix C, Table C-6
7) Source: Appendix C, Table C-1
8) Average annual expenditures divided by value per penny (Item 7) divided by 100

Present Worth Variables

Facility Life

The facility life used in the mobility fee analysis is 25 years, which represents the reasonable life of a roadway.

Interest Rate

This is the discount rate at which gasoline tax revenues might be bonded. It is used to compute the present value of the gasoline taxes generated by new development. The discount rate of 2.5 percent was used in the mobility fee calculation based on information obtained from Hillsborough County.

Fuel Efficiency

The fuel efficiency (i.e., the average miles traveled per gallon of fuel consumed) of the fleet of motor vehicles was estimated using the quantity of gasoline consumed by travel associated with a particular land use.

Appendix C, Table C-15 documents the calculation of the fuel efficiency value based on the following equation, where "VMT" is vehicle miles of travel and "MPG" is fuel efficiency in terms of miles per gallon.

$$Fuel\ Efficiency = \sum VMT_{Roadway\ Type} \div \sum \left(\frac{VMT_{Vehicle\ Type}}{MPG_{Vehicle\ Type}} \right)_{Roadway\ Type}$$

The methodology uses non-interstate VMT and average fuel efficiency data for passenger vehicles (i.e., passenger cars and other 2-axle, 4-tire vehicles, such as vans, pickups, and SUVs) and large trucks (i.e., single-unit, 2-axle, 6-tire or more trucks and combination trucks) to calculate the total gallons of fuel used by each of these vehicle types.

The combined total VMT for the vehicle types is then divided by the combined total gallons of fuel consumed to calculate, in effect, a "weighted" fuel efficiency value that appropriately accounts for the existing fleet mix of traffic on non-interstate roadways. The VMT and average fuel efficiency data were obtained from the most recent *Highway Statistics 2017* (Federal Highway Administration). Based on the calculation completed in Appendix C, Table C-15, the fuel efficiency rate to be used in the updated mobility fee equation is 18.92 miles per gallon.

Effective Days per Year

An effective 365 days per year of operation was assumed for all land uses in the proposed fee. However, this will not be the case for all land uses since some uses operate only on weekdays (e.g., office buildings) and/or only seasonally (e.g., schools). The use of 365 days per year, therefore, provides a conservative estimate, ensuring that gasoline taxes are adequately credited against the fee.

Assessment District Analysis

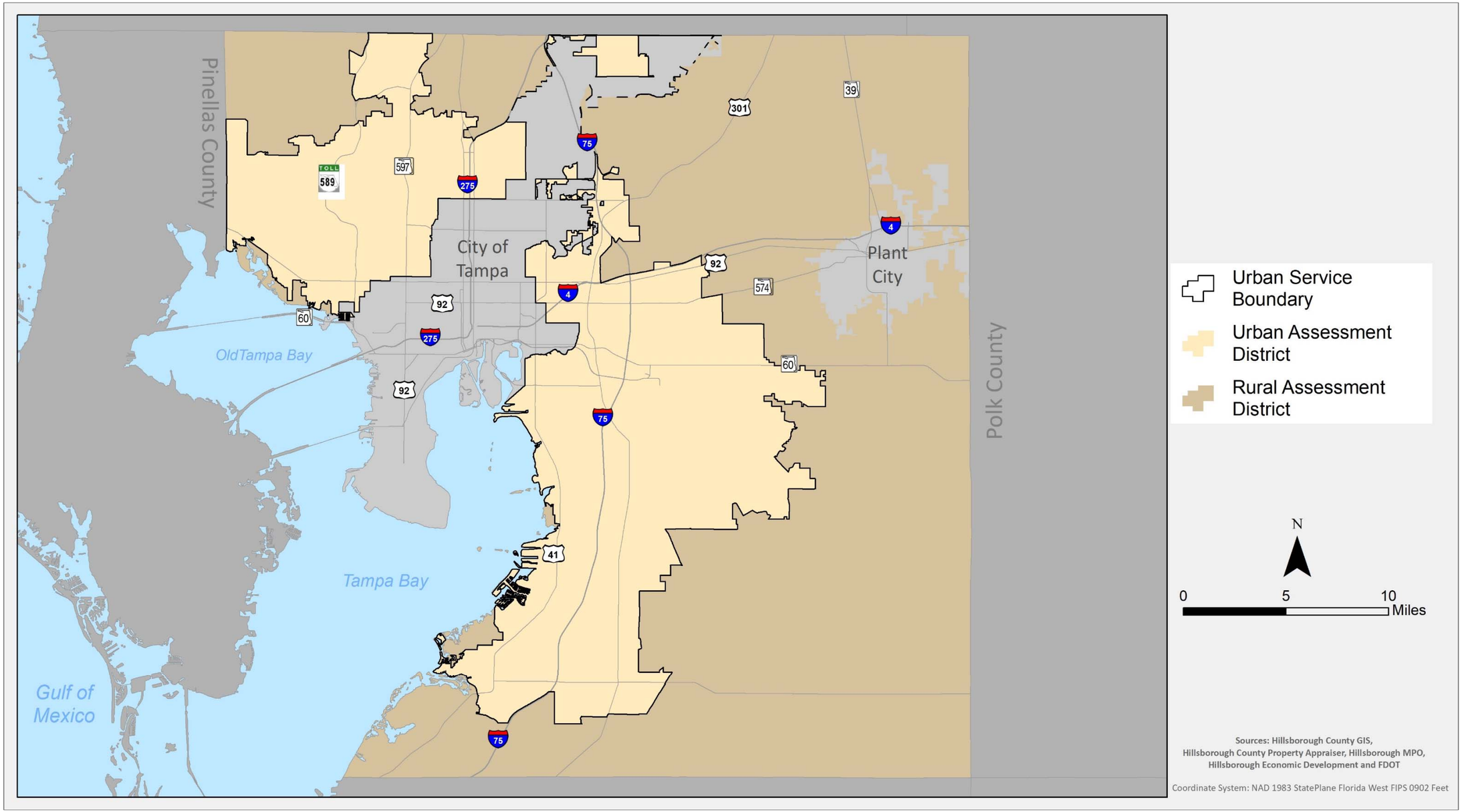
As detailed in the *Hillsborough County 2016 Mobility Fee Study*, the County has two mobility fee assessment districts: inside the urban service area (USA) and outside of the urban service area. The fee differentiation in these two districts is based on an analysis of the travel conditions under the adopted level-of-service (LOS) standard compared to the actual achieved level of roadway performance. In the case of roadways, LOS is measured in terms of speed of travel. Although the LOS standards adopted by local governments are exception standards requiring no road to operate worse than LOS D (or any other adopted standard), for mobility fee calculations purposes, this standard is applied as a countywide average, which means half the roads would be allowed to function worse than the adopted LOS standard while the other half function better[2].

Within the USA, new development is charged for their fair-share of travel added at a level to achieve the adopted roadway LOS standard on a countywide average basis. In the rural area (outside of the USA), the residents are enjoying a higher level of service than the urban area, measured in terms of travel speed. In 2016, recognizing this quality of service provided in the rural area, the Board of County Commission made a commitment to continue to provide a higher level of service in the rural area and adopted a higher fee that reflects this differential. This update study continues to apply this approach to the updated fee schedules.

Map 1 presents the USA boundary. The fees in the USA are based on the adopted level-of-service standard. Currently, on average, the roadways outside of the USA are performing significantly better than the adopted LOS standard and, in an effort to maintain this higher level of performance, a differential capacity option was developed.

[2] FL Statute 163.3180 emphasizes the adoption of an area-wide level-of-service not dependent on any single roadway segment function

Map 1: Mobility Fee Assessment Districts



To create a transportation capacity differential, a review of the current volume-to-capacity (V/C) ratio of all county and state roadways in Hillsborough was conducted. Figures 1 and 2 illustrate the distribution of roadway VMT based on each road segment's V/C ratio based on most recent data available. Figure 1 illustrates all of those segments within the USA (urban district) and Figure 2 illustrates those segments outside of the USA (rural district). As shown, the rural area roadways have a much lower V/C ratio, indicating that those segments are less congested.

Figure 1: Percent of VMT by V/C Ratio (Inside Urban Service Area)

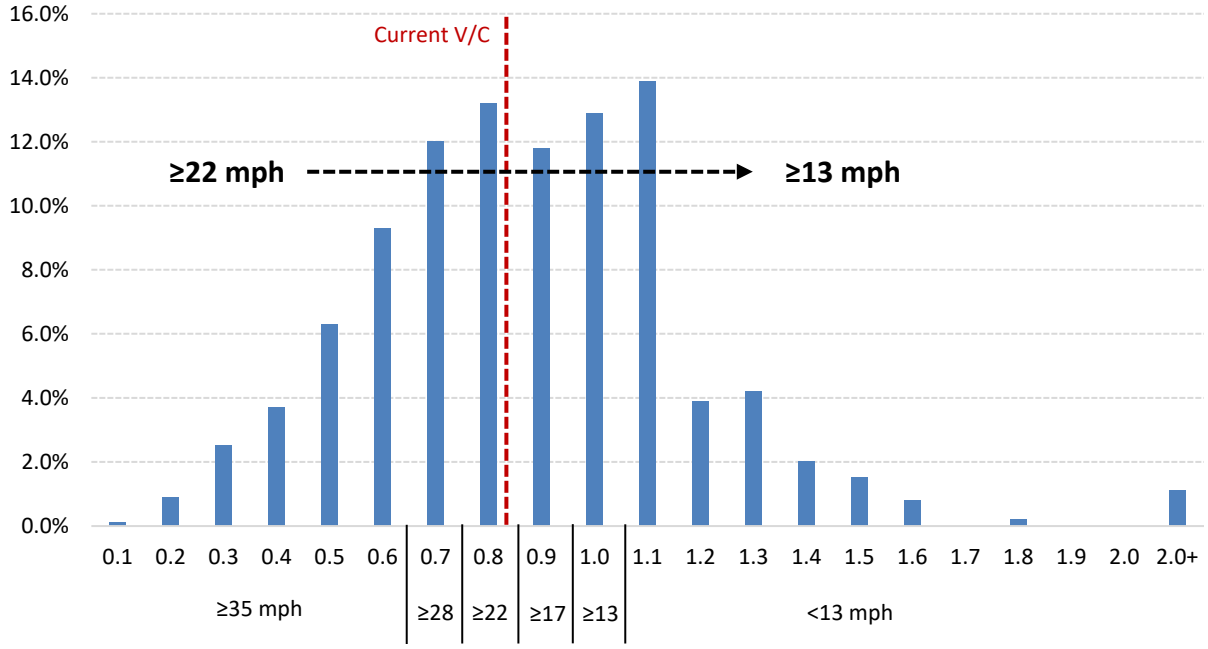
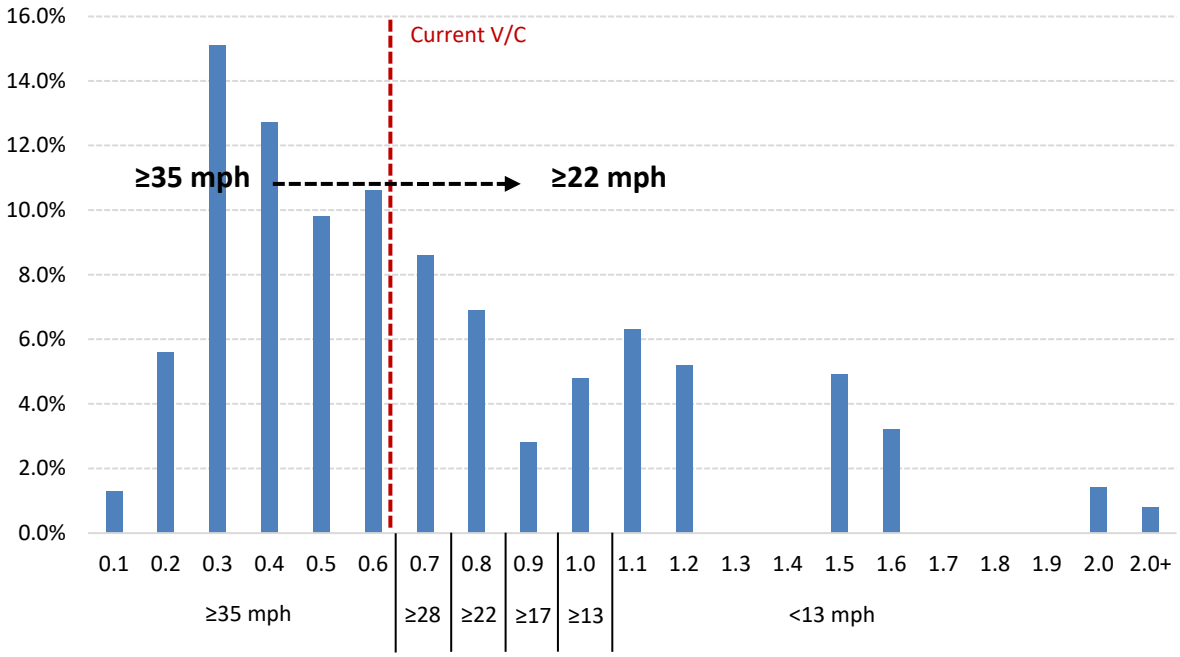


Figure 2: Percent of VMT by V/C Ratio (Outside Urban Service Area)



Within the USA, mobility fees are calculated based on the adopted LOS standard (V/C=1) applied on countywide average basis. In the case of the rural district, fees are calculated based on a higher LOS to reflect the better travel conditions. More specifically, based on the average V/C ratio achieved in each assessment area, the following level-of-service adjustments were applied to the person-miles of capacity.

- Urban Fee District, Current V/C[3] ≈0.84
    - Applied Mobility Fee V/C = 1.00 (for all land uses)
        - Person-miles of capacity: 13,300 x 1.00 = **13,300**

- Rural Fee District, Current V/C[3] ≈0.67
    - Applied Mobility Fee V/C = 0.75 (for residential, office, industrial land uses)
        - Person-miles of capacity: 13,300 x 0.75 = **9,975**
    - Applied Mobility Fee V/C = 0.875 (for all other land uses)
        - Person-mile of capacity: 13,300 x 0.875 = **11,638**

As shown above, the full rural adjustment V/C factor of 0.75 would only be applied to residential, office, and industrial land uses. These land uses generally demand the longer trip lengths and

[3] All V/C calculations are based on the Hillsborough County 2018 Level of Service Report

receive significant benefit from the high service levels, whereas recreational, retail and service uses attract more local travel with shorter trip lengths and the benefit they receive is more limited. Therefore, the differential in the V/C ratios of urban and rural districts is reduced and a V/C ratio of 0.875 is applied to the fees for uses other than residential/office/industrial uses, which resulted in a capacity decrease of 12.5 percent.

Calculated Mobility Fee Schedule

The mobility fee calculations for each land use are included in Appendix E, which includes the major land use categories and the mobility fees for the individual land uses contained in each of the major categories. For each land use, Appendix E illustrates the following:

- Demand component variables (trip rate, trip length, percent new trips, and person-trip factor)
- Total mobility cost
- Annual capital improvement credit
- Present value of the capital improvement credit
- Net mobility fee
- Current Hillsborough County mobility fee
- Percent difference between the calculated mobility fee and the current fee

It should be noted that the net mobility fee illustrated in Appendix E is not necessarily a recommended fee, but instead represents a technically documented mobility fee per unit of land use that could be charged in Hillsborough County.

For clarification purposes, it may be useful to walk through the calculation of a mobility fee one of the land use categories. In the following example, the net mobility fee rate is calculated for the single-family residential land use category (ITE LUC 210) using information from the proposed mobility fee schedule included in Appendix E, Table E-1. For each land use category, the following equations are utilized to calculate the net mobility fee:

Net Mobility Fee = Total Mobility Cost – All Capital Improvement Credits

Where:

Total Mobility Cost = ([Trip Rate x Assessable Trip Length x % New Trips] / 2) x (1 – Interstate/Toll Facility Adjustment Factor) x (Person-Trip Factor) * (Cost per Person-Mile of Capacity)

Capital Improvement Credit = Present Value (Annual Gas Tax), given a 2.5% interest rate & a 25-year facility life

Annual Gas Tax = ([Trip Rate x Total Trip Length x % New Trips] / 2) x (Effective Days per Year x $/Gallon to Capital) / 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 the single-family detached residential (1,500-2,499 sf) land use category:

- *Trip Rate* = the average daily trip generation rate, in vehicle-trips/day (7.81)
- *Assessable Trip Length* = the actual average trip length for the category, in vehicle-miles (6.62)
- *Total Trip Length* = the assessable trip length plus an adjustment factor of half a mile, 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 (6.62 + 0.50 = 7.12)
- *% New Trips* = adjustment factor to account for trips that are already on the roadway (100%)
- *Divide by 2* = the total daily miles of travel generated by a particular category (i.e., rate*length*% 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 (1.40)
- *Interstate/Toll Facility Adjustment Factor* = adjustment factor to account for the travel demand occurring on interstate highways and/or toll facilities (36.8%)
- *Cost per Person-Mile of Capacity* = unit of person-miles of capacity consumed per unit of development ($505.64)
- *Effective Days per Year* = 365 days
- *$/Gallon to Capital* = the amount of tax revenue per gallon of fuel that is used for capital improvements, in $/gallon
    - $0.202 for non-charter county surtax, non-impact fee, non-ad valorem
    - $0.141 for charter county surtax
- *Ad Valorem Credit* = the amount of ad valorem taxes used toward transportation capacity, calculated based on average property value of each land use. This credit is calculated only for the CIP period (6 years) as opposed to using the facility life of 25 years.
- *Fuel Efficiency* = average fuel efficiency of vehicles, in vehicle-miles/gallon (18.92)
- *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 2.5% interest and a 25-year facility life, the uniform series present worth factor is 18.4244

- For the CIT portion, a facility life of 6-years was used (5.5081) to account for the fact that the CIT will expire at the end of 2026
- For the charter county surtax, a 0.5% present value factor was used (23.4456) to account for the fact that sales tax revenues tend to increase over time

Mobility Fee Calculation

Includes Surtax Credit

Using these inputs, a net mobility fee can be calculated for the single-family residential (1,500-2,499 sf) detached land use category, for the urban area:

Total Mobility Cost = ([7.81 * 6.62 * 1.0] /2) * (1 – 0.368) * 1.40 * ($505.64) = $11,566

Credit:

- Annual Gas Tax = ([7.81 * 7.12 * 1.0] /2) * 365 * ($0.171 /18.92) = $92
- Revenue Credit = $92 * 18.4244 = $1,695

- Annual CIT = ([7.81 * 7.12 * 1.0] /2) * 365 * ($0.031 /18.92) = $17
- Revenue Credit = $17 * 5.5081 = $94

- Annual Charter County Surtax = ([7.81 * 7.12 * 1.0] /2) * 365 * ($0.141 /18.91) = $76
- Revenue Credit = $76 * 23.4456 = $1,782

- Ad Valorem Credit = $594

Net Mobility Fee = $11,566 - $1,695 - $94 - $1,782 - $594 = **$7,401**

Excludes Surtax Credit

Using these inputs, a net mobility fee can be calculated for the single-family residential (1,500-2,499 sf) detached land use category, for the urban area:

Total Mobility Cost = ([7.81 * 6.62 * 1.0] /2) * (1 – 0.368) * 1.40 * ($505.64) = $11,566

Credit:

- Annual Gas Tax = ([7.81 * 7.12 * 1.0] /2) * 365 * ($0.171 /18.92) = $92
- Revenue Credit = $92 * 18.4244 = $1,695

- Annual CIT = ([7.81 * 7.12 * 1.0] /2) * 365 * ($0.031 /18.92) = $17
- Revenue Credit = $17 * 5.5081 = $94

- Ad Valorem Credit = $594

Net Mobility Fee = $11,566 - $1,695 - $94 - $594 = **$9,183**

Mobility Fee Comparison

As part of the work effort in developing Hillsborough County mobility fee program, a comparison of calculated fees to mobility/multi-modal/roadway impact fee schedules adopted in other jurisdictions was completed, as shown in Table 7.

It should be noted that the differences in fee levels for a given land use can be caused by several factors, including the year of the technical study, adoption percentage, study methodology including variations in costs, credits and travel demand, land use categories included in the fee schedule, etc.

Table 7
Mobility/Multi-Modal/Roadway Impact Fee Comparison

Land Use	Unit[2]	Hillsborough County							
		Full Calc. w/Surtax		Full Calc. No Surtax		Currently Adopted[5]		Full Calculated[5]	
		Urban[3]	Rural[4]	Urban[3]	Rural[4]	Urban	Rural	Urban	Rural
Date of Last Update		2020	2020	2020	2020	2016	2016	2016	2016
Assessed Portion of Calculated[1]		100%	100%	100%	100%	80%	80%	100%	100%
Residential:									
Single Family Detached (2,000 sq ft)	du	$7,401	$11,256	$9,183	$13,038	$5,094	$7,377	$6,368	$9,221
Non-Residential:									
Light Industrial	1,000 sf	$3,409	$5,161	$4,230	$5,982	$3,239	$4,698	$4,049	$5,872
Office (50,000 sq ft)	1,000 sf	$6,718	$10,159	$8,336	$11,777	$7,193	$10,435	$8,991	$13,044
Retail (125,000 sq ft)	1,000 sf	$10,725	$13,125	$13,562	$15,962	$8,090	$9,712	$10,113	$12,140
Bank w/Drive-In	1,000 sf	$16,155	$19,866	$20,610	$24,321	$17,045	$20,456	$21,306	$25,570
Fast Food w/Drive-Thru	1,000 sf	$81,728	$100,056	$104,494	$122,822	$56,660	$68,158	$70,825	$85,197

1) Represents that portion of the maximum calculated fee for each respective county that is actually charged. Fees may have been lowered through indexing or policy discounts. Does not account for moratoriums/suspensions
2) Du = dwelling unit
3) Source: Appendix E, Table E-1 (w/surtax) and Table E-3 (no surtax)
4) Source: Appendix E, Table E-2 (w/surtax) and Table E-4 (no surtax)
5) Source: Hillsborough County Department of Development Services. Mobility fees are currently adopted at 80% of the fully calculated rates from the *2016 Hillsborough County Mobility Fee Study*

Table 7 (continued)
Mobility/Multi-Modal/Roadway Impact Fee Comparison

Land Use	Unit[2]	Pasco County[3]			Polk County[4]	Pinellas County[5]	Manatee County Northeast[6]	Hernando County[7]	Citrus County[8]	Orange County[9]	Collier County[10]
		Urban	Suburban	Rural							
Date of Last Update		2018	2018	2018	2015	1990	2015	2013	2014	2012	2015
Assessed Portion of Calculated[1]		n/a	n/a	n/a	100%	n/a	90%	22%	50%	56%	100%
Residential:											
Single Family Detached (2,000 sq ft)	du	$5,835	$8,570	$9,800	$2,155	$2,066	$6,891	$1,269	$1,697	$3,830	$7,444
Non-Residential:											
Light Industrial	1,000 sf	$0	$0	$0	$666	$1,414	$2,903	$806	$584	$2,126	$5,700
Office (50,000 sq ft)	1,000 sf	$0	$0	$0	$2,237	$2,767	$4,594	$1,516	$1,687	$5,474	$10,249
Retail (125,000 sq ft)	1,000 sf	$5,641	$7,051	$8,813	$3,808	$3,627	$11,737	$1,844	$1,248	$5,362	$14,354
Bank w/Drive-In	1,000 sf	$12,730	$14,384	$15,582	$3,808	$2,975	$11,737	$4,257	$1,248	$11,288	$28,961
Fast Food w/Drive-Thru	1,000 sf	$40,950	$46,712	$50,978	$3,808	$19,599	$11,737	$17,397	$1,248	$37,636	$96,567

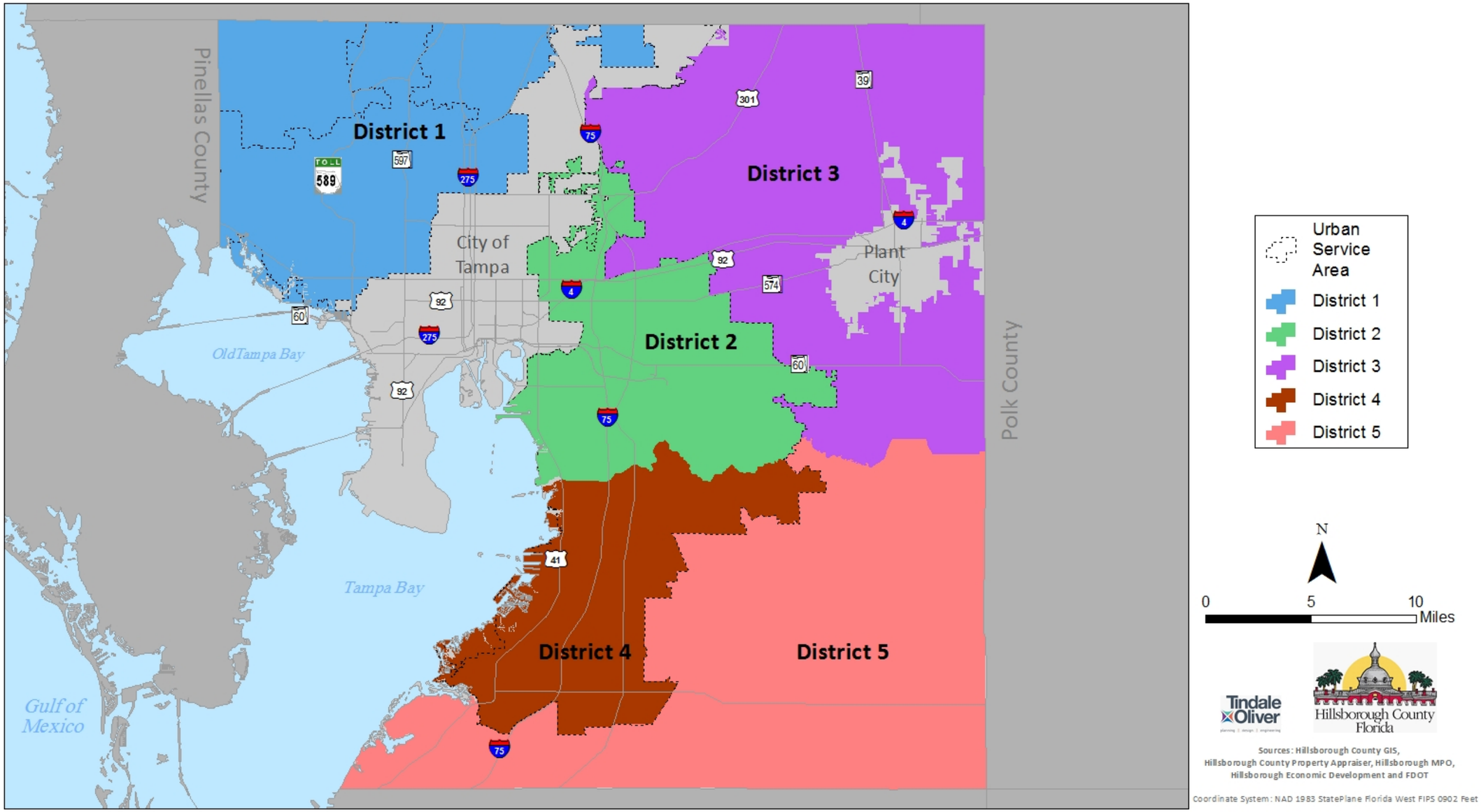
1) Represents that portion of the maximum calculated fee for each respective county that is actually charged. Fees may have been lowered through indexing or policy discounts. Does not account for moratoriums/suspensions
2) Du = dwelling unit
3) Source: Pasco County Central Planning Department; Fees shown reflect the subsidized rates that are charged in the County
4) Source: Polk County Planning and Development
5) Source: Pinellas County Building Services; General County Fees
6) Source: Manatee County Impact Fee Administration; Northeast District fees are shown
7) Source: Hernando County Development Department
8) Source: Citrus County Planning and Development Department; County-wide rates
9) Source: Orange County Planning and Development; Average of AMA and Non-AMA districts
10) Source: Collier County Growth Management Division, Planning and Regulation

Benefit District Analysis

As part of the *Hillsborough County 2016 Mobility Fee Study*, the County established five mobility fee benefit districts. While the assessment zones (urban and rural) dictate the amount of the mobility fee charged to each new development, the benefit districts dictate where the mobility fee revenues can be spent to ensure that fee payers receive the associated benefit. Typically, boundaries for benefit districts are based on land uses, growth rates, major roadways boundaries, and major geographical/environmental boundaries.

Based on discussions with the County, the current mobility fee benefit districts were not altered as part of this update study. Map 2 presents the current benefit district boundaries.

Map 2: Mobility Fee Benefit Districts



Indexing

In many cases, mobility fees are reviewed periodically (every three to five years) as opposed to an annual review. If no adjustment to the mobility fee schedule is made between the update periods, a situation can arise where major adjustments to the fee schedule become necessary due to the time interval between adjustments. The need for significant adjustment also creates major concerns in the development community. To address this issue, the calculated fees in Appendix E, Tables E-3 and E-4, could be indexed annually for construction and ROW cost increases, as appropriate. This sub-section provides the detailed method for developing this index.

Land Cost

As shown in Table 8, between 2014 and 2019 the total just property value for unincorporated Hillsborough County increased by an annual average of 8.85 percent. This index was used for the ROW component of the mobility fee.

Table 8

Just Value Trend

Year	Unincorporated Hillsborough County Just Values	Percent Change
2014	$60,362,581,529	-
2015	$65,286,617,349	8.20%
2016	$71,086,182,782	8.90%
2017	$77,008,604,766	8.30%
2018	$85,418,429,652	10.90%
2019	$92,237,327,878	8.00%
Average (2014-2019)		**8.85%**

Source: Florida Legislature's Office of Economic and Demographic Research

Roadway Construction Cost

The Florida Department of Transportation (FDOT) provides historical inflation factors for transportation project costs which are presented in Table 9. It is recommended that these factors be used for the design, construction, and CEI components of the mobility fee indexing. As shown in Table 9, the average index is 1.94 percent based on recent years.

Table 9

FDOT Project Cost Inflation Index

Fiscal Year	Inflation Rate
2014	2.80%
2015	0.00%
2016	0.00%
2017	2.90%
2018	4.00%
Annual Avg.	**1.94%**

Source: FDOT Transportation Policy Planning Office

Transit Capital Cost

As previously noted, the transit capital cost of the mobility fee is not included in the unit construction cost per person-mile used to calculate the mobility fee due the insignificant impact on the cost per person-mile. Therefore, there is no indexing adjustment for cost increases related to transit investment. However, an index should be applied to the transit capital costs once the investment reaches a significant level, as determined in a future update study. For this index, the Engineering News-Record (ENR) Building Cost Index is recommended.

Index Calculation

Table 10 presents the indexing application for the mobility fee rates.

Table 10

Mobility Fee Index

Phase	Cost per Lane Mile[1]	Percent of Total Cost[2]	Annual Increase[3]	Index[4]
Design	$485,000	7.2%	1.94%	0.1%
Right-of-Way	$1,699,000	25.3%	8.85%	2.2%
Construction	$4,144,000	61.6%	1.94%	1.2%
CEI	$397,000	6.0%	1.94%	0.1%
Total Cost	**$6,725,000**		-	-
Total Applicable Index[5]				**3.6%**

1) Source: Table 3
2) Cost phase (design, ROW, construction, CEI) divided by the total cost
3) Source: Table 9 for design, construction, and CEI; Table 8 for right-of-way
4) Percent of the total cost (Item 2) for each phase multiplied by the annual increase (Item 3)
5) Sum of the index components (Item 4) for all phases

Index Application

To provide an example, using the total application index of 3.6 percent, the net mobility fee for the single family detached land use (urban district) would increase to $7,667 ($7,401 x [1 + 0.036]) at the end of the first year after adoption and implementation of the updated fee rates. This index would be applied to the adopted fee rate for each land use in the mobility fee schedule. Given recent fluctuations in land and construction values, it is recommended that the indices be re-evaluated at the end of the first year of adoption. At the end of each subsequent year, the index would be re-calculated and applied to the current adopted fee schedule. This approach creates the opportunity to base the index on the most current data available.

Appendix A
Demand Component Calculations

Appendix A: Demand Component

This appendix presents the detailed calculations for the demand component of the mobility fee update.

Interstate & Toll Facility Adjustment Factor

Table A-1 presents the interstate and toll facility adjustment factor used in the calculation of the mobility fee. This variable is based on data from the Tampa Bay Regional Planning Model, specifically the 2040 projected vehicle-miles of travel, accounting for roadway improvements included in the 2040 Long Range Transportation Plan. It should be noted that adjustment factor excludes all external-to-external trips, which represent traffic that goes through Hillsborough County, but does not necessarily stop in the county. This traffic is excluded from the analysis since it does not come from development within the county. The I/T adjustment factor is used to reduce the VMT that the mobility fee charges for each land use.

Table A-1
Interstate/Toll Facility Adjustment Factor

Roadway	VMT (2040)	% VMT
Interstate/Toll Facilities	16,301,975	36.8%
Other Roads	28,027,452	63.2%
Total (All Roads)	**44,329,427**	**100.0%**
Total (Interstate/Toll Roads)	**16,301,975**	**36.8%**

Source: Tampa Bay Regional Planning Model (TBRPM) v8.2, base year 2010, future year CA_2040 (TBRPM_v8.2)
Excludes EE Travel

Single Family Residential Trip Generation Rate Tiering

As part of this study, the single family residential trip generation rate tiering is included to reflect a three-tier analysis to ensure equity by the size of a home. To facilitate this, an analysis is completed on the comparative relationship between housing size and household travel behavior. In addition, an analysis is completed on the travel behavior of low income households. This analysis utilizes data from the 2017 National Household Travel Survey (NHTS) and the 2017 American Housing Survey (AHS) to examine overall trip-making characteristics of households in the United States.

Table A-2 presents the trip characteristics being utilized in the proposed mobility fee schedule for the single family (detached) land use. The 2017 NHTS database is used to assess average annual household vehicle miles of travel (VMT) for various annual household income levels. In

addition, the 2017 AHS database is used to compare median annual family/household incomes with housing unit size. It is important to recognize that the use of the income variable in each of these databases is completed simply to provide a convenient linking mechanism between household VMT from the NHTS and housing unit size from the AHS.

Table A-2
Calculated Single Family Trip Characteristics

Calculated Values Excluding Tiering	Trip Rate	Assessable Trip Length	Daily VMT
Single Family (Detached)	7.81	6.62	51.70

Source: Florida Studies for LUC 210 included in this Appendix

The results of the NHTS and AHS analyses are included in Tables A-3 through A-5. First, the data shown in Table A-3 presents the average income in the U.S. for families/households living in the three housing tiers. As shown, the average income for housing units between 1,500 square feet and 2,499 square feet in size ($70,622) is higher than the overall average income for the U.S. ($59,840). Table A-3 presents the median household income levels for low and very low income levels in Hillsborough County. Next, as shown in Table A-4, annual average household VMT is calculated from the NHTS database for a number of different income levels and ranges related to the resulting AHS income data from Table A-3 and the Hillsborough County SHIP definitions for low income (<$53,500) and very low income (<$33,450).

Table A-3
Annual Income by Housing Size

2017 AHS Average Income Data by Housing Size	Annual Income[(1)]
Less than 1,500 sf	$47,441
1,500 to 2,499 sf	$70,622
2,500 sf or more	$87,984
Average of All Houses	$59,840

Source: American Housing Survey for the United States in 2017
1) Weighted average of annual income for each tier

Table A-4
Hillsborough County SHIP Definitions

Hillsborough County SHIP Definitions	
Median Income	$66,900
Low Income[(1)]	$53,500
Very Low Income[(2)]	$33,450

Source: Florida Housing Finance Corporation, 2019 Income Limits; SHIP (4 person household)
1) Defined as 80% of the median income
2) Defined as 50% of the median income

To calculate a corresponding trip rate for the new tiers it is necessary to rely on comparative ratios. As an example, consider the $47,441 annual income category. First, it is determined that the average annual household VMT for this income level is 17,678 miles. This figure is compared to the overall average annual VMT per household in the U.S. and normalized to the average of the $59,840 (18,493 miles) category to derive a ratio of 0.956 as shown in Table A-5. This figure is then normalized to the $70,622 (19,713 miles) category, as this tier corresponds to the average trip generation rate of 7.81 presented in Table A-2, resulting in a ratio of 0.897.

Next, the normalized ratio is applied to the daily VMT for the average single family housing unit size (less than 1,500 sf) to generate a daily VMT of 46.37 for the new tier, as shown in Table A-6. This daily VMT figure is then divided by the proposed assessable trip length of 6.62 miles to obtain a typical trip rate of 7.00 trips per day.

Table A-5
NHTS Annual VMT by Income Category

2017 NHTS Travel Data by Annual HH Income	Annual VMT/HH	Days	Daily VMT	Ratio to Mean	Normalized to 1.066
Average of $16,725	11,365	365	31.14	0.615	0.577
Average of $26,750	13,173	365	36.09	0.712	0.668
Average of $47,441	17,678	365	48.43	0.956	0.897
Total (All Homes)	18,493	365	50.67	1.000	
Average of $70,622	19,713	365	54.01	1.066	1.000
Average of $87,984	22,430	365	61.45	1.213	1.138

Source: 2017 National Household Travel Survey Database, Federal Highway Administration

Table A-6
Trip Generation Rate by Single Family Land Use Tier

Estimation of Trip Rate by Tier	Trip Rate[1]	Assessable Trip Length[2]	Daily VMT[3]	Ratio to Mean[4]
Single Family (Detached)				
Less than 1,500 sf & Very Low Income	**4.51**	6.62	29.83	0.577
Less than 1,500 sf & Low Income	**5.22**	6.62	34.54	0.668
Less than 1,500 sf	**7.00**	6.62	46.37	0.897
1,500 to 2,499 sf	**7.81**	6.62	51.70	1.000
2,500 sf or larger	**8.89**	6.62	58.83	1.138

1) Daily VMT (Item 3) divided by assessable trip length (Item 2) for each tiered single family land use category
2) Source: Table A-2
3) Ratio to the mean (Item 4) divided by total daily VMT for the 1,500 to 2,499 sf tier for each tiered single family land use category
4) Source: Table A-5

Table A-7 illustrates the tiered mobility fee schedule.

Table A-7
Net Mobility Fee by Single Family Land Use Tier

Impact of Tiering on Fee Schedule	Trip Rate	Assessable Trip Length	Daily VMT	Net Fee[2]
Single Family (Detached)				
Less than 1,500 sf & Very Low Income	**4.51**	6.62	29.83	**$4,022**
Less than 1,500 sf & Low Income	**5.22**	6.62	34.54	**$4,755**
Less than 1,500 sf	**7.00**	6.62	46.37	**$6,584**
1,500 to 2,499 sf	**7.81**	6.62	51.70	**$7,401**
2,500 sf or larger	**8.89**	6.62	58.83	**$8,534**

1) Source: Table A-4
2) Source: Appendix E, Table E-1

Multi-Family Residential Trip Generation Rate Tiering

Similar to the single family residential land use, “low income” and “very low income” tiers were developed for the multi-family residential (apartment) land uses in Hillsborough County. Tables A-8 through A-15 detail these calculations for the Multi-Family Low-Rise, (1-2 stories), Mid-Rise (3-10 stories) and High-Rise (>10 stories) land uses.

Table A-8
Calculated Multi-Family (1-2 Levels) Trip Characteristics

Calculated Values Excluding Tiering	Trip Rate	Assessable Trip Length	Daily VMT
Multi-Family, Low-Rise, 1-2 Levels	7.32	5.10	37.33

Source: ITE 10th Edition and Florida Studies for LUC 220 included in this Appendix

Table A-9
NHTS Annual VMT by Income Category

2017 NHTS Travel Data by Annual HH Income	Annual VMT/HH	Days	Daily VMT	Ratio to Mean
Average of $16,725	11,365	365	31.14	0.591
Average of $26,750	13,173	365	36.09	0.685
Average of $66,900	19,244	365	52.72	1.000

Source: 2017 National Household Travel Survey Database, Federal Highway Administration

Table A-10
Trip Generation Rate by Multi-Family (1-2 Levels) Income Level

Estimation of Trip Rate by Tier	Trip Rate(1)	Assessable Trip Length(2)	Daily VMT(3)	Ratio to Mean(4)
Multi-Family, Low-Rise, 1-2 Levels				
Very Low Income	**4.33**	5.10	22.06	0.591
Low Income	**5.01**	5.10	25.57	0.685
Multi-Family, Low-Rise, 1-2 Levels	**7.32**	5.10	37.33	1.000

1) Daily VMT (Item 3) divided by assessable trip length (Item 2)
2) Source: Table A-8
3) Ratio to the mean (Item 4) divided by total daily VMT for the standard multi-family
4) Source: Table A-9

Table A-11
Net Mobility Fee by Multi-Family (1-2 Levels) Income Level

Impact of Tiering on Fee Schedule	Trip Rate	Assessable Trip Length	Daily VMT	Net Fee(2)
Multi-Family, Low-Rise, 1-2 Levels				
Very Low Income	**4.33**	5.10	22.06	**$3,019**
Low Income	**5.01**	5.10	25.57	**$3,562**
Multi-Family, Low-Rise, 1-2 Levels	**7.32**	5.10	37.33	**$5,348**

1) Source: Table A-10
2) Source: Appendix E, Table E-1

Table A-12
Calculated Multi-Family (3-10 Levels) Trip Characteristics

Calculated Values Excluding Tiering	Trip Rate	Assessable Trip Length	Daily VMT
Multi-Family, Mid-Rise, 3-10 Levels	5.44	5.10	27.74

Source: ITE 10th Edition and Florida Studies for LUC 221 included in this Appendix

Table A-13
NHTS Annual VMT by Income Category

2017 NHTS Travel Data by Annual HH Income	Annual VMT/HH	Days	Daily VMT	Ratio to Mean
Average of $16,725	11,365	365	31.14	0.591
Average of $26,750	13,173	365	36.09	0.685
Average of $66,900	19,244	365	52.72	1.000

Source: 2017 National Household Travel Survey Database, Federal Highway Administration

Table A-14
Trip Generation Rate by Multi-Family (3-10 Levels) Income Level

Estimation of Trip Rate by Tier	Trip Rate[1]	Assessable Trip Length[2]	Daily VMT[3]	Ratio to Mean[4]
Multi-Family, Mid-Rise, 3-10 Levels				
Very Low Income	**3.21**	5.10	16.39	0.591
Low Income	**3.73**	5.10	19.00	0.685
Multi-Family, Mid-Rise, 3-10 Levels	**5.44**	5.10	27.74	1.000

1) Daily VMT (Item 3) divided by assessable trip length (Item 2)
2) Source: Table A-12
3) Ratio to the mean (Item 4) divided by total daily VMT for the standard multi-family
4) Source: Table A-13

Table A-15
Net Mobility Fee by Multi-Family (3-10 Levels) Income Level

Impact of Tiering on Fee Schedule	Trip Rate	Assessable Trip Length	Daily VMT	Net Fee[2]
Multi-Family, Mid-Rise, 3-10 Levels				
Very Low Income	**3.21**	5.10	16.39	**$2,147**
Low Income	**3.73**	5.10	19.00	**$2,569**
Multi-Family, Mid-Rise, 3-10 Levels	**5.44**	5.10	27.74	**$3,903**

1) Source: Table A-14
2) Source: Appendix E, Table E-1

Table A-16
Calculated Multi-Family (>10 Levels) Trip Characteristics

Calculated Values Excluding Tiering	Trip Rate	Assessable Trip Length	Daily VMT
Multi-Family, High-Rise, >10 Levels	4.45	5.10	22.70

Source: ITE 10th Edition and Florida Studies for LUC 222 included in this Appendix

Table A-17
NHTS Annual VMT by Income Category

2017 NHTS Travel Data by Annual HH Income	Annual VMT/HH	Days	Daily VMT	Ratio to Mean
Average of $16,725	11,365	365	31.14	0.591
Average of $26,750	13,173	365	36.09	0.685
Average of $66,900	19,244	365	52.72	1.000

Source: 2017 National Household Travel Survey Database, Federal Highway Administration

Table A-18
Trip Generation Rate by Multi-Family (>10 Levels) Income Level

Estimation of Trip Rate by Tier	Trip Rate(1)	Assessable Trip Length(2)	Daily VMT(3)	Ratio to Mean(4)
Multi-Family, High-Rise, >10 Levels				
Very Low Income	**2.63**	5.10	13.42	0.591
Low Income	**3.05**	5.10	15.55	0.685
Multi-Family, High-Rise, >10 Levels	**4.45**	5.10	22.70	1.000

1) Daily VMT (Item 3) divided by assessable trip length (Item 2)
2) Source: Table A-16
3) Ratio to the mean (Item 4) divided by total daily VMT for the standard multi-family
4) Source: Table A-17

Table A-19
Net Mobility Fee by Multi-Family (>10 Levels) Income Level

Impact of Tiering on Fee Schedule	Trip Rate	Assessable Trip Length	Daily VMT	Net Fee(2)
Multi-Family, High-Rise, >10 Levels				
Very Low Income	**2.63**	5.10	13.42	**$1,696**
Low Income	**3.05**	5.10	15.55	**$2,026**
Multi-Family, High-Rise, >10 Levels	**4.45**	5.10	22.70	**$3,115**

1) Source: Table A-18
2) Source: Appendix E, Table E-1

Florida Studies Trip Characteristics Database

The Florida Studies Trip Characteristics Database includes approximately 345 studies on 40 different residential and non-residential land uses collected over the last 30 years. Of these, 285 studies for approximately 30 land uses are included in Hillsborough County's fee schedule. Data from these studies include trip generation, trip length, and percent new trips for each land use. This information has been used in the development of impact/multi-modal/mobility fees and the creation of land use plan category trip characteristics for communities throughout Florida and the U.S.

Tindale Oliver estimates trip generation rates for all land uses in a mobility fee schedule using data from studies in the Florida Studies Database and the Institute of Transportation Engineers' (ITE) *Trip Generation* reference report (10th edition). In instances, when both ITE *Trip Generation* reference report (10th edition) and Florida Studies trip generation rate (TGR) data are available for a particular land use, the data is typically blended together to increase the sample size and provide a more valid estimate of the average number of trips generated per unit of development. If no Florida Studies data is available, only TGR data from the ITE reference report is used in the fee calculation.

The trip generation rate for each respective land use is calculated using machine counts that record daily traffic into and out of the site studied. The traffic count hoses are set at entrances to residential subdivisions for the residential land uses and at all access points for non-residential land uses.

The trip length information is obtained through origin-destination surveys that ask respondents where they came from prior to arriving at the site and where they intended to go after leaving the site. The results of these surveys were used to estimate average trip length by land use.

The percent new trip variable is based on assigning each trip collected through the origin-destination survey process a trip type (primary, secondary, diverted, and captured). The percent new trip variable is then calculated as 1 minus the percentage of trips that are captured. Tindale Oliver has published an article entitled, Measuring Travel Characteristics for Transportation Impact Fees, ITE Journal, April 1991 on the data collecting methodology for trip characteristics studies.

Land Use 151: Mini-Warehouse

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Orange Co, FL	89.6	2006	-	-	1.23	-	-	-	-	Orange County
Orange Co, FL	84.7	2006	-	-	1.39	-	-	-	-	Orange County
Orange Co, FL	93.0	2006	-	-	1.51	-	-	-	-	Orange County
Orange Co, FL	107.0	2007	-	-	1.45	-	-	-	-	Orange County
Orange Co, FL	77.0	2009	-	-	2.18	-	-	-	-	Tindale Oliver
Orange Co, FL	93.7	2012	-	-	1.15	-	-	-	-	Tindale Oliver
Total Size	545.0	6					**Average Trip Length:**	**n/a**		
ITE	780.0	15					**Weighted Average Trip Length:**	**n/a**		
Blended total	1,325.0						Weighted Percent New Trip Average:	-		

Weighted Average Trip Generation Rate: 1.47
ITE Average Trip Generation Rate: 1.51
Blend of FL Studies and ITE Average Trip Generation Rate: 1.49

Land Use 210: Single Family - Detached

Location	Size / Units	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Sarasota Co, FL	76	Jun-93	70	70	10.03	-	6.00	-	60.18	Sarasota County
Sarasota Co, FL	79	Jun-93	86	86	9.77	-	4.40	-	42.99	Sarasota County
Sarasota Co, FL	135	Jun-93	75	75	8.05	-	5.90	-	47.50	Sarasota County
Sarasota Co, FL	152	Jun-93	63	63	8.55	-	7.30	-	62.42	Sarasota County
Sarasota Co, FL	193	Jun-93	123	123	6.85	-	4.60	-	31.51	Sarasota County
Sarasota Co, FL	97	Jun-93	33	33	13.20	-	3.00	-	39.60	Sarasota County
Sarasota Co, FL	282	Jun-93	146	146	6.61	-	8.40	-	55.52	Sarasota County
Sarasota Co, FL	393	Jun-93	207	207	7.76	-	5.40	-	41.90	Sarasota County
Hernando Co, FL	76	May-96	148	148	10.01	9a-6p	4.85	-	48.55	Tindale Oliver
Hernando Co, FL	128	May-96	205	205	8.17	9a-6p	6.03	-	49.27	Tindale Oliver
Hernando Co, FL	232	May-96	182	182	7.24	9a-6p	5.04	-	36.49	Tindale Oliver
Hernando Co, FL	301	May-96	264	264	8.93	9a-6p	3.28	-	29.29	Tindale Oliver
Charlotte Co, FL	135	Oct-97	230	-	5.30	9a-5p	7.90	-	41.87	Tindale Oliver
Charlotte Co, FL	142	Oct-97	245	-	5.20	9a-5p	4.10	-	21.32	Tindale Oliver
Charlotte Co, FL	150	Oct-97	160	-	5.00	9a-5p	10.80	-	54.00	Tindale Oliver
Charlotte Co, FL	215	Oct-97	158	-	7.60	9a-5p	4.60	-	34.96	Tindale Oliver
Charlotte Co, FL	257	Oct-97	225	-	7.60	9a-5p	7.40	-	56.24	Tindale Oliver
Charlotte Co, FL	345	Oct-97	161	-	7.00	9a-5p	6.60	-	46.20	Tindale Oliver
Charlotte Co, FL	368	Oct-97	152	-	6.60	9a-5p	5.70	-	37.62	Tindale Oliver
Charlotte Co, FL	383	Oct-97	516	-	8.40	9a-5p	5.00	-	42.00	Tindale Oliver
Charlotte Co, FL	441	Oct-97	195	-	8.20	9a-5p	4.70	-	38.54	Tindale Oliver
Charlotte Co, FL	1,169	Oct-97	348	-	6.10	9a-5p	8.00	-	48.80	Tindale Oliver
Collier Co, FL	90	Dec-99	91	-	12.80	8a-6p	11.40	-	145.92	Tindale Oliver
Collier Co, FL	400	Dec-99	389	-	7.80	8a-6p	6.40	-	49.92	Tindale Oliver
Lake Co, FL	49	Apr-02	170	-	6.70	7a-6p	10.20	-	68.34	Tindale Oliver
Lake Co, FL	52	Apr-02	212	-	10.00	7a-6p	7.60	-	76.00	Tindale Oliver
Lake Co, FL	126	Apr-02	217	-	8.50	7a-6p	8.30	-	70.55	Tindale Oliver
Pasco Co, FL	55	Apr-02	133	-	6.80	8a-6p	8.12	-	55.22	Tindale Oliver
Pasco Co, FL	60	Apr-02	106	-	7.73	8a-6p	8.75	-	67.64	Tindale Oliver
Pasco Co, FL	70	Apr-02	188	-	7.80	8a-6p	6.03	-	47.03	Tindale Oliver
Pasco Co, FL	74	Apr-02	188	-	8.18	8a-6p	5.95	-	48.67	Tindale Oliver
Pasco Co, FL	189	Apr-02	261	-	7.46	8a-6p	8.99	-	67.07	Tindale Oliver
Marion Co, FL	102	Apr-02	167	-	8.02	7a-6p	5.10	-	40.90	Kimley-Horn & Associates
Marion Co, FL	105	Apr-02	169	-	7.23	7a-6p	7.22	-	52.20	Kimley-Horn & Associates
Marion Co, FL	124	Apr-02	170	-	6.04	7a-6p	7.29	-	44.03	Kimley-Horn & Associates
Marion Co, FL	132	Apr-02	171	-	7.87	7a-6p	7.00	-	55.09	Kimley-Horn & Associates
Marion Co, FL	133	Apr-02	209	-	8.04	7a-6p	4.92	-	39.56	Kimley-Horn & Associates
Citrus Co, FL	111	Oct-03	273	-	8.66	7a-6p	7.70	-	66.68	Tindale Oliver
Citrus Co, FL	231	Oct-03	155	-	5.71	7a-6p	4.82	-	27.52	Tindale Oliver
Citrus Co, FL	306	Oct-03	146	-	8.40	7a-6p	3.94	-	33.10	Tindale Oliver
Citrus Co, FL	364	Oct-03	345	-	7.20	7a-6p	9.14	-	65.81	Tindale Oliver
Citrus Co, FL	374	Oct-03	248	-	12.30	7a-6p	6.88	-	84.62	Tindale Oliver
Lake Co, FL	42	Dec-06	122	-	11.26	-	5.56	-	62.61	Tindale Oliver
Lake Co, FL	51	Dec-06	346	-	18.22	-	9.46	-	172.36	Tindale Oliver
Lake Co, FL	59	Dec-06	144	-	12.07	-	10.79	-	130.24	Tindale Oliver
Lake Co, FL	90	Dec-06	194	-	9.12	-	5.78	-	52.71	Tindale Oliver
Lake Co, FL	239	Dec-06	385	-	7.58	-	8.93	-	67.69	Tindale Oliver
Hernando Co, FL	232	Apr-07	516	-	8.02	7a-6p	8.16	-	65.44	Tindale Oliver
Hernando Co, FL	95	Apr-07	256	-	8.08	7a-6p	5.88	-	47.51	Tindale Oliver
Hernando Co, FL	90	Apr-07	338	-	7.13	7a-6p	5.86	-	41.78	Tindale Oliver
Hernando Co, FL	58	Apr-07	153	-	6.16	7a-6p	8.39	-	51.68	Tindale Oliver
Collier Co, FL	74	Mar-08	503	-	12.81	7a-6p	3.05	-	39.07	Tindale Oliver
Collier Co, FL	97	Mar-08	512	-	8.78	7a-6p	11.29	-	99.13	Tindale Oliver
Collier Co, FL	315	Mar-08	1,347	-	6.97	7a-6p	6.55	-	45.65	Tindale Oliver
Collier Co, FL	42	Mar-08	314	-	9.55	7a-6p	10.98	-	104.86	Tindale Oliver
Total Size	10,380	55	13,130				**Average Trip Length:**	**6.79**		
							Weighted Average Trip Length:	**6.62**		

Weighted Average Trip Generation Rate: 7.81

Land Use 220/221/222: Multi-Family (Low-, Mid-, High-Rise)

Location	Size / Units	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Sarasota Co, FL	212	Jun-93	42	42	5.78	-	5.20	-	30.06	Sarasota County
Sarasota Co, FL	243	Jun-93	36	36	5.84	-	-	-	-	Sarasota County
Marion Co, FL	214	Apr-02	175	175	6.84	-	4.61	-	31.53	Kimley-Horn & Associates
Marion Co, FL	240	Apr-02	174	174	6.96	-	3.43	-	23.87	Kimley-Horn & Associates
Marion Co, FL	288	Apr-02	175	175	5.66	-	5.55	-	31.41	Kimley-Horn & Associates
Marion Co, FL	480	Apr-02	175	175	5.73	-	6.88	-	39.42	Kimley-Horn & Associates
Marion Co, FL	500	Apr-02	170	170	5.46	-	5.94	-	32.43	Kimley-Horn & Associates
Lake Co, FL	250	Dec-06	135	135	6.71	-	5.33	-	35.76	Tindale Oliver
Lake Co, FL	157	Dec-06	265	265	13.97	-	2.62	-	36.60	Tindale Oliver
Lake Co, FL	169	Dec-06	212	-	8.09	-	6.00	-	48.54	Tindale Oliver
Lake Co, FL	226	Dec-06	301	-	6.74	-	2.17	-	14.63	Tindale Oliver
Hernando Co, FL	312	Apr-07	456	-	4.09	-	5.95	-	24.34	Tindale Oliver
Hernando Co, FL	176	Apr-07	332	-	5.38	-	5.24	-	28.19	Tindale Oliver
Orange Co, FL	364	Nov-13	-	-	9.08	-	-	-	-	Orange County
Orange Co, FL	108	Aug-14	-	-	5.51	-	-	-	-	Orange County
Hernando Co, FL	31	May-96	31	31	6.12	9a-6p	4.98	-	30.48	Tindale Oliver
Hernando Co, FL	128	May-96	128	128	6.47	9a-6p	5.18	-	33.51	Tindale Oliver
Pasco Co, FL	229	Apr-02	198	198	4.77	9a-6p	-	-	-	Tindale Oliver
Pasco Co, FL	248	Apr-02	353	353	4.24	9a-6p	3.53	-	14.97	Tindale Oliver
Total Size	4,575	19		**Average Trip Length:**			**4.27**			
Total Size (TL)	3,631			**Weighted Average Trip Length:**			**5.10**			

Land Use 240: Mobile Home Park

Location	Size / Units	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Marion Co, FL	67	Jul-91	22	22	5.40	48hrs.	2.29	-	12.37	Tindale Oliver
Marion Co, FL	82	Jul-91	58	58	10.80	24hr.	3.72	-	40.18	Tindale Oliver
Marion Co, FL	137	Jul-91	22	22	3.10	24hr.	4.88	-	15.13	Tindale Oliver
Sarasota Co, FL	996	Jun-93	181	181	4.19	-	4.40	-	18.44	Sarasota County
Sarasota Co, FL	235	Jun-93	100	100	3.51	-	5.10	-	17.90	Sarasota County
Marion Co, FL	188	Apr-02	147	-	3.51	24hr.	5.48	-	19.23	Kimley-Horn & Associates
Marion Co, FL	227	Apr-02	173	-	2.76	24hr.	8.80	-	24.29	Kimley-Horn & Associates
Marion Co, FL	297	Apr-02	175	-	4.78	24hr.	4.76	-	22.75	Kimley-Horn & Associates
Hernando Co, FL	1,892	May-96	425	425	4.13	9a-6p	4.13	-	17.06	Tindale Oliver
Total Size	4,121	9	1,303	**Average Trip Length:**			**4.84**			
				Weighted Average Trip Length:			**4.60**			
								Weighted Average Trip Generation Rate:		**4.17**

Land Use 253: Congregate Care Facility/Assisted Living Facility

Location	Size / Units	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Pinellas Park, FL	72	Aug-89	25	19	3.50	9am-5pm	2.20	79.0	7.70	Tindale Oliver
Palm Harbor, FL	200	Oct-89	58	40	-	9am-5pm	3.40	69.0	-	Tindale Oliver
Total Size	272	2	83	**Average Trip Length:**			**2.80**			
ITE	388	2		**Weighted Average Trip Length:**			**3.08**			
Blended total	660			Weighted Percent New Trip Average:				71.6		
	460							Weighted Average Trip Generation Rate:		3.50
								ITE Average Trip Generation Rate:		2.02
								Blend of FL Studies and ITE Average Trip Generation Rate:		**2.25**

Land Use 310: Hotel

Location	Size (Rooms)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Pinellas Co, FL	174	Aug-89	134	106	12.50	7-11a/3-7p	6.30	79.0	62.21	Tindale Oliver
Pinellas Co, FL	114	Oct-89	30	14	7.30	12-7p	6.20	47.0	21.27	Tindale Oliver
Orange Co, FL	123	1997	-	-	6.32	-	-	-	-	Orange County
Orange Co, FL	120	1997	-	-	5.27	-	-	-	-	Orange County
Orange Co, FL	146	1997	-	-	7.61	-	-	-	-	Orange County
Orange Co, FL	252	1997	-	-	5.63	-	-	-	-	Orange County
Orange Co, FL	172	1997	-	-	6.36	-	-	-	-	Orange County
Orange Co, FL	170	1997	-	-	6.06	-	-	-	-	Orange County
Orange Co, FL	128	1997	-	-	6.10	-	-	-	-	Orange County
Orange Co, FL	200	1997	-	-	4.56	-	-	-	-	Orange County
Orange Co, FL	112	1998	-	-	2.78	-	-	-	-	Orange County
Orange Co, FL	130	1998	-	-	9.12	-	-	-	-	Orange County
Orange Co, FL	106	1998	-	-	7.34	-	-	-	-	Orange County
Orange Co, FL	98	1998	-	-	7.32	-	-	-	-	Orange County
Orange Co, FL	120	1998	-	-	5.57	-	-	-	-	Orange County
Orange Co, FL	70	1999	-	-	1.85	-	-	-	-	Orange County
Orange Co, FL	123	1999	-	-	4.81	-	-	-	-	Orange County
Orange Co, FL	123	1999	-	-	3.70	-	-	-	-	Orange County
Orange Co, FL	211	2000	-	-	2.23	-	-	-	-	Orange County
Orange Co, FL	144	2000	-	-	7.32	-	-	-	-	Orange County
Orange Co, FL	105	2001	-	-	5.25	-	-	-	-	Orange County
Orange Co, FL	891	2005	-	-	5.69	-	-	-	-	Orange County
Orange Co, FL	1,584	2005	-	-	5.88	-	-	-	-	Orange County
Orange Co, FL	210	2006	-	-	4.88	-	-	-	-	Orange County
Orange Co, FL	1,499	2006	-	-	4.69	-	-	-	-	Orange County
Orange Co, FL	144	-	-	-	4.74	-	-	-	-	Orange County
Orange Co, FL	148	-	-	-	7.61	-	-	-	-	Orange County
Orange Co, FL	160	-	-	-	6.19	-	-	-	-	Orange County
Orange Co, FL	130	-	-	-	4.29	-	-	-	-	Orange County
Orange Co, FL	130	-	-	-	3.40	-	-	-	-	Orange County
Orange Co, FL	144	-	-	-	7.66	-	-	-	-	Orange County
Orange Co, FL	100	-	-	-	7.37	-	-	-	-	Orange County
Orange Co, FL	190	-	-	-	4.71	-	-	-	-	Orange County
Orange Co, FL	1,501	2011	-	-	3.50	-	-	-	-	Tindale Oliver
Orange Co, FL	174	2011	-	-	7.03	-	-	-	-	Tindale Oliver
Orange Co, FL	238	2014	-	-	4.05	-	-	-	-	Tindale Oliver
Total Size	10,184	36	164	**Average Trip Length:**			**6.25**			
ITE	876	6		**Weighted Average Trip Length:**			**6.26**			
Blended total	11,060			Weighted Percent New Trip Average:				66.3		
								Weighted Average Trip Generation Rate:		5.31
								ITE Average Trip Generation Rate:		8.36
								Blend of FL Studies and ITE Average Trip Generation Rate:		**5.55**

Land Use 320: Motel

Location	Size (Rooms)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Pinellas Co, FL	48	Oct-89	46	24	-	10a-2p	2.80	65.0	-	Tindale Oliver
Pinellas Co, FL	54	Oct-89	32	22	-	12p-7p	3.80	69.0	-	Tindale Oliver
Pinellas Co, FL	120	Oct-89	26	22	-	2p-7p	5.20	84.6	-	Tindale Oliver
Total Size	222	3	104			**Average Trip Length:**	**3.93**			
ITE	654	6				**Weighted Average Trip Length:**	**4.34**			
							Weighted Percent New Trip Average:	76.6		

Land Use 444: Movie Theater

Location	Size (Screens)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Pinellas Co, FL	8	Oct-89	151	116	113.10	2p-8p	2.70	77.0	235.13	Tindale Oliver
Pinellas Co, FL	12	Sep-89	122	116	63.40	2p-8p	1.90	95.0	114.44	Tindale Oliver
Total Size	20	2	273			**Average Trip Length:**	**2.30**			
ITE	6	1				**Weighted Average Trip Length:**	**2.22**			
Blended total	26						Weighted Percent New Trip Average:	87.8		
								Weighted Average Trip Generation Rate:		83.28
								ITE Average Trip Generation Rate:		220.00
								Blend of FL Studies and ITE Average Trip Generation Rate:		**114.83**

Land Use 492: Health/Fitness Club

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Tampa, FL	-	Mar-86	33	31	-	-	7.90	94.0	-	Kimley-Horn & Associates
Total Size		1	33			**Average Trip Length:**	**n/a**			
ITE	37	8					Percent New Trip Average:	94.0		
								ITE Average Trip Generation Rate (adjusted):		**34.50**

Land Use 565: Day Care Center

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Pinellas Co, FL	5.6	Aug-89	94	66	66.99	7a-6p	1.90	70.0	89.10	Tindale Oliver
Pinellas Co, FL	10.0	Sep-89	179	134	66.99	7a-6p	2.10	75.0	105.51	Tindale Oliver
Tampa, FL	-	Mar-86	28	25	-	-	2.60	89.0	-	Kimley-Horn & Associates
Total Size	15.6	3	301			**Average Trip Length:**	**2.20**			
ITE	135.0	27				**Weighted Average Trip Length:**	**2.03**			
Blended total	150.6						Weighted Percent New Trip Average:	73.2		
								Weighted Average Trip Generation Rate:		66.99
								ITE Average Trip Generation Rate:		47.62
								Blend of FL Studies and ITE Average Trip Generation Rate:		**49.63**

Land Use 620: Nursing Home

Location	Size (Beds)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Lakeland, FL	120	Mar-90	74	66	2.86	11a-4p	2.59	89.0	6.59	Tindale Oliver
Total Size	120	1	74			**Average Trip Length:**	**2.59**			
ITE	480	3				**Weighted Average Trip Length:**	**2.59**			
Blended total	600						Weighted Percent New Trip Average:	89.0		
								Weighted Average Trip Generation Rate:		2.86
								ITE Average Trip Generation Rate:		3.06
								Blend of FL Studies and ITE Average Trip Generation Rate:		**3.02**

Land Use 630: Clinic

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Largo, FL	103.9	Aug-89	614	572	37.03	7a-430p	5.10	93.0	175.63	Tindale Oliver
St. Petersburg, FL	-	Oct-89	280	252	-	9a-5p	4.10	90.0	-	Tindale Oliver
Total Size	103.9	2	894			**Average Trip Length:**	**4.60**			
ITE	63.0	3				**Weighted Average Trip Length:**	**5.10**			
	166.9						Weighted Percent New Trip Average:	93.0		
								Weighted Average Trip Generation Rate:		37.03
								ITE Average Trip Generation Rate:		38.16
								Blend of FL Studies and ITE Average Trip Generation Rate:		**37.46**

Land Use 710: General Office Building

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Sarasota Co, FL	14.3	Jun-93	14	14	46.85	-	11.30	-	529.41	Sarasota County
Gwinnett Co, GA	98.0	Dec-92	-	-	4.30	-	5.40	-	-	Street Smarts
Gwinnett Co, GA	180.0	Dec-92	-	-	3.60	-	5.90	-	-	Street Smarts
Pinellas Co, FL	187.0	Oct-89	431	388	18.49	7a-5p	6.30	90.0	104.84	Tindale Oliver
St. Petersburg, FL	262.8	Sep-89	291	274	-	7a-5p	3.40	94.0	-	Tindale Oliver
Total Size	742.1	5	736			**Average Trip Length:**	**6.46**			
ITE	11,286.0	66				**Weighted Average Trip Length:**	**5.15**			
							Weighted Percent New Trip Average:	92.3		

Land Use 715: Single Tenant Office Building

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Sarasota Co, FL	82	Jun-93	142	142	17.59	-	6.60	-	116.09	Sarasota County
Sarasota Co, FL	84	Jun-93	79	79	11.54	-	7.20	-	83.09	Sarasota County
Total Size	166.0	2	221			**Average Trip Length:**	**6.90**			
ITE	1,452.0	12				**Weighted Average Trip Length:**	**6.90**			
Blended total	1,618.0						Weighted Percent New Trip Average:	-		
								Weighted Average Trip Generation Rate:		14.53
								ITE Average Trip Generation Rate:		11.25
								Blend of FL Studies and ITE Average Trip Generation Rate:		**11.59**

LUC 720: Small Medical/Dental Office Building: 10,000 sf or Less

Site	Size (1,000 sf)	Tues., Jan 11		Wedn., Jan 12		Thur., Jan 13		TOTAL		AVERAGE		AVERAGE (per 1,000 sf)		
		IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	TOTAL
Site 1	2.100	35	35	22	22	13	13	70	70	23.33	23.33	**11.11**	**11.11**	**22.22**
Site 2	3.000	40	40	52	52	53	53	145	145	48.33	48.33	**16.11**	**16.11**	**32.22**
Site 3	2.000	28	28	19	21	24	26	71	75	23.67	25.00	**11.84**	**12.50**	**24.34**
Site 4	1.000	30	30	52	52	57	57	139	139	46.33	46.33	**46.33**	**46.33**	**92.66**
Site 5	3.024	31	32	43	43	24	24	98	99	32.67	33.00	**10.80**	**10.91**	**21.71**
Site 6	1.860	22	24	19	17	11	11	52	52	17.33	17.33	**9.32**	**9.32**	**18.64**
Average												**17.59**	**17.71**	**35.30**
Average (excluding Site 4)												**11.84**	**11.99**	**23.83**

Land Use 720: Medical-Dental Office Building

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Tampa, FL	-	Mar-86	33	26	-	-	6.00	79.0	-	Kimley-Horn & Associates
Palm Harbor, FL	14.6	Oct-89	104	76	33.98	9a-5p	6.30	73.0	156.27	Tindale Oliver
St. Petersburg, FL	-	Nov-89	34	30	57.20	9a-4p	1.20	88.0	-	Tindale Oliver
Hernando Co, FL	58.4	May-96	390	349	28.52	9a-6p	6.47	89.5	165.09	Tindale Oliver
Hernando Co, FL	28.0	May-96	202	189	49.75	9a-6p	6.06	93.8	282.64	Tindale Oliver
Charlotte Co, FL	11.0	Oct-97	-	186	49.50	9a-5p	4.60	92.1	209.67	Tindale Oliver
Charlotte Co, FL	28.0	Oct-97	-	186	31.00	9a-5p	3.60	81.6	91.04	Tindale Oliver
Charlotte Co, FL	30.4	Oct-97	-	324	39.80	9a-5p	3.30	83.5	109.68	Tindale Oliver
Citrus Co, FL	38.9	Oct-03	-	168	32.26	8-6p	6.80	97.1	213.03	Tindale Oliver
Citrus Co, FL	10.0	Nov-03	-	340	40.56	8-630p	6.20	92.4	232.33	Tindale Oliver
Citrus Co, FL	5.3	Dec-03	-	20	29.36	8-5p	5.25	95.2	146.78	Tindale Oliver
Orange Co, FL	50.6	2009	-	-	26.72	-	-	-	-	Orange County
Orange Co, FL	23.5	2010	-	-	16.58	-	-	-	-	Tindale Oliver
Total Size	298.6	13	763				**Average Trip Length:**	**5.07**		
ITE	672.0	28					**Weighted Average Trip Length:**	**5.55**		
Blended total	970.6						Weighted Percent New Trip Average:	88.9		
								Average Trip Generation Rate:		32.59
								ITE Average Trip Generation Rate:		34.80
								Blend of FL Studies and ITE Average Trip Generation Rate:		**34.12**

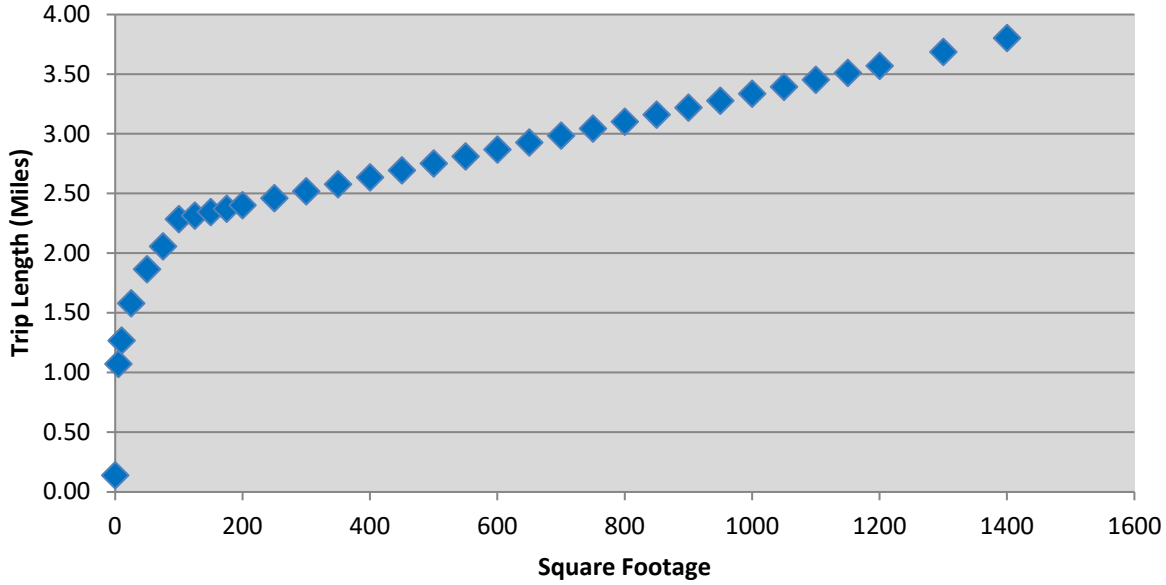
Land Use 813: Discount Superstore

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Citrus Co, FL	203.6	Nov-03	-	236	55.01	8a-6p	5.91	91.8	298.5	Tindale Oliver
Total Size	203.6	1					**Average Trip Length:**	**5.91**		
ITE	13,065.0	67					**Weighted Average Trip Length:**	**5.91**		
Blended total	13,268.6						Weighted Percent New Trip Average:	91.8		
								Average Trip Generation Rate:		55.01
								ITE Average Trip Generation Rate:		50.70
								Blend of FL Studies and ITE Average Trip Generation Rate:		**50.77**

Land Use 820: Shopping Center

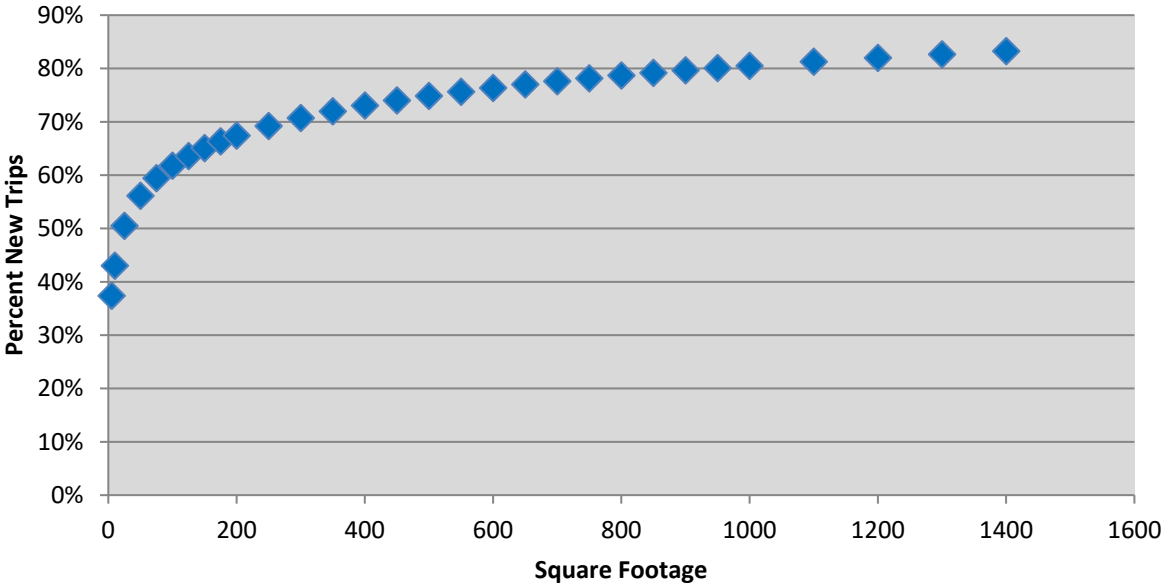
Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Tampa, FL	-	Mar-86	527	348	-	-	-	66.0	-	Kimley-Horn & Associates
Tampa, FL	-	Mar-86	170	-	-	-	1.70	-	-	Kimley-Horn & Associates
Tampa, FL	-	Mar-86	354	269	-	-	-	76.0	-	Kimley-Horn & Associates
Tampa, FL	-	Mar-86	144	-	-	-	2.50	-	-	Kimley-Horn & Associates
St. Petersburg, FL	1,192.0	Aug-89	384	298	-	11a-7p	3.60	78.0	-	Tindale Oliver
St. Petersburg, FL	132.3	Sep-89	400	368	77.00	10a-7p	1.80	92.0	127.51	Tindale Oliver
Largo, FL	425.0	Aug-89	160	120	26.73	10a-6p	2.30	75.0	46.11	Tindale Oliver
Dunedin, FL	80.5	Sep-89	276	210	81.48	9a-5p	1.40	76.0	86.69	Tindale Oliver
Pinellas Park, FL	696.0	Sep-89	485	388	-	9a-6p	3.20	80.0	-	Tindale Oliver
Seminole, FL	425.0	Oct-89	674	586	-	-	-	87.0	-	Tindale Oliver
Hillsborough Co, FL	134.0	Jul-91	-	-	-	-	1.30	74.0	-	Tindale Oliver
Hillsborough Co, FL	151.0	Jul-91	-	-	-	-	1.30	73.0	-	Tindale Oliver
Collier Co, FL	-	Aug-91	68	64	-	-	3.33	94.1	-	Tindale Oliver
Collier Co, FL	-	Aug-91	208	154	-	-	2.64	74.0	-	Tindale Oliver
Sarasota/Bradenton, FL	109.0	Sep-92	300	185	-	12a-6p	-	61.6	-	King Engineering Associates, Inc.
Ocala, FL	133.4	Sep-92	300	192	-	12a-6p	-	64.0	-	King Engineering Associates, Inc.
Gwinnett Co, GA	99.1	Dec-92	-	-	46.00	-	3.20	70.0	103.04	Street Smarts
Gwinnett Co, GA	314.7	Dec-92	-	-	27.00	-	8.50	84.0	192.78	Street Smarts
Sarasota Co, FL	110.0	Jun-93	58	58	122.14	-	3.20	-	-	Sarasota County
Sarasota Co, FL	146.1	Jun-93	65	65	51.53	-	2.80	-	-	Sarasota County
Sarasota Co, FL	157.5	Jun-93	57	57	79.79	-	3.40	-	-	Sarasota County
Sarasota Co, FL	191.0	Jun-93	62	62	66.79	-	5.90	-	-	Sarasota County
Hernando Co, FL	107.8	May-96	608	331	77.60	9a-6p	4.68	54.5	197.85	Tindale Oliver
Charlotte Co, FL	88.0	Oct-97	-	-	73.50	9a-5p	1.80	57.1	75.56	Tindale Oliver
Charlotte Co, FL	191.9	Oct-97	-	-	72.00	9a-5p	2.40	50.9	87.97	Tindale Oliver
Charlotte Co, FL	51.3	Oct-97	-	-	43.00	9a-5p	2.70	51.8	60.08	Tindale Oliver
Lake Co, FL	67.8	Apr-01	246	177	102.60	-	3.40	71.2	248.37	Tindale Oliver
Lake Co, FL	72.3	Apr-01	444	376	65.30	-	4.50	59.0	173.37	Tindale Oliver
Pasco Co, FL	65.6	Apr-02	222	-	145.64	9a-5p	1.46	46.9	99.62	Tindale Oliver
Pasco Co, FL	75.8	Apr-02	134	-	38.23	9a-5p	2.36	58.2	52.52	Tindale Oliver
Citrus Co, FL	185.0	Oct-03	-	784	55.84	8a-6p	2.40	88.1	118.05	Tindale Oliver
Citrus Co, FL	91.3	Nov-03	-	390	54.50	8a-6p	1.60	88.0	76.77	Tindale Oliver
Bozeman, MT	104.3	Dec-06	359	359	46.96	-	3.35	49.0	77.08	Tindale Oliver
Bozeman, MT	159.9	Dec-06	502	502	56.49	-	1.56	54.0	47.59	Tindale Oliver
Bozeman, MT	35.9	Dec-06	329	329	69.30	-	1.39	74.0	71.28	Tindale Oliver
Total Size	5,757.5	35	7,536				**Average Trip Length:**	**2.66**		

Figure A-1
Retail/Shopping Center (LUC 820) – Florida Curve Trip Length Regression



Source: Regression analysis based on FL Studies data for LUC 820

Figure A-2
Retail/Shopping Center (LUC 820) – Florida Curve Percent New Trips Regression



Source: Regression analysis based on FL Studies data for LUC 820

Land Use 840/841: New/Used Automobile Sales

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
St.Petersburg, FL	43.0	Oct-89	152	120	-	9a-5p	4.70	79.0	-	Tindale Oliver
Clearwater, FL	43.0	Oct-89	136	106	29.40	9a-5p	4.50	78.0	103.19	Tindale Oliver
Orange Co, FL	13.8	1997	-	-	35.75	-	-	-	-	Orange County
Orange Co, FL	34.4	1998	-	-	23.45	-	-	-	-	Orange County
Orange Co, FL	66.3	2001	-	-	28.50	-	-	-	-	Orange County
Orange Co, FL	39.1	2002	-	-	10.48	-	-	-	-	Orange County
Orange Co, FL	116.7	2003	-	-	22.18	-	-	-	-	Orange County
Orange Co, FL	51.7	2007	-	-	40.34	-	-	-	-	L-TEC
Orange Co, FL	36.6	-	-	-	15.17	-	-	-	-	Orange County
Orange Co, FL	216.4	2008	-	-	13.45	-	-	-	-	Orange County
Total Size	618.0	10	288				**Average Trip Length:**	**4.60**		
ITE (840)	648.0	18					**Weighted Average Trip Length:**	**4.60**		
ITE (841)	28.0	14					Weighted Percent New Trip Average:	78.5		
Blended total	1,294.0									

Weighted Average Trip Generation Rate: 21.04
ITE Average Trip Generation Rate (LUC 840): 27.84
ITE Average Trip Generation Rate (LUC 841): 27.06
Blend of FL Studies and ITE Average Trip Generation Rate: 24.58

Land Use 850: Supermarket

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Palm Harbor, FL	62.0	Aug-89	163	62	106.26	9a-4p	2.08	56.0	123.77	Tindale Oliver
Total Size	62.0	1	163				**Average Trip Length:**	**2.08**		
ITE	170.0	5					**Weighted Average Trip Length:**	**2.08**		
Blended total	232.0						Weighted Percent New Trip Average:	56.0		

Weighted Average Trip Generation Rate: 106.26
ITE Average Trip Generation Rate: 106.78
Blend of FL Studies and ITE Average Trip Generation Rate: 106.64

Land Use 880/881: Pharmacy with and without Drive-Through Window

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Pasco Co, FL	11.1	Apr-02	138	38	88.97	-	2.05	27.5	50.23	Tindale Oliver
Pasco Co, FL	12.0	Apr-02	212	90	122.16	-	2.04	42.5	105.79	Tindale Oliver
Pasco Co, FL	15.1	Apr-02	1192	54	97.96	-	2.13	28.1	58.69	Tindale Oliver
Total Size	38.2	3	1,542				**Average Trip Length:**	**2.07**		
ITE (LUC 880)	66.0	6					**Weighted Average Trip Length:**	**2.08**		
ITE (LUC 881)	208.0	16					Weighted Percent New Trip Average:	32.4		
Blended total	312.2									

Average Trip Generation Rate: 103.03
ITE Average Trip Generation Rate (LUC 880): 90.08
ITE Average Trip Generation Rate (LUC 881): 109.16
Blend of FL Studies and ITE Average Trip Generation Rate: 104.37

Land Use 890: Furniture Store

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Largo, FL	15.0	7/28-30/92	64	34	-	-	4.63	52.5	-	Tindale Oliver
Tampa, FL	16.9	Jul-92	68	39	-	-	7.38	55.7	-	Tindale Oliver
Total Size	31.90	2	132				**Average Trip Length:**	**6.01**		
ITE	779.0	19					**Weighted Average Trip Length:**	**6.09**		
Blended total	810.90						Weighted Percent New Trip Average:	54.2		

ITE Average Trip Generation Rate: **6.30**

Land Use 912: Drive-In Bank

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Tampa, FL	-	Mar-86	77	-	-	-	2.40	-	-	Kimley-Horn & Associates
Tampa, FL	-	Mar-86	211	-	-	-	-	54.0	-	Kimley-Horn & Associates
Clearwater, FL	0.4	Aug-89	113	52	-	9a-6p	5.20	46.0	-	Tindale Oliver
Largo, FL	2.0	Sep-89	129	94	-	-	1.60	73.0	-	Tindale Oliver
Seminole, FL	4.5	Oct-89	-	-	-	-	-	-	-	Tindale Oliver
Marion Co, FL	2.3	Jun-91	69	29	-	24hr.	1.33	42.0	-	Tindale Oliver
Marion Co, FL	3.1	Jun-91	47	32	-	24hr.	1.75	68.1	-	Tindale Oliver
Marion Co, FL	2.5	Jul-91	57	26	-	48hrs.	2.70	45.6	-	Tindale Oliver
Collier Co, FL	-	Aug-91	162	96	-	24hr.	0.88	59.3	-	Tindale Oliver
Collier Co, FL	-	Aug-91	116	54	-	-	1.58	46.6	-	Tindale Oliver
Collier Co, FL	-	Aug-91	142	68	-	-	2.08	47.9	-	Tindale Oliver
Hernando Co, FL	5.4	May-96	164	41	-	9a-6p	2.77	24.7	-	Tindale Oliver
Marion Co, FL	2.4	Apr-02	70	-	-	24hr.	3.55	54.6	-	Kimley-Horn & Associates
Marion Co, FL	2.7	May-02	50	-	246.66	24hr.	2.66	40.5	265.44	Kimley-Horn & Associates
Total Size	25.2	14	1,407				**Average Trip Length:**	**2.38**		
ITE	147.0	21					**Weighted Average Trip Length:**	**2.46**		
Blended total	172.2						Weighted Percent New Trip Average:	46.2		
	149.7									

Weighted Average Trip Generation Rate: 246.66
ITE Average Trip Generation Rate: 100.03
Blend of FL Studies and ITE Average Trip Generation Rate: 102.66

Land Use 931: Low-Turnover (Quality) Restaurant

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Tampa, FL	-	Mar-86	76	62	-	-	2.10	82.0	-	Kimley-Horn & Associates
St. Petersburg, FL	7.5	Oct-89	177	154	-	11a-2p/4-8p	3.50	87.0	-	Tindale Oliver
Clearwater, FL	8.0	Oct-89	60	40	110.63	10a-2p/5-9p	2.80	67.0	207.54	Tindale Oliver
Total Size	15.5	3	313				**Average Trip Length:**	**2.80**		
ITE	90.0	10					**Weighted Average Trip Length:**	**3.14**		
Blended total	105.5						Weighted Percent New Trip Average:	76.7		

Weighted Average Trip Generation Rate: 110.63
ITE Average Trip Generation Rate: 83.84
Blend of FL Studies and ITE Average Trip Generation Rate: 86.03

Land Use 932: High-Turnover (Sit-Down) Restaurant

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Hernando Co, FL	6.2	1996	242	175	187.51	9a-6p	2.76	72.5	375.00	Tindale Oliver
Hernando Co, FL	8.2	1996	154	93	102.71	9a-6p	4.15	60.2	256.43	Tindale Oliver
St. Petersburg, FL	5.0	1989	74	68	132.60	1130-7p	2.00	92.0	243.98	Tindale Oliver
Kenneth City, FL	5.2	1989	236	176	127.88	4p-730p	2.30	75.0	220.59	Tindale Oliver
Pasco Co, FL	5.2	2002	114	88	82.47	9a-6p	3.72	77.2	236.81	Tindale Oliver
Pasco Co, FL	5.8	2002	182	102	116.97	9a-6p	3.49	56.0	228.77	Tindale Oliver
Orange Co, FL	5.0	1996	-	-	135.68	-	-	-	-	Orange County
Orange Co, FL	9.7	1996	-	-	132.32	-	-	-	-	Orange County
Orange Co, FL	11.2	1998	-	-	18.76	-	-	-	-	Orange County
Orange Co, FL	7.0	1998	-	-	126.40	-	-	-	-	Orange County
Orange Co, FL	4.6	1998	-	-	129.23	-	-	-	-	Orange County
Orange Co, FL	7.4	1998	-	-	147.44	-	-	-	-	Orange County
Orange Co, FL	6.7	1998	-	-	82.58	-	-	-	-	Orange County
Orange Co, FL	11.3	2000	-	-	95.33	-	-	-	-	Orange County
Orange Co, FL	7.2	2000	-	-	98.06	-	-	-	-	Orange County
Orange Co, FL	11.4	2001	-	-	91.67	-	-	-	-	Orange County
Orange Co, FL	5.6	2001	-	-	145.59	-	-	-	-	Orange County
Orange Co, FL	5.5	-	-	-	100.18	-	-	-	-	Orange County
Orange Co, FL	11.3	-	-	-	62.12	-	-	-	-	Orange County
Orange Co, FL	10.4	-	-	-	31.77	-	-	-	-	Orange County
Orange Co, FL	5.9	-	-	-	147.74	-	-	-	-	Orange County
Orange Co, FL	8.9	2008	-	-	52.69	-	-	-	-	Orange County
Orange Co, FL	9.7	2010	-	-	105.84	-	-	-	-	Orange County
Orange Co, FL	9.5	2013	-	-	40.46	-	-	-	-	Orange County
Orange Co, FL	11.0	2015	-	-	138.39	-	-	-	-	Orange County
Total Size	194.9	25	1,102				**Average Trip Length:**	**3.07**		
ITE	250.0	50					**Weighted Average Trip Length:**	**3.17**		
Blended total	444.9						Weighted Percent New Trip Average:	70.8		

Weighted Average Trip Generation Rate: 98.67
ITE Average Trip Generation Rate: 112.18
Blend of FL Studies and ITE Average Trip Generation Rate: 106.26

Land Use 934: Fast Food Restaurant with Drive-Through Window

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Tampa, FL	-	Mar-86	61	-	-	-	2.70	-	-	Kimley-Horn & Associates
Tampa, FL	-	Mar-86	306	-	-	-	-	65.0	-	Kimley-Horn & Associates
Pinellas Co, FL	2.20	Aug-89	81	48	502.80	11a-2p	1.70	59.0	504.31	Tindale Oliver
Pinellas Co, FL	4.30	Oct-89	456	260	660.40	1 day	2.30	57.0	865.78	Tindale Oliver
Tarpon Springs, FL	-	Oct-89	233	114	-	7a-7p	3.60	49.0	-	Tindale Oliver
Marion Co, FL	1.60	Jun-91	60	32	962.50	48hrs.	0.91	53.3	466.84	Tindale Oliver
Marion Co, FL	4.00	Jun-91	75	46	625.00	48hrs.	1.54	61.3	590.01	Tindale Oliver
Collier Co, FL	-	Aug-91	66	44	-	-	1.91	66.7	-	Tindale Oliver
Collier Co, FL	-	Aug-91	118	40	-	-	1.17	33.9	-	Tindale Oliver
Hernando Co, FL	5.43	May-96	136	82	311.83	9a-6p	1.68	60.2	315.27	Tindale Oliver
Hernando Co, FL	3.13	May-96	168	82	547.34	9a-6p	1.59	48.8	425.04	Tindale Oliver
Orange Co, FL	8.93	1996	-	-	377.00	-	-	-	-	Orange County
Lake Co, FL	2.20	Apr-01	376	252	934.30	-	2.50	74.6	1742.47	Tindale Oliver
Lake Co, FL	3.20	Apr-01	171	182	654.90	-	-	47.8	-	Tindale Oliver
Lake Co, FL	3.80	Apr-01	188	137	353.70	-	3.30	70.8	826.38	Tindale Oliver
Pasco Co, FL	2.66	Apr-02	100	46	283.12	9a-6p	-	46.0	-	Tindale Oliver
Pasco Co, FL	2.96	Apr-02	486	164	515.32	9a-6p	2.72	33.7	472.92	Tindale Oliver
Pasco Co, FL	4.42	Apr-02	168	120	759.24	9a-6p	1.89	71.4	1024.99	Tindale Oliver
Total Size	48.8	18	4,463				**Average Trip Length:**	**2.11**		
ITE	201.0	67					**Weighted Average Trip Length:**	**2.05**		
Blended total	249.8						Weighted Percent New Trip Average:	57.9		
	34.0									

Weighted Average Trip Generation Rate: 530.19
ITE Average Trip Generation Rate: 470.95
Blend of FL Studies and ITE Average Trip Generation Rate: 482.53

Land Use 942: Automobile Care Center

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Largo, FL	5.5	Sep-89	34	30	37.64	9a-5p	2.40	88.0	79.50	Tindale Oliver
Jacksonville, FL	2.3	2/3-4/90	124	94	-	9a-5p	3.07	76.0	-	Tindale Oliver
Jacksonville, FL	2.3	2/3-4/90	110	74	-	9a-5p	2.96	67.0	-	Tindale Oliver
Jacksonville, FL	2.4	2/3-4/90	132	87	-	9a-5p	2.32	66.0	-	Tindale Oliver
Lakeland, FL	5.2	Mar-90	24	14	-	9a-4p	1.36	59.0	-	Tindale Oliver
Lakeland, FL	-	Mar-90	54	42	-	9a-4p	2.44	78.0	-	Tindale Oliver
Orange Co, FL	25.0	Nov-92	41	39	-	2-6p	4.60	-	-	LCE, Inc.
Orange Co, FL	36.6	-	-	-	15.17	-	-	-	-	Orange County
Orange Co, FL	7.0	-	-	-	46.43	-	-	-	-	Orange County
Total Size	86.2	9	519				**Average Trip Length:**	**2.74**		
ITE	102.0	6					**Weighted Average Trip Length:**	**3.62**		
Blended total	188.2						Weighted Percent New Trip Average:	72.2		
	151.1									

Weighted Average Trip Generation Rate: 22.14
ITE Average Trip Generation Rate (adjusted): 31.10
Blend of FL Studies and ITE Average Trip Generation Rate: 28.19

Land Use 944, 945, 960: Gasoline/Service Station

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Largo, FL	0.6	Nov-89	70	14	-	8am-5pm	1.90	23.0	-	Tindale Oliver
Collier Co, FL	-	Aug-91	168	40	-	-	1.01	23.8	-	Tindale Oliver
Total Size	0.6	2	238				**Average Trip Length:**	**1.46**		
ITE LUC 944 (vfp)	144.0	18					**Weighted Average Trip Length:**	**1.90**		
ITE LUC 945 (vfp)	90.0	5					Weighted Percent New Trip Average:	23.0		

Land Use 947: Self-Service Car Wash

Location	Size (Bays)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Largo, FL	10	Nov-89	111	84	-	8am-5pm	2.00	76.0	-	Tindale Oliver
Clearwater, FL	-	Nov-89	177	108	-	10am-5pm	1.30	61.0	-	Tindale Oliver
Collier Co, FL	11	Dec-09	304	-	30.24	-	2.50	57.0	-	Tindale Oliver
Collier Co, FL	8	Jan-09	186	-	22.75	-	1.96	72.0	-	Tindale Oliver
Total Size	29	4	778				**Average Trip Length:**	**1.94**		
Total Size (TGR)	19	2					**Weighted Average Trip Length:**	**2.18**		
ITE	5	1					Weighted Percent New Trip Average:	67.7		
Blended total	24									

Weighted Average Trip Generation Rate:	27.09
ITE Average Trip Generation Rate:	108.00
Blend of FL Studies and ITE Average Trip Generation Rate:	**43.94**

Demand Variable Changes

Since the last demand component update in 2016, the trip generation rate (TGR), trip length (TL), and percent new trips (PNT) has changed for several land uses. Tables A-20 through A-23 present the change in each variable for each land use for the 2019 update.

Table A-20
Percent Change in Gross VMT of Mobility Fee Land Uses

LUC	Land Use	Unit	GVMT 2016	GVMT 2019	% Change	Explanation
	RESIDENTIAL:					
210	Single Family (Detached) <1,500 sf & <50% SHIP	du	8.67	14.93	**72%**	TGR update, see Table A-21
	Single Family (Detached) <1,500 sf & 50-80% SHIP	du	13.11	17.28	**32%**	TGR update, see Table A-21
	Single Family (Detached) <1,500 sf	du	20.22	23.17	**15%**	TGR update, see Table A-21
	Single Family (Detached) 1,500 to 2,499 sf	du	25.85	25.85	**0%**	No change
	Single Family (Detached) 2,500 sf and greater	du	29.00	29.43	**1%**	TGR update, see Table A-21
220	Multi-Family (Low-Rise); 1-2 Levels & <50%	du	6.07	11.04	**82%**	TGR update, see Table A-21
	Multi-Family (Low-Rise); 1-2 Levels & 50-80% SHIP	du	9.18	12.78	**39%**	TGR update, see Table A-21
	Multi-Family (Low-Rise); 1-2 Levels	du	16.83	18.67	**11%**	TGR update, see Table A-21
221	Multi-Family (Mid-Rise); 3-10 Levels & <50% SHIP	du	3.80	8.19	**116%**	TGR update, see Table A-21
	Multi-Family (Mid-Rise); 3-10 Levels & 50-80% SHIP	du	5.74	9.51	**66%**	TGR update, see Table A-21
	Multi-Family (Mid-Rise); 3-10 Levels	du	10.56	13.87	**31%**	TGR update, see Table A-21
222	Multi-Family (High-Rise); >10 Levels & <50% SHIP	du	3.80	6.71	**77%**	TGR update, see Table A-21
	Multi-Family (High-Rise); >10 Levels & 50-80% SHIP	du	5.74	7.78	**36%**	TGR update, see Table A-21
	Multi-Family (High-Rise); >10 Levels	du	10.56	11.35	**7%**	TGR update, see Table A-21
n/a	Residential Condominium/Townhouse	du	14.69	-	**-**	Land use removed from schedule
n/a	High-Rise Condominium; 3+ Stories	du	10.66	-	**-**	Land use removed from schedule
231	Mid-Rise Residential w/1st Floor Commercial	du	-	8.77	**-**	New land use
232	High-Rise Residential w/1st Floor Commercial	du	-	5.13	**-**	New land use
240	Mobile Home Park	du	9.59	9.59	**0%**	No change
253	Congregate Care Facility	du	2.49	2.49	**0%**	No change
	LODGING:					
310	Hotel	room	13.14	11.47	**-13%**	TGR update, see Table A-21
311	Hotel; All Suites	room	10.12	9.21	**-9%**	TGR update, see Table A-21
320	Motel	room	9.41	5.60	**-40%**	TGR update, see Table A-21
	RECREATION:					
411	Public Park	acre	-	1.81	**-**	New land use
412	General Recreation	acre	5.24	-	**-**	Land use removed from schedule
416	RV Park	site	3.73	3.73	**0%**	No change
420	Marina	boat berth	8.82	7.18	**-19%**	TGR update, see Table A-21
430	Golf Course	hole	106.47	90.50	**-15%**	TGR update, see Table A-21
444	Movie Theater	screen	104.16	112.17	**8%**	TGR update, see Table A-21
492	Health Club	1,000 sf	79.71	83.51	**5%**	TGR update, see Table A-21
	INSTITUTIONS:					
520	Elementary School (Private)	student	2.22	2.50	**13%**	TGR & TL update, see Tables A-21 and A-22
522	Middle School (Private)	student	3.13	2.82	**-10%**	TGR, TL, & PNT update, see Tables A-21, A-22, and A-23
530	High School (Private)	student	3.31	3.02	**-9%**	TGR & TL update, see Tables A-21 and A-22
540	University/Junior College (7,500 or fewer students) (Private)	student	5.96	5.96	**0%**	No change
550	University/Junior College (more than 7,500 students) (Private)	student	4.47	4.47	**0%**	No change
560	Church	1,000 sf	15.99	12.23	**-24%**	TGR & TL update, see Tables A-21 and A-22
565	Day Care Center	1,000 sf	53.26	36.77	**-31%**	TGR update, see Table A-21
610	Hospital	1,000 sf	33.69	27.68	**-18%**	TGR & PNT update, see Tables A-21 and A-23
620	Nursing Home	bed	3.18	3.48	**9%**	TGR update, see Table A-21
630	Clinic	1,000 sf	78.78	88.84	**13%**	TGR update, see Table A-21
	OFFICE:					
710	General Office 50,000 sq ft or less	1,000 sf	36.72	23.07	**-37%**	TGR update, see Table A-21
	General Office 50,001-100,000 sq ft	1,000 sf	31.10	23.07	**-26%**	TGR update, see Table A-21
	General Office 100,001-200,000 sq ft	1,000 sf	26.34	23.07	**-12%**	TGR update, see Table A-21
	General Office 200,001-400,000 sq ft	1,000 sf	22.29	23.07	**3%**	TGR update, see Table A-21
	General Office greater that 400,000 sq ft	1,000 sf	20.23	23.07	**14%**	TGR update, see Table A-21
715	Single Tenant Office Building	1,000 sf	27.60	27.46	**-1%**	TGR update, see Table A-21
720	Medical Office 10,000 sq ft or less	1,000 sf	58.85	58.85	**0%**	No change
720	Medical Office greater than 10,000 sq ft	1,000 sf	85.75	84.27	**-2%**	TGR update, see Table A-21
	RETAIL:					
813	Discount Superstore	1,000 sf	40.86	40.82	**0%**	TGR update, see Table A-21
815	Discount Store; Free-Standing	1,000 sf	46.02	37.71	**-18%**	TGR, TL, & PNT update, see Tables A-21, A-22, and A-23
820	Shopping Center 50,000 sq ft or less	1,000 sfgla	45.32	37.57	**-17%**	TGR, TL, & PNT update, see Tables A-21, A-22, and A-23
	Shopping Center 50,001-200,000 sq ft	1,000 sfgla	42.84	37.57	**-12%**	TGR, TL, & PNT update, see Tables A-21, A-22, and A-23
	Shopping Center 200,001-400,000 sq ft	1,000 sfgla	40.28	37.57	**-7%**	TGR, TL, & PNT update, see Tables A-21, A-22, and A-23
	Shopping Center greater than 400,000 sq ft	1,000 sfgla	39.56	37.57	**-5%**	TGR, TL, & PNT update, see Tables A-21, A-22, and A-23
840/841	New/Used Auto Sales	1,000 sf	51.33	44.66	**-13%**	TGR update, see Table A-21
853	Convenience Market w/Gasoline	1,000 sf	163.86	-	**-**	Land use removed from schedule
857	Discount Club	1,000 sf	33.61	29.67	**-12%**	TL & PNT update, see Tables A-22 and A-23
862	Home Improvement Superstore	1,000 sf	24.71	23.38	**-5%**	TL & PNT update, see Tables A-22 and A-23
863	Electronics Superstore	1,000 sf	23.58	21.49	**-9%**	TGR update, see Table A-21
880/881	Pharmacy/Drug Store with & without Drive-Thru	1,000 sf	31.94	34.73	**9%**	TGR update, see Table A-21
890	Furniture Store	1,000 sf	8.32	10.36	**25%**	TGR update, see Table A-21
	SERVICES:					
912	Bank/Savings Drive-In	1,000 sf	90.15	58.09	**-36%**	TGR update, see Table A-21
930	Fast Casual Restaurant	1,000 sf	-	187.37	**-**	New land use
931	Quality Restaurant	1,000 sf	110.13	104.00	**-6%**	TGR update, see Table A-21
932	High-Turn Over Restaurant	1,000 sf	131.22	119.58	**-9%**	TGR update, see Table A-21
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	303.79	286.86	**-6%**	TGR update, see Table A-21
942	Automobile Care Center	1,000 sf	40.96	32.03	**-22%**	TGR update, see Table A-21
944	Gas Station w/Convenience Market <2,000 sq ft	fuel pos.	34.38	37.58	**9%**	TGR update, see Table A-21
945	Gas Station w/Convenience Market 2,000-2,999 sq ft	fuel pos.	34.38	44.87	**31%**	TGR update, see Table A-21
960	Gas Station w/Convenience Market 3,000+ sq ft	fuel pos.	34.38	50.37	**47%**	TGR update, see Table A-21
947	Self-Service Car Wash	service bay	32.57	32.57	**0%**	No change
	INDUSTRIAL:					
110	General Light Industrial	1,000 sf	16.51	11.75	**-29%**	TGR update, see Table A-21
120	General Heavy Industrial	1,000 sf	3.55	-	**-**	Land use removed from schedule
140	Manufacturing	1,000 sf	9.05	9.31	**3%**	TGR update, see Table A-21
150	Warehousing	1,000 sf	8.43	4.12	**-51%**	TGR update, see Table A-21
151	Mini-Warehouse	1,000 sf	3.07	2.41	**-21%**	TGR & TL update, see Tables A-21 and A-22
152	High-Cube Warehouse	1,000 sf	3.98	-	**-**	Land use removed from schedule
154	High-Cube Transload/Storage	1,000 sf	-	3.32	**-**	New land use

Gross VMT = TGR * TL * PNT / 2

Individual variables are shown in Tables A-21 through A-23

Table A-21
Percent Change in Trip Generation Rate of Mobility Fee Land Uses

LUC	Land Use	Unit	Trip Rate 2016	Trip Rate 2019	% Change	Explanation
	RESIDENTIAL:					
210	Single Family (Detached) <1,500 sf & <50% SHIP	du	2.62	4.51	72%	Using more recent AHS, NHTS & SHIP data
	Single Family (Detached) <1,500 sf & 50-80% SHIP	du	3.96	5.22	32%	Using more recent AHS, NHTS & SHIP data
	Single Family (Detached) <1,500 sf	du	6.11	7.00	15%	Using more recent AHS & NHTS data
	Single Family (Detached) 1,500 to 2,499 sf	du	7.81	7.81	0%	No change
	Single Family (Detached) 2,500 sf and greater	du	8.76	8.89	1%	Using more recent AHS & NHTS data
220	Multi-Family (Low-Rise); 1-2 Levels & <50%	du	2.38	4.33	82%	Re-alignment of multi-family uses in ITE 10th Ed. & more recent AHS, NHTS & SHIP data
	Multi-Family (Low-Rise); 1-2 Levels & 50-80% SHIP	du	3.60	5.01	39%	Re-alignment of multi-family uses in ITE 10th Ed. & more recent AHS, NHTS & SHIP data
	Multi-Family (Low-Rise); 1-2 Levels	du	6.60	7.32	11%	Re-alignment of multi-family uses in ITE 10th Ed.
221	Multi-Family (Mid-Rise); 3-10 Levels & <50% SHIP	du	1.49	3.21	115%	Re-alignment of multi-family uses in ITE 10th Ed. & more recent AHS, NHTS & SHIP data
	Multi-Family (Mid-Rise); 3-10 Levels & 50-80% SHIP	du	2.25	3.73	66%	Re-alignment of multi-family uses in ITE 10th Ed. & more recent AHS, NHTS & SHIP data
	Multi-Family (Mid-Rise); 3-10 Levels	du	4.14	5.44	31%	Re-alignment of multi-family uses in ITE 10th Ed.
222	Multi-Family (High-Rise); >10 Levels & <50% SHIP	du	1.49	2.63	77%	Re-alignment of multi-family uses in ITE 10th Ed. & more recent AHS, NHTS & SHIP data
	Multi-Family (High-Rise); >10 Levels & 50-80% SHIP	du	2.25	3.05	36%	Re-alignment of multi-family uses in ITE 10th Ed. & more recent AHS, NHTS & SHIP data
	Multi-Family (High-Rise); >10 Levels	du	4.14	4.45	7%	Re-alignment of multi-family uses in ITE 10th Ed.
n/a	Residential Condominium/Townhouse	du	5.76	-	-	Use removed from ITE, see LUC 220-222
n/a	High-Rise Condominium; 3+ Stories	du	4.18	-	-	Use removed from ITE, see LUC 220-222
231	Mid-Rise Residential w/1st Floor Commercial	du	-	3.44	-	New land use
232	High-Rise Residential w/1st Floor Commercial	du	-	2.01	-	New land use
240	Mobile Home Park	du	4.17	4.17	0%	No change
253	Congregate Care Facility	du	2.25	2.25	0%	No change
	LODGING:					
310	Hotel	room	6.36	5.55	-13%	Additional FL Studies added and updated TGR in ITE 10th Edition
311	Hotel; All Suites	room	4.90	4.46	-9%	Updated TGR in ITE 10th Edition
320	Motel	room	5.63	3.35	-40%	Updated TGR in ITE 10th Edition
	RECREATION:					
411	Public Park	acre	2.28	0.78	-66%	Re-alignment of park uses in ITE 10th Edition. 2016 TGR from LUC 154 is shown
412	General Recreation	acre	2.28	-	-	Use removed from ITE 10th Ed., see land use 411
416	RV Park	site	1.62	1.62	0%	No change
420	Marina	boat berth	2.96	2.41	-19%	Updated TGR in ITE 10th Edition
430	Golf Course	hole	35.74	30.38	-15%	Updated TGR in ITE 10th Edition
444	Movie Theater	screen	106.63	114.83	8%	Updated TGR in ITE 10th Edition
492	Health Club	1,000 sf	32.93	34.50	5%	Updated TGR in ITE 10th Edition (peak hour adjusted for daily)
	INSTITUTIONS:					
520	Elementary School (Private)	student	1.29	1.89	47%	Updated TGR in ITE 10th Edition
522	Middle School (Private)	student	1.62	2.13	31%	Updated TGR in ITE 10th Edition
530	High School (Private)	student	1.71	2.03	19%	Updated TGR in ITE 10th Edition
540	University/Junior College (7,500 or fewer students) (Private)	student	2.00	2.00	0%	No change
550	University/Junior College (more than 7,500 students) (Private)	student	1.50	1.50	0%	No change
560	Church	1,000 sf	9.11	6.95	-24%	Updated TGR in ITE 10th Edition
565	Day Care Center	1,000 sf	71.88	49.63	-31%	Updated TGR in ITE 10th Edition
610	Hospital	1,000 sf	13.22	10.72	-19%	Updated TGR in ITE 10th Edition
620	Nursing Home	bed	2.76	3.02	9%	Updated TGR in ITE 10th Edition
630	Clinic	1,000 sf	33.22	37.46	13%	Updated TGR in ITE 10th Edition
	OFFICE:					
710	General Office 50,000 sq ft or less	1,000 sf	15.50	9.74	-37%	Updated TGR in ITE 10th Edition, removal of tiering
	General Office 50,001-100,000 sq ft	1,000 sf	13.13	9.74	-26%	Updated TGR in ITE 10th Edition, removal of tiering
	General Office 100,001-200,000 sq ft	1,000 sf	11.12	9.74	-12%	Updated TGR in ITE 10th Edition, removal of tiering
	General Office 200,001-400,000 sq ft	1,000 sf	9.41	9.74	4%	Updated TGR in ITE 10th Edition, removal of tiering
	General Office greater that 400,000 sq ft	1,000 sf	8.54	9.74	14%	Updated TGR in ITE 10th Edition, removal of tiering
715	Single Tenant Office Building	1,000 sf	11.65	11.59	-1%	Updated TGR in ITE 10th Edition
720	Medical Office 10,000 sq ft or less	1,000 sf	23.83	23.83	0%	No change
720	Medical Office greater than 10,000 sq ft	1,000 sf	34.72	34.12	-2%	Updated TGR in ITE 10th Edition, removal of tiering
	RETAIL:					
813	Discount Superstore	1,000 sf	50.82	50.77	0%	Updated TGR in ITE 10th Edition
815	Discount Store; Free-Standing	1,000 sf	57.24	53.12	-7%	Updated TGR in ITE 10th Edition
820	Shopping Center 50,000 sq ft or less	1,000 sfgla	86.56	37.75	-56%	Updated TGR in ITE 10th Edition, removal of tiering
	Shopping Center 50,001-200,000 sq ft	1,000 sfgla	53.28	37.75	-29%	Updated TGR in ITE 10th Edition, removal of tiering
	Shopping Center 200,001-400,000 sq ft	1,000 sfgla	41.80	37.75	-10%	Updated TGR in ITE 10th Edition, removal of tiering
	Shopping Center greater than 400,000 sq ft	1,000 sfgla	36.27	37.75	4%	Updated TGR in ITE 10th Edition, removal of tiering
840/841	New/Used Auto Sales	1,000 sf	28.25	24.58	-13%	Updated TGR in ITE 10th Edition. Blend of LUC 840 and 841
853	Convenience Market w/Gasoline	1,000 sf	775.14	-	-	Use removed from schedule. Use LUC 944, 945 or 960 for Gas w/ Conv. Market
857	Discount Club	1,000 sf	41.80	41.80	0%	No change
862	Home Improvement Superstore	1,000 sf	30.74	30.74	0%	No change
863	Electronics Superstore	1,000 sf	45.04	41.05	-9%	Updated TGR in ITE 10th Edition
880/881	Pharmacy/Drug Store with & without Drive-Thru	1,000 sf	95.96	104.37	9%	Updated TGR in ITE 10th Edition. Blend of LUC 880 and 881
890	Furniture Store	1,000 sf	5.06	6.30	25%	Updated TGR in ITE 10th Edition
	SERVICES:					
912	Bank/Savings Drive-In	1,000 sf	159.34	102.66	-36%	Updated TGR in ITE 10th Edition
930	Fast Casual Restaurant	1,000 sf	-	315.17	-	New land use
931	Quality Restaurant	1,000 sf	91.10	86.03	-6%	Updated TGR in ITE 10th Edition
932	High-Turn Over Restaurant	1,000 sf	116.60	106.26	-9%	Updated TGR in ITE 10th Edition
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	511.00	482.53	-6%	Updated TGR in ITE 10th Edition
942	Automobile Care Center	1,000 sf	31.43	24.58	-22%	Updated TGR in ITE 10th Edition
944	Gas Station w/Convenience Market <2,000 sq ft	fuel pos.	157.33	172.01	9%	Re-alignment of Gas Station w/Convenience Market land uses in ITE 10th Ed.
945	Gas Station w/Convenience Market 2,000-2,999 sq ft	fuel pos.	157.33	205.36	31%	Re-alignment of Gas Station w/Convenience Market land uses in ITE 10th Ed.
960	Gas Station w/Convenience Market 3,000+ sq ft	fuel pos.	157.33	230.52	47%	Re-alignment of Gas Station w/Convenience Market land uses in ITE 10th Ed.
947	Self-Service Car Wash	service bay	43.94	43.94	0%	No change
	INDUSTRIAL:					
110	General Light Industrial	1,000 sf	6.97	4.96	-29%	Updated TGR in ITE 10th Edition
120	General Heavy Industrial	1,000 sf	1.50	-	-	Use removed from ITE 10th Ed., see land use 140
140	Manufacturing	1,000 sf	3.82	3.93	3%	Updated TGR in ITE 10th Edition
150	Warehousing	1,000 sf	3.56	1.74	-51%	Updated TGR in ITE 10th Edition
151	Mini-Warehouse	1,000 sf	2.15	1.49	-31%	Updated TGR in ITE 10th Edition
152	High-Cube Warehouse	1,000 sf	1.68	-	-	Use removed from ITE 10th Ed., see land use 154
154	High-Cube Transload/Storage	1,000 sf	1.68	1.40	-17%	Re-alignment of high-cube uses in ITE 10th Edition. 2016 TGR from LUC 152 is shown

See Appendix E for additional information

Table A-22
Percent Change in Trip Length of Mobility Fee Land Uses

LUC	Land Use	Unit	Trip Length 2016	Trip Length 2019	% Change	Explanation
	RESIDENTIAL:					
210	Single Family (Detached) <1,500 sf & <50% SHIP	du	6.62	6.62	0%	No change
	Single Family (Detached) <1,500 sf & 50-80% SHIP	du	6.62	6.62	0%	No change
	Single Family (Detached) <1,500 sf	du	6.62	6.62	0%	No change
	Single Family (Detached) 1,500 to 2,499 sf	du	6.62	6.62	0%	No change
	Single Family (Detached) 2,500 sf and greater	du	6.62	6.62	0%	No change
220	Multi-Family (Low-Rise); 1-2 Levels & <50%	du	5.10	5.10	0%	No change
	Multi-Family (Low-Rise); 1-2 Levels & 50-80% SHIP	du	5.10	5.10	0%	No change
	Multi-Family (Low-Rise); 1-2 Levels	du	5.10	5.10	0%	No change
221	Multi-Family (Mid-Rise); 3-10 Levels & <50% SHIP	du	5.10	5.10	0%	No change
	Multi-Family (Mid-Rise); 3-10 Levels & 50-80% SHIP	du	5.10	5.10	0%	No change
	Multi-Family (Mid-Rise); 3-10 Levels	du	5.10	5.10	0%	No change
222	Multi-Family (High-Rise); >10 Levels & <50% SHIP	du	5.10	5.10	0%	No change
	Multi-Family (High-Rise); >10 Levels & 50-80% SHIP	du	5.10	5.10	0%	No change
	Multi-Family (High-Rise); >10 Levels	du	5.10	5.10	0%	No change
n/a	Residential Condominium/Townhouse	du	5.10	-	-	Land use no longer in fee schedule
n/a	High-Rise Condominium; 3+ Stories	du	5.10	-	-	Land use no longer in fee schedule
231	Mid-Rise Residential w/1st Floor Commercial	du	-	5.10	-	New land use
232	High-Rise Residential w/1st Floor Commercial	du	-	5.10	-	New land use
240	Mobile Home Park	du	4.60	4.60	0%	No change
253	Congregate Care Facility	du	3.08	3.08	0%	No change
	LODGING:					
310	Hotel	room	6.26	6.26	0%	No change
311	Hotel; All Suites	room	6.26	6.26	0%	No change
320	Motel	room	4.34	4.34	0%	No change
	RECREATION:					
411	Public Park	acre	-	5.15	-	New land use
412	General Recreation	acre	5.11	-	-	Land use no longer in fee schedule
416	RV Park	site	4.60	4.60	0%	No change
420	Marina	boat berth	6.62	6.62	0%	No change
430	Golf Course	hole	6.62	6.62	0%	No change
444	Movie Theater	screen	2.22	2.22	0%	No change
492	Health Club	1,000 sf	5.15	5.15	0%	No change
	INSTITUTIONS:					
520	Elementary School (Private)	student	4.30	3.31	-23%	Updated to use 50% of LUC 210 per review of travel demand models
522	Middle School (Private)	student	4.30	3.31	-23%	Updated to use 50% of LUC 210 per review of travel demand models
530	High School (Private)	student	4.30	3.31	-23%	Updated to use 50% of LUC 210 per review of travel demand models
540	University/Junior College (7,500 or fewer students) (Private)	student	6.62	6.62	0%	No change
550	University/Junior College (more than 7,500 students) (Private)	student	6.62	6.62	0%	No change
560	Church	1,000 sf	3.90	3.91	0%	Updated to use the midpoint of LUC 710 and LUC 820 (App. A)
565	Day Care Center	1,000 sf	2.03	2.03	0%	No change
610	Hospital	1,000 sf	6.62	6.62	0%	No change
620	Nursing Home	bed	2.59	2.59	0%	No change
630	Clinic	1,000 sf	5.10	5.10	0%	No change
	OFFICE:					
710	General Office 50,000 sq ft or less	1,000 sf	5.15	5.15	0%	No change
	General Office 50,001-100,000 sq ft	1,000 sf	5.15	5.15	0%	No change
	General Office 100,001-200,000 sq ft	1,000 sf	5.15	5.15	0%	No change
	General Office 200,001-400,000 sq ft	1,000 sf	5.15	5.15	0%	No change
	General Office greater that 400,000 sq ft	1,000 sf	5.15	5.15	0%	No change
715	Single Tenant Office Building	1,000 sf	5.15	5.15	0%	No change
720	Medical Office 10,000 sq ft or less	1,000 sf	5.55	5.55	0%	No change
720	Medical Office greater than 10,000 sq ft	1,000 sf	5.55	5.55	0%	No change
	RETAIL:					
813	Discount Superstore	1,000 sf	2.40	2.40	0%	No change
815	Discount Store; Free-Standing	1,000 sf	2.40	2.29	-5%	Updated to reflect the average size in ITE 10th Edition (100k sq ft)
820	Shopping Center 50,000 sq ft or less	1,000 sfgla	1.87	2.69	44%	Updated to reflect the average size in ITE 10th Edition (450k sq ft). Tiering removed
	Shopping Center 50,001-200,000 sq ft	1,000 sfgla	2.40	2.69	12%	Updated to reflect the average size in ITE 10th Edition (450k sq ft). Tiering removed
	Shopping Center 200,001-400,000 sq ft	1,000 sfgla	2.64	2.69	2%	Updated to reflect the average size in ITE 10th Edition (450k sq ft). Tiering removed
	Shopping Center greater than 400,000 sq ft	1,000 sfgla	2.87	2.69	-6%	Updated to reflect the average size in ITE 10th Edition (450k sq ft). Tiering removed
840/841	New/Used Auto Sales	1,000 sf	4.60	4.60	0%	No change
853	Convenience Market w/Gasoline	1,000 sf	1.51	-	-	Land use no longer in fee schedule
857	Discount Club	1,000 sf	2.40	2.29	-5%	Updated to reflect the average size in ITE 10th Edition (100k sq ft)
862	Home Improvement Superstore	1,000 sf	2.40	2.34	-3%	Updated to reflect the average size in ITE 10th Edition (150k sq ft)
863	Electronics Superstore	1,000 sf	1.87	1.87	0%	No change
880/881	Pharmacy/Drug Store with & without Drive-Thru	1,000 sf	2.08	2.08	0%	No change
890	Furniture Store	1,000 sf	6.09	6.09	0%	No change
	SERVICES:					
912	Bank/Savings Drive-In	1,000 sf	2.46	2.46	0%	No change
930	Fast Casual Restaurant	1,000 sf	-	2.05	-	New land use
931	Quality Restaurant	1,000 sf	3.14	3.14	0%	No change
932	High-Turn Over Restaurant	1,000 sf	3.17	3.17	0%	No change
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	2.05	2.05	0%	No change
942	Automobile Care Center	1,000 sf	3.62	3.62	0%	No change
944	Gas Station w/Convenience Market <2,000 sq ft	fuel pos.	1.90	1.90	0%	No change
945	Gas Station w/Convenience Market 2,000-2,999 sq ft	fuel pos.	1.90	1.90	0%	No change
960	Gas Station w/Convenience Market 3,000+ sq ft	fuel pos.	1.90	1.90	0%	No change
947	Self-Service Car Wash	service bay	2.18	2.18	0%	No change
	INDUSTRIAL:					
110	General Light Industrial	1,000 sf	5.15	5.15	0%	No change
120	General Heavy Industrial	1,000 sf	5.15	-	-	Land use no longer in fee schedule
140	Manufacturing	1,000 sf	5.15	5.15	0%	No change
150	Warehousing	1,000 sf	5.15	5.15	0%	No change
151	Mini-Warehouse	1,000 sf	3.10	3.51	13%	Updated to use the midpoint of LUC 710 and LUC 820 (<50k sq ft)
152	High-Cube Warehouse	1,000 sf	5.15	-	-	Land use no longer in fee schedule
154	High-Cube Transload/Storage	1,000 sf	-	5.15	-	New land use

See Appendix E for additional information

Table A-23
Percent Change in Percent New Trips of Mobility Fee Land Uses

LUC	Land Use	Unit	% New Trips 2016	% New Trips 2019	% Change	Explanation
	RESIDENTIAL:					
210	Single Family (Detached) <1,500 sf & <50% SHIP	du	100%	100%	0%	No change
	Single Family (Detached) <1,500 sf & 50-80% SHIP	du	100%	100%	0%	No change
	Single Family (Detached) <1,500 sf	du	100%	100%	0%	No change
	Single Family (Detached) 1,500 to 2,499 sf	du	100%	100%	0%	No change
	Single Family (Detached) 2,500 sf and greater	du	100%	100%	0%	No change
220	Multi-Family (Low-Rise); 1-2 Levels & <50%	du	100%	100%	0%	No change
	Multi-Family (Low-Rise); 1-2 Levels & 50-80% SHIP	du	100%	100%	0%	No change
	Multi-Family (Low-Rise); 1-2 Levels	du	100%	100%	0%	No change
221	Multi-Family (Mid-Rise); 3-10 Levels & <50% SHIP	du	100%	100%	0%	No change
	Multi-Family (Mid-Rise); 3-10 Levels & 50-80% SHIP	du	100%	100%	0%	No change
	Multi-Family (Mid-Rise); 3-10 Levels	du	100%	100%	0%	No change
222	Multi-Family (High-Rise); >10 Levels & <50% SHIP	du	100%	100%	0%	No change
	Multi-Family (High-Rise); >10 Levels & 50-80% SHIP	du	100%	100%	0%	No change
	Multi-Family (High-Rise); >10 Levels	du	100%	100%	0%	No change
n/a	Residential Condominium/Townhouse	du	100%	-	-	Land use no longer in fee schedule
n/a	High-Rise Condominium; 3+ Stories	du	100%	-	-	Land use no longer in fee schedule
231	Mid-Rise Residential w/1st Floor Commercial	du	100%	100%	0%	No change
232	High-Rise Residential w/1st Floor Commercial	du	100%	100%	0%	No change
240	Mobile Home Park	du	100%	100%	0%	No change
253	Congregate Care Facility	du	72%	72%	0%	No change
	LODGING:					
310	Hotel	room	66%	66%	0%	No change
311	Hotel; All Suites	room	66%	66%	0%	No change
320	Motel	room	77%	77%	0%	No change
	RECREATION:					
411	Public Park	acre	-	90%	-	New land use
412	General Recreation	acre	90%	-	-	Land use no longer in fee schedule
416	RV Park	site	100%	100%	0%	No change
420	Marina	boat berth	90%	90%	0%	No change
430	Golf Course	hole	90%	90%	0%	No change
444	Movie Theater	screen	88%	88%	0%	No change
492	Health Club	1,000 sf	94%	94%	0%	No change
	INSTITUTIONS:					
520	Elementary School (Private)	student	80%	80%	0%	No change
522	Middle School (Private)	student	90%	80%	-11%	Updated to be the same as LUC 520
530	High School (Private)	student	90%	90%	0%	No change
540	University/Junior College (7,500 or fewer students) (Private)	student	90%	90%	0%	No change
550	University/Junior College (more than 7,500 students) (Private)	student	90%	90%	0%	No change
560	Church	1,000 sf	90%	90%	0%	No change
565	Day Care Center	1,000 sf	73%	73%	0%	No change
610	Hospital	1,000 sf	77%	78%	1%	Updated to use the midpoint of LUC 310 and LUC 710
620	Nursing Home	bed	89%	89%	0%	No change
630	Clinic	1,000 sf	93%	93%	0%	No change
	OFFICE:					
710	General Office 50,000 sq ft or less	1,000 sf	92%	92%	0%	No change
	General Office 50,001-100,000 sq ft	1,000 sf	92%	92%	0%	No change
	General Office 100,001-200,000 sq ft	1,000 sf	92%	92%	0%	No change
	General Office 200,001-400,000 sq ft	1,000 sf	92%	92%	0%	No change
	General Office greater that 400,000 sq ft	1,000 sf	92%	92%	0%	No change
715	Single Tenant Office Building	1,000 sf	92%	92%	0%	No change
720	Medical Office 10,000 sq ft or less	1,000 sf	89%	89%	0%	No change
720	Medical Office greater than 10,000 sq ft	1,000 sf	89%	89%	0%	No change
	RETAIL:					
813	Discount Superstore	1,000 sf	67%	67%	0%	No change
815	Discount Store; Free-Standing	1,000 sf	67%	62%	-7%	Updated to reflect the average size in ITE 10th Edition (100k sq ft)
820	Shopping Center 50,000 sq ft or less	1,000 sfgla	56%	74%	32%	Updated to reflect the average size in ITE 10th Edition (450k sq ft). Tiering removed
	Shopping Center 50,001-200,000 sq ft	1,000 sfgla	67%	74%	10%	Updated to reflect the average size in ITE 10th Edition (450k sq ft). Tiering removed
	Shopping Center 200,001-400,000 sq ft	1,000 sfgla	73%	74%	1%	Updated to reflect the average size in ITE 10th Edition (450k sq ft). Tiering removed
	Shopping Center greater than 400,000 sq ft	1,000 sfgla	76%	74%	-3%	Updated to reflect the average size in ITE 10th Edition (450k sq ft). Tiering removed
840/841	New/Used Auto Sales	1,000 sf	79%	79%	0%	No change
853	Convenience Market w/Gasoline	1,000 sf	28%	-	-	Land use no longer in fee schedule
857	Discount Club	1,000 sf	67%	62%	-7%	Updated to reflect the average size in ITE 10th Edition (100k sq ft)
862	Home Improvement Superstore	1,000 sf	67%	65%	-3%	Updated to reflect the average size in ITE 10th Edition (150k sq ft)
863	Electronics Superstore	1,000 sf	56%	56%	0%	No change
880/881	Pharmacy/Drug Store with & without Drive-Thru	1,000 sf	32%	32%	0%	No change
890	Furniture Store	1,000 sf	54%	54%	0%	No change
	SERVICES:					
912	Bank/Savings Drive-In	1,000 sf	46%	46%	0%	No change
930	Fast Casual Restaurant	1,000 sf	-	58%	-	New land use
931	Quality Restaurant	1,000 sf	77%	77%	0%	No change
932	High-Turn Over Restaurant	1,000 sf	71%	71%	0%	No change
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	58%	58%	0%	No change
942	Automobile Care Center	1,000 sf	72%	72%	0%	No change
944	Gas Station w/Convenience Market <2,000 sq ft	fuel pos.	23%	23%	0%	No change
945	Gas Station w/Convenience Market 2,000-2,999 sq ft	fuel pos.	23%	23%	0%	No change
960	Gas Station w/Convenience Market 3,000+ sq ft	fuel pos.	23%	23%	0%	No change
947	Self-Service Car Wash	service bay	68%	68%	0%	No change
	INDUSTRIAL:					
110	General Light Industrial	1,000 sf	92%	92%	0%	No change
120	General Heavy Industrial	1,000 sf	92%	-	-	Land use no longer in fee schedule
140	Manufacturing	1,000 sf	92%	92%	0%	No change
150	Warehousing	1,000 sf	92%	92%	0%	No change
151	Mini-Warehouse	1,000 sf	92%	92%	0%	No change
152	High-Cube Warehouse	1,000 sf	92%	92%	-	Land use no longer in fee schedule
154	High-Cube Transload/Storage	1,000 sf	-	92%	-	New land use

See Appendix E for additional information

Appendix B
Cost Component Calculations

Appendix B: Cost Component

This appendix presents the detailed calculations for the cost component of the mobility fee update. Backup data and assumptions are provided for all cost variables, including:

- Design
- Right-of-Way
- Construction
- Construction engineering/inspection
- Roadway capacity
- Transit capital costs

Urban-Design vs. Rural-Design

Due to limited construction data for roadway with rural-design characteristics, the cost per lane mile for these types of roads was calculated using an adjustment factor. This factor was based on the rural-to-urban design cost ratio from the most recent District 7 Long Range Estimates provided by FDOT. Based on the LRE, the costs for rural-design roadway capacity expansion (new road construction or lane addition) is approximately 74 percent of the construction costs for urban-design roadway improvements.

Table B-1
Urban/Rural-Design Cost Factor

Improvement	Cost per Lane Mile		
	Rural Design	Urban Design	Ratio
0-2 Lanes	$3,190,321	$5,001,730	64%
0-4 Lanes	$2,571,116	$3,517,494	73%
0-6 Lanes	$2,182,686	$2,843,061	77%
2-4 Lanes	$3,707,679	$4,601,110	81%
4-6 Lanes	$4,072,695	$5,179,613	79%
Average	**$3,144,899**	**$4,228,602**	**74%**

Source: FDOT District 7 Long Range Estimates, 2019

Design

<u>County Roadways</u>

The design cost factor for county roads was estimated as a percentage of the construction cost per lane mile. This factor was determined through a review of the design-to-construction cost

ratios from recently completed, under construction, and future improvements in Hillsborough County and from previously completed impact studies throughout Florida. For local county roadways, the design factors ranged from 3 percent to 29 percent, with a weighted average of 12 percent. For county roadways from recent impact fee studies throughout Florida, the design factors ranged from 6 percent to 13 percent with a weighted average of 10 percent. For purposes of this study, the design cost for county roads was calculated at 12 percent of the construction cost per lane mile based on the local data. See Tables B-2 and B-3 for additional information.

State Roadways

The design cost factor for state roads was estimated as a percentage of the construction cost per lane mile. This factor was determined through a review of the design-to-construction cost ratios for state road unit costs in previously completed transportation impact studies throughout Florida. For state roadways, the design factors ranged from 10 percent to 11 percent, with a weighted average of 11 percent. For purposes of this study, the design cost for state roads was calculated at 11 percent of the construction cost per lane mile. See Table B-3 for additional information.

Table B-2
Design Cost Factor - Hillsborough County Local Roadway Improvements

Project ID	Roadway	From	To	Year[1]	Status	Feature	Section Design	Design Cost	Construction Cost[2]	Design-to-Construction
C61044000	Bruce B. Downs Blvd, Seg. B/C	Palm Springs	Pebble Creek Dr	2013	Complete	4 to 8 Lanes	Urban; Curb & Gutter	$3,552,458	$51,855,535	7%
C61045000	Bruce B. Downs Blvd, Seg. A	Bearss Ave	Palm Springs	2017	Complete	4 to 8 Lanes	Urban; Curb & Gutter	$4,726,098	$37,155,153	13%
C61043000	Bruce B. Downs Blvd, Seg. D	Pebble Creek Dr	Pasco Co. Line	2018	Complete	4 to 8 Lanes	Urban; Curb & Gutter	$5,082,610	$17,755,778	29%
C61134000	Citrus Park Dr Ext.	Sheldon Dr	Countryway Blvd	2021	Construction	0 to 4 Lanes	Urban; Curb & Gutter	$5,990,281	$48,530,108	12%
C69112000	Bell Shoals Rd	Knowles Rd	Boyette Rd	2022	Construction	2 to 4 Lanes	Urban; Curb & Gutter	$1,163,352	$39,939,650	3%
C61150000	Madison Ave	US 41	78th St	2022	Active/Estimate	2 to 4 Lanes	Urban; Curb & Gutter	$1,739,028	$15,715,971	11%
C69646000	Van Dyke Rd	Whirley Rd	Suncoast Pkwy	2024	Active/Estimate	2 to 4 Lanes	Suburban	$6,000,000	$22,101,374	27%
Total								**$28,253,827**	**$233,053,569**	**12%**

1) The year represents the "year of substantial expenditure", as indicated by the public works department
2) The construction costs reflect a reduction (9 percent) to account for CEI costs being removed
Source: Hillsborough County Public Works Department

Table B-3
Design Cost Factor for County and State Roads – Recent Impact Fee Studies

Year	County	County Roadways (Cost per Lane Mile)			State Roadways (Cost per Lane Mile)		
		Design	Constr.	Design Ratio	Design	Constr.	Design Ratio
2013	Hernando	$198,000	$1,980,000	10%	$222,640	$2,024,000	11%
2013	Charlotte	$220,000	$2,200,000	10%	$240,000	$2,400,000	10%
2014	Indian River	$159,000	$1,598,000	10%	$196,000	$1,776,000	11%
2015	Collier	$270,000	$2,700,000	10%	$270,000	$2,700,000	10%
2015	Brevard	$242,000	$2,023,000	12%	$316,000	$2,875,000	11%
2015	Sumter	$210,000	$2,100,000	10%	$276,000	$2,505,000	11%
2015	Marion	$167,000	$2,668,000	6%	$227,000	$2,060,000	11%
2015	Palm Beach	$224,000	$1,759,000	13%	$333,000	$3,029,000	11%
2017	St. Lucie	$220,000	$2,200,000	10%	$341,000	$3,100,000	11%
2017	Clay	$239,000	$2,385,000	10%	-	-	n/a
2018	Orange	$203,000	$2,542,000	8%	-	-	n/a
2018	Collier	$385,000	$3,500,000	11%	$385,000	$3,500,000	11%
Average		**$228,000**	**$2,305,000**	**10%**	**$281,000**	**$2,597,000**	**11%**

Source: Recent impact fee studies conducted throughout Florida

Right-of-Way

The ROW cost reflects the total cost of the acquisitions along a corridor that was necessary to have sufficient cross-section width to widen an existing road or, in the case of new road construction, build a new road.

County Roadways

For mobility fee purposes, the ROW cost for county roads was estimated as a percentage of the construction cost per lane mile. To determine the ROW cost factor, Tindale Oliver conducted a review of recently completed ROW acquisitions and current ROW estimates along capacity expansion projects in Hillsborough County and also reviewed ROW estimates from recent transportation impact fee studies from other counties in Florida. For county roadways in Hillsborough County, the ROW factors ranged from 3 percent to 103 percent, with a weighted average of 41 percent, as shown in Table B-4. This factor is consistent with the ratio of ROW-to-construction costs observed in other Florida jurisdictions (42 percent), as shown in Table B-5. For purposes of this update study, the ROW cost was estimated at 41 percent of the construction cost per lane mile for county roadways.

State Roadways

Similar to county roads, the ROW cost of state roads was estimated as a percentage of the construction cost per lane mile. Given the limited data of ROW costs for state roads in Hillsborough County and based on experience in other jurisdictions, the ROW cost ratio calculated for county roads was also applied to state roads. Therefore, for purposes of this update study, the ROW cost for state roads was calculated at 41 percent of the construction cost per lane mile. See Tables B-4 and B-5 for additional information.

Table B-4
Right-of-Way Cost Factor - Hillsborough County Local Roadway Improvements

Project ID	Roadway	From	To	Year[1]	Status	Feature	Section Design	ROW Cost	Construction Cost[2]	ROW-to-Construction
C61044000	Bruce B. Downs Blvd, Seg. B/C	Palm Springs	Pebble Creek Dr	2013	Complete	4 to 8 Lanes	Urban; Curb & Gutter	$13,369,120	$51,855,535	26%
C61045000	Bruce B. Downs Blvd, Seg. A	Bearss Ave	Palm Springs	2017	Complete	4 to 8 Lanes	Urban; Curb & Gutter	$9,841,893	$37,155,153	26%
C61043000	Bruce B. Downs Blvd, Seg. D	Pebble Creek Dr	Pasco Co. Line	2018	Complete	4 to 8 Lanes	Urban; Curb & Gutter	$599,763	$17,755,778	3%
C69112000	Bell Shoals Rd	Knowles Rd	Boyette Rd	2022	Construction	2 to 4 Lanes	Urban; Curb & Gutter	$23,312,423	$39,939,650	58%
C69646000	Van Dyke Rd	Whirley Rd	Suncoast Pkwy	2024	Active/Estimate	2 to 4 Lanes	Suburban	$22,667,000	$22,101,374	103%
Total								**$69,790,199**	**$168,807,490**	**41%**

1) The year represents the "year of substantial expenditure", as indicated by the public works department
2) The construction costs reflect a reduction (9 percent) to account for CEI costs being removed
Source: Hillsborough County Public Works Department

Table B-5
Right-of-Way Cost Factor for County and State Roads – Recent Impact Fee Studies

Year	County	County Roadways (Cost per Lane Mile)			State Roadways (Cost per Lane Mile)		
		ROW	Constr.	ROW Ratio	ROW	Constr.	ROW Ratio
2013	Hernando	$811,800	$1,980,000	41%	$890,560	$2,024,000	44%
2013	Charlotte	$1,034,000	$2,200,000	47%	$1,128,000	$2,400,000	47%
2014	Indian River	$656,000	$1,598,000	41%	$781,000	$1,776,000	44%
2015	Collier	$863,000	$2,700,000	32%	$863,000	$2,700,000	32%
2015	Brevard	$708,000	$2,023,000	35%	$1,006,000	$2,785,000	36%
2015	Sumter	$945,000	$2,100,000	45%	$1,127,000	$2,505,000	45%
2015	Marion	$1,001,000	$1,668,000	60%	$1,236,000	$2,060,000	60%
2015	Palm Beach	$721,000	$1,759,000	41%	$1,333,000	$3,029,000	44%
2017	St. Lucie	$990,000	$2,200,000	45%	$1,395,000	$3,100,000	45%
2017	Clay	$954,000	$2,385,000	40%	-	-	n/a
2018	Orange	$1,200,000	$2,542,000	47%	-	-	n/a
2018	Collier	$1,208,000	$3,500,000	35%	$1,208,000	$3,500,000	35%
Average		**$924,000**	**$2,221,000**	**42%**	**$1,097,000**	**$2,588,000**	**42%**

Source: Recent impact fee studies conducted throughout Florida
Note: Letter references (i.e., "a") are used to assist with footnotes and sourcing

Construction

County Roadways

A review of construction cost data for local county roadway capacity expansion projects included nine improvements provided by Hillsborough County. These improvements were recently completed, are currently under construction, or are estimates for future construction:

- Bruce B. Downs Blvd, Segments A through D (three projects)
    - From Bearss Ave to Pasco County Line
- Boyette Road, Phase III from Donneymoor Dr to Bell Shoals Rd
- Citrus Park Extension from Sheldon Dr to Countryway Blvd
- Bell Shoals Rd from Bloomingdale Ave to Boyette Rd
- Madison Ave from US 41 to 78th St
- Turkey Creek Rd from MLK Jr. Boulevard to Sydney Rd
- Van Dyke Rd from Suncoast Pkwy to Whirley Rd

As shown in Table B-6, these improvements and estimates have a weighted average construction cost of approximately $4.18 million per lane mile. The completed and under construction improvements average $4.12 million, while the three estimates average $4.46 million. Note that all construction cost information does not include CEI costs. CEI costs were estimated at nine percent of the combined construction/CEI cost data that was reviewed and all cost data in Table B-6 reflects an adjustment to separate these cost elements.

In addition to local data, a review of recently bid projects (from 2013 to 2018) throughout the state of Florida was conducted. As shown in Table B-7, a total of 30 projects from 11 different counties (excluding Hillsborough) were identified with a weighted average cost of approximately $2.96 million per lane mile. These counties were then grouped into "urban" and "rural" counties, with the urban county (Orange County) having eight projects, averaging $3.85 million per lane mile. When compared to these statewide bids, the local improvements average a higher cost per lane mile. Discussions with the County representatives and the urban nature of Hillsborough County suggest that costs in Hillsborough County and in FDOT District 7 are typically higher than costs elsewhere in the state.

Figure B-1 illustrates a trend of increasing construction costs over recent years, with the four "urban county" improvements (outside of Hillsborough) from 2017 to 2019 averaging more than $4.00 million.

Based on this review and discussions with staff, a county roadway cost of $4.20 million per lane mile was used in the mobility fee calculation for county roads with urban-design characteristics.

Table B-6
Construction Cost - Hillsborough County Local Roadway Improvements

Project ID	Roadway	From	To	Year[1]	Status	Feature	Section Design	Length	Lanes Added	Lane Miles Added	Constr./CEI	Construction Cost[2]	Construction Cost per Lane Mile
C61044000	Bruce B. Downs Blvd, Seg. B/C	Palm Springs Blvd	Pebble Creek Dr	2013	Complete	4 to 8 Lanes	Urban; Curb & Gutter	3.36	4	13.44	$56,984,104	$51,855,535	$3,858,299
C69124000	Boyette Rd, Ph. III	Donneymoor Dr	Bell Shoals Rd	2014	Complete	2 to 4 Lanes	Urban; Curb & Gutter	1.84	2	3.68	$28,263,811	$25,720,068	$6,989,149
C61045000	Bruce B. Downs Blvd, Seg. A	Bearss Ave	Palm Springs Blvd	2017	Complete	4 to 8 Lanes	Urban; Curb & Gutter	3.56	4	14.24	$40,829,839	$37,155,153	$2,609,210
C61043000	Bruce B. Downs Blvd, Seg. D	Pebble Creek Dr	Pasco Co. Line	2018	Complete	4 to 8 Lanes	Urban; Curb & Gutter	1.36	4	5.44	$19,511,844	$17,755,778	$3,263,930
C61134000	Citrus Park Dr Ext.	Sheldon Dr	Countryway Blvd	2021	Construction	0 to 4 Lanes	Urban; Curb & Gutter	2.70	4	10.80	$53,329,789	$48,530,108	$4,493,529
C69112000	Bell Shoals Rd	Knowles Rd	Boyette Rd	2022	Construction	2 to 4 Lanes	Urban; Curb & Gutter	3.00	2	6.00	$43,889,725	$39,939,650	$6,656,608
C61150000	Madison Ave	US 41	78th St	2022	Active/Estimate	2 to 4 Lanes	Urban; Curb & Gutter	2.29	2	4.58	$17,270,298	$15,715,971	$3,431,435
C69625000	Turkey Creek Rd	MLK Blvd	Sydney Rd	2022	Active/Estimate	2 to 3 Lanes	Urban; Curb & Gutter	1.40	1	1.40	$7,866,157	$7,158,203	$5,113,002
C69646000	Van Dyke Rd	Whirley Rd	Suncoast Pkwy	2024	Active/Estimate	2 to 4 Lanes	Suburban	2.05	2	4.10	$24,287,224	$22,101,374	$5,390,579
Total								**Count:**	**9**	**63.68**	**$292,232,791**	**$265,931,840**	**$4,176,065**
Total (Completed/Construction Projects)								**Count:**	**6**	**53.60**	**$242,809,112**	**$220,956,292**	**$4,122,319**
Total (Active/Estimate Projects)								**Count:**	**3**	**10.08**	**$49,423,679**	**$44,975,548**	**$4,461,860**

1) The year represents the "year of substantial expenditure", as indicated by the public works department
2) The construction costs reflect a reduction (9 percent) to account for CEI costs being removed
Source: Hillsborough County Public Works Department

Table B-7
Construction Cost – County Road Improvements from Other Jurisdictions throughout Florida

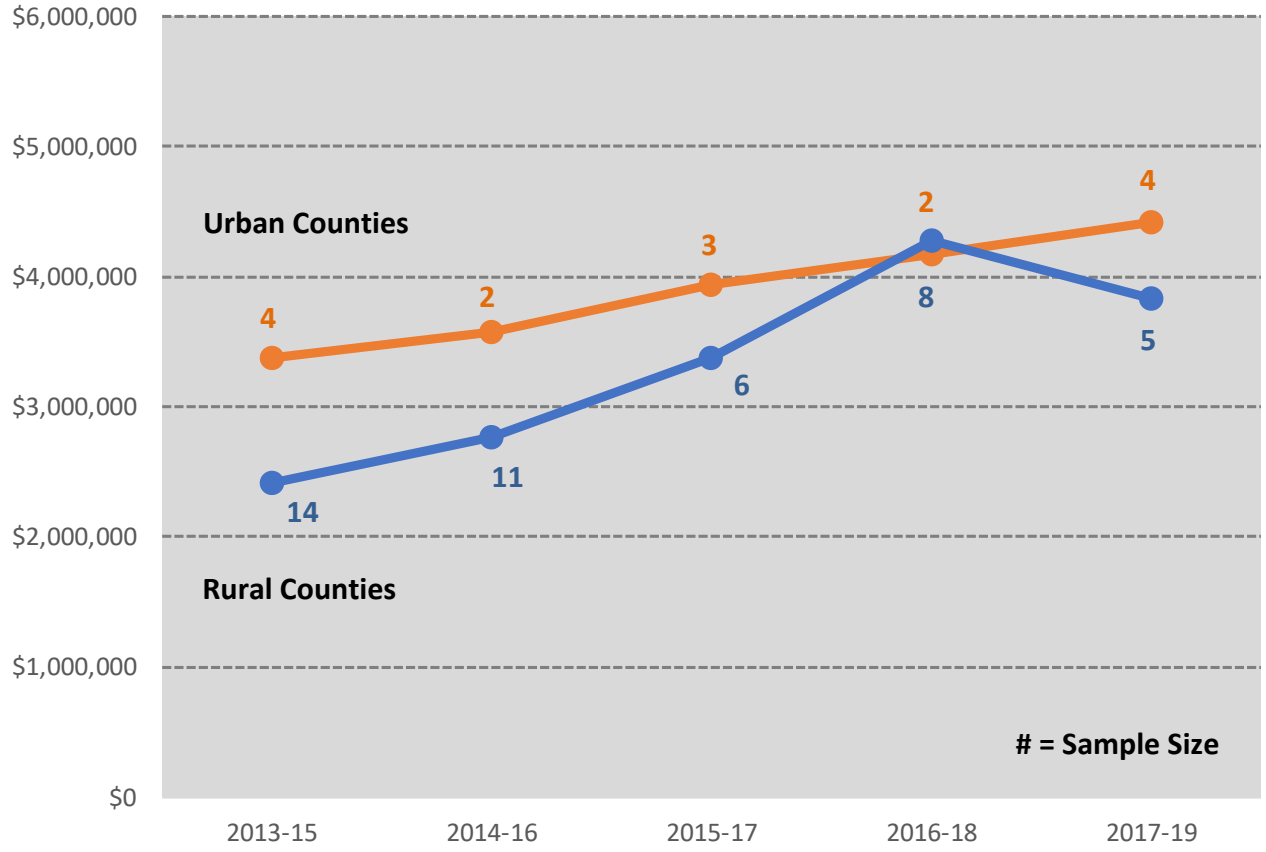
County	County Classification	District	Description	From	To	Year	Feature	Design	Length	Lanes Added	Lane Miles Added	Construction Cost	Construction Cost per Lane Mile
Brevard	Rural	5	Babcock St	S. of Foundation Park Blvd	Malabar Rd	2013	2 to 4	Urban	12.40	2	24.80	$56,000,000	$2,258,065
Collier	Rural	1	Collier Blvd (CR 951)	Golden Gate Blvd	Green Blvd	2013	4 to 6	Urban	2.00	2	4.00	$17,122,640	$4,280,660
Marion	Rural	5	SW 110th St	US 41	SW 200th Ave	2013	0 to 2	Urban	0.11	2	0.22	$438,765	$1,994,386
Marion	Rural	5	NW 35th St	NW 35th Avenue Rd	NW 27th Ave	2013	0 to 4	Urban	0.50	4	4.60	$8,616,236	$1,873,095
Marion	Rural	5	NW 35th St	NW 27th Ave	US 441	2013	2 to 4	Urban	1.30	2			
Sumter	Rural	5	C-466A, Ph. III	US 301 N	Powell Rd	2013	2 to 3/4	Urban	1.10	2	2.20	$4,283,842	$1,947,201
Orange	Urban	5	Rouse Rd	Lake Underhill Rd	SR 50	2013	2 to 4	Urban	1.55	2	3.10	$7,592,408	$2,449,164
Orange	Urban	5	Lake Underhill Rd	Goldenrod Rd	Chickasaw Tr	2013	2 to 4	Urban	0.69	2	1.38	$6,371,855	$4,617,286
Collier	Rural	1	Golden Gate Blvd	Wilson Blvd	Desoto Blvd	2014	2 to 4	Urban	2.40	2	4.80	$16,003,504	$3,334,063
Brevard	Rural	5	St. Johns Heritage Pkwy	SE of I-95 Intersection	US 192 (Space Coast Pkwy)	2014	0 to 2	Sub-Urb	3.11	2	6.22	$16,763,567	$2,695,107
Sarasota	Rural	1	Bee Ridge Rd	Mauna Loa Blvd	Iona Rd	2014	2 to 4	Urban	2.68	2	5.36	$14,066,523	$2,624,351
St. Lucie	Rural	4	W Midway Rd (CR 712)	Selvitz Rd	South 25th St	2014	2 to 4	Urban	1.00	2	2.00	$6,144,000	$3,072,000
Lake	Rural	5	N. Hancock Rd Ext.	Old 50	Gatewood Dr	2014	0/2 to 4	Urban	1.50	2/4	5.00	$8,185,574	$1,637,115
Polk	Rural	1	CR 655 & CR 559A	Pace Rd & N of CR 559A	N. of CR 559A & SR 599	2014	2 to 4	Urban	2.60	2	5.20	$10,793,552	$2,075,683
Volusia	Rural	5	Howland Blvd	Courtland Blvd	N. of SR 415	2014	2 to 4	Urban	2.08	2	4.16	$11,110,480	$2,670,788
Orange	Urban	5	CR 535 Seg. F	Overstreet Rd	Fossick Rd	2014	2 to 4	Urban	0.60	2	1.20	$3,263,746	$2,719,788
Polk	Rural	1	Ernie Caldwell Blvd	Pine Tree Tr	US 17/92	2015	0 to 4	Urban	2.41	4	9.64	$19,535,391	$2,026,493
Orange	Urban	5	International Dr	Westwood Blvd	Westwood Blvd	2015	4 to 6	Urban	2.20	2	4.40	$16,775,875	$3,812,699
Volusia	Rural	5	LPGA Blvd	Jimmy Ann Dr/Grand Reserve	Derbyshire Rd	2016	2 to 4	Urban	0.68	2	1.36	$3,758,279	$2,763,440
St. Lucie	Rural	4	W Midway Rd (CR 712)	W. of South 25th St	E. of SR 5 (US 1)	2016	2 to 4	Urban	1.77	2	3.54	$24,415,701	$6,897,091
Marion	Rural	5	NW/NE 35th St, Ph. 1a	US 441	600' E. of W Anthony Rd	2016	2 to 4	Urban	0.30	2	0.60	$1,770,250	$2,950,417
Volusia	Rural	5	Howland Blvd	Providence Blvd	Elkcam Blvd	2017	2 to 4	Urban	2.15	2	4.30	$10,850,000	$2,523,256
Volusia	Rural	5	Orange Camp Rd	MLK Blvd	I-4 in DeLand	2017	2 to 4	Urban	0.75	2	1.50	$10,332,000	$6,888,000
Orange	Urban	5	Reams Rd	Delmar Ave	Taborfield Ave	2017	2 to 4	Urban	0.36	2	0.72	$3,409,584	$4,735,533
Orange	Urban	5	Destination Pkwy 1B/2A	Tradeshow Blvd	Lake Cay	2017	2 to 4	Urban	0.78	2	1.56	$6,110,403	$3,916,925
Lake	Rural	5	CR 466A, Ph. IIIA	Poinsettia Ave	Century Ave	2018	2 to 4	Urban	0.42	2	0.84	$3,062,456	$3,645,781
Lee	Rural	1	Alico Rd	Ben Hill Griffin Pkwy	E. of Airport Haul Rd	2018	2 to 4	Urban	1.78	2	3.56	$18,062,562	$5,073,753
Lee	Rural	1	Homestead Rd	S. of Sunrise Blvd	N. of Alabama Rd	2018	2 to 4	Urban	2.25	2	4.50	$14,041,919	$3,120,426
Orange	Urban	5	Holden Ave	John Young Pkwy	Orange Blossom Tr	2019	0/2 to 4	Urban	1.24	2/4	3.50	$18,798,771	$5,371,077
Orange	Urban	5	Boggy Creek Rd N	South Access Rd	Wetherbee Rd	2019	2 to 4	Urban	1.29	2	2.58	$8,585,774	$3,327,819
Total (2013-2019)									**Count:**	**30**	**116.84**	**$346,265,657**	**$2,963,588**
Total (2013-2019); Urban Counties ONLY									**Count:**	**8**	**18.44**	**$70,908,416**	**$3,845,359**
Total (2013-2019); Rural Counties ONLY									**Count:**	**22**	**98.40**	**$275,357,241**	**$2,798,346**

Source: Data obtained from each respective county (Building and Public Works Departments)

Figure B-1

Construction Cost Trend for County Roads – Urban vs. Rural Counties

3 Year Timeframe Groupings



Source: Table B-7

State Roadways

A review of construction cost data for recent state roadway capacity expansion projects identified three (3) improvements in Hillsborough County:

- SR 41 (US 301) from South of Tampa Bypass Canal to North of Fowler Ave
- SR 43 (US 301) from SR 674 to S. of CR 672 (Balm Rd)
- CR 580 (Sam Allen Rd) from W. of SR 39 (Paul Buchman Hwy) to E. of Park Rd

As shown in Table B-8, the construction costs for these improvements range from $2.89 million per lane mile to the most recent improvement at $5.80 million per lane mile. With only three local improvements over the past seven years, additional data from other communities in Florida was reviewed.

In addition to the local data, a review of recently bid projects located throughout the state of Florida identified a total of 58 projects from 30 different counties (see Table B-8). These improvements had a weighted average cost of approximately $4.11 million per lane mile (all improvements are urban/curb & gutter-design). These counties were then grouped into "urban" and "rural" counties, with the urban counties (Broward, Miami-Dade, Orange, and Palm Beach) averaging $4.57 million per lane mile.

When adding the Hillsborough improvements to the pool of "urban" counties, the resulting weighted average construction cost is $4.36 million per lane mile.

The FDOT District 7 Long Range Estimates were also reviewed (previously presented in Table B-1) and provided an average construction cost of approximately $4.23 million per lane mile for urban-design projects.

Figure B-2 illustrates a trend of construction costs over recent years, with the "urban county" improvements (outside of Hillsborough) ranging from $3.25 million to $6.71 million per lane mile.

Based on this review and discussions with Hillsborough County representatives, a state roadway cost of $4.60 million per lane mile was used in the mobility fee calculation for state roads with urban-design characteristics.

Table B-8
Construction Cost– State Road Improvements from Hillsborough County and Other Jurisdictions throughout Florida

County	County Classification	District	Description	From	To	Year	Feature	Design	Length	Lanes Added	Lane Miles Added	Construction Cost	Construction Cost per Lane Mile
Broward	Urban	4	Andrews Ave Ext.	NW 18th St	Copans Rd	2013	2 to 4	Urban	0.50	2	1.00	$6,592,014	$6,592,014
Lee	Rural	1	SR 78 (Pine Island)	Burnt Store Rd	W. of Chiquita Blvd	2013	2 to 4	Urban	1.94	2	3.88	$8,005,048	$2,063,157
Brevard	Rural	5	SR 507 (Babcock St)	Melbourne Ave	Fee Ave	2013	2 to 4	Urban	0.55	2	1.10	$5,167,891	$4,698,083
Lee	Rural	1	US 41 Business	Littleton Rd	SR 739	2013	2 to 4	Urban	1.23	2	2.46	$8,488,393	$3,450,566
Brevard	Rural	5	Apollo Blvd	Sarno Rd	Eau Gallie Blvd	2013	2 to 4	Urban	0.74	2	1.48	$10,318,613	$6,972,036
Orange	Urban	5	SR 50 (Colonial Dr)	E. of CR 425 (Dean Rd)	E. of Old Cheney Hwy	2013	4 to 6	Urban	4.91	2	9.82	$66,201,688	$6,741,516
Okeechobee	Rural	1	SR 70	NE 34th Ave	NE 80th Ave	2014	2 to 4	Urban	3.60	2	7.20	$23,707,065	$3,292,648
Martin	Rural	4	CR 714/Indian St	Turnpike/Martin Downs Blvd	W. of Mapp Rd	2014	2 to 4	Urban	1.87	2	3.74	$14,935,957	$3,993,571
Pinellas	Rural	7	43rd St Extension	S. of 118th Ave	40th St	2014	0 to 4	Urban	0.49	4	1.96	$4,872,870	$2,486,158
Broward	Urban	4	SR 7 (US 441)	N. of Hallandale Beach	N. of Fillmore St	2014	4 to 6	Urban	1.79	2	3.58	$30,674,813	$8,568,384
Nassau	Rural	2	SR 200 (A1A)	W. of Still Quarters Rd	W. of Ruben Ln	2014	4 to 6	Urban	3.05	2	6.10	$18,473,682	$3,028,472
Broward	Urban	4	Andrews Ave Ext.	Pompano Park Place	S. of Atlantic Blvd	2014	2 to 4	Urban	0.36	2	0.72	$3,177,530	$4,413,236
Miami-Dade	Urban	6	SR 823/NW 57th Ave	W. 65th St	W. 84th St	2014	4 to 6	Urban	1.00	2	2.00	$17,896,531	$8,948,266
Miami-Dade	Urban	6	SR 823/NW 57th Ave	W. 53rd St	W. 65th St	2014	4 to 6	Urban	0.78	2	1.56	$14,837,466	$9,511,196
Charlotte	Rural	1	US 41 (SR 45)	Enterprise Dr	Sarasota County Line	2014	4 to 6	Urban	3.62	2	7.24	$31,131,016	$4,299,864
Duval	Rural	2	SR 243 (JIA N Access)	Airport Rd	Pelican Park (I-95)	2014	0 to 2	Urban	2.60	2	5.20	$14,205,429	$2,731,813
Desoto	Rural	1	US 17	CR 760A (Nocatee)	Heard St	2014	2 to 4	Urban	4.40	2	8.80	$29,584,798	$3,361,909
Orange	Urban	5	SR 50	SR 429 (Western Beltway)	E. of West Oaks Mall	2014	4 to 6	Urban	2.56	2	5.12	$34,275,001	$6,694,336
Hendry	Rural	1	SR 82 (Immokalee Rd)	Lee County Line	Collier County Line	2015	2 to 4	Urban	1.27	2	2.54	$7,593,742	$2,989,662
Sarasota	Rural	1	SR 45A (US 41) (Venice Bypass)	Gulf Coast Blvd	Bird Bay Dr W	2015	4 to 6	Urban	1.14	2	2.28	$16,584,224	$7,273,782
Clay	Rural	2	SR 21	S. of Branan Field	Old Jennings Rd	2015	4 to 6	Urban	1.45	2	2.90	$15,887,487	$5,478,444
Putnam	Rural	2	SR 15 (US 17)	Horse Landing Rd	N. Boundary Rd	2015	2 to 4	Urban	1.99	2	3.98	$13,869,804	$3,484,875
Osceola	Rural	5	SR 500 (US 192/441)	Eastern Ave	Nova Rd	2015	4 to 6	Urban	3.18	2	6.36	$16,187,452	$2,545,197
Orange	Urban	5	SR 15 (Hofner Rd)	Lee Vista Blvd	Conway Rd	2015	2 to 4	Urban	3.81	2	7.62	$37,089,690	$4,867,413
Osceola	Rural	5	SR 500 (US 192/441)	Aeronautical Blvd	Budinger Ave	2015	4 to 6	Urban	3.94	2	7.88	$34,256,621	$4,347,287
Lake	Rural	5	SR 25 (US 27)	N. of Boggy Marsh Rd	N. of Lake Louisa Rd	2015	4 to 6	Sub-Urb	6.52	2	13.03	$37,503,443	$2,878,238
Seminole	Rural	5	SR 15/600	Shepard Rd	Lake Mary Blvd	2015	4 to 6	Urban	3.63	2	7.26	$42,712,728	$5,883,296
St. Lucie	Rural	4	SR 614 (Indrio Rd)	W. of SR 9 (I-95)	E. of SR 607 (Emerson Ave)	2016	2 to 4	Urban	3.80	2	7.60	$22,773,660	$2,996,534
Seminole	Rural	5	SR 46	Mellonville Ave	E. of SR 415	2016	2 to 4	Urban	2.83	2	5.66	$26,475,089	$4,677,578
Miami-Dade	Urban	6	SR 977/Krome Ave/SW 177th Ave	S of SW 136th St	S. of SR 94 (SW 88th St/Kendall Dr)	2016	0 to 4	Urban	3.50	4	14.00	$32,129,013	$2,294,930
Broward	Urban	4	SW 30th Ave	Griffin Rd	SW 45th St	2016	2 to 4	Urban	0.24	2	0.48	$1,303,999	$2,716,665
St. Lucie	Rural	4	CR 712 (Midway Rd)	W. of S. 25th St	E. of SR 5 (US 1)	2016	2 to 4	Urban	1.77	2	3.54	$24,415,701	$6,897,091
Citrus	Rural	7	SR 55 (US 19)	W. Green Acres St	W. Jump Ct	2016	4 to 6	Urban	2.07	2	4.14	$27,868,889	$6,731,616
Walton	Rural	3	SR 30 (US 98)	Emerald Bay Dr	Tang-o-mar Dr	2016	4 to 6	Urban	3.37	2	6.74	$42,140,000	$6,252,226
Duval	Rural	2	SR 201	S. of Baldwin	N. of Baldwin (Bypass)	2016	0 to 4	Urban	4.11	4	16.44	$50,974,795	$3,100,657
Hardee	Rural	1	SR 35 (US 17)	S. of W. 9th St	N. of W. 3rd St	2016	0 to 4	Urban	1.11	4	4.44	$14,067,161	$3,168,280
Miami-Dade	Urban	6	NW 87th Ave/SR 25 & SR 932	NW 74th St	NW 103rd St	2016	0 to 4	Urban	1.93	4	7.72	$28,078,366	$3,637,094
Alachua	Rural	2	SR 20 (SE Hawthorne Rd)	E. of US 301	E. of Putnam Co. Line	2017	2 to 4	Urban	1.70	2	3.40	$11,112,564	$3,268,401
Okaloosa	Rural	3	SR 30 (US 98)	CR 30F (Airport Rd)	E. of Walton Co. Line	2017	4 to 6	Urban	3.85	2	7.70	$33,319,378	$4,327,192
Bay	Rural	3	SR 390 (St. Andrews Blvd)	E. of CR 2312 (Baldwin Rd)	Jenks Ave	2017	2 to 6	Urban	1.33	4	5.32	$14,541,719	$2,733,406
Pasco	Rural	7	SR 54	E. of CR 577 (Curley Rd)	E. of CR 579 (Morris Bridge Rd)	2017	2 to 4/6	Urban	4.50	2/4	11.80	$41,349,267	$3,504,175
Lake	Rural	5	SR 46 (US 441)	W. of SR 500	E. of Round Lake Rd	2017	2 to 6	Urban	2.23	4	8.92	$27,677,972	$3,102,912
Orange	Urban	5	SR 423 (John Young Pkwy)	SR 50 (Colonial Dr)	Shader Rd	2017	4 to 6	Urban	2.35	2	4.70	$27,752,000	$5,904,681
Palm Beach	Urban	4	SR 80	W. of Lion County Safari Rd	Forest Hill Blvd	2018	4 to 6	Urban	7.20	2	14.40	$32,799,566	$2,277,748
Wakulla	Rural	3	SR 369 (US 19)	N. of SR 267	Leon Co. Line	2018	2 to 4	Urban	2.24	2	4.48	$15,646,589	$3,492,542
St. Lucie	Rural	4	SR 713 (Kings Hwy)	S. of SR 70	SR 9 (I-95) Overpass	2018	2 to 4	Urban	3.42	2	6.84	$45,162,221	$6,602,664
Citrus	Rural	7	SR 55 (US 19)	W. Jump Ct	CR 44 (W Fort Island Tr)	2018	4 to 6	Urban	4.81	2	9.62	$50,444,444	$5,243,705
Miami-Dade	Urban	6	SR 847 (NW 47th Ave)	SR 860 (NW 183rd St)	N. of NW 199th St	2018	2 to 4	Urban	1.31	2	2.62	$18,768,744	$7,163,643
Miami-Dade	Urban	6	SR 847 (NW 47th Ave)	N. of NW 199th St and S of NW 203 St	Premier Pkwy and N of S Snake CR Canal	2018	2 to 4	Urban	1.09	2	2.18	$10,785,063	$4,947,277
Orange	Urban	5	SR 414 (Maitland Blvd)	E. of I-4	E. of CR 427 (Maitland Ave)	2018	4 to 6	Urban	1.39	2	2.78	$7,136,709	$2,567,162

Table B-8 (continued)

Construction Cost – State Road Improvements from Hillsborough County and Other Jurisdictions throughout Florida

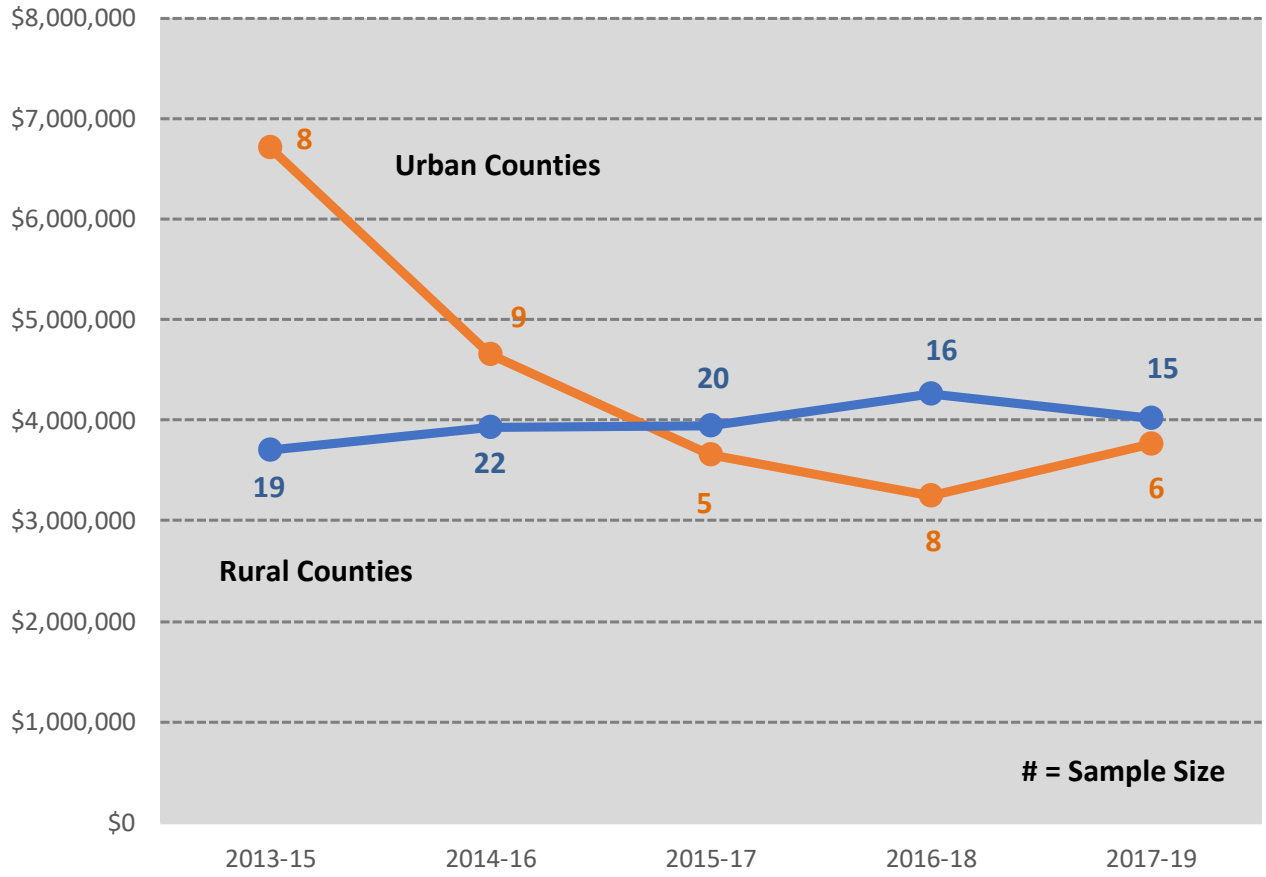
County	County Classification	District	Description	From	To	Year	Feature	Design	Length	Lanes Added	Lane Miles Added	Construction Cost	Construction Cost per Lane Mile
Sarasota	Rural	1	SR 45A (US 41) (Venice Bypass)	Center Rd	Gulf Coast Blvd	2018	4 to 6	Urban	1.19	2	2.38	$15,860,000	$6,663,866
Hernando	Rural	7	CR 578 (County Line Rd)	Suncoast Pkwy	US 41 @ Ayers Rd	2019	2 to 6	Urban	1.49	4	5.96	$20,155,312	$3,381,764
Seminole	Rural	5	SR 46	Orange Blvd	N. Oregon St (Wekiva Section 7B)	2019	4 to 6	Urban	1.30	2	2.60	$17,848,966	$6,864,987
Miami-Dade	Urban	6	SR 997 (Krome Ave)	SW 312 St	SW 232nd St	2019	2 to 4	Urban	3.64	2	7.28	$30,374,141	$4,172,272
Duval	Rural	2	Jax National Cemetery Access Rd	Lannie Rd	Arnold Rd	2019	0 to 2	Urban	3.26	2	6.52	$11,188,337	$1,716,003
Pasco	Rural	7	SR 52	W. of Suncoast Pkwy	E. of SR 45 (US 41)	2019	4 to 6	Urban	4.64	2	9.28	$45,307,439	$4,882,267
Putnam	Rural	2	SR 20	Alachua/Putnam Co. Line	SW 56th Ave	2019	2 to 4	Urban	6.95	2	13.90	$45,290,778	$3,258,329
Bay	Rural	3	SR 390 (St. Andrews Blvd)	SR 368 (23rd St)	E of CR 2312 (Baldwin Rd)	2019	2 to 6	Urban	2.47	4	9.88	$41,711,427	$4,221,804
Total (2013-2019)									**Count:**	**58**	**340.13**	**$1,398,690,305**	**$4,112,223**
Total (2013-2019); Urban Counties ONLY									**Count:**	**17**	**87.58**	**$399,872,334**	**$4,565,795**
Total (2013-2019); Rural Counties ONLY									**Count:**	**41**	**252.55**	**$998,817,971**	**$3,954,932**
Hillsborough County Improvements													
Hillsborough	Urban	7	SR 41 (US 301)	S. of Tampa Bypass Canal	N. of Fowler Ave	2013	2 to 4	Sub-Urb	1.81	2	3.62	$15,758,965	$4,353,305
Hillsborough	Urban	7	SR 43 (US 301)	SR 674	S. of CR 672 (Balm Rd)	2016	2 to 6	Urban	3.77	4	15.08	$43,591,333	$2,890,672
Hillsborough	Urban	7	CR 580 (Sam Allen Rd)	W. of SR 39 (Paul Buchman Hwy)	E. of Park Rd	2018	2 to 4	Urban	2.02	2	4.04	$23,444,444	$5,803,080
Statewide Data & Hillsborough County													
Total (2013-2019); Urban Counties ONLY, including Hillsborough									**Count:**	**20**	**110.32**	**$482,667,076**	**$4,375,155**

Source: Florida Department of Transportation Bid Tabs

Figure B-2

Construction Cost Trend for State Roads – Urban vs. Rural Counties

3 Year Timeframe Groupings



Source: Table B-8; does not include the Hillsborough County improvements

Construction Engineering/Inspection

County Roadways

The CEI cost factor for county roads was estimated as a percentage of the construction cost per lane mile. This factor was determined through a review of the CEI-to-construction cost ratios from previously completed impact studies throughout Florida. For county roadways, the CEI factors ranged from 3 percent to 17 percent with a weighted average of 9 percent. For purposes of this study, the CEI cost for county roads was calculated at 9 percent of the construction cost per lane mile. See Table B-9 for additional information.

State Roadways

The CEI cost factor for state roads was estimated as a percentage of the construction cost per lane mile. This factor was determined through a review of the CEI-to-construction cost ratios for state road unit costs in previously completed impact studies throughout Florida. For state roadways, the CEI factors ranged from 10 percent to 11 percent, with a weighted average of 11 percent. For purposes of this study, the CEI cost for state roads was calculated at 11 percent of the construction cost per lane mile. See Table B-9 for additional information.

Table B-9
CEI Cost Factor for County and State Roads – Recent Impact Fee Studies

Year	County	County Roadways (Cost per Lane Mile)			State Roadways (Cost per Lane Mile)		
		CEI	Constr.	CEI Ratio	CEI	Constr.	CEI Ratio
2013	Hernando	$178,200	$1,980,000	9%	$222,640	$2,024,000	11%
2013	Charlotte	$220,000	$2,200,000	10%	$240,000	$2,400,000	10%
2014	Indian River	$143,000	$1,598,000	9%	$196,000	$1,776,000	11%
2015	Collier	$270,000	$2,700,000	10%	$270,000	$2,700,000	10%
2015	Brevard	$344,000	$2,023,000	17%	$316,000	$2,875,000	11%
2015	Sumter	$147,000	$2,100,000	7%	$250,000	$2,505,000	10%
2015	Marion	$50,000	$1,668,000	3%	$227,000	$2,060,000	11%
2015	Palm Beach	$108,000	$1,759,000	6%	$333,000	$3,029,000	11%
2017	St. Lucie	$198,000	$2,200,000	9%	$341,000	$3,100,000	11%
2017	Clay	$191,000	$2,385,000	8%	-	-	n/a
2018	Collier	$315,000	$3,500,000	9%	$385,000	$3,500,000	11%
Average		**$197,000**	**$2,192,000**	**9%**	**$2,781,000**	**$25,969,000**	**11%**

Source: Recent impact fee studies conducted throughout Florida
Note: Letter references (i.e., “a”) are used to assist with footnotes and sourcing

Roadway Capacity

As shown in Table B-10, the average capacity per lane mile was based on the projects in the Hillsborough County 2040 Long Range Transportation Cost Feasible Plan and the Community Transportation Plan. This listing of projects reflects the mix of improvements that will yield the vehicle-miles of capacity (VMC) that will be built in Hillsborough County. The resulting weighted average capacity per lane mile of 9,500 was used in the mobility fee calculation.

Table B-10
Hillsborough County 2040 Long Range Transportation Plan & Community Transportation Plan

Jurisdiction	Description	From	To	Improvement	Length	Lanes Added	Lane Miles Added	Section Design	Initial Capacity	Future Capacity	Added Capacity	Vehicle Miles of Capacity Added
State Roads												
State	Hillsborough Ave	50th St	Orient Rd	Lane Addition (4 to 6)	1.77	2	3.54	Urban	39,800	59,900	20,100	35,577
State	US 92	I-4	CR 579 (Mango Rd)	Lane Addition (2 to 4)	2.95	2	5.90	Urban	17,700	39,800	22,100	65,195
State	US 92	Reynolds St	County Line Rd	Lane Addition (2 to 4)	3.57	2	7.14	Rural	17,700	39,800	22,100	78,897
State	SR 60	Valrico Rd	SR 39	Lane Addition (4 to 6)	8.04	2	16.08	Urban	39,800	59,900	20,100	161,604
State	US 41	Madison Ave	Causeway Blvd	Lane Addition (4 to 6)	1.52	2	3.04	Urban	39,800	59,900	20,100	30,552
State	US 301	SR 60	Selmon Expressway	Lane Addition (4 to 6)	1.31	2	2.62	Urban	39,800	59,900	20,100	26,331
County/City Roads												
City	Reo St	Gray St	Cypress St	Lane Addition (2 to 4)	0.30	2	0.60	Urban	14,060	30,780	16,720	5,016
City	Trask St	Cypress St	Boyscout Blvd	New Road Construction (0 to 2)	0.52	2	1.04	Urban	0	14,060	14,060	7,311
City	Interbay Blvd	Manhattan Ave	Dale Mabry Hwy	Lane Addition (2 to 4)	0.90	2	1.80	Urban	16,815	37,810	20,995	18,896
County	Orient Rd	Sligh Ave	Columbus Dr	Lane Addition (2 to 4)	3.00	2	6.00	Urban	16,815	37,810	20,995	62,985
County	Progress Blvd	Magnolia Park Blvd	Valleydale Dr	Lane Addition (2 to 4)	0.55	2	1.10	Urban	16,815	37,810	20,995	11,547
County	Big Bend Rd	US 41	I-75	Lane Addition (4 to 6)	1.70	2	3.40	Urban	37,810	56,905	19,095	32,462
County	Lithia Pinecrest Blvd	Adelaide Ave	Lumsden Dr	Lane Addition (2 to 4)	4.00	2	8.00	Urban	16,815	37,810	20,995	83,980
County	Harney Rd	Hillsborough Ave	Temple Terrace Hwy	Lane Addition (2 to 4)	2.19	2	4.38	Urban	16,815	37,810	20,995	45,979
County	Sligh Ave	56th St	US 301	Lane Addition (2 to 4)	2.37	2	4.74	Urban	16,815	37,810	20,995	49,758
County	County Line Rd	Livingston Ave	Grand Hampton	Lane Addition (2 to 4)	3.11	2	6.22	Rural	16,815	37,810	20,995	65,294
County	Anderson Rd	Hillsborough Ave	Hoover Blvd	Lane Addition (2 to 4)	0.99	2	1.98	Urban	14,060	30,780	16,720	16,553
County	Anderson Rd	Sligh Ave	Linebaugh Ave	Lane Addition (4 to 6)	2.13	2	4.26	Urban	32,110	48,355	16,245	34,602
County	Bearss Ave	I-275	BB Downs Blvd	Lane Addition (4 to 6)	2.08	2	4.16	Urban	37,810	56,905	19,095	39,718
County	Davis Rd	Harney Rd	Maislin Dr	New Road Construction (0 to 2)	0.40	2	0.80	Urban	0	14,060	14,060	5,624
County	Falkenburg Rd	MLK Jr. Blvd	Hillsborough Ave	Lane Addition (2 to 4)	0.98	2	1.96	Urban	16,815	37,810	20,995	20,575
County	Fletcher Ave	30th St	Morris Bridge Rd	Lane Addition (4 to 6)	4.07	2	8.14	Urban	34,471	51,890	17,419	70,895
County	Linebaugh Ave	Sheldon Rd	Veterans Exway	Lane Addition (4 to 6)	1.53	2	3.06	Urban	37,810	56,905	19,095	29,215
County	New E/W Road (New Tampa)	I-275	Commerce Park Blvd	New Road Construction (0 to 4)	2.75	4	11.00	Urban	0	30,780	30,780	84,645
City	New Tampa Blvd	Commerce Park Blvd	BB Downs Blvd	Lane Addition (2 to 4)	2.35	2	4.70	Urban	15,930	35,820	19,890	46,742
City	Occident St Extension	Cypress St	Westshore Plaza	New Road Construction (0 to 2)	0.22	2	0.44	Urban	0	13,320	13,320	2,930
County	Sam Allen Rd	Park Rd	Wilder Rd	Lane Addition (2 to 4)	0.43	2	0.86	Rural	16,815	37,810	20,995	9,028
County	Sam Allen Rd Extension	Wilder Rd	County Line Rd	New Road Construction (0 to 4)	1.70	4	6.80	Rural	0	16,815	16,815	28,586
City	Trask St Extension	Cypress St	Gray St	New Road Construction (0 to 2)	0.25	2	0.50	Urban	0	13,320	13,320	3,330
County	Woodberry Rd	Falkenburg Rd	Grand Regency Blvd	Lane Addition (2 to 4)	0.58	2	1.16	Urban	16,815	37,810	20,995	12,177
County	Citrus Park Dr Extension	Country Way Blvd	Sheldon Rd	New Road Construction (0 to 4)	2.74	4	10.96	Urban	0	37,810	37,810	103,599
Total (All Roads):							**136.38**					1,289,603
County Roads (includes City Rds):							98.06		**72%**	**(a)**		891,447
State Roads:							38.32		**28%**	**(b)**		398,156
Urban (Curb & Gutter) Section Design:							115.36		**85%**	**(c)**		1,107,798
Rural (Open Drainage) Section Design:							21.02		**15%**	**(d)**		181,805
New Road Construction:							31.54		**23%**	**(e)**		1,107,798
Lane Addition:							104.84		**77%**	**(f)**		181,805
											VMC Added per Lane Mile:	**9,500**

Source: Imagine Hillsborough 2040 Long Range Transportation Cost Feasible Plan and the Hillsborough Community Transportation Plan

Transit Capital Costs

In the case of mobility fees, the marginal cost of adding transit infrastructure needs to be considered. This section details the difference in cost per person-mile of capacity between expanding a roadway without transit amenities versus expanding a roadway with transit amenities. This calculation also accounts for the change in roadway PMC that occurs when a bus is on the road.

First, Table B-11 calculates the person-miles of capacity added for each new transit vehicle on the road. This calculation adjusts for the fact that buses have a significantly higher person-capacity than passenger vehicles. This table also identifies transit capital cost variables that will be used to calculate the added capital cost of constructing/expanding a roadway with transit facilities.

Next, Table B-12 combines the roadway VMC and the transit PMC to calculate the marginal change in cost per PMC. First, the roadway characteristics, including cost and capacity, were used to calculate the roadway cost per VMC for a generic 20-mile roadway segment. Then, an adjustment factor was applied to recognize that incorporating transit along a segment of roadway decreases the vehicle-capacity as the bus makes intermittent stops and interrupts the free-flowing traffic. As shown in Table B-11, the bus blockage adjustment factor is much higher for a 2-lane roadway than for a 4-lane roadway. On a 2-lane road, all cars get caught behind the bus during a stop, while on a 4-lane roadway, there is an unobstructed travel lane that cars can use to pass-by or maneuver around the slower transit vehicle. This adjusted VMC was then converted to PMC using the vehicle-miles to person-miles adjustment factor previously discussed in this report. The additional person-capacity from the buses was added to the adjusted roadway PMC. The person-miles of capacity that a transit system would add to the stretch of roadway (Table B-11) mitigates the decrease in vehicle-miles of capacity due to the bus blockage adjustments.

Next, the capital cost of transit infrastructure was added to the capital cost of the roadway expansion for both new road construction (0 to 2 lanes) and lane addition (2 to 4 lanes). With the transit infrastructure included, the updated cost per PMC was calculated, which now reflects the total cost of building a new road with transit or expanding a roadway and adding transit amenities. When compared to the cost per PMC for simply building/expanding a roadway without transit, the added cost of transit is between two (2) percent and four (4) percent.

As a final step, the increased costs were then weighted by the lane mile distribution of new road construction and lane addition improvements in the Hillsborough County 2040 Long Range Transportation Cost Feasible Plan and the Community Transportation Plan. As shown, the plan calls for a higher number of lane addition improvements through 2040. When the marginal cost of transit is included and weighted by this ratio, the resulting percent change is approximately 2.62 percent. Essentially, adding transit does not have a significant effect on the cost per person-mile of capacity for new road construction and lane addition improvements.

As it is currently structured, the transit model detailed in Tables B-11 and B-12 assumes that transit-miles and road-miles will be added to the system at the same rate. If the County builds more transit-miles, this will increase the bus traffic on existing roads, adding more stops, higher stop frequency, and creating additional bus blockage. As a result, the capital cost per person-mile for a roadway with transit would increase in relation to the ratio of added transit-miles vs. roadway-miles. For example, if the transit-mile investment was double that of roadway construction/expansion, the 2.62 percent change calculated in Table B-12 would increase to approximately 5.24 percent. The annual construction figures for transit-miles and road-miles should be tracked by the County and adjusted for in subsequent mobility fee update studies.

Table B-11
Mobility Cost per Person-Mile of Capacity

Input	Local Transit	
Transit Person Miles of Capacity Calculation		**Source:**
Vehicle Capacity[1]	42	1) Source: Local transit is assumed to have 30 seats with a 40 percent standing room capacity equivalent
Number of Vehicles (20% fleet margin)[2]	5	2) Cycle time (Item 9) divided by headway time (Item 6) increased by 20 percent to accommodate the required fleet margin
Service Span (hours)[3]	16	3) Source: Assumption based on current HART routes
Cycles/Hour (aka Peak Vehicles)[4]	2.00	4) Headway time (Item 6) divided by 60
Cycles per Day[5]	32	5) Service span (Item 3) multiplied by the cycles/hour (Item 4)
Headway Time (minutes)[6]	30	6) Source: Assumption based on current HART routes
Speed (mph)[7]	13	7) Source: Integrated National Transit Database Analysis System (INTDAS). 6-yr average
Round Trip Length (miles)[8]	20.00	8) Source: Average trip length of current HART routes
Cycle Time (minutes)[9]	92	9) Round trip length (Item 8) divided by speed (Item 7) multiplied by 60
Total Person-Miles of Capacity[10]	26,880	10) Vehicle capacity (Item 1) multiplied by the cycles per day (Item 5) multiplied by the round trip length (Item 8)
Load Factor/System Capacity[11]	30%	11) Source: Optimistic assumption based on future goals
Adjusted Person-Miles of Capacity[12]	**8,064**	12) Total person-miles of capacity (Item 10) multiplied by the load factor (Item 11)
Capital Cost Variables		
Stops per Mile (w/o Shelter)[13]	3	13) Source: Model assumes 3 bench stops per mile
Shelters per Mile[14]	1	14) Source: Model assumes 1 shelter stop per mile
Vehicle Cost[15]	$745,000	15) Source: HART, average of CNG ($540,000) and Electric ($950,000)
Simple Bus Stop[16]	$12,000	16) Source: Assumption based on local characteristics and industry knowledge
Sheltered Bus Stop[17]	$25,000	17) Source: Assumption based on local characteristics and industry knowledge

Table B-12
Mobility Fee: Transit Component Model

Item	New Road Construction		Lane Addtions		
	Roadway	Transit	Roadway	Transit	
Roadway Characteristics:					**Source:**
Roadway Cost per Mile[(1)]	$13,450,000		$13,450,000		1) Source: Table 3, adjusted to cost "per mile"
Roadway Segment Length (miles)[(2)]	20.00		20.00		2) Source: Average length of HART route
Roadway Segment Cost[(3)]	$269,000,000	**PMC**	$269,000,000	**PMC**	3) Roadway cost per mile (Item 1) multiplied by the roadway segment length (Item 2)
Average Capacity Added (per mile)[(4)]	19,000	26,600	19,000	26,600	4) Source: Table 4, adjusted to capacity "per mile"
VMC/PMC Added (entire segment)[(5)]	380,000	532,000	380,000	532,000	5) Roadway segment length (Item 2) multiplied by the average capacity added (Item 4) for both VMC and PMC
Roadway Cost per VMC/PMC[(6)]	$707.89	**$505.64**	$707.89	**$505.64**	6) Roadway segment cost (Item 3) divided by the VMC/PMC added (Item 5) individually
Transit Capacity:					
Adjustment for Bus Blockage[(7)]	3.2%	-	1.6%	-	7) Source: 2010 Highway Capacity Manual, Equation 18-9
VMC/PMC Added (transit deduction)[(8)]	12,160	15,808	6,080	7,904	8) VMC added (Item 5) multiplied by the adjustment for bus blockage (Item 7). For PMC, multiply the VMC by 1.40 persons per vehicle
VMC/PMC Added (less transit deduction)[(9)]	367,840	516,192	373,920	524,096	9) VMC/PMC added (entire segment) (Item 5) less the VMC/PMC added (transit deduction) (Item 8) for VMC and PMC individually
PMC Added (transit addition ONLY)[(10)]		8,064		8,064	10) Source: Table B-12, Adjusted Person-Miles of Capacity (Item 12)
Net PMC Added (transit effect included)[(11)]		524,256		532,160	11) PMC added (less transit deduction) (Item 9) plus the PMC added (transit addition ONLY) (Item 10)
Road/Transit Cost per PMC (Road Capital)[(12)]		$513.11		$505.49	12) Road segment cost (Item 3) divided by the net PMC added (transit effect included) (Item 11)
Transit Infrastructure:					
Buses Needed[(13)]	5	$3,725,000	5	$3,725,000	13) Number of vehicles (see Table B-12, Item 2) multiplied by the vehicle cost (see Table B-11, Item 15)
Stops per mile (both sides of street)[(14)]	3	$1,440,000	3	$1,440,000	14) Stops per mile (3) multiplied by the roadway segment length (Item 2) multiplied by the cost per stop (Table B-11, Item 16)
Shelters per mile (both sides of street)[(15)]	1	$1,000,000	1	$1,000,000	15) Shelters per mile (1) multiplied by the roadway segment length (Item 2) multiplied by the cost per shelter (Table B-11, Item 17)
Total infrastructure[(16)]		$6,165,000		$6,165,000	16) Sum of buses needed (Item 13), stops needed (Item 14), and shelters needed (Item 15)
Multi-Modal Cost per PMC:					
Road/Transit Cost per PMC[(17)]		**$524.87**		**$517.07**	17) Sum of the roadway segment cost (Item 3) and the total transit infrastructure cost (Item 16) divided by the net PMC added (Item 11)
Percent Change[(18)]		**3.80%**		**2.26%**	18) Percent difference between the road/transit cost per PMC (Item 17) and the Roadway cost per PMC (Item 6)
Weighted Multi-Modal Cost per PMC:					
Lane Mile Distribution[(19)]		23%		77%	19) Source: Appendix B, Table B-10, Items (e) and (f). Lane mile distribution of new road construction versus lane addition
Weighted Roadway Cost per PMC[(20)]		$116.30		$389.34	20) Roadway cost per PMC (Item 6) multiplied by the lane mile distribution (Item 19)
Weighted Road/Transit Cost per PMC[(21)]		$120.72		$398.15	21) Road/Transit cost per PMC (Item 17) multiplied by the lane mile distribution (Item 19)
Weighted Average Multi-Modal Cost per PMC:					
Weighted Average Roadway Cost per PMC (new road construction and lane additions)[(22)]				$505.64	22) Sum of the weighted roadway cost per PMC (Item 20) for new road construction and lane additions
Weighted Average Road/Transit Cost per PMC (new road construction and lane additions)[(23)]				$518.87	23) Sum of the weighted road/transit cost per PMC (Item 21) for new road construction and lane additions
Percent Change[(24)]				**2.62%**	24) Percent difference between the weighted average road/transit cost per PMC (Item 23) and the weighted average roadway cost per PMC (Item 22)

Appendix C
Credit Component Calculations

Appendix C: Credit Component

This appendix presents the detailed calculations for the credit component from all revenue sources, except for ad valorem tax revenues, which are addressed in Appendix D. As mentioned previously, credit figures represent contribution from future development toward transportation capacity projects. The figures do not include contributions from the existing development.

Currently, in addition to the capital support that ultimately results from State fuel tax revenue, Hillsborough County also receives financial benefit from several other funding sources. Of these, the fuel taxes collected in Hillsborough County are listed below, along with a few pertinent characteristics of each.

1. **Constitutional Fuel Tax (2¢/gallon)**
   - Tax applies to every net gallon of motor and diesel fuel sold within a county. Collected in accordance with Article XII, Section 9 (c) of the Florida Constitution.
   - The State allocated 80 percent of this tax to Counties after withholding amounts pledged for debt service on bonds issued pursuant to provisions of the State Constitution for road and bridge purposes.
   - The 20 percent surplus can be used to support the road construction program within the county.
   - Counties are not required to share the proceeds of this tax with their municipalities.

2. **County Fuel Tax (1¢/gallon)**
   - Tax applies to every net gallon of motor and diesel fuel sold within a county.
   - Primary purpose of these funds is to help reduce a County's reliance on ad valorem taxes.
   - Proceeds are to be used for transportation-related expenses, including the reduction of bond indebtedness incurred for transportation purposes. Authorized uses include acquisition of rights-of-way; the construction, reconstruction, operation, maintenance, and repair of transportation facilities, roads, bridges, bicycle paths, and pedestrian pathways; or the reduction of bond indebtedness incurred for transportation purposes.
   - Counties are not required to share the proceeds of this tax with their municipalities.

3. **Municipal Fuel Tax (1¢/gallon)**
   - Tax applies to every net gallon of motor fuel sold within a county.
   - Primary purpose of the municipal revenue sharing program is to ensure a minimum level of parity across units of local government.

- Proceeds may be used to fund purchase of transportation facilities and road and street rights-of-way; construction, reconstruction, and maintenance of roads, streets, bicycle paths, and pedestrian pathways; adjustments of city-owned utilities as required by road and street construction; and construction, reconstruction, transportation-related public safety activities, maintenance, and operation of transportation facilities.

4. Ninth-Cent Fuel Tax (1¢/gallon)

- Tax applies to every net gallon of motor and diesel fuel sold within a county.
- Proceeds may be used to fund transportation expenditures.
- To accommodate statewide equalization, this tax is automatically levied on diesel fuel in every county, regardless of whether a County is levying the tax on motor fuel at all.
- Counties are not required to share the proceeds of this tax with their municipalities.

5. 1st Local Option Tax (6¢/gallon)

- Tax applies to every net gallon of motor and diesel fuel sold within a county.
- Proceeds may be used to fund transportation expenditures.
- To accommodate statewide equalization, all six cents are automatically levied on diesel fuel in every county, regardless of whether a County is levying the tax on motor fuel at all or at the maximum rate.
- Proceeds are distributed to a county and its municipalities according to a mutually agreed upon distribution ratio, or by using a formula contained in the Florida Statutes.

Each year, the Florida Legislature's Office of Economic and Demographic Research produces the *Local Government Financial Information Handbook*, which details the estimated local government revenues for the upcoming fiscal year. Included in this document are the estimated distributions of the various fuel tax revenues for each county in the state. The 2018-19 data represent projected fuel tax distributions to Hillsborough County for the current fiscal year. In the table, the fuel tax revenue data are used to calculate the value per penny (per gallon of fuel) that should be used to estimate the "equivalent pennies" of other revenue sources. Table C-1 shows the distribution per penny for each of the fuel levies, and then the calculation of the weighted average for the value of a penny of fuel tax. The weighting procedure takes into account the differing amount of revenues generated for the various types of gas tax revenues. The weighted average figure of approximately $6.56 million estimates the annual revenue that one penny of gas tax generates in Hillsborough County.

Table C-1

Estimated Fuel Tax Distributions Allocated to Capital Program of Hillsborough County & Municipalities, FY 2018-19[1]

Tax	Amount of Levy per Gallon	Total Distribution	Distribution per Penny
Constitutional Fuel Tax	$0.02	$12,512,880	$6,256,440
County Fuel Tax	$0.01	$5,526,149	$5,526,149
Municipal Fuel Tax	$0.01	$3,919,732	$3,919,732
9th Cent Fuel Tax	$0.01	$7,556,213	$7,556,213
1st Local Option (1-6 cents)	$0.06	$42,653,940	$7,108,990
Total	**$0.11**	**$72,168,914**	
Weighted Average per Penny[2]			**$6,560,810**

1) Source: Florida Legislature's Office of Economic and Demographic Research; Local Government Financial Information Handbook
2) The weighted average distribution per penny is calculated by taking the sum of the total distribution and dividing that value by the sum of the total levies per gallon (multiplied by 100).

Capital Improvement Credit

A revenue credit for the annual expenditures on transportation capacity expansion projects in Hillsborough County is presented below. The components of the credit are as follows:

- City funding
- County "cash" funding
- County debt service
- State funding
- Charter County and Regional Transportation System Surtax

The annual expenditures from each revenue source are converted to gas tax pennies to be able to create a connection between travel by each land use and tax revenue contributions for all revenue sources except for ad valorem tax revenues. Ad valorem tax revenue credit is based on average property values of each land use and is addressed in Appendix D.

City Funding

A review of the City of Tampa's 5-year planned expenditures shows that transportation projects are primarily being funded by a combination of impact fees, gas taxes, and grants. As shown in Table C-2, a total gas tax equivalent revenue credit of 0.4 pennies was given for transportation

capacity-expansion projects funded with non-impact fee revenues. A review of CIP documents for Temple Terrace and Plant City was also conducted, but neither City has any planned transportation capacity expansion in the next five years.

Table C-2

City of Tampa Fuel Tax Equivalent Pennies

Source	Cost of Projects	Number of Years	Revenue from 1 Penny[2]	Equivalent Pennies[3]
Projected City Expenditures (FY 2019-2023)[1]	$13,115,000	5	$6,560,810	$0.004
Total	**$13,115,000**	**5**	**$6,560,810**	**$0.004**

1) Source: Table C-7
2) Source: Table C-1
3) Cost of projects divided by number of years divided by revenue from 1 penny (Item 3) multiplied by 0.01

County "Cash" Funding

A review of Hillsborough County's 6-year planned expenditures shows that transportation projects are primarily being funded by a combination of impact/mobility fees, gas taxes, Community Investment Tax (CIT), and general revenues (ad valorem). As shown in Table C-3, a total gas tax equivalent revenue credit of 0.9 pennies was given for transportation capacity-expansion projects funded with fuel taxes and other miscellaneous funds and a credit of 3.1 pennies was given for the portion of expansion projects funded with the CIT. With the CIT set to expire at the end of 2026, the revenue credit is applied over a 6-year time period.

Table C-3

County Fuel Tax Equivalent Pennies

Source	Cost of Projects	Number of Years	Revenue from 1 Penny[2]	Equivalent Pennies[3]
Projected CIP, Non-CIT Funding (FY 2020-2025)[1]	$33,462,000	6	$6,560,810	**$0.009**
Projected CIP, CIT Funding (FY 2020-2025)[2]	$122,990,800	6	$6,560,810	**$0.031**

1) Source: Table C-8
2) Source: Table C-1
3) Cost of projects divided by number of years divided by revenue from 1 penny (Item 3) multiplied by 0.01

In addition, the County allocates an equivalent credit of 3.6 pennies for debt service associated with the CIT and CIP Revenue Refunding Bonds, Series 2015, 2012B, 2012, and 2017. This credit is given for only the portion used for transportation capacity-expansion improvements.

Table C-4

County Debt Service Equivalent Pennies

Source	Cost of Projects	Number of Years	Revenue from 1 Penny[5]	Equivalent Pennies[6]
CIT Revenue Refunding Bond; Series 2015[1]	$78,336,225	7	$6,560,810	$0.017
CIT Revenue Refunding Bond; Series 2012B[2]	$24,727,380	7	$6,560,810	$0.005
CIP Revenue Refunding Bond; Series 2012[3]	$15,562,155	3	$6,560,810	$0.008
CIP Revenue Refunding Bond; Series 2017[4]	$27,818,867	7	$6,560,810	$0.006
Total				**$0.036**

1) Source: Table C-9
2) Source: Table C-10
3) Source: Table C-11
4) Source: Table C-12
5) Source: Table C-1
6) Cost of projects divided by number of years divided by revenue from 1 penny (Item 4) multiplied by 0.01

In addition to the city, county, and state revenues previously discussed, Hillsborough County recently adopted the one-percent Charter County and Regional Transportation Systems Surtax, with collections beginning January 2019. Table C-5 presents estimated annual expenditures for capacity expansion based on the projected annual revenue collections and the preliminary project lists developed by Hillsborough County and HART staff. As additional project information becomes available, it is recommended that the County refine these allocations and update the mobility fee calculations.

Table C-5

Charter County Sales Tax Equivalent Pennies

Source	Cost of Projects	Number of Years	Revenue from 1 Penny[3]	Equivalent Pennies[4]
Charter County Surtax; Roadway Capacity[1]	$84,821,000	1	$6,560,810	$0.129
Charter County Surtax; HART Capacity[2]	$8,156,000	1	$6,560,810	$0.012
Total				**$0.141**

1) Source: Table C-13
2) Source: Table C-13
3) Source: Table C-1
4) Cost of projects divided by number of years divided by revenue from 1 penny (Item 3) multiplied by 0.01

State Funding

In the calculation of the equivalent pennies of gas tax from the State, expenditures on transportation capacity expansion spanning a 15-year period (from FY 2009 to FY 2023) were reviewed. This period represents past FDOT Work Program expenditures from FY 2009-2018 and also includes the projected FDOT Work Program expenditures from 2019 to 2023. From

these, a list of improvements was developed, including lane additions, new road construction, intersection improvements, interchanges, traffic signal projects, bike paths, sidewalks, capital for fixed-route service, and other capacity-addition projects. The use of a 15-year period, for purposes of developing a State credit for mobility capacity expansion projects, results in a stable credit, as it accounts for the volatility in FDOT spending in the county over short periods of time.

The total cost of the capacity-adding projects for the "historical" periods and the "future" period resulted in the following:

- FY 2009-2013 Work Program equates to 10.0 pennies
- FY 2014-2018 Work Program equates to 13.9 pennies
- FY 2019-2023 Work Program equates to 12.7 pennies

The combined weighted average over the 15-year period of state expenditure for capacity-adding mobility projects results in 12.2 equivalent pennies. Table C-6 documents this calculation. The specific projects that were used in the equivalent penny calculations are summarized in Table C-14.

Table C-6

State Fuel Tax Equivalent Pennies

Source	Cost of Projects	Number of Years	Revenue from 1 Penny[4]	Equivalent Pennies[5]
Projected Work Program (FY 2019-2023)[1]	$415,952,240	5	$6,560,810	$0.127
Historical Work Program (FY 2014-2018)[2]	$454,348,128	5	$6,560,810	$0.139
Historical Work Program (FY 2009-2013)[3]	$327,182,485	5	$6,560,810	$0.100
Total	**$1,197,482,853**	**15**	**$6,560,810**	**$0.122**

1) Source: Table C-14
2) Source: Table C-14
3) Source: Table C-14
4) Source: Table C-1
5) Cost of projects divided by number of years divided by revenue from 1 penny (Item 4) multiplied by 0.01

Table C-7
City of Tampa – Capital Improvements Program

Project Number	Project Title	Description	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total FY 2019-23
Transportation								
PR_1001226	34th St N from Colubus Dr to US 92/E Hillsborough Ave	Complete Streets	$168,000	$0	$0	$0	$0	**$168,000**
PR_1001179	Complete Streets Safety Improvements Program FY 2018-22	Complete Streets	$300,000	$310,000	$300,000	$378,000	$300,000	**$1,588,000**
PR_1001227	Congestion Mitigation Program	Signal Retiming and Mobility Projects	$150,000	$150,000	$150,000	$150,000	$150,000	**$750,000**
PR_1000250	Intelligent Transportation System (ITS) Maintenance	Maintenance and Installation of Signs	$120,000	$120,000	$145,000	$145,000	$145,000	**$675,000**
PR_0000080	Intelligent Transportation Systems Program	Replacement and Installation of Technology	$100,000	$100,000	$100,000	$100,000	$100,000	**$500,000**
PR_1001180	Intersection Improvements FY 2018-2022	Capacity, Operational, and Safety Improvements	$300,000	$350,000	$350,000	$350,000	$350,000	**$1,700,000**
PR_1001228	Neighborhood Traffic Calming FY 2018-2022	Design and Installation of Traffic Calming Devices	$125,000	$125,000	$125,000	$125,000	$125,000	**$625,000**
PR_1001183	Sidewalks Construction Citywide FY 2018-2022	Construction and/or Reconstruction	$500,000	$500,000	$500,000	$500,000	$500,000	**$2,500,000**
PR_0000085	Street Lights	New Street Lighting	$160,000	$0	$0	$0	$0	**$160,000**
PR_1000251	Traffic Signal Communication Support (ITS)	Installation and Maintenance of Technology	$189,000	$190,000	$190,000	$190,000	$190,000	**$949,000**
PR_1001184	Traffic Signals FY 2018-2022	Upgrade Infrastructure and New Signals	$700,000	$700,000	$700,000	$700,000	$700,000	**$3,500,000**
Total			**$2,812,000**	**$2,545,000**	**$2,560,000**	**$2,638,000**	**$2,560,000**	**$13,115,000**

Source: City of Tampa FY 2019 Recommended Operating and Capital Budget

Table C-8

Hillsborough County FY 2020-2025 Capital Improvement Program

Project Number	Project Title	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Total
C69640000	19th Avenue NE Widening - US 41 to US 301	$2,477,000	$0	$0	$0	$0	$0	**$2,477,000**
C69602000	Advanced Traffic Management System Improvement Program	$8,310,000	$0	$0	$0	$0	$0	**$8,310,000**
C69673000	Bearss Ave at Zambito Rd and Ehrlich Rd at Hutchinson Rd	$3,000,000	$1,800,000	$0	$0	$0	$0	**$4,800,000**
C69112000	Bell Shoals Road Widening (Bloomingdale to Boyette)	$36,037,000	$0	$0	$0	$0	$0	**$36,037,000**
C69647000	Big Bend Road Widening (US 41 to Covington Garden Dr)	$2,869,000	$3,950,000	$11,500,000	$12,600,000	$0	$0	**$30,919,000**
C61149000	Big Bend Road Widening (Simmons Loop to US 301)	$16,000	$0	$0	$0	$0	$0	**$16,000**
C69657000	Big Bend/I-75 Interchange Improvements Phase 1B	$38,862,000	$0	$0	$0	$0	$0	**$38,862,000**
C69656000	Big Bend/I-75 Interchange Improvements Phase 1A	$1,097,000	$0	$0	$0	$0	$0	**$1,097,000**
C69655000	Brandon Blvd/SR 60 Intersection Improv (Lakewood Dr to St. Cloud Ave)	$292,000	$3,136,000	$0	$0	$0	$0	**$3,428,000**
C69668000	Brandon Blvd/SR 60 at Mount Carmel Rd	$3,224,000	$1,400,000	$0	$0	$0	$0	**$4,624,000**
C69669000	Brandon Blvd/SR 60 at Parsons Ave	$2,565,000	$5,630,000	$0	$0	$0	$0	**$8,195,000**
C69667000	Brandon Blvd/SR 60 at Valrico Rd	$813,000	$2,480,000	$0	$0	$0	$0	**$3,293,000**
C61045000	Bruce B. Downs (Bearss Ave to Palm Springs) Road Widening	$2,821,000	$0	$0	$0	$0	$0	**$2,821,000**
C61043000	Bruce B. Downs (Pebble Creek to Pasco County) Road Widening	$543,000	$0	$0	$0	$0	$0	**$543,000**
C61134000	Citrus Park Dr Extension (Countryway Blvd to Sheldon Rd)	$49,626,000	$0	$0	$0	$0	$0	**$49,626,000**
C69652000	Davis Road Extension	$0	$3,000,000	$0	$0	$0	$0	**$3,000,000**
C69642000	East 131st Avenue Improvements - North 30th St to US 41	$877,000	$3,800,000	$0	$11,520,000	$0	$0	**$16,197,000**
C69218000	East Keysville Rd over West Branch	$1,334,000	$0	$0	$0	$0	$0	**$1,334,000**
C69674000	Falkenburg Rd at Broadway Ave and Woodberry Rd	$900,000	$2,100,000	$0	$0	$0	$0	**$3,000,000**
C69670000	Gunn Hwy at Tarpon Springs Rd/Walker Middle/North Mobley	$2,000,000	$2,900,000	$0	$0	$0	$0	**$4,900,000**
C69679000	Intersection Capital Improvement Program	$9,409,000	$17,498,000	$0	$0	$0	$0	**$26,907,000**
C69600000	Intersection Improvement Program	$20,362,000	$5,120,000	$0	$0	$0	$0	**$25,482,000**
C69649000	Lithia Pinecrest Road Widening - Adelaide Avenue to Lumsden Avenue	$7,484,000	$42,062,000	$0	$0	$0	$0	**$49,546,000**
C63077000	Lithia Pinecrest/Lumsden/Bell Shoals/Durant Intersection Improvements	$4,384,000	$0	$0	$0	$0	$0	**$4,384,000**
C69672000	Lumsden Rd at Heather Lake Blvd/Paddock Club/Kensington Ridge Blvd	$2,000,000	$1,474,000	$0	$0	$0	$0	**$3,474,000**
C61150000	Madison Avenue Improvements - US 41 to 78th St	$3,136,000	$0	$0	$0	$0	$0	**$3,136,000**
C69601000	New & Improved Signalization	$3,512,000	$0	$0	$0	$0	$0	**$3,512,000**
C63520000	Orient Rd/Sligh Ave Traffic Signal	$1,102,000	$0	$0	$0	$0	$0	**$1,102,000**
C69671000	Parsons Ave at Windhorst Rd	$850,000	$3,000,000	$0	$0	$0	$0	**$3,850,000**
C69644000	Progress Blvd and South 78th Street Improvements	$3,300,000	$12,700,000	$0	$0	$0	$0	**$16,000,000**
C69508000	Sidewalk Retrofit Construction Funding	$1,536,000	$0	$0	$0	$0	$0	**$1,536,000**
C69666000	South 78th Street Improvements	$3,000,000	$4,000,000	$0	$0	$0	$0	**$7,000,000**
C69625000	Turkey Creek Rd Improvements from MLK Blvd to Sydney Rd	$7,244,000	$0	$0	$0	$0	$0	**$7,244,000**
C69654000	Unversity Area Transportation Improvements	$4,663,000	$42,454,000	$0	$18,000,000	$0	$0	**$65,117,000**
C69646000	Van Dyke Road Widening - Whirley Rd to Suncoast Pkwy	$1,639,000	$11,000,000	$20,000,000	$0	$0	$0	**$32,639,000**
C69641000	Westshore Blvd Complete Streets - W Kennedy Blvd to W Boy Scout Blvd	$2,000,000	$0	$0	$0	$0	$0	**$2,000,000**
Total		**$233,284,000**	**$169,504,000**	**$31,500,000**	**$42,120,000**	**$0**	**$0**	$476,408,000
Ad Valorem Funding								**$319,955,200**
Total excluding Ad Valorem Funding								**$156,452,800**
Total excluding Ad Valorem Funding - Non-Community Investment Tax (CIT)								**$33,462,000**
Total excluding Ad Valorem Funding - Community Investment Tax (CIT) portion								**$122,990,800**

Source: Hillsborough County FY 2020-2025 Capital Improvement Program; Public Works Department

Table C-9
Hillsborough County; CIT Refunding Revenue Bonds; Series 2015

Year	Principal	Interest	Total Debt Service
2019	$14,680,000	$3,004,000	$17,684,000
2020	$15,420,000	$5,274,000	$20,694,000
2021	$16,205,000	$4,503,000	$20,708,000
2022	$17,085,000	$3,692,750	$20,777,750
2023	$17,845,000	$2,838,500	$20,683,500
2024	$18,705,000	$1,946,250	$20,651,250
2025	$20,220,000	$1,011,000	$21,231,000
Total	**$120,160,000**	**$22,269,500**	**$142,429,500**
Percent for Transportation Capacity			**55%**
Portion for Transportation Capacity			**$78,336,225**
Payments Remaining			**7**
Annual Average Payment			**$20,347,071**

Source: Hillsborough County Staff; refinancing of the 2007 bond from the FY 2019 Adopted Budget, pg. 439

Table C-10
Hillsborough County; CIT Refunding Revenue Bonds; Series 2012B

Year	Principal	Interest	Total Debt Service
2019	$4,420,000	$784,250	$5,204,250
2020	$4,645,000	$1,347,500	$5,992,500
2021	$4,880,000	$1,115,250	$5,995,250
2022	$5,130,000	$871,250	$6,001,250
2023	$5,410,000	$614,750	$6,024,750
2024	$5,640,000	$344,250	$5,984,250
2025	$5,835,000	$175,050	$6,010,050
Total	**$35,960,000**	**$5,252,300**	**$41,212,300**
Percent for Transportation Capacity			**60%**
Portion for Transportation Capacity			**$24,727,380**
Payments Remaining			**7**
Annual Average Payment			**$5,887,471**

Source: Hillsborough County FY 2019 Adopted Budget, pg. 436

Table C-11
Hillsborough County; CIP Refunding Revenue Bonds; Series 2012

Year	Principal	Interest	Total Debt Service
2020	$4,820,000	$759,500	$5,579,500
2021	$5,060,000	$518,500	$5,578,500
2022	$5,310,000	$265,500	$5,575,500
Total	**$15,190,000**	**$1,543,500**	**$16,733,500**
Percent for Transportation Capacity			**93%**
Portion for Transportation Capacity			**$15,562,155**
Payments Remaining			**3**
Annual Average Payment			**$5,577,833**

Source: Hillsborough County FY 2019 Adopted Budget, pg. 437

Table C-12
Hillsborough County; CIP Refunding Revenue Bonds; Series 2017

Year	Principal	Interest	Total Debt Service
2020	$450,000	$636,264	$1,086,264
2021	$461,000	$625,464	$1,086,464
2022	$472,000	$614,400	$1,086,400
2023	$6,059,000	$603,072	$6,662,072
2024	$6,205,000	$457,656	$6,662,656
2025	$6,357,000	$308,736	$6,665,736
2026	$6,507,000	$156,168	$6,663,168
Total	**$26,511,000**	**$3,401,760**	**$29,912,760**
Percent for Transportation Capacity			**93%**
Portion for Transportation Capacity			**$27,818,867**
Payments Remaining			**7**
Annual Average Payment			**$4,273,251**

Source: Hillsborough County FY 2019 Adopted Budget, pg. 450

Table C-13
Charter County Surtax Capacity Expansion Allocation

Surtax Fund	Annual Revenue[1]	Capacity Percentage[2]	Capacity Portion[3]
Maintenance	$32,624,000	0%	$0
Congestion Reduction	$42,236,000	56%	$23,652,000
Transportation Safety	$43,872,000	52%	$22,813,000
Transportation Network	$19,404,000	100%	$19,404,000
Remaining	$24,298,000	78%	$18,952,000
Total (Roads)			**$84,821,000**
HART	$135,932,000	6%	**$8,156,000**

1) Source: Local Government Financial Information Handbook. Targeted allocation is based on the Hillsborough County Charter County Amendment. Includes adjustments for rounding
2) Source: 2020 preliminary Capital Plan, discussions with Hillsborough County staff, and discussions with HART staff
3) Annual revenue (Item 1) multiplied by the capacity percentage (Item 2)

Table C-14
Hillsborough County FDOT Work Program

Item	Work Mix Description	Item Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Total
439532-2	BIKE LANE/SIDEWALK	MORRIS BRIDGE ROAD FROM DAVIS ROAD TO FOWLER AVENUE	$0	$0	$0	$0	$0	$0	$0	$0	$1,933	$279,622	$3,033	$0	$328,107	$0	$0	$612,695
438450-1	ATMS - ARTERIAL TRAFFIC MGMT	DALE MABRY HWY ATMS FR W LAMBRIGHT ST/PINE CREST MANOR TO VAN DYKE RD	$0	$0	$0	$0	$0	$0	$0	$119	$172,786	$2,949,507	$51,313	$0	$0	$0	$0	$3,173,725
440733-1	ADD RIGHT TURN LANE(S)	SR 39/ALEXANDER ST AT JL REDMAN PKWY	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,000	$557,396	$0	$558,396
440338-2	SIDEWALK	SR 39/ALEXANDER ST FROM W OF SR 39/REDMAN PKWY TO I-4/SR 400	$0	$0	$0	$0	$0	$0	$0	$0	$0	$37,490	$1,999,916	$0	$0	$0	$0	$2,037,406
437642-1	TRAFFIC OPS IMPROVEMENT	SR 39/COLLINS STREET FROM LAURA ST TO ALABAMA ST	$0	$0	$0	$0	$0	$0	$0	$0	$700,000	$0	$0	$0	$0	$0	$0	$700,000
425503-2	INTERCHANGE IMPROVEMENT	SR 566/THONOTOSASSA FROM S OF TOWNSGATE CT TO N OF I-4	$0	$0	$0	$0	$0	$11,823	$2,189,250	$100,339	$5,421	$0	$578	$0	$0	$0	$0	$2,307,411
437646-1	ADD TURN LANE(S)	SR 573/S DALE MABRY HWY FROM PINEWOOD ST TO GANDY BLVD	$0	$0	$0	$0	$0	$0	$0	$0	$0	$4,664	$623,195	$0	$978,975	$0	$0	$1,606,834
429059-2	ADD RIGHT TURN LANE(S)	SR 574 (E MLK BLVD) AT SR 583 (N 50TH ST)	$0	$0	$0	$0	$0	$0	$0	$105,526	$2,316	$4,420	$276,967	$0	$0	$0	$0	$389,229
430685-1	ADD LEFT TURN LANE(S)	SR 574 (MLK BLVD) AT GALLAGHER ROAD	$0	$0	$1,241	$7,511	$321,491	$111,727	$1,526,666	$543,716	$14,505	$248	$593	$0	$0	$0	$0	$2,527,698
255893-3	ADD LANES & RECONSTRUCT	SR 574 (MLK BLVD) FROM E OF PARSONS AVE TO E OF KINGSWAY RD	$4,870	$10,353	$10,877	$580,273	$2,447,321	$10,204,136	$3,022,042	$4,840,804	$535,752	$632,940	$671	$0	$0	$0	$0	$22,290,039
255893-4	ADD LANES & RECONSTRUCT	SR 574 (MLK BLVD) FROM EAST OF KINGSWAY RD TO E OF MCINTOSH RD	$0	$0	$909	$47,542	$3,070,517	$56,544	$427,584	$2,734,314	$2,985,358	$5,453,199	$18,953,909	$0	$0	$0	$24,950,007	$58,679,883
435911-1	PD&E/EMO STUDY	SR 574 PD&E RE-EVAL FROM N 40TH ST TO I-4	$0	$0	$0	$0	$0	$0	$0	$286	$1,486	$97	$1,128	$0	$0	$0	$0	$2,997
435911-2	URBAN CORRIDOR IMPROVEMENTS	SR 574/W DR MLK JR BLVD FROM N 40TH ST TO I-4	$0	$0	$0	$0	$0	$0	$0	$70,651	$1,024,409	$7,408	$7,066	$0	$0	$0	$0	$1,109,534
443445-3	ITS COMMUNICATION SYSTEM	SR 574/W MLK BLVD FROM WEST OF DALE MABRY HWY TO EAST OF I-275	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,996,192	$2,996,192
434736-2	SIDEWALK	SR 574/W REYNOLDS ST FROM E OF TURKEY CREEK RD TO N ALEXANDER ST	$0	$0	$0	$0	$0	$0	$0	$0	$63,586	$248,114	$2,113	$132,500	$0	$844,080	$0	$1,290,393
435908-1	PD&E/EMO STUDY	SR 580 / BUSCH BLVD STUDY FROM N DALE MABRY HWY TO N NEBRASKA AVE	$0	$0	$0	$0	$0	$0	$0	$1,901	$452,523	$49,527	$1,231	$0	$0	$0	$0	$505,182
437641-1	ADD TURN LANE(S)	SR 580/HILLSBOROUGH AVE FROM MEMORIAL HWY/SHELDON RD TO HIMES AVE	$0	$0	$0	$0	$0	$0	$0	$0	$9,549	$855,546	$58,538	$1,743,659	$0	$0	$0	$2,667,292
435908-2	URBAN CORRIDOR IMPROVEMENTS	SR 580/W BUSCH BLVD FROM N DALE MABRY HWY TO N NEBRASKA	$0	$0	$0	$0	$0	$0	$0	$5,770	$1,044,839	$8,559	$7,261	$0	$0	$0	$0	$1,066,429
436244-1	TRAFFIC SIGNAL UPDATE	SR 582/FOWLER AVE AT RAINTREE BLVD, GILLETTE AVE, N RIVERHILL DR	$0	$0	$0	$0	$0	$0	$892	$72,058	$142,121	$54,858	$4,185	$0	$0	$0	$2,235,168	$2,509,282
439460-1	TRAFFIC SIGNAL UPDATE	SR 583 (56TH STREET) AT WHITEWAY DRIVE	$0	$0	$0	$0	$0	$0	$0	$0	$3,861	$207,912	$1,148	$0	$829,687	$0	$0	$1,042,608
418685-1	URBAN CORRIDOR IMPROVEMENTS	SR 585(21ST/22ND ST) FROM SR 60 (ADAMO DRIVE) TO SR 600 (HILLSBOROUGH)	$0	$0	$164,636	$1,914,432	$19,565	$7,302,467	$382,435	$649,182	$480,272	$204,040	$3,129	$0	$0	$0	$0	$11,120,158
420933-2	ADD LANES & RECONSTRUCT	SR 597 (N DALE MABRY) FROM VAN DYKE RD TO COUNTY LINE ROAD	$0	$0	$0	$0	$0	$0	$0	$1,461	$538,289	$25,645	$34,684	$0	$0	$0	$0	$600,079
405525-2	ADD LANES & RECONSTRUCT	SR 60 (ADAMO DR) FROM E OF US 301 TO W OF FALKENBURG RD	$6,084	$0	$864	$1,081,028	$124,090	$305,171	$68,513	$118,979	$21,793,878	$1,078,505	$1,429,811	$0	$0	$0	$0	$26,006,923
416856-1	TRAFFIC SIGNAL UPDATE	SR 60 (KENNEDY BLVD) FROM W OF ARMENIA AVE TO E OF BREVARD AVE	$0	$0	$0	$0	$0	$10,018	$1,005,421	$122,041	$38,388	$86,746	$2,383,083	$0	$0	$0	$0	$3,645,697
255844-1	ADD LANES & RECONSTRUCT	SR 60 (MEMORIAL HWY) FROM CYPRESS ST TO N OF COURTNEY CAMPBELL	$13,651,459	$16,684,268	$1,565,904	$672	$1,024	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$31,903,327
438542-1	PURCHASE VEHICLES/EQUIPMENT	SR 60 FR KINGS AVE TO RIDGEWOOD AVE	$0	$0	$0	$0	$0	$0	$0	$0	$105,730	$159	$7,621	$0	$0	$0	$0	$113,510
435750-2	ADD LANES & RECONSTRUCT	SR 60 FROM E OF DOVER RD TO E OF SR 39	$0	$0	$0	$0	$0	$29,036	$6,223,318	$41,213	$34,718	$8,990	$59,143	$0	$0	$0	$0	$6,396,418
435750-1	ADD LANES & RECONSTRUCT	SR 60 FROM VALRICO RD TO E OF DOVER RD	$0	$0	$0	$0	$0	$29,265	$3,718,084	$164,957	$38,700	$2,634,290	$91,296	$0	$0	$9,246,500	$0	$15,923,092
430055-1	PD&E/EMO STUDY	SR 60 FROM VALRICO RD TO POLK COUNTY LINE RD	$0	$0	$661	$1,057,402	$24,458	$18,599	$19,773	$8,881	$3,296	$1,824	$87	$0	$0	$0	$0	$1,134,981
434738-2	SIDEWALK	SR 60/ ADAMO DR FROM I-75 NB OFF RAMP TO W OF BRANDON TOWN CENTER DR	$0	$0	$0	$0	$0	$0	$0	$366	$0	$482,215	$10,913	$0	$0	$0	$0	$493,494
436041-1	ADD TURN LANE(S)	SR 60/BRANDON BLVD FROM BRANDON TOWN CTR TO GORNTO LAKE RD	$0	$0	$0	$0	$0	$0	$0	$509	$680,660	$9,702	$68,540	$0	$1,266,135	$0	$0	$2,025,546
439206-1	NEW BRIDGE CONSTRUCTION	SR 60/COURTNEY CAMPBELL CAUSEWAY AT WEST OF BEN T DAVIS BEACH	$0	$0	$0	$0	$0	$0	$0	$46,234	$91,641	$14,154,878	$704,010	$106,500	$55,000	$55,000	$55,000	$15,268,263
441110-1	TRAFFIC SIGNAL UPDATE	SR 60/KENNEDY BLVD AT WESTSHORE	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$312,959	$312,959
443445-2	ITS COMMUNICATION SYSTEM	SR 60/KENNEDY BLVD FROM WEST OF MEMORIAL HWY TO EAST OF ASHLEY DR	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$298,592	$0	$298,592
437644-1	ADD TURN LANE(S)	SR 60/KENNEDY BLVD FROM WESTSHORE BLVD TO HENDERSON BLVD	$0	$0	$0	$0	$0	$0	$0	$0	$148	$355,746	$497,213	$0	$1,080,971	$0	$0	$1,934,078
437644-2	URBAN CORRIDOR IMPROVEMENTS	SR 60/KENNEDY BLVD FROM WESTSHORE BLVD TO WOODLYNNE AVE	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,665	$709,829	$0	$1,219,913	$0	$0	$1,931,407
443969-1	INTERSECTION IMPROVEMENT	SR 60/W BRANDON BLVD FROM LAKEWOOD DR TO MOUNT CARMEL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$3,083,526	$0	$3,083,526
255822-1	PD&E/EMO STUDY	SR 600 (GANDY BLVD) FROM E END OF BRIDGE TO DALE MABRY HWY	$0	$455	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$455
443583-1	TRAFFIC SIGNALS	SR 685/USB 41/FLORIDA AVE @ W WILDER AVE	$0	$0	$0	$0	$0	$0	$0	$0	$0	$3,732	$382,766	$0	$0	$0	$0	$386,498
440253-2	URBAN CORRIDOR IMPROVEMENTS	SR597/DALE MABRY N FROM N OF S VILLAGE DR/W FLETCHER TO S OF VAN DYKE.	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$276,171	$0	$276,171
405920-4	TRAFFIC SIGNALS	TRAFFIC SIGNAL MAINTENANCE AND OPERATION FOR LOCAL GOVERNMENT	$720,191	$750,585	$774,406	$796,834	$823,027	$849,635	$876,995	$1,583,840	$2,391,448	$2,253,241	$2,625,538	$0	$0	$0	$0	$14,445,740
415489-3	ADD LANES & RECONSTRUCT	US 301 (SR 43) FM SR 674/SUNCITY CTR BL TO CR 672/BALM ROAD	$0	$0	$603,229	$0	$7,868	$61,559	$10,619	$40,401,107	$537,020	$1,197,058	$204,155	$0	$0	$0	$0	$43,022,615
415489-1	ADD LANES & RECONSTRUCT	US 301 (SR 43) FROM S OF SUN CITY CENTER TO N OF GIBSONTON DR	$6,487,341	$24,671	$5,466	$104,503	$10,122	$518,490	$261,883	$3,418,830	$18,396	$17,887	$2,741	$0	$0	$0	$0	$10,870,330
255796-1	PD&E/EMO STUDY	US 301 FROM FOWLER AVE TO FUTURE SR 56	$0	$0	$0	$0	$0	$0	$2,015,409	$5,014	$14,685	$11,361	$1,906	$0	$0	$0	$0	$2,048,375
255796-2	ADD LANES & RECONSTRUCT	US 301 FROM N OF TOM FOLSOM RD TO HILLSBOROUGH/PASCO CO LINE	$0	$0	$0	$0	$0	$0	$22,085	$3,744	$278,797	$18,544	$1,053,085	$75,000	$0	$0	$1,914,352	$3,365,607
430050-1	PD&E/EMO STUDY	US 301 FROM SR 60 TO I-4	$0	$0	$0	$0	$719,518	$10,918	$17,246	$11,737	$4,276	$2,154	$2,877	$0	$0	$0	$0	$768,726
436243-1	TRAFFIC SIGNAL UPDATE	US 301/SR 43 AT RIVERVIEW DRIVE	$0	$0	$0	$0	$0	$0	$2,406	$53,148	$215,305	$12,989	$9,094	$661,954	$0	$0	$0	$954,896
434848-2	TRAFFIC SIGNAL UPDATE	US 41 AT GIBSONTON DRIVE	$0	$0	$0	$0	$0	$0	$0	$0	$1,115	$184,097	$146,040	$0	$422,755	$0	$0	$754,007
430056-1	PD&E/EMO STUDY	US 41 FROM KRACKER AVE TO S OF CAUSEWAY BLVD	$0	$0	$13,078	$0	$916,887	$8,781	$47,243	$9,576	$3,136	$883	$2,205	$0	$0	$0	$0	$1,001,789
435918-2	PRELIMINARY ENGINEERING	US 41 FROM MANATEE COUNTY LINE TO SR 674	$0	$0	$0	$0	$0	$0	$4,524	$0	$0	$0	$0	$0	$0	$0	$0	$4,524
430056-2	ADD LANES & RECONSTRUCT	US 41 FROM S OF PENDOLA POINT/MADISON AVE TO S OF CAUSEWAY BLVD	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,000	$1,463,199	$1,464,199
435918-1	PD&E/EMO STUDY	US 41 PD&E STUDY FROM MANATEE CO LINE TO 12TH STREET NE	$0	$0	$0	$4,669	$0	$0	$0	$1,510,410	$8,931	$4,194	$2,764	$0	$0	$0	$0	$1,530,968
433045-1	INTERSECTION IMPROVEMENT	US 41 SOUTHBOUND AT PEMBROKE RD WESTBOUND	$0	$0	$0	$117	$12,916	$559,639	$4,134	$0	$0	$39	$1,578	$0	$0	$0	$0	$578,423
439038-1	SIDEWALK	US 41/SR 45/50TH ST FROM DENVER ST TO N OF S 30TH AVE	$0	$0	$0	$0	$0	$179	$204	$74,102	$399,663	$1,128,294	$82,611	$0	$0	$0	$0	$1,685,053
437535-1	TRAFFIC SIGNAL UPDATE	US 41/SR 45/NEBRASKA AVE AT E TWIGGS ST	$0	$0	$0	$0	$0	$0	$0	$0	$335	$218,741	$813	$0	$355,808	$0	$0	$575,697
443492-1	URBAN CORRIDOR IMPROVEMENTS	US 41/SR 45/NEBRASKA AVE FROM KENNEDY BLVD TO BUSCH BLVD	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$724,783	$0	$724,783
440749-1	NEW BRIDGE CONSTRUCTION	US 41/SR 45/S 50TH ST @ CSX GRADE SEPARATION SOUTH OF CAUSEWAY BLVD	$0	$0	$0	$0	$0	$0	$0	$0	$118,298	$1,636,698	$1,475,818	$15,177,859	$18,500,000	$33,501,000	$0	$70,409,673
440511-3	URBAN CORRIDOR IMPROVEMENTS	US 41B/N FLORIDA AVE/N HIGHLAND AVE FROM MLK BLVD TO S OF WATERS	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$453,241	$0	$453,241
440511-2	URBAN CORRIDOR IMPROVEMENTS	US 41B/N TAMPA ST & N FLORIDA AVE FROM E TYLER TO MLK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$163,454	$495,916	$0	$0	$0	$659,370
255709-2	ADD LANES & RECONSTRUCT	US 92 (SR 600) FROM KINGSWAY RD TO MCINTOSH RD	$0	$0	$0	$0	$0	$0	$8,582	$238	$0	$0	$761	$0	$0	$0	$0	$9,581
255710-2	ADD LANES & RECONSTRUCT	US 92 (SR 600) FROM MCINTOSH RD TO SR 566 (THONOTOSASSA)	$0	$0	$0	$0	$0	$0	$9,252	$238	$0	$0	$0	$0	$0	$0	$0	$9,490
435749-1	PD&E/EMO STUDY	US 92 FROM I-4 TO COUNTY LINE	$0	$0	$0	$0	$0	$0	$1,269,957	$9,967	$32,908	$6,060	$671	$0	$0	$0	$0	$1,319,563
430054-1	PD&E/EMO STUDY	US 92/HILLSBOROUGH FROM 50TH ST TO I-4	$0	$0	$11,893	$15,705	$10,242	$284	$0	$0	$0	$0	$0	$0	$0	$0	$0	$38,124
437641-2	URBAN CORRIDOR IMPROVEMENTS	US 92/SR 580/HILLS.AVE FROM TOWN AND COUNTRY BLVD TO HIMES AVE	$0	$0	$0	$0	$0	$0	$0	$0	$0	$443,717	$317	$1,172,003	$0	$0	$0	$1,616,037
436242-1	TRAFFIC SIGNAL UPDATE	US 92/SR 600 AT INTERBAY BLVD	$0	$0	$0	$0	$0	$0	$5,147	$12,174	$0	$0	$0	$0	$0	$0	$0	$17,321
438998-1	ADD LANES & RECONSTRUCT	US 92/SR 600/E BAKER ST FROM MARYLAND AVE TO COUNTY LINE ROAD	$0	$0	$0	$0	$0	$0	$0	$402,532	$11,231	$1,521	$3,663	$0	$0	$0	$0	$418,947
432584-3	TRAFFIC SIGNAL UPDATE	US 92/SR 600/HILLSBOROUGH AVE AT NEBRASKA AVE AND 34TH ST	$0	$0	$0	$0	$0	$0	$616	$169,445	$11,854	$5,217	$818,283	$0	$0	$0	$0	$1,005,415
436245-1	TRAFFIC SIGNAL UPDATE	US 92/SR 600/SR 573/S DALE MABRY AT EL PRADO BLVD AND INTERBAY BLVD	$0	$0	$0	$0	$0	$0	$817	$46,223	$124,479	$152,321	$2,739	$20,000	$0	$0	$1,889,154	$2,235,733
436714-1	TRAFFIC SIGNALS	US 92/SR 600/W GANDY BLVD AT WESTSHORE BLVD	$0	$0	$0	$0	$0	$0	$0	$36,280	$0	$0	$0	$0	$0	$0	$0	$36,280
438997-1	ADD LANES & RECONSTRUCT	US 92/SR600 FROM GARDEN LN/EUREKA SPRINGS RD TO E OF MANGO ROAD	$0	$0	$0	$0	$0	$0	$0	$320,683	$17,729	$0	$0	$0	$0	$0	$0	$338,412
435956-1	TRAFFIC SIGNALS	US41/92/SR600/E HILLSBOROUGH AVE AT E GATE PLAZA/MERIDIAN POINTE APTS	$0	$0	$0	$0	$0	$0	$255,832	$96	$195	$0	$642	$0	$0	$0	$0	$256,765
435748-2	PRELIMINARY ENGINEERING	US92/SR580/HILLSBOROUGH AVE FROM MEMORIAL HIGHWAY TO I-275	$0	$0	$0	$0	$0	$0	$149	$0	$0	$0	$0	$0	$0	$0	$0	$149

Table C-14 (Continued)
Hillsborough County FDOT Work Program

Item	Work Mix Description	Item Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Total
435748-1	PD&E/EMO STUDY	US92/SR580/HILLSBOROUGH CORRIDOR EVALUATION FM MEMORIAL HWY TO I-275	$0	$0	$0	$0	$0	$0	$1,000,000	$2,769	$0	$49	$18,180	$0	$0	$0	$0	$1,020,998
427171-2	TRAFFIC SIGNAL UPDATE	USB 41 (SR 45/SR 60) FM W OF 19TH ST TO E OF 19TH ST	$0	$0	$0	$0	$2,952	$95,545	$120,491	$1,035,182	$365,298	$463	$543	$0	$0	$0	$0	$1,620,474
441311-1	ATMS - ARTERIAL TRAFFIC MGMT	USB 41/SR 685/FLORIDA AVE (ONE-WAY NB)AND SR 45/NEBRASKA AVE	$0	$0	$0	$0	$0	$0	$0	$0	$499,000	$0	$0	$0	$0	$0	$0	$499,000
434729-2	PRELIMINARY ENGINEERING	USB 41/SR 685/N FLORIDA AT HILLSBOROUGH RIVER BRIDGE	$0	$0	$0	$0	$0	$0	$0	$40	$3,864	$104,203	$3,954	$0	$0	$0	$0	$112,061
436530-1	TRAFFIC SIGNAL UPDATE	USB 41/SR 685/N FLORIDA AVE FR S OF E BIRD ST TO N OF W WATERS AVE	$0	$0	$0	$0	$0	$167	$5,443	$64,128	$174,651	$1,565,748	$15,862	$0	$0	$0	$0	$1,825,999
442552-1	ADD LANES & RECONSTRUCT	VETERAN'S EXPRESSWAY-SR60 OPERATIONAL IMPROVEMENT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$12,797	$829	$0	$0	$0	$0	$13,626
255893-5	ADD TURN LANE(S)	SR 574 (MLK BLVD) @ I-75 (SR 93A)	$1,858,292	$99,613	$1,002	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,958,907
421480-2	SIDEWALK	SR 574 (MLK BLVD) FROM E OF HIMES AVE TO 350' W OF BURDINES DR	$117,432	$30,659	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$148,091
255893-2	ADD LANES & RECONSTRUCT	SR 574 (MLK BLVD) FROM W OF HIGHVIEW RD TO E OF PARSONS AVE	$1,126,902	$1,438,742	$205,483	$7,078,595	$440,017	$520,104	$23,043	$101,585	$38,562	$923	$1,360	$0	$0	$0	$0	$10,975,316
416114-1	SIDEWALK	SR 580 (HILLS AVE) FROM BEAUMONT CTR BLVD TO HOOVER BLVD	$274,733	$34,474	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$309,207
426160-1	BIKE LANE/SIDEWALK	SR 580 (HILLS AVE) FROM TOWN & COUNTRY BLVD TO AMBASSADOR DR	$0	$221,338	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$221,338
420627-1	SIDEWALK	SR 583/56TH ST FROM HILLSBOROUGH RIVER TO TEMPLE HEIGHTS RD	$3,442,227	$0	$8,013	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$3,450,240
416746-1	SIDEWALK	SR 585 (22ND ST) FROM 23RD AVE E TO LAKE AVE E	$0	$0	$624	$593,042	$292,485	$25	$0	$0	$0	$0	$0	$0	$0	$0	$0	$886,176
415234-4	SIDEWALK	SR 597 (DALE MABRY) FM N CARROLLWOOD SPRINGS TO S OF NORTHDALE BLVD	$0	$0	$467,997	$34,624	$1,101	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$503,722
426161-1	SIDEWALK	SR 597 (DALE MABRY) FM W FLETCHER/S VILLAGE TO CAROLL SPRINGS/ZAMBITO	$0	$25,438	$884,532	$1,412	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$911,382
416816-1	TRAFFIC SIGNAL UPDATE	SR 597 (DALE MABRY) FROM HUMPHREY ST TO VAN DYKE RD	$3,195	$0	$10,745	$772,347	$28,033	$11	$0	$0	$0	$0	$0	$0	$0	$0	$0	$814,331
415234-9	SIDEWALK	SR 597 (DALE MABRY) FROM N LAKEVIEW DRIVE TO SOUTH OF VAN DYKE RD	$0	$0	$13,038	$296,409	$432,051	$30,456	$45,261	$0	$0	$0	$0	$0	$0	$0	$0	$817,215
415234-5	SIDEWALK	SR 597 (DALE MABRY) FROM NORTHDALE BLVD TO NORTHGREEN AVE	$0	$0	$259,612	$8,249	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$267,861
415234-7	SIDEWALK	SR 597 (DALE MABRY) FROM NORTHGREEN AVE TO N LAKEVIEW DR	$68,177	$0	$252,249	$381	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$320,807
428218-1	SIDEWALK	SR 60 FROM BRANDON TOWN CENTER TO GORNTO LAKE RD	$61	$1,075	$134,917	$23,316	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$159,369
255769-1	TRAFFIC SIGNALS	SR 600 (HILLS AVE) WEST OF 22ND ST .05 MILES W OF 22ND ST	$280,690	$6,132	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$286,822
255599-1	ADD LANES & RECONSTRUCT	SR 676 (CAUSEWAY BL) FROM 1/4 MI W OF US 41 TO 1/4 E OF US 301	$3,318,086	$3,939,330	$951,357	$212,319	$208	$658	$10,563	$581	$40,740	$34,633	$1,302,873	$0	$0	$0	$0	$9,811,348
255585-1	NEW ROAD CONSTRUCTION	SR/CR 39 ALEXANDER FROM N OF I-4 (SR 400) TO N OF KNIGHTS GRIFFIN	$850,134	$332,990	$17,535,504	$88,989	$159,163	$376,218	$126,589	$0	$0	$0	$0	$0	$0	$0	$0	$19,469,587
255888-1	ADD LANES & RECONSTRUCT	US 301 (SR 41) FROM S OF SLIGH AVE TO S OF TPA BYPASS CANAL	$5,922	$23	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$5,945
255793-1	ADD LANES & RECONSTRUCT	US 301 (SR 41) FROM S OF TPA BYPASS CNL TO N OF FOWLER AVE	$1,695,326	$56,212	$383,417	$994,689	$24,473,264	$234,633	$979,984	$933,712	$8,454	$0	$1,452,508	$0	$0	$0	$0	$31,212,199
415489-2	ADD LANES & RECONSTRUCT	US 301 (SR 43) FROM S OF BALM RD TO N OF GIBSONTON DR	$279,827	$5,366,777	$391,951	$335,013	$67,811	$27,002	$0	$0	$0	$0	$0	$0	$0	$0	$0	$6,468,381
427454-2	ADD AUXILIARY LANE(S)	US 301 (SR 43) NB FROM N OF BLOOMINGDALE AV TO NB I-75 ON RAMP	$0	$0	$34,460	$236,065	$60,599	$23,161	$818	$0	$0	$0	$0	$0	$0	$0	$0	$355,103
255512-1	ADD LANES & RECONSTRUCT	US 41 (SR 45) S OF APEX FLA/NEB SUNSET LANE	$0	$0	$0	$0	$0	$0	$338	$0	$0	$0	$0	$0	$0	$0	$0	$338
433046-1	INTERSECTION IMPROVEMENT	US 41 NORTHBOUND AT HARTFORD ST (WB)	$0	$0	$0	$117	$75,958	$27,045	$344	$0	$0	$0	$0	$0	$0	$0	$0	$103,464
433047-1	INTERSECTION IMPROVEMENT	US 41 NORTHBOUND AT RALEIGH (WESTBOUND)	$0	$0	$0	$117	$69,632	$12,349	$25	$0	$0	$0	$0	$0	$0	$0	$0	$82,123
433049-1	INTERSECTION IMPROVEMENT	US 41 NORTHBOUND AT S 34TH AVE (WESTBOUND)	$0	$0	$0	$0	$68,196	$9,774	$168	$0	$0	$0	$0	$0	$0	$0	$0	$78,138
433048-1	INTERSECTION IMPROVEMENT	US 41 NORTHBOUND AT TOWAWAY AVE (WB)	$0	$0	$0	$352	$68,525	$13,962	$25	$0	$0	$0	$0	$0	$0	$0	$0	$82,864
255842-1	INTERSECTION IMPROVEMENT	US 92 (SR 600) AT BAY TO BAY BLVD	$22,606	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$22,606
427484-1	ADD LEFT TURN LANE(S)	US 92 (SR 600) DALE MABRY HIGHWAY AT WATROUS AVE	$0	$0	$435,687	$18,027	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$453,714
424450-1	INTERSECTION IMPROVEMENT	US92/SR600/DALEMABRY FROM GOLD TRIANGLE ST TO N OF COLUMBUS	$24,232	$128,121	$155,171	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$307,524
437648-1	TRAFFIC OPS IMPROVEMENT	34TH ST N FROM COLUMBUS DR TO US 92/E HILLSBOROUGH AVE	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,130,237	$2,675,874	$0	$0	$0	$0	$3,806,111
437246-1	BIKE LANE/SIDEWALK	46TH STREET FROM SR 580 (BUSCH BLVD) TO SR 582 (FOWLER AVE)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$77,151	$849	$313,393	$0	$0	$0	$391,393
438752-1	NEW ROAD CONSTRUCTION	APOLLO BEACH EXTENSION FROM US 41 TO PASEO AL MAR BOULEVARD	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$750,000	$5,000,000	$0	$0	$5,750,000
437044-1	ADD TURN LANE(S)	ARMENIA AVENUE AT BUSCH BOULEVARD	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,271,941	$0	$0	$0	$0	$1,271,941
413092-1	BIKE LANE/SIDEWALK	BAYSHORE BLVD FROM BAY TO BAY BLVD TO PLATT ST	$0	$2,086,800	$0	$73	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,086,873
432715-1	BIKE LANE/SIDEWALK	BOUGAINVILLEA AVE FROM 30TH STREET TO 46TH STREET	$0	$0	$0	$0	$0	$155	$94	$532,576	$8,947	$368	$0	$0	$0	$0	$0	$542,140
415004-1	SIDEWALK	CHARLIE GRIFFIN RD FROM JL REDMAN PKWAY TO PK SPRINGS APTS. ENTR.	$43,037	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$43,037
424213-4	ATMS - ARTERIAL TRAFFIC MGMT	CITY OF TAMPA ATMS 122 SIGNALS- PHASE 3	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$14,460,019	$0	$0	$0	$14,460,019
424213-3	ATMS - ARTERIAL TRAFFIC MGMT	CITY OF TAMPA DOWNTOWN TAMPA ATMS 176 SIGNALS - PHASE 2	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$14,661,318	$0	$0	$0	$14,661,318
424213-6	ATMS - ARTERIAL TRAFFIC MGMT	CITY OF TAMPA USF AREA/BUSCH BLVD ATMS 104 SIGNALS - PHASE 4	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$13,080,789	$0	$0	$0	$13,080,789
443711-2	TRAFFIC SIGNALS	CLEVELAND STREET AT ROME AVENUE	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$503,561	$0	$503,561
441502-1	URBAN CORRIDOR IMPROVEMENTS	COLLINS STREET FROM LAURA ST. TO ALABAMA ST.	$0	$0	$0	$0	$0	$0	$0	$0	$0	$750,000	$0	$0	$0	$0	$0	$750,000
429171-1	ATMS - ARTERIAL TRAFFIC MGMT	COUNTYWIDE ATMS/ITS	$0	$0	$571,170	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$571,170
257862-3	ADD LANES & RECONSTRUCT	CR 580/SAM ALLEN RD FM W OF SR39/BUCHMAN HWY TO E OF PARK RD	$0	$0	$2,662	$2,746,590	$42,148	$44,283	$558,797	$766,709	$488,647	$26,938,204	$1,446,005	$0	$0	$0	$0	$33,034,045
405492-8	NEW ROAD CONSTRUCTION	CR 581 (BB DOWNS BL) FROM COMMERCE PALMS DR TO DONA MICHELLE DR	$0	$0	$2,777,712	$26,729	$68,202	$107,471	$31,139	$422,304	$218,066	$0	$0	$0	$0	$0	$0	$3,651,623
405492-2	ADD LANES & RECONSTRUCT	CR 581 (BB DOWNS BL) FROM PALM SPRINGS DR TO PEBBLE CREEK DR	$19,251,173	$4,000,000	$3,062,630	$425	$86	$75	$0	$0	$0	$0	$0	$0	$0	$0	$0	$26,314,389
405492-4	ADD LANES & RECONSTRUCT	CR 581 (BB DOWNS BL) FROM PEBBLE CREEK DR TO COUNTY LINE RD	$0	$0	$0	$0	$0	$0	$5,000,141	$61	$526	$411	$131	$0	$0	$0	$0	$5,001,270
405492-5	ADD LANES & RECONSTRUCT	CR 581 (BB DOWNS BL) FROM S OF BEARSS AVE TO S OF PALM SPRINGS BLVD	$0	$0	$0	$3,542,881	$0	$25,447,201	$213,120	$18,210	$26,311	$14,051	$4,336	$0	$0	$0	$0	$29,266,110
257809-2	ADD LANES & RECONSTRUCT	CR 585A (40TH ST) FROM DIANA ST TO HANLON ST	$3,396,082	$0	$2,704,760	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$6,100,842
257809-3	ADD LANES & RECONSTRUCT	CR 585A (40TH ST) FROM HANLON ST TO N OF YUKON	$4,900,012	$0	$1,637,842	$311	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$6,538,165
257809-1	ADD LANES & RECONSTRUCT	CR 585A (40TH ST) FROM HILLSBOROUGH AVE TO DIANA ST	$2,022,582	$1,391,672	$0	$2,636,951	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$6,051,205
437002-1	ADD LANES & RECONSTRUCT	CR 676A/MADISON AVE FROM E OF US 41 TO E OF 78TH ST	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$3,500,000	$0	$0	$0	$3,500,000
420625-1	ADD LANES & RECONSTRUCT	CROSS CREEK BLVD FROM W CORY LAKE BLVD TO MORRIS BRIDGE RD	$0	$0	$474,957	$0	$0	$896,922	$1,788	$247	$0	$0	$0	$0	$0	$0	$0	$1,373,914
437242-1	SIDEWALK	CYPRESS CREEK ELEM FROM E OF SALIDA DEL SOL DR TO E OF BETH SHIELDS WY	$0	$0	$0	$0	$0	$0	$0	$0	$77	$351,252	$12,597	$0	$0	$0	$0	$363,926
257805-3	SIDEWALK	DOWNTOWN RIVERWALK AT PLATT ST BRIDGE	$0	$860,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$860,000
436639-1	BIKE LANE/SIDEWALK	E COLUMBUS DR FROM N NEBRASKA AVE (SR45) TO 14TH ST	$0	$0	$0	$0	$0	$0	$0	$0	$0	$99,020	$980	$306,009	$0	$0	$0	$406,009
443516-1	SIDEWALK	EL PRADO SIDEWALK FROM S OMAR AVE TO S LOIS AVE	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$564,442	$564,442
433926-1	INTERSECTION IMPROVEMENT	FALKENBURG ROAD AT LEROY AVE/REEVES RD INTERSECTION IMPROVEMENT	$0	$0	$0	$0	$0	$585,445	$2,292	$182	$365	$10	$1,183	$0	$0	$0	$0	$589,477
436640-1	BIKE LANE/SIDEWALK	FLORIBRASKA AVE FROM N TAMPA ST TO 9TH ST	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$674,634	$0	$0	$674,634
442426-1	URBAN CORRIDOR IMPROVEMENTS	GEORGE ROAD FROM DANA SHORES DR TO TOWN N COUNTRY GREENWAY	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,001,000	$1,001,000
439772-1	TRAFFIC SIGNALS	GIBSONTON DR AT FERN HILL DR	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$871,738	$0	$871,738
437650-1	ADD TURN LANE(S)	GIBSONTON DR EB FROM NB ON RAMP TO I-75	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,000	$745,582	$0	$746,582
441338-2	BIKE LANE/SIDEWALK	GREEN ARTERY SEG E - N BOULEVARD FROM SLIGH AVE TO E BIRD ST	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$277,596	$0	$0	$0	$277,596
436012-1	INTERSECTION IMPROVEMENT	GUNN HIGHWAY AT LINEBAUGH AVE	$0	$0	$0	$0	$0	$0	$1,652,216	$4,896	$2,568	$0	$0	$0	$0	$0	$0	$1,659,680
433436-1	INTERSECTION IMPROVEMENT	HARNEY ROAD AT 78TH ST/STEAMBOAT LANE	$0	$0	$0	$0	$0	$800,000	$355,888	$485	$518	$0	$0	$0	$0	$0	$0	$1,156,891
437647-1	TRAFFIC OPS IMPROVEMENT	HIMES AVE FROM SR 60/KENNEDY BLVD TO COLUMBUS DR	$0	$0	$0	$0	$0	$0	$0	$198,120	$3,804	$1,820,209	$4,017	$0	$0	$0	$0	$2,026,150
436013-2	BIKE LANE/SIDEWALK	HYDE PARK AVE (SB-ONE WAY PAIR) FROM PLATT ST TO SR 60/KENNEDY BLVD	$0	$0	$0	$0	$0	$0	$0	$277,826	$4,154	$536	$825	$0	$0	$0	$0	$283,341

Table C-14 (Continued)
Hillsborough County FDOT Work Program

Item	Work Mix Description	Item Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Total
413128-1	SIDEWALK	LITTLE RD FROM BLOOMINGDALE AVE TO DURANT RD	$60,459	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$60,459
436713-1	SIDEWALK	LUTZ LAKE FERN RD TRAIL CON FM STILL WOOD DR TO UPPER TAMPA BAY TRAIL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$12,750	$1,000	$110,053	$0	$0	$0	$123,803
433071-2	ADD TURN LANE(S)	N 62ND STREET FROM CSX INTRMD ENTRANCE TO NORTH OF E COLUMBUS DRIVE	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$3,678,900	$0	$3,145,295	$0	$6,824,195
433071-1	ADD LANES & REHABILITATE PVMNT	N 62ND STREET FROM CSX INTRMD ENTRANCE TO NORTH OF E COLUMBUS DRIVE.	$0	$0	$0	$0	$0	$769,066	$3,395	$2,145	$730,875	$10,839	$76,664	$0	$0	$0	$0	$1,592,984
440511-4	URBAN CORRIDOR IMPROVEMENTS	N HIGHLAND AVE FROM WEST VIOLET STREET TO SR 574/HILLSBOROUGH AVENUE	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$215,538	$0	$215,538
441801-1	ADD LANES & REHABILITATE PVMNT	NORTH O'BRIEN STREET FROM LAUREL ST TO W SPRUCE ST (SR 616)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$962,572	$0	$0	$0	$0	$962,572
437248-1	SIDEWALK	OLD BIG BEND RD FROM E OF COVINGTON GARDEN DR TO E OF EAST BAY HS	$0	$0	$0	$0	$0	$0	$0	$0	$532	$217,080	$12,536	$0	$0	$0	$0	$230,148
432716-1	BIKE LANE/SIDEWALK	PALM AVENUE FROM NORTH BOULEVARD TO NEBRASKA AVENUE	$0	$0	$0	$0	$0	$135	$550,232	$160,208	$1,931	$80	$1,480	$0	$0	$0	$0	$714,066
257862-2	ADD LANES & REHABILITATE PVMNT	PARK RD FROM I-4 (SR 400) TO SAM ALLEN RD	$59,863	$2,348,824	$561,730	$321,193	$947	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$3,292,557
440734-1	ADD LEFT TURN LANE(S)	PARK RD INTERSECTION AT CORONET RD AND E ALSOBROOK ST	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,000	$544,043	$0	$545,043
436013-1	BIKE LANE/SIDEWALK	PLANT AVE (NB-ONE WAY PAIR) FROM W PLATT ST TO SR 60/KENNEDY BLVD	$0	$0	$0	$0	$0	$0	$0	$341,654	$3,577	$314	$0	$0	$0	$0	$0	$345,545
435360-1	NEW ROAD CONSTRUCTION	PORTWIDE ACCESS IMPROVEMENTS	$0	$0	$0	$0	$0	$0	$686,019	$0	$0	$0	$0	$0	$0	$0	$0	$686,019
440736-1	ADD TURN LANE(S)	S ALEXANDER ST AT JIM JOHNSON RD	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,000	$509,068	$0	$510,068
441288-1	INTERSECTION IMPROVEMENT	SR 60/BRANDON BLVD AT VALRICO FROM S OF SR 60 TO N OF SR 60	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,061,101	$0	$0	$1,061,101
437244-1	SIDEWALK	STOWERS ELEM SCHOOL FR GENTLE WOOD AVE TO S OF BARRINGTON STOWERS DR	$0	$0	$0	$0	$0	$0	$0	$0	$39	$128,803	$12,597	$0	$0	$0	$0	$141,439
437247-1	SIDEWALK	SUMMERFIELD ELEM SCHOOL HERITAGE GRN PKWY TO E OF HERITAGE GRN PKWY	$0	$0	$0	$0	$0	$0	$0	$0	$67	$148,326	$12,577	$0	$0	$0	$0	$160,970
413130-1	SIDEWALK	THONOTOSASSA RD FROM TAYLOR RD TO BAKER CREEK PARK	$18,160	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$18,160
433437-1	INTERSECTION IMPROVEMENT	VALRICO ROAD AT SYDNEY ROAD	$0	$0	$0	$0	$0	$241,564	$1,961	$138	$0	$0	$0	$0	$0	$0	$0	$243,663
443711-1	TRAFFIC SIGNALS	W PLATT STREET AT FREMONT AVENUE	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$479,205	$0	$479,205
437041-1	INTERSECTION IMPROVEMENT	WESTSHORE BOULEVARD AND GANDY BOULEVARD	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$900,000	$0	$0	$0	$0	$900,000
426370-1	TRANSIT IMPROVEMENT	ARRA/HART SECT 5309 RAIL MOD/STREETCAR STA	$0	$34,618	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$34,618
426371-2	TRANSIT IMPROVEMENT	ARRA/HART SECTION 5307 (ARRA): ACCESSIBILITY IMPROVEMENT	$0	$1,000,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,000,000
426371-9	TRANSIT IMPROVEMENT	ARRA/HART SECTION 5307 (ARRA): ADA PARATRANSIT SERVICES	$0	$1,515,370	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,515,370
426371-5	PURCHASE VEHICLES/EQUIPMENT	ARRA/HART SECTION 5307 (ARRA): FAREBOX REPLACEMENT/EXPAN	$0	$450,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$450,000
426371-6	TRANSIT IMPROVEMENT	ARRA/HART SECTION 5307 (ARRA): FLEET PAINT REHAB	$0	$750,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$750,000
426371-8	TRANSIT IMPROVEMENT	ARRA/HART SECTION 5307 (ARRA): SECURITY MEASURES	$0	$151,537	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$151,537
426371-7	TRANSIT IMPROVEMENT	ARRA/HART SECTION 5307 (ARRA): TECHNOLOGY IMPROVEMENTS	$0	$800,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$800,000
426371-4	TRANSIT IMPROVEMENT	ARRA/HART SECTION 5307 (ARRA):TECO STREETCAR EXP/CAP MAINT	$0	$1,000,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,000,000
426371-3	TRANSIT IMPROVEMENT	ARRA/HART SECTION 5307;ARRA 21ST AVE IMPROVEMENTS	$0	$1,693,592	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,693,592
426371-1	PURCHASE VEHICLES/EQUIPMENT	ARRA/HART SECTION 5307;ARRA BUSES & PARATRANSIT VANS	$0	$7,793,203	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$7,793,203
437608-1	PTO STUDIES	CITY OF TAMPA - DOWNTOWN STREETCAR EXTENSION STUDY	$0	$0	$0	$0	$0	$0	$0	$1,000,000	$0	$0	$35	$0	$0	$0	$0	$1,000,035
440742-1	PTO STUDIES	EAST-WEST BRT CORRIDOR STUDY	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,500,000	$1,000	$0	$0	$0	$0	$2,501,000
438681-1	PD&E/EMO STUDY	FREIGHT LAND USE ANALYSIS	$0	$0	$0	$0	$0	$0	$0	$123,601	$0	$0	$0	$0	$0	$0	$0	$123,601
414963-2	PURCHASE VEHICLES/EQUIPMENT	HART - FHWA SURFACE TRANSPORTATION PROGRAM	$0	$0	$0	$0	$12,000,000	$0	$10,000,000	$0	$16,400,000	$6,300,000	$0	$4,000,000	$4,000,000	$4,000,000	$9,220,000	$65,920,000
436677-1	CAPITAL FOR FIXED ROUTE	HART - FHWA SURFACE TRANSPORTATION PROGRAM.	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,473,593	$2,000,000	$0	$0	$0	$0	$3,473,593
435141-1	FIXED GUIDEWAY IMPROVEMENTS	HART - FHWA SURFACE TRANSPORTATION PROGRAM..	$0	$0	$0	$0	$0	$0	$0	$0	$200,000	$0	$1,760,012	$0	$0	$0	$0	$1,960,012
437804-1	PTO STUDIES	HART - PREMIUM TRANSIT FEASIBILTY STUDY	$0	$0	$0	$0	$0	$0	$0	$0	$500,000	$997,181	$1,000	$0	$0	$0	$0	$1,498,181
430322-1	TRANSIT IMPROVEMENT	HART - TRANSIT CORRIDOR.	$0	$0	$0	$241,000	$241,000	$241,000	$400,000	$241,000	$241,000	$241,000	$252,407	$248,000	$285,915	$272,553	$285,915	$3,190,790
424394-1	CAPITAL FOR FIXED ROUTE	HART (HILLS AREA REG IONAL TRANSIT)PARATRANSIT VAN ACQUIST SECTION 530	$0	$294,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$294,000
424396-1	FIXED GUIDEWAY IMPROVEMENTS	HART (HILLS AREA REGIONAL TRANSIT) TECO LINE STREETCAR EXT SE 129	$1,960,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,960,000
424453-1	TRANSIT IMPROVEMENT	HART (HILLSBOROUGH AREA REGIONAL TRANSIT SECTION 5307	$0	$250,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$250,000
426475-1	PURCHASE VEHICLES/EQUIPMENT	HART BUS ACQUISTION	$0	$2,185,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,185,000
405428-1	PURCHASE VEHICLES/EQUIPMENT	HART BUS AND BUS FACILITIES SECTION 5309	$489,060	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$489,060
405428-3	PURCHASE VEHICLES/EQUIPMENT	HART BUS COALITION	$1,222,668	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,222,668
410693-2	PURCHASE VEHICLES/EQUIPMENT	HART BUS PURCHASES-TRANSIT CORRIDOR-CAPITAL	$0	$0	$0	$0	$0	$0	$172,100	$0	$0	$0	$0	$0	$0	$0	$0	$172,100
405428-4	URBAN CORRIDOR IMPROVEMENTS	HART BUS RAPID TRANSIT (BRT) SECTION 5309	$0	$1,066,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,066,000
405428-5	PURCHASE VEHICLES/EQUIPMENT	HART BUS/BUS FACILITIES	$2,000,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,000,000
405428-6	PURCHASE VEHICLES/EQUIPMENT	HART BUS/BUS FACILITIES SECTION 5309	$0	$247,500	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$247,500
441896-1	PURCHASE VEHICLES/EQUIPMENT	HART CAD/AVL SYSTEM REPLACEMENT - TRANSIT ITS SYSTEM OVERHAUL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$10,440,000	$0	$0	$0	$4,880,000	$15,320,000
442424-1	PURCHASE VEHICLES/EQUIPMENT	HART CNG DUPLEX COMPRESSOR	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$575,000	$575,000
405428-2	URBAN CORRIDOR IMPROVEMENTS	HART EMPHASIS CORRIDOR IMPROVEMENT SECTION 5309	$0	$332,310	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$332,310
415172-1	FIXED GUIDEWAY IMPROVEMENTS	HART FIXED GUIDEWAY SECTION 5309/5337	$155,000	$308,077	$0	$353,193	$0	$0	$0	$1,533,525	$748,336	$609,696	$1,999,310	$713,772	$728,047	$742,608	$757,460	$8,649,024
433763-1	CAPITAL FOR FIXED ROUTE	HART HILLSBOROUGH BUS LIVABILTY CAPITAL	$0	$0	$0	$0	$0	$4,000,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$4,000,000
433764-1	CAPITAL FOR FIXED ROUTE	HART HILLSBOROUGH STATE OF GOOD REPAIR CAPITAL	$0	$0	$0	$0	$0	$0	$4,700,000	$0	$0	$0	$0	$0	$0	$0	$0	$4,700,000
414594-1	INTERMODAL HUB CAPACITY	HART INTERMODAL FACILITIES	$956,347	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$956,347
416264-1	INTERMODAL HUB CAPACITY	HART INTERMODAL TRANSIT CTRS	$82,260	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$82,260
442425-1	TRANSIT IMPROVEMENT	HART MARION TRANSFER STATION	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,000,000	$1,000,000
443140-1	CONSTRUCT TRANSIT FACILITY	HART NEW FACILITY CONSTRUCTION	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$5,000,000	$0	$0	$0	$5,000,000
408109-1	CAPITAL FOR FIXED ROUTE	HART SECTION 5307	$9,616,025	$9,615,025	$10,973,308	$11,300,000	$11,560,727	$12,769,777	$15,800,000	$12,351,403	$16,528,240	$16,528,240	$13,804,527	$14,080,618	$14,362,230	$14,649,474	$14,942,464	$198,882,058
434366-1	PURCHASE VEHICLES/EQUIPMENT	HART SECTION 5339 CAPITAL ACTIVITIES	$0	$0	$0	$0	$0	$0	$1,297,193	$0	$0	$0	$1,793,732	$1,829,790	$1,866,386	$1,903,713	$1,941,788	$10,632,602
435211-1	URBAN CORRIDOR IMPROVEMENTS	HART SERVICE DEVELOPMENT OPERATING ACTIVITIES	$0	$0	$0	$0	$0	$0	$440,000	$0	$0	$0	$0	$0	$0	$0	$0	$440,000
408207-1	TRANSIT IMPROVEMENT	HART STREETCAR EXTENSION	$900,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$900,000
412762-1	TRANSIT IMPROVEMENT	HART STREETCAR EXTENSION	$2,800,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,800,000
412751-1	PURCHASE VEHICLES/EQUIPMENT	HART SURFACE TRANSPORTATION BUS PURCHASES	$3,000,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$3,000,000
413330-2	TRANSIT IMPROVEMENT	HART SURFACE TRANSPORTATION PROGRAM	$0	$1,000,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,000,000
414963-1	TRANSIT IMPROVEMENT	HART SURFACE TRANSPORTATION PROGRAM	$4,000,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$4,000,000
418213-1	URBAN CORRIDOR IMPROVEMENTS	HART SURFACE TRANSPORTATION PROGRAM	$0	$4,500,000	$1,000,000	$0	$5,500,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$11,000,000
432025-1	TRANSIT IMPROVEMENT	HART TIGER III (CLEAN FUELS)	$0	$0	$0	$0	$0	$2,320,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,320,000
410693-1	URBAN CORRIDOR IMPROVEMENTS	HART TRANSIT CORRIDOR PROGRAM 200X- OPERATING	$200,000	$199,000	$165,806	$194,619	$172,100	$131,975	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,063,500
420741-1	URBAN CORRIDOR IMPROVEMENTS	HART TRANSIT CORRIDOR PROGRAM 51X-OPERATING	$280,000	$260,825	$185,806	$261,000	$0	$240,125	$240,125	$412,225	$412,225	$412,225	$435,040	$240,000	$285,915	$272,554	$285,915	$4,223,980
410948-1	PUBLIC TRANSPORTATION SHELTER	HART TRANSIT ENHANCEMENT	$0	$700,000	$0	$700,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,400,000
430327-1	TRANSIT IMPROVEMENT	HART-NORTHDALE FLEX SERVICE	$0	$0	$0	$375,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$375,000

Table C-14 (Continued)
Hillsborough County FDOT Work Program

Item	Work Mix Description	Item Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Total
430326-1	TRANSIT IMPROVEMENT	HART-TOWN-N-COUNTRY FLEX 60X	$0	$0	$0	$606,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$606,000
445084-1	CONSTRUCT TRANSIT FACILITY	HILLSBOROUGH AREA RAPID TRANSIT (HART) HEAVY MAINTENANCE FACILITY	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$27,500,000	$0	$0	$0	$27,500,000
422720-1	PARK AND RIDE LOTS	HILLSBOROUGH AREA REGIONAL TRANSIT (HART) PARK N' RIDE	$199,984	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$199,984
402255-1	PTO STUDIES	HILLSBOROUGH CTY MPO TRANSIT PLANNING SECTION 5305	$356,534	$383,560	$385,777	$408,063	$414,654	$516,609	$520,695	$514,606	$529,217	$530,441	$545,048	$360,978	$371,145	$382,280	$393,748	$6,613,355
429925-1	TRANSIT IMPROVEMENT	RURAL MAP 21 ADA	$0	$0	$0	$217,678	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$217,678
443425-1	TRANSIT IMPROVEMENT	TAMPA DOWNTOWN PARTNERSHIP - DOWNTOWN CIRCULAR	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$380,000	$1,300,000	$1,300,000	$0	$2,980,000
429464-1	BIKE LANE/SIDEWALK	ALEXANDER ELEM SCH FERN ST FROM OCCIDENT ST TO HESPERIDES	$0	$0	$0	$7,031	$156,784	$30	$0	$0	$0	$0	$0	$0	$0	$0	$0	$163,845
424213-1	ATMS - ARTERIAL TRAFFIC MGMT	CITY OF TAMPA TRAFFIC SIGNAL MANAGEMENT PHASE 1	$0	$0	$0	$526	$1,054,814	$39,219	$2,915,411	$68,377	$41,545	$0	$0	$0	$0	$0	$0	$4,119,892
434435-1	NEW ROAD CONSTRUCTION	PROJECT SUNRISE-EDTF SOUTH SHORE CORPORATE CTR TRANSP IMPROVEMENTS	$0	$0	$0	$0	$0	$3,000,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$3,000,000
439482-1	PD&E/EMO STUDY	TAMPA BYPASS CANAL TRAIL FROM N 34TH ST TO SR 581 (BRUCE B DOWNS)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$750,982	$3,592	$0	$0	$0	$0	$754,574
440988-1	PD&E/EMO STUDY	TAMPA URBAN AREA ECONOMIC IMPACT ANALYSIS	$0	$0	$0	$0	$0	$0	$0	$0	$50,000	$17,250	$360	$0	$0	$0	$0	$67,610
440989-1	PD&E/EMO STUDY	TAMPA URBAN AREA HEALTH IMPACT ASSESSMENT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$50,000	$0	$0	$0	$0	$50,000
426472-1	INTERMODAL HUB CAPACITY	FERRY BOAT WATERBORNE TRANSPORTATION PROJECT	$0	$0	$0	$0	$0	$0	$0	$65	$126	$475,020	$789	$0	$0	$0	$0	$476,000
417978-1	TRANSIT IMPROVEMENT	JAIL PROPERTY FROM MORGAN ST TO ORANGE AVE	$611	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$611
415348-2	INTERMODAL HUB CAPACITY	MULTIMODAL TERMINALS	$0	$0	$0	$0	$0	$0	$41,316	$44,511,139	$12,122	$0	$511,168	$0	$0	$0	$0	$45,075,745
440511-6	BIKE LANE/SIDEWALK	CENTRAL AVE BIKEWAY FROM W 7TH AVE TO USB 41/N FLORIDA AVE	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$538,568	$0	$538,568
257805-5	SIDEWALK	DOWNTOWN RIVERWALK FROM MACDILL PARK TO CURTIS HIXON WF PARK	$0	$0	$0	$0	$0	$0	$9,512,000	$84	$57	$0	$0	$0	$0	$0	$0	$9,512,141
439692-1	SIDEWALK	GIBSONTON ELEM-ALAFIA ST & VERN STREET FROM NUNDY AVE TO GIBSONTON DR	$0	$0	$0	$0	$0	$0	$0	$0	$0	$199,707	$1,000	$299,161	$0	$0	$0	$499,868
441338-1	BIKE LANE/SIDEWALK	GREEN ARTERY SEG D - FROM SULPHUR SPRINGS PARK TO 22ND ST PARK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$66,397	$0	$0	$0	$66,397
439696-1	SIDEWALK	KENLY ELEMENTARY - 21ST AVE FROM 66TH ST TO 62ND ST	$0	$0	$0	$0	$0	$0	$0	$0	$0	$241,777	$1,000	$299,176	$0	$0	$0	$541,953
413136-1	SIDEWALK	MCMULLEN RD FROM BALM RIVERVIEW RD TO S BOYETTE RD	$11,149	$10,545	$251,011	$24,733	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$297,438
428160-1	SIDEWALK	MENDONSA ROAD FROM ALEXANDER ST TO HUNTER ST	$0	$0	$192,216	$144	$171	$232	$8	$0	$0	$0	$0	$0	$0	$0	$0	$192,771
439691-1	SIDEWALK	MORT ELEMENTARY VARIOUS LOCATIONS- SAFE ROUTES TO SCHOOL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$296,786	$1,000	$475,532	$0	$0	$0	$773,318
428206-1	SIDEWALK	MULRENNAN MIDDLE SCH DURANT RD FRM ST CLOUD TO MULRENNAN	$0	$0	$101,520	$0	$30	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$101,550
440511-5	BIKE LANE/SIDEWALK	OLA AVE BIKEWAY FROM W 7TH AVE TO USB 41/N FLORIDA AVE	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$532,057	$0	$2,946,669	$3,478,726
257805-7	SIDEWALK	SELMON GREENWAY FROM HILLSBOROUGH RIVER TO 19TH STREET	$0	$0	$0	$0	$1,431,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,431,000
443370-1	PD&E/EMO STUDY	SOUTH COAST TRAIL -19TH AVE NE FROM US 41 TO US 301	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$450,000	$0	$0	$0	$0	$450,000
443582-1	SIDEWALK	SULPHUR SPRINGS K-8 VARIOUS LOCATIONS - SAFE ROUTES TO SCHOOL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$183,740	$0	$0	$93,006	$276,746
426141-1	BIKE LANE/SIDEWALK	TEMPLE HEIGHTS ROAD FROM W OF OVERLOOK DR TO 56TH ST	$0	$0	$596,442	$89	$22	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$596,553
436031-1	NEW ROAD CONSTRUCTION	TEMPLE TERRACE PARKWAY EXTENSION FROM TELECOM PKWY TO MORRIS BRIDGE RD	$0	$0	$0	$0	$0	$0	$600,000	$0	$0	$0	$0	$0	$0	$0	$0	$600,000
432717-1	BIKE LANE/SIDEWALK	WILLOW AVENUE FROM SWANN AVENUE TO MAIN STREET	$0	$0	$0	$0	$0	$155	$31	$0	$433,920	$8,757	$302	$0	$0	$0	$0	$443,165
Total			**$92,218,793**	**$76,378,714**	**$50,924,272**	**$40,268,980**	**$67,391,726**	**$73,610,820**	**$81,406,131**	**$123,318,474**	**$73,874,327**	**$102,138,376**	**$79,222,320**	**$126,400,632**	**$55,508,781**	**$80,117,069**	**$74,703,438**	**$1,197,482,853**
Sub-Total						**2009-2013:**	**$327,182,485**				**2014-2018:**	**$454,348,128**				**2019-2023:**	**$415,952,240**	

Source: Florida Department of Transportation, District 7

Table C-15
Average Motor Vehicle Fuel Efficiency – Excluding Interstate Travel

Travel Vehicle Miles of Travel (VMT) @			
	22.3	6.5	
Other Arterial Rural	320,839,000,000	46,784,000,000	367,623,000,000
Other Rural	302,342,000,000	31,207,000,000	333,549,000,000
Other Urban	1,566,682,000,000	95,483,000,000	1,662,165,000,000
Total	***2,189,863,000,000***	***173,474,000,000***	***2,363,337,000,000***

Percent VMT	
@ 22.3 mpg	@ 6.5 mpg
87%	13%
91%	9%
94%	6%
93%	**7%**

Fuel Consumed			
	Gallons @ 22.3 mpg	Gallons @ 6.5 mpg	
Other Arterial Rural	14,387,399,103	7,197,538,462	21,584,937,565
Other Rural	13,557,937,220	4,801,076,923	18,359,014,143
Other Urban	70,254,798,206	14,689,692,308	84,944,490,514
Total	***98,200,134,529***	***26,688,307,693***	***124,888,442,222***

Total Mileage and Fuel	
2,363,337	**miles (millions)**
124,888	**gallons (millions)**
18.92	**mpg**

Source: U.S. Department of Transportation, Federal Highway Administration, Highway Statistics 2017, Section V, Table VM-1
Annual Vehicle Distance Traveled in Miles and Related Data - 2017 by Highway Category and Vehicle Type
http://www.fhwa.dot.gov/policyinformation/statistics.cfm

Table C-16
Annual Vehicle Distance Travelled in Miles and Related Data -2017[1]
By Highway Category and Vehicle Type

Published March 2019 — TABLE VM-1

YEAR	ITEM	LIGHT DUTY VEHICLES SHORT WB[2]	MOTOR CYCLES	BUSES	LIGHT DUTY VEHICLES LONG WB[2]	SINGLE UNIT TRUCKS[3]	COMBINATION TRUCKS	SUBTOTALS		ALL MOTOR VEHICLES
								ALL LIGHT VEHICLES[2]	SINGLE UNIT 2 AXLE 6 TIRE OR MORE AND COMBINATION TRUCKS	
	Motor-Vehicle Travel: (millions of vehicle-miles)									
2017	Interstate Rural	142,445	1,128	1,775	44,928	10,103	52,171	**187,373**	**62,274**	252,550
2017	Other Arterial Rural	228,664	2,661	2,109	92,175	16,814	29,970	**320,839**	**46,784**	372,393
2017	Other Rural	213,923	2,728	1,986	88,419	16,563	14,644	**302,342**	**31,207**	338,262
2017	All Rural	585,032	6,517	5,870	225,522	43,480	96,785	810,554	140,265	963,206
2017	Interstate Urban	400,339	2,596	2,628	99,803	18,617	43,228	**500,142**	**61,844**	567,210
2017	Other Urban	1,235,430	11,036	8,730	331,253	54,006	41,478	**1,566,682**	**95,483**	1,681,932
2017	All Urban	1,635,769	13,632	11,358	431,056	72,622	84,705	2,066,824	157,328	2,249,142
2017	Total Rural and Urban[5]	2,220,801	20,149	17,227	656,578	116,102	181,490	2,877,378	297,593	3,212,347
2017	Number of motor vehicles registered[2]	193,672,370	8,715,204	983,231	56,880,878	9,336,998	2,892,218	250,553,248	12,229,216	272,480,899
2017	Average miles traveled per vehicle	11,467	2,312	17,521	11,543	12,435	62,751	11,484	24,335	11,789
2017	Person-miles of travel[4] (millions)	3,709,919	23,382	365,220	1,106,303	116,102	181,490	4,816,223	297,593	5,502,417
2017	Fuel consumed (thousand gallons)	91,712,165	458,429	2,350,323	37,466,749	15,599,855	30,363,561	129,178,914	45,963,416	177,951,081
2017	Average fuel consumption per vehicle (gallons)	474	53	2,390	659	1,671	10,498	516	3,758	653
2017	Average miles traveled per gallon of fuel consumed	24.2	44.0	7.3	17.5	7.4	6.0	**22.3**	**6.5**	18.1

(1) The FHWA estimates national trends by using State reported Highway Performance and Monitoring System (HPMS) data, fuel consumption data (MF-21 and MF-27), vehicle registration data (MV-1, MV-9, and MV-10), other data such as the R.L. Polk vehicle data, and a host of modeling techniques.

(2) Light Duty Vehicles Short WB - passenger cars, light trucks, vans and sport utility vehicles with a wheelbase (WM) equal to or less than 121 inches. Light Duty Vehicles Long WB - large passenger cars, vans, pickup trucks, and sport/utility vehicles with wheelbases (WB) larger than 121 inches. All Light Duty Vehicles - passenger cars, light trucks, vans and sport utility vehicles regardless of wheelbase.

(3) Single-Unit - single frame trucks that have 2-Axles and at least 6 tires or a gross vehicle weight rating exceeding 10,000 lbs.

(4) Starting with 2009 VM-1, vehicle occupancy is estimated by the FHWA from the 2009 National Household Travel Survey (NHTS) and the annual R.L. Polk Vehicle registration data; For single unit truck and heavy trucks, 1 motor vehicle mile travelled = 1 person-mile traveled.

(5) VMT data are based on the latest HPMS data available; it may not match previous published results.

APPENDIX D
Ad Valorem Credit

Appendix D: Ad Valorem Credit

In 2016, Hillsborough County Board of Commission made a 10-year commitment to increase funding for transportation. At this time, the potential funding sources are envisioned to be non-recurring, one-time funding sources such as ad valorem revenues. Based on information provided by the County, ad valorem portion of this additional funding will only be allocated during the CIP period. Given this, an impact fee credit is calculated for ad valorem tax funding used for capacity projects for a six-year period only.

Residential Land Uses

In determining the ad valorem credit for residential land uses, the study evaluated the taxable values for new residential properties. For this analysis, any residential building constructed since 2008 was classified as "new". The following data was reviewed for each residential land use:

- Weighted average, median, minimum, and maximum taxable value per square foot for new properties (built since 2008) and all properties within Hillsborough County; and
- Professional judgment based on extensive impact fee experience in other communities in Florida.

It should be noted that the ad valorem revenues used toward transportation capital projects is a fixed amount and not a percentage of the County's ad valorem revenues. Over the next six years, this amount will be limited to approximately $53.3 million per year. As presented in Table D-1, the taxable value of a new home ($214,000) was used to calculate the present value of the ad valorem credit. The resulting 1-mil taxes are brought to present value based on an interest rate of 2.5 percent, which is consistent with current market trends and the interest rate at which the County is likely to borrow. Table D-1 also provides the portion of the 1-mil collections that would be used toward transportation capital expansion projects. It is estimated that Hillsborough County will spend 56 percent of a mil of ad valorem revenue to fund capacity expansion projects. Tables D-2 through D-4 present this same analysis for the other residential land uses in the Hillsborough County mobility fee schedule.

The ad valorem credit calculations accounted for the fact this revenue source is likely to be used for transportation capacity projects only for the next six years. The County has not used ad valorem taxes for transportation at any significant level in the past and is unlikely to continue to use it beyond the next six years.

Table D-1
1-Mil Credit Calculation for Single Family Homes

Item	Figure
Total Allocation from the General Fund FY 2018/19[1]	$548,476,096
County General Fund Millage[2]	5.7913
Revenues Generated from 1-mil[3]	$94,706,904
Annual ad valorem revenue that goes to transportation capacity[4]	$53,325,867
Percentage of millage used for transportation capacity expansion projects[5]	56%
Average taxable value of a new home[6]	$214,000
Annual increase in the countywide taxable values[7]	5.7%

Year	Taxable Value	Market Value	Value Used for Credit	1 Mil Tax	Ad Valorem for Transportation	Present Value
2020	$214,000	n/a	$214,000	$214.00	$120	$120
2021					$114	$111
2022					$107	$102
2023					$102	$94
2024					$96	$87
2025					$91	$80
Total					**$630**	**$594**
Interest Rate[8]						**2.5%**

1) Source: Hillsborough County FY 2019 Adopted Budget
2) Total millage assessed to residents within Hillsborough County applied to the General Fund
3) Total projected allocation from the general fund (Item 1) divided by the County's millage rate (Item 2)
4) Source: Average annual ad valorem revenues for transportation capacity from FY 2020-2025
5) Annual ad valorem that goes to transportation capacity (Item 4) divided by revenue generated by 1-mil (Item 3)
6) Source: Average taxable value for new homes (built since 2008) in Hillsborough County
7) Source: Review of average annual increase in countywide taxable values for Hillsborough County (2000-2018)
8) Source: Interest rate estimated for new bond issues in Hillsborough County

Table D-2
1-Mil Credit Calculation for Multi-Family Homes

Item	Figure
Total Allocation from the General Fund FY 2018/19[1]	$548,476,096
County General Fund Millage[2]	5.7913
Revenues Generated from 1-mil[3]	$94,706,904
Annual ad valorem revenue that goes to transportation capacity[4]	$53,325,867
Percentage of millage used for transportation capacity expansion projects[5]	56%
Average taxable value of a multi-family unit[6]	$134,000
Annual increase in the countywide taxable values[7]	5.7%

Year	Taxable Value	Market Value	Value Used for Credit	1 Mil Tax	Ad Valorem for Transportation	Present Value
2020	$134,000	n/a	$134,000	$134.00	$75	$75
2021					$71	$69
2022					$67	$64
2023					$64	$59
2024					$60	$54
2025					$57	$50
Total					**$394**	**$371**
Interest Rate[8]						**2.5%**

1) Source: Hillsborough County FY 2019 Adopted Budget
2) Total millage assessed to residents within Hillsborough County applied to the General Fund
3) Total projected allocation from the general fund (Item 1) divided by the County's millage rate (Item 2)
4) Source: Average annual ad valorem revenues for transportation capacity from FY 2020-2025
5) Annual ad valorem that goes to transportation capacity (Item 4) divided by revenue generated by 1-mil (Item 3)
6) Source: Average taxable value for new multi-family homes (built since 2008) in Hillsborough County
7) Source: Review of average annual increase in countywide taxable values for Hillsborough County (2000-2018)
8) Source: Interest rate estimated for new bond issues in Hillsborough County

Table D-3
1-Mil Credit Calculation for Mobile Homes

Item	Figure
Total Allocation from the General Fund FY 2018/19[1]	$548,476,096
County General Fund Millage[2]	5.7913
Revenues Generated from 1-mil[3]	$94,706,904
Annual ad valorem revenue that goes to transportation capacity[4]	$53,325,867
Percentage of millage used for transportation capacity expansion projects[5]	56%
Average taxable value of a mobile home[6]	$56,000
Annual increase in the countywide taxable values[7]	5.7%

Year	Taxable Value	Market Value	Value Used for Credit	1 Mil Tax	Ad Valorem for Transportation	Present Value
2020	$56,000	n/a	$56,000	$56.00	$32	$32
2021					$30	$30
2022					$29	$27
2023					$27	$25
2024					$26	$23
2025					$24	$21
Total					**$168**	**$158**
Interest Rate[8]						**2.5%**

1) Source: Hillsborough County FY 2019 Adopted Budget
2) Total millage assessed to residents within Hillsborough County applied to the General Fund
3) Total projected allocation from the general fund (Item 1) divided by the County's millage rate (Item 2)
4) Source: Average annual ad valorem revenues for transportation capacity from FY 2020-2025
5) Annual ad valorem that goes to transportation capacity (Item 4) divided by revenue generated by 1-mil (Item 3)
6) Source: Average taxable value for new mobile homes (built since 2008) in Hillsborough County
7) Source: Review of average annual increase in countywide taxable values for Hillsborough County (2000-2018)
8) Source: Interest rate estimated for new bond issues in Hillsborough County

Table D-4
1-Mil Credit Calculation for ALF/Congregate Care Facility

Item	Figure
Total Allocation from the General Fund FY 2018/19[1]	$548,476,096
County General Fund Millage[2]	5.7913
Revenues Generated from 1-mil[3]	$94,706,904
Annual ad valorem revenue that goes to transportation capacity[4]	$53,325,867
Percentage of millage used for transportation capacity expansion projects[5]	56%
Average taxable value of an adult living facility[6]	$152,000
Annual increase in the countywide taxable values[7]	5.7%

Year	Taxable Value	Market Value	Value Used for Credit	1 Mil Tax	Ad Valorem for Transportation	Present Value
2020	$152,000	n/a	$152,000	$152.00	$86	$86
2021					$81	$79
2022					$77	$73
2023					$73	$68
2024					$69	$62
2025					$65	$58
Total					**$451**	**$426**
Interest Rate[8]						**2.5%**

1) Source: Hillsborough County FY 2019 Adopted Budget
2) Total millage assessed to residents within Hillsborough County applied to the General Fund
3) Total projected allocation from the general fund (Item 1) divided by the County's millage rate (Item 2)
4) Source: Average annual ad valorem revenues for transportation capacity from FY 2020-2025
5) Annual ad valorem that goes to transportation capacity (Item 4) divided by revenue generated by 1-mil (Item 3)
6) Source: Average taxable value for new ALF/Congregate Care Facilities (built since 2008) in Hillsborough County
7) Source: Review of average annual increase in countywide taxable values for Hillsborough County (2000-2018)
8) Source: Interest rate estimated for new bond issues in Hillsborough County

Non-Residential Land Uses

Table D-5 provides an explanation of ad valorem credit calculated for non-residential land uses. To determine the taxable value of a unit for each land use, the taxable value of recently built properties (2008 to present) was compared the taxable value for all properties in the County database, for each respective land use. Based on a review of factors such as the weighted average, median, minimum, and maximum values per square foot, a unit value was estimated for each land use or a comparable land use category was identified. It should be noted that the 1-mil credit calculations for these land uses represent broad estimates and are based on the Consultant's experience in other jurisdictions and knowledge of the industry.

In calculating the present value of non-residential land uses, an annual value increase of approximately five (5) percent for commercial land uses, four (4) percent for institutional land uses, and six (6) percent for industrial land uses was used based on a review of the annual increase in taxable values for the respective land use category from 2000 to 2018 in Hillsborough County.

Table D-5
1-Mil Credit Calculation for Non-Residential Land Uses

ITE LUC	Land Use	Unit	Taxable Value of Unit[1]	1 Mil Credit[2]		Methodology
				Annual	Total	
	LODGING:					
310	Hotel	room	$52,000	$29	$167	Estimates an average size of 400 sq ft per room and an average cost of $130 per sq ft
311	Hotel; All Suites	room	$52,000	$29	$167	Estimates an average size of 400 sq ft per room and an average cost of $130 per sq ft
320	Motel	room	$39,000	$22	$126	Estimates an average size of 300 sq ft per room and an average cost of $1300 per sq ft
	RECREATION:					
411	Public Park	acre	$85,000	$48	$276	Based on the taxable value per acre of vacant landless than 5 acres in Hillsborough County
416	RV Park	site	$8,500	$5	$29	Estimates an average site size of 0.10 acre and a cost of $85,000 per acre based on a review of the taxable value for vacant land less than 5 aces
420	Marina	boat berth	$60,000	$34	$195	The cost per berth is estimated at $60,000
430	Golf Course	hole	$700,000	$394	$2,263	Based on ITE Trip Characteristics data, one hole requires approximately 7 acres. Cost per acre is estimated at $100,000 based on the value of vacant commercial land in Hillsborough County
444	Movie Theater	screen	$180,000	$101	$580	Comparable to Shopping Center land use ($120 per sq ft). A movie theater screen is estimated to use 1,500 sq ft
492	Health Club	1,000 sf	$120,000	$68	$391	Comparable to Shopping Center land use ($120 per sq ft)
	INSTITUTIONS:					
520	Elementary School (Private)	student	$28,000	$16	$94	The cost per student is estimated at $28,000 based on data from the Florida Department of Education
522	MIddle School (Private)	student	$28,000	$16	$94	
530	High School (Private)	student	$28,000	$16	$94	
540	University/Junior College; 7,500 or fewer students (Private)	student	$28,000	$16	$94	
550	University/Junior College; more than 7,500 students (Private)	student	$28,000	$16	$94	
560	Church	1,000 sf	-	-	-	Churches are exempt from paying property taxes
565	Day Care Center	1,000 sf	$110,000	$62	$365	Comparable to Office ($110 per sq ft); Average size estimated at 1,000 sq ft
610	Hospital	1,000 sf	$45,000	$25	$147	Based on taxable value of recently built hospitals ($45 per sq ft); Average size estimated at 1,000 sq ft
620	Nursing Home	bed	$11,000	$6	$35	Estimates an average size of 100 sq ft per bed (accounting for surrounding area) and an average cost of $110 per sq ft based on the Office land use
630	Clinic	1,000 sf	$45,000	$25	$147	Comparable to Hospital ($45 per sq ft)
	OFFICE:					
710	General Office	1,000 sf	$110,000	$62	$356	Based on taxable value of recently built Office Buildings ($110 per sq ft); Average size estimated at 1,000 sq
715	Single Tenant Office Building	1,000 sf	$110,000	$62	$356	Comparable to Office land use ($110 per sq ft)
720	Medical Office 10,000 sq ft or less	1,000 sf	$110,000	$62	$356	Comparable to Office land use ($150 per sq ft)
	Medical Office greater than 10,000 sq ft	1,000 sf	$110,000	$62	$356	
	RETAIL:					
813	Discount Superstore	1,000 sf	$120,000	$68	$391	Comparable to Shopping Center land use ($120 per sq ft)
815	Discount Store; Free-Standing	1,000 sf	$120,000	$68	$391	Comparable to Shopping Center land use ($120 per sq ft)
820	Shopping Center	1,000 sfgla	$120,000	$68	$391	Based on taxable value of recently built Retail land uses ($120 per sq ft); Average size estimated at 1,000 sq ft
841	New/Used Auto Sales	1,000 sf	$90,000	$51	$293	Based on taxable value of recently built Auto Sales/Repair land uses ($90 per sq ft); Average size estimated at 1,000 sq ft
857	Discount Club	1,000 sf	$120,000	$68	$391	Comparable to Shopping Center land use ($120 per sq ft)
862	Home Improvement Superstore	1,000 sf	$120,000	$68	$391	Comparable to Shopping Center land use ($120 per sq ft)
863	Electronics Superstore	1,000 sf	$120,000	$68	$391	Comparable to Shopping Center land use ($120 per sq ft)
880/881	Pharmacy/Drug Store with and w/o Drive-Thru	1,000 sf	$120,000	$68	$391	Comparable to Shopping Center land use ($120 per sq ft)
890	Furniture Store	1,000 sf	$120,000	$68	$391	Comparable to Shopping Center land use ($120 per sq ft)
912	Bank/Savings Drive-In	1,000 sf	$275,000	$155	$890	Estimates an average site size of 1,000 sq ft and a cost of $275 per sq ft
930	Fast Casual Restaurant	1,000 sf	$225,000	$127	$729	Comparable to Quality Restaurant land use ($225 per sq ft)

Table D-5 (continued)

1-Mil Credit Calculation for Non-Residential Land Uses

ITE LUC	Land Use	Unit	Taxable Value of Unit[1]	1 Mil Credit[2]		Methodology
				Annual	Total	
	RETAIL:					
931	Quality Restaurant	1,000 sf	$225,000	$127	$729	Estimates an average site size of 2,000 sq ft and a cost of $225 per sq ft
932	High-Turnover Restaurant	1,000 sf	$225,000	$127	$729	Estimates an average site size of 2,000 sq ft and a cost of $225 per sq ft
934	Fast Food Rest. w/Drive-Thru	1,000 sf	$305,000	$172	$988	Estimates an average site size of 3,000 sq ft and a cost of $305 per sq ft
942	Automobile Repair/Body Shop	1,000 sf	$90,000	$51	$293	Based on taxable value of recently built Auto Sales/Repair land uses ($90 per sq ft); Average size estimated at 1,000 sq ft
944	Gas Station w/Convenience Market <2,000 sq ft	fuel pos.	$9,960	$6	$34	Estimates that 1,000 sq ft of space can accommodate 4 rows and 3 fueling positions per row and an average cost of $120 per sq ft based on the Shopping Center land use
945	Gas Station w/Convenience Market 2,000-2,999 sq ft	fuel pos.	$9,960	$6	$34	
960	Gas Station w/Convenience Market 3,000+ sq ft	fuel pos.	$9,960	$6	$34	
947	Self-Service Car Wash	service bay	$39,000	$22	$126	Estimates the sq ft per service bay is 325 ft (25 x 13 ft) and a cost of $120 per sq ft (based on Shopping Center land use)
	INDUSTRIAL:					
110	General Light Industrial	1,000 sf	$60,000	$34	$191	The value of industrial structures is estimated at $60 per sq ft
140	Manufacturing	1,000 sf	$60,000	$34	$191	The value of industrial structures is estimated at $60 per sq ft
150	Warehousing	1,000 sf	$55,000	$31	$174	Based on taxable value of recently built warehouse land uses ($55 per sq ft); Average size estimated at 1,000 sq ft
151	Mini-Warehouse	1,000 sf	$55,000	$31	$174	Comparable to Warehousing land use ($55 per sq ft)
154	High-Cube Transload/Storage	1,000 sf	$55,000	$31	$174	Comparable to Warehousing land use ($55 per sq ft)

1) Source: Based on information from the Hillsborough County 2018 NAL parcel database
2) Present value of the ad valorem credit to be applied to the mobility fee rate

APPENDIX E
Mobility Fee Schedules

Appendix E: Mobility Fee Schedules

This appendix presents the detailed fee calculations for each land use in the Hillsborough County mobility fee schedule. The following tables are included:

- Table E-1 – Urban Area Mobility Fee (Including Surtax Credit)
- Table E-2 – Rural Area Mobility Fee (Including Surtax Credit)
- Table E-3 – Urban Area Mobility Fee (Excluding Surtax Credit)
- Table E-4 – Rural Area Mobility Fee (Excluding Surtax Credit)

Table E-1
Mobility Fee Schedule – Urban Area (Including Surtax Credit)

				$$ per gallon to capital:		City Revenues:	$0.004															
						County Revenues (Non-CIT):	$0.045				Unit Cost per Lane Mile:	$6,725,000								Interstate/Toll Facility Adjustment Factor:	36.8%	
						County Revenues (CIT):	$0.031				Average PMC per Lane Mile:	13,300	13,300							Cost per PMC:	$505.64	
				Facility life (years):	25	State Revenues:	$0.122				Fuel Efficiency:	18.92	mpg									
				Interest rate:	2.50%	Charter County Surtax:	$0.141				Effective days per year:	365										
ITE LUC	Land Use	Unit	Trip Rate		Trip Rate Source	Assessable Trip Length	Total Trip Length	Trip Length Source	Percent New Trips	% New Trips Source	Net VMT[1]	Person Trip Factor	Net PMT	Total Mobility Cost	Annual Capital Impr. Tax	Capital Improvement Credit	Annual Community Investment Tax	Community Investment Tax Total	Annual Sales Tax[2]	Total Sales Tax	Ad Valorem Credit	Net Mobility Fee
	RESIDENTIAL:																					
210	Single Family (Detached) - Less than 1,500 sf & Annual HH Income less than 50% SHIP Definition	du	4.51		FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	9.43	1.40	13.20	**$6,679**	$53	$976	$10	$55	$44	$1,032	$594	**$4,022**
	Single Family (Detached) - Less than 1,500 sf & Annual HH Income between 50-80% SHIP Definition	du	5.22		FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	10.92	1.40	15.29	**$7,730**	$61	$1,124	$11	$61	$51	$1,196	$594	**$4,755**
	Single Family (Detached) - Less than 1,500 sf	du	7.00		FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	14.64	1.40	20.50	**$10,366**	$82	$1,511	$15	$83	$68	$1,594	$594	**$6,584**
	Single Family (Detached) - 1,500 to 2,499 sf	du	7.81		FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	16.34	1.40	22.88	**$11,566**	$92	$1,695	$17	$94	$76	$1,782	$594	**$7,401**
	Single Family (Detached) - 2,500 sf and greater	du	8.89		FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	18.60	1.40	26.04	**$13,165**	$104	$1,916	$19	$105	$86	$2,016	$594	**$8,534**
220	Multi-Family (Low-Rise, 1-2 Levels) - Annual HH Income less than 50% SHIP Definition	du	4.33		ITE 10th Edition (NHTS, AHS, Census)	5.10	5.60	FL Studies (LUC 220/221/222)	100%	n/a	6.98	1.40	9.77	**$4,940**	$40	$737	$7	$39	$33	$774	$371	**$3,019**
	Multi-Family (Low-Rise, 1-2 Levels) - Annual HH Income between 50-80% SHIP Definition	du	5.01		ITE 10th Edition (NHTS, AHS, Census)	5.10	5.60	FL Studies (LUC 220/221/222)	100%	n/a	8.07	1.40	11.30	**$5,716**	$46	$848	$8	$44	$38	$891	$371	**$3,562**
	Multi-Family (Low-Rise, 1-2 Levels)	du	7.32		ITE 10th Edition	5.10	5.60	FL Studies (LUC 220/221/222)	100%	n/a	11.80	1.40	16.52	**$8,351**	$68	$1,253	$12	$66	$56	$1,313	$371	**$5,348**
221	Multi-Family (Mid-Rise, 3-10 Levels) - Annual HH Income less than 50% SHIP Definition	du	3.21		ITE 10th Edition (NHTS, AHS, Census)	5.10	5.60	FL Studies (LUC 220/221/222)	100%	n/a	5.17	1.40	7.24	**$3,662**	$30	$553	$5	$28	$24	$563	$371	**$2,147**
	Multi-Family (Mid-Rise, 3-10 Levels) - Annual HH Income between 50-80% SHIP Definition	du	3.73		ITE 10th Edition (NHTS, AHS, Census)	5.10	5.60	FL Studies (LUC 220/221/222)	100%	n/a	6.01	1.40	8.41	**$4,255**	$34	$626	$6	$33	$28	$656	$371	**$2,569**
	Multi-Family (Mid-Rise, 3-10 Levels)	du	5.44		ITE 10th Edition	5.10	5.60	FL Studies (LUC 220/221/222)	100%	n/a	8.77	1.40	12.28	**$6,206**	$50	$921	$9	$50	$41	$961	$371	**$3,903**
222	Multi-Family (High-Rise, >10 Levels) - Annual HH Income less than 50% SHIP Definition	du	2.63		ITE 10th Edition (NHTS, AHS, Census)	5.10	5.60	FL Studies (LUC 220/221/222)	100%	n/a	4.24	1.40	5.94	**$3,000**	$24	$442	$4	$22	$20	$469	$371	**$1,696**
	Multi-Family (High-Rise, >10 Levels) - Annual HH Income between 50-80% SHIP Definition	du	3.05		ITE 10th Edition (NHTS, AHS, Census)	5.10	5.60	FL Studies (LUC 220/221/222)	100%	n/a	4.92	1.40	6.89	**$3,480**	$28	$516	$5	$28	$23	$539	$371	**$2,026**
	Multi-Family (High-Rise, >10 Levels)	du	4.45		ITE 10th Edition	5.10	5.60	FL Studies (LUC 220/221/222)	100%	n/a	7.17	1.40	10.04	**$5,077**	$41	$755	$7	$39	$34	$797	$371	**$3,115**
231	Mid-Rise Residential w/1st Floor Commercial	du	3.44		ITE 10th Edition	5.10	5.60	FL Studies (LUC 220/221/222)	100%	n/a	5.54	1.40	7.76	**$3,925**	$32	$590	$6	$33	$26	$610	$371	**$2,321**
232	High-Rise Residential w/1st Floor Commercial[3]	Occ. du	2.01		ITE 10th Edition (Adjusted)	5.10	5.60	FL Studies (LUC 220/221/222)	100%	n/a	3.24	1.40	4.54	**$2,293**	$19	$350	$3	$17	$15	$352	$371	**$1,203**
240	Mobile Home Park	du	4.17		FL Studies	4.60	5.10	FL Studies	100%	n/a	6.06	1.40	8.48	**$4,291**	$35	$645	$6	$33	$29	$680	$158	**$2,775**
253	Congregate Care Facility	du	2.25		Blend ITE 10th & FL Studies	3.08	3.58	Same as LUC 210	72%	FL Studies	1.58	1.40	2.21	**$1,116**	$10	$184	$2	$11	$8	$188	$426	**$307**
	LODGING:																					
310	Hotel	room	5.55		Blend ITE 10th & FL Studies	6.26	6.76	FL Studies	66%	FL Studies	7.25	1.40	10.15	**$5,129**	$41	$755	$7	$39	$34	$797	$167	**$3,371**
311	Hotel; All Suites	room	4.46		ITE 10th Edition	6.26	6.76	Same as LUC 310	66%	Same as LUC 310	5.82	1.40	8.15	**$4,122**	$33	$608	$6	$33	$27	$633	$167	**$2,681**
320	Motel	room	3.35		ITE 10th Edition	4.34	4.84	FL Studies	77%	FL Studies	3.54	1.40	4.96	**$2,504**	$21	$387	$4	$22	$17	$399	$126	**$1,570**
	RECREATION:																					
411	Public Park	acre	0.78		ITE 10th Edition	5.15	5.65	Same as LUC 710	90%	Based on LUC 710	1.14	1.40	1.60	**$809**	$7	$129	$1	$6	$5	$117	$276	**$281**
416	RV Park[4]	site	1.62		ITE 10th Edition (Adjusted)	4.60	5.10	Same as LUC 240	100%	Same as LUC 210	2.35	1.40	3.29	**$1,667**	$14	$258	$2	$11	$11	$258	$29	**$1,111**
420	Marina	boat berth	2.41		ITE 10th Edition	6.62	7.12	Same as LUC 210	90%	Based on LUC 710	4.54	1.40	6.36	**$3,212**	$25	$461	$5	$28	$21	$492	$195	**$2,036**
430	Golf Course	hole	30.38		ITE 10th Edition	6.62	7.12	Same as LUC 210	90%	Based on LUC 710	57.20	1.40	80.08	**$40,490**	$321	$5,914	$58	$319	$265	$6,213	$2,263	**$25,781**
444	Movie Theater	screen	114.83		Blend ITE 10th & FL Studies	2.22	2.72	FL Studies	88%	FL Studies	70.89	1.40	99.25	**$50,182**	$453	$8,346	$82	$452	$374	$8,769	$580	**$32,035**
492	Health Club[3]	1,000 sf	34.50		ITE 10th Edition (Adjusted)	5.15	5.65	Same as LUC 710	94%	FL Studies	52.78	1.40	73.89	**$37,360**	$302	$5,564	$55	$303	$249	$5,838	$391	**$25,264**
	INSTITUTIONS:																					
520	Elementary School (Private)	student	1.89		ITE 10th Edition	3.31	3.81	50% of LUC 210: Tavel Demand Model	80%	Based on LUC 710 (adjusted)[5]	1.58	1.40	2.21	**$1,120**	$10	$184	$2	$11	$8	$188	$94	**$643**
522	Middle School (Private)	student	2.13		ITE 10th Edition	3.31	3.81	50% of LUC 210: Tavel Demand Model	80%	Based on LUC 710 (adjusted)[5]	1.78	1.40	2.49	**$1,262**	$11	$203	$2	$11	$9	$211	$94	**$743**
530	High School (Private)	student	2.03		ITE 10th Edition	3.31	3.81	50% of LUC 210: Tavel Demand Model	90%	Based on LUC 710	1.91	1.40	2.67	**$1,353**	$11	$203	$2	$11	$9	$211	$94	**$834**
540	University/Junior College (7,500 or fewer students) (Private)	student	2.00		ITE Regression Analysis	6.62	7.12	Same as LUC 210	90%	Based on LUC 710	3.77	1.40	5.28	**$2,666**	$21	$387	$4	$22	$17	$399	$94	**$1,764**
550	University/Junior College (more than 7,500 students) (Private)	student	1.50		ITE Regression Analysis	6.62	7.12	Same as LUC 210	90%	Based on LUC 710	2.82	1.40	3.95	**$1,999**	$16	$295	$3	$17	$13	$305	$94	**$1,288**
560	Church	1,000 sf	6.95		ITE 10th Edition	3.91	4.41	Midpoint of LUC 710 & LUC 820 (App. A)	90%	Based on LUC 710	7.73	1.40	10.82	**$5,471**	$45	$829	$8	$44	$38	$891	$0	**$3,707**
565	Day Care Center	1,000 sf	49.63		Blend ITE 10th & FL Studies	2.03	2.53	FL Studies	73%	FL Studies	23.24	1.40	32.54	**$16,452**	$151	$2,782	$27	$149	$125	$2,931	$365	**$10,225**
610	Hospital	1,000 sf	10.72		ITE 10th Edition	6.62	7.12	Same as LUC 210	78%	Midpoint of LUC 310 & LUC 720	17.49	1.40	24.49	**$12,382**	$98	$1,806	$18	$99	$81	$1,899	$147	**$8,431**

Table E-1 (Continued)

Mobility Fee Schedule – Urban Area (Including Surtax Credit)

ITE LUC	Land Use	Unit	Trip Rate	Trip Rate Source	Assessable Trip Length	Total Trip Length	Trip Length Source	Percent New Trips	% New Trips Source	Net VMT[1]	Person Trip Factor	Net PMT	Total Mobility Cost	Annual Capital Impr. Tax	Capital Improvement Credit	Annual Community Investment Tax	Community Investment Tax Total	Annual Sales Tax[2]	Total Sales Tax	Ad Valorem Credit	Net Mobility Fee
	INSTITUTIONS:																				
620	Nursing Home	bed	3.02	Blend ITE 10th & FL Studies	2.59	3.09	FL Studies	89%	FL Studies	2.20	1.40	3.08	**$1,557**	$14	$258	$2	$11	$11	$258	$35	**$995**
630	Clinic	1,000 sf	37.46	Blend ITE 10th & FL Studies	5.10	5.60	FL Studies	93%	FL Studies	56.14	1.40	78.60	**$39,744**	$322	$5,933	$58	$319	$265	$6,213	$147	**$27,132**
	OFFICE:																				
710	General Office	1,000 sf	9.74	ITE 10th Edition	5.15	5.65	FL Studies	92%	FL Studies	14.58	1.40	20.41	**$10,323**	$84	$1,548	$15	$83	$69	$1,618	$356	**$6,718**
715	Single Tenant Office Building	1,000 sf	11.59	Blend ITE 10th & FL Studies	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	17.35	1.40	24.29	**$12,284**	$99	$1,824	$18	$99	$82	$1,923	$356	**$8,082**
720	Medical Office 10,000 sq ft or less	1,000 sf	23.83	FL Studies	5.55	6.05	FL Studies	89%	FL Studies	37.20	1.40	52.08	**$26,331**	$212	$3,906	$38	$209	$175	$4,103	$356	**$17,757**
720	Medical Office greater than 10,000 sq ft	1,000 sf	34.12	Blend ITE 10th & FL Studies	5.55	6.05	FL Studies	89%	FL Studies	53.26	1.40	74.56	**$37,701**	$303	$5,583	$55	$303	$250	$5,861	$356	**$25,598**
	RETAIL:																				
813	Discount Superstore	1,000 sf	50.77	Blend ITE 10th & FL Studies	2.40	2.90	Appendix A: Fig. A-1 (200k sq ft)	67%	Appendix A: Fig. A-2 (200k sq ft)	25.80	1.40	36.12	**$18,262**	$163	$3,003	$29	$160	$134	$3,142	$391	**$11,566**
815	Discount Store; Free-Standing	1,000 sf	53.12	ITE 10th Edition	2.29	2.79	Appendix A: Fig. A-1 (100k sq ft)	62%	Appendix A: Fig. A-2 (100k sq ft)	23.83	1.40	33.36	**$16,871**	$152	$2,801	$27	$149	$125	$2,931	$391	**$10,599**
820	Shopping Center	1,000 sfgla	37.75	ITE 10th Edition	2.69	3.19	Appendix A: Fig. A-1 (450k sfgla)	74%	Appendix A: Fig. A-2 (450k sfgla)	23.75	1.40	33.25	**$16,810**	$147	$2,708	$27	$149	$121	$2,837	$391	**$10,725**
841	New/Used Auto Sales	1,000 sf	24.58	Blend ITE 10th & FL Studies	4.60	5.10	FL Studies	79%	FL Studies	28.23	1.40	39.52	**$19,981**	$163	$3,003	$30	$165	$135	$3,165	$293	**$13,355**
857	Discount Club	1,000 sf	41.80	ITE 10th Edition	2.29	2.79	Appendix A: Fig. A-1 (100k sq ft)	62%	Appendix A: Fig. A-2 (100k sq ft)	18.75	1.40	26.25	**$13,276**	$119	$2,193	$22	$121	$98	$2,298	$391	**$8,273**
862	Home Improvement Superstore	1,000 sf	30.74	ITE 10th Edition	2.34	2.84	Appendix A: Fig. A-1 (150k sq ft)	65%	Appendix A: Fig. A-2 (150k sq ft)	14.77	1.40	20.68	**$10,459**	$94	$1,732	$17	$94	$77	$1,805	$391	**$6,437**
863	Electronics Superstore	1,000 sf	41.05	ITE 10th Edition	1.87	2.37	Appendix A: Fig. A-1 (50k sq ft)	56%	Appendix A: Fig. A-2 (50k sq ft)	13.58	1.40	19.01	**$9,616**	$90	$1,658	$16	$88	$74	$1,735	$391	**$5,744**
880/ 881	Pharmacy/Drug Store with & without Drive-Thru	1,000 sf	104.37	Blend ITE 10th & FL Studies	2.08	2.58	FL Studies	32%	FL Studies	21.95	1.40	30.73	**$15,540**	$142	$2,616	$26	$143	$117	$2,743	$391	**$9,647**
890	Furniture Store	1,000 sf	6.30	ITE 10th Edition	6.09	6.59	FL Studies	54%	FL Studies	6.55	1.40	9.17	**$4,635**	$37	$682	$7	$39	$30	$703	$391	**$2,820**
	SERVICES:																				
912	Bank/Savings Drive-In	1,000 sf	102.66	Blend ITE 10th & FL Studies	2.46	2.96	FL Studies	46%	FL Studies	36.71	1.40	51.39	**$25,987**	$231	$4,256	$42	$231	$190	$4,455	$890	**$16,155**
930	Fast Casual Restaurant	1,000 sf	315.17	ITE 10th Edition	2.05	2.55	Same as LUC 934	58%	Same as LUC 934	118.42	1.40	165.79	**$83,827**	$769	$14,168	$139	$766	$634	$14,865	$729	**$53,299**
931	Quality Restaurant	1,000 sf	86.03	Blend ITE 10th & FL Studies	3.14	3.64	FL Studies	77%	FL Studies	65.73	1.40	92.02	**$46,529**	$398	$7,333	$72	$397	$328	$7,690	$729	**$30,380**
932	High-Turn Over Restaurant	1,000 sf	106.26	Blend ITE 10th & FL Studies	3.17	3.67	FL Studies	71%	FL Studies	75.57	1.40	105.80	**$53,499**	$457	$8,420	$83	$457	$377	$8,839	$729	**$35,054**
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	482.53	Blend ITE 10th & FL Studies	2.05	2.55	FL Studies	58%	FL Studies	181.30	1.40	253.82	**$128,340**	$1,177	$21,685	$213	$1,173	$971	$22,766	$988	**$81,728**
942	Automobile Care Center	1,000 sf	24.58	Blend ITE 10th & FL Studies	3.62	4.12	FL Studies	72%	FL Studies	20.24	1.40	28.34	**$14,331**	$120	$2,211	$22	$121	$99	$2,321	$293	**$9,385**
944	Gas Station w/Convenience Market <2,000 sq ft	fuel pos.	172.01	ITE 10th Edition	1.90	2.40	FL Studies	23%	FL Studies	23.75	1.40	33.25	**$16,815**	$157	$2,893	$28	$154	$129	$3,024	$34	**$10,710**
945	Gas Station w/Convenience Market 2,000-2,999 sq ft	fuel pos.	205.36	ITE 10th Edition	1.90	2.40	Same as LUC 944	23%	Same as LUC 944	28.36	1.40	39.70	**$20,075**	$187	$3,445	$34	$187	$154	$3,611	$34	**$12,798**
960	Gas Station w/Convenience Market 3,000+ sq ft	fuel pos.	230.52	ITE 10th Edition	1.90	2.40	Same as LUC 944	23%	Same as LUC 944	31.83	1.40	44.56	**$22,534**	$210	$3,869	$38	$209	$173	$4,056	$34	**$14,366**
947	Self-Service Car Wash	service bay	43.94	Blend ITE 10th & FL Studies	2.18	2.68	FL Studies	68%	FL Studies	20.58	1.40	28.81	**$14,571**	$132	$2,432	$24	$132	$109	$2,556	$126	**$9,325**
	INDUSTRIAL:																				
110	General Light Industrial	1,000 sf	4.96	ITE 10th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	7.43	1.40	10.40	**$5,257**	$43	$792	$8	$44	$35	$821	$191	**$3,409**
140	Manufacturing	1,000 sf	3.93	ITE 10th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	5.88	1.40	8.23	**$4,165**	$34	$626	$6	$33	$28	$656	$191	**$2,659**
150	Warehousing	1,000 sf	1.74	ITE 10th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	2.61	1.40	3.65	**$1,844**	$15	$276	$3	$17	$12	$281	$174	**$1,096**
151	Mini-Warehouse	1,000 sf	1.49	Blend ITE 10th & FL Studies	3.51	4.01	Average of LUC 710 and LUC 820 (50k sq ft)	92%	Same as LUC 710	1.52	1.40	2.13	**$1,076**	$9	$166	$2	$11	$7	$164	$174	**$561**
154	High-Cube Transload/Storage	1,000 sf	1.40	ITE 10th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	2.10	1.40	2.94	**$1,484**	$12	$221	$2	$11	$10	$234	$174	**$844**

1) Net VMT calculated as ((Trip Generation Rate* Trip Length* % New Trips)*(1-Interstate/Toll Facility Adjustment Factor)/2). This reflects the unit of vehicle miles of capacity consumed per unit of development and is multiplied by the cost per vehicle
2) Sales Tax = Regional Transportation and Charter County Surtax
3) The ITE 10th Edition trip generation rate for PM Peak Hour of Adjacent traffic was adjusted by a factor of 10 to approximate the Daily TGR
4) The ITE 10th Edition trip generation rate was adjusted to reflect the average occupancy rate of 60 percent based on data provided by the Florida Association of RV Parks and Campgrounds
5) The percent new trips for schools was estimated at 90% based on LUC 710, but was then adjusted to 80% to provide a conservative fee rate. This adjustment reflects the nature of elementary and middle school uses where attendees are unable to drive and are typically dropped off by parents on their way to another destination

Table E-2
Mobility Fee Schedule – Rural Area (Including Surtax Credit)

			$$ per gallon to capital:		City Revenues:	$0.004															
					County Revenues (Non-CIT):	$0.045		Unit Cost per Lane Mile:	$6,725,000											Interstate/Toll Facility Adjustment Factor:	36.8%
					County Revenues (CIT):	$0.031		Average PMC per Lane Mile:	9,975	11,638										Cost per PMC (Residential/Office/Industrial):	$674.19
		Facility life (years):	25	6	State Revenues:	$0.122		Fuel Efficiency:	18.92 mpg											Cost per PMC (Other Non-Residential):	$577.85
		Interest rate:	2.50%	0.50%	Charter County Surtax:	$0.141		Effective days per year:	365												

ITE LUC	Land Use	Unit	Trip Rate	Trip Rate Source	Assessable Trip Length	Total Trip Length	Trip Length Source	Percent New Trips	% New Trips Source	Net VMT[1]	Person Trip Factor	Net PMT	Total Mobility Cost	Annual Capital Impr. Tax	Capital Improvement Credit	Annual Community Investment Tax	Community Investment Tax Total	Annual Sales Tax[2]	Total Sales Tax	Ad Valorem Credit	Net Mobility Fee
	RESIDENTIAL:																				
210	Single Family (Detached) - Less than 1,500 sf & Annual HH Income less than 50% SHIP Definition	du	4.51	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	9.43	1.40	13.20	**$8,905**	$53	$976	$10	$55	$44	$1,032	$594	**$6,248**
	Single Family (Detached) - Less than 1,500 sf & Annual HH Income between 50-80% SHIP Definition	du	5.22	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	10.92	1.40	15.29	**$10,307**	$61	$1,124	$11	$61	$51	$1,196	$594	**$7,332**
	Single Family (Detached) - Less than 1,500 sf	du	7.00	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	14.64	1.40	20.50	**$13,821**	$82	$1,511	$15	$83	$68	$1,594	$594	**$10,039**
	Single Family (Detached) - 1,500 to 2,499 sf	du	7.81	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	16.34	1.40	22.88	**$15,421**	$92	$1,695	$17	$94	$76	$1,782	$594	**$11,256**
	Single Family (Detached) - 2,500 sf and greater	du	8.89	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	18.60	1.40	26.04	**$17,553**	$104	$1,916	$19	$105	$86	$2,016	$594	**$12,922**
220	Multi-Family (Low-Rise, 1-2 Levels) - Annual HH Income less than 50% SHIP Definition	du	4.33	ITE 10th Edition (NHTS, AHS, Census)	5.10	5.60	FL Studies (LUC 220/221/222)	100%	n/a	6.98	1.40	9.77	**$6,586**	$40	$737	$7	$39	$33	$774	$371	**$4,665**
	Multi-Family (Low-Rise, 1-2 Levels) - Annual HH Income between 50-80% SHIP Definition	du	5.01	ITE 10th Edition (NHTS, AHS, Census)	5.10	5.60	FL Studies (LUC 220/221/222)	100%	n/a	8.07	1.40	11.30	**$7,621**	$46	$848	$8	$44	$38	$891	$371	**$5,467**
	Multi-Family (Low-Rise, 1-2 Levels)	du	7.32	ITE 10th Edition	5.10	5.60	FL Studies (LUC 220/221/222)	100%	n/a	11.80	1.40	16.52	**$11,135**	$68	$1,253	$12	$66	$56	$1,313	$371	**$8,132**
221	Multi-Family (Mid-Rise, 3-10 Levels) - Annual HH Income less than 50% SHIP Definition	du	3.21	ITE 10th Edition (NHTS, AHS, Census)	5.10	5.60	FL Studies (LUC 220/221/222)	100%	n/a	5.17	1.40	7.24	**$4,883**	$30	$553	$5	$28	$24	$563	$371	**$3,368**
	Multi-Family (Mid-Rise, 3-10 Levels) - Annual HH Income between 50-80% SHIP Definition	du	3.73	ITE 10th Edition (NHTS, AHS, Census)	5.10	5.60	FL Studies (LUC 220/221/222)	100%	n/a	6.01	1.40	8.41	**$5,674**	$34	$626	$6	$33	$28	$656	$371	**$3,988**
	Multi-Family (Mid-Rise, 3-10 Levels)	du	5.44	ITE 10th Edition	5.10	5.60	FL Studies (LUC 220/221/222)	100%	n/a	8.77	1.40	12.28	**$8,275**	$50	$921	$9	$50	$41	$961	$371	**$5,972**
222	Multi-Family (High-Rise, >10 Levels) - Annual HH Income less than 50% SHIP Definition	du	2.63	ITE 10th Edition (NHTS, AHS, Census)	5.10	5.60	FL Studies (LUC 220/221/222)	100%	n/a	4.24	1.40	5.94	**$4,001**	$24	$442	$4	$22	$20	$469	$371	**$2,697**
	Multi-Family (High-Rise, >10 Levels) - Annual HH Income between 50-80% SHIP Definition	du	3.05	ITE 10th Edition (NHTS, AHS, Census)	5.10	5.60	FL Studies (LUC 220/221/222)	100%	n/a	4.92	1.40	6.89	**$4,639**	$28	$516	$5	$28	$23	$539	$371	**$3,185**
	Multi-Family (High-Rise, >10 Levels)	du	4.45	ITE 10th Edition	5.10	5.60	FL Studies (LUC 220/221/222)	100%	n/a	7.17	1.40	10.04	**$6,769**	$41	$755	$7	$39	$34	$797	$371	**$4,807**
231	Mid-Rise Residential w/1st Floor Commercial	du	3.44	ITE 10th Edition	5.10	5.60	FL Studies (LUC 220/221/222)	100%	n/a	5.54	1.40	7.76	**$5,233**	$32	$590	$6	$33	$26	$610	$371	**$3,629**
232	High-Rise Residential w/1st Floor Commercial[3]	Occ. du	2.01	ITE 10th Edition (Adjusted)	5.10	5.60	FL Studies (LUC 220/221/222)	100%	n/a	3.24	1.40	4.54	**$3,057**	$19	$350	$3	$17	$15	$352	$371	**$1,967**
240	Mobile Home Park	du	4.17	FL Studies	4.60	5.10	FL Studies	100%	n/a	6.06	1.40	8.48	**$5,721**	$35	$645	$6	$33	$29	$680	$158	**$4,205**
253	Congregate Care Facility	du	2.25	Blend ITE 10th & FL Studies	3.08	3.58	Same as LUC 210	72%	FL Studies	1.58	1.40	2.21	**$1,488**	$10	$184	$2	$11	$8	$188	$426	**$679**
	LODGING:																				
310	Hotel	room	5.55	Blend ITE 10th & FL Studies	6.26	6.76	FL Studies	66%	FL Studies	7.25	1.40	10.15	**$5,862**	$41	$755	$7	$39	$34	$797	$167	**$4,104**
311	Hotel; All Suites	room	4.46	ITE 10th Edition	6.26	6.76	Same as LUC 310	66%	Same as LUC 310	5.82	1.40	8.15	**$4,711**	$33	$608	$6	$33	$27	$633	$167	**$3,270**
320	Motel	room	3.35	ITE 10th Edition	4.34	4.84	FL Studies	77%	FL Studies	3.54	1.40	4.96	**$2,862**	$21	$387	$4	$22	$17	$399	$126	**$1,928**
	RECREATION:																				
411	Public Park	acre	0.78	ITE 10th Edition	5.15	5.65	Same as LUC 710	90%	Based on LUC 710	1.14	1.40	1.60	**$924**	$7	$129	$1	$6	$5	$117	$276	**$396**
416	RV Park[4]	site	1.62	ITE 10th Edition (Adjusted)	4.60	5.10	Same as LUC 240	100%	Same as LUC 210	2.35	1.40	3.29	**$1,905**	$14	$258	$2	$11	$11	$258	$29	**$1,349**
420	Marina	boat berth	2.41	ITE 10th Edition	6.62	7.12	Same as LUC 210	90%	Based on LUC 710	4.54	1.40	6.36	**$3,671**	$25	$461	$5	$28	$21	$492	$195	**$2,495**
430	Golf Course	hole	30.38	ITE 10th Edition	6.62	7.12	Same as LUC 210	90%	Based on LUC 710	57.20	1.40	80.08	**$46,272**	$321	$5,914	$58	$319	$265	$6,213	$2,263	**$31,563**
444	Movie Theater	screen	114.83	Blend ITE 10th & FL Studies	2.22	2.72	FL Studies	88%	FL Studies	70.89	1.40	99.25	**$57,348**	$453	$8,346	$82	$452	$374	$8,769	$580	**$39,201**
492	Health Club[3]	1,000 sf	34.50	ITE 10th Edition (Adjusted)	5.15	5.65	Same as LUC 710	94%	FL Studies	52.78	1.40	73.89	**$42,696**	$302	$5,564	$55	$303	$249	$5,838	$391	**$30,600**
	INSTITUTIONS:																				
520	Elementary School (Private)	student	1.89	ITE 10th Edition	3.31	3.81	50% of LUC 210: Tavel Demand Model	80%	Based on LUC 710 (adjusted)[5]	1.58	1.40	2.21	**$1,279**	$10	$184	$2	$11	$8	$188	$94	**$802**
522	Middle School (Private)	student	2.13	ITE 10th Edition	3.31	3.81	50% of LUC 210: Tavel Demand Model	80%	Based on LUC 710 (adjusted)[5]	1.78	1.40	2.49	**$1,442**	$11	$203	$2	$11	$9	$211	$94	**$923**
530	High School (Private)	student	2.03	ITE 10th Edition	3.31	3.81	50% of LUC 210: Tavel Demand Model	90%	Based on LUC 710	1.91	1.40	2.67	**$1,546**	$11	$203	$2	$11	$9	$211	$94	**$1,027**
540	University/Junior College (7,500 or fewer students) (Private)	student	2.00	ITE Regression Analysis	6.62	7.12	Same as LUC 210	90%	Based on LUC 710	3.77	1.40	5.28	**$3,046**	$21	$387	$4	$22	$17	$399	$94	**$2,144**
550	University/Junior College (more than 7,500 students) (Private)	student	1.50	ITE Regression Analysis	6.62	7.12	Same as LUC 210	90%	Based on LUC 710	2.82	1.40	3.95	**$2,285**	$16	$295	$3	$17	$13	$305	$94	**$1,574**
560	Church	1,000 sf	6.95	ITE 10th Edition	3.91	4.41	Midpoint of LUC 710 & LUC 820 (App. A)	90%	Based on LUC 710	7.73	1.40	10.82	**$6,252**	$45	$829	$8	$44	$38	$891	$0	**$4,488**
565	Day Care Center	1,000 sf	49.63	Blend ITE 10th & FL Studies	2.03	2.53	FL Studies	73%	FL Studies	23.24	1.40	32.54	**$18,801**	$151	$2,782	$27	$149	$125	$2,931	$365	**$12,574**
610	Hospital	1,000 sf	10.72	ITE 10th Edition	6.62	7.12	Same as LUC 210	78%	Midpoint of LUC 310 & LUC 720	17.49	1.40	24.49	**$14,151**	$98	$1,806	$18	$99	$81	$1,899	$147	**$10,200**

Table E-2 (continued)
Mobility Fee Schedule – Rural Area (Including Surtax Credit)

ITE LUC	Land Use	Unit	Trip Rate	Trip Rate Source	Assessable Trip Length	Total Trip Length	Trip Length Source	Percent New Trips	% New Trips Source	Net VMT[1]	Person Trip Factor	Net PMT	Total Mobility Cost	Annual Capital Impr. Tax	Capital Improvement Credit	Annual Community Investment Tax	Community Investment Tax Total	Annual Sales Tax[2]	Total Sales Tax	Ad Valorem Credit	Net Mobility Fee
	INSTITUTIONS:																				
620	Nursing Home	bed	3.02	Blend ITE 10th & FL Studies	2.59	3.09	FL Studies	89%	FL Studies	2.20	1.40	3.08	**$1,780**	$14	$258	$2	$11	$11	$258	$35	**$1,218**
630	Clinic	1,000 sf	37.46	Blend ITE 10th & FL Studies	5.10	5.60	FL Studies	93%	FL Studies	56.14	1.40	78.60	**$45,420**	$322	$5,933	$58	$319	$265	$6,213	$147	**$32,808**
	OFFICE:																				
710	General Office	1,000 sf	9.74	ITE 10th Edition	5.15	5.65	FL Studies	92%	FL Studies	14.58	1.40	20.41	**$13,764**	$84	$1,548	$15	$83	$69	$1,618	$356	**$10,159**
715	Single Tenant Office Building	1,000 sf	11.59	Blend ITE 10th & FL Studies	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	17.35	1.40	24.29	**$16,378**	$99	$1,824	$18	$99	$82	$1,923	$356	**$12,176**
720	Medical Office 10,000 sq ft or less	1,000 sf	23.83	FL Studies	5.55	6.05	FL Studies	89%	FL Studies	37.20	1.40	52.08	**$35,108**	$212	$3,906	$38	$209	$175	$4,103	$356	**$26,534**
720	Medical Office greater than 10,000 sq ft	1,000 sf	34.12	Blend ITE 10th & FL Studies	5.55	6.05	FL Studies	89%	FL Studies	53.26	1.40	74.56	**$50,267**	$303	$5,583	$55	$303	$250	$5,861	$356	**$38,164**
	RETAIL:																				
813	Discount Superstore	1,000 sf	50.77	Blend ITE 10th & FL Studies	2.40	2.90	Appendix A: Fig. A-1 (200k sq ft)	67%	Appendix A: Fig. A-2 (200k sq ft)	25.80	1.40	36.12	**$20,870**	$163	$3,003	$29	$160	$134	$3,142	$391	**$14,174**
815	Discount Store; Free-Standing	1,000 sf	53.12	ITE 10th Edition	2.29	2.79	Appendix A: Fig. A-1 (100k sq ft)	62%	Appendix A: Fig. A-2 (100k sq ft)	23.83	1.40	33.36	**$19,280**	$152	$2,801	$27	$149	$125	$2,931	$391	**$13,008**
820	Shopping Center	1,000 sfgla	37.75	ITE 10th Edition	2.69	3.19	Appendix A: Fig. A-1 (450k sfgla)	74%	Appendix A: Fig. A-2 (450k sfgla)	23.75	1.40	33.25	**$19,210**	$147	$2,708	$27	$149	$121	$2,837	$391	**$13,125**
841	New/Used Auto Sales	1,000 sf	24.58	Blend ITE 10th & FL Studies	4.60	5.10	FL Studies	79%	FL Studies	28.23	1.40	39.52	**$22,835**	$163	$3,003	$30	$165	$135	$3,165	$293	**$16,209**
857	Discount Club	1,000 sf	41.80	ITE 10th Edition	2.29	2.79	Appendix A: Fig. A-1 (100k sq ft)	62%	Appendix A: Fig. A-2 (100k sq ft)	18.75	1.40	26.25	**$15,172**	$119	$2,193	$22	$121	$98	$2,298	$391	**$10,169**
862	Home Improvement Superstore	1,000 sf	30.74	ITE 10th Edition	2.34	2.84	Appendix A: Fig. A-1 (150k sq ft)	65%	Appendix A: Fig. A-2 (150k sq ft)	14.77	1.40	20.68	**$11,953**	$94	$1,732	$17	$94	$77	$1,805	$391	**$7,931**
863	Electronics Superstore	1,000 sf	41.05	ITE 10th Edition	1.87	2.37	Appendix A: Fig. A-1 (50k sq ft)	56%	Appendix A: Fig. A-2 (50k sq ft)	13.58	1.40	19.01	**$10,989**	$90	$1,658	$16	$88	$74	$1,735	$391	**$7,117**
880/ 881	Pharmacy/Drug Store with & without Drive-Thru	1,000 sf	104.37	Blend ITE 10th & FL Studies	2.08	2.58	FL Studies	32%	FL Studies	21.95	1.40	30.73	**$17,759**	$142	$2,616	$26	$143	$117	$2,743	$391	**$11,866**
890	Furniture Store	1,000 sf	6.30	ITE 10th Edition	6.09	6.59	FL Studies	54%	FL Studies	6.55	1.40	9.17	**$5,296**	$37	$682	$7	$39	$30	$703	$391	**$3,481**
	SERVICES:																				
912	Bank/Savings Drive-In	1,000 sf	102.66	Blend ITE 10th & FL Studies	2.46	2.96	FL Studies	46%	FL Studies	36.71	1.40	51.39	**$29,698**	$231	$4,256	$42	$231	$190	$4,455	$890	**$19,866**
930	Fast Casual Restaurant	1,000 sf	315.17	ITE 10th Edition	2.05	2.55	Same as LUC 934	58%	Same as LUC 934	118.42	1.40	165.79	**$95,798**	$769	$14,168	$139	$766	$634	$14,865	$729	**$65,270**
931	Quality Restaurant	1,000 sf	86.03	Blend ITE 10th & FL Studies	3.14	3.64	FL Studies	77%	FL Studies	65.73	1.40	92.02	**$53,174**	$398	$7,333	$72	$397	$328	$7,690	$729	**$37,025**
932	High-Turn Over Restaurant	1,000 sf	106.26	Blend ITE 10th & FL Studies	3.17	3.67	FL Studies	71%	FL Studies	75.57	1.40	105.80	**$61,139**	$457	$8,420	$83	$457	$377	$8,839	$729	**$42,694**
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	482.53	Blend ITE 10th & FL Studies	2.05	2.55	FL Studies	58%	FL Studies	181.30	1.40	253.82	**$146,668**	$1,177	$21,685	$213	$1,173	$971	$22,766	$988	**$100,056**
942	Automobile Care Center	1,000 sf	24.58	Blend ITE 10th & FL Studies	3.62	4.12	FL Studies	72%	FL Studies	20.24	1.40	28.34	**$16,378**	$120	$2,211	$22	$121	$99	$2,321	$293	**$11,432**
944	Gas Station w/Convenience Market <2,000 sq ft	fuel pos.	172.01	ITE 10th Edition	1.90	2.40	FL Studies	23%	FL Studies	23.75	1.40	33.25	**$19,216**	$157	$2,893	$28	$154	$129	$3,024	$34	**$13,111**
945	Gas Station w/Convenience Market 2,000-2,999 sq ft	fuel pos.	205.36	ITE 10th Edition	1.90	2.40	Same as LUC 944	23%	Same as LUC 944	28.36	1.40	39.70	**$22,942**	$187	$3,445	$34	$187	$154	$3,611	$34	**$15,665**
960	Gas Station w/Convenience Market 3,000+ sq ft	fuel pos.	230.52	ITE 10th Edition	1.90	2.40	Same as LUC 944	23%	Same as LUC 944	31.83	1.40	44.56	**$25,752**	$210	$3,869	$38	$209	$173	$4,056	$34	**$17,584**
947	Self-Service Car Wash	service bay	43.94	Blend ITE 10th & FL Studies	2.18	2.68	FL Studies	68%	FL Studies	20.58	1.40	28.81	**$16,652**	$132	$2,432	$24	$132	$109	$2,556	$126	**$11,406**
	INDUSTRIAL:																				
110	General Light Industrial	1,000 sf	4.96	ITE 10th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	7.43	1.40	10.40	**$7,009**	$43	$792	$8	$44	$35	$821	$191	**$5,161**
140	Manufacturing	1,000 sf	3.93	ITE 10th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	5.88	1.40	8.23	**$5,554**	$34	$626	$6	$33	$28	$656	$191	**$4,048**
150	Warehousing	1,000 sf	1.74	ITE 10th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	2.61	1.40	3.65	**$2,459**	$15	$276	$3	$17	$12	$281	$174	**$1,711**
151	Mini-Warehouse	1,000 sf	1.49	Blend ITE 10th & FL Studies	3.51	4.01	Average of LUC 710 and LUC 820 (50k sq ft)	92%	Same as LUC 710	1.52	1.40	2.13	**$1,435**	$9	$166	$2	$11	$7	$164	$174	**$920**
154	High-Cube Transload/Storage	1,000 sf	1.40	ITE 10th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	2.10	1.40	2.94	**$1,978**	$12	$221	$2	$11	$10	$234	$174	**$1,338**

1) Net VMT calculated as ((Trip Generation Rate* Trip Length* % New Trips)*(1-Interstate/Toll Facility Adjustment Factor)/2). This reflects the unit of vehicle miles of capacity consumed per unit of development and is multiplied by the cost per vehicle
2) Sales Tax = Regional Transportation and Charter County Surtax
3) The ITE 10th Edition trip generation rate for PM Peak Hour of Adjacent traffic was adjusted by a factor of 10 to approximate the Daily TGR
4) The ITE 10th Edition trip generation rate was adjusted to reflect the average occupancy rate of 60 percent based on data provided by the Florida Association of RV Parks and Campgrounds
5) The percent new trips for schools was estimated at 90% based on LUC 710, but was then adjusted to 80% to provide a conservative fee rate. This adjustment reflects the nature of elementary and middle school uses where attendees are unable to drive and are typically dropped off by parents on their way to another destination

Table E-3
Mobility Fee Schedule – Urban Area (Excluding Surtax Credit)

				$$ per gallon to capital:		City Revenues:	$0.004													
						County Revenues (Non-CIT):	$0.045		Unit Cost per Lane Mile:	$6,725,000								Interstate/Toll Facility Adjustment Factor:	36.8%
						County Revenues (CIT):	$0.031		Average PMC per Lane Mile:	13,300	13,300								Cost per PMC:	$505.64
				Facility life (years):	25	6	State Revenues:	$0.122	Fuel Efficiency:	18.92	mpg									
				Interest rate:	2.50%				Effective days per year:	365										

ITE LUC	Land Use	Unit	Trip Rate	Trip Rate Source	Assessable Trip Length	Total Trip Length	Trip Length Source	Percent New Trips	% New Trips Source	Net VMT[1]	Person Trip Factor	Net PMT	Total Mobility Cost	Annual Capital Impr. Tax	Capital Improvement Credit	Annual Community Investment Tax	Community Investment Tax Total	Ad Valorem Credit	Net Mobility Fee
	RESIDENTIAL:																		
210	Single Family (Detached) - Less than 1,500 sf & Annual HH Income less than 50% SHIP Definition	du	4.51	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	9.43	1.40	13.20	**$6,679**	$53	$976	$10	$55	$594	**$5,054**
	Single Family (Detached) - Less than 1,500 sf & Annual HH Income between 50-80% SHIP Definition	du	5.22	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	10.92	1.40	15.29	**$7,730**	$61	$1,124	$11	$61	$594	**$5,951**
	Single Family (Detached) - Less than 1,500 sf	du	7.00	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	14.64	1.40	20.50	**$10,366**	$82	$1,511	$15	$83	$594	**$8,178**
	Single Family (Detached) - 1,500 to 2,499 sf	du	7.81	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	16.34	1.40	22.88	**$11,566**	$92	$1,695	$17	$94	$594	**$9,183**
	Single Family (Detached) - 2,500 sf and greater	du	8.89	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	18.60	1.40	26.04	**$13,165**	$104	$1,916	$19	$105	$594	**$10,550**
220	Multi-Family (Low-Rise, 1-2 Levels) - Annual HH Income less than 50% SHIP Definition	du	4.33	ITE 10th Edition (NHTS, AHS, Census)	5.10	5.60	FL Studies (LUC 220/221/222)	100%	n/a	6.98	1.40	9.77	**$4,940**	$40	$737	$7	$39	$371	**$3,793**
	Multi-Family (Low-Rise, 1-2 Levels) - Annual HH Income between 50-80% SHIP Definition	du	5.01	ITE 10th Edition (NHTS, AHS, Census)	5.10	5.60	FL Studies (LUC 220/221/222)	100%	n/a	8.07	1.40	11.30	**$5,716**	$46	$848	$8	$44	$371	**$4,453**
	Multi-Family (Low-Rise, 1-2 Levels)	du	7.32	ITE 10th Edition	5.10	5.60	FL Studies (LUC 220/221/222)	100%	n/a	11.80	1.40	16.52	**$8,351**	$68	$1,253	$12	$66	$371	**$6,661**
221	Multi-Family (Mid-Rise, 3-10 Levels) - Annual HH Income less than 50% SHIP Definition	du	3.21	ITE 10th Edition (NHTS, AHS, Census)	5.10	5.60	FL Studies (LUC 220/221/222)	100%	n/a	5.17	1.40	7.24	**$3,662**	$30	$553	$5	$28	$371	**$2,710**
	Multi-Family (Mid-Rise, 3-10 Levels) - Annual HH Income between 50-80% SHIP Definition	du	3.73	ITE 10th Edition (NHTS, AHS, Census)	5.10	5.60	FL Studies (LUC 220/221/222)	100%	n/a	6.01	1.40	8.41	**$4,255**	$34	$626	$6	$33	$371	**$3,225**
	Multi-Family (Mid-Rise, 3-10 Levels)	du	5.44	ITE 10th Edition	5.10	5.60	FL Studies (LUC 220/221/222)	100%	n/a	8.77	1.40	12.28	**$6,206**	$50	$921	$9	$50	$371	**$4,864**
222	Multi-Family (High-Rise, >10 Levels) - Annual HH Income less than 50% SHIP Definition	du	2.63	ITE 10th Edition (NHTS, AHS, Census)	5.10	5.60	FL Studies (LUC 220/221/222)	100%	n/a	4.24	1.40	5.94	**$3,000**	$24	$442	$4	$22	$371	**$2,165**
	Multi-Family (High-Rise, >10 Levels) - Annual HH Income between 50-80% SHIP Definition	du	3.05	ITE 10th Edition (NHTS, AHS, Census)	5.10	5.60	FL Studies (LUC 220/221/222)	100%	n/a	4.92	1.40	6.89	**$3,480**	$28	$516	$5	$28	$371	**$2,565**
	Multi-Family (High-Rise, >10 Levels)	du	4.45	ITE 10th Edition	5.10	5.60	FL Studies (LUC 220/221/222)	100%	n/a	7.17	1.40	10.04	**$5,077**	$41	$755	$7	$39	$371	**$3,912**
231	Mid-Rise Residential w/1st Floor Commercial	du	3.44	ITE 10th Edition	5.10	5.60	FL Studies (LUC 220/221/222)	100%	n/a	5.54	1.40	7.76	**$3,925**	$32	$590	$6	$33	$371	**$2,931**
232	High-Rise Residential w/1st Floor Commercial[2]	Occ. du	2.01	ITE 10th Edition (Adjusted)	5.10	5.60	FL Studies (LUC 220/221/222)	100%	n/a	3.24	1.40	4.54	**$2,293**	$19	$350	$3	$17	$371	**$1,555**
240	Mobile Home Park	du	4.17	FL Studies	4.60	5.10	FL Studies	100%	n/a	6.06	1.40	8.48	**$4,291**	$35	$645	$6	$33	$158	**$3,455**
253	Congregate Care Facility	du	2.25	Blend ITE 10th & FL Studies	3.08	3.58	Same as LUC 210	72%	FL Studies	1.58	1.40	2.21	**$1,116**	$10	$184	$2	$11	$426	**$495**
	LODGING:																		
310	Hotel	room	5.55	Blend ITE 10th & FL Studies	6.26	6.76	FL Studies	66%	FL Studies	7.25	1.40	10.15	**$5,129**	$41	$755	$7	$39	$167	**$4,168**
311	Hotel; All Suites	room	4.46	ITE 10th Edition	6.26	6.76	Same as LUC 310	66%	Same as LUC 310	5.82	1.40	8.15	**$4,122**	$33	$608	$6	$33	$167	**$3,314**
320	Motel	room	3.35	ITE 10th Edition	4.34	4.84	FL Studies	77%	FL Studies	3.54	1.40	4.96	**$2,504**	$21	$387	$4	$22	$126	**$1,969**
	RECREATION:																		
411	Public Park	acre	0.78	ITE 10th Edition	5.15	5.65	Same as LUC 710	90%	Based on LUC 710	1.14	1.40	1.60	**$809**	$7	$129	$1	$6	$276	**$398**
416	RV Park[3]	site	1.62	ITE 10th Edition (Adjusted)	4.60	5.10	Same as LUC 240	100%	Same as LUC 210	2.35	1.40	3.29	**$1,667**	$14	$258	$2	$11	$29	**$1,369**
420	Marina	boat berth	2.41	ITE 10th Edition	6.62	7.12	Same as LUC 210	90%	Based on LUC 710	4.54	1.40	6.36	**$3,212**	$25	$461	$5	$28	$195	**$2,528**
430	Golf Course	hole	30.38	ITE 10th Edition	6.62	7.12	Same as LUC 210	90%	Based on LUC 710	57.20	1.40	80.08	**$40,490**	$321	$5,914	$58	$319	$2,263	**$31,994**
444	Movie Theater	screen	114.83	Blend ITE 10th & FL Studies	2.22	2.72	FL Studies	88%	FL Studies	70.89	1.40	99.25	**$50,182**	$453	$8,346	$82	$452	$580	**$40,804**
492	Health Club[2]	1,000 sf	34.50	ITE 10th Edition (Adjusted)	5.15	5.65	Same as LUC 710	94%	FL Studies	52.78	1.40	73.89	**$37,360**	$302	$5,564	$55	$303	$391	**$31,102**
	INSTITUTIONS:																		
520	Elementary School (Private)	student	1.89	ITE 10th Edition	3.31	3.81	50% of LUC 210: Tavel Demand Model	80%	Based on LUC 710 (adjusted)[4]	1.58	1.40	2.21	**$1,120**	$10	$184	$2	$11	$94	**$831**
522	Middle School (Private)	student	2.13	ITE 10th Edition	3.31	3.81	50% of LUC 210: Tavel Demand Model	80%	Based on LUC 710 (adjusted)[4]	1.78	1.40	2.49	**$1,262**	$11	$203	$2	$11	$94	**$954**
530	High School (Private)	student	2.03	ITE 10th Edition	3.31	3.81	50% of LUC 210: Tavel Demand Model	90%	Based on LUC 710	1.91	1.40	2.67	**$1,353**	$11	$203	$2	$11	$94	**$1,045**
540	University/Junior College (7,500 or fewer students) (Private)	student	2.00	ITE Regression Analysis	6.62	7.12	Same as LUC 210	90%	Based on LUC 710	3.77	1.40	5.28	**$2,666**	$21	$387	$4	$22	$94	**$2,163**
550	University/Junior College (more than 7,500 students) (Private)	student	1.50	ITE Regression Analysis	6.62	7.12	Same as LUC 210	90%	Based on LUC 710	2.82	1.40	3.95	**$1,999**	$16	$295	$3	$17	$94	**$1,593**
560	Church	1,000 sf	6.95	ITE 10th Edition	3.91	4.41	Midpoint of LUC 710 & LUC 820 (App. A)	90%	Based on LUC 710	7.73	1.40	10.82	**$5,471**	$45	$829	$8	$44	$0	**$4,598**
565	Day Care Center	1,000 sf	49.63	Blend ITE 10th & FL Studies	2.03	2.53	FL Studies	73%	FL Studies	23.24	1.40	32.54	**$16,452**	$151	$2,782	$27	$149	$365	**$13,156**
610	Hospital	1,000 sf	10.72	ITE 10th Edition	6.62	7.12	Same as LUC 210	78%	Midpoint of LUC 310 & LUC 720	17.49	1.40	24.49	**$12,382**	$98	$1,806	$18	$99	$147	**$10,330**

Table E-3 (Continued)

Mobility Fee Schedule – Urban Area (Excluding Surtax Credit)

ITE LUC	Land Use	Unit	Trip Rate	Trip Rate Source	Assessable Trip Length	Total Trip Length	Trip Length Source	Percent New Trips	% New Trips Source	Net VMT[1]	Person Trip Factor	Net PMT	Total Mobility Cost	Annual Capital Impr. Tax	Capital Improvement Credit	Annual Community Investment Tax	Community Investment Tax Total	Ad Valorem Credit	Net Mobility Fee
	INSTITUTIONS:																		
620	Nursing Home	bed	3.02	Blend ITE 10th & FL Studies	2.59	3.09	FL Studies	89%	FL Studies	2.20	1.40	3.08	**$1,557**	$14	$258	$2	$11	$35	**$1,253**
630	Clinic	1,000 sf	37.46	Blend ITE 10th & FL Studies	5.10	5.60	FL Studies	93%	FL Studies	56.14	1.40	78.60	**$39,744**	$322	$5,933	$58	$319	$147	**$33,345**
	OFFICE:																		
710	General Office	1,000 sf	9.74	ITE 10th Edition	5.15	5.65	FL Studies	92%	FL Studies	14.58	1.40	20.41	**$10,323**	$84	$1,548	$15	$83	$356	**$8,336**
715	Single Tenant Office Building	1,000 sf	11.59	Blend ITE 10th & FL Studies	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	17.35	1.40	24.29	**$12,284**	$99	$1,824	$18	$99	$356	**$10,005**
720	Medical Office 10,000 sq ft or less	1,000 sf	23.83	FL Studies	5.55	6.05	FL Studies	89%	FL Studies	37.20	1.40	52.08	**$26,331**	$212	$3,906	$38	$209	$356	**$21,860**
720	Medical Office greater than 10,000 sq ft	1,000 sf	34.12	Blend ITE 10th & FL Studies	5.55	6.05	FL Studies	89%	FL Studies	53.26	1.40	74.56	**$37,701**	$303	$5,583	$55	$303	$356	**$31,459**
	RETAIL:																		
813	Discount Superstore	1,000 sf	50.77	Blend ITE 10th & FL Studies	2.40	2.90	Appendix A: Fig. A-1 (200k sq ft)	67%	Appendix A: Fig. A-2 (200k sq ft)	25.80	1.40	36.12	**$18,262**	$163	$3,003	$29	$160	$391	**$14,708**
815	Discount Store; Free-Standing	1,000 sf	53.12	ITE 10th Edition	2.29	2.79	Appendix A: Fig. A-1 (100k sq ft)	62%	Appendix A: Fig. A-2 (100k sq ft)	23.83	1.40	33.36	**$16,871**	$152	$2,801	$27	$149	$391	**$13,530**
820	Shopping Center	1,000 sfgla	37.75	ITE 10th Edition	2.69	3.19	Appendix A: Fig. A-1 (450k sfgla)	74%	Appendix A: Fig. A-2 (450k sfgla)	23.75	1.40	33.25	**$16,810**	$147	$2,708	$27	$149	$391	**$13,562**
841	New/Used Auto Sales	1,000 sf	24.58	Blend ITE 10th & FL Studies	4.60	5.10	FL Studies	79%	FL Studies	28.23	1.40	39.52	**$19,981**	$163	$3,003	$30	$165	$293	**$16,520**
857	Discount Club	1,000 sf	41.80	ITE 10th Edition	2.29	2.79	Appendix A: Fig. A-1 (100k sq ft)	62%	Appendix A: Fig. A-2 (100k sq ft)	18.75	1.40	26.25	**$13,276**	$119	$2,193	$22	$121	$391	**$10,571**
862	Home Improvement Superstore	1,000 sf	30.74	ITE 10th Edition	2.34	2.84	Appendix A: Fig. A-1 (150k sq ft)	65%	Appendix A: Fig. A-2 (150k sq ft)	14.77	1.40	20.68	**$10,459**	$94	$1,732	$17	$94	$391	**$8,242**
863	Electronics Superstore	1,000 sf	41.05	ITE 10th Edition	1.87	2.37	Appendix A: Fig. A-1 (50k sq ft)	56%	Appendix A: Fig. A-2 (50k sq ft)	13.58	1.40	19.01	**$9,616**	$90	$1,658	$16	$88	$391	**$7,479**
880/ 881	Pharmacy/Drug Store with & without Drive-Thru	1,000 sf	104.37	Blend ITE 10th & FL Studies	2.08	2.58	FL Studies	32%	FL Studies	21.95	1.40	30.73	**$15,540**	$142	$2,616	$26	$143	$391	**$12,390**
890	Furniture Store	1,000 sf	6.30	ITE 10th Edition	6.09	6.59	FL Studies	54%	FL Studies	6.55	1.40	9.17	**$4,635**	$37	$682	$7	$39	$391	**$3,523**
	SERVICES:																		
912	Bank/Savings Drive-In	1,000 sf	102.66	Blend ITE 10th & FL Studies	2.46	2.96	FL Studies	46%	FL Studies	36.71	1.40	51.39	**$25,987**	$231	$4,256	$42	$231	$890	**$20,610**
930	Fast Casual Restaurant	1,000 sf	315.17	ITE 10th Edition	2.05	2.55	Same as LUC 934	58%	Same as LUC 934	118.42	1.40	165.79	**$83,827**	$769	$14,168	$139	$766	$729	**$68,164**
931	Quality Restaurant	1,000 sf	86.03	Blend ITE 10th & FL Studies	3.14	3.64	FL Studies	77%	FL Studies	65.73	1.40	92.02	**$46,529**	$398	$7,333	$72	$397	$729	**$38,070**
932	High-Turn Over Restaurant	1,000 sf	106.26	Blend ITE 10th & FL Studies	3.17	3.67	FL Studies	71%	FL Studies	75.57	1.40	105.80	**$53,499**	$457	$8,420	$83	$457	$729	**$43,893**
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	482.53	Blend ITE 10th & FL Studies	2.05	2.55	FL Studies	58%	FL Studies	181.30	1.40	253.82	**$128,340**	$1,177	$21,685	$213	$1,173	$988	**$104,494**
942	Automobile Care Center	1,000 sf	24.58	Blend ITE 10th & FL Studies	3.62	4.12	FL Studies	72%	FL Studies	20.24	1.40	28.34	**$14,331**	$120	$2,211	$22	$121	$293	**$11,706**
944	Gas Station w/Convenience Market <2,000 sq ft	fuel pos.	172.01	ITE 10th Edition	1.90	2.40	FL Studies	23%	FL Studies	23.75	1.40	33.25	**$16,815**	$157	$2,893	$28	$154	$34	**$13,734**
945	Gas Station w/Convenience Market 2,000-2,999 sq ft	fuel pos.	205.36	ITE 10th Edition	1.90	2.40	Same as LUC 944	23%	Same as LUC 944	28.36	1.40	39.70	**$20,075**	$187	$3,445	$34	$187	$34	**$16,409**
960	Gas Station w/Convenience Market 3,000+ sq ft	fuel pos.	230.52	ITE 10th Edition	1.90	2.40	Same as LUC 944	23%	Same as LUC 944	31.83	1.40	44.56	**$22,534**	$210	$3,869	$38	$209	$34	**$18,422**
947	Self-Service Car Wash	service bay	43.94	Blend ITE 10th & FL Studies	2.18	2.68	FL Studies	68%	FL Studies	20.58	1.40	28.81	**$14,571**	$132	$2,432	$24	$132	$126	**$11,881**
	INDUSTRIAL:																		
110	General Light Industrial	1,000 sf	4.96	ITE 10th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	7.43	1.40	10.40	**$5,257**	$43	$792	$8	$44	$191	**$4,230**
140	Manufacturing	1,000 sf	3.93	ITE 10th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	5.88	1.40	8.23	**$4,165**	$34	$626	$6	$33	$191	**$3,315**
150	Warehousing	1,000 sf	1.74	ITE 10th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	2.61	1.40	3.65	**$1,844**	$15	$276	$3	$17	$174	**$1,377**
151	Mini-Warehouse	1,000 sf	1.49	Blend ITE 10th & FL Studies	3.51	4.01	Average of LUC 710 and LUC 820 (50k sq ft)	92%	Same as LUC 710	1.52	1.40	2.13	**$1,076**	$9	$166	$2	$11	$174	**$725**
154	High-Cube Transload/Storage	1,000 sf	1.40	ITE 10th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	2.10	1.40	2.94	**$1,484**	$12	$221	$2	$11	$174	**$1,078**

1) Net VMT calculated as ((Trip Generation Rate* Trip Length* % New Trips)*(1-Interstate/Toll Facility Adjustment Factor)/2). This reflects the unit of vehicle miles of capacity consumed per unit of development and is multiplied by the cost per vehicle
2) The ITE 10th Edition trip generation rate for PM Peak Hour of Adjacent traffic was adjusted by a factor of 10 to approximate the Daily TGR
3) The ITE 10th Edition trip generation rate was adjusted to reflect the average occupancy rate of 60 percent based on data provided by the Florida Association of RV Parks and Campgrounds
4) The percent new trips for schools was estimated at 90% based on LUC 710, but was then adjusted to 80% to provide a conservative fee rate. This adjustment reflects the nature of elementary and middle school uses where attendees are unable to drive and are typically dropped off by parents on their way to another destination

Table E-4
Mobility Fee Schedule – Rural Area (Excluding Surtax Credit)

				$$ per gallon to capital:		City Revenues:	$0.004													
						County Revenues (Non-CIT):	$0.045		Unit Cost per Lane Mile:	$6,725,000								Interstate/Toll Facility Adjustment Factor:	36.8%
						County Revenues (CIT):	$0.031		Average PMC per Lane Mile:	9,975	11,638							Cost per PMC (Residential/Office/Industrial):	$674.19
				Facility life (years):	25	6 State Revenues:	$0.122		Fuel Efficiency:	18.92 mpg								Cost per PMC (Other Non-Residential):	$577.85
				Interest rate:	2.50%				Effective days per year:	365									

ITE LUC	Land Use	Unit	Trip Rate	Trip Rate Source	Assessable Trip Length	Total Trip Length	Trip Length Source	Percent New Trips	% New Trips Source	Net VMT[1]	Person Trip Factor	Net PMT	Total Mobility Cost	Annual Capital Impr. Tax	Capital Improvement Credit	Annual Community Investment Tax	Community Investment Tax Total	Ad Valorem Credit	Net Mobility Fee
	RESIDENTIAL:																		
210	Single Family (Detached) - Less than 1,500 sf & Annual HH Income less than 50% SHIP Definition	du	4.51	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	9.43	1.40	13.20	**$8,905**	$53	$976	$10	$55	$594	**$7,280**
	Single Family (Detached) - Less than 1,500 sf & Annual HH Income between 50-80% SHIP Definition	du	5.22	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	10.92	1.40	15.29	**$10,307**	$61	$1,124	$11	$61	$594	**$8,528**
	Single Family (Detached) - Less than 1,500 sf	du	7.00	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	14.64	1.40	20.50	**$13,821**	$82	$1,511	$15	$83	$594	**$11,633**
	Single Family (Detached) - 1,500 to 2,499 sf	du	7.81	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	16.34	1.40	22.88	**$15,421**	$92	$1,695	$17	$94	$594	**$13,038**
	Single Family (Detached) - 2,500 sf and greater	du	8.89	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	18.60	1.40	26.04	**$17,553**	$104	$1,916	$19	$105	$594	**$14,938**
220	Multi-Family (Low-Rise, 1-2 Levels) - Annual HH Income less than 50% SHIP Definition	du	4.33	ITE 10th Edition (NHTS, AHS, Census)	5.10	5.60	FL Studies (LUC 220/221/222)	100%	n/a	6.98	1.40	9.77	**$6,586**	$40	$737	$7	$39	$371	**$5,439**
	Multi-Family (Low-Rise, 1-2 Levels) - Annual HH Income between 50-80% SHIP Definition	du	5.01	ITE 10th Edition (NHTS, AHS, Census)	5.10	5.60	FL Studies (LUC 220/221/222)	100%	n/a	8.07	1.40	11.30	**$7,621**	$46	$848	$8	$44	$371	**$6,358**
	Multi-Family (Low-Rise, 1-2 Levels)	du	7.32	ITE 10th Edition	5.10	5.60	FL Studies (LUC 220/221/222)	100%	n/a	11.80	1.40	16.52	**$11,135**	$68	$1,253	$12	$66	$371	**$9,445**
221	Multi-Family (Mid-Rise, 3-10 Levels) - Annual HH Income less than 50% SHIP Definition	du	3.21	ITE 10th Edition (NHTS, AHS, Census)	5.10	5.60	FL Studies (LUC 220/221/222)	100%	n/a	5.17	1.40	7.24	**$4,883**	$30	$553	$5	$28	$371	**$3,931**
	Multi-Family (Mid-Rise, 3-10 Levels) - Annual HH Income between 50-80% SHIP Definition	du	3.73	ITE 10th Edition (NHTS, AHS, Census)	5.10	5.60	FL Studies (LUC 220/221/222)	100%	n/a	6.01	1.40	8.41	**$5,674**	$34	$626	$6	$33	$371	**$4,644**
	Multi-Family (Mid-Rise, 3-10 Levels)	du	5.44	ITE 10th Edition	5.10	5.60	FL Studies (LUC 220/221/222)	100%	n/a	8.77	1.40	12.28	**$8,275**	$50	$921	$9	$50	$371	**$6,933**
222	Multi-Family (High-Rise, >10 Levels) - Annual HH Income less than 50% SHIP Definition	du	2.63	ITE 10th Edition (NHTS, AHS, Census)	5.10	5.60	FL Studies (LUC 220/221/222)	100%	n/a	4.24	1.40	5.94	**$4,001**	$24	$442	$4	$22	$371	**$3,166**
	Multi-Family (High-Rise, >10 Levels) - Annual HH Income between 50-80% SHIP Definition	du	3.05	ITE 10th Edition (NHTS, AHS, Census)	5.10	5.60	FL Studies (LUC 220/221/222)	100%	n/a	4.92	1.40	6.89	**$4,639**	$28	$516	$5	$28	$371	**$3,724**
	Multi-Family (High-Rise, >10 Levels)	du	4.45	ITE 10th Edition	5.10	5.60	FL Studies (LUC 220/221/222)	100%	n/a	7.17	1.40	10.04	**$6,769**	$41	$755	$7	$39	$371	**$5,604**
231	Mid-Rise Residential w/1st Floor Commercial	du	3.44	ITE 10th Edition	5.10	5.60	FL Studies (LUC 220/221/222)	100%	n/a	5.54	1.40	7.76	**$5,233**	$32	$590	$6	$33	$371	**$4,239**
232	High-Rise Residential w/1st Floor Commercial[2]	Occ. du	2.01	ITE 10th Edition (Adjusted)	5.10	5.60	FL Studies (LUC 220/221/222)	100%	n/a	3.24	1.40	4.54	**$3,057**	$19	$350	$3	$17	$371	**$2,319**
240	Mobile Home Park	du	4.17	FL Studies	4.60	5.10	FL Studies	100%	n/a	6.06	1.40	8.48	**$5,721**	$35	$645	$6	$33	$158	**$4,885**
253	Congregate Care Facility	du	2.25	Blend ITE 10th & FL Studies	3.08	3.58	Same as LUC 210	72%	FL Studies	1.58	1.40	2.21	**$1,488**	$10	$184	$2	$11	$426	**$867**
	LODGING:																		
310	Hotel	room	5.55	Blend ITE 10th & FL Studies	6.26	6.76	FL Studies	66%	FL Studies	7.25	1.40	10.15	**$5,862**	$41	$755	$7	$39	$167	**$4,901**
311	Hotel; All Suites	room	4.46	ITE 10th Edition	6.26	6.76	Same as LUC 310	66%	Same as LUC 310	5.82	1.40	8.15	**$4,711**	$33	$608	$6	$33	$167	**$3,903**
320	Motel	room	3.35	ITE 10th Edition	4.34	4.84	FL Studies	77%	FL Studies	3.54	1.40	4.96	**$2,862**	$21	$387	$4	$22	$126	**$2,327**
	RECREATION:																		
411	Public Park	acre	0.78	ITE 10th Edition	5.15	5.65	Same as LUC 710	90%	Based on LUC 710	1.14	1.40	1.60	**$924**	$7	$129	$1	$6	$276	**$513**
416	RV Park[3]	site	1.62	ITE 10th Edition (Adjusted)	4.60	5.10	Same as LUC 240	100%	Same as LUC 210	2.35	1.40	3.29	**$1,905**	$14	$258	$2	$11	$29	**$1,607**
420	Marina	boat berth	2.41	ITE 10th Edition	6.62	7.12	Same as LUC 210	90%	Based on LUC 710	4.54	1.40	6.36	**$3,671**	$25	$461	$5	$28	$195	**$2,987**
430	Golf Course	hole	30.38	ITE 10th Edition	6.62	7.12	Same as LUC 210	90%	Based on LUC 710	57.20	1.40	80.08	**$46,272**	$321	$5,914	$58	$319	$2,263	**$37,776**
444	Movie Theater	screen	114.83	Blend ITE 10th & FL Studies	2.22	2.72	FL Studies	88%	FL Studies	70.89	1.40	99.25	**$57,348**	$453	$8,346	$82	$452	$580	**$47,970**
492	Health Club[2]	1,000 sf	34.50	ITE 10th Edition (Adjusted)	5.15	5.65	Same as LUC 710	94%	FL Studies	52.78	1.40	73.89	**$42,696**	$302	$5,564	$55	$303	$391	**$36,438**
	INSTITUTIONS:																		
520	Elementary School (Private)	student	1.89	ITE 10th Edition	3.31	3.81	50% of LUC 210: Tavel Demand Model	80%	Based on LUC 710 (adjusted)[4]	1.58	1.40	2.21	**$1,279**	$10	$184	$2	$11	$94	**$990**
522	Middle School (Private)	student	2.13	ITE 10th Edition	3.31	3.81	50% of LUC 210: Tavel Demand Model	80%	Based on LUC 710 (adjusted)[4]	1.78	1.40	2.49	**$1,442**	$11	$203	$2	$11	$94	**$1,134**
530	High School (Private)	student	2.03	ITE 10th Edition	3.31	3.81	50% of LUC 210: Tavel Demand Model	90%	Based on LUC 710	1.91	1.40	2.67	**$1,546**	$11	$203	$2	$11	$94	**$1,238**
540	University/Junior College (7,500 or fewer students) (Private)	student	2.00	ITE Regression Analysis	6.62	7.12	Same as LUC 210	90%	Based on LUC 710	3.77	1.40	5.28	**$3,046**	$21	$387	$4	$22	$94	**$2,543**
550	University/Junior College (more than 7,500 students) (Private)	student	1.50	ITE Regression Analysis	6.62	7.12	Same as LUC 210	90%	Based on LUC 710	2.82	1.40	3.95	**$2,285**	$16	$295	$3	$17	$94	**$1,879**
560	Church	1,000 sf	6.95	ITE 10th Edition	3.91	4.41	Midpoint of LUC 710 & LUC 820 (App. A)	90%	Based on LUC 710	7.73	1.40	10.82	**$6,252**	$45	$829	$8	$44	$0	**$5,379**
565	Day Care Center	1,000 sf	49.63	Blend ITE 10th & FL Studies	2.03	2.53	FL Studies	73%	FL Studies	23.24	1.40	32.54	**$18,801**	$151	$2,782	$27	$149	$365	**$15,505**
610	Hospital	1,000 sf	10.72	ITE 10th Edition	6.62	7.12	Same as LUC 210	78%	Midpoint of LUC 310 & LUC 720	17.49	1.40	24.49	**$14,151**	$98	$1,806	$18	$99	$147	**$12,099**

Table E-4 (continued)
Mobility Fee Schedule – Rural Area (Excluding Surtax Credit)

ITE LUC	Land Use	Unit	Trip Rate	Trip Rate Source	Assessable Trip Length	Total Trip Length	Trip Length Source	Percent New Trips	% New Trips Source	Net VMT[1]	Person Trip Factor	Net PMT	Total Mobility Cost	Annual Capital Impr. Tax	Capital Improvement Credit	Annual Community Investment Tax	Community Investment Tax Total	Ad Valorem Credit	Net Mobility Fee
	INSTITUTIONS:																		
620	Nursing Home	bed	3.02	Blend ITE 10th & FL Studies	2.59	3.09	FL Studies	89%	FL Studies	2.20	1.40	3.08	**$1,780**	$14	$258	$2	$11	$35	**$1,476**
630	Clinic	1,000 sf	37.46	Blend ITE 10th & FL Studies	5.10	5.60	FL Studies	93%	FL Studies	56.14	1.40	78.60	**$45,420**	$322	$5,933	$58	$319	$147	**$39,021**
	OFFICE:																		
710	General Office	1,000 sf	9.74	ITE 10th Edition	5.15	5.65	FL Studies	92%	FL Studies	14.58	1.40	20.41	**$13,764**	$84	$1,548	$15	$83	$356	**$11,777**
715	Single Tenant Office Building	1,000 sf	11.59	Blend ITE 10th & FL Studies	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	17.35	1.40	24.29	**$16,378**	$99	$1,824	$18	$99	$356	**$14,099**
720	Medical Office 10,000 sq ft or less	1,000 sf	23.83	FL Studies	5.55	6.05	FL Studies	89%	FL Studies	37.20	1.40	52.08	**$35,108**	$212	$3,906	$38	$209	$356	**$30,637**
720	Medical Office greater than 10,000 sq ft	1,000 sf	34.12	Blend ITE 10th & FL Studies	5.55	6.05	FL Studies	89%	FL Studies	53.26	1.40	74.56	**$50,267**	$303	$5,583	$55	$303	$356	**$44,025**
	RETAIL:																		
813	Discount Superstore	1,000 sf	50.77	Blend ITE 10th & FL Studies	2.40	2.90	Appendix A: Fig. A-1 (200k sq ft)	67%	Appendix A: Fig. A-2 (200k sq ft)	25.80	1.40	36.12	**$20,870**	$163	$3,003	$29	$160	$391	**$17,316**
815	Discount Store; Free-Standing	1,000 sf	53.12	ITE 10th Edition	2.29	2.79	Appendix A: Fig. A-1 (100k sq ft)	62%	Appendix A: Fig. A-2 (100k sq ft)	23.83	1.40	33.36	**$19,280**	$152	$2,801	$27	$149	$391	**$15,939**
820	Shopping Center	1,000 sfgla	37.75	ITE 10th Edition	2.69	3.19	Appendix A: Fig. A-1 (450k sfgla)	74%	Appendix A: Fig. A-2 (450k sfgla)	23.75	1.40	33.25	**$19,210**	$147	$2,708	$27	$149	$391	**$15,962**
841	New/Used Auto Sales	1,000 sf	24.58	Blend ITE 10th & FL Studies	4.60	5.10	FL Studies	79%	FL Studies	28.23	1.40	39.52	**$22,835**	$163	$3,003	$30	$165	$293	**$19,374**
857	Discount Club	1,000 sf	41.80	ITE 10th Edition	2.29	2.79	Appendix A: Fig. A-1 (100k sq ft)	62%	Appendix A: Fig. A-2 (100k sq ft)	18.75	1.40	26.25	**$15,172**	$119	$2,193	$22	$121	$391	**$12,467**
862	Home Improvement Superstore	1,000 sf	30.74	ITE 10th Edition	2.34	2.84	Appendix A: Fig. A-1 (150k sq ft)	65%	Appendix A: Fig. A-2 (150k sq ft)	14.77	1.40	20.68	**$11,953**	$94	$1,732	$17	$94	$391	**$9,736**
863	Electronics Superstore	1,000 sf	41.05	ITE 10th Edition	1.87	2.37	Appendix A: Fig. A-1 (50k sq ft)	56%	Appendix A: Fig. A-2 (50k sq ft)	13.58	1.40	19.01	**$10,989**	$90	$1,658	$16	$88	$391	**$8,852**
880/ 881	Pharmacy/Drug Store with & without Drive-Thru	1,000 sf	104.37	Blend ITE 10th & FL Studies	2.08	2.58	FL Studies	32%	FL Studies	21.95	1.40	30.73	**$17,759**	$142	$2,616	$26	$143	$391	**$14,609**
890	Furniture Store	1,000 sf	6.30	ITE 10th Edition	6.09	6.59	FL Studies	54%	FL Studies	6.55	1.40	9.17	**$5,296**	$37	$682	$7	$39	$391	**$4,184**
	SERVICES:																		
912	Bank/Savings Drive-In	1,000 sf	102.66	Blend ITE 10th & FL Studies	2.46	2.96	FL Studies	46%	FL Studies	36.71	1.40	51.39	**$29,698**	$231	$4,256	$42	$231	$890	**$24,321**
930	Fast Casual Restaurant	1,000 sf	315.17	ITE 10th Edition	2.05	2.55	Same as LUC 934	58%	Same as LUC 934	118.42	1.40	165.79	**$95,798**	$769	$14,168	$139	$766	$729	**$80,135**
931	Quality Restaurant	1,000 sf	86.03	Blend ITE 10th & FL Studies	3.14	3.64	FL Studies	77%	FL Studies	65.73	1.40	92.02	**$53,174**	$398	$7,333	$72	$397	$729	**$44,715**
932	High-Turn Over Restaurant	1,000 sf	106.26	Blend ITE 10th & FL Studies	3.17	3.67	FL Studies	71%	FL Studies	75.57	1.40	105.80	**$61,139**	$457	$8,420	$83	$457	$729	**$51,533**
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	482.53	Blend ITE 10th & FL Studies	2.05	2.55	FL Studies	58%	FL Studies	181.30	1.40	253.82	**$146,668**	$1,177	$21,685	$213	$1,173	$988	**$122,822**
942	Automobile Care Center	1,000 sf	24.58	Blend ITE 10th & FL Studies	3.62	4.12	FL Studies	72%	FL Studies	20.24	1.40	28.34	**$16,378**	$120	$2,211	$22	$121	$293	**$13,753**
944	Gas Station w/Convenience Market <2,000 sq ft	fuel pos.	172.01	ITE 10th Edition	1.90	2.40	FL Studies	23%	FL Studies	23.75	1.40	33.25	**$19,216**	$157	$2,893	$28	$154	$34	**$16,135**
945	Gas Station w/Convenience Market 2,000-2,999 sq ft	fuel pos.	205.36	ITE 10th Edition	1.90	2.40	Same as LUC 944	23%	Same as LUC 944	28.36	1.40	39.70	**$22,942**	$187	$3,445	$34	$187	$34	**$19,276**
960	Gas Station w/Convenience Market 3,000+ sq ft	fuel pos.	230.52	ITE 10th Edition	1.90	2.40	Same as LUC 944	23%	Same as LUC 944	31.83	1.40	44.56	**$25,752**	$210	$3,869	$38	$209	$34	**$21,640**
947	Self-Service Car Wash	service bay	43.94	Blend ITE 10th & FL Studies	2.18	2.68	FL Studies	68%	FL Studies	20.58	1.40	28.81	**$16,652**	$132	$2,432	$24	$132	$126	**$13,962**
	INDUSTRIAL:																		
110	General Light Industrial	1,000 sf	4.96	ITE 10th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	7.43	1.40	10.40	**$7,009**	$43	$792	$8	$44	$191	**$5,982**
140	Manufacturing	1,000 sf	3.93	ITE 10th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	5.88	1.40	8.23	**$5,554**	$34	$626	$6	$33	$191	**$4,704**
150	Warehousing	1,000 sf	1.74	ITE 10th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	2.61	1.40	3.65	**$2,459**	$15	$276	$3	$17	$174	**$1,992**
151	Mini-Warehouse	1,000 sf	1.49	Blend ITE 10th & FL Studies	3.51	4.01	Average of LUC 710 and LUC 820 (50k sq ft)	92%	Same as LUC 710	1.52	1.40	2.13	**$1,435**	$9	$166	$2	$11	$174	**$1,084**
154	High-Cube Transload/Storage	1,000 sf	1.40	ITE 10th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	2.10	1.40	2.94	**$1,978**	$12	$221	$2	$11	$174	**$1,572**

1) Net VMT calculated as ((Trip Generation Rate* Trip Length* % New Trips)*(1-Interstate/Toll Facility Adjustment Factor)/2). This reflects the unit of vehicle miles of capacity consumed per unit of development and is multiplied by the cost per vehicle
2) The ITE 10th Edition trip generation rate for PM Peak Hour of Adjacent traffic was adjusted by a factor of 10 to approximate the Daily TGR
3) The ITE 10th Edition trip generation rate was adjusted to reflect the average occupancy rate of 60 percent based on data provided by the Florida Association of RV Parks and Campgrounds
4) The percent new trips for schools was estimated at 90% based on LUC 710, but was then adjusted to 80% to provide a conservative fee rate. This adjustment reflects the nature of elementary and middle school uses where attendees are unable to drive and are typically dropped off by parents on their way to another destination