Hillsborough County Florida

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HILLSBOROUGH COUNTY MOBILITY FEE STUDY

FINAL REPORT
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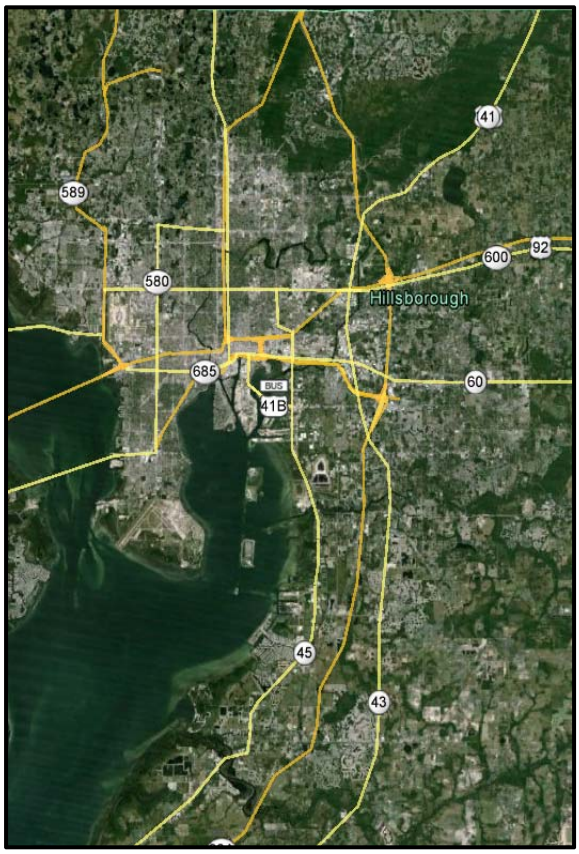

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Mobility Fee Study
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Introduction

Hillsborough County's transportation impact fee schedule was initially adopted in 1985, and updated in 1989. Since then, there has been no major update or significant changes in the transportation impact fee rates. Hillsborough County has retained Tindale Oliver to prepare an update study to reflect changes to the cost, credit, and demand components since 1989. The County is interested in converting the current roadway-based transportation impact fee to a mobility fee. A mobility fee shares the same basic principles as a road impact fee except that it provides additional flexibility to fund capital infrastructure for transit, bicycle, and pedestrian facilities, in addition to roads, therefore recouping costs associated with new development's impact to the entire transportation system (excluding rail, interstates, and toll facilities).

Per Florida Statutes, by transitioning to a mobility fee, the County will no longer require transportation concurrency at site-plan review stage.

This report consists of the following sections:

- Demand Component
- Cost Component
- Credit Component
- Assessment District Analysis
- Mobility Fee Calculation
- Mobility Fee Comparison
- Benefit District Analysis

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. The use of PMT is one of the primary differences from the current methodology which uses vehicle-miles of travel (VMT) to calculate the transportation impact fee. A consumption-based fee charges new growth the proportionate share of the cost of providing additional infrastructure available for use by new growth. In addition, per legal requirements, a credit is subtracted from the total cost to account for the value of future tax contributions of the new development toward any capacity expansion projects through other

revenue sources. Contributions used to calculate the credit component include estimates of future non-impact fee/mobility fee revenues generated by the new development that will be used toward capacity expansion projects. In other words, case law requires that the new development should not be charged twice for the same service.

The mobility fees developed in this report assess a proportionate share cost for the entire transportation network in the county, including classified 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.

Legal Standard Overview

In Florida, legal requirements related to impact fees have primarily been established through case law since the 1980's. Generally speaking, 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 7207 in 2011:** Required a dollar-for-dollar credit, for purposes of concurrency compliance, for impact fees paid and other concurrency mitigation required. The payment must be reduced by the percentage share the project's traffic represents of the added capacity of the selected improvement (up to a maximum of 20 percent or to an amount specified by ordinance, whichever results in a higher credit).
- **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 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 multimodal 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, multimodal 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.

The following paragraphs provide further detail on the generally applicable legal standards applicable here.

Mobility Fee Definition

- A mobility fee is a one-time capital charge levied against new development.
- A mobility fee is designed to cover the portion of the capital costs of infrastructure capacity consumed by new development.
- The principle purpose of a mobility 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.
- A mobility fee replaces concurrency at site-plan review stage.

Mobility Fee vs. Tax

- A mobility fee is generally regarded as a regulatory function established as a condition for improving property and is not established for the primary purpose of generating revenue, as taxes are.
- Mobility 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. This report established five mobility fee benefit districts in Hillsborough County.
- A mobility fee must be tied to a proportional need for new infrastructure capacity created by new development.

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 the transportation system is expressed in units of PMT (daily trip generation rate x the trip length x the percent new trips [of total trips] x the person-mile conversion factor) for each land use contained in the mobility fee schedule. The trip generation is expressed in terms of 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 or lane-mile of transportation system capacity. The credit is an estimate of the future non-impact fee revenues generated by new development that are allocated to transportation system capacity expansion. Thus, the mobility fee is an "up front" payment for a portion of the cost associated with the transportation facilities consumed by the development.

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. The input variables used in the fee equation are as follows:

Demand Variables:

- Trip generation rate
- Trip length
- Percent new trips
- Vehicle-trips to person-trips factor

Cost Variables:

- Roadway cost per lane mile
- Roadway capacity per lane mile
- Bicycle and pedestrian facilities capital costs
- Transit capital cost per person-mile of travel

Credit Variables:

- Equivalent gas tax credit (pennies)
- Present worth
- Fuel efficiency
- Effective days per year

A review of the mobility fee variables and corresponding recommendations are presented in the following sections.

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 (9th 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 Discount 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 discount factor, the loaded highway network file was generated for the Tampa Bay Regional Planning Model (TBRPM v8.0). 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 discount factor of 36.6 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 approach, 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 1.30. This value was derived from a review of the TBRPM v8.0 and nationwide travel data and vehicle occupancy levels observed in other communities throughout Florida. Given that a large portion of travel occurs via automobile, this approach is found to be reasonable.

Cost Component

Since the County's current impact fee calculation, which was last updated in 1989, there has been significant increases in transportation costs. Especially over the past 10 years, transportation capital costs fluctuated significantly in Florida. Costs increased significantly 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 in Florida and have continued to increase. 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. Additionally, 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.

Design and CEI

Design costs for county roads were estimated at 12 percent of construction phase costs based on a review of recently completed and ongoing local improvements and a recent transportation impact fee studies throughout Florida. Additional detail is included in Appendix B, Tables B-2 and B-10.

CEI costs for county roads were estimated at nine (9) percent of construction phase costs based on a review of recently completed and ongoing local improvements and a review of recent transportation impact fee studies throughout Florida. Additional detail is included in Appendix B, Tables B-8 and B-17.

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 13 improvements with acquisition data. Using the construction costs for these improvements, a ROW-to-construction factor was calculated for each improvement, ranging from 4 to 119 percent, with a weighted average of approximately 44 percent. Based on this review and discussions with staff, ROW costs were estimated at 50 percent of the county road construction costs for the mobility fee calculation. The use of a 50 percent ROW factor is higher than other ROW ratios seen in recent impact fee studies throughout Florida, which average approximately 41 percent for county roadways. This reflects County's urban nature that results in higher ROW costs compared to more suburban and rural jurisdictions. Additional detail is included in Appendix B, Tables B-4 and B-12.

Construction

The construction cost for county roads was based on a review of local and statewide projects. A review of recent construction cost data for Hillsborough County identified 13 recent capacity expansion improvements averaging $3.02 million per lane mile, as shown in Appendix B, Table B-14.

In addition to local improvements, recent bids from multiple communities throughout the state were also reviewed. This review included more than 320 lane miles of urban-design (curb & gutter) roadway improvements from 17 counties and calculated and average cost of $2.15 million per lane mile. Appendix B, Table B-15 provides a detailed description of the projects reviewed.

Based on this review and a discussion with staff, a county roadway cost of $3.00 million per lane mile was used in the mobility fee calculation 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 77 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 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-19). As shown in Table 1, the weighted average county roadway construction cost was calculated at approximately $2.90 million per lane mile, with a total weighted average cost of $4.95 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	Weighted Average(6)
Design(1)	$360,000	$277,000	$348,000
Right-of-Way(2)	$1,500,000	$1,155,000	$1,448,000
Construction(3)	$3,000,000	$2,310,000	$2,897,000
CEI(4)	$270,000	$208,000	$261,000
Total Cost	**$5,130,000**	**$3,950,000**	**$4,954,000**
Lane Mile Distribution(5)	85%	15%	100%

1) Source: Appendix B, Table B-2
2) Source: Appendix B, Table B-4
3) Source: Appendix B, Table B-6
4) Source: Appendix B, Table B-8
5) Source: Appendix B, Table B-19; Items (c) and (d)
6) Urban/Rural distribution (Item 5) multiplied by the design, ROW, construction, and CEI phase costs to develop a weighted average cost per lane mile

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 bid in Hillsborough County and throughout Florida and the FDOT's Long Range Estimates were used

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

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-11 (design) and B-18 (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 50 percent, the ROW cost for state roads with urban design characteristics is approximately $1.50 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-16:

- CR 39/Alexander St from N. of I-4 to N. of Knights Griffin
- SR 574 (MLK Jr. Blvd) from W. of Highview Rd to E. of Parsons Ave
- SR 41 (US 301) from S. of Tampa Bypass Canal to N. of Fowler Ave

These improvements ranged from approximately $1.16 million per lane mile to $4.35 million per lane mile for construction, with the two most recent improvements averaging approximately $4.20 million per lane mile. To increase the sample size, these costs were compared to costs for state road improvements for several other jurisdiction throughout the state. Considering 70 improvements with over 340 lane miles, the weighted average cost per lane mile for state road construction was approximately $3.10 million per lane mile. Appendix B, Table B-16 provides a detailed description of the projects analyzed. Based on this review, a state roadway construction cost of $3.00 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 77 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-19). As shown in Table 2, the weighted average state roadway construction cost was calculated at approximately $2.90 million per lane mile, with a total weighted average cost of $4.98 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	Weighted Average[6]
Design[1]	$330,000	$254,000	$319,000
Right-of-Way[2]	$1,500,000	$1,155,000	$1,448,000
Construction[3]	$3,000,000	$2,310,000	$2,897,000
CEI[4]	$330,000	$254,000	$319,000
Total Cost	**$5,160,000**	**$3,973,000**	**$4,983,000**
Lane Mile Distribution[5]	85%	15%	100%

1) Source: Appendix B, Table B-3
2) Source: Appendix B, Table B-5
3) Source: Appendix B, Table B-7
4) Source: Appendix B, Table B-9
5) Source: Appendix B, Table B-19; Items (c) and (d)
6) Urban/Rural distribution (Item 5) multiplied by the design, ROW, construction, and CEI phase costs to develop a weighted average cost per lane mile

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 $4.96 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	$348,000	$319,000	$340,000
Right-of-Way	$1,448,000	$1,448,000	$1,448,000
Construction	$2,897,000	$2,897,000	$2,897,000
CEI	$261,000	$319,000	$277,000
Total	**$4,954,000**	**$4,983,000**	**$4,962,000**
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-19; Items (a) and (b)

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

An additional component of the transportation 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-19) 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 (1.30 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	1.30	11,818
State Roads	38.32	398,156	10,390	1.30	13,507
Total	**136.38**	**1,289,603**			
Weighted Average VMC Added per Lane Mile[5]			**9,500**	**1.30**	**12,350**

1) Source: Appendix B, Table B-19
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 $401.78.

The cost per PMC figure is used in the transportation 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 $400 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	$4,954,000	11,818	$419.19
State Roads	$4,983,000	13,507	$368.92
Weighted Average	**$4,962,000**	**12,350**	**$401.78**

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 less than four (4) 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 $400 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-20.

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. 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 0.6 pennies on transportation capacity-expansion projects funded with non-impact fee revenues. In addition, the City receives an equivalent credit of 0.1 pennies for debt service associated with transportation capacity improvements. The future five-year plans for Temple Terrace and Plant City did not include any transportation capacity improvements, and therefore no additional credit was calculated for transportation improvements in these cities.

An additional revenue credit option was developed to reflect the increased transportation capacity funding that would become available if the proposed 0.5 percent local option sales tax is passed in Hillsborough County. Based on the current project lists for the Cities of Tampa, Plant City, and Temple Terrace, and the projected revenues, this would increase the revenue credit by 1.4 equivalent pennies.

County

As show in Table 6, Hillsborough County spends the equivalent of 5.3 pennies on transportation capacity-expansion projects funded with non-impact/mobility fee revenues. In addition, the County receives an equivalent credit of 3.4 pennies for debt service associated with transportation capacity improvements.

An additional revenue credit option was developed to reflect the increased transportation capacity funding that would become available if the proposed 0.5 percent local option sales tax is passed in Hillsborough County. Based on the current project list and projected revenues, this would increase the revenue credit by 16.0 equivalent pennies.

State

As show in Table 6, State expenditures on state roads 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 gas tax credit of 11.9 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 contributes 0.7 pennies, Hillsborough County contributes approximately 8.7 pennies, and FDOT is spending gas tax revenues at an average of 11.9 equivalent pennies for state transportation projects in Hillsborough County. With the adoption of the sales tax, the City contribution increases to 2.1 total pennies and the County contribution increases to 24.7 total pennies. Therefore, a total of 21.3 pennies (without sales tax) or a total of 38.7 pennies (with sales tax) were included in the mobility fee equation to recognize the future capital revenue that is expected to be generated by new development from all non-impact/mobility fee revenues, as shown in Table 6.

Table 6
Equivalent Pennies of Gas Tax Revenue

Credit	Equivalent Pennies per Gallon	
	w/o Sales Tax	w/Sales Tax
City Revenues[1]	$0.006	$0.006
County Revenues[2]	$0.053	$0.053
City Debt Service[3]	$0.001	$0.001
County Debt Service[4]	$0.034	$0.034
City Sales Tax[5]	-	$0.014
County Sales Tax[6]	-	$0.160
State Revenues[7]	$0.119	$0.119
Total	**$0.213**	**$0.387**

1) Source: Appendix C, Table C-2
2) Source: Appendix C, Table C-5
3) Source: Appendix C, Table C-3
4) Source: Appendix C, Table C-6
5) Source: Appendix C, Table C-4
6) Source: Appendix C, Table C-7
7) Source: Appendix C, Table C-8

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. Additionally, 10-year, 20-year and 30-year scenarios were created to reflect different potential adoption lifecycles of the ½-cent local option sales tax. The resulting fee rates for these options are presented in Appendix D, Tables D-5 through D-10.

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-17 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 2014*

(Federal Highway Administration). Based on the calculation completed in Appendix C, Table C-17, the fuel efficiency rate to be used in the updated mobility fee equation is 18.18 miles per gallon.

Effective Days per Year

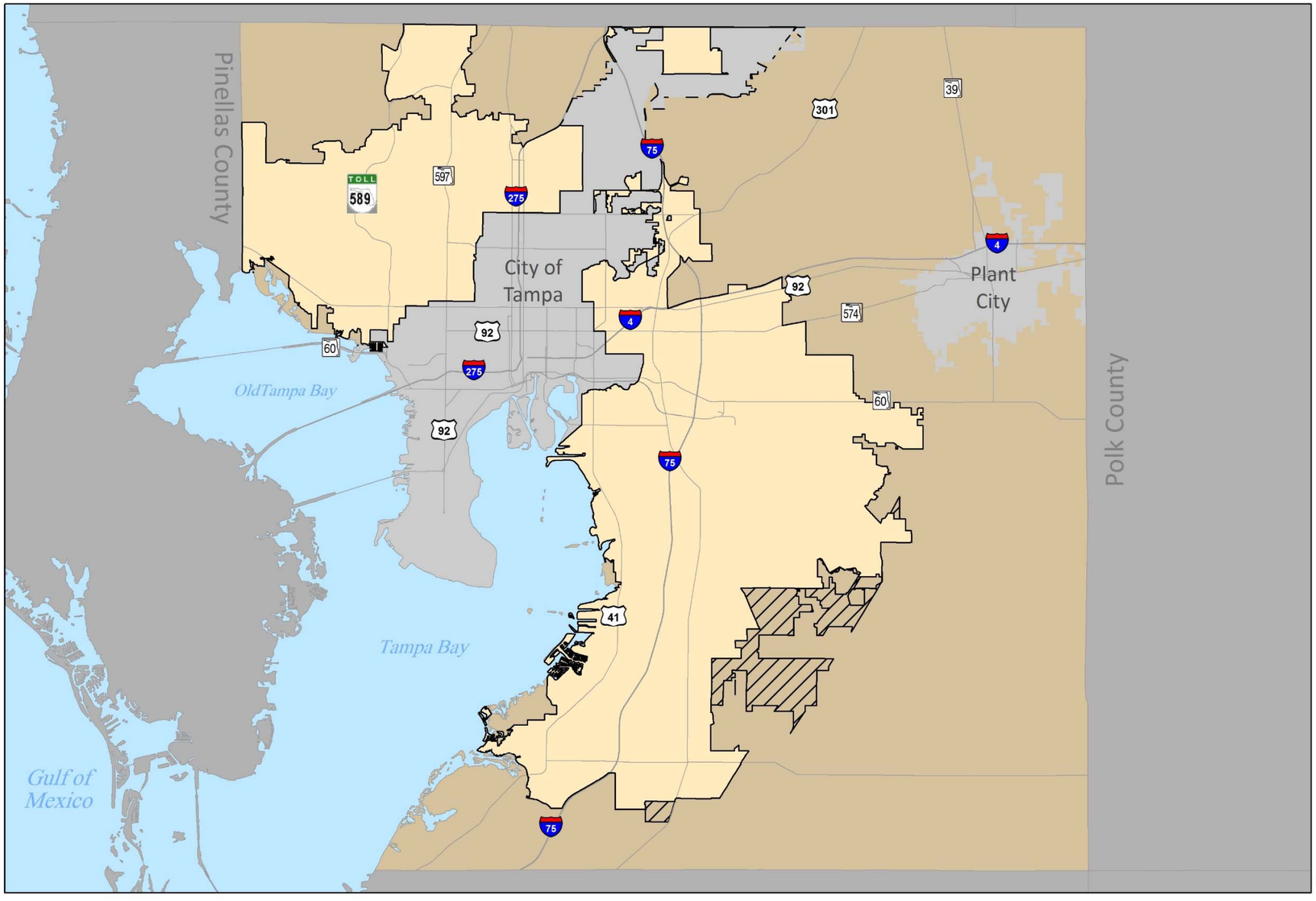
An effective 365 days per year of operation was assumed for all land uses in the proposed fee. However, this will not be the case for all land uses since some uses operate only on weekdays (e.g., office buildings) and/or only seasonally (e.g., schools). The use of 365 days per year, therefore, provides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

Assessment District Analysis

Currently, Hillsborough County has 10 transportation impact fee assessment zones. Each zone has a different fee rate for each land use in the impact fee schedule. The proposed mobility fee will have two different schedules: one for development within the Urban Service Area (USA) and the other for development outside of the USA. In addition, new growth within the Residential Planned-2 (RP-2) area will be charged based on development type, which is discussed in more detail later in this section. Map 1 presents the USA and RP-2 boundaries. The fees in the USA are based on the adopted level-of-service (LOS) standard[2]. 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



Urban Service Boundary

Urban Assessment District

Rural Assessment District

Residential Planned 2 (RP-2)*

*Urban rate applied for density levels of 2 dwelling units per gross acre or more, otherwise rural rate applied.

N

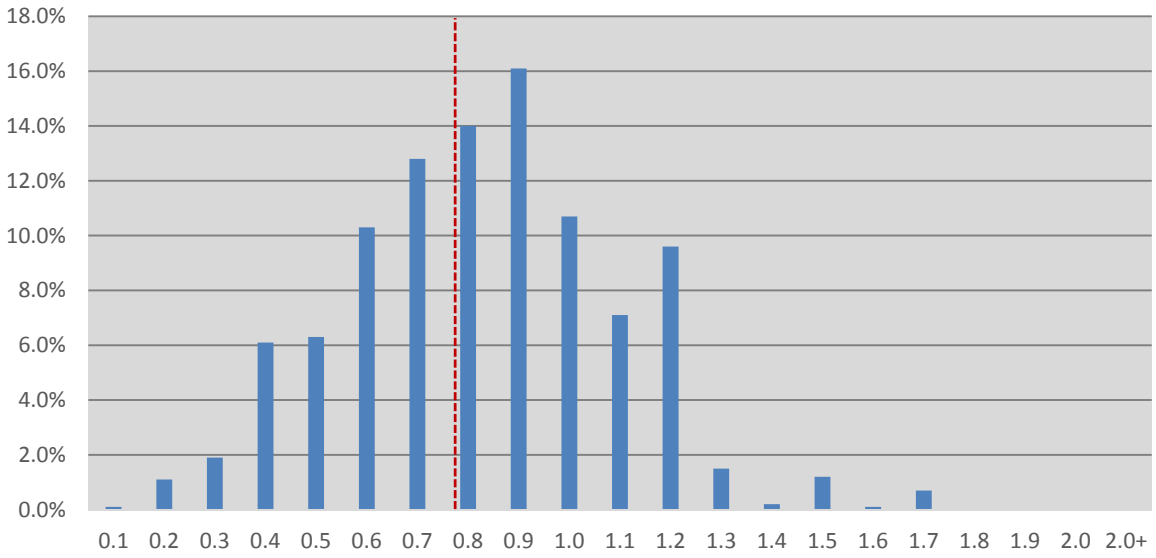
0 5 10 Miles

Sources: Hillsborough County GIS, Hillsborough County Property Appraiser, Hillsborough MPO, Hillsborough Economic Development and FDOT

Coordinate System: NAD 1983 StatePlane Florida West FIPS 0902 Feet

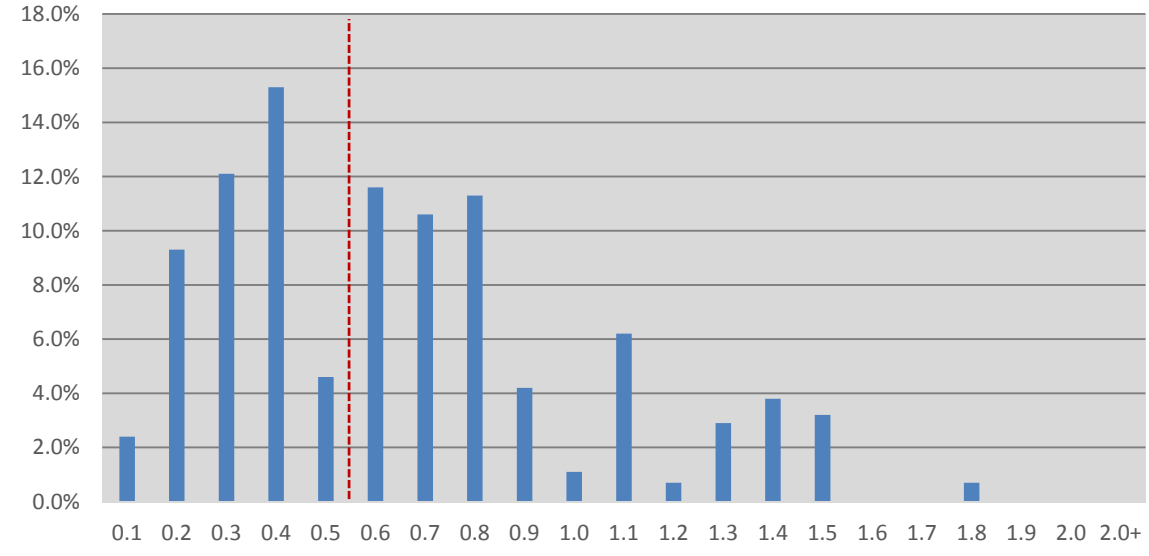
To create a transportation capacity differential, a review of the current volume-to-capacity (V/C) ratio of all county and state roadways in Hillsborough was conducted. Figures 1 and 2 illustrate the distribution of roadway VMT based on each road segments current V/C ratio. Figure 1 illustrates all of 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)



Source: Hillsborough County MPO, 2014 Level of Service Report

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



Source: Hillsborough County MPO, 2014 Level of Service Report

Within the USA, new development will be charged for their fair-share of travel added with the adopted roadway LOS standard. Recognizing the higher quality of service currently provided in the rural area, the County could elect to charge a higher fee outside of the USA in an effort to preserve this higher LOS.

Based on the average V/C ratio achieved in the rural zone (≈0.6), as compared to the urban zone (≈0.8), the capacity adjustment would need to be approximately 25 percent. Therefore, the rural area person-miles of capacity added per lane mile would be reduced to approximately 9,263. However, this reduction would only be applied to residential, office, and industrial land uses. These land uses generally demand the longer trip lengths and receive significant benefit from the high service levels, whereas retail uses attract more local travel with shorter trip lengths and the benefit they receive is more limited. Therefore, the retail uses are estimated to receive a capacity decrease of 12.5 percent.

Residential Planned-2 (RP-2):

RP-2 land use classification described in the Future Land Use Element (FLUE) of the County's Comprehensive Plan has certain characteristics that warrant a slightly different approach in determining the appropriate fee levels for new development. These characteristics include the following:

- RP-2 is located adjacent to the USA and is identified as one of the areas located outside the USA limits, but is appropriate for up to 2 units per gross acre development in the future.
- Per Policy 33.1 of FLUE, RP-2 may be eligible to receive transferable development rights (TDR) from rural areas upon amendments outlined in Objective 32 of FLUE, which increases its potential density up to 6 units per net acre and supports its rural to urban transitioning make-up.
- The ability to obtain the maximum intensities and/or densities permitted in the RP-2 land use categories on parcels 160 acres or greater is depending on the extent to which developments are planned to achieve on-site clustering. The purpose of clustering is to prevent urban sprawl and the Comprehensive Plan outlines required clustering ratios for the mix of uses, such as neighborhood and retail shopping and commercial development in addition to residential units.
- The required level of on-site clustering may be waived for projects under 320 acres if the required non-residential development is located within close proximity. FLUE

requires that the existing Community Commercial to be within 5 miles and Neighborhood Commercial to be within 1.5 miles of the site.

- Finally, Policy 33.11 of FLUE states that achieving adequate connectivity is a high priority in areas designated as RP-2.

A review of travel within the portion of RP-2 located outside of USA suggests that VMT in this area amounts to less than 3 percent of total VMT outside the USA, which is not significant.

Given that RP-2 have a mixture of urban and rural characteristics and serve as transition areas, it is found appropriate that developments with urban characteristics within RP-2 are charged the urban assessment rate and those with rural characteristics (e.g., 1 unit per acre, etc.) are charged the rural assessment rate.

Calculated Mobility Fee Schedule

The mobility fee calculations for each land use are included in Appendix D, 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 D illustrates the following:

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

It should be noted that the net mobility fee illustrated in Appendix D 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 D, Table D-1. For each land use category, the following equations are utilized to calculate the net mobility fee:

Net Mobility Fee = Total Mobility Cost – Gas Tax Credit

Where:

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

Gas Tax 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 (1.30)
- *Interstate/Toll Facility Discount Factor* = discount factor to account for the travel demand occurring on interstate highways and/or toll facilities (36.6%)
- *Cost per Person-Mile of Capacity* = unit of person-miles of capacity consumed per unit of development ($401.78)
- *Effective Days per Year* = 365 days
- *$/Gallon to Capital* = the amount of gas tax revenue per gallon of fuel that is used for capital improvements, in $/gallon ($0.213)
- *Fuel Efficiency* = average fuel efficiency of vehicles, in vehicle-miles/gallon (18.18)
- *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

Mobility Fee Calculation

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, with no sales tax credit:

Total Mobility Cost = ([7.81 * 6.62 * 1.0] /2) * (1 – 0.366) * 1.30 * ($401.78) = $8,561
Annual Gas Tax = ([7.81 * 7.12 * 1.0] /2) * 365 * ($0.213 /18.18) = $119
Revenue Credit = $119 * 18.4244 = $2,193
Net Mobility Fee = $8,561 - $2,193 = **$6,368**

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 Fee Comparison

Land Use	Unit[2]	Hillsborough County					Pasco County[8]			Polk County[9]	Pinellas County[10]
		No Sales Tax		1/2% Sales Tax		Existing[7]					
		Urban[3]	Rural[4]	Urban[5]	Rural[6]		Urban	Suburban	Rural		
Date of Last Update		**2016**	**2016**	**2016**	**2016**	1985	2014	2014	2014	2015	1990
Assessed Portion of Calculated[1]		**100%**	**100%**	**100%**	**100%**	100%	n/a	n/a	n/a	50%	n/a
Residential:											
Single Family Detached (2,000 sq ft)	du	**$6,368**	**$9,221**	**$4,581**	**$7,434**	$1,475	$5,835	$8,570	$9,800	$1,077	$2,066
Non-Residential:											
Light Industrial	1,000 sf	**$4,049**	**$5,872**	**$2,870**	**$4,693**	$994	$0	$0	$0	$333	$1,414
Office (50,000 sq ft)	1,000 sf	**$8,991**	**$13,044**	**$6,393**	**$10,446**	$2,326	$0	$0	$0	$1,118	$2,767
Retail (125,000 sq ft)	1,000 sf	**$10,113**	**$12,140**	**$6,778**	**$8,805**	$3,352	$5,641	$7,051	$8,813	$1,904	$3,627
Bank w/Drive-In	1,000 sf	**$21,306**	**$25,570**	**$14,323**	**$18,587**	$13,043	$12,730	$14,384	$15,582	$1,904	$2,975
Fast Food w/Drive-Thru	1,000 sf	**$70,825**	**$85,197**	**$46,505**	**$60,877**	$7,726	$40,950	$46,712	$50,978	$1,904	$19,599

Table 7 (continued)

Land Use	Unit[2]	Hillsborough County					Manatee County[11]	Hernando County[12]	Citrus County[13]	Orange County[14]	Collier County[15]
		No Sales Tax		1/2% Sales Tax		Existing[7]					
		Urban[3]	Rural[4]	Urban[5]	Rural[6]						
Date of Last Update		**2016**	**2016**	**2016**	**2016**	1985	2011	2013	2014	2012	2015
Assessed Portion of Calculated[1]		**100%**	**100%**	**100%**	**100%**	100%	100%	22%	50%	56%	100%
Residential:											
Single Family Detached (2,000 sq ft)	du	**$6,368**	**$9,221**	**$4,581**	**$7,434**	$1,475	$3,981	$1,269	$1,697	$3,830	$7,017
Non-Residential:											
Light Industrial	1,000 sf	**$4,049**	**$5,872**	**$2,870**	**$4,693**	$994	$776	$806	$584	$2,126	$5,373
Office (50,000 sq ft)	1,000 sf	**$8,991**	**$13,044**	**$6,393**	**$10,446**	$2,326	$1,823	$1,516	$1,687	$5,474	$9,661
Retail (125,000 sq ft)	1,000 sf	**$10,113**	**$12,140**	**$6,778**	**$8,805**	$3,352	$7,152	$1,844	$1,248	$5,362	$13,531
Bank w/Drive-In	1,000 sf	**$21,306**	**$25,570**	**$14,323**	**$18,587**	$13,043	$7,152	$4,257	$1,248	$11,288	$27,300
Fast Food w/Drive-Thru	1,000 sf	**$70,825**	**$85,197**	**$46,505**	**$60,877**	$7,726	$7,152	$17,397	$1,248	$37,636	$91,028

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 D, Table D-1
4) Source: Appendix D, Table D-2
5) Source: Appendix D, Table D-3
6) Source: Appendix D, Table D-4
7) Source: Hillsborough County Department of Development Services; Average of 10 Impact Fee Zones
8) Source: Pasco County Central Planning Department; Fees shown reflect the subsidized rates that are charged in the County
9) Source: Polk County Planning and Development
10) Source: Pinellas County Building Services; General County Fees
11) Source: Manatee County Impact Fee Administration; Residential impact fee is average of three bedroom options
12) Source: Hernando County Development Department
13) Source: Citrus County Planning and Development Department; County-wide rates
14) Source: Orange County Planning and Development; Average of AMA and Non-AMA districts
15) Source: Collier County Impact Fee Administration

Benefit District Analysis

Currently, Hillsborough County has 10 transportation impact fee assessment zones, as outlined in Article 9, Section A.17 of the Hillsborough County Consolidated Impact Assessment Program Ordinance (see Map 2). These assessment zones also serve as the County's impact fee benefit zones. Assessment zones dictate the amount of the impact fee charged to each new development while the benefit zones dictate where impact 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 roadway boundaries, and major geographical/environmental boundaries.

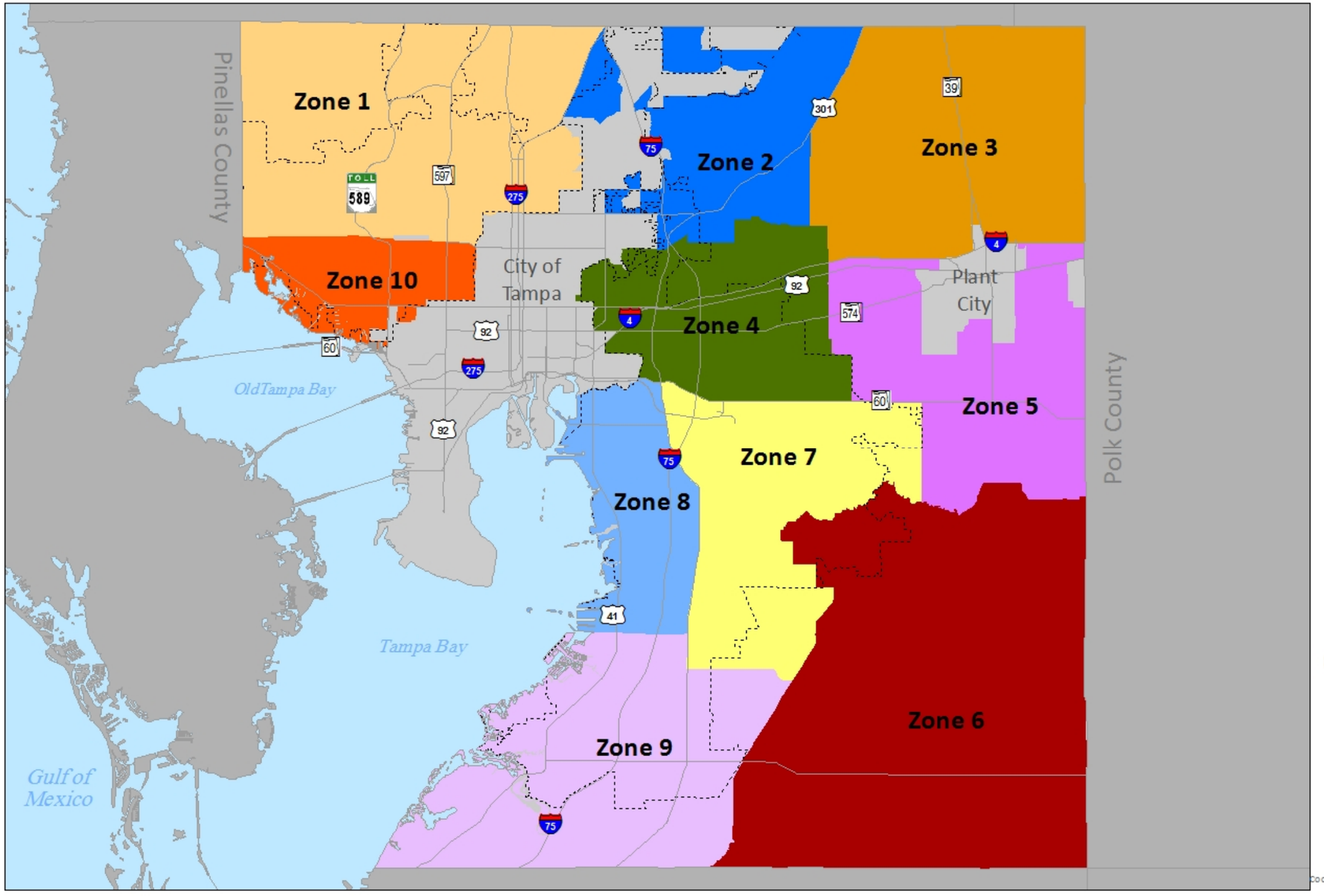
In recent years, most jurisdictions have started to transition to impact/mobility fee programs with fewer benefit districts, with many having no more than three districts. Fewer districts create a simpler administrative process and also create larger pools of money that can be used to fund large-scale improvements in a shorter time-frame while still meeting the legal requirement of dual-rational nexus.

As part of this mobility fee study, the existing transportation impact fee zones were reviewed to determine if a realignment was needed as the County shifts to a mobility fee. This review included a review of the historical impact fee revenue collections by district in addition to the following factors:

- Preservation (non-developable) land to identify the County's activity areas;
- Natural geographic boundaries (i.e, rivers, lakes);
- Urban Services Area (USA) Boundary;
- Municipal boundaries;
- Location of roadway improvements in the County's 5-year plan;
- Location of roadway improvements in the County's long range transportation plan; and
- Intra/Inter-district and regional travel patterns.

Map 3 illustrates the five mobility fee benefit districts recommended for Hillsborough County. These recommended districts strike a balance between creating larger revenue pools to get projects funded while still proving benefit to the fee payers within the district.

Map 2: Transportation Impact Fee Benefit Zones



Map 3: Recommended Mobility Fee Benefit Districts

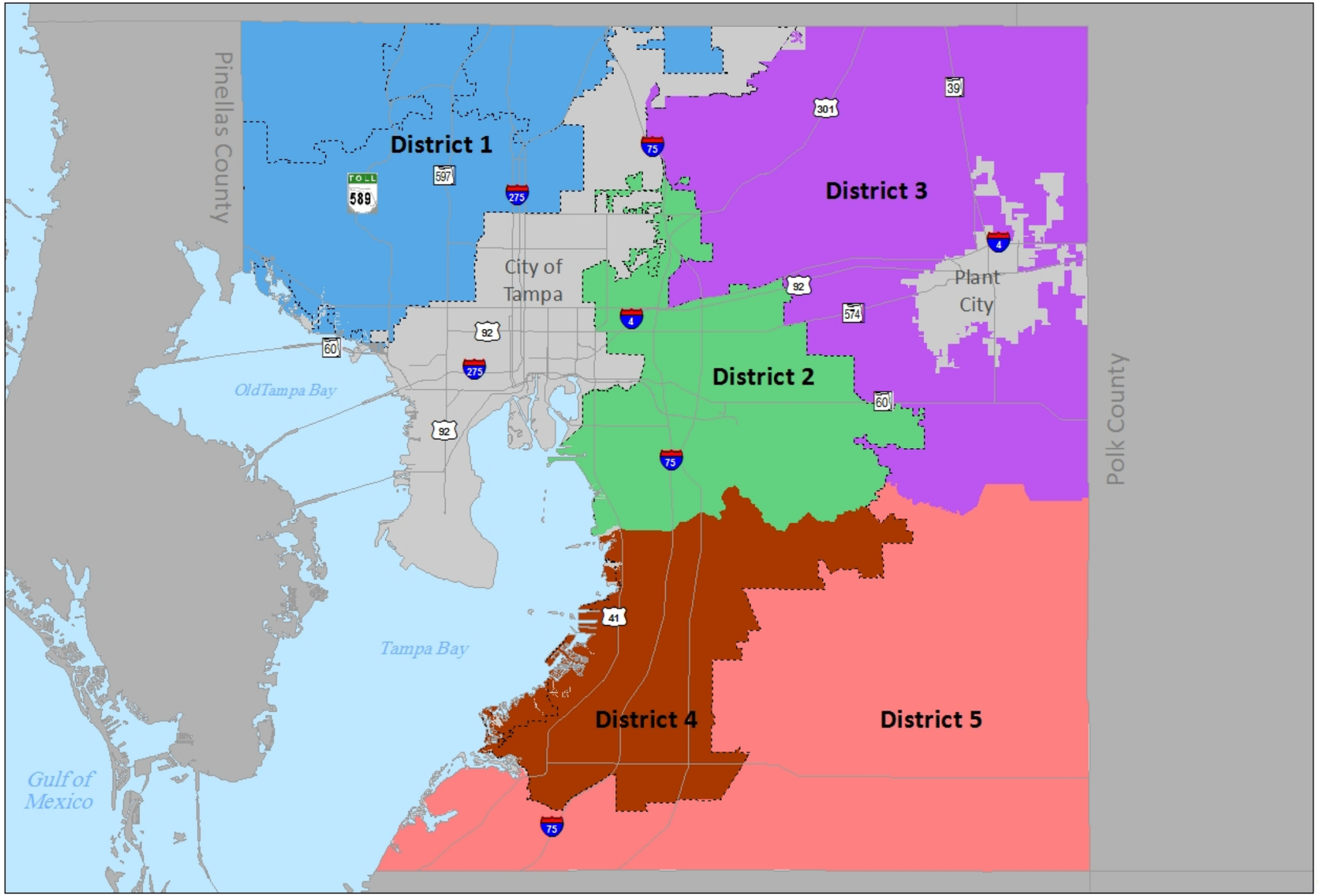


Table 8 provides a summary of the inter- and intra-district travel characteristics of the five proposed mobility fee districts. This summary includes travel between the proposed districts and the cities of Tampa, Temple Terrace, and Plant City.

- District 1 – 45% of the travel stays within the district and 48% goes into Tampa
- District 2 – 46% of the travel stays within the district and 29% goes into Tampa
- District 3 – 30% of the travel stays within the district, 25% goes into Plant City, and 23% goes into District 2
- District 4 – 49% of the travel stays within the district and 21% goes into District 3
- District 5 – 25% of the travel stays within the district and 41% goes into District 5

Table 8
Travel between Mobility Benefit Districts (including Cities)

District:	District 1	District 2	District 3	District 4	District 5
District 1	**592,692**	57,411	13,250	13,705	3,517
D1 % County	**44.6%**	4.4%	3.1%	2.1%	2.3%
Avg Trip Length	**3.93**	14.31	19.24	28.93	36.44
District 2	57,411	**598,701**	98,244	136,792	21,736
D3 % County	4.3%	**45.7%**	23.1%	20.8%	14.3%
Avg Trip Length	14.31	**3.98**	9.07	12.54	18.37
District 3	13,250	98,244	**126,191**	9,690	4,234
D4 % County	1.0%	7.5%	**29.6%**	1.5%	2.8%
Avg Trip Length	19.24	9.07	**3.91**	24.66	23.84
District 4	13,705	136,792	9,690	**323,719**	62,330
D5 % County	1.0%	10.4%	2.3%	**49.3%**	41.1%
Avg Trip Length	28.93	12.54	24.66	**4.06**	8.26
District 5	3,517	21,736	4,234	62,330	**37,295**
D6 % County	0.3%	1.7%	1.0%	9.5%	**24.6%**
Avg Trip Length	36.44	18.37	23.84	8.26	**2.74**
City/County:	**District 1**	**District 2**	**District 3**	**District 4**	**District 5**
Plant City	2,358	19,340	106,764	4,207	3,037
PC % County	0.2%	1.5%	25.1%	0.6%	2.0%
Avg Trip Length	27.37	14.36	5.06	27.89	22.67
Tampa/TT	632,003	373,355	66,518	105,037	19,162
T/TT % County	47.5%	28.5%	15.6%	16.0%	12.6%
Avg Trip Length	7.56	10.05	17.29	21.34	27.81
Hillsb. County	1,329,587	1,309,832	426,163	656,403	151,503
Total % County	100.0%	100.0%	100.0%	100.0%	100.0%
Avg Trip Length	6.67	7.86	8.66	10.00	12.24

Source: TBRPM 8.0, 2040 Cost Affordable Alternative, April, 2015

Mobility Fee District 1

District 1 shows a clear separation from the rest of the unincorporated County with the City of Tampa acting as a divider. As shown in Table 8, approximately 47 percent of the traffic

stays within the District 1 boundaries and approximately 48 percent travels into the City of Tampa. The Urban Service Area was considered in the creation of this district, but travel patterns did not support breaking out the portion outside the USA into a separate district.

Mobility Fee Districts 2 and 3

Districts 2 and 3 are comprised of the northeastern portion of the County with the Urban Service Area serving as the boundary between these two districts. To the south, both districts are bordered by the Alafia River, creating a geographical barrier between the north and south portions of the unincorporated County. For District 2, travel patterns indicated a heavy volume of intra-district trips, as well as travel towards the City of Tampa. Travel in District 3 was split between intra-district trips and travel to District 2 and Plant City.

With future improvements being focused within the Urban Service Area, this boundary was recommended as a divider to create these two districts. Fee payers within District 2 will benefit from these improvements as will the large volume of District 3 fee payers that travel into District 2. However, District 2 fee payers will not directly benefit from future improvements in District 3 as only a small volume of traffic travels from District 2 to District 3.

Mobility Fee Districts 4 and 5

Districts 4 and 5 are comprised of the southeastern portion of the County with the Urban Service Area serving as the boundary between the districts. To the north, both districts are bordered by the Alafia River, creating a geographical barrier between the north and south portions of the unincorporated County. For District 4, travel patterns indicated a heavy volume of intra-district trips, as well as travel towards District 2. Travel in District 5 was primarily headed west into the USA (District 4).

Similar to Districts 2 and 3, future improvements are being focused within the Urban Service Area and this boundary was recommended as a divider to create these two districts. Fee payers in both Districts 4 and 5 benefit from improvements within District 4, but only fee payers in District 5 directly benefit from improvements in District 5.

It is recommended that the County monitor the effectiveness of the five district layout with regard to mobility fee collection distribution, planned projects, and future travel patterns.

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 be created where major adjustments to the fee schedule become necessary due to the time interval between adjustments. The need for significant adjustment also creates major concern in the development community. To address this issue, the calculated fees in Appendix D, Tables D-1 through D-4, could potentially be indexed annually for construction and land cost increases, as appropriate. The method for developing this index is provided in this sub-section.

Land Cost

As shown in Table 9, between 2010 and 2015 the total just property value for unincorporated Hillsborough County increased by an annual average of 2.9 percent. This index was used for the ROW component of the mobility fee.

Table 9
Just Value Trend

Year	Unincorporated Hillsborough County Just Values	Percent Change
2010	$56,618,615,609	-
2011	$53,667,138,184	-5.2%
2012	$52,125,727,682	-2.9%
2013	$55,260,161,095	6.0%
2014	$60,362,581,529	9.2%
2015	$65,374,127,666	8.3%
Average (2010-2015)		**2.9%**

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 10. It is recommended that these factors be used for the design, construction, and CEI components of the mobility fee indexing. As shown in Table 10, the average index is 2.7 percent based on the past five years.

Table 10
FDOT Project Cost Inflation Index

Fiscal Year	Inflation Rate
2011	3.6%
2012	3.8%
2013	1.9%
2014	3.0%
2015	1.0%
Annual Avg.	**2.7%**

Source: FDOT Transportation Policy Planning Office

Transit Capital Cost

As previously noted, the transit capital cost for the mobility fee is not included in the unit construction cost per person-mile used to calculate the mobility fee due to the insignificant impact on the cost per person-mile. Therefore, there is no indexing adjustment for costs 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 11 presents the indexing application for the mobility fee rates.

Table 11
FDOT Project Cost Inflation Index

Phase	Cost per Lane Mile[1]	Percent of Total Cost[2]	Annual Increase[3]	Index[4]
Design	$340,000	6.9%	2.7%	0.2%
Right-of-Way	$1,448,000	29.2%	2.9%	0.9%
Construction	$2,897,000	58.4%	2.7%	1.6%
CEI	$277,000	5.7%	2.7%	0.2%
Total Cost	**$4,962,000**		-	-
Total Applicable Index[5]				**2.9%**

1) Source: Table 3
2) Cost phase (design, ROW, construction, CEI) divided by the total cost
3) Source: Table 10 for design, construction, and CEI; Table 9 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 2.9 percent, the net mobility fee for the single family detached land use (no sales tax, urban district) would increase to **$6,553** ($6,368 x [1 + 0.029]) at the end of the first year after the adoption and implementation of the updated fee schedule. This index would be applied to the fee for each land use listed in the mobility fee schedule. Given the recent fluctuations in land and construction values, it is recommended that the indices be re-evaluated and re-calculated at the end of the first year 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 and opportunity to base the index on the most current data available.

Appendix A
Demand Component Calculations

Demand Component

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

Interstate & Toll Facility Discount Factor

Table A-1 presents the interstate and toll facility discount 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 discount 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 discount 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	16,686,380	36.6%
Other Roads	28,866,343	63.4%
Total (All Roads)	**45,552,723**	**100.0%**
Total (Interstate/Toll Roads)	**16,686,380**	**36.6%**

Source: Tampa Bay Regional Planning Model (TBRPM) v8.0,
base year 2010, future year CA_2040 (TBRPM_v8.0_20150416)
Excludes EE Travel

Single Family Residential Trip Generation Rate Tiering

As part of this study, the single family residential trip generation rate tiering was included to reflect a three-tier analysis to ensure equity by the size of a home. To facilitate this, an analysis was completed on the comparative relationship between housing size and household travel behavior. In addition, an analysis was completed on the travel behavior of low income households. This analysis utilized data from the 2009 National Household Travel Survey (NHTS) and the 2013 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 2009 NHTS database was used to assess average annual household vehicle miles of travel (VMT) for various annual household income

levels. In addition, the 2013 AHS database was 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	Ratio to Mean
Single Family (Detached)	7.81	6.62	51.70	1.00

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 and 2,499 square feet in size ($66,398) is higher than the overall average income for the U.S. ($56,993). 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 was 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 (<$47,200) and very low income ($<29,500).

Table A-3
Annual Income by Housing Size

2013 AHS Average Income Data by Housing Size	Annual Income[(1)]
Less than 1,500 sf	$44,243
1,500 to 2,499 sf	$66,398
2,500 sf or more	$80,449
Average of All Houses	$56,993

Source: American Housing Survey for the United States in 2013
1) Weighted average of annual income for each tier

Table A-4
Hillsborough County SHIP Definitions

HIllsborough County SHIP Definitions	
Median Income	$59,000
Low Income[(1)]	$47,200
Very Low Income[(2)]	$29,500

Source: Florida Housing Finance Corporation, 2015 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 was necessary to rely on comparative ratios. As an example, consider the $44,243 annual income category. First, it was determine that the average annual household VMT for this income level is 19,856 miles. This figure was then compared to the overall average annual VMT per household in the U.S. and normalized to the average of the $56,993 (23,455 miles) category to derive a ratio of 0.782 as shown in Table A-5.

Next, the normalized ratio was applied to the daily VMT for the average single family housing unit size (less than 1,500 sf) to generate a daily VMT of 40.43 for the new tier, as shown in Table A-6. This daily VMT figure was then divided by the proposed assessable trip length of 6.62 miles to obtain a typical trip rate of 6.11 trips per day.

Table A-5
NHTS Annual VMT by Income Category

2009 NHTS Travel Data by Annual HH Income	Annual VMT/HH	Days	Daily VMT	Ratio to Mean	Normalized to 1.083
Average of $14,750	8,513	365	23.32	0.363	0.335
Average of $23,600	12,883	365	35.30	0.549	0.507
Average of $44,243	19,856	365	54.40	0.847	0.782
Total (All Homes)	23,455	365	64.26	1.000	
Average of $66,398	25,397	365	69.58	1.083	1.000
Average of $80,449	28,461	365	77.98	1.214	1.121

Source: 2009 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	**2.62**	6.62	17.32	0.335
Less than 1,500 sf & Low Income	**3.96**	6.62	26.21	0.507
Less than 1,500 sf	**6.11**	6.62	40.43	0.782
1,500 to 2,499 sf	**7.81**	6.62	51.70	1.000
2,500 sf or larger	**8.76**	6.62	57.96	1.121

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 impact that the incorporation of the trip generation rate tiers for the single family (detached) land use have on the County's calculated mobility fee schedule.

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

Impact of Tiering on Fee Schedule	Trip Rate[1]	Assessable Trip Length	Daily VMT	Net Fee[2]
Single Family (Detached)				
Less than 1,500 sf & Very Low Income	**2.62**	6.62	17.32	**$2,135**
Less than 1,500 sf & Low Income	**3.96**	6.62	26.21	**$3,236**
Less than 1,500 sf	**6.11**	6.62	40.43	**$4,984**
1,500 to 2,499 sf	**7.81**	6.62	51.70	**$6,368**
2,500 sf or larger	**8.76**	6.62	57.96	**$7,152**

1) Source: Table A-4
2) Source: Appendix D, Table D-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 both the Multi-Family (1-2 stories) and the Multi-Family (3+ stories) land uses.

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

Calculated Values Excluding Tiering	Trip Rate	Assessable Trip Length	Daily VMT	Ratio to Mean
Multi-Family; 1-2 Stories	6.60	5.10	33.66	1.00

Source: Florida Studies for LUC 220 included in this Appendix

Table A-9
NHTS Annual VMT by Income Category

2009 NHTS Travel Data by Annual HH Income	Annual VMT/HH	Days	Daily VMT	Ratio to Mean
Average of $14,750	8,513	365	23.32	0.360
Average of $23,600	12,883	365	35.30	0.545
Average of $59,000	23,636	365	64.76	1.000

Source: 2009 National Household Travel Survey Database, Federal Highway Administration

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

Estimation of Trip Rate by Tier	Trip Rate[(1)]	Assessable Trip Length[(2)]	Daily VMT[(3)]	Ratio to Mean[(4)]
Multi-Family; 1-2 Stories				
Very Low Income	**2.38**	5.10	12.12	0.360
Low Income	**3.60**	5.10	18.34	0.545
Multi-Family; 1-2 Stories	**6.60**	5.10	33.66	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 Stories) Income Level

Impact of Tiering on Fee Schedule	Trip Rate[(1)]	Assessable Trip Length	Daily VMT	Net Fee[(2)]
Multi-Family; 1-2 Stories				
Very Low Income	**2.38**	5.10	12.12	**$1,494**
Low Income	**3.60**	5.10	18.34	**$2,248**
Multi-Family; 1-2 Stories	**6.60**	5.10	33.66	**$4,117**

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

Table A-12
Calculated Multi-Family (3+ Stories) Trip Characteristics

Calculated Values Excluding Tiering	Trip Rate	Assessable Trip Length	Daily VMT	Ratio to Mean
Multi-Family; 3+ Stories	4.14	5.10	21.11	1.00

Source: Florida Studies for LUC 220 included in this Appendix

Table A-13
NHTS Annual VMT by Income Category

2009 NHTS Travel Data by Annual HH Income	Annual VMT/HH	Days	Daily VMT	Ratio to Mean
Average of $14,750	8,513	365	23.32	0.360
Average of $23,600	12,883	365	35.30	0.545
Average of $59,000	23,636	365	64.76	1.000

Source: 2009 National Household Travel Survey Database, Federal Highway Administration

Table A-14
Trip Generation Rate by Multi-Family (3+ Stories) Income Level

Estimation of Trip Rate by Tier	Trip Rate[(1)]	Assessable Trip Length[(2)]	Daily VMT[(3)]	Ratio to Mean[(4)]
Multi-Family; 3+ Stories				
Very Low Income	**1.49**	5.10	7.60	0.360
Low Income	**2.25**	5.10	11.50	0.545
Multi-Family; 3+ Stories	**4.14**	5.10	21.11	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+ Stories) Income Level

Impact of Tiering on Fee Schedule	Trip Rate[(1)]	Assessable Trip Length	Daily VMT	Net Fee[(2)]
Multi-Family; 3+ Stories				
Very Low Income	**1.49**	5.10	7.60	**$926**
Low Income	**2.25**	5.10	11.50	**$1,403**
Multi-Family; 3+ Stories	**4.14**	5.10	21.11	**$2,575**

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

Travel Demand Reductions

Studies show that mixed-use developments tend to generate fewer trips due to such factors as density, diversity, design, distance, destination, and demand of the mix of land uses.

An analysis of potential trip reduction factors for mixed-use developments was conducted as part of the Mobility Fee update. ITE Handbook provides information on the impact of internal capture when multiple land uses are co-located. Using Tables 7.1 and 7.2 from the ITE 8th Edition Handbook, the total trip generation and internal capture trips were estimated for mixed-use developments. As shown in Table A-16, four example developments were analyzed to illustrate the range of potential trip generation rate reductions:

- Scenario #1 – Even distribution between residential, retail, and office trips
- Scenario #2 – 2/3 residential trips, 1/6 retail trips, 1/6 office trips
- Scenario #3 – 1/6 residential trips, 2/3 retail trips, 1/6 office trips
- Scenario #4 – 1/6 residential trips, 1/6 retail trips, 2/3 office trips

As shown in Table A-16, the internal capture reductions range from five (5) percent to 16 percent, depending on the ratio of development units of residential, retail, and office land uses. Although no longer in effect, the County's Land Development Code previously included information on definitions and policies regarding mixed use development. Prior to granting any mobility fee discounts, it would be beneficial for Hillsborough County to expand on these definitions and address spacing and other physical characteristics as well as mix of uses needed for developments to qualify for a mixed-use travel demand reduction as it relates to the mobility fee.

Table A-16
Mixed-Use Trip Generation Reductions

Land Use	Size of Development	Unit	Daily Trips	% of Total Trips
Scenario #1				
Residential	1,000	du	8,735	33.3%
Retail	150,000	sq ft	8,839	33.7%
Office	1,200,000	sq ft	8,677	33.1%
Total Gross Trips			**26,251**	
Internal Capture[(1)]			-2,562	**9.8%**
Total Gross External Trips			**23,689**	
Scenario #2: Residential				
Residential	2,000	du	16,528	63.0%
Retail	50,000	sq ft	4,328	16.5%
Office	500,000	sq ft	4,461	17.0%
Total Gross Trips			**25,317**	
Internal Capture[(2)]			-1,260	**5.0%**
Total Gross External Trips			**24,057**	
Scenario #3: Retail				
Residential	300	du	2,886	11.0%
Retail	200,000	sq ft	10,656	40.6%
Office	300,000	sq ft	3,026	11.5%
Total Gross Trips			**16,568**	
Internal Capture[(3)]			-2,718	**16.4%**
Total Gross External Trips			**13,850**	
Scenario #4: Office				
Residential	500	du	4,617	17.6%
Retail	50,000	sq ft	4,328	16.5%
Office	3,000,000	sq ft	17,411	66.3%
Total Gross Trips			**26,356**	
Internal Capture[(4)]			-1,308	**5.0%**
Total Gross External Trips			**25,048**	

1) Source: Table A-17
2) Source: Table A-18
3) Source: Table A-19
4) Source: Table A-20

Table A-17
Daily Internal Capture Matrix (Scenario #1)

Land Use for Trip Generation Purposes	Daily Trip Generation		Office		Retail		Residential		Total	Internal Capture Reduction
			In	Out	In	Out	In	Out		
			4,339	4,339	4,420	4,420	4,368	4,368	26,251	
Office	In[1]	4,339				133		0	133	4.6%
	Out[2]	4,339			177		87		264	
Retail	In[1]	4,420		177				398	575	13.5%
	Out[2]	4,420	133				486		619	
Residential	In[1]	4,368		87		486			573	11.1%
	Out[2]	4,368	0		398				398	
Total	In[1]	13,126					Internal Capture =		2,562	
	Out[2]	13,126								

1) Daily trip generation by land use (Table A-16) divided by 2 (50% in, 50% out)
2) Daily trip generation by land use (Table A-16) divided by 2 (50% in, 50% out)

Table A-18
Daily Internal Capture Matrix (Scenario #2)

Land Use for Trip Generation Purposes	Daily Trip Generation		Office		Retail		Residential		Total	Internal Capture Reduction
			In	Out	In	Out	In	Out		
			2,231	2,231	2,164	2,164	2,164	2,164	13,117	
Office	In[1]	2,231				65		0	65	4.4%
	Out[2]	2,231			87		45		132	
Retail	In[1]	2,164		87				195	282	13.5%
	Out[2]	2,164	65				238		303	
Residential	In[1]	2,164		45		238			283	11.0%
	Out[2]	2,164	0		195				195	
Total	In[1]	6,559					Internal Capture =		1,260	
	Out[2]	6,559								

1) Daily trip generation by land use (Table A-16) divided by 2 (50% in, 50% out)
2) Daily trip generation by land use (Table A-16) divided by 2 (50% in, 50% out)

Table A-19
Daily Internal Capture Matrix (Scenario #3)

Land Use for Trip Generation Purposes	Daily Trip Generation		Office		Retail		Residential		Total	Internal Capture Reduction
			In	Out	In	Out	In	Out		
			1,513	1,513	5,328	5,328	1,443	1,443	16,568	
Office	In[1]	1,513				160		0	160	13.3%
	Out[2]	1,513			213		30		243	
Retail	In[1]	5,328		213				480	693	12.5%
	Out[2]	5,328	160				476		636	
Residential	In[1]	1,443		30		476			506	34.2%
	Out[2]	1,443	0		480				480	
Total	In[1]	8,284					Internal Capture =		2,718	
	Out[2]	8,284								

1) Daily trip generation by land use (Table A-16) divided by 2 (50% in, 50% out)
2) Daily trip generation by land use (Table A-16) divided by 2 (50% in, 50% out)

Table A-20
Daily Internal Capture Matrix (Scenario #4)

Land Use for Trip Generation Purposes	Daily Trip Generation		Office		Retail		Residential		Total	Internal Capture Reduction
			In	Out	In	Out	In	Out		
			8,706	8,706	2,164	2,164	2,309	2,309	26,356	
Office	In[1]	8,706				65		0	65	1.3%
	Out[2]	8,706			87		69		156	
Retail	In[1]	2,164		87				195	282	13.5%
	Out[2]	2,164	65				238		303	
Residential	In[1]	2,309		69		238			307	10.9%
	Out[2]	2,309	0		195				195	
Total	In[1]	13,178					Internal Capture =		1,308	
	Out[2]	13,178								

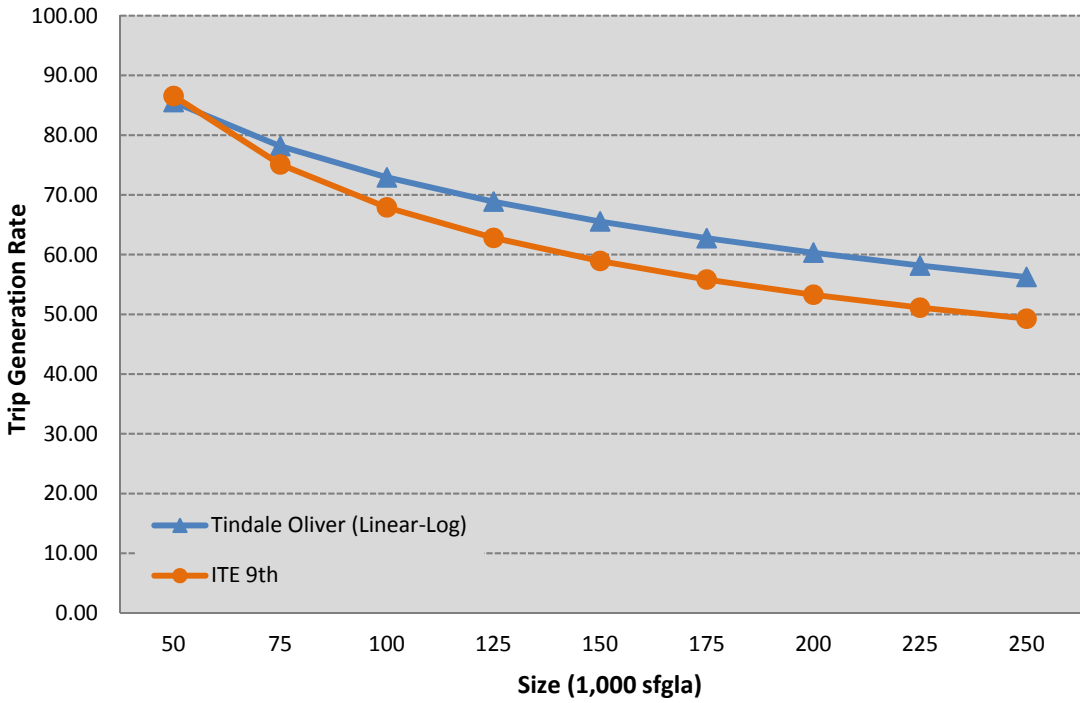
1) Daily trip generation by land use (Table A-16) divided by 2 (50% in, 50% out)
2) Daily trip generation by land use (Table A-16) divided by 2 (50% in, 50% out)

Retail Shopping Center Out-Parcels

The following analysis was completed to help clarify the classification of retail shopping center out-parcels for mobility fee assessment purposes.

The Florida trip characteristics database includes studies for 22 shopping centers with trip generation data. These centers either did not have out-parcels or the trip generation of out-parcels was excluded from the counts. The majority of the data is for shopping centers with 50,000 to 250,000 square feet. Plotting these studies against the ITE curve, which was used in mobility fee calculations, indicates that the curves are very similar, at least for this size group. This relation is presented in Figure A-1.

Figure A-1
Shopping Center TGR Comparison (50,000 – 250,000 sflga)



Tindale Oliver also evaluated the change in the ITE curve over time, and it appears that the trip generation has been declining. This would suggest that studies added between updates did not include a significant number of out-parcels with high trip generation rate.

Finally, Tindale Oliver conducted an additional analysis to measure the impact of out-parcels in terms of gross VMT on the shopping center land use. Because demand for mobility fees is

expressed in terms of person miles of travel, which is based on vehicle miles of travel, calculated as the product of trip generation rate, trip length, percent new trips, the analysis provides a comparison of VMTs. Four land uses included in the analysis are banks with drive-thru, quality restaurants, convenience markets with gas pumps, and fast food restaurants.

The analysis provides a comparison of traffic generated by each type of out-parcels (measured in terms of VMT) to the VMT generated by a shopping center of varying sizes. Table A-21 provides this analysis for a 100,000 square foot shopping center. As presented, the structures added by the four land uses result in an increase of 3 to 5 percent in terms of square footage. In terms of traffic volume, while quality restaurants and banks increase the total VMT by approximately 6 to 7 percent, fast food restaurants increase it by 20 percent, and convenience markets with gas stations increase it by 16 percent.

Table A-22 provides a summary of the same analysis for different size shopping centers. As the size of the shopping center increases, the impact of out-parcels becomes less significant. However, fast food restaurants and convenience markets with gas stations continue to have a larger impact than other land uses.

Based on this analysis, the following conclusions are reached:

- These findings suggest that it is reasonable for the County to charge the retail shopping center rate to all out-parcels except for convenience markets with gas pumps and fast food restaurants with drive-thru service. This is especially true for shopping centers up to 300,000 square feet. Given that the Tindale Oliver data includes primarily shopping centers with 250,000 square feet or less, and the impact of fast food restaurant or gas station decreases to approximately 6 to 8 percent range for shopping centers with 300,000 square feet or more, the County may consider conducting a trip generation study for larger shopping centers.

- Alternatively, a developer may choose to conduct a trip characteristics study to demonstrate that the vehicle-miles of travel of a shopping center with these types of out-parcels is similar to that of shopping centers included in the County's mobility fee study.

Table A-21

Impact of Out-Parcels Compared to Retail Shopping Center (100,000 sfgla)

Out-Parcel LUC	Out-Parcel Description	Square Footage				Vehicle-Miles Traveled			
		Out-Parcel[(1)]	Retail[(2)]	Total[(3)]	% Increase due to Out-Parcel[(4)]	Out-Parcel VMT[(5)]	Retail VMT[(6)]	Total VMT[(7)]	% Increase due to Out-Parcel[(8)]
853	Conv. Market w/Gas Pumps	4,500	100,000	104,500	4.5%	737	4,547	5,455	**16.2%**
912	Bank	3,000	100,000	103,000	3.0%	270	4,547	4,988	5.9%
931	Quality Restaurant	3,000	100,000	103,000	3.0%	330	4,547	5,048	7.3%
934	Fast Food Restaurant	3,000	100,000	103,000	3.0%	911	4,547	5,629	**20.0%**

1) For illustrative purposes, 3,000 sf structures were used for banks, quality restaurants, and fast food restaurants and a 4,500 sf structure was used for convenience market
2) Estimated size of a retail shopping center land use
3) Sum of out parcel square footage (Item 1) and retail square footage (Item 2)
4) The percent increase in square footage due to the out parcel; ((Total - Retail) / Retail)
5) VMT = (TGR x TL x PNT / 2); input variables for each land use can be found in Appendix D, Table D-1
6) VMT = (TGR x TL x PNT / 2); input variables for retail were determined using the ITE 9th Edition TGR equation. TL and PNT use the FL curve analysis
7) Sum of out parcel VMT (Item 5) and retail VMT (Item 6)
8) The percent increases in VMT due to the addition of an out parcel to the retail shopping center ((Total - Retail) / Retail)

Table A-22

Impact of Out-Parcels Compared to Retail Shopping Center (50,000 – 400,000 sfgla)

Out-Parcel LUC	Out-Parcel Description	Size: 50K sfgla		Size: 200K sflga		Size: 300K sfgla		Size: 400K sflga	
		% Increase due to Out-Parcel				% Increase due to Out-Parcel			
		Square Footage	Vehicle-Miles of Travel	Square Footage	Vehicle-Miles of Travel	Square Footage	Vehicle-Miles of Travel	Square Footage	Vehicle-Miles of Travel
853	Conv. Market w/Gas Pumps	9.0%	**32.5%**	2.3%	**9.1%**	1.5%	**6.3%**	1.1%	**4.8%**
912	Bank	6.0%	11.9%	1.5%	3.3%	1.0%	2.3%	0.8%	1.8%
931	Quality Restaurant	6.0%	14.6%	1.5%	4.1%	1.0%	2.8%	0.8%	2.2%
934	Fast Food Restaurant	6.0%	**40.2%**	1.5%	**11.2%**	1.0%	**7.8%**	0.8%	**6.0%**

Florida Studies Trip Characteristics Database

The Florida Studies Trip Characteristics Database includes over 200 studies on 40 different residential and non-residential land uses collected over the last 25 years. 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 (9th edition). In instances, when both ITE *Trip Generation* reference report (9th 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.

Mini-Warehouse (ITE LUC 151)

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	107.0	-	-	-	1.45	-	-	-	-	Orange County
Orange Co, FL	89.6	-	-	-	1.23	-	-	-	-	Orange County
Orange Co, FL	84.7	-	-	-	1.39	-	-	-	-	Orange County
Orange Co, FL	93.0	-	-	-	1.51	-	-	-	-	Orange County
Orange Co, FL	77.0	-	-	-	2.18	-	-	-	-	Orange County
Total Size	451.3	5					Average Trip Length:	n/a		
ITE	784.0	14					Weighted Average Trip Length:	n/a		
Blended total	1,235.3						Weighted Percent New Trip Average:	-		

Weighted Average Trip Generation Rate: 1.53
ITE Average Trip Generation Rate: 2.50
Blend of FL Studies and ITE Average Trip Generation Rate: 2.15

Single-Family Detached Housing (ITE LUC 210)

Location	Size / Units	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Gwinnett Co, GA	-	12/13-18/92	-	-	5.80	-	5.40	N/A	31.32	Street Smarts
Gwinnett Co, GA	-	12/13-18/92	-	-	5.40	-	6.10	N/A	32.94	Street Smarts
Sarasota Co, FL	76	Jun-93	70	70	10.03	-	6.00	N/A	60.18	Sarasota County
Sarasota Co, FL	79	Jun-93	86	86	9.77	-	4.40	N/A	42.99	Sarasota County
Sarasota Co, FL	135	Jun-93	75	75	8.05	-	5.90	N/A	47.50	Sarasota County
Sarasota Co, FL	152	Jun-93	63	63	8.55	-	7.30	N/A	62.42	Sarasota County
Sarasota Co, FL	193	Jun-93	123	123	6.85	-	4.60	N/A	31.51	Sarasota County
Sarasota Co, FL	97	Jun-93	33	33	13.20	-	3.00	N/A	39.60	Sarasota County
Sarasota Co, FL	282	Jun-93	146	146	6.61	-	8.40	N/A	55.52	Sarasota County
Sarasota Co, FL	393	Jun-93	207	207	7.76	-	5.40	N/A	41.90	Sarasota County
Hernando Co, FL	76	May-96	148	148	10.01	9a-6p	4.85	N/A	48.55	Tindale-Oliver & Associates
Hernando Co, FL	128	May-96	205	205	8.17	9a-6p	6.03	N/A	49.27	Tindale-Oliver & Associates
Hernando Co, FL	232	May-96	182	182	7.24	9a-6p	5.04	N/A	36.49	Tindale-Oliver & Associates
Hernando Co, FL	301	May-96	264	264	8.93	9a-6p	3.28	N/A	29.29	Tindale-Oliver & Associates
Charlotte Co, FL	135	Oct-97	230	-	5.30	9a-5p	7.90	N/A	41.87	Tindale-Oliver & Associates
Charlotte Co, FL	142	Oct-97	245	-	5.20	9a-5p	4.10	N/A	21.32	Tindale-Oliver & Associates
Charlotte Co, FL	150	Oct-97	160	-	5.00	9a-5p	10.80	N/A	54.00	Tindale-Oliver & Associates
Charlotte Co, FL	215	Oct-97	158	-	7.60	9a-5p	4.60	N/A	34.96	Tindale-Oliver & Associates
Charlotte Co, FL	257	Oct-97	225	-	7.60	9a-5p	7.40	N/A	56.24	Tindale-Oliver & Associates
Charlotte Co, FL	345	Oct-97	161	-	7.00	9a-5p	6.60	N/A	46.20	Tindale-Oliver & Associates
Charlotte Co, FL	368	Oct-97	152	-	6.60	9a-5p	5.70	N/A	37.62	Tindale-Oliver & Associates
Charlotte Co, FL	383	Oct-97	516	-	8.40	9a-5p	5.00	N/A	42.00	Tindale-Oliver & Associates
Charlotte Co, FL	441	Oct-97	195	-	8.20	9a-5p	4.70	N/A	38.54	Tindale-Oliver & Associates
Charlotte Co, FL	1,169	Oct-97	348	-	6.10	9a-5p	8.00	N/A	48.80	Tindale-Oliver & Associates
Collier Co, FL	90	Dec-99	91	-	12.80	8a-6p	11.40	N/A	145.92	Tindale-Oliver & Associates
Collier Co, FL	400	Dec-99	389	-	7.80	8a-6p	6.40	N/A	49.92	Tindale-Oliver & Associates
Lake Co, FL	49	Apr-02	170	-	6.70	7a-6p	10.20	N/A	68.34	Tindale-Oliver & Associates
Lake Co, FL	52	Apr-02	212	-	10.00	7a-6p	7.60	N/A	76.00	Tindale-Oliver & Associates
Lake Co, FL	126	Apr-02	217	-	8.50	7a-6p	8.30	N/A	70.55	Tindale-Oliver & Associates
Pasco Co, FL	55	Apr-02	133	-	6.80	8a-6p	8.12	N/A	55.22	Tindale-Oliver & Associates
Pasco Co, FL	60	Apr-02	106	-	7.73	8a-6p	8.75	N/A	67.64	Tindale-Oliver & Associates
Pasco Co, FL	70	Apr-02	188	-	7.80	8a-6p	6.03	N/A	47.03	Tindale-Oliver & Associates
Pasco Co, FL	74	Apr-02	188	-	8.18	8a-6p	5.95	N/A	48.67	Tindale-Oliver & Associates
Pasco Co, FL	189	Apr-02	261	-	7.46	8a-6p	8.99	N/A	67.07	Tindale-Oliver & Associates
Marion Co, FL	102	Apr-02	167	-	8.02	7a-6p	5.10	N/A	40.90	Kimley-Horn & Associates
Marion Co, FL	105	Apr-02	169	-	7.23	7a-6p	7.22	N/A	52.20	Kimley-Horn & Associates
Marion Co, FL	124	Apr-02	170	-	6.04	7a-6p	7.29	N/A	44.03	Kimley-Horn & Associates
Marion Co, FL	132	Apr-02	171	-	7.87	7a-6p	7.00	N/A	55.09	Kimley-Horn & Associates
Marion Co, FL	133	Apr-02	209	-	8.04	7a-6p	4.92	N/A	39.56	Kimley-Horn & Associates
Citrus Co, FL	111	Oct-03	273	-	8.66	7a-6p	7.70	N/A	66.68	Tindale-Oliver & Associates
Citrus Co, FL	231	Oct-03	155	-	5.71	7a-6p	4.82	N/A	27.52	Tindale-Oliver & Associates
Citrus Co, FL	306	Oct-03	146	-	8.40	7a-6p	3.94	N/A	33.10	Tindale-Oliver & Associates
Citrus Co, FL	364	Oct-03	345	-	7.20	7a-6p	9.14	N/A	65.81	Tindale-Oliver & Associates
Citrus Co, FL	374	Oct-03	248	-	12.30	7a-6p	6.88	N/A	84.62	Tindale-Oliver & Associates
Lake Co, FL	42	Dec-06	122	-	11.26	-	5.56	N/A	62.61	Tindale-Oliver & Associates
Lake Co, FL	51	Dec-06	346	-	18.22	-	9.46	N/A	172.36	Tindale-Oliver & Associates
Lake Co, FL	59	Dec-06	144	-	12.07	-	10.79	N/A	130.24	Tindale-Oliver & Associates
Lake Co, FL	90	Dec-06	194	-	9.12	-	5.78	N/A	52.71	Tindale-Oliver & Associates
Lake Co, FL	239	Dec-06	385	-	7.58	-	8.93	N/A	67.69	Tindale-Oliver & Associates
Hernando Co, FL	232	Apr-07	516	-	8.02	7a-6p	8.16	N/A	65.44	Tindale-Oliver & Associates
Hernando Co, FL	95	Apr-07	256	-	8.08	7a-6p	5.88	N/A	47.51	Tindale-Oliver & Associates
Hernando Co, FL	90	Apr-07	338	-	7.13	7a-6p	5.86	N/A	41.78	Tindale-Oliver & Associates
Hernando Co, FL	58	Apr-07	153	-	6.16	7a-6p	8.39	N/A	51.68	Tindale-Oliver & Associates
Collier Co, FL	74	Mar-08	503	-	12.81	7a-6p	3.05	N/A	39.07	Tindale-Oliver & Associates
Collier Co, FL	97	Mar-08	512	-	8.78	7a-6p	11.29	N/A	99.13	Tindale-Oliver & Associates
Collier Co, FL	315	Mar-08	1,347	-	6.97	7a-6p	6.55	N/A	45.65	Tindale-Oliver & Associates
Collier Co, FL	42	Mar-08	314	-	9.55	7a-6p	10.98	N/A	104.86	Tindale-Oliver & Associates
Total Size	10,380	55	13,130				Average Trip Length:	6.79		
							Weighted Average Trip Length:	6.62		

Note: Georgia studies are not included in summary statistics.

Weighted Average Trip Generation Rate: 7.81

Multi-Family/Apartment and Residential Condo/Townhouse (ITE LUC 220/230)

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	N/A	30.06	Sarasota County
Sarasota Co, FL	243	Jun-93	36	36	5.84	-	-	N/A	-	Sarasota County
Marion Co, FL	214	Apr-02	175	175	6.84	-	4.61	N/A	31.53	Kimley-Horn & Associates
Marion Co, FL	240	Apr-02	174	174	6.96	-	3.43	N/A	23.87	Kimley-Horn & Associates
Marion Co, FL	288	Apr-02	175	175	5.66	-	5.55	N/A	31.41	Kimley-Horn & Associates
Marion Co, FL	480	Apr-02	175	175	5.73	-	6.88	N/A	39.42	Kimley-Horn & Associates
Marion Co, FL	500	Apr-02	170	170	5.46	-	5.94	N/A	32.43	Kimley-Horn & Associates
Lake Co, FL	250	Dec-06	135	135	6.71	-	5.33	N/A	35.76	Tindale-Oliver & Associates
Lake Co, FL	157	Dec-06	265	265	13.97	-	2.62	N/A	36.60	Tindale-Oliver & Associates
Lake Co, FL	169	Dec-06	212	-	8.09	-	6.00	N/A	48.54	Tindale-Oliver & Associates
Lake Co, FL	226	Dec-06	301	-	6.74	-	2.17	N/A	14.63	Tindale-Oliver & Associates
Hernando Co, FL	312	Apr-07	456	-	4.09	-	5.95	N/A	24.34	Tindale-Oliver & Associates
Hernando Co, FL	176	Apr-07	332	-	5.38	-	5.24	N/A	28.19	Tindale-Oliver & Associates
Hernando Co, FL	31	May-96	31	31	6.12	9a-6p	4.98	N/A	30.48	Tindale-Oliver & Associates
Hernando Co, FL	128	May-96	128	128	6.47	9a-6p	5.18	N/A	33.51	Tindale-Oliver & Associates
Pasco Co, FL	229	Apr-02	198	198	4.77	9a-6p	-	N/A	-	Tindale-Oliver & Associates
Pasco Co, FL	248	Apr-02	353	353	4.24	9a-6p	3.53	N/A	14.97	Tindale-Oliver & Associates
Total Size	4,103					**Average Trip Length:**	**4.84**			
Total Size (TL)	3,631					**Weighted Average Trip Length:**	**5.10**			

LUC 220: Multi-Family

Total Size	3,467	13	Weighted Average Trip Generation Rate:	6.31
ITE	18,480	88	ITE Average Trip Generation Rate:	6.65
Blended total	21,947		**Blend of FL Studies and ITE Average Trip Generation Rate:**	**6.60**

LUC 230 Studies are highlighted

LUC 230: Condo/Townhouse

Total Size	636	4	Weighted Average Trip Generation Rate:	4.97
ITE	10,024	56	ITE Average Trip Generation Rate:	5.81
Blended total	10,660		**Blend of FL Studies and ITE Average Trip Generation Rate:**	**5.76**

Multi-Family/Apartment; 3+ Stories (ITE LUC 222/223)

ITE	435	High-Rise Apartment:	4.20
ITE	120	Mid-Rise Apartment:	3.90
	555	**Blend of ITE Average Trip Generation Rates for High-Rise and Mid-Rise Apts:**	**4.14**

Mobile Home Park (ITE LUC 240)

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	N/A	12.37	Tindale-Oliver & Associates
Marion Co, FL	82	Jul-91	58	58	10.80	24hr.	3.72	N/A	40.18	Tindale-Oliver & Associates
Marion Co, FL	137	Jul-91	22	22	3.10	24hr.	4.88	N/A	15.13	Tindale-Oliver & Associates
Marion Co, FL	188	Apr-02	147	-	3.51	24hr.	5.48	N/A	19.23	Kimley-Horn & Associates
Marion Co, FL	227	Apr-02	173	-	2.76	24hr.	8.80	N/A	24.29	Kimley-Horn & Associates
Sarasota Co, FL	235	Jun-93	100	100	3.51	-	5.10	N/A	17.90	Sarasota County
Marion Co, FL	297	Apr-02	175	-	4.78	24hr.	4.76	N/A	22.75	Kimley-Horn & Associates
Sarasota Co, FL	996	Jun-93	181	181	4.19	-	4.40	N/A	18.44	Sarasota County
Hernando Co, FL	1,892	May-96	425	425	4.13	9a-6p	4.13	N/A	17.06	Tindale-Oliver & Associates
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**

Congregate Care Facility (ITE LUC 253)

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 & Associates
Palm Harbor, FL	200	Oct-89	58	40	-	9am-5pm	3.40	69.0	-	Tindale-Oliver & Associates
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**

Hotel (ITE LUC 310)

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 & Associates
Pinellas Co, FL	114	Oct-89	30	14	7.30	12-7p	6.20	47.0	21.27	Tindale-Oliver & Associates
Orange Co, FL	70	-	-	-	1.85	-	-	-	-	Orange County
Orange Co, FL	211	-	-	-	2.23	-	-	-	-	Orange County
Orange Co, FL	112	-	-	-	2.78	-	-	-	-	Orange County
Orange Co, FL	1,495	-	-	-	3.50	-	-	-	-	Orange County
Orange Co, FL	123	-	-	-	3.70	-	-	-	-	Orange County
Orange Co, FL	130	-	-	-	4.29	-	-	-	-	Orange County
Orange Co, FL	1,499	-	-	-	4.69	-	-	-	-	Orange County
Orange Co, FL	190	-	-	-	4.71	-	-	-	-	Orange County
Orange Co, FL	123	-	-	-	4.81	-	-	-	-	Orange County
Orange Co, FL	105	-	-	-	5.25	-	-	-	-	Orange County
Orange Co, FL	120	-	-	-	5.27	-	-	-	-	Orange County
Orange Co, FL	1,584	-	-	-	5.88	-	-	-	-	Orange County
Orange Co, FL	128	-	-	-	6.10	-	-	-	-	Orange County
Orange Co, FL	174	-	-	-	7.03	-	-	-	-	Orange County
Orange Co, FL	144	-	-	-	7.32	-	-	-	-	Orange County
Orange Co, FL	98	-	-	-	7.32	-	-	-	-	Orange County
Orange Co, FL	106	-	-	-	7.34	-	-	-	-	Orange County
Orange Co, FL	100	-	-	-	7.37	-	-	-	-	Orange County
Orange Co, FL	144	-	-	-	7.66	-	-	-	-	Orange County
Total Size	6,944	21	164				**Average Trip Length:**	**6.25**		
ITE	4,760	10					**Weighted Average Trip Length:**	**6.26**		
Blended total	11,704						Weighted Percent New Trip Average:	66.3		
								Weighted Average Trip Generation Rate:		5.12
								ITE Average Trip Generation Rate:		8.17
								Blend of FL Studies and ITE Average Trip Generation Rate:		**6.36**

Motel (ITE LUC 320)

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 & Associates
Pinellas Co, FL	54	Oct-89	32	22	-	12p-7p	3.80	69.0	-	Tindale-Oliver & Associates
Pinellas Co, FL	120	Oct-89	26	22	-	2p-7p	5.20	84.6	-	Tindale-Oliver & Associates
Total Size	222	3	104				**Average Trip Length:**	**3.93**		
ITE	2,160	10					**Weighted Average Trip Length:**	**4.34**		
							Weighted Percent New Trip Average:	76.6		
								ITE Average Trip Generation Rate:		**5.63**

Movie Theater (ITE LUC 444)

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 & Associates
Pinellas Co, FL	12	Sep-89	122	116	63.40	2p-8p	1.90	95.0	114.44	Tindale-Oliver & Associates
Total Size	20		273				**Average Trip Length:**	**2.30**		
ITE	10 estimated						**Weighted Average Trip Length:**	**2.22**		
	30						Weighted Percent New Trip Average:	87.8		
								Weighted Average Trip Generation Rate:		83.28
								ITE Average Trip Generation Rate (6th):		153.33
								Blend of FL Studies and ITE Average Trip Generation Rate:		**106.63**

Health Club (ITE LUC 492)

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			33				**Average Trip Length:**	**n/a**		
ITE	15	1					Percent New Trip Average:	94.0		
								ITE Average Trip Generation Rate:		**32.93**

Day Care Center (ITE LUC 565)

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 & Associates
Pinellas Co, FL	10.0	Sep-89	179	134	66.99	7a-6p	2.10	75.0	105.51	Tindale-Oliver & Associates
Tampa, FL	-	Mar-86	28	25	-	-	2.60	89.0	-	Kimley-Horn & Associates
Total Size	15.6	2	301				**Average Trip Length:**	**2.20**		
ITE	35.0	7					**Weighted Average Trip Length:**	**2.03**		
Blended total	50.6						Weighted Percent New Trip Average:	73.2		
								Weighted Average Trip Generation Rate:		66.99
								ITE Average Trip Generation Rate:		74.06
								Blend of FL Studies and ITE Average Trip Generation Rate:		**71.88**

Nursing Home (ITE LUC 620)

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 & Associates
Total Size	120	1	74				**Average Trip Length:**	**2.59**		
ITE	714	6					**Weighted Average Trip Length:**	**2.59**		
Blended total	834						Weighted Percent New Trip Average:	89.0		

Weighted Average Trip Generation Rate: 2.86
ITE Average Trip Generation Rate: 2.74
Blend of FL Studies and ITE Average Trip Generation Rate: 2.76

Clinic (ITE LUC 630)

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 & Associates
St. Petersburg, FL	-	Oct-89	280	252	-	9a-5p	4.10	90.0	-	Tindale-Oliver & Associates
Total Size	103.9	1	894				**Average Trip Length:**	**4.60**		
ITE	224.0	2					**Weighted Average Trip Length:**	**5.10**		
	327.9						Weighted Percent New Trip Average:	93.0		

Weighted Average Trip Generation Rate: 37.03
ITE Average Trip Generation Rate: 31.45
Blend of FL Studies and ITE Average Trip Generation Rate: 33.22

General Office Building (ITE LUC 710)

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 & Associates
St. Petersburg, FL	262.8	Sep-89	291	274	-	7a-5p	3.40	94.0	-	Tindale-Oliver & Associates
Total Size	742.1	5	736				**Average Trip Length:**	**6.46**		
ITE	15,522.0	78					**Weighted Average Trip Length:**	**5.15**		
							Weighted Percent New Trip Average:	92.3		

Medical-Dental Office Building (ITE LUC 720): 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
Collier Co, FL - Site 1	2.100	35	35	22	22	13	13	70	70	23.33	23.33	**11.11**	**11.11**	**22.22**
Collier Co, FL - Site 2	3.000	40	40	52	52	53	53	145	145	48.33	48.33	**16.11**	**16.11**	**32.22**
Collier Co, FL - Site 3	2.000	28	28	19	21	24	26	71	75	23.67	25.00	**11.84**	**12.50**	**24.34**
Collier Co, FL - Site 4	1.000	30	30	52	52	57	57	139	139	46.33	46.33	**46.33**	**46.33**	**92.66**
Collier Co, FL - Site 5	3.024	31	32	43	43	24	24	98	99	32.67	33.00	**10.80**	**10.91**	**21.71**
Collier Co, FL - 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**

Medical-Dental Office Building (ITE LUC 720)

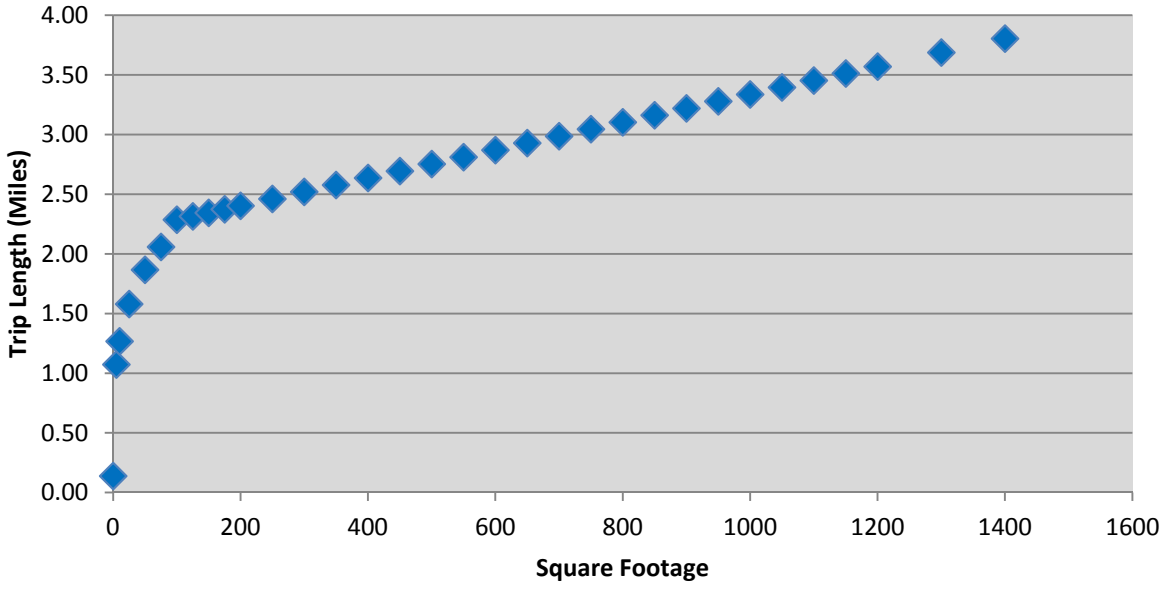
Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Tampa, FL	-	Mar-86	33	26	-	-	6.00	79.0	-	Kimley-Horn & Associates
Palm Harbor, FL	14.6	Oct-89	104	76	33.98	9a-5p	6.30	73.0	156.27	Tindale-Oliver & Associates
St. Petersburg, FL	-	Nov-89	34	30	57.20	9a-4p	1.20	88.0	-	Tindale-Oliver & Associates
Hernando Co, FL	58.4	May-96	390	349	28.52	9a-6p	6.47	89.5	165.09	Tindale-Oliver & Associates
Hernando Co, FL	28.0	May-96	202	189	49.75	9a-6p	6.06	93.8	282.64	Tindale-Oliver & Associates
Charlotte Co, FL	11.0	Oct-97	-	186	49.50	9a-5p	4.60	92.1	209.67	Tindale-Oliver & Associates
Charlotte Co, FL	28.0	Oct-97	-	186	31.00	9a-5p	3.60	81.6	91.04	Tindale-Oliver & Associates
Charlotte Co, FL	30.4	Oct-97	-	324	39.80	9a-5p	3.30	83.5	109.68	Tindale-Oliver & Associates
Citrus Co, FL	38.9	Oct-03	-	168	32.26	8-6p	6.80	97.1	213.03	Tindale-Oliver & Associates
Citrus Co, FL	10.0	Nov-03	-	340	40.56	8-630p	6.20	92.4	232.33	Tindale-Oliver & Associates
Citrus Co, FL	5.3	Dec-03	-	20	29.36	8-5p	5.25	95.2	146.78	Tindale-Oliver & Associates
Orange Co, FL	50.6	-	-	-	26.72	-	-	-	-	Orange County
Orange Co, FL	23.5	-	-	-	16.58	-	-	-	-	Orange County
Total Size	298.6	11	763				**Average Trip Length:**	**5.07**		
ITE	450.0	10					**Weighted Average Trip Length:**	**5.55**		
Blended total	748.6						Weighted Percent New Trip Average:	88.9		

Average Trip Generation Rate: 32.59
ITE Average Trip Generation Rate: 36.13
Blend of FL Studies and ITE Average Trip Generation Rate: 34.72

Shopping Center (ITE LUC 820)

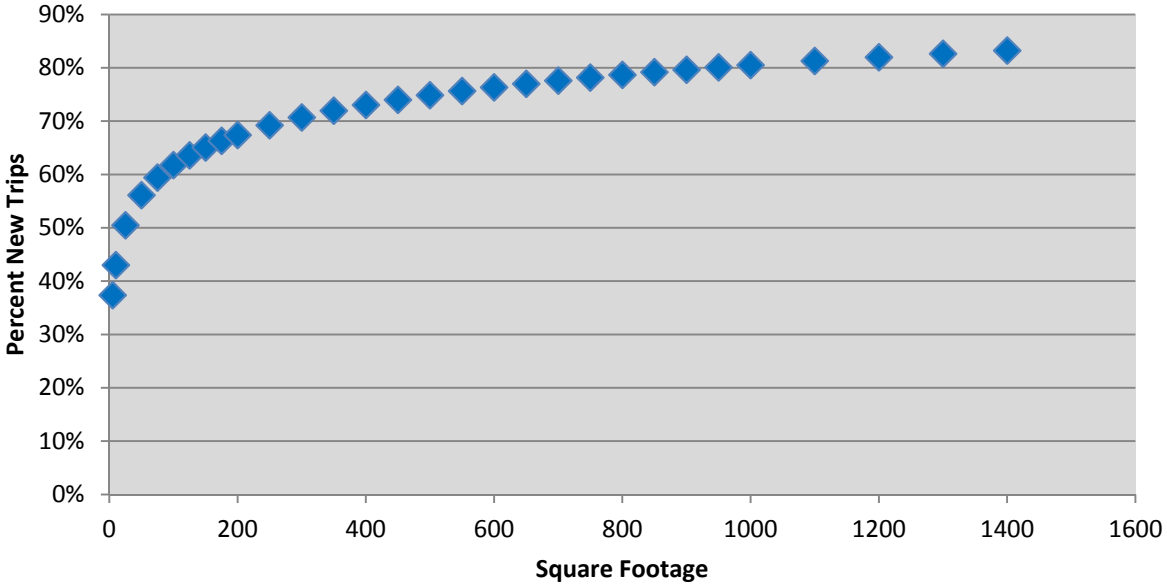
Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Tampa, FL	-	Mar-86	527	348	-	-	-	66.0	-	Kimley-Horn & Associates
Tampa, FL	-	Mar-86	170	-	-	-	1.70	-	-	Kimley-Horn & Associates
Tampa, FL	-	Mar-86	354	269	-	-	-	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 & Associates
St. Petersburg, FL	132.3	Sep-89	400	368	77.00	10a-7p	1.80	92.0	127.51	Tindale-Oliver & Associates
Largo, FL	425.0	Aug-89	160	120	26.73	10a-6p	2.30	75.0	46.11	Tindale-Oliver & Associates
Dunedin, FL	80.5	Sep-89	276	210	81.48	9a-5p	1.40	76.0	86.69	Tindale-Oliver & Associates
Pinellas Park, FL	696.0	Sep-89	485	388	-	9a-6p	3.20	80.0	-	Tindale-Oliver & Associates
Seminole, FL	425.0	Oct-89	674	586	-	-	-	87.0	-	Tindale-Oliver & Associates
Hillsborough Co, FL	134.0	Jul-91	-	-	-	-	1.30	74.0	-	Tindale-Oliver & Associates
Hillsborough Co, FL	151.0	Jul-91	-	-	-	-	1.30	73.0	-	Tindale-Oliver & Associates
Collier Co, FL	-	Aug-91	68	64	-	-	3.33	94.1	-	Tindale-Oliver & Associates
Collier Co, FL	-	Aug-91	208	154	-	-	2.64	74.0	-	Tindale-Oliver & Associates
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 & Associates
Charlotte Co, FL	88.0	Oct-97	-	-	73.50	9a-5p	1.80	57.1	75.56	Tindale-Oliver & Associates
Charlotte Co, FL	191.9	Oct-97	-	-	72.00	9a-5p	2.40	50.9	87.97	Tindale-Oliver & Associates
Charlotte Co, FL	51.3	Oct-97	-	-	43.00	9a-5p	2.70	51.8	60.08	Tindale-Oliver & Associates
Lake Co, FL	67.8	Apr-01	246	177	102.60	-	3.40	71.2	248.37	Tindale-Oliver & Associates
Lake Co, FL	72.3	Apr-01	444	376	65.30	-	4.50	59.0	173.37	Tindale-Oliver & Associates
Pasco Co, FL	65.6	Apr-02	222	-	145.64	9a-5p	1.46	46.9	99.62	Tindale-Oliver & Associates
Pasco Co, FL	75.8	Apr-02	134	-	38.23	9a-5p	2.36	58.2	52.52	Tindale-Oliver & Associates
Citrus Co, FL	185.0	Oct-03	-	784	55.84	8a-6p	2.40	88.1	118.05	Tindale-Oliver & Associates
Citrus Co, FL	91.3	Nov-03	-	390	54.50	8a-6p	1.60	88.0	76.77	Tindale-Oliver & Associates
Bozeman, MT	104.3	Dec-06	359	359	46.96	-	3.35	49.0	77.08	Tindale-Oliver & Associates
Bozeman, MT	159.9	Dec-06	502	502	56.49	-	1.56	54.0	47.59	Tindale-Oliver & Associates
Bozeman, MT	35.9	Dec-06	329	329	69.30	-	1.39	74.0	71.28	Tindale-Oliver & Associates
Total Size	5,757.5		7,536			Average Trip Length:	n/a			
						Weighted Average Trip Length:	n/a			

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

New/Used Auto Sales (ITE LUC 841)

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 & Associates
Clearwater, FL	43.0	Oct-89	136	106	29.40	9a-5p	4.50	78.0	103.19	Tindale-Oliver & Associates
Orange Co, FL	116.7	-	-	-	22.18	-	-	-	-	Orange County
Orange Co, FL	99.8	-	-	-	13.45	-	-	-	-	Orange County
Orange Co, FL	39.1	-	-	-	10.48	-	-	-	-	Orange County
Orange Co, FL	66.3	-	-	-	28.50	-	-	-	-	Orange County
Orange Co, FL	46.7	-	-	-	40.34	-	-	-	-	Orange County
Orange Co, FL	34.4	-	-	-	23.45	-	-	-	-	Orange County
Orange Co, FL	13.8	-	-	-	35.75	-	-	-	-	Orange County
Total Size	459.7	9	288				**Average Trip Length:**	**4.60**		
ITE	570.0	15					**Weighted Average Trip Length:**	**4.60**		
Blended total	1,029.7									

Weighted Percent New Trip Average: 78.5

Weighted Average Trip Generation Rate: 23.22

ITE Average Trip Generation Rate: 32.30

Blend of FL Studies and ITE Average Trip Generation Rate: 28.25

Convenience Market w/Gasoline (ITE LUC 853)

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	72	-	-	-	2.00	-	-	Kimley-Horn & Associates
Marion Co, FL	1.1	Jun-91	77	20	544.80	24hr.	0.89	26.0	126.07	Tindale-Oliver & Associates
Marion Co, FL	2.1	Jun-91	66	24	997.60	24hr.	1.67	36.4	606.42	Tindale-Oliver & Associates
Marion Co, FL	4.4	Jun-91	85	25	486.70	48hrs.	1.06	29.4	151.68	Tindale-Oliver & Associates
Collier Co, FL	-	Aug-91	96	38	-	-	1.19	39.6	-	Tindale-Oliver & Associates
Collier Co, FL	-	Aug-91	78	16	-	-	1.06	20.5	-	Tindale-Oliver & Associates
Tampa, FL	2.3	10/13-15/92	239	74	-	24hr.	1.06	31.1	-	Tindale-Oliver & Associates
Ellenton, FL	3.3	10/20-22/92	124	44	-	24hr.	0.96	35.3	-	Tindale-Oliver & Associates
Tampa, FL	3.8	11/10-12/92	142	23	-	24hr.	3.13	16.4	-	Tindale-Oliver & Associates
Marion Co, FL	2.5	Apr-02	87	-	719.79	24hr.	1.62	32.8	322.19	Kimley-Horn & Associates
Marion Co, FL	2.5	Apr-02	23	-	610.46	24hr.	1.77	11.7	126.61	Kimley-Horn & Associates
Marion Co, FL	3.0	Apr-02	59	-	606.02	24hr.	0.83	32.6	195.00	Kimley-Horn & Associates
Total Size	25.1	9	1,148				**Average Trip Length:**	**1.44**		
ITE	30.0	10					**Weighted Average Trip Length:**	**1.51**		
Blended Total	55.1									
	45.6	15.6								

Weighted Percent New Trip Average: 27.7

Average Trip Generation Rate: 639.68

ITE Average Trip Generation Rate: 845.60

Blend of FL Studies and ITE Average Trip Generation Rate: 775.14

Pharmacy/Drug Store with & without Drive-Thru (ITE LUC 880 & 881)

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 & Associates
Pasco Co, FL	12.0	Apr-02	212	90	122.16	-	2.04	42.5	105.79	Tindale-Oliver & Associates
Pasco Co, FL	15.1	Apr-02	1192	54	97.96	-	2.13	28.1	58.69	Tindale-Oliver & Associates
Total Size	38.2	3	1,542			**Average Trip Length:**	**2.07**			
ITE	196.0	16				**Weighted Average Trip Length:**	**2.08**			
Blended total	234.2					Weighted Percent New Trip Average:		32.4		
								Average Trip Generation Rate:		103.03
								ITE Average Trip Generation Rate (LUC 880 / 881):		90.06 / 96.91
								Blend of FL Studies and ITE Average Trip Generation Rate:		**95.96**

Furniture Store (ITE LUC 890)

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 & Associates
Tampa, FL	16.9	Jul-92	68	39	-	-	7.38	55.7	-	Tindale-Oliver & Associates
Total Size	31.9	2	132			**Average Trip Length:**	**6.01**			
ITE	897.0	13				**Weighted Average Trip Length:**	**6.09**			
						Weighted Percent New Trip Average:		54.2		
								ITE Average Trip Generation Rate:		**5.06**

Bank/Savings Drive-In (ITE LUC 912)

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 & Associates
Largo, FL	2.0	Sep-89	129	94	-	-	1.60	73.0	-	Tindale-Oliver & Associates
Seminole, FL	4.5	Oct-89	-	-	-	-	-	-	-	Tindale-Oliver & Associates
Marion Co, FL	2.3	Jun-91	69	29	-	24hr.	1.33	42.0	-	Tindale-Oliver & Associates
Marion Co, FL	3.1	Jun-91	47	32	-	24hr.	1.75	68.1	-	Tindale-Oliver & Associates
Marion Co, FL	2.5	Jul-91	57	26	-	48hrs.	2.70	45.6	-	Tindale-Oliver & Associates
Collier Co, FL	-	Aug-91	162	96	-	24hr.	0.88	59.3	-	Tindale-Oliver & Associates
Collier Co, FL	-	Aug-91	116	54	-	-	1.58	46.6	-	Tindale-Oliver & Associates
Collier Co, FL	-	Aug-91	142	68	-	-	2.08	47.9	-	Tindale-Oliver & Associates
Hernando Co, FL	5.4	May-96	164	41	-	9a-6p	2.77	24.7	-	Tindale-Oliver & Associates
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	9	1,407			**Average Trip Length:**	**2.38**			
ITE	21.0	7				**Weighted Average Trip Length:**	**2.46**			
Blended total	46.2					Weighted Percent New Trip Average:		46.2		
	23.7							Weighted Average Trip Generation Rate:		246.66
								ITE Average Trip Generation Rate:		148.15
								Blend of FL Studies and ITE Average Trip Generation Rate:		**159.34**

Quality Restaurant (ITE LUC 931)

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 & Associates
Clearwater, FL	8.0	Oct-89	60	40	110.63	10a-2p/5-9p	2.80	67.0	207.54	Tindale-Oliver & Associates
Total Size	15.5	2	313			**Average Trip Length:**	**2.80**			
ITE	135.0	15				**Weighted Average Trip Length:**	**3.14**			
Blended total	150.5					Weighted Percent New Trip Average:		76.7		
	143.0							Weighted Average Trip Generation Rate:		110.63
								ITE Average Trip Generation Rate:		89.95
								Blend of FL Studies and ITE Average Trip Generation Rate:		**91.10**

High-Turnover Restaurant (ITE LUC 932)

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	May-96	242	175	187.51	9a-6p	2.76	72.5	375.00	Tindale-Oliver & Associates
Hernando Co, FL	8.2	May-96	154	93	102.71	9a-6p	4.15	60.2	256.43	Tindale-Oliver & Associates
St. Petersburg, FL	5.0	Oct-89	74	68	132.60	1130-7p	2.00	92.0	243.98	Tindale-Oliver & Associates
Kenneth City, FL	5.2	Oct-89	236	176	127.88	4p-730p	2.30	75.0	220.59	Tindale-Oliver & Associates
Pasco Co, FL	5.2	Apr-02	114	88	82.47	9a-6p	3.72	77.2	236.81	Tindale-Oliver & Associates
Pasco Co, FL	5.8	Apr-02	182	102	116.97	9a-6p	3.49	56.0	228.77	Tindale-Oliver & Associates
Orange Co, FL	8.9	-	-	-	52.69	-	-	-	-	Orange County
Orange Co, FL	11.3	-	-	-	62.12	-	-	-	-	Orange County
Orange Co, FL	6.7	-	-	-	82.58	-	-	-	-	Orange County
Orange Co, FL	11.4	-	-	-	91.67	-	-	-	-	Orange County
Orange Co, FL	11.3	-	-	-	95.33	-	-	-	-	Orange County
Orange Co, FL	7.2	-	-	-	98.06	-	-	-	-	Orange County
Orange Co, FL	5.5	-	-	-	100.18	-	-	-	-	Orange County
Orange Co, FL	9.7	-	-	-	105.84	-	-	-	-	Orange County
Orange Co, FL	4.6	-	-	-	129.23	-	-	-	-	Orange County
Orange Co, FL	7.0	-	-	-	126.40	-	-	-	-	Orange County
Orange Co, FL	9.7	-	-	-	132.32	-	-	-	-	Orange County
Orange Co, FL	5.0	-	-	-	135.68	-	-	-	-	Orange County
Orange Co, FL	5.6	-	-	-	145.59	-	-	-	-	Orange County
Orange Co, FL	7.4	-	-	-	147.44	-	-	-	-	Orange County
Orange Co, FL	5.9	-	-	-	147.74	-	-	-	-	Orange County
Total Size	152.8	21	1,102				**Average Trip Length:**	**3.07**		
ITE	98.0	14					**Weighted Average Trip Length:**	**3.17**		
Blended total	250.8						Weighted Percent New Trip Average:	70.8		

Weighted Average Trip Generation Rate: 109.84
ITE Average Trip Generation Rate: 127.15
Blend of FL Studies and ITE Average Trip Generation Rate: 116.60

Fast Food Restaurant w/Drive Thru (ITE LUC 934)

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 & Associates
Pinellas Co, FL	4.30	Oct-89	456	260	660.40	1 day	2.30	57.0	865.78	Tindale-Oliver & Associates
Tarpon Springs, FL	-	Oct-89	233	114	-	7a-7p	3.60	49.0	-	Tindale-Oliver & Associates
Marion Co, FL	1.60	Jun-91	60	32	962.50	48hrs.	0.91	53.3	466.84	Tindale-Oliver & Associates
Marion Co, FL	4.00	Jun-91	75	46	625.00	48hrs.	1.54	61.3	590.01	Tindale-Oliver & Associates
Collier Co, FL	-	Aug-91	66	44	-	-	1.91	66.7	-	Tindale-Oliver & Associates
Collier Co, FL	-	Aug-91	118	40	-	-	1.17	33.9	-	Tindale-Oliver & Associates
Hernando Co, FL	5.43	May-96	136	82	311.83	9a-6p	1.68	60.2	315.27	Tindale-Oliver & Associates
Hernando Co, FL	3.13	May-96	168	82	547.34	9a-6p	1.59	48.8	425.04	Tindale-Oliver & Associates
Lake Co, FL	2.20	Apr-01	376	252	934.30	-	2.50	74.6	1742.47	Tindale-Oliver & Associates
Lake Co, FL	3.20	Apr-01	171	182	654.90	-	4.10	47.8	-	Tindale-Oliver & Associates
Lake Co, FL	3.80	Apr-01	188	137	353.70	-	3.30	70.8	826.38	Tindale-Oliver & Associates
Pasco Co, FL	2.66	Apr-02	100	46	283.12	9a-6p	5.10	46.0	-	Tindale-Oliver & Associates
Pasco Co, FL	2.96	Apr-02	486	164	515.32	9a-6p	2.72	33.7	472.92	Tindale-Oliver & Associates
Pasco Co, FL	4.42	Apr-02	168	120	759.24	9a-6p	1.89	71.4	1024.99	Tindale-Oliver & Associates
Orange Co, FL	8.93	-	-	-	377.00	-	-	-	-	Orange County
Total Size	48.8	13	4,463				**Average Trip Length:**	**2.42**		
ITE	63.0	21					**Weighted Average Trip Length:**	**2.05**		
Blended total	111.8						Weighted Percent New Trip Average:	57.9		
	34.0									

Weighted Average Trip Generation Rate: 530.19
ITE Average Trip Generation Rate: 496.12
Blend of FL Studies and ITE Average Trip Generation Rate: 511.00

Automobile Care Center (ITE LUC 942)

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Jacksonville, FL	2.3	2/3-4/90	124	94	-	9a-5p	3.07	76.0	-	Tindale-Oliver & Associates
Jacksonville, FL	2.3	2/3-4/90	110	74	-	9a-5p	2.96	67.0	-	Tindale-Oliver & Associates
Jacksonville, FL	2.4	2/3-4/90	132	87	-	9a-5p	2.32	66.0	-	Tindale-Oliver & Associates
Lakeland, FL	5.2	Mar-90	24	14	-	9a-4p	1.36	59.0	-	Tindale-Oliver & Associates
Largo, FL	5.5	Sep-89	34	30	37.64	9a-5p	2.40	88.0	79.50	Tindale-Oliver & Associates
Orange Co, FL	25.0	Nov-92	41	39	-	2-6p	4.60	-	-	LCE, Inc.
Lakeland, FL	-	Mar-90	54	42	-	9a-4p	2.44	78.0	-	Tindale-Oliver & Associates
Total Size	42.6	6	519				**Average Trip Length:**	**2.74**		
ITE	102.0	6					**Weighted Average Trip Length:**	**3.62**		
Blended total	144.6						Weighted Percent New Trip Average:	72.2		
	107.5									

Weighted Average Trip Generation Rate: 37.64
ITE Average Trip Generation Rate: 31.10
Blend of FL Studies and ITE Average Trip Generation Rate: 31.43

Service Station with and w/o Car Wash (ITE LUC 944 & 946)

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 & Associates
Collier County, FL	-	Aug-91	168	40	-	-	1.01	23.8	-	Tindale-Oliver & Associates
Total Size	0.6	1	238			**Average Trip Length:**	**1.46**			
ITE LUC 944 (vfp)	48.0	6				**Weighted Average Trip Length:**	**1.90**			
ITE LUC 946 (vfp)	120.0	10				Weighted Percent New Trip Average:		23.0		

ITE Average Trip Generation Rate - per fuel position (LUC 944):	168.56
ITE Average Trip Generation Rate - per fuel position (LUC 946):	152.84
Blended ITE Average Trip Generation Rate - per fuel position:	**157.33**

Self-Service Car Wash (ITE LUC 947)

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 & Associates
Clearwater, FL	-	Nov-89	177	108	-	10am-5pm	1.30	61.0	-	Tindale-Oliver & Associates
Collier, FL	11	Dec-09	304	-	30.24	-	2.50	57.0	-	Tindale-Oliver & Associates
Collier, FL	8	Jan-09	186	-	22.75	-	1.96	72.0	-	Tindale-Oliver & Associates
Total Size	29	3	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**

Appendix B
Cost Component Calculations

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 a lack of available roadway construction data for rural-design roadways, 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 77 percent of the construction costs for urban-design roadway improvements. For all subsequent tables (for county and state roadways), costs are presented for urban-design roadways, with the rural-design roadway costs being calculated using the cost ratio in Table B-1.

Table B-1
Urban/Rural-Design Cost Factor

Improvement	Cost per Lane Mile		
	Rural Design	Urban Design	Ratio
0-2 Lanes	$2,607,379	$4,013,085	65%
0-4 Lanes	$2,106,777	$2,758,628	76%
0-6 Lanes	$1,773,647	$2,215,237	80%
2-4 Lanes	$2,979,105	$3,581,065	83%
4-6 Lanes	$3,313,993	$4,035,253	82%
Average	**$2,556,180**	**$3,320,654**	**77%**

Source: FDOT District 7 Long Range Estimates, 2015

Design

County Roadways

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 and bid improvements in Hillsborough County and from previously completed impact studies throughout Florida. For local county roadways, the design factors ranged from 3 percent to 32 percent, with a weighted average of 12 percent. For county roadways from throughout Florida, the design factors ranged from 6 percent to 14 percent with a weighted average of 10 percent. For purposes of this study, the design cost for county roads was calculated at 10 percent of the construction cost per lane mile based on the local data, statewide data, and discussions with County staff. See Tables B-10 and B-11 for additional information.

Table B-2
Design Cost Adjustment – County Roads

Road Type	Design Cost per Lane Mile[(1)]	Section Design Distribution[(2)]	Weighted Design Cost per Lane Mile[(3)]
Urban Design	$360,000	85%	$306,000
Rural Design	$277,000	15%	$42,000
Weighted Average Design Cost per Lane Mile			**$348,000**

1) Design cost is estimated at 12% of construction based on local projects (Table B-10) and recent impact fee studies (Table B-11, Item a)
2) Source: Appendix B, Table B-19, Items c and d
3) Design cost per lane mile (Item 1) multiplied by the associated section design weight (Item 2) for each road type and added together

All figure rounded to the nearest $1,000

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 14 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-11 for additional information.

Table B-3
Design Cost Adjustment –State Roads

Road Type	Design Cost per Lane Mile[1]	Section Design Distribution[2]	Weighted Design Cost per Lane Mile[3]
Urban Design	$330,000	85%	$281,000
Rural Design	$254,000	15%	$38,000
Weighted Average Design Cost per Lane Mile			**$319,000**

1) Design cost is estimated at 11% of construction based on recent impact fee studies (Table B-11, Item b)
2) Source: Appendix B, Table B-19, Items c and d
3) Design cost per lane mile (Item 1) multiplied by the associated section design weight (Item 2) for each road type and added together

All figure rounded to the nearest $1,000

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 4 percent to 119 percent, with a weighted average of 44 percent, as shown in Table B-12. This factor is higher than the ratio of ROW to construction cost observed in other Florida jurisdictions (41 percent), as shown in Table B-13, and reflects more urbanized nature of County. Discussion with staff and a review of the ROW estimates in the Community Transportation Plan indicated that future ROW acquisitions are expected to be on the higher than recent acquisition costs. For purposes of this update study, the ROW cost was estimated at 50 percent of the construction cost per lane mile for county roadways.

Table B-4
Right-of-Way Cost Adjustment – County Roads

Road Type	ROW Cost per Lane Mile[1]	Section Design Distribution[2]	Weighted ROW Cost per Lane Mile[3]
Urban Design	$1,500,000	85%	$1,275,000
Rural Design	$1,155,000	15%	$173,000
Weighted Average ROW Cost per Lane Mile			**$1,448,000**

1) ROW cost is estimated at 50% of construction based on local projects (Table B-12), recent impact fee studies (Table B-13, Item a), and discussions with staff
2) Source: Appendix B, Table B-19, Items c and d
3) ROW cost per lane mile (Item 1) multiplied by the associated section design weight (Item 2) for each road type and added together

All figure rounded to the nearest $1,000

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 50 percent of the construction cost per lane mile. See Table B-13 for additional information.

Table B-5
Right-of-Way Cost Adjustment – State Roads

Road Type	ROW Cost per Lane Mile[1]	Section Design Distribution[2]	Weighted ROW Cost per Lane Mile[3]
Urban Design	$1,500,000	85%	$1,275,000
Rural Design	$1,155,000	15%	$173,000
Weighted Average ROW Cost per Lane Mile			**$1,448,000**

1) ROW cost is estimated at 50% of construction based on local projects (Table B-12), recent impact fee studies (Table B-13, Item a), and discussions with staff
2) Source: Appendix B, Table B-19, Items c and d
3) ROW cost per lane mile (Item 1) multiplied by the associated section design weight (Item 2) for each road type and added together

All figure rounded to the nearest $1,000

Construction

County Roadways

A review of construction cost data for recent local county roadway capacity expansion projects identified 15 improvements in Hillsborough County.

- Bruce B. Downs Blvd, Segments A through D
- Columbus Drive Ext. from US 301 to Falkenburg Road
- Madison Avenue from US 41 to 78th Street
- Gunn Highway from Ehrlich Road to South Mobley Road
- Bell Shoals Road from Bloomingdale Avenue to Boyette Road
- Race Track Road, Phases I through IV
- Boyette Road, Phases II and III
- Gornto Lake Road Ext. from Brandon Town Center to SR 60
- Turkey Creek Rd from MLK Jr. Boulevard to Sydney Road

As shown in Table B-14, these improvements had a weighted average construction cost of approximately $3.30 million per lane mile. However, this weighted average includes two segments on Boyette Road which have very high construction costs. Removing these two improvements from the dataset reduces the average to approximately $3.02 million per lane mile for urban-design improvements.

In addition to local data, a review of recently bid projects located throughout the state of Florida was conducted. As shown in Table B-15, a total of 65 projects from 17 different counties were identified with a weighted average cost of approximately $2.14 million per lane mile. When compared to these statewide bids, the local improvements average a significantly higher average cost per lane mile. Staff indicated that costs in Hillsborough County and in FDOT District 7, in general, are typically higher than costs elsewhere in the state.

Based on this review and discussions with staff, a county roadway cost of $3.00 million per lane mile was used in the mobility fee calculation for county roads with urban-design characteristics. Table B-6 presents the urban and rural-design costs estimates, as well as the weighted average cost per lane mile for county roads in Hillsborough County.

Table B-6
Construction Cost Adjustment – County Roads

Road Type	Construction Cost per Lane Mile[1]	Section Design Distribution[2]	Weighted Constr. Cost per Lane Mile[3]
Urban Design	$3,000,000	85%	$2,550,000
Rural Design	$2,310,000	15%	$347,000
Weighted Average Construction Cost per Lane Mile			**$2,897,000**

1) Source: Tables B-14, B-15, and discussions with staff. Rural design is estimated at 77% of urban design costs (see Table B-1)
2) Source: Appendix B, Table B-19, Items c and d
3) Construction cost per lane mile (Item 1) multiplied by the associated section design weight (Item 2) for each road type and added together

All figure rounded to the nearest $1,000

State Roadways

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

- CR 39/Alexander Street from North of I-4 to North of Knights Griffin Road
- SR 574 (MLK Jr. Boulevard) from West of Highview Road to East of Parsons Avenue
- SR 41 (US 301) from South of Tampa Bypass Canal to North of Fowler Avenue

As shown in Table B-16, these improvements had a weighted average construction cost of approximately $2.07 million. However, this is heavily influenced by the oldest and longest of the improvements (CR 39), which was built at a low cost. A review of only the more recent improvements resulted in a weighted average construction cost of $4.21 million per lane mile.

In addition to local data, a review of recently bid projects located throughout the state of Florida was conducted. As shown in Table B-16, a total of 70 projects from 34 different counties were identified with a weighted average cost of approximately $3.06 million per lane mile (all improvements are urban-design). The FDOT District 7 Long Range Estimates were also reviewed (previously presented in Table B-1) and provided an average construction cost of approximately $3.32 million per lane mile for urban-design projects.

Based on this review and discussions with staff, a state roadway cost of $3.00 million per lane mile was used in the mobility fee calculation for state roads with urban-design characteristics. Table B-7 presents the urban and rural-design cost estimates, as well as the weighted average cost per lane mile for state roads in Hillsborough County.

Table B-7
Construction Cost Adjustment – State Roads

Road Type	Construction Cost per Lane Mile[1]	Section Design Distribution[2]	Weighted Constr. Cost per Lane Mile[3]
Urban Design	$3,000,000	85%	$2,550,000
Rural Design	$2,310,000	15%	$347,000
Weighted Average Construction Cost per Lane Mile			**$2,897,000**

1) Source: Table B-16 and discussions with staff. Rural design is estimated at 77% of urban design costs (see Table B-1)
2) Source: Appendix B, Table B-19, Items c and d
3) Construction cost per lane mile (Item 1) multiplied by the associated section design weight (Item 2) for each road type and added together

All figure rounded to the nearest $1,000

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 recently completed improvements in Hillsborough County and from previously completed impact studies throughout Florida. For local county roadways, the CEI factors ranged from 9 percent to 10 percent, with a weighted average of 9 percent. For county roadways from throughout Florida, 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 based on the local data, statewide data, and discussions with County staff. See Tables B-17 and B-18 for additional information.

Table B-8
CEI Cost Adjustment – County Roads

Road Type	CEI Cost per Lane Mile[1]	Section Design Distribution[2]	Weighted CEI Cost per Lane Mile[3]
Urban Design	$270,000	85%	$230,000
Rural Design	$208,000	15%	$31,000
Weighted Average CEI Cost per Lane Mile			**$261,000**

1) CEI cost is estimated at 9% of construction based on local projects (Table B-17) and recent impact fee studies (Table B-18, Item a)
2) Source: Appendix B, Table B-19, Items c and d
3) CEI cost per lane mile (Item 1) multiplied by the associated section design weight (Item 2) for each road type and added together

All figure rounded to the nearest $1,000

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 8 percent to 17 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-18 for additional information.

Table B-9
CEI Cost Adjustment –State Roads

Road Type	CEI Cost per Lane Mile[1]	Section Design Distribution[2]	Weighted CEI Cost per Lane Mile[3]
Urban Design	$330,000	85%	$281,000
Rural Design	$254,000	15%	$38,000
Weighted Average CEI Cost per Lane Mile			**$319,000**

1) CEI cost is estimated at 11% of construction based on recent impact fee studies (Table B-18, Item b)
2) Source: Appendix B, Table B-19, Items c and d
3) CEI cost per lane mile (Item 1) multiplied by the associated section design weight (Item 2) for each road type and added together

All figure rounded to the nearest $1,000

Table B-10
Design Cost Factor - Hillsborough County Local Roadway Improvements

Project ID	Roadway	From	To	Start Date	Status	Feature	Section Design	Design Cost	Construction Cost	Design-to-Construction
61043000	Bruce B. Downs Blvd, Segment D	Pebble Creek	Pasco Co. Line	10/31/2003	Active	4 to 8 Lanes	Urban; Curb & Gutter	$4,749,955	$14,931,747	32%
61044000	Bruce B. Downs Blvd, Segment B/C	Palm Springs	Pebble Creek Dr	10/15/2003	Active	4 to 8 Lanes	Urban; Curb & Gutter	$3,552,458	$52,249,133	7%
61045000	Bruce B. Downs Blvd, Segment A	Bearss Ave	Palm Springs	10/31/2003	Active	4 to 8 Lanes	Urban; Curb & Gutter	$4,534,978	$37,489,099	12%
61057000	Columbus Dr Ext.	US 301	Falkenburg Rd	4/1/2006	Completed	0 to 4 Lanes	Urban; Curb & Gutter	$851,923	$7,242,200	12%
61150000	Madison Ave	US 41	78th St	10/7/2011	Active	2 to 4 Lanes	Urban; Curb & Gutter	$923,013	$7,000,000	13%
69106000	Gunn Hwy	Ehrlich Rd	S. Mobley Rd	10/15/2001	Completed	2 to 4 Lanes	Urban; Curb & Gutter	$999,745	$5,656,000	18%
69112000	Bell Shoals Rd	Bloomingdale Ave	Boyette Rd	4/10/2007	Active	2 to 4 Lanes	Urban; Curb & Gutter	$780,150	$24,000,000	3%
69118000	Race Track Rd, Ph. I	Douglas Rd	Linebaugh Ave	4/30/2008	Completed	2 to 6 Lanes	Urban; Curb & Gutter	$5,019,295	$12,187,144	11%
69119000	Race Track Rd, Ph. II	Countryway Blvd	S. Mobley Rd	7/16/2004	Completed	2 to 4 Lanes	Urban; Curb & Gutter		$15,973,286	
69120000	Race Track Rd, Ph. III	Linebaugh Ave	Countryway Blvd	9/6/2006	Completed	2 to 4 Lanes	Urban; Curb & Gutter		$12,198,251	
69121000	Race Track Rd, Ph. IV	Hillsborough Ave	Douglas Rd	5/1/2009	Active	2 to 6 Lanes	Urban; Curb & Gutter		$5,375,855	
69123000	Boyette Rd, Ph. II	Balm Riverview Rd	Donneymoor Dr	11/22/2006	Completed	2 to 4 Lanes	Urban; Curb & Gutter	$4,700,145	$16,570,837	13%
69124000	Boyette Rd, Ph. III	Donneymoor Dr	Bell Shoals Rd	10/2/2009	Active	2 to 4 Lanes	Urban; Curb & Gutter		$20,814,450	
69127000	Gornto Lake Rd Ext.	Brandon Town Center	SR 60	8/1/2006	Completed	0 to 4 Lanes	Urban; Curb & Gutter	$1,400,493	$8,656,579	16%
69625000	Turkey Creek Rd	MLK Blvd	Sydney Rd	12/1/2014	Active	2 to 4 Lanes	Urban; Curb & Gutter	$700,000	$3,166,000	22%
Total								**$28,212,155**	**$243,510,581**	**12%**

Source: Hillsborough County Public Works Department

Table B-11
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
2006	Collier	$323,639	$2,558,546	13%	$349,643	$3,385,978	10%
2006	Citrus	$361,774	$2,584,099	14%	$400,432	$2,860,227	14%
2006	Highlands	$235,030	$1,678,785	14%	$347,326	$2,480,900	14%
2006	Marion	$185,333	$1,941,244	10%	$154,643	$1,430,919	11%
2007	Pasco	$246,324	$3,079,051	8%	$427,112	$3,050,799	14%
2007	Lake	$232,882	$2,911,021	8%	$318,412	$3,184,125	10%
2007	Flagler	$174,000	$1,740,000	10%	-	-	n/a
2007	Volusia	$291,696	$2,651,778	11%	$309,526	$3,095,258	10%
2008	Leon	$212,800	$2,660,000	8%	$372,130	$3,383,000	11%
2008	Sumter	$178,960	$2,237,000	8%	$238,000	$2,380,000	10%
2009	Collier	$217,000	$3,100,000	7%	$320,000	$3,200,000	10%
2009	Polk	$95,400	$1,590,000	6%	$217,000	$2,170,000	10%
2009	Hillsborough/Tampa	$308,000	$2,800,000	11%	$420,000	$3,500,000	12%
2010	Collier	$119,560	$1,708,000	7%	$241,800	$2,418,000	10%
2011	Sarasota/North Port	$240,000	$2,400,000	10%	$200,000	$2,000,000	10%
2012	Osceola	$371,196	$2,651,400	14%	$313,258	$2,847,800	11%
2012	Orange	$264,000	$2,400,000	11%	-	-	n/a
2012	City of Orlando	$288,000	$2,400,000	12%	$319,000	$2,900,000	11%
2012	City of Sarasota	$240,000	$2,400,000	10%	$286,000	$2,600,000	11%
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%
Average		**$232,429**	**$2,315,516**	**10%**	**$292,597**	**$2,650,240**	**11%**
				(a)			(b)

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

Table B-12
Right-of-Way Cost Factor - Hillsborough County Local Roadway Improvements

Project ID	Roadway	From	To	Start Date	Status	Feature	Section Design	ROW Cost	Construction Cost	ROW-to-Construction
61043000	Bruce B. Downs Blvd, Segment D	Pebble Creek	Pasco Co. Line	10/31/2003	Active	4 to 8 Lanes	Urban; Curb & Gutter	$590,366	$14,931,747	4%
61044000	Bruce B. Downs Blvd, Segment B/C	Palm Springs	Pebble Creek Dr	10/15/2003	Active	4 to 8 Lanes	Urban; Curb & Gutter	$13,368,974	$52,249,133	26%
61045000	Bruce B. Downs Blvd, Segment A	Bearss Ave	Palm Springs	10/31/2003	Active	4 to 8 Lanes	Urban; Curb & Gutter	$9,831,370	$37,489,099	26%
61057000	Columbus Dr Ext.	US 301	Falkenburg Rd	4/1/2006	Completed	0 to 4 Lanes	Urban; Curb & Gutter	$4,000,000	$7,242,200	55%
69106000	Gunn Hwy	Ehrlich Rd	S. Mobley Rd	10/15/2001	Completed	2 to 4 Lanes	Urban; Curb & Gutter	$6,750,000	$5,656,000	119%
69112000	Bell Shoals Rd	Bloomingdale Ave	Boyette Rd	4/10/2007	Active	2 to 4 Lanes	Urban; Curb & Gutter	$23,700,000	$24,000,000	99%
69118000	Race Track Rd, Ph. I	Douglas Rd	Linebaugh Ave	4/30/2008	Completed	2 to 6 Lanes	Urban; Curb & Gutter	$23,782,299	$12,187,144	52%
69119000	Race Track Rd, Ph. II	Countryway Blvd	S. Mobley Rd	7/16/2004	Completed	2 to 4 Lanes	Urban; Curb & Gutter		$15,973,286	
69120000	Race Track Rd, Ph. III	Linebaugh Ave	Countryway Blvd	9/6/2006	Completed	2 to 4 Lanes	Urban; Curb & Gutter		$12,198,251	
69121000	Race Track Rd, Ph. IV	Hillsborough Ave	Douglas Rd	5/1/2009	Active	2 to 6 Lanes	Urban; Curb & Gutter		$5,375,855	
69123000	Boyette Rd, Ph. II	Balm Riverview Rd	Donneymoor Dr	11/22/2006	Completed	2 to 4 Lanes	Urban; Curb & Gutter	$10,216,345	$16,570,837	27%
69124000	Boyette Rd, Ph. III	Donneymoor Dr	Bell Shoals Rd	10/2/2009	Active	2 to 4 Lanes	Urban; Curb & Gutter		$20,814,450	
69127000	Gornto Lake Rd Ext.	Brandon Town Center	SR 60	8/1/2006	Completed	0 to 4 Lanes	Urban; Curb & Gutter	$9,883,047	$8,656,579	114%
Total								**$102,122,401**	**$233,344,581**	**44%**

Source: Hillsborough County Public Works Department

Table B-13
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
2006	Collier	$1,751,790	$2,558,546	68%	$1,751,790	$3,385,978	52%
2006	Citrus	$784,599	$2,584,099	30%	$949,979	$2,860,227	33%
2006	Highlands	$468,853	$1,678,785	28%	$507,500	$2,480,900	20%
2006	Marion	$1,005,123	$1,941,244	52%	$868,908	$1,430,919	61%
2007	Pasco	$814,517	$3,079,051	26%	$1,560,714	$3,050,799	51%
2007	Lake	$599,185	$2,911,021	21%	$1,462,133	$3,184,125	46%
2007	Flagler	$460,000	$1,740,000	26%	-	-	n/a
2007	Volusia	$858,109	$2,651,778	32%	$954,543	$3,095,258	31%
2008	Leon	$1,120,000	$2,660,000	42%	$1,363,000	$3,383,000	40%
2008	Sumter	$802,000	$2,237,000	36%	$1,400,000	$2,380,000	59%
2009	Collier	$1,300,000	$3,100,000	42%	$1,300,000	$3,200,000	41%
2009	Polk	$1,491,000	$1,590,000	94%	$550,000	$2,170,000	25%
2009	Hillsborough/Tampa	$1,500,000	$2,800,000	54%	$2,500,000	$3,500,000	71%
2010	Collier	$901,000	$1,708,000	53%	$901,000	$2,418,000	37%
2011	Sarasota/North Port	$620,000	$2,400,000	26%	$800,000	$2,000,000	40%
2012	Osceola	$1,087,074	$2,651,400	41%	$1,167,598	$2,847,800	41%
2012	Orange	$1,080,000	$2,400,000	45%	-	-	n/a
2012	City of Orlando	$1,080,000	$2,400,000	45%	$1,305,000	$2,900,000	45%
2012	City of Sarasota	$620,000	$2,400,000	26%	$1,144,000	$2,600,000	44%
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%
Average		**$929,002**	**$2,278,479**	**41%**	**$1,154,029**	**$2,646,640**	**44%**
				(a)			(b)

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

Table B-14
Construction Cost - Hillsborough County Local Roadway Improvements

Project ID	Roadway	From	To	Start Date	Status	Feature	Section Design	Length	Lanes Added	Lane Miles Added	Construction Cost	Construction Cost per Lane Mile
61043000	Bruce B. Downs Blvd, Segment D	Pebble Creek	Pasco Co. Line	10/31/2003	Active	4 to 8 Lanes	Urban; Curb & Gutter	1.36	4	5.44	$14,931,747	$2,744,806
61044000	Bruce B. Downs Blvd, Segment B/C	Palm Springs	Pebble Creek Dr	10/15/2003	Active	4 to 8 Lanes	Urban; Curb & Gutter	3.36	4	13.44	$52,249,133	$3,887,584
61045000	Bruce B. Downs Blvd, Segment A	Bearss Ave	Palm Springs	10/31/2003	Active	4 to 8 Lanes	Urban; Curb & Gutter	3.56	4	14.24	$37,489,099	$2,632,661
61057000	Columbus Dr Ext.	US 301	Falkenburg Rd	4/1/2006	Completed	0 to 4 Lanes	Urban; Curb & Gutter	1.56	4	6.24	$7,242,200	$1,160,609
61150000	Madison Ave	US 41	78th St	10/7/2011	Active	2 to 4 Lanes	Urban; Curb & Gutter	2.29	2	4.58	$7,000,000	$1,528,384
69106000	Gunn Hwy	Ehrlich Rd	S. Mobley Rd	10/15/2001	Completed	2 to 4 Lanes	Urban; Curb & Gutter	0.90	2	1.80	$5,656,000	$3,142,222
69112000	Bell Shoals Rd	Bloomingdale Ave	Boyette Rd	4/10/2007	Active	2 to 4 Lanes	Urban; Curb & Gutter	2.20	2	4.40	$24,000,000	$5,454,545
69118000	Race Track Rd, Ph. I	Douglas Rd	Linebaugh Ave	4/30/2008	Completed	2 to 6 Lanes	Urban; Curb & Gutter	1.01	4	4.04	$12,187,144	$3,016,620
69119000	Race Track Rd, Ph. II	Countryway Blvd	S. Mobley Rd	7/16/2004	Completed	2 to 4 Lanes	Urban; Curb & Gutter	1.80	2	3.60	$15,973,286	$4,437,024
69120000	Race Track Rd, Ph. III	Linebaugh Ave	Countryway Blvd	9/6/2006	Completed	2 to 4 Lanes	Urban; Curb & Gutter	1.26	2	2.52	$12,198,251	$4,840,576
69121000	Race Track Rd, Ph. IV	Hillsborough Ave	Douglas Rd	5/1/2009	Active	2 to 6 Lanes	Urban; Curb & Gutter	0.69	4	2.76	$5,375,855	$1,947,774
69123000	Boyette Rd, Ph. II	Balm Riverview Rd	Donneymoor Dr	11/22/2006	Completed	2 to 4 Lanes	Urban; Curb & Gutter	0.92	2	1.84	$16,570,837	$9,005,890
69124000	Boyette Rd, Ph. III	Donneymoor Dr	Bell Shoals Rd	10/2/2009	Active	2 to 4 Lanes	Urban; Curb & Gutter	1.84	2	3.68	$20,814,450	$5,656,101
69127000	Gornto Lake Rd Ext.	Brandon Town Center	SR 60	8/1/2006	Completed	0 to 4 Lanes	Urban; Curb & Gutter	0.60	4	2.40	$8,656,579	$3,606,908
69625000	Turkey Creek Rd	MLK Blvd	Sydney Rd	12/1/2014	Active	2 to 4 Lanes	Urban; Curb & Gutter	1.40	2	2.80	$3,166,000	$1,130,714
Total								**24.75**	**-**	**73.78**	**$243,510,581**	**$3,300,496**
Total (excluding Boyette Rd, Ph. II and Ph. III)								**21.99**	**-**	**68.26**	**$206,125,294**	**$3,019,708**

Source: Hillsborough County Public Works Department

Table B-15
Construction Cost – County Road Improvements from Other Jurisdictions throughout Florida

County	District	Description	From	To	Year	Status	Feature	Design	Length	Lanes Added	Lane Miles Added	Construction Cost	Construction Cost per Lane Mile
Orange	5	Clarcona-Ocoee Rd	Hiawassee Rd	Clark	2009	Bid	2 to 4	Urban	2.50	2	5.00	$10,182,738	$2,036,548
Orange	5	Woodbury Rd	S. of SR 50	Challenger Pkwy	2009	Bid	2 to 4	Urban	0.65	2	1.30	$4,088,942	$3,145,340
Orange	5	Sand Lake Rd	President's Dr	FL Mall	2009	Bid	2 to 4	Urban	1.00	2	2.00	$6,020,755	$3,010,378
Orange	5	Taft-Vineland Road Extension	Central Florida Pkwy	John Young Pkwy	2009	Bid	2 to 4	Urban	0.70	2	1.40	$4,462,535	$3,187,525
Osceola	5	Narcoossee Rd	US 192	Orange Co. Line	2009	Bid	2 to 4	Urban	7.40	2	14.80	$47,360,000	$3,200,000
Osceola	5	Osceola Pkwy (Ph. I)	FL Turnpike	Buenaventura Blvd	2009	Bid	4 to 6	Urban	1.57	2	3.14	$5,966,000	$1,900,000
Osceola	5	Poinciana Blvd (Ph. II)	Crescent Lakes	US 17/92	2009	Bid	2 to 4	Urban	2.50	2	5.00	$16,000,000	$3,200,000
Osceola	5	Old Lake Wilson Rd (Ph. I)	Livingston Rd	Sinclair Rd	2009	Bid	2 to 4	Urban	2.30	2	4.60	$14,720,000	$3,200,000
Sarasota	1	Fruitville Rd (Ph. I)	Tatum Rd	Debrecen Rd	2009	Bid	2 to 4	Urban	0.72	2	1.44	$4,355,796	$3,024,858
Sarasota	1	Fruitville Rd (Ph. II)	Coburn Rd	Tatum Rd	2009	Bid	2 to 4	Urban	1.26	2	2.52	$8,557,904	$3,395,994
Lee	1	Colonial Blvd (CR 884)	I-75	SR 82	2009	Bid	4 to 6	Urban	2.70	2	5.40	$14,576,393	$2,699,332
Indian River	4	College Lane Rd	Extension IRSC	66th Ave	2009	Bid	0 to 2	Urban	0.50	2	1.00	$1,700,000	$1,700,000
Indian River	4	16th St	66th Ave	74th Ave	2009	Bid	0 to 2	Urban	1.27	2	2.54	$3,109,321	$1,224,142
Polk	1	Pine Tree Trail	Ernie Caldwell Blvd	CR 54/Reagan Pkwy	2009	Bid	0 to 2	Urban	1.40	2	2.80	$3,442,332	$1,229,404
Polk	1	Lakeland Highlands Rd	Polk Pkwy	CR 540A	2009	Bid	2 to 4	Urban	3.01	2	6.02	$13,603,672	$2,259,746
Palm Beach	4	Alt. A1A	S. of Frederick Small Rd	Center St	2009	Bid	4 to 6	Urban	4.40	2	8.80	$6,364,139	$723,198
Palm Beach	4	Lyons Rd	Glades Rd	Yamato Rd	2009	Bid	4 to 6	Urban	1.80	2	3.60	$5,967,464	$1,657,629
Palm Beach	4	Hypoluxo Rd	Jog Rd	Military Tr	2009	Bid	4 to 6	Urban	2.00	2	4.00	$4,054,386	$1,013,597
Palm Beach	4	Lawrence Rd	S. of C. Stanley Weaver Canal	N. of C. Stanley Weaver Canal	2009	Bid	2 to 4	Urban	0.20	2	0.40	$1,051,680	$2,629,200
Collier	1	Oil Well Rd (Segment 2)	Immokalee Rd	E. of Everglades Blvd	2009	Bid	2 to 4/6	Urban	5.05	2/4	10.92	$15,091,068	$1,381,966
Collier	1	Oil Well Rd (Segment 4A)	W. of Oil Well Grade Rd	W. of Camp Keais Rd	2009	Bid	2 to 6	Urban	4.72	4	18.88	$15,875,782	$840,878
Marion	5	CR 200A	US 441	NE 35th St	2009	Bid	2 to 4	Urban	1.73	2	3.46	$6,451,296	$1,864,536
Marion	5	NW 44th Ave	US 27	NW 60th St	2009	Bid	2 to 4	Urban	2.63	2	5.26	$5,910,189	$1,123,610
Marion	5	SE 31st St	SE 19th Ave	SE 36th Ave	2009	Bid	2 to 4	Urban	1.50	2	4.20	$5,544,524	$1,320,125
Marion	5		SE 36th Ave	SR 464	2009	Bid	0 to 4	Urban	0.30	4			
Orange	5	Alafaya Tr	Avalon Park Blvd	Mark Twain Blvd	2010	Bid	2 to 4	Urban	3.83	2	7.66	$18,918,599	$2,469,791
Broward	4	Bailey Rd	NW 64th Ave / SW 81st Ave	SR 7 (US 441)	2010	Bid	2 to 4	Urban	2.00	2	4.00	$6,330,297	$1,582,574
Lee	1	Six Mile Cypress Pkwy	Daniels Pkwy	S. of Winkler Rd Ext.	2010	Bid	2 to 4	Urban	3.09	2	6.18	$6,711,242	$1,085,961
Charlotte	1	Piper Rd	Henry St	Jones Loop Rd	2010	Bid	2 to 4	Sub-Urb	2.10	2	4.20	$8,627,803	$2,054,239
Indian River	4	53rd St	Kings Hwy	Lateral H Canal	2010	Bid	0 to 4	Urban	2.04	4	8.16	$7,000,000	$857,843
Indian River	4	53rd St	Lateral H Canal	Indian River Blvd	2010	Bid	0 to 4	Urban	0.50	4	2.00	$7,605,993	$3,802,997
Palm Beach	4	45th St	Jog Rd	E. of Haverhill Rd	2010	Bid	2 to 4	Urban	1.50	2	3.00	$12,423,103	$4,141,034
Palm Beach	4	Jog Rd	S. of 45th St	N. of 45th St	2010	Bid	0 to 4	Urban	0.50	4	2.00	$4,960,399	$2,480,200
Palm Beach	4	Congress Ave	Lantana Rd	Melaluca Ln	2010	Bid	4 to 6	Urban	1.30	2	2.60	$6,130,698	$2,357,961
Palm Beach	4	Seminole Pratt Whitney Rd	SR 80	Sycamore Dr	2010	Bid	2 to 4	Urban	4.20	2	8.40	$9,930,460	$1,182,198
Palm Beach	4	Seminole Pratt Whitney Rd	S. of M Canal	S. of Orange Blvd	2010	Bid	2 to 4	Urban	1.40	2	2.80	$2,820,892	$1,007,461
Citrus	7	CR 486	SR 44	Forest Ridge Blvd	2010	Bid	2 to 4	Urban	6.30	2	12.60	$26,614,211	$2,112,239
Brevard	5	Pineda Cswy Extension	I-95	W. of Wickham Rd	2010	Bid	0 to 4	Urban	2.10	4	8.40	$17,238,865	$2,052,246
Sarasota	1	North Cattlemen Rd	Richardson Rd	Desoto Rd	2011	Bid	2 to 4	Urban	2.55	2	5.10	$12,153,584	$2,383,056
Lee	1	Daniels Pkwy	Chamberlin Pkwy	Gateway Blvd	2011	Bid	4 to 6	Urban	2.05	2	4.10	$2,906,553	$708,915
Orange	5	Rouse Rd	SR 50	Corporate Blvd	2011	Bid	2 to 4	Urban	2.60	2	5.20	$29,380,249	$5,650,048
Orange	5	CR 535 Seg. A	Magnolia Park Ct	SR 429	2011	Bid	2 to 4	Urban	1.37	2	2.74	$8,390,570	$3,062,252
Osceola	5	Goodman Rd	Tri-County	Sand Mine Rd	2011	Bid	0 to 2	Urban	3.53	2	7.06	$7,060,000	$1,000,000
Pinellas	1	Bryan Dairy Rd	Starkey Rd (CR 1)	72nd St	2011	Bid	4 to 6	Urban	1.47	2	2.94	$10,327,383	$3,512,715
Hernando	7	Elgin Blvd	Mariner Blvd	East 3900'	2011	Bid	2 to 4	Urban	0.74	2	1.48	$2,684,566	$1,813,896
Hernando	7	Sunshine Grove Rd	SR 50	Ken Austin Pkwy	2011	Bid	2 to 4	Urban	2.10	2	4.20	$4,646,801	$1,106,381

Table B-15 (Continued)
Construction Cost – County Road Improvements from Other Jurisdictions throughout Florida

County	District	Description	From	To	Year	Status	Feature	Design	Length	Lanes Added	Lane Miles Added	Construction Cost	Construction Cost per Lane Mile
Palm Beach	4	Lyons Rd	N. of West Atlantic Ave	S. of Boynotno Beach Blvd	2011	Bid	0 to 2	Urban	3.20	2	6.40	$5,329,359	$832,712
Charlotte	1	Burnt Store Rd (Ph. I)	US 41	Notre Dame Blvd	2011	Bid	2 to 4	Urban	2.40	2	4.80	$13,512,394	$2,815,082
Indian River	4	Oslo Rd Ph. II	43rd Ave	27th Ave	2011	Bid	2 to 4D	Urban	1.20	3	3.60	$4,531,822	$1,258,839
Indian River	4	Oslo Rd Ph. III	43rd Ave	58th Ave	2012	Bid	2 to 4	Urban	1.15	2	2.30	$3,812,202	$1,657,479
Indian River	4	66th Ave	SR 60	49th St	2012	Bid	2 to 4	Urban	3.05	2	6.10	$20,773,389	$3,405,474
Polk	1	Kathleen Rd (CR35A) Ph. II	Galloway Rd	Duff Rd	2012	Bid	2 to 4	Urban	3.00	2	6.00	$17,813,685	$2,968,948
Polk	1	Bartow Northern Connector Ph. I	US 98	US 17	2012	Bid	0 to 4	Urban	2.00	4	8.00	$11,255,736	$1,406,967
Volusia	5	Tymber Creek Rd	SR 40	Peruvian Ln	2012	Bid	2 to 4	Urban	0.75	2	1.50	$5,276,057	$3,517,371
Palm Beach	4	Jog Rd	N. of SR 710	N. of Florida's Turnpike	2012	Bid	0 to 4	Urban	0.70	4	2.80	$3,413,874	$1,219,241
Palm Beach	4	West Atlantic Ave	W. of Lyons Rd	Starkey Rd	2012	Bid	2 to 4	Urban	0.80	2	1.60	$8,818,727	$5,511,704
Palm Beach	4	60th St N & SR 7 Ext.	E. of Royal Palm Beach Blvd	SR 7	2012	Bid	0 to 2	Urban	1.50	2	3.00	$3,821,404	$1,273,801
Brevard	5	Babcock St	S. of Foundation Park Blvd	Malabar Rd	2013	Bid	2 to 4	Urban	12.40	2	24.80	$56,000,000	$2,258,065
Marion	5	SW 110th St	US 41	SW 200th Ave	2013	Bid	0 to 2	Urban	0.11	2	0.22	$438,765	$1,994,386
Marion	5	NW 35th St	NW 35th Avenue Rd	NW 27th Ave	2013	Bid	0 to 4	Urban	0.50	4	4.60	$8,616,236	$1,873,095
Marion	5	NW 35th St	NW 27th Ave	US 441	2013	Bid	2 to 4	Urban	1.30	2			
Sumter	5	C-466A, Ph. III	US 301 N	Powell Rd	2013	Bid	2 to 3/4	Urban	1.10	2	2.20	$4,283,842	$1,947,201
Collier	1	Collier Blvd (CR 951)	Golden Gate Blvd	Green Blvd	2014	Bid	4 to 6	Urban	2.74	2	5.48	$21,157,124	$3,860,789
Collier	1	Golden Gate Blvd	Wilson Blvd	Desoto Blvd	2014	Bid	2 to 4	Urban	5.71	2	11.42	$51,402,161	$4,501,065
Brevard	5	St. Johns Heritage Pkwy	SE of I-95 Intersection	US 192 (Space Coast Pkwy)	2014	Bid	0 to 2	Sub-Urb	3.11	2	6.22	$16,763,567	$2,695,107
Total									**Count:**	**65**	**324.34**	**$694,339,528**	**$2,140,777**

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

Table B-16

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

County	District	Description	From	To	Year	Status	Feature	Design	Length	Lanes Added	Lane Miles Added	Construction Cost	Construction Cost per Lane Mile
Leon	3	SR 10 (Mahan Drive)	Dempsey Mayo Rd	Walden Rd	2009	Bid	2 to 4	Urban	3.10	2	6.20	$18,083,410	$2,916,679
Indian River	4	SR 60 (Osceola Blvd)	W. of I-95	W. of 82nd Ave/CR 609	2009	Bid	4 to 6	Urban	3.07	2	6.14	$7,134,452	$1,161,963
Sarasota	1	US 301	Wood St	Myrtle Ave	2009	Bid	4 to 6	Urban	2.60	2	5.20	$14,666,593	$2,820,499
Pasco	7	US 41 (SR 45)	Tower Rd	Ridge Rd	2009	Bid	2 to 4	Urban	2.84	2	5.68	$12,685,027	$2,233,279
Lee	1	SR 739	US 41 (S. of Alico)	Six Mile Cypress Pkwy	2009	Bid	0 to 6	Urban	2.77	6	16.62	$20,552,627	$1,236,620
Marion	5	SR 35 (US 301)	Sumter County Line	529' S. of CR 42	2009	Bid	2 to 4	Urban	1.40	2	2.80	$3,596,000	$1,284,286
Miami-Dade	6	Perimeter Rd	NW 72 Avenue	NW 57 Avenue	2009	Bid	2 to 4	Urban	1.50	2	3.00	$4,855,070	$1,618,357
Polk	1	US 27	N. of CR 546	S. of SR 544	2009	Bid	2 to 4	Urban	1.56	2	3.12	$4,100,069	$1,314,125
Santa Rosa	3	SR 281 (Avalon Blvd)	N. of CSX R/R Bridge	S. of Commerce Rd	2009	Bid	2 to 4	Urban	0.98	2	1.96	$5,621,006	$2,867,860
Santa Rosa	3	SR 281 (Avalon Blvd)	Gulf Rd	SR 10 (US 90)	2009	Bid	2 to 4	Urban	1.78	2	3.56	$9,150,583	$2,570,388
St. Lucie	4	SR 70	MP 5.860	MP 10.216	2009	Bid	2 to 4	Urban	4.36	2	8.72	$12,426,020	$1,425,002
Sumter	5	SR 35 (US 301)	N. of CR 204	Marion County Line	2009	Bid	2 to 4	Urban	1.51	2	3.02	$3,856,688	$1,277,049
Washington	3	SR 79	N. Environmental Rd	Strickland Rd	2009	Bid	2 to 4	Sub-Urb	1.72	2	3.44	$8,877,323	$2,580,617
Lake	5	SR 50	E. of Grand Hwy	W. of Hancock Rd	2010	Bid	4 to 6	Urban	1.30	2	2.60	$4,689,633	$1,803,705
Polk	1	SR 559 Extension	SR 655 (Recker Hwy)	Derby Ave	2010	Bid	0 to 2	Urban	0.69	2	1.38	$2,751,592	$1,993,907
Santa Rosa	3	SR 281 (Avalon Blvd)	SR 8 (I-10)	S. of Moor's Lodge	2010	Bid	2 to 4	Urban	0.85	2	1.70	$5,378,226	$3,163,662
Santa Rosa	3	SR 281 (Avalon Blvd)	S. of Moor's Lodge	N. of CSX R/R Bridge	2010	Bid	2 to 4	Urban	1.48	2	2.96	$7,120,212	$2,405,477
Lee	1	US 41	Corkscrew Rd	San Carlos Blvd	2010	Bid	4 to 6	Urban	4.48	2	8.96	$12,468,224	$1,391,543
Polk	1	US 98	S. of Manor Dr	N. of CR 540A	2010	Bid	4 to 6	Urban	3.32	2	6.64	$11,092,909	$1,670,619
St. Lucie	4	SR 70	Okeechobee County Line	MP 5.871	2010	Bid	2 to 4	Urban	5.87	2	11.74	$18,782,629	$1,599,883
Polk	1	US 98 (Bartow Hwy)	Brooks St	Edgewood Dr	2011	Bid	4 to 6	Urban	0.72	2	1.44	$4,341,917	$3,015,220
Hillsborough	7	CR 39/Alexander St	N. of I-4	N. of Knights Griffin	2011	Bid	0 to 4	Urban	3.19	4	12.76	$14,782,862	$1,158,532
Pinellas	7	SR 688 (Ulmerton Rd)	E. of 119th St	W. of Seminole Bypass	2011	Bid	4 to 6	Urban	1.50	2	3.00	$16,908,928	$5,636,309
Polk	1	SR 60 (Van Fleet)	W. of US 98/Broadway	W. of US 17 (SR 555)	2011	Bid	2 to 4	Urban	0.86	2	1.72	$9,460,591	$5,500,344
Lake	5	SR 500 (US 441)	Martin Luther King Jr. Blvd	Lake Ella Rd	2011	Bid	4 to 6	Urban	3.25	2	6.50	$16,278,889	$2,504,444
Hillsborough	7	SR 574 (MLK Blvd)	W. of Highview Rd	E. of Parsons Ave	2011	Bid	3 to 5	Urban	0.91	2	1.82	$7,147,510	$3,927,203
Collier	1	SR 84 (Davis Blvd)	E. of Santa Barbara Blvd	W. of Radio Rd	2012	Bid	2 to 6	Urban	1.77	4	7.08	$10,663,287	$1,506,114
Volusia	5	SR 415	Seminole Co. Line	Reed Ellis Rd	2012	Bid	2 to 4	Urban	2.26	2	4.53	$18,718,637	$4,132,149
Volusia	5	SR 415	Reed Ellis Rd	0.3 miles N. of Acorn Lake	2012	Bid	2 to 4	Urban	5.07	2	10.13	$18,388,845	$1,815,286
Pinellas	7	US 19 (SR 55)	N. of CR 576/Sunset Pnt	S. of Countryside Blvd	2012	Bid	4 to 6	Urban	1.76	2	3.52	$17,196,050	$4,885,241
Miami-Dade	6	SR 823/NW 57th Ave	W. 23rd St	W. 46th St	2012	Bid	4 to 6	Urban	1.48	2	2.96	$13,942,533	$4,710,315
Hernando	7	SR 50 (Cortez Blvd)	US 19 (SR 55)	W. of CR 587/Mariner Blvd	2012	Bid	4 to 6	Urban	6.02	2	12.04	$39,444,222	$3,276,098
Orange	5	SR 50	E. of West Oaks Mall	W. of Good Homes Rd	2012	Bid	4 to 6	Urban	0.45	2	0.90	$8,694,472	$9,660,524
Clay	2	SR 23	Oakleaf Plantation Pkwy	Old Jennings	2012	Bid	0 to 2	Urban	3.14	2	6.28	$13,231,111	$2,106,865
Hendry	1	SR 80	Birchwood Pkwy	Dalton Lane	2012	Bid	2 to 4	Urban	5.00	2	10.00	$12,855,092	$1,285,509
Hendry	1	SR 80	CR 833	US 27	2012	Bid	2 to 4	Urban	2.90	2	5.80	$8,117,039	$1,399,489
Lee	1	SR 739	Winkler Ave	Hanson St	2012	Bid	0 to 6	Urban	1.34	6	8.04	$14,025,932	$1,744,519
Seminole	5	SR 434	I-4	Rangeline Rd	2012	Bid	4 to 6	Urban	1.80	2	3.60	$10,111,333	$2,808,704
Palm Beach	4	SR 710/Beeline Hwy	W. of Congress Ave	W. of Australian Ave	2012	Bid	2 to 4	Urban	0.84	2	1.68	$12,189,533	$7,255,674
Polk	1	US 27	N. of Ritchie Rd	S. of Barry Rd	2012	Bid	4 to 6	Urban	3.20	2	6.40	$14,242,918	$2,225,456
Polk	1	US 98 (SR 35/SR 700)	N. of CR 540A	SR 540	2012	Bid	4 to 6	Urban	3.45	2	6.90	$17,707,436	$2,566,295
Brevard	5	SR 5 (US 1)	N. of Pine St	N. of Cidco Rd	2012	Bid	4 to 6	Urban	3.84	2	7.68	$28,089,660	$3,657,508
Broward	4	Andrews Ave Ext.	NW 18th St	Copans Rd	2013	Bid	2 to 4	Urban	0.50	2	1.00	$6,592,014	$6,592,014
Lee	1	SR 78 (Pine Island)	Burnt Store Rd	W of Chiquita Blvd	2013	Bid	2 to 4	Urban	1.94	2	3.88	$8,005,048	$2,063,157
Brevard	5	SR 507 (Babcock St)	Melbourne Ave	Fee Ave	2013	Bid	2 to 4	Urban	0.55	2	1.10	$5,167,891	$4,698,083
Hillsborough	7	SR 41 (US 301)	S. of Tampa Bypass Canal	N. of Fowler Ave	2013	Bid	2 to 4	Sub-Urb	1.81	2	3.62	$15,758,965	$4,353,305
Lee	1	US 41 Business	Littleton Rd	SR 739	2013	Bid	2 to 4	Urban	1.23	2	2.46	$8,488,393	$3,450,566

Table B-16 (continued)
Construction Cost – State Road Improvements from Hillsborough County and Other Jurisdictions throughout Florida

County	District	Description	From	To	Year	Status	Feature	Design	Length	Lanes Added	Lane Miles Added	Construction Cost	Construction Cost per Lane Mile
Brevard	5	Apollo Blvd	Sarno Rd	Eau Gallie Blvd	2013	Bid	2 to 4	Urban	0.74	2	1.48	$10,318,613	$6,972,036
Orange	5	SR 50 (Colonial Dr)	E. of CR 425 (Dean Rd)	E. of Old Cheney Hwy	2013	Bid	4 to 6	Urban	4.91	2	9.82	$66,201,688	$6,741,516
Okeechobee	1	SR 70	NE 34th Ave	NE 80th Ave	2014	Bid	2 to 4	Urban	3.60	2	7.20	$23,707,065	$3,292,648
Martin	4	CR 714/Indian St	Turnpike/Martin Downs Blvd	W. of Mapp Rd	2014	Bid	2 to 4	Urban	1.87	2	3.74	$14,935,957	$3,993,571
Pinellas	7	43rd St Extension	S. of 118th Ave	40th St	2014	Bid	0 to 4	Urban	0.49	4	1.96	$4,872,870	$2,486,158
Broward	4	SR 7 (US 441)	N. of Hallendale Beach	N. of Fillmore St	2014	Bid	4 to 6	Urban	1.79	2	3.58	$30,674,813	$8,568,384
Nassau	2	SR 200 (A1A)	W. of Still Quarters Rd	W. of Ruben Ln	2014	Bid	4 to 6	Urban	3.05	2	6.10	$18,473,682	$3,028,472
Broward	4	Andrews Ave Ext.	Pompano Park Place	S. of Atlantic Blvd	2014	Bid	2 to 4	Urban	0.36	2	0.72	$3,177,530	$4,413,236
Miami-Dade	6	SR 823/NW 57th Ave	W. 65th St	W. 84th St	2014	Bid	4 to 6	Urban	1.00	2	2.00	$17,896,531	$8,948,266
Miami-Dade	6	SR 823/NW 57th Ave	W. 53rd St	W. 65th St	2014	Bid	4 to 6	Urban	0.78	2	1.56	$14,837,466	$9,511,196
Charlotte	1	US 41 (SR 45)	Enterprise Dr	Sarasota County Line	2014	Bid	4 to 6	Urban	3.62	2	7.24	$31,131,016	$4,299,864
Duval	2	SR 243 (JIA N Access)	Airport Rd	Pelican Park (I-95)	2014	Bid	0 to 2	Urban	2.60	2	5.20	$14,205,429	$2,731,813
Desoto	1	US 17	CR 760A (Nocatee)	Heard St	2014	Bid	2 to 4	Urban	4.40	2	8.80	$29,584,798	$3,361,909
Pinellas	7	SR 688 (Ulmerton Rd)	E. of 49th St	W. of 38th St N	2014	Bid	4 to 6	Urban	0.76	2	1.52	$19,306,771	$12,701,823
Orange	5	SR 50	SR 429 (Western Beltway)	E. of West Oaks Mall	2014	Bid	4 to 6	Urban	2.56	2	5.12	$34,275,001	$6,694,336
Hendry	1	SR 82 (Immokalee Rd)	Lee County Line	Collier County Line	2015	Bid	2 to 4	Urban	1.27	2	2.54	$7,593,742	$2,989,662
Sarasota	1	SR 45A (US 41) (Venice Bypass)	Gulf Coast Blvd	Bird Bay Dr W	2015	Bid	4 to 6	Urban	1.14	2	2.28	$16,584,224	$7,273,782
Clay	2	SR 21	S. of Branan Field	Old Jennings Rd	2015	Bid	4 to 6	Urban	1.45	2	2.90	$15,887,487	$5,478,444
Putnam	2	SR 15 (US 17)	Horse Landing Rd	N Boundary Rd	2015	Bid	2 to 4	Urban	1.99	2	3.98	$13,869,804	$3,484,875
Palm Beach	4	SR 710 (Beeline Hwy)	W. of Australian Ave	Old Dixie Hwy	2015	Bid	2 to 4	Urban	0.82	2	1.64	$17,423,228	$10,623,920
Osceola	5	SR 500 (US 192/441)	Eastern Ave	Nova Rd	2015	Bid	4 to 6	Urban	3.18	2	6.36	$16,187,452	$2,545,197
Orange	5	SR 15 (Hofner Rd)	Lee Vista Blvd	Conway Rd	2015	Bid	2 to 4	Urban	3.81	2	7.62	$37,089,690	$4,867,413
Osceola	5	SR 500 (US 192/441)	Aeronautical Blvd	Budinger Ave	2015	Bid	4 to 6	Urban	3.94	2	7.88	$34,256,621	$4,347,287
Hillsborough ONLY									**Count:**	**3**	**18.20**	**$37,689,337**	**$2,070,843**
Hillsborough (excluding CR 39)									**Count:**	**2**	**5.44**	**$22,906,475**	**$4,210,749**
Total									**Count:**	**70**	**343.52**	**$1,050,930,879**	**$3,059,300**

Source: FDOT Bid Tabs

Table B-17
Construction Engineering & Inspection Cost Factor - Hillsborough County Local Roadway Improvements

Project ID	Roadway	From	To	Start Date	Status	Feature	Section Design	CEI Cost	Construction Cost	CEI-to-Construction
61043000	Bruce B. Downs Blvd, Segment D	Pebble Creek	Pasco Co. Line	10/31/2003	Active	4 to 8 Lanes	Urban; Curb & Gutter	$1,356,000	$14,931,747	9%
61044000	Bruce B. Downs Blvd, Segment B/C	Palm Springs	Pebble Creek Dr	10/15/2003	Active	4 to 8 Lanes	Urban; Curb & Gutter	$4,746,261	$52,249,133	9%
61045000	Bruce B. Downs Blvd, Segment A	Bearss Ave	Palm Springs	10/31/2003	Active	4 to 8 Lanes	Urban; Curb & Gutter	$3,645,578	$37,489,099	10%
Total								**$9,747,839**	**$104,669,979**	**9%**

Source: Hillsborough County Public Works Department

Table B-18
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
2006	Collier	$294,054	$2,558,546	11%	$354,442	$3,385,978	10%
2006	Citrus	$180,887	$2,584,099	7%	$474,464	$2,860,227	17%
2006	Highlands	-	-	n/a	-	-	n/a
2006	Marion	-	-	n/a	-	-	n/a
2007	Pasco	$215,534	$3,079,051	7%	$442,849	$3,050,799	15%
2007	Lake	$116,441	$2,911,021	4%	$318,412	$3,184,125	10%
2007	Flagler	$174,000	$1,740,000	10%	-	-	n/a
2007	Volusia	$238,660	$2,651,778	9%	$309,526	$3,095,258	10%
2008	Leon	$372,400	$2,660,000	14%	$270,640	$3,383,000	8%
2008	Sumter	$223,700	$2,237,000	10%	$238,000	$2,380,000	10%
2009	Collier	$186,000	$3,100,000	6%	$320,000	$3,200,000	10%
2009	Polk	$111,300	$1,590,000	7%	$217,000	$2,170,000	10%
2009	Hillsborough/Tampa	$308,000	$2,800,000	11%	$315,000	$3,500,000	9%
2010	Collier	$119,560	$1,708,000	7%	$241,800	$2,418,000	10%
2011	Sarasota/North Port	$216,000	$2,400,000	9%	$180,000	$2,000,000	9%
2012	Osceola	$265,140	$2,651,400	10%	$313,258	$2,847,800	11%
2012	Orange	-	$2,400,000	n/a	-	-	n/a
2012	City of Orlando	-	$2,400,000	n/a	-	$2,900,000	n/a
2012	City of Sarasota	$216,000	$2,400,000	9%	$286,000	$2,600,000	11%
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%
Average		**$204,255**	**$2,308,648**	**9%**	**$6,336,031**	**$59,444,187**	**11%**
				(a)			(b)

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-19, 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-19
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
Hillsborough Community Transportation Plan
Discussions with Public Works Staff

Transit Capital Costs

To convert the roadway impact fee into a mobility fee, 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-21 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-20 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-20, 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-21) 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 five (5) 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 3.15 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-20 and B-21 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 would 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 3.15 percent change calculated in Table B-20 would increase to approximately 6.30 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-20
Mobility Fee: Transit Component Model

Item	New Road Construction		Lane Addtions		Source:
	Roadway	Transit	Roadway	Transit	
Roadway Characteristics:					
Roadway Cost per Mile[(1)]	$9,924,000		$9,924,000		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)]	$198,480,000	**PMC**	$198,480,000	**PMC**	3) Roadway cost per mile (Item 1) multiplied by the roadway segment length (Item 2)
Average Capacity Added (per mile)[(4)]	19,000	24,700	19,000	24,700	4) Source: Table 4, adjusted to capacity "per mile"
VMC/PMC Added (entire segment)[(5)]	380,000	494,000	380,000	494,000	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)]	$522.32	**$401.78**	$522.32	**$401.78**	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 1.30 persons per vehicle
VMC/PMC Added (less transit deduction)[(9)]	367,840	478,192	373,920	486,096	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-10, Adjusted Person-Miles of Capacity (Item 12)
Net PMC Added (transit effect included)[(11)]		486,256		494,160	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)]		$408.18		$401.65	12) Road segment cost (Item 3) divided by the net PMC added (transit effect included) (Item 11)
Transit Infrastructure:					
Buses Needed[(13)]	5	$3,125,000	5	$3,125,000	13) Number of vehicles (see Table B-10, Item 2) multiplied by the vehicle cost (see Table B-10, 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-10, 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-10, Item 17)
Total infrastructure[(16)]		$5,565,000		$5,565,000	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)]		**$419.62**		**$412.91**	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)]		**4.44%**		**2.77%**	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-19, Items (e) and (f). Lane mile distribution of new road construction versus lane addition
Weighted Roadway Cost per PMC[(20)]		$92.41		$309.37	20) Roadway cost per PMC (Item 6) multiplied by the lane mile distribution (Item 19)
Weighted Road/Transit Cost per PMC[(21)]		$96.51		$317.94	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)]				$401.78	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)]				$414.45	23) Sum of the weighted road/transit cost per PMC (Item 21) for new road construction and lane additions
Percent Change[(24)]				**3.15%**	24) Percent difference between the weighted average road/transit cost per PMC (Item 23) and the weighted average roadway cost per PMC (Item 22)

Table B-21
Mobility Cost per Person-Mile of Capacity

Input	Local Transit
Transit Person-Miles of Capacity Calculation	
Vehicle Capacity[1]	42
Number of Vehicles (20% fleet margin)[2]	5
Service Span (hours)[3]	16
Cycles/Hour (aka Peak Vehicles)[4]	2.00
Cycles per Day[5]	32
Headway Time (minutes)[6]	30
Speed (mph)[7]	12
Round Trip Length (miles)[8]	20.00
Cycle Time (minutes)[9]	100
Total Person-Miles of Capacity[10]	26,880
Load Factor/System Capacity[11]	30%
Adjusted Person-Miles of Capacity[12]	**8,064**
Capital Cost Variables	
Stops per Mile (w/o Shelter)[13]	3
Shelters per Mile[14]	1
Vehicle Cost[15]	$625,000
Simple Bus Stop[16]	$12,000
Sheltered Bus Stop[17]	$25,000

Source:

1) Source: Local transit is assumed to have 30 seats with a 40 percent standing room capacity equivalent

2) Cycle time (Item 9) divided by headway time (Item 6) increased by 20 percent to accommodate the required fleet margin

3) Source: Assumption based on current HART routes

4) Headway time (Item 6) divided by 60

5) Service span (Item 3) multiplied by the cycles/hour (Item 4)

6) Source: Assumption based on current HART routes

7) Source: Integrated National Transit Database Analysis System (INTDAS). 6-yr average

8) Source: Average trip length of current HART routes

9) Round trip length (Item 8) divided by speed (Item 7) multiplied by 60

10) Vehicle capacity (Item 1) multiplied by the cycles per day (Item 5) multiplied by the round trip length (Item 8)

11) Source: Optimistic assumption based on future goals

12) Total person-miles of capacity (Item 10) multiplied by the load factor (Item 11)

13) Source: Model assumes 3 bench stops per mile

14) Source: Model assumes 1 shelter stop per mile

15) Source: Assumption based on local characteristics and industry knowledge

16) Source: Assumption based on local characteristics and industry knowledge

17) Source: Assumption based on local characteristics and industry knowledge

Appendix C
Credit Component Calculations

Credit Component

This appendix presents the detailed calculations for the credit component. 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 2015-16 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 $5.94 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 2015-16[1]

Tax	Amount of Levy per Gallon	Total Distribution	Distribution per Penny
Constitutional Fuel Tax	$0.02	$11,429,659	$5,714,830
County Fuel Tax	$0.01	$5,070,188	$5,070,188
Municipal Fuel Tax	$0.01	$3,491,962	$3,491,962
9th Cent Fuel Tax	$0.01	$6,806,685	$6,806,685
1st Local Option (1-6 cents)	$0.06	$38,550,428	$6,425,071
Total	**$0.11**	**$65,348,922**	
Weighted Average per Penny[2]			**$5,940,811**

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 gas tax equivalent pennies
- City debt service
- City sales tax (potential 0.5% referendum)
- County gas tax equivalent pennies
- County debt service
- County sales tax (potential 0.5% referendum)
- State gas tax expenditures

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.

City Gas Tax Equivalent Pennies

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 0.6 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 2016-2020)[1]	$16,585,621	5	$5,940,811	$0.006
Total	**$16,585,621**	**5**	**$5,940,811**	**$0.006**

1) Source: Table C-9
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 City of Tampa receives an equivalent credit of 0.1 pennies for debt service associated with the Sales Tax Revenue Refunding Bond, Series 2010. This credit is given for only the portion used for transportation capacity-expansion improvements.

Table C-3
City of Tampa Debt Service Equivalent Pennies

Source	Cost of Projects	Number of Years	Revenue from 1 Penny[2]	Equivalent Pennies[3]
Sales Tax Refunding Bond; Series 2010[1]	$4,034,429	5	$5,940,811	$0.001
Total				**$0.001**

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

Hillsborough County is currently considering the possibility of adopting an additional 0.5 percent of local infrastructure sales surtax. If the referendum for this sales tax passes, a portion of the new revenues would be dedicated to transportation capacity. Therefore, an additional credit option was developed to reflect this potential new revenue source. Table C-4 details the additional equivalent pennies for the Cities of Tampa, Temple Terrace, and Plant City that should be included in the mobility fee credit should the sales tax referendum pass in Hillsborough County.

Table C-4
City Sales Tax – Community Transportation Plan

Source	Cost of Projects	Number of Years	Revenue from 1 Penny[2]	Equivalent Pennies[3]
1/2 Cent Sales Tax, All Modes[1]	$83,821,000	10	$5,940,811	$0.014
Total	**$83,821,000**	**10**	**$5,940,811**	**$0.014**

1) Source: Community Transportation Plan (November 2015) with staff updates
2) Source: Table C-1
3) Cost of projects divided by number of years divided by revenue from 1 penny (Item 2) divided by 100

County Gas Tax Equivalent Pennies

A review of Hillsborough County's recent historical expenditures and 6-year planned expenditures shows that transportation projects are primarily being funded by a combination of impact fees, gas taxes, Community Investment Tax (CIT), general revenues (ad valorem), and grants. As shown in Table C-5, a total gas tax equivalent revenue credit of 5.3 pennies was given for transportation capacity-expansion projects funded with non-impact fee revenues.

Table C-5
County Fuel Tax Equivalent Pennies

Source	Cost of Projects	Number of Years	Revenue from 1 Penny[3]	Equivalent Pennies[4]
Projected CIP Expenditures (FY 2016-2021)[1]	$198,099,646	6	$5,940,811	$0.056
Historical County Expenditures (FY 2011-2015)[2]	$149,830,524	5	$5,940,811	$0.050
Total	**$347,930,170**	**11**	**$5,940,811**	**$0.053**

1) Source: Table C-11
2) Source: Table C-11
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

In addition, the County receives an equivalent credit of 3.4 pennies for debt service associated with the CIT Revenue Refunding Bonds, Series 2015, 2012B, and 2012. This credit is given for only the portion used for transportation capacity-expansion improvements.

Table C-6
County Debt Service Equivalent Pennies

Source	Cost of Projects	Number of Years	Revenue from 1 Penny[4]	Equivalent Pennies[5]
CIT Revenue Refunding Bond; Series 2015[1]	$102,657,682	10	$5,940,811	$0.017
CIT Revenue Refunding Bond; Series 2012B[2]	$35,989,230	10	$5,940,811	$0.006
CIP Revenue Refunding Bond; Series 2012[3]	$69,349,403	11	$5,940,811	$0.011
Total				**$0.034**

1) Source: Table C-12
2) Source: Table C-13
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

As previously mentioned, Hillsborough County is currently considering the possibility of adopting an additional 0.5 percent of local infrastructure sales surtax. Table C-7 details the additional equivalent pennies for County expansion that should be included in the mobility fee credit should the sales tax referendum pass in Hillsborough County.

Table C-7
County Sales Tax – Community Transportation Plan

Source	Cost of Projects	Number of Years	Revenue from 1 Penny[2]	Equivalent Pennies[3]
1/2 Cent Sales Tax, All Modes[1]	$949,890,000	10	$5,940,811	$0.160
Total	**$949,890,000**	**10**	**$5,940,811**	**$0.160**

1) Source: Community Transportation Plan (November 2015) with staff updates
2) Source: Table C-1
3) Cost of projects divided by number of years divided by revenue from 1 penny (Item 2) divided by 100

State Gas Tax Expenditures

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 2006 to FY 2020) were reviewed. This period represents past FDOT Work Program expenditures from FY 2006-2015 and also includes the projected FDOT Work Program expenditures from 2016 to 2020. 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:

- FY 2006-2010 work plan equates to 12.0 pennies
- FY 2011-2015 work plan equates to 10.1 pennies
- FY 2016-2020 work plan equates to 13.6 pennies

The combined weighted average over the 15-year period of state expenditure for capacity-adding mobility projects results in a total of 11.9 equivalent pennies. Table C-8 documents this calculation. The specific projects that were used in the equivalent penny calculations are summarized in Table C-16.

Table C-8
State Fuel Tax Equivalent Pennies

Source	Cost of Projects	Number of Years	Revenue from 1 Penny[4]	Equivalent Pennies[5]
Projected Work Program (FY 2016-2020)[1]	$403,971,497	5	$5,940,811	$0.136
Historical Work Program (FY 2011-2015)[2]	$301,088,049	5	$5,940,811	$0.101
Historical Work Program (FY 2006-2010)[3]	$357,039,868	5	$5,940,811	$0.120
Total	**$1,062,099,414**	**15**	**$5,940,811**	**$0.119**

1) Source: Table C-16
2) Source: Table C-16
3) Source: Table C-16
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-9
City of Tampa – Capital Improvements Program

Project Number	Improvement	Project Title	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total
PR_1000577	Add Bike Lane	Bayshore Blvd Enhancements, Ph. III	$0	$2,899,200	$0	$0	$0	**$2,899,200**
PR_1000767	Road Extension	Cherry Street Extension	$0	$185,000	$0	$0	$0	**$185,000**
PR_1000261	Complete Streets	Bougainvillea Shared Use Path	$472,410	$0	$0	$0	$0	**$472,410**
PR_1000260	Complete Streets	Willow Ave	$462,605	$0	$0	$0	$0	**$462,605**
PR_0000075	Complete Streets	Complete Street Safety Improvement	$500,000	$300,000	$305,000	$300,000	$310,000	**$1,715,000**
PR_1000250	ITS Maintenance	Intelligent Transporation System - Citywide	$125,000	$121,000	$120,000	$120,000	$120,000	**$606,000**
PR_0000080	ITS Program	Intelligent Transporation System - Citywide	$100,000	$100,000	$100,000	$100,000	$100,000	**$500,000**
PR_0000081	Intersection Improvement	Intersections - Citywide	$200,000	$300,000	$300,000	$300,000	$350,000	**$1,450,000**
PR_0000289	Widen 2 to 4 Lanes	N O'Brien St from W Cypress St to W Spruce St	$1,106,591	$0	$0	$0	$0	**$1,106,591**
PR_0000077	Sidewalks	Sidewalks - Citywide	$500,000	$450,000	$460,000	$460,000	$500,000	**$2,370,000**
PR_0000085	Street Lights	New Street Lighting	$0	$0	$100,000	$100,000	$100,000	**$300,000**
PR_0000086	Traffic Signals	New/Upgraded Signals	$1,157,000	$500,000	$500,000	$500,000	$500,000	**$3,157,000**
PR_0000088	Intersection Improvement	Westshore Blvd @ Gandy Blvd	$0	$0	$0	$1,361,815	$0	**$1,361,815**
TOTAL			**$4,623,606**	**$4,855,200**	**$1,885,000**	**$3,241,815**	**$1,980,000**	**$16,585,621**

Source: City of Tampa FY 2016 Recommended Operating and Capital Budget

Table C-10

City of Tampa County; Sales Tax Refunding Revenue Bonds; Series 2010

Month-Year	Prior Bond Debt Service	Series 2010 Principal	Series 2010 Coupon	Series 2010 Interest	Series 2010 Debt Service	Total Debt Service
2011	$3,140,556			$1,794,574	$1,794,574	$4,935,130
2012	$1,279,606	$1,855,000	4.71%	$1,819,850	$3,674,850	$4,954,456
2013	$1,276,206	$1,930,000	4.74%	$1,745,650	$3,675,650	$4,951,856
2014	$1,276,806	$2,005,000	4.78%	$1,668,450	$3,673,450	$4,950,256
2015	$1,276,206	$2,105,000	4.77%	$1,568,200	$3,673,200	$4,949,406
2016	$1,279,406	$2,210,000	4.75%	$1,462,950	$3,672,950	$4,952,356
2017	$1,276,206	$2,325,000	4.73%	$1,352,450	$3,677,450	$4,953,656
2018	$1,276,806	$2,435,000	4.71%	$1,236,200	$3,671,200	$4,948,006
2019	$1,276,006	$2,535,000	4.78%	$1,138,800	$3,673,800	$4,949,806
2020	$1,278,806	$2,635,000	4.88%	$1,037,400	$3,672,400	$4,951,206
2021	$1,275,006	$2,740,000	5.00%	$932,000	$3,672,000	$4,947,006
2022	$1,274,806	$2,880,000	5.00%	$795,000	$3,675,000	$4,949,806
2023	$1,278,006	$3,025,000	5.00%	$651,000	$3,676,000	$4,954,006
2024	$1,274,406	$3,170,000	5.00%	$499,750	$3,669,750	$4,944,156
2025	$1,279,206	$3,330,000	5.00%	$341,250	$3,671,250	$4,950,456
2026	$1,275,531	$3,495,000	5.00%	$174,750	$3,669,750	$4,945,281
Totals	**$22,293,571**	**$38,675,000**	**4.86%**	**$18,218,274**	**$56,893,274**	**$79,186,845**
Payments Remaining (2016-2026)						**$54,445,741**
Percentage Dedicated to Roadway Capacity Expansion Projects						**7.41%**
Portion for Transportation Capacity						**$4,034,429**

Source: City of Tampa

Table C-11
Hillsborough County - Local Improvements (Historical & Future)

Project Number	Project Title	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016-2021	Total
C61035000	Paved Shoulders/Bicycle Lanes County Rural Roads	$510,649	$132,072	$193,330	$0	$1,151,345	$2,908,745	**$4,896,141**
C61036000	131st St Improvements	$0	$0	$0	$110,686	$75,421	$0	**$186,107**
C61037000	Bearss Ave at BBD Improvements	$0	$0	$0	$0	$3,966	$650,000	**$653,966**
C61038000	Skipper Rd/46th St BBD to Fletcher	$0	$0	$0	$33,792	$162,992	$1,759,663	**$1,956,447**
C61043000	Bruce B. Downs (Pebble Creek To Pasco County) Road Widening	-$41,625	$808	$0	$193,304	$669,622	$15,348,246	**$16,170,355**
C61044000	Bruce B. Downs (Palm Springs To Pebble Creek Drive South) Road Widening	$14,943,238	$14,241,588	$4,857,664	$228,439	$0	$13,230,594	**$47,501,523**
C61045000	Bruce B. Downs (Bearss Avenue To Palm Springs) Road Widening	$580,710	$306,441	$832,573	$9,578,171	$5,520,993	$59,840,742	**$76,659,630**
C61051000	US 301 Widening (Gibsonton Road To SR 674)	$140,529	$126,018	$174,615	$159,216	$10,035	$3,560,233	**$4,170,646**
C61052000	Lutz Lake Fern Rd (Suncoast Exp to Dale Mabry)	$4,733,177	$374,378	$638	$94	$0	$0	**$5,108,287**
C61054000	Hillsborough Ave Improvements - Town 'N Country Community Plan	$642	$0	$0	$0	$0	$0	**$642**
C61057000	Columbus Drive Extension	$351	$0	$0	$0	$0	$0	**$351**
C61058000	Cross Creek Blvd Rd Widening Phase II E. Cory Lake Blvd to Morris Bridge Rd	$0	$0	$1,499,972	$0	$0	$0	**$1,499,972**
C61060000	Orient Rd Widening - Hillsborough Ave to Broadway Ave	$0	$0	$0	$73,343	$112,418	$85,911	**$271,672**
C61134000	Citrus Park Drive Extension (Countryway Blvd to Sheldon Rd)	$32,508	-$20	$0	$169	$0	$1,154,104	**$1,186,761**
C61149000	Big Bend Rd Widening (Covington Garden to Simmons Loop) - PD&E	$1,389	$190,681	$96,736	$120,940	$0	$16,219	**$425,965**
C61150000	Madison Ave Improvments - US 41 to 66th St	$0	$131,781	$284,453	$329,207	$42,493	$1,272,947	**$2,060,881**
C61151000	Old US 41 Roadway Improvements @ Archie Creek	$0	$24,143	$365,110	$0	$0	$0	**$389,253**
C63000000	Critical Accident Mitigation Intersection Improvements	$0	$0	$0	$0	$0	$4,425,294	**$4,425,294**
C63002000	Countywide School Traffic Signal Signs & Markings Program	$69,670	$4,427	$0	$193,640	$0	$0	**$267,737**
C63003000	Countywide School Traffic Safety Devices Program	$152,940	$111,156	$0	$0	$41,575	$0	**$305,671**
C63073000	New Traffic Signals	$317,463	$149,877	$101,510	$625,344	$833,209	$901,568	**$2,928,971**
C63077000	Lithia Pinecrest/Lumsden/Bell Shoals/Durant Intersection Improvements	$0	$0	$0	$0	$0	$5,604,983	**$5,604,983**
C63090000	Intersection and Pedestrian Safety Program	$753,679	$232,900	$354,761	$4,356,626	$435,564	$398,020	**$6,531,550**
C63142000	Riverview High School Driveway/Black Forest/Balm Intersection	$5,730	$0	$0	$0	$0	$0	**$5,730**
C63320000	Bloomingdale Ave and US 301 Intersection	$35,558	$0	$0	$0	$0	$0	**$35,558**
C63487000	Falkenburd Rd @ Leroy Ave Intersection Improvement	$0	$0	$0	$0	$385,409	$359,405	**$744,814**
C63520000	Orient Rd/Sligh Ave Traffic Signal	$18,108	$67,696	$17,321	$40,736	$0	$547,728	**$691,589**
C63947000	Bruce B. Downs Blvd & Pine Dr/University Square Dr Intersection Improvement	$107,731	$0	$0	$62,500	$0	$0	**$170,231**
C64037000	CDBG Funded Sidewalks	$0	$0	$21,761	$79,845	$0	$0	**$101,606**
C65002000	Waters Ave Area/Tropical Sports International Traffic Control Project	$1,567	$0	$0	$0	$0	$0	**$1,567**
C65004000	Waters Ave & Anderson Rd Adv Traveler Information Traffic Control Project	-$20,586	$0	$0	$0	$0	$0	**-$20,586**
C69104000	Boyette Rd (US 301 to Bell Shoals) Road Widening	$324,760	$108,546	$8,717	$39,292	$2,450	$233,704	**$717,469**
C69110000	Race Track Rd (Hillsborough - South Mobley)	$169,291	$24,488	$3,850	$0	$0	$0	**$197,629**
C69112000	Bell Shoals Rd Widening (Bloomingdale to Boyette)	$137	$0	$708	$123,260	$2,340,861	$37,156,175	**$39,621,141**
C69117000	Town N Country Community Plan - Paula and Ambassador Roads	$0	$100,000	$0	$0	$0	$0	**$100,000**
C69118000	Race Track Rd Widening Construction Phase I (Douglas to Linebaugh)	$197,644	$0	$0	$500,000	$0	$0	**$697,644**
C69120000	Race Track Rd Widening Construction Phase III (Linebaugh to Countryway)	$11,784	$0	$0	$0	$0	$0	**$11,784**
C69121000	Race Track Rd Widening Construction Phase IV (Hillsborough to Douglas)	$1,827,768	$183,280	$171,500	$0	$0	$453,995	**$2,636,543**
C69123000	Boyette Rd Widening Construction Phase II (Balm Riverview to Donneymoor)	$0	$103	$0	$0	$0	$0	**$103**
C69124000	Boyette Rd Widening Construction Phase III (Donneymoor to Bell Shoals)	$1,631,915	$3,570,686	$7,568,981	$6,673,660	$634,905	$432,281	**$20,512,428**
C69125000	Lithia Pinecrest Road Widening (SR 60 To CR 39)	-$201,326	-$685,000	$0	$0	$0	$0	**-$886,326**
C69127000	Gornto Lake Rd Extension (Brandon Town Center to SR 60)	$4,616,021	$176,495	$800,329	$280,567	$3,479	$0	**$5,876,891**
C69345000	131St Ave/Holly Rd/Bruce B. Downs Blvd Intersection Improvements	$158,331	$0	$0	$62,500	$0	$0	**$220,831**
C69351000	Hanley Rd and Waters Ave Intersection Improvements	$185,750	-$994	$0	$0	$0	$0	**$184,756**
C69359000	Himes & Lambright with Himes & Minnehaha Intersection Improvement	$83,853	$0	$0	$0	$0	$0	**$83,853**
C69360000	Gunn Highway and Linebaugh Ave Intersection Improvements	$104,209	$110,512	$2,740	$16,227	$217,263	$2,169,814	**$2,620,765**
C69361000	John Moore Rd/Parsons Ave & Lumsden Rd Intersection Improvements	$55,586	$86	$0	$0	$0	$0	**$55,672**

Table C-11 (Continued)
Hillsborough County - Local Improvements (Historical & Future)

Project Number	Project Title	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016-2021	Total
C69362000	Habana Ave & Waters Ave Intersection Improvements	$80,899	$692,006	$27,017	$0	$0	$0	**$799,922**
C69363000	Boy Scout/Race Track Int Impr	$448,623	$0	$0	$0	$0	$0	**$448,623**
C69600000	Intersection Improvement Program	$232,998	$13,787	$221,831	$682,635	$666,012	$24,381,769	**$26,199,032**
C69601000	New & Improved Signalization Program	$1,040,929	$189,814	$164,915	$830,811	$584,466	$10,510,110	**$13,321,045**
C69602000	Advanced Traffic Management System Improvement Program	$8,777,963	-$3,635,028	$507,709	$571,698	$813,003	$3,712,922	**$10,748,267**
C69603000	US 301 Widening Construction Phase 2 (Balm Rd To SR 674)	$308	$1,088	$2,276	$679	$0	$659	**$5,010**
C69604000	Linebaugh Ave (Race Track Rd to Countryway)	$294,159	$28,356	-$1,045	$9,448	$0	$0	**$330,918**
C69606000	Fletcher Ave (Bruce B Downs Blvd to I-75) Widening	$1,159,007	$179,158	$164,359	$15,142	$0	$0	**$1,517,666**
C69607000	CR 579 (Mango Rd) I-4 to Sligh Ave	$0	$0	$0	$0	$6,269	$1,268,475	**$1,274,744**
C69611000	Telecom Parkway Extension (End to Morris Bridge Rd)	$0	$0	$0	$42,437	$655,268	$946,717	**$1,644,422**
C69615000	Hartline - Northeast Hillsborough to Westshore BRT Improvements	$318,688	$497,356	$409,257	$451,429	$0	$0	**$1,676,730**
C69616000	Hartline Park & Ride - Brandon	$10,748	$63,400	$526	$0	$0	$0	**$74,674**
C69617000	Hartline Park & Ride - Fletcher Ave	$2,112	$1,594,645	$73,944	$33,398	$0	$0	**$1,704,099**
C69618000	Hartline - I-75 North to South Corridor BRT Improvements	$1,688,836	$1,149,550	$14,278,258	$6,095,739	$78,576	$0	**$23,290,959**
C69619000	Hartline Transit Signals	$161,565	$32,199	$656,256	$223,868	$0	$0	**$1,073,888**
C69623000	Wheeler Street Re-Alignment - Plant City	$0	$0	$0	$1,433,843	$0	$0	**$1,433,843**
C69625000	Turkey Creek Rd Improvements from MLK Blvd to Sydney Rd	$0	$0	$0	$0	$0	$3,637,157	**$3,637,157**
C69628000	Westshore Blvd (Kennedy to Boy Scout)	$0	$0	$0	$0	$33,208	$75,000	**$108,208**
C69999000	Proportionate Share Transportation Project	$0	$0	$0	$0	$0	$1,056,466	**$1,056,466**
TOTAL		**$45,725,986**	**$20,488,479**	**$33,862,572**	**$34,272,685**	**$15,480,802**	**$198,099,646**	**$347,930,170**

Source: Hillsborough County Department of Management and Budget and the Public Works Department

Table C-12
Hillsborough County; CIT Refunding Revenue Bonds; Series 2015

Year	Principal	Interest	Total Debt Service
2016	-	$5,202,076	$5,202,076
2017	$2,480,000	$6,847,900	$9,327,900
2018	$2,605,000	$6,758,600	$9,363,600
2019	$13,970,000	$6,357,250	$20,327,250
2020	$14,680,000	$5,641,000	$20,321,000
2021	$15,420,000	$4,888,500	$20,308,500
2022	$16,205,000	$4,097,876	$20,302,876
2023	$17,085,000	$3,265,626	$20,350,626
2024	$17,845,000	$2,392,376	$20,237,376
2025	$18,705,000	$1,478,626	$20,183,626
2026	$20,220,000	$505,500	$20,725,500
Total	**$139,215,000**	**$47,435,330**	**$186,650,330**
Percent for Transportation Capacity			**55%**
Portion for Transportation Capacity			**$102,657,682**

Source: Hillsborough County Staff; refinancing of the 2007 bond from the FY 2015 Adopted Budget, pg. 448

Table C-13
Hillsborough County; CIT Refunding Revenue Bonds; Series 2012B

Year	Principal	Interest	Total Debt Service
2016	$3,820,000	$2,171,250	$5,991,250
2017	$4,025,000	$1,980,250	$6,005,250
2018	$4,210,000	$1,779,000	$5,989,000
2019	$4,420,000	$1,568,500	$5,988,500
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	**$48,015,000**	**$11,967,050**	**$59,982,050**
Percent for Transportation Capacity			**60%**
Portion for Transportation Capacity			**$35,989,230**

Source: Hillsborough County FY 2015 Adopted Budget, pg. 451

Table C-14

Hillsborough County; CIP Refunding Revenue Bonds; Series 2012

Year	Principal	Interest	Total Debt Service
2016	$3,965,000	$2,815,500	$6,780,500
2017	$4,160,000	$2,617,250	$6,777,250
2018	$4,370,000	$2,409,250	$6,779,250
2019	$4,590,000	$2,190,750	$6,780,750
2020	$4,820,000	$1,961,250	$6,781,250
2021	$5,060,000	$1,720,250	$6,780,250
2022	$5,310,000	$1,467,250	$6,777,250
2023	$5,575,000	$1,201,750	$6,776,750
2024	$5,855,000	$923,000	$6,778,000
2025	$6,150,000	$630,250	$6,780,250
2026	$6,455,000	$322,750	$6,777,750
Total	**$56,310,000**	**$18,259,250**	**$74,569,250**
Percent for Transportation Capacity			**93%**
Portion for Transportation Capacity			**$69,349,403**

Source: Hillsborough County FY 2015 Adopted Budget, pg. 452

Table C-15
Community Transportation Plan: ½ Percent Sales Tax Capacity Improvements

Plan	Project Description	First 10 Years
City Improvements		
1/2 Cent	City of Plant City New Sidewalks/Replacement/Maintenance	$1,000,000
1/2 Cent	City of Plant City Complete Streets	$5,180,000
1/2 Cent	Plant City Advanced Traffic Management System (ATMS)	$1,500,000
1/2 Cent	City of Tampa New Sidewalks	$3,750,000
1/2 Cent	City of Tampa Complete Streets	$31,900,000
1/2 Cent	City of Tampa; N. Occident St Ext. from Westshore Plaza to W. Cypress St	$5,050,000
1/2 Cent	City of Tampa; Trask St Ext. from W. Cypress St to W. Gray St	
1/2 Cent	City of Tampa; Reo St Widening from Gray St to Cypress St	
1/2 Cent	City of Tampa; Trask St Widenting from Cypress St to Boyscout Blvd	
1/2 Cent	City of Tampa; Interbay Blvd Widening from Manhattan Ave to Dale Mabry Hwy	$8,600,000
1/2 Cent	City of Tampa Intersection Improvements	$10,000,000
1/2 Cent	City of Tampa Traffic Signal Intersection Updgrades	$6,000,000
1/2 Cent	City of Temple Terrace; Davis Rd from Harney Rd to Maislin Dr	$7,800,000
1/2 Cent	City of Temple Terrace New Sidewalks/Replacement/Maintenance	$301,000
1/2 Cent	City of Temple Terrace Trails (Bike Lanes/Multi-Use)	$240,000
1/2 Cent	City of Temple Terrace Complete Streets	$2,500,000
Hillsborough County: Safety		
1/2 Cent	New & Improved Signals	$34,400,000
Hillsborough County: Intersection Improvements		
1/2 Cent	Intersection Projects	$129,350,000
Hillsborough County: Sidewalks		
1/2 Cent	Sidewalks New/Gaps	$15,000,000
1/2 Cent	New Sidewalks (near Schools	$3,540,000
Hillsborough County: Golf Cart Paths		
1/2 Cent	Trails (Sun City Center Golf Cart Path)	$5,000,000
Hillsborough County: New Roads/Widening		
1/2 Cent	19th Ave NE PD&E	$2,500,000
1/2 Cent	Apollo Beach Blvd Overpass	$30,000,000
1/2 Cent	Big Bend Rd from US 41 to I-75	$27,500,000
1/2 Cent	Citrus Park Dr Ext. from Sheldon Rd to Country Way Blvd	$51,500,000
1/2 Cent	Lithia-Pinecrest from Adelaide Ave to Lumsden Dr	$97,000,000
1/2 Cent	Progress Blvd from Magnolia Park Blvd to Valleydale Dr	$17,700,000
1/2 Cent	Orient Rd from Sligh Ave to Columbus Dr	$43,900,000
Hillsborough County: Complete Streets		
1/2 Cent	131st Ave from Nebraska Ave to 30th St/Bruce B. Downs Blvd	$15,000,000
1/2 Cent	78th St from Progress Blvd to Causeway Blvd	$5,000,000
1/2 Cent	Columbus Dr from 4th St to 40th St	$10,630,000
1/2 Cent	Skipper Rd from Bruce B. Downs Blvd to 46th St	$15,000,000
1/2 Cent	Westshore Blvd from Kennedy Blvd to Spruce St	$23,600,000
Hillsborough County: ATMS		
1/2 Cent	Advanced Traffic Management System (ATMS)	$5,170,000
Hillsborough County: Transit		
1/2 Cent	Hillsborough Area Regional Transit (HART)	$293,800,000
1/2 Cent	Transit Enhancements	$124,300,000
TOTAL		**$1,033,711,000**
TOTAL - City		**$83,821,000**
TOTAL - County		**$949,890,000**

Source: Community Transportation Plan (November 2015) with staff adjustments

Table C-16
Hillsborough County FDOT Work Program

Item	Work Mix Description	Item Description	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total
427454-2	ADD AUXILIARY LANE(S)	US 301 (SR 43) NB FROM N OF BLOOMINGDALE AV TO NB I-75 ON RAMP	$0	$0	$0	$0	$0	$34,460	$236,065	$60,599	$23,161	$818	$0	$0	$0	$0	$0	$355,103
255893-3	ADD LANES & RECONSTRUCT	SR 574 (MLK BLVD) FROM E OF PARSONS AVE TO E OF KINGSWAY RD	$0	$1,054,552	$11,222	$4,870	$10,353	$10,877	$580,271	$2,607,705	$10,243,753	$3,109,916	$5,152,973	$0	$0	$0	$0	$22,786,492
255893-4	ADD LANES & RECONSTRUCT	SR 574 (MLK BLVD) FROM EAST OF KINGSWAY RD TO E OF MCINTOSH RD	$0	$0	$0	$0	$0	$909	$47,542	$3,070,517	$56,544	$388,153	$3,661,063	$10,322,432	$24,925,785	$933,605	$0	$43,406,550
405525-2	ADD LANES & RECONSTRUCT	SR 60 (ADAMO DR) FROM E OF US 301 TO W OF FALKENBURG RD	$734,190	$7,085	$17,504	$6,084	$0	$864	$1,081,028	$124,090	$304,555	$26,852	$17,457	$20,530,961	$400,000	$0	$0	$23,250,670
435750-2	ADD LANES & RECONSTRUCT	SR 60 FROM DOVER RD TO SR 39	$0	$0	$0	$0	$0	$0	$0	$0	$29,036	$6,211,402	$3,507	$0	$0	$0	$0	$6,243,945
435750-1	ADD LANES & RECONSTRUCT	SR 60 FROM VALRICO RD TO DOVER RD	$0	$0	$0	$0	$0	$0	$0	$0	$29,265	$3,712,238	$3,048	$0	$0	$0	$0	$3,744,551
415489-3	ADD LANES & RECONSTRUCT	US 301 (SR 43) FM SR 674/SUNCITY CTR BL TO CR 672/BALM ROAD	$0	$0	$0	$0	$0	$603,229		$7,868	$27,011	$3,571	$43,259,828	$0	$0	$0	$0	$43,901,507
415489-1	ADD LANES & RECONSTRUCT	US 301 (SR 43) FROM S OF SUN CITY CENTER TO N OF GIBSONTON DR	$72,645	$202,427	$2,420,329	$6,487,341	$24,671	$5,466	$104,503	$10,122	$518,490	$262,790	$2,464	$0	$0	$0	$0	$10,111,248
255796-2	ADD LANES & RECONSTRUCT	US 301 FROM FOWLER AVE TO FUTURE SR 56	$0	$0	$0	$0	$0	$0	$0	$0	$0	$868	$1,000	$5,500,000	$0	$0	$0	$5,501,868
255709-2	ADD LANES & RECONSTRUCT	US 92 (SR 600) FROM KINGSWAY RD TO MCINTOSH RD	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$659,380	$2,749,000	$0	$0	$0	$3,408,380
255710-2	ADD LANES & RECONSTRUCT	US 92 (SR 600) FROM MCINTOSH RD TO SR 566 (THONOTOSASSA)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,512,953	$4,047,000	$0	$0	$0	$5,559,953
255734-1	ADD LANES & RECONSTRUCT	22ND/20TH ST FROM MARITIME BLVD TO SR 60	$4,069,421	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$4,069,421
255893-2	ADD LANES & RECONSTRUCT	SR 574 (MLK BLVD) FROM W OF HIGHVIEW RD TO E OF PARSONS AVE	$2,925,179	$6,958,780	$14,493,039	$1,126,902	$1,438,742	$206,155	$7,472,958	$440,017	$644,158	$25,431	$757	$0	$0	$0	$0	$35,732,118
255340-1	ADD LANES & RECONSTRUCT	SR 600 (HILLS AVE) FROM DALE MABRY HWY TO E OF ARMENIA AVE	$6,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$6,000
255599-1	ADD LANES & RECONSTRUCT	SR 676 (CAUSEWAY BL) FROM 1/4 MI W OF US 41 TO 1/4 E OF US 301	$5,664,176	$42,387,362	$3,752,132	$3,318,086	$3,939,330	$951,357	$215,544	$208	$658	$10,563	$3,965,797	$0	$0	$0	$0	$64,205,213
255888-1	ADD LANES & RECONSTRUCT	US 301 (SR 41) FROM S OF SLIGH AVE TO S OF TPA BYPASS CANAL	$482,219	$2,090,617	$894,055	$5,922	$23	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$3,472,836
255793-1	ADD LANES & RECONSTRUCT	US 301 (SR 41) FROM S OF TPA BYPASS CNL TO N OF FOWLER AVE	$369,970	$1,803,643	$62,881	$1,695,326	$56,212	$383,417	$994,689	$24,776,878	$208,289	$993,574	$382,140	$0	$0	$0	$0	$31,727,019
415489-2	ADD LANES & RECONSTRUCT	US 301 (SR 43) FROM S OF BALM RD TO N OF GIBSONTON DR	$0	$18,092	$24,747,580	$279,827	$5,366,777	$391,951	$335,013	$67,811	$27,002	$0	$0	$0	$0	$0	$0	$31,234,053
255512-1	ADD LANES & RECONSTRUCT	US 41 (SR 45) S OF APEX FLA/NEB SUNSET LANE	$0	$0	$0	$0	$0	$0	$0	$0	$0	$338	$60,861	$0	$0	$0	$0	$61,199
257839-1	ADD LANES & RECONSTRUCT	CR 39A (ALEXANDER) FROM US 92 (EASTBOUND) TO NORTH OF I-4 (SR 400)	$692,748	$782,548	$69,697	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,544,993
257862-3	ADD LANES & RECONSTRUCT	CR 580/SAM ALLEN RD FM W OF SR39/BUCHMAN HWY TO E OF PARK RD	$0	$0	$0	$0	$0	$2,662	$2,746,591	$42,148	$44,283	$638,274	$2,404,061	$1,695,000	$23,731,789	$0	$0	$31,304,808
405492-2	ADD LANES & RECONSTRUCT	CR 581 (BB DOWNS BL) FROM PALM SPRINGS DR TO PEBBLE CREEK DR	$112,000	$6,005,321	$0	$19,251,175	$4,000,000	$3,062,631	$426	$86	$75	$0	$0	$0	$0	$0	$0	$32,431,714
405492-4	ADD LANES & RECONSTRUCT	CR 581 (BB DOWNS BL) FROM PEBBLE CREEK DR TO COUNTY LINE RD	$45,500	$1,156,750	$0	$0	$0	$0	$0	$0	$0	$5,000,141	$858	$0	$0	$0	$0	$6,203,249
405492-5	ADD LANES & RECONSTRUCT	CR 581 (BB DOWNS BL) FROM S OF BEARSS AVE TO S OF PALM SPRINGS BLVD	$89,250	$2,044,000	$0	$0	$0	$0	$3,542,881	$0	$26,214,991	$219,278	$6,608	$0	$0	$0	$0	$32,117,008
257809-2	ADD LANES & RECONSTRUCT	CR 585A (40TH ST) FROM DIANA ST TO HANLON ST	$8,212,516	$811,000	$953,098	$3,396,082	$0	$2,704,760	$0	$0	$0	$0	$0	$0	$0	$0	$0	$16,077,456
257809-3	ADD LANES & RECONSTRUCT	CR 585A (40TH ST) FROM HANLON ST TO N OF YUKON	$462,298	$0	$8,516,849	$4,900,012	$0	$1,637,842	$311	$0	$0	$0	$0	$0	$0	$0	$0	$15,517,312
257809-1	ADD LANES & RECONSTRUCT	CR 585A (40TH ST) FROM HILLSBOROUGH AVE TO DIANA ST	$280,677	$29,338	$7,054,413	$2,022,582	$1,391,672	$0	$2,636,951	$0	$0	$0	$0	$0	$0	$0	$0	$13,415,633
420625-1	ADD LANES & RECONSTRUCT	CROSS CREEK BLVD FROM W CORY LAKE BLVD TO MORRIS BRIDGE RD	$0	$424,034	$0	$0	$0	$474,957	$0	$0	$896,921	$11,806	$693	$0	$0	$0	$0	$1,808,411
437002-1	ADD LANES & RECONSTRUCT	MADISON AVENUE FROM US 41 TO 78TH STREET (CR 573)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$3,500,000	$3,500,000
422695-1	ADD LANES & RECONSTRUCT	TAMPA INT'L AIRPORT GEORGE BEAN PARKWAY	$0	$0	$791,271	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$791,271
433586-1	ADD LANES & RECONSTRUCT	GATX DRIVE FROM MARITIME BOULEVARD TO GUY N VERGER BOULEVARD	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,250,000	$0	$0	$0	$0	$1,250,000
257862-2	ADD LANES & REHABILITATE PVMNT	PARK RD FROM I-4 (SR 400) TO SAM ALLEN RD	$10,713	$84,880	$313	$59,863	$2,348,824	$561,730	$321,193	$947	$0	$0	$0	$0	$0	$0	$0	$3,388,463
430685-1	ADD LEFT TURN LANE(S)	SR 574 (MLK BLVD) AT GALLAGHER ROAD	$0	$0	$0	$0	$0	$1,241	$7,511	$321,495	$122,283	$1,620,460	$426,195	$0	$0	$0	$0	$2,499,185
406631-1	ADD LEFT TURN LANE(S)	US 41 BUSINESS/SR685 AT HANNA AVENUE	$0	$0	$459	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$459
427484-1	ADD LEFT TURN LANE(S)	US 92 (SR 600) DALE MABRY HIGHWAY AT WATROUS AVE	$0	$0	$0	$0	$0	$435,687	$18,027	$0	$0	$0	$0	$0	$0	$0	$0	$453,714
403763-1	ADD RIGHT TURN LANE(S)	SR 574 (MLK BLVD) AT MCINTOSH RD	$364,611	$787,244	$31,846	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,183,701
255893-5	ADD TURN LANE(S)	SR 574 (MLK BLVD) @ I-75 (SR 93A)	$0	$466,854	$0	$1,858,292	$99,613	$1,002	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,425,761
424213-3	ATMS - ARTERIAL TRAFFIC MGMT	CITY OF TAMPA DOWNTOWN TAMPA ATMS 191 SIGNALS - PHASE 2	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,075,000	$0	$0	$12,693,032	$13,768,032
424213-4	ATMS - ARTERIAL TRAFFIC MGMT	CITY OF TAMPA KENNEDY/HYDE PARK/DALE MABRY ATMS 142 SIGNALS- PHASE 3	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,244,000	$0	$0	$12,405,570	$13,649,570
424213-6	ATMS - ARTERIAL TRAFFIC MGMT	CITY OF TAMPA USF AREA/BUSCH BLVD ATMS 119 SIGNALS - PHASE 4	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,134,000	$0	$0	$10,205,108	$11,339,108
429171-1	ATMS - ARTERIAL TRAFFIC MGMT	COUNTYWIDE ATMS/ITS	$0	$0	$0	$0	$0	$1,500,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,500,000
424213-1	ATMS - ARTERIAL TRAFFIC MGMT	CITY OF TAMPA TRAFFIC SIGNAL MANAGEMENT PHASE 1	$0	$0	$0	$0	$0	$0	$526	$1,083,229	$39,220	$2,967,159	$839,571	$0	$0	$0	$0	$4,929,705
426160-1	BIKE LANE/SIDEWALK	SR 580 (HILLS AVE) FROM TOWN & COUNTRY BLVD TO AMBASSADOR DR	$0	$0	$0	$0	$221,338	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$221,338
413092-1	BIKE LANE/SIDEWALK	BAYSHORE BLVD FROM BAY TO BAY BLVD TO PLATT ST	$0	$0	$404,592	$0	$2,086,800	$0	$73	$0	$0	$0	$0	$0	$0	$0	$0	$2,491,465
432715-1	BIKE LANE/SIDEWALK	BOUGAINVILLEA AVE FROM 30TH STREET TO 46TH STREET	$0	$0	$0	$0	$0	$0	$0	$0	$155	$94	$387,800	$0	$0	$0	$0	$388,049
432714-1	BIKE LANE/SIDEWALK	CYPRESS STREET FROM SR 60/U-PATH TO N WESTSHORE BLVD	$0	$0	$0	$0	$0	$0	$0	$0	$332	$562,855	$1,000	$0	$0	$0	$0	$564,187
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	$0	$0	$0	$169,200	$0	$0	$0	$0	$169,200
432716-1	BIKE LANE/SIDEWALK	PALM AVENUE FROM NORTH BOULEVARD TO NEBRASKA AVENUE	$0	$0	$0	$0	$0	$0	$0	$0	$135	$597,773	$1,000	$0	$0	$0	$0	$598,908
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	$0	$0	$0	$259,000	$0	$0	$0	$0	$259,000
429464-1	BIKE LANE/SIDEWALK	ALEXANDER ELEM SCH FERN ST FROM OCCIDENT ST TO HESPERIDES	$0	$0	$0	$0	$0	$0	$7,031	$156,784	$30	$0	$0	$0	$0	$0	$0	$163,845
426141-1	BIKE LANE/SIDEWALK	TEMPLE HEIGHTS ROAD FROM W OF OVERLOOK DR TO 56TH ST	$0	$0	$0	$0	$0	$596,442	$89	$22	$0	$0	$0	$0	$0	$0	$0	$596,553
432717-1	BIKE LANE/SIDEWALK	WILLOW AVENUE FROM SWANN AVENUE TO MAIN STREET	$0	$0	$0	$0	$0	$0	$0	$0	$155	$31	$0	$450,600	$0	$0	$0	$450,786
424394-1	CAPITAL FOR FIXED ROUTE	HART (HILLS AREA REG IONAL TRANSIT)PARATRANSIT VAN ACQUIST SECTION 530	$0	$0	$0	$0	$294,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$294,000
433763-1	CAPITAL FOR FIXED ROUTE	HART HILLSBOROUGH BUS LIVABILTY CAPITAL	$0	$0	$0	$0	$0	$0	$0	$0	$4,000,000	$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	$0	$0	$0	$4,700,000	$0	$0	$0	$0	$0	$4,700,000
415014-1	CAPITAL FOR FIXED ROUTE	HART NORTHWEST TRANSIT CENTER URBAN TRANSIT CAPITAL	$430,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$430,000
436677-1	CAPITAL FOR FIXED ROUTE	HART REGIONAL FARE COLLECTION SYSTEM/SURFACE TRANSPORTATION	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,473,593	$2,000,000	$0	$3,473,593
422737-1	CAPITAL FOR FIXED ROUTE	HART SECTION 115: YBOR STATION INTERMODAL FACILITY	$0	$28,846	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$28,846
408329-1	CAPITAL FOR FIXED ROUTE	HART SECTION 5208	$454,420	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$454,420
408109-1	CAPITAL FOR FIXED ROUTE	HART SECTION 5307	$9,123,203	$9,080,454	$0	$9,616,025	$9,615,025	$10,973,308	$11,300,000	$11,560,727	$0	$15,800,000	$29,057,222	$16,528,240	$16,528,240	$16,528,240	$0	$165,710,684
415014-2	CAPITAL FOR FIXED ROUTE	HART TAMPA BAY CENTER (SECTION 5307)	$250,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$250,000
424396-1	FIXED GUIDEWAY IMPROVEMENTS	HART (HILLS AREA REGIONAL TRANSIT) TECO LINE STREETCAR EXT SE 129	$0	$0	$0	$1,960,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,960,000
415172-1	FIXED GUIDEWAY IMPROVEMENTS	HART FIXED GUIDEWAY SECTION 5309/5337	$0	$130,688	$153,077	$155,000	$308,077	$0	$353,193	$0	$0	$885,265	$0	$0	$0	$0	$0	$1,985,300
415172-2	FIXED GUIDEWAY IMPROVEMENTS	HART SEC. 5309: FIXED GUIDEWAY	$0	$130,688	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$130,688
435141-1	FIXED GUIDEWAY IMPROVEMENTS	HART TECO STREETCAR CAPITAL MAINTENANCE	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$100,000	$0	$880,006	$0	$980,006
433535-3	INTERCHANGE (NEW)	SR 60 (SR 589) FROM N OF INDEPENDENCE TO I-275 AT WESTSHORE	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$605,000	$0	$8,946,000	$0	$9,551,000
425503-2	INTERCHANGE IMPROVEMENT	SR 566/THONOTOSASSA FROM S OF TOWNSGATE CT TO N OF I-4	$0	$0	$0	$0	$0	$0	$0	$0	$11,823	$2,214,202	$14,679	$0	$0	$0	$0	$2,240,704
414594-1	INTERMODAL HUB CAPACITY	HART INTERMODAL FACILITIES	$0	$0	$0	$956,347	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$956,347
416264-1	INTERMODAL HUB CAPACITY	HART INTERMODAL TRANSIT CTRS	$0	$0	$0	$82,260	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$82,260
415348-2	INTERMODAL HUB CAPACITY	MULTIMODAL TERMINALS	$0	$0	$0	$0	$0	$0	$0	$0	$0	$93,771	$42,014,000	$0	$0	$0	$0	$42,107,771
403760-1	INTERSECTION (MINOR)	US 301(SR41/FT KING) AT MCINTOSH RD	$65,527	$919,171	$18,874	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,003,572
413387-1	INTERSECTION (MINOR)	MEMORIAL HWY AT KELLY RD	$0	$199,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$199,000

Table C-16 (Continued)
Hillsborough County FDOT Work Program

Item	Work Mix Description	Item Description	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total
433045-1	INTERSECTION IMPROVEMENT	US 41 SOUTHBOUND AT PEMBROKE RD WESTBOUND	$0	$0	$0	$0	$0	$0	$117	$12,916	$559,639	$4,134	$1,618	$0	$0	$0	$0	$578,424
436530-1	INTERSECTION IMPROVEMENT	USB 41/SR 685/N FLORIDA AVENUE AT CR 584/ W WATERS AVENUE	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$5,000	$0	$0	$0	$0	$5,000
433046-1	INTERSECTION IMPROVEMENT	US 41 NORTHBOUND AT HARTFORD ST (WB)	$0	$0	$0	$0	$0	$0	$117	$77,615	$27,047	$345	$5,296	$0	$0	$0	$0	$110,420
433047-1	INTERSECTION IMPROVEMENT	US 41 NORTHBOUND AT RALEIGH (WESTBOUND)	$0	$0	$0	$0	$0	$0	$117	$71,282	$12,351	$26	$17,841	$0	$0	$0	$0	$101,617
433049-1	INTERSECTION IMPROVEMENT	US 41 NORTHBOUND AT S 34TH AVE (WESTBOUND)	$0	$0	$0	$0	$0	$0	$0	$69,845	$9,776	$169	$16,562	$0	$0	$0	$0	$96,352
433048-1	INTERSECTION IMPROVEMENT	US 41 NORTHBOUND AT TOWAWAY AVE (WB)	$0	$0	$0	$0	$0	$0	$352	$69,788	$18,807	$26	$14,386	$0	$0	$0	$0	$103,359
255842-1	INTERSECTION IMPROVEMENT	US 92 (SR 600) AT BAY TO BAY BLVD	$105,161	$1,246,694	$74,516	$22,606	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,448,977
424450-1	INTERSECTION IMPROVEMENT	US 92/SR 600/DALEMABRY FROM GOLD TRIANGLE ST TO N OF COLUMBUS	$0	$0	$0	$24,232	$128,121	$155,171	$0	$0	$0	$0	$0	$0	$0	$0	$0	$307,524
437044-1	INTERSECTION IMPROVEMENT	ARMENIA AVENUE AT BUSCH BOULEVARD	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$977,691	$0	$977,691
433071-1	INTERSECTION IMPROVEMENT	BROADWAY FROM US 41 TO N 62ND ST CSX INTRMD	$0	$0	$0	$0	$0	$0	$0	$0	$769,066	$3,395	$66,594	$0	$0	$0	$0	$839,055
433926-1	INTERSECTION IMPROVEMENT	FALKENBURG ROAD AT LEROY AVE/REEVES RD INTERSECTION IMPROVEMENT	$0	$0	$0	$0	$0	$0	$0	$0	$602,392	$12,502	$240	$0	$0	$0	$0	$615,134
436012-1	INTERSECTION IMPROVEMENT	GUNN HIGHWAY AT LINEBAUGH AVE	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,652,153	$1,965	$0	$0	$0	$0	$1,654,118
433436-1	INTERSECTION IMPROVEMENT	HARNEY ROAD AT 78TH ST/STEAMBOAT LANE	$0	$0	$0	$0	$0	$0	$0	$0	$800,000	$364,608	$4,003	$0	$0	$0	$0	$1,168,611
433071-2	INTERSECTION IMPROVEMENT	N 62ND STREET FROM CSX INTRMD ENTRANCE TO NORTH OF E COLUMBUS DRIVE	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,501,400	$0	$0	$4,350,111	$6,851,511
433437-1	INTERSECTION IMPROVEMENT	VALRICO ROAD AT SYDNEY ROAD	$0	$0	$0	$0	$0	$0	$0	$0	$241,565	$10,335	$509	$0	$0	$0	$0	$252,409
437041-1	INTERSECTION IMPROVEMENT	WESTSHORE BOULEVARD AND GANDY BOULEVARD	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,361,815	$1,361,815
255585-1	NEW ROAD CONSTRUCTION	SR/CR 39 ALEXANDER FROM N OF I-4 (SR 400) TO N OF KNIGHTS GRIFFIN	$8,634,955	$11,279,753	$245,569	$850,134	$345,315	$17,535,504	$88,989	$154,856	$376,218	$134,184	$0	$0	$0	$0	$0	$39,645,477
405492-8	NEW ROAD CONSTRUCTION	CR 581 (BB DOWNS BL) FROM COMMERCE PALMS DR TO DONA MICHELLE DR	$0	$0	$0	$0	$0	$2,822,771	$26,729	$68,200	$131,503	$31,140	$3,083	$0	$0	$0	$0	$3,083,426
435359-1	NEW ROAD CONSTRUCTION	MARITIME BOULEVARD FROM GATX DRIVE TO CONTAINER YARD ENTRANC	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,250,000	$0	$0	$0	$0	$1,250,000
435360-1	NEW ROAD CONSTRUCTION	PORTWIDE ACCESS IMPROVEMENTS	$0	$0	$0	$0	$0	$0	$0	$0	$0	$750,000	$0	$0	$0	$0	$0	$750,000
434435-1	NEW ROAD CONSTRUCTION	PROJECT SUNRISE-EDTF SOUTH SHORE CORPORATE CTR TRANSP IMPROVEMENTS	$0	$0	$0	$0	$0	$0	$0	$0	$3,000,000	$0	$0	$0	$0	$0	$0	$3,000,000
436031-1	NEW ROAD CONSTRUCTION	TEMPLE TERRACE PARKWAY EXTENSION FROM TELECOM PKWY TO MORRIS BRIDGE R	$0	$0	$0	$0	$0	$0	$0	$0	$0	$600,000	$0	$0	$0	$0	$0	$600,000
422720-1	PARK AND RIDE LOTS	HILLSBOROUGH AREA REGIONAL TRANSIT (HART) PARK N' RIDE	$0	$0	$182,694	$199,984	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$382,678
435912-1	PD&E/EMO STUDY	SR 574 PD&E FROM MCINTOSH RD TO US 92/SR 600	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,000	$2,000,000	$0	$0	$0	$2,001,000
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	$0	$0	$0	$1,000	$1,000,000	$0	$0	$0	$1,001,000
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	$0	$0	$0	$1,000	$400,000	$0	$0	$0	$401,000
430055-1	PD&E/EMO STUDY	SR 60 FROM VALRICO RD TO POLK COUNTY LINE RD	$0	$0	$0	$0	$0	$661	$1,224,357	$24,458	$18,599	$19,773	$896	$0	$0	$0	$0	$1,288,744
255822-1	PD&E/EMO STUDY	SR 600 (GANDY BLVD) FROM E END OF BRIDGE TO DALE MABRY HWY	$0	$0	$0	$0	$455	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$455
255796-1	PD&E/EMO STUDY	US 301 FROM FOWLER AVE TO FUTURE SR 56	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,015,409	$1,253	$0	$0	$0	$0	$2,016,662
430050-1	PD&E/EMO STUDY	US 301 FROM SR 60 TO I-4	$0	$0	$0	$0	$0	$0	$0	$719,518	$10,918	$17,246	$534	$0	$0	$0	$0	$748,216
430056-1	PD&E/EMO STUDY	US 41 FROM KRACKER AVE TO S OF CAUSEWAY BLVD	$0	$0	$0	$0	$0	$13,078	$0	$1,128,890	$8,781	$47,244	$603	$0	$0	$0	$0	$1,198,596
435918-1	PD&E/EMO STUDY	US 41 PD&E STUDY FROM MANATEE CO LINE TO SR 674	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,501,000	$0	$0	$0	$0	$1,501,000
435749-1	PD&E/EMO STUDY	US 92 FROM I-4 TO COUNTY LINE	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,516,233	$1,256	$0	$0	$0	$0	$1,517,489
430054-1	PD&E/EMO STUDY	US 92/HILLSBOROUGH FROM 50TH ST TO I-4	$0	$0	$0	$0	$0	$11,893	$15,705	$10,242	$284	$0	$0	$0	$0	$0	$0	$38,124
435748-1	PD&E/EMO STUDY	US 92/SR 580/HILLSBOROUGH CORRIDOR EVALUATION FM MEMORIAL HWY TO I-275	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,000,000	$1,000	$0	$0	$0	$0	$1,001,000
255893-1	PD&E/EMO STUDY	SR 574 (MLK BLVD) FROM CR 579 TO MCINTOSH RD	$10,725	$27,931	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$38,656
405525-1	PD&E/EMO STUDY	SR 60 (ADAMO DR) FROM W OF 50TH ST TO FALKENBURG RD	$9,229	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$9,229
405492-1	PD&E/EMO STUDY	CR 581 (BB DOWNS BL) FROM BEARSS AVE TO SR 54	$0	$431	$324	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$755
410649-1	PD&E/EMO STUDY	EAST/WEST RD (COT) FROM I-275 TO CR 581 (BB DOWNS BLVD)	$0	$48,364	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$48,364
257862-1	PD&E/EMO STUDY	PARK RD/SAM ALLEN RD FROM I-4 (SR 400) TO ALEXANDER ST EXTENSION	$3,873	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$3,873
435912-2	PRELIMINARY ENGINEERING	SR 574 FROM MCINTOSH ROAD TO US 92 / SR 600	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,000	$4,000,000	$4,002,000
435911-2	PRELIMINARY ENGINEERING	SR 574 FROM N 40TH ST TO I-4	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,000	$2,000,000	$0	$2,002,000
435918-2	PRELIMINARY ENGINEERING	US 41 FROM MANATEE COUNTY LINE TO SR 674	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,000	$4,000,000	$0	$0	$0	$4,001,000
435748-2	PRELIMINARY ENGINEERING	US 92/SR 580/HILLSBOROUGH AVE FROM MEMORIAL HIGHWAY TO I-275	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,000	$4,800,000	$0	$0	$4,801,000
402255-1	PTO STUDIES	HILLSBOROUGH CTY MPO TRANSIT PLANNING SECTION 5305	$237,017	$303,739	$328,533	$356,534	$383,560	$385,777	$408,063	$414,654	$516,609	$520,695	$468,240	$340,256	$350,463	$350,463	$360,978	$5,725,581
410948-1	PUBLIC TRANSPORTATION SHELTER	HART TRANSIT ENHANCEMENT	$600,000	$0	$600,000	$0	$700,000	$0	$700,000	$0	$0	$0	$0	$0	$0	$0	$0	$2,600,000
426371-5	PURCHASE VEHICLES/EQUIPMENT	ARRA/HART SECTION 5307 (ARRA): FAREBOX REPLACEMENT/EXPAN	$0	$0	$0	$0	$450,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$450,000
426371-1	PURCHASE VEHICLES/EQUIPMENT	ARRA/HART SECTION 5307;ARRA BUSES & PARATRANSIT VANS	$0	$0	$0	$0	$7,793,203	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$7,793,203
426475-1	PURCHASE VEHICLES/EQUIPMENT	HART BUS ACQUISTION	$0	$0	$0	$0	$2,185,000	$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	$0	$451,440	$0	$489,060	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$940,500
405428-3	PURCHASE VEHICLES/EQUIPMENT	HART BUS COALITION	$0	$671,188	$0	$1,222,668	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,893,856
410693-2	PURCHASE VEHICLES/EQUIPMENT	HART BUS PURCHASES-TRANSIT CORRIDOR-CAPITAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$172,100	$0	$0	$0	$0	$0	$172,100
405428-5	PURCHASE VEHICLES/EQUIPMENT	HART BUS/BUS FACILITIES	$900,000	$1,000,000	$0	$2,000,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$3,900,000
405428-6	PURCHASE VEHICLES/EQUIPMENT	HART BUS/BUS FACILITIES SECTION 5309	$0	$0	$0	$0	$247,500	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$247,500
434366-1	PURCHASE VEHICLES/EQUIPMENT	HART SECTION 5339 CAPITAL ACTIVITIES	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,297,193	$1,328,792	$0	$0	$0	$0	$2,625,985
412751-1	PURCHASE VEHICLES/EQUIPMENT	HART SURFACE TRANSPORTATION BUS PURCHASES	$0	$0	$0	$3,000,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$3,000,000
414963-2	PURCHASE VEHICLES/EQUIPMENT	HART SURFACE TRANSPORTATION PROGRAM	$0	$0	$0	$0	$0	$0	$0	$12,000,000	$0	$10,000,000	$0	$8,200,000	$6,300,000	$5,220,000	$4,000,000	$45,720,000
430175-1	PURCHASE VEHICLES/EQUIPMENT	TBARTA SURFACE TRANSPORTATION PROGRAM / VANPOOL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$310,800	$0	$386,400	$800,000	$800,000	$0	$2,297,200
421480-2	SIDEWALK	SR 574 (MLK BLVD) FROM E OF HIMES AVE TO 350' W OF BURDINES DR	$0	$0	$0	$117,432	$30,659	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$148,091
416114-1	SIDEWALK	SR 580 (HILLS AVE) FROM BEAUMONT CTR BLVD TO HOOVER BLVD	$0	$186	$1,609	$274,733	$34,474	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$311,002
420627-1	SIDEWALK	SR 583/56TH ST FROM HILLSBOROUGH RIVER TO TEMPLE HEIGHTS RD	$0	$0	$0	$3,442,227	$0	$8,013	$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	$257,000	$0	$0	$0	$0	$624	$593,042	$292,485	$25	$0	$0	$0	$0	$0	$0	$1,143,176
415234-4	SIDEWALK	SR 597 (DALE MABRY) FM N CARROLLWOOD SPRINGS TO S OF NORTHDALE BLVD	$0	$0	$0	$0	$0	$467,997	$34,624	$1,101	$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	$0	$0	$0	$25,438	$884,532	$1,412	$0	$0	$0	$0	$0	$0	$0	$0	$911,382
415234-9	SIDEWALK	SR 597 (DALE MABRY) FROM N LAKEVIEW DRIVE TO SOUTH OF VAN DYKE RD	$0	$0	$0	$0	$0	$13,038	$296,449	$432,051	$43,632	$45,261	$0	$0	$0	$0	$0	$830,431
415234-5	SIDEWALK	SR 597 (DALE MABRY) FROM NORTHDALE BLVD TO NORTHGREEN AVE	$0	$0	$0	$0	$0	$259,612	$8,249	$0	$0	$0	$0	$0	$0	$0	$0	$267,861
415234-7	SIDEWALK	SR 597 (DALE MABRY) FROM NORTHGREEN AVE TO N LAKEVIEW DR	$0	$0	$0	$68,177	$0	$252,249	$381	$0	$0	$0	$0	$0	$0	$0	$0	$320,807
428218-1	SIDEWALK	SR 60 FROM BRANDON TOWN CENTER TO GORNTO LAKE RD	$0	$0	$0	$61	$1,075	$134,917	$23,316	$0	$0	$0	$0	$0	$0	$0	$0	$159,369
415004-1	SIDEWALK	CHARLIE GRIFFIN RD FROM JL REDMAN PKWAY TO PK SPRINGS APTS. ENTR.	$0	$0	$0	$43,037	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$43,037
408551-1	SIDEWALK	CLAY PIT RD FROM SCOTLAND COURT TO A&A MOBILE HOME PARK	$0	$138,733	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$138,733
408550-1	SIDEWALK	DANNY BRYAN BLVD FROM MLK BLVD TO PATINA ST	$0	$129,977	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$129,977

Table C-16 (Continued)
Hillsborough County FDOT Work Program

Item	Work Mix Description	Item Description	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total
257805-3	SIDEWALK	DOWNTOWN RIVERWALK AT PLATT ST BRIDGE	$0	$600,000	$0	$0	$860,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,460,000
413128-1	SIDEWALK	LITTLE RD FROM BLOOMINGDALE AVE TO DURANT RD	$0	$0	$143,689	$60,459	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$204,148
413130-1	SIDEWALK	THONOTOSASSA RD FROM TAYLOR RD TO BAKER CREEK PARK	$0	$529	$197,742	$18,160	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$216,431
257805-5	SIDEWALK	DOWNTOWN RIVERWALK FROM MACDILL PARK TO CURTIS HIXON WF PARK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$9,512,000	$218,750	$0	$0	$0	$0	$9,730,750
413136-1	SIDEWALK	MCMULLEN RD FROM BALM RIVERVIEW RD TO S BOYETTE RD	$0	$0	$2,483	$11,149	$10,545	$251,011	$24,733	$0	$0	$0	$0	$0	$0	$0	$0	$299,921
428160-1	SIDEWALK	MENDONSA ROAD FROM ALEXANDER ST TO HUNTER ST	$0	$0	$0	$0	$0	$192,217	$144	$171	$232	$8	$0	$0	$0	$0	$0	$192,772
428206-1	SIDEWALK	MULRENNAN MIDDLE SCH DURANT RD FRM ST CLOUD TO MULRENNAN	$0	$0	$0	$0	$0	$101,520	$0	$30	$0	$0	$0	$0	$0	$0	$0	$101,550
257805-7	SIDEWALK	SELMON GREENWAY FROM HILLSBOROUGH RIVER TO 19TH STREET	$0	$0	$0	$0	$0	$0	$0	$1,431,000	$0	$0	$0	$0	$0	$0	$0	$1,431,000
405521-1	TRAFFIC CONTROL DEVICES/SYSTEM	CITY OF TAMPA TRAFFIC SURVEILLANCE	$448,148	$1,174	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$449,322
414990-1	TRAFFIC CONTROL DEVICES/SYSTEM	US 92 (SR 600) FROM CR 566 (THONOTOSSA) TO PARK RD	$0	$0	$2,076,936	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,076,936
436244-1	TRAFFIC SIGNAL UPDATE	SR 582 / FOWLER AVE AT RAINTREE BLVD, GILLETTE AVE, N RIVERHILL DR	$0	$0	$0	$0	$0	$0	$0	$0	$0	$148	$68,915	$72,000	$0	$0	$0	$141,063
416856-1	TRAFFIC SIGNAL UPDATE	SR 60 (KENNEDY BLVD) FROM W OF ARMENIA AVE TO E OF BREVARD AVE	$0	$0	$0	$0	$0	$0	$0	$0	$10,018	$1,002,955	$750,208	$906,700	$50,000	$1,828,066	$0	$4,547,947
436243-1	TRAFFIC SIGNAL UPDATE	US 301/SR 43 AT RIVERVIEW DRIVE	$0	$0	$0	$0	$0	$0	$0	$0	$0	$894	$28,048	$138,000	$0	$0	$0	$166,942
436242-1	TRAFFIC SIGNAL UPDATE	US 92/SR 600 AT INTERBAY BLVD	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,192	$20,724	$131,000	$0	$0	$0	$152,916
436245-1	TRAFFIC SIGNAL UPDATE	US 92/SR 600/S DALE MABRY AT EL PRADO BLVD	$0	$0	$0	$0	$0	$0	$0	$0	$0	$148	$34,818	$44,000	$0	$0	$0	$78,966
427171-2	TRAFFIC SIGNAL UPDATE	USB 41 (SR 45/SR 60) FM W OF 14TH ST TO E OF 19TH ST	$0	$0	$0	$0	$0	$0	$0	$2,952	$83,624	$106,075	$879,849	$371,090	$0	$0	$0	$1,443,590
416816-1	TRAFFIC SIGNAL UPDATE	SR 597 (DALE MABRY) FROM HUMPHREY ST TO VAN DYKE RD	$829,751	$1,174	$0	$3,195	$0	$10,745	$772,347	$28,033	$11	$0	$0	$0	$0	$0	$0	$1,645,256
405920-4	TRAFFIC SIGNALS	TRAFFIC SIGNAL MAINTENANCE AND OPERATION FOR LOCAL GOVERNMENT	$636,584	$664,057	$684,008	$720,191	$750,585	$774,406	$796,834	$823,027	$849,635	$876,997	$963,361	$0	$0	$0	$0	$8,539,685
435956-1	TRAFFIC SIGNALS	US 41/92/SR 600/E HILLSBOROUGH AVE AT E GATE PLAZA/MERIDIAN POINTE APTS	$0	$0	$0	$0	$0	$0	$0	$0	$0	$306,764	$935	$0	$0	$0	$0	$307,699
416687-1	TRAFFIC SIGNALS	SR 580 (HILLS AVE) AT SILVERMILL DR	$5,533	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$5,533
255769-1	TRAFFIC SIGNALS	SR 600 (HILLS AVE) WEST OF 22ND ST .05 MILES W OF 22ND ST	$286	$177	$5,045	$280,690	$6,132	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$292,330
416121-1	TRAFFIC SIGNALS	US 41 (SR 685) AT LAKE MAGDALENE BLVD	$54,620	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$54,620
415269-1	TRAFFIC SIGNALS	HANLEY RD AT PAULA DR	$10,159	$230,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$240,159
420286-1	TRANSIT IMPROVEMENT	WHEELER ST TRACK IMPROVEMENTS	$0	$53,358	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$53,358
426371-7	TRANSIT IMPROVEMENT	ARRA/HART SECTION 5307 (ARRA): TECHNOLOGY IMPROVEMENTS	$0	$0	$0	$0	$800,000	$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	$0	$0	$0	$1,000,000	$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	$0	$0	$0	$1,693,592	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,693,592
408209-1	TRANSIT IMPROVEMENT	HART	$365,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$365,000
413330-1	TRANSIT IMPROVEMENT	HART	$3,000,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$3,000,000
430322-1	TRANSIT IMPROVEMENT	HART	$0	$0	$0	$0	$0	$0	$241,000	$241,000	$241,000	$400,000	$241,000	$241,000	$241,000	$252,407	$248,000	$2,346,407
424453-1	TRANSIT IMPROVEMENT	HART (HILLSBOROUGH AREA REGIONAL TRANSIT SECTION 5307	$0	$0	$0	$0	$250,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$250,000
409045-1	TRANSIT IMPROVEMENT	HART JOBS ACCESS/REVERSE COMMUTE	$0	$99,118	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$99,118
420740-1	TRANSIT IMPROVEMENT	HART PARK AND RIDE	$0	$200,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$200,000
420739-1	TRANSIT IMPROVEMENT	HART SERVICE DEVELOPMENT	$0	$123,364	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$123,364
408207-1	TRANSIT IMPROVEMENT	HART STREETCAR EXTENSION	$0	$0	$0	$900,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$900,000
412762-1	TRANSIT IMPROVEMENT	HART STREETCAR EXTENSION	$0	$0	$0	$2,800,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,800,000
410719-1	TRANSIT IMPROVEMENT	HART SURFACE TRANSPORTATION	$2,000,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,000,000
410720-1	TRANSIT IMPROVEMENT	HART SURFACE TRANSPORTATION	$2,000,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,000,000
413330-2	TRANSIT IMPROVEMENT	HART SURFACE TRANSPORTATION PROGRAM	$0	$0	$0	$0	$1,000,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,000,000
414963-1	TRANSIT IMPROVEMENT	HART SURFACE TRANSPORTATION PROGRAM	$0	$0	$0	$4,000,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$4,000,000
408530-1	TRANSIT IMPROVEMENT	HART TRANSIT ENHANCEMENT	$400,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$400,000
430327-1	TRANSIT IMPROVEMENT	HART-NORTHDALE FLEX SERVICE	$0	$0	$0	$0	$0	$0	$375,000	$0	$0	$0	$0	$0	$0	$0	$0	$375,000
430326-1	TRANSIT IMPROVEMENT	HART-TOWN-N-COUNTRY FLEX 60X	$0	$0	$0	$0	$0	$0	$606,000	$0	$0	$0	$0	$0	$0	$0	$0	$606,000
429925-1	TRANSIT IMPROVEMENT	HILLSBOROUGH RURAL MAP 21 ADA	$0	$0	$0	$0	$0	$0	$217,678	$0	$0	$0	$0	$108,373	$285,132	$0	$0	$611,183
417978-1	TRANSIT IMPROVEMENT	JAIL PROPERTY FROM MORGAN ST TO ORANGE AVE	$3,917,129	$0	$0	$611	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$3,917,740
418685-1	URBAN CORRIDOR IMPROVEMENTS	SR 585 (21ST/22ND ST) FROM SR 60 (ADAMO DRIVE) TO SR 600 (HILLSBOROUGH)	$0	$0	$0	$0	$0	$164,636	$1,914,432	$19,565	$7,743,813	$351,350	$1,557	$0	$0	$0	$0	$10,195,353
405428-4	URBAN CORRIDOR IMPROVEMENTS	HART BUS RAPID TRANSIT (BRT) SECTION 5309	$0	$0	$0	$0	$1,066,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,066,000
405428-2	URBAN CORRIDOR IMPROVEMENTS	HART EMPHASIS CORRIDOR IMPROVEMENT SECTION 5309	$0	$0	$0	$0	$332,310	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$332,310
420741-2	URBAN CORRIDOR IMPROVEMENTS	HART NEW TAMPA FLEX	$0	$0	$0	$0	$0	$0	$0	$0	$150,200	$0	$0	$0	$0	$0	$0	$150,200
418213-1	URBAN CORRIDOR IMPROVEMENTS	HART SURFACE TRANSPORTATION PROGRAM	$0	$0	$0	$0	$4,500,000	$1,000,000	$0	$5,500,000	$0	$0	$0	$0	$0	$0	$0	$11,000,000
410768-1	PD&E/EMO STUDY	EAST/WEST RD AT I-275	$64	$3,474	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$81,942
Grand Total			**$59,342,497**	**$94,878,235**	**$68,936,379**	**$78,087,336**	**$55,795,421**	**$49,981,319**	**$40,372,603**	**$67,924,932**	**$59,668,070**	**$83,141,125**	**$143,417,951**	**$86,822,452**	**$79,888,002**	**$40,718,478**	**$53,124,614**	**$1,062,177,818**

Source: Florida Department of Transportation, District 7

Table C-17
Average Motor Vehicle Fuel Efficiency – Excluding Interstate Travel

Travel Vehicle Miles of Travel (VMT) @			
	21.4	**6.3**	
Other Arterial Rural	304,792,000,000	45,625,000,000	350,417,000,000
Other Rural	299,027,000,000	30,471,000,000	329,498,000,000
Other Urban	1,476,377,000,000	89,623,000,000	1,566,000,000,000
Total	***2,080,196,000,000***	***165,719,000,000***	***2,245,915,000,000***

Percent VMT

@ 21.4 mpg	@ 6.3 mpg
87%	13%
91%	9%
94%	6%
93%	**7%**

Fuel Consumed			
	Gallons @ 21.4 mpg	Gallons @ 6.3 mpg	
Other Arterial Rural	14,242,616,822	7,242,063,492	21,484,680,314
Other Rural	13,973,224,299	4,836,666,667	18,809,890,966
Other Urban	68,989,579,439	14,225,873,016	83,215,452,455
Total	***97,205,420,560***	***26,304,603,175***	***123,510,023,735***

Total Mileage and Fuel	
2,245,915	**miles (millions)**
123,510	**gallons (millions)**
18.18	**mpg**

Source: U.S. Department of Transportation, Federal Highway Administration, Highway Statistics 2014, Section V, Table VM-1
Annual Vehicle Distance Traveled in Miles and Related Data - 2014 by Highway Category and Vehicle Type
http://www.fhwa.dot.gov/policyinformation/statistics.cfm

Table C-18
Annual Vehicle Distance Travelled in Miles and Related Data -2014[1]
By Highway Category and Vehicle Type

Published December 2015 — 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)									
2014	Interstate Rural	130,679	1,114	1,533	42,020	9,255	46,770	**172,699**	**56,026**	231,372
2014	Other Arterial Rural	217,799	2,681	2,022	86,993	16,330	29,295	**304,792**	**45,625**	355,119
2014	Other Rural	210,090	2,953	1,986	88,936	17,076	13,395	**299,027**	**30,471**	334,436
2014	All Rural	558,569	6,748	5,540	217,949	42,661	89,461	776,517	132,122	920,928
2014	Interstate Urban	364,071	2,422	2,373	93,591	16,498	40,889	**457,661**	**57,387**	519,843
2014	Other Urban	1,149,432	10,800	8,085	326,945	50,143	39,480	**1,476,377**	**89,623**	1,584,885
2014	All Urban	1,513,503	13,221	10,458	420,536	66,641	80,369	1,934,038	147,010	2,104,728
2014	Total Rural and Urban[5]	2,072,071	19,970	15,999	638,484	109,301	169,830	2,710,556	279,132	3,025,656
2014	Number of motor vehicles registered[2]	187,554,928	8,417,718	872,027	52,600,309	8,328,759	2,577,197	240,155,238	10,905,956	260,350,938
2014	Average miles traveled per vehicle	11,048	2,372	18,347	12,138	13,123	65,897	11,287	25,594	11,621
2014	Person-miles of travel[4] (millions)	2,878,905	21,510	339,177	852,983	109,301	169,830	3,731,888	279,132	4,371,706
2014	Fuel consumed (thousand gallons)	89,300,790	458,628	2,233,219	37,342,987	14,893,865	29,117,656	126,643,778	44,011,521	173,347,146
2014	Average fuel consumption per vehicle (gallons)	476	54	2,561	710	1,788	11,298	527	4,036	666
2014	Average miles traveled per gallon of fuel consumed	23.2	43.5	7.2	17.1	7.3	5.8	**21.4**	**6.3**	17.5

(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. Starting with the 2009 VM-1, an enhanced methodology was used to provide timely indicators on both travel and travel behavior changes.

(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

(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) Vehicle occupancy is estimated by the FHWA from the 2009 National Household Travel Survey (NHTS); 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
Mobility Fee Schedules

Mobility Fee Schedule

This appendix presents the detailed fee calculations for each land use in the Hillsborough County mobility fee schedule. The differentiation of input variables is presented below:

- Table D-1 – Urban Area Mobility Fee; does NOT include additional ½-percent sales tax revenue credit
- Table D-2 – Rural Area Mobility Fee; does NOT include additional ½-percent sales tax revenue credit
- Table D-3 – Urban Area Mobility Fee; includes additional sales tax revenues credit for a 25-year period, based on a reasonable lifecycle of a roadway.
- Table D-4 – Rural Area Mobility Fee; includes additional sales tax revenue credit for a 25-year period, based on a reasonable lifecycle of a roadway
- Table D-5 – Urban Area Mobility Fee; includes additional sales tax revenue credit that is assumed to be adopted for the next 20 years
- Table D-6 – Rural Area Mobility Fee; includes additional sales tax revenue credit that is assumed to be adopted for the next 20 years
- Table D-7 – Urban Area Mobility Fee; includes additional sales tax revenue credit that is assumed to be adopted for the next 30 years
- Table D-8 – Rural Area Mobility Fee; includes additional sales tax revenue credit that is assumed to be adopted for the next 30 years
- Table D-9 – Urban Area Mobility Fee; includes additional sales tax revenue credit that is assumed to be adopted for the next 10 years
- Table D-10 – Rural Area Mobility Fee; includes additional sales tax revenue credit that is assumed to be adopted for the next 10 years

Table D-1
Mobility Fee Schedule – Urban Area; No Sales Tax

	Gasoline Tax							Unit Cost per Lane Mile:	$4,962,000						Interstate/Toll Facility Adjustment Factor:	36.6%		
	$ per gallon to capital:	$0.213		City Revenues:	$0.007			Average PMC per Lane Mile:	12,350	12,350					Cost per PMC:	$401.78		
	Facility life (years):	25		County Revenues:	$0.087			Fuel Efficiency:	18.18 mpg									
	Interest rate:	2.50%		State Revenues:	$0.119			Effectivedays 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 Gas Tax	Gas Tax Credit	Net Mobility Fee	Current Impact Fee Zone 7[2]	% Change
	RESIDENTIAL:																	
210	Single Family (Detached) - Less than 1,500 sf & Annual HH Income less than 50% SHIP Definition	du	2.62	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	5.50	1.30	7.15	$2,872	$40	$737	**$2,135**	$1,792	19%
	Single Family (Detached) - Less than 1,500 sf & Annual HH Income between 50-80% SHIP Definition	du	3.96	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	8.31	1.30	10.80	$4,341	$60	$1,105	**$3,236**	$1,792	81%
	Single Family (Detached) - Less than 1,500 sf	du	6.11	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	12.82	1.30	16.67	$6,697	$93	$1,713	**$4,984**	$1,792	178%
	Single Family (Detached) - 1,501 to 2,499 sf	du	7.81	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	16.39	1.30	21.31	$8,561	$119	$2,193	**$6,368**	$1,792	255%
	Single Family (Detached) - 2,500 sf and greater	du	8.76	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	18.38	1.30	23.89	$9,602	$133	$2,450	**$7,152**	$1,792	299%
220	Multi-Family (Apartment); 1-2 Stories - Annual HH Income less than 50% SHIP Definition	du	2.38	Blend ITE 9th & FL Studies	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	3.85	1.30	5.01	$2,010	$28	$516	**$1,494**	$1,242	20%
	Multi-Family (Apartment); 1-2 Stories - Annual HH Income between 50-80% SHIP Definition	du	3.60	Blend ITE 9th & FL Studies	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	5.82	1.30	7.57	$3,040	$43	$792	**$2,248**	$1,242	81%
	Multi-Family (Apartment); 1-2 Stories	du	6.60	Blend ITE 9th & FL Studies	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	10.67	1.30	13.87	$5,573	$79	$1,456	**$4,117**	$1,242	232%
222/ 223	Multi-Family (Apartment); 3+ Stories - Annual HH Income less than 50% SHIP Definition	du	1.49	ITE 9th Edition (weighted avg)	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	2.41	1.30	3.13	$1,258	$18	$332	**$926**	$1,242	-25%
	Multi-Family (Apartment); 3+ Stories - Annual HH Income between 50-80% SHIP Definition	du	2.25	ITE 9th Edition (weighted avg)	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	3.64	1.30	4.73	$1,900	$27	$497	**$1,403**	$1,242	13%
	Multi-Family (Apartment); 3+ Stories	du	4.14	ITE 9th Edition (weighted avg)	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	6.69	1.30	8.70	$3,496	$50	$921	**$2,575**	$1,242	107%
230	Residential Condominium/Townhouse	du	5.76	Blend ITE 9th & FL Studies	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	9.31	1.30	12.10	$4,864	$69	$1,271	**$3,593**	$1,097	227%
232	High-Rise Condominium; 3+ Stories	du	4.18	ITE 9th Edition	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	6.76	1.30	8.79	$3,530	$50	$921	**$2,609**	$1,097	138%
240	Mobile Home Park	du	4.17	FL Studies	4.60	5.10	FL Studies	100%	n/a	6.08	1.30	7.90	$3,176	$45	$829	**$2,347**	$901	161%
253	Congregate Care Facility	du	2.25	Blend ITE 9th & FL Studies	3.08	3.58	Same as LUC 210	72%	FL Studies	1.58	1.30	2.05	$826	$12	$221	**$605**	n/a	n/a
	LODGING:																	
310	Hotel	room	6.36	Blend ITE 9th & FL Studies	6.26	6.76	FL Studies	66%	FL Studies	8.33	1.30	10.83	$4,351	$61	$1,124	**$3,227**	$1,546	109%
311	Hotel; All Suites	room	4.90	ITE 9th Edition	6.26	6.76	Same as LUC 310	66%	Same as LUC 310	6.42	1.30	8.35	$3,352	$47	$866	**$2,486**	$1,082	130%
320	Motel	room	5.63	ITE 9th Edition	4.34	4.84	FL Studies	77%	FL Studies	5.96	1.30	7.75	$3,115	$45	$829	**$2,286**	$1,579	45%
	RECREATION:																	
412	General Recreation	acre	2.28	ITE 9th Edition	5.11	5.61	FL Studies (Pinellas County)	90%	FL Studies (Pinellas County)	3.32	1.30	4.32	$1,736	$25	$461	**$1,275**	n/a	n/a
416	RV Park[3]	site	1.62	ITE 9th Edition (Adjusted)	4.60	5.10	Same as LUC 240	100%	FL Studies (Pinellas County)	2.36	1.30	3.07	$1,234	$18	$332	**$902**	n/a	n/a
420	Marina	boat berth	2.96	ITE 9th Edition	6.62	7.12	Same as LUC 210	90%	FL Studies (Pinellas County)	5.59	1.30	7.27	$2,920	$41	$755	**$2,165**	n/a	n/a
430	Golf Course	hole	35.74	ITE 9th Edition	6.62	7.12	Same as LUC 210	90%	FL Studies (Pinellas County)	67.50	1.30	87.75	$35,257	$490	$9,028	**$26,229**	$4,272	514%
444	Movie Theater	screen	106.63	Blend ITE 6th & FL Studies	2.22	2.72	FL Studies	88%	FL Studies	66.04	1.30	85.85	$34,491	$546	$10,060	**$24,431**	$9,164	167%
492	Health Club	1,000 sf	32.93	ITE 9th Edition	5.15	5.65	Same as LUC 710	94%	FL Studies	50.53	1.30	65.69	$26,395	$374	$6,891	**$19,504**	n/a	n/a

Table D-1 (Continued)

Mobility Fee Schedule – Urban Area; No Sales Tax

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 Gas Tax	Gas Tax Credit	Net Mobility Fee	Current Impact Fee Zone 7[2]	% Change
	INSTITUTIONS:																	
520	Elementary School (Private)	student	1.29	ITE 9th Edition	4.30	4.80	FL Studies (Pinellas County)	80%	FL Studies (Pinellas County)	1.41	1.30	1.83	$735	$11	$203	**$532**	$61	772%
522	Middle School (Private)	student	1.62	ITE 9th Edition	4.30	4.80	FL Studies (Pinellas County)	90%	FL Studies (Pinellas County)	1.99	1.30	2.59	$1,038	$15	$276	**$762**	n/a	n/a
530	High School (Private)	student	1.71	ITE 9th Edition	4.30	4.80	FL Studies (Pinellas County)	90%	FL Studies (Pinellas County)	2.10	1.30	2.73	$1,096	$16	$295	**$801**	n/a	n/a
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%	FL Studies (Pinellas County)	3.78	1.30	4.91	$1,973	$27	$497	**$1,476**	n/a	n/a
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%	FL Studies (Pinellas County)	2.83	1.30	3.68	$1,480	$21	$387	**$1,093**	n/a	n/a
560	Church	1,000 sf	9.11	ITE 9th Edition	3.90	4.40	FL Studies (Pinellas County)	90%	FL Studies (Pinellas County)	10.14	1.30	13.18	$5,294	$77	$1,419	**$3,875**	$544	612%
565	Day Care Center	1,000 sf	71.88	Blend ITE 9th & FL Studies	2.03	2.53	FL Studies	73%	FL Studies	33.77	1.30	43.90	$17,637	$284	$5,233	**$12,404**	$1,500	727%
610	Hospital	1,000 sf	13.22	ITE 9th Edition	6.62	7.12	Same as LUC 210	77%	FL Studies (Pinellas County)	21.36	1.30	27.77	$11,158	$155	$2,856	**$8,302**	unit change	n/a
620	Nursing Home	bed	2.76	Blend ITE 9th & FL Studies	2.59	3.09	FL Studies	89%	FL Studies	2.02	1.30	2.63	$1,053	$16	$295	**$758**	$194	291%
630	Clinic	1,000 sf	33.22	Blend ITE 9th & FL Studies	5.10	5.60	FL Studies	93%	FL Studies	49.95	1.30	64.94	$26,088	$370	$6,817	**$19,271**	$1,880	925%
	OFFICE:																	
710	General Office 50,000 sq ft or less[4]	1,000 sf	15.50	ITE 9th equation	5.15	5.65	FL Studies	92%	FL Studies	23.28	1.30	30.26	$12,160	$172	$3,169	**$8,991**	$3,728	141%
	General Office 50,001-100,000 sq ft[4]	1,000 sf	13.13	ITE 9th equation	5.15	5.65	FL Studies	92%	FL Studies	19.72	1.30	25.64	$10,300	$146	$2,690	**$7,610**	$2,300	231%
	General Office 100,001-200,000 sq ft[4]	1,000 sf	11.12	ITE 9th equation	5.15	5.65	FL Studies	92%	FL Studies	16.70	1.30	21.71	$8,724	$124	$2,285	**$6,439**	$1,958	229%
	General Office 200,001-400,000 sq ft[4]	1,000 sf	9.41	ITE 9th equation	5.15	5.65	FL Studies	92%	FL Studies	14.13	1.30	18.37	$7,382	$105	$1,935	**$5,447**	$1,958	178%
	General Office greater that 400,000 sq ft[4]	1,000 sf	8.54	ITE 9th equation	5.15	5.65	FL Studies	92%	FL Studies	12.83	1.30	16.68	$6,700	$95	$1,750	**$4,950**	$1,958	153%
715	Single Tenant Office Building	1,000 sf	11.65	ITE 9th equation	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	17.50	1.30	22.75	$9,139	$129	$2,377	**$6,762**	$2,005	237%
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	37.31	1.30	48.50	$19,489	$274	$5,048	**$14,441**	$6,262	131%
720	Medical Office greater than 10,000 sq ft	1,000 sf	34.72	Blend ITE 9th & FL Studies	5.55	6.05	FL Studies	89%	FL Studies	54.37	1.30	70.68	$28,396	$400	$7,370	**$21,026**	$6,262	236%
	RETAIL:																	
813	Discount Superstore	1,000 sf	50.82	ITE 9th Edition	2.40	2.90	Same as LUC 820 (50k-200k sq ft)	67%	Same as LUC 820 (50k-200k sq ft)	25.90	1.30	33.67	$13,530	$211	$3,888	**$9,642**	$2,807	244%
815	Discount Store; Free-Standing	1,000 sf	57.24	ITE 9th Edition	2.40	2.90	Same as LUC 820 (50k-200k sq ft)	67%	Same as LUC 820 (50k-200k sq ft)	29.18	1.30	37.93	$15,240	$238	$4,385	**$10,855**	$3,384	221%
820	Shopping Center 50,000 sq ft or less[4][5]	1,000 sfgla	86.56	ITE 9th equation	1.87	2.37	TL Regression	56%	FL Curve	28.73	1.30	37.35	$15,009	$246	$4,532	**$10,477**	$1,565	570%
	Shopping Center 50,001-200,000 sq ft[4][5]	1,000 sfgla	53.28	ITE 9th equation	2.40	2.90	TL Regression	67%	FL Curve	27.16	1.30	35.31	$14,185	$221	$4,072	**$10,113**	$3,181	218%
	Shopping Center 200,001-400,000 sq ft[4][5]	1,000 sfgla	41.80	ITE 9th equation	2.64	3.14	TL Regression	73%	FL Curve	25.54	1.30	33.20	$13,338	$205	$3,777	**$9,561**	$5,504	74%
	Shopping Center greater than 400,000 sq ft[4][5]	1,000 sfgla	36.27	ITE 9th equation	2.87	3.37	TL Regression	76%	FL Curve	25.08	1.30	32.60	$13,099	$199	$3,666	**$9,433**	$5,504	71%
841	New/Used Auto Sales	1,000 sf	28.25	Blend ITE 9th & FL Studies	4.60	5.10	FL Studies	79%	FL Studies	32.54	1.30	42.30	$16,998	$243	$4,477	**$12,521**	$4,482	179%
853	Convenience Market w/Gasoline	1,000 sf	775.14	Blend ITE 9th & FL Studies	1.51	2.01	FL Studies	28%	FL Studies	103.89	1.30	135.06	$54,263	$933	$17,190	**$37,073**	$7,581	389%

Table D-1 (Continued)
Mobility Fee Schedule – Urban Area; No Sales Tax

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 Gas Tax	Gas Tax Credit	Net Mobility Fee	Current Impact Fee Zone 7[2]	% Change
	RETAIL:																	
857	Discount Club	1,000 sf	41.80	ITE 9th Edition	2.40	2.90	Same as LUC 820 (50k-200k sq ft)	67%	Same as LUC 820 (50k-200k sq ft)	21.31	1.30	27.70	$11,129	$174	$3,206	**$7,923**	$2,498	217%
862	Home Improvement Superstore	1,000 sf	30.74	ITE 9th Edition	2.40	2.90	Same as LUC 820 (50k-200k sq ft)	67%	Same as LUC 820 (50k-200k sq ft)	15.67	1.30	20.37	$8,184	$128	$2,358	**$5,826**	$2,095	178%
863	Electronics Superstore	1,000 sf	45.04	ITE 9th Edition	1.87	2.37	Same as LUC 820 (50k sq ft or less)	56%	Same as LUC 820 (50k sq ft or less)	14.95	1.30	19.44	$7,809	$128	$2,358	**$5,451**	$2,692	103%
880/ 881	Pharmacy/Drug Store with & without Drive-Thru	1,000 sf	95.96	Blend ITE 9th & FL Studies	2.08	2.58	FL Studies	32%	FL Studies	20.25	1.30	26.33	$10,575	$169	$3,114	**$7,461**	$5,269	42%
890	Furniture Store	1,000 sf	5.06	ITE 9th Edition	6.09	6.59	FL Studies	54%	FL Studies	5.27	1.30	6.85	$2,755	$39	$719	**$2,036**	$605	237%
912	Bank/Savings Drive-In	1,000 sf	159.34	Blend ITE 9th & FL Studies	2.46	2.96	FL Studies	46%	FL Studies	57.16	1.30	74.31	$29,855	$464	$8,549	**$21,306**	$15,850	34%
931	Quality Restaurant	1,000 sf	91.10	Blend ITE 9th & FL Studies	3.14	3.64	FL Studies	77%	FL Studies	69.82	1.30	90.77	$36,470	$546	$10,060	**$26,410**	$10,752	146%
932	High-Turn Over Restaurant	1,000 sf	116.60	Blend ITE 9th & FL Studies	3.17	3.67	FL Studies	71%	FL Studies	83.19	1.30	108.15	$43,452	$650	$11,976	**$31,476**	$7,790	304%
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	511.00	Blend ITE 9th & FL Studies	2.05	2.55	FL Studies	58%	FL Studies	192.60	1.30	250.38	$100,599	$1,616	$29,774	**$70,825**	$9,389	654%
942	Automobile Care Center	1,000 sf	31.43	Blend ITE 9th & FL Studies	3.62	4.12	FL Studies	72%	FL Studies	25.97	1.30	33.76	$13,564	$199	$3,666	**$9,898**	n/a	n/a
944/ 946	Gas/Service Station with & without Car Wash	fuel pos.	157.33	ITE 9th Edition (944 & 946 Blend)	1.90	2.40	FL Studies	23%	FL Studies	21.79	1.30	28.33	$11,384	$186	$3,427	**$7,957**	$1,511	427%
947	Self-Service Car Wash	service bay	43.94	Blend ITE 9th & FL Studies	2.18	2.68	FL Studies	68%	FL Studies	20.65	1.30	26.85	$10,785	$171	$3,151	**$7,634**	$6,455	18%
	INDUSTRIAL:																	
110	General Light Industrial	1,000 sf	6.97	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	10.47	1.30	13.61	$5,468	$77	$1,419	**$4,049**	$1,208	235%
120	General Heavy Industrial	1,000 sf	1.50	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	2.25	1.30	2.93	$1,177	$17	$313	**$864**	$1,208	-29%
140	Manufacturing	1,000 sf	3.82	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	5.74	1.30	7.46	$2,997	$42	$774	**$2,223**	$1,208	84%
150	Warehousing	1,000 sf	3.56	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	5.35	1.30	6.96	$2,793	$40	$737	**$2,056**	$860	139%
151	Mini-Warehouse	1,000 sf	2.15	Blend ITE 9th & FL Studies	3.10	3.60	FL Studies (Pinellas County)	92%	Same as LUC 710	1.94	1.30	2.52	$1,015	$15	$276	**$739**	$433	71%
152	High-Cube Warehouse	1,000 sf	1.68	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	2.52	1.30	3.28	$1,318	$19	$350	**$968**	n/a	n/a

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) Source: Hillsborough County Department of Development Services; Fees shown for Zone 7
3) The ITE 9th 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 trip generation rates recommended for the offices and shopping centers use the end-point regression value
5) In the case of shopping centers with up to 300,000 square feet, fast-food, convenience store, and gas stations located on outparcels should be charged separately using their individual categories, as opposed to the general shopping center rate

Table D-2
Mobility Fee Schedule – Rural Area; No Sales Tax

Gasoline Tax						Unit Cost per Lane Mile:	$4,962,000					Interstate/Toll Facility Adjustment Factor:	36.6%					
$$ per gallon to capital:	$0.213		City Revenues:	$0.007		Average PMC per Lane Mile:	9,263	10,806				Cost per PMC (Residential/Office/Industrial):	$535.71					
Facility life (years):	25		County Revenues:	$0.087		Fuel Efficiency:	18.18 mpg					Cost per PMC (Other Non-Residential):	$459.18					
Interest rate:	2.50%		State Revenues:	$0.119		Effectivedays 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 Gas Tax	Gas Tax Credit	Net Mobility Fee	Current Impact Fee Zone 7[2]	% Change
	RESIDENTIAL:																	
210	Single Family (Detached) - Less than 1,500 sf & Annual HH Income less than 50% SHIP Definition	du	2.62	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	5.50	1.30	7.15	$3,829	$40	$737	**$3,092**	$1,792	73%
	Single Family (Detached) - Less than 1,500 sf & Annual HH Income between 50-80% SHIP Definition	du	3.96	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	8.31	1.30	10.80	$5,787	$60	$1,105	**$4,682**	$1,792	161%
	Single Family (Detached) - Less than 1,500 sf	du	6.11	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	12.82	1.30	16.67	$8,930	$93	$1,713	**$7,217**	$1,792	303%
	Single Family (Detached) - 1,501 to 2,499 sf	du	7.81	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	16.39	1.30	21.31	$11,414	$119	$2,193	**$9,221**	$1,792	415%
	Single Family (Detached) - 2,500 sf and greater	du	8.76	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	18.38	1.30	23.89	$12,802	$133	$2,450	**$10,352**	$1,792	478%
220	Multi-Family (Apartment); 1-2 Stories - Annual HH Income less than 50% SHIP Definition	du	2.38	Blend ITE 9th & FL Studies	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	3.85	1.30	5.01	$2,680	$28	$516	**$2,164**	$1,242	74%
	Multi-Family (Apartment); 1-2 Stories - Annual HH Income between 50-80% SHIP Definition	du	3.60	Blend ITE 9th & FL Studies	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	5.82	1.30	7.57	$4,053	$43	$792	**$3,261**	$1,242	163%
	Multi-Family (Apartment); 1-2 Stories	du	6.60	Blend ITE 9th & FL Studies	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	10.67	1.30	13.87	$7,431	$79	$1,456	**$5,975**	$1,242	381%
222/ 223	Multi-Family (Apartment); 3+ Stories - Annual HH Income less than 50% SHIP Definition	du	1.49	ITE 9th Edition (weighted avg)	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	2.41	1.30	3.13	$1,678	$18	$332	**$1,346**	$1,242	8%
	Multi-Family (Apartment); 3+ Stories - Annual HH Income between 50-80% SHIP Definition	du	2.25	ITE 9th Edition (weighted avg)	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	3.64	1.30	4.73	$2,533	$27	$497	**$2,036**	$1,242	64%
	Multi-Family (Apartment); 3+ Stories	du	4.14	ITE 9th Edition (weighted avg)	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	6.69	1.30	8.70	$4,661	$50	$921	**$3,740**	$1,242	201%
230	Residential Condominium/Townhouse	du	5.76	Blend ITE 9th & FL Studies	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	9.31	1.30	12.10	$6,485	$69	$1,271	**$5,214**	$1,097	375%
232	High-Rise Condominium; 3+ Stories	du	4.18	ITE 9th Edition	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	6.76	1.30	8.79	$4,706	$50	$921	**$3,785**	$1,097	245%
240	Mobile Home Park	du	4.17	FL Studies	4.60	5.10	FL Studies	100%	n/a	6.08	1.30	7.90	$4,235	$45	$829	**$3,406**	$901	278%
253	Congregate Care Facility	du	2.25	Blend ITE 9th & FL Studies	3.08	3.58	Same as LUC 210	72%	FL Studies	1.58	1.30	2.05	$1,102	$12	$221	**$881**	n/a	n/a
	LODGING:																	
310	Hotel	room	6.36	Blend ITE 9th & FL Studies	6.26	6.76	FL Studies	66%	FL Studies	8.33	1.30	10.83	$4,972	$61	$1,124	**$3,848**	$1,546	149%
311	Hotel; All Suites	room	4.90	ITE 9th Edition	6.26	6.76	Same as LUC 310	66%	Same as LUC 310	6.42	1.30	8.35	$3,831	$47	$866	**$2,965**	$1,082	174%
320	Motel	room	5.63	ITE 9th Edition	4.34	4.84	FL Studies	77%	FL Studies	5.96	1.30	7.75	$3,560	$45	$829	**$2,731**	$1,579	73%
	RECREATION:																	
412	General Recreation	acre	2.28	ITE 9th Edition	5.11	5.61	FL Studies (Pinellas County)	90%	FL Studies (Pinellas County)	3.32	1.30	4.32	$1,984	$25	$461	**$1,523**	n/a	n/a
416	RV Park[3]	site	1.62	ITE 9th Edition (Adjusted)	4.60	5.10	Same as LUC 240	100%	FL Studies (Pinellas County)	2.36	1.30	3.07	$1,410	$18	$332	**$1,078**	n/a	n/a
420	Marina	boat berth	2.96	ITE 9th Edition	6.62	7.12	Same as LUC 210	90%	FL Studies (Pinellas County)	5.59	1.30	7.27	$3,337	$41	$755	**$2,582**	n/a	n/a
430	Golf Course	hole	35.74	ITE 9th Edition	6.62	7.12	Same as LUC 210	90%	FL Studies (Pinellas County)	67.50	1.30	87.75	$40,294	$490	$9,028	**$31,266**	$4,272	632%
444	Movie Theater	screen	106.63	Blend ITE 6th & FL Studies	2.22	2.72	FL Studies	88%	FL Studies	66.04	1.30	85.85	$39,418	$546	$10,060	**$29,358**	$9,164	220%
492	Health Club	1,000 sf	32.93	ITE 9th Edition	5.15	5.65	Same as LUC 710	94%	FL Studies	50.53	1.30	65.69	$30,166	$374	$6,891	**$23,275**	n/a	n/a

Table D-2 (continued)
Mobility Fee Schedule – Rural Area; No Sales Tax

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 Gas Tax	Gas Tax Credit	Net Mobility Fee	Current Impact Fee Zone 7[2]	% Change
	INSTITUTIONS:																	
520	Elementary School (Private)	student	1.29	ITE 9th Edition	4.30	4.80	FL Studies (Pinellas County)	80%	FL Studies (Pinellas County)	1.41	1.30	1.83	$840	$11	$203	**$637**	$61	944%
522	Middle School (Private)	student	1.62	ITE 9th Edition	4.30	4.80	FL Studies (Pinellas County)	90%	FL Studies (Pinellas County)	1.99	1.30	2.59	$1,186	$15	$276	**$910**	n/a	n/a
530	High School (Private)	student	1.71	ITE 9th Edition	4.30	4.80	FL Studies (Pinellas County)	90%	FL Studies (Pinellas County)	2.10	1.30	2.73	$1,252	$16	$295	**$957**	n/a	n/a
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%	FL Studies (Pinellas County)	3.78	1.30	4.91	$2,255	$27	$497	**$1,758**	n/a	n/a
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%	FL Studies (Pinellas County)	2.83	1.30	3.68	$1,691	$21	$387	**$1,304**	n/a	n/a
560	Church	1,000 sf	9.11	ITE 9th Edition	3.90	4.40	FL Studies (Pinellas County)	90%	FL Studies (Pinellas County)	10.14	1.30	13.18	$6,051	$77	$1,419	**$4,632**	$544	752%
565	Day Care Center	1,000 sf	71.88	Blend ITE 9th & FL Studies	2.03	2.53	FL Studies	73%	FL Studies	33.77	1.30	43.90	$20,156	$284	$5,233	**$14,923**	$1,500	895%
610	Hospital	1,000 sf	13.22	ITE 9th Edition	6.62	7.12	Same as LUC 210	77%	FL Studies (Pinellas County)	21.36	1.30	27.77	$12,752	$155	$2,856	**$9,896**	unit change	n/a
620	Nursing Home	bed	2.76	Blend ITE 9th & FL Studies	2.59	3.09	FL Studies	89%	FL Studies	2.02	1.30	2.63	$1,204	$16	$295	**$909**	$194	369%
630	Clinic	1,000 sf	33.22	Blend ITE 9th & FL Studies	5.10	5.60	FL Studies	93%	FL Studies	49.95	1.30	64.94	$29,815	$370	$6,817	**$22,998**	$1,880	1123%
	OFFICE:																	
710	General Office 50,001-100,000 sq ft[4]	1,000 sf	13.13	ITE 9th equation	5.15	5.65	FL Studies	92%	FL Studies	19.72	1.30	25.64	$13,734	$146	$2,690	**$11,044**	$2,300	380%
	General Office 100,001-200,000 sq ft[4]	1,000 sf	11.12	ITE 9th equation	5.15	5.65	FL Studies	92%	FL Studies	16.70	1.30	21.71	$11,631	$124	$2,285	**$9,346**	$1,958	377%
	General Office 200,001-400,000 sq ft[4]	1,000 sf	9.41	ITE 9th equation	5.15	5.65	FL Studies	92%	FL Studies	14.13	1.30	18.37	$9,843	$105	$1,935	**$7,908**	$1,958	304%
	General Office greater that 400,000 sq ft[4]	1,000 sf	8.54	ITE 9th equation	5.15	5.65	FL Studies	92%	FL Studies	12.83	1.30	16.68	$8,933	$95	$1,750	**$7,183**	$1,958	267%
715	Single Tenant Office Building	1,000 sf	11.65	ITE 9th equation	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	17.50	1.30	22.75	$12,186	$129	$2,377	**$9,809**	$2,005	389%
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	37.31	1.30	48.50	$25,986	$274	$5,048	**$20,938**	$6,262	234%
720	Medical Office greater than 10,000 sq ft	1,000 sf	34.72	Blend ITE 9th & FL Studies	5.55	6.05	FL Studies	89%	FL Studies	54.37	1.30	70.68	$37,861	$400	$7,370	**$30,491**	$6,262	387%
	RETAIL:																	
813	Discount Superstore	1,000 sf	50.82	ITE 9th Edition	2.40	2.90	Same as LUC 820 (50k-200k sq ft)	67%	Same as LUC 820 (50k-200k sq ft)	25.90	1.30	33.67	$15,463	$211	$3,888	**$11,575**	$2,807	312%
815	Discount Store; Free-Standing	1,000 sf	57.24	ITE 9th Edition	2.40	2.90	Same as LUC 820 (50k-200k sq ft)	67%	Same as LUC 820 (50k-200k sq ft)	29.18	1.30	37.93	$17,417	$238	$4,385	**$13,032**	$3,384	285%
820	Shopping Center 50,000 sq ft or less[4][5]	1,000 sfgla	86.56	ITE 9th equation	1.87	2.37	TL Regression	56%	FL Curve	28.73	1.30	37.35	$17,153	$246	$4,532	**$12,621**	$1,565	707%
	Shopping Center 50,001-200,000 sq ft[4][5]	1,000 sfgla	53.28	ITE 9th equation	2.40	2.90	TL Regression	67%	FL Curve	27.16	1.30	35.31	$16,212	$221	$4,072	**$12,140**	$3,181	282%
	Shopping Center 200,001-400,000 sq ft[4][5]	1,000 sfgla	41.80	ITE 9th equation	2.64	3.14	TL Regression	73%	FL Curve	25.54	1.30	33.20	$15,244	$205	$3,777	**$11,467**	$5,504	108%
	Shopping Center greater than 400,000 sq ft[4][5]	1,000 sfgla	36.27	ITE 9th equation	2.87	3.37	TL Regression	76%	FL Curve	25.08	1.30	32.60	$14,970	$199	$3,666	**$11,304**	$5,504	105%
841	New/Used Auto Sales	1,000 sf	28.25	Blend ITE 9th & FL Studies	4.60	5.10	FL Studies	79%	FL Studies	32.54	1.30	42.30	$19,426	$243	$4,477	**$14,949**	$4,482	234%
853	Convenience Market w/Gasoline	1,000 sf	775.14	Blend ITE 9th & FL Studies	1.51	2.01	FL Studies	28%	FL Studies	103.89	1.30	135.06	$62,015	$933	$17,190	**$44,825**	$7,581	491%

Table D-2 (continued)
Mobility Fee Schedule – Rural Area; No Sales Tax

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 Gas Tax	Gas Tax Credit	Net Mobility Fee	Current Impact Fee Zone 7[2]	% Change
	RETAIL:																	
857	Discount Club	1,000 sf	41.80	ITE 9th Edition	2.40	2.90	Same as LUC 820 (50k-200k sq ft)	67%	Same as LUC 820 (50k-200k sq ft)	21.31	1.30	27.70	$12,719	$174	$3,206	**$9,513**	$2,498	281%
862	Home Improvement Superstore	1,000 sf	30.74	ITE 9th Edition	2.40	2.90	Same as LUC 820 (50k-200k sq ft)	67%	Same as LUC 820 (50k-200k sq ft)	15.67	1.30	20.37	$9,354	$128	$2,358	**$6,996**	$2,095	234%
863	Electronics Superstore	1,000 sf	45.04	ITE 9th Edition	1.87	2.37	Same as LUC 820 (50k sq ft or less)	56%	Same as LUC 820 (50k sq ft or less)	14.95	1.30	19.44	$8,925	$128	$2,358	**$6,567**	$2,692	144%
880/ 881	Pharmacy/Drug Store with & without Drive-Thru	1,000 sf	95.96	Blend ITE 9th & FL Studies	2.08	2.58	FL Studies	32%	FL Studies	20.25	1.30	26.33	$12,086	$169	$3,114	**$8,972**	$5,269	70%
890	Furniture Store	1,000 sf	5.06	ITE 9th Edition	6.09	6.59	FL Studies	54%	FL Studies	5.27	1.30	6.85	$3,149	$39	$719	**$2,430**	$605	302%
912	Bank/Savings Drive-In	1,000 sf	159.34	Blend ITE 9th & FL Studies	2.46	2.96	FL Studies	46%	FL Studies	57.16	1.30	74.31	$34,119	$464	$8,549	**$25,570**	$15,850	61%
931	Quality Restaurant	1,000 sf	91.10	Blend ITE 9th & FL Studies	3.14	3.64	FL Studies	77%	FL Studies	69.82	1.30	90.77	$41,680	$546	$10,060	**$31,620**	$10,752	194%
932	High-Turn Over Restaurant	1,000 sf	116.60	Blend ITE 9th & FL Studies	3.17	3.67	FL Studies	71%	FL Studies	83.19	1.30	108.15	$49,659	$650	$11,976	**$37,683**	$7,790	384%
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	511.00	Blend ITE 9th & FL Studies	2.05	2.55	FL Studies	58%	FL Studies	192.60	1.30	250.38	$114,971	$1,616	$29,774	**$85,197**	$9,389	807%
942	Automobile Care Center	1,000 sf	31.43	Blend ITE 9th & FL Studies	3.62	4.12	FL Studies	72%	FL Studies	25.97	1.30	33.76	$15,501	$199	$3,666	**$11,835**	n/a	n/a
944/ 946	Gas/Service Station with & without Car Wash	fuel pos.	157.33	ITE 9th Edition (944 & 946 Blend)	1.90	2.40	FL Studies	23%	FL Studies	21.79	1.30	28.33	$13,010	$186	$3,427	**$9,583**	$1,511	534%
947	Self-Service Car Wash	service bay	43.94	Blend ITE 9th & FL Studies	2.18	2.68	FL Studies	68%	FL Studies	20.65	1.30	26.85	$12,326	$171	$3,151	**$9,175**	$6,455	42%
	INDUSTRIAL:																	
110	General Light Industrial	1,000 sf	6.97	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	10.47	1.30	13.61	$7,291	$77	$1,419	**$5,872**	$1,208	386%
120	General Heavy Industrial	1,000 sf	1.50	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	2.25	1.30	2.93	$1,569	$17	$313	**$1,256**	$1,208	4%
140	Manufacturing	1,000 sf	3.82	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	5.74	1.30	7.46	$3,996	$42	$774	**$3,222**	$1,208	167%
150	Warehousing	1,000 sf	3.56	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	5.35	1.30	6.96	$3,724	$40	$737	**$2,987**	$860	247%
151	Mini-Warehouse	1,000 sf	2.15	Blend ITE 9th & FL Studies	3.10	3.60	FL Studies (Pinellas County)	92%	Same as LUC 710	1.94	1.30	2.52	$1,354	$15	$276	**$1,078**	$433	149%
152	High-Cube Warehouse	1,000 sf	1.68	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	2.52	1.30	3.28	$1,757	$19	$350	**$1,407**	n/a	n/a

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) Source: Hillsborough County Department of Development Services; Fees shown for Zone 7
3) The ITE 9th 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 trip generation rates recommended for the offices and shopping centers use the end-point regression value
5) In the case of shopping centers with up to 300,000 square feet, fast-food, convenience store, and gas stations located on outparcels should be charged separately using their individual categories, as opposed to the general shopping center rate

Table D-3
Mobility Fee Schedule – Urban Area; ½% Sales Tax

Gasoline Tax						Unit Cost per Lane Mile:	$4,962,000							Interstate/Toll Facility Adjustment Factor:	36.6%			
$$ per gallon to capital:	$0.387		City Revenues:	$0.021		Average PMC per Lane Mile:	12,350	12,350						Cost per PMC:	$401.78			
Facility life (years):	25		County Revenues:	$0.247		Fuel Efficiency:	18.18 mpg											
Interest rate:	2.50%		State Revenues:	$0.119		Effectivedays 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 Gas Tax	Gas Tax Credit	Net Mobility Fee	Current Impact Fee Zone 7[2]	% Change
	RESIDENTIAL:																	
210	Single Family (Detached) - Less than 1,500 sf & Annual HH Income less than 50% SHIP Definition	du	2.62	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	5.50	1.30	7.15	$2,872	$72	$1,327	**$1,545**	$1,792	-14%
	Single Family (Detached) - Less than 1,500 sf & Annual HH Income between 50-80% SHIP Definition	du	3.96	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	8.31	1.30	10.80	$4,341	$110	$2,027	**$2,314**	$1,792	29%
	Single Family (Detached) - Less than 1,500 sf	du	6.11	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	12.82	1.30	16.67	$6,697	$169	$3,114	**$3,583**	$1,792	100%
	Single Family (Detached) - 1,501 to 2,499 sf	du	7.81	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	16.39	1.30	21.31	$8,561	$216	$3,980	**$4,581**	$1,792	156%
	Single Family (Detached) - 2,500 sf and greater	du	8.76	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	18.38	1.30	23.89	$9,602	$242	$4,459	**$5,143**	$1,792	187%
220	Multi-Family (Apartment); 1-2 Stories - Annual HH Income less than 50% SHIP Definition	du	2.38	Blend ITE 9th & FL Studies	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	3.85	1.30	5.01	$2,010	$52	$958	**$1,052**	$1,242	-15%
	Multi-Family (Apartment); 1-2 Stories - Annual HH Income between 50-80% SHIP Definition	du	3.60	Blend ITE 9th & FL Studies	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	5.82	1.30	7.57	$3,040	$78	$1,437	**$1,603**	$1,242	29%
	Multi-Family (Apartment); 1-2 Stories	du	6.60	Blend ITE 9th & FL Studies	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	10.67	1.30	13.87	$5,573	$144	$2,653	**$2,920**	$1,242	135%
222/ 223	Multi-Family (Apartment); 3+ Stories - Annual HH Income less than 50% SHIP Definition	du	1.49	ITE 9th Edition (weighted avg)	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	2.41	1.30	3.13	$1,258	$32	$590	**$668**	$1,242	-46%
	Multi-Family (Apartment); 3+ Stories - Annual HH Income between 50-80% SHIP Definition	du	2.25	ITE 9th Edition (weighted avg)	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	3.64	1.30	4.73	$1,900	$49	$903	**$997**	$1,242	-20%
	Multi-Family (Apartment); 3+ Stories	du	4.14	ITE 9th Edition (weighted avg)	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	6.69	1.30	8.70	$3,496	$90	$1,658	**$1,838**	$1,242	48%
230	Residential Condominium/Townhouse	du	5.76	Blend ITE 9th & FL Studies	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	9.31	1.30	12.10	$4,864	$125	$2,303	**$2,561**	$1,097	133%
232	High-Rise Condominium; 3+ Stories	du	4.18	ITE 9th Edition	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	6.76	1.30	8.79	$3,530	$91	$1,677	**$1,853**	$1,097	69%
240	Mobile Home Park	du	4.17	FL Studies	4.60	5.10	FL Studies	100%	n/a	6.08	1.30	7.90	$3,176	$83	$1,529	**$1,647**	$901	83%
253	Congregate Care Facility	du	2.25	Blend ITE 9th & FL Studies	3.08	3.58	Same as LUC 210	72%	FL Studies	1.58	1.30	2.05	$826	$23	$424	**$402**	n/a	n/a
	LODGING:																	
310	Hotel	room	6.36	Blend ITE 9th & FL Studies	6.26	6.76	FL Studies	66%	FL Studies	8.33	1.30	10.83	$4,351	$110	$2,027	**$2,324**	$1,546	50%
311	Hotel; All Suites	room	4.90	ITE 9th Edition	6.26	6.76	Same as LUC 310	66%	Same as LUC 310	6.42	1.30	8.35	$3,352	$85	$1,566	**$1,786**	$1,082	65%
320	Motel	room	5.63	ITE 9th Edition	4.34	4.84	FL Studies	77%	FL Studies	5.96	1.30	7.75	$3,115	$82	$1,511	**$1,604**	$1,579	2%
	RECREATION:																	
412	General Recreation	acre	2.28	ITE 9th Edition	5.11	5.61	FL Studies (Pinellas County)	90%	FL Studies (Pinellas County)	3.32	1.30	4.32	$1,736	$45	$829	**$907**	n/a	n/a
416	RV Park[3]	site	1.62	ITE 9th Edition (Adjusted)	4.60	5.10	Same as LUC 240	100%	FL Studies (Pinellas County)	2.36	1.30	3.07	$1,234	$32	$590	**$644**	n/a	n/a
420	Marina	boat berth	2.96	ITE 9th Edition	6.62	7.12	Same as LUC 210	90%	FL Studies (Pinellas County)	5.59	1.30	7.27	$2,920	$74	$1,363	**$1,557**	n/a	n/a
430	Golf Course	hole	35.74	ITE 9th Edition	6.62	7.12	Same as LUC 210	90%	FL Studies (Pinellas County)	67.50	1.30	87.75	$35,257	$890	$16,398	**$18,859**	$4,272	342%
444	Movie Theater	screen	106.63	Blend ITE 6th & FL Studies	2.22	2.72	FL Studies	88%	FL Studies	66.04	1.30	85.85	$34,491	$992	$18,277	**$16,214**	$9,164	77%
492	Health Club	1,000 sf	32.93	ITE 9th Edition	5.15	5.65	Same as LUC 710	94%	FL Studies	50.53	1.30	65.69	$26,395	$679	$12,510	**$13,885**	n/a	n/a

Table D-3 (continued)
Mobility Fee Schedule – Urban Area; ½% Sales Tax

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 Gas Tax	Gas Tax Credit	Net Mobility Fee	Current Impact Fee Zone 7[2]	% Change
	INSTITUTIONS:																	
520	Elementary School (Private)	student	1.29	ITE 9th Edition	4.30	4.80	FL Studies (Pinellas County)	80%	FL Studies (Pinellas County)	1.41	1.30	1.83	$735	$19	$350	**$385**	$61	531%
522	Middle School (Private)	student	1.62	ITE 9th Edition	4.30	4.80	FL Studies (Pinellas County)	90%	FL Studies (Pinellas County)	1.99	1.30	2.59	$1,038	$27	$497	**$541**	n/a	n/a
530	High School (Private)	student	1.71	ITE 9th Edition	4.30	4.80	FL Studies (Pinellas County)	90%	FL Studies (Pinellas County)	2.10	1.30	2.73	$1,096	$29	$534	**$562**	n/a	n/a
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%	FL Studies (Pinellas County)	3.78	1.30	4.91	$1,973	$50	$921	**$1,052**	n/a	n/a
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%	FL Studies (Pinellas County)	2.83	1.30	3.68	$1,480	$37	$682	**$798**	n/a	n/a
560	Church	1,000 sf	9.11	ITE 9th Edition	3.90	4.40	FL Studies (Pinellas County)	90%	FL Studies (Pinellas County)	10.14	1.30	13.18	$5,294	$140	$2,579	**$2,715**	$544	399%
565	Day Care Center	1,000 sf	71.88	Blend ITE 9th & FL Studies	2.03	2.53	FL Studies	73%	FL Studies	33.77	1.30	43.90	$17,637	$516	$9,507	**$8,130**	$1,500	442%
610	Hospital	1,000 sf	13.22	ITE 9th Edition	6.62	7.12	Same as LUC 210	77%	FL Studies (Pinellas County)	21.36	1.30	27.77	$11,158	$282	$5,196	**$5,962**	unit change	n/a
620	Nursing Home	bed	2.76	Blend ITE 9th & FL Studies	2.59	3.09	FL Studies	89%	FL Studies	2.02	1.30	2.63	$1,053	$29	$534	**$519**	$194	168%
630	Clinic	1,000 sf	33.22	Blend ITE 9th & FL Studies	5.10	5.60	FL Studies	93%	FL Studies	49.95	1.30	64.94	$26,088	$672	$12,381	**$13,707**	$1,880	629%
	OFFICE:																	
710	General Office 50,000 sq ft or less[4]	1,000 sf	15.50	ITE 9th equation	5.15	5.65	FL Studies	92%	FL Studies	23.28	1.30	30.26	$12,160	$313	$5,767	**$6,393**	$3,728	72%
	General Office 50,001-100,000 sq ft[4]	1,000 sf	13.13	ITE 9th equation	5.15	5.65	FL Studies	92%	FL Studies	19.72	1.30	25.64	$10,300	$265	$4,882	**$5,418**	$2,300	136%
	General Office 100,001-200,000 sq ft[4]	1,000 sf	11.12	ITE 9th equation	5.15	5.65	FL Studies	92%	FL Studies	16.70	1.30	21.71	$8,724	$225	$4,145	**$4,579**	$1,958	134%
	General Office 200,001-400,000 sq ft[4]	1,000 sf	9.41	ITE 9th equation	5.15	5.65	FL Studies	92%	FL Studies	14.13	1.30	18.37	$7,382	$190	$3,501	**$3,881**	$1,958	98%
	General Office greater that 400,000 sq ft[4]	1,000 sf	8.54	ITE 9th equation	5.15	5.65	FL Studies	92%	FL Studies	12.83	1.30	16.68	$6,700	$172	$3,169	**$3,531**	$1,958	80%
715	Single Tenant Office Building	1,000 sf	11.65	ITE 9th equation	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	17.50	1.30	22.75	$9,139	$235	$4,330	**$4,809**	$2,005	140%
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	37.31	1.30	48.50	$19,489	$498	$9,175	**$10,314**	$6,262	65%
720	Medical Office greater than 10,000 sq ft	1,000 sf	34.72	Blend ITE 9th & FL Studies	5.55	6.05	FL Studies	89%	FL Studies	54.37	1.30	70.68	$28,396	$726	$13,376	**$15,020**	$6,262	140%
	RETAIL:																	
813	Discount Superstore	1,000 sf	50.82	ITE 9th Edition	2.40	2.90	Same as LUC 820 (50k-200k sq ft)	67%	Same as LUC 820 (50k-200k sq ft)	25.90	1.30	33.67	$13,530	$384	$7,075	**$6,455**	$2,807	130%
815	Discount Store; Free-Standing	1,000 sf	57.24	ITE 9th Edition	2.40	2.90	Same as LUC 820 (50k-200k sq ft)	67%	Same as LUC 820 (50k-200k sq ft)	29.18	1.30	37.93	$15,240	$432	$7,959	**$7,281**	$3,384	115%
820	Shopping Center 50,000 sq ft or less[4][5]	1,000 sfgla	86.56	ITE 9th equation	1.87	2.37	TL Regression	56%	FL Curve	28.73	1.30	37.35	$15,009	$446	$8,217	**$6,792**	$1,565	334%
	Shopping Center 50,001-200,000 sq ft[4][5]	1,000 sfgla	53.28	ITE 9th equation	2.40	2.90	TL Regression	67%	FL Curve	27.16	1.30	35.31	$14,185	$402	$7,407	**$6,778**	$3,181	113%
	Shopping Center 200,001-400,000 sq ft[4][5]	1,000 sfgla	41.80	ITE 9th equation	2.64	3.14	TL Regression	73%	FL Curve	25.54	1.30	33.20	$13,338	$372	$6,854	**$6,484**	$5,504	18%
	Shopping Center greater than 400,000 sq ft[4][5]	1,000 sfgla	36.27	ITE 9th equation	2.87	3.37	TL Regression	76%	FL Curve	25.08	1.30	32.60	$13,099	$361	$6,651	**$6,448**	$5,504	17%
841	New/Used Auto Sales	1,000 sf	28.25	Blend ITE 9th & FL Studies	4.60	5.10	FL Studies	79%	FL Studies	32.54	1.30	42.30	$16,998	$442	$8,144	**$8,854**	$4,482	98%
853	Convenience Market w/Gasoline	1,000 sf	775.14	Blend ITE 9th & FL Studies	1.51	2.01	FL Studies	28%	FL Studies	103.89	1.30	135.06	$54,263	$1,695	$31,229	**$23,034**	$7,581	204%

Table D-3 (continued)
Mobility Fee Schedule – Urban Area; ½% Sales Tax

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 Gas Tax	Gas Tax Credit	Net Mobility Fee	Current Impact Fee Zone 7[2]	% Change
	RETAIL:																	
857	Discount Club	1,000 sf	41.80	ITE 9th Edition	2.40	2.90	Same as LUC 820 (50k-200k sq ft)	67%	Same as LUC 820 (50k-200k sq ft)	21.31	1.30	27.70	$11,129	$316	$5,822	**$5,307**	$2,498	112%
862	Home Improvement Superstore	1,000 sf	30.74	ITE 9th Edition	2.40	2.90	Same as LUC 820 (50k-200k sq ft)	67%	Same as LUC 820 (50k-200k sq ft)	15.67	1.30	20.37	$8,184	$232	$4,274	**$3,910**	$2,095	87%
863	Electronics Superstore	1,000 sf	45.04	ITE 9th Edition	1.87	2.37	Same as LUC 820 (50k sq ft or less)	56%	Same as LUC 820 (50k sq ft or less)	14.95	1.30	19.44	$7,809	$232	$4,274	**$3,535**	$2,692	31%
880/ 881	Pharmacy/Drug Store with & without Drive-Thru	1,000 sf	95.96	Blend ITE 9th & FL Studies	2.08	2.58	FL Studies	32%	FL Studies	20.25	1.30	26.33	$10,575	$308	$5,675	**$4,900**	$5,269	-7%
890	Furniture Store	1,000 sf	5.06	ITE 9th Edition	6.09	6.59	FL Studies	54%	FL Studies	5.27	1.30	6.85	$2,755	$70	$1,290	**$1,465**	$605	142%
912	Bank/Savings Drive-In	1,000 sf	159.34	Blend ITE 9th & FL Studies	2.46	2.96	FL Studies	46%	FL Studies	57.16	1.30	74.31	$29,855	$843	$15,532	**$14,323**	$15,850	-10%
931	Quality Restaurant	1,000 sf	91.10	Blend ITE 9th & FL Studies	3.14	3.64	FL Studies	77%	FL Studies	69.82	1.30	90.77	$36,470	$992	$18,277	**$18,193**	$10,752	69%
932	High-Turn Over Restaurant	1,000 sf	116.60	Blend ITE 9th & FL Studies	3.17	3.67	FL Studies	71%	FL Studies	83.19	1.30	108.15	$43,452	$1,180	$21,741	**$21,711**	$7,790	179%
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	511.00	Blend ITE 9th & FL Studies	2.05	2.55	FL Studies	58%	FL Studies	192.60	1.30	250.38	$100,599	$2,936	$54,094	**$46,505**	$9,389	395%
942	Automobile Care Center	1,000 sf	31.43	Blend ITE 9th & FL Studies	3.62	4.12	FL Studies	72%	FL Studies	25.97	1.30	33.76	$13,564	$362	$6,670	**$6,894**	n/a	n/a
944/ 946	Gas/Service Station with & without Car Wash	fuel pos.	157.33	ITE 9th Edition (944 & 946 Blend)	1.90	2.40	FL Studies	23%	FL Studies	21.79	1.30	28.33	$11,384	$337	$6,209	**$5,175**	$1,511	243%
947	Self-Service Car Wash	service bay	43.94	Blend ITE 9th & FL Studies	2.18	2.68	FL Studies	68%	FL Studies	20.65	1.30	26.85	$10,785	$311	$5,730	**$5,055**	$6,455	-22%
	INDUSTRIAL:																	
110	General Light Industrial	1,000 sf	6.97	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	10.47	1.30	13.61	$5,468	$141	$2,598	**$2,870**	$1,208	138%
120	General Heavy Industrial	1,000 sf	1.50	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	2.25	1.30	2.93	$1,177	$30	$553	**$624**	$1,208	-48%
140	Manufacturing	1,000 sf	3.82	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	5.74	1.30	7.46	$2,997	$77	$1,419	**$1,578**	$1,208	31%
150	Warehousing	1,000 sf	3.56	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	5.35	1.30	6.96	$2,793	$72	$1,327	**$1,466**	$860	71%
151	Mini-Warehouse	1,000 sf	2.15	Blend ITE 9th & FL Studies	3.10	3.60	FL Studies (Pinellas County)	92%	Same as LUC 710	1.94	1.30	2.52	$1,015	$28	$516	**$499**	$433	15%
152	High-Cube Warehouse	1,000 sf	1.68	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	2.52	1.30	3.28	$1,318	$34	$626	**$692**	n/a	n/a

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) Source: Hillsborough County Department of Development Services; Fees shown for Zone 7
3) The ITE 9th 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 trip generation rates recommended for the offices and shopping centers use the end-point regression value
5) In the case of shopping centers with up to 300,000 square feet, fast-food, convenience store, and gas stations located on outparcels should be charged separately using their individual categories, as opposed to the general shopping center rate

Table D-4
Mobility Fee Schedule – Rural Area; ½% Sales Tax

Gasoline Tax						Unit Cost per Lane Mile:	$4,962,000							Interstate/Toll Facility Adjustment Factor:	36.6%			
$$ per gallon to capital:	$0.387		City Revenues:	$0.021		Average PMC per Lane Mile:	9,263	10,806						Cost per PMC (Residential/Office/Industrial):	$535.71			
Facility life (years):	25		County Revenues:	$0.247		Fuel Efficiency:	18.18 mpg							Cost per PMC (Other Non-Residential):	$459.18			
Interest rate:	2.50%		State Revenues:	$0.119		Effectivedays 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 Gas Tax	Gas Tax Credit	Net Mobility Fee	Current Impact Fee Zone 7[2]	% Change
	RESIDENTIAL:																	
210	Single Family (Detached) - Less than 1,500 sf & Annual HH Income less than 50% SHIP Definition	du	2.62	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	5.50	1.30	7.15	$3,829	$72	$1,327	**$2,502**	$1,792	40%
	Single Family (Detached) - Less than 1,500 sf & Annual HH Income between 50-80% SHIP Definition	du	3.96	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	8.31	1.30	10.80	$5,787	$110	$2,027	**$3,760**	$1,792	110%
	Single Family (Detached) - Less than 1,500 sf	du	6.11	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	12.82	1.30	16.67	$8,930	$169	$3,114	**$5,816**	$1,792	225%
	Single Family (Detached) - 1,501 to 2,499 sf	du	7.81	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	16.39	1.30	21.31	$11,414	$216	$3,980	**$7,434**	$1,792	315%
	Single Family (Detached) - 2,500 sf and greater	du	8.76	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	18.38	1.30	23.89	$12,802	$242	$4,459	**$8,343**	$1,792	366%
220	Multi-Family (Apartment); 1-2 Stories - Annual HH Income less than 50% SHIP Definition	du	2.38	Blend ITE 9th & FL Studies	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	3.85	1.30	5.01	$2,680	$52	$958	**$1,722**	$1,242	39%
	Multi-Family (Apartment); 1-2 Stories - Annual HH Income between 50-80% SHIP Definition	du	3.60	Blend ITE 9th & FL Studies	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	5.82	1.30	7.57	$4,053	$78	$1,437	**$2,616**	$1,242	111%
	Multi-Family (Apartment); 1-2 Stories	du	6.60	Blend ITE 9th & FL Studies	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	10.67	1.30	13.87	$7,431	$144	$2,653	**$4,778**	$1,242	285%
222/ 223	Multi-Family (Apartment); 3+ Stories - Annual HH Income less than 50% SHIP Definition	du	1.49	ITE 9th Edition (weighted avg)	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	2.41	1.30	3.13	$1,678	$32	$590	**$1,088**	$1,242	-12%
	Multi-Family (Apartment); 3+ Stories - Annual HH Income between 50-80% SHIP Definition	du	2.25	ITE 9th Edition (weighted avg)	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	3.64	1.30	4.73	$2,533	$49	$903	**$1,630**	$1,242	31%
	Multi-Family (Apartment); 3+ Stories	du	4.14	ITE 9th Edition (weighted avg)	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	6.69	1.30	8.70	$4,661	$90	$1,658	**$3,003**	$1,242	142%
230	Residential Condominium/Townhouse	du	5.76	Blend ITE 9th & FL Studies	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	9.31	1.30	12.10	$6,485	$125	$2,303	**$4,182**	$1,097	281%
232	High-Rise Condominium; 3+ Stories	du	4.18	ITE 9th Edition	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	6.76	1.30	8.79	$4,706	$91	$1,677	**$3,029**	$1,097	176%
240	Mobile Home Park	du	4.17	FL Studies	4.60	5.10	FL Studies	100%	n/a	6.08	1.30	7.90	$4,235	$83	$1,529	**$2,706**	$901	200%
253	Congregate Care Facility	du	2.25	Blend ITE 9th & FL Studies	3.08	3.58	Same as LUC 210	72%	FL Studies	1.58	1.30	2.05	$1,102	$23	$424	**$678**	n/a	n/a
	LODGING:																	
310	Hotel	room	6.36	Blend ITE 9th & FL Studies	6.26	6.76	FL Studies	66%	FL Studies	8.33	1.30	10.83	$4,972	$110	$2,027	**$2,945**	$1,546	91%
311	Hotel; All Suites	room	4.90	ITE 9th Edition	6.26	6.76	Same as LUC 310	66%	Same as LUC 310	6.42	1.30	8.35	$3,831	$85	$1,566	**$2,265**	$1,082	109%
320	Motel	room	5.63	ITE 9th Edition	4.34	4.84	FL Studies	77%	FL Studies	5.96	1.30	7.75	$3,560	$82	$1,511	**$2,049**	$1,579	30%
	RECREATION:																	
412	General Recreation	acre	2.28	ITE 9th Edition	5.11	5.61	FL Studies (Pinellas County)	90%	FL Studies (Pinellas County)	3.32	1.30	4.32	$1,984	$45	$829	**$1,155**	n/a	n/a
416	RV Park[3]	site	1.62	ITE 9th Edition (Adjusted)	4.60	5.10	Same as LUC 240	100%	FL Studies (Pinellas County)	2.36	1.30	3.07	$1,410	$32	$590	**$820**	n/a	n/a
420	Marina	boat berth	2.96	ITE 9th Edition	6.62	7.12	Same as LUC 210	90%	FL Studies (Pinellas County)	5.59	1.30	7.27	$3,337	$74	$1,363	**$1,974**	n/a	n/a
430	Golf Course	hole	35.74	ITE 9th Edition	6.62	7.12	Same as LUC 210	90%	FL Studies (Pinellas County)	67.50	1.30	87.75	$40,294	$890	$16,398	**$23,896**	$4,272	459%
444	Movie Theater	screen	106.63	Blend ITE 6th & FL Studies	2.22	2.72	FL Studies	88%	FL Studies	66.04	1.30	85.85	$39,418	$992	$18,277	**$21,141**	$9,164	131%
492	Health Club	1,000 sf	32.93	ITE 9th Edition	5.15	5.65	Same as LUC 710	94%	FL Studies	50.53	1.30	65.69	$30,166	$679	$12,510	**$17,656**	n/a	n/a

Table D-4 (continued)
Mobility Fee Schedule – Rural Area; ½% Sales Tax

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 Gas Tax	Gas Tax Credit	Net Mobility Fee	Current Impact Fee Zone 7[2]	% Change
	INSTITUTIONS:																	
520	Elementary School (Private)	student	1.29	ITE 9th Edition	4.30	4.80	FL Studies (Pinellas County)	80%	FL Studies (Pinellas County)	1.41	1.30	1.83	$840	$19	$350	**$490**	$61	703%
522	Middle School (Private)	student	1.62	ITE 9th Edition	4.30	4.80	FL Studies (Pinellas County)	90%	FL Studies (Pinellas County)	1.99	1.30	2.59	$1,186	$27	$497	**$689**	n/a	n/a
530	High School (Private)	student	1.71	ITE 9th Edition	4.30	4.80	FL Studies (Pinellas County)	90%	FL Studies (Pinellas County)	2.10	1.30	2.73	$1,252	$29	$534	**$718**	n/a	n/a
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%	FL Studies (Pinellas County)	3.78	1.30	4.91	$2,255	$50	$921	**$1,334**	n/a	n/a
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%	FL Studies (Pinellas County)	2.83	1.30	3.68	$1,691	$37	$682	**$1,009**	n/a	n/a
560	Church	1,000 sf	9.11	ITE 9th Edition	3.90	4.40	FL Studies (Pinellas County)	90%	FL Studies (Pinellas County)	10.14	1.30	13.18	$6,051	$140	$2,579	**$3,472**	$544	538%
565	Day Care Center	1,000 sf	71.88	Blend ITE 9th & FL Studies	2.03	2.53	FL Studies	73%	FL Studies	33.77	1.30	43.90	$20,156	$516	$9,507	**$10,649**	$1,500	610%
610	Hospital	1,000 sf	13.22	ITE 9th Edition	6.62	7.12	Same as LUC 210	77%	FL Studies (Pinellas County)	21.36	1.30	27.77	$12,752	$282	$5,196	**$7,556**	unit change	n/a
620	Nursing Home	bed	2.76	Blend ITE 9th & FL Studies	2.59	3.09	FL Studies	89%	FL Studies	2.02	1.30	2.63	$1,204	$29	$534	**$670**	$194	245%
630	Clinic	1,000 sf	33.22	Blend ITE 9th & FL Studies	5.10	5.60	FL Studies	93%	FL Studies	49.95	1.30	64.94	$29,815	$672	$12,381	**$17,434**	$1,880	827%
	OFFICE:																	
710	General Office 50,000 sq ft or less[4]	1,000 sf	15.50	ITE 9th equation	5.15	5.65	FL Studies	92%	FL Studies	23.28	1.30	30.26	$16,213	$313	$5,767	**$10,446**	$3,728	180%
	General Office 50,001-100,000 sq ft[4]	1,000 sf	13.13	ITE 9th equation	5.15	5.65	FL Studies	92%	FL Studies	19.72	1.30	25.64	$13,734	$265	$4,882	**$8,852**	$2,300	285%
	General Office 100,001-200,000 sq ft[4]	1,000 sf	11.12	ITE 9th equation	5.15	5.65	FL Studies	92%	FL Studies	16.70	1.30	21.71	$11,631	$225	$4,145	**$7,486**	$1,958	282%
	General Office 200,001-400,000 sq ft[4]	1,000 sf	9.41	ITE 9th equation	5.15	5.65	FL Studies	92%	FL Studies	14.13	1.30	18.37	$9,843	$190	$3,501	**$6,342**	$1,958	224%
	General Office greater that 400,000 sq ft[4]	1,000 sf	8.54	ITE 9th equation	5.15	5.65	FL Studies	92%	FL Studies	12.83	1.30	16.68	$8,933	$172	$3,169	**$5,764**	$1,958	194%
715	Single Tenant Office Building	1,000 sf	11.65	ITE 9th equation	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	17.50	1.30	22.75	$12,186	$235	$4,330	**$7,856**	$2,005	292%
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	37.31	1.30	48.50	$25,986	$498	$9,175	**$16,811**	$6,262	169%
720	Medical Office greater than 10,000 sq ft	1,000 sf	34.72	Blend ITE 9th & FL Studies	5.55	6.05	FL Studies	89%	FL Studies	54.37	1.30	70.68	$37,861	$726	$13,376	**$24,485**	$6,262	291%
	RETAIL:																	
813	Discount Superstore	1,000 sf	50.82	ITE 9th Edition	2.40	2.90	Same as LUC 820 (50k-200k sq ft)	67%	Same as LUC 820 (50k-200k sq ft)	25.90	1.30	33.67	$15,463	$384	$7,075	**$8,388**	$2,807	199%
815	Discount Store; Free-Standing	1,000 sf	57.24	ITE 9th Edition	2.40	2.90	Same as LUC 820 (50k-200k sq ft)	67%	Same as LUC 820 (50k-200k sq ft)	29.18	1.30	37.93	$17,417	$432	$7,959	**$9,458**	$3,384	180%
820	Shopping Center 50,000 sq ft or less[4][5]	1,000 sfgla	86.56	ITE 9th equation	1.87	2.37	TL Regression	56%	FL Curve	28.73	1.30	37.35	$17,153	$446	$8,217	**$8,936**	$1,565	471%
	Shopping Center 50,001-200,000 sq ft[4][5]	1,000 sfgla	53.28	ITE 9th equation	2.40	2.90	TL Regression	67%	FL Curve	27.16	1.30	35.31	$16,212	$402	$7,407	**$8,805**	$3,181	177%
	Shopping Center 200,001-400,000 sq ft[4][5]	1,000 sfgla	41.80	ITE 9th equation	2.64	3.14	TL Regression	73%	FL Curve	25.54	1.30	33.20	$15,244	$372	$6,854	**$8,390**	$5,504	52%
	Shopping Center greater than 400,000 sq ft[4][5]	1,000 sfgla	36.27	ITE 9th equation	2.87	3.37	TL Regression	76%	FL Curve	25.08	1.30	32.60	$14,970	$361	$6,651	**$8,319**	$5,504	51%
841	New/Used Auto Sales	1,000 sf	28.25	Blend ITE 9th & FL Studies	4.60	5.10	FL Studies	79%	FL Studies	32.54	1.30	42.30	$19,426	$442	$8,144	**$11,282**	$4,482	152%
853	Convenience Market w/Gasoline	1,000 sf	775.14	Blend ITE 9th & FL Studies	1.51	2.01	FL Studies	28%	FL Studies	103.89	1.30	135.06	$62,015	$1,695	$31,229	**$30,786**	$7,581	306%

Table D-4 (continued)
Mobility Fee Schedule – Rural Area; ½% Sales Tax

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 Gas Tax	Gas Tax Credit	Net Mobility Fee	Current Impact Fee Zone 7[2]	% Change
	RETAIL:																	
857	Discount Club	1,000 sf	41.80	ITE 9th Edition	2.40	2.90	Same as LUC 820 (50k-200k sq ft)	67%	Same as LUC 820 (50k-200k sq ft)	21.31	1.30	27.70	$12,719	$316	$5,822	**$6,897**	$2,498	176%
862	Home Improvement Superstore	1,000 sf	30.74	ITE 9th Edition	2.40	2.90	Same as LUC 820 (50k-200k sq ft)	67%	Same as LUC 820 (50k-200k sq ft)	15.67	1.30	20.37	$9,354	$232	$4,274	**$5,080**	$2,095	143%
863	Electronics Superstore	1,000 sf	45.04	ITE 9th Edition	1.87	2.37	Same as LUC 820 (50k sq ft or less)	56%	Same as LUC 820 (50k sq ft or less)	14.95	1.30	19.44	$8,925	$232	$4,274	**$4,651**	$2,692	73%
880/ 881	Pharmacy/Drug Store with & without Drive-Thru	1,000 sf	95.96	Blend ITE 9th & FL Studies	2.08	2.58	FL Studies	32%	FL Studies	20.25	1.30	26.33	$12,086	$308	$5,675	**$6,411**	$5,269	22%
890	Furniture Store	1,000 sf	5.06	ITE 9th Edition	6.09	6.59	FL Studies	54%	FL Studies	5.27	1.30	6.85	$3,149	$70	$1,290	**$1,859**	$605	207%
912	Bank/Savings Drive-In	1,000 sf	159.34	Blend ITE 9th & FL Studies	2.46	2.96	FL Studies	46%	FL Studies	57.16	1.30	74.31	$34,119	$843	$15,532	**$18,587**	$15,850	17%
931	Quality Restaurant	1,000 sf	91.10	Blend ITE 9th & FL Studies	3.14	3.64	FL Studies	77%	FL Studies	69.82	1.30	90.77	$41,680	$992	$18,277	**$23,403**	$10,752	118%
932	High-Turn Over Restaurant	1,000 sf	116.60	Blend ITE 9th & FL Studies	3.17	3.67	FL Studies	71%	FL Studies	83.19	1.30	108.15	$49,659	$1,180	$21,741	**$27,918**	$7,790	258%
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	511.00	Blend ITE 9th & FL Studies	2.05	2.55	FL Studies	58%	FL Studies	192.60	1.30	250.38	$114,971	$2,936	$54,094	**$60,877**	$9,389	548%
942	Automobile Care Center	1,000 sf	31.43	Blend ITE 9th & FL Studies	3.62	4.12	FL Studies	72%	FL Studies	25.97	1.30	33.76	$15,501	$362	$6,670	**$8,831**	n/a	n/a
944/ 946	Gas/Service Station with & without Car Wash	fuel pos.	157.33	ITE 9th Edition (944 & 946 Blend)	1.90	2.40	FL Studies	23%	FL Studies	21.79	1.30	28.33	$13,010	$337	$6,209	**$6,801**	$1,511	350%
947	Self-Service Car Wash	service bay	43.94	Blend ITE 9th & FL Studies	2.18	2.68	FL Studies	68%	FL Studies	20.65	1.30	26.85	$12,326	$311	$5,730	**$6,596**	$6,455	2%
	INDUSTRIAL:																	
110	General Light Industrial	1,000 sf	6.97	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	10.47	1.30	13.61	$7,291	$141	$2,598	**$4,693**	$1,208	289%
120	General Heavy Industrial	1,000 sf	1.50	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	2.25	1.30	2.93	$1,569	$30	$553	**$1,016**	$1,208	-16%
140	Manufacturing	1,000 sf	3.82	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	5.74	1.30	7.46	$3,996	$77	$1,419	**$2,577**	$1,208	113%
150	Warehousing	1,000 sf	3.56	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	5.35	1.30	6.96	$3,724	$72	$1,327	**$2,397**	$860	179%
151	Mini-Warehouse	1,000 sf	2.15	Blend ITE 9th & FL Studies	3.10	3.60	FL Studies (Pinellas County)	92%	Same as LUC 710	1.94	1.30	2.52	$1,354	$28	$516	**$838**	$433	94%
152	High-Cube Warehouse	1,000 sf	1.68	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	2.52	1.30	3.28	$1,757	$34	$626	**$1,131**	n/a	n/a

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) Source: Hillsborough County Department of Development Services; Fees shown for Zone 7
3) The ITE 9th 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 trip generation rates recommended for the offices and shopping centers use the end-point regression value
5) In the case of shopping centers with up to 300,000 square feet, fast-food, convenience store, and gas stations located on outparcels should be charged separately using their individual categories, as opposed to the general shopping center rate

Table D-5
Mobility Fee Schedule – Urban Area; ½% Sales Tax (20 year lifecycle)

	Gasoline Tax						Unit Cost per Lane Mile:	$4,962,000							Interstate/Toll Facility Adjustment Factor:	36.6%				
	$$ per gallon to capital:	$0.213	$0.174	City Revenues:			Average PMC per Lane Mile:	12,350	12,350						Cost per PMC:	$401.78				
	Facility life (years):	25	20	County Revenues:			Fuel Efficiency:	18.18 mpg												
	Interest rate:	2.50%	2.50%	State Revenues:			Effectivedays 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 Gas Tax	Gas Tax Credit	Annual Sales Tax	Sales Tax Credit	Net Mobility Fee	Current Impact Fee Zone 7[2]	% Change
	RESIDENTIAL:																			
210	Single Family (Detached) - Less than 1,500 sf & Annual HH Income less than 50% SHIP Definition	du	2.62	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	5.50	1.30	7.15	$2,872	$40	$737	$33	$514	**$1,621**	$1,792	-10%
	Single Family (Detached) - Less than 1,500 sf & Annual HH Income between 50-80% SHIP Definition	du	3.96	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	8.31	1.30	10.80	$4,341	$60	$1,105	$49	$764	**$2,472**	$1,792	38%
	Single Family (Detached) - Less than 1,500 sf	du	6.11	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	12.82	1.30	16.67	$6,697	$93	$1,713	$76	$1,185	**$3,799**	$1,792	112%
	Single Family (Detached) - 1,501 to 2,499 sf	du	7.81	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	16.39	1.30	21.31	$8,561	$119	$2,193	$97	$1,512	**$4,856**	$1,792	171%
	Single Family (Detached) - 2,500 sf and greater	du	8.76	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	18.38	1.30	23.89	$9,602	$133	$2,450	$109	$1,699	**$5,453**	$1,792	204%
220	Multi-Family (Apartment); 1-2 Stories - Annual HH Income less than 50% SHIP Definition	du	2.38	Blend ITE 9th & FL Studies	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	3.85	1.30	5.01	$2,010	$28	$516	$23	$359	**$1,135**	$1,242	-9%
	Multi-Family (Apartment); 1-2 Stories - Annual HH Income between 50-80% SHIP Definition	du	3.60	Blend ITE 9th & FL Studies	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	5.82	1.30	7.57	$3,040	$43	$792	$35	$546	**$1,702**	$1,242	37%
	Multi-Family (Apartment); 1-2 Stories	du	6.60	Blend ITE 9th & FL Studies	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	10.67	1.30	13.87	$5,573	$79	$1,456	$65	$1,013	**$3,104**	$1,242	150%
222/ 223	Multi-Family (Apartment); 3+ Stories - Annual HH Income less than 50% SHIP Definition	du	1.49	ITE 9th Edition (weighted avg)	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	2.41	1.30	3.13	$1,258	$18	$332	$15	$234	**$692**	$1,242	-44%
	Multi-Family (Apartment); 3+ Stories - Annual HH Income between 50-80% SHIP Definition	du	2.25	ITE 9th Edition (weighted avg)	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	3.64	1.30	4.73	$1,900	$27	$497	$22	$343	**$1,060**	$1,242	-15%
	Multi-Family (Apartment); 3+ Stories	du	4.14	ITE 9th Edition (weighted avg)	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	6.69	1.30	8.70	$3,496	$50	$921	$40	$624	**$1,951**	$1,242	57%
230	Residential Condominium/Townhouse	du	5.76	Blend ITE 9th & FL Studies	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	9.31	1.30	12.10	$4,864	$69	$1,271	$56	$873	**$2,720**	$1,097	148%
232	High-Rise Condominium; 3+ Stories	du	4.18	ITE 9th Edition	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	6.76	1.30	8.79	$3,530	$50	$921	$41	$639	**$1,970**	$1,097	80%
240	Mobile Home Park	du	4.17	FL Studies	4.60	5.10	FL Studies	100%	n/a	6.08	1.30	7.90	$3,176	$45	$829	$37	$577	**$1,770**	$901	97%
253	Congregate Care Facility	du	2.25	Blend ITE 9th & FL Studies	3.08	3.58	Same as LUC 210	72%	FL Studies	1.58	1.30	2.05	$826	$12	$221	$10	$156	**$449**	n/a	n/a
	LODGING:																			
310	Hotel	room	6.36	Blend ITE 9th & FL Studies	6.26	6.76	FL Studies	66%	FL Studies	8.33	1.30	10.83	$4,351	$61	$1,124	$50	$779	**$2,448**	$1,546	58%
311	Hotel; All Suites	room	4.90	ITE 9th Edition	6.26	6.76	Same as LUC 310	66%	Same as LUC 310	6.42	1.30	8.35	$3,352	$47	$866	$38	$592	**$1,894**	$1,082	75%
320	Motel	room	5.63	ITE 9th Edition	4.34	4.84	FL Studies	77%	FL Studies	5.96	1.30	7.75	$3,115	$45	$829	$37	$577	**$1,709**	$1,579	8%
	RECREATION:																			
412	General Recreation	acre	2.28	ITE 9th Edition	5.11	5.61	FL Studies (Pinellas County)	90%	FL Studies (Pinellas County)	3.32	1.30	4.32	$1,736	$25	$461	$20	$312	**$963**	n/a	n/a
416	RV Park[3]	site	1.62	ITE 9th Edition (Adjusted)	4.60	5.10	Same as LUC 240	100%	FL Studies (Pinellas County)	2.36	1.30	3.07	$1,234	$18	$332	$14	$218	**$684**	n/a	n/a
420	Marina	boat berth	2.96	ITE 9th Edition	6.62	7.12	Same as LUC 210	90%	FL Studies (Pinellas County)	5.59	1.30	7.27	$2,920	$41	$755	$33	$514	**$1,651**	n/a	n/a
430	Golf Course	hole	35.74	ITE 9th Edition	6.62	7.12	Same as LUC 210	90%	FL Studies (Pinellas County)	67.50	1.30	87.75	$35,257	$490	$9,028	$400	$6,236	**$19,993**	$4,272	368%
444	Movie Theater	screen	106.63	Blend ITE 6th & FL Studies	2.22	2.72	FL Studies	88%	FL Studies	66.04	1.30	85.85	$34,491	$546	$10,060	$446	$6,953	**$17,478**	$9,164	91%
492	Health Club	1,000 sf	32.93	ITE 9th Edition	5.15	5.65	Same as LUC 710	94%	FL Studies	50.53	1.30	65.69	$26,395	$374	$6,891	$305	$4,755	**$14,749**	n/a	n/a

Table D-5 (continued)
Mobility Fee Schedule – Urban Area; ½% Sales Tax (20 year lifecycle)

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 Gas Tax	Gas Tax Credit	Annual Sales Tax	Sales Tax Credit	Net Mobility Fee	Current Impact Fee Zone 7[2]	% Change
	INSTITUTIONS:																			
520	Elementary School (Private)	student	1.29	ITE 9th Edition	4.30	4.80	FL Studies (Pinellas County)	80%	FL Studies (Pinellas County)	1.41	1.30	1.83	$735	$11	$203	$9	$140	**$392**	$61	543%
522	Middle School (Private)	student	1.62	ITE 9th Edition	4.30	4.80	FL Studies (Pinellas County)	90%	FL Studies (Pinellas County)	1.99	1.30	2.59	$1,038	$15	$276	$12	$187	**$575**	n/a	n/a
530	High School (Private)	student	1.71	ITE 9th Edition	4.30	4.80	FL Studies (Pinellas County)	90%	FL Studies (Pinellas County)	2.10	1.30	2.73	$1,096	$16	$295	$13	$203	**$598**	n/a	n/a
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%	FL Studies (Pinellas County)	3.78	1.30	4.91	$1,973	$27	$497	$22	$343	**$1,133**	n/a	n/a
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%	FL Studies (Pinellas County)	2.83	1.30	3.68	$1,480	$21	$387	$17	$265	**$828**	n/a	n/a
560	Church	1,000 sf	9.11	ITE 9th Edition	3.90	4.40	FL Studies (Pinellas County)	90%	FL Studies (Pinellas County)	10.14	1.30	13.18	$5,294	$77	$1,419	$63	$982	**$2,893**	$544	432%
565	Day Care Center	1,000 sf	71.88	Blend ITE 9th & FL Studies	2.03	2.53	FL Studies	73%	FL Studies	33.77	1.30	43.90	$17,637	$284	$5,233	$232	$3,617	**$8,787**	$1,500	486%
610	Hospital	1,000 sf	13.22	ITE 9th Edition	6.62	7.12	Same as LUC 210	77%	FL Studies (Pinellas County)	21.36	1.30	27.77	$11,158	$155	$2,856	$127	$1,980	**$6,322**	unit change	n/a
620	Nursing Home	bed	2.76	Blend ITE 9th & FL Studies	2.59	3.09	FL Studies	89%	FL Studies	2.02	1.30	2.63	$1,053	$16	$295	$13	$203	**$555**	$194	186%
630	Clinic	1,000 sf	33.22	Blend ITE 9th & FL Studies	5.10	5.60	FL Studies	93%	FL Studies	49.95	1.30	64.94	$26,088	$370	$6,817	$302	$4,708	**$14,563**	$1,880	675%
	OFFICE:																			
710	General Office 50,000 sq ft or less[4]	1,000 sf	15.50	ITE 9th equation	5.15	5.65	FL Studies	92%	FL Studies	23.28	1.30	30.26	$12,160	$172	$3,169	$141	$2,198	**$6,793**	$3,728	82%
	General Office 50,001-100,000 sq ft[4]	1,000 sf	13.13	ITE 9th equation	5.15	5.65	FL Studies	92%	FL Studies	19.72	1.30	25.64	$10,300	$146	$2,690	$119	$1,855	**$5,755**	$2,300	150%
	General Office 100,001-200,000 sq ft[4]	1,000 sf	11.12	ITE 9th equation	5.15	5.65	FL Studies	92%	FL Studies	16.70	1.30	21.71	$8,724	$124	$2,285	$101	$1,575	**$4,864**	$1,958	148%
	General Office 200,001-400,000 sq ft[4]	1,000 sf	9.41	ITE 9th equation	5.15	5.65	FL Studies	92%	FL Studies	14.13	1.30	18.37	$7,382	$105	$1,935	$85	$1,325	**$4,122**	$1,958	111%
	General Office greater that 400,000 sq ft[4]	1,000 sf	8.54	ITE 9th equation	5.15	5.65	FL Studies	92%	FL Studies	12.83	1.30	16.68	$6,700	$95	$1,750	$78	$1,216	**$3,734**	$1,958	91%
715	Single Tenant Office Building	1,000 sf	11.65	ITE 9th equation	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	17.50	1.30	22.75	$9,139	$129	$2,377	$106	$1,652	**$5,110**	$2,005	155%
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	37.31	1.30	48.50	$19,489	$274	$5,048	$224	$3,492	**$10,949**	$6,262	75%
720	Medical Office greater than 10,000 sq ft	1,000 sf	34.72	Blend ITE 9th & FL Studies	5.55	6.05	FL Studies	89%	FL Studies	54.37	1.30	70.68	$28,396	$400	$7,370	$327	$5,098	**$15,928**	$6,262	154%
	RETAIL:																			
813	Discount Superstore	1,000 sf	50.82	ITE 9th Edition	2.40	2.90	Same as LUC 820 (50k-200k sq ft)	67%	Same as LUC 820 (50k-200k sq ft)	25.90	1.30	33.67	$13,530	$211	$3,888	$172	$2,681	**$6,961**	$2,807	148%
815	Discount Store; Free-Standing	1,000 sf	57.24	ITE 9th Edition	2.40	2.90	Same as LUC 820 (50k-200k sq ft)	67%	Same as LUC 820 (50k-200k sq ft)	29.18	1.30	37.93	$15,240	$238	$4,385	$194	$3,024	**$7,831**	$3,384	131%
820	Shopping Center 50,000 sq ft or less[4][5]	1,000 sfgla	86.56	ITE 9th equation	1.87	2.37	TL Regression	56%	FL Curve	28.73	1.30	37.35	$15,009	$246	$4,532	$201	$3,133	**$7,344**	$1,565	369%
	Shopping Center 50,001-200,000 sq ft[4][5]	1,000 sfgla	53.28	ITE 9th equation	2.40	2.90	TL Regression	67%	FL Curve	27.16	1.30	35.31	$14,185	$221	$4,072	$181	$2,822	**$7,291**	$3,181	129%
	Shopping Center 200,001-400,000 sq ft[4][5]	1,000 sfgla	41.80	ITE 9th equation	2.64	3.14	TL Regression	73%	FL Curve	25.54	1.30	33.20	$13,338	$205	$3,777	$167	$2,603	**$6,958**	$5,504	26%
	Shopping Center greater than 400,000 sq ft[4][5]	1,000 sfgla	36.27	ITE 9th equation	2.87	3.37	TL Regression	76%	FL Curve	25.08	1.30	32.60	$13,099	$199	$3,666	$162	$2,525	**$6,908**	$5,504	26%
841	New/Used Auto Sales	1,000 sf	28.25	Blend ITE 9th & FL Studies	4.60	5.10	FL Studies	79%	FL Studies	32.54	1.30	42.30	$16,998	$243	$4,477	$199	$3,102	**$9,419**	$4,482	110%
853	Convenience Market w/Gasoline	1,000 sf	775.14	Blend ITE 9th & FL Studies	1.51	2.01	FL Studies	28%	FL Studies	103.89	1.30	135.06	$54,263	$933	$17,190	$762	$11,879	**$25,194**	$7,581	232%

Table D-5 (continued)
Mobility Fee Schedule – Urban Area; ½% Sales Tax (20 year lifecycle)

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 Gas Tax	Gas Tax Credit	Annual Sales Tax	Sales Tax Credit	Net Mobility Fee	Current Impact Fee Zone 7[2]	% Change
	RETAIL:																			
857	Discount Club	1,000 sf	41.80	ITE 9th Edition	2.40	2.90	Same as LUC 820 (50k-200k sq ft)	67%	Same as LUC 820 (50k-200k sq ft)	21.31	1.30	27.70	$11,129	$174	$3,206	$142	$2,214	**$5,709**	$2,498	129%
862	Home Improvement Superstore	1,000 sf	30.74	ITE 9th Edition	2.40	2.90	Same as LUC 820 (50k-200k sq ft)	67%	Same as LUC 820 (50k-200k sq ft)	15.67	1.30	20.37	$8,184	$128	$2,358	$104	$1,621	**$4,205**	$2,095	101%
863	Electronics Superstore	1,000 sf	45.04	ITE 9th Edition	1.87	2.37	Same as LUC 820 (50k sq ft or less)	56%	Same as LUC 820 (50k sq ft or less)	14.95	1.30	19.44	$7,809	$128	$2,358	$104	$1,621	**$3,830**	$2,692	42%
880/ 881	Pharmacy/Drug Store with & without Drive-Thru	1,000 sf	95.96	Blend ITE 9th & FL Studies	2.08	2.58	FL Studies	32%	FL Studies	20.25	1.30	26.33	$10,575	$169	$3,114	$138	$2,151	**$5,310**	$5,269	1%
890	Furniture Store	1,000 sf	5.06	ITE 9th Edition	6.09	6.59	FL Studies	54%	FL Studies	5.27	1.30	6.85	$2,755	$39	$719	$31	$483	**$1,553**	$605	157%
912	Bank/Savings Drive-In	1,000 sf	159.34	Blend ITE 9th & FL Studies	2.46	2.96	FL Studies	46%	FL Studies	57.16	1.30	74.31	$29,855	$464	$8,549	$379	$5,908	**$15,398**	$15,850	-3%
931	Quality Restaurant	1,000 sf	91.10	Blend ITE 9th & FL Studies	3.14	3.64	FL Studies	77%	FL Studies	69.82	1.30	90.77	$36,470	$546	$10,060	$446	$6,953	**$19,457**	$10,752	81%
932	High-Turn Over Restaurant	1,000 sf	116.60	Blend ITE 9th & FL Studies	3.17	3.67	FL Studies	71%	FL Studies	83.19	1.30	108.15	$43,452	$650	$11,976	$531	$8,278	**$23,198**	$7,790	198%
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	511.00	Blend ITE 9th & FL Studies	2.05	2.55	FL Studies	58%	FL Studies	192.60	1.30	250.38	$100,599	$1,616	$29,774	$1,320	$20,578	**$50,247**	$9,389	435%
942	Automobile Care Center	1,000 sf	31.43	Blend ITE 9th & FL Studies	3.62	4.12	FL Studies	72%	FL Studies	25.97	1.30	33.76	$13,564	$199	$3,666	$163	$2,541	**$7,357**	n/a	n/a
944/ 946	Gas/Service Station with & without Car Wash	fuel pos.	157.33	ITE 9th Edition (944 & 946 Blend)	1.90	2.40	FL Studies	23%	FL Studies	21.79	1.30	28.33	$11,384	$186	$3,427	$152	$2,370	**$5,587**	$1,511	270%
947	Self-Service Car Wash	service bay	43.94	Blend ITE 9th & FL Studies	2.18	2.68	FL Studies	68%	FL Studies	20.65	1.30	26.85	$10,785	$171	$3,151	$140	$2,182	**$5,452**	$6,455	-16%
	INDUSTRIAL:																			
110	General Light Industrial	1,000 sf	6.97	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	10.47	1.30	13.61	$5,468	$77	$1,419	$63	$982	**$3,067**	$1,208	154%
120	General Heavy Industrial	1,000 sf	1.50	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	2.25	1.30	2.93	$1,177	$17	$313	$14	$218	**$646**	$1,208	-47%
140	Manufacturing	1,000 sf	3.82	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	5.74	1.30	7.46	$2,997	$42	$774	$35	$546	**$1,677**	$1,208	39%
150	Warehousing	1,000 sf	3.56	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	5.35	1.30	6.96	$2,793	$40	$737	$32	$499	**$1,557**	$860	81%
151	Mini-Warehouse	1,000 sf	2.15	Blend ITE 9th & FL Studies	3.10	3.60	FL Studies (Pinellas County)	92%	Same as LUC 710	1.94	1.30	2.52	$1,015	$15	$276	$12	$187	**$552**	$433	28%
152	High-Cube Warehouse	1,000 sf	1.68	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	2.52	1.30	3.28	$1,318	$19	$350	$15	$234	**$734**	n/a	n/a

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) Source: Hillsborough County Department of Development Services; Fees shown for Zone 7
3) The ITE 9th 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 trip generation rates recommended for the offices and shopping centers use the end-point regression value
5) In the case of shopping centers with up to 300,000 square feet, fast-food, convenience store, and gas stations located on outparcels should be charged separately using their individual categories, as opposed to the general shopping center rate

Table D-6
Mobility Fee Schedule – Rural Area; ½% Sales Tax (20 year lifecycle)

	Gasoline Tax						Unit Cost per Lane Mile:	$4,962,000								Interstate/Toll Facility Adjustment Factor:	36.6%			
	$$ per gallon to capital:	$0.213	$0.174	City Revenues:	-		Average PMC per Lane Mile:	9,263	10,806							Cost per PMC (Residential/Office/Industrial):	$535.71			
	Facility life (years):	25	20	County Revenues:	-		Fuel Efficiency:	18.18	mpg							Cost per PMC (Other Non-Residential):	$459.18			
	Interest rate:	2.50%	2.50%	State Revenues:	-		Effectivedays 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 Gas Tax	Gas Tax Credit	Annual Sales Tax	Sales Tax Credit	Net Mobility Fee	Current Impact Fee Zone 7[2]	% Change
	RESIDENTIAL:																			
210	Single Family (Detached) - Less than 1,500 sf & Annual HH Income less than 50% SHIP Definition	du	2.62	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	5.50	1.30	7.15	$3,829	$40	$737	$33	$514	**$2,578**	$1,792	44%
	Single Family (Detached) - Less than 1,500 sf & Annual HH Income between 50-80% SHIP Definition	du	3.96	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	8.31	1.30	10.80	$5,787	$60	$1,105	$49	$764	**$3,918**	$1,792	119%
	Single Family (Detached) - Less than 1,500 sf	du	6.11	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	12.82	1.30	16.67	$8,930	$93	$1,713	$76	$1,185	**$6,032**	$1,792	237%
	Single Family (Detached) - 1,501 to 2,499 sf	du	7.81	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	16.39	1.30	21.31	$11,414	$119	$2,193	$97	$1,512	**$7,709**	$1,792	330%
	Single Family (Detached) - 2,500 sf and greater	du	8.76	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	18.38	1.30	23.89	$12,802	$133	$2,450	$109	$1,699	**$8,653**	$1,792	383%
220	Multi-Family (Apartment); 1-2 Stories - Annual HH Income less than 50% SHIP Definition	du	2.38	Blend ITE 9th & FL Studies	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	3.85	1.30	5.01	$2,680	$28	$516	$23	$359	**$1,805**	$1,242	45%
	Multi-Family (Apartment); 1-2 Stories - Annual HH Income between 50-80% SHIP Definition	du	3.60	Blend ITE 9th & FL Studies	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	5.82	1.30	7.57	$4,053	$43	$792	$35	$546	**$2,715**	$1,242	119%
	Multi-Family (Apartment); 1-2 Stories	du	6.60	Blend ITE 9th & FL Studies	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	10.67	1.30	13.87	$7,431	$79	$1,456	$65	$1,013	**$4,962**	$1,242	300%
222/ 223	Multi-Family (Apartment); 3+ Stories - Annual HH Income less than 50% SHIP Definition	du	1.49	ITE 9th Edition (weighted avg)	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	2.41	1.30	3.13	$1,678	$18	$332	$15	$234	**$1,112**	$1,242	-10%
	Multi-Family (Apartment); 3+ Stories - Annual HH Income between 50-80% SHIP Definition	du	2.25	ITE 9th Edition (weighted avg)	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	3.64	1.30	4.73	$2,533	$27	$497	$22	$343	**$1,693**	$1,242	36%
	Multi-Family (Apartment); 3+ Stories	du	4.14	ITE 9th Edition (weighted avg)	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	6.69	1.30	8.70	$4,661	$50	$921	$40	$624	**$3,116**	$1,242	151%
230	Residential Condominium/Townhouse	du	5.76	Blend ITE 9th & FL Studies	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	9.31	1.30	12.10	$6,485	$69	$1,271	$56	$873	**$4,341**	$1,097	296%
232	High-Rise Condominium; 3+ Stories	du	4.18	ITE 9th Edition	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	6.76	1.30	8.79	$4,706	$50	$921	$41	$639	**$3,146**	$1,097	187%
240	Mobile Home Park	du	4.17	FL Studies	4.60	5.10	FL Studies	100%	n/a	6.08	1.30	7.90	$4,235	$45	$829	$37	$577	**$2,829**	$901	214%
253	Congregate Care Facility	du	2.25	Blend ITE 9th & FL Studies	3.08	3.58	Same as LUC 210	72%	FL Studies	1.58	1.30	2.05	$1,102	$12	$221	$10	$156	**$725**	n/a	n/a
	LODGING:																			
310	Hotel	room	6.36	Blend ITE 9th & FL Studies	6.26	6.76	FL Studies	66%	FL Studies	8.33	1.30	10.83	$4,972	$61	$1,124	$50	$779	**$3,069**	$1,546	99%
311	Hotel; All Suites	room	4.90	ITE 9th Edition	6.26	6.76	Same as LUC 310	66%	Same as LUC 310	6.42	1.30	8.35	$3,831	$47	$866	$38	$592	**$2,373**	$1,082	119%
320	Motel	room	5.63	ITE 9th Edition	4.34	4.84	FL Studies	77%	FL Studies	5.96	1.30	7.75	$3,560	$45	$829	$37	$577	**$2,154**	$1,579	36%
	RECREATION:																			
412	General Recreation	acre	2.28	ITE 9th Edition	5.11	5.61	FL Studies (Pinellas County)	90%	FL Studies (Pinellas County)	3.32	1.30	4.32	$1,984	$25	$461	$20	$312	**$1,211**	n/a	n/a
416	RV Park[3]	site	1.62	ITE 9th Edition (Adjusted)	4.60	5.10	Same as LUC 240	100%	FL Studies (Pinellas County)	2.36	1.30	3.07	$1,410	$18	$332	$14	$218	**$860**	n/a	n/a
420	Marina	boat berth	2.96	ITE 9th Edition	6.62	7.12	Same as LUC 210	90%	FL Studies (Pinellas County)	5.59	1.30	7.27	$3,337	$41	$755	$33	$514	**$2,068**	n/a	n/a
430	Golf Course	hole	35.74	ITE 9th Edition	6.62	7.12	Same as LUC 210	90%	FL Studies (Pinellas County)	67.50	1.30	87.75	$40,294	$490	$9,028	$400	$6,236	**$25,030**	$4,272	486%
444	Movie Theater	screen	106.63	Blend ITE 6th & FL Studies	2.22	2.72	FL Studies	88%	FL Studies	66.04	1.30	85.85	$39,418	$546	$10,060	$446	$6,953	**$22,405**	$9,164	145%
492	Health Club	1,000 sf	32.93	ITE 9th Edition	5.15	5.65	Same as LUC 710	94%	FL Studies	50.53	1.30	65.69	$30,166	$374	$6,891	$305	$4,755	**$18,520**	n/a	n/a

Table D-6 (continued)
Mobility Fee Schedule – Rural Area; ½% Sales Tax (20 year lifecycle)

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 Gas Tax	Gas Tax Credit	Annual Sales Tax	Sales Tax Credit	Net Mobility Fee	Current Impact Fee Zone 7[2]	% Change
	INSTITUTIONS:																			
520	Elementary School (Private)	student	1.29	ITE 9th Edition	4.30	4.80	FL Studies (Pinellas County)	80%	FL Studies (Pinellas County)	1.41	1.30	1.83	$840	$11	$203	$9	$140	**$497**	$61	715%
522	Middle School (Private)	student	1.62	ITE 9th Edition	4.30	4.80	FL Studies (Pinellas County)	90%	FL Studies (Pinellas County)	1.99	1.30	2.59	$1,186	$15	$276	$12	$187	**$723**	n/a	n/a
530	High School (Private)	student	1.71	ITE 9th Edition	4.30	4.80	FL Studies (Pinellas County)	90%	FL Studies (Pinellas County)	2.10	1.30	2.73	$1,252	$16	$295	$13	$203	**$754**	n/a	n/a
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%	FL Studies (Pinellas County)	3.78	1.30	4.91	$2,255	$27	$497	$22	$343	**$1,415**	n/a	n/a
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%	FL Studies (Pinellas County)	2.83	1.30	3.68	$1,691	$21	$387	$17	$265	**$1,039**	n/a	n/a
560	Church	1,000 sf	9.11	ITE 9th Edition	3.90	4.40	FL Studies (Pinellas County)	90%	FL Studies (Pinellas County)	10.14	1.30	13.18	$6,051	$77	$1,419	$63	$982	**$3,650**	$544	571%
565	Day Care Center	1,000 sf	71.88	Blend ITE 9th & FL Studies	2.03	2.53	FL Studies	73%	FL Studies	33.77	1.30	43.90	$20,156	$284	$5,233	$232	$3,617	**$11,306**	$1,500	654%
610	Hospital	1,000 sf	13.22	ITE 9th Edition	6.62	7.12	Same as LUC 210	77%	FL Studies (Pinellas County)	21.36	1.30	27.77	$12,752	$155	$2,856	$127	$1,980	**$7,916**	unit change	n/a
620	Nursing Home	bed	2.76	Blend ITE 9th & FL Studies	2.59	3.09	FL Studies	89%	FL Studies	2.02	1.30	2.63	$1,204	$16	$295	$13	$203	**$706**	$194	264%
630	Clinic	1,000 sf	33.22	Blend ITE 9th & FL Studies	5.10	5.60	FL Studies	93%	FL Studies	49.95	1.30	64.94	$29,815	$370	$6,817	$302	$4,708	**$18,290**	$1,880	873%
	OFFICE:																			
710	General Office 50,001-100,000 sq ft or less[4]	1,000 sf	15.50	ITE 9th equation	5.15	5.65	FL Studies	92%	FL Studies	23.28	1.30	30.26	$16,213	$172	$3,169	$141	$2,198	**$10,846**	$3,728	191%
	General Office 50,001-100,000 sq ft[4]	1,000 sf	13.13	ITE 9th equation	5.15	5.65	FL Studies	92%	FL Studies	19.72	1.30	25.64	$13,734	$146	$2,690	$119	$1,855	**$9,189**	$2,300	300%
	General Office 100,001-200,000 sq ft[4]	1,000 sf	11.12	ITE 9th equation	5.15	5.65	FL Studies	92%	FL Studies	16.70	1.30	21.71	$11,631	$124	$2,285	$101	$1,575	**$7,771**	$1,958	297%
	General Office 200,001-400,000 sq ft[4]	1,000 sf	9.41	ITE 9th equation	5.15	5.65	FL Studies	92%	FL Studies	14.13	1.30	18.37	$9,843	$105	$1,935	$85	$1,325	**$6,583**	$1,958	236%
	General Office greater that 400,000 sq ft[4]	1,000 sf	8.54	ITE 9th equation	5.15	5.65	FL Studies	92%	FL Studies	12.83	1.30	16.68	$8,933	$95	$1,750	$78	$1,216	**$5,967**	$1,958	205%
715	Single Tenant Office Building	1,000 sf	11.65	ITE 9th equation	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	17.50	1.30	22.75	$12,186	$129	$2,377	$106	$1,652	**$8,157**	$2,005	307%
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	37.31	1.30	48.50	$25,986	$274	$5,048	$224	$3,492	**$17,446**	$6,262	179%
720	Medical Office greater than 10,000 sq ft	1,000 sf	34.72	Blend ITE 9th & FL Studies	5.55	6.05	FL Studies	89%	FL Studies	54.37	1.30	70.68	$37,861	$400	$7,370	$327	$5,098	**$25,393**	$6,262	306%
	RETAIL:																			
813	Discount Superstore	1,000 sf	50.82	ITE 9th Edition	2.40	2.90	Same as LUC 820 (50k-200k sq ft)	67%	Same as LUC 820 (50k-200k sq ft)	25.90	1.30	33.67	$15,463	$211	$3,888	$172	$2,681	**$8,894**	$2,807	217%
815	Discount Store; Free-Standing	1,000 sf	57.24	ITE 9th Edition	2.40	2.90	Same as LUC 820 (50k-200k sq ft)	67%	Same as LUC 820 (50k-200k sq ft)	29.18	1.30	37.93	$17,417	$238	$4,385	$194	$3,024	**$10,008**	$3,384	196%
820	Shopping Center 50,000 sq ft or less[4][5]	1,000 sfgla	86.56	ITE 9th equation	1.87	2.37	TL Regression	56%	FL Curve	28.73	1.30	37.35	$17,153	$246	$4,532	$201	$3,133	**$9,488**	$1,565	506%
	Shopping Center 50,001-200,000 sq ft[4][5]	1,000 sfgla	53.28	ITE 9th equation	2.40	2.90	TL Regression	67%	FL Curve	27.16	1.30	35.31	$16,212	$221	$4,072	$181	$2,822	**$9,318**	$3,181	193%
	Shopping Center 200,001-400,000 sq ft[4][5]	1,000 sfgla	41.80	ITE 9th equation	2.64	3.14	TL Regression	73%	FL Curve	25.54	1.30	33.20	$15,244	$205	$3,777	$167	$2,603	**$8,864**	$5,504	61%
	Shopping Center greater than 400,000 sq ft[4][5]	1,000 sfgla	36.27	ITE 9th equation	2.87	3.37	TL Regression	76%	FL Curve	25.08	1.30	32.60	$14,970	$199	$3,666	$162	$2,525	**$8,779**	$5,504	60%
841	New/Used Auto Sales	1,000 sf	28.25	Blend ITE 9th & FL Studies	4.60	5.10	FL Studies	79%	FL Studies	32.54	1.30	42.30	$19,426	$243	$4,477	$199	$3,102	**$11,847**	$4,482	164%
853	Convenience Market w/Gasoline	1,000 sf	775.14	Blend ITE 9th & FL Studies	1.51	2.01	FL Studies	28%	FL Studies	103.89	1.30	135.06	$62,015	$933	$17,190	$762	$11,879	**$32,946**	$7,581	335%

Table D-6 (continued)
Mobility Fee Schedule – Rural Area; ½% Sales Tax (20 year lifecycle)

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 Gas Tax	Gas Tax Credit	Annual Sales Tax	Sales Tax Credit	Net Mobility Fee	Current Impact Fee Zone 7[2]	% Change
	RETAIL:																			
857	Discount Club	1,000 sf	41.80	ITE 9th Edition	2.40	2.90	Same as LUC 820 (50k-200k sq ft)	67%	Same as LUC 820 (50k-200k sq ft)	21.31	1.30	27.70	$12,719	$174	$3,206	$142	$2,214	**$7,299**	$2,498	192%
862	Home Improvement Superstore	1,000 sf	30.74	ITE 9th Edition	2.40	2.90	Same as LUC 820 (50k-200k sq ft)	67%	Same as LUC 820 (50k-200k sq ft)	15.67	1.30	20.37	$9,354	$128	$2,358	$104	$1,621	**$5,375**	$2,095	157%
863	Electronics Superstore	1,000 sf	45.04	ITE 9th Edition	1.87	2.37	Same as LUC 820 (50k sq ft or less)	56%	Same as LUC 820 (50k sq ft or less)	14.95	1.30	19.44	$8,925	$128	$2,358	$104	$1,621	**$4,946**	$2,692	84%
880/ 881	Pharmacy/Drug Store with & without Drive-Thru	1,000 sf	95.96	Blend ITE 9th & FL Studies	2.08	2.58	FL Studies	32%	FL Studies	20.25	1.30	26.33	$12,086	$169	$3,114	$138	$2,151	**$6,821**	$5,269	30%
890	Furniture Store	1,000 sf	5.06	ITE 9th Edition	6.09	6.59	FL Studies	54%	FL Studies	5.27	1.30	6.85	$3,149	$39	$719	$31	$483	**$1,947**	$605	222%
912	Bank/Savings Drive-In	1,000 sf	159.34	Blend ITE 9th & FL Studies	2.46	2.96	FL Studies	46%	FL Studies	57.16	1.30	74.31	$34,119	$464	$8,549	$379	$5,908	**$19,662**	$15,850	24%
931	Quality Restaurant	1,000 sf	91.10	Blend ITE 9th & FL Studies	3.14	3.64	FL Studies	77%	FL Studies	69.82	1.30	90.77	$41,680	$546	$10,060	$446	$6,953	**$24,667**	$10,752	129%
932	High-Turn Over Restaurant	1,000 sf	116.60	Blend ITE 9th & FL Studies	3.17	3.67	FL Studies	71%	FL Studies	83.19	1.30	108.15	$49,659	$650	$11,976	$531	$8,278	**$29,405**	$7,790	278%
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	511.00	Blend ITE 9th & FL Studies	2.05	2.55	FL Studies	58%	FL Studies	192.60	1.30	250.38	$114,971	$1,616	$29,774	$1,320	$20,578	**$64,619**	$9,389	588%
942	Automobile Care Center	1,000 sf	31.43	Blend ITE 9th & FL Studies	3.62	4.12	FL Studies	72%	FL Studies	25.97	1.30	33.76	$15,501	$199	$3,666	$163	$2,541	**$9,294**	n/a	n/a
944/ 946	Gas/Service Station with & without Car Wash	fuel pos.	157.33	ITE 9th Edition (944 & 946 Blend)	1.90	2.40	FL Studies	23%	FL Studies	21.79	1.30	28.33	$13,010	$186	$3,427	$152	$2,370	**$7,213**	$1,511	377%
947	Self-Service Car Wash	service bay	43.94	Blend ITE 9th & FL Studies	2.18	2.68	FL Studies	68%	FL Studies	20.65	1.30	26.85	$12,326	$171	$3,151	$140	$2,182	**$6,993**	$6,455	8%
	INDUSTRIAL:																			
110	General Light Industrial	1,000 sf	6.97	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	10.47	1.30	13.61	$7,291	$77	$1,419	$63	$982	**$4,890**	$1,208	305%
120	General Heavy Industrial	1,000 sf	1.50	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	2.25	1.30	2.93	$1,569	$17	$313	$14	$218	**$1,038**	$1,208	-14%
140	Manufacturing	1,000 sf	3.82	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	5.74	1.30	7.46	$3,996	$42	$774	$35	$546	**$2,676**	$1,208	122%
150	Warehousing	1,000 sf	3.56	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	5.35	1.30	6.96	$3,724	$40	$737	$32	$499	**$2,488**	$860	189%
151	Mini-Warehouse	1,000 sf	2.15	Blend ITE 9th & FL Studies	3.10	3.60	FL Studies (Pinellas County)	92%	Same as LUC 710	1.94	1.30	2.52	$1,354	$15	$276	$12	$187	**$891**	$433	106%
152	High-Cube Warehouse	1,000 sf	1.68	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	2.52	1.30	3.28	$1,757	$19	$350	$15	$234	**$1,173**	n/a	n/a

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) Source: Hillsborough County Department of Development Services; Fees shown for Zone 7
3) The ITE 9th 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 trip generation rates recommended for the offices and shopping centers use the end-point regression value
5) In the case of shopping centers with up to 300,000 square feet, fast-food, convenience store, and gas stations located on outparcels should be charged separately using their individual categories, as opposed to the general shopping center rate

Table D-7
Mobility Fee Schedule – Urban Area; ½% Sales Tax (30 year lifecycle)

	Gasoline Tax						Unit Cost per Lane Mile:	$4,962,000								Interstate/Toll Facility Adjustment Factor:	36.6%			
	$$ per gallon to capital:	$0.213	$0.174	City Revenues:			Average PMC per Lane Mile:	12,350	12,350							Cost per PMC:	$401.78			
	Facility life (years):	25	30	County Revenues:			Fuel Efficiency:	18.18	mpg											
	Interest rate:	2.50%	2.50%	State Revenues:			Effectivedays 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 Gas Tax	Gas Tax Credit	Annual Sales Tax	Sales Tax Credit	Net Mobility Fee	Current Impact Fee Zone 7[2]	% Change
	RESIDENTIAL:																			
210	Single Family (Detached) - Less than 1,500 sf & Annual HH Income less than 50% SHIP Definition	du	2.62	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	5.50	1.30	7.15	$2,872	$40	$737	$33	$691	**$1,444**	$1,792	-19%
	Single Family (Detached) - Less than 1,500 sf & Annual HH Income between 50-80% SHIP Definition	du	3.96	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	8.31	1.30	10.80	$4,341	$60	$1,105	$49	$1,026	**$2,210**	$1,792	23%
	Single Family (Detached) - Less than 1,500 sf	du	6.11	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	12.82	1.30	16.67	$6,697	$93	$1,713	$76	$1,591	**$3,393**	$1,792	89%
	Single Family (Detached) - 1,501 to 2,499 sf	du	7.81	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	16.39	1.30	21.31	$8,561	$119	$2,193	$97	$2,030	**$4,338**	$1,792	142%
	Single Family (Detached) - 2,500 sf and greater	du	8.76	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	18.38	1.30	23.89	$9,602	$133	$2,450	$109	$2,281	**$4,871**	$1,792	172%
220	Multi-Family (Apartment); 1-2 Stories - Annual HH Income less than 50% SHIP Definition	du	2.38	Blend ITE 9th & FL Studies	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	3.85	1.30	5.01	$2,010	$28	$516	$23	$481	**$1,013**	$1,242	-18%
	Multi-Family (Apartment); 1-2 Stories - Annual HH Income between 50-80% SHIP Definition	du	3.60	Blend ITE 9th & FL Studies	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	5.82	1.30	7.57	$3,040	$43	$792	$35	$733	**$1,515**	$1,242	22%
	Multi-Family (Apartment); 1-2 Stories	du	6.60	Blend ITE 9th & FL Studies	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	10.67	1.30	13.87	$5,573	$79	$1,456	$65	$1,360	**$2,757**	$1,242	122%
222/ 223	Multi-Family (Apartment); 3+ Stories - Annual HH Income less than 50% SHIP Definition	du	1.49	ITE 9th Edition (weighted avg)	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	2.41	1.30	3.13	$1,258	$18	$332	$15	$314	**$612**	$1,242	-51%
	Multi-Family (Apartment); 3+ Stories - Annual HH Income between 50-80% SHIP Definition	du	2.25	ITE 9th Edition (weighted avg)	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	3.64	1.30	4.73	$1,900	$27	$497	$22	$460	**$943**	$1,242	-24%
	Multi-Family (Apartment); 3+ Stories	du	4.14	ITE 9th Edition (weighted avg)	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	6.69	1.30	8.70	$3,496	$50	$921	$40	$837	**$1,738**	$1,242	40%
230	Residential Condominium/Townhouse	du	5.76	Blend ITE 9th & FL Studies	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	9.31	1.30	12.10	$4,864	$69	$1,271	$56	$1,172	**$2,421**	$1,097	121%
232	High-Rise Condominium; 3+ Stories	du	4.18	ITE 9th Edition	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	6.76	1.30	8.79	$3,530	$50	$921	$41	$858	**$1,751**	$1,097	60%
240	Mobile Home Park	du	4.17	FL Studies	4.60	5.10	FL Studies	100%	n/a	6.08	1.30	7.90	$3,176	$45	$829	$37	$774	**$1,573**	$901	75%
253	Congregate Care Facility	du	2.25	Blend ITE 9th & FL Studies	3.08	3.58	Same as LUC 210	72%	FL Studies	1.58	1.30	2.05	$826	$12	$221	$10	$209	**$396**	n/a	n/a
	LODGING:																			
310	Hotel	room	6.36	Blend ITE 9th & FL Studies	6.26	6.76	FL Studies	66%	FL Studies	8.33	1.30	10.83	$4,351	$61	$1,124	$50	$1,047	**$2,180**	$1,546	41%
311	Hotel; All Suites	room	4.90	ITE 9th Edition	6.26	6.76	Same as LUC 310	66%	Same as LUC 310	6.42	1.30	8.35	$3,352	$47	$866	$38	$795	**$1,691**	$1,082	56%
320	Motel	room	5.63	ITE 9th Edition	4.34	4.84	FL Studies	77%	FL Studies	5.96	1.30	7.75	$3,115	$45	$829	$37	$774	**$1,512**	$1,579	-4%
	RECREATION:																			
412	General Recreation	acre	2.28	ITE 9th Edition	5.11	5.61	FL Studies (Pinellas County)	90%	FL Studies (Pinellas County)	3.32	1.30	4.32	$1,736	$25	$461	$20	$419	**$856**	n/a	n/a
416	RV Park[3]	site	1.62	ITE 9th Edition (Adjusted)	4.60	5.10	Same as LUC 240	100%	FL Studies (Pinellas County)	2.36	1.30	3.07	$1,234	$18	$332	$14	$293	**$609**	n/a	n/a
420	Marina	boat berth	2.96	ITE 9th Edition	6.62	7.12	Same as LUC 210	90%	FL Studies (Pinellas County)	5.59	1.30	7.27	$2,920	$41	$755	$33	$691	**$1,474**	n/a	n/a
430	Golf Course	hole	35.74	ITE 9th Edition	6.62	7.12	Same as LUC 210	90%	FL Studies (Pinellas County)	67.50	1.30	87.75	$35,257	$490	$9,028	$400	$8,372	**$17,857**	$4,272	318%
444	Movie Theater	screen	106.63	Blend ITE 6th & FL Studies	2.22	2.72	FL Studies	88%	FL Studies	66.04	1.30	85.85	$34,491	$546	$10,060	$446	$9,335	**$15,096**	$9,164	65%
492	Health Club	1,000 sf	32.93	ITE 9th Edition	5.15	5.65	Same as LUC 710	94%	FL Studies	50.53	1.30	65.69	$26,395	$374	$6,891	$305	$6,384	**$13,120**	n/a	n/a

Table D-7 (continued)
Mobility Fee Schedule – Urban Area; ½% Sales Tax (30 year lifecycle)

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 Gas Tax	Gas Tax Credit	Annual Sales Tax	Sales Tax Credit	Net Mobility Fee	Current Impact Fee Zone 7[2]	% Change
	INSTITUTIONS:																			
520	Elementary School (Private)	student	1.29	ITE 9th Edition	4.30	4.80	FL Studies (Pinellas County)	80%	FL Studies (Pinellas County)	1.41	1.30	1.83	$735	$11	$203	$9	$188	**$344**	$61	464%
522	Middle School (Private)	student	1.62	ITE 9th Edition	4.30	4.80	FL Studies (Pinellas County)	90%	FL Studies (Pinellas County)	1.99	1.30	2.59	$1,038	$15	$276	$12	$251	**$511**	n/a	n/a
530	High School (Private)	student	1.71	ITE 9th Edition	4.30	4.80	FL Studies (Pinellas County)	90%	FL Studies (Pinellas County)	2.10	1.30	2.73	$1,096	$16	$295	$13	$272	**$529**	n/a	n/a
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%	FL Studies (Pinellas County)	3.78	1.30	4.91	$1,973	$27	$497	$22	$460	**$1,016**	n/a	n/a
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%	FL Studies (Pinellas County)	2.83	1.30	3.68	$1,480	$21	$387	$17	$356	**$737**	n/a	n/a
560	Church	1,000 sf	9.11	ITE 9th Edition	3.90	4.40	FL Studies (Pinellas County)	90%	FL Studies (Pinellas County)	10.14	1.30	13.18	$5,294	$77	$1,419	$63	$1,319	**$2,556**	$544	370%
565	Day Care Center	1,000 sf	71.88	Blend ITE 9th & FL Studies	2.03	2.53	FL Studies	73%	FL Studies	33.77	1.30	43.90	$17,637	$284	$5,233	$232	$4,856	**$7,548**	$1,500	403%
610	Hospital	1,000 sf	13.22	ITE 9th Edition	6.62	7.12	Same as LUC 210	77%	FL Studies (Pinellas County)	21.36	1.30	27.77	$11,158	$155	$2,856	$127	$2,658	**$5,644**	unit change	n/a
620	Nursing Home	bed	2.76	Blend ITE 9th & FL Studies	2.59	3.09	FL Studies	89%	FL Studies	2.02	1.30	2.63	$1,053	$16	$295	$13	$272	**$486**	$194	151%
630	Clinic	1,000 sf	33.22	Blend ITE 9th & FL Studies	5.10	5.60	FL Studies	93%	FL Studies	49.95	1.30	64.94	$26,088	$370	$6,817	$302	$6,321	**$12,950**	$1,880	589%
	OFFICE:																			
710	General Office 50,000 sq ft or less[4]	1,000 sf	15.50	ITE 9th equation	5.15	5.65	FL Studies	92%	FL Studies	23.28	1.30	30.26	$12,160	$172	$3,169	$141	$2,951	**$6,040**	$3,728	62%
	General Office 50,001-100,000 sq ft[4]	1,000 sf	13.13	ITE 9th equation	5.15	5.65	FL Studies	92%	FL Studies	19.72	1.30	25.64	$10,300	$146	$2,690	$119	$2,491	**$5,119**	$2,300	123%
	General Office 100,001-200,000 sq ft[4]	1,000 sf	11.12	ITE 9th equation	5.15	5.65	FL Studies	92%	FL Studies	16.70	1.30	21.71	$8,724	$124	$2,285	$101	$2,114	**$4,325**	$1,958	121%
	General Office 200,001-400,000 sq ft[4]	1,000 sf	9.41	ITE 9th equation	5.15	5.65	FL Studies	92%	FL Studies	14.13	1.30	18.37	$7,382	$105	$1,935	$85	$1,779	**$3,668**	$1,958	87%
	General Office greater that 400,000 sq ft[4]	1,000 sf	8.54	ITE 9th equation	5.15	5.65	FL Studies	92%	FL Studies	12.83	1.30	16.68	$6,700	$95	$1,750	$78	$1,633	**$3,317**	$1,958	69%
715	Single Tenant Office Building	1,000 sf	11.65	ITE 9th equation	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	17.50	1.30	22.75	$9,139	$129	$2,377	$106	$2,219	**$4,543**	$2,005	127%
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	37.31	1.30	48.50	$19,489	$274	$5,048	$224	$4,688	**$9,753**	$6,262	56%
720	Medical Office greater than 10,000 sq ft	1,000 sf	34.72	Blend ITE 9th & FL Studies	5.55	6.05	FL Studies	89%	FL Studies	54.37	1.30	70.68	$28,396	$400	$7,370	$327	$6,844	**$14,182**	$6,262	127%
	RETAIL:																			
813	Discount Superstore	1,000 sf	50.82	ITE 9th Edition	2.40	2.90	Same as LUC 820 (50k-200k sq ft)	67%	Same as LUC 820 (50k-200k sq ft)	25.90	1.30	33.67	$13,530	$211	$3,888	$172	$3,600	**$6,042**	$2,807	115%
815	Discount Store; Free-Standing	1,000 sf	57.24	ITE 9th Edition	2.40	2.90	Same as LUC 820 (50k-200k sq ft)	67%	Same as LUC 820 (50k-200k sq ft)	29.18	1.30	37.93	$15,240	$238	$4,385	$194	$4,060	**$6,795**	$3,384	101%
820	Shopping Center 50,000 sq ft or less[4][5]	1,000 sfgla	86.56	ITE 9th equation	1.87	2.37	TL Regression	56%	FL Curve	28.73	1.30	37.35	$15,009	$246	$4,532	$201	$4,207	**$6,270**	$1,565	301%
	Shopping Center 50,001-200,000 sq ft[4][5]	1,000 sfgla	53.28	ITE 9th equation	2.40	2.90	TL Regression	67%	FL Curve	27.16	1.30	35.31	$14,185	$221	$4,072	$181	$3,788	**$6,325**	$3,181	99%
	Shopping Center 200,001-400,000 sq ft[4][5]	1,000 sfgla	41.80	ITE 9th equation	2.64	3.14	TL Regression	73%	FL Curve	25.54	1.30	33.20	$13,338	$205	$3,777	$167	$3,495	**$6,066**	$5,504	10%
	Shopping Center greater than 400,000 sq ft[4][5]	1,000 sfgla	36.27	ITE 9th equation	2.87	3.37	TL Regression	76%	FL Curve	25.08	1.30	32.60	$13,099	$199	$3,666	$162	$3,391	**$6,042**	$5,504	10%
841	New/Used Auto Sales	1,000 sf	28.25	Blend ITE 9th & FL Studies	4.60	5.10	FL Studies	79%	FL Studies	32.54	1.30	42.30	$16,998	$243	$4,477	$199	$4,165	**$8,356**	$4,482	86%
853	Convenience Market w/Gasoline	1,000 sf	775.14	Blend ITE 9th & FL Studies	1.51	2.01	FL Studies	28%	FL Studies	103.89	1.30	135.06	$54,263	$933	$17,190	$762	$15,949	**$21,124**	$7,581	179%

Table D-7 (continued)
Mobility Fee Schedule – Urban Area; ½% Sales Tax (30 year lifecycle)

	Gasoline Tax						Unit Cost per Lane Mile:	$4,962,000					Interstate/Toll Facility Adjustment Factor:	ll Facility Adjustment Factor:	36.6%					
	$$ per gallon to capital:	$0.213	$0.174	City Revenues:			Average PMC per Lane Mile:	12,350	12,350				Cost per PMC:	Cost per PMC:	$401.78					
	Facility life (years):	25	30	County Revenues:			Fuel Efficiency:	18.18 mpg												
	Interest rate:	2.50%	2.50%	State Revenues:			Effectivedays 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 Gas Tax	Gas Tax Credit	Annual Sales Tax	Sales Tax Credit	Net Mobility Fee	Current Impact Fee Zone 7[2]	% Change
	RETAIL:																			
857	Discount Club	1,000 sf	41.80	ITE 9th Edition	2.40	2.90	Same as LUC 820 (50k-200k sq ft)	67%	Same as LUC 820 (50k-200k sq ft)	21.31	1.30	27.70	$11,129	$174	$3,206	$142	$2,972	**$4,951**	$2,498	98%
862	Home Improvement Superstore	1,000 sf	30.74	ITE 9th Edition	2.40	2.90	Same as LUC 820 (50k-200k sq ft)	67%	Same as LUC 820 (50k-200k sq ft)	15.67	1.30	20.37	$8,184	$128	$2,358	$104	$2,177	**$3,649**	$2,095	74%
863	Electronics Superstore	1,000 sf	45.04	ITE 9th Edition	1.87	2.37	Same as LUC 820 (50k sq ft or less)	56%	Same as LUC 820 (50k sq ft or less)	14.95	1.30	19.44	$7,809	$128	$2,358	$104	$2,177	**$3,274**	$2,692	22%
880/ 881	Pharmacy/Drug Store with & without Drive-Thru	1,000 sf	95.96	Blend ITE 9th & FL Studies	2.08	2.58	FL Studies	32%	FL Studies	20.25	1.30	26.33	$10,575	$169	$3,114	$138	$2,888	**$4,573**	$5,269	-13%
890	Furniture Store	1,000 sf	5.06	ITE 9th Edition	6.09	6.59	FL Studies	54%	FL Studies	5.27	1.30	6.85	$2,755	$39	$719	$31	$649	**$1,387**	$605	129%
912	Bank/Savings Drive-In	1,000 sf	159.34	Blend ITE 9th & FL Studies	2.46	2.96	FL Studies	46%	FL Studies	57.16	1.30	74.31	$29,855	$464	$8,549	$379	$7,933	**$13,373**	$15,850	-16%
931	Quality Restaurant	1,000 sf	91.10	Blend ITE 9th & FL Studies	3.14	3.64	FL Studies	77%	FL Studies	69.82	1.30	90.77	$36,470	$546	$10,060	$446	$9,335	**$17,075**	$10,752	59%
932	High-Turn Over Restaurant	1,000 sf	116.60	Blend ITE 9th & FL Studies	3.17	3.67	FL Studies	71%	FL Studies	83.19	1.30	108.15	$43,452	$650	$11,976	$531	$11,114	**$20,362**	$7,790	161%
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	511.00	Blend ITE 9th & FL Studies	2.05	2.55	FL Studies	58%	FL Studies	192.60	1.30	250.38	$100,599	$1,616	$29,774	$1,320	$27,628	**$43,197**	$9,389	360%
942	Automobile Care Center	1,000 sf	31.43	Blend ITE 9th & FL Studies	3.62	4.12	FL Studies	72%	FL Studies	25.97	1.30	33.76	$13,564	$199	$3,666	$163	$3,412	**$6,486**	n/a	n/a
944/ 946	Gas/Service Station with & without Car Wash	fuel pos.	157.33	ITE 9th Edition (944 & 946 Blend)	1.90	2.40	FL Studies	23%	FL Studies	21.79	1.30	28.33	$11,384	$186	$3,427	$152	$3,181	**$4,776**	$1,511	216%
947	Self-Service Car Wash	service bay	43.94	Blend ITE 9th & FL Studies	2.18	2.68	FL Studies	68%	FL Studies	20.65	1.30	26.85	$10,785	$171	$3,151	$140	$2,930	**$4,704**	$6,455	-27%
	INDUSTRIAL:																			
110	General Light Industrial	1,000 sf	6.97	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	10.47	1.30	13.61	$5,468	$77	$1,419	$63	$1,319	**$2,730**	$1,208	126%
120	General Heavy Industrial	1,000 sf	1.50	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	2.25	1.30	2.93	$1,177	$17	$313	$14	$293	**$571**	$1,208	-53%
140	Manufacturing	1,000 sf	3.82	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	5.74	1.30	7.46	$2,997	$42	$774	$35	$733	**$1,490**	$1,208	23%
150	Warehousing	1,000 sf	3.56	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	5.35	1.30	6.96	$2,793	$40	$737	$32	$670	**$1,386**	$860	61%
151	Mini-Warehouse	1,000 sf	2.15	Blend ITE 9th & FL Studies	3.10	3.60	FL Studies (Pinellas County)	92%	Same as LUC 710	1.94	1.30	2.52	$1,015	$15	$276	$12	$251	**$488**	$433	13%
152	High-Cube Warehouse	1,000 sf	1.68	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	2.52	1.30	3.28	$1,318	$19	$350	$15	$314	**$654**	n/a	n/a

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) Source: Hillsborough County Department of Development Services; Fees shown for Zone 7
3) The ITE 9th 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 trip generation rates recommended for the offices and shopping centers use the end-point regression value
5) In the case of shopping centers with up to 300,000 square feet, fast-food, convenience store, and gas stations located on outparcels should be charged separately using their individual categories, as opposed to the general shopping center rate

Table D-8
Mobility Fee Schedule – Rural Area; ½% Sales Tax (30 year lifecycle)

	Gasoline Tax						Unit Cost per Lane Mile:	$4,962,000								Interstate/Toll Facility Adjustment Factor:	36.6%			
	$$ per gallon to capital:	$0.213	$0.174	City Revenues:	-		Average PMC per Lane Mile:	9,263	10,806							Cost per PMC (Residential/Office/Industrial):	$535.71			
	Facility life (years):	25	30	County Revenues:	-		Fuel Efficiency:	18.18	mpg							Cost per PMC (Other Non-Residential):	$459.18			
	Interest rate:	2.50%	2.50%	State Revenues:	-		Effectivedays 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 Gas Tax	Gas Tax Credit	Annual Sales Tax	Sales Tax Credit	Net Mobility Fee	Current Impact Fee Zone 7[2]	% Change
	RESIDENTIAL:																			
210	Single Family (Detached) - Less than 1,500 sf & Annual HH Income less than 50% SHIP Definition	du	2.62	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	5.50	1.30	7.15	$3,829	$40	$737	$33	$691	**$2,401**	$1,792	34%
	Single Family (Detached) - Less than 1,500 sf & Annual HH Income between 50-80% SHIP Definition	du	3.96	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	8.31	1.30	10.80	$5,787	$60	$1,105	$49	$1,026	**$3,656**	$1,792	104%
	Single Family (Detached) - Less than 1,500 sf	du	6.11	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	12.82	1.30	16.67	$8,930	$93	$1,713	$76	$1,591	**$5,626**	$1,792	214%
	Single Family (Detached) - 1,501 to 2,499 sf	du	7.81	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	16.39	1.30	21.31	$11,414	$119	$2,193	$97	$2,030	**$7,191**	$1,792	301%
	Single Family (Detached) - 2,500 sf and greater	du	8.76	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	18.38	1.30	23.89	$12,802	$133	$2,450	$109	$2,281	**$8,071**	$1,792	350%
220	Multi-Family (Apartment); 1-2 Stories - Annual HH Income less than 50% SHIP Definition	du	2.38	Blend ITE 9th & FL Studies	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	3.85	1.30	5.01	$2,680	$28	$516	$23	$481	**$1,683**	$1,242	36%
	Multi-Family (Apartment); 1-2 Stories - Annual HH Income between 50-80% SHIP Definition	du	3.60	Blend ITE 9th & FL Studies	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	5.82	1.30	7.57	$4,053	$43	$792	$35	$733	**$2,528**	$1,242	104%
	Multi-Family (Apartment); 1-2 Stories	du	6.60	Blend ITE 9th & FL Studies	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	10.67	1.30	13.87	$7,431	$79	$1,456	$65	$1,360	**$4,615**	$1,242	272%
222/ 223	Multi-Family (Apartment); 3+ Stories - Annual HH Income less than 50% SHIP Definition	du	1.49	ITE 9th Edition (weighted avg)	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	2.41	1.30	3.13	$1,678	$18	$332	$15	$314	**$1,032**	$1,242	-17%
	Multi-Family (Apartment); 3+ Stories - Annual HH Income between 50-80% SHIP Definition	du	2.25	ITE 9th Edition (weighted avg)	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	3.64	1.30	4.73	$2,533	$27	$497	$22	$460	**$1,576**	$1,242	27%
	Multi-Family (Apartment); 3+ Stories	du	4.14	ITE 9th Edition (weighted avg)	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	6.69	1.30	8.70	$4,661	$50	$921	$40	$837	**$2,903**	$1,242	134%
230	Residential Condominium/Townhouse	du	5.76	Blend ITE 9th & FL Studies	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	9.31	1.30	12.10	$6,485	$69	$1,271	$56	$1,172	**$4,042**	$1,097	268%
232	High-Rise Condominium; 3+ Stories	du	4.18	ITE 9th Edition	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	6.76	1.30	8.79	$4,706	$50	$921	$41	$858	**$2,927**	$1,097	167%
240	Mobile Home Park	du	4.17	FL Studies	4.60	5.10	FL Studies	100%	n/a	6.08	1.30	7.90	$4,235	$45	$829	$37	$774	**$2,632**	$901	192%
253	Congregate Care Facility	du	2.25	Blend ITE 9th & FL Studies	3.08	3.58	Same as LUC 210	72%	FL Studies	1.58	1.30	2.05	$1,102	$12	$221	$10	$209	**$672**	n/a	n/a
	LODGING:																			
310	Hotel	room	6.36	Blend ITE 9th & FL Studies	6.26	6.76	FL Studies	66%	FL Studies	8.33	1.30	10.83	$4,972	$61	$1,124	$50	$1,047	**$2,801**	$1,546	81%
311	Hotel; All Suites	room	4.90	ITE 9th Edition	6.26	6.76	Same as LUC 310	66%	Same as LUC 310	6.42	1.30	8.35	$3,831	$47	$866	$38	$795	**$2,170**	$1,082	101%
320	Motel	room	5.63	ITE 9th Edition	4.34	4.84	FL Studies	77%	FL Studies	5.96	1.30	7.75	$3,560	$45	$829	$37	$774	**$1,957**	$1,579	24%
	RECREATION:																			
412	General Recreation	acre	2.28	ITE 9th Edition	5.11	5.61	FL Studies (Pinellas County)	90%	FL Studies (Pinellas County)	3.32	1.30	4.32	$1,984	$25	$461	$20	$419	**$1,104**	n/a	n/a
416	RV Park[3]	site	1.62	ITE 9th Edition (Adjusted)	4.60	5.10	Same as LUC 240	100%	FL Studies (Pinellas County)	2.36	1.30	3.07	$1,410	$18	$332	$14	$293	**$785**	n/a	n/a
420	Marina	boat berth	2.96	ITE 9th Edition	6.62	7.12	Same as LUC 210	90%	FL Studies (Pinellas County)	5.59	1.30	7.27	$3,337	$41	$755	$33	$691	**$1,891**	n/a	n/a
430	Golf Course	hole	35.74	ITE 9th Edition	6.62	7.12	Same as LUC 210	90%	FL Studies (Pinellas County)	67.50	1.30	87.75	$40,294	$490	$9,028	$400	$8,372	**$22,894**	$4,272	436%
444	Movie Theater	screen	106.63	Blend ITE 6th & FL Studies	2.22	2.72	FL Studies	88%	FL Studies	66.04	1.30	85.85	$39,418	$546	$10,060	$446	$9,335	**$20,023**	$9,164	119%
492	Health Club	1,000 sf	32.93	ITE 9th Edition	5.15	5.65	Same as LUC 710	94%	FL Studies	50.53	1.30	65.69	$30,166	$374	$6,891	$305	$6,384	**$16,891**	n/a	n/a

Table D-8 (continued)
Mobility Fee Schedule – Rural Area; ½% Sales Tax (30 year lifecycle)

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 Gas Tax	Gas Tax Credit	Annual Sales Tax	Sales Tax Credit	Net Mobility Fee	Current Impact Fee Zone 7[2]	% Change
	INSTITUTIONS:																			
520	Elementary School (Private)	student	1.29	ITE 9th Edition	4.30	4.80	FL Studies (Pinellas County)	80%	FL Studies (Pinellas County)	1.41	1.30	1.83	$840	$11	$203	$9	$188	**$449**	$61	636%
522	Middle School (Private)	student	1.62	ITE 9th Edition	4.30	4.80	FL Studies (Pinellas County)	90%	FL Studies (Pinellas County)	1.99	1.30	2.59	$1,186	$15	$276	$12	$251	**$659**	n/a	n/a
530	High School (Private)	student	1.71	ITE 9th Edition	4.30	4.80	FL Studies (Pinellas County)	90%	FL Studies (Pinellas County)	2.10	1.30	2.73	$1,252	$16	$295	$13	$272	**$685**	n/a	n/a
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%	FL Studies (Pinellas County)	3.78	1.30	4.91	$2,255	$27	$497	$22	$460	**$1,298**	n/a	n/a
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%	FL Studies (Pinellas County)	2.83	1.30	3.68	$1,691	$21	$387	$17	$356	**$948**	n/a	n/a
560	Church	1,000 sf	9.11	ITE 9th Edition	3.90	4.40	FL Studies (Pinellas County)	90%	FL Studies (Pinellas County)	10.14	1.30	13.18	$6,051	$77	$1,419	$63	$1,319	**$3,313**	$544	509%
565	Day Care Center	1,000 sf	71.88	Blend ITE 9th & FL Studies	2.03	2.53	FL Studies	73%	FL Studies	33.77	1.30	43.90	$20,156	$284	$5,233	$232	$4,856	**$10,067**	$1,500	571%
610	Hospital	1,000 sf	13.22	ITE 9th Edition	6.62	7.12	Same as LUC 210	77%	FL Studies (Pinellas County)	21.36	1.30	27.77	$12,752	$155	$2,856	$127	$2,658	**$7,238**	unit change	n/a
620	Nursing Home	bed	2.76	Blend ITE 9th & FL Studies	2.59	3.09	FL Studies	89%	FL Studies	2.02	1.30	2.63	$1,204	$16	$295	$13	$272	**$637**	$194	228%
630	Clinic	1,000 sf	33.22	Blend ITE 9th & FL Studies	5.10	5.60	FL Studies	93%	FL Studies	49.95	1.30	64.94	$29,815	$370	$6,817	$302	$6,321	**$16,677**	$1,880	787%
	OFFICE:																			
710	General Office 50,000 sq ft or less[4]	1,000 sf	15.50	ITE 9th equation	5.15	5.65	FL Studies	92%	FL Studies	23.28	1.30	30.26	$16,213	$172	$3,169	$141	$2,951	**$10,093**	$3,728	171%
	General Office 50,001-100,000 sq ft[4]	1,000 sf	13.13	ITE 9th equation	5.15	5.65	FL Studies	92%	FL Studies	19.72	1.30	25.64	$13,734	$146	$2,690	$119	$2,491	**$8,553**	$2,300	272%
	General Office 100,001-200,000 sq ft[4]	1,000 sf	11.12	ITE 9th equation	5.15	5.65	FL Studies	92%	FL Studies	16.70	1.30	21.71	$11,631	$124	$2,285	$101	$2,114	**$7,232**	$1,958	269%
	General Office 200,001-400,000 sq ft[4]	1,000 sf	9.41	ITE 9th equation	5.15	5.65	FL Studies	92%	FL Studies	14.13	1.30	18.37	$9,843	$105	$1,935	$85	$1,779	**$6,129**	$1,958	213%
	General Office greater that 400,000 sq ft[4]	1,000 sf	8.54	ITE 9th equation	5.15	5.65	FL Studies	92%	FL Studies	12.83	1.30	16.68	$8,933	$95	$1,750	$78	$1,633	**$5,550**	$1,958	184%
715	Single Tenant Office Building	1,000 sf	11.65	ITE 9th equation	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	17.50	1.30	22.75	$12,186	$129	$2,377	$106	$2,219	**$7,590**	$2,005	279%
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	37.31	1.30	48.50	$25,986	$274	$5,048	$224	$4,688	**$16,250**	$6,262	160%
720	Medical Office greater than 10,000 sq ft	1,000 sf	34.72	Blend ITE 9th & FL Studies	5.55	6.05	FL Studies	89%	FL Studies	54.37	1.30	70.68	$37,861	$400	$7,370	$327	$6,844	**$23,647**	$6,262	278%
	RETAIL:																			
813	Discount Superstore	1,000 sf	50.82	ITE 9th Edition	2.40	2.90	Same as LUC 820 (50k-200k sq ft)	67%	Same as LUC 820 (50k-200k sq ft)	25.90	1.30	33.67	$15,463	$211	$3,888	$172	$3,600	**$7,975**	$2,807	184%
815	Discount Store; Free-Standing	1,000 sf	57.24	ITE 9th Edition	2.40	2.90	Same as LUC 820 (50k-200k sq ft)	67%	Same as LUC 820 (50k-200k sq ft)	29.18	1.30	37.93	$17,417	$238	$4,385	$194	$4,060	**$8,972**	$3,384	165%
820	Shopping Center 50,000 sq ft or less[4][5]	1,000 sfgla	86.56	ITE 9th equation	1.87	2.37	TL Regression	56%	FL Curve	28.73	1.30	37.35	$17,153	$246	$4,532	$201	$4,207	**$8,414**	$1,565	438%
	Shopping Center 50,001-200,000 sq ft[4][5]	1,000 sfgla	53.28	ITE 9th equation	2.40	2.90	TL Regression	67%	FL Curve	27.16	1.30	35.31	$16,212	$221	$4,072	$181	$3,788	**$8,352**	$3,181	163%
	Shopping Center 200,001-400,000 sq ft[4][5]	1,000 sfgla	41.80	ITE 9th equation	2.64	3.14	TL Regression	73%	FL Curve	25.54	1.30	33.20	$15,244	$205	$3,777	$167	$3,495	**$7,972**	$5,504	45%
	Shopping Center greater than 400,000 sq ft[4][5]	1,000 sfgla	36.27	ITE 9th equation	2.87	3.37	TL Regression	76%	FL Curve	25.08	1.30	32.60	$14,970	$199	$3,666	$162	$3,391	**$7,913**	$5,504	44%
841	New/Used Auto Sales	1,000 sf	28.25	Blend ITE 9th & FL Studies	4.60	5.10	FL Studies	79%	FL Studies	32.54	1.30	42.30	$19,426	$243	$4,477	$199	$4,165	**$10,784**	$4,482	141%
853	Convenience Market w/Gasoline	1,000 sf	775.14	Blend ITE 9th & FL Studies	1.51	2.01	FL Studies	28%	FL Studies	103.89	1.30	135.06	$62,015	$933	$17,190	$762	$15,949	**$28,876**	$7,581	281%

Table D-8 (continued)
Mobility Fee Schedule – Rural Area; ½% Sales Tax (30 year lifecycle)

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 Gas Tax	Gas Tax Credit	Annual Sales Tax	Sales Tax Credit	Net Mobility Fee	Current Impact Fee Zone 7[2]	% Change
	RETAIL:																			
857	Discount Club	1,000 sf	41.80	ITE 9th Edition	2.40	2.90	Same as LUC 820 (50k-200k sq ft)	67%	Same as LUC 820 (50k-200k sq ft)	21.31	1.30	27.70	$12,719	$174	$3,206	$142	$2,972	**$6,541**	$2,498	162%
862	Home Improvement Superstore	1,000 sf	30.74	ITE 9th Edition	2.40	2.90	Same as LUC 820 (50k-200k sq ft)	67%	Same as LUC 820 (50k-200k sq ft)	15.67	1.30	20.37	$9,354	$128	$2,358	$104	$2,177	**$4,819**	$2,095	130%
863	Electronics Superstore	1,000 sf	45.04	ITE 9th Edition	1.87	2.37	Same as LUC 820 (50k sq ft or less)	56%	Same as LUC 820 (50k sq ft or less)	14.95	1.30	19.44	$8,925	$128	$2,358	$104	$2,177	**$4,390**	$2,692	63%
880/ 881	Pharmacy/Drug Store with & without Drive-Thru	1,000 sf	95.96	Blend ITE 9th & FL Studies	2.08	2.58	FL Studies	32%	FL Studies	20.25	1.30	26.33	$12,086	$169	$3,114	$138	$2,888	**$6,084**	$5,269	16%
890	Furniture Store	1,000 sf	5.06	ITE 9th Edition	6.09	6.59	FL Studies	54%	FL Studies	5.27	1.30	6.85	$3,149	$39	$719	$31	$649	**$1,781**	$605	194%
912	Bank/Savings Drive-In	1,000 sf	159.34	Blend ITE 9th & FL Studies	2.46	2.96	FL Studies	46%	FL Studies	57.16	1.30	74.31	$34,119	$464	$8,549	$379	$7,933	**$17,637**	$15,850	11%
931	Quality Restaurant	1,000 sf	91.10	Blend ITE 9th & FL Studies	3.14	3.64	FL Studies	77%	FL Studies	69.82	1.30	90.77	$41,680	$546	$10,060	$446	$9,335	**$22,285**	$10,752	107%
932	High-Turn Over Restaurant	1,000 sf	116.60	Blend ITE 9th & FL Studies	3.17	3.67	FL Studies	71%	FL Studies	83.19	1.30	108.15	$49,659	$650	$11,976	$531	$11,114	**$26,569**	$7,790	241%
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	511.00	Blend ITE 9th & FL Studies	2.05	2.55	FL Studies	58%	FL Studies	192.60	1.30	250.38	$114,971	$1,616	$29,774	$1,320	$27,628	**$57,569**	$9,389	513%
942	Automobile Care Center	1,000 sf	31.43	Blend ITE 9th & FL Studies	3.62	4.12	FL Studies	72%	FL Studies	25.97	1.30	33.76	$15,501	$199	$3,666	$163	$3,412	**$8,423**	n/a	n/a
944/ 946	Gas/Service Station with & without Car Wash	fuel pos.	157.33	ITE 9th Edition (944 & 946 Blend)	1.90	2.40	FL Studies	23%	FL Studies	21.79	1.30	28.33	$13,010	$186	$3,427	$152	$3,181	**$6,402**	$1,511	324%
947	Self-Service Car Wash	service bay	43.94	Blend ITE 9th & FL Studies	2.18	2.68	FL Studies	68%	FL Studies	20.65	1.30	26.85	$12,326	$171	$3,151	$140	$2,930	**$6,245**	$6,455	-3%
	INDUSTRIAL:																			
110	General Light Industrial	1,000 sf	6.97	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	10.47	1.30	13.61	$7,291	$77	$1,419	$63	$1,319	**$4,553**	$1,208	277%
120	General Heavy Industrial	1,000 sf	1.50	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	2.25	1.30	2.93	$1,569	$17	$313	$14	$293	**$963**	$1,208	-20%
140	Manufacturing	1,000 sf	3.82	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	5.74	1.30	7.46	$3,996	$42	$774	$35	$733	**$2,489**	$1,208	106%
150	Warehousing	1,000 sf	3.56	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	5.35	1.30	6.96	$3,724	$40	$737	$32	$670	**$2,317**	$860	169%
151	Mini-Warehouse	1,000 sf	2.15	Blend ITE 9th & FL Studies	3.10	3.60	FL Studies (Pinellas County)	92%	Same as LUC 710	1.94	1.30	2.52	$1,354	$15	$276	$12	$251	**$827**	$433	91%
152	High-Cube Warehouse	1,000 sf	1.68	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	2.52	1.30	3.28	$1,757	$19	$350	$15	$314	**$1,093**	n/a	n/a

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) Source: Hillsborough County Department of Development Services; Fees shown for Zone 7
3) The ITE 9th 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 trip generation rates recommended for the offices and shopping centers use the end-point regression value
5) In the case of shopping centers with up to 300,000 square feet, fast-food, convenience store, and gas stations located on outparcels should be charged separately using their individual categories, as opposed to the general shopping center rate

Table D-9
Mobility Fee Schedule – Urban Area; ½% Sales Tax (10 year lifecycle)

	Gasoline Tax						Unit Cost per Lane Mile:	$4,962,000								Interstate/Toll Facility Adjustment Factor:	36.6%			
	$$ per gallon to capital:	$0.213	$0.174	City Revenues:			Average PMC per Lane Mile:	12,350	12,350							Cost per PMC:	$401.78			
	Facility life (years):	25	10	County Revenues:			Fuel Efficiency:	18.18	mpg											
	Interest rate:	2.50%	2.50%	State Revenues:			Effectivedays 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 Gas Tax	Gas Tax Credit	Annual Sales Tax	Sales Tax Credit	Net Mobility Fee	Current Impact Fee Zone 7[2]	% Change
	RESIDENTIAL:																			
210	Single Family (Detached) - Less than 1,500 sf & Annual HH Income less than 50% SHIP Definition	du	2.62	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	5.50	1.30	7.15	$2,872	$40	$737	$33	$289	**$1,846**	$1,792	3%
	Single Family (Detached) - Less than 1,500 sf & Annual HH Income between 50-80% SHIP Definition	du	3.96	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	8.31	1.30	10.80	$4,341	$60	$1,105	$49	$429	**$2,807**	$1,792	57%
	Single Family (Detached) - Less than 1,500 sf	du	6.11	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	12.82	1.30	16.67	$6,697	$93	$1,713	$76	$665	**$4,319**	$1,792	141%
	Single Family (Detached) - 1,501 to 2,499 sf	du	7.81	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	16.39	1.30	21.31	$8,561	$119	$2,193	$97	$849	**$5,519**	$1,792	208%
	Single Family (Detached) - 2,500 sf and greater	du	8.76	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	18.38	1.30	23.89	$9,602	$133	$2,450	$109	$954	**$6,198**	$1,792	246%
220	Multi-Family (Apartment); 1-2 Stories - Annual HH Income less than 50% SHIP Definition	du	2.38	Blend ITE 9th & FL Studies	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	3.85	1.30	5.01	$2,010	$28	$516	$23	$201	**$1,293**	$1,242	4%
	Multi-Family (Apartment); 1-2 Stories - Annual HH Income between 50-80% SHIP Definition	du	3.60	Blend ITE 9th & FL Studies	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	5.82	1.30	7.57	$3,040	$43	$792	$35	$306	**$1,942**	$1,242	56%
	Multi-Family (Apartment); 1-2 Stories	du	6.60	Blend ITE 9th & FL Studies	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	10.67	1.30	13.87	$5,573	$79	$1,456	$65	$569	**$3,548**	$1,242	186%
222/ 223	Multi-Family (Apartment); 3+ Stories - Annual HH Income less than 50% SHIP Definition	du	1.49	ITE 9th Edition (weighted avg)	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	2.41	1.30	3.13	$1,258	$18	$332	$15	$131	**$795**	$1,242	-36%
	Multi-Family (Apartment); 3+ Stories - Annual HH Income between 50-80% SHIP Definition	du	2.25	ITE 9th Edition (weighted avg)	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	3.64	1.30	4.73	$1,900	$27	$497	$22	$193	**$1,210**	$1,242	-3%
	Multi-Family (Apartment); 3+ Stories	du	4.14	ITE 9th Edition (weighted avg)	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	6.69	1.30	8.70	$3,496	$50	$921	$40	$350	**$2,225**	$1,242	79%
230	Residential Condominium/Townhouse	du	5.76	Blend ITE 9th & FL Studies	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	9.31	1.30	12.10	$4,864	$69	$1,271	$56	$490	**$3,103**	$1,097	183%
232	High-Rise Condominium; 3+ Stories	du	4.18	ITE 9th Edition	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	6.76	1.30	8.79	$3,530	$50	$921	$41	$359	**$2,250**	$1,097	105%
240	Mobile Home Park	du	4.17	FL Studies	4.60	5.10	FL Studies	100%	n/a	6.08	1.30	7.90	$3,176	$45	$829	$37	$324	**$2,023**	$901	125%
253	Congregate Care Facility	du	2.25	Blend ITE 9th & FL Studies	3.08	3.58	Same as LUC 210	72%	FL Studies	1.58	1.30	2.05	$826	$12	$221	$10	$88	**$517**	n/a	n/a
	LODGING:																			
310	Hotel	room	6.36	Blend ITE 9th & FL Studies	6.26	6.76	FL Studies	66%	FL Studies	8.33	1.30	10.83	$4,351	$61	$1,124	$50	$438	**$2,789**	$1,546	80%
311	Hotel; All Suites	room	4.90	ITE 9th Edition	6.26	6.76	Same as LUC 310	66%	Same as LUC 310	6.42	1.30	8.35	$3,352	$47	$866	$38	$333	**$2,153**	$1,082	99%
320	Motel	room	5.63	ITE 9th Edition	4.34	4.84	FL Studies	77%	FL Studies	5.96	1.30	7.75	$3,115	$45	$829	$37	$324	**$1,962**	$1,579	24%
	RECREATION:																			
412	General Recreation	acre	2.28	ITE 9th Edition	5.11	5.61	FL Studies (Pinellas County)	90%	FL Studies (Pinellas County)	3.32	1.30	4.32	$1,736	$25	$461	$20	$175	**$1,100**	n/a	n/a
416	RV Park[3]	site	1.62	ITE 9th Edition (Adjusted)	4.60	5.10	Same as LUC 240	100%	FL Studies (Pinellas County)	2.36	1.30	3.07	$1,234	$18	$332	$14	$123	**$779**	n/a	n/a
420	Marina	boat berth	2.96	ITE 9th Edition	6.62	7.12	Same as LUC 210	90%	FL Studies (Pinellas County)	5.59	1.30	7.27	$2,920	$41	$755	$33	$289	**$1,876**	n/a	n/a
430	Golf Course	hole	35.74	ITE 9th Edition	6.62	7.12	Same as LUC 210	90%	FL Studies (Pinellas County)	67.50	1.30	87.75	$35,257	$490	$9,028	$400	$3,501	**$22,728**	$4,272	432%
444	Movie Theater	screen	106.63	Blend ITE 6th & FL Studies	2.22	2.72	FL Studies	88%	FL Studies	66.04	1.30	85.85	$34,491	$546	$10,060	$446	$3,903	**$20,528**	$9,164	124%
492	Health Club	1,000 sf	32.93	ITE 9th Edition	5.15	5.65	Same as LUC 710	94%	FL Studies	50.53	1.30	65.69	$26,395	$374	$6,891	$305	$2,669	**$16,835**	n/a	n/a

Table D-9 (continued)
Mobility Fee Schedule – Urban Area; ½% Sales Tax (10 year lifecycle)

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 Gas Tax	Gas Tax Credit	Annual Sales Tax	Sales Tax Credit	Net Mobility Fee	Current Impact Fee Zone 7[2]	% Change
	INSTITUTIONS:																			
520	Elementary School (Private)	student	1.29	ITE 9th Edition	4.30	4.80	FL Studies (Pinellas County)	80%	FL Studies (Pinellas County)	1.41	1.30	1.83	$735	$11	$203	$9	$79	**$453**	$61	643%
522	Middle School (Private)	student	1.62	ITE 9th Edition	4.30	4.80	FL Studies (Pinellas County)	90%	FL Studies (Pinellas County)	1.99	1.30	2.59	$1,038	$15	$276	$12	$105	**$657**	n/a	n/a
530	High School (Private)	student	1.71	ITE 9th Edition	4.30	4.80	FL Studies (Pinellas County)	90%	FL Studies (Pinellas County)	2.10	1.30	2.73	$1,096	$16	$295	$13	$114	**$687**	n/a	n/a
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%	FL Studies (Pinellas County)	3.78	1.30	4.91	$1,973	$27	$497	$22	$193	**$1,283**	n/a	n/a
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%	FL Studies (Pinellas County)	2.83	1.30	3.68	$1,480	$21	$387	$17	$149	**$944**	n/a	n/a
560	Church	1,000 sf	9.11	ITE 9th Edition	3.90	4.40	FL Studies (Pinellas County)	90%	FL Studies (Pinellas County)	10.14	1.30	13.18	$5,294	$77	$1,419	$63	$551	**$3,324**	$544	511%
565	Day Care Center	1,000 sf	71.88	Blend ITE 9th & FL Studies	2.03	2.53	FL Studies	73%	FL Studies	33.77	1.30	43.90	$17,637	$284	$5,233	$232	$2,030	**$10,374**	$1,500	592%
610	Hospital	1,000 sf	13.22	ITE 9th Edition	6.62	7.12	Same as LUC 210	77%	FL Studies (Pinellas County)	21.36	1.30	27.77	$11,158	$155	$2,856	$127	$1,112	**$7,190**	unit change	n/a
620	Nursing Home	bed	2.76	Blend ITE 9th & FL Studies	2.59	3.09	FL Studies	89%	FL Studies	2.02	1.30	2.63	$1,053	$16	$295	$13	$114	**$644**	$194	232%
630	Clinic	1,000 sf	33.22	Blend ITE 9th & FL Studies	5.10	5.60	FL Studies	93%	FL Studies	49.95	1.30	64.94	$26,088	$370	$6,817	$302	$2,643	**$16,628**	$1,880	785%
	OFFICE:																			
710	General Office 50,000 sq ft or less[4]	1,000 sf	15.50	ITE 9th equation	5.15	5.65	FL Studies	92%	FL Studies	23.28	1.30	30.26	$12,160	$172	$3,169	$141	$1,234	**$7,757**	$3,728	108%
	General Office 50,001-100,000 sq ft[4]	1,000 sf	13.13	ITE 9th equation	5.15	5.65	FL Studies	92%	FL Studies	19.72	1.30	25.64	$10,300	$146	$2,690	$119	$1,041	**$6,569**	$2,300	186%
	General Office 100,001-200,000 sq ft[4]	1,000 sf	11.12	ITE 9th equation	5.15	5.65	FL Studies	92%	FL Studies	16.70	1.30	21.71	$8,724	$124	$2,285	$101	$884	**$5,555**	$1,958	184%
	General Office 200,001-400,000 sq ft[4]	1,000 sf	9.41	ITE 9th equation	5.15	5.65	FL Studies	92%	FL Studies	14.13	1.30	18.37	$7,382	$105	$1,935	$85	$744	**$4,703**	$1,958	140%
	General Office greater that 400,000 sq ft[4]	1,000 sf	8.54	ITE 9th equation	5.15	5.65	FL Studies	92%	FL Studies	12.83	1.30	16.68	$6,700	$95	$1,750	$78	$683	**$4,267**	$1,958	118%
715	Single Tenant Office Building	1,000 sf	11.65	ITE 9th equation	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	17.50	1.30	22.75	$9,139	$129	$2,377	$106	$928	**$5,834**	$2,005	191%
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	37.31	1.30	48.50	$19,489	$274	$5,048	$224	$1,960	**$12,481**	$6,262	99%
720	Medical Office greater than 10,000 sq ft	1,000 sf	34.72	Blend ITE 9th & FL Studies	5.55	6.05	FL Studies	89%	FL Studies	54.37	1.30	70.68	$28,396	$400	$7,370	$327	$2,862	**$18,164**	$6,262	190%
	RETAIL:																			
813	Discount Superstore	1,000 sf	50.82	ITE 9th Edition	2.40	2.90	Same as LUC 820 (50k-200k sq ft)	67%	Same as LUC 820 (50k-200k sq ft)	25.90	1.30	33.67	$13,530	$211	$3,888	$172	$1,505	**$8,137**	$2,807	190%
815	Discount Store; Free-Standing	1,000 sf	57.24	ITE 9th Edition	2.40	2.90	Same as LUC 820 (50k-200k sq ft)	67%	Same as LUC 820 (50k-200k sq ft)	29.18	1.30	37.93	$15,240	$238	$4,385	$194	$1,698	**$9,157**	$3,384	171%
820	Shopping Center 50,000 sq ft or less[4][5]	1,000 sfgla	86.56	ITE 9th equation	1.87	2.37	TL Regression	56%	FL Curve	28.73	1.30	37.35	$15,009	$246	$4,532	$201	$1,759	**$8,718**	$1,565	457%
	Shopping Center 50,001-200,000 sq ft[4][5]	1,000 sfgla	53.28	ITE 9th equation	2.40	2.90	TL Regression	67%	FL Curve	27.16	1.30	35.31	$14,185	$221	$4,072	$181	$1,584	**$8,529**	$3,181	168%
	Shopping Center 200,001-400,000 sq ft[4][5]	1,000 sfgla	41.80	ITE 9th equation	2.64	3.14	TL Regression	73%	FL Curve	25.54	1.30	33.20	$13,338	$205	$3,777	$167	$1,462	**$8,099**	$5,504	47%
	Shopping Center greater than 400,000 sq ft[4][5]	1,000 sfgla	36.27	ITE 9th equation	2.87	3.37	TL Regression	76%	FL Curve	25.08	1.30	32.60	$13,099	$199	$3,666	$162	$1,418	**$8,015**	$5,504	46%
841	New/Used Auto Sales	1,000 sf	28.25	Blend ITE 9th & FL Studies	4.60	5.10	FL Studies	79%	FL Studies	32.54	1.30	42.30	$16,998	$243	$4,477	$199	$1,742	**$10,779**	$4,482	141%
853	Convenience Market w/Gasoline	1,000 sf	775.14	Blend ITE 9th & FL Studies	1.51	2.01	FL Studies	28%	FL Studies	103.89	1.30	135.06	$54,263	$933	$17,190	$762	$6,669	**$30,404**	$7,581	301%

Table D-9 (continued)
Mobility Fee Schedule – Urban Area; ½% Sales Tax (10 year lifecycle)

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 Gas Tax	Gas Tax Credit	Annual Sales Tax	Sales Tax Credit	Net Mobility Fee	Current Impact Fee Zone 7[2]	% Change
	RETAIL:																			
857	Discount Club	1,000 sf	41.80	ITE 9th Edition	2.40	2.90	Same as LUC 820 (50k-200k sq ft)	67%	Same as LUC 820 (50k-200k sq ft)	21.31	1.30	27.70	$11,129	$174	$3,206	$142	$1,243	**$6,680**	$2,498	167%
862	Home Improvement Superstore	1,000 sf	30.74	ITE 9th Edition	2.40	2.90	Same as LUC 820 (50k-200k sq ft)	67%	Same as LUC 820 (50k-200k sq ft)	15.67	1.30	20.37	$8,184	$128	$2,358	$104	$910	**$4,916**	$2,095	135%
863	Electronics Superstore	1,000 sf	45.04	ITE 9th Edition	1.87	2.37	Same as LUC 820 (50k sq ft or less)	56%	Same as LUC 820 (50k sq ft or less)	14.95	1.30	19.44	$7,809	$128	$2,358	$104	$910	**$4,541**	$2,692	69%
880/ 881	Pharmacy/Drug Store with & without Drive-Thru	1,000 sf	95.96	Blend ITE 9th & FL Studies	2.08	2.58	FL Studies	32%	FL Studies	20.25	1.30	26.33	$10,575	$169	$3,114	$138	$1,208	**$6,253**	$5,269	19%
890	Furniture Store	1,000 sf	5.06	ITE 9th Edition	6.09	6.59	FL Studies	54%	FL Studies	5.27	1.30	6.85	$2,755	$39	$719	$31	$271	**$1,765**	$605	192%
912	Bank/Savings Drive-In	1,000 sf	159.34	Blend ITE 9th & FL Studies	2.46	2.96	FL Studies	46%	FL Studies	57.16	1.30	74.31	$29,855	$464	$8,549	$379	$3,317	**$17,989**	$15,850	14%
931	Quality Restaurant	1,000 sf	91.10	Blend ITE 9th & FL Studies	3.14	3.64	FL Studies	77%	FL Studies	69.82	1.30	90.77	$36,470	$546	$10,060	$446	$3,903	**$22,507**	$10,752	109%
932	High-Turn Over Restaurant	1,000 sf	116.60	Blend ITE 9th & FL Studies	3.17	3.67	FL Studies	71%	FL Studies	83.19	1.30	108.15	$43,452	$650	$11,976	$531	$4,647	**$26,829**	$7,790	244%
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	511.00	Blend ITE 9th & FL Studies	2.05	2.55	FL Studies	58%	FL Studies	192.60	1.30	250.38	$100,599	$1,616	$29,774	$1,320	$11,553	**$59,272**	$9,389	531%
942	Automobile Care Center	1,000 sf	31.43	Blend ITE 9th & FL Studies	3.62	4.12	FL Studies	72%	FL Studies	25.97	1.30	33.76	$13,564	$199	$3,666	$163	$1,427	**$8,471**	n/a	n/a
944/ 946	Gas/Service Station with & without Car Wash	fuel pos.	157.33	ITE 9th Edition (944 & 946 Blend)	1.90	2.40	FL Studies	23%	FL Studies	21.79	1.30	28.33	$11,384	$186	$3,427	$152	$1,330	**$6,627**	$1,511	339%
947	Self-Service Car Wash	service bay	43.94	Blend ITE 9th & FL Studies	2.18	2.68	FL Studies	68%	FL Studies	20.65	1.30	26.85	$10,785	$171	$3,151	$140	$1,225	**$6,409**	$6,455	-1%
	INDUSTRIAL:																			
110	General Light Industrial	1,000 sf	6.97	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	10.47	1.30	13.61	$5,468	$77	$1,419	$63	$551	**$3,498**	$1,208	190%
120	General Heavy Industrial	1,000 sf	1.50	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	2.25	1.30	2.93	$1,177	$17	$313	$14	$123	**$741**	$1,208	-39%
140	Manufacturing	1,000 sf	3.82	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	5.74	1.30	7.46	$2,997	$42	$774	$35	$306	**$1,917**	$1,208	59%
150	Warehousing	1,000 sf	3.56	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	5.35	1.30	6.96	$2,793	$40	$737	$32	$280	**$1,776**	$860	107%
151	Mini-Warehouse	1,000 sf	2.15	Blend ITE 9th & FL Studies	3.10	3.60	FL Studies (Pinellas County)	92%	Same as LUC 710	1.94	1.30	2.52	$1,015	$15	$276	$12	$105	**$634**	$433	46%
152	High-Cube Warehouse	1,000 sf	1.68	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	2.52	1.30	3.28	$1,318	$19	$350	$15	$131	**$837**	n/a	n/a

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) Source: Hillsborough County Department of Development Services; Fees shown for Zone 7
3) The ITE 9th 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 trip generation rates recommended for the offices and shopping centers use the end-point regression value
5) In the case of shopping centers with up to 300,000 square feet, fast-food, convenience store, and gas stations located on outparcels should be charged separately using their individual categories, as opposed to the general shopping center rate

Table D-10
Mobility Fee Schedule – Rural Area; ½% Sales Tax (10 year lifecycle)

	Gasoline Tax						Unit Cost per Lane Mile:	$4,962,000								Interstate/Toll Facility Adjustment Factor:	36.6%			
	$$ per gallon to capital:	$0.213	$0.174	City Revenues:	-		Average PMC per Lane Mile:	9,263	10,806							Cost per PMC (Residential/Office/Industrial):	$535.71			
	Facility life (years):	25	10	County Revenues:	-		Fuel Efficiency:	18.18	mpg							Cost per PMC (Other Non-Residential):	$459.18			
	Interest rate:	2.50%	2.50%	State Revenues:	-		Effectivedays 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 Gas Tax	Gas Tax Credit	Annual Sales Tax	Sales Tax Credit	Net Mobility Fee	Current Impact Fee Zone 7[2]	% Change
	RESIDENTIAL:																			
210	Single Family (Detached) - Less than 1,500 sf & Annual HH Income less than 50% SHIP Definition	du	2.62	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	5.50	1.30	7.15	$3,829	$40	$737	$33	$289	**$2,803**	$1,792	56%
	Single Family (Detached) - Less than 1,500 sf & Annual HH Income between 50-80% SHIP Definition	du	3.96	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	8.31	1.30	10.80	$5,787	$60	$1,105	$49	$429	**$4,253**	$1,792	137%
	Single Family (Detached) - Less than 1,500 sf	du	6.11	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	12.82	1.30	16.67	$8,930	$93	$1,713	$76	$665	**$6,552**	$1,792	266%
	Single Family (Detached) - 1,501 to 2,499 sf	du	7.81	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	16.39	1.30	21.31	$11,414	$119	$2,193	$97	$849	**$8,372**	$1,792	367%
	Single Family (Detached) - 2,500 sf and greater	du	8.76	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	n/a	18.38	1.30	23.89	$12,802	$133	$2,450	$109	$954	**$9,398**	$1,792	424%
220	Multi-Family (Apartment); 1-2 Stories - Annual HH Income less than 50% SHIP Definition	du	2.38	Blend ITE 9th & FL Studies	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	3.85	1.30	5.01	$2,680	$28	$516	$23	$201	**$1,963**	$1,242	58%
	Multi-Family (Apartment); 1-2 Stories - Annual HH Income between 50-80% SHIP Definition	du	3.60	Blend ITE 9th & FL Studies	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	5.82	1.30	7.57	$4,053	$43	$792	$35	$306	**$2,955**	$1,242	138%
	Multi-Family (Apartment); 1-2 Stories	du	6.60	Blend ITE 9th & FL Studies	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	10.67	1.30	13.87	$7,431	$79	$1,456	$65	$569	**$5,406**	$1,242	335%
222/ 223	Multi-Family (Apartment); 3+ Stories - Annual HH Income less than 50% SHIP Definition	du	1.49	ITE 9th Edition (weighted avg)	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	2.41	1.30	3.13	$1,678	$18	$332	$15	$131	**$1,215**	$1,242	-2%
	Multi-Family (Apartment); 3+ Stories - Annual HH Income between 50-80% SHIP Definition	du	2.25	ITE 9th Edition (weighted avg)	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	3.64	1.30	4.73	$2,533	$27	$497	$22	$193	**$1,843**	$1,242	48%
	Multi-Family (Apartment); 3+ Stories	du	4.14	ITE 9th Edition (weighted avg)	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	6.69	1.30	8.70	$4,661	$50	$921	$40	$350	**$3,390**	$1,242	173%
230	Residential Condominium/Townhouse	du	5.76	Blend ITE 9th & FL Studies	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	9.31	1.30	12.10	$6,485	$69	$1,271	$56	$490	**$4,724**	$1,097	331%
232	High-Rise Condominium; 3+ Stories	du	4.18	ITE 9th Edition	5.10	5.60	FL Studies (LUC 220/230)	100%	n/a	6.76	1.30	8.79	$4,706	$50	$921	$41	$359	**$3,426**	$1,097	212%
240	Mobile Home Park	du	4.17	FL Studies	4.60	5.10	FL Studies	100%	n/a	6.08	1.30	7.90	$4,235	$45	$829	$37	$324	**$3,082**	$901	242%
253	Congregate Care Facility	du	2.25	Blend ITE 9th & FL Studies	3.08	3.58	Same as LUC 210	72%	FL Studies	1.58	1.30	2.05	$1,102	$12	$221	$10	$88	**$793**	n/a	n/a
	LODGING:																			
310	Hotel	room	6.36	Blend ITE 9th & FL Studies	6.26	6.76	FL Studies	66%	FL Studies	8.33	1.30	10.83	$4,972	$61	$1,124	$50	$438	**$3,410**	$1,546	121%
311	Hotel; All Suites	room	4.90	ITE 9th Edition	6.26	6.76	Same as LUC 310	66%	Same as LUC 310	6.42	1.30	8.35	$3,831	$47	$866	$38	$333	**$2,632**	$1,082	143%
320	Motel	room	5.63	ITE 9th Edition	4.34	4.84	FL Studies	77%	FL Studies	5.96	1.30	7.75	$3,560	$45	$829	$37	$324	**$2,407**	$1,579	52%
	RECREATION:																			
412	General Recreation	acre	2.28	ITE 9th Edition	5.11	5.61	FL Studies (Pinellas County)	90%	FL Studies (Pinellas County)	3.32	1.30	4.32	$1,984	$25	$461	$20	$175	**$1,348**	n/a	n/a
416	RV Park[3]	site	1.62	ITE 9th Edition (Adjusted)	4.60	5.10	Same as LUC 240	100%	FL Studies (Pinellas County)	2.36	1.30	3.07	$1,410	$18	$332	$14	$123	**$955**	n/a	n/a
420	Marina	boat berth	2.96	ITE 9th Edition	6.62	7.12	Same as LUC 210	90%	FL Studies (Pinellas County)	5.59	1.30	7.27	$3,337	$41	$755	$33	$289	**$2,293**	n/a	n/a
430	Golf Course	hole	35.74	ITE 9th Edition	6.62	7.12	Same as LUC 210	90%	FL Studies (Pinellas County)	67.50	1.30	87.75	$40,294	$490	$9,028	$400	$3,501	**$27,765**	$4,272	550%
444	Movie Theater	screen	106.63	Blend ITE 6th & FL Studies	2.22	2.72	FL Studies	88%	FL Studies	66.04	1.30	85.85	$39,418	$546	$10,060	$446	$3,903	**$25,455**	$9,164	178%
492	Health Club	1,000 sf	32.93	ITE 9th Edition	5.15	5.65	Same as LUC 710	94%	FL Studies	50.53	1.30	65.69	$30,166	$374	$6,891	$305	$2,669	**$20,606**	n/a	n/a

Table D-10 (continued)
Mobility Fee Schedule – Rural Area; ½% Sales Tax (10 year lifecycle)

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 Gas Tax	Gas Tax Credit	Annual Sales Tax	Sales Tax Credit	Net Mobility Fee	Current Impact Fee Zone 7[2]	% Change
	INSTITUTIONS:																			
520	Elementary School (Private)	student	1.29	ITE 9th Edition	4.30	4.80	FL Studies (Pinellas County)	80%	FL Studies (Pinellas County)	1.41	1.30	1.83	$840	$11	$203	$9	$79	**$558**	$61	815%
522	Middle School (Private)	student	1.62	ITE 9th Edition	4.30	4.80	FL Studies (Pinellas County)	90%	FL Studies (Pinellas County)	1.99	1.30	2.59	$1,186	$15	$276	$12	$105	**$805**	n/a	n/a
530	High School (Private)	student	1.71	ITE 9th Edition	4.30	4.80	FL Studies (Pinellas County)	90%	FL Studies (Pinellas County)	2.10	1.30	2.73	$1,252	$16	$295	$13	$114	**$843**	n/a	n/a
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%	FL Studies (Pinellas County)	3.78	1.30	4.91	$2,255	$27	$497	$22	$193	**$1,565**	n/a	n/a
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%	FL Studies (Pinellas County)	2.83	1.30	3.68	$1,691	$21	$387	$17	$149	**$1,155**	n/a	n/a
560	Church	1,000 sf	9.11	ITE 9th Edition	3.90	4.40	FL Studies (Pinellas County)	90%	FL Studies (Pinellas County)	10.14	1.30	13.18	$6,051	$77	$1,419	$63	$551	**$4,081**	$544	650%
565	Day Care Center	1,000 sf	71.88	Blend ITE 9th & FL Studies	2.03	2.53	FL Studies	73%	FL Studies	33.77	1.30	43.90	$20,156	$284	$5,233	$232	$2,030	**$12,893**	$1,500	760%
610	Hospital	1,000 sf	13.22	ITE 9th Edition	6.62	7.12	Same as LUC 210	77%	FL Studies (Pinellas County)	21.36	1.30	27.77	$12,752	$155	$2,856	$127	$1,112	**$8,784**	unit change	n/a
620	Nursing Home	bed	2.76	Blend ITE 9th & FL Studies	2.59	3.09	FL Studies	89%	FL Studies	2.02	1.30	2.63	$1,204	$16	$295	$13	$114	**$795**	$194	310%
630	Clinic	1,000 sf	33.22	Blend ITE 9th & FL Studies	5.10	5.60	FL Studies	93%	FL Studies	49.95	1.30	64.94	$29,815	$370	$6,817	$302	$2,643	**$20,355**	$1,880	983%
	OFFICE:																			
710	General Office 50,000 sq ft or less[4]	1,000 sf	15.50	ITE 9th equation	5.15	5.65	FL Studies	92%	FL Studies	23.28	1.30	30.26	$16,213	$172	$3,169	$141	$1,234	**$11,810**	$3,728	217%
	General Office 50,001-100,000 sq ft[4]	1,000 sf	13.13	ITE 9th equation	5.15	5.65	FL Studies	92%	FL Studies	19.72	1.30	25.64	$13,734	$146	$2,690	$119	$1,041	**$10,003**	$2,300	335%
	General Office 100,001-200,000 sq ft[4]	1,000 sf	11.12	ITE 9th equation	5.15	5.65	FL Studies	92%	FL Studies	16.70	1.30	21.71	$11,631	$124	$2,285	$101	$884	**$8,462**	$1,958	332%
	General Office 200,001-400,000 sq ft[4]	1,000 sf	9.41	ITE 9th equation	5.15	5.65	FL Studies	92%	FL Studies	14.13	1.30	18.37	$9,843	$105	$1,935	$85	$744	**$7,164**	$1,958	266%
	General Office greater that 400,000 sq ft[4]	1,000 sf	8.54	ITE 9th equation	5.15	5.65	FL Studies	92%	FL Studies	12.83	1.30	16.68	$8,933	$95	$1,750	$78	$683	**$6,500**	$1,958	232%
715	Single Tenant Office Building	1,000 sf	11.65	ITE 9th equation	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	17.50	1.30	22.75	$12,186	$129	$2,377	$106	$928	**$8,881**	$2,005	343%
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	37.31	1.30	48.50	$25,986	$274	$5,048	$224	$1,960	**$18,978**	$6,262	203%
720	Medical Office greater than 10,000 sq ft	1,000 sf	34.72	Blend ITE 9th & FL Studies	5.55	6.05	FL Studies	89%	FL Studies	54.37	1.30	70.68	$37,861	$400	$7,370	$327	$2,862	**$27,629**	$6,262	341%
	RETAIL:																			
813	Discount Superstore	1,000 sf	50.82	ITE 9th Edition	2.40	2.90	Same as LUC 820 (50k-200k sq ft)	67%	Same as LUC 820 (50k-200k sq ft)	25.90	1.30	33.67	$15,463	$211	$3,888	$172	$1,505	**$10,070**	$2,807	259%
815	Discount Store; Free-Standing	1,000 sf	57.24	ITE 9th Edition	2.40	2.90	Same as LUC 820 (50k-200k sq ft)	67%	Same as LUC 820 (50k-200k sq ft)	29.18	1.30	37.93	$17,417	$238	$4,385	$194	$1,698	**$11,334**	$3,384	235%
820	Shopping Center 50,000 sq ft or less[4][5]	1,000 sfgla	86.56	ITE 9th equation	1.87	2.37	TL Regression	56%	FL Curve	28.73	1.30	37.35	$17,153	$246	$4,532	$201	$1,759	**$10,862**	$1,565	594%
	Shopping Center 50,001-200,000 sq ft[4][5]	1,000 sfgla	53.28	ITE 9th equation	2.40	2.90	TL Regression	67%	FL Curve	27.16	1.30	35.31	$16,212	$221	$4,072	$181	$1,584	**$10,556**	$3,181	232%
	Shopping Center 200,001-400,000 sq ft[4][5]	1,000 sfgla	41.80	ITE 9th equation	2.64	3.14	TL Regression	73%	FL Curve	25.54	1.30	33.20	$15,244	$205	$3,777	$167	$1,462	**$10,005**	$5,504	82%
	Shopping Center greater than 400,000 sq ft[4][5]	1,000 sfgla	36.27	ITE 9th equation	2.87	3.37	TL Regression	76%	FL Curve	25.08	1.30	32.60	$14,970	$199	$3,666	$162	$1,418	**$9,886**	$5,504	80%
841	New/Used Auto Sales	1,000 sf	28.25	Blend ITE 9th & FL Studies	4.60	5.10	FL Studies	79%	FL Studies	32.54	1.30	42.30	$19,426	$243	$4,477	$199	$1,742	**$13,207**	$4,482	195%
853	Convenience Market w/Gasoline	1,000 sf	775.14	Blend ITE 9th & FL Studies	1.51	2.01	FL Studies	28%	FL Studies	103.89	1.30	135.06	$62,015	$933	$17,190	$762	$6,669	**$38,156**	$7,581	403%

Table D-10 (continued)
Mobility Fee Schedule – Rural Area; ½% Sales Tax (10 year lifecycle)

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 Gas Tax	Gas Tax Credit	Annual Sales Tax	Sales Tax Credit	Net Mobility Fee	Current Impact Fee Zone 7[2]	% Change
	RETAIL:																			
857	Discount Club	1,000 sf	41.80	ITE 9th Edition	2.40	2.90	Same as LUC 820 (50k-200k sq ft)	67%	Same as LUC 820 (50k-200k sq ft)	21.31	1.30	27.70	$12,719	$174	$3,206	$142	$1,243	**$8,270**	$2,498	231%
862	Home Improvement Superstore	1,000 sf	30.74	ITE 9th Edition	2.40	2.90	Same as LUC 820 (50k-200k sq ft)	67%	Same as LUC 820 (50k-200k sq ft)	15.67	1.30	20.37	$9,354	$128	$2,358	$104	$910	**$6,086**	$2,095	191%
863	Electronics Superstore	1,000 sf	45.04	ITE 9th Edition	1.87	2.37	Same as LUC 820 (50k sq ft or less)	56%	Same as LUC 820 (50k sq ft or less)	14.95	1.30	19.44	$8,925	$128	$2,358	$104	$910	**$5,657**	$2,692	110%
880/ 881	Pharmacy/Drug Store with & without Drive-Thru	1,000 sf	95.96	Blend ITE 9th & FL Studies	2.08	2.58	FL Studies	32%	FL Studies	20.25	1.30	26.33	$12,086	$169	$3,114	$138	$1,208	**$7,764**	$5,269	47%
890	Furniture Store	1,000 sf	5.06	ITE 9th Edition	6.09	6.59	FL Studies	54%	FL Studies	5.27	1.30	6.85	$3,149	$39	$719	$31	$271	**$2,159**	$605	257%
912	Bank/Savings Drive-In	1,000 sf	159.34	Blend ITE 9th & FL Studies	2.46	2.96	FL Studies	46%	FL Studies	57.16	1.30	74.31	$34,119	$464	$8,549	$379	$3,317	**$22,253**	$15,850	40%
931	Quality Restaurant	1,000 sf	91.10	Blend ITE 9th & FL Studies	3.14	3.64	FL Studies	77%	FL Studies	69.82	1.30	90.77	$41,680	$546	$10,060	$446	$3,903	**$27,717**	$10,752	158%
932	High-Turn Over Restaurant	1,000 sf	116.60	Blend ITE 9th & FL Studies	3.17	3.67	FL Studies	71%	FL Studies	83.19	1.30	108.15	$49,659	$650	$11,976	$531	$4,647	**$33,036**	$7,790	324%
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	511.00	Blend ITE 9th & FL Studies	2.05	2.55	FL Studies	58%	FL Studies	192.60	1.30	250.38	$114,971	$1,616	$29,774	$1,320	$11,553	**$73,644**	$9,389	684%
942	Automobile Care Center	1,000 sf	31.43	Blend ITE 9th & FL Studies	3.62	4.12	FL Studies	72%	FL Studies	25.97	1.30	33.76	$15,501	$199	$3,666	$163	$1,427	**$10,408**	n/a	n/a
944/ 946	Gas/Service Station with & without Car Wash	fuel pos.	157.33	ITE 9th Edition (944 & 946 Blend)	1.90	2.40	FL Studies	23%	FL Studies	21.79	1.30	28.33	$13,010	$186	$3,427	$152	$1,330	**$8,253**	$1,511	446%
947	Self-Service Car Wash	service bay	43.94	Blend ITE 9th & FL Studies	2.18	2.68	FL Studies	68%	FL Studies	20.65	1.30	26.85	$12,326	$171	$3,151	$140	$1,225	**$7,950**	$6,455	23%
	INDUSTRIAL:																			
110	General Light Industrial	1,000 sf	6.97	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	10.47	1.30	13.61	$7,291	$77	$1,419	$63	$551	**$5,321**	$1,208	341%
120	General Heavy Industrial	1,000 sf	1.50	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	2.25	1.30	2.93	$1,569	$17	$313	$14	$123	**$1,133**	$1,208	-6%
140	Manufacturing	1,000 sf	3.82	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	5.74	1.30	7.46	$3,996	$42	$774	$35	$306	**$2,916**	$1,208	141%
150	Warehousing	1,000 sf	3.56	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	5.35	1.30	6.96	$3,724	$40	$737	$32	$280	**$2,707**	$860	215%
151	Mini-Warehouse	1,000 sf	2.15	Blend ITE 9th & FL Studies	3.10	3.60	FL Studies (Pinellas County)	92%	Same as LUC 710	1.94	1.30	2.52	$1,354	$15	$276	$12	$105	**$973**	$433	125%
152	High-Cube Warehouse	1,000 sf	1.68	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	2.52	1.30	3.28	$1,757	$19	$350	$15	$131	**$1,276**	n/a	n/a

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) Source: Hillsborough County Department of Development Services; Fees shown for Zone 7
3) The ITE 9th 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 trip generation rates recommended for the offices and shopping centers use the end-point regression value
5) In the case of shopping centers with up to 300,000 square feet, fast-food, convenience store, and gas stations located on outparcels should be charged separately using their individual categories, as opposed to the general shopping center rate