

PASCO COUNTY
MULTI-MODAL MOBILITY FEE STUDY
FINAL REPORT



Prepared for:
Pasco County, Florida

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July 7, 2011 – Published Version

PASCO COUNTY MULTI-MODAL MOBILITY FEE STUDY

Executive Summary

Pasco County has updated its transportation impact fee study to respond to a changing economic and legislative environment. The prior fee was adopted in 2007, when growth was pushing forward aggressively and costs for infrastructure were high. Since then, Florida's economic climate has changed dramatically. Growth rates have slowed, costs of transportation facilities have declined, and economic recession has occurred. State-mandated growth management mandates have been relaxed, and legislation has been passed encouraging creative approaches to regulatory and land use policy to promote job creation and compact urban growth.

Three specific objectives were identified for the updated mobility fee described herein:

- Creating a graduated fee schedule that provided lower fees in more dense urban areas and higher fees in rural areas,
- Providing incentives for job-creating land uses to locate in Pasco County, and
- Providing flexibility in the application of the fee to transportation capital facilities for the four "major" modes of transportation – private motor vehicles, transit, bicycles, and walking.

These objectives were accomplished by recognizing that the slower growth rate enables lower fees, that the County intends to provide different mobility systems and quality of service in each of three distinct regions of the County, and a commitment of additional property tax revenues to help fund the needs of an expanded transportation system. The fee structure recognizes that the urban area will be served by congested roads and more public transit, the suburban area will be served by less-congested roads and less public transit, and the rural area by even less-congested roads and very little public transit. Bicycle facilities and sidewalks are anticipated in all areas. In addition, application of a new revenue source for transportation – property taxes – was relied upon, along with gasoline taxes and Penny for Pasco sales tax revenues, to help fund increased transit operating costs with an expanded system and to incentivize specific job-creating land uses and other desired forms of development.

Fees for office, industrial, and lodging uses are completely subsidized in the urban area, and substantially subsidized in the suburban and rural areas. Partial subsidies are provided for retail, recreational, and institutional uses, and little subsidy is provided for residential uses in the suburban and rural areas. Administrative procedures will ensure that the appropriate level of tax revenues are transferred to capital programs to annually round-out the fee subsidies.

Pasco County has identified nodes along the SR 54/SR 56 corridor for transit-oriented land uses (TOD), and full subsidies are provided for land uses meeting the design and density criteria established for these uses. Finally, development meeting traditional neighborhood development (TND) guidelines are also incentivized, with fees being reduced to 25 percent of the level similar, non-TND development would pay.

**PASCO COUNTY
MULTI-MODAL MOBILITY FEE STUDY**

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**PASCO COUNTY
MULTI-MODAL MOBILITY FEE STUDY**

1.0 INTRODUCTION

Pasco County's Transportation Impact Fee Ordinance was most recently adopted in April, 2007, to assist the County in providing adequate transportation facilities for expected growth. This update study was initiated as a part of a revised growth management strategy initiated by the Board of County Commissioner and County staff, recommendations of an Urban Land Institute panel regarding growth management issues, and a desire to attract employment-oriented economic development. It also responds to changes in state growth management legislation, which encourages more dense development patterns and more mobility alternatives. Finally, the lower fees proposed in this study are responsive to lower construction costs and slower rates of growth realized during these slower economic times. These changes reduce the rate at which transportation infrastructure expansion is needed and reduces the infrastructure-funding fee rates that need to be assessed of new development.

The fee developed in this study will be used to fund transit, bicycle, and pedestrian capital facilities as well as roads, in keeping with a legislative emphasis on developing multi-modal transportation systems to provide mobility options to citizens of Pasco County. The County has recently adopted Comprehensive Plan amendments to implement, a geographically tiered (urban, suburban, and rural districts) growth management and mobility strategies. A part of the mobility fee strategy is the implementation of funding mechanisms that are consistent with the development densities and mobility strategies defined for each geographic area. In the urban area, a transit-oriented mobility plan has been adopted with a higher degree of roadway congestion. In the suburban and rural areas, correspondingly less transit and higher levels of roadway service are intended. Figure 1 illustrates the area boundaries and the currently adopted long-range transportation plan.

The County's objectives of job-creation and supporting economic stability are supported with this fee structure by providing reduced fees to encourage development of land uses which reduce travel demands and foster economic diversity. Reduced fees are provided for policy-designated job-creating land uses, and the reductions are funded by a combination of property taxes not previously earmarked for transportation purposes and

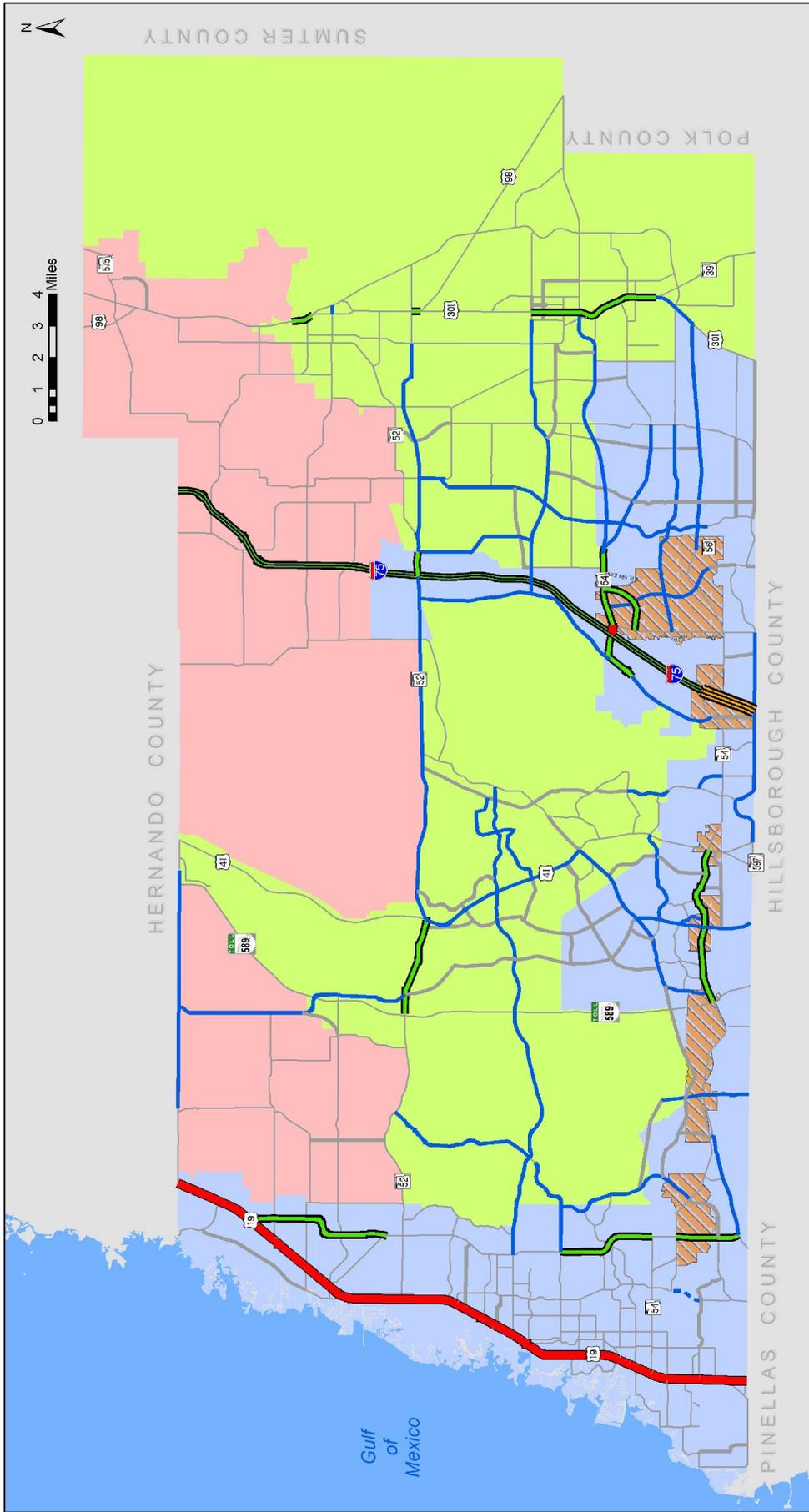


Figure 1
Fee Districts and Planned Road Improvements

2035 Cost Feasible MPO LRTP

ROAD TYPE	2	3	4	6	8	10	12	14
One-Way	---	---	---	---	---	---	---	---
Undivided	---	---	---	---	---	---	---	---
Divided	---	---	---	---	---	---	---	---
Freeway	---	---	---	---	---	---	---	---

Legend

	Urban		Transit Center Overlay
	Suburban		No Improvement
	Rural		

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 Planning and Engineering

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Updated: June 20, 2011 (BKW)

already-enacted transportation revenue sources. Similarly, reduced fees are provided to encourage desirable Transit-Oriented Development (TOD) in specifically designated TOD districts, and Traditional Neighborhood Development (TND).

This summary report, which acts as a technical support document to the Ordinance, presents the results of this study. Included in this document is an updated fee schedule, as well as the necessary support material utilized in its calculation.

The general equation used to compute the transportation impact fee for a given land use is:

$$\text{Demand} \times \text{Cost} - \text{Credits} = \text{Fee}$$

The demand for travel placed on the transportation system is expressed in units of person miles of transportation system capacity consumed. Rather than focusing on roads, bicycles, and pedestrians only, this multi-modal mobility fee integrates the capital costs of transit as well. The cost of building capacity is expressed in units of dollars per person-mile of transportation system capacity. The credits are an estimate of the revenues generated by the development that are allocated to transportation system capacity expansion. Thus, the fee represents an "up front" payment for a portion of the cost to replace the transportation facilities consumed by a development.

Two additional considerations – a capacity addition ratio that reflects the desired quality of service and how efficiently the transportation system can serve desired development densities in each subarea of the County, and the opportunity for fee reductions – some strategically targeted for employment-generating land uses – in recognition that funds that fund transportation system expansion are generated by the pre-existing tax base – are added to the general fee equation.

This report recommends changes to the input variables used in the County's current impact fee schedule. Additional and/or new information available to the firm relevant to transportation impact and mobility fees was reviewed and used in the update. The general topics are as follows:

- Demand Component
 - Individual land use trip characteristics
 - Conversion of vehicle-trips to person-trips

- Cost Component
 - Roadway improvement costs
 - Alternate mode improvement costs
 - Multi-modal capacity cost
 - Capacity addition ratio
- Credit Component
 - Gasoline and sales tax distributions and allocations
- Other variables used in the mobility fee formula
- Fee reductions for “most favored land uses”
- Development of fee schedules, and
- Example fee calculation.

These items are all discussed in subsequent sections of this document.

2.0 CHANGES TO CURRENT FEE VARIABLES

There are 11 input components used in the current fee equation.

- Number of daily trips generated
- Length of those trips
- Proportion of travel that is new travel
- Cost per person- mile of capacity
- Capacity addition ratio
- Revenue credits
- Facility life
- Interest rate
- Fuel efficiency
- Effective days per year
- Interstate/toll facility adjustment factor

As necessary, modifications were made to the input components to reflect the current demand, cost, and revenue data obtained for this Update Study. A review of the input components and the proposed changes to them are presented in the following sections.

2.1 Individual Land Use Trip Characteristics

2.1.1 Trip Generation, Trip Length, and Percent New Trips

The amount of transportation system consumed by a land development activity is calculated using the following units of measure:

- Number of trips generated;
- Length of those trips; and
- Proportion of travel that is new travel, rather than travel that might have already been on the road system.

For the purpose of this Update Study, the trip characteristic variables have been obtained primarily from two sources: (1) previous studies conducted throughout Florida, specifically the trip characteristics studies conducted previously in Pasco County (Florida Studies Database) and (2) the Institute of Transportation Engineers' (ITE) *Trip Generation* reference report (8th edition).

Changes between the proposed mobility fee and the current impact fee travel demand variables (i.e., trip generation rate, trip length, and percent new trips) are summarized in Table 2-1. Changes that resulted in increases in travel demand of more than one percent are proposed for 29 of the 76 uses in the fee schedule, and the reasons for these changes are provided in Table 2-1. The reasons for these changes included:

- the availability of an update ITE Trip Generation reference,
- the inclusion of additional field studies for trip lengths that have been undertaken since Pasco County's fees were last updated, and
- changes in Tindale-Oliver's mobility/impact fee study procedures.

The trip characteristics variables used in the calculation of the mobility fee for each land use are included in the proposed fee schedules, presented later in this report. In addition, TOA's Florida Trip Characteristics Studies Database is included in Appendix A. This database was used to determine trip length, percent capture of trips, and trip rate for some land uses. It should be noted that the adjustment factors applied to trip lengths, (15 percent for residential and 5 percent for non-residential) applied in the 2002 and 2007 update studies to account for differences between the trip lengths resulting from the studies included in the Florida Studies Database and the

**Table 2-1
Proposed Changes to Travel Demand Parameters from 2007 Road Impact Fee**

ITE LUC	Land Use	Unit	Passo 2007 TGR	Trip Rate	TGR % Change	Passo 2007 Trip Length	Assessable Trip Length	TL % Change	Passo 2007 % New Trips	PNT % Change	Passo 2007 VMT	VMT Change	VMT % Change	Reason for Change
540	University/Junior College (7,500 or fewer students) (Private)	student	1.20	2.00	67%	7.25	7.61	5%	90%	0%	3.92	6.85	75%	TGR update from ITE to TOA regression analysis. TL was previously tied to a Pinellas County Study but has since been updated and is now tied to residential land uses
310	Hotel	room	8.30	8.30	0%	5.46	7.20	32%	66%	0%	14.95	19.72	32%	Trip characteristics related to office, rather than residential uses
820	Retail 50,000 sf or less ⁽¹⁾	1,000 sf/la	86.56	86.56	0%	1.84	1.96	7%	46%	22%	36.63	47.50	30%	Updated TOA Retail trip length regression analysis
820	Retail 50,001-200,000 sf/la ⁽¹⁾	1,000 sf/la	62.81	53.28	-15%	2.02	2.38	18%	56%	20%	35.53	42.48	20%	Updated TOA Retail trip length regression analysis
820	Retail 200,001-400,000 sf/la ⁽¹⁾	1,000 sf/la	46.23	41.80	-10%	2.32	2.63	13%	63%	10%	33.78	40.13	19%	Updated TOA Retail trip length regression analysis
152	High-Cube Warehouse	1,000 sf	1.20	1.44	20%	7.25	6.95	-4%	92%	0%	4.00	4.60	15%	TGR changed due to an update in ITE 8th data. TGR is tied to LUC 210, which was updated with new TCS data
942	Automobile Care Center	1,000 sf	30.09	34.12	13%	3.78	3.80	1%	72%	0%	40.95	46.68	14%	ITE 8th Edition trip rate update?????
820	Retail 400,001-600,000 sf/la ⁽¹⁾	1,000 sf/la	38.66	36.27	-6%	2.67	2.75	3%	68%	12%	35.10	37.90	8%	Updated TOA Retail trip length regression analysis
820	Retail 600,001-800,000 sf/la ⁽¹⁾	1,000 sf/la	34.37	32.80	-5%	3.01	3.02	0%	71%	11%	36.73	39.13	7%	Updated TOA Retail trip length regression analysis
610	Hospital	1,000 sf	17.57	16.50	-6%	6.72	7.61	13%	77%	0%	45.46	48.34	6%	TGR changed due to an update from ITE 7th to ITE 8th. TL was previously tied to a Pinellas County study but is now tied to residential land uses TCS data (TOA procedure update)
n/a	"Low Income" SHIP defined Multi-Family	du	3.59	3.59	0%	6.42	5.99	-7%	100%	100%	11.52	10.75	-7%	Did not update TGR. TL is tied to Multi-Family (LUC 221)
710	General Office 50,001-100,000 sf ⁽¹⁾	1,000 sf	14.25	13.34	-6%	5.46	5.41	-1%	92%	0%	35.79	33.20	-7%	TGR changed due to the use of endpoints (instead of mid-points) in the TGR equation (TOA procedure update). TL is slightly different due to a rounding issue
710	General Office 100,001-200,000 sf ⁽¹⁾	1,000 sf	12.15	11.37	-6%	5.46	5.41	-1%	92%	0%	30.52	28.30	-7%	TGR changed due to the use of endpoints (instead of mid-points) in the TGR equation (TOA procedure update). TL is slightly different due to a rounding issue
710	General Office 200,001-400,000 sf ⁽¹⁾	1,000 sf	10.36	9.70	-6%	5.46	5.41	-1%	92%	0%	26.02	24.14	-7%	TGR changed due to the use of endpoints (instead of mid-points) in the TGR equation (TOA procedure update). TL is slightly different due to a rounding issue
240	Mobile Home Park	du	4.67	4.17	-11%	5.29	5.29	0%	100%	100%	12.35	11.03	-11%	TGR for previous study used blended data, but SAT has since decided to only use ITE data
841	New/Used Auto Sales	1,000 sf	32.93	29.85	-9%	4.94	4.83	-2%	79%	0%	64.26	56.95	-11%	TGR formula was corrected from previous study. TL is slightly different to a rounding issue
853	Convenience Store w/Gas Pumps	1,000 sf	803.24	775.14	-3%	1.60	1.51	-6%	29%	-3%	186.35	163.86	-12%	TGR, TL, and PNT all changed due to the inclusion of additional TCS studies from 2002 (TOA procedure update)
932	High-Turnover Restaurant	1,000 sf	126.50	126.50	0%	3.60	3.17	-12%	71%	0%	161.67	142.36	-12%	Previous study only used 3 Pasco studies to determine TL. The update includes additional studies in the TCS database (LUC does include 5% TI adj. factor)
251	Ave Restricted Single Family	du	3.71	3.13	-16%	6.23	6.23	0%	100%	100%	11.56	9.75	-16%	TGR updated to include TCS studies from 2002
412	General Recreation	acre	2.28	2.28	0%	6.72	5.37	-20%	90%	0%	6.89	5.51	-20%	TL was previously tied to a Pinellas County Study but has now been updated to reflect the FL Schedules (consistent with other TOA studies)
150	Warehouse	1,000 sf	4.96	3.56	-28%	5.36	5.41	1%	92%	0%	12.23	8.86	-28%	TGR changed due to a major update in the ITE 8th data. TL is slightly different due to a rounding issue
n/a	Airport Hangar	1,000 sf	4.96	3.56	-28%	5.36	5.41	1%	92%	0%	12.23	8.86	-28%	TGR is tied to LUC 150 which changed due to updated TCS data. TL is slightly different due to a rounding issue
550	University/Junior College (more than 7,500 students) (Private)	student	2.38	1.50	-37%	7.25	7.61	5%	90%	0%	7.76	5.14	-34%	TGR update from ITE to TOA regression analysis. TL was previously tied to a Pinellas County Study but has since been updated and is now tied to LUC 211
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	522.62	522.62	0%	2.99	2.05	-31%	60%	-3%	468.79	310.70	-34%	Previous study only used 3 Pasco studies to determine TL. The update includes additional studies in the TCS database (LUC does include 5% TI adj. factor)
862	Home Improvement Superstore	1,000 sf	29.80	29.80	0%	3.01	2.38	-21%	83%	67%	37.22	23.76	-36%	TL and PNT are tied to LUC 820, which changed due to updated FL Curve and Regression
816	Hardware/Paint	1,000 sf	51.29	51.29	0%	2.47	1.96	-21%	74%	56%	46.87	28.15	-40%	TL and PNT are tied to LUC 820, which changed due to updated FL Curve and Regression
252	Ave Restricted Multi-Family	Occupied du	3.31	2.71	-18%	5.44	3.77	-31%	100%	100%	9.00	5.11	-43%	TGR updated to ITE 8th, cannot find 2007 backup. TL was previously interpolated using similar land uses, but now just uses LUC 252 study
912	Bank/Savings w/Drive-In	1,000 sf	281.55	159.34	-43%	2.63	2.58	-2%	46%	46%	170.31	94.55	-44%	TGR changed due to a major update in the ITE 8th data. TL is different due to a rounding issue
416	RV Park ⁽²⁾	site	3.70	2.22	-40%	6.46	5.29	-18%	100%	100%	11.95	5.87	-51%	TGR updated to reflect 60% occupancy level (TOA procedure update). TL previously tied to Collier County Study but is now tied to LUC 240 (TOA procedure update)

(1) Net VMT calculated as (Trip Generation Rate * Trip Length * % New Trips)/2. This reflects the unit of vehicle miles of capacity consumed per unit of development and is multiplied by the cost per vehicle

(2) The ITE 8th 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.

(3) The trip generation rate recommended for the office and shopping center, uses the end-point regression value.

(4) The Bank/Savings Walk-in land use is not listed in the ITE's Trip Generation Handbook, 8th Edition; therefore, the trip generation rate from the previous report was used (Source: ITE 7th Edition)

(5) TGR = Trip Generation Rate, TL = Trip Length, PNT = Percent New Trips

independent trip characteristics studies conducted by TOA in Pasco County in 2002 were retained.

2.1.2 Trip Length Adjustment by Fee District

Since the fee is stratified into three geographic areas, the relative trip lengths for each of the three areas were investigated using the current Tampa Bay Regional (Transportation) Planning Model (TBRPM) version 7.0. This model is the Federal, State, and locally sanctioned model for planning transportation facilities and services for the Tampa Bay area. The model makes use of residential dwellings, industrial, commercial and service employment as its primary travel-forecasting variables. The lengths of trips generated by each of these forecasting variables, when located in a dozen different locations throughout the County, were determined and the average of all of the trip lengths was tabulated. The upper portion of Table 2-2 summarizes the results of this modeling exercise for each traffic zone, which indicate that trips in the rural area tend to be the longest, trips in the suburban area tend to be near average, and trips in the urban area the shortest for each of the variables. These findings were used to adjust the county-wide average trip lengths from the 2007 impact fee schedule and the Florida Trip Characteristics Database to estimate appropriate trip lengths in each geographic subarea for which the fees are developed. Since the TBRPM (version 7.0) provides modeling capability for local and regional retail and service employees, the averages of the trip length factors were applied to the fee calculation. The computation of these averages and the values used are summarized in the lower portion of the Table.

2.1.3. Conversion of Vehicle-Trips to Person-Trips

For application in a mixed transit and roadway mode, it was necessary to estimate travel in units of person-miles. No extensive source of person-trip travel generation by land use is available, such as is available for vehicle trips in the ITE Trip Generation reference. It is reasonable to assume that most of the trip generation rate studies in Trip Generation were undertaken in low-transit environments, so the person-trip generation characteristics for each land use in the fee schedule relied on the ITE vehicle-trip generation data. Vehicle-trips were converted to person-trips by applying a vehicle-trip to person-trip conversion factor of 1.37. This value was derived from Pasco County data from the TBRPM (version 7.0).

**Table 2-2
Development of Trip Length Adjustments by Fee District**

District	TAZ	Residential			Industrial			Commercial Local			Commercial Regional			Service Local			Service Regional		
		Total Trips	VMT	Trip Length	Total Trips	VMT	Trip Length	Total (100 emp) Trips	VMT	Trip Length	Total (100 emp) Trips	VMT	Trip Length	Total (100 emp) Trips	VMT	Trip Length	Total (100 emp) Trips	VMT	Trip Length
Rural	1804	631	10,946	17.35	251	3,290	13.11	1,860	13,436	7.22	1,634	11,971	7.33	1,155	8,969	7.77	208	2,875	13.82
Rural	1805	619	6,444	10.41	220	2,574	11.70	1,856	20,501	11.05	1,592	18,549	11.65	1,224	14,905	12.18	180	2,181	12.12
Urban	1809	623	7,669	12.31	242	2,570	10.62	1,889	15,478	8.19	1,619	12,320	7.61	1,177	9,354	7.95	210	2,677	12.75
Urban	1810	626	5,499	8.78	240	2,423	10.09	1,882	13,058	6.94	1,645	12,247	7.45	1,200	8,754	7.30	219	2,225	10.16
Suburban	1811	628	5,908	9.41	251	2,066	8.23	1,864	10,808	5.80	1,623	8,487	5.23	1,183	7,970	6.74	189	1,740	9.21
Suburban	1812	622	5,301	8.52	253	2,398	9.48	1,854	13,403	7.23	1,659	12,199	7.35	1,210	9,842	8.13	225	2,287	10.16
Urban	1801	627	5,636	8.99	237	2,039	8.60	1,879	8,941	4.76	1,613	7,087	4.39	1,163	6,070	5.22	189	1,902	10.07
Urban	1802	638	6,997	10.97	231	2,430	10.52	1,867	9,420	5.05	1,602	7,532	4.70	1,172	6,598	5.63	207	2,322	11.22
Urban	1803	631	9,355	14.83	220	2,412	10.96	1,853	10,532	5.68	1,611	8,931	5.54	1,143	7,126	6.23	203	2,446	12.05
Suburban	1806	628	11,320	18.03	233	3,120	13.39	1,843	19,541	10.60	1,622	17,540	10.81	1,171	13,270	11.33	223	3,467	15.55
Suburban	1807	625	8,224	13.16	234	2,857	12.21	1,899	19,060	10.04	1,636	16,900	10.33	1,186	12,018	10.13	197	2,568	13.04
Suburban	1808	637	6,124	9.61	217	2,131	9.82	1,899	12,761	6.72	1,654	11,525	6.97	1,170	8,332	7.12	208	1,900	9.13
Urban		3,145	35,156	11.18	1,170	11,874	10.15	9,370	57,429	6.13	8,090	48,117	5.95	5,855	37,902	6.47	1,028	11,572	11.26
Suburban		3,140	36,877	11.74	1,188	12,572	10.58	9,359	75,573	8.07	8,194	66,651	8.13	5,920	51,432	8.69	1,042	11,962	11.48
Rural		1,250	17,390	13.91	471	5,864	12.45	3,716	33,937	9.13	3,226	30,520	9.46	2,379	23,874	10.04	388	5,056	13.03
All Zones		7,535	89,423	11.87	2,829	30,310	10.71	22,445	166,939	7.44	19,510	145,288	7.45	14,154	113,208	8.00	2,458	28,590	11.63

Ratios:	Residential	Retail			Service (Average)		
		Industrial	Local	Regional	Local	Regional	Average
Urban	0.94	0.95	0.82	0.80	0.81	0.97	0.89
Suburban	0.99	0.99	1.09	1.09	1.09	0.99	1.04
Rural	1.17	1.16	1.23	1.27	1.25	1.12	1.19

2.1.4 Reduced Travel Demand for Traditional Neighborhood Development and Transit-Oriented Development

Pasco County is seeking to encourage development forms which minimize the need for travel. Developments meeting certain design criteria, diversity of land uses, density, and proximity to transit services accomplish this objective. Developments exhibiting certain design criteria can be qualified as Transit Oriented or Traditional Neighborhood Developments (TOD or TND). Pasco County is developing criteria for the Land Development Code to qualify developments in these categories. With reduced travel generation, mobility fee rates that reflect the reduced travel generation are appropriate. Further, the County has determined it will fully pay the fees for TOD's, and support TND at a fee rate of 25 percent of the rate it would otherwise pay.

Information contained in the documentation from the URBan EMISsions (URBEMIS) 9.2 software program was used to develop an estimate of the reduction in travel from the "standard" travel levels associated with each of the alternative development forms. The reductions, more completely documented in Appendix B, are based on residential density, the mix of land uses, presence of local-serving retail, presence and proximity to transit service, presence of bicycle and pedestrian facilities, and density of the road network. These considerations have led to an estimate that TND developments generate 88.64 percent, and TOD developments generate 79.54 percent of the travel that their non-TND or non-TOD counterparts do. These reductions in travel demand are built in to the mobility fee schedules for the TND and TOD land uses.

2.2 Cost of Transportation Capacity

The cost of providing transportation system capacity has decreased in recent years. Since peaking in the 2007/2008 time-frame, when the current fee schedule was developed, costs of construction and land have declined substantially. Road construction cost information from Pasco County, other Florida Counties, and the Florida Department of Transportation (Florida DOT), were used to develop a unit cost for addition of a lane-mile of roadway capacity. The following sections describe the analyses undertaken to develop the costs associated with the construction of county and state roads. Appendix C provides the data and other support information utilized in these analyses to develop appropriate cost figures.

The capital costs of providing capacity for transit were also estimated, based on costs of fleet vehicles, bus stops, park ‘n’ ride facilities, and other physical features of the infrastructure needed to provide transit service, but excluding operating, maintenance, and administrative costs. The excluded operating costs can be substantial, and are further addressed later in this report. The mixture of road and transit capacity into a “system capacity” value is also described in this section. Finally, the bicycle and pedestrian facility costs are identified.

2.2.1 County Road Costs

This section examines the construction costs associated with county roads with respect to transportation capacity improvements in Pasco County. The costs are discussed in four phases: design, Right-of-Way (ROW), construction, and construction engineering/inspection (CEI) costs.

To estimate recent road construction costs, under construction and recently bid projects were used to identify and provide supporting cost data for roadway improvements. Few capital projects have been bid and awarded by Pasco County since the 2007 fee study was undertaken, and these projects did not provide a sizeable number of projects in each fee district to obtain construction cost per lane-mile. Additional county road project data for projects awarded from 2008 to 2010 was collected from eight additional counties (Broward, Collier, Hillsborough, Lake, Orange, Polk, Sarasota, and Volusia) comprising 22 projects and 122 lane-miles to support the county road construction cost estimate.

All of the above recent construction projects have been for “urban” (closed drainage) sections, whereas many projects in the rural area are expected to be “rural” (open drainage) sections, which are less costly. Thus, only a cost per lane-mile for an “urban” section (closed drainage) could be developed. The estimated cost for a “rural” section was based on the relationship between the urban and rural section provided by the Florida DOT District 7’s “Roadway Cost per Centerline Mile” tables, based on their Long-Range Estimates (LRE) database. Based on this information, the estimated cost per lane-mile for an “urban” section (closed drainage) of \$1,800,000 and \$1,422,000 for a “rural” (open drainage) section were established (Appendix C Table 4).

Since Pasco County’s recent construction experience is limited, to obtain a database of more than one or two projects in each fee district on which to base an estimate of right-of-way cost per lane-mile of road, right-of-way costs from past capital programs were

reviewed relative to construction costs. In addition, information on right-of-way costs per lane-mile from other road impact fee studies in other Florida Counties was also consulted. From the review of the past capital programs, a relationship of 100:75:60 between per-lane right-of-way costs in the urban, suburban, and rural districts was established (Appendix C Table 1). The review of other county impact fee studies indicate that right-of-way costs range from 30 percent to 50 percent of the roadway construction cost (Appendix C Table 2). These parameters were used to estimate right-of-way cost per lane-mile of \$900,000, \$675,000, and \$540,000 per lane-mile. When applied to the Metropolitan Planning Organization (MPO) Long Range Transportation Plan (LRTP) road construction projects, these costs result in an average right-of-way cost that is 46 percent of the construction cost. This cost is intended to include the total acquisition cost of the land, including the land cost, business damages, appraisal fees, and legal fees.

Based on discussion with County staff, design costs were estimated at eight percent of construction costs, and construction engineering inspection costs at seven percent.

The next step to arriving at a cost per lane-mile is to establish a blend of urban and rural section improvements in each fee district. Based on a review of the MPO LRTP road projects with County staff, the percentages of closed-drainage section and open-drainage section project mileage presented in Table 2-3, below, were judged as reasonable. In consideration of the project cost information for roadway capacity-adding projects discussed above, the estimated total average cost per lane mile for County roads ranged from \$2.22 to \$2.90 million. Table 2-3 presents the breakdown of the estimated average cost for each phase of a typical roadway capacity-expansion project in each fee district in Pasco County.

Table 2-3
Estimated Cost per Lane Mile for County Roadway Projects
in Pasco County

	Urban	Suburban	Rural
County % Closed Drnge	90%	75%	10%
County Ln-Mi Closed Drnge	241.92	159.825	2.86
County Ln-Mi Open Drnge	26.88	53.275	25.74
Cost Closed Drnge	\$435,456,000	\$287,685,000	\$5,148,000
Cost Open Drnge	\$38,223,360	\$75,757,050	\$36,602,280
County Const Cost/Ln-Mi:	\$1,762,200	\$1,705,500	\$1,459,800
Design/CEI	\$264,330	\$255,825	\$218,970
ROW/Ln-Mi:	\$900,000	\$675,000	\$540,000
Total Cost/Ln-Mi:	\$2,926,530	\$2,636,325	\$2,218,770

2.2.2 State Road Costs

A similar review also was completed for roadway projects awarded by the Florida DOT in order to estimate the typical phase and total costs for capacity-adding projects. A total of 27 state projects, comprising 165 lane-miles of roadway in 18 counties, including Pasco County, were identified that were either bid or awarded from 2008 to 2010 calendar years. In addition, Florida DOT District 7 staff provided data on the District's current construction cost estimates using the Long Range Estimation (LRE) system.

The review of recent bids and the LRE estimates from District 7 were used to develop a unit cost per lane-mile for an urban road section. The detailed calculations used to develop the state construction cost are presented in Appendix C Table 5. The use of the actual bid cost figures may yield a conservative estimate for the state construction cost per lane mile (\$2.2 million) since, as shown in Appendix C Table 5, information provided by District 7 staff indicates that the average construction cost per lane mile for a typical urban arterial roadway is estimated at approximately \$3.2 million per lane-mile (Appendix C Table 6). Since all of the Florida DOT construction involved urban section roads, an average construction cost for a rural section lane-mile of \$1.74 million was based on the relation between the rural and urban section costs of the Florida DOT District 7 LRE costs, as was done for the County road cost estimates.

ROW cost data for several completed state projects in Pasco County were available, specifically recent acquisitions along SR 52, SR 54, and US 41, provided average ROW cost per lane mile of approximately \$1.2 million for roads in the urban and suburban fee districts, and \$600,000 in the rural fee district. Table 2-4 summarizes the estimated average cost per lane mile for state roads.

Design and CEI costs totaling 20 percent of the construction costs were applied, based on guidance from the Florida DOT provided in conjunction with preparation of the MPO LRTP.

Table 2-4
Estimated Cost per Lane Mile by State Project Phase
Florida Department of Transportation

	Urban	Suburban	Rural
Interstate Ln-Mi:	19.9	0	16.1
Cost	\$184,228,231	\$0	\$149,048,971
Total Cost/Ln-Mi:	\$9,257,700	n/a	\$9,257,700
State % Closed Drnge	90%	75%	10%
State Ln-Mi Closed Drnge	54.54	46.98	0
State Ln-Mi Open Drnge	6.06	15.66	0
Cost Closed Drnge	\$119,988,000	\$103,356,000	\$0
Cost Open Drnge	\$10,532,280	\$27,217,080	\$0
State Const Cost/Ln-Mi:	\$2,153,800	\$2,084,500	n/a
Design/CEI	\$430,760	\$416,900	n/a
ROW/Ln-Mi:	\$1,200,000	\$1,200,000	\$600,000
Total Cost/Ln-Mi:	\$3,784,560	\$3,701,400	n/a

Interstate highway construction costs were obtained from the MPO LRTP, including interchange costs; however the costs from the LRTP were reduced by 30 percent to reflect the generally observed trend in recent years toward lower construction costs.

State projects included in the analysis are presented in Appendix C Tables 3 and Table 5. As indicated in Table 2-4, based on the projects that were reviewed, a total cost of approximately \$3.7 to \$3.8 million per lane-mile was estimated for Florida DOT roadway projects in Pasco County.

Interstate highway costs were included in the cost analysis for the urban fee district, as the portions of I-75 from the Hillsborough County line to SR 52 are heavily used by travel generated in Pasco County. However, the portion of I-75 from SR 52 to the Hernando County line was excluded from the rural fee district cost. This was done

because the interstate costs dominated the construction cost for the rural fee district, but (according to the TBRPM (version 7.0)) less than two percent of the travel generated by the rural district actually uses that portion of I-75. It did not seem reasonable to allow costs for a road that is not used by rural district traffic to dominate the unit cost for that district.

2.2.3 LRTP Costs

To establish a mixture of the above costs for roads in the multi-modal mobility fee, the planned improvements in the MPO's 2035 Cost-Feasible LRTP adopted in December, 2009, was reviewed. A total of 117 road improvement projects are included in the 2015 - 2035 Cost Affordable Plan. These projects were used to develop a lane mile distribution – urban section versus rural section, and state or county roads, by geographic fee district.

The County and State road costs were combined to arrive at a single cost per lane-mile of capacity for each of the fee districts based upon the number of lane-miles of road to be built on the State and County road systems, respectively. In addition, the proportion of closed drainage or open drainage section expected to be built was estimated in consideration of advice from Florida DOT staff and County staff to accomplish this combination of cost. The mixture of closed and open drainage sections, and the number of lane-miles of State and County roads, and the final cost per lane-mile for each fee district are summarized in Table 2-5.

**Table 2-5
Combination of State and County Cost per Lane-Mile**

	Urban	Suburban	Rural
Interstate Cost/Ln-Mi	\$9,257,700	n/a	n/a
Interstate Ln-Mi	19.90	n/a	n/a
Total Interstate Cost	\$184,228,231	n/a	n/a
Other State Cost/Ln-Mi	\$3,784,560	\$3,701,400	n/a
Other State Ln-Mi	60.60	62.64	n/a
Total Other State Cost	\$229,344,336	\$231,855,696	n/a
County Cost/Ln-Mi	\$2,926,530	\$2,636,325	\$2,218,770
County Ln-Mi	268.80	213.10	28.60
Total County Cost	\$786,651,264	\$561,800,858	\$63,456,822
Total Cost:	\$1,200,223,831	\$793,656,554	\$63,456,822
Total Ln-Mi:	349.30	275.74	28.60
Avg Cost/Ln-Mi:	\$3,436,083	\$2,878,279	\$2,218,770
Capacity per Lane:	7,966	8,097	6,551
Persons per Vehicle:	1.37	1.37	1.37
Road Cost per Person-mile:	\$314.85	\$259.47	\$247.22

Finally, the capital cost per lane-mile is converted to a capital cost per person-mile of travel so the road cost can be combined with the transit capital cost per person-mile to arrive at a multi-modal transportation system cost per person-mile of capacity. This was done by dividing the cost per lane-mile by the capacity per lane-mile developed in section 2.8, below, and multiplying by the 1.37 persons per vehicle trip discussed above. These calculations are also summarized in Table 2-5.

2.2.4 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 cost for revenue budget planning purposes. This model considered planned changes to the quality of transit service provided in terms of system coverage, hours of service, and headways from Pasco County's July, 2008 Transit Development Plan (TDP). The transit development plan proposes addition of 33 miles of new route coverage, lengthening the service hours during the day, and reducing headways to half their current levels. Table 2-6 summarizes the current service and planned service. The proposed increases in capacity and service have an associated capital cost of \$78.4 million, of which \$75.3 million is the value of road system consumed. The increase in person-miles of capacity is 127,460, yielding a county-wide cost per person-mile of capacity of \$615.40. An example computation of these costs and increase in service capacity is provided in Appendix C Table 8, and the calculations are based on the planning parameters provided in Table 2-7.

Table 2-6
Summary of Planned Transit Service Changes
and Capital Cost Estimate

2010 Service	Urban	Suburban	Rural	Total County
2010 Centerline Miles in District:	275.2	199.7	121.8	596.7
% Major Roads Covered:	17.1%	6.0%	3.3%	10.6%
Miles of Coverage:	47.2	12.0	4.0	63.1
Cycles/day:	15	13	12.5	
Minimum Headway (mins):	60	60	60	
Person-miles of Capacity:	21,006	7,160	2,004	30,170
Park n Ride Lots:	0	0	0	0
Transfer Station:	0	0	0	0

Horizon Year Service Plan

Horizon Year Centerline Miles in District:	355.3	266.4	123.4	745.1
% Major Roads Covered:	19.7%	8.3%	3.2%	12.9%
Miles of Coverage:	70.0	22.1	4.0	96.1
Cycles/day:	44	28	28	
Minimum Headway (mins):	30	30	30	
Person-miles of Capacity:	133,056	20,085	4,489	157,630
Park n Ride Lots:	10	2	1	13
Transfer Station:	1	0	0	1

Change in Service and Cost

Increase in Miles of Coverage:	22.8	10.1	0.0	33.0
Increase in Cycles per Day:	29	15	15.5	
Reduction in Minimum Headway:	30	30	30	30.0
Park n Ride Lots:	10	2	1	13
Transfer Station:	1	0	0	
Road Capital Cost	\$60,542,825	\$12,086,680	\$2,620,830	\$75,250,335
Bus Stop Capital Cost	\$1,296,372	\$410,024	\$73,310	\$1,779,706
Person-Miles of Capacity:	112,050	12,925	2,485	127,460
Transit Capital Cost :	\$65,908,039	\$10,625,596	\$1,905,817	\$78,439,452
Annual Transit Operating Cost :	\$18,627,676	\$2,811,932	\$628,446	\$22,068,054
Capital Cost per Person-mile of Capacity:	\$588.20	\$822.10	\$766.94	\$615.40

Components of the capital cost considered in this study included:

- Vehicles Needed and Fleet Margin,
- Bus Stops
- Transfer Stations
- Park-n-Ride lots
- Cost of road network used by transit vehicles

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

Table 2-7: Transit Planning Parameters

QOS Load Factor:	0.3
Fleet margin:	1.2
Seats / bus:	45
Bus Stops/Mile:	3
% Cadillac Stops:	10%
Seconds per stop:	14.4
Transfer Station:	\$1,200,000
Park n Ride Facility:	\$105,000
Cost/Basic Stop:	\$750
Cost/Enhanced Stop:	\$24,116
Cost/Bus:	\$350,000
Daily ridership/pk hr ridership:	10
Local Share of Capital:	100%
Operating Cost/veh-hr:	\$67.10

Transit Capital Cost = Vehicle Cost + Bus Stops Cost + Park ‘n Ride Lots Cost + Transfer Station Cost + Maintenance Barn Cost + Road Capacity Cost

where the bus cost is based on the number of buses needed during peak hours, including a 20 percent fleet margin, three bus stops per mile (one of ten with a shelter), and park ‘n’ ride lots as identified in the transit service plan proposed in the County’s TDP. The value of road capacity consumed by the transit service was computed as the vehicle-miles of travel by the bus fleet, weighted by the dwell-time at three bus stops per mile, multiplied by the cost per vehicle-mile of roadway capacity and capacity utilization factor.

The load factor is a measure of the extent to which transit capacity is utilized. Under current conditions, the load factor in Pasco County is only approximately nine percent, which means that only nine percent of the total daily capacity of the transit system is used. This is a result of low ridership throughout the day. A lower load factor results in a higher cost per person-mile of transit capacity because there are fewer bus riders across which to distribute the costs. Since transit service is intended to serve as an alternative to more heavily congested roads in the future, the assumption of a load factor that reflects current conditions would not be realistic. A higher load factor of 0.30 was used for this study, reflecting the intended, improved future service, particularly on routes where travel demands are high and the roads are most heavily congested.

As applied in this study, transit service enhancements involved improvements to traditional transit service through increased route coverage, increased frequency of service, and extended service hours. Plans for transit service in the later stages of Pasco County’s transit service include the development of bus rapid transit on potentially more costly per person-mile dedicated or managed transit-way lanes, and the introduction of commuter rail and re-structuring of transit routes to access that system. These more extensive types of service enhancements were not considered in this cost model, because they depend on the passage of a County-wide sales tax referendum in 2018 for funding. This assumption is too far in the future to be relied upon for this fee study. However, this mobility fee structure can accommodate these types of services when they are closer to implementation. These types of services could alter the unit cost of providing transit service when incorporated into the model.

2.2.5 Bicycle and Pedestrian Facility Cost

Bicycle and pedestrian facilities provide for relatively small quantities of travel – short trip lengths and low volumes – and there is little data on bicycle travel generation or trip lengths. Thus, travel demand for these modes by land use cannot be analyzed as readily as vehicular or transit travel can. 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 are a standard part of the urban street and rural roadway scene. Their costs are included in 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. Their costs have been estimated at 3.64, 4.34, and 5.63 percent of the total roadway costs, for the urban, suburban, and rural fee districts, respectively. Bike and pedestrian facilities off of the major road network could be funded with mobility fees, provided the County is reasonably sure they will help to serve the travel demands for which developments are being assessed.

2.2.6 Summary of Costs (Blended Cost Analysis)

Table 2-8 summarizes the combination of roadway and transit person-trip cost per person-mile of capacity to a single system person-trip capacity and combining the roadway and transit person-trip capacity. The combination considers the relative magnitude of transit system expansion and road system expansion planned, in terms of person-miles of capacity. The quantity of road capacity to be added is less than indicated in the MPO LRTP because of the reduced growth rates being experienced and the reduced level of funding for transportation that will result from both the slower growth rate and the adoption of these proposed mobility fees. Transit system expansion (from Table 2-6) is relatively small compared to the road system expansion plans, but is largest in the urban area.

**Table 2-8
Multi-Modal Transportation System Cost per Person-Mile of Capacity
(by Fee District)**

	Urban	Suburban	Rural
Person-miles of Road Capacity Added:	11,906,711	11,889,955	4,721,910
Cost per Person-mile:	\$314.85	\$259.47	\$247.22
Total Road Cost:	\$3,748,820,250	\$3,085,093,534	\$1,167,351,937
Person-mile of Transit Capacity Added:	112,050	12,925	2,485
Cost per Person-mile:	\$588.20	\$822.10	\$766.94
Total Transit Cost:	\$65,908,039	\$10,625,596	\$1,905,817
Total Person-miles of Capacity Added:	12,018,762	11,902,880	4,724,395
Total Cost:	\$3,814,728,289	\$3,095,719,130	\$1,169,257,753
Cost per Person-Mile:	\$317.40	\$260.08	\$247.49

2.2.7 Capacity Addition Ratio

The capacity addition ratio relates the number of person-miles of capacity that will be added to the transportation system per person-mile of travel growth that occurs. The assessable person-miles of travel generated by a land use are multiplied by the capacity addition ratio to indicate the number of person-miles of capacity that are needed to provide mobility to that land use at the rate consistent with the goals of the adopted comprehensive plan. The ratio can be greater or less than 1.00, but it cannot be set at a rate so high as to assess for a better quality of service than is currently provided -- unless *other* funds, generated by non-growth sources, are identified to also bring the current quality of service to that same level. Neither should it be set at a level that exceeds the quality of service that the County realistically expects to deliver in the future.

Most current road impact fees, and proportionate share computations are based on an assumption that capacity will (or should) be added at a rate of 1:1 relative to growth, where the 1.00 is based on the *limit* of acceptable roadway service, as established by the adopted level of service standard. In the absence of other funding to add capacity, continued addition of capacity at this rate will have the long-term result of *average* conditions at the limit of acceptable roadway service – where roughly half the system operates at conditions worse than the adopted standard and half operates at conditions better than the adopted standard. Addition of capacity at this rate is contrary to the requirement of common level of service standards which require that *no* roads exceed the adopted standard, and that this condition be sustained into the future.

Table 2-9 summarizes the existing and planned number of dwelling units and supporting lane-miles of road in each of the fee districts. In the urban fee district of Pasco County,

**Table 2-9
Summary of Existing and Planned Dwellings per Lane-Mile**

	Urban	Suburban	Rural
2010			
Dwelling Units	145,279	41,079	15,518
Lane-Miles of Major Road	916	488	291
Dwellings/Lane-Mile	159	84	53
Lane-Miles/Dwelling	0.0063	0.0119	0.0188
2035			
Dwelling Units	204,283	96,481	22,374
Lane-Miles of Major Road	1,313	769	345
Dwellings/Lane-Mile	156	125	65
Lane-Miles/Dwelling	0.0064	0.0080	0.0154

higher densities of urban development exist and are desired in the future. Increased roadway congestion will be accepted because transit systems will be relied upon more heavily. With higher densities and smaller land parcel sizes, a lane-mile of transportation facility can serve larger quantities of development. Whereas most roadway impact fees seek to replace one person-mile of road capacity per person-mile of growth in travel, the County intends to provide 0.8 person-mile of system capacity per person-mile of growth in travel because of this efficiency, because revenues from the existing base of economic development can help with the needs of growth, and/or because increased congestion could be viewed to encourage use of public transportation. As the County grows, this funding rate will result in levels of service exceeding historically adopted level of service standards. This issue is being addressed through the implementation of a Transportation Concurrency Exception Area for the urban fee district in the County's Comprehensive Plan.

The current level of system use (person-miles of travel divided by person-miles of capacity) in the urban fee district area is 0.556. This is an *average* condition, and some specific locations in the transportation system currently operate at very low levels of congestion and some locations are very congested. The currently adopted LRTP indicates by 2035 (with expected travel growth and planned improvements) that the average level of system utilization in urban fee district will increase to 0.721. Since the 2035 system utilization is projected to be greater than the current utilization, this means that more growth in travel is forecasted than system capacity will be added. As indicated above, average conditions will become more congested, but whether this means that existing underutilized system elements will fill within tolerable limits or the currently over-utilized system elements will be further taxed has to do with the ability to add system capacity where needed and when needed. This issue is a matter of on-going

capital improvement planning and growth management policies, which are not addressed in this fee study.

In the rural fee district, the County wishes to preserve the existing rural character. This intention is expressed in policies in both the Land Use and Transportation elements of the Comprehensive Plan, to wit:

POLICY TRA 2.3.4: RURAL RESIDENTIAL ROADS (CONSISTENT WITH POLICY FLU 2.1.12)

Pasco County shall recognize the importance of rural-residential roads within the Northeast Pasco County Rural Area for the purposes of protecting rural character and shall ensure that these roadways sustain and maintain this character. For the purposes of this policy, "rural-residential roads" include Lake Lola Road, Happy Hill Road, Frazee Hill Road, Jessamine Road, Johnston Road, and Scharber Road.

and

POLICY TRA 2.3.5: RURAL ROAD SYSTEM (CONSISTENT WITH POLICY FLU 2.1.13)

The collector and arterial roadway system within the Northeast Pasco County Rural Area predominantly consists of two (2) lane facilities. Specific collector, arterial, and rural-residential roads shall not be expected to require, nor are they planned to receive, capacity improvements over the twenty (20) year planning period, unless otherwise consistent with Chapter 7, Transportation Element, Table 7-2a, Pasco County Corridor Preservation Table. When not consistent with State law or County ordinances and policies, the County shall discourage additional roadway expansions of these facilities beyond two (2) lanes.

There is a smaller “base” of development to assist with growth, and lower densities of development will be preserved. Minimum residential lot sizes of five and ten acres or larger are common, and transit service is inefficient with such low development densities. Trip lengths are relatively long, so the personal vehicle on roadways will provide for the majority of mobility needs. With larger parcel sizes, a mile of road will serve smaller quantities of development compared with the urban areas – thus, more miles of road are needed per unit of development than in urban areas to maintain lower congestion levels. The County intends to maintain better quality of service standards in the rural fee district than in the urban fee district.

The current level of system use (person-miles of travel divided by person-miles of capacity) in the rural fee district is 0.354. The currently adopted LRTP indicates by 2035 that the level of system utilization in the rural fee district will increase to 0.589. Again, this means that more growth in travel is forecasted than system capacity will be added in the north area. In an area where predominantly two and four-lane roads are expected to serve (and in the absence of other revenues dedicated to system capacity), maintaining an

average system in the range of 75 percent full, or adding capacity at a rate of 1.33 person-miles of capacity per person-mile of growth in travel (e.g. 1/0.75) should enable the adopted level of service D standards to be maintained.

In the suburban fee district, “in-between” conditions are encountered. A suburban development pattern is desired where transit plays a role in mobility, albeit a lesser role than in the urban area. The County’s goals are to maintain traditional roadway level of service standards, although with greater levels of congestion than in the rural area. In the suburban area, smaller than rural lot sizes mean that more land uses can be served per mile of road constructed, and the rate at which transportation system capacity must be built per unit of transportation growth will be less than in the rural area. In the suburban area, where a mixture of four and six-lane arterials would be in keeping with the suburban character (and in the absence of other revenues dedicated to system capacity), maintaining an average system in the range of 80 percent full (between 75 and 83 percent full), or adding capacity at a rate of 1.25 person-miles of capacity per person-mile of growth in travel (e.g. 1/0.80) should enable adopted level of service D standards to be maintained.

2.2.8 Cross-District Travel Analysis

Traffic generated in each sub-area of the County does not remain exclusively in that sub-area. For example, some travel generated in the rural area travels into and through the suburban and/or urban areas en-route to its destination. It is appropriate in the calculation of the mobility fee to recognize the different capacity costs and quality of service expectations in each fee district. To that end, an analysis of cross-district travel was undertaken and used to adjust the unit cost of travel applied to each land use.

This analysis was undertaken using Geographic Information Systems (GIS) software and data from the TBRPM (version 7.0), and developed an estimate of the percentage of travel from each fee district that made use of roads in each of the other districts. Greater proportions of travel remained in the “home” district for land uses with shorter trip lengths, whereas greater proportions of travel were estimated in neighboring fee districts for land uses with longer trip lengths. Additional discussion of the GIS analysis is provided in Appendix D.

The unit cost of transportation system capacity applied to each land use takes into consideration the different system capacity costs and the capacity addition ratios of each

fee district in the proportion of travel estimated to occur in each fee district. This approach addresses potential over- or under-charges for travel generated in one district that occurs in adjacent districts.

An example of the application of the cross-district travel analysis to develop the unit cost for system capacity is provided below for a single-family home in the suburban fee district:

Per the fee schedule provided in Table 3-1, a single-family home in the urban fee district has a chargeable trip length of 7.15 miles. From the geographic analysis, as shown in Appendix D Table 4, 74.55 percent of this travel remains in the urban fee district, 22.89 percent travels in the suburban fee district, and 2.56 percent travels in the rural district. The capacity addition ratios for urban, suburban, and rural fee districts, as discussed in section 2.2.7, are 0.8, 1.25, and 1.33, respectively, and the unit cost per person-mile of travel, as shown in Table 2-8, are \$317.40, \$260.08, and \$247.49, respectively. These values are combined as follows:

$$\begin{aligned} \text{Weighted cost/person-mile of capacity} &= \text{Sum of } (\% \text{ travel in district} * \text{capacity} \\ &\quad \text{addition ratio for district} * \text{cost per person-mile of capacity for district}) \\ \text{Weighted } \$/\text{pmc} &= \\ (0.7455 * 0.8 * 317.40 + 0.2289 * 1.25 * 260.08 + 0.0256 * 1.33 * 247.49) \\ \text{Weighted } \$/\text{pmc} &= \$272.14 \end{aligned}$$

2.3 Credit Calculations

The credit calculations included a review of revenues from gas and sales taxes, and since this fee is multi-modal, transit revenues towards capital aspects of system expansion were considered. In addition, credit of a new revenue source for transportation, property taxes in the form of tax increment financing were also considered.

2.3.1 Gasoline Tax Credit (Equivalent)

The present value of gasoline taxes generated by new development over a 25-year period is credited against the cost of the roadway system consumed by travel associated with the development. This is because travel from new development generates gasoline tax revenues, a portion of which is typically allocated to the expansion of the transportation system. In the current Road Impact Fee calculation, the credit calculation determined that 9.9 pennies from County-managed gas tax revenues were used for roadway capacity-

**Table 2-10
Equivalent Pennies of Gas Tax Revenue**

Revenue Source	Pennies to Capital	Data Source
County Gas Tax Credit	\$0.025	County direction
County Sales Tax Credit	\$0.034	Appendix Table E-5
State Gas Tax Credit	\$0.221	Appendix Table E-2
Transit Capital Match Credit	\$0.004	Appendix Table C-8
Total:	\$0.284	

adding improvements. For the purposes of this study, a review of the County’s recent and planned future roadway expansion expenditures from non-mobility/impact fee revenues

was conducted. Table 2-10 shows the equivalent pennies of gas tax revenues from each funding source. A credit will be given for a total allocation of 5.6 pennies (2.5 pennies for gas tax revenues, and 3.4 equivalent pennies of Penny for Pasco sales tax revenues dedicated to roadway capacity expansion projects) of gas tax revenues that the County applies to roadway capacity expansion (the calculation of which is summarized in Appendix E, Table 3 and Table 4). It should be noted that only the portion of the Penny for Pasco Sales Tax revenues earmarked for roadway capacity expansion projects were included in the calculation of its gas tax equivalency of 3.4 pennies. The Penny for Pasco Sales tax is scheduled to expire in 2014, and it was assumed for purposes of the mobility fee that this revenue source would be renewed for the duration of the 25-year planning period.

In addition, state expenditures on state roads were reviewed and a credit for the capacity expansion portion was provided. The equivalent number of pennies allocated to fund state projects was determined using information for a 15-year period of the Florida DOT Work Program (2002 through 2016). This information was used to develop a list of capacity-adding roadway projects similar to, but more extensive than, that previously utilized to determine the per-lane-mile costs of construction. The equivalency analysis is provided in Appendix E Table 2.

2.3.2 Transit Tax Credits

Local, state, and federal revenue sources for transit capital expenditures were also considered. Though capital funds for transit expansion are more readily available, funding transit operations is more of a challenge. Used in conjunction with local funding commitments, current federal policies typically provide 80 percent of funding for capital infrastructure; therefore, since future capital funds are expected to supplement transit operation and maintenance expenses, 80 percent of the non-roadway transit capital cost presented in Table 2-6 was converted to an equivalent gasoline tax credit of 0.4 pennies. Detailed calculations are provided in Appendix C Table 8.

2.3.3 Tax Increment Revenue Credit

A credit for potential application of property tax to transportation system expansion was also incorporated into the mobility fee. The ordinance that establishes the tax increment revenue program to support the economic incentives and mobility fee program allows the use of the tax increment revenues generated to transportation system expansion after debt service, funding of specific land use fee “buy-down”, and transit operations and maintenance. Practically speaking, none of these funds are expected to be used for general capacity addition as they are expected to be completely obligated to fund the “buy-down” of fees and to fund transit operations. Nonetheless, a credit of 25 years of revenue generated by a 0.25 mill assessment on the property value was given as a conservative measure in the event such expenditures did occur.

The credit was estimated based on a typical tax value of land use per fee unit of development, based on a review of the 2010 tax roll tax value. For example, a recently constructed single-family home in the suburban area of size 1,501 to 2,499 square feet was estimated to have a taxable value of \$127,500. A tax credit for this use was estimated by assuming its value would appreciate by two percent per year, and that revenue generated by 0.25 mill of property tax on the appreciated value would be used for transportation system expansion. Appendix E Table 8 provides a summary of the property values estimated for each land use and the equations by which the credit was calculated.

In summary, 5.9 pennies of gasoline tax comes from County-managed revenues and the State is estimated to spend an equivalency of 22.1 pennies on the State road program in Pasco County. 0.4 pennies of equivalent gasoline tax credits are derived from anticipated transit capital funding. The County’s rates of financial commitment to transportation system expansion are lower than those of the current road impact fee. The reduction is

attributed to the slower economy contributing to reduced tax revenues and the need to continue to fund maintenance and operations as a higher priority than system expansion. The State commitment is greater than that of the 2007 Road Impact Fee study, and the increase is immediately attributable to the inclusion of funds for Interstate improvements over the next 25 years. The equivalent number of pennies associated with the Interstate system is 7.9, leaving 14.2 pennies attributable to planned non-Interstate improvements. This value is less than the 15.7 pennies used in the 2007 Study. Therefore, a total of 28.4 pennies is used in the mobility fee equation as a credit to recognize the future capital revenue that will be generated by new development.

2.4 Facility Life

The facility life relates to the time period over which gasoline tax revenues might be bonded to pay for an improvement. The life used in the current fee is 25 years, which is typical of impact fees in many other communities; therefore, no change is recommended for this variable.

2.5 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 previous update study used a rate of five (5) percent, and this rate was used in this update. In addition, an outstanding bond (2002 Gas Tax Revenue Refinancing Bonds) confirmed that the County is currently borrowing at a rate of approximately five percent.

2.6 Fuel Efficiency

The fuel efficiency (i.e., the average miles traveled per gallon of fuel consumed) of the fleet of motor vehicles using the road system over the next 25 years is used to estimate the quantity of gasoline consumed by travel associated with a particular land use. In the 2007 Road Impact Fee report, the fuel efficiency did not include interstate travel, but this analysis does. Because of the high volume of truck travel on the interstate system, its inclusion in the fleet fuel efficiency estimate actually reduces the fleet fuel efficiency. Per data provided by the Federal Highway Administration (Highway Statistics Table VM-1, 2008, provided in Appendix E Table 7), the fleet fuel efficiency has improved since the

2007 study data was published, and the current fuel efficiency estimate is 17.4 miles per gallon *including* Interstate travel.

2.7 Effective Days per Year

An effective 365 days per year of operation was assumed for all land uses in the current 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" element, ensuring that gasoline taxes are adequately credited against the fee. As a result, no changes to the effective days per year are proposed in this fee update.

2.8 Capacity per Lane Mile

An additional component of the mobility fee equation is the capacity added per lane mile of roadway constructed. The current impact fee schedule applies 9,357 vehicle-miles of average daily capacity added for each new lane mile of roadway constructed. In this Study, this figure is updated based on the current capacity of a blend of county and state roadways represented in the County's 2035 Cost-Feasible Long-Range Transportation Plan, and is developed for each of the three different fee districts, making use of generalized planning capacity tables released by the Florida DOT in October, 2010.

Appendix C Table 7 provides the listing of projects and methodology used to calculate the daily capacity added per lane mile for roadways constructed in Pasco County. The distribution of lane miles on County and State roadways being added in the 2035 LRTP Cost Affordable Plan was used to develop a weighted average capacity figure. Based on the analysis of county and state projects, an average of 7,966, 8,097, and 9,175 vehicle-miles of daily capacity per lane-mile of road, respectively, were estimated to be added in the urban, suburban, and rural areas. Table 2-11 provides a summary of this analysis. Upon closer consideration, however, and as discussed in section 2.2.2 regarding the inclusion of Interstate costs in the rural district, planned improvements to Interstate 75 are substantial in cost and capacity addition, however the section from SR 52 to the Hernando County line is not heavily used by traffic in the rural fee district. That section was excluded from the cost considerations, and to be consistent, must be excluded from the capacity considerations as well. Thus, to match with the cost per lane-mile estimated for the rural fee district, the capacity value of 6,551 per lane-mile for the County rural road was

applied in the mobility fee calculations. For the other two fee districts, the capacity per lane-mile noted above were used.

Table 2-11
Estimated Capacity Added per Lane Mile
County & State Roadway Capital Expansion Projects in Pasco County

	Urban			Suburban			Rural		
	Lane-Miles	Vehicle-Miles of Capacity	Capacity per Lane-Mile	Lane-Miles	Vehicle-Miles of Capacity	Capacity per Lane-Mile	Lane-Miles	Vehicle-Miles of Capacity	Capacity per Lane-Mile
Interstate:	19.9	275,532	13,853	0.0	-	n/a	16.1	222,542	13,848
Other State:	60.1	511,012	8,508	62.6	579,796	9,256	0.0	-	n/a
County:	268.8	1,991,357	7,410	213.1	1,652,915	7,756	28.6	187,566	6,551
All State:	80.0	786,544	9,838	62.6	579,796	9,256	16.1	222,542	13,848
All Roads:	348.7	2,777,901	7,966	275.8	2,232,711	8,097	44.7	410,108	9,175

The capacity values of this study are somewhat lower than the 2007 Fee values for County roads, in recognition that Pasco County is developing as a suburban community and the prospects of maintaining uninterrupted flow arterials (e.g. roads with traffic signals more than two miles apart) is increasingly unlikely.

2.9 Interstate/Toll Facility Adjustment Factor

Pasco County is in the process of adopting a Transportation Concurrency Exception Area (TCEA) for the majority of its Urban fee district, and a requirement of that designation is that conditions on the State’s Strategic Intermodal System (SIS) be addressed. Whereas the currently adopted road impact fee excludes Interstate 75 (I-75) travel from its travel demand and cost estimates, this study has included I-75 travel in its considerations. However, travel on the Suncoast Parkway, a toll facility, was excluded from the travel demand considerations, since drivers pay for that facility each time they pass through a toll gate. The quantity of travel generated by each fee district that makes use of the Suncoast Parkway was estimated using the select-zone traffic assignment procedures of the TBRPM (version 7.0), which indicated that 4.5, 3.2, and 4.7 percent of the travel generated in the urban, suburban, and rural districts, respectively, make use of the Suncoast Parkway.

In the 2007 impact fee study, deductions of six percent and 14 percent were applied to address the toll road and interstate travel, respectively.

2.10 Tax Increment Revenues

In their strategic goals, the Board of County Commissioners committed to identifying two new sources of revenues to provide transportation system capacity and services. One of those sources is proposed to be the application of ad-valorem property tax revenues. The budget of revenues to be dedicated to transportation purposes is established under a tax increment strategy. This strategy establishes a “floor” value, and as the value of the tax base increases, the tax “increment” (the difference between the taxable value in the current year and the floor value) begins to generate revenue. A commitment of one-third of the millage rate, applied to the incremental increase in value, establishes the tax yield that will fund transportation. This revenue will be generated by new growth as well as the existing development, so portions generated by growth was viewed as a credit against the fee, and portions generated by the existing development as a revenue that could be used to fund other transportation purposes.

In the creating ordinance, these funds are first to be applied to meet bond obligations, then to fund the buy-down of mobility fees, then to fund transit operations, and then to be applied to transportation capital needs. In the event the first three purposes do not utilize the entire tax increment revenue source and some portion of tax increment revenues are allocated to transportation capital needs, a credit would be due to the new development that generates some of these revenues. From a practical perspective, no allocation of tax increment revenues to transportation capital is expected other than as a buy-down of mobility fees. However, as a conservative measure, some credit was issued, amounting to an equivalent 0.25 mills over a 25-year life of the development. The calculation of this credit is discussed in Appendix E.

An estimate of the revenues generated by the existing development was based on discussions with Pasco County’s Office of Management and Budget, and review of historical tax valuations. A two percent per year rate of appreciation of the current tax base was assumed to estimate revenues that would be generated. The present value of this revenue stream over a 25-year period at a five percent discount rate is estimated to be \$149.1 million (Appendix F). The revenues so generated will be applied to stand in the place of fees for the specifically targeted employment-generating land uses, for the costs of operating transit services, and for other transportation purposes that the Board of County Commissioners deems appropriate, as outlined in the ordinance establishing the tax increment financing district.

Tax increment revenues are “back-end” loaded – meaning that little revenue will be generated in early years because the value of the tax base will appreciate, or grow, slowly. As the difference increases, the tax increment revenues will also increase. Depending on the rate of growth that actually occurs, the tax increment strategy might not keep pace with the need to fund the fee discounts. Gasoline taxes and Penny for Pasco revenue could also be applied to help with supporting this economic incentive for job-creating development in early years if necessary. Operating cost increases of the planned transit system were also considered when estimating revenues potentially available to fund fee discounts.

3.0 PROPOSED MOBILITY FEE SCHEDULES

The following sections discuss the proposed transportation mobility fee schedules for Pasco County.

Three sets of fee schedules were developed, addressing “standard” development, traditional neighborhood development, and transit-oriented development. In workshop sessions, the members of the Board of County Commissioners established desired fee rates for several specific land use cases. These fee rates were all discounted from the otherwise computed fees as an incentive to promote development in the more densely developed areas, and as an incentive to attract employment-generating land uses. The Board direction is summarized as follows:

- Fees for the 1,501 to 2,499 square foot single-family residential use in the urban area was set at \$5,835, \$8,650 in the suburban area, and \$9,800 in the rural district through a consensus discussion. The same percentage discount needed to achieve these fees was also applied to all other uses in the residential land use category.
- Office and industrial land uses in the urban district will pay no fees, but fees in the suburban and rural areas would be established at \$1,000 and \$2,000 per thousand square feet, respectively. The difference between the “standard” fee and the reduced fee will be funded in part by designation of ad valorem or other tax revenues generated by non-growth sources. The same percentage discount was extended to all other land uses in the office and industrial land use categories.
- The fee for the 50,001 to 200,000 square foot retail uses in the urban area was set at \$5,641. To establish an increasing progression of fees from the urban district to the rural district, the suburban fee for the similar retail use was set at 25 percent greater than the urban fee, and the retail fee for the rural area was set at 25 percent greater than the suburban fee. The same percentage discount required to achieve these fee rates was extended to all other retail uses in the fee schedule.
- A concern that fees in the urban area not exceed currently adopted fees also affected the recreational fee rates.

Three additional land use categories exist in the County’s mobility fee schedule – Lodging, Institutional, and Recreational. The lodging land uses were provided the same discount rates as the office land use, as lodging is viewed as supporting business and industrial activities. Institutional land uses were provided the same percentage reductions provided to residential uses. Recreational uses were provided the same discounts as retail uses in the

suburban and rural fee districts, but in the urban district a greater discount was given to be sure that the new mobility fees remained the same or closely comparable to the currently adopted fees.

To promote their development, fees charged to traditional neighborhood developments (TND), developments meeting the criteria for those uses as prescribed in Pasco County's Comprehensive Plan Land Use element and Land Development Regulations, are set at 25% of the "standard" fee for the corresponding land use by Board direction. Fees for transit-oriented developments (TOD) are waived.

The above fee adjustments are achievable through recognition of the slower growth rates that are now occurring and the use of additional revenue commitments to transportation (e.g. the tax increment revenue source) to stand in the place of fee payments.

The slower rate of growth is an important consideration in establishing the mobility fee rates to be charged because it affects the rate at which transportation system capacity will be added relative to the rate at which growth is expected, particularly over the long term. This relationship is important because it affects the quality of service that Pasco County's transportation system can deliver over the long term – whether or not the County's transportation finance program provides a sustainable quality of service relative to the expected growth rate and Comprehensive Plan standards. The following paragraphs provide an illustration of this concept.

The County's adopted transportation plan was based on a County-wide growth rate of 2.72 percent per year through 2035. This rate of growth was established for the Plan in 2008, when the real-estate market was aggressive. With such an aggressive growth rate, an increase of 11.61 million person-miles of travel is estimated and, at the capacity addition ratios discussed previously in this report, 11.87 million person-miles of capacity would be desired, costing \$3.52 billion (at a weighted average cost per person-mile of capacity of \$296.54). Under the proposed revenue program (including the commitment of ad-valorem revenues to transportation), the existing tax base would generate \$771 million, leaving growth to fund the remaining \$2.75 billion. If this need was distributed uniformly over the forecasted growth, the mobility fee would have to generate at least \$236.07 per person-mile of travel, or approximately \$13,500 per single-family dwelling.

Recent growth rates published by the University of Florida’s Bureau of Economic and Business Research, however, indicate long-term growth rates for Florida on the order of 1.5 percent per year, and on the order of 1.6 percent per year for Pasco County. Recent building permitting activity indicates a short-term growth rate of less than one percent per year. In considering these forecasts and estimated budgets for fee reductions with County staff, a growth rate of 1.58 percent per year was established as the planning assumption for the proposed fee schedule. At this lesser growth rate, an increase of 5.81 million person-miles of travel is estimated and, at the capacity replacement ratios discussed above, 5.94 million person-miles of capacity would be desired, costing \$1.77 billion (at a weighted average cost per person-mile of capacity of \$296.54). Assuming the existing tax base would still generate the same estimated \$771 million discussed above, growth would then need to fund only the remaining \$980 million. Again, if uniformly distributed over the forecasted growth, the mobility fee would have to generate a lesser \$168.75 per person-mile of travel, or a minimum of approximately \$6,650 per single-family dwelling. Thus, the slower anticipated growth rate allows the County to assess a lower mobility fee than if a faster growth rate were expected, while still maintaining the desired quality of service relative to growth.

The second strategy applied to achieve the County’s strategic fee goals of providing incentives for specific job-creating land uses and TND/TOD development was a “buy-down” of mobility fees. The ability to buy-down was established based on a budget for buy-down. The budget was established as the revenue generated by the tax increment revenue strategy, County-controlled gasoline taxes, and Penny for Pasco revenues generated by the existing tax/population/employment base only. Revenues generated by growth are not used to buy-down other developments because they must be “self-credited” against the value of transportation system capacity that the growth itself consumes. The tax increment revenue estimate was based on the 2010 tax roll (excluding land inside municipalities) remaining fixed for one year, a 1.5 percent growth in the following year and a three percent per year increase thereafter. The present value of this revenue stream over 25 years is estimated at \$149.6 million (Appendix F). In addition, the 25-year present values of gasoline taxes and Penny for Pasco revenues from the base population were estimated to generate \$102.3 million and \$84.6 million, respectively. Thus a total budget of \$336.5 million is estimated to be available to help fund the need of growth. Gasoline tax revenue controlled by the Florida DOT was excluded from this budget estimate. The extent to which each fee rate has been reduced through the “buy-

down” mechanism is indicated in the “Buy-Down %” column in the fee schedule tables 3-1 through 3-7.

From the \$336.5 million, \$124.1 million was set aside to fund transit operations. The remaining \$212.4 million was allocated to reduce mobility fees of forecasted growth in the proportions indicated in the fee schedules provided later in this report.

As a result of the proposed reduced fees, and to the extent all other planning parameters of this study are accurate, the quality of transportation service in Pasco County under the new slower-growth finance plan should be maintained at an equal level *relative to growth* as it would with higher fees in a faster-growth environment.

Because the fee-reduction considerations discussed above are sensitive to the growth rate, it will be very important for the County to monitor the rate of growth and adjust the fee from time to time to ensure revenues keep pace with the needs of growth. This can be accomplished as a part of monitoring fee collections.

In every case, the amounts of the discounts are to be funded by non-mobility fee revenues. This is necessary because it maintains the integrity of the imposition of the mobility fee as a fee. It addresses an equity issue, in that even though some land uses are given preferential treatment in the fee charged, it results in a funding level that all users can find provides equitably for the quality of service provided.

3.1 Proposed Mobility Fee Schedules

The proposed fee schedules are provided in Tables 3-1 through 3-7 for the Standard and TND land uses, in the urban, suburban, and rural areas, and for the urban area only for TOD. These tables present an expanded version, providing the values and intermediate computations of various aspects of the fees. Condensed versions of the tables are provided in Appendix G.

Each table lists the major land use categories and the proposed mobility fees for the individual land uses contained in each of the major categories. For each land use, the tables present the travel demand component variables (trip rate, trip length, and percent new trips), the total impact cost, the annual gas tax and tax increment credits and present value of the credits, the net mobility fee, the amount by which each fee value might be

discounted, the current Pasco County impact fee and the percent difference between the proposed mobility fee and the current fee. It should be noted that the Net Mobility Fees contained in these tables represent the transportation mobility fee per unit of land use that could be charged in Pasco County. The methodology used herein to calculate these fees has been developed to satisfy the proportionality concept of the dual rational nexus test. As a result, development is charged based upon the proportion of person-miles of travel (demand) it is expected to generate on the transportation system.

Table 3-1 (continued)
Urban Mobility Fee Schedule (Fee District A)

Pasco County Land Use Code	ITE LUC	Land Use	Unit	Trip Rate (veh trips)	TGR Source (6)	% New Trips	% NT Source (6)	Standard Trip Length	TL Source (6)	Market Area Trip Length Adjustment Factor	Chargeable Trip length (mi)	Trip length for revenue (mi)	Gross assessable pmt/day	Weighted Capacity Addition Ratio	Needed PMC	Deduct Fwy/Toll/TOD/TND share	Weighted Cost/PMC	Total Impact Cost	PV County Gas Tax Credit	PV P4P Equivalent Credit	PV Federal/State Gas Tax Revenue Credit (\$/yr)	PV Sub-Total County-wide self-credits:	PV Tax Increment Self-Credit	Fee before buy-down	Buy-Down %	Allocated for buy-down	Net Mobility Fee	Full Fee ⁽¹⁾	Road Share (Incl Int)	Road Share (Excl Int)	Interstate Share	Transit Share	Bike/Ped Share	2011 Road Impact Fee	Proposed Fee as Percent of 2011 Road Impact Fee	
OFFICE (continued):																																				
710.3P	710	General Office 200,001-400,000 sf ⁽⁴⁾	1,000 sf	9.70	F	92%	J	5.41	J	0.89	4.81	5.31	29.4	0.913	26.9	25.7	\$272	\$7,636	\$175.28	\$238.39	\$1,577.55	\$1,991	\$44	\$5,601	100%	\$5,601	\$0	\$6,199	\$0	\$0	\$0	\$0	\$0	\$0	\$2,684	0%
710.4P	710	General Office greater than 400,000 sf ⁽⁵⁾	1,000 sf	8.83	F	92%	J	5.41	J	0.89	4.81	5.31	26.8	0.913	24.5	23.4	\$272	\$6,951	\$159.56	\$217.00	\$1,436.06	\$1,813	\$44	\$5,094	100%	\$5,094	\$0	\$5,639	\$0	\$0	\$0	\$0	\$0	\$0	\$2,285	0%
720	720	Medical Office	1,000 sf	35.95	C	89%	O	5.83	O	0.89	5.19	5.69	113.7	0.914	104.0	99.3	\$272	\$29,520	\$672.65	\$914.80	\$6,053.84	\$7,641	\$44	\$21,835	100%	\$21,835	\$0	\$24,148	\$0	\$0	\$0	\$0	\$0	\$0	\$8,847	0%
750	750	Office Park	1,000 sf	11.42	E	92%	J	5.41	J	0.89	4.81	5.31	34.7	0.913	31.7	30.2	\$272	\$8,990	\$206.36	\$280.66	\$1,857.28	\$2,344	\$44	\$6,601	100%	\$6,601	\$0	\$7,306	\$0	\$0	\$0	\$0	\$0	\$0	\$4,801	0%
714	714	Corporate Headquarters Building	1,000 sf	7.98	C	92%	O	5.41	O	0.89	4.81	5.31	24.2	0.913	22.1	21.1	\$272	\$6,282	\$144.20	\$196.12	\$1,297.82	\$1,638	\$44	\$4,600	100%	\$4,600	\$0	\$5,092	\$0	\$0	\$0	\$0	\$0	\$0	\$3,275	0%
760	760	Research and Development Center	1,000 sf	8.11	C	92%	O	5.41	O	0.89	4.81	5.31	24.6	0.913	22.5	21.5	\$272	\$6,384	\$146.55	\$199.31	\$1,318.96	\$1,665	\$44	\$4,675	100%	\$4,675	\$0	\$5,176	\$0	\$0	\$0	\$0	\$0	\$0	\$2,071	0%
770.P	n/a	Veterinarian Clinic	1,000 sf	32.80	B	70%	B	2.10	B	0.89	1.87	2.37	29.4	0.890	26.1	25.0	\$268	\$7,523	\$201.01	\$273.38	\$1,809.11	\$2,284	\$44	\$5,196	100%	\$5,196	\$0	\$5,785	\$0	\$0	\$0	\$0	\$0	\$0	\$2,247	0%
RETAIL:																																				
814	814	Specialty Retail	1,000 sf	49.99	E	85%	J	3.54	J	0.81	2.87	3.37	83.5	0.903	75.4	72.0	\$270	\$21,527	\$528.79	\$719.15	\$4,759.11	\$6,007	\$83	\$15,438	32%	\$5,001	\$10,437	\$17,125	\$9,959	\$7,565	\$2,394	\$25	\$453	\$11,184	93%	
820	820	Retail 50,000 sfgla or less ⁽⁴⁾	1,000 sfgla	86.56	C	56%	Q	1.96	Q	0.81	1.59	2.09	52.7	0.890	46.9	44.8	\$268	\$13,492	\$373.97	\$508.60	\$3,365.75	\$4,248	\$0	\$9,243	32%	\$2,994	\$6,249	\$10,301	\$5,963	\$4,539	\$1,424	\$15	\$271	\$11,099	56%	
820.1P	820	Retail 50,001-200,000 sfgla ⁽⁴⁾	1,000 sfgla	53.28	F	67%	P	2.38	P	0.81	1.93	2.43	47.1	0.890	41.9	40.0	\$268	\$12,065	\$320.29	\$435.59	\$2,882.58	\$3,638	\$82.58	\$8,344	32%	\$2,703	\$5,641	\$9,289	\$5,382	\$4,078	\$1,304	\$14	\$245	\$8,877	64%	
820.2P	820	Retail 200,001-400,000 sfgla ⁽⁴⁾	1,000 sfgla	41.80	F	73%	P	2.63	P	0.81	2.13	2.63	44.5	0.896	39.9	38.1	\$269	\$11,440	\$296.61	\$403.39	\$2,669.52	\$3,370	\$83	\$7,988	32%	\$2,588	\$5,400	\$8,885	\$5,152	\$3,908	\$1,244	\$13	\$235	\$8,490	64%	
820.3P	820	Retail 400,001-600,000 sfgla ⁽⁴⁾	1,000 sfgla	36.27	F	76%	P	2.75	P	0.81	2.23	2.73	42.1	0.896	37.7	36.0	\$269	\$10,806	\$277.85	\$377.88	\$2,500.66	\$3,156	\$124	\$7,526	32%	\$2,438	\$5,088	\$8,373	\$4,855	\$3,674	\$1,181	\$12	\$221	\$8,228	62%	
820.4P	820	Retail 600,001-800,000 sfgla ⁽⁴⁾	1,000 sfgla	32.80	F	79%	P	3.02	P	0.81	2.45	2.95	43.4	0.896	38.9	37.2	\$269	\$11,156	\$282.13	\$383.70	\$2,539.17	\$3,205	\$124	\$7,827	32%	\$2,536	\$5,291	\$8,701	\$5,048	\$3,819	\$1,229	\$13	\$230	\$7,892	67%	
820.5P	820	Retail greater than 800,000 sfgla ⁽⁵⁾	1,000 sfgla	30.33	F	81%	P	3.32	P	0.81	2.69	3.19	45.3	0.903	40.9	39.0	\$270	\$11,673	\$289.55	\$393.79	\$2,605.96	\$3,289	\$124	\$8,260	32%	\$2,676	\$5,584	\$9,175	\$5,327	\$4,035	\$1,292	\$14	\$243	\$7,628	73%	
881	881	Pharmacy/Drug Store with and without Drive-Thru	1,000 sf	92.88	F	33%	P	2.18	P	0.81	1.77	2.27	37.1	0.890	33.0	31.5	\$268	\$9,489	\$256.65	\$349.05	\$2,309.86	\$2,916	\$83	\$6,490	32%	\$2,103	\$4,388	\$7,234	\$4,186	\$3,171	\$1,015	\$11	\$191	\$5,537	79%	
862	862	Home Improvement Superstore	1,000 sf	29.80	E	67%	J	2.38	J	0.81	1.93	2.43	26.4	0.890	23.5	22.4	\$268	\$6,748	\$179.14	\$243.63	\$1,612.25	\$2,035	\$83	\$4,630	32%	\$1,500	\$3,130	\$5,159	\$2,986	\$2,257	\$729	\$8	\$136	\$8,157	38%	
931	931	Quality Restaurant	1,000 sf	91.10	C	77%	S	3.30	S	0.81	2.67	3.17	128.4	0.903	116.0	110.8	\$270	\$33,129	\$822.56	\$1,118.68	\$7,403.00	\$9,344	\$102	\$23,683	32%	\$7,672	\$16,011	\$26,279	\$15,278	\$11,613	\$3,665	\$38	\$695	\$20,271	79%	
932	932	High-Turnover Restaurant	1,000 sf	126.50	E	71%	J	3.17	J	0.81	2.57	3.07	158.0	0.903	142.7	136.2	\$270	\$40,747	\$1,018.23	\$1,384.80	\$9,164.11	\$11,567	\$102	\$29,078	32%	\$9,420	\$19,658	\$32,271	\$18,757	\$14,263	\$4,494	\$47	\$854	\$28,198	70%	
934	934	Fast Food Restaurant w/Drive-Thru	1,000 sf	522.62	E	58%	J	2.05	J	0.81	1.66	2.16	344.8	0.890	306.7	292.9	\$268	\$88,242	\$2,420.22	\$3,291.50	\$21,781.96	\$27,494	\$175	\$60,573	32%	\$19,623	\$40,950	\$67,489	\$39,075	\$29,708	\$9,367	\$97	\$1,778	\$56,773	72%	
944	944	Gasoline Station	fuel pos.	168.56	C	23%	R	2.00	R	0.81	1.62	2.12	43.0	0.890	38.3	36.5	\$268	\$11,011	\$303.74	\$413.09	\$2,733.68	\$3,451	\$1	\$7,559	32%	\$2,449	\$5,110	\$8,422	\$4,875	\$3,710	\$1,165	\$13	\$222	\$6,723	76%	
941	941	Quick Lube	bays	40.00	E	72%	J	3.80	J	0.81	3.08	3.58	60.7	0.908	55.2	52.7	\$271	\$15,708	\$380.82	\$517.91	\$3,427.37	\$4,326	\$27	\$11,356	32%	\$3,679	\$7,677	\$12,587	\$7,325	\$5,574	\$1,751	\$19	\$333	\$9,710	79%	
850	850	Supermarket	1,000 sf	103.38	C	56%	J	2.18	J	0.81	1.77	2.27	70.0	0.890	62.3	59.5	\$268	\$17,922	\$484.77	\$659.28	\$4,362.90	\$5,507	\$38	\$12,377	32%	\$4,010	\$8,368	\$13,782	\$7,985	\$6,068	\$1,917	\$20	\$363	\$8,190	102%	
853	853	Convenience Store w/Gas Pumps	1,000 sf	77.14	E	28%	J	1.51	J	0.81	1.22	1.72	181.8	0.862	156.8	149.8	\$264	\$45,798	\$1,382.09	\$1,879.64	\$12,438.77	\$15,700	\$17	\$30,080	32%	\$9,745	\$20,336	\$33,670	\$19,405	\$14,709	\$4,696	\$48	\$883	\$24,577	83%	
848	848	Tire Store	1,000 sf	24.87	E	72%	J	3.80	J	0.81	3.08	3.58	37.8	0.908	34.3	32.7	\$271	\$9,767	\$236.77	\$322.01	\$2,130.97	\$2,690	\$83	\$6,994	32%	\$2,266	\$4,729	\$7,760	\$4,512	\$3,423	\$1,089	\$12	\$205	\$6,140	77%	
943	943	Auto Repair or Body Shop	1,000 sf	34.12	E	72%	J	3.80	J	0.81	3.08	3.58	51.8	0.908	47.0	44.9	\$271	\$13,399	\$324.84	\$441.78	\$2,923.55	\$3,690	\$51	\$9,658	32%	\$3,129	\$6,530	\$10,709	\$6,230	\$4,736	\$1,494	\$16	\$284	\$9,256	71%	
841	841	New/Used Auto Sales	1,000 sf	29.85	E	79%	J	4.83	J	0.81	3.91	4.41	63.2	0.910	57.5	54.9	\$271	\$16,365	\$384.52	\$522.95	\$3,460.71	\$4,368	\$39	\$11,958	32%	\$3,874	\$8,084	\$13,241	\$7,714	\$5,866	\$1,848	\$19	\$351	\$13,382	60%	
816	816	Hardware/Paint	1,000 sf	51.29	C	56%	S	1.96	S	0.81	1.59	2.09	31.2	0.890	27.8	26.5	\$268	\$7,994	\$221.59	\$301.37	\$1,994.33	\$2,517	\$83	\$5,394	32%	\$1,748	\$3,647	\$6,021	\$3,480	\$2,636	\$844	\$9	\$158	\$8,270	44%	
947	947	Self-Service Car Wash	bays	108.00	J	76%	J	2.10	J	0.81	1.70	2.20	95.6	0.890	85.1	81.2	\$268	\$24,477	\$667.64	\$907.99	\$6,008.78	\$7,584	\$27	\$16,866	32%	\$5,464	\$11,402	\$18,785	\$10,880	\$8,274	\$2,606	\$27	\$495	\$10,354	110%	
890	890	Furniture Store	1,000 sf	5.06	C	54%	J	6.39	J	0.81	5.18	5.68	9.7	0.914	8.9	8.5	\$272	\$2,515	\$57.31	\$77.95	\$515.83	\$651	\$83	\$1,781	32%	\$577	\$1,204	\$1,978	\$1,149	\$862	\$287	\$3	\$52	\$1,620	74%	
912	912	Bank/Savings w/Drive-In	1,000 sf	159.34	C	46%	J	2.58	J	0.81	2.09	2.59	104.9	0.896	94.0	89.8	\$269	\$26,958	\$701.51	\$954.06	\$6,313.61	\$7,969	\$159	\$18,830	32%	\$6,100	\$12,730	\$20,943	\$12,147	\$9,219	\$2,928	\$30	\$553	\$37,045	34%	
913.P	n/a	Convenience/Gasoline/Fast Food Store	1,000 sf	984.59	J	32%	J	2.65	J	0.81	2.15	2.65	463.3	0.896	415.2	396.5	\$269	\$119,026	\$3,081.51	\$4,190.86	\$27,733.61	\$35,006	\$17	\$84,003	32%	\$27,213	\$56,790	\$93,332	\$54,190	\$41,228	\$12,962	\$134	\$2,466	\$72,754	78%	
INDUSTRIAL:																																				
110	110	General Light Industrial	1,000 sf	6.97	C	92%	O	5.41	O	0.95	5.14	5.64	22.6	0.914	20.6	19.7	\$272	\$5,860	\$133.64	\$181.75	\$1,202.79	\$1,518	\$29	\$4,313	100%	\$4,313	\$0	\$4,772	\$0	\$0	\$0	\$0	\$0			

**Table 3-2
Suburban Mobility Fee Schedule (Fee District B)**

County-wide Parameters:

Revenue period:	25	P4P Equivalent Pennies:	3.4	Include carrying cost?:	No	TOD Deduction:	0.00%
Discount Rate:	5.00%	2nd logt County pennies to cap:	0	Include Interstates?:	Yes	TND Deduction:	0.00%
Fuel efficiency:	17.4	Existing State pennies to cap:	22.5	Factor to convert VMT to PMT:	1.37		
Days/yr:	365	Tax Inc Fin Millage Rate to cap:	2.1223 31.41%				
Existing County pennies to cap:	2.5	Toll/fwy discount	3.2%				

Pasco County Land Use Code	ITE LUC	Land Use	Unit	TGR Trip rate (veh trips)	Source (6)	% New Trips	% NT Source (6)	Standard Trip Length (6)	TL Source (6)	Market Area Trip Length Adjustment Factor	Chargeable Trip length (mi)	Trip length for revenue (mi)	Gross assessable pmt/day	Weighted Capacity Addition Ratio	Deduct Fwy/Toll TOD/TND Share	Weighted Total Impact Cost/PMC	PV County Gas Tax Credit	PV P4P Equivalent Credit	PV Federal/State Gas Tax Revenue Credit (\$/yr)	PV Sub-Total County-wide self-credits	PV Tax Self-Credit	Fee before buy-down	Buy-Down %	Allocated for buy-down	Net Mobility Fee	Full Fee ⁽¹⁾	Road Share (Incl Int)	Road Share (Excl Int)	Interstate Share	Transit Share	Bike/Ped Share	2011 Road Impact Fee	Proposed Fee as Percent of 2011 Road Impact Fee				
																																		210	210.1P	210.2P	210.3P
RESIDENTIAL:																																					
210	210	Single Family (Detached)	du																																		
		Less than 1,500 s.f. & Annual Hh Income																																			
210.1P	n/a	less than 80% SHIP Definition ⁽²⁾	du	4.33	A	100%	T	7.61	J	0.99	7.53	8.03	22.3	1.070	23.9	23.1	\$296	\$6,409	\$129	\$175	\$1,157	\$1,460	\$65	\$4,884	0%	\$0	\$4,884	\$5,293	\$4,660	\$3,711	\$949	\$12	\$212	\$5,886	83%		
210.2P	n/a	0 to 1,500 s.f.	du	5.43	A	100%	T	7.61	J	0.99	7.53	8.03	28.0	1.070	30.0	29.0	\$296	\$8,038	\$161	\$219	\$1,451	\$1,831	\$65	\$6,141	0%	\$0	\$6,141	\$6,654	\$5,859	\$4,669	\$1,190	\$15	\$267	\$7,375	83%		
210.3P	n/a	1,501 to 2,499 s.f.	du	7.59	A	100%	T	7.61	J	0.99	7.53	8.03	39.2	1.070	41.9	40.6	\$296	\$11,235	\$225	\$306	\$2,028	\$2,560	\$105.29	\$8,570	0%	\$0	\$8,570	\$9,287	\$8,177	\$6,513	\$1,664	\$21	\$372	\$10,302	83%		
210.4P	n/a	2,500 s.f. and greater	du	8.40	A	100%	T	7.61	J	0.99	7.53	8.03	43.4	1.070	46.4	44.9	\$296	\$12,434	\$249	\$339	\$2,245	\$2,833	\$289	\$9,312	0%	\$0	\$9,312	\$10,106	\$8,886	\$7,045	\$1,841	\$22	\$404	\$11,413	82%		
210.5P	n/a	"Low Income" SHIP defined Multi-Family ⁽²⁾	du	3.59	B	100%	T	5.99	K	0.99	5.93	6.43	14.6	1.070	15.6	15.1	\$296	\$4,183	\$85	\$116	\$768	\$969	\$54	\$3,160	0%	\$0	\$3,160	\$3,427	\$3,015	\$2,400	\$615	\$8	\$137	\$4,312	73%		
221	221	Multi-Family Apartments	du	6.59	C	100%	T	5.99	K	0.99	5.93	6.43	26.8	1.070	28.6	27.7	\$296	\$7,678	\$157	\$213	\$1,409	\$1,779	\$54	\$5,845	0%	\$0	\$5,845	\$6,335	\$5,577	\$4,448	\$1,129	\$14	\$254	\$7,564	77%		
240	240	Mobile Home Park	du	4.17	C	100%	T	5.29	L	0.99	5.24	5.74	15.0	1.070	16.0	15.5	\$296	\$4,292	\$88	\$120	\$796	\$1,005	\$31	\$3,257	0%	\$0	\$3,257	\$3,531	\$3,108	\$2,480	\$628	\$8	\$141	\$4,604	71%		
251	251	Age Restricted Single Family ⁽³⁾	du	3.13	C	100%	T	6.23	L	0.99	6.17	6.67	13.2	1.070	14.1	13.7	\$296	\$3,793	\$77	\$105	\$694	\$876	\$65	\$2,851	0%	\$0	\$2,851	\$3,094	\$2,720	\$2,162	\$558	\$7	\$124	\$4,327	66%		
252	252	Age Restricted Multi-Family ⁽³⁾	du	2.71	J	100%	T	3.77	J	0.99	3.73	4.23	6.9	1.070	7.4	7.2	\$296	\$1,987	\$42	\$58	\$381	\$482	\$33	\$1,472	0%	\$0	\$1,472	\$1,599	\$1,404	\$1,118	\$286	\$4	\$64	\$3,362	44%		
253	253	Congregate Care Facility (Attached) ⁽³⁾	du	2.25	E	72%	T	3.54	J	0.99	3.50	4.00	3.9	1.070	4.2	4.0	\$296	\$1,115	\$24	\$33	\$216	\$272	\$21	\$821	0%	\$0	\$821	\$893	\$783	\$623	\$160	\$2	\$36	\$1,068	77%		
231	231	Low-Rise Condominium/Townhouse (1 to 2 stories)	du	5.20	E	100%	T	7.61	J	0.99	7.53	8.03	26.8	1.070	28.7	27.8	\$296	\$7,697	\$154	\$210	\$1,389	\$1,754	\$54	\$5,890	0%	\$0	\$5,890	\$6,381	\$5,620	\$4,480	\$1,140	\$14	\$256	\$7,066	83%		
232	232	High-Rise Condominium (3 or more stories)	du	4.18	E	100%	J	7.61	J	0.99	7.53	8.03	21.6	1.070	23.1	22.3	\$296	\$6,187	\$124	\$169	\$1,117	\$1,410	\$54	\$4,724	0%	\$0	\$4,724	\$5,119	\$4,507	\$3,591	\$916	\$12	\$205	\$5,681	83%		
LODGING:																																					
310	310	Hotel	room	8.30	E	66%	J	7.20	J	1.04	7.49	7.99	28.1	1.070	30.1	29.1	\$296	\$8,059	\$162	\$220	\$1,455	\$1,837	\$37	\$6,185	90%	\$5,588	\$597	\$6,700	\$569	\$454	\$115	\$2	\$26	\$3,147	19%		
330	330	Resort Hotel	room	5.10	C	83%	J	7.02	J	1.04	7.30	7.80	21.2	1.070	22.6	21.9	\$296	\$6,072	\$122	\$166	\$1,098	\$1,386	\$37	\$4,649	90%	\$4,200	\$449	\$5,036	\$428	\$341	\$87	\$2	\$19	\$4,722	10%		
320	320	Motel	room	5.63	C	77%	J	4.99	J	1.04	5.19	5.69	15.4	1.070	16.5	16.0	\$296	\$4,420	\$91	\$124	\$820	\$1,035	\$19	\$3,366	90%	\$3,041	\$325	\$3,648	\$310	\$248	\$62	\$1	\$14	\$1,679	19%		
RECREATION:																																					
416	416	RV Park	RV space	2.22	C	100%	U	5.29	U	1.04	5.50	6.00	8.4	1.070	9.0	8.7	\$296	\$2,400	\$49	\$67	\$443	\$559	\$3	\$1,837	48%	\$877	\$960	\$1,990	\$915	\$732	\$183	\$3	\$42	\$1,840	52%		
420	420	Marina	berth	2.96	C	90%	U	7.61	M	1.04	7.91	8.41	14.4	1.070	15.5	15.0	\$296	\$4,143	\$83	\$113	\$746	\$941	\$62	\$3,140	48%	\$1,498	\$1,641	\$3,404	\$1,566	\$1,245	\$321	\$4	\$71	\$1,184	139%		
430	430	Golf Course	hole	35.74	C	90%	U	7.61	L	1.04	7.91	8.41	174.4	1.070	186.6	180.6	\$296	\$50,019	\$1,000	\$1,360	\$9,002	\$11,363	\$103	\$38,553	48%	\$18,398	\$20,155	\$41,746	\$19,232	\$15,355	\$3,877	\$48	\$875	\$18,550	109%		
431	431	Miniature Golf Course	hole	3.30	C	90%	U	6.10	L	1.04	6.34	6.84	12.9	1.070	13.8	13.4	\$296	\$3,702	\$75	\$102	\$676	\$853	\$27	\$2,821	48%	\$1,346	\$1,475	\$3,058	\$1,407	\$1,122	\$285	\$4	\$64	\$1,367	108%		
444	444	Movie Theater	screen	106.63	C	88%	U	2.33	U	1.04	2.42	2.92	155.8	1.068	166.3	161.0	\$296	\$44,630	\$1,014	\$1,379	\$9,123	\$11,516	\$93	\$33,022	48%	\$15,759	\$17,263	\$35,872	\$16,472	\$13,209	\$3,263	\$41	\$750	\$12,755	135%		
412	412	General Recreation	acre	2.28	C	90%	V	5.37	L	1.04	5.58	6.08	7.9	1.070	8.4	8.1	\$296	\$2,251	\$46	\$63	\$415	\$524	\$29	\$1,698	48%	\$810	\$888	\$1,842	\$846	\$673	\$173	\$3	\$39	\$1,095	81%		
491	491	Racquet Club/Health Club/Spa/Dance Studio	1,000 sf	14.03	H	94%	J	5.41	J	1.04	5.63	6.13	50.8	1.070	54.4	52.6	\$296	\$14,578	\$299	\$406	\$2,687	\$3,392	\$62	\$11,124	48%	\$5,309	\$5,816	\$12,055	\$5,549	\$4,430	\$1,119	\$14	\$253	\$9,291	63%		
437	437	Bowling Alley	1,000 sf	33.33	C	90%	W	5.41	L	1.04	5.63	6.13	115.6	1.070	123.7	119.7	\$296	\$33,158	\$679	\$924	\$6,112	\$7,715	\$23	\$25,420	48%	\$12,131	\$13,289	\$27,537	\$12,680	\$10,137	\$2,543	\$32	\$577	\$18,068	74%		
495	495	Community Center/Gymnasium	1,000 sf	22.88	C	90%	X	7.06	U	1.04	7.34	7.84	103.6	1.070	110.8	107.3	\$296	\$29,707	\$597	\$812	\$5,371	\$6,780	\$62	\$22,865	48%	\$10,912	\$11,953	\$24,762	\$11,405	\$9,108	\$2,297	\$29	\$519	\$10,986	109%		
INSTITUTIONS:																																					
610	610	Hospital	1,000 sf	16.50	C	77%	B	7.61	N	1.04	7.91	8.41	68.9	1.070	73.7	71.3	\$296	\$19,756	\$395	\$537	\$3,556	\$4,488	\$153	\$15,116	1%	\$100	\$15,015	\$16,377	\$14,327	\$11,418	\$2,909	\$36	\$652	\$17,013	88%		
620	620	Nursing Home	bed	2.48	C	89%	U	2.72	N	1.04	2.83	3.33	4.3	1.069	4.6	4.4	\$296	\$1,226	\$27	\$37	\$244	\$308	\$5	\$912	1%	\$6	\$906	\$991	\$864	\$692	\$172	\$3	\$39	\$1,102	82%		
520	520	Elementary School	student	1.29	C	80%	B	4.73	N	1.04	4.92	5.42	3.5	1.070	3.7	3.6	\$296	\$997	\$21	\$28	\$186	\$235	\$17	\$746	1%	\$5	\$741	\$810	\$707	\$562	\$145	\$2	\$32	\$867	85%		
522	522	Middle School	student	1.62	G	90%	U	4.73	L	1.04	4.92	5.42	4.9	1.070	5.3	5.1	\$296	\$1,409	\$29	\$40	\$263	\$332	\$17	\$1,061	1%	\$7	\$1,054	\$1,151	\$1,005	\$800	\$205	\$3	\$46	\$1,224	86%		
530	530	High School	student	1.71	G	90%	U	4.73	L	1.04	4.92	5.42	5.2	1.070	5.5	5.4	\$296	\$1,487	\$31	\$42	\$277	\$350	\$17	\$1,120	1%	\$7	\$1,113	\$1,215	\$1,062	\$846	\$216	\$3	\$48	\$1,292	86%		
540	540	University/Junior College (7,500 or fewer students) (Private)	student	2.00	C	90%	U	7.61	U	1.04	7.91	8.41	9.8	1.070	10.4	10.1	\$296	\$2,799	\$56	\$76	\$504	\$636	\$17	\$2,146	1%	\$14	\$2,132	\$2,325	\$2,033	\$1,621	\$412	\$6	\$93	\$1,467	145%		
550	550	University/Junior College (more than 7,500 students) (Private)	student	1.50	B	90%	J	7.61	J	1.04																											

**Table 3-2 (continued)
Suburban Mobility Fee Schedule (Fee District B)**

Pasco County Land Use Code	ITE LUC	Land Use	Unit	Trip rate (veh/trips)	TGR Source (6)	% New Trips	% NT Source (6)	Standard Trip Length	TL Source (6)	Market Area Trip Length Adjustment Factor	Chargeable Trip length (m)	Trip length for revenue (m)	Gross assessable pmt/day	Weighted Capacity Addition Ratio	Needed PMC	Deduct Fwy/Toll/TOD/TND Share	Weighted Cost/PMC	Total Impact Cost	PV County Gas Tax Credit	PV P4P Equivalent Credit	PV Federal/State Gas Tax Revenue Credit (\$/yr)	PV Sub-Total County-wide self-credits	PV Tax Increment Self-Credit	Fee before buy-down	Buy-Down %	Allocated for buy-down	Net Mobility Fee	Full Fee ⁽¹⁾	Road Share (Ind Int)	Road Share (Excl Int)	Interstate Share	Transit Share	Bike/Ped Share	2011 Road Impact Fee	Proposed Fee as Percent of 2011 Road Impact Fee
OFFICE (continued):																																			
710.3P	710	General Office 200,001-400,000 sf ⁽⁴⁾	1,000 sf	9.70	F	92%	J	5.41	J	1.04	5.63	6.13	34.4	1.070	36.8	35.6	\$296	\$9,865	\$202	\$275	\$1,818	\$2,295	\$55	\$7,514	90%	\$6,789	\$725	\$8,144	\$692	\$553	\$139	\$2	\$31	\$2,684	27%
710.4P	710	General Office greater than 400,000 sf ⁽⁵⁾	1,000 sf	8.83	F	92%	J	5.41	J	1.04	5.63	6.13	31.3	1.070	33.5	32.4	\$296	\$8,980	\$184	\$250	\$1,655	\$2,089	\$55	\$6,835	90%	\$6,176	\$660	\$7,409	\$629	\$502	\$127	\$2	\$29	\$2,285	29%
720	720	Medical Office	1,000 sf	35.95	C	89%	O	5.83	O	1.04	6.06	6.56	132.9	1.070	142.2	137.6	\$296	\$38,114	\$776	\$1,055	\$6,984	\$8,816	\$55	\$29,243	90%	\$26,420	\$2,823	\$31,676	\$2,693	\$2,152	\$541	\$7	\$123	\$8,847	32%
750	750	Office Park	1,000 sf	11.42	E	92%	J	5.41	J	1.04	5.63	6.13	40.5	1.070	43.3	41.9	\$296	\$11,614	\$238	\$324	\$2,141	\$2,702	\$55	\$8,857	90%	\$8,002	\$855	\$9,598	\$815	\$651	\$164	\$3	\$37	\$4,801	18%
714	714	Corporate Headquarters Building	1,000 sf	7.98	C	92%	O	5.41	O	1.04	5.63	6.13	28.3	1.070	30.3	29.3	\$296	\$8,115	\$166	\$226	\$1,496	\$1,888	\$55	\$6,172	90%	\$5,576	\$596	\$6,690	\$568	\$453	\$115	\$2	\$26	\$3,275	18%
760	760	Research and Development Center	1,000 sf	8.11	C	92%	O	5.41	O	1.04	5.63	6.13	28.8	1.070	30.8	29.8	\$296	\$8,248	\$169	\$230	\$1,520	\$1,919	\$55	\$6,274	90%	\$5,668	\$606	\$6,800	\$578	\$461	\$117	\$2	\$26	\$2,071	29%
770.P	n/a	Veterinarian Clinic	1,000 sf	32.80	B	70%	B	2.10	B	1.04	2.18	2.68	34.3	1.068	36.7	35.5	\$296	\$9,842	\$228	\$310	\$2,050	\$2,587	\$55	\$7,200	90%	\$6,505	\$695	\$7,829	\$663	\$532	\$131	\$2	\$30	\$2,247	31%
RETAIL:																																			
814	814	Specialty Retail	1,000 sf	49.99	E	85%	J	3.54	J	1.09	3.86	4.36	112.3	1.070	120.1	116.3	\$296	\$32,207	\$684	\$931	\$6,160	\$7,775	\$62	\$24,370	48%	\$11,630	\$12,740	\$26,426	\$12,157	\$9,727	\$2,430	\$30	\$553	\$11,184	114%
820	820	Retail 50,000 sf ⁽⁴⁾ or less ⁽⁴⁾	1,000 sf	86.56	C	56%	Q	1.96	Q	1.09	2.14	2.64	70.9	1.068	75.8	73.3	\$296	\$20,327	\$472	\$642	\$4,251	\$5,365	\$0	\$14,962	48%	\$7,140	\$7,822	\$16,259	\$7,463	\$5,994	\$1,469	\$19	\$340	\$11,099	70%
820.1P	820	Retail 50,001-200,000 sf ⁽⁴⁾	1,000 sf	53.28	F	67%	P	2.38	P	1.09	2.59	3.09	63.4	1.069	67.8	65.6	\$296	\$18,187	\$408	\$555	\$3,674	\$4,637	\$62	\$13,488	48%	\$6,436	\$7,051	\$14,649	\$6,728	\$5,391	\$1,337	\$17	\$306	\$8,877	79%
820.2P	820	Retail 200,001-400,000 sf ⁽⁴⁾	1,000 sf	41.80	F	73%	P	2.63	P	1.09	2.87	3.37	59.9	1.069	64.1	62.0	\$296	\$17,179	\$380	\$516	\$3,417	\$4,313	\$62	\$12,804	48%	\$6,110	\$6,694	\$13,901	\$6,387	\$5,114	\$1,273	\$16	\$291	\$8,490	79%
820.3P	820	Retail 400,001-600,000 sf ⁽⁴⁾	1,000 sf	36.27	F	76%	P	2.75	P	1.09	3.00	3.50	56.6	1.069	60.5	58.6	\$296	\$16,227	\$356	\$485	\$3,207	\$4,047	\$93	\$12,086	48%	\$5,768	\$6,319	\$13,122	\$6,030	\$4,824	\$1,206	\$15	\$274	\$8,228	77%
820.4P	820	Retail 600,001-800,000 sf ⁽⁴⁾	1,000 sf	32.80	F	79%	P	3.02	P	1.09	3.29	3.79	58.4	1.069	62.5	60.5	\$296	\$16,755	\$363	\$494	\$3,268	\$4,125	\$93	\$12,537	48%	\$5,983	\$6,554	\$13,607	\$6,253	\$5,001	\$1,252	\$16	\$285	\$7,892	83%
820.5P	820	Retail greater than 800,000 sf ⁽⁴⁾	1,000 sf	30.33	F	81%	P	3.32	P	1.09	3.62	4.12	60.9	1.070	65.1	63.0	\$296	\$17,464	\$374	\$509	\$3,366	\$4,248	\$93	\$13,123	48%	\$6,262	\$6,860	\$14,238	\$6,545	\$5,232	\$1,313	\$17	\$298	\$7,628	90%
881	881	Pharmacy/Drug Store with and without Drive-Thru	1,000 sf	92.88	F	33%	P	2.18	P	1.09	2.38	2.88	49.9	1.068	53.3	51.6	\$296	\$14,295	\$326	\$443	\$2,932	\$3,701	\$62	\$10,533	48%	\$5,026	\$5,506	\$11,445	\$5,254	\$4,211	\$1,043	\$13	\$239	\$5,537	99%
862	862	Home Improvement Superstore	1,000 sf	29.80	E	67%	J	2.38	J	1.09	2.59	3.09	35.5	1.069	37.9	36.7	\$296	\$10,172	\$228	\$311	\$2,055	\$2,594	\$62	\$7,516	48%	\$3,587	\$3,929	\$8,166	\$3,748	\$3,001	\$747	\$10	\$171	\$8,157	48%
931	931	Quality Restaurant	1,000 sf	91.10	C	77%	S	3.30	S	1.09	3.60	4.10	172.8	1.070	184.9	178.9	\$296	\$49,564	\$1,062	\$1,444	\$9,559	\$12,065	\$34	\$37,465	48%	\$17,879	\$19,586	\$40,630	\$18,688	\$14,963	\$3,725	\$47	\$851	\$20,271	97%
932	932	High-Turnover Restaurant	1,000 sf	126.50	E	71%	J	3.17	J	1.09	3.46	3.96	212.6	1.069	227.4	220.1	\$296	\$60,960	\$1,313	\$1,785	\$11,816	\$14,914	\$34	\$46,012	48%	\$21,958	\$24,054	\$49,905	\$22,952	\$18,381	\$4,571	\$57	\$1,045	\$28,198	85%
934	934	Fast Food Restaurant w/Drive-Thru	1,000 sf	522.62	E	58%	J	2.05	J	1.00	2.05	2.55	425.7	1.068	454.5	440.0	\$296	\$121,968	\$2,857	\$3,885	\$25,709	\$32,450	\$165	\$89,363	48%	\$42,641	\$46,712	\$97,141	\$44,573	\$35,798	\$8,775	\$110	\$2,029	\$56,773	82%
944	944	Gasoline Station	fuel pos.	168.56	C	23%	R	2.00	R	1.00	2.00	2.50	53.1	1.068	56.7	54.9	\$296	\$15,219	\$358	\$487	\$3,224	\$4,069	\$1	\$11,149	48%	\$5,320	\$5,828	\$12,120	\$5,561	\$4,469	\$1,092	\$14	\$253	\$6,723	87%
941	941	Quick Lube	bays	40.00	E	72%	J	3.80	J	1.09	4.14	4.64	81.7	1.070	87.4	84.6	\$296	\$23,434	\$494	\$672	\$4,447	\$5,613	\$20	\$17,801	48%	\$8,495	\$9,306	\$19,298	\$8,880	\$7,106	\$1,774	\$22	\$404	\$9,710	96%
850	850	Supermarket	1,000 sf	103.38	C	56%	J	2.18	J	1.09	2.38	2.88	94.2	1.068	100.6	97.4	\$296	\$27,001	\$615	\$837	\$5,538	\$6,990	\$42	\$19,969	48%	\$9,529	\$10,439	\$21,693	\$9,961	\$7,991	\$1,970	\$25	\$453	\$8,190	127%
853	853	Convenience Store w/Gas Pumps	1,000 sf	775.14	E	28%	J	1.51	J	1.00	1.51	2.01	224.5	1.066	239.4	231.8	\$296	\$64,286	\$1,612	\$2,193	\$14,510	\$18,315	\$18	\$45,953	48%	\$21,930	\$24,024	\$50,058	\$22,924	\$18,471	\$4,453	\$57	\$1,043	\$24,577	98%
848	848	Tire Store	1,000 sf	24.87	E	72%	J	3.80	J	1.09	4.14	4.64	50.8	1.070	54.3	52.6	\$296	\$14,570	\$307	\$418	\$2,765	\$3,490	\$62	\$11,019	48%	\$5,258	\$5,760	\$11,949	\$5,496	\$4,393	\$1,103	\$14	\$250	\$6,140	94%
943	943	Auto Repair or Body Shop	1,000 sf	34.12	E	72%	J	3.80	J	1.09	4.14	4.64	69.7	1.070	74.6	72.2	\$296	\$19,989	\$421	\$573	\$3,793	\$4,788	\$25	\$15,177	48%	\$7,243	\$7,934	\$16,453	\$7,570	\$6,056	\$1,514	\$19	\$345	\$9,256	86%
841	841	New/Used Auto Sales	1,000 sf	29.85	E	79%	J	4.83	J	1.09	5.26	5.76	85.0	1.070	91.0	88.1	\$296	\$24,391	\$502	\$683	\$4,521	\$5,707	\$26	\$18,658	48%	\$8,904	\$9,754	\$20,215	\$9,307	\$7,441	\$1,866	\$23	\$424	\$13,382	73%
816	816	Hardware/Paint	1,000 sf	51.29	C	56%	S	1.96	S	1.09	2.14	2.64	42.0	1.068	44.9	43.5	\$296	\$12,044	\$280	\$381	\$2,519	\$3,179	\$62	\$8,803	48%	\$4,201	\$4,602	\$9,572	\$4,391	\$3,521	\$870	\$11	\$200	\$8,270	56%
947	947	Self-Service Car Wash	bays	108.00	J	76%	J	2.10	J	1.09	2.29	2.79	128.7	1.068	137.4	133.0	\$296	\$36,878	\$846	\$1,151	\$7,614	\$9,611	\$20	\$27,247	48%	\$13,003	\$14,244	\$29,601	\$13,591	\$10,909	\$2,682	\$34	\$619	\$10,354	138%
890	890	Furniture Store	1,000 sf	5.06	C	54%	J	6.39	J	1.09	6.97	7.47	13.0	1.070	13.9	13.5	\$296	\$3,739	\$75	\$103	\$678	\$856	\$62	\$2,821	48%	\$1,346	\$1,475	\$3,060	\$1,407	\$1,118	\$289	\$4	\$64	\$1,620	91%
912	912	Bank/Savings w/Drive-In	1,000 sf	159.34	C	46%	J	2.58	J	1.00	2.58	3.08	129.5	1.069	138.5	134.1	\$296	\$37,138	\$834	\$1,135	\$7,509	\$9,478	\$146	\$27,514	48%	\$13,130	\$14,384	\$29,886	\$13,725	\$10,996	\$2,729	\$34	\$625	\$37,045	39%
913.P	n/a	Convenience/Gasoline/Fast Food Store	1,000 sf	984.59	J	32%	J	2.65	J	1.00	2.65	3.15	571.9	1.069	611.4	591.9	\$296	\$163,969	\$3,668	\$4,988	\$33,010	\$41,666	\$18	\$122,285	48%	\$58,357	\$63,929	\$132,755	\$61,002	\$48,928	\$12,074	\$151	\$2,776	\$72,754	88%
INDUSTRIAL:																																			
110	110	General Light Industrial	1,000 sf	6.97	C	92%	O	5.41	O	0.99	5.36	5.86	23.5	1.070	25.2	24.4	\$296	\$6,747	\$139	\$189	\$1,249	\$1,576	\$25	\$5,146	81%	\$4,146	\$1,000	\$5,577	\$954	\$762	\$192	\$3	\$43	\$3,151	32%
120	120	General Heavy Industrial	1,000 sf	1.50	C	92%	O	5.41	O	0.99	5.36	5.86	5.1	1.070	5.4	5.2	\$296	\$1,452	\$30	\$41</															

**Table 3-3
Rural Mobility Fee Schedule (Fee District C)**

County-wide Parameters:

Revenue period:	25	P4P Equivalent Pennies:	3.4	Include carrying cost?:	No	TOD Deduction:	0.00%
Discount Rate:	5.00%	2nd logst County pennies to cap:	0	Include Interstates?:	Yes	TND Deduction:	0.00%
Fuel efficiency:	17.4	Existing State pennies to cap:	22.5				
Days/yr:	365	ax Inc Fin Millage Rate to cap:	2.1223	33.33%	Factor to convert VMT to PMT:	1.37	
Existing County pennies to cap:	2.5	Toll.fwy discount	4.7%				

Pasco County Land Use Code	ITE LUC	Land Use	Unit	Trip rate (veh trips)	TGR Source % New Trips (6)	% NT Source Trip Length (6)	Standard TL Source (6)	Market Area Trip Length Adjustment Factor	Chargeable Trip length (mi)	Trip length for revenue (mi)	Gross assessable pmt/day	Weighted Capacity Addition Ratio	Deduct Fwy/Toll/ TOD/TND Share	Total Weighted Impact Cost/PMC	PV County Gas Tax Credit	PV P4P Equivalent Revenue (\$/yr)	PV Federal/State Gas Tax Revenue	PV Sub-Total County-wide self-credits	PV Tax Increment Self-Credit	Fee before buy-down	Buy-Down %	\$ Allocated for buy-down	Net Mobility Fee	Full Fee ⁽¹⁾	Road Share (Incl Int)	Road Share (Excl Int)	Interstate Share	Transit Share	Bike/Ped Share	2011 Road Impact Fee	Proposed Fee as Percent of 2011 Road Impact Fee						
																																210	210.1P	210.2P	210.3P	210.4P	210.5P
RESIDENTIAL:																																					
210	210	Single Family (Detached)	du																																		
Less than 1,500 s.f. & Annual Hh Income less than 80% SHIP Definition ⁽²⁾																																					
210.1P	n/a	0 to 1,500 s.f.	du	4.33	A	100%	T	7.61	J	1.170	8.90	9.40	26.4	1.159	30.6	29.2	\$308	\$7,760	\$150	\$205	\$1,354	\$1,709	\$52	\$5,999	7%	\$406	\$5,593	\$6,622	\$5,336	\$4,348	\$988	\$14	\$243	\$5,886	95%		
210.2P	n/a	1,501 to 2,499 s.f.	du	5.43	A	100%	T	7.61	J	1.170	8.90	9.40	33.1	1.159	38.4	36.6	\$308	\$9,732	\$189	\$257	\$1,698	\$2,144	\$52	\$7,536	7%	\$510	\$7,026	\$8,317	\$6,704	\$5,466	\$1,238	\$17	\$305	\$7,375	95%		
210.3P	n/a	2,500 s.f. and greater	du	7.59	A	100%	T	7.61	J	1.170	8.90	9.40	46.3	1.159	53.7	51.2	\$308	\$13,603	\$264	\$359	\$2,374	\$2,996	\$95	\$10,511	7%	\$712	\$9,800	\$11,603	\$9,350	\$7,619	\$1,731	\$24	\$426	\$10,302	95%		
210.4P	n/a	"Low Income" SHIP defined Multi-Family ⁽²⁾	du	8.40	A	100%	T	7.61	J	1.170	8.90	9.40	51.2	1.159	59.4	56.6	\$308	\$15,054	\$292	\$397	\$2,627	\$3,316	\$236	\$11,502	7%	\$779	\$10,723	\$12,710	\$10,231	\$8,316	\$1,915	\$26	\$466	\$11,413	94%		
210.5P	n/a	Multi-Family Apartments	du	3.59	B	100%	T	5.99	K	1.170	7.01	7.51	17.2	1.160	20.0	19.1	\$308	\$5,066	\$100	\$135	\$897	\$1,132	\$41	\$3,893	7%	\$264	\$3,629	\$4,299	\$3,462	\$2,822	\$640	\$9	\$158	\$4,312	84%		
221	221	Mobile Home Park	du	6.59	C	100%	T	5.99	K	1.170	7.01	7.51	31.6	1.160	36.7	35.0	\$308	\$9,299	\$183	\$249	\$1,646	\$2,077	\$41	\$7,180	7%	\$486	\$6,694	\$7,927	\$6,387	\$5,212	\$1,175	\$16	\$291	\$7,564	88%		
240	240	Age Restricted Single Family ⁽³⁾	du	4.17	C	100%	T	5.29	L	1.170	6.19	6.69	17.7	1.162	20.5	19.6	\$309	\$5,202	\$103	\$140	\$928	\$1,171	\$29	\$4,002	7%	\$271	\$3,731	\$4,419	\$3,560	\$2,906	\$654	\$9	\$162	\$4,604	81%		
251	251	Age Restricted Multi-Family ⁽³⁾	du	3.13	C	100%	T	6.23	L	1.170	7.29	7.79	15.6	1.160	18.1	17.3	\$308	\$4,594	\$90	\$123	\$811	\$1,024	\$52	\$3,518	7%	\$238	\$3,280	\$3,887	\$3,130	\$2,549	\$581	\$8	\$142	\$4,327	76%		
252	252	Congregate Care Facility (Attached) ⁽³⁾	du	2.25	E	72%	T	3.54	J	1.170	4.14	4.64	4.6	1.207	5.5	5.3	\$315	\$1,380	\$28	\$38	\$250	\$316	\$15	\$1,049	7%	\$71	\$978	\$1,160	\$933	\$765	\$168	\$3	\$42	\$1,068	92%		
231	231	Low-Rise Condominium/Townhouse (1 to 2 stories)	du	5.20	E	100%	T	7.61	J	1.170	8.90	9.40	31.7	1.159	36.8	35.0	\$308	\$9,319	\$181	\$246	\$1,626	\$2,053	\$41	\$7,225	7%	\$489	\$6,736	\$7,973	\$6,427	\$5,241	\$1,186	\$16	\$293	\$7,066	95%		
232	232	High-Rise Condominium (3 or more stories)	du	4.18	E	100%	J	7.61	J	1.170	8.90	9.40	25.5	1.159	29.6	28.2	\$308	\$7,491	\$145	\$198	\$1,307	\$1,650	\$41	\$5,800	7%	\$393	\$5,407	\$6,401	\$5,159	\$4,206	\$953	\$13	\$235	\$5,681	95%		
LODGING:																																					
310	310	Hotel	room	8.30	E	66%	J	7.20	J	1.185	8.53	9.03	32.0	1.159	37.1	35.4	\$308	\$9,408	\$183	\$249	\$1,646	\$2,077	\$33	\$7,298	84%	\$6,106	\$1,192	\$8,053	\$1,137	\$927	\$210	\$3	\$52	\$3,147	38%		
330	330	Resort/Hotel	room	5.10	C	83%	J	7.02	J	1.185	8.32	8.82	24.1	1.159	28.0	26.7	\$308	\$7,088	\$138	\$188	\$1,242	\$1,567	\$33	\$5,488	84%	\$4,592	\$896	\$6,057	\$854	\$696	\$158	\$3	\$39	\$4,722	19%		
320	320	Motel	room	5.63	C	77%	J	4.99	J	1.185	5.91	6.41	17.6	1.162	20.4	19.5	\$309	\$5,167	\$103	\$140	\$925	\$1,167	\$17	\$3,983	84%	\$3,333	\$650	\$4,398	\$620	\$507	\$113	\$2	\$28	\$1,679	39%		
RECREATION:																																					
416	416	RV Park	RV Space	2.22	C	100%	U	5.29	U	1.185	6.27	6.77	9.5	1.162	11.1	10.6	\$309	\$2,804	\$56	\$76	\$500	\$631	\$2	\$2,172	48%	\$1,047	\$1,124	\$2,397	\$1,072	\$876	\$196	\$3	\$49	\$1,840	61%		
420	420	Marina	berth	2.96	C	90%	U	7.61	M	1.185	9.02	9.52	16.5	1.159	19.1	18.2	\$308	\$4,836	\$94	\$127	\$843	\$1,064	\$62	\$3,709	48%	\$1,789	\$1,920	\$4,097	\$1,832	\$1,491	\$341	\$5	\$83	\$1,184	162%		
430	430	Golf Course	hole	35.74	C	90%	U	7.61	L	1.185	9.02	9.52	198.7	1.159	230.3	219.6	\$308	\$58,387	\$1,131	\$1,539	\$10,183	\$12,853	\$62	\$45,472	48%	\$21,929	\$23,542	\$50,158	\$22,464	\$18,338	\$4,126	\$56	\$1,022	\$18,550	127%		
431	431	Miniature Golf Course	hole	3.30	C	90%	U	6.10	L	1.185	7.23	7.73	14.7	1.160	17.1	16.3	\$308	\$4,323	\$85	\$115	\$763	\$964	\$22	\$3,337	48%	\$1,609	\$1,728	\$3,684	\$1,648	\$1,344	\$304	\$5	\$75	\$1,367	126%		
444	444	Movie Theater	screen	106.63	C	88%	U	2.33	U	1.185	2.76	3.26	177.5	1.253	222.4	212.0	\$321	\$54,368	\$1,131	\$1,538	\$10,178	\$12,846	\$83	\$41,439	48%	\$19,984	\$21,454	\$45,803	\$20,471	\$16,955	\$3,516	\$51	\$932	\$12,755	168%		
412	412	General Recreation	acre	2.28	C	90%	V	5.37	L	1.185	6.36	6.86	8.9	1.162	10.4	9.9	\$309	\$2,631	\$52	\$71	\$468	\$591	\$17	\$2,023	48%	\$975	\$1,047	\$2,234	\$999	\$815	\$184	\$3	\$45	\$1,095	96%		
491	491	Racquet Club/Health Club/Spa/Dance Studio	1,000 sf	14.03	H	94%	J	5.41	J	1.185	6.41	6.91	57.9	1.162	67.3	64.1	\$309	\$17,036	\$337	\$458	\$3,031	\$3,826	\$55	\$13,155	48%	\$6,344	\$6,811	\$14,522	\$6,499	\$5,307	\$1,192	\$16	\$296	\$9,291	73%		
437	437	Bowling Alley	1,000 sf	33.33	C	90%	W	5.41	L	1.185	6.41	6.91	131.7	1.162	153.0	145.9	\$309	\$38,750	\$766	\$1,042	\$6,895	\$8,703	\$18	\$30,028	48%	\$14,482	\$15,547	\$33,139	\$14,835	\$12,125	\$2,710	\$37	\$675	\$18,068	86%		
495	495	Community Center/Gymnasium	1,000 sf	22.88	C	90%	X	7.06	U	1.185	8.37	8.87	118.0	1.159	136.8	130.4	\$308	\$34,677	\$675	\$918	\$6,072	\$7,665	\$55	\$26,957	48%	\$13,000	\$13,956	\$29,740	\$13,317	\$10,871	\$2,446	\$33	\$606	\$10,986	127%		
INSTITUTIONS:																																					
610	610	Hospital	1,000 sf	16.50	C	77%	B	7.61	N	1.185	9.02	9.52	78.5	1.159	91.0	86.7	\$308	\$23,062	\$447	\$608	\$4,022	\$5,077	\$153	\$17,832	0%	\$0	\$17,832	\$19,683	\$17,016	\$13,868	\$3,148	\$42	\$774	\$17,013	105%		
620	620	Nursing Home	bed	2.48	C	89%	U	2.72	N	1.185	3.22	3.72	4.9	1.221	6.0	5.7	\$317	\$1,472	\$30	\$41	\$273	\$345	\$5	\$1,123	0%	\$0	\$1,123	\$1,241	\$1,071	\$883	\$188	\$3	\$49	\$1,102	102%		
520	520	Elementary School	student	1.29	C	80%	B	4.73	N	1.185	5.61	6.11	4.0	1.162	4.6	4.4	\$309	\$1,166	\$23	\$32	\$210	\$265	\$17	\$885	0%	\$0	\$885	\$978	\$844	\$688	\$157	\$2	\$38	\$867	102%		
522	522	Middle School	student	1.62	G	90%	U	4.73	L	1.185	5.61	6.11	5.6	1.162	6.5	6.2	\$309	\$1,647	\$33	\$45	\$296	\$374	\$17	\$1,257	0%	\$0	\$1,257	\$1,389	\$1,199	\$978	\$221	\$3	\$55	\$1,224	103%		
530	530	High School	student	1.71	G	90%	U	4.73	L	1.185	5.61	6.11	5.9	1.162	6.9	6.5	\$309	\$1,739	\$35	\$47	\$313	\$394	\$17	\$1,328	0%	\$0	\$1,328	\$1,467	\$1,267	\$1,033	\$234	\$3	\$58	\$1,292	103%		
540	540	University/Junior College (7,500 or fewer students) (Private)	student	2.00	C	90%	U	7.61	U	1.185	9.02	9.52	11.1	1.159	12.9	12.3	\$308	\$3,267	\$63	\$86	\$570	\$719	\$17	\$2,531	0%	\$0	\$2,531	\$2,794	\$2,415	\$1,970	\$446	\$6	\$110	\$1,467	173%		
550	550	University/Junior College (more than 7,500 students) (Private)	student	1.50	B	90%	J	7.61	J	1.185	9.02	9.52	8.3	1.159	9.7	9.2	\$308	\$2,450	\$47	\$65	\$427	\$539	\$17	\$1,894	0%	\$0	\$1,894	\$2,091	\$1,808	\$1,473	\$334	\$4	\$82	\$2,909	65%		
560	560	Church	1,000 sf	9.11	C	90%	B	4.10	L	1.185	4.86	5.36	27.3	1.193	32.6	31.0	\$313	\$8,141	\$																		

**Table 3-3 (continued)
Rural Mobility Fee Schedule (Fee District C)**

Pasco County Land Use Code	ITE LUC	Land Use	Unit	Trip rate (veh trips)	TGR Source (6)	% New Trips	% NT Source (6)	Standard Trip Length (6)	TL Source (6)	Market Area Trip Length Adjustment Factor	Chargeable Trip length (mi)	Trip length for revenue (mi)	Gross assessable pmt/day	Weighted Capacity Addition Ratio	Needed PMC	Deduct Fwy/Toll/TOD/TND Share	Weighted Cost/PMC	Total Impact Cost	PV County Gas Tax Credit	PV P4P Equivalent Credit	PV Federal/State Gas Tax Revenue Credit (\$/yr)	PV Sub-Total County-wide self-credits	PV Tax Increment Self Credit	Fee before buy-down	Buy-Down %	\$\$ Allocated for buy-down	Net Mobility Fee	Full Fee ⁽¹⁾ (Incl Int)	Road Share (Excl Int)	Road Share (Incl Int)	Interstate Share	Transit Share	Bike/Ped Share	2011 Road Impact Fee	Proposed Fee as Percent of 2011 Road Impact Fee
OFFICE (continued):																																			
710.3P	710	General Office 200,001-400,000 sf ⁽⁴⁾	1,000 sf	9.70	F	92%	J	5.41	J	1.185	6.41	6.91	39.2	1.162	45.5	43.4	\$309	\$11,528	\$228	\$310	\$2,051	\$2,589	\$47	\$8,892	84%	\$7,440	\$1,452	\$9,817	\$1,385	\$1,131	\$254	\$4	\$63	\$2,684	54%
710.4P	710	General Office greater than 400,000 sf ⁽⁵⁾	1,000 sf	8.83	F	92%	J	5.41	J	1.185	6.41	6.91	35.7	1.162	41.4	39.5	\$309	\$10,494	\$207	\$282	\$1,867	\$2,357	\$47	\$8,090	84%	\$6,769	\$1,321	\$8,933	\$1,260	\$1,029	\$231	\$4	\$57	\$2,285	58%
720	720	Medical Office	1,000 sf	35.95	C	89%	O	5.83	O	1.185	6.91	7.41	151.4	1.161	175.7	167.5	\$308	\$44,521	\$876	\$1,191	\$7,884	\$9,951	\$47	\$34,523	84%	\$28,886	\$5,637	\$38,097	\$5,378	\$4,394	\$984	\$14	\$245	\$8,847	64%
750	750	Office Park	1,000 sf	11.42	E	92%	J	5.41	J	1.185	6.41	6.91	46.1	1.162	53.6	51.1	\$309	\$13,572	\$268	\$365	\$2,415	\$3,048	\$47	\$10,477	84%	\$8,766	\$1,711	\$11,566	\$1,632	\$1,332	\$300	\$5	\$74	\$4,801	36%
714	714	Corporate Headquarters Building	1,000 sf	7.98	C	92%	O	5.41	O	1.185	6.41	6.91	32.2	1.162	37.5	35.7	\$309	\$9,484	\$188	\$255	\$1,688	\$2,130	\$47	\$7,307	84%	\$6,114	\$1,193	\$8,068	\$1,138	\$929	\$209	\$3	\$52	\$3,275	36%
760	760	Research and Development Center	1,000 sf	8.11	C	92%	O	5.41	O	1.185	6.41	6.91	32.8	1.162	38.1	36.3	\$309	\$9,638	\$191	\$259	\$1,715	\$2,165	\$47	\$7,427	84%	\$6,214	\$1,213	\$8,200	\$1,157	\$944	\$213	\$3	\$53	\$2,071	59%
770.P	n/a	Veterinarian Clinic	1,000 sf	32.80	B	70%	B	2.10	B	1.185	2.49	2.99	39.1	1.266	49.5	47.2	\$323	\$12,049	\$254	\$345	\$2,282	\$2,881	\$47	\$9,121	84%	\$7,632	\$1,489	\$10,088	\$1,420	\$1,178	\$242	\$4	\$65	\$2,247	66%
RETAIL:																																			
814	814	Specialty Retail	1,000 sf	49.99	E	85%	J	3.54	J	1.250	4.43	4.93	128.8	1.207	155.4	148.2	\$315	\$38,663	\$773	\$1,052	\$6,960	\$8,786	\$55	\$29,822	48%	\$14,382	\$15,440	\$32,925	\$14,732	\$12,113	\$2,619	\$37	\$671	\$11,184	138%
820	820	Retail 50,000 sf or less ⁽⁴⁾	1,000 sf	86.56	C	56%	Q	1.96	Q	1.250	2.45	2.95	81.4	1.266	103.0	98.2	\$323	\$25,044	\$528	\$719	\$4,756	\$6,003	\$0	\$19,040	48%	\$9,182	\$9,858	\$21,050	\$9,406	\$7,808	\$1,598	\$24	\$428	\$11,099	89%
820.1P	820	Retail 50,001-200,000 sf ⁽⁴⁾	1,000 sf	53.28	F	67%	P	2.38	P	1.250	2.98	3.48	72.7	1.253	91.1	86.9	\$321	\$22,286	\$458	\$623	\$4,126	\$5,208	\$55	\$17,023	48%	\$8,210	\$8,813	\$18,812	\$8,409	\$6,960	\$1,449	\$21	\$383	\$8,877	99%
820.2P	820	Retail 200,001-400,000 sf ⁽⁴⁾	1,000 sf	41.80	F	73%	P	2.63	P	1.250	3.29	3.79	68.7	1.221	83.9	80.0	\$317	\$20,759	\$427	\$581	\$3,844	\$4,852	\$55	\$15,852	48%	\$7,645	\$8,207	\$17,518	\$7,831	\$6,456	\$1,375	\$20	\$356	\$8,490	97%
820.3P	820	Retail 400,001-600,000 sf ⁽⁴⁾	1,000 sf	36.27	F	76%	P	2.75	P	1.250	3.44	3.94	64.9	1.221	79.3	75.6	\$317	\$19,609	\$401	\$546	\$3,610	\$4,557	\$83	\$14,969	48%	\$7,219	\$7,750	\$16,543	\$7,394	\$6,091	\$1,303	\$19	\$337	\$8,228	94%
820.4P	820	Retail 600,001-800,000 sf ⁽⁴⁾	1,000 sf	32.80	F	79%	P	3.02	P	1.250	3.78	4.28	67.0	1.214	81.3	77.5	\$316	\$20,176	\$409	\$557	\$3,684	\$4,651	\$83	\$15,443	48%	\$7,448	\$7,995	\$17,062	\$7,629	\$6,277	\$1,352	\$19	\$347	\$7,892	101%
820.5P	820	Retail greater than 800,000 sf ⁽⁵⁾	1,000 sf	30.33	F	81%	P	3.32	P	1.250	4.15	4.65	69.8	1.207	84.3	80.3	\$315	\$20,965	\$422	\$574	\$3,800	\$4,796	\$83	\$16,086	48%	\$7,758	\$8,328	\$17,768	\$7,946	\$6,530	\$1,416	\$20	\$362	\$7,628	109%
881	881	Pharmacy/Drug Store with and without Drive-Thru	1,000 sf	92.88	F	33%	P	2.18	P	1.250	2.73	3.23	57.2	1.253	71.7	68.3	\$321	\$17,527	\$365	\$497	\$3,288	\$4,150	\$55	\$13,322	48%	\$6,425	\$6,897	\$14,729	\$6,580	\$5,448	\$1,132	\$17	\$300	\$5,537	125%
862	862	Home Improvement Superstore	1,000 sf	29.80	E	67%	J	2.38	J	1.250	2.98	3.48	40.7	1.253	51.0	48.6	\$321	\$12,465	\$256	\$349	\$2,308	\$2,913	\$55	\$9,497	48%	\$4,580	\$4,917	\$10,497	\$4,691	\$3,880	\$811	\$12	\$214	\$8,157	60%
931	931	Quality Restaurant	1,000 sf	91.10	C	77%	S	3.30	S	1.250	4.13	4.63	198.2	1.207	239.2	228.0	\$315	\$59,500	\$1,199	\$1,631	\$10,791	\$13,620	\$35	\$45,844	48%	\$22,109	\$23,735	\$50,620	\$22,648	\$18,632	\$4,016	\$56	\$1,031	\$20,271	117%
932	932	High-Turnover Restaurant	1,000 sf	126.50	E	71%	J	3.17	J	1.250	3.96	4.46	243.8	1.214	295.9	282.1	\$316	\$73,408	\$1,481	\$2,014	\$13,331	\$16,826	\$35	\$56,546	48%	\$27,270	\$29,276	\$62,438	\$27,936	\$23,004	\$4,932	\$69	\$1,271	\$28,198	104%
934	934	Fast Food Restaurant w/Drive-Thru	1,000 sf	522.62	E	58%	J	2.05	J	1.000	2.05	2.55	425.7	1.266	538.9	513.7	\$323	\$131,037	\$2,857	\$3,885	\$25,709	\$32,450	\$124	\$98,463	48%	\$47,485	\$50,978	\$108,980	\$48,644	\$40,434	\$8,210	\$120	\$2,214	\$56,773	90%
944	944	Gasoline Station	fuel pos.	168.56	C	23%	R	2.00	R	1.000	2.00	2.50	53.1	1.266	67.2	64.1	\$323	\$16,351	\$358	\$487	\$3,224	\$4,069	\$2	\$12,280	48%	\$5,922	\$6,358	\$13,593	\$6,067	\$5,045	\$1,022	\$15	\$276	\$6,723	95%
941	941	Quick Lube	bays	40.00	E	72%	J	3.80	J	1.250	4.75	5.25	93.7	1.193	111.8	106.6	\$313	\$27,957	\$559	\$760	\$5,029	\$6,348	\$18	\$21,592	48%	\$10,413	\$11,179	\$23,836	\$10,667	\$8,757	\$1,910	\$27	\$485	\$9,710	115%
850	850	Supermarket	1,000 sf	103.38	C	56%	J	2.18	J	1.250	2.73	3.23	108.1	1.253	135.4	129.1	\$321	\$33,105	\$690	\$938	\$6,210	\$7,838	\$0	\$25,267	48%	\$12,185	\$13,082	\$27,924	\$12,483	\$10,344	\$2,139	\$31	\$568	\$8,190	160%
853	853	Convenience Store w/Gas Pumps	1,000 sf	775.14	E	28%	J	1.51	J	1.000	1.51	2.01	224.5	1.275	286.3	273.0	\$324	\$69,328	\$1,612	\$2,193	\$14,510	\$18,315	\$19	\$50,994	48%	\$24,593	\$26,401	\$56,559	\$25,191	\$21,028	\$4,163	\$63	\$1,147	\$24,577	107%
848	848	Tire Store	1,000 sf	24.87	E	72%	J	3.80	J	1.250	4.75	5.25	58.3	1.193	69.5	66.3	\$313	\$17,383	\$347	\$472	\$3,127	\$3,947	\$55	\$13,380	48%	\$6,453	\$6,928	\$14,776	\$6,610	\$5,422	\$1,188	\$17	\$301	\$6,140	113%
943	943	Auto Repair or Body Shop	1,000 sf	34.12	E	72%	J	3.80	J	1.250	4.75	5.25	79.9	1.193	95.4	90.9	\$313	\$23,848	\$477	\$648	\$4,290	\$5,415	\$52	\$18,381	48%	\$8,865	\$9,517	\$20,295	\$9,081	\$7,451	\$1,630	\$23	\$413	\$9,256	103%
841	841	New/Used Auto Sales	1,000 sf	29.85	E	79%	J	4.83	J	1.250	6.04	6.54	97.5	1.162	113.3	108.0	\$309	\$28,688	\$570	\$775	\$5,128	\$6,472	\$35	\$22,181	48%	\$10,697	\$11,484	\$24,483	\$10,958	\$8,956	\$2,002	\$27	\$499	\$13,382	86%
816	816	Hardware/Paint	1,000 sf	51.29	C	56%	S	1.96	S	1.250	2.45	2.95	48.2	1.266	61.0	58.2	\$323	\$14,839	\$313	\$426	\$2,818	\$3,557	\$55	\$11,227	48%	\$5,414	\$5,812	\$12,418	\$5,546	\$4,600	\$946	\$14	\$252	\$8,270	70%
947	947	Self-Service Car Wash	bays	108.00	J	76%	J	2.10	J	1.250	2.63	3.13	147.6	1.253	184.9	176.3	\$321	\$45,214	\$948	\$1,289	\$8,531	\$10,768	\$18	\$34,428	48%	\$16,603	\$17,824	\$38,057	\$17,008	\$14,097	\$2,911	\$42	\$774	\$10,354	172%
890	890	Furniture Store	1,000 sf	5.06	C	54%	J	6.39	J	1.250	7.99	8.49	15.0	1.159	17.3	16.5	\$308	\$4,393	\$86	\$117	\$771	\$974	\$55	\$3,364	48%	\$1,622	\$1,742	\$3,717	\$1,661	\$1,351	\$310	\$5	\$76	\$1,620	108%
912	912	Bank/Savings w/Drive-In	1,000 sf	159.34	C	46%	J	2.58	J	1.000	2.58	3.08	129.5	1.253	162.3	154.7	\$321	\$39,684	\$834	\$1,135	\$7,509	\$9,478	\$109	\$30,097	48%	\$14,515	\$15,582	\$33,282	\$14,868	\$12,316	\$2,552	\$37	\$677	\$37,045	42%
913.P	n/a	Convenience/Gasoline/Fast Food Store	1,000 sf	984.59	J	32%	J	2.65	J	1.000	2.65	3.15	571.9	1.253	716.6	683.1	\$321	\$175,210	\$3,668	\$4,988	\$33,010	\$41,666	\$19	\$133,525	48%	\$64,395	\$69,131	\$147,589	\$65,966	\$54,673	\$11,293	\$163	\$3,002	\$72,754	95%
INDUSTRIAL:																																			
110	110	General Light Industrial	1,000 sf	6.97	C	92%	O	5.41	O	1.160	6.28	6.78	27.6	1.162	32.0	30.5	\$309	\$8,109	\$161	\$218	\$1,445	\$1,824	\$14	\$6,271	68%	\$4,271	\$2,000	\$6,922	\$1,908	\$1,559	\$349	\$5	\$87	\$3,151	63%
120	120	General Heavy Industrial	1,000 sf	1.50	C	92%	O	5.41																											

**Table 3-4
Urban Mobility Fee Schedule for Traditional Neighborhood Development (Fee District A)**

County-wide Parameters:

Revenue period:	25	P4P Equivalent Pennies:	3.4	Include carrying cost?:	No	TOD Deduction:	0.00%
Discount Rate:	5.00%	Ind lgt County pennies to cap:	0	Include Interstates?:	Yes	TND Deduction:	11.36%
Fuel efficiency:	17.4	Existing State pennies to cap:	22.5				
Days/yr:	365	ax Inc Fin Millage Rate to cap:	2.1223 33.33%	Factor to convert VMT to PMT:	1.37		
Existing County pennies to cap:	2.5	Toll/fwy discount:	4.5%				

Pasco County Land Use Code	ITE LUC	Land Use	Unit	TGR Trip Rate (veh trips)	Source (6)	% New Trips	% NT Source (6)	Standard Trip Length (6)	TL Source (6)	Market Area Trip Length Factor	Chargeable length (mi)	Trip length for revenue (mi)	Gross assessable pmt/day	Weighted Capacity Ratio	Deduct Fwy/Toll/Share	Deduct TOD/TND Cost/PMC	Total Impact Cost	PV County Gas Tax Credit	PV P4P Equivalent Credit	PV Federal/State Gas Tax Revenue (\$/yr)	PV Sub-County-wide self-credits:	PV Tax Increment Fee before buy-down	Buy-Down %	Allocated for buy-down	Net Mobility Fee	Full Fee ⁽¹⁾	Road Share (Incl Int)	Road Share (Excl Int)	Interstate Share	Transit Share	Bike/Ped Share	2011 Road Impact Fee	Proposed Fee as Percent of 2011 Road Impact Fee				
RESIDENTIAL:																																					
210	210	Single Family (Detached)	du																																		
210.1P	n/a	Less than 1,500 s.f. & Annual Hh Income less than 80% SHIP Definition ⁽²⁾	du	4.33	A	100%	T	7.61	J	0.94	7.15	7.65	21.2	0.917	19.4	16.5	\$272	\$4,888	\$108.56	\$147.64	\$977.01	\$1,233	\$77	\$3,578	77%	\$2,749	\$828	\$3,961	\$790	\$598	\$192	\$2	\$36	\$5,886	14%		
210.2P	n/a	0 to 1,500 s.f.	du	5.43	A	100%	T	7.61	J	0.94	7.15	7.65	26.6	0.917	24.4	20.6	\$272	\$6,129	\$136.14	\$185.14	\$1,225.22	\$1,546	\$77	\$4,506	77%	\$3,463	\$1,043	\$4,987	\$995	\$753	\$242	\$3	\$45	\$7,375	14%		
210.3P	n/a	1,501 to 2,499 s.f.	du	7.59	A	100%	T	7.61	J	0.94	7.15	7.65	37.2	0.917	34.1	28.9	\$272	\$8,568	\$190.29	\$258.79	\$1,712.59	\$2,162	\$105	\$6,301	77%	\$4,842	\$1,459	\$6,972	\$1,392	\$1,054	\$338	\$4	\$63	\$10,302	14%		
210.4P	n/a	2,500 s.f. and greater	du	8.40	A	100%	T	7.61	J	0.94	7.15	7.65	41.2	0.917	37.7	31.9	\$272	\$9,482	\$210.60	\$286.41	\$1,895.36	\$2,392	\$273	\$6,817	77%	\$5,239	\$1,578	\$7,560	\$1,505	\$1,131	\$374	\$4	\$69	\$11,413	14%		
210.5P	n/a	"Low Income" SHIP defined Multi-Family ⁽²⁾	du	3.59	B	100%	T	5.99	K	0.94	5.63	6.13	13.8	0.915	12.7	10.7	\$272	\$3,187	\$72.10	\$98.05	\$648.87	\$819	\$58	\$2,310	77%	\$1,775	\$535	\$2,560	\$510	\$385	\$125	\$2	\$23	\$4,312	12%		
221	221	Multi-Family Apartments	du	6.59	C	100%	T	5.99	K	0.94	5.63	6.13	25.4	0.915	23.3	19.7	\$272	\$5,851	\$132.34	\$179.99	\$1,191.10	\$1,503	\$58	\$4,289	77%	\$3,296	\$993	\$4,748	\$947	\$718	\$229	\$3	\$43	\$7,564	13%		
240	240	Mobile Home Park	du	4.17	C	100%	T	5.29	L	0.94	4.97	5.47	14.2	0.913	13.0	11.0	\$272	\$3,267	\$74.78	\$101.70	\$673.02	\$850	\$34	\$2,384	77%	\$1,832	\$552	\$2,640	\$526	\$398	\$128	\$2	\$24	\$4,604	12%		
251	251	Age Restricted Single Family ⁽³⁾	du	3.13	C	100%	T	6.23	L	0.94	5.86	6.36	12.6	0.915	11.5	9.7	\$272	\$2,890	\$65.17	\$88.63	\$586.54	\$740	\$77	\$2,073	77%	\$1,593	\$480	\$2,299	\$457	\$344	\$113	\$2	\$21	\$4,327	11%		
252	252	Age Restricted Multi-Family ⁽³⁾	du	2.71	J	100%	T	3.77	J	0.94	3.54	4.04	6.6	0.910	6.0	5.1	\$271	\$1,510	\$35.90	\$48.82	\$323.09	\$408	\$42	\$1,060	77%	\$815	\$245	\$1,178	\$233	\$175	\$58	\$1	\$11	\$3,362	7%		
253	253	Congregate Care Facility (Attached) ⁽³⁾	du	2.25	E	72%	T	3.54	J	0.94	3.33	3.83	3.7	0.908	3.4	2.8	\$271	\$847	\$20.31	\$27.62	\$182.81	\$231	\$27	\$589	77%	\$452	\$136	\$655	\$129	\$97	\$32	\$1	\$6	\$1,068	13%		
231	231	Low-Rise Condominium/Townhouse (1 to 2 stories)	du	5.20	E	100%	T	7.61	J	0.94	7.15	7.65	25.5	0.917	23.4	19.8	\$272	\$5,870	\$130.37	\$177.30	\$1,173.32	\$1,481	\$58	\$4,331	77%	\$3,328	\$1,003	\$4,791	\$956	\$724	\$232	\$3	\$44	\$7,066	14%		
232	232	High-Rise Condominium (3 or more stories)	du	4.18	E	100%	J	7.61	J	0.94	7.15	7.65	20.5	0.917	18.8	15.9	\$272	\$4,718	\$104.80	\$142.52	\$943.17	\$1,190	\$58	\$3,470	77%	\$2,667	\$803	\$3,840	\$766	\$580	\$186	\$2	\$35	\$5,681	14%		
LODGING:																																					
310	310	Hotel	room	8.30	E	66%	J	7.20	J	0.89	6.41	6.91	24.0	0.916	22.0	18.6	\$272	\$5,537	\$123.96	\$168.59	\$1,115.66	\$1,408	\$45	\$4,083	100%	\$4,083	\$0	\$4,517	\$0	\$0	\$0	\$0	\$0	\$0	\$3,147	0%	
330	330	Resort Hotel	room	5.10	C	83%	J	7.02	J	0.89	6.25	6.75	18.1	0.916	16.6	14.0	\$272	\$4,171	\$93.57	\$127.25	\$842.11	\$1,063	\$45	\$3,063	100%	\$3,063	\$0	\$3,390	\$0	\$0	\$0	\$0	\$0	\$0	\$4,722	0%	
320	320	Motel	room	5.63	C	77%	J	4.99	J	0.89	4.44	4.94	13.2	0.912	12.0	10.2	\$271	\$3,031	\$70.17	\$95.43	\$631.51	\$797	\$23	\$2,211	100%	\$2,211	\$0	\$2,448	\$0	\$0	\$0	\$0	\$0	\$0	\$1,679	0%	
RECREATION:																																					
416	416	RV Park	RV space	2.22	C	100%	U	5.29	U	0.89	4.71	5.21	7.2	0.913	6.5	5.5	\$272	\$1,646	\$37.87	\$51.51	\$340.87	\$430	\$8	\$1,208	85%	\$1,025	\$183	\$1,337	\$174	\$132	\$42	\$1	\$8	\$1,840	10%		
420	420	Marina	berth	2.96	C	90%	U	7.61	M	0.89	6.77	7.27	12.4	0.916	11.3	9.6	\$272	\$2,847	\$63.47	\$86.32	\$571.22	\$721	\$62	\$2,064	85%	\$1,750	\$313	\$2,287	\$298	\$225	\$73	\$1	\$14	\$1,184	26%		
430	430	Golf Course	hole	35.74	C	90%	U	7.61	L	0.89	6.77	7.27	149.2	0.916	136.7	115.7	\$272	\$34,372	\$766.34	\$1,042.22	\$6,897.05	\$8,706	\$103	\$25,563	85%	\$21,682	\$3,881	\$28,257	\$3,702	\$2,814	\$888	\$10	\$169	\$18,550	21%		
431	431	Miniature Golf Course	hole	3.30	C	90%	U	6.10	L	0.89	5.43	5.93	11.0	0.914	10.1	8.5	\$272	\$2,541	\$57.68	\$78.45	\$519.15	\$655	\$36	\$1,850	85%	\$1,569	\$281	\$2,049	\$268	\$203	\$65	\$1	\$12	\$1,367	21%		
444	444	Movie Theater	screen	106.63	C	88%	U	2.33	U	0.89	2.07	2.57	133.3	0.896	119.5	101.1	\$269	\$30,356	\$791.11	\$1,075.91	\$7,119.97	\$8,987	\$124	\$21,245	85%	\$18,020	\$3,225	\$23,624	\$3,077	\$2,337	\$740	\$8	\$140	\$12,755	25%		
412	412	General Recreation	acre	2.28	C	90%	V	5.37	L	0.89	4.78	5.28	6.7	0.913	6.1	5.2	\$272	\$1,545	\$35.49	\$48.26	\$319.38	\$403	\$81	\$1,061	85%	\$900	\$161	\$1,182	\$153	\$114	\$39	\$1	\$7	\$1,095	15%		
491	491	Racquet Club/Health Club/Spa/Dance Studio	1,000 sf	14.03	H	94%	J	5.41	J	0.89	4.81	5.31	43.5	0.913	39.7	33.6	\$272	\$10,003	\$229.61	\$312.27	\$2,066.52	\$2,608	\$83	\$7,312	85%	\$6,202	\$1,110	\$8,096	\$1,059	\$803	\$256	\$3	\$48	\$9,291	12%		
437	437	Bowling Alley	1,000 sf	33.33	C	90%	W	5.41	L	0.89	4.81	5.31	98.9	0.913	90.4	76.5	\$272	\$22,751	\$522.26	\$710.28	\$4,700.36	\$5,933	\$26	\$16,792	85%	\$14,243	\$2,549	\$18,575	\$2,432	\$1,851	\$581	\$6	\$111	\$18,068	14%		
495	495	Community Center/Gymnasium	1,000 sf	22.88	C	90%	X	7.06	U	0.89	6.28	6.78	88.6	0.916	81.2	68.7	\$272	\$20,408	\$457.57	\$622.30	\$4,118.17	\$5,198	\$83	\$15,127	85%	\$12,831	\$2,296	\$16,726	\$2,190	\$1,664	\$526	\$6	\$100	\$10,986	21%		
INSTITUTIONS:																																					
610	610	Hospital	1,000 sf	16.50	C	77%	B	7.61	N	0.89	6.77	7.27	58.9	0.916	54.0	45.7	\$272	\$13,576	\$302.69	\$411.66	\$2,724.21	\$3,439	\$153	\$9,985	77%	\$7,728	\$2,257	\$11,049	\$2,153	\$1,631	\$522	\$6	\$98	\$17,013	13%		
620	620	Nursing Home	bed	2.48	C	89%	U	2.72	N	0.89	2.42	2.92	3.7	0.896	3.3	2.8	\$269	\$834	\$21.12	\$28.72	\$190.06	\$240	\$4	\$589	77%	\$456	\$133	\$655	\$126	\$96	\$30	\$1	\$6	\$1,102	12%		
520	520	Elementary School	student	1.29	C	80%	B	4.73	N	0.89	4.21	4.71	3.0	0.912	2.7	2.3	\$271	\$684	\$15.92	\$21.65	\$143.30	\$181	\$17	\$486	77%	\$376	\$110	\$540	\$104	\$78	\$26	\$1	\$5	\$867	13%		
522	522	Middle School	student	1.62	G	90%	U	4.73	L	0.89	4.21	4.71	4.2	0.912	3.8	3.2	\$271	\$966	\$22.49	\$30.59	\$202.45	\$256	\$17	\$694	77%	\$537	\$157	\$770	\$149	\$112	\$37	\$1	\$7	\$1,224	13%		
530	530	High School	student	1.71	G	90%	U	4.73	L	0.89	4.21	4.71	4.4	0.912	4.0	3.4	\$271	\$1,020	\$23.74	\$32.29	\$213.69	\$270	\$17	\$733	77%	\$568	\$166	\$813	\$158	\$119	\$39	\$1	\$7	\$1,292	13%		
540	540	University/Junior College (7,500 or fewer students) (Private)	student	2.00	C	90%	U	7.61	U	0.89	6.77	7.27	8.4	0.916	7.7	6.5	\$272	\$1,923	\$42.88	\$58.32	\$385.96	\$487	\$17	\$1,420	77%	\$1,099	\$321	\$1,570	\$306	\$232	\$74	\$1	\$14	\$1,467	22%		
550	550	University/Junior College (more than 7,500 students) (Private)	student	1.50	B	90%	J	7.61	J	0.89	6.77	7.27	6.3	0.916	5.7	4.9	\$272	\$1,443	\$32.16	\$43.74	\$289.47	\$365	\$17	\$1,060	77%	\$821	\$240	\$1,174	\$229	\$173	\$56	\$1	\$10	\$2,909	8%		
5																																					

Table 3-4 (continued)
Urban Mobility Fee Schedule for Traditional Neighborhood Development (Fee District A)

Pasco County Land Use Code	ITE LUC	Land Use	Unit	Trip Rate (veh trips)	TGR Source (6)	% New Trips	% NT Source (6)	Standard Trip Length	TL Source (6)	Market Area Trip Length Adjustment Factor	Chargeable Trip length (mi)	Trip length for revenue (mi)	Gross assessable pmt/day	Weighted Capacity Addition Ratio	Needed PMC	Deduct Fwy/Toll/TOD/TND share	Weighted Cost/PMC	Total Impact Cost	PV County Gas Tax Credit	PV P4P Equivalent Credit	PV Federal/State Gas Tax Revenue Credit (\$/yr)	PV Sub-Total County-wide self-credits:	PV Tax Increment Self-Credit	Fee before buy-down	Buy-Down %	Allocated for buy-down	Net Mobility Fee	Full Fee ⁽¹⁾	Road Share (Incl Int)	Road Share (Excl Int)	Interstate Share	Transit Share	Bike/Ped Share	2011 Road Impact Fee	Proposed Fee as Percent of 2011 Road Impact Fee		
OFFICE (continued):																																					
710.3P	710	General Office 200,001-400,000 sf ⁽⁴⁾	1,000 sf	9.70	F	92%	J	5.41	J	0.89	4.81	5.31	29.4	0.913	26.9	22.8	\$272	\$6,768	\$155.37	\$211.30	\$1,398.34	\$1,765	\$44	\$4,959	100%	\$4,959	\$0	\$5,490	\$0	\$0	\$0	\$0	\$0	\$0	\$2,684	0%	
710.4P	710	General Office greater than 400,000 sf ⁽⁵⁾	1,000 sf	8.83	F	92%	J	5.41	J	0.89	4.81	5.31	26.8	0.913	24.5	20.7	\$272	\$6,161	\$141.44	\$192.35	\$1,272.92	\$1,607	\$44	\$4,511	100%	\$4,511	\$0	\$4,994	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,285	0%
720	720	Medical Office	1,000 sf	35.95	C	89%	O	5.83	O	0.89	5.19	5.69	113.7	0.914	104.0	88.0	\$272	\$26,166	\$596.24	\$810.88	\$5,366.12	\$6,773	\$44	\$19,349	100%	\$19,349	\$0	\$21,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,847	0%
750	750	Office Park	1,000 sf	11.42	E	92%	J	5.41	J	0.89	4.81	5.31	34.7	0.913	31.7	26.8	\$272	\$7,969	\$182.92	\$248.77	\$1,646.29	\$2,078	\$44	\$5,847	100%	\$5,847	\$0	\$6,471	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,801	0%
714	714	Corporate Headquarters Building	1,000 sf	7.98	C	92%	O	5.41	O	0.89	4.81	5.31	24.2	0.913	22.1	18.7	\$272	\$5,568	\$127.82	\$173.84	\$1,150.39	\$1,452	\$44	\$4,072	100%	\$4,072	\$0	\$4,509	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,275	0%
760	760	Research and Development Center	1,000 sf	8.11	C	92%	O	5.41	O	0.89	4.81	5.31	24.6	0.913	22.5	19.0	\$272	\$5,659	\$129.90	\$176.67	\$1,169.13	\$1,476	\$44	\$4,139	100%	\$4,139	\$0	\$4,583	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,071	0%
770.P	n/a	Veterinarian Clinic	1,000 sf	32.80	B	70%	B	2.10	B	0.89	1.87	2.37	29.4	0.890	26.1	22.1	\$268	\$6,669	\$178.18	\$242.32	\$1,603.60	\$2,024	\$44	\$4,600	100%	\$4,600	\$0	\$5,123	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,247	0%
RETAIL:																																					
814	814	Specialty Retail	1,000 sf	49.99	E	85%	J	3.54	J	0.81	2.87	3.37	83.5	0.903	75.4	63.8	\$270	\$19,082	\$468.72	\$637.46	\$4,218.47	\$5,325	\$83	\$13,675	81%	\$11,064	\$2,611	\$15,170	\$2,491	\$1,892	\$599	\$7	\$113	\$11,184	23%		
820	820	Retail 50,000 sfgla or less ⁽⁴⁾	1,000 sfgla	86.56	C	56%	Q	1.96	Q	0.81	1.59	2.09	52.7	0.890	46.9	39.7	\$268	\$11,959	\$331.49	\$450.82	\$2,983.40	\$3,766	\$0	\$8,193	81%	\$6,629	\$1,564	\$9,131	\$1,492	\$1,136	\$356	\$4	\$68	\$11,099	14%		
820.1P	820	Retail 50,001-200,000 sfgla ⁽⁴⁾	1,000 sfgla	53.28	F	67%	P	2.38	P	0.81	1.93	2.43	47.1	0.890	41.9	35.5	\$268	\$10,694	\$283.90	\$386.11	\$2,555.11	\$3,225	\$82.58	\$7,387	81%	\$5,976	\$1,410	\$8,225	\$1,345	\$1,019	\$326	\$4	\$61	\$8,877	16%		
820.2P	820	Retail 200,001-400,000 sfgla ⁽⁴⁾	1,000 sfgla	41.80	F	73%	P	2.63	P	0.81	2.13	2.63	44.5	0.896	39.9	33.8	\$269	\$10,141	\$262.92	\$357.57	\$2,366.26	\$2,987	\$83	\$7,072	81%	\$5,721	\$1,350	\$7,866	\$1,287	\$976	\$311	\$4	\$59	\$8,490	16%		
820.3P	820	Retail 400,001-600,000 sfgla ⁽⁴⁾	1,000 sfgla	36.27	F	76%	P	2.75	P	0.81	2.23	2.73	42.1	0.896	37.7	31.9	\$269	\$9,579	\$246.29	\$334.95	\$2,216.58	\$2,798	\$124	\$6,657	81%	\$5,386	\$1,271	\$7,408	\$1,213	\$917	\$296	\$3	\$55	\$8,228	15%		
820.4P	820	Retail 600,001-800,000 sfgla ⁽⁴⁾	1,000 sfgla	32.80	F	79%	P	3.02	P	0.81	2.45	2.95	43.4	0.896	38.9	32.9	\$269	\$9,888	\$250.08	\$340.11	\$2,250.72	\$2,841	\$124	\$6,924	81%	\$5,602	\$1,322	\$7,699	\$1,261	\$953	\$308	\$4	\$57	\$7,892	17%		
820.5P	820	Retail greater than 800,000 sfgla ⁽⁵⁾	1,000 sfgla	30.33	F	81%	P	3.32	P	0.81	2.69	3.19	45.3	0.903	40.9	34.6	\$270	\$10,347	\$256.66	\$349.06	\$2,309.92	\$2,916	\$124	\$7,307	81%	\$5,912	\$1,395	\$8,118	\$1,330	\$1,007	\$323	\$4	\$61	\$7,628	18%		
881	881	Pharmacy/Drug Store with and without Drive-Thru	1,000 sf	92.88	F	33%	P	2.18	P	0.81	1.77	2.27	37.1	0.890	33.0	27.9	\$268	\$8,411	\$227.50	\$309.39	\$2,047.46	\$2,584	\$83	\$5,744	81%	\$4,647	\$1,097	\$6,403	\$1,046	\$792	\$254	\$3	\$48	\$5,537	20%		
862	862	Home Improvement Superstore	1,000 sf	29.80	E	67%	J	2.38	J	0.81	1.93	2.43	26.4	0.890	23.5	19.9	\$268	\$5,981	\$158.79	\$215.95	\$1,429.10	\$1,804	\$83	\$4,095	81%	\$3,313	\$782	\$4,564	\$746	\$563	\$183	\$2	\$34	\$8,157	10%		
931	931	Quality Restaurant	1,000 sf	91.10	C	77%	S	3.30	S	0.81	2.67	3.17	128.4	0.903	116.0	98.2	\$270	\$29,366	\$729.11	\$991.59	\$6,562.02	\$8,283	\$102	\$20,981	81%	\$16,975	\$4,006	\$23,283	\$3,822	\$2,904	\$918	\$10	\$174	\$20,271	20%		
932	932	High-Turnover Restaurant	1,000 sf	126.50	E	71%	J	3.17	J	0.81	2.57	3.07	158.0	0.903	142.7	120.8	\$270	\$36,118	\$902.56	\$1,227.49	\$8,123.07	\$10,253	\$102	\$25,763	81%	\$20,844	\$4,919	\$28,594	\$4,693	\$3,568	\$1,125	\$12	\$214	\$28,198	17%		
934	934	Fast Food Restaurant w/Drive-Thru	1,000 sf	522.62	E	58%	J	2.05	J	0.81	1.66	2.16	344.8	0.890	306.7	259.6	\$268	\$78,217	\$2,145.28	\$2,917.58	\$19,307.53	\$24,370	\$175	\$53,672	81%	\$43,424	\$10,248	\$59,802	\$9,778	\$7,433	\$2,345	\$25	\$445	\$56,773	18%		
944	944	Gasoline Station	fuel pos.	168.56	C	23%	R	2.00	R	0.81	1.62	2.12	43.0	0.890	38.3	32.4	\$268	\$9,760	\$269.24	\$366.16	\$2,423.13	\$3,059	\$1	\$6,700	81%	\$5,421	\$1,279	\$7,465	\$1,219	\$928	\$291	\$4	\$56	\$6,723	19%		
941	941	Quick Lube	bays	40.00	E	72%	J	3.80	J	0.81	3.08	3.58	60.7	0.908	55.2	46.7	\$271	\$13,924	\$337.56	\$459.08	\$3,038.02	\$3,835	\$27	\$10,063	81%	\$8,141	\$1,921	\$11,154	\$1,835	\$1,395	\$438	\$5	\$83	\$9,710	20%		
850	850	Supermarket	1,000 sf	103.38	C	56%	J	2.18	J	0.81	1.77	2.27	70.0	0.890	62.3	52.7	\$268	\$15,886	\$429.70	\$584.39	\$3,867.27	\$4,881	\$38	\$10,967	81%	\$8,873	\$2,094	\$12,212	\$1,998	\$1,518	\$480	\$5	\$91	\$8,190	26%		
853	853	Convenience Store w/Gas Pumps	1,000 sf	77.14	E	28%	J	1.51	J	0.81	1.22	1.72	181.8	0.862	156.8	132.7	\$264	\$40,595	\$1,225.08	\$1,666.11	\$11,025.72	\$13,917	\$17	\$26,661	81%	\$21,571	\$5,091	\$29,843	\$4,858	\$3,682	\$1,176	\$12	\$221	\$24,577	21%		
848	848	Tire Store	1,000 sf	24.87	E	72%	J	3.80	J	0.81	3.08	3.58	37.8	0.908	34.3	29.0	\$271	\$8,657	\$209.88	\$285.43	\$1,888.89	\$2,384	\$83	\$6,190	81%	\$5,008	\$1,182	\$6,869	\$1,128	\$855	\$273	\$3	\$51	\$6,140	19%		
943	943	Auto Repair or Body Shop	1,000 sf	34.12	E	72%	J	3.80	J	0.81	3.08	3.58	51.8	0.908	47.0	39.8	\$271	\$11,877	\$287.94	\$391.59	\$2,591.43	\$3,271	\$51	\$8,556	81%	\$6,922	\$1,634	\$9,486	\$1,559	\$1,185	\$374	\$4	\$71	\$9,256	18%		
841	841	New/Used Auto Sales	1,000 sf	29.85	E	79%	J	4.83	J	0.81	3.91	4.41	63.2	0.910	57.5	48.7	\$271	\$14,506	\$340.84	\$463.54	\$3,067.57	\$3,872	\$39	\$10,595	81%	\$8,572	\$2,023	\$11,732	\$1,930	\$1,467	\$463	\$5	\$88	\$13,382	15%		
816	816	Hardware/Paint	1,000 sf	51.29	C	56%	S	1.96	S	0.81	1.59	2.09	31.2	0.890	27.8	23.5	\$268	\$7,086	\$196.42	\$267.13	\$1,767.77	\$2,231	\$83	\$4,772	81%	\$3,861	\$911	\$5,328	\$868	\$657	\$211	\$3	\$40	\$8,270	11%		
947	947	Self-Service Car Wash	bays	108.00	J	76%	J	2.10	J	0.81	1.70	2.20	95.6	0.890	85.1	72.0	\$268	\$21,697	\$591.80	\$804.84	\$5,326.18	\$6,723	\$27	\$14,947	81%	\$12,093	\$2,854	\$16,648	\$2,723	\$2,070	\$653	\$7	\$124	\$10,354	28%		
890	890	Furniture Store	1,000 sf	5.06	C	54%	J	6.39	J	0.81	5.18	5.68	9.7	0.914	8.9	7.5	\$272	\$2,229	\$50.80	\$69.09	\$457.23	\$577	\$83	\$1,569	81%	\$1,270	\$300	\$1,744	\$286	\$214	\$72	\$1	\$13	\$1,620	19%		
912	912	Bank/Savings w/Drive-In	1,000 sf	159.34	C	46%	J	2.58	J	0.81	2.09	2.59	104.9	0.896	94.0	79.6	\$269	\$23,896	\$621.82	\$845.68	\$5,596.38	\$7,064	\$159	\$16,673	81%	\$13,490	\$3,183	\$18,546	\$3,037	\$2,304	\$733	\$8	\$138	\$37,045	9%		
913.P	n/a	Convenience/Gasoline/Fast Food Store	1,000 sf	984.59	J	32%	J	2.65	J	0.81	2.15	2.65	463.3	0.896	415.2	351.4	\$269	\$105,504	\$2,731.45	\$3,714.78	\$24,583.07	\$31,029	\$17	\$74,458	81%	\$60,242	\$14,217	\$82,728	\$13,566	\$10,321	\$3,245	\$34	\$617	\$72,754	20%		
INDUSTRIAL:																																					
110	110	General Light Industrial	1,000 sf	6.97	C	92%	O	5.41	O	0.95	5.14	5.64	22.6	0.914	20.6	17.5	\$272	\$5,194	\$118.46	\$161.11	\$1,066.15	\$1,346	\$29	\$3,820	100%	\$3,820	\$0	\$4,227	\$0	\$0	\$0	\$0	\$0	\$0	\$3,151	0%	
120	120	General Heavy Industrial	1,000 sf	1																																	

Table 3-5 (continued)
Suburban Mobility Fee Schedule for Traditional Neighborhood Development (Fee District B)

Pasco County Land Use Code	ITE LUC	Land Use	Unit	Trip rate (veh/trips)	TGR Source (6)	% New Trips	% NT Source (6)	Standard Trip Length	TL Source (6)	Market Area Trip Length Adjustment Factor	Chargeable Trip length (m)	Trip length for revenue (m)	Gross assessable pmt/day	Weighted Capacity Addition Ratio	Needed PMC	Deduct Fwy/Toll/TOD/TND Share	Weighted Cost/PMC	Total Impact Cost	PV County Gas Tax Credit	PV P4P Equivalent Credit	PV Federal/State Gas Tax Revenue Credit (\$/yr)	PV Sub-Total County-wide self-credits	PV Tax Increment Self-Credit	Fee before buy-down	Buy-Down %	Allocated for buy-down	Net Mobility Fee	Full Fee ⁽¹⁾	Road Share (Ind Int)	Road Share (Excl Int)	Interstate Share	Transit Share	Bike/Ped Share	2011 Road Impact Fee	Proposed Fee as Percent of 2011 Road Impact Fee
OFFICE (continued):																																			
710.3P	710	General Office 200,001-400,000 sf ⁽⁴⁾	1,000 sf	9.70	F	92%	J	5.41	J	1.04	5.63	6.13	34.4	1.070	36.8	31.6	\$296	\$8,744	\$179	\$244	\$1,612	\$2,035	\$55	\$6,654	97%	\$6,473	\$181	\$7,213	\$172	\$137	\$35	\$1	\$8	\$2,684	7%
710.4P	710	General Office greater than 400,000 sf ⁽⁵⁾	1,000 sf	8.83	F	92%	J	5.41	J	1.04	5.63	6.13	31.3	1.070	33.5	28.7	\$296	\$7,960	\$163	\$222	\$1,467	\$1,852	\$55	\$6,053	97%	\$5,888	\$165	\$6,561	\$157	\$125	\$32	\$1	\$7	\$2,285	7%
720	720	Medical Office	1,000 sf	35.95	C	89%	O	5.83	O	1.04	6.06	6.56	132.9	1.070	142.2	122.0	\$296	\$33,784	\$688	\$936	\$6,191	\$7,814	\$55	\$25,915	97%	\$25,208	\$706	\$28,072	\$673	\$538	\$135	\$2	\$31	\$8,847	8%
750	750	Office Park	1,000 sf	11.42	E	92%	J	5.41	J	1.04	5.63	6.13	40.5	1.070	43.3	37.2	\$296	\$10,294	\$211	\$287	\$1,898	\$2,395	\$55	\$7,844	97%	\$7,630	\$214	\$8,502	\$204	\$163	\$41	\$1	\$9	\$4,801	4%
714	714	Corporate Headquarters Building	1,000 sf	7.98	C	92%	O	5.41	O	1.04	5.63	6.13	28.3	1.070	30.3	26.0	\$296	\$7,193	\$147	\$200	\$1,326	\$1,674	\$55	\$5,465	97%	\$5,316	\$149	\$5,924	\$142	\$113	\$29	\$1	\$6	\$3,275	5%
760	760	Research and Development Center	1,000 sf	8.11	C	92%	O	5.41	O	1.04	5.63	6.13	28.8	1.070	30.8	26.4	\$296	\$7,311	\$150	\$204	\$1,348	\$1,701	\$55	\$5,555	97%	\$5,403	\$151	\$6,021	\$143	\$114	\$29	\$1	\$7	\$2,071	7%
770.P	n/a	Veterinarian Clinic	1,000 sf	32.80	B	70%	B	2.10	B	1.04	2.18	2.68	34.3	1.068	36.7	31.5	\$296	\$8,724	\$202	\$275	\$1,817	\$2,293	\$55	\$6,376	97%	\$6,202	\$174	\$6,933	\$165	\$132	\$33	\$1	\$8	\$2,247	8%
RETAIL:																																			
814	814	Specialty Retail	1,000 sf	49.99	E	85%	J	3.54	J	1.09	3.86	4.36	112.3	1.070	120.1	103.1	\$296	\$28,548	\$607	\$825	\$5,460	\$6,892	\$62	\$21,594	85%	\$18,408	\$3,186	\$23,417	\$3,040	\$2,432	\$608	\$8	\$138	\$11,184	28%
820	820	Retail 50,000 sf ⁽⁴⁾ or less ⁽⁴⁾	1,000 sf	86.56	C	56%	Q	1.96	Q	1.09	2.14	2.64	70.9	1.068	75.8	65.0	\$296	\$18,018	\$419	\$569	\$3,768	\$4,756	\$0	\$13,262	85%	\$11,305	\$1,957	\$14,412	\$1,867	\$1,499	\$368	\$5	\$85	\$11,099	18%
820.1P	820	Retail 50,001-200,000 sf ⁽⁴⁾	1,000 sf	53.28	F	67%	P	2.38	P	1.09	2.59	3.09	63.4	1.069	67.8	58.2	\$296	\$16,121	\$362	\$492	\$3,256	\$4,110	\$62	\$11,948	85%	\$10,185	\$1,763	\$12,978	\$1,681	\$1,347	\$334	\$5	\$77	\$8,877	20%
820.2P	820	Retail 200,001-400,000 sf ⁽⁴⁾	1,000 sf	41.80	F	73%	P	2.63	P	1.09	2.87	3.37	59.9	1.069	64.1	55.0	\$296	\$15,227	\$337	\$458	\$3,029	\$3,823	\$62	\$11,342	85%	\$9,669	\$1,674	\$12,315	\$1,597	\$1,278	\$319	\$4	\$73	\$8,490	20%
820.3P	820	Retail 400,001-600,000 sf ⁽⁴⁾	1,000 sf	36.27	F	76%	P	2.75	P	1.09	3.00	3.50	56.6	1.069	60.5	51.9	\$296	\$14,383	\$316	\$430	\$2,842	\$3,588	\$93	\$10,703	85%	\$9,124	\$1,579	\$11,621	\$1,506	\$1,205	\$301	\$4	\$69	\$8,228	19%
820.4P	820	Retail 600,001-800,000 sf ⁽⁴⁾	1,000 sf	32.80	F	79%	P	3.02	P	1.09	3.29	3.79	58.4	1.069	62.5	53.6	\$296	\$14,852	\$322	\$438	\$2,897	\$3,656	\$93	\$11,102	85%	\$9,464	\$1,638	\$12,051	\$1,563	\$1,250	\$313	\$4	\$71	\$7,892	21%
820.5P	820	Retail greater than 800,000 sf ⁽⁴⁾	1,000 sf	30.33	F	81%	P	3.32	P	1.09	3.62	4.12	60.9	1.070	65.1	55.9	\$296	\$15,480	\$331	\$451	\$2,983	\$3,765	\$93	\$11,622	85%	\$9,907	\$1,715	\$12,610	\$1,636	\$1,307	\$329	\$5	\$74	\$7,628	22%
881	881	Pharmacy/Drug Store with and without Drive-Thru	1,000 sf	92.88	F	33%	P	2.18	P	1.09	2.38	2.88	49.9	1.068	53.3	45.7	\$296	\$12,671	\$289	\$393	\$2,599	\$3,281	\$62	\$9,329	85%	\$7,952	\$1,377	\$10,138	\$1,313	\$1,052	\$261	\$4	\$60	\$5,537	25%
862	862	Home Improvement Superstore	1,000 sf	29.80	E	67%	J	2.38	J	1.09	2.59	3.09	35.5	1.069	37.9	32.5	\$296	\$9,016	\$202	\$275	\$1,821	\$2,299	\$62	\$6,656	85%	\$5,673	\$982	\$7,231	\$936	\$749	\$187	\$3	\$43	\$8,157	12%
931	931	Quality Restaurant	1,000 sf	91.10	C	77%	S	3.30	S	1.09	3.60	4.10	172.8	1.070	184.9	158.6	\$296	\$43,934	\$941	\$1,280	\$8,473	\$10,695	\$34	\$33,205	85%	\$28,305	\$4,900	\$36,010	\$4,675	\$3,743	\$932	\$12	\$213	\$20,271	24%
932	932	High-Turnover Restaurant	1,000 sf	126.50	E	71%	J	3.17	J	1.09	3.46	3.96	212.6	1.069	227.4	195.1	\$296	\$54,035	\$1,164	\$1,583	\$10,473	\$13,220	\$34	\$40,781	85%	\$34,764	\$6,018	\$44,232	\$5,742	\$4,598	\$1,144	\$15	\$261	\$28,198	21%
934	934	Fast Food Restaurant w/Drive-Thru	1,000 sf	522.62	E	58%	J	2.05	J	1.00	2.05	2.55	425.7	1.068	454.5	390.0	\$296	\$108,113	\$2,532	\$3,444	\$22,788	\$28,764	\$165	\$79,183	85%	\$67,499	\$11,684	\$86,087	\$11,149	\$8,954	\$2,195	\$28	\$507	\$56,773	21%
944	944	Gasoline Station	fuel pos.	168.56	C	23%	R	2.00	R	1.00	2.00	2.50	53.1	1.068	56.7	48.7	\$296	\$13,490	\$317	\$432	\$2,857	\$3,607	\$1	\$9,882	85%	\$8,424	\$1,458	\$10,743	\$1,391	\$1,118	\$273	\$4	\$63	\$6,723	22%
941	941	Quick Lube	bays	40.00	E	72%	J	3.80	J	1.09	4.14	4.64	81.7	1.070	87.4	75.0	\$296	\$20,772	\$438	\$596	\$3,941	\$4,975	\$20	\$15,777	85%	\$13,449	\$2,328	\$17,103	\$2,221	\$1,777	\$444	\$6	\$101	\$9,710	24%
850	850	Supermarket	1,000 sf	103.38	C	56%	J	2.18	J	1.09	2.38	2.88	94.2	1.068	100.6	86.3	\$296	\$23,934	\$545	\$742	\$4,909	\$6,196	\$42	\$17,696	85%	\$15,084	\$2,611	\$19,224	\$2,491	\$1,998	\$493	\$7	\$113	\$8,190	32%
853	853	Convenience Store w/Gas Pumps	1,000 sf	775.14	E	28%	J	1.51	J	1.00	1.51	2.01	224.5	1.066	239.4	205.4	\$296	\$56,983	\$1,429	\$1,944	\$12,862	\$16,234	\$18	\$40,731	85%	\$34,721	\$6,010	\$44,369	\$5,734	\$4,620	\$1,114	\$15	\$261	\$24,577	24%
848	848	Tire Store	1,000 sf	24.87	E	72%	J	3.80	J	1.09	4.14	4.64	50.8	1.070	54.3	46.6	\$296	\$12,915	\$272	\$370	\$2,451	\$3,093	\$62	\$9,760	85%	\$8,320	\$1,440	\$10,585	\$1,373	\$1,097	\$276	\$4	\$63	\$6,140	23%
943	943	Auto Repair or Body Shop	1,000 sf	34.12	E	72%	J	3.80	J	1.09	4.14	4.64	69.7	1.070	74.6	64.0	\$296	\$17,719	\$374	\$508	\$3,362	\$4,244	\$25	\$13,450	85%	\$11,465	\$1,985	\$14,581	\$1,894	\$1,515	\$379	\$5	\$86	\$9,256	21%
841	841	New/Used Auto Sales	1,000 sf	29.85	E	79%	J	4.83	J	1.09	5.26	5.76	85.0	1.070	91.0	78.1	\$296	\$21,620	\$445	\$606	\$4,008	\$5,059	\$26	\$16,535	85%	\$14,096	\$2,440	\$17,916	\$2,328	\$1,861	\$467	\$6	\$106	\$13,382	18%
816	816	Hardware/Paint	1,000 sf	51.29	C	56%	S	1.96	S	1.09	2.14	2.64	42.0	1.068	44.9	38.5	\$296	\$10,676	\$248	\$337	\$2,232	\$2,818	\$62	\$7,796	85%	\$6,646	\$1,150	\$8,478	\$1,097	\$880	\$217	\$3	\$50	\$8,270	14%
947	947	Self-Service Car Wash	bays	108.00	J	76%	J	2.10	J	1.09	2.29	2.79	128.7	1.068	137.4	117.9	\$296	\$32,688	\$750	\$1,020	\$6,749	\$8,519	\$20	\$24,149	85%	\$20,586	\$3,563	\$26,236	\$3,399	\$2,728	\$671	\$9	\$155	\$10,354	34%
890	890	Furniture Store	1,000 sf	5.06	C	54%	J	6.39	J	1.09	6.97	7.47	13.0	1.070	13.9	12.0	\$296	\$3,314	\$67	\$91	\$601	\$759	\$62	\$2,494	85%	\$2,126	\$368	\$2,705	\$351	\$279	\$72	\$1	\$16	\$1,620	23%
912	912	Bank/Savings w/Drive-In	1,000 sf	159.34	C	46%	J	2.58	J	1.00	2.58	3.08	129.5	1.069	138.5	118.8	\$296	\$32,919	\$740	\$1,006	\$6,656	\$8,401	\$146	\$24,372	85%	\$20,776	\$3,596	\$26,474	\$3,431	\$2,749	\$682	\$9	\$156	\$37,045	10%
913.P	n/a	Convenience/Gasoline/Fast Food Store	1,000 sf	984.59	J	32%	J	2.65	J	1.00	2.65	3.15	571.9	1.069	611.4	524.6	\$296	\$145,342	\$3,251	\$4,422	\$29,260	\$36,933	\$18	\$108,392	85%	\$92,398	\$15,994	\$117,672	\$15,261	\$12,240	\$3,021	\$38	\$695	\$72,754	22%
INDUSTRIAL:																																			
110	110	General Light Industrial	1,000 sf	6.97	C	92%	O	5.41	O	0.99	5.36	5.86	23.5	1.070	25.2	21.6	\$296	\$5,981	\$123	\$167	\$1,107	\$1,397	\$25	\$4,558	95%	\$4,308	\$250	\$4,940	\$238	\$190	\$48	\$1	\$11	\$3,151	8%
120	120	General Heavy Industrial	1,000 sf	1.50	C	92%	O	5.41	O	0.99	5.36	5.86	5.1	1.070	5.4	4.6	\$296	\$1,287	\$26	\$36	\$238	\$301	\$25	\$961	95%	\$908	\$53	\$1,043	\$50	\$39	\$11	\$1	\$2	\$678	8%

**Table 3-6
Rural Mobility Fee Schedule for Traditional Neighborhood Development (Fee District C)**

County-wide Parameters:

Revenue period:	25	P4P Equivalent Pennies:	3.4	Include carrying cost?:	No	TOD Deduction:	0.00%
Discount Rate:	5.00%	2nd logst County pennies to cap:	0	Include Interstates?:	Yes	TND Deduction:	11.36%
Fuel efficiency:	17.4	Existing State pennies to cap:	22.5				
Days/yr:	365	ax Inc Fin Millage Rate to cap:	2.1223	33.33%	Factor to convert VMT to PMT:	1.37	
Existing County pennies to cap:	2.5	Toll.fwy discount	4.7%				

Pasco County Land Use Code	ITE LUC	Land Use	Unit	Trip rate (veh trips)	TGR Source % New Trips (6)	% NT Source Trip Length (6)	Standard TL Source (6)	Market Area Trip Length Adjustment Factor	Chargeable Trip length (mi)	Trip length for revenue (mi)	Gross assessable pmt/day	Weighted Capacity Addition Ratio	Deduct Fwy/Toll/ TOD/TND Share	Total Impact Cost/PMC	PV County Tax Credit	PV P4P Equivalent Revenue (\$/yr)	PV Federal/State Gas Tax Revenue	PV Sub-Total County-wide self-credits	PV Tax Increment Self-Credit	Fee before buy-down	Buy-Down %	\$ Allocated for buy-down	Net Mobility Fee	Full Fee ⁽¹⁾	Road Share (Incl Int)	Road Share (Excl Int)	Interstate Share	Transit Share	Bike/Ped Share	2011 Road Impact Fee	Proposed Fee as Percent of 2011 Road Impact Fee						
																																210	210P	210.2P	210.3P	210.4P	210.5P
RESIDENTIAL:																																					
210	210	Single Family (Detached)	du																																		
		Less than 1,500 s.f. & Annual Hh Income less than 80% SHIP Definition ⁽²⁾	du	4.33	A	100%	T	7.61	J	1.170	8.90	9.40	26.4	1.159	30.6	25.9	\$308	\$6,879	\$133	\$181	\$1,200	\$1,515	\$52	\$5,311	74%	\$3,913	\$1,398	\$5,864	\$1,333	\$1,086	\$247	\$4	\$61	\$5,886	24%		
210.2P	n/a	0 to 1,500 s.f.	du	5.43	A	100%	T	7.61	J	1.170	8.90	9.40	33.1	1.159	38.4	32.4	\$308	\$8,626	\$167	\$227	\$1,505	\$1,900	\$52	\$6,674	74%	\$4,917	\$1,757	\$7,366	\$1,676	\$1,366	\$310	\$5	\$76	\$7,375	24%		
210.3P	n/a	1,501 to 2,499 s.f.	du	7.59	A	100%	T	7.61	J	1.170	8.90	9.40	46.3	1.159	53.7	45.3	\$308	\$12,057	\$234	\$318	\$2,104	\$2,656	\$95	\$9,306	74%	\$6,857	\$2,450	\$10,274	\$2,338	\$1,905	\$433	\$6	\$106	\$10,302	24%		
210.4P	n/a	2,500 s.f. and greater	du	8.40	A	100%	T	7.61	J	1.170	8.90	9.40	51.2	1.159	59.4	50.2	\$308	\$13,344	\$259	\$352	\$2,329	\$2,939	\$236	\$10,169	74%	\$7,492	\$2,677	\$11,240	\$2,554	\$2,075	\$479	\$7	\$116	\$11,413	23%		
210.5P	n/a	"Low Income" SHIP defined Multi-Family ⁽²⁾	du	3.59	B	100%	T	5.99	K	1.170	7.01	7.51	17.2	1.160	20.0	16.9	\$308	\$4,490	\$88	\$120	\$795	\$1,003	\$41	\$3,446	74%	\$2,539	\$907	\$3,806	\$865	\$705	\$160	\$3	\$39	\$4,312	21%		
221	221	Multi-Family Apartments	du	6.59	C	100%	T	5.99	K	1.170	7.01	7.51	31.6	1.160	36.7	31.0	\$308	\$8,243	\$162	\$220	\$1,459	\$1,841	\$41	\$6,360	74%	\$4,686	\$1,674	\$7,022	\$1,597	\$1,303	\$294	\$4	\$73	\$7,564	22%		
240	240	Mobile Home Park	du	4.17	C	100%	T	5.29	L	1.170	6.19	6.69	17.7	1.162	20.5	17.4	\$309	\$4,611	\$91	\$124	\$823	\$1,038	\$29	\$3,544	74%	\$2,611	\$933	\$3,914	\$889	\$725	\$164	\$3	\$41	\$4,604	20%		
251	251	Age Restricted Single Family ⁽³⁾	du	3.13	C	100%	T	6.23	L	1.170	7.29	7.79	15.6	1.160	18.1	15.3	\$308	\$4,072	\$80	\$109	\$719	\$907	\$52	\$3,113	74%	\$2,293	\$819	\$3,439	\$781	\$636	\$145	\$2	\$36	\$4,327	19%		
252	252	Age Restricted Multi-Family ⁽³⁾	du	2.71	J	100%	T	3.77	J	1.170	4.41	4.91	8.2	1.207	9.9	8.3	\$315	\$2,179	\$44	\$59	\$392	\$495	\$22	\$1,661	74%	\$1,224	\$437	\$1,836	\$416	\$341	\$75	\$2	\$19	\$3,362	13%		
253	253	Congregate Care Facility (Attached) ⁽³⁾	du	2.25	E	72%	T	3.54	J	1.170	4.14	4.64	4.6	1.207	5.5	4.7	\$315	\$1,223	\$25	\$34	\$222	\$280	\$15	\$928	74%	\$684	\$244	\$1,026	\$232	\$190	\$42	\$1	\$11	\$1,068	23%		
231	231	Low-Rise Condominium/Townhouse (1 to 2 stories)	du	5.20	E	100%	T	7.61	J	1.170	8.90	9.40	31.7	1.159	36.8	31.1	\$308	\$8,261	\$160	\$218	\$1,442	\$1,820	\$41	\$6,400	74%	\$4,715	\$1,685	\$7,063	\$1,608	\$1,311	\$297	\$4	\$73	\$7,066	24%		
232	232	High-Rise Condominium (3 or more stories)	du	4.18	E	100%	J	7.61	J	1.170	8.90	9.40	25.5	1.159	29.6	25.0	\$308	\$6,640	\$129	\$175	\$1,159	\$1,463	\$41	\$5,136	74%	\$3,784	\$1,352	\$5,669	\$1,289	\$1,051	\$238	\$4	\$59	\$5,681	24%		
LODGING:																																					
310	310	Hotel	room	8.30	E	66%	J	7.20	J	1.185	8.53	9.03	32.0	1.159	37.1	31.4	\$308	\$8,339	\$162	\$220	\$1,459	\$1,841	\$33	\$6,465	95%	\$6,167	\$298	\$7,134	\$284	\$232	\$52	\$1	\$13	\$3,147	9%		
330	330	Resort/Hotel	room	5.10	C	83%	J	7.02	J	1.185	8.32	8.82	24.1	1.159	28.0	23.6	\$308	\$6,283	\$122	\$166	\$1,101	\$1,389	\$33	\$4,861	95%	\$4,637	\$224	\$5,365	\$213	\$174	\$39	\$1	\$10	\$4,722	5%		
320	320	Motel	room	5.63	C	77%	J	4.99	J	1.185	5.91	6.41	17.6	1.162	20.4	17.2	\$309	\$4,580	\$91	\$124	\$820	\$1,035	\$17	\$3,529	95%	\$3,366	\$163	\$3,896	\$155	\$126	\$29	\$1	\$7	\$1,679	10%		
RECREATION:																																					
416	416	RV Park	RV Space	2.22	C	100%	U	5.29	U	1.185	6.27	6.77	9.5	1.162	11.1	9.4	\$309	\$2,486	\$49	\$67	\$443	\$559	\$2	\$1,925	85%	\$1,644	\$281	\$2,124	\$268	\$219	\$49	\$1	\$12	\$1,840	15%		
420	420	Marina	berth	2.96	C	90%	U	7.61	M	1.185	9.02	9.52	16.5	1.159	19.1	16.1	\$308	\$4,286	\$83	\$113	\$748	\$944	\$62	\$3,281	85%	\$2,802	\$479	\$3,625	\$456	\$371	\$85	\$2	\$21	\$1,184	40%		
430	430	Golf Course	hole	35.74	C	90%	U	7.61	L	1.185	9.02	9.52	198.7	1.159	230.3	194.6	\$308	\$51,754	\$1,003	\$1,364	\$9,026	\$11,393	\$62	\$40,299	85%	\$34,414	\$5,885	\$44,453	\$5,615	\$4,583	\$1,032	\$14	\$256	\$18,550	32%		
431	431	Miniature Golf Course	hole	3.30	C	90%	U	6.10	L	1.185	7.23	7.73	14.7	1.160	17.1	14.4	\$308	\$3,832	\$75	\$102	\$677	\$854	\$22	\$2,956	85%	\$2,524	\$432	\$3,263	\$411	\$335	\$76	\$2	\$19	\$1,367	32%		
444	444	Movie Theater	screen	106.63	C	88%	U	2.33	U	1.185	2.76	3.26	177.5	1.253	222.4	187.9	\$321	\$48,192	\$1,002	\$1,363	\$9,021	\$11,387	\$83	\$36,722	85%	\$31,359	\$5,362	\$40,590	\$5,116	\$4,237	\$879	\$13	\$233	\$12,755	42%		
412	412	General Recreation	acre	2.28	C	90%	V	5.37	L	1.185	6.36	6.86	8.9	1.162	10.4	8.8	\$309	\$2,332	\$46	\$63	\$415	\$524	\$17	\$1,791	85%	\$1,529	\$262	\$1,978	\$250	\$204	\$46	\$1	\$11	\$1,095	24%		
491	491	Racquet Club/Health Club/Spa/Dance Studio	1,000 sf	14.03	H	94%	J	5.41	J	1.185	6.41	6.91	57.9	1.162	67.3	56.8	\$309	\$15,101	\$299	\$406	\$2,687	\$3,392	\$55	\$11,654	85%	\$9,952	\$1,702	\$12,866	\$1,624	\$1,326	\$298	\$4	\$74	\$9,291	18%		
437	437	Bowling Alley	1,000 sf	33.33	C	90%	W	5.41	L	1.185	6.41	6.91	131.7	1.162	153.0	129.3	\$309	\$34,348	\$679	\$924	\$6,112	\$7,714	\$18	\$26,615	85%	\$22,728	\$3,887	\$29,372	\$3,708	\$3,030	\$678	\$10	\$169	\$18,068	22%		
495	495	Community Center/Gymnasium	1,000 sf	22.88	C	90%	X	7.06	U	1.185	8.37	8.87	118.0	1.159	136.8	115.6	\$308	\$30,737	\$598	\$813	\$5,383	\$6,794	\$55	\$23,888	85%	\$20,400	\$3,488	\$26,355	\$3,328	\$2,717	\$611	\$9	\$151	\$10,986	32%		
INSTITUTIONS:																																					
610	610	Hospital	1,000 sf	16.50	C	77%	B	7.61	N	1.185	9.02	9.52	78.5	1.159	91.0	76.9	\$308	\$20,442	\$396	\$539	\$3,565	\$4,500	\$153	\$15,789	72%	\$11,331	\$4,458	\$17,430	\$4,254	\$3,466	\$788	\$10	\$194	\$17,013	26%		
620	620	Nursing Home	bed	2.48	C	89%	U	2.72	N	1.185	3.22	3.72	4.9	1.221	6.0	5.0	\$317	\$1,305	\$27	\$37	\$242	\$306	\$5	\$995	72%	\$714	\$281	\$1,099	\$268	\$221	\$47	\$1	\$12	\$1,102	25%		
520	520	Elementary School	student	1.29	C	80%	B	4.73	N	1.185	5.61	6.11	4.0	1.162	4.6	3.9	\$309	\$1,033	\$21	\$28	\$186	\$234	\$17	\$782	72%	\$561	\$221	\$865	\$211	\$172	\$39	\$1	\$10	\$867	25%		
522	522	Middle School	student	1.62	G	90%	U	4.73	L	1.185	5.61	6.11	5.6	1.162	6.5	5.5	\$309	\$1,460	\$29	\$40	\$262	\$331	\$17	\$1,112	72%	\$798	\$314	\$1,229	\$300	\$244	\$55	\$1	\$14	\$1,224	26%		
530	530	High School	student	1.71	G	90%	U	4.73	L	1.185	5.61	6.11	5.9	1.162	6.9	5.8	\$309	\$1,541	\$31	\$42	\$277	\$350	\$17	\$1,175	72%	\$843	\$332	\$1,299	\$317	\$258	\$58	\$1	\$14	\$1,292	26%		
540	540	University/Junior College (7,500 or fewer students) (Private)	student	2.00	C	90%	U	7.61	U	1.185	9.02	9.52	11.1	1.159	12.9	10.9	\$308	\$2,896	\$56	\$76	\$505	\$638	\$17	\$2,242	72%	\$1,609	\$633	\$2,474	\$604	\$492	\$112	\$1	\$27	\$1,467	43%		
550	550	University/Junior College (more than 7,500 students) (Private)	student	1.50	B	90%	J	7.61	J	1.185	9.02	9.52	8.3	1.159	9.7	8.2	\$308	\$2,172	\$42	\$57	\$379	\$478	\$17	\$1,677	72%	\$1,204	\$474	\$1,852	\$452	\$368	\$84	\$1	\$21	\$2,909			

Table 3-6 (continued)
Rural Mobility Fee Schedule for Traditional Neighborhood Development (Fee District C)

Pasco County Land Use Code	ITE LUC	Land Use	Unit	Trip rate (veh trips)	TGR Source (6)	% New Trips	% NT Source (6)	Standard Trip Length	TL Source (6)	Market Area Trip Length Adjustment Factor	Chargeable Trip length (mi)	Trip length for revenue (mi)	Gross assessable pmt/day	Weighted Capacity Addition Ratio	Needed PMC	Deduct Fwy/Toll/TOD/TND Share	Weighted Cost/PMC	Total Impact Cost	PV County Gas Tax Credit	PV P4P Equivalent Credit	PV Federal/State Gas Tax Revenue Credit (\$/yr)	PV Sub-Total County-wide self-credits	PV Tax Increment Self Credit	Fee before buy-down	Buy-Down %	\$\$ Allocated for buy-down	Net Mobility Fee	Full Fee ⁽¹⁾	Road Share (Incl Int)	Road Share (Excl Int)	Interstate Share	Transit Share	Bike/Ped Share	2011 Road Impact Fee	Proposed Fee as Percent of 2011 Road Impact Fee
OFFICE (continued):																																			
710.3P	710	General Office 200,001-400,000 sf ⁽⁴⁾	1,000 sf	9.70	F	92%	J	5.41	J	1.185	6.41	6.91	39.2	1.162	45.5	38.5	\$309	\$10,218	\$202	\$275	\$1,818	\$2,295	\$47	\$7,877	95%	\$7,514	\$363	\$8,697	\$346	\$282	\$64	\$1	\$16	\$2,684	14%
710.4P	710	General Office greater than 400,000 sf ⁽⁵⁾	1,000 sf	8.83	F	92%	J	5.41	J	1.185	6.41	6.91	35.7	1.162	41.4	35.0	\$309	\$9,302	\$184	\$250	\$1,655	\$2,089	\$47	\$7,166	95%	\$6,836	\$330	\$7,913	\$315	\$257	\$58	\$4	\$14	\$2,285	14%
720	720	Medical Office	1,000 sf	35.95	C	89%	O	5.83	O	1.185	6.91	7.41	151.4	1.161	175.7	148.5	\$308	\$39,464	\$776	\$1,056	\$6,988	\$8,821	\$47	\$30,596	95%	\$29,186	\$1,410	\$33,764	\$1,345	\$1,099	\$246	\$4	\$61	\$8,847	16%
750	750	Office Park	1,000 sf	11.42	E	92%	J	5.41	J	1.185	6.41	6.91	46.1	1.162	53.6	45.3	\$309	\$12,030	\$238	\$323	\$2,141	\$2,702	\$47	\$9,282	95%	\$8,854	\$428	\$10,247	\$407	\$332	\$75	\$2	\$19	\$4,801	9%
714	714	Corporate Headquarters Building	1,000 sf	7.98	C	92%	O	5.41	O	1.185	6.41	6.91	32.2	1.162	37.5	31.6	\$309	\$8,406	\$166	\$226	\$1,496	\$1,888	\$47	\$6,472	95%	\$6,173	\$298	\$7,146	\$284	\$232	\$52	\$1	\$13	\$3,275	9%
760	760	Research and Development Center	1,000 sf	8.11	C	92%	O	5.41	O	1.185	6.41	6.91	32.8	1.162	38.1	32.2	\$309	\$8,543	\$169	\$230	\$1,520	\$1,919	\$47	\$6,578	95%	\$6,275	\$303	\$7,264	\$289	\$236	\$53	\$1	\$13	\$2,071	15%
770.P	n/a	Veterinarian Clinic	1,000 sf	32.80	B	70%	B	2.10	B	1.185	2.49	2.99	39.1	1.266	49.5	41.9	\$323	\$10,680	\$225	\$306	\$2,023	\$2,553	\$47	\$8,080	95%	\$7,707	\$372	\$8,937	\$355	\$295	\$60	\$1	\$16	\$2,247	17%
RETAIL:																																			
814	814	Specialty Retail	1,000 sf	49.99	E	85%	J	3.54	J	1.250	4.43	4.93	128.8	1.207	155.4	131.3	\$315	\$34,271	\$686	\$932	\$6,170	\$7,788	\$55	\$26,428	85%	\$22,569	\$3,859	\$29,179	\$3,681	\$3,026	\$655	\$10	\$168	\$11,184	35%
820	820	Retail 50,000 sf or less ⁽⁴⁾	1,000 sf	86.56	C	56%	Q	1.96	Q	1.250	2.45	2.95	81.4	1.266	103.0	87.0	\$323	\$22,199	\$468	\$637	\$4,216	\$5,321	\$0	\$16,877	85%	\$14,413	\$2,465	\$18,659	\$2,352	\$1,952	\$400	\$6	\$107	\$11,099	22%
820.1P	820	Retail 50,001-200,000 sf ⁽⁴⁾	1,000 sf	53.28	F	67%	P	2.38	P	1.250	2.98	3.48	72.7	1.253	91.1	77.0	\$321	\$19,754	\$406	\$553	\$3,657	\$4,616	\$55	\$15,083	85%	\$12,880	\$2,203	\$16,668	\$2,101	\$1,738	\$363	\$6	\$96	\$8,877	25%
820.2P	820	Retail 200,001-400,000 sf ⁽⁴⁾	1,000 sf	41.80	F	73%	P	2.63	P	1.250	3.29	3.79	68.7	1.221	83.9	70.9	\$317	\$18,401	\$379	\$515	\$3,407	\$4,301	\$55	\$14,045	85%	\$11,994	\$2,051	\$15,522	\$1,957	\$1,613	\$344	\$5	\$89	\$8,490	24%
820.3P	820	Retail 400,001-600,000 sf ⁽⁴⁾	1,000 sf	36.27	F	76%	P	2.75	P	1.250	3.44	3.94	64.9	1.221	79.3	67.0	\$317	\$17,381	\$356	\$484	\$3,200	\$4,039	\$83	\$13,259	85%	\$11,323	\$1,936	\$14,654	\$1,847	\$1,521	\$326	\$5	\$84	\$8,228	24%
820.4P	820	Retail 600,001-800,000 sf ⁽⁴⁾	1,000 sf	32.80	F	79%	P	3.02	P	1.250	3.78	4.28	67.0	1.214	81.3	68.7	\$316	\$17,884	\$363	\$494	\$3,266	\$4,122	\$83	\$13,679	85%	\$11,682	\$1,998	\$15,115	\$1,906	\$1,568	\$338	\$5	\$87	\$7,892	25%
820.5P	820	Retail greater than 800,000 sf ⁽⁵⁾	1,000 sf	30.33	F	81%	P	3.32	P	1.250	4.15	4.65	69.8	1.207	84.3	71.2	\$315	\$18,583	\$374	\$509	\$3,368	\$4,251	\$83	\$14,249	85%	\$12,168	\$2,081	\$15,740	\$1,986	\$1,632	\$354	\$5	\$90	\$7,628	27%
881	881	Pharmacy/Drug Store with and without Drive-Thru	1,000 sf	92.88	F	33%	P	2.18	P	1.250	2.73	3.23	57.2	1.253	71.7	60.6	\$321	\$15,536	\$324	\$440	\$2,914	\$3,678	\$55	\$11,802	85%	\$10,079	\$1,723	\$13,049	\$1,643	\$1,360	\$283	\$5	\$75	\$5,537	31%
862	862	Home Improvement Superstore	1,000 sf	29.80	E	67%	J	2.38	J	1.250	2.98	3.48	40.7	1.253	51.0	43.1	\$321	\$11,049	\$227	\$309	\$2,046	\$2,582	\$55	\$8,412	85%	\$7,183	\$1,228	\$9,298	\$1,172	\$970	\$202	\$3	\$53	\$8,157	15%
931	931	Quality Restaurant	1,000 sf	91.10	C	77%	S	3.30	S	1.250	4.13	4.63	198.2	1.207	239.2	202.1	\$315	\$52,740	\$1,063	\$1,445	\$9,565	\$12,073	\$35	\$40,632	85%	\$34,699	\$5,933	\$44,866	\$5,661	\$4,657	\$1,004	\$14	\$258	\$20,271	29%
932	932	High-Turnover Restaurant	1,000 sf	126.50	E	71%	J	3.17	J	1.250	3.96	4.46	243.8	1.214	295.9	250.0	\$316	\$65,069	\$1,313	\$1,786	\$11,816	\$14,915	\$35	\$50,119	85%	\$42,800	\$7,319	\$55,341	\$6,983	\$5,750	\$1,233	\$18	\$318	\$28,198	26%
934	934	Fast Food Restaurant w/Drive-Thru	1,000 sf	522.62	E	58%	J	2.05	J	1.000	2.05	2.55	425.7	1.266	538.9	455.4	\$323	\$116,151	\$2,532	\$3,444	\$22,788	\$28,764	\$124	\$87,263	85%	\$74,520	\$12,743	\$96,586	\$12,160	\$10,107	\$2,053	\$30	\$553	\$56,773	22%
944	944	Gasoline Station	fuel pos.	168.56	C	23%	R	2.00	R	1.000	2.00	2.50	53.1	1.266	67.2	56.8	\$323	\$14,493	\$317	\$432	\$2,857	\$3,607	\$2	\$10,885	85%	\$9,295	\$1,589	\$12,048	\$1,516	\$1,261	\$255	\$4	\$69	\$6,723	24%
941	941	Quick Lube	bays	40.00	E	72%	J	3.80	J	1.250	4.75	5.25	93.7	1.193	111.8	94.5	\$313	\$24,781	\$495	\$674	\$4,458	\$5,627	\$18	\$19,137	85%	\$16,342	\$2,794	\$21,126	\$2,666	\$2,189	\$477	\$7	\$121	\$9,710	29%
850	850	Supermarket	1,000 sf	103.38	C	56%	J	2.18	J	1.250	2.73	3.23	108.1	1.253	135.4	114.4	\$321	\$29,345	\$612	\$832	\$5,504	\$6,948	\$0	\$22,397	85%	\$19,126	\$3,271	\$24,752	\$3,121	\$2,586	\$535	\$8	\$142	\$8,190	40%
853	853	Convenience Store w/Gas Pumps	1,000 sf	775.14	E	28%	J	1.51	J	1.000	1.51	2.01	224.5	1.275	286.3	242.0	\$324	\$61,452	\$1,429	\$1,944	\$12,862	\$16,234	\$19	\$45,199	85%	\$38,599	\$6,600	\$50,131	\$6,297	\$5,256	\$1,041	\$16	\$287	\$24,577	27%
848	848	Tire Store	1,000 sf	24.87	E	72%	J	3.80	J	1.250	4.75	5.25	58.3	1.193	69.5	58.7	\$313	\$15,408	\$308	\$419	\$2,772	\$3,498	\$55	\$11,854	85%	\$10,123	\$1,731	\$13,091	\$1,651	\$1,354	\$297	\$5	\$75	\$6,140	28%
943	943	Auto Repair or Body Shop	1,000 sf	34.12	E	72%	J	3.80	J	1.250	4.75	5.25	79.9	1.193	95.4	80.6	\$313	\$21,139	\$422	\$575	\$3,802	\$4,799	\$52	\$16,287	85%	\$13,909	\$2,378	\$17,984	\$2,269	\$1,862	\$407	\$6	\$103	\$9,256	26%
841	841	New/Used Auto Sales	1,000 sf	29.85	E	79%	J	4.83	J	1.250	6.04	6.54	97.5	1.162	113.3	95.7	\$309	\$25,429	\$505	\$687	\$4,545	\$5,737	\$35	\$19,657	85%	\$16,787	\$2,870	\$21,698	\$2,738	\$2,238	\$500	\$7	\$125	\$13,382	21%
816	816	Hardware/Paint	1,000 sf	51.29	C	56%	S	1.96	S	1.250	2.45	2.95	48.2	1.266	61.0	51.6	\$323	\$13,154	\$278	\$377	\$2,498	\$3,153	\$55	\$9,945	85%	\$8,493	\$1,452	\$11,001	\$1,385	\$1,149	\$236	\$4	\$63	\$8,270	18%
947	947	Self-Service Car Wash	bays	108.00	J	76%	J	2.10	J	1.250	2.63	3.13	147.6	1.253	184.9	156.3	\$321	\$40,078	\$840	\$1,143	\$7,562	\$9,545	\$18	\$30,515	85%	\$26,059	\$4,456	\$33,732	\$4,251	\$3,523	\$728	\$11	\$194	\$10,354	43%
890	890	Furniture Store	1,000 sf	5.06	C	54%	J	6.39	J	1.250	7.99	8.49	15.0	1.159	17.3	14.6	\$308	\$3,894	\$76	\$103	\$684	\$863	\$55	\$2,976	85%	\$2,541	\$435	\$3,288	\$414	\$336	\$78	\$2	\$19	\$1,620	27%
912	912	Bank/Savings w/Drive-In	1,000 sf	159.34	C	46%	J	2.58	J	1.000	2.58	3.08	129.5	1.253	162.3	137.1	\$321	\$35,176	\$740	\$1,006	\$6,656	\$8,401	\$109	\$26,665	85%	\$22,771	\$3,894	\$29,489	\$3,715	\$3,077	\$638	\$10	\$169	\$37,045	11%
913.P	n/a	Convenience/Gasoline/Fast Food Store	1,000 sf	984.59	J	32%	J	2.65	J	1.000	2.65	3.15	571.9	1.253	716.6	605.5	\$321	\$155,307	\$3,251	\$4,422	\$29,260	\$36,933	\$19	\$118,355	85%	\$101,072	\$17,283	\$130,821	\$16,491	\$13,668	\$2,823	\$41	\$751	\$72,754	24%
INDUSTRIAL:																																			
110	110	General Light Industrial	1,000 sf	6.97	C	92%	O	5.41	O	1.160	6.28	6.78	27.6	1.162	32.0	27.1	\$309	\$7,188	\$142	\$194	\$1,281	\$1,617	\$14	\$5,557	91%	\$5,057	\$500	\$6,134	\$476	\$388	\$88	\$2	\$22	\$3,151	16%
120	120	General Heavy Industrial	1,000 sf	1.50	C	92%	O	5.41	O	1.160	6.28	6.78	5.9	1.162	6.9	5.8	\$309	\$1,547	\$31	\$42	\$276	\$348	\$14	\$1,185	91%	\$1,079									

**Table 3-7
Urban Mobility Fee Schedule for Transit-Oriented Development (Fee District A)**

County-wide Parameters:

Revenue period:	25	P4P Equivalent Pennies:	3.4	Include carrying cost?:	No	TOD Deduction:	20.46%
Discount Rate:	5.00%	Ind lgt County pennies to cap:	0	Include Interstates?:	Yes	TND Deduction:	
Fuel efficiency:	17.4	Existing State pennies to cap:	22.5				
Days/yr:	365	ax Inc Fin Millage Rate to cap:	2.1223 33.33%	Factor to convert VMT to PMT:	1.37		
Existing County pennies to cap:	2.5	Toll/fwy discount:	4.5%				

Pasco County Land Use Code	ITE LUC	Land Use	Unit	TGR Trip Rate (veh trips)	Source (6)	% New Trips	% NT Source (6)	Standard Trip Length (6)	TL Source (6)	Market Area Trip Length Factor	Chargeable length (mi)	Trip length for revenue (mi)	Gross assessable pmt/day	Weighted Capacity Ratio	Deduct Fwy/Toll/ TOD/TND Share	Weighted Cost/PMC	Total Impact Cost	PV County Gas Tax Credit	PV P4P Equivalent Credit	PV Federal/State Gas Tax Revenue (\$/yr)	PV Sub-Total County-wide self-credits:	PV Tax Increment Fee before buy-down	Buy-Down %	Allocated for buy-down	Net Mobility Fee	Full Fee ⁽¹⁾	Road Share (Incl Int)	Road Share (Excl Int)	Interstate Share	Transit Share	Bike/Ped Share	2011 Road Impact Fee	Proposed Fee as Percent of 2011 Road Impact Fee				
RESIDENTIAL:																																					
210	210	Single Family (Detached)	du																																		
210.1P	n/a	Less than 1,500 s.f. & Annual Hh Income less than 80% SHIP Definition ⁽²⁾	du	4.33	A	100%	T	7.61	J	0.94	7.15	7.65	21.2	0.917	19.4	14.8	\$272	\$4,386	\$97.41	\$132.48	\$876.71	\$1,107	\$77	\$3,203	100%	\$3,203	\$0	\$3,546	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,886	0%
210.2P	n/a	0 to 1,500 s.f.	du	5.43	A	100%	T	7.61	J	0.94	7.15	7.65	26.6	0.917	24.4	18.5	\$272	\$5,500	\$122.16	\$166.14	\$1,099.43	\$1,388	\$77	\$4,036	100%	\$4,036	\$0	\$4,467	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,375	0%
210.3P	n/a	1,501 to 2,499 s.f.	du	7.59	A	100%	T	7.61	J	0.94	7.15	7.65	37.2	0.917	34.1	25.9	\$272	\$7,688	\$170.75	\$232.22	\$1,536.78	\$1,940	\$105	\$5,643	100%	\$5,643	\$0	\$6,246	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,302	0%
210.4P	n/a	2,500 s.f. and greater	du	8.40	A	100%	T	7.61	J	0.94	7.15	7.65	41.2	0.917	37.7	28.7	\$272	\$8,508	\$188.98	\$257.01	\$1,700.78	\$2,147	\$273	\$6,089	100%	\$6,089	\$0	\$6,756	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,413	0%
210.5P	n/a	"Low Income" SHIP defined Multi-Family ⁽²⁾	du	3.59	B	100%	T	5.99	K	0.94	5.63	6.13	13.8	0.915	12.7	9.6	\$272	\$2,860	\$64.69	\$87.98	\$582.25	\$735	\$58	\$2,067	100%	\$2,067	\$0	\$2,291	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,312	0%
221	221	Multi-Family Apartments	du	6.59	C	100%	T	5.99	K	0.94	5.63	6.13	25.4	0.915	23.3	17.7	\$272	\$5,250	\$118.76	\$161.51	\$1,068.82	\$1,349	\$58	\$3,843	100%	\$3,843	\$0	\$4,254	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,564	0%
240	240	Mobile Home Park	du	4.17	C	100%	T	5.29	L	0.94	4.97	5.47	14.2	0.913	13.0	9.9	\$272	\$2,932	\$67.10	\$91.26	\$603.93	\$762	\$34	\$2,136	100%	\$2,136	\$0	\$2,366	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,604	0%
251	251	Age Restricted Single Family ⁽³⁾	du	3.13	C	100%	T	6.23	L	0.94	5.86	6.36	12.6	0.915	11.5	8.7	\$272	\$2,593	\$58.48	\$79.53	\$526.33	\$664	\$77	\$1,852	100%	\$1,852	\$0	\$2,056	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,327	0%
252	252	Age Restricted Multi-Family ⁽³⁾	du	2.71	J	100%	T	3.77	J	0.94	3.54	4.04	6.6	0.910	6.0	4.5	\$271	\$1,355	\$32.21	\$43.81	\$289.92	\$366	\$42	\$947	100%	\$947	\$0	\$1,053	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,362	0%
253	253	Congregate Care Facility (Attached) ⁽³⁾	du	2.25	E	72%	T	3.54	J	0.94	3.33	3.83	3.7	0.908	3.4	2.5	\$271	\$760	\$18.23	\$24.79	\$164.04	\$207	\$27	\$526	100%	\$526	\$0	\$585	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,068	0%
231	231	Low-Rise Condominium/Townhouse (1 to 2 stories)	du	5.20	E	100%	T	7.61	J	0.94	7.15	7.65	25.5	0.917	23.4	17.7	\$272	\$5,267	\$116.98	\$159.10	\$1,052.86	\$1,329	\$58	\$3,880	100%	\$3,880	\$0	\$4,293	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,066	0%
232	232	High-Rise Condominium (3 or more stories)	du	4.18	E	100%	J	7.61	J	0.94	7.15	7.65	20.5	0.917	18.8	14.3	\$272	\$4,234	\$94.04	\$127.89	\$846.34	\$1,068	\$58	\$3,108	100%	\$3,108	\$0	\$3,440	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,681	0%
LODGING:																																					
310	310	Hotel	room	8.30	E	66%	J	7.20	J	0.89	6.41	6.91	24.0	0.916	22.0	16.7	\$272	\$4,968	\$111.24	\$151.28	\$1,001.13	\$1,264	\$45	\$3,659	100%	\$3,659	\$0	\$4,049	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,147	0%
330	330	Resort Hotel	room	5.10	C	83%	J	7.02	J	0.89	6.25	6.75	18.1	0.916	16.6	12.6	\$272	\$3,743	\$83.96	\$114.19	\$755.66	\$954	\$45	\$2,744	100%	\$2,744	\$0	\$3,037	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,722	0%
320	320	Motel	room	5.63	C	77%	J	4.99	J	0.89	4.44	4.94	13.2	0.912	12.0	9.1	\$271	\$2,720	\$62.96	\$85.63	\$566.68	\$715	\$23	\$1,982	100%	\$1,982	\$0	\$2,195	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,679	0%
RECREATION:																																					
416	416	RV Park	RV space	2.22	C	100%	U	5.29	U	0.89	4.71	5.21	7.2	0.913	6.5	5.0	\$272	\$1,477	\$33.99	\$46.22	\$305.88	\$386	\$8	\$1,083	100%	\$1,083	\$0	\$1,199	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,840	0%
420	420	Marina	berth	2.96	C	90%	U	7.61	M	0.89	6.77	7.27	12.4	0.916	11.3	8.6	\$272	\$2,554	\$56.95	\$77.46	\$512.57	\$647	\$62	\$1,845	100%	\$1,845	\$0	\$2,046	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,184	0%
430	430	Golf Course	hole	35.74	C	90%	U	7.61	L	0.89	6.77	7.27	149.2	0.916	136.7	103.9	\$272	\$30,843	\$687.66	\$935.22	\$6,188.98	\$7,812	\$103	\$22,928	100%	\$22,928	\$0	\$25,345	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,550	0%
431	431	Miniature Golf Course	hole	3.30	C	90%	U	6.10	L	0.89	5.43	5.93	11.0	0.914	10.1	7.7	\$272	\$2,280	\$51.76	\$70.40	\$465.86	\$588	\$36	\$1,656	100%	\$1,656	\$0	\$1,835	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,367	0%
444	444	Movie Theater	screen	106.63	C	88%	U	2.33	U	0.89	2.07	2.57	133.3	0.896	119.5	90.7	\$269	\$27,239	\$709.89	\$965.45	\$6,389.02	\$8,064	\$124	\$19,051	100%	\$19,051	\$0	\$21,186	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,755	0%
412	412	General Recreation	acre	2.28	C	90%	V	5.37	L	0.89	4.78	5.28	6.7	0.913	6.1	4.7	\$272	\$1,386	\$31.84	\$43.31	\$286.59	\$362	\$81	\$944	100%	\$944	\$0	\$1,052	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,095	0%
491	491	Racquet Club/Health Club/Spa/Dance Studio	1,000 sf	14.03	H	94%	J	5.41	J	0.89	4.81	5.31	43.5	0.913	39.7	30.2	\$272	\$8,976	\$206.04	\$280.21	\$1,854.36	\$2,341	\$83	\$6,553	100%	\$6,553	\$0	\$7,256	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,291	0%
437	437	Bowling Alley	1,000 sf	33.33	C	90%	W	5.41	L	0.89	4.81	5.31	98.9	0.913	90.4	68.6	\$272	\$20,416	\$468.65	\$637.36	\$4,217.81	\$5,324	\$26	\$15,065	100%	\$15,065	\$0	\$16,665	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,068	0%
495	495	Community Center/Gymnasium	1,000 sf	22.88	C	90%	X	7.06	U	0.89	6.28	6.78	88.6	0.916	81.2	61.6	\$272	\$18,312	\$410.60	\$558.41	\$3,695.39	\$4,664	\$83	\$13,566	100%	\$13,566	\$0	\$15,001	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,986	0%
INSTITUTIONS:																																					
610	610	Hospital	1,000 sf	16.50	C	77%	B	7.61	N	0.89	6.77	7.27	58.9	0.916	54.0	41.0	\$272	\$12,182	\$271.62	\$369.40	\$2,444.54	\$3,086	\$153	\$8,944	100%	\$8,944	\$0	\$9,899	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,013	0%
620	620	Nursing Home	bed	2.48	C	89%	U	2.72	N	0.89	2.42	2.92	3.7	0.896	3.3	2.5	\$269	\$748	\$18.95	\$25.77	\$170.55	\$215	\$4	\$528	100%	\$528	\$0	\$587	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,102	0%
520	520	Elementary School	student	1.29	C	80%	B	4.73	N	0.89	4.21	4.71	3.0	0.912	2.7	2.1	\$271	\$614	\$14.29	\$19.43	\$128.58	\$162	\$17	\$435	100%	\$435	\$0	\$483	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$867	0%
522	522	Middle School	student	1.62	G	90%	U	4.73	L	0.89	4.21	4.71	4.2	0.912	3.8	2.9	\$271	\$867	\$20.18	\$27.45	\$181.66	\$229	\$17	\$621	100%	\$621	\$0	\$689	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,224	0%
530	530	High School	student	1.71	G	90%	U	4.73	L	0.89	4.21	4.71	4.4	0.912	4.0	3.1	\$271	\$915	\$21.31	\$28.98	\$191.75	\$242	\$17	\$656	100%	\$656	\$0	\$728	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,292	0%
540	540	University/Junior College (7,500 or fewer students) (Private)	student	2.00	C	90%	U	7.61	U	0.89	6.77	7.27	8.4	0.916	7.7	5.8	\$272	\$1,726	\$38.48	\$52.33	\$346.33	\$437	\$17	\$1,272	100%	\$1,272	\$0	\$1,407	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,467	0%
550	550	University/Junior College (more than 7,500 students) (Private)	student	1.50	B	90%	J	7.61	J	0.89	6.77	7.27	6.3	0.916	5.7	4.4	\$272	\$1,294	\$28.86	\$39.25	\$259.75	\$328	\$17	\$950	100%	\$950											

Table 3-7 (continued)
Urban Mobility Fee Schedule for Transit-Oriented Development (Fee District A)

Pasco County Land Use Code	ITE LUC	Land Use	Unit	Trip Rate (veh trips)	TGR Source (6)	% New Trips	% NT Source (6)	Standard Trip Length	TL Source (6)	Market Area Trip Length Adjustment Factor	Chargeable Trip length (mi)	Trip length for revenue (mi)	Gross assessable pmt/day	Weighted Capacity Addition Ratio	Needed PMC	Deduct Fwy/Toll/TOD/TND share	Weighted Cost/PMC	Total Impact Cost	PV County Gas Tax Credit	PV P4P Equivalent Credit	PV Federal/State Gas Tax Revenue Credit (\$/yr)	PV Sub-Total County-wide self-credits:	PV Tax Increment Self-Credit	Fee before buy-down	Buy-Down %	Allocated for buy-down	Net Mobility Fee	Full Fee ⁽¹⁾	Road Share (Incl Int)	Road Share (Excl Int)	Interstate Share	Transit Share	Bike/Ped Share	2011 Road Impact Fee	Proposed Fee as Percent of 2011 Road Impact Fee				
OFFICE (continued):																																							
710.3P	710	General Office 200,001-400,000 sf ⁽⁴⁾	1,000 sf	9.70	F	92%	J	5.41	J	0.89	4.81	5.31	29.4	0.913	26.9	20.4	\$272	\$6,074	\$139.42	\$189.61	\$1,254.78	\$1,584	\$44	\$4,446	100%	\$4,446	\$0	\$4,922	\$0	\$0	\$0	\$0	\$0	\$0	\$2,684	0%			
710.4P	710	General Office greater than 400,000 sf ⁽⁵⁾	1,000 sf	8.83	F	92%	J	5.41	J	0.89	4.81	5.31	26.8	0.913	24.5	18.6	\$272	\$5,529	\$126.92	\$172.61	\$1,142.24	\$1,442	\$44	\$4,043	100%	\$4,043	\$0	\$4,476	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,285	0%		
720	720	Medical Office	1,000 sf	35.95	C	89%	O	5.83	O	0.89	5.19	5.69	113.7	0.914	104.0	79.0	\$272	\$23,480	\$535.02	\$727.63	\$4,815.22	\$6,078	\$44	\$17,358	100%	\$17,358	\$0	\$19,199	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,847	0%		
750	750	Office Park	1,000 sf	11.42	E	92%	J	5.41	J	0.89	4.81	5.31	34.7	0.913	31.7	24.0	\$272	\$7,151	\$164.14	\$223.23	\$1,477.28	\$1,865	\$44	\$5,242	100%	\$5,242	\$0	\$5,802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,801	0%		
714	714	Corporate Headquarters Building	1,000 sf	7.98	C	92%	O	5.41	O	0.89	4.81	5.31	24.2	0.913	22.1	16.8	\$272	\$4,997	\$114.70	\$155.99	\$1,032.29	\$1,303	\$44	\$3,650	100%	\$3,650	\$0	\$4,041	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,275	0%		
760	760	Research and Development Center	1,000 sf	8.11	C	92%	O	5.41	O	0.89	4.81	5.31	24.6	0.913	22.5	17.1	\$272	\$5,078	\$116.57	\$158.53	\$1,049.10	\$1,324	\$44	\$3,710	100%	\$3,710	\$0	\$4,108	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,071	0%		
770.P	n/a	Veterinarian Clinic	1,000 sf	32.80	B	70%	B	2.10	B	0.89	1.87	2.37	29.4	0.890	26.1	19.9	\$268	\$5,984	\$159.89	\$217.44	\$1,438.97	\$1,816	\$44	\$4,124	100%	\$4,124	\$0	\$4,593	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,247	0%		
RETAIL:																																							
814	814	Specialty Retail	1,000 sf	49.99	E	85%	J	3.54	J	0.81	2.87	3.37	83.5	0.903	75.4	57.3	\$270	\$17,123	\$420.60	\$572.02	\$3,785.39	\$4,778	\$83	\$12,262	100%	\$12,262	\$0	\$13,604	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,184	0%		
820	820	Retail 50,000 sf or less ⁽⁴⁾	1,000 sf	86.56	C	56%	Q	1.96	Q	0.81	1.59	2.09	52.7	0.890	46.9	35.6	\$268	\$10,731	\$297.46	\$404.54	\$2,677.11	\$3,379	\$0	\$7,352	100%	\$7,352	\$0	\$8,193	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,099	0%	
820.1P	820	Retail 50,001-200,000 sf ⁽⁴⁾	1,000 sf	53.28	F	67%	P	2.38	P	0.81	1.93	2.43	47.1	0.890	41.9	31.9	\$268	\$9,596	\$254.76	\$346.47	\$2,292.80	\$2,894	\$82.58	\$6,620	100%	\$6,620	\$0	\$7,372	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,877	0%	
820.2P	820	Retail 200,001-400,000 sf ⁽⁴⁾	1,000 sf	41.80	F	73%	P	2.63	P	0.81	2.13	2.63	44.5	0.896	39.9	30.3	\$269	\$9,100	\$235.93	\$320.86	\$2,123.34	\$2,680	\$83	\$6,337	100%	\$6,337	\$0	\$7,050	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,490	0%	
820.3P	820	Retail 400,001-600,000 sf ⁽⁴⁾	1,000 sf	36.27	F	76%	P	2.75	P	0.81	2.23	2.73	42.1	0.896	37.7	28.6	\$269	\$8,595	\$221.00	\$300.56	\$1,989.02	\$2,511	\$124	\$5,961	100%	\$5,961	\$0	\$6,635	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,228	0%	
820.4P	820	Retail 600,001-800,000 sf ⁽⁴⁾	1,000 sf	32.80	F	79%	P	3.02	P	0.81	2.45	2.95	43.4	0.896	38.9	29.6	\$269	\$8,873	\$224.41	\$305.19	\$2,019.66	\$2,549	\$124	\$6,200	100%	\$6,200	\$0	\$6,896	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,892	0%	
820.5P	820	Retail greater than 800,000 sf ⁽⁴⁾	1,000 sf	30.33	F	81%	P	3.32	P	0.81	2.69	3.19	45.3	0.903	40.9	31.0	\$270	\$9,285	\$230.31	\$313.22	\$2,072.78	\$2,616	\$124	\$6,545	100%	\$6,545	\$0	\$7,272	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,628	0%	
881	881	Pharmacy/Drug Store with and without Drive-Thru	1,000 sf	92.88	F	33%	P	2.18	P	0.81	1.77	2.27	37.1	0.890	33.0	25.1	\$268	\$7,547	\$204.14	\$277.63	\$1,837.27	\$2,319	\$83	\$5,146	100%	\$5,146	\$0	\$5,737	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,537	0%	
862	862	Home Improvement Superstore	1,000 sf	29.80	E	67%	J	2.38	J	0.81	1.93	2.43	26.4	0.890	23.5	17.8	\$268	\$5,367	\$142.49	\$193.78	\$1,282.38	\$1,619	\$83	\$3,666	100%	\$3,666	\$0	\$4,087	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,157	0%	
931	931	Quality Restaurant	1,000 sf	91.10	C	77%	S	3.30	S	0.81	2.67	3.17	128.4	0.903	116.0	88.1	\$270	\$26,351	\$654.26	\$889.79	\$5,888.35	\$7,432	\$102	\$18,816	100%	\$18,816	\$0	\$20,882	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,271	0%	
932	932	High-Turnover Restaurant	1,000 sf	126.50	E	71%	J	3.17	J	0.81	2.57	3.07	158.0	0.903	142.7	108.4	\$270	\$32,410	\$809.90	\$1,101.47	\$7,289.14	\$9,201	\$102	\$23,108	100%	\$23,108	\$0	\$25,648	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$28,198	0%	
934	934	Fast Food Restaurant w/Drive-Thru	1,000 sf	522.62	E	58%	J	2.05	J	0.81	1.66	2.16	344.8	0.890	306.7	233.0	\$268	\$70,187	\$1,925.04	\$2,618.06	\$17,325.37	\$21,868	\$175	\$48,143	100%	\$48,143	\$0	\$53,645	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$56,773	0%	
944	944	Gasoline Station	fuel pos.	168.56	C	23%	R	2.00	R	0.81	1.62	2.12	43.0	0.890	38.3	29.1	\$268	\$8,758	\$241.60	\$328.57	\$2,174.37	\$2,745	\$1	\$6,012	100%	\$6,012	\$0	\$6,699	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,723	0%
941	941	Quick Lube	bays	40.00	E	72%	J	3.80	J	0.81	3.08	3.58	60.7	0.908	55.2	41.9	\$271	\$12,495	\$302.90	\$411.95	\$2,726.13	\$3,441	\$27	\$9,027	100%	\$9,027	\$0	\$10,006	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,710	0%	
850	850	Supermarket	1,000 sf	103.38	C	56%	J	2.18	J	0.81	1.77	2.27	70.0	0.890	62.3	47.3	\$268	\$14,255	\$385.58	\$524.39	\$3,470.25	\$4,380	\$38	\$9,837	100%	\$9,837	\$0	\$10,954	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,190	0%	
853	853	Convenience Store w/Gas Pumps	1,000 sf	77.14	E	28%	J	1.51	J	0.81	1.22	1.72	181.8	0.862	156.8	119.1	\$264	\$36,427	\$1,099.31	\$1,495.06	\$9,893.80	\$12,488	\$17	\$23,922	100%	\$23,922	\$0	\$26,778	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,577	0%	
848	848	Tire Store	1,000 sf	24.87	E	72%	J	3.80	J	0.81	3.08	3.58	37.8	0.908	34.3	26.0	\$271	\$7,768	\$188.33	\$256.13	\$1,694.97	\$2,139	\$83	\$5,546	100%	\$5,546	\$0	\$6,155	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,140	0%	
943	943	Auto Repair or Body Shop	1,000 sf	34.12	E	72%	J	3.80	J	0.81	3.08	3.58	51.8	0.908	47.0	35.7	\$271	\$10,658	\$258.38	\$351.39	\$2,325.39	\$2,935	\$51	\$7,672	100%	\$7,672	\$0	\$8,507	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,256	0%	
841	841	New/Used Auto Sales	1,000 sf	29.85	E	79%	J	4.83	J	0.81	3.91	4.41	63.2	0.910	57.5	43.7	\$271	\$13,017	\$305.85	\$415.96	\$2,752.65	\$3,474	\$39	\$9,503	100%	\$9,503	\$0	\$10,524	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,382	0%	
816	816	Hardware/Paint	1,000 sf	51.29	C	56%	S	1.96	S	0.81	1.59	2.09	31.2	0.890	27.8	21.1	\$268	\$6,359	\$176.25	\$239.71	\$1,586.29	\$2,002	\$83	\$4,274	100%	\$4,274	\$0	\$4,772	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,270	0%	
947	947	Self-Service Car Wash	bays	108.00	J	76%	J	2.10	J	0.81	1.70	2.20	95.6	0.890	85.1	64.6	\$268	\$19,469	\$531.04	\$722.22	\$4,779.38	\$6,033	\$27	\$13,410	100%	\$13,410	\$0	\$14,936	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,354	0%	
890	890	Furniture Store	1,000 sf	5.06	C	54%	J	6.39	J	0.81	5.18	5.68	9.7	0.914	8.9	6.7	\$272	\$2,000	\$45.59	\$62.00	\$410.29	\$518	\$83	\$1,400	100%	\$1,400	\$0	\$1,557	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,620	0%	
912	912	Bank/Savings w/Drive-In	1,000 sf	159.34	C	46%	J	2.58	J	0.81	2.09	2.59	104.9	0.896	94.0	71.4	\$269	\$21,443	\$557.98	\$758.86	\$5,021.84	\$6,339	\$159	\$14,945	100%	\$14,945	\$0	\$16,626	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$37,045	0%	
913.P	n/a	Convenience/Gasoline/Fast Food Store	1,000 sf	984.59	J	32%	J	2.65	J	0.81	2.15	2.65	463.3	0.896	415.2	315.4	\$269	\$94,673	\$2,451.03	\$3,333.41	\$22,059.31	\$27,844	\$17	\$66,812	100%	\$66,812	\$0	\$74,233	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$72,754	0%	
INDUSTRIAL:																																							
110	110	General Light Industrial	1,000 sf	6.97	C	92%	O	5.41	O	0.95	5.14	5.64	22.6	0.914	20.6	15.7	\$272	\$4,661	\$106.30	\$144.57	\$956.70	\$1,208	\$29	\$3,425	100%	\$3,425	\$0	\$											

3.2 Example Fee Calculation

It is useful to provide example calculations for the mobility fee for one of the land use categories. In the following examples, the net mobility fee is calculated for the Single-Family Residential detached land use category (ITE LUC 210) using information from the proposed suburban mobility fee schedule, and an example of the Total Impact Cost is also provided. For each land use category of the fee schedules, the same equations are used to calculate the net mobility fee:

$$\text{Net Mobility Fee} = \text{Total Impact Cost} - \text{Gas Tax and Tax Increment Credit-“Buy-Down Discount”}$$

Where:

Total Impact Cost = ((Trip Rate × Chargeable Trip Length × % New Trips) × (1-TOD/TND deduction) × Factor to convert VMT to PMT / 2) × (1 –Toll or Freeway deduction) × (Weighted Cost per Person-Mile of capacity)

Gas Tax Credit = Present Value of (Annual Gas Tax and other Credits), at 5% interest rate & 25-year facility life, computed as:

$$14.0939 \times [(((\text{Trip Rate} \times \text{Trip Length for Revenue} \times \% \text{ New Trips}) / 2) \times (1\text{-TOD/TND reduction}) \times \text{Effective Days per Year} \times \$/\text{Gallon to Capital}) / \text{Fuel Efficiency}]$$

where 14.0939 = factor to convert 25 years of revenue to present value at 5 percent interest rate.

Tax Increment Credit = Present Value [estimated tax value per unit of development in year “i” – “floor” value of unit of development] × 0.25 / \$1,000) at 5 percent for i = 1 to 25 years

“Discount” = is a reduction in the mobility fee, the magnitude of which was established by Board of County Commissioners direction. Generally, land uses which generate employment were given greater discounts to promote job-creating land uses in Pasco County.

Each of the inputs has been discussed previously in this document; however, for purposes of this example, brief definitions for each are provided below, along with the actual inputs for the Single-Family Residential Detached, 1,501 to 2,499 s.f. category, in the Urban Fee District.

- *Trip Rate* = the average daily trip generation rate, in vehicle-trips/day (7.59).
- *% New Trips* = adjustment factor to account for trips that are already on the roadway (100%).

- *Market Area Trip Length Adjustment Factor* = a factor which adjusts the “standard” trip length, and therefore person-miles of travel, to reflect the geographic sub-area of the county, or fee district, in which the new development is located.
- *Chargeable Trip Length* = the average trip length on arterial and collector roads for which the new development is assessed, in miles (7.15).
- *Trip Length for Revenue* = average trip length representing travel on all roads where the vehicle engine is running and burning gasoline and generating gas tax revenues. This occurs on all roads including freeways, toll roads, and local roads. A distance of 0.5 miles was added to the Chargeable Trip Length of each land use category to account for local street travel, and the Interstate/Toll road deduction applied to the Chargeable Trip Length is not applied to the Trip Length for Revenue. (7.15 + 0.50 = 7.65).
- *Factor to convert VMT to PMT* = 1.37 person-trips per vehicle trip.
- 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 by any given land use, since every trip is generated by a land use at each end of the trip.
- *Deduct Toll/Fwy/TOD/TND Share* = reduced travel demand to account for travel occurring on interstate highways and/or toll facilities (4.5% in this case for travel on the Suncoast Parkway only, as no deduction is made for Interstate highway travel), and reduced travel demand for development following TND or TOD development standards of Pasco County’s Land Development Regulations. (0% deduction in this case, since this example is for the “Standard” fee rate).
- *Weighted Cost per Person-Mile of Capacity* = unit cost to construct one person-mile of transportation system capacity, in \$/person-mile (\$272.14). An example of the calculation of this value is provided in section 2.2.8.
- *Present Value* = calculation of the present value of a uniform series of cash flows, gas tax payments or tax increment credits in this case, given an interest rate, “i,” and a number of periods, “n;” for 5% interest and a 25-year facility life, the uniform series present worth factor is 14.0939
- *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 (\$0.278)
- *Fuel Efficiency* = average fuel efficiency of vehicles, in vehicle-miles/gallon (17.40)

Using these inputs, the following net mobility fee is calculated for the Single-Family Residential Detached land use. Note that the exact dollar amounts may vary slightly from the values reported in Table 3-1 due to the spreadsheet carrying additional decimal places in its computations.

- $$\text{Total Impact Cost} = ((7.59 \times 7.15 \times 1.0 \times (1-0.00)) \times 1.37 / 2) \times (1-0.045) \times (\$272.14) = \$9,661$$

- Present Value Sub-Total of County-wide Self-Credits = 14.0939
 $\times [(((7.59 \times 7.65 \times 1.0) \times (1-0.00) / 2) \times 365 \times \$0.284) / 17.4] =$
 \$2,438
- Present Value Tax Increment Self-Credit = $\Sigma (\$127,500 \times$
 $0.25 \times ((1+0.02)^n - 1) \times (1-0.05)^n / \$1,000)$ for n = 1 to 25-
 year period = \$105
- \$\$ Allocated for Buy-Down Discount= \$1,287 (18.07% of fee before buy-down)
- Net Mobility Fee = \$9,661 - \$2,438 - \$105 - \$1,287 = \$5,831

The “Full Fee” represents the full potential cost of providing transportation system capacity, and is used by Pasco County as an upper limit to proportionate share assessments. It’s computation is similar to the standard mobility fee, except that an

Year	Phase	Proportion of Cost	Adjusted for Time
6	Design	\$3.49	\$4.67
5	Design	\$3.49	\$4.45
4	ROW	\$5.81	\$7.07
3	ROW	\$11.63	\$13.46
2	ROW	\$11.63	\$12.82
1	Const/CEI	\$31.98	\$33.58
0	Const/CEI/Open	\$31.98	\$31.98
		\$100.00	\$108.03
Carrying Cost Factor:			1.08

additional element of cost, the time value of funds used to fund design, right-of-way acquisition, and some elements of construction in advance of the funded capacity becoming available to the public is added, and no buy-down. The carrying cost computation is summarized in the table to the left, indicating the carrying costs of a hypothetical \$100

improvement project over a 6-year period. A carrying cost of eight percent of the total cost is indicated, based on a five percent per year interest rate.

In addition, the discretionary buy-down is not applied. All other “self-credits”, such as gasoline tax credits and the tax increment credit, remain applicable. Thus, the calculation, borrowing from the previous example, is:

- Full Fee = Gross Impact Cost * Carrying Cost – Present Value Sub-Total of County-wide Self-Credits, or Present Value Sub-Total of County-wide Self-Credits – Tax Increment Credit
- Full Fee = \$9,661 * (1.08) - \$2,438 - \$105 - \$0 = \$7,891

The Interstate share of the mobility fee was determined by calculating the difference between the mobility fees calculated in the normal method as described above and the fee calculated by deleting the portion of travel on I-75 and the portion of gasoline tax credits

that are associated with planned Interstate improvements. These values and computations are as follows, with the numbers that change denoted in bold:

- Total Impact Cost = $((7.59 \times 7.15 \times 1.0 \times (1-0.00)) \times 1.37 / 2) \times (1-\mathbf{0.243}) \times (\mathbf{\$260.76}) = \$7,338$
- Gas Tax Credit, or Present Value Sub-Total of County-wide Self-Credits = $14.0930 \times [(((7.59 \times 7.65 \times 1.0) \times (1-0.00) / 2) \times 365 \times \mathbf{\$0.205}) / 17.4] = \$1759$
- Tax Increment Credit = $\Sigma (\$127,500 \times 0.25 \times ((1+0.02)^n-1) \times (1-0.05)^n / \$1,000)$ for n = 1 to 25-year period = \$105
- \$\$ Allocated for Buy-Down = **\$989** (18.07% of fee before buy-down)

Fee if I-75 is excluded = $\$7,338 - \$1,759 - \$105 - \$989 = \$4,485$

Thus, the effect of I-75 on the mobility fee, or the Interstate Share, is $(\$5,831 - \$4,485 =) \$1,346$.

3.3 Indexing

Currently, Pasco County annually reviews its transportation impact fees to adjust them to respond to cost trends. With this update to its fee structure, the County is reserving the right to adjust mobility fees at any time, with full fee program reviews to be undertaken no less frequently than every three years. Fees will not be automatically indexed, and Board of County Commissioner action will be required to alter the fees.

Appendix A

Florida Studies Trip Characteristics Database

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 20 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 fees and the creation of land use plan category trip characteristics for communities throughout Florida and the U.S.

TOA estimates trip generation rates for all land uses in a transportation impact fee schedule using data from studies in the Florida Studies Database and the Institute of Transportation Engineers' (ITE) *Trip Generation* reference report (8th edition). In instances, when both ITE *Trip Generation* reference report and Florida Studies trip generation rate (TGR) data are available for a particular land use, the data is 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. TOA 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.

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	13,130	Average Trip Length:		6.70			
					Weighted Average Trip Length:		6.62			
					Pasco Adjusted Trip Length:		7.61			

Note: Georgia studies are not included in summary statistics.

Multi-Family/Apartment (ITE LUC 220)

Location	Size / Units	Date	Total # Interviews	# Trip Length	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	-	11.50	N/A	67.16	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

Total Size	3,467	2,648	Average Trip Length:	4.91	
ITE	18,480		Weighted Average Trip Length:	5.21	
			Pasco Adjusted Trip Length:	5.99	
Blended total	21,947				Weighted Average Trip Generation Rate: 6.31
					ITE Average Trip Generation Rate (8th): 6.65
					Blend of FL Studies and ITE Average Trip Generation Rate: 6.60
					Average VMT: 34.15

Note: The 2nd Sarasota study with 11.5 mi TL was excluded from Weighted Average Trip Length calculation.

Mobile Home Park (ITE LUC 240)

Location	Size / Units	Date	Total # Interviews	# Trip Length	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	1,303	Average Trip Length:	4.84	
			Weighted Average Trip Length:	4.60	
			Pasco Adjusted Trip Length:	5.29	
					Weighted Average Trip Generation Rate: 4.17
					ITE Average Trip Generation Rate (8th): 4.99

Retirement Community/Age-Restricted Single Family (ITE LUC 251)

Location	Size / Units	Date	Total # Interviews	# Trip Length	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Lakeland, FL	67	3/28-4/2/90	26	24	3.50	9am-4pm	2.44	N/A	8.54	Tindale-Oliver & Associates
Marion Co, FL	778	Apr-02	175	-	2.96	24hr.	3.49	N/A	10.33	Kimley-Horn & Associates
Marion Co, FL	877	Apr-02	209	-	2.91	24hr.	5.90	N/A	17.17	Kimley-Horn & Associates
Marion Co, FL	1,054	Apr-02	173	-	3.65	24hr.	6.00	N/A	21.90	Kimley-Horn & Associates
Marion Co, FL	3,076	Apr-02	198	-	2.63	24hr.	5.16	N/A	13.57	Kimley-Horn & Associates
Marion Co, FL	3,625	Apr-02	164	-	2.50	24hr.	5.83	N/A	14.58	Kimley-Horn & Associates

Total Size	9,477	945	Average Trip Length:	4.80	
ITE	6,034		Weighted Average Trip Length:	5.42	
			Pasco Adjusted Trip Length:	6.23	
Blended total	15,511				Weighted Average Trip Generation Rate: 2.75
					ITE Average Trip Generation Rate (8th): 3.71
					Blend of FL Studies and ITE Average Trip Generation Rate: 3.13

Age Restricted Multi-Family (ITE LUC 252)

Location	Size / Units	Date	Total # Interviews	# Trip Length	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Sun City Center, FL	208	Oct-91	726	726	2.46	24hr.	3.28	-	8.07	Tindale-Oliver & Associates

Total Size	208		Average Trip Length:	3.28	
ITE	67		Weighted Average Trip Length:	3.28	
			Pasco Adjusted Trip Length:	3.77	
Blended total	275				Weighted Average Trip Generation Rate: 2.46
					ITE Average Trip Generation Rate (8th): 3.48
					Blend of FL Studies and ITE Average Trip Generation Rate: 2.71

Note: The ITE sites are measured per "occupied dwelling unit"

Congregate Care Facility - Attached (ITE LUC 253)

Location	Size / Units	Date	Total # Interviews	# Trip Length	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	72	83	Average Trip Length:	2.80
ITE	388	388		Weighted Average Trip Length:	3.08
				Pasco Adjusted Trip Length:	3.54
Blended total	660	460			Weighted Percent New Trip Average: 71.6
					Weighted Average Trip Generation Rate: 3.50
					ITE Average Trip Generation Rate (8th): 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	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
Total Size	288		164							
ITE	4,760									
Blended total	5,048									
								Weighted Percent New Trip Average:	66.3	
								Weighted Average Trip Generation Rate:		10.44
								ITE Average Trip Generation Rate (8th):		8.17
								Blend of FL Studies and ITE Average Trip Generation Rate:		8.30

Motel (ITE LUC 320)

Location	Size (Rooms)	Date	Total # Interviews	# Trip Length	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		104							
								Weighted Percent New Trip Average:	76.6	
								Weighted Average Trip Generation Rate:		-
								ITE Average Trip Generation Rate (8th):		5.63

Resort Hotel (ITE LUC 330)

Location	Size (Rooms)	Date	Total # Interviews	# Trip Length	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Pinellas Co, FL	207	Sep-89	118	110	18.60	9a-7p	2.70	93.3	46.86	Tindale-Oliver & Associates
Pinellas Co, FL	390	Sep-89	116	90	-	10a-7p	7.90	78.0	-	Tindale-Oliver & Associates
Total Size	597		234							
								Weighted Percent New Trip Average:	83.3	
								Weighted Average Trip Generation Rate:		18.60
								ITE Average Trip Generation Rate (8th Edition, Adjusted PM Peak Hour of Generator):		5.10

Movie Theater with Matinee (ITE LUC 444)

Location	Size (Screens)	Date	Total # Interviews	# Trip Length	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							
ITE	10 estimated									
Blended total	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

Day Care Center (ITE LUC 565)

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length	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		301							
ITE	30.0									
Blended total	45.6									
								Weighted Percent New Trip Average:	73.2	

Nursing Home (ITE LUC 620)

Location	Size (Beds)	Date	Total # Interviews	# Trip Length	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		74							
ITE	415									
Blended total	535									
								Weighted Percent New Trip Average:	89.0	
								Weighted Average Trip Generation Rate:		2.86
								ITE Average Trip Generation Rate (8th):		2.37
								Blend of FL Studies and ITE Average Trip Generation Rate:		2.48

General Office Building (ITE LUC 710)

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length	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		736							
								Weighted Percent New Trip Average:	92.3	
								Weighted Average Trip Length:		6.46
								Weighted Average Trip Length:		5.15
								Pasco Adjusted Trip Length:		5.41

Medical-Dental Office Building (ITE LUC 720)

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length	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

Total Size	224.5	763
ITE	450.0	
Blended total		
674.5		

Average Trip Length:	5.07
Weighted Average Trip Length:	5.55
Pasco Adjusted Trip Length:	5.83

Weighted Percent New Trip Average: 88.9
 Average Trip Generation Rate: 35.59
 ITE Average Trip Generation Rate (8th): 36.13
 Blend of FL Studies and ITE Average Trip Generation Rate: 35.95

Specialty Retail Center (ITE LUC 814)

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Orlando, FL	56.5	Jan-96	-	602	-	varied	3.54	87.9	-	LCE, Inc. *
Collier Co, FL	12.0	May-99	-	13	19.70	8a-6p	3.70	75.0	54.67	Tindale-Oliver & Associates
Collier Co, FL	12.0	May-99	-	146	127.50	8a-6p	2.24	84.3	240.76	Tindale-Oliver & Associates

Total Size	80.5	24.0
ITE	100.0	100.0
Blended total		
156.5 124.0		

Average Trip Length:	3.16
Weighted Average Trip Length:	3.37
Pasco Adjusted Trip Length:	3.54

Weighted Percent New Trip Average: 85.4
 Weighted Average Trip Generation Rate: 73.60
 ITE Average Trip Generation Rate (8th): 44.32
 Blend of FL Studies and ITE Average Trip Generation Rate: 49.99

Shopping Center (ITE LUC 820)

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length	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
Pineles 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
169.3		
Average Trip Length: n/a		
Weighted Average Trip Length: n/a		
Weighted Percent New Trip Average: n/a		

Note: Georgia study with trip length of 8.50 is an outlier and has been excluded from weighted average trip length calculation.

The Shopping Center Trip Length was determined using though a regression analysis containing the studies above.

$TL = EXP(0.7232 * 0.0005 * (size))$

New/Used Auto Sales (ITE LUC 841)

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length	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

Total Size	86.0		288	Average Trip Length: 4.60						
ITE	374.0			Weighted Average Trip Length: 4.60						
				Pasco Adjusted Trip Length: 4.83						
Blended total	460.0			Weighted Percent New Trip Average: 78.5						
				Weighted Average Trip Generation Rate: 29.40						
				ITE Average Trip Generation Rate (8th): 33.34						
				Blend of FL Studies and ITE Average Trip Generation Rate: 29.85						

Supermarket (ITE LUC 850)

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Palm Harbor, FL	62.0	Aug-89	163	62	106.26	9a-4p	2.08	56.0	123.77	Tindale-Oliver & Associates

Total Size	62.0		163	Average Trip Length: 2.08						
ITE	156.0			Weighted Average Trip Length: 2.08						
				Pasco Adjusted Trip Length: 2.18						
Blended total	218.0			Weighted Percent New Trip Average: 56.0						
				Weighted Average Trip Generation Rate: 106.26						
				ITE Average Trip Generation Rate (8th): 102.24						
				Blend of FL Studies and ITE Average Trip Generation Rate: 103.38						

Convenience Store w/Gas Pumps (ITE LUC 853)

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length	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	15.6	1,148	Average Trip Length: 1.44						
ITE	30.0	30.0		Weighted Average Trip Length: 1.51						
Blended total	55.1	45.6		Weighted Percent New Trip Average: 27.7						
				Weighted Average Trip Generation Rate: 845.60						
				ITE Average Trip Generation Rate (8th): 845.60						
				Blend of FL Studies and ITE Average Trip Generation Rate: 775.14						

Pharmacy/Drugstore with and without Drive-Through Window (ITE LUC 880 & 881)

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length	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		1,542	Average Trip Length: 2.07						
ITE	108.0			Weighted Average Trip Length: 2.08						
				Pasco Adjusted Trip Length: 2.18						
Blended total	146.2			Weighted Percent New Trip Average: 32.5						
				Average Trip Generation Rate: 103.03						
				ITE Average Trip Generation Rate, 8th edition (LUC 880 / 881): 88.16 / 90.06						
				Blend of FL Studies and ITE Average Trip Generation Rate: 92.88						

Furniture Store (ITE LUC 890)

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length	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		132	Average Trip Length: 6.01						
				Weighted Average Trip Length: 6.09						
				Pasco Adjusted Trip Length: 6.39						
				Weighted Percent New Trip Average: 54.2						
				Average Trip Generation Rate: -						
				ITE Average Trip Generation Rate (8th): 5.06						

Bank/Savings w/Drive-In (ITE LUC 912)

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length	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	2.7	1,407	Average Trip Length: 2.38	
ITE	21.0	21.0		Weighted Average Trip Length: 2.46	
				Pasco Adjusted Trip Length: 2.58	
Blended total	46.2	23.7		Weighted Percent New Trip Average: 46.2	
				Weighted Average Trip Generation Rate: 246.66	
				ITE Average Trip Generation Rate (8th): 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	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	8.0	313	Average Trip Length: 2.80	
ITE	135.0	135.0		Weighted Average Trip Length: 3.14	
				Pasco Adjusted Trip Length: 3.30	
Blended total	150.5	143.0		Weighted Percent New Trip Average: 76.7	
				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	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

Total Size	35.6		1,102	Average Trip Length: 3.07	
ITE	98.0			Weighted Average Trip Length: 3.17	
Blended total	133.6			Weighted Percent New Trip Average: 70.8	
				Weighted Average Trip Generation Rate: 124.69	
				ITE Average Trip Generation Rate: 127.15	
				Blend of FL Studies and ITE Average Trip Generation Rate: 126.50	

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

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length	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	1283.47	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	664.20	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

Total Size	39.9	34.0	4,463	Average Trip Length: 2.42	
ITE	63.0	63.0		Weighted Average Trip Length: 2.05	
Blended total	102.9	97.0		Weighted Percent New Trip Average: 57.9	
				Weighted Average Trip Generation Rate: 564.46	
				ITE Average Trip Generation Rate (8th): 496.12	
				Blend of FL Studies and ITE Average Trip Generation Rate: 522.62	

Automobile Care Center (ITE LUC 942)

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length	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	5.5	519							
ITE	60.0	60.0								
Blended total	102.6	65.5								
								Average Trip Length: 2.74		
								Weighted Average Trip Length: 3.62		
								Pasco Adjusted Trip Length: 3.80		
								Weighted Percent New Trip Average: 72.2		
								Weighted Average Trip Generation Rate: 37.64		
								ITE Average Trip Generation Rate (8th): 33.80		
								Blend of FL Studies and ITE Average Trip Generation Rate: 34.12		

Gasoline Station (ITE LUC 944)

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length	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		238							
								Average Trip Length: 1.46		
								Weighted Average Trip Length: 1.90		
								Pasco Adjusted Trip Length: 2.00		
								Weighted Percent New Trip Average: 23.0		
								ITE Average Trip Generation Rate - per fuel position (8th): 168.56		

Self-Service Car Wash (ITE LUC 947)

Location	Size (Bays)	Date	Total # Interviews	# Trip Length	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Largo, FL	5.8	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
Total Size	5.8		288							
								Average Trip Length: 1.65		
								Weighted Average Trip Length: 2.00		
								Pasco Adjusted Trip Length: 2.10		
								Weighted Percent New Trip Average: 76.0		
								ITE Average Trip Generation Rate - per service bay (8th): 108.00		

Convenience/Gasoline/Fast Food Store (ITE LUC -)

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Volsia Co, FL	-	-	-	-	918.00	-	2.40	33.0	727.06	Tindale-Oliver & Associates
Collier Co, FL	2.4	Nov-99	-	128	1399.58	8a-6p	4.10	13.3	763.19	Tindale-Oliver & Associates
Indian River Co, FL	2.5	Mar-98	132	52	748.30	8a-6p	3.70	19.7	545.44	Tindale-Oliver & Associates
Indian River Co, FL	3.0	Mar-98	107	84	563.10	8a-6p	2.00	39.3	442.60	Tindale-Oliver & Associates
Indian River Co, FL	3.1	Mar-98	132	110	1396.00	8a-6p	1.80	41.7	1,047.84	Tindale-Oliver & Associates
Collier Co, FL	3.3	Nov-99	-	144	862.56	8a-6p	2.20	39.6	751.46	Tindale-Oliver & Associates
Total Size	14.3		371							
								Average Trip Length: 2.70		
								Weighted Average Trip Length: 2.65		
								Weighted Percent New Trip Average: 32.1		
								Weighted Average Trip Generation Rate: 984.59		

Appendix B

Travel Demand of Transit-Oriented and Traditional Neighborhood Developments

Appendix B

Transit Oriented Development and Traditional Neighborhood Development Vehicle Mile of Travel Reductions

This section describes potential reductions experience in vehicle mile of travel (VMT) that can experienced as a result of developing communities according to transit oriented development (TOD) and traditional neighborhood development (TND) principles and guidelines.

The methodology applied to estimate VMT reductions followed the guidelines implemented in URBEMIS 9.2 software. This software package was designed to estimate air emissions from land use development projects and, to be able to estimate emissions; VMT needs to be estimated as part of the process. URBEMIS 9.2 is based on the guidance and funding supplied by several California air districts:

- Bay Area Air Pollution Control District;
- Feather River Air Quality Management District;
- Imperial County Air Pollution Control District;
- Mendocino County Air Pollution Control District;
- Monterey Bay Unified Air Pollution Control District;
- Placer County Air Quality Management District;
- Sacramento Metropolitan Air Quality Management District;
- San Joaquin Valley Air Pollution Control District;
- San Luis Obispo County Air Pollution Control District;
- Santa Barbara Air Pollution Control District;
- South Coast Air Quality Management District; and
- Yolo-Solano Air Quality Management District.

Of all the variables used by the software to estimate VMT, only the ones applicable to the Pasco County TOD and TND development characteristics were evaluated. These development characteristics are the following:

- Residential Development Density
- Mix of Land Uses
- Local Serving Retail
- Transit Use
- Bikes and Peds

As part of their Comprehensive Plan, Pasco County has adopted 8 different TOD Transit Stations typologies; in addition, it has developed a TND ordinance. To evaluate reduction in VMT to be observed in these developments when compared to non-TOD and non-TND developments, typical requirements included in the County's regulations were used. The 8 TOD station typologies are the following:

- Regional Commercial
- Regional Professional Service
- Regional Mixed Use
- Community Commercial
- Community Professional Service
- Community Mixed Use-New Town/Villages
- Community Business Commerce Park
- Neighborhood

Even though all of them include a mix land uses and will be served by transit, the land use mix requirements vary from station to station. TND VMT reductions were assumed to be similar to TOD Neighborhood station minus the VMT reduction expected due to the presence of transit use.

It is the County's desire to have only one VMT reduction factor to be applied to all the transit stations; therefore, VMT reductions expected to be observed at each of the 8 TOD stations were computed and then, the average was calculated.

Residential Development Density

Even though URBEMIS 9.2 uses an elasticity formula to estimate residential trip generation reductions as a result of residential development density, Pasco County's Mobility Fee Schedule includes different residential land uses based on density. Therefore, reductions in VMT as a result of density increases are already taken into consideration in the VMT by land use computation

Mix of Land Uses

A procedure adapted from Criterion and Fehr & Peers, 2001 is used:

$$\text{Trip reduction} = (1 - (\text{ABS}(1.5 * h - e) / (1.5 * h + e)) - 0.25) / 0.25 * 0.03$$

Where:

h = study area households (or housing units)

e = study area employment

This formula assumes an "ideal" housing balance of 1.5 jobs per household, based on Messenger & Ewing (1996), and a baseline diversity of 0.25. The maximum possible reduction using this formula is 9%. The application of this formula resulted in the VMT reductions summarized in Table B-1.

Table B-1. Residential and Non-Residential VMT Reduction as a result of Mix of Land Uses

TOD Station	Area Households [per acre]	Employment [per acre]	VMT Reduction
Regional Commercial	8	44	2.14%
Regional Professional Service	8	44	2.14%
Regional Mixed Use	7	50	1.17%
Community Commercial	7	20	5.26%
Community Professional Service	6	40	1.41%
Community Mixed Use-New Town/Villages	12	30	6.00%
Community Business Commerce Park	4	23	1.97%
Neighborhood	4	30	1.00%

Local Serving Retail

The presence of local serving retail is expected to provide additional VMT generation reductions. The software recommends an additional 2% VMT reduction. Table B-2 summarized the VMT reductions as a result of the presence of local serving retail.

Table B-2. Residential and Non-Residential VMT Reduction as a result of Local Serving Retail

TOD Station	VMT Reduction
Regional Commercial	2.00%
Regional Professional Service	2.00%
Regional Mixed Use	2.00%
Community Commercial	2.00%
Community Professional Service	2.00%
Community Mixed Use-New Town/Villages	2.00%
Community Business Commerce Park	2.00%
Neighborhood	2.00%

Transit Use

Transit use reductions are based on two variables, transit use and the presence of facilities that allow for non-motorized access to transit (pedestrian/bicycle friendliness score). The transit use component is based on default transit service index scores assigned to different transit modes and frequencies. Based on planned transit services to be provided at each station, the transit use component was estimated. The second component of the transit use reduction was based on the ped/bike score explained in the next section.

The formula applied to estimate this reduction is the following:

$$\text{Trip reduction} = t * 0.075 + t * \text{ped/bike score} * 0.075$$

Where

t = transit service index

As can be seen in the formula, a maximum of 15 reductions in VMT can be accomplished by transit use.

Table B-3 summarized the VMT reductions obtained as a result of applying this methodology.

Table B-3. Residential and Non-Residential VMT Reduction as a result of Transit Use

TOD Station	VMT Reduction		
	Transit Use	Ped/Bike	Total
Regional Commercial	2.93%	4.24%	7.17%
Regional Professional Service	2.63%	4.24%	6.87%
Regional Mixed Use	3.08%	5.48%	8.56%
Community Commercial	2.93%	6.97%	9.90%
Community Professional Service	2.48%	6.97%	9.45%
Community Mixed Use-New Town/Villages	1.28%	6.97%	8.25%
Community Business Commerce Park	2.48%	6.97%	9.45%
Neighborhood	1.43%	6.97%	8.40%

Bikes and Peds

Reductions in VMT to account for the presence of bikes and peds facilities take into consideration the following two factors:

- Street connectivity, with traditional street networks as opposed to the loops, lollipops and cul-de-sacs of most conventional subdivision
- Human-scale streetscapes with adequate pedestrian amenities, access to shopping and other amenities, and higher densities (Lund et. al., 2004)

UREMIS 9.2 recommends the use of network density plus sidewalk completeness and bicycle network completeness to keep data requirements to a minimum. The pedestrian/bicycle factor is calculated as follows:

$$\text{Ped/bike factor} = (\text{network density} + \text{sidewalk completeness} + \text{bike lane completeness}) / 3$$

Where

Network density = intersections per square mile / 1300 (or 1.0, whichever is less)

Table B-4 summarized the VMT reductions obtained as a result of applying this methodology.

Table B-4. Residential and Non-Residential VMT Reduction as a result of Bikes and Peds

TOD Station	VMT Reduction
Regional Commercial	5.09%
Regional Professional Service	5.09%
Regional Mixed Use	6.58%
Community Commercial	8.36%
Community Professional Service	8.36%
Community Mixed Use-New Town/Villages	8.36%
Community Business Commerce Park	8.36%
Neighborhood	8.36%

Total VMT Reductions

After obtaining the reductions due to the presence of each individual characteristic, they were added, the total VMT reduction factor was obtained, and finally, the average VMT reduction to be applied to TOD development was computed in Table 7 as 20.46 percent. As mentioned above, reductions to be applied to TND were assumed to be similar to TOD Neighborhood station, less the 8.40 percent VMT reduction expected due to the presence of transit use. In addition, at this point in time, the increase in residential density at TND's are not expected to be significant; therefore, no reductions due to increase in residential density was assumed in the computation. The final VMT reduction for TND was estimated as 11.36%, as indicated in Table 8.

Table B-5. Total VMT Reduction Percentage in TOD

TOD Station					
	Mix of Uses	Local Serving Retail	Transit Use	Bike and Pedestrian	Total
Regional Commercial	2.14%	2.00%	7.17%	5.09%	16.40%
Regional Professional Service	2.14%	2.00%	6.87%	5.09%	16.10%
Regional Mixed Use	1.17%	2.00%	8.56%	6.58%	18.31%
Community Commercial	5.26%	2.00%	9.90%	8.36%	25.52%
Community Professional Service	1.41%	2.00%	9.45%	8.36%	21.22%
Community Mixed Use-New Town/Villages	6.00%	2.00%	8.25%	8.36%	24.61%
Community Business Commerce Park	1.97%	2.00%	9.45%	8.36%	21.78%
Neighborhood	1.00%	2.00%	8.40%	8.36%	19.76%
Average					20.46%

Table B-6. Total VMT Reduction Percentage in TND

Land Use					
	Mix of Uses	Local Serving Retail	Transit Use	Bike and Pedestrian	Total
TND	1.00%	2.00%	0.00%	8.36%	11.36%

Appendix C

Cost Component Calculations

APPENDIX C: Cost Component Calculations

This appendix presents the detailed calculations for the cost component of the transportation mobility fee study. Backup data and assumptions are provided for all cost variables (for county and state roads, and public transportation), including:

- Right-of-Way
- Construction
- Design/CEI
- Roadway Capacity
- Transit Capital Costs

County Roads – Right-of-Way

Since Pasco County's recent construction experience is limited, to obtain a database of more than one or two projects in each fee district on which to base an estimate of right-of-way cost per lane-mile of road, right-of-way costs from past capital programs were reviewed relative to construction costs. In addition, information on right-of-way costs per lane-mile from other road impact fee studies in other Florida Counties was also consulted. From the past capital programs, a relationship of 100:75:60 between per-lane right-of-way costs in the urban, suburban, and rural districts was established (See Table C-1). The review of other county impact fee studies indicated that right-of-way costs for four counties judged to be similar in character and stage of development to Pasco County in their mix of suburban and rural lands (Marion, Volusia, Leon, and Collier) ranged from 32 percent to 53 percent of the roadway construction cost, and averaged 44.8% (See Table C-2). These parameters were used to estimate right-of-way cost per lane-mile of \$900,000, \$675,000, and \$540,000 per lane-mile, which resulted in the county-wide right-of way cost of 46 percent of the construction cost. This cost is intended to include the total acquisition cost of the land, including the land cost, business damages, appraisal fees, and legal fees.

State Roads – Right-of-Way

As shown in Table C-3, right-of-way (ROW) cost data for several completed state projects in Pasco County was available – specifically recent acquisitions along SR 52, SR 54, and US 41. Based on recent ROW acquisition data for these projects, an average ROW cost per lane mile of approximately \$1,200,000 million for roads in the urban and suburban fee districts, and \$600,000 in the rural fee district was calculated.

**Table C-1
County Right-of-Way Acquisitions**

Project Number	CIP Project Number	Description	From	To	Segment Design Class	Feature	Length	Lanes Added	Total Lane Miles	ROW Cost	ROW Cost per Lane Mile
2	1221	Moon Lake Rd	Decubellis	SR 52	Urban	New Lane Construction- 4 Lanes	4.5	4	18.0	\$13,165,420	\$731,412
28	6010	Clinton	W. Curley	E. Pasadena	Urban	New Lane Construction-2 Lanes	4.6	2	9.2	\$9,380,000	\$1,019,565
38	4298	SR 54	SR 581	CR 577	Urban	Add Lanes & Reconstruct- 4-6 Lanes	3.4	6	20.6	\$6,842,000	\$332,136
3	1502	Ridge Rd	Broad St	Moon Lake	Urban	New Lane Construction- 4 Lanes	3.0	4	12.0	\$6,573,350	\$547,779
20	4050	Curley Rd	N. Overpass	N. Clinton	Urban	New Lane Construction-4 Lanes	3.8	4	15.2	\$5,582,270	\$367,255
6	1920	CR 578 (N Cty Line)	East Rd	Shady Hills Rd	Urban	New Lane Construction-4 Lanes	2.9	4	11.6	\$5,447,200	\$469,586
12	3411	Collier Pkwy	N. Pkwy	Ehren Cutoff	Urban	New Lane Construction-2 Lanes	2.4	2	4.8	\$5,440,000	\$1,133,333
27	5071	Clinton	W. of FT King	E. US 301	Urban	New Lane Construction-4 Lanes	1.3	4	5.2	\$5,282,000	\$1,015,769
25	4290	Z-hills	SR 54	E. of Handcart	Urban	New Lane Construction-2 Lanes	1.0	2	2.0	\$4,446,000	\$2,223,000
19	4040	CR 54	SR 56	Magnolia	Urban	New Lane Construction-4 Lanes	3.3	4	13.2	\$14,645,400	\$1,109,500
18	4012	Old Pasco Rd	Overpass	SR 52	Urban	Add Lanes & Reconstruct-2-4 Lanes	3.5	2	7.0	\$4,405,200	\$629,314
32	4070	Chancey	Fox Ridge	Morris Bridge Rd	Urban	New Lane Construction-2 Lanes	2.0	2	4.0	\$4,085,090	\$1,021,273
21	4005	CR 54 ⁽²⁾	Magnolia Boulevard	SR 581	Urban	Add Lanes & Reconstruct-2-4 Lanes	2.2	2	4.4	\$4,004,017	\$910,004
35	4008	Old Pasco Rd (Ph II)	Quail Hollow	Overpass	Urban	Add Lanes & Reconstruct-2-4 Lanes	2.5	4	10.1	\$3,048,165	\$301,799
34	3412	Collier Pkwy	Hale Rd	Parkway	Urban	New Lane Construction-2 Lanes	1.8	2	3.6	\$3,129,760	\$869,378
29	3940	Gunn Hwy	Hills Co Line	SR 54	Urban	New Lane Construction-2 Lanes	1.5	2	3.0	\$2,919,000	\$973,000
26	4060	Curley Rd	N. SR 54	N. Overpass	Urban	New Lane Construction-4 Lanes	3.5	4	14.0	\$2,427,600	\$173,400
10	2940	Little Rd	Trinity	SR 54	Urban	Add Lanes & Reconstruct- 4-6 Lanes	2.0	2	4.0	\$2,400,000	\$600,000
17	4004	Old Pasco Rd	800' N. of SR 54	Quail Hollow	Urban	New Lane Construction-4 Lanes	1.1	4	4.4	\$1,988,220	\$451,868
14	3501	Ridge Rd Ext	Suncoast	SR 41	Urban	New Lane Construction- 2 Lanes	3.8	2	7.5	\$1,620,000	\$216,000
11	3400	Lake Patience	W of Mitchell	US 41	Urban	New Lane Construction-2 Lanes	2.0	2	4.0	\$1,537,090	\$384,273
24	6020	Kossik Rd	Ft King	Greenslope	Urban	New Lane Construction-2 Lanes	0.9	2	1.8	\$981,836	\$545,464
9	2930	Little Rd	CR 54	Dusty Ln	Urban	Add Lanes & Reconstruct- 4-6 Lanes	2.5	2	5.0	\$750,000	\$150,000
1	1029	East Rd	Denton N.	County Line	Urban	New Lane Construction- 2 Lanes	0.3	2	0.6	\$596,000	\$993,333
23	5165	Christian	Powerline	US 301	Rural	New Lane Construction-2 Lanes	1.0	2	2.0	\$542,148	\$271,074
30	5164	Power Line Rd	Lock St	Fraze Hill	Urban	New Lane Construction-2 Lanes	1.0	2	2.0	\$542,148	\$271,074
31	6361	Zephyrhills	W. of Dean Dairy	US 301	Urban	Add Lanes & Reconstruct- 2-4 Lanes	3.0	2	6.0	\$400,000	\$66,667
7	2092	Decubellis	Starkey	Town Center Rd	Urban	Add Lanes & Reconstruct-2-4 Lanes	2.3	2	4.6	\$386,760	\$84,078
39	6360	Zephyrhills	Handcart	Dean Dairy	Urban	New Lane Construction-2 Lanes	1.6	2	3.2	\$300,000	\$93,750
22	5166	Fraze Hill Rd	14th	US 301	Rural	New Lane Construction-2 Lanes	0.2	2	0.4	\$114,048	\$285,120

(1) Construction costs for Total Project Cost purposes does NOT include cost of inflation

(2) Construction cost per lane mile based on the bid from Nelson Construction received in October 2005. Roadway was built to FDOT design standards.

Ln-Mi	Tot ROW Cost	Cost/Ln-Mi	Proposed Cost/Ln-Mi Relationship		Use
			Proposed Cost	Relationship %	
16.0	\$6,645,544	\$415,347	\$415,000	61.9%	60%
115.8	\$58,313,161	\$503,568	\$500,000	74.6%	75%
71.6	\$48,022,017	\$670,699	\$670,000	100.0%	100%

**Table C-2
County Right-of-Way Comparison**

ROW/Construction Factor Comparison

Year	Study	County Roadways		
		ROW	Constr.	%
2006	Citrus	\$784,599	\$2,584,099	30%
2006	Highlands	\$468,853	\$1,678,785	28%
2006	Marion	\$1,005,123	\$1,941,244	52%
2007	Pasco	\$814,517	\$3,079,051	26%
2007	Lake	\$599,185	\$2,911,021	21%
2007	Flagler	\$460,000	\$1,740,000	26%
2007	Volusia	\$858,109	\$2,651,778	32%
2008	Leon	\$1,120,000	\$2,660,000	42%
2008	Sumter	\$802,000	\$2,237,000	36%
2009	Collier	\$1,300,000	\$3,100,000	42%
2009	City of Tampa	\$1,500,000	\$2,800,000	54%
2010	Collier	\$901,000	\$1,708,000	53%
Average		\$884,449	\$2,424,248	36%

Selected Similar Counties Average: 44.8%

 Denotes County judged as similar to Pasco for ROW cost estimate

Source: Recent Transportation Impact Fee Studies

**Table C-3
State Right-of-Way Acquisitions**

ID	TIF Zone	Description	From	To	Section Design	Feature	Length	Lanes Added	Lane Miles Added	ROW	ROW Cost per Lane Mile
256322-1	R	SR 52	Moon Lake Rd	Suncoast Pkwy	Urban	2 to 6 Lanes	2.99	4	11.96	\$6,306,426	\$527,293
256337-1	U	SR 54	E. of Gunn Hwy	W. of N. Suncoast Pkwy	Urban	2 to 6 Lanes	2.78	4	11.12	\$19,990,198	\$1,797,680
256336-1	U	SR 54	Mitchell Bypass	E. of Gunn Hwy	Urban	2 to 6 Lanes	4.83	4	19.32	\$20,121,435	\$1,041,482
420284-1	U	SR 54	SR 581	CR 577	Urban	2 to 6 Lanes	2.29	4	9.16	\$15,182,596	\$1,657,489
256338-1	U	SR 54	US 19 (SR 55)	E. of Madison St	Urban	2 to 6 Lanes	3.07	4	12.28	\$14,682,829	\$1,195,670
256315-1	S-U	US 41 (SR 45)	Bell Lake Rd	Tower Rd	Urban	2 to 6 Lanes	3.13	4	12.52	\$13,769,192	\$1,099,776
Total									76.36	\$90,052,676	\$1,179,317
Total (Rural TIF Zone only)									11.96	\$6,306,426	\$527,293

Source: Pasco County Staff

County Roads – Construction

As shown in Table C-4, a statewide review of construction cost data for recent county roadway capacity expansion projects identified 22 improvements comprising 122 lane-miles from nine counties throughout the Florida. All of the projects were bid between 2008 and 2010 and have an “urban” (closed drainage) section design. Based on these projects, the construction cost for urban design county roadways was estimated at \$1,800,000 per lane mile.

Since no data was available for “rural” (open drainage) section design roadways the relationship between the urban and rural sections provided by the Florida DOT District 7’s LRE Cost-per-Mile tables was used to develop a proportionate value. Based on this information, rural design roads cost approximately 79 percent of the cost to build an urban design roadway (See Table C-6). Therefore, the estimated cost per lane-mile for a rural section was estimated at \$1,422,000 per lane mile.

State Roads – Construction

A similar review also was completed for roadway projects awarded by the Florida DOT in order to estimate the typical phase and total costs for capacity-adding projects. A total of 27 state projects, comprising 165 lane-miles of roadway in 18 counties, including Pasco County, were identified that were either bid or awarded from 2008 to 2010 calendar years. In addition, FDOT District 7 staff provided data on the District’s current construction cost estimates using the Long Range Estimation (LRE) system.

As shown in Table C-5, the review of recent bids and the LRE estimates from District 7 were used to develop a unit cost per lane-mile for an urban road section. The use of the actual bid cost figures may yield a conservative estimate for the state construction cost per lane mile (\$2,000,000) since information provided by District 7 staff indicates that the average construction cost for a typical urban arterial roadway is estimated at approximately \$3.2 million per lane mile (see Table C-5). Since all of the Florida DOT construction involved urban section roads, an average construction cost for a rural section lane-mile of \$1,738,000 was estimated, again based on the relation between the rural and urban section costs of the FDOT District 7 LRE costs, as was done for the County road cost estimates.

**Table C-4
Statewide County Roadway Projects**

County	District	Description	From	To	Year	Status	Feature	Design	Length	Lanes Added	Lane Miles Added	Construction Cost	Construction Cost per Lane
Collier	1	Santa Barbara Blvd Extension	Rattlesnake Hammock Rd	Davis Blvd	2008	Bid	0 to 6	Urban	2.00	6	12.00	\$18,947,979	\$1,578,998
Polk	1	Silver Connector Rd	E.F. Griffin Rd	US 98	2008	Bid	0 to 2	Urban	0.33	2	0.66	\$1,560,483	\$2,364,368
Polk	1	County Line Rd	Ewell Ave	Pipkin Rd	2008	Bid	2 to 4	Urban	1.20	2	2.40	\$3,993,892	\$1,664,122
Volusia	5	Debary Ave	Deltona Blvd	Providence Blvd	2008	Bid	2 to 4	Urban	1.84	2	3.68	\$7,405,914	\$2,012,477
Volusia	5	S. Williamson Blvd Phase II	S. of Sabal Creek Blvd	N. of Moody Bridge	2008	Bid	2 to 4	Urban	1.91	2	3.82	\$11,109,225	\$2,908,174
Lake	5	CR 466 (Segment A)	US 301	CR 319	2008	Bid	2 to 4	Urban	1.00	2	2.00	\$4,062,660	\$2,031,330
Hillsborough	7	40th St	River Pines Apts	Humphrey St	2008	Bid	2 to 4	Urban	0.95	2	1.90	\$5,154,862	\$2,713,085
Hillsborough	7	Race Track Rd (Phase I)	Douglas Rd	Linebaugh Ave	2008	Bid	2 to 6	Urban	1.01	4	4.04	\$10,099,911	\$2,499,978
Orange	5	CR 535 (Segments C and E)	Ficquette Rd	Butler Ridge Dr	2008	Bid	2 to 4	Urban	1.10	2	2.20	\$3,695,233	\$1,679,651
Orange	5	Taft-Vineland Road Extension	Central Florida Pkwy	John Young Pkwy	2008	Bid	0 to 4	Urban	0.80	4	3.20	\$3,476,629	\$1,086,447
Lee	1	Gladiolus Dr (Ph. I)	A&W Bulb Rd	Winkler Rd	2008	Bid	2 to 4/6	Urban	1.94	2/4	5.44	\$13,971,509	\$2,568,292
Lee	1	Gladiolus Dr (Ph. II)	Pine Ridge Rd	A&W Bulb Rd	2008	Bid	2 to 4	Urban	1.02	2	2.04	\$6,748,642	\$3,308,158
Hillsborough	7	Bruce B. Downs	Palm Springs Blvd	Pebble Beach Blvd	2009	Bid	4 to 8	Urban	7.20	4	28.80	\$40,575,305	\$1,408,865
Hillsborough	7	Race Track Rd (Phase IV)	Douglas Rd	Hillsborough Ave	2009	Bid	2 to 6	Urban	0.56	4	2.24	\$4,397,412	\$1,963,130
Sarasota	1	Fruitville Rd (Ph. I)	Tatum Rd	Debreceen 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
Orange	5	Barack Obama Pkwy (Phase I)	N. of Conroy Rd	Metro West Blvd	2010	Bid	0 to 4	Urban	1.50	4	6.00	\$8,691,007	\$1,448,501
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
Collier	1	Oil Well Rd (Segment 2)	Immokalee Rd	E. of Everglades Blvd	2010	Bid	2 to 4	Urban	3.33	2	6.66	\$19,735,024	\$2,963,217
Collier	1	Oil Well Rd (Segment 4A)	W. of Oil Well Grade Rd	W. of Camp Keais Rd	2010	Bid	2 to 6	Urban	3.79	4	15.16	\$19,464,255	\$1,283,922
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
Total											121.78	\$223,621,574	\$1,836,275

Source: County roadway bids from the TOA Cost Database with information having been provided by each respective County

**Table C-5
Statewide State Roadway Projects**

County	District	Description	From	To	Year	Status	Feature	Design	Length	Lanes Added	Lane Miles Added	Construction Cost	Construction Cost per Lane
Walton	3	SR 83 (US 331)	SR 30 (US 98)	S. end of Choctaw Bridge	2008	Bid	2 to 4	Urban	2.08	2	4.16	\$11,649,363	\$2,800,328
Hillsborough	7	US 301 (SR 43)	S. of Balm Rd	N. of Gibsonton Rd	2008	Bid	2 to 6	Urban	6.03	4	24.12	\$55,702,777	\$2,309,402
Indian River	4	SR 5 (US 1)	S. of Oslo Rd	S. of Indian River Bend	2008	Bid	4 to 6	Urban	1.70	2	3.40	\$14,953,562	\$4,398,106
Indian River	4	SR 60/Osceola Blvd	W. of 82 Ave	66th Ave/CR 505	2008	Bid	4 to 6	Urban	2.15	2	4.30	\$18,496,793	\$4,301,580
Orange	5	SR 50	Good Homes Rd	Pine Hills Rd	2008	Bid	4 to 6	Urban	3.63	2	7.26	\$35,929,914	\$4,949,024
Leon	3	SR 10 (Mahan Drive)	Dempsey Mayo Rd	Walden Rd	2009	Bid	2 to 4	Urban	3.10	2	6.20	\$18,083,510	\$2,916,695
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	\$7,366,557	\$1,199,765
Sarasota	1	US 301	Wood St	Myrtle Ave	2009	Bid	4 to 6	Urban	2.60	2	5.20	\$18,372,050	\$3,533,087
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	\$20,663,929	\$1,243,317
Manatee	1	US 301	Erie Rd	CR 675	2009	Bid	4 to 6	Urban	4.10	2	8.20	\$21,040,000	\$2,565,854
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	\$6,383,286	\$2,127,762
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	Urban	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
Desoto	1	US 17 (SR 35)	N. of Peace River Shores	SW Collins Street	2010	Bid	2 to 4	Urban	3.88	2	7.76	\$13,066,106	\$1,683,777
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	\$7,145,212	\$2,413,923
Lee	1	US 41	Corkscrew Rd	San Carlos Blvd	2010	Bid	4 to 6	Urban	4.48	2	8.96	\$12,822,677	\$1,431,102
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	\$18,782,630	\$1,599,883
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
Total											164.64	\$364,683,442	\$2,215,035

Source: FDOT recently-bid projects by transportation district, available at www.dot.state.fl.us.

**Table C-6
Urban / Rural Section Design Adjustment Factor**

Improvement	Construction Cost per Lane Mile		Rural / Urban
	Rural Design	Urban Design	
0-2 Lanes	\$2,716,837	\$3,884,755	70%
0-4 Lanes	\$2,095,149	\$2,642,687	79%
0-6 Lanes	\$1,755,219	\$2,128,281	82%
2-4 Lanes	\$2,973,937	\$3,619,455	82%
4-6 Lanes	\$3,242,743	\$3,985,040	81%
Average	\$2,556,777	\$3,252,044	79%

Source: FDOT District 7 LRE (2010)

County Roads –Design/CEI

Based on discussion with County staff, design costs were estimated at eight percent of construction costs, and construction/engineering inspection costs were estimated at seven percent of construction costs.

State Roads –Design/CEI

Design and CEI costs totaling 20 percent of the construction costs were applied, based on guidance from the FDOT provided in conjunction with preparation of the MPO LRTP.

Roadway Capacity

Vehicular capacity per lane-mile of construction was based on the improvements planned in the Pasco County MPO’s Cost-Affordable Long-Range Transportation Plan (see Table C-7). The number of lanes added and lengths of improvements were multiplied to develop lane-miles of improvement. In addition, the service volumes for existing roads and improved roads were assigned from the “Generalized Annual Average Daily Volumes for Florida’s Urbanized Areas” (generalized service volume) tables published by the Florida DOT (October, 2010). The change in service volumes were multiplied by the length of each road improvement to develop the total vehicle-miles of service volume delivered by each improvement. The vehicle-miles of service volume were divided by the lane-miles of improvement for Interstate, Other State, and County road improvements in each impact fee district to estimate service capacities per lane for each category of road in each fee district.

**Table C-7
Pasco County 2035 LRTP Cost Feasible Plan – Capacity per Lane Mile Calculation**

Jurisdiction	On	From	To	Section Design	Fee District	Exist Lanes	Improved Lanes	Lanes Added	Length	Lane Miles Added	Initial Capacity	Future Capacity	Vehicle Miles of Capacity
County	Shady Hills Rd	SR 52	Hernando Co.	Rural	Rural	2U	4D	2	7.32	14.64	12,100	25,200	95,892
County	Asbel	Roaches Run	SR 52	Rural	Sub-Urban	00	2U	2	3.08	6.16	-	14,300	44,015
County	Asbel Ext.	US 41	Symphony Pkwy	Rural	Sub-Urban	00	2U	2	0.21	0.41	-	14,300	2,960
County	CR 579 (Handcart)	CR 579A (Prospect Rd)	N. of Clinton Ave	Rural	Sub-Urban	00	2U	2	1.74	3.48	-	14,300	24,911
County	Elam Rd	Overpass Rd	Curley Rd	Rural	Sub-Urban	00	2U	2	2.58	5.15	-	14,300	36,837
County	Lacoochee-Trilby Access			Rural	Sub-Urban	00	2U	2	1.92	3.84	-	14,300	27,456
County	Leonard Rd	Sunlake Dr	Henley Rd	Rural	Urban	00	2U	2	1.27	2.54	-	13,700	17,413
County	CR 578 (County Line Rd)	1/4 mile E. of Shady Hills	Suncoast Pkwy	Urban	Rural	2U	4D	2	3.81	7.62	12,100	25,200	49,937
County	CR 578 (County Line Rd)	1/4 mile E. of East Rd	Shady Hills	Urban	Rural	2U	4D	2	3.19	6.37	12,100	25,200	41,737
County	Artifact Dr	SR 54	Eiland Blvd	Urban	Sub-Urban	00	2U	2	1.02	2.03	-	14,300	14,529
County	Bexley Ranch Blvd	Lake Patience	Sunlake Dr	Urban	Sub-Urban	00	2U	2	1.58	3.16	-	14,300	22,580
County	Bexley Ranch Blvd	Sunlake Dr	Drexel	Urban	Sub-Urban	00	2U	2	2.31	4.61	-	14,300	32,990
County	CR 52A (Clinton Ave)	Pasadena Rd	CR 41 (Ft King Hwy)	Urban	Sub-Urban	2U	4D	2	1.01	2.01	14,300	31,500	17,286
County	CR 52A (Clinton Ave)	CR 577 (Curley Rd)	Pasadena Rd	Urban	Sub-Urban	2U	4D	2	1.01	2.02	14,300	31,500	17,372
County	CR 530 Ext.	US 301 (Gall Blvd)	Wire Rd	Urban	Sub-Urban	00	2U	2	0.49	0.98	-	14,300	7,036
County	CR 530 Ext.	CR 41 (Ft King Hwy)	Greenslope	Urban	Sub-Urban	00	4D	4	0.75	3.00	-	31,500	23,657
County	CR 54 (E)	US 301 (Gall Blvd)	Wire Rd	Urban	Sub-Urban	2U	4D	2	0.50	1.00	14,300	31,500	8,617
County	CR 54 (E)	Wire Rd	23rd St	Urban	Sub-Urban	2U	2D	0	0.76	0.00	14,300	15,000	531
County	CR 577 (Curley Rd)	Overpass Rd	Elam Rd	Urban	Sub-Urban	2U	4D	2	1.07	2.13	14,300	31,500	18,352
County	CR 577 (Curley Rd)	Elam Rd	Clinton Ave Ext.	Urban	Sub-Urban	2U	4D	2	3.29	6.58	14,300	31,500	56,622
County	CR 577 (Curley Rd)	SR 54	Overpass Rd Ext.	Urban	Sub-Urban	00	4D	4	2.60	10.40	-	31,500	81,900
County	CR 587 (Moonlake)	Ridge Ext.	SR 52	Urban	Sub-Urban	2U	4D	2	4.78	9.57	14,300	31,500	82,285
County	Caliente Blvd	US 41	Ehren Cutoff	Urban	Sub-Urban	00	2U	2	1.48	2.95	-	14,300	21,121
County	Clinton Ave Ext.	SR 52	CR 577 (Curley Rd)	Urban	Sub-Urban	00	4D	4	1.83	7.32	-	31,500	57,645
County	Collier Pkwy	Pines Pkwy	CR 583 (Ehren Cutoff)	Urban	Sub-Urban	00	2U	2	1.83	3.67	-	14,300	26,212
County	Collier Pkwy Ext.	CR 583 (Ehren Cutoff)	SR 52	Urban	Sub-Urban	00	2U	2	3.79	7.58	-	14,300	54,211
County	Connerton Blvd	Pleasant Plains Pkwy	Ehren Cutoff	Urban	Sub-Urban	00	4D	4	1.44	5.77	-	31,500	45,455
County	Decubellis	Starkey	Town Center	Urban	Sub-Urban	2U	4D	2	1.69	3.38	14,300	31,500	29,051
County	Drexel	Lake Patience	Tower Rd	Urban	Sub-Urban	00	2U	2	1.67	3.33	-	14,300	23,810
County	Eiland Blvd	Dean Dairy	US 301 (Gall Blvd)	Urban	Sub-Urban	2U	4D	2	1.67	3.35	14,300	31,500	28,776
County	McKendree Realignment	Overpass Rd	Elam Rd	Urban	Sub-Urban	00	4D	4	0.38	1.52	-	31,500	12,002
County	McKendree Realignment	Elam Rd	Tyndal Rd	Urban	Sub-Urban	00	4D	4	1.35	5.38	-	31,500	42,368
County	Overpass Rd Ext.	McKendree Rd	Boyette Rd	Urban	Sub-Urban	2U	4D	2	0.26	0.51	14,300	31,500	4,403
County	Overpass Rd Ext.	CR 577 (Curley Rd)	CR 579 (Handcart)	Urban	Sub-Urban	00	4D	4	2.61	10.42	-	31,500	82,058
County	Overpass Rd Ext.	CR 579 (Handcart)	CR 41 (Ft King Hwy)	Urban	Sub-Urban	00	4D	4	2.51	10.06	-	31,500	79,191
County	Overpass Rd Ext.	Boyette Rd	CR 577 (Curley Rd)	Urban	Sub-Urban	00	4D	4	2.06	8.25	-	31,500	64,985
County	Pleasant Plains Pkwy	Roadway A	US 41	Urban	Sub-Urban	00	2U	2	1.42	2.84	-	14,300	20,277
County	Pleasant Plains Pkwy	Connerton Blvd	Collier Pkwy Ext.	Urban	Sub-Urban	00	4D	4	1.59	6.37	-	31,500	50,180
County	Ridge Rd Ext.	Suncoast Pkwy	US 41	Urban	Sub-Urban	00	4D	4	3.95	15.78	-	31,500	124,299
County	Roadway I	Tower Rd	Bexley Ranch Blvd	Urban	Sub-Urban	00	2U	2	1.63	3.26	-	14,300	23,309
County	Simon Rd	Eiland Blvd	CR 41 (Ft King Hwy)	Urban	Sub-Urban	00	2U	2	1.33	2.67	-	14,300	19,062
County	Starkey	Town Ave	River Crossing	Urban	Sub-Urban	2U	4D	2	2.75	5.50	14,300	31,500	47,300
County	Sunshine Rd	Overpass Rd	CR 41 (Ft King Hwy)	Urban	Sub-Urban	00	2U	2	2.52	5.03	-	14,300	35,979
County	Symphony Pkwy	Connerton Blvd	SR 52	Urban	Sub-Urban	00	2U	2	3.05	6.10	-	14,300	43,601
County	Tower Rd	Lake Patience	Sunlake Dr	Urban	Sub-Urban	00	4D	4	0.71	2.82	-	31,500	22,208

Table C-7 (continued)
Pasco County 2035 LRTP Cost Feasible Plan – Capacity per Lane Mile Calculation

Jurisdiction	On	From	To	Section Design	Fee District	Exist Lanes	Improved Lanes	Lanes Added	Length	Lane Miles Added	Initial Capacity	Future Capacity	Vehicle Miles of Capacity
County	Tower Rd	Sunlake Dr	US 41	Urban	Sub-Urban	00	2U	2	2.99	5.98	-	14,300	42,771
County	Tower Rd	Sunlake Dr	US 41	Urban	Sub-Urban	2U	4D	2	2.99	5.98	14,300	31,500	51,445
County	Tower Rd	Town Ave	Ashley Glen Blvd	Urban	Sub-Urban	00	2U	2	3.02	6.05	-	14,300	43,243
County	Town Center Blvd	Tower Rd	Sunlake Dr	Urban	Sub-Urban	00	2U	2	0.85	1.70	-	14,300	12,169
County	Wire Rd	CR 54	CR 530 (Otis Allen Rd)	Urban	Sub-Urban	2U	4D	2	1.50	3.01	14,300	31,500	25,852
County	Ashley Glen Blvd	Mentmore	Tower Rd (S)	Urban	Urban	00	4D	4	0.62	2.49	-	29,900	18,598
County	Ashley Glen Blvd	SR 54	Mentmore	Urban	Urban	00	4D	4	0.81	3.25	-	29,900	24,279
County	CR 1 (Little Rd)	Dusty Lane	CR 587 (Mass)	Urban	Urban	4D	6D	2	0.37	0.74	29,900	45,300	5,683
County	CR 1 (Little Rd)	Old CR 54	Dusty Lane	Urban	Urban	4D	6D	2	2.69	5.38	29,900	45,300	41,457
County	CR 1 (Little Rd)	Trinity Blvd	SR 54	Urban	Urban	4D	6D	2	1.97	3.95	29,900	45,300	30,400
County	CR 54 Ext.	Hills Co. Rd	SR 56	Urban	Urban	00	2U	2	1.34	2.67	-	13,700	18,290
County	CR 587 (Gunn Hwy)	Interlaken Rd	SR 54	Urban	Urban	2U	4D	2	0.44	0.88	13,700	29,900	7,160
County	CR 587 (Gunn Hwy)	SR 54	Fanning Springs Dr	Urban	Urban	00	4D	4	1.33	5.32	-	29,900	39,767
County	CR 587 (Gunn Hwy)	Hillsborough Co.	Interlaken Rd	Urban	Urban	2U	4D	2	1.00	2.00	13,700	29,900	16,232
County	Chancey Rd Ext.	SR 581	New Road B	Urban	Urban	00	4D	4	0.95	3.80	-	29,900	28,375
County	Chancey Rd Ext.	Meadow Pointe Blvd	Stanley	Urban	Urban	00	2U	2	0.78	1.55	-	13,700	10,645
County	Chancey Rd Ext.	Meadow Pointe Blvd	Stanley	Urban	Urban	2U	4D	2	0.78	1.55	13,700	29,900	12,587
County	Chancey Rd Ext.	Stanley	New River Rd	Urban	Urban	00	2U	2	1.75	3.49	-	13,700	23,920
County	Chancey Rd Ext.	Stanley	CR 579 (Morris Bridge Rd)	Urban	Urban	2U	4D	2	2.50	5.00	13,700	29,900	40,516
County	Chancey Rd Ext.	New Road B	Meadow Pointe Blvd	Urban	Urban	00	2U	2	2.42	4.84	-	13,700	33,127
County	Collier Pkwy	Livingston	Willow Bend Pkwy	Urban	Urban	2U	4D	2	0.93	1.87	13,700	29,900	15,115
County	Decubellis	CR 1 (Little Rd)	Starkey	Urban	Urban	2U	4D	2	1.43	2.87	13,700	29,900	23,215
County	Eiland Blvd	Handcart	Clifton Down Dr	Urban	Urban	2U	4D	2	0.37	0.75	13,700	29,900	6,059
County	Eiland Blvd	Clifton Down Dr	Dean Dairy	Urban	Urban	2U	4D	2	1.67	3.34	13,700	29,900	27,038
County	Fanning Springs Dr	CR 587 (Gunn Hwy)	Starkey	Urban	Urban	00	2U	2	2.90	5.80	-	13,700	39,744
County	Hills Co. Rd	Livingston	CR 581	Urban	Urban	2U	4D	2	4.54	9.08	13,700	29,900	73,564
County	Hills Co. Rd	Meadow Pointe Blvd	US 301 (Gall Blvd)	Urban	Urban	00	2U	2	5.02	10.04	-	13,700	68,801
County	Lake Patience	Tower Rd	Town Center	Urban	Urban	00	4D	4	1.52	6.08	-	29,900	45,448
County	Lake Patience	Sunlake Dr	Oakstead Blvd	Urban	Urban	2U	4D	2	0.62	1.24	13,700	29,900	10,028
County	Lake Patience	Oakstead Blvd	US 41	Urban	Urban	2U	4D	2	2.22	4.45	13,700	29,900	36,029
County	Little Rd Ext.	Fivay	US 19	Urban	Urban	4D	6D	2	4.33	8.66	29,900	45,300	66,682
County	Livingston	SR 54	Collier Pkwy	Urban	Urban	00	4D	4	0.84	3.37	-	29,900	25,206
County	Mansfield	SR 56	Mansfield Ext.	Urban	Urban	00	2U	2	2.64	5.28	-	13,700	36,154
County	Mansfield	SR 56	Mansfield Ext.	Urban	Urban	2U	4D	2	2.64	5.28	13,700	29,900	42,752
County	Mansfield	Mansfield Ext.	SR 54	Urban	Urban	00	4D	4	1.01	4.04	-	29,900	30,199
County	McKendree Realignment	Tyndal Rd	SR 52	Urban	Urban	00	4D	4	1.90	7.58	-	29,900	56,690
County	Meadow Pointe Blvd	SR 56	SR 54	Urban	Urban	2U	4D	2	2.86	5.71	13,700	29,900	46,251
County	Mentmore	Ashley Glen Blvd	Meadowbrook Dr	Urban	Urban	00	2U	2	0.50	1.00	-	13,700	6,850
County	New River Blvd	SR 54	Overpass Rd Ext.	Urban	Urban	00	2U	2	2.83	5.66	-	13,700	38,744
County	New River Rd	SR 56	Chancey Ext.	Urban	Urban	00	2U	2	0.57	1.14	-	13,700	7,823
County	New River Rd Ext.	SR 54	Z. West Ext.	Urban	Urban	00	2U	2	1.72	3.45	-	13,700	23,619
County	New Road A	Meadow Pointe Blvd	CR 579 (Morris Bridge Rd)	Urban	Urban	00	2U	2	2.51	5.02	-	13,700	34,387
County	North Collector	Roadway A	Sunlake Dr (S)	Urban	Urban	00	2U	2	0.97	1.94	-	13,700	13,262
County	Northwood Palms Blvd	Hillsborough Co.	SR 56	Urban	Urban	00	2U	2	1.01	2.02	-	13,700	13,837
County	Old Dixie	New York Ave	Aripeka Rd	Urban	Urban	00	2U	2	3.76	7.53	-	13,700	51,553

Table C-7 (continued)
Pasco County 2035 LRTP Cost Feasible Plan – Capacity per Lane Mile Calculation

Jurisdiction	On	From	To	Section Design	Fee District	Exist Lanes	Improved Lanes	Lanes Added	Length	Lane Miles Added	Initial Capacity	Future Capacity	Vehicle Miles of Capacity
County	Overpass Rd	Pasco Rd	McKendree Rd	Urban	Urban	2U	4D	2	0.58	1.15	13,700	29,900	9,347
County	Pasco Rd	SR 54	Quail Hollow Blvd	Urban	Urban	2U	4D	2	1.24	2.49	13,700	29,900	20,153
County	Pasco Rd	Quail Hollow Blvd	Overpass Rd	Urban	Urban	2U	4D	2	1.96	3.93	13,700	29,900	31,801
County	Pasco Rd	Overpass Rd	SR 52	Urban	Urban	2U	4D	2	3.54	7.08	13,700	29,900	57,348
County	Pemberton Rd	Perrine Ranch Ext.	Mitchell Rd	Urban	Urban	00	2U	2	0.80	1.60	-	13,700	10,933
County	Roadway A	Bexley Ranch Blvd	Roadway C	Urban	Urban	00	2U	2	2.40	4.80	-	13,700	32,907
County	Stanley	Hillsborough Co.	SR 54	Urban	Urban	00	2U	2	3.83	7.66	-	13,700	52,498
County	Starkey	CR 1 (Little Rd)	SR 54	Urban	Urban	00	2U	2	1.54	3.07	-	13,700	21,057
County	Starkey	River Crossing	Decubellis	Urban	Urban	2U	4D	2	0.74	1.48	13,700	29,900	12,004
County	Sunlake Blvd	Mentmore	Lake Patience	Urban	Urban	00	4D	4	0.67	2.66	-	29,900	19,884
County	Sunlake Blvd	Tower Rd	SR 52	Urban	Urban	00	2U	2	8.58	17.16	-	13,700	117,573
County	Sunlake Blvd	Hillsborough Co.	T. Rowe Price Access	Urban	Urban	2U	4D	2	1.10	2.20	13,700	29,900	17,820
County	Sunlake Blvd	Lake Patience	Tower Rd	Urban	Urban	00	4D	4	0.43	1.74	-	29,900	12,977
County	Sweetbriar	Holiday Lake Dr	CR 595A (Baillies Bluff Rd)	Urban	Urban	00	2U	2	1.52	3.04	-	13,700	20,838
County	Town Ave	Starkey	Gunn Hwy Ext.	Urban	Urban	00	2U	2	2.66	5.32	-	13,700	36,456
County	Town Ave	Gunn Hwy Ext.	Tower Rd	Urban	Urban	00	2U	2	0.75	1.49	-	13,700	10,234
County	Trinity Blvd	Tamarind Dr	SR 54	Urban	Urban	2U	4D	2	2.21	4.41	13,700	29,900	35,753
County	Trinity Blvd	CR 1 (Little Rd)	Tamarind Dr	Urban	Urban	2U	4D	2	1.04	2.09	13,700	29,900	16,897
County	Trinity Blvd Ext.	SR 54	Town Ave	Urban	Urban	00	2U	2	1.02	2.04	-	13,700	13,974
County	Wesley Chapel Blvd	SR 54/56 Int.	Magnolia Blvd	Urban	Urban	2U	4D	2	2.96	5.92	13,700	29,900	47,952
County	Wesley Chapel Blvd	Magnolia Blvd	Pasco Rd	Urban	Urban	4D	6D	2	0.93	1.86	29,900	45,300	14,322
County	Willow Bend Pkwy	US 41	Collier Pkwy	Urban	Urban	2U	4D	2	1.46	2.92	13,700	29,900	23,684
County	Wilson	SR 54	Lake Patience	Urban	Urban	00	2U	2	1.62	3.23	-	13,700	22,139
County	Z. West Ext.	SR 54	Handcart	Urban	Urban	00	4D	4	4.19	16.76	-	29,900	125,311
State	SR 52	Suncoast Pkwy	US 41	Urban	Sub-Urban	2U	6D	4	2.99	11.95	15,850	52,800	110,407
State	SR 52	US 41	CR 581 (Bellamy Brothers)	Urban	Sub-Urban	2U	4D	2	8.89	17.79	15,850	34,950	169,875
State	SR 52	Boyette Rd (McKendree)	Emmanuel Cemetery Rd	Urban	Sub-Urban	2U	4D	2	0.63	1.27	15,850	34,950	12,109
State	SR 54	6th St	US 301 (Gall Blvd)	Urban	Sub-Urban	2U	4D	2	0.07	0.14	15,850	34,950	1,299
State	US 301 (Gall Blvd)	SR 56	SR 39	Urban	Sub-Urban	2U	4D	2	1.47	2.94	15,850	34,950	28,077
State	US 301 (Gall Blvd)	CR 54	Dade City Bypass	Urban	Sub-Urban	4D	6D	2	8.51	17.02	34,950	52,800	151,904
State	US 301 (Gall Blvd)	CR 54	CR 530 Ext. Kossik Rd	Urban	Sub-Urban	4D	6D	2	2.92	5.84	34,950	52,800	52,122
State	US 301 (N)	US 98	CR 52A (Clinton Ave)	Urban	Sub-Urban	4D	6D	2	0.28	0.57	34,950	52,800	5,069
State	US 41	Ridge Rd Ext.	SR 52	Urban	Sub-Urban	2U	4D	2	2.56	5.12	15,850	34,950	48,934
State	SR 52	CR 581 (Bellamy Brothers)	I-75 SB Ramps	Urban	Urban	2U	4D	2	2.00	3.99	15,200	33,200	35,928
State	SR 52	I-75 SB Ramps	Boyette Rd (McKendree)	Urban	Urban	4D	6D	2	0.78	1.56	33,200	50,300	13,304
State	SR 54	Ashley Glen Blvd	US 41	Urban	Urban	4D	6D	2	4.72	9.43	33,200	50,300	80,627
State	SR 54	I-75	SR 581	Urban	Urban	6D	8D	2	0.29	0.59	50,300	67,300	4,981
State	SR 54	E. of CR 577 (Curley)	CR 579 (Morris Bridge Rd)	Urban	Urban	2U	4D	2	4.39	8.77	15,200	33,200	78,966
State	SR 56	Meadow Pointe Blvd	CR 579 (Morris Bridge Rd)	Urban	Urban	00	4D	4	3.18	12.72	-	33,200	105,543
State	SR 56	CR 579 (Morris Bridge Rd)	US 301 (Gall Blvd)	Urban	Urban	00	4D	2	3.26	6.52	-	33,200	108,166
State	SR 56	CR 579 (Morris Bridge Rd)	US 301 (Gall Blvd)	Urban	Urban	00	00	2	3.26	6.52	-	-	-
State	SR 581 Ext.	SR 581	SR 54	Urban	Urban	00	6D	6	1.66	9.96	-	50,300	83,498

Table C-7 (continued)
Pasco County 2035 LRTP Cost Feasible Plan – Capacity per Lane Mile Calculation

Jurisdiction	On	From	To	Section Design	Fee District	Exist Lanes	Improved Lanes	Lanes Added	Length	Lane Miles Added	Initial Capacity	Future Capacity	Vehicle Miles of Capacity
Interstate	I-75	SR 52	Hernando Co.	Interstate	Rural	4F	6F	2	8.03	16.07	53,800	81,500	222,542
Interstate	I-75	SR 56	CR 54	Interstate	Urban	4F	6F	2	3.34	6.68	53,800	81,500	92,573
Interstate	I-75	CR 54	SR 52	Interstate	Urban	4F	6F	2	6.61	13.21	53,800	81,500	182,959
									Total	289.82	669.15		

Lane-Miles Added:

	Urban	Suburban	Rural
Interstate	19.89	0	16.07
State	60.06	62.64	0
County	268.75	213.11	28.63

Veh-mi Capacity Added:

	Urban	Suburban	Rural
Interstate	275,532	-	222,542
State	511,012	579,796	-
County	1,991,357	1,652,915	187,566

Capacity per lane-mile:

	Urban	Suburban	Rural
Interstate	13,853	n/a	13,848
State	8,508	9,256	n/a
County	7,410	7,756	6,551

Transit Costs

A transit capital cost model was constructed in which the transit system described in the County Transit Development Plan was compared with the transit system existing in 2010. Capital elements of the two systems were identified, such as needed bus stops (basic stops and stops with shelters), transit vehicles, transfer stations, and park and ride lots.

The number of bus stops was assumed at three per mile of route, and one of ten stops would have a shelter provided. The number of buses needed was based on the miles of routes, the average travel speed, the minimum headway, and a fleet margin. The values used are summarized in Table C-8. In addition to the number of buses needed to cover the routes, the Federal Transit Administration requires a 20 percent fleet margin -- requiring additional vehicles for use in the event of mechanical failures and service periods. In addition to the fleet and bus stops, the TDP calls for additional park and ride lots and a transfer center.

In addition to the physical elements of providing the transit service, the capital cost of the road capacity used by the transit system was also ascribed to the transit system. This was estimated by converting a bus to an equivalent passenger vehicle based on an average stop time of 14.4 seconds, 2.1 second headways, 44 percent green time and 3 stops per mile. One bus effectively becomes $(14.4 \text{ sec/stop} \times 3 \text{ stops/mile} \times 0.44 \text{ green time affected} / 2.1 \text{ seconds per vehicle} = 9$ passenger vehicles when stopped time at bus stops is considered. The nine vehicles equivalency is applied to the transit vehicle-miles of service and the cost per vehicle-mile appropriate for the fee district is applied to arrive at a value of road system used to serve the transit service. An example calculation follows:

$$\text{Future year road cost for transit service in urban district} = (42.2 \text{ cycles/day} \times 175 \text{ route-miles}) \times (14.4 \text{ sec/stop} \times 3 \text{ stops/mi} \times 0.44 / 2.1 \text{ sec/passenger vehicle}) \times \$413.42/\text{vehicle-mile}] / 0.631$$

In the above calculation, the total transit vehicle miles of travel per day is calculated by the 42.2 route cycles per day multiplied by the 175 route-miles per day. The 0.631 value indicates the expected road network degree of utilization at the 2035 plan horizon year.

Bus stop capital cost is the number of bus stops added to the system, as determined by the additional route-miles of coverage, multiplied by three stops per mile. The cost is calculated as:

Bus stop capital cost = Miles of bus route coverage x 3 stops / mile x (0.9 x basic stop cost + 0.1 x enhanced stop cost)

The total capital cost is computed as:

Total transit capital cost = Buses needed x cost / bus + bus stop capital cost + road cost + park n ride lots x cost per lot + transfer stations needed x cost per transfer station

The transit system cost to be incurred between 2011 and 2035 was determined by applying the above equations to the existing system and the planned future system, and subtracting the two numbers. 80 percent of the total transit system capital cost is typically funded by the FTA, so 80 percent of the transit capital cost was next converted to an equivalent gasoline tax by dividing the transit capital cost by the present value of one penny of gasoline tax revenues. However, revenues to fund transit operations are secondary to the County commitment to fund buy-down of mobility fees to create economic stimulus, so an approach that assumed the capital funds would appear slowly early, and accelerate later in the planning horizon was taken, by averaging the present value of a penny of gas tax, and the 25-year gross revenue that would be achieved. Since each penny is estimated to generate \$1.845 million, the present value of 25 years of one penny is $14.09394 \times \$1.845 = \26.0 million, and the 25-year total is $\$1.845 \times 25 = \46.1 million, and the average of these two values is \$36.06 million. The equivalent gas tax credit is then calculated as $(0.80 \times \$18.23 \text{ million} / \$36.06) = 0.40$ penny.

Transit system capacity, in person-miles per day, was calculated using the following equation:

System capacity = cycles per day x route-miles x 45 seats/bus x load factor

The load factor is an indication of the fraction of bus capacity provided that are used throughout the day. On a route, buses operating during the peak hour may be fully loaded at an employment center and it empties as it proceeds on its route. During other times of day, the bus may not be fully occupied at any point on its route. This factor converts the capital cost from a cost per seat-mile to a cost per passenger-mile.

The capital cost per person-mile is finally computed as the transit total capital cost divided by the person-miles of system capacity. The application of this model to Pasco County's transit system plans is summarized in Table C-8.

**Table C-8
Transit Cost Worksheet**

		Urban	Suburban	Rural	County-wide Totals
Existing Service					
E X I S T I N G	MRN CL Miles in District:	275.2	199.7	121.8	596.7
	% MRN Covered:	17.1%	6.0%	3%	10.6%
	Miles of Coverage:	47	12	4	63.1
	Route Overlap Factor:	1.10	1.70	1.50	1.24
	Operating days/year:	338	338	338	338
	Speed:	12	12	12	12
	Cycles/day:	15.0	13	12.5	N/A
	Minimum Headway (mins):	60	60	60	60
	P n R Lots:	0	0	0	0
	X-fer Station:	0	0	0	0
E X I S T I N G	Total Route-miles:	104	41	12	156
	Route coverage (mi):	47	12	4	63.1
	Buses needed:	10	4	1	15
	Vehicle-miles/day:	1556	530	148	2,235
	Vehicle-hours/day:	130	44	12	186
	Road Capital Cost	\$9,557,945	\$4,308,872	\$1,170,013	\$15,036,831
	Bus Stop Capital Cost	\$873,213	\$222,235	\$73,310	\$1,168,758
	Person-Miles of Capacity:	21,006	7,160	2,004	30,170
	Transit Capital Cost	\$13,931,158	\$5,931,108	\$1,593,323	\$21,455,589
	Annual Transit Operating Cost	\$2,940,766	\$1,002,447	\$280,556	\$4,223,770
	LOCAL SHARE OF CAPITAL	\$13,931,158	\$5,931,108	\$1,593,323	\$21,455,589

Future Service					
F U T U R E	Horizon Year CL Miles in District	355.3	266.4	123.4	745.1
	% MRN Covered:	19.7%	8.3%	3.2%	12.9%
	Miles of Coverage:	70.0	22.1	4.0	96.1
	Route Overlap Factor:	1.6	1.2	1.5	1.50
	Operating days/year:	338	338	338	338
	Speed:	12	12	12	12
	Cycles/day:	44.0	28	28	40.4
	Minimum Headway (mins):	30	30	30	60
	P n R Lots:	10	2	1	13
	X-fer Station:	1			1
F U T U R E	Total Route-miles:	224	53	12	289
	Route coverage (mi):	70	22	4	96.1
	Buses needed:	45	11	2	58
	Vehicle-miles/day:	9,856	1,488	333	11,676
	Vehicle-hours/day:	821	124	28	973
	Road Capital Cost	\$60,542,825	\$12,086,680	\$2,620,830	\$75,250,335
	Bus Stop Capital Cost	\$1,296,372	\$410,024	\$73,310	\$1,779,706
	Person-Miles of Capacity:	133,056	20,085	4,489	157,630
	Transit Capital Cost	\$79,839,197	\$16,556,703	\$3,499,140	\$99,895,040
	Annual Transit Operating Cost	\$18,627,676	\$2,811,932	\$628,446	\$22,068,054
	LOCAL SHARE OF CAPITAL	\$79,839,197	\$16,556,703	\$3,499,140	\$99,895,040

Change:

Increase in PMC:	112,050	12,925	2,485	127,460
Capital Cost for Growth:	\$65,908,039	\$10,625,596	\$1,905,817	\$78,439,452
Capital Cost per PMC:	\$588.20	\$822.10	\$766.94	\$615.40

Non-Road Capital Cost:	\$18,225,948
Federal/State Share:	80%
Value to convert to equivalent gas tax:	\$14,580,758
Conversion, late arriving \$\$ because O&M \$\$ not in short-term:	\$36,062,131
Equivalent pennies of gas tax:	0.40

Appendix D

Cross District Travel Analysis

Appendix D

Cross-District Travel Analysis

In the mobility fee computations, it is appropriate to recognize that travel generated in one district does not always stay within that district. If travel from a development extends into an adjacent district, it is appropriate to recognize the capacity costs and quality of service standard of the adjacent district in the fee charged to that development. Short trips are less likely to use the transportation systems in neighboring fee districts, but longer trips are likely to make more use of the transportation system in adjacent districts. This appendix documents development of estimates of travel in the home and adjacent districts as a function of trip length. These estimates are incorporated into the computation of the cost of a person-mile of travel, weighted to consider the different system costs and quality of service established for each fee district.

Pasco County was divided into three regions, or fee districts -- urban, suburban, and rural. The urban region is generally located in the west and south parts of the county. The suburban region is generally located in the central and east parts of the county. The rural region is generally located in the north part of the county.

This analysis was undertaken using Geographic Information Systems (GIS) buffer-zone analysis tools, and the locations of person-trip generation by traffic analysis zone. The Tampa Bay Regional Planning Model 7.0 (TBRPM) was run for the base 2007 scenario and the future 2035 scenario. The number of net new person trips generated between these two scenarios was assigned to the corresponding traffic analysis zones (TAZs), as represented in a GIS shapefile. The acreage of each TAZ was determined and then the number of net new person trips per acre for each TAZ was calculated.

The TAZs were then assigned to their mobility fee district: urban, suburban, or rural. TAZs that overlapped regions were split and the trips within the TAZ were proportionally allocated to the split portions based on their respective areas.

The analysis built estimates of the amount of travel in the home and adjacent fee districts using average trip lengths from 0.5 to 8.0 miles, in half-mile increments. Two buffer zones were created for each incremental trip length – one zone was defined by being far enough away from adjacent zones that no trips were likely to leave the home district, and the second zone was close enough to the fee district boundary that it was likely that some travel would leave the home zone. Based on a review of the trip length distributions for the various trip purposes found in the TBRPM, the approximate buffer distance was determined based on 2.5 times the average trip length for trip lengths less than or equal to 3 miles and 2.0 times the average trip length for trip lengths greater than 3 miles. These distances were adequate to address 90 to 95 percent of the destinations for trips generated by a land use.

The boundary for each region that borders another region within Pasco County was buffered for each of the sixteen trip length buffers, as described above, three separate

times (once for each region). Each region was therefore divided into two sub-regions; the portion of the region that was outside of the buffer, sub-region A, and the portion of the region that fell within the buffer, sub-region B, as shown in Figure 1. A portion of sub-region B also extended into the adjacent regions.

The acreage for each portion of TAZ within each buffer was determined. The number of person trips per acre was then multiplied by the acreage within each portion of TAZ. The total person trips within each portion of each TAZ within each buffer, each sub-region, and each region were totaled. This allowed the table to be populated where as the buffer distance increases, the number of person trips in sub-region A decreases while at the same time the number of person trips in sub-region B (both in the same and in adjacent regions) increases.

Therefore, as the average trip length increases, represented by the buffer distance, the number of person trips within its vicinity, whether in the same region or an adjacent region will increase.

These analyses provided an estimate of the number of trips generated by a land use that might be destined to an adjacent fee district, or remain in the home fee district. The results are indicated in Tables D-1 through D-3.

The next step was to then determine, for trips travelling into the adjacent fee districts, what proportion of the trip length made use of transportation system in the home district as opposed to those in the adjacent district. These proportions were manually estimated by reviewing maps, the district boundaries, and existing and planned roadway facilities.

The final cross-district travel estimates by trip length are provided in Table D-4.

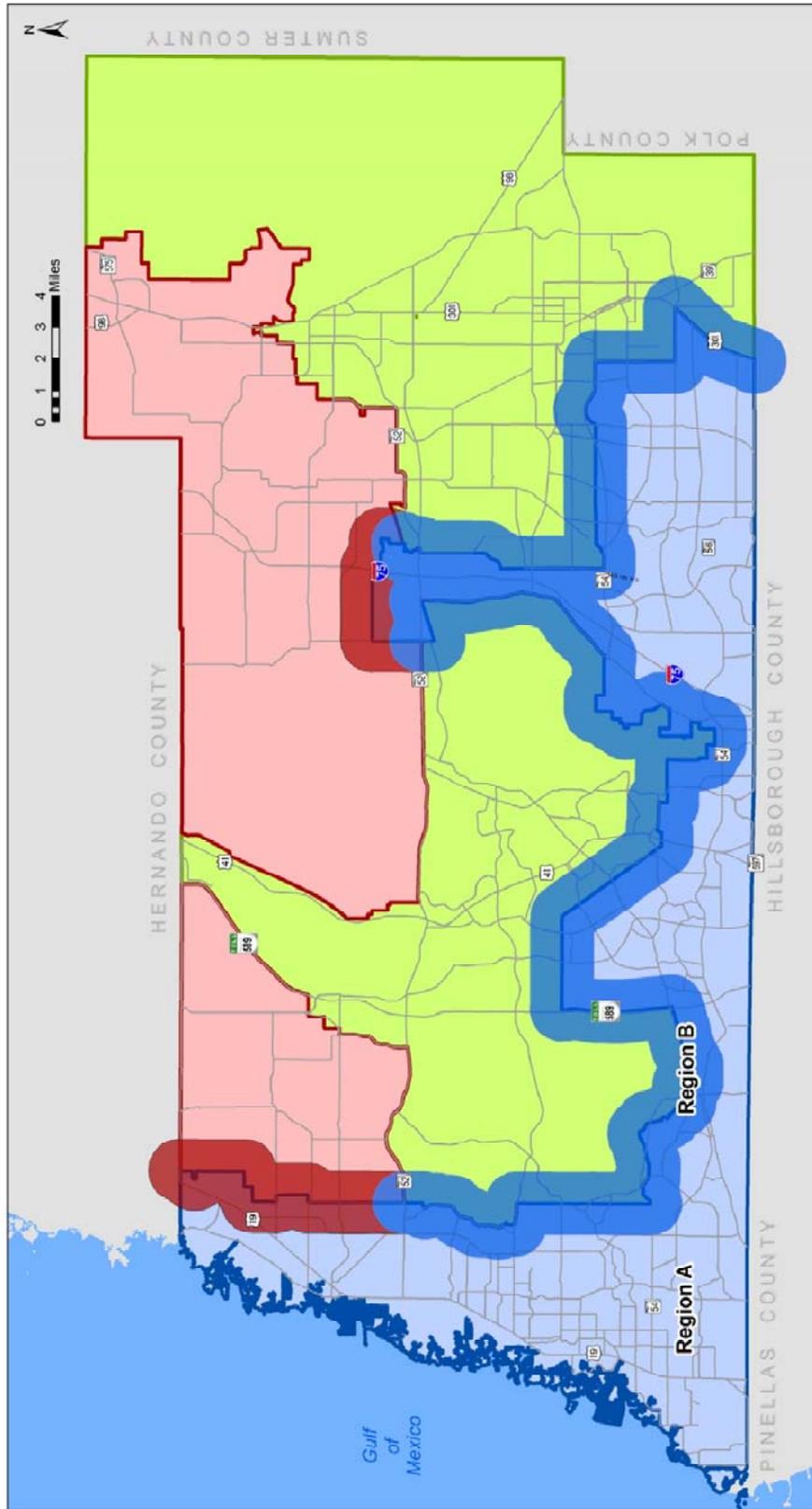


Figure 1
Cross-District Travel Analysis

Legend

- Urban
- Suburban
- Rural
- Urban-Rural
- Urban-Suburban
- Roadway

Tindale-Oliver & Associates, Inc.
 Planning and Engineering

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 Update: JUN 20 2011 (BWV)

**Table D-1
Estimate of Cross-District Travel for Urban Fee District**

Avg Trip Length	Buffer Zone	Area A Trips	% A trips to Urban	% TL in Urban	Area B Trips	% Area B trips to Urban	%Area B trips to Sub-urban	% B to Sub-urban TL in Urban	% B to Sub-urban TL in Sub-urban	% B to Sub-urban TL in Rural	% Area B trips to Rural	% B to Rural TL in Urban	% B to Rural TL in Sub-urban	% B to Rural TL in Rural	%TL in Urban	%TL in Sub-urban	% TL in Rural
0.5	1.5	798,689	100%	100%	941,946	71%	26%	50%	50%	0%	3%	33%	33%	33%	91.8%	7.6%	0.5%
1.0	2.5	424,832	100%	100%	1,315,803	65%	33%	50%	50%	0%	3%	33%	33%	33%	86.3%	13.1%	0.7%
1.5	4.0	66,666	100%	100%	1,673,969	60%	37%	50%	50%	0%	3%	33%	33%	33%	80.3%	18.8%	1.0%
2.0	5.0	26,139	100%	100%	1,714,496	58%	39%	50%	50%	0%	4%	0%	50%	50%	77.4%	20.8%	1.8%
2.5	6.0	21,909	100%	100%	1,718,726	56%	40%	50%	50%	0%	4%	0%	50%	50%	75.9%	21.9%	2.2%
3.0	7.5	14,479	100%	100%	1,726,156	54%	41%	50%	50%	0%	5%	0%	50%	50%	74.9%	22.6%	2.5%
3.5	8.0	10,903	100%	100%	1,729,732	54%	41%	50%	50%	0%	5%	0%	50%	50%	74.6%	22.8%	2.6%
4.0	8.5	6,545	100%	100%	1,734,090	54%	40%	50%	50%	0%	6%	0%	50%	50%	74.1%	23.0%	2.9%
4.5	9.0	3,428	100%	100%	1,737,207	54%	41%	50%	50%	0%	6%	0%	50%	50%	73.9%	23.2%	2.9%
5.0	10.0	2,308	100%	100%	1,738,327	53%	41%	50%	50%	0%	6%	0%	50%	50%	73.8%	23.3%	2.9%
5.5	11.0	2,308	100%	100%	1,738,327	53%	41%	50%	50%	0%	6%	0%	50%	50%	73.8%	23.3%	3.0%
6.0	12.0	2,041	100%	100%	1,738,594	53%	41%	50%	50%	0%	6%	0%	50%	50%	73.7%	23.3%	3.0%
6.5	13.0	-	100%	100%	1,740,636	53%	41%	50%	50%	0%	6%	0%	50%	50%	73.7%	23.3%	3.0%
7.0	14.0	-	100%	100%	1,740,636	53%	41%	0%	100%	0%	6%	0%	50%	50%	53.4%	43.6%	3.0%
7.5	15.0	-	100%	100%	1,740,636	53%	41%	0%	100%	0%	6%	0%	50%	50%	53.4%	43.6%	3.0%
8.0	16.0	-	100%	100%	1,740,636	53%	41%	0%	100%	0%	6%	0%	50%	50%	53.4%	43.6%	3.0%
8.5	17.0	-	100%	100%	1,740,636	53%	41%	0%	100%	0%	6%	0%	50%	50%	53.4%	43.6%	3.0%
9.0	18.0	-	100%	100%	1,740,636	53%	41%	0%	100%	0%	6%	0%	50%	50%	53.4%	43.6%	3.0%
9.5	19.0	-	100%	100%	1,740,636	53%	41%	0%	100%	0%	6%	0%	50%	50%	53.4%	43.6%	3.0%

**Table D-2
Estimate of Cross-District Travel for Suburban Fee District**

Avg Trip Length	Buffer Zone	Area A Trips	% A trips to Sub-urban	% TL in Sub-urban	Area B Trips	% Area B trips to Sub-urban	%Area B trips to Urban	% B to Urban TL in Urban	% B to Urban TL in Sub-urban	% B to Urban TL in Rural	% Area B trips to Rural	% B to Rural TL in Urban	% B to Rural TL in Sub-urban	% B to Rural TL in Rural	%TL in Urban	%TL in Sub-urban	% TL in Rural
0.5	1.5	686,683	100%	100%	639,359	55%	39%	100%	0%	0%	6%	0%	40%	60%	18.6%	79.6%	1.8%
1.0	2.5	239,617	100%	100%	1,086,425	51%	44%	100%	0%	0%	5%	0%	40%	60%	35.7%	61.8%	2.5%
1.5	4.0	20,676	100%	100%	1,305,366	53%	42%	100%	0%	0%	5%	0%	40%	60%	41.3%	55.8%	2.9%
2.0	5.0	7,165	100%	100%	1,318,877	53%	41%	100%	0%	0%	5%	0%	40%	60%	41.1%	55.7%	3.3%
2.5	6.0	3,113	100%	100%	1,322,929	53%	41%	100%	0%	0%	6%	0%	40%	60%	40.9%	55.5%	3.6%
3.0	7.5	1,628	100%	100%	1,324,414	53%	41%	100%	0%	0%	6%	0%	40%	60%	40.8%	55.6%	3.6%
3.5	8.0	873	100%	100%	1,325,169	53%	41%	100%	0%	0%	6%	0%	40%	60%	40.7%	55.7%	3.6%
4.0	8.5	318	100%	100%	1,325,724	53%	41%	100%	0%	0%	6%	0%	40%	60%	40.7%	55.7%	3.6%
4.5	9.0	15	100%	100%	1,326,027	53%	41%	100%	0%	0%	6%	0%	40%	60%	40.7%	55.7%	3.6%
5.0	10.0	-	100%	100%	1,326,042	53%	41%	100%	0%	0%	6%	0%	40%	60%	40.7%	55.7%	3.6%
5.5	11.0	-	100%	100%	1,326,042	53%	41%	100%	0%	0%	6%	0%	40%	60%	40.7%	55.7%	3.6%
6.0	12.0	-	100%	100%	1,326,042	53%	41%	100%	0%	0%	6%	0%	40%	60%	40.7%	55.7%	3.6%
6.5	13.0	-	100%	100%	1,326,042	53%	41%	100%	0%	0%	6%	0%	40%	60%	40.7%	55.8%	3.6%
7.0	14.0	-	100%	100%	1,326,042	53%	41%	100%	0%	0%	6%	0%	40%	60%	40.7%	55.8%	3.6%
7.5	15.0	-	100%	100%	1,326,042	53%	41%	100%	0%	0%	6%	0%	40%	60%	40.7%	55.8%	3.6%
8.0	16.0	-	100%	100%	1,326,042	53%	41%	100%	0%	0%	6%	0%	40%	60%	40.7%	55.8%	3.6%
8.5	-	-	100%	100%	1,326,042	53%	41%	100%	0%	0%	6%	0%	40%	60%	40.7%	55.8%	3.6%
9.0	-	-	100%	100%	1,326,042	53%	41%	100%	0%	0%	6%	0%	40%	60%	40.7%	55.8%	3.6%
9.5	-	-	100%	100%	1,326,042	53%	41%	100%	0%	0%	6%	0%	40%	60%	40.7%	55.8%	3.6%

**Table D-3
Estimate of Cross-District Travel for Rural Fee District**

Avg Trip Length	Buffer Zone	Area A Trips	% A trips to Rural	% TL in Rural	Area B Trips	% Area B trips to Rural	%Area B trips to Urban	% B to Urban TL in Urban	% B to Urban TL in Sub-urban	% B to Urban TL in Rural	% Area B trips to Sub-urban	% B to Sub-urban TL in Urban	% B to Sub-urban TL in Sub-urban	% B to Sub-urban TL in Rural	%TL in Urban	%TL in Sub-urban	% TL in Rural
0.5	1.5	72,300	100%	100%	122,836	22%	20%	50%	0%	50%	59%	2%	49%	49%	6.9%	18.2%	75.0%
1.0	2.5	53,962	100%	100%	141,174	17%	18%	50%	0%	50%	65%	0%	50%	50%	6.6%	23.3%	70.1%
1.5	4.0	33,001	100%	100%	162,135	14%	15%	41%	41%	19%	71%	0%	50%	50%	5.1%	34.5%	60.4%
2.0	5.0	14,617	100%	100%	180,519	13%	16%	42%	42%	15%	71%	0%	50%	50%	6.2%	39.0%	54.8%
2.5	6.0	28	100%	100%	195,108	12%	18%	44%	44%	13%	70%	0%	50%	50%	8.1%	43.0%	48.9%
3.0	7.5	-	100%	100%	195,136	9%	31%	45%	45%	10%	60%	0%	50%	50%	13.9%	43.8%	42.3%
3.5	8.0	-	100%	100%	195,136	9%	34%	45%	45%	9%	57%	0%	50%	50%	15.3%	44.0%	40.7%
4.0	8.5	-	100%	100%	195,136	8%	36%	46%	46%	9%	55%	0%	50%	50%	16.6%	44.2%	39.3%
4.5	9.0	-	100%	100%	195,136	8%	42%	46%	46%	8%	51%	0%	50%	50%	19.1%	44.4%	36.5%
5.0	10.0	-	100%	100%	195,136	6%	51%	46%	46%	8%	43%	0%	50%	50%	23.4%	44.9%	31.7%
5.5	11.0	-	100%	100%	195,136	6%	53%	47%	47%	7%	41%	0%	50%	50%	24.8%	45.2%	30.0%
6.0	12.0	-	100%	100%	195,136	6%	53%	47%	47%	6%	41%	0%	50%	50%	24.9%	45.3%	29.8%
6.5	13.0	-	100%	100%	195,136	6%	53%	47%	47%	6%	41%	0%	50%	50%	25.1%	45.5%	29.5%
7.0	14.0	-	100%	100%	195,136	6%	53%	47%	47%	5%	41%	0%	50%	50%	25.2%	45.6%	29.2%
7.5	15.0	-	100%	100%	195,136	6%	53%	47%	47%	5%	41%	0%	50%	50%	25.3%	45.7%	29.0%
8.0	15.0	-	100%	100%	195,136	6%	53%	47%	47%	5%	41%	0%	50%	50%	25.3%	45.7%	29.0%
8.5	15.0	-	100%	100%	195,136	6%	53%	47%	47%	5%	41%	0%	50%	50%	25.3%	45.7%	29.0%
9.0	15.0	-	100%	100%	195,136	6%	53%	47%	47%	5%	41%	0%	50%	50%	25.3%	45.7%	29.0%
9.5	15.0	-	100%	100%	195,136	6%	53%	47%	47%	5%	41%	0%	50%	50%	25.3%	45.7%	29.0%

**Table D-4
Percent of Travel in Home and Adjacent Districts by Trip Length**

Average Trip Length (Miles)	"Urban" Home District			"Suburban" Home District			"Rural" Home District		
	Urban	Suburban	Rural	Urban	Suburban	Rural	Urban	Suburban	Rural
0	99.00%	1.00%	0.00%	2.00%	97.00%	3.00%	1.00%	4.00%	95.00%
0.5	91.84%	7.62%	0.54%	18.64%	79.59%	1.76%	6.88%	18.15%	74.97%
1.0	86.25%	13.06%	0.69%	35.67%	61.84%	2.50%	6.59%	23.35%	70.06%
1.5	80.27%	18.77%	0.96%	41.30%	55.81%	2.89%	5.08%	34.50%	60.43%
2.0	78.81%	20.14%	1.05%	41.05%	55.69%	3.26%	6.18%	39.03%	54.79%
2.5	77.35%	21.19%	1.46%	40.85%	55.54%	3.61%	8.05%	43.03%	48.92%
3.0	76.26%	21.93%	1.81%	40.76%	55.64%	3.60%	13.93%	43.80%	42.26%
3.5	75.88%	22.15%	1.97%	40.75%	55.65%	3.60%	15.30%	43.99%	40.71%
4.0	75.45%	22.36%	2.19%	40.72%	55.68%	3.60%	16.59%	44.16%	39.26%
4.5	75.20%	22.53%	2.27%	40.70%	55.71%	3.59%	19.14%	44.40%	36.46%
5.0	74.98%	22.67%	2.35%	40.68%	55.73%	3.59%	23.43%	44.86%	31.71%
5.5	74.85%	22.74%	2.41%	40.68%	55.73%	3.59%	24.80%	45.15%	30.05%
6.0	74.72%	22.80%	2.48%	40.68%	55.73%	3.59%	24.93%	45.32%	29.75%
6.5	74.61%	22.86%	2.53%	40.65%	55.76%	3.59%	25.09%	45.46%	29.46%
7.0*	74.55%	22.89%	2.56%	40.65%	55.76%	3.59%	25.23%	45.57%	29.20%
7.5	73.13%	24.27%	2.59%	40.65%	55.76%	3.59%	25.33%	45.67%	29.01%
8.0	71.90%	25.48%	2.62%	40.65%	55.76%	3.59%	25.34%	45.67%	28.99%
8.5	70.81%	26.55%	2.64%	40.65%	55.76%	3.59%	25.34%	45.67%	28.99%
9.0	69.84%	27.50%	2.66%	40.65%	55.76%	3.59%	25.34%	45.67%	28.99%
9.5	68.97%	28.35%	2.68%	40.65%	55.76%	3.59%	25.34%	45.67%	28.99%

Notes:

*An average trip length of 7.0 miles in the Urban home district was used in the example in section 2.2.8 Cross-District Travel Analysis

Appendix E

Credit Component Calculations

APPENDIX E: Credit Component Calculations

This appendix presents the detailed calculations for the credit component. Currently, in addition to the capital support that ultimately results from State fuel tax revenues, Pasco County also receives financial benefit from several other funding sources. Of these, County fuel taxes 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 first 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.

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.

3. 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 scheme, or by using a formula contained in the Florida Statutes.

4. 2nd Local Option Tax (5¢/gallon)

- Tax applies to every net gallon of motor and diesel fuel sold within a county.
- Proceeds may be used to fund transportation expenditures needed to meet the requirements of the capital improvements element of an adopted Local Government Comprehensive Plan.
- Proceeds are distributed to a county and its municipalities according to a mutually agreed upon distribution scheme, or by using a formula contained in the Florida Statutes.
- Pasco County does not currently collect the 2nd Local Option Fuel Tax

5. Ninth-Cent Fuel Tax (1¢/gallon)

- Tax is on every net gallon of motor 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.

Each year, the Florida Legislative Committee on Intergovernmental Relations (LCIR) 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 2010-11 data represent projected fuel tax distributions to Pasco County for the upcoming 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 E-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 \$1.845 million estimates the annual revenue that one penny of gas tax generates in Pasco County.

Table E-1
Estimated Fuel Tax Distribution Allocated to Capital Programs for the
Pasco County Board of County Commissioners, FY 2010-11⁽¹⁾

Tax	Amount of Levy per Gallon	Total Distribution	Distribution Per Penny
Constitutional Fuel Tax	\$0.02	\$4,020,909	\$2,010,455
County Fuel Tax	\$0.01	\$1,778,307	\$1,778,307
1st Local Option (1-6 cents)	\$0.06	\$10,505,665	\$1,750,944
Ninth Cent	\$0.01	\$2,144,081	\$2,144,081
Total	\$0.10	\$18,448,962	
Weighted Average⁽²⁾			\$1,844,896

(1) Source: Florida Legislative Committee on Intergovernmental relations,
www.floridacir.gov/revenue_estimates.cfm

(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).

Gas Tax Credit

A revenue credit for the annual gas tax equivalent expenditures on roadway capacity expansion projects in Pasco County is presented below. The two components of the credit are as follows:

- County gas tax equivalent pennies
- State gas tax expenditures

County Gas Tax Equivalent Pennies

As shown in Table E-1, Pasco County currently collects 10 pennies of gas tax, including the constitutional, county, 1st local option, and ninth cent fuel taxes. Based on discussion with staff, approximately 25 percent of the gas tax collections will be allocated to roadway capacity expansion improvements in the future. Therefore, new development receives 2.5 pennies of credit for County gas tax expenditures.

State Gas Tax Expenditures

In the calculation of the equivalent pennies of gas tax from the State, expenditures on roadway capacity expansion spanning a 15-year period (from FY 2002 to FY 2016) were reviewed. For calculation purposes, the 15-year period was broken into three

increments; two historical (FY2002-2006 and FY2007-2011) and one future (FY 2012-2016). Information on historical and future projects' funding was obtained from the FDOT Work Programs. The use of a 15-year period, for purposes of developing a State credit for roadway 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 five years of “future” roadway projects from FY 2012-2016 indicate a total State expenditure of approximately \$210.4 million for capacity-adding projects in the county. On an annual basis, this level of expenditure is equivalent to 22.8 pennies of gas tax revenue. Comparatively, the total cost of the capacity-adding projects for the five-year “historical” periods are as follows:

- FY 2007-2011 work plan equates to 24.4 pennies
- FY 2002-2006 work plan equates to 19.2 pennies

The combined weighted average over the 15-year period of state expenditure for capacity-adding roadway projects results in a total of 22.1 equivalent pennies. Table E-2 documents this calculation. The specific projects that were used in the equivalent penny calculations are summarized in Tables E-3 and E-4.

Table E-2
Equivalent Penny Calculation for State Portion

Source	Cost of Projects ⁽¹⁾	Number of Years	Revenue from 1 penny ⁽²⁾	Equivalent Pennies ⁽³⁾
Projected Work Program (FY 2012-2016)	\$210,411,704	5	\$1,844,896	\$0.228
Historical Work Program (FY 2007-2011)	\$224,682,778	5	\$1,844,896	\$0.244
Historical Work Program (FY 2002-2006)	\$177,285,159	5	\$1,844,896	\$0.192
Total	\$612,379,641	15	\$1,844,896	\$0.221

(1) Source: Tables E-3 and E-4

(2) Source: Table E-1

(3) Cost of projects divided by number of years divided by revenue from 1 penny (Item 2) divided by 100

**Table E-3
FDOT FY2002-2011 Work Program – Pasco County Expansion Projects**

ID	Mode	Location	SIS	Description	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	Total
256243-1	Road	SR 52 (US 19 to I-75 (SR 93))		PD&E/EMO Study	\$18,106	\$324	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,430
256243-2	Road	SR 52 (Schrader Hwy) (CR 581 (Bellamy Bro) to Old Pasco Rd)		Add Lanes & Reconstruct	\$0	\$0	\$0	\$0	\$0	\$0	\$206,022	\$5,210	\$546	\$890,614	\$1,102,392
256289-1	Road	SR 39 @ Hillsborough County Line SR 41		PD&E/EMO Study	\$1,054	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,054
256314-1	Road	US 41 (SR 45) (Hillsborough County Line to Bell Lake Rd)		Add Lanes & Reconstruct	\$119,147	\$1,687	\$19,797	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$140,631
256315-1	Road	US 41 (SR 45) (Bell Lake Rd to Tower Rd)		Add Lanes & Reconstruct	\$4,420,334	\$391,169	\$61,382	\$0	\$10,000	\$0	\$0	\$0	\$0	\$0	\$4,882,885
256316-1	Road	SR 52 (E. of Hicks Rd to E. Moon Lake Rd (CR 587))		Add Lanes & Reconstruct	\$0	\$0	\$0	\$133,813	\$0	\$0	\$0	\$0	\$0	\$0	\$133,813
256322-1	Road	SR 52 (Moon Lkae Rd to Suncoast Pkwy)		Add Lanes & Reconstruct	\$170,850	\$1,248,366	\$577,665	\$2,003,721	\$16,037,500	\$1,473,927	\$1,031,121	\$2,836,426	\$0	\$0	\$25,379,576
256323-1	Road	SR 52 (Schrader Hwy) (W. of Suncoast Pkwy to E. of US 41 (SR 45))		New Road Construction	\$0	\$0	\$7,121	\$1,453	\$3,382,720	\$2,851	\$1,043,570	\$7,944	\$501	\$1,000	\$4,447,160
256324-1	Road	US 41 (SR 45) (Tower Rd to Ridge Rd)		Add Lanes & Reconstruct	\$1,608,711	\$122,430	\$311,764	\$41,385	\$554,489	\$155,765	\$7,090,972	\$15,771,401	\$471,790	\$361,194	\$26,489,901
256324-2	Road	US 41 (SR 45) from Cone Pit Rd to S. of SR 52		Add Lanes & Reconstruct	\$0	\$0	\$0	\$0	\$0	\$486,534	\$491,185	\$8,383	\$14,140	\$5,332	\$1,005,574
256330-1	Road	SR 54 (E. of Madison St to E. of Rowan Rd)		Add Lanes & Reconstruct	\$35,780	\$0	\$0	\$11,242	\$0	\$0	\$0	\$0	\$0	\$0	\$47,022
256334-1	Road	SR 52 (Schrader Hwy) (US 41 (SR 45) to CR 581 (Bellamy Bro))		Add Lanes & Reconstruct	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
256336-1	Road	SR 54 (Mitchell Bypass to E. of Gunn Hwy)		Add Lanes & Reconstruct	\$3,828,626	\$3,583,289	\$43,072,269	\$875,650	\$865,888	\$60,827	\$3,875	\$0	\$0	\$0	\$52,290,424
256337-1	Road	SR 54 (E. of Gunn Hwy to E. of N. Suncoast Pkwy)		Add Lanes & Reconstruct	\$26,739,581	\$2,345,375	\$297,755	\$154,906	\$326	\$541,313	\$0	\$0	\$0	\$0	\$30,079,256
256338-1	Road	SR 54 (US 19 (SR 55) to E. of Madison St)		Add Lanes & Reconstruct	\$1,171,121	\$1,936,795	\$187,882	\$60,464	\$0	\$14,520	\$0	\$0	\$0	\$0	\$3,370,782
256339-1	Road	SR 54 (E. of N. Suncoast Pkwy to W. of US 41 (SR 45))		Add Lanes & Reconstruct	\$15,081,257	\$871,059	\$946,603	\$124,154	\$0	\$0	\$0	\$0	\$0	\$0	\$17,023,073
256343-1	Road	SR 54 (E. of US 41 to E. of Collier Pkwy)		Add Lanes & Reconstruct	\$437,265	\$310,733	\$13	\$750	\$0	\$0	\$0	\$0	\$0	\$0	\$748,761
256343-2	Road	SR 54 (E. of Collier Pkwy to Cypress Creek)		Add Lanes & Reconstruct	\$355,302	\$66,545	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$421,847
256343-3	Road	SR 54 (US 41 to Cypress St)		Add Lanes & Reconstruct	\$69,226	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$69,226
256350-1	Road	SR 56 (54 Ext.) (Cypress Creek to CR 581)		New Road Construction	\$665,052	\$109,442	\$25,256	\$29,889	\$489	\$10,980	\$0	\$0	\$0	\$0	\$841,108
256420-1	Road	SR 52 @ I-75		Traffic Signal Update	\$64,234	\$5,434	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$69,668
256422-1	Road	US 301 (SR 39 to CR 54)		PD&E/EMO Study	\$13,255	\$1,813	\$7,889	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,957
256422-2	Road	US 301 (SR 41/Gall) (SR 39 to S. of CR 54)		Add Lanes & Reconstruct	\$0	\$758,386	\$1,577,714	\$2,181	\$1,783	\$3,614	\$9,238	\$9,395	\$8,905	\$13,594	\$2,384,810
256423-1	Road	US 98 (US 301 S. to US 301 N.)		PD&E/EMO Study	\$21,465	\$3,823	\$6,138	\$383	\$0	\$0	\$0	\$0	\$0	\$0	\$31,809
256423-2	Road	US 98 (SR 533) (US 301 S. to US 301 N.)		Add Lanes & Reconstruct	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$1,000
256424-1	Road	US 98 (US 301 S. to US 301 N.)		Add Lanes & Reconstruct	\$85,702	\$9,198	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$94,900
258080-2	Road	Dade City Rails to Trails		Bike Path/Trail	\$0	\$0	\$5,660	\$14,747	\$640,917	\$128,889	\$9,105	\$0	\$0	\$0	\$799,318
258085-1	Road	Perrine Ranch Rd (Old Farm Rd to Seven Springs Blvd)		Sidewalk	\$167,495	\$13,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$180,595
258413-2	Road	I-75 (SR 93) (I-275 to S. of SR 56)	SIS	Add Lanes & Reconstruct	\$0	\$0	\$0	\$0	\$6,129,938	\$459,007	\$21,536	\$0	\$0	\$114,459	\$6,724,940
258734-1	Road	I-75 (SR 93) @ SR 56	SIS	Interchange (Major)	\$1,589,112	\$228,722	\$21,761	\$4,459	\$12,000	\$662,173	\$1,575,195	\$0	\$0	\$0	\$4,093,422
258734-2	Road	I-75 (SR 93) (N. of Cypress Creek to S. of Cabbage Swamp Creek)	SIS	Drainage Improvements	\$0	\$0	\$570,901	\$52,777	\$0	\$0	\$0	\$0	\$0	\$0	\$623,678
258736-1	Road	I-75 (SR 93) (S. of SR 56 Interchange to N. of SR 52 Interchange)	SIS	PD&E/EMO Study	\$83	\$60	\$186	\$9,989	\$0	\$0	\$0	\$0	\$0	\$0	\$10,318
258736-2	Road	I-75 (SR 93) (N. of SR/CR 54 to N. of SR 52)	SIS	Add Lanes & Rehabilitate Pavement	\$0	\$0	\$0	\$5,280,425	\$3,717,854	\$6,544	\$41,183	\$737,756	\$3,043,168	\$5,149,645	\$17,976,575
258954-1	Road	Suncoast Pkwy I (Pasco County Line to 0.6 miles N. of SR 54)		New Road Construction	\$984,736	\$66,865	\$117,438	\$0	\$0	\$0	\$71,150	\$0	\$0	\$0	\$1,240,189
258955-1	Road	Suncoast Pkwy I (0.6 miles N. of SR 54 to 0.6 miles N. of Ridge Rd Ext.)		New Road Construction	\$19,706	\$0	\$4,703	\$0	\$0	\$4,794	\$0	\$0	\$0	\$0	\$29,203
258956-1	Road	Suncoast Pkwy (SR 589) (0.6 miles N. of Ridge Rd Ext. to 1.1 miles N. of SR 52)		New Road Construction	\$41,958	\$220,720	\$563,366	\$38,392	\$0	\$49,060	\$60,177	\$5,000	\$0	\$840	\$979,513
258957-1	Road	Suncoast Pkwy I (1.1 miles N. of SR 52 to Pasco County Line)		New Road Construction	\$76,110	\$167,598	\$88,410	\$169,369	\$0	\$0	\$59,488	\$729	\$0	\$0	\$561,704
258958-1	Road	Ridge Rd @ Suncoast Pkwy (SR 589) Interchange		Interchange (New)	\$0	\$441	\$0	\$0	\$61,240	\$0	\$104	\$10,087	\$909,135	\$25,719	\$1,006,726
403569-1	Road	7th St (Zephyrhills) (B Ave to US 301)		Sidewalk	\$0	\$0	\$0	\$6,626	\$4,879	\$243,973	\$0	\$0	\$0	\$0	\$255,478
403766-1	Road	Alt. US 19 (SR 595) (Pinellas County Line to US 19 (SR 55))		Add Turn Lane(s)	\$170,464	\$394,013	\$3,377	\$85,458	\$1,043	\$0	\$0	\$0	\$0	\$151,185	\$805,540
403767-1	Road	SR 39 @ County Line Rd		Add Turn Lane(s)	\$4,559	\$3,802	\$332,979	\$11,598	\$0	\$0	\$0	\$0	\$0	\$0	\$352,938
403768-1	Road	SR 39 (Buchman Hwy) @ Central Ave		Add Left Turn Lane(s)	\$5,333	\$3,910	\$257,853	\$234	\$0	\$0	\$0	\$0	\$0	\$0	\$267,330
405920-5	Road	Traffic Signal Maintenance and Operation for Local Government		Traffic Signals	\$0	\$29,919	\$93,157	\$125,040	\$134,769	\$144,646	\$155,328	\$158,751	\$171,498	\$177,928	\$1,191,036
406603-1	Road	City of Zephyrhills Intermodal Access		Miscellaneous Construction	\$0	\$280,535	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$280,535
408074-1	Road	SR 56 (CR 581 to Morris Bridge Rd)		New Road Construction	\$0	\$0	\$0	\$2,087	\$6,238	\$223	\$0	\$0	\$0	\$0	\$8,548
408075-1	Road	US 301 (Gall Blvd) (CR 54 to Dade City Bypass)		PD&E/EMO Study	\$0	\$0	\$371	\$3,401	\$0	\$0	\$1,014,210	\$13,515	\$33,593	\$6,000	\$1,071,090
408459-4	Road	I-75 (SR 93) (S. of Sr 56 to N. of CR 54)	SIS	Add Lanes & Reconstruct	\$0	\$0	\$0	\$2,867,971	\$55,711	\$4,236,503	\$555,377	\$1,193,008	\$678,668	\$31,557,263	\$41,144,501
408460-3	Road	I-75 (SR 93A) Mitigation Plans @ Vicker's Swamp	SIS	Miscellaneous Construction	\$0	\$0	\$0	\$0	\$140,236	\$995,675	\$304,717	\$81,574	\$0	\$0	\$1,522,202

Table E-3 (continued)
FDOT FY2002-2011 Work Program – Pasco County Expansion Projects

ID	Mode	Location	SIS	Description	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	Total
410602-1	Road	CR 54 (Magnolia Dr to Oakley Dr)		Add Lanes & Reconstruct	\$2,655,235	\$0	\$2,166,124	\$0	\$0	\$0	\$0	\$297,975	\$0	\$0	\$5,119,334
411014-1	Road	I-75 (SR 93) (N. of SR 52 to S. of CR 476B (Sumter))	SIS	PD&E/EMO Study	\$0	\$0	\$0	\$2,671,343	\$48,226	\$28,435	\$2,119	\$56	\$0	\$64,754	\$2,814,933
411014-2	Road	I-75 (SR 93) (N. of SR 52 to Hernando County Line)	SIS	Add Lanes & Reconstruct	\$0	\$0	\$0	\$0	\$0	\$3,300,896	\$1,332	\$1,427	\$5,643	\$13,420	\$3,322,718
411052-1	Road	SR 54 (CR 581 to CR 577 (Curley Rd))		PD&E/EMO Study	\$187	\$5,337	\$4,753	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,277
411115-1	Road	Embassy and Regency (San Carlos to Glen Moor to Vienna)		Sidewalk	\$0	\$8,300	\$5,060	\$19,796	\$0	\$0	\$0	\$0	\$0	\$0	\$33,156
411117-1	Road	Fivay Rd (Little Rd to Woodbine Dr)		Sidewalk	\$0	\$17,450	\$0	\$193,398	\$0	\$0	\$0	\$0	\$0	\$0	\$210,848
411551-4	Road	Suncoast Pkwy I Bike Trail ADA Improvements		Miscellaneous Construction	\$0	\$18,403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,403
411551-6	Road	Median Crossovers Emergency Medical Services (EMS)	SIS	Miscellaneous Construction	\$0	\$119,134	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$119,134
412822-1	Road	Livingston Av @ County Line Rd		Intersection (Major)	\$213,695	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$213,695
412824-1	Road	Little Rd (SR 52 to Fivay Rd)		Add Lanes & Reconstruct	\$301,717	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$301,717
413376-1	Road	Galen Wilson Rd (Ridge Rd to San Miguel Dr)		Sidewalk	\$0	\$11,965	\$5,285	\$151,865	\$0	\$0	\$0	\$0	\$0	\$0	\$169,115
413377-1	Road	Lock St (21st St to US 301)		Sidewalk	\$0	\$0	\$0	\$0	\$0	\$6,049	\$10,032	\$234,922	\$0	\$0	\$251,003
415233-1	Road	US 19 (SR 55) (Pinellas County Line to Sunray Dr)		Sidewalk	\$0	\$0	\$0	\$698,467	\$87,569	\$24,043	\$4	\$0	\$0	\$0	\$810,083
415403-1	Road	US 19 (SR 55) @ Marine Pkwy		Traffic Signals	\$0	\$0	\$408	\$328,596	\$38,225	\$898	\$0	\$0	\$0	\$0	\$368,127
416561-1	Road	SR 54 (Curley Rd to Morris Bridge Rd)		PD&E/EMO Study	\$0	\$0	\$0	\$0	\$1,265,710	\$15,140	\$34,701	\$16,707	\$1,243	\$0	\$1,333,501
416561-2	Road	SR 45 (E. of CR 577/Curley Rd to CR 579/Morris Bridge Rd)		Add Lanes & Rehabilitate Pavement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,282	\$1,384,596	\$6,760	\$1,407,638
416575-1	Road	SR 56 (CR 579 (Morris Bridge) to US 301)		New Road Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$1,000
416656-2	Road	SR 54/SR 56 (US 41 to I-75)		Add Lanes & Reconstruct	\$0	\$0	\$0	\$0	\$0	\$0	\$2,080,202	\$0	\$0	\$0	\$2,080,202
418235-1	Road	SR 54 (US 19 (SR 55) to CR 587 (Gunn Hwy))		Traffic Control Devices/System	\$0	\$0	\$0	\$0	\$0	\$70	\$507,596	\$9,049	\$6,923	\$4,375	\$528,013
418351-1	Road	Marine Pkwy (Us 19 to Sea Forest Dr)		Sidewalk	\$0	\$0	\$0	\$0	\$25,057	\$0	\$60,613	\$0	\$0	\$0	\$85,670
418352-1	Road	Sea Forest Dr (Marine Pkwy to Main St)		Sidewalk	\$0	\$0	\$0	\$0	\$47,840	\$0	\$0	\$195,539	\$0	\$0	\$243,379
418860-1	Road	US 19 (SR 55) (Alt. US 19 to N. County Line Rd)		Add Right Turn Lane(s)	\$0	\$0	\$0	\$4,957	\$1,996,394	\$59,387	\$47,943	\$23,319	\$3,210	\$0	\$2,135,210
418860-4	Road	US 19 (SR 55) (Pinellas County Line to Marine Pkwy)		Add Left Turn Lane(s)	\$0	\$0	\$0	\$0	\$0	\$8,068,641	\$1,343	\$28,769	\$9,887,047	\$187,141	\$18,172,941
420284-1	Road	SR 54 (SR 581 to CR 577)		Add Lanes & Reconstruct	\$0	\$0	\$0	\$0	\$0	\$0	\$9,638,800	\$4,200,000	\$13,000,000	\$0	\$26,838,800
421140-1	Road	SR 581 (SR 56 to SR 54)		Miscellaneous Construction	\$0	\$0	\$0	\$0	\$0	\$4,152	\$6,377	\$6,430	\$0	\$0	\$16,959
421140-2	Road	SR 54 (SR 581 to CR 577 (Curley Rd))		Miscellaneous Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$231	\$0	\$0	\$0	\$231
421140-3	Road	SR 54/SR 56 (US 41 to I-75)		Miscellaneous Construction	\$0	\$0	\$0	\$0	\$0	\$2,374	\$8,832	\$728	\$0	\$0	\$11,934
421140-4	Road	SR 56 (SR 581 E. boudary of Wiregrass)		New Road Construction	\$0	\$0	\$0	\$0	\$0	\$8,284	\$61,517	\$32,724	\$6,381	\$25,973	\$134,879
421140-7	Road	SR 54 (SR 689/Suncoast Pkwy to US 41)		Miscellaneous Construction	\$0	\$0	\$0	\$0	\$0	\$11,045	\$13,432	\$1,196	\$581	\$0	\$26,254
421338-1	Road	SR 54 (E. of I-75 to E. of CR 577)		Add Lanes & Reconstruct	\$0	\$0	\$0	\$0	\$3,492	\$5,078	\$4,788	\$8,871	\$18,639	\$7,374	\$48,242
421374-1	Road	SR 56 (E. boundary of Wiregrass to E. boundary of Wesley Chapel Lakes)		New Road Construction	\$0	\$0	\$0	\$0	\$0	\$2,868	\$15,616	\$313	\$1,308	\$0	\$20,105
421831-1	Road	I-75 (SR 93) (S. of I-75/I-275 Interchange to S. of SR 56)	SIS	Interchange Ramp (New)	\$0	\$0	\$0	\$0	\$0	\$0	\$2,494	\$3,607,479	\$30,888,809	\$3,619,538	\$38,118,320
421831-4	Road	I-75 (SR 93) (S. of SR 56 to N. of SR 54/CR 54)	SIS	Interchange Improvement	\$0	\$0	\$0	\$0	\$0	\$310	\$1,148,122	\$31,698,947	\$1,255,070	\$1,122,712	\$35,225,161
426321-1	Road	Starkey Park Trail (Congress St to Starkey Blvd)		Bike Path/Trail	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$616,243	\$0	\$0	\$616,243
428180-1	Road	SR 54 (SR 581 to CR 577)		Add Lanes & Rehabilitate Pavement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,865,000	\$0	\$3,865,000
428257-1	Road	Foggy Ridge Pkwy (Timberlawn Ct to Cross Lane)		Sidewalk	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$36,000	\$36,000
429924-1	Road	US 98 / US 301 / Lakeland @ River Rd		Add Right Turn Lane(s)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$65,418	\$65,418
430446-1	Road	Interlaken Rd @ Community Dr (Community Dr to Gunn Hwy (CR 587))		New Road Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,470,856	\$3,470,856
Total					\$61,136,458	\$13,356,142	\$51,341,040	\$16,180,986	\$35,270,533	\$21,208,443	\$28,887,260	\$61,848,391	\$65,657,009	\$47,081,675	\$401,967,937

Table E-4
FDOT FY2012-2016 Work Program – Pasco County Expansion Projects

ID	Mode	Location	SIS	Description	2012	2013	2014	2015	2016	Total
256243-2	Road	SR 52 (Schrader Hwy) (CR 581 (Bellamy Bro) to Old Pasco Rd)		Add Lanes & Reconstruct	\$0	\$85,339	\$6,641,979	\$21,042,324	\$0	\$27,769,642
256334-1	Road	SR 52 (Schrader Hwy) (US 41 (SR 45) to CR 581 (Bellamy Bro))		Add Lanes & Reconstruct	\$6,009,009	\$0	\$0	\$0	\$0	\$6,009,009
256422-2	Road	US 301 (SR 41/Gall) (SR 39 to S. of CR 54)		Add Lanes & Reconstruct	\$0	\$10,667	\$8,321,747	\$7,611,583	\$4,260,170	\$20,204,167
256423-2	Road	US 98 (SR 533) (US 301 S. to US 301 N.)		Add Lanes & Reconstruct	\$2,716,000	\$0	\$0	\$0	\$0	\$2,716,000
258736-2	Road	I-75 (SR 93) (N. of SR/CR 54 to N. of SR 52)	SIS	Add Lanes & Rehabilitate Pavement	\$20,000,000	\$31,468,800	\$0	\$0	\$0	\$51,468,800
403766-1	Road	Alt. US 19 (SR 595) (Pinellas County Line to US 19 (SR 55))		Add Turn Lane(s)	\$1,897,905	\$0	\$0	\$0	\$0	\$1,897,905
405920-5	Road	Traffic Signal Maintenance and Operation for Local Government		Traffic Signals	\$183,290	\$188,787	\$0	\$0	\$0	\$372,077
408075-1	Road	US 301 (Gall Blvd) (CR 54 to Dade City Bypass)		PD&E/EMO Study	\$1,500	\$0	\$0	\$0	\$0	\$1,500
411014-2	Road	I-75 (SR 93) (N. of SR 52 to Hernando County Line)	SIS	Add Lanes & Reconstruct	\$5,592,349	\$9,502,409	\$0	\$0	\$0	\$15,094,758
415180-1	Road	US 19 (SR 55) @ Fox Hollow Dr		Traffic Signals	\$0	\$181,300	\$0	\$0	\$0	\$181,300
416561-2	Road	SR 45 (E. of CR 577/Curley Rd to CR 579/Morris Bridge Rd)		Add Lanes & Rehabilitate Pavement	\$8,000,000	\$209,628	\$5,000,000	\$5,403,281	\$12,000,000	\$30,612,909
416564-1	Road	US 301 (Gall Blvd) (SR 56 (Proposed) to SR 39/Paul Buchman Hwy)		PD&E/EMO Study	\$1,000	\$810,000	\$0	\$0	\$0	\$811,000
416575-1	Road	SR 56 (CR 579 (Morris Bridge) to US 301)		New Road Construction	\$3,049,000	\$0	\$0	\$0	\$0	\$3,049,000
418235-1	Road	SR 54 (US 19 (SR 55) to CR 587 (Gunn Hwy))		Traffic Control Devices/System	\$7,386,679	\$0	\$0	\$0	\$0	\$7,386,679
418860-5	Road	US 19 (Marine Pkwy to Hernando County Line)		Add Left Turn Lane(s)	\$1,032,247	\$0	\$0	\$0	\$0	\$1,032,247
418860-6	Road	US 19 (Marine Pkwy to SR 52)		Add Right Turn Lane(s)	\$13,295,059	\$0	\$0	\$0	\$0	\$13,295,059
418860-7	Road	US 19 (SR 52 to New York Ave)		Add Right Turn Lane(s)	\$8,716,452	\$0	\$0	\$0	\$0	\$8,716,452
419182-1	Road	US 41 / SR 54 Interchange (0.54 miles S. of SR 45 to 0.43 miles N. of SR 45)		PD&E/EMO Study	\$751,000	\$0	\$0	\$0	\$0	\$751,000
422712-1	Road	Ridge Rd (Little Rd to Moon Lake Rd)		Add Lanes & Reconstruct	\$1,596,610	\$13,136,747	\$4,266,643	\$0	\$0	\$19,000,000
428257-1	Road	Foggy Ridge Pkwy (Timberlawn Ct to Cross Lane)		Sidewalk	\$0	\$0	\$0	\$42,200	\$0	\$42,200
Total					\$80,228,100	\$55,593,677	\$24,230,369	\$34,099,388	\$16,260,170	\$210,411,704

Sales Tax Credit

In addition to the gas tax credit, Pasco County collects a one cent “Penny for Pasco” sales tax. The revenue generated from this tax is used to finance specific transportation capacity expansion needs throughout the County. As shown in Table E-5, the County estimates that it will spend approximately \$17.9 million of sales tax revenue on roadway capacity projects. When converted to equivalent pennies of gas tax revenue, for mobility fee calculation purposes, it equates to approximately 3.2 pennies annually. Additionally, the past five years of expenditures equate to approximately 3.5 pennies of credit, annually. Looking at a total of eight years, an annual sales tax of 3.4 pennies was estimated for Pasco County.

Table E-5
Equivalent Penny Calculation for County Sales Tax

Source	Cost of Projects ⁽¹⁾	Number of Years	Revenue from 1 penny ⁽²⁾	Equivalent Pennies ⁽³⁾
Sales Tax - Penny for Pasco (FY 2012-2014)	\$17,929,467	3	\$1,844,896	\$0.032
Sales Tax - Penny for Pasco (FY 2007-2011)	\$32,144,269	5	\$1,844,896	\$0.035
Total	\$50,073,736	8	\$1,844,896	\$0.034

(1) Source: Pasco County FY 2010 Budget

(2) Source: Table E-1

(3) Cost of projects divided by number of years divided by revenue from 1 penny (Item 2) divided by 100

Transit Capital Credit

Based on an 80 percent Federal matching ratio and estimated transit capital costs, an equivalent gasoline tax of 0.4 pennies was estimated. The transit cost estimates and conversion of the anticipated revenues to an equivalent gasoline tax credit is discussed in Appendix C.

Tax Increment Self-Credit

The Pasco County Board of County Commissioners established a tax increment finance district on the entire county to fund transportation needs. These funds would first be applied to meet bonds, then to fund the buy-down of mobility fees, then to fund transit operations, and then to be applied to transportation capital needs. In the event the first three purposes do not utilize the entire tax increment revenue source and some portion of tax increment revenues are allocated to transportation capital needs, a credit would be due

to new development. From a practical perspective, no allocation of tax increment revenues to transportation capital is expected other than as a buy-down of mobility fees. However, as a conservative measure, some credit was issued, amounting to an equivalent 0.25 mills over a 25-year life of the development.

Tax increment revenues are based on the increase in taxable value over time. In the year established, no revenue is generated, and if the tax base appreciates, for example, by two percent, the value of the proceeds is based on the two percent increase in property value. Thus, this revenue source does not produce large amounts of income in its early years, but the future revenues can be substantial as property values rise.

To estimate the magnitude of this credit for individual land uses, the taxable value of the various land use categories of the impact fee were researched in Pasco County's property tax records, current as of October, 2010, and the results are indicated in Table E-8. The table also provides the calculation of the present value of 25 years of the 0.25 millage rate applied to the taxable property value, at a five percent per year discount rate. In this analysis, an assumption that property values would appreciate by two percent per year was incorporated based on guidance of Pasco County's Office of Management and Budget.

The equation by which the value of the credit was computed is:

$$\text{Tax Increment Credit} = \sum (\text{Property value} \times 0.25 \times ((1+0.02)^n - 1) \times (1-0.05)^n / \$1,000) \text{ for } n = 1 \text{ to } 25\text{-year period}$$

Table E-6
Average Motor Vehicle Fuel Efficiency – Including Interstate Travel

Travel			
Vehicle Miles of Travel (VMT) @			
	20.5	6.2	
Other Arterial Rural	331,763,853,437	39,071,348,657	370,835,202,094
Other Rural	339,855,344,056	29,298,425,813	369,153,769,869
Other Urban	1,427,534,433,656	71,196,610,471	1,498,731,044,127
Interstate Rural	193,373,498,839	47,541,690,019	240,915,188,858
Interstate Urban	431,925,946,744	40,349,925,441	472,275,872,185
Total	2,724,453,076,732	227,458,000,401	2,951,911,077,133

Percent VMT	
@ 20.5 mpg	@ 6.2 mpg
89%	11%
92%	8%
95%	5%
80%	20%
91%	9%
92%	8%

Fuel Consumed			
	Gallons @ 20.5 mpg	Gallons @ 6.2 mpg	
Other Arterial Rural	16,183,602,607	6,301,830,429	22,485,433,036
Other Rural	16,578,309,466	4,725,552,550	21,303,862,016
Other Urban	69,635,826,032	11,483,324,270	81,119,150,302
Interstate Rural	9,432,853,602	7,668,014,519	17,100,868,121
Interstate Urban	21,069,558,378	6,508,052,490	27,577,610,868
Total	132,900,150,085	36,686,774,258	169,586,924,343

Total Mileage and Fuel	
2,951,911	miles (millions)
169,587	gallons (millions)
17.40	mpg

Source: U.S. Department of Transportation, Federal Highway Administration, *Highway Statistics 2008*, Section V, Table VM-1
Annual Vehicle Distance Traveled in Miles and Related Data - 2008 by Highway Category and Vehicle Type

See Table E-7

Table E-7

Annual Vehicle Distance Traveled in Miles and Related Data – By Highway Category and Vehicle Type^{1/}

December 2009											TABLE VM-1
YEAR	ITEM	PASSENGER CARS	MOTOR-CYCLES	BUSES	OTHER 2-AXLE 4-TIRE VEHICLES 3/	SINGLE-UNIT 2-AXLE 6-TIRE OR MORE TRUCKS 4/	COMBINATION TRUCKS	SUBTOTALS		ALL MOTOR VEHICLES 2/	
								PASSENGER CARS AND OTHER 2-AXLE 4-TIRE VEHICLES	SINGLE-UNIT 2-AXLE 6-TIRE OR MORE AND COMBINATION TRUCKS		
	Motor-Vehicle Travel: (millions of vehicle-miles)										
2008	Interstate Rural	115,532	1,348	1,027	77,842	7,299	40,242	193,373	47,542	243,290	
2007		122,183	1,420	986	82,030	7,188	42,632	204,212	49,819	256,438	
2008	Other Arterial Rural	191,897	2,418	1,020	139,867	13,646	25,426	331,764	39,071	374,273	
2007		204,123	2,305	1,015	145,985	13,877	26,160	350,108	40,037	393,465	
2008	Other Rural	195,684	1,929	1,772	144,171	15,478	13,820	339,855	29,298	372,855	
2007		203,485	1,820	1,722	148,612	15,659	14,101	352,097	29,760	385,400	
2008	All Rural	503,112	5,695	3,819	361,880	36,423	79,488	864,993	115,911	990,418	
2007		529,791	5,546	3,723	376,627	36,723	82,893	906,418	119,616	1,035,303	
2008	Interstate Urban	262,321	2,738	1,077	169,605	10,127	30,223	431,926	40,350	476,091	
2007		267,559	2,631	1,052	170,669	10,143	31,262	438,228	41,405	483,315	
2008	Other Urban	850,417	6,051	2,218	577,117	37,400	33,797	1,427,534	71,197	1,507,000	
2007		875,118	5,444	2,205	564,975	35,147	30,892	1,440,093	66,039	1,513,781	
2008	All Urban	1,112,738	8,789	3,295	746,722	47,527	64,019	1,859,460	111,547	1,983,091	
2007		1,142,677	8,075	3,257	735,644	45,290	62,153	1,878,320	107,444	1,997,096	
2008	Total Rural and Urban	1,615,850	14,484	7,114	1,108,603	83,951	143,507	2,724,453	227,458	2,973,509	
2007		1,672,467	13,621	6,980	1,112,271	82,014	145,046	2,784,738	227,060	3,032,399	
2008	Number of motor vehicles registered 5/	137,079,843	7,752,926	843,308	101,234,849	6,790,882	2,215,856	238,314,692	9,006,738	255,917,664	
2007		135,932,930	7,138,476	834,436	101,469,615	6,806,630	2,220,995	237,402,545	9,027,624	254,403,081	
2008	Average miles traveled per vehicle	11,788	1,868	8,436	10,951	12,362	64,764	11,432	25,254	11,619	
2007		12,304	1,908	8,365	10,962	12,049	65,307	11,730	25,152	11,920	
2008	Person-miles of travel 6/ (millions)	2,553,043	18,395	150,827	1,921,960	83,951	143,507	4,475,004	227,458	4,871,683	
2007		2,642,498	17,298	147,985	1,928,319	82,014	145,046	4,570,818	227,060	4,963,161	
2008	Fuel consumed 7/ (thousand gallons)	71,497,204	256,358	1,109,636	61,198,934	9,888,729	26,814,441	132,696,139	36,703,170	170,765,303	
2007		74,377,197	242,241	1,144,861	61,836,216	10,043,778	28,545,442	136,213,413	38,589,220	176,189,735	
2008	Average fuel consumption per vehicle (gallons) 7/	522	33	1,316	605	1,456	12,101	557	4,075	667	
2007		547	34	1,372	609	1,476	12,853	574	4,275	693	
2008	Average miles traveled per gallon of fuel consumed 7/	22.6	56.5	6.4	18.1	8.5	5.4	20.5	6.2	17.4	
2007		22.5	56.2	6.1	18.0	8.2	5.1	20.4	5.9	17.2	

1/ The 50 states and the District of Columbia report travel by highway category, number of motor vehicles registered, and total fuel consumed. The travel and fuel data by vehicle type and stratification of trucks are estimated by the Federal Highway Administration (FHWA). Estimation procedures include use of State supplied data, the 2002 Census of Transportation Vehicle Inventory and Use Survey (VIUS), and other sources.
 2/ Totals by highway category are from table VM-2. Some changes between rural and urban roadways can be attributed to 2002 census boundary changes.
 3/ Other 2-Axle 4-Tire Vehicles which are not passenger cars. These include vans, pickup trucks, and sport/utility vehicles.
 4/ Single-Unit 2-Axle 6-Tire or More Trucks on a single frame with at least two axles and six tires.
 5/ Truck registration figures are from tables MV-1 and MV-9 with truck distribution estimated by the FHWA.
 6/ Vehicle occupancy is estimated by the FHWA from the 2001 National Household Travel Survey (NHTS); For heavy trucks, 1 motor vehicle miles travelled = 1 person-miles traveled.
 7/ Total fuel consumption figures are from tables MF-21 and MF-27. Distribution by vehicle type is estimated by the FHWA based on miles per gallon for both diesel and gasoline powered vehicles using State-supplied data, the 2002 VIUS, and other sources with nominal inputs for motorcycles and buses.

**Table E-8
Tax Increment Credit Analysis**

Land Use Code	Land Use	Unit	Urban Area		Suburban Area		Rural Area	
			Tax Value/Unit	Present Value Credit ⁽¹⁾	Tax Value/Unit	Present Value Credit ⁽¹⁾	Tax Value/Unit	Present Value Credit ⁽¹⁾
RESIDENTIAL								
210.1	Less than 1,500 s.f. & Annual Hh Income less tha 80% SHIP Definition	du	\$93,000	\$76.80	\$79,000	\$65.24	\$63,000	\$52.03
210.2	0 to 1,500 s.f.	du	\$93,000	\$76.80	\$79,000	\$65.24	\$63,000	\$52.03
210.3	1,501 to 2,499 s.f.	du	\$127,500	\$105.29	\$127,500	\$105.29	\$115,000	\$94.97
210.4	2,500 s.f. and greater	du	\$330,000	\$272.52	\$350,000	\$289.04	\$286,000	\$236.19
220.1	"Low Income" SHIP defined Multi-Family	du	\$70,000	\$57.81	\$65,000	\$53.68	\$50,000	\$41.29
221	Multi-Family Apartments	du	\$70,000	\$57.81	\$65,000	\$53.68	\$50,000	\$41.29
231	Low-Rise Condominium/Townhouse (1 to 2 stories)	du	\$70,000	\$57.81	\$65,000	\$53.68	\$50,000	\$41.29
232	High-Rise Condominium (3 or more stories)	du	\$70,000	\$57.81	\$65,000	\$53.68	\$50,000	\$41.29
240	Mobile Home Park	du	\$41,000	\$33.86	\$37,000	\$30.56	\$35,000	\$28.90
251	Age Restricted Single Family	du	\$93,000	\$76.80	\$79,000	\$65.24	\$63,000	\$52.03
252	Age Restricted Multi-Family	du	\$51,000	\$42.12	\$40,000	\$33.03	\$27,000	\$22.30
253	Congregate Care Facility (Attached)	du	\$33,000	\$27.25	\$26,000	\$21.47	\$18,000	\$14.86
LODGING:								
310	Hotel	room	\$55,000	\$45.42	\$45,000	\$37.16	\$40,000	\$33.03
320	Motel	room	\$27,500	\$22.71	\$22,500	\$18.58	\$20,000	\$16.52
330	Resort Hotel	room	\$55,000	\$45.42	\$45,000	\$37.16	\$40,000	\$33.03
RECREATION:								
412	General Recreation	acre	\$98,013	\$80.94	\$35,284	\$29.14	\$20,831	\$17.20
416	RV Park	site	\$9,801	\$8.09	\$3,528	\$2.91	\$2,083	\$1.72
420	Marina	berth	\$75,000	\$61.94	\$75,000	\$61.94	\$75,000	\$61.94
430	Golf Course	hole	\$125,000	\$103.23	\$125,000	\$103.23	\$75,000	\$61.94
431	Miniature Golf Course	hole	\$44,000	\$36.34	\$33,000	\$27.25	\$26,400	\$21.80
437	Bowling Alley	1,000 sf	\$32,000	\$26.43	\$28,350	\$23.41	\$22,000	\$18.17
444	Movie Theater	screen	\$150,000	\$123.87	\$112,500	\$92.91	\$100,500	\$83.00
491	Racquet Club/Health Club/Spa/Dance Studio	1,000 sf	\$100,000	\$82.58	\$75,000	\$61.94	\$67,000	\$55.33
495	Community Center/Gymnasium	1,000 sf	\$100,000	\$82.58	\$75,000	\$61.94	\$67,000	\$55.33
INSTITUTIONS:								
520	Elementary School	student	\$20,250	\$16.72	\$20,250	\$16.72	\$20,250	\$16.72
522	Middle School	student	\$20,250	\$16.72	\$20,250	\$16.72	\$20,250	\$16.72
530	High School	student	\$20,250	\$16.72	\$20,250	\$16.72	\$20,250	\$16.72
540	University/Junior College (7,500 or fewer students) (Private)	student	\$20,250	\$16.72	\$20,250	\$16.72	\$20,250	\$16.72
550	University/Junior College (more than 7,500 students) (Private)	student	\$20,250	\$16.72	\$20,250	\$16.72	\$20,250	\$16.72
560	Church	1,000 sf	\$122,010	\$100.76	\$50,110	\$41.38	\$35,240	\$29.10
565	Day Care	student	\$210,000	\$173.42	\$210,000	\$173.42	\$210,000	\$173.42
566	Cemetery	acre	\$12,600	\$10.41	\$10,000	\$8.26	\$7,500	\$6.19
610	Hospital	1,000 sf	\$185,000	\$152.78	\$185,000	\$152.78	\$185,000	\$152.78
620	Nursing Home	bed	\$5,333	\$4.40	\$6,650	\$5.49	\$5,647	\$4.66

Table E-8 (Continued)
Tax Increment Credit Analysis

Land Use Code	Land Use	Unit	Urban Area		Suburban Area		Rural Area	
			Tax Value/ Unit	Present Value Credit ⁽¹⁾	Tax Value/ Unit	Present Value Credit ⁽¹⁾	Tax Value/ Unit	Present Value Credit ⁽¹⁾
	OFFICE:							
710.1	General Office 50,000 sf or less	1,000 sf	\$111,300	\$91.92	\$66,500	\$54.92	\$56,470	\$46.63
710.2	General Office 50,001-100,000 sf	1,000 sf	\$53,330	\$44.04	\$66,500	\$54.92	\$56,470	\$46.63
710.3	General Office 100,001-200,000 sf	1,000 sf	\$53,330	\$44.04	\$66,500	\$54.92	\$56,470	\$46.63
710.4	General Office 200,001-400,000 sf	1,000 sf	\$53,330	\$44.04	\$66,500	\$54.92	\$56,470	\$46.63
710.5	General Office greater than 400,000 sf	1,000 sf	\$53,330	\$44.04	\$66,500	\$54.92	\$56,470	\$46.63
714	Corporate Headquarters Building	1,000 sf	\$53,330	\$44.04	\$66,500	\$54.92	\$56,470	\$46.63
720	Medical Office	1,000 sf	\$53,330	\$44.04	\$66,500	\$54.92	\$56,470	\$46.63
750	Office Park	1,000 sf	\$53,330	\$44.04	\$66,500	\$54.92	\$56,470	\$46.63
760	Research and Development Center	1,000 sf	\$53,330	\$44.04	\$66,500	\$54.92	\$56,470	\$46.63
761	Veterinarian Clinic	1,000 sf	\$53,330	\$44.04	\$66,500	\$54.92	\$56,470	\$46.63
	RETAIL:							
814	Specialty Retail	1,000 sf	\$100,000	\$82.58	\$75,000	\$61.94	\$67,000	\$55.33
816	Hardware/Paint	1,000 sf	\$100,000	\$82.58	\$75,000	\$61.94	\$67,000	\$55.33
820.1	Retail 50,000 sf/la or less	1,000 sf/la	\$100,000	\$82.58	\$75,000	\$61.94	\$67,000	\$55.33
820.2	Retail 50,001-200,000 sf/la	1,000 sf/la	\$100,000	\$82.58	\$75,000	\$61.94	\$67,000	\$55.33
820.3	Retail 200,001-400,000 sf/la	1,000 sf/la	\$150,000	\$123.87	\$112,500	\$92.91	\$100,500	\$83.00
820.4	Retail 400,001-600,000 sf/la	1,000 sf/la	\$150,000	\$123.87	\$112,500	\$92.91	\$100,500	\$83.00
820.5	Retail 600,001-800,000 sf/la	1,000 sf/la	\$150,000	\$123.87	\$112,500	\$92.91	\$100,500	\$83.00
820.6	Retail greater than 800,000 sf/la	1,000 sf/la	\$150,000	\$123.87	\$112,500	\$92.91	\$100,500	\$83.00
841	New/Used Auto Sales	1,000 sf	\$47,290	\$39.05	\$31,520	\$26.03	\$42,540	\$35.13
848	Tire Store	1,000 sf	\$100,000	\$82.58	\$75,000	\$61.94	\$67,000	\$55.33
850	Supermarket	1,000 sf	\$45,820	\$37.84	\$50,970	\$42.09	\$0	\$0.00
853	Convenience Store w/Gas Pumps	1,000 sf	\$20,360	\$16.81	\$21,720	\$17.94	\$23,080	\$19.06
862	Home Improvement Superstore	1,000 sf	\$100,000	\$82.58	\$75,000	\$61.94	\$67,000	\$55.33
881	Pharmacy/Drug Store with and without Drive-Thru	1,000 sf	\$100,000	\$82.58	\$75,000	\$61.94	\$67,000	\$55.33
890	Furniture Store	1,000 sf	\$100,000	\$82.58	\$75,000	\$61.94	\$67,000	\$55.33
912	Bank/Savings w/Drive-In	1,000 sf	\$192,200	\$158.72	\$176,310	\$145.60	\$132,233	\$109.20
931	Quality Restaurant	1,000 sf	\$123,610	\$102.08	\$41,130	\$33.97	\$42,360	\$34.98
932	High-Turnover Restaurant	1,000 sf	\$123,610	\$102.08	\$41,130	\$33.97	\$42,360	\$34.98
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	\$212,500	\$175.49	\$200,000	\$165.17	\$150,000	\$123.87
941	Quick Lube	bays	\$32,500	\$26.84	\$24,375	\$20.13	\$21,775	\$17.98
943	Auto Repair or Body Shop	1,000 sf	\$61,410	\$50.71	\$30,410	\$25.11	\$62,830	\$51.89
944	Gasoline Station	fuel pos.	\$1,690	\$1.40	\$1,803	\$1.49	\$1,916	\$1.58
947	Self-Service Car Wash	bays	\$32,500	\$26.84	\$24,375	\$20.13	\$21,775	\$17.98
913	Convenience/Gasoline/Fast Food Store	1,000 sf	\$20,360	\$16.81	\$21,720	\$17.94	\$23,080	\$19.06
	INDUSTRIAL:							
110	General Light Industrial	1,000 sf	\$35,160	\$29.04	\$30,580	\$25.25	\$16,540	\$13.66
120	General Heavy Industrial	1,000 sf	\$35,160	\$29.04	\$30,580	\$25.25	\$16,540	\$13.66
130	Industrial Park	1,000 sf	\$35,160	\$29.04	\$30,580	\$25.25	\$16,540	\$13.66
140	Manufacturing	1,000 sf	\$35,160	\$29.04	\$30,580	\$25.25	\$16,540	\$13.66
150	Warehouse	1,000 sf	\$48,710	\$40.23	\$25,610	\$21.15	\$43,860	\$36.22
151	Mini-Warehouse	1,000 sf	\$48,710	\$40.23	\$25,610	\$21.15	\$43,860	\$36.22
152	High-Cube Warehouse	1,000 sf	\$48,710	\$40.23	\$25,610	\$21.15	\$43,860	\$36.22
153	Airport Hangar	1,000 sf	\$35,160	\$29.04	\$30,580	\$25.25	\$16,540	\$13.66

Note: 1. See text for description and formula.

Appendix F

Tax Increment Revenue Estimate

Appendix F
Tax Increment Revenue Estimate (Excludes Municipalities)

Tax base appreciation rate: 3.00%

Year	County-Wide Tax Value	Increment of Appreciation	Revenue in Year
2010	\$19,774,692,160	\$0	\$0
2011	\$19,774,692,160	\$0	\$0
2012	\$19,774,692,160	\$0	\$0
2013	\$19,774,692,160	\$0	\$0
2014	\$20,367,932,925	\$593,240,765	\$1,259,015
2015	\$20,978,970,913	\$1,204,278,753	\$2,555,800
2016	\$21,608,340,040	\$1,833,647,880	\$3,891,489
2017	\$22,256,590,241	\$2,481,898,081	\$5,267,249
2018	\$22,924,287,948	\$3,149,595,788	\$6,684,281
2019	\$23,612,016,587	\$3,837,324,427	\$8,143,825
2020	\$24,320,377,084	\$4,545,684,924	\$9,647,155
2021	\$25,049,988,397	\$5,275,296,237	\$11,195,584
2022	\$25,801,488,049	\$6,026,795,889	\$12,790,467
2023	\$26,575,532,690	\$6,800,840,530	\$14,433,196
2024	\$27,372,798,671	\$7,598,106,511	\$16,125,207
2025	\$28,193,982,631	\$8,419,290,471	\$17,867,978
2026	\$29,039,802,110	\$9,265,109,950	\$19,663,032
2027	\$29,910,996,173	\$10,136,304,013	\$21,511,938
2028	\$30,808,326,059	\$11,033,633,899	\$23,416,311
2029	\$31,732,575,840	\$11,957,883,680	\$25,377,815
2030	\$32,684,553,116	\$12,909,860,956	\$27,398,165
2031	\$33,665,089,709	\$13,890,397,549	\$29,479,125
2032	\$34,675,042,400	\$14,900,350,240	\$31,622,513
2033	\$35,715,293,672	\$15,940,601,512	\$33,830,204
2034	\$36,786,752,482	\$17,012,060,322	\$36,104,125
2035	\$37,890,355,057	\$18,115,662,897	\$38,446,264
		Total:	\$396,710,738

Present value @ 5% discount rate: \$159,939,185
Less development self-credit: \$10,295,656
Available to fund Buy-Down, Transit Operations etc.: **\$149,643,530**

Source: Pasco County Property Appraiser, 2010.

Appendix G

Condensed Fee Schedules for Publication

Urban Mobility Fee Schedule (Fee District A)

Pasco County Land Use Code	ITE LUC	Land Use	Unit	Total Impact Cost	Fee before buy-down	\$\$ Allocated for buy-down	Net Mobility Fee	Full Fee(1)	Road Share (Incl Int)	Road Share (Excl Int)	Interstate Share	Transit Share	Bike/Ped Share	TxF "Back-Fill" Amount	2011 Road Impact Fee	Proposed Fee as Percent of 2011 Road Impact Fee
RESIDENTIAL:																
210	210	Single Family (Detached)	du													
210.1P	n/a	Less than 1,500 s.f. & Annual Hh Income less than 80% SHIP Definition(2)	du	\$5,514	\$4,046	\$731	\$3,315	\$4,478	\$3,163	\$2,393	\$770	\$8	\$144	\$731	\$5,886	56%
210.2P	n/a	0 to 1,500 s.f.	du	\$6,915	\$5,093	\$920	\$4,173	\$5,635	\$3,982	\$3,017	\$965	\$10	\$181	\$920	\$7,375	57%
210.3P	n/a	1,501 to 2,499 s.f.	du	\$9,666	\$7,122	\$1,287	\$5,835	\$7,879	\$5,568	\$4,218	\$1,350	\$14	\$253	\$1,287	\$10,302	57%
210.4P	n/a	2,500 s.f. and greater	du	\$10,697	\$7,726	\$1,396	\$6,329	\$8,564	\$6,039	\$4,546	\$1,493	\$15	\$275	\$1,396	\$11,413	55%
210.5P	n/a	"Low Income" SHIP defined Multi-Family(2)	du	\$3,596	\$2,614	\$472	\$2,141	\$2,896	\$2,042	\$1,544	\$498	\$6	\$93	\$472	\$4,312	50%
221	221	Multi-Family Apartments	du	\$6,600	\$4,846	\$876	\$3,971	\$5,364	\$3,789	\$2,873	\$916	\$10	\$172	\$876	\$7,564	52%
240	240	Mobile Home Park	du	\$3,686	\$2,694	\$487	\$2,207	\$2,983	\$2,105	\$1,596	\$509	\$6	\$96	\$487	\$4,604	48%
251	251	Age Restricted Single Family(3)	du	\$3,260	\$2,348	\$424	\$1,924	\$2,604	\$1,835	\$1,382	\$453	\$5	\$84	\$424	\$4,327	44%
252	252	Age Restricted Multi-Family(3)	du	\$1,704	\$1,201	\$217	\$984	\$1,335	\$938	\$706	\$232	\$3	\$43	\$217	\$3,362	29%
253	253	Congregate Care Facility (Attached)(3)	du	\$955	\$668	\$121	\$547	\$743	\$521	\$391	\$130	\$2	\$24	\$121	\$1,068	51%
231	231	Low-Rise Condominium/Townhouse (1 to 2 stories)	du	\$6,622	\$4,893	\$884	\$4,009	\$5,412	\$3,825	\$2,901	\$924	\$10	\$174	\$884	\$7,066	57%
232	232	High-Rise Condominium (3 or more stories)	du	\$5,323	\$3,922	\$709	\$3,213	\$4,339	\$3,065	\$2,322	\$743	\$8	\$140	\$709	\$5,681	57%
LODGING:																
310	310	Hotel	room	\$6,246	\$4,612	\$4,612	\$0	\$5,102	\$0	\$0	\$0	\$0	\$0	\$4,612	\$3,147	0%
330	330	Resort Hotel	room	\$4,706	\$3,461	\$3,461	\$0	\$3,830	\$0	\$0	\$0	\$0	\$0	\$3,461	\$4,722	0%
320	320	Motel	room	\$3,419	\$2,497	\$2,497	\$0	\$2,765	\$0	\$0	\$0	\$0	\$0	\$2,497	\$1,679	0%
RECREATION:																
416	416	RV Park	RV space	\$1,857	\$1,364	\$634	\$730	\$1,510	\$696	\$529	\$167	\$2	\$32	\$634	\$1,840	40%
420	420	Marina	berth	\$3,211	\$2,336	\$1,085	\$1,251	\$2,588	\$1,194	\$901	\$293	\$3	\$54	\$1,085	\$1,184	106%
430	430	Golf Course	hole	\$38,777	\$28,852	\$13,401	\$15,451	\$31,891	\$14,743	\$11,209	\$3,534	\$37	\$671	\$13,401	\$18,550	83%
431	431	Miniature Golf Course	hole	\$2,867	\$2,091	\$971	\$1,120	\$2,316	\$1,068	\$808	\$260	\$3	\$49	\$971	\$1,367	82%
444	444	Movie Theater	screen	\$34,246	\$23,984	\$11,140	\$12,844	\$26,668	\$12,255	\$9,310	\$2,945	\$31	\$558	\$11,140	\$12,755	101%
412	412	General Recreation	acre	\$1,743	\$1,207	\$561	\$646	\$1,344	\$616	\$459	\$157	\$2	\$28	\$561	\$1,095	59%
491	491	Racquet Club/Health Club/Spa/Dance Studio	1,000 sf	\$11,285	\$8,259	\$3,836	\$4,423	\$9,144	\$4,220	\$3,202	\$1,018	\$11	\$192	\$3,836	\$9,291	48%
437	437	Bowling Alley	1,000 sf	\$25,667	\$18,947	\$8,801	\$10,147	\$20,959	\$9,682	\$7,367	\$2,315	\$24	\$441	\$8,801	\$18,068	56%
495	495	Community Center/Gymnasium	1,000 sf	\$23,023	\$17,076	\$7,932	\$9,145	\$18,881	\$8,726	\$6,632	\$2,094	\$22	\$397	\$7,932	\$10,986	83%
INSTITUTIONS:																
610	610	Hospital	1,000 sf	\$15,316	\$11,284	\$2,257	\$9,027	\$12,485	\$8,613	\$6,528	\$2,085	\$22	\$392	\$2,257	\$17,013	53%
620	620	Nursing Home	bed	\$940	\$665	\$133	\$532	\$739	\$507	\$385	\$122	\$2	\$23	\$133	\$1,102	48%
520	520	Elementary School	student	\$772	\$551	\$110	\$441	\$611	\$420	\$316	\$104	\$2	\$19	\$110	\$867	51%
522	522	Middle School	student	\$1,090	\$785	\$157	\$628	\$870	\$599	\$453	\$146	\$2	\$27	\$157	\$1,224	51%
530	530	High School	student	\$1,151	\$830	\$166	\$664	\$920	\$633	\$478	\$155	\$2	\$29	\$166	\$1,292	51%
540	540	University/Junior College (7,500 or fewer students) (Private)	student	\$2,170	\$1,604	\$321	\$1,283	\$1,774	\$1,223	\$927	\$296	\$4	\$56	\$321	\$1,467	87%
550	550	University/Junior College (more than 7,500 students) (Private)	student	\$1,627	\$1,199	\$240	\$959	\$1,326	\$914	\$692	\$222	\$3	\$42	\$240	\$2,909	33%
560	560	Church	1,000 sf	\$5,307	\$3,778	\$756	\$3,022	\$4,194	\$2,883	\$2,177	\$706	\$8	\$131	\$756	\$6,231	48%
565	565	Day Care	student	\$735	\$339	\$68	\$271	\$397	\$258	\$165	\$93	\$1	\$12	\$68	\$852	32%
566	566	Cemetery	acre	\$5,417	\$4,035	\$807	\$3,228	\$4,459	\$3,080	\$2,342	\$738	\$8	\$140	\$807	\$6,103	53%
OFFICE:																
710	710	General Office 50,000 sf or less(4)	1,000 sf	\$12,320	\$9,015	\$9,015	\$0	\$9,981	\$0	\$0	\$0	\$0	\$0	\$9,015	\$4,778	0%
710.1P	710	General Office 50,001-100,000 sf(4)	1,000 sf	\$10,501	\$7,719	\$7,719	\$0	\$8,542	\$0	\$0	\$0	\$0	\$0	\$7,719	\$3,703	0%
710.2P	710	General Office 100,001-200,000 sf(4)	1,000 sf	\$8,950	\$6,572	\$6,572	\$0	\$7,274	\$0	\$0	\$0	\$0	\$0	\$6,572	\$3,153	0%

Urban Mobility Fee Schedule (Fee District A) (continued)

Pasco County Land Use Code	ITE LUC	Land Use	Unit	Total Impact Cost	Fee before buy-down	\$\$ Allocated for buy-down	Net Mobility Fee	Full Fee(1)	Road Share	Road Share	Interstate Share	Transit Share	Bike/Ped Share	TxIF "Back-Fill" Amount	2011 Road Impact Fee	Proposed Fee as Percent of 2011 Road Impact Fee
									(Incl Int)	(Excl Int)						
OFFICE (continued):																
710.3P	710	General Office 200,001-400,000 sf(4)	1,000 sf	\$7,636	\$5,601	\$5,601	\$0	\$6,199	\$0	\$0	\$0	\$0	\$0	\$5,601	\$2,684	0%
710.4P	710	General Office greater than 400,000 sf(5)	1,000 sf	\$6,951	\$5,094	\$5,094	\$0	\$5,639	\$0	\$0	\$0	\$0	\$0	\$5,094	\$2,285	0%
720	720	Medical Office	1,000 sf	\$29,520	\$21,835	\$21,835	\$0	\$24,148	\$0	\$0	\$0	\$0	\$0	\$21,835	\$8,847	0%
750	750	Office Park	1,000 sf	\$8,990	\$6,601	\$6,601	\$0	\$7,306	\$0	\$0	\$0	\$0	\$0	\$6,601	\$4,801	0%
714	714	Corporate Headquarters Building	1,000 sf	\$6,282	\$4,600	\$4,600	\$0	\$5,092	\$0	\$0	\$0	\$0	\$0	\$4,600	\$3,275	0%
760	760	Research and Development Center	1,000 sf	\$6,384	\$4,675	\$4,675	\$0	\$5,176	\$0	\$0	\$0	\$0	\$0	\$4,675	\$2,071	0%
770.P	n/a	Veterinarian Clinic	1,000 sf	\$7,523	\$5,196	\$5,196	\$0	\$5,785	\$0	\$0	\$0	\$0	\$0	\$5,196	\$2,247	0%
RETAIL:																
814	814	Specialty Retail	1,000 sf	\$21,527	\$15,438	\$5,001	\$10,437	\$17,125	\$9,959	\$7,565	\$2,394	\$25	\$453	\$5,001	\$11,184	93%
820	820	Retail 50,000 sf/la or less(4)	1,000 sf/la	\$13,492	\$9,243	\$2,994	\$6,249	\$10,301	\$5,963	\$4,539	\$1,424	\$15	\$271	\$2,994	\$11,099	56%
820.1P	820	Retail 50,001-200,000 sf/la(4)	1,000 sf/la	\$12,065	\$8,344	\$2,703	\$5,641	\$9,289	\$5,382	\$4,078	\$1,304	\$14	\$245	\$2,703	\$9,877	64%
820.2P	820	Retail 200,001-400,000 sf/la(4)	1,000 sf/la	\$11,440	\$7,988	\$2,588	\$5,400	\$8,885	\$5,152	\$3,908	\$1,244	\$13	\$235	\$2,588	\$8,490	64%
820.3P	820	Retail 400,001-600,000 sf/la(4)	1,000 sf/la	\$10,806	\$7,526	\$2,438	\$5,088	\$8,373	\$4,855	\$3,674	\$1,181	\$12	\$221	\$2,438	\$8,228	62%
820.4P	820	Retail 600,001-800,000 sf/la(4)	1,000 sf/la	\$11,156	\$7,827	\$2,536	\$5,291	\$8,701	\$5,048	\$3,819	\$1,229	\$13	\$230	\$2,536	\$7,892	67%
820.5P	820	Retail greater than 800,000 sf/la(5)	1,000 sf/la	\$11,673	\$8,260	\$2,676	\$5,584	\$9,175	\$5,327	\$4,035	\$1,292	\$14	\$243	\$2,676	\$7,628	73%
Pharmacy/Drug Store with and without Drive-Thru																
881	881	Pharmacy/Drug Store with and without Drive-Thru	1,000 sf	\$9,489	\$6,490	\$2,103	\$4,388	\$7,234	\$4,186	\$3,171	\$1,015	\$11	\$191	\$2,103	\$5,537	79%
862	862	Home Improvement Superstore	1,000 sf	\$6,748	\$4,630	\$1,500	\$3,130	\$5,159	\$2,986	\$2,257	\$729	\$8	\$136	\$1,500	\$8,157	38%
931	931	Quality Restaurant	1,000 sf	\$33,129	\$23,683	\$7,672	\$16,011	\$26,279	\$15,278	\$11,613	\$3,665	\$38	\$695	\$7,672	\$20,271	79%
932	932	High-Turnover Restaurant	1,000 sf	\$40,747	\$29,078	\$9,420	\$19,658	\$32,271	\$18,757	\$14,263	\$4,494	\$47	\$854	\$9,420	\$28,198	70%
934	934	Fast Food Restaurant w/Drive-Thru	1,000 sf	\$88,242	\$60,573	\$19,623	\$40,950	\$67,489	\$39,075	\$29,708	\$9,367	\$97	\$1,778	\$19,623	\$56,773	72%
944	944	Gasoline Station	fuel pos.	\$11,011	\$7,559	\$2,449	\$5,110	\$8,422	\$4,875	\$3,710	\$1,165	\$13	\$222	\$2,449	\$6,723	76%
941	941	Quick Lube	bays	\$15,708	\$11,356	\$3,679	\$7,677	\$12,587	\$7,325	\$5,574	\$1,751	\$19	\$333	\$3,679	\$9,710	79%
850	850	Supermarket	1,000 sf	\$17,922	\$12,377	\$4,010	\$8,368	\$13,782	\$7,985	\$6,068	\$1,917	\$20	\$363	\$4,010	\$8,190	102%
853	853	Convenience Store w/Gas Pumps	1,000 sf	\$45,798	\$30,080	\$9,745	\$20,336	\$33,670	\$19,405	\$14,709	\$4,696	\$48	\$883	\$9,745	\$24,577	83%
848	848	Tire Store	1,000 sf	\$9,767	\$6,994	\$2,266	\$4,729	\$7,760	\$4,512	\$3,423	\$1,089	\$12	\$205	\$2,266	\$6,140	77%
943	943	Auto Repair or Body Shop	1,000 sf	\$13,399	\$9,658	\$3,129	\$6,530	\$10,709	\$6,230	\$4,736	\$1,494	\$16	\$284	\$3,129	\$9,256	71%
841	841	New/Used Auto Sales	1,000 sf	\$16,365	\$11,958	\$3,874	\$8,084	\$13,241	\$7,714	\$5,866	\$1,848	\$19	\$351	\$3,874	\$13,382	60%
816	816	Hardware/Paint	1,000 sf	\$7,994	\$5,394	\$1,748	\$3,647	\$6,021	\$3,480	\$2,636	\$844	\$9	\$158	\$1,748	\$8,270	44%
947	947	Self-Service Car Wash	bays	\$24,477	\$16,866	\$5,464	\$11,402	\$18,785	\$10,880	\$8,274	\$2,606	\$27	\$495	\$5,464	\$10,354	110%
890	890	Furniture Store	1,000 sf	\$2,515	\$1,781	\$577	\$1,204	\$1,978	\$1,149	\$862	\$287	\$3	\$52	\$577	\$1,620	74%
912	912	Bank/Savings w/Drive-In	1,000 sf	\$26,958	\$18,830	\$6,100	\$12,730	\$20,943	\$12,147	\$9,219	\$2,928	\$30	\$553	\$6,100	\$37,045	34%
913.P	n/a	Convenience/Gasoline/Fast Food Store	1,000 sf	\$119,026	\$84,003	\$27,213	\$66,790	\$93,332	\$54,190	\$41,228	\$12,962	\$134	\$2,466	\$27,213	\$72,754	78%
INDUSTRIAL:																
110	110	General Light Industrial	1,000 sf	\$5,860	\$4,313	\$4,313	\$0	\$4,772	\$0	\$0	\$0	\$0	\$0	\$4,313	\$3,151	0%
120	120	General Heavy Industrial	1,000 sf	\$1,261	\$905	\$905	\$0	\$1,004	\$0	\$0	\$0	\$0	\$0	\$905	\$678	0%
130	130	Industrial Park	1,000 sf	\$5,852	\$4,307	\$4,307	\$0	\$4,765	\$0	\$0	\$0	\$0	\$0	\$4,307	\$3,147	0%
140	140	Manufacturing	1,000 sf	\$3,212	\$2,351	\$2,351	\$0	\$2,602	\$0	\$0	\$0	\$0	\$0	\$2,351	\$1,727	0%
150	150	Warehouse	1,000 sf	\$2,993	\$2,177	\$2,177	\$0	\$2,412	\$0	\$0	\$0	\$0	\$0	\$2,177	\$2,243	0%
151	151	Mini-Warehouse	1,000 sf	\$1,262	\$875	\$875	\$0	\$974	\$0	\$0	\$0	\$0	\$0	\$875	\$673	0%
152	152	High-Cube Warehouse	1,000 sf	\$1,557	\$1,122	\$1,122	\$0	\$1,244	\$0	\$0	\$0	\$0	\$0	\$1,122	\$740	0%
160.P	n/a	Airport Hangar	1,000 sf	\$2,993	\$2,189	\$2,189	\$0	\$2,423	\$0	\$0	\$0	\$0	\$0	\$2,189	\$2,243	0%

Notes:

(1) Provided for informational purposes only. This value is the total value of transportation system consumed, less credits for revenues committed to transportation system expansion that are generated by the use itself. This value includes Interstate costs and carrying costs, but not toll road costs. It does consider the proportion of trip length, varying system costs, and transportation system performance goals that vary by fee district.

Suburban Mobility Fee Schedule (Fee District B)

Pasco County Land Use Code		ITE LUC		Land Use	Unit	Total Impact Cost	Fee before buy-down	\$\$ Allocated for buy-down	Net Mobility Fee	Full Fee(1)	Road Share (Incl Int)	Road Share (Excl Int)	Interstate Share	Transit Share	Bike/Ped Share	TxF "Back-Fill" Amount	2011 Road Impact Fee	Proposed Fee as Percent of 2011 Road Impact Fee	
RESIDENTIAL:																			
210	210	Single Family (Detached)			du														
210.1P	n/a	Less than 1,500 s.f. & Annual Hh Income less than 80% SHIP Definition(2)			du	\$6,409	\$4,884	\$0	\$ 4,884	\$ 5,293	\$ 4,660	\$ 3,711	\$ 949	\$ 12	\$ 212	\$0	\$5,886	83%	
210.2P	n/a	0 to 1,500 s.f.			du	\$8,038	\$6,141	\$0	\$ 6,141	\$ 6,654	\$ 5,859	\$ 4,669	\$ 1,190	\$ 15	\$ 267	\$0	\$7,375	83%	
210.3P	n/a	1,501 to 2,499 s.f.			du	\$11,235	\$8,570	\$0	\$ 8,570	\$ 9,287	\$ 8,177	\$ 6,513	\$ 1,664	\$ 21	\$ 372	\$0	\$10,302	83%	
210.4P	n/a	2,500 s.f. and greater			du	\$12,434	\$9,312	\$0	\$ 9,312	\$ 10,106	\$ 8,886	\$ 7,045	\$ 1,841	\$ 22	\$ 404	\$0	\$11,413	82%	
210.5P	n/a	"Low Income" SHIP defined Multi-Family(2)			du	\$4,183	\$3,160	\$0	\$ 3,160	\$ 3,427	\$ 3,015	\$ 2,400	\$ 615	\$ 8	\$ 137	\$0	\$4,312	73%	
221	221	Multi-Family Apartments			du	\$7,678	\$5,845	\$0	\$ 5,845	\$ 6,335	\$ 5,577	\$ 4,448	\$ 1,129	\$ 14	\$ 254	\$0	\$7,564	77%	
240	240	Mobile Home Park			du	\$4,292	\$3,257	\$0	\$ 3,257	\$ 3,531	\$ 3,108	\$ 2,480	\$ 628	\$ 8	\$ 141	\$0	\$4,604	71%	
251	251	Age Restricted Single Family(3)			du	\$3,793	\$2,851	\$0	\$ 2,851	\$ 3,094	\$ 2,720	\$ 2,162	\$ 558	\$ 7	\$ 124	\$0	\$4,327	66%	
252	252	Age Restricted Multi-Family(3)			du	\$1,987	\$1,472	\$0	\$ 1,472	\$ 1,599	\$ 1,404	\$ 1,118	\$ 286	\$ 4	\$ 64	\$0	\$3,362	44%	
253	253	Congregate Care Facility (Attached)(3)			du	\$1,115	\$821	\$0	\$ 821	\$ 893	\$ 783	\$ 623	\$ 160	\$ 2	\$ 36	\$0	\$1,068	77%	
231	231	Low-Rise Condominium/Townhouse (1 to 2 stories)			du	\$7,697	\$5,890	\$0	\$ 5,890	\$ 6,381	\$ 5,620	\$ 4,480	\$ 1,140	\$ 14	\$ 256	\$0	\$7,066	83%	
232	232	High-Rise Condominium (3 or more stories)			du	\$6,187	\$4,724	\$0	\$ 4,724	\$ 5,119	\$ 4,507	\$ 3,591	\$ 916	\$ 12	\$ 205	\$0	\$5,681	83%	
LODGING:																			
310	310	Hotel			room	\$8,059	\$6,185	\$5,588	\$ 597	\$ 6,700	\$ 569	\$ 454	\$ 115	\$ 2	\$ 26	\$5,588	\$3,147	19%	
330	330	Resort Hotel			room	\$6,072	\$4,649	\$4,200	\$ 449	\$ 5,036	\$ 428	\$ 341	\$ 87	\$ 2	\$ 19	\$4,200	\$4,722	10%	
320	320	Motel			room	\$4,420	\$3,366	\$3,041	\$ 325	\$ 3,648	\$ 310	\$ 248	\$ 62	\$ 1	\$ 14	\$3,041	\$1,679	19%	
RECREATION:																			
416	416	RV Park			RV space	\$2,400	\$1,837	\$877	\$ 960	\$ 1,990	\$ 915	\$ 732	\$ 183	\$ 3	\$ 42	\$877	\$1,840	52%	
420	420	Marina			berth	\$4,143	\$3,140	\$1,498	\$ 1,641	\$ 3,404	\$ 1,566	\$ 1,245	\$ 321	\$ 4	\$ 71	\$1,498	\$1,184	139%	
430	430	Golf Course			hole	\$50,019	\$38,553	\$18,398	\$ 20,155	\$ 41,746	\$ 19,232	\$ 15,355	\$ 3,877	\$ 48	\$ 875	\$18,398	\$18,550	109%	
431	431	Miniature Golf Course			hole	\$3,702	\$2,821	\$1,346	\$ 1,475	\$ 3,058	\$ 1,407	\$ 1,122	\$ 285	\$ 4	\$ 64	\$1,346	\$1,367	108%	
444	444	Movie Theater			screen	\$44,630	\$33,022	\$15,759	\$ 17,263	\$ 35,872	\$ 16,472	\$ 13,209	\$ 3,263	\$ 41	\$ 750	\$15,759	\$12,755	135%	
412	412	General Recreation			acre	\$2,251	\$1,698	\$810	\$ 888	\$ 1,842	\$ 846	\$ 673	\$ 173	\$ 3	\$ 39	\$810	\$1,095	81%	
491	491	Racquet Club/Health Club/Spa/Dance Studio			1,000 sf	\$14,578	\$11,124	\$5,309	\$ 5,816	\$ 12,055	\$ 5,549	\$ 4,430	\$ 1,119	\$ 14	\$ 253	\$5,309	\$9,291	63%	
437	437	Bowling Alley			1,000 sf	\$33,158	\$25,420	\$12,131	\$ 13,289	\$ 27,537	\$ 12,680	\$ 10,137	\$ 2,543	\$ 32	\$ 577	\$12,131	\$18,068	74%	
495	495	Community Center/Gymnasium			1,000 sf	\$29,707	\$22,865	\$10,912	\$ 11,953	\$ 24,762	\$ 11,405	\$ 9,108	\$ 2,297	\$ 29	\$ 519	\$10,912	\$10,986	109%	
INSTITUTIONS:																			
610	610	Hospital			1,000 sf	\$19,756	\$15,116	\$100	\$ 15,015	\$ 16,377	\$ 14,327	\$ 11,418	\$ 2,909	\$ 36	\$ 652	\$100	\$17,013	88%	
620	620	Nursing Home			bed	\$1,226	\$912	\$6	\$ 906	\$ 991	\$ 864	\$ 692	\$ 172	\$ 3	\$ 39	\$6	\$1,102	82%	
520	520	Elementary School			student	\$997	\$746	\$5	\$ 741	\$ 810	\$ 707	\$ 562	\$ 145	\$ 2	\$ 32	\$5	\$867	85%	
522	522	Middle School			student	\$1,409	\$1,061	\$7	\$ 1,054	\$ 1,151	\$ 1,005	\$ 800	\$ 205	\$ 3	\$ 46	\$7	\$1,224	86%	
530	530	High School			student	\$1,487	\$1,120	\$7	\$ 1,113	\$ 1,215	\$ 1,062	\$ 846	\$ 216	\$ 3	\$ 48	\$7	\$1,292	86%	
540	540	University/Junior College (7,500 or fewer students) (Private)			student	\$2,799	\$2,146	\$14	\$ 2,132	\$ 2,325	\$ 2,033	\$ 1,621	\$ 412	\$ 6	\$ 93	\$14	\$1,467	145%	
550	550	University/Junior College (more than 7,500 students) (Private)			student	\$2,099	\$1,606	\$11	\$ 1,595	\$ 1,740	\$ 1,522	\$ 1,213	\$ 309	\$ 4	\$ 69	\$11	\$2,909	55%	
560	560	Church			1,000 sf	\$6,868	\$5,187	\$34	\$ 5,152	\$ 5,625	\$ 4,915	\$ 3,926	\$ 989	\$ 13	\$ 224	\$34	\$6,231	83%	
565	565	Day Care			student	\$962	\$536	\$4	\$ 533	\$ 598	\$ 508	\$ 375	\$ 133	\$ 2	\$ 23	\$4	\$852	63%	
566	566	Cemetery			acre	\$6,987	\$5,392	\$36	\$ 5,356	\$ 5,838	\$ 5,110	\$ 4,081	\$ 1,029	\$ 13	\$ 233	\$36	\$6,103	88%	
OFFICE:																			
710	710	General Office 50,000 sf or less(4)			1,000 sf	\$15,915	\$12,157	\$10,984	\$ 1,174	\$ 13,174	\$ 1,120	\$ 894	\$ 226	\$ 3	\$ 51	\$10,984	\$4,778	25%	
710.1P	710	General Office 50,001-100,000 sf(4)			1,000 sf	\$13,566	\$10,355	\$9,355	\$ 1,000	\$ 11,221	\$ 954	\$ 761	\$ 193	\$ 3	\$ 43	\$9,355	\$3,703	27%	
710.2P	710	General Office 100,001-200,000 sf(4)			1,000 sf	\$11,563	\$8,818	\$7,966	\$ 851	\$ 9,556	\$ 812	\$ 648	\$ 164	\$ 2	\$ 37	\$7,966	\$3,153	27%	

Suburban Mobility Fee Schedule (Fee District B) (continued)

Pasco County															Proposed Fee as Percent of	
Land Use Code	ITE LUC	Land Use	Unit	Total Impact Cost	Fee before buy-down	\$\$ Allocated for buy-down	Net Mobility Fee	Full Fee(1)	Road Share (Incl Int)	Road Share (Excl Int)	Interstate Share	Transit Share	Bike/Ped Share	Tx/F "Back-Fill" Amount	2011 Road Impact Fee	2011 Road Impact Fee
OFFICE (continued):																
710.3P	710	General Office 200,001-400,000 sf(4)	1,000 sf	\$9,865	\$7,514	\$6,789	\$ 725	\$ 8,144	\$ 692	\$ 553	\$ 139	\$ 2	\$ 31	\$6,789	\$2,684	27%
710.4P	710	General Office greater than 400,000 sf(5)	1,000 sf	\$8,980	\$6,835	\$6,176	\$ 660	\$ 7,409	\$ 629	\$ 502	\$ 127	\$ 2	\$ 29	\$6,176	\$2,285	29%
720	720	Medical Office	1,000 sf	\$38,114	\$29,243	\$26,420	\$ 2,823	\$ 31,676	\$ 2,693	\$ 2,152	\$ 541	\$ 7	\$ 123	\$26,420	\$8,847	32%
750	750	Office Park	1,000 sf	\$11,614	\$8,857	\$8,002	\$ 855	\$ 9,598	\$ 815	\$ 651	\$ 164	\$ 3	\$ 37	\$8,002	\$4,801	18%
714	714	Corporate Headquarters Building	1,000 sf	\$8,115	\$6,172	\$5,576	\$ 596	\$ 6,690	\$ 568	\$ 453	\$ 115	\$ 2	\$ 26	\$5,576	\$3,275	18%
760	760	Research and Development Center	1,000 sf	\$8,248	\$6,274	\$5,668	\$ 606	\$ 6,800	\$ 578	\$ 461	\$ 117	\$ 2	\$ 26	\$5,668	\$2,071	29%
770.P	n/a	Veterinarian Clinic	1,000 sf	\$9,842	\$7,200	\$6,505	\$ 695	\$ 7,829	\$ 663	\$ 532	\$ 131	\$ 2	\$ 30	\$6,505	\$2,247	31%
RETAIL:																
814	814	Specialty Retail	1,000 sf	\$32,207	\$24,370	\$11,630	\$ 12,740	\$ 26,426	\$ 12,157	\$ 9,727	\$ 2,430	\$ 30	\$ 553	\$11,630	\$11,184	114%
820	820	Retail 50,000 sf gla or less(4)	1,000 sf gla	\$20,327	\$14,962	\$7,140	\$ 7,822	\$ 16,259	\$ 7,463	\$ 5,994	\$ 1,469	\$ 19	\$ 340	\$7,140	\$11,099	70%
820.1P	820	Retail 50,001-200,000 sf gla(4)	1,000 sf gla	\$18,187	\$13,488	\$6,436	\$ 7,051	\$ 14,649	\$ 6,728	\$ 5,391	\$ 1,337	\$ 17	\$ 306	\$6,436	\$8,877	79%
820.2P	820	Retail 200,001-400,000 sf gla(4)	1,000 sf gla	\$17,179	\$12,804	\$6,110	\$ 6,694	\$ 13,901	\$ 6,387	\$ 5,114	\$ 1,273	\$ 16	\$ 291	\$6,110	\$8,490	79%
820.3P	820	Retail 400,001-600,000 sf gla(4)	1,000 sf gla	\$16,227	\$12,086	\$5,768	\$ 6,319	\$ 13,122	\$ 6,030	\$ 4,824	\$ 1,206	\$ 15	\$ 274	\$5,768	\$8,228	77%
820.4P	820	Retail 600,001-800,000 sf gla(4)	1,000 sf gla	\$16,755	\$12,537	\$5,983	\$ 6,554	\$ 13,607	\$ 6,253	\$ 5,001	\$ 1,252	\$ 16	\$ 285	\$5,983	\$7,892	83%
820.5P	820	Retail greater than 800,000 sf gla(5)	1,000 sf gla	\$17,464	\$13,123	\$6,262	\$ 6,860	\$ 14,238	\$ 6,545	\$ 5,232	\$ 1,313	\$ 17	\$ 298	\$6,262	\$7,628	90%
881	881	Pharmacy/Drug Store with and without Drive-Thru	1,000 sf	\$14,295	\$10,533	\$5,026	\$ 5,506	\$ 11,445	\$ 5,254	\$ 4,211	\$ 1,043	\$ 13	\$ 239	\$5,026	\$5,537	99%
862	862	Home Improvement Superstore	1,000 sf	\$10,172	\$7,516	\$3,587	\$ 3,929	\$ 8,166	\$ 3,748	\$ 3,001	\$ 747	\$ 10	\$ 171	\$3,587	\$8,157	48%
931	931	Quality Restaurant	1,000 sf	\$49,564	\$37,465	\$17,879	\$ 19,586	\$ 40,630	\$ 18,688	\$ 14,963	\$ 3,725	\$ 47	\$ 851	\$17,879	\$20,271	97%
932	932	High-Turnover Restaurant	1,000 sf	\$60,960	\$46,012	\$21,958	\$ 24,054	\$ 49,905	\$ 22,952	\$ 18,381	\$ 4,571	\$ 57	\$ 1,045	\$21,958	\$28,198	85%
934	934	Fast Food Restaurant w/Drive-Thru	1,000 sf	\$121,968	\$89,353	\$42,641	\$ 46,712	\$ 97,141	\$ 44,573	\$ 35,798	\$ 8,775	\$ 110	\$ 2,029	\$42,641	\$56,773	82%
944	944	Gasoline Station	fuel pos.	\$15,219	\$11,149	\$5,320	\$ 5,828	\$ 12,120	\$ 5,561	\$ 4,469	\$ 1,092	\$ 14	\$ 253	\$5,320	\$6,723	87%
941	941	Quick Lube	bays	\$23,434	\$17,801	\$8,495	\$ 9,306	\$ 19,298	\$ 8,880	\$ 7,106	\$ 1,774	\$ 22	\$ 404	\$8,495	\$9,710	96%
850	850	Supermarket	1,000 sf	\$27,001	\$19,969	\$9,529	\$ 10,439	\$ 21,693	\$ 9,961	\$ 7,991	\$ 1,970	\$ 25	\$ 453	\$9,529	\$8,190	127%
853	853	Convenience Store w/Gas Pumps	1,000 sf	\$64,286	\$45,953	\$21,930	\$ 24,024	\$ 50,058	\$ 22,924	\$ 18,471	\$ 4,453	\$ 57	\$ 1,043	\$21,930	\$24,577	98%
848	848	Tire Store	1,000 sf	\$14,570	\$11,019	\$5,258	\$ 5,760	\$ 11,949	\$ 5,496	\$ 4,393	\$ 1,103	\$ 14	\$ 250	\$5,258	\$6,140	94%
943	943	Auto Repair or Body Shop	1,000 sf	\$19,989	\$15,177	\$7,243	\$ 7,934	\$ 16,453	\$ 7,570	\$ 6,056	\$ 1,514	\$ 19	\$ 345	\$7,243	\$9,256	86%
841	841	New/Used Auto Sales	1,000 sf	\$24,391	\$18,658	\$8,904	\$ 9,754	\$ 20,215	\$ 9,307	\$ 7,441	\$ 1,866	\$ 23	\$ 424	\$8,904	\$13,382	73%
816	816	Hardware/Paint	1,000 sf	\$12,044	\$8,803	\$4,201	\$ 4,602	\$ 9,572	\$ 4,391	\$ 3,521	\$ 870	\$ 11	\$ 200	\$4,201	\$6,270	56%
947	947	Self-Service Car Wash	bays	\$36,878	\$27,247	\$13,003	\$ 14,244	\$ 29,601	\$ 13,591	\$ 10,909	\$ 2,682	\$ 34	\$ 619	\$13,003	\$10,354	138%
890	890	Furniture Store	1,000 sf	\$3,739	\$2,821	\$1,346	\$ 1,475	\$ 3,060	\$ 1,407	\$ 1,118	\$ 289	\$ 4	\$ 64	\$1,346	\$1,620	91%
912	912	Bank/Savings w/Drive-In	1,000 sf	\$37,138	\$27,514	\$13,130	\$ 14,384	\$ 29,886	\$ 13,725	\$ 10,996	\$ 2,729	\$ 34	\$ 625	\$13,130	\$37,045	39%
913.P	n/a	Convenience/Gasoline/Fast Food Store	1,000 sf	\$163,969	\$122,285	\$58,357	\$ 63,929	\$ 132,755	\$ 61,002	\$ 48,928	\$ 12,074	\$ 151	\$ 2,776	\$58,357	\$72,754	88%
INDUSTRIAL:																
110	110	General Light Industrial	1,000 sf	\$6,747	\$5,146	\$4,146	\$ 1,000	\$ 5,577	\$ 954	\$ 762	\$ 192	\$ 3	\$ 43	\$4,146	\$3,151	32%
120	120	General Heavy Industrial	1,000 sf	\$1,452	\$1,088	\$876	\$ 211	\$ 1,180	\$ 201	\$ 160	\$ 41	\$ 1	\$ 9	\$876	\$678	31%
130	130	Industrial Park	1,000 sf	\$6,738	\$5,138	\$4,140	\$ 998	\$ 5,569	\$ 952	\$ 761	\$ 191	\$ 3	\$ 43	\$4,140	\$3,147	32%
140	140	Manufacturing	1,000 sf	\$3,698	\$2,809	\$2,263	\$ 546	\$ 3,045	\$ 520	\$ 414	\$ 106	\$ 2	\$ 24	\$2,263	\$1,727	32%
150	150	Warehouse	1,000 sf	\$3,446	\$2,620	\$2,111	\$ 509	\$ 2,840	\$ 485	\$ 387	\$ 98	\$ 2	\$ 22	\$2,111	\$2,243	23%
151	151	Mini-Warehouse	1,000 sf	\$1,458	\$1,077	\$868	\$ 209	\$ 1,170	\$ 199	\$ 159	\$ 40	\$ 1	\$ 9	\$868	\$673	31%
152	152	High-Cube Warehouse	1,000 sf	\$1,791	\$1,359	\$1,095	\$ 264	\$ 1,474	\$ 252	\$ 201	\$ 51	\$ 1	\$ 11	\$1,095	\$740	36%
160.P	n/a	Airport Hangar	1,000 sf	\$3,446	\$2,616	\$2,108	\$ 508	\$ 2,836	\$ 484	\$ 386	\$ 98	\$ 2	\$ 22	\$2,108	\$2,243	23%

Notes:

(1) Provided for informational purposes only. This value is the total value of transportation system consumed, less credits for revenues committed to transportation system expansion that are generated by the use itself. This value includes Interstate costs and carrying costs, but not toll road costs. It does consider the proportion of trip length, varying system costs, and transportation system performance goals that vary by fee district.

Rural Mobility Fee Schedule (Fee District C)

Pasco County		Proposed Fee as Percent of 2011 Road Impact Fee														
Land Use Code	ITE LUC	Land Use	Unit	Total Impact Cost	Fee before buy-down	\$\$ Allocated for buy-down	Net Mobility Fee	Full Fee(1)	Road Share (Incl Int)	Road Share (Excl Int)	Interstate Share	Transit Share	Bike/Ped Share	Tx/F "Back-Fill" Amount	2011 Road Impact Fee	2011 Road Impact Fee
RESIDENTIAL:																
210	210	Single Family (Detached)														
210.1P	n/a	Less than 1,500 s.f. & Annual Hh Income less than 80% SHIP Definition(2)	du	\$7,760	\$5,999	\$406	\$5,593	\$6,622	\$5,336	\$4,348	\$988	\$14	\$243	\$406	\$5,886	95%
210.2P	n/a	0 to 1,500 s.f.	du	\$9,732	\$7,536	\$510	\$7,026	\$8,317	\$6,704	\$5,466	\$1,238	\$17	\$305	\$510	\$7,375	95%
210.3P	n/a	1,501 to 2,499 s.f.	du	\$13,603	\$10,511	\$712	\$9,800	\$11,603	\$9,350	\$7,619	\$1,731	\$24	\$426	\$712	\$10,302	95%
210.4P	n/a	2,500 s.f. and greater	du	\$15,054	\$11,502	\$779	\$10,723	\$12,710	\$10,231	\$8,316	\$1,915	\$26	\$466	\$779	\$11,413	94%
210.5P	n/a	"Low Income" SHIP defined Multi-Family(2)	du	\$5,066	\$3,893	\$264	\$3,629	\$4,299	\$3,462	\$2,822	\$640	\$9	\$158	\$264	\$4,312	84%
221	221	Multi-Family Apartments	du	\$9,299	\$7,180	\$486	\$6,694	\$7,927	\$6,387	\$5,212	\$1,175	\$16	\$291	\$486	\$7,564	88%
240	240	Mobile Home Park	du	\$5,202	\$4,002	\$271	\$3,731	\$4,419	\$3,560	\$2,906	\$654	\$9	\$162	\$271	\$4,604	81%
251	251	Age Restricted Single Family(3)	du	\$4,594	\$3,518	\$238	\$3,280	\$3,887	\$3,130	\$2,549	\$581	\$8	\$142	\$238	\$4,327	76%
252	252	Age Restricted Multi-Family(3)	du	\$2,458	\$1,877	\$127	\$1,750	\$2,074	\$1,669	\$1,369	\$300	\$5	\$76	\$127	\$3,362	52%
253	253	Congregate Care Facility (Attached)(3)	du	\$1,380	\$1,049	\$71	\$978	\$1,160	\$933	\$765	\$168	\$3	\$42	\$71	\$1,068	92%
231	231	Low-Rise Condominium/Townhouse (1 to 2 stories)	du	\$9,319	\$7,225	\$489	\$6,736	\$7,973	\$6,427	\$5,241	\$1,186	\$16	\$293	\$489	\$7,066	95%
232	232	High-Rise Condominium (3 or more stories)	du	\$7,491	\$5,800	\$393	\$5,407	\$6,401	\$5,159	\$4,206	\$953	\$13	\$235	\$393	\$5,681	95%
LODGING:																
310	310	Hotel	room	\$9,408	\$7,298	\$6,106	\$1,192	\$8,053	\$1,137	\$927	\$210	\$3	\$52	\$6,106	\$3,147	38%
330	330	Resort Hotel	room	\$7,088	\$5,488	\$4,592	\$896	\$6,057	\$854	\$696	\$158	\$3	\$39	\$4,592	\$4,722	19%
320	320	Motel	room	\$5,167	\$3,983	\$3,333	\$650	\$4,398	\$620	\$507	\$113	\$2	\$28	\$3,333	\$1,679	39%
RECREATION:																
416	416	RV Park	RV Space	\$2,804	\$2,172	\$1,047	\$1,124	\$2,397	\$1,072	\$876	\$196	\$3	\$49	\$1,047	\$1,840	61%
420	420	Marina	berth	\$4,836	\$3,709	\$1,789	\$1,920	\$4,097	\$1,832	\$1,491	\$341	\$5	\$83	\$1,789	\$1,184	162%
430	430	Golf Course	hole	\$58,387	\$45,472	\$21,929	\$23,542	\$50,158	\$22,464	\$18,338	\$4,126	\$56	\$1,022	\$21,929	\$18,550	127%
431	431	Miniature Golf Course	hole	\$4,323	\$3,337	\$1,609	\$1,728	\$3,684	\$1,648	\$1,344	\$304	\$5	\$75	\$1,609	\$1,367	126%
444	444	Movie Theater	screen	\$54,368	\$41,439	\$19,984	\$21,454	\$45,803	\$20,471	\$16,955	\$3,516	\$51	\$932	\$19,984	\$12,755	168%
412	412	General Recreation	acre	\$2,631	\$2,023	\$975	\$1,047	\$2,234	\$999	\$815	\$184	\$3	\$45	\$975	\$1,095	96%
491	491	Racquet Club/Health Club/Spa/Dance Studio	1,000 sf	\$17,036	\$13,155	\$6,344	\$6,811	\$14,522	\$6,499	\$5,307	\$1,192	\$16	\$296	\$6,344	\$9,291	73%
437	437	Bowling Alley	1,000 sf	\$38,750	\$30,028	\$14,482	\$15,547	\$33,139	\$14,835	\$12,125	\$2,710	\$37	\$675	\$14,482	\$18,068	86%
495	495	Community Center/Gymnasium	1,000 sf	\$34,677	\$26,957	\$13,000	\$13,956	\$29,740	\$13,317	\$10,871	\$2,446	\$33	\$606	\$13,000	\$10,986	127%
INSTITUTIONS:																
610	610	Hospital	1,000 sf	\$23,062	\$17,832	\$0	\$17,832	\$19,683	\$17,016	\$13,868	\$3,148	\$42	\$774	\$0	\$17,013	105%
620	620	Nursing Home	bed	\$1,472	\$1,123	\$0	\$1,123	\$1,241	\$1,071	\$883	\$188	\$3	\$49	\$0	\$1,102	102%
520	520	Elementary School	student	\$1,166	\$885	\$0	\$885	\$978	\$844	\$688	\$157	\$2	\$38	\$0	\$867	102%
522	522	Middle School	student	\$1,647	\$1,257	\$0	\$1,257	\$1,389	\$1,199	\$978	\$221	\$3	\$55	\$0	\$1,224	103%
530	530	High School	student	\$1,739	\$1,328	\$0	\$1,328	\$1,467	\$1,267	\$1,033	\$234	\$3	\$58	\$0	\$1,292	103%
540	540	University/Junior College (7,500 or fewer students) (Private)	student	\$3,267	\$2,531	\$0	\$2,531	\$2,794	\$2,415	\$1,970	\$446	\$6	\$110	\$0	\$1,467	173%
550	550	University/Junior College (more than 7,500 students) (Private)	student	\$2,450	\$1,894	\$0	\$1,894	\$2,091	\$1,808	\$1,473	\$334	\$4	\$82	\$0	\$2,909	65%
560	560	Church	1,000 sf	\$8,141	\$6,267	\$0	\$6,267	\$6,921	\$5,980	\$4,905	\$1,075	\$15	\$272	\$0	\$6,231	101%
565	565	Day Care	student	\$1,172	\$717	\$0	\$717	\$811	\$685	\$539	\$145	\$2	\$31	\$0	\$852	84%
566	566	Cemetery	acre	\$8,156	\$6,355	\$0	\$6,355	\$7,009	\$6,064	\$4,951	\$1,113	\$15	\$276	\$0	\$6,103	104%
OFFICE:																
710	710	General Office 50,000 sf or less(4)	1,000 sf	\$18,599	\$14,375	\$12,028	\$2,347	\$15,868	\$2,239	\$1,829	\$410	\$6	\$102	\$12,028	\$4,778	49%
710.1P	710	General Office 50,001-100,000 sf(4)	1,000 sf	\$15,854	\$12,246	\$10,247	\$2,000	\$13,519	\$1,908	\$1,558	\$350	\$5	\$87	\$10,247	\$3,703	54%
710.2P	710	General Office 100,001-200,000 sf(4)	1,000 sf	\$13,513	\$10,431	\$8,728	\$1,703	\$11,516	\$1,624	\$1,326	\$298	\$5	\$74	\$8,728	\$3,153	54%

Rural Mobility Fee Schedule (Fee District C) (continued)

Pasco County Land Use Code	ITE LUC	Land Use	Unit	Total Impact Cost	Fee before buy-down	\$\$ Allocated for buy-down	Net Mobility Fee	Road Share (Incl Int)	Road Share (Excl Int)	Interstate Share	Transit Share	Bike/Ped Share	Tx/F "Back-Fill" Amount	2011 Road Impact Fee	Proposed Fee as Percent of 2011 Road Impact Fee
OFFICE (continued):															
710.3P	710	General Office 200,001-400,000 sf(4)	1,000 sf	\$11,528	\$8,892	\$7,440	\$1,452	\$9,817	\$1,385	\$1,131	\$254	\$4	\$63	\$7,440	54%
710.4P	710	General Office greater than 400,000 sf(5)	1,000 sf	\$10,494	\$8,090	\$6,769	\$1,321	\$8,933	\$1,260	\$1,029	\$231	\$4	\$57	\$6,769	58%
720	720	Medical Office	1,000 sf	\$44,521	\$34,523	\$28,886	\$5,637	\$38,097	\$5,378	\$4,394	\$984	\$14	\$245	\$28,886	64%
750	750	Office Park	1,000 sf	\$13,572	\$10,477	\$8,766	\$1,711	\$11,566	\$1,632	\$1,332	\$300	\$5	\$74	\$8,766	36%
714	714	Corporate Headquarters Building	1,000 sf	\$9,484	\$7,307	\$6,114	\$1,193	\$8,068	\$1,138	\$929	\$209	\$3	\$52	\$6,114	36%
760	760	Research and Development Center	1,000 sf	\$9,638	\$7,427	\$6,214	\$1,213	\$8,200	\$1,157	\$944	\$213	\$3	\$53	\$6,214	59%
770.P	n/a	Veterinarian Clinic	1,000 sf	\$12,049	\$9,121	\$7,632	\$1,489	\$10,088	\$1,420	\$1,178	\$242	\$4	\$65	\$7,632	66%
RETAIL:															
814	814	Specialty Retail	1,000 sf	\$38,663	\$29,822	\$14,382	\$15,440	\$32,925	\$14,732	\$12,113	\$2,619	\$37	\$671	\$14,382	138%
820	820	Retail 50,000 sf(4) or less(4)	1,000 sf	\$25,044	\$19,040	\$9,182	\$9,858	\$21,050	\$9,406	\$7,808	\$1,598	\$24	\$428	\$9,182	89%
820.1P	820	Retail 50,001-200,000 sf(4)	1,000 sf	\$22,286	\$17,023	\$8,210	\$8,813	\$18,812	\$8,409	\$6,960	\$1,449	\$21	\$383	\$8,210	99%
820.2P	820	Retail 200,001-400,000 sf(4)	1,000 sf	\$20,759	\$15,852	\$7,645	\$8,207	\$17,518	\$7,831	\$6,456	\$1,375	\$20	\$356	\$7,645	97%
820.3P	820	Retail 400,001-600,000 sf(4)	1,000 sf	\$19,609	\$14,969	\$7,219	\$7,750	\$16,543	\$7,394	\$6,091	\$1,303	\$19	\$337	\$7,219	94%
820.4P	820	Retail 600,001-800,000 sf(4)	1,000 sf	\$20,176	\$15,443	\$7,448	\$7,995	\$17,062	\$7,629	\$6,277	\$1,352	\$19	\$347	\$7,448	101%
820.5P	820	Retail greater than 800,000 sf(5)	1,000 sf	\$20,965	\$16,086	\$7,758	\$8,328	\$17,768	\$7,946	\$6,530	\$1,416	\$20	\$362	\$7,758	109%
881	881	Pharmacy/Drug Store with and without Drive-Thru	1,000 sf	\$17,527	\$13,322	\$6,425	\$6,897	\$14,729	\$6,580	\$5,448	\$1,132	\$17	\$300	\$6,425	125%
862	862	Home Improvement Superstore	1,000 sf	\$12,465	\$9,497	\$4,580	\$4,917	\$10,497	\$4,691	\$3,880	\$811	\$12	\$214	\$4,580	60%
931	931	Quality Restaurant	1,000 sf	\$59,500	\$45,844	\$22,109	\$23,735	\$50,620	\$22,648	\$18,632	\$4,016	\$56	\$1,031	\$22,109	117%
932	932	High-Turnover Restaurant	1,000 sf	\$73,408	\$56,546	\$27,270	\$29,276	\$62,438	\$27,936	\$23,004	\$4,932	\$69	\$1,271	\$27,270	104%
934	934	Fast Food Restaurant w/Drive-Thru	1,000 sf	\$131,037	\$98,463	\$47,485	\$50,978	\$108,980	\$48,644	\$40,434	\$8,210	\$120	\$2,214	\$47,485	90%
944	944	Gasoline Station	fuel pos.	\$16,351	\$12,280	\$5,922	\$6,358	\$13,593	\$6,067	\$5,045	\$1,022	\$15	\$276	\$5,922	95%
941	941	Quick Lube	bays	\$27,957	\$21,592	\$10,413	\$11,179	\$23,836	\$10,667	\$8,757	\$1,910	\$27	\$485	\$10,413	115%
850	850	Supermarket	1,000 sf	\$33,105	\$25,267	\$12,185	\$13,082	\$27,924	\$12,483	\$10,344	\$2,139	\$31	\$568	\$12,185	160%
853	853	Convenience Store w/Gas Pumps	1,000 sf	\$69,328	\$50,994	\$24,593	\$26,401	\$56,559	\$25,191	\$21,028	\$4,163	\$63	\$1,147	\$24,593	107%
848	848	Tire Store	1,000 sf	\$17,383	\$13,380	\$6,453	\$6,928	\$14,776	\$6,610	\$5,422	\$1,188	\$17	\$301	\$6,453	113%
943	943	Auto Repair or Body Shop	1,000 sf	\$23,848	\$18,381	\$8,865	\$9,517	\$20,295	\$9,081	\$7,451	\$1,630	\$23	\$413	\$8,865	103%
841	841	New/Used Auto Sales	1,000 sf	\$28,688	\$22,181	\$10,697	\$11,484	\$24,483	\$10,958	\$8,956	\$2,002	\$27	\$499	\$10,697	86%
816	816	Hardware/Paint	1,000 sf	\$14,839	\$11,227	\$5,414	\$5,812	\$12,418	\$5,546	\$4,600	\$946	\$14	\$252	\$5,414	70%
947	947	Self-Service Car Wash	bays	\$45,214	\$34,428	\$16,603	\$17,824	\$38,057	\$17,008	\$14,097	\$2,911	\$42	\$774	\$16,603	172%
890	890	Furniture Store	1,000 sf	\$4,393	\$3,364	\$1,622	\$1,742	\$3,717	\$1,661	\$1,351	\$310	\$5	\$76	\$1,622	108%
912	912	Bank/Savings w/Drive-In	1,000 sf	\$39,684	\$30,097	\$14,515	\$15,582	\$33,282	\$14,868	\$12,316	\$2,552	\$37	\$677	\$14,515	42%
913.P	n/a	Convenience/Gasoline/Fast Food Store	1,000 sf	\$175,210	\$133,525	\$64,395	\$69,131	\$147,589	\$65,966	\$54,673	\$11,293	\$163	\$3,002	\$64,395	95%
INDUSTRIAL:															
110	110	General Light Industrial	1,000 sf	\$8,109	\$6,271	\$4,271	\$2,000	\$6,922	\$1,908	\$1,559	\$349	\$5	\$87	\$4,271	63%
120	120	General Heavy Industrial	1,000 sf	\$1,745	\$1,339	\$912	\$427	\$1,479	\$406	\$331	\$75	\$2	\$19	\$912	63%
130	130	Industrial Park	1,000 sf	\$8,097	\$6,262	\$4,265	\$1,997	\$6,912	\$1,905	\$1,556	\$349	\$5	\$87	\$4,265	63%
140	140	Manufacturing	1,000 sf	\$4,444	\$3,431	\$2,337	\$1,094	\$3,787	\$1,043	\$852	\$191	\$3	\$48	\$2,337	63%
150	150	Warehouse	1,000 sf	\$4,142	\$3,174	\$2,162	\$1,012	\$3,506	\$965	\$787	\$178	\$3	\$44	\$2,162	45%
151	151	Mini-Warehouse	1,000 sf	\$1,794	\$1,344	\$916	\$429	\$1,488	\$408	\$334	\$74	\$2	\$19	\$916	64%
152	152	High-Cube Warehouse	1,000 sf	\$2,150	\$1,637	\$1,115	\$522	\$1,810	\$497	\$404	\$93	\$2	\$23	\$1,115	71%
160.P	n/a	Airport Hangar	1,000 sf	\$4,142	\$3,196	\$2,177	\$1,019	\$3,529	\$972	\$794	\$178	\$3	\$44	\$2,177	45%

Notes:
 (1) Provided for informational purposes only. This value is the total value of transportation system consumed, less credits for revenues committed to transportation system expansion that are generated by the use itself. This value includes Interstate costs and carrying costs, but not toll road costs. It does consider the proportion of trip length, varying system costs, and transportation system performance goals that vary by fee district.

Urban Mobility Fee Schedule for Traditional Neighborhood Development (Fee District A)

Pasco County Land Use Code	ITE LUC	Land Use	Unit	Total Impact Cost	Fee before buy-down	\$\$ Allocated for buy-down	Net Mobility Fee	Full Fee(1)	Road Share (Incl Int)	Road Share (Excl Int)	Interstate Share	Transit Share	Bike/Ped Share	TxF "Back-Fill" Amount	2011 Road Impact Fee	Proposed Fee as Percent of 2011 Road Impact Fee
RESIDENTIAL:																
210	210	Single Family (Detached)	du													
210.1P	n/a	Less than 1,500 s.f. & Annual Hh Income less than 80% SHIP Definition(2)	du	\$4,888	\$3,578	\$2,749	\$828	\$3,961	\$790	\$598	\$192	\$2	\$36	\$2,749	\$5,886	14%
210.2P	n/a	0 to 1,500 s.f.	du	\$6,129	\$4,506	\$3,463	\$1,043	\$4,987	\$995	\$753	\$242	\$3	\$45	\$3,463	\$7,375	14%
210.3P	n/a	1,501 to 2,499 s.f.	du	\$8,568	\$6,301	\$4,842	\$1,459	\$6,972	\$1,392	\$1,054	\$338	\$4	\$63	\$4,842	\$10,302	14%
210.4P	n/a	2,500 s.f. and greater	du	\$9,482	\$6,817	\$5,239	\$1,578	\$7,560	\$1,505	\$1,131	\$374	\$4	\$69	\$5,239	\$11,413	14%
210.5P	n/a	"Low Income" SHIP defined Multi-Family(2)	du	\$3,187	\$2,310	\$1,775	\$535	\$2,560	\$510	\$385	\$125	\$2	\$23	\$1,775	\$4,312	12%
221	221	Multi-Family Apartments	du	\$5,851	\$4,289	\$3,296	\$993	\$4,748	\$947	\$718	\$229	\$3	\$43	\$3,296	\$7,564	13%
240	240	Mobile Home Park	du	\$3,267	\$2,384	\$1,832	\$552	\$2,640	\$526	\$398	\$128	\$2	\$24	\$1,832	\$4,604	12%
251	251	Age Restricted Single Family(3)	du	\$2,890	\$2,073	\$1,593	\$480	\$2,299	\$457	\$344	\$113	\$2	\$21	\$1,593	\$4,327	11%
252	252	Age Restricted Multi-Family(3)	du	\$1,510	\$1,060	\$815	\$245	\$1,178	\$233	\$175	\$58	\$1	\$11	\$815	\$3,362	7%
253	253	Congregate Care Facility (Attached)(3)	du	\$847	\$589	\$452	\$136	\$655	\$129	\$97	\$32	\$1	\$6	\$452	\$1,068	13%
231	231	Low-Rise Condominium/Townhouse (1 to 2 stories)	du	\$5,870	\$4,331	\$3,328	\$1,003	\$4,791	\$956	\$724	\$232	\$3	\$44	\$3,328	\$7,066	14%
232	232	High-Rise Condominium (3 or more stories)	du	\$4,718	\$3,470	\$2,667	\$803	\$3,840	\$766	\$580	\$186	\$2	\$35	\$2,667	\$5,681	14%
LODGING:																
310	310	Hotel	room	\$5,537	\$4,083	\$4,083	\$0	\$4,517	\$0	\$0	\$0	\$0	\$0	\$4,083	\$3,147	0%
330	330	Resort Hotel	room	\$4,171	\$3,063	\$3,063	\$0	\$3,390	\$0	\$0	\$0	\$0	\$0	\$3,063	\$4,722	0%
320	320	Motel	room	\$3,031	\$2,211	\$2,211	\$0	\$2,448	\$0	\$0	\$0	\$0	\$0	\$2,211	\$1,679	0%
RECREATION:																
416	416	RV Park	RV space	\$1,646	\$1,208	\$1,025	\$183	\$1,337	\$174	\$132	\$42	\$1	\$8	\$1,025	\$1,840	10%
420	420	Marina	berth	\$2,847	\$2,064	\$1,750	\$313	\$2,287	\$298	\$225	\$73	\$1	\$14	\$1,750	\$1,184	26%
430	430	Golf Course	hole	\$34,372	\$25,563	\$21,682	\$3,881	\$28,257	\$3,702	\$2,814	\$888	\$10	\$169	\$21,682	\$18,550	21%
431	431	Miniature Golf Course	hole	\$2,541	\$1,850	\$1,569	\$281	\$2,049	\$268	\$203	\$65	\$1	\$12	\$1,569	\$1,367	21%
444	444	Movie Theater	screen	\$30,356	\$21,245	\$18,020	\$3,225	\$23,624	\$3,077	\$2,337	\$740	\$8	\$140	\$18,020	\$12,755	25%
412	412	General Recreation	acre	\$1,545	\$1,061	\$900	\$161	\$1,182	\$153	\$114	\$39	\$1	\$7	\$900	\$1,095	15%
491	491	Racquet Club/Health Club/Spa/Dance Studio	1,000 sf	\$10,003	\$7,312	\$6,202	\$1,110	\$8,096	\$1,059	\$803	\$256	\$3	\$48	\$6,202	\$9,291	12%
437	437	Bowling Alley	1,000 sf	\$22,751	\$16,792	\$14,243	\$2,549	\$18,575	\$2,432	\$1,851	\$581	\$6	\$111	\$14,243	\$18,068	14%
495	495	Community Center/Gymnasium	1,000 sf	\$20,408	\$15,127	\$12,831	\$2,296	\$16,726	\$2,190	\$1,664	\$526	\$6	\$100	\$12,831	\$10,986	21%
INSTITUTIONS:																
610	610	Hospital	1,000 sf	\$13,576	\$9,985	\$7,728	\$2,257	\$11,049	\$2,153	\$1,631	\$522	\$6	\$98	\$7,728	\$17,013	13%
620	620	Nursing Home	bed	\$834	\$589	\$456	\$133	\$655	\$126	\$96	\$30	\$1	\$6	\$456	\$1,102	12%
520	520	Elementary School	student	\$684	\$486	\$376	\$110	\$540	\$104	\$78	\$26	\$1	\$5	\$376	\$867	13%
522	522	Middle School	student	\$966	\$694	\$537	\$157	\$770	\$149	\$112	\$37	\$1	\$7	\$537	\$1,224	13%
530	530	High School	student	\$1,020	\$733	\$568	\$166	\$813	\$158	\$119	\$39	\$1	\$7	\$568	\$1,292	13%
540	540	University/Junior College (7,500 or fewer students) (Private)	student	\$1,923	\$1,420	\$1,099	\$321	\$1,570	\$306	\$232	\$74	\$1	\$14	\$1,099	\$1,467	22%
550	550	University/Junior College (more than 7,500 students) (Private)	student	\$1,443	\$1,060	\$821	\$240	\$1,174	\$229	\$173	\$56	\$1	\$10	\$821	\$2,909	8%
560	560	Church	1,000 sf	\$4,704	\$3,337	\$2,583	\$754	\$3,706	\$719	\$542	\$177	\$2	\$33	\$2,583	\$6,231	12%
565	565	Day Care	student	\$652	\$281	\$217	\$64	\$332	\$60	\$36	\$24	\$1	\$3	\$217	\$852	8%
566	566	Cemetery	acre	\$4,802	\$3,575	\$2,767	\$808	\$3,951	\$771	\$586	\$185	\$2	\$35	\$2,767	\$6,103	13%
OFFICE:																
710	710	General Office 50,000 sf or less(4)	1,000 sf	\$10,920	\$7,981	\$7,981	\$0	\$8,836	\$0	\$0	\$0	\$0	\$0	\$7,981	\$4,778	0%
710.1P	710	General Office 50,001-100,000 sf(4)	1,000 sf	\$9,308	\$6,837	\$6,837	\$0	\$7,567	\$0	\$0	\$0	\$0	\$0	\$6,837	\$3,703	0%
710.2P	710	General Office 100,001-200,000 sf(4)	1,000 sf	\$7,934	\$5,821	\$5,821	\$0	\$6,443	\$0	\$0	\$0	\$0	\$0	\$5,821	\$3,153	0%

Urban Mobility Fee Schedule for Traditional Neighborhood Development (Fee District A) (continued)

Pasco County Land Use Code	ITE LUC	Land Use	Unit	Total Impact Cost	Fee before buy-down	\$\$ Allocated for buy-down	Net Mobility Fee	Road Share (Incl Int)	Road Share (Excl Int)	Interstate Share	Transit Share	Bike/Ped Share	TxIF "Back-Fill" Amount	Proposed Fee as Percent of 2011 Road Impact Fee		
														2011 Road Impact Fee	2011 Road Impact Fee	
OFFICE (continued):																
710.3P	710	General Office 200,001-400,000 sf(4)	1,000 sf	\$6,768	\$4,959	\$4,959	\$0	\$5,490	\$0	\$0	\$0	\$0	\$4,959	\$2,684	0%	
710.4P	710	General Office greater than 400,000 sf(5)	1,000 sf	\$6,161	\$4,511	\$4,511	\$0	\$4,994	\$0	\$0	\$0	\$0	\$4,511	\$2,285	0%	
720	720	Medical Office	1,000 sf	\$26,166	\$19,349	\$19,349	\$0	\$21,400	\$0	\$0	\$0	\$0	\$19,349	\$8,847	0%	
750	750	Office Park	1,000 sf	\$7,969	\$5,847	\$5,847	\$0	\$6,471	\$0	\$0	\$0	\$0	\$5,847	\$4,801	0%	
714	714	Corporate Headquarters Building	1,000 sf	\$5,568	\$4,072	\$4,072	\$0	\$4,509	\$0	\$0	\$0	\$0	\$4,072	\$3,275	0%	
760	760	Research and Development Center	1,000 sf	\$5,659	\$4,139	\$4,139	\$0	\$4,583	\$0	\$0	\$0	\$0	\$4,139	\$2,071	0%	
770.P	n/a	Veterinarian Clinic	1,000 sf	\$6,669	\$4,600	\$4,600	\$0	\$5,123	\$0	\$0	\$0	\$0	\$4,600	\$2,247	0%	
RETAIL:																
814	814	Specialty Retail	1,000 sf	\$19,082	\$13,675	\$11,064	\$2,611	\$15,170	\$2,491	\$1,892	\$599	\$7	\$113	\$11,064	\$11,184	23%
820	820	Retail 50,000 sf/la or less(4)	1,000 sf/la	\$11,959	\$8,193	\$6,629	\$1,564	\$9,131	\$1,492	\$1,136	\$356	\$4	\$68	\$6,629	\$11,099	14%
820.1P	820	Retail 50,001-200,000 sf/la(4)	1,000 sf/la	\$10,694	\$7,387	\$5,976	\$1,410	\$8,225	\$1,345	\$1,019	\$326	\$4	\$61	\$5,976	\$8,877	16%
820.2P	820	Retail 200,001-400,000 sf/la(4)	1,000 sf/la	\$10,141	\$7,072	\$5,721	\$1,350	\$7,866	\$1,287	\$976	\$311	\$4	\$59	\$5,721	\$8,490	16%
820.3P	820	Retail 400,001-600,000 sf/la(4)	1,000 sf/la	\$9,579	\$6,657	\$5,386	\$1,271	\$7,408	\$1,213	\$917	\$296	\$3	\$55	\$5,386	\$8,228	15%
820.4P	820	Retail 600,001-800,000 sf/la(4)	1,000 sf/la	\$9,888	\$6,924	\$5,602	\$1,322	\$7,699	\$1,261	\$953	\$308	\$4	\$57	\$5,602	\$7,892	17%
820.5P	820	Retail greater than 800,000 sf/la(5)	1,000 sf/la	\$10,347	\$7,307	\$5,912	\$1,395	\$8,118	\$1,330	\$1,007	\$323	\$4	\$61	\$5,912	\$7,628	18%
Pharmacy/Drug Store with and without Drive-Thru																
881	881	Pharmacy/Drug Store with and without Drive-Thru	1,000 sf	\$8,411	\$5,744	\$4,647	\$1,097	\$6,403	\$1,046	\$792	\$254	\$3	\$48	\$4,647	\$5,537	20%
862	862	Home Improvement Superstore	1,000 sf	\$5,981	\$4,095	\$3,313	\$782	\$4,564	\$746	\$563	\$183	\$2	\$34	\$3,313	\$8,157	10%
931	931	Quality Restaurant	1,000 sf	\$29,366	\$20,981	\$16,975	\$4,006	\$23,283	\$3,822	\$2,904	\$918	\$10	\$174	\$16,975	\$20,271	20%
932	932	High-Turnover Restaurant	1,000 sf	\$36,118	\$25,763	\$20,844	\$4,919	\$28,594	\$4,693	\$3,568	\$1,125	\$12	\$214	\$20,844	\$28,198	17%
934	934	Fast Food Restaurant w/Drive-Thru	1,000 sf	\$78,217	\$53,672	\$43,424	\$10,248	\$59,802	\$9,778	\$7,433	\$2,345	\$25	\$445	\$43,424	\$56,773	18%
944	944	Gasoline Station	fuel pos.	\$9,760	\$6,700	\$5,421	\$1,279	\$7,465	\$1,219	\$928	\$291	\$4	\$56	\$5,421	\$6,723	19%
941	941	Quick Lube	bays	\$13,924	\$10,063	\$8,141	\$1,921	\$11,154	\$1,833	\$1,395	\$438	\$5	\$83	\$8,141	\$9,710	20%
850	850	Supermarket	1,000 sf	\$15,886	\$10,967	\$8,873	\$2,094	\$12,212	\$1,998	\$1,518	\$480	\$5	\$91	\$8,873	\$8,190	26%
853	853	Convenience Store w/Gas Pumps	1,000 sf	\$40,595	\$26,661	\$21,571	\$5,091	\$29,843	\$4,858	\$3,682	\$1,176	\$12	\$221	\$21,571	\$24,577	21%
848	848	Tire Store	1,000 sf	\$8,657	\$6,190	\$5,008	\$1,182	\$6,869	\$1,128	\$855	\$273	\$3	\$51	\$5,008	\$6,140	19%
943	943	Auto Repair or Body Shop	1,000 sf	\$11,877	\$8,556	\$6,922	\$1,634	\$9,486	\$1,559	\$1,185	\$374	\$4	\$71	\$6,922	\$9,256	18%
841	841	New/Used Auto Sales	1,000 sf	\$14,506	\$10,595	\$8,572	\$2,023	\$11,732	\$1,930	\$1,467	\$463	\$5	\$88	\$8,572	\$13,382	15%
816	816	Hardware/Paint	1,000 sf	\$7,086	\$4,772	\$3,861	\$911	\$5,328	\$868	\$657	\$211	\$3	\$40	\$3,861	\$8,270	11%
947	947	Self-Service Car Wash	bays	\$21,697	\$14,947	\$12,093	\$2,854	\$16,648	\$2,723	\$2,070	\$653	\$7	\$124	\$12,093	\$10,354	28%
890	890	Furniture Store	1,000 sf	\$2,229	\$1,569	\$1,270	\$300	\$1,744	\$286	\$214	\$72	\$1	\$13	\$1,270	\$1,620	19%
912	912	Bank/Savings w/Drive-In	1,000 sf	\$23,896	\$16,673	\$13,490	\$3,183	\$18,546	\$3,037	\$2,304	\$733	\$8	\$138	\$13,490	\$37,045	9%
913.P	n/a	Convenience/Gasoline/Fast Food Store	1,000 sf	\$105,504	\$74,458	\$60,242	\$14,217	\$82,728	\$13,566	\$10,321	\$3,245	\$34	\$617	\$60,242	\$72,754	20%
INDUSTRIAL:																
110	110	General Light Industrial	1,000 sf	\$5,194	\$3,820	\$3,820	\$0	\$4,227	\$0	\$0	\$0	\$0	\$0	\$3,820	\$3,151	0%
120	120	General Heavy Industrial	1,000 sf	\$1,118	\$799	\$799	\$0	\$887	\$0	\$0	\$0	\$0	\$0	\$799	\$678	0%
130	130	Industrial Park	1,000 sf	\$5,187	\$3,814	\$3,814	\$0	\$4,221	\$0	\$0	\$0	\$0	\$0	\$3,814	\$3,147	0%
140	140	Manufacturing	1,000 sf	\$2,847	\$2,080	\$2,080	\$0	\$2,303	\$0	\$0	\$0	\$0	\$0	\$2,080	\$1,727	0%
150	150	Warehouse	1,000 sf	\$2,653	\$1,926	\$1,926	\$0	\$2,133	\$0	\$0	\$0	\$0	\$0	\$1,926	\$2,243	0%
151	151	Mini-Warehouse	1,000 sf	\$1,119	\$771	\$771	\$0	\$858	\$0	\$0	\$0	\$0	\$0	\$771	\$673	0%
152	152	High-Cube Warehouse	1,000 sf	\$1,380	\$990	\$990	\$0	\$1,098	\$0	\$0	\$0	\$0	\$0	\$990	\$740	0%
160.P	n/a	Airport Hangar	1,000 sf	\$2,653	\$1,937	\$1,937	\$0	\$2,145	\$0	\$0	\$0	\$0	\$0	\$1,937	\$2,243	0%

Notes:

(1) Provided for informational purposes only. This value is the total value of transportation system consumed, less credits for revenues committed to transportation system expansion that are generated by the use itself. This value includes Interstate costs and carrying costs, but not toll road costs. It does consider the proportion of trip length, varying system costs, and transportation system performance goals that vary by fee district.

Suburban Mobility Fee Schedule for Traditional Neighborhood Development (Fee District B)

Pasco County Land Use Code		ITE LUC		Land Use	Unit	Total Impact Cost	Fee before buy-down	\$\$ Allocated for buy-down	Net Mobility Fee	Road Share (Incl Int)	Road Share (Excl Int)	Interstate Share	Transit Share	Bike/Ped Share	Tx/F "Back-Fill" Amount	2011 Road Impact Fee	Proposed Fee as Percent of 2011 Road Impact Fee	
RESIDENTIAL:																		
210	210	Single Family (Detached)			du													
210.1P	n/a	Less than 1,500 s.f. & Annual Hh Income less than 80% SHIP Definition(2)			du	\$5,681	\$4,322	\$3,100	\$ 1,221	\$ 4,684	\$ 1,165	\$ 928	\$ 237	\$ 3	\$ 53	\$3,100	\$5,886	21%
210.2P	n/a	0 to 1,500 s.f.			du	\$7,125	\$5,436	\$3,900	\$ 1,536	\$ 5,891	\$ 1,465	\$ 1,167	\$ 298	\$ 4	\$ 67	\$3,900	\$7,375	21%
210.3P	n/a	1,501 to 2,499 s.f.			du	\$9,959	\$7,584	\$5,441	\$ 2,143	\$ 8,220	\$ 2,044	\$ 1,628	\$ 416	\$ 6	\$ 93	\$5,441	\$10,302	21%
210.4P	n/a	2,500 s.f. and greater			du	\$11,022	\$8,221	\$5,898	\$ 2,323	\$ 8,925	\$ 2,216	\$ 1,755	\$ 461	\$ 6	\$ 101	\$5,898	\$11,413	20%
210.5P	n/a	"Low Income" SHIP defined Multi-Family(2)			du	\$3,707	\$2,795	\$2,005	\$ 790	\$ 3,031	\$ 754	\$ 600	\$ 154	\$ 2	\$ 34	\$2,005	\$4,312	18%
221	221	Multi-Family Apartments			du	\$6,806	\$5,175	\$3,712	\$ 1,463	\$ 5,610	\$ 1,395	\$ 1,112	\$ 283	\$ 4	\$ 64	\$3,712	\$7,564	19%
240	240	Mobile Home Park			du	\$3,804	\$2,883	\$2,068	\$ 815	\$ 3,126	\$ 778	\$ 621	\$ 157	\$ 2	\$ 35	\$2,068	\$4,604	18%
251	251	Age Restricted Single Family(3)			du	\$3,362	\$2,520	\$1,808	\$ 712	\$ 2,735	\$ 679	\$ 539	\$ 140	\$ 2	\$ 31	\$1,808	\$4,327	16%
252	252	Age Restricted Multi-Family(3)			du	\$1,761	\$1,301	\$934	\$ 368	\$ 1,414	\$ 351	\$ 279	\$ 72	\$ 1	\$ 16	\$934	\$3,362	11%
253	253	Congregate Care Facility (Attached)(3)			du	\$989	\$726	\$521	\$ 205	\$ 789	\$ 195	\$ 155	\$ 40	\$ 1	\$ 9	\$521	\$1,068	19%
231	231	Low-Rise Condominium/Townhouse (1 to 2 stories)			du	\$6,823	\$5,215	\$3,741	\$ 1,474	\$ 5,650	\$ 1,406	\$ 1,120	\$ 286	\$ 4	\$ 64	\$3,741	\$7,066	21%
232	232	High-Rise Condominium (3 or more stories)			du	\$5,485	\$4,181	\$3,000	\$ 1,182	\$ 4,531	\$ 1,128	\$ 898	\$ 230	\$ 3	\$ 51	\$3,000	\$5,681	21%
LODGING:																		
310	310	Hotel			room	\$7,144	\$5,478	\$5,329	\$ 149	\$ 5,934	\$ 142	\$ 113	\$ 29	\$ 1	\$ 6	\$5,329	\$3,147	5%
330	330	Resort Hotel			room	\$5,382	\$4,116	\$4,004	\$ 112	\$ 4,460	\$ 106	\$ 84	\$ 22	\$ 1	\$ 5	\$4,004	\$4,722	2%
320	320	Motel			room	\$3,918	\$2,981	\$2,900	\$ 81	\$ 3,232	\$ 76	\$ 61	\$ 15	\$ 1	\$ 4	\$2,900	\$1,679	5%
RECREATION:																		
416	416	RV Park			RV space	\$2,127	\$1,628	\$1,388	\$ 240	\$ 1,764	\$ 229	\$ 183	\$ 46	\$ 1	\$ 10	\$1,388	\$1,840	13%
420	420	Marina			berth	\$3,672	\$2,776	\$2,366	\$ 410	\$ 3,010	\$ 391	\$ 310	\$ 81	\$ 1	\$ 18	\$2,366	\$1,184	35%
430	430	Golf Course			hole	\$44,336	\$34,161	\$29,120	\$ 5,041	\$ 36,992	\$ 4,810	\$ 3,840	\$ 970	\$ 12	\$ 219	\$29,120	\$18,550	27%
431	431	Miniature Golf Course			hole	\$3,281	\$2,498	\$2,129	\$ 369	\$ 2,707	\$ 352	\$ 280	\$ 72	\$ 1	\$ 16	\$2,129	\$1,367	27%
444	444	Movie Theater			screen	\$39,560	\$29,260	\$24,942	\$ 4,318	\$ 31,786	\$ 4,119	\$ 3,302	\$ 817	\$ 11	\$ 188	\$24,942	\$12,755	34%
412	412	General Recreation			acre	\$1,996	\$1,502	\$1,280	\$ 222	\$ 1,629	\$ 211	\$ 167	\$ 44	\$ 1	\$ 10	\$1,280	\$1,095	20%
491	491	Racquet Club/Health Club/Spa/Dance Studio			1,000 sf	\$12,922	\$9,853	\$8,400	\$ 1,454	\$ 10,679	\$ 1,387	\$ 1,107	\$ 280	\$ 4	\$ 63	\$8,400	\$9,291	16%
437	437	Bowling Alley			1,000 sf	\$29,392	\$22,529	\$19,205	\$ 3,324	\$ 24,406	\$ 3,172	\$ 2,536	\$ 636	\$ 8	\$ 144	\$19,205	\$18,068	18%
495	495	Community Center/Gymnasium			1,000 sf	\$26,332	\$20,260	\$17,271	\$ 2,990	\$ 21,942	\$ 2,852	\$ 2,277	\$ 575	\$ 8	\$ 130	\$17,271	\$10,986	27%
INSTITUTIONS:																		
610	610	Hospital			1,000 sf	\$17,512	\$13,381	\$9,628	\$ 3,753	\$ 14,499	\$ 3,581	\$ 2,853	\$ 728	\$ 9	\$ 163	\$9,628	\$17,013	22%
620	620	Nursing Home			bed	\$1,087	\$908	\$581	\$ 227	\$ 877	\$ 216	\$ 172	\$ 44	\$ 1	\$ 10	\$581	\$1,102	21%
520	520	Elementary School			student	\$884	\$659	\$474	\$ 185	\$ 716	\$ 176	\$ 140	\$ 36	\$ 1	\$ 8	\$474	\$867	21%
522	522	Middle School			student	\$1,249	\$938	\$675	\$ 263	\$ 1,018	\$ 251	\$ 200	\$ 51	\$ 1	\$ 11	\$675	\$1,224	21%
530	530	High School			student	\$1,318	\$991	\$713	\$ 278	\$ 1,075	\$ 265	\$ 211	\$ 54	\$ 1	\$ 12	\$713	\$1,292	22%
540	540	University/Junior College (7,500 or fewer students) (Private)			student	\$2,481	\$1,901	\$1,368	\$ 533	\$ 2,059	\$ 508	\$ 405	\$ 103	\$ 2	\$ 23	\$1,368	\$1,467	36%
550	550	University/Junior College (more than 7,500 students) (Private)			student	\$1,861	\$1,421	\$1,023	\$ 399	\$ 1,540	\$ 381	\$ 303	\$ 78	\$ 1	\$ 17	\$1,023	\$2,909	14%
560	560	Church			1,000 sf	\$6,088	\$4,593	\$3,304	\$ 1,288	\$ 4,982	\$ 1,228	\$ 981	\$ 247	\$ 4	\$ 56	\$3,304	\$6,231	21%
565	565	Day Care			student	\$852	\$456	\$328	\$ 128	\$ 510	\$ 121	\$ 88	\$ 33	\$ 1	\$ 6	\$328	\$852	15%
566	566	Cemetery			acre	\$6,194	\$4,778	\$3,438	\$ 1,340	\$ 5,174	\$ 1,278	\$ 1,021	\$ 257	\$ 4	\$ 58	\$3,438	\$6,103	22%
OFFICE:																		
710	710	General Office 50,000 sf or less(4)			1,000 sf	\$14,107	\$10,770	\$10,477	\$ 293	\$ 11,671	\$ 279	\$ 223	\$ 56	\$ 1	\$ 13	\$10,477	\$4,778	6%
710.1P	710	General Office 50,001-100,000 sf(4)			1,000 sf	\$12,025	\$9,172	\$8,922	\$ 250	\$ 9,940	\$ 238	\$ 190	\$ 48	\$ 1	\$ 11	\$8,922	\$3,703	7%
710.2P	710	General Office 100,001-200,000 sf(4)			1,000 sf	\$10,249	\$7,810	\$7,597	\$ 213	\$ 8,464	\$ 203	\$ 162	\$ 41	\$ 1	\$ 9	\$7,597	\$3,153	7%

Suburban Mobility Fee Schedule for Traditional Neighborhood Development (Fee District B) (continued)

Pasco County														Proposed Fee as Percent of		
Land Use Code	ITE LUC	Land Use	Unit	Total Impact Cost	Fee before buy-down	\$\$ Allocated for buy-down	Net Mobility Fee	Road Share Full Fee(1)	Road Share (Incl Int)	Road Share (Excl Int)	Interstate Share	Transit Share	Bike/Ped Share	Tx/F "Back-Fill" Amount	2011 Road Impact Fee	2011 Road Impact Fee
OFFICE (continued):																
710.3P	710	General Office 200,001-400,000 sf(4)	1,000 sf	\$8,744	\$6,654	\$6,473	\$ 181	\$ 7,213	\$ 172	\$ 137	\$ 35	\$ 1	\$ 8	\$6,473	\$2,684	7%
710.4P	710	General Office greater than 400,000 sf(5)	1,000 sf	\$7,960	\$6,053	\$5,888	\$ 165	\$ 6,561	\$ 157	\$ 125	\$ 32	\$ 1	\$ 7	\$5,888	\$2,285	7%
720	720	Medical Office	1,000 sf	\$33,784	\$25,915	\$25,208	\$ 706	\$ 28,072	\$ 673	\$ 538	\$ 135	\$ 2	\$ 31	\$25,208	\$8,847	8%
750	750	Office Park	1,000 sf	\$10,294	\$7,844	\$7,630	\$ 214	\$ 8,502	\$ 204	\$ 163	\$ 41	\$ 1	\$ 9	\$7,630	\$4,801	4%
714	714	Corporate Headquarters Building	1,000 sf	\$7,193	\$5,465	\$5,316	\$ 149	\$ 5,924	\$ 142	\$ 113	\$ 29	\$ 1	\$ 6	\$5,316	\$3,275	5%
760	760	Research and Development Center	1,000 sf	\$7,311	\$5,555	\$5,403	\$ 151	\$ 6,021	\$ 143	\$ 114	\$ 29	\$ 1	\$ 7	\$5,403	\$2,071	7%
770.P	n/a	Veterinarian Clinic	1,000 sf	\$8,724	\$6,376	\$6,202	\$ 174	\$ 6,933	\$ 165	\$ 132	\$ 33	\$ 1	\$ 8	\$6,202	\$2,247	8%
RETAIL:																
814	814	Specialty Retail	1,000 sf	\$28,548	\$21,594	\$18,408	\$ 3,186	\$ 23,417	\$ 3,040	\$ 2,432	\$ 608	\$ 8	\$ 138	\$18,408	\$11,184	28%
820	820	Retail 50,000 sfgla or less(4)	1,000 sfgla	\$18,018	\$13,262	\$11,305	\$ 1,957	\$ 14,412	\$ 1,867	\$ 1,499	\$ 368	\$ 5	\$ 85	\$11,305	\$11,099	18%
820.1P	820	Retail 50,001-200,000 sfgla(4)	1,000 sfgla	\$16,121	\$11,948	\$10,185	\$ 1,763	\$ 12,978	\$ 1,681	\$ 1,347	\$ 334	\$ 5	\$ 77	\$10,185	\$8,877	20%
820.2P	820	Retail 200,001-400,000 sfgla(4)	1,000 sfgla	\$15,227	\$11,342	\$9,669	\$ 1,674	\$ 12,315	\$ 1,597	\$ 1,278	\$ 319	\$ 4	\$ 73	\$9,669	\$8,490	20%
820.3P	820	Retail 400,001-600,000 sfgla(4)	1,000 sfgla	\$14,383	\$10,703	\$9,124	\$ 1,579	\$ 11,621	\$ 1,506	\$ 1,205	\$ 301	\$ 4	\$ 69	\$9,124	\$8,228	19%
820.4P	820	Retail 600,001-800,000 sfgla(4)	1,000 sfgla	\$14,852	\$11,102	\$9,464	\$ 1,638	\$ 12,051	\$ 1,563	\$ 1,250	\$ 313	\$ 4	\$ 71	\$9,464	\$7,892	21%
820.5P	820	Retail greater than 800,000 sfgla(5)	1,000 sfgla	\$15,480	\$11,622	\$9,907	\$ 1,715	\$ 12,610	\$ 1,636	\$ 1,307	\$ 329	\$ 5	\$ 74	\$9,907	\$7,628	22%
881	881	Pharmacy/Drug Store with and without Drive-Thru	1,000 sf	\$12,671	\$9,329	\$7,952	\$ 1,377	\$ 10,138	\$ 1,313	\$ 1,052	\$ 261	\$ 4	\$ 60	\$7,952	\$5,537	25%
862	862	Home Improvement Superstore	1,000 sf	\$9,016	\$6,656	\$5,673	\$ 982	\$ 7,231	\$ 936	\$ 749	\$ 187	\$ 3	\$ 43	\$5,673	\$8,157	12%
931	931	Quality Restaurant	1,000 sf	\$43,934	\$33,205	\$28,305	\$ 4,900	\$ 36,010	\$ 4,675	\$ 3,743	\$ 932	\$ 12	\$ 213	\$28,305	\$20,271	24%
932	932	High-Turnover Restaurant	1,000 sf	\$54,035	\$40,781	\$34,764	\$ 6,018	\$ 44,232	\$ 5,742	\$ 4,598	\$ 1,144	\$ 15	\$ 261	\$34,764	\$28,198	21%
934	934	Fast Food Restaurant w/Drive-Thru	1,000 sf	\$108,113	\$79,183	\$67,499	\$ 11,684	\$ 86,087	\$ 11,149	\$ 8,954	\$ 2,195	\$ 28	\$ 507	\$67,499	\$56,773	21%
944	944	Gasoline Station	fuel pos.	\$13,490	\$9,882	\$8,424	\$ 1,458	\$ 10,743	\$ 1,391	\$ 1,118	\$ 273	\$ 4	\$ 63	\$8,424	\$6,723	22%
941	941	Quick Lube	bays	\$20,772	\$15,777	\$13,449	\$ 2,328	\$ 17,103	\$ 2,221	\$ 1,777	\$ 444	\$ 6	\$ 101	\$13,449	\$9,710	24%
850	850	Supermarket	1,000 sf	\$23,934	\$17,696	\$15,084	\$ 2,611	\$ 19,224	\$ 2,491	\$ 1,998	\$ 493	\$ 7	\$ 113	\$15,084	\$8,190	32%
853	853	Convenience Store w/Gas Pumps	1,000 sf	\$56,983	\$40,731	\$34,721	\$ 6,010	\$ 44,369	\$ 5,734	\$ 4,620	\$ 1,114	\$ 15	\$ 261	\$34,721	\$24,577	24%
848	848	Tire Store	1,000 sf	\$12,915	\$9,760	\$8,320	\$ 1,440	\$ 10,585	\$ 1,373	\$ 1,097	\$ 276	\$ 4	\$ 63	\$8,320	\$6,140	23%
943	943	Auto Repair or Body Shop	1,000 sf	\$17,719	\$13,450	\$11,465	\$ 1,985	\$ 14,581	\$ 1,894	\$ 1,515	\$ 379	\$ 5	\$ 86	\$11,465	\$9,256	21%
841	841	New/Used Auto Sales	1,000 sf	\$21,620	\$16,535	\$14,096	\$ 2,440	\$ 17,916	\$ 2,328	\$ 1,861	\$ 467	\$ 6	\$ 106	\$14,096	\$13,382	18%
816	816	Hardware/Paint	1,000 sf	\$10,676	\$7,796	\$6,646	\$ 1,150	\$ 8,478	\$ 1,097	\$ 880	\$ 217	\$ 3	\$ 50	\$6,646	\$8,270	14%
947	947	Self-Service Car Wash	bays	\$32,688	\$24,149	\$20,586	\$ 3,563	\$ 26,236	\$ 3,399	\$ 2,728	\$ 671	\$ 9	\$ 155	\$20,586	\$10,354	34%
890	890	Furniture Store	1,000 sf	\$3,314	\$2,494	\$2,126	\$ 368	\$ 2,705	\$ 351	\$ 279	\$ 72	\$ 1	\$ 16	\$2,126	\$1,620	23%
912	912	Bank/Savings w/Drive-In	1,000 sf	\$32,919	\$24,372	\$20,776	\$ 3,596	\$ 26,474	\$ 3,431	\$ 2,749	\$ 682	\$ 9	\$ 156	\$20,776	\$37,045	10%
913.P	n/a	Convenience/Gasoline/Fast Food Store	1,000 sf	\$145,342	\$108,392	\$92,398	\$ 15,994	\$ 117,672	\$ 15,261	\$ 12,240	\$ 3,021	\$ 38	\$ 695	\$92,398	\$72,754	22%
INDUSTRIAL:																
110	110	General Light Industrial	1,000 sf	\$5,981	\$4,558	\$4,308	\$ 250	\$ 4,940	\$ 238	\$ 190	\$ 48	\$ 1	\$ 11	\$4,308	\$3,151	8%
120	120	General Heavy Industrial	1,000 sf	\$1,287	\$961	\$908	\$ 53	\$ 1,043	\$ 50	\$ 39	\$ 11	\$ 1	\$ 2	\$908	\$678	8%
130	130	Industrial Park	1,000 sf	\$5,972	\$4,552	\$4,302	\$ 250	\$ 4,933	\$ 238	\$ 190	\$ 48	\$ 1	\$ 11	\$4,302	\$3,147	8%
140	140	Manufacturing	1,000 sf	\$3,278	\$2,487	\$2,350	\$ 137	\$ 2,696	\$ 130	\$ 103	\$ 27	\$ 1	\$ 6	\$2,350	\$1,727	8%
150	150	Warehouse	1,000 sf	\$3,055	\$2,320	\$2,192	\$ 127	\$ 2,515	\$ 120	\$ 96	\$ 24	\$ 1	\$ 6	\$2,192	\$2,243	6%
151	151	Mini-Warehouse	1,000 sf	\$1,292	\$952	\$900	\$ 52	\$ 1,035	\$ 49	\$ 39	\$ 10	\$ 1	\$ 2	\$900	\$673	8%
152	152	High-Cube Warehouse	1,000 sf	\$1,588	\$1,203	\$1,136	\$ 66	\$ 1,304	\$ 62	\$ 49	\$ 13	\$ 1	\$ 3	\$1,136	\$740	9%
160.P	n/a	Airport Hangar	1,000 sf	\$3,055	\$2,316	\$2,189	\$ 127	\$ 2,511	\$ 120	\$ 96	\$ 24	\$ 1	\$ 6	\$2,189	\$2,243	6%

Notes:

(1) Provided for informational purposes only. This value is the total value of transportation system consumed, less credits for revenues committed to transportation system expansion that are generated by the use itself. This value includes Interstate costs and carrying costs, but not toll road costs. It does consider the proportion of trip length, varying system costs, and transportation system performance goals that vary by fee district.

Rural Mobility Fee Schedule for Traditional Neighborhood Development (Fee District C)

Pasco County		Proposed Fee as Percent of 2011 Road Impact Fee														
Land Use Code	ITE LUC	Land Use	Unit	Total Impact Cost	Fee before buy-down	\$\$ Allocated for buy-down	Net Mobility Fee	Road Share Full Fee(1)	Road Share (Incl Int)	Road Share (Excl Int)	Interstate Share	Transit Share	Bike/Ped Share	TxIF "Back-Fill" Amount	2011 Road Impact Fee	Percent of 2011 Road Impact Fee
RESIDENTIAL:																
210	210	Single Family (Detached)														
210.1P	n/a	Less than 1,500 s.f. & Annual Hh Income less than 80% SHIP Definition(2)	du	\$6,879	\$5,311	\$3,913	\$1,398	\$5,864	\$1,333	\$1,086	\$247	\$4	\$61	\$3,913	\$5,886	24%
210.2P	n/a	0 to 1,500 s.f.	du	\$8,626	\$6,674	\$4,917	\$1,757	\$7,366	\$1,676	\$1,366	\$310	\$5	\$76	\$4,917	\$7,375	24%
210.3P	n/a	1,501 to 2,499 s.f.	du	\$12,057	\$9,306	\$6,857	\$2,450	\$10,274	\$2,338	\$1,905	\$433	\$6	\$106	\$6,857	\$10,302	24%
210.4P	n/a	2,500 s.f. and greater	du	\$13,344	\$10,169	\$7,492	\$2,677	\$11,240	\$2,554	\$2,075	\$479	\$7	\$116	\$7,492	\$11,413	23%
210.5P	n/a	"Low Income" SHIP defined Multi-Family(2)	du	\$4,490	\$3,446	\$2,539	\$907	\$3,806	\$865	\$705	\$160	\$3	\$39	\$2,539	\$4,312	21%
221	221	Multi-Family Apartments	du	\$8,243	\$6,360	\$4,686	\$1,674	\$7,022	\$1,597	\$1,303	\$294	\$4	\$73	\$4,686	\$7,564	22%
240	240	Mobile Home Park	du	\$4,611	\$3,544	\$2,611	\$933	\$3,914	\$889	\$725	\$164	\$3	\$41	\$2,611	\$4,604	20%
251	251	Age Restricted Single Family(3)	du	\$4,072	\$3,113	\$2,293	\$819	\$3,439	\$781	\$636	\$145	\$2	\$36	\$2,293	\$4,327	19%
252	252	Age Restricted Multi-Family(3)	du	\$2,179	\$1,661	\$1,224	\$437	\$1,836	\$416	\$341	\$75	\$2	\$19	\$1,224	\$3,362	13%
253	253	Congregate Care Facility (Attached)(3)	du	\$1,223	\$928	\$684	\$244	\$1,026	\$232	\$190	\$42	\$1	\$11	\$684	\$1,068	23%
231	231	Low-Rise Condominium/Townhouse (1 to 2 stories)	du	\$8,261	\$6,400	\$4,715	\$1,685	\$7,063	\$1,608	\$1,311	\$297	\$4	\$73	\$4,715	\$7,066	24%
232	232	High-Rise Condominium (3 or more stories)	du	\$6,640	\$5,136	\$3,784	\$1,352	\$5,669	\$1,289	\$1,051	\$238	\$4	\$59	\$3,784	\$5,681	24%
LODGING:																
310	310	Hotel	room	\$8,339	\$6,465	\$6,167	\$298	\$7,134	\$284	\$232	\$52	\$1	\$13	\$6,167	\$3,147	9%
330	330	Resort Hotel	room	\$6,283	\$4,861	\$4,637	\$224	\$5,365	\$213	\$174	\$39	\$1	\$10	\$4,637	\$4,722	5%
320	320	Motel	room	\$4,580	\$3,529	\$3,366	\$163	\$3,896	\$155	\$126	\$29	\$1	\$7	\$3,366	\$1,679	10%
RECREATION:																
416	416	RV Park	RV Space	\$2,486	\$1,925	\$1,644	\$281	\$2,124	\$268	\$219	\$49	\$1	\$12	\$1,644	\$1,840	15%
420	420	Marina	berth	\$4,286	\$3,281	\$2,802	\$479	\$3,625	\$456	\$371	\$85	\$2	\$21	\$2,802	\$1,184	40%
430	430	Golf Course	hole	\$51,754	\$40,299	\$34,414	\$5,885	\$44,453	\$5,615	\$4,583	\$1,032	\$14	\$256	\$34,414	\$18,550	32%
431	431	Miniature Golf Course	hole	\$3,832	\$2,956	\$2,524	\$432	\$3,263	\$411	\$335	\$76	\$2	\$19	\$2,524	\$1,367	32%
444	444	Movie Theater	screen	\$48,192	\$36,722	\$31,359	\$5,362	\$40,590	\$5,116	\$4,237	\$879	\$13	\$233	\$31,359	\$12,755	42%
412	412	General Recreation	acre	\$2,332	\$1,791	\$1,529	\$262	\$1,978	\$250	\$204	\$46	\$1	\$11	\$1,529	\$1,095	24%
491	491	Racquet Club/Health Club/Spa/Dance Studio	1,000 sf	\$15,101	\$11,654	\$9,952	\$1,702	\$12,866	\$1,624	\$1,326	\$298	\$4	\$74	\$9,952	\$9,291	18%
437	437	Bowling Alley	1,000 sf	\$34,348	\$26,615	\$22,728	\$3,887	\$29,372	\$3,708	\$3,030	\$678	\$10	\$169	\$22,728	\$18,068	22%
495	495	Community Center/Gymnasium	1,000 sf	\$30,737	\$23,888	\$20,400	\$3,488	\$26,355	\$3,328	\$2,717	\$611	\$9	\$151	\$20,400	\$10,986	32%
INSTITUTIONS:																
610	610	Hospital	1,000 sf	\$20,442	\$15,789	\$11,331	\$4,458	\$17,430	\$4,254	\$3,466	\$788	\$10	\$194	\$11,331	\$17,013	26%
620	620	Nursing Home	bed	\$1,305	\$995	\$714	\$281	\$1,099	\$268	\$221	\$47	\$1	\$12	\$714	\$1,102	25%
520	520	Elementary School	student	\$1,033	\$782	\$561	\$221	\$865	\$211	\$172	\$39	\$1	\$10	\$561	\$867	25%
522	522	Middle School	student	\$1,460	\$1,112	\$798	\$314	\$1,229	\$300	\$244	\$55	\$1	\$14	\$798	\$1,224	26%
530	530	High School	student	\$1,541	\$1,175	\$843	\$332	\$1,299	\$317	\$258	\$58	\$1	\$14	\$843	\$1,292	26%
540	540	University/Junior College (7,500 or fewer students) (Private)	student	\$2,896	\$2,242	\$1,609	\$633	\$2,474	\$604	\$492	\$112	\$1	\$27	\$1,609	\$1,467	43%
550	550	University/Junior College (more than 7,500 students) (Private)	student	\$2,172	\$1,677	\$1,204	\$474	\$1,852	\$452	\$368	\$84	\$1	\$21	\$1,204	\$2,909	16%
560	560	Church	1,000 sf	\$7,216	\$5,552	\$3,984	\$1,568	\$6,131	\$1,496	\$1,227	\$269	\$4	\$68	\$3,984	\$6,231	25%
565	565	Day Care	student	\$1,038	\$616	\$442	\$174	\$700	\$166	\$130	\$36	\$0	\$8	\$442	\$852	20%
566	566	Cemetery	acre	\$7,230	\$5,632	\$4,042	\$1,590	\$6,212	\$1,517	\$1,239	\$279	\$4	\$69	\$4,042	\$6,103	26%
OFFICE:																
710	710	General Office 50,000 sf or less(4)	1,000 sf	\$16,486	\$12,737	\$12,150	\$587	\$14,060	\$560	\$457	\$103	\$2	\$25	\$12,150	\$4,778	12%
710.1P	710	General Office 50,001-100,000 sf(4)	1,000 sf	\$14,053	\$10,850	\$10,350	\$500	\$11,978	\$476	\$389	\$87	\$2	\$22	\$10,350	\$3,703	14%
710.2P	710	General Office 100,001-200,000 sf(4)	1,000 sf	\$11,978	\$9,241	\$8,815	\$426	\$10,202	\$405	\$330	\$75	\$2	\$19	\$8,815	\$3,153	14%

Rural Mobility Fee Schedule for Traditional Neighborhood Development (Fee District C) (continued)

Pasco County Land Use Code		ITE LUC	Land Use	Unit	Total Impact	Fee before buy-down	\$\$ Allocated for buy-down	Net Mobility Fee	Road Share (Incl Int)	Road Share (Excl Int)	Interstate Share	Transit Share	Bike/Ped Share	Tx/F "Back-Fill" Amount	2011 Road Impact Fee	Proposed Fee as Percent of 2011 Road Impact Fee	
OFFICE (continued):																	
710.3P	710		General Office 200,001-400,000 sf(4)	1,000 sf	\$10,218	\$7,877	\$7,514	\$363	\$8,697	\$346	\$282	\$64	\$1	\$16	\$7,514	\$2,684	14%
710.4P	710		General Office greater than 400,000 sf(5)	1,000 sf	\$9,302	\$7,166	\$6,836	\$330	\$7,913	\$315	\$257	\$58	\$1	\$14	\$6,836	\$2,285	14%
720	720		Medical Office	1,000 sf	\$39,464	\$30,596	\$29,186	\$1,410	\$33,764	\$1,345	\$1,099	\$246	\$4	\$61	\$29,186	\$8,847	16%
750	750		Office Park	1,000 sf	\$12,030	\$9,282	\$8,854	\$428	\$10,247	\$407	\$332	\$75	\$2	\$19	\$8,854	\$4,801	9%
714	714		Corporate Headquarters Building	1,000 sf	\$8,406	\$6,472	\$6,173	\$298	\$7,146	\$284	\$232	\$52	\$1	\$13	\$6,173	\$3,275	9%
760	760		Research and Development Center	1,000 sf	\$8,543	\$6,578	\$6,275	\$303	\$7,264	\$289	\$236	\$53	\$1	\$13	\$6,275	\$2,071	15%
770.P	n/a		Veterinarian Clinic	1,000 sf	\$10,680	\$8,080	\$7,707	\$372	\$8,937	\$355	\$295	\$60	\$1	\$16	\$7,707	\$2,247	17%
RETAIL:																	
814	814		Specialty Retail	1,000 sf	\$34,271	\$26,428	\$22,569	\$3,859	\$29,179	\$3,681	\$3,026	\$655	\$10	\$168	\$22,569	\$11,184	35%
820	820		Retail 50,000 sf(4) or less(4)	1,000 sf	\$22,199	\$16,877	\$14,413	\$2,465	\$18,659	\$2,352	\$1,952	\$400	\$6	\$107	\$14,413	\$11,099	22%
820.1P	820		Retail 50,001-200,000 sf(4)	1,000 sf	\$19,754	\$15,083	\$12,880	\$2,203	\$16,668	\$2,101	\$1,738	\$363	\$6	\$96	\$12,880	\$8,877	25%
820.2P	820		Retail 200,001-400,000 sf(4)	1,000 sf	\$18,401	\$14,045	\$11,994	\$2,051	\$15,522	\$1,957	\$1,613	\$344	\$5	\$89	\$11,994	\$8,490	24%
820.3P	820		Retail 400,001-600,000 sf(4)	1,000 sf	\$17,381	\$13,259	\$11,323	\$1,936	\$14,654	\$1,847	\$1,521	\$326	\$5	\$84	\$11,323	\$8,228	24%
820.4P	820		Retail 600,001-800,000 sf(4)	1,000 sf	\$17,884	\$13,679	\$11,682	\$1,998	\$15,115	\$1,906	\$1,588	\$338	\$5	\$87	\$11,682	\$7,892	25%
820.5P	820		Retail greater than 800,000 sf(5)	1,000 sf	\$18,583	\$14,249	\$12,168	\$2,081	\$15,740	\$1,986	\$1,632	\$354	\$5	\$90	\$12,168	\$7,628	27%
881	881		Pharmacy/Drug Store with and without Drive-Thru	1,000 sf	\$15,536	\$11,802	\$10,079	\$1,723	\$13,049	\$1,643	\$1,360	\$283	\$5	\$75	\$10,079	\$5,537	31%
862	862		Home Improvement Superstore	1,000 sf	\$11,049	\$8,412	\$7,183	\$1,228	\$9,298	\$1,172	\$970	\$202	\$3	\$53	\$7,183	\$8,157	15%
931	931		Quality Restaurant	1,000 sf	\$52,740	\$40,632	\$34,699	\$5,933	\$44,866	\$5,661	\$4,657	\$1,004	\$14	\$258	\$34,699	\$20,271	29%
932	932		High-Turnover Restaurant	1,000 sf	\$65,069	\$50,119	\$42,800	\$7,319	\$55,341	\$6,983	\$5,750	\$1,233	\$18	\$318	\$42,800	\$28,198	26%
934	934		Fast Food Restaurant w/Drive-Thru	1,000 sf	\$116,151	\$87,263	\$74,520	\$12,743	\$96,586	\$12,160	\$10,107	\$2,053	\$30	\$553	\$74,520	\$56,773	22%
944	944		Gasoline Station	fuel pos.	\$14,493	\$10,885	\$9,295	\$1,589	\$12,048	\$1,516	\$1,261	\$255	\$4	\$69	\$9,295	\$6,723	24%
941	941		Quick Lube	bays	\$24,781	\$19,137	\$16,342	\$2,794	\$21,126	\$2,666	\$2,189	\$477	\$7	\$121	\$16,342	\$9,710	29%
850	850		Supermarket	1,000 sf	\$29,345	\$22,397	\$19,126	\$3,271	\$24,752	\$3,121	\$2,586	\$535	\$8	\$142	\$19,126	\$8,190	40%
853	853		Convenience Store w/Gas Pumps	1,000 sf	\$61,452	\$45,199	\$38,599	\$6,600	\$50,131	\$6,297	\$5,256	\$1,041	\$16	\$287	\$38,599	\$24,577	27%
848	848		Tire Store	1,000 sf	\$15,408	\$11,854	\$10,123	\$1,731	\$13,091	\$1,651	\$1,354	\$297	\$5	\$75	\$10,123	\$6,140	28%
943	943		Auto Repair or Body Shop	1,000 sf	\$21,139	\$16,287	\$13,909	\$2,378	\$17,984	\$2,269	\$1,862	\$407	\$6	\$103	\$13,909	\$9,256	26%
841	841		New/Used Auto Sales	1,000 sf	\$25,429	\$19,657	\$16,787	\$2,870	\$21,698	\$2,738	\$2,238	\$500	\$7	\$125	\$16,787	\$13,382	21%
816	816		Hardware/Paint	1,000 sf	\$13,154	\$9,945	\$8,493	\$1,452	\$11,001	\$1,385	\$1,149	\$236	\$4	\$63	\$8,493	\$8,270	18%
947	947		Self-Service Car Wash	bays	\$40,078	\$30,515	\$26,059	\$4,456	\$33,732	\$4,251	\$3,523	\$728	\$11	\$194	\$26,059	\$10,354	43%
890	890		Furniture Store	1,000 sf	\$3,894	\$2,976	\$2,541	\$435	\$3,288	\$414	\$336	\$78	\$2	\$19	\$2,541	\$1,620	27%
912	912		Bank/Savings w/Drive-In	1,000 sf	\$35,176	\$26,665	\$22,771	\$3,894	\$29,489	\$3,715	\$3,077	\$638	\$10	\$169	\$22,771	\$37,045	11%
913.P	n/a		Convenience/Gasoline/Fast Food Store	1,000 sf	\$155,307	\$118,355	\$101,072	\$17,283	\$130,821	\$16,491	\$13,668	\$2,823	\$41	\$751	\$101,072	\$72,754	24%
INDUSTRIAL:																	
110	110		General Light Industrial	1,000 sf	\$7,188	\$5,557	\$5,057	\$500	\$6,134	\$476	\$388	\$88	\$2	\$22	\$5,057	\$3,151	16%
120	120		General Heavy Industrial	1,000 sf	\$1,547	\$1,185	\$1,079	\$107	\$1,309	\$101	\$82	\$19	\$1	\$5	\$1,079	\$678	16%
130	130		Industrial Park	1,000 sf	\$7,177	\$5,549	\$5,050	\$499	\$6,125	\$475	\$388	\$87	\$2	\$22	\$5,050	\$3,147	16%
140	140		Manufacturing	1,000 sf	\$3,939	\$3,039	\$2,766	\$273	\$3,356	\$260	\$212	\$48	\$1	\$12	\$2,766	\$1,727	16%
150	150		Warehouse	1,000 sf	\$3,671	\$2,809	\$2,557	\$253	\$3,104	\$241	\$196	\$45	\$1	\$11	\$2,557	\$2,243	11%
151	151		Mini-Warehouse	1,000 sf	\$1,590	\$1,188	\$1,081	\$107	\$1,315	\$101	\$82	\$19	\$1	\$5	\$1,081	\$673	16%
152	152		High-Cube Warehouse	1,000 sf	\$1,906	\$1,447	\$1,317	\$130	\$1,600	\$123	\$100	\$23	\$1	\$6	\$1,317	\$740	18%
160.P	n/a		Airport Hangar	1,000 sf	\$3,671	\$2,832	\$2,577	\$255	\$3,126	\$243	\$198	\$45	\$1	\$11	\$2,577	\$2,243	11%

Notes:

(1) Provided for informational purposes only. This value is the total value of transportation system consumed, less credits for revenues committed to transportation system expansion that are generated by the use itself. This value includes Interstate costs and carrying costs, but not toll road costs. It does consider the proportion of trip length, varying system costs, and transportation system performance goals that vary by fee district.

Urban Mobility Fee Schedule for Transit-Oriented Development (Fee District A)

Pasco County Land Use Code	ITE LUC	Land Use	Unit	Total Impact Cost	Fee before buy-down	\$\$ Allocated for buy-down	Net Mobility Fee	Full Fee(1)	Road Share (Incl Int)	Road Share (Excl Int)	Interstate Share	Transit Share	Bike/Ped Share	TxF "Back-Fill" Amount	2011 Road Impact Fee	Proposed Fee as Percent of 2011 Road Impact Fee
RESIDENTIAL:																
210	210	Single Family (Detached)	du													
		Less than 1,500 s.f. & Annual Hh Income less than 80% SHIP Definition(2)	du	\$4,386	\$3,203	\$3,203	\$0	\$3,546	\$0	\$0	\$0	\$0	\$0	\$3,203	\$5,886	0%
210.1P	n/a	0 to 1,500 s.f.	du	\$5,500	\$4,036	\$4,036	\$0	\$4,467	\$0	\$0	\$0	\$0	\$0	\$4,036	\$7,375	0%
210.2P	n/a	1,501 to 2,499 s.f.	du	\$7,688	\$5,643	\$5,643	\$0	\$6,246	\$0	\$0	\$0	\$0	\$0	\$5,643	\$10,302	0%
210.3P	n/a	2,500 s.f. and greater	du	\$8,508	\$6,089	\$6,089	\$0	\$6,756	\$0	\$0	\$0	\$0	\$0	\$6,089	\$11,413	0%
210.4P	n/a	"Low Income" SHIP defined Multi-Family(2)	du	\$2,860	\$2,067	\$2,067	\$0	\$2,291	\$0	\$0	\$0	\$0	\$0	\$2,067	\$4,312	0%
221	221	Multi-Family Apartments	du	\$5,250	\$3,843	\$3,843	\$0	\$4,254	\$0	\$0	\$0	\$0	\$0	\$3,843	\$7,564	0%
240	240	Mobile Home Park	du	\$2,932	\$2,136	\$2,136	\$0	\$2,366	\$0	\$0	\$0	\$0	\$0	\$2,136	\$4,604	0%
251	251	Age Restricted Single Family(3)	du	\$2,593	\$1,852	\$1,852	\$0	\$2,056	\$0	\$0	\$0	\$0	\$0	\$1,852	\$4,327	0%
252	252	Age Restricted Multi-Family(3)	du	\$1,355	\$947	\$947	\$0	\$1,053	\$0	\$0	\$0	\$0	\$0	\$947	\$3,362	0%
253	253	Congregate Care Facility (Attached)(3)	du	\$760	\$526	\$526	\$0	\$585	\$0	\$0	\$0	\$0	\$0	\$526	\$1,068	0%
231	231	Low-Rise Condominium/Townhouse (1 to 2 stories)	du	\$5,267	\$3,880	\$3,880	\$0	\$4,293	\$0	\$0	\$0	\$0	\$0	\$3,880	\$7,066	0%
232	232	High-Rise Condominium (3 or more stories)	du	\$4,234	\$3,108	\$3,108	\$0	\$3,440	\$0	\$0	\$0	\$0	\$0	\$3,108	\$5,681	0%
LODGING:																
310	310	Hotel	room	\$4,968	\$3,659	\$3,659	\$0	\$4,049	\$0	\$0	\$0	\$0	\$0	\$3,659	\$3,147	0%
330	330	Resort Hotel	room	\$3,743	\$2,744	\$2,744	\$0	\$3,037	\$0	\$0	\$0	\$0	\$0	\$2,744	\$4,722	0%
320	320	Motel	room	\$2,720	\$1,982	\$1,982	\$0	\$2,195	\$0	\$0	\$0	\$0	\$0	\$1,982	\$1,679	0%
RECREATION:																
416	416	RV Park	RV space	\$1,477	\$1,083	\$1,083	\$0	\$1,199	\$0	\$0	\$0	\$0	\$0	\$1,083	\$1,840	0%
420	420	Marina	berth	\$2,554	\$1,845	\$1,845	\$0	\$2,046	\$0	\$0	\$0	\$0	\$0	\$1,845	\$1,184	0%
430	430	Golf Course	hole	\$30,843	\$22,928	\$22,928	\$0	\$25,345	\$0	\$0	\$0	\$0	\$0	\$22,928	\$18,550	0%
431	431	Miniature Golf Course	hole	\$2,280	\$1,656	\$1,656	\$0	\$1,835	\$0	\$0	\$0	\$0	\$0	\$1,656	\$1,367	0%
444	444	Movie Theater	screen	\$27,239	\$19,051	\$19,051	\$0	\$21,186	\$0	\$0	\$0	\$0	\$0	\$19,051	\$12,755	0%
412	412	General Recreation	acre	\$1,386	\$944	\$944	\$0	\$1,052	\$0	\$0	\$0	\$0	\$0	\$944	\$1,095	0%
491	491	Racquet Club/Health Club/Spa/Dance Studio	1,000 sf	\$8,976	\$6,553	\$6,553	\$0	\$7,256	\$0	\$0	\$0	\$0	\$0	\$6,553	\$9,291	0%
437	437	Bowling Alley	1,000 sf	\$20,416	\$15,065	\$15,065	\$0	\$16,665	\$0	\$0	\$0	\$0	\$0	\$15,065	\$18,068	0%
495	495	Community Center/Gymnasium	1,000 sf	\$18,312	\$13,566	\$13,566	\$0	\$15,001	\$0	\$0	\$0	\$0	\$0	\$13,566	\$10,986	0%
INSTITUTIONS:																
610	610	Hospital	1,000 sf	\$12,182	\$8,944	\$8,944	\$0	\$9,899	\$0	\$0	\$0	\$0	\$0	\$8,944	\$17,013	0%
620	620	Nursing Home	bed	\$748	\$528	\$528	\$0	\$587	\$0	\$0	\$0	\$0	\$0	\$528	\$1,102	0%
520	520	Elementary School	student	\$614	\$435	\$435	\$0	\$483	\$0	\$0	\$0	\$0	\$0	\$435	\$867	0%
522	522	Middle School	student	\$867	\$621	\$621	\$0	\$689	\$0	\$0	\$0	\$0	\$0	\$621	\$1,224	0%
530	530	High School	student	\$915	\$656	\$656	\$0	\$728	\$0	\$0	\$0	\$0	\$0	\$656	\$1,292	0%
540	540	University/Junior College (7,500 or fewer students) (Private)	student	\$1,726	\$1,272	\$1,272	\$0	\$1,407	\$0	\$0	\$0	\$0	\$0	\$1,272	\$1,467	0%
550	550	University/Junior College (more than 7,500 students) (Private)	student	\$1,294	\$950	\$950	\$0	\$1,051	\$0	\$0	\$0	\$0	\$0	\$950	\$2,909	0%
560	560	Church	1,000 sf	\$4,221	\$2,984	\$2,984	\$0	\$3,315	\$0	\$0	\$0	\$0	\$0	\$2,984	\$6,231	0%
565	565	Day Care	student	\$585	\$234	\$234	\$0	\$280	\$0	\$0	\$0	\$0	\$0	\$234	\$852	0%
566	566	Cemetery	acre	\$4,309	\$3,207	\$3,207	\$0	\$3,545	\$0	\$0	\$0	\$0	\$0	\$3,207	\$6,103	0%
OFFICE:																
710	710	General Office 50,000 sf or less(4)	1,000 sf	\$9,799	\$7,152	\$7,152	\$0	\$7,920	\$0	\$0	\$0	\$0	\$0	\$7,152	\$4,778	0%
710.1P	710	General Office 50,001-100,000 sf(4)	1,000 sf	\$8,353	\$6,130	\$6,130	\$0	\$6,785	\$0	\$0	\$0	\$0	\$0	\$6,130	\$3,703	0%
710.2P	710	General Office 100,001-200,000 sf(4)	1,000 sf	\$7,119	\$5,219	\$5,219	\$0	\$5,777	\$0	\$0	\$0	\$0	\$0	\$5,219	\$3,153	0%

Urban Mobility Fee Schedule for Transit-Oriented Development (Fee District A) (continued)

Pasco County Land Use Code	ITE LUC	Land Use	Unit	Total Impact Cost	Fee before buy-down	\$ Allocated for buy-down	Net Mobility Fee	Full Fee(1)	Road Share (Incl Int)	Road Share (Excl Int)	Interstate Share	Transit Share	Bike/Ped Share	TxIF "Back-Fill" Amount	Proposed Fee as Percent of 2011 Road Impact Fee		
															2011 Road Impact Fee	2011 Road Impact Fee	
OFFICE (continued):																	
710.3P	710	General Office 200,001-400,000 sf(4)	1,000 sf	\$6,074	\$4,446	\$4,446	\$0	\$4,922	\$0	\$0	\$0	\$0	\$0	\$0	\$4,446	\$2,684	0%
710.4P	710	General Office greater than 400,000 sf(5)	1,000 sf	\$5,529	\$4,043	\$4,043	\$0	\$4,476	\$0	\$0	\$0	\$0	\$0	\$0	\$4,043	\$2,285	0%
720	720	Medical Office	1,000 sf	\$23,480	\$17,358	\$17,358	\$0	\$19,199	\$0	\$0	\$0	\$0	\$0	\$0	\$17,358	\$8,847	0%
750	750	Office Park	1,000 sf	\$7,151	\$5,242	\$5,242	\$0	\$5,802	\$0	\$0	\$0	\$0	\$0	\$0	\$5,242	\$4,801	0%
714	714	Corporate Headquarters Building	1,000 sf	\$4,997	\$3,650	\$3,650	\$0	\$4,041	\$0	\$0	\$0	\$0	\$0	\$0	\$3,650	\$3,275	0%
760	760	Research and Development Center	1,000 sf	\$5,078	\$3,710	\$3,710	\$0	\$4,108	\$0	\$0	\$0	\$0	\$0	\$0	\$3,710	\$2,071	0%
770.P	n/a	Veterinarian Clinic	1,000 sf	\$5,984	\$4,124	\$4,124	\$0	\$4,593	\$0	\$0	\$0	\$0	\$0	\$0	\$4,124	\$2,247	0%
RETAIL:																	
814	814	Specialty Retail	1,000 sf	\$17,123	\$12,262	\$12,262	\$0	\$13,604	\$0	\$0	\$0	\$0	\$0	\$0	\$12,262	\$11,184	0%
820	820	Retail 50,000 sf/la or less(4)	1,000 sf/la	\$10,731	\$7,352	\$7,352	\$0	\$8,193	\$0	\$0	\$0	\$0	\$0	\$0	\$7,352	\$11,099	0%
820.1P	820	Retail 50,001-200,000 sf/la(4)	1,000 sf/la	\$9,596	\$6,620	\$6,620	\$0	\$7,372	\$0	\$0	\$0	\$0	\$0	\$0	\$6,620	\$8,877	0%
820.2P	820	Retail 200,001-400,000 sf/la(4)	1,000 sf/la	\$9,100	\$6,337	\$6,337	\$0	\$7,050	\$0	\$0	\$0	\$0	\$0	\$0	\$6,337	\$8,490	0%
820.3P	820	Retail 400,001-600,000 sf/la(4)	1,000 sf/la	\$8,595	\$5,961	\$5,961	\$0	\$6,635	\$0	\$0	\$0	\$0	\$0	\$0	\$5,961	\$8,228	0%
820.4P	820	Retail 600,001-800,000 sf/la(4)	1,000 sf/la	\$8,873	\$6,200	\$6,200	\$0	\$6,896	\$0	\$0	\$0	\$0	\$0	\$0	\$6,200	\$7,892	0%
820.5P	820	Retail greater than 800,000 sf/la(5)	1,000 sf/la	\$9,285	\$6,545	\$6,545	\$0	\$7,272	\$0	\$0	\$0	\$0	\$0	\$0	\$6,545	\$7,628	0%
881	881	Pharmacy/Drug Store with and without Drive-Thru	1,000 sf	\$7,547	\$5,146	\$5,146	\$0	\$5,737	\$0	\$0	\$0	\$0	\$0	\$0	\$5,146	\$5,537	0%
862	862	Home Improvement Superstore	1,000 sf	\$5,367	\$3,666	\$3,666	\$0	\$4,087	\$0	\$0	\$0	\$0	\$0	\$0	\$3,666	\$8,157	0%
931	931	Quality Restaurant	1,000 sf	\$26,351	\$18,816	\$18,816	\$0	\$20,882	\$0	\$0	\$0	\$0	\$0	\$0	\$18,816	\$20,271	0%
932	932	High-Turnover Restaurant	1,000 sf	\$32,410	\$23,108	\$23,108	\$0	\$25,648	\$0	\$0	\$0	\$0	\$0	\$0	\$23,108	\$28,198	0%
934	934	Fast Food Restaurant w/Drive-Thru	1,000 sf	\$70,187	\$48,143	\$48,143	\$0	\$53,645	\$0	\$0	\$0	\$0	\$0	\$0	\$48,143	\$56,773	0%
944	944	Gasoline Station	fuel pos.	\$8,758	\$6,012	\$6,012	\$0	\$6,699	\$0	\$0	\$0	\$0	\$0	\$0	\$6,012	\$6,723	0%
941	941	Quick Lube	bays	\$12,495	\$9,027	\$9,027	\$0	\$10,006	\$0	\$0	\$0	\$0	\$0	\$0	\$9,027	\$9,710	0%
850	850	Supermarket	1,000 sf	\$14,255	\$9,837	\$9,837	\$0	\$10,954	\$0	\$0	\$0	\$0	\$0	\$0	\$9,837	\$8,190	0%
853	853	Convenience Store w/Gas Pumps	1,000 sf	\$36,427	\$23,922	\$23,922	\$0	\$26,778	\$0	\$0	\$0	\$0	\$0	\$0	\$23,922	\$24,577	0%
848	848	Tire Store	1,000 sf	\$7,768	\$5,546	\$5,546	\$0	\$6,155	\$0	\$0	\$0	\$0	\$0	\$0	\$5,546	\$6,140	0%
943	943	Auto Repair or Body Shop	1,000 sf	\$10,658	\$7,672	\$7,672	\$0	\$8,507	\$0	\$0	\$0	\$0	\$0	\$0	\$7,672	\$9,256	0%
841	841	New/Used Auto Sales	1,000 sf	\$13,017	\$9,503	\$9,503	\$0	\$10,524	\$0	\$0	\$0	\$0	\$0	\$0	\$9,503	\$13,382	0%
816	816	Hardware/Paint	1,000 sf	\$6,359	\$4,274	\$4,274	\$0	\$4,772	\$0	\$0	\$0	\$0	\$0	\$0	\$4,274	\$8,270	0%
947	947	Self-Service Car Wash	bays	\$19,469	\$13,410	\$13,410	\$0	\$14,936	\$0	\$0	\$0	\$0	\$0	\$0	\$13,410	\$10,354	0%
890	890	Furniture Store	1,000 sf	\$2,000	\$1,400	\$1,400	\$0	\$1,557	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400	\$1,620	0%
912	912	Bank/Savings w/Drive-In	1,000 sf	\$21,443	\$14,945	\$14,945	\$0	\$16,626	\$0	\$0	\$0	\$0	\$0	\$0	\$14,945	\$37,045	0%
913.P	n/a	Convenience/Gasoline/Fast Food Store	1,000 sf	\$94,673	\$66,812	\$66,812	\$0	\$74,233	\$0	\$0	\$0	\$0	\$0	\$0	\$66,812	\$72,754	0%
INDUSTRIAL:																	
110	110	General Light Industrial	1,000 sf	\$4,861	\$3,425	\$3,425	\$0	\$3,790	\$0	\$0	\$0	\$0	\$0	\$0	\$3,425	\$3,151	0%
120	120	General Heavy Industrial	1,000 sf	\$1,003	\$714	\$714	\$0	\$793	\$0	\$0	\$0	\$0	\$0	\$0	\$714	\$678	0%
130	130	Industrial Park	1,000 sf	\$4,654	\$3,420	\$3,420	\$0	\$3,784	\$0	\$0	\$0	\$0	\$0	\$0	\$3,420	\$3,147	0%
140	140	Manufacturing	1,000 sf	\$2,555	\$1,864	\$1,864	\$0	\$2,064	\$0	\$0	\$0	\$0	\$0	\$0	\$1,864	\$1,727	0%
150	150	Warehouse	1,000 sf	\$2,381	\$1,724	\$1,724	\$0	\$1,910	\$0	\$0	\$0	\$0	\$0	\$0	\$1,724	\$2,243	0%
151	151	Mini-Warehouse	1,000 sf	\$1,004	\$688	\$688	\$0	\$766	\$0	\$0	\$0	\$0	\$0	\$0	\$688	\$673	0%
152	152	High-Cube Warehouse	1,000 sf	\$1,238	\$884	\$884	\$0	\$981	\$0	\$0	\$0	\$0	\$0	\$0	\$884	\$740	0%
160.P	n/a	Airport Hangar	1,000 sf	\$2,381	\$1,735	\$1,735	\$0	\$1,922	\$0	\$0	\$0	\$0	\$0	\$0	\$1,735	\$2,243	0%

Notes:
 (1) Provided for informational purposes only. This value is the total value of transportation system consumed, less credits for revenues committed to transportation system expansion that are generated by the use itself. This value includes Interstate costs and carrying costs, but not toll road costs. It does consider the proportion of trip length, varying system costs, and transportation system performance goals that vary by fee district.