BY BOARD OF COUNTY COMMISSIONERS ORDINANCE NO._____

AN ORDINANCE BY THE PASCO COUNTY BOARD OF COUNTY COMMISSIONERS AMENDING SECTION 1302.2 OF THE PASCO COUNTY LAND DEVELOPMENT CODE (MOBILITY FEES) IN ACCORDANCE WITH SECTION 1302.2.D REVIEW AND UPDATE PROCEDURES; TO AMEND THE MOBILITY FEE MAPS AND FEE SCHEDULES, RESULTING IN SOME MOBILITY FEE DECREASES AND INCREASES; TO UPDATE STATUTORY AND CODE CROSS-REFERENCES AND DEFINITIONS; TO MAKE ADDITIONAL AMENDMENTS, AS NECESSARY, FOR INTERNAL CONSISTENCY; PROVIDING FOR REPEALER; PROVIDING FOR SEVERABILITY; PROVIDING FOR INCLUSION IN THE CODE; PROVIDING AN EFFECTIVE DATE.

WHEREAS, pursuant to Article VIII, Section (1)(f) of the Florida Constitution and Sections 125.01(l), (m) and (w), Florida Statutes, Pasco County has broad home rule powers to adopt ordinances to provide for and operate transportation systems, including roadways, transit facilities, and bicycle/pedestrian facilities in Pasco County ("Transportation Facilities"); and

WHEREAS, on July 12, 2011, Pasco County adopted, pursuant to its broad home rule powers, Ordinance No. 11-08 (the "Mobility Fee Ordinance"), creating the Pasco County Mobility Fee system which has since been codified into Section 1302 of the Pasco County Land Development Code; and

WHEREAS, consistent with Ordinance No. 11-08 and Land Development Code Section 1302.2. requiring update of the Mobility Fee system every three years, the Board of County Commissioners has conducted the first three-year update of the mobility fee program; and

WHEREAS, on February 25, 2014 the Board of County Commissioners appointed an independent Mobility Fee Update Advisory Committee to evaluate the mobility fee system and make recommendations to the Board of County Commissioners; and

WHEREAS, at the July 10 BCC Public Hearing, the Mobility Fee Advisory Committee, County Staff and project consultant provided a progress update and initial draft recommendations;

WHEREAS, the Local Planning Agency conducted a public hearing on October 9, 2014 and found the proposed amendments consistent with the Pasco County Comprehensive Plan; and

WHEREAS, Board of County Commissioners conducted duly noticed public hearings on October 21, 2014 and November 5, 2014 where the Board of County Commissioners considered all oral and written comments, including staff reports and information received, during said public hearings; and

WHEREAS, the citizens of Pasco County were provided with the opportunity for comment and participation in this amendment process through public meetings of the Mobility Fee Update Advisory Council, Board Workshops, and public hearings; and

WHEREAS, in exercise of said authority the Board of County Commissioners of Pasco County, Florida, has determined that it is necessary and desirable to amend the restated Pasco County Land Development Code to implement policy direction and to correct internal inconsistencies;

NOW, THEREFORE, BE IT ORDAINED by the Board of County Commissioners of Pasco County, Florida, as follows:

SECTION 1. Authority.

This Ordinance is enacted pursuant to Chapter 125, Florida Statutes (2013), and under the home rule powers of the County.

SECTION 2. Legislative Findings of Fact.

The foregoing Whereas clauses, incorporated herein, are true and correct.

SECTION 3. Applicability and Effect on Existing Development Approvals.

The applicability and effect of this Land Development Code amendment on existing development approvals and requests for modifications of such approvals shall be as provided in Section 1302.2 of the restated Land Development Code.

SECTION 4. Amendments

The Pasco County Land Development Code is hereby amended as shown and described in Exhibit A, attached hereto and made part hereof, by strikethrough/underline format of Section 1302 and associated Definitions in Appendix A; and by replacement of associated Mobility Fee Schedules and Mobility Fee Assessment District Map.

SECTION 5. Severability.

It is declared to be the intent of the Board of County Commissioners of Pasco County, Florida, that if any section, subsection, sentence, clause, or provision of this Ordinance shall be declared invalid, the remainder of this Ordinance shall be construed as not having contained said section, subsection, sentence, clause, or provisions and shall not be affected by such holding.

SECTION 6. Effective Date.

A certified copy of this Ordinance shall be filed with the Florida Department of State by the Clerk to the Board within ten (10) days after adoption and shall take effect upon said filing. However, the application of changes to the mobility fee and administration fee resulting from this Ordinance shall be as set forth in Section 1302.2.F.1.b of the Land Development Code.

ADOPTED with a quorum present and voting this 5th day of November, 2014.

(S E A L)

BOARD OF COUNTY COMMISSIONERS
OF PASCO COUNTY, FLORIDA

ATTEST:

By: _____
PAULA S O'NEIL, Ph.D., CLERK & COMPTROLLER

By:_____
JACK MARIANO, CHAIRMAN

PDD15-013 ATTACHMENT (1) EXHIBIT A

PROPOSED CHANGES TO THE PASO COUNTY LAND DEVELOPMENT CODE SECTION 1302

CHAPTER 1300. CONCURRENCY, MOBILITY AND IMPACT FEES

SECTION 1302. MOBILITY ~~AND IMPACT~~ FEES

1302.2. **Mobility Fees**

A. **Intent and Purpose**

1. The Board of County Commissioners (BCC) has determined and recognized through adoption of the Pasco County Comprehensive Plan that the growth rate which the County is experiencing will necessitate extensive, major transportation network improvements and make it necessary to regulate development activity generating new travel demands in order to maintain an acceptable level of transportation system capacity and quality of life in the County. In order to finance the necessary new capital improvements and regulate travel generation levels, several combined methods of financing will be necessary; one of which will require development activity generating new transportation demands to pay a mobility fee which does not exceed a pro rata share of the reasonably anticipated expansion costs of transportation facilities.

2. Providing for and regulating transportation facilities to make them safer and more efficient is the recognized responsibility of the County through Sections 125.01(1)(l), (m), and (w), Florida Statutes, and the Pasco County Comprehensive Plan, and is in the best interest of the public health, safety, and welfare.

3. It is the purpose of this section to establish a regulatory fee to assist in providing increased capacity for the transportation system to accommodate the increased impacts development will have on the transportation system. Development activity generating new travel demands will require the payment of a mobility fee which shall not exceed a pro rata share of the reasonably anticipated costs of new transportation facilities that its presence necessitates. This is accomplished by requiring a mobility fee upon commencement of any development activity generating new travel demands. This mobility fee is for the exclusive purpose of providing increased capacity for the transportation system.

4. It is the purpose of this section to implement many of the tools and techniques identified and encouraged by the State Legislature in Sections 163.3180(5)(f) and (i), Florida Statutes~~Chapter 2011-139, Laws of Florida (House Bill (HB) 7207)~~, and identified by the BCC in the Pasco County Comprehensive Plan. These tools and techniques will substantially advance the public purposes of job creation, and reduction of energy, infrastructure, and service costs; i.e., public safety, that typically result from lower density/sprawl-type development patterns.

These tools and techniques include:

a. Adoption of long-term strategies to facilitate development patterns that support multimodal solutions;

b. Adoption of an areawide Level of Service (LOS) not dependent on any single road segment function;

c. Exempting or discounting impacts of development in urban areas, redevelopment, job creation, and mixed use on the transportation system;

d. Assigning a greater priority to ensuring a safe, comfortable, and attractive bicycle/pedestrian environment, with convenient access to transit; and

e. Reducing mobility fees to promote development within existing and planned urban areas, development that results in job creation, and development of compact, mixed use, energy efficient development, such as Transit Oriented Development (TOD), ~~and~~ Traditional Neighborhood Development (TND), and development that incorporates Mixed Use Trip Reduction Measures (MUTRM).

Because applicable law requires that revenue sources other than those deriving from mobility fees be utilized to provide targeted discounts or reductions of mobility fees for development in urban areas; development that results in job creation; compact, mixed use, energy efficient development; and other locally desired development, it is the purpose of this section to ensure that revenue sources other than mobility fees are utilized to provide these targeted discounts/reductions.

5. It is the purpose of this section to implement Policy TRA 1.7.2 of the Pasco County Comprehensive Plan which requires the adoption of a multimodal mobility plan and mobility fee that:

a. Is designed to encourage development of specific land uses in specific locations;

b. Includes assessments for roadways, transit, and bicycle/pedestrian facilities, including assessments for roadway facilities on the Strategic Intermodal System (SIS);

c. Promotes compact, mixed use, and energy efficient development; and

d. Does not assess new development for transportation backlogs or an amount that is in excess of the amount that is proportionate to the impacts of the new development.

6. The purpose of this section is to continue to enable the County to allow new development consistent with the adopted Comprehensive Plan and to regulate development activity generating new transportation demands so as to require new development to share in the burdens of growth by paying its pro rata share for the reasonably anticipated expansion costs of transportation facilities. This will allow new growth to mitigate the burdens it places on County transportation facilities without unfairly or disproportionately placing this burden on the existing residents of the County.

7. The purpose of this section is to ensure that the County General Fund does not bear the full burden of administering and implementing a mobility fee program and to ensure that in addition to the mobility fee, an administration fee is charged to new development to administer and implement the mobility fee program, provided that the administration fee does not exceed the County's actual costs of administration and implementation.

8. It is not the purpose of this section to address all transportation impacts resulting from new development or to guarantee that all new development will be approved upon payment of a mobility fee. New development has other site specific and cumulative impacts on the transportation system that are regulated through other County land development regulations including, but not limited to, regulations relating to transportation corridor management, collector and arterial spacing, access management, substandard roads, secondary access, transportation analysis~~iming and phasing~~, and, where applicable, ~~transportation concurrency and~~ Development of Regional Impact (DRI) review. However, if such regulations require transportation mitigation for the same impacts addressed through the payment of mobility fees, such regulations provide for credits against mobility fees consistent with State and Federal law and this section.

9. It is not the purpose of this section to collect any money from development activity generating new transportation demands in excess of the actual amount necessary to offset the demand on the transportation system generated by the new development, plus an administration fee. It is specifically acknowledged that this section has approached the problem of determining the mobility fee in a conservative and reasonable manner. This section will only partially recoup the governmental expenditures associated with growth. To the extent existing development will continue to bear a share of the cost of future improvements of the transportation system, mobility fees have been reduced.

B. Findings

It is hereby ascertained, determined, and declared that:

1. The County has determined that transportation capital improvements are necessary to maintain current and/or projected levels of service.

2. The County has determined that currently available revenues will not be sufficient to provide the transportation capital improvements that are necessary to accommodate growth resulting from development.

3. The County is required to adopt a Comprehensive Plan containing a Capital Improvements Element (CIE) that considers the need and location of public facilities within its jurisdiction and the projected revenue sources that will be utilized to fund these facilities.

4. The implementation of a mobility fee to require future growth to contribute its fair share of the cost of growth necessitated transportation capital improvements is necessary and reasonably related to the public health, safety, and welfare of the people of the County.

5. Providing transportation capital improvements that are adequate for the needs of growth is in the general welfare of all residents of the County and constitutes a public purpose.

~~5.~~6. The County has elected to repeal transportation concurrency, and adopt an alternative mobility funding system consistent with Section 163.3180(5)(i), Florida Statutes.

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~~6.~~7. Sections 163.3180(5)(f) and (i), Florida Statutes,~~The State Legislature, in Chapter 2011-139, Laws of Florida (HB 7207), encourage mobility funding systems that use one or more of~~~~identified~~ the following tools and techniques~~ to complement the application of transportation concurrency~~:

a. Adoption of long-term strategies to facilitate development patterns that support multimodal solutions;

b. Adoption of an areawide LOS not dependent on any single road segment function;

c. Exempting or discounting impacts of locally desired development, such as development in urban areas, redevelopment, job creation, and mixed use on the transportation system;

d. Assigning secondary priority to vehicle mobility and primary priority to ensuring a safe, comfortable, and attractive pedestrian environment, with convenient access to transit; and

e. Reducing impact fees to promote development within urban areas and a balance of mixed use development in certain areas.

Because applicable law requires that revenue sources other than those derived from mobility fees be utilized to provide targeted discounts or reductions of mobility fees for development in urban areas; development that results in job creation; mixed use development; and other locally desired development, this section and Chapter 2, Article VI, Division 3 of the Code of Ordinances, Multi-Modal Tax Increment, ensures that revenue sources other than mobility fees are utilized to provide these targeted discounts/reductions.

~~7.~~8. Policy TRA 1.7.2 of the Comprehensive Plan requires the adoption of a multimodal mobility plan and mobility fee that (a) is designed to encourage development of specific land uses in specific locations; (b) includes assessments for roadways, transit, and bicycle/pedestrian facilities, including assessments for roadway facilities on the SIS; (c) promotes compact, mixed use and energy efficient development; and (d) does not assess development for transportation backlogs or an amount that is in excess of the amount that is proportionate to the impacts of the development.

~~8.~~9. TOD, ~~and~~ TND, and MUTRM are compact, mixed use, bicycle/pedestrian friendly, and energy efficient forms of development encouraged by this section, the mobility fee, and the Comprehensive Plan.

~~9.~~10. Office, industrial, and lodging land uses are locally desired development that result in, or support, high paying job creation and tourism, and are encouraged by this section, the mobility fee, and the Comprehensive Plan.

~~10.~~11. The County's South and West Market Areas, which make up the Urban Concentration Area designated pursuant to Policy~~ies~~ FLU 9.1.1~~8.1.1 and 8.1.2~~ of the Comprehensive Plan, and which are designed herein as the "Urban" Assessment District "A," shall be considered the County's urban area, where development is encouraged by this section, the mobility fee, and the Comprehensive Plan.

12. The Long-Range Transportation Plan (LRTP) shall be considered the multimodal mobility plan required by Policy TRA 1.7.2 of the Comprehensive Plan, and the Mobility Fee Study and mobility fee are based on the LRTP.

~~11.~~13. Mobility fee revenue is used to implement the needs of the LRTP consistent with Section 163.3180(5)(i), Florida Statutes.

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14. The Mobility Fee Study, mobility fee, and this section comply with the requirements of Policy TRA 1.7.2 of the Comprehensive Plan and are consistent with the State Legislature's encouraged direction in

Sections 163.3180(5)(f) and (i), Florida Statutes~~Chapter 2011-139, Laws of Florida (HB 7207)~~.

~~12.~~15. Consistent with the requirements of Section 163.3180(5)(i), Florida Statutes, Pasco County's mobility funding system and related transportation analysis regulations (see Section 901.12) are not used to deny, time or phase an application for site plan approval, plat approval, final subdivision approval, building permits, or the functional equivalent of such approvals, provided that the developer agrees to pay mobility fees.

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~~13.~~16. This section earmarks Villages of Pasadena Hills (VOPH) mobility fees and tax increment revenues consistent with the VOPH Financial Plan.

~~14.~~17. This section ensures that any participating municipality that wishes to join in the mobility fee program has an opportunity to do so, but does not require any participating municipality to join in.

~~15.~~18. Nonparticipating municipalities in the County have existing, independent programs to fund and construct transportation capital improvements, or any benefits resulting from transportation capital expenses in nonparticipating municipalities will be incidental and de minimis.

~~16.~~19. This section ensures that impacts to the SIS are addressed consistent with the Comprehensive Plan and requires consultation with the Florida Department of Transportation (FDOT) relating to SIS facilities consistent with the requirements of Section 163.3180(5)(h)1, Florida Statutes.

~~17.~~20. The County shall be divided into separate Mobility Fee Assessment Districts and Collection/Benefit Districts.

~~18.~~21. The Assessment Districts are based on the Market Areas in the Comprehensive Plan and generally depict those areas where the County has planned for urban, suburban, and rural forms of development. The Assessment Districts shall be utilized to create the differential mobility fee structure encouraged by the Comprehensive Plan and Sections 163.3180(5)(f) and (i), Florida Statutes~~Chapter 2011-139, Laws of Florida (HB 7207)~~.

~~19.~~22. Based on the typical travel characteristics in the County set forth in the Mobility Fee Study, utilizing the Collection/Benefit Districts to regulate mobility fee expenditures is the best method of ensuring that the transportation capital improvements funded by mobility fees benefit development in the Collection/Benefit District paying the mobility fees.

~~20.~~23. Mobility fees paid pursuant to this section will be earmarked to separate mobility fee funds for use within the Collection/Benefit Districts in which the mobility fees are collected, except as provided herein.

~~21.~~24. The creation, implementation, and administration of a mobility fee program includes preparing and updating the Mobility Fee Study, Mobility Fee Schedule, Mobility Fee Ordinance, and Multi-Modal Tax Increment Ordinance; calculation and collection of mobility fees; conversion, creation and administration of transportation impact fee (TIF) credits, mobility fee credits and development approvals relating to such credits; accounting systems for multiple mobility fee funds and accounts; coordination with participating municipalities, the Metropolitan Planning Organization, the FDOT, and the Tampa Bay Area Regional Transportation Authority; calculation and tracking of tax increment revenues and the required mobility fee subsidy; transportation analysis to determine priorities for mobility fee expenditures; and administration of mobility fee refunds~~ and transportation concurrency exemptions based on the mobility fee~~. The Administration Fee Study and administration fee place a portion of the burden of implementing and administering a mobility fee program on development that creates the need for a mobility fee program, but also ensures that the administration fee does not exceed the County's actual cost of administration and implementation.

~~22.~~25. The Mobility Fee Study, Administration Fee Study, mobility fee, and administration fee shall be subject to review and update pursuant to Section 1302.2.D herein.

~~23.~~26. To the extent that the replacement of TIFs with mobility fees and administration fees results in an impact fee increase for any development, or otherwise adversely affects any development, this section ensures that such development shall be entitled to opt out of the mobility fee program for a period of time and remain subject to the payment of TIFs and transportation concurrency. In addition to the Opt-Out Procedure, development may mitigate any adverse impact resulting from the adoption of mobility fees through other avenues, including adjustments to land and rent prices, adjustments to entitlements, and sale or transfer of TIF credits and mobility fee credits.

27. To the extent that the replacement of TIFs with mobility fees and administration fees results in an impact fee reduction for any development, the BCC does not desire to apply such reduction to buildings with Building Permits issued prior to March 1, 2011, because such buildings were issued Building Permits prior to the BCC deciding to adopt reduced mobility fees~~ and suspend other impact fees~~, and applying the reduction to such buildings would skew the BCC's analysis of the effect of the mobility fee reduction~~ and suspension~~ on construction activity.

28. To the extent that the 2014 update of mobility fees and administration fees results in a mobility fee reduction for any development, the BCC does not desire to apply such reduction to buildings with Building Permits issued prior to November 6, 2014, because such buildings were issued Building Permits prior to the BCC deciding to adopt reduced mobility fees for some uses in 2014, and applying the reduction to such buildings would skew the BCC's analysis of the effect of the mobility fee reduction on construction activity.
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~~25.~~29. The BCC considered the short and long term, public and private costs and benefits of the Mobility Fee Study, Administration Fee Study, administration fee, and mobility fee and has determined that sufficient information has been provided to enable the BCC to act.

~~26.~~30. The BCC further finds that the provisions of this section are in compliance with the "dual rational nexus test" established by the Florida Supreme Court and other applicable law; therefore, the County's mobility fee funding system complies with Section 163.3180(5)(i), Florida Statutes.

C. Adoption of Mobility Fee and Administration Fee Studies

The BCC hereby adopts and incorporates by reference the following studies:

1. The County Multi-Modal Mobility Fee Study Final Report dated July 7, 2011, prepared by Tindale-Oliver & Associates, Inc., as updated by the Report dated October 14, 2014 (the Mobility Fee Study).

2. Pasco County Calculation of County Cost to Administer Impact Fees dated December 7, 2009, and prepared by Maximus Consulting Services, Inc. (Maximus Study), and Pasco County Calculation of County Cost to Administer Transportation Impact Fees or Mobility Fees, adapted from the Maximus Study, dated May 31, 2011, prepared by Daniel Risola, Budget Manager~~Pasco County Capital Project Planning Coordinator~~, as updated by the Report dated April 24, 2014 (collectively, the Administration Fee Study).

D. Review and Update

The mobility fee and administration fee are based on the assumptions and analysis in the Mobility Fee Study and Administration Fee Study. No later than December 31, 2017~~4~~, and no later than every three (3) years thereafter, the County shall conduct a full re-evaluation and update of the assumptions and analysis in the Mobility Fee Study and Administration Fee Study and of all components of the mobility fee and administration fee.

~~If this Code is not amended as a result of the next Review and Update as required by Section 1302.2.D by December 31, 2014, then the assessment~~

~~and collection of the mobility fee and the administration fee in all assessment districts shall be automatically suspended effective December 31, 2014, until this Code is amended. Notwithstanding anything to the contrary in this Section 1302.2 or otherwise in this Code, in the event that the assessment and collection of the mobility fee and administration fee is suspended pursuant to this section, said suspension shall have no impact on transportation concurrency exemptions and TIFs shall not be assessed against or collected from non-Opt Out Developments.~~

If a mobility fee subsidy deficiency exists at the time mobility fees are reevaluated, a nonmobility fee repayment source for the deficiency shall be identified in the next fiscal year following the completion of the reevaluation, and the amount of such deficiency shall be transferred to the Mobility Fee Fund containing such deficiency within a reasonable time period, not to exceed five (5) years from the date of the reevaluation. Nothing herein shall prevent the County from updating the mobility fee or administration fee earlier than every three (3) years if the County determines that significant changes in the Mobility Fee Study or Administration Fee Study assumptions have occurred and that such changes are likely to have a significant effect on the amount of the mobility fees or administration fees. In addition, nothing herein shall prevent the County from making deficiency transfers to the mobility fee funds at any time in order to ensure that the requirements of this section are met and that adopted LOS standards are maintained as provided herein and in the Mobility Fee Study.

E. Applicability

1. This section shall apply to all lands located within the County and in any participating municipality.

2. Mobility Fee Assessment Districts

a. Consistent with the purpose and intent of this section, the County and participating municipalities have been divided or placed into three Assessment Districts, as depicted on Exhibit C. The Assessment District labeled "A" shall be considered the "Urban" Assessment District, and development within such district is subject to the "urban" mobility fees in the Mobility Fee Schedule. The Assessment District labeled "B" shall be considered the "Suburban" Assessment District, and Development within such district is subject to the "suburban" mobility fees in the Mobility Fee Schedule. The Assessment District labeled "C" shall be considered the "Rural" Assessment District, and development within such district is subject to the "rural" mobility fees in the Mobility Fee Schedule.

Generally, if any contiguous building, development, or planned development is located in more than one (1) Assessment District, the entire building, development, or planned

development shall be subject to the mobility fees in the Assessment District with the lower mobility fees. However, if the portion of a development or planned development in the Assessment District with the lower mobility fees constitutes less than fifteen (15) percent of the total development or planned development gross land area, the entire Development or Planned Development shall be subject to the mobility fees in the Assessment District where the majority of the development or planned development gross land area is located. If a development or planned development is located in more than one (1) Assessment District and a portion of the development or planned development is not contiguous with the remainder of the development or planned development, e.g., separated by a collector or arterial roadway or water body, the noncontiguous portion of the development or planned development shall be subject to the mobility fees in the Assessment District in which it is located, regardless of where the remainder of the development or planned development is located.

b. The Mobility Fee Assessment Districts are to be utilized solely to determine which mobility fees a Building Permit or Development Permit is required to pay and to determine the amount of the required mobility fee subsidy. Mobility Fee Assessment Districts shall not be considered Collection/Benefit Districts.

c. To ensure consistency with the Market Areas in the Comprehensive Plan, if any of the Comprehensive Plan Market Area boundaries are amended after the effective date of this amended and restated section, the Assessment District boundary map (Map 1302.2-A) shall be amended to be consistent with the Market Area boundaries prior to or concurrently with the next full re-evaluation and update of the Mobility Fee Study required by Section 1302.2.D.

F. Procedures for Imposition, Calculation, and Collection of Mobility and Administrative Fees

1. Imposition of Mobility Fee and Administration Fee

a. The mobility fee and administration fee shall be assessed upon the issuance of a Building Permit for any development and shall be collected and paid prior to the issuance of the Certificate of Occupancy (CO) for the development. In the event a Building Permit or CO is not required for development which is subject to the provisions of this section, then the mobility fee and administration fee shall be assessed upon the issuance of a Development Permit authorizing commencement of the development and collected and paid prior to final site

inspection. The mobility fee and administration fee shall apply to complete applications for a Building Permit, and Building Permits issued (or Development Permits where no Building Permit is required) on or after March 1, 2011, unless such Building Permit or Development Permit is part of an Opt-Out Development. Any person that submitted a complete application for a Building Permit, or that was issued a Building Permit, on or after March 1, 2011, and that was assessed, or paid, the TIF may elect to pay the applicable mobility fee and administration fee; however, such election shall be made in writing to the Building Construction Services Department no later than ninety (90) days after the issuance of the CO (or final site inspection where no CO is required). If such election is made after the TIF has been paid, a refund shall be due for the difference between (a) the TIF and (b) the mobility fee, plus the administration fee. Such refund shall be applied for and paid in accordance with the refund procedures in this Code, Section 1302.1.H. If the TIF was paid using transportation impact credits, the refund shall be issued to the credit account from which the credits originated, upon the County receiving proof acceptable to the Office of the Clerk and Comptroller that (1) the owner of such credits has provided a refund to the person that paid the TIF with TIF credits, and (2) the transit mobility fee and administration fee have been paid.

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~~a.~~b. Any changes to the mobility fee and administration fee resulting from the 2014 mobility fee update shall apply to complete applications for a Building Permit, and Building Permits issued (or Development Permits where no Building Permit is required) on or after November 6, 2014. Building Permits and Development Permits issued on or after March 1, 2011, and prior to November 6, 2014, shall be assessed the applicable mobility fee and administration fee pursuant to the 2011 rates in the Mobility Fee Schedule, and shall pay the assessed mobility fee and administration fee prior to the issuance of the CO (or final site inspection where no CO is required), even if the Building Permit or Development Permit expires, or is revoked.

~~b.~~c. ~~Buildings with~~ Building Permits and Development Permits issued prior to March 1, 2011, were assessed the applicable TIF pursuant to the Transportation Impact Fee Ordinance and shall pay the assessed TIF prior to the issuance of the CO (or final site inspection where no CO is required)~~for such building~~, even if the Building Permit or Development Permit~~for such building~~ expires, or is revoked. Opt-Out Developments shall be assessed and pay the applicable TIF in the Transportation Impact Fee Schedule. Building Permits, Development Permits, and Opt-Out Developments required or electing to

pay the TIF shall not be assessed an administration fee, and shall otherwise be subject to the Transportation Impact Fee Ordinance.

~~c.~~d. No mobility fee or administration fee shall be assessed upon the issuance of a commercial retail shopping center Building Permit, Foundation Permit, or a nonretail multiuse Building Permit for an unfinished building; i.e., a Shell Permit. Each individual use shall thereafter be assessed the applicable mobility fee and administration fee based on the calculations set forth below upon subsequent issuance of a Building Permit to finish each unit.

2. Calculation of Mobility Fees and Administration Fees

a. Upon receipt of a complete application for a Building Permit (or prior to the issuance of a Development Permit where a Building Permit is not required) the County Administrator or designee shall calculate the applicable mobility fee and administration fee, incorporating any applicable credits. If a person has received a credit pursuant to Section 1302.2.G.4.b, that credit shall be subtracted from the otherwise applicable mobility fee, if such credit applies. Credits shall not be utilized for, or subtracted from, administration fees. A person may request at any time a nonbinding estimate of the mobility fee or administration fee due for a particular development; however, such estimate is subject to change when a complete application for a Building Permit or Development Permit is made.

b. The mobility fee shall be calculated by using (1) Independent Mobility Fee Studies in accordance with Section 1302.2.G.3 herein or (2) the Mobility Fee Schedule, attached as Figure 1302.2-A. The mobility fees in the Mobility Fee Schedule have been calculated using the formula(s) presented in the Mobility Fee Study. The mobility fee required to be paid by each land use is in the Mobility Fee Schedule column labeled "Net Mobility Fee," and this dollar amount shall be multiplied by the number of units in the development seeking a Building Permit or Development Permit for such land use. The base unit for this calculation is set forth in the "Unit" column for each land use in the Mobility Fee Schedule. The applicable Assessment District for each mobility fee calculation shall be determined in accordance with Section 1302.2.F.2.

c. The calculation of the administration fee is set forth in the Administration Fee Study and shall be paid in addition to any required mobility fee. The administration fee shall be Three Hundred Ninety-Two~~Six~~ and 00/100 Dollars ($392~~6~~.00) for each Building Permit issued for a land use classified as

residential in the Mobility Fee Schedule, even if the "Net Mobility Fee" column in the Mobility Fee Schedule shows a $0.00 mobility fee for such land use. The administration fee shall be Three Hundred Ninety-Two~~One Hundred Ninety Eight~~ and 00/100 Dollars ($392~~198~~.00) for each Building Permit (or Development Permit if no Building Permit is required) issued for a land use classified as lodging, recreation, institutions, office, retail, or industrial in the Mobility Fee Schedule, even if the "Net Mobility Fee" column in the Mobility Fee Schedule shows a $0.00 mobility fee for such land use. The administration fee for alterations shall be Three Hundred Ninety-Two~~One Hundred Ninety-Eight~~ and 00/100 Dollars ($392~~198~~.00) for each Building Permit issued for a land use classified as residential in the Mobility Fee Schedule, even if the "Net Mobility Fee" column in the Mobility Fee Schedule shows a $0.00 mobility fee for such land use. The administration fee for alterations shall be Three Hundred Ninety-Two~~Ninety-Nine~~ and 00/100 Dollars ($392~~99~~.00) for each Building Permit (or Development Permit if no Building Permit is required) issued for a land use classified as lodging, recreation, institutions, office, retail, or industrial in the Mobility Fee Schedule, even if the "Net Mobility Fee" column in the Mobility Fee Schedule shows a $0.00 mobility fee for such land use. The administration fee shall be calculated solely based on the number of Building Permits (or Development Permits if no Building Permit is required) issued for a development, and the square footage or size of the development shall not be a factor in the calculation of an administration fee. In addition, the Assessment District location of a development shall not affect the calculation of the administration fee.

d. A person shall not be entitled to any "age restricted" rate in the Mobility Fee Schedule until such person has recorded deed restrictions in a form acceptable to the County Attorney's Office ensuring that the property subject to the mobility fee will remain age restricted. In the event deed restrictions acceptable to the County Attorney's Office have not been recorded by the time the CO is issued, the person may pay the applicable nonage restricted rate, and, if the deed restrictions acceptable to the County Attorney's Office are later recorded, a refund shall be due to the extent the mobility fee paid was greater than the applicable age restricted rate. However, unless the person is entitled to a refund pursuant to another provision of this section, no refund shall be due for mobility fees or TIFs paid before the County adopted an age restricted rate for the land use classification that paid the fees. Refunds shall be in accordance with the procedures in this Code, Section 1302.1.

e. A person shall be eligible for the "Less than 1,500 square feet and Annual Household Income less than eighty (80) percent SHIP Definition" rate or "Low Income SHIP Defined Multi-Family" rate in the Mobility Fee Schedule (Affordable Housing Rate) if the residence is a single-family detached dwelling unit less than 1,500 square feet or a multiple family building or dwelling unit that is affordable to a family with a median income that does not exceed eighty (80) percent of the median income for the Tampa-St. Petersburg-Clearwater standard metropolitan statistical area. To qualify for the Affordable Housing Rate, the dwelling unit, or the larger planned development that includes the dwelling unit, or the multiple family building, as applicable, must be designated as affordable by the County Administrator or designee consistent with the foregoing definition and applicable Federal, State, and local income and expense criteria for affordable housing and must be sold or leased to a family that satisfies the foregoing income criteria, as determined by the County Administrator or designee. The County shall impose deed restrictions, mortgage requirements, and/or liens that ensure that any dwelling unit or multiple-family building that is assessed the Affordable Housing Rate remains affordable. The owner of any dwelling unit or multiple family building that was assessed the Affordable Housing Rate that resells or leases such dwelling unit at a price that is no longer affordable or resells or leases such dwelling unit to a family that does not satisfy the foregoing income criteria, as determined by the County Administrator or designee consistent with the foregoing definition, shall be required to pay to the County the difference between the Affordable Housing Rate and the rate that such unit or building would have been assessed had such unit or building not qualified for the Affordable Housing Rate. Failure to pay the difference shall be considered a violation of this section which shall make the owner subject to the County enforcement provisions of this section, in addition to any other remedies of the County as set forth in the County imposed deed restrictions, mortgage requirements, and/or liens.

f. Land uses that are not specifically listed in the Mobility Fee Schedule shall be assigned the trip generation rate of the most similar land use as listed in the Impact Fee Land Use Cross Reference Table, found in Appendix A of the Administrative Procedures Manual. If a similar land use is not listed in this table, then trip generation rates from the Institute of Transportation Engineers Trip Generation Report (ITE) Manual shall be used to determine the trip generation of the unlisted land use, and such land use shall be assigned the rate of the land use listed in the Mobility Fee Schedule with the most similar trip generation. If the unlisted land use is not listed in the ITE Manual, then the trip generation rates of the most

similar land use in the ITE Manual shall be used to determine the trip generation rate of the unlisted land use.

g. A mobility fee shall be imposed and calculated for an alteration creating an increased demand for or impact on transportation capital improvements, where the alteration results in a higher assessment pursuant to the Mobility Fee Schedule and this section. The mobility fee for an alteration shall be due and paid prior to the issuance of any permit issued by the County authorizing the alteration, even if such permit is not a Building Permit. The mobility fee imposed under the Mobility Fee Schedule as a result of an alteration shall be calculated as follows:

(1) If the alteration results in an increased demand for or impact on transportation capital improvements and results in a higher assessment pursuant to the Mobility Fee Schedule, then the alteration shall be assessed the current applicable mobility fee rate based on the new use of the property after the alteration less the mobility fee that would be imposed on the most recent prior use of the property under the current applicable mobility fee rate prior to the alteration. For purposes of this calculation, "most recent prior use of the property" shall mean the latest use of the property existing on or after January 1, 1985. If the most recent prior use of the property (a) was issued a Building Permit, CO, or final inspection prior to March 1, 2011; or (b) otherwise paid TIFs, then the difference between the applicable mobility fee rates shall be calculated for the alteration using the "Fee Before Buy-Down" column of the Mobility Fee Schedule or the "Net Mobility Fee" column in the Mobility Fee Schedule, whichever is less. For all other alterations, the difference shall be calculated using the "Net Mobility Fee" column of the Mobility Fee Schedule.

(2) If the square footage of a dwelling unit is increased cumulatively by 500 square feet or more from the square footage of the dwelling unit existing on or after October 1, 2007 (or the most recent dwelling unit in existence on or after January 1, 1985, if the dwelling unit did not exist on or after the effective date of October 1, 2007), and the result of which is a higher assessment pursuant to the Mobility Fee Schedule, then the alteration shall be assessed the current applicable mobility fee rate based on the new dwelling unit after alteration less the mobility fee that would be imposed on the most recent prior dwelling unit under the current applicable mobility fee rate prior to the

alteration. For purposes of this calculation, "most recent prior dwelling unit" shall mean the latest dwelling unit on the property existing on or after January 1, 1985. If the most recent prior dwelling unit (a) was issued a Building Permit, CO, or final inspection prior to March 1, 2011; or (b) otherwise paid TIFs, then the difference between the applicable mobility fee rates shall be calculated for the alteration using the "Fee Before Buy-Down" column of the Mobility Fee Schedule or the "Net Mobility Fee" column in the Mobility Fee Schedule, whichever is less. For all other alterations, the difference shall be calculated using the "Net Mobility Fee" column of the Mobility Fee Schedule.

h. "Multiuse Building" shall mean a development project in which more than one (1) mobility fee land use category is contemplated to be constructed. For multiuse buildings, parcels, office/industrial parks, and shopping centers, if one (1) use occupies thirty-five (35) percent or more of the total, gross square feet of the building, parcel, office/industrial park, or shopping center or one (1) use is 30,000 square feet or more, that use shall be assessed at its specific-use rate. All uses that do not exceed thirty-five (35) percent or more of the total gross square feet of the building, parcel, office/industrial park, or shopping center and that do not exceed 30,000 square feet or more shall be assessed the rate of the most predominate general use of the remainder of the building, parcel, office/industrial park, or shopping center based on the size of the entire building, parcel, office/industrial park, or shopping center. This rule does not apply to out-parcels or residential uses, which shall be assessed the applicable rate for the specific single use, and which shall not be used in the calculation of the size of the entire building, parcel, office/industrial park, or shopping center. This rule also does not apply to uses classified in the Mobility Fee Schedule as recreation, institutions, or retail if the most predominate use of the remainder of the building, parcel, or office/industrial park is lodging, office, or industrial; in such cases, the recreation, institutions, or retail use shall be assessed at its specific-use rate, regardless of the size of such use, unless the use is an accessory building or structure.

i. A development shall not be entitled to the TOD rates in the Mobility Fee Schedule unless one (1) of the following occurs:

(1) The development is a TOD that has completed, and received BCC approval of, a Transit Station Area Plan pursuant to Policy FLU 10.3.6 of the Comprehensive Plan; or

(2) The development is a TOD that (a) is located in a Transit Center Overlay established pursuant to Policy FLU 10.3.1 of the Comprehensive Plan, (b) complies with the TOD Design Principles in Policy FLU 10.3.6(f) of the Comprehensive Plan, and (c) complies, or agrees to comply, with the future TOD Design Ordinance required pursuant to Policy 10.2.1 of the Comprehensive Plan.

j. Within the VOPH, the amount of the mobility fee was~~may be~~ modified, and surcharges were~~may be~~ assessed to pay for VOPH transportation capital improvements, as more fully set forth in the Villages of Pasadena Hills Financial Plan. These modifications and surcharges to the mobility fee are set forth in Section 602 of this Code. ~~shall be established in the ordinance creating the J. "Ben" Harrill Villages of Pasadena Hills Stewardship District~~.

3. Independent Mobility Fee Study

a. Any person (1) who believes that any part of the demand component, comprised of trip length, trip rate, and percent new trips, that is used to calculate the mobility fee of the applicable land use is incorrect, or (2) who has a unique or restrictive land use that can be verified through the County's Building Permit process and believes that this results in different demand characteristics than those of the land use the development is to be assessed at, or (3) whose land use is not listed in the Mobility Fee Schedule, or believes the use is incorrectly assigned in the Mobility Fee Schedule, shall have the option to provide an Independent Mobility Fee Study according to procedures set forth in the Administrative Procedures Manual. The Independent Mobility Fee Study is not intended to allow site-specific review of uses, which include (1) conducting an Independent Mobility Fee Study on the same site for which the mobility fee is being challenged, or (2) conducting an Independent Mobility Fee Study on sites that may have differing trip characteristics than used in the Mobility Fee Schedule due to specific characteristics of the development that cannot be tracked by the County's Building Permit process. For any Independent Mobility Fee Study, only the demand variables may be challenged, and all three demand variables, including trip length, trip rate, and percent new trips, must be reviewed as part of the Independent Mobility Fee Study. Requests for an Independent Mobility Fee Study must be received no later than sixty (60) days after the issuance of a Building Permit (or Development Permit where no Building Permit is required). If the Independent Mobility Fee Study cannot be completed, reviewed, and finally determined by the County Administrator or designee, including

any appeals, by the time the CO is issued for the development, the applicant shall pay the applicable mobility fee in the Mobility Fee Schedule. However, if the Independent Mobility Fee Study is eventually accepted by the County after the issuance of the CO, a refund shall be due to the extent the mobility fee paid was higher than the mobility fee due pursuant to the Independent Mobility Fee Study. Refunds shall be in accordance with the procedures in this Code, Section 1302.1.H.

b. The Independent Mobility Fee Study shall follow the procedures and criteria in the Administrative Procedures Manual, and the County Administrator or designee shall be authorized to reject any Independent Mobility Fee Study not meeting such criteria. The County may charge a review fee for the Independent Mobility Fee Study, as set forth in the Administrative Procedures Manual, which shall not exceed the actual cost of reviewing the Independent Mobility Fee Study. The Independent Mobility Fee Study review fee is in addition to the required administration fee.

4. Exemptions and Credits

a. The following shall be exempted from payment of the mobility fee and administration fee:

(1) Alterations which do not result in a higher assessment pursuant to the Mobility Fee Schedule.

(2) Alterations of a dwelling unit that after October 1, 2007 (or after the most recent dwelling unit in existence after January 1, 1985, if the dwelling unit did not exist after October 1, 2007), cumulatively equals an increase of less than 500 square feet.

(3) Government Buildings. However, any mobility fee exemption issued for a government building shall expire if an alteration causes the building or development to no longer be a government building. Any mobility fee exemption issued for a government building shall be considered a subsidy or buy-down for the government building, and shall be included in the mobility fee subsidy calculation and transfer required by this Code, Subsection 1302.2.G.1.b.

(4) Alterations of buildings in the West Market Area. This exemption does not apply to (a) the administration fee, (b) alteration building permits issued prior to April 9, 2014, (c) alterations to any office, industrial or lodging building that was permitted after the initial effective

date of mobility fees pursuant to this Code, Section 1302.2.F.1.a., or (d) lots, parcels, or planned developments where fifty (50) percent or more of the developable portion of the lot, parcel, or planned development consists of vacant land that was not previously occupied by a building, or impervious surface associated with a building. Any mobility fee exemption issued for the West Market Area building alterations shall be considered a subsidy or buy-down for the alteration, and shall be included in the mobility fee subsidy calculation, and transfer required by this Code, Section 1302.2.G.1.b. The amount of such subsidy or buy-down shall be the required mobility fee for an alteration pursuant to this Code, Section 1302.2.F.2.g.

b. Credits

(1) A person may elect or be required by a development approval to construct, convey right-of-way for, or pay cash for a transportation capital improvement. Such person is eligible to receive credits on a dollar-for-dollar basis against the portion of the mobility fee mitigated by such construction, right-of-way conveyance, or payment. However, transit facilities provided by a person shall only be eligible for a credit against the transit mobility fee, bicycle/pedestrian facilities provided by a person shall only be eligible for credit against the bicycle/pedestrian mobility fee, and roadway facilities provided by a person shall only be eligible for credit against the roadway mobility fee. Construction, right-of-way conveyances, and cash payments for site access improvements are not eligible for credits against the mobility fee, unless specifically approved by the BCC in a development approval. To be entitled to credits, the transportation capital improvement must be included in the CIP; however, the person shall not receive the credits until the year the transportation capital improvements are scheduled for construction in the CIP, unless the County Administrator or designee or BCC agrees in a development approval to provide credits at an earlier date. A person shall also be entitled to credits if the transportation capital improvement is (a) included in the LRTP or Comprehensive Plan, and (b) a mobility fee credit is required pursuant to another land development regulation, such as the County's transportation corridor management or transportation concurrency regulations (for Opt-Out Developments),

or is specifically approved by the BCC in a development approval.

(2) If a person elects or is required to construct transportation capital improvements, the person shall submit evidence of payment for the construction to the County Administrator or designee. The County Administrator or designee shall determine if the construction is an appropriate substitute for the mobility fee, based on the provisions of this section, the amount of credit to be given, and the timetable for the credit. The amount of credit for right-of-way conveyances shall be 115 percent of the assessed value of the conveyed right-of-way as determined by the County Property Appraiser, unless the person and the County Administrator or designee or BCC agrees in a development approval to another credit amount. The date of valuation shall be the date of the development approval requiring the conveyance of the right-of-way or the date of right-of-way conveyance, whichever occurs first, unless the person and the County Administrator or designee or BCC agree to another date of valuation.

(3) Application for credits shall be made within ninety (90) days of the completion of construction of the transportation capital improvement eligible for the credit, unless the BCC agrees to another deadline for application. Failure to apply for a credit by the applicable deadline shall be deemed a waiver of the right to the credit.

(4) Credits may be sold or transferred within the Collection/Benefit District in which the mobility fee is collected, or in an adjacent Collection/Benefit District if the County Administrator or designee makes the written determination required by Section 1302.2.H.2.(a) for the transportation capital improvement for which the credits were issued. If the credits were established for a planned development, the sale or transfer of such credits shall not be permitted outside of the planned development until (a) Buildings Permits for all of the entitlements in the planned development have been issued, as set forth in the planned development's development approvals, or (b) upon completion of eighty (80) percent or more of a DRI planned development's entire proportionate share/pipeline project obligations (measured in terms of linear feet), if such obligations were eighty (80) percent or more complete prior to the effective date of this amended

and restated section. Notwithstanding the foregoing, DRI planned developments that are able to sell or transfer credits based solely on the completion of eighty (80) percent or more of their entire proportionate share/pipeline project obligations shall not be entitled to sell or transfer credits to other DRI planned developments that are able to sell or transfer credits based solely on the completion of eighty (80) percent or more of their entire proportionate share/pipeline project obligations.

(5) Any credit will be issued to the person who paid for or financed the construction of the transportation capital improvement, or cash payment in lieu of construction, or who conveyed the right-of-way for which the credit was established, or his successor or assign, as determined by the County Administrator or designee.

(6) To transfer credits, the owner of the credits must submit to the County Administrator or designee a letter, signed and notarized by the owner of the credits, which specifies the name of the person receiving the transfer of credits and the amount of the credit being transferred. Regardless of the date of transfer, the transfer of the credit shall not be effective until the transfer letter is received and accepted by the County Administrator or designee.

(7) After July 20, 2011, existing established transportation impact fee credits shall be converted, on a dollar for dollar basis, to credits against the roadway mobility fee and bicycle/pedestrian mobility fee, unless such credits are owned by an Opt-Out Development. Converted transportation impact fee credits may not be utilized to pay the transit mobility fee or administration fee.

5. Payment/Collection

a. Except for Opt-Out Developments, a person shall pay the mobility fees and administration fees as set forth in Section 1302.2.G, herein, unless and only to the extent that:

(1) The person is determined to be entitled to a credit pursuant to Subsection 1302.2.G.4.(b); or

(2) The person is determined to be exempt from the payment of mobility fees pursuant to Subsection 1302.2.G.4.(a).

b. The mobility fee shall be paid prior to the issuance of a CO. Where a CO is not required, the mobility fee shall be paid prior to final inspection.

c. Mobility fees collected by the County shall be held in mobility fee funds separate and distinct from all other County revenues, except for interest accruing on the accounts and the deposit of mobility fee subsidy transfers into the mobility fee funds, as provided expressly in this section.

d. The payment of the mobility fee and administration fee shall be in addition to all other fees, impact fees, charges, or assessments due for the issuance of a Building Permit, a Development Permit, a CO, or a final inspection.

e. The obligation for payment of the mobility fee shall run with the land.

6. Enforcement

a. Enforcement of this section may be through methods described in Chapter 108.

b. Violations include, but are not limited to, failing, neglecting, or refusing to pay a mobility fee as required by this section and/or furnishing untrue, incomplete, false, or misleading information on any document, or to any County employee, concerning the calculation, exemption, or payment of a mobility fee or concerning the entitlement to, or calculation of, a mobility fee credit.

c. The owner, tenant, or occupant of any land or part thereof for which a mobility fee is owed and any architect, builder, contractor, agent, or other person who participates in, assists, directs, creates, or maintains any situation that is contrary to the requirements of this section, or who fails, neglects, or refuses to pay a mobility fee, or who furnishes any untrue, incomplete, false, or misleading information concerning the calculation, exemption, or payment of a mobility fee or concerning the entitlement to, or calculation of, a mobility fee credit, may be held responsible for the violation and be subject to the penalties and remedies provided for in this Code and/or the Pasco County Code of Ordinances.

d. Failure to pay a mobility fee required by this section is a violation that is continuous with respect to time, and each day the violation continues, or the mobility fee remains unpaid, is hereby declared to be a separate offense.

G. Establishment of Mobility Fee Funds and Collection/Benefit Districts, Appropriation of Mobility Fee Funds and Refunds

1. Mobility Fee Funds and Collection/Benefit Districts

a. There are hereby established three (3) separate mobility fee funds, one (1) for each Collection/Benefit District as shown in Exhibit D.

The mobility fee funds shall be considered special revenue funds. Within each mobility fee fund, separate account numbers shall be established for the roadway mobility fee, the transit mobility fee, the bicycle/pedestrian mobility fee, and the SIS mobility fee. In addition, a separate fund shall be established for VOPH mobility fees, with separate account numbers for the SIS mobility fee, roadway mobility fee, and bicycle/pedestrian mobility fee.

Mobility fees shall, upon receipt by the County, be deposited into the mobility fee fund for the Collection/Benefit District in which the mobility fee was collected, or the VOPH fund, and separated into the accounts and subaccounts set forth above.

For example, if a mobility fee for an "urban" multiple family dwelling unit is collected in Collection/Benefit District 1 based on 2011 rates, Nine Hundred Sixteen and 00/100 Dollars ($916.00) shall be deposited in the SIS mobility fee account in the Mobility Fee Collection/Benefit District 1 Fund; Two Thousand Eight Hundred Seventy-Three and 00/100 Dollars ($2,873.00) shall be deposited in the roadway mobility fee account in the Mobility Fee Collection/Benefit District 1 Fund; Ten and 00/100 Dollars ($10.00) shall be deposited in the transit mobility fee account in the Mobility Fee Collection/Benefit District 1 Fund; and One Hundred Seventy-Two and 00/100 Dollars ($172.00) shall be deposited in the bicycle/pedestrian mobility fee account in the Mobility Fee Collection/Benefit District 1 Fund.

~~Similarly, if a mobility fee for a multiple family dwelling unit is collected in a nontraditional neighborhood development portion of the VOPH, One Thousand One Hundred Twenty-Nine and 00/100 Dollars ($1,129.00) shall be deposited in the SIS mobility fee account of the VOPH fund; Four Thousand Four Hundred Forty Eight and 00/100 Dollars ($4,448.00) shall be deposited in the roadway mobility fee account of the VOPH fund; Two Hundred Fifty-Four and 00/100 Dollars ($254.00) shall be deposited in the bicycle/pedestrian mobility fee account of the VOPH fund; and Fourteen and 00/100 Dollars ($14.00) shall be deposited into~~

~~the transit mobility fee account in the Mobility Fee Collection/Benefit District 3 Fund.~~

b. In addition to the foregoing deposits, the County shall calculate the mobility fee subsidy required by Chapter 2, Article VI, Division 3 of the Code of Ordinances, Multi-Modal Tax Increment, for each Collection/Benefit District, and transfer any required mobility fee subsidy and mobility fee subsidy deficiency from the Multi-Modal Transportation Fund into the mobility fee funds in accordance with the requirements of Chapter 2, Article VI, Division 3 of the Code of Ordinances, Multi-Modal Tax Increment.

If a mobility fee subsidy or deficiency transfer is required pursuant to Chapter 2, Article VI, Division 3 of the Code of Ordinances, Multi-Modal Tax Increment, for any Collection/Benefit District, the transfer shall be allocated among the roadway, transit, bicycle/pedestrian, and SIS mobility fee accounts, as applicable, within each Collection/Benefit District, based on the percentage of mobility fees deposited into each account within each Collection/Benefit District during the fiscal year(s) in which the mobility fee subsidy or mobility fee subsidy deficiency was calculated.

Notwithstanding the foregoing, if any portion of the Villages of Pasadena Hills Tax Increment Revenues is utilized for a mobility fee subsidy or mobility fee subsidy deficiency transfer, such revenues shall be placed in the VOPH fund. In addition, if any portion of a participating municipality's tax increment revenues is utilized for a mobility fee subsidy or mobility fee subsidy deficiency transfer, such revenues shall be transferred to a separate fund earmarked for the participating municipality or transferred to the participating municipality and shall be utilized solely for the participating municipality's transportation capital improvements, as more fully set forth in the County interlocal agreement with the participating municipality.

c. Participating municipality mobility fees shall be collected and deposited in accordance with the interlocal agreement with the participating municipality. If any portion of a participating municipality's mobility fees is transferred to the County, e.g., the transit mobility fees or SIS mobility fees, such portion shall be deposited into the Mobility Fee Fund for the Collection/Benefit District in which the participating municipality is located.

d. Assessment Districts shall not be utilized to determine where mobility fees, mobility fee subsidies, or mobility fee subsidy deficiencies are appropriated or expended.

e. Administration fees shall be deposited into the County's Municipal Service Fund and then allocated or transferred to other County funds based on the percentage that each fund or County department contributes to the administration and implementation of mobility fees. The allocation of the administration fee shall be based on the assumptions in the Administration Fee Study or shall utilize another tracking method ensuring that (1) the administration fee is allocated among County departments based on the amount of time each department spends administering and implementing mobility fees; and (2) the administration fee does not exceed the County's actual cost of mobility fee administration and implementation.

f. The Office of Management and Budget or the Office of the Clerk and Comptroller shall establish and implement necessary accounting and reporting controls to ensure that all administration fees, mobility fees, and mobility fee subsidy and deficiency transfers, are properly deposited, accounted for, reported, and appropriated in accordance with this section and any other applicable legal requirements.

2. Appropriation of Mobility Fee Funds

a. Mobility fee funds shall be used by the County solely for transportation capital expenses included in the CIP, LRTP, or Comprehensive Plan and that benefit new development. Mobility fee funds shall not be used for any expenditure that would be classified as a transportation operation and maintenance expense. The mobility fee shall be used within the Collection/Benefit District from which the mobility fee is collected; however, to the extent that a transportation capital improvement provides reasonable benefits beyond the Collection/Benefit District within which it is located, it may be funded with mobility fee funds collected from an adjacent Collection/Benefit District.

However, prior to encumbering any mobility fee funds in this manner, the County Administrator or designee shall make a written determination that (1) the transportation capital improvement will substantially benefit the development in the Collection/Benefit District from which the mobility fees have been collected; (2) the planned transportation capital improvement is of a nature such that it will add capacity to the transportation system beyond the Collection/Benefit District in which it is situated; and (3) the demand for the transportation capital improvement is reasonably attributable to development in the Collection/Benefit District from which the mobility fees have been collected.

b. As a general rule, transit mobility fees shall be used for transit facilities, bicycle/pedestrian mobility fees shall be used for bicycle/pedestrian facilities, and roadway mobility fees shall be used for roadway facilities. However, one (1) or more types of mobility fees may be used to the extent that a transportation capital improvement contains multiple facilities; e.g., a roadway project with a multiuse trail and transit shelters, or to the extent that a particular transportation capital improvement provides a benefit to multiple facilities; e.g., a bus that reduces travel on a roadway or a sidewalk that accesses a transit stop, as determined by the County Administrator or designee.

c. The SIS mobility fee shall be reserved for roadway facilities, transit facilities, and bicycle/pedestrian facilities that provide a benefit to the SIS. Prior to budgeting the SIS mobility fees, the County shall consult with the Florida Department of Transportation to establish priorities for the expenditure of the SIS mobility fees and to ensure that such expenditures provide a benefit to the SIS. The priorities for expending the SIS mobility fees shall be consistent with the adopted LRTP. Consistent with the Villages of Pasadena Hills Financial Plan, the SIS mobility fee in the VOPH fund may be utilized for transportation capital expenses associated with the planned future I-75/Overpass Road Interchange, and the BCC and Florida Department of Transportation have determined that this improvement provides a benefit to the VOPH and SIS. To the extent the County or any development is required to comply with the consultation requirement in Section 163.3180(5)(h)1, Florida Statutes, the consultation required by this subsection shall be considered the consultation required by Section 163.3180(5)(h)1 Florida Statutes, for any development required to pay the SIS mobility fee.

d. Mobility fee funds shall not be utilized to purchase or buy back TIF credits or mobility fee credits.

3. Refunds by the County

The mobility fees collected pursuant to this section shall be returned to the then present owner if the mobility fees have not been encumbered within eight (8) years of the date the mobility fees were paid.

The present owner of the property for which the mobility fee was paid must petition the BCC for the refund within one (1) year following the end of the eighth year from the date on which the mobility fee was paid.

For the purposes of this section, mobility fees collected shall be deemed to be encumbered or spent on the basis of the first mobility fee in shall be the first mobility fee out. In other words, the first money placed in a mobility fee fund shall be the first money taken out of that account when withdrawals have been made.

Refunds shall be in accordance with the procedures in this Code, Section 1302.2.H.

H. Effect on Other Regulations and Development Approvals

1. Effect of Mobility Fees on Other Applicable County Land Development Regulations and Ordinances:

a. If any County land development regulation, ordinance, or resolution refers to TIF or the Transportation Impact Fee Ordinance, such land development regulation, ordinance, or resolution shall be deemed to refer to mobility fees or the Mobility Fee Ordinance. If any County land development regulation, ordinance, or resolution refers to an inflation factor or index based on the Transportation Impact Fee Ordinance, the inflation factor or index in such land development regulation, ordinance or resolution shall be deemed to refer to the inflation factor or index in the Mobility Fee Ordinance and Mobility Fee Study, which is presently zero (0) percent. Any reference in a County land development regulation, ordinance, or resolution to an "Option 1 Full Fee," maximum TIF, or similar term, shall be deemed to refer to the mobility fees in the "Full Fee" column of the Mobility Fee Schedule. Any reference in a County land development regulation, ordinance, or resolution to a TIF credit shall be deemed to refer to credit against the roadway mobility fee and bicycle/pedestrian mobility fee. The changed references set forth above shall not apply to the Transportation Impact Fee Ordinance or any resolution adopting a Transportation Impact Fee Schedule.

~~b. The payment of a mobility fee is a necessary prerequisite to the transportation concurrency exemption set forth in this Code, Section 1301. Accordingly, Opt-Out Developments shall not be entitled to rely on such exemption.~~

~~c.~~b. The payment of mobility fees does not ensure compliance with other County land development regulations, including regulations relating to transportation corridor management, collector and arterial spacing, access management, substandard roads, secondary access, transportation analysis~~timing and phasing~~, and, where applicable, ~~transportation concurrency and~~ DRI review. However, if such regulations require transportation mitigation for the same impacts addressed through the payment of mobility fees, such

regulations provide for credits against mobility fees consistent with State and Federal law and this section.

~~d.~~c. The listing of a land use in the Mobility Fee Schedule is solely for purposes of establishing the applicable mobility fee for such use, and such listing does not mean that the land use is permitted or available under applicable zoning and Comprehensive Plan requirements. In addition, the listing of the land use in the Mobility Fee Schedule shall not be considered evidence that the land use is appropriate in any market area, land use classification, or zoning district.

2. Effect of Mobility Fees on Development Approvals:

a. The adoption of mobility fees shall not affect Opt-Out Developments, and such developments shall continue to be subject to the Transportation Impact Fee Ordinance, Transportation Impact Fee Schedule, and the applicable development approvals for the Opt-Out Development.

b. If any development approval refers to TIFs or the Transportation Impact Fee Ordinance, such development approval shall be deemed to refer to mobility fees or the Mobility Fee Ordinance. If any development approval refers to an inflation factor or index based on the Transportation Impact Fee Ordinance, the inflation factor or index in such development approval shall be deemed to refer to the inflation factor or index in the Mobility Fee Ordinance and Mobility Fee Study, which is presently zero (0) percent. Any reference in a development approval to an "Option 1 Full Fee," maximum TIF, or similar term, shall be deemed to refer to the mobility fees in the "Full Fee" column of the Mobility Fee Schedule. Any reference in a development approval to a TIF credit shall be deemed to refer to credit against the roadway mobility fees and bicycle/pedestrian mobility fees.

These changes and changed references shall be by operation of law, and modifications or amendments to the development approvals shall not be required. The foregoing changes and changed references shall not apply to Opt-Out Developments or Building Permits issued prior to March 1, 2011.

I. Mobility Fee Opt-Out Procedure

1. As a general rule, the payment of a mobility fee and administration fee upon the issuance of a CO shall be considered an election for the building receiving the CO to pay mobility fees in lieu of TIFs. Such election shall not affect the remaining buildings or persons in a planned development, and such buildings and persons shall remain entitled to utilize the Opt-Out Procedures set forth in this subsection.

2. Until September 1, 2016, any building or person may elect to opt out of mobility fees and remain subject to the payment of TIFs as shown in Exhibit 1302.2-B and remain subject to transportation concurrency as required by this Code, Section 1301; however, such election shall not apply to any building that has already received a CO when the election is made. Such election shall be made in writing to the County Administrator or designee and shall include the following information for the land area subject to the opt-out election: (a) the legal description, (b) the parcel identification numbers (or plat name and plat book and page if the land area is platted), and (c) an AutoCAD file or ESRI shape file in West Florida State Plane coordinates.

   If a building or development is part of a planned development with credits, the opt-out election may only be made by the master developer of the planned development. If a master developer of a planned development with credits elects to opt out of mobility fees and remain subject to the payment of TIFs and transportation concurrency, such election shall be binding on all buildings, development, and persons within the planned development, unless and until the master developer revokes such election. An election to opt out of mobility fees shall be evidenced through a recorded document acceptable to the County Attorney's Office that places subsequent landowners on notice of the election. In addition, if the election is made by a master developer of a planned development with credits, the master developer shall provide individual written notification of the election to all owners of vacant land in the planned development.

   Opt-Out Developments can revoke their opt-out election at any time, provided that they (a) notify the County Administrator or designee in writing; (b) specify the land area subject to the revocation, including the same land area identification information required for an election; and (c) record a new document acceptable to the County Attorney's Office that revokes the prior election. For planned developments with credits, only the master developer can revoke the opt-out election, and the master developer shall also provide individual notification of the revocation to all owners of vacant land in the planned development. Unless an opt-out election is revoked at an earlier date, all opt-out elections, and recorded documents evidencing such elections, shall expire on December 31, 2025; after such date all developments and planned developments in the County shall be subject to the payment of mobility fees.

3. Opt-Out Developments utilizing the procedures in this subsection shall be subject to the "Fiscal Year 2011" TIFs in the Transportation Impact Fee Schedule, and such TIFs shall not be subject to increases, decreases, reevaluations, or updates as long as the development remains an Opt-Out Development.

Opt-Out Developments shall not be subject to administration fees and shall be governed by the Transportation Impact Fee Ordinance in lieu of this section. TIFs received by the County from Opt-Out Developments shall be collected, appropriated, and expended in accordance with the Transportation Impact Fee Ordinance and any applicable development approval for the Opt-Out Development.

4. The BCC has chosen to adopt and update mobility fees as a replacement to transportation impact fees and shall ensure that mobility fees are reviewed and updated to ensure compliance with statutory and common law requirements for impact fees. The BCC has no intention of reevaluating or updating TIFs or the Transportation Impact Fee Ordinance and has made the Opt-Out Procedure in this subsection available solely to provide an option to persons who believe they are adversely affected by the adoption of mobility fees. An election to opt out of mobility fees also provides tangible benefits to the Opt-Out Development, such as an assurance that the Opt-Out Development will not be subject to TIF or mobility fee increases. Accordingly, an election to be an Opt-Out Development shall be deemed a waiver of any right to challenge TIFs, or the Transportation Impact Fee Ordinance, based on statutory or common law requirements for impact fees. However, such election shall not affect the Opt-Out Development's rights to pursue any administrative remedies available in the Transportation Impact Fee Ordinance or this Code, including independent fee studies.

CHAPTER 1300. CONCURRENCY, MOBILITY AND IMPACT FEES

SECTION 1302. MOBILITY ~~AND IMPACT~~ FEES

1302.2. **Mobility Fees**

A. **Intent and Purpose**

1. The Board of County Commissioners (BCC) has determined and recognized through adoption of the Pasco County Comprehensive Plan that the growth rate which the County is experiencing will necessitate extensive, major transportation network improvements and make it necessary to regulate development activity generating new travel demands in order to maintain an acceptable level of transportation system capacity and quality of life in the County. In order to finance the necessary new capital improvements and regulate travel generation levels, several combined methods of financing will be necessary; one of which will require development activity generating new transportation demands to pay a mobility fee which does not exceed a pro rata share of the reasonably anticipated expansion costs of transportation facilities.

2. Providing for and regulating transportation facilities to make them safer and more efficient is the recognized responsibility of the County through Sections 125.01(1)(l), (m), and (w), Florida Statutes, and the Pasco County Comprehensive Plan, and is in the best interest of the public health, safety, and welfare.

3. It is the purpose of this section to establish a regulatory fee to assist in providing increased capacity for the transportation system to accommodate the increased impacts development will have on the transportation system. Development activity generating new travel demands will require the payment of a mobility fee which shall not exceed a pro rata share of the reasonably anticipated costs of new transportation facilities that its presence necessitates. This is accomplished by requiring a mobility fee upon commencement of any development activity generating new travel demands. This mobility fee is for the exclusive purpose of providing increased capacity for the transportation system.

4. It is the purpose of this section to implement many of the tools and techniques identified and encouraged by the State Legislature in Sections 163.3180(5)(f) and (i), Florida Statutes~~Chapter 2011-139, Laws of Florida (House Bill (HB) 7207)~~, and identified by the BCC in the Pasco County Comprehensive Plan. These tools and techniques will substantially advance the public purposes of job creation, and reduction of energy, infrastructure, and service costs; i.e., public safety, that typically result from lower density/sprawl-type development patterns.

These tools and techniques include:

a. Adoption of long-term strategies to facilitate development patterns that support multimodal solutions;

b. Adoption of an areawide Level of Service (LOS) not dependent on any single road segment function;

c. Exempting or discounting impacts of development in urban areas, redevelopment, job creation, and mixed use on the transportation system;

d. Assigning a greater priority to ensuring a safe, comfortable, and attractive bicycle/pedestrian environment, with convenient access to transit; and

e. Reducing mobility fees to promote development within existing and planned urban areas, development that results in job creation, and development of compact, mixed use, energy efficient development, such as Transit Oriented Development (TOD), ~~and~~ Traditional Neighborhood Development (TND), and development that incorporates Mixed Use Trip Reduction Measures (MUTRM).

Because applicable law requires that revenue sources other than those deriving from mobility fees be utilized to provide targeted discounts or reductions of mobility fees for development in urban areas; development that results in job creation; compact, mixed use, energy efficient development; and other locally desired development, it is the purpose of this section to ensure that revenue sources other than mobility fees are utilized to provide these targeted discounts/reductions.

5. It is the purpose of this section to implement Policy TRA 1.7.2 of the Pasco County Comprehensive Plan which requires the adoption of a multimodal mobility plan and mobility fee that:

a. Is designed to encourage development of specific land uses in specific locations;

b. Includes assessments for roadways, transit, and bicycle/pedestrian facilities, including assessments for roadway facilities on the Strategic Intermodal System (SIS);

c. Promotes compact, mixed use, and energy efficient development; and

d. Does not assess new development for transportation backlogs or an amount that is in excess of the amount that is proportionate to the impacts of the new development.

6. The purpose of this section is to continue to enable the County to allow new development consistent with the adopted Comprehensive Plan and to regulate development activity generating new transportation demands so as to require new development to share in the burdens of growth by paying its pro rata share for the reasonably anticipated expansion costs of transportation facilities. This will allow new growth to mitigate the burdens it places on County transportation facilities without unfairly or disproportionately placing this burden on the existing residents of the County.

7. The purpose of this section is to ensure that the County General Fund does not bear the full burden of administering and implementing a mobility fee program and to ensure that in addition to the mobility fee, an administration fee is charged to new development to administer and implement the mobility fee program, provided that the administration fee does not exceed the County's actual costs of administration and implementation.

8. It is not the purpose of this section to address all transportation impacts resulting from new development or to guarantee that all new development will be approved upon payment of a mobility fee. New development has other site specific and cumulative impacts on the transportation system that are regulated through other County land development regulations including, but not limited to, regulations relating to transportation corridor management, collector and arterial spacing, access management, substandard roads, secondary access, transportation analysis~~iming and phasing~~, and, where applicable, ~~transportation concurrency and~~ Development of Regional Impact (DRI) review. However, if such regulations require transportation mitigation for the same impacts addressed through the payment of mobility fees, such regulations provide for credits against mobility fees consistent with State and Federal law and this section.

9. It is not the purpose of this section to collect any money from development activity generating new transportation demands in excess of the actual amount necessary to offset the demand on the transportation system generated by the new development, plus an administration fee. It is specifically acknowledged that this section has approached the problem of determining the mobility fee in a conservative and reasonable manner. This section will only partially recoup the governmental expenditures associated with growth. To the extent existing development will continue to bear a share of the cost of future improvements of the transportation system, mobility fees have been reduced.

B. Findings

It is hereby ascertained, determined, and declared that:

1. The County has determined that transportation capital improvements are necessary to maintain current and/or projected levels of service.

2. The County has determined that currently available revenues will not be sufficient to provide the transportation capital improvements that are necessary to accommodate growth resulting from development.

3. The County is required to adopt a Comprehensive Plan containing a Capital Improvements Element (CIE) that considers the need and location of public facilities within its jurisdiction and the projected revenue sources that will be utilized to fund these facilities.

4. The implementation of a mobility fee to require future growth to contribute its fair share of the cost of growth necessitated transportation capital improvements is necessary and reasonably related to the public health, safety, and welfare of the people of the County.

5. Providing transportation capital improvements that are adequate for the needs of growth is in the general welfare of all residents of the County and constitutes a public purpose.

~~5.~~6. The County has elected to repeal transportation concurrency, and adopt an alternative mobility funding system consistent with Section 163.3180(5)(i), Florida Statutes.

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~~6.~~7. Sections 163.3180(5)(f) and (i), Florida Statutes,~~The State Legislature, in Chapter 2011-139, Laws of Florida (HB 7207), encourage mobility funding systems that use one or more of~~~~identified~~ the following tools and techniques~~ to complement the application of transportation concurrency~~:

a. Adoption of long-term strategies to facilitate development patterns that support multimodal solutions;

b. Adoption of an areawide LOS not dependent on any single road segment function;

c. Exempting or discounting impacts of locally desired development, such as development in urban areas, redevelopment, job creation, and mixed use on the transportation system;

d. Assigning secondary priority to vehicle mobility and primary priority to ensuring a safe, comfortable, and attractive pedestrian environment, with convenient access to transit; and

e. Reducing impact fees to promote development within urban areas and a balance of mixed use development in certain areas.

Because applicable law requires that revenue sources other than those derived from mobility fees be utilized to provide targeted discounts or reductions of mobility fees for development in urban areas; development that results in job creation; mixed use development; and other locally desired development, this section and Chapter 2, Article VI, Division 3 of the Code of Ordinances, Multi-Modal Tax Increment, ensures that revenue sources other than mobility fees are utilized to provide these targeted discounts/reductions.

~~7.~~8. Policy TRA 1.7.2 of the Comprehensive Plan requires the adoption of a multimodal mobility plan and mobility fee that (a) is designed to encourage development of specific land uses in specific locations; (b) includes assessments for roadways, transit, and bicycle/pedestrian facilities, including assessments for roadway facilities on the SIS; (c) promotes compact, mixed use and energy efficient development; and (d) does not assess development for transportation backlogs or an amount that is in excess of the amount that is proportionate to the impacts of the development.

~~8.~~9. TOD, ~~and~~ TND, and MUTRM are compact, mixed use, bicycle/pedestrian friendly, and energy efficient forms of development encouraged by this section, the mobility fee, and the Comprehensive Plan.

~~9.~~10. Office, industrial, and lodging land uses are locally desired development that result in, or support, high paying job creation and tourism, and are encouraged by this section, the mobility fee, and the Comprehensive Plan.

~~10.~~11. The County's South and West Market Areas, which make up the Urban Concentration Area designated pursuant to Policy~~ies~~ FLU 9.1.1~~8.1.1 and 8.1.2~~ of the Comprehensive Plan, and which are designed herein as the "Urban" Assessment District "A," shall be considered the County's urban area, where development is encouraged by this section, the mobility fee, and the Comprehensive Plan.

12. The Long-Range Transportation Plan (LRTP) shall be considered the multimodal mobility plan required by Policy TRA 1.7.2 of the Comprehensive Plan, and the Mobility Fee Study and mobility fee are based on the LRTP.

~~11.~~13. Mobility fee revenue is used to implement the needs of the LRTP consistent with Section 163.3180(5)(i), Florida Statutes.

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14. The Mobility Fee Study, mobility fee, and this section comply with the requirements of Policy TRA 1.7.2 of the Comprehensive Plan and are consistent with the State Legislature's encouraged direction in

Sections 163.3180(5)(f) and (i), Florida Statutes~~Chapter 2011-139, Laws of Florida (HB 7207)~~.

~~12.~~15. Consistent with the requirements of Section 163.3180(5)(i), Florida Statutes, Pasco County's mobility funding system and related transportation analysis regulations (see Section 901.12) are not used to deny, time or phase an application for site plan approval, plat approval, final subdivision approval, building permits, or the functional equivalent of such approvals, provided that the developer agrees to pay mobility fees.

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~~13.~~16. This section earmarks Villages of Pasadena Hills (VOPH) mobility fees and tax increment revenues consistent with the VOPH Financial Plan.

~~14.~~17. This section ensures that any participating municipality that wishes to join in the mobility fee program has an opportunity to do so, but does not require any participating municipality to join in.

~~15.~~18. Nonparticipating municipalities in the County have existing, independent programs to fund and construct transportation capital improvements, or any benefits resulting from transportation capital expenses in nonparticipating municipalities will be incidental and de minimis.

~~16.~~19. This section ensures that impacts to the SIS are addressed consistent with the Comprehensive Plan and requires consultation with the Florida Department of Transportation (FDOT) relating to SIS facilities consistent with the requirements of Section 163.3180(5)(h)1, Florida Statutes.

~~17.~~20. The County shall be divided into separate Mobility Fee Assessment Districts and Collection/Benefit Districts.

~~18.~~21. The Assessment Districts are based on the Market Areas in the Comprehensive Plan and generally depict those areas where the County has planned for urban, suburban, and rural forms of development. The Assessment Districts shall be utilized to create the differential mobility fee structure encouraged by the Comprehensive Plan and Sections 163.3180(5)(f) and (i), Florida Statutes~~Chapter 2011-139, Laws of Florida (HB 7207)~~.

~~19.~~22. Based on the typical travel characteristics in the County set forth in the Mobility Fee Study, utilizing the Collection/Benefit Districts to regulate mobility fee expenditures is the best method of ensuring that the transportation capital improvements funded by mobility fees benefit development in the Collection/Benefit District paying the mobility fees.

~~20.~~23. Mobility fees paid pursuant to this section will be earmarked to separate mobility fee funds for use within the Collection/Benefit Districts in which the mobility fees are collected, except as provided herein.

~~21.~~24. The creation, implementation, and administration of a mobility fee program includes preparing and updating the Mobility Fee Study, Mobility Fee Schedule, Mobility Fee Ordinance, and Multi-Modal Tax Increment Ordinance; calculation and collection of mobility fees; conversion, creation and administration of transportation impact fee (TIF) credits, mobility fee credits and development approvals relating to such credits; accounting systems for multiple mobility fee funds and accounts; coordination with participating municipalities, the Metropolitan Planning Organization, the FDOT, and the Tampa Bay Area Regional Transportation Authority; calculation and tracking of tax increment revenues and the required mobility fee subsidy; transportation analysis to determine priorities for mobility fee expenditures; and administration of mobility fee refunds~~ and transportation concurrency exemptions based on the mobility fee~~. The Administration Fee Study and administration fee place a portion of the burden of implementing and administering a mobility fee program on development that creates the need for a mobility fee program, but also ensures that the administration fee does not exceed the County's actual cost of administration and implementation.

~~22.~~25. The Mobility Fee Study, Administration Fee Study, mobility fee, and administration fee shall be subject to review and update pursuant to Section 1302.2.D herein.

~~23.~~26. To the extent that the replacement of TIFs with mobility fees and administration fees results in an impact fee increase for any development, or otherwise adversely affects any development, this section ensures that such development shall be entitled to opt out of the mobility fee program for a period of time and remain subject to the payment of TIFs and transportation concurrency. In addition to the Opt-Out Procedure, development may mitigate any adverse impact resulting from the adoption of mobility fees through other avenues, including adjustments to land and rent prices, adjustments to entitlements, and sale or transfer of TIF credits and mobility fee credits.

27. To the extent that the replacement of TIFs with mobility fees and administration fees results in an impact fee reduction for any development, the BCC does not desire to apply such reduction to buildings with Building Permits issued prior to March 1, 2011, because such buildings were issued Building Permits prior to the BCC deciding to adopt reduced mobility fees~~ and suspend other impact fees~~, and applying the reduction to such buildings would skew the BCC's analysis of the effect of the mobility fee reduction~~ and suspension~~ on construction activity.

28. To the extent that the 2014 update of mobility fees and administration fees results in a mobility fee reduction for any development, the BCC does not desire to apply such reduction to buildings with Building Permits issued prior to November 6, 2014, because such buildings were issued Building Permits prior to the BCC deciding to adopt reduced mobility fees for some uses in 2014, and applying the reduction to such buildings would skew the BCC's analysis of the effect of the mobility fee reduction on construction activity.
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~~25.~~29. The BCC considered the short and long term, public and private costs and benefits of the Mobility Fee Study, Administration Fee Study, administration fee, and mobility fee and has determined that sufficient information has been provided to enable the BCC to act.

~~26.~~30. The BCC further finds that the provisions of this section are in compliance with the "dual rational nexus test" established by the Florida Supreme Court and other applicable law; therefore, the County's mobility fee funding system complies with Section 163.3180(5)(i), Florida Statutes.

C. Adoption of Mobility Fee and Administration Fee Studies

The BCC hereby adopts and incorporates by reference the following studies:

1. The County Multi-Modal Mobility Fee Study Final Report dated July 7, 2011, prepared by Tindale-Oliver & Associates, Inc., as updated by the Report dated October 14, 2014 (the Mobility Fee Study).

2. Pasco County Calculation of County Cost to Administer Impact Fees dated December 7, 2009, and prepared by Maximus Consulting Services, Inc. (Maximus Study), and Pasco County Calculation of County Cost to Administer Transportation Impact Fees or Mobility Fees, adapted from the Maximus Study, dated May 31, 2011, prepared by Daniel Risola, Budget Manager~~Pasco County Capital Project Planning Coordinator~~, as updated by the Report dated April 24, 2014 (collectively, the Administration Fee Study).

D. Review and Update

The mobility fee and administration fee are based on the assumptions and analysis in the Mobility Fee Study and Administration Fee Study. No later than December 31, 2017~~4~~, and no later than every three (3) years thereafter, the County shall conduct a full re-evaluation and update of the assumptions and analysis in the Mobility Fee Study and Administration Fee Study and of all components of the mobility fee and administration fee.

~~If this Code is not amended as a result of the next Review and Update as required by Section 1302.2.D by December 31, 2014, then the assessment~~

~~and collection of the mobility fee and the administration fee in all assessment districts shall be automatically suspended effective December 31, 2014, until this Code is amended. Notwithstanding anything to the contrary in this Section 1302.2 or otherwise in this Code, in the event that the assessment and collection of the mobility fee and administration fee is suspended pursuant to this section, said suspension shall have no impact on transportation concurrency exemptions and TIFs shall not be assessed against or collected from non-Opt Out Developments.~~

If a mobility fee subsidy deficiency exists at the time mobility fees are reevaluated, a nonmobility fee repayment source for the deficiency shall be identified in the next fiscal year following the completion of the reevaluation, and the amount of such deficiency shall be transferred to the Mobility Fee Fund containing such deficiency within a reasonable time period, not to exceed five (5) years from the date of the reevaluation. Nothing herein shall prevent the County from updating the mobility fee or administration fee earlier than every three (3) years if the County determines that significant changes in the Mobility Fee Study or Administration Fee Study assumptions have occurred and that such changes are likely to have a significant effect on the amount of the mobility fees or administration fees. In addition, nothing herein shall prevent the County from making deficiency transfers to the mobility fee funds at any time in order to ensure that the requirements of this section are met and that adopted LOS standards are maintained as provided herein and in the Mobility Fee Study.

E. Applicability

1. This section shall apply to all lands located within the County and in any participating municipality.

2. Mobility Fee Assessment Districts

a. Consistent with the purpose and intent of this section, the County and participating municipalities have been divided or placed into three Assessment Districts, as depicted on Exhibit C. The Assessment District labeled "A" shall be considered the "Urban" Assessment District, and development within such district is subject to the "urban" mobility fees in the Mobility Fee Schedule. The Assessment District labeled "B" shall be considered the "Suburban" Assessment District, and Development within such district is subject to the "suburban" mobility fees in the Mobility Fee Schedule. The Assessment District labeled "C" shall be considered the "Rural" Assessment District, and development within such district is subject to the "rural" mobility fees in the Mobility Fee Schedule.

Generally, if any contiguous building, development, or planned development is located in more than one (1) Assessment District, the entire building, development, or planned

development shall be subject to the mobility fees in the Assessment District with the lower mobility fees. However, if the portion of a development or planned development in the Assessment District with the lower mobility fees constitutes less than fifteen (15) percent of the total development or planned development gross land area, the entire Development or Planned Development shall be subject to the mobility fees in the Assessment District where the majority of the development or planned development gross land area is located. If a development or planned development is located in more than one (1) Assessment District and a portion of the development or planned development is not contiguous with the remainder of the development or planned development, e.g., separated by a collector or arterial roadway or water body, the noncontiguous portion of the development or planned development shall be subject to the mobility fees in the Assessment District in which it is located, regardless of where the remainder of the development or planned development is located.

b. The Mobility Fee Assessment Districts are to be utilized solely to determine which mobility fees a Building Permit or Development Permit is required to pay and to determine the amount of the required mobility fee subsidy. Mobility Fee Assessment Districts shall not be considered Collection/Benefit Districts.

c. To ensure consistency with the Market Areas in the Comprehensive Plan, if any of the Comprehensive Plan Market Area boundaries are amended after the effective date of this amended and restated section, the Assessment District boundary map (Map 1302.2-A) shall be amended to be consistent with the Market Area boundaries prior to or concurrently with the next full re-evaluation and update of the Mobility Fee Study required by Section 1302.2.D.

F. Procedures for Imposition, Calculation, and Collection of Mobility and Administrative Fees

1. Imposition of Mobility Fee and Administration Fee

a. The mobility fee and administration fee shall be assessed upon the issuance of a Building Permit for any development and shall be collected and paid prior to the issuance of the Certificate of Occupancy (CO) for the development. In the event a Building Permit or CO is not required for development which is subject to the provisions of this section, then the mobility fee and administration fee shall be assessed upon the issuance of a Development Permit authorizing commencement of the development and collected and paid prior to final site

inspection. The mobility fee and administration fee shall apply to complete applications for a Building Permit, and Building Permits issued (or Development Permits where no Building Permit is required) on or after March 1, 2011, unless such Building Permit or Development Permit is part of an Opt-Out Development. Any person that submitted a complete application for a Building Permit, or that was issued a Building Permit, on or after March 1, 2011, and that was assessed, or paid, the TIF may elect to pay the applicable mobility fee and administration fee; however, such election shall be made in writing to the Building Construction Services Department no later than ninety (90) days after the issuance of the CO (or final site inspection where no CO is required). If such election is made after the TIF has been paid, a refund shall be due for the difference between (a) the TIF and (b) the mobility fee, plus the administration fee. Such refund shall be applied for and paid in accordance with the refund procedures in this Code, Section 1302.1.H. If the TIF was paid using transportation impact credits, the refund shall be issued to the credit account from which the credits originated, upon the County receiving proof acceptable to the Office of the Clerk and Comptroller that (1) the owner of such credits has provided a refund to the person that paid the TIF with TIF credits, and (2) the transit mobility fee and administration fee have been paid.

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~~a.~~b. Any changes to the mobility fee and administration fee resulting from the 2014 mobility fee update shall apply to complete applications for a Building Permit, and Building Permits issued (or Development Permits where no Building Permit is required) on or after November 6, 2014. Building Permits and Development Permits issued on or after March 1, 2011, and prior to November 6, 2014, shall be assessed the applicable mobility fee and administration fee pursuant to the 2011 rates in the Mobility Fee Schedule, and shall pay the assessed mobility fee and administration fee prior to the issuance of the CO (or final site inspection where no CO is required), even if the Building Permit or Development Permit expires, or is revoked.

~~b.~~c. ~~Buildings with~~ Building Permits and Development Permits issued prior to March 1, 2011, were assessed the applicable TIF pursuant to the Transportation Impact Fee Ordinance and shall pay the assessed TIF prior to the issuance of the CO (or final site inspection where no CO is required)~~for such building~~, even if the Building Permit or Development Permit~~for such building~~ expires, or is revoked. Opt-Out Developments shall be assessed and pay the applicable TIF in the Transportation Impact Fee Schedule. Building Permits, Development Permits, and Opt-Out Developments required or electing to

pay the TIF shall not be assessed an administration fee, and shall otherwise be subject to the Transportation Impact Fee Ordinance.

~~c.~~d. No mobility fee or administration fee shall be assessed upon the issuance of a commercial retail shopping center Building Permit, Foundation Permit, or a nonretail multiuse Building Permit for an unfinished building; i.e., a Shell Permit. Each individual use shall thereafter be assessed the applicable mobility fee and administration fee based on the calculations set forth below upon subsequent issuance of a Building Permit to finish each unit.

2. Calculation of Mobility Fees and Administration Fees

a. Upon receipt of a complete application for a Building Permit (or prior to the issuance of a Development Permit where a Building Permit is not required) the County Administrator or designee shall calculate the applicable mobility fee and administration fee, incorporating any applicable credits. If a person has received a credit pursuant to Section 1302.2.G.4.b, that credit shall be subtracted from the otherwise applicable mobility fee, if such credit applies. Credits shall not be utilized for, or subtracted from, administration fees. A person may request at any time a nonbinding estimate of the mobility fee or administration fee due for a particular development; however, such estimate is subject to change when a complete application for a Building Permit or Development Permit is made.

b. The mobility fee shall be calculated by using (1) Independent Mobility Fee Studies in accordance with Section 1302.2.G.3 herein or (2) the Mobility Fee Schedule, attached as Figure 1302.2-A. The mobility fees in the Mobility Fee Schedule have been calculated using the formula(s) presented in the Mobility Fee Study. The mobility fee required to be paid by each land use is in the Mobility Fee Schedule column labeled "Net Mobility Fee," and this dollar amount shall be multiplied by the number of units in the development seeking a Building Permit or Development Permit for such land use. The base unit for this calculation is set forth in the "Unit" column for each land use in the Mobility Fee Schedule. The applicable Assessment District for each mobility fee calculation shall be determined in accordance with Section 1302.2.F.2.

c. The calculation of the administration fee is set forth in the Administration Fee Study and shall be paid in addition to any required mobility fee. The administration fee shall be Three Hundred Ninety-Two~~Six~~ and 00/100 Dollars ($392~~6~~.00) for each Building Permit issued for a land use classified as

residential in the Mobility Fee Schedule, even if the "Net Mobility Fee" column in the Mobility Fee Schedule shows a $0.00 mobility fee for such land use. The administration fee shall be Three Hundred Ninety-Two~~One Hundred Ninety Eight~~ and 00/100 Dollars ($392~~198~~.00) for each Building Permit (or Development Permit if no Building Permit is required) issued for a land use classified as lodging, recreation, institutions, office, retail, or industrial in the Mobility Fee Schedule, even if the "Net Mobility Fee" column in the Mobility Fee Schedule shows a $0.00 mobility fee for such land use. The administration fee for alterations shall be Three Hundred Ninety-Two~~One Hundred Ninety-Eight~~ and 00/100 Dollars ($392~~198~~.00) for each Building Permit issued for a land use classified as residential in the Mobility Fee Schedule, even if the "Net Mobility Fee" column in the Mobility Fee Schedule shows a $0.00 mobility fee for such land use. The administration fee for alterations shall be Three Hundred Ninety-Two~~Ninety-Nine~~ and 00/100 Dollars ($392~~99~~.00) for each Building Permit (or Development Permit if no Building Permit is required) issued for a land use classified as lodging, recreation, institutions, office, retail, or industrial in the Mobility Fee Schedule, even if the "Net Mobility Fee" column in the Mobility Fee Schedule shows a $0.00 mobility fee for such land use. The administration fee shall be calculated solely based on the number of Building Permits (or Development Permits if no Building Permit is required) issued for a development, and the square footage or size of the development shall not be a factor in the calculation of an administration fee. In addition, the Assessment District location of a development shall not affect the calculation of the administration fee.

d. A person shall not be entitled to any "age restricted" rate in the Mobility Fee Schedule until such person has recorded deed restrictions in a form acceptable to the County Attorney's Office ensuring that the property subject to the mobility fee will remain age restricted. In the event deed restrictions acceptable to the County Attorney's Office have not been recorded by the time the CO is issued, the person may pay the applicable nonage restricted rate, and, if the deed restrictions acceptable to the County Attorney's Office are later recorded, a refund shall be due to the extent the mobility fee paid was greater than the applicable age restricted rate. However, unless the person is entitled to a refund pursuant to another provision of this section, no refund shall be due for mobility fees or TIFs paid before the County adopted an age restricted rate for the land use classification that paid the fees. Refunds shall be in accordance with the procedures in this Code, Section 1302.1.

e. A person shall be eligible for the "Less than 1,500 square feet and Annual Household Income less than eighty (80) percent SHIP Definition" rate or "Low Income SHIP Defined Multi-Family" rate in the Mobility Fee Schedule (Affordable Housing Rate) if the residence is a single-family detached dwelling unit less than 1,500 square feet or a multiple family building or dwelling unit that is affordable to a family with a median income that does not exceed eighty (80) percent of the median income for the Tampa-St. Petersburg-Clearwater standard metropolitan statistical area. To qualify for the Affordable Housing Rate, the dwelling unit, or the larger planned development that includes the dwelling unit, or the multiple family building, as applicable, must be designated as affordable by the County Administrator or designee consistent with the foregoing definition and applicable Federal, State, and local income and expense criteria for affordable housing and must be sold or leased to a family that satisfies the foregoing income criteria, as determined by the County Administrator or designee. The County shall impose deed restrictions, mortgage requirements, and/or liens that ensure that any dwelling unit or multiple-family building that is assessed the Affordable Housing Rate remains affordable. The owner of any dwelling unit or multiple family building that was assessed the Affordable Housing Rate that resells or leases such dwelling unit at a price that is no longer affordable or resells or leases such dwelling unit to a family that does not satisfy the foregoing income criteria, as determined by the County Administrator or designee consistent with the foregoing definition, shall be required to pay to the County the difference between the Affordable Housing Rate and the rate that such unit or building would have been assessed had such unit or building not qualified for the Affordable Housing Rate. Failure to pay the difference shall be considered a violation of this section which shall make the owner subject to the County enforcement provisions of this section, in addition to any other remedies of the County as set forth in the County imposed deed restrictions, mortgage requirements, and/or liens.

f. Land uses that are not specifically listed in the Mobility Fee Schedule shall be assigned the trip generation rate of the most similar land use as listed in the Impact Fee Land Use Cross Reference Table, found in Appendix A of the Administrative Procedures Manual. If a similar land use is not listed in this table, then trip generation rates from the Institute of Transportation Engineers Trip Generation Report (ITE) Manual shall be used to determine the trip generation of the unlisted land use, and such land use shall be assigned the rate of the land use listed in the Mobility Fee Schedule with the most similar trip generation. If the unlisted land use is not listed in the ITE Manual, then the trip generation rates of the most

similar land use in the ITE Manual shall be used to determine the trip generation rate of the unlisted land use.

g. A mobility fee shall be imposed and calculated for an alteration creating an increased demand for or impact on transportation capital improvements, where the alteration results in a higher assessment pursuant to the Mobility Fee Schedule and this section. The mobility fee for an alteration shall be due and paid prior to the issuance of any permit issued by the County authorizing the alteration, even if such permit is not a Building Permit. The mobility fee imposed under the Mobility Fee Schedule as a result of an alteration shall be calculated as follows:

(1) If the alteration results in an increased demand for or impact on transportation capital improvements and results in a higher assessment pursuant to the Mobility Fee Schedule, then the alteration shall be assessed the current applicable mobility fee rate based on the new use of the property after the alteration less the mobility fee that would be imposed on the most recent prior use of the property under the current applicable mobility fee rate prior to the alteration. For purposes of this calculation, "most recent prior use of the property" shall mean the latest use of the property existing on or after January 1, 1985. If the most recent prior use of the property (a) was issued a Building Permit, CO, or final inspection prior to March 1, 2011; or (b) otherwise paid TIFs, then the difference between the applicable mobility fee rates shall be calculated for the alteration using the "Fee Before Buy-Down" column of the Mobility Fee Schedule or the "Net Mobility Fee" column in the Mobility Fee Schedule, whichever is less. For all other alterations, the difference shall be calculated using the "Net Mobility Fee" column of the Mobility Fee Schedule.

(2) If the square footage of a dwelling unit is increased cumulatively by 500 square feet or more from the square footage of the dwelling unit existing on or after October 1, 2007 (or the most recent dwelling unit in existence on or after January 1, 1985, if the dwelling unit did not exist on or after the effective date of October 1, 2007), and the result of which is a higher assessment pursuant to the Mobility Fee Schedule, then the alteration shall be assessed the current applicable mobility fee rate based on the new dwelling unit after alteration less the mobility fee that would be imposed on the most recent prior dwelling unit under the current applicable mobility fee rate prior to the

alteration. For purposes of this calculation, "most recent prior dwelling unit" shall mean the latest dwelling unit on the property existing on or after January 1, 1985. If the most recent prior dwelling unit (a) was issued a Building Permit, CO, or final inspection prior to March 1, 2011; or (b) otherwise paid TIFs, then the difference between the applicable mobility fee rates shall be calculated for the alteration using the "Fee Before Buy-Down" column of the Mobility Fee Schedule or the "Net Mobility Fee" column in the Mobility Fee Schedule, whichever is less. For all other alterations, the difference shall be calculated using the "Net Mobility Fee" column of the Mobility Fee Schedule.

h. "Multiuse Building" shall mean a development project in which more than one (1) mobility fee land use category is contemplated to be constructed. For multiuse buildings, parcels, office/industrial parks, and shopping centers, if one (1) use occupies thirty-five (35) percent or more of the total, gross square feet of the building, parcel, office/industrial park, or shopping center or one (1) use is 30,000 square feet or more, that use shall be assessed at its specific-use rate. All uses that do not exceed thirty-five (35) percent or more of the total gross square feet of the building, parcel, office/industrial park, or shopping center and that do not exceed 30,000 square feet or more shall be assessed the rate of the most predominate general use of the remainder of the building, parcel, office/industrial park, or shopping center based on the size of the entire building, parcel, office/industrial park, or shopping center. This rule does not apply to out-parcels or residential uses, which shall be assessed the applicable rate for the specific single use, and which shall not be used in the calculation of the size of the entire building, parcel, office/industrial park, or shopping center. This rule also does not apply to uses classified in the Mobility Fee Schedule as recreation, institutions, or retail if the most predominate use of the remainder of the building, parcel, or office/industrial park is lodging, office, or industrial; in such cases, the recreation, institutions, or retail use shall be assessed at its specific-use rate, regardless of the size of such use, unless the use is an accessory building or structure.

i. A development shall not be entitled to the TOD rates in the Mobility Fee Schedule unless one (1) of the following occurs:

(1) The development is a TOD that has completed, and received BCC approval of, a Transit Station Area Plan pursuant to Policy FLU 10.3.6 of the Comprehensive Plan; or

(2) The development is a TOD that (a) is located in a Transit Center Overlay established pursuant to Policy FLU 10.3.1 of the Comprehensive Plan, (b) complies with the TOD Design Principles in Policy FLU 10.3.6(f) of the Comprehensive Plan, and (c) complies, or agrees to comply, with the future TOD Design Ordinance required pursuant to Policy 10.2.1 of the Comprehensive Plan.

j. Within the VOPH, the amount of the mobility fee was~~may be~~ modified, and surcharges were~~may be~~ assessed to pay for VOPH transportation capital improvements, as more fully set forth in the Villages of Pasadena Hills Financial Plan. These modifications and surcharges to the mobility fee are set forth in Section 602 of this Code. ~~shall be established in the ordinance creating the J. "Ben" Harrill Villages of Pasadena Hills Stewardship District~~.

3. Independent Mobility Fee Study

a. Any person (1) who believes that any part of the demand component, comprised of trip length, trip rate, and percent new trips, that is used to calculate the mobility fee of the applicable land use is incorrect, or (2) who has a unique or restrictive land use that can be verified through the County's Building Permit process and believes that this results in different demand characteristics than those of the land use the development is to be assessed at, or (3) whose land use is not listed in the Mobility Fee Schedule, or believes the use is incorrectly assigned in the Mobility Fee Schedule, shall have the option to provide an Independent Mobility Fee Study according to procedures set forth in the Administrative Procedures Manual. The Independent Mobility Fee Study is not intended to allow site-specific review of uses, which include (1) conducting an Independent Mobility Fee Study on the same site for which the mobility fee is being challenged, or (2) conducting an Independent Mobility Fee Study on sites that may have differing trip characteristics than used in the Mobility Fee Schedule due to specific characteristics of the development that cannot be tracked by the County's Building Permit process. For any Independent Mobility Fee Study, only the demand variables may be challenged, and all three demand variables, including trip length, trip rate, and percent new trips, must be reviewed as part of the Independent Mobility Fee Study. Requests for an Independent Mobility Fee Study must be received no later than sixty (60) days after the issuance of a Building Permit (or Development Permit where no Building Permit is required). If the Independent Mobility Fee Study cannot be completed, reviewed, and finally determined by the County Administrator or designee, including

any appeals, by the time the CO is issued for the development, the applicant shall pay the applicable mobility fee in the Mobility Fee Schedule. However, if the Independent Mobility Fee Study is eventually accepted by the County after the issuance of the CO, a refund shall be due to the extent the mobility fee paid was higher than the mobility fee due pursuant to the Independent Mobility Fee Study. Refunds shall be in accordance with the procedures in this Code, Section 1302.1.H.

b. The Independent Mobility Fee Study shall follow the procedures and criteria in the Administrative Procedures Manual, and the County Administrator or designee shall be authorized to reject any Independent Mobility Fee Study not meeting such criteria. The County may charge a review fee for the Independent Mobility Fee Study, as set forth in the Administrative Procedures Manual, which shall not exceed the actual cost of reviewing the Independent Mobility Fee Study. The Independent Mobility Fee Study review fee is in addition to the required administration fee.

4. Exemptions and Credits

a. The following shall be exempted from payment of the mobility fee and administration fee:

(1) Alterations which do not result in a higher assessment pursuant to the Mobility Fee Schedule.

(2) Alterations of a dwelling unit that after October 1, 2007 (or after the most recent dwelling unit in existence after January 1, 1985, if the dwelling unit did not exist after October 1, 2007), cumulatively equals an increase of less than 500 square feet.

(3) Government Buildings. However, any mobility fee exemption issued for a government building shall expire if an alteration causes the building or development to no longer be a government building. Any mobility fee exemption issued for a government building shall be considered a subsidy or buy-down for the government building, and shall be included in the mobility fee subsidy calculation and transfer required by this Code, Subsection 1302.2.G.1.b.

(4) Alterations of buildings in the West Market Area. This exemption does not apply to (a) the administration fee, (b) alteration building permits issued prior to April 9, 2014, (c) alterations to any office, industrial or lodging building that was permitted after the initial effective

date of mobility fees pursuant to this Code, Section 1302.2.F.1.a., or (d) lots, parcels, or planned developments where fifty (50) percent or more of the developable portion of the lot, parcel, or planned development consists of vacant land that was not previously occupied by a building, or impervious surface associated with a building. Any mobility fee exemption issued for the West Market Area building alterations shall be considered a subsidy or buy-down for the alteration, and shall be included in the mobility fee subsidy calculation, and transfer required by this Code, Section 1302.2.G.1.b. The amount of such subsidy or buy-down shall be the required mobility fee for an alteration pursuant to this Code, Section 1302.2.F.2.g.

b. Credits

(1) A person may elect or be required by a development approval to construct, convey right-of-way for, or pay cash for a transportation capital improvement. Such person is eligible to receive credits on a dollar-for-dollar basis against the portion of the mobility fee mitigated by such construction, right-of-way conveyance, or payment. However, transit facilities provided by a person shall only be eligible for a credit against the transit mobility fee, bicycle/pedestrian facilities provided by a person shall only be eligible for credit against the bicycle/pedestrian mobility fee, and roadway facilities provided by a person shall only be eligible for credit against the roadway mobility fee. Construction, right-of-way conveyances, and cash payments for site access improvements are not eligible for credits against the mobility fee, unless specifically approved by the BCC in a development approval. To be entitled to credits, the transportation capital improvement must be included in the CIP; however, the person shall not receive the credits until the year the transportation capital improvements are scheduled for construction in the CIP, unless the County Administrator or designee or BCC agrees in a development approval to provide credits at an earlier date. A person shall also be entitled to credits if the transportation capital improvement is (a) included in the LRTP or Comprehensive Plan, and (b) a mobility fee credit is required pursuant to another land development regulation, such as the County's transportation corridor management or transportation concurrency regulations (for Opt-Out Developments),

or is specifically approved by the BCC in a development approval.

(2) If a person elects or is required to construct transportation capital improvements, the person shall submit evidence of payment for the construction to the County Administrator or designee. The County Administrator or designee shall determine if the construction is an appropriate substitute for the mobility fee, based on the provisions of this section, the amount of credit to be given, and the timetable for the credit. The amount of credit for right-of-way conveyances shall be 115 percent of the assessed value of the conveyed right-of-way as determined by the County Property Appraiser, unless the person and the County Administrator or designee or BCC agrees in a development approval to another credit amount. The date of valuation shall be the date of the development approval requiring the conveyance of the right-of-way or the date of right-of-way conveyance, whichever occurs first, unless the person and the County Administrator or designee or BCC agree to another date of valuation.

(3) Application for credits shall be made within ninety (90) days of the completion of construction of the transportation capital improvement eligible for the credit, unless the BCC agrees to another deadline for application. Failure to apply for a credit by the applicable deadline shall be deemed a waiver of the right to the credit.

(4) Credits may be sold or transferred within the Collection/Benefit District in which the mobility fee is collected, or in an adjacent Collection/Benefit District if the County Administrator or designee makes the written determination required by Section 1302.2.H.2.(a) for the transportation capital improvement for which the credits were issued. If the credits were established for a planned development, the sale or transfer of such credits shall not be permitted outside of the planned development until (a) Buildings Permits for all of the entitlements in the planned development have been issued, as set forth in the planned development's development approvals, or (b) upon completion of eighty (80) percent or more of a DRI planned development's entire proportionate share/pipeline project obligations (measured in terms of linear feet), if such obligations were eighty (80) percent or more complete prior to the effective date of this amended

and restated section. Notwithstanding the foregoing, DRI planned developments that are able to sell or transfer credits based solely on the completion of eighty (80) percent or more of their entire proportionate share/pipeline project obligations shall not be entitled to sell or transfer credits to other DRI planned developments that are able to sell or transfer credits based solely on the completion of eighty (80) percent or more of their entire proportionate share/pipeline project obligations.

(5) Any credit will be issued to the person who paid for or financed the construction of the transportation capital improvement, or cash payment in lieu of construction, or who conveyed the right-of-way for which the credit was established, or his successor or assign, as determined by the County Administrator or designee.

(6) To transfer credits, the owner of the credits must submit to the County Administrator or designee a letter, signed and notarized by the owner of the credits, which specifies the name of the person receiving the transfer of credits and the amount of the credit being transferred. Regardless of the date of transfer, the transfer of the credit shall not be effective until the transfer letter is received and accepted by the County Administrator or designee.

(7) After July 20, 2011, existing established transportation impact fee credits shall be converted, on a dollar for dollar basis, to credits against the roadway mobility fee and bicycle/pedestrian mobility fee, unless such credits are owned by an Opt-Out Development. Converted transportation impact fee credits may not be utilized to pay the transit mobility fee or administration fee.

5. Payment/Collection

a. Except for Opt-Out Developments, a person shall pay the mobility fees and administration fees as set forth in Section 1302.2.G, herein, unless and only to the extent that:

(1) The person is determined to be entitled to a credit pursuant to Subsection 1302.2.G.4.(b); or

(2) The person is determined to be exempt from the payment of mobility fees pursuant to Subsection 1302.2.G.4.(a).

b. The mobility fee shall be paid prior to the issuance of a CO. Where a CO is not required, the mobility fee shall be paid prior to final inspection.

c. Mobility fees collected by the County shall be held in mobility fee funds separate and distinct from all other County revenues, except for interest accruing on the accounts and the deposit of mobility fee subsidy transfers into the mobility fee funds, as provided expressly in this section.

d. The payment of the mobility fee and administration fee shall be in addition to all other fees, impact fees, charges, or assessments due for the issuance of a Building Permit, a Development Permit, a CO, or a final inspection.

e. The obligation for payment of the mobility fee shall run with the land.

6. Enforcement

a. Enforcement of this section may be through methods described in Chapter 108.

b. Violations include, but are not limited to, failing, neglecting, or refusing to pay a mobility fee as required by this section and/or furnishing untrue, incomplete, false, or misleading information on any document, or to any County employee, concerning the calculation, exemption, or payment of a mobility fee or concerning the entitlement to, or calculation of, a mobility fee credit.

c. The owner, tenant, or occupant of any land or part thereof for which a mobility fee is owed and any architect, builder, contractor, agent, or other person who participates in, assists, directs, creates, or maintains any situation that is contrary to the requirements of this section, or who fails, neglects, or refuses to pay a mobility fee, or who furnishes any untrue, incomplete, false, or misleading information concerning the calculation, exemption, or payment of a mobility fee or concerning the entitlement to, or calculation of, a mobility fee credit, may be held responsible for the violation and be subject to the penalties and remedies provided for in this Code and/or the Pasco County Code of Ordinances.

d. Failure to pay a mobility fee required by this section is a violation that is continuous with respect to time, and each day the violation continues, or the mobility fee remains unpaid, is hereby declared to be a separate offense.

G. Establishment of Mobility Fee Funds and Collection/Benefit Districts, Appropriation of Mobility Fee Funds and Refunds

1. Mobility Fee Funds and Collection/Benefit Districts

a. There are hereby established three (3) separate mobility fee funds, one (1) for each Collection/Benefit District as shown in Exhibit D.

The mobility fee funds shall be considered special revenue funds. Within each mobility fee fund, separate account numbers shall be established for the roadway mobility fee, the transit mobility fee, the bicycle/pedestrian mobility fee, and the SIS mobility fee. In addition, a separate fund shall be established for VOPH mobility fees, with separate account numbers for the SIS mobility fee, roadway mobility fee, and bicycle/pedestrian mobility fee.

Mobility fees shall, upon receipt by the County, be deposited into the mobility fee fund for the Collection/Benefit District in which the mobility fee was collected, or the VOPH fund, and separated into the accounts and subaccounts set forth above.

For example, if a mobility fee for an "urban" multiple family dwelling unit is collected in Collection/Benefit District 1 based on 2011 rates, Nine Hundred Sixteen and 00/100 Dollars ($916.00) shall be deposited in the SIS mobility fee account in the Mobility Fee Collection/Benefit District 1 Fund; Two Thousand Eight Hundred Seventy-Three and 00/100 Dollars ($2,873.00) shall be deposited in the roadway mobility fee account in the Mobility Fee Collection/Benefit District 1 Fund; Ten and 00/100 Dollars ($10.00) shall be deposited in the transit mobility fee account in the Mobility Fee Collection/Benefit District 1 Fund; and One Hundred Seventy-Two and 00/100 Dollars ($172.00) shall be deposited in the bicycle/pedestrian mobility fee account in the Mobility Fee Collection/Benefit District 1 Fund.

~~Similarly, if a mobility fee for a multiple family dwelling unit is collected in a nontraditional neighborhood development portion of the VOPH, One Thousand One Hundred Twenty-Nine and 00/100 Dollars ($1,129.00) shall be deposited in the SIS mobility fee account of the VOPH fund; Four Thousand Four Hundred Forty Eight and 00/100 Dollars ($4,448.00) shall be deposited in the roadway mobility fee account of the VOPH fund; Two Hundred Fifty-Four and 00/100 Dollars ($254.00) shall be deposited in the bicycle/pedestrian mobility fee account of the VOPH fund; and Fourteen and 00/100 Dollars ($14.00) shall be deposited into~~

~~the transit mobility fee account in the Mobility Fee Collection/Benefit District 3 Fund.~~

b. In addition to the foregoing deposits, the County shall calculate the mobility fee subsidy required by Chapter 2, Article VI, Division 3 of the Code of Ordinances, Multi-Modal Tax Increment, for each Collection/Benefit District, and transfer any required mobility fee subsidy and mobility fee subsidy deficiency from the Multi-Modal Transportation Fund into the mobility fee funds in accordance with the requirements of Chapter 2, Article VI, Division 3 of the Code of Ordinances, Multi-Modal Tax Increment.

If a mobility fee subsidy or deficiency transfer is required pursuant to Chapter 2, Article VI, Division 3 of the Code of Ordinances, Multi-Modal Tax Increment, for any Collection/Benefit District, the transfer shall be allocated among the roadway, transit, bicycle/pedestrian, and SIS mobility fee accounts, as applicable, within each Collection/Benefit District, based on the percentage of mobility fees deposited into each account within each Collection/Benefit District during the fiscal year(s) in which the mobility fee subsidy or mobility fee subsidy deficiency was calculated.

Notwithstanding the foregoing, if any portion of the Villages of Pasadena Hills Tax Increment Revenues is utilized for a mobility fee subsidy or mobility fee subsidy deficiency transfer, such revenues shall be placed in the VOPH fund. In addition, if any portion of a participating municipality's tax increment revenues is utilized for a mobility fee subsidy or mobility fee subsidy deficiency transfer, such revenues shall be transferred to a separate fund earmarked for the participating municipality or transferred to the participating municipality and shall be utilized solely for the participating municipality's transportation capital improvements, as more fully set forth in the County interlocal agreement with the participating municipality.

c. Participating municipality mobility fees shall be collected and deposited in accordance with the interlocal agreement with the participating municipality. If any portion of a participating municipality's mobility fees is transferred to the County, e.g., the transit mobility fees or SIS mobility fees, such portion shall be deposited into the Mobility Fee Fund for the Collection/Benefit District in which the participating municipality is located.

d. Assessment Districts shall not be utilized to determine where mobility fees, mobility fee subsidies, or mobility fee subsidy deficiencies are appropriated or expended.

e. Administration fees shall be deposited into the County's Municipal Service Fund and then allocated or transferred to other County funds based on the percentage that each fund or County department contributes to the administration and implementation of mobility fees. The allocation of the administration fee shall be based on the assumptions in the Administration Fee Study or shall utilize another tracking method ensuring that (1) the administration fee is allocated among County departments based on the amount of time each department spends administering and implementing mobility fees; and (2) the administration fee does not exceed the County's actual cost of mobility fee administration and implementation.

f. The Office of Management and Budget or the Office of the Clerk and Comptroller shall establish and implement necessary accounting and reporting controls to ensure that all administration fees, mobility fees, and mobility fee subsidy and deficiency transfers, are properly deposited, accounted for, reported, and appropriated in accordance with this section and any other applicable legal requirements.

2. Appropriation of Mobility Fee Funds

a. Mobility fee funds shall be used by the County solely for transportation capital expenses included in the CIP, LRTP, or Comprehensive Plan and that benefit new development. Mobility fee funds shall not be used for any expenditure that would be classified as a transportation operation and maintenance expense. The mobility fee shall be used within the Collection/Benefit District from which the mobility fee is collected; however, to the extent that a transportation capital improvement provides reasonable benefits beyond the Collection/Benefit District within which it is located, it may be funded with mobility fee funds collected from an adjacent Collection/Benefit District.

However, prior to encumbering any mobility fee funds in this manner, the County Administrator or designee shall make a written determination that (1) the transportation capital improvement will substantially benefit the development in the Collection/Benefit District from which the mobility fees have been collected; (2) the planned transportation capital improvement is of a nature such that it will add capacity to the transportation system beyond the Collection/Benefit District in which it is situated; and (3) the demand for the transportation capital improvement is reasonably attributable to development in the Collection/Benefit District from which the mobility fees have been collected.

b. As a general rule, transit mobility fees shall be used for transit facilities, bicycle/pedestrian mobility fees shall be used for bicycle/pedestrian facilities, and roadway mobility fees shall be used for roadway facilities. However, one (1) or more types of mobility fees may be used to the extent that a transportation capital improvement contains multiple facilities; e.g., a roadway project with a multiuse trail and transit shelters, or to the extent that a particular transportation capital improvement provides a benefit to multiple facilities; e.g., a bus that reduces travel on a roadway or a sidewalk that accesses a transit stop, as determined by the County Administrator or designee.

c. The SIS mobility fee shall be reserved for roadway facilities, transit facilities, and bicycle/pedestrian facilities that provide a benefit to the SIS. Prior to budgeting the SIS mobility fees, the County shall consult with the Florida Department of Transportation to establish priorities for the expenditure of the SIS mobility fees and to ensure that such expenditures provide a benefit to the SIS. The priorities for expending the SIS mobility fees shall be consistent with the adopted LRTP. Consistent with the Villages of Pasadena Hills Financial Plan, the SIS mobility fee in the VOPH fund may be utilized for transportation capital expenses associated with the planned future I-75/Overpass Road Interchange, and the BCC and Florida Department of Transportation have determined that this improvement provides a benefit to the VOPH and SIS. To the extent the County or any development is required to comply with the consultation requirement in Section 163.3180(5)(h)1, Florida Statutes, the consultation required by this subsection shall be considered the consultation required by Section 163.3180(5)(h)1 Florida Statutes, for any development required to pay the SIS mobility fee.

d. Mobility fee funds shall not be utilized to purchase or buy back TIF credits or mobility fee credits.

3. Refunds by the County

The mobility fees collected pursuant to this section shall be returned to the then present owner if the mobility fees have not been encumbered within eight (8) years of the date the mobility fees were paid.

The present owner of the property for which the mobility fee was paid must petition the BCC for the refund within one (1) year following the end of the eighth year from the date on which the mobility fee was paid.

For the purposes of this section, mobility fees collected shall be deemed to be encumbered or spent on the basis of the first mobility fee in shall be the first mobility fee out. In other words, the first money placed in a mobility fee fund shall be the first money taken out of that account when withdrawals have been made.

Refunds shall be in accordance with the procedures in this Code, Section 1302.2.H.

H. Effect on Other Regulations and Development Approvals

1. Effect of Mobility Fees on Other Applicable County Land Development Regulations and Ordinances:

a. If any County land development regulation, ordinance, or resolution refers to TIF or the Transportation Impact Fee Ordinance, such land development regulation, ordinance, or resolution shall be deemed to refer to mobility fees or the Mobility Fee Ordinance. If any County land development regulation, ordinance, or resolution refers to an inflation factor or index based on the Transportation Impact Fee Ordinance, the inflation factor or index in such land development regulation, ordinance or resolution shall be deemed to refer to the inflation factor or index in the Mobility Fee Ordinance and Mobility Fee Study, which is presently zero (0) percent. Any reference in a County land development regulation, ordinance, or resolution to an "Option 1 Full Fee," maximum TIF, or similar term, shall be deemed to refer to the mobility fees in the "Full Fee" column of the Mobility Fee Schedule. Any reference in a County land development regulation, ordinance, or resolution to a TIF credit shall be deemed to refer to credit against the roadway mobility fee and bicycle/pedestrian mobility fee. The changed references set forth above shall not apply to the Transportation Impact Fee Ordinance or any resolution adopting a Transportation Impact Fee Schedule.

~~b. The payment of a mobility fee is a necessary prerequisite to the transportation concurrency exemption set forth in this Code, Section 1301. Accordingly, Opt-Out Developments shall not be entitled to rely on such exemption.~~

~~c.~~b. The payment of mobility fees does not ensure compliance with other County land development regulations, including regulations relating to transportation corridor management, collector and arterial spacing, access management, substandard roads, secondary access, transportation analysis~~timing and phasing~~, and, where applicable, ~~transportation concurrency and~~ DRI review. However, if such regulations require transportation mitigation for the same impacts addressed through the payment of mobility fees, such

regulations provide for credits against mobility fees consistent with State and Federal law and this section.

~~d.~~c. The listing of a land use in the Mobility Fee Schedule is solely for purposes of establishing the applicable mobility fee for such use, and such listing does not mean that the land use is permitted or available under applicable zoning and Comprehensive Plan requirements. In addition, the listing of the land use in the Mobility Fee Schedule shall not be considered evidence that the land use is appropriate in any market area, land use classification, or zoning district.

2. Effect of Mobility Fees on Development Approvals:

a. The adoption of mobility fees shall not affect Opt-Out Developments, and such developments shall continue to be subject to the Transportation Impact Fee Ordinance, Transportation Impact Fee Schedule, and the applicable development approvals for the Opt-Out Development.

b. If any development approval refers to TIFs or the Transportation Impact Fee Ordinance, such development approval shall be deemed to refer to mobility fees or the Mobility Fee Ordinance. If any development approval refers to an inflation factor or index based on the Transportation Impact Fee Ordinance, the inflation factor or index in such development approval shall be deemed to refer to the inflation factor or index in the Mobility Fee Ordinance and Mobility Fee Study, which is presently zero (0) percent. Any reference in a development approval to an "Option 1 Full Fee," maximum TIF, or similar term, shall be deemed to refer to the mobility fees in the "Full Fee" column of the Mobility Fee Schedule. Any reference in a development approval to a TIF credit shall be deemed to refer to credit against the roadway mobility fees and bicycle/pedestrian mobility fees.

These changes and changed references shall be by operation of law, and modifications or amendments to the development approvals shall not be required. The foregoing changes and changed references shall not apply to Opt-Out Developments or Building Permits issued prior to March 1, 2011.

I. Mobility Fee Opt-Out Procedure

1. As a general rule, the payment of a mobility fee and administration fee upon the issuance of a CO shall be considered an election for the building receiving the CO to pay mobility fees in lieu of TIFs. Such election shall not affect the remaining buildings or persons in a planned development, and such buildings and persons shall remain entitled to utilize the Opt-Out Procedures set forth in this subsection.

2. Until September 1, 2016, any building or person may elect to opt out of mobility fees and remain subject to the payment of TIFs as shown in Exhibit 1302.2-B and remain subject to transportation concurrency as required by this Code, Section 1301; however, such election shall not apply to any building that has already received a CO when the election is made. Such election shall be made in writing to the County Administrator or designee and shall include the following information for the land area subject to the opt-out election: (a) the legal description, (b) the parcel identification numbers (or plat name and plat book and page if the land area is platted), and (c) an AutoCAD file or ESRI shape file in West Florida State Plane coordinates.

   If a building or development is part of a planned development with credits, the opt-out election may only be made by the master developer of the planned development. If a master developer of a planned development with credits elects to opt out of mobility fees and remain subject to the payment of TIFs and transportation concurrency, such election shall be binding on all buildings, development, and persons within the planned development, unless and until the master developer revokes such election. An election to opt out of mobility fees shall be evidenced through a recorded document acceptable to the County Attorney's Office that places subsequent landowners on notice of the election. In addition, if the election is made by a master developer of a planned development with credits, the master developer shall provide individual written notification of the election to all owners of vacant land in the planned development.

   Opt-Out Developments can revoke their opt-out election at any time, provided that they (a) notify the County Administrator or designee in writing; (b) specify the land area subject to the revocation, including the same land area identification information required for an election; and (c) record a new document acceptable to the County Attorney's Office that revokes the prior election. For planned developments with credits, only the master developer can revoke the opt-out election, and the master developer shall also provide individual notification of the revocation to all owners of vacant land in the planned development. Unless an opt-out election is revoked at an earlier date, all opt-out elections, and recorded documents evidencing such elections, shall expire on December 31, 2025; after such date all developments and planned developments in the County shall be subject to the payment of mobility fees.

3. Opt-Out Developments utilizing the procedures in this subsection shall be subject to the "Fiscal Year 2011" TIFs in the Transportation Impact Fee Schedule, and such TIFs shall not be subject to increases, decreases, reevaluations, or updates as long as the development remains an Opt-Out Development.

Opt-Out Developments shall not be subject to administration fees and shall be governed by the Transportation Impact Fee Ordinance in lieu of this section. TIFs received by the County from Opt-Out Developments shall be collected, appropriated, and expended in accordance with the Transportation Impact Fee Ordinance and any applicable development approval for the Opt-Out Development.

4. The BCC has chosen to adopt and update mobility fees as a replacement to transportation impact fees and shall ensure that mobility fees are reviewed and updated to ensure compliance with statutory and common law requirements for impact fees. The BCC has no intention of reevaluating or updating TIFs or the Transportation Impact Fee Ordinance and has made the Opt-Out Procedure in this subsection available solely to provide an option to persons who believe they are adversely affected by the adoption of mobility fees. An election to opt out of mobility fees also provides tangible benefits to the Opt-Out Development, such as an assurance that the Opt-Out Development will not be subject to TIF or mobility fee increases. Accordingly, an election to be an Opt-Out Development shall be deemed a waiver of any right to challenge TIFs, or the Transportation Impact Fee Ordinance, based on statutory or common law requirements for impact fees. However, such election shall not affect the Opt-Out Development's rights to pursue any administrative remedies available in the Transportation Impact Fee Ordinance or this Code, including independent fee studies.

2014 Mobility Fee Rates

Pasco County LUC	ITE LUC	Land Use	Unit	Urban Standard	Urban MUTRM	Urban TND	Urban TOD	West (Harbors) Market Area	Suburban Standard	Suburban MUTRM	Suburban TND	Rural Standard	Rural MUTRM	Rural TND
		RESIDENTIAL:												
		Single Family (Detached)												
210.1P	210.1	Less than 1,500 s.f. & Annual Hh Income less than 80% SHIP Definition	du	$3,315	$2,486	$1,658	$829	$0	$4,884	$2,486	$1,658	$5,593	$4,195	$2,797
210.2P	210.2	0 to 1,500 s.f.	du	$4,173	$3,130	$2,087	$1,043	$0	$6,141	$3,130	$2,087	$7,026	$5,270	$3,513
210.3P	210.3	1,501 to 2,499 s.f.	du	$5,835	$4,376	$2,918	$1,459	$0	$8,570	$4,376	$2,918	$9,800	$7,350	$4,900
210.4P	210.4	2,500 s.f. and greater	du	$6,329	$4,747	$3,165	$1,582	$0	$9,312	$4,747	$3,165	$10,723	$8,042	$5,362
210.5P	210.5	"Low Income" SHIP defined Multi-Family	du	$2,141	$1,606	$1,071	$535	$0	$3,160	$1,606	$1,071	$3,629	$2,722	$1,815
220	220	Multi-Family Apartments	du	$3,971	$2,978	$1,986	$993	$0	$5,845	$2,978	$1,986	$6,694	$5,021	$3,347
231	231	Low-Rise Condominium/Townhouse (1 to 2 stories)	du	$4,009	$3,007	$2,005	$1,002	$0	$5,890	$3,007	$2,005	$6,736	$5,052	$3,368
232	232	High-Rise Condominium (3 or more stories)	du	$2,882	$2,162	$1,441	$721	$0	$4,011	$2,162	$1,441	$5,220	$3,915	$2,610
240	240	Mobile Home Park	du	$2,207	$1,655	$1,104	$552	$0	$3,257	$1,655	$1,104	$3,731	$2,798	$1,866
251	251	Age Restricted Single Family	du	$1,924	$1,443	$962	$481	$0	$2,851	$1,443	$962	$3,280	$2,460	$1,640
252	252	Age Restricted Multi-Family	du	$984	$738	$492	$246	$0	$1,472	$738	$492	$1,750	$1,313	$875
253	253	Congregate Care Facility (Attached)	du	$547	$410	$274	$137	$0	$821	$410	$274	$978	$734	$489
		LODGING:												
310	310	Hotel	room	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
320	320	Motel	room	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
330	330	Resort Hotel	room	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		RECREATION:												
412	412	General Recreation	acre	$646	$485	$323	$162	$0	$888	$485	$323	$1,047	$785	$524
416	416	RV Park	RV space	$730	$548	$365	$183	$0	$960	$548	$365	$1,124	$843	$562
420	420	Marina	berth	$1,251	$938	$626	$313	$0	$1,641	$938	$626	$1,920	$1,440	$960
430	430	Golf Course	hole	$15,451	$11,588	$7,726	$3,863	$0	$20,155	$11,588	$7,726	$23,542	$17,657	$11,771
431	431	Miniature Golf Course	hole	$1,120	$840	$560	$280	$0	$1,475	$840	$560	$1,728	$1,296	$864
437	437	Bowling Alley	1,000 sf	$10,147	$7,610	$5,074	$2,537	$0	$13,289	$7,610	$5,074	$15,547	$11,660	$7,774
444	444	Movie Theater	screen	$12,844	$9,633	$6,422	$3,211	$0	$17,263	$9,633	$6,422	$21,454	$16,091	$10,727
491	491	Racquet Club/Health Club/Spa/Dance Studio	1,000 sf	$4,423	$3,317	$2,212	$1,106	$0	$5,816	$3,317	$2,212	$6,811	$5,108	$3,406
495	495	Community Center/Gymnasium	1,000 sf	$9,145	$6,859	$4,573	$2,286	$0	$11,953	$6,859	$4,573	$13,956	$10,467	$6,978
		INSTITUTIONS:												
520	520	Elementary School	student	$441	$331	$221	$110	$0	$740	$331	$221	$885	$664	$443
522	522	Middle School	student	$628	$471	$314	$157	$0	$1,054	$471	$314	$1,257	$943	$629
530	530	High School	student	$664	$498	$332	$166	$0	$1,113	$498	$332	$1,328	$996	$664
540	540	University/Jr College (7,500 or fewer students) (Private)	student	$1,283	$962	$642	$321	$0	$2,031	$962	$642	$2,454	$1,841	$1,227
550	550	University/Jr College (more than 7,500 students) (Private)	student	$959	$719	$480	$240	$0	$1,518	$719	$480	$1,835	$1,376	$918
560	560	Church	1,000 sf	$3,022	$2,267	$1,511	$756	$0	$5,152	$2,267	$1,511	$6,267	$4,700	$3,134
565	565	Day Care	student	$271	$203	$136	$68	$0	$522	$203	$136	$717	$538	$359
566	566	Cemetery	acre	$3,228	$2,421	$1,614	$807	$0	$5,114	$2,421	$1,614	$6,173	$4,630	$3,087
610	610	Hospital	1,000 sf	$9,027	$6,770	$4,514	$2,257	$0	$11,407	$6,770	$4,514	$13,800	$10,350	$6,900
620	620	Nursing Home	bed	$532	$399	$266	$133	$0	$906	$399	$266	$1,123	$842	$562
		OFFICE:												
710	710.1	General Office 50,000 sf or less	1,000 sf	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
710.1P	710.2	General Office 50,001-100,000 sf	1,000 sf	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
710.2P	710.3	General Office 100,001-200,000 sf	1,000 sf	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
710.3P	710.4	General Office 200,001-400,000 sf	1,000 sf	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
710.4P	710.5	General Office greater than 400,000 sf	1,000 sf	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
714	714	Corporate Headquarters Building	1,000 sf	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
720	720	Medical Office	1,000 sf	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
750	750	Office Park	1,000 sf	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
760	760	Research and Development Center	1,000 sf	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
770.P	640	Veterinarian Clinic	1,000 sf	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

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2014 Mobility Fee Rates

Pasco County LUC	ITE LUC	Land Use	Unit	Urban Standard	Urban MUTRM	Urban TND	Urban TOD	West (Harbors) Market Area	Suburban Standard	Suburban MUTRM	Suburban TND	Rural Standard	Rural MUTRM	Rural TND
		RETAIL:												
816	816	Hardware/Paint	1,000 sf	$3,647	$2,735	$1,824	$912	$0	$4,602	$2,735	$1,824	$5,812	$4,359	$2,906
820	820.1	Retail 50,000 sfgla or less	1,000 sfgla	$6,249	$4,687	$3,125	$1,562	$0	$7,822	$4,687	$3,125	$9,858	$7,394	$4,929
820.1P	820.2	Retail 50,001-200,000 sfgla	1,000 sfgla	$5,641	$4,231	$2,821	$1,410	$0	$7,051	$4,231	$2,821	$8,813	$6,610	$4,407
820.2P	820.3	Retail 200,001-400,000 sfgla	1,000 sfgla	$5,400	$4,050	$2,700	$1,350	$0	$6,694	$4,050	$2,700	$8,207	$6,155	$4,104
820.3P	820.4	Retail 400,001-600,000 sfgla	1,000 sfgla	$5,088	$3,816	$2,544	$1,272	$0	$6,319	$3,816	$2,544	$7,750	$5,813	$3,875
820.4P	820.5	Retail 600,001-800,000 sfgla	1,000 sfgla	$5,291	$3,968	$2,646	$1,323	$0	$6,554	$3,968	$2,646	$7,995	$5,996	$3,998
820.5P	820.6	Retail greater than 800,000 sfgla	1,000 sfgla	$5,584	$4,188	$2,792	$1,396	$0	$6,860	$4,188	$2,792	$8,328	$6,246	$4,164
814	814	Specialty Retail	1,000 sf	$10,437	$7,828	$5,219	$2,609	$0	$12,740	$7,828	$5,219	$15,440	$11,580	$7,720
841	841	New/Used Auto Sales	1,000 sf	$8,084	$6,063	$4,042	$2,021	$0	$9,754	$6,063	$4,042	$11,484	$8,613	$5,742
848	848	Tire Store	1,000 sf	$4,729	$3,547	$2,365	$1,182	$0	$5,760	$3,547	$2,365	$6,928	$5,196	$3,464
850	850	Supermarket	1,000 sf	$8,368	$6,276	$4,184	$2,092	$0	$10,439	$6,276	$4,184	$13,082	$9,812	$6,541
853	853	Convenience Store w/Gas Pumps	1,000 sf	$20,336	$15,252	$10,168	$5,084	$0	$24,024	$15,252	$10,168	$26,401	$19,801	$13,201
862	862	Home Improvement Superstore	1,000 sf	$3,130	$2,348	$1,565	$783	$0	$3,929	$2,348	$1,565	$4,917	$3,688	$2,459
881	881	Pharmacy/Drug Store with and without Drive-Thru	1,000 sf	$4,388	$3,291	$2,194	$1,097	$0	$5,506	$3,291	$2,194	$6,897	$5,173	$3,449
890	890	Furniture Store	1,000 sf	$1,204	$903	$602	$301	$0	$1,475	$903	$602	$1,742	$1,307	$871
912	912	Bank/Savings w/Drive-In	1,000 sf	$12,730	$9,548	$6,365	$3,183	$0	$14,384	$9,548	$6,365	$15,582	$11,687	$7,791
931	931	Quality Restaurant	1,000 sf	$16,011	$12,008	$8,006	$4,003	$0	$19,586	$12,008	$8,006	$23,735	$17,801	$11,868
932	932	High-Turnover Restaurant	1,000 sf	$19,658	$14,744	$9,829	$4,915	$0	$24,054	$14,744	$9,829	$29,276	$21,957	$14,638
934	934	Fast Food Restaurant w/Drive-Thru	1,000 sf	$40,950	$30,713	$20,475	$10,238	$0	$46,712	$30,713	$20,475	$50,978	$38,234	$25,489
941	941	Quick Lube	bays	$7,677	$5,758	$3,839	$1,919	$0	$9,306	$5,758	$3,839	$11,179	$8,384	$5,590
942	943	Auto Repair or Body Shop	1,000 sf	$6,530	$4,898	$3,265	$1,633	$0	$7,934	$4,898	$3,265	$9,517	$7,138	$4,759
944	944	Gasoline Station	fuel pos.	$5,110	$3,833	$2,555	$1,278	$0	$5,828	$3,833	$2,555	$6,358	$4,769	$3,179
947	947	Self-Service Car Wash	bays	$7,697	$5,773	$3,849	$1,924	$0	$10,537	$5,773	$3,849	$12,295	$9,221	$6,148
913.P	913	Convenience/Gasoline/Fast Food Store	1,000 sf	$56,790	$42,593	$28,395	$14,198	$0	$63,929	$42,593	$28,395	$69,131	$51,848	$34,566
151	151	Mini-Warehouse	1,000 sf	$411	$308	$206	$103	$0	$533	$308	$206	$636	$467	$318
		INDUSTRIAL:												
110	110	General Light Industrial	1,000 sf	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
120	120	General Heavy Industrial	1,000 sf	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
130	130	Industrial Park	1,000 sf	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
140	140	Manufacturing	1,000 sf	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
150	150	Warehouse	1,000 sf	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
152	152	High-Cube Warehouse	1,000 sf	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
160.P	153	Airport Hangar	1,000 sf	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		OTHER:												
n/a	n/a	Mining	1,000 cy	$57	n/a	n/a	n/a	n/a	$47	n/a	n/a	$56	n/a	n/a

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Table XX
Urban Mobility Fee Schedule (Fee District A)
County-wide Parameters:

Revenue period:	25		P4P Equivalent Pennies:	4.8		Include carrying cost?:	No		TOD Deduction:	0.00%	
Discount Rate:	3.30%		2nd LOFT County pennies to capacity:	5.0		Include Interstates?:	Yes		TND Deduction:	0.00%	
Fuel efficiency:	18.43	6.40	Existing State pennies to capacity:	25.6					MUTRM Deduction:	0.00%	
Days/yr:	365		Tax Inc Fin Millage Rate to capacity:	2.4480	33.33%	Factor to convert VMT to PMT:	1.37				
Existing County pennies to capital:	0		Toll.fwy discount:	1.7%							

Pasco County Land Use Code	ITE LUC	Land Use	Unit	Trip Rate (veh trips)	TGR Source (6)	Standard Trip Length	TL Source (6)	Market Area Trip Length Adjustment Factor	Chargeable Trip length (mi)	Trip length for revenue (mi)	% New Trips	% NT Source (6)	Gross assessable pmt/day	Weighted Capacity Addition Ratio	Needed PMC	Needed PMC After Fwy/Toll/ TOD/TND/ MUTRM Deduct	Weighted Cost/PMC	Total Impact Cost	PV County Gas Tax Credit ($$/yr):	PV P4P Equivalent Credit	PV Federal/ State Gas Tax Revenue Credit ($$/yr)	PV Sub-Total County-wide self-credits:	PV Tax Increment Self-Credit	Fee Before Incentive	Incentive %	$$ Allocated for Incentive	Net Mobility Fee	Full Fee[1]	Road Share (Incl Int)	Road Share (Excl Int)	Interstate /SIS Share	Transit Share	Bike/Ped Share	2011 Mobility Fee	Percent change from 2011 to 2014 Net Mobility Fee
		RESIDENTIAL:																																	
		Single Family (Detached)																																	
210.1P	210.1	Less than 1,500 s.f. & Annual Hh Income less than 80% SHIP Definition[2]	du	4.10	A	7.61	C	0.858	6.53	7.03	100%	V	18.3	0.916	16.8	16.5	$307	$5,541	$240.37	$231.24	$1,230.70	$1,702	$101.62	$3,737	11%	$422	$3,315	$4,025	$3,163	$2,992	$171	$8	$144	$3,315	0%
210.2P	210.2	0 to 1,500 s.f.	du	6.25	A	7.61	C	0.858	6.53	7.03	100%	V	28.0	0.916	25.6	25.2	$307	$8,447	$366.42	$352.50	$1,876.07	$2,595	$101.62	$5,750	27%	$1,577	$4,173	$6,189	$3,982	$3,769	$213	$10	$181	$4,173	0%
210.3P	210.3	1,501 to 2,499 s.f.	du	7.81	A	7.61	C	0.858	6.53	7.03	100%	V	34.9	0.916	32.0	31.5	$307	$10,555	$457.88	$440.48	$2,344.33	$3,243	$139.32	$7,173	19%	$1,338	$5,835	$7,722	$5,568	$5,270	$298	$14	$253	$5,835	0%
210.4P	210.4	2,500 s.f. and greater	du	9.20	A	7.61	C	0.858	6.53	7.03	100%	V	41.1	0.916	37.7	37.1	$307	$12,434	$539.37	$518.87	$2,761.57	$3,820	$360.59	$8,253	23%	$1,924	$6,329	$8,900	$6,039	$5,708	$331	$15	$275	$6,329	0%
210.5P	210.5	"Low Income" SHIP defined Multi-Family[2]	du	3.46	A	5.87	C	0.858	5.04	5.54	100%	V	11.9	0.914	10.9	10.7	$305	$3,581	$159.77	$153.70	$818.01	$1,131	$76.49	$2,373	10%	$231	$2,141	$2,559	$2,042	$1,933	$109	$6	$93	$2,141	0%
220	220	Multi-Family Apartments	du	6.60	B	5.87	C	0.858	5.04	5.54	100%	V	22.8	0.914	20.8	20.5	$305	$6,830	$304.76	$293.18	$1,560.37	$2,158	$76.49	$4,595	14%	$624	$3,971	$4,950	$3,789	$3,590	$199	$10	$172	$3,971	0%
231	231	Low-Rise Condominium/Townhouse (1 to 2 stories)	du	6.40	B	5.87	J	0.858	5.04	5.54	100%	V	22.1	0.914	20.2	19.8	$305	$6,623	$295.52	$284.29	$1,513.09	$2,093	$76.49	$4,454	10%	$445	$4,009	$4,798	$3,825	$3,623	$202	$10	$174	$4,009	0%
232	232	High-Rise Condominium (3 or more stories)	du	4.18	B	5.87	J	0.858	5.04	5.54	100%	V	14.4	0.914	13.2	13.0	$305	$4,326	$193.01	$185.68	$988.23	$1,367	$76.49	$2,882	0%	$0	$2,882	$3,107	$2,750	$2,604	$146	$7	$125	$3,213	-10%
240	240	Mobile Home Park	du	4.17	C	5.29	C	0.858	4.54	5.04	100%	V	13.0	0.913	11.8	11.6	$304	$3,877	$175.25	$168.59	$897.26	$1,241	$44.80	$2,591	15%	$384	$2,207	$2,793	$2,105	$1,995	$110	$6	$96	$2,207	0%
251	251	Age Restricted Single Family[3]	du	3.12	D	6.23	C	0.858	5.35	5.85	100%	V	11.4	0.914	10.4	10.3	$305	$3,427	$152.11	$146.33	$778.78	$1,077	$101.62	$2,248	14%	$324	$1,924	$2,426	$1,835	$1,736	$99	$5	$84	$1,924	0%
252	252	Age Restricted Multi-Family[3]	du	2.97	D	3.77	C	0.858	3.23	3.73	100%	V	6.6	0.908	6.0	5.9	$301	$1,945	$92.51	$88.99	$473.65	$655	$55.73	$1,234	20%	$249	$984	$1,335	$938	$889	$49	$3	$43	$984	0%
253	253	Congregate Care Facility (Attached)[3]	du	2.25	D	3.54	C	0.858	3.04	3.54	72%	C	3.4	0.908	3.1	3.0	$301	$996	$47.79	$45.98	$244.70	$338	$36.06	$621	12%	$74	$547	$673	$521	$494	$27	$2	$24	$547	0%
		LODGING:																																	
310	310	Hotel	room	6.36	D	7.20	C	0.81	5.85	6.35	66%	C	16.8	0.915	15.4	15.1	$306	$5,056	$222.18	$213.74	$1,137.57	$1,573	$60.10	$3,422	100%	$3,422	$0	$3,685	$0	$0	$0	$0	$0	$0	n/a
320	320	Motel	room	5.63	B	4.99	C	0.81	4.05	4.55	77%	C	12.0	0.912	11.0	10.8	$303	$3,586	$164.58	$158.32	$842.64	$1,166	$30.05	$2,390	100%	$2,390	$0	$2,577	$0	$0	$0	$0	$0	$0	n/a
330	330	Resort Hotel	room	5.83	D	7.02	C	0.81	5.70	6.20	83%	C	18.9	0.915	17.3	17.0	$306	$5,683	$250.23	$240.72	$1,281.17	$1,772	$60.10	$3,851	100%	$3,851	$0	$4,146	$0	$0	$0	$0	$0	$0	n/a
		RECREATION:																																	
412	412	General Recreation	acre	2.28	B	5.37	K	0.81	4.36	4.86	90%	K	6.1	0.912	5.6	5.5	$303	$1,827	$83.18	$80.02	$425.90	$589	$107.10	$1,130	43%	$485	$646	$1,225	$616	$581	$35	$2	$28	$646	0%
416	416	RV Park	RV space	1.62	B	4.83	L	0.81	3.92	4.42	100%	L	4.4	0.910	4.0	3.9	$302	$1,292	$59.75	$57.48	$305.90	$423	$10.71	$858	15%	$129	$730	$925	$696	$660	$36	$2	$32	$730	0%
420	420	Marina	berth	2.96	B	6.95	M	0.81	5.64	6.14	90%	K	10.3	0.915	9.4	9.3	$306	$3,097	$136.50	$131.31	$698.87	$967	$81.95	$2,049	39%	$798	$1,251	$2,210	$1,194	$1,129	$65	$3	$54	$1,251	0%
430	430	Golf Course	hole	35.74	B	6.95	M	0.81	5.64	6.14	90%	K	124.3	0.915	113.8	111.9	$306	$37,399	$1,648.11	$1,585.49	$8,438.34	$11,672	$136.59	$25,590	40%	$10,140	$15,451	$27,534	$14,743	$13,970	$773	$37	$671	$15,451	0%
431	431	Miniature Golf Course	hole	3.30	B	6.95	M	0.81	5.64	6.14	90%	K	11.5	0.915	10.5	10.3	$306	$3,453	$152.18	$146.39	$779.14	$1,078	$48.08	$2,327	52%	$1,207	$1,120	$2,507	$1,068	$1,012	$56	$3	$49	$1,120	0%
437	437	Bowling Alley	1,000 sf	33.33	B	5.41	N	0.81	4.39	4.89	90%	K	90.3	0.912	82.3	80.9	$303	$26,902	$1,224.13	$1,177.61	$6,267.54	$8,669	$34.97	$18,198	44%	$8,051	$10,147	$19,596	$9,682	$9,185	$497	$24	$441	$10,147	0%
444	444	Movie Theater	screen	106.63	E	2.33	C	0.81	1.89	2.39	88%	C	121.6	0.890	108.2	106.3	$294	$35,164	$1,871.96	$1,800.83	$9,584.45	$13,257	$163.90	$21,742	41%	$8,898	$12,844	$23,570	$12,255	$11,685	$570	$31	$558	$12,844	0%
491	491	Racquet Club/Health Club/Spa/Dance Studio	1,000 sf	14.03	B	5.41	N	0.81	4.39	4.89	94%	W	39.7	0.912	36.2	35.6	$303	$11,828	$538.19	$517.74	$2,755.53	$3,811	$109.27	$7,907	44%	$3,484	$4,423	$8,521	$4,220	$4,000	$220	$11	$192	$4,423	0%
495	495	Community Center/Gymnasium	1,000 sf	33.82	B	7.06	K	0.81	5.73	6.23	90%	K	119.5	0.915	109.4	107.5	$306	$35,950	$1,582.25	$1,522.12	$8,101.12	$11,205	$109.27	$24,635	63%	$15,491	$9,145	$26,503	$8,726	$8,268	$458	$22	$397	$9,145	0%
		INSTITUTIONS:																																	
520	520	Elementary School	student	1.29	B	4.52	O	0.97	4.36	4.86	80%	K	3.1	0.912	2.8	2.8	$303	$919	$41.85	$40.26	$214.25	$296	$22.13	$600	26%	$159	$441	$648	$420	$398	$22	$2	$19	$441	0%
522	522	Middle School	student	1.62	B	4.52	O	0.97	4.36	4.86	90%	K	4.4	0.912	4.0	3.9	$303	$1,298	$59.12	$56.87	$302.70	$419	$22.13	$857	27%	$229	$628	$925	$599	$568	$31	$2	$27	$628	0%
530	530	High School	student	1.71	B	4.52	O	0.97	4.36	4.86	90%	K	4.6	0.912	4.2	4.1	$303	$1,370	$62.40	$60.03	$319.51	$442	$22.13	$906	27%	$242	$664	$978	$633	$600	$33	$2	$29	$664	0%
540	540	University/Jr College (7,500 or fewer students) (Private)	student	2.00	F	6.95	M	0.97	6.71	7.21	90%	K	8.3	0.916	7.6	7.4	$307	$2,499	$108.19	$104.08	$553.94	$766	$22.13	$1,710	25%	$427	$1,283	$1,840	$1,223	$1,158	$65	$4	$56	$1,283	0%
550	550	University/Jr College (more than 7,500 students) (Private)	student	1.50	F	6.95	M	0.97	6.71	7.21	90%	K	6.2	0.916	5.7	5.6	$307	$1,874	$81.14	$78.06	$415.46	$575	$22.13	$1,277	25%	$319	$959	$1,375	$914	$865	$49	$3	$42	$959	0%
560	560	Church	1,000 sf	9.11	B	4.10	K	0.97	3.96	4.46	90%	K	22.2	0.910	20.2	19.9	$302	$6,597	$304.74	$293.16	$1,560.29	$2,158	$133.32	$4,305	30%	$1,283	$3,022	$4,648	$2,883	$2,732	$151	$8	$131	$3,022	0%
565	565	Day Care	student	3.03	H	2.13	C	0.97	2.06	2.56	73%	C	3.1	0.896	2.8	2.7	$297	$909	$47.14	$45.35	$241.37	$334	$229.47	$346	21%	$74	$271	$393	$258	$238	$20	$1	$12	$271	0%
566	566	Cemetery	acre	4.73	B	6.95	M	0.97	6.71	7.21	95%	H	20.6	0.916	18.9	18.6	$307	$6,238	$270.09	$259.82	$1,382.85	$1,913	$13.77	$4,311	25%	$1,083	$3,228	$4,636	$3,080	$2,918	$162	$8	$140	$3,228	0%
610	610	Hospital	1,000 sf	13.22	B	6.95	M	0.97	6.71	7.21	77%	K	46.8	0.916	42.8	42.1	$307	$14,131	$611.85	$588.60	$3,132.66	$4,333	$202.15	$9,596	6%	$569	$9,027	$10,330	$8,613	$8,150	$463	$22	$392	$9,027	0%
620	620	Nursing Home	bed	2.76	D	2.72	C	0.97	2.62	3.12	89%	C	4.4	0.903	4.0	3.9	$299	$1,298	$64.02	$61.59	$327.77	$453	$5.83	$839	37%	$307	$532	$906	$507	$482	$25	$2	$23	$532	0%
		OFFICE:																																	
710	710.1	General Office 50,000 sf or less[4]	1,000 sf	15.50	G	5.41	C	0.97	5.22	5.72	92%	C	51.0	0.914	46.6	45.8	$305	$15,297	$680.37	$654.52	$3,483.50	$4,818	$121.62	$10,357	100%	$10,357	$0	$11,151	$0	$0	$0	$0	$0	$0	n/a
710.1P	710.2	General Office 50,001-100,000 sf[4]	1,000 sf	13.13	G	5.41	C	0.97	5.22	5.72	92%	C	43.2	0.914	39.5	38.8	$305	$12,958	$576.34	$554.44	$2,950.86	$4,082	$58.27	$8,818	100%	$8,818	$0	$9,491	$0	$0	$0	$0	$0	$0	n/a
710.2P	710.3	General Office 100,001-200,000 sf[4]	1,000 sf	11.12	G	5.41	C	0.97	5.22	5.72	92%	C	36.6	0.914	33.5	32.9	$305	$10,974	$488.11	$469.56	$2,499.13	$3,457	$58.27	$7,459	100%	$7,459	$0	$8,029	$0	$0	$0	$0	$0	$0	n/a
710.3P	710.4	General Office 200,001-400,000 sf[4]	1,000 sf	9.41	G	5.41	C	0.97	5.22	5.72	92%	C	31.0	0.914	28.3	27.8	$305	$9,286	$413.05	$397.36	$2,114.82	$2,925	$58.27	$6,303	100%	$6,303	$0	$6,786	$0	$0	$0	$0	$0	$0	n/a
710.4P	710.5	General Office greater than 400,000 sf[5]	1,000 sf	8.54	G	5.41	C	0.97	5.22	5.72	92%	C	28.1	0.914	25.7	25.3	$305	$8,428	$374.86	$360.62	$1,919.30	$2,655	$58.27	$5,715	100%	$5,715	$0	$6,153	$0	$0	$0	$0	$0	$0	n/a
714	714	Corporate Headquarters Building	1,000 sf	7.98	B	5.41	N	0.97	5.22	5.72	92%	N	26.3	0.914	24.0	23.6	$305	$7,875	$350.28	$336.97	$1,793.44	$2,481	$58.27	$5,336	100%	$5,336	$0	$5,745	$0	$0	$0	$0	$0	$0	n/a
720	720	Medical Office	1,000 sf	34.72	D	5.83	C	0.97	5.63	6.13	89%	C	119.1	0.915	109.0	107.1	$306	$35,817	$1,578.79	$1,518.80	$8,083.41	$11,181	$58.27	$24,577	100%	$24,577	$0	$26,439	$0	$0	$0	$0	$0	$0	n/a
750	750	Office Park	1,000 sf	11.70	D	7.47	C	0.97	7.21	7.71	89%	Q	51.4	0.917	47.1	46.3	$308	$15,569	$669.47	$644.03	$3,427.68	$4,741	$58.27	$10,769	100%	$10,769	$0	$11,578	$0	$0	$0	$0	$0	$0	n/a
760	760	Research and Development Center	1,000 sf	8.11	B	5.65	Q	0.97	5.45	5.95	89%	Q	27.0	0.914	24.7	24.2	$305	$8,086	$358.32	$344.71	$1,834.61	$2,538	$58.27	$5,490	100%	$5,490	$0	$5,910	$0	$0	$0	$0	$0	$0	n/a
770.P	640	Veterinarian Clinic	1,000 sf	40.12	B	5.36	P	0.97	5.17	5.67	93%	P	132.2	0.914	120.9	118.8	$305	$39,654	$1,765.19	$1,698.12	$9,037.79	$12,501	$58.27	$27,094	100%	$27,094	$0	$29,155	$0	$0	$0	$0	$0	$0	n/a
		RETAIL:																																	

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Table XX
Urban Mobility Fee Schedule (Fee District A)
County-wide Parameters:

Revenue period:	25		P4P Equivalent Pennies:	4.8	Include carrying cost?:	No	TOD Deduction: 0.00%
Discount Rate:	3.30%		2nd LOFT County pennies to capacity:	5.0	Include Interstates?:	Yes	TND Deduction: 0.00%
Fuel efficiency:	18.43	6.40	Existing State pennies to capacity:	25.6			MUTRM Deduction: 0.00%
Days/yr:	365		Tax Inc Fin Millage Rate to capacity:	2.4480	33.33%	Factor to convert VMT to PMT:	1.37
Existing County pennies to capital:	0		Toll.fwy discount:	1.7%			

Pasco County Land Use Code	ITE LUC	Land Use	Unit	Trip Rate (veh trips)	TGR Source (6)	Standard Trip Length	TL Source (6)	Market Area Trip Length Adjustment Factor	Chargeable Trip length (mi)	Trip length for revenue (mi)	% New Trips	% NT Source (6)	Gross assessable pmt/day	Weighted Capacity Addition Ratio	Needed PMC	Needed PMC After Fwy/Toll/ TOD/TND/ MUTRM Deduct	Weighted Cost/PMC	Total Impact Cost	PV County Gas Tax Credit ($$/yr):	PV P4P Equivalent Credit	PV Federal/ State Gas Tax Revenue Credit ($$/yr)	PV Sub-Total County-wide self-credits:	PV Tax Increment Self-Credit	Fee Before Incentive	Incentive %	$$ Allocated for Incentive	Net Mobility Fee	Full Fee(1)	Road Share (Incl Int)	Road Share (Excl Int)	Interstate /SIS Share	Transit Share	Bike/Ped Share	2011 Mobility Fee	Percent change from 2011 to 2014 Net Mobility Fee
816	816	Hardware/Paint	1,000 sf	51.29	B	1.96	R	0.89	1.75	2.25	56%	R	34.5	0.890	30.7	30.1	$294	$9,969	$539.53	$519.03	$2,762.40	$3,821	$109.27	$6,038	40%	$2,391	$3,647	$6,556	$3,480	$3,319	$161	$9	$158	$3,647	0%
820	820.1	Retail 50,000 sfgla or less(4)	1,000 sfgla	86.56	G	1.96	S	0.89	1.75	2.25	56%	S	58.2	0.890	51.8	50.9	$294	$16,824	$910.54	$875.94	$4,661.99	$6,448	$109.27	$10,266	39%	$4,017	$6,249	$11,140	$5,963	$5,688	$275	$15	$271	$6,249	0%
820.1P	820.2	Retail 50,001-200,000 sfgla(4)	1,000 sfgla	53.28	G	2.52	S	0.89	2.25	2.75	67%	S	55.1	0.896	49.4	48.5	$297	$16,077	$819.61	$788.47	$4,196.41	$5,804	$109.27	$10,163	44%	$4,522	$5,641	$10,999	$5,382	$5,122	$260	$14	$245	$5,641	0%
820.2P	820.3	Retail 200,001-400,000 sfgla(4)	1,000 sfgla	41.80	G	2.77	S	0.89	2.48	2.98	73%	S	51.8	0.896	46.4	45.6	$297	$15,106	$757.48	$728.69	$3,878.28	$5,364	$163.90	$9,577	44%	$4,178	$5,400	$10,362	$5,152	$4,898	$254	$13	$235	$5,400	0%
820.3P	820.4	Retail 400,001-600,000 sfgla(4)	1,000 sfgla	36.27	G	3.01	S	0.89	2.69	3.19	76%	S	50.8	0.903	45.9	45.1	$299	$14,932	$733.60	$705.73	$3,756.05	$5,195	$163.90	$9,572	47%	$4,484	$5,088	$10,348	$4,855	$4,613	$242	$12	$221	$5,088	0%
820.4P	820.5	Retail 600,001-800,000 sfgla(4)	1,000 sfgla	32.80	G	3.26	S	0.89	2.91	3.41	79%	S	51.7	0.903	46.7	45.9	$299	$15,202	$737.91	$709.87	$3,778.08	$5,226	$163.90	$9,812	46%	$4,521	$5,291	$10,602	$5,048	$4,795	$253	$13	$230	$5,291	0%
820.5P	820.6	Retail greater than 800,000 sfgla(5)	1,000 sfgla	30.33	G	3.51	S	0.89	3.14	3.64	81%	S	52.8	0.908	48.0	47.1	$301	$15,605	$745.41	$717.08	$3,816.49	$5,279	$163.90	$10,162	45%	$4,578	$5,584	$10,973	$5,327	$5,057	$270	$14	$243	$5,584	0%
814	814	Specialty Retail	1,000 sf	49.99	D	3.54	C	0.89	3.16	3.66	85%	C	92.1	0.908	83.7	82.2	$301	$27,220	$1,298.76	$1,249.41	$6,649.65	$9,198	$109.27	$17,913	42%	$7,476	$10,437	$19,328	$9,959	$9,459	$500	$25	$453	$10,437	0%
841	841	New/Used Auto Sales	1,000 sf	28.25	D	4.83	C	0.89	4.32	4.82	79%	C	66.0	0.912	60.2	59.2	$303	$19,674	$896.80	$862.72	$4,591.61	$6,351	$51.67	$13,271	39%	$5,187	$8,084	$14,293	$7,714	$7,317	$397	$19	$351	$8,084	0%
848	848	Tire Store	1,000 sf	24.87	B	3.80	T	0.89	3.40	3.90	72%	T	41.7	0.908	37.8	37.2	$301	$12,313	$582.03	$559.91	$2,979.97	$4,122	$109.27	$8,082	41%	$3,353	$4,729	$8,722	$4,512	$4,282	$230	$12	$205	$4,729	0%
850	850	Supermarket	1,000 sf	103.38	D	2.18	C	0.89	1.95	2.45	56%	C	77.3	0.890	68.8	67.6	$294	$22,348	$1,182.44	$1,137.51	$6,054.11	$8,374	$50.07	$13,924	40%	$5,556	$8,368	$15,085	$7,985	$7,613	$372	$20	$363	$8,368	0%
853	853	Convenience Store w/Gas Pumps	1,000 sf	775.14	D	1.59	C	0.89	1.42	1.92	28%	C	211.3	0.862	182.3	179.2	$290	$60,286	$3,478.17	$3,346.00	$17,808.23	$24,632	$22.25	$35,632	43%	$15,296	$20,336	$38,764	$19,405	$18,574	$831	$48	$883	$20,336	0%
862	862	Home Improvement Superstore	1,000 sf	30.74	B	2.52	U	0.89	2.25	2.75	67%	U	31.8	0.896	28.5	28.0	$297	$9,276	$472.88	$454.91	$2,421.13	$3,349	$109.27	$5,817	46%	$2,687	$3,130	$6,299	$2,986	$2,841	$145	$8	$136	$3,130	0%
881	881	Pharmacy/Drug Store with and without Drive-Thru	1,000 sf	95.96	D	2.18	C	0.89	1.95	2.45	32%	C	41.0	0.890	36.5	35.8	$294	$11,854	$627.19	$603.35	$3,211.19	$4,442	$109.27	$7,303	40%	$2,914	$4,388	$7,919	$4,186	$3,989	$197	$11	$191	$4,388	0%
890	890	Furniture Store	1,000 sf	5.06	B	6.39	C	0.89	5.71	6.21	54%	C	10.7	0.915	9.8	9.6	$306	$3,216	$141.58	$136.20	$724.89	$1,003	$109.27	$2,104	43%	$899	$1,204	$2,271	$1,149	$1,086	$63	$3	$52	$1,204	0%
912	912	Bank/Savings w/Drive-In	1,000 sf	159.34	D	2.58	C	0.89	2.31	2.81	46%	C	115.8	0.896	103.8	102.0	$297	$33,796	$1,715.66	$1,650.47	$8,784.20	$12,150	$210.02	$21,436	41%	$8,706	$12,730	$23,192	$12,147	$11,559	$588	$30	$553	$12,730	0%
931	931	Quality Restaurant	1,000 sf	91.10	D	3.30	C	0.89	2.95	3.45	77%	C	141.8	0.903	128.0	125.8	$299	$41,658	$2,018.53	$1,941.82	$10,334.86	$14,295	$135.07	$27,228	41%	$11,217	$16,011	$29,393	$15,278	$14,519	$759	$38	$695	$16,011	0%
932	932	High-Turnover Restaurant	1,000 sf	116.60	D	3.33	C	0.89	2.98	3.48	71%	C	168.8	0.903	152.5	149.9	$299	$49,611	$2,400.74	$2,309.51	$12,291.80	$17,002	$135.07	$32,474	39%	$12,816	$19,658	$35,052	$18,757	$17,825	$932	$47	$854	$19,658	0%
934	934	Fast Food Restaurant w/Drive-Thru	1,000 sf	511.00	D	2.15	C	0.89	1.92	2.42	58%	C	390.2	0.890	347.1	341.2	$294	$112,835	$5,987.18	$5,759.67	$30,654.36	$42,401	$232.20	$70,202	42%	$29,252	$40,950	$76,065	$39,075	$37,260	$1,815	$97	$1,778	$40,950	0%
941	941	Quick Lube	bays	40.00	B	3.80	T	0.89	3.40	3.90	72%	T	67.0	0.908	60.9	59.8	$301	$19,805	$936.11	$900.54	$4,792.88	$6,630	$35.51	$13,140	42%	$5,462	$7,677	$14,169	$7,325	$6,956	$369	$19	$333	$7,677	0%
942	943	Auto Repair or Body Shop	1,000 sf	31.43	D	3.80	T	0.89	3.40	3.90	72%	T	52.7	0.908	47.8	47.0	$301	$15,561	$735.55	$707.60	$3,766.00	$5,209	$67.10	$10,285	37%	$3,755	$6,530	$11,094	$6,230	$5,915	$315	$16	$284	$6,530	0%
944	944	Gasoline Station	fuel pos.	168.56	B	2.00	C	0.89	1.79	2.29	23%	C	47.5	0.890	42.2	41.5	$294	$13,730	$739.81	$711.70	$3,787.82	$5,239	$1.85	$8,489	40%	$3,379	$5,110	$9,202	$4,875	$4,652	$223	$13	$222	$5,110	0%
947	947	Self-Service Car Wash	bays	43.94	D	2.29	C	0.89	2.05	2.55	68%	C	41.9	0.896	37.6	36.9	$297	$12,228	$634.78	$610.66	$3,250.08	$4,496	$35.51	$7,697	0%	$0	$7,697	$8,333	$7,344	$6,997	$347	$19	$334	$11,402	-32%
913.P	913	Convenience/Gasoline/Fast Food Store	1,000 sf	984.59	C	2.78	C	0.89	2.49	2.99	32%	C	536.4	0.896	480.7	472.5	$297	$156,535	$7,844.72	$7,546.62	$40,164.98	$55,556	$22.25	$100,957	44%	$44,167	$56,790	$109,091	$54,190	$51,570	$2,620	$134	$2,466	$56,790	0%
151	151	Mini-Warehouse	1,000 sf	2.15	B	3.26	K	0.89	2.91	3.41	92%	N	3.9	0.903	3.6	3.5	$299	$1,160	$56.33	$54.19	$288.40	$399	$53.23	$708	42%	$297	$411	$769	$392	$371	$21	$1	$18	$0	100%
		INDUSTRIAL:																																	
110	110	General Light Industrial	1,000 sf	6.97	B	5.41	N	0.957	5.18	5.68	92%	N	22.7	0.914	20.8	20.4	$305	$6,821	$303.63	$292.10	$1,554.60	$2,150	$38.42	$4,633	100%	$4,633	$0	$4,987	$0	$0	$0	$0	$0	$0	n/a
120	120	General Heavy Industrial	1,000 sf	1.50	B	5.41	N	0.957	5.18	5.68	92%	N	4.9	0.914	4.5	4.4	$305	$1,468	$65.34	$62.86	$334.56	$463	$38.42	$967	100%	$967	$0	$1,043	$0	$0	$0	$0	$0	$0	n/a
130	130	Industrial Park	1,000 sf	6.83	B	5.41	N	0.957	5.18	5.68	92%	N	22.3	0.914	20.4	20.0	$305	$6,684	$297.53	$286.23	$1,523.38	$2,107	$38.42	$4,539	100%	$4,539	$0	$4,886	$0	$0	$0	$0	$0	$0	n/a
140	140	Manufacturing	1,000 sf	3.82	B	5.41	N	0.957	5.18	5.68	92%	N	12.5	0.914	11.4	11.2	$305	$3,739	$166.41	$160.09	$852.02	$1,179	$38.42	$2,522	100%	$2,522	$0	$2,716	$0	$0	$0	$0	$0	$0	n/a
150	150	Warehouse	1,000 sf	3.56	B	5.41	N	0.957	5.18	5.68	92%	N	11.6	0.914	10.6	10.4	$305	$3,484	$155.08	$149.19	$794.03	$1,098	$53.23	$2,333	100%	$2,333	$0	$2,514	$0	$0	$0	$0	$0	$0	n/a
152	152	High-Cube Warehouse	1,000 sf	1.68	B	6.95	M	0.957	6.65	7.15	92%	N	7.0	0.916	6.5	6.3	$307	$2,128	$92.18	$88.68	$471.98	$653	$53.23	$1,422	100%	$1,422	$0	$1,532	$0	$0	$0	$0	$0	$0	n/a
160.P	153	Airport Hangar	1,000 sf	3.56	H	5.41	N	0.957	5.18	5.68	92%	N	11.6	0.914	10.6	10.4	$305	$3,484	$155.08	$149.19	$794.03	$1,098	$38.42	$2,347	100%	$2,347	$0	$2,528	$0	$0	$0	$0	$0	$0	n/a
		OTHER:																																	
199.P	n/a	Mining	1,000 cy	0.01	I	15.56	I	0.957	14.89	0.00	97%	I	0.2	0.942	0.2	0.2	$311	$57	$0.00	$0.00	$0.00	$0	$0.48	$57	0%	$0	$57	$60	$54	$36	$18	$1	$2	n/a	n/a

Notes:
(1) 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.
(2) Specific calculations for the "low income" category can be seen in Appendix B of the 2014 Mobility Fee Update Study.
(3) The statistical relationship between the trip generation rate for the age restricted single family, age restricted multi-family, and congregate care facility was used to interpolate the trip length.
(4) The trip generation rate recommended for the office and retail size categories used the end-point of the range due to the nature of the ITE equation to be conservative for smaller developments.
(5) The trip generation rate used for the office and retail open-ended size categories used the size 200,000 s.f. larger than the beginning of the size range, as the size ranges increase in 200,000 s.f. increments.
(6) Sources of trip rate, percent new trips, and trip length are as follows:

(A) FL Studies (NHTS, AHS, Census)	(I) Independent Study (Collier County)	(Q) Same as LUC 770 (Business Park)
(B) ITE 9th Edition	(J) Same as LUC 220	(R) Same as LUC 820 (<50k)
(C) Florida Studies Database	(K) Florida Schedules	(S) FL Curve
(D) Blend ITE 9th & FL Studies	(L) Same as LUC 240	(T) Same as LUC 942 (Auto Care Center)
(E) Blend ITE 6th & FL Studies	(M) Same as LUC 210	(U) Same as LUC 820 (50k-200k)
(F) ITE Regression Analysis	(N) Same as LUC 710	(V) n/a
(G) ITE 9th equation	(O) Model-Based Trip Length	(W) Same as LUC 492 (Health Club)
(H) Previous Pasco MMTIF Study	(P) Same as LUC 630 (Clinic)	

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Table XX
Urban Mobility Fee Schedule (Fee District A) - MUTRM
County-wide Parameters:

Revenue period:	25		P4P Equivalent Pennies:	4.8		Include carrying cost?:	No	TOD Deduction:	0.00%
Discount Rate:	3.30%		2nd LOFT County pennies to capacity:	5		Include Interstates?:	Yes	TND Deduction:	0.00%
Fuel efficiency:	18.43	6.40	Existing State pennies to capacity:	25.6				MUTRM Deduction:	8.02%
Days/yr:	365		Tax Inc Fin Millage Rate to capacity:	2.4480	33.33%	Factor to convert VMT to PMT:	1.37		
Existing County pennies to capital:	0		Toll.fwy discount:	1.7%					

Pasco County Land Use Code	ITE LUC	Land Use	Unit	Trip Rate (veh trips)	TGR Source (6)	Standard Trip Length	TL Source (6)	Market Area Trip Length Adjustment Factor	Chargeable Trip length (mi)	Trip length for revenue (mi)	% New Trips	% NT Source (6)	Gross assessable pmt/day	Weighted Capacity Addition Ratio	Needed PMC	Needed PMC After Fwy/Toll/ TOD/TND/ MUTRM Deduct	Weighted Cost/PMC	Total Impact Cost	PV County Gas Tax Credit ($$/yr):	PV P4P Equivalent Credit	PV Federal/ State Gas Tax Revenue Credit ($$/yr)	PV Sub-Total County-wide self-credits:	PV Tax Increment Self-Credit	Fee Before Incentive	Incentive %	$$ Allocated for Incentive	Net Mobility Fee	Full Fee[1]	Road Share (Incl Int)	Road Share (Excl Int)	Interstate /SIS Share	Transit Share	Bike/Ped Share	2011 Mobility Fee	Percent change from 2011 to 2014 Net Mobility Fee
		RESIDENTIAL:																																	
		Single Family (Detached)																																	
210.1P	210.1	Less than 1,500 s.f. & Annual Hh Income less than 80% SHIP Definition[2]	du	4.10	A	7.61	C	0.858	6.53	7.03	100%	V	18.3	0.916	16.8	15.2	$307	$5,097	$221.09	$212.69	$1,132.00	$1,566	$101.62	$3,429	28%	$944	$2,486	$3,694	$2,372	$2,244	$128	$6	$108	-	-
210.2P	210.2	0 to 1,500 s.f.	du	6.25	A	7.61	C	0.858	6.53	7.03	100%	V	28.0	0.916	25.6	23.2	$307	$7,769	$337.03	$324.23	$1,725.61	$2,387	$101.62	$5,281	41%	$2,151	$3,130	$5,685	$2,986	$2,826	$160	$8	$136	-	-
210.3P	210.3	1,501 to 2,499 s.f.	du	7.81	A	7.61	C	0.858	6.53	7.03	100%	V	34.9	0.916	32.0	28.9	$307	$9,709	$421.16	$405.15	$2,156.32	$2,983	$139.32	$6,587	34%	$2,211	$4,376	$7,091	$4,175	$3,951	$224	$11	$190	-	-
210.4P	210.4	2,500 s.f. and greater	du	9.20	A	7.61	C	0.858	6.53	7.03	100%	V	41.1	0.916	37.7	34.1	$307	$11,437	$496.11	$477.26	$2,540.09	$3,513	$360.59	$7,563	37%	$2,815	$4,747	$8,157	$4,529	$4,280	$249	$12	$206	-	-
210.5P	210.5	"Low Income" SHIP defined Multi-Family[2]	du	3.46	A	5.87	C	0.858	5.04	5.54	100%	V	11.9	0.914	10.9	9.9	$305	$3,293	$146.95	$141.37	$752.41	$1,041	$76.49	$2,176	26%	$570	$1,606	$2,347	$1,532	$1,450	$82	$4	$70	-	-
220	220	Multi-Family Apartments	du	6.60	B	5.87	C	0.858	5.04	5.54	100%	V	22.8	0.914	20.8	18.8	$305	$6,282	$280.32	$269.67	$1,435.23	$1,985	$76.49	$4,220	29%	$1,243	$2,978	$4,547	$2,842	$2,692	$150	$7	$129	-	-
231	231	Low-Rise Condominium/Townhouse (1 to 2 stories)	du	6.40	B	5.87	J	0.858	5.04	5.54	100%	V	22.1	0.914	20.2	18.3	$305	$6,092	$271.82	$261.49	$1,391.74	$1,925	$76.49	$4,090	26%	$1,084	$3,007	$4,407	$2,868	$2,716	$152	$8	$131	-	-
232	232	High-Rise Condominium (3 or more stories)	du	4.18	B	5.87	J	0.858	5.04	5.54	100%	V	14.4	0.914	13.2	11.9	$305	$3,979	$177.53	$170.79	$908.98	$1,257	$76.49	$2,645	18%	$483	$2,162	$2,852	$2,062	$1,952	$110	$6	$94	-	-
240	240	Mobile Home Park	du	4.17	C	5.29	C	0.858	4.54	5.04	100%	V	13.0	0.913	11.8	10.7	$304	$3,566	$161.19	$155.07	$825.30	$1,142	$44.80	$2,380	30%	$725	$1,655	$2,565	$1,579	$1,496	$83	$4	$72	-	-
251	251	Age Restricted Single Family[3]	du	3.12	D	6.23	C	0.858	5.35	5.85	100%	V	11.4	0.914	10.4	9.4	$305	$3,152	$139.91	$134.59	$716.32	$991	$101.62	$2,059	30%	$617	$1,443	$2,223	$1,376	$1,301	$75	$4	$63	-	-
252	252	Age Restricted Multi-Family[3]	du	2.97	D	3.77	C	0.858	3.23	3.73	100%	V	6.6	0.908	6.0	5.4	$301	$1,789	$85.09	$81.86	$435.66	$603	$55.73	$1,130	35%	$392	$738	$1,223	$704	$668	$36	$2	$32	-	-
253	253	Congregate Care Facility (Attached)[3]	du	2.25	D	3.54	C	0.858	3.04	3.54	72%	C	3.4	0.908	3.1	2.8	$301	$916	$43.96	$42.29	$225.08	$311	$36.06	$569	28%	$159	$410	$616	$391	$370	$21	$1	$18	-	-
		LODGING:																																	
310	310	Hotel	room	6.36	D	7.20	C	0.81	5.85	6.35	66%	C	16.8	0.915	15.4	13.9	$306	$4,651	$204.36	$196.60	$1,046.34	$1,447	$60.10	$3,143	100%	$3,143	$0	$3,385	$0	$0	$0	$0	$0	-	-
320	320	Motel	room	5.63	B	4.99	C	0.81	4.05	4.55	77%	C	12.0	0.912	11.0	9.9	$303	$3,298	$151.38	$145.63	$775.06	$1,072	$30.05	$2,196	100%	$2,196	$0	$2,368	$0	$0	$0	$0	$0	-	-
330	330	Resort Hotel	room	5.83	D	7.02	C	0.81	5.70	6.20	83%	C	18.9	0.915	17.3	15.6	$306	$5,227	$230.16	$221.41	$1,178.42	$1,630	$60.10	$3,537	100%	$3,537	$0	$3,809	$0	$0	$0	$0	$0	-	-
		RECREATION:																																	
412	412	General Recreation	acre	2.28	B	5.37	K	0.81	4.36	4.86	90%	K	6.1	0.912	5.6	5.1	$303	$1,680	$76.51	$73.60	$391.74	$542	$107.10	$1,031	53%	$546	$485	$1,119	$462	$436	$26	$2	$21	-	-
416	416	RV Park	RV space	1.62	B	4.83	L	0.81	3.92	4.42	100%	L	4.4	0.910	4.0	3.6	$302	$1,188	$54.95	$52.87	$281.37	$389	$10.71	$789	31%	$241	$548	$850	$522	$495	$27	$2	$24	-	-
420	420	Marina	berth	2.96	B	6.95	M	0.81	5.64	6.14	90%	K	10.3	0.915	9.4	8.5	$306	$2,849	$125.55	$120.78	$642.82	$889	$81.95	$1,878	50%	$940	$938	$2,026	$894	$845	$49	$3	$41	-	-
430	430	Golf Course	hole	35.74	B	6.95	M	0.81	5.64	6.14	90%	K	124.3	0.915	113.8	102.9	$306	$34,399	$1,515.94	$1,458.33	$7,761.59	$10,736	$136.59	$23,527	51%	$11,939	$11,588	$25,315	$11,057	$10,477	$580	$28	$503	-	-
431	431	Miniature Golf Course	hole	3.30	B	6.95	M	0.81	5.64	6.14	90%	K	11.5	0.915	10.5	9.5	$306	$3,176	$139.97	$134.65	$716.65	$991	$48.08	$2,137	61%	$1,297	$840	$2,302	$802	$759	$43	$2	$36	-	-
437	437	Bowling Alley	1,000 sf	33.33	B	5.41	N	0.81	4.39	4.89	90%	K	90.3	0.912	82.3	74.5	$303	$24,745	$1,125.95	$1,083.17	$5,764.88	$7,974	$34.97	$16,736	55%	$9,125	$7,610	$18,021	$7,262	$6,889	$373	$18	$330	-	-
444	444	Movie Theater	screen	106.63	E	2.33	C	0.81	1.89	2.39	88%	C	121.6	0.890	108.2	97.8	$294	$32,344	$1,721.83	$1,656.40	$8,815.78	$12,194	$163.90	$19,986	52%	$10,353	$9,633	$21,666	$9,192	$8,764	$428	$23	$418	-	-
491	491	Racquet Club/Health Club/Spa/Dance Studio	1,000 sf	14.03	B	5.41	N	0.81	4.39	4.89	94%	W	39.7	0.912	36.2	32.7	$303	$10,879	$495.03	$476.22	$2,534.54	$3,506	$109.27	$7,264	54%	$3,947	$3,317	$7,829	$3,165	$3,000	$165	$8	$144	-	-
495	495	Community Center/Gymnasium	1,000 sf	33.82	B	7.06	K	0.81	5.73	6.23	90%	K	119.5	0.915	109.4	98.9	$306	$33,067	$1,455.35	$1,400.05	$7,451.41	$10,307	$109.27	$22,651	70%	$15,792	$6,859	$24,369	$6,544	$6,201	$343	$17	$298	-	-
		INSTITUTIONS:																																	
520	520	Elementary School	student	1.29	B	4.52	O	0.97	4.36	4.86	80%	K	3.1	0.912	2.8	2.5	$303	$845	$38.49	$37.03	$197.07	$273	$22.13	$551	40%	$219	$331	$594	$316	$299	$17	$1	$14	-	-
522	522	Middle School	student	1.62	B	4.52	O	0.97	4.36	4.86	90%	K	4.4	0.912	4.0	3.6	$303	$1,194	$54.38	$52.31	$278.42	$385	$22.13	$787	40%	$316	$471	$849	$449	$425	$24	$2	$20	-	-
530	530	High School	student	1.71	B	4.52	O	0.97	4.36	4.86	90%	K	4.6	0.912	4.2	3.8	$303	$1,261	$57.40	$55.22	$293.89	$407	$22.13	$832	40%	$334	$498	$897	$474	$449	$25	$2	$22	-	-
540	540	University/Jr College (7,500 or fewer students) (Private)	student	2.00	F	6.95	M	0.97	6.71	7.21	90%	K	8.3	0.916	7.6	6.9	$307	$2,298	$99.51	$95.73	$509.51	$705	$22.13	$1,571	39%	$610	$962	$1,691	$917	$868	$49	$3	$42	-	-
550	550	University/Jr College (more than 7,500 students) (Private)	student	1.50	F	6.95	M	0.97	6.71	7.21	90%	K	6.2	0.916	5.7	5.1	$307	$1,724	$74.64	$71.80	$382.14	$529	$22.13	$1,173	39%	$454	$719	$1,263	$686	$649	$37	$2	$31	-	-
560	560	Church	1,000 sf	9.11	B	4.10	K	0.97	3.96	4.46	90%	K	22.2	0.910	20.2	18.3	$302	$6,068	$280.30	$269.65	$1,435.16	$1,985	$133.32	$3,949	43%	$1,682	$2,267	$4,264	$2,163	$2,049	$114	$6	$98	-	-
565	565	Day Care	student	3.03	H	2.13	C	0.97	2.06	2.56	73%	C	3.1	0.896	2.8	2.5	$297	$836	$43.36	$41.71	$222.01	$307	$229.47	$299	32%	$96	$203	$343	$193	$177	$16	$1	$9	-	-
566	566	Cemetery	acre	4.73	B	6.95	M	0.97	6.71	7.21	95%	H	20.6	0.916	18.9	17.1	$307	$5,738	$248.43	$238.99	$1,271.95	$1,759	$13.77	$3,965	39%	$1,544	$2,421	$4,263	$2,310	$2,188	$122	$6	$105	-	-
610	610	Hospital	1,000 sf	13.22	B	6.95	M	0.97	6.71	7.21	77%	K	46.8	0.916	42.8	38.7	$307	$12,998	$562.78	$541.39	$2,881.42	$3,986	$202.15	$8,810	23%	$2,040	$6,770	$9,486	$6,460	$6,112	$348	$16	$294	-	-
620	620	Nursing Home	bed	2.76	D	2.72	C	0.97	2.62	3.12	89%	C	4.4	0.903	4.0	3.6	$299	$1,194	$58.88	$56.65	$301.49	$417	$5.83	$771	48%	$372	$399	$833	$381	$362	$19	$1	$17	-	-
		OFFICE:																																	
710	710.1	General Office 50,000 sf or less[4]	1,000 sf	15.50	G	5.41	C	0.97	5.22	5.72	92%	C	51.0	0.914	46.6	42.2	$305	$14,070	$625.81	$602.03	$3,204.13	$4,432	$121.62	$9,516	100%	$9,516	$0	$10,247	$0	$0	$0	$0	$0	-	-
710.1P	710.2	General Office 50,001-100,000 sf[4]	1,000 sf	13.13	G	5.41	C	0.97	5.22	5.72	92%	C	43.2	0.914	39.5	35.7	$305	$11,918	$530.12	$509.97	$2,714.20	$3,754	$58.27	$8,106	100%	$8,106	$0	$8,725	$0	$0	$0	$0	$0	-	-
710.2P	710.3	General Office 100,001-200,000 sf[4]	1,000 sf	11.12	G	5.41	C	0.97	5.22	5.72	92%	C	36.6	0.914	33.5	30.2	$305	$10,094	$448.97	$431.90	$2,298.70	$3,180	$58.27	$6,856	100%	$6,856	$0	$7,381	$0	$0	$0	$0	$0	-	-
710.3P	710.4	General Office 200,001-400,000 sf[4]	1,000 sf	9.41	G	5.41	C	0.97	5.22	5.72	92%	C	31.0	0.914	28.3	25.6	$305	$8,542	$379.92	$365.49	$1,945.21	$2,691	$58.27	$5,793	100%	$5,793	$0	$6,237	$0	$0	$0	$0	$0	-	-
710.4P	710.5	General Office greater than 400,000 sf[5]	1,000 sf	8.54	G	5.41	C	0.97	5.22	5.72	92%	C	28.1	0.914	25.7	23.2	$305	$7,752	$344.80	$331.70	$1,765.37	$2,442	$58.27	$5,252	100%	$5,252	$0	$5,655	$0	$0	$0	$0	$0	-	-
714	714	Corporate Headquarters Building	1,000 sf	7.98	B	5.41	N	0.97	5.22	5.72	92%	N	26.3	0.914	24.0	21.7	$305	$7,244	$322.19	$309.95	$1,649.61	$2,282	$58.27	$4,904	100%	$4,904	$0	$5,280	$0	$0	$0	$0	$0	-	-
720	720	Medical Office	1,000 sf	34.72	D	5.83	C	0.97	5.63	6.13	89%	C	119.1	0.915	109.0	98.5	$306	$32,944	$1,452.17	$1,396.99	$7,435.12	$10,284	$58.27	$22,602	100%	$22,602	$0	$24,314	$0	$0	$0	$0	$0	-	-
750	750	Office Park	1,000 sf	11.70	D	7.47	C	0.97	7.21	7.71	89%	Q	51.4	0.917	47.1	42.6	$308	$14,320	$615.78	$592.38	$3,152.78	$4,361	$58.27	$9,901	100%	$9,901	$0	$10,645	$0	$0	$0	$0	$0	-	-
760	760	Research and Development Center	1,000 sf	8.11	B	5.65	Q	0.97	5.45	5.95	89%	Q	27.0	0.914	24.7	22.3	$305	$7,438	$329.58	$317.06	$1,687.47	$2,334	$58.27	$5,045	100%	$5,045	$0	$5,432	$0	$0	$0	$0	$0	-	-
770.P	640	Veterinarian Clinic	1,000 sf	40.12	B	5.36	P	0.97	5.17	5.67	93%	P	132.2	0.914	120.9	109.3	$305	$36,474	$1,623.62	$1,561.93	$8,312.95	$11,499	$58.27	$24,917	100%	$24,917	$0	$26,812	$0	$0	$0	$0	$0	-	-

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Table XX
Urban Mobility Fee Schedule (Fee District A) - MUTRM
County-wide Parameters:

Revenue period:	25		P4P Equivalent Pennies:	4.8		Include carrying cost?:	No	TOD Deduction:	0.00%
Discount Rate:	3.30%		2nd LOFT County pennies to capacity:	5		Include Interstates?:	Yes	TND Deduction:	0.00%
Fuel efficiency:	18.43	6.40	Existing State pennies to capacity:	25.6				MUTRM Deduction:	8.02%
Days/yr:	365		Tax Inc Fin Millage Rate to capacity:	2.4480	33.33%	Factor to convert VMT to PMT:	1.37		
Existing County pennies to capital:	0		Toll.fwy discount:	1.7%					

Pasco County Land Use Code	ITE LUC	Land Use	Unit	Trip Rate (veh trips)	TGR Source (6)	Standard Trip Length	TL Source (6)	Market Area Trip Length Adjustment Factor	Chargeable Trip length (mi)	Trip length for revenue (mi)	% New Trips	% NT Source (6)	Gross assessable pmt/day	Weighted Capacity Addition Ratio	Needed PMC	Needed PMC After Fwy/Toll/ TOD/TND/ MUTRM Deduct	Weighted Cost/PMC	Total Impact Cost	PV County Gas Tax Credit ($$/yr):	PV P4P Equivalent Credit	PV Federal/ State Gas Tax Revenue Credit ($$/yr)	PV Sub-Total County-wide self-credits:	PV Tax Increment Self-Credit	Fee Before Incentive	Incentive %	$$ Allocated for Incentive	Net Mobility Fee	Full Fee[1]	Road Share (Incl Int)	Road Share (Excl Int)	Interstate /SIS Share	Transit Share	Bike/Ped Share	2011 Mobility Fee	Percent change from 2011 to 2014 Net Mobility Fee
		RETAIL:																																	
816	816	Hardware/Paint	1,000 sf	51.29	B	1.96	R	0.89	1.75	2.25	56%	R	34.5	0.890	30.7	27.7	$294	$9,169	$496.26	$477.40	$2,540.86	$3,515	$109.27	$5,545	51%	$2,810	$2,735	$6,022	$2,609	$2,488	$121	$7	$119	-	-
820	820.1	Retail 50,000 sfgla or less[4]	1,000 sfgla	86.56	G	1.96	S	0.89	1.75	2.25	56%	S	58.2	0.890	51.8	46.8	$294	$15,474	$837.52	$805.69	$4,288.10	$5,931	$109.27	$9,434	50%	$4,747	$4,687	$10,238	$4,471	$4,265	$206	$12	$204	-	-
820.1P	820.2	Retail 50,001-200,000 sfgla[4]	1,000 sfgla	53.28	G	2.52	S	0.89	2.25	2.75	67%	S	55.1	0.896	49.4	44.6	$297	$14,787	$753.88	$725.23	$3,859.86	$5,339	$109.27	$9,339	55%	$5,108	$4,231	$10,108	$4,037	$3,842	$195	$10	$184	-	-
820.2P	820.3	Retail 200,001-400,000 sfgla[4]	1,000 sfgla	41.80	G	2.77	S	0.89	2.48	2.98	73%	S	51.8	0.896	46.4	41.9	$297	$13,894	$696.73	$670.25	$3,567.24	$4,934	$163.90	$8,796	54%	$4,746	$4,050	$9,518	$3,864	$3,674	$190	$10	$176	-	-
820.3P	820.4	Retail 400,001-600,000 sfgla[4]	1,000 sfgla	36.27	G	3.01	S	0.89	2.69	3.19	76%	S	50.8	0.903	45.9	41.5	$299	$13,734	$674.77	$649.13	$3,454.81	$4,779	$163.90	$8,791	57%	$4,976	$3,816	$9,505	$3,641	$3,459	$182	$9	$166	-	-
820.4P	820.5	Retail 600,001-800,000 sfgla[4]	1,000 sfgla	32.80	G	3.26	S	0.89	2.91	3.41	79%	S	51.7	0.903	46.7	42.2	$299	$13,983	$678.73	$652.94	$3,475.08	$4,807	$163.90	$9,012	56%	$5,044	$3,968	$9,739	$3,786	$3,596	$190	$10	$172	-	-
820.5P	820.6	Retail greater than 800,000 sfgla[5]	1,000 sfgla	30.33	G	3.51	S	0.89	3.14	3.64	81%	S	52.8	0.908	48.0	43.4	$301	$14,353	$685.63	$659.57	$3,510.41	$4,856	$163.90	$9,334	55%	$5,146	$4,188	$10,079	$3,996	$3,793	$203	$10	$182	-	-
814	814	Specialty Retail	1,000 sf	49.99	D	3.54	C	0.89	3.16	3.66	85%	C	92.1	0.908	83.7	75.6	$301	$25,037	$1,194.60	$1,149.20	$6,116.35	$8,460	$109.27	$16,468	52%	$8,640	$7,828	$17,769	$7,469	$7,094	$375	$19	$340	-	-
841	841	New/Used Auto Sales	1,000 sf	28.25	D	4.83	C	0.89	4.32	4.82	79%	C	66.0	0.912	60.2	54.4	$303	$18,096	$824.88	$793.53	$4,223.37	$5,842	$51.67	$12,202	50%	$6,139	$6,063	$13,143	$5,785	$5,488	$297	$15	$263	-	-
848	848	Tire Store	1,000 sf	24.87	B	3.80	T	0.89	3.40	3.90	72%	T	41.7	0.908	37.8	34.2	$301	$11,326	$535.35	$515.00	$2,740.98	$3,791	$109.27	$7,425	52%	$3,879	$3,547	$8,014	$3,384	$3,211	$173	$9	$154	-	-
850	850	Supermarket	1,000 sf	103.38	D	2.18	C	0.89	1.95	2.45	56%	C	77.3	0.890	68.8	62.2	$294	$20,556	$1,087.61	$1,046.28	$5,568.57	$7,702	$50.07	$12,803	51%	$6,527	$6,276	$13,871	$5,988	$5,709	$279	$15	$273	-	-
853	853	Convenience Store w/Gas Pumps	1,000 sf	775.14	D	1.59	C	0.89	1.42	1.92	28%	C	211.3	0.862	182.3	164.8	$290	$55,451	$3,199.22	$3,077.65	$16,380.01	$22,657	$22.25	$32,772	53%	$17,520	$15,252	$35,654	$14,554	$13,931	$623	$36	$662	-	-
862	862	Home Improvement Superstore	1,000 sf	30.74	B	2.52	U	0.89	2.25	2.75	67%	U	31.8	0.896	28.5	25.8	$297	$8,532	$434.95	$418.42	$2,226.95	$3,080	$109.27	$5,342	56%	$2,994	$2,348	$5,785	$2,240	$2,131	$109	$6	$102	-	-
881	881	Pharmacy/Drug Store with and without Drive-Thru	1,000 sf	95.96	D	2.18	C	0.89	1.95	2.45	32%	C	41.0	0.890	36.5	33.0	$294	$10,903	$576.89	$554.96	$2,953.65	$4,086	$109.27	$6,708	51%	$3,417	$3,291	$7,275	$3,140	$2,992	$148	$8	$143	-	-
890	890	Furniture Store	1,000 sf	5.06	B	6.39	C	0.89	5.71	6.21	54%	C	10.7	0.915	9.8	8.8	$306	$2,958	$130.23	$125.28	$666.76	$922	$109.27	$1,926	53%	$1,024	$903	$2,080	$861	$813	$48	$3	$39	-	-
912	912	Bank/Savings w/Drive-In	1,000 sf	159.34	D	2.58	C	0.89	2.31	2.81	46%	C	115.8	0.896	103.8	93.8	$297	$31,085	$1,578.07	$1,518.10	$8,079.70	$11,176	$210.02	$19,700	52%	$10,152	$9,548	$21,315	$9,110	$8,669	$441	$23	$415	-	-
931	931	Quality Restaurant	1,000 sf	91.10	D	3.30	C	0.89	2.95	3.45	77%	C	141.8	0.903	128.0	115.8	$299	$38,317	$1,856.64	$1,786.09	$9,506.01	$13,149	$135.07	$25,034	52%	$13,026	$12,008	$27,025	$11,458	$10,889	$569	$29	$521	-	-
932	932	High-Turnover Restaurant	1,000 sf	116.60	D	3.33	C	0.89	2.98	3.48	71%	C	168.8	0.903	152.5	137.8	$299	$45,632	$2,208.20	$2,124.29	$11,305.99	$15,638	$135.07	$29,859	51%	$15,115	$14,744	$32,230	$14,069	$13,370	$699	$35	$640	-	-
934	934	Fast Food Restaurant w/Drive-Thru	1,000 sf	511.00	D	2.15	C	0.89	1.92	2.42	58%	C	390.2	0.890	347.1	313.9	$294	$103,786	$5,507.01	$5,297.74	$28,195.88	$39,001	$232.20	$64,553	52%	$33,840	$30,713	$69,946	$29,306	$27,945	$1,361	$73	$1,334	-	-
941	941	Quick Lube	bays	40.00	B	3.80	T	0.89	3.40	3.90	72%	T	67.0	0.908	60.9	55.0	$301	$18,216	$861.03	$828.31	$4,408.49	$6,098	$35.51	$12,083	52%	$6,325	$5,758	$13,029	$5,494	$5,217	$277	$14	$250	-	-
942	943	Auto Repair or Body Shop	1,000 sf	31.43	D	3.80	T	0.89	3.40	3.90	72%	T	52.7	0.908	47.8	43.2	$301	$14,313	$676.56	$650.85	$3,463.97	$4,791	$67.10	$9,455	48%	$4,557	$4,898	$10,199	$4,673	$4,437	$236	$12	$213	-	-
944	944	Gasoline Station	fuel pos.	168.56	B	2.00	C	0.89	1.79	2.29	23%	C	47.5	0.890	42.2	38.2	$294	$12,629	$680.48	$654.62	$3,484.04	$4,819	$1.85	$7,808	51%	$3,975	$3,833	$8,464	$3,657	$3,490	$167	$10	$166	-	-
947	947	Self-Service Car Wash	bays	43.94	D	2.29	C	0.89	2.05	2.55	68%	C	41.9	0.896	37.6	34.0	$297	$11,248	$583.87	$561.68	$2,989.42	$4,135	$35.51	$7,077	18%	$1,304	$5,773	$7,662	$5,508	$5,247	$261	$14	$251	-	-
913.P	913	Convenience/Gasoline/Fast Food Store	1,000 sf	984.59	C	2.78	C	0.89	2.49	2.99	32%	C	536.4	0.896	480.7	434.6	$297	$143,981	$7,215.58	$6,941.38	$36,943.75	$51,101	$22.25	$92,858	54%	$50,265	$42,593	$100,340	$40,642	$38,677	$1,965	$101	$1,850	-	-
151	151	Mini-Warehouse	1,000 sf	2.15	B	3.26	K	0.89	2.91	3.41	92%	N	3.9	0.903	3.6	3.2	$299	$1,067	$51.81	$49.84	$265.27	$367	$53.23	$647	52%	$340	$308	$703	$294	$278	$16	$1	$13	-	-
		INDUSTRIAL:																																	
110	110	General Light Industrial	1,000 sf	6.97	B	5.41	N	0.957	5.18	5.68	92%	N	22.7	0.914	20.8	18.8	$305	$6,274	$279.28	$268.67	$1,429.92	$1,978	$38.42	$4,258	100%	$4,258	$0	$4,584	$0	$0	$0	$0	$0	-	-
120	120	General Heavy Industrial	1,000 sf	1.50	B	5.41	N	0.957	5.18	5.68	92%	N	4.9	0.914	4.5	4.0	$305	$1,350	$60.10	$57.82	$307.73	$426	$38.42	$886	100%	$886	$0	$956	$0	$0	$0	$0	$0	-	-
130	130	Industrial Park	1,000 sf	6.83	B	5.41	N	0.957	5.18	5.68	92%	N	22.3	0.914	20.4	18.4	$305	$6,148	$273.67	$263.27	$1,401.20	$1,938	$38.42	$4,172	100%	$4,172	$0	$4,491	$0	$0	$0	$0	$0	-	-
140	140	Manufacturing	1,000 sf	3.82	B	5.41	N	0.957	5.18	5.68	92%	N	12.5	0.914	11.4	10.3	$305	$3,439	$153.06	$147.25	$783.69	$1,084	$38.42	$2,316	100%	$2,316	$0	$2,495	$0	$0	$0	$0	$0	-	-
150	150	Warehouse	1,000 sf	3.56	B	5.41	N	0.957	5.18	5.68	92%	N	11.6	0.914	10.6	9.6	$305	$3,205	$142.65	$137.23	$730.35	$1,010	$53.23	$2,141	100%	$2,141	$0	$2,308	$0	$0	$0	$0	$0	-	-
152	152	High-Cube Warehouse	1,000 sf	1.68	B	6.95	M	0.957	6.65	7.15	92%	N	7.0	0.916	6.5	5.8	$307	$1,957	$84.79	$81.57	$434.13	$600	$53.23	$1,303	100%	$1,303	$0	$1,405	$0	$0	$0	$0	$0	-	-
160.P	153	Airport Hangar	1,000 sf	3.56	H	5.41	N	0.957	5.18	5.68	92%	N	11.6	0.914	10.6	9.6	$305	$3,205	$142.65	$137.23	$730.35	$1,010	$38.42	$2,156	100%	$2,156	$0	$2,323	$0	$0	$0	$0	$0	-	-

Notes:
(1) 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.
(2) Specific calculations for the "low income" category can be seen in Appendix B of the 2014 Mobility Fee Update Study.
(3) The statistical relationship between the trip generation rate for the age restricted single family, age restricted multi-family, and congregate care facility was used to interpolate the trip length.
(4) The trip generation rate recommended for the office and retail size categories used the end-point of the range due to the nature of the ITE equation to be conservative for smaller developments.
(5) The trip generation rate used for the office and retail open-ended size categories used the size 200,000 s.f. larger than the beginning of the size range, as the size ranges increase in 200,000 s.f. increments.
(6) Sources of trip rate, percent new trips, and trip length are as follows:

(A) FL Studies (NHTS, AHS, Census)	(I) Independent Study (Collier County)	(Q) Same as LUC 770 (Business Park)
(B) ITE 9th Edition	(J) Same as LUC 220	(R) Same as LUC 820 (<50k)
(C) Florida Studies Database	(K) Florida Schedules	(S) FL Curve
(D) Blend ITE 9th & FL Studies	(L) Same as LUC 240	(T) Same as LUC 942 (Auto Care Center)
(E) Blend ITE 6th & FL Studies	(M) Same as LUC 210	(U) Same as LUC 820 (50k-200k)
(F) ITE Regression Analysis	(N) Same as LUC 710	(V) n/a
(G) ITE 9th equation	(O) Model-Based Trip Length	(W) Same as LUC 492 (Health Club)
(H) Previous Pasco MMTIF Study	(P) Same as LUC 630 (Clinic)	

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Table XX
Urban Mobility Fee Schedule (Fee District A) - TND
County-wide Parameters:

Revenue period:	25		P4P Equivalent Pennies:	4.8		Include carrying cost?:	No		TOD Deduction:	0.00%
Discount Rate:	3.30%		2nd LOFT County pennies to capacity:	5		Include Interstates?:	Yes		TND Deduction:	11.36%
Fuel efficiency:	18.43	6.40	Existing State pennies to capacity:	25.6					MUTRM Deduction:	0.00%
Days/yr:	365		Tax Inc Fin Millage Rate to capacity:	2.4480	33.33%	Factor to convert VMT to PMT:	1.37			
Existing County pennies to capital:	0		Toll.fwy discount:	1.7%						

Pasco County Land Use Code	ITE LUC	Land Use	Unit	Trip Rate (veh trips)	TGR Source (6)	Standard Trip Length	TL Source (6)	Market Area Trip Length Adjustment Factor	Chargeable Trip length (mi)	Trip length for revenue (mi)	% New Trips	% NT Source (6)	Gross assessable pmt/day	Weighted Capacity Addition Ratio	Needed PMC	Needed PMC After Fwy/Toll/ TOD/TND/ MUTRM Deduct	Weighted Cost/PMC	Total Impact Cost	PV County Gas Tax Credit ($$/yr):	PV P4P Equivalent Credit	PV Federal/ State Gas Tax Revenue Credit ($$/yr)	PV Sub-Total County-wide self-credits:	PV Tax Increment Self-Credit	Fee Before Incentive	Incentive %	$$ Allocated for Incentive	Net Mobility Fee	Full Fee[1]	Road Share (Incl Int)	Road Share (Excl Int)	Interstate/ SIS Share	Transit Share	Bike/Ped Share	2011 Mobility Fee	Percent change from 2011 to 2014 Net Mobility Fee
		RESIDENTIAL:																																	
		Single Family (Detached)																																	
210.1P	210.1	Less than 1,500 s.f. & Annual Hh Income less than 80% SHIP Definition[2]	du	4.10	A	7.61	C	0.858	6.53	7.03	100%	V	18.3	0.916	16.8	14.6	$307	$4,912	$213.06	$204.97	$1,090.89	$1,509	$101.62	$3,301	50%	$1,643	$1,658	$3,556	$1,582	$1,496	$86	$4	$72	$828	100%
210.2P	210.2	0 to 1,500 s.f.	du	6.25	A	7.61	C	0.858	6.53	7.03	100%	V	28.0	0.916	25.6	22.3	$307	$7,487	$324.79	$312.45	$1,662.95	$2,300	$101.62	$5,086	59%	$2,999	$2,087	$5,475	$1,991	$1,884	$107	$5	$91	$1,043	100%
210.3P	210.3	1,501 to 2,499 s.f.	du	7.81	A	7.61	C	0.858	6.53	7.03	100%	V	34.9	0.916	32.0	27.9	$307	$9,356	$405.86	$390.44	$2,078.02	$2,874	$139.32	$6,343	54%	$3,425	$2,918	$6,829	$2,784	$2,634	$150	$7	$127	$1,459	100%
210.4P	210.4	2,500 s.f. and greater	du	9.20	A	7.61	C	0.858	6.53	7.03	100%	V	41.1	0.916	37.7	32.9	$307	$11,021	$478.10	$459.93	$2,447.86	$3,386	$360.59	$7,275	56%	$4,110	$3,165	$7,848	$3,020	$2,854	$166	$8	$137	$1,578	101%
210.5P	210.5	"Low Income" SHIP defined Multi-Family[2]	du	3.46	A	5.87	C	0.858	5.04	5.54	100%	V	11.9	0.914	10.9	9.5	$305	$3,174	$141.62	$136.24	$725.09	$1,003	$76.49	$2,094	49%	$1,024	$1,071	$2,259	$1,021	$966	$55	$3	$47	$535	100%
220	220	Multi-Family Apartments	du	6.60	B	5.87	C	0.858	5.04	5.54	100%	V	22.8	0.914	20.8	18.1	$305	$6,054	$270.14	$259.87	$1,383.11	$1,913	$76.49	$4,064	51%	$2,078	$1,986	$4,379	$1,895	$1,795	$100	$5	$86	$993	100%
231	231	Low-Rise Condominium/Townhouse (1 to 2 stories)	du	6.40	B	5.87	J	0.858	5.04	5.54	100%	V	22.1	0.914	20.2	17.6	$305	$5,871	$261.95	$252.00	$1,341.20	$1,855	$76.49	$3,939	49%	$1,934	$2,005	$4,244	$1,913	$1,812	$101	$5	$87	$1,003	100%
232	232	High-Rise Condominium (3 or more stories)	du	4.18	B	5.87	J	0.858	5.04	5.54	100%	V	14.4	0.914	13.2	11.5	$305	$3,834	$171.09	$164.59	$875.97	$1,212	$76.49	$2,546	43%	$1,105	$1,441	$2,745	$1,374	$1,301	$73	$4	$63	$803	79%
240	240	Mobile Home Park	du	4.17	C	5.29	C	0.858	4.54	5.04	100%	V	13.0	0.913	11.8	10.3	$304	$3,437	$155.34	$149.43	$795.33	$1,100	$44.80	$2,292	52%	$1,188	$1,104	$2,470	$1,053	$997	$56	$3	$48	$552	100%
251	251	Age Restricted Single Family[3]	du	3.12	D	6.23	C	0.858	5.35	5.85	100%	V	11.4	0.914	10.4	9.1	$305	$3,037	$134.83	$129.70	$690.31	$955	$101.62	$1,981	51%	$1,019	$962	$2,139	$917	$867	$50	$3	$42	$480	100%
252	252	Age Restricted Multi-Family[3]	du	2.97	D	3.77	C	0.858	3.23	3.73	100%	V	6.6	0.908	6.0	5.2	$301	$1,724	$82.00	$78.88	$419.84	$581	$55.73	$1,087	55%	$595	$492	$1,177	$469	$444	$25	$2	$21	$245	101%
253	253	Congregate Care Facility (Attached)[3]	du	2.25	D	3.54	C	0.858	3.04	3.54	72%	C	3.4	0.908	3.1	2.7	$301	$883	$42.36	$40.75	$216.91	$300	$36.06	$547	50%	$273	$274	$593	$261	$247	$14	$1	$12	$136	101%
		LODGING:																																	
310	310	Hotel	room	6.36	D	7.20	C	0.81	5.85	6.35	66%	C	16.8	0.915	15.4	13.4	$306	$4,482	$196.94	$189.46	$1,008.35	$1,395	$60.10	$3,027	100%	$3,027	$0	$3,260	$0	$0	$0	$0	$0	$0	n/a
320	320	Motel	room	5.63	B	4.99	C	0.81	4.05	4.55	77%	C	12.0	0.912	11.0	9.6	$303	$3,179	$145.88	$140.34	$746.91	$1,033	$30.05	$2,115	100%	$2,115	$0	$2,281	$0	$0	$0	$0	$0	$0	n/a
330	330	Resort Hotel	room	5.83	D	7.02	C	0.81	5.70	6.20	83%	C	18.9	0.915	17.3	15.1	$306	$5,037	$221.80	$213.37	$1,135.63	$1,571	$60.10	$3,406	100%	$3,406	$0	$3,668	$0	$0	$0	$0	$0	$0	n/a
		RECREATION:																																	
412	412	General Recreation	acre	2.28	B	5.37	K	0.81	4.36	4.86	90%	K	6.1	0.912	5.6	4.9	$303	$1,619	$73.73	$70.93	$377.51	$522	$107.10	$990	67%	$667	$323	$1,074	$308	$290	$18	$1	$14	$161	101%
416	416	RV Park	RV space	1.62	B	4.83	L	0.81	3.92	4.42	100%	L	4.4	0.910	4.0	3.5	$302	$1,145	$52.96	$50.95	$271.15	$375	$10.71	$759	52%	$394	$365	$819	$348	$330	$18	$1	$16	$183	99%
420	420	Marina	berth	2.96	B	6.95	M	0.81	5.64	6.14	90%	K	10.3	0.915	9.4	8.2	$306	$2,746	$120.99	$116.39	$619.48	$857	$81.95	$1,807	65%	$1,180	$626	$1,949	$597	$565	$32	$2	$27	$313	100%
430	430	Golf Course	hole	35.74	B	6.95	M	0.81	5.64	6.14	90%	K	124.3	0.915	113.8	99.1	$306	$33,150	$1,460.89	$1,405.37	$7,479.75	$10,346	$136.59	$22,668	66%	$14,942	$7,726	$24,390	$7,371	$6,984	$387	$19	$336	$3,881	99%
431	431	Miniature Golf Course	hole	3.30	B	6.95	M	0.81	5.64	6.14	90%	K	11.5	0.915	10.5	9.2	$306	$3,061	$134.89	$129.76	$690.63	$955	$48.08	$2,058	73%	$1,498	$560	$2,217	$534	$505	$29	$2	$24	$281	99%
437	437	Bowling Alley	1,000 sf	33.33	B	5.41	N	0.81	4.39	4.89	90%	K	90.3	0.912	82.3	71.7	$303	$23,846	$1,085.07	$1,043.84	$5,555.55	$7,684	$34.97	$16,127	69%	$11,053	$5,074	$17,366	$4,842	$4,593	$249	$12	$220	$2,549	99%
444	444	Movie Theater	screen	106.63	E	2.33	C	0.81	1.89	2.39	88%	C	121.6	0.890	108.2	94.3	$294	$31,169	$1,659.31	$1,596.25	$8,495.66	$11,751	$163.90	$19,254	67%	$12,832	$6,422	$20,874	$6,127	$5,842	$285	$16	$279	$3,225	99%
491	491	Racquet Club/Health Club/Spa/Dance Studio	1,000 sf	14.03	B	5.41	N	0.81	4.39	4.89	94%	W	39.7	0.912	36.2	31.5	$303	$10,484	$477.05	$458.92	$2,442.50	$3,378	$109.27	$6,996	68%	$4,784	$2,212	$7,541	$2,110	$2,000	$110	$6	$96	$1,110	99%
495	495	Community Center/Gymnasium	1,000 sf	33.82	B	7.06	K	0.81	5.73	6.23	90%	K	119.5	0.915	109.4	95.3	$306	$31,866	$1,402.51	$1,349.21	$7,180.83	$9,933	$109.27	$21,824	79%	$17,251	$4,573	$23,480	$4,363	$4,135	$228	$11	$199	$2,296	99%
		INSTITUTIONS:																																	
520	520	Elementary School	student	1.29	B	4.52	O	0.97	4.36	4.86	80%	K	3.1	0.912	2.8	2.5	$303	$815	$37.09	$35.68	$189.91	$263	$22.13	$530	58%	$308	$221	$572	$210	$199	$11	$1	$10	$110	101%
522	522	Middle School	student	1.62	B	4.52	O	0.97	4.36	4.86	90%	K	4.4	0.912	4.0	3.5	$303	$1,151	$52.40	$50.41	$268.31	$371	$22.13	$758	59%	$444	$314	$817	$299	$283	$16	$1	$14	$157	100%
530	530	High School	student	1.71	B	4.52	O	0.97	4.36	4.86	90%	K	4.6	0.912	4.2	3.7	$303	$1,215	$55.32	$53.21	$283.22	$392	$22.13	$801	59%	$469	$332	$864	$317	$301	$16	$1	$14	$166	100%
540	540	University/Jr College (7,500 or fewer students) (Private)	student	2.00	F	6.95	M	0.97	6.71	7.21	90%	K	8.3	0.916	7.6	6.6	$307	$2,215	$95.90	$92.26	$491.01	$679	$22.13	$1,514	58%	$871	$642	$1,629	$612	$580	$32	$2	$28	$321	100%
550	550	University/Jr College (more than 7,500 students) (Private)	student	1.50	F	6.95	M	0.97	6.71	7.21	90%	K	6.2	0.916	5.7	5.0	$307	$1,661	$71.93	$69.19	$368.26	$509	$22.13	$1,130	58%	$650	$480	$1,216	$457	$433	$24	$2	$21	$240	100%
560	560	Church	1,000 sf	9.11	B	4.10	K	0.97	3.96	4.46	90%	K	22.2	0.910	20.2	17.6	$302	$5,847	$270.13	$259.86	$1,383.04	$1,913	$133.32	$3,801	60%	$2,290	$1,511	$4,105	$1,441	$1,365	$76	$4	$66	$754	100%
565	565	Day Care	student	3.03	H	2.13	C	0.97	2.06	2.56	73%	C	3.1	0.896	2.8	2.4	$297	$806	$41.79	$40.20	$213.95	$296	$229.47	$280	52%	$145	$136	$322	$129	$118	$11	$1	$6	$64	113%
566	566	Cemetery	acre	4.73	B	6.95	M	0.97	6.71	7.21	95%	H	20.6	0.916	18.9	16.5	$307	$5,529	$239.41	$230.31	$1,225.76	$1,695	$13.77	$3,820	58%	$2,206	$1,614	$4,107	$1,540	$1,458	$82	$4	$70	$808	100%
610	610	Hospital	1,000 sf	13.22	B	6.95	M	0.97	6.71	7.21	77%	K	46.8	0.916	42.8	37.3	$307	$12,526	$542.34	$521.73	$2,776.79	$3,841	$202.15	$8,483	47%	$3,969	$4,514	$9,134	$4,307	$4,075	$232	$11	$196	$2,257	100%
620	620	Nursing Home	bed	2.76	D	2.72	C	0.97	2.62	3.12	89%	C	4.4	0.903	4.0	3.5	$299	$1,150	$56.75	$54.59	$290.54	$402	$5.83	$743	64%	$477	$266	$803	$253	$240	$13	$1	$12	$133	100%
		OFFICE:																																	
710	710.1	General Office 50,000 sf or less[4]	1,000 sf	15.50	G	5.41	C	0.97	5.22	5.72	92%	C	51.0	0.914	46.6	40.6	$305	$13,559	$603.08	$580.16	$3,087.78	$4,271	$121.62	$9,166	100%	$9,166	$0	$9,871	$0	$0	$0	$0	$0	$0	n/a
710.1P	710.2	General Office 50,001-100,000 sf[4]	1,000 sf	13.13	G	5.41	C	0.97	5.22	5.72	92%	C	43.2	0.914	39.5	34.4	$305	$11,486	$510.87	$491.46	$2,615.65	$3,618	$58.27	$7,809	100%	$7,809	$0	$8,406	$0	$0	$0	$0	$0	$0	n/a
710.2P	710.3	General Office 100,001-200,000 sf[4]	1,000 sf	11.12	G	5.41	C	0.97	5.22	5.72	92%	C	36.6	0.914	33.5	29.2	$305	$9,727	$432.66	$416.22	$2,215.23	$3,064	$58.27	$6,605	100%	$6,605	$0	$7,110	$0	$0	$0	$0	$0	$0	n/a
710.3P	710.4	General Office 200,001-400,000 sf[4]	1,000 sf	9.41	G	5.41	C	0.97	5.22	5.72	92%	C	31.0	0.914	28.3	24.7	$305	$8,232	$366.13	$352.22	$1,874.58	$2,593	$58.27	$5,580	100%	$5,580	$0	$6,008	$0	$0	$0	$0	$0	$0	n/a
710.4P	710.5	General Office greater than 400,000 sf[5]	1,000 sf	8.54	G	5.41	C	0.97	5.22	5.72	92%	C	28.1	0.914	25.7	22.4	$305	$7,470	$332.28	$319.65	$1,701.27	$2,353	$58.27	$5,059	100%	$5,059	$0	$5,447	$0	$0	$0	$0	$0	$0	n/a
714	714	Corporate Headquarters Building	1,000 sf	7.98	B	5.41	N	0.97	5.22	5.72	92%	N	26.3	0.914	24.0	20.9	$305	$6,981	$310.49	$298.69	$1,589.71	$2,199	$58.27	$4,723	100%	$4,723	$0	$5,086	$0	$0	$0	$0	$0	$0	n/a
720	720	Medical Office	1,000 sf	34.72	D	5.83	C	0.97	5.63	6.13	89%	C	119.1	0.915	109.0	95.0	$306	$31,748	$1,399.44	$1,346.26	$7,165.13	$9,911	$58.27	$21,779	100%	$21,779	$0	$23,429	$0	$0	$0	$0	$0	$0	n/a
750	750	Office Park	1,000 sf	11.70	D	7.47	C	0.97	7.21	7.71	89%	Q	51.4	0.917	47.1	41.1	$308	$13,800	$593.42	$570.87	$3,038.29	$4,203	$58.27	$9,539	100%	$9,539	$0	$10,256	$0	$0	$0	$0	$0	$0	n/a
760	760	Research and Development Center	1,000 sf	8.11	B	5.65	Q	0.97	5.45	5.95	89%	Q	27.0	0.914	24.7	21.5	$305	$7,167	$317.62	$305.55	$1,626.20	$2,249	$58.27	$4,860	100%	$4,860	$0	$5,232	$0	$0	$0	$0	$0	$0	n/a
770.P	640	Veterinarian Clinic	1,000 sf	40.12	B	5.36	P	0.97	5.17	5.67	93%	P	132.2	0.914	120.9	105.3	$305	$35,149	$1,564.67	$1,505.21	$8,011.09	$11,081	$58.27	$24,010	100%	$24,010	$0	$25,836	$0	$0	$0	$0	$0	$0	n/a

DRAFT

Table XX
Urban Mobility Fee Schedule (Fee District A) - TND
County-wide Parameters:

Revenue period:	25		P4P Equivalent Pennies:	4.8		Include carrying cost?:	No	TOD Deduction:	0.00%
Discount Rate:	3.30%		2nd LOFT County pennies to capacity:	5		Include Interstates?:	Yes	TND Deduction:	11.36%
Fuel efficiency:	18.43	6.40	Existing State pennies to capacity:	25.6				MUTRM Deduction:	0.00%
Days/yr:	365		Tax Inc Fin Millage Rate to capacity:	2.4480	33.33%	Factor to convert VMT to PMT:	1.37		
Existing County pennies to capital:	0		Toll.fwy discount:	1.7%					

Pasco County Land Use Code	ITE LUC	Land Use	Unit	Trip Rate (veh trips)	TGR Source (6)	Standard Trip Length	TL Source (6)	Market Area Trip Length Adjustment Factor	Chargeable Trip length (mi)	Trip length for revenue (mi)	% New Trips	% NT Source (6)	Gross assessable pmt/day	Weighted Capacity Addition Ratio	Needed PMC	Needed PMC After Fwy/Toll/ TOD/TND/ MUTRM Deduct	Weighted Cost/PMC	Total Impact Cost	PV County Gas Tax Credit ($$/yr):	PV P4P Equivalent Credit	PV Federal/ State Gas Tax Revenue Credit ($$/yr)	PV Sub-Total County-wide self-credits:	PV Tax Increment Self-Credit	Fee Before Incentive	Incentive %	$$ Allocated for Incentive	Net Mobility Fee	Full Fee(1)	Road Share (Incl Int)	Road Share (Excl Int)	Interstate/ SIS Share	Transit Share	Bike/Ped Share	2011 Mobility Fee	Percent change from 2011 to 2014 Net Mobility Fee
		RETAIL:																																	
816	816	Hardware/Paint	1,000 sf	51.29	B	1.96	R	0.89	1.75	2.25	56%	R	34.5	0.890	30.7	26.7	$294	$8,836	$478.24	$460.07	$2,448.59	$3,387	$109.27	$5,340	66%	$3,516	$1,824	$5,799	$1,740	$1,659	$81	$5	$79	$911	100%
820	820.1	Retail 50,000 sfgla or less(4)	1,000 sfgla	86.56	G	1.96	S	0.89	1.75	2.25	56%	S	58.2	0.890	51.8	45.1	$294	$14,912	$807.11	$776.44	$4,132.39	$5,716	$109.27	$9,087	66%	$5,962	$3,125	$9,862	$2,981	$2,843	$138	$8	$136	$1,564	100%
820.1P	820.2	Retail 50,001-200,000 sfgla(4)	1,000 sfgla	53.28	G	2.52	S	0.89	2.25	2.75	67%	S	55.1	0.896	49.4	43.0	$297	$14,251	$726.50	$698.90	$3,719.70	$5,145	$109.27	$8,996	69%	$6,175	$2,821	$9,737	$2,691	$2,561	$130	$7	$123	$1,410	100%
820.2P	820.3	Retail 200,001-400,000 sfgla(4)	1,000 sfgla	41.80	G	2.77	S	0.89	2.48	2.98	73%	S	51.8	0.896	46.4	40.4	$297	$13,390	$671.43	$645.91	$3,437.70	$4,755	$163.90	$8,471	68%	$5,771	$2,700	$9,167	$2,576	$2,449	$127	$7	$117	$1,350	100%
820.3P	820.4	Retail 400,001-600,000 sfgla(4)	1,000 sfgla	36.27	G	3.01	S	0.89	2.69	3.19	76%	S	50.8	0.903	45.9	40.0	$299	$13,235	$650.27	$625.56	$3,329.36	$4,605	$163.90	$8,466	70%	$5,922	$2,544	$9,154	$2,428	$2,307	$121	$6	$110	$1,271	100%
820.4P	820.5	Retail 600,001-800,000 sfgla(4)	1,000 sfgla	32.80	G	3.26	S	0.89	2.91	3.41	79%	S	51.7	0.903	46.7	40.7	$299	$13,475	$654.08	$629.23	$3,348.89	$4,632	$163.90	$8,679	70%	$6,033	$2,646	$9,379	$2,524	$2,397	$127	$7	$115	$1,322	100%
820.5P	820.6	Retail greater than 800,000 sfgla(5)	1,000 sfgla	30.33	G	3.51	S	0.89	3.14	3.64	81%	S	52.8	0.908	48.0	41.8	$301	$13,832	$660.73	$635.62	$3,382.94	$4,679	$163.90	$8,989	69%	$6,196	$2,792	$9,707	$2,664	$2,529	$135	$7	$121	$1,395	100%
814	814	Specialty Retail	1,000 sf	49.99	D	3.54	C	0.89	3.16	3.66	85%	C	92.1	0.908	83.7	72.9	$301	$24,128	$1,151.22	$1,107.47	$5,894.25	$8,153	$109.27	$15,866	67%	$10,647	$5,219	$17,120	$4,979	$4,729	$250	$13	$227	$2,611	100%
841	841	New/Used Auto Sales	1,000 sf	28.25	D	4.83	C	0.89	4.32	4.82	79%	C	66.0	0.912	60.2	52.5	$303	$17,439	$794.92	$764.72	$4,070.01	$5,630	$51.67	$11,757	66%	$7,716	$4,042	$12,664	$3,856	$3,657	$199	$10	$176	$2,023	100%
848	848	Tire Store	1,000 sf	24.87	B	3.80	T	0.89	3.40	3.90	72%	T	41.7	0.908	37.8	33.0	$301	$10,915	$515.91	$496.30	$2,641.45	$3,654	$109.27	$7,152	67%	$4,787	$2,365	$7,719	$2,256	$2,141	$115	$6	$103	$1,182	100%
850	850	Supermarket	1,000 sf	103.38	D	2.18	C	0.89	1.95	2.45	56%	C	77.3	0.890	68.8	59.9	$294	$19,809	$1,048.12	$1,008.29	$5,366.36	$7,423	$50.07	$12,336	66%	$8,153	$4,184	$13,366	$3,992	$3,806	$186	$10	$182	$2,094	100%
853	853	Convenience Store w/Gas Pumps	1,000 sf	775.14	D	1.59	C	0.89	1.42	1.92	28%	C	211.3	0.862	182.3	158.8	$290	$53,438	$3,083.05	$2,965.89	$15,785.22	$21,834	$22.25	$31,582	68%	$21,413	$10,168	$34,358	$9,702	$9,287	$415	$24	$442	$5,091	100%
862	862	Home Improvement Superstore	1,000 sf	30.74	B	2.52	U	0.89	2.25	2.75	67%	U	31.8	0.896	28.5	24.8	$297	$8,222	$419.16	$403.23	$2,146.09	$2,968	$109.27	$5,144	70%	$3,579	$1,565	$5,571	$1,493	$1,420	$73	$4	$68	$782	100%
881	881	Pharmacy/Drug Store with and without Drive-Thru	1,000 sf	95.96	D	2.18	C	0.89	1.95	2.45	32%	C	41.0	0.890	36.5	31.8	$294	$10,507	$555.94	$534.81	$2,846.40	$3,937	$109.27	$6,461	66%	$4,267	$2,194	$7,007	$2,093	$1,994	$99	$6	$95	$1,097	100%
890	890	Furniture Store	1,000 sf	5.06	B	6.39	C	0.89	5.71	6.21	54%	C	10.7	0.915	9.8	8.5	$306	$2,851	$125.50	$120.73	$642.54	$889	$109.27	$1,853	67%	$1,250	$602	$2,001	$574	$543	$31	$2	$26	$300	101%
912	912	Bank/Savings w/Drive-In	1,000 sf	159.34	D	2.58	C	0.89	2.31	2.81	46%	C	115.8	0.896	103.8	90.4	$297	$29,957	$1,520.76	$1,462.98	$7,786.31	$10,770	$210.02	$18,977	66%	$12,611	$6,365	$20,533	$6,074	$5,780	$294	$15	$276	$3,183	100%
931	931	Quality Restaurant	1,000 sf	91.10	D	3.30	C	0.89	2.95	3.45	77%	C	141.8	0.903	128.0	111.5	$299	$36,926	$1,789.22	$1,721.23	$9,160.82	$12,671	$135.07	$24,120	67%	$16,114	$8,006	$26,038	$7,639	$7,259	$380	$19	$348	$4,006	100%
932	932	High-Turnover Restaurant	1,000 sf	116.60	D	3.33	C	0.89	2.98	3.48	71%	C	168.8	0.903	152.5	132.8	$299	$43,975	$2,128.02	$2,047.15	$10,895.45	$15,071	$135.07	$28,770	66%	$18,941	$9,829	$31,055	$9,378	$8,912	$466	$24	$427	$4,919	100%
934	934	Fast Food Restaurant w/Drive-Thru	1,000 sf	511.00	D	2.15	C	0.89	1.92	2.42	58%	C	390.2	0.890	347.1	302.5	$294	$100,017	$5,307.04	$5,105.37	$27,172.02	$37,584	$232.20	$62,200	67%	$41,725	$20,475	$67,398	$19,537	$18,629	$908	$49	$889	$10,248	100%
941	941	Quick Lube	bays	40.00	B	3.80	T	0.89	3.40	3.90	72%	T	67.0	0.908	60.9	53.0	$301	$17,555	$829.77	$798.24	$4,248.41	$5,876	$35.51	$11,643	67%	$7,804	$3,839	$12,555	$3,662	$3,478	$184	$10	$167	$1,921	100%
942	943	Auto Repair or Body Shop	1,000 sf	31.43	D	3.80	T	0.89	3.40	3.90	72%	T	52.7	0.908	47.8	41.7	$301	$13,794	$651.99	$627.21	$3,338.19	$4,617	$67.10	$9,109	64%	$5,845	$3,265	$9,826	$3,115	$2,957	$158	$8	$142	$1,634	100%
944	944	Gasoline Station	fuel pos.	168.56	B	2.00	C	0.89	1.79	2.29	23%	C	47.5	0.890	42.2	36.8	$294	$12,170	$655.77	$630.85	$3,357.53	$4,644	$1.85	$7,524	66%	$4,969	$2,555	$8,157	$2,437	$2,325	$112	$7	$111	$1,279	100%
947	947	Self-Service Car Wash	bays	43.94	D	2.29	C	0.89	2.05	2.55	68%	C	41.9	0.896	37.6	32.7	$297	$10,839	$562.67	$541.29	$2,880.87	$3,985	$35.51	$6,819	44%	$2,970	$3,849	$7,382	$3,672	$3,498	$174	$10	$167	$2,854	35%
913.P	913	Convenience/Gasoline/Fast Food Store	1,000 sf	984.59	C	2.78	C	0.89	2.49	2.99	32%	C	536.4	0.896	480.7	418.9	$297	$138,753	$6,953.56	$6,689.33	$35,602.24	$49,245	$22.25	$89,485	68%	$61,091	$28,395	$96,695	$27,095	$25,785	$1,310	$67	$1,233	$14,217	100%
151	151	Mini-Warehouse	1,000 sf	2.15	B	3.26	K	0.89	2.91	3.41	92%	N	3.9	0.903	3.6	3.1	$299	$1,029	$49.93	$48.03	$255.64	$354	$53.23	$622	67%	$416	$206	$675	$196	$185	$11	$1	$9	$0	n/a
		INDUSTRIAL:																																	
110	110	General Light Industrial	1,000 sf	6.97	B	5.41	N	0.957	5.18	5.68	92%	N	22.7	0.914	20.8	18.1	$305	$6,047	$269.14	$258.91	$1,378.00	$1,906	$38.42	$4,102	100%	$4,102	$0	$4,416	$0	$0	$0	$0	$0	$0	n/a
120	120	General Heavy Industrial	1,000 sf	1.50	B	5.41	N	0.957	5.18	5.68	92%	N	4.9	0.914	4.5	3.9	$305	$1,301	$57.92	$55.72	$296.56	$410	$38.42	$853	100%	$853	$0	$920	$0	$0	$0	$0	$0	$0	n/a
130	130	Industrial Park	1,000 sf	6.83	B	5.41	N	0.957	5.18	5.68	92%	N	22.3	0.914	20.4	17.8	$305	$5,925	$263.73	$253.71	$1,350.32	$1,868	$38.42	$4,019	100%	$4,019	$0	$4,327	$0	$0	$0	$0	$0	$0	n/a
140	140	Manufacturing	1,000 sf	3.82	B	5.41	N	0.957	5.18	5.68	92%	N	12.5	0.914	11.4	9.9	$305	$3,314	$147.51	$141.90	$755.23	$1,045	$38.42	$2,231	100%	$2,231	$0	$2,403	$0	$0	$0	$0	$0	$0	n/a
150	150	Warehouse	1,000 sf	3.56	B	5.41	N	0.957	5.18	5.68	92%	N	11.6	0.914	10.6	9.3	$305	$3,088	$137.47	$132.24	$703.83	$974	$53.23	$2,062	100%	$2,062	$0	$2,222	$0	$0	$0	$0	$0	$0	n/a
152	152	High-Cube Warehouse	1,000 sf	1.68	B	6.95	M	0.957	6.65	7.15	92%	N	7.0	0.916	6.5	5.6	$307	$1,886	$81.71	$78.61	$418.36	$579	$53.23	$1,254	100%	$1,254	$0	$1,352	$0	$0	$0	$0	$0	$0	n/a
160.P	153	Airport Hangar	1,000 sf	3.56	H	5.41	N	0.957	5.18	5.68	92%	N	11.6	0.914	10.6	9.3	$305	$3,088	$137.47	$132.24	$703.83	$974	$38.42	$2,076	100%	$2,076	$0	$2,237	$0	$0	$0	$0	$0	$0	n/a

Notes:
(1) 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.
(2) Specific calculations for the "low income" category can be seen in Appendix B of the 2014 Mobility Fee Update Study.
(3) The statistical relationship between the trip generation rate for the age restricted single family, age restricted multi-family, and congregate care facility was used to interpolate the trip length.
(4) The trip generation rate recommended for the office and retail size categories used the end-point of the range due to the nature of the ITE equation to be conservative for smaller developments.
(5) The trip generation rate used for the office and retail open-ended size categories used the size 200,000 s.f. larger than the beginning of the size range, as the size ranges increase in 200,000 s.f. increments.
(6) Sources of trip rate, percent new trips, and trip length are as follows:

(A) FL Studies (NHTS, AHS, Census)	(I) Independent Study (Collier County)	(Q) Same as LUC 770 (Business Park)
(B) ITE 9th Edition	(J) Same as LUC 220	(R) Same as LUC 820 (<50k)
(C) Florida Studies Database	(K) Florida Schedules	(S) FL Curve
(D) Blend ITE 9th & FL Studies	(L) Same as LUC 240	(T) Same as LUC 942 (Auto Care Center)
(E) Blend ITE 6th & FL Studies	(M) Same as LUC 210	(U) Same as LUC 820 (50k-200k)
(F) ITE Regression Analysis	(N) Same as LUC 710	(V) n/a
(G) ITE 9th equation	(O) Model-Based Trip Length	(W) Same as LUC 492 (Health Club)
(H) Previous Pasco MMTIF Study	(P) Same as LUC 630 (Clinic)	

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Table XX
Urban Mobility Fee Schedule (Fee District A) - TOD
County-wide Parameters:

Revenue period:	25		P4P Equivalent Pennies:	4.8		Include carrying cost?:	No		TOD Deduction:	20.46%
Discount Rate:	3.30%		2nd LOFT County pennies to capacity:	5		Include Interstates?:	Yes		TND Deduction:	0.00%
Fuel efficiency:	18.43	6.40	Existing State pennies to capacity:	25.6					MUTRM Deduction:	0.00%
Days/yr:	365		Tax Inc Fin Millage Rate to capacity:	2.4480	33.33%	Factor to convert VMT to PMT:	1.37			
Existing County pennies to capital:	0		Toll.fwy discount:	1.7%						

Pasco County Land Use Code	ITE LUC	Land Use	Unit	Trip Rate (veh trips)	TGR Source (6)	Standard Trip Length	TL Source (6)	Market Area Trip Length Adjustment Factor	Chargeable Trip length (mi)	Trip length for revenue (mi)	% New Trips	% NT Source (6)	Gross assessable pmt/day	Weighted Capacity Addition Ratio	Needed PMC	Needed PMC After Fwy/Toll/ TOD/TND/ MUTRM Deduct	Weighted Cost/PMC	Total Impact Cost	PV County Gas Tax Credit ($$/yr):	PV P4P Equivalent Credit	PV Federal/ State Gas Tax Revenue Credit ($$/yr)	PV Sub-Total County-wide self-credits:	PV Tax Increment Self-Credit	Fee Before Incentive	Incentive %	$$ Allocated for Incentive	Net Mobility Fee	Full Fee[1]	Road Share (Incl Int)	Road Share (Excl Int)	Interstate/ SIS Share	Transit Share	Bike/Ped Share	2011 Mobility Fee	Percent change from 2011 to 2014 Net Mobility Fee
		RESIDENTIAL:																																	
		Single Family (Detached)																																	
210.1P	210.1	Less than 1,500 s.f. & Annual Hh Income less than 80% SHIP Definition[2]	du	4.10	A	7.61	C	0.858	6.53	7.03	100%	V	18.3	0.916	16.8	13.1	$307	$4,407	$191.19	$183.93	$978.90	$1,354	$101.62	$2,952	72%	$2,123	$829	$3,181	$791	$748	$43	$2	$36	$0	100%
210.2P	210.2	0 to 1,500 s.f.	du	6.25	A	7.61	C	0.858	6.53	7.03	100%	V	28.0	0.916	25.6	20.0	$307	$6,719	$291.45	$280.37	$1,492.22	$2,064	$101.62	$4,553	77%	$3,510	$1,043	$4,902	$995	$942	$53	$3	$45	$0	100%
210.3P	210.3	1,501 to 2,499 s.f.	du	7.81	A	7.61	C	0.858	6.53	7.03	100%	V	34.9	0.916	32.0	25.0	$307	$8,396	$364.20	$350.36	$1,864.68	$2,579	$139.32	$5,677	74%	$4,218	$1,459	$6,113	$1,392	$1,317	$75	$4	$63	$0	100%
210.4P	210.4	2,500 s.f. and greater	du	9.20	A	7.61	C	0.858	6.53	7.03	100%	V	41.1	0.916	37.7	29.5	$307	$9,890	$429.01	$412.71	$2,196.55	$3,038	$360.59	$6,491	76%	$4,909	$1,582	$7,005	$1,509	$1,425	$84	$4	$69	$0	100%
210.5P	210.5	"Low Income" SHIP defined Multi-Family[2]	du	3.46	A	5.87	C	0.858	5.04	5.54	100%	V	11.9	0.914	10.9	8.5	$305	$2,848	$127.08	$122.25	$650.65	$900	$76.49	$1,872	71%	$1,337	$535	$2,019	$510	$482	$28	$2	$23	$0	100%
220	220	Multi-Family Apartments	du	6.60	B	5.87	C	0.858	5.04	5.54	100%	V	22.8	0.914	20.8	16.3	$305	$5,433	$242.41	$233.19	$1,241.12	$1,717	$76.49	$3,639	73%	$2,647	$993	$3,922	$947	$896	$51	$3	$43	$0	100%
231	231	Low-Rise Condominium/Townhouse (1 to 2 stories)	du	6.40	B	5.87	J	0.858	5.04	5.54	100%	V	22.1	0.914	20.2	15.8	$305	$5,268	$235.06	$226.13	$1,203.51	$1,665	$76.49	$3,527	72%	$2,525	$1,002	$3,800	$955	$904	$51	$3	$44	$0	100%
232	232	High-Rise Condominium (3 or more stories)	du	4.18	B	5.87	J	0.858	5.04	5.54	100%	V	14.4	0.914	13.2	10.3	$305	$3,441	$153.52	$147.69	$786.04	$1,087	$76.49	$2,277	68%	$1,556	$721	$2,456	$688	$651	$37	$2	$31	$0	100%
240	240	Mobile Home Park	du	4.17	C	5.29	C	0.858	4.54	5.04	100%	V	13.0	0.913	11.8	9.3	$304	$3,084	$139.39	$134.09	$713.68	$987	$44.80	$2,052	73%	$1,500	$552	$2,212	$526	$498	$28	$2	$24	$0	100%
251	251	Age Restricted Single Family[3]	du	3.12	D	6.23	C	0.858	5.35	5.85	100%	V	11.4	0.914	10.4	8.2	$305	$2,726	$120.98	$116.39	$619.44	$857	$101.62	$1,767	73%	$1,286	$481	$1,909	$458	$433	$25	$2	$21	$0	100%
252	252	Age Restricted Multi-Family[3]	du	2.97	D	3.77	C	0.858	3.23	3.73	100%	V	6.6	0.908	6.0	4.7	$301	$1,547	$73.58	$70.79	$376.74	$521	$55.73	$970	75%	$724	$246	$1,050	$234	$222	$12	$1	$11	$0	100%
253	253	Congregate Care Facility (Attached)[3]	du	2.25	D	3.54	C	0.858	3.04	3.54	72%	C	3.4	0.908	3.1	2.4	$301	$792	$38.02	$36.57	$194.64	$269	$36.06	$487	72%	$350	$137	$528	$130	$123	$7	$1	$6	$0	100%
		LODGING:																																	
310	310	Hotel	room	6.36	D	7.20	C	0.81	5.85	6.35	66%	C	16.8	0.915	15.4	12.0	$306	$4,022	$176.72	$170.01	$904.83	$1,252	$60.10	$2,710	100%	$2,710	$0	$2,919	$0	$0	$0	$0	$0	$0	n/a
320	320	Motel	room	5.63	B	4.99	C	0.81	4.05	4.55	77%	C	12.0	0.912	11.0	8.6	$303	$2,852	$130.91	$125.93	$670.23	$927	$30.05	$1,895	100%	$1,895	$0	$2,043	$0	$0	$0	$0	$0	$0	n/a
330	330	Resort Hotel	room	5.83	D	7.02	C	0.81	5.70	6.20	83%	C	18.9	0.915	17.3	13.5	$306	$4,520	$199.03	$191.47	$1,019.04	$1,410	$60.10	$3,050	100%	$3,050	$0	$3,285	$0	$0	$0	$0	$0	$0	n/a
		RECREATION:																																	
412	412	General Recreation	acre	2.28	B	5.37	K	0.81	4.36	4.86	90%	K	6.1	0.912	5.6	4.4	$303	$1,453	$66.16	$63.65	$338.76	$469	$107.10	$877	82%	$715	$162	$953	$154	$145	$9	$1	$7	$0	100%
416	416	RV Park	RV space	1.62	B	4.83	L	0.81	3.92	4.42	100%	L	4.4	0.910	4.0	3.1	$302	$1,028	$47.52	$45.72	$243.31	$337	$10.71	$680	73%	$498	$183	$734	$174	$165	$9	$1	$8	$0	100%
420	420	Marina	berth	2.96	B	6.95	M	0.81	5.64	6.14	90%	K	10.3	0.915	9.4	7.4	$306	$2,464	$108.57	$104.44	$555.88	$769	$81.95	$1,613	81%	$1,300	$313	$1,741	$298	$281	$17	$1	$14	$0	100%
430	430	Golf Course	hole	35.74	B	6.95	M	0.81	5.64	6.14	90%	K	124.3	0.915	113.8	89.0	$306	$29,747	$1,310.91	$1,261.10	$6,711.86	$9,284	$136.59	$20,327	81%	$16,464	$3,863	$21,872	$3,685	$3,491	$194	$10	$168	$0	100%
431	431	Miniature Golf Course	hole	3.30	B	6.95	M	0.81	5.64	6.14	90%	K	11.5	0.915	10.5	8.2	$306	$2,747	$121.04	$116.44	$619.73	$857	$48.08	$1,841	85%	$1,561	$280	$1,984	$267	$253	$14	$1	$12	$0	100%
437	437	Bowling Alley	1,000 sf	33.33	B	5.41	N	0.81	4.39	4.89	90%	K	90.3	0.912	82.3	64.4	$303	$21,398	$973.67	$936.67	$4,985.20	$6,896	$34.97	$14,467	82%	$11,931	$2,537	$15,579	$2,421	$2,296	$125	$6	$110	$0	100%
444	444	Movie Theater	screen	106.63	E	2.33	C	0.81	1.89	2.39	88%	C	121.6	0.890	108.2	84.6	$294	$27,969	$1,488.96	$1,432.38	$7,623.47	$10,545	$163.90	$17,260	81%	$14,049	$3,211	$18,714	$3,064	$2,921	$143	$8	$139	$0	100%
491	491	Racquet Club/Health Club/Spa/Dance Studio	1,000 sf	14.03	B	5.41	N	0.81	4.39	4.89	94%	W	39.7	0.912	36.2	28.3	$303	$9,408	$428.08	$411.81	$2,191.75	$3,032	$109.27	$6,267	82%	$5,160	$1,106	$6,756	$1,055	$1,000	$55	$3	$48	$0	100%
495	495	Community Center/Gymnasium	1,000 sf	33.82	B	7.06	K	0.81	5.73	6.23	90%	K	119.5	0.915	109.4	85.5	$306	$28,595	$1,258.52	$1,210.70	$6,443.63	$8,913	$109.27	$19,572	88%	$17,287	$2,286	$21,058	$2,181	$2,066	$115	$6	$99	$0	100%
		INSTITUTIONS:																																	
520	520	Elementary School	student	1.29	B	4.52	O	0.97	4.36	4.86	80%	K	3.1	0.912	2.8	2.2	$303	$731	$33.28	$32.02	$170.42	$236	$22.13	$473	77%	$363	$110	$511	$104	$98	$6	$1	$5	$0	100%
522	522	Middle School	student	1.62	B	4.52	O	0.97	4.36	4.86	90%	K	4.4	0.912	4.0	3.1	$303	$1,033	$47.02	$45.24	$240.76	$333	$22.13	$678	77%	$521	$157	$731	$149	$141	$8	$1	$7	$0	100%
530	530	High School	student	1.71	B	4.52	O	0.97	4.36	4.86	90%	K	4.6	0.912	4.2	3.3	$303	$1,090	$49.64	$47.75	$254.14	$352	$22.13	$716	77%	$551	$166	$773	$158	$149	$9	$1	$7	$0	100%
540	540	University/Jr College (7,500 or fewer students) (Private)	student	2.00	F	6.95	M	0.97	6.71	7.21	90%	K	8.3	0.916	7.6	5.9	$307	$1,988	$86.06	$82.79	$440.60	$609	$22.13	$1,356	76%	$1,035	$321	$1,459	$306	$290	$16	$1	$14	$0	100%
550	550	University/Jr College (more than 7,500 students) (Private)	student	1.50	F	6.95	M	0.97	6.71	7.21	90%	K	6.2	0.916	5.7	4.4	$307	$1,491	$64.54	$62.09	$330.45	$457	$22.13	$1,011	76%	$772	$240	$1,089	$229	$217	$12	$1	$10	$0	100%
560	560	Church	1,000 sf	9.11	B	4.10	K	0.97	3.96	4.46	90%	K	22.2	0.910	20.2	15.8	$302	$5,247	$242.39	$233.18	$1,241.06	$1,717	$133.32	$3,397	78%	$2,641	$756	$3,670	$721	$682	$39	$2	$33	$0	100%
565	565	Day Care	student	3.03	H	2.13	C	0.97	2.06	2.56	73%	C	3.1	0.896	2.8	2.2	$297	$723	$37.50	$36.07	$191.99	$266	$229.47	$228	70%	$160	$68	$265	$64	$58	$6	$1	$3	$0	100%
566	566	Cemetery	acre	4.73	B	6.95	M	0.97	6.71	7.21	95%	H	20.6	0.916	18.9	14.8	$307	$4,962	$214.83	$206.66	$1,099.92	$1,521	$13.77	$3,426	76%	$2,620	$807	$3,684	$770	$729	$41	$2	$35	$0	100%
610	610	Hospital	1,000 sf	13.22	B	6.95	M	0.97	6.71	7.21	77%	K	46.8	0.916	42.8	33.5	$307	$11,240	$486.66	$468.17	$2,491.72	$3,447	$202.15	$7,591	70%	$5,334	$2,257	$8,175	$2,153	$2,037	$116	$6	$98	$0	100%
620	620	Nursing Home	bed	2.76	D	2.72	C	0.97	2.62	3.12	89%	G	4.4	0.903	4.0	3.1	$299	$1,032	$50.92	$48.99	$260.71	$361	$5.83	$666	80%	$533	$133	$720	$126	$119	$7	$1	$6	$0	100%
		OFFICE:																																	
710	710.1	General Office 50,000 sf or less[4]	1,000 sf	15.50	G	5.41	C	0.97	5.22	5.72	92%	C	51.0	0.914	46.6	36.5	$305	$12,167	$541.17	$520.60	$2,770.78	$3,833	$121.62	$8,213	100%	$8,213	$0	$8,845	$0	$0	$0	$0	$0	$0	n/a
710.1P	710.2	General Office 50,001-100,000 sf[4]	1,000 sf	13.13	G	5.41	C	0.97	5.22	5.72	92%	C	43.2	0.914	39.5	30.9	$305	$10,306	$458.42	$441.00	$2,347.12	$3,247	$58.27	$7,002	100%	$7,002	$0	$7,537	$0	$0	$0	$0	$0	$0	n/a
710.2P	710.3	General Office 100,001-200,000 sf[4]	1,000 sf	11.12	G	5.41	C	0.97	5.22	5.72	92%	C	36.6	0.914	33.5	26.2	$305	$8,729	$388.24	$373.49	$1,987.81	$2,750	$58.27	$5,921	100%	$5,921	$0	$6,374	$0	$0	$0	$0	$0	$0	n/a
710.3P	710.4	General Office 200,001-400,000 sf[4]	1,000 sf	9.41	G	5.41	C	0.97	5.22	5.72	92%	C	31.0	0.914	28.3	22.1	$305	$7,386	$328.54	$316.06	$1,682.13	$2,327	$58.27	$5,001	100%	$5,001	$0	$5,385	$0	$0	$0	$0	$0	$0	n/a
710.4P	710.5	General Office greater than 400,000 sf[5]	1,000 sf	8.54	G	5.41	C	0.97	5.22	5.72	92%	C	28.1	0.914	25.7	20.1	$305	$6,704	$298.17	$286.84	$1,526.61	$2,112	$58.27	$4,534	100%	$4,534	$0	$4,882	$0	$0	$0	$0	$0	$0	n/a
714	714	Corporate Headquarters Building	1,000 sf	7.98	B	5.41	N	0.97	5.22	5.72	92%	N	26.3	0.914	24.0	18.8	$305	$6,264	$278.61	$268.03	$1,426.50	$1,973	$58.27	$4,233	100%	$4,233	$0	$4,558	$0	$0	$0	$0	$0	$0	n/a
720	720	Medical Office	1,000 sf	34.72	D	5.83	C	0.97	5.63	6.13	89%	C	119.1	0.915	109.0	85.2	$306	$28,489	$1,255.77	$1,208.05	$6,429.54	$8,893	$58.27	$19,537	100%	$19,537	$0	$21,017	$0	$0	$0	$0	$0	$0	n/a
750	750	Office Park	1,000 sf	11.70	D	7.47	C	0.97	7.21	7.71	89%	Q	51.4	0.917	47.1	36.8	$308	$12,383	$532.49	$512.26	$2,726.37	$3,771	$58.27	$8,554	100%	$8,554	$0	$9,198	$0	$0	$0	$0	$0	$0	n/a
760	760	Research and Development Center	1,000 sf	8.11	B	5.65	Q	0.97	5.45	5.95	89%	Q	27.0	0.914	24.7	19.3	$305	$6,432	$285.01	$274.18	$1,459.25	$2,018	$58.27	$4,355	100%	$4,355	$0	$4,689	$0	$0	$0	$0	$0	$0	n/a
770.P	640	Veterinarian Clinic	1,000 sf	40.12	B	5.36	P	0.97	5.17	5.67	93%	P	132.2	0.914	120.9	94.5	$305	$31,541	$1,404.03	$1,350.68	$7,188.65	$9,943	$58.27	$21,539	100%	$21,539	$0	$23,178	$0	$0	$0	$0	$0	$0	n/a

DRAFT

Table XX
Urban Mobility Fee Schedule (Fee District A) - TOD
County-wide Parameters:

Revenue period:	25		P4P Equivalent Pennies:	4.8		Include carrying cost?:	No		TOD Deduction:	20.46%
Discount Rate:	3.30%		2nd LOFT County pennies to capacity:	5		Include Interstates?:	Yes		TND Deduction:	0.00%
Fuel efficiency:	18.43	6.40	Existing State pennies to capacity:	25.6					MUTRM Deduction:	0.00%
Days/yr:	365		Tax Inc Fin Millage Rate to capacity:	2.4480	33.33%	Factor to convert VMT to PMT:	1.37			
Existing County pennies to capital:	0		Toll.fwy discount:	1.7%						

Pasco County Land Use Code	ITE LUC	Land Use	Unit	Trip Rate (veh trips)	TGR Source (6)	Standard Trip Length	TL Source (6)	Market Area Trip Length Adjustment Factor	Chargeable Trip length (mi)	Trip length for revenue (mi)	% New Trips	% NT Source (6)	Gross assessable pmt/day	Weighted Capacity Addition Ratio	Needed PMC	Needed PMC After Fwy/Toll/ TOD/TND/ MUTRM Deduct	Weighted Cost/PMC	Total Impact Cost	PV County Gas Tax Credit ($$/yr):	PV P4P Equivalent Credit	PV Federal/ State Gas Tax Revenue Credit ($$/yr)	PV Sub-Total County-wide self-credits:	PV Tax Increment Self-Credit	Fee Before Incentive	Incentive %	$$ Allocated for Incentive	Net Mobility Fee	Full Fee[1]	Road Share (Incl Int)	Road Share (Excl Int)	Interstate/ SIS Share	Transit Share	Bike/Ped Share	2011 Mobility Fee	Percent change from 2011 to 2014 Net Mobility Fee
		RETAIL:																																	
816	816	Hardware/Paint	1,000 sf	51.29	B	1.96	R	0.89	1.75	2.25	56%	R	34.5	0.890	30.7	24.0	$294	$7,929	$429.14	$412.84	$2,197.21	$3,039	$109.27	$4,781	81%	$3,868	$912	$5,193	$869	$829	$40	$3	$40	$0	100%
820	820.1	Retail 50,000 sfgla or less[4]	1,000 sfgla	86.56	G	1.96	S	0.89	1.75	2.25	56%	S	58.2	0.890	51.8	40.5	$294	$13,381	$724.25	$696.73	$3,708.15	$5,129	$109.27	$8,143	81%	$6,581	$1,562	$8,838	$1,490	$1,421	$69	$4	$68	$0	100%
820.1P	820.2	Retail 50,001-200,000 sfgla[4]	1,000 sfgla	53.28	G	2.52	S	0.89	2.25	2.75	67%	S	55.1	0.896	49.4	38.6	$297	$12,788	$651.92	$627.15	$3,337.82	$4,617	$109.27	$8,061	83%	$6,652	$1,410	$8,726	$1,345	$1,280	$65	$4	$61	$0	100%
820.2P	820.3	Retail 200,001-400,000 sfgla[4]	1,000 sfgla	41.80	G	2.77	S	0.89	2.48	2.98	73%	S	51.8	0.896	46.4	36.3	$297	$12,015	$602.50	$579.60	$3,084.78	$4,267	$163.90	$7,584	82%	$6,234	$1,350	$8,209	$1,287	$1,223	$64	$4	$59	$0	100%
820.3P	820.4	Retail 400,001-600,000 sfgla[4]	1,000 sfgla	36.27	G	3.01	S	0.89	2.69	3.19	76%	S	50.8	0.903	45.9	35.9	$299	$11,877	$583.51	$561.33	$2,987.56	$4,132	$163.90	$7,580	83%	$6,308	$1,272	$8,197	$1,214	$1,154	$60	$3	$55	$0	100%
820.4P	820.5	Retail 600,001-800,000 sfgla[4]	1,000 sfgla	32.80	G	3.26	S	0.89	2.91	3.41	79%	S	51.7	0.903	46.7	36.5	$299	$12,092	$586.93	$564.63	$3,005.09	$4,157	$163.90	$7,771	83%	$6,448	$1,323	$8,399	$1,262	$1,198	$64	$4	$57	$0	100%
820.5P	820.6	Retail greater than 800,000 sfgla[5]	1,000 sfgla	30.33	G	3.51	S	0.89	3.14	3.64	81%	S	52.8	0.908	48.0	37.5	$301	$12,412	$592.90	$570.37	$3,035.64	$4,199	$163.90	$8,049	83%	$6,653	$1,396	$8,694	$1,331	$1,263	$68	$4	$61	$0	100%
814	814	Specialty Retail	1,000 sf	49.99	D	3.54	C	0.89	3.16	3.66	85%	C	92.1	0.908	83.7	65.4	$301	$21,651	$1,033.03	$993.78	$5,289.13	$7,316	$109.27	$14,226	82%	$11,617	$2,609	$15,351	$2,489	$2,364	$125	$7	$113	$0	100%
841	841	New/Used Auto Sales	1,000 sf	28.25	D	4.83	C	0.89	4.32	4.82	79%	C	66.0	0.912	60.2	47.1	$303	$15,648	$713.31	$686.21	$3,652.17	$5,052	$51.67	$10,545	81%	$8,524	$2,021	$11,358	$1,928	$1,829	$99	$5	$88	$0	100%
848	848	Tire Store	1,000 sf	24.87	B	3.80	T	0.89	3.40	3.90	72%	T	41.7	0.908	37.8	29.6	$301	$9,794	$462.94	$445.35	$2,370.27	$3,279	$109.27	$6,406	82%	$5,224	$1,182	$6,915	$1,128	$1,070	$58	$3	$51	$0	100%
850	850	Supermarket	1,000 sf	103.38	D	2.18	C	0.89	1.95	2.45	56%	C	77.3	0.890	68.8	53.8	$294	$17,776	$940.52	$904.78	$4,815.44	$6,661	$50.07	$11,065	81%	$8,973	$2,092	$11,988	$1,996	$1,903	$93	$5	$91	$0	100%
853	853	Convenience Store w/Gas Pumps	1,000 sf	775.14	D	1.59	C	0.89	1.42	1.92	28%	C	211.3	0.862	182.3	142.5	$290	$47,952	$2,766.54	$2,661.41	$14,164.67	$19,593	$22.25	$28,337	82%	$23,253	$5,084	$30,829	$4,851	$4,644	$207	$12	$221	$0	100%
862	862	Home Improvement Superstore	1,000 sf	30.74	B	2.52	U	0.89	2.25	2.75	67%	U	31.8	0.896	28.5	22.3	$297	$7,378	$376.13	$361.83	$1,925.76	$2,664	$109.27	$4,605	83%	$3,822	$783	$4,988	$747	$711	$36	$2	$34	$0	100%
881	881	Pharmacy/Drug Store with and without Drive-Thru	1,000 sf	95.96	D	2.18	C	0.89	1.95	2.45	32%	C	41.0	0.890	36.5	28.5	$294	$9,428	$498.86	$479.91	$2,554.18	$3,533	$109.27	$5,786	81%	$4,689	$1,097	$6,276	$1,046	$996	$50	$3	$48	$0	100%
890	890	Furniture Store	1,000 sf	5.06	B	6.39	C	0.89	5.71	6.21	54%	C	10.7	0.915	9.8	7.7	$306	$2,558	$112.61	$108.33	$576.58	$798	$109.27	$1,651	82%	$1,350	$301	$1,784	$287	$271	$16	$1	$13	$0	100%
912	912	Bank/Savings w/Drive-In	1,000 sf	159.34	D	2.58	C	0.89	2.31	2.81	46%	C	115.8	0.896	103.8	81.1	$297	$26,881	$1,364.64	$1,312.78	$6,986.95	$9,664	$210.02	$17,007	81%	$13,824	$3,183	$18,404	$3,037	$2,890	$147	$8	$138	$0	100%
931	931	Quality Restaurant	1,000 sf	91.10	D	3.30	C	0.89	2.95	3.45	77%	C	141.8	0.903	128.0	100.1	$299	$33,135	$1,605.54	$1,544.53	$8,220.35	$11,370	$135.07	$21,630	81%	$17,627	$4,003	$23,351	$3,819	$3,629	$190	$10	$174	$0	100%
932	932	High-Turnover Restaurant	1,000 sf	116.60	D	3.33	C	0.89	2.98	3.48	71%	C	168.8	0.903	152.5	119.2	$299	$39,461	$1,909.55	$1,836.99	$9,776.90	$13,523	$135.07	$25,802	81%	$20,887	$4,915	$27,853	$4,690	$4,457	$233	$12	$213	$0	100%
934	934	Fast Food Restaurant w/Drive-Thru	1,000 sf	511.00	D	2.15	C	0.89	1.92	2.42	58%	C	390.2	0.890	347.1	271.4	$294	$89,749	$4,762.20	$4,581.24	$24,382.48	$33,726	$232.20	$55,791	82%	$45,553	$10,238	$60,455	$9,768	$9,314	$454	$25	$445	$0	100%
941	941	Quick Lube	bays	40.00	B	3.80	T	0.89	3.40	3.90	72%	T	67.0	0.908	60.9	47.6	$301	$15,753	$744.58	$716.29	$3,812.26	$5,273	$35.51	$10,444	82%	$8,525	$1,919	$11,262	$1,831	$1,739	$92	$5	$83	$0	100%
942	943	Auto Repair or Body Shop	1,000 sf	31.43	D	3.80	T	0.89	3.40	3.90	72%	T	52.7	0.908	47.8	37.4	$301	$12,378	$585.05	$562.82	$2,995.48	$4,143	$67.10	$8,167	80%	$6,534	$1,633	$8,810	$1,558	$1,479	$79	$4	$71	$0	100%
944	944	Gasoline Station	fuel pos.	168.56	B	2.00	C	0.89	1.79	2.29	23%	C	47.5	0.890	42.2	33.0	$294	$10,921	$588.44	$566.08	$3,012.83	$4,167	$1.85	$6,752	81%	$5,474	$1,278	$7,319	$1,218	$1,162	$56	$4	$56	$0	100%
947	947	Self-Service Car Wash	bays	43.94	D	2.29	C	0.89	2.05	2.55	68%	C	41.9	0.896	37.6	29.4	$297	$9,726	$504.90	$485.72	$2,585.11	$3,576	$35.51	$6,115	69%	$4,191	$1,924	$6,621	$1,835	$1,748	$87	$5	$84	$0	100%
913.P	913	Convenience/Gasoline/Fast Food Store	1,000 sf	984.59	C	2.78	C	0.89	2.49	2.99	32%	C	536.4	0.896	480.7	375.9	$297	$124,508	$6,239.69	$6,002.58	$31,947.23	$44,190	$22.25	$80,296	82%	$66,099	$14,198	$86,766	$13,547	$12,892	$655	$34	$617	$0	100%
151	151	Mini-Warehouse	1,000 sf	2.15	B	3.26	K	0.89	2.91	3.41	92%	N	3.9	0.903	3.6	2.8	$299	$923	$44.80	$43.10	$229.39	$317	$53.23	$552	81%	$450	$103	$600	$98	$92	$6	$1	$4	$0	100%
		INDUSTRIAL:																																	
110	110	General Light Industrial	1,000 sf	6.97	B	5.41	N	0.957	5.18	5.68	92%	N	22.7	0.914	20.8	16.3	$305	$5,426	$241.51	$232.33	$1,236.53	$1,710	$38.42	$3,677	100%	$3,677	$0	$3,959	$0	$0	$0	$0	$0	$0	n/a
120	120	General Heavy Industrial	1,000 sf	1.50	B	5.41	N	0.957	5.18	5.68	92%	N	4.9	0.914	4.5	3.5	$305	$1,168	$51.97	$50.00	$266.11	$368	$38.42	$761	100%	$761	$0	$822	$0	$0	$0	$0	$0	$0	n/a
130	130	Industrial Park	1,000 sf	6.83	B	5.41	N	0.957	5.18	5.68	92%	N	22.3	0.914	20.4	15.9	$305	$5,319	$236.66	$227.67	$1,211.69	$1,676	$38.42	$3,602	100%	$3,602	$0	$3,879	$0	$0	$0	$0	$0	$0	n/a
140	140	Manufacturing	1,000 sf	3.82	B	5.41	N	0.957	5.18	5.68	92%	N	12.5	0.914	11.4	8.9	$305	$2,974	$132.36	$127.33	$677.70	$937	$38.42	$1,998	100%	$1,998	$0	$2,152	$0	$0	$0	$0	$0	$0	n/a
150	150	Warehouse	1,000 sf	3.56	B	5.41	N	0.957	5.18	5.68	92%	N	11.6	0.914	10.6	8.3	$305	$2,771	$123.35	$118.67	$631.57	$874	$53.23	$1,844	100%	$1,844	$0	$1,988	$0	$0	$0	$0	$0	$0	n/a
152	152	High-Cube Warehouse	1,000 sf	1.68	B	6.95	M	0.957	6.65	7.15	92%	N	7.0	0.916	6.5	5.0	$307	$1,692	$73.32	$70.54	$375.41	$519	$53.23	$1,120	100%	$1,120	$0	$1,208	$0	$0	$0	$0	$0	$0	n/a
160.P	153	Airport Hangar	1,000 sf	3.56	H	5.41	N	0.957	5.18	5.68	92%	N	11.6	0.914	10.6	8.3	$305	$2,771	$123.35	$118.67	$631.57	$874	$38.42	$1,859	100%	$1,859	$0	$2,003	$0	$0	$0	$0	$0	$0	n/a

Notes:
(1) 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.
(2) Specific calculations for the "low income" category can be seen in Appendix B of the 2014 Mobility Fee Update Study.
(3) The statistical relationship between the trip generation rate for the age restricted single family, age restricted multi-family, and congregate care facility was used to interpolate the trip length.
(4) The trip generation rate recommended for the office and retail size categories used the end-point of the range due to the nature of the ITE equation to be conservative for smaller developments.
(5) The trip generation rate used for the office and retail open-ended size categories used the size 200,000 s.f. larger than the beginning of the size range, as the size ranges increase in 200,000 s.f. increments.
(6) Sources of trip rate, percent new trips, and trip length are as follows:

(A) FL Studies (NHTS, AHS, Census)	(I) Independent Study (Collier County)	(Q) Same as LUC 770 (Business Park)
(B) ITE 9th Edition	(J) Same as LUC 220	(R) Same as LUC 820 (<50k)
(C) Florida Studies Database	(K) Florida Schedules	(S) FL Curve
(D) Blend ITE 9th & FL Studies	(L) Same as LUC 240	(T) Same as LUC 942 (Auto Care Center)
(E) Blend ITE 6th & FL Studies	(M) Same as LUC 210	(U) Same as LUC 820 (50k-200k)
(F) ITE Regression Analysis	(N) Same as LUC 710	(V) n/a
(G) ITE 9th equation	(O) Model-Based Trip Length	(W) Same as LUC 492 (Health Club)
(H) Previous Pasco MMTIF Study	(P) Same as LUC 630 (Clinic)	

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Table XX
Urban Mobility Fee Schedule (Fee District A) - West (Harbors) Market Area Redevelopment
County-wide Parameters:

Revenue period:	25		P4P Equivalent Pennies:	4.8		Include carrying cost?:	No	TOD Deduction:	0.00%
Discount Rate:	3.30%		2nd LOFT County pennies to capacity:	5		Include Interstates?:	Yes	TND Deduction:	0.00%
Fuel efficiency:	18.43	6.40	Existing State pennies to capacity:	25.6				MUTRM Deduction:	0.00%
Days/yr:	365		Tax Inc Fin Millage Rate to capacity:	2.4480	33.33%	Factor to convert VMT to PMT:	1.37		
Existing County pennies to capital:	0		Toll.fwy discount:	1.7%					

Pasco County Land Use Code	ITE LUC	Land Use	Unit	Trip Rate (veh trips)	TGR Source (6)	Standard Trip Length	TL Source (6)	Market Area Trip Length Adjustment Factor	Chargeable Trip length (mi)	Trip length for revenue (mi)	% New Trips	% NT Source (6)	Gross assessable pmt/day	Weighted Capacity Addition Ratio	Needed PMC	Needed PMC After Fwy/Toll/ TOD/TND/ MUTRM Deduct	Weighted Cost/PMC	Total Impact Cost	PV County Gas Tax Credit ($$/yr):	PV P4P Equivalent Credit	PV Federal/ State Gas Tax Revenue Credit ($$/yr)	PV Sub-Total County-wide self-credits:	PV Tax Increment Self-Credit	Fee Before Incentive	Incentive %	$$ Allocated for Incentive	Net Mobility Fee	Full Fee[1]	Road Share (Incl Int)	Road Share (Excl Int)	Interstate/ SIS Share	Transit Share	Bike/Ped Share	2011 Mobility Fee	Percent change from 2011 to 2014 Net Mobility Fee
		RESIDENTIAL:																																	
		Single Family (Detached)																																	
210.1P	210.1	Less than 1,500 s.f. & Annual Hh Income less than 80% SHIP Definition[2]	du	4.10	A	7.61	C	0.858	6.53	7.03	100%	V	18.3	0.916	16.8	16.5	$307	$5,541	$240.37	$231.24	$1,230.70	$1,702	$101.62	$3,737	100%	$3,737	$0	$4,025	$0	$0	$0	$0	$0	-	-
210.2P	210.2	0 to 1,500 s.f.	du	6.25	A	7.61	C	0.858	6.53	7.03	100%	V	28.0	0.916	25.6	25.2	$307	$8,447	$366.42	$352.50	$1,876.07	$2,595	$101.62	$5,750	100%	$5,750	$0	$6,189	$0	$0	$0	$0	$0	-	-
210.3P	210.3	1,501 to 2,499 s.f.	du	7.81	A	7.61	C	0.858	6.53	7.03	100%	V	34.9	0.916	32.0	31.5	$307	$10,555	$457.88	$440.48	$2,344.33	$3,243	$139.32	$7,173	100%	$7,173	$0	$7,722	$0	$0	$0	$0	$0	-	-
210.4P	210.4	2,500 s.f. and greater	du	9.20	A	7.61	C	0.858	6.53	7.03	100%	V	41.1	0.916	37.7	37.1	$307	$12,434	$539.37	$518.87	$2,761.57	$3,820	$360.59	$8,253	100%	$8,253	$0	$8,900	$0	$0	$0	$0	$0	-	-
210.5P	210.5	"Low Income" SHIP defined Multi-Family[2]	du	3.46	A	5.87	C	0.858	5.04	5.54	100%	V	11.9	0.914	10.9	10.7	$305	$3,581	$159.77	$153.70	$818.01	$1,131	$76.49	$2,373	100%	$2,373	$0	$2,559	$0	$0	$0	$0	$0	-	-
220	220	Multi-Family Apartments	du	6.60	B	5.87	C	0.858	5.04	5.54	100%	V	22.8	0.914	20.8	20.5	$305	$6,830	$304.76	$293.18	$1,560.37	$2,158	$76.49	$4,595	100%	$4,595	$0	$4,950	$0	$0	$0	$0	$0	-	-
231	231	Low-Rise Condominium/Townhouse (1 to 2 stories)	du	6.40	B	5.87	J	0.858	5.04	5.54	100%	V	22.1	0.914	20.2	19.8	$305	$6,623	$295.52	$284.29	$1,513.09	$2,093	$76.49	$4,454	100%	$4,454	$0	$4,798	$0	$0	$0	$0	$0	-	-
232	232	High-Rise Condominium (3 or more stories)	du	4.18	B	5.87	J	0.858	5.04	5.54	100%	V	14.4	0.914	13.2	13.0	$305	$4,326	$193.01	$185.68	$988.23	$1,367	$76.49	$2,882	100%	$2,882	$0	$3,107	$0	$0	$0	$0	$0	-	-
240	240	Mobile Home Park	du	4.17	C	5.29	C	0.858	4.54	5.04	100%	V	13.0	0.913	11.8	11.6	$304	$3,877	$175.25	$168.59	$897.26	$1,241	$44.80	$2,591	100%	$2,591	$0	$2,793	$0	$0	$0	$0	$0	-	-
251	251	Age Restricted Single Family[3]	du	3.12	D	6.23	C	0.858	5.35	5.85	100%	V	11.4	0.914	10.4	10.3	$305	$3,427	$152.11	$146.33	$778.78	$1,077	$101.62	$2,248	100%	$2,248	$0	$2,426	$0	$0	$0	$0	$0	-	-
252	252	Age Restricted Multi-Family[3]	du	2.97	D	3.77	C	0.858	3.23	3.73	100%	V	6.6	0.908	6.0	5.9	$301	$1,945	$92.51	$88.99	$473.65	$655	$55.73	$1,234	100%	$1,234	$0	$1,335	$0	$0	$0	$0	$0	-	-
253	253	Congregate Care Facility (Attached)[3]	du	2.25	D	3.54	C	0.858	3.04	3.54	72%	C	3.4	0.908	3.1	3.0	$301	$996	$47.79	$45.98	$244.70	$338	$36.06	$621	100%	$621	$0	$673	$0	$0	$0	$0	$0	-	-
		LODGING:																																	
310	310	Hotel	room	6.36	D	7.20	C	0.81	5.85	6.35	66%	C	16.8	0.915	15.4	15.1	$306	$5,056	$222.18	$213.74	$1,137.57	$1,573	$60.10	$3,422	100%	$3,422	$0	$3,685	$0	$0	$0	$0	$0	-	-
320	320	Motel	room	5.63	B	4.99	C	0.81	4.05	4.55	77%	C	12.0	0.912	11.0	10.8	$303	$3,586	$164.58	$158.32	$842.64	$1,166	$30.05	$2,390	100%	$2,390	$0	$2,577	$0	$0	$0	$0	$0	-	-
330	330	Resort Hotel	room	5.83	D	7.02	C	0.81	5.70	6.20	83%	C	18.9	0.915	17.3	17.0	$306	$5,683	$250.23	$240.72	$1,281.17	$1,772	$60.10	$3,851	100%	$3,851	$0	$4,146	$0	$0	$0	$0	$0	-	-
		RECREATION:																																	
412	412	General Recreation	acre	2.28	B	5.37	K	0.81	4.36	4.86	90%	K	6.1	0.912	5.6	5.5	$303	$1,827	$83.18	$80.02	$425.90	$589	$107.10	$1,130	100%	$1,130	$0	$1,225	$0	$0	$0	$0	$0	-	-
416	416	RV Park	RV space	1.62	B	4.83	L	0.81	3.92	4.42	100%	L	4.4	0.910	4.0	3.9	$302	$1,292	$59.75	$57.48	$305.90	$423	$10.71	$858	100%	$858	$0	$925	$0	$0	$0	$0	$0	-	-
420	420	Marina	berth	2.96	B	6.95	M	0.81	5.64	6.14	90%	K	10.3	0.915	9.4	9.3	$306	$3,097	$136.50	$131.31	$698.87	$967	$81.95	$2,049	100%	$2,049	$0	$2,210	$0	$0	$0	$0	$0	-	-
430	430	Golf Course	hole	35.74	B	6.95	M	0.81	5.64	6.14	90%	K	124.3	0.915	113.8	111.9	$306	$37,399	$1,648.11	$1,585.49	$8,438.34	$11,672	$136.59	$25,590	100%	$25,590	$0	$27,534	$0	$0	$0	$0	$0	-	-
431	431	Miniature Golf Course	hole	3.30	B	6.95	M	0.81	5.64	6.14	90%	K	11.5	0.915	10.5	10.3	$306	$3,453	$152.18	$146.39	$779.14	$1,078	$48.08	$2,327	100%	$2,327	$0	$2,507	$0	$0	$0	$0	$0	-	-
437	437	Bowling Alley	1,000 sf	33.33	B	5.41	N	0.81	4.39	4.89	90%	K	90.3	0.912	82.3	80.9	$303	$26,902	$1,224.13	$1,177.61	$6,267.54	$8,669	$34.97	$18,198	100%	$18,198	$0	$19,596	$0	$0	$0	$0	$0	-	-
444	444	Movie Theater	screen	106.63	E	2.33	C	0.81	1.89	2.39	88%	C	121.6	0.890	108.2	106.3	$294	$35,164	$1,871.96	$1,800.83	$9,584.45	$13,257	$163.90	$21,742	100%	$21,742	$0	$23,570	$0	$0	$0	$0	$0	-	-
491	491	Racquet Club/Health Club/Spa/Dance Studio	1,000 sf	14.03	B	5.41	N	0.81	4.39	4.89	94%	W	39.7	0.912	36.2	35.6	$303	$11,828	$538.19	$517.74	$2,755.53	$3,811	$109.27	$7,907	100%	$7,907	$0	$8,521	$0	$0	$0	$0	$0	-	-
495	495	Community Center/Gymnasium	1,000 sf	33.82	B	7.06	K	0.81	5.73	6.23	90%	K	119.5	0.915	109.4	107.5	$306	$35,950	$1,582.25	$1,522.12	$8,101.12	$11,205	$109.27	$24,635	100%	$24,635	$0	$26,503	$0	$0	$0	$0	$0	-	-
		INSTITUTIONS:																																	
520	520	Elementary School	student	1.29	B	4.52	O	0.97	4.36	4.86	80%	K	3.1	0.912	2.8	2.8	$303	$919	$41.85	$40.26	$214.25	$296	$22.13	$600	100%	$600	$0	$648	$0	$0	$0	$0	$0	-	-
522	522	Middle School	student	1.62	B	4.52	O	0.97	4.36	4.86	90%	K	4.4	0.912	4.0	3.9	$303	$1,298	$59.12	$56.87	$302.70	$419	$22.13	$857	100%	$857	$0	$925	$0	$0	$0	$0	$0	-	-
530	530	High School	student	1.71	B	4.52	O	0.97	4.36	4.86	90%	K	4.6	0.912	4.2	4.1	$303	$1,370	$62.40	$60.03	$319.51	$442	$22.13	$906	100%	$906	$0	$978	$0	$0	$0	$0	$0	-	-
540	540	University/Jr College (7,500 or fewer students) (Private)	student	2.00	F	6.95	M	0.97	6.71	7.21	90%	K	8.3	0.916	7.6	7.4	$307	$2,499	$108.19	$104.08	$553.94	$766	$22.13	$1,710	100%	$1,710	$0	$1,840	$0	$0	$0	$0	$0	-	-
550	550	University/Jr College (more than 7,500 students) (Private)	student	1.50	F	6.95	M	0.97	6.71	7.21	90%	K	6.2	0.916	5.7	5.6	$307	$1,874	$81.14	$78.06	$415.46	$575	$22.13	$1,277	100%	$1,277	$0	$1,375	$0	$0	$0	$0	$0	-	-
560	560	Church	1,000 sf	9.11	B	4.10	K	0.97	3.96	4.46	90%	K	22.2	0.910	20.2	19.9	$302	$6,597	$304.74	$293.16	$1,560.29	$2,158	$133.32	$4,305	100%	$4,305	$0	$4,648	$0	$0	$0	$0	$0	-	-
565	565	Day Care	student	3.03	H	2.13	C	0.97	2.06	2.56	73%	C	3.1	0.896	2.8	2.7	$297	$909	$47.14	$45.35	$241.37	$334	$229.47	$346	100%	$346	$0	$393	$0	$0	$0	$0	$0	-	-
566	566	Cemetery	acre	4.73	B	6.95	M	0.97	6.71	7.21	95%	H	20.6	0.916	18.9	18.6	$307	$6,238	$270.09	$259.82	$1,382.85	$1,913	$13.77	$4,311	100%	$4,311	$0	$4,636	$0	$0	$0	$0	$0	-	-
610	610	Hospital	1,000 sf	13.22	B	6.95	M	0.97	6.71	7.21	77%	K	46.8	0.916	42.8	42.1	$307	$14,131	$611.85	$588.60	$3,132.66	$4,333	$202.15	$9,596	100%	$9,596	$0	$10,330	$0	$0	$0	$0	$0	-	-
620	620	Nursing Home	bed	2.76	D	2.72	C	0.97	2.62	3.12	89%	C	4.4	0.903	4.0	3.9	$299	$1,298	$64.02	$61.59	$327.77	$453	$5.83	$839	100%	$839	$0	$906	$0	$0	$0	$0	$0	-	-
		OFFICE:																																	
710	710.1	General Office 50,000 sf or less[4]	1,000 sf	15.50	G	5.41	C	0.97	5.22	5.72	92%	C	51.0	0.914	46.6	45.8	$305	$15,297	$680.37	$654.52	$3,483.50	$4,818	$121.62	$10,357	100%	$10,357	$0	$11,151	$0	$0	$0	$0	$0	-	-
710.1P	710.2	General Office 50,001-100,000 sf[4]	1,000 sf	13.13	G	5.41	C	0.97	5.22	5.72	92%	C	43.2	0.914	39.5	38.8	$305	$12,958	$576.34	$554.44	$2,950.86	$4,082	$58.27	$8,818	100%	$8,818	$0	$9,491	$0	$0	$0	$0	$0	-	-
710.2P	710.3	General Office 100,001-200,000 sf[4]	1,000 sf	11.12	G	5.41	C	0.97	5.22	5.72	92%	C	36.6	0.914	33.5	32.9	$305	$10,974	$488.11	$469.56	$2,499.13	$3,457	$58.27	$7,459	100%	$7,459	$0	$8,029	$0	$0	$0	$0	$0	-	-
710.3P	710.4	General Office 200,001-400,000 sf[4]	1,000 sf	9.41	G	5.41	C	0.97	5.22	5.72	92%	C	31.0	0.914	28.3	27.8	$305	$9,286	$413.05	$397.36	$2,114.82	$2,925	$58.27	$6,303	100%	$6,303	$0	$6,786	$0	$0	$0	$0	$0	-	-
710.4P	710.5	General Office greater than 400,000 sf[5]	1,000 sf	8.54	G	5.41	C	0.97	5.22	5.72	92%	C	28.1	0.914	25.7	25.3	$305	$8,428	$374.86	$360.62	$1,919.30	$2,655	$58.27	$5,715	100%	$5,715	$0	$6,153	$0	$0	$0	$0	$0	-	-
714	714	Corporate Headquarters Building	1,000 sf	7.98	B	5.41	N	0.97	5.22	5.72	92%	N	26.3	0.914	24.0	23.6	$305	$7,875	$350.28	$336.97	$1,793.44	$2,481	$58.27	$5,336	100%	$5,336	$0	$5,745	$0	$0	$0	$0	$0	-	-
720	720	Medical Office	1,000 sf	34.72	D	5.83	C	0.97	5.63	6.13	89%	C	119.1	0.915	109.0	107.1	$306	$35,817	$1,578.79	$1,518.80	$8,083.41	$11,181	$58.27	$24,577	100%	$24,577	$0	$26,439	$0	$0	$0	$0	$0	-	-
750	750	Office Park	1,000 sf	11.70	D	7.47	C	0.97	7.21	7.71	89%	Q	51.4	0.917	47.1	46.3	$308	$15,569	$669.47	$644.03	$3,427.68	$4,741	$58.27	$10,769	100%	$10,769	$0	$11,578	$0	$0	$0	$0	$0	-	-
760	760	Research and Development Center	1,000 sf	8.11	B	5.65	Q	0.97	5.45	5.95	89%	Q	27.0	0.914	24.7	24.2	$305	$8,086	$358.32	$344.71	$1,834.61	$2,538	$58.27	$5,490	100%	$5,490	$0	$5,910	$0	$0	$0	$0	$0	-	-
770.P	640	Veterinarian Clinic	1,000 sf	40.12	B	5.36	P	0.97	5.17	5.67	93%	P	132.2	0.914	120.9	118.8	$305	$39,654	$1,765.19	$1,698.12	$9,037.79	$12,501	$58.27	$27,094	100%	$27,094	$0	$29,155	$0	$0	$0	$0	$0	-	-

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Table XX

Urban Mobility Fee Schedule (Fee District A) - West (Harbors) Market Area Redevelopment

County-wide Parameters:

Revenue period:	25		P4P Equivalent Pennies:	4.8		Include carrying cost?:	No	TOD Deduction:	0.00%
Discount Rate:	3.30%		2nd LOFT County pennies to capacity:	5		Include Interstates?:	Yes	TND Deduction:	0.00%
Fuel efficiency:	18.43	6.40	Existing State pennies to capacity:	25.6				MUTRM Deduction:	0.00%
Days/yr:	365		Tax Inc Fin Millage Rate to capacity:	2.4480	33.33%	Factor to convert VMT to PMT:	1.37		
Existing County pennies to capital:	0		Toll.fwy discount:	1.7%					

Pasco County Land Use Code	ITE LUC	Land Use	Unit	Trip Rate (veh trips)	TGR Source (6)	Standard Trip Length	TL Source (6)	Market Area Trip Length Adjustment Factor	Chargeable Trip length (mi)	Trip length for revenue (mi)	% New Trips	% NT Source (6)	Gross assessable pmt/day	Weighted Capacity Addition Ratio	Needed PMC	Needed PMC After Fwy/Toll/ TOD/TND/ MUTRM Deduct	Weighted Cost/PMC	Total Impact Cost	PV County Gas Tax Credit ($$/yr):	PV P4P Equivalent Credit	PV Federal/ State Gas Tax Revenue Credit ($$/yr)	PV Sub-Total County-wide self-credits:	PV Tax Increment Self-Credit	Fee Before Incentive	Incentive %	$$ Allocated for Incentive	Net Mobility Fee	Full Fee[1]	Road Share (Incl Int)	Road Share (Excl Int)	Interstate/ SIS Share	Transit Share	Bike/Ped Share	2011 Mobility Fee	Percent change from 2011 to 2014 Net Mobility Fee
		RETAIL:																																	
816	816	Hardware/Paint	1,000 sf	51.29	B	1.96	R	0.89	1.75	2.25	56%	R	34.5	0.890	30.7	30.1	$294	$9,969	$539.53	$519.03	$2,762.40	$3,821	$109.27	$6,038	100%	$6,038	$0	$6,556	$0	$0	$0	$0	$0	-	-
820	820.1	Retail 50,000 sfgla or less[4]	1,000 sfgla	86.56	G	1.96	S	0.89	1.75	2.25	56%	S	58.2	0.890	51.8	50.9	$294	$16,824	$910.54	$875.94	$4,661.99	$6,448	$109.27	$10,266	100%	$10,266	$0	$11,140	$0	$0	$0	$0	$0	-	-
820.1P	820.2	Retail 50,001-200,000 sfgla[4]	1,000 sfgla	53.28	G	2.52	S	0.89	2.25	2.75	67%	S	55.1	0.896	49.4	48.5	$297	$16,077	$819.61	$788.47	$4,196.41	$5,804	$109.27	$10,163	100%	$10,163	$0	$10,999	$0	$0	$0	$0	$0	-	-
820.2P	820.3	Retail 200,001-400,000 sfgla[4]	1,000 sfgla	41.80	G	2.77	S	0.89	2.48	2.98	73%	S	51.8	0.896	46.4	45.6	$297	$15,106	$757.48	$728.69	$3,878.28	$5,364	$163.90	$9,577	100%	$9,577	$0	$10,362	$0	$0	$0	$0	$0	-	-
820.3P	820.4	Retail 400,001-600,000 sfgla[4]	1,000 sfgla	36.27	G	3.01	S	0.89	2.69	3.19	76%	S	50.8	0.903	45.9	45.1	$299	$14,932	$733.60	$705.73	$3,756.05	$5,195	$163.90	$9,572	100%	$9,572	$0	$10,348	$0	$0	$0	$0	$0	-	-
820.4P	820.5	Retail 600,001-800,000 sfgla[4]	1,000 sfgla	32.80	G	3.26	S	0.89	2.91	3.41	79%	S	51.7	0.903	46.7	45.9	$299	$15,202	$737.91	$709.87	$3,778.08	$5,226	$163.90	$9,812	100%	$9,812	$0	$10,602	$0	$0	$0	$0	$0	-	-
820.5P	820.6	Retail greater than 800,000 sfgla[5]	1,000 sfgla	30.33	G	3.51	S	0.89	3.14	3.64	81%	S	52.8	0.908	48.0	47.1	$301	$15,605	$745.41	$717.08	$3,816.49	$5,279	$163.90	$10,162	100%	$10,162	$0	$10,973	$0	$0	$0	$0	$0	-	-
814	814	Specialty Retail	1,000 sf	49.99	D	3.54	C	0.89	3.16	3.66	85%	C	92.1	0.908	83.7	82.2	$301	$27,220	$1,298.76	$1,249.41	$6,649.65	$9,198	$109.27	$17,913	100%	$17,913	$0	$19,328	$0	$0	$0	$0	$0	-	-
841	841	New/Used Auto Sales	1,000 sf	28.25	D	4.83	C	0.89	4.32	4.82	79%	C	66.0	0.912	60.2	59.2	$303	$19,674	$896.80	$862.72	$4,591.61	$6,351	$51.67	$13,271	100%	$13,271	$0	$14,293	$0	$0	$0	$0	$0	-	-
848	848	Tire Store	1,000 sf	24.87	B	3.80	T	0.89	3.40	3.90	72%	T	41.7	0.908	37.8	37.2	$301	$12,313	$582.03	$559.91	$2,979.97	$4,122	$109.27	$8,082	100%	$8,082	$0	$8,722	$0	$0	$0	$0	$0	-	-
850	850	Supermarket	1,000 sf	103.38	D	2.18	C	0.89	1.95	2.45	56%	C	77.3	0.890	68.8	67.6	$294	$22,348	$1,182.44	$1,137.51	$6,054.11	$8,374	$50.07	$13,924	100%	$13,924	$0	$15,085	$0	$0	$0	$0	$0	-	-
853	853	Convenience Store w/Gas Pumps	1,000 sf	775.14	D	1.59	C	0.89	1.42	1.92	28%	C	211.3	0.862	182.3	179.2	$290	$60,288	$3,478.17	$3,346.00	$17,808.23	$24,632	$22.25	$35,632	100%	$35,632	$0	$38,764	$0	$0	$0	$0	$0	-	-
862	862	Home Improvement Superstore	1,000 sf	30.74	B	2.52	U	0.89	2.25	2.75	67%	U	31.8	0.896	28.5	28.0	$297	$9,276	$472.88	$454.91	$2,421.13	$3,349	$109.27	$5,817	100%	$5,817	$0	$6,299	$0	$0	$0	$0	$0	-	-
881	881	Pharmacy/Drug Store with and without Drive-Thru	1,000 sf	95.96	D	2.18	C	0.89	1.95	2.45	32%	C	41.0	0.890	36.5	35.8	$294	$11,854	$627.19	$603.35	$3,211.19	$4,442	$109.27	$7,303	100%	$7,303	$0	$7,919	$0	$0	$0	$0	$0	-	-
890	890	Furniture Store	1,000 sf	5.06	B	6.39	C	0.89	5.71	6.21	54%	C	10.7	0.915	9.8	9.6	$306	$3,216	$141.58	$136.20	$724.89	$1,003	$109.27	$2,104	100%	$2,104	$0	$2,271	$0	$0	$0	$0	$0	-	-
912	912	Bank/Savings w/Drive-In	1,000 sf	159.34	D	2.58	C	0.89	2.31	2.81	46%	C	115.8	0.896	103.8	102.0	$297	$33,796	$1,715.66	$1,650.47	$8,784.20	$12,150	$210.02	$21,436	100%	$21,436	$0	$23,192	$0	$0	$0	$0	$0	-	-
931	931	Quality Restaurant	1,000 sf	91.10	D	3.30	C	0.89	2.95	3.45	77%	C	141.8	0.903	128.0	125.8	$299	$41,658	$2,018.53	$1,941.82	$10,334.86	$14,295	$135.07	$27,228	100%	$27,228	$0	$29,393	$0	$0	$0	$0	$0	-	-
932	932	High-Turnover Restaurant	1,000 sf	116.60	D	3.33	C	0.89	2.98	3.48	71%	C	168.8	0.903	152.5	149.9	$299	$49,611	$2,400.74	$2,309.51	$12,291.80	$17,002	$135.07	$32,474	100%	$32,474	$0	$35,052	$0	$0	$0	$0	$0	-	-
934	934	Fast Food Restaurant w/Drive-Thru	1,000 sf	511.00	D	2.15	C	0.89	1.92	2.42	58%	C	390.2	0.890	347.1	341.2	$294	$112,835	$5,987.18	$5,759.67	$30,654.36	$42,401	$232.20	$70,202	100%	$70,202	$0	$76,065	$0	$0	$0	$0	$0	-	-
941	941	Quick Lube	bays	40.00	B	3.80	T	0.89	3.40	3.90	72%	T	67.0	0.908	60.9	59.8	$301	$19,805	$936.11	$900.54	$4,792.88	$6,630	$35.51	$13,140	100%	$13,140	$0	$14,169	$0	$0	$0	$0	$0	-	-
942	943	Auto Repair or Body Shop	1,000 sf	31.43	D	3.80	T	0.89	3.40	3.90	72%	T	52.7	0.908	47.8	47.0	$301	$15,561	$735.55	$707.60	$3,766.00	$5,209	$67.10	$10,285	100%	$10,285	$0	$11,094	$0	$0	$0	$0	$0	-	-
944	944	Gasoline Station	fuel pos.	168.56	B	2.00	C	0.89	1.79	2.29	23%	C	47.5	0.890	42.2	41.5	$294	$13,730	$739.81	$711.70	$3,787.82	$5,239	$1.85	$8,489	100%	$8,489	$0	$9,202	$0	$0	$0	$0	$0	-	-
947	947	Self-Service Car Wash	bays	43.94	D	2.29	C	0.89	2.05	2.55	68%	C	41.9	0.896	37.6	36.9	$297	$12,228	$634.78	$610.66	$3,250.08	$4,496	$35.51	$7,697	100%	$7,697	$0	$8,333	$0	$0	$0	$0	$0	-	-
913.P	913	Convenience/Gasoline/Fast Food Store	1,000 sf	984.59	C	2.78	C	0.89	2.49	2.99	32%	C	536.4	0.896	480.7	472.5	$297	$156,535	$7,844.72	$7,546.62	$40,164.98	$55,556	$22.25	$100,957	100%	$100,957	$0	$109,091	$0	$0	$0	$0	$0	-	-
151	151	Mini-Warehouse	1,000 sf	2.15	B	3.26	K	0.89	2.91	3.41	92%	N	3.9	0.903	3.6	3.5	$299	$1,160	$56.33	$54.19	$288.40	$399	$53.23	$708	100%	$708	$0	$769	$0	$0	$0	$0	$0	-	-
		INDUSTRIAL:																																	
110	110	General Light Industrial	1,000 sf	6.97	B	5.41	N	0.957	5.18	5.68	92%	N	22.7	0.914	20.8	20.4	$305	$6,821	$303.63	$292.10	$1,554.60	$2,150	$38.42	$4,633	100%	$4,633	$0	$4,987	$0	$0	$0	$0	$0	-	-
120	120	General Heavy Industrial	1,000 sf	1.50	B	5.41	N	0.957	5.18	5.68	92%	N	4.9	0.914	4.5	4.4	$305	$1,468	$65.34	$62.86	$334.56	$463	$38.42	$967	100%	$967	$0	$1,043	$0	$0	$0	$0	$0	-	-
130	130	Industrial Park	1,000 sf	6.83	B	5.41	N	0.957	5.18	5.68	92%	N	22.3	0.914	20.4	20.0	$305	$6,684	$297.53	$286.23	$1,523.38	$2,107	$38.42	$4,539	100%	$4,539	$0	$4,886	$0	$0	$0	$0	$0	-	-
140	140	Manufacturing	1,000 sf	3.82	B	5.41	N	0.957	5.18	5.68	92%	N	12.5	0.914	11.4	11.2	$305	$3,739	$166.41	$160.09	$852.02	$1,179	$38.42	$2,522	100%	$2,522	$0	$2,716	$0	$0	$0	$0	$0	-	-
150	150	Warehouse	1,000 sf	3.56	B	5.41	N	0.957	5.18	5.68	92%	N	11.6	0.914	10.6	10.4	$305	$3,484	$155.08	$149.19	$794.03	$1,098	$53.23	$2,333	100%	$2,333	$0	$2,514	$0	$0	$0	$0	$0	-	-
152	152	High-Cube Warehouse	1,000 sf	1.68	B	6.95	M	0.957	6.65	7.15	92%	N	7.0	0.916	6.5	6.3	$307	$2,128	$92.18	$88.68	$471.98	$653	$53.23	$1,422	100%	$1,422	$0	$1,532	$0	$0	$0	$0	$0	-	-
160.P	153	Airport Hangar	1,000 sf	3.56	H	5.41	N	0.957	5.18	5.68	92%	N	11.6	0.914	10.6	10.4	$305	$3,484	$155.08	$149.19	$794.03	$1,098	$38.42	$2,347	100%	$2,347	$0	$2,528	$0	$0	$0	$0	$0	-	-

Notes:

(1) 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.

(2) Specific calculations for the "low income" category can be seen in Appendix B of the 2014 Mobility Fee Update Study.

(3) The statistical relationship between the trip generation rate for the age restricted single family, age restricted multi-family, and congregate care facility was used to interpolate the trip length.

(4) The trip generation rate recommended for the office and retail size categories used the end-point of the range due to the nature of the ITE equation to be conservative for smaller developments.

(5) The trip generation rate used for the office and retail open-ended size categories used the size 200,000 s.f. larger than the beginning of the size range, as the size ranges increase in 200,000 s.f. increments.

(6) Sources of trip rate, percent new trips, and trip length are as follows:

(A) FL Studies (NHTS, AHS, Census)
(B) ITE 9th Edition
(C) Florida Studies Database
(D) Blend ITE 9th & FL Studies
(E) Blend ITE 6th & FL Studies
(F) ITE Regression Analysis
(G) ITE 9th equation
(H) Previous Pasco MMTIF Study
(I) Independent Study (Collier County)
(J) Same as LUC 220
(K) Florida Schedules
(L) Same as LUC 240
(M) Same as LUC 210
(N) Same as LUC 710
(O) Model-Based Trip Length
(P) Same as LUC 630 (Clinic)
(Q) Same as LUC 770 (Business Park)
(R) Same as LUC 820 (<50k)
(S) FL Curve
(T) Same as LUC 942 (Auto Care Center)
(U) Same as LUC 820 (50k-200k)
(V) n/a
(W) Same as LUC 492 (Health Club)

DRAFT

Table XX
Suburban Mobility Fee Schedule (Fee District B)
County-wide Parameters:

Revenue period:	25		P4P Equivalent Pennies:	4.8		Include carrying cost?:	No		TOD Deduction:	0.00%	
Discount Rate:	3.30%		2nd LOFT County pennies to capacity:	5		Include Interstates?:	Yes		TND Deduction:	0.00%	
Fuel efficiency:	18.43	6.40	Existing State pennies to capacity:	25.6					MUTRM Deduction:	0.00%	
Days/yr:	365		Tax Inc Fin Millage Rate to capacity:	2.4480	31.41%	Factor to convert VMT to PMT:	1.37				
Existing County pennies to capital:	0		Toll.fwy discount:	1.0%							

Pasco County Land Use Code	ITE LUC	Land Use	Unit	Trip Rate (veh trips)	TGR Source (6)	Standard Trip Length	TL Source (6)	Market Area Trip Length Adjustment Factor	Chargeable Trip length (mi)	Trip length for revenue (mi)	% New Trips	% NT Source (6)	Gross assessable pmt/day	Weighted Capacity Addition Ratio	Needed PMC	Needed PMC After Fwy/Toll/ TOD/TND/ MUTRM Deduct	Weighted Cost/PMC	Total Impact Cost	PV County Gas Tax Credit ($$/yr):	PV P4P Equivalent Credit	PV Federal/ State Gas Tax Revenue Credit ($$/yr)	PV Sub-Total County-wide self-credits:	PV Tax Increment Self-Credit	Fee Before Incentive	Incentive %	$$ Allocated for Incentive	Net Mobility Fee	Full Fee[1]	Road Share (Incl Int)	Road Share (Excl Int)	Interstate/ SIS Share	Transit Share	Bike/Ped Share	2011 Mobility Fee	Percent change from 2011 to 2014
		RESIDENTIAL:																																	
		Single Family (Detached)																																	
210.1P	210.1	Less than 1,500 s.f. & Annual Hh Income less than 80% SHIP Definition[2]	du	4.10	A	7.61	C	0.934	7.11	7.61	100%	V	20.0	1.070	21.4	21.2	$356	$7,030	$260.15	$250.26	$1,331.96	$1,842	$86.32	$5,102	4%	$218	$4,884	$5,467	$4,660	$4,341	$319	$12	$212	$4,884	0%
210.2P	210.2	0 to 1,500 s.f.	du	6.25	A	7.61	C	0.934	7.11	7.61	100%	V	30.4	1.070	32.6	32.2	$356	$10,717	$396.57	$381.50	$2,030.43	$2,808	$86.32	$7,822	21%	$1,682	$6,141	$8,379	$5,859	$5,460	$399	$15	$267	$6,141	0%
210.3P	210.3	1,501 to 2,499 s.f.	du	7.81	A	7.61	C	0.934	7.11	7.61	100%	V	38.0	1.070	40.7	40.3	$356	$13,392	$495.55	$476.72	$2,537.22	$3,509	$139.32	$9,743	12%	$1,173	$8,570	$10,439	$8,177	$7,619	$558	$21	$372	$8,570	0%
210.4P	210.4	2,500 s.f. and greater	du	9.20	A	7.61	C	0.934	7.11	7.61	100%	V	44.8	1.070	47.9	47.5	$356	$15,775	$583.75	$561.56	$2,988.79	$4,134	$382.44	$11,259	17%	$1,947	$9,312	$12,078	$8,886	$8,268	$618	$22	$404	$9,312	0%
210.5P	210.5	"Low Income" SHIP defined Multi-Family[2]	du	3.46	A	5.87	C	0.934	5.48	5.98	100%	V	13.0	1.070	13.9	13.8	$358	$4,602	$172.64	$166.08	$883.93	$1,223	$71.03	$3,308	4%	$148	$3,160	$3,547	$3,015	$2,808	$207	$8	$137	$3,160	0%
220	220	Multi-Family Apartments	du	6.60	B	5.87	C	0.934	5.48	5.98	100%	V	24.8	1.070	26.5	26.3	$358	$8,777	$329.32	$316.80	$1,686.10	$2,332	$71.03	$6,374	8%	$529	$5,845	$6,830	$5,577	$5,199	$378	$14	$254	$5,845	0%
231	231	Low-Rise Condominium/Townhouse (1 to 2 stories)	du	6.40	B	5.87	J	0.934	5.48	5.98	100%	V	24.0	1.070	25.7	25.5	$358	$8,512	$319.34	$307.20	$1,635.01	$2,262	$71.03	$6,179	5%	$289	$5,890	$6,621	$5,620	$5,239	$381	$14	$256	$5,890	0%
232	232	High-Rise Condominium (3 or more stories)	du	4.18	B	5.87	J	0.934	5.48	5.98	100%	V	15.7	1.070	16.8	16.6	$358	$5,559	$208.57	$200.64	$1,067.86	$1,477	$71.03	$4,011	0%	$0	$4,011	$4,300	$3,827	$3,566	$261	$10	$174	$4,724	-15%
240	240	Mobile Home Park	du	4.17	C	5.29	C	0.934	4.94	5.44	100%	V	14.1	1.070	15.1	15.0	$358	$5,006	$189.23	$182.04	$968.85	$1,340	$40.43	$3,626	10%	$369	$3,257	$3,886	$3,108	$2,898	$210	$8	$141	$3,257	0%
251	251	Age Restricted Single Family[3]	du	3.12	D	6.23	C	0.934	5.82	6.32	100%	V	12.4	1.070	13.3	13.2	$357	$4,397	$164.43	$158.18	$841.86	$1,164	$86.32	$3,146	9%	$295	$2,851	$3,375	$2,720	$2,533	$187	$7	$124	$2,851	0%
252	252	Age Restricted Multi-Family[3]	du	2.97	D	3.77	C	0.934	3.52	4.02	100%	V	7.2	1.070	7.7	7.6	$360	$2,552	$99.61	$95.82	$509.99	$705	$43.71	$1,802	18%	$330	$1,472	$1,935	$1,404	$1,309	$95	$4	$64	$1,472	0%
253	253	Congregate Care Facility (Attached)[3]	du	2.25	D	3.54	C	0.934	3.31	3.81	72%	C	3.7	1.069	3.9	3.9	$361	$1,310	$51.43	$49.47	$263.32	$364	$28.41	$917	10%	$96	$821	$986	$783	$730	$53	$2	$36	$821	0%
		LODGING:																																	
310	310	Hotel	room	6.36	D	7.20	C	1.00	7.16	7.66	66%	C	20.6	1.070	22.0	21.8	$356	$7,255	$268.31	$258.11	$1,373.75	$1,900	$49.17	$5,305	100%	$5,305	$0	$5,682	$0	$0	$0	$0	$0	$597	-100%
320	320	Motel	room	5.63	B	4.99	C	1.00	4.97	5.47	77%	C	14.7	1.070	15.8	15.6	$358	$5,230	$197.69	$190.09	$1,011.68	$1,399	$24.59	$3,806	100%	$3,806	$0	$4,078	$0	$0	$0	$0	$0	$325	-100%
330	330	Resort Hotel	room	5.83	D	7.02	C	1.00	6.98	7.48	83%	C	23.2	1.070	24.8	24.5	$356	$8,164	$302.07	$290.60	$1,546.62	$2,139	$49.17	$5,975	100%	$5,975	$0	$6,400	$0	$0	$0	$0	$0	$449	-100%
		RECREATION:																																	
412	412	General Recreation	acre	2.28	B	5.37	K	1.00	5.34	5.84	90%	K	7.5	1.070	8.0	8.0	$358	$2,660	$100.00	$96.20	$512.01	$708	$38.55	$1,913	54%	$1,025	$888	$2,051	$846	$788	$58	$3	$39	$888	0%
416	416	RV Park	RV space	1.62	B	4.83	L	1.00	4.81	5.31	100%	L	5.3	1.070	5.7	5.7	$358	$1,892	$71.69	$68.96	$367.05	$508	$3.86	$1,380	30%	$420	$960	$1,479	$915	$853	$62	$3	$42	$960	0%
420	420	Marina	berth	2.96	B	6.95	M	1.00	6.92	7.42	90%	K	12.6	1.070	13.5	13.4	$356	$4,450	$164.76	$158.50	$843.55	$1,167	$81.95	$3,201	49%	$1,560	$1,641	$3,432	$1,566	$1,458	$108	$4	$71	$1,641	0%
430	430	Golf Course	hole	35.74	B	6.95	M	1.00	6.92	7.42	90%	K	152.4	1.070	163.0	161.5	$356	$53,727	$1,989.32	$1,913.72	$10,185.31	$14,088	$136.59	$39,502	49%	$19,346	$20,155	$42,293	$19,232	$17,935	$1,297	$48	$875	$20,155	0%
431	431	Miniature Golf Course	hole	3.30	B	6.95	M	1.00	6.92	7.42	90%	K	14.1	1.070	15.1	14.9	$356	$4,961	$183.68	$176.70	$940.45	$1,301	$36.06	$3,624	59%	$2,149	$1,475	$3,882	$1,407	$1,311	$96	$4	$64	$1,475	0%
437	437	Bowling Alley	1,000 sf	33.33	B	5.41	N	1.00	5.38	5.88	90%	K	110.6	1.070	118.3	117.2	$358	$39,169	$1,472.82	$1,415.89	$7,535.71	$10,423	$30.98	$28,714	54%	$15,425	$13,289	$30,750	$12,680	$11,830	$850	$32	$577	$13,289	0%
444	444	Movie Theater	screen	106.63	E	2.33	C	1.00	2.32	2.82	88%	C	149.0	1.068	159.1	157.6	$363	$53,556	$2,205.66	$2,121.84	$11,292.97	$15,620	$122.93	$37,812	54%	$20,549	$17,263	$40,595	$16,472	$15,390	$1,082	$41	$750	$17,263	0%
491	491	Racquet Club/Health Club/Spa/Dance Studio	1,000 sf	14.03	B	5.41	N	1.00	5.38	5.88	94%	W	48.6	1.070	52.0	51.5	$358	$17,221	$647.09	$622.50	$3,313.08	$4,583	$81.95	$12,556	54%	$6,740	$5,816	$13,451	$5,549	$5,175	$374	$14	$253	$5,816	0%
495	495	Community Center/Gymnasium	1,000 sf	33.82	B	7.06	K	1.00	7.02	7.52	90%	K	146.5	1.070	156.7	155.2	$356	$51,583	$1,910.23	$1,837.65	$9,780.40	$13,528	$81.95	$37,972	69%	$26,019	$11,953	$40,653	$11,405	$10,637	$768	$29	$519	$11,953	0%
		INSTITUTIONS:																																	
520	520	Elementary School	student	1.29	B	4.52	O	0.92	4.16	4.66	80%	K	2.9	1.070	3.1	3.1	$359	$1,046	$40.13	$38.61	$205.49	$284	$22.13	$740	0%	$0	$740	$794	$706	$657	$49	$2	$32	$741	0%
522	522	Middle School	student	1.62	B	4.52	O	0.92	4.16	4.66	90%	K	4.2	1.070	4.4	4.4	$359	$1,478	$56.70	$54.55	$290.31	$402	$22.13	$1,054	0%	$0	$1,054	$1,131	$1,005	$937	$68	$3	$46	$1,054	0%
530	530	High School	student	1.71	B	4.52	O	0.92	4.16	4.66	90%	K	4.4	1.070	4.7	4.6	$359	$1,560	$59.85	$57.58	$306.44	$424	$22.13	$1,114	0%	$1	$1,113	$1,195	$1,062	$990	$72	$3	$48	$1,113	0%
540	540	University/Jr College (7,500 or fewer students) (Private)	student	2.00	F	6.95	M	0.92	6.40	6.90	90%	K	7.9	1.070	8.4	8.4	$356	$2,787	$103.60	$99.66	$530.44	$734	$22.13	$2,031	0%	$0	$2,031	$2,176	$1,938	$1,806	$132	$5	$88	$2,132	-5%
550	550	University/Jr College (more than 7,500 students) (Private)	student	1.50	F	6.95	M	0.92	6.40	6.90	90%	K	5.9	1.070	6.3	6.3	$356	$2,090	$77.70	$74.75	$397.83	$550	$22.13	$1,518	0%	$0	$1,518	$1,626	$1,448	$1,349	$99	$4	$66	$1,595	-5%
560	560	Church	1,000 sf	9.11	B	4.10	K	0.92	3.78	4.28	90%	K	21.2	1.070	22.7	22.5	$360	$7,554	$292.41	$281.30	$1,497.13	$2,071	$54.76	$5,428	5%	$276	$5,152	$5,821	$4,915	$4,584	$331	$13	$224	$5,152	0%
565	565	Day Care	student	3.03	H	2.13	C	0.92	1.96	2.46	73%	C	3.0	1.066	3.2	3.1	$365	$1,073	$45.41	$43.69	$232.52	$322	$229.47	$522	0%	$0	$522	$578	$497	$451	$46	$2	$23	$533	-2%
566	566	Cemetery	acre	4.73	B	6.95	M	0.92	6.40	6.90	95%	H	19.7	1.070	21.1	20.9	$356	$6,956	$258.63	$248.80	$1,324.17	$1,832	$10.93	$5,114	0%	$0	$5,114	$5,475	$4,879	$4,550	$329	$13	$222	$5,356	-5%
610	610	Hospital	1,000 sf	13.22	B	6.95	M	0.92	6.40	6.90	77%	K	44.6	1.070	47.7	47.3	$356	$15,759	$585.89	$563.62	$2,999.73	$4,149	$202.15	$11,407	0%	$0	$11,407	$12,226	$10,885	$10,141	$744	$27	$495	$15,015	-24%
620	620	Nursing Home	bed	2.76	D	2.72	C	0.92	2.51	3.01	89%	C	4.2	1.069	4.5	4.5	$362	$1,510	$61.57	$59.23	$315.22	$436	$7.27	$1,066	15%	$160	$906	$1,145	$864	$807	$57	$3	$39	$906	0%
		OFFICE:																																	
710	710.1	General Office 50,000 sf or less[4]	1,000 sf	15.50	G	5.41	C	0.92	4.98	5.48	92%	C	48.7	1.070	52.1	51.6	$358	$17,265	$652.06	$627.28	$3,338.55	$4,618	$72.66	$12,574	100%	$12,574	$0	$13,471	$0	$0	$0	$0	$0	$1,174	-100%
710.1P	710.2	General Office 50,001-100,000 sf[4]	1,000 sf	13.13	G	5.41	C	0.92	4.98	5.48	92%	C	41.2	1.070	44.1	43.7	$358	$14,625	$552.36	$531.37	$2,828.08	$3,912	$72.66	$10,640	100%	$10,640	$0	$11,400	$0	$0	$0	$0	$0	$1,000	-100%
710.2P	710.3	General Office 100,001-200,000 sf[4]	1,000 sf	11.12	G	5.41	C	0.92	4.98	5.48	92%	C	34.9	1.070	37.4	37.0	$358	$12,386	$467.80	$450.02	$2,395.14	$3,313	$72.66	$9,000	100%	$9,000	$0	$9,644	$0	$0	$0	$0	$0	$851	-100%
710.3P	710.4	General Office 200,001-400,000 sf[4]	1,000 sf	9.41	G	5.41	C	0.92	4.98	5.48	92%	C	29.5	1.070	31.6	31.3	$358	$10,481	$395.86	$380.82	$2,026.82	$2,804	$72.66	$7,605	100%	$7,605	$0	$8,150	$0	$0	$0	$0	$0	$725	-100%
710.4P	710.5	General Office greater than 400,000 sf[5]	1,000 sf	8.54	G	5.41	C	0.92	4.98	5.48	92%	C	26.8	1.070	28.7	28.4	$358	$9,512	$359.26	$345.61	$1,839.43	$2,544	$72.66	$6,895	100%	$6,895	$0	$7,390	$0	$0	$0	$0	$0	$660	-100%
714	714	Corporate Headquarters Building	1,000 sf	7.98	B	5.41	N	0.92	4.98	5.48	92%	N	25.1	1.070	26.8	26.5	$358	$8,889	$335.71	$322.95	$1,718.82	$2,377	$72.66	$6,438	100%	$6,438	$0	$6,900	$0	$0	$0	$0	$0	$596	-100%
720	720	Medical Office	1,000 sf	34.72	D	5.83	C	0.92	5.37	5.87	89%	C	113.7	1.070	121.6	120.4	$358	$40,248	$1,512.68	$1,455.20	$7,744.92	$10,713	$72.66	$29,462	100%	$29,462	$0	$31,553	$0	$0	$0	$0	$0	$2,823	-100%
750	750	Office Park	1,000 sf	11.70	D	7.47	C	0.92	6.88	7.38	89%	Q	49.1	1.070	52.5	52.0	$356	$17,304	$640.92	$616.57	$3,281.53	$4,539	$72.66	$12,692	100%	$12,692	$0	$13,591	$0	$0	$0	$0	$0	$855	-100%
760	760	Research and Development Center	1,000 sf	8.11	B	5.65	Q	0.92	5.20	5.70	89%	Q	25.7	1.070	27.5	27.3	$358	$9,111	$343.36	$330.31	$1,757.98	$2,432	$72.66	$6,607	100%	$6,607	$0	$7,080	$0	$0	$0	$0	$0	$606	-100%
770.P	640	Veterinarian Clinic	1,000 sf	40.12	B	5.36	P	0.92	4.94	5.44	93%	P	126.2	1.070	135.0	133.7	$358	$44,756	$1,691.80	$1,627.51	$8,662.02	$11,981	$72.66	$32,702	100%	$32,702	$0	$35,028	$0	$0	$0	$0	$0	$695	-100%

DRAFT

Table XX
Suburban Mobility Fee Schedule (Fee District B)
County-wide Parameters:

Revenue period:	25	P4P Equivalent Pennies:	4.8	Include carrying cost?:	No	TOD Deduction:	0.00%
Discount Rate:	3.30%	2nd LOFT County pennies to capacity:	5	Include Interstates?:	Yes	TND Deduction:	0.00%
Fuel efficiency:	18.43	6.40	Existing State pennies to capacity:	25.6		MUTRM Deduction:	0.00%
Days/yr:	365	Tax Inc Fin Millage Rate to capacity:	2.4480	31.41%	Factor to convert VMT to PMT:	1.37	
Existing County pennies to capital:	0	Toll.fwy discount:	1.0%				

Pasco County Land Use Code	ITE LUC	Land Use	Unit	Trip Rate (veh trips)	TGR Source (6)	Standard Trip Length	TL Source (6)	Market Area Trip Length Adjustment Factor	Chargeable Trip length (mi)	Trip length for revenue (mi)	% New Trips	% NT Source (6)	Gross assessable pmt/day	Weighted Capacity Addition Ratio	Needed PMC	Needed PMC After Fwy/Toll/ TOD/TND/ MUTRM Deduct	Weighted Cost/PMC	Total Impact Cost	PV County Gas Tax Credit ($$/yr):	PV P4P Equivalent Credit	PV Federal/ State Gas Tax Revenue Credit ($$/yr)	PV Sub-Total County-wide self-credits:	PV Tax Increment Self-Credit	Fee Before Incentive	Incentive %	$$ Allocated for Incentive	Net Mobility Fee	Full Fee[1]	Road Share (Incl Int)	Road Share (Excl Int)	Interstate/ SIS Share	Transit Share	Bike/Ped Share	2011 Mobility Fee	Percent change from 2011 to 2014
		RETAIL:																																	
816	816	Hardware/Paint	1,000 sf	51.29	B	1.96	R	0.89	1.75	2.25	56%	R	34.5	1.066	36.8	36.4	$365	$12,447	$539.53	$519.03	$2,762.40	$3,821	$81.95	$8,544	46%	$3,943	$4,602	$9,191	$4,391	$4,105	$286	$11	$200	$4,602	0%
820	820.1	Retail 50,000 sfgla or less[4]	1,000 sfgla	86.56	G	1.96	S	0.89	1.75	2.25	56%	S	58.2	1.066	62.0	61.5	$365	$21,007	$910.54	$875.94	$4,661.99	$6,448	$81.95	$14,476	46%	$6,655	$7,822	$15,568	$7,463	$6,979	$484	$19	$340	$7,822	0%
820.1P	820.2	Retail 50,001-200,000 sfgla[4]	1,000 sfgla	53.28	G	2.52	S	0.89	2.25	2.75	67%	S	55.1	1.068	58.8	58.3	$363	$19,799	$819.61	$788.47	$4,196.41	$5,804	$81.95	$13,913	49%	$6,862	$7,051	$14,941	$6,728	$6,286	$442	$17	$306	$7,051	0%
820.2P	820.3	Retail 200,001-400,000 sfgla[4]	1,000 sfgla	41.80	G	2.77	S	0.89	2.48	2.98	73%	S	51.8	1.068	55.3	54.7	$363	$18,603	$757.48	$728.69	$3,878.28	$5,364	$122.93	$13,116	49%	$6,422	$6,694	$14,082	$6,387	$5,963	$424	$16	$291	$6,694	0%
820.3P	820.4	Retail 400,001-600,000 sfgla[4]	1,000 sfgla	36.27	G	3.01	S	0.89	2.69	3.19	76%	S	50.8	1.069	54.3	53.8	$362	$18,196	$733.60	$705.73	$3,756.05	$5,195	$122.93	$12,878	51%	$6,559	$6,319	$13,823	$6,030	$5,629	$401	$15	$274	$6,319	0%
820.4P	820.5	Retail 600,001-800,000 sfgla[4]	1,000 sfgla	32.80	G	3.26	S	0.89	2.91	3.41	79%	S	51.7	1.069	55.3	54.8	$362	$18,525	$737.91	$709.87	$3,778.08	$5,226	$122.93	$13,177	50%	$6,623	$6,554	$14,139	$6,253	$5,836	$417	$16	$285	$6,554	0%
820.5P	820.6	Retail greater than 800,000 sfgla[5]	1,000 sfgla	30.33	G	3.51	S	0.89	3.14	3.64	81%	S	52.8	1.069	56.5	55.9	$361	$18,855	$745.41	$717.08	$3,816.49	$5,279	$122.93	$13,454	49%	$6,593	$6,860	$14,433	$6,545	$6,108	$437	$17	$298	$6,860	0%
814	814	Specialty Retail	1,000 sf	49.99	D	3.54	C	0.89	3.16	3.66	85%	C	92.1	1.069	98.5	97.6	$361	$32,891	$1,298.76	$1,249.41	$6,649.65	$9,198	$81.95	$23,611	46%	$10,871	$12,740	$25,320	$12,157	$11,350	$807	$30	$553	$12,740	0%
841	841	New/Used Auto Sales	1,000 sf	28.25	D	4.83	C	0.89	4.32	4.82	79%	C	66.0	1.070	70.6	69.9	$359	$23,461	$896.80	$862.72	$4,591.61	$6,351	$34.44	$17,075	43%	$7,321	$9,754	$18,294	$9,307	$8,685	$622	$23	$424	$9,754	0%
848	848	Tire Store	1,000 sf	24.87	B	3.80	T	0.89	3.40	3.90	72%	T	41.7	1.069	44.6	44.1	$361	$14,879	$582.03	$559.91	$2,979.97	$4,122	$81.95	$10,675	46%	$4,914	$5,760	$11,448	$5,496	$5,129	$367	$14	$250	$5,760	0%
850	850	Supermarket	1,000 sf	103.38	D	2.18	C	0.89	1.95	2.45	56%	C	77.3	1.066	82.4	81.6	$365	$27,905	$1,182.44	$1,137.51	$6,054.11	$8,374	$55.69	$19,475	46%	$9,036	$10,439	$20,925	$9,961	$9,312	$649	$25	$453	$10,439	0%
853	853	Convenience Store w/Gas Pumps	1,000 sf	775.14	D	1.59	C	0.89	1.42	1.92	28%	C	211.3	1.092	230.7	228.5	$367	$76,796	$3,478.17	$3,346.00	$17,808.23	$24,632	$23.73	$52,140	54%	$28,115	$24,024	$56,130	$22,924	$21,466	$1,458	$57	$1,043	$24,024	0%
862	862	Home Improvement Superstore	1,000 sf	30.74	B	2.52	U	0.89	2.25	2.75	67%	U	31.8	1.068	33.9	33.6	$363	$11,423	$472.88	$454.91	$2,421.13	$3,349	$81.95	$7,992	51%	$4,063	$3,929	$8,586	$3,748	$3,500	$248	$10	$171	$3,929	0%
881	881	Pharmacy/Drug Store with and without Drive-Thru	1,000 sf	95.96	D	2.18	C	0.89	1.95	2.45	32%	C	41.0	1.066	43.7	43.3	$363	$14,801	$627.19	$603.35	$3,211.19	$4,442	$81.95	$10,278	46%	$4,772	$5,506	$11,047	$5,254	$4,910	$344	$13	$239	$5,506	0%
890	890	Furniture Store	1,000 sf	5.06	B	6.39	C	0.89	5.71	6.21	54%	C	10.7	1.070	11.4	11.3	$357	$3,781	$141.58	$136.20	$724.89	$1,003	$81.95	$2,696	45%	$1,221	$1,475	$2,892	$1,407	$1,309	$98	$4	$64	$1,475	0%
912	912	Bank/Savings w/Drive-In	1,000 sf	159.34	D	2.58	C	0.89	2.31	2.81	46%	C	115.8	1.068	123.7	122.5	$363	$41,620	$1,715.66	$1,650.47	$8,784.20	$12,150	$192.65	$29,277	51%	$14,893	$14,384	$31,440	$13,725	$12,821	$904	$34	$625	$14,384	0%
931	931	Quality Restaurant	1,000 sf	91.10	D	3.30	C	0.89	2.95	3.45	77%	C	141.8	1.069	151.5	150.1	$362	$50,766	$2,018.53	$1,941.82	$10,334.86	$14,295	$44.94	$36,426	46%	$16,840	$19,586	$39,063	$18,688	$17,452	$1,236	$47	$851	$19,586	0%
932	932	High-Turnover Restaurant	1,000 sf	116.60	D	3.33	C	0.89	2.98	3.48	71%	C	168.8	1.069	180.5	178.7	$362	$60,457	$2,400.74	$2,309.51	$12,291.80	$17,002	$44.94	$43,410	45%	$19,356	$24,054	$46,552	$22,952	$21,433	$1,519	$57	$1,045	$24,054	0%
934	934	Fast Food Restaurant w/Drive-Thru	1,000 sf	511.00	D	2.15	C	0.89	1.92	2.42	58%	C	390.2	1.066	416.2	412.2	$365	$140,893	$5,987.18	$5,759.67	$30,654.36	$42,401	$218.54	$98,273	52%	$51,560	$46,712	$105,594	$44,573	$41,675	$2,898	$110	$2,029	$46,712	0%
941	941	Quick Lube	bays	40.00	B	3.80	T	0.89	3.40	3.90	72%	T	67.0	1.069	71.7	71.0	$361	$23,930	$936.11	$900.54	$4,792.88	$6,630	$26.63	$17,274	46%	$7,968	$9,306	$18,518	$8,880	$8,290	$590	$22	$404	$9,306	0%
942	943	Auto Repair or Body Shop	1,000 sf	31.43	D	3.80	T	0.89	3.40	3.90	72%	T	52.7	1.069	56.3	55.8	$361	$18,803	$735.55	$707.60	$3,766.00	$5,209	$33.23	$13,561	41%	$5,627	$7,934	$14,538	$7,570	$7,066	$504	$19	$345	$7,934	0%
944	944	Gasoline Station	fuel pos.	168.56	B	2.00	C	0.89	1.79	2.29	23%	C	47.5	1.066	50.6	50.2	$365	$17,144	$739.81	$711.70	$3,787.82	$5,239	$1.97	$11,903	51%	$6,075	$5,828	$12,794	$5,561	$5,202	$359	$14	$253	$5,828	0%
947	947	Self-Service Car Wash	bays	43.94	D	2.29	C	0.89	2.05	2.55	68%	C	41.9	1.068	44.7	44.3	$363	$15,059	$634.78	$610.66	$3,250.08	$4,496	$26.63	$10,537	0%	$0	$10,537	$11,320	$10,054	$9,399	$655	$25	$458	$14,244	-26%
913.P	913	Convenience/Gasoline/Fast Food Store	1,000 sf	984.59	C	2.78	C	0.89	2.49	2.99	32%	C	536.4	1.068	572.8	567.3	$363	$192,776	$7,844.72	$7,546.62	$40,164.98	$55,556	$23.73	$137,196	53%	$73,267	$63,929	$147,213	$61,002	$56,995	$4,007	$151	$2,776	$63,929	0%
151	151	Mini-Warehouse	1,000 sf	2.15	B	3.26	K	0.89	2.91	3.41	92%	N	3.9	1.069	4.2	4.2	$362	$1,414	$56.33	$54.19	$288.40	$399	$27.98	$987	46%	$454	$533	$1,061	$508	$474	$34	$2	$23	$209	155%
		INDUSTRIAL:																																	
110	110	General Light Industrial	1,000 sf	6.97	B	5.41	N	0.933	5.05	5.55	92%	N	22.2	1.070	23.7	23.5	$358	$7,851	$296.69	$285.41	$1,519.05	$2,101	$33.41	$5,717	100%	$5,717	$0	$6,125	$0	$0	$0	$0	$0	$1,000	-100%
120	120	General Heavy Industrial	1,000 sf	1.50	B	5.41	N	0.933	5.05	5.55	92%	N	4.8	1.070	5.1	5.1	$358	$1,690	$63.85	$61.42	$326.91	$452	$33.41	$1,204	100%	$1,204	$0	$1,292	$0	$0	$0	$0	$0	$211	-100%
130	130	Industrial Park	1,000 sf	6.83	B	5.41	N	0.933	5.05	5.55	92%	N	21.7	1.070	23.2	23.0	$358	$7,694	$290.73	$279.68	$1,488.54	$2,059	$33.41	$5,601	100%	$5,601	$0	$6,001	$0	$0	$0	$0	$0	$998	-100%
140	140	Manufacturing	1,000 sf	3.82	B	5.41	N	0.933	5.05	5.55	92%	N	12.2	1.070	13.0	12.9	$358	$4,303	$162.60	$156.43	$832.53	$1,152	$33.41	$3,118	100%	$3,118	$0	$3,342	$0	$0	$0	$0	$0	$546	-100%
150	150	Warehouse	1,000 sf	3.56	B	5.41	N	0.933	5.05	5.55	92%	N	11.3	1.070	12.1	12.0	$358	$4,010	$151.54	$145.78	$775.87	$1,073	$27.98	$2,909	100%	$2,909	$0	$3,117	$0	$0	$0	$0	$0	$509	-100%
152	152	High-Cube Warehouse	1,000 sf	1.68	B	6.95	M	0.933	6.48	6.98	92%	N	6.9	1.070	7.3	7.3	$356	$2,424	$90.03	$86.61	$460.97	$638	$27.98	$1,758	100%	$1,758	$0	$1,884	$0	$0	$0	$0	$0	$264	-100%
160.P	153	Airport Hangar	1,000 sf	3.56	H	5.41	N	0.933	5.05	5.55	92%	N	11.3	1.070	12.1	12.0	$358	$4,010	$151.54	$145.78	$775.87	$1,073	$33.41	$2,904	100%	$2,904	$0	$3,112	$0	$0	$0	$0	$0	$508	-100%
		OTHER:																																	
n/a	n/a	Mining	1,000 cy	0.01	I	15.56	I	0.933	14.52	15.02	97%	I	0.2	1.070	0.2	0.2	$354	$64	$0.14	$1.17	$14.73	$16	$0.48	$47	0%	$0	$47	$51	$44	$42	$2	$1	$2	n/a	n/a

Notes:
(1) 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.
(2) Specific calculations for the "low income" category can be seen in Appendix B of the 2014 Mobility Fee Update Study.
(3) The statistical relationship between the trip generation rate for the age restricted single family, age restricted multi-family, and congregate care facility was used to interpolate the trip length.
(4) The trip generation rate recommended for the office and retail size categories used the end-point of the range due to the nature of the ITE equation to be conservative for smaller developments.
(5) The trip generation rate used for the office and retail open-ended size categories used the size 200,000 s.f. larger than the beginning of the size range, as the size ranges increase in 200,000 s.f. increments.
(6) Sources of trip rate, percent new trips, and trip length are as follows:

(A) FL Studies (NHTS, AHS, Census)	(I) Independent Study (Collier County)	(Q) Same as LUC 770 (Business Park)
(B) ITE 9th Edition	(J) Same as LUC 220	(R) Same as LUC 820 (<50k)
(C) Florida Studies Database	(K) Florida Schedules	(S) FL Curve
(D) Blend ITE 9th & FL Studies	(L) Same as LUC 240	(T) Same as LUC 942 (Auto Care Center)
(E) Blend ITE 6th & FL Studies	(M) Same as LUC 210	(U) Same as LUC 820 (50k-200k)
(F) ITE Regression Analysis	(N) Same as LUC 710	(V) n/a
(G) ITE 9th equation	(O) Model-Based Trip Length	(W) Same as LUC 492 (Health Club)
(H) Previous Pasco MMTIF Study	(P) Same as LUC 630 (Clinic)	

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Table XX
Suburban Mobility Fee Schedule (Fee District B) - MUTRM
County-wide Parameters:

Revenue period:	25		P4P Equivalent Pennies:	4.8		Include carrying cost?:	No		TOD Deduction:	0.00%	
Discount Rate:	3.30%		2nd LOFT County pennies to capacity:	5		Include Interstates?:	Yes		TND Deduction:	0.00%	
Fuel efficiency:	18.43	6.40	Existing State pennies to capacity:	25.6					MUTRM Deduction:	8.02%	
Days/yr:	365		Tax Inc Fin Millage Rate to capacity:	2.4480	31.41%	Factor to convert VMT to PMT:	1.37				
Existing County pennies to capital:	0		Toll.fwy discount:	1.0%							

Pasco County Land Use Code	ITE LUC	Land Use	Unit	Trip Rate (veh trips)	TGR Source (6)	Standard Trip Length	TL Source (6)	Market Area Trip Length Adjustment Factor	Chargeable Trip length (mi)	Trip length for revenue (mi)	% New Trips	% NT Source (6)	Gross assessable pmt/day	Weighted Capacity Addition Ratio	Needed PMC	Needed PMC After Fwy/Toll/ TOD/TND/ MUTRM Deduct	Weighted Cost/PMC	Total Impact Cost	PV County Gas Tax Credit ($$/yr):	PV P4P Equivalent Credit	PV Federal/ State Gas Tax Revenue Credit ($$/yr)	PV Sub-Total County-wide self-credits:	PV Tax Increment Self-Credit	Fee Before Incentive	Incentive %	$$ Allocated for Incentive	Net Mobility Fee	Full Fee[1]	Road Share (Incl Int)	Road Share (Excl Int)	Interstate/ SIS Share	Transit Share	Bike/Ped Share	2011 Mobility Fee	Percent change from 2011 to 2014
		RESIDENTIAL:																																	
		Single Family (Detached)																																	
210.1P	210.1	Less than 1,500 s.f. & Annual Hh Income less than 80% SHIP Definition[2]	du	4.10	A	7.61	C	0.934	7.11	7.61	100%	V	20.0	1.070	21.4	19.5	$356	$6,466	$239.28	$230.19	$1,225.14	$1,695	$86.32	$4,686	47%	$2,199	$2,486	$5,022	$2,372	$2,210	$162	$6	$108	-	-
210.2P	210.2	0 to 1,500 s.f.	du	6.25	A	7.61	C	0.934	7.11	7.61	100%	V	30.4	1.070	32.6	29.7	$356	$9,857	$364.76	$350.90	$1,867.59	$2,583	$86.32	$7,188	56%	$4,058	$3,130	$7,700	$2,986	$2,783	$203	$8	$136	-	-
210.3P	210.3	1,501 to 2,499 s.f.	du	7.81	A	7.61	C	0.934	7.11	7.61	100%	V	38.0	1.070	40.7	37.1	$356	$12,318	$455.81	$438.49	$2,333.73	$3,228	$139.32	$8,950	51%	$4,575	$4,376	$9,591	$4,175	$3,890	$285	$11	$190	-	-
210.4P	210.4	2,500 s.f. and greater	du	9.20	A	7.61	C	0.934	7.11	7.61	100%	V	44.8	1.070	47.9	43.7	$356	$14,510	$536.93	$516.53	$2,749.09	$3,803	$382.44	$10,325	54%	$5,578	$4,747	$11,079	$4,529	$4,213	$316	$12	$206	-	-
210.5P	210.5	"Low Income" SHIP defined Multi-Family[2]	du	3.46	A	5.87	C	0.934	5.48	5.98	100%	V	13.0	1.070	13.9	12.7	$358	$4,232	$158.80	$152.76	$813.04	$1,125	$71.03	$3,037	47%	$1,431	$1,606	$3,257	$1,532	$1,427	$105	$4	$70	-	-
220	220	Multi-Family Apartments	du	6.60	B	5.87	C	0.934	5.48	5.98	100%	V	24.8	1.070	26.5	24.2	$358	$8,074	$302.91	$291.40	$1,550.88	$2,145	$71.03	$5,857	49%	$2,879	$2,978	$6,277	$2,842	$2,649	$193	$7	$129	-	-
231	231	Low-Rise Condominium/Townhouse (1 to 2 stories)	du	6.40	B	5.87	J	0.934	5.48	5.98	100%	V	24.0	1.070	25.7	23.4	$358	$7,829	$293.73	$282.56	$1,503.88	$2,080	$71.03	$5,678	47%	$2,670	$3,007	$6,084	$2,868	$2,674	$194	$8	$131	-	-
232	232	High-Rise Condominium (3 or more stories)	du	4.18	B	5.87	J	0.934	5.48	5.98	100%	V	15.7	1.070	16.8	15.3	$358	$5,113	$191.84	$184.55	$982.22	$1,359	$71.03	$3,684	41%	$1,521	$2,162	$3,949	$2,062	$1,921	$141	$6	$94	-	-
240	240	Mobile Home Park	du	4.17	C	5.29	C	0.934	4.94	5.44	100%	V	14.1	1.070	15.1	13.8	$358	$4,605	$174.05	$167.44	$891.14	$1,233	$40.43	$3,332	50%	$1,677	$1,655	$3,571	$1,579	$1,472	$107	$4	$72	-	-
251	251	Age Restricted Single Family[3]	du	3.12	D	6.23	C	0.934	5.82	6.32	100%	V	12.4	1.070	13.3	12.1	$357	$4,044	$151.24	$145.49	$774.35	$1,071	$86.32	$2,887	50%	$1,444	$1,443	$3,097	$1,376	$1,281	$95	$4	$63	-	-
252	252	Age Restricted Multi-Family[3]	du	2.97	D	3.77	C	0.934	3.52	4.02	100%	V	7.2	1.070	7.7	7.0	$360	$2,347	$91.62	$88.14	$469.09	$649	$43.71	$1,654	55%	$916	$738	$1,776	$704	$656	$48	$2	$32	-	-
253	253	Congregate Care Facility (Attached)[3]	du	2.25	D	3.54	C	0.934	3.31	3.81	72%	C	3.7	1.069	3.9	3.6	$361	$1,205	$47.30	$45.51	$242.20	$335	$28.41	$842	51%	$432	$410	$904	$391	$364	$27	$1	$18	-	-
		LODGING:																																	
310	310	Hotel	room	6.36	D	7.20	C	1.00	7.16	7.66	66%	C	20.6	1.070	22.0	20.1	$356	$6,673	$246.79	$237.41	$1,263.58	$1,748	$49.17	$4,876	100%	$4,876	$0	$5,223	$0	$0	$0	$0	$0	-	-
320	320	Motel	room	5.63	B	4.99	C	1.00	4.97	5.47	77%	C	14.7	1.070	15.8	14.4	$358	$4,811	$181.75	$174.84	$930.55	$1,287	$24.59	$3,499	100%	$3,499	$0	$3,749	$0	$0	$0	$0	$0	-	-
330	330	Resort Hotel	room	5.83	D	7.02	C	1.00	6.98	7.48	83%	C	23.2	1.070	24.8	22.6	$356	$7,509	$277.85	$267.29	$1,422.58	$1,968	$49.17	$5,492	100%	$5,492	$0	$5,882	$0	$0	$0	$0	$0	-	-
		RECREATION:																																	
412	412	General Recreation	acre	2.28	B	5.37	K	1.00	5.34	5.84	90%	K	7.5	1.070	8.0	7.3	$358	$2,446	$91.98	$88.49	$470.94	$651	$38.55	$1,756	72%	$1,271	$485	$1,883	$462	$431	$31	$2	$21	-	-
416	416	RV Park	RV space	1.62	B	4.83	L	1.00	4.81	5.31	100%	L	5.3	1.070	5.7	5.2	$358	$1,740	$65.94	$63.43	$337.61	$467	$3.86	$1,269	57%	$721	$548	$1,360	$522	$487	$35	$2	$24	-	-
420	420	Marina	berth	2.96	B	6.95	M	1.00	6.92	7.42	90%	K	12.6	1.070	13.5	12.3	$356	$4,093	$151.54	$145.78	$775.90	$1,073	$81.95	$2,938	68%	$1,999	$938	$3,150	$894	$832	$62	$3	$41	-	-
430	430	Golf Course	hole	35.74	B	6.95	M	1.00	6.92	7.42	90%	K	152.4	1.070	163.0	148.5	$356	$49,418	$1,829.77	$1,760.24	$9,368.45	$12,958	$136.59	$36,323	68%	$24,734	$11,588	$38,891	$11,057	$10,311	$746	$28	$503	-	-
431	431	Miniature Golf Course	hole	3.30	B	6.95	M	1.00	6.92	7.42	90%	K	14.1	1.070	15.1	13.7	$356	$4,563	$168.95	$162.53	$865.02	$1,197	$36.06	$3,330	75%	$2,491	$840	$3,567	$802	$747	$55	$2	$36	-	-
437	437	Bowling Alley	1,000 sf	33.33	B	5.41	N	1.00	5.38	5.88	90%	K	110.6	1.070	118.3	107.8	$358	$36,027	$1,353.78	$1,302.34	$6,931.35	$9,587	$30.98	$26,409	71%	$18,799	$7,610	$28,281	$7,262	$6,775	$487	$18	$330	-	-
444	444	Movie Theater	screen	106.63	E	2.33	C	1.00	2.32	2.82	88%	C	149.0	1.068	159.1	145.0	$363	$49,261	$2,028.77	$1,951.67	$10,387.28	$14,368	$122.93	$34,770	72%	$25,137	$9,633	$37,330	$9,192	$8,588	$604	$23	$418	-	-
491	491	Racquet Club/Health Club/Spa/Dance Studio	1,000 sf	14.03	B	5.41	N	1.00	5.38	5.88	94%	W	48.6	1.070	52.0	47.4	$358	$15,839	$595.19	$572.57	$3,047.37	$4,215	$81.95	$11,542	71%	$8,226	$3,317	$12,365	$3,165	$2,951	$214	$8	$144	-	-
495	495	Community Center/Gymnasium	1,000 sf	33.82	B	7.06	K	1.00	7.02	7.52	90%	K	146.5	1.070	156.7	142.8	$356	$47,446	$1,757.03	$1,690.27	$8,996.01	$12,443	$81.95	$34,920	80%	$28,061	$6,859	$37,386	$6,544	$6,103	$441	$17	$298	-	-
		INSTITUTIONS:																																	
520	520	Elementary School	student	1.29	B	4.52	O	0.92	4.16	4.66	80%	K	2.9	1.070	3.1	2.9	$359	$962	$36.92	$35.51	$189.01	$261	$22.13	$678	51%	$347	$331	$728	$316	$295	$21	$1	$14	-	-
522	522	Middle School	student	1.62	B	4.52	O	0.92	4.16	4.66	90%	K	4.2	1.070	4.4	4.1	$359	$1,359	$52.15	$50.17	$267.03	$369	$22.13	$968	51%	$497	$471	$1,038	$449	$418	$31	$2	$20	-	-
530	530	High School	student	1.71	B	4.52	O	0.92	4.16	4.66	90%	K	4.4	1.070	4.7	4.3	$359	$1,435	$55.05	$52.96	$281.87	$390	$22.13	$1,023	51%	$525	$498	$1,097	$474	$441	$33	$2	$22	-	-
540	540	University/Jr College (7,500 or fewer students) (Private)	student	2.00	F	6.95	M	0.92	6.40	6.90	90%	K	7.9	1.070	8.4	7.7	$356	$2,563	$95.29	$91.67	$487.89	$675	$22.13	$1,866	48%	$904	$962	$1,999	$917	$855	$62	$3	$42	-	-
550	550	University/Jr College (more than 7,500 students) (Private)	student	1.50	F	6.95	M	0.92	6.40	6.90	90%	K	5.9	1.070	6.3	5.8	$356	$1,922	$71.47	$68.75	$365.92	$506	$22.13	$1,394	48%	$675	$719	$1,494	$686	$639	$47	$2	$31	-	-
560	560	Church	1,000 sf	9.11	B	4.10	K	0.92	3.78	4.28	90%	K	21.2	1.070	22.7	20.7	$360	$6,948	$268.96	$258.74	$1,377.06	$1,905	$54.76	$4,988	55%	$2,721	$2,267	$5,349	$2,163	$2,017	$146	$6	$98	-	-
565	565	Day Care	student	3.03	H	2.13	C	0.92	1.96	2.46	73%	C	3.0	1.066	3.2	2.9	$365	$987	$41.77	$40.18	$213.87	$296	$229.47	$462	56%	$259	$203	$513	$193	$174	$19	$1	$9	-	-
566	566	Cemetery	acre	4.73	B	6.95	M	0.92	6.40	6.90	95%	H	19.7	1.070	21.1	19.2	$356	$6,398	$237.89	$228.85	$1,217.97	$1,685	$10.93	$4,703	49%	$2,282	$2,421	$5,035	$2,310	$2,154	$156	$6	$105	-	-
610	610	Hospital	1,000 sf	13.22	B	6.95	M	0.92	6.40	6.90	77%	K	44.6	1.070	47.7	43.5	$356	$14,495	$538.90	$518.42	$2,759.15	$3,816	$202.15	$10,476	35%	$3,706	$6,770	$11,229	$6,460	$6,018	$442	$16	$294	-	-
620	620	Nursing Home	bed	2.76	D	2.72	C	0.92	2.51	3.01	89%	C	4.2	1.069	4.5	4.1	$362	$1,388	$56.63	$54.48	$289.94	$401	$7.27	$980	59%	$581	$399	$1,052	$381	$356	$25	$1	$17	-	-
		OFFICE:																																	
710	710.1	General Office 50,000 sf or less[4]	1,000 sf	15.50	G	5.41	C	0.92	4.98	5.48	92%	C	48.7	1.070	52.1	47.4	$358	$15,880	$599.77	$576.97	$3,070.80	$4,248	$72.66	$11,560	100%	$11,560	$0	$12,385	$0	$0	$0	$0	$0	-	-
710.1P	710.2	General Office 50,001-100,000 sf[4]	1,000 sf	13.13	G	5.41	C	0.92	4.98	5.48	92%	C	41.2	1.070	44.1	40.2	$358	$13,452	$508.06	$488.75	$2,601.27	$3,598	$72.66	$9,781	100%	$9,781	$0	$10,480	$0	$0	$0	$0	$0	-	-
710.2P	710.3	General Office 100,001-200,000 sf[4]	1,000 sf	11.12	G	5.41	C	0.92	4.98	5.48	92%	C	34.9	1.070	37.4	34.0	$358	$11,393	$430.28	$413.93	$2,203.05	$3,047	$72.66	$8,273	100%	$8,273	$0	$8,865	$0	$0	$0	$0	$0	-	-
710.3P	710.4	General Office 200,001-400,000 sf[4]	1,000 sf	9.41	G	5.41	C	0.92	4.98	5.48	92%	C	29.5	1.070	31.6	28.8	$358	$9,641	$364.12	$350.28	$1,864.27	$2,579	$72.66	$6,989	100%	$6,989	$0	$7,490	$0	$0	$0	$0	$0	-	-
710.4P	710.5	General Office greater than 400,000 sf[5]	1,000 sf	8.54	G	5.41	C	0.92	4.98	5.48	92%	C	26.8	1.070	28.7	26.1	$358	$8,749	$330.45	$317.89	$1,691.91	$2,340	$72.66	$6,337	100%	$6,337	$0	$6,791	$0	$0	$0	$0	$0	-	-
714	714	Corporate Headquarters Building	1,000 sf	7.98	B	5.41	N	0.92	4.98	5.48	92%	N	25.1	1.070	26.8	24.4	$358	$8,176	$308.78	$297.05	$1,580.97	$2,187	$72.66	$5,916	100%	$5,916	$0	$6,341	$0	$0	$0	$0	$0	-	-
720	720	Medical Office	1,000 sf	34.72	D	5.83	C	0.92	5.37	5.87	89%	C	113.7	1.070	121.6	110.8	$358	$37,020	$1,391.36	$1,338.49	$7,123.78	$9,854	$72.66	$27,093	100%	$27,093	$0	$29,017	$0	$0	$0	$0	$0	-	-
750	750	Office Park	1,000 sf	11.70	D	7.47	C	0.92	6.88	7.38	89%	Q	49.1	1.070	52.5	47.8	$356	$15,916	$589.52	$567.12	$3,018.35	$4,175	$72.66	$11,668	100%	$11,668	$0	$12,495	$0	$0	$0	$0	$0	-	-
760	760	Research and Development Center	1,000 sf	8.11	B	5.65	Q	0.92	5.20	5.70	89%	Q	25.7	1.070	27.5	25.1	$358	$8,380	$315.82	$303.82	$1,616.99	$2,237	$72.66	$6,071	100%	$6,071	$0	$6,506	$0	$0	$0	$0	$0	-	-
770.P	640	Veterinarian Clinic	1,000 sf	40.12	B	5.36	P	0.92	4.94	5.44	93%	P	126.2	1.070	135.0	123.0	$358	$41,167	$1,556.12	$1,496.99	$7,967.33	$11,020	$72.66	$30,074	100%	$30,074	$0	$32,213	$0	$0	$0	$0	$0	-	-

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Table XX
Suburban Mobility Fee Schedule (Fee District B) - MUTRM
County-wide Parameters:

Revenue period:	25		P4P Equivalent Pennies:	4.8		Include carrying cost?:	No		TOD Deduction:	0.00%
Discount Rate:	3.30%		2nd LOFT County pennies to capacity:	5		Include Interstates?:	Yes		TND Deduction:	0.00%
Fuel efficiency:	18.43	6.40	Existing State pennies to capacity:	25.6					MUTRM Deduction:	8.02%
Days/yr:	365		Tax Inc Fin Millage Rate to capacity:	2.4480	31.41%	Factor to convert VMT to PMT:	1.37			
Existing County pennies to capital:	0		Toll.fwy discount:	1.0%						

Pasco County Land Use Code	ITE LUC	Land Use	Unit	Trip Rate (veh trips)	TGR Source (6)	Standard Trip Length	TL Source (6)	Market Area Trip Length Adjustment Factor	Chargeable Trip length (mi)	Trip length for revenue (mi)	% New Trips	% NT Source (6)	Gross assessable pmt/day	Weighted Capacity Addition Ratio	Needed PMC	Needed PMC After Fwy/Toll/ TOD/TND/ MUTRM Deduct	Weighted Cost/PMC	Total Impact Cost	PV County Gas Tax Credit ($$/yr):	PV P4P Equivalent Credit	PV Federal/ State Gas Tax Revenue Credit ($$/yr)	PV Sub-Total County-wide self-credits:	PV Tax Increment Self-Credit	Fee Before Incentive	Incentive %	$$ Allocated for Incentive	Net Mobility Fee	Full Fee[1]	Road Share (Incl Int)	Road Share (Excl Int)	Interstate/ SIS Share	Transit Share	Bike/Ped Share	2011 Mobility Fee	Percent change from 2011 to 2014
		RETAIL:																																	
816	816	Hardware/Paint	1,000 sf	51.29	B	1.96	R	0.89	1.75	2.25	56%	R	34.5	1.066	36.8	33.5	$365	$11,449	$496.26	$477.40	$2,540.86	$3,515	$81.95	$7,853	65%	$5,117	$2,735	$8,448	$2,609	$2,439	$170	$7	$119	-	-
820	820.1	Retail 50,000 sfgla or less[4]	1,000 sfgla	86.56	G	1.96	S	0.89	1.75	2.25	56%	S	58.2	1.066	62.0	56.5	$365	$19,322	$837.52	$805.69	$4,288.10	$5,931	$81.95	$13,309	65%	$8,622	$4,687	$14,313	$4,471	$4,181	$290	$12	$204	-	-
820.1P	820.2	Retail 50,001-200,000 sfgla[4]	1,000 sfgla	53.28	G	2.52	S	0.89	2.25	2.75	67%	S	55.1	1.068	58.8	53.6	$363	$18,211	$753.88	$725.23	$3,859.86	$5,339	$81.95	$12,790	67%	$8,559	$4,231	$13,736	$4,037	$3,772	$265	$10	$184	-	-
820.2P	820.3	Retail 200,001-400,000 sfgla[4]	1,000 sfgla	41.80	G	2.77	S	0.89	2.48	2.98	73%	S	51.8	1.068	55.3	50.4	$363	$17,111	$696.73	$670.25	$3,567.24	$4,934	$122.93	$12,054	66%	$8,004	$4,050	$12,943	$3,864	$3,608	$256	$10	$176	-	-
820.3P	820.4	Retail 400,001-600,000 sfgla[4]	1,000 sfgla	36.27	G	3.01	S	0.89	2.69	3.19	76%	S	50.8	1.069	54.3	49.5	$362	$16,737	$674.77	$649.13	$3,454.81	$4,779	$122.93	$11,835	68%	$8,019	$3,816	$12,705	$3,641	$3,398	$243	$9	$166	-	-
820.4P	820.5	Retail 600,001-800,000 sfgla[4]	1,000 sfgla	32.80	G	3.26	S	0.89	2.91	3.41	79%	S	51.7	1.069	55.3	50.4	$362	$17,040	$678.73	$652.94	$3,475.08	$4,807	$122.93	$12,110	67%	$8,142	$3,968	$12,995	$3,786	$3,533	$253	$10	$172	-	-
820.5P	820.6	Retail greater than 800,000 sfgla[5]	1,000 sfgla	30.33	G	3.51	S	0.89	3.14	3.64	81%	S	52.8	1.069	56.5	51.4	$361	$17,343	$685.63	$659.57	$3,510.41	$4,856	$122.93	$12,365	66%	$8,177	$4,188	$13,266	$3,996	$3,729	$267	$10	$182	-	-
814	814	Specialty Retail	1,000 sf	49.99	D	3.54	C	0.89	3.16	3.66	85%	C	92.1	1.069	98.5	89.7	$361	$30,253	$1,194.60	$1,149.20	$6,116.35	$8,460	$81.95	$21,711	64%	$13,883	$7,828	$23,283	$7,469	$6,972	$497	$19	$340	-	-
841	841	New/Used Auto Sales	1,000 sf	28.25	D	4.83	C	0.89	4.32	4.82	79%	C	66.0	1.070	70.6	64.3	$359	$21,579	$824.88	$793.53	$4,223.37	$5,842	$34.44	$15,703	61%	$9,640	$6,063	$16,824	$5,785	$5,398	$387	$15	$263	-	-
848	848	Tire Store	1,000 sf	24.87	B	3.80	T	0.89	3.40	3.90	72%	T	41.7	1.069	44.6	40.6	$361	$13,685	$535.35	$515.00	$2,740.98	$3,791	$81.95	$9,812	64%	$6,265	$3,547	$10,523	$3,384	$3,157	$227	$9	$154	-	-
850	850	Supermarket	1,000 sf	103.38	D	2.18	C	0.89	1.95	2.45	56%	C	77.3	1.066	82.4	75.1	$365	$25,667	$1,087.61	$1,046.28	$5,568.57	$7,702	$55.69	$17,909	65%	$11,633	$6,276	$19,243	$5,988	$5,598	$390	$15	$273	-	-
853	853	Convenience Store w/Gas Pumps	1,000 sf	775.14	D	1.59	C	0.89	1.42	1.92	28%	C	211.3	1.092	230.7	210.1	$367	$70,637	$3,199.22	$3,077.65	$16,380.01	$22,657	$23.73	$47,956	68%	$32,704	$15,252	$51,627	$14,554	$13,628	$926	$36	$662	-	-
862	862	Home Improvement Superstore	1,000 sf	30.74	B	2.52	U	0.89	2.25	2.75	67%	U	31.8	1.068	33.9	30.9	$363	$10,507	$434.95	$418.42	$2,226.95	$3,080	$81.95	$7,345	68%	$4,997	$2,348	$7,891	$2,240	$2,092	$148	$6	$102	-	-
881	881	Pharmacy/Drug Store with and without Drive-Thru	1,000 sf	95.96	D	2.18	C	0.89	1.95	2.45	32%	C	41.0	1.066	43.7	39.8	$363	$13,614	$576.89	$554.96	$2,953.65	$4,086	$81.95	$9,447	65%	$6,156	$3,291	$10,154	$3,140	$2,934	$206	$8	$143	-	-
890	890	Furniture Store	1,000 sf	5.06	B	6.39	C	0.89	5.71	6.21	54%	C	10.7	1.070	11.4	10.4	$357	$3,477	$130.23	$125.28	$666.76	$922	$81.95	$2,473	63%	$1,570	$903	$2,654	$861	$801	$60	$3	$39	-	-
912	912	Bank/Savings w/Drive-In	1,000 sf	159.34	D	2.58	C	0.89	2.31	2.81	46%	C	115.8	1.068	123.7	112.7	$363	$38,282	$1,578.07	$1,518.10	$8,079.70	$11,176	$192.65	$26,914	65%	$17,366	$9,548	$28,903	$9,110	$8,510	$600	$23	$415	-	-
931	931	Quality Restaurant	1,000 sf	91.10	D	3.30	C	0.89	2.95	3.45	77%	C	141.8	1.069	151.5	138.1	$362	$46,694	$1,856.64	$1,786.09	$9,506.01	$13,149	$44.94	$33,501	64%	$21,492	$12,008	$35,927	$11,458	$10,700	$758	$29	$521	-	-
932	932	High-Turnover Restaurant	1,000 sf	116.60	D	3.33	C	0.89	2.98	3.48	71%	C	168.8	1.069	180.5	164.4	$362	$55,609	$2,208.20	$2,124.29	$11,305.99	$15,638	$44.94	$39,925	63%	$25,181	$14,744	$42,815	$14,069	$13,138	$931	$35	$640	-	-
934	934	Fast Food Restaurant w/Drive-Thru	1,000 sf	511.00	D	2.15	C	0.89	1.92	2.42	58%	C	390.2	1.066	416.2	379.1	$365	$129,593	$5,507.01	$5,297.74	$28,195.88	$39,001	$218.54	$90,374	66%	$59,661	$30,713	$97,108	$29,306	$27,400	$1,906	$73	$1,334	-	-
941	941	Quick Lube	bays	40.00	B	3.80	T	0.89	3.40	3.90	72%	T	67.0	1.069	71.7	65.3	$361	$22,011	$861.03	$828.31	$4,408.49	$6,098	$26.63	$15,887	64%	$10,128	$5,758	$17,030	$5,494	$5,129	$365	$14	$250	-	-
942	943	Auto Repair or Body Shop	1,000 sf	31.43	D	3.80	T	0.89	3.40	3.90	72%	T	52.7	1.069	56.3	51.3	$361	$17,295	$676.56	$650.85	$3,463.97	$4,791	$33.23	$12,471	61%	$7,573	$4,898	$13,369	$4,673	$4,362	$311	$12	$213	-	-
944	944	Gasoline Station	fuel pos.	168.56	B	2.00	C	0.89	1.79	2.29	23%	C	47.5	1.066	50.6	46.1	$365	$15,769	$680.48	$654.62	$3,484.04	$4,819	$1.97	$10,948	65%	$7,115	$3,833	$11,767	$3,657	$3,421	$236	$10	$166	-	-
947	947	Self-Service Car Wash	bays	43.94	D	2.29	C	0.89	2.05	2.55	68%	C	41.9	1.068	44.7	40.8	$363	$13,852	$583.87	$561.68	$2,989.42	$4,135	$26.63	$9,690	40%	$3,917	$5,773	$10,410	$5,508	$5,149	$359	$14	$251	-	-
913.P	913	Convenience/Gasoline/Fast Food Store	1,000 sf	984.59	C	2.78	C	0.89	2.49	2.99	32%	C	536.4	1.068	572.8	521.8	$363	$177,315	$7,215.58	$6,941.38	$36,943.75	$51,101	$23.73	$126,191	66%	$83,598	$42,593	$135,405	$40,642	$37,972	$2,670	$101	$1,850	-	-
151	151	Mini-Warehouse	1,000 sf	2.15	B	3.26	K	0.89	2.91	3.41	92%	N	3.9	1.069	4.2	3.8	$362	$1,301	$51.81	$49.84	$265.27	$367	$27.98	$906	66%	$598	$308	$973	$294	$274	$20	$1	$13	-	-
		INDUSTRIAL:																																	
110	110	General Light Industrial	1,000 sf	6.97	B	5.41	N	0.933	5.05	5.55	92%	N	22.2	1.070	23.7	21.6	$358	$7,222	$272.89	$262.52	$1,397.22	$1,933	$33.41	$5,256	100%	$5,256	$0	$5,631	$0	$0	$0	$0	$0	-	-
120	120	General Heavy Industrial	1,000 sf	1.50	B	5.41	N	0.933	5.05	5.55	92%	N	4.8	1.070	5.1	4.7	$358	$1,554	$58.73	$56.50	$300.69	$416	$33.41	$1,105	100%	$1,105	$0	$1,186	$0	$0	$0	$0	$0	-	-
130	130	Industrial Park	1,000 sf	6.83	B	5.41	N	0.933	5.05	5.55	92%	N	21.7	1.070	23.2	21.2	$358	$7,077	$267.41	$257.25	$1,369.16	$1,894	$33.41	$5,149	100%	$5,149	$0	$5,517	$0	$0	$0	$0	$0	-	-
140	140	Manufacturing	1,000 sf	3.82	B	5.41	N	0.933	5.05	5.55	92%	N	12.2	1.070	13.0	11.8	$358	$3,958	$149.56	$143.88	$765.77	$1,059	$33.41	$2,865	100%	$2,865	$0	$3,071	$0	$0	$0	$0	$0	-	-
150	150	Warehouse	1,000 sf	3.56	B	5.41	N	0.933	5.05	5.55	92%	N	11.3	1.070	12.1	11.0	$358	$3,689	$139.38	$134.09	$713.64	$987	$27.98	$2,673	100%	$2,673	$0	$2,865	$0	$0	$0	$0	$0	-	-
152	152	High-Cube Warehouse	1,000 sf	1.68	B	6.95	M	0.933	6.48	6.98	92%	N	6.9	1.070	7.3	6.7	$356	$2,230	$82.81	$79.67	$424.00	$586	$27.98	$1,615	100%	$1,615	$0	$1,731	$0	$0	$0	$0	$0	-	-
160.P	153	Airport Hangar	1,000 sf	3.56	H	5.41	N	0.933	5.05	5.55	92%	N	11.3	1.070	12.1	11.0	$358	$3,689	$139.38	$134.09	$713.64	$987	$33.41	$2,668	100%	$2,668	$0	$2,860	$0	$0	$0	$0	$0	-	-

Notes:
(1) 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.
(2) Specific calculations for the "low income" category can be seen in Appendix B of the 2014 Mobility Fee Update Study.
(3) The statistical relationship between the trip generation rate for the age restricted single family, age restricted multi-family, and congregate care facility was used to interpolate the trip length.
(4) The trip generation rate recommended for the office and retail size categories used the end-point of the range due to the nature of the ITE equation to be conservative for smaller developments.
(5) The trip generation rate used for the office and retail open-ended size categories used the size 200,000 s.f. larger than the beginning of the size range, as the size ranges increase in 200,000 s.f. increments.
(6) Sources of trip rate, percent new trips, and trip length are as follows:

(A) FL Studies (NHTS, AHS, Census)	(I) Independent Study (Collier County)	(Q) Same as LUC 770 (Business Park)
(B) ITE 9th Edition	(J) Same as LUC 220	(R) Same as LUC 820 (<50k)
(C) Florida Studies Database	(K) Florida Schedules	(S) FL Curve
(D) Blend ITE 9th & FL Studies	(L) Same as LUC 240	(T) Same as LUC 942 (Auto Care Center)
(E) Blend ITE 6th & FL Studies	(M) Same as LUC 210	(U) Same as LUC 820 (50k-200k)
(F) ITE Regression Analysis	(N) Same as LUC 710	(V) n/a
(G) ITE 9th equation	(O) Model-Based Trip Length	(W) Same as LUC 492 (Health Club)
(H) Previous Pasco MMTIF Study	(P) Same as LUC 630 (Clinic)	

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Table XX
Suburban Mobility Fee Schedule (Fee District B) - TND
County-wide Parameters:

Revenue period:	25		P4P Equivalent Pennies:	4.8		Include carrying cost?:	No		TOD Deduction:	0.00%	
Discount Rate:	3.30%		2nd LOFT County pennies to capacity:	5		Include Interstates?:	Yes		TND Deduction:	11.36%	
Fuel efficiency:	18.43	6.40	Existing State pennies to capacity:	25.6					MUTRM Deduction:	0.00%	
Days/yr:	365		Tax Inc Fin Millage Rate to capacity:	2.4480	31.41%	Factor to convert VMT to PMT:	1.37				
Existing County pennies to capital:	0		Toll.fwy discount:	1.0%							

Pasco County Land Use Code	ITE LUC	Land Use	Unit	Trip Rate (veh trips)	TGR Source (6)	Standard Trip Length	TL Source (6)	Market Area Trip Length Adjustment Factor	Chargeable Trip length (mi)	Trip length for revenue (mi)	% New Trips	% NT Source (6)	Gross assessable pmt/day	Weighted Capacity Addition Ratio	Needed PMC	Needed PMC After Fwy/Toll/ TOD/TND/ MUTRM Deduct	Weighted Cost/PMC	Total Impact Cost	PV County Gas Tax Credit ($$/yr):	PV P4P Equivalent Credit	PV Federal/ State Gas Tax Revenue Credit ($$/yr)	PV Sub-Total County-wide self-credits:	PV Tax Increment Self-Credit	Fee Before Incentive	Incentive %	$$ Allocated for Incentive	Net Mobility Fee	Full Fee[1]	Road Share (Incl Int)	Road Share (Excl Int)	Interstate/ SIS Share	Transit Share	Bike/Ped Share	2011 Mobility Fee	Percent change from 2011 to 2014
		RESIDENTIAL:																																	
		Single Family (Detached)																																	
210.1P	210.1	Less than 1,500 s.f. & Annual Hh Income less than 80% SHIP Definition[2]	du	4.10	A	7.61	C	0.934	7.11	7.61	100%	V	20.0	1.070	21.4	18.8	$356	$6,232	$230.60	$221.83	$1,180.65	$1,633	$86.32	$4,512	63%	$2,855	$1,658	$4,836	$1,582	$1,473	$109	$4	$72	$1,221	36%
210.2P	210.2	0 to 1,500 s.f.	du	6.25	A	7.61	C	0.934	7.11	7.61	100%	V	30.4	1.070	32.6	28.6	$356	$9,499	$351.52	$338.16	$1,799.77	$2,489	$86.32	$6,924	70%	$4,837	$2,087	$7,417	$1,991	$1,855	$136	$5	$91	$1,536	36%
210.3P	210.3	1,501 to 2,499 s.f.	du	7.81	A	7.61	C	0.934	7.11	7.61	100%	V	38.0	1.070	40.7	35.7	$356	$11,871	$439.26	$422.56	$2,248.99	$3,111	$139.32	$8,620	66%	$5,703	$2,918	$9,237	$2,784	$2,593	$191	$7	$127	$2,143	36%
210.4P	210.4	2,500 s.f. and greater	du	9.20	A	7.61	C	0.934	7.11	7.61	100%	V	44.8	1.070	47.9	42.1	$356	$13,983	$517.43	$497.77	$2,649.26	$3,664	$382.44	$9,936	68%	$6,772	$3,165	$10,663	$3,020	$2,809	$211	$8	$137	$2,323	36%
210.5P	210.5	"Low Income" SHIP defined Multi-Family[2]	du	3.46	A	5.87	C	0.934	5.48	5.98	100%	V	13.0	1.070	13.9	12.2	$358	$4,079	$153.03	$147.21	$783.51	$1,084	$71.03	$2,924	63%	$1,853	$1,071	$3,136	$1,021	$951	$70	$3	$47	$790	36%
220	220	Multi-Family Apartments	du	6.60	B	5.87	C	0.934	5.48	5.98	100%	V	24.8	1.070	26.5	23.3	$358	$7,780	$291.91	$280.81	$1,494.56	$2,067	$71.03	$5,642	65%	$3,656	$1,986	$6,046	$1,895	$1,766	$129	$5	$86	$1,463	36%
231	231	Low-Rise Condominium/Townhouse (1 to 2 stories)	du	6.40	B	5.87	J	0.934	5.48	5.98	100%	V	24.0	1.070	25.7	22.6	$358	$7,545	$283.06	$272.30	$1,449.27	$2,005	$71.03	$5,469	63%	$3,463	$2,005	$5,861	$1,913	$1,784	$129	$5	$87	$1,474	36%
232	232	High-Rise Condominium (3 or more stories)	du	4.18	B	5.87	J	0.934	5.48	5.98	100%	V	15.7	1.070	16.8	14.7	$358	$4,928	$184.87	$177.85	$946.55	$1,309	$71.03	$3,547	59%	$2,106	$1,441	$3,803	$1,374	$1,280	$94	$4	$63	$1,182	22%
240	240	Mobile Home Park	du	4.17	C	5.29	C	0.934	4.94	5.44	100%	V	14.1	1.070	15.1	13.3	$358	$4,438	$167.73	$161.36	$858.79	$1,188	$40.43	$3,209	66%	$2,106	$1,104	$3,440	$1,053	$981	$72	$3	$48	$815	35%
251	251	Age Restricted Single Family[3]	du	3.12	D	6.23	C	0.934	5.82	6.32	100%	V	12.4	1.070	13.3	11.7	$357	$3,898	$145.75	$140.21	$746.23	$1,032	$86.32	$2,779	65%	$1,817	$962	$2,982	$917	$854	$63	$3	$42	$712	35%
252	252	Age Restricted Multi-Family[3]	du	2.97	D	3.77	C	0.934	3.52	4.02	100%	V	7.2	1.070	7.7	6.7	$360	$2,262	$88.29	$84.94	$452.05	$625	$43.71	$1,593	69%	$1,101	$492	$1,710	$469	$437	$32	$2	$21	$368	34%
253	253	Congregate Care Facility (Attached)[3]	du	2.25	D	3.54	C	0.934	3.31	3.81	72%	C	3.7	1.069	3.9	3.4	$361	$1,161	$45.59	$43.85	$233.40	$323	$28.41	$810	66%	$536	$274	$870	$261	$243	$18	$1	$12	$205	34%
		LODGING:																																	
310	310	Hotel	room	6.36	D	7.20	C	1.00	7.16	7.66	66%	C	20.6	1.070	22.0	19.3	$356	$6,431	$237.83	$228.79	$1,217.69	$1,684	$49.17	$4,697	100%	$4,697	$0	$5,031	$0	$0	$0	$0	$0	$149	-100%
320	320	Motel	room	5.63	B	4.99	C	1.00	4.97	5.47	77%	C	14.7	1.070	15.8	13.8	$358	$4,636	$175.15	$168.49	$896.76	$1,240	$24.59	$3,371	100%	$3,371	$0	$3,612	$0	$0	$0	$0	$0	$112	-100%
330	330	Resort Hotel	room	5.83	D	7.02	C	1.00	6.98	7.48	83%	C	23.2	1.070	24.8	21.7	$356	$7,236	$267.76	$257.58	$1,370.92	$1,896	$49.17	$5,291	100%	$5,291	$0	$5,667	$0	$0	$0	$0	$0	$81	-100%
		RECREATION:																																	
412	412	General Recreation	acre	2.28	B	5.37	K	1.00	5.34	5.84	90%	K	7.5	1.070	8.0	7.1	$358	$2,357	$88.64	$85.27	$453.84	$628	$38.55	$1,691	81%	$1,368	$323	$1,814	$308	$287	$21	$1	$14	$222	45%
416	416	RV Park	RV space	1.62	B	4.83	L	1.00	4.81	5.31	100%	L	5.3	1.070	5.7	5.0	$358	$1,677	$63.54	$61.13	$325.35	$450	$3.86	$1,223	70%	$858	$365	$1,310	$348	$325	$23	$1	$16	$240	52%
420	420	Marina	berth	2.96	B	6.95	M	1.00	6.92	7.42	90%	K	12.6	1.070	13.5	11.9	$356	$3,944	$146.04	$140.49	$747.72	$1,034	$81.95	$2,828	78%	$2,202	$626	$3,033	$597	$556	$41	$2	$27	$410	53%
430	430	Golf Course	hole	35.74	B	6.95	M	1.00	6.92	7.42	90%	K	152.4	1.070	163.0	143.1	$356	$47,623	$1,763.33	$1,696.32	$9,028.26	$12,488	$136.59	$34,999	78%	$27,273	$7,726	$37,473	$7,371	$6,874	$497	$19	$336	$5,041	53%
431	431	Miniature Golf Course	hole	3.30	B	6.95	M	1.00	6.92	7.42	90%	K	14.1	1.070	15.1	13.2	$356	$4,397	$162.81	$156.63	$833.61	$1,153	$36.06	$3,208	83%	$2,648	$560	$3,437	$534	$497	$37	$2	$24	$369	52%
437	437	Bowling Alley	1,000 sf	33.33	B	5.41	N	1.00	5.38	5.88	90%	K	110.6	1.070	118.3	103.9	$358	$34,719	$1,304.62	$1,255.04	$6,679.65	$9,239	$30.98	$25,449	80%	$20,375	$5,074	$27,253	$4,842	$4,518	$324	$12	$220	$3,324	53%
444	444	Movie Theater	screen	106.63	E	2.33	C	1.00	2.32	2.82	88%	C	149.0	1.068	159.1	139.7	$363	$47,472	$1,955.10	$1,880.80	$10,010.09	$13,846	$122.93	$33,503	81%	$27,081	$6,422	$35,970	$6,127	$5,725	$402	$16	$279	$4,318	49%
491	491	Racquet Club/Health Club/Spa/Dance Studio	1,000 sf	14.03	B	5.41	N	1.00	5.38	5.88	94%	W	48.6	1.070	52.0	45.7	$358	$15,264	$573.58	$551.78	$2,936.71	$4,062	$81.95	$11,120	80%	$8,908	$2,212	$11,913	$2,110	$1,967	$143	$6	$96	$1,454	52%
495	495	Community Center/Gymnasium	1,000 sf	33.82	B	7.06	K	1.00	7.02	7.52	90%	K	146.5	1.070	156.7	137.6	$356	$45,723	$1,693.23	$1,628.89	$8,669.35	$11,991	$81.95	$33,649	86%	$29,076	$4,573	$36,025	$4,363	$4,069	$294	$11	$199	$2,990	53%
		INSTITUTIONS:																																	
520	520	Elementary School	student	1.29	B	4.52	O	0.92	4.16	4.66	80%	K	2.9	1.070	3.1	2.8	$359	$927	$35.58	$34.22	$182.15	$252	$22.13	$653	66%	$432	$221	$701	$210	$196	$14	$1	$10	$185	19%
522	522	Middle School	student	1.62	B	4.52	O	0.92	4.16	4.66	90%	K	4.2	1.070	4.4	3.9	$359	$1,310	$50.26	$48.35	$257.33	$356	$22.13	$932	66%	$618	$314	$1,000	$299	$278	$21	$1	$14	$263	19%
530	530	High School	student	1.71	B	4.52	O	0.92	4.16	4.66	90%	K	4.4	1.070	4.7	4.1	$359	$1,383	$53.05	$51.04	$271.63	$376	$22.13	$985	66%	$653	$332	$1,057	$317	$295	$22	$1	$14	$278	19%
540	540	University/Jr College (7,500 or fewer students) (Private)	student	2.00	F	6.95	M	0.92	6.40	6.90	90%	K	7.9	1.070	8.4	7.4	$356	$2,470	$91.83	$88.34	$470.18	$650	$22.13	$1,798	64%	$1,156	$642	$1,926	$612	$570	$42	$2	$28	$533	20%
550	550	University/Jr College (more than 7,500 students) (Private)	student	1.50	F	6.95	M	0.92	6.40	6.90	90%	K	5.9	1.070	6.3	5.6	$356	$1,853	$68.87	$66.26	$352.63	$488	$22.13	$1,343	64%	$862	$480	$1,439	$457	$426	$31	$2	$21	$399	20%
560	560	Church	1,000 sf	9.11	B	4.10	K	0.92	3.78	4.28	90%	K	21.2	1.070	22.7	19.9	$360	$6,696	$259.19	$249.34	$1,327.06	$1,836	$54.76	$4,805	69%	$3,294	$1,511	$5,153	$1,441	$1,344	$97	$4	$66	$1,288	17%
565	565	Day Care	student	3.03	H	2.13	C	0.92	1.96	2.46	73%	C	3.0	1.066	3.2	2.8	$365	$951	$40.25	$38.73	$206.10	$285	$229.47	$437	69%	$301	$136	$486	$129	$116	$13	$1	$6	$128	6%
566	566	Cemetery	acre	4.73	B	6.95	M	0.92	6.40	6.90	95%	H	19.7	1.070	21.1	18.5	$356	$6,166	$229.25	$220.54	$1,173.75	$1,624	$10.93	$4,532	64%	$2,918	$1,614	$4,852	$1,540	$1,436	$104	$4	$70	$1,340	20%
610	610	Hospital	1,000 sf	13.22	B	6.95	M	0.92	6.40	6.90	77%	K	44.6	1.070	47.7	41.9	$356	$13,968	$519.33	$499.59	$2,658.96	$3,678	$202.15	$10,088	55%	$5,574	$4,514	$10,814	$4,307	$4,012	$295	$11	$196	$3,753	20%
620	620	Nursing Home	bed	2.76	D	2.72	C	0.92	2.51	3.01	89%	C	4.2	1.069	4.5	4.0	$362	$1,338	$54.57	$52.50	$279.41	$386	$7.27	$944	72%	$678	$266	$1,014	$253	$236	$17	$1	$12	$227	17%
		OFFICE:																																	
710	710.1	General Office 50,000 sf or less[4]	1,000 sf	15.50	G	5.41	C	0.92	4.98	5.48	92%	C	48.7	1.070	52.1	45.7	$358	$15,304	$577.99	$556.02	$2,959.29	$4,093	$72.66	$11,138	100%	$11,138	$0	$11,933	$0	$0	$0	$0	$0	$293	-100%
710.1P	710.2	General Office 50,001-100,000 sf[4]	1,000 sf	13.13	G	5.41	C	0.92	4.98	5.48	92%	C	41.2	1.070	44.1	38.7	$358	$12,964	$489.61	$471.01	$2,506.81	$3,467	$72.66	$9,423	100%	$9,423	$0	$10,097	$0	$0	$0	$0	$0	$250	-100%
710.2P	710.3	General Office 100,001-200,000 sf[4]	1,000 sf	11.12	G	5.41	C	0.92	4.98	5.48	92%	C	34.9	1.070	37.4	32.8	$358	$10,979	$414.66	$398.90	$2,123.05	$2,937	$72.66	$7,970	100%	$7,970	$0	$8,540	$0	$0	$0	$0	$0	$213	-100%
710.3P	710.4	General Office 200,001-400,000 sf[4]	1,000 sf	9.41	G	5.41	C	0.92	4.98	5.48	92%	C	29.5	1.070	31.6	27.7	$358	$9,291	$350.89	$337.56	$1,796.58	$2,485	$72.66	$6,733	100%	$6,733	$0	$7,216	$0	$0	$0	$0	$0	$181	-100%
710.4P	710.5	General Office greater than 400,000 sf[5]	1,000 sf	8.54	G	5.41	C	0.92	4.98	5.48	92%	C	26.8	1.070	28.7	25.2	$358	$8,432	$318.45	$306.35	$1,630.47	$2,255	$72.66	$6,104	100%	$6,104	$0	$6,542	$0	$0	$0	$0	$0	$165	-100%
714	714	Corporate Headquarters Building	1,000 sf	7.98	B	5.41	N	0.92	4.98	5.48	92%	N	25.1	1.070	26.8	23.5	$358	$7,879	$297.57	$286.26	$1,523.56	$2,107	$72.66	$5,699	100%	$5,699	$0	$6,108	$0	$0	$0	$0	$0	$149	-100%
720	720	Medical Office	1,000 sf	34.72	D	5.83	C	0.92	5.37	5.87	89%	C	113.7	1.070	121.6	106.7	$358	$35,675	$1,340.84	$1,289.89	$6,865.10	$9,496	$72.66	$26,107	100%	$26,107	$0	$27,961	$0	$0	$0	$0	$0	$706	-100%
750	750	Office Park	1,000 sf	11.70	D	7.47	C	0.92	6.88	7.38	89%	Q	49.1	1.070	52.5	46.1	$356	$15,338	$568.11	$546.53	$2,908.74	$4,023	$72.66	$11,242	100%	$11,242	$0	$12,039	$0	$0	$0	$0	$0	$214	-100%
760	760	Research and Development Center	1,000 sf	8.11	B	5.65	Q	0.92	5.20	5.70	89%	Q	25.7	1.070	27.5	24.2	$358	$8,076	$304.35	$292.79	$1,558.28	$2,155	$72.66	$5,848	100%	$5,848	$0	$6,267	$0	$0	$0	$0	$0	$151	-100%
770.P	640	Veterinarian Clinic	1,000 sf	40.12	B	5.36	P	0.92	4.94	5.44	93%	P	126.2	1.070	135.0	118.5	$358	$39,672	$1,499.61	$1,442.63	$7,678.02	$10,620	$72.66	$28,979	100%	$28,979	$0	$31,040	$0	$0	$0	$0	$0	$174	-100%

DRAFT

Table XX
Suburban Mobility Fee Schedule (Fee District B) - TND
County-wide Parameters:

Revenue period:	25		P4P Equivalent Pennies:	4.8		Include carrying cost?:	No		TOD Deduction:	0.00%	
Discount Rate:	3.30%		2nd LOFT County pennies to capacity:	5		Include Interstates?:	Yes		TND Deduction:	11.36%	
Fuel efficiency:	18.43	6.40	Existing State pennies to capacity:	25.6					MUTRM Deduction:	0.00%	
Days/yr:	365		Tax Inc Fin Millage Rate to capacity:	2.4480	31.41%	Factor to convert VMT to PMT:	1.37				
Existing County pennies to capital:	0		Toll.fwy discount:	1.0%							

Pasco County Land Use Code	ITE LUC	Land Use	Unit	Trip Rate (veh trips)	TGR Source (6)	Standard Trip Length	TL Source (6)	Market Area Trip Length Adjustment Factor	Chargeable Trip length (mi)	Trip length for revenue (mi)	% New Trips	% NT Source (6)	Gross assessable pmt/day	Weighted Capacity Addition Ratio	Needed PMC	Needed PMC After Fwy/Toll/ TOD/TND/ MUTRM Deduct	Weighted Cost/PMC	Total Impact Cost	PV County Gas Tax Credit ($$/yr):	PV P4P Equivalent Credit	PV Federal/ State Gas Tax Revenue Credit ($$/yr)	PV Sub-Total County-wide self-credits:	PV Tax Increment Self-Credit	Fee Before Incentive	Incentive %	$$ Allocated for Incentive	Net Mobility Fee	Full Fee[1]	Road Share (Incl Int)	Road Share (Excl Int)	Interstate/ SIS Share	Transit Share	Bike/Ped Share	2011 Mobility Fee	Percent change from 2011 to 2014
		RETAIL:																																	
816	816	Hardware/Paint	1,000 sf	51.29	B	1.96	R	0.89	1.75	2.25	56%	R	34.5	1.066	36.8	32.3	$365	$11,033	$478.24	$460.07	$2,448.59	$3,387	$81.95	$7,564	76%	$5,741	$1,824	$8,138	$1,740	$1,626	$114	$5	$79	$1,150	59%
820	820.1	Retail 50,000 sfgla or less[4]	1,000 sfgla	86.56	G	1.96	S	0.89	1.75	2.25	56%	S	58.2	1.066	62.0	54.5	$365	$18,621	$807.11	$776.44	$4,132.39	$5,716	$81.95	$12,823	76%	$9,697	$3,125	$13,790	$2,981	$2,788	$193	$8	$136	$1,957	60%
820.1P	820.2	Retail 50,001-200,000 sfgla[4]	1,000 sfgla	53.28	G	2.52	S	0.89	2.25	2.75	67%	S	55.1	1.068	58.8	51.6	$363	$17,550	$726.50	$698.90	$3,719.70	$5,145	$81.95	$12,323	77%	$9,502	$2,821	$13,235	$2,691	$2,514	$177	$7	$123	$1,763	60%
820.2P	820.3	Retail 200,001-400,000 sfgla[4]	1,000 sfgla	41.80	G	2.77	S	0.89	2.48	2.98	73%	S	51.8	1.068	55.3	48.5	$363	$16,490	$671.43	$645.91	$3,437.70	$4,755	$122.93	$11,612	77%	$8,911	$2,700	$12,469	$2,576	$2,406	$170	$7	$117	$1,674	61%
820.3P	820.4	Retail 400,001-600,000 sfgla[4]	1,000 sfgla	36.27	G	3.01	S	0.89	2.69	3.19	76%	S	50.8	1.069	54.3	47.7	$362	$16,129	$650.27	$625.56	$3,329.36	$4,605	$122.93	$11,401	78%	$8,857	$2,544	$12,239	$2,428	$2,267	$161	$6	$110	$1,579	61%
820.4P	820.5	Retail 600,001-800,000 sfgla[4]	1,000 sfgla	32.80	G	3.26	S	0.89	2.91	3.41	79%	S	51.7	1.069	55.3	48.5	$362	$16,421	$654.08	$629.23	$3,348.89	$4,632	$122.93	$11,666	77%	$9,020	$2,646	$12,519	$2,524	$2,355	$169	$7	$115	$1,638	62%
820.5P	820.6	Retail greater than 800,000 sfgla[5]	1,000 sfgla	30.33	G	3.51	S	0.89	3.14	3.64	81%	S	52.8	1.069	56.5	49.6	$361	$16,713	$660.73	$635.62	$3,382.94	$4,679	$122.93	$11,911	77%	$9,119	$2,792	$12,780	$2,664	$2,486	$178	$7	$121	$1,715	63%
814	814	Specialty Retail	1,000 sf	49.99	D	3.54	C	0.89	3.16	3.66	85%	C	92.1	1.069	98.5	86.5	$361	$29,155	$1,151.22	$1,107.47	$5,894.25	$8,153	$81.95	$20,920	75%	$15,701	$5,219	$22,435	$4,979	$4,648	$331	$13	$227	$3,186	64%
841	841	New/Used Auto Sales	1,000 sf	28.25	D	4.83	C	0.89	4.32	4.82	79%	C	66.0	1.070	70.6	62.0	$359	$20,796	$794.92	$764.72	$4,070.01	$5,630	$34.44	$15,132	73%	$11,090	$4,042	$16,212	$3,856	$3,598	$258	$10	$176	$2,440	66%
848	848	Tire Store	1,000 sf	24.87	B	3.80	T	0.89	3.40	3.90	72%	T	41.7	1.069	44.6	39.1	$361	$13,188	$515.91	$496.30	$2,641.45	$3,654	$81.95	$9,453	75%	$7,087	$2,365	$10,138	$2,256	$2,105	$151	$6	$103	$1,440	64%
850	850	Supermarket	1,000 sf	103.38	D	2.18	C	0.89	1.95	2.45	56%	C	77.3	1.066	82.4	72.4	$365	$24,735	$1,048.12	$1,008.29	$5,366.36	$7,423	$55.69	$17,257	76%	$13,073	$4,184	$18,542	$3,992	$3,732	$260	$10	$182	$2,611	60%
853	853	Convenience Store w/Gas Pumps	1,000 sf	775.14	D	1.59	C	0.89	1.42	1.92	28%	C	211.3	1.092	230.7	202.5	$367	$68,072	$3,083.05	$2,965.89	$15,785.22	$21,834	$23.73	$46,214	78%	$36,046	$10,168	$49,751	$9,702	$9,085	$617	$24	$442	$6,010	69%
862	862	Home Improvement Superstore	1,000 sf	30.74	B	2.52	U	0.89	2.25	2.75	67%	U	31.8	1.068	33.9	29.8	$363	$10,125	$419.16	$403.23	$2,146.09	$2,968	$81.95	$7,075	78%	$5,510	$1,565	$7,601	$1,493	$1,394	$99	$4	$68	$982	59%
881	881	Pharmacy/Drug Store with and without Drive-Thru	1,000 sf	95.96	D	2.18	C	0.89	1.95	2.45	32%	C	41.0	1.066	43.7	38.4	$363	$13,120	$555.94	$534.81	$2,846.40	$3,937	$81.95	$9,101	76%	$6,906	$2,194	$9,782	$2,093	$1,956	$137	$6	$95	$1,377	59%
890	890	Furniture Store	1,000 sf	5.06	B	6.39	C	0.89	5.71	6.21	54%	C	10.7	1.070	11.4	10.0	$357	$3,351	$125.50	$120.73	$642.54	$889	$81.95	$2,380	75%	$1,778	$602	$2,554	$574	$534	$40	$2	$26	$368	64%
912	912	Bank/Savings w/Drive-In	1,000 sf	159.34	D	2.58	C	0.89	2.31	2.81	46%	C	115.8	1.068	123.7	108.6	$363	$36,892	$1,520.76	$1,462.98	$7,786.31	$10,770	$192.65	$25,930	75%	$19,564	$6,365	$27,847	$6,074	$5,674	$400	$15	$276	$3,596	77%
931	931	Quality Restaurant	1,000 sf	91.10	D	3.30	C	0.89	2.95	3.45	77%	C	141.8	1.069	151.5	133.0	$362	$44,999	$1,789.22	$1,721.23	$9,160.82	$12,671	$44.94	$32,282	75%	$24,276	$8,006	$34,621	$7,639	$7,134	$505	$19	$348	$4,900	63%
932	932	High-Turnover Restaurant	1,000 sf	116.60	D	3.33	C	0.89	2.98	3.48	71%	C	168.8	1.069	180.5	158.4	$362	$53,589	$2,128.02	$2,047.15	$10,895.45	$15,071	$44.94	$38,474	74%	$28,645	$9,829	$41,258	$9,378	$8,758	$620	$24	$427	$6,018	63%
934	934	Fast Food Restaurant w/Drive-Thru	1,000 sf	511.00	D	2.15	C	0.89	1.92	2.42	58%	C	390.2	1.066	416.2	365.3	$365	$124,887	$5,307.04	$5,105.37	$27,172.02	$37,584	$218.54	$87,084	76%	$66,609	$20,475	$93,574	$19,537	$18,267	$1,270	$49	$889	$11,684	75%
941	941	Quick Lube	bays	40.00	B	3.80	T	0.89	3.40	3.90	72%	T	67.0	1.069	71.7	62.9	$361	$21,212	$829.77	$798.24	$4,248.41	$5,876	$26.63	$15,309	75%	$11,469	$3,839	$16,411	$3,662	$3,419	$243	$10	$167	$2,328	65%
942	943	Auto Repair or Body Shop	1,000 sf	31.43	D	3.80	T	0.89	3.40	3.90	72%	T	52.7	1.069	56.3	49.4	$361	$16,667	$651.99	$627.21	$3,338.19	$4,617	$33.23	$12,017	73%	$8,752	$3,265	$12,883	$3,115	$2,908	$207	$8	$142	$1,985	64%
944	944	Gasoline Station	fuel pos.	168.56	B	2.00	C	0.89	1.79	2.29	23%	C	47.5	1.066	50.6	44.5	$365	$15,196	$655.77	$630.85	$3,357.53	$4,644	$1.97	$10,550	76%	$7,995	$2,555	$11,340	$2,437	$2,279	$158	$7	$111	$1,458	75%
947	947	Self-Service Car Wash	bays	43.94	D	2.29	C	0.89	2.05	2.55	68%	C	41.9	1.068	44.7	39.3	$363	$13,349	$562.67	$541.29	$2,880.87	$3,985	$26.63	$9,337	59%	$5,488	$3,849	$10,031	$3,672	$3,432	$240	$10	$167	$3,563	8%
913.P	913	Convenience/Gasoline/Fast Food Store	1,000 sf	984.59	C	2.78	C	0.89	2.49	2.99	32%	C	536.4	1.068	572.8	502.8	$363	$170,877	$6,953.56	$6,689.33	$35,602.24	$49,245	$23.73	$121,608	77%	$93,212	$28,395	$130,487	$27,095	$25,316	$1,779	$67	$1,233	$15,994	78%
151	151	Mini-Warehouse	1,000 sf	2.15	B	3.26	K	0.89	2.91	3.41	92%	N	3.9	1.069	4.2	3.7	$362	$1,253	$49.93	$48.03	$255.64	$354	$27.98	$872	76%	$666	$206	$937	$196	$182	$14	$1	$9	$52	296%
		INDUSTRIAL:																																	
110	110	General Light Industrial	1,000 sf	6.97	B	5.41	N	0.933	5.05	5.55	92%	N	22.2	1.070	23.7	20.8	$358	$6,959	$262.99	$252.99	$1,346.48	$1,862	$33.41	$5,064	100%	$5,064	$0	$5,425	$0	$0	$0	$0	$0	$250	-100%
120	120	General Heavy Industrial	1,000 sf	1.50	B	5.41	N	0.933	5.05	5.55	92%	N	4.8	1.070	5.1	4.5	$358	$1,498	$56.60	$54.45	$289.77	$401	$33.41	$1,063	100%	$1,063	$0	$1,141	$0	$0	$0	$0	$0	$53	-100%
130	130	Industrial Park	1,000 sf	6.83	B	5.41	N	0.933	5.05	5.55	92%	N	21.7	1.070	23.2	20.4	$358	$6,820	$257.70	$247.91	$1,319.44	$1,825	$33.41	$4,961	100%	$4,961	$0	$5,315	$0	$0	$0	$0	$0	$250	-100%
140	140	Manufacturing	1,000 sf	3.82	B	5.41	N	0.933	5.05	5.55	92%	N	12.2	1.070	13.0	11.4	$358	$3,814	$144.13	$138.66	$737.96	$1,021	$33.41	$2,760	100%	$2,760	$0	$2,958	$0	$0	$0	$0	$0	$137	-100%
150	150	Warehouse	1,000 sf	3.56	B	5.41	N	0.933	5.05	5.55	92%	N	11.3	1.070	12.1	10.6	$358	$3,555	$134.32	$129.22	$687.73	$951	$27.98	$2,575	100%	$2,575	$0	$2,760	$0	$0	$0	$0	$0	$127	-100%
152	152	High-Cube Warehouse	1,000 sf	1.68	B	6.95	M	0.933	6.48	6.98	92%	N	6.9	1.070	7.3	6.4	$356	$2,149	$79.81	$76.77	$408.61	$565	$27.98	$1,555	100%	$1,555	$0	$1,667	$0	$0	$0	$0	$0	$66	-100%
160.P	153	Airport Hangar	1,000 sf	3.56	H	5.41	N	0.933	5.05	5.55	92%	N	11.3	1.070	12.1	10.6	$358	$3,555	$134.32	$129.22	$687.73	$951	$33.41	$2,570	100%	$2,570	$0	$2,755	$0	$0	$0	$0	$0	$127	-100%

Notes:
(1) 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.
(2) Specific calculations for the "low income" category can be seen in Appendix B of the 2014 Mobility Fee Update Study.
(3) The statistical relationship between the trip generation rate for the age restricted single family, age restricted multi-family, and congregate care facility was used to interpolate the trip length.
(4) The trip generation rate recommended for the office and retail size categories used the end-point of the range due to the nature of the ITE equation to be conservative for smaller developments.
(5) The trip generation rate used for the office and retail open-ended size categories used the size 200,000 s.f. larger than the beginning of the size range, as the size ranges increase in 200,000 s.f. increments.
(6) Sources of trip rate, percent new trips, and trip length are as follows:

(A) FL Studies (NHTS, AHS, Census)	(I) Independent Study (Collier County)	(Q) Same as LUC 770 (Business Park)
(B) ITE 9th Edition	(J) Same as LUC 220	(R) Same as LUC 820 (<50k)
(C) Florida Studies Database	(K) Florida Schedules	(S) FL Curve
(D) Blend ITE 9th & FL Studies	(L) Same as LUC 240	(T) Same as LUC 942 (Auto Care Center)
(E) Blend ITE 6th & FL Studies	(M) Same as LUC 210	(U) Same as LUC 820 (50k-200k)
(F) ITE Regression Analysis	(N) Same as LUC 710	(V) n/a
(G) ITE 9th equation	(O) Model-Based Trip Length	(W) Same as LUC 492 (Health Club)
(H) Previous Pasco MMTIF Study	(P) Same as LUC 630 (Clinic)	

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Table XX
Rural Mobility Fee Schedule (Fee District C)
County-wide Parameters:

Revenue period:	25		P4P Equivalent Pennies:	4.8		Include carrying cost?:	No		TOD Deduction:	0.00%	
Discount Rate:	3.30%		2nd LOFT County pennies to capacity:	5		Include Interstates?:	Yes		TND Deduction:	0.00%	
Fuel efficiency:	18.43	6.40	Existing State pennies to capacity:	25.6					MUTRM Deduction:	0.00%	
Days/yr:	365		Tax Inc Fin Millage Rate to capacity:	2.4480	33.33%	Factor to convert VMT to PMT:	1.37				
Existing County pennies to capital:	0		Toll.fwy discount:	3.8%							

Pasco County Land Use Code	ITE LUC	Land Use	Unit	Trip Rate (veh trips)	TGR Source (6)	Standard Trip Length	TL Source (6)	Market Area Trip Length Adjustment Factor	Chargeable Trip length (mi)	Trip length for revenue (mi)	% New Trips	% NT Source (6)	Gross assessable pmt/day	Weighted Capacity Addition Ratio	Needed PMC	Needed PMC After Fwy/Toll/ TOD/TND/ MUTRM Deduct	Weighted Cost/PMC	Total Impact Cost	PV County Gas Tax Credit ($$/yr):	PV P4P Equivalent Credit	PV Federal/ State Gas Tax Revenue Credit ($$/yr)	PV Sub-Total County-wide self-credits:	PV Tax Increment Self-Credit	Fee Before Incentive	Incentive %	$$ Allocated for Incentive	Net Mobility Fee	Full Fee[1]	Road Share (Incl Int)	Road Share (Excl Int)	Interstate/ SIS Share	Transit Share	Bike/Ped Share	2011 Mobility Fee	Percent change from 2011 to 2014
		RESIDENTIAL:																																	
		Single Family (Detached)																																	
210.1P	210.1	Less than 1,500 s.f. & Annual Hh Income less than 80% SHIP Definition[3]	du	4.10	A	7.61	C	1.210	9.21	9.71	100%	V	25.9	1.159	30.0	28.8	$364	$9,050	$331.97	$319.36	$1,699.69	$2,351	$68.84	$6,630	16%	$1,037	$5,593	$7,101	$5,336	$4,995	$341	$14	$243	$5,593	0%
210.2P	210.2	0 to 1,500 s.f.	du	6.25	A	7.61	C	1.210	9.21	9.71	100%	V	39.4	1.159	45.7	44.0	$364	$13,796	$506.05	$486.82	$2,590.99	$3,584	$68.84	$10,143	31%	$3,117	$7,026	$10,860	$6,704	$6,278	$426	$17	$305	$7,026	0%
210.3P	210.3	1,501 to 2,499 s.f.	du	7.81	A	7.61	C	1.210	9.21	9.71	100%	V	49.3	1.159	57.1	54.9	$364	$17,239	$632.36	$608.33	$3,237.70	$4,478	$125.66	$12,635	22%	$2,836	$9,800	$13,531	$9,350	$8,753	$597	$24	$426	$9,800	0%
210.4P	210.4	2,500 s.f. and greater	du	9.20	A	7.61	C	1.210	9.21	9.71	100%	V	58.0	1.159	67.3	64.7	$364	$20,308	$744.91	$716.60	$3,813.94	$5,275	$312.51	$14,720	27%	$3,997	$10,723	$15,775	$10,231	$9,571	$660	$26	$466	$10,723	0%
210.5P	210.5	"Low Income" SHIP defined Multi-Family[2]	du	3.46	A	5.87	C	1.210	7.10	7.60	100%	V	16.8	1.160	19.5	18.8	$366	$5,920	$219.39	$211.06	$1,123.30	$1,554	$0.00	$4,366	17%	$738	$3,629	$4,674	$3,462	$3,244	$218	$9	$158	$3,629	0%
220	220	Multi-Family Apartments	du	6.60	B	5.87	C	1.210	7.10	7.60	100%	V	32.1	1.160	37.2	35.8	$366	$11,292	$418.50	$402.59	$2,142.71	$2,964	$0.00	$8,329	20%	$1,635	$6,694	$8,915	$6,387	$5,984	$403	$16	$291	$6,694	0%
231	231	Low-Rise Condominium/Townhouse (1 to 2 stories)	du	6.40	B	5.87	J	1.210	7.10	7.60	100%	V	31.1	1.160	36.1	34.7	$366	$10,950	$405.82	$390.39	$2,077.78	$2,874	$54.63	$8,022	16%	$1,286	$6,736	$8,591	$6,427	$6,020	$407	$16	$293	$6,736	0%
232	232	High-Rise Condominium (3 or more stories)	du	4.18	B	5.87	J	1.210	7.10	7.60	100%	V	20.3	1.160	23.6	22.7	$366	$7,152	$265.05	$254.98	$1,357.05	$1,877	$54.63	$5,220	0%	$0	$5,220	$5,592	$4,980	$4,663	$317	$13	$227	$5,407	-3%
240	240	Mobile Home Park	du	4.17	C	5.29	C	1.210	6.40	6.90	100%	V	18.3	1.162	21.2	20.4	$367	$6,453	$240.01	$230.89	$1,228.83	$1,700	$38.24	$4,715	21%	$984	$3,731	$5,050	$3,560	$3,334	$226	$9	$162	$3,731	0%
251	251	Age Restricted Single Family[3]	du	3.12	D	6.23	C	1.210	7.54	8.04	100%	V	16.1	1.159	18.7	18.0	$365	$5,657	$209.17	$201.22	$1,070.95	$1,481	$68.84	$4,107	20%	$827	$3,280	$4,401	$3,130	$2,930	$200	$8	$142	$3,280	0%
252	252	Age Restricted Multi-Family[3]	du	2.97	D	3.77	C	1.210	4.56	5.06	100%	V	9.3	1.193	11.1	10.7	$370	$3,302	$125.38	$120.62	$641.95	$888	$29.50	$2,385	27%	$635	$1,750	$2,556	$1,669	$1,563	$106	$5	$76	$1,750	0%
253	253	Congregate Care Facility (Attached)[3]	du	2.25	D	3.54	C	1.210	4.28	4.78	72%	C	4.8	1.207	5.7	5.5	$371	$1,698	$64.63	$62.17	$330.90	$458	$19.67	$1,220	20%	$242	$978	$1,309	$933	$874	$59	$3	$42	$978	0%
		LODGING:																																	
310	310	Hotel	room	6.36	D	7.20	C	1.193	8.59	9.09	66%	C	24.7	1.159	28.6	27.5	$364	$8,652	$318.22	$306.13	$1,629.29	$2,254	$43.71	$6,355	100%	$6,355	$0	$6,804	$0	$0	$0	$0	$0	$1,192	-100%
320	320	Motel	room	5.63	B	4.99	C	1.193	5.95	6.45	77%	C	17.7	1.162	20.5	19.8	$368	$6,253	$233.32	$224.45	$1,194.58	$1,652	$21.85	$4,579	100%	$4,579	$0	$4,904	$0	$0	$0	$0	$0	$650	-100%
330	330	Resort Hotel	room	5.83	D	7.02	C	1.193	8.37	8.87	83%	C	27.8	1.159	32.2	31.0	$365	$9,735	$358.17	$344.56	$1,833.83	$2,537	$43.71	$7,155	100%	$7,155	$0	$7,661	$0	$0	$0	$0	$0	$896	-100%
		RECREATION:																																	
412	412	General Recreation	acre	2.28	B	5.37	K	1.193	6.41	6.91	90%	K	9.0	1.162	10.5	10.1	$367	$3,178	$118.20	$113.71	$605.18	$837	$22.76	$2,318	55%	$1,271	$1,047	$2,483	$999	$936	$63	$3	$45	$1,047	0%
416	416	RV Park	RV space	1.62	B	4.83	L	1.193	5.76	6.26	100%	L	6.4	1.162	7.4	7.2	$368	$2,262	$84.61	$81.39	$433.20	$599	$2.28	$1,660	32%	$536	$1,124	$1,778	$1,072	$1,005	$67	$3	$49	$1,124	0%
420	420	Marina	berth	2.96	B	6.95	M	1.193	8.29	8.79	90%	K	15.1	1.159	17.5	16.9	$365	$5,306	$195.33	$187.91	$1,000.09	$1,383	$81.95	$3,841	50%	$1,921	$1,920	$4,117	$1,832	$1,714	$118	$5	$83	$1,920	0%
430	430	Golf Course	hole	35.74	B	6.95	M	1.193	8.29	8.79	90%	K	182.7	1.159	211.8	203.7	$365	$64,070	$2,358.49	$2,268.87	$12,075.47	$16,703	$81.95	$47,285	50%	$23,743	$23,542	$50,614	$22,464	$21,045	$1,419	$56	$1,022	$23,542	0%
431	431	Miniature Golf Course	hole	3.30	B	6.95	M	1.193	8.29	8.79	90%	K	16.9	1.159	19.6	18.8	$365	$5,916	$217.77	$209.49	$1,114.97	$1,542	$28.85	$4,345	60%	$2,617	$1,728	$4,652	$1,648	$1,543	$105	$5	$75	$1,728	0%
437	437	Bowling Alley	1,000 sf	33.33	B	5.41	N	1.193	6.45	6.95	90%	K	132.6	1.162	154.1	148.2	$367	$46,806	$1,739.81	$1,673.70	$8,907.83	$12,321	$24.04	$34,461	55%	$18,914	$15,547	$36,893	$14,835	$13,901	$934	$37	$675	$15,547	0%
444	444	Movie Theater	screen	106.63	E	2.33	C	1.193	2.78	3.28	88%	C	178.7	1.253	223.9	215.3	$378	$65,017	$2,566.71	$2,469.17	$13,141.54	$18,177	$109.82	$46,730	54%	$25,276	$21,454	$50,108	$20,471	$19,202	$1,269	$51	$932	$21,454	0%
491	491	Racquet Club/Health Club/Spa/Dance Studio	1,000 sf	14.03	B	5.41	N	1.193	6.45	6.95	94%	W	58.3	1.162	67.7	65.2	$367	$20,578	$764.91	$735.84	$3,916.33	$5,417	$73.21	$15,088	55%	$8,277	$6,811	$16,157	$6,499	$6,089	$410	$16	$296	$6,811	0%
495	495	Community Center/Gymnasium	1,000 sf	33.82	B	7.06	K	1.193	8.42	8.92	90%	K	175.6	1.159	203.6	195.8	$365	$61,587	$2,265.10	$2,179.03	$11,597.33	$16,041	$73.21	$45,473	69%	$31,517	$13,956	$48,673	$13,317	$12,475	$842	$33	$606	$13,956	0%
		INSTITUTIONS:																																	
520	520	Elementary School	student	1.29	B	4.52	O	1.114	5.04	5.54	80%	K	3.6	1.170	4.2	4.0	$369	$1,262	$47.64	$45.83	$243.93	$337	$22.13	$903	2%	$18	$885	$969	$844	$789	$55	$3	$38	$885	0%
522	522	Middle School	student	1.62	B	4.52	O	1.114	5.04	5.54	90%	K	5.0	1.170	5.9	5.7	$369	$1,784	$67.31	$64.75	$344.63	$477	$22.13	$1,285	2%	$28	$1,257	$1,377	$1,199	$1,123	$76	$3	$55	$1,257	0%
530	530	High School	student	1.71	B	4.52	O	1.114	5.04	5.54	90%	K	5.3	1.170	6.2	6.0	$369	$1,883	$71.05	$68.35	$363.77	$503	$22.13	$1,357	2%	$29	$1,328	$1,455	$1,266	$1,185	$81	$4	$58	$1,328	0%
540	540	University/Jr College (7,500 or fewer students) (Private)	student	2.00	F	6.95	M	1.114	7.74	8.24	90%	K	9.5	1.159	11.1	10.6	$365	$3,352	$123.74	$119.04	$633.54	$876	$22.13	$2,454	0%	$0	$2,454	$2,628	$2,341	$2,192	$149	$6	$107	$2,531	-3%
550	550	University/Jr College (more than 7,500 students) (Private)	student	1.50	F	6.95	M	1.114	7.74	8.24	90%	K	7.2	1.159	8.3	8.0	$365	$2,514	$92.80	$89.28	$475.15	$657	$22.13	$1,835	0%	$0	$1,835	$1,965	$1,750	$1,638	$112	$5	$80	$1,894	-3%
560	560	Church	1,000 sf	9.11	B	4.10	K	1.114	4.57	5.07	90%	K	25.7	1.193	30.6	29.4	$370	$9,127	$346.52	$333.35	$1,774.18	$2,454	$38.51	$6,634	6%	$367	$6,267	$7,109	$5,980	$5,604	$376	$15	$272	$6,267	0%
565	565	Day Care	student	3.03	H	2.13	C	1.114	2.37	2.87	73%	C	3.6	1.266	4.6	4.4	$382	$1,323	$53.00	$50.98	$271.35	$375	$229.47	$718	0%	$1	$717	$787	$684	$628	$56	$2	$31	$717	0%
566	566	Cemetery	acre	4.73	B	6.95	M	1.114	7.74	8.24	95%	H	23.8	1.159	27.6	26.6	$365	$8,368	$308.90	$297.16	$1,581.56	$2,188	$8.20	$6,173	0%	$0	$6,173	$6,607	$5,890	$5,518	$372	$15	$268	$6,355	-3%
610	610	Hospital	1,000 sf	13.22	B	6.95	M	1.114	7.74	8.24	77%	K	54.0	1.159	62.6	60.2	$365	$18,957	$699.76	$673.17	$3,582.79	$4,956	$202.15	$13,800	0%	$0	$13,800	$14,785	$13,168	$12,326	$842	$33	$599	$17,832	-23%
620	620	Nursing Home	bed	2.76	D	2.72	C	1.114	3.03	3.53	89%	C	5.1	1.221	6.2	6.0	$375	$1,841	$72.32	$69.57	$370.28	$512	$6.17	$1,322	15%	$199	$1,123	$1,418	$1,071	$1,005	$66	$3	$49	$1,123	0%
		OFFICE:																																	
710	710.1	General Office 50,000 sf or less[4]	1,000 sf	15.50	G	5.41	C	1.114	6.03	6.53	92%	C	58.9	1.162	68.4	65.8	$367	$20,777	$776.24	$746.74	$3,974.36	$5,497	$61.70	$15,218	100%	$15,218	$0	$16,298	$0	$0	$0	$0	$0	$2,347	-100%
710.1P	710.2	General Office 50,001-100,000 sf[4]	1,000 sf	13.13	G	5.41	C	1.114	6.03	6.53	92%	C	49.9	1.162	57.9	55.7	$367	$17,600	$657.55	$632.57	$3,366.67	$4,657	$61.70	$12,882	100%	$12,882	$0	$13,796	$0	$0	$0	$0	$0	$2,000	-100%
710.2P	710.3	General Office 100,001-200,000 sf[4]	1,000 sf	11.12	G	5.41	C	1.114	6.03	6.53	92%	C	42.2	1.162	49.1	47.2	$367	$14,906	$556.89	$535.73	$2,851.28	$3,944	$61.70	$10,900	100%	$10,900	$0	$11,675	$0	$0	$0	$0	$0	$1,703	-100%
710.3P	710.4	General Office 200,001-400,000 sf[4]	1,000 sf	9.41	G	5.41	C	1.114	6.03	6.53	92%	C	35.7	1.162	41.5	39.9	$367	$12,614	$471.25	$453.35	$2,412.82	$3,337	$61.70	$9,215	100%	$9,215	$0	$9,870	$0	$0	$0	$0	$0	$1,452	-100%
710.4P	710.5	General Office greater than 400,000 sf[5]	1,000 sf	8.54	G	5.41	C	1.114	6.03	6.53	92%	C	32.4	1.162	37.7	36.2	$367	$11,448	$427.68	$411.43	$2,189.74	$3,029	$61.70	$8,357	100%	$8,357	$0	$8,952	$0	$0	$0	$0	$0	$1,321	-100%
714	714	Corporate Headquarters Building	1,000 sf	7.98	B	5.41	N	1.114	6.03	6.53	92%	N	30.3	1.162	35.2	33.9	$367	$10,697	$399.64	$384.45	$2,046.15	$2,830	$61.70	$7,805	100%	$7,805	$0	$8,361	$0	$0	$0	$0	$0	$1,193	-100%
720	720	Medical Office	1,000 sf	34.72	D	5.83	C	1.114	6.49	6.99	89%	C	137.5	1.162	159.7	153.6	$367	$48,519	$1,802.67	$1,734.16	$9,229.65	$12,766	$61.70	$35,691	100%	$35,691	$0	$38,212	$0	$0	$0	$0	$0	$5,637	-100%
750	750	Office Park	1,000 sf	11.70	D	7.47	C	1.114	8.32	8.82	89%	Q	59.4	1.159	68.8	66.2	$365	$20,817	$766.13	$737.02	$3,922.60	$5,426	$61.70	$15,329	100%	$15,329	$0	$16,411	$0	$0	$0	$0	$0	$1,711	-100%
760	760	Research and Development Center	1,000 sf	8.11	B	5.65	Q	1.114	6.29	6.79	89%	Q	31.1	1.162	36.1	34.8	$367	$10,983	$409.00	$393.46	$2,094.08	$2,897	$61.70	$8,025	100%	$8,025	$0	$8,596	$0	$0	$0	$0	$0	$1,213	-100%
770.P	640	Veterinarian Clinic	1,000 sf	40.12	B	5.36	P	1.114	5.97	6.47	93%	P	152.6	1.162	177.4	170.7	$368	$53,983	$2,013.72	$1,937.20	$10,310.25	$14,261	$61.70	$39,660	100%	$39,660	$0	$42,465	$0	$0	$0	$0	$0	$1,489	-100%

DRAFT

Table XX
Rural Mobility Fee Schedule (Fee District C)
County-wide Parameters:

Revenue period:	25		P4P Equivalent Pennies:	4.8	Include carrying cost?:	No	TOD Deduction: 0.00%
Discount Rate:	3.30%		2nd LOFT County pennies to capacity:	5	Include Interstates?:	Yes	TND Deduction: 0.00%
Fuel efficiency:	18.43	6.40	Existing State pennies to capacity:	25.6			MUTRM Deduction: 0.00%
Days/yr:	365		Tax Inc Fin Millage Rate to capacity:	2.4480	33.33%	Factor to convert VMT to PMT:	1.37
Existing County pennies to capital:	0		Toll.fwy discount:	3.8%			

Pasco County Land Use Code	ITE LUC	Land Use	Unit	Trip Rate (veh trips)	TGR Source (6)	Standard Trip Length	TL Source (6)	Market Area Trip Length Adjustment Factor	Chargeable Trip length (mi)	Trip length for revenue (mi)	% New Trips	% NT Source (6)	Gross assessable pmt/day	Weighted Capacity Addition Ratio	Needed PMC	Needed PMC After Fwy/Toll/ TOD/TND/ MUTRM Deduct	Weighted Cost/PMC	Total Impact Cost	PV County Gas Tax Credit ($$/yr):	PV P4P Equivalent Credit	PV Federal/ State Gas Tax Revenue Credit ($$/yr)	PV Sub-Total County-wide self-credits:	PV Tax Increment Self-Credit	Fee Before Incentive	Incentive %	$$ Allocated for Incentive	Net Mobility Fee	Full Fee[1]	Road Share (Incl Int)	Road Share (Excl Int)	Interstate/ SIS Share	Transit Share	Bike/Ped Share	2011 Mobility Fee	Percent change from 2011 to 2014
		RETAIL:																																	
816	816	Hardware/Paint	1,000 sf	51.29	B	1.96	R	1.212	2.38	2.88	56%	R	46.7	1.266	59.2	56.9	$382	$17,195	$688.84	$662.66	$3,526.86	$4,878	$73.21	$12,243	53%	$6,431	$5,812	$13,136	$5,546	$5,202	$344	$14	$252	$5,812	0%
820	820.1	Retail 50,000 sfgla or less[4]	1,000 sfgla	86.56	G	1.96	S	1.212	2.38	2.88	56%	S	78.9	1.266	99.9	96.1	$382	$29,019	$1,162.53	$1,118.35	$5,952.14	$8,233	$73.21	$20,712	52%	$10,854	$9,858	$22,220	$9,406	$8,825	$581	$24	$428	$9,858	0%
820.1P	820.2	Retail 50,001-200,000 sfgla[4]	1,000 sfgla	53.28	G	2.52	S	1.212	3.05	3.55	67%	S	74.7	1.221	91.2	87.7	$375	$26,963	$1,058.20	$1,017.99	$5,417.98	$7,494	$73.21	$19,396	55%	$10,583	$8,813	$20,797	$8,409	$7,886	$523	$21	$383	$8,813	0%
820.2P	820.3	Retail 200,001-400,000 sfgla[4]	1,000 sfgla	41.80	G	2.77	S	1.212	3.36	3.86	73%	S	70.2	1.221	85.7	82.4	$375	$25,335	$981.65	$944.35	$5,026.05	$6,952	$109.82	$18,273	55%	$10,066	$8,207	$19,589	$7,831	$7,341	$490	$20	$356	$8,207	0%
820.3P	820.4	Retail 400,001-600,000 sfgla[4]	1,000 sfgla	36.27	G	3.01	S	1.212	3.65	4.15	76%	S	68.9	1.214	83.6	80.4	$373	$24,720	$953.66	$917.42	$4,882.74	$6,754	$109.82	$17,856	57%	$10,107	$7,750	$19,141	$7,394	$6,930	$464	$19	$337	$7,750	0%
820.4P	820.5	Retail 600,001-800,000 sfgla[4]	1,000 sfgla	32.80	G	3.26	S	1.212	3.95	4.45	79%	S	70.1	1.214	85.1	81.9	$373	$25,167	$961.95	$925.59	$4,925.17	$6,813	$109.82	$18,245	56%	$10,250	$7,995	$19,553	$7,629	$7,150	$479	$19	$347	$7,995	0%
820.5P	820.6	Retail greater than 800,000 sfgla[5]	1,000 sfgla	30.33	G	3.51	S	1.212	4.25	4.75	81%	S	71.6	1.207	86.4	83.1	$371	$25,570	$974.11	$937.10	$4,987.45	$6,899	$109.82	$18,561	55%	$10,233	$8,328	$19,890	$7,946	$7,446	$500	$20	$362	$8,328	0%
814	814	Specialty Retail	1,000 sf	49.99	D	3.54	C	1.212	4.29	4.79	85%	C	124.9	1.207	150.7	145.0	$371	$44,603	$1,697.71	$1,633.19	$8,692.25	$12,023	$73.21	$32,507	53%	$17,067	$15,440	$34,824	$14,732	$13,809	$923	$37	$671	$15,440	0%
841	841	New/Used Auto Sales	1,000 sf	28.25	D	4.83	C	1.212	5.85	6.35	79%	C	89.5	1.162	104.0	100.1	$368	$31,656	$1,182.69	$1,137.75	$6,055.38	$8,376	$46.48	$23,234	51%	$11,750	$11,484	$24,879	$10,958	$10,268	$690	$27	$499	$11,484	0%
848	848	Tire Store	1,000 sf	24.87	B	3.80	T	1.212	4.61	5.11	72%	T	56.5	1.193	67.4	64.8	$370	$20,099	$762.49	$733.52	$3,903.97	$5,400	$73.21	$14,626	53%	$7,698	$6,928	$15,671	$6,610	$6,194	$416	$17	$301	$6,928	0%
850	850	Supermarket	1,000 sf	103.38	D	2.18	C	1.212	2.64	3.14	56%	C	104.8	1.253	131.3	126.3	$378	$38,129	$1,517.17	$1,459.52	$7,767.91	$10,745	$0.00	$27,384	52%	$14,302	$13,082	$29,365	$12,483	$11,713	$770	$31	$568	$13,082	0%
853	853	Convenience Store w/Gas Pumps	1,000 sf	775.14	D	1.59	C	1.000	1.59	2.09	28%	C	236.4	1.275	301.5	290.1	$389	$88,387	$3,783.26	$3,639.49	$19,370.27	$26,793	$25.22	$61,569	57%	$35,168	$26,401	$66,162	$25,191	$23,673	$1,518	$63	$1,147	$26,401	0%
862	862	Home Improvement Superstore	1,000 sf	30.74	B	2.52	U	1.212	3.05	3.55	67%	U	43.1	1.221	52.6	50.6	$375	$15,557	$610.53	$587.33	$3,125.91	$4,324	$73.21	$11,160	56%	$6,242	$4,917	$11,968	$4,691	$4,399	$292	$12	$214	$4,917	0%
881	881	Pharmacy/Drug Store with and without Drive-Thru	1,000 sf	95.96	D	2.18	C	1.212	2.64	3.14	32%	C	55.6	1.253	69.6	67.0	$378	$20,224	$804.73	$774.15	$4,120.21	$5,699	$73.21	$14,452	52%	$7,555	$6,897	$15,503	$6,580	$6,172	$408	$17	$300	$6,897	0%
890	890	Furniture Store	1,000 sf	5.06	B	6.39	C	1.212	7.74	8.24	54%	C	14.5	1.159	16.8	16.2	$365	$5,090	$187.89	$180.75	$961.99	$1,331	$73.21	$3,686	53%	$1,945	$1,742	$3,951	$1,661	$1,554	$107	$5	$76	$1,742	0%
912	912	Bank/Savings w/Drive-In	1,000 sf	159.34	D	2.58	C	1.000	2.58	3.08	46%	C	129.5	1.253	162.3	156.1	$378	$47,138	$1,882.85	$1,811.30	$9,640.17	$13,334	$144.49	$33,659	54%	$18,077	$15,582	$36,109	$14,868	$13,948	$920	$37	$677	$15,582	0%
931	931	Quality Restaurant	1,000 sf	91.10	D	3.30	C	1.212	4.00	4.50	77%	C	192.2	1.214	233.3	224.4	$373	$68,967	$2,632.48	$2,532.44	$13,478.27	$18,643	$46.29	$50,278	53%	$26,543	$23,735	$53,861	$22,648	$21,232	$1,416	$56	$1,031	$23,735	0%
932	932	High-Turnover Restaurant	1,000 sf	116.60	D	3.33	C	1.212	4.04	4.54	71%	C	228.9	1.207	276.2	265.7	$371	$81,745	$3,131.90	$3,012.88	$16,035.31	$22,180	$46.29	$59,518	51%	$30,242	$29,276	$63,766	$27,936	$26,192	$1,744	$69	$1,271	$29,276	0%
934	934	Fast Food Restaurant w/Drive-Thru	1,000 sf	511.00	D	2.15	C	1.000	2.15	2.65	58%	C	436.5	1.266	552.6	531.6	$382	$160,583	$6,550.52	$6,301.60	$33,538.69	$46,391	$163.90	$114,028	55%	$63,051	$50,978	$122,372	$48,644	$45,661	$2,983	$120	$2,214	$50,978	0%
941	941	Quick Lube	bays	40.00	B	3.80	T	1.000	3.80	4.30	72%	T	75.0	1.214	91.0	87.5	$373	$26,902	$1,032.86	$993.61	$5,288.25	$7,315	$23.79	$19,564	43%	$8,385	$11,179	$20,962	$10,667	$10,001	$666	$27	$485	$11,179	0%
942	943	Auto Repair or Body Shop	1,000 sf	31.43	D	3.80	T	1.212	4.61	5.11	72%	T	71.4	1.193	85.2	81.9	$370	$25,401	$963.62	$927.00	$4,933.73	$6,824	$68.65	$18,508	49%	$8,991	$9,517	$19,828	$9,081	$8,510	$571	$23	$413	$9,517	0%
944	944	Gasoline Station	fuel pos.	168.56	B	2.00	C	1.000	2.00	2.50	23%	C	53.1	1.266	67.2	64.7	$382	$19,540	$808.36	$777.64	$4,138.79	$5,725	$2.09	$13,813	54%	$7,455	$6,358	$14,828	$6,067	$5,697	$370	$15	$276	$6,358	0%
947	947	Self-Service Car Wash	bays	43.94	D	2.29	C	1.000	2.29	2.79	68%	C	46.9	1.266	59.3	57.1	$382	$17,243	$695.27	$668.85	$3,559.79	$4,924	$23.79	$12,295	0%	$0	$12,295	$13,191	$11,732	$11,010	$722	$29	$534	$17,824	-31%
913.P	913	Convenience/Gasoline/Fast Food Store	1,000 sf	984.59	C	2.78	C	1.000	2.78	3.28	32%	C	600.0	1.253	751.7	723.1	$378	$218,333	$8,619.07	$8,291.55	$44,129.66	$61,040	$25.22	$157,268	56%	$88,136	$69,131	$168,613	$65,966	$61,886	$4,080	$163	$3,002	$69,131	0%
151	151	Mini-Warehouse	1,000 sf	2.15	B	3.26	K	1.212	3.95	4.45	92%	N	5.4	1.214	6.5	6.3	$373	$1,921	$73.43	$70.64	$375.96	$520	$47.93	$1,353	53%	$717	$636	$1,453	$606	$567	$39	$2	$28	$429	48%
		INDUSTRIAL:																																	
110	110	General Light Industrial	1,000 sf	6.97	B	5.41	N	1.110	6.01	6.51	92%	N	26.4	1.162	30.6	29.5	$367	$9,310	$347.90	$334.68	$1,781.25	$2,464	$18.07	$6,828	100%	$6,828	$0	$7,311	$0	$0	$0	$0	$0	$2,000	-100%
120	120	General Heavy Industrial	1,000 sf	1.50	B	5.41	N	1.110	6.01	6.51	92%	N	5.7	1.162	6.6	6.3	$367	$2,003	$74.87	$72.03	$383.34	$530	$18.07	$1,455	100%	$1,455	$0	$1,559	$0	$0	$0	$0	$0	$427	-100%
130	130	Industrial Park	1,000 sf	6.83	B	5.41	N	1.110	6.01	6.51	92%	N	25.8	1.162	30.0	28.9	$367	$9,123	$340.91	$327.96	$1,745.48	$2,414	$18.07	$6,690	100%	$6,690	$0	$7,164	$0	$0	$0	$0	$0	$1,997	-100%
140	140	Manufacturing	1,000 sf	3.82	B	5.41	N	1.110	6.01	6.51	92%	N	14.5	1.162	16.8	16.2	$367	$5,102	$190.67	$183.43	$976.24	$1,350	$18.07	$3,734	100%	$3,734	$0	$3,999	$0	$0	$0	$0	$0	$1,094	-100%
150	150	Warehouse	1,000 sf	3.56	B	5.41	N	1.110	6.01	6.51	92%	N	13.5	1.162	15.7	15.1	$367	$4,755	$177.69	$170.94	$909.79	$1,258	$47.93	$3,449	100%	$3,449	$0	$3,696	$0	$0	$0	$0	$0	$1,012	-100%
152	152	High-Cube Warehouse	1,000 sf	1.68	B	6.95	M	1.110	7.71	8.21	92%	N	8.2	1.159	9.5	9.1	$365	$2,868	$105.89	$101.87	$542.16	$750	$47.93	$2,070	100%	$2,070	$0	$2,219	$0	$0	$0	$0	$0	$522	-100%
160.P	153	Airport Hangar	1,000 sf	3.56	H	5.41	N	1.110	6.01	6.51	92%	N	13.5	1.162	15.7	15.1	$367	$4,755	$177.69	$170.94	$909.79	$1,258	$18.07	$3,478	100%	$3,478	$0	$3,726	$0	$0	$0	$0	$0	$1,019	-100%
		OTHER:																																	
n/a	n/a	Mining	1,000 cy	0.01	I	15.56	I	1.110	17.27	17.77	97%	I	0.2	1.159	0.3	0.2	$363	$76	$0.17	$1.38	$17.43	$19	$0.48	$56	0%	$0	$56	$60	$53	$51	$2	$1	$2	n/a	n/a

Notes:
(1) 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.
(2) Specific calculations for the "low income" category can be seen in Appendix B of the 2014 Mobility Fee Update Study.
(3) The statistical relationship between the trip generation rate for the age restricted single family, age restricted multi-family, and congregate care facility was used to interpolate the trip length.
(4) The trip generation rate recommended for the office and retail size categories used the end-point of the range due to the nature of the ITE equation to be conservative for smaller developments.
(5) The trip generation rate used for the office and retail open-ended size categories used the size 200,000 s.f. larger than the beginning of the size range, as the size ranges increase in 200,000 s.f. increments.
(6) Sources of trip rate, percent new trips, and trip length are as follows:

(A) FL Studies (NHTS, AHS, Census)	(I) Independent Study (Collier County)	(Q) Same as LUC 770 (Business Park)
(B) ITE 9th Edition	(J) Same as LUC 220	(R) Same as LUC 820 (<50k)
(C) Florida Studies Database	(K) Florida Schedules	(S) FL Curve
(D) Blend ITE 9th & FL Studies	(L) Same as LUC 240	(T) Same as LUC 942 (Auto Care Center)
(E) Blend ITE 6th & FL Studies	(M) Same as LUC 210	(U) Same as LUC 820 (50k-200k)
(F) ITE Regression Analysis	(N) Same as LUC 710	(V) n/a
(G) ITE 9th equation	(O) Model-Based Trip Length	(W) Same as LUC 492 (Health Club)
(H) Previous Pasco MMTIF Study	(P) Same as LUC 630 (Clinic)	

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Table XX
Rural Mobility Fee Schedule (Fee District C) - MUTRM
County-wide Parameters:

Revenue period:	25	P4P Equivalent Pennies:	4.8	Include carrying cost?:	No	TOD Deduction:	0.00%
Discount Rate:	3.30%	2nd LOFT County pennies to capacity:	5	Include Interstates?:	Yes	TND Deduction:	0.00%
Fuel efficiency:	18.43	Existing State pennies to capacity:	25.6			MUTRM Deduction:	8.02%
Days/yr:	365	Tax Inc Fin Millage Rate to capacity:	2.4480 33.33%	Factor to convert VMT to PMT:	1.37		
Existing County pennies to capital:	0	Toll.fwy discount:	3.8%				

Pasco County Land Use Code	ITE LUC	Land Use	Unit	Trip Rate (veh trips)	TGR Source (6)	Standard Trip Length	TL Source (6)	Market Area Trip Length Adjustment Factor	Chargeable Trip length (mi)	Trip length for revenue (mi)	% New Trips	% NT Source (6)	Gross assessable pmt/day	Weighted Capacity Addition Ratio	Needed PMC	Needed PMC After Fwy/Toll/ TOD/TND/ MUTRM Deduct	Weighted Cost/PMC	Total Impact Cost	PV County Gas Tax Credit ($$/yr):	PV P4P Equivalent Credit	PV Federal/ State Gas Tax Revenue Credit ($$/yr)	PV Sub-Total County-wide self-credits:	PV Tax Increment Self-Credit	Fee Before Incentive	Incentive %	$$ Allocated for Incentive	Net Mobility Fee	Full Fee[1]	Road Share (Incl Int)	Road Share (Excl Int)	Interstate/ SIS Share	Transit Share	Bike/Ped Share	2011 Mobility Fee	Percent change from 2011 to 2014
		RESIDENTIAL:																																	
		Single Family (Detached)																																	
210.1P	210.1	Less than 1,500 s.f. & Annual Hh Income less than 80% SHIP Definition[2]	du	4.10	A	7.61	C	1.210	9.21	9.71	100%	V	25.9	1.159	30.0	26.5	$364	$8,324	$305.35	$293.74	$1,563.37	$2,162	$68.84	$6,093	31%	$1,898	$4,195	$6,526	$4,003	$3,748	$255	$10	$182	-	-
210.2P	210.2	0 to 1,500 s.f.	du	6.25	A	7.61	C	1.210	9.21	9.71	100%	V	39.4	1.159	45.7	40.4	$364	$12,689	$465.47	$447.28	$2,383.19	$3,296	$68.84	$9,324	43%	$4,054	$5,270	$9,984	$5,028	$4,708	$320	$13	$229	-	-
210.3P	210.3	1,501 to 2,499 s.f.	du	7.81	A	7.61	C	1.210	9.21	9.71	100%	V	49.3	1.159	57.1	50.5	$364	$15,857	$581.65	$559.55	$2,978.04	$4,119	$125.66	$11,612	37%	$4,262	$7,350	$12,436	$7,013	$6,566	$447	$18	$319	-	-
210.4P	210.4	2,500 s.f. and greater	du	9.20	A	7.61	C	1.210	9.21	9.71	100%	V	58.0	1.159	67.3	59.5	$364	$18,679	$685.17	$659.13	$3,508.06	$4,852	$312.51	$13,514	40%	$5,472	$8,042	$14,485	$7,674	$7,178	$496	$19	$349	-	-
210.5P	210.5	"Low Income" SHIP defined Multi-Family[2]	du	3.46	A	5.87	C	1.210	7.10	7.60	100%	V	16.8	1.160	19.5	17.3	$366	$5,445	$201.80	$194.13	$1,033.21	$1,429	$0.00	$4,016	32%	$1,294	$2,722	$4,299	$2,597	$2,434	$163	$7	$118	-	-
220	220	Multi-Family Apartments	du	6.60	B	5.87	C	1.210	7.10	7.60	100%	V	32.1	1.160	37.2	33.0	$366	$10,387	$384.93	$370.31	$1,970.86	$2,726	$0.00	$7,661	34%	$2,640	$5,021	$8,200	$4,791	$4,490	$301	$12	$218	-	-
231	231	Low-Rise Condominium/Townhouse (1 to 2 stories)	du	6.40	B	5.87	J	1.210	7.10	7.60	100%	V	31.1	1.160	36.1	32.0	$366	$10,072	$373.27	$359.09	$1,911.14	$2,643	$54.63	$7,374	31%	$2,322	$5,052	$7,897	$4,821	$4,516	$305	$12	$219	-	-
232	232	High-Rise Condominium (3 or more stories)	du	4.18	B	5.87	J	1.210	7.10	7.60	100%	V	20.3	1.160	23.6	20.9	$366	$6,578	$243.79	$234.53	$1,248.21	$1,727	$54.63	$4,797	18%	$882	$3,915	$5,139	$3,735	$3,498	$237	$10	$170	-	-
240	240	Mobile Home Park	du	4.17	C	5.29	C	1.210	6.40	6.90	100%	V	18.3	1.162	21.2	18.8	$367	$5,936	$220.76	$212.37	$1,130.28	$1,563	$38.24	$4,334	35%	$1,536	$2,798	$4,642	$2,669	$2,499	$170	$7	$122	-	-
251	251	Age Restricted Single Family[3]	du	3.12	D	6.23	C	1.210	7.54	8.04	100%	V	16.1	1.159	18.7	16.5	$365	$5,204	$192.39	$185.08	$985.06	$1,363	$68.84	$3,772	35%	$1,313	$2,460	$4,043	$2,347	$2,196	$151	$6	$107	-	-
252	252	Age Restricted Multi-Family[3]	du	2.97	D	3.77	C	1.210	4.56	5.06	100%	V	9.3	1.193	11.1	9.8	$370	$3,037	$115.33	$110.94	$590.47	$817	$29.50	$2,191	40%	$878	$1,313	$2,349	$1,252	$1,173	$79	$4	$57	-	-
253	253	Congregate Care Facility (Attached)[3]	du	2.25	D	3.54	C	1.210	4.28	4.78	72%	C	4.8	1.207	5.7	5.1	$371	$1,562	$59.45	$57.19	$304.37	$421	$19.67	$1,121	34%	$387	$734	$1,202	$700	$656	$44	$2	$32	-	-
		LODGING:																																	
310	310	Hotel	room	6.36	D	7.20	C	1.193	8.59	9.09	66%	C	24.7	1.159	28.6	25.3	$364	$7,958	$292.70	$281.58	$1,498.62	$2,073	$43.71	$5,841	100%	$5,841	$0	$6,255	$0	$0	$0	$0	$0	-	-
320	320	Motel	room	5.63	B	4.99	C	1.193	5.95	6.45	77%	C	17.7	1.162	20.5	18.2	$368	$5,752	$214.61	$206.45	$1,098.78	$1,520	$21.85	$4,210	100%	$4,210	$0	$4,509	$0	$0	$0	$0	$0	-	-
330	330	Resort Hotel	room	5.83	D	7.02	C	1.193	8.37	8.87	83%	C	27.8	1.159	32.2	28.5	$365	$8,955	$329.44	$316.93	$1,686.76	$2,333	$43.71	$6,578	100%	$6,578	$0	$7,043	$0	$0	$0	$0	$0	-	-
		RECREATION:																																	
412	412	General Recreation	acre	2.28	B	5.37	K	1.193	6.41	6.91	90%	K	9.0	1.162	10.5	9.3	$367	$2,923	$108.72	$104.59	$556.64	$770	$22.76	$2,131	63%	$1,346	$785	$2,282	$749	$701	$48	$2	$34	-	-
416	416	RV Park	RV space	1.62	B	4.83	L	1.193	5.76	6.26	100%	L	6.4	1.162	7.4	6.6	$368	$2,080	$77.82	$74.87	$398.46	$551	$2.28	$1,527	45%	$684	$843	$1,635	$804	$753	$51	$2	$37	-	-
420	420	Marina	berth	2.96	B	6.95	M	1.193	8.29	8.79	90%	K	15.1	1.159	17.5	15.5	$365	$4,881	$179.67	$172.84	$919.89	$1,272	$81.95	$3,526	59%	$2,087	$1,440	$3,780	$1,373	$1,284	$89	$4	$63	-	-
430	430	Golf Course	hole	35.74	B	6.95	M	1.193	8.29	8.79	90%	K	182.7	1.159	211.8	187.4	$365	$58,931	$2,169.34	$2,086.90	$11,107.01	$15,363	$81.95	$43,486	59%	$25,829	$17,657	$46,548	$16,848	$15,784	$1,064	$42	$767	-	-
431	431	Miniature Golf Course	hole	3.30	B	6.95	M	1.193	8.29	8.79	90%	K	16.9	1.159	19.6	17.3	$365	$5,441	$200.30	$192.69	$1,025.55	$1,419	$28.85	$3,994	68%	$2,698	$1,296	$4,277	$1,236	$1,157	$79	$4	$56	-	-
437	437	Bowling Alley	1,000 sf	33.33	B	5.41	N	1.193	6.45	6.95	90%	K	132.6	1.162	154.1	136.3	$367	$43,052	$1,600.28	$1,539.47	$8,193.42	$11,333	$24.04	$31,695	63%	$20,035	$11,660	$33,932	$11,126	$10,425	$701	$28	$506	-	-
444	444	Movie Theater	screen	106.63	E	2.33	C	1.193	2.78	3.28	88%	C	178.7	1.253	223.9	198.1	$378	$59,803	$2,360.96	$2,271.14	$12,087.59	$16,720	$109.82	$42,973	63%	$26,882	$16,091	$46,081	$15,354	$14,402	$952	$38	$699	-	-
491	491	Racquet Club/Health Club/Spa/Dance Studio	1,000 sf	14.03	B	5.41	N	1.193	6.45	6.95	94%	W	58.3	1.162	67.7	59.9	$367	$18,928	$703.56	$676.83	$3,602.24	$4,983	$73.21	$13,872	63%	$8,764	$5,108	$14,856	$4,874	$4,566	$308	$12	$222	-	-
495	495	Community Center/Gymnasium	1,000 sf	33.82	B	7.06	K	1.193	8.42	8.92	90%	K	175.6	1.159	203.6	180.1	$365	$56,648	$2,083.44	$2,004.27	$10,667.22	$14,755	$73.21	$41,820	75%	$31,353	$10,467	$44,763	$9,987	$9,356	$631	$25	$455	-	-
		INSTITUTIONS:																																	
520	520	Elementary School	student	1.29	B	4.52	O	1.114	5.04	5.54	80%	K	3.6	1.170	4.2	3.7	$369	$1,161	$43.82	$42.16	$224.37	$310	$22.13	$829	20%	$165	$664	$889	$633	$592	$41	$2	$29	-	-
522	522	Middle School	student	1.62	B	4.52	O	1.114	5.04	5.54	90%	K	5.0	1.170	5.9	5.2	$369	$1,641	$61.91	$59.56	$316.99	$438	$22.13	$1,180	20%	$237	$943	$1,265	$899	$842	$57	$3	$41	-	-
530	530	High School	student	1.71	B	4.52	O	1.114	5.04	5.54	90%	K	5.3	1.170	6.2	5.5	$369	$1,732	$65.35	$62.87	$334.60	$463	$22.13	$1,247	20%	$250	$996	$1,337	$950	$890	$60	$3	$43	-	-
540	540	University/Jr College (7,500 or fewer students) (Private)	student	2.00	F	6.95	M	1.114	7.74	8.24	90%	K	9.5	1.159	11.1	9.8	$365	$3,083	$113.81	$109.49	$582.73	$806	$22.13	$2,255	18%	$414	$1,841	$2,415	$1,756	$1,644	$112	$5	$80	-	-
550	550	University/Jr College (more than 7,500 students) (Private)	student	1.50	F	6.95	M	1.114	7.74	8.24	90%	K	7.2	1.159	8.3	7.3	$365	$2,313	$85.36	$82.12	$437.05	$605	$22.13	$1,686	18%	$310	$1,376	$1,806	$1,312	$1,228	$84	$4	$60	-	-
560	560	Church	1,000 sf	9.11	B	4.10	K	1.114	4.57	5.07	90%	K	25.7	1.193	30.6	27.1	$370	$8,395	$318.73	$306.62	$1,631.89	$2,257	$38.51	$6,099	23%	$1,399	$4,700	$6,535	$4,484	$4,202	$282	$12	$204	-	-
565	565	Day Care	student	3.03	H	2.13	C	1.114	2.37	2.87	73%	C	3.6	1.266	4.6	4.0	$382	$1,217	$48.75	$46.89	$249.59	$345	$229.47	$642	16%	$104	$538	$705	$513	$470	$43	$2	$23	-	-
566	566	Cemetery	acre	4.73	B	6.95	M	1.114	7.74	8.24	95%	H	23.8	1.159	27.6	24.4	$365	$7,697	$284.12	$273.33	$1,454.71	$2,012	$8.20	$5,677	18%	$1,047	$4,630	$6,077	$4,418	$4,139	$279	$11	$201	-	-
610	610	Hospital	1,000 sf	13.22	B	6.95	M	1.114	7.74	8.24	77%	K	54.0	1.159	62.6	55.4	$365	$17,437	$643.64	$619.18	$3,295.45	$4,558	$202.15	$12,677	18%	$2,327	$10,350	$13,583	$9,876	$9,243	$633	$25	$449	-	-
620	620	Nursing Home	bed	2.76	D	2.72	C	1.114	3.03	3.53	89%	G	5.1	1.221	6.2	5.5	$375	$1,693	$66.52	$63.99	$340.59	$471	$6.17	$1,216	31%	$373	$842	$1,304	$803	$753	$50	$2	$37	-	-
		OFFICE:																																	
710	710.1	General Office 50,000 sf or less[4]	1,000 sf	15.50	G	5.41	C	1.114	6.03	6.53	92%	C	58.9	1.162	68.4	60.5	$367	$19,111	$713.99	$686.86	$3,655.62	$5,056	$61.70	$13,993	100%	$13,993	$0	$14,986	$0	$0	$0	$0	$0	-	-
710.1P	710.2	General Office 50,001-100,000 sf[4]	1,000 sf	13.13	G	5.41	C	1.114	6.03	6.53	92%	C	49.9	1.162	57.9	51.3	$367	$16,189	$604.82	$581.83	$3,096.66	$4,283	$61.70	$11,844	100%	$11,844	$0	$12,685	$0	$0	$0	$0	$0	-	-
710.2P	710.3	General Office 100,001-200,000 sf[4]	1,000 sf	11.12	G	5.41	C	1.114	6.03	6.53	92%	C	42.2	1.162	49.1	43.4	$367	$13,711	$512.23	$492.76	$2,622.61	$3,628	$61.70	$10,021	100%	$10,021	$0	$10,734	$0	$0	$0	$0	$0	-	-
710.3P	710.4	General Office 200,001-400,000 sf[4]	1,000 sf	9.41	G	5.41	C	1.114	6.03	6.53	92%	C	35.7	1.162	41.5	36.7	$367	$11,602	$433.46	$416.99	$2,219.31	$3,070	$61.70	$8,471	100%	$8,471	$0	$9,074	$0	$0	$0	$0	$0	-	-
710.4P	710.5	General Office greater than 400,000 sf[5]	1,000 sf	8.54	G	5.41	C	1.114	6.03	6.53	92%	C	32.4	1.162	37.7	33.3	$367	$10,530	$393.38	$378.44	$2,014.13	$2,786	$61.70	$7,682	100%	$7,682	$0	$8,229	$0	$0	$0	$0	$0	-	-
714	714	Corporate Headquarters Building	1,000 sf	7.98	B	5.41	N	1.114	6.03	6.53	92%	N	30.3	1.162	35.2	31.2	$367	$9,839	$367.59	$353.62	$1,882.05	$2,603	$61.70	$7,174	100%	$7,174	$0	$7,685	$0	$0	$0	$0	$0	-	-
720	720	Medical Office	1,000 sf	34.72	D	5.83	C	1.114	6.49	6.99	89%	C	137.5	1.162	159.7	141.3	$367	$44,628	$1,658.09	$1,595.08	$8,489.43	$11,743	$61.70	$32,823	100%	$32,823	$0	$35,142	$0	$0	$0	$0	$0	-	-
750	750	Office Park	1,000 sf	11.70	D	7.47	C	1.114	8.32	8.82	89%	Q	59.4	1.159	68.8	60.9	$365	$19,147	$704.69	$677.91	$3,608.00	$4,991	$61.70	$14,095	100%	$14,095	$0	$15,090	$0	$0	$0	$0	$0	-	-
760	760	Research and Development Center	1,000 sf	8.11	B	5.65	Q	1.114	6.29	6.79	89%	Q	31.1	1.162	36.1	32.0	$367	$10,102	$376.20	$361.90	$1,926.14	$2,664	$61.70	$7,376	100%	$7,376	$0	$7,901	$0	$0	$0	$0	$0	-	-
770.P	640	Veterinarian Clinic	1,000 sf	40.12	B	5.36	P	1.114	5.97	6.47	93%	P	152.6	1.162	177.4	157.0	$368	$49,654	$1,852.22	$1,781.84	$9,483.37	$13,117	$61.70	$36,475	100%	$36,475	$0	$39,055	$0	$0	$0	$0	$0	-	-

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Table XX
Rural Mobility Fee Schedule (Fee District C) - MUTRM
County-wide Parameters:

Revenue period:	25	P4P Equivalent Pennies:	4.8	Include carrying cost?:	No	TOD Deduction:	0.00%
Discount Rate:	3.30%	2nd LOFT County pennies to capacity:	5	Include Interstates?:	Yes	TND Deduction:	0.00%
Fuel efficiency:	18.43	Existing State pennies to capacity:	25.6			MUTRM Deduction:	8.02%
Days/yr:	365	Tax Inc Fin Millage Rate to capacity:	2.4480 33.33%	Factor to convert VMT to PMT:	1.37		
Existing County pennies to capital:	0	Toll.fwy discount:	3.8%				

Pasco County Land Use Code	ITE LUC	Land Use	Unit	Trip Rate (veh trips)	TGR Source (6)	Standard Trip Length	TL Source (6)	Market Area Trip Length Adjustment Factor	Chargeable Trip length (mi)	Trip length for revenue (mi)	% New Trips	% NT Source (6)	Gross assessable pmt/day	Weighted Capacity Addition Ratio	Needed PMC	Needed PMC After Fwy/Toll/ TOD/TND/ MUTRM Deduct	Weighted Cost/PMC	Total Impact Cost	PV County Gas Tax Credit ($$/yr):	PV P4P Equivalent Credit	PV Federal/ State Gas Tax Revenue Credit ($$/yr)	PV Sub-Total County-wide self-credits:	PV Tax Increment Self-Credit	Fee Before Incentive	Incentive %	$$ Allocated for Incentive	Net Mobility Fee	Full Fee[1]	Road Share (Incl Int)	Road Share (Excl Int)	Interstate/ SIS Share	Transit Share	Bike/Ped Share	2011 Mobility Fee	Percent change from 2011 to 2014
		RETAIL:																																	
816	816	Hardware/Paint	1,000 sf	51.29	B	1.96	R	1.212	2.38	2.88	56%	R	46.7	1.266	59.2	52.4	$382	$15,816	$633.60	$609.52	$3,244.01	$4,487	$73.21	$11,255	61%	$6,896	$4,359	$12,077	$4,159	$3,902	$257	$11	$189	-	-
820	820.1	Retail 50,000 sfgla or less[4]	1,000 sfgla	86.56	G	1.96	S	1.212	2.38	2.88	56%	S	78.9	1.266	99.9	88.4	$382	$26,691	$1,069.29	$1,028.66	$5,474.78	$7,573	$73.21	$19,045	61%	$11,652	$7,394	$20,432	$7,055	$6,618	$437	$18	$321	-	-
820.1P	820.2	Retail 50,001-200,000 sfgla[4]	1,000 sfgla	53.28	G	2.52	S	1.212	3.05	3.55	67%	S	74.7	1.221	91.2	80.7	$375	$24,801	$973.33	$936.34	$4,983.45	$6,893	$73.21	$17,835	63%	$11,224	$6,610	$19,123	$6,307	$5,915	$392	$16	$287	-	-
820.2P	820.3	Retail 200,001-400,000 sfgla[4]	1,000 sfgla	41.80	G	2.77	S	1.212	3.36	3.86	73%	S	70.2	1.221	85.7	75.8	$375	$23,303	$902.92	$868.61	$4,622.96	$6,394	$109.82	$16,798	63%	$10,644	$6,155	$18,009	$5,873	$5,505	$368	$15	$267	-	-
820.3P	820.4	Retail 400,001-600,000 sfgla[4]	1,000 sfgla	36.27	G	3.01	S	1.212	3.65	4.15	76%	S	68.9	1.214	83.6	74.0	$373	$22,737	$877.18	$843.84	$4,491.15	$6,212	$109.82	$16,415	65%	$10,603	$5,813	$17,597	$5,547	$5,199	$348	$14	$252	-	-
820.4P	820.5	Retail 600,001-800,000 sfgla[4]	1,000 sfgla	32.80	G	3.26	S	1.212	3.95	4.45	79%	S	70.1	1.214	85.1	75.3	$373	$23,149	$884.80	$851.13	$4,530.17	$6,266	$109.82	$16,773	64%	$10,777	$5,996	$17,976	$5,721	$5,361	$360	$15	$260	-	-
820.5P	820.6	Retail greater than 800,000 sfgla[5]	1,000 sfgla	30.33	G	3.51	S	1.212	4.25	4.75	81%	S	71.6	1.207	86.4	76.4	$371	$23,519	$895.99	$861.94	$4,587.46	$6,345	$109.82	$17,064	63%	$10,818	$6,246	$18,286	$5,960	$5,585	$375	$15	$271	-	-
814	814	Specialty Retail	1,000 sf	49.99	D	3.54	C	1.212	4.29	4.79	85%	C	124.9	1.207	150.7	133.3	$371	$41,026	$1,561.55	$1,502.21	$7,995.13	$11,059	$73.21	$29,894	61%	$18,314	$11,580	$32,025	$11,049	$10,357	$692	$28	$503	-	-
841	841	New/Used Auto Sales	1,000 sf	28.25	D	4.83	C	1.212	5.85	6.35	79%	C	89.5	1.162	104.0	92.0	$368	$29,117	$1,087.84	$1,046.50	$5,569.74	$7,704	$46.48	$21,367	60%	$12,754	$8,613	$22,880	$8,218	$7,701	$517	$21	$374	-	-
848	848	Tire Store	1,000 sf	24.87	B	3.80	T	1.212	4.61	5.11	72%	T	56.5	1.193	67.4	59.6	$370	$18,487	$701.34	$674.69	$3,590.87	$4,967	$73.21	$13,447	61%	$8,251	$5,196	$14,408	$4,957	$4,645	$312	$13	$226	-	-
850	850	Supermarket	1,000 sf	103.38	D	2.18	C	1.212	2.64	3.14	56%	C	104.8	1.253	131.3	116.2	$378	$35,071	$1,395.49	$1,342.46	$7,144.92	$9,883	$0.00	$25,188	61%	$15,376	$9,812	$27,010	$9,362	$8,784	$578	$24	$426	-	-
853	853	Convenience Store w/Gas Pumps	1,000 sf	775.14	D	1.59	C	1.000	1.59	2.09	28%	C	236.4	1.275	301.5	266.8	$389	$81,298	$3,479.84	$3,347.61	$17,816.78	$24,644	$25.22	$56,629	65%	$36,828	$19,801	$60,853	$18,894	$17,755	$1,139	$47	$860	-	-
862	862	Home Improvement Superstore	1,000 sf	30.74	B	2.52	U	1.212	3.05	3.55	67%	U	43.1	1.221	52.6	46.6	$375	$14,309	$561.57	$540.23	$2,875.21	$3,977	$73.21	$10,259	64%	$6,571	$3,688	$11,002	$3,519	$3,299	$220	$9	$160	-	-
881	881	Pharmacy/Drug Store with and without Drive-Thru	1,000 sf	95.96	D	2.18	C	1.212	2.64	3.14	32%	C	55.6	1.253	69.6	61.6	$378	$18,602	$740.19	$712.06	$3,789.77	$5,242	$73.21	$13,287	61%	$8,114	$5,173	$14,253	$4,935	$4,629	$306	$13	$225	-	-
890	890	Furniture Store	1,000 sf	5.06	B	6.39	C	1.212	7.74	8.24	54%	C	14.5	1.159	16.8	14.9	$365	$4,682	$172.82	$166.25	$884.84	$1,224	$73.21	$3,385	61%	$2,078	$1,307	$3,628	$1,246	$1,166	$80	$4	$57	-	-
912	912	Bank/Savings w/Drive-In	1,000 sf	159.34	D	2.58	C	1.000	2.58	3.08	46%	C	129.5	1.253	162.3	143.6	$378	$43,358	$1,731.84	$1,666.03	$8,867.03	$12,265	$144.49	$30,948	62%	$19,261	$11,687	$33,201	$11,151	$10,461	$690	$28	$508	-	-
931	931	Quality Restaurant	1,000 sf	91.10	D	3.30	C	1.212	4.00	4.50	77%	C	192.2	1.214	233.3	206.4	$373	$63,436	$2,421.35	$2,329.34	$12,397.32	$17,148	$46.29	$46,242	62%	$28,440	$17,801	$49,538	$16,986	$15,924	$1,062	$42	$773	-	-
932	932	High-Turnover Restaurant	1,000 sf	116.60	D	3.33	C	1.212	4.04	4.54	71%	C	228.9	1.207	276.2	244.4	$371	$75,189	$2,880.72	$2,771.25	$14,749.28	$20,401	$46.29	$54,741	60%	$32,784	$21,957	$58,648	$20,951	$19,643	$1,308	$52	$954	-	-
934	934	Fast Food Restaurant w/Drive-Thru	1,000 sf	511.00	D	2.15	C	1.000	2.15	2.65	58%	C	436.5	1.266	552.6	489.0	$382	$147,704	$6,025.17	$5,796.22	$30,848.88	$42,670	$163.90	$104,870	64%	$66,636	$38,234	$112,545	$36,484	$34,247	$2,237	$90	$1,660	-	-
941	941	Quick Lube	bays	40.00	B	3.80	T	1.000	3.80	4.30	72%	T	75.0	1.214	91.0	80.5	$373	$24,745	$950.03	$913.93	$4,864.14	$6,728	$23.79	$17,993	53%	$9,609	$8,384	$19,279	$8,000	$7,500	$500	$20	$364	-	-
942	943	Auto Repair or Body Shop	1,000 sf	31.43	D	3.80	T	1.212	4.61	5.11	72%	T	71.4	1.193	85.2	75.4	$370	$23,364	$886.34	$852.66	$4,538.04	$6,277	$68.65	$17,018	58%	$9,880	$7,138	$18,232	$6,811	$6,384	$427	$17	$310	-	-
944	944	Gasoline Station	fuel pos.	168.56	B	2.00	C	1.000	2.00	2.50	23%	C	53.1	1.266	67.2	59.5	$382	$17,973	$743.53	$715.27	$3,806.86	$5,266	$2.09	$12,705	62%	$7,936	$4,769	$13,639	$4,550	$4,273	$277	$12	$207	-	-
947	947	Self-Service Car Wash	bays	43.94	D	2.29	C	1.000	2.29	2.79	68%	C	46.9	1.266	59.3	52.5	$382	$15,860	$639.51	$615.21	$3,274.30	$4,529	$23.79	$11,307	18%	$2,086	$9,221	$12,132	$8,799	$8,257	$542	$22	$400	-	-
913.P	913	Convenience/Gasoline/Fast Food Store	1,000 sf	984.59	C	2.78	C	1.000	2.78	3.28	32%	C	600.0	1.253	751.7	665.2	$378	$200,823	$7,927.82	$7,626.57	$40,590.46	$56,145	$25.22	$144,653	64%	$92,805	$51,848	$155,088	$49,474	$46,414	$3,060	$122	$2,252	-	-
151	151	Mini-Warehouse	1,000 sf	2.15	B	3.26	K	1.212	3.95	4.45	92%	N	5.4	1.214	6.5	5.7	$373	$1,767	$67.54	$64.97	$345.81	$478	$47.93	$1,241	62%	$774	$467	$1,333	$445	$416	$29	$2	$20	-	-
		INDUSTRIAL:																																	
110	110	General Light Industrial	1,000 sf	6.97	B	5.41	N	1.110	6.01	6.51	92%	N	26.4	1.162	30.6	27.1	$367	$8,563	$320.00	$307.84	$1,638.40	$2,266	$18.07	$6,279	100%	$6,279	$0	$6,724	$0	$0	$0	$0	$0	-	-
120	120	General Heavy Industrial	1,000 sf	1.50	B	5.41	N	1.110	6.01	6.51	92%	N	5.7	1.162	6.6	5.8	$367	$1,843	$68.87	$66.25	$352.60	$488	$18.07	$1,337	100%	$1,337	$0	$1,433	$0	$0	$0	$0	$0	-	-
130	130	Industrial Park	1,000 sf	6.83	B	5.41	N	1.110	6.01	6.51	92%	N	25.8	1.162	30.0	26.6	$367	$8,391	$313.57	$301.66	$1,605.49	$2,221	$18.07	$6,152	100%	$6,152	$0	$6,588	$0	$0	$0	$0	$0	-	-
140	140	Manufacturing	1,000 sf	3.82	B	5.41	N	1.110	6.01	6.51	92%	N	14.5	1.162	16.8	14.9	$367	$4,693	$175.38	$168.72	$897.95	$1,242	$18.07	$3,433	100%	$3,433	$0	$3,677	$0	$0	$0	$0	$0	-	-
150	150	Warehouse	1,000 sf	3.56	B	5.41	N	1.110	6.01	6.51	92%	N	13.5	1.162	15.7	13.8	$367	$4,374	$163.44	$157.23	$836.83	$1,158	$47.93	$3,168	100%	$3,168	$0	$3,395	$0	$0	$0	$0	$0	-	-
152	152	High-Cube Warehouse	1,000 sf	1.68	B	6.95	M	1.110	7.71	8.21	92%	N	8.2	1.159	9.5	8.4	$365	$2,638	$97.40	$93.70	$498.68	$690	$47.93	$1,900	100%	$1,900	$0	$2,037	$0	$0	$0	$0	$0	-	-
160.P	153	Airport Hangar	1,000 sf	3.56	H	5.41	N	1.110	6.01	6.51	92%	N	13.5	1.162	15.7	13.8	$367	$4,374	$163.44	$157.23	$836.83	$1,158	$18.07	$3,198	100%	$3,198	$0	$3,425	$0	$0	$0	$0	$0	-	-

Notes:
(1) 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.
(2) Specific calculations for the "low income" category can be seen in Appendix B of the 2014 Mobility Fee Update Study.
(3) The statistical relationship between the trip generation rate for the age restricted single family, age restricted multi-family, and congregate care facility was used to interpolate the trip length.
(4) The trip generation rate recommended for the office and retail size categories used the end-point of the range due to the nature of the ITE equation to be conservative for smaller developments.
(5) The trip generation rate used for the office and retail open-ended size categories used the size 200,000 s.f. larger than the beginning of the size range, as the size ranges increase in 200,000 s.f. increments.
(6) Sources of trip rate, percent new trips, and trip length are as follows:

(A) FL Studies (NHTS, AHS, Census)	(I) Independent Study (Collier County)	(Q) Same as LUC 770 (Business Park)
(B) ITE 9th Edition	(J) Same as LUC 220	(R) Same as LUC 820 (<50k)
(C) Florida Studies Database	(K) Florida Schedules	(S) FL Curve
(D) Blend ITE 9th & FL Studies	(L) Same as LUC 240	(T) Same as LUC 942 (Auto Care Center)
(E) Blend ITE 6th & FL Studies	(M) Same as LUC 210	(U) Same as LUC 820 (50k-200k)
(F) ITE Regression Analysis	(N) Same as LUC 710	(V) n/a
(G) ITE 9th equation	(O) Model-Based Trip Length	(W) Same as LUC 492 (Health Club)
(H) Previous Pasco MMTIF Study	(P) Same as LUC 630 (Clinic)	

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Table XX
Rural Mobility Fee Schedule (Fee District C) - TND
County-wide Parameters:

Revenue period:	25		P4P Equivalent Pennies:	4.8		Include carrying cost?:	No		TOD Deduction:	0.00%
Discount Rate:	3.30%		2nd LOFT County pennies to capacity:	5		Include Interstates?:	Yes		TND Deduction:	11.36%
Fuel efficiency:	18.43	6.40	Existing State pennies to capacity:	25.6					MUTRM Deduction:	0.00%
Days/yr:	365		Tax Inc Fin Millage Rate to capacity:	2.4480	33.33%	Factor to convert VMT to PMT:	1.37			
Existing County pennies to capital:	0		Toll.fwy discount:	3.8%						

Pasco County Land Use Code	ITE LUC	Land Use	Unit	Trip Rate (veh trips)	TGR Source (6)	Standard Trip Length	TL Source (6)	Market Area Trip Length Adjustment Factor	Chargeable Trip length (mi)	Trip length for revenue (mi)	% New Trips	% NT Source (6)	Gross assessable pmt/day	Weighted Capacity Addition Ratio	Needed PMC	Needed PMC After Fwy/Toll/ TOD/TND/ MUTRM Deduct	Weighted Cost/PMC	Total Impact Cost	PV County Gas Tax Credit ($$/yr):	PV P4P Equivalent Credit	PV Federal/ State Gas Tax Revenue Credit ($$/yr)	PV Sub-Total County-wide self-credits:	PV Tax Increment Self-Credit	Fee Before Incentive	Incentive %	$$ Allocated for Incentive	Net Mobility Fee	Full Fee[1]	Road Share (Incl Int)	Road Share (Excl Int)	Interstate/ SIS Share	Transit Share	Bike/Ped Share	2011 Mobility Fee	Percent change from 2011 to 2014
		RESIDENTIAL:																																	
		Single Family (Detached)																																	
210.1P	210.1	Less than 1,500 s.f. & Annual Hh Income less than 80% SHIP Definition[2]	du	4.10	A	7.61	C	1.210	9.21	9.71	100%	V	25.9	1.159	30.0	25.6	$364	$8,022	$294.26	$283.08	$1,506.60	$2,084	$68.84	$5,869	52%	$3,072	$2,797	$6,286	$2,669	$2,499	$170	$7	$121	$1,398	100%
210.2P	210.2	0 to 1,500 s.f.	du	6.25	A	7.61	C	1.210	9.21	9.71	100%	V	39.4	1.159	45.7	39.0	$364	$12,229	$448.56	$431.52	$2,296.65	$3,177	$68.84	$8,983	61%	$5,471	$3,513	$9,619	$3,351	$3,137	$214	$9	$153	$1,757	100%
210.3P	210.3	1,501 to 2,499 s.f.	du	7.81	A	7.61	C	1.210	9.21	9.71	100%	V	49.3	1.159	57.1	48.7	$364	$15,281	$560.53	$539.23	$2,869.90	$3,970	$125.66	$11,186	56%	$6,286	$4,900	$11,980	$4,675	$4,377	$298	$12	$213	$2,450	100%
210.4P	210.4	2,500 s.f. and greater	du	9.20	A	7.61	C	1.210	9.21	9.71	100%	V	58.0	1.159	67.3	57.4	$364	$18,001	$660.29	$635.20	$3,380.67	$4,676	$312.51	$13,012	59%	$7,650	$5,362	$13,947	$5,116	$4,786	$330	$13	$233	$2,677	100%
210.5P	210.5	"Low Income" SHIP defined Multi-Family[2]	du	3.46	A	5.87	C	1.210	7.10	7.60	100%	V	16.8	1.160	19.5	16.6	$366	$5,247	$194.47	$187.08	$995.69	$1,377	$0.00	$3,870	53%	$2,056	$1,815	$4,143	$1,731	$1,622	$109	$5	$79	$907	100%
220	220	Multi-Family Apartments	du	6.60	B	5.87	C	1.210	7.10	7.60	100%	V	32.1	1.160	37.2	31.8	$366	$10,010	$370.96	$356.86	$1,899.30	$2,627	$0.00	$7,383	55%	$4,035	$3,347	$7,903	$3,194	$2,993	$201	$8	$145	$1,674	100%
231	231	Low-Rise Condominium/Townhouse (1 to 2 stories)	du	6.40	B	5.87	J	1.210	7.10	7.60	100%	V	31.1	1.160	36.1	30.8	$366	$9,706	$359.72	$346.05	$1,841.74	$2,548	$54.63	$7,104	53%	$3,736	$3,368	$7,609	$3,214	$3,010	$204	$8	$146	$1,685	100%
232	232	High-Rise Condominium (3 or more stories)	du	4.18	B	5.87	J	1.210	7.10	7.60	100%	V	20.3	1.160	23.6	20.1	$366	$6,339	$234.94	$226.01	$1,202.89	$1,664	$54.63	$4,621	44%	$2,011	$2,610	$4,950	$2,490	$2,331	$159	$7	$113	$1,352	93%
240	240	Mobile Home Park	du	4.17	C	5.29	C	1.210	6.40	6.90	100%	V	18.3	1.162	21.2	18.1	$367	$5,720	$212.74	$204.66	$1,089.24	$1,507	$38.24	$4,175	55%	$2,309	$1,866	$4,472	$1,780	$1,667	$113	$5	$81	$933	100%
251	251	Age Restricted Single Family[3]	du	3.12	D	6.23	C	1.210	7.54	8.04	100%	V	16.1	1.159	18.7	15.9	$365	$5,015	$185.41	$178.36	$949.29	$1,313	$68.84	$3,633	55%	$1,993	$1,640	$3,893	$1,565	$1,465	$100	$4	$71	$819	100%
252	252	Age Restricted Multi-Family[3]	du	2.97	D	3.77	C	1.210	4.56	5.06	100%	V	9.3	1.193	11.1	9.4	$370	$2,927	$111.14	$106.92	$569.03	$787	$29.50	$2,110	59%	$1,235	$875	$2,262	$834	$781	$53	$3	$38	$437	100%
253	253	Congregate Care Facility (Attached)[3]	du	2.25	D	3.54	C	1.210	4.28	4.78	72%	C	4.8	1.207	5.7	4.9	$371	$1,505	$57.29	$55.11	$293.31	$406	$19.67	$1,079	55%	$591	$489	$1,158	$466	$436	$30	$2	$21	$244	100%
		LODGING:																																	
310	310	Hotel	room	6.36	D	7.20	C	1.193	8.59	9.09	66%	C	24.7	1.159	28.6	24.4	$364	$7,669	$282.07	$271.35	$1,444.20	$1,998	$43.71	$5,628	100%	$5,628	$0	$6,026	$0	$0	$0	$0	$0	$298	-100%
320	320	Motel	room	5.63	B	4.99	C	1.193	5.95	6.45	77%	C	17.7	1.162	20.5	17.5	$368	$5,543	$206.81	$198.95	$1,058.88	$1,465	$21.85	$4,056	100%	$4,056	$0	$4,344	$0	$0	$0	$0	$0	$224	-100%
330	330	Resort Hotel	room	5.83	D	7.02	C	1.193	8.37	8.87	83%	C	27.8	1.159	32.2	27.4	$365	$8,629	$317.48	$305.42	$1,625.51	$2,248	$43.71	$6,337	100%	$6,337	$0	$6,786	$0	$0	$0	$0	$0	$163	-100%
		RECREATION:																																	
412	412	General Recreation	acre	2.28	B	5.37	K	1.193	6.41	6.91	90%	K	9.0	1.162	10.5	8.9	$367	$2,817	$104.77	$100.79	$536.43	$742	$22.76	$2,052	74%	$1,528	$524	$2,199	$499	$467	$32	$2	$23	$262	100%
416	416	RV Park	RV space	1.62	B	4.83	L	1.193	5.76	6.26	100%	L	6.4	1.162	7.4	6.3	$368	$2,005	$75.00	$72.15	$383.99	$531	$2.28	$1,472	62%	$909	$562	$1,576	$536	$502	$34	$2	$24	$281	100%
420	420	Marina	berth	2.96	B	6.95	M	1.193	8.29	8.79	90%	K	15.1	1.159	17.5	15.0	$365	$4,703	$173.14	$166.56	$886.48	$1,226	$81.95	$3,395	72%	$2,435	$960	$3,640	$915	$856	$59	$3	$42	$479	100%
430	430	Golf Course	hole	35.74	B	6.95	M	1.193	8.29	8.79	90%	K	182.7	1.159	211.8	180.6	$365	$56,791	$2,090.57	$2,011.12	$10,703.69	$14,805	$81.95	$41,904	72%	$30,133	$11,771	$44,855	$11,232	$10,522	$710	$28	$511	$5,885	100%
431	431	Miniature Golf Course	hole	3.30	B	6.95	M	1.193	8.29	8.79	90%	K	16.9	1.159	19.6	16.7	$365	$5,244	$193.03	$185.69	$988.31	$1,367	$28.85	$3,848	78%	$2,984	$864	$4,120	$823	$770	$53	$3	$38	$432	100%
437	437	Bowling Alley	1,000 sf	33.33	B	5.41	N	1.193	6.45	6.95	90%	K	132.6	1.162	154.1	131.4	$367	$41,489	$1,542.17	$1,483.57	$7,895.90	$10,922	$24.04	$30,543	75%	$22,769	$7,774	$32,699	$7,417	$6,950	$467	$19	$338	$3,887	100%
444	444	Movie Theater	screen	106.63	E	2.33	C	1.193	2.78	3.28	88%	C	178.7	1.253	223.9	190.9	$378	$57,631	$2,275.13	$2,188.67	$11,648.66	$16,112	$109.82	$41,409	74%	$30,682	$10,727	$44,404	$10,235	$9,600	$635	$26	$466	$5,362	100%
491	491	Racquet Club/Health Club/Spa/Dance Studio	1,000 sf	14.03	B	5.41	N	1.193	6.45	6.95	94%	W	58.3	1.162	67.7	57.8	$367	$18,241	$678.02	$652.25	$3,471.44	$4,802	$73.21	$13,366	75%	$9,960	$3,406	$14,314	$3,249	$3,043	$206	$9	$148	$1,702	100%
495	495	Community Center/Gymnasium	1,000 sf	33.82	B	7.06	K	1.193	8.42	8.92	90%	K	175.6	1.159	203.6	173.6	$365	$54,591	$2,007.79	$1,931.49	$10,279.87	$14,219	$73.21	$40,299	83%	$33,320	$6,978	$43,135	$6,658	$6,237	$421	$17	$303	$3,488	100%
		INSTITUTIONS:																																	
520	520	Elementary School	student	1.29	B	4.52	O	1.114	5.04	5.54	80%	K	3.6	1.170	4.2	3.6	$369	$1,119	$42.23	$40.63	$216.22	$299	$22.13	$798	44%	$355	$443	$856	$422	$395	$27	$2	$19	$221	100%
522	522	Middle School	student	1.62	B	4.52	O	1.114	5.04	5.54	90%	K	5.0	1.170	5.9	5.0	$369	$1,581	$59.66	$57.40	$305.48	$423	$22.13	$1,136	45%	$507	$629	$1,218	$600	$562	$38	$2	$27	$314	100%
530	530	High School	student	1.71	B	4.52	O	1.114	5.04	5.54	90%	K	5.3	1.170	6.2	5.3	$369	$1,669	$62.98	$60.58	$322.45	$446	$22.13	$1,201	45%	$537	$664	$1,287	$633	$593	$40	$2	$29	$332	100%
540	540	University/Jr College (7,500 or fewer students) (Private)	student	2.00	F	6.95	M	1.114	7.74	8.24	90%	K	9.5	1.159	11.1	9.4	$365	$2,971	$109.68	$105.51	$561.57	$777	$22.13	$2,173	44%	$946	$1,227	$2,327	$1,171	$1,096	$75	$3	$53	$633	94%
550	550	University/Jr College (more than 7,500 students) (Private)	student	1.50	F	6.95	M	1.114	7.74	8.24	90%	K	7.2	1.159	8.3	7.1	$365	$2,229	$82.26	$79.13	$421.18	$583	$22.13	$1,624	43%	$706	$918	$1,740	$875	$819	$56	$3	$40	$474	94%
560	560	Church	1,000 sf	9.11	B	4.10	K	1.114	4.57	5.07	90%	K	25.7	1.193	30.6	26.1	$370	$8,090	$307.15	$295.48	$1,572.63	$2,175	$38.51	$5,876	47%	$2,742	$3,134	$6,297	$2,990	$2,802	$188	$8	$136	$1,568	100%
565	565	Day Care	student	3.03	H	2.13	C	1.114	2.37	2.87	73%	C	3.6	1.266	4.6	3.9	$382	$1,172	$46.98	$45.19	$240.52	$333	$229.47	$610	41%	$252	$359	$671	$342	$313	$29	$1	$16	$174	106%
566	566	Cemetery	acre	4.73	B	6.95	M	1.114	7.74	8.24	95%	H	23.8	1.159	27.6	23.6	$365	$7,418	$273.81	$263.40	$1,401.89	$1,939	$8.20	$5,470	44%	$2,383	$3,087	$5,856	$2,945	$2,759	$186	$8	$134	$1,590	94%
610	610	Hospital	1,000 sf	13.22	B	6.95	M	1.114	7.74	8.24	77%	K	54.0	1.159	62.6	53.4	$365	$16,804	$620.27	$596.70	$3,175.79	$4,393	$202.15	$12,209	43%	$5,309	$6,900	$13,082	$6,583	$6,161	$422	$17	$300	$4,458	55%
620	620	Nursing Home	bed	2.76	D	2.72	C	1.114	3.03	3.53	89%	C	5.1	1.221	6.2	5.3	$375	$1,632	$64.11	$61.67	$328.22	$454	$6.17	$1,171	52%	$610	$562	$1,256	$536	$502	$34	$2	$24	$281	100%
		OFFICE:																																	
710	710.1	General Office 50,000 sf or less[4]	1,000 sf	15.50	G	5.41	C	1.114	6.03	6.53	92%	C	58.9	1.162	68.4	58.3	$367	$18,417	$688.06	$661.91	$3,522.87	$4,873	$61.70	$13,482	100%	$13,482	$0	$14,439	$0	$0	$0	$0	$0	$587	-100%
710.1P	710.2	General Office 50,001-100,000 sf[4]	1,000 sf	13.13	G	5.41	C	1.114	6.03	6.53	92%	C	49.9	1.162	57.9	49.4	$367	$15,601	$582.85	$560.71	$2,984.21	$4,128	$61.70	$11,412	100%	$11,412	$0	$12,222	$0	$0	$0	$0	$0	$500	-100%
710.2P	710.3	General Office 100,001-200,000 sf[4]	1,000 sf	11.12	G	5.41	C	1.114	6.03	6.53	92%	C	42.2	1.162	49.1	41.8	$367	$13,213	$493.63	$474.87	$2,527.38	$3,496	$61.70	$9,655	100%	$9,655	$0	$10,342	$0	$0	$0	$0	$0	$426	-100%
710.3P	710.4	General Office 200,001-400,000 sf[4]	1,000 sf	9.41	G	5.41	C	1.114	6.03	6.53	92%	C	35.7	1.162	41.5	35.4	$367	$11,181	$417.72	$401.85	$2,138.72	$2,958	$61.70	$8,161	100%	$8,161	$0	$8,742	$0	$0	$0	$0	$0	$363	-100%
710.4P	710.5	General Office greater than 400,000 sf[5]	1,000 sf	8.54	G	5.41	C	1.114	6.03	6.53	92%	C	32.4	1.162	37.7	32.1	$367	$10,147	$379.10	$364.69	$1,940.99	$2,685	$61.70	$7,401	100%	$7,401	$0	$7,928	$0	$0	$0	$0	$0	$330	-100%
714	714	Corporate Headquarters Building	1,000 sf	7.98	B	5.41	N	1.114	6.03	6.53	92%	N	30.3	1.162	35.2	30.0	$367	$9,482	$354.24	$340.78	$1,813.71	$2,509	$61.70	$6,911	100%	$6,911	$0	$7,404	$0	$0	$0	$0	$0	$298	-100%
720	720	Medical Office	1,000 sf	34.72	D	5.83	C	1.114	6.49	6.99	89%	C	137.5	1.162	159.7	136.2	$367	$43,007	$1,597.88	$1,537.16	$8,181.16	$11,316	$61.70	$31,629	100%	$31,629	$0	$33,864	$0	$0	$0	$0	$0	$1,410	-100%
750	750	Office Park	1,000 sf	11.70	D	7.47	C	1.114	8.32	8.82	89%	Q	59.4	1.159	68.8	58.7	$365	$18,452	$679.10	$653.29	$3,476.99	$4,809	$61.70	$13,581	100%	$13,581	$0	$14,540	$0	$0	$0	$0	$0	$428	-100%
760	760	Research and Development Center	1,000 sf	8.11	B	5.65	Q	1.114	6.29	6.79	89%	Q	31.1	1.162	36.1	30.8	$367	$9,736	$362.54	$348.76	$1,856.20	$2,567	$61.70	$7,106	100%	$7,106	$0	$7,612	$0	$0	$0	$0	$0	$303	-100%
770.P	640	Veterinarian Clinic	1,000 sf	40.12	B	5.36	P	1.114	5.97	6.47	93%	P	152.6	1.162	177.4	151.3	$368	$47,851	$1,784.96	$1,717.13	$9,139.01	$12,641	$61.70	$35,148	100%	$35,148	$0	$37,634	$0	$0	$0	$0	$0	$372	-100%

DRAFT

Table XX
Rural Mobility Fee Schedule (Fee District C) - TND
County-wide Parameters:

Revenue period:	25		P4P Equivalent Pennies:	4.8		Include carrying cost?:	No		TOD Deduction:	0.00%	
Discount Rate:	3.30%		2nd LOFT County pennies to capacity:	5		Include Interstates?:	Yes		TND Deduction:	11.36%	
Fuel efficiency:	18.43	6.40	Existing State pennies to capacity:	25.6					MUTRM Deduction:	0.00%	
Days/yr:	365		Tax Inc Fin Millage Rate to capacity:	2.4480	33.33%	Factor to convert VMT to PMT:	1.37				
Existing County pennies to capital:	0		Toll.fwy discount:	3.8%							

Pasco County Land Use Code	ITE LUC	Land Use	Unit	Trip Rate (veh trips)	TGR Source (6)	Standard Trip Length	TL Source (6)	Market Area Trip Length Adjustment Factor	Chargeable Trip length (mi)	Trip length for revenue (mi)	% New Trips	% NT Source (6)	Gross assessable pmt/day	Weighted Capacity Addition Ratio	Needed PMC	Needed PMC After Fwy/Toll/ TOD/TND/ MUTRM Deduction	Weighted Cost/PMC	Total Impact Cost	PV County Gas Tax Credit ($$/yr):	PV P4P Equivalent Credit	PV Federal/ State Gas Tax Revenue Credit ($$/yr)	PV Sub-Total County-wide self-credits:	PV Tax Increment Self-Credit	Fee Before Incentive	Incentive %	$$ Allocated for Incentive	Net Mobility Fee	Full Fee[1]	Road Share (Incl Int)	Road Share (Excl Int)	Interstate/ SIS Share	Transit Share	Bike/Ped Share	2011 Mobility Fee	Percent change from 2011 to 2014
		RETAIL:																																	
816	816	Hardware/Paint	1,000 sf	51.29	B	1.96	R	1.212	2.38	2.88	56%	R	46.7	1.266	59.2	50.5	$382	$15,241	$610.59	$587.39	$3,126.21	$4,324	$73.21	$10,844	73%	$7,938	$2,906	$11,636	$2,773	$2,601	$172	$7	$126	$1,452	100%
820	820.1	Retail 50,000 sfgla or less[4]	1,000 sfgla	86.56	G	1.96	S	1.212	2.38	2.88	56%	S	78.9	1.266	99.9	85.2	$382	$25,722	$1,030.46	$991.31	$5,275.97	$7,298	$73.21	$18,351	73%	$13,422	$4,929	$19,688	$4,703	$4,412	$291	$12	$214	$2,465	100%
820.1P	820.2	Retail 50,001-200,000 sfgla[4]	1,000 sfgla	53.28	G	2.52	S	1.212	3.05	3.55	67%	S	74.7	1.221	91.2	77.8	$375	$23,900	$937.99	$902.34	$4,802.49	$6,643	$73.21	$17,184	74%	$12,777	$4,407	$18,426	$4,205	$3,943	$262	$11	$191	$2,203	100%
820.2P	820.3	Retail 200,001-400,000 sfgla[4]	1,000 sfgla	41.80	G	2.77	S	1.212	3.36	3.86	73%	S	70.2	1.221	85.7	73.1	$375	$22,457	$870.14	$837.07	$4,455.09	$6,162	$109.82	$16,184	75%	$12,081	$4,104	$17,351	$3,916	$3,670	$246	$10	$178	$2,051	100%
820.3P	820.4	Retail 400,001-600,000 sfgla[4]	1,000 sfgla	36.27	G	3.01	S	1.212	3.65	4.15	76%	S	68.9	1.214	83.6	71.3	$373	$21,912	$845.32	$813.20	$4,328.06	$5,987	$109.82	$15,815	75%	$11,940	$3,875	$16,954	$3,697	$3,465	$232	$10	$168	$1,936	100%
820.4P	820.5	Retail 600,001-800,000 sfgla[4]	1,000 sfgla	32.80	G	3.26	S	1.212	3.95	4.45	79%	S	70.1	1.214	85.1	72.6	$373	$22,308	$852.67	$820.27	$4,365.67	$6,039	$109.82	$16,160	75%	$12,162	$3,998	$17,319	$3,814	$3,575	$239	$10	$174	$1,998	100%
820.5P	820.6	Retail greater than 800,000 sfgla[5]	1,000 sfgla	30.33	G	3.51	S	1.212	4.25	4.75	81%	S	71.6	1.207	86.4	73.7	$371	$22,665	$863.45	$830.64	$4,420.88	$6,115	$109.82	$16,440	75%	$12,276	$4,164	$17,618	$3,973	$3,723	$250	$10	$181	$2,081	100%
814	814	Specialty Retail	1,000 sf	49.99	D	3.54	C	1.212	4.29	4.79	85%	C	124.9	1.207	150.7	128.5	$371	$39,536	$1,504.85	$1,447.66	$7,704.81	$10,657	$73.21	$28,806	73%	$21,086	$7,720	$30,860	$7,366	$6,904	$462	$19	$335	$3,859	100%
841	841	New/Used Auto Sales	1,000 sf	28.25	D	4.83	C	1.212	5.85	6.35	79%	C	89.5	1.162	104.0	88.7	$368	$28,060	$1,048.34	$1,008.50	$5,367.49	$7,424	$46.48	$20,589	72%	$14,847	$5,742	$22,047	$5,479	$5,134	$345	$14	$249	$2,870	100%
848	848	Tire Store	1,000 sf	24.87	B	3.80	T	1.212	4.61	5.11	72%	T	56.5	1.193	67.4	57.5	$370	$17,816	$675.87	$650.19	$3,460.48	$4,787	$73.21	$12,956	73%	$9,493	$3,464	$13,882	$3,305	$3,097	$208	$9	$150	$1,731	100%
850	850	Supermarket	1,000 sf	103.38	D	2.18	C	1.212	2.64	3.14	56%	C	104.8	1.253	131.3	111.9	$378	$33,797	$1,344.82	$1,293.72	$6,885.47	$9,524	$0.00	$24,273	73%	$17,732	$6,541	$26,030	$6,241	$5,856	$385	$16	$284	$3,271	100%
853	853	Convenience Store w/Gas Pumps	1,000 sf	775.14	D	1.59	C	1.000	1.59	2.09	28%	C	236.4	1.275	301.5	257.1	$389	$78,346	$3,353.48	$3,226.05	$17,169.81	$23,749	$25.22	$54,572	76%	$41,370	$13,201	$58,643	$12,596	$11,837	$759	$32	$573	$6,600	100%
862	862	Home Improvement Superstore	1,000 sf	30.74	B	2.52	U	1.212	3.05	3.55	67%	U	43.1	1.221	52.6	44.9	$375	$13,789	$541.17	$520.61	$2,770.81	$3,833	$73.21	$9,884	75%	$7,425	$2,459	$10,600	$2,346	$2,199	$147	$6	$107	$1,228	100%
881	881	Pharmacy/Drug Store with and without Drive-Thru	1,000 sf	95.96	D	2.18	C	1.212	2.64	3.14	32%	C	55.6	1.253	69.6	59.4	$378	$17,927	$713.31	$686.21	$3,652.16	$5,052	$73.21	$12,802	73%	$9,353	$3,449	$13,733	$3,290	$3,086	$204	$9	$150	$1,723	100%
890	890	Furniture Store	1,000 sf	5.06	B	6.39	C	1.212	7.74	8.24	54%	C	14.5	1.159	16.8	14.3	$365	$4,512	$166.54	$160.22	$852.71	$1,179	$73.21	$3,259	73%	$2,388	$871	$3,494	$830	$777	$53	$3	$38	$435	100%
912	912	Bank/Savings w/Drive-In	1,000 sf	159.34	D	2.58	C	1.000	2.58	3.08	46%	C	129.5	1.253	162.3	138.4	$378	$41,783	$1,668.95	$1,605.53	$8,545.05	$11,820	$144.49	$29,819	74%	$22,028	$7,791	$31,990	$7,434	$6,974	$460	$19	$338	$3,894	100%
931	931	Quality Restaurant	1,000 sf	91.10	D	3.30	C	1.212	4.00	4.50	77%	C	192.2	1.214	233.3	198.9	$373	$61,132	$2,333.43	$2,244.76	$11,947.14	$16,525	$46.29	$44,561	73%	$32,693	$11,868	$47,737	$11,325	$10,617	$708	$28	$515	$5,933	100%
932	932	High-Turnover Restaurant	1,000 sf	116.60	D	3.33	C	1.212	4.04	4.54	71%	C	228.9	1.207	276.2	235.5	$371	$72,458	$2,776.11	$2,670.62	$14,213.70	$19,660	$46.29	$52,752	72%	$38,114	$14,638	$56,517	$13,967	$13,095	$872	$35	$636	$7,319	100%
934	934	Fast Food Restaurant w/Drive-Thru	1,000 sf	511.00	D	2.15	C	1.000	2.15	2.65	58%	C	436.5	1.266	552.6	471.2	$382	$142,341	$5,806.39	$5,585.74	$29,728.69	$41,121	$163.90	$101,056	75%	$75,567	$25,489	$108,452	$24,322	$22,831	$1,491	$60	$1,107	$12,743	100%
941	941	Quick Lube	bays	40.00	B	3.80	T	1.000	3.80	4.30	72%	T	75.0	1.214	91.0	77.6	$373	$23,846	$915.53	$880.74	$4,687.51	$6,484	$23.79	$17,339	68%	$11,749	$5,590	$18,578	$5,333	$5,000	$333	$14	$243	$2,794	100%
942	943	Auto Repair or Body Shop	1,000 sf	31.43	D	3.80	T	1.212	4.61	5.11	72%	T	71.4	1.193	85.2	72.6	$370	$22,516	$854.15	$821.69	$4,373.25	$6,049	$68.65	$16,398	71%	$11,639	$4,759	$17,568	$4,540	$4,254	$286	$12	$207	$2,378	100%
944	944	Gasoline Station	fuel pos.	168.56	B	2.00	C	1.000	2.00	2.50	23%	C	53.1	1.266	67.2	57.3	$382	$17,320	$716.53	$689.30	$3,668.63	$5,074	$2.09	$12,244	74%	$9,065	$3,179	$13,144	$3,033	$2,848	$185	$8	$138	$1,589	100%
947	947	Self-Service Car Wash	bays	43.94	D	2.29	C	1.000	2.29	2.79	68%	C	46.9	1.266	59.3	50.6	$382	$15,284	$616.29	$592.87	$3,155.40	$4,365	$23.79	$10,896	44%	$4,748	$6,148	$11,690	$5,866	$5,505	$361	$15	$267	$4,456	38%
913.P	913	Convenience/Gasoline/Fast Food Store	1,000 sf	984.59	C	2.78	C	1.000	2.78	3.28	32%	C	600.0	1.253	751.7	641.0	$378	$193,530	$7,639.95	$7,349.63	$39,116.53	$54,106	$25.22	$139,399	75%	$104,833	$34,566	$149,455	$32,983	$30,943	$2,040	$82	$1,501	$17,283	100%
151	151	Mini-Warehouse	1,000 sf	2.15	B	3.26	K	1.212	3.95	4.45	92%	N	5.4	1.214	6.5	5.5	$373	$1,703	$65.09	$62.62	$333.25	$461	$47.93	$1,194	73%	$876	$318	$1,283	$303	$283	$20	$1	$14	$107	197%
		INDUSTRIAL:																																	
110	110	General Light Industrial	1,000 sf	6.97	B	5.41	N	1.110	6.01	6.51	92%	N	26.4	1.162	30.6	26.1	$367	$8,252	$308.38	$296.66	$1,578.90	$2,184	$18.07	$6,050	100%	$6,050	$0	$6,479	$0	$0	$0	$0	$0	$500	-100%
120	120	General Heavy Industrial	1,000 sf	1.50	B	5.41	N	1.110	6.01	6.51	92%	N	5.7	1.162	6.6	5.6	$367	$1,776	$66.37	$63.84	$339.79	$470	$18.07	$1,288	100%	$1,288	$0	$1,380	$0	$0	$0	$0	$0	$107	-100%
130	130	Industrial Park	1,000 sf	6.83	B	5.41	N	1.110	6.01	6.51	92%	N	25.8	1.162	30.0	25.6	$367	$8,086	$302.19	$290.70	$1,547.19	$2,140	$18.07	$5,928	100%	$5,928	$0	$6,348	$0	$0	$0	$0	$0	$499	-100%
140	140	Manufacturing	1,000 sf	3.82	B	5.41	N	1.110	6.01	6.51	92%	N	14.5	1.162	16.8	14.3	$367	$4,523	$169.01	$162.59	$865.34	$1,197	$18.07	$3,308	100%	$3,308	$0	$3,543	$0	$0	$0	$0	$0	$273	-100%
150	150	Warehouse	1,000 sf	3.56	B	5.41	N	1.110	6.01	6.51	92%	N	13.5	1.162	15.7	13.3	$367	$4,215	$157.51	$151.52	$806.44	$1,115	$47.93	$3,051	100%	$3,051	$0	$3,270	$0	$0	$0	$0	$0	$253	-100%
152	152	High-Cube Warehouse	1,000 sf	1.68	B	6.95	M	1.110	7.71	8.21	92%	N	8.2	1.159	9.5	8.1	$365	$2,542	$93.86	$90.30	$480.57	$665	$47.93	$1,830	100%	$1,830	$0	$1,962	$0	$0	$0	$0	$0	$130	-100%
160.P	153	Airport Hangar	1,000 sf	3.56	H	5.41	N	1.110	6.01	6.51	92%	N	13.5	1.162	15.7	13.3	$367	$4,215	$157.51	$151.52	$806.44	$1,115	$18.07	$3,081	100%	$3,081	$0	$3,300	$0	$0	$0	$0	$0	$255	-100%

Notes:
(1) 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.
(2) Specific calculations for the "low income" category can be seen in Appendix B of the 2014 Mobility Fee Update Study.
(3) The statistical relationship between the trip generation rate for the age restricted single family, age restricted multi-family, and congregate care facility was used to interpolate the trip length.
(4) The trip generation rate recommended for the office and retail size categories used the end-point of the range due to the nature of the ITE equation to be conservative for smaller developments.
(5) The trip generation rate used for the office and retail open-ended size categories used the size 200,000 s.f. larger than the beginning of the size range, as the size ranges increase in 200,000 s.f. increments.
(6) Sources of trip rate, percent new trips, and trip length are as follows:

(A) FL Studies (NHTS, AHS, Census)	(I) Independent Study (Collier County)	(Q) Same as LUC 770 (Business Park)
(B) ITE 9th Edition	(J) Same as LUC 220	(R) Same as LUC 820 (<50k)
(C) Florida Studies Database	(K) Florida Schedules	(S) FL Curve
(D) Blend ITE 9th & FL Studies	(L) Same as LUC 240	(T) Same as LUC 942 (Auto Care Center)
(E) Blend ITE 6th & FL Studies	(M) Same as LUC 210	(U) Same as LUC 820 (50k-200k)
(F) ITE Regression Analysis	(N) Same as LUC 710	(V) n/a
(G) ITE 9th equation	(O) Model-Based Trip Length	(W) Same as LUC 492 (Health Club)
(H) Previous Pasco MMTIF Study	(P) Same as LUC 630 (Clinic)	

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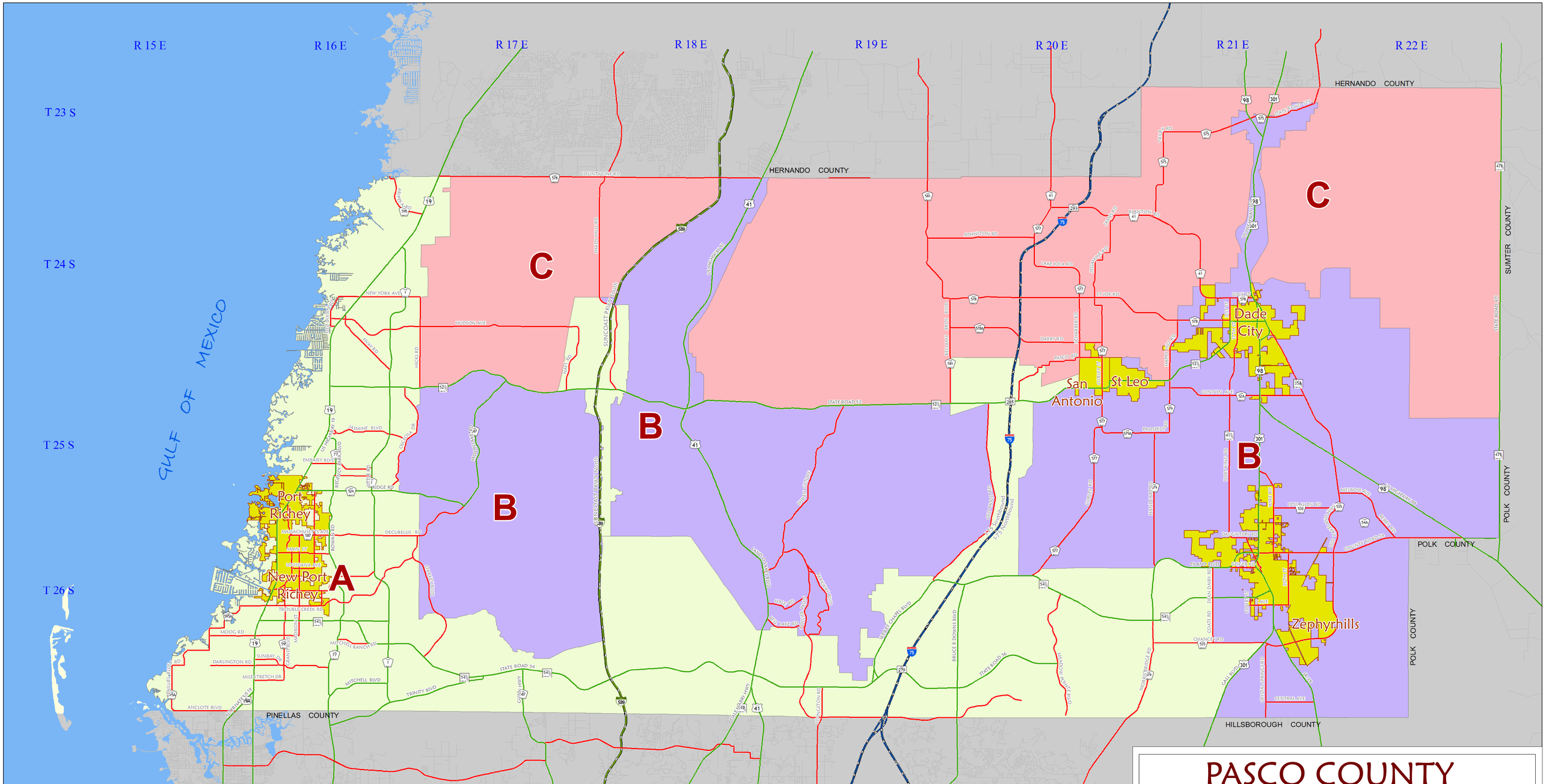

N
W E
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0 2 4 6
Miles

A - URBAN
B - SUBURBAN
C - RURAL
CITY LIMITS
ARTERIAL
COLLECTOR
INTERSTATE
TOLL

PASCO COUNTY MOBILITY FEE ASSESSMENT DISTRICT

Pasco County, Florida
Geographic Information Systems
(G.I.S.)
8731 Citizens Dr
New Port Richey, FL 34654

Author	AIKHUORIA
Date	10/8/2014

This map is for informational purposes only. The data contained herein is not collected under the supervision of, or approved by, a licensed surveyor. It is not inteded for any legal use. The data does not meet the minimum technical standards under the Florida Administrative Code 61G17-6. The Pasco County Board of County Commissioners does not accept any responsibility for errors or omissions of any kind contained in the data herein. All products and derivations from the data contained herein must retain this disclaimer.

APPENDIX A

DEFINITIONS

Mobility Fee Definitions

For the purposes of this Code, Section 1302.2, Mobility Fees, the following words shall be defined as follows:

1. "Accessory building or structure" shall mean a subordinate building, or portion of a building, the use of which is clearly incidental and related to that of the principal building or use of the land and which is located on the same parcel, or in the same building, as that of the principal building or use. A building or portion of a building that is constructed prior to the principal building or use or that has its own outdoor signage, shall not be considered an accessory building or structure, and shall be considered a freestanding independent building for purposes of Section 1302.2.

2. "Administration fee" shall mean the fee for the administration and implementation of mobility fees as set forth in Section 1302.2.G.2(c).

3. "Administrative Procedures Manual" shall mean the Administrative Procedures Manual adopted by Resolution No. 07-226, and which may be amended in the future by resolution.

4. "Alteration" shall mean the alteration, expansion, addition to, or replacement of a use, building or dwelling unit, or the construction of an accessory building or structure.

5. "Assessment districts" shall mean the urban, suburban, and rural districts utilized to calculate the mobility fee that a Building Permit or development permit is required to pay, as established in Section 1302.2.F.2.

6. "Bicycle/pedestrian facilities" shall mean transportation facilities that are primarily intended to be utilized by pedestrians and bicycles, including sidewalks, multiuse paths, and trails, as well as the necessary infrastructure to support the construction of such facilities, such as drainage areas, wetland/floodplain mitigation areas, boardwalks, landscaping, bike racks, shelters/kiosks, benches, and signage. For purposes of this division, a bicycle/pedestrian crossing area or bicycle lane constructed contiguous to or within a vehicular travel lane shall be considered a roadway facility and not a bicycle/pedestrian facility.

7. "Bicycle/pedestrian mobility fee" shall mean the portion of the mobility fee for bicycle/pedestrian facilities, which is in the "bike/ped share" column of the mobility fee schedule.

8. "Budgeted" or "budgeting" shall mean that funds are allocated or appropriated within the Capital Improvement Plan (CIP).

9. "Building" shall mean any structure having a roof and used or built for the enclosure or shelter of persons, animals, vehicles, goods, merchandise, equipment, materials, or property of any kind for a period of time in excess of four (4) weeks in any one

(1) calendar year. This term shall include tents, trailers, mobile homes, or any vehicles serving in any way the function of a building. This term shall also include outdoor patio seating provided as part of a restaurant or bar, whether such seating is covered by a roof or not.

10. "CIP" shall mean a multiyear schedule of transportation capital improvements, including priorities and cost estimates, budgeted to fit the financial resources of the County. This plan is incorporated into the Comprehensive Plan as part of the Capital Improvements Element (CIE).

11. "Collector and arterial roadways" shall mean those roadways classified as collector, arterial, controlled access, or freeway roadways on the Comprehensive Plan Future Traffic Circulation Map series, presently Maps 7-22, 7-24, 7-35, and 7-36; or classified as a collector, arterial, controlled-access, or freeway roadway pursuant to the functional classification or reclassification procedures and criteria established, pursuant to the Comprehensive Plan.

12. "Collection/benefit districts" shall mean the mobility fee expenditure districts established in Section 1302.2.

13. "County" shall mean the unincorporated area of Pasco County, a political subdivision of the State of Florida.

14. "County Administrator" shall mean the Pasco County Administrator or designee.

15. "Development" shall mean the carrying out of any building activity or the making of any material change in the use or appearance of any structure or land that attracts or produces vehicular or person trip(s) over and above that produced by the existing use of the land.

16. "Development approval" shall mean a DRI Development Order, development agreement, PUD approval, MPUD approval, preliminary plan approval, or concurrency Certificate of Capacity.

17. "Development permit" shall mean an official document or certificate, other than a Building Permit, issued by the authority having jurisdiction, authorizing commencement of development. This term includes any Site Development Permit, Mining Permit, Land Filling Permit, or other final plan approval for development not involving construction of a building.

18. "Encumber" or "encumbered" shall mean an irrevocable commitment through an agreement, purchase order, or contract.

19. "External trip" shall mean any vehicular or person trip which either has its origins from or its destination to the development site and which impacts transportation capital improvements.

20. "Gas tax revenues" shall mean the portion of the gas and fuel taxes expended by the County during a fiscal year for transportation capital expenses, excluding the portion of

such taxes for which a revenue credit was given to the development paying a mobility fee.

21. "Government buildings" shall mean public schools, including charter schools; schools that receive 90 percent or more of their funding from the State or Federal government (as evidenced by yearly financial statements provided to the County); and buildings or developments leased or owned by the Federal government, the State of Florida, a State or Federal government agency, the County, or a participating municipality. For buildings or developments with multiple tenants or uses, only the portion of such buildings or developments owned or leased by a governmental entity shall be considered a government building.

22. "Independent mobility fee study or studies" shall mean a study or studies conducted, pursuant to Section 1302.2.G.3, to calculate the mobility fee for a particular land use.

23. "Internal trip" shall mean a vehicular or person trip that has both its origin and destination within the development site without impacting transportation capital improvements.

24. "ITE Manual" shall mean the most recent edition of the ITE *Trip Generation Report*.

25. "Long-Range Transportation Plan (LRTP)" shall mean the County Metropolitan Planning Organization's most recently adopted LRTP adopted, pursuant to Section 339.175(7), Florida Statutes.

26. "Master developer" shall mean the primary person responsible for the planning and implementation of a PD (Planned Development). If more than one (1) person claims to be the master developer of a PD or the master developer for a PD cannot be easily determined, the master developer shall be the person that has taken the most of the following actions with regard to the PD:

    a. Filed any required annual or biennial reports for the PD.

    b. Requested the most recent modification, change, or amendment to the PD.

    c. Established an impact fee credit account with the County for any required mitigation performed for the PD.

    d. Paid the property taxes for the majority of the vacant land in the PD.

    e. Exercised majority voting control of any Community Development District, property owners association, or other entity responsible for maintaining any common areas utilized by the entire PD.

    If the master developer cannot be determined based on the actions set forth above, the master developer shall be the owner of the majority of the vacant land in the PD, as determined by the Property Appraiser's records.

27. "Mixed-Use Trip Reduction Measures (MUTRM)" or "MUTRM Project" – the Compact Development Area portion of a Trip Reducing Project (TRP) that adheres to the development standards in Section 901.13.

~~27.~~28. "Mobility fee" or "mobility fees" shall mean the multimodal impact fees adopted and required to be paid in accordance with Section 1302.2. The mobility fee is made up of three (3) parts: (1) the roadway mobility fee; (2) the transit mobility fee; and (3) the bicycle/pedestrian mobility fee. Any reference to the mobility fee or mobility fees in this Code that does not specifically reference one of the parts shall be considered a reference to the total of all three (3) parts.

~~28.~~29. "Mobility fee funds" shall mean the funds created pursuant to Section 1302.2.H.

~~29.~~30. "Mobility fee schedule" shall mean the fee schedule shown in Figure 1302.2-A.

~~30.~~31. "Mobility fee study" shall mean the study adopted, pursuant to Section 1302.2.D, that supports the imposition of mobility fees.

~~31.~~32. "Mobility fee subsidy" shall mean the amount of tax increment revenues to be transferred from the County Multimodal Transportation Fund into the mobility fee funds to ensure payment for the portion of the mobility fees that were subsidized or bought down with other revenue sources during the prior fiscal year. The mobility fee subsidy is calculated for each collection/benefit district as the difference between the total amount of all mobility fees collected in the collection/benefit district during the prior fiscal year, not including any administration fees, and the amount of mobility fees that would have been collected in the collection/benefit district during the prior fiscal year, not including any administration fees, had there not been any subsidy or buy down, plus the interest on such difference, less (1) the repayment of any bonds issued for transportation capital expenses in the collection/benefit district during the prior fiscal year, and (2) gas tax revenues and sales tax revenues expended in the collection/benefit district during the prior fiscal year.

~~32.~~33. "Mobility fee subsidy deficiency" or "deficiency" shall mean there are insufficient tax increment revenues in the Multimodal Transportation Fund during any fiscal year to make a mobility fee subsidy transfer to any of the mobility fee funds.

~~33.~~34. "Multimodal Tax Increment Ordinance" shall mean the County ordinance, adopted concurrently with the ordinance adopting Section 1302.2, as it may be amended from time to time, which creates the Multimodal Transportation Fund, and which provides for the funding of such fund from tax increment revenues.

~~34.~~35. "Multimodal Transportation Fund" shall mean the fund created pursuant to the Multimodal Tax Increment Ordinance and which is funded from the tax increment revenues.

~~35.~~36. "Opt-out developments" shall mean developments or PD (Planned Developments) that have utilized the opt-out procedure.

~~36.~~37. "Opt-out procedure" shall mean the procedure set forth in this Code, Section 1302.2.J, for a development to elect to be subject to transportation impact fees in lieu of mobility fees.

~~37.~~38. "Out-parcel" shall mean a parcel that is separate from, but contiguous to, a primary commercial development. The parcel may or may not share common access and/or common parking areas with the primary commercial development. Mainly consisting of a single freestanding unit, an out-parcel often is considered secondary in nature to the primary commercial development. Out-parcels typically involve high convenience land uses, such as banks, high-turnover or fast-food restaurants, or gas stations. However, extensions of specific land uses already in existence within the primary commercial development would not be considered "out-parcels"; e.g., a freestanding Sears automotive repair shop located at a shopping mall that contains a Sears retail store.

~~38.~~39. "Participating municipality" shall mean those County municipalities that have opted into the County mobility fee program by (1) adopting a mobility fee ordinance, (2) repealing any inconsistent municipal ordinances, and (3) entering into an interlocal agreement with the County governing collection and expenditure of mobility fees and tax increment revenues.

~~39.~~40. "Participating municipality mobility fees" shall mean those mobility fees collected within a participating municipality.

~~40.~~41. "Participating municipality tax increment revenues" shall mean the portion of the tax increment revenues that is generated from the real property in the participating municipality, excluding any community redevelopment areas, and calculated in accordance with the Multimodal Tax Increment Ordinance.

~~41.~~42. "Participating municipality transportation capital improvements" shall mean transportation capital improvements that benefit the participating municipality, as determined by the Interlocal Agreement between the County and the participating municipality.

~~42.~~43. "PD (Planned Development)" shall mean a development under unified control designed and planned to be developed in a single operation or by a series of prescheduled development phases according to an officially approved final master land use plan, including DRI, PUD Planned Unit Developments, MPUD Master Planned Unit Developments, PD Land Use Classifications or other land use classifications with subarea policies, and other planned developments under a common preliminary site plan (PSP) approval, plat, or unified plan of development. If a PD is part of a larger PD; e.g., a PSP approval or plat within a larger DRI, the term PD shall mean the larger PD.

~~43.~~44. "PD (Planned Development) with credits" shall mean a PD that owns or that is entitled to transportation impact fee credits or mobility fee credits based on a development approval.

~~44.~~45. "Regional transit facilities" shall mean light rail, commuter rail, express bus, or bus rapid transit capital facilities included in the most recently adopted Tampa Bay Area Regional Transportation Authority Master Plan or LRTP.

~~45.~~46. "Right-of-way" shall mean land, property, or interest therein that is necessary to accommodate all of the required elements for and to support the construction and/or improvement of transportation capital improvements.

~~46.~~47. "Roadway facility" or "roadway facilities" shall mean collector and arterial roadway through lanes, turn lanes, bridges, curbs, gutters, medians, and/or shoulders; the construction of drainage facilities and/or mitigation areas for collector and arterial roadways; and the installation of signage, advanced traffic management systems, and/or traffic signalization for collector and arterial roadways. For purposes of this division, the term roadway facilities shall not include bicycle/pedestrian facilities and transit facilities. However, bicycle/pedestrian crossing areas and bicycle lanes constructed contiguous to or within a vehicular travel lane shall be considered a roadway facility and not a bicycle/pedestrian facility.

~~47.~~48. "Roadway mobility fee" shall mean the portion of the mobility fee assessed for impacts to roadway facilities that is identified on the mobility fee schedule as "road share."

~~48.~~49. "Sales tax revenues" shall mean the portion of the local government infrastructure surtax, Penny for Pasco, expended by the County during a fiscal year for transportation capital expenses, excluding the portion of such taxes for which a revenue credit was given to development paying a mobility fee.

~~49.~~50. "Site-access improvements" shall mean roadway facility improvements at or near the development site which are necessary to interface the development's external trips with collector and arterial roadways or which are necessary to interface the development's internal trips with collector and arterial roadways where a portion of such roadways is included within the development, i.e., project drives, turn lanes, signalization, etc. It shall also include improvements designed to ensure safe and adequate ingress and egress to a development site. For purposes of this division, site-access improvements include, but are not limited to, improvements required by the County's access management regulations and any right-of-way dedications necessary to construct the first four (4) lanes of collector and arterial roadways within the development site and design and construction of any portion of the first two (2) lanes of collector and arterial roadways within the development site, including all roadway facilities necessary for the design and construction of collector and arterial roadways. Site-access improvements also include bicycle/pedestrian facilities and transit facilities at or near the development site that are necessary to interface the development's external trips or internal trips with bicycle/pedestrian facilities and transit facilities located outside the development site, including, but not limited to, sidewalks, multiuse paths, bike racks, and transit shelters/kiosks located internal or adjacent to the development site; however, park and ride lots and regional transit facilities shall not be considered site-access improvements.

~~50.~~51. "Square feet" or "square footage" shall mean the area of a parcel upon which a land use required to pay a mobility fee is proposed for occupancy or storage, and which is used to calculate the square footage of the building, including the gross area measured in square feet from the exterior faces or exterior walls or other exterior boundaries of the building, excluding areas within the interior of the building which are utilized for parking.

With respect to dwelling units, the square footage shall be calculated as the living area under heat/air conditioning.

~~51.~~52. "Strategic Intermodal System (SIS)" shall mean those transportation facilities identified in the SIS Plan adopted, pursuant to Section 339.64, Florida Statutes, and located within the County.

~~52.~~53. " SIS mobility fee" shall mean the portion of the roadway mobility fee assessed for impacts to interstate/freeway roadway facilities in the County, excluding freeways with tolls, and which has been reserved for transportation capital improvements that benefit the SIS. The SIS mobility fee is identified in the mobility fee schedule as the "interstate share." The SIS mobility fee shall be considered a component of the roadway mobility fee, except where this division specifically references the SIS mobility fee.

~~53.~~54. "Tax increment revenues" shall mean the tax increment revenues calculated, generated, and expended, pursuant to the Multimodal Tax Increment Ordinance.

~~54.~~55. "TND (Traditional Neighborhood Design)" shall mean development in accordance with this Code, Chapter 600. TND shall also include the Longleaf MPUD Master Planned Unit Development and any portion of a participating municipality that satisfies the traditional neighborhood development design principles in the TND Ordinance as determined by the County and participating municipality in the Interlocal Agreement between the County and participating municipality.

~~55.~~56. "Transit facilities" shall mean transit capital infrastructure including, but not limited to, buses, park and ride lots, bicycle racks, shelters/kiosks, and regional transit facilities, as well as the necessary infrastructure to support the construction of such facilities, such as drainage areas, wetland/floodplain mitigation areas, landscaping, benches, signage, and bicycle/pedestrian facilities constructed to provide direct access to a transit stop.

~~56.~~57. "Transit mobility fee" shall mean the portion of the mobility fee assessed for impacts to transit facilities, and which is identified in the mobility fee schedule as "transit share."

~~57.~~58. "Transit-oriented development (TOD)" shall mean development in areas identified in the Comprehensive Plan that are reserved for existing or planned regional transit facilities. These areas must be compact, have moderate to high density developments, be of MU (Mixed Use) character, interconnected, bicycle and pedestrian friendly, and designed to support frequent transit service operating through regional transit facilities.

~~58.~~59. "Transportation capital expenses" shall consist of the following expenditures for transportation capital improvements:

a. The repayment of principal and interest or any redemption premium for loans, advances, bonds, bond anticipation notes, and any other form of indebtedness then outstanding.

b. Administrative and overhead expenses necessary or incidental to the implementation of the transportation capital improvements.

c. Expenses of planning, corridor and alternatives analysis, route studies and pond-siting analysis reports, soil borings, tests, surveys, construction plans, and legal and other professional advice or financial analysis relating to transportation capital improvements, including the reimbursement of the County for such expenses incurred before the transportation capital improvements were approved and adopted into the CIP.

d. The acquisition of right-of-way for the transportation capital improvements, including the costs incurred in connection with the exercise of eminent domain.

e. The clearance and preparation of any transportation capital improvement site, including the demolition of structures on the site.

f. All expenses incidental to or connected with the issuance, sale, redemption, retirement, or purchase of bonds, bond anticipation notes, or other form of indebtedness, including funding of any reserve, redemption, or other fund or account provided for in the ordinance or resolution authorizing such bonds, notes, or other form of indebtedness.

g. Costs of design and construction, including maintenance of traffic during construction.

~~59.~~60. "Transportation capital improvements" shall mean roadway facilities, transit facilities, and bicycle/pedestrian facilities.

~~60.~~61. "Transportation impact fee" or "transportation impact fees" shall mean the transportation impact fees in effect prior to the adoption of the Mobility Fee Ordinance, and which were adopted, pursuant to the Transportation Impact Fee Ordinance.

~~61.~~62. "Transportation impact fee credits" shall mean credits against transportation impact fees issued by the County, pursuant to the Transportation Impact Fee Ordinance.

~~62.~~63. "Transportation Impact Fee Ordinance" shall mean Ordinance No. 07-09, as it existed prior to the adoption of Ordinance No. 11-08, the Mobility Fee Ordinance.

~~63.~~64. "Transportation impact fee schedule" shall mean the most recent transportation impact fee schedule adopted pursuant to the Transportation Impact Fee Ordinance, and which is shown in Figure 1302.2-B.

~~64.~~65. "Transportation operation and maintenance expenses" shall mean expenses associated with the operation and maintenance of transportation capital improvements, including cleaning, repairs, mowing, landscape maintenance, resurfacing that does not expand transportation capacity, and fuel and salary costs for the operation of transit systems.

~~65.~~66. "Villages of Pasadena Hills (VOPH)" shall mean the J. "Ben" Harrill Villages of Pasadena Hills Stewardship District, a dependent special district. The boundaries of the VOPH District shall be established in the ordinance creating the district.

~~66.~~67. "VOPH Financial Plan" shall mean the Financial Plan for the Villages of Pasadena Hills adopted pursuant to Policy FLU 6.5.10 of the Comprehensive Plan, as amended.

~~67.~~68. "VOPH Mobility Fees" shall mean those roadway mobility fees and bicycle/pedestrian mobility fees collected within the VOPH.

~~68.~~69. "VOPH Tax Increment Revenues" shall mean the portion of the Tax Increment Revenues that is generated from the real property in the VOPH, and calculated in accordance with the Multimodal Tax Increment Ordinance.

~~69.~~70. "VOPH Transportation Capital Improvements" shall mean transportation capital improvements that benefit the VOPH, as determined by the VOPH Financial Plan.

MOBILITY FEE ADMINISTRATION FEE UPDATE

Dan Risola, Budget Manager

Overview

- Mobility Fee Ordinance No. 11-08
  - Established a mobility fee administration fee as part of the mobility fee program
- Florida Statute 163.31801
  - Must be limited to actual costs
- Study originally conducted by Maximus Consulting Services, Inc. in 2010 for all impact fees
  - OMB used the same methodology for the establishment of the fee in 2011 and for this update

Methodology

- Interview any staff involved with mobility fees to determine time spent per year:
  - Administering mobility fees
  - Updating mobility fee plans
- Account for Central Service Departments (Finance and County Audit) using information in 2008 Cost Allocation Plan
- Account for cost of consultant to update mobility fees

Staff Time – Departments Involved

Legislative / Administrative

- County Administration
- County Attorney

Internal Services

- Administration
- Office of Management and Budget

Development Services

- Administration
- Planning and Development
- Engineering Services
  - Administration
  - Project Management
- Building Construction Services
  - Administration
  - Central Permitting

Staff Time – Survey

- What tasks are performed throughout the year that are related to the collection and/or administration of mobility fees?
  - What percent of work hours within a year can be attributed to these tasks?
- What tasks are performed throughout the year that are related to working with consultants updating the mobility fee study?
  - What percent of work hours within a three-year period (each time the plan is updated) can be attributed to these tasks?

Staff Time – Productive Hours

- 1,766 productive hours per FTE assumption:

Compensated Staff Time	
Daily work hours	8.00
Annual work days	260
Annual compensated hours	2,080

Accrued Paid Leave (days)	
Vacation	15.00
Holiday	12.00
Sick Leave and Wellness	12.19
Total Annual Days	39.19
Total Annual Hours	(314)

Productive Hours per FTE	**1,766**

Staff Time – Productive Hours

- Percentage of hours converted to number of hours by multiplying the percent by the number of productive hours in a year per FTE
  - Example, Employee A spends 10% on mobility fees or 177 hours (1,766 hours x 10%)
  - Calculated for the 27 employees that administer mobility fees

Staff Time – Hourly Rate

- Fully-loaded hourly rate equals each department's 2014 budget plus 2008 indirect costs (most recent) divided by total productive hours per department
  - Example, Central Permitting's fully loaded hourly rate = $37.51

A	B	C	A / C
Total 2014 Budget [1]	2014 Budgeted FTEs	Productive Hours [2]	Fully Loaded Hourly Rate [3]
$1,324,843	20	35,220	$37.51

1. Total budget = $991,672 operating budget plus $333,171 indirect cost
2. Productive hours = 20 budgeted FTEs x 1,766 hours
3. Hourly rate = $32.17 ($1,324,843 divided by 35,220 hours)

Staff Time – Annual Labor Cost

- Annual staff hours multiplied by fully-loaded hourly rate equals annual labor cost
  - Example, Central Permitting's annual labor cost is $117,894
    - 3,143 hours administering mobility fees multiplied by $37.51 per hour = $117,894
    - Same calculation used for mobility fee updates

Labor cost of administration of mobility fees	$353,379
Annualized labor cost of mobility fee updates (3 years)	$28,132
Total	**$381,511**

Annualized Consultant Cost of Mobility Fee Updates (3 years)

- Update study every three years
- Calculate annual cost to update by dividing total cost by 3
  - Example, this current mobility fee update costs $124,763.
- Total annualized cost of mobility fee studies = $41,588

Full Cost (Cost Allocation) Plan

- Costs associated with Clerk's Financial Services Division and General County Audit were captured through 2008 Cost Allocation Plan and total $142,695

Impact Fee Types (IFT)	Clerk – Financial Services	General County Audit	Total
Transportation	$119,248	$23,447	**$142,695**

Total Costs – 2014 vs 2011

	2014	2011	Difference
County Labor Cost of Administration of Mobility Fees	$353,379	$640,169	$(286,790)
Annualized County Labor Cost of Mobility Fee Studies (3 years)	$28,132	$10,250	$17,882
Annualized Consultant Cost of Mobility Fee Studies (3 years)	$41,588	$46,472	$(4,884)
Impact Fee Costs Identified in Full Cost Plan	$142,695	$142,695	$ -
Total	**$565,794**	**$839,586**	**$(273,792)**

Total Fees – 2014 vs 2011

New Construction	2014	2011	Difference
Administrative Fee Per Residential Permit	$392	$396	$(4)
Administrative Fee Per Non-Residential Permit	$392	$198	$194

Additions or Remodels	2014	2011	Difference
Administrative Fee Per Residential Permit	$392	$198	$194
Administrative Fee Per Non-Residential Permit	$392	$99	$293

- Fee for new residential construction is slightly less than before
- Staff recommends eliminating the discounts for additions or remodels and non-residential permits
  - These types of permits are more difficult to manage than what was originally anticipated in 2011