Plant City Transportation Mobility Fee Study

FINAL REPORT

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Prepared By:

Fishkind & Associates, Inc.

12051 Corporate Blvd.

Orlando, Florida 32817

407-382-3256

http://www.fishkind.com

brianm@fishkind.com

1.0 Introduction

Fishkind & Associates ("Consultant") has been retained to perform a transportation mobility fee study for Plant City ("City"). The City wishes to update their current transportation impact fee schedule in order to more fairly assess the impact fee to benefiting properties. The City is specifically concerned that the current transportation impact fee for commercial and industrial land uses is causing detriment to their economy related to their ability to attract new businesses to their community.

In addition, the City wishes to include bicycle lanes and pedestrian walkways in the fee calculation in order to create a transportation mobility fee. Once the City grows larger, mass transit such as a bus service would be included in the fee calculation. The impetus for this is the Community Renewal Act, or Senate Bill 360, that was enacted into the Laws of Florida as Chapter 2009-96. This Act required the State of Florida to study and analyze the impacts of implementing a mobility fee that would incorporate multimodal forms of transportation. The City realizes the wisdom in taking an holistic approach towards their transportation needs with this transportation impact fee update. Therefore, in addition to roads, sidewalks and bike lanes are also included in the mobility fee calculation.

2.0 Impact Fees in Florida

2.1 Legal Requirements for Valid Impact Fees

Impact fees are one-time charges assessed on new development to pay for the capital costs new growth creates. Essentially, impact fees require new growth to pay its pro rata share of the cost for new facilities necessitated by the new growth. Unlike other types of developer exactions impact fees are based on set schedules and may be enacted by ordinance after careful study and deliberation.

The Florida Supreme Court has upheld impact fees as a way for local governments to offset the capital cost of new development. [1] Thus, there is no doubt that such fees are legal impositions that can be used to expand funding for capital infrastructure necessitated by new growth. Florida has no specific enabling legislation providing a uniform legal framework for impact fees. Instead, in Florida impact fees are based upon local government's broad "police" powers to protect the health, safety, and

[1] St. Johns County v. Northeast Florida Builders Association, 583 So. 2d 635 (Fla. 1991).

welfare of the community.[2] Lacking any statutory authority, the Florida courts have gradually articulated the legal guidelines for valid impact fees. The Florida case law is consistent with case law in other states[3]. The fundamental legal foundation is the dual rational nexus test that must exist between a regulatory fee or exaction and the development activity that is being regulated[4].

The dual rational nexus test is as follows. First, there must be a demonstrable connection between the need for public capital facilities and the new development that will be required to pay the fee. In other words the fee payer must create the need for additional facilities that his fee will pay for. Second, the fee payer must receive a direct benefit from the payment of the fee.

One of the clearest expositions of the requirements for valid impact fees of all sorts was set out by the Banburry court in the form of seven factors that local governments should follow. The court wrote as follows.

Among the most important factors the municipality should consider in determining the relative burden already borne and yet to be borne by newly developed properties and other properties are the following . . .

(1) the cost of existing capital facilities;
(2) the manner of financing existing capital facilities (such as user charges, special assessments, bonded indebtedness, general taxes, or federal grants;
(3) the relative extent to which the newly developed properties and the other properties in the municipality have already contributed to the cost of existing capital facilities (by such means as user charges, special assessments, or payments form the proceeds of general taxes);
(4) the relative extent to which the newly developed properties and the other properties in the municipality will contribute to the cost of existing capital facilities in the future;
(5) the extent to which the newly developed properties are entitled a credit because the municipality is requiring the developers or owners (by contractual arrangement or otherwise) to provide common facilities (inside or outside the proposed development) that have been provided by the municipality and financed through

[2] Contractors and Builders Association of Pinellas County v. City of Dunedin, 329 So. 2d 314 (Fla 1976) and Homebuilders and Contractors Association of Palm Beach County v. Board of County Commissioners of Palm Beach County, 446 So. 2d 140 (Fla 4th DCA 1983)
[3] Banburry v. South Jordan City, 631 P. 2d 899 (Utah 1981) and Lfferty v. Paysons City, 631 P. 2d 899 (Utah 1981)
[4] Dolan v. City of Tigard, 114 S Ct 2309 (1991)

general taxation or other means (apart from user charges) in other parts of the municipality;

(6) extraordinary costs, if any, in servicing the newly developed properties; and

(7) *the time-price differential inherent in fair comparisons of amounts paid at different times.*

For the most part professional practice in Florida adheres to these principals. Furthermore, Florida's courts have also decided cases in a fashion highly consistent with the Banburry norms.[5]

Drawing on the dual rational nexus test, Florida courts have determined that impact fees can only be charged for that portion of the cost for new facilities directly caused by the need to accommodate new growth. Impact fees may not be used to pay for costs associated with remedying deficiencies, or back log needs, in existing facilities. The liability for backlog is with the existing development and cannot be imposed on new growth.

Furthermore, to assure that fee payers receive benefit from their payments, courts have required that the fees be expended in a reasonable amount of time to create the new capital facilities. Finally, impact fees must be segregated from other funds. They are held in trust for the benefit of the fee payers and can only be used to expand capacity to serve new growth.

Table 1 shows Plant City's current transportation impact fee schedule.

[5] Volusia County v. Aberdeen at Ormond Beach, L.P., 760 So. 2d 12b (Fla 2000); Hollywood Inc. v. Broward County, 431 So. 2d 606 (Fla 4th DCA 1982); and Seminole County v. City of Casselberry, 541 So. 2d 666 (Fla 5th DCA 1989)

Table 1. Plant City's Current Transportation Impact Fee Schedule

TRANSPORTATION IMPACT FEES		
LAND USE TYPE	**UNIT**	**FEE**
RESIDENTIAL		
Single Family / Mobile Home (On Single Family Lot) – Less than or equal to 1,500 sq. ft.	Dwelling unit	$2,629.00
Single Family / Mobile Home (On Single Family Lot) – 1,501 to 2,500 sq. ft.	Dwelling unit	$3,503.00
Single Family / Mobile Home (On Single Family Lot) – Greater than 2,500 sq. ft.	Dwelling unit	$4,133.00
Multi-Family (1 or 2 Stories)	Dwelling unit	$3,220.00
Multi-Family (3 or more Stories)	Dwelling unit	$2,052.00
Mobile Home Park (Mobile Homes clustered in a Park)	Dwelling unit	$1,587.00
Congregate Care Facility	Dwelling unit	$363.00
LODGING		
Hotel	Room	$2,654.00
Motel / Bed and Breakfast	Room	$1,430.00
RECREATIONAL		
General Recreation / City Park	Acre	$324.00
Golf Course	Hole	$12,909.00
Racquet Club / Health Spa	1,000 sq. ft.	$5,954.00
INSTITUTIONAL		
School (Elementary)	Student	$269.00
Middle School	Student	$400.00
School (High)	Student	$512.00
Junior College	Student	$539.00
University / College	Student	$832.00
Church / Religious Organization	1,000 sq. ft.	$2,445.00
Day Care Center	1,000 sq. ft,	$8,529.00
Library	1,000 sq. ft.	$12,563.00
Hospital	1,000 sq. ft.	$5,083.00
Nursing Home	Bed	$453.00
OFFICE		
Office less than or equal to 10,000 GSF	1,000 sq. ft.	$8,359.00
Office 10,001 GSF to 30,000 GSF	1,000 sq. ft.	$7,118.00
Office 30,001 GSF to 100,000 GSF	1,000 sq. ft.	$5,416.00
Office 100,001 GSF to 400,000 GSF	1,000 sq. ft.	$3,799.00
Office greater than 400,00 GSF	1,000 sq. ft.	$3,234.00
Medical Office	1,000 sq. ft.	$12,615.00
Research Center	1,000 sq. ft.	$2,774.00
Business Park	1,000 sq. ft.	$4,365.00
GENERAL COMMERCIAL		

Table 1 Cont. Plant City's Current Transportation Impact Fee Schedule

Less than or equal to 50,000 GSF	1,000 sq. ft.	$8,949.00
50,001 to 200,000 GSF	1,000 sq. ft.	$7,136.00
200,001 to 400,000 GSF	1,000 sq. ft.	$6,743.00
400,001 to 600,000 GSF	1,000 sq. ft.	$6,371.00
Greater than 600,000 GSF	1,000 sq. ft.	$6,307.00
RETAIL / SERVICES		
Movie Theatre w/ Matinee	Screen	$22,032.00
Building Materials and Lumber Store	1,000 sfgla	$11,793.00
Discount Superstore	1,000 sq. ft.	$13,946.00
Specialty Retail	1,000 sfgla	$8,936.00
Hardware / Paint Store	1,000 sfgla	$9,811.00
Quality Restaurant	1,000 sq. ft.	$16,255.00
High Turnover Restaurant	1,000 sq. ft.	$22,453.00
Fast Food Restaurant/W Drive Thru	1,000 sq. ft.	$46,174.00
Auto Repair	1,000 sq. ft.	$7,428.00
New & Used Auto Sales	1,000 sq. ft.	$10,714.00
Service Station	Fuel Position	$5,407.00
Car Wash	Stall	$8.870.00
Supermarket	1,000 sq. ft.	$10,740.00
Convenience Market w/gas	1,000 sq. ft.	$28,367.00
Pharmacy/Drugstore	1,000 sq. ft.	$4,520.00
Furniture Store	1,000 sq. ft.	$1,292.00
Bank w/Drive-Thru	1,000 sq. ft.	$29,998.00
Veterinary Clinic	1,000 sq. ft.	$3,385.00
INDUSTRIAL		
General Light Industrial	1,000 sq. ft.	$2,573.00
General Heavy Industrial	1,000 sq. ft.	$554.00
Industrial Park	1,000 sq. ft.	$2,570.00
Manufacturing	1,000 sq. ft.	$1,410.00
Warehouse	1,000 sq. ft.	$1,831.00
Mini-Warehouse	1,000 sq. ft.	$540.00

3.0 Transportation Mobility Fee Methodology

There are numerous ways to calculate an impact fee, but the two most prevalent methods are 1) capacity based and 2) plan based. The traditional method of calculating a transportation impact fee is the capacity based methodology. The capacity based methodology gathers data such as trip rates, trip lengths and percentage of new trips for each land use. A construction cost per lane mile and road capacity is also determined. This data is then used to calculate the cost of capacity used up by the varying land uses in order to calculate the gross impact fee. Credits for such things as ad valorem taxes, sales taxes, gas taxes, and debt are then applied to the gross fee in order to calculate the net impact fee for each land use.

So, what are the pros and cons of a capacity based impact fee?

Pros -
1) Fair and equitable since every land use is paying its fair share
2) Widely used methodology that is accepted by Florida courts

Cons -
1) Impact fee revenues may not fund the actual capital improvement program.
2) If city specific studies are not done, impact fee may not reflect the reality of the specific transportation patterns of the city.
3) Harder to create impact fee zones since cost is same for all areas.

The plan based methodology is a relatively new way of thinking about financing transportation costs. In a plan based impact fee, the projects listed in a community's capital improvement program ("CIP") are used to calculate the impact fee. This ties the impact fee to the CIP and can allow for a more exact calculation based upon actual needs vs. standard industry norms. In addition, this method allows for much greater flexibility in constructing impact fee zones throughout a community in order to make the fee fairer to those benefiting from the improvements. For example, an area of a community that is 90% built out and has little need for new roads should not be charged the same fee as an undeveloped area that requires intensive infrastructure construction.

Data such as trip rates, trip lengths, and percentage of new trips are still collected for each land use. The difference with the plan based methodology and the capacity based methodology is that instead of using a cost per lane mile, a cost per vehicle mile traveled ("VMT") is calculated.

The cost per VMT is calculated by determining the future VMT generated from future development and then dividing the VMT into the total cost of capacity related road construction in the CIP. For example, should the future cost of capacity related projects in the CIP be $50,000,000 and the future VMT be 500,000, the cost per VMT would be $100. As with the capacity based methodology, any applicable credits would be calculated and subtracted from the gross cost in order to obtain the net impact fee.

So, what are the pros and cons of a plan based methodology?

Pros -
1) Actual roadway costs from CIP used to calculate fee.
2) Better chance of funding the CIP.
3) Impact Fee Zones established based off construction expected in each area of the City according to the CIP.

Cons -
1) Need a very thorough CIP.
2) Could overcharge people if construction in CIP not implemented.
3) Must be updated yearly to reflect new CIP in order to insure CIP is fully funded.

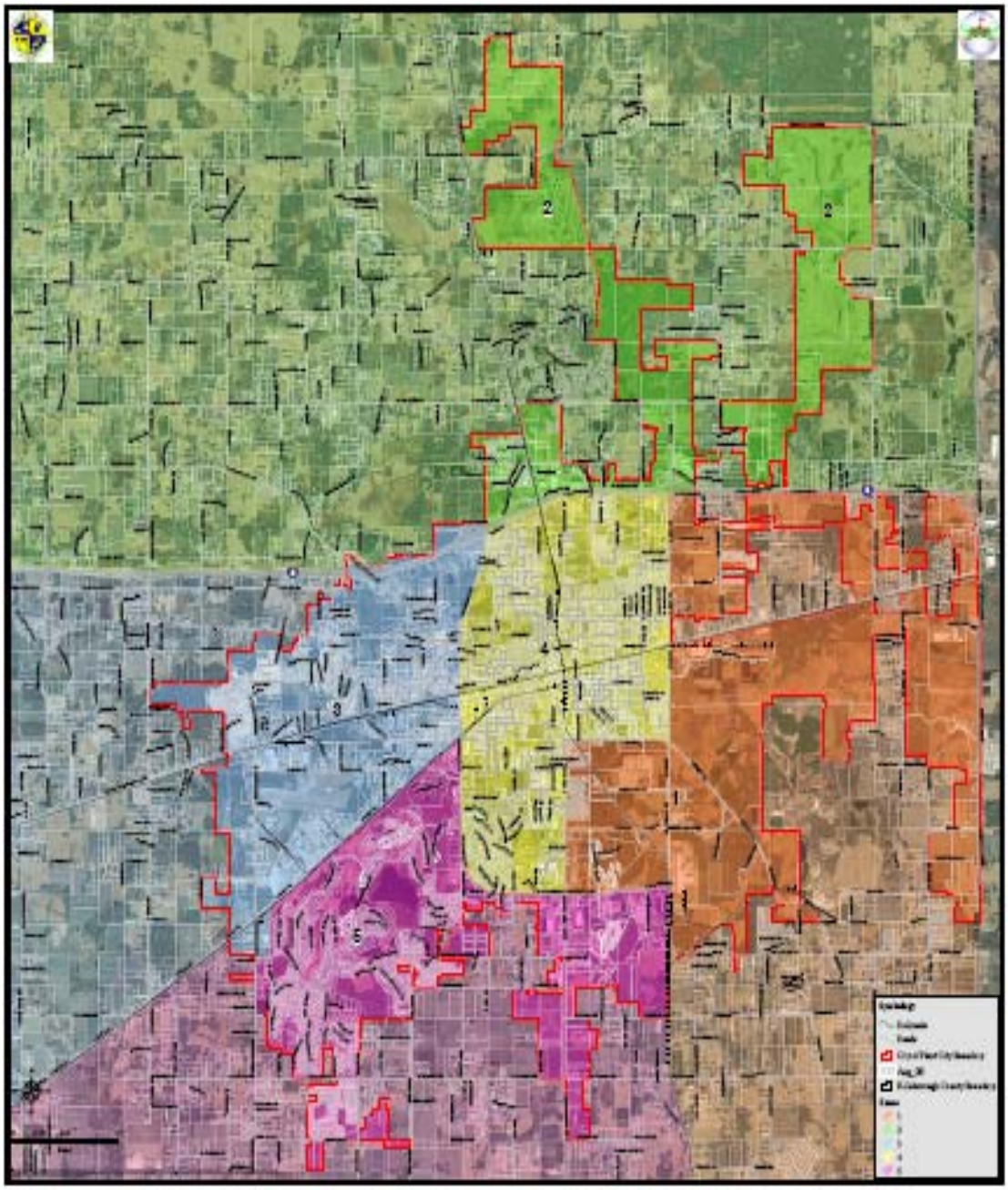
For Plant City, a plan based methodology was deemed the best way to calculate the transportation impact fee due to road capacity variations among various areas of the City. The plan based methodology has allowed the City to be divided into 5 zones in order to fairly assess the benefiting properties. The following pages in the report describe in great detail the process used to calculate the fee.

4.0 Mobility Fee Zones

One of the first steps in the calculating the mobility fee was to define the location of the individual mobility fee zones in the City. City staff worked diligently to determine the zone locations by examining current and future growth patterns, infrastructure needs and geographical locations. Map 2 displays the zone locations for the City.

Map 2 is used primarily to provide the reader with a general idea of the locations of each zone. Orange is Zone 1, Green is Zone 2, Blue is Zone 3, Yellow is Zone 4, and Red is Zone 5. Zone 4 is the downtown area of the City. The eastern border of the map is County Line Rd. Later, maps for each individual zone will be shown in greater detail that highlight the road projects for each area.

Map 2. Mobility Fee Zones for Plant City



5.0 Capacity Improvements in the CIP

A requirement for calculating a plan based mobility fee is to determine which projects in the CIP are capacity based improvements necessary for future growth. The Consultant worked closely with City staff to identify these road projects, costs, lane miles, and zone in which they are located. Projects included in the mobility fee study are those projects that are located entirely within the city or which are bounded by the city on one side and county on the other side. In addition to roadways, bicycle lanes and sidewalks were also included to create a transportation mobility fee. Tables 3 thru 7 display the CIP projects and costs by year and zone. Maps 8 thru 12 display these projects by zone. Some of the zone maps may show road projects in the unincorporated areas that are not included in the mobility fee study. The Appendix displays all projects included in the study and their costs by year.

Table 3. Zone 1 Projects

Zone 1	Lane Miles	Total
Charlie Taylor Rd. Improvements (US 92 to Knights-Griffin Rd.)	0.25	$291,667
US 92 Widening (Park Rd. to County Line Rd.)	4.50	$27,000,000
Rice Rd. Extension (Coronet Rd. to County Line Rd.)	2.00	$15,714,285
Total	6.75	$43,005,952

Table 4. Zone 2 Projects

Zone 2	Lane Miles	Total
Alexander St. Extension (I-4 to SR 39)	3.60	$10,500,000
Sam Allen Rd. Widening (SR 39 - Wilder Rd.)	2.40	$24,272,727
Charlie Taylor Rd. Improvements (US 92 to Knights-Griffin Rd.)	1.40	$1,633,334
Lampp Rd. Extension (north - south)	2.80	$19,000,000
Lampp Rd. Extension (east - west)	1.20	$8,000,000
Sam Allen Rd. Extension (Sam Allen Rd. to Swindell Rd.)	2.40	$11,700,000
Knights-Griffin Rd. Widening (SR 39 to County Line Rd.)	0.40	$2,454,902
Knights-Griffin Rd. Widening (SR 39 to County Line Rd.)	2.00	$12,274,510
Total	16.20	$89,835,473

Table 5. Zone 3 Projects

Zone 3	Lane Miles	Total
Turkey Creek Rd. Widening (Sydney Rd. to SR 60)	0.50	$3,733,333
US 92 Widening (Forbes Rd. to Thonotosassa Rd.)	2.60	$12,500,000
Airport Rd. Improvements + Sidewalks (Turkey Creek Rd. to Woodrow Wilson Rd.)	1.50	$350,000
US 92 Widening (Park Rd. to County Line Rd.)	0.27	$1,620,000
Total Zone 3	4.87	$18,203,333

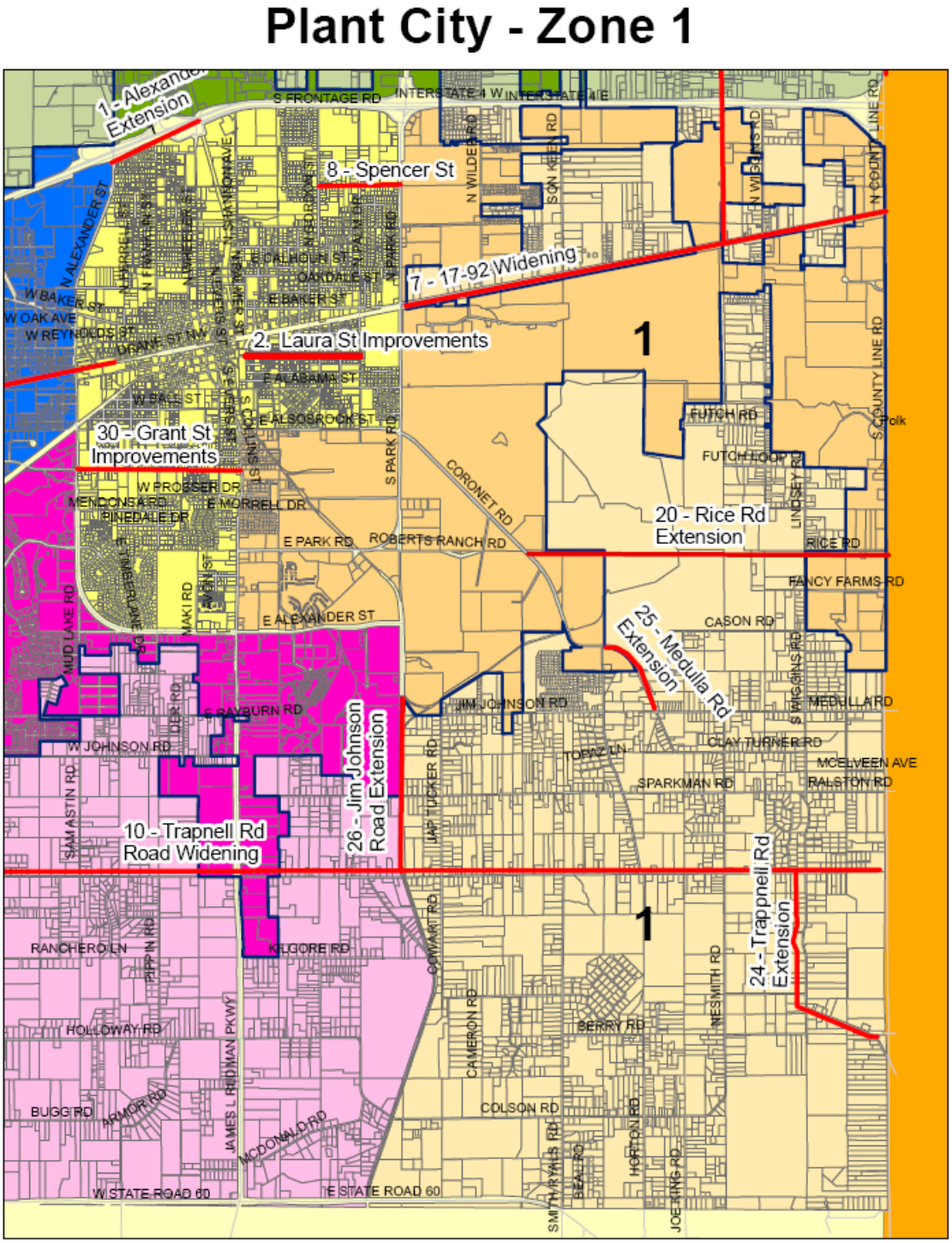
Table 6. Zone 4 Projects

Zone 4		
Project	Lane Miles	Total
Laura St. Improvements + Sidewalks (east of Michigan)	0.25	$600,000
Grant St. Improvements + Bike Lanes (Alexander St. to SR 39)	0.60	$500,000
US 92 Widening (Park Rd. to County Line Rd.)	0.03	$180,000
Total	0.88	$1,280,000

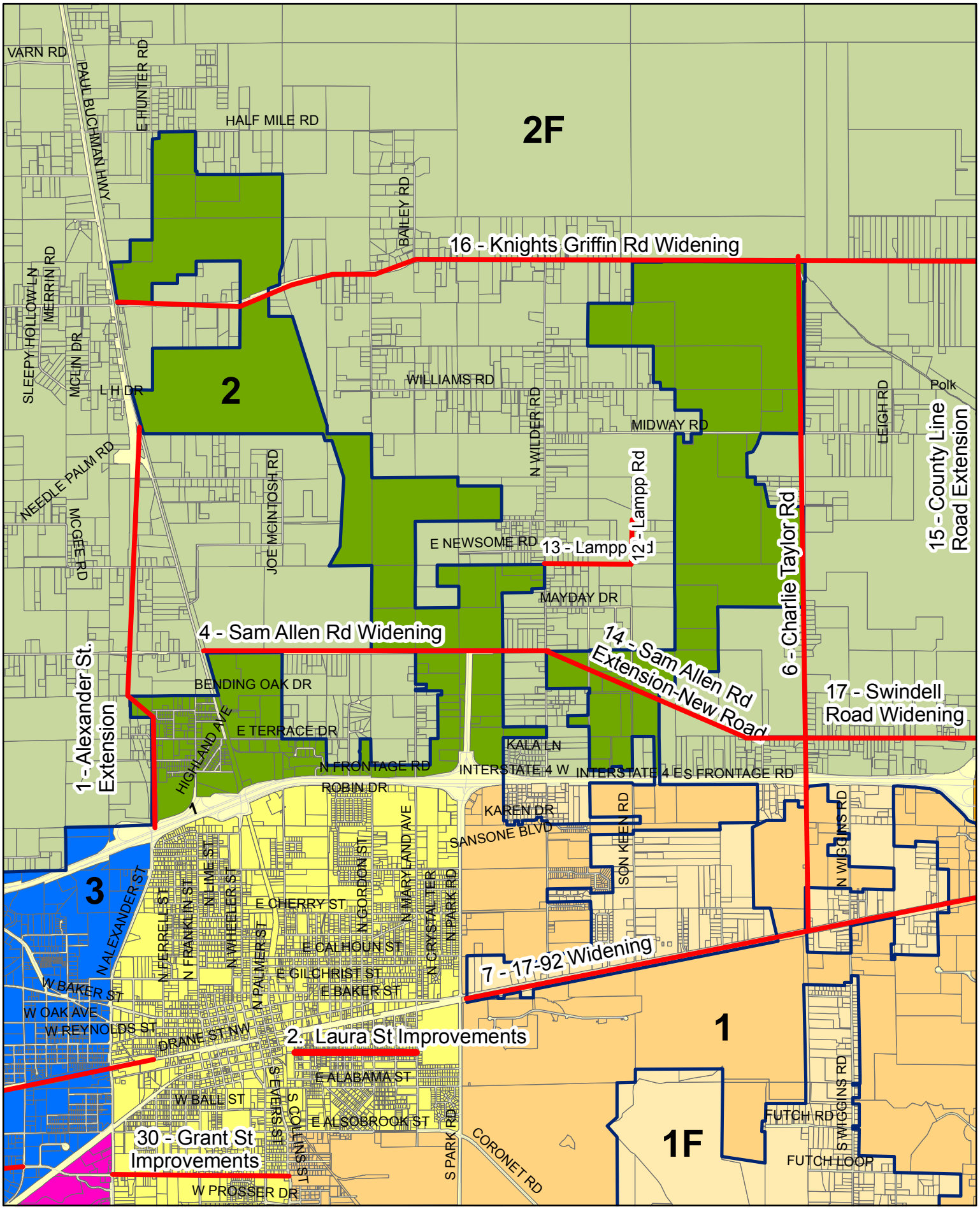
Table 7. Zone 5 Projects

Zone 5	Lane Miles	Total
Trapnell Rd. Widening (Forbes Rd. to County Line Rd.)	1.80	$7,291,139
Turkey Creek Rd. Widening (Sydney Rd. to SR 60)	0.50	$3,733,333
Grant St. Improvements + Bike Lanes (Alexander St. to SR 39)	0.60	$500,000
Total Zone 5	2.90	$11,524,473

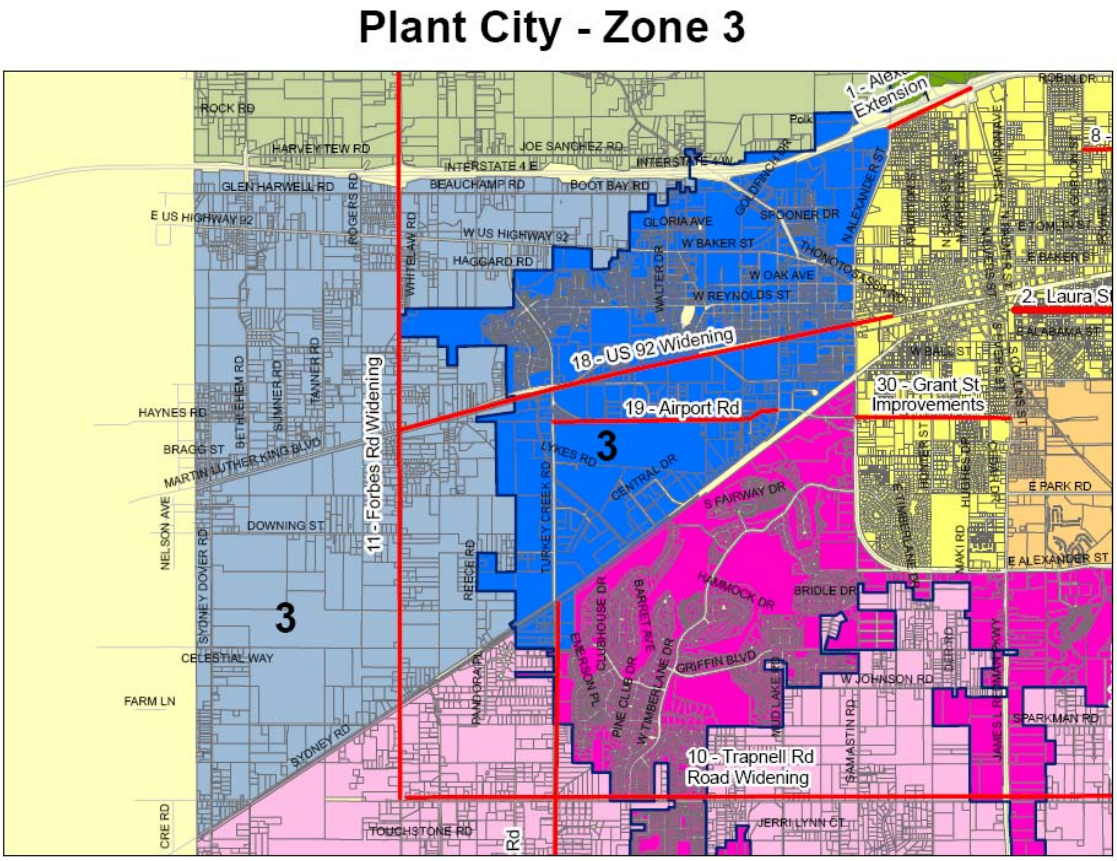
Map 8. Zone 1 Projects



Plant City - Zone 2



Map 10. Zone 3 Projects


Plant City - Zone 3
1 - Alex Extension
2 - Laura St
8 -
10 - Trapnell Rd Road Widening
11 - Forbes Rd Widening
18 - US 92 Widening
19 - Airport Rd
30 - Grant St Improvements
3
3
ROCK RD
HARVEY TEW RD
JOE SANCHEZ RD
INTERSTATE 4 E
INTERSTATE 4 W
GLEN HARWELL RD
BEAUCHAMP RD
BOOT BAY RD
E US HIGHWAY 92
W US HIGHWAY 92
HAGGARD RD
GLORIA AVE
W BAKER ST
SPOONER DR
W OAK AVE
W REYNOLDS ST
E BAKER ST
E ALABAMA ST
W BALL ST
E PARK RD
E ALEXANDER ST
HAYNES RD
BRAGG ST
MARTIN LUTHER KING BLVD
DOWNING ST
NELSON AVE
STONEY DOVER RD
CELESTIAL WAY
FARM LN
STONEY RD
CRE RD
TOUCHSTONE RD
LYKES RD
CENTRAL DR
S FAIRWAY DR
HAMMOCK DR
BRIDLE DR
GRIFFIN BLVD
W JOHNSON RD
SPARKMAN RD
JERRI LYNN CT
TURKEY CREEK RD
REECE RD
PANDORA RD
CLUBHOUSE DR
BARRET AVE
PINE CLUB DR
W TIMBER LANE DR
MUD LAKE
SAM ASTIN RD
JAMES L RD
MAKI RD
HUGHES RD
ROBIN DR
WHITE BLAW RD
ROGERS RD
BETHLEHEM RD
SUMNER RD
TANNER RD
GOLDEN ROD
WALTER DR
THONOTOSASSA
N ALEXANDER ST
S ALEXANDER ST
N WILLIAM ST
S WILLIAM ST
N MERRIN AVE
S MERRIN AVE
N SNOWDEN
S SNOWDEN
N HOWELL
S HOWELL
N TIMBERLANE
S TIMBERLANE
N HOOKER
S HOOKER
N SCOTT
S SCOTT
N FRAZIER ST
S FRAZIER ST
N CLOVER
S CLOVER
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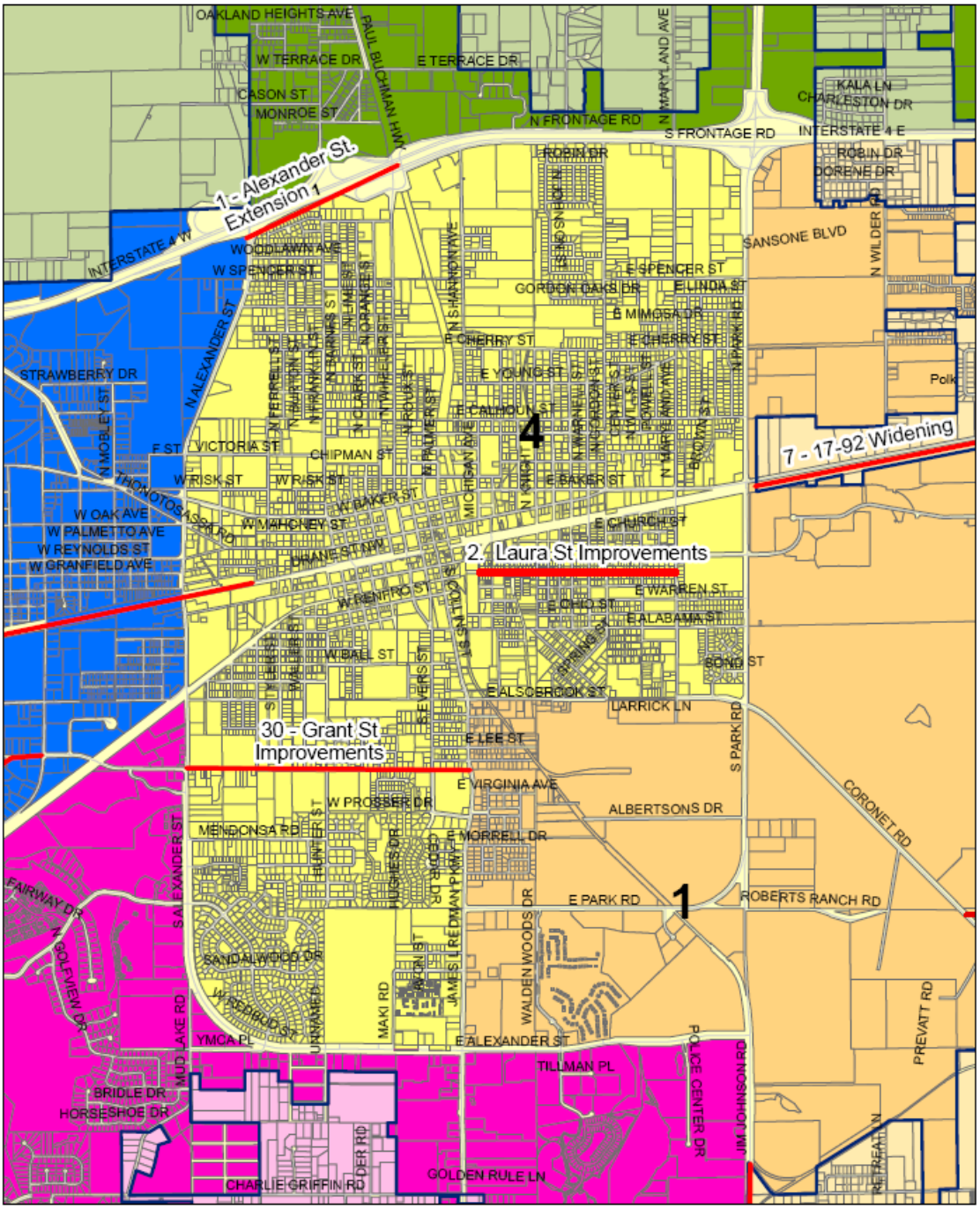
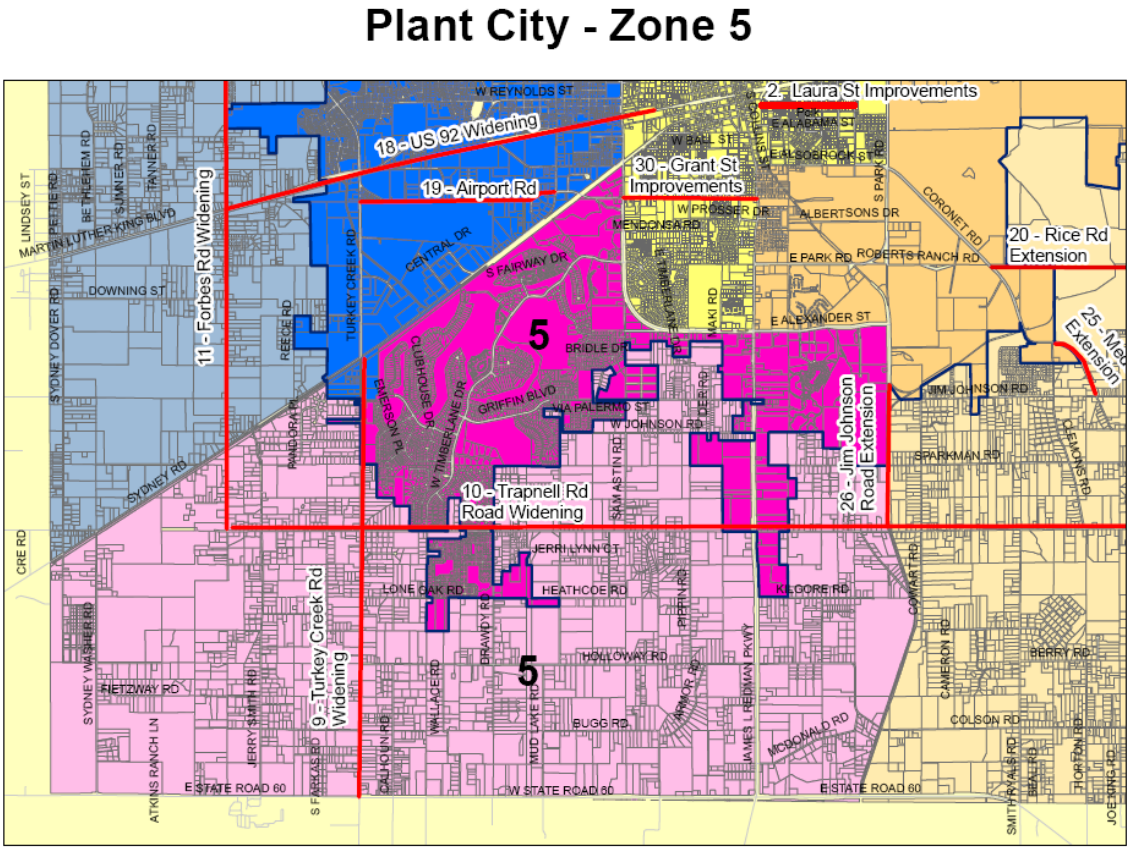
Map 11. Zone 4 Projects

Plant City - Zone 4



Map 12. Zone 5 Projects



6.0 Future Growth

In order to calculate the VMT, a forecast of future growth in the City must be calculated. The Consultant examined vacant residential land, vacant commercial land, vacant agricultural land, and vacant industrial land in order to forecast future growth. A FAR or Units/Acre designation was placed on each land use and then used to calculate the future build out of the City. Table 13 displays the future growth forecast for the City by zone.

Table 13. Future Growth Forecast for Plant City

Zone 1	Unit	Development
Vacant Residential	du	733
Vacant Ag	du	16,595
Vacant Commercial	sf	691,101
Vacant Industrial/Warehouse	sf	29,632,126
		-
Zone 2		-
Vacant Residential	du	1,237
Vacant Ag	du	39,423
Vacant Commercial	sf	448,559
Vacant Industrial/Warehouse	sf	576,604
		-
Zone 3		-
Vacant Residential	du	342
Vacant Ag	du	5,798
Vacant Commercial	sf	771,077
Vacant Industrial/Warehouse	sf	3,798,084
		-
Zone 4		-
Vacant Residential	du	234
Vacant Ag	du	199
Vacant Commercial	sf	244,045
Vacant Industrial/Warehouse	sf	425,973
		-
Zone 5		-
Vacant Residential	du	918
Vacant Ag	du	12,851
Vacant Commercial	sf	819,560
Vacant Industrial/Warehouse	sf	104,588

7.0 VMT Calculation

VMT for each zone is calculated by determining the VMT for each land use type. In order to perform this calculation, trip rates, trip lengths, and the percentage of new trips for each land use must be determined. Trip rates are the average number of trips per day for each land use. Trip lengths are the average length of a trip on City maintained roads. For instance, if an individual drives 15 miles to work, but 2 miles are on City streets and 13 miles are on I-4, the trip length relative to the impact fee study would be 2 miles.

The percentage of new trips displays new trips and not pass-by trips. For instance, if an individual leaves home, drives to work and stops by a gas station on the way, the gas station trip was merely a pass-by trip and not a new trip generated by the gas station. If an individual leaves their house and goes to a restaurant and then goes back home, then the restaurant generated a trip since it was the individual's final destination.

Trip rates were calculated by using the Institute of Transportation Engineers ("ITE") 8th Edition handbook and then adjusting for Plant City. Trip lengths and the percentage of new trips per land use were calculated using generally accepted data derived from transportation studies and the Consultant's experience. The calculations for VMT is shown below.

VMT = (Trip Rate X Trip Length X %New Trips) / 2

The calculation is divided by two because every trip has two ends and we only apply one end of the trip to each land use. For instance, going to your house to the grocery store and back counts as two trips from your residence as reported in ITE's trip rates. However, for the purpose of our calculation we must assign one of the trips to the house and one to the store in order to avoid double counting. This is the reason we divide by two.

Table 14 shows the VMT calculation for each land use.

Table 14. VMT per Land Use

	Trip Rate	Trip Length	% New Trips	VMT
Single Family	9.57	4	100%	19.14
Multifamily	6.65	4	100%	13.30
Retail	42.94	1.5	50%	16.10
Office	11.01	3	80%	13.21
Industrial	3.82	3	50%	2.87
Warehouse	3.56	3	50%	2.67

Table 15 shows the VMT for future growth. This was calculated by multiplying the land use's VMT by total development. For commercial uses the VMT is displayed on a per 1,000 sf basis and for residential uses the VMT is displayed on a per dwelling unit basis.

Table 15. VMT per Future Development

Zone 1	Unit	Development	vmt
Vacant Residential	du	733	14,034
Vacant Ag	du	16,595	317,621
Vacant Commercial	sf	691,101	10,130
Vacant Industrial/Warehouse	sf	29,632,126	84,896
Zone 2			
Vacant Residential	du	1,237	23,667
Vacant Ag	du	39,423	754,558
Vacant Commercial	sf	448,559	6,575
Vacant Industrial/Warehouse	sf	576,604	1,652
Zone 3			
Vacant Residential	du	342	6,547
Vacant Ag	du	5,798	110,978
Vacant Commercial	sf	771,077	11,302
Vacant Industrial/Warehouse	sf	3,798,084	10,882
Zone 4			
Vacant Residential	du	234	4,472
Vacant Ag	du	199	3,817
Vacant Commercial	sf	244,045	3,577
Vacant Industrial/Warehouse	sf	425,973	1,220
Zone 5			
Vacant Residential	du	918	17,566
Vacant Ag	du	12,851	245,977
Vacant Commercial	sf	819,560	12,012
Vacant Industrial/Warehouse	sf	104,588	300

8.0 Mobility Fee Calculation

The cost per VMT for each zone is simply the total cost divided by VMT. For example, in zone 1 the calculation is $43,005,952 / 426,681 = $101. Table 16 lists the VMT cost for each zone.

Table 16. VMT Cost per Zone

	VMT Cost
Zone 1	$101
Zone 2	$114
Zone 3	$130
Zone 4	$98
Zone 5	$42

9.0 Credits

Plant City uses ad valorem, sales tax, state shared revenues, and gas tax in their CIP. However, all these dollars go towards operations and maintenance. Therefore, there is no credit needed for the impact fee.

10.0 Mobility Fee Schedule

The mobility fee schedule for each land use is calculated by applying the VMT for each zone. Tables 17 thru 21 show the mobility fee schedules by zone. Keep in mind that these are the maximum mobility fees that can be charged per land use. Mobility fees can be enacted at lower levels at the City Commission's discretion.

Table 17. Zone 1 Mobility Fee Schedule

	Unit	Trip Rate	Trip Length	% New Trips	VMT	Cost Per VMT	Mobility Fee	Current Impact Fee
Single Family	du	9.57	4	100%	19.14	$101	$1,929	$3,422
Multifamily	du	6.65	4	100%	13.30	$101	$1,341	$2,623
Mobile Home	du	9.57	4	100%	19.14	$101	$1,929	$1,587
Hotel	room	9.2	4	90%	16.56	$101	$1,669	$2,654
Office	1,000 sf	11.01	3	80%	13.21	$101	$1,332	$5,400
Medical Office	1,000 sf	54.6	1.5	80%	32.76	$101	$3,302	$12,615
Retail / General Commercial	1,000 sf	42.94	1.5	50%	16.10	$101	$1,623	$7,000
Restaurant	1,000 sf	90	1.5	50%	33.75	$101	$3,402	$16,000
Golf Course	Hole	25	3	80%	30.00	$101	$3,024	$12,909
Industrial	1,000 sf	3.82	3	50%	2.87	$101	$289	$2,573
Warehouse	1,000 sf	3.56	3	50%	2.67	$101	$269	$1,831
Schools	1,000 sf	11.5	2	50%	5.75	$101	$580	$269
Gas Station	Pump	168.56	0.5	10%	4.21	$101	$425	$5,400
Veterinary Clinic	1,000 sf	32.8	1.5	80%	19.68	$101	$1,984	$3,385

Table 18. Zone 2 Mobility Fee Schedule

	Unit	Trip Rate	Trip Length	% New Trips	VMT	Cost Per VMT	Mobility Fee	Current Impact Fee
Single Family	du	9.57	4	100%	19.14	$114	$2,186	$3,422
Multifamily	du	6.65	4	100%	13.30	$114	$1,519	$2,623
Mobile Home	du	9.57	4	100%	19.14	$114	$2,186	$1,587
Hotel	room	9.2	4	90%	16.56	$114	$1,892	$2,654
Office	1,000 sf	11.01	3	80%	13.21	$114	$1,509	$5,400
Medical Office	1,000 sf	54.6	1.5	80%	32.76	$114	$3,742	$12,615
Retail / General Commercial	1,000 sf	42.94	1.5	50%	16.10	$114	$1,839	$7,000
Restaurant	1,000 sf	90	1.5	50%	33.75	$114	$3,855	$16,000
Golf Course	Hole	25	3	80%	30.00	$114	$3,427	$12,909
Industrial	1,000 sf	3.82	3	50%	2.87	$114	$327	$2,573
Warehouse	1,000 sf	3.56	3	50%	2.67	$114	$305	$1,831
Schools	1,000 sf	11.5	2	50%	5.75	$114	$657	$269
Gas Station	Pump	168.56	0.5	10%	4.21	$114	$481	$5,400
Veterinary Clinic	1,000 sf	32.8	1.5	80%	19.68	$114	$2,248	$3,385

Table 19. Zone 3 Mobility Fee Schedule

	Unit	Trip Rate	Trip Length	% New Trips	VMT	Cost Per VMT	Mobility Fee	Current Impact Fee
Single Family	du	9.57	4	100%	19.14	$130	$2,494	$3,422
Multifamily	du	6.65	4	100%	13.30	$130	$1,733	$2,623
Mobile Home	du	9.57	4	100%	19.14	$130	$2,494	$1,587
Hotel	room	9.2	4	90%	16.56	$130	$2,158	$2,654
Office	1,000 sf	11.01	3	80%	13.21	$130	$1,721	$5,400
Medical Office	1,000 sf	54.6	1.5	80%	32.76	$130	$4,268	$12,615
Retail / General Commercial	1,000 sf	42.94	1.5	50%	16.10	$130	$2,098	$7,000
Restaurant	1,000 sf	90	1.5	50%	33.75	$130	$4,397	$16,000
Golf Course	Hole	25	3	80%	30.00	$130	$3,909	$12,909
Industrial	1,000 sf	3.82	3	50%	2.87	$130	$373	$2,573
Warehouse	1,000 sf	3.56	3	50%	2.67	$130	$348	$1,831
Schools	1,000 sf	11.5	2	50%	5.75	$130	$749	$269
Gas Station	Pump	168.56	0.5	10%	4.21	$130	$549	$5,400
Veterinary Clinic	1,000 sf	32.8	1.5	80%	19.68	$130	$2,564	$3,385

Table 20. Zone 4 Mobility Fee Schedule

	Unit	Trip Rate	Trip Length	% New Trips	VMT	Cost Per VMT	Mobility Fee	Current Impact Fee
Single Family	du	9.57	4	100%	19.14	$98	$1,872	$3,422
Multifamily	du	6.65	4	100%	13.30	$98	$1,301	$2,623
Mobile Home	du	9.57	4	100%	19.14	$98	$1,872	$1,587
Hotel	room	9.2	4	90%	16.56	$98	$1,620	$2,654
Office	1,000 sf	11.01	3	80%	13.21	$98	$1,292	$5,400
Medical Office	1,000 sf	54.6	1.5	80%	32.76	$98	$3,204	$12,615
Retail / General Commercial	1,000 sf	42.94	1.5	50%	16.10	$98	$1,575	$7,000
Restaurant	1,000 sf	90	1.5	50%	33.75	$98	$3,301	$16,000
Golf Course	Hole	25	3	80%	30.00	$98	$2,934	$12,909
Industrial	1,000 sf	3.82	3	50%	2.87	$98	$280	$2,573
Warehouse	1,000 sf	3.56	3	50%	2.67	$98	$261	$1,831
Schools	1,000 sf	11.5	2	50%	5.75	$98	$562	$269
Gas Station	Pump	168.56	0.5	10%	4.21	$98	$412	$5,400
Veterinary Clinic	1,000 sf	32.8	1.5	80%	19.68	$98	$1,925	$3,385

Table 21. Zone 5 Mobility Fee Schedule

	Unit	Trip Rate	Trip Length	% New Trips	VMT	Cost Per VMT	Mobility Fee	Current Impact Fee
Single Family	du	9.57	4	100%	19.14	$42	$800	$3,422
Multifamily	du	6.65	4	100%	13.30	$42	$556	$2,623
Mobile Home	du	9.57	4	100%	19.14	$42	$800	$1,587
Hotel	room	9.2	4	90%	16.56	$42	$692	$2,654
Office	1,000 sf	11.01	3	80%	13.21	$42	$552	$5,400
Medical Office	1,000 sf	54.6	1.5	80%	32.76	$42	$1,369	$12,615
Retail / General Commercial	1,000 sf	42.94	1.5	50%	16.10	$42	$673	$7,000
Restaurant	1,000 sf	90	1.5	50%	33.75	$42	$1,410	$16,000
Golf Course	Hole	25	3	80%	30.00	$42	$1,253	$12,909
Industrial	1,000 sf	3.82	3	50%	2.87	$42	$120	$2,573
Warehouse	1,000 sf	3.56	3	50%	2.67	$42	$112	$1,831
Schools	1,000 sf	11.5	2	50%	5.75	$42	$240	$269
Gas Station	Pump	168.56	0.5	10%	4.21	$42	$176	$5,400
Veterinary Clinic	1,000 sf	32.8	1.5	80%	19.68	$42	$822	$3,385

Appendix

Project Costs per Year for Each Zone

Zone 1	Lane Miles	2013	2014	2015	2016	2017	2018	2019	2020
Charlie Taylor Rd. Improvements (US 92 to Knights-Griffin R	0.25								
US 92 Widening (Park Rd. to County Line Rd.)	4.50								
Rice Rd. Extension (Coronet Rd. to County Line Rd.)	2.00								
Total	**6.75**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
Zone 2	Lane Miles	2013	2014	2015	2016	2017	2018	2019	2020
Alexander St. Extension (I-4 to SR 39)	3.60		$10,500,000						
Sam Allen Rd. Widening (SR 39 - Wilder Rd.)	2.40				$2,890,909				$21,381,818
Charlie Taylor Rd. Improvements (US 92 to Knights-Griffin R	1.40								
Lampp Rd. Extension (north - south)	2.80								
Lampp Rd. Extension (east - west)	1.20								
Sam Allen Rd. Extension (Sam Allen Rd. to Swindell Rd.)	2.40								
Knights-Griffin Rd. Widening (SR 39 to County Line Rd.)	0.40								
Knights-Griffin Rd. Widening (SR 39 to County Line Rd.)	2.00								
Total	**16.20**	**$0**	**$10,500,000**	**$0**	**$2,890,909**	**$0**	**$0**	**$0**	**$21,381,818**
Zone 3	Lane Miles	2013	2014	2015	2016	2017	2018	2019	2020
Turkey Creek Rd. Widening (Sydney Rd. to SR 60)	0.50								
US 92 Widening (Forbes Rd. to Thonotosassa Rd.)	2.60								
Airport Rd. Improvements + Sidewalks (Turkey Creek Rd. to	1.50								
US 92 Widening (Park Rd. to County Line Rd.)	0.27	0	0	0	0	0	0	0	0
Total Zone 3	**4.87**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Zone 4	Lane Miles	2013	2014	2015	2016	2017	2018	2019	2020
Laura St. Improvements + Sidewalks (east of Michigan)	0.25	$600,000							
Grant St. Improvements + Bike Lanes (Alexander St. to SR 3	0.60								
US 92 Widening (Park Rd. to County Line Rd.)	0.03	$0	$0	$0	$0	$0	$0	$0	$0
Total Zone 4	**0.88**	**$600,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
Zone 5	Lane Miles	2013	2014	2015	2016	2017	2018	2019	2020
Trapnell Rd. Widening (Forbes Rd. to County Line Rd.)	1.80								
Turkey Creek Rd. Widening (Sydney Rd. to SR 60)	0.50								
Grant St. Improvements + Bike Lanes (Alexander St. to SR 3	0.60								
Total Zone 5	**2.90**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Zone 1	2021	2022	2023	2024	2025	2026	2027	2028
Charlie Taylor Rd. Improvements (US 92 to Knights-Griffin R	$291,667							
US 92 Widening (Park Rd. to County Line Rd.)	$27,000,000							
Rice Rd. Extension (Coronet Rd. to County Line Rd.)								
Total	**$27,291,667**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
Zone 2	2021	2022	2023	2024	2025	2026	2027	2028
Alexander St. Extension (I-4 to SR 39)								
Sam Allen Rd. Widening (SR 39 - Wilder Rd.)								
Charlie Taylor Rd. Improvements (US 92 to Knights-Griffin R	$1,633,334							
Lampp Rd. Extension (north - south)								
Lampp Rd. Extension (east - west)								
Sam Allen Rd. Extension (Sam Allen Rd. to Swindell Rd.)								
Knights-Griffin Rd. Widening (SR 39 to County Line Rd.)								
Knights-Griffin Rd. Widening (SR 39 to County Line Rd.)								
Total	**$1,633,334**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
Zone 3	2021	2022	2023	2024	2025	2026	2027	2028
Turkey Creek Rd. Widening (Sydney Rd. to SR 60)		3,733,333						
US 92 Widening (Forbes Rd. to Thonotosassa Rd.)						12,500,000		
Airport Rd. Improvements + Sidewalks (Turkey Creek Rd. to						350,000		
US 92 Widening (Park Rd. to County Line Rd.)	1,620,000	0	0	0	0	0	0	0
Total Zone 3	**1,620,000**	**3,733,333**	**0**	**0**	**0**	**12,850,000**	**0**	**0**
Zone 4	2021	2022	2023	2024	2025	2026	2027	2028
Laura St. Improvements + Sidewalks (east of Michigan)								
Grant St. Improvements + Bike Lanes (Alexander St. to SR 3								
US 92 Widening (Park Rd. to County Line Rd.)	$180,000	$0	$0	$0	$0	$0	$0	$0
Total Zone 4	**$180,000**	**$0**	**$0**	**$0**	**$1,500,000**	**$0**	**$0**	**$0**
Zone 5	2021	2022	2023	2024	2025	2026	2027	2028
Trapnell Rd. Widening (Forbes Rd. to County Line Rd.)			$7,291,139					
Turkey Creek Rd. Widening (Sydney Rd. to SR 60)		$3,733,333						
Grant St. Improvements + Bike Lanes (Alexander St. to SR 3								
Total Zone 5	**$0**	**$0**	**$3,240,506**	**$0**	**$0**	**$0**	**$0**	**$0**

Zone 1	2029	2030	Total
Charlie Taylor Rd. Improvements (US 92 to Knights-Griffin R			$291,667
US 92 Widening (Park Rd. to County Line Rd.)			$27,000,000
Rice Rd. Extension (Coronet Rd. to County Line Rd.)		$15,714,285	$15,714,285
Total	**$0**	**$15,714,285**	**$43,005,952**
Zone 2	2029	2030	Total
Alexander St. Extension (I-4 to SR 39)			$10,500,000
Sam Allen Rd. Widening (SR 39 - Wilder Rd.)			$24,272,727
Charlie Taylor Rd. Improvements (US 92 to Knights-Griffin R			$1,633,334
Lampp Rd. Extension (north - south)		$19,000,000	$19,000,000
Lampp Rd. Extension (east - west)		$8,000,000	$8,000,000
Sam Allen Rd. Extension (Sam Allen Rd. to Swindell Rd.)		$11,700,000	$11,700,000
Knights-Griffin Rd. Widening (SR 39 to County Line Rd.)		$2,454,902	$2,454,902
Knights-Griffin Rd. Widening (SR 39 to County Line Rd.)		$12,274,510	$12,274,510
Total	**$0**	**$53,429,412**	**$89,835,473**
Zone 3	2029	2030	Total
Turkey Creek Rd. Widening (Sydney Rd. to SR 60)			$3,733,333
US 92 Widening (Forbes Rd. to Thonotosassa Rd.)			$12,500,000
Airport Rd. Improvements + Sidewalks (Turkey Creek Rd. to			$350,000
US 92 Widening (Park Rd. to County Line Rd.)	0	0	$1,620,000
Total Zone 3	**0**	**0**	**$18,203,333**
Zone 4	2029	2030	Total
Laura St. Improvements + Sidewalks (east of Michigan)			$600,000
Grant St. Improvements + Bike Lanes (Alexander St. to SR 3		$500,000	$500,000
US 92 Widening (Park Rd. to County Line Rd.)	$0	$0	$180,000
Total Zone 4	**$0**	**$500,000**	**$1,280,000**
Zone 5	2029	2030	Total
Trapnell Rd. Widening (Forbes Rd. to County Line Rd.)			$7,291,139
Turkey Creek Rd. Widening (Sydney Rd. to SR 60)			$3,733,333
Grant St. Improvements + Bike Lanes (Alexander St. to SR 3		$500,000	$500,000
Total Zone 5	**$0**	**$0**	**$11,524,473**