

CHARLOTTE COUNTY

Transportation Impact Fee Study

Technical Report



Tindale-Oliver
&
Associates, Inc.
Planning and Engineering

September 26, 2013

Charlotte County Transportation Impact Fee Study

TECHNICAL REPORT



Prepared for:

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September 26, 2013

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September 26, 2013

Mr. Gary Grossman
Charlotte County Assistant Transportation Engineer
18500 Murdock Circle, Unit B-200
Port Charlotte, FL 33948

Re: Charlotte County Transportation Impact Fee Update Study

Dear Mr. Grossman:

Enclosed is the Technical Report of the Charlotte County Transportation Impact Fee Update Study. If you have any questions or comments concerning this report, please do not hesitate to contact me or Nilgün Kamp.

It has been our pleasure to have worked with the County staff on this important project.

Sincerely,

A handwritten signature in blue ink that reads "Steven A. Tindale".

Steven A. Tindale, P.E., AICP
President

**Charlotte County
Transportation Impact Fee Study
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Introduction

Charlotte County's Transportation Impact Fee Ordinance was most recently updated in 2009 to assist the County in providing adequate transportation facilities for expected growth. Since 2009, annual indexing adjustments have been applied to the fee rates each year, which resulted in approximately 15 percent decrease. Charlotte County has retained Tindale-Oliver & Associates, Inc. (TOA) to prepare an update study to reflect changes to the cost, credit, and demand components since 2009. In addition, this report will transition Charlotte County's transportation impact fee program to a single county-wide fee rate, eliminating the existing fee variation by geographical area. It should be noted that figures calculated in this study represent the technically defensible level of impact fees that the County could charge; however, the Board of County Commissioners may choose to discount the fees as a policy decision.

Following this introduction, this report provides the results of the fee analysis and consists of the following sections:

- Demand Component
- Cost Component
- Credit Component
- Calculated Transportation Impact Fee Schedule
- Transportation Impact Fee Schedule Comparison

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

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

$$\text{[Demand x Cost]} - \text{Credit} = \text{Fee}$$

The demand for travel placed on the transportation system is expressed in units of VMT (daily vehicle-trip generation rate times the trip length times the percent new trips [of total

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trips]) for each land use contained in the impact fee schedule. The trip generation is expressed in average daily rates since new development consumes trips on a daily basis. The cost of building new capacity typically is expressed in units of dollars per vehicle mile or lane mile of roadway capacity. The credit is an estimate of the future non-impact fee revenues generated by new development that are allocated to transportation capacity expansion construction projects. Thus, the impact fee is an “up front” payment for a portion of the cost of building a lane mile of capacity directly related to the amount of capacity consumed by each unit of land use contained in the impact fee schedule that is not paid for by future tax revenues generated by new development.

It should be noted that the information used to develop the impact fee schedule was based on the most recent, reliable, and localized data available. The following input variables used in the fee equation:

Demand Variables:

- Trip generation rate
- Trip length
- Percent new trips
- Interstate and toll facility discount factor

Cost Variables:

- Cost per lane mile
- Capacity added per lane mile

Credit Variables:

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

A review of impact fee variables and corresponding recommendations are presented in the following subsections.



Demand Component

Travel Demand

The amount of transportation system consumed by a unit of new land development is calculated using the following variables and is measured in terms of the vehicle miles of new travel a unit of development consumes on the existing road system.

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

As part of this update, the trip characteristics variables were obtained primarily from three sources: (1) local studies conducted in Charlotte County, (2) similar studies previously conducted throughout Florida by TOA (Florida Studies Database), and (3) the Institute of Transportation Engineers' (ITE) *Trip Generation* report (9th edition).

The Florida Studies Database (including Charlotte County studies) is included in Appendix A. This database was used to determine VMT, which is developed from trip length, percent new trips, and trip rate for most land uses in the fee schedule. The data in the trip characteristics database is based on actual land use studies and was collected throughout Florida using machine traffic counts and site specific land use origin-destination surveys. This data represents a more localized and accurate measure of trip characteristics than the information previously used in the County's adopted transportation impact fee calculation. In addition, trip generation data from the *ITE 9th Edition Trip Generation* report was used. In instances where trip generation was available from the *ITE Trip Generation* report and the

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Florida Studies Database, a blended average calculation was used to increase the sample size.

Interstate and Toll Facility Discount Factor

This variable is used to recognize that improvements to Interstate highways are funded by the State using earmarked and Federal funds, while toll facility improvements are funded with toll revenues. Typically, impact fee revenues are not used to pay for these improvements, and the portion of new development's travel occurring on the interstate/toll facility system usually is eliminated from the total travel for each land use.

To calculate the interstate and toll (I/T) facility discount factor, the loaded highway network file was generated for the Sarasota-Manatee-Charlotte (SMC) regional travel demand model. A select link analysis was run for all traffic analysis zones located within Charlotte County in order to differentiate trips with an origin and/or destination within the county versus trips with no origin or destination within the county. It should be noted that discount factor excludes external-to-external trips, which represent traffic that goes through Charlotte County, but does not necessarily stop in the county. This traffic is excluded from the calculations since it does not come from a development within the county.

Currently, the only interstate facility in Charlotte County is I-75 and the only toll facility is the Gasparilla Island Swing Bridge. The limited access vehicle miles of travel (Limited Access VMT) for trips with an origin and/or destination within Charlotte County was calculated for the identified limited access facilities. The total Charlotte County VMT was calculated for all trips with an origin and/or destination within Charlotte County for all roads, including limited access roads, located within Charlotte County.

The I/T discount factor of 15.6 percent was determined by dividing the total Limited Access VMT by the Total Charlotte County VMT. By applying this factor to the total Charlotte County VMT, the impact fee calculated using this reduced VMT is only charging for travel on roadways which are likely to be funded by impact fee revenues. Appendix A, Table A-1 provides further detail on this calculation.



Cost Component

The cost of providing roadway system capacity has decreased in recent years. Construction costs increased significantly in Florida between 2005 and 2007 due to additional construction demand caused by hurricanes, the housing market growth, and other factors. Appreciation in land values also resulted in higher right-of-way (ROW) costs during the same period. In early 2008, costs started to stabilize, and in recent years, communities have experienced a decrease in construction costs, returning to levels seen before 2005. Cost information from Charlotte County, other Florida Counties, and the Florida Department of Transportation (FDOT) was reviewed to develop a unit cost for all phases involved in the construction of one lane mile of roadway capacity. The following subsections summarize the methodology and findings of the total unit cost analysis for county and state roads. Appendix B provides the data and other support information utilized in these analyses.

County Roadway Costs

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

Design and CEI

Design costs for county roads were estimated at 10 percent construction phase costs based on a review of cost estimates for local improvements in the County's 5-year capital improvement program, data collected from other Florida jurisdictions, and discussions with County staff. Additional detail is included in Appendix B, Table B-1.

CEI costs for county roads were estimated at 10 percent of construction phase costs based on a review of recently completed and ongoing local improvements, cost data collected from other Florida jurisdictions, and discussions with County staff. Additional detail is included in Appendix B, Table B-5.

Right-of-Way

The ROW cost reflects the total cost of the acquisitions along a corridor that were necessary to have sufficient cross-section width to widen an existing road or, in the case of new construction, to build a new road. A review of recent ROW cost data for Charlotte County identified three improvements (including projects along Toledo Blade, Piper Road and Burnt Store Road) totaling approximately \$11.8 million. Using the construction costs for these improvements, a ROW factor of construction was calculated at approximately 47 percent. Based on this review, for purposes of this study, ROW acquisition costs will be estimated at 47 percent of the construction costs in Charlotte County. As seen in Table 1, this amount is equal to approximately \$1.03 million per lane mile. The use of the 47 percent ROW factor is slightly higher than other ROW ratios seen in recent impact fee studies throughout Florida, which average approximately 40 percent for county roads.

Construction

The construction cost for county roads (urban/suburban section design) was based on local projects, costs for projects in other communities in Florida, and discussions with County staff. A review of recent construction cost data for Charlotte County identified approximately 11 lane miles of suburban design roadway improvements (including projects along Toledo Blade, Piper Road, and Burnt Store Road) averaging \$2.22 million per lane mile. To increase the sample size of projects, recent bids from multiple communities throughout the state were also reviewed. This review included approximately 231 lane miles of urban design roadway improvements from 12 counties and calculated an average cost of \$2.18 million per lane mile. Appendix B, Table B-3 provides a detailed description of the projects analyzed.

Based on this review, a county roadway construction cost of \$2.20 million was used in the transportation impact fee calculation. This construction cost is applicable to urban and suburban designed roads, which were found to have similar lane mile costs. Table 1 presents the weighted average roadway cost for county roadways which was used in the transportation impact fee calculation.

Table 1
Estimated Total Cost per Lane Mile
for County Roads

Cost Phase	Cost Per Lane Mile
Design ⁽¹⁾	\$220,000
Right-of-Way ⁽²⁾	\$1,034,000
Construction ⁽³⁾	\$2,200,000
CEI ⁽⁴⁾	\$220,000
Total Cost	\$3,674,000

- (1) Design is estimated at 10% of the construction cost per lane mile (see Appendix B, Table B-1)
- (2) ROW is estimated at 47% of the construction cost per lane mile (see Appendix B, Table B-2)
- (3) Source: Appendix B, Table B-3
- (4) CEI is estimated at 10% of the construction cost per lane mile (see Appendix B, Table B-5)

State Roadway Costs

This section examines the ROW, construction, and other cost components associated with state roads with respect to transportation capacity improvements in Charlotte County. For this purpose, recent bid data from state roadway projects throughout Florida and the FDOT’s Long Range Estimates (LRE) were used to identify and provide supporting cost data for state improvements. The cost for each roadway capacity project was separated into four phases: design, CEI, ROW and construction.

Design and CEI

Design and CEI costs for state roads were each estimated at 10 percent of construction phase costs, based on a review of recent transportation impact fee studies throughout Florida, the Florida Long Range Estimates (LRE) for state roads, and discussions with staff.

Right-of-Way

Given the limited data on ROW costs for state roads in Charlotte County and based on our experience in other jurisdictions, the ROW cost ratio calculated for County roads was also applied to state roads. Using this ROW-to-construction ratio of 47 percent, as shown in Table 2, this amount is equal to approximately \$1.13 million per lane mile. The use of the

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47 percent ROW factor is in-line with other ROW ratios seen in recent impact fee studies throughout Florida, which average approximately 44 percent for state roads.

Construction

Given the limited data on construction costs for state roads in Charlotte County, the construction cost (urban section design) was based on recently bid projects in other communities in Florida. This review included approximately 290 lane miles or roadway improvements from 26 counties and calculated an average cost of \$2.43 million per lane mile. Appendix B, Table B-4 provides a detailed description of the projects analyzed. Based on this review, a state roadway construction cost of \$2.40 million per lane mile was used in the transportation fee calculation. Table 2 presents the weighted average roadway cost for state roadways which was used in the transportation impact fee calculation.

Table 2
Estimated Total Cost per Lane Mile
for State Roads

Cost Phase	Cost Per Lane Mile
Design ⁽¹⁾	\$240,000
Right-of-Way ⁽²⁾	\$1,128,000
Construction ⁽³⁾	\$2,400,000
CEI ⁽⁴⁾	\$240,000
Total Cost	\$4,008,000

(1) Design is estimated at 10% of the construction cost per lane mile

(2) ROW is estimated at 47% of the construction cost per lane mile

(3) Source: Appendix B, Table B-4

(4) CEI is estimated at 10% of the construction cost per lane mile

Summary of Costs (Blended Cost Analysis)

The weighted average cost per lane mile for county and state roads is presented in Table 3. The resulting weighted average cost of approximately \$3.77 million per lane mile was utilized as the roadway cost input in the calculation of the transportation impact fee schedule. The weighted average cost per lane mile includes county and state roads and is based on weighting the lane miles of roadway improvements in the Long Range Transportation Plan (LRTP).

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

Cost Type	County Roads ⁽¹⁾	State Roads ⁽²⁾	County and State Roads ⁽³⁾
Design	\$220,000	\$240,000	\$225,800
Right-of-Way	\$1,034,000	\$1,128,000	\$1,061,260
Construction	\$2,200,000	\$2,400,000	\$2,258,000
CEI	\$220,000	\$240,000	\$225,800
Total	\$3,674,000	\$4,008,000	\$3,770,860
Lane Mile Distribution ⁽⁴⁾	71%	29%	100%

(1) Source: Table 1

(2) Source: Table 2

(3) Lane mile distribution (Item 4) multiplied by the design, ROW, construction, and CEI phase costs by jurisdiction to develop a weighted average cost per lane mile

(4) Source: Appendix B, Table B-6

Capacity Added per Lane Mile

An additional component of the transportation impact fee equation is the capacity added per lane mile (also known as the maximum service volume added per mile) of roadway constructed. To calculate the vehicle miles of capacity (VMC) per lane mile of constructed future roadway, an analysis of the 2035 projects (see Appendix B, Table B-6) was conducted to reflect the mix of county and state road improvements that will be built in the future. As shown in Table 4, based on these projections, the resulting average capacity added per lane mile calculated is 10,508.

Table 4
Weighted Average Vehicle-Miles of Capacity per Lane Mile

Source	Lane Mile Added ⁽¹⁾	Vehicle Miles of Capacity Added ⁽²⁾	VMC Added per Lane Mile ⁽³⁾
County Roads	166.10	1,667,885	10,041
State Roads	66.80	779,414	11,668
Total	232.90	2,447,299	
Weighted Average VMC Added per Lane Mile⁽⁴⁾			10,508

(1) Source: Appendix B, Table B-6

(2) Source: Appendix B, Table B-6

(3) Vehicle miles of capacity added (Item 2) divided by lane miles added (Item 1)

(4) Total vehicle miles of capacity added for county and state roads (Item 2) divided by the total lane miles added (Item 1)

Cost per Vehicle-Mile of Capacity Added

The impact fee cost per unit of development is assessed based on the cost per vehicle-mile of capacity. As shown in Tables 3 and 4, the cost and capacity for county roads have been calculated based on typical roadway improvements. As shown in Table 5, the cost per VMC for travel within Charlotte County is approximately \$359. This average cost per VMC figure is used in the impact fee calculation to determine the total impact cost per unit of development based on the vehicle-miles of travel consumed. For each vehicle-mile of travel that is added to the road system, approximately \$359 of roadway capacity is consumed.

Table 5
Weighted Average Cost per Vehicle-Mile of Capacity Added

Source	Cost per Lane Mile ⁽¹⁾	Average VMC Added per Lane Mile ⁽²⁾	Cost per VMC ⁽³⁾
County Roads	\$3,674,000	10,041	\$365.90
State Roads	\$4,008,000	11,668	\$343.50
Weighted Average	\$3,770,860	10,508	\$358.86

(1) Source: Table 3

(2) Source: Table 4

(3) Cost per lane mile (Item 1) divided by average capacity added per lane mile (Item 2)

It is important to note that capacity projects include not only new construction and lane additions, but also associated intersection improvements, traffic signalization, and other amenities and technology improvements.



Credit Component

Gasoline Tax Equivalent Credit

The present value of the portion of non-impact fee revenues (converted to equivalent gasoline taxes) generated by a new development over a 25-year period that is projected to be expended on capacity expansion projects is credited against the cost of the system consumed by travel associated with new development.

County

A review of the County's historical roadway financing program (FY 2008-2012) and the FY 2013-2017 Capital Improvement Plan (CIP) shows that all roadway projects are being funded by a combination of fuel and sales tax revenues, grants, developer funds, municipal funds, and transportation impact fee revenues. Currently, capacity-adding projects in the county are primarily funded with impact fees, fuel tax, and sales tax revenues. However, the sales tax will expire at the end of 2014 and County staff has indicated that the re-adoption of the sales tax is not guaranteed. Over the past 4 years and programmed in the next 2 years, approximately 90% of the sales tax revenues will be used toward transportation capacity projects. Even if the sales tax is re-adopted in 2015, the portion dedicated to transportation is likely to decline from its current level.

Therefore, two credit scenarios were developed for use in the transportation impact fee calculation. Scenario 1 assumes that Charlotte County transportation will not receive any future sales tax revenues, while Scenario 2 assumes that the sales tax is re-adopted, but that a reduced amount of the revenues will be allocated to transportation (approximately 50 percent of the current allocation level). As shown in Table 6, a total gas tax equivalent county revenue credit of 10.7 pennies was given for gas tax equivalent expenditures on roadway capacity expansion projects using Scenario 1 and 15.8 pennies were given for Scenario 2.

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In addition, Charlotte County is currently using gas tax revenues to retire debt on capacity improvements along Burnt Store Road. As shown in Table 6, a total gas tax equivalent revenue credit of one (1) penny was given for county debt service expenditures.

State

State expenditures on state roads were reviewed, and a credit for the capacity expansion portion attributable to state projects was estimated (excluding interstate expenditures). The equivalent number of pennies allocated to fund state projects was determined from projects spanning a 15-year period (2004-2018). This period represents past expenditures (from 2004 to 2013) from the FDOT Work Program and the projected expenditures (from 2014 to 2018) from the current Transportation Improvement Program (TIP). A list of capacity-adding roadway projects was developed, including lane additions, new road construction, intersection improvements, interchanges, traffic signal projects, and other capacity-addition projects. This review (summarized in Appendix C, Table C-4) indicates that FDOT spending generates an equivalent gas tax credit of 6.1 pennies of gas tax revenue annually. The use of a 15-year period for purposes of developing a state credit for roadway capacity-adding projects results in a reasonably stable credit for Charlotte County, since it accounts for the volatility in FDOT spending in the county over short time periods. It should be noted, 6.1 pennies is on the low end of state spending observed in other counties. This is primarily because expenditures on interstate improvements were not included in the impact fee credit since cost associated with these improvements is also excluded. In the past 15 years, FDOT has provided over \$100 million in funding for interstate improvements, which represents a major portion of state expenditures in the County.

In summary, under Scenario 1, Charlotte County contributes approximately 11.7 pennies toward roadway capacity expansion projects, while the State spends an average of 6.1 pennies for roadway projects in Charlotte County for a total of 17.8 pennies of credit. Under Scenario 2, Charlotte County contributes approximately 16.8 pennies toward roadway capacity expansion, while the State spends an average of 6.1 pennies. Therefore, using Scenario 2, 22.9 pennies are included in the impact fee calculation to recognize the future capital revenue that is expected to be generated by new development from all non-impact fee revenues, as shown in Table 6.

Table 6
Equivalent Pennies of Gas Tax Revenue

Credit	Equivalent Pennies per Gallon	
	Scenario 1	Scenario 2
County Revenues ⁽¹⁾	\$0.107	\$0.158
County Debt Service ⁽²⁾	\$0.010	\$0.010
State Revenues ⁽³⁾	\$0.061	\$0.061
Total	\$0.178	\$0.229

(1) Source: Appendix C, Table C-2

(2) Source: Appendix C, Table C-3

(3) Source: Appendix C, Table C-4

Present Worth Variables

Facility Life

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

Interest Rate

This is the discount rate at which gasoline tax revenues might be bonded. It is used to compute the present value of the gasoline taxes generated by new development. The discount rate of 4.0 percent was used in the transportation impact fee calculation based on the information obtained from Charlotte County.

Fuel Efficiency

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

Appendix C, Table C-9 documents the calculation of fuel efficiency value based on the following equation, where “VMT” is vehicle miles of travel and “MPG” is fuel efficiency in terms of miles per gallon.

$$Fuel\ Efficiency = \sum VMT_{RoadwayType} \div \sum \left(\frac{VMT_{VehicleType}}{MPG_{VehicleType}} \right)_{RoadwayType}$$

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

The combined total VMT for the vehicle types is then divided by the combined total gallons of fuel consumed to calculate, in effect, a “weighted” fuel efficiency value that reflects the existing fleet mix of traffic on non-interstate roadways. The VMT and average fuel efficiency data were obtained from the most recent Federal Highway Administration’s *Highway Statistics 2011*. Based on the calculation completed in Appendix C, Table C-9, the fuel efficiency rate to be used in the updated impact fee equation is 18.19 miles per gallon.

Effective Days per Year

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



Calculated Transportation Impact Fee Schedule

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

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

It should be noted that the net impact fee illustrated in Appendix D is not necessarily a recommended fee, but instead represents the technically defensible impact fee per unit of land use that could be charged in Charlotte County.

For clarification purposes, the calculation of an impact fee for one land use category is presented. In the following example, the net impact fee is calculated for the single-family residential detached land use category (ITE LUC 210) using information from the impact fee schedules included in Appendix D. For each land use category, the following equations are utilized to calculate the net impact fee:

$$\text{Net Impact Fee} = \text{Total Impact Cost} - \text{Gas Tax Credit}$$

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Where:

Total Impact Cost = $([\text{Trip Rate} \times \text{Assessable Trip Length} \times \% \text{ New Trips}] / 2) \times (1 - \text{Interstate/Toll Facility Disc. Factor}) \times (\text{Cost per Vehicle-Mile of Capacity})$

Gas Tax Credit = Present Value (Annual Gas Tax), given 4.0% interest rate & 25-year facility life

Annual Gas Tax = $([\text{Trip Rate} \times \text{Total Trip Length} \times \% \text{ New Trips}] / 2) \times (\text{Effective Days per Year} \times \$/\text{Gallon to Capital}) / \text{Fuel Efficiency}$

Each of the inputs has been discussed previously in this document; however, for purposes of this example, brief definitions for each input are provided in the following paragraphs, along with the actual inputs used in the calculation of the fee for the single-family detached residential land use category:

- *Trip Rate* = the average daily trip generation rate, in vehicle-trips/day (7.81).
- *Assessable Trip Length* = the actual average trip length for the category, in vehicle-miles (6.62).
- *Total Trip Length* = the assessable trip length plus an adjustment factor of half a mile, which is added to the trip length to account for the fact that gas taxes are collected for travel on all roads including local roads (6.62 + 0.50 = 7.12).
- *% New Trips* = adjustment factor to account for trips that are already on the roadway (100%).
- *Divide by 2* = the total daily miles of travel generated by a particular category (i.e., rate*length*% new trips) is divided by two to prevent the double-counting of travel generated between two land use codes since every trip has an origin and a destination.
- *Interstate/Toll Facility Discount Factor* = discount factor to account for the travel demand occurring on interstate highways and/or toll facilities (15.6%).
- *Cost per Lane Mile* = unit cost to construct one lane mile of roadway, in \$/lane-mile (\$3,770,860).
- *Average Capacity Added per Lane Mile* = represents the average daily traffic on one travel lane at capacity for one lane mile of roadway, in vehicles/lane-mile/day (10,508).
- *Cost per Vehicle-Mile of Capacity* = unit of vehicle-miles of capacity consumed per unit of development. Cost per lane mile divided by average capacity added per lane mile (\$3,770,860 / 10,508 = \$358.86).

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- *Present Value* = calculation of the present value of a uniform series of cash flows, gas tax payments in this case, given an interest rate, “i,” and a number of periods, “n;” for 4.0% interest and a 25-year facility life, the uniform series present worth factor is 15.6221.
- *Effective Days per Year* = 365 days.
- *\$/Gallon to Capital (Scenario 1)* = the amount of gas tax revenue per gallon of fuel that is used for capital improvements, in \$/gallon (\$0.178).
- *\$/Gallon to Capital (Scenario 2)* = the amount of gas tax revenue per gallon of fuel that is used for capital improvements, in \$/gallon (\$0.229).
- *Fuel Efficiency* = average fuel efficiency of vehicles, in vehicle-miles/gallon (18.19).

Transportation Impact Fee Calculation

Using these inputs, a net impact fee can be calculated for the single-family residential detached land use category as follows:

Scenario 1:

$$\text{Total Impact Cost} = ([7.81 * 6.62 * 1.0] / 2) * (1 - 0.156) * (\$358.86) = \$7,830$$

$$\text{Annual Gas Tax} = ([7.81 * 7.12 * 1.0] / 2) * 365 * (\$0.178 / 18.19) = \$99$$

$$\text{Gas Tax Credit} = \$99 * 15.6221 = \$1,547$$

$$\text{Net Impact Fee} = \$7,830 - \$1,547 = \mathbf{\$6,283}$$

Scenario 2:

$$\text{Total Impact Cost} = ([7.81 * 6.62 * 1.0] / 2) * (1 - 0.156) * (\$358.86) = \$7,830$$

$$\text{Annual Gas Tax} = ([7.81 * 7.12 * 1.0] / 2) * 365 * (\$0.229 / 18.19) = \$128$$

$$\text{Gas Tax Credit} = \$128 * 15.6221 = \$2,000$$

$$\text{Net Impact Fee} = \$7,830 - \$2,000 = \mathbf{\$5,830}$$

The complete fee schedules by land use are included in Appendix D, Tables D-1 and D-2.

Transportation Impact Fee Comparison

As part of the work effort in developing the Charlotte County transportation impact fee program, a comparison of calculated fees to transportation impact fee schedules adopted in other jurisdictions was completed. Table 7 presents Charlotte County's calculated impact fee and a comparison to transportation impact fees in the surrounding and other jurisdictions in Florida.

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

**Table 7
Transportation Impact Fee Comparison**

Land Use	Unit ⁽²⁾	Charlotte County (Calculated - Scenario 1) ⁽³⁾	Charlotte County (Calculated - Scenario 2) ⁽⁴⁾	Charlotte County (Existing - Urban) ⁽⁵⁾	Charlotte County (Existing - Rural 1) ⁽⁵⁾	Charlotte County (Existing - Rural 2) ⁽⁵⁾	Polk County ⁽⁶⁾	Pasco County ⁽⁷⁾	Collier County ⁽⁸⁾	Lake County ⁽⁹⁾	Lee County ⁽¹⁰⁾	Martin County ⁽¹¹⁾	Indian River County ⁽¹²⁾	Marion County ⁽¹³⁾	Manatee County ⁽¹⁴⁾	Sarasota County ⁽¹⁵⁾	Brevard County ⁽¹⁶⁾
Date of Last Update		2013	2013	2009	2009	2009	2008	2011	2010	2013	2011	2012	2009	2005	2011	2007	2001
Assessed Portion of Calculated ⁽¹⁾		100%	100%	84%	84%	84%	100%	100%	94%	13%	20%	100%	100%	100%	100%	50%	100%
Residential:																	
Single Family Detached (2,000 sq ft)	du	\$6,283	\$5,830	\$1,845	\$9,509	\$8,779	\$4,985	\$8,570	\$5,753	\$500	\$1,354	\$2,815	\$4,483	\$6,099	\$3,981	\$2,887	\$4,353
Non-Residential:																	
Light Industrial	1,000 sf	\$3,986	\$3,704	\$1,190	\$7,033	\$6,489	\$675	\$1,000	\$4,333	\$278	\$934	\$1,857	\$2,404	\$2,121	\$776	\$1,416	n/a
Office (50,000 sq ft)	1,000 sf	\$7,515	\$6,968	\$619	\$3,736	\$3,448	\$5,310	\$1,174	\$9,291	\$485	\$1,082	\$2,198	\$3,798	\$2,027	\$1,823	\$3,004	\$5,058
Retail (125,000 sq ft)	1,000 sf	\$10,084	\$9,256	\$2,303	\$13,953	\$12,896	\$6,754	\$7,051	\$10,247	\$569	\$1,602	\$5,183	\$3,163	\$1,565	\$7,152	\$5,659	\$5,270
Bank w/Drive-In	1,000 sf	\$21,260	\$19,526	\$4,554	\$27,612	\$25,501	\$14,377	\$14,384	\$21,954	\$569	\$3,472	\$6,841	\$13,020	\$7,376	\$7,152	\$6,091	\$23,331
Fast Food w/Drive-Thru	1,000 sf	\$70,920	\$64,890	\$3,789	\$22,930	\$21,183	\$65,096	\$46,712	\$74,793	\$569	\$6,470	\$15,693	\$34,781	\$15,963	\$7,152	\$13,621	\$35,791

(1) Represents the portion of the maximum fee for each respective county that is currently charged (excluding fees under moratorium, which are noted below). Fees may have been lowered through indexing or policy discounts

(2) Du = dwelling unit

(3) Source: Appendix D, Table D-1

(4) Source: Appendix D, Table D-2

(5) Source: Charlotte County Community Development Department. This represents 100% of the maximum allowed fee. Due to indexing, the rate has decreased since adoption in 2009

(6) Source: Polk County Building & Construction Department. Transportation impact fee moratorium in effect through 1/31/2014

(7) Source: Pasco County Multi-Modal Mobility Fee Study, adopted July 2011. Fee shown is for the Urban District

(8) Source: Collier County Impact Fee Administration Department. Impact fee update study is currently underway.

(9) Source: Lake County Growth Management Department, Development Processing Division. Transportation impact fee moratorium in effect through 1/1/2014

(10) Source: Lee County Community Development Department. Recent 80% reduction is in effect through 1/1/2014

(11) Source: Martin County Growth Management Department

(12) Source: Indian River County Planning Division

(13) Source: Marion County Planning Department. Transportation impact fee moratorium in effect through 12/13/2013

(14) Source: Manatee County Financial Management Department, Impact Fee Administration

(15) Source: Sarasota County Planning & Development Services

(16) Source: Brevard County Planning & Development Department. Transportation impact fee moratorium in effect through March 2014



Transportation Impact Fee Benefit Districts

As part of the update of the transportation impact fee program, the existing impact fee benefit districts (zones), illustrated in Map 1, were reviewed. To charge impact fees, the County must meet one of the dual rational nexus tests of proof of benefit to fee-paying developments by ensuring that funds collected are spent on eligible capital improvement projects. Establishing benefit districts enhances this proof, showing a close connection to the fee-payer and their resulting benefit, by restricting revenues to specific areas of the County where the fee is collected. Benefit district boundaries are typically influenced by geographic (i.e., lakes and rivers) or man-made boundaries/barriers (i.e., roads, highways, municipal limits) which in some way restrict traffic.

District Boundaries

Currently, Charlotte County has three transportation impact fee benefit districts (West, Mid, and South) and an interdistrict fund. Revenues collected in each district are placed into separate funds and can only be used to fund improvements within the corresponding benefit district. For example, transportation impact fee revenues collected in the West District are placed into an individual account and are only eligible to fund roadway capacity improvements within the West District. This restriction, however, does not apply to the interdistrict fund. Based on County policy, a portion of all impact fee collections are placed into a separate interdistrict roadway funding account. The funds are available for interdistrict roadways or roadways that would serve to enhance interdistrict transportation, such as the Edgewater Corridor, Veterans Blvd, US 41, and SR 776. These interdistrict funds may be expended in any of the three primary impact fee districts and on any bridge and the approaches thereto. Also, any water-oriented recreational facility located on a river may be treated as benefiting from both sides of such river and may be funded from development on either side of the river or both¹.

¹ Charlotte County Code of Ordinances, Section 3-3.5-9 (b)(2)

Benefits Districts Recommendations

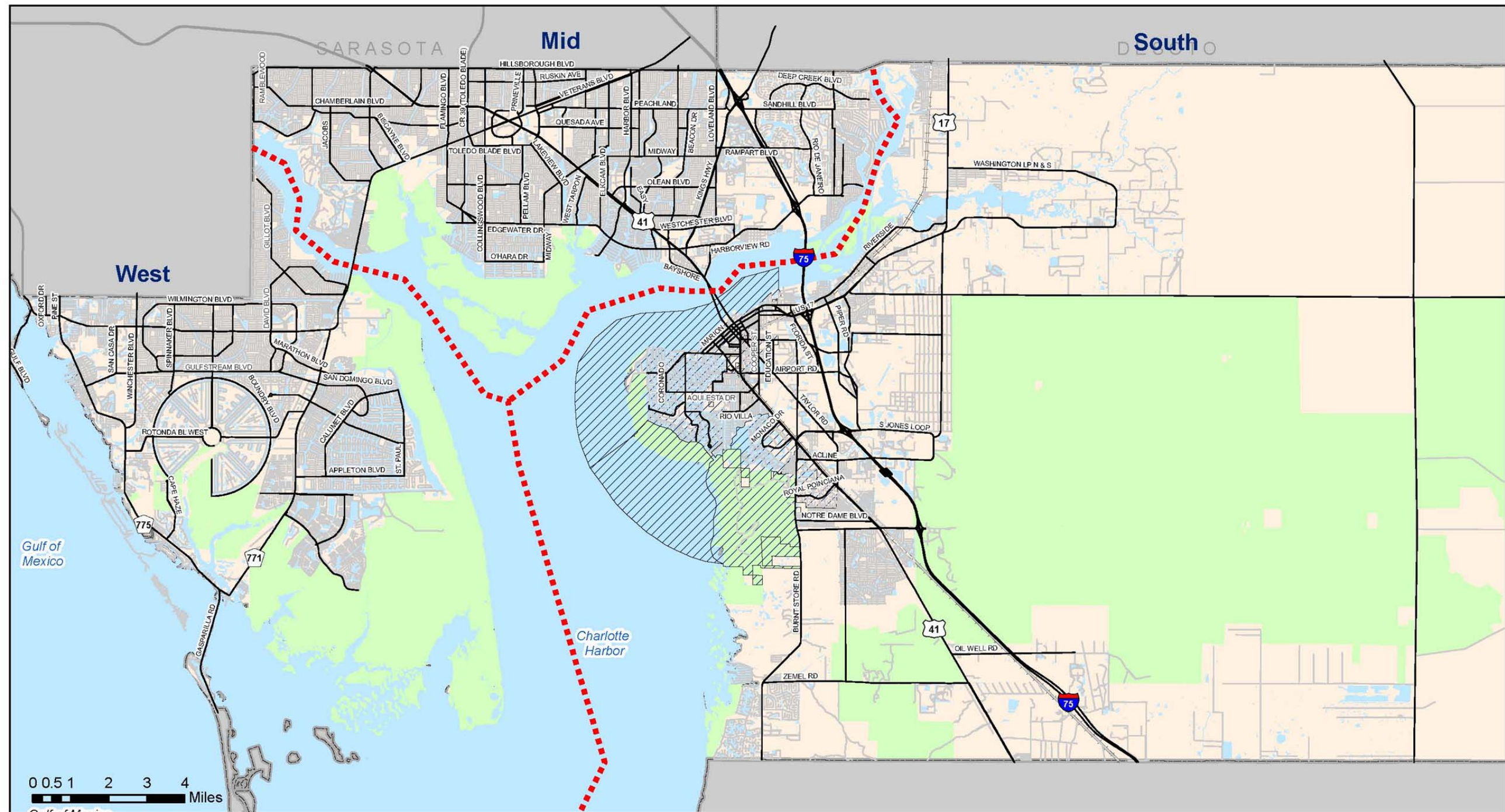
In regard to the geographic boundaries of the districts, no changes are recommended to the existing districts. As shown in Table 8, all three benefit districts are generating significant revenues, which in turn are generating a relatively equal amount of interdistrict revenues. Additionally, the three benefit districts have clear geographic boundaries in the Myakka River and the Peace River. Given the physical separation, of these districts, it is clear that they are set up to, and assist in, the proof of benefit. Finally, discussions with County staff indicated that there have been no issues with the geographic boundaries as they are currently defined.



Table 8
Transportation Impact Fee Revenues by Benefit District

Year	West	Mid	South	Interdistrict	Total	Note
FY 1998	\$840,536	\$333,180	\$402,600	\$457,850	\$2,034,166	-
FY 1999	\$680,130	\$385,560	\$239,590	\$400,530	\$1,705,810	-
FY 2000	\$562,300	\$775,580	\$410,490	\$517,550	\$2,265,920	-
FY 2001	\$792,600	\$838,380	\$613,010	\$673,770	\$2,917,760	-
FY 2002	\$847,360	\$828,520	\$445,470	\$650,680	\$2,772,030	-
FY 2003	\$954,100	\$1,189,940	\$434,110	\$782,690	\$3,360,840	-
FY 2004	\$1,347,050	\$1,277,980	\$514,880	\$957,680	\$4,097,590	-
FY 2005	\$1,164,680	\$1,782,510	\$614,370	\$962,050	\$4,523,610	-
FY 2006	\$1,995,520	\$3,639,730	\$2,064,000	\$2,298,580	\$9,997,830	-
FY 2007	\$2,331,710	\$2,760,500	\$1,589,530	\$1,995,890	\$8,677,630	-
FY 2008	\$1,643,190	\$1,542,640	\$2,065,460	\$1,568,600	\$6,819,890	-
FY 2009	\$425,720	\$509,070	\$241,390	\$351,350	\$1,527,530	-
FY 2010	\$425,720	\$509,070	\$298,000	\$351,350	\$1,584,140	Estimate
FY 2011	\$425,720	\$509,070	\$298,000	\$351,350	\$1,584,140	Budget
% of Total	26.8%	31.3%	19.0%	22.9%	-	-

Source: Charlotte County Community Development Department

Map 1 – Charlotte County Transportation Impact Fee Benefit Districts





Tindale-Oliver & Associates, Inc.
Charlotte County TIF Benefit Districts

Legend

- Benefit Districts
- City of Punta Gorda

Map 1

Transportation Impact Fee Benefit Districts

I:\142009-01.13 - Charlotte Co. TIF Update\Maps

Updated: July 2013

Appendix A
Demand Component Calculations

Demand Component

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

Interstate and Toll Facility Discount Factor

Table A-1 presents the interstate and toll facility discount factor used in the calculation of the transportation impact fee. As previously discussed in the body of the report, interstate and toll facilities are excluded from the impact fee calculation due to the fact that impact fees are not typically spent on interstate/toll roads, and instead, these roads are built with large and lumpy State and Federal investment. This variable is based on data from the SMC regional travel demand model, specifically the 2035 projected vehicle miles of travel, accounting for roadway improvements included in the 2035 Long Range Transportation Plan. It should be noted that discount factor excludes external-to-external trips, which represent traffic that goes through Charlotte County, but does not necessarily stop in the county. This traffic is excluded from the calculations since it does not come from a development within the county. The I/T discount factor is used to reduce the VMT that the impact fee charges for each land use.

Table A-1
Interstate/Toll Facility Discount Factor

Roadway	VMT (2035)	% VMT
I-75/Gasparilla Island Bridge	1,002,236	15.6%
Other Roads	5,420,456	84.4%
Total (All Roads)	6,422,692	100.0%
Total (Interstate/Toll Roads)	1,002,236	15.6%

Source: SMC Regional Travel Demand Model

Florida Studies Trip Characteristics Database

The Florida Studies Trip Characteristics Database includes over 200 studies on 40 different residential and non-residential land uses collected over the last 20 years. Data from these studies include trip generation, trip length, and percent new trips for each land use. This information has been used in the development of impact fees and the creation of land use plan

Charlotte County | Transportation Impact Fee Study

category trip characteristics for communities throughout Florida and the U.S. In addition, local studies conducted in Charlotte County are incorporated in the calculation of trip generation rate.

TOA estimates trip generation rates for all land uses in a transportation impact fee schedule using data from studies in the Florida Studies Database and the Institute of Transportation Engineers' (ITE) *Trip Generation* reference report (9th edition). In instances, when both ITE *Trip Generation* reference report (9th edition) and Florida Studies trip generation rate (TGR) data are available for a particular land use, the data is typically blended together to increase the sample size and provide a more valid estimate of the average number of trips generated per unit of development. If no Florida Studies data is available, only TGR data from the ITE reference report is used in the fee calculation.

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

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

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

Charlotte County | Transportation Impact Fee Study

Mini-Warehouse (ITE LUC 151)

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Orange Co, FL	107.0	-	-	-	1.45	-	-	-	-	Orange County
Orange Co, FL	89.6	-	-	-	1.23	-	-	-	-	Orange County
Orange Co, FL	84.7	-	-	-	1.39	-	-	-	-	Orange County
Orange Co, FL	93.0	-	-	-	1.51	-	-	-	-	Orange County
Orange Co, FL	77.0	-	-	-	2.18	-	-	-	-	Orange County
Total Size	451.3		5		Average Trip Length: n/a					
ITE	784.0		14		Weighted Average Trip Length: n/a					
Blended total	1,235.3				Weighted Percent New Trip Average: -					

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

Single-Family Detached Housing (ITE LUC 210)

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

Note: Georgia studies are not included in summary statistics.

Weighted Average Trip Generation Rate: 7.81

Charlotte County | Transportation Impact Fee Study

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

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

Total Size 4,103
Total Size (TL) 3,631

Average Trip Length: 4.84
Weighted Average Trip Length: 5.10

Total Size 3,467 13
ITE 18,480 88
Blended total 21,947

LUC 220: Multi-Family
Weighted Average Trip Generation Rate: 6.31
ITE Average Trip Generation Rate: 6.65
Blend of FL Studies and ITE Average Trip Generation Rate: 6.60

LUC 230 Studies are highlighted
Total Size 636 4
ITE 10,024 56
Blended total 10,660

LUC 230: Condo/Townhouse
Weighted Average Trip Generation Rate: 4.97
ITE Average Trip Generation Rate: 5.81
Blend of FL Studies and ITE Average Trip Generation Rate: 5.76

Mobile Home Park (ITE LUC 240)

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

Total Size 4,121 9 1,303

Average Trip Length: 4.84
Weighted Average Trip Length: 4.60

Weighted Average Trip Generation Rate: 4.17

Congregate Care Facility (ITE LUC 253)

Location	Size / Units	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Pinellas Park, FL	72	Aug-89	25	19	3.50	9am-5pm	2.20	79.0	7.70	Tindale-Oliver & Associates
Palm Harbor, FL	200	Oct-89	58	40	-	9am-5pm	3.40	69.0	-	Tindale-Oliver & Associates

Total Size 272 2 83
ITE 388 2
Blended total 660 460

Average Trip Length: 2.80
Weighted Average Trip Length: 3.08

Weighted Percent New Trip Average: 71.6
Weighted Average Trip Generation Rate: 3.50
ITE Average Trip Generation Rate: 2.02
Blend of FL Studies and ITE Average Trip Generation Rate: 2.25

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Hotel (ITE LUC 310)

Location	Size (Rooms)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Pinellas Co, FL	174	Aug-89	134	106	12.50	7-11a/3-7p	6.30	79.0	62.21	Tindale-Oliver & Associates
Pinellas Co, FL	114	Oct-89	30	14	7.30	12-7p	6.20	47.0	21.27	Tindale-Oliver & Associates
Orange Co, FL	70	-	-	-	1.85	-	-	-	-	Orange County
Orange Co, FL	211	-	-	-	2.23	-	-	-	-	Orange County
Orange Co, FL	112	-	-	-	2.78	-	-	-	-	Orange County
Orange Co, FL	1,495	-	-	-	3.50	-	-	-	-	Orange County
Orange Co, FL	123	-	-	-	3.70	-	-	-	-	Orange County
Orange Co, FL	130	-	-	-	4.29	-	-	-	-	Orange County
Orange Co, FL	1,499	-	-	-	4.69	-	-	-	-	Orange County
Orange Co, FL	190	-	-	-	4.71	-	-	-	-	Orange County
Orange Co, FL	123	-	-	-	4.81	-	-	-	-	Orange County
Orange Co, FL	105	-	-	-	5.25	-	-	-	-	Orange County
Orange Co, FL	120	-	-	-	5.27	-	-	-	-	Orange County
Orange Co, FL	1,584	-	-	-	5.88	-	-	-	-	Orange County
Orange Co, FL	128	-	-	-	6.10	-	-	-	-	Orange County
Orange Co, FL	174	-	-	-	7.03	-	-	-	-	Orange County
Orange Co, FL	144	-	-	-	7.32	-	-	-	-	Orange County
Orange Co, FL	98	-	-	-	7.32	-	-	-	-	Orange County
Orange Co, FL	106	-	-	-	7.34	-	-	-	-	Orange County
Orange Co, FL	100	-	-	-	7.37	-	-	-	-	Orange County
Orange Co, FL	144	-	-	-	7.66	-	-	-	-	Orange County

Total Size	6,944	21	164	Average Trip Length: 6.25	
ITE	4,760	10		Weighted Average Trip Length: 6.26	
Blended total	11,704			Weighted Percent New Trip Average: 66.3	
				Weighted Average Trip Generation Rate: 5.12	
				ITE Average Trip Generation Rate: 8.17	
				Blend of FL Studies and ITE Average Trip Generation Rate: 6.36	

Motel (ITE LUC 320)

Location	Size (Rooms)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Pinellas Co, FL	48	Oct-89	46	24	-	10a-2p	2.80	65.0	-	Tindale-Oliver & Associates
Pinellas Co, FL	54	Oct-89	32	22	-	12p-7p	3.80	69.0	-	Tindale-Oliver & Associates
Pinellas Co, FL	120	Oct-89	26	22	-	2p-7p	5.20	84.6	-	Tindale-Oliver & Associates

Total Size	222	3	104	Average Trip Length: 3.93	
ITE	2,160	10		Weighted Average Trip Length: 4.34	
				Weighted Percent New Trip Average: 76.6	
				ITE Average Trip Generation Rate: 5.63	

Movie Theater with Matinee (ITE LUC 444)

Location	Size (Screens)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Pinellas Co, FL	8	Oct-89	151	116	113.10	2p-8p	2.70	77.0	235.13	Tindale-Oliver & Associates
Pinellas Co, FL	12	Sep-89	122	116	63.40	2p-8p	1.90	95.0	114.44	Tindale-Oliver & Associates

Total Size	20	273	Average Trip Length: 2.30	
ITE	10 estimated		Weighted Average Trip Length: 2.22	
	30		Weighted Percent New Trip Average: 87.8	
			Weighted Average Trip Generation Rate: 83.28	
			ITE Average Trip Generation Rate (6th): 153.33	
			Blend of FL Studies and ITE Average Trip Generation Rate: 106.63	

Health Club (ITE LUC 492)

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Tampa, FL	-	Mar-86	33	31	-	-	7.90	94.0	-	Kimley-Horn & Associates

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

Day Care Center (ITE LUC 565)

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Pinellas Co, FL	5.6	Aug-89	94	66	66.99	7a-6p	1.90	70.0	89.10	Tindale-Oliver & Associates
Pinellas Co, FL	10.0	Sep-89	179	134	66.99	7a-6p	2.10	75.0	105.51	Tindale-Oliver & Associates
Tampa, FL	-	Mar-86	28	25	-	-	2.60	89.0	-	Kimley-Horn & Associates

Total Size	15.6	2	301	Average Trip Length: 2.20	
ITE	35.0	7		Weighted Average Trip Length: 2.03	
Blended total	50.6			Weighted Percent New Trip Average: 73.2	
				Weighted Average Trip Generation Rate: 66.99	
				ITE Average Trip Generation Rate: 74.06	
				Blend of FL Studies and ITE Average Trip Generation Rate: 71.88	

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Nursing Home (ITE LUC 620)

Location	Size (Beds)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Lakeland, FL	120	Mar-90	74	66	2.86	11a-4p	2.59	89.0	6.59	Tindale-Oliver & Associates
Total Size	120		1	74	Average Trip Length: 2.59					
ITE	714		6		Weighted Average Trip Length: 2.59					
Blended total	834				Weighted Percent New Trip Average: 89.0					
					Average Trip Generation Rate: 2.86					
					ITE Average Trip Generation Rate: 2.74					
					Blend of FL Studies and ITE Average Trip Generation Rate: 2.76					

General Office Building (ITE LUC 710)

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Sarasota Co, FL	14.3	Jun-93	14	14	46.85	-	11.30	-	529.41	Sarasota County
Gwinnett Co, GA	98.0	Dec-92	-	-	4.30	-	5.40	-	-	Street Smarts
Gwinnett Co, GA	180.0	Dec-92	-	-	3.60	-	5.90	-	-	Street Smarts
Pinellas Co, FL	187.0	Oct-89	431	388	18.49	7a-5p	6.30	90.0	104.84	Tindale-Oliver & Associates
St. Petersburg, FL	262.8	Sep-89	291	274	-	7a-5p	3.40	94.0	-	Tindale-Oliver & Associates
Total Size	742.1		5	736	Average Trip Length: 6.46					
ITE	15,522.0		78		Weighted Average Trip Length: 5.15					
					Weighted Percent New Trip Average: 92.3					

Medical-Dental Office Building (ITE LUC 720): 10,000 sf or Less

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

Medical-Dental Office Building (ITE LUC 720)

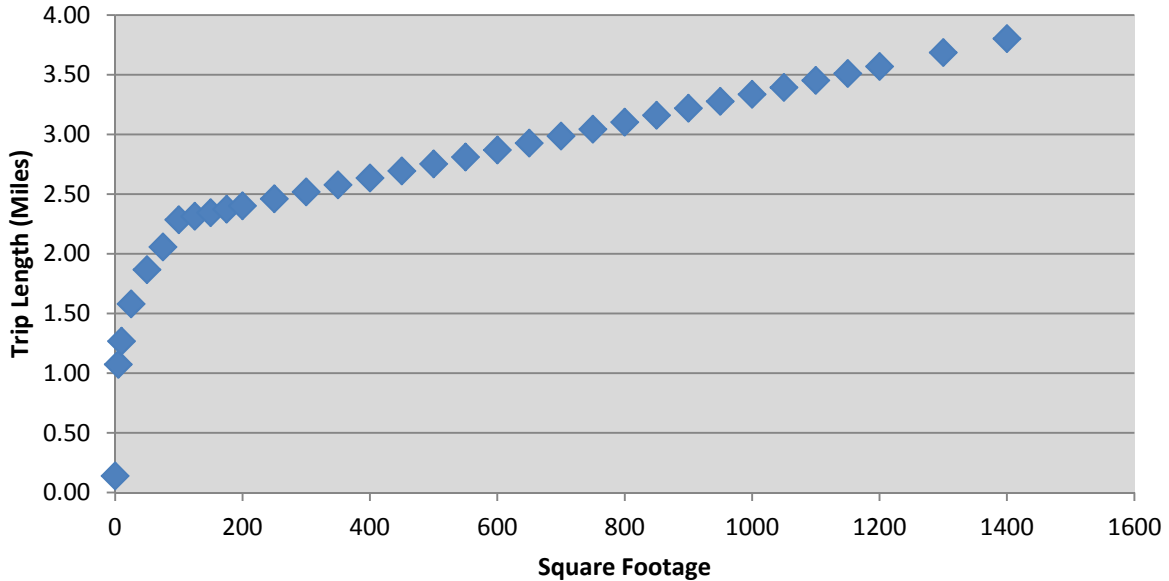
Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Charlotte Co, FL	11.0	Oct-97	-	186	49.50	9a-5p	4.60	92.1	209.67	Tindale-Oliver & Associates
Charlotte Co, FL	28.0	Oct-97	-	186	31.00	9a-5p	3.60	81.6	91.04	Tindale-Oliver & Associates
Charlotte Co, FL	30.4	Oct-97	-	324	39.80	9a-5p	3.30	83.5	109.68	Tindale-Oliver & Associates
Total Size	69.4		11	0	Average Trip Length: 3.83					
ITE	450.0		10		Weighted Average Trip Length: 3.63					
Blended total	519.4				Weighted Percent New Trip Average: 84.1					
					Average Trip Generation Rate: 37.79					
					ITE Average Trip Generation Rate: 36.13					
					Blend of FL Studies and ITE Average Trip Generation Rate: 36.35					

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Shopping Center (ITE LUC 820)

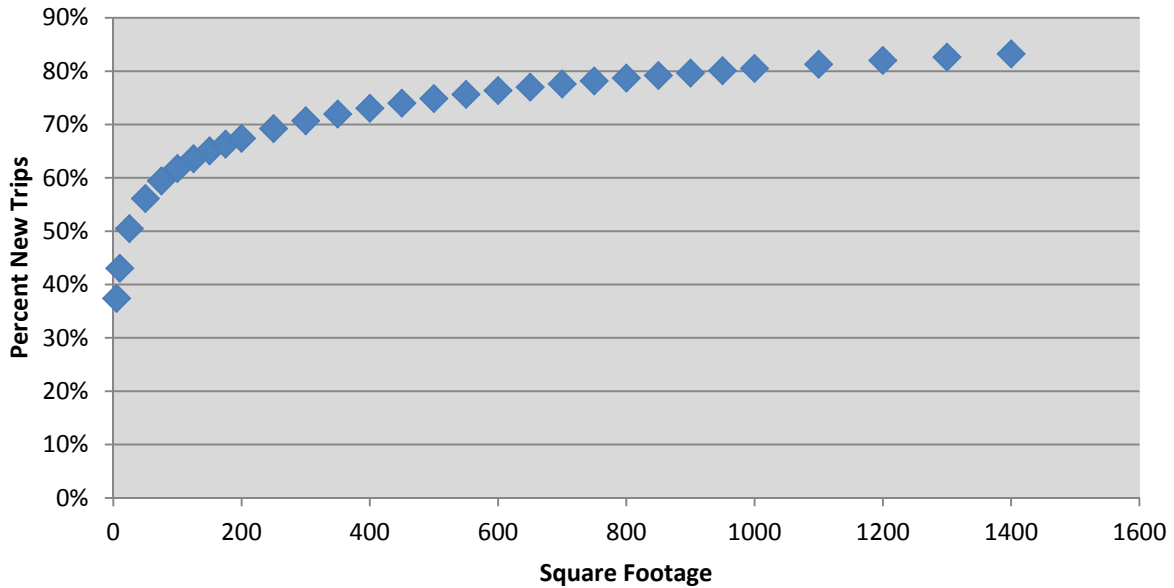
Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Tampa, FL	-	Mar-86	527	348	-	-	-	66.0	-	Kimley-Horn & Associates
Tampa, FL	-	Mar-86	170	-	-	-	1.70	-	-	Kimley-Horn & Associates
Tampa, FL	-	Mar-86	354	269	-	-	-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

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



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

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



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

New Car Sales (ITE LUC 841)

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
St.Petersburg, FL	43.0	Oct-89	152	120	-	9a-5p	4.70	79.0	-	Tindale-Oliver & Associates
Clearwater, FL	43.0	Oct-89	136	106	29.40	9a-5p	4.50	78.0	103.19	Tindale-Oliver & Associates
Orange Co, FL	116.7	-	-	-	22.18	-	-	-	-	Orange County
Orange Co, FL	99.8	-	-	-	13.45	-	-	-	-	Orange County
Orange Co, FL	39.1	-	-	-	10.48	-	-	-	-	Orange County
Orange Co, FL	66.3	-	-	-	28.50	-	-	-	-	Orange County
Orange Co, FL	46.7	-	-	-	40.34	-	-	-	-	Orange County
Orange Co, FL	34.4	-	-	-	23.45	-	-	-	-	Orange County
Orange Co, FL	13.8	-	-	-	35.75	-	-	-	-	Orange County
Total Size	502.7		9	288	Average Trip Length: 4.60					
ITE	570.0		15		Weighted Average Trip Length: 4.60					
Blended total	1,072.7				Weighted Percent New Trip Average: 78.5					
					Weighted Average Trip Generation Rate: 23.22					
					ITE Average Trip Generation Rate: 32.30					
					Blend of FL Studies and ITE Average Trip Generation Rate: 27.12					

Supermarket (ITE LUC 850)

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Palm Harbor, FL	62.0	Aug-89	163	62	106.26	9a-4p	2.08	56.0	123.77	Tindale-Oliver & Associates
Total Size	62.0		1	163	Average Trip Length: 2.08					
ITE	156.0		4		Weighted Average Trip Length: 2.08					
Blended total	218.0				Weighted Percent New Trip Average: 56.0					
					Weighted Average Trip Generation Rate: 106.26					
					ITE Average Trip Generation Rate: 102.24					
					Blend of FL Studies and ITE Average Trip Generation Rate: 103.38					

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Convenience Market - 24hrs. (ITE LUC 851)

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Tampa, FL	-	Mar-86	80	-	-	-	1.10	-	-	Kimley-Horn & Associates
Largo, FL	2.5	8/15,25/89	171	116	634.80	-	1.20	68.0	518.00	Tindale-Oliver & Associates
Clearwater, FL	2.5	Aug-89	237	64	690.80	-	1.60	27.0	298.43	Tindale-Oliver & Associates
Clearwater, FL	2.1	Nov-89	143	50	635.24	24hr.	1.60	35.0	355.73	Tindale-Oliver & Associates
Marion Co, FL	2.5	Jun-91	94	43	787.20	48hrs.	1.52	46.2	552.80	Tindale-Oliver & Associates
Marion Co, FL	2.5	Jun-91	74	20	714.00	48hrs.	0.75	27.0	144.59	Tindale-Oliver & Associates
Collier Co, FL	-	Aug-91	146	36	-	-	2.53	24.7	-	Tindale-Oliver & Associates
Collier Co, FL	-	Aug-91	148	38	-	-	1.08	25.7	-	Tindale-Oliver & Associates
Gwinnett Co, GA	2.9	12/13-18/92	-	-	-	-	2.30	48.0	-	Street Smarts
Gwinnett Co, GA	3.2	12/13-18/92	-	-	-	-	-	37.0	-	Street Smarts
Total Size	18.2		7	1,093			Average Trip Length:			
ITE	16.0		8				Weighted Average Trip Length:			
Blended total	34.2						Weighted Percent New Trip Average:	41.3		
	28.1						Average Trip Generation Rate:		694.30	
							ITE Average Trip Generation Rate:		737.99	
							Blend of FL Studies and ITE Average Trip Generation Rate:		719.18	

Service Station w/Convenience Market (ITE LUC 853)

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Tampa, FL	-	Mar-86	72	-	-	-	2.00	-	-	Kimley-Horn & Associates
Marion Co, FL	1.1	Jun-91	77	20	544.80	24hr.	0.89	26.0	126.07	Tindale-Oliver & Associates
Marion Co, FL	2.1	Jun-91	66	24	997.60	24hr.	1.67	36.4	606.42	Tindale-Oliver & Associates
Marion Co, FL	4.4	Jun-91	85	25	486.70	48hrs.	1.06	29.4	151.68	Tindale-Oliver & Associates
Collier Co, FL	-	Aug-91	96	38	-	-	1.19	39.6	-	Tindale-Oliver & Associates
Collier Co, FL	-	Aug-91	78	16	-	-	1.06	20.5	-	Tindale-Oliver & Associates
Tampa, FL	2.3	10/13-15/92	239	74	-	24hr.	1.06	31.1	-	Tindale-Oliver & Associates
Ellenton, FL	3.3	10/20-22/92	124	44	-	24hr.	0.96	35.3	-	Tindale-Oliver & Associates
Tampa, FL	3.8	11/10-12/92	142	23	-	24hr.	3.13	16.4	-	Tindale-Oliver & Associates
Marion Co, FL	2.5	Apr-02	87	-	719.79	24hr.	1.62	32.8	322.19	Kimley-Horn & Associates
Marion Co, FL	2.5	Apr-02	23	-	610.46	24hr.	1.77	11.7	126.61	Kimley-Horn & Associates
Marion Co, FL	3.0	Apr-02	59	-	606.02	24hr.	0.83	32.6	195.00	Kimley-Horn & Associates
Total Size	25.1		9	1,148			Average Trip Length:			
ITE	30.0		10				Weighted Average Trip Length:			
Blended Total	55.1						Weighted Percent New Trip Average:	27.7		
	45.6						Average Trip Generation Rate:		639.68	
							ITE Average Trip Generation Rate:		845.60	
							Blend of FL Studies and ITE Average Trip Generation Rate:		775.14	

Pharmacy/Drugstore w/Drive-Thru (ITE LUC 880 & 881)

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Pasco Co, FL	11.1	Apr-02	138	38	88.97	-	2.05	27.5	50.23	Tindale-Oliver & Associates
Pasco Co, FL	12.0	Apr-02	212	90	122.16	-	2.04	42.5	105.79	Tindale-Oliver & Associates
Pasco Co, FL	15.1	Apr-02	1192	54	97.96	-	2.13	28.1	58.69	Tindale-Oliver & Associates
Total Size	38.2		3	1,542			Average Trip Length:			
ITE	196.0		16				Weighted Average Trip Length:			
Blended total	234.2						Weighted Percent New Trip Average:	32.5		
							Average Trip Generation Rate:		103.03	
							ITE Average Trip Generation Rate (LUC 880 / 881):		90.06 / 96.91	
							Blend of FL Studies and ITE Average Trip Generation Rate:		95.96	

Furniture Store (ITE LUC 890)

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Largo, FL	15.0	7/28-30/92	64	34	-	-	4.63	52.5	-	Tindale-Oliver & Associates
Tampa, FL	16.9	Jul-92	68	39	-	-	7.38	55.7	-	Tindale-Oliver & Associates
Total Size	31.9		2	132			Average Trip Length:			
ITE	897.0		13				Weighted Average Trip Length:			
							Weighted Percent New Trip Average:	54.2		
							Average Trip Generation Rate:		-	
							ITE Average Trip Generation Rate:		5.06	

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Drive-In Bank (ITE LUC 912)

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

Total Size	25.2	9	1,407	Average Trip Length: 2.38	
ITE	21.0	7		Weighted Average Trip Length: 2.46	
Blended total	46.2			Weighted Percent New Trip Average: 46.2	
	23.7			Weighted Average Trip Generation Rate: 246.66	
				ITE Average Trip Generation Rate: 148.15	
				Blend of FL Studies and ITE Average Trip Generation Rate: 159.34	

Quality Restaurant (ITE LUC 931)

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

Total Size	15.5	2	313	Average Trip Length: 2.80	
ITE	135.0	15		Weighted Average Trip Length: 3.14	
Blended total	150.5			Weighted Percent New Trip Average: 76.7	
	143.0			Weighted Average Trip Generation Rate: 110.63	
				ITE Average Trip Generation Rate: 89.95	
				Blend of FL Studies and ITE Average Trip Generation Rate: 91.10	

High-Turnover Restaurant (ITE LUC 932)

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Hernando Co, FL	6.2	May-96	242	175	187.51	9a-6p	2.76	72.5	375.00	Tindale-Oliver & Associates
Hernando Co, FL	8.2	May-96	154	93	102.71	9a-6p	4.15	60.2	256.43	Tindale-Oliver & Associates
St. Petersburg, FL	5.0	Oct-89	74	68	132.60	1130-7p	2.00	92.0	243.98	Tindale-Oliver & Associates
Kenneth City, FL	5.2	Oct-89	236	176	127.88	4p-730p	2.30	75.0	220.59	Tindale-Oliver & Associates
Pasco Co, FL	5.2	Apr-02	114	88	82.47	9a-6p	3.72	77.2	236.81	Tindale-Oliver & Associates
Pasco Co, FL	5.8	Apr-02	182	102	116.97	9a-6p	3.49	56.0	228.77	Tindale-Oliver & Associates
Orange Co, FL	8.9	-	-	-	52.69	-	-	-	-	Orange County
Orange Co, FL	11.3	-	-	-	62.12	-	-	-	-	Orange County
Orange Co, FL	6.7	-	-	-	82.58	-	-	-	-	Orange County
Orange Co, FL	11.4	-	-	-	91.67	-	-	-	-	Orange County
Orange Co, FL	11.3	-	-	-	95.33	-	-	-	-	Orange County
Orange Co, FL	7.2	-	-	-	98.06	-	-	-	-	Orange County
Orange Co, FL	5.5	-	-	-	100.18	-	-	-	-	Orange County
Orange Co, FL	9.7	-	-	-	105.84	-	-	-	-	Orange County
Orange Co, FL	4.6	-	-	-	129.23	-	-	-	-	Orange County
Orange Co, FL	7.0	-	-	-	126.40	-	-	-	-	Orange County
Orange Co, FL	9.7	-	-	-	132.32	-	-	-	-	Orange County
Orange Co, FL	5.0	-	-	-	135.68	-	-	-	-	Orange County
Orange Co, FL	5.6	-	-	-	145.59	-	-	-	-	Orange County
Orange Co, FL	7.4	-	-	-	147.44	-	-	-	-	Orange County
Orange Co, FL	5.9	-	-	-	147.74	-	-	-	-	Orange County

Total Size	152.8	21	1,102	Average Trip Length: 3.07	
ITE	98.0	14		Weighted Average Trip Length: 3.17	
Blended total	250.8			Weighted Percent New Trip Average: 70.8	
				Weighted Average Trip Generation Rate: 109.84	
				ITE Average Trip Generation Rate: 127.15	
				Blend of FL Studies and ITE Average Trip Generation Rate: 116.60	

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

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Tampa, FL	-	Mar-86	61	-	-	-	2.70	-	-	Kimley-Horn & Associates
Tampa, FL	-	Mar-86	306	-	-	-	-	65.0	-	Kimley-Horn & Associates
Pinellas Co, FL	2.20	Aug-89	81	48	502.80	11a-2p	1.70	59.0	504.31	Tindale-Oliver & Associates
Pinellas Co, FL	4.30	Oct-89	456	260	660.40	1 day	2.30	57.0	865.78	Tindale-Oliver & Associates
Tarpon Springs, FL	-	Oct-89	233	114	-	7a-7p	3.60	49.0	-	Tindale-Oliver & Associates
Marion Co, FL	1.60	Jun-91	60	32	962.50	48hrs.	0.91	53.3	466.84	Tindale-Oliver & Associates
Marion Co, FL	4.00	Jun-91	75	46	625.00	48hrs.	1.54	61.3	590.01	Tindale-Oliver & Associates
Collier Co, FL	-	Aug-91	66	44	-	-	1.91	66.7	-	Tindale-Oliver & Associates
Collier Co, FL	-	Aug-91	118	40	-	-	1.17	33.9	-	Tindale-Oliver & Associates
Hernando Co, FL	5.43	May-96	136	82	311.83	9a-6p	1.68	60.2	315.27	Tindale-Oliver & Associates
Hernando Co, FL	3.13	May-96	168	82	547.34	9a-6p	1.59	48.8	425.04	Tindale-Oliver & Associates
Lake Co, FL	2.20	Apr-01	376	252	934.30	-	2.50	74.6	1742.47	Tindale-Oliver & Associates
Lake Co, FL	3.20	Apr-01	171	182	654.90	-	4.10	47.8	-	Tindale-Oliver & Associates
Lake Co, FL	3.80	Apr-01	188	137	353.70	-	3.30	70.8	826.38	Tindale-Oliver & Associates
Pasco Co, FL	2.66	Apr-02	100	46	283.12	9a-6p	5.10	46.0	-	Tindale-Oliver & Associates
Pasco Co, FL	2.96	Apr-02	486	164	515.32	9a-6p	2.72	33.7	472.92	Tindale-Oliver & Associates
Pasco Co, FL	4.42	Apr-02	168	120	759.24	9a-6p	1.89	71.4	1024.99	Tindale-Oliver & Associates
Orange Co, FL	8.93	-	-	-	377.00	-	-	-	-	Orange County
Total Size	48.8	13	4,463	Average Trip Length: 2.42						
ITE	63.0	21		Weighted Average Trip Length: 2.05						
Blended total	111.8			Weighted Percent New Trip Average: 57.9						
	34.0			ITE Average Trip Generation Rate: 530.19						
				ITE Average Trip Generation Rate: 496.12						
				Blend of FL Studies and ITE Average Trip Generation Rate: 511.00						

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

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Largo, FL	0.6	Nov-89	70	14	-	8am-5pm	1.90	23.0	-	Tindale-Oliver & Associates
Collier County, FL	-	Aug-91	168	40	-	-	1.01	23.8	-	Tindale-Oliver & Associates
Total Size	0.6	1	238	Average Trip Length: 1.46						
ITE LUC 944 (vfp)	48.0	6		Weighted Average Trip Length: 1.90						
ITE LUC 946 (vfp)	120.0	10		Weighted Percent New Trip Average: 23.0						
				ITE Average Trip Generation Rate - per fuel position (LUC 944): 168.56						
				ITE Average Trip Generation Rate - per fuel position (LUC 946): 152.84						
				Blended ITE Average Trip Generation Rate - per fuel position: 157.33						

Self-Service Car Wash (ITE LUC 947)

Location	Size (Bays)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Largo, FL	10	Nov-89	111	84	-	8am-5pm	2.00	76.0	-	Tindale-Oliver & Associates
Clearwater, FL	-	Nov-89	177	108	-	10am-5pm	1.30	61.0	-	Tindale-Oliver & Associates
Collier, FL	11	Dec-09	304	-	30.24	-	2.50	57.0	-	Tindale-Oliver & Associates
Collier, FL	8	Jan-09	186	-	22.75	-	1.96	72.0	-	Tindale-Oliver & Associates
Total Size	29	3	778	Average Trip Length: 1.94						
Total Size (TGR)	19	2		Weighted Average Trip Length: 2.18						
ITE	5	1		Weighted Percent New Trip Average: 67.7						
Blended total	24			ITE Average Trip Generation Rate: 27.09						
				ITE Average Trip Generation Rate: 108.00						
				Blend of FL Studies and ITE Average Trip Generation Rate: 43.94						

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

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Volusia Co, FL	-	-	-	-	918.00	-	2.40	33.0	727.06	Tindale-Oliver & Associates
Collier Co, FL	2.4	Nov-99	-	128	1399.58	8a-6p	4.10	13.3	763.19	Tindale-Oliver & Associates
Indian River Co, FL	2.5	Mar-98	132	52	748.30	8a-6p	3.70	19.7	545.44	Tindale-Oliver & Associates
Indian River Co, FL	3.0	Mar-98	107	84	563.10	8a-6p	2.00	39.3	442.60	Tindale-Oliver & Associates
Indian River Co, FL	3.1	Mar-98	132	110	1396.00	8a-6p	1.80	41.7	1,047.84	Tindale-Oliver & Associates
Collier Co, FL	3.3	Nov-99	-	144	862.56	8a-6p	2.20	39.6	751.46	Tindale-Oliver & Associates
Total Size	14.3	5	371	Average Trip Length: 2.70						
				Weighted Average Trip Length: 2.65						
				Weighted Percent New Trip Average: 32.1						
				ITE Average Trip Generation Rate: 984.59						

Appendix B
Cost Component Calculations

Cost Component

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

- Design
- Right-of-Way
- Construction
- Construction Engineering/Inspection
- Roadway Capacity

Design

County Roadways

The design cost factor for county roads was estimated as a percentage of the construction cost per lane mile. This factor was determined through a review of the design-to-construction cost ratios for future roadway improvements in Charlotte County and from previously completed impact fee studies throughout Florida. For local county roadways, the design factors ranged from 7% to 14%, with a weighted average of 10%. The statewide review also produced a similar range of factors (6% to 14%) and the same average ratio (10%). For purposes of this update study, the design cost for county roads was calculated at 10% of the construction cost per lane mile (see Table B-1 for additional information).

State Roadways

For state roads, the FDOT Long Range Estimates calculates design at 15 percent of construction costs. Based on the LRE, discussions with staff, and a review of recent transportation impact fee studies completed throughout Florida, a design factor of 10 percent of construction costs was used to calculate the design cost for state roads.

Table B-1
Design Cost Factor – County Roads

County	District	Description	From	To	Status	Feature	Design Cost	Construction Cost	Design / Construction
Charlotte	1	Burnt Store Rd, Ph. II	Notre Dame	Zemel Rd	Estimate	Lane Addition	\$3,500,000	\$26,500,000	13.2%
Charlotte	1	Burnt Store Rd, Ph. III	Zemel Rd	Lee Co. Line	Estimate	Lane Addition	\$1,312,647	\$18,217,729	7.2%
Charlotte	1	Edgewater Corridor, Ph. II	Harbor	Midway Blvd	Estimate	Lane Addition	\$2,205,647	\$15,000,000	14.7%
Charlotte	1	Midway Blvd	Birchcrest	Kings Hwy	Estimate	Lane Addition	\$1,458,044	\$15,000,000	9.7%
Charlotte	1	CR 771 (Gasparilla Rd)	SR 776	Rotunda Blvd E	Estimate	Lane Addition	\$1,799,232	\$26,410,419	6.8%
Charlotte	1	CR 775 (Placida Rd), Ph. I	Rotunda Blvd W	Cape Haze Dr	Estimate	Lane Addition	\$2,683,696	\$26,000,000	10.3%
Total							\$12,959,266	\$127,128,148	10.0%

Source: Charlotte County Community Development Department

Right-of-Way

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

County Roadways

To determine a ROW acquisition cost per lane mile for county roads, TOA conducted a review of recently completed ROW acquisitions and current ROW estimates along capacity expansion projects in Charlotte County and also reviewed ROW estimates from recent transportation impact fee studies from other counties in Florida. For impact fee calculation purposes, the ROW cost for county roads was estimated as a percentage of the construction cost per lane mile. This factor was determined through a review of the ROW-to-construction cost ratios for county road unit costs in recently completed/ongoing capacity expansion improvements and completed impact fee studies throughout Florida. For local projects, the ROW factors ranged from 8% to 63%, with a weighted average of 47%. This figure is comparable to the average of 40% used in recent transportation impact fee reports throughout Florida. For purposes of this update study, the ROW cost for county roads was calculated at 47% of the construction cost per lane mile (see Table B-2 for additional information).

State Roadways

Based on discussions with staff, the ROW cost per lane mile determined for county roads reflects the same costs expected for state roads.

**Table B-2
Right-of-Way Cost Factor – County Roads**

County	District	Description	From	To	Bid Year	Status	Feature	Section Design	Right-of-Way	Construction Cost	Right-of-Way / Construction
Charlotte	1	Toledo Blade Corridor	North Port	US 41	2008	Completed	2 to 4	Suburban	\$267,110	\$3,174,852	8.4%
Charlotte	1	Piper Rd	Henry St	Jones Loop Ph. I	2010	Ongoing	2 to 4	Suburban	\$3,010,992	\$8,627,803	34.9%
Charlotte	1	Piper Rd South	Henry St	Jones Loop Ph. II							
Charlotte	1	Burnt Store Ph. I	US 41	Notre Dame	2011	Ongoing	2 to 4	Suburban	\$8,529,014	\$13,512,394	63.1%
Total									\$11,807,116	\$25,315,049	47.0%

Source: Charlotte County Community Development Department

Construction

County Roadways

A review of construction cost data for recent local county roadway capacity expansion projects identified three improvements. These three improvements (along Toledo Blade, Piper Road and Burnt Store Road) had a weighted average construction cost of approximately \$2.22 million per lane mile. In addition to looking at local data, a review of recently bid projects located throughout the state of Florida was conducted. From this review, a total of 46 projects from 12 different counties were identified with an estimated weighted average cost of \$2.17 million per lane mile. When combined with the three local improvements, the weighted average cost per lane mile is approximately \$2.18 million per lane mile (see Table B-3). Based on this data, a construction cost of \$2.20 million per lane mile for county roadways was used to calculate the transportation impact fee for Charlotte County.

State Roadways

As shown in Table B-4, a statewide review of construction cost data for recent state roadway capacity expansion projects identified 51 improvements dating back to 2008. Of these 51 improvements, 16 projects were located in District 1. To increase the sample size, the District 1 improvements were combined with an additional 35 projects from throughout the state to determine the roadway cost per lane mile for state roads. Based on this analysis, a weighted average cost of approximately \$2.4 million per lane mile was used in the transportation impact fee calculation.

**Table B-3
Construction Cost – County Roads**

County	District	Description	From	To	Year	Status	Feature	Design	Length	Lanes Added	Lane Miles Added	Construction Cost	Construction Cost per Lane Mile
Collier	1	Santa Barbara Blvd Ext.	Rattlesnake Hammock Rd	Davis Blvd	2008	Bid	0 to 6	Urban	2.00	6	12.00	\$12,035,894	\$1,002,991
Polk	1	Silver Connector Rd	E.F. Griffin Rd	US 98	2008	Bid	0 to 2	Urban	0.33	2	0.66	\$1,560,483	\$2,364,368
Polk	1	County Line Rd	Ewell Ave	Pipkin Rd	2008	Bid	2 to 4	Urban	1.20	2	2.40	\$3,993,892	\$1,664,122
Volusia	5	Debary Ave	Deltona Blvd	Providence Blvd	2008	Bid	2 to 4	Urban	1.84	2	3.68	\$7,405,914	\$2,012,477
Volusia	5	S. Williamson Blvd (Ph. II)	S. of Sabal Creek Blvd	N. of Moody Bridge	2008	Bid	2 to 4	Urban	1.91	2	3.82	\$11,109,225	\$2,908,174
Lake	5	CR 466 (Segment A)	US 301	CR 319	2008	Bid	2 to 4	Urban	1.00	2	2.00	\$4,062,660	\$2,031,330
Hillsborough	7	40th St	River Pines Apts	Humphrey St	2008	Bid	2 to 4	Urban	0.95	2	1.90	\$5,154,862	\$2,713,085
Hillsborough	7	Race Track Rd (Ph. I)	Douglas Rd	Linebaugh Ave	2008	Bid	2 to 6	Urban	1.01	4	4.04	\$10,099,911	\$2,499,978
Osceola	5	John Young Pkwy	Carroll	Orange Co. Line	2008	Bid	4 to 6	Urban	0.85	2	1.70	\$3,230,000	\$1,900,000
Orange	5	CR 535 (Segments C and E)	Ficquette Rd	Butler Ridge Dr	2008	Bid	2 to 4	Urban	1.10	2	2.20	\$3,693,616	\$1,678,916
Orange	5	Clarcona-Ocoee Rd	Ocoee Apopka Rd	SR 417	2008	Bid	2 to 4	Urban	0.40	2	0.80	\$2,803,484	\$3,504,355
Orange	5	Destination Pkwy	International Dr	Tradeshow Blvd	2008	Bid	2 to 4	Urban	0.71	2	1.42	\$3,017,443	\$2,124,960
Lee	1	Gladiolus Dr (Ph. I)	A&W Bulb Rd	Winkler Rd	2008	Bid	2 to 4/6	Urban	1.94	2/4	5.44	\$13,971,509	\$2,568,292
Lee	1	Gladiolus Dr (Ph. II)	Pine Ridge Rd	A&W Bulb Rd	2008	Bid	2 to 4	Urban	1.02	2	2.04	\$6,748,642	\$3,308,158
Charlotte	1	Toledo Blade Corridor	North Port	US 41	2008	Bid	2 to 4	Suburban	1.20	2	2.40	\$3,174,852	\$1,322,855
Orange	5	Clarcona-Ocoee Rd	Hiawassee Rd	Clark	2009	Bid	2 to 4	Urban	2.50	2	5.00	\$10,182,738	\$2,036,548
Orange	5	Woodbury Rd	S. of SR 50	Challenger Pkwy	2009	Bid	2 to 4	Urban	0.65	2	1.30	\$4,088,942	\$3,145,340
Orange	5	Sand Lake Rd	President's Dr	FL Mall	2009	Bid	2 to 4	Urban	1.00	2	2.00	\$6,020,755	\$3,010,378
Orange	5	Taft-Vineland Road Extension	Central Florida Pkwy	John Young Pkwy	2009	Bid	2 to 4	Urban	0.70	2	1.40	\$4,462,535	\$3,187,525
Osceola	5	Narcoossee Rd	US 192	Orange Co. Line	2009	Bid	2 to 4	Urban	7.40	2	14.80	\$47,360,000	\$3,200,000
Osceola	5	Osceola Pkwy (Ph. I)	FL Turnpike	Buena Ventura Blvd	2009	Bid	4 to 6	Urban	1.57	2	3.14	\$5,966,000	\$1,900,000
Osceola	5	Poinciana Blvd (Ph. II)	Crescent Lakes	US 17/92	2009	Bid	2 to 4	Urban	2.50	2	5.00	\$16,000,000	\$3,200,000
Osceola	5	Old Lake Wilson Rd (Ph. I)	Livingston Rd	Sinclair Rd	2009	Bid	2 to 4	Urban	2.30	2	4.60	\$14,720,000	\$3,200,000
Hillsborough	7	Bruce B. Downs	Palm Springs Blvd	Pebble Beach Blvd	2009	Bid	4 to 8	Urban	7.20	4	28.80	\$40,575,305	\$1,408,865
Hillsborough	7	Race Track Rd (Ph. IV)	Douglas Rd	Hillsborough Ave	2009	Bid	2 to 6	Urban	0.56	4	2.24	\$4,397,412	\$1,963,130
Sarasota	1	Fruitville Rd (Ph. I)	Tatum Rd	Debrecen Rd	2009	Bid	2 to 4	Urban	0.72	2	1.44	\$4,355,796	\$3,024,858
Sarasota	1	Fruitville Rd (Ph. II)	Coburn Rd	Tatum Rd	2009	Bid	2 to 4	Urban	1.26	2	2.52	\$8,557,904	\$3,395,994
Lee	1	Colonial Blvd (CR 884)	I-75	SR 82	2009	Bid	4 to 6	Urban	2.70	2	5.40	\$14,576,393	\$2,699,332
Collier	1	Oil Well Rd (Segment 2)	Immokalee Rd	Everglades Blvd	2009	Bid	2 to 4/6	Urban	5.05	2/4	10.92	\$16,759,586	\$1,534,761
Collier	1	Oil Well Rd (Segment 4)	Oil Well Grade Rd	W. of Camp Keais Rd	2009	Bid	2 to 6	Urban	4.72	4	18.88	\$17,919,244	\$949,113
Orange	5	Alafaya Tr	Avalon Park Blvd	Mark Twain Blvd	2010	Bid	2 to 4	Urban	3.83	2	7.66	\$18,918,599	\$2,469,791
Hillsborough	7	Boyette Rd (Ph. III)	McMullen Rd	Bell Shoals Rd	2010	Bid	2 to 4	Urban	2.60	2	5.20	\$23,184,354	\$4,458,530
Broward	4	Bailey Rd	NW 64th Ave / SW 81st Ave	SR 7 (US 441)	2010	Bid	2 to 4	Urban	2.00	2	4.00	\$6,330,297	\$1,582,574
Lee	1	Six Mile Cypress Pkwy	Daniels Pkwy	S. of Winkler Rd Ext.	2010	Bid	2 to 4	Urban	3.09	2	6.18	\$6,711,242	\$1,085,961
Charlotte	1	Piper Rd	Henry St	Jones Loop Rd	2010	Bid	2 to 4	Suburban	2.10	2	4.20	\$8,627,803	\$2,054,239
Sarasota	1	North Cattlemen Rd	Richardson Rd	Desoto Rd	2011	Bid	2 to 4	Urban	2.55	2	5.10	\$12,153,584	\$2,383,056
Lee	1	Daniels Pkwy	Chamberlin Pkwy	Gateway Blvd	2011	Bid	4 to 6	Urban	2.05	2	4.10	\$2,906,553	\$708,915
Orange	5	Rouse Rd	SR 50	Corporate Blvd	2011	Bid	2 to 4	Urban	2.60	2	5.20	\$29,380,249	\$5,650,048
Orange	5	CR 535 Seg. A	Magnolia Park Ct	SR 429	2011	Bid	2 to 4	Urban	1.37	2	2.74	\$8,390,570	\$3,062,252
Osceola	5	Goodman Rd	Tri-County	Sand Mine Rd	2011	Bid	0 to 2	Urban	3.53	2	7.06	\$7,060,000	\$1,000,000
Pinellas	1	Bryan Dairy Rd	Starkey Rd (CR 1)	72nd St	2011	Bid	4 to 6	Urban	1.47	2	2.94	\$10,327,383	\$3,512,715
Palm Beach	4	SR 806 (Atlantic Ave)	W. of Lyons Rd	Starkey Rd	2011	Bid	2 to 4	Urban	0.80	2	1.60	\$5,307,643	\$3,317,277
Palm Beach	4	Seminole Pratt Whitney Rd	SR 80	N. of Sycamore Dr	2011	Bid	2 to 4	Urban	4.30	2	8.60	\$9,733,669	\$1,131,822
Charlotte	1	Burnt Store Rd (Ph. I)	US 41	Notre Dame Blvd	2011	Bid	2 to 4	Urban	2.40	2	4.80	\$13,512,394	\$2,815,082
Palm Beach	4	Seminole Pratt Whitney Rd	M Canal	S. of Orange Blvd	2012	Bid	2 to 4	Urban	1.30	2	2.60	\$3,646,523	\$1,402,509
Polk	1	Kathleen Rd (CR35A) (Ph. II)	Galloway Rd	Duff Rd	2012	Bid	2 to 4	Urban	3.00	2	6.00	\$16,784,760	\$2,797,460
Polk	1	Bartow Northern Connector (Ph. I)	US 98	US 17/92	2012	Bid	0 to 4	Urban	2.00	2	4.00	\$11,110,205	\$2,777,551
Volusia	5	Tymber Creek Rd	SR 40	Peruvian Ln	2012	Bid	2 to 4	Urban	0.75	2	1.50	\$5,276,057	\$3,517,371
Collier	1	Collier Blvd (CR 951)	Golden Gate Blvd	Green Blvd	2013	Bid	4 to 6	Urban	2.74	2	5.48	\$21,392,039	\$3,903,657
Total											242.90	\$528,758,922	\$2,176,858
Charlotte Only											11.40	\$25,315,049	\$2,220,618

Source: Charlotte County Community Development Department and roadway bids from recent impact fee studies throughout Florida as well as recent bids from the TOA Cost Database, with information having been provided by each respective County

**Table B-4
Construction Cost –State Roads**

County	District	Description	From	To	Year	Status	Feature	Design	Length	Lanes Added	Lane Miles Added	Construction Cost	Construction Cost per Lane Mile
Walton	3	SR 83 (US 331)	SR 30 (US 98)	S. end of Choctaw Bridge	2008	Bid	2 to 4	Urban	2.08	2	4.16	\$11,649,363	\$2,800,328
Hillsborough	7	US 301 (SR 43)	S. of Balm Rd	N. of Gibsonton Rd	2008	Bid	2 to 6	Urban	6.03	4	24.12	\$55,702,777	\$2,309,402
Indian River	4	SR 5 (US 1)	S. of Oslo Rd	S. of Indian River Bend	2008	Bid	4 to 6	Urban	1.70	2	3.40	\$14,953,562	\$4,398,106
Indian River	4	SR 60/Osceola Blvd	W. of 82 Ave	66th Ave/CR 505	2008	Bid	4 to 6	Urban	2.15	2	4.30	\$18,496,793	\$4,301,580
Orange	5	SR 50	Good Homes Rd	Pine Hills Rd	2008	Bid	4 to 6	Urban	3.63	2	7.26	\$35,929,914	\$4,949,024
Leon	3	SR 10 (Mahan Drive)	Dempsey Mayo Rd	Walden Rd	2009	Bid	2 to 4	Urban	3.10	2	6.20	\$18,083,510	\$2,916,695
Indian River	4	SR 60 (Osceola Blvd)	W. of I-95	W. of 82nd Ave/CR 609	2009	Bid	4 to 6	Urban	3.07	2	6.14	\$7,366,557	\$1,199,765
Sarasota	1	US 301	Wood St	Myrtle Ave	2009	Bid	4 to 6	Urban	2.60	2	5.20	\$18,372,050	\$3,533,087
Sarasota	1	US 301	Myrtle Ave	Desoto Rd	2009	Bid	4 to 6	Urban	1.00	2	2.00	\$8,293,271	\$4,146,636
Pasco	7	US 41 (SR 45)	Tower Rd	Ridge Rd	2009	Bid	2 to 4	Urban	2.84	2	5.68	\$12,685,027	\$2,233,279
Lee	1	SR 739	US 41 (S. of Alico)	Six Mile Cypress Pkwy	2009	Bid	0 to 6	Urban	2.77	6	16.62	\$20,663,929	\$1,243,317
Manatee	1	US 301	Erie Rd	CR 675	2009	Bid	4 to 6	Urban	4.10	2	8.20	\$21,040,000	\$2,565,854
Marion	5	SR 35 (US 301)	Sumter County Line	529' S. of CR 42	2009	Bid	2 to 4	Urban	1.40	2	2.80	\$3,596,000	\$1,284,286
Miami-Dade	6	Perimeter Rd	NW 72 Avenue	NW 57 Avenue	2009	Bid	2 to 4	Urban	1.50	2	3.00	\$6,383,286	\$2,127,762
Polk	1	US 27	N. of CR 546	S. of SR 544	2009	Bid	2 to 4	Urban	1.56	2	3.12	\$4,100,069	\$1,314,125
Santa Rosa	3	SR 281 (Avalon Blvd)	N. of CSX R/R Bridge	S. of Commerce Rd	2009	Bid	2 to 4	Urban	0.98	2	1.96	\$5,621,006	\$2,867,860
Santa Rosa	3	SR 281 (Avalon Blvd)	Gulf Rd	SR 10 (US 90)	2009	Bid	2 to 4	Urban	1.78	2	3.56	\$9,150,583	\$2,570,388
St. Lucie	4	SR 70	MP 5.860	MP 10.216	2009	Bid	2 to 4	Urban	4.36	2	8.72	\$12,426,020	\$1,425,002
Sumter	5	SR 35 (US 301)	N. of CR 204	Marion County Line	2009	Bid	2 to 4	Urban	1.51	2	3.02	\$3,856,688	\$1,277,049
Washington	3	SR 79	N. Environmental Rd	Strickland Rd	2009	Bid	2 to 4	Urban	1.72	2	3.44	\$8,877,323	\$2,580,617
Lake	5	SR 50	E. of Grand Hwy	W. of Hancock Rd	2010	Bid	4 to 6	Urban	1.30	2	2.60	\$4,689,633	\$1,803,705
Polk	1	SR 559 Extension	SR 655 (Recker Hwy)	Derby Ave	2010	Bid	0 to 2	Urban	0.69	2	1.38	\$2,751,592	\$1,993,907
Santa Rosa	3	SR 281 (Avalon Blvd)	SR 8 (I-10)	S. of Moor's Lodge	2010	Bid	2 to 4	Urban	0.85	2	1.70	\$5,378,226	\$3,163,662
Santa Rosa	3	SR 281 (Avalon Blvd)	S. of Moor's Lodge	N. of CSX R/R Bridge	2010	Bid	2 to 4	Urban	1.48	2	2.96	\$7,145,212	\$2,413,923
Lee	1	US 41	Corkscrew Rd	San Carlos Blvd	2010	Bid	4 to 6	Urban	4.48	2	8.96	\$12,822,677	\$1,431,102
Polk	1	US 98	S. of Manor Dr	N. of CR 540A	2010	Bid	4 to 6	Urban	3.32	2	6.64	\$11,092,909	\$1,670,619
St. Lucie	4	SR 70	Okeechobee County Line	MP 5.871	2010	Bid	2 to 4	Urban	5.87	2	11.74	\$18,782,630	\$1,599,883
Polk	1	US 98 (Bartow Hwy)	Brooks St	Edgewood Dr	2011	Bid	4 to 6	Urban	0.72	2	1.44	\$4,341,917	\$3,015,220
Hillsborough	7	CR 39/Alexander St	N. of I-4	N. of Knights Griffin	2011	Bid	0 to 4	Urban	3.19	4	12.76	\$14,782,862	\$1,158,532
Pinellas	7	SR 688 (Ulmerton Rd)	E. of 119th St	W. of Seminole Bypass	2011	Bid	4 to 6	Urban	1.50	2	3.00	\$16,908,929	\$5,636,310
Polk	1	SR 60 (Van Fleet)	W. of US 98/Broadway	W. of US 17 (SR 555)	2011	Bid	2 to 4	Urban	0.86	2	1.72	\$9,540,473	\$5,546,787
Lake	5	SR 500 (US 441)	Martin Luther King Jr. Blvd	Lake Ella Rd	2011	Bid	4 to 6	Urban	3.25	2	6.50	\$16,278,889	\$2,504,444
Hillsborough	7	SR 574 (MLK Blvd)	W. of Highview Rd	E. of Parsons Ave	2011	Bid	3 to 5	Urban	0.91	2	1.82	\$7,147,510	\$3,927,203
Collier	1	SR 84 (Davis Blvd)	E. of Santa Barbara Blvd	W. of Radio Rd	2012	Bid	2 to 6	Urban	1.77	4	7.08	\$10,956,198	\$1,547,486
Volusia	5	SR 415	Seminole Co. Line	Reed Ellis Rd	2012	Bid	2 to 4	Urban	2.26	2	4.53	\$18,718,637	\$4,132,149
Volusia	5	SR 415	Reed Ellis Rd	0.3 miles N. of Acorn Lake	2012	Bid	2 to 4	Urban	5.07	2	10.13	\$18,388,845	\$1,815,286
Pinellas	7	US 19 (SR 55)	N. of CR 576/Sunset Pnt	S. of Countryside Blvd	2012	Bid	6 to 10	Urban	1.76	4	7.04	\$17,196,050	\$2,442,621
Miami-Dade	6	SR 823/NW 57th Ave	W. 23rd St	W. 46th St	2012	Bid	4 to 6	Urban	1.48	2	2.96	\$14,081,161	\$4,757,149
Hernando	7	SR 50 (Cortez Blvd)	US 19 (SR 55)	W. of CR 587/Mariner Blvd	2012	Bid	4 to 6	Urban	6.02	2	12.04	\$39,444,222	\$3,276,098
Orange	5	SR 50	E. of West Oaks Mall	W. of Good Homes Rd	2012	Bid	4 to 6	Urban	0.45	2	0.90	\$8,694,472	\$9,660,524
Clay	2	SR 23	Oakleaf Plantation Pkwy	Old Jennings	2012	Bid	0 to 2	Urban	3.14	2	6.28	\$13,231,111	\$2,106,865
Hendry	1	SR 80	Birchwood Pkwy	Dalton Lane	2012	Bid	2 to 4	Urban	5.00	2	10.00	\$12,855,092	\$1,285,509
Hendry	1	SR 80	CR 833	US 27	2012	Bid	2 to 4	Urban	2.90	2	5.80	\$8,117,039	\$1,399,489
Lee	1	SR 739	Winkler Ave	Hanson St	2012	Bid	0 to 6	Urban	1.34	6	8.04	\$14,025,932	\$1,744,519
Seminole	5	SR 434	I-4	Rangeline Rd	2012	Bid	4 to 6	Urban	1.80	2	3.60	\$10,111,333	\$2,808,704
Palm Beach	4	SR 710/Beeline Hwy	W. of Congress Ave	W. of Australian Ave	2012	Bid	2 to 4	Urban	0.84	2	1.68	\$12,189,533	\$7,255,674
Polk	1	US 27	N. of Ritchie Rd	S. of Barry Rd	2012	Bid	4 to 6	Urban	3.20	2	6.40	\$14,242,918	\$2,225,456
Polk	1	US 98 (SR 35/SR 700)	N. of CR 540A	SR 540	2012	Bid	4 to 6	Urban	3.45	2	6.90	\$18,004,051	\$2,609,283
Brevard	5	SR 5 (US 1)	N. of Pine St	N. of Cidco Rd	2012	Bid	4 to 6	Urban	3.84	2	7.68	\$29,360,536	\$3,822,986
Brevard	5	SR 507 (Babcock St)	Melbourne Ave	Fee Ave	2013	Bid	2 to 4	Urban	0.40	2	0.80	\$5,167,891	\$6,459,864
Hillsborough	7	SR 41 (US 301)	S. of Tampa Bypass Canal	N. of Fowler Ave	2013	Bid	2 to 4	Suburban	1.81	2	3.61	\$15,758,965	\$4,365,364
Total											291.59	\$709,455,172	\$2,433,057

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

Construction Engineering/Inspection

County Roadways

The CEI cost factor for county roads was estimated as a percentage of the construction cost per lane mile. This factor was determined through a review of the CEI-to-construction cost ratios for recent roadway improvements in Charlotte County and from previously completed impact fee studies throughout Florida. For local county roadways, the CEI factors ranged from 2% to 20%, with a weighted average of 15%. The statewide review produced a tighter range of factors (6% to 14%) and a lower average ratio (10%). Based on discussions with staff, the local projects had some atypical attributes that increased CEI costs and future projects would likely have lower costs. For purposes of this update study, the CEI cost for county roads was calculated at 10% of the construction cost per lane mile (see Table B-5 for additional information).

State Roadways

For state roads, the FDOT Long Range Estimates calculates CEI at 15 percent of construction costs. Based on the LRE, discussions with staff, and a review of data from other Florida jurisdictions, CEI costs for state roads was calculated at 10 percent of construction costs.

**Table B-5
CEI Cost Factor – County Roads**

County	District	Description	From	To	Bid Year	Status	Feature	Section Design	CEI Cost	Construction Cost	CEI / Construction
Charlotte	1	Toledo Blade Corridor	North Port	US 41	2008	Completed	2 to 4	Suburban	\$52,365	\$3,174,852	1.6%
Charlotte	1	Piper Rd	Henry St	Jones Loop Ph. I	2010	Ongoing	2 to 4	Suburban	\$1,017,983	\$8,627,803	11.8%
Charlotte	1	Piper Rd South	Henry St	Jones Loop Ph. II							
Charlotte	1	Burnt Store Ph. I	US 41	Notre Dame	2011	Ongoing	2 to 4	Urban	\$2,716,959	\$13,512,394	20.1%
Total									\$3,787,307	\$25,315,049	15.0%
Used in Impact Fee Calculation:											10.0%

Source: Charlotte County Community Development Department

Roadway Capacity

As shown in Table B-6, the average capacity per lane mile was based on the projects in the 2035 Long Range Transportation Plan. This listing of projects reflects the mix of improvements that will yield the vehicle miles of capacity (VMC) that will be built in Charlotte County. Based on these planned improvements, the weighted average capacity per lane mile is 10,508.

Table B-6
Charlotte County 2035 Long Range Transportation Plan

Jurisdiction	Description	From	To	Improvement	Length	Lanes Added	Lane Miles Added	Initial Capacity	Future Capacity	Added Capacity	Vehicle Miles of Capacity Added
Cost Feasible Improvements											
County	Burnt Store Rd	Zemel Rd	Scham Rd	2U to 4D	4.17	2	8.30	12,960	32,300	19,340	80,648
County	Burnt Store Rd	Scham Rd	Notre Dame Blvd	2U to 4D	0.47	2	0.90	15,120	36,005	20,885	9,899
County	Burnt Store Rd	N Jones Loop	Taylor Rd	2U to 6D	1.00	4	4.00	15,930	56,905	40,975	40,893
County	Burnt Store Rd	Taylor Rd	Florida St	0 to 6D	2.12	6	12.70	0	56,905	56,905	120,411
County	CR 39 (Toledo Blade)	US 41 (W)	Hillsborough Blvd	4D to 6D	1.00	2	2.00	35,820	56,905	21,085	20,980
County	CR 39 (Toledo Blade)	SR 776	Whitney Ave	2U to 6D	0.52	4	2.10	15,930	56,905	40,975	21,348
County	CR 39 (Toledo Blade)	Whitney Ave	US 41 (W)	4D to 6D	0.25	2	0.50	35,820	56,905	21,085	5,250
County	CR 74	US 17	Urban Area Boundary	2U to 4D	2.67	2	5.30	12,780	28,880	16,100	43,035
County	CR 74	Urban Area Boundary	0.5 miles E of Acorn Ranch Rd	2U to 4D	6.09	2	12.20	12,780	28,880	16,100	98,049
County	CR 74	0.5 miles E of Acorn Ranch Rd	Quarter Mile Isolated Int.	2U to 4D	5.85	2	11.70	12,870	48,450	35,580	208,143
County	CR 74	Quarter Mile Isolated Int.	SR 31	2U to 4D	0.28	2	0.60	12,780	28,880	16,100	4,460
County	CR 771	Rotunda East	Ingraham Blvd	2U to 4D	0.30	2	0.60	14,580	33,725	19,145	5,744
County	CR 771	Ingraham Blvd	San Domingo	2U to 4D	0.61	2	1.20	14,580	33,725	19,145	11,621
County	CR 771	San Domingo	Marathon Blvd	2U to 4D	0.24	2	0.50	14,580	33,725	19,145	4,614
County	CR 771	Marathon Blvd	SR 776	2U to 4D	1.11	2	2.20	15,930	37,810	21,880	24,243
County	Edgewater Dr	Jowett St	Collingswood Blvd	2U to 4D	0.24	2	0.50	15,930	37,810	21,880	5,229
County	Edgewater Dr	Collingswood Blvd	Pellam Blvd	2U to 4D	0.93	2	1.90	15,930	37,810	21,880	20,327
County	Edgewater Dr	Pellam Blvd	Midway Blvd	2U to 4D	0.61	2	1.20	15,930	37,810	21,880	13,434
County	Flamingo Blvd (Realignment)	Edgewater	Como St	2U to 4D	0.56	2	1.10	15,930	37,810	21,880	12,187
County	Flamingo Blvd	Como St	Wintergarden Ave	2U to 4D	0.83	2	1.70	15,930	37,810	21,880	18,204
County	Flamingo Blvd	Wintergarden Ave	SR 776	2U to 4D	1.04	2	2.10	14,580	33,725	19,145	19,930
County	Harborview Rd	Melbourn	Date St	2U to 4D	1.12	2	2.20	15,930	37,810	21,880	24,506
County	Harborview Rd	Date St	Purdy Dr	2U to 4D	0.67	2	1.30	15,930	37,810	21,880	14,572
County	Harborview Rd	Purdy Dr	I-75	2U to 4D	0.82	2	1.60	15,930	37,810	21,880	17,961
County	N Jones Loop	Burnt Store Rd	Taylor Rd	4D to 6D	0.76	2	1.50	35,820	56,905	21,085	16,088
County	N Jones Loop	Taylor Rd	I-75	4D to 6D	0.58	2	1.20	35,820	56,905	21,085	12,208
County	N Jones Loop	I-75	Piper Rd	4D to 6D	0.36	2	0.70	35,820	56,905	21,085	7,591
County	N Jones Loop Extension	N Jones Loop	US 41	0 to 4D	0.44	4	1.70	0	37,810	37,810	16,497
County	Piper Rd	Henry St	US 17	0 to 4D	1.31	4	5.20	0	30,780	30,780	40,205
County	Rampart Blvd	Loveland	Kings Hwy	2U to 4D	0.12	2	0.20	15,930	37,810	21,880	2,647
County	Rampart Blvd	Kings Hwy	Rio De Janeiro	2U to 4D	2.37	2	4.70	15,930	37,810	21,880	51,768
State	SR 31	Lee County	Quarter Mile Isolated Int.	2U to 4	11.92	2	23.80	23,100	52,400	29,300	349,285
State	SR 31	Quarter Mile Isolated Int.	CR 74	2U to 4	0.24	2	0.50	23,100	52,400	29,300	7,003
State	SR 776	Crestview Dr	CR 775	4D to 6	0.84	2	1.70	39,800	59,900	20,100	16,804
State	SR 776	CR 775	San Casa Dr	4D to 6	1.56	2	3.10	39,800	59,900	20,100	31,296
State	SR 776	San Casa Dr	Oriole Blvd	4D to 6	0.19	2	0.40	39,800	59,900	20,100	3,899

Table B-6 (continued)
Charlotte County 2035 Long Range Transportation Plan

Jurisdiction	Description	From	To	Improvement	Length	Lanes Added	Lane Miles Added	Initial Capacity	Future Capacity	Added Capacity	Vehicle Miles of Capacity Added
Cost Feasible Improvements											
State	SR 776	Oriole Blvd	Winchester Blvd	4D to 6	0.30	2	0.60	39,800	59,900	20,100	6,090
State	SR 776	Winchester Blvd	Wilmington Blvd	4D to 6	0.18	2	0.40	39,800	59,900	20,100	3,698
State	SR 776	Wilmington Blvd	Spinnaker Blvd	4D to 6	0.84	2	1.70	39,800	59,900	20,100	16,784
State	SR 776	Spinnaker Blvd	Sunnybrook Blvd	4D to 6	1.02	2	2.00	39,800	59,900	20,100	20,442
State	SR 776	US 41	Murdock Cir E	4D to 6	0.31	2	0.60	39,800	62,895	23,095	7,252
County	Tucker's Grade	US 41	I-75	4D to 6D	1.07	2	2.10	35,820	56,905	21,085	22,477
State	US 17	Copley Ave	Regent Rd	4D to 6D	0.31	2	0.60	14,500	24,465	9,965	3,079
State	US 17	Regent Rd	Golf Course Blvd	4D to 6D	0.48	2	1.00	14,500	24,465	9,965	4,783
State	US 17	Golf Course Blvd	CR 74	4D to 6D	0.19	2	0.40	14,500	24,465	9,965	1,923
State	US 41	Notre Dame Blvd	Taylor Rd	4D to 6	1.31	2	2.60	39,800	59,900	20,100	26,231
State	US 41	Taylor Rd	Burnt Store Rd	4D to 6D	1.59	2	3.20	39,800	59,900	20,100	31,979
County	Veterans Blvd	Murdock Cir E	Toledo Blade	4D to 6D	0.49	2	1.00	35,820	56,905	21,085	10,311
County	Veterans Blvd	Toledo Blade	Atwater St	4D to 6D	1.38	2	2.80	35,820	56,905	21,085	29,034
County	Veterans Blvd	Atwater St	Yorkshire St	4D to 6D	0.66	2	1.30	35,820	56,905	21,085	13,874
County	Veterans Blvd	Yorkshire St	Hillsborough Ave	4D to 6D	0.97	2	1.90	35,820	56,905	21,085	20,389
Unfunded Needs Improvements											
County	Biscayne Dr Extension	Biscayne Blvd	Flamingo Blvd	0 to 4D	1.93	4	7.70	0	33,725	33,725	65,089
County	Flamingo Blvd	SR 776	New Road	2U to 4D	0.47	2	0.90	14,580	33,725	19,145	8,998
County	Green Gulf Blvd	Zemel Rd	Las Lomas	0 to 2U	2.05	2	4.10	0	9,940	9,940	20,387
County	Green Gulf Blvd	Las Lomas	Tucker's Grade	0 to 2U	1.97	2	3.90	0	9,940	9,940	19,532
County	Gulfstream Extension	Coach Rd	CR 771	0 to 4D	1.08	4	4.30	0	37,810	37,810	40,759
County	Gulfstream Extension	San Casa Rd	Forkland St	0 to 4D	1.26	4	5.00	0	37,810	37,810	47,527
County	Hillsborough Blvd	Prineville St	Atwater St	2U to 4D	1.63	2	3.30	15,930	37,810	21,880	35,752
County	Hillsborough Blvd	Atwater St	Veterans Hwy	2U to 4D	1.51	2	3.00	15,930	37,810	21,880	33,017
State	US 41	Taylor Rd	Burnt Store Rd	6D to 8D	1.59	2	3.20	59,900	84,105	24,205	38,510
State	I-75 Frontage Rd	Harborview	Rampart Blvd	0 to 2U	0.55	2	1.10	0	11,840	11,840	6,465
County	Liddy St	Veterans Blvd	Ruskin Blvd	0 to 4D	0.73	4	2.90	0	37,810	37,810	27,715
County	S Jones Loop	Loop Connector	Piper Rd	2U to 4D	4.12	2	8.20	15,930	37,810	21,880	90,036
County	N Toledo Blade Extension	CR 939 (Toledo Blade)	Collingswood Blvd	0 to 4D	0.47	4	1.90	0	37,810	37,810	17,695
County	N Toledo Blade Extension	Collingswood Blvd	Prineville St	0 to 4D	1.00	4	4.00	0	37,810	37,810	37,848
County	N Toledo Blade Extension	Prineville St	Liddy St	0 to 4D	0.29	4	1.10	0	37,810	37,810	10,814
State	SR 776	CR 771	Gillot Blvd	4D to 6D	1.08	2	2.20	39,800	59,900	20,100	21,668
State	SR 776	Gillot Blvd	Sturkie Ave	4D to 6D	1.25	2	2.50	39,800	59,900	20,100	25,165
State	SR 776	Sturkie Ave	Cornelius Blvd	4D to 6D	2.27	2	4.50	39,800	59,900	20,100	45,567
State	SR 776	Cornelius Blvd	Biscayne Blvd	4D to 6D	0.56	2	1.10	39,800	59,900	20,100	11,316
State	SR 776	Biscayne Blvd	Flamingo Blvd	4D to 6D	1.25	2	2.50	39,800	59,900	20,100	25,025

Table B-6 (continued)
Charlotte County 2035 Long Range Transportation Plan

Jurisdiction	Description	From	To	Improvement	Length	Lanes Added	Lane Miles Added	Initial Capacity	Future Capacity	Added Capacity	Vehicle Miles of Capacity Added	
Unfunded Needs Improvements												
State	SR 776	Flamingo Blvd	Como St	4D to 6D	0.48	2	1.00	39,800	59,900	20,100	9,628	
State	SR 776	Como St	Toldeo Blade	4D to 6D	0.15	2	0.30	39,800	59,900	20,100	2,975	
State	SR 776	Toldeo Blade	Collingswood Blvd	4D to 6D	0.43	2	0.90	39,800	59,900	20,100	8,703	
State	SR 776	Collingswood Blvd	Murdock Cir W	4D to 6D	0.22	2	0.40	39,800	59,900	20,100	4,442	
State	SR 776	Murdock Cir W	US 41	4D to 6D	0.46	2	0.90	39,800	59,900	20,100	9,326	
County	Tucker's Grade	Burnt Store Rd	Green Gulf Blvd	0 to 6D	1.25	6	7.50	0	56,905	56,905	71,131	
County	Tucker's Grade	Green Gulf Blvd	US 41	0 to 6D	0.93	6	5.60	0	56,905	56,905	52,808	
State	US 17 Southbound	US 41 Southbound	Taylor St	2U to 2D	0.09	1	0.10	10,620	11,151	531	49	
State	US 17 Southbound	Taylor St	US 41 Northbound	2U to 2D	0.09	1	0.10	10,620	11,151	531	49	
State	US 41	Urban Area Boundary	Tucker's Grade	4D to 6D	1.46	2	2.90	39,800	62,895	23,095	33,719	
State	US 41	Tucker's Grade	Notre Dame Blvd	4D to 6D	0.27	2	0.50	39,800	62,895	23,095	6,259	
Total (All Roads):							232.90				2,447,299	
County Roads:							166.10	71% (a)				1,667,885
State Roads:							66.80	29% (b)				779,414
VMC Added per Lane Mile:										10,508		

Source: Charlotte County 2035 Long Range Transportation Plan
Note: Letter references (i.e., "a") are used to assist with footnotes and sourcing

Appendix C
Credit Component Calculations

Credit Component

This appendix presents the detailed calculations for the credit component. Currently, in addition to the capital support that ultimately results from State fuel tax revenues, Charlotte County also receives financial benefit from several other funding sources. Of these, County fuel taxes that are collected in Charlotte County are listed below, along with a few pertinent characteristics of each.

1. Constitutional Fuel Tax (2¢/gallon)

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

2. County Fuel Tax (1¢/gallon)

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

3. Ninth-Cent Fuel Tax (1¢/gallon)

- Tax on every net gallon of motor fuel sold within a county.
- Proceeds may be used to fund transportation expenditures.
- To accommodate statewide equalization, this tax is automatically levied on diesel fuel in every county, regardless of whether a county is levying the tax on motor fuel at all.

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- Counties are not required to share the proceeds of this tax with their municipalities.
- Charlotte County has adopted this 1 cent fuel tax

4. 1st Local Option Tax (up to 6¢/gallon)

- Tax applies to every net gallon of motor and diesel fuel sold within a county.
- Proceeds may be used to fund transportation expenditures.
- To accommodate statewide equalization, all six cents are automatically levied on diesel fuel in every county, regardless of whether a County is levying the tax on motor fuel at all or at the maximum rate.
- Proceeds are distributed to a county and its municipalities according to a mutually agreed upon distribution ratio, or by using a formula contained in the Florida Statutes.
- Charlotte County has adopted all 6 cents of this fuel tax

5. 2nd Local Option Tax (up to 5¢/gallon)

- Tax applies to every net gallon of motor and diesel fuel sold within a county.
- Proceeds may be used to fund transportation expenditures needed to meet requirements of the capital improvements element of an adopted Local Government Comprehensive Plan.
- Proceeds are distributed to a county and its municipalities according to a mutually agreed upon distribution scheme, or by using a formula contained in the Florida Statutes.
- Charlotte County has adopted all 5 cents of this fuel tax

Each year, the Florida Legislature's Office of Economic and Demographic Research (EDR) produces the *Local Government Financial Information Handbook*, which details the estimated local government revenues for the upcoming fiscal year. Included in this document are the estimated distributions of the various fuel tax revenues for each county in the state. The 2012-13 data represent projected fuel tax distributions to Charlotte County for the upcoming fiscal year. In the table, the fuel tax revenue data are used to calculate the value per penny (per gallon of fuel) that should be used to estimate the "equivalent pennies" of other revenue sources. Table C-1 shows the distribution per penny for each of the fuel levies, and then the calculation of the weighted average for the value of a penny of fuel tax. The weighting procedure takes into account the differing amount of revenues generated for the various types of gas tax revenues. The weighted average figure

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of approximately \$0.82 million estimates the annual revenue that one penny of gas tax generates in Charlotte County.

Table C-1
Estimated Fuel Tax Distribution Allocated to Capital Programs for
Charlotte County & Municipalities, FY 2012-13⁽¹⁾

Tax	Amount of Levy per Gallon	Total Distribution	Distribution Per Penny
Constitutional Fuel Tax	\$0.02	\$1,976,761	\$988,381
County Fuel Tax	\$0.01	\$864,560	\$864,560
1st Local Option (1-6 cents)	\$0.06	\$5,020,283	\$836,714
2nd Local Option (1-5 cents)	\$0.05	\$3,576,066	\$715,213
Ninth-Cent Fuel Tax	\$0.01	\$891,716	\$891,716
Total	\$0.15	\$12,329,386	
Weighted Average⁽²⁾			\$821,959

(1) Source: Florida Legislature's Office of Economic and Demographic Research, <http://edr.state.fl.us/content/local-government/reports/>

(2) The weighted average distribution per penny is calculated by taking the sum of the total distribution and dividing that value by the sum of the total levies per gallon (multiplied by 100).

Gas Tax Credit

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

- County gas tax equivalent pennies
- State gas tax expenditures

County Gas Tax Equivalent Pennies

A review of the County's historical roadway financing program (FY 2007-2011) and the Capital Improvement Plan (CIP) for FY 2012-2016 indicates that a combination of fuel taxes, sales tax, grants, developer funds, municipal funds, and transportation impact fees. Of these revenue sources, all but the transportation impact fees need to be included in the impact fee credit calculation.

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Currently, impact fees, fuel taxes, and sales tax are the primary funding sources for capacity-expansion projects. Historically, approximately 90 percent of the sales tax revenues have been dedicated to roadway capacity expansion. Due to the uncertainty surrounding the re-adoption of the 1.0% local option sales tax and a probable decline in revenues available for transportation, two sales tax credit scenarios were developed for the transportation impact fee update:

- **Scenario 1** – assumes that Charlotte County will not receive sales tax revenue for future transportation capacity expansion
- **Scenario 2** – assumes that Charlotte County will re-adopt the 1.0% local option sales tax, but that the revenues available to transportation will be significantly reduced. Based on discussions with staff, it is estimated that the dedication to transportation would be reduced by 50 percent from the current level of dedication (90 percent), which is approximately 45 percent of all potential sales tax revenues. Based on the Local Government Financial Information Handbook, a 1.0% sales tax generates approximately \$18.4 million annually in Charlotte County. Applying the Scenario 2 assumptions, it is estimated that approximately \$8.3 million of sales tax revenue would be available for transportation capacity-expansion improvements.

Table C-2 includes that detailed calculations of the County gas tax equivalent pennies for both County credit scenarios in Charlotte County.

Table C-2
County Gas Tax Equivalent Pennies

Source	Cost of Projects	Number of Years	Revenue from 1 Penny ⁽⁶⁾	Equivalent Pennies ⁽⁷⁾
Projected CIP Expenditures (2013-2017) ⁽¹⁾	\$70,293,000	5	\$821,959	\$0.171
Historical County Expenditures (2008-2012) ⁽²⁾	\$17,698,749	5	\$821,959	\$0.043
Total (Scenario 1, no sales tax)⁽³⁾	\$87,991,749	10	\$821,959	\$0.107
Estimated Sales Tax for Transp. (2013-2017) ⁽⁴⁾	\$41,500,000	5	\$821,959	\$0.101
Total (Scenario 2, reduced sales tax)⁽⁵⁾	\$129,491,749	10	\$821,959	\$0.158

(1) Source: Table C-6

(2) Source: Table C-5

(3) Cost of projects for Scenario 1 (Item 3) divided by number of years divided by revenue from 1 penny (Item 6) divided by 100

(4) Source: Local Government Financial Information Handbook; 45% of estimated local discretionary sales surtax (1.0%) distributions for a 5-yr time period

(5) Total for Scenario 1 plus the estimated sales tax revenues for transportation (Item 4)

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(6) Source: Table C-1

(7) Cost of projects for Scenario 2 (Item 5) divided by number of years divided by revenue from 1 penny (Item 6) divided by 100

Additionally, the County is currently using gas tax revenues to retire debt on the Burnt Store Rd, Ph. I Bond that was used to fund capacity expansion improvements. As shown in Table C-3, a credit of 0.01 pennies is given for outstanding debt service in Charlotte County.

**Table C-3
County Gas Tax Equivalent Pennies for Debt Service**

Source	Total Payment Remaining	Number of Years	Revenue from 1 Penny ⁽³⁾	Equivalent Pennies ⁽⁴⁾
Burnt Store Rd, Ph. I ⁽¹⁾	\$11,881,646	14	\$821,959	\$0.010
Total	\$11,881,646		\$821,959	\$0.010

(1) Source: Table C-7

(2) Source: Table C-1

(3) Present value of total payment remaining (Item 1) divided by number of years divided by revenue from 1 penny (Item 2) divided by 100

State Gas Tax Expenditures

In the calculation of the equivalent pennies of gas tax from the State, expenditures on roadway capacity expansion spanning a 15-year period (from FY 2004 to FY 2018) were reviewed. For calculation purposes, the 15-year period was broken into three increments; two historical (FY 2004-2008 and FY 2009-2013) and one future (FY 2014-2018). Information on historical projects’ funding and the future year estimates was obtained from the FDOT Work Programs and the County’s FY 2014-2018 Transportation Improvement Program (TIP). The use of a 15-year period, for purposes of developing a State credit for roadway capacity expansion projects, results in a stable credit, as it accounts for the volatility in FDOT spending in the county over short periods of time. It should be noted, that expenditures on interstate improvements were not included in the impact fee credit. In the past 15 years, FDOT has provided over \$100 million in funding for interstate improvements, which represents a major portion of state expenditures in the County.

The total cost of the capacity-adding projects for the five-year “historical” periods and projected in the five-year Transportation Improvement Program are as follows:

- FY 2004-2008 work plan equates to 3.9 pennies
- FY 2009-2013 work plan equates to 5.5 pennies

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- FY 2014-2018 work plan equates to 9.1 pennies

The combined weighted average over the 15-year period of state expenditure for capacity-adding roadway projects results in a total of 6.1 equivalent pennies. Table C-4 documents this calculation. The specific projects that were used in the equivalent penny calculations are summarized in Table C-8.

**Table C-4
Equivalent Penny Calculation for State Portion**

Source	Cost of Projects	Number of Years	Revenue from 1 Penny ⁽⁴⁾	Equivalent Pennies ⁽⁵⁾
Projected TIP (FY 2014-2018) ⁽¹⁾	\$37,534,626	5	\$821,959	\$0.091
Historical Work Program (FY 2009-2013) ⁽²⁾	\$22,425,509	5	\$821,959	\$0.055
Historical Work Program (FY 2004-2008) ⁽³⁾	\$15,852,118	5	\$821,959	\$0.039
Total	\$75,812,253	15	\$821,959	\$0.061

(1) Source: Table C-8, total cost of expansion projects

(2) Source: Table C-8, total cost of expansion projects

(3) Source: Table C-8, total cost of expansion projects

(4) Source: Table C-1

(5) Cost of projects divided by number of years divided by revenue from 1 penny (Item 4) divided by 100

**Table C-5
Historical Capital Improvement Plan Expenditures for Charlotte County, FY 2008-2012**

Proj #	Description	On/From/To	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	Total
c419002	Add Lanes & Reconstruct	Edgewater Corridor Ph. II from Harbor to Midway	\$0	\$24,630	\$54,970	\$0	\$564,920	\$644,520
c419005	Add Lanes & Reconstruct	Midway Ph. I from Elkcam to Birchcrest	\$33,090	\$1,000	\$0	\$134,860	\$73,830	\$242,780
c411112	Add Lanes & Reconstruct	Midway Ph. II from Birchcrest to Kings Hwy	\$0	\$0	\$0	\$0	\$4,750	\$4,750
c410915	Add Lanes & Reconstruct	Burnt Store Rd Ph. III from Zemel Rd to Lee Co. Line	\$0	\$0	\$1,050	\$2,540	\$33,220	\$36,810
c410521	Add Lanes & Reconstruct	CR 775 (Placida Rd) Ph. I from Rotunda Blvd W to Cape Haze Dr	\$0	\$12,390	\$0	-\$31,390	-\$105,710	-\$124,710
c410502	Add Lanes & Reconstruct	CR 771 (Gasparilla Rd) from SR 776 to Rotunda Blvd E	\$0	\$0	\$0	\$0	\$13,830	\$13,830
c419001	New Road Construction	Edgewater Corridor Ph. I from SR 776 to Collingswood Blvd	\$43,129	\$6,456	\$981	\$22,593	\$22,132	\$95,291
c410501	Add Lanes & Reconstruct	Kings Hwy from Sandhill to Desoto Co. Line	\$445,260	\$71,480	\$369,420	\$227,600	\$51,190	\$1,164,950
c410742	Add Lanes & Reconstruct	Rampart Blvd from I-75 to Kings Hwy	\$0	\$0	\$220	\$0	\$25,810	\$26,030
c419905	Add Lanes & Reconstruct	Toledo Blade Corridor Ph. II from North Port to US 41	\$0	\$0	\$400,640	\$2,250	\$0	\$402,890
c410744	Intersection Improvement	US 41/Murdock Circle	\$0	\$4,550	\$0	\$0	\$0	\$4,550
c410806	Intersection Improvement	Veterans/Peachland/KH	\$0	\$1,370	\$9,470	\$29,200	\$5,080	\$45,120
c419901	Add Lanes & Reconstruct	Burnt Store Rd Ph. I from US 41 to Notre Dame	\$0	\$2,683,430	\$1,975,740	-\$4,900,600	\$7,753,880	\$7,512,450
g411201	New Road Construction	Cheney Bros Access Roadway	\$0	\$0	\$0	\$0	\$156,570	\$156,570
c410201	Add Lanes & Reconstruct	Carmalita/Education	\$4,933,650	\$1,941,260	\$92,750	\$0	\$0	\$6,967,660
c411110	New Road Construction	Piper Rd / North	\$0	\$0	\$0	\$0	\$6,220	\$6,220
c410508	Intersection Improvement	US 41/Pompano/Shreve	\$34,280	\$9,780	\$201,440	\$0	\$0	\$245,500
c411011	Intersection Improvement	Zemel Rd/Burnt Store Rd	\$0	\$0	\$710	\$3,420	\$6,610	\$10,740
c419201	Add Lanes & Reconstruct	CR 775 from SR 776 to San Casa	\$0	\$0	\$0	\$0	\$0	\$0
c419302	New Road Construction	Winchester Corridor Ph. III (South)	\$74,600	\$445,663	\$61,468	-\$521,035	\$182,102	\$242,798
	Total		\$5,564,009	\$5,202,009	\$3,168,859	-\$5,030,562	\$8,794,434	\$17,698,749

Source: Charlotte County Development Department

**Table C-6
Programmed Capital Improvement Plan Expenditures for Charlotte County, FY 2008-2012**

Proj #	Description	On/From/To	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	Total
c419001	New Road Construction	Edgewater Corridor Ph. I from SR 776 to Collingswood Blvd	\$1,375,000	\$0	\$0	\$0	\$0	\$1,375,000
c419002	Add Lanes & Reconstruct	Edgewater Corridor Ph. II from Harbor to Midway	\$722,000	\$0	\$0	\$0	\$0	\$722,000
c410501	Add Lanes & Reconstruct	Kings Hwy from I-75 to Desoto Co. Line	\$4,406,000	\$0	\$0	\$0	\$0	\$4,406,000
c411112	Add Lanes & Reconstruct	Midway Blvd from Birchcrest to Kings Hwy	\$5,323,000	\$0	\$0	\$0	\$0	\$5,323,000
c410742	Add Lanes & Reconstruct	Rampart Blvd from Rio de Janeiro Blvd to Kings Hwy	\$2,315,000	\$0	\$0	\$0	\$0	\$2,315,000
c410914	PE for Future Capacity	Sandhill Blvd from Kings Hwy to Capricorn	\$110,000	\$0	\$0	\$0	\$0	\$110,000
c419901	Add Lanes & Reconstruct	Burnt Store Rd Ph. I from US 41 to Notre Dame	\$2,955,000	\$147,000	\$136,000	\$124,000	\$120,000	\$3,482,000
c411111	Add Lanes & Reconstruct	Burnt Store Rd Ph. II from Notre Dame to Zemel Rd	\$16,524,000	\$0	\$0	\$0	\$0	\$16,524,000
c410915	Add Lanes & Reconstruct	Burnt Store Rd Ph. III from Zemel Rd to Lee Co. Line	\$3,716,000	\$0	\$0	\$0	\$0	\$3,716,000
g411201	New Road Construction	Cheney Bros Access Roadway	\$846,000	\$0	\$0	\$0	\$0	\$846,000
c410202	Add Lanes & Reconstruct	Piper Rd S from Jones Loop Rd to Henry St	\$185,000	\$0	\$0	\$0	\$0	\$185,000
c411011	Intersection Improvements	Zemel Rd @ Burnt Store Rd	\$465,000	\$0	\$0	\$3,230,000	\$4,680,000	\$8,375,000
c410502	Add Lanes & Reconstruct	CR 771 (Gasparilla Rd) from SR 776 to Rotunda Blvd E	\$79,000	\$10,421,000	\$121,000	\$91,000	\$61,000	\$10,773,000
c410521	Add Lanes & Reconstruct	CR 775 (Placida Rd) Ph. I from Rotunda Blvd W to Cape Haze Dr	\$87,000	\$0	\$0	\$0	\$0	\$87,000
c419302	New Road Construction	Winchester Corridor S Ph. III from SR 776 to CR 775 (Placida Rd)	\$12,054,000	\$0	\$0	\$0	\$0	\$12,054,000
	Total		\$51,162,000	\$10,568,000	\$257,000	\$3,445,000	\$4,861,000	\$70,293,000

Source: FY 2013 Adopted Capital Improvements Program

Table C-7
County Debt Service – Burnt Store Rd, Ph. I

Year	Principal	Interest	Total Debt Service
2013	\$1,083,200	\$105,329	\$1,188,529
2014	\$748,200	\$147,142	\$895,342
2015	\$748,200	\$135,859	\$884,059
2016	\$748,200	\$124,407	\$872,607
2017	\$748,200	\$112,783	\$860,983
2018	\$748,200	\$100,985	\$849,185
2019	\$748,200	\$89,010	\$837,210
2020	\$748,200	\$76,855	\$825,055
2021	\$748,200	\$64,518	\$812,718
2022	\$748,200	\$51,996	\$800,196
2023	\$748,200	\$39,286	\$787,486
2024	\$748,200	\$26,385	\$774,585
2025	\$748,200	\$13,291	\$761,491
2026	<u>\$725,200</u>	<u>\$7,000</u>	<u>\$732,200</u>
Total	\$10,786,800	\$1,094,846	\$11,881,646
Payments Remaining			14
Annual Average Payment			\$848,689

Source: Charlotte County Development Department

**Table C-8
FY 2004 – FY 2018 Charlotte County FDOT Work Program & Transportation Improvement Program – Capacity-Expansion Projects**

Proj. #	Description	On/From/To	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Total
193791-1	Add Lanes & Reconstruct	US 17 from N of CR 74 to CR 764 S	\$71,592	\$0	\$0	\$67	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$71,659
193798-1	Add Lanes & Reconstruct	US 17 from CR 764 S to CR 764 N	\$0	\$0	\$0	\$550,465	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$550,465
193813-1	Add Lanes & Reconstruct	SR 776 from E of Sunnybrook Blvd to W or CR 771	\$205	\$94,915	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$95,120
193814-1	Add Lanes & Reconstruct	US 17 (SR 35) from CR 764 S to Desoto Co. Line	\$282,633	\$203,066	\$138,114	\$1,397	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$625,210
193821-1	Traffic Control Devices/System	Charlotte Countywide Computer System	\$518,129	\$8,136	\$135,158	\$28,947	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$690,370
193824-1	Traffic Control Devices/System	Charlotte County Computer System	\$408,359	\$5,325,552	\$1,019,736	\$338,506	\$474,321	\$126,783	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,693,257
193833-1	Traffic Ops Improvement	Charlotte MPO Identified Operational Improvements Funding	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$814,989	\$814,989
403895-1	Add Turn Lane(s)	US 41 (SR 45) at Olean Blvd	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$118,335	\$0	\$0	\$0	\$0	\$0	\$118,335
405114-1	PD&E/Emo Study	Aqui Esta from Coronado Dr to US 41	\$13,959	\$1,022	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,981
405114-2	Add Lanes & Reconstruct	Aqui Esta Dr from Magdalena Dr to US 41	\$0	\$962,500	\$0	\$0	\$1,864	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$964,364
412642-1	Preliminary Engineering	Aqui Esta Dr from Bal Harbor Blvd to Magdalena Dr	\$0	\$0	\$456,750	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$456,750
412665-1	Traffic Signals	Traffic Signals Charlotte County Reimbursement	\$33,179	\$45,567	\$46,936	\$48,347	\$49,800	\$52,530	\$55,799	\$59,104	\$60,885	\$62,710	\$74,000	\$76,000	\$79,000	\$81,000	\$82,500	\$907,357
413625-1	Traffic Signals	Punta Gorda Traffic Signals Reimbursement	\$15,990	\$21,960	\$22,620	\$23,300	\$24,000	\$23,484	\$19,943	\$20,539	\$21,157	\$21,792	\$24,500	\$25,000	\$26,000	\$27,000	\$26,500	\$343,785
413774-1	Intersection (Major)	Airport Rd/Taylor Rd Intersection	\$0	\$0	\$342,899	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$342,899
414522-1	PD&E/EMO Study	US 41 from N of Peace River Br to SR 776	\$0	\$0	\$0	\$0	\$0	\$0	\$113	\$151	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$264
414522-2	Intersection Improvement	US 41 (SR 45) at CR 776 (Harborview Rd)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$938	\$13,365	\$39,757	\$758,080	\$0	\$501,381	\$0	\$0	\$1,313,521
416086-1	Add Left Turn Lane(s)	US 41 at Midway Blvd	\$0	\$0	\$0	\$0	\$0	\$46,451	\$143,713	\$1,477	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$191,641
416087-1	Traffic Ops Improvement	SR 776 at San Casa Dr	\$0	\$0	\$0	\$0	\$0	\$0	\$35,876	\$203,503	\$14,960	\$29,788	\$0	\$0	\$0	\$0	\$0	\$284,127
416088-1	Add Left Turn Lane(s)	Murdock Circle at US 41	\$0	\$0	\$0	\$0	\$0	\$38,803	\$194,426	\$350	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$233,579
417067-1	Traffic Signals	US 17 at Disston Ave	\$0	\$21,650	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,650
417551-1	Add Right Turn Lane(s)	Murdock Circle at Veterans Blvd	\$0	\$0	\$0	\$0	\$0	\$0	\$249,857	\$41,418	\$152	\$0	\$0	\$0	\$0	\$0	\$0	\$291,427
420979-1	Add Lanes & Reconstruct	CR 765 (Burnt Store) from Notre Dame Rd to N of US 41	\$0	\$0	\$2,000,000	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000
420982-1	New Road Construction	Winchester Blvd from CR 775 to SR 776	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,015,309	\$0	\$0	\$0	\$0	\$0	\$6,015,309
420994-1	Misc Construction	SR 776 at CR 771 (Gasparilla Rd)	\$0	\$0	\$0	\$0	\$120,477	\$35,872	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$156,349
422710-1	PD&E/EMO Study	US 41 from Enterprise Dr to Sumter Blvd	\$0	\$0	\$0	\$0	\$0	\$0	\$36,858	\$825,394	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$862,252
422710-2	Add Lanes & Rehabilitate Pvm	US 41 (SR 45) from Enterprise Dr to Sarasota Co. Line	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,719,373	\$341,669	\$1,662,501	\$600,000	\$25,628,167	\$0	\$0	\$0	\$31,951,710
425157-1	Traffic Signals	SR 776 (El Jobean Rd) at Flamingo Blvd	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000
425609-1	Intersection Improvement	SR 776 at Oriole Blvd	\$0	\$0	\$0	\$0	\$0	\$0	\$100,048	\$380	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,428
425787-1	Add Right Turn Lane(s)	SR 776 at Gulfstream Blvd	\$0	\$0	\$0	\$0	\$0	\$0	\$994	\$79,207	\$439,903	\$0	\$0	\$0	\$0	\$0	\$0	\$520,104
426724-1	Intersection Improvement	SR 776 (McCall Rd) at Coliseum Blvd	\$0	\$0	\$0	\$0	\$0	\$0	\$526,885	\$50,578	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$577,463
427181-1	PD&E/EMO Study	CR 765 (Burnt Store) at Zemel Rd	\$0	\$0	\$0	\$0	\$0	\$0	\$445,926	\$27,374	\$22,957	\$10,105	\$0	\$0	\$0	\$0	\$0	\$506,362
429776-1	Intersection Improvement	US 41/SR 45 at Cochran Blvd	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$774,381	\$62,301	\$30,000	\$0	\$0	\$0	\$0	\$0	\$866,682
429777-1	Intersection Improvement	US 41/SR 45 at Harbor Blvd	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$753,609	\$9,883	\$2,126	\$0	\$0	\$0	\$0	\$0	\$765,618
429810-1	Add Lanes & Rehabilitate Pvm	CR 765 (Burnt Store) from Lee Co. Line to Zemel Rd	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,182,008	\$0	\$0	\$0	\$0	\$0	\$3,182,008
429959-1	Add Turn Lane(s)	US 41 (SR 45) at Tarpon Blvd	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$114,275	\$15,886	\$0	\$0	\$1,331,684	\$0	\$0	\$1,461,845
430012-1	PD&E/EMO Study	SR 776 (McCall Rd) from CR 775 (Placida Rd) to Spinnaker Blvd	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,008,054	\$22,327	\$0	\$0	\$0	\$0	\$0	\$1,030,381
430012-2	PE for Future Capacity	SR 776 (McCall Rd) from CR 775 (Placida Rd) to San Casa Dr	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,650,000	\$1,650,000
430012-3	PE for Future Capacity	SR 776 (McCall Rd) from San Casa Dr to Spinnaker Blvd	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,614,690	\$0	\$1,614,690
430120-1	Add Turn Lane(s)	US 41 (SR 45) at Kings Hwy - Parmely St	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,121	\$12,509	\$0	\$0	\$1,123,297	\$0	\$0	\$1,255,927
430895-1	Add Turn Lane(s)	US 41 (SR 45) at Olean Blvd	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,044,723	\$0	\$0	\$1,044,723
430938-1	Intersection Improvement	SR 776 (McCall Rd) at CR 771	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$78,537	\$0	\$500,000	\$0	\$0	\$0	\$0	\$578,537
431218-1	Intersection Improvement	US 41 (SR 45) at Conway Blvd	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$128,374	\$896,833	\$1,025,207
431219-1	Intersection Improvement	US 41 (SR 45) at Hancock Ave	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$220,908	\$0	\$220,908
431336-1	Traffic Signal Update	Signal Timing Analysis and Implementation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$0	\$200,000
Total			\$1,344,046	\$6,684,368	\$4,162,213	\$2,991,029	\$670,462	\$523,923	\$1,809,444	\$6,479,563	\$1,947,523	\$11,665,056	\$2,156,580	\$25,729,167	\$4,106,085	\$3,721,972	\$1,820,822	\$75,812,253

Source: FDOT Gaming Reports for Charlotte County and the FY 2014-2018 Transportation Improvement Program

**Table C-9
Average Motor Vehicle Fuel Efficiency – Excluding Interstate Travel**

Travel			
Vehicle Miles of Travel (VMT) @			
	21.4	6.3	
Other Arterial Rural	322,037,000,000	46,267,000,000	368,304,000,000
Other Rural	319,465,000,000	32,818,000,000	352,283,000,000
Other Urban	1,397,059,000,000	83,069,000,000	1,480,128,000,000
Total	2,038,561,000,000	162,154,000,000	2,200,715,000,000

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

Fuel Consumed			
	Gallons @ 21.4 mpg	Gallons @ 6.3 mpg	
Other Arterial Rural	15,048,457,944	7,343,968,254	22,392,426,198
Other Rural	14,928,271,028	5,209,206,349	20,137,477,377
Other Urban	65,283,130,841	13,185,555,556	78,468,686,397
Total	95,259,859,813	25,738,730,159	120,998,589,972

Total Mileage and Fuel	
2,200,715	miles (millions)
120,999	gallons (millions)
18.19	mpg

Source: U.S. Department of Transportation, Federal Highway Administration, *Highway Statistics 2011*, Section V, Table VM-1
Annual Vehicle Distance Traveled in Miles and Related Data - 2011 by Highway Category and Vehicle Type
<http://www.fhwa.dot.gov/policyinformation/statistics.cfm>

Source: See Table C-10

Table C-10
Annual Vehicle Distance Traveled in Miles and Related Data (2011) - By Highway Category and Vehicle Type^{1/}

Published March 2013										
YEAR	ITEM	LIGHT DUTY VEHICLES SHORT WB ⁽²⁾	MOTOR-CYCLES	BUSES ⁽⁶⁾	LIGHT DUTY VEHICLES LONG WB ⁽²⁾	SINGLE-UNIT TRUCKS ⁽³⁾	COMBINATION TRUCKS	SUBTOTALS		ALL MOTOR VEHICLES
								ALL LIGHT VEHICLES ⁽²⁾	SINGLE-UNIT 2-AXLE 6-TIRE OR MORE AND COMBINATION TRUCKS	
2011	Motor-Vehicle Travel: (millions of vehicle-miles)									
2011	Interstate Rural	140,603	1,243	1,670	42,961	9,495	47,616	183,564	57,111	243,587
2011	Other Arterial Rural	232,385	2,814	1,981	89,651	16,945	29,321	322,037	46,267	373,099
2011	Other Rural	226,037	3,016	2,052	93,427	18,090	14,729	319,465	32,818	357,351
2011	All Rural	599,026	7,073	5,703	226,040	44,530	91,666	825,065	136,196	974,038
2011	Interstate Urban	341,865	2,134	2,112	82,652	14,126	33,815	424,517	47,942	476,704
2011	Other Urban	1,102,519	9,293	5,967	294,541	44,859	38,210	1,397,059	83,069	1,495,389
2011	All Urban	1,444,384	11,427	8,079	377,193	58,985	72,026	1,821,576	131,011	1,972,094
2011	Total Rural and Urban ⁽⁵⁾	2,043,409	18,500	13,783	603,232	103,515	163,692	2,646,641	267,207	2,946,131
2011	Number of motor vehicles registered ⁽²⁾	192,513,278	8,330,210	666,064	41,328,144	7,819,055	2,451,638	233,841,422	10,270,693	253,108,389
2011	Average miles traveled per vehicle	10,614	2,221	20,693	14,596	13,239	66,768	11,318	26,016	11,640
2011	Person-miles of travel ⁽⁴⁾ (millions)	2,839,083	19,927	292,192	805,888	103,515	163,692	3,644,971	267,207	4,224,297
2011	Fuel consumed (thousand gallons)	88,536,602	425,410	1,932,823	35,325,791	14,183,270	28,193,355	123,862,392	42,376,625	168,597,250
2011	Average fuel consumption per vehicle (gallons)	460	51	2,902	855	1,814	11,500	530	4,126	666
2011	Average miles traveled per gallon of fuel consumed	23.1	43.5	7.1	17.1	7.3	5.9	21.4	6.3	17.5
<p>MV-9, and MV-10), other data such as the R.L. Polk vehicle data, and a host of modeling techniques. For 2011, changes in a couple of States' truck VMT substantially impacted national truck VMT trends. Upon further review with the States involved, FHWA still considers these changes as material fact. However, FHWA will conduct further analysis when the 2012 data are reported by the States in 2013.</p> <p>(2) Light Duty Vehicles Short WB - passenger cars, light trucks, vans and sport utility vehicles with a wheelbase (WB) equal to or less than 121 inches. Light Duty Vehicles Long WB - large passenger cars, vans, pickup trucks, and sport/utility vehicles with wheelbases (WB) larger than 121 inches. All Light Duty Vehicles - passenger cars, light trucks, vans and sport utility vehicles regardless of</p> <p>(3) Single-Unit - single frame trucks that have 2-Axes and at least 6 tires or a gross vehicle weight rating exceeding 10,000 lbs.</p> <p>(4) Vehicle occupancy is estimated by the FHWA from the 2009 National Household Travel Survey (NHTS); For single unit truck and heavy trucks, 1 motor vehicle mile travelled = 1 person-mile traveled.</p> <p>(5) VMT data are based on the latest HPMS data available; it may not match previous published results.</p> <p>(6) The change in the number of buses is primarily due to the decline of reported public operated school buses.</p>										

Appendix D
Calculated Transportation Impact Fee Schedule

**Table D-1
Calculated Transportation Impact Fee Schedule (Scenario 1 – No Sales Tax Revenues Available)**

		Gasoline Tax \$\$ per gallon to capital: \$0.178			Unit Construction Cost: \$3,770,860			Interstate/Toll Facility Adjustment Factor: 15.6%			Cost per VMC: \$358.86			
		Facility life (years): 25			Capacity per lane mile: 10,508			Fuel Efficiency: 18.19 mpg			Effectivedays per year: 365			
		Interest rate: 4.0%			County Revenues: \$0.117			State Revenues: \$0.061						
ITE LUC	Land Use	Unit	Trip Rate	Trip Rate Source	Assessable Trip Length	Total Trip Length	Trip Length Source	% New Trips	% New Trips Source	Net VMT ⁽¹⁾	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Net Impact Fee
RESIDENTIAL:														
210	Single Family (Detached)	du	7.81	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	N/A	21.82	\$7,830	\$99	\$1,547	\$6,283
220	Multi-Family (Apartment)	du	6.60	Blend ITE 9th & FL Studies	5.10	5.60	FL Studies (LUC 220/230)	100%	N/A	14.20	\$5,097	\$66	\$1,031	\$4,066
230	Condo/Townhouse (Attached Housing Unit)	du	5.76	Blend ITE 9th & FL Studies	5.10	5.60	FL Studies (LUC 220/230)	100%	N/A	12.40	\$4,449	\$58	\$906	\$3,543
240	Mobile Home Park	du	4.17	Florida Studies	4.60	5.10	FL Studies	100%	N/A	8.09	\$2,905	\$38	\$594	\$2,311
253	Congregate Care Facility	du	2.25	Blend ITE 9th & FL Studies	3.08	3.58	FL Studies	72%	FL Studies	2.11	\$756	\$10	\$156	\$600
LODGING:														
310	Hotel	room	6.36	Blend ITE 9th & FL Studies	6.26	6.76	FL Studies	66%	FL Studies	11.09	\$3,979	\$51	\$797	\$3,182
320	Motel	room	5.63	ITE 9th Edition	4.34	4.84	FL Studies	77%	FL Studies	7.94	\$2,849	\$37	\$578	\$2,271
RECREATION:														
416	RV Park ⁽²⁾	site	1.62	ITE 9th Edition	4.60	5.10	Same as LUC 240	100%	FL Schedules	3.14	\$1,129	\$15	\$234	\$895
420	Marina	boat berth	2.96	ITE 9th Edition	6.62	7.12	Same as LUC 210	90%	FL Schedules	7.44	\$2,671	\$34	\$531	\$2,140
430	Golf Course	hole	35.74	ITE 9th Edition	6.62	7.12	Same as LUC 210	90%	FL Schedules	89.86	\$32,247	\$409	\$6,389	\$25,858
444	Movie Theater w/Matinee	1,000 sf	106.63	Blend ITE 6th & FL Studies	2.22	2.72	FL Studies	88%	FL Studies	87.91	\$31,546	\$456	\$7,124	\$24,422
492	Health/Fitness Club	1,000 sf	32.93	ITE 9th Edition	5.15	5.65	Same as LUC 710	94%	FL Studies	67.27	\$24,141	\$312	\$4,874	\$19,267
INSTITUTIONS:														
520	Elementary School (Private)	student	1.29	ITE 9th Edition	4.30	4.80	FL Schedules	80%	FL Schedules	1.87	\$672	\$9	\$141	\$531
522	Middle School (Private)	student	1.62	ITE 9th Edition	4.30	4.80	FL Schedules	90%	FL Schedules	2.65	\$949	\$12	\$187	\$762
530	High School (Private)	student	1.71	ITE 9th Edition	4.30	4.80	FL Schedules	90%	FL Schedules	2.79	\$1,002	\$13	\$203	\$799
540	University/Junior College (7,500 or fewer students) (Private)	student	2.00	ITE Regression Analysis	6.62	7.12	Same as LUC 210	90%	FL Schedules	5.03	\$1,805	\$23	\$359	\$1,446
550	University/Junior College (more than 7,500 students) (Private)	student	1.50	ITE Regression Analysis	6.62	7.12	Same as LUC 210	90%	FL Schedules	3.77	\$1,353	\$17	\$266	\$1,087

Table D-1 (continued)
Calculated Transportation Impact Fee Schedule (Scenario 1 -- No Sales Tax Revenues Available)

ITE LUC	Land Use	Unit	Trip Rate	Trip Rate Source	Assessable Trip Length	Total Trip Length	Trip Length Source	% New Trips	% New Trips Source	Net VMT ⁽¹⁾	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Net Impact Fee
INSTITUTIONS:														
560	Church	1,000 sf	9.11	ITE 9th Edition	3.90	4.40	FL Schedules	90%	FL Schedules	13.49	\$4,842	\$64	\$1,000	\$3,842
565	Day Care	1,000 sf	71.88	Blend ITE 9th & FL Studies	2.03	2.53	FL Studies	73%	FL Studies	44.95	\$16,131	\$237	\$3,702	\$12,429
610	Hospital	1,000 sf	13.22	ITE 9th Edition	6.62	7.12	Same as LUC 210	77%	FL Schedules	28.44	\$10,205	\$129	\$2,015	\$8,190
620	Nursing Home	1,000 sf	7.60	ITE 9th Edition	2.59	3.09	FL Studies	89%	FL Studies	7.39	\$2,653	\$37	\$578	\$2,075
OFFICE:														
710	General Office 100,000 sf or less ⁽³⁾	1,000 sf	13.13	ITE 9th equation	5.15	5.65	FL Studies	92%	FL Studies	26.25	\$9,421	\$122	\$1,906	\$7,515
	General Office 100,001-200,000 sf ⁽³⁾	1,000 sf	11.12	ITE 9th equation	5.15	5.65	FL Studies	92%	FL Studies	22.23	\$7,979	\$103	\$1,609	\$6,370
	General Office 200,001-400,000 sf ⁽³⁾	1,000 sf	9.41	ITE 9th equation	5.15	5.65	FL Studies	92%	FL Studies	18.81	\$6,752	\$87	\$1,359	\$5,393
	General Office greater than 400,000 sf ⁽³⁾	1,000 sf	8.54	ITE 9th equation	5.15	5.65	FL Studies	92%	FL Studies	17.08	\$6,128	\$79	\$1,234	\$4,894
720	Medical Office/Clinic 10,000 sf or less	1,000 sf	23.83	FL Studies	3.63	4.13	Local Studies	84%	Local Studies	30.66	\$11,004	\$148	\$2,312	\$8,692
	Medical Office/Clinic greater than 10,000 sf	1,000 sf	36.35	Blend ITE 9th & Local Studies	3.63	4.13	Local Studies	84%	Local Studies	46.77	\$16,785	\$225	\$3,515	\$13,270
RETAIL:														
820	Retail 100,000 sf gla or less ⁽³⁾	1,000 sf gla	67.91	ITE 9th equation	2.29	2.79	FL Curve	62%	FL Curve	40.69	\$14,601	\$210	\$3,281	\$11,320
	Retail 100,001-200,000 sf gla ⁽³⁾	1,000 sf gla	53.28	ITE 9th equation	2.40	2.90	FL Curve	67%	FL Curve	36.15	\$12,974	\$185	\$2,890	\$10,084
	Retail 200,001-400,000 sf gla ⁽³⁾	1,000 sf gla	41.80	ITE 9th equation	2.64	3.14	FL Curve	73%	FL Curve	34.00	\$12,199	\$171	\$2,671	\$9,528
	Retail greater than 400,000 sf gla ⁽³⁾	1,000 sf gla	36.27	ITE 9th equation	2.87	3.37	FL Curve	76%	FL Curve	33.39	\$11,981	\$166	\$2,593	\$9,388
841	New/Used Auto Sales	1,000 sf	27.12	Blend ITE 9th & FL Studies	4.60	5.10	FL Studies	79%	FL Studies	41.59	\$14,925	\$195	\$3,046	\$11,879
849	Tire Superstore	service bay	30.55	ITE 9th Edition	4.60	5.10	Same as LUC 841	79%	Same as LUC 841	46.85	\$16,812	\$220	\$3,437	\$13,375
850	Supermarket	1,000 sf	103.38	Blend ITE 9th & FL Studies	2.08	2.58	FL Studies	56%	FL Studies	50.82	\$18,236	\$267	\$4,171	\$14,065
851	Convenience Market (24 hour)	1,000 sf	719.18	Blend ITE 9th & FL Studies	1.52	2.02	FL Studies	41%	FL Studies	189.14	\$67,873	\$1,064	\$16,622	\$51,251
853	Convenience Market w/Gas Pumps	1,000 sf	775.14	Blend ITE 9th & FL Studies	1.51	2.01	FL Studies	28%	FL Studies	138.30	\$49,630	\$779	\$12,170	\$37,460
862	Home Improvement Superstore	1,000 sf	30.74	ITE 9th Edition	2.40	2.90	Same as LUC 820 (100-200k)	67%	Same as LUC 820 (100-200k)	20.86	\$7,486	\$107	\$1,672	\$5,814

Table D-1 (continued)
Calculated Transportation Impact Fee Schedule (Scenario 1 -- No Sales Tax Revenues Available)

ITE LUC	Land Use	Unit	Trip Rate	Trip Rate Source	Assessable Trip Length	Total Trip Length	Trip Length Source	% New Trips	% New Trips Source	Net VMT ⁽¹⁾	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Net Impact Fee
RETAIL:														
880/881	Pharmacy/Drug Store with or w/o Drive-Thru	1,000 sf	95.96	Blend ITE 9th & FL Studies	2.08	2.58	FL Studies	32%	FL Studies	26.95	\$9,672	\$141	\$2,203	\$7,469
890	Furniture Store	1,000 sf	5.06	ITE 9th Edition	4.05	4.55	FL Studies	78%	FL Studies	6.75	\$2,421	\$32	\$500	\$1,921
911	Bank/Savings Walk-In	1,000 sf	121.30	ITE 9th Edition	2.46	2.96	Same as LUC 912	46%	Same as LUC 912	57.93	\$20,787	\$295	\$4,609	\$16,178
912	Bank/Savings Drive-In	1,000 sf	159.34	Blend ITE 9th & FL Studies	2.46	2.96	FL Studies	46%	FL Studies	76.09	\$27,306	\$387	\$6,046	\$21,260
931	Quality Restaurant	1,000 sf	91.10	Blend ITE 9th & FL Studies	3.14	3.64	FL Studies	77%	FL Studies	92.95	\$33,356	\$456	\$7,124	\$26,232
932	High-Turnover Restaurant	1,000 sf	117.00	Blend ITE 9th & FL Studies	3.17	3.67	FL Studies	71%	FL Studies	111.13	\$39,878	\$544	\$8,498	\$31,380
934	Fast Food Rest. w/Drive-Thru	1,000 sf	511.00	Blend ITE 9th & FL Studies	2.05	2.55	FL Studies	58%	FL Studies	256.40	\$92,010	\$1,350	\$21,090	\$70,920
940	Bread/Donut/Bagel Shop w/Drive-Thru	1,000 sf	189.90	ITE 9th Edition	2.29	2.79	Same as LUC 820 (100k or less)	62%	Same as LUC 820 (100k or less)	113.78	\$40,831	\$587	\$9,170	\$31,661
944/946	Gasoline/Service Station with or w/o Car Wash	fuel pos.	157.33	ITE 9th Edition (944 & 946 Blend)	1.90	2.40	FL Studies	23%	FL Studies	29.01	\$10,412	\$155	\$2,421	\$7,991
947	Self-Service Car Wash	service bay	43.94	Blend ITE 9th & FL Studies	2.18	2.68	FL Studies	68%	FL Studies	27.49	\$9,864	\$143	\$2,234	\$7,630
n/a	Convenience/Gasoline/Fast Food	1,000 sf	984.59	FL Studies	2.65	3.15	FL Studies	32%	FL Studies	352.34	\$126,440	\$1,772	\$27,682	\$98,758
INDUSTRIAL:														
110	General Light Industrial	1,000 sf	6.97	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	13.94	\$5,001	\$65	\$1,015	\$3,986
120	General Heavy Industrial	1,000 sf	1.50	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	3.00	\$1,076	\$14	\$219	\$857
140	Manufacturing	1,000 sf	3.82	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	7.64	\$2,741	\$35	\$547	\$2,194
150	Warehousing	1,000 sf	3.56	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	7.12	\$2,554	\$33	\$516	\$2,038
151	Mini-Warehouse	1,000 sf	2.15	Blend ITE 9th & FL Studies	3.10	3.60	FL Schedules	92%	Same as LUC 710	2.59	\$929	\$13	\$203	\$726

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

(2) The ITE 9th Edition trip generation rate was adjusted to reflect an average occupancy rate of 60 percent based on data provided by the Florida Association of Parks and Campgrounds

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

**Table D-2
Calculated Transportation Impact Fee Schedule (Scenario 2 – With Sales Tax Revenues)**

		Gasoline Tax				Unit Construction Cost:		Interstate/Toll Facility Adjustment Factor:						
		\$\$ per gallon to capital:	\$0.229			Capacity per lane mile:	10,508	Cost per VMC:		15.6%		\$358.86		
		Facility life (years):	25	County Revenues:		\$0.168		Fuel Efficiency:		18.19 mpg				
		Interest rate:	4.0%	State Revenues:		\$0.061		Effectivedays per year:		365				
ITE LUC	Land Use	Unit	Trip Rate	Trip Rate Source	Assessable Trip Length	Total Trip Length	Trip Length Source	% New Trips	% New Trips Source	Net VMT ⁽¹⁾	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Net Impact Fee
RESIDENTIAL:														
210	Single Family (Detached)	du	7.81	FL Studies (NHTS, AHS, Census)	6.62	7.12	FL Studies	100%	N/A	21.82	\$7,830	\$128	\$2,000	\$5,830
220	Multi-Family (Apartment)	du	6.60	Blend ITE 9th & FL Studies	5.10	5.60	FL Studies (LUC 220/230)	100%	N/A	14.20	\$5,097	\$85	\$1,328	\$3,769
230	Condo/Townhouse (Attached Housing Unit)	du	5.76	Blend ITE 9th & FL Studies	5.10	5.60	FL Studies (LUC 220/230)	100%	N/A	12.40	\$4,449	\$74	\$1,156	\$3,293
240	Mobile Home Park	du	4.17	Florida Studies	4.60	5.10	FL Studies	100%	N/A	8.09	\$2,905	\$49	\$765	\$2,140
253	Congregate Care Facility	du	2.25	Blend ITE 9th & FL Studies	3.08	3.58	FL Studies	72%	FL Studies	2.11	\$756	\$13	\$203	\$553
LODGING:														
310	Hotel	room	6.36	Blend ITE 9th & FL Studies	6.26	6.76	FL Studies	66%	FL Studies	11.09	\$3,979	\$65	\$1,015	\$2,964
320	Motel	room	5.63	ITE 9th Edition	4.34	4.84	FL Studies	77%	FL Studies	7.94	\$2,849	\$48	\$750	\$2,099
RECREATION:														
416	RV Park ⁽²⁾	site	1.62	ITE 9th Edition	4.60	5.10	Same as LUC 240	100%	FL Schedules	3.14	\$1,129	\$19	\$297	\$832
420	Marina	boat berth	2.96	ITE 9th Edition	6.62	7.12	Same as LUC 210	90%	FL Schedules	7.44	\$2,671	\$44	\$687	\$1,984
430	Golf Course	hole	35.74	ITE 9th Edition	6.62	7.12	Same as LUC 210	90%	FL Schedules	89.86	\$32,247	\$526	\$8,217	\$24,030
444	Movie Theater w/Matinee	1,000 sf	106.63	Blend ITE 6th & FL Studies	2.22	2.72	FL Studies	88%	FL Studies	87.91	\$31,546	\$586	\$9,155	\$22,391
492	Health/Fitness Club	1,000 sf	32.93	ITE 9th Edition	5.15	5.65	Same as LUC 710	94%	FL Studies	67.27	\$24,141	\$402	\$6,280	\$17,861
INSTITUTIONS:														
520	Elementary School (Private)	student	1.29	ITE 9th Edition	4.30	4.80	FL Schedules	80%	FL Schedules	1.87	\$672	\$11	\$172	\$500
522	Middle School (Private)	student	1.62	ITE 9th Edition	4.30	4.80	FL Schedules	90%	FL Schedules	2.65	\$949	\$16	\$250	\$699
530	High School (Private)	student	1.71	ITE 9th Edition	4.30	4.80	FL Schedules	90%	FL Schedules	2.79	\$1,002	\$17	\$266	\$736
540	University/Junior College (7,500 or fewer students) (Private)	student	2.00	ITE Regression Analysis	6.62	7.12	Same as LUC 210	90%	FL Schedules	5.03	\$1,805	\$29	\$453	\$1,352
550	University/Junior College (more than 7,500 students) (Private)	student	1.50	ITE Regression Analysis	6.62	7.12	Same as LUC 210	90%	FL Schedules	3.77	\$1,353	\$22	\$344	\$1,009

Table D-2 (continued)
 Calculated Transportation Impact Fee Schedule (Scenario 2 – With Sales Tax Revenues)

ITE LUC	Land Use	Unit	Trip Rate	Trip Rate Source	Assessable Trip Length	Total Trip Length	Trip Length Source	% New Trips	% New Trips Source	Net VMT ⁽¹⁾	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Net Impact Fee
INSTITUTIONS:														
560	Church	1,000 sf	9.11	ITE 9th Edition	3.90	4.40	FL Schedules	90%	FL Schedules	13.49	\$4,842	\$83	\$1,297	\$3,545
565	Day Care	1,000 sf	71.88	Blend ITE 9th & FL Studies	2.03	2.53	FL Studies	73%	FL Studies	44.95	\$16,131	\$305	\$4,765	\$11,366
610	Hospital	1,000 sf	13.22	ITE 9th Edition	6.62	7.12	Same as LUC 210	77%	FL Schedules	28.44	\$10,205	\$167	\$2,609	\$7,596
620	Nursing Home	1,000 sf	7.60	ITE 9th Edition	2.59	3.09	FL Studies	89%	FL Studies	7.39	\$2,653	\$48	\$750	\$1,903
OFFICE:														
710	General Office 100,000 sf or less ⁽³⁾	1,000 sf	13.13	ITE 9th equation	5.15	5.65	FL Studies	92%	FL Studies	26.25	\$9,421	\$157	\$2,453	\$6,968
	General Office 100,001-200,000 sf ⁽³⁾	1,000 sf	11.12	ITE 9th equation	5.15	5.65	FL Studies	92%	FL Studies	22.23	\$7,979	\$133	\$2,078	\$5,901
	General Office 200,001-400,000 sf ⁽³⁾	1,000 sf	9.41	ITE 9th equation	5.15	5.65	FL Studies	92%	FL Studies	18.81	\$6,752	\$112	\$1,750	\$5,002
	General Office greater than 400,000 sf ⁽³⁾	1,000 sf	8.54	ITE 9th equation	5.15	5.65	FL Studies	92%	FL Studies	17.08	\$6,128	\$102	\$1,593	\$4,535
720	Medical Office/Clinic 10,000 sf or less	1,000 sf	23.83	FL Studies	3.63	4.13	Local Studies	84%	Local Studies	30.66	\$11,004	\$190	\$2,968	\$8,036
	Medical Office/Clinic greater than 10,000 sf	1,000 sf	36.35	Blend ITE 9th & Local Studies	3.63	4.13	Local Studies	84%	Local Studies	46.77	\$16,785	\$290	\$4,530	\$12,255
RETAIL:														
820	Retail 100,000 sf gla or less ⁽³⁾	1,000 sf gla	67.91	ITE 9th equation	2.29	2.79	FL Curve	62%	FL Curve	40.69	\$14,601	\$270	\$4,218	\$10,383
	Retail 100,001-200,000 sf gla ⁽³⁾	1,000 sf gla	53.28	ITE 9th equation	2.40	2.90	FL Curve	67%	FL Curve	36.15	\$12,974	\$238	\$3,718	\$9,256
	Retail 200,001-400,000 sf gla ⁽³⁾	1,000 sf gla	41.80	ITE 9th equation	2.64	3.14	FL Curve	73%	FL Curve	34.00	\$12,199	\$220	\$3,437	\$8,762
	Retail greater than 400,000 sf gla ⁽³⁾	1,000 sf gla	36.27	ITE 9th equation	2.87	3.37	FL Curve	76%	FL Curve	33.39	\$11,981	\$213	\$3,328	\$8,653
841	New/Used Auto Sales	1,000 sf	27.12	Blend ITE 9th & FL Studies	4.60	5.10	FL Studies	79%	FL Studies	41.59	\$14,925	\$251	\$3,921	\$11,004
849	Tire Superstore	service bay	30.55	ITE 9th Edition	4.60	5.10	Same as LUC 841	79%	Same as LUC 841	46.85	\$16,812	\$283	\$4,421	\$12,391
850	Supermarket	1,000 sf	103.38	Blend ITE 9th & FL Studies	2.08	2.58	FL Studies	56%	FL Studies	50.82	\$18,236	\$343	\$5,358	\$12,878
851	Convenience Market (24 hour)	1,000 sf	719.18	Blend ITE 9th & FL Studies	1.52	2.02	FL Studies	41%	FL Studies	189.14	\$67,873	\$1,368	\$21,371	\$46,502
853	Convenience Market w/Gas Pumps	1,000 sf	775.14	Blend ITE 9th & FL Studies	1.51	2.01	FL Studies	28%	FL Studies	138.30	\$49,630	\$1,002	\$15,653	\$33,977
862	Home Improvement Superstore	1,000 sf	30.74	ITE 9th Edition	2.40	2.90	Same as LUC 820 (100-200k)	67%	Same as LUC 820 (100-200k)	20.86	\$7,486	\$137	\$2,140	\$5,346

**Table D-2 (continued)
Calculated Transportation Impact Fee Schedule (Scenario 2 – With Sales Tax Revenues)**

ITE LUC	Land Use	Unit	Trip Rate	Trip Rate Source	Assessable Trip Length	Total Trip Length	Trip Length Source	% New Trips	% New Trips Source	Net VMT ⁽¹⁾	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Net Impact Fee	Current Impact Fee	% Change
RETAIL:																
880/881	Pharmacy/Drug Store with or w/o Drive-Thru	1,000 sf	95.96	Blend ITE 9th & FL Studies	2.08	2.58	FL Studies	32%	FL Studies	26.95	\$9,672	\$182	\$2,843	\$6,829	\$1,345	408%
890	Furniture Store	1,000 sf	5.06	ITE 9th Edition	4.05	4.55	FL Studies	78%	FL Studies	6.75	\$2,421	\$41	\$641	\$1,780	-	-
911	Bank/Savings Walk-In	1,000 sf	121.30	ITE 9th Edition	2.46	2.96	Same as LUC 912	46%	Same as LUC 912	57.93	\$20,787	\$379	\$5,921	\$14,866	\$4,554	226%
912	Bank/Savings Drive-In	1,000 sf	159.34	Blend ITE 9th & FL Studies	2.46	2.96	FL Studies	46%	FL Studies	76.09	\$27,306	\$498	\$7,780	\$19,526	\$2,993	552%
931	Quality Restaurant	1,000 sf	91.10	Blend ITE 9th & FL Studies	3.14	3.64	FL Studies	77%	FL Studies	92.95	\$33,356	\$587	\$9,170	\$24,186	\$3,295	634%
932	High-Turnover Restaurant	1,000 sf	117.00	Blend ITE 9th & FL Studies	3.17	3.67	FL Studies	71%	FL Studies	111.13	\$39,878	\$700	\$10,935	\$28,943	\$5,822	397%
934	Fast Food Rest. w/Drive-Thru	1,000 sf	511.00	Blend ITE 9th & FL Studies	2.05	2.55	FL Studies	58%	FL Studies	256.40	\$92,010	\$1,736	\$27,120	\$64,890	\$3,789	1613%
940	Bread/Donut/Bagel Shop w/Drive-Thru	1,000 sf	189.90	ITE 9th Edition	2.29	2.79	Same as LUC 820 (100k or less)	62%	Same as LUC 820 (100k or less)	113.78	\$40,831	\$755	\$11,795	\$29,036	\$2,152	1249%
944/946	Gasoline/Service Station with or w/o Car Wash	fuel pos.	157.33	ITE 9th Edition (944 & 946 Blend)	1.90	2.40	FL Studies	23%	FL Studies	29.01	\$10,412	\$200	\$3,124	\$7,288	\$774	842%
947	Self-Service Car Wash	service bay	43.94	Blend ITE 9th & FL Studies	2.18	2.68	FL Studies	68%	FL Studies	27.49	\$9,864	\$184	\$2,874	\$6,990	-	-
n/a	Convenience/Gasoline/Fast Food	1,000 sf	984.59	FL Studies	2.65	3.15	FL Studies	32%	FL Studies	352.34	\$126,440	\$2,280	\$35,618	\$90,822	-	-
INDUSTRIAL:																
110	General Light Industrial	1,000 sf	6.97	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	13.94	\$5,001	\$83	\$1,297	\$3,704	\$1,190	211%
120	General Heavy Industrial	1,000 sf	1.50	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	3.00	\$1,076	\$18	\$281	\$795	-	-
140	Manufacturing	1,000 sf	3.82	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	7.64	\$2,741	\$46	\$719	\$2,022	-	-
150	Warehousing	1,000 sf	3.56	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	7.12	\$2,554	\$43	\$672	\$1,882	\$847	122%
151	Mini-Warehouse	1,000 sf	2.15	Blend ITE 9th & FL Studies	3.10	3.60	FL Schedules	92%	Same as LUC 710	2.59	\$929	\$16	\$250	\$679	\$364	87%

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

(2) The ITE 9th Edition trip generation rate was adjusted to reflect an average occupancy rate of 60 percent based on data provided by the Florida Association of Parks and Campgrounds

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

**Table D-3
Calculated Rate vs. Adopted Rate (Scenario 1 -- No Sales Tax Revenues Available)**

ITE LUC	Land Use	Unit	Net Impact Fee (Scenario 1)	Current Impact Fee (Urban)	Current Impact Fee (Rural 1)	Current Impact Fee (Rural 2)	% Change (Sc. 1 to Urban)	% Change (Sc. 1 to Rural 1)	% Change (Sc. 1 to Rural 2)
RESIDENTIAL:									
210	Single Family (Detached)	du	\$6,283	\$1,845	\$9,509	\$8,779	241%	-34%	-28%
220	Multi-Family (Apartment)	du	\$4,066	\$1,296	\$6,671	\$6,166	214%	-39%	-34%
230	Condo/Townhouse (Attached Housing Unit)	du	\$3,543	\$1,130	\$5,824	\$5,370	214%	-39%	-34%
240	Mobile Home Park	du	\$2,311	\$961	\$4,958	\$4,574	140%	-53%	-49%
253	Congregate Care Facility	du	\$600	-	-	-	n/a	n/a	n/a
LODGING:									
310	Hotel	room	\$3,182	\$1,284	\$7,793	\$7,193	148%	-59%	-56%
320	Motel	room	\$2,271	\$1,284	\$7,793	\$7,193	77%	-71%	-68%
RECREATION:									
416	RV Park ⁽²⁾	site	\$895	-	-	-	n/a	n/a	n/a
420	Marina	boat berth	\$2,140	-	-	-	n/a	n/a	n/a
430	Golf Course	hole	\$25,858	-	-	-	n/a	n/a	n/a
444	Movie Theater w/Matinee	1,000 sf	\$24,422	\$2,182	\$13,215	\$12,205	1019%	85%	100%
492	Health/Fitness Club	1,000 sf	\$19,267	-	-	-	n/a	n/a	n/a
INSTITUTIONS:									
520	Elementary School (Private)	student	\$531	-	-	-	n/a	n/a	n/a
522	Middle School (Private)	student	\$762	-	-	-	n/a	n/a	n/a
530	High School (Private)	student	\$799	-	-	-	n/a	n/a	n/a
540	Univ./Jr. College (7,500 or fewer students) (Private)	student	\$1,446	-	-	-	n/a	n/a	n/a
550	Univ./Jr. College (more than 7,500 students) (Private)	student	\$1,087	-	-	-	n/a	n/a	n/a
560	Church	1,000 sf	\$3,842	\$547	\$3,323	\$3,066	602%	16%	25%
565	Day Care	1,000 sf	\$12,429	\$936	\$5,666	\$5,230	1228%	119%	138%
610	Hospital	1,000 sf	\$8,190	\$1,227	\$7,442	\$6,874	567%	10%	19%
620	Nursing Home	1,000 sf	\$2,075	\$426	\$2,587	\$2,390	387%	-20%	-13%
OFFICE:									
710	General Office 100,000 sf or less	1,000 sf	\$7,515	\$619	\$3,736	\$3,448	1114%	101%	118%
	General Office 100,001-200,000 sf	1,000 sf	\$6,370	\$661	\$3,995	\$3,688	864%	59%	73%
	General Office 200,001-400,000 sf	1,000 sf	\$5,393	\$843	\$5,100	\$4,716	540%	6%	14%
	General Office greater than 400,000 sf	1,000 sf	\$4,894	\$997	\$6,040	\$5,578	391%	-19%	-12%
720	Medical Office/Clinic 10,000 sf or less	1,000 sf	\$8,692	\$1,892	\$11,475	\$10,598	359%	-24%	-18%
	Medical Office/Clinic greater than 10,000 sf	1,000 sf	\$13,270	\$1,892	\$11,475	\$10,598	601%	16%	25%
RETAIL:									
820	Retail 100,000 sfgla or less	1,000 sfgla	\$11,320	\$1,159	\$7,004	\$6,471	877%	62%	75%
	Retail 100,001-200,000 sfgla	1,000 sfgla	\$10,084	\$2,303	\$13,953	\$12,896	338%	-28%	-22%
	Retail 200,001-400,000 sfgla	1,000 sfgla	\$9,528	\$2,952	\$17,878	\$16,515	223%	-47%	-42%
	Retail greater than 400,000 sfgla	1,000 sfgla	\$9,388	\$3,653	\$22,133	\$20,441	157%	-58%	-54%
841	New/Used Auto Sales	1,000 sf	\$11,879	\$3,815	\$23,115	\$21,350	211%	-49%	-44%
849	Tire Superstore	service bay	\$13,375	-	-	-	n/a	n/a	n/a
850	Supermarket	1,000 sf	\$14,065	-	-	-	n/a	n/a	n/a
851	Convenience Market (24 hour)	1,000 sf	\$51,251	\$3,379	\$20,464	\$18,906	1417%	150%	171%
853	Convenience Market w/Gas Pumps	1,000 sf	\$37,460	\$3,379	\$20,464	\$18,906	1009%	83%	98%
862	Home Improvement Superstore	1,000 sf	\$5,814	-	-	-	n/a	n/a	n/a
880/881	Pharmacy/Drug Store with or w/o Drive-Thru	1,000 sf	\$7,469	\$1,345	\$8,149	\$7,527	455%	-8%	-1%
890	Furniture Store	1,000 sf	\$1,921	-	-	-	n/a	n/a	n/a
911	Bank/Savings Walk-In	1,000 sf	\$16,178	\$4,554	\$27,612	\$25,501	255%	-41%	-37%
912	Bank/Savings Drive-In*	1,000 sf	\$21,260	\$2,993	\$18,140	\$16,751	610%	17%	27%
931	Quality Restaurant	1,000 sf	\$26,232	\$3,295	\$19,955	\$18,433	696%	31%	42%
932	High-Turnover Restaurant	1,000 sf	\$31,380	\$5,822	\$35,260	\$32,573	439%	-11%	-4%
934	Fast Food Rest. w/Drive-Thru	1,000 sf	\$70,920	\$3,789	\$22,930	\$21,183	1772%	209%	235%
940	Bread/Donut/Bagel Shop w/Drive-Thru	1,000 sf	\$31,661	\$2,152	\$13,016	\$12,023	1371%	143%	163%
944/946	Gasoline/Service Station with or w/o Car Wash	fuel pos.	\$7,991	\$774	\$4,675	\$4,319	932%	71%	85%
947	Self-Service Car Wash	service bay	\$7,630	-	-	-	n/a	n/a	n/a
n/a	Convenience/Gasoline/Fast Food	1,000 sf	\$98,758	-	-	-	n/a	n/a	n/a
INDUSTRIAL:									
110	General Light Industrial	1,000 sf	\$3,986	\$1,190	\$7,033	\$6,489	235%	-43%	-39%
120	General Heavy Industrial	1,000 sf	\$857	-	-	-	n/a	n/a	n/a
140	Manufacturing	1,000 sf	\$2,194	-	-	-	n/a	n/a	n/a
150	Warehousing	1,000 sf	\$2,038	\$847	\$4,992	\$4,615	141%	-59%	-56%
151	Mini-Warehouse	1,000 sf	\$726	\$364	\$1,861	\$1,720	99%	-61%	-58%

*The current impact fee rate for drive-in bank is charged "per lane"

**Table D-4
Calculated Rate vs. Adopted Rate (Scenario 2 – With Sales Tax Revenues)**

ITE LUC	Land Use	Unit	Net Impact Fee (Scenario 2)	Current Impact Fee (Urban)	Current Impact Fee (Rural 1)	Current Impact Fee (Rural 2)	% Change (Sc. 2 to Urban)	% Change (Sc. 2 to Rural 1)	% Change (Sc. 2 to Rural 2)
RESIDENTIAL:									
210	Single Family (Detached)	du	\$5,830	\$1,845	\$9,509	\$8,779	216%	-39%	-34%
220	Multi-Family (Apartment)	du	\$3,769	\$1,296	\$6,671	\$6,166	191%	-44%	-39%
230	Condo/Townhouse (Attached Housing Unit)	du	\$3,293	\$1,130	\$5,824	\$5,370	191%	-43%	-39%
240	Mobile Home Park	du	\$2,140	\$961	\$4,958	\$4,574	123%	-57%	-53%
253	Congregate Care Facility	du	\$553	-	-	-	n/a	n/a	n/a
LODGING:									
310	Hotel	room	\$2,964	\$1,284	\$7,793	\$7,193	131%	-62%	-59%
320	Motel	room	\$2,099	\$1,284	\$7,793	\$7,193	63%	-73%	-71%
RECREATION:									
416	RV Park ⁽²⁾	site	\$832	-	-	-	n/a	n/a	n/a
420	Marina	boat berth	\$1,984	-	-	-	n/a	n/a	n/a
430	Golf Course	hole	\$24,030	-	-	-	n/a	n/a	n/a
444	Movie Theater w/Matinee	1,000 sf	\$22,391	\$2,182	\$13,215	\$12,205	926%	69%	83%
492	Health/Fitness Club	1,000 sf	\$17,861	-	-	-	n/a	n/a	n/a
INSTITUTIONS:									
520	Elementary School (Private)	student	\$500	-	-	-	n/a	n/a	n/a
522	Middle School (Private)	student	\$699	-	-	-	n/a	n/a	n/a
530	High School (Private)	student	\$736	-	-	-	n/a	n/a	n/a
540	Univ./Jr. College (7,500 or fewer students) (Private)	student	\$1,352	-	-	-	n/a	n/a	n/a
550	Univ./Jr. College (more than 7,500 students) (Private)	student	\$1,009	-	-	-	n/a	n/a	n/a
560	Church	1,000 sf	\$3,545	\$547	\$3,323	\$3,066	548%	7%	16%
565	Day Care	1,000 sf	\$11,366	\$936	\$5,666	\$5,230	1114%	101%	117%
610	Hospital	1,000 sf	\$7,596	\$1,227	\$7,442	\$6,874	519%	2%	11%
620	Nursing Home	1,000 sf	\$1,903	\$426	\$2,587	\$2,390	347%	-26%	-20%
OFFICE:									
710	General Office 100,000 sf or less	1,000 sf	\$6,968	\$619	\$3,736	\$3,448	1026%	87%	102%
	General Office 100,001-200,000 sf	1,000 sf	\$5,901	\$661	\$3,995	\$3,688	793%	48%	60%
	General Office 200,001-400,000 sf	1,000 sf	\$5,002	\$843	\$5,100	\$4,716	493%	-2%	6%
	General Office greater than 400,000 sf	1,000 sf	\$4,535	\$997	\$6,040	\$5,578	355%	-25%	-19%
720	Medical Office/Clinic 10,000 sf or less	1,000 sf	\$8,036	\$1,892	\$11,475	\$10,598	325%	-30%	-24%
	Medical Office/Clinic greater than 10,000 sf	1,000 sf	\$12,255	\$1,892	\$11,475	\$10,598	548%	7%	16%
RETAIL:									
820	Retail 100,000 sfgla or less	1,000 sfgla	\$10,383	\$1,159	\$7,004	\$6,471	796%	48%	60%
	Retail 100,001-200,000 sfgla	1,000 sfgla	\$9,256	\$2,303	\$13,953	\$12,896	302%	-34%	-28%
	Retail 200,001-400,000 sfgla	1,000 sfgla	\$8,762	\$2,952	\$17,878	\$16,515	197%	-51%	-47%
	Retail greater than 400,000 sfgla	1,000 sfgla	\$8,653	\$3,653	\$22,133	\$20,441	137%	-61%	-58%
841	New/Used Auto Sales	1,000 sf	\$11,004	\$3,815	\$23,115	\$21,350	188%	-52%	-48%
849	Tire Superstore	service bay	\$12,391	-	-	-	n/a	n/a	n/a
850	Supermarket	1,000 sf	\$12,878	-	-	-	n/a	n/a	n/a
851	Convenience Market (24 hour)	1,000 sf	\$46,502	\$3,379	\$20,464	\$18,906	1276%	127%	146%
853	Convenience Market w/Gas Pumps	1,000 sf	\$33,977	\$3,379	\$20,464	\$18,906	906%	66%	80%
862	Home Improvement Superstore	1,000 sf	\$5,346	-	-	-	n/a	n/a	n/a
880/881	Pharmacy/Drug Store with or w/o Drive-Thru	1,000 sf	\$6,829	\$1,345	\$8,149	\$7,527	408%	-16%	-9%
890	Furniture Store	1,000 sf	\$1,780	-	-	-	n/a	n/a	n/a
911	Bank/Savings Walk-In	1,000 sf	\$14,866	\$4,554	\$27,612	\$25,501	226%	-46%	-42%
912	Bank/Savings Drive-In*	1,000 sf	\$19,526	\$2,993	\$18,140	\$16,751	552%	8%	17%
931	Quality Restaurant	1,000 sf	\$24,186	\$3,295	\$19,955	\$18,433	634%	21%	31%
932	High-Turnover Restaurant	1,000 sf	\$28,943	\$5,822	\$35,260	\$32,573	397%	-18%	-11%
934	Fast Food Rest. w/Drive-Thru	1,000 sf	\$64,890	\$3,789	\$22,930	\$21,183	1613%	183%	206%
940	Bread/Donut/Bagel Shop w/Drive-Thru	1,000 sf	\$29,036	\$2,152	\$13,016	\$12,023	1249%	123%	142%
944/946	Gasoline/Service Station with or w/o Car Wash	fuel pos.	\$7,288	\$774	\$4,675	\$4,319	842%	56%	69%
947	Self-Service Car Wash	service bay	\$6,990	-	-	-	n/a	n/a	n/a
n/a	Convenience/Gasoline/Fast Food	1,000 sf	\$90,822	-	-	-	n/a	n/a	n/a
INDUSTRIAL:									
110	General Light Industrial	1,000 sf	\$3,704	\$1,190	\$7,033	\$6,489	211%	-47%	-43%
120	General Heavy Industrial	1,000 sf	\$795	-	-	-	n/a	n/a	n/a
140	Manufacturing	1,000 sf	\$2,022	-	-	-	n/a	n/a	n/a
150	Warehousing	1,000 sf	\$1,882	\$847	\$4,992	\$4,615	122%	-62%	-59%
151	Mini-Warehouse	1,000 sf	\$679	\$364	\$1,861	\$1,720	87%	-64%	-61%

*The current impact fee rate for drive-in bank is charged "per lane"