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Final Orange County Transportation Impact Fee 2026 Update Study

May 27, 2026

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Abbreviations

ACS – American Community Survey

AWVTE – Average Weighted Vehicle Trip Ends

C3C – Context Classification: Suburban Commercial

C3R – Context Classification: Suburban Residential

C4 – Context Classification: Urban General

CFRPM – Central Florida Regional Planning Model

FTA – Federal Transit Authority

GVMT – Gross Vehicle Miles Traveled

ITE – Institute of Transportation Engineers

LUC – Land Use Code

PMC – Person-Mile of Capacity



PNT – Percent New Trips

PUMS – Public Use Microdata Sample

PpHU – Persons per Housing Unit

VMT – Vehicle Miles of Travel

VpHU – Vehicles per Housing Unit

TGR – Trip Generation Rate

TL – Trip Length

VMC – Vehicle Miles of Capacity

Introduction

Orange County's Transportation Impact Fee was originally adopted in 1985 and went into effect in 1986 to provide the County with a source of funding to build or improve transportation facilities impacted by new development. In 2012, a technical study was conducted to update the impact fee levels. In addition to updating roadway-based transportation impact fee, the 2012 study also developed a separate multi-modal fee rate. This multi-modal fee rate was based on the boundary of the Alternative Mobility Area (AMA) for the more urbanized parts of the County. The Board of County Commissioners adopted the 2012 study at a discounted/reduced rate. The 2020 Update was adopted by the Board of County Commissioners on November 8, 2020, at which time the AMA designation was also eliminated. The amended ordinance was approved and adopted the full impact fee rates on June 27, 2021. As of January 14th, 2026, developers only pay one fee or the other, depending on whether they are located in the Urban, Suburban, or Rural Impact Fee Districts. The 2026 transportation impact fee study maintains fee variations based on travel and land use characteristics based on the three subareas within the county.

The 2026 update includes both the roadway and multi-modal impact fee variables to reflect changes to the cost, credit, and demand components. Additionally, this study addresses the fee variation by the same three geographic area and boundary of fee districts.

The information used to develop the Orange County Transportation Impact Fee schedules is based on data received through March 2026 and updates to data used for the 2020 Update. It should be noted that the 2020 Update utilized a proprietary set of data called the "Florida Studies Database". Due to limited availability of this database, certain assumptions had to be made for certain land uses related to trip generation rate, trip length, and percentage new trips.

Legal Overview

In Florida, legal requirements related to impact fees have primarily been established through case law since the 1980s. Impact fees must comply with the "dual rational nexus" test, which requires that they:

- Be validated by a study demonstrating that the fees are proportionate in amount to the need created by new development paying the fee; and
- Be expended in a manner that directs a proportionate benefit to new development, typically accomplished through establishment of benefit districts (if needed) and a list of capacity-adding projects included in planning documents or master plans, such as a Comprehensive Plan or Long Range Transportation Plan (LRTP).

The following include legal standards that are generally applicable:

Impact Fee Definition:

- An impact fee is a one-time capital charge levied against new development.
- An impact fee is designed to cover the portion of the capital costs of infrastructure capacity consumed by new development.
- The principal purpose of an impact fee is to assist in funding the implementation of projects identified in the Capital Improvements Element (CIE) and other capital improvement programs for the respective facility/service categories.

Impact Fee vs. Tax:

- An impact fee is generally regarded as a regulatory function established based upon the specific benefit to the user related to a given infrastructure type and is not established for the primary purpose of generating revenue for the general benefit of the community as with taxes.
- Impact fee expenditures must convey a proportional benefit to the fee payer. This is accomplished through the establishment of benefit districts, where fees collected in a benefit district are spent in the same benefit district.
- An impact fee must be tied to a proportional need for new infrastructure capacity created by new development.

In 2006, the Florida legislature passed the “Florida Impact Fee Act,” which recognized impact fees as “an outgrowth of home rule power of a local government to provide certain services within its jurisdiction.” § 163.31801(2), Fla. Stat. The statute – concerned with mostly procedural and methodological limitations – did not expressly allow or disallow any particular public facility type from being funded with impact fees. The Act did specify procedural and methodological prerequisites, such as the requirement of the fee being based on most recent and localized data, a 90-day requirement for fee changes, and other similar requirements, most of which were common to the practice already.

More recent legislation further affected the impact fee framework in Florida, including the following:

- **(2009) HB 227:** The Florida legislation statutorily clarified that in any action challenging an impact fee, the government has the burden of proving by a preponderance of the evidence that the imposition or amount of the fee meets the requirements of state legal precedent or the Impact Fee Act and that the court may not use a deferential standard.
- **(2009) SB 360:** Allowed fees to be decreased without the 90-day notice period required to increase the fees and purported to change the standard of legal review associated with impact fees. SB 360 also required the Florida Department of Community Affairs (now the Department of Commerce) and Florida Department of Transportation (FDOT) to conduct studies on “mobility fees,” which were completed in 2010.
- **(2011) HB 7207:** Required a dollar-for-dollar credit, for purposes of concurrency compliance, for impact fees paid and other concurrency mitigation required.
- **(2013) HB 319:** Applied mostly to concurrency management authorities, but also encouraged local governments to adopt alternative mobility systems using a series of tools identified in section 163.31801 (5)(f), Florida Statutes, including:



- Adoption of long-term strategies to facilitate development patterns that support multi-modal solutions, including urban design, and appropriate land use mixes, including intensity and density.
- Adoption of an area-wide level of service not dependent on any single road segment function.
- Exempting or discounting impacts of locally desired development, such as development in urban areas, redevelopment, job creation, and mixed use on the transportation system.
- Assigning secondary priority to vehicle mobility and primary priority to ensuring a safe, comfortable, and attractive pedestrian environment, with convenient interconnection to transit.
- Establishing multi-modal level of service standards that rely primarily on non-vehicular modes of transportation where existing or planned community design will provide adequate level of mobility.
- Reducing impact fees or local access fees to promote development within urban areas, multi-modal transportation districts, and a balance of mixed-use development in certain areas or districts, or for affordable or workforce housing.

Also, under HB 319, a mobility fee funding system expressly must comply with the dual rational nexus test applicable to traditional impact fees. Furthermore, any mobility fee revenues collected must be used to implement the local government's plan, which served as the basis for the fee. Finally, under HB 319, an alternative mobility system, that is not mobility fee-based, must not impose upon new development any responsibility for funding an existing transportation deficiency.

- **(2019) HB 207:** Included the following changes to the Impact Fee Act along with additional clarifying language:
 - Impact fees cannot be collected prior to building permit issuance; and
 - Impact fee revenues cannot be used to pay debt service for previously approved projects unless the expenditure is reasonably connected to, or has a rational nexus with, the increased impact generated by the new residential and commercial construction.
- **(2019) HB 7103:** Addressed multiple issues related to affordable housing/linkage fees, impact fees, and building services fees. In terms of impact fees, the bill required that when local governments increase their impact fees, the outstanding impact fee credits for developer contributions should also be increased. This requirement will operate prospectively. This bill also allowed local governments to waive/reduce impact fees for affordable housing projects without having to offset the associated revenue loss.
- **(2020) SB 1066:** Added language allowing impact fee credits to be assignable and transferable at any time after establishment from one development or parcel to another that is within the same impact fee zone or impact fee district or that is within an adjoining impact fee zone or district within the same local government jurisdiction. In addition, added language indicating any new/increased impact fee not being applicable to current or pending permit applications submitted prior to the effective date of an ordinance or resolution imposing new/increased fees.

- **(2020) HB 1339:** Required reporting of certain impact fee data within the annual financial audit report submitted to the Department of Financial Services.
- **(2021) SB 750:** Required local governments and special districts to credit against the collection of impact fees. Requires specified entities to submit an affidavit attesting that impact fees were appropriately collected.
- **(2021) HB 337:** Provided limitations of impact fee increases with established phase-in limitations (below). Allowed increases beyond limitations with completion of a demonstrated-need study.
 - An increase to a current impact fee rate of not more than 25 percent of the current rate must be implemented in two equal annual increments beginning with the date on which the increased fee is adopted.
 - An increase to a current impact fee rate which exceeds 25 percent but is not more than 50 percent of the current rate must be implemented in four equal installments beginning with the date the increased fee is adopted.
 - An impact fee increase may not exceed 50 percent of the current impact fee rate.
 - An impact fee may not be increased more than once every 4 years.
- **(2022) SB 1030 and HB 681:** Revised the area in which impact fee credits are assignable or transferable. Impact fee credits can be transferred from Rural to Urban if they reside within the same county.
- **(2023) SB 350:** Authorized certain local governments to adopt an alternative mobility planning or fee system, and in certain circumstances an alternative system. Revised requirements for the calculation of impact fees by local governments and special districts.
- **(2023) HB 235:** Revised requirements relating to agreements to pay for certain improvements. Prohibits local governments from assessing multiple charges for the same transportation impact. Revised requirements for the calculation of impact fees by certain local governments and special districts.
- **(2024) HB 479:** Provided requirements for application of adopted alternative systems. Prohibits an alternative system from imposing responsibility for funding existing transportation deficiency upon a new development. Prohibits local governments that do not issue building permits from charging for transportation impacts associated with the development.
- **(2024) SB 688:** Required a local government to allow an applicant for a certain development permit to satisfy transportation concurrency requirements if the applicant offers to enter into a good faith binding agreement that the project is considered to have mitigated its transportation impacts if the applicant meets certain conditions and requirements.
- **(2025) SB 482:** Requires the completion of a demonstrated need study using plan-based methodology before the adoption of an impact fee increase which expressly demonstrates certain extraordinary circumstances. If the phase-in limitations are exceeded, study is not required. Prohibits increases in certain impact fees unless the same circumstances are demonstrated. Impact fees may not be increased within a local government under certain circumstances. Per Florida Statutes 163.31801 (6)

- An increase to a current impact fee rate which exceeds 25 percent but is not more than 50 percent of the current rate must be implemented in four equal installments beginning with the date the increased fee is adopted.
- An impact fee increase may not exceed 50 percent of the current impact fee rate.
- An impact fee may not be increased more than once every 4 years.
- An impact fee may not be increased retroactively for a previous or current fiscal or calendar year.
- **(2025) HB 665:** Prohibits County from requiring applicants to take certain actions as condition of processing development permit or development order. A completed demonstrated need study using the plan-based methodology needs to be achieved if the fee increase is beyond the phase in limitations.
- **(2025) SB180:** Provided guidance on impact fee collection related to reconstruction after a hurricane. Also provided a prohibition for 1 year after a hurricane makes landfall that an impacted local government cannot adopt a more restrictive or burdensome amendment to its comprehensive plan or land development regulations.
- **(2026) SB 548:** Provided requirements for coordination mechanisms that are required for certain agreements as part of the intergovernmental coordination element of a comprehensive plan. Detailed interlocal agreements between governments that describe limitations and requirements.
- **(2026) HB 1139:** Provided requirements for interlocal agreements to be consistent with certain comprehensive plan requirements. Additionally, it revised the criteria of local governments, school districts, or special districts to where they must meet to increase impact fee rates. Prohibits certain agreements from extending beyond a specified date. Interlocal agreements that coordinate capacity impacts are required to use specific methodology.
- **(2026) HB 1329:** Provides a definition of "Plan-based methodology", provides a clearer definition of "Extraordinary Circumstances", requires plans and fees adopted or increased after July 1, 2026, to be based on a demonstrated-need study that is plan-based. Also provides clarification that local governments may not increase an impact fee rate beyond the phase-in limitations if the local government has not increased the impact fee within the past 5 years.

Methodology

The methodology used for the transportation impact fee study continues to follow a consumption-based impact fee approach in which new development is charged based upon the proportion of vehicle miles traveled (VMT) that each unit of new development is expected to consume of a lane-mile of roadway network. Unlike a "needs-based" approach, the consumption-based approach ensures that the impact fee is set at a rate that does not generate sufficient revenues to correct existing deficiencies. As such, the County does not need to go through the process of estimating the portion of each capacity expansion project that may be related to existing deficiencies. The study incorporates the entire network of transportation within the county, including city, county and state roads, but excludes limited access facilities and rail facilities, which require large scale investments and are not typically funded with impact

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

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

Demand for travel placed on a transportation system is expressed in units of vehicle miles traveled (VMT) (daily vehicle-trip generation rate x the trip length x the percent new trips [of total trips]) for each land use contained in the impact fee schedule. Trip generation represents the average daily rates since new development consumes trips on a daily basis.

Cost of building new capacity typically is expressed in units of dollars per vehicle-mile or lane-mile of transportation capacity. Consistent with the current adopted methodology, the cost is based on county roadway costs.

Credit is an estimate of future non-impact fee revenues generated by new development that are allocated to provide transportation capacity expansion. The impact fee is considered to be an “up front” payment for a portion of the cost of building a lane-mile of capacity. This capacity is 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 the new development activity. These credits are required under the supporting case law for the calculation of impact fees where a new development activity must be reasonably assured that they are not paying, or being charged, twice for the same level of service.

The data and calculations used to support this methodology can be found throughout Appendix A. Tables A-1 through A-14 display the variables used to compute the Vehicle-Miles of Travel (VMT) and the final impact fee for the given land uses.

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

Travel Demand Variables:

- Trip generation rate
- Trip length
- Percent new trips

Cost Variables:

- Roadway cost per added lane mile
- Roadway capacity per lane mile

Credit Variables:

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



Travel Demand Factor Variables

Travel Demand

Travel demand is the amount of a transportation system consumed by a unit of new land development activity. Demand 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 transportation system.

- Number of daily trips generated
- Average length of those trips
- Proportion of travel that is new travel, rather than travel that is already on the road system
- Interstate/Toll Facility discount factor

As part of the 2020 Update, trip characteristics variables were obtained primarily from two sources: (1) trip characteristics studies previously conducted throughout Florida (Florida Studies Database), which includes studies conducted in Orange County as well as in other Florida jurisdictions, and (2) the Institute of Transportation Engineers' (ITE) *Trip Generation Handbook* (10th edition), which can be found in Appendix A. This database was used to determine trip length, percent new trips, and the trip generation rate for several land uses.

For the 2026 update to the study, ITE's *Trip Generation Handbook* (12th edition) was utilized to update the TGRs for all land uses.

While there was no new information collected in relation to TLs and PNTs, for any new land uses that were added during the 2026 Update, similar land uses were utilized to develop assumptions for them.

Trip Length Adjustment Factor

As part of the 2020 Update, trip lengths for the land uses found in this study were adjusted to account for differences between the average trip lengths included in the Florida Studies Database, the Orlando Urban Area Transportation Study (OUATS 2040), and other Florida Standard Urban Transportation Model Structure (FSUTMS) model results. As was the case in the 2012 update study, the OUATS 2040 model data suggested that trip lengths are typically longer in Orange County compared to other Florida counties. Therefore, consistent with previous studies, residential and office trip lengths were increased by 25 percent, while lodging, recreational, institutional, medical, retail, services, and industrial trip lengths were increased by five (5) percent.

Interstate & Toll Facility Discount Factor

This variable was used to recognize that interstate highway and toll facility improvements are funded by Central Florida Expressway Authority (CFX) and the State (specifically, the Florida Department of Transportation) using earmarked State and Federal funds. Typically, transportation impact fees are not



used to pay for these improvements and the portion of travel occurring on the interstate/toll facility system is usually eliminated from the total travel for each use.

To calculate the interstate and toll (I/T) facility discount factor, the loaded highway network file was generated for the CFRPM 7.0 model. A select link analysis was run for all traffic analysis zones located within Orange County to differentiate trips with an origin and/or destination within the county versus trips with no origin or destination within the county.

Currently, interstate and toll facilities in Orange County include I-4, the Florida Turnpike (SR 91), SR 408, SR 414, SR 417, SR 429, SR 451, SR 453, and SR 528. The limited access vehicle-miles of travel (Limited Access VMT) for trips with an origin and/or destination within County was calculated for the identified limited access facilities. The total Orange County VMT was calculated for all trips with an origin and/or destination within the county for all roads, including limited access facilities, located within Orange County. The I/T discount factor of 42.5 percent was determined by dividing the total limited access VMT by the total county VMT using the base year of the model.

By applying this factor to the total county VMT, the reduced VMT is then representative of only the roadways that are funded by impact fees. Appendix A, Table A-1 provides further detail on this calculation.

Land Use Changes

New Land Use

Based on input from the County and a review of the Institute of Transportation Engineers' (ITE) Trip Generation reference report (12th edition, released August 2025), several new land uses were added to the transportation impact fee schedule.

- Resort Hotel: ITE 12th includes this new land use (LUC 330), which is similar to hotel (LUC 310), provides overnight accommodation, full-service restaurants, cocktail lounges, retail shops, and guest services, such as concierge and valet service. The difference is that a resort hotel caters to tourism and vacation, often providing a wide variety of recreational facilities/programs (e.g., golf courses, tennis courts, or other amenities). Some properties in this land use provide guest transportation services (e.g., airport shuttle, limousine service, golf course shuttle service) which may have an impact on the overall trip generation rates.
- Multipurpose Recreational Facility: ITE 12th includes this new land use (LUC 435) which is referred to as two or more of the recreational land uses combined at a single site such as: miniature golf, batting cages, video arcade, bumper boats, go-carts, or golf driving range. A refreshment area or restaurant/bar may also be available on-site.
- Movie Theater: ITE 12th includes this new land use (LUC 445), serving the same description as previously known LUC 443.
- Soccer Complex/Soccer Field: ITE 12th includes this new land use (LUC 488) serving as an indoor or outdoor facility that is used for non-professional soccer games. It may consist of multiple fields. The size of each field within the land use may vary to accommodate games for different age groups.



On-site amenities may include stadium seating, basketball and tennis courts, vendors selling food or merchandise, and a playground.

- Pickleball Courts: ITE 12th includes this new land use (LUC 489) serving as indoor or outdoor facilities specifically designed for playing pickleball. The courts may be specifically designed for playing pickleball or converted from existing tennis courts. Pickleball courts may be used for drop-in or open play sessions, reserved court times, instructional clinics, or organized events and tournaments.
- Small Business Gyms: ITE 12th includes this new land use (LUC 494) which is a stand-alone public facility similar to and including YMCAs. These facilities often include classes and clubs for adults and children.
- University/College: ITE 12th includes this new land use (LUC 550) which are 4-year universities or colleges that may or may not offer graduate programs.
- Church: ITE 12th includes this new land use (LUC 560) which is a building in which public worship services are held. A church houses an assembly hall or sanctuary. It may also house meeting rooms, classrooms, and, occasionally, dining, catering, or event facilities.
- Free-Standing Emergency Room: ITE 12th includes this new land use (LUC 650) which is a facility that specializes in personal medical care and treatment for life-threatening or severe injuries. The facility is structurally separate from a hospital. It is typically open 24 hours a day every day of the year.

Cost Factor Variables

Cost information for all phases of construction for one lane mile of roadway capacity, bicycle/pedestrian and transit facilities were reviewed and included in the cost component calculations for the urban district multi-modal impact fee rates. The data and supporting information can be found in *Appendix B*.

County Roadway Cost

This section examines the design, right-of-way (ROW), construction/CEI, and other cost components associated with county roads with respect to transportation capacity expansion improvements in Orange County. In previous iterations of this study, bid data of completed/ongoing local projects and recent construction bid data from roadway projects throughout Florida were used to identify and provide supporting cost data for County roadway improvements. In addition, costs from other counties and cities were utilized to compare the ratios of costs for each phase

For the 2026 Update, a **Cost per Lane Mile** figure that the County uses for internally estimating their project costs was utilized to develop this cost. As shown in **Table 1**, the total county roadway cost was determined to be approximately \$6.80 million per lane mile.



Table 1: Estimated Total Cost per Added Lane Mile for County Roads

Cost Type	Total Cost Per Lane Mile (2025)
Design ⁽¹⁾	\$500,000
Right-of-Way ⁽¹⁾	\$2,300,000
Construction/CEI ⁽¹⁾	\$4,000,000
Total	\$6,800,000
1) Source: Appendix B, Table B-1	

Vehicle-Miles of Capacity per Lane Mile

The transportation impact fee equation includes a vehicle-mile of capacity (VMC) component. The VMC is an estimate of capacity added, per lane mile, for county roadway improvements in the 2050 Metroplan Orlando Needs Plan for Orange County. As shown in **Table 2**, each lane mile will add approximately 9,000 vehicles. This figure is similar to the recent 2020 Update. Appendix B, Table B-2 displays each of the various projects that were identified in the Needs Plan and Cost Feasible Plan from MetroPlan Orlando.

Table 2: Weighted Average Capacity per Lane Mile

Source	Lane Mile Added ⁽¹⁾	Vehicle-Miles of Capacity Added ⁽¹⁾	VMC Added per Lane Mile ⁽²⁾
County Roads	589.42	5,577,054	9,462
Average VMC Added per Lane Mile (Rounded)			9,000
1) Source: Appendix B, Table B-7			
2) Vehicle-miles of capacity added divided by lane miles added			

Cost per Vehicle-Mile of Capacity

The transportation cost per unit of development is assessed based on the cost per vehicle-mile of capacity. As shown in Tables 1 and 2, the cost and capacity for transportation in Orange County have been calculated based on recent improvements. In **Table 3**, the cost per VMC for travel within the County is approximately \$755.56, which is also the amount of capacity consumed.

The cost per VMC figure is used in the transportation impact fee calculations to determine the total cost per unit of development based on vehicle-miles of travel consumed.

Table 3: Weighted Average Cost per Capacity Added

Source	Cost per Lane Mile ⁽¹⁾	Average VMC Added per Lane Mile ⁽²⁾	Cost per VMC/PMC ⁽³⁾
County Roads (VMC)	\$6,800,000	9,000	\$755.56
1) Source: Table 1			
2) Source: Table 2			
3) Cost per Lane Mile Added (Item 1) divided by Average VMC added per lane mile (Item 2)			

Bicycle and Pedestrian Facility Costs

Bicycle and pedestrian facilities provide for relatively small quantities of the total vehicle-miles of travel due to the difference in the average distance traveled by a car trip versus pedestrian/bicycle trips. Because of their relatively small role in the urban travel scheme, they do not have a significant effect on evaluating the costs of providing for transportation. However, bike and pedestrian facilities are important and provide a source of travel for those who cannot drive, cannot afford to drive or choose not to drive, and they are a standard part of the urban street and sometimes included in rural roadways. Their costs are included in the standard roadway cross-sections for which costs are estimated for safety and mobility reasons. Thus, the costs of these facilities on major roads are included in the multi-modal fee. The multi-modal fee provides funding for only those bike and pedestrian facilities associated with roadways on the classified road system (excluding local/neighborhood roads) and allows for facilities to be added to existing classified roadways or included in the construction of a new classified roadway or lane addition improvement.

Transit Capital Cost per Person-Mile of Travel

As part of the 2020 Update, a model for transit service and cost was developed to establish both the capital cost per person-mile of capacity and the system operating characteristics in terms of system coverage, hours of service, and headways.

Taking into account the infrastructure costs and the decline in potential vehicle-capacity that comes with adding transit, as part of the 2020 Update, it was determined that the difference between constructing a lane mile of roadway (for cars only) versus constructing a roadway with transit is not significant. The roadway with transit cost per PMC is approximately three (3) percent higher per lane mile than the cost to simply construct a road without transit amenities. Therefore, for the multi-modal fee calculation, the cost per VMC of approximately \$755.56 is representative of the cost to provide transportation capacity for all modes of travel.

Credit Factor Variable

Capital Improvement Credit

The credit component of the impact fee accounts for the existing County funding sources that are being expended on transportation capacity expansion (excluding impact fee funds). This section summarizes the calculations utilized in the credit for non-impact fee contributions. Additional details are provided in Appendix C.

The present value of the portion of non-impact fee funding generated by new development over a 25-year period that is expected to be expended on capacity expansion projects was credited against the cost of the system consumed by travel associated with new development. To provide a connection to the demand component, which is measured in terms of travel, the non-impact fee dollars were converted to a fuel tax equivalency for all funding sources, except for ad valorem tax. The credit for ad valorem tax revenue contributions is calculated based on average property values of each land use.

City

As shown in **Table 4**, the City of Orlando spends, on average, \$22.8 million per year, which equates to 3.2 pennies, on roadway capacity-expansion projects funded with non-impact fee revenues. For the multi-modal fee, additional multi-modal capacity improvements were included in the credit, increasing the average annual funding to \$51.7 million or an equivalent credit of 7.2 pennies.

County

As shown in **Table 4**, Orange County allocates \$73.4 million per year or the equivalent of 8.0 pennies on roadway capacity-expansion projects funded with non-impact fee revenues. This amount includes the INVEST funds that the County received for transportation, which are unlikely to recur beyond the CIP period. Though they are not a recurring revenue source, like a fuel tax, the INVEST funds are being credited in a similar manner for impact fee purposes.

For the multi-modal fee, additional multi-modal capacity improvements were included in the credit calculations, increasing the average spending to \$38.5 million per year and the equivalent credit to 1.8 pennies. This includes the portion of the County's contribution to LYNX that is dedicated to capacity expansion.

Ad Valorem Credit

The Orange County Capital Improvement Plan (FY 2026 to FY 2030) includes ad valorem tax funding for roadway capacity expansion improvements and multi-modal improvements, including lane addition projects, transit land improvements, and pedestrian enhancements. The total value of the multi-modal and roadway improvements equates to approximately \$223.5 million, or \$44.7 million annually of the five-year time period.



Since ad valorem revenues are going to be used to fund a portion of the CIP, a revenue credit is given. Credit due to ad valorem tax revenues for residential and non-residential land uses is calculated based on a review of the taxable value of each land use in Orange County. Additional details are included in Appendix D.

State

As shown in **Table 4**, State expenditures on state roads were reviewed and a credit for the capacity-expansion portion attributable to state projects was estimated (excluding expenditures on limited access facilities). The review, which included 10 years of historical expenditures, indicated that FDOT's roadway spending generates a credit of 8.2 pennies of equivalent gas tax revenue annually. For the multi-modal fee, a credit of 14 pennies was calculated to account for additional FDOT funds going towards multi-modal improvements (standalone sidewalk construction, transit, etc.), primarily for the estimated state transit funding for new capacity. The use of a 10-year period for developing a state credit results in reasonably stable credit for Orange County, accounting for the volatility in FDOT spending in the county over short time periods.

Roadway Summary

The City of Orlando contributes approximately 3.2 pennies and Orange County contributes 8.0 pennies, while the State spends an average of 8.2 pennies, annually, in the County. A total credit of 19.4 pennies is included in the roadway impact fee calculation to recognize the future capital revenues that are expected to be generated by new development from all non-impact fee funding sources. In addition, \$44.7 million of ad valorem tax revenues per year are estimated to be allocated to roadway transportation capacity.

For multi-modal improvements (including roadways), the City of Orlando contributes approximately 7.2 pennies and Orange County contributes 1.8 pennies, with the State spending an average of 14 pennies, annually, in Orange County. A total credit of 23 pennies is included in the multi-modal fee calculation to recognize the future capital revenues that are expected to be generated by new development from non-impact fee revenues. In addition, \$44.7 million of ad valorem tax revenues per year are estimated to be allocated to multi-modal transportation capacity.



Table 4: Equivalent Pennies of Fuel Tax Revenue

Credit	Funding Source	Roadway		Multi-Modal	
		Annual Contribution ⁽⁴⁾	Equiv. Pennies per Gallon ⁽⁵⁾	Annual Contribution ⁽⁴⁾	Equiv. Pennies per Gallon ⁽⁵⁾
City Revenue ⁽¹⁾	Fuel Tax	\$ 22,808,430	-	\$ 51,742,630	-
	City Total	\$ 22,808,430	\$ 0.032	\$ 51,742,630	\$ 0.072
County Revenue ⁽²⁾	Fuel Tax	\$ 57,946,048	-	\$ 23,048,066	-
	Ad Valorem	\$ 44,700,863	n/a	\$ 44,700,863	n/a
	INVEST	\$ 15,428,424	-	\$ 15,428,424	-
	County Total (No Ad Val)	\$ 73,374,472	\$ 0.080	\$ 38,476,489	\$ 0.018
State Revenue ⁽³⁾	Various	\$ 17,247,815	-	\$ 18,078,019	-
	State Total	\$ 17,247,815	\$ 0.082	\$ 18,078,019	\$ 0.140
Total			\$ 0.194		\$ 0.230
1) Source: Appendix C, Table C-2 (roadway) and C-5 (multi-modal)					
2) Source: Appendix C, Table C-3 (roadway) and C-6 (multi-modal)					
3) Source: Appendix C, Table C-4 (roadway) and C-7 (multi-modal)					
4) Average annual revenue contribution for capacity expansion improvements from each funding source					
5) All non-ad valorem revenues are converted to equivalent pennies of fuel tax for use in the capital improvement credit calculation for the transportation impact fee. Additional detail is provided in Appendix C. For the ad valorem credit, detailed calculations are provided in Appendix D.					

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. This value was not changed in the 2026 Update from the 2020 Update.

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 information provided by Orange County. This value was not changed in the 2026 Update from the 2020 Update.

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-12 documents the calculation of fuel efficiency value based on the following equation, where “VMT” is vehicle miles traveled and “MPG” is fuel efficiency in terms of miles per gallon.

$$\text{Fuel Efficiency} = \sum VMT_{\text{Roadway Type}} \div \sum \left(\frac{VMT_{\text{Vehicle Type}}}{MPG_{\text{Vehicle Type}}} \right)_{\text{Roadway Type}}$$

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

The combined total VMT for the vehicle types is then divided by the combined total gallons of fuel consumed to calculate, in effect, a “weighted” fuel efficiency value that 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 2024*. Based on the calculation completed in Appendix C, Table C-12, the fuel efficiency rate to be used in the updated impact fee equation is 20.11 miles per gallon.

The way this value is calculated was not changed in the 2026 Update from the 2020 Update.

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 non-impact fee contributions are adequately credited against the fee.

This value was not changed in the 2026 Update from the 2020 Update.

Fee Variation by Geographic Area

With the 2020 Update, Orange County adopted impact fee areas through three fee districts: Urban, Suburban, and Rural. The Urban fee district is defined by high density, accessibility to transit, and is shown in the centralized Orlando area while the Suburban district surrounds the core area of Orlando and the Rural District tends to surround the Suburban District.

The current districts were not reviewed as part of the 2026 Update and therefore remain unchanged.

Urban Fee District

Though much of this area consists of single use residential classification, the area is mostly built-out, with only a limited number of the vacant residential parcels available for new development, as illustrated in **Figure 1**. Therefore, this area is likely to be dominated by redevelopment projects in the future, which will increase the densities and urban character of the area.

Suburban/Transitioning Fee District

The suburban/transitioning boundary is based on the Urban Service Area (USA) boundary and the western portion of the county. The Orange County USA includes the central part of the county surrounding the City of Orlando and extending to the county's northern and southern boundaries. The area to the west is primarily smaller cities and includes the Horizon West development area, while the area to the east includes largely rural, preservation, and parks/recreation land.

Rural Fee District

As previously mentioned, the area to the east of the Orange County is primarily rural farmland with pockets of preservation area and a large portion of park/recreation land that are not developable.

Figure 1 illustrates the fee district boundaries.

Fee District Variation

The fee district rate variation is based on the Level of Service (LOS) levels observed for each sub-area, which are measured in terms of V/C ratios.

The assumed V/C ratios based on the 2020 Update are as follows:

- Urban (expanded area) ≈ 0.81
- Suburban ≈ 0.76
- Rural ≈ 0.58

The multi-modal fees in the urban area are based on the adopted LOS standard (**V/C of 1.00**), reflecting the higher level of congestion in this area. The roadways in suburban/transitioning area are performing slightly better and roadways in the rural area are performing much better, and in an effort to maintain the higher levels of performance, a differential capacity option was developed. This option uses a **V/C of 0.90** for suburban/transitioning area and a **V/C of 0.80** for rural area impact fee calculations. Recognizing the better



travel conditions/higher LOS currently provided in the transitioning and rural areas, the County can elect to charge a higher fee in these areas (as compared to the urban area) in an effort to help preserve this higher achieved LOS. These adjustments are applied to the average VMC per lane mile added for each fee district:

- Urban = $9,000 * 1.00 = \mathbf{9,000}$
- Suburban = $9,000 * 0.90 = \mathbf{8,100}$
- Rural = $9,000 * 0.80 = \mathbf{7,200}$

As discussed previously, the full reduction would only be applied to residential, office, and industrial land uses. These land uses generally demand longer trip lengths and receive significant benefit from the high service levels, whereas retail land uses attract more local travel with shorter trip lengths and the benefit they receive is more limited. Therefore, the retail uses are estimated to receive a more limited capacity decrease of five (5) percent (for Suburban Fee District) and 10 percent (for Rural Fee District).

These values were not changed in the 2026 Update from the 2020 Update due to CFRPM 8 not being released yet as of the development of this study. Therefore, a similar set of V/C ratios were utilized, as well as the assumption that were developed for both Suburban and Rural districts. It is recommended that these values should be revisited once CFRPM 8 is available.

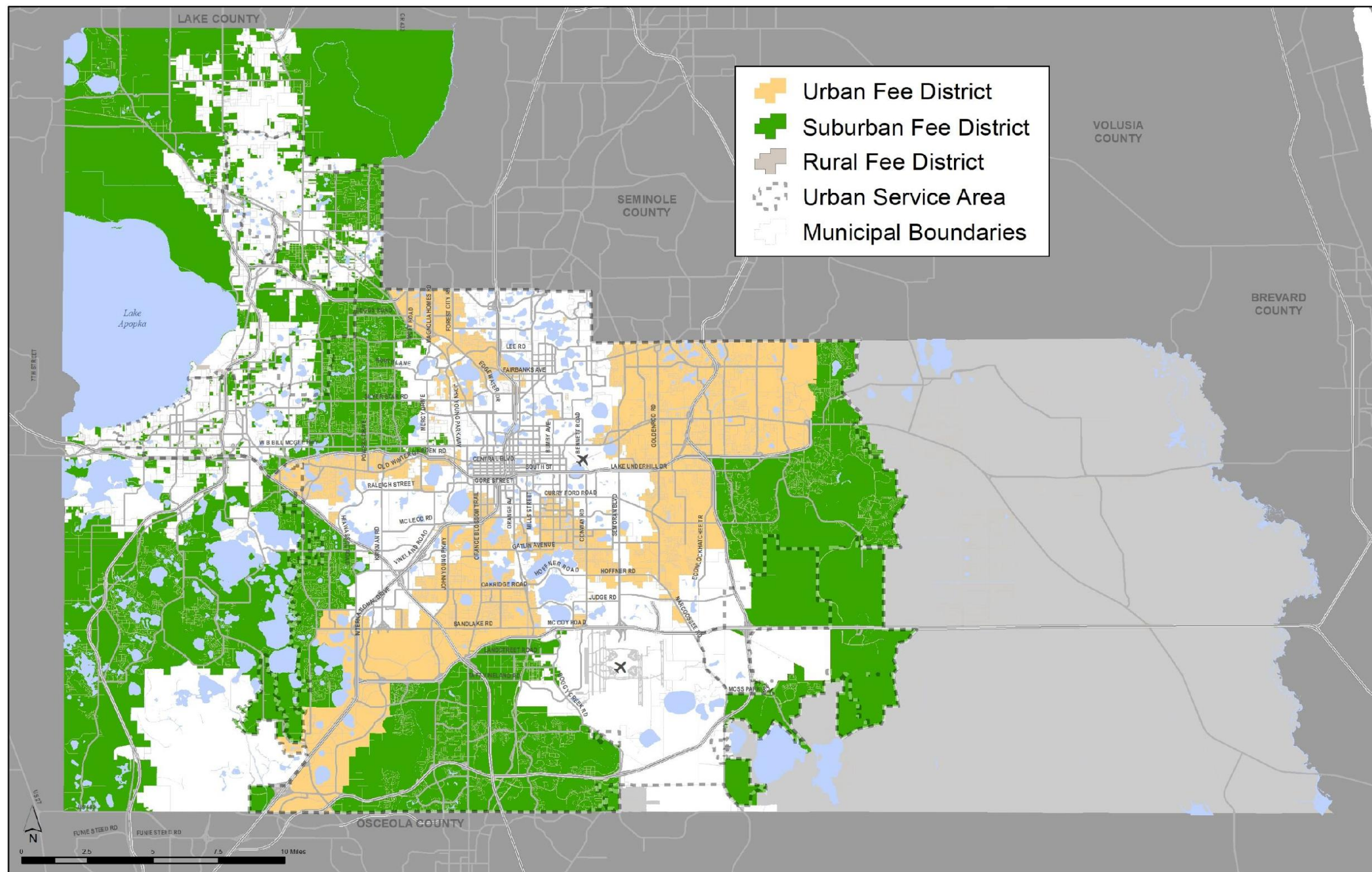


Figure 1- Adopted Orange County Transportation Impact Fee Districts

Calculated Impact Fee Schedule

Detailed impact fee calculations for each land use are included in Appendix E, 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 E illustrates the following:

- Demand factor variables (trip rate, trip length, and percent of new trips);
- Total impact fee cost;
- Annual capital improvement credit;
- Present value of the capital improvement credit;
- Net transportation/multi-modal impact fee;
- Current adopted Orange County impact fee; and
- Percent difference between the calculated impact fee and the current adopted impact fee.

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

Additionally, the overall methodology from the 2020 Update was not changed as part of the 2026 Update.

Below is a “walk-through” of the calculation of an impact fee for one of the land use categories. 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 E. For each land use category, the following equations are utilized to calculate the net impact fee:

$$\text{Net Impact Fee} = \text{Total Impact Cost} - \text{Capital Improvement Credit}$$

Where:

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

Capital Improvement Credit = Present Value (Annual Capital Improvement Credit), given 4.0% interest rate & a 25-year facility life

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

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 (2,000 sq ft):

- Trip Rate = the average daily trip generation rate, in vehicle-trips/day (9.81)



- Assessable Trip Length = the average trip length on collector roads or above, for the category, in vehicle-miles (8.28) (excluding local neighborhood roads).
- 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 ($8.28 + 0.50 = 8.78$).
- % 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., $\text{rate} \times \text{length} \times \% \text{ new trips}$) 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 Travel demand occurring on interstate highways and/or toll facilities (42.5%).
- Cost per Added Lane Mile = unit cost to construct one lane mile of roadway, in \$/lane-mile (\$6,800,000).
- Average Vehicle-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 (9,000).
 - Suburban Adjustment = $9,000 \times 0.90 \text{ V/C ratio} = 8,100$.
 - Rural Adjustment = $9,000 \times 0.80 \text{ V/C ratio} = 7,200$.
- Cost per Vehicle-Mile of Capacity = unit of vehicle-miles of capacity consumed per unit of development. Cost per added lane mile divided by average capacity added per lane mile:
 - Urban = $\$6,800,000 / 9,000 = \$755.56 \text{ per VMC}$
 - Suburban = $\$6,800,000 / 8,100 = \$839.51 \text{ per VMC}$
 - Rural = $\$6,800,000 / 7,200 = \$944.44 \text{ per VMC}$
- *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 5.00% interest and a 25-year facility life, the uniform series present worth factor is 14.0939.
- Effective Days per Year = 365 days.
- *\$/Gallon to Capital* = the amount of equivalent gas tax revenue per gallon of fuel that is used for capital improvements, in \$/gallon (\$0.194 for roadways, \$0.230 for multi-modal (including roadways)).
- *Ad Valorem Credit* = the amount of ad valorem taxes used toward transportation capacity, calculated based on the average property value of each land use.
- *Fuel Efficiency* = average fuel efficiency of vehicles, in vehicle-miles/gallon (20.11).

A summary of the calculated impact fee rates for all land uses is presented in Appendix E, Tables E-1 through E-4

Consumption-Based Transportation Impact Fee Calculation

Using these inputs, a net impact fee can be calculated for the single-family residential detached (2,000 sf) land use category as follows:

Urban Fee District (Multi-Modal Fee) (Table E-2):

$$\text{Total Impact Cost} = ([9.81 * 8.28 * 1.0] / 2) * ((1 - 0.425) * (\$6,800,000 / 9,000)) = \$17,644.63$$

$$\text{Annual Cap. Improv. Credit} = ([9.81 * 8.28 * 1.0] / 2) * 365 * (\$0.230 / 20.11) = \$169.61$$

$$\text{Total Capital Improvement Credit} = \$169.61 * 14.0939 = \$2,390.50$$

$$\text{Ad Valorem Credit} = \$983$$

$$\text{Net Multi-Modal Fee} = \$17,645 - \$2,391 - \$983 = \underline{\$14,271}$$

Non-Urban/Suburban Fee District (Roadway Fee) (Table E-3):

$$\text{Total Impact Cost} = ([9.81 * 8.28 * 1.0] / 2) * (1 - 0.425) * (\$6,800,000 / 8,550) = \$18,573.29$$

$$\text{Annual Cap. Improv. Credit} = ([9.81 * 8.28 * 1.0] / 2) * 365 * (\$0.194 / 20.11) = \$143.25$$

$$\text{Total Capital Improvement Credit} = \$143.25 * 14.0939 = \$2,018.93$$

$$\text{Ad Valorem Credit} = \$1,277$$

$$\text{Net Impact Fee} = \$18,573 - \$2,019 - \$1,277 = \underline{\$15,277}$$

Rural Fee District (Roadway Fee) (Table E-4):

$$\text{Total Impact Cost} = ([9.81 * 8.28 * 1.0] / 2) * (1 - 0.425) * (\$6,800,000 / 7,200) = \$19,605.14$$

$$\text{Annual Cap. Improv. Credit} = ([9.81 * 8.28 * 1.0] / 2) * 365 * (\$0.194 / 20.11) = \$143.25$$

$$\text{Total Capital Improvement Credit} = \$143.25 * 14.0939 = \$2,018.93$$

$$\text{Ad Valorem Credit} = \$1,277$$

$$\text{Net Impact Fee} = \$19,605 - 2,019 - 1,277 = \underline{\$16,309}$$

Indexing

In many cases, impact fees are reviewed periodically (every three to five years) as opposed to an annual review. If no annual adjustment is applied to the impact fee rates a situation can arise where major adjustments to the fee schedule become necessary due to the time interval between update studies. The need for significant adjustment also creates major concern in the development community. To address this issue, the calculated fees in Appendix E, Tables E-2 through E-4, could potentially be indexed annually for construction and land cost increases, as appropriate. The method for developing this index is detailed in this section.

Land Cost

As shown in **Table 5**, between 2019 and 2025 the total Just Property Value for all vacant residential land in unincorporated Orange County increased by an annual average of 2.93 percent. This index was applied to the ROW component of the transportation impact fee.

Table 5: Just Value Trend – Unincorporated Orange County

Year	Just Value (Vacant Land ONLY)			
	Countywide	Unincorporated	% Change CW	% Change Uninc.
2019	\$ 5,176,634,393	\$ 2,951,762,324	-	-
2021	\$ 5,447,885,046	\$ 2,982,678,118	5.2%	1.0%
2022	\$ 6,314,080,422	\$ 3,428,468,327	15.9%	14.9%
2023	\$ 6,947,438,862	\$ 3,626,200,713	10.0%	5.8%
2024	\$ 7,052,700,440	\$ 3,807,978,724	1.5%	5.0%
2025	\$ 6,292,844,191	\$ 3,345,844,977	-10.8%	-12.1%
Average			4.38%	2.93%
Source: Florida Department of Revenue				

Roadway Construction Cost

The Florida Department of Transportation provides historical inflation factors for transportation project costs, which are presented in **Table 6**. It is recommended that these factors be used for the design and construction components of the transportation impact fee indexing. As shown in **Table 6**, the average index is approximately 2.8 percent based on the past 5 years.

Table 6: FDOT Project Cost Inflation Index

Fiscal Year	Inflation Rate ⁽¹⁾
2021	2.5%
2022	2.7%
2023	2.8%
2024	2.9%
2025	3.0%
Annual Avg.	2.8%
Source: FDOT Office of Policy Planning	

Transit Capital Cost

As previously noted, the transit capital cost for the multi-modal fee in the urban fee district is not included in the unit construction cost used to calculate the impact fee due to the insignificant impact on the cost per person-mile. Therefore, there is no indexing adjustment for capital costs related to transit investment. However, an index should be applied to the transit capital cost once the investment reaches a significant level, as determined in a future update study. For this component, the Engineering News-Record (ENR) Building Cost Index is recommended.

Index Calculation

Table 7 presents the indexing application for the transportation impact fee rates.

Table 7: Transportation Indexing Application

Phase	Cost per Lane Mile ⁽¹⁾	Percent of Total Cost ⁽²⁾	Annual Increase ⁽³⁾	Index ⁽⁴⁾
Design	\$500,000	7.35%	2.8%	0.20%
Right-of-Way	\$2,300,000	33.82%	2.93%	0.99%
Construction	\$4,000,000	58.82%	2.8%	1.64%
Total Cost	\$6,800,000		-	-
Total Applicable Index⁽⁵⁾				2.83%
1) Source: Table 1				
2) Cost phase (design, ROW, construction) divided by the total cost				
3) Source: Table 5 for ROW; Table 6 for design and construction				
4) Percent of total cost (Item 2) for each phase multiplied by the annual increase (Item 3)				
5) Sum of the index components (Item 4) for all phases				

Index Application

This section provides an indexing application example using the total application index of 3.30 percent:

- Single Family (Detached) - 1,201 to 2,000 sf
 - Urban Area = \$13,838 x (1 + 2.83%) = **\$14,229**
 - Non-Urban/Suburban Area = \$14,450 x (1 + 2.83%) = **\$14,859**
 - Rural Area = \$17,932 x (1 + 2.83%) = **\$18,439**

This index would be applied to the fees for each land use at the end of the first year after adoption and implementation of the updated impact fee schedule. Given the recent fluctuations in land and construction values, it is recommended that the indices be re-evaluated at the end of the first year of implementation. At the end of each subsequent year, the index would be re-calculated and applied to the current adopted fee schedule. This approach provides the opportunity to base the index on the most current data available.

Peer Agencies

While the 2025 Senate Bill 180 [(2025) SB180] has had an impact on the ability of Cities and Counties to revise their Comprehensive Plan and Land Development Regulations, especially for impacted counties within one-year after a hurricane making landfall, several agencies have nevertheless, updated their impact/mobility fees. Some examples include:

- Manatee County
 - May 8, 2025
- City of West Palm Beach
 - May 27, 2025
- City of New Smyrna Beach
 - July 8, 2025
- City of Lakeland
 - August 18, 2025
- City of Tampa
 - November 2025 (Not Formally Adopted)
- Clay County
 - March 10, 2026

A comparison of calculated fee schedule to the current adopted fee by land use is presented in **Table 8** for select land uses.

Table 8: Transportation Impact / Multi-Modal Fee Comparrison

Land Use	Unit ⁽²⁾	Orange County ⁽³⁾			Osceola County ⁽⁴⁾	Lake County ⁽⁵⁾	Seminole County ⁽⁶⁾	Hillsborough County ⁽⁷⁾	Dade County ⁽⁸⁾	Orlando ⁽⁹⁾	Apopka ⁽¹⁰⁾	Jacksonville ⁽¹¹⁾
		Urban	Non-Urban/Suburban	Rural								
Date of Last Update		2026	2026	2026	2024	2016	2021	2022	2023	2023	2023	2023
Adoption Percentage ⁽¹⁾		NA	NA	NA	100%	100%	100%	100%	100%	85%	100%	100%
Residential												
Single Family (2,000sq. Ft.)	du	\$ 14,271.12	\$ 15,277.37	\$ 16,309.21	\$ 21,710.00	\$ 3,928.00	\$ 2,714.00	\$ 13,038.00	\$ 5,352.00	\$ 5,645.00	\$ 9,000.00	\$ 2,456.08
Multi-Family Mid-Rise (3-10 floors)	du	\$ 4,812.41	\$ 5,105.70	\$ 5,467.02	\$ 14,039.84	\$ 2,216.00	\$ 1,237.00	\$ 3,931.00	\$ 5,115.00	\$ 2,562.00	\$ 4,825.00	\$ 860.03
Non-Residential												
Retail (125K sq ft)	1,000 sf	\$ 27,908.34	\$ 32,110.65	\$ 36,674.34	\$ 24,603.27	\$ 4,203.00	\$ 3,819.00	\$ 15,962.00	\$ 14,737.00	\$ 8,033.00	\$ 10,774.00	\$ 5,445.03
Office (50K sq ft)	1,000 sf	\$ 9,175.40	\$ 9,860.46	\$ 10,515.71	\$ 10,055.96	\$ 3,596.00	\$ 1,840.00	\$ 11,770.00	\$ 19,422.00	\$ 5,516.00	\$ 8,020.00	\$ 1,559.67
Warehouse	1,000 sf	\$ 1,085.21	\$ 1,144.02	\$ 1,231.26	\$ 1,131.58	\$ 586.00	\$ 1,837.00	\$ 1,992.00	\$ 1,927.00	\$ 806.00	\$ 1,193.00	\$ 247.22
(1) Represents the portion of the maximum calculated fee for each respective county that is actually charged. Fees may have been lowered/increased through annual indexing or policy discounts. Does not account for moratoriums/suspensions.												
(2) du = dwelling unit												
(3) Source: Appendix E, Table E-1												
(4) https://www.osceola.org/Doing-Business/Building-and-Permits/Impact-and-Mobility-Fees												
(5) https://lakecountyfl.gov/planning-and-zoning/impact-fees												
(6) Suburb District https://www.seminolecountyfl.gov/departments-services/development-services/fees-calculators/building-permit-impact-fees/county-impact-fees												
(7) Rural: https://hcfl.gov/businesses/permits-and-records/permit-fees/mobility-fees												
(8) Context Zone 4: https://www.miamidade.gov/resources/economy/zoning/documents/impact-fee-rates.pdf												
(9) City other: https://www.orlando.gov/Building-Development/Permits-Inspections/Get-a-Permit/Calculate-Permitting-Fees/Permit-Development-Impact-Fees/Impact-Fee-Guide												
(10) https://www.apopka.gov/854/Impact-Fees												
(11) Mobility Zone 1 (VMT*Cost per VMT): https://library.municode.com/fl/jacksonville/codes/code_of_ordinances?nodeId=TITXVIII&US_CH655COMOMASY_PT5MOSY_S655.503MOFERECEAPPRCA												

APPENDIX A

Travel Demand Component Calculations

Appendix A: Travel Demand Component

This appendix presents detailed calculations for the demand component of the roadway/multi-modal impact fee update.

Interstate & Toll Facility Discount Factor

Factored into the calculation of the roadway/multi-modal impact fee is the interstate and toll facility discount factor shown in **Table A-1**. This variable is based on data from CFRPM 7 with a base year of 2015, but with updated information for the 2026 Update. Data from trips recorded going through Orange County but that do not originate or terminate within the County is excluded from the final data set.

Table A-1: Interstate/Toll Facility Discount Factor

Facility Type	Total	
	VMT ⁽¹⁾	%
Interstate/Toll	23,985,580	42.5%
Other Roads	32,479,549	57.5%
Total	56,465,129	100.0%
Interstate/Toll	23,985,580	42.5%
1) Source: CFRPM 7 2045 (Base Year 2015)		

Single-Family Trip Generation Rate Tiering

As part of the previous 2020 Update, the demand component for single-family homes was tiered by size to assist the County in its efforts to support attainable housing. The tiering analysis used the American Community Survey (ACS) Public Use Microdata Sample (PUMS) data files as the basis. PUMS files allow for the use of census sample data collected in Orange County to create custom tables that are otherwise unavailable.

This same analysis was updated for this study's 2026 update and utilized the 5-year (2020-2024) PUMS files. The PUMS 5-year estimates incorporate 60 months of data (as opposed to the 1-year, 12-month dataset), representing a 5 percent sample of the population (1 percent for each year). The 5-year sample represents the largest and most reliable of the PUMS datasets.

To isolate the PUMS data specific to Orange County, all Public Use Microdata Areas (PUMAs) within the County were identified. PUMAs are non-overlapping areas that partition each state into areas containing approximately 100,000 residents. These are the most detailed geographic areas available within the PUMS data set.

Using the PUMAs identified, the number of persons, number of buildings, and number of vehicles were extracted for single-family (attached/detached) buildings only. Additionally, this data is

grouped based on the number of bedrooms present in each building. The result of this analysis is a local sample of persons, single-family buildings, and vehicles by bedroom count.

Table A-2: PUMS Result Summary: Single-Family Detached/Attached

Bedrooms	Persons ⁽¹⁾	Vehicles ⁽¹⁾	Buildings (Units) ⁽¹⁾	Persons per Housing Unit ⁽²⁾	Vehicles per Housing Unit ⁽³⁾
0 to 1	755	285	228	3.31	1.25
2	5,673	2,516	1,684	3.37	1.49
3	35,379	12,884	7,075	5.00	1.82
4+	43,128	12,941	5,842	7.38	2.22
Total	84,935	28,626	14,829	5.73	1.93
1) Source: Public Use Microdata Sample (PUMS) 2020-2024 dataset; PUMAs 9501-9510					
2) Source: Public Use Microdata Sample (PUMS) 2020-2024 dataset; PUMAs 9501-9510					
3) Source: Public Use Microdata Sample (PUMS) 2020-2024 dataset; PUMAs 9501-9510					

As shown in Table A-2, the persons per housing unit and vehicles per housing unit were calculated for each bedroom tier, representing the entirety of Orange County. Since the transportation impact fee is not collected in the municipalities, a normalization factor was applied to adjust for the unincorporated county. As shown in Table A-3, the unincorporated persons-per-housing-unit (PPHU) was calculated using the 5-year 2020-2024 ACS data for Orange County and all municipalities. A similar analysis is completed for vehicle per housing unit (VPHU) data, resulting in PPHU and VPHU data by bedroom, for unincorporated Orange County.

Table A-3: PPHU and VPHU for Unincorporated Orange County

Item	Uninc. Orange
Persons in Occupied Housing Units (Single Unit detached/attached) ⁽¹⁾	666,327
Units in Structure (Single Unit detached/attached)	235,214
Persons per Housing Unit	2.83
Vehicles Available (Owner/Renter Occupied)	579,268
Vehicles per Structure	316,230
Vehicles per Housing Unit	1.83
1) Source: 2020-2024 5-yr American Census Survey (ACS) Estimates for Tables B25033.	
2) Source: 2020-2024 5-yr American Census Survey (ACS) Estimates for Tables B25024.	
3) Source: 2020-2024 5-yr American Census Survey (ACS) Estimates for Tables B25044.	
4) Calculated by determining number of vehicles available using units in structure	

Table A-4 illustrates the ratio-based adjustments made to the countywide PUMS data based on the PPHU and VPHU calculated for the unincorporated county.

Table A-4: PPHU and VPHU Tiers Adjusted for Unincorporated County

Bedrooms	Persons per Housing Unit ⁽¹⁾	Persons per Housing Unit (Uninc.) ⁽²⁾	Vehicles per Housing Unit ⁽¹⁾	Vehicles per Housing Unit (Uninc.) ⁽²⁾
0 to 1	3.31	1.64	1.25	1.19
2	3.37	1.67	1.49	1.42
3	5.00	2.47	1.82	1.73
4+	7.38	3.65	2.22	2.10
Total	5.73	2.83	1.93	1.83
1) Source: Table A-2				
2) Each bedroom tier for unincorporated county was based on the ratio of the total Persons per Housing Unit (or total Vehicles per Housing Unit) for the unincorporated county (Item 2) vs. the total Persons per Housing Unit (or total Vehicles per Housing Unit) for all of Orange County (Item 1)				

The PPHU and VPHU per bedroom data was then converted to weighted average trip ends per person and per vehicles, respectively, using the ITE 12th Edition National averages. The resulting trip ends per persons and vehicles were then averaged, resulting in average trip ends, per bedroom tier, as shown in Table A-5.

Table A-5: Calculated Trip Ends per Bedroom

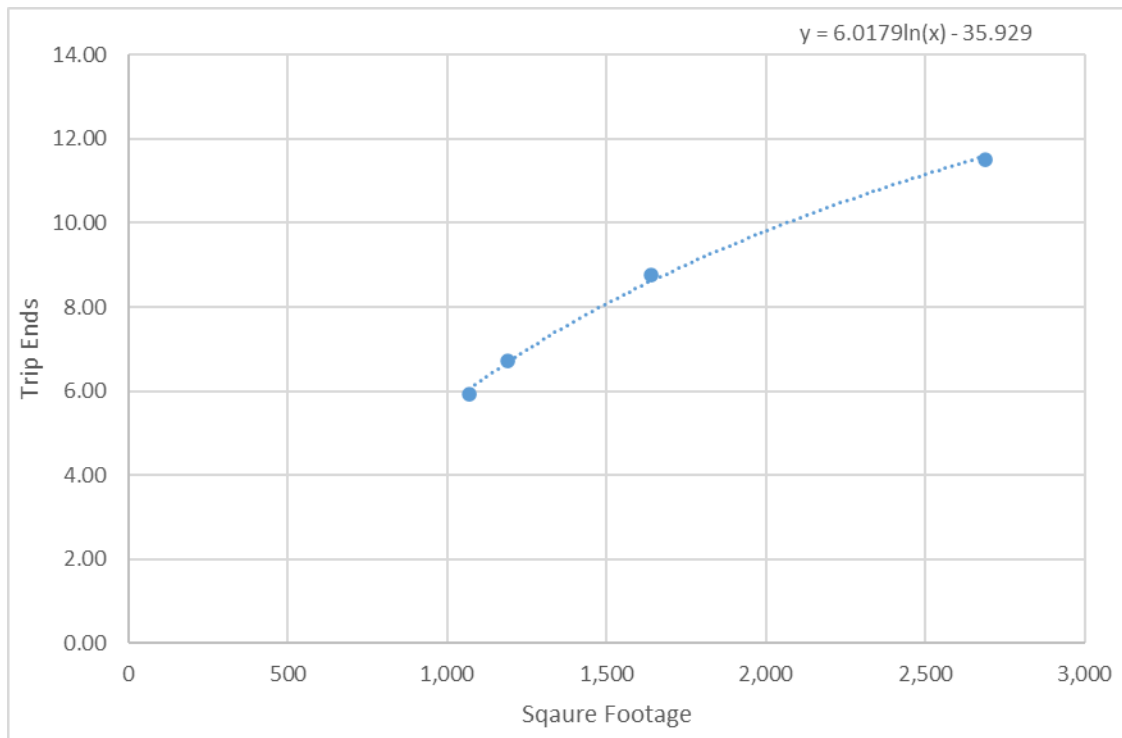
Bedrooms	Persons per Housing Unit (Uninc.) ⁽¹⁾	AWVTE per HU Based on Persons ⁽²⁾	Vehicles per Housing Unit ⁽¹⁾	AWVTE per HU Based on Vehicles ⁽³⁾⁽⁶⁾	Avg. Weighted Vehicle Trip Ends per Housing Unit ⁽⁴⁾
0 to 1	1.64	4.34	1.19	7.54	5.94
2	1.67	4.42	1.42	9.02	6.72
3	2.47	6.55	1.73	10.99	8.77
4+	3.65	9.68	2.10	13.37	11.52
ITE 12th Avg Trip Ends ⁽⁵⁾		2.65	-	6.36	-
AWVTE = Average Weighted Vehicle Trip Ends. HU = Housing Unit.					
1) Source: Table A-4					
2) Persons per Housing Unit (Item 1; Persons per Housing Unit) multiplied by the ITE 12th average trip ends per person (Item 5; 2.65)					
3) Vehicles per Housing Unit (Item 1; Vehicles per Housing Unit) multiplied by the ITE 12th average trip ends per vehicle (Item 5; 6.36)					
4) Average of AWVTE based on persons and AWVTE based on vehicles					
5) Source: ITE 12 th Edition Handbook					
6) ITE 10th Edition used as the 11th and 12th Edition of ITE does not use Vehicles as an independent variable					

Using the Orange County Property Appraisers Database, the average square footage per unit by bedroom tier was determined for unincorporated Orange County, as shown in Table A-6. With these averages determined, the average trip ends were graphed per square footage to determine a line of best fit, as shown in Figure A-1.

Table A-6: Trip Ends vs. Bedrooms vs. Square Footage

Bedrooms	Average Unit Size (Sq Ft) ⁽¹⁾	Avg. Weighted Vehicle Trip Ends Per Housing Unit ⁽²⁾
0 to 1	1,070	5.94
2	1,190	6.72
3	1,640	8.77
4+	2,690	11.52
1) Source: Calculated based on Orange County Property Appraiser's Parcel Database		
2) Source: Table A-5		

Figure A-1: Average Trip Ends per Square Footage



Using the resulting best-fit equation (as shown in Figure A-1), the trip generation rates for various square footage tiers were calculated. As a final adjustment, the resulting trip generation rates were adjusted to account for the differences between the national ITE 12th Edition average trip generation rate and the Florida Studies Trip Characteristics Database average trip generation rate for the single-family land use. The resulting trip generation rates are shown in Table A-7.

Table A-7: Trip Generation Rates by Tier

Tier	Sq. Ft. Input	TGR ⁽¹⁾	TGR Adj. ⁽²⁾
Single Family (Detached) - 1,200 sf or less (0 to 1 bedrooms)	1,200	6.74	5.36
Single Family (Detached) - 1,201 to 2,000 sf (2 bedrooms)	2,000	9.81	7.81
Single Family (Detached) - 2,001 to 3,500 sf (3 bedrooms)	3,500	13.18	10.49
Single Family (Detached) - greater than 3,500 sf (4+ bedrooms)	4,000	13.98	11.13
1) Calculated using the sq ft inputs and the line of best fit from Figure A-1			
2) TGR (Item 1) adjusted from National data to Florida data. The ratio between the calculated TGR for the 1,201-2,000 sq ft tier (9.81) and the FL studies average TGR (7.81; detail is presented later in this Appendix) was applied to all other sq ft tiers.			

After further analysis and review, it was determined that utilizing the TGR data from the **Florida Studies Trip Characteristics Database** for the Single-Family Homes land use would not be

sufficient as it differed greatly from the ITE Trip Generation Manual 12th Edition. Therefore, it was determined that the 2026 Update would utilize the National ITE TGR instead of what was developed in Appendix A. Tables A-8 through A-10 present the tiered single-family net impact fee rates based on each fee district.

Table A-8: Calculated Single-Family Tiered Fee Rates (URBAN)

ITE LUC	Land Use	Unit	Trip Rate	Net Impact Fee - 2026
URBAN				
210 (Single-Family Detached Housing) ⁽¹⁾	Single Family (Detached) - 1,200 sf or less	du	6.74	\$9,492
210 (Single-Family Detached Housing) ⁽¹⁾	Single Family (Detached) - 1,201 to 2,000 sf	du	9.81	\$14,271
210 (Single-Family Detached Housing) ⁽¹⁾	Single Family (Detached) - 2,001 to 3,500 sf	du	13.18	\$19,506
210 (Single-Family Detached Housing) ⁽¹⁾	Single Family (Detached) - greater than 3,500 sf	du	13.98	\$20,756

1) Source: Net impact fees for 210 are sourced from Table E-2

Table A-9: Calculated Single-Family Tiered Fee Rates (SUBURBAN)

ITE LUC	Land Use	Unit	Trip Rate	Net Impact Fee - 2026
SUBURBAN				
210 (Single-Family Detached Housing) ⁽¹⁾	Single Family (Detached) - 1,200 sf or less	du	6.74	\$10,091
210 (Single-Family Detached Housing) ⁽¹⁾	Single Family (Detached) - 1,201 to 2,000 sf	du	9.81	\$15,277
210 (Single-Family Detached Housing) ⁽¹⁾	Single Family (Detached) - 2,001 to 3,500 sf	du	13.18	\$20,959
210 (Single-Family Detached Housing) ⁽¹⁾	Single Family (Detached) - greater than 3,500 sf	du	13.98	\$22,315

1) Source: Net impact fees for 210 are sourced from Table E-3

Table A-10: Calculated Single-Family Tiered Fee Rates (RURAL)

ITE LUC	Land Use	Unit	Trip Rate	Net Impact Fee - 2026
RURAL				
210 (Single-Family Detached Housing) ⁽¹⁾	Single Family (Detached) - 1,200 sf or less	du	6.74	\$10,800
210 (Single-Family Detached Housing) ⁽¹⁾	Single Family (Detached) - 1,201 to 2,000 sf	du	9.81	\$16,309
210 (Single-Family Detached Housing) ⁽¹⁾	Single Family (Detached) - 2,001 to 3,500 sf	du	13.18	\$22,345
210 (Single-Family Detached Housing) ⁽¹⁾	Single Family (Detached) - greater than 3,500 sf	du	13.98	\$23,785

1) Source: Net impact fees for 210 are sourced from Table E-4

Demand Variable Changes

Since the last demand component update in 2020, there were several trip generation rates (TGR) that were updated or changed by ITE. As the data for trip lengths (TL), and percent new trips (PNT) is based on previously collected data from the “**Florida Studies Trip Characteristics Database**” (including local Orange County studies), these were not updated, but TLs and PNTs were assumed based on similar uses for any new land use that was identified.

Table A-11 presents the changes to the gross VMT while Tables A-12 through A-14 provide details on each individual input variable. For the trip length comparison in Table A-13, it is important to note that these figures reflect the trip length figures used in the impact fee calculations prior to the application of local adjustment factor to reflect longer trip lengths in Orange County. The cells highlighted in yellow are new Land Use Codes (LUC) from the 2020 update. Those cells shaded in red increased more than 50% from the 2020 update.

Table A-11: Percent Change in Gross VMT of Impact Fee Land Uses

ITE LUC	LUC Category	Land Use	Unit	GVMT 2020 (1)(2)(3)	GVMT 2026 (1)(2)(3)	GVMT %	Explanation ⁽⁴⁾
210 ¹	Residential	Single Family (Detached) - 1,200 sf or less	du	20.36	22.30	10%	Single Family TGR tiering by square footage added
210 ²		Single Family (Detached) - 1,201 to 2,000 sf	du	25.85	32.48	26%	Single Family TGR tiering by square footage added
210 ³		Single Family (Detached) - 2,001 to 3,500 sf	du	31.88	43.63	37%	Single Family TGR tiering by square footage added
210 ⁴		Single Family (Detached) - greater than 3,500 sf	du	33.33	46.29	39%	Single Family TGR tiering by square footage added
220		Multi-Family Housing/Townhouse (Low-Rise, 1-2 floors)	du	18.67	20.55	10%	Re-alignment of multi-family land uses in ITE 10th Edition
221		Multi-Family Housing (Mid-Rise, 3-10 floors)	du	13.87	11.37	-18%	Re-alignment of multi-family land uses in ITE 10th Edition
222		Multi-Family Housing (High-Rise, >10 floors)	du	11.35	12.61	11%	Re-alignment of multi-family land uses in ITE 12th Edition
223		Affordable Housing	du	-	12.27	-	Affordable Housing uses in ITE 12th Edition (no regional filter available)
225 ¹		Student Housing (Adjacent to Campus)	Bedroom	4.02	4.39	9%	Unit change (previously "per du"), TGR & TL update, see Tables A-12 and A-13
225 ²		Student Housing (Over 1/2 mile from Campus)	Bedroom	7.60	8.00	5%	Unit change (previously "per du"), TGR & TL update, see Tables A-12 and A-13
230		Low-Rise Residential with Ground-Floor Commercial	du	-	8.77	-	Low-Rise Residential uses in ITE 12th Edition (no regional filter available)
231		Mid-Rise Residential w/1st floor Commercial	du	8.77	7.97	-9%	TGR update, see Table A-12
232		High-Rise Residential w/1st floor Commercial	du	5.13	6.18	21%	TGR update, see Table A-12
240		Mobile Home Park	du	9.59	18.10	89%	No change
251		Senior Adult Housing - Detached (Retirement Community/Age-Restricted Single Family)	du	9.49	14.96	58%	TGR update, see Table A-12
252		Senior Adult Housing - Attached (Retirement Community/Age-Restricted Single Family)	du	7.23	7.05	-2%	TGR update, see Table A-12
254		Assisted Living	Beds	-	5.36	-	Assisted Living uses in ITE 12th Edition
265 ¹		Time Share	du	17.13	19.91	16%	TGR update, see Table A-12
265 ²		Vacation Rental (1 to 3 bedrooms)	du	-	19.91	-	New land use
265 ³		Vacation Rental (4 to 6 bedrooms)	du	-	39.82	-	New land use
265 ⁴		Vacation Rental (7 to 9 bedrooms)	du	-	59.73	-	New land use
265 ⁵		Vacation Rental (10 to 12 bedrooms)	du	-	79.64	-	New land use
265 ⁶		Vacation Rental (13 to 15 bedrooms)	du	-	99.55	-	New land use
310	Lodging	Hotel/Tourist Hotel	Room	11.47	11.53	1%	TGR update, see Table A-12
320		Motel	Room	5.60	5.60	0%	TGR update, see Table A-12
330		Resort Hotel	Room	-	4.67	-	Resort Hotel uses in ITE 12th Edition
430	Recreational	Golf Course	Acre	11.14	11.14	0%	TGR update, see Table A-12
435		Multipurpose Recreational Facility	1,000 sf	-	57.83	-	Multipurpose Recreational Facility uses in ITE 12th Edition
437		Bowling Alley	1,000 sf	30.13	75.65	151%	TGR update, see Table A-12
445		Movie Theater	1,000 sf	80.19	131.61	64%	TGR update, see Table A-12
488		Soccer Complex/Soccer Field	Fields	-	165.31	-	Soccer Complex Facility uses in ITE 12th Edition
489		Pickleball Courts	Courts	-	90.90	-	Orange County Use
491		Racquet Club	1,000 sf	47.68	67.07	41%	TGR update, see Table A-12
492		Health/Fitness Club	1,000 sf	83.51	72.66	-13%	TGR update, see Table A-12
494		Small Business Gyms	1,000 sf	-	99.58	-	Orange County Use

ITE LUC	LUC Category	Land Use	Unit	GVMT 2020 (1)(2)(3)	GVMT 2026 (1)(2)(3)	GVMT %	Explanation ⁽⁴⁾
495	Institutional	Dance Studio (Martial Arts/Music Lessons)	1,000 sf	30.55	41.28	35%	TGR update, see Table A-12
532		Private School	Employees	26.71	33.30	25%	TGR, TL & PNT update, see Tables A-12, A-13, and A-14
550		University/College	Employees	-	29.43	-	University/College uses in ITE 12th Edition
560		Church / Public Assembly	1,000 sf	12.23	11.93	-2%	Church uses in ITE 12th Edition
565 ¹		Day Care	1,000 sf	36.77	29.12	-21%	TGR update, see Table A-12
565 ²		Daycare/Schools on the same property of a church	1,000 sf	-	29.12	-	Orange County Use
590		Library	1,000 sf	116.86	116.86	0%	TGR update, see Table A-12
610	Medical	Hospital	Bed	57.63	61.63	7%	TGR & PNT update, see Tables A-12 and A-14
620		Nursing Home	1,000 sf	7.65	7.78	2%	TGR update, see Table A-12
640		Animal Hospital/Veterinary Clinic	1,000 sf	16.09	14.30	-11%	TGR & TL update, see Tables A-12 and A-13
650		Free-Standing Emergency Room >1/4 mile from Hospital	1,000 sf	-	64.39	-	Orange County Use
710 ¹	Office	General Office 10,000-50,000 sf	1,000 sf	25.66	20.63	-20%	TGR update, see Table A-12
710 ²		General Office 50,001-100,000 sf	1,000 sf	25.14	20.21	-20%	TGR update, see Table A-12
710 ³		General Office 100,001-200,000 sf	1,000 sf	24.61	19.79	-20%	TGR update, see Table A-12
710 ⁴		General Office greater than 200,000 sf	1,000 sf	24.12	19.39	-20%	TGR update, see Table A-12
712		Small Office Building 10,000 sf or less	1,000 sf	-	34.09	-	Small Office Building uses in ITE 12th Edition
720 ¹		Medical/Dental Office (Within/Near Hospital) (1/2 mile)	1,000 sf	58.85	80.49	37%	TGR update, see Table A-12
720 ²		Medical/Dental Office (Stand-Alone)	1,000 sf	84.27	84.05	0%	TGR update, see Table A-12
720 ³		Massage Spa	1,000 sf	-	84.05	-	Orange County Use
720 ⁴		Medical spa, aesthetic clinic, or cosmetic clinic	1,000 sf	-	84.05	-	Orange County Use
720 ⁵		Chiropractor's Office	1,000 sf	-	84.05	-	Orange County Use
732		United States Post Office	1,000 sf	131.15	131.15	0%	ITE 12th edition data not representative of real world experience
815	Retail	Free-Standing Discount Store	1,000 sf	42.71	43.31	1%	TGR update, see Table A-12
816		Hardware/Paint Store	1,000 sf	4.79	4.23	-12%	TGR update, see Table A-12
820 ¹		Retail/Tourist Retail: 100,001-200,000 sf gla Shopping Center (>150K)	1,000 sf gla	38.72	55.33	43%	TGR update, see Table A-12
820 ²		Retail/Tourist Retail: 200,001-300,000 sf gla	1,000 sf gla	37.84	54.07	43%	TGR update, see Table A-12
820 ³		Retail/Tourist Retail: 300,001-400,000 sf gla	1,000 sf gla	37.18	53.12	43%	TGR update, see Table A-12
820 ⁴		Retail/Tourist Retail: 400,001-500,000 sf gla	1,000 sf gla	37.04	52.93	43%	TGR update, see Table A-12
820 ⁵		Retail/Tourist Retail: 500,001-1,000,000 sf gla	1,000 sf gla	38.93	55.63	43%	TGR update, see Table A-12
820 ⁶		Retail/Tourist Retail: 1,000,001-1,200,000 sf gla	1,000 sf gla	39.72	56.76	43%	TGR update, see Table A-12
820 ⁷		Retail/Tourist Retail: greater than 1,200,000 sf gla	1,000 sf gla	40.75	58.23	43%	TGR update, see Table A-12
821		Shopping Plaza (40-150K)	1,000 sf gla	42.68	72.01	69%	TGR update, see Table A-12
822		Strip Retail Plaza 40K sf gla or less	1,000 sf gla	39.30	28.51	-27%	TGR update, see Table A-12
840		New/Used Auto Sales	1,000 sf	44.66	52.44	17%	TGR update, see Table A-12
850		Supermarket	1,000 sf	62.11	63.31	2%	TGR update, see Table A-12
851		Convenience Store	1,000 sf	132.39	137.82	4%	TGR update, see Table A-12
862		Home Improvement Superstore	1,000 sf	24.71	24.64	0%	TGR update, see Table A-12
863		Electronics Superstore	1,000 sf	21.49	21.49	0%	TGR, TL & PNT update, see Tables A-12, A-13, and A-14
881		Drug Store	1,000 sf	34.73	35.68	3%	TGR, TL & PNT update, see Tables A-12, A-13, and A-14
899		Liquor Store	1,000 sf	-	49.06	-	Liquor Store uses in ITE 12th Edition
911	Services	Bank/Savings Walk-In	1,000 sf	33.60	32.43	-3%	TGR update, see Table A-12
912		Bank/Savings Drive-In	1,000 sf	58.09	55.93	-4%	TGR update, see Table A-12
929		High-Volume fast-Food Restaurant (multi order lanes, multi service lanes, and vehicle-side ordering & food delivery)	1,000 sf	-	388.34	-	New land use

ITE LUC	LUC Category	Land Use	Unit	GVMT 2020 (1)(2)(3)	GVMT 2026 (1)(2)(3)	GVMT %	Explanation ⁽⁴⁾
931		Fine Dining Restaurant	1,000 sf	104.00	95.54	-8%	TGR update, see Table A-12
932		High-Turnover Restaurant	1,000 sf	119.58	135.64	13%	TGR update, see Table A-12
934		Fast Food Restaurant w/Drive-Thru	1,000 sf	286.86	221.01	-23%	TGR update, see Table A-12
936		Coffee/Donut Shop Without Drive-Through Window (Local Coffee Shops)	1,000 sf	-	157.68	-	New land use
937		Coffee/Donut/Soda Shop with Drive-Thru	1,000 sf	-	308.67	-	Orange County Use
941		Quick Lubrication Vehicle Shop	1,000 sf	-	125.92	-	TGR, TL & PNT update, see Tables A-12, A-13, and A-14
942		Automobile Care Center - Auto Body Shop (car wrapping services, paint booth, window tinting)	1,000 sf	36.74	61.34	67%	Orange County Use
944		Gas Station with or w/o Convenience Market <2,000 sq ft	Fuel Pos.	37.58	37.58	0%	TGR update, see Table A-12
945		Gas Station w/Convenience Market >2,000 sq ft	Fuel Pos.	44.87	49.24	10%	New land use
947		Self-Service Car Wash	wash station	79.70	79.70	0%	New land use
948		Automated Car Wash	1,000 sf	-	239.50	-	Orange County Use
975		Drinking Place	1,000 sf	59.48	32.90	-45%	TGR, TL & PNT update, see Tables A-12, A-13, and A-14
110	Industrial	General Light Industrial	1,000 sf	11.75	8.53	-27%	TGR update, see Table A-12
140		Manufacturing	1,000 sf	9.31	10.12	9%	TGR update, see Table A-12
150		Warehouse	1,000 sf	4.12	3.27	-21%	TGR update, see Table A-12
151		Mini-Warehouse	1,000 sf	2.41	2.08	-13%	TGR & TL update, see Tables A-12 and A-13
154		High-Cube Transload and Short-Term Storage Warehouse	1,000 sf	3.32	4.45	34%	TGR update, see Table A-12
160		Data Center	1,000 sf	-	1.73	-	New land use
1) GVMT (Gross Vehicle Miles Traveled) = TGR (Trip Generated Rate) * TL (Trip Length) * PNT (Percent New Trips) / 2							
2) The individual input variables (TGR, TL, and PNT) are shown in Tables A-12 through A-14							
3) The trip length values used to calculate the GVMT (Gross Vehicle Miles Traveled) do NOT include the TL (Trip Length) adjustment factors that are applied in the impact fee rate calculations. The TL (Trip Length) shown in Table A-13 provide a comparison to the 2020 report of the unadjusted TL (Trip Length) values							
4) See Appendix E for additional information							

Table A-12: Percent Change in Trip Generation Rate of Impact Fee Land Uses

ITE LUC	LUC Category	Land Use	Unit	TGR 2012	TGR 2020	TGR 2026	TGR %	Explanation ⁽¹⁾
210 ¹	Residential	Single Family (Detached) - 1,200 sf or less	du	7.81	6.15	6.74	9.57%	Single Family tiering by square footage added
210 ²		Single Family (Detached) - 1,201 to 2,000 sf	du	7.81	7.81	9.81	25.64%	Single Family tiering by square footage added
210 ³		Single Family (Detached) - 2,001 to 3,500 sf	du	7.81	9.63	13.18	36.87%	Single Family tiering by square footage added
210 ⁴		Single Family (Detached) - greater than 3,500 sf	du	7.81	10.07	13.98	38.87%	Single Family tiering by square footage added
220		Multi-Family Housing/Townhouse (Low-Rise, 1-2 floors)	du	6.60	7.32	8.06	10.11%	Re-alignment of multi-family land uses in ITE 10th Edition (Southeast Region Filter)
221		Multi-Family Housing (Mid-Rise, 3-10 floors)	du	6.60	5.44	4.46	-18.01%	Re-alignment of multi-family land uses in ITE 10th Edition (no regional filter available)
222		Multi-Family Housing (High-Rise, >10 floors)	du	4.18	4.45	4.95	11.15%	Updated with 12th edition. Converted Peak hour to daily by multiplying peak hour by the % trip distribution of that peak hour.
223		Affordable Housing	du	-	-	4.81	0.00%	Affordable Housing uses in ITE 12th Edition (no regional filter available)
225 ¹		Student Housing (Adjacent to Campus)	Bedroom	-	3.15	3.44	9.21%	Updated TGR in ITE 10th Edition, unit change (previously "per du") (Southeast Region Filter)
225 ²		Student Housing (Over 1/2 mile from Campus)	Bedroom	-	3.97	4.18	5.29%	Updated TGR in ITE 10th Edition, unit change (previously "per du") (Southeast Region Filter)
230		Low-Rise Residential with Ground-Floor Commercial	du	-	-	3.44	0.00%	Low-Rise Residential uses in ITE 12th Edition (no regional filter available)
231		Mid-Rise Residential w/1st floor Commercial	du	-	3.44	3.13	-9.09%	New land use: Used LUC 230 K factor and multiplied by peak hour of adjacent street to get daily rate.
232		High-Rise Residential w/1st floor Commercial	du	-	2.01	2.42	20.58%	New land use
240		Mobile Home Park	du	4.17	4.17	7.87	88.73%	ITE 12th Edition (no regional filter available)
251		Senior Adult Housing - Detached (Retirement Community/Age-Restricted Single Family)	du	3.13	3.50	5.52	57.71%	ITE 12th Edition (Southeast Region Filter)
252		Senior Adult Housing - Attached (Retirement Community/Age-Restricted Single Family)	du	-	3.33	3.25	-2.40%	New land use (no regional filter available)
254		Assisted Living	Beds	-	-	4.14	0.00%	Assisted Living uses in ITE 12th Edition (no regional filter available)
265 ¹		Time Share	du	7.01	8.63	10.03	16.22%	Updated TGR in ITE 12th Edition (Southeast Region Filter)
265 ²		Vacation Rental (1 to 3 bedrooms)	du	-	-	10.03	0.00%	Updated TGR in ITE 12th Edition (Southeast Region Filter)
265 ³		Vacation Rental (4 to 6 bedrooms)	du	-	-	20.06	0.00%	Updated TGR in ITE 12th Edition (Southeast Region Filter)
265 ⁴		Vacation Rental (7 to 9 bedrooms)	du	-	-	30.09	0.00%	Updated TGR in ITE 12th Edition (Southeast Region Filter)
265 ⁵		Vacation Rental (10 to 12 bedrooms)	du	-	-	40.12	0.00%	Updated TGR in ITE 12th Edition (Southeast Region Filter)
265 ⁶		Vacation Rental (13 to 15 bedrooms)	du	-	-	50.15	0.00%	Updated TGR in ITE 12th Edition (Southeast Region Filter)
310	Lodging	Hotel/Tourist Hotel	Room	6.36	5.55	5.58	0.54%	ITE 12th Edition (Southeast Region Filter)
320		Motel	Room	5.63	3.35	3.35	0.00%	Updated TGR in ITE 12th Edition (no regional filter used. Less than 5-studies)
330		Resort Hotel	Room	-	-	2.67	0.00%	Resort Hotel uses in ITE 12th Edition (no regional filter available)
430	Recreational	Golf Course	Acre	5.04	3.74	3.74	0.00%	Updated TGR in ITE 10th Edition (no regional filter available)
435		Multipurpose Recreational Facility	1,000 sf	-	-	24.95	0.00%	New land use: Used LUC 491 K factor and multiplied by peak hour of adjacent street to get daily rate. (no regional filter available)
437		Bowling Alley	1,000 sf	33.33	13.00	32.64	151.10%	Updated TGR in ITE 12th Edition Used LUC 491 K factor and multiplied by peak hour of generator to get daily rate. (no regional filter available)
445		Movie Theater	1,000 sf	78.06	82.30	135.07	64.12%	Updated TGR in ITE 12th Edition Used LUC 491 K factor and multiplied by Friday peak hour of generator to get daily rate. (no regional filter used, only 2 studies)
488		Soccer Complex/Soccer Field	Fields	-	-	71.33	0.00%	Soccer Complex Facility uses in ITE 12th Edition (no regional filter available)
489		Pickleball Courts	Courts	-	-	39.23	0.00%	Orange County Use Study
491		Racquet Club	1,000 sf	14.03	19.70	27.71	40.66%	Updated TGR in ITE 12th Edition (no regional filter available)
492		Health/Fitness Club	1,000 sf	32.93	34.50	30.02	-12.99%	Updated TGR in ITE 10th Edition (peak hour adjusted for daily) (regional filter available and same as all regions)
494		Small Business Gyms	1,000 sf	-	-	41.14	0.00%	Orange County Use (no regional filter available)

ITE LUC	LUC Category	Land Use	Unit	TGR 2012	TGR 2020	TGR 2026	TGR %	Explanation ⁽¹⁾
495		Dance Studio (Martial Arts/Music Lessons)	1,000 sf	-	21.33	28.82	35.11%	New land use in 10th Edition (no regional filter available)
532	Institutional	Private School	Employees	13.78	20.17	25.15	24.69%	Updated TGR in ITE 12th Edition (no regional filter available)
550		University/College	Employees	-	-	8.89	0.00%	University/College uses in ITE 12th Edition (no regional filter available)
560		Church / Public Assembly	1,000 sf	9.11	6.95	6.78	-2.45%	Church uses in ITE 12th Edition (regional filter available and same as all regions)
565 ¹		Day Care	1,000 sf	75.07	49.63	39.30	-20.81%	ITE 12th Edition (no regional filter available)
565 ²		Daycare/Schools on the same property of a church	1,000 sf	-	-	39.30	0.00%	ITE 12th Edition (no regional filter available)
590		Library	1,000 sf	56.24	72.05	72.05	0.00%	Updated TGR in ITE 10th Edition (no regional filter available)
610								
620	Medical	Hospital	Bed	11.81	22.32	23.87	6.94%	Updated TGR in ITE 10th Edition (Southeast Region Filter)
640		Nursing Home	1,000 sf	2.48	6.64	6.75	1.66%	Updated TGR in ITE 10th Edition (All regions used due to only 2-studies in SE.)
650		Animal Hospital/Veterinary Clinic	1,000 sf	28.66	24.20	21.50	-11.16%	ITE 12th Edition (no regional filter available)
		Free-Standing Emergency Room >1/4 mile from Hospital	1,000 sf	-	-	24.94	0.00%	Orange County Use (regional filter available and same as all regions)
710 ¹	Office	General Office 10,000-50,000 sf	1,000 sf	15.65	10.83	8.71	-19.61%	Updated TGR equation in ITE 12th Edition (no regional filter available)
710 ²		General Office 50,001-100,000 sf	1,000 sf	13.34	10.61	8.53	-19.61%	Updated TGR equation in ITE 12th Edition (no regional filter available)
710 ³		General Office 100,001-200,000 sf	1,000 sf	11.37	10.39	8.35	-19.61%	Updated TGR equation in ITE 12th Edition (no regional filter available)
710 ⁴		General Office greater than 200,000 sf	1,000 sf	9.70	10.18	8.18	-19.61%	Updated TGR equation in ITE 12th Edition (no regional filter available)
712		Small Office Building 10,000 sf or less	1,000 sf	-	-	14.39	0.00%	Small Office Building uses in ITE 12th Edition
720 ¹		Medical/Dental Office (Within/Near Hospital) (1/2 mile)	1,000 sf	34.72	23.83	32.59	36.76%	ITE 12th Edition (no regional filter available)
720 ²		Medical/Dental Office (Stand-Alone)	1,000 sf	34.72	34.12	34.03	-0.26%	ITE 12th Edition (no regional filter available)
720 ³		Massage Spa	1,000 sf	-	-	34.03	0.00%	Orange County Use
720 ⁴		Medical spa, aesthetic clinic, or cosmetic clinic	1,000 sf	-	-	34.03	0.00%	Orange County Use
720 ⁵		Chiropractor's Office	1,000 sf	-	-	34.03	0.00%	Orange County Use
732		United States Post Office	1,000 sf	108.19	103.94	103.94	0.00%	ITE 12th edition data not representative of real world expereince
815	Retail	Free-Standing Discount Store	1,000 sf	57.24	53.12	53.87	1.41%	Updated TGR in ITE 10th Edition (SE region available, but only 1 study.)
816		Hardware/Paint Store	1,000 sf	51.29	9.14	8.07	-11.71%	Updated TGR in ITE 12th Edition (no regional filter available)
820 ¹		Retail/Tourist Retail: 100,001-200,000 sfgla Shopping Center (>150K)	1,000 sfgla	53.28	48.16	68.81	42.89%	Updated TGR equation in ITE 12th Edition SE Regional Filter)
820 ²		Retail/Tourist Retail: 200,001-300,000 sfgla	1,000 sfgla	46.23	42.30	60.44	42.89%	Updated TGR equation in ITE 10th Edition
820 ³		Retail/Tourist Retail: 300,001-400,000 sfgla	1,000 sfgla	41.80	38.58	55.13	42.89%	Updated TGR equation in ITE 10th Edition
820 ⁴		Retail/Tourist Retail: 400,001-500,000 sfgla	1,000 sfgla	38.66	35.92	51.33	42.89%	Updated TGR equation in ITE 10th Edition
820 ⁵		Retail/Tourist Retail: 500,001-1,000,000 sfgla	1,000 sfgla	30.33	28.78	41.12	42.89%	Updated TGR equation in ITE 10th Edition
820 ⁶		Retail/Tourist Retail: 1,000,001-1,200,000 sfgla	1,000 sfgla	28.46	27.14	38.78	42.89%	Updated TGR equation in ITE 10th Edition
820 ⁷		Retail/Tourist Retail: greater than 1,200,000 sfgla	1,000 sfgla	26.96	25.84	36.92	42.89%	Updated TGR equation in ITE 10th Edition
821		Shopping Plaza (40-150K)	1,000 sfgla	67.91	60.12	101.43	68.71%	Updated TGR equation in ITE 10th Edition (minimal studies.
822		Strip Retail Plaza 40K sfgla or less	1,000 sfgla	86.56	75.05	54.45	-27.45%	Updated TGR equation in ITE 10th Edition (no regional filter available)
840		New/Used Auto Sales	1,000 sf	26.40	24.58	28.86	17.41%	Updated TGR in ITE 12th Edition (SE Region used)
850		Supermarket	1,000 sf	103.38	106.64	108.70	1.93%	Updated TGR in ITE 12th Edition (SE Region used)
851		Convenience Store	1,000 sf	775.14	626.25	651.94	4.10%	Updated Land Use and TGR in ITE 12th Edition (no regional filter available)
862		Home Improvement Superstore	1,000 sf	29.80	30.74	30.65	-0.29%	Updated TGR in ITE 12th Edition (SE Region Used)
863		Electronics Superstore	1,000 sf	45.04	41.05	41.05	0.00%	Updated TGR in ITE 12th Edition (SE region available, but only limited studies)
881		Drug Store	1,000 sf	88.46	104.37	107.20	2.71%	Updated TGR in ITE 12th Edition (no regional filter available)
899		Liquor Store	1,000 sf	-	-	107.21	0.00%	Liquor Store uses in ITE 12th Edition (no regional filter available)
911	Services	Bank/Savings Walk-In	1,000 sf	-	59.39	57.32	-3.49%	Updated TGR in ITE 12th Edition Used LUC 912 K factor and multiplied by peak hour of generator to get daily rate. (no regional filter available)
912		Bank/Savings Drive-In	1,000 sf	159.34	102.66	98.85	-3.71%	Updated TGR in ITE 12th Edition (no regional filter available)
929		High-Volume fast-Food Restaurant (multi order lanes, multi service lanes, and vehicle-side ordering & food delivery)	1,000 sf	-	-	653.22	0.00%	New Land Use

ITE LUC	LUC Category	Land Use	Unit	TGR 2012	TGR 2020	TGR 2026	TGR %	Explanation ⁽¹⁾
931		Fine Dining Restaurant	1,000 sf	91.10	86.03	79.03	-8.14%	Updated TGR in ITE 12th Edition (no regional filter available)
932		High-Turnover Restaurant	1,000 sf	116.60	106.26	120.53	13.43%	Additional FL Studies added and updated TGR in ITE 12th Edition (SE Region Filter)
934		Fast Food Restaurant w/Drive-Thru	1,000 sf	511.00	482.53	371.76	-22.96%	Updated TGR in ITE 12th Edition (SE Region Filter)
936		Coffee/Donut Shop Without Drive-Through Window (Local Coffee Shops)	1,000 sf	-	-	265.23	0.00%	Updated TGR in ITE 12th Edition Used LUC 933 K factor and multiplied by pm peak hour of generator to get daily rate. (no regional filter available)
937		Coffee/Donut/Soda Shop with Drive-Thru	1,000 sf	-	-	519.21	0.00%	Orange County Use (SE Region Filter) - New Use for 12th edition.
941		Quick Lubrication Vehicle Shop	1,000 sf	-	-	69.57	0.00%	Updated TGR in ITE 12th Edition (no regional filter available)
942		Automobile Care Center - Auto Body Shop (car wrapping services, paint booth, window tinting)	1,000 sf	25.67	28.19	33.89	20.22%	Updated TGR in ITE 12th Edition (no regional filter available)
944		Gas Station with or w/o Convenience Market <2,000 sq ft	Fuel Pos.	168.56	172.01	172.01	0.00%	Updated TGR in ITE 12th Edition (no regional filter available)
945		Gas Station w/Convenience Market >2,000 sq ft	Fuel Pos.	-	205.36	225.36	9.74%	Updated TGR in ITE 12th Edition (no regional filter available)
947		Self-Service Car Wash	wash station	-	108.00	108.00	0.00%	Updated TGR in ITE 12th Edition (no regional filter available)
948		Automated Car Wash	1,000 sf	-	-	323.12	0.00%	Orange County Use - New Use with 12th ITE Edition. (SE Region Filter)
975		Drinking Place	1,000 sf	113.40	113.60	62.83	-44.69%	Updated TGR in ITE 12th Edition Used LUC 931 K factor and multiplied by peak hour of adjacent street to get daily rate. (no regional filter available)
110	Industrial	General Light Industrial	1,000 sf	6.97	4.96	3.60	-27.42%	Updated TGR in ITE 12th Edition (no regional filter available)
140		Manufacturing	1,000 sf	3.82	3.93	4.27	8.65%	Updated TGR in ITE 12th Edition (no regional filter available)
150		Warehouse	1,000 sf	3.56	1.74	1.38	-20.69%	Updated TGR in ITE 12th Edition (no regional filter available)
151		Mini-Warehouse	1,000 sf	2.15	1.49	1.29	-13.42%	Updated TGR in ITE 12th Edition (no regional filter available)
154		High-Cube Transload and Short-Term Storage Warehouse	1,000 sf	-	1.40	1.88	34.29%	Updated TGR in ITE 12th Edition (SE Region Filter)
160		Data Center	1,000 sf	-	-	0.73	0.00%	Updated TGR in ITE 12th Edition (no regional filter available)
1) See Appendix E for additional information								

Table A-13: Percent Change in Trip Length (Unadjusted) of Impact Fee Land Uses

ITE LUC	LUC Category	Land Use	Unit	TL 2012 (1)	TL 2020 (1)	TL 2026 (1)	TL % (1)	Explanation (2)
210 ¹	Residential	Single Family (Detached) - 1,200 sf or less	du	6.62	6.62	6.62	0%	No change
210 ²		Single Family (Detached) - 1,201 to 2,000 sf	du	6.62	6.62	6.62	0%	No change
210 ³		Single Family (Detached) - 2,001 to 3,500 sf	du	6.62	6.62	6.62	0%	No change
210 ⁴		Single Family (Detached) - greater than 3,500 sf	du	6.62	6.62	6.62	0%	No change
220		Multi-Family Housing/Townhouse (Low-Rise, 1-2 floors)	du	5.10	5.10	5.10	0%	No change
221		Multi-Family Housing (Mid-Rise, 3-10 floors)	du	5.10	5.10	5.10	0%	No change
222		Multi-Family Housing (High-Rise, >10 floors)	du	5.10	5.10	5.10	0%	No change
223		Affordable Housing	du	-	-	5.10	-	Assumed similar TL to Multi-Family Housing
225 ¹		Student Housing (Adjacent to Campus)	Bedroom	5.10	2.55	2.55	0%	Updated to use 50% of LUC 220
225 ²		Student Housing (Over 1/2 mile from Campus)	Bedroom	5.10	3.83	3.83	0%	Updated to use 75% of LUC 220
230		Low-Rise Residential with Ground-Floor Commercial	du	-	-	5.10	-	Assumed similar TL to Multi-Family Housing
231		Mid-Rise Residential w/1st floor Commercial	du	-	5.10	5.10	0%	New land use
232		High-Rise Residential w/1st floor Commercial	du	-	5.10	5.10	0%	New land use
240		Mobile Home Park	du	4.60	4.60	4.60	0%	No change
251		Senior Adult Housing - Detached (Retirement Community/Age-Restricted Single Family)	du	5.42	5.42	5.42	0%	No change
252		Senior Adult Housing - Attached (Retirement Community/Age-Restricted Single Family)	du	-	4.34	4.34	0%	New land use
254		Assisted Living	Beds	-	-	2.59	-	Assisted Living uses in ITE 12th Edition
265 ¹		Time Share	du	3.97	3.97	3.97	0%	No change
265 ²		Vacation Rental (1 to 3 bedrooms)	du	-	-	3.97	-	No change
265 ³		Vacation Rental (4 to 6 bedrooms)	du	-	-	3.97	-	No change
265 ⁴		Vacation Rental (7 to 9 bedrooms)	du	-	-	3.97	-	No change
265 ⁵		Vacation Rental (10 to 12 bedrooms)	du	-	-	3.97	-	No change
265 ⁶		Vacation Rental (13 to 15 bedrooms)	du	-	-	3.97	-	No change
310	Lodging	Hotel/Tourist Hotel	Room	6.26	6.26	6.26	0%	No change
320		Motel	Room	4.34	4.34	4.34	0%	No change
330		Resort Hotel	Room	-	-	5.30	-	Average of similar land uses (Hotel/Motel)
430	Recreational	Golf Course	Acre	6.62	6.62	6.62	0%	No change
435		Multipurpose Recreational Facility	1,000 sf	-	-	5.15	-	Assumed similar TL to Racquet Club and Health/Fitness Club
437		Bowling Alley	1,000 sf	5.15	5.15	5.15	0%	No change
445		Movie Theater	1,000 sf	2.22	2.24	2.24	0%	Updated weighted average calculation
488		Soccer Complex/Soccer Field	Fields	-	-	5.15	-	Assumed similar TL to Racquet Club and Health/Fitness Club
489		Pickleball Courts	Courts	-	-	5.15	-	Assumed similar TL to Racquet Club and Health/Fitness Club
491		Racquet Club	1,000 sf	5.15	5.15	5.15	0%	No change
492		Health/Fitness Club	1,000 sf	5.15	5.15	5.15	0%	No change
494		Small Business Gyms	1,000 sf	-	-	5.15	-	Assumed similar TL to Racquet Club and Health/Fitness Club

ITE LUC	LUC Category	Land Use	Unit	TL 2012 (1)	TL 2020 (1)	TL 2026 (1)	TL % (1)	Explanation ⁽²⁾
495		Dance Studio (Martial Arts/Music Lessons)	1,000 sf	-	3.37	3.37	0%	New land use
532	Institutional	Private School	Employees	7.67	3.31	3.31	0%	Updated to use 50% of single family per review of travel demand models
550		University/College	Employees	-	-	6.62	-	University/College uses in ITE 12th Edition - Assumed the same trip length as a Library.
560		Church / Public Assembly	1,000 sf	7.67	3.91	3.91	0%	Church uses in ITE 12th Edition
565 ¹		Day Care	1,000 sf	2.03	2.03	2.03	0%	No change
565 ²		Daycare/Schools on the same property of a church	1,000 sf	-	-	2.03	-	Assumed similar TL to Day Care
590		Library	1,000 sf	6.62	6.62	6.62	0%	No change
610	Medical	Hospital	Bed	6.62	6.62	6.62	0%	No change
620		Nursing Home	1,000 sf	2.59	2.59	2.59	0%	No change
640		Animal Hospital/Veterinary Clinic	1,000 sf	5.10	1.90	1.90	0%	Updated to use FL Studies; previously used 2004 study
650		Free-Standing Emergency Room >1/4 mile from Hospital	1,000 sf	-	-	6.62	-	Assumed similar TL to Hospital
710 ¹	Office	General Office 10,000-50,000 sf	1,000 sf	5.15	5.15	5.15	0%	No change
710 ²		General Office 50,001-100,000 sf	1,000 sf	5.15	5.15	5.15	0%	No change
710 ³		General Office 100,001-200,000 sf	1,000 sf	5.15	5.15	5.15	0%	No change
710 ⁴		General Office greater than 200,000 sf	1,000 sf	5.15	5.15	5.15	0%	No change
712		Small Office Building 10,000 sf or less	1,000 sf	-	-	5.15	-	Assumed similar TL to General Office
720 ¹		Medical/Dental Office (Within/Near Hospital) (1/2 mile)	1,000 sf	5.55	5.55	5.55	0%	No change
720 ²		Medical/Dental Office (Stand-Alone)	1,000 sf	5.55	5.55	5.55	0%	No change
720 ³		Massage Spa	1,000 sf	-	-	5.55	-	Assumed similar TL to Small Medical/Dental Office
720 ⁴		Medical spa, aesthetic clinic, or cosmetic clinic	1,000 sf	-	-	5.55	-	Assumed similar TL to Small Medical/Dental Office
720 ⁵		Chiropractor's Office	1,000 sf	-	-	5.55	-	Assumed similar TL to Small Medical/Dental Office
732		United States Post Office	1,000 sf	5.15	5.15	5.15	0%	ITE 12th edition data not representative of real world experience
815	Retail	Free-Standing Discount Store	1,000 sf	2.40	2.40	2.40	0%	No change
816		Hardware/Paint Store	1,000 sf	1.87	1.87	1.87	0%	No change
820 ¹		Retail/Tourist Retail: 100,001-200,000 sfgla Shopping Center (>150K)	1,000 sfgla	2.40	2.40	2.40	0%	No change
820 ²		Retail/Tourist Retail: 200,001-300,000 sfgla	1,000 sfgla	2.52	2.52	2.52	0%	No change
820 ³		Retail/Tourist Retail: 300,001-400,000 sfgla	1,000 sfgla	2.64	2.64	2.64	0%	No change
820 ⁴		Retail/Tourist Retail: 400,001-500,000 sfgla	1,000 sfgla	2.75	2.75	2.75	0%	No change
820 ⁵		Retail/Tourist Retail: 500,001-1,000,000 sfgla	1,000 sfgla	3.34	3.34	3.34	0%	No change
820 ⁶		Retail/Tourist Retail: 1,000,001-1,200,000 sfgla	1,000 sfgla	3.57	3.57	3.57	0%	No change
820 ⁷		Retail/Tourist Retail: greater than 1,200,000 sfgla	1,000 sfgla	3.80	3.80	3.80	0%	No change
821		Shopping Plaza (40-150K)	1,000 sfgla	2.29	2.29	2.29	0%	No change
822		Strip Retail Plaza 40K sfgla or less	1,000 sfgla	1.87	1.87	1.87	0%	No change
840		New/Used Auto Sales	1,000 sf	4.60	4.60	4.60	0%	No change
850		Supermarket	1,000 sf	2.08	2.08	2.08	0%	No change
851		Convenience Store	1,000 sf	1.51	1.51	1.51	0%	No change
862		Home Improvement Superstore	1,000 sf	2.40	2.40	2.40	0%	No change
863		Electronics Superstore	1,000 sf	1.27	1.87	1.87	0%	Updated to <50,000 sq ft retail tier; previously used <10,000 sq ft
881		Drug Store	1,000 sf	3.88	2.08	2.08	0%	Updated to use FL Studies; previously used 2004 study
899		Liquor Store	1,000 sf	-	-	2.08	-	Liquor Store uses in ITE 12th Edition
911	Services	Bank/Savings Walk-In	1,000 sf	-	2.46	2.46	0%	No change
912		Bank/Savings Drive-In	1,000 sf	2.46	2.46	2.46	0%	No change
929		High-Volume fast-Food Restaurant (multi order lanes, multi service lanes, and vehicle-side ordering & food delivery)	1,000 sf	-	-	2.05	-	New land use

ITE LUC	LUC Category	Land Use	Unit	TL 2012 (1)	TL 2020 (1)	TL 2026 (1)	TL % (1)	Explanation (2)
931		Fine Dining Restaurant	1,000 sf	3.14	3.14	3.14	0%	No change
932		High-Turnover Restaurant	1,000 sf	3.17	3.17	3.17	0%	No change
934		Fast Food Restaurant w/Drive-Thru	1,000 sf	2.05	2.05	2.05	0%	No change
936		Coffee/Donut Shop Without Drive-Through Window (Local Coffee Shops)	1,000 sf	-	-	2.05	-	New land use
937		Coffee/Donut/Soda Shop with Drive-Thru	1,000 sf	-	-	2.05	-	Orange County Use
941		Quick Lubrication Vehicle Shop	1,000 sf	-	-	3.62	-	Updated ITE LUC
942		Automobile Care Center - Auto Body Shop (car wrapping services, paint booth, window tinting)	1,000 sf	7.97	3.62	3.62	0%	Orange County Use
944		Gas Station with or w/o Convenience Market <2,000 sq ft	Fuel Pos.	1.90	1.90	1.90	0%	No change
945		Gas Station w/Convenience Market >2,000 sq ft	Fuel Pos.	-	1.90	1.90	0%	New land use
947		Self-Service Car Wash	wash station	-	2.18	2.18	0%	New land use
948		Automated Car Wash	1,000 sf	-	-	2.18	-	Assumed similar TLs to Self-Service Car Wash
975		Drinking Place	1,000 sf	1.27	1.87	1.87	0%	Updated to <50,000 sq ft retail tier; previously used <10,000 sq ft
110	Industrial	General Light Industrial	1,000 sf	5.15	5.15	5.15	0%	No change
140		Manufacturing	1,000 sf	5.15	5.15	5.15	0%	No change
150		Warehouse	1,000 sf	5.15	5.15	5.15	0%	No change
151		Mini-Warehouse	1,000 sf	3.10	3.51	3.51	0%	Updated to use the midpoint of office and retail (<50k sq ft)
154		High-Cube Transload and Short-Term Storage Warehouse	1,000 sf	-	5.15	5.15	0%	New land use
160		Data Center	1,000 sf	-	-	5.15	-	New land use
(1) The trip length values shown do NOT include the TL (Trip Length) adjustment factors that are applied in the impact fee rate calculations. The TL (Trip Length) shown in Table A-13 provide a comparison to the 2012 report of the raw, unadjusted TL (Trip Length) values								
(2) See Appendix E for additional information								

Table A-14: Percent Change in Percent New Trips of Impact Fee Land Uses

ITE LUC	LUC Category	Land Use	Unit	PNT 2012	PNT 2020	PNT 2026	PNT %	Explanation
210 ¹	Residential	Single Family (Detached) - 1,200 sf or less	du	100%	100%	100%	0%	No change
210 ²		Single Family (Detached) - 1,201 to 2,000 sf	du	100%	100%	100%	0%	No change
210 ³		Single Family (Detached) - 2,001 to 3,500 sf	du	100%	100%	100%	0%	No change
210 ⁴		Single Family (Detached) - greater than 3,500 sf	du	100%	100%	100%	0%	No change
220		Multi-Family Housing/Townhouse (Low-Rise, 1-2 floors)	du	100%	100%	100%	0%	No change
221		Multi-Family Housing (Mid-Rise, 3-10 floors)	du	100%	100%	100%	0%	No change
222		Multi-Family Housing (High-Rise, >10 floors)	du	100%	100%	100%	0%	No change
223		Affordable Housing	du	-	-	100%	-	Assumed similar PNTs to Multi-Family Housing
225 ¹		Student Housing (Adjacent to Campus)	Bedroom	100%	100%	100%	0%	No change
225 ²		Student Housing (Over 1/2 mile from Campus)	Bedroom	100%	100%	100%	0%	No change
230		Low-Rise Residential with Ground-Floor Commercial	du	-	-	100%	-	Assumed similar PNTs to Multi-Family Housing
231		Mid-Rise Residential w/1st floor Commercial	du	-	100%	100%	0%	No change
232		High-Rise Residential w/1st floor Commercial	du	-	100%	100%	0%	No change
240		Mobile Home Park	du	100%	100%	100%	0%	No change
251		Senior Adult Housing - Detached (Retirement Community/Age-Restricted Single Family)	du	100%	100%	100%	0%	Assumed similar PNTs to Multi-Family Housing
252		Senior Adult Housing - Attached (Retirement Community/Age-Restricted Single Family)	du	-	100%	100%	0%	Assumed similar PNTs to Multi-Family Housing
254		Assisted Living	Beds	-	-	100%	-	Assumed similar PNTs to Multi-Family Housing
265 ¹		Time Share	du	100%	100%	100%	0%	No change
265 ²		Vacation Rental (1 to 3 bedrooms)	du	-	-	100%	-	Assumed similar PNTs to Time Share
265 ³		Vacation Rental (4 to 6 bedrooms)	du	-	-	100%	-	Assumed similar PNTs to Time Share
265 ⁴		Vacation Rental (7 to 9 bedrooms)	du	-	-	100%	-	Assumed similar PNTs to Time Share
265 ⁵		Vacation Rental (10 to 12 bedrooms)	du	-	-	100%	-	Assumed similar PNTs to Time Share
265 ⁶		Vacation Rental (13 to 15 bedrooms)	du	-	-	100%	-	Assumed similar PNTs to Time Share
310	Lodging	Hotel/Tourist Hotel	Room	66%	66%	66%	0%	No change
320		Motel	Room	77%	77%	77%	0%	No change
330		Resort Hotel	Room	-	-	66%	-	Assumed similar PNTs to Hotel/Tourist Hotel
430	Recreational	Golf Course	Acre	90%	90%	90%	0%	No change
435		Multipurpose Recreational Facility	1,000 sf	-	-	90%	-	Assumed similar PNTs to Golf Course
437		Bowling Alley	1,000 sf	90%	90%	90%	0%	No change
445		Movie Theater	1,000 sf	88%	87%	87%	0%	No change
488		Soccer Complex/Soccer Field	Fields	-	-	90%	-	Assumed similar PNTs to Golf Course
489		Pickleball Courts	Courts	-	-	90%	-	Assumed similar PNTs to Golf Course
491		Racquet Club	1,000 sf	94%	94%	94%	0%	No change
492		Health/Fitness Club	1,000 sf	94%	94%	94%	0%	No change
494		Small Business Gyms	1,000 sf	-	-	94%	-	Assumed similar PNTs to Health/Fitness Club

ITE LUC	LUC Category	Land Use	Unit	PNT 2012	PNT 2020	PNT 2026	PNT %	Explanation
495		Dance Studio (Martial Arts/Music Lessons)	1,000 sf	-	85%	85%	0%	No change
532	Institutional	Private School	Employees	100%	80%	80%	0%	No change
550		University/College	Employees	-	-	100%	-	University/College uses in ITE 12th Edition
560		Church / Public Assembly	1,000 sf	100%	90%	90%	0%	No change
565 ¹		Day Care	1,000 sf	73%	73%	73%	0%	No change
565 ²		Daycare/Schools on the same property of a church	1,000 sf	-	-	73%	-	Orange County Use
590		Library	1,000 sf	49%	49%	49%	0%	No change
610	Medical	Hospital	Bed	77%	78%	78%	0%	Updated; based on midpoint of office and hotel
620		Nursing Home	1,000 sf	89%	89%	89%	0%	No change
640		Animal Hospital/Veterinary Clinic	1,000 sf	93%	70%	70%	0%	Updated to use FL Studies; previously used 2004 study
650		Free-Standing Emergency Room >1/4 mile from Hospital	1,000 sf	-	-	78%	-	Orange County Use
710 ¹	Office	General Office 10,000-50,000 sf	1,000 sf	92%	92%	92%	0%	No change
710 ²		General Office 50,001-100,000 sf	1,000 sf	92%	92%	92%	0%	No change
710 ³		General Office 100,001-200,000 sf	1,000 sf	92%	92%	92%	0%	No change
710 ⁴		General Office greater than 200,000 sf	1,000 sf	92%	92%	92%	0%	No change
712		Small Office Building 10,000 sf or less	1,000 sf	-	-	92%	-	Assumed similar PNTs to General Office
720 ¹		Medical/Dental Office (Within/Near Hospital) (1/2 mile)	1,000 sf	89%	89%	89%	0%	No change
720 ²		Medical/Dental Office (Stand-Alone)	1,000 sf	89%	89%	89%	0%	No change
720 ³		Massage Spa	1,000 sf	-	-	89%	-	Assume similar to Medical/Dental
720 ⁴		Medical spa, aesthetic clinic, or cosmetic clinic	1,000 sf	-	-	89%	-	Assume similar to Medical/Dental
720 ⁵		Chiropractor's Office	1,000 sf	-	-	89%	-	Assume similar to Medical/Dental
732		United States Post Office	1,000 sf	49%	49%	49%	0%	No change
815	Retail	Free-Standing Discount Store	1,000 sf	67%	67%	67%	0%	No change
816		Hardware/Paint Store	1,000 sf	56%	56%	56%	0%	No change
820 ¹		Retail/Tourist Retail: 100,001-200,000 sfgla Shopping Center (>150K)	1,000 sfgla	67%	67%	67%	0%	No change
820 ²		Retail/Tourist Retail: 200,001-300,000 sfgla	1,000 sfgla	71%	71%	71%	0%	No change
820 ³		Retail/Tourist Retail: 300,001-400,000 sfgla	1,000 sfgla	73%	73%	73%	0%	No change
820 ⁴		Retail/Tourist Retail: 400,001-500,000 sfgla	1,000 sfgla	75%	75%	75%	0%	No change
820 ⁵		Retail/Tourist Retail: 500,001-1,000,000 sfgla	1,000 sfgla	81%	81%	81%	0%	No change
820 ⁶		Retail/Tourist Retail: 1,000,001-1,200,000 sfgla	1,000 sfgla	82%	82%	82%	0%	No change
820 ⁷		Retail/Tourist Retail: greater than 1,200,000 sfgla	1,000 sfgla	83%	83%	83%	0%	No change
821		Shopping Plaza (40-150K)	1,000 sfgla	62%	62%	62%	0%	No change
822		Strip Retail Plaza 40K sfgla or less	1,000 sfgla	56%	56%	56%	0%	No change
840		New/Used Auto Sales	1,000 sf	79%	79%	79%	0%	No change
850		Supermarket	1,000 sf	56%	56%	56%	0%	No change
851		Convenience Store	1,000 sf	28%	28%	28%	0%	No change
862		Home Improvement Superstore	1,000 sf	67%	67%	67%	0%	No change
863		Electronics Superstore	1,000 sf	43%	56%	56%	0%	Updated to <50,000 sq ft retail tier; previously used <10,000 sq ft
881		Drug Store	1,000 sf	50%	32%	32%	0%	Updated to use FL Studies; previously used 2004 study
899		Liquor Store	1,000 sf	-	-	44%	-	Liquor Store uses in ITE 12th Edition
911	Services	Bank/Savings Walk-In	1,000 sf	-	46%	46%	0%	No change
912		Bank/Savings Drive-In	1,000 sf	46%	46%	46%	0%	No change
929		High-Volume fast-Food Restaurant (multi order lanes, multi service lanes, and vehicle-side ordering & food delivery)	1,000 sf	-	-	58%	-	New land use

ITE LUC	LUC Category	Land Use	Unit	PNT 2012	PNT 2020	PNT 2026	PNT %	Explanation
931	Commercial	Fine Dining Restaurant	1,000 sf	77%	77%	77%	0%	No change
932		High-Turnover Restaurant	1,000 sf	71%	71%	71%	0%	No change
934		Fast Food Restaurant w/Drive-Thru	1,000 sf	58%	58%	58%	0%	No change
936		Coffee/Donut Shop Without Drive-Through Window (Local Coffee Shops)	1,000 sf	-	-	58%	-	New land use
937		Coffee/Donut/Soda Shop with Drive-Thru	1,000 sf	-	-	58%	-	Orange County Use
941		Quick Lubrication Vehicle Shop	1,000 sf	-	-	100%	-	Updated to use FL Studies; previously used 2004 study
942		Automobile Care Center - Auto Body Shop (car wrapping services, paint booth, window tinting)	1,000 sf	-	72%	100%	39%	Orange County Use
944		Gas Station with or w/o Convenience Market <2,000 sq ft	Fuel Pos.	23%	23%	23%	0%	No change
945		Gas Station w/Convenience Market >2,000 sq ft	Fuel Pos.	-	23%	23%	0%	New land use
947		Self-Service Car Wash	wash station	-	68%	68%	0%	New land use
948		Automated Car Wash	1,000 sf	-	-	68%	-	Assumed similar PNTs to Self-Service Car Wash
975		Drinking Place	1,000 sf	43%	56%	56%	0%	Updated to <50,000 sq ft retail tier; previously used <10,000 sq ft
110	Industrial	General Light Industrial	1,000 sf	92%	92%	92%	0%	No change
140		Manufacturing	1,000 sf	92%	92%	92%	0%	No change
150		Warehouse	1,000 sf	92%	92%	92%	0%	No change
151		Mini-Warehouse	1,000 sf	92%	92%	92%	0%	No change
154		High-Cube Transload and Short-Term Storage Warehouse	1,000 sf	-	92%	92%	0%	New land use
160		Data Center	1,000 sf	-	-	92%	-	New land use

Florida Studies Trip Characteristics Database

The Florida Studies Trip Characteristics Database includes over 200 studies on 40 different residential and non-residential land uses collected over the last 25 years. Data from these studies include trip generation, trip length, and percent new trips for each land use. This information has been used in the development of impact fees and the creation of land use plan category trip characteristics for communities throughout Florida and the U.S.

The 2020 update estimated trip generation rates for all land uses in the transportation impact fee schedule using data from studies in the Florida Studies Database and the Institute of Transportation Engineers’ (ITE) *Trip Generation* reference report (10th edition). In instances, when both ITE *Trip Generation* reference report (10th edition) and Florida Studies trip generation rate (TGR) data were available for a particular land use, the data was typically blended 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 was available, only TGR data from the ITE reference report was used in the fee calculation. The database includes several local Orange County studies (highlighted).

The trip generation rate for each respective land use was 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 was 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.

For this 2026 Update, no additional studies or information were included for the existing land uses. For more information on the Florida Studies Trip Characteristics Database, please refer to the 2020 Update

APPENDIX B

Cost Factor Variable Calculations

Appendix B: Cost Factor Variable

This appendix presents detailed calculations for the cost component of the transportation impact fee update. Supporting data and estimates are provided for all cost variables, including:

- Design
- Right-of-Way
- Construction/CEI

Cost Variables

In the 2020 Update, each of the cost variables above were based on a review of recently completed and ongoing projects in Orange County and were compared to neighboring counties and cities to compare the overall ratios per phase. For the current 2026 Update, Orange County provided the cost per lane mile for each of the cost variables above, resulting in a total of **\$6,800,000** per lane mile, as shown in Table B-1. These costs were average rounded costs based on a review of historic project costs provided by Orange County, from the past 15 years as shown in Table B-2. It should be noted that county staff provided direction regarding project phase costs to exclude from the total which were outliers from the typical costs identified. Also to note, RCA and Mitigation phase costs were not included in the cost per lane mile total.

Table B-1: Cost per Lane Mile – Orange County (2026)

Cost Type	Total Cost Per Lane Mile (2026)
Design ⁽¹⁾	\$500,000
Right-of-Way ⁽¹⁾	\$2,300,000
Construction/CEI ⁽¹⁾	\$4,000,000
Total	\$6,800,000
(1) Source: Cost Per Lane Mile Estimates - Orange County FL, Public Works (2026)	

Table B-2: Historic Project Costs – Orange County (2026)

CIP #	PROJECT NAME	FROM	TO	LANE-MILES ADDED	DESIGN DATE OF LAST CO	DESIGN COST	DESIGN COST PER ADDED LANE-MILE	DESIGN COST PER ADDED LANE-MILE (NTP FILTERED)	ROW DATE OF LAST ORDER OF TAKING	ROW COST	ROW COST PER ADDED LANE-MILE	ROW COST PER ADDED LANE-MILE (NTP FILTERED)	CST NTP DATE	CST COST	CST COST PER ADDED LANE-MILE	CST COST PER ADDED LANE-MILE (NTP FILTERED)
2883	Sand Lake Rd	Apopka Vineland Rd	Turkey Lk Rd	2.66		\$ 699,437	\$262,946.39	-		\$5,100.00	\$1,917.29	-		\$15,968,000.00	\$6,003,007.52	-
2892	Hamlin Rd Extension	Hamlin Rd	Tiny Rd	2.60		\$ 910,815	\$350,313.59	-		\$674,543.00	\$259,439.62	-	\$43,229.00	\$8,038,523.30	\$3,091,739.73	\$3,091,739.73
2929	Orange Ave	Osceola County line	Town Center Blvd	2.80		\$ 1,879,601	\$671,286.18	-		\$6,440,000.00	\$2,300,000.00	-				-
3097	All American Blvd	Edgewater Dr	Forest City Rd	2.12	4/28/2022	\$ 1,236,139	\$583,084.65	\$583,084.65		\$12,788,633.00	\$6,032,374.06	-		\$29,152,036.38		-
5037	Flemings Rd	CR 545	Lake County Line	1.00		\$ 1,000,000	\$1,000,000.00	-				-				-
5055	CR 545	Turnpike	SR 50	0.92	12/8/2020	\$ 749,988	\$815,204.49	\$815,204.49		\$1,115,525.00	\$1,212,527.17	-				-
5067	CR 535 Seg F	Overstreet Rd	Fossick Rd	1.20	1/1/2013	\$ 289,032	\$240,860.40	\$240,860.40	\$42,522.00	\$110,485.00	\$92,070.83	\$92,070.83	\$41,999.00	\$3,586,534.00	\$2,988,778.33	\$2,988,778.33
5068	Reams Road	Delmar	Taborfield	0.72	4/9/2013	\$ 149,791	\$208,043.56	\$208,043.56	\$42,005.00	\$13,884.00	\$19,283.33		\$42,912.00	\$3,823,390.00	\$5,310,263.89	\$5,310,263.89
5091	Wildwood	International Dr	Palm Parkway	3.73	9/21/2020	\$ 1,795,605	\$480,879.87	\$480,879.87				-	\$40,980.00	\$19,100,088.85	\$5,115,181.80	\$5,115,181.80
5107	International Drive	Westwood Blvd	Westwood Blvd	4.40	5/1/2010	\$ 1,015,146	\$230,714.90	\$230,714.90	\$41,275.00	\$22,425.00	\$5,096.59		\$42,156.00	\$18,769,137.65	\$4,265,713.10	\$4,265,713.10
5111	Wetherbee Rd	Balcombe Rd	Orange Ave	1.50	8/16/2017	\$ 958,400	\$638,933.35	\$638,933.35	\$40,864.00	\$27,560.00	\$18,373.33		\$41,750.00	\$10,208,886.66	\$6,805,924.44	\$6,805,924.44
5139	Reams Road	Summerlake Blvd	Taborfield	6.20	12/19/2024	\$ 3,897,718	\$628,664.23	\$628,664.23		\$32,851,122.00	\$5,298,568.06	-				-
5140	Ficquette Road	Summerlake Blvd	Overstreet Rd	3.00	4/4/2025	\$ 1,615,672	\$538,557.41	\$538,557.41		\$9,695,034.00	\$3,231,678.00	-		\$35,185,783.39	\$11,728,594.46	-
3096a	Kennedy Blvd	SR434	Wymore Rd	4.04	2/6/2024	\$ 2,887,952	\$714,839.58	\$714,839.58		\$6,832,063.00	\$1,691,104.70	-				-
5001a	John Young Parkway	SR 528	FL Turnpike	4.68	10/6/2009	\$ 816,979	\$174,419.09	\$174,419.09				-	\$41,143.00	\$14,108,710.10	\$3,012,107.19	\$3,012,107.19
5001b	Interchange	JYP	SLR	4.00	2/19/2014	\$ 1,306,970	\$326,742.61	\$326,742.61				-	\$42,416.00	\$11,865,480.75	\$2,966,370.19	\$2,966,370.19
5027a	Texas Avenue	Oak Ridge Rd	Holden Ave	3.52	1/10/2023	\$ 1,458,909	\$414,462.67	\$414,462.67		\$13,917,905.00	\$3,953,950.28	-				-
5059b	Woodbury Rd	Lk Underhill	S of SR 50	3.40	11/16/2023	\$ 1,421,415	\$418,063.17	\$418,063.17				-				-
5085b	Boggy Creek Rd	Osceola County line	BCID Intersection	1.97	2/14/2022	\$ 1,700,727	\$863,445.88	\$863,445.88	\$44,470.00	\$8,866,759.81	\$4,433,379.91	\$4,433,379.91		\$12,751,648.73	\$6,375,824.37	-
5085c	Boggy Creek Rd	BCID Intersection	SR 417	0.42		\$ 94,205	\$226,090.80	-		\$883,168.40	\$490,649.11	-		\$1,723,633.85	\$957,574.36	-
5090d	Lake Underhill	Econ... Rd	Rouse Road	3.74	4/29/2014	\$ 1,655,677	\$442,694.31	\$442,694.31		\$5,289,657.00	\$1,414,346.79	-				-

Roadway Capacity

As shown in Table B-3, the average capacity per lane mile was based on the projects in the Metroplan Orlando 2050 Metropolitan Transportation Plan’s Cost Feasible and Needs Plans, as well as utilizing the FDOT Generalized Level-of-Service tables.

This list of projects reflects the mix of improvements that will yield the vehicle-miles of capacity (VMC) that will be built in Orange County. The resulting weighted average capacity per lane mile of approximately **9,000** was used in the transportation impact fee calculation.

Table B-3: Metroplan 2040 Long Range Transportation Plan – Cost Feasible and Needs Plan Improvements

Jurisdiction	Description	From	To	Improvement	Length	Existing Lanes	Lanes Added	Total Lanes	Context Classification ²	Lane Miles Added	Initial Capacity	Future Capacity	Added Capacity	Vehicle Miles of Capacity Added
County/City	SR 546/World Center Dr	Winter Garden-Vineland Rd/Kissimmee Vineland/SR 535	US 417	Widen to 6 Lanes	0.62	4	2	6	C3C-Suburban Commercial	1.24	32,940	48,690	15,750	9,765
County/City	SR 527/Orange Ave	Landstreet Rd	Sand Lake Rd	Widen to 6 Lanes	1.05	4	2	6	C3C-Suburban Commercial	2.1	32,940	48,690	15,750	16,538
County/City	SR 527/Orange Ave	E Wetherbee Rd	Taft-Vineland Rd	Widen to 6 Lanes	2.06	4	2	6	C3R-Suburban Residential	4.12	33,570	49,590	16,020	33,001
County/City	SR 527/Orange Ave	Taft-Vineland Rd	Landstreet Rd	Widen to 6 Lanes	1.08	4	2	6	C3R-Suburban Residential	2.16	33,570	49,590	16,020	17,302
County/City	SR 527/Orange Ave	Town Center Blvd	Fairyway Woods Blvd	Widen to 6 Lanes	1.38	4	2	6	C3R-Suburban Residential	2.76	33,570	49,590	16,020	22,108
County/City	All American Blvd	Edgewater Dr	SR 434/Forest City Rd	Widen to 4 Lanes & New 4 Lane Road	0.7	2	2	4	C3R-Suburban Residential	1.4	20,160	33,570	13,410	9,387
County/City	CR 545/Avalon Rd	US 192	Hartzog Rd	Widen to 4 Lanes	1.6	2	2	4	C3R-Suburban Residential	3.2	20,160	33,570	13,410	21,456
County/City	Econlockhatchee Tr	Lake Underhill Rd	SR 408	Widen to 4 Lanes	1.44	2	2	4	C3R-Suburban Residential	2.88	20,160	33,570	13,410	19,310
County/City	Flemings Rd	Orange/Lake Limits	CR 545/Avalon Rd	New 4 Lane Roadway	0.98	0	4	4	C3R-Suburban Residential	3.92	0	33,570	33,570	65,797

Jurisdiction	Description	From	To	Improvement	Length	Existing Lanes	Lanes Added	Total Lanes	Context Classification ²	Lane Miles Added	Initial Capacity	Future Capacity	Added Capacity	Vehicle Miles of Capacity Added
County/City	Kennedy Blvd	SR 434/Forest City Rd	Wymore Rd	Widen to 4 Lanes	1.8	2	2	4	C3R-Suburban Residential	3.6	20,160	33,570	13,410	24,138
County/City	Kirkman Rd Extension	Universal Blvd	SR 482/Sand Lake Rd	New 4 Lane Roadway	1.7	0	4	4	C3C-Suburban Commercial	6.8	0	32,940	32,940	111,996
County/City	Lake Underhill Rd	Econlockhatchee Tr	Rouse Rd	Widen to 4 Lanes	1.5	2	2	4	C3R-Suburban Residential	3	20,160	33,570	13,410	20,115
County/City	McCulloch Rd	N Orion Blvd	N Tanner Rd	Widen to 4 Lanes	1.5	2	2	4	C3R-Suburban Residential	3	20,160	33,570	13,410	20,115
County/City	Orange Ave	Osceola Co Line	Florida's Turnpike	Widen to 4 Lanes	0.69	2	2	4	C3C-Suburban Commercial	1.38	19,530	32,940	13,410	9,253
County/City	Reams Rd	Summerlake Park Blvd	Taborfield Ave	Widen to 4 Lanes	3.1	2	2	4	C3C-Suburban Commercial	6.2	19,530	32,940	13,410	41,571
County/City	Richard Crotty Pkwy	SR 436/Semoran Blvd	SR 551/Goldenrod Rd	New 4 Lane Roadway	1.65	0	4	4	C3R-Suburban Residential	6.6	0	33,570	33,570	110,781
County/City	Taft-Vineland Rd	US 441	Orange Ave	Widen to 4 Lanes	2	2	2	4	C3R-Suburban Residential	4	20,160	33,570	13,410	26,820
County/City	Texas Ave	Oak Ridge Rd	Holden Ave	Widen to 4 Lanes	2	2	2	4	C3R-Suburban Residential	4	20,160	33,570	13,410	26,820
County/City	Tiny Rd	Bridgewater Crossing	Tilden Rd	Widen to 4 Lanes	1.79	2	2	4	C3R-Suburban Residential	3.58	20,160	33,570	13,410	24,004
County/City	Tradeshow Rd	Destination Pkwy	Universal Blvd	Widen to 4 Lanes	0.87	2	2	4	C3C-Suburban Commercial	1.74	19,530	32,940	13,410	11,667
County/City	Vineland Ave	SR 535/Apopka Vineland Rd	Little Lake Bryan Pkwy	Widen to 4 Lanes	0.87	2	2	4	C3R-Suburban Residential	1.74	20,160	33,570	13,410	11,667
County/City	Woodbury Rd	Lake Underhill Rd	SR 50/Colonial Dr	Widen to 4 Lanes	1.5	2	2	4	C3R-Suburban Residential	3	20,160	33,570	13,410	20,115

Jurisdiction	Description	From	To	Improvement	Length	Existing Lanes	Lanes Added	Total Lanes	Context Classification ²	Lane Miles Added	Initial Capacity	Future Capacity	Added Capacity	Vehicle Miles of Capacity Added
County/City	Innovation Way	Magnolia Woods Blvd	Sunbridge Pkwy	New 4 Lane Roadway	2.5	0	4	4	C3R-Suburban Residential	10	0	33,570	33,570	167,850
County/City	Clarcona-Ocoee Rd	Ocoee-Apopka Rd	Us 441	Widen to 4 Lanes	7.5	2	2	4	C3R-Suburban Residential	15	20,160	33,570	13,410	100,575
County/City	Town Center	Raintree Ridge Rd	Courtney Chase Cir	Widen to 4 Lanes	3.3	2	2	4	C3R-Suburban Residential	6.6	20,160	33,570	13,410	44,253
County/City	Alafaya Tr	Lake Underhill Rd	Curry Ford Rd	Widen to 6 Lanes	0.9	4	2	6	C3R-Suburban Residential	1.8	33,570	49,590	16,020	14,418
County/City	Alafaya Tr	Curry Ford Rd	Golfway Blvd	Widen to 6 Lanes	1.37	4	2	6	C3R-Suburban Residential	2.74	33,570	49,590	16,020	21,947
County/City	All American Blvd	Clarcona Ocoee Rd	Kennedy Blvd	New 4 Lane Roadway	0.69	0	4	4	C3R-Suburban Residential	2.76	0	33,570	33,570	46,327
County/City	Andes Ave Extension	SR 408/East West Expy	SR 50/Colonial Dr	New 4 Lane Roadway	1.03	0	4	4	C3R-Suburban Residential	4.12	0	33,570	33,570	69,154
County/City	Apopka Vineland Rd	A.D. Mims Rd	Clarcona Ocoee Rd	Widen from 2 to 4 Lanes	1.7	2	2	4	C3R-Suburban Residential	3.4	20,160	33,570	13,410	22,797
County/City	Apopka Vineland Rd	Winter Garden-Vineland Rd	Fenton Rd	Widen from 4 to 6 Lanes	1.43	4	2	6	C3R-Suburban Residential	2.86	33,570	49,590	16,020	22,909
County/City	Apopka Vineland Rd	Darlene Rd	Kilgore Rd	Widen from 4 to 6 Lanes	1.34	4	2	6	C3R-Suburban Residential	2.68	33,570	49,590	16,020	21,467
County/City	Apopka Vineland Rd	Kilgore Rd	SR 482/Sand Lake Rd	Widen from 4 to 6 Lanes	0.76	4	2	6	C3R-Suburban Residential	1.52	33,570	49,590	16,020	12,175
County/City	Apopka Vineland Rd	SR 482/Sand Lake Rd	Wallace Rd	Widen from 4 to 6 Lanes	0.75	4	2	6	C3R-Suburban Residential	1.5	33,570	49,590	16,020	12,015
County/City	Apopka Vineland Rd	Wallace Rd	Palm Lake Dr	Widen from 4 to 6 Lanes	1.27	4	2	6	C3R-Suburban Residential	2.54	33,570	49,590	16,020	20,345

Jurisdiction	Description	From	To	Improvement	Length	Existing Lanes	Lanes Added	Total Lanes	Context Classification ²	Lane Miles Added	Initial Capacity	Future Capacity	Added Capacity	Vehicle Miles of Capacity Added
County/City	Apopka Vineland Rd	Palm Lake Dr	Conroy-Windermere Rd	Widen from 4 to 6 Lanes	1.13	4	2	6	C3C-Suburban Commercial	2.26	32,940	48,690	15,750	17,798
County/City	Apopka Vineland Rd	Conroy-Windermere Rd	Windy Ridge Rd	Widen from 4 to 6 Lanes	1.01	4	2	6	C3C-Suburban Commercial	2.02	32,940	48,690	15,750	15,908
County/City	Apopka Vineland Rd	Windy Ridge Rd	Wilkening Far Rd/Steer Lake Rd	Widen from 4 to 6 Lanes	1.05	4	2	6	C3R-Suburban Residential	2.1	33,570	49,590	16,020	16,821
County/City	Apopka Vineland Rd	Wilkening Farm Rd/Steer Lake Rd	SR 526/Old Winter Garden Rd	Widen from 4 to 6 Lanes	1.41	4	2	6	C3R-Suburban Residential	2.82	33,570	49,590	16,020	22,588
County/City	Avalon Park Blvd	Avalon Park Blvd One-Way Pairs	Alafaya Trl	Widen from 4 to 6 Lanes	0.3	4	2	6	C3R-Suburban Residential	0.6	33,570	49,590	16,020	4,806
County/City	Avalon Rd	US 192/Irlo Bronson Memorial Hwy	Hartzog Rd	Widen from 2 to 6 Lanes	0.98	2	4	6	C3R-Suburban Residential	3.92	20,160	49,590	29,430	57,683
County/City	Avalon Rd	Hartzog Rd	Seidel Rd	Widen from 2 to 4 Lanes	4.28	2	2	4	C3R-Suburban Residential	8.56	20,160	33,570	13,410	57,395
County/City	Avalon Rd	Schofield Rd	Porter Rd	Widen from 2 to 6 Lanes	0.75	2	4	6	C3R-Suburban Residential	3	20,160	49,590	29,430	44,145
County/City	Avalon Rd	Old YMCA Rd	Schofield Rd	Widen from 2 to 4 Lanes	0.76	2	2	4	C3R-Suburban Residential	1.52	20,160	33,570	13,410	10,192
County/City	Avalon Rd	New Independence Rd	Tilden Rd	Widen from 2 to 4 Lanes	3.69	2	2	4	C3R-Suburban Residential	7.38	20,160	33,570	13,410	49,483
County/City	Avalon Rd	Seidel Rd	Old YMCA rd	Widen from 2 to 4 Lanes	1.28	2	2	4	C3R-Suburban Residential	2.56	20,160	33,570	13,410	17,165
County/City	Avalon Rd	Porter Rd	New Independence	Widen from 2 to 4 Lanes	0.92	2	2	4	C3R-Suburban Residential	1.84	20,160	33,570	13,410	12,337

Jurisdiction	Description	From	To	Improvement	Length	Existing Lanes	Lanes Added	Total Lanes	Context Classification ²	Lane Miles Added	Initial Capacity	Future Capacity	Added Capacity	Vehicle Miles of Capacity Added
County/City	Avalon Rd	Tilden Rd	Stoneybrook West Pkwy	Widen from 4 to 6 Lanes	0.73	4	2	6	C3R-Suburban Residential	1.46	33,570	49,590	16,020	11,695
County/City	Avalon Rd	Stoneybrook West Pkwy	Tour Pointe Blvd	Widen from 4 to 6 Lanes	0.99	4	2	6	C3R-Suburban Residential	1.98	33,570	49,590	16,020	15,860
County/City	Avalon Rd	Tour Pointe Blvd	Sunridge Blvd	Widen from 4 to 6 Lanes	0.98	4	2	6	C3R-Suburban Residential	1.96	33,570	49,590	16,020	15,700
County/City	Avalon Rd	Sunridge Blvd	SR 50/Colonial Dr	Widen from 4 to 6 Lanes	0.88	4	2	6	C3R-Suburban Residential	1.76	33,570	49,590	16,020	14,098
County/City	Beggs Rd	Lakeville Rd	Pine Hills Rd	Widen from 2 to 4 Lanes	1.76	2	2	4	C3R-Suburban Residential	3.52	20,160	33,570	13,410	23,602
County/City	Boggy Creek Rd	SR 417	Osceola County Line	Widen from 4 to 6 Lanes	1.46	4	2	6	C3C-Suburban Commercial	2.92	32,940	48,690	15,750	22,995
County/City	Boggy Creek Rd	Tradeport Dr	Wetherbee Rd	Widen to 6 Lanes	1.7	4	2	6	C3C-Suburban Commercial	3.4	32,940	48,690	15,750	26,775
County/City	Buck Rd	Dead Rd	Rouse Rd	Widen from 2 to 4 Lanes	1.26	2	2	4	C3R-Suburban Residential	2.52	20,160	33,570	13,410	16,897
County/City	Challenger Pkwy	SR 50/Colonial Dr	Woodbury Rd	Widen from 4 to 6 Lanes	0.38	4	2	6	C3C-Suburban Commercial	0.76	32,940	48,690	15,750	5,985
County/City	Chancellor Dr	Orlando Central Pkwy	Oak Ridge Rd	Widen from 2 to 4 Lanes	0.58	2	2	4	C3C-Suburban Commercial	1.16	19,530	32,940	13,410	7,778
County/City	Chase Rd	Winter Garden-Vineland Rd	Jack Nicklaus Pkwy	Widen from 2 to 4 Lanes	1.23	2	2	4	C3R-Suburban Residential	2.46	20,160	33,570	13,410	16,494
County/City	Chase Rd	Jack Nicklaus Pkwy	Main St	Widen from 2 to 4 Lanes	2.03	2	2	4	C3R-Suburban Residential	4.06	20,160	33,570	13,410	27,222
County/City	Chickasaw Trl	Valencia College Ln	SR 50/Colonial Dr	Widen from 2 to 4 Lanes	1	2	2	4	C3R-Suburban Residential	2	20,160	33,570	13,410	13,410

Jurisdiction	Description	From	To	Improvement	Length	Existing Lanes	Lanes Added	Total Lanes	Context Classification ²	Lane Miles Added	Initial Capacity	Future Capacity	Added Capacity	Vehicle Miles of Capacity Added
County/City	Chickasaw Trl	Lee Vista Blvd	Cascade Dr	Widen from 2 to 4 Lanes	2.39	2	2	4	C3R-Suburban Residential	4.78	20,160	33,570	13,410	32,050
County/City	Chickasaw Trl	Cascade Dr	Curry Ford Rd	Widen from 2 to 4 Lanes	0.82	2	2	4	C3R-Suburban Residential	1.64	20,160	33,570	13,410	10,996
County/City	Chickasaw Trl	Lake Underhill Rd	Valencia College Ln	Widen from 2 to 4 Lanes	1.02	2	2	4	C3R-Suburban Residential	2.04	20,160	33,570	13,410	13,678
County/City	Clarcona Rd	Clarcona Ocoee Rd	Gillam Rd	Widen from 2 to 4 Lanes	0.92	2	2	4	C3R-Suburban Residential	1.84	20,160	33,570	13,410	12,337
County/City	Clarcona Rd	Keene Rd	Cleveland St	Widen from 2 to 4 Lanes	1.09	2	2	4	C3R-Suburban Residential	2.18	20,160	33,570	13,410	14,617
County/City	Clarcona-Ocoee Rd	Apopka-Vineland Rd	Hiawassee Rd	Widen from 4 to 6 Lanes	1.37	4	2	6	C3R-Suburban Residential	2.74	33,570	49,590	16,020	21,947
County/City	Clarcona-Ocoee Rd	Hiawassee Rd	Powers Dr	Widen from 4 to 6 Lanes	0.55	4	2	6	C3R-Suburban Residential	1.1	33,570	49,590	16,020	8,811
County/City	Crystal Lake Dr	South St	Curry Ford Rd	Widen from 2 to 4 Lanes	1	2	2	4	C3R-Suburban Residential	2	20,160	33,570	13,410	13,410
County/City	Curry Ford Rd	Cypress Springs Pkwy	Alafaya Trl	Widen from 4 to 6 Lanes	1.31	4	2	6	C3R-Suburban Residential	2.62	33,570	49,590	16,020	20,986
County/City	Curry Ford Rd	Dean Rd	Cypress Springs Pkwy	Widen from 4 to 6 Lanes	2.16	4	2	6	C3R-Suburban Residential	4.32	33,570	49,590	16,020	34,603
County/City	Curry Ford Rd	Econlockhatchee Tr	SR 417	Widen from 4 to 6 Lanes	0.53	4	2	6	C3C-Suburban Commercial	1.06	32,940	48,690	15,750	8,348
County/City	Curry Ford Rd	Goldenrod Rd	Chickasaw Trl	Widen from 4 to 6 Lanes	1.38	4	2	6	C3C-Suburban Commercial	2.76	32,940	48,690	15,750	21,735
County/City	Curry Ford Rd	Chickasaw Trl	Econlockhatchee Tr	Widen from 4 to 6 Lanes	0.77	4	2	6	C3R-Suburban Residential	1.54	33,570	49,590	16,020	12,335

Jurisdiction	Description	From	To	Improvement	Length	Existing Lanes	Lanes Added	Total Lanes	Context Classification ²	Lane Miles Added	Initial Capacity	Future Capacity	Added Capacity	Vehicle Miles of Capacity Added
County/City	Daryl Carter Pkwy	Regency Village Dr	International Dr	Widen from 4 to 6 Lanes	0.65	4	2	6	C3R-Suburban Residential	1.3	33,570	49,590	16,020	10,413
County/City	Dean Rd	University Blvd	Seminole Limits	Widen from 2 to 4 Lanes	1.02	2	2	4	C3C-Suburban Commercial	2.04	19,530	32,940	13,410	13,678
County/City	Dowden Rd	SR 417	Dowden Rd	New 4 Lane Roadway	3.07	0	4	4	C3R-Suburban Residential	12.28	0	33,570	33,570	206,120
County/City	Econlockhatchee Trl	Trevathon Rd	SR 417	Widen from 2 to 4 Lanes	0.6	2	2	4	C3R-Suburban Residential	1.2	20,160	33,570	13,410	8,046
County/City	Econlockhatchee Trl	Lee Vista Blvd	Dowden Rd	New 4 Lane Roadway	3.11	0	4	4	C3R-Suburban Residential	12.44	0	33,570	33,570	208,805
County/City	Econlockhatchee Trl	SR 50/Colonial Dr	Trevathon Rd	Widen from 2 to 4 Lanes	0.52	2	2	4	C3R-Suburban Residential	1.04	20,160	33,570	13,410	6,973
County/City	Econlockhatchee Trl	Curry Ford Rd	Lake Underhill Rd	Widen from 2 to 4 Lanes	2.08	2	2	4	C3R-Suburban Residential	4.16	20,160	33,570	13,410	27,893
County/City	Edgewater Dr	Clarcona Ocoee Rd	Beggs Rd	Widen from 2 to 4 Lanes	1.34	2	2	4	C3C-Suburban Commercial	2.68	19,530	32,940	13,410	17,969
County/City	Ficquette Rd	Summerlake Park Blvd	Overstreet Rd	Widen to 4 Lanes	1.5	2	2	4	C3C-Suburban Commercial	3	19,530	32,940	13,410	20,115
County/City	Good Homes Rd	White Rd	Colonial Dr	Widen from 2 to 4 Lanes	0.76	2	2	4	C3R-Suburban Residential	1.52	20,160	33,570	13,410	10,192
County/City	Good Homes Rd	SR 50/Colonial Dr	Old Winter Garden Rd	Widen from 4 to 6 Lanes	0.65	4	2	6	C3C-Suburban Commercial	1.3	32,940	48,690	15,750	10,238
County/City	Hall Rd	Aloma Ave	University Blvd	Widen from 2 to 4 Lanes	1.14	2	2	4	C3R-Suburban Residential	2.28	20,160	33,570	13,410	15,287
County/City	Harmon Rd Extension	Ocoee Apopka Rd	Harmon Rd	New 4 Lane Roadway	0.34	0	4	4	C3R-Suburban Residential	1.36	0	33,570	33,570	22,828

Jurisdiction	Description	From	To	Improvement	Length	Existing Lanes	Lanes Added	Total Lanes	Context Classification ²	Lane Miles Added	Initial Capacity	Future Capacity	Added Capacity	Vehicle Miles of Capacity Added
County/City	Hartzog Rd/Flamingo Crossings Blvd	Avalon Rd	Western Way	Widen from 2 to 4 Lanes	2.99	2	2	4	C3C-Suburban Commercial	5.98	19,530	32,940	13,410	40,096
County/City	Hartzog Rd/Flamingo Crossings Blvd	Sun Haven Way	Western Way	Widen from 4 to 6 Lanes	1.51	4	2	6	C3C-Suburban Commercial	3.02	32,940	48,690	15,750	23,783
County/City	Hiawassee Rd	Westpointe Blvd	Metrowest Blvd	Widen from 4 to 6 Lanes	0.67	4	2	6	C3C-Suburban Commercial	1.34	32,940	48,690	15,750	10,553
County/City	Hiawassee Rd	Metrowest Blvd	Old Winter Garden Rd	Widen from 4 to 6 Lanes	1.48	4	2	6	C3R-Suburban Residential	2.96	33,570	49,590	16,020	23,710
County/City	Hiawassee Rd	Old Winter Garden Rd	Colonial Dr	Widen from 4 to 6 Lanes	0.89	4	2	6	C3R-Suburban Residential	1.78	33,570	49,590	16,020	14,258
County/City	Hiawassee Rd	SR 50/Colonial Dr	Balboa Dr	Widen from 4 to 6 Lanes	0.5	4	2	6	C3R-Suburban Residential	1	33,570	49,590	16,020	8,010
County/City	Hunter's Creek Blvd	John Young Pkwy	Eagle's Crossing Dr	Widen from 2 to 4 Lanes	0.42	2	2	4	C3R-Suburban Residential	0.84	20,160	33,570	13,410	5,632
County/City	International Dr	Pointe Plaza Ave	SR 482/Sand Lake Rd	Widen from 4 to 6 Lanes	1.41	4	2	6	C3R-Suburban Residential	2.82	33,570	49,590	16,020	22,588
County/City	Jones Ave	US 441/Orange Blossom Trl	Orange/Lake Limits	Widen from 2 to 4 Lanes	3.17	2	2	4	C3R-Suburban Residential	6.34	20,160	33,570	13,410	42,510
County/City	Keller Rd	Kennedy Blvd	Fennell St	Widen from 2 to 4 Lanes	0.62	2	2	4	C3C-Suburban Commercial	1.24	19,530	32,940	13,410	8,314
County/City	Kennedy Blvd/Lake Ave	SR 434/Forest City Rd	Keller Rd	Widen from 4 to 6 Lanes	1.02	4	2	6	C3C-Suburban Commercial	2.04	32,940	48,690	15,750	16,065
County/City	L.B. McLeod Rd	Willie Mays Pkwy	John Young Pkwy	Widen from 4 to 6 Lanes	1.02	4	2	6	C3R-Suburban Residential	2.04	33,570	49,590	16,020	16,340
County/City	Lake Pickett Rd	Percival Rd	South Tanner Rd	Widen from 2 to 6 Lanes	1.24	2	4	6	C3R-Suburban Residential	4.96	20,160	49,590	29,430	72,986

Jurisdiction	Description	From	To	Improvement	Length	Existing Lanes	Lanes Added	Total Lanes	Context Classification ²	Lane Miles Added	Initial Capacity	Future Capacity	Added Capacity	Vehicle Miles of Capacity Added
County/City	Lake Pickett Rd	South Tanner Rd	Chuluota Rd	Widen from 2 to 4 Lanes	2.42	2	2	4	C3R-Suburban Residential	4.84	20,160	33,570	13,410	32,452
County/City	Lake Underhill Rd	Oxalis Ave	SR 551/Goldenrod Rd	Widen from 2 to 4 Lanes	0.89	2	2	4	C3R-Suburban Residential	1.78	20,160	33,570	13,410	11,935
County/City	Lake Underhill Rd	SR 436/Semoran Blvd	Oxalis Ave	Widen from 2 to 4 Lanes	0.62	2	2	4	C3R-Suburban Residential	1.24	20,160	33,570	13,410	8,314
County/City	Lake Underhill Rd	Madeira Ave	Econlockhatchee Tr	Widen to 6 Lanes	0.8	4	2	6	C3R-Suburban Residential	1.6	33,570	49,590	16,020	12,816
County/City	Lake Underhill Rd	Econlockhatchee Tr	Dean Rd	Widen to 6 Lanes	0.5	4	2	6	C3R-Suburban Residential	1	33,570	49,590	16,020	8,010
County/City	Landstreet Rd	Atlantic Ave	Boggy Creek Rd	Widen from 2 to 4 Lanes	0.66	2	2	4	C3R-Suburban Residential	1.32	20,160	33,570	13,410	8,851
County/City	Lokanotosa Trl	Rouse Rd	Alafaya Trl	Widen from 2 to 4 Lanes	1.01	2	2	4	C3R-Suburban Residential	2.02	20,160	33,570	13,410	13,544
County/City	Maguire Rd/Kissimmee Ave/HM Bowness Rd	Story Rd	Plant St/Franklin St	Widen from 2 to 4 Lanes	0.99	2	2	4	C3C-Suburban Commercial	1.98	19,530	32,940	13,410	13,276
County/City	Marsh Rd	Lake County Line	Avalon Rd	Widen to 4 Lanes	2.3	2	2	4	C3R-Suburban Residential	4.6	20,160	33,570	13,410	30,843
County/City	Michigan Ave	I-4	Orange Ave	Widen to 6 Lanes	0.8	4	2	6	C3R-Suburban Residential	1.6	33,570	49,590	16,020	12,816
County/City	Millenia Blvd	Oak Ridge Rd	Radebaugh Wy	Widen from 4 to 6 Lanes	0.94	4	2	6	C3C-Suburban Commercial	1.88	32,940	48,690	15,750	14,805
County/City	Moss Park Rd	Lake Hart	Lake Mary Jane Rd	Widen from 2 to 4 Lanes	1.61	2	2	4	C3R-Suburban Residential	3.22	20,160	33,570	13,410	21,590
County/City	Mt Plymouth Rd	Kelly Park Rd	Orange/Lake Limits	Widen from 2 to 4 Lanes	2.29	2	2	4	C3R-Suburban Residential	4.58	20,160	33,570	13,410	30,709

Jurisdiction	Description	From	To	Improvement	Length	Existing Lanes	Lanes Added	Total Lanes	Context Classification ²	Lane Miles Added	Initial Capacity	Future Capacity	Added Capacity	Vehicle Miles of Capacity Added
County/City	N Park Ave/Rock Springs Rd	Martin Rd	Welch Rd	Widen from 4 to 6 Lanes	1.01	4	2	6	C3R-Suburban Residential	2.02	33,570	49,590	16,020	16,180
County/City	N Thompson Rd	Semoran Blvd	Votaw Rd	Widen from 2 to 4 Lanes	0.75	2	2	4	C3R-Suburban Residential	1.5	20,160	33,570	13,410	10,058
County/City	New Independence Pkwy	Orange/Lake Limits	Valencia Pkwy	Widen from 2 to 4 Lanes	0.46	2	2	4	C3R-Suburban Residential	0.92	20,160	33,570	13,410	6,169
County/City	New Independence Pkwy	Valencia Pkwy	Avalon Rd	Widen from 2 to 4 Lanes	0.58	2	2	4	C3R-Suburban Residential	1.16	20,160	33,570	13,410	7,778
County/City	New Independence Pkwy	Tiny Rd/Schoolhouse Pond Rd	Avenue of the Groves	Widen from 2 to 4 Lanes	0.93	2	2	4	C3R-Suburban Residential	1.86	20,160	33,570	13,410	12,471
County/City	New Independence Pkwy	Avalon Rd	SR 429	Widen from 2 to 4 Lanes	0.61	2	2	4	C3C-Suburban Commercial	1.22	19,530	32,940	13,410	8,180
County/City	New Independence Pkwy	Ave of the Groves	Ficquette Rd	Widen from 2 to 4 Lanes	1.13	2	2	4	C3R-Suburban Residential	2.26	20,160	33,570	13,410	15,153
County/City	North-South Connector	Story Rd	Plant St	New 4 Lane Roadway	0.95	0	4	4	C3R-Suburban Residential	3.8	0	33,570	33,570	63,783
County/City	Nova Rd	Orange/Osceola Limits	SR 520/King St	Widen from 2 to 4 Lanes	2.62	2	2	4	C3R-Suburban Residential	5.24	20,160	33,570	13,410	35,134
County/City	Oak Ridge Rd	International Dr	Harcourt Ave	Widen from 4 to 6 Lanes	1.04	4	2	6	C3R-Suburban Residential	2.08	33,570	49,590	16,020	16,661
County/City	Ocoee Apopka Rd	West Rd	Binion Rd	Widen from 2 to 4 Lanes	1.98	2	2	4	C3C-Suburban Commercial	3.96	19,530	32,940	13,410	26,552
County/City	Old Wetherbee Rd	SR 527/Orange Ave	Wetherbee Rd	Widen from 2 to 4 Lanes	1.3	2	2	4	C3C-Suburban Commercial	2.6	19,530	32,940	13,410	17,433
County/City	Old Winter Garden Rd	S Bluford Ave	Good Homes Rd	Widen from 4 to 6 Lanes	1.94	4	2	6	C3C-Suburban Commercial	3.88	32,940	48,690	15,750	30,555

Jurisdiction	Description	From	To	Improvement	Length	Existing Lanes	Lanes Added	Total Lanes	Context Classification ²	Lane Miles Added	Initial Capacity	Future Capacity	Added Capacity	Vehicle Miles of Capacity Added
County/City	Old Winter Garden Rd	Hiawasse Rd	Kirkman Rd	Widen from 4 to 6 Lanes	1.08	4	2	6	C3C-Suburban Commercial	2.16	32,940	48,690	15,750	17,010
County/City	Old Winter Garden Rd	Kirkman Rd	Ivey Ln	Widen from 4 to 6 Lanes	1.59	4	2	6	C3C-Suburban Commercial	3.18	32,940	48,690	15,750	25,043
County/City	Old Winter Garden Rd	Ivey Ln	John Young Pkwy	Widen from 4 to 6 Lanes	1.3	4	2	6	C3C-Suburban Commercial	2.6	32,940	48,690	15,750	20,475
County/City	Orangewood Blvd	SR 528	Central Florida Pkwy	Widen from 4 to 6 Lanes	0.91	4	2	6	C3R-Suburban Residential	1.82	33,570	49,590	16,020	14,578
County/City	Palm Pkwy/Turkey Lake Rd	Winter Garden-Vineland Rd	Central Florida Pkwy	Widen from 4 to 6 Lanes	2.68	4	2	6	C3C-Suburban Commercial	5.36	32,940	48,690	15,750	42,210
County/City	Peterson Rd Extension	Peterson Rd	General Electric Rd	New 4 Lane Roadway	1.05	0	4	4	C3R-Suburban Residential	4.2	0	33,570	33,570	70,497
County/City	Pine Hills Rd	SR 50/Colonial Dr	Balboa Dr	Widen from 4 to 6 Lanes	0.43	4	2	6	C3R-Suburban Residential	0.86	33,570	49,590	16,020	6,889
County/City	Pine Hills Rd	Balboa Dr	Silver Star Rd	Widen from 4 to 6 Lanes	1.38	4	2	6	C3R-Suburban Residential	2.76	33,570	49,590	16,020	22,108
County/City	Pine Hills Rd	Silver Star Rd	North Ln	Widen from 4 to 6 Lanes	1.27	4	2	6	C3C-Suburban Commercial	2.54	32,940	48,690	15,750	20,003
County/City	Pine Hills Rd	North Ln	Clarcona Ocoee Rd	Widen from 4 to 6 Lanes	1.03	4	2	6	C3C-Suburban Commercial	2.06	32,940	48,690	15,750	16,223
County/City	Plymouth Sorrento Rd	Lake County Limits	Kelly Park Rd	Widen from 2 to 4 Lanes	2.01	2	2	4	C3R-Suburban Residential	4.02	20,160	33,570	13,410	26,954
County/City	Powers Dr	Silver Start Rd	North Ln	Widen from 2 to 4 Lanes	1.27	2	2	4	C3R-Suburban Residential	2.54	20,160	33,570	13,410	17,031
County/City	President Barack Obama Pkwy - Phase 3	Raleigh St	SR 526/Old Winter Garden Rd	New 4 Lane Roadway	1.19	0	4	4	C3R-Suburban Residential	4.76	0	33,570	33,570	79,897

Jurisdiction	Description	From	To	Improvement	Length	Existing Lanes	Lanes Added	Total Lanes	Context Classification ²	Lane Miles Added	Initial Capacity	Future Capacity	Added Capacity	Vehicle Miles of Capacity Added
County/City	President Barack Obama Pkwy - Phase 4	SR 526/Old Winter Garden Rd	SR 50/Colonial Dr	New 4 Lane Roadway	0.52	0	4	4	C3R-Suburban Residential	2.08	0	33,570	33,570	34,913
County/City	Reams Rd	Taborfield Ave	Silverlake Park Dr	Widen from 4 to 6 Lanes	3.11	4	2	6	C3C-Suburban Commercial	6.22	32,940	48,690	15,750	48,983
County/City	Reams Rd	Floridian Pl	Taborfield Ave	Widen to 6 Lanes	1.4	4	2	6	C3C-Suburban Commercial	2.8	32,940	48,690	15,750	22,050
County/City	Richard Crotty Pkwy	SR 551/Goldenrod Rd	Dean Rd	New 4 Lane Roadway	3.17	0	4	4	C3R-Suburban Residential	12.68	0	33,570	33,570	212,834
County/City	Rio Grande Ave	Oak Ridge Rd	Americana Blvd	Widen from 2 to 4 Lanes	0.89	2	2	4	C3R-Suburban Residential	1.78	20,160	33,570	13,410	11,935
County/City	Rogers Rd Extension	Rogers Rd	Ponkan Rd	New 4 Lane Roadway	0.51	0	4	4	C3R-Suburban Residential	2.04	0	33,570	33,570	34,241
County/City	Round Lake Rd	Kelly Park Rd	Lake County Line	Widen from 2 to 4 Lanes	2.04	2	2	4	C3R-Suburban Residential	4.08	20,160	33,570	13,410	27,356
County/City	Rouse Rd	SR 50/Colonial Dr	Lockanotosa Trl	Widen from 4 to 6 Lanes	0.99	4	2	6	C3R-Suburban Residential	1.98	33,570	49,590	16,020	15,860
County/City	S Access Rd	Heintzelman Blvd	US 417	Widen from 4 to 6 Lanes	2.84	4	2	6	C3R-Suburban Residential	5.68	33,570	49,590	16,020	45,497
County/City	Sadler Rd	Lake County Line	Orange Blossom Trl	Widen from 2 to 4 Lanes	2.36	2	2	4	C3R-Suburban Residential	4.72	20,160	33,570	13,410	31,648
County/City	Sadler Rd Extension to Joey McGuckin Rd	Round Lake Rd	Joey McGuckin Rd	New 4 Lane Roadway	1.77	0	4	4	C3R-Suburban Residential	7.08	0	33,570	33,570	118,838
County/City	Sand Lake Rd	Apopka-Vineland Rd	Dr Phillips Blvd	Widen from 4 to 6 Lanes	0.71	4	2	6	C3C-Suburban Commercial	1.42	32,940	48,690	15,750	11,183
County/City	Sand Lake Rd	Dr Phillips Blvd	Turkey Lake Rd	Widen from 4 to 6 Lanes	0.62	4	2	6	C3C-Suburban Commercial	1.24	32,940	48,690	15,750	9,765

Jurisdiction	Description	From	To	Improvement	Length	Existing Lanes	Lanes Added	Total Lanes	Context Classification ²	Lane Miles Added	Initial Capacity	Future Capacity	Added Capacity	Vehicle Miles of Capacity Added
County/City	Seidel Rd	Avalon Rd	SR 429	Widen from 4 to 6 Lanes	0.28	4	2	6	C3R-Suburban Residential	0.56	33,570	49,590	16,020	4,486
County/City	Seidel Rd	Murcott Blossom Blvd	Summerlake Park Blvd	Widen from 4 to 6 Lanes	0.68	4	2	6	C3R-Suburban Residential	1.36	33,570	49,590	16,020	10,894
County/City	Stoneybrook West Pkwy (EB)	One-Way Pairs (W)	Winter Garden-Vineland Rd	Widen from 4 to 6 Lanes	1.4	4	2	6	C3R-Suburban Residential	2.8	33,570	49,590	16,020	22,428
County/City	Stoneybrook West Pkwy (WB)	One-Way Pairs (W)	Winter Garden-Vineland Rd	Widen from 4 to 6 Lanes	1.37	4	2	6	C3R-Suburban Residential	2.74	33,570	49,590	16,020	21,947
County/City	Summerlake Park Blvd	Porter Rd	Summerlake Groves St	Widen from 2 to 4 Lanes	0.8	2	2	4	C3R-Suburban Residential	1.6	20,160	33,570	13,410	10,728
County/City	Summerlake Park Blvd	Seidel Rd	Fiicquette Rd/Reams Rd	Widen from 4 to 6 Lanes	0.39	4	2	6	C3R-Suburban Residential	0.78	33,570	49,590	16,020	6,248
County/City	Taft-Vineland Rd	General Dr	Orange Ave	Widen from 4 to 6 Lanes	1.04	4	2	6	C3C-Suburban Commercial	2.08	32,940	48,690	15,750	16,380
County/City	Tilden Rd	Avalon Rd	Winter Garden-Vineland Rd	Widen from 2 to 4 Lanes	2.17	2	2	4	C3R-Suburban Residential	4.34	20,160	33,570	13,410	29,100
County/City	Tiny Rd/Schoolhouse Pond Rd	New Independence Rd	Bridgewater Crossings Blvd	Widen from 2 to 4 Lanes	0.77	2	2	4	C3R-Suburban Residential	1.54	20,160	33,570	13,410	10,326
County/City	Town Center Blvd	Orange Blossom Trl	Orange Ave	Widen from 2 to 4 Lanes	1.29	2	2	4	C3C-Suburban Commercial	2.58	19,530	32,940	13,410	17,299
County/City	Town Center Blvd	SR 527/Orange Ave	Landstart Blvd	Widen from 4 to 6 Lanes	1.19	4	2	6	C3C-Suburban Commercial	2.38	32,940	48,690	15,750	18,743
County/City	Turkey Lake Rd	Sand Lake Rd	Wallace Rd	Widen from 4 to 6 Lanes	0.91	4	2	6	C3C-Suburban Commercial	1.82	32,940	48,690	15,750	14,333

Jurisdiction	Description	From	To	Improvement	Length	Existing Lanes	Lanes Added	Total Lanes	Context Classification ²	Lane Miles Added	Initial Capacity	Future Capacity	Added Capacity	Vehicle Miles of Capacity Added
County/City	Turkey Lake Rd	Wallace Rd	Vineland Rd	Widen from 4 to 6 Lanes	1.23	4	2	6	C3C-Suburban Commercial	2.46	32,940	48,690	15,750	19,373
County/City	Universal Blvd	Sand Lake Rd	Pointe Plaza Ave	Widen from 4 to 6 Lanes	1.02	4	2	6	C3C-Suburban Commercial	2.04	32,940	48,690	15,750	16,065
County/City	Universal Blvd	Pointe Plaza Ave	SR 528	Widen from 4 to 6 Lanes	2.12	4	2	6	C3C-Suburban Commercial	4.24	32,940	48,690	15,750	33,390
County/City	University Blvd	Semoran Blvd	Forsyth Rd	Widen from 4 to 6 Lanes	0.5	4	2	6	C3R-Suburban Residential	1	33,570	49,590	16,020	8,010
County/City	University Blvd	Forsyth Rd	Goldenrod Rd	Widen from 4 to 6 Lanes	0.76	4	2	6	C3C-Suburban Commercial	1.52	32,940	48,690	15,750	11,970
County/City	University Blvd	Goldenrod Rd	Hall Rd	Widen from 4 to 6 Lanes	1.22	4	2	6	C3C-Suburban Commercial	2.44	32,940	48,690	15,750	19,215
County/City	University Blvd	Hall Rd	Econlockhatchee Tr	Widen from 4 to 6 Lanes	0.37	4	2	6	C3C-Suburban Commercial	0.74	32,940	48,690	15,750	5,828
County/City	University Blvd	Econlockhatchee Tr	SR 417	Widen from 4 to 6 Lanes	0.72	4	2	6	C3C-Suburban Commercial	1.44	32,940	48,690	15,750	11,340
County/City	University Blvd	SR 417	Dean Rd	Widen from 4 to 6 Lanes	0.31	4	2	6	C3R-Suburban Residential	0.62	33,570	49,590	16,020	4,966
County/City	Valencia Pkwy	Schofield Rd	Old YMCA Rd	New 4 Lane Roadway	0.84	0	4	4	C3R-Suburban Residential	3.36	0	33,570	33,570	56,398
County/City	Valencia Pkwy	New Independence Pkwy	Horizon Blvd	New 4 Lane Roadway	0.93	0	4	4	C3R-Suburban Residential	3.72	0	33,570	33,570	62,440
County/City	Valencia Pkwy	Horizon Blvd	Schofield Rd	New 4 Lane Roadway	0.61	0	4	4	C3R-Suburban Residential	2.44	0	33,570	33,570	40,955
County/City	Wallace Rd	Dr Phillips Blvd	Turkey Lake Rd	Widen from 2 to 4 Lanes	1.04	2	2	4	C3R-Suburban Residential	2.08	20,160	33,570	13,410	13,946

Jurisdiction	Description	From	To	Improvement	Length	Existing Lanes	Lanes Added	Total Lanes	Context Classification ²	Lane Miles Added	Initial Capacity	Future Capacity	Added Capacity	Vehicle Miles of Capacity Added
County/City	Wekiwa Springs Rd	Canterclub Trl	Orchid Dr	Widen from 2 to 4 Lanes	0.75	2	2	4	C3R-Suburban Residential	1.5	20,160	33,570	13,410	10,058
County/City	Wekiwa Springs Rd	Semoran Blvd	Canterclub Trl	Widen from 4 to 6 Lanes	1.01	4	2	6	C3R-Suburban Residential	2.02	33,570	49,590	16,020	16,180
County/City	Welch Rd	Rock Springs Rd	Thompson Rd	Widen from 2 to 4 Lanes	1.26	2	2	4	C3R-Suburban Residential	2.52	20,160	33,570	13,410	16,897
County/City	Welch Rd	Thompson Rd	Wekiwa Springs Rd	Widen from 2 to 4 Lanes	1.29	2	2	4	C3R-Suburban Residential	2.58	20,160	33,570	13,410	17,299
County/City	West Rd/Clarcona-Ocoee Rd	SR 429	Clarke Rd	Widen from 4 to 6 Lanes	2	4	2	6	C3R-Suburban Residential	4	33,570	49,590	16,020	32,040
County/City	Western Way Extension	Avalon Rd	Hartzog Rd	New 4 Lane Roadway	1.76	0	4	4	C3C-Suburban Commercial	7.04	0	32,940	32,940	115,949
County/City	Western Way Extension	Buena Vista Dr	SR 429	Widen from 4 to 6 Lanes	2.77	4	2	6	C3C-Suburban Commercial	5.54	32,940	48,690	15,750	43,628
County/City	Wetherbee Rd	Orange Blossom Trl	Florida's Trunpike	Widen from 4 to 6 Lanes	0.86	4	2	6	C3R-Suburban Residential	1.72	33,570	49,590	16,020	13,777
County/City	Wetherbee Rd Extension	Boggy Creek Rd	Heintzelman Blvd	New 4 Lane Roadway	1.04	0	4	4	C3R-Suburban Residential	4.16	0	33,570	33,570	69,826
County/City	Windermere Rd	Warrior Rd	Roberson Rd	Widen from 2 to 4 Lanes	0.59	2	2	4	C3R-Suburban Residential	1.18	20,160	33,570	13,410	7,912
County/City	Winter Garden-Vineland Rd	Apopka-Vineland Rd	Buena Vista Dr	Widen from 4 to 6 Lanes	1.87	4	2	6	C3R-Suburban Residential	3.74	33,570	49,590	16,020	29,957
County/City	Winter Garden-Vineland Rd	Perrihouse Acres Ln	Sunset Blvd	Widen from 4 to 6 Lanes	1.66	4	2	6	C3R-Suburban Residential	3.32	33,570	49,590	16,020	26,593
County/City	Winter Garden-Vineland Rd	Sunset Blvd	Silverlake Park Dr	Widen from 4 to 6 Lanes	1.57	4	2	6	C3R-Suburban Residential	3.14	33,570	49,590	16,020	25,151

Jurisdiction	Description	From	To	Improvement	Length	Existing Lanes	Lanes Added	Total Lanes	Context Classification ²	Lane Miles Added	Initial Capacity	Future Capacity	Added Capacity	Vehicle Miles of Capacity Added
County/City	Winter Garden-Vineland Rd	Reams Rd	Chase Rd	Widen from 4 to 6 Lanes	1.34	4	2	6	C3R-Suburban Residential	2.68	33,570	49,590	16,020	21,467
County/City	Winter Garden-Vineland Rd	Chase Rd	Ficquette Rd	Widen from 4 to 6 Lanes	1.83	4	2	6	C3R-Suburban Residential	3.66	33,570	49,590	16,020	29,317
County/City	Winter Garden-Vineland Rd	Ficquette Rd	Lake Butler Blvd	Widen from 4 to 6 Lanes	1.59	4	2	6	C3R-Suburban Residential	3.18	33,570	49,590	16,020	25,472
County/City	Winter Garden-Vineland Rd	Lake Butler Blvd	Tilden Rd	Widen from 4 to 6 Lanes	0.38	4	2	6	C3R-Suburban Residential	0.76	33,570	49,590	16,020	6,088
County/City	Winter Garden-Vineland Rd	Tilden Rd	SR 429	Widen from 4 to 6 Lanes	0.91	4	2	6	C3R-Suburban Residential	1.82	33,570	49,590	16,020	14,578
County/City	Woodbury Rd	Waterford Lakes Pkwy	SR 50/Colonial Dr	Widen from 2 to 4 Lanes	0.77	2	2	4	C3R-Suburban Residential	1.54	20,160	33,570	13,410	10,326
County/City	World Drive North Ph 3	World Drive North Phse 2	Floridian Way	4 Lane Divided Rural Roadway	2.17	0	4	4	C3C-Suburban Commercial	8.68	0	32,940	32,940	142,960
County/City	Wymore Rd	Lee Rd	Kennedy Blvd	Widen from 2 to 4 Lanes	0.88	2	2	4	C3R-Suburban Residential	1.76	20,160	33,570	13,410	11,801
County/City	Wymore Rd	Maitland Blvd	Seminole County Line	Widen from 2 to 4 Lanes	0.66	2	2	4	C3R-Suburban Residential	1.32	20,160	33,570	13,410	8,851
Total:										589.42				5,577,054
VMC Added per Lane Mile¹:														9,000
1) Rounded to the nearest thousand														
2) C3R or C3C was assumed for these projects														
Source: 2050 MTP Chapter 19 Cost Feasible Plan - Revised Draft for Public Review as of February 2026														
Source: 2050 MTP Appendix Q Local Needs and Opportunities (Planning Consistency Projects)														
Source: fdot_qlos_handbook_v6-0_clean_aug-2025_complete-streets-replaced-with-context-based-solutions.pdf														
Source: Based on the FDOT QLOS Handbook 2023, an assumption was used that for all Non-State Signalized Roadways, the LOS thresholds were reduced by 10%														

Transit Capital Costs – Multi-Modal Fee

To convert the roadway impact fee into a multi-modal fee, the marginal cost of adding transit infrastructure was considered in the 2020 Update, which detailed the difference in cost per person-mile of capacity between expanding a roadway without transit amenities versus expanding a roadway with transit amenities.

When compared to the cost per PMC for simply building/expanding a roadway without transit, the added cost of transit is between two (2) percent and five (5) percent. When the marginal cost of transit was included and weighted by the lane mile distribution of new road construction and lane addition improvements in the MetroPlan Orlando LRTP, the resulting percent change was approximately 2.66 percent. Essentially, adding transit does not have a significant effect on the cost per person-mile of capacity for new road construction and lane addition improvements according to the 2020 Update.

For this 2026 Update, additional analysis of the cost difference between a road with or without transit improvements was not done. For more information on Transit Capital Costs, please refer to the 2020 Update.

APPENDIX C

Credit Factor Variable Calculations

Appendix C: Credit Factor Variable

This appendix presents the detailed calculations for the credit component. Of the available funding sources, County fuel taxes that are collected in Orange 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.
- Orange County currently dedicates these revenues to capacity improvements and operations/maintenance.

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.
- Orange County currently dedicates these revenues to capacity improvements and operations/maintenance.

3. 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.

- Orange County currently dedicates a small portion to capacity expansion, with most of these revenues going towards operations/maintenance.

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 2019-20 data represent projected fuel tax distributions to Orange County for the current fiscal year. 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 fuel taxes. It is estimated that approximately \$7.2 million of annual revenue will be generated for the County from one penny of fuel tax in Orange County.

Table C-1: Estimated Fuel Tax Distribution Allocated to Capital Programs for Orange County & Municipalities, FY 2025-26⁽¹⁾

Tax	Amount of Levy Per Gallon	Total Distribution	Distribution Per Penny
Constitutional Fuel Tax	\$0.02	\$13,221,769	\$6,610,885
County Fuel Tax	\$0.01	\$5,825,405	\$5,825,405
1st Local Option (1-6 cents)	<u>\$0.06</u>	\$45,780,908	\$7,630,151
Total	\$0.09	\$64,828,082	
Weighted Average per Penny ⁽²⁾			\$7,203,120
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).			

Capital Improvement Credit - Roadways

A revenue credit for the annual expenditures on roadway capacity-expansion projects in Orange County is presented below. The components of the credit are as follows:

- City (Orlando) capital project funding (cash funding)

- County capital project funding (cash funding)
 - INVEST and fuel tax
 - LYNX capital contribution
 - Ad Valorem funding (separate credit calculations are included in Appendix D)
- State capital project funding

The annual expenditures from each revenue source (except for ad valorem tax revenues) are converted to equivalent fuel tax pennies to be able to create a connection between travel by each land use and non-impact fee revenue contributions. In the case of ad valorem tax revenues used toward capacity expansion projects, the credit is based on average taxable value of each land use. These calculations are included in Appendix D.

City Capital Project Funding (Roads ONLY)

A review of Orlando's future roadway financing programs indicates that the City is primarily funding roadway capacity-expansion improvements with fuel tax revenues. As shown in Table C-2, a City credit of 3.2 pennies will be included in the roadway impact fee calculation.

Table C-2: City Fuel Tax Equivalent Pennies - Roadways

Source	Cost of Projects	Number of Years	Revenue from 1 Penny ⁽²⁾	Equivalent Pennies ⁽³⁾
Fuel Tax Expenditures (FY 2025-2030) ⁽¹⁾	\$114,042,152	5	\$7,203,120	\$0.032
Total				\$0.032
1) Source: Table C-8				
2) Source: Table C-1				
3) Cost of projects divided by number of years divided by revenue from 1 penny (Item 3) divided by 100				

County Capital Project Funding (Roads ONLY)

A review of the County's future roadway financing programs indicated that a combination of fuel tax and INVEST are used to fund roadway capacity expansion projects, in addition to ad valorem funds (see Appendix D) and impact fee funds (not credit eligible). As shown in Table C-3, Orange County uses 8.0 equivalent pennies for capacity-expansion projects such as new road construction, lane additions, and intersection improvements.

Methodology – Using the City of Orlando's CIP, we gather the most recent projects and costs, and divide the total cost with the revenue from 1 penny, getting us equivalent pennies.

Table C-3: County Fuel Tax Equivalent Pennies - Roadways

Source	Cost of Projects	Number of Years	Revenue from 1 Penny ⁽²⁾	Equivalent Pennies ⁽³⁾
Fuel Tax/Prop. Share Exp. (FY 2025-2030) ⁽¹⁾	\$289,730,241	5	\$7,203,120	\$0.080
Total	\$289,730,241			\$0.080
1) Source: Table C-9				
2) Source: Table C-1				
3) Cost of projects divided by number of years divided by revenue from 1 penny (Item 3) divided by 100				

State Capital Project Funding (Roads ONLY)

In the calculation of the equivalent pennies of fuel tax from the State, expenditures on roadway capacity-expansion spanning a 10-year period (from FY 2015 to FY 2025) were reviewed. From these expenditures, a list of improvements was developed, including lane additions, new road construction, intersection improvements, interchanges, traffic signal projects, etc. The use of a 10-year period, for purposes of developing a State credit for roadway capacity-expansion projects, results in a stable credit, as it accounts for the volatility in FDOT spending in the county over short periods of time.

The total cost of the historical roadway capacity-expansion projects:

- FY 2016-2020 work plan equates to 5.8 pennies
- FY 2021-2025 work plan equates to 2.4 pennies

The combined weighted average over the 10-year period of state expenditure for capacity-expansion roadway projects results in a total of 8.0 equivalent pennies. Table C-4 documents this calculation. The specific projects that were used in the equivalent penny calculations are summarized in Table C-4.

Table C-4: State Fuel Tax Equivalent Pennies - Roadways

Source	Cost of Projects	Number of Years	Revenue from 1 Penny ⁽³⁾	Equivalent Pennies ⁽⁴⁾
Historical Work Program (FY 2021-2025) ⁽¹⁾	\$86,239,074	5	\$7,203,120	\$0.024
Historical Work Program (FY 2016-2020) ⁽²⁾	\$210,018,282	<u>5</u>	\$7,203,120	\$0.058
Total	\$296,257,356	10	\$7,203,120	\$0.08
1) Source: Table C-10				
2) Source: Table C-10				
3) Source: Table C-1				
4) Cost of projects divided by number of years divided by revenue from 1 penny (Item 3) divided by 100				

Capital Improvement Credit – Multi-Modal

For the multi-modal fee, the capital improvement credit includes the roadway expenditures previously detailed along with the capacity-expansion expenditures for multi-modal improvements in Orange County.

City Capital Project Funding (Multi-Modal)

A review of Orlando’s future transportation financing programs indicate that the City is primarily funding capacity-expansion improvements with fuel tax revenues. As shown in Table C-5, a City credit of 7.2 pennies will be included in the multi-modal transportation impact fee calculation.

Table C-5: City Fuel Tax Equivalent Pennies – Multi-Modal

Source	Cost of Projects	Number of Years	Revenue from 1 Penny ⁽²⁾	Equivalent Pennies ⁽³⁾
Fuel Tax Expenditures (FY 2019-2023) ⁽¹⁾	\$258,713,152	5	\$7,203,120	\$0.072
Total				\$0.072
1) Source: Table C-8				
2) Source: Table C-1				
3) Cost of projects divided by number of years divided by revenue from 1 penny (Item 3) divided by 100				

County Capital Project Funding (Multi-Modal)

As shown in Table C-6, when capacity funding for multimodal projects is considered, Orange County uses 2.0 equivalent pennies from non-impact fee and non-ad valorem funding for projects such as new road construction, lane additions, transit lanes, sidewalks, and intersection improvements. A separate ad valorem credit analysis is located in Appendix D.

Table C-6: County Fuel Tax Equivalent Pennies – Multi-Modal

Source	Cost of Projects	Number of Years	Revenue from 1 Penny ⁽³⁾	Equivalent Pennies ⁽⁴⁾
Fuel Tax/Prop. Share Exp. (FY 2025-2030) ⁽¹⁾	\$50,630,998	5	\$7,203,120	\$0.014
LYNX Capital Contribution ⁽²⁾	\$3,097,869	1	\$7,203,120	\$0.004
Total	\$53,728,867			\$0.02
<i>(1) Source: Table C-9</i>				
<i>(2) Source: LYNX Funding Detail Report, September 2019</i>				
<i>(3) Source: Table C-1</i>				
<i>(4) Cost of projects divided by number of years divided by revenue from 1 penny (Item 3) divided by 100</i>				

State Capital Project Funding (Multi-Modal)

In the calculation of the equivalent pennies of fuel tax from the State, expenditures on transportation capacity-expansion spanning a 10-year period (from FY 2015 to FY 2025) were reviewed. From these, a list of improvements was developed, including lane additions, new road construction, intersection improvements, interchanges, traffic signal projects, vehicle acquisition, capital for fixed route service, sidewalks etc.

The total cost of the historical transportation capacity-expansion projects:

- FY 2016-2020 work plan equates to 12.1 pennies
- FY 2021-2025 work plan equates to 1.9 pennies

The combined weighted average over the 10-year period of state expenditure for multi-modal capacity-expansion projects results in a total of 14.0 equivalent pennies. Table C-7 documents this calculation. The specific projects that were used in the equivalent penny calculations are summarized in Tables C-10 and C-11.

Table C-7: State Fuel Tax Equivalent Pennies

Source	Cost of Projects	Number of Years	Revenue from 1 Penny ⁽³⁾	Equivalent Pennies ⁽⁴⁾
Historical Work Program (FY 2021-2025) ⁽¹⁾	\$66,686,923	5	\$7,203,120	\$0.019
Historical Work Program (FY 2016-2020) ⁽²⁾	\$437,347,665	5	\$7,203,120	\$0.121
Total	\$504,034,588.00	10	\$14,406,240.40	\$0.14
1) Source: Table C-11				
2) Source: Table C-11				
3) Source: Table C-1				
4) Cost of projects divided by number of years divided by revenue from 1 penny (Item 3) divided by 100				

Table C-8: City of Orlando - Capital Improvement Program, FY 2025/26 to FY 2029/30

ID	Project Name	Road Capacity	Multi-Modal Capacity	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30	Later	Prior	2026-2030 Total
23-TSP-004	Airport Area Projects (fka W Dowden Rd Extension)	Yes	Yes	\$0	\$500,000	\$0	\$500,000	\$0	\$7,000,000	\$1,500,000	\$1,000,000
07-812-001	Augusta National/Commander Drive	Yes	Yes	\$0	\$0	\$0	\$500,000	\$0	\$0	\$0	\$500,000
94-812-008	Bicycle Plan Implementation	No	Yes	\$400,000	\$200,000	\$200,000	\$200,000	\$0	\$0	\$2,725,565	\$1,000,000
20-TSP-002	Corrine/Virginia Complete Streets	Yes	Yes	\$0	\$17,510,000	\$4,000,000	\$0	\$0	\$0	\$0	\$21,510,000
83-722-023	Curb Ramp Construction and Curb Repair	No	Yes	\$0	\$250,000	\$150,000	\$0	\$150,000	\$1,550,000	\$3,917,677	\$550,000
21-TSP-003	Curry Ford Complete Streets - West	Yes	Yes	\$0	\$250,000	\$500,000	\$0	\$0	\$0	\$0	\$750,000
20-TSP-003	Division Avenue Complete Streets	Yes	Yes	\$0	\$750,000	\$1,300,000	\$0	\$0	\$0	\$500,000	\$2,050,000
23-TSP-003	Dowden Road East	Yes	Yes	\$0	\$9,000,000	\$0	\$0	\$0	\$0	\$2,000,000	\$9,000,000
23-TSP-005	Econ Trail E1: City Limits to Lee Vista	Yes	Yes	\$0	\$0	\$0	\$0	\$16,800,000	\$0	\$0	\$16,800,000
23-TSP-007	Econ Trail E2-E5: Vista Park	Yes	Yes	\$0	\$9,815,049	\$4,692,764	\$6,200,000	\$6,200,000	\$0	\$0	\$26,907,813
21-TSP-002	Edgewater Drive Complete Streets	No	Yes	\$0	\$0	\$0	\$0	\$23,000,000	\$0	\$0	\$23,000,000
26-TSP-003	Grand National Drive Phase 2	Yes	Yes	\$0	\$0	\$2,900,000	\$0	\$0	\$0	\$0	\$2,900,000
23-TSP-001	Hazeltine National to Narcoossee Connection	Yes	Yes	\$0	\$0	\$0	\$0	\$7,691,000	\$0	\$0	\$7,691,000
79-757-001	Intersection Safety Improvements	No	Yes	\$0	\$430,000	\$440,000	\$450,000	\$0	\$800,000	\$7,153,186	\$1,320,000
23-TSP-010	Kirkman Trail Design: Raleigh to OWG	No	Yes	\$0	\$550,000	\$550,000	\$0	\$0	\$0	\$500,000	\$1,100,000
24-TSP-001	Lake Nona Blvd Overpass (SR 417)	Yes	No	\$0	\$0	\$3,300,000	\$0	\$0	\$0	\$0	\$3,300,000
26-TRE-003	Leevista Blvd Capacity and Safety Improvements	Yes	Yes	\$150,000	\$150,000	\$750,000	\$750,000	\$0	\$0	\$0	\$1,800,000
23-TSP-008	Milk District Bicycle & Pedestrian Recommendations	No	Yes	\$0	\$275,000	\$550,000	\$3,000,000	\$4,000,000	\$0	\$625,000	\$7,825,000
23-TSP-009	Mills 50 Bicycle & Pedestrian Recommendations	No	Yes	\$0	\$450,000	\$2,000,000	\$3,000,000	\$0	\$0	\$250,000	\$5,450,000
26-TRE-005	Narcoossee Rd & Savannah Park Dr Signal	No	No	\$100,000	\$100,000	\$750,000	\$0	\$0	\$0	\$0	\$950,000

ID	Project Name	Road Capacity	Multi-Modal Capacity	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30	Later	Prior	2026-2030 Total
08-660-001	New Traffic Signal Locations	Yes	Yes	\$150,000	\$250,000	\$0	\$0	\$0	\$2,000,000	\$4,490,000	\$400,000
21-TRE-001	Oak Ridge Rd Median Improvements	Yes	Yes	\$200,000	\$900,000	\$750,000	\$750,000	\$0	\$0	\$100,000	\$2,600,000
90-756-002	Pavement Marking Maintenance	No	No	\$600,000	\$550,000	\$550,000	\$550,000	\$550,000	\$1,000,000	\$6,795,382	\$2,800,000
20-TSP-007	Pres. Barack Obama Parkway Phase 2	Yes	Yes	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$0	\$3,000,000	\$2,500,000
86-725-002	Railroad Crossing Maintenance	No	No	\$50,000	\$100,000	\$100,000	\$100,000	\$0	\$1,100,000	\$2,794,886	\$350,000
25-TRE-005	School Zone Traffic Improvements	No	Yes	\$400,000	\$400,000	\$0	\$0	\$0	\$0	\$150,000	\$800,000
87-757-005	Signalized Intersection Refurbishment	No	No	\$505,000	\$850,000	\$900,000	\$950,000	\$1,000,000	\$2,000,000	\$6,985,832	\$4,205,000
24-TSP-003	Sligh Boulevard & Columbia Street	Yes	Yes	\$0	\$7,733,339	\$0	\$0	\$0	\$0	\$0	\$7,733,339
22-TSP-003	Southwest Bike Study Implementation	No	Yes	\$0	\$500,000	\$500,000	\$0	\$0	\$0	\$2,000,000	\$1,000,000
20-TSP-008	Storey Park Blvd Extension	Yes	Yes	\$0	\$0	\$0	\$2,100,000	\$0	\$0	\$1,450,000	\$2,100,000
25-TRN-001	SunRail Airport Expansion	No	Yes	\$0	\$0	\$0	\$0	\$100,000,000	\$0	\$0	\$100,000,000
15-TSP-007	SunRail Corridor Quiet Zone	No	Yes	\$0	\$900,000	\$900,000	\$900,000	\$900,000	\$0	\$1,600,000	\$3,600,000
21-TSP006	Terry Ave -Amelia to Colonial	Yes	No	\$0	\$750,000	\$750,000	\$750,000	\$0	\$0	\$1,000,000	\$2,250,000
25-TRE-11	Traffic Calming Measures	No	Yes	\$150,000	\$350,000	\$350,000	\$350,000	\$200,000	\$0	\$0	\$1,400,000
20-TRE-001	Transportation System Equipment	Yes	Yes	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$0	\$2,300,000	\$2,250,000
26-TSP-001	US 441 Sidewalks and Mobility	No	Yes	\$0	\$100,000	\$0	\$100,000	\$0	\$0	\$0	\$200,000
26-TSP-002	West Gore Complete Streets	No	Yes	\$0	\$0	\$0	\$2,976,000	\$0	\$6,130,000	\$0	\$2,976,000
Total - Roads				\$1,450,000	\$48,558,388	\$19,892,764	\$12,500,000	\$31,641,000	\$9,000,000	\$16,340,000	\$114,042,152
Total - Multi-Modal				\$2,400,000	\$52,213,388	\$21,482,764	\$22,726,000	\$159,891,000	\$17,480,000	\$34,261,428	\$258,713,152

Table C-9: Orange County - Capital Improvement Program, FY 2018/19 to FY 2022/23

Project Number (Unit)	Project Title	Road Capacity	Multi-Modal Capacity	Fund	Adopted Budget FY 2025/26	Proposed Budget FY 2026/27	Proposed Budget FY 2027/28	Proposed Budget FY 2028/29	Proposed Budget FY 2029/30	Total Project Cost
2722	Intersection WID/CW	Yes	Yes	1003	\$1,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$13,000,000
2743	Vineland Avenue	Yes	Yes	1034	\$500,000	\$500,000	\$3,000,000	\$2,500,000	\$0	\$6,500,000

Project Number (Unit)	Project Title	Road Capacity	Multi-Modal Capacity	Fund	Adopted Budget FY 2025/26	Proposed Budget FY 2026/27	Proposed Budget FY 2027/28	Proposed Budget FY 2028/29	Proposed Budget FY 2029/30	Total Project Cost
2752	Richard Crotty Pkwy (436-Dean)	Yes	Yes	1023 (INVEST)	\$0	\$0	\$0	\$0	\$0	\$0
		Yes	Yes	1032	\$11,100,000	\$1,000,000	\$0	\$0	\$0	\$12,100,000
2766	ROW & Drainage	Yes	Yes	1003	\$3,000	\$3,000	\$3,000	\$5,000	\$5,000	\$19,000
2852	Major Drng Structures Replacement	No	No	1003	\$440,522	\$4,200,100	\$1,000,000	\$2,000,000	\$1,000,000	\$8,640,622
2883	Sand Lake Rd	Yes	Yes	1034	\$8,490,397	\$4,500,000	\$0	\$0	\$0	\$12,990,397
2929	Orange Ave (Osceola City-Turnpike)	Yes	Yes	1033	\$2,000,000	\$9,363,000	\$9,050,000	\$7,320,000	\$0	\$27,733,000
3037	Taft-Vineland Rd (441-Orange Ave)	Yes	Yes	1003	\$0	\$0	\$0	\$0	\$0	\$0
		Yes	Yes	1033	\$21,212,276	\$5,027,000	\$5,052,960	\$7,519,284	\$2,446,682	\$41,258,202
3045	Holden Ave (JYP-Orng Av)	Yes	Yes	1034	\$0	\$0	\$0	\$0	\$0	\$0
3096	Kennedy Blvd (Forest City-I4)	Yes	Yes	1003	\$0	\$4,370,874	\$710,000	\$0	\$0	\$5,080,874
		Yes	Yes	1004	\$65,306	\$0	\$0	\$0	\$0	\$65,306
		Yes	Yes	1023 (INVEST)	\$10,905,239	\$8,429,126	\$0	\$0	\$0	\$19,334,365
		Yes	Yes	1031	\$2,209,761	\$0	\$2,300,000	\$0	\$0	\$4,509,761
3097	All American (OBT-Forest City)	Yes	Yes	1003	\$0	\$10,633,676	\$0	\$0	\$0	\$10,633,676
		Yes	Yes	1031	\$11,150,000	\$2,738,812	\$0	\$0	\$0	\$13,888,812
5000	Roadway Lighting / Street Lights - County Roads	No	No	1002	\$3,488,500	\$2,794,400	\$2,468,100	\$0	\$0	\$8,751,000
		No	No	1003	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000
5023	Edgewater Drive	Yes	Yes	1002	\$0	\$0	\$0	\$0	\$0	\$0
		Yes	Yes	1031	\$0	\$0	\$0	\$0	\$0	\$0
5024	Econ Trail (Lk Underhill-SR50)	Yes	Yes	1003	\$0	\$0	\$0	\$0	\$0	\$0
		Yes	Yes	1023 (INVEST)	\$0	\$0	\$0	\$0	\$0	\$0
		Yes	Yes	1032	\$5,700,000	\$0	\$0	\$0	\$0	\$5,700,000
5027	Texas Ave (Oak Rdg-Holden)	Yes	Yes	1023 (INVEST)	\$0	\$0	\$0	\$0	\$0	\$0
		Yes	Yes	1034	\$1,818,000	\$0	\$0	\$0	\$0	\$1,818,000
5029	Valencia Col Ln (Grod-Econ)	Yes	Yes	1003	\$0	\$0	\$0	\$0	\$0	\$0
		Yes	Yes	1032	\$0	\$0	\$0	\$0	\$0	\$0
5037	Flemings Road Improvements	Yes	Yes	1034	\$0	\$0	\$0	\$0	\$0	\$0
5055	CR 545 (Tilden-SR50)	Yes	Yes	1031	\$0	\$0	\$0	\$0	\$0	\$0
5056	FDOT St Lighting & Landscape	No	No	1003	\$0	\$0	\$0	\$0	\$0	\$0
5059	Woodbury Road	Yes	Yes	1003	\$0	\$0	\$0	\$0	\$0	\$0
		Yes	Yes	1032	\$0	\$0	\$0	\$0	\$0	\$0
5060	New Independence Parkway	Yes	Yes	1034	\$0	\$0	\$0	\$0	\$0	\$0
5064	Innovation Way S (417-528)	Yes	Yes	1033	\$0	\$3,195,325	\$3,575,000	\$0	\$0	\$6,770,325
5085	Boggy Creek Rd	Yes	Yes	1033	\$0	\$0	\$0	\$0	\$0	\$0
5090		Yes	Yes	1023 (INVEST)	\$1,450,000	\$1,750,000	\$13,253,000	\$7,857,937	\$0	\$24,310,937

Project Number (Unit)	Project Title	Road Capacity	Multi-Modal Capacity	Fund	Adopted Budget FY 2025/26	Proposed Budget FY 2026/27	Proposed Budget FY 2027/28	Proposed Budget FY 2028/29	Proposed Budget FY 2029/30	Total Project Cost
	Lake Underhill (Chickasaw-Rouse)	Yes	Yes	1032	\$92,872	\$0	\$0	\$6,942,063	\$3,300,000	\$10,334,935
5134	UCF Area Pedestrian Safety Imp	No	Yes	1003	\$0	\$0	\$0	\$0	\$0	\$0
5137	Pine Hills Pedestrian Safety Project	No	Yes	1002	\$3,581,750	\$0	\$0	\$0	\$0	\$3,581,750
		No	Yes	1003	\$2,342,394	\$0	\$0	\$0	\$0	\$2,342,394
5139	Reams (Summerlk-Taborfld)	Yes	Yes	1003	\$0	\$2,458,289	\$12,410,404	\$16,700,000	\$0	\$31,568,693
		Yes	Yes	1023 (INVEST)	\$15,689,596	\$0	\$0	\$0	\$0	\$15,689,596
		Yes	Yes	1034	\$14,610,404	\$29,941,711	\$15,689,596	\$0	\$0	\$60,241,711
5140	Ficquette (Summerlk-Overst)	Yes	Yes	1023 (INVEST)	\$14,041,393	\$3,765,827	\$0	\$0	\$0	\$17,807,220
		Yes	Yes	1034	\$0	\$8,234,173	\$11,150,000	\$275,000	\$0	\$19,659,173
5143	Median Tree Program	No	Yes	1002	\$548,636	\$0	\$0	\$0	\$0	\$548,636
5145	Oak Ridge Pedestrian Safety	No	Yes	1002	\$0	\$0	\$0	\$0	\$0	\$0
		No	Yes	1003	\$0	\$0	\$0	\$0	\$0	\$0
5148	East Streets Drainage Imp Sec 2	No	No	1003	\$0	\$0	\$0	\$0	\$0	\$0
5154	Avalon Rd/CR545 (US 192 to Hartzog Rd)	Yes	Yes	1003	\$0	\$0	\$0	\$0	\$0	\$0
		Yes	Yes	1034	\$0	\$0	\$0	\$0	\$0	\$0
5155	Tiny Rd (Bridgewater Crossing Bv t Tilden Rd)	Yes	Yes	1003	\$0	\$0	\$0	\$0	\$0	\$0
		Yes	Yes	1034	\$0	\$0	\$0	\$0	\$0	\$0
5156	University Blvd (Goldenrod Rd to SR 436)	Yes	Yes	1003	\$0	\$0	\$0	\$0	\$0	\$0
2912	Bridge Maintenance and Repairs	No	No	1004	\$5,000,000	\$5,500,000	\$4,200,000	\$3,000,000	\$3,000,000	\$20,700,000
2947	MTNC Yard Improvements	No	No	1004	\$4,914,000	\$3,000,000	\$3,000,000	\$2,000,000	\$2,000,000	\$14,914,000
2990	Rehab Existing Rdwys CW	Yes	No	1003	\$9,000,000	\$0	\$0	\$0	\$0	\$9,000,000
		Yes	No	1004	\$33,862,692	\$40,000,000	\$40,000,000	\$40,000,000	\$40,000,000	\$193,862,692
3010	Drainage Rehab	No	No	1004	\$6,000,000	\$6,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$27,000,000
5086	Railroad Crossing Replace	No	No	1002	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$750,000
3087	Stormwater Rehabilitation	No	No	1004	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$6,000,000
2720	Signal Installation CW	No	No	1004	\$6,000,000	\$5,650,000	\$6,000,000	\$6,000,000	\$6,000,000	\$29,650,000
2721	Roadway Safety Traffic	Yes	No	1002	\$3,000,000	\$3,000,000	\$2,000,000	\$0	\$0	\$8,000,000
2723	Traffic Signal Structure Inspections	No	No	1004	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000
2724	Intersections/Corridor Roadway Sustainability Improvements for SORAP	Yes	Yes	1004	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,500,000

Project Number (Unit)	Project Title	Road Capacity	Multi-Modal Capacity	Fund	Adopted Budget FY 2025/26	Proposed Budget FY 2026/27	Proposed Budget FY 2027/28	Proposed Budget FY 2028/29	Proposed Budget FY 2029/30	Total Project Cost
2725	Vision Zero - Roadway/INTXNS/Pedestrian & Bike Safety	Yes	Yes	1004	\$2,450,000	\$2,450,000	\$2,450,000	\$2,450,000	\$2,450,000	\$12,250,000
2729	Traffic Calming Program	No	Yes	1004	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$5,000,000
2739	Traffic Signal Detection System	Yes	Yes	1002	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$750,000
2745	Automated School Zone Speed Enforcement	No	Yes	1004	\$350,000	\$700,000	\$1,050,000	\$1,400,000	\$1,400,000	\$4,900,000
2851	ADA Compliance Retrofit	No	Yes	1002	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$20,000,000
5088	Roadway Signage Program	No	No	1002	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$1,500,000
5133	Speed Radar Sign	No	No	1004	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$1,500,000
5146	Traffic Signal Preventative Maint	No	No	1004	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$7,500,000
5150	Upgrade Multi-Lane School Zones	Yes	Yes	1004	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$3,000,000
5151	Miscellaneous Traffic Safety Projects	No	No	1002	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$5,000,000
5152	Traffic Fiber Asset Management	No	No	1004	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000
5153	Traffic Signal Cabinet Security	No	No	1004	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$50,000
5157	Battery Backup for Huts	No	No	1004	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000
5158	Quiet Zone Expansion	No	No	1004	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000
5159	ITS Communication Network Infrastructure	No	No	1004	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,250,000
Total - Roadway (Fuel Tax/Prop. Share):					\$50,630,998	\$67,165,839	\$61,823,404	\$63,405,000	\$46,705,000	\$289,730,241
Total - Roadway (Ad Valorem):					\$78,883,710	\$64,500,021	\$49,817,556	\$24,556,347	\$5,746,682	\$223,504,316
Total - Roadway (INVEST):					\$42,086,228	\$13,944,953	\$13,253,000	\$7,857,937	\$0	\$77,142,118
Total -Roadway:					\$171,600,936	\$145,610,813	\$124,893,960	\$95,819,284	\$52,451,682	\$590,376,675
Total - Multi-Modal (Fuel Tax/Prop. Share):					\$16,591,086	\$29,865,839	\$25,873,404	\$29,805,000	\$13,105,000	\$115,240,329
Total - Multi-Modal (Ad Valorem):					\$78,883,710	\$64,500,021	\$49,817,556	\$24,556,347	\$5,746,682	\$223,504,316
Total - Multi-Modal (INVEST):					\$42,086,228	\$13,944,953	\$13,253,000	\$7,857,937	\$0	\$77,142,118
Total - Multi-Modal:					\$137,561,024	\$108,310,813	\$88,943,960	\$62,219,284	\$18,851,682	\$415,886,763
Source: Orange County Transportation Planning Division; Community, Environment & Development Services Department										
Note: INVEST funds were assumed to not continue being available through the planning period										
Note: Fund Code 1002 - Transportation Trust Fund, Fund Code 1003 - Constitutional Gas Tax Fund, Fund Code 1004 - Local Option Gas Tax										
Note: Detailed Project Descriptions not found. Multi-Modal assumed for all road projects, unless name indicates otherwise.										

Table C-10: Florida Department of Transportation, District 5 – Orange County Work Program FY 2010 to FY 2019, Roadways ONLY

ID	Description	Type of Work	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Total
238429-5	SR 50 FROM LAKE CO LINE TO EAST OF TURNPIKE RAMPS	ADD LANES & RECONSTRUCT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
239203-2	SR 50 FROM W OF SR 436 TO 0.2 MILE W OF SR 417 (GRWY)	ADD LANES & REHABILITATE PVMNT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
239203-3	SR 50 FROM 0.3MI E OF S R417 (GRWY) TO CR 425 (DEAN RD)	ADD LANES & REHABILITATE PVMNT	\$9,000,000	\$9,000,000	\$7,400,597	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,400,597
239203-4	SR 50 (COLONIAL DR) FROM E OF CR 425 (DEAN RD) TO E OF OLD CHENEY HWY	ADD LANES & REHABILITATE PVMNT	\$413,836	\$2,384,646	\$49,381	\$57,344	\$3,823	\$205	\$42	\$117	\$172	\$0	\$2,909,566
239203-7	SR 50 EAST OF OLD CHENEY HWY TO CHULUOTA RD	ADD LANES & REHABILITATE PVMNT	\$31,929	\$6,252	\$2,053	\$2,960	\$1,016	\$25,598	\$2,762,725	\$487,065	\$96,582	\$152,496	\$3,568,676
239203-8	SR 50 FROM CHULUOTA RD TO SR 520	ADD LANES & REHABILITATE PVMNT	\$28,392	\$10,163	\$2,362	\$10,536	\$784	\$12,338	\$1,047,277	\$37,305	\$38,777	\$518,371	\$1,706,305
239266-3	SR 15 (HOFFNER RD) FROM N OF LEE VISTA BLVD TO W OF SR 436	ADD LANES & RECONSTRUCT	\$124,821	\$2,420,755	\$323,806	\$1,452,553	\$115,354	\$2,481	\$0	\$0	\$0	\$0	\$4,439,770
239266-4	SR 15 HOFFNER AVE FROM W OF SR 436 TO CONWAY ROAD	ADD LANES & RECONSTRUCT	\$34,045	\$1,246,538	\$208,870	\$367,739	\$48,891	\$1,299	\$0	\$0	\$0	\$0	\$1,907,382
239288-1	SR 435 KIRKMAN ROAD FROM 1700' S. OF CONROY RD TO SR 50	ADD LANES & RECONSTRUCT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
239304-1	SR 530 (US 192) FROM LAKE CO LINE TO E OF SECRET LAKE DR	ADD LANES & RECONSTRUCT	\$621	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$621
239422-1	SR 434 (FOREST CITY) FROM SR 424 (EDGEWATER DR) TO SEMINOLE CO LINE	ADD LANES & RECONSTRUCT	\$1,608,585	\$323,145	\$672,297	\$706,416	\$638,837	\$160,540	\$27,938	\$144,091	\$8,534	\$8,292	\$4,298,675
239496-2	SR 423/434 EXTENSION FROM SHADER RD TO SR 424 (EDGEWATER DR)	NEW ROAD CONSTRUCTION	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
239496-3	SR 423 (JOHN YOUNG PARKWAY) WIDENING FROM SR 50 TO SHADER RD	ADD LANES & RECONSTRUCT	\$83,215	\$1,066,809	\$29,846,940	\$730,222	\$1,445,509	\$1,436,852	\$2,189	\$0	\$0	\$0	\$34,611,736
239535-2	SR 50 FROM E RAMPS TPK TO AVALON RD	ADD LANES & RECONSTRUCT	\$6,637	\$1,009	\$152	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,798
239535-3	SR 50 SR 429 (WESTERN BELTWAY) TO E OF WEST OAKS MALL	ADD LANES & RECONSTRUCT	\$1,321,839	\$4,626,346	\$1,602,799	\$972,841	\$6,020	\$244	\$694,012	\$0	\$0	\$0	\$9,224,101

ID	Description	Type of Work	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Total
239535-4	SR 50 FROM GOOD HOMES RD TO PINE HILLS RD	ADD LANES & RECONSTRUCT	\$0	\$0	\$391	\$368	\$0	\$0	\$184	\$7,709	\$128	\$0	\$8,780
239535-5	SR 50 FROM E OF WEST OAKS MALL TO W OF GOOD HOMES RD	ADD LANES & RECONSTRUCT	\$43,120	\$22,063	\$17,892	\$3,525	\$0	\$0	\$0	\$0	\$0	\$0	\$86,600
407143-2	SR 482 FROM E END OF BRIDGE OVER TURNPIKE TO ORANGE BLOSSOM TRAIL	ADD LANES & REHABILITATE PVMNT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
407143-3	SR 482(SAND LAKE RD) FROM TURKEY LAKE RD TO PRESIDENTS DR	ADD LANES & RECONSTRUCT	\$9,510	\$1,774,907	\$350	\$8,824	\$1,752	\$1,100	\$757	\$149	\$396	\$0	\$1,797,745
407143-4	SR 482 SAND LAKE RD FROM W OF INTERNATIONAL DR TO UNIVERSAL BLVD	ADD LANES & RECONSTRUCT	\$10,216,205	\$174,501	\$627,887	\$1,198,450	\$1,776,818	\$1,558,544	\$628,861	\$91,114	\$6,201,108	\$0	\$22,473,488
407143-5	SR 482 SAND LAKE RD FROM UNIVERSAL BLVD TO W OF JOHN YOUNG PARKWAY	ADD LANES & RECONSTRUCT	\$37,399,820	\$240,924	\$1,400,353	\$1,826,069	\$2,116,111	\$253,107	\$574,259	\$82,163	\$0	\$0	\$43,892,806
407143-6	JOHN YOUNG PARKWAY AT SR 482 SAND LAKE RD OVERPASS	ADD LANES & RECONSTRUCT	\$23,105,275	\$16,786	\$292,793	\$541,142	\$977,421	\$229,559	\$382,977	\$38,474	\$0	\$0	\$25,584,427
408429-2	SR 15/600 (US 17/92) ORLANDO AVE FROM S OF NOTTINGHAM ST TO MONROE AVE	URBAN CORRIDOR IMPROVEMENTS	\$0	\$0	\$2,582,329	\$212,641	\$547,719	\$46,466	\$40,313	\$12,501	\$858,168	\$27,482	\$4,327,619
410983-1	SR 50 FROM W OF AVALON RD SR 429 (WESTERN BELTWAY)	ADD LANES & RECONSTRUCT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
416368-1	SR 527/SR 426 PEDESTRIAN CORRIDOR FROM 17-92 (MILLS) TO LAKEMONT	INTERSECTION IMPROVEMENT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
416724-1	ORANGE COUNTYWIDE ADVANCE ROW ACQUISITION	RIGHT OF WAY - FUTURE CAPACITY	\$955,519	\$763,131	\$2,701	\$385,012	\$0	\$0	\$0	\$0	\$0	\$0	\$2,106,363
417258-1	INTERNATIONAL DRIVE FROM OAK RIDGE ROAD TO W OF UNIVERSAL BLVD	TRAFFIC OPS IMPROVEMENT	\$604	\$69	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$673
421217-2	SR 482 (MCCOY RD) @ GONDOLA DR TRAFFIC SIGNAL INSTALLATION	TRAFFIC SIGNALS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
422223-1	SR 438 (SILVERSTAR) @ ORANGE AVE/INTERSECTION PEDESTRIAN SAFETY IMPROV	ADD LEFT TURN LANE(S)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
423029-1	SR 535 AT INTERNATIONAL DRIVE	TRAFFIC SIGNALS	\$0	\$927,740	\$11,289	\$38,334	\$0	\$0	\$0	\$0	\$0	\$0	\$977,363
423856-1	SR 15/600 (US 17/92) AT HORATIO AVE INTERSECT TRAFFIC OPS IMPROVEMENT	TRAFFIC OPS IMPROVEMENT	\$207	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$207

ID	Description	Type of Work	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Total
424217-1	SR 414 (MAITLAND BLVD) FROM SR 400 (I-4) TO CR 427 (MAITLAND AVE)	ADD LANES & REHABILITATE PVMNT	\$30,054	\$325,673	\$331,008	\$8,739,598	\$895,159	\$686,839	\$69,167	\$707	\$0	\$0	\$11,078,205
424530-1	SR 500 US 441 FROM OAKRIDGE RD TO 34TH STREET	TRAFFIC OPS IMPROVEMENT	\$0	\$0	\$0	\$6,920	\$0	\$0	\$0	\$0	\$0	\$0	\$6,920
425833-1	OPTICOM GPS SYSTEM ORLANDO CITYWIDE ON-SYSTEM SIGNALS	TRAFFIC CONTROL DEVICES/SYSTEM	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
425833-2	OPTICOM GPS SYSTEM ORLANDO CITYWIDE OFF-SHS INTERSECTIONS	TRAFFIC CONTROL DEVICES/SYSTEM	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
426341-1	EXPAND/UPGRADE REGIONAL COMPUTERIZED ITS DOWNTOWN ORLANDO SYSTEM	OTHER ITS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
427046-2	ORANGE COUNTY TRAFFIC SIGNAL RETIMING COUNTYWIDE	TRAFFIC SIGNAL UPDATE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
427046-5	TRAFFIC SIGNAL RETIMING (ORANGE, OSCEOLA, SEMINOLE)	TRAFFIC SIGNAL UPDATE	\$1,243,119	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,243,119
427047-1	SR 500 (US 441) FROM LANDSTREET ROAD TO OAKRIDGE ROAD	INTERSECTION IMPROVEMENT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
427114-1	INTERSECTION MAQUIRE ROAD AND PARK AVENUE NEW ROUNDABOUT WINDERMER	NEW ROAD CONSTRUCTION	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
427851-2	NORTH THISTLE LANE FROM N OF OLD COLONY RD TO S OF MOWHAWK TRAIL	INTERSECTION IMPROVEMENT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
428093-1	KELLER ROAD AT WESTHALL LANE	TRAFFIC SIGNAL UPDATE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
428184-1	WATERFORD CHASE PARK WAY AT AVALON PARK BLVD INTERSECTION	INTERSECTION IMPROVEMENT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
428588-1	SR 551 (GOLDENROD) & EDGEWATER DR TRAFFIC CONTROL SYSTEM (2 LOCATIONS)	TRAFFIC CONTROL DEVICES/SYSTEM	\$0	\$0	\$0	\$159	\$0	\$0	\$0	\$0	\$0	\$0	\$159
428952-1	SR 434 FROM N OF SR 50 TO W OF STRATEGY BLVD	TRAFFIC OPS IMPROVEMENT	\$0	\$19	\$0	\$134	\$0	\$0	\$0	\$0	\$0	\$0	\$153
428986-1	CITYWIDE FIBER OPTIC CABLE WITHIN ORLANDO CITY LIMITS	TRAFFIC CONTROL DEVICES/SYSTEM	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
428986-2	CITYWIDE FIBER OPTIC CABLE WITHIN ORLANDO CITY LIMITS	TRAFFIC CONTROL DEVICES/SYSTEM	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

ID	Description	Type of Work	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Total
429611-1	FORT CHRISTMAS ROAD AT WHEELER ROAD	INTERSECTION IMPROVEMENT	\$740	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$740
430027-1	ORANGE COUNTYWIDE ATMS PROJECT ON SYSTEM/OFF SYSTEM	TRAFFIC CONTROL DEVICES/SYSTEM	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
430155-1	SR 50 OUTFALL SURVEY	PRELIMINARY ENGINEERING	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
430201-1	CITY OF ORLANDO REGIONAL COMPUTERIZED SIGNAL SYSTEM	TRAFFIC CONTROL DEVICES/SYSTEM	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
430569-1	SR 438 (SILVER STAR RD) FROM 2ND STREET TO SILVER CREST BLVD	INTERSECTION IMPROVEMENT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
431081-1	WEKIVA PARKWAY LINE AND GRADE ORANGE COUNTY SEGMENT	NEW ROAD CONSTRUCTION	\$234	\$99	\$0	\$101	\$0	\$0	\$0	\$0	\$0	\$0	\$434
431163-4	SR 46 (WEKIVA PKWY) REALIGNMENT LAKE CO. LINE TO SYS INTERCH WITH SR 42	NEW ROAD CONSTRUCTION	\$63	\$0	\$0	\$2,569	\$0	\$0	\$0	\$0	\$0	\$0	\$2,632
431184-1	SR 527 (ORANGE AVE) FROM IVANHOE BLVD TO SR 15/600	PRELIMINARY ENGINEERING	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
432064-1	US 17-92 FROM PARK AVENUE TO PACKWOOD AVENUE	TRAFFIC SIGNAL UPDATE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
432076-1	ORANGE-LYNX FUNDING OPPORTUNITY #: FTA-2012-006-TPM-VTCL	TRANSIT IMPROVEMENT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
432226-1	SR 426 AT SR 436	TRAFFIC OPS IMPROVEMENT	\$61,325	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$61,325
433621-1	SR 414 (MAITLAND BLVD) FROM SR 434 WB AT MAITLAND SUMMIT BLVD	ADD TURN LANE(S)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
433648-1	SR 527 (ORANGE AVE) FROM S OF LAKE GATLIN RD RD TO NORTH OF HOLDEN AVE	TRAFFIC OPS IMPROVEMENT	\$2,459,948	\$105,804	\$184,055	\$6,854	\$0	\$0	\$0	\$0	\$0	\$0	\$2,756,661
434694-1	SR 552 AT SR 436	ADD TURN LANE(S)	\$27,355	\$779,069	\$74,103	\$241	\$0	\$0	\$0	\$0	\$0	\$0	\$880,768
434917-1	SR 482/US 441 (ADAPTIVE SIGNALS) COUNTY WIDE	TRAFFIC CONTROL DEVICES/SYSTEM	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
435525-1	GATLIN AVE AND KENNEDY AVE & GATLIN AVE AND ARROW RD IMPROVEMENTS	INTERSECTION IMPROVEMENT	\$0	\$0	\$0	\$1,337,700	\$0	\$0	\$0	\$0	\$0	\$0	\$1,337,700

ID	Description	Type of Work	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Total
435526-1	SR434(ALAFAYA TRAIL) AT CORPORATE BLVD	INTERSECTION IMPROVEMENT	\$135	\$379	\$0	\$289,500	\$0	\$227	\$2,514	\$565,000	\$2,587	\$2,191,992	\$3,052,334
435527-1	POWERS DRIVE AT NORTH LANE	INTERSECTION IMPROVEMENT	\$0	\$0	\$0	\$201,000	\$0	\$0	\$0	\$0	\$2,214,241	\$465,578	\$2,880,819
435529-1	ORANGE COUNTY ATMS AT VARIOUS LOCATIONS COUNTYWIDE	TRAFFIC CONTROL DEVICES/SYSTEM	\$66,560	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$66,560
435554-1	VINELAND AVENUE AT SR 535	INTERSECTION IMPROVEMENT	\$135	\$352	\$0	\$0	\$1,226,068	\$13,885	\$1,913	\$0	\$0	\$0	\$1,242,353
435587-1	WALLACE RD AT DR PHILLIPS BLVD	INTERSECTION IMPROVEMENT	\$0	\$0	\$1,429,695	\$68,459	\$0	\$0	\$0	\$0	\$0	\$0	\$1,498,154
436508-1	US 441 (SR 500/600) FROM S OF SAND LAKE RD TO KALEY ST	TRAFFIC SIGNALS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
437175-1	SR 535/VINELAND RD FROM ORANGE/OSCEOLA COUNTY LINE TO I-4	PD&E/EMO STUDY	\$113,920	\$0	\$129,819	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$243,739
437508-1	ORLANDO CITYWIDE PEDESTRIAN TRAFFIC SIGNALS	TRAFFIC SIGNALS	\$0	\$0	\$0	\$443,000	\$1,203	\$908	\$1,765	\$1,220	\$31	\$0	\$448,127
437592-1	SR600/SR500/US441/US17-92 FROM S OF SR482 (SAND LAKE RD) TO N OF SR482	INTERSECTION IMPROVEMENT	\$8,213	\$769,582	\$14,815	\$1,521,339	\$218,069	\$4,672	\$0	\$0	\$0	\$0	\$2,536,690
437597-1	SR 50/WEST COLONIAL DR FROM WEST OF CARTER ROAD TO EAST OF CARTER ROAD	TRAFFIC OPS IMPROVEMENT	\$175,209	\$7,655	\$732	\$6,375	\$0	\$0	\$0	\$0	\$0	\$0	\$189,971
439074-1	CITY OF ORLANDO TRAFFIC SIGNAL UPGRADES	ATMS - ARTERIAL TRAFFIC MGMT	\$398,910	\$0	\$0	\$0							\$398,910
439133-1	SR 15 @ CURRY FORD RD	TRAFFIC SIGNAL UPDATE	\$0	\$0	\$357,003	\$13,869	\$1,222,479	\$206,839	\$3,749	\$3,130	\$0	\$0	\$1,807,069
440314-1	PD&E FOR COLONIAL PARKWAY (SR 504) - WOODBURY ROAD TO SR 520	PD&E/EMO STUDY	\$0	\$1,988	\$0	\$0	\$22,432	\$3,331	\$8,012	\$0	\$0	\$0	\$35,763
441197-1	SR 426 (FAIRBANKS AVE) FROM SR15 (US17/92/SR600/ORLANDO AVE) TO WARD	INTERSECTION IMPROVEMENT	\$0	\$0	\$22,804	\$40,671	\$16,422	\$390,362	\$2,560	\$320	\$0	\$0	\$473,139
441395-1	US 441 AT ROSAMOND DRIVE	INTERSECTION IMPROVEMENT	\$0	\$0	\$0	\$441,506	\$20,292	\$41,528	\$144,671	\$2,079,289	\$75,145	\$55,243	\$2,857,674
441400-1	SADLER RD @ US 441	INTERSECTION IMPROVEMENT	\$0	\$0	\$0	\$493,464	\$0	\$0	\$0	\$0	\$0	\$0	\$493,464
441402-1	CR 439 / TURKEY LAKE RD @ VINELAND RD	INTERSECTION IMPROVEMENT	\$0	\$0	\$0	\$187,518	\$28	\$520,764	\$2,642	\$204	\$0	\$0	\$711,156

ID	Description	Type of Work	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Total
441490-1	UNIVERSITY BLVD. @ DEAN RD	INTERSECTION IMPROVEMENT	\$0	\$0	\$493,134	\$20,000	\$837,176	\$2,755	\$0	\$0	\$0	\$0	\$1,353,065
441490-2	UNIVERSITY BLVD. @ DEAN RD	INTERSECTION IMPROVEMENT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,833,509	\$7,833,509
441616-1	ORANGE COUNTY ATM PHASE #4 - COUNTYWIDE ROADS	ITS COMMUNICATION SYSTEM	\$0	\$0	\$0	\$377,115	\$3,198,056	\$313,204	\$13,825	\$0	\$0	\$0	\$3,902,200
442087-1	SR 552 AT FREDRICA DRIVE (SIGNALIZATION)	TRAFFIC SIGNALS	\$0	\$0	\$0	\$310,000	\$26,586	\$951,287	\$38,324	\$0	\$0	\$56	\$1,326,253
442088-1	SR 50 AT O-BERRY HOOVER RD - SIGNALS INSTALLATION	TRAFFIC SIGNALS	\$0	\$0	\$0	\$300,000	\$12,869	\$571,747	\$33,989	\$45	\$0	\$0	\$918,650
442544-1	CITY OF ORLANDO ATSPM TRAFFIC CONTROL DEVICES	TRAFFIC CONTROL DEVICES/SYSTEM	\$0	\$0	\$479,825	\$500,000	\$487,500	\$0	\$0	\$0	\$0	\$0	\$1,467,325
442545-1	ORANGE COUNTY ATSPM EQUIPMENT TRAFFIC CONTROL DEVICES	TRAFFIC CONTROL DEVICES/SYSTEM	\$0	\$0	\$0	\$1,089,937	\$499,039	\$0	\$0	\$0	\$0	\$0	\$1,588,976
442548-1	CITY OF ORLANDO ATMS MODULE TRAFFIC CONTROL DEVICES	TRAFFIC CONTROL DEVICES/SYSTEM	\$0	\$0	\$0	\$160,000	\$0	\$0	\$0	\$0	\$0	\$0	\$160,000
442549-1	ORANGE COUNTY ATMS MODULE TRAFFIC CONTROL DEVICES/SYSTEM PROJECT	TRAFFIC CONTROL DEVICES/SYSTEM	\$0	\$0	\$0	\$186,400	\$0	\$0	\$0	\$0	\$0	\$0	\$186,400
442550-1	METROPLAN AREA REMOTE ATSPM EQUIPMENT TRAFFIC CONTROL DEVICES/SYSTEM	TRAFFIC CONTROL DEVICES/SYSTEM	\$0	\$0	\$0	\$449,409	\$0	\$0	\$0	\$0	\$0	\$0	\$449,409
442687-1	ICM FOR METROPLAN AREA SIGNAL DEVICE INSTALLATION	TRAFFIC CONTROL DEVICES/SYSTEM	\$0	\$0	\$475,000	\$843,530	\$0	\$0	\$0	\$0	\$0	\$0	\$1,318,530
442739-1	ADAPTIVE TRAFFIC SIGNAL INTERFACE WITH TRAIN AVL	ITS COMMUNICATION SYSTEM	\$0	\$0	\$0	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000
442740-1	ORLANDO ATCMTD COMMUNICATIONS SERVICES	OTHER ITS	\$0	\$0	\$100,000	\$111,427	\$0	\$0	\$0	\$0	\$0	\$0	\$211,427
443514-1	SR 436 FROM SOUTH OF SR 552 TO NORTH OF SR 552	INTERSECTION IMPROVEMENT	\$0	\$0	\$0	\$0	\$418,775	\$106,074	\$3,109,270	\$18,756	\$185,648	\$1,839	\$3,840,362
443817-1	SR 435 KIRKMAN RD EXT TO CARRIER DR INTERSECTION	NEW ROAD CONSTRUCTION	\$0	\$0	\$20,052	\$20,000	\$132,514	\$60,991	\$36,126	\$102,222	\$85,598	\$3,877	\$461,380
444788-1	TINY ROAD INTERSECTION IMPROVEMENTS @ TILDEN RD	ADD TURN LANE(S)	\$0	\$0	\$0	\$0	\$594,033	\$0	\$0	\$0	\$4,066,733	\$37	\$4,660,803
445692-1	SR 527 @ SR 438 E PRINCETON ST	TRAFFIC SIGNALS	\$0	\$0	\$0	\$0	\$0	\$387,796	\$19,528	\$1,524,366	\$109,630	\$71,657	\$2,112,977

ID	Description	Type of Work	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Total
445693-1	SR 50 FROM N THORNTON AVE TO MILLS AVE	TRAFFIC SIGNALS	\$0	\$0	\$0	\$0	\$2,769	\$573,604	\$39,576	\$2,127,308	\$289,236	\$45,474	\$3,077,967
445695-1	SR 50 @ WESTMORELAND DRIVE N	TRAFFIC SIGNALS	\$0	\$0	\$0	\$0	\$560	\$291,409	\$30,494	\$1,351,316	\$20,637	\$3,322	\$1,697,738
445707-1	SR 436 (SEMORAN BLVD) @ PERSHING AVE	TRAFFIC SIGNALS	\$0	\$0	\$0	\$0	\$0	\$201,778	\$49,730	\$992,591	\$235,509	\$1,322	\$1,480,930
445715-1	SR 438 @ POWERS DR	TRAFFIC SIGNALS	\$0	\$0	\$0	\$0	\$531	\$474,865	\$13,234	\$1,882,051	\$67,187	\$3,073	\$2,440,941
445767-1	SR 500 (US 441) AND SR 50 (COLONIAL DR) SIGNAL RECONSTRUCTION	TRAFFIC SIGNALS	\$0	\$0	\$0	\$0	\$642	\$401,353	\$27,098	\$2,108,233	\$92,660	\$85,373	\$2,715,359
445771-1	SR 500 FROM S OF OAK RIDGE RD TO N OF OAK RIDGE RD	TRAFFIC SIGNALS	\$0	\$0	\$0	\$0	\$2	\$373,278	\$22,875	\$1,779,210	\$33,501	\$1,528	\$2,210,394
445772-1	SR 500 @ CLARCONA OCOEE RD	TRAFFIC SIGNALS	\$0	\$0	\$0	\$0	\$0	\$442,993	\$60,415	\$49,325	\$59,578	\$69,082	\$681,393
446020-1	SR 435 FROM JUST S WINDHOVER DR TO JUST N WINDHOVER DR INTERSECTION	INTERSECTION IMPROVEMENT	\$0	\$0	\$0	\$0	\$447,461	\$42,832	\$1,438,399	\$145,668	\$115,821	\$1,120	\$2,191,301
446485-1	VIRGINIA DRIVE-FOREST AVENUE-CORRINE DRIVE FROM SR527 TO BENNETT RD	URBAN CORRIDOR IMPROVEMENTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,613,892	\$1,042,284	\$3,656,176
447593-1	SR 50/COLONIAL DR AT MAGUIRE BLVD SIGNAL REBUILD	TRAFFIC SIGNALS	\$0	\$0	\$0	\$0	\$0	\$4,152	\$885,562	\$80,369	\$165,424	\$237,970	\$1,373,477
447607-1	SR 50 AT THE INTERSECTION OF HIGHLAND AVE	TRAFFIC SIGNALS	\$0	\$0	\$0	\$0	\$0	\$6,892	\$487,015	\$140,917	\$2,789,138	\$11,337	\$3,435,299
447717-1	SR 50 AT THE INTERSECTIONS OF FERN CREEK AVE AND PRIMROSE DRIVE	TRAFFIC CONTROL DEVICES/SYSTEM	\$0	\$0	\$0	\$0	\$0	\$14,703	\$562,873	\$129,219	\$3,341,859	\$205,958	\$4,254,612
447791-1	SR-500/US-441 AT THE INTERSECTION OF SR-500/PRINCETON ST	TRAFFIC SIGNALS	\$0	\$0	\$0	\$0	\$0	\$100,931	\$0	\$0	\$0	\$0	\$100,931
448673-1	SR-438 FROM E OF JOHN YOUNG PARKWAY TO E OF ORANGE BLOSSOM TRAIL	URBAN CORRIDOR IMPROVEMENTS	\$0	\$0	\$0	\$0	\$0	\$525,000	\$175	\$235,777	\$0	\$0	\$760,952
449214-1	SR 423 FROM KINGSWOOD DR TO ADANSON ST	INTERSECTION IMPROVEMENT	\$0	\$0	\$0	\$0	\$0	\$0	\$6,720	\$1,467,299	\$28,975	\$14,855	\$1,517,849
450531-1	SR 424 (EDGEWATER DR) FROM S OF SATEL DR TO N OF ALOHA ST	TRAFFIC SIGNALS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$462,355	\$2,126	\$464,481
450640-2	SR 436 FROM US 441 TO SEMINOLE COUNTY LINE	TRAFFIC OPS IMPROVEMENT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,496	\$26,496

ID	Description	Type of Work	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Total
452932-1	SR 50 (COLONIAL DRIVE) AT CORNER SCHOOL DRIVE & CHULUOTA ROAD	TRAFFIC SIGNALS	\$0	\$0	\$0	\$0	\$0	\$0	\$3,972	\$1,998	\$1,615,666	\$73,960	\$1,695,596
453099-1	SR 551/GOLDENROD RD. PEDESTRIAN HYBRID BEACON	TRAFFIC SIGNALS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,020	\$8,020
453225-1	HOFFNER AVENUE TRAFFIC IMPROVEMENTS	TRAFFIC OPS IMPROVEMENT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,770,475	\$0	\$4,770,475
454600-1	US 441 LEFT TURN LANE EXTENSIONS	TRAFFIC OPS IMPROVEMENT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,405	\$17,262	\$19,667
Total - Roadways			\$88,970,100	\$26,996,404	\$49,157,287	\$26,933,771	\$17,960,720	\$11,445,332	\$13,277,727	\$17,687,228	\$30,647,796	\$13,180,991	\$296,257,356
Total - Roadways - Timeframe Summary						FY 2016-2020:		\$210,018,282			FY 2021-2025:		\$86,239,074
Source: FDOT, District 5													

Table C-11: Florida Department of Transportation, District 5 – Orange County Work Program FY 2016 to FY 2025, Multi-Modal ONLY

ID	Description	Type of Work	Adjustment	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Total
246543-1	ORANGE-CFRTA/LYNX SEC 5307 PURCHASE VEHICLE & HIGHWAY EQUIPMENT	CAPITAL FOR FIXED ROUTE	71%*	\$0	\$0	\$15,437,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,437,000
246544-1	ORANGE-CFRTA/LYNX FIXED ROUTE SECTION 5309 OPERATIONS FACILITY	CAPITAL FOR FIXED ROUTE	71%	\$12,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000,000
246556-1	ORANGE-CFRTA/LYNX EXPANSION OF OPERATING CENTER FTA SECTION 5307	CAPITAL FOR FIXED ROUTE	71%	\$0	\$0	\$0	\$3,300,000	\$18,750,000	\$0	\$0	\$0	\$0	\$0	\$22,050,000
246572-1	ORANGE-CFRTA/LYNX CAPITAL ASSIST/KISSIMMEE-ORLANDO FUNDS/SECTION#5307	CAPITAL FOR FIXED ROUTE	71%	\$0	\$0	\$18,000,000	\$9,000,000	\$15,000,000	\$0	\$0	\$0	\$0	\$0	\$42,000,000
246572-2	ORANGE-CFRTA/LYNX FTA SECTION 5307 LAND ACQ, ENGINEERING & CONST	PTO STUDIES	71%	\$0	\$0	\$0	\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000,000
246594-1	ORANGE-CFRTA/LYNX PURCHASE OF COMMUTER VANS FTA SECTION 5307	CAPITAL FOR FIXED ROUTE	71%	\$0	\$0	\$5,340,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,340,000
246594-2	ORANGE-CFRTA/LYNX PURCHASE OF COMMUTER VANS SECTION #5307	CAPITAL FOR FIXED ROUTE	71%	\$0	\$0	\$5,568,000	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$7,068,000
246595-1	ORANGE-CFRTA/LYNX FACILITY IMPROVE EQUIPMNT FTA SECTION #5307	CAPITAL FOR FIXED ROUTE	71%	\$0	\$0	\$4,000,000	\$6,000,000	\$8,700,000	\$0	\$0	\$0	\$0	\$0	\$18,700,000
246595-2	ORANGE-CFRTA/LYNX FACILITY IMPROVE/EQUIP SECTION # 5307	CAPITAL FOR FIXED ROUTE	71%	\$2,000,000	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000,000
408429-2	SR 15/600 (US 17/92) ORLANDO AVE FROM S OF NOTTINGHAM ST TO MONROE AVE	URBAN CORRIDOR IMPROVEMENTS	71%	\$0	\$0	\$0	\$0	\$547,719	\$46,466	\$40,313	\$12,501	\$858,168	\$27,482	\$1,532,649
414749-1	ORANGE-LYNX/CAPITAL FIXED RTE/MAINT, SUPPORT & FUEL FTA SECTION #5307	CAPITAL FOR FIXED ROUTE	71%	\$0	\$0	\$120,358,806	\$37,123,761	\$0	\$0	\$0	\$0	\$0	\$0	\$157,482,567
414749-2	ORANGE-LYNX CAPITAL FIXED ROUTE/MAINT & SUPPO RT SECTION 5307	CAPITAL FOR FIXED ROUTE	71%	\$0	\$0	\$12,000,000	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$13,000,000

ID	Description	Type of Work	Adjustment	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Total
419774-1	CHURCH STREET IMPROVEMENTS	SIDEWALK	-	\$1,326	\$647	\$284	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,257
422430-1	ORANGE- METROPLAN ORLANDO PLANNING STUDIES SECTION 5303	PTO STUDIES	71%	\$884,439	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$884,439
424253-1	CFRT (LYNX) SECTION 5309 CAPITAL IMPROVEMENTS	FIXED GUIDEWAY IMPROVEMENTS	71%	\$0	\$0	\$3,750,000	\$350,000	\$3,050,000	\$0	\$0	\$0	\$0	\$0	\$7,150,000
424255-1	CFTA (LYNX) SECTION 5309 LYMMO UPGRADE	FIXED GUIDEWAY IMPROVEMENTS	71%	\$0	\$0	\$1,200,000	\$400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600,000
424255-3	CFTA (LYNX) SECTION #5309 LYMMO UPGRADE	FIXED GUIDEWAY IMPROVEMENTS	71%	\$0	\$0	\$1,500,000	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000
425442-1	LYNX CFRTA SECTION 5307 CAPITAL FOR BUSES/EQUIPMENT/GRANT #FL-95-2016	CAPITAL FOR FIXED ROUTE	71%	\$16,419,364	\$13,888,094	\$7,106,587	\$7,106,587	\$0	\$0	\$0	\$0	\$0	\$0	\$44,520,632
428046-1	CITYWIDE ORLANDO SIDEWALK IMPROVEMENT PH I & II VARIED LOCATION	SIDEWALK	-	\$2,914	\$996	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,910
429054-1	US 441 FROM S OF GORE ST TO S OF CENTRAL BLVD	SIDEWALK	-	\$0	\$0	\$0	\$130,427	\$0	\$0	\$0	\$0	\$0	\$0	\$130,427
430456-1	SR 436 FROM CURRY FORD RD TO OLD CHENEY HWY	SIDEWALK	-	\$21	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21
430672-1	ORLANDO SIDEWALKS VARIOUS LOCATIONS ON STATE ROADS	SIDEWALK	-	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
431405-1	ORANGE-METROPLAN ORL PLANNING STUDIES SECTION 5303	PTO STUDIES	71%	\$0	\$917,245	\$939,736	\$971,408	\$1,126,694	\$1,094,744	\$0	\$0	\$0	\$0	\$5,049,827
431529-1	BROOKSHIRE ELEMENTARY SCHOOL SIDEWALKS MULTIPLE LOCATIONS	SIDEWALK	-	\$1,527	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,527
433130-1	ORLANDO SUNRAIL STATION ROAD IMPROVEMENTS (TWO LOCATIONS)	TRAFFIC OPS IMPROVEMENT		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,961,928	\$1,961,928
433130-2	COLUMBIA STREET FROM SLIGH BLVD TO ORANGE AVE	FIXED GUIDEWAY IMPROVEMENTS	71%	\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000
435250-1	CFRTA SECTION 5307 CAPITAL FOR BUSES AND EQUIPMENT	CAPITAL FOR FIXED ROUTE	71%	\$0	\$0	\$0	\$18,351,700	\$8,877,663	\$9,250,000	\$9,680,000	\$8,750,000	\$0	\$0	\$54,909,363
435250-2	CFRTA SECTION 5307 CAPITAL FOR BUSES AND EQUIPMENT	CAPITAL FOR FIXED ROUTE	71%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,500,000	\$3,500,000	\$7,000,000

ID	Description	Type of Work	Adjustment	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Total
435712-1	CENTRAL FL REGIONAL TRANSPORTATION AUTHORITY DBA LYNX	CAPITAL FOR FIXED ROUTE	71%	\$0	\$0	\$12,539,110	\$7,628,338	\$7,771,043	\$0	\$0	\$0	\$0	\$0	\$27,938,491
436346-1	UCF BIG DATA RESEARCH	ADV TRAVELER INFORMATION SYSTM		\$100,000	\$100,000	\$100,000	\$200,000	\$79,963	\$0	\$32,274	\$185,001	\$686,472	\$0	\$1,483,710
437280-1	ORANGE-LYNX CENTRAL FL REG TRANSP BUS & BUS FAC PROG LADDERS OF OPP	CAPITAL FOR FIXED ROUTE	71%	\$0	\$0	\$9,390,860	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,390,860
437575-1	ORANGE BLOSSOM TRAIL PHASE 2A FROM 30TH STREET TO GORE STREET	SIDEWALK	-	\$0	\$0	\$0	\$1,221,053	\$20,607	\$28,230	\$187,553	\$29,341	\$3,727,049	\$79,419	\$5,293,252
437575-3	ORANGE BLOSSOM TRAIL PHASE 2A FROM 30TH STREET TO GORE STREET	SIDEWALK	-	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$176,123	\$176,123
437739-1	SR 50/EAST COLONIAL DRIVE FROM SR 417 SB RAMPS TO CONSTANTINE STREET	SIDEWALK	-	\$245,644	\$10,043	\$1,095	\$6,314	\$0	\$0	\$0	\$0	\$0	\$0	\$263,096
437997-1	ORANGE-CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY LYNX SEC 5339	CAPITAL FOR FIXED ROUTE	71%	\$134,367	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$134,367
440800-1	ORANGE-METROPLAN ORLANDO TPO PLANNING STUDIES	PTO STUDIES	71%	\$0	\$0	\$0	\$0	\$0	\$0	\$927,338	\$0	\$0	\$0	\$927,338
441066-1	SR 482/ SAND LAKE RD FROM LAKE GLORIA BLVD TO ORANGE AVE	SIDEWALK	-	\$0	\$452,487	\$109,166	\$2,442,029	\$486,213	\$490	\$238	\$0	\$0	\$0	\$3,490,623
441275-1	COMPLETE STREETS - EDGEWATER DRIVE FROM LAKEVIEW STREET TO PAR STREET	URBAN CORRIDOR IMPROVEMENTS	71%	\$0	\$0	\$0	\$0	\$0	\$0	\$1,023,212	\$261,402	\$0	\$385,254	\$1,669,868
441275-2	COMPLETE STREETS - EDGEWATER DR - SEGMENT A	URBAN CORRIDOR IMPROVEMENTS	71%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$297,036	\$297,036
443395-2	HUNGERFORD ELEMENTARY SCHOOL SIDEWALK GAPS SRTS	SIDEWALK	-	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$203,011	\$199	\$0	\$203,210
444932-1	ORANGE-LYNX EXPANSION OF LYNX OPERATIONS CENTER	CAPITAL FOR FIXED ROUTE	71%	\$0	\$0	\$0	\$2,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500,000
444934-1	ORANGE-LYNX PURCHASE OF FAREBOXES	CAPITAL FOR FIXED ROUTE	71%	\$0	\$0	\$0	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200,000

ID	Description	Type of Work	Adjustment	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Total
445597-1	ORANGE-LYNX FTA EMERGENCY RELIEF PROGRAM-ER RESILIENCE FUNDS	CAPITAL FOR FIXED ROUTE	71%	\$0	\$0	\$0	\$1,300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,300,000
446485-1	VIRGINIA DRIVE-FOREST AVENUE-CORRINE DRIVE FROM SR527 TO BENNETT RD	URBAN CORRIDOR IMPROVEMENTS	71%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,613,892	\$1,042,284	\$3,656,176
446623-1	ORANGE-LYNX FTA FFY 19 LOW OR NO-EMISSION (LOW-NO) BUS PROGRAM	CAPITAL FOR FIXED ROUTE	71%	\$0	\$0	\$0	\$0	\$2,206,388	\$0	\$0	\$0	\$0	\$0	\$2,206,388
448673-1	SR-438 FROM E OF JOHN YOUNG PARKWAY TO E OF ORANGE BLOSSOM TRAIL	URBAN CORRIDOR IMPROVEMENTS	71%	\$0	\$0	\$0	\$0	\$0	\$525,000	\$175	\$235,777	\$0	\$0	\$760,952
450624-1	LYNX PINE HILLS TRANSFER CENTER FACILITY DESIGN/CST	PUBLIC TRANSPORTATION STATION	71%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,980,000	\$0	\$0	\$2,980,000
451140-1	5310 CAPITAL - RURAL/NON URBAN - TRANSPORTATION AUTHORITY (DBA LYNX)	CAPITAL FOR FIXED ROUTE	71%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,439,881	\$864,551	\$6,304,432
451987-2	TOWN OF WINDERMERE SAFE ROUTE TO SCHOOL PROJECT PHASE 1	SIDEWALK	-	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$455,222	\$455,222
452041-1	PROGRAM 18 - SECTION 5311 CAPITAL-CENTRAL FLA REF TRAN-LYNX	CAPITAL FOR FIXED ROUTE	71%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,406,250	\$0	\$1,406,250
453043-1	LYNX OIA INTERMODAL TRANSFER STATION	PTO STUDIES	71%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$510,000	\$0	\$0	\$510,000
453228-1	MOHICAN TRAIL & THISTLE LN TO HIGHLAND PK EST TO DOMMERICH HILLS SUB	SIDEWALK	-	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,162,647	\$0	\$2,162,647
Total - Multi-Modal (Unadjusted):				\$31,789,602	\$16,369,512	\$217,340,644	\$105,231,617	\$66,616,290	\$12,444,930	\$11,891,103	\$13,167,033	\$20,394,558	\$8,789,299	\$504,034,588
Total - Bike/Ped:				\$2,887,292	\$1,000,647	\$3,750,284	\$18,701,700	\$11,927,663	\$9,775,000	\$9,680,175	\$12,678,788	\$5,440,080	\$1,319,773	\$77,161,402
Total - Transit (Adjusted):				\$21,693,149	\$10,570,547	\$153,495,158	\$71,184,874	\$45,692,117	\$6,567,500	\$6,872,800	\$8,690,400	\$7,345,753	\$3,098,831	\$335,211,129
Total - Multi-Modal (Adjusted):				\$22,643,533	\$11,756,964	\$154,343,915	\$75,816,397	\$47,444,544	\$8,844,229	\$8,497,143	\$9,415,976	\$16,188,206	\$5,053,555	\$360,004,460
Multi-Modal - Timeframe Summary (Adjusted):								FY 2016-2020:	\$312,005,352				FY 2021-2025:	\$47,999,108
Roadways - Timeframe Summary (from Table C-10):								FY 2016-2020:	\$210,018,282				FY 2021-2025:	\$86,239,074
Total - Timeframe Summary:								FY 2016-2020:	\$437,347,665				FY 2021-2025:	\$66,686,923
* This calculation was made by taking the FTA funds 5307,5309,5339 and dividing them by the 5307 funds														

Table C-12: Average Motor Vehicle Fuel Efficiency – Excluding Interstate Travel

Vehicle Miles of Travel (VMT) @			
	23.4	7.5	
Other Arterial Rural	346,431,621,987	53,342,284,400	399,773,906,387
Other Rural	311,167,066,891	32,101,266,824	343,268,333,715
Other Urban	1,562,509,957,275	100,947,592,995	1,663,457,550,270
Total	2,220,108,646,153	186,391,144,219	2,406,499,790,372

Fuel Consumed Gallons @ 23.4 mpg Gallons @ 7.5 mpg			
	23.4	7.5	
Other Arterial Rural	14,785,389,168	7,135,275,965	21,920,665,134
Other Rural	13,280,329,763	4,293,993,034	17,574,322,797
Other Urban	66,686,515,697	13,503,151,246	80,189,666,943
Total	94,752,234,628	24,932,420,245	119,684,654,874

	@ 23.4 mpg	@ 7.5 mpg
Other Arterial Rural	87%	13%
Other Rural	91%	9%
Other Urban	94%	6%
Total	92%	8%

Total Mileage and Fuel	
2,406,499,790,372	miles
119,684,654,874	gallons
20.11	mpg

Source: U.S. Department of Transportation, Federal Highway Administration, Highway Statistics 2017, Section V, Table VM-1 Annual Vehicle Distance Traveled in Miles and Related Data - 2017 by Highway Category and Vehicle Type
<http://www.fhwa.dot.gov/policyinformation/statistics.cfm>

Methodology –These tables and data were gathered from the latest VM-1 table within the Highway Statistic Series, from the Policy and Government Affairs, Office of Highway Policy Information. The Vehicle Miles of Travel (VMT) along with the Fuel Consumed in gallons data is gathered for “other Arterial Rural”, “Other Rural”, and “Other Urban” roadway types for both the 22.3mpg (light vehicles – Motorcycles are not included in calculation) and 7.5 mpg (heavy vehicles – Buses are not included in calculation) categories. After this data is added into C-12 and C-13, the percentage of miles distributed between each Light and Heavy Vehicle is recorded. Finally, the fuel consumed is calculated, which is the mileage per roadway type divided by 22.3mpg and 6.5mpg for each category.

Table C-13: Annual Vehicle Distance Traveled in Miles and Related Data (2017) - By Highway Category and Vehicle Type¹

								SUBTOTALS		
YEAR	ITEM	LIGHT DUTY VEHICLES SHORT WB 2/	MOTORCYCLES	BUSES	LIGHT DUTY VEHICLES LONG WB 2/	SINGLE-UNIT TRUCKS 3/	COMBINATION TRUCKS	ALL LIGHT DUTY VEHICLES 2/	SINGLE-UNIT 2-AXLE 6-TIRE OR MORE AND COMBINATION TRUCKS	ALL MOTOR VEHICLES
Motor-Vehicle Travel: (millions of vehicle-miles)										
2024	Interstate Rural	146,051	1,069	1,502	51,572	12,274	59,367	197,623	71,641	271,834
2024	Other Arterial Rural	240,923	2,416	2,407	105,509	20,329	33,014	346,432	53,342	404,598
2024	Other Rural	211,026	2,966	2,179	100,141	19,011	13,090	311,167	32,101	348,413
2024	All Rural	598,000	6,451	6,088	257,221	51,613	105,471	855,221	157,084	1,024,845
2024	Interstate Urban	396,092	2,279	2,356	110,284	21,600	49,968	506,376	71,568	582,579
2024	Other Urban	1,228,322	13,510	9,639	334,188	63,867	37,081	1,562,510	100,948	1,686,607
2024	All Urban	1,624,415	15,789	11,995	444,471	85,467	87,048	2,068,886	172,516	2,269,186
2024	Total Rural and Urban	2,222,415	22,241	18,083	701,693	137,080	192,520	2,924,107	329,600	3,294,031
2024	Number of motor vehicles registered	205,550,881	9,261,249	1,096,335	65,534,861	12,599,614	3,482,896	271,085,742	16,082,510	297,525,836
2024	Average miles traveled per Vehicle	10,812	2,401	16,494	10,707	10,880	55,276	10,787	20,494	11,071
2024	Person-miles of travel (millions)	3,412,169	22,806	383,365	1,035,822	137,080	192,520	4,447,991	329,600	5,183,762
2024	Fuel consumed (thousand gallons)	86,861,446	505,870	2,419,327	37,936,823	17,022,466	27,066,130	124,798,269	44,088,596	171,812,062
2024	Average fuel consumption (gallons)	423	55	2,207	579	1,351	7,771	460	2,741	577
2024	Average miles traveled per gallon of fuel consumed	25.6	44.0	7.5	18.5	8.1	7.1	23.4	7.5	19.2
1/ The FHWA estimates national trends by using State reported Highway Performance and Monitoring System (HPMS) data, fuel consumption data (MF-21), vehicle registration data (MV-1), other data such as the R. L. Polk vehicle data, and a host of modeling techniques. 2/ Light Duty Vehicles Short WB - passenger cars, light trucks, vans and sport utility vehicles with a wheelbase (WB) less than or equal to 121 inches. Light Duty Vehicles Long WB - large passenger cars, vans, pickup trucks, and sport utility vehicles with wheelbases (WB) greater than 121 inches. All Light Duty Vehicles - passenger cars, light trucks, vans, and sport utility vehicles regardless of wheelbase. 3/ Single-Unit - single frame trucks that have 2-Axles and at least 6 tires or a gross vehicle weight rating exceeding 10,000 lbs. 4/ For 2024 and 2023, vehicle occupancy is estimated by the FHWA from the 2022 National Household Travel Survey (NHTS) and the annual R.L. Polk Vehicle registration data. For single unit trucks and combination trucks, 1 motor vehicle miles traveled = 1 person-miles traveled. 5/ VMT data are based on the latest HPMS data available; it may not match previous published results.										
Source: Table 2024										
VM-1: https://www.fhwa.dot.gov/policyinformation/statistics/2024/vm1.cfm										

APPENDIX D

Ad Valorem Credit

Appendix D: Ad Valorem Credit

This appendix presents the detailed ad valorem credit calculations for each land use in Orange County's transportation impact fee schedule.

Residential Land Uses

In determining the ad valorem credit for residential land uses, the study evaluated the taxable values for new residential properties in Orange County. For this analysis, residential buildings constructed since 2015 were classified as "new". The following data was reviewed for each residential land use:

- Weighted average, median, minimum, and maximum taxable value per square foot for new properties (built since 2015) and all properties within Orange County; and
- Professional judgement based on impact fee experience in other communities in Florida.

It should be noted that the ad valorem revenues used towards transportation capital projects is a fixed amount and not a percentage of the County's ad valorem revenues. Over the next five years and beyond, this amount is estimated to be \$44.7 million per year (multi-modal) or \$57.9 million per year (roads only)¹. As presented in Table D-1, the taxable value of a new home (\$525,000) was used to calculate the present value of the ad valorem credit. The resulting 1-mil taxes are brought to present value based on an interest rate of 5.0 percent, which is consistent with current market trends and the interest rate at which the County is likely to borrow. Table D-1 also provides the portion of the 1-mil collections that would be used toward transportation capital expansion projects. It is estimated that Orange County will spend twenty-one (21) percent of a mil of ad valorem revenue to fund multi-modal capacity expansion projects and twenty-seven (27) percent of a mil for roadway capacity expansion projects. Tables D-2 through D-10 present this same analysis for the other residential land uses in the Orange County transportation impact fee schedule.

Note:

- Multi-Family ad valorem credit was used for Student Housing. For Student Housing per bedroom, estimated three bedrooms per dwelling unit.
- Multi-Family ad valorem credit was used for Mid-Rise/High-Rise with 1st floor Commercial.
- Condominium ad valorem credit (Tables D-5 and D-10) was used for Timeshare.

¹ Additional detail can be found in Appendix C, Table C-9

Table D-1: 1-Mil Credit Calculation for Single Family Homes - MULTI-MODAL

Item						Figure				
Total Allocation from the General Fund FY 2025/26 ⁽¹⁾						\$950,514,668				
County General Fund Millage ⁽²⁾						4.4347				
Revenues Generated from 1-mil ⁽³⁾						\$214,335,731				
Annual ad valorem revenue that goes to transportation capacity ⁽⁴⁾						\$44,700,863				
Percentage of millage used for transportation capacity expansion projects ⁽⁵⁾						21%				
Average taxable value of a new home ⁽⁶⁾						\$525,000				
Annual increase in the countywide taxable values ⁽⁷⁾						6.41%				
Year	Taxable Value	Market Value	Value Used for Credit	1-Mil Tax	Ad Valorem for Transportation	Present Value				
2026	\$525,000	n/a	\$525,000	\$525.00	\$109	\$109				
2027					\$102	\$98				
2028					\$96	\$87				
2029					\$90	\$78				
2030					\$85	\$70				
2031					\$80	\$63				
2032					\$75	\$56				
2033					\$71	\$50				
2034					\$66	\$45				
2035					\$62	\$40				
2036					\$59	\$36				
2037					\$55	\$32				
2038					\$52	\$29				
2039					\$49	\$26				
2040					\$46	\$23				
2041					\$43	\$21				
2042					\$40	\$18				
2043					\$38	\$17				
2044					\$36	\$15				
2045					\$33	\$13				
2046					\$31	\$12				
2047					\$30	\$11				
2048					\$28	\$10				
2049					\$26	\$9				
2050					\$25	\$8				
2051					\$23	\$7				
Total					\$1,450	\$983				
Interest Rate ⁽⁸⁾						5.00%				

1) Total Ad Valorem Taxes within the General fund. Source: Pg. 1-48 of the Orange County FY 2026 Adopted Budget.

2) Total millage assessed to residents within Orange County applied to the General Fund

3) Total projected allocation from the general fund (Item 1) divided by the County’s millage rate (Item 2)

4) Source: Avg annual ad valorem revenues for multi-modal transportation capacity from FY 2024/25 to FY 2029/30; Table C-9

5) Annual ad valorem revenues for capacity expansion (Item 4) divided by the revenue generated by 1-mil (Item 3)

6) Source: Average taxable value for new homes (built since 2015) in Orange County

7) Source: Review of average annual increase in countywide taxable values for Orange County (2006-2024)

8) Source: Interest rate estimated for new bond issues in Orange County

Table D-2: 1-Mil Credit Calculation for Multi-Family Apartments - **MULTI-MODAL**

Item						Figure				
Total Allocation from the General Fund FY 2025/26 ⁽¹⁾						\$950,514,668				
County General Fund Millage ⁽²⁾						4.4347				
Revenues Generated from 1-mil ⁽³⁾						\$214,335,731				
Annual ad valorem revenue that goes to transportation capacity ⁽⁴⁾						\$44,700,863				
Percentage of millage used for transportation capacity expansion projects ⁽⁵⁾						21%				
Average taxable value of a multi-family unit ⁽⁶⁾						\$285,000				
Annual increase in the countywide taxable values ⁽⁷⁾						6.41%				
Year	Taxable Value	Market Value	Value Used for Credit	1-Mil Tax	Ad Valorem for Transportation	Present Value				
2026	\$285,000	n/a	\$285,000	\$285.00	\$59	\$59				
2027					\$55	\$53				
2028					\$52	\$47				
2029					\$49	\$42				
2030					\$46	\$38				
2031					\$43	\$34				
2032					\$41	\$30				
2033					\$38	\$27				
2034					\$36	\$24				
2035					\$34	\$22				
2036					\$32	\$19				
2037					\$30	\$17				
2038					\$28	\$16				
2039					\$26	\$14				
2040					\$25	\$12				
2041					\$23	\$11				
2042					\$22	\$10				
2043					\$21	\$9				
2044					\$19	\$8				
2045					\$18	\$7				
2046					\$17	\$6				
2047					\$16	\$6				
2048					\$15	\$5				
2049					\$14	\$5				
2050					\$13	\$4				
2051					\$12	\$4				
Total					\$785	\$529				
Interest Rate ⁽⁸⁾						5.00%				

1) Source: Orange County FY 2026 Adopted Budget

2) Total millage assessed to residents within Orange County applied to the General Fund

3) Total projected allocation from the general fund (Item 1) divided by the County’s millage rate (Item 2)

4) Source: Avg annual ad valorem revenues for multi-modal transportation capacity from FY 2024/25 to FY 2029/30; Table C-9

5) Annual ad valorem revenues for capacity expansion (Item 4) divided by the revenue generated by 1-mil (Item 3)

6) Source: Average taxable value for new apartments (built since 2015) in Orange County

7) Source: Review of average annual increase in countywide taxable values for Orange County (2006-2024)

8) Source: Interest rate estimated for new bond issues in Orange County

Table D-3: 1-Mil Credit Calculation for Mobile Homes - **MULTI-MODAL**

Item						Figure				
Total Allocation from the General Fund FY 2025/26 ⁽¹⁾						\$950,514,668				
County General Fund Millage ⁽²⁾						4.4347				
Revenues Generated from 1-mil ⁽³⁾						\$214,335,731				
Annual ad valorem revenue that goes to transportation capacity ⁽⁴⁾						\$44,700,863				
Percentage of millage used for transportation capacity expansion projects ⁽⁵⁾						21%				
Average taxable value of a mobile home ⁽⁶⁾						\$118,000				
Annual increase in the countywide taxable values ⁽⁷⁾						6.41%				
Year	Taxable Value	Market Value	Value Used for Credit	1-Mil Tax	Ad Valorem for Transportation	Present Value				
2026	\$118,000	n/a	\$118,000	\$118.00	\$25	\$25				
2027					\$23	\$22				
2028					\$22	\$20				
2029					\$21	\$18				
2030					\$20	\$16				
2031					\$18	\$14				
2032					\$17	\$13				
2033					\$16	\$12				
2034					\$15	\$10				
2035					\$14	\$9				
2036					\$13	\$8				
2037					\$13	\$7				
2038					\$12	\$7				
2039					\$11	\$6				
2040					\$10	\$5				
2041					\$10	\$5				
2042					\$9	\$4				
2043					\$9	\$4				
2044					\$8	\$3				
2045					\$8	\$3				
2046					\$7	\$3				
2047					\$7	\$2				
2048					\$6	\$2				
2049					\$6	\$2				
2050					\$6	\$2				
2051					\$5	\$2				
Total					\$333	\$224				
Interest Rate ⁽⁸⁾						5.00%				

1) Source: Orange County FY 2026 Adopted Budget

2) Total millage assessed to residents within Orange County applied to the General Fund

3) Total projected allocation from the general fund (Item 1) divided by the County’s millage rate (Item 2)

4) Source: Avg annual ad valorem revenues for multi-modal transportation capacity from FY 2024/25 to FY 2029/30; Table C-9

5) Annual ad valorem revenues for capacity expansion (Item 4) divided by the revenue generated by 1-mil (Item 3)

6) Source: Average taxable value for new mobile homes (built since 2015) in Orange County

7) Source: Review of average annual increase in countywide taxable values for Orange County (2006-2024)

8) Source: Interest rate estimated for new bond issues in Orange County

Table D-4: 1-Mil Credit Calculation for Retirement Homes - MULTI-MODAL

Item						Figure				
Total Allocation from the General Fund FY 2025/26 ⁽¹⁾						\$950,514,668				
County General Fund Millage ⁽²⁾						4.4347				
Revenues Generated from 1-mil ⁽³⁾						\$214,335,731				
Annual ad valorem revenue that goes to transportation capacity ⁽⁴⁾						\$44,700,863				
Percentage of millage used for transportation capacity expansion projects ⁽⁵⁾						21%				
Average taxable value of a retirement home (per du) ⁽⁶⁾						\$168,000				
Annual increase in the countywide taxable values ⁽⁷⁾						6.41%				
Year	Taxable Value	Market Value	Value Used	1-Mil Tax	Ad Valorem for	Present Value				
			for Credit		Transportation					
2026	\$168,000	n/a	\$168,000	\$168.00	\$35	\$35				
2027					\$33	\$31				
2028					\$31	\$28				
2029					\$29	\$25				
2030					\$27	\$22				
2031					\$26	\$20				
2032					\$24	\$18				
2033					\$23	\$16				
2034					\$21	\$14				
2035					\$20	\$13				
2036					\$19	\$12				
2037					\$18	\$10				
2038					\$17	\$9				
2039					\$16	\$8				
2040					\$15	\$7				
2041					\$14	\$7				
2042					\$13	\$6				
2043					\$12	\$5				
2044					\$11	\$5				
2045					\$11	\$4				
2046					\$10	\$4				
2047					\$10	\$3				
2048					\$9	\$3				
2049					\$8	\$3				
2050					\$8	\$2				
2051					\$7	\$2				
Total					\$466	\$312				
Interest Rate ⁽⁸⁾						5.00%				

1) Source: Orange County FY 2026 Adopted Budget

2) Total millage assessed to residents within Orange County applied to the General Fund

3) Total projected allocation from the general fund (Item 1) divided by the County’s millage rate (Item 2)

4) Source: Avg annual ad valorem revenues for multi-modal transportation capacity from FY 2024/25 to FY 2029/30; Table C-9

5) Annual ad valorem revenues for capacity expansion (Item 4) divided by the revenue generated by 1-mil (Item 3)

6) Source: Average taxable value for new retirement home unit (built since 2015) in Orange County

7) Source: Review of average annual increase in countywide taxable values for Orange County (2006-2024)

8) Source: Interest rate estimated for new bond issues in Orange County

Table D-5: 1-Mil Credit Calculation for Condominiums - **MULTI-MODAL**

Item						Figure				
Total Allocation from the General Fund FY 2025/26 ⁽¹⁾						\$950,514,668				
County General Fund Millage ⁽²⁾						4.4347				
Revenues Generated from 1-mil ⁽³⁾						\$214,335,731				
Annual ad valorem revenue that goes to transportation capacity ⁽⁴⁾						\$44,700,863				
Percentage of millage used for transportation capacity expansion projects ⁽⁵⁾						21%				
Average taxable value of a condominium (per du) ⁽⁶⁾						\$225,000				
Annual increase in the countywide taxable values ⁽⁷⁾						6.41%				
Year	Taxable Value	Market Value	Value Used	1-Mil Tax	Ad Valorem for	Present Value				
			for Credit		Transportation					
2026	\$225,000	n/a	\$225,000	\$225.00	\$47	\$47				
2027					\$44	\$42				
2028					\$42	\$38				
2029					\$39	\$34				
2030					\$37	\$30				
2031					\$34	\$27				
2032					\$32	\$24				
2033					\$30	\$22				
2034					\$29	\$19				
2035					\$27	\$17				
2036					\$25	\$16				
2037					\$24	\$14				
2038					\$22	\$12				
2039					\$21	\$11				
2040					\$20	\$10				
2041					\$19	\$9				
2042					\$17	\$8				
2043					\$16	\$7				
2044					\$15	\$6				
2045					\$14	\$6				
2046					\$14	\$5				
2047					\$13	\$5				
2048					\$12	\$4				
2049					\$11	\$4				
2050					\$11	\$3				
2051					\$10	\$3				
Total					\$625	\$423				
Interest Rate ⁽⁸⁾						5.00%				

1) Source: Orange County FY 2026 Adopted Budget

2) Total millage assessed to residents within Orange County applied to the General Fund

3) Total projected allocation from the general fund (Item 1) divided by the County’s millage rate (Item 2)

4) Source: Avg annual ad valorem revenues for multi-modal transportation capacity from FY 2024/25 to FY 2029/30; Table C-9

5) Annual ad valorem revenues for capacity expansion (Item 4) divided by the revenue generated by 1-mil (Item 3)

6) Source: Average taxable value for new condo unit (built since 2015) in Orange County

7) Source: Review of average annual increase in countywide taxable values for Orange County (2006-2024)

8) Source: Interest rate estimated for new bond issues in Orange County

Table D-6: 1-Mil Credit Calculation for Single Family Homes – ROADS ONLY

Item						Figure				
Total Allocation from the General Fund FY 2025/26 ⁽¹⁾						\$950,514,668				
County General Fund Millage ⁽²⁾						4.4347				
Revenues Generated from 1-mil ⁽³⁾						\$214,335,731				
Annual ad valorem revenue that goes to transportation capacity ⁽⁴⁾						\$57,946,048				
Percentage of millage used for transportation capacity expansion projects ⁽⁵⁾						27%				
Average taxable value of a new home ⁽⁶⁾						\$525,000				
Annual increase in the countywide taxable values ⁽⁷⁾						6.41%				
Year	Taxable Value	Market Value	Value Used	1-Mil Tax	Ad Valorem for	Present Value				
			for Credit		Transportation					
2026	\$525,000	n/a	\$525,000	\$525.00	\$142	\$142				
2027					\$133	\$127				
2028					\$125	\$114				
2029					\$118	\$102				
2030					\$111	\$91				
2031					\$104	\$82				
2032					\$98	\$73				
2033					\$92	\$65				
2034					\$86	\$58				
2035					\$81	\$52				
2036					\$76	\$47				
2037					\$72	\$42				
2038					\$67	\$38				
2039					\$63	\$34				
2040					\$60	\$30				
2041					\$56	\$27				
2042					\$53	\$24				
2043					\$49	\$22				
2044					\$46	\$19				
2045					\$44	\$17				
2046					\$41	\$15				
2047					\$39	\$14				
2048					\$36	\$12				
2049					\$34	\$11				
2050					\$32	\$10				
2051					\$30	\$9				
Total					\$1,889	\$1,277				
Interest Rate ⁽⁸⁾						5.00%				

1) Source: Orange County FY 2026 Adopted Budget

2) Total millage assessed to residents within Orange County applied to the General Fund

3) Total projected allocation from the general fund (Item 1) divided by the County’s millage rate (Item 2)

4) Source: Avg annual ad valorem revenues for roadway capacity from FY 2024/25 to FY 2029/30; Table C-9

5) Annual ad valorem revenues for capacity expansion (Item 4) divided by the revenue generated by 1-mil (Item 3)

6) Source: Average taxable value for new homes (built since 2015) in Orange County

7) Source: Review of average annual increase in countywide taxable values for Orange County (2006-2024)

8) Source: Interest rate estimated for new bond issues in Orange County

Table D-7: 1-Mil Credit Calculation for Multi-Family Apartments - **ROADS ONLY**

Item						Figure				
Total Allocation from the General Fund FY 2025/26 ⁽¹⁾						\$950,514,668				
County General Fund Millage ⁽²⁾						4.4347				
Revenues Generated from 1-mil ⁽³⁾						\$214,335,731				
Annual ad valorem revenue that goes to transportation capacity ⁽⁴⁾						\$57,946,048				
Percentage of millage used for transportation capacity expansion projects ⁽⁵⁾						27%				
Average taxable value of a multi-family unit ⁽⁶⁾						\$285,000				
Annual increase in the countywide taxable values ⁽⁷⁾						6.41%				
Year	Taxable Value	Market Value	Value Used	1-Mil Tax	Ad Valorem for	Present Value				
			for Credit		Transportation					
2026	\$285,000	n/a	\$285,000	\$285.00	\$77	\$77				
2027					\$72	\$69				
2028					\$68	\$62				
2029					\$64	\$55				
2030					\$60	\$49				
2031					\$56	\$44				
2032					\$53	\$40				
2033					\$50	\$35				
2034					\$47	\$32				
2035					\$44	\$28				
2036					\$41	\$25				
2037					\$39	\$23				
2038					\$37	\$20				
2039					\$34	\$18				
2040					\$32	\$16				
2041					\$30	\$15				
2042					\$29	\$13				
2043					\$27	\$12				
2044					\$25	\$10				
2045					\$24	\$9				
2046					\$22	\$8				
2047					\$21	\$8				
2048					\$20	\$7				
2049					\$18	\$6				
2050					\$17	\$5				
2051					\$16	\$5				
Total					\$1,024	\$691				
Interest Rate ⁽⁸⁾						5.00%				

- 1) Source: Orange County FY 2026 Adopted Budget
- 2) Total millage assessed to residents within Orange County applied to the General Fund
- 3) Total projected allocation from the general fund (Item 1) divided by the County’s millage rate (Item 2)
- 4) Source: Avg annual ad valorem revenues for roadway capacity fromFY 2024/25 to FY 2029/30; Table C-9
- 5) Annual ad valorem revenues for capacity expansion (Item 4) divided by the revenue generated by 1-mil (Item 3)
- 6) Source: Average taxable value for new apartments (built since 2015) in Orange County
- 7) Source: Review of average annual increase in countywide taxable values for Orange County (2006-2024)
- 8) Source: Interest rate estimated for new bond issues in Orange County

Table D-8: 1-Mil Credit Calculation for Mobile Homes - **ROADS ONLY**

Item						Figure				
Total Allocation from the General Fund FY 2025/26 ⁽¹⁾						\$950,514,668				
County General Fund Millage ⁽²⁾						4.4347				
Revenues Generated from 1-mil ⁽³⁾						\$214,335,731				
Annual ad valorem revenue that goes to transportation capacity ⁽⁴⁾						\$57,946,048				
Percentage of millage used for transportation capacity expansion projects ⁽⁵⁾						27%				
Average taxable value of a mobile home ⁽⁶⁾						\$118,000				
Annual increase in the countywide taxable values ⁽⁷⁾						6.41%				
Year	Taxable Value	Market Value	Value Used	1-Mil Tax	Ad Valorem for	Present Value				
			for Credit		Transportation					
2026	\$118,000	n/a	\$118,000	\$118.00	\$32	\$32				
2027					\$30	\$29				
2028					\$28	\$26				
2029					\$27	\$23				
2030					\$25	\$21				
2031					\$23	\$18				
2032					\$22	\$16				
2033					\$21	\$15				
2034					\$19	\$13				
2035					\$18	\$12				
2036					\$17	\$11				
2037					\$16	\$9				
2038					\$15	\$8				
2039					\$14	\$8				
2040					\$13	\$7				
2041					\$13	\$6				
2042					\$12	\$5				
2043					\$11	\$5				
2044					\$10	\$4				
2045					\$10	\$4				
2046					\$9	\$3				
2047					\$9	\$3				
2048					\$8	\$3				
2049					\$8	\$2				
2050					\$7	\$2				
2051					\$7	\$2				
Total					\$426	\$287				
Interest Rate ⁽⁸⁾						5.00%				

1) Source: Orange County FY 2026 Adopted Budget

2) Total millage assessed to residents within Orange County applied to the General Fund

3) Total projected allocation from the general fund (Item 1) divided by the County’s millage rate (Item 2)

4) Source: Avg annual ad valorem revenues for roadway capacity from FY 2024/25 to FY 2029/30; Table C-9

5) Annual ad valorem revenues for capacity expansion (Item 4) divided by the revenue generated by 1-mil (Item 3)

6) Source: Average taxable value for new mobile homes (built since 2015) in Orange County

7) Source: Review of average annual increase in countywide taxable values for Orange County (2006-2024)

8) Source: Interest rate estimated for new bond issues in Orange County

Table D-9: 1-Mil Credit Calculation for Retirement Homes - **ROADS ONLY**

Item						Figure				
Total Allocation from the General Fund FY 2025/26 ⁽¹⁾						\$950,514,668				
County General Fund Millage ⁽²⁾						4.4347				
Revenues Generated from 1-mil ⁽³⁾						\$214,335,731				
Annual ad valorem revenue that goes to transportation capacity ⁽⁴⁾						\$57,946,048				
Percentage of millage used for transportation capacity expansion projects ⁽⁵⁾						27%				
Average taxable value of a retirement home (per du) ⁽⁶⁾						\$168,000				
Annual increase in the countywide taxable values ⁽⁷⁾						6.41%				
Year	Taxable Value	Market Value	Value Used	1-Mil Tax	Ad Valorem for	Present Value				
			for Credit		Transportation					
2026	\$168,000	n/a	\$168,000	\$168.00	\$45	\$45				
2027					\$42	\$40				
2028					\$40	\$36				
2029					\$37	\$32				
2030					\$35	\$29				
2031					\$33	\$26				
2032					\$31	\$23				
2033					\$29	\$21				
2034					\$27	\$19				
2035					\$26	\$17				
2036					\$24	\$15				
2037					\$23	\$13				
2038					\$21	\$12				
2039					\$20	\$11				
2040					\$19	\$10				
2041					\$18	\$9				
2042					\$17	\$8				
2043					\$16	\$7				
2044					\$15	\$6				
2045					\$14	\$5				
2046					\$13	\$5				
2047					\$12	\$4				
2048					\$11	\$4				
2049					\$11	\$4				
2050					\$10	\$3				
2051					\$10	\$3				
Total					\$599	\$407				
Interest Rate ⁽⁸⁾						5.00%				

1) Source: Orange County FY 2026 Adopted Budget

2) Total millage assessed to residents within Orange County applied to the General Fund

3) Total projected allocation from the general fund (Item 1) divided by the County’s millage rate (Item 2)

4) Source: Avg annual ad valorem revenues for roadway capacity from FY 2024/25 to FY 2029/30; Table C-9

5) Annual ad valorem revenues for capacity expansion (Item 4) divided by the revenue generated by 1-mil (Item 3)

6) Source: Average taxable value for new retirement home unit (built since 2015) in Orange County

7) Source: Review of average annual increase in countywide taxable values for Orange County (2006-2024)

8) Source: Interest rate estimated for new bond issues in Orange County

Table D-10: 1-Mil Credit Calculation for Condominiums - **ROADS ONLY**

Item						Figure				
Total Allocation from the General Fund FY 2025/26 ⁽¹⁾						\$950,514,668				
County General Fund Millage ⁽²⁾						4.4347				
Revenues Generated from 1-mil ⁽³⁾						\$214,335,731				
Annual ad valorem revenue that goes to transportation capacity ⁽⁴⁾						\$57,946,048				
Percentage of millage used for transportation capacity expansion projects ⁽⁵⁾						27%				
Average taxable value of a condominium (per du) ⁽⁶⁾						\$225,000				
Annual increase in the countywide taxable values ⁽⁷⁾						6.41%				
Year	Taxable Value	Market Value	Value Used	1-Mil Tax	Ad Valorem for	Present Value				
			for Credit		Transportation					
2026	\$225,000	n/a	\$225,000	\$225.00	\$61	\$61				
2027					\$57	\$55				
2028					\$54	\$49				
2029					\$51	\$44				
2030					\$48	\$39				
2031					\$45	\$35				
2032					\$42	\$31				
2033					\$39	\$28				
2034					\$37	\$25				
2035					\$35	\$22				
2036					\$33	\$20				
2037					\$31	\$18				
2038					\$29	\$16				
2039					\$27	\$14				
2040					\$26	\$13				
2041					\$24	\$12				
2042					\$23	\$10				
2043					\$21	\$9				
2044					\$20	\$8				
2045					\$19	\$7				
2046					\$18	\$7				
2047					\$17	\$6				
2048					\$16	\$5				
2049					\$15	\$5				
2050					\$14	\$4				
2051					\$13	\$4				
Total					\$812	\$547				
Interest Rate ⁽⁸⁾						5.00%				

- 1) Source: Orange County FY 2026 Adopted Budget
- 2) Total millage assessed to residents within Orange County applied to the General Fund
- 3) Total projected allocation from the general fund (Item 1) divided by the County’s millage rate (Item 2)
- 4) Source: Avg annual ad valorem revenues for roadway capacity from FY 2024/25 to FY 2029/30; Table C-9
- 5) Annual ad valorem revenues for capacity expansion (Item 4) divided by the revenue generated by 1-mil (Item 3)
- 6) Source: Average taxable value for new condo unit (built since 2015) in Orange County
- 7) Source: Review of average annual increase in countywide taxable values for Orange County (2006-2024)
- 8) Source: Interest rate estimated for new bond issues in Orange County

Non-Residential Land Uses

Table D-11 provides an explanation of ad valorem credit calculated for non-residential land uses. To determine the taxable value of a unit for each land use, the taxable value of recently built properties (2019 to present) was compared to the taxable value for all properties in the County database, for each respective land use.

Based on a review of factors such as the weighted average, median, minimum, and maximum values per square foot, a unit value was estimated for each land use or a comparable land use category was identified. It should be noted that the 1-mil credit calculations for these land uses represent broad estimates made as part of the 2020 Update.

In calculating the present value of non-residential land uses, an annual value increase of approximately thirteen (13) percent was used for commercial, institutional, and industrial land uses based on a review of the annual increase in taxable values for the respective land use category from 2006 to 2019 in Orange County. This value was then applied to the previously calculated Taxable Values per Unit for the non-residential land uses.

Table D-11: 1-Mil Credit Calculation for Non-Residential Land Uses

ITE LUC	LUC Category	Land Use	Unit	2025 Taxable Value of Unit	2019 Taxable Value of Unit ⁽¹⁾	1-Mil Credit ¹				Methodology
						Multi-Modal		Roads ONLY		
						Annual	Total	Annual	Total	
310	Lodging	Hotel/Tourist Hotel	Room	\$ 106,000	\$94,000	\$20	\$256	\$25	\$320	Estimates an average size of 400 sq ft per room and an average cost of \$235 per sq ft
320		Motel	Room	\$ 79,000	\$70,500	\$15	\$192	\$19	\$243	Estimates an average size of 300 sq ft per room and an average cost of \$235 per sq ft
330		Resort Hotel	Room	\$ 132,000	\$117,500	\$25	\$320	\$32	\$409	Estimates an average size of 500 sq ft per room and an average cost of \$235 per sq ft
430	Recreational	Golf Course	Acre	\$ 248,000	\$220,000	\$46	\$588	\$59	\$754	Cost per acre is estimated at \$220,000 based on the value of vacant commercial land in Orange County
435		Multipurpose Recreational Facility	1,000 sf	\$ 208,000	\$185,000	\$39	\$499	\$50	\$639	Comparable to Retail land use (\$185 per sq ft)
437		Bowling Alley	1,000 sf	\$ 208,000	\$185,000	\$39	\$499	\$50	\$639	Comparable to Retail land use (\$185 per sq ft)
445		Movie Theater	1,000 sf	\$ 208,000	\$185,000	\$39	\$499	\$50	\$639	Comparable to Retail land use (\$185 per sq ft)
488		Soccer Complex/Soccer Field	Fields	\$ 496,000	\$440,000	\$92	\$1,176	\$119	\$1,521	From what I have found a normal soccer complex is in a park and holds one field which is normally around 80,000 sq ft or around 2 acres. Cost per acre is estimated at \$220,000 based on the value of vacant commercial land in Orange County
489		Pickleball Courts	Courts	\$ 434,000	\$385,355	\$80	\$1,023	\$104	\$1,329	Average Pickleball Facility holds 12 courts and is on average 25,000 sq ft. 2,083 sq feet per court. Comparable to Retail land use (\$185 per sq ft)
491		Racquet Club	1,000 sf	\$ 208,000	\$185,000	\$39	\$499	\$50	\$639	Comparable to Retail land use (\$185 per sq ft)
492		Health/Fitness Club	1,000 sf	\$ 208,000	\$185,000	\$39	\$499	\$50	\$639	Comparable to Retail land use (\$185 per sq ft)
494		Small Business Gyms	1,000 sf	\$ 208,000	\$185,000	\$39	\$499	\$50	\$639	Comparable to Retail land use (\$185 per sq ft)
495		Dance Studio (Martial Arts/Music Lessons)	1,000 sf	\$ 208,000	\$185,000	\$39	\$499	\$50	\$639	Comparable to Retail land use (\$185 per sq ft)

ITE LUC	LUC Category	Land Use	Unit	2025 Taxable Value of Unit	2019 Taxable Value of Unit ⁽¹⁾	1-Mil Credit ¹				Methodology
						Multi-Modal		Roads ONLY		
						Annual	Total	Annual	Total	
532	Institutional	Private School	Employees	\$ 192,000	\$170,000	\$35	\$447	\$46	\$588	Based on taxable value of recently built private schools (\$170 per sq ft)
550		University/College	Employees	\$ 42,000	\$37,000	\$8	\$102	\$10	\$128	UCF has a Taxable income of \$222,372,283, and around 6,000 employees based on UCF numbers*
560		Church / Public Assembly	1,000 sf	-	-	\$0	\$0	\$0	\$0	Public assembly land uses are exempt from paying property taxes
565 ¹		Day Care	1,000 sf	\$ 214,000	\$190,000	\$40	\$511	\$51	\$652	Comparable to General Office (\$190 per sq ft)
565 ²		Daycare/Schools on the same property of a church	1,000 sf	\$ 214,000	\$190,000	\$40	\$511	\$51	\$652	Comparable to General Office (\$190 per sq ft)
590		Library	1,000 sf	-	-	\$0	\$0	\$0	\$0	Library land uses are exempt from paying property taxes
610	Medical	Hospital	Bed	\$ 18,000	\$16,000	\$3	\$38	\$4	\$51	Estimates an average size of 100 sq ft per bed (accounting for surrounding area) and an average cost of \$160 per sq ft
620		Nursing Home	1,000 sf	\$ 186,000	\$165,000	\$34	\$435	\$45	\$575	Based on taxable value of recently built Homes for the Aged (\$165 per sq ft)
640		Animal Hospital/Veterinary Clinic	1,000 sf	\$ 214,000	\$190,000	\$40	\$511	\$51	\$652	Comparable to General Office (\$190 per sq ft)
650		Free-Standing Emergency Room >1/4 mile from Hospital	1,000 sf	\$ 214,000	\$190,000	\$40	\$511	\$51	\$652	Comparable to General Office (\$190 per sq ft)
710 ¹	Office	General Office 10,000-50,000 sf	1,000 sf	\$ 214,000	\$190,000	\$40	\$511	\$51	\$652	Based on taxable value of recently built Office Buildings (\$190 per sq ft)
710 ²		General Office 50,001-100,000 sf	1,000 sf	\$ 214,000	\$190,000	\$40	\$511	\$51	\$652	Based on taxable value of recently built Office Buildings (\$190 per sq ft)
710 ³		General Office 100,001-200,000 sf	1,000 sf	\$ 214,000	\$190,000	\$40	\$511	\$51	\$652	Based on taxable value of recently built Office Buildings (\$190 per sq ft)
710 ⁴		General Office greater than 200,000 sf	1,000 sf	\$ 214,000	\$190,000	\$40	\$511	\$51	\$652	Based on taxable value of recently built Office Buildings (\$190 per sq ft)
712		Small Office Building 10,000 sf or less	1,000 sf	\$ 214,000	\$190,000	\$40	\$511	\$51	\$652	Based on taxable value of recently built Office Buildings (\$190 per sq ft)
720 ¹		Medical/Dental Office (Within/Near Hospital) (1/2 mile)	1,000 sf	\$ 214,000	\$190,000	\$40	\$511	\$51	\$652	Comparable to General Office (\$190 per sq ft)
720 ²		Medical/Dental Office (Stand-Alone)	1,000 sf	\$ 214,000	\$190,000	\$40	\$511	\$51	\$652	Comparable to General Office (\$190 per sq ft)
720 ³		Massage Spa	1,000 sf	\$ 214,000	\$190,000	\$40	\$511	\$51	\$652	Comparable to General Office (\$190 per sq ft)
720 ⁴		Medical spa, aesthetic clinic, or cosmetic clinic	1,000 sf	\$ 214,000	\$190,000	\$40	\$511	\$51	\$652	Comparable to General Office (\$190 per sq ft)
720 ⁵		Chiropractor's Office	1,000 sf	\$ 214,000	\$190,000	\$40	\$511	\$51	\$652	Comparable to General Office (\$190 per sq ft)
732		United States Post Office	1,000 sf	\$ 214,000	\$190,000	\$40	\$511	\$51	\$652	Comparable to General Office (\$190 per sq ft)

ITE LUC	LUC Category	Land Use	Unit	2025 Taxable Value of Unit	2019 Taxable Value of Unit ⁽¹⁾	1-Mil Credit ¹				Methodology
						Multi-Modal		Roads ONLY		
						Annual	Total	Annual	Total	
815	Retail	Free-Standing Discount Store	1,000 sf	\$ 208,000	\$185,000	\$39	\$499	\$50	\$639	Comparable to Retail land use (\$185 per sq ft)
816		Hardware/Paint Store	1,000 sf	\$ 208,000	\$185,000	\$39	\$499	\$50	\$639	Comparable to Retail land use (\$185 per sq ft)
820 ¹		Retail/Tourist Retail: 100,001-200,000 sfgla Shopping Center (>150K)	1,000 sfgla	\$ 208,000	\$185,000	\$39	\$499	\$50	\$639	Based on taxable value of recently built Retail land uses (\$185 per sq ft)
820 ²		Retail/Tourist Retail: 200,001-300,000 sfgla	1,000 sfgla	\$ 208,000	\$185,000	\$39	\$499	\$50	\$639	Based on taxable value of recently built Retail land uses (\$185 per sq ft)
820 ³		Retail/Tourist Retail: 300,001-400,000 sfgla	1,000 sfgla	\$ 208,000	\$185,000	\$39	\$499	\$50	\$639	Based on taxable value of recently built Retail land uses (\$185 per sq ft)
820 ⁴		Retail/Tourist Retail: 400,001-500,000 sfgla	1,000 sfgla	\$ 208,000	\$185,000	\$39	\$499	\$50	\$639	Based on taxable value of recently built Retail land uses (\$185 per sq ft)
820 ⁵		Retail/Tourist Retail: 500,001-1,000,000 sfgla	1,000 sfgla	\$ 208,000	\$185,000	\$39	\$499	\$50	\$639	Based on taxable value of recently built Retail land uses (\$185 per sq ft)
820 ⁶		Retail/Tourist Retail: 1,000,001-1,200,000 sfgla	1,000 sfgla	\$ 208,000	\$185,000	\$39	\$499	\$50	\$639	Based on taxable value of recently built Retail land uses (\$185 per sq ft)
820 ⁷		Retail/Tourist Retail: greater than 1,200,000 sfgla	1,000 sfgla	\$ 208,000	\$185,000	\$39	\$499	\$50	\$639	Based on taxable value of recently built Retail land uses (\$185 per sq ft)
821		Shopping Plaza (40-150K)	1,000 sfgla	\$ 208,000	\$185,000	\$39	\$499	\$50	\$639	Based on taxable value of recently built Retail land uses (\$185 per sq ft)
822		Strip Retail Plaza 40K sfgla or less	1,000 sfgla	\$ 208,000	\$185,000	\$39	\$499	\$50	\$639	Based on taxable value of recently built Retail land uses (\$185 per sq ft)
840		New/Used Auto Sales	1,000 sf	\$ 208,000	\$185,000	\$39	\$499	\$50	\$639	Comparable to Retail land use (\$185 per sq ft)
850		Supermarket	1,000 sf	\$ 208,000	\$185,000	\$39	\$499	\$50	\$639	Comparable to Retail land use (\$185 per sq ft)
851		Convenience Store	1,000 sf	\$ 208,000	\$185,000	\$39	\$499	\$50	\$639	Comparable to Retail land use (\$185 per sq ft)
862	Home Improvement Superstore	1,000 sf	\$ 208,000	\$185,000	\$39	\$499	\$50	\$639	Comparable to Retail land use (\$185 per sq ft)	

ITE LUC	LUC Category	Land Use	Unit	2025 Taxable Value of Unit	2019 Taxable Value of Unit ⁽¹⁾	1-Mil Credit ¹				Methodology
						Multi-Modal		Roads ONLY		
						Annual	Total	Annual	Total	
863		Electronics Superstore	1,000 sf	\$ 208,000	\$185,000	\$39	\$499	\$50	\$639	Comparable to Retail land use (\$185 per sq ft)
881		Drug Store	1,000 sf	\$ 208,000	\$185,000	\$39	\$499	\$50	\$639	Comparable to Retail land use (\$185 per sq ft)
899		Liquor Store	1,000 sf	\$ 208,000	\$185,000	\$39	\$499	\$50	\$639	Comparable to Retail land use (\$185 per sq ft)
911	Services	Bank/Savings Walk-In	1,000 sf	\$ 620,000	\$550,000	\$115	\$1,470	\$149	\$1,905	Based on taxable value of recently built Bank land uses (\$550 per sq ft)
912		Bank/Savings Drive-In	1,000 sf	\$ 620,000	\$550,000	\$115	\$1,470	\$149	\$1,905	Based on taxable value of recently built Bank land uses (\$550 per sq ft)
929		High-Volume fast-Food Restaurant (multi order lanes, multi service lanes, and vehicle-side ordering & food delivery)	1,000 sf	\$ 496,000	\$440,000	\$92	\$1,176	\$119	\$1,521	Based on taxable value of recently built Fast Food Restaurant land uses (\$440 per sq ft)
931		Fine Dining Restaurant	1,000 sf	\$ 406,000	\$360,000	\$75	\$959	\$97	\$1,240	Based on taxable value of recently built Restaurant land uses (\$360 per sq ft)
932		High-Turnover Restaurant	1,000 sf	\$ 406,000	\$360,000	\$75	\$959	\$97	\$1,240	Based on taxable value of recently built Restaurant land uses (\$360 per sq ft)
934		Fast Food Restaurant w/Drive-Thru	1,000 sf	\$ 496,000	\$440,000	\$92	\$1,176	\$119	\$1,521	Based on taxable value of recently built Fast Food Restaurant land uses (\$440 per sq ft)
936		Coffee/Donut Shop Without Drive-Through Window (Local Coffee Shops)	1,000 sf	\$ 496,000	\$440,000	\$92	\$1,176	\$119	\$1,521	Based on taxable value of recently built Fast Food Restaurant land uses (\$440 per sq ft)
937		Coffee/Donut/Soda Shop with Drive-Thru	1,000 sf	\$ 496,000	\$440,000	\$92	\$1,176	\$119	\$1,521	Based on taxable value of recently built Fast Food Restaurant land uses (\$440 per sq ft)
941		Quick Lubrication Vehicle Shop	1,000 sf	\$ 169,000	\$150,000	\$31	\$396	\$41	\$524	Based on taxable value of recently built Auto Sales/Repair land uses (\$150 per sq ft)
942		Automobile Care Center - Auto Body Shop (car wrapping services, paint booth, window tinting)	1,000 sf	\$ 169,000	\$150,000	\$31	\$396	\$41	\$524	Based on taxable value of recently built Auto Sales/Repair land uses (\$150 per sq ft)
944		Gas Station with or w/o Convenience Market <2,000 sq ft	Fuel Pos.	\$ 17,000	\$15,355	\$3	\$38	\$4	\$51	Estimates that 1,000 sq ft of space can accommodate 4 rows and 3 fueling positions per row and an average cost of
945		Gas Station w/Convenience Market >2,000 sq ft	Fuel Pos.	\$ 17,000	\$15,355	\$3	\$38	\$4	\$51	\$185 per sq ft based on the Retail land use
947		Self-Service Car Wash	wash station	\$ 17,000	\$15,356	\$3	\$38	\$4	\$51	Estimates the sq ft per service bay is 325 ft (25 x 13 ft) and a cost of \$185 per sq ft based on the Retail land use
948		Automated Car Wash	1,000 sf	\$ 68,000	\$60,125	\$13	\$166	\$16	\$205	Estimates the sq ft per service bay is 325 ft (25 x 13 ft) and a cost of \$185 per sq ft based on the Retail land use

ITE LUC	LUC Category	Land Use	Unit	2025 Taxable Value of Unit	2019 Taxable Value of Unit ⁽¹⁾	1-Mil Credit ¹				Methodology
						Multi-Modal		Roads ONLY		
						Annual	Total	Annual	Total	
975		Drinking Place	1,000 sf	\$ 208,000	\$185,000	\$39	\$499	\$50	\$639	Comparable to Retail land use (\$185 per sq ft)
110	Industrial	General Light Industrial	1,000 sf	\$ 90,000	\$80,000	\$17	\$217	\$22	\$281	Comparable to Manufacturing land use (\$80 per sq ft)
140		Manufacturing	1,000 sf	\$ 90,000	\$80,000	\$17	\$217	\$22	\$281	Based on taxable value of recently built Manufacturing land uses (\$80 per sq ft)
150		Warehouse	1,000 sf	\$ 85,000	\$75,000	\$16	\$205	\$20	\$256	Based on taxable value of recently built Warehouse land uses (\$75 per sq ft)
151		Mini-Warehouse	1,000 sf	\$ 85,000	\$75,000	\$16	\$205	\$20	\$256	Comparable to Warehousing land use (\$75 per sq ft)
154		High-Cube Transload and Short-Term Storage Warehouse	1,000 sf	\$ 85,000	\$75,000	\$16	\$205	\$20	\$256	Comparable to Warehousing land use (\$75 per sq ft)
160		Data Center	1,000 sf	\$ 85,000	\$75,000	\$16	\$205	\$20	\$256	Comparable to Warehousing land use (\$75 per sq ft)

1) Present value of the ad valorem credit to be applied to the transportation impact fee

APPENDIX E
Calculated Impact Fee Schedule

Appendix E: Calculated Impact Fee Schedule

This appendix presents the detailed impact fee calculations for each land use in Orange County's transportation impact fee schedule.

Table E-1 presents a summary of current Orange County impact fee rates and the calculated rates for each option. The updated impact fee rates are shown in Table E-2 (Urban), Table E-3 (Suburban), and Table E-4 (Rural).

Table E-1: Calculated Transportation Impact Fee Schedule

ITE LUC	LUC Category	Land Use	Unit	2020 Adopted Rates (100%)			2026 Indexed Rates (100%)			Calculated Rates (100%)			% Change 2026 Index to Calculated		
				Urban ⁽³⁾	Non-Urban/ Suburban ⁽⁴⁾	Rural ⁽⁵⁾	Urban ⁽³⁾	Non-Urban/ Suburban ⁽⁴⁾	Rural ⁽⁵⁾	Urban ⁽³⁾	Non-Urban/ Suburban ⁽⁴⁾	Rural ⁽⁵⁾	Urban ⁽³⁾	Non-Urban/ Suburban ⁽⁴⁾	Rural ⁽⁵⁾
210 ¹	Residential	Single Family (Detached) - 1,200 sf or less	du	\$6,425	\$7,973	\$9,113	\$7,344	\$9,114	\$10,417	\$9,492	\$10,091	\$10,800	29%	11%	4%
210 ²		Single Family (Detached) - 1,201 to 2,000 sf	du	\$8,218	\$10,138	\$11,586	\$9,394	\$11,589	\$13,244	\$14,271	\$15,277	\$16,309	52%	32%	23%
210 ³		Single Family (Detached) - 2,001 to 3,500 sf	du	\$10,163	\$12,509	\$14,294	\$11,617	\$14,299	\$16,339	\$19,506	\$20,959	\$22,345	68%	47%	37%
210 ⁴		Single Family (Detached) - greater than 3,500 sf	du	\$10,640	\$13,082	\$14,949	\$12,163	\$14,954	\$17,088	\$20,756	\$22,315	\$23,785	71%	49%	39%
220		Multi-Family Housing/Townhouse (Low-Rise, 1-2 floors)	du	\$5,937	\$7,303	\$8,349	\$6,787	\$8,348	\$9,544	\$9,124	\$9,785	\$10,438	34%	17%	9%
221		Multi-Family Housing (Mid-Rise, 3-10 floors)	du	\$4,395	\$5,421	\$6,198	\$5,024	\$6,197	\$7,085	\$4,812	\$5,106	\$5,467	-4%	-18%	-23%
222		Multi-Family Housing (High-Rise, >10 floors)	du	\$3,580	\$4,430	\$5,066	\$4,092	\$5,064	\$5,791	\$5,395	\$5,738	\$6,138	32%	13%	6%
225 ¹		Student Housing (Adjacent to Campus)	Bedroom	\$1,246	\$1,555	\$1,780	\$1,424	\$1,778	\$2,035	\$1,531	\$1,545	\$1,684	7%	-13%	-17%
225 ²		Student Housing (Over 1/2 mile from Campus)	Bedroom	\$2,410	\$2,973	\$3,399	\$2,755	\$3,398	\$3,885	\$3,230	\$3,389	\$3,643	17%	0%	-6%
230		Low-Rise Residential with Ground-Floor Commercial	du	\$0	\$0	\$0	\$0	\$0	\$0	\$3,591	\$3,780	\$4,059	0%	0%	0%
231		Mid-Rise Residential w/1st floor Commercial	du	\$2,744	\$3,417	\$3,909	\$3,137	\$3,906	\$4,468	\$3,216	\$3,374	\$3,627	3%	-14%	-19%
232		High-Rise Residential w/1st floor Commercial	du	\$1,571	\$1,986	\$2,274	\$1,796	\$2,270	\$2,599	\$2,374	\$2,459	\$2,655	32%	8%	2%
240		Mobile Home Park	du	\$3,054	\$3,755	\$4,292	\$3,491	\$4,292	\$4,906	\$8,277	\$8,939	\$9,514	137%	108%	94%
251		Senior Adult Housing - Detached (Retirement Community/Age-Restricted Single Family)	du	\$2,975	\$3,704	\$4,236	\$3,401	\$4,234	\$4,842	\$6,714	\$7,218	\$7,693	97%	70%	59%
252		Senior Adult Housing - Attached (Retirement Community/Age-Restricted Single Family)	du	\$2,220	\$2,803	\$3,208	\$2,538	\$3,204	\$3,667	\$3,000	\$3,188	\$3,412	18%	-1%	-7%
254		Assisted Living	Beds	\$0	\$0	\$0	\$0	\$0	\$0	\$2,206	\$2,326	\$2,496	0%	0%	0%
265 ¹		Time Share	du	\$0	\$0	\$0	\$6,108	\$7,613	\$8,709	\$8,928	\$8,871	\$10,373	46%	17%	19%
265 ²		Vacation Rental (1 to 3 bedrooms)	du	\$0	\$0	\$0	\$0	\$0	\$0	\$8,928	\$9,457	\$10,373	0%	0%	0%
265 ³		Vacation Rental (4 to 6 bedrooms)	du	\$0	\$0	\$0	\$0	\$0	\$0	\$18,278	\$20,008	\$21,153	0%	0%	0%
265 ⁴		Vacation Rental (7 to 9 bedrooms)	du	\$0	\$0	\$0	\$0	\$0	\$0	\$27,629	\$30,036	\$31,934	0%	0%	0%
265 ⁵		Vacation Rental (10 to 12 bedrooms)	du	\$0	\$0	\$0	\$0	\$0	\$0	\$36,980	\$40,044	\$42,714	0%	0%	0%
265 ⁶		Vacation Rental (13 to 15 bedrooms)	du	\$0	\$0	\$0	\$0	\$0	\$0	\$46,330	\$50,191	\$53,354	0%	0%	0%
310	Lodging	Hotel/Tourist Hotel	Room	\$3,033	\$3,519	\$3,746	\$3,467	\$4,023	\$4,282	\$4,356	\$5,224	\$5,954	26%	30%	39%
320		Motel	Room	\$1,440	\$1,713	\$1,823	\$1,646	\$1,958	\$2,084	\$2,017	\$2,303	\$2,658	23%	18%	28%
330		Resort Hotel	Room	\$0	\$0	\$0	\$0	\$0	\$0	\$1,523	\$1,715	\$2,011	0%	0%	0%
430	Recreational	Golf Course	Acre	\$2,841	\$3,388	\$3,608	\$3,248	\$3,873	\$4,124	\$3,807	\$4,313	\$5,019	17%	11%	22%
435		Multipurpose Recreational Facility	1,000 sf	\$0	\$0	\$0	\$0	\$0	\$0	\$22,316	\$25,663	\$29,329	0%	0%	0%
437		Bowling Alley	1,000 sf	\$7,992	\$9,284	\$9,881	\$9,136	\$10,613	\$11,295	\$29,346	\$33,768	\$38,563	221%	218%	241%
445		Movie Theater	1,000 sf	\$20,895	\$24,343	\$25,929	\$23,885	\$27,826	\$29,639	\$51,423	\$59,221	\$67,562	115%	113%	128%
488		Soccer Complex/Soccer Field	Fields	\$0	\$0	\$0	\$0	\$0	\$0	\$64,040	\$73,665	\$84,142	0%	0%	0%
489		Pickleball Courts	Courts	\$0	\$0	\$0	\$0	\$0	\$0	\$34,840	\$40,016	\$45,778	0%	0%	0%
491		Racquet Club	1,000 sf	\$12,734	\$14,714	\$15,658	\$14,556	\$16,820	\$17,899	\$25,962	\$29,867	\$34,118	78%	78%	91%
492		Health/Fitness Club	1,000 sf	\$22,427	\$25,811	\$27,464	\$25,636	\$29,504	\$31,394	\$28,168	\$32,410	\$37,015	10%	10%	18%

ITE LUC	LUC Category	Land Use	Unit	2020 Adopted Rates (100%)			2026 Indexed Rates (100%)			Calculated Rates (100%)			% Change 2026 Index to Calculated		
				Urban ⁽³⁾	Non-Urban/ Suburban ⁽⁴⁾	Rural ⁽⁵⁾	Urban ⁽³⁾	Non-Urban/ Suburban ⁽⁴⁾	Rural ⁽⁵⁾	Urban ⁽³⁾	Non-Urban/ Suburban ⁽⁴⁾	Rural ⁽⁵⁾	Urban ⁽³⁾	Non-Urban/ Suburban ⁽⁴⁾	Rural ⁽⁵⁾
494		Small Business Gyms	1,000 sf	\$0	\$0	\$0	\$0	\$0	\$0	\$38,787	\$44,652	\$50,963	0%	0%	0%
495		Dance Studio (Martial Arts/Music Lessons)	1,000 sf	\$8,010	\$9,357	\$9,961	\$9,156	\$10,696	\$11,386	\$15,786	\$18,135	\$20,751	72%	70%	82%
532	Institutional	Private School	Employees	\$6,998	\$8,166	\$8,696	\$0	\$0	\$0	\$12,689	\$14,557	\$16,668	0%	0%	0%
550		University/College	Employees	\$0	\$0	\$0	\$0	\$0	\$0	\$11,507	\$13,256	\$15,121	0%	0%	0%
560		Church / Public Assembly	1,000 sf	\$3,284	\$3,767	\$4,010	\$3,754	\$0	\$0	\$4,706	\$5,426	\$6,182	25%	0%	0%
565 ¹		Day Care	1,000 sf	\$9,446	\$11,107	\$11,834	\$10,798	\$12,696	\$13,527	\$10,977	\$12,592	\$14,438	2%	-1%	7%
565 ²		Daycare/Schools on the same property of a church	1,000 sf	\$0	\$0	\$0	\$0	\$0	\$0	\$10,977	\$12,592	\$14,438	0%	0%	0%
590		Library	1,000 sf	\$31,734	\$36,269	\$38,581	\$36,275	\$41,459	\$44,102	\$46,102	\$53,150	\$60,556	27%	28%	37%
610	Medical	Hospital	Bed	\$15,641	\$17,887	\$19,028	\$17,879	\$20,447	\$21,751	\$24,274	\$27,979	\$31,885	36%	37%	47%
620		Nursing Home	1,000 sf	\$1,899	\$2,288	\$2,439	\$2,171	\$2,615	\$2,788	\$2,635	\$2,963	\$3,456	21%	13%	24%
640		Animal Hospital/Veterinary Clinic	1,000 sf	\$4,047	\$4,841	\$5,160	\$5,534	\$5,534	\$5,898	\$5,129	\$5,851	\$6,757	-7%	6%	15%
650		Free-Standing Emergency Room >1/4 mile from Hospital	1,000 sf	\$0	\$0	\$0	\$0	\$0	\$0	\$24,891	\$28,634	\$32,715	0%	0%	0%
710 ¹	Office	General Office 10,000-50,000 sf	1,000 sf	\$8,132	\$10,037	\$11,473	\$9,296	\$11,473	\$13,115	\$9,175	\$9,860	\$10,516	-1%	-14%	-20%
710 ²		General Office 50,001-100,000 sf	1,000 sf	\$7,953	\$9,834	\$11,241	\$9,091	\$11,241	\$12,850	\$8,979	\$9,647	\$10,289	-1%	-14%	-20%
710 ³		General Office 100,001-200,000 sf	1,000 sf	\$7,790	\$9,633	\$11,011	\$8,905	\$11,011	\$12,587	\$8,782	\$9,433	\$10,062	-1%	-14%	-20%
710 ⁴		General Office greater than 200,000 sf	1,000 sf	\$7,621	\$9,425	\$10,775	\$8,712	\$10,774	\$12,317	\$8,594	\$9,230	\$9,845	-1%	-14%	-20%
712		Small Office Building 10,000 sf or less	1,000 sf	\$0	\$0	\$0	\$0	\$0	\$0	\$15,499	\$16,723	\$17,806	0%	0%	0%
720 ¹		Medical/Dental Office (Within/Near Hospital) (1/2 mile)	1,000 sf	\$18,872	\$23,107	\$26,402	\$21,572	\$26,413	\$30,180	\$37,291	\$40,373	\$42,930	73%	53%	42%
720 ²		Medical/Dental Office (Stand-Alone)	1,000 sf	\$27,101	\$33,099	\$37,817	\$30,979	\$37,835	\$43,228	\$38,961	\$42,185	\$44,855	26%	11%	4%
720 ³		Massage Spa	1,000 sf	\$0	\$0	\$0	\$0	\$0	\$0	\$38,961	\$42,185	\$44,855	0%	0%	0%
720 ⁴		Medical spa, aesthetic clinic, or cosmetic clinic	1,000 sf	\$0	\$0	\$0	\$0	\$0	\$0	\$38,961	\$42,185	\$44,855	0%	0%	0%
720 ⁵		Chiropractor's Office	1,000 sf	\$0	\$0	\$0	\$0	\$0	\$0	\$38,961	\$42,185	\$44,855	0%	0%	0%
732		United States Post Office	1,000 sf	\$42,201	\$51,502	\$58,845	\$48,240	\$58,872	\$67,265	\$61,082	\$66,192	\$70,358	27%	12%	5%
815	Retail	Free-Standing Discount Store	1,000 sf	\$11,105	\$12,981	\$13,826	\$12,694	\$14,839	\$15,804	\$16,588	\$19,060	\$21,805	31%	28%	38%
816		Hardware/Paint Store	1,000 sf	\$1,079	\$1,404	\$1,499	\$1,233	\$1,605	\$1,714	\$1,168	\$1,283	\$1,550	-5%	-20%	-10%
820 ¹		Retail/Tourist Retail: 100,001-200,000 sfgla Shopping Center (>150K)	1,000 sfgla	\$11,052	\$12,926	\$13,769	\$11,490	\$13,446	\$14,322	\$21,329	\$24,525	\$28,032	86%	82%	96%
820 ²		Retail/Tourist Retail: 200,001-300,000 sfgla	1,000 sfgla	\$10,052	\$11,763	\$12,529	\$11,262	\$13,182	\$14,040	\$20,833	\$23,954	\$27,381	85%	82%	95%
820 ³		Retail/Tourist Retail: 300,001-400,000 sfgla	1,000 sfgla	\$9,852	\$11,532	\$12,282	\$11,061	\$12,931	\$13,771	\$20,458	\$23,521	\$26,888	85%	82%	95%
820 ⁴		Retail/Tourist Retail: 400,001-500,000 sfgla	1,000 sfgla	\$9,676	\$11,312	\$12,047	\$11,050	\$12,918	\$13,757	\$20,383	\$23,434	\$26,789	84%	81%	95%
820 ⁵		Retail/Tourist Retail: 500,001-1,000,000 sfgla	1,000 sfgla	\$9,667	\$11,301	\$12,035	\$11,710	\$13,635	\$14,516	\$21,447	\$24,661	\$28,187	83%	81%	94%
820 ⁶		Retail/Tourist Retail: 1,000,001-1,200,000 sfgla	1,000 sfgla	\$10,244	\$11,928	\$12,699	\$11,974	\$13,932	\$14,832	\$21,895	\$25,178	\$28,775	83%	81%	94%
820 ⁷		Retail/Tourist Retail: greater than 1,200,000 sfgla	1,000 sfgla	\$10,475	\$12,188	\$12,975	\$13,311	\$14,308	\$15,229	\$22,472	\$25,844	\$29,534	69%	81%	94%

ITE LUC	LUC Category	Land Use	Unit	2020 Adopted Rates (100%)			2026 Indexed Rates (100%)			Calculated Rates (100%)			% Change 2026 Index to Calculated		
				Urban ⁽³⁾	Non-Urban/ Suburban ⁽⁴⁾	Rural ⁽⁵⁾	Urban ⁽³⁾	Non-Urban/ Suburban ⁽⁴⁾	Rural ⁽⁵⁾	Urban ⁽³⁾	Non-Urban/ Suburban ⁽⁴⁾	Rural ⁽⁵⁾	Urban ⁽³⁾	Non-Urban/ Suburban ⁽⁴⁾	Rural ⁽⁵⁾
821		Shopping Plaza (40-150K)	1,000 sf gla	\$0	\$0	\$0	\$0	\$0	\$0	\$27,908	\$32,111	\$36,674	0%	0%	0%
822		Strip Retail Plaza 40K sf gla or less	1,000 sf gla	\$0	\$0	\$0	\$0	\$0	\$0	\$10,749	\$12,328	\$14,135	0%	0%	0%
840		New/Used Auto Sales	1,000 sf	\$11,875	\$13,755	\$14,639	\$13,574	\$15,723	\$16,734	\$20,189	\$23,211	\$26,535	49%	48%	59%
850		Supermarket	1,000 sf	\$16,070	\$18,789	\$20,016	\$18,370	\$21,478	\$22,880	\$24,477	\$28,154	\$32,167	33%	31%	41%
851		Convenience Store	1,000 sf	\$33,899	\$39,800	\$42,428	\$38,750	\$45,495	\$48,499	\$53,873	\$62,045	\$70,780	39%	36%	46%
862		Home Improvement Superstore	1,000 sf	\$6,359	\$7,492	\$7,981	\$7,269	\$8,564	\$9,123	\$9,223	\$10,569	\$12,131	27%	23%	33%
863		Electronics Superstore	1,000 sf	\$5,427	\$6,440	\$6,865	\$6,204	\$7,362	\$7,847	\$7,981	\$9,137	\$10,499	29%	24%	34%
881		Drug Store	1,000 sf	\$8,915	\$10,476	\$11,162	\$10,191	\$11,975	\$12,759	\$13,576	\$15,587	\$17,848	33%	30%	40%
899		Liquor Store	1,000 sf	\$0	\$0	\$0	\$0	\$0	\$0	\$18,856	\$21,674	\$24,784	0%	0%	0%
911	Services	Bank/Savings Walk-In	1,000 sf	\$8,404	\$10,094	\$10,758	\$9,607	\$11,538	\$12,297	\$11,324	\$12,845	\$14,900	18%	11%	21%
912		Bank/Savings Drive-In	1,000 sf	\$14,868	\$17,571	\$18,719	\$16,996	\$20,085	\$21,398	\$20,595	\$23,533	\$27,078	21%	17%	27%
929		High-Volume fast-Food Restaurant (multi order lanes, multi service lanes, and vehicle-side ordering & food delivery)	1,000 sf	\$27,456	\$31,864	\$33,925	\$0	\$0	\$0	\$152,028	\$175,106	\$199,719	0%	0%	0%
931		Fine Dining Restaurant	1,000 sf	\$27,456	\$31,864	\$33,925	\$31,385	\$36,424	\$38,779	\$36,733	\$42,214	\$48,269	17%	16%	24%
932		High-Turnover Restaurant	1,000 sf	\$31,604	\$36,650	\$39,017	\$36,126	\$41,894	\$44,600	\$52,552	\$60,452	\$69,049	45%	44%	55%
934		Fast Food Restaurant w/Drive-Thru	1,000 sf	\$74,592	\$86,876	\$92,547	\$85,266	\$99,307	\$105,790	\$86,016	\$99,000	\$113,008	1%	0%	7%
936		Coffee/Donut Shop Without Drive-Through Window (Local Coffee Shops)	1,000 sf	\$0	\$0	\$0	\$0	\$0	\$0	\$61,030	\$70,195	\$80,188	0%	0%	0%
937		Coffee/Donut/Soda Shop with Drive-Thru	1,000 sf	\$0	\$0	\$0	\$0	\$0	\$0	\$120,598	\$138,870	\$158,434	0%	0%	0%
941		Quick Lubrication Vehicle Shop	1,000 sf	\$0	\$0	\$0	\$0	\$0	\$0	\$49,281	\$56,748	\$64,729	0%	0%	0%
942		Automobile Care Center - Auto Body Shop (car wrapping services, paint booth, window tinting)	1,000 sf	\$9,708	\$11,271	\$11,998	\$11,097	\$12,884	\$13,715	\$23,803	\$27,375	\$31,263	115%	112%	128%
944		Gas Station with or w/o Convenience Market <2,000 sq ft	Fuel Pos.	\$9,798	\$11,409	\$12,154	\$11,200	\$13,042	\$13,893	\$14,789	\$17,043	\$19,425	32%	31%	40%
945		Gas Station w/Convenience Market >2,000 sq ft	Fuel Pos.	\$11,709	\$13,620	\$14,511	\$13,385	\$15,569	\$16,587	\$19,387	\$22,345	\$25,465	45%	44%	54%
947		Self-Service Car Wash	wash station	\$11,709	\$13,620	\$14,511	\$23,982	\$27,828	\$29,639	\$31,403	\$36,197	\$41,248	31%	30%	39%
948		Automated Car Wash	1,000 sf	\$0	\$0	\$0	\$0	\$0	\$0	\$94,318	\$108,725	\$123,904	0%	0%	0%
975		Drinking Place	1,000 sf	\$15,293	\$17,918	\$19,094	\$17,481	\$20,482	\$21,826	\$12,481	\$14,324	\$16,410	-29%	-30%	-25%
110	Industrial	General Light Industrial	1,000 sf	\$3,117	\$3,857	\$4,410	\$3,563	\$4,409	\$5,041	\$3,147	\$3,370	\$3,598	-12%	-24%	-29%
140		Manufacturing	1,000 sf	\$2,447	\$3,049	\$3,487	\$2,797	\$3,485	\$3,986	\$3,773	\$4,050	\$4,320	35%	16%	8%
150		Warehouse	1,000 sf	\$1,050	\$1,347	\$1,541	\$1,200	\$1,540	\$1,762	\$1,085	\$1,144	\$1,231	-10%	-26%	-30%
151		Mini-Warehouse	1,000 sf	\$578	\$780	\$893	\$661	\$892	\$1,021	\$617	\$636	\$692	-7%	-29%	-32%
154		High-Cube Transload and Short-Term Storage Warehouse	1,000 sf	\$839	\$1,075	\$1,231	\$959	\$1,229	\$1,407	\$1,553	\$1,651	\$1,770	62%	34%	26%

ITE LUC	LUC Category	Land Use	Unit	2020 Adopted Rates (100%)			2026 Indexed Rates (100%)			Calculated Rates (100%)			% Change 2026 Index to Calculated		
				Urban ⁽³⁾	Non-Urban/ Suburban ⁽⁴⁾	Rural ⁽⁵⁾	Urban ⁽³⁾	Non-Urban/ Suburban ⁽⁴⁾	Rural ⁽⁵⁾	Urban ⁽³⁾	Non-Urban/ Suburban ⁽⁴⁾	Rural ⁽⁵⁾	Urban ⁽³⁾	Non-Urban/ Suburban ⁽⁴⁾	Rural ⁽⁵⁾
160		Data Center	1,000 sf	\$839	\$1,075	\$1,231	\$0	\$0	\$0	\$478	\$485	\$531	0%	0%	0%
3) Source: Table E-2										Average Total Change			27%	21%	23%
4) Source: Table E-3															
5) Source: Table E-4															
Note: Highlight indicates a new land use or re-alignment of uses. Additional explanation is provided on page 7.															

Table E-2: Calculated Transportation Impact Fee Schedule – Urban Fee District

ITE LUC	LUC Category	Land Use	Unit	Trip Rate	Trip Rate Source*	Initial Trip Length	Trip Length Adj. Factor	Assessable Trip Length ¹	Total Trip Length	Trip Length Source ¹	% New Trips	% New Trips Source ¹	Net VMT ⁽²⁾	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Ad Valorem Credit	2026 Net Impact Fee
210 ¹	Residential	Single Family (Detached) - 1,200 sf or less	du	6.74	PUMS Tiering Analysis (Appendix Tables A-2 through A-10)	6.62	1.25	8.28	8.78	Appendix A: LUC 210	100%	2020 Update Study	12.83	\$12,116.83	\$116.48	\$1,641.59	\$983.00	\$9,492
210 ²		Single Family (Detached) - 1,201 to 2,000 sf	du	9.81	PUMS Tiering Analysis (Appendix Tables A-2 through A-10)	6.62	1.25	8.28	8.78	Appendix A: LUC 210	100%	2020 Update Study	18.68	\$17,644.63	\$169.61	\$2,390.50	\$983.00	\$14,271
210 ³		Single Family (Detached) - 2,001 to 3,500 sf	du	13.18	PUMS Tiering Analysis (Appendix Tables A-2 through A-10)	6.62	1.25	8.28	8.78	Appendix A: LUC 210	100%	2020 Update Study	25.09	\$23,700.39	\$227.82	\$3,210.94	\$983.00	\$19,506
210 ⁴		Single Family (Detached) - greater than 3,500 sf	du	13.98	PUMS Tiering Analysis (Appendix Tables A-2 through A-10)	6.62	1.25	8.28	8.78	Appendix A: LUC 210	100%	2020 Update Study	26.62	\$25,145.37	\$241.71	\$3,406.71	\$983.00	\$20,756
220		Multi-Family Housing/Townhouse (Low-Rise, 1-2 floors)	du	8.06	ITE 12th Edition	5.10	1.25	6.38	6.88	Appendix A: LUC 220/221/222	100%	2020 Update Study	11.82	\$11,165.58	\$107.33	\$1,512.72	\$529.00	\$9,124
221		Multi-Family Housing (Mid-Rise, 3-10 floors)	du	4.46	ITE 12th Edition	5.10	1.25	6.38	6.88	Appendix A: LUC 220/221/222	100%	2020 Update Study	6.54	\$6,178.47	\$59.39	\$837.06	\$529.00	\$4,812
222		Multi-Family Housing (High-Rise, >10 floors)	du	4.95	ITE 12th Edition	5.10	1.25	6.38	6.88	Appendix A: LUC 220/221/222	100%	2020 Update Study	7.26	\$6,852.06	\$65.87	\$928.32	\$529.00	\$5,395
223		Affordable Housing	du	4.81	Affordable Housing uses in ITE 12th Edition	5.10	1.25	6.38	6.88	Same as LUC 220 (adjusted)	100%	2020 Update Study	7.06	\$6,663.33	\$64.05	\$902.75	\$529.00	\$5,232
225 ¹		Student Housing (Adjacent to Campus)	Bedroom	3.44	ITE 12th Edition	2.55	1.25	3.19	3.69	Same as LUC 220 (adjusted)	100%	2020 Update Study	2.52	\$2,382.73	\$22.90	\$322.81	\$529.00	\$1,531
225 ²		Student Housing (Over 1/2 mile from Campus)	Bedroom	4.18	ITE 12th Edition	3.83	1.25	4.79	5.29	Same as LUC 220 (adjusted)	100%	2020 Update Study	4.60	\$4,348.62	\$41.80	\$589.15	\$529.00	\$3,230
230		Low-Rise Residential with Ground-Floor Commercial	du	3.44	ITE 12th Edition	5.10	1.25	6.38	6.88	Same as LUC 220	100%	2020 Update Study	5.05	\$4,765.46	\$45.81	\$645.63	\$529.00	\$3,591
231		Mid-Rise Residential w/1st floor Commercial	du	3.13	ITE 12th Edition	5.10	1.25	6.38	6.88	Same as LUC 220	100%	2020 Update Study	4.59	\$4,332.24	\$41.64	\$586.93	\$529.00	\$3,216
232		High-Rise Residential w/1st floor Commercial	du	2.42	ITE 12th Edition (adjusted)	5.10	1.25	6.38	6.88	Same as LUC 220	100%	2020 Update Study	3.55	\$3,357.48	\$32.27	\$454.87	\$529.00	\$2,374
240		Mobile Home Park	du	7.87	ITE 12th Edition	4.60	1.25	5.75	6.25	Appendix A: LUC 240	100%	2020 Update Study	10.41	\$9,833.51	\$94.53	\$1,332.25	\$224.00	\$8,277

ITE LUC	LUC Category	Land Use	Unit	Trip Rate	Trip Rate Source*	Initial Trip Length	Trip Length Adj. Factor	Assessable Trip Length ¹	Total Trip Length	Trip Length Source ¹	% New Trips	% New Trips Source ¹	Net VMT ⁽²⁾	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Ad Valorem Credit	2026 Net Impact Fee
251		Senior Adult Housing - Detached (Retirement Community/Age-Restricted Single Family)	du	5.52	ITE 12th Edition	5.42	1.25	6.78	7.28	Appendix A: LUC 251	100%	2020 Update Study	8.60	\$8,126.70	\$78.12	\$1,101.01	\$312.00	\$6,714
252		Senior Adult Housing - Attached (Retirement Community/Age-Restricted Single Family)	du	3.25	ITE 12th Edition	4.34	1.25	5.43	5.93	Same as LUC 251 (adjusted)(5)	100%	2020 Update Study	4.06	\$3,831.33	\$36.83	\$519.07	\$312.00	\$3,000
254		Assisted Living	Beds	4.14	ITE 12th Edition	2.59	1.25	3.24	3.74	Same as LUC 251 (adjusted)(5)	100%	2020 Update Study	3.08	\$2,912.57	\$28.00	\$394.60	\$312.00	\$2,206
265 ¹		Time Share	du	10.03	ITE 12th Edition	3.97	1.25	4.96	5.46	Previous Report	100%	2020 Update Study	11.45	\$10,816.02	\$103.97	\$1,465.36	\$423.00	\$8,928
265 ²		Vacation Rental (1 to 3 bedrooms)	du	10.03	Same as LUC 265	3.97	1.25	4.96	5.46	Same as LUC 265	100%	Same as LUC 265	11.45	\$10,816.02	\$103.97	\$1,465.36	\$423.00	\$8,928
265 ³		Vacation Rental (4 to 6 bedrooms)	du	20.06	Same as LUC 265	3.97	1.25	4.96	5.46	Same as LUC 265	100%	Same as LUC 265	22.90	\$21,632.04	\$207.94	\$2,930.72	\$423.00	\$18,278
265 ⁴		Vacation Rental (7 to 9 bedrooms)	du	30.09	Same as LUC 265	3.97	1.25	4.96	5.46	Same as LUC 265	100%	Same as LUC 265	34.36	\$32,448.06	\$311.91	\$4,396.08	\$423.00	\$27,629
265 ⁵		Vacation Rental (10 to 12 bedrooms)	du	40.12	Same as LUC 265	3.97	1.25	4.96	5.46	Same as LUC 265	100%	Same as LUC 265	45.81	\$43,264.08	\$415.88	\$5,861.44	\$423.00	\$36,980
265 ⁶		Vacation Rental (13 to 15 bedrooms)	du	50.15	Same as LUC 265	3.97	1.25	4.96	5.46	Same as LUC 265	100%	Same as LUC 265	57.26	\$54,080.11	\$519.85	\$7,326.80	\$423.00	\$46,330
310	Lodging	Hotel/Tourist Hotel	Room	5.58	ITE 12th Edition (adjusted)	6.26	1.05	6.57	7.07	Appendix A: LUC 310	66%	Appendix A: LUC 310	6.63	\$5,260.27	\$50.57	\$712.66	\$191.75	\$4,356
320		Motel	Room	3.35	ITE 12th Edition	4.34	1.05	4.56	5.06	Appendix A: LUC 320	77%	Appendix A: LUC 320	3.22	\$2,554.35	\$24.55	\$346.06	\$191.75	\$2,017
330		Resort Hotel	Room	2.67	ITE 12th Edition	5.30	1.05	5.57	6.07	Appendix A: LUC 330	66%	Appendix A: LUC 330	2.69	\$2,131.01	\$20.48	\$288.71	\$319.58	\$1,523
430	Recreational	Golf Course	Acre	3.74	ITE 12th Edition	6.62	1.05	6.95	7.45	Same as LUC 210	90%	Based on LUC 710	6.41	\$5,084.26	\$48.87	\$688.82	\$588.03	\$3,807
435		Multipurpose Recreational Facility	1,000 sf	24.95	ITE 12th Edition	5.15	1.05	5.41	5.91	Based on LUC 710	90%	Based on LUC 710	33.26	\$26,389.84	\$253.68	\$3,575.31	\$498.55	\$22,316
437		Bowling Alley	1,000 sf	32.64	ITE 12th Edition (adjusted)	5.15	1.05	5.41	5.91	Same as LUC 710	90%	Based on LUC 710	43.51	\$34,521.59	\$331.84	\$4,677.00	\$498.55	\$29,346
445		Movie Theater	1,000 sf	135.07	ITE 12th Edition (adjusted)	2.24	1.05	2.35	2.85	Appendix A: LUC 444	87%	Appendix A: LUC 444	75.70	\$60,058.64	\$577.32	\$8,136.77	\$498.55	\$51,423
488		Soccer Complex/Soccer Field	Fields	71.33	ITE 12th Edition	5.15	1.05	5.41	5.91	Same as LUC 710	90%	Same as LUC 492	95.09	\$75,435.77	\$725.14	\$10,220.08	\$1,176.07	\$64,040
489		Pickleball Courts	Courts	39.23	ITE 12th Edition	5.15	1.05	5.41	5.91	Same as LUC 710	90%	Same as LUC 492	52.29	\$41,482.80	\$398.76	\$5,620.11	\$1,022.67	\$34,840
491		Racquet Club	1,000 sf	27.71	ITE 12th Edition (adjusted)	5.15	1.05	5.41	5.91	Same as LUC 710	94%	Same as LUC 492	38.58	\$30,607.44	\$294.22	\$4,146.71	\$498.55	\$25,962
492		Health/Fitness Club	1,000 sf	30.02	ITE 12th Edition (adjusted)	5.15	1.05	5.41	5.91	Same as LUC 710	94%	Appendix A: LUC 492	41.80	\$33,158.98	\$318.75	\$4,492.39	\$498.55	\$28,168
494		Small Business Gyms	1,000 sf	41.14	ITE 12th Edition	5.15	1.05	5.41	5.91	Same as LUC 710	94%	Appendix A: LUC 492	57.28	\$45,441.72	\$436.82	\$6,156.47	\$498.55	\$38,787
495		Dance Studio (Martial Arts/Music Lessons)	1,000 sf	28.82	ITE 12th Edition	3.37	1.05	3.54	4.04	Appendix A: LUC N/A Specialty Retail	85%	Appendix A: LUC N/A Specialty Retail	23.74	\$18,836.41	\$181.07	\$2,551.97	\$498.55	\$15,786

ITE LUC	LUC Category	Land Use	Unit	Trip Rate	Trip Rate Source*	Initial Trip Length	Trip Length Adj. Factor	Assessable Trip Length ¹	Total Trip Length	Trip Length Source ¹	% New Trips	% New Trips Source ¹	Net VMT ⁽²⁾	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Ad Valorem Credit	2026 Net Impact Fee
532	Institutional	Private School	Employees	25.15	ITE 12th Edition	3.31	1.05	3.48	3.98	50% of LUC 210:Travel Demand Model	80%	Based on LUC 710 (adjusted)	19.15	\$15,195.37	\$146.07	\$2,058.68	\$447.42	\$12,689
550		University/College	Employees	8.89	ITE 12th Edition	6.62	1.05	6.95	7.45	Appendix A: LUC 550	100%	Appendix A: LUC 550	16.93	\$13,428.12	\$129.08	\$1,819.25	\$102.27	\$11,507
560		Church / Public Assembly	1,000 sf	6.78	ITE 12th Edition	3.91	1.05	4.11	4.61	Appendix A: LUC 560	90%	2020 Update Study	6.86	\$5,443.83	\$52.33	\$737.53	\$0.00	\$4,706
565 ¹		Day Care	1,000 sf	39.30	ITE 12th Edition	2.03	1.05	2.13	2.63	Appendix A: LUC 565	73%	Appendix A: LUC 565	16.75	\$13,288.22	\$127.74	\$1,800.29	\$511.33	\$10,977
565 ²		Daycare/Schools on the same property of a church	1,000 sf	39.30	ITE 12th Edition	2.03	1.05	2.13	2.63	Same as LUC 565	73%	Same as LUC 565	16.75	\$13,288.22	\$127.74	\$1,800.29	\$511.33	\$10,977
590		Library	1,000 sf	72.05	ITE 12th Edition	6.62	1.05	6.95	7.45	Same as LUC 210	49%	2020 Update Study	67.22	\$53,326.54	\$512.61	\$7,224.71	\$0.00	\$46,102
610	Medical	Hospital	Bed	23.87	ITE 12th Edition	6.62	1.05	6.95	7.45	Same as LUC 210	78%	Midpoint of LUC 310 & LUC 721	35.45	\$28,122.92	\$270.34	\$3,810.11	\$38.35	\$24,274
620		Nursing Home	1,000 sf	6.75	ITE 12th Edition	2.59	1.05	2.72	3.22	Appendix A: LUC 620	89%	Appendix A: LUC 620	4.48	\$3,550.17	\$34.13	\$480.98	\$434.63	\$2,635
640		Animal Hospital/Veterinary Clinic	1,000 sf	21.50	ITE 12th Edition	1.90	1.05	2.00	2.50	Appendix A: LUC 640	70%	Appendix A: LUC 640	8.22	\$6,524.47	\$62.72	\$883.94	\$511.33	\$5,129
650		Free-Standing Emergency Room >1/4 mile from Hospital	1,000 sf	24.94	ITE 12th Edition	6.62	1.05	6.95	7.45	Same as LUC 210	78%	Midpoint of LUC 310 & LUC 721	37.04	\$29,383.56	\$282.45	\$3,980.90	\$511.33	\$24,891
710 ¹	Office	General Office 10,000-50,000 sf	1,000 sf	8.71	ITE 12th Edition	5.15	1.25	6.44	6.94	Appendix A: LUC 710	92%	Appendix A: LUC 710	11.86	\$11,204.76	\$107.71	\$1,518.03	\$511.33	\$9,175
710 ²		General Office 50,001-100,000 sf	1,000 sf	8.53	ITE 12th Edition	5.15	1.25	6.44	6.94	Appendix A: LUC 710	92%	Appendix A: LUC 710	11.62	\$10,977.14	\$105.52	\$1,487.19	\$511.33	\$8,979
710 ³		General Office 100,001-200,000 sf	1,000 sf	8.35	ITE 12th Edition	5.15	1.25	6.44	6.94	Appendix A: LUC 710	92%	Appendix A: LUC 710	11.38	\$10,749.53	\$103.33	\$1,456.35	\$511.33	\$8,782
710 ⁴		General Office greater than 200,000 sf	1,000 sf	8.18	ITE 12th Edition	5.15	1.25	6.44	6.94	Appendix A: LUC 710	92%	Appendix A: LUC 710	11.15	\$10,532.26	\$101.24	\$1,426.92	\$511.33	\$8,594
712		Small Office Building 10,000 sf or less	1,000 sf	14.39	ITE 12th Edition	5.15	1.25	6.44	6.94	Same as LUC 710	0.92	Same as LUC 710	19.61	\$18,519.61	\$178.02	\$2,509.05	\$511.33	\$15,499
720 ¹		Medical/Dental Office (Within/Near Hospital) (1/2 mile)	1,000 sf	32.59	ITE 12th Edition	5.55	1.25	6.94	7.44	Appendix A: LUC 720	89%	Appendix A: LUC 720	46.30	\$43,726.37	\$420.33	\$5,924.07	\$511.33	\$37,291
720 ²		Medical/Dental Office (Stand-Alone)	1,000 sf	34.03	ITE 12th Edition	5.55	1.25	6.94	7.44	Appendix A: LUC 720	89%	Appendix A: LUC 720	48.34	\$45,658.44	\$438.90	\$6,185.83	\$511.33	\$38,961
720 ³		Massage Spa	1,000 sf	34.03	Orange County Use / ITE 12th Edition	5.55	1.25	6.94	7.44	Same as LUC 720	89%	Same as LUC 720	48.34	\$45,658.44	\$438.90	\$6,185.83	\$511.33	\$38,961
720 ⁴		Medical spa, aesthetic clinic, or cosmetic clinic	1,000 sf	34.03	Orange County Use / ITE 12th Edition	5.55	1.25	6.94	7.44	Same as LUC 720	89%	Same as LUC 720	48.34	\$45,658.44	\$438.90	\$6,185.83	\$511.33	\$38,961
720 ⁵		Chiropractor's Office	1,000 sf	34.03	Orange County Use / ITE 12th Edition	5.55	1.25	6.94	7.44	Same as LUC 720	89%	Same as LUC 720	48.34	\$45,658.44	\$438.90	\$6,185.83	\$511.33	\$38,961
732		United States Post Office	1,000 sf	103.94	ITE 10th Edition	5.15	1.25	6.44	6.94	Same as LUC 710	49%	2020 TGR (ITE 10th Edition)	75.44	\$71,246.27	\$684.87	\$9,652.48	\$511.33	\$61,082

ITE LUC	LUC Category	Land Use	Unit	Trip Rate	Trip Rate Source*	Initial Trip Length	Trip Length Adj. Factor	Assessable Trip Length ¹	Total Trip Length	Trip Length Source ¹	% New Trips	% New Trips Source ¹	Net VMT ⁽²⁾	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Ad Valorem Credit	2026 Net Impact Fee
815	Retail	Free-Standing Discount Store	1,000 sf	53.87	ITE 12th Edition	2.4	1.05	2.52	3.02	Same as LUC 820 (100-200k)	67%	Same as LUC 820 (100-200k)	24.91	\$19,764.62	\$189.99	\$2,677.72	\$498.55	\$16,588
816		Hardware/Paint Store	1,000 sf	8.07	ITE 12th Edition	1.87	1.05	1.96	2.46	Same as LUC 820 (<50k)	56%	Same as LUC 820 (<50k)	2.43	\$1,928.23	\$18.54	\$261.24	\$498.55	\$1,168
820 ¹		Retail/Tourist Retail: 100,001-200,000 sfgla Shopping Center (>150K)	1,000 sfgla	68.81	ITE 12th Edition	2.4	1.05	2.52	3.02	Appendix A: Figure A-3	67%	Appendix A: Figure A-3	31.82	\$25,247.70	\$242.70	\$3,420.57	\$498.55	\$21,329
820 ²		Retail/Tourist Retail: 200,001-300,000 sfgla	1,000 sfgla	60.44	ITE 12th Edition	2.52	1.05	2.65	3.15	Appendix A: Figure A-2	71%	Appendix A: Figure A-3	31.10	\$24,674.51	\$237.19	\$3,342.92	\$498.55	\$20,833
820 ³		Retail/Tourist Retail: 300,001-400,000 sfgla	1,000 sfgla	55.13	ITE 12th Edition	2.64	1.05	2.77	3.27	Appendix A: Figure A-2	73%	Appendix A: Figure A-3	30.56	\$24,240.32	\$233.01	\$3,284.09	\$498.55	\$20,458
820 ⁴		Retail/Tourist Retail: 400,001-500,000 sfgla	1,000 sfgla	51.33	ITE 12th Edition	2.75	1.05	2.89	3.39	Appendix A: Figure A-2	75%	Appendix A: Figure A-3	30.45	\$24,153.48	\$232.18	\$3,272.32	\$498.55	\$20,383
820 ⁵		Retail/Tourist Retail: 500,001-1,000,000 sfgla	1,000 sfgla	41.12	ITE 12th Edition	3.34	1.05	3.51	4.01	Appendix A: Figure A-2	81%	Appendix A: Figure A-3	32.00	\$25,384.68	\$244.01	\$3,439.13	\$498.55	\$21,447
820 ⁶		Retail/Tourist Retail: 1,000,001-1,200,000 sfgla	1,000 sfgla	38.78	ITE 12th Edition	3.57	1.05	3.75	4.25	Appendix A: Figure A-2	82%	Appendix A: Figure A-3	32.65	\$25,902.48	\$248.99	\$3,509.28	\$498.55	\$21,895
820 ⁷		Retail/Tourist Retail: greater than 1,200,000 sfgla	1,000 sfgla	36.92	ITE 12th Edition	3.8	1.05	3.99	4.49	Appendix A: Figure A-2	83%	Appendix A: Figure A-3	33.49	\$26,570.73	\$255.42	\$3,599.82	\$498.55	\$22,472
821		Shopping Plaza (40-150K)	1,000 sfgla	101.43	ITE 12th Edition	2.29	1.05	2.40	2.90	Appendix A: Figure A-2	62%	Appendix A: Figure A-3	41.42	\$32,858.59	\$315.86	\$4,451.70	\$498.55	\$27,908
822		Strip Retail Plaza 40K sfgla or less	1,000 sfgla	54.45	ITE 12th Edition	1.87	1.05	1.96	2.46	Appendix A: Figure A-2	56%	Appendix A: Figure A-3	16.40	\$13,010.17	\$125.06	\$1,762.62	\$498.55	\$10,749
840		New/Used Auto Sales	1,000 sf	28.86	ITE 12th Edition (adjusted)	4.6	1.05	4.83	5.33	Appendix A: LUC 840/841	79%	Appendix A: LUC 840/841	30.16	\$23,929.67	\$230.03	\$3,242.00	\$498.55	\$20,189
850		Supermarket	1,000 sf	108.70	ITE 12th Edition (adjusted)	2.08	1.05	2.18	2.68	Appendix A: LUC 850	56%	Appendix A: LUC 850	36.42	\$28,889.25	\$277.70	\$3,913.93	\$498.55	\$24,477
851		Convenience Store	1,000 sf	651.94	ITE 12th Edition	1.51	1.05	1.59	2.09	Appendix A: LUC 853	28%	Appendix A: LUC 853	79.28	\$62,892.37	\$604.56	\$8,520.69	\$498.55	\$53,873
862		Home Improvement Superstore	1,000 sf	30.65	ITE 12th Edition	2.4	1.05	2.52	3.02	Same as LUC 820 (100-200k)	67%	Same as LUC 820 (100-200k)	14.17	\$11,245.32	\$108.10	\$1,523.52	\$498.55	\$9,223
863		Electronics Superstore	1,000 sf	41.05	ITE 12th Edition	1.87	1.05	1.96	2.46	Same as LUC 820 (<50k)	56%	Same as LUC 820 (<50k)	12.36	\$9,808.40	\$94.28	\$1,328.85	\$498.55	\$7,981
881	Services	Drug Store	1,000 sf	107.20	ITE 12th Edition	2.08	1.05	2.18	2.68	Appendix A: LUC 880/881	32%	Appendix A: LUC 880/881	20.52	\$16,280.34	\$156.50	\$2,205.67	\$498.55	\$13,576
899		Liquor Store	1,000 sf	107.21	ITE 12th Edition	2.08	1.05	2.18	2.68	Same as LUC 880	44%	Same as LUC 880	28.22	\$22,387.56	\$215.20	\$3,033.08	\$498.55	\$18,856
911		Bank/Savings Walk-In	1,000 sf	57.32	ITE 12th Edition (adjusted)	2.46	1.05	2.58	3.08	Same as LUC 912	46%	Same as LUC 912	18.65	\$14,798.72	\$142.26	\$2,004.94	\$1,470.09	\$11,324
912		Bank/Savings Drive-In	1,000 sf	98.85	ITE 12th Edition	2.46	1.05	2.58	3.08	Appendix A: LUC 912	46%	Appendix A: LUC 912	32.17	\$25,522.60	\$245.34	\$3,457.81	\$1,470.09	\$20,595
929		High-Volume fast-Food Restaurant (multi order lanes, multi service lanes, and vehicle-side ordering & food delivery)	1,000 sf	653.22	ITE 12th Edition	2.05	1.05	2.15	2.65	Appendix A: LUC 930	58%	Appendix A: LUC 930	223.38	\$177,213.46	\$1,703.50	\$24,008.97	\$1,176.07	\$152,028
931		Fine Dining Restaurant	1,000 sf	79.03	ITE 12th Edition	3.14	1.05	3.30	3.80	Appendix A: LUC 931	77%	Appendix A: LUC 931	54.96	\$43,598.12	\$419.09	\$5,906.69	\$958.75	\$36,733
932		High-Turnover Restaurant	1,000 sf	120.53	ITE 12th Edition (adjusted)	3.17	1.05	3.33	3.83	Appendix A: LUC 932	71%	Appendix A: LUC 932	78.02	\$61,896.79	\$594.99	\$8,385.81	\$958.75	\$52,552

ITE LUC	LUC Category	Land Use	Unit	Trip Rate	Trip Rate Source*	Initial Trip Length	Trip Length Adj. Factor	Assessable Trip Length ¹	Total Trip Length	Trip Length Source ¹	% New Trips	% New Trips Source ¹	Net VMT ⁽²⁾	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Ad Valorem Credit	2026 Net Impact Fee
934		Fast Food Restaurant w/Drive-Thru	1,000 sf	371.76	ITE 12th Edition (adjusted)	2.05	1.05	2.15	2.65	Appendix A: LUC 934	58%	Appendix A: LUC 934	127.13	\$100,855.57	\$969.49	\$13,663.96	\$1,176.07	\$86,016
936		Coffee/Donut Shop Without Drive-Through Window (Local Coffee Shops)	1,000 sf	265.23	ITE 12th Edition	2.05	1.05	2.15	2.65	Same as LUC 933	58%	Same as LUC 933	90.70	\$71,954.01	\$691.67	\$9,748.36	\$1,176.07	\$61,030
937		Coffee/Donut/Soda Shop with Drive-Thru	1,000 sf	519.21	ITE 12th Edition	2.05	1.05	2.15	2.65	Same as LUC 934	58%	Same as LUC 934	177.55	\$140,857.60	\$1,354.02	\$19,083.46	\$1,176.07	\$120,598
941		Quick Lubrication Vehicle Shop	1,000 sf	69.57	ITE 12th Edition	3.62	1.05	3.80	4.30	Same as LUC 942	100%	Same as LUC 942	72.43	\$57,462.69	\$552.37	\$7,785.07	\$396.28	\$49,281
942		Automobile Care Center - Auto Body Shop (car wrapping services, paint booth, window tinting)	1,000 sf	33.89	ITE 12th Edition	3.62	1.05	3.80	4.30	Appendix A: LUC 942	100%	Appendix A: LUC 942	35.28	\$27,992.10	\$269.08	\$3,792.38	\$396.28	\$23,803
944		Gas Station with or w/o Convenience Market <2,000 sq ft	Fuel Pos.	172.01	ITE 12th Edition	1.90	1.05	2.00	2.50	Appendix A: LUC 944/945	23%	Appendix A: LUC 944/945	21.62	\$17,151.04	\$164.87	\$2,323.63	\$38.35	\$14,789
945		Gas Station w/Convenience Market >2,000 sq ft	Fuel Pos.	225.36	ITE 12th Edition	1.90	1.05	2.00	2.50	Same as LUC 947	23%	Same as LUC 947	28.32	\$22,470.05	\$216.00	\$3,044.25	\$38.35	\$19,387
947		Self-Service Car Wash	wash station	108.00	ITE 12th Edition	2.18	1.05	2.29	2.79	Appendix A: LUC 946	68%	Appendix A: LUC 946	45.84	\$36,368.41	\$349.60	\$4,927.21	\$38.35	\$31,403
948		Automated Car Wash	1,000 sf	323.12	ITE 12th Edition	2.18	1.05	2.29	2.79	Appendix A: LUC 947	68%	Appendix A: LUC 947	137.76	\$109,291.06	\$1,050.58	\$14,806.81	\$166.18	\$94,318
975		Drinking Place	1,000 sf	62.83	ITE 12th Edition (adjusted)	1.87	1.05	1.96	2.46	Same as LUC 820 (<50k)	56%	Same as LUC 820 (<50k)	18.92	\$15,013.36	\$144.32	\$2,034.02	\$498.55	\$12,481
110	Industrial	General Light Industrial	1,000 sf	3.60	ITE 12th Edition	5.15	1.05	5.41	5.91	Same as LUC 710	92%	Same as LUC 710	4.91	\$3,891.82	\$37.41	\$527.27	\$217.32	\$3,147
140		Manufacturing	1,000 sf	4.27	ITE 12th Edition	5.15	1.05	5.41	5.91	Same as LUC 710	92%	Same as LUC 710	5.82	\$4,616.13	\$44.37	\$625.40	\$217.32	\$3,773
150		Warehouse	1,000 sf	1.38	ITE 12th Edition	5.15	1.05	5.41	5.91	Same as LUC 710	92%	Same as LUC 710	1.88	\$1,491.86	\$14.34	\$202.12	\$204.53	\$1,085
151		Mini-Warehouse	1,000 sf	1.29	ITE 12th Edition	3.51	1.05	3.69	4.19	Midpoint of LUC 710 & LUC 820 <50k	92%	Same as LUC 710	1.20	\$950.47	\$9.14	\$128.77	\$204.53	\$617
154		High-Cube Transload and Short-Term Storage Warehouse	1,000 sf	1.88	ITE 12th Edition	5.15	1.05	5.41	5.91	Same as LUC 709	92%	Same as LUC 709	2.56	\$2,032.40	\$19.54	\$275.35	\$204.53	\$1,553
160		Data Center	1,000 sf	0.73	ITE 12th Edition	5.15	1.05	5.41	5.91	Same as LUC 710	92%	Same as LUC 710	0.99	\$789.17	\$7.59	\$106.92	\$204.53	\$478

1) Initial trip length multiplied by the trip length adjustment factor

2) Net PMT 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

Table E-3: Calculated Transportation Impact Fee Schedule – Non-Urban/Suburban Fee District

ITE LUC	LUC Category	Land Use	Unit	Trip Rate	Trip Rate Source*	Initial Trip Length	Trip Length Adj. Factor	Assessable Trip Length ¹	Total Trip Length	Trip Length Source ¹	% New Trips	% New Trips Source ¹	Net VMT ⁽²⁾	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Ad Valorem Credit	2026 Net Impact Fee
210 ¹	Residential	Single Family (Detached) - 1,200 sf or less	du	6.74	PUMS Tiering Analysis (Appendix Tables A-2 through A-10)	6.62	1.25	8.28	8.78	Appendix A: LUC 210	100%	2020 Update Study	12.83	\$12,754.56	\$98.37	\$1,386.43	\$1,277.00	\$10,091
210 ²		Single Family (Detached) - 1,201 to 2,000 sf	du	9.81	PUMS Tiering Analysis (Appendix Tables A-2 through A-10)	6.62	1.25	8.28	8.78	Appendix A: LUC 210	100%	2020 Update Study	18.68	\$18,573.29	\$143.25	\$2,018.93	\$1,277.00	\$15,277
210 ³		Single Family (Detached) - 2,001 to 3,500 sf	du	13.18	PUMS Tiering Analysis (Appendix Tables A-2 through A-10)	6.62	1.25	8.28	8.78	Appendix A: LUC 210	100%	2020 Update Study	25.09	\$24,947.78	\$192.41	\$2,711.84	\$1,277.00	\$20,959
210 ⁴		Single Family (Detached) - greater than 3,500 sf	du	13.98	PUMS Tiering Analysis (Appendix Tables A-2 through A-10)	6.62	1.25	8.28	8.78	Appendix A: LUC 210	100%	2020 Update Study	26.62	\$26,468.81	\$204.14	\$2,877.17	\$1,277.00	\$22,315
220		Multi-Family Housing/Townhouse (Low-Rise, 1-2 floors)	du	8.06	ITE 12th Edition	5.10	1.25	6.38	6.88	Appendix A: LUC 220/221/222	100%	2020 Update Study	11.82	\$11,753.24	\$90.65	\$1,277.58	\$691.00	\$9,785
221		Multi-Family Housing (Mid-Rise, 3-10 floors)	du	4.46	ITE 12th Edition	5.10	1.25	6.38	6.88	Appendix A: LUC 220/221/222	100%	2020 Update Study	6.54	\$6,503.66	\$50.16	\$706.95	\$691.00	\$5,106
222		Multi-Family Housing (High-Rise, >10 floors)	du	4.95	ITE 12th Edition	5.10	1.25	6.38	6.88	Appendix A: LUC 220/221/222	100%	2020 Update Study	7.26	\$7,212.69	\$55.63	\$784.02	\$691.00	\$5,738
223		Affordable Housing	du	4.81	Affordable Housing uses in ITE 12th Edition	5.10	1.25	6.38	6.88	Same as LUC 220 (adjusted)	100%	2020 Update Study	7.06	\$7,014.03	\$54.10	\$762.43	\$691.00	\$5,561
225 ¹		Student Housing (Adjacent to Campus)	Bedroom	3.44	ITE 12th Edition	2.55	1.25	3.19	3.69	Same as LUC 220 (adjusted)	100%	2020 Update Study	2.52	\$2,508.14	\$19.34	\$272.64	\$691.00	\$1,545
225 ²		Student Housing (Over 1/2 mile from Campus)	Bedroom	4.18	ITE 12th Edition	3.83	1.25	4.79	5.29	Same as LUC 220 (adjusted)	100%	2020 Update Study	4.60	\$4,577.49	\$35.30	\$497.58	\$691.00	\$3,389
230		Low-Rise Residential with Ground-Floor Commercial	du	3.44	ITE 12th Edition	5.10	1.25	6.38	6.88	Same as LUC 220	100%	2020 Update Study	5.05	\$5,016.27	\$38.69	\$545.27	\$691.00	\$3,780
231		Mid-Rise Residential w/1st floor Commercial	du	3.13	ITE 12th Edition	5.10	1.25	6.38	6.88	Same as LUC 220	100%	2020 Update Study	4.59	\$4,560.25	\$35.17	\$495.70	\$691.00	\$3,374

ITE LUC	LUC Category	Land Use	Unit	Trip Rate	Trip Rate Source*	Initial Trip Length	Trip Length Adj. Factor	Assessable Trip Length ¹	Total Trip Length	Trip Length Source ¹	% New Trips	% New Trips Source ¹	Net VMT ⁽²⁾	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Ad Valorem Credit	2026 Net Impact Fee
232		High-Rise Residential w/1st floor Commercial	du	2.42	ITE 12th Edition (adjusted)	5.10	1.25	6.38	6.88	Same as LUC 220	100%	2020 Update Study	3.55	\$3,534.19	\$27.26	\$384.17	\$691.00	\$2,459
240		Mobile Home Park	du	7.87	ITE 12th Edition	4.60	1.25	5.75	6.25	Appendix A: LUC 240	100%	2020 Update Study	10.41	\$10,351.07	\$79.83	\$1,125.17	\$287.00	\$8,939
251		Senior Adult Housing - Detached (Retirement Community/Age-Restricted Single Family)	du	5.52	ITE 12th Edition	5.42	1.25	6.78	7.28	Appendix A: LUC 251	100%	2020 Update Study	8.60	\$8,554.43	\$65.98	\$929.87	\$407.00	\$7,218
252		Senior Adult Housing - Attached (Retirement Community/Age-Restricted Single Family)	du	3.25	ITE 12th Edition	4.34	1.25	5.43	5.93	Same as LUC 251 (adjusted)(5)	100%	2020 Update Study	4.06	\$4,032.98	\$31.10	\$438.39	\$407.00	\$3,188
254		Assisted Living	Beds	4.14	ITE 12th Edition	2.59	1.25	3.24	3.74	Same as LUC 251 (adjusted)(5)	100%	2020 Update Study	3.08	\$3,065.86	\$23.65	\$333.26	\$407.00	\$2,326
265 ¹		Time Share	du	10.03	ITE 12th Edition	3.97	1.25	4.96	5.46	Previous Report	100%	2020 Update Study	11.45	\$11,385.29	\$87.81	\$1,237.59	\$1,277.00	\$8,871
265 ²		Vacation Rental (1 to 3 bedrooms)	du	10.03	Same as LUC 265	3.97	1.25	4.96	5.46	Previous Report	100%	Same as LUC 265	11.45	\$11,385.29	\$87.81	\$1,237.59	\$691.00	\$9,457
265 ³		Vacation Rental (4 to 6 bedrooms)	du	20.06	Same as LUC 265	3.97	1.25	4.96	5.46	Previous Report	100%	Same as LUC 265	22.90	\$22,770.57	\$175.62	\$2,475.17	\$287.00	\$20,008
265 ⁴		Vacation Rental (7 to 9 bedrooms)	du	30.09	Same as LUC 265	3.97	1.25	4.96	5.46	Previous Report	100%	Same as LUC 265	34.36	\$34,155.86	\$263.43	\$3,712.76	\$407.00	\$30,036
265 ⁵		Vacation Rental (10 to 12 bedrooms)	du	40.12	Same as LUC 265	3.97	1.25	4.96	5.46	Previous Report	100%	Same as LUC 265	45.81	\$45,541.14	\$351.24	\$4,950.34	\$547.00	\$40,044
265 ⁶		Vacation Rental (13 to 15 bedrooms)	du	50.15	Same as LUC 265	3.97	1.25	4.96	5.46	Previous Report	100%	Same as LUC 265	57.26	\$56,926.43	\$439.05	\$6,187.93	\$547.00	\$50,191
310	Lodging	Hotel/Tourist Hotel	Room	5.58	ITE 12th Edition (adjusted)	6.26	1.05	6.57	7.07	Appendix A: LUC 310	66%	Appendix A: LUC 310	6.63	\$5,844.74	\$42.71	\$601.89	\$19.00	\$5,224
320		Motel	Room	3.35	ITE 12th Edition	4.34	1.05	4.56	5.06	Appendix A: LUC 320	77%	Appendix A: LUC 320	3.22	\$2,838.17	\$20.74	\$292.27	\$242.88	\$2,303
330		Resort Hotel	Room	2.67	ITE 12th Edition	5.30	1.05	5.57	6.07	Appendix A: LUC 330	66%	Appendix A: LUC 330	2.69	\$2,367.79	\$17.30	\$243.83	\$409.07	\$1,715
430	Recreational	Golf Course	Acre	3.74	ITE 12th Edition	6.62	1.05	6.95	7.45	Same as LUC 210	90%	Based on LUC 710	6.41	\$5,649.17	\$41.28	\$581.75	\$754.22	\$4,313
435		Multipurpose Recreational Facility	1,000 sf	24.95	ITE 12th Edition	5.15	1.05	5.41	5.91	Based on LUC 710	90%	Based on LUC 710	33.26	\$29,322.04	\$214.25	\$3,019.57	\$639.17	\$25,663
437		Bowling Alley	1,000 sf	32.64	ITE 12th Edition (adjusted)	5.15	1.05	5.41	5.91	Same as LUC 710	90%	Based on LUC 710	43.51	\$38,357.32	\$280.26	\$3,950.01	\$639.17	\$33,768
445		Movie Theater	1,000 sf	135.07	ITE 12th Edition (adjusted)	2.24	1.05	2.35	2.85	Appendix A: LUC 444	87%	Appendix A: LUC 444	75.70	\$66,731.82	\$487.59	\$6,872.00	\$639.17	\$59,221
488		Soccer Complex/Soccer Field	Fields	71.33	ITE 12th Edition	5.15	1.05	5.41	5.91	Same as LUC 710	90%	Same as LUC 492	95.09	\$83,817.52	\$612.42	\$8,631.48	\$1,521.22	\$73,665

ITE LUC	LUC Category	Land Use	Unit	Trip Rate	Trip Rate Source*	Initial Trip Length	Trip Length Adj. Factor	Assessable Trip Length ¹	Total Trip Length	Trip Length Source ¹	% New Trips	% New Trips Source ¹	Net VMT ⁽²⁾	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Ad Valorem Credit	2026 Net Impact Fee
489		Pickleball Courts	Courts	39.23	ITE 12th Edition	5.15	1.05	5.41	5.91	Same as LUC 710	90%	Same as LUC 492	52.29	\$46,092.00	\$336.78	\$4,746.53	\$1,329.47	\$40,016
491		Racquet Club	1,000 sf	27.71	ITE 12th Edition (adjusted)	5.15	1.05	5.41	5.91	Same as LUC 710	94%	Same as LUC 492	38.58	\$34,008.26	\$248.49	\$3,502.15	\$639.17	\$29,867
492		Health/Fitness Club	1,000 sf	30.02	ITE 12th Edition (adjusted)	5.15	1.05	5.41	5.91	Same as LUC 710	94%	Appendix A: LUC 492	41.80	\$36,843.31	\$269.20	\$3,794.10	\$639.17	\$32,410
494		Small Business Gyms	1,000 sf	41.14	ITE 12th Edition	5.15	1.05	5.41	5.91	Same as LUC 710	94%	Appendix A: LUC 492	57.28	\$50,490.80	\$368.92	\$5,199.51	\$639.17	\$44,652
495		Dance Studio (Martial Arts/Music Lessons)	1,000 sf	28.82	ITE 12th Edition	3.37	1.05	3.54	4.04	Appendix A: LUC N/A Specialty Retail	85%	Appendix A: LUC N/A Specialty Retail	23.74	\$20,929.35	\$152.92	\$2,155.29	\$639.17	\$18,135
532	Institutional	Private School	Employees	25.15	ITE 12th Edition	3.31	1.05	3.48	3.98	50% of LUC 210:Travel Demand Model	80%	Based on LUC 710 (adjusted)	19.15	\$16,883.75	\$123.36	\$1,738.68	\$588.03	\$14,557
550		University/College	Employees	8.89	ITE 12th Edition	6.62	1.05	6.95	7.45	Appendix A: LUC 550	100%	Appendix A: LUC 550	16.93	\$14,920.13	\$109.02	\$1,536.47	\$127.83	\$13,256
560		Church / Public Assembly	1,000 sf	6.78	ITE 12th Edition	3.91	1.05	4.11	4.61	Appendix A: LUC 560	90%	2020 Update Study	6.86	\$6,048.70	\$44.20	\$622.89	\$0.00	\$5,426
565 ¹		Day Care	1,000 sf	39.30	ITE 12th Edition	2.03	1.05	2.13	2.63	Appendix A: LUC 565	73%	Appendix A: LUC 565	16.75	\$14,764.69	\$107.88	\$1,520.46	\$651.95	\$12,592
565 ²		Daycare/Schools on the same property of a church	1,000 sf	39.30	ITE 12th Edition	2.03	1.05	2.13	2.63	Same as LUC 565	73%	Same as LUC 565	16.75	\$14,764.69	\$107.88	\$1,520.46	\$651.95	\$12,592
590		Library	1,000 sf	72.05	ITE 12th Edition	6.62	1.05	6.95	7.45	Same as LUC 210	49%	2020 Update Study	67.22	\$59,251.71	\$432.93	\$6,101.71	\$0.00	\$53,150
610	Medical	Hospital	Bed	23.87	ITE 12th Edition	6.62	1.05	6.95	7.45	Same as LUC 210	78%	Midpoint of LUC 310 & LUC 721	35.45	\$31,247.69	\$228.32	\$3,217.87	\$51.13	\$27,979
620		Nursing Home	1,000 sf	6.75	ITE 12th Edition	2.59	1.05	2.72	3.22	Appendix A: LUC 620	89%	Appendix A: LUC 620	4.48	\$3,944.63	\$28.82	\$406.22	\$575.25	\$2,963
640		Animal Hospital/Veterinary Clinic	1,000 sf	21.50	ITE 12th Edition	1.90	1.05	2.00	2.50	Appendix A: LUC 640	70%	Appendix A: LUC 640	8.22	\$7,249.42	\$52.97	\$746.54	\$651.95	\$5,851
650		Free-Standing Emergency Room >1/4 mile from Hospital	1,000 sf	24.94	ITE 12th Edition	6.62	1.05	6.95	7.45	Same as LUC 210	78%	Midpoint of LUC 310 & LUC 721	37.04	\$32,648.40	\$238.55	\$3,362.11	\$651.95	\$28,634
710 ¹	Office	General Office 10,000-50,000 sf	1,000 sf	8.71	ITE 12th Edition	5.15	1.25	6.44	6.94	Appendix A: LUC 710	92%	Appendix A: LUC 710	11.86	\$11,794.48	\$90.97	\$1,282.07	\$651.95	\$9,860
710 ²		General Office 50,001-100,000 sf	1,000 sf	8.53	ITE 12th Edition	5.15	1.25	6.44	6.94	Appendix A: LUC 710	92%	Appendix A: LUC 710	11.62	\$11,554.89	\$89.12	\$1,256.02	\$651.95	\$9,647
710 ³		General Office 100,001-200,000 sf	1,000 sf	8.35	ITE 12th Edition	5.15	1.25	6.44	6.94	Appendix A: LUC 710	92%	Appendix A: LUC 710	11.38	\$11,315.30	\$87.27	\$1,229.98	\$651.95	\$9,433
710 ⁴		General Office greater than 200,000 sf	1,000 sf	8.18	ITE 12th Edition	5.15	1.25	6.44	6.94	Appendix A: LUC 710	92%	Appendix A: LUC 710	11.15	\$11,086.59	\$85.51	\$1,205.12	\$651.95	\$9,230
712		Small Office Building 10,000 sf or less	1,000 sf	14.39	ITE 12th Edition	5.15	1.25	6.44	6.94	Same as LUC 710	92%	Same as LUC 710	19.61	\$19,494.33	\$150.35	\$2,119.04	\$651.95	\$16,723

ITE LUC	LUC Category	Land Use	Unit	Trip Rate	Trip Rate Source*	Initial Trip Length	Trip Length Adj. Factor	Assessable Trip Length ¹	Total Trip Length	Trip Length Source ¹	% New Trips	% New Trips Source ¹	Net VMT ⁽²⁾	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Ad Valorem Credit	2026 Net Impact Fee
720 ¹		Medical/Dental Office (Within/Near Hospital) (1/2 mile)	1,000 sf	32.59	ITE 12th Edition	5.55	1.25	6.94	7.44	Appendix A: LUC 720	89%	Appendix A: LUC 720	46.30	\$46,027.76	\$354.99	\$5,003.24	\$651.95	\$40,373
720 ²		Medical/Dental Office (Stand-Alone)	1,000 sf	34.03	ITE 12th Edition	5.55	1.25	6.94	7.44	Appendix A: LUC 720	89%	Appendix A: LUC 720	48.34	\$48,061.51	\$370.68	\$5,224.31	\$651.95	\$42,185
720 ³		Massage Spa	1,000 sf	34.03	Orange County Use / ITE 12th Edition	5.55	1.25	6.94	7.44	Same as LUC 720	89%	Same as LUC 720	48.34	\$48,061.51	\$370.68	\$5,224.31	\$651.95	\$42,185
720 ⁴		Medical spa, aesthetic clinic, or cosmetic clinic	1,000 sf	34.03	Orange County Use / ITE 12th Edition	5.55	1.25	6.94	7.44	Same as LUC 720	89%	Same as LUC 720	48.34	\$48,061.51	\$370.68	\$5,224.31	\$651.95	\$42,185
720 ⁵		Chiropractor's Office	1,000 sf	34.03	Orange County Use / ITE 12th Edition	5.55	1.25	6.94	7.44	Same as LUC 720	89%	Same as LUC 720	48.34	\$48,061.51	\$370.68	\$5,224.31	\$651.95	\$42,185
732		United States Post Office	1,000 sf	103.94	ITE 10th Edition	5.15	1.25	6.44	6.94	Same LUC 710	49%	2020 TGR (ITE 10th Edition)	75.44	\$74,996.07	\$578.41	\$8,152.11	\$651.95	\$66,192
815	Retail	Free-Standing Discount Store	1,000 sf	53.87	ITE 12th Edition	2.40	1.05	2.52	3.02	Same as LUC 820 (100-200k)	67%	Same as LUC 820 (100-200k)	24.91	\$21,960.69	\$160.46	\$2,261.50	\$639.17	\$19,060
816		Hardware/Paint Store	1,000 sf	8.07	ITE 12th Edition	1.87	1.05	1.96	2.46	Same as LUC 820 (<50k)	56%	Same as LUC 820 (<50k)	2.43	\$2,142.48	\$15.65	\$220.63	\$639.17	\$1,283
820 ¹		Retail/Tourist Retail: 100,001-200,000 sfgla Shopping Center (>150K)	1,000 sfgla	68.81	ITE 12th Edition	2.40	1.05	2.52	3.02	Appendix A: Figure A-3	67%	Appendix A: Figure A-3	31.82	\$28,053.00	\$204.97	\$2,888.88	\$639.17	\$24,525
820 ²		Retail/Tourist Retail: 200,001-300,000 sfgla	1,000 sfgla	60.44	ITE 12th Edition	2.52	1.05	2.65	3.15	Appendix A: Figure A-2	71%	Appendix A: Figure A-3	31.10	\$27,416.13	\$200.32	\$2,823.30	\$639.17	\$23,954
820 ³		Retail/Tourist Retail: 300,001-400,000 sfgla	1,000 sfgla	55.13	ITE 12th Edition	2.64	1.05	2.77	3.27	Appendix A: Figure A-2	73%	Appendix A: Figure A-3	30.56	\$26,933.69	\$196.79	\$2,773.62	\$639.17	\$23,521
820 ⁴		Retail/Tourist Retail: 400,001-500,000 sfgla	1,000 sfgla	51.33	ITE 12th Edition	2.75	1.05	2.89	3.39	Appendix A: Figure A-2	75%	Appendix A: Figure A-3	30.45	\$26,837.20	\$196.09	\$2,763.68	\$639.17	\$23,434
820 ⁵		Retail/Tourist Retail: 500,001-1,000,000 sfgla	1,000 sfgla	41.12	ITE 12th Edition	3.34	1.05	3.51	4.01	Appendix A: Figure A-2	81%	Appendix A: Figure A-3	32.00	\$28,205.20	\$206.09	\$2,904.55	\$639.17	\$24,661
820 ⁶		Retail/Tourist Retail: 1,000,001-1,200,000 sfgla	1,000 sfgla	38.78	ITE 12th Edition	3.57	1.05	3.75	4.25	Appendix A: Figure A-2	82%	Appendix A: Figure A-3	32.65	\$28,780.53	\$210.29	\$2,963.80	\$639.17	\$25,178
820 ⁷		Retail/Tourist Retail: greater than 1,200,000 sfgla	1,000 sfgla	36.92	ITE 12th Edition	3.80	1.05	3.99	4.49	Appendix A: Figure A-2	83%	Appendix A: Figure A-3	33.49	\$29,523.04	\$215.71	\$3,040.26	\$639.17	\$25,844
821		Shopping Plaza (40-150K)	1,000 sfgla	101.43	ITE 12th Edition	2.29	1.05	2.40	2.90	Appendix A: Figure A-2	62%	Appendix A: Figure A-3	41.42	\$36,509.55	\$266.76	\$3,759.73	\$639.17	\$32,111
822		Strip Retail Plaza 40K sfgla or less	1,000 sfgla	54.45	ITE 12th Edition	1.87	1.05	1.96	2.46	Appendix A: Figure A-2	56%	Appendix A: Figure A-3	16.40	\$14,455.74	\$105.62	\$1,488.64	\$639.17	\$12,328
840		New/Used Auto Sales	1,000 sf	28.86	ITE 12th Edition (adjusted)	4.60	1.05	4.83	5.33	Appendix A: LUC 840/841	79%	Appendix A: LUC 840/841	30.16	\$26,588.52	\$194.27	\$2,738.07	\$639.17	\$23,211
850		Supermarket	1,000 sf	108.70	ITE 12th Edition (adjusted)	2.08	1.05	2.18	2.68	Appendix A: LUC 850	56%	Appendix A: LUC 850	36.42	\$32,099.17	\$234.54	\$3,305.55	\$639.17	\$28,154

ITE LUC	LUC Category	Land Use	Unit	Trip Rate	Trip Rate Source*	Initial Trip Length	Trip Length Adj. Factor	Assessable Trip Length ¹	Total Trip Length	Trip Length Source ¹	% New Trips	% New Trips Source ¹	Net VMT ⁽²⁾	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Ad Valorem Credit	2026 Net Impact Fee
851		Convenience Store	1,000 sf	651.94	ITE 12th Edition	1.51	1.05	1.59	2.09	Appendix A: LUC 853	28%	Appendix A: LUC 853	79.28	\$69,880.41	\$510.59	\$7,196.24	\$639.17	\$62,045
862		Home Improvement Superstore	1,000 sf	30.65	ITE 12th Edition	2.40	1.05	2.52	3.02	Same as LUC 820 (100-200k)	67%	Same as LUC 820 (100-200k)	14.17	\$12,494.80	\$91.30	\$1,286.71	\$639.17	\$10,569
863		Electronics Superstore	1,000 sf	41.05	ITE 12th Edition	1.87	1.05	1.96	2.46	Same as LUC 820 (<50k)	56%	Same as LUC 820 (<50k)	12.36	\$10,898.22	\$79.63	\$1,122.29	\$639.17	\$9,137
881		Drug Store	1,000 sf	107.20	ITE 12th Edition	2.08	1.05	2.18	2.68	Appendix A: LUC 880/881	32%	Appendix A: LUC 880/881	20.52	\$18,089.27	\$132.17	\$1,862.82	\$639.17	\$15,587
899		Liquor Store	1,000 sf	107.21	ITE 12th Edition	2.08	1.05	2.18	2.68	Same as LUC 880	44%	Same as LUC 880	28.22	\$24,875.06	\$181.75	\$2,561.62	\$639.17	\$21,674
911	Services	Bank/Savings Walk-In	1,000 sf	57.32	ITE 12th Edition (adjusted)	2.46	1.05	2.58	3.08	Same as LUC 912	46%	Same as LUC 912	18.65	\$16,443.02	\$120.14	\$1,693.29	\$1,904.72	\$12,845
912		Bank/Savings Drive-In	1,000 sf	98.85	ITE 12th Edition	2.46	1.05	2.58	3.08	Appendix A: LUC 912	46%	Appendix A: LUC 912	32.17	\$28,358.45	\$207.21	\$2,920.34	\$1,904.72	\$23,533
929		High-Volume fast-Food Restaurant (multi order lanes, multi service lanes, and vehicle-side ordering & food delivery)	1,000 sf	653.22	ITE 12th Edition	2.05	1.05	2.15	2.65	Appendix A: LUC 930	58%	Appendix A: LUC 930	223.38	\$196,903.84	\$1,438.71	\$20,277.04	\$1,521.22	\$175,106
931		Fine Dining Restaurant	1,000 sf	79.03	ITE 12th Edition	3.14	1.05	3.30	3.80	Appendix A: LUC 931	77%	Appendix A: LUC 931	54.96	\$48,442.35	\$353.95	\$4,988.56	\$1,239.99	\$42,214
932		High-Turnover Restaurant	1,000 sf	120.53	ITE 12th Edition (adjusted)	3.17	1.05	3.33	3.83	Appendix A: LUC 932	71%	Appendix A: LUC 932	78.02	\$68,774.21	\$502.51	\$7,082.33	\$1,239.99	\$60,452
934		Fast Food Restaurant w/Drive-Thru	1,000 sf	371.76	ITE 12th Edition (adjusted)	2.05	1.05	2.15	2.65	Appendix A: LUC 934	58%	Appendix A: LUC 934	127.13	\$112,061.74	\$818.79	\$11,540.05	\$1,521.22	\$99,000
936		Coffee/Donut Shop Without Drive-Through Window (Local Coffee Shops)	1,000 sf	265.23	ITE 12th Edition	2.05	1.05	2.15	2.65	Same as LUC 933	58%	Same as LUC 933	90.70	\$79,948.90	\$584.16	\$8,233.09	\$1,521.22	\$70,195
937		Coffee/Donut/Soda Shop with Drive-Thru	1,000 sf	519.21	ITE 12th Edition	2.05	1.05	2.15	2.65	Same as LUC 934	58%	Same as LUC 934	177.55	\$156,508.44	\$1,143.55	\$16,117.14	\$1,521.22	\$138,870
941		Quick Lubrication Vehicle Shop	1,000 sf	69.57	ITE 12th Edition	3.62	1.05	3.80	4.30	Same as LUC 942	100%	Same as LUC 942	72.43	\$63,847.43	\$466.51	\$6,574.97	\$524.12	\$56,748
942		Automobile Care Center - Auto Body Shop (car wrapping services, paint booth, window tinting)	1,000 sf	33.89	ITE 12th Edition	3.62	1.05	3.80	4.30	Appendix A: LUC 942	100%	Appendix A: LUC 942	35.28	\$31,102.34	\$227.25	\$3,202.90	\$524.12	\$27,375
944		Gas Station with or w/o Convenience Market <2,000 sq ft	Fuel Pos.	172.01	ITE 12th Edition	1.90	1.05	2.00	2.50	Appendix A: LUC 944/945	23%	Appendix A: LUC 944/945	21.62	\$19,056.71	\$139.24	\$1,962.45	\$51.13	\$17,043
945		Gas Station w/Convenience Market >2,000 sq ft	Fuel Pos.	225.36	ITE 12th Edition	1.90	1.05	2.00	2.50	Same as LUC 947	23%	Same as LUC 947	28.32	\$24,966.72	\$182.42	\$2,571.06	\$51.13	\$22,345
947		Self-Service Car Wash	wash station	108.00	ITE 12th Edition	2.18	1.05	2.29	2.79	Appendix A: LUC 946	68%	Appendix A: LUC 946	45.84	\$40,409.34	\$295.26	\$4,161.33	\$51.13	\$36,197

ITE LUC	LUC Category	Land Use	Unit	Trip Rate	Trip Rate Source*	Initial Trip Length	Trip Length Adj. Factor	Assessable Trip Length ¹	Total Trip Length	Trip Length Source ¹	% New Trips	% New Trips Source ¹	Net VMT ⁽²⁾	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Ad Valorem Credit	2026 Net Impact Fee
948		Automated Car Wash	1,000 sf	323.12	ITE 12th Edition	2.18	1.05	2.29	2.79	Appendix A: LUC 947	68%	Appendix A: LUC 947	137.76	\$121,434.51	\$887.28	\$12,505.25	\$204.53	\$108,725
975		Drinking Place	1,000 sf	62.83	ITE 12th Edition (adjusted)	1.87	1.05	1.96	2.46	Same as LUC 820 (<50k)	56%	Same as LUC 820 (<50k)	18.92	\$16,681.51	\$121.89	\$1,717.85	\$639.17	\$14,324
110	Industrial	General Light Industrial	1,000 sf	3.60	ITE 12th Edition	5.15	1.05	5.41	5.91	Same as LUC 710	92%	Same as LUC 710	4.91	\$4,096.65	\$31.60	\$445.31	\$281.23	\$3,370
140		Manufacturing	1,000 sf	4.27	ITE 12th Edition	5.15	1.05	5.41	5.91	Same as LUC 710	92%	Same as LUC 710	5.82	\$4,859.09	\$37.48	\$528.19	\$281.23	\$4,050
150		Warehouse	1,000 sf	1.38	ITE 12th Edition	5.15	1.05	5.41	5.91	Same as LUC 710	92%	Same as LUC 710	1.88	\$1,570.38	\$12.11	\$170.70	\$255.67	\$1,144
151		Mini-Warehouse	1,000 sf	1.29	ITE 12th Edition	3.51	1.05	3.69	4.19	Midpoint of LUC 710 & LUC 820 <50k	92%	Same as LUC 710	1.20	\$1,000.50	\$7.72	\$108.75	\$255.67	\$636
154		High-Cube Transload and Short-Term Storage Warehouse	1,000 sf	1.88	ITE 12th Edition	5.15	1.05	5.41	5.91	Same as LUC 709	92%	Same as LUC 709	2.56	\$2,139.36	\$16.50	\$232.55	\$255.67	\$1,651
160		Data Center	1,000 sf	0.73	ITE 12th Edition	5.15	1.05	5.41	5.91	Same as LUC 710	92%	Same as LUC 710	0.99	\$830.71	\$6.41	\$90.30	\$255.67	\$485

1) Initial trip length multiplied by the trip length adjustment factor

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

Table E-4: Calculated Transportation Impact Fee Schedule – Rural Fee District

ITE LUC	LUC Category	Land Use	Unit	Trip Rate	Trip Rate Source*	Initial Trip Length	Trip Length Adj. Factor	Assessable Trip Length ¹	Total Trip Length	Trip Length Source ¹	% New Trips	% New Trips Source ¹	Net VMT ⁽²⁾	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Ad Valorem Credit	2026 Net Impact Fee
210 ¹	Residential	Single Family (Detached) - 1,200 sf or less	du	6.74	PUMS Tiering Analysis (Appendix Tables A-2 through A-10)	6.62	1.25	8.28	8.78	Appendix A: LUC 210	100%	2020 Update Study	12.83	\$13,463.15	\$98.37	\$1,386.43	\$1,277.00	\$10,800
210 ²		Single Family (Detached) - 1,201 to 2,000 sf	du	9.81	PUMS Tiering Analysis (Appendix Tables A-2 through A-10)	6.62	1.25	8.28	8.78	Appendix A: LUC 210	100%	2020 Update Study	18.68	\$19,605.14	\$143.25	\$2,018.93	\$1,277.00	\$16,309
210 ³		Single Family (Detached) - 2,001 to 3,500 sf	du	13.18	PUMS Tiering Analysis (Appendix Tables A-2 through A-10)	6.62	1.25	8.28	8.78	Appendix A: LUC 210	100%	2020 Update Study	25.09	\$26,333.77	\$192.41	\$2,711.84	\$1,277.00	\$22,345

ITE LUC	LUC Category	Land Use	Unit	Trip Rate	Trip Rate Source*	Initial Trip Length	Trip Length Adj. Factor	Assessable Trip Length ¹	Total Trip Length	Trip Length Source ¹	% New Trips	% New Trips Source ¹	Net VMT ⁽²⁾	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Ad Valorem Credit	2026 Net Impact Fee
210 ⁴		Single Family (Detached) - greater than 3,500 sf	du	13.98	PUMS Tiering Analysis (Appendix Tables A-2 through A-10)	6.62	1.25	8.28	8.78	Appendix A: LUC 210	100%	2020 Update Study	26.62	\$27,939.30	\$204.14	\$2,877.17	\$1,277.00	\$23,785
220		Multi-Family Housing/Townhouse (Low-Rise, 1-2 floors)	du	8.06	ITE 12th Edition	5.10	1.25	6.38	6.88	Appendix A: LUC 220/221/222	100%	2020 Update Study	11.82	\$12,406.20	\$90.65	\$1,277.58	\$691.00	\$10,438
221		Multi-Family Housing (Mid-Rise, 3-10 floors)	du	4.46	ITE 12th Edition	5.10	1.25	6.38	6.88	Appendix A: LUC 220/221/222	100%	2020 Update Study	6.54	\$6,864.97	\$50.16	\$706.95	\$691.00	\$5,467
222		Multi-Family Housing (High-Rise, >10 floors)	du	4.95	ITE 12th Edition	5.10	1.25	6.38	6.88	Appendix A: LUC 220/221/222	100%	2020 Update Study	7.26	\$7,613.40	\$55.63	\$784.02	\$691.00	\$6,138
223		Affordable Housing	du	4.81	Affordable Housing uses in ITE 12th Edition	5.10	1.25	6.38	6.88	Same as LUC 220 (adjusted)	100%	2020 Update Study	7.06	\$7,403.70	\$54.10	\$762.43	\$691.00	\$5,950
225 ¹		Student Housing (Adjacent to Campus)	Bedroom	3.44	ITE 12th Edition	2.55	1.25	3.19	3.69	Same as LUC 220 (adjusted)	100%	2020 Update Study	2.52	\$2,647.48	\$19.34	\$272.64	\$691.00	\$1,684
225 ²		Student Housing (Over 1/2 mile from Campus)	Bedroom	4.18	ITE 12th Edition	3.83	1.25	4.79	5.29	Same as LUC 220 (adjusted)	100%	2020 Update Study	4.60	\$4,831.80	\$35.30	\$497.58	\$691.00	\$3,643
230		Low-Rise Residential with Ground-Floor Commercial	du	3.44	ITE 12th Edition	5.10	1.25	6.38	6.88	Same as LUC 220	100%	2020 Update Study	5.05	\$5,294.95	\$38.69	\$545.27	\$691.00	\$4,059
231		Mid-Rise Residential w/1st floor Commercial	du	3.13	ITE 12th Edition	5.10	1.25	6.38	6.88	Same as LUC 220	100%	2020 Update Study	4.59	\$4,813.59	\$35.17	\$495.70	\$691.00	\$3,627
232		High-Rise Residential w/1st floor Commercial	du	2.42	ITE 12th Edition (adjusted)	5.10	1.25	6.38	6.88	Same as LUC 220	100%	2020 Update Study	3.55	\$3,730.54	\$27.26	\$384.17	\$691.00	\$2,655
240		Mobile Home Park	du	7.87	ITE 12th Edition	4.60	1.25	5.75	6.25	Appendix A: LUC 240	100%	2020 Update Study	10.41	\$10,926.12	\$79.83	\$1,125.17	\$287.00	\$9,514
251		Senior Adult Housing - Detached (Retirement Community/Age-Restricted Single Family)	du	5.52	ITE 12th Edition	5.42	1.25	6.78	7.28	Appendix A: LUC 251	100%	2020 Update Study	8.60	\$9,029.67	\$65.98	\$929.87	\$407.00	\$7,693
252		Senior Adult Housing - Attached (Retirement Community/Age-Restricted Single Family)	du	3.25	ITE 12th Edition	4.34	1.25	5.43	5.93	Same as LUC 251 (adjusted)(5)	100%	2020 Update Study	4.06	\$4,257.03	\$31.10	\$438.39	\$407.00	\$3,412
254		Assisted Living	Beds	4.14	ITE 12th Edition	2.59	1.25	3.24	3.74	Same as LUC 251 (adjusted)(5)	100%	2020 Update Study	3.08	\$3,236.19	\$23.65	\$333.26	\$407.00	\$2,496
265 ¹		Time Share	du	10.03	ITE 12th Edition	3.97	1.25	4.96	5.46	Same as LUC 251 (adjusted)(5)	100%	2020 Update Study	11.45	\$12,017.80	\$87.81	\$1,237.59	\$407.00	\$10,373
265 ²		Vacation Rental (1 to 3 bedrooms)	du	10.03	Same as LUC 265	3.97	1.25	4.96	5.46	Same as LUC 251 (adjusted)(5)	100%	Same as LUC 265	11.45	\$12,017.80	\$87.81	\$1,237.59	\$407.00	\$10,373
265 ³		Vacation Rental (4 to 6 bedrooms)	du	20.06	Same as LUC 265	3.97	1.25	4.96	5.46	Same as LUC 251 (adjusted)(5)	100%	Same as LUC 265	22.90	\$24,035.60	\$175.62	\$2,475.17	\$407.00	\$21,153
265 ⁴		Vacation Rental (7 to 9 bedrooms)	du	30.09	Same as LUC 265	3.97	1.25	4.96	5.46	Same as LUC 251 (adjusted)(5)	100%	Same as LUC 265	34.36	\$36,053.40	\$263.43	\$3,712.76	\$407.00	\$31,934

ITE LUC	LUC Category	Land Use	Unit	Trip Rate	Trip Rate Source*	Initial Trip Length	Trip Length Adj. Factor	Assessable Trip Length ¹	Total Trip Length	Trip Length Source ¹	% New Trips	% New Trips Source ¹	Net VMT ⁽²⁾	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Ad Valorem Credit	2026 Net Impact Fee
265 ⁵		Vacation Rental (10 to 12 bedrooms)	du	40.12	Same as LUC 265	3.97	1.25	4.96	5.46	Same as LUC 251 (adjusted)(5)	100%	Same as LUC 265	45.81	\$48,071.20	\$351.24	\$4,950.34	\$407.00	\$42,714
265 ⁶		Vacation Rental (13 to 15 bedrooms)	du	50.15	Same as LUC 265	3.97	1.25	4.96	5.46	Previous Report	100%	Same as LUC 265	57.26	\$60,089.01	\$439.05	\$6,187.93	\$547.00	\$53,354
310	Lodging	Hotel/Tourist Hotel	Room	5.58	ITE 12th Edition (adjusted)	6.26	1.05	6.57	7.07	Appendix A: LUC 310	66%	Appendix A: LUC 310	6.63	\$6,575.33	\$42.71	\$601.89	\$19.00	\$5,954
320		Motel	Room	3.35	ITE 12th Edition	4.34	1.05	4.56	5.06	Appendix A: LUC 320	77%	Appendix A: LUC 320	3.22	\$3,192.94	\$20.74	\$292.27	\$242.88	\$2,658
330		Resort Hotel	Room	2.67	ITE 12th Edition	5.30	1.05	5.57	6.07	Appendix A: LUC 330	66%	Appendix A: LUC 330	2.69	\$2,663.77	\$17.30	\$243.83	\$409.07	\$2,011
430	Recreational	Golf Course	Acre	3.74	ITE 12th Edition	6.62	1.05	6.95	7.45	Same as LUC 210	90%	Based on LUC 710	6.41	\$6,355.32	\$41.28	\$581.75	\$754.22	\$5,019
435		Multipurpose Recreational Facility	1,000 sf	24.95	ITE 12th Edition	5.15	1.05	5.41	5.91	Based on LUC 710	90%	Based on LUC 710	33.26	\$32,987.30	\$214.25	\$3,019.57	\$639.17	\$29,329
437		Bowling Alley	1,000 sf	32.64	ITE 12th Edition (adjusted)	5.15	1.05	5.41	5.91	Same as LUC 710	90%	Based on LUC 710	43.51	\$43,151.99	\$280.26	\$3,950.01	\$639.17	\$38,563
445		Movie Theater	1,000 sf	135.07	ITE 12th Edition (adjusted)	2.24	1.05	2.35	2.85	Appendix A: LUC 444	87%	Appendix A: LUC 444	75.70	\$75,073.30	\$487.59	\$6,872.00	\$639.17	\$67,562
488		Soccer Complex/Soccer Field	Fields	71.33	ITE 12th Edition	5.15	1.05	5.41	5.91	Same as LUC 710	90%	Same as LUC 492	95.09	\$94,294.71	\$612.42	\$8,631.48	\$1,521.22	\$84,142
489		Pickleball Courts	Courts	39.23	ITE 12th Edition	5.15	1.05	5.41	5.91	Same as LUC 710	90%	Same as LUC 492	52.29	\$51,853.50	\$336.78	\$4,746.53	\$1,329.47	\$45,778
491		Racquet Club	1,000 sf	27.71	ITE 12th Edition (adjusted)	5.15	1.05	5.41	5.91	Same as LUC 710	94%	Same as LUC 492	38.58	\$38,259.30	\$248.49	\$3,502.15	\$639.17	\$34,118
492		Health/Fitness Club	1,000 sf	30.02	ITE 12th Edition (adjusted)	5.15	1.05	5.41	5.91	Same as LUC 710	94%	Appendix A: LUC 492	41.80	\$41,448.72	\$269.20	\$3,794.10	\$639.17	\$37,015
494		Small Business Gyms	1,000 sf	41.14	ITE 12th Edition	5.15	1.05	5.41	5.91	Same as LUC 710	94%	Appendix A: LUC 492	57.28	\$56,802.15	\$368.92	\$5,199.51	\$639.17	\$50,963
495		Dance Studio (Martial Arts/Music Lessons)	1,000 sf	28.82	ITE 12th Edition	3.37	1.05	3.54	4.04	Appendix A: LUC N/A Specialty Retail	85%	Appendix A: LUC N/A Specialty Retail	23.74	\$23,545.51	\$152.92	\$2,155.29	\$639.17	\$20,751
532	Institutional	Private School	Employees	25.15	ITE 12th Edition	3.31	1.05	3.48	3.98	50% of LUC 210:Travel Demand Model	80%	Based on LUC 710 (adjusted)	19.15	\$18,994.22	\$123.36	\$1,738.68	\$588.03	\$16,668
550		University/College	Employees	8.89	ITE 12th Edition	6.62	1.05	6.95	7.45	Appendix A: LUC 550	100%	Appendix A: LUC 550	16.93	\$16,785.15	\$109.02	\$1,536.47	\$127.83	\$15,121
560		Church / Public Assembly	1,000 sf	6.78	ITE 12th Edition	3.91	1.05	4.11	4.61	Appendix A: LUC 560	90%	2020 Update Study	6.86	\$6,804.78	\$44.20	\$622.89	\$0.00	\$6,182
565 ¹		Day Care	1,000 sf	39.30	ITE 12th Edition	2.03	1.05	2.13	2.63	Appendix A: LUC 565	73%	Appendix A: LUC 565	16.75	\$16,610.28	\$107.88	\$1,520.46	\$651.95	\$14,438
565 ²		Daycare/Schools on the same property of a church	1,000 sf	39.30	ITE 12th Edition	2.03	1.05	2.13	2.63	Same as LUC 565	73%	Same as LUC 565	16.75	\$16,610.28	\$107.88	\$1,520.46	\$651.95	\$14,438
590		Library	1,000 sf	72.05	ITE 12th Edition	6.62	1.05	6.95	7.45	Same as LUC 210	49%	2020 Update Study	67.22	\$66,658.18	\$432.93	\$6,101.71	\$0.00	\$60,556

ITE LUC	LUC Category	Land Use	Unit	Trip Rate	Trip Rate Source*	Initial Trip Length	Trip Length Adj. Factor	Assessable Trip Length ¹	Total Trip Length	Trip Length Source ¹	% New Trips	% New Trips Source ¹	Net VMT ⁽²⁾	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Ad Valorem Credit	2026 Net Impact Fee
610	Medical	Hospital	Bed	23.87	ITE 12th Edition	6.62	1.05	6.95	7.45	Same as LUC 210	78%	Midpoint of LUC 310 & LUC 721	35.45	\$35,153.65	\$228.32	\$3,217.87	\$51.13	\$31,885
620		Nursing Home	1,000 sf	6.75	ITE 12th Edition	2.59	1.05	2.72	3.22	Appendix A: LUC 620	89%	Appendix A: LUC 620	4.48	\$4,437.71	\$28.82	\$406.22	\$575.25	\$3,456
640		Animal Hospital/Veterinary Clinic	1,000 sf	21.50	ITE 12th Edition	1.90	1.05	2.00	2.50	Appendix A: LUC 640	70%	Appendix A: LUC 640	8.22	\$8,155.59	\$52.97	\$746.54	\$651.95	\$6,757
650		Free-Standing Emergency Room >1/4 mile from Hospital	1,000 sf	24.94	ITE 12th Edition	6.62	1.05	6.95	7.45	Same as LUC 210	78%	Midpoint of LUC 310 & LUC 721	37.04	\$36,729.45	\$238.55	\$3,362.11	\$651.95	\$32,715
710 ¹	Office	General Office 10,000-50,000 sf	1,000 sf	8.71	ITE 12th Edition	5.15	1.25	6.44	6.94	Appendix A: LUC 710	92%	Appendix A: LUC 710	11.86	\$12,449.73	\$90.97	\$1,282.07	\$651.95	\$10,516
710 ²		General Office 50,001-100,000 sf	1,000 sf	8.53	ITE 12th Edition	5.15	1.25	6.44	6.94	Appendix A: LUC 710	92%	Appendix A: LUC 710	11.62	\$12,196.83	\$89.12	\$1,256.02	\$651.95	\$10,289
710 ³		General Office 100,001-200,000 sf	1,000 sf	8.35	ITE 12th Edition	5.15	1.25	6.44	6.94	Appendix A: LUC 710	92%	Appendix A: LUC 710	11.38	\$11,943.92	\$87.27	\$1,229.98	\$651.95	\$10,062
710 ⁴		General Office greater than 200,000 sf	1,000 sf	8.18	ITE 12th Edition	5.15	1.25	6.44	6.94	Appendix A: LUC 710	92%	Appendix A: LUC 710	11.15	\$11,702.52	\$85.51	\$1,205.12	\$651.95	\$9,845
712		Small Office Building 10,000 sf or less	1,000 sf	14.39	ITE 12th Edition	5.15	1.25	6.44	6.94	Same as LUC 710	92%	Same as LUC 710	19.61	\$20,577.35	\$150.35	\$2,119.04	\$651.95	\$17,806
720 ¹		Medical/Dental Office (Within/Near Hospital) (1/2 mile)	1,000 sf	32.59	ITE 12th Edition	5.55	1.25	6.94	7.44	Appendix A: LUC 720	89%	Appendix A: LUC 720	46.30	\$48,584.86	\$354.99	\$5,003.24	\$651.95	\$42,930
720 ²		Medical/Dental Office (Stand-Alone)	1,000 sf	34.03	ITE 12th Edition	5.55	1.25	6.94	7.44	Appendix A: LUC 720	89%	Appendix A: LUC 720	48.34	\$50,731.59	\$370.68	\$5,224.31	\$651.95	\$44,855
720 ³		Massage Spa	1,000 sf	34.03	Orange County Use / ITE 12th Edition	5.55	1.25	6.94	7.44	Same as LUC 720	89%	Same as LUC 720	48.34	\$50,731.59	\$370.68	\$5,224.31	\$651.95	\$44,855
720 ⁴		Medical spa, aesthetic clinic, or cosmetic clinic	1,000 sf	34.03	Orange County Use / ITE 12th Edition	5.55	1.25	6.94	7.44	Same as LUC 720	89%	Same as LUC 720	48.34	\$50,731.59	\$370.68	\$5,224.31	\$651.95	\$44,855
720 ⁵		Chiropractor's Office	1,000 sf	34.03	Orange County Use / ITE 12th Edition	5.55	1.25	6.94	7.44	Same as LUC 720	89%	Same as LUC 720	48.34	\$50,731.59	\$370.68	\$5,224.31	\$651.95	\$44,855
732		United States Post Office	1,000 sf	103.94	ITE 10th Edition	5.15	1.25	6.44	6.94	Same as LUC 710	49%	2020 TGR (ITE 10th Edition)	75.44	\$79,162.52	\$578.41	\$8,152.11	\$651.95	\$70,358
815	Retail	Free-Standing Discount Store	1,000 sf	53.87	ITE 12th Edition	2.40	1.05	2.52	3.02	Same as LUC 820 (100-200k)	67%	Same as LUC 820 (100-200k)	24.91	\$24,705.77	\$160.46	\$2,261.50	\$639.17	\$21,805
816		Hardware/Paint Store	1,000 sf	8.07	ITE 12th Edition	1.87	1.05	1.96	2.46	Same as LUC 820 (<50k)	56%	Same as LUC 820 (<50k)	2.43	\$2,410.29	\$15.65	\$220.63	\$639.17	\$1,550
820 ¹		Retail/Tourist Retail: 100,001-200,000 sfgla Shopping Center (>150K)	1,000 sfgla	68.81	ITE 12th Edition	2.40	1.05	2.52	3.02	Appendix A: Figure A-3	67%	Appendix A: Figure A-3	31.82	\$31,559.63	\$204.97	\$2,888.88	\$639.17	\$28,032
820 ²		Retail/Tourist Retail: 200,001-300,000 sfgla	1,000 sfgla	60.44	ITE 12th Edition	2.52	1.05	2.65	3.15	Appendix A: Figure A-2	71%	Appendix A: Figure A-3	31.10	\$30,843.14	\$200.32	\$2,823.30	\$639.17	\$27,381
820 ³		Retail/Tourist Retail: 300,001-400,000 sfgla	1,000 sfgla	55.13	ITE 12th Edition	2.64	1.05	2.77	3.27	Appendix A: Figure A-2	73%	Appendix A: Figure A-3	30.56	\$30,300.40	\$196.79	\$2,773.62	\$639.17	\$26,888
820 ⁴		Retail/Tourist Retail: 400,001-500,000 sfgla	1,000 sfgla	51.33	ITE 12th Edition	2.75	1.05	2.89	3.39	Appendix A: Figure A-2	75%	Appendix A: Figure A-3	30.45	\$30,191.85	\$196.09	\$2,763.68	\$639.17	\$26,789
820 ⁵		Retail/Tourist Retail: 500,001-1,000,000 sfgla	1,000 sfgla	41.12	ITE 12th Edition	3.34	1.05	3.51	4.01	Appendix A: Figure A-2	81%	Appendix A: Figure A-3	32.00	\$31,730.85	\$206.09	\$2,904.55	\$639.17	\$28,187

ITE LUC	LUC Category	Land Use	Unit	Trip Rate	Trip Rate Source*	Initial Trip Length	Trip Length Adj. Factor	Assessable Trip Length ¹	Total Trip Length	Trip Length Source ¹	% New Trips	% New Trips Source ¹	Net VMT ⁽²⁾	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Ad Valorem Credit	2026 Net Impact Fee
820 ⁶		Retail/Tourist Retail: 1,000,001-1,200,000 sfgla	1,000 sfgla	38.78	ITE 12th Edition	3.57	1.05	3.75	4.25	Appendix A: Figure A-2	82%	Appendix A: Figure A-3	32.65	\$32,378.09	\$210.29	\$2,963.80	\$639.17	\$28,775
820 ⁷		Retail/Tourist Retail: greater than 1,200,000 sfgla	1,000 sfgla	36.92	ITE 12th Edition	3.80	1.05	3.99	4.49	Appendix A: Figure A-2	83%	Appendix A: Figure A-3	33.49	\$33,213.42	\$215.71	\$3,040.26	\$639.17	\$29,534
821		Shopping Plaza (40-150K)	1,000 sfgla	101.43	ITE 12th Edition	2.29	1.05	2.40	2.90	Appendix A: Figure A-2	62%	Appendix A: Figure A-3	41.42	\$41,073.24	\$266.76	\$3,759.73	\$639.17	\$36,674
822		Strip Retail Plaza 40K sfgla or less	1,000 sfgla	54.45	ITE 12th Edition	1.87	1.05	1.96	2.46	Appendix A: Figure A-2	56%	Appendix A: Figure A-3	16.40	\$16,262.71	\$105.62	\$1,488.64	\$639.17	\$14,135
840		New/Used Auto Sales	1,000 sf	28.86	ITE 12th Edition (adjusted)	4.60	1.05	4.83	5.33	Appendix A: LUC 840/841	79%	Appendix A: LUC 840/841	30.16	\$29,912.08	\$194.27	\$2,738.07	\$639.17	\$26,535
850		Supermarket	1,000 sf	108.70	ITE 12th Edition (adjusted)	2.08	1.05	2.18	2.68	Appendix A: LUC 850	56%	Appendix A: LUC 850	36.42	\$36,111.56	\$234.54	\$3,305.55	\$639.17	\$32,167
851		Convenience Store	1,000 sf	651.94	ITE 12th Edition	1.51	1.05	1.59	2.09	Appendix A: LUC 853	28%	Appendix A: LUC 853	79.28	\$78,615.47	\$510.59	\$7,196.24	\$639.17	\$70,780
862		Home Improvement Superstore	1,000 sf	30.65	ITE 12th Edition	2.40	1.05	2.52	3.02	Same as LUC 820 (100-200k)	67%	Same as LUC 820 (100-200k)	14.17	\$14,056.65	\$91.30	\$1,286.71	\$639.17	\$12,131
863		Electronics Superstore	1,000 sf	41.05	ITE 12th Edition	1.87	1.05	1.96	2.46	Same as LUC 820 (<50k)	56%	Same as LUC 820 (<50k)	12.36	\$12,260.50	\$79.63	\$1,122.29	\$639.17	\$10,499
881		Drug Store	1,000 sf	107.20	ITE 12th Edition	2.08	1.05	2.18	2.68	Appendix A: LUC 880/881	32%	Appendix A: LUC 880/881	20.52	\$20,350.43	\$132.17	\$1,862.82	\$639.17	\$17,848
899		Liquor Store	1,000 sf	107.21	ITE 12th Edition	2.08	1.05	2.18	2.68	Same as LUC 880	44%	Same as LUC 880	28.22	\$27,984.44	\$181.75	\$2,561.62	\$639.17	\$24,784
911	Services	Bank/Savings Walk-In	1,000 sf	57.32	ITE 12th Edition (adjusted)	2.46	1.05	2.58	3.08	Same as LUC 912	46%	Same as LUC 912	18.65	\$18,498.40	\$120.14	\$1,693.29	\$1,904.72	\$14,900
912		Bank/Savings Drive-In	1,000 sf	98.85	ITE 12th Edition	2.46	1.05	2.58	3.08	Appendix A: LUC 912	46%	Appendix A: LUC 912	32.17	\$31,903.26	\$207.21	\$2,920.34	\$1,904.72	\$27,078
929		High-Volume fast-Food Restaurant (multi order lanes, multi service lanes, and vehicle-side ordering & food delivery)	1,000 sf	653.22	ITE 12th Edition	2.05	1.05	2.15	2.65	Appendix A: LUC 930	58%	Appendix A: LUC 930	223.38	\$221,516.82	\$1,438.71	\$20,277.04	\$1,521.22	\$199,719
931		Fine Dining Restaurant	1,000 sf	79.03	ITE 12th Edition	3.14	1.05	3.30	3.80	Appendix A: LUC 931	77%	Appendix A: LUC 931	54.96	\$54,497.65	\$353.95	\$4,988.56	\$1,239.99	\$48,269
932		High-Turnover Restaurant	1,000 sf	120.53	ITE 12th Edition (adjusted)	3.17	1.05	3.33	3.83	Appendix A: LUC 932	71%	Appendix A: LUC 932	78.02	\$77,370.99	\$502.51	\$7,082.33	\$1,239.99	\$69,049
934		Fast Food Restaurant w/Drive-Thru	1,000 sf	371.76	ITE 12th Edition (adjusted)	2.05	1.05	2.15	2.65	Appendix A: LUC 934	58%	Appendix A: LUC 934	127.13	\$126,069.46	\$818.79	\$11,540.05	\$1,521.22	\$113,008
936		Coffee/Donut Shop Without Drive-Through Window (Local Coffee Shops)	1,000 sf	265.23	ITE 12th Edition	2.05	1.05	2.15	2.65	Same as LUC 933	58%	Same as LUC 933	90.70	\$89,942.52	\$584.16	\$8,233.09	\$1,521.22	\$80,188
937		Coffee/Donut/Soda Shop with Drive-Thru	1,000 sf	519.21	ITE 12th Edition	2.05	1.05	2.15	2.65	Same as LUC 934	58%	Same as LUC 934	177.55	\$176,072.00	\$1,143.55	\$16,117.14	\$1,521.22	\$158,434
941		Quick Lubrication Vehicle Shop	1,000 sf	69.57	ITE 12th Edition	3.62	1.05	3.80	4.30	Same as LUC 942	100%	Same as LUC 942	72.43	\$71,828.36	\$466.51	\$6,574.97	\$524.12	\$64,729
942		Automobile Care Center - Auto Body Shop (car wrapping services, paint booth, window tinting)	1,000 sf	33.89	ITE 12th Edition	3.62	1.05	3.80	4.30	Appendix A: LUC 942	100%	Appendix A: LUC 942	35.28	\$34,990.13	\$227.25	\$3,202.90	\$524.12	\$31,263
944		Gas Station with or w/o Convenience Market <2,000 sq ft	Fuel Pos.	172.01	ITE 12th Edition	1.90	1.05	2.00	2.50	Appendix A: LUC 944/945	23%	Appendix A: LUC 944/945	21.62	\$21,438.80	\$139.24	\$1,962.45	\$51.13	\$19,425
945		Gas Station w/Convenience Market >2,000 sq ft	Fuel Pos.	225.36	ITE 12th Edition	1.90	1.05	2.00	2.50	Same as LUC 947	23%	Same as LUC 947	28.32	\$28,087.56	\$182.42	\$2,571.06	\$51.13	\$25,465

ITE LUC	LUC Category	Land Use	Unit	Trip Rate	Trip Rate Source*	Initial Trip Length	Trip Length Adj. Factor	Assessable Trip Length ¹	Total Trip Length	Trip Length Source ¹	% New Trips	% New Trips Source ¹	Net VMT ⁽²⁾	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Ad Valorem Credit	2026 Net Impact Fee
947		Self-Service Car Wash	wash station	108.00	ITE 12th Edition	2.18	1.05	2.29	2.79	Same as LUC 948	68%	Appendix A: LUC 946	45.84	\$45,460.51	\$295.26	\$4,161.33	\$51.13	\$41,248
948		Automated Car Wash	1,000 sf	323.12	ITE 12th Edition	2.18	1.05	2.29	2.79	Appendix A: LUC 947	68%	Appendix A: LUC 947	137.76	\$136,613.82	\$887.28	\$12,505.25	\$204.53	\$123,904
975		Drinking Place	1,000 sf	62.83	ITE 12th Edition (adjusted)	1.87	1.05	1.96	2.46	Same as LUC 820 (<50k)	56%	Same as LUC 820 (<50k)	18.92	\$18,766.70	\$121.89	\$1,717.85	\$639.17	\$16,410
110	Industrial	General Light Industrial	1,000 sf	3.60	ITE 12th Edition	5.15	1.05	5.41	5.91	Same as LUC 710	92%	Same as LUC 710	4.91	\$4,324.25	\$31.60	\$445.31	\$281.23	\$3,598
140		Manufacturing	1,000 sf	4.27	ITE 12th Edition	5.15	1.05	5.41	5.91	Same as LUC 710	92%	Same as LUC 710	5.82	\$5,129.04	\$37.48	\$528.19	\$281.23	\$4,320
150		Warehouse	1,000 sf	1.38	ITE 12th Edition	5.15	1.05	5.41	5.91	Same as LUC 710	92%	Same as LUC 710	1.88	\$1,657.63	\$12.11	\$170.70	\$255.67	\$1,231
151		Mini-Warehouse	1,000 sf	1.29	ITE 12th Edition	3.51	1.05	3.69	4.19	Midpoint of LUC 710 & LUC 820 <50k	92%	Same as LUC 710	1.20	\$1,056.08	\$7.72	\$108.75	\$255.67	\$692
154		High-Cube Transload and Short-Term Storage Warehouse	1,000 sf	1.88	ITE 12th Edition	5.15	1.05	5.41	5.91	Same as LUC 709	92%	Same as LUC 709	2.56	\$2,258.22	\$16.50	\$232.55	\$255.67	\$1,770
160		Data Center	1,000 sf	0.73	ITE 12th Edition	5.15	1.05	5.41	5.91	Same as LUC 710	92%	Same as LUC 710	0.99	\$876.86	\$6.41	\$90.30	\$255.67	\$531

1) Initial trip length multiplied by the trip length adjustment factor
2) Net VMT (Vehicle Miles Traveled) 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

APPENDIX F

ITE Land Use Codes & Descriptions

ITE Land Use Codes & Descriptions

(200-299) Residential

- **210 Single-Family Detached Housing:** A single-family detached housing site includes any single-family detached home on an individual lot. A typical site surveyed is a suburban subdivision.
- **220 Multifamily Housing (Low-Rise):** Low-rise multifamily housing is a residential building with two or three floors (levels) of residences. Various configurations fit this description, including the following: Walk-up apartment or multiplex—access to the individual dwelling units is typically internal to the structure and provided through a shared entry, stairway, and hallway. Mansion apartment with several dwelling units within what appears from the outside to be a single-family dwelling unit. Stacked townhouses are designed to match the external appearance of a townhouse, but which has dwelling units that share both floors and walls and with access through a central entry and stairway.
- **221 Multifamily Housing (Mid-Rise):** Mid-rise multifamily housing is a residential building with between four and 10 floors of residence. Access to individual dwelling units is through an outside building entrance, a lobby, elevator, and a set of hallways.
- **222 Multifamily Housing (High-Rise):** High-rise multifamily housing is a residential building with more than 10 floors (levels) of residence. Access to individual dwelling units is through an outside building entrance, a lobby, elevators, and a set of hallways.
- **223 Affordable Housing:** Affordable housing includes all multifamily housing that is rented at below market rate. Facilities that are subject to income limitations must also include at least one employed member. Facilities with age restrictions or residents with special needs may not have any employed household members. Eligibility to live in affordable housing can be a function of limited household income, resident age, or special needs.
- **225 Off-Campus Student Apartment (Low-Rise):** An off-campus student apartment (low-rise) complex has two or three floors of living space and houses college or university students. The apartments are typically rented by the bedroom, and most contain a common area or shared living space (living room, kitchen, dining area). Each bedroom typically has a private bath. These apartments are sometimes called “independent bedroom apartments.” The dwelling unit typically ranges in size between a studio apartment and a five-bedroom apartment. It can be rented, furnished or unfurnished. It is common for each apartment to have a washer and dryer. The property is typically located near or within walking distance of a college campus and provides student-related amenities such as free high-speed Internet, a study lounge, fitness center, sports court, and swimming pool. An off-campus student apartment complex typically provides security and 24-hour emergency maintenance.
- **230 Low-Rise Residential with Ground-Floor Commercial:** Low-rise residential with ground-floor commercial is a mixed-use multifamily housing building with two or three floors of residential living space and commercial space open to the public on the ground level. These facilities are typically found in urban and center city core settings.

- **231 Mid-Rise Residential with Ground-Floor Commercial:** Mid-rise residential with ground-floor commercial is a mixed-use multifamily housing building with between four and 10 floors of residential living space and commercial space open to the public on the ground level. These facilities are typically found in urban and center city core settings.
- **232 High-Rise Residential with Ground-Floor Commercial:** High-rise residential with ground-floor commercial is a mixed-use multifamily housing building with more than 10 floors of residential living space and commercial space open to the public on the ground level. These facilities are typically found in urban and center city core settings.
- **240 Mobile Home Park:** A mobile home park typically consists of manufactured homes that are sited and installed on permanent foundations. The mobile home park typically includes community facilities such as a recreation room, swimming pool, and laundry facilities.
- **251 Senior Adult Housing—Single-Family:** Senior adult housing—single-family sites are independent living developments that are called various names including retirement communities, age-restricted housing, and active adult communities. The development has a specific age restriction for its residents, typically a minimum of 55 years of age for at least one resident of the household. Residents in these communities are typically considered active and require little to no medical supervision. The percentage of retired residents varies by development. The development may include amenities such as a golf course, swimming pool, 24-hour security, transportation, and common recreational facilities. They generally lack centralized dining and on-site health facilities. The dwelling units can be either detached or attached. The types of housing types represented by sites in the database include traditional single-family detached homes, patio homes, duplexes, and townhouses. Single-family attached housing includes any single-family housing unit that shares a wall with an adjoining dwelling unit, whether the walls are for living space, a vehicle garage, or storage space.
- **252 Senior Adult Housing—Multifamily:** Senior adult housing—multifamily sites are independent living developments that are called various names including retirement communities, age-restricted housing, and active adult communities. The development has a specific age restriction for its residents, typically a minimum of 55 years of age for at least one resident of the household. Each housing unit shares a floor or ceiling with an adjoining dwelling unit. Residents in these communities are typically considered active and require little to no medical supervision. The percentage of retired residents varies by development. The development may include amenities such as a swimming pool, 24-hour security, transportation, and common recreational facilities. They generally lack centralized dining and on-site health facilities.
- **254 Assisted Living:** An assisted living complex is a residential setting that provides either routine general protective oversight or assistance with activities necessary for independent living to persons with mental or physical limitations. The typical resident has difficulty managing in an independent living arrangement but does not require nursing home care. Its centralized services typically include dining, housekeeping, social and physical activities, medication administration, and communal transportation. The complex commonly provides separate living quarters for each resident. Alzheimer's and ALS care are commonly offered at assisted living facilities. Living quarters for these patients may be located separately from the other residents. Assisted care

commonly bridges the gap between independent living and a nursing home. In some areas, an assisted living residence may be called personal care, residential care, or domiciliary care. Staff may be available at an assisted care facility 24 hours a day, but skilled medical care—which is limited in nature—is not required. Nursing home (Land Use 620) is a related use.

- **265 Timeshare:** A timeshare is a development where multiple purchasers buy interests in the same property, and each purchaser receives the right to use the facility for a period of time each year. The shared property is commonly a vacation or recreational condominium.

(300-399) Lodging

- **310 Hotel:** A hotel is a place of lodging that provides overnight accommodation and supporting facilities such as a full-service restaurant, concierge service, valet parking, cocktail lounge, meeting rooms, banquet room, and convention facilities. A hotel typically provides a swimming pool or another recreational facility such as a fitness room.
- **320 Motel:** A motel is a place of lodging that provides overnight accommodation and provides little or no meeting space and few supporting facilities. Exterior corridors accessing rooms (immediately adjacent to a parking lot) are common for a motel.
- **330 Resort Hotel:** A resort hotel is similar to a hotel (Land Use 310) in that it provides overnight accommodation, full-service restaurants, cocktail lounges, retail shops, and guest services, such as concierge and valet service. The primary difference is that a resort hotel caters to the tourist and vacation industry, often providing a wide variety of recreational facilities/programs (e.g., golf courses, tennis courts, beach access, or other amenities) rather than convention and meeting business.

(400-499) Recreational

- **430 Golf Course:** A golf course is an expansive landscaped area that includes a series of golf holes, each consisting of a tee, fairway, and putting green. The site may have a driving range, clubhouse with a pro shop, restaurant, lounge, or banquet facility.
- **435 Multipurpose Recreational Facility:** A multipurpose recreational facility contains two or more of the following recreational land uses combined at a single site: miniature golf, batting cages, video arcade, bumper boats, go-carts, or golf driving range. A refreshment area or restaurant/bar may also be available on-site.
- **437 Bowling Alley:** A bowling alley is a recreational facility that includes bowling lanes. A small lounge, restaurant and/or snack bar, video games, and pool tables may also be available.
- **445 Movie Theater:** A movie theater is a place where movies are screened for public entertainment. A theater includes a lobby, refreshment area, and audience seating for each movie screen. Amenities such as reclining seats, tiered stadium seating, and assigned seating are sometimes offered. A theater can be stand-alone or part of a larger retail complex.
- **488 Soccer Field:** A soccer field is an indoor or outdoor facility that is used for non-professional soccer games. It may consist of multiple fields. The size of each field within the land use may vary to accommodate games for different age groups. On-site amenities may include stadium seating, a

fitness trail, an activities shelter, an aquatic center, picnic grounds, basketball and tennis courts, vendors selling food or merchandise, and a playground.

- **489 Pickleball Courts:** Pickleball courts are indoor or outdoor facilities specifically designed for playing pickleball. Pickleball courts can be either public or private facilities. They may be specifically designed for playing pickleball or converted from existing tennis courts. Pickleball courts may be used for drop-in or open play sessions, reserved court times, instructional clinics, or organized events and tournaments. Private pickleball clubs typically offer indoor climate-controlled playing environments, multiple courts, viewing areas, pro shop services, and food and beverage options. These facilities typically operate on a membership or pay-to-play basis and are designed for year-round use. Outdoor facilities can feature stand-alone pickleball courts or dedicated pickleball courts as part of broader recreational complexes. They are generally accessible to the public, with operations managed by municipal or regional park systems or affiliated with private sports and leisure organizations. This land use excludes large-scale sports complexes that offer multiple sports or substantial spectator facilities.
- **491 Racquet/Tennis Club:** A racquet/tennis club is a privately-owned facility that primarily caters to racquet sports (tennis, racquetball, pickleball, handball, squash) both indoor and outdoor. This land use may also provide ancillary facilities, such as a whirlpool, sauna, spa, weight room, snack bar, or retail store. Some sites offer daycare. Some sites offer competitive team sports. These facilities are membership clubs that may allow access to the general public for a fee.
- **492 Health/Fitness Club:** A health/fitness club is a privately-owned facility primarily focused on individual fitness or training. It typically provides exercise classes, fitness equipment, a weight room, spa, lockers rooms, and a small restaurant or snack bar. This land use may also include ancillary facilities such as a swimming pool, whirlpool, sauna, limited retail, and tennis, pickleball, racquetball, or handball courts. These facilities are membership clubs that may allow access to the public for a fee. The primary difference between Health/Fitness Club (Land Use 492) and Athletic Club (Land Use 493) is that a Health/Fitness Club primarily focuses on individual fitness or training, whereas an Athletic Club also includes competitive team sport activities and social facilities.
- **494 Boutique Fitness Studio:** A boutique fitness studio is a small-scale, privately-owned facility that primarily focuses on individual fitness or training. It typically provides group exercise classes in a focused, high-intensity, or low-impact environment, with the use of specialized fitness equipment. The studio is distinguished by a strong emphasis on client experience, often offering pop-up classes, themed workouts, and personalized celebrations of class milestones to foster loyalty and enhance member engagement. This land use excludes studios with ancillary facilities such as locker rooms, pools, or saunas. The studios are primarily located within an integrated group of commercial establishments and are designed to accommodate class-based fitness sessions rather than open gym access. Memberships or class packages are typically required for participation.
- **495 Recreational Community Center:** A recreational community center is a stand-alone public facility similar to and including YMCAs. These facilities often include classes and clubs for adults and children, a day care or nursery school, meeting rooms and other social facilities, swimming

pools and whirlpools, saunas, tennis, racquetball, handball, pickleball, basketball and volleyball courts, outdoor athletic fields/courts, exercise classes, weightlifting and gymnastics equipment, locker rooms, and a restaurant or snack bar. Public access is typically allowed, and a membership fee may be charged.

(500-599) Institutional

- **532 Private School (K-12):** A private school (K-12) serves students attending kindergarten through the 12th grade. The school may also offer pre-kindergarten classes and extended care and day care. Students may travel a long distance from their residence to the private school.
- **550 University/College:** This land use includes 4-year universities or colleges that may or may not offer graduate programs.
- **560 Church:** A church is a building in which public worship services are held. A church houses an assembly hall or sanctuary. It may also house meeting rooms, classrooms, and, occasionally, dining, catering, or event facilities.
- **565 Day Care Center:** A day care center is a facility where care for preschool children is provided, normally during daytime hours. A day care facility generally includes classrooms, offices, eating areas, and playgrounds. A center may also provide after-school care for school-age children.
- **590 Library:** A library is a facility that houses shelved books and reading rooms or areas. A library may also provide meeting rooms. A library can be either a public or private entity.

(600-699) Medical

- **610 Hospital:** A hospital is an institution where medical or surgical care and overnight accommodations are provided to non-ambulatory and ambulatory patients. In this context, the term “hospital” does not refer to a walk-in clinic (a facility that provides diagnoses and outpatient care only) or to a nursing home (a facility devoted to the care of persons unable to care for themselves). Patient visits can be by appointment or as a walk-in (typically, through an emergency department).
- **620 Nursing Home:** A nursing home is a facility whose primary function is to provide care for persons who are unable to care for themselves. Examples include rest homes, chronic care homes, and convalescent homes. Skilled nurses and nursing aides are present 24 hours a day at these sites. Residents often require treatment from a registered healthcare professional for ongoing medical issues. Nursing home residents are not capable of operating vehicles. Traffic is entirely generated by employees, visitors, and deliveries. Assisted living (Land Use 254) and continuing care retirement community (Land Use 255) are related uses.
- **640 Animal Hospital/Veterinary Clinic:** An animal hospital or veterinary clinic is a facility that specializes in the medical care and treatment of animals.
- **650 Free-Standing Emergency Room:** A free-standing emergency room is a facility that specializes in personal medical care and treatment for life-threatening or severe injuries. The facility is structurally separate from a hospital. A free-standing emergency room has more resources, specialists, and a team of doctors at its disposal to treat more severe problems than an urgent care center or walk-in clinic. It is typically open 24 hours a day every day of the year.

(700-799) Office

- **710 General Office Building:** A general office building is a building with multiple tenants that employ persons in the management, direction, or conduct of legal, accounting, engineering, consulting, real estate, insurance, financial, or other professional services. A general office building with a gross floor area of 10,000 square feet or less is classified as a small office building (Land Use 712).
- **712 Small Office Building:** A small office building is the same as a general office building (Land Use 710) but with less than or equal to 10,000 square feet of gross floor area. The building is a location where affairs of business, commercial or industrial organization, or professional person or firm are conducted. Specialty trade contractor (Land Use 180) is a related use.
- **720 Medical-Dental Office Building:** A medical-dental office building is a facility or clinic with one or more tenants that provides diagnoses and outpatient care on a routine basis. Tenants range from individual private physicians and dentists to large medical practices. Patient visits are by appointment only. Walk-in clinic (Land Use 630) is a related use.
- **732 United States Post Office:** A United States post office is a federal building that contains service windows for mailing packages and letters, post office boxes, offices, mail sorting and distributing facilities, and vehicle storage areas.

(800-899) Retail

- **815 Free-Standing Discount Store:** A discount store is similar to a free-standing discount superstore (Land Use 813) with the exception that it does not contain a full-service grocery department. A discount store typically offers centralized cashiering, sells products that are advertised at discount prices, offers a variety of customer services, and maintains long hours 7 days a week. The stores included in this land use are often the only ones on the site, but they can also be found in mutual operation with a related or unrelated garden center and/or service station. A free-standing discount store can also be found on a separate parcel within a retail complex, with or without its own dedicated parking.
- **816 Hardware/Paint Store:** A hardware/paint store is a free-standing building that sells hardware and paint supplies.
- **820 Shopping Center (>150k):** A shopping center is an integrated group of commercial establishments planned, developed, owned, and managed as a unit. Each study site in this land use has at least 150,000 square feet of gross leasable area (GLA). It often has more than one anchor store. Depending on its specific size and tenants, various names can be assigned to a shopping center within this size range, including community center, regional center, superregional center, fashion center, and power center. A shopping center of this size typically contains more than retail merchandising facilities, with common tenants including office space, a movie theater, restaurants, a post office, banks, a health club, and recreational facilities. A shopping center of this size can be enclosed or open-air. The vehicle trips generated at a shopping center are based upon the total GLA of the center. In the case of a smaller center without an enclosed mall or peripheral buildings, the GLA is the same as the gross floor area of the building. The 150,000-square-foot GLA

threshold value between a community/regional shopping center and a shopping plaza (Land Use 821) is based on an examination of trip generation data. For a shopping plaza smaller than the threshold value, the presence or absence of a supermarket within the plaza has a measurable effect on site trip generation. For a shopping center that is larger than the threshold value, the trips generated by its other major tenants mask any effects of the presence or absence of an on-site supermarket.

- **821 Shopping Plaza (40-150k):** A shopping plaza is an integrated group of commercial establishments planned, developed, owned, and managed as a unit. Each study site in this land use has between 40,000 and 150,000 square feet of gross leasable area (GLA). The term “plaza” in the land use name rather than “center” is simply a distinction between the different shopping center size ranges. Various other names are commonly used to categorize a shopping plaza within this size range depending on its specific size and tenants, such as neighborhood center, community center, and fashion center. A supermarket is often the major tenant of a shopping plaza, but many shopping centers are anchored by home improvement, discount, or other stores. A shopping plaza typically contains more than retail merchandising facilities. Common tenants include office space, a movie theater, restaurants, a post office, banks, a health club, and recreational facilities. A shopping plaza is almost always open-air and the GLA is the same as the gross floor area of the building. The 150,000-square-foot GLA threshold value between a shopping plaza and a shopping center (Land Use 820) is based on an examination of trip generation data. For a shopping plaza that is smaller than the threshold value, the presence or absence of a supermarket within the plaza has a measurable effect on site trip generation. For a shopping center that is larger than the threshold value, the trips generated by its other major tenants mask any effects of the presence or absence of an on-site supermarket. The 40,000-square-foot GFA threshold between a shopping plaza and a strip retail plaza (Land Use 822) was selected based on an examination of the overall shopping center/plaza database. All shopping plazas in the database with a supermarket as their anchor are larger than 40,000 square feet GLA.
- **822 Strip Retail Plaza (<40k):** A strip retail plaza is an integrated group of commercial establishments planned, developed, owned, and managed as a unit. Each study site in this land use has less than 40,000 square feet of gross leasable area (GLA). Because a strip retail plaza is open-air, its GLA is the same as the gross floor area of the building. The 40,000-square-foot GLA threshold between strip retail plaza and shopping plaza (Land Use 821) was selected based on an examination of the overall shopping center/plaza database. All shopping plazas in the database with a supermarket as their anchor are larger than 40,000 square feet GLA.
- **840 New/Used Auto Sales:** A new automobile sales dealership is typically located along a major arterial street characterized by abundant commercial development. The sale or leasing of new cars is the primary business at these facilities. However, the land use also commonly provides automobile servicing, parts sales, and used car sales. The dealerships may also provide truck sales and service.
- **850 Supermarket:** A supermarket is a free-standing retail store that sells a complete assortment of food, beverage, food preparation materials, and household products. A supermarket may also

provide additional products and services such as a bakery, dry cleaning, floral arrangements, greeting cards, a limited-service bank, and a pharmacy.

- **851 Convenience Store:** A convenience store is a small retail business that sells groceries and other everyday items that a person may need or want as a matter of convenience. Convenience stores are typically located along major thoroughfares to optimize motorist convenience. Extended hours of operation (with many open 24 hours, 7 days a week) further support the convenience of the store. A convenience store is also commonly called a convenience market. The product mix typically includes pre-packaged grocery items, beverages, dairy products, snack foods, confectionary, tobacco products, over-the-counter drugs, and toiletries. A convenience store commonly sells coffee and pre-made sandwiches and may sell alcohol, often limited to beer and wine. Made-to-order food orders are sometimes offered. Some stores offer limited seating. Convenience store/gas station (Land Use 945) is a related use.
- **862 Home Improvement Superstore:** A home improvement superstore is a free-standing facility that specializes in the sale of home improvement merchandise. The store generally offers a variety of customer services and centralized cashiering. A home improvement superstore typically maintains long store hours 7 days a week. Examples of items sold in the store include lumber, tools, paint, lighting, wallpaper and paneling, kitchen and bathroom fixtures, lawn equipment, and plant and garden accessories. The stores included in this land use are often the only ones on the site, but they can also be found in mutual operation with a related or unrelated garden center. A home improvement superstore is sometimes placed as a separate parcel within a retail complex, with or without its own dedicated parking. The buildings contained in this land use usually range in size between 75,000 and 200,000 square feet gross floor area. This land use does not include interior design stores.
- **863 Electronics Superstore:** An electronics superstore is a free-standing facility that specializes in the sale of electronic merchandise. A superstore generally offers a variety of customer services and centralized cashiering and typically maintains long store hours 7 days a week. Examples of items sold in these stores include televisions, audio and video equipment, software, telephones, computers, and general electronic accessories. Major home appliances may also be sold at these facilities. An electronics superstore is sometimes placed as a separate parcel within a retail complex, with or without its own dedicated parking.
- **881 Pharmacy/Drugstore with Drive-Through Window:** A pharmacy/drugstore is a retail facility that primarily sells prescription and non-prescription drugs. A pharmacy/drugstore also typically sells cosmetics, toiletries, medications, stationery, personal care products, limited food products, and general merchandise. The pharmacy/drugstores in this category have a drive-through window.
- **899 Liquor Store:** A liquor store specializes in the sale of prepackaged alcoholic beverages including wine, beer, and spirits intended to be consumed off the store's premises. Liquor stores may also include limited sales of soft drinks, snack foods, or alcohol-related merchandise.

(900-999) Services

- **911 Walk-in Bank:** A bank is a financial institution that can offer a wide variety of financial services. A walk-in bank does not have drive-in lanes but typically has a non-drive-through automatic teller



machine (ATM). A walk-in bank can be free-standing with its own parking lot or part of a larger retail complex.

- **912 Drive-in Bank:** A bank is a financial institution that can offer a wide variety of financial services. A drive-in bank provides banking services for a motorist through a teller station. A drive-in bank may also serve patrons who walk into the building. The drive-in lanes may or may not include an automatic teller machine (ATM).
- **929 High-Volume Fast-Food Restaurant:** A high-volume fast-food restaurant is designed to accommodate a high volume of customers using a combination of multiple order lanes, multiple service lanes, and vehicle-side ordering and delivery. The restaurant employs both ordering upon arrival and in advance using a mobile app. This type of restaurant may have seating (indoor or outdoor) or window service, but the primary customer base remains in their vehicles for ordering, pickup, and drive-away. During peak operations, the facility is characterized by multiple order lanes and meal delivery points (including walk-out lane-side delivery by employees to two or more drive-through lanes), as well as the routine deployment of staff with handheld order devices to expedite service. Active traffic management techniques are typically implemented on-site during peak meal service periods managed by restaurant staff. During lower-volume operations, food may be served through a traditional drive-through window in single-file operations fed by single or multiple order lanes (service lanes can be opened and closed depending on the time of day). Operations typically have long hours of service.
- **931 Fine Dining Restaurant:** A fine dining restaurant is a full-service eating establishment with a typical duration of stay of at least 1 hour. A fine dining restaurant generally does not serve breakfast; some do not serve lunch; all serve dinner. This type of restaurant often requests and sometimes requires a reservation and is generally not part of a chain. A patron commonly waits to be seated, is served by wait staff, orders from a menu and pays after the meal. Some of the study sites have lounge or bar facilities (serving alcoholic beverages), but meal service is the primary draw to the restaurant.
- **932 High-Turnover (Sit-Down) Restaurant:** This land use consists of sit-down, full-service eating establishments with a typical duration of stay of 60 minutes or less. This type of restaurant is usually moderately priced, frequently belongs to a restaurant chain, and is commonly referred to as casual dining. Generally, these restaurants serve lunch and dinner; they may also be open for breakfast and are sometimes open 24 hours a day. These restaurants typically do not accept reservations. A patron commonly waits to be seated, is served by wait staff, orders from a menu, and pays after the meal. Some facilities offer carry-out for a small proportion of its customers. Some facilities within this land use may also contain a bar area for serving food and alcoholic drinks.
- **934 Fast-Food Restaurant with Drive-Through Window:** This land use includes any fast-food restaurant with a drive-through window. This type of restaurant is characterized by a large drive-through and carry-out clientele, long hours of service (some are open for breakfast, all are open for lunch and dinner, some are open late at night or 24 hours a day) and high turnover rates for eat-in customers. The restaurant does not offer table service. A patron generally orders from a menu

board and pays before receiving the meal. A typical duration of stay for an eat-in patron is less than 30 minutes.

- **936 Coffee/Donut Shop without Drive-Through Window:** This land use includes any coffee and donut restaurant that does not have a drive-through window. The restaurant sells freshly brewed coffee (along with coffee-related accessories) and a variety of food and beverage products such as donuts, bagels, breads, muffins, cakes, sandwiches, wraps, salads, and other hot and cold beverages. The restaurant marketing and sales may emphasize coffee beverages over food (or vice versa). A coffee/donut shop typically maintains long store hours (more than 15 hours) with an early morning opening. Limited indoor seating is generally provided for patrons, but table service is not offered.
- **937 Coffee/Donut Shop with Drive-Through Window:** This land use includes any coffee and donut restaurant that has a drive-through window as well as a walk-in entrance area at which a patron can purchase and consume items. The restaurant sells freshly brewed coffee (along with coffee-related accessories) and a variety of food and beverage products such as donuts, bagels, breads, muffins, cakes, sandwiches, wraps, salads, and other hot and cold beverages. The restaurant's marketing and sales may emphasize coffee beverages over food (or vice versa). A coffee/donut shop typically maintains long store hours (more than 15 hours) with an early morning opening. Limited indoor seating is generally provided for patrons, but table service is not offered.
- **941 Quick Lubrication Vehicle Shop:** A quick lubrication vehicle shop is a business where the primary activity is to perform oil change services for motor vehicles. Other services provided may include preventative maintenance, such as fluid and filter changes. Automobile repair service is generally not provided.
- **942 Automobile Care Center:** An automobile care center houses numerous businesses that provide automobile-related services, such as repair and servicing, stereo installation, and seat cover upholstery.
- **944 Gasoline/Service Station:** This land use includes gasoline/service stations where the primary business is the fueling of motor vehicles. The sites included generally have a small building (less than 2,000 gross square feet) that houses a cashier and limited space for motor vehicle maintenance supplies and general convenience products. A gasoline/ service station may also have facilities for servicing and repairing motor vehicles.
- **945 Convenience Store/Gas Station:** A convenience store/gas station is a facility with a co-located convenience store and gas station. The convenience store sells groceries and other everyday items that a person may need or want as a matter of convenience. The gas station sells automotive fuels such as gasoline and diesel. The sites in this land use include both self-pump and attendant-pumped fueling positions and both pre-pay and post-pay operations. A convenience store/gas station is typically located along a major thoroughfare to optimize motorist convenience. Extended hours of operation (with many open 24 hours, 7 days a week) are common at these facilities. The convenience store product mix typically includes pre-packaged grocery items, beverages, dairy products, snack foods, confectionary, tobacco products, over-the-counter drugs, and toiletries. A convenience store may sell alcohol, often limited to beer and wine. Coffee and

premade sandwiches are also commonly sold at a convenience store. Made-to-order food orders are sometimes offered. Some stores offer limited seating.

- **947 Self-Service Car Wash:** A self-service car wash allows manual cleaning of vehicles by providing stalls for a motorist to park and wash a vehicle.
- **948 Automated Car Wash:** An automated car wash is a facility that allows for the mechanical cleaning of the exterior of vehicles. Manual cleaning services may also be available at the facility.
- **975 Drinking Place:** A drinking place contains a bar, where alcoholic beverages and food are sold, and possibly some types of entertainment, such as music, television screens, video games, or pool tables. Establishments that specialize in serving food but also have bars are not included in this land use.

(100-199) Industrial

- **110 General Light Industrial:** A general light industrial site is typically a single-tenant site devoted to light industrial activities, such as printing, material testing, assembly, fabrication, packaging, and processing materials.
- **140 Manufacturing:** A manufacturing facility is an area where the primary activity is the conversion of raw materials or parts into finished products. The size and type of activity may vary substantially from one facility to another. In addition to the actual production of goods, a manufacturing facility typically has an office and may provide space for warehouse, research, and associated functions.
- **150 Warehouse:** A warehouse is a large building primarily devoted to the storage of goods and materials but may also include office and maintenance areas. Stored goods can include raw materials, packing materials, parts, or other finished goods. A warehouse may provide long-term storage or serve as a distribution center for transferring goods between carriers (e.g., from long-haul carrier to a local delivery vehicle). A warehouse typically has loading docks to load and unload goods from trucks.
- **151 Mini-Warehouse:** A mini-warehouse is a building or a series of buildings in which a number of storage units or vaults are rented for the storage of goods. They are typically referred to as “self-storage” facilities. Each unit is physically separated from other units, and access is usually provided through an overhead door or other common access point. The site may also include additional storage area for recreational vehicles.
- **154 High-Cube Transload and Short-Term Storage Warehouse:** A high-cube warehouse (HCW) is a building that typically has at least 200,000 gross square feet of floor area, has a ceiling height of 24 feet or more, and is used primarily for the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses. A typical HCW has a high level of on-site automation and logistics management. The automation and logistics enable highly-efficient processing of goods through the HCW. A high-cube warehouse can be free-standing or located in an industrial park. The HCWs in this land use include transload and short-term storage facilities. A transload facility has the primary function of consolidation and distribution of pallet loads (or larger) for manufacturers, wholesalers, or retailers. A transload facility typically has little storage duration, high throughput, and highly efficient operations. A short-term HCW is a distribution facility often with custom/special features

built into the structure for the movement of large volumes of freight with only short-term storage of products.

- **160 Data Center:** A data center is a standalone, warehouse-style facility primarily used for the off-site storage of computer systems and related components, including applications and secure data. Some data centers may include maintenance areas and a small office and may be occupied by single or multiple tenants. Data centers typically have a small number of employees and visitors.