



Marion County

Board of County Commissioners

Public Hearing Meeting

Meeting Agenda

Friday, May 23, 2025

2:00 PM

**McPherson Governmental
Campus Auditorium**

Public Hearing Regarding Transportation Impact Fees

INTRODUCTION OF PUBLIC HEARING BY CHAIR KATHY BRYANT

PLEDGE OF ALLEGIANCE

ROLL CALL

PROOF OF PUBLICATION

STAFF PRESENTATION

1. [PUBLIC HEARING to Consider an Ordinance to Amend Chapter 10 of the Marion County Code Providing General Standards and Definitions Applicable to All Marion County Impact Fees, And Specifically Updating Transportation Impact Fees Including Findings, Rates, Technical Study, Administrative Procedures, And Finding Extraordinary Circumstances Supporting Rate Increases](#)

PUBLIC COMMENT

BOARD DISCUSSION AND CLOSING COMMENTS



Marion County

Board of County Commissioners Public Hearing Meeting

Agenda Item

File No.: 2025-19167

Agenda Date: 5/23/2025

Agenda No.: 1.

SUBJECT:

PUBLIC HEARING to Consider an Ordinance to Amend Chapter 10 of the Marion County Code Providing General Standards and Definitions Applicable to All Marion County Impact Fees, And Specifically Updating Transportation Impact Fees Including Findings, Rates, Technical Study, Administrative Procedures, And Finding Extraordinary Circumstances Supporting Rate Increases

INITIATOR:

**Tracy Straub, Assistant County
Administrator**

DEPARTMENT:

Administration

DESCRIPTION/BACKGROUND:

This Public Hearing is required to adopt an Ordinance that amends Chapter 10 of the Marion County Code regarding impact fees. As impact fees for fire protection and emergency medical services (EMS) are also being contemplated, limitations to only "Transportation Facilities" are shown stricken; and in some cases findings and actions specific to transportation are moved to new sections.

Transportation impact fees were suspended in 2011, updated in 2015 and reinitiated with a discounted rate in 2017. In accordance with Florida Statute, the County retained Benesch to conduct an up-to-date comprehensive study of transportation impact fees. Further, to re-establish or increase the impact fees, Florida Statute 163.31801, allows the Board to consider "extraordinary circumstances" necessitating the need to exceed the phase-in limits associated with the impact fees. "Extraordinary circumstances" are necessary should the Board increase fees by more than 50% of the current rate or increase fees by annual increments greater than 12.5%.

In accordance with Florida Statute, the two required public workshops for consideration of "extraordinary circumstances" were held on April 8, 2025 and May 6, 2025.

Marion County's continued growth requires additional capital transportation improvements. The study and extraordinary circumstances findings support impact fee rates to provide for such improvements. Upon adoption, updated transportation impact fee rates will go into effect for all Building Permit applications received on October 1, 2025 and thereafter.

BUDGET/IMPACT:

None

RECOMMENDED ACTION:

Motion to approve and authorize the Chairman to execute the Ordinance to amend Chapter 10 of the Marion County Code providing general standards and definitions applicable to all Marion County Impact Fees, and specifically updating transportation impact fees including findings, rates, technical study, administrative procedures, and finding extraordinary circumstances supporting rate increases.



The Gainesville Sun | The Ledger
Daily Commercial | Ocala StarBanner
News Chief | Herald-Tribune

PO Box 631244 Cincinnati, OH 45263-1244

AFFIDAVIT OF PUBLICATION

Ashlyne Tuck
Marion County Attorneys' Office - 330
601 SE 25Th AVE # 108
Ocala FL 34471-2690

STATE OF WISCONSIN, COUNTY OF BROWN

Before the undersigned authority personally appeared, who on oath says that he or she is the Legal Coordinator of the Star Banner, published in Marion County, Florida; that the attached copy of advertisement, being a Govt Public Notices, was published on the publicly accessible website of Marion County, Florida, or in a newspaper by print in the issues of, on:

05/13/2025

Affiant further says that the website or newspaper complies with all legal requirements for publication in chapter 50, Florida Statutes.

Subscribed and sworn to before me, by the legal clerk, who is personally known to me, on 05/13/2025

Legal Clerk

Notary, State of WI, County of Brown

My commission expires

Publication Cost: \$365.86

Tax Amount: \$0.00

Payment Cost: \$365.86

Order No: 11303035

Customer No: 533707

of Copies:

1

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Please do not use this form for payment remittance.

MARIAH VERHAGEN
Notary Public
State of Wisconsin

NOTICE OF PUBLIC HEARING
NOTICE IS HEREBY GIVEN that the Board of County Commissioners of Marion County, Florida, will hold a public hearing for the purpose of considering the adoption of an Ordinance which is entitled as follows:

AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF MARION COUNTY, FLORIDA, REGARDING IMPACT FEES FOR TRANSPORTATION FACILITIES; FINDING EXTRAORDINARY CIRCUMSTANCES EXIST NECESSITATING AN INCREASE IN TRANSPORTATION IMPACT FEE RATES IN EXCESS OF THOSE PHASE-IN LIMITATIONS SET FORTH IN SECTION 163.31801, FLORIDA STATUTES; REDESIGNATING ARTICLE XI OF CHAPTER 10 OF THE MARION COUNTY CODE OF ORDINANCES AS "IMPACT FEES;" PROVIDING CERTAIN RECITALS; AMENDING ARTICLE XI OF CHAPTER 10 OF THE MARION COUNTY CODE REGARDING IMPACT FEES FOR TRANSPORTATION FACILITIES, INCLUDING SECTION 10-271 SHORT TITLE, AUTHORITY, AND APPLICABILITY; SECTION 10-272 INTENT AND PURPOSE; SECTION 10-273 DEFINITIONS; SECTION 10-275 WHO MUST PAY IMPACT FEES; SECTION 10-277 REBATE OF IMPACT FEES PAID; SECTION 10-278 INDEPENDENT IMPACT ANALYSIS; SECTION 10-279 LOCAL STUDIES; FIVE-YEAR UPDATE; SECTION 10-280 REVIEW HEARINGS BEFORE A HEARING OFFICER; SECTION 10-321 FINDINGS; SECTION 10-322 COMPUTATION OF AMOUNT OF FEES; SECTION 10-323 DEVELOPER CONTRIBUTION CREDITS; SECTION 10-325 USE OF FUNDS; SECTION 10-327 TRANSPORTATION IMPACT FEE SCHEDULE; REPEALING SECTION 10-282 OF THE MARION COUNTY CODE ON INDEXING; REPEALING SECTION 10-283 OF THE MARION COUNTY CODE ON ANNUAL PROCEDURE; ADOPTING A NEW SECTION 10-282 OF THE MARION COUNTY CODE ON ADOPTION OF IMPACT FEE TECHNICAL STUDIES; ADOPTING A NEW SECTION 10-283 OF THE MARION COUNTY CODE ON ADMINISTRATIVE CHARGES; ADOPTING A NEW SECTION 10-286 OF THE MARION COUNTY CODE ON EXEMPTIONS; ADOPTING A NEW SECTION 10-287 OF THE MARION COUNTY CODE ON PENALTIES AND LIENS; ADOPTING A NEW SECTION 10-324 OF THE MARION COUNTY CODE ON DEFINITIONS APPLICABLE TO TRANSPORTATION IMPACT FEES; DIRECTING THE PROVISION OF NOTICE OF IMPACT FEE RATES; PROVIDING FOR SEVERABILITY, CODIFICATION, LIBERAL CONSTRUCTION, AND PROVIDING AN EFFECTIVE DATE.

THE MARION COUNTY BOARD OF COUNTY COMMISSIONERS proposes to consider the adoption of an Ordinance Amending Transportation Impact Fees.

The public hearing will be held by the Marion County Board of County Commissioners on Friday, May 23, 2025, at 2:00 p.m., or immediately following any previously scheduled hearing, at the McPherson Complex Commission Auditorium, 601 SE 25th Avenue, Ocala, Florida, 34471.

The proposed Ordinance may be inspected by the public at the Marion County Administrator Office, 601 SE 25th Avenue, Ocala, Florida, 34471, Telephone (352) 438-2325.

ALL PERSONS ARE ADVISED that, if a person decides to appeal any decision made by the Board at this public hearing, he or she will need a record of the proceedings, and that, for such purpose he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. For more information:

www.MarionFL.org/LegalAds

Effective October 1, 2023, a Florida legislative act relating to local ordinances, amending F.S. 125.66(3)(a), requires a Business Impact Statement to be prepared by the governing body of a county before the enactment of a proposed ordinance in accordance with the provisions of F.S. the Business Impact Estimate must be published on the County's website and must include certain information, such as a summary of the proposed ordinance, including a statement of the public purpose, an estimate of the direct economic impact, and a good faith estimate of the number of businesses likely to be impacted, and any additional information the governing body determines may be useful. In accordance to F.S. 125.66(3)(a), a number of ordinances are exempt from complying with the business impact statement. Marion County's business impact estimates are posted on the Marion County website under Public Relations at:

www.MarionFL.org/BIE
If reasonable accommodations of a disability are needed for you to participate in this meeting, please contact the ADA Coordinator/HR Director at (352) 438-2345 forty-eight (48) hours in advance of the hearing, so appropriate arrangements can be made.
PLEASE BE GOVERNED ACCORDINGLY.
Dated this 15th Day of April, 2025
BOARD OF COUNTY COMMISSIONERS
MARION COUNTY FLORIDA
KATHY BRYANT, CHAIRMAN
PUBLISH DATE: May 13, 2025

ORDINANCE NO. 2025-_____

AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF MARION COUNTY, FLORIDA, REGARDING IMPACT FEES FOR TRANSPORTATION FACILITIES; FINDING EXTRAORDINARY CIRCUMSTANCES EXIST NECESSITATING AN INCREASE IN TRANSPORTATION IMPACT FEE RATES IN EXCESS OF THOSE PHASE-IN LIMITATIONS SET FORTH IN SECTION 163.31801, FLORIDA STATUTES; REDESIGNATING ARTICLE XI OF CHAPTER 10 OF THE MARION COUNTY CODE OF ORDINANCES AS "IMPACT FEES;" PROVIDING CERTAIN RECITALS; AMENDING ARTICLE XI OF CHAPTER 10 OF THE MARION COUNTY CODE REGARDING IMPACT FEES FOR TRANSPORTATION FACILITIES, INCLUDING SECTION 10-271 SHORT TITLE, AUTHORITY, AND APPLICABILITY, SECTION 10-272 INTENT AND PURPOSE, SECTION 10-273 DEFINITIONS, SECTION 10-275 WHO MUST PAY IMPACT FEES, SECTION 10-277 REBATE OF IMPACT FEES PAID, SECTION 10-278 INDEPENDENT IMPACT ANALYSIS, SECTION 10-279 LOCAL STUDIES; FIVE-YEAR UPDATE, SECTION 10-280 REVIEW HEARINGS BEFORE A HEARING OFFICER, SECTION 10-321 FINDINGS, SECTION 10-322 COMPUTATION OF AMOUNT OF FEES, SECTION 10-323 DEVELOPER CONTRIBUTION CREDITS, SECTION 10-325 USE OF FUNDS, SECTION 10-327 TRANSPORTATION IMPACT FEE SCHEDULE; REPEALING SECTION 10-282 OF THE MARION COUNTY CODE ON INDEXING; REPEALING SECTION 10-283 OF THE MARION COUNTY CODE ON ANNUAL INDEXING PROCEDURE; ADOPTING A NEW SECTION 10-282 OF THE MARION COUNTY CODE ON ADOPTION OF IMPACT FEE TECHNICAL STUDIES; ADOPTING A NEW SECTION 10-283 OF THE MARION COUNTY CODE ON ADMINISTRATIVE CHARGES; ADOPTING A NEW SECTION 10-286 OF THE MARION COUNTY CODE ON EXEMPTIONS; ADOPTING A NEW SECTION 10-287 OF THE MARION COUNTY CODE ON PENALTIES AND LIENS; ADOPTING A NEW SECTION 10-324 OF THE MARION COUNTY CODE ON DEFINITIONS APPLICABLE TO TRANSPORTATION IMPACT FEES; REPEALING SECTION 10-326 OF THE MARION COUNTY CODE ON MOBILE HOME IMPACT FEES; DIRECTING THE PROVISION OF NOTICE OF IMPACT FEE RATES; PROVIDING FOR SEVERABILITY, CODIFICATION, LIBERAL CONSTRUCTION, AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, Marion County, Florida currently imposes and collects Impact Fees for Transportation Facilities, as provided in Chapter 10, Article XI of the Marion County Code of Ordinances (“Marion County Code”); and

WHEREAS, pursuant to Section 10-279, the County recently completed a new technical study pertaining to the Transportation Impact Fees, and implementation of the recommendations within that study, along with recent updates to state law pertaining to impact fees, necessitates that the Marion County Board of County Commissioners (“Board”) make certain amendments to Chapter 10, Article XI of the Marion County Code; and

WHEREAS, in accordance with Section 163.31801(6), Florida Statutes, the Board has held not less than two publicly noticed workshops dedicated to the extraordinary circumstances set forth in the demonstrated-need analysis, entitled “Marion County Transportation Impact Fee Supplement, Demonstration of Extraordinary Circumstances,” dated March 19, 2025, and prepared by Benesch; and

WHEREAS, based upon the findings and conclusions in the demonstrated-need analysis and after considering all information and comment provided at the publicly-noticed workshops, the Board hereby finds that the County has experienced extraordinary circumstances -- including rapid population growth, significant increases in building permits leading to growth in demand for Public Facilities capacity, significant increases in Capital Improvement and land costs, and projected revenue losses if the Transportation Impact Fees are not increased – that justify the need to exceed the statutory phase-in limitations set forth in Section 163.31801(6), Florida Statutes; and

WHEREAS, the Board hereby finds based on the extraordinary circumstances set forth in the demonstrated-need analysis that it is necessary and in the best interests of the health, safety, and welfare of the citizens of Marion County to impose the updated Transportation Impact Fee rates set forth herein; and

WHEREAS, upon adoption of this Ordinance, notice of the Transportation Impact Fee rates imposed herein shall be provided in accordance with Section 10-284 of the Marion County Code.

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF MARION COUNTY, FLORIDA:

SECTION 1. RECITALS. The above recitals are true and correct and are hereby incorporated herein by reference.

SECTION 2. REDESIGNATING ARTICLE XI OF CHAPTER 10 OF THE MARION COUNTY CODE. Article XI of Chapter 10 of the Marion County Code is hereby redesignated from "Impact Fee for Transportation Facilities" to "Impact Fees."

SECTION 3. AMENDMENT OF SECTION 10-271 OF THE MARION COUNTY CODE. Section 10-271 of the Marion County Code, entitled Short Title, Authority and Applicability, is hereby amended as follows

Sec. 10-271. Short title, authority ~~and applicability.~~

(a) This article shall be known and may be cited as the "Marion County Impact Fee Ordinance ~~for Transportation Facilities.~~"

(b) The Board of County Commissioners of Marion County (~~hereafter the "board"~~) has the authority to adopt this article pursuant to Article VIII, Section 1 of the Florida Constitution and Chapters 125 and 163, Florida Statutes.

(c) ~~Chapter 336, Florida Statutes, invests the board with general superintendence and control of all county roads and structures within Marion County including all collector roads in the unincorporated areas of~~

~~Marion County and all extensions of such collector roads into and through any incorporated areas, all local roads in the unincorporated areas and all urban minor arterial roads not in the state highway system.~~

[underline indicates additions; ~~striketrough~~ indicates deletions]

SECTION 4. AMENDMENT OF SECTION 10-272 OF THE MARION COUNTY

CODE. Section 10-272 of the Marion County Code, entitled Intent and Purpose, is hereby amended as follows:

Sec. 10-272. Intent, and purpose, and findings.

(a) This article is intended to implement and be consistent with the Marion County Comprehensive Plan to assess new development a pro rata share of the costs required to finance Infrastructure and Capital Improvements to Public Facilities ~~transportation improvements~~ necessitated by new development.

(b) The purpose of this article is to ensure that new development bears a fair share of the cost of capital expenditures necessary to provide Public Facilities in the County as contemplated by the comprehensive plan. ~~require the impact generating land development activity within the county to provide for capital improvements and additions to the Major Road Network System system which are necessitated by impact generating land development activity through the payment of impact fees.~~

(c) This Article shall not be construed to permit the collection of Impact Fees from Impact Generating Land Development Activity in excess of the amount reasonably anticipated to offset the cost of the demand from the Impact Generating Land Development Activity.

(d) This Article is intended to be consistent with the principles for allocating a fair share of the cost of new Public Facilities to new users. This article is intended to require development to contribute its proportionate share of the funds, land, or public facilities necessary to accommodate any impacts having a rational nexus to the proposed development and for which the need is reasonably attributable to the proposed development.

(e) The State of Florida through the enactment of Sections 163.3203 and 163.31801, Florida Statutes, has found that Impact Fees are an important source of revenue for a local government to use in funding the Capital Improvements and Infrastructure necessitated by new growth and that Impact Fees are an outgrowth of the home rule power of a local government to provide certain services within its jurisdiction provided that any Impact

Fee adoption or amendment must meet certain minimum standards as set out in Section 163.31801, Florida Statutes.

(f) The implementation of Impact Fees for Public Facilities to assist the County in funding growth-necessitated improvements is in the best interests of the citizens of Marion County, Florida.

(g) The Administrative Charge authorized for the Impact Fees pursuant to Section 10-282 is equal to or less than the actual costs of administration and collection of the Impact Fees in accordance with Section 163.31801, Florida Statutes, or its statutory successor in function.

[underline indicates additions; ~~strikethrough~~ indicates deletions]

SECTION 5. AMENDMENT OF SECTION 10-273 OF THE MARION COUNTY

CODE. Section 10-273 of the Marion County Code, entitled Definitions, is hereby amended as follows:

Sec. 10-273. General Definitions.

The following words, terms and phrases, when used in this article, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

Adequate security means cash, a cashiers check, a letter of credit, property, or any other thing of value reasonably acceptable to the county.

Accessory Building or Structure means a detached, subordinate Building, meeting all property development regulations, the use of which is clearly incidental and related to the use of the principal Building or use of Land and which is located on the same lot as the principal Building or use.

Administrative Charge means the fee imposed in Section 10-283 to offset the actual costs associated with the collection and administration of Impact Fees imposed pursuant to this Article. The Administrative Charge is in addition to the Impact Fees imposed for Impact Generating Land Development Activity.

Alternative Impact Fee means any alternative Impact Fee calculated by an applicant and approved by the Board pursuant to Section 10-278 hereof.

~~*Apartment* means a structure that includes more than one dwelling unit. For impact fee determining purposes, duplex, triplex and quadruplex shall be categorized as "Apartment Residential 1-2 stories (per dwelling unit)."~~

~~*Arterial road* means a road providing service which is relatively continuous and of relatively high traffic volume, long average trip length, high operating~~

~~speed, and high mobility importance. In addition, every United States numbered highway is an arterial road.~~

Board means the Marion County Board of County Commissioners.

Building means any structure, either temporary or permanent, designed or built for the support, enclosure shelter or protection of persons, chattels or property of any kind. This term shall include manufactured homes, trailers, mobile homes or any vehicles serving in any way the function of a Building. This term shall not include temporary construction sheds or trailers erected to assist in construction and maintained during the term of a construction.

Building area means the area expressed in square feet (sf) included within surrounding exterior walls, or exterior walls and fire walls, exclusive of courts, but including all Floor Area. The area of a Building or portion of a Building without surrounding walls shall be the usable area under the horizontal projection of the roof or floor above. Building Area is the applicable unit of measurement for those Impact Fee Land Use Categories where the Impact Fee is determined based on square feet (sf).

Building permit means that development permit issued by the County or a city under the authority of law that is required before the construction or siting of a structure Building or portion thereof and, for purposes of this Article on Impact Fees, includes move-on permits, electrical permits, tie-down permits, or other development approvals for those structures or Buildings, such as a Mobile Home, that do not require a Building Permit to be constructed or occupied.

~~Capital improvement~~ means any project eligible for inclusion as a road project in the Major Road Network System system, including expenditures for transportation planning, right-of-way acquisition, engineering, and construction, and facility planning, land acquisition, site improvements, and necessary off-site improvements. The term does not include routine or periodic maintenance as those terms are defined in subsections 334.03(18) or (23), Florida Statutes (2015). This term also does not include routine resurfacing.

Certificate of Occupancy means the official document or certificate issued by the County or a city under the authority of law, authorizing the occupancy of any Building or parts thereof and, for purposes of this Article on Impact Fees, includes move-on permits, electrical permits, tie-down permits, or other development approvals for those structures or Buildings, such as a Mobile Home, that do not require a Certificate of Occupancy to be occupied.

~~Collector road~~ means a road providing service which is of average traffic volume, trip length, and operating speed. Such a road also collects and distributes traffic between local roads or arterial roads and serves as a linkage between land access and mobility needs.

County means Marion County, Florida.

County Administrator means the chief administrative officer of the County appointed by the Board or such person's designee.

Development order means ~~an order granting a comprehensive plan amendment changing the land use of property or~~ an order granting or granting with conditions an application for a development permit as defined in subsection 163.3164(156), Florida Statutes.

Developer contribution means a feepayer's donation and conveyance of land, Capital Improvements, or Infrastructure as a contribution to the County's Public Facilities. ~~right-of-way or drainage retention areas for, or contribution toward or construction of, off-site road improvements to the Major Road Network System.~~

Dwelling unit (du) means a Building, or a portion thereof, which is designed for residential occupancy, consisting of one or more rooms which are arranged, designed or used to provide complete independent living quarters for one or more persons and includes permanent provisions for living, sleeping, eating, cooking, and sanitation. The terms shall not include hotels, motels, time-shares, tourist or trailer camps allowing a rental of less than three months, or residential facilities which provide 24 hours a day medical care.

Encumbered means monies committed by contract or purchase order in a manner that obligates the county to expend the Encumbered amount upon delivery or completion of goods, services or real property provided by a vendor, supplier, contractor, or owner. For purposes of the Transportation Impact Fee, the execution of an agreement with the Florida Department of Transportation by the County for the construction of improvements or additions to a designated improvement to the state highway system, with or without reimbursement, shall be considered to have encumbered Transportation Impact Fees collected for that improvement or addition.

Existing land development activity means the most intense use of land since January 1, 1990. In the case of a building that has been vacant since January 1, 1990, the last documented use of the building shall be used. In the case of the Ocala Redevelopment Area, as defined by resolution 88-52 of the City of Ocala Council, the most intensive use of the land since 1965 shall be used. The board may, by resolution, adopt a different period of time for county and municipal community redevelopment areas.

Feepayer shall means a person who is commencing Land Development Activity covered by this article. A Feepayer may also be referred to as the applicant or developer.

Floor Area shall mean the sum of the gross floor area for each of a Building's stories, measured from the exterior faces of the structure.

Government Property means property owned by the United States of America or any agency thereof, a sovereign state or nation, the State of

Florida or any agency or political subdivision thereof, a city, a special district, or a school district.

~~Generation of traffic shall mean the production or attraction of traffic.~~

Impact Fees means the fees imposed by the Board pursuant to this Article.

Impact Fee Land Use Category means those categories of land use incorporated in the impact fee rate schedules adopted in this Article XI, as identified by ITE LUC code.

~~Impact generating land development activity means land development activity designed or intended to permit a use of the land which will cause an increased the impact on the County's Public Facilities generation of vehicle-miles of travel for such land development activity.~~

Independent Impact Analysis means a study prepared by an applicant and submitted to the County Administrator pursuant to Section 10-278.

ITE LUC means the Impact Fee Land Use Category based on the publication Trip Generation Manual, 11th Edition, 2021, as supplemented, published by the Institute of Transportation Engineers, or the most recent edition thereof.

Land means the earth, water, and air above, below, or on the surface, and includes any improvements or structures customarily regarded as land.

Land development activity means is any activity which requires the issuance of a Building Permit.

~~Major road network system means all principal and minor arterial roads, and major and minor collector roads within Marion County, including proposed arterial and collector roads of this type. The Major Road Network System shall also include new roads approved by the board by resolution and those proposed section line roads, required to be dedicated and/or constructed as part of new final development orders, which the county determines to meet collector or arterial road definition. The Major Road Network System shall also include arterial and collector roads shown on the Marion County Comprehensive Plan Future Traffic Circulation Functional Classification Map, or listed in the transportation planning organization's (TPO's) long range transportation plan (LRTP) or the county transportation improvement plan (TIP) or municipal capital improvement plans (CIP) or capital improvement elements.~~

A-Mobile home is means a structure transportable in one or more sections which is eight (8) feet or more in width and which is built upon an integral chassis and designed to be used as a dwelling unit when connected to the required utilities. This definition also includes manufactured homes.

A-Multifamily residence is means a building or portion thereof, used for residential purposes, and which contains two (2) or more separate dwelling units.

Nonresidential means Impact Generating Land Development Activity that is not Residential.

Owner means the person holding legal title to the real property.

~~*Off-site road improvement*~~ means a road improvement, which meets the definition of a capital improvement, located outside the boundaries of the parcel proposed for development, which is required in order to serve the development's external trips on the Major Road Network System. Off-site road improvements do not include access improvements.

Person means individual, corporation, governmental agency, business trust, estate, trust, partnership, association, two (2) or more persons having a joint or common interest, or any other entity.

Public Facilities means major capital facilities for which the Board imposes an Impact Fee pursuant to this Article XI, Chapter 10 of the Marion County Code.

Residential means Impact Generating Land Development Activity consisting of Mobile Homes, Multifamily Residences, or Single Family Residences.

~~*Right-of-way*~~ means land in which the state, the department of transportation, a county, or a municipality owns the fee or has an easement devoted to or required for use as a transportation facility.

~~*Road*~~ shall include highways, streets, sidewalks, bike lanes or paths, alleys, multi-modal facilities associated with road capacity only, and other ways open to travel by the public, including the roadbed, right-of-way, and all culverts, drains, sluices, ditches, water storage areas, drainage retention areas, waterways, embankments, slopes, retaining walls, and bridges necessary for the maintenance of travel.

~~*Road construction district*~~ shall have the meaning ascribed to it in section 10-325 of this article.

~~*Road necessary to provide direct access to the development*~~ shall mean road improvements and right-of-way dedications for any road or intersection improvement that is not part of the Major Road Network System system, and whose function at the time of its construction is primarily to allow access to the development.

A Single-family residence is means a detached dwelling unit used for single family residential purposes, and for the purposes of calculating the Impact Fee rate, includes Mobile Homes that are not within a mobile home park.

~~*Site-related road improvements*~~ are road improvements and right-of-way dedications which do not meet the same needs as the impact fee and which are (a) internal, on-site land or facilities required by local regulations, or (b) off-site improvements necessary to provide safe and adequate services to the development. Site-related improvements include, but are not limited to, the following: (1) site driveways and roads; (2) right and left turn lanes

~~leading to those driveways; (3) traffic control measures for those driveways; (4) frontage roads; and (5) road necessary to provide direct access to the development.~~

Site Plan means, for the purposes of this Article, a plan approved by the County or a city to ensure that development activities occur in compliance with all land development regulations and specifying the specific arrangement of Buildings and other improvements on site in relation to each other, existing site conditions, and information on the nature and intensity of land use.

Technical study means is the periodic methodological study prepared by a qualified consultant in order to determine the amount of impact fees imposed by this article, as adopted pursuant to section 10-282 hereof.

[underline indicates additions; strikethrough indicates deletions]

SECTION 6. AMENDMENT OF SECTION 10-275 OF THE MARION COUNTY

CODE. Section 10-275 of the Marion County Code, entitled Who Must Pay Impact Fees, is hereby amended as follows:

Sec. 10-275. Who must pay impact fees.

(a) Any person who, ~~after the effective date of this article,~~ shall commences any new impact generating land development activity, shall be required to pay the impact fees in the manner and amount set forth in this article.

(b) In the case of a change of use, redevelopment, or modification of an existing use which requires the issuance of a building permit, Site Plan approval, or a Certificate of Occupancy, the impact fee shall be based upon the net increase in the impact fee for the new use as compared to the existing use ~~land development activity~~. If a subsequent change in the nature of an existing use ~~land development activity~~, or a replacement of the existing use ~~land development activity~~ to be permitted generates additional traffic impact on the Public Facilities, then the new use ~~land development activity~~ shall pay impact fees only to the extent of the net increase in the impact of the use ~~land development activity~~. The amount of the impact fee that is due as a result of the change in land use shall be paid ~~prior~~ as a condition of ~~to~~ the issuance of a certificate of occupancy for construction or remodeling. If the change of land use does not require the issuance of a building permit, ~~or site plan approval,~~ or a Certificate of Occupancy, then there shall be no requirement to pay an impact fee. The planning division shall calculate the impact fee due to a change in use. Under no circumstances will a refund of the impact fee be granted for change of use. Where portable buildings utilized for education have paid an impact fee at one site and such buildings

are relocated to another site, no additional impact fees will be required for such relocation.

(c) Any land development activity, for which a complete application for a building permit has been submitted prior to the effective date of any impact fee increase, may pay impact fees for that land development activity at the rate in effect at the time a complete application for a building permit has been submitted, provided however, this provision shall apply only as long as such building permit remains valid.

(d) Notwithstanding any provision to the contrary, any modification to an existing use which does not exceed five hundred (500) square feet, and the addition of a room to a residential structure which does not create an additional dwelling unit, shall be deemed de minimis impacts and no impact fee shall be due for such modifications. Except for residential additions, which do not create an additional dwelling unit, de minimis impact modifications shall be limited to one per calendar year per parcel. The addition of a dwelling unit greater than (one thousand) 1,000 s.f.g.l.a. in size, to a parcel already occupied by a single-family residence, when not attached to such single-family residence by a habitable space, shall be considered as an additional dwelling unit subject to payment of a separate impact fee.

(e) ~~Reserved.~~ The payment of the impact fees shall be in addition to all other fees, charges, or assessments due for the issuance of a Building Permit or Certificate of Occupancy.

(f) Education facilities. The board hereby finds that providing incentives for the creation of private educational facilities reduces the burden on public educational facilities, benefits the community as a whole and constitutes a valid public purpose. The board further finds that private educational facilities may provide fiscal benefits to the county in excess of the cost of the project's impact to the county's Major Road Network System. The board further finds that by operation of state law public educational facilities are exempt from the payment of impact fees. Therefore, the board may, in its sole discretion, grant a partial or total rebate of all impact fees actually paid in cash on account of an impact generating land development activity when the original occupant of such development activity was a private educational facility from kindergarten through high school, upon letter application from the fee payer. To be considered for such rebate, an application for rebate must be filed with the county administrator within seven (7) years of the date of payment of such Transportation Impact Fees, and the improvements must still be in use as a private educational facility as of the date of the application. Payment of any rebates made to the applicant shall be made from the county's general fund.

(g) The obligation for payment of the Impact Fees shall run with the land.

[underline indicates additions; ~~strikethrough~~ indicates deletions]

SECTION 7. AMENDMENT OF SECTION 10-277 OF THE MARION COUNTY

CODE. Section 10-277 of the Marion County Code, entitled Rebate of Fees Paid, is hereby amended as follows:

Sec. 10-277. Rebate of fees paid.

(a) Any funds not expended or Encumbered by the end of the calendar quarter immediately following seven (7) years from the date on which the impact fee was paid ~~may~~ shall be returned to the feepayer with interest at the rate earned in the impact fee ordinance trust fund, if any, in accordance with the procedures in this section.

(b) The Board may, by resolution, extend for up to three (3) years the date at which the funds may be rebated. Such an extension shall be made upon a finding that within the three-year period, eligible improvements are scheduled to be constructed that are reasonably attributable to the feepayer's land development activity and that the fees for which the time of rebate is extended shall be spent for those Capital Improvements or Infrastructure.

(c) For purposes of computation of time and expenditure of collected fees, the first fees collected shall be deemed the first fees Encumbered or expended ~~spent. For purposes of this section, funds shall be considered expended when contracts(s) have been awarded by the county committing the funds or when the funds have actually been spent, whichever is earlier.~~ Rebates shall be made only in accordance with the following procedures:

(1) To qualify for a rebate, the feepayer or his successor in interest must submit a petition for a rebate within one hundred eighty (180) days of the time identified in subsection (a) or (b) above, as applicable.

(2) The petition for rebate shall be submitted to the county administrator or his designee and shall contain:

- a. A notarized sworn statement that the petitioner is the then current owner of the property on behalf of which the impact fee was paid;
- b. A copy of the dated receipt issued for payment of such fee, or such other record as would indicate payment of such fee;
- c. A certified copy of the latest recorded deed; and
- d. A copy of the most recent ad valorem tax bill.

(3) The county administrator or his designee shall review the rebate application within thirty (30) days from the date of its receipt and determine whether an impact fee rebate is appropriate. If rebate is determined not to be appropriate, the applicant will be notified in writing.

(4) Any impact fee collected shall be rebated to the feepayer or his successor in interest if the fees have not been spent or encumbered prior to the time identified in subsection 10-277(a) or (b) above. ~~Impact fees collected shall be deemed to be spent or encumbered on the basis that the first fee collected shall be the first fee spent.~~

(5) Any application submitted after the one hundred eighty- (180-) day period provided in subsection 10-277(c) shall not be accepted and the applicant shall have no further right to a rebate of impact fees. The impact fee rebate shall be made to the applicant within sixty (60) days of such determination of appropriateness as indicated in subsection 10-277(c)(3).

[underline indicates additions; ~~striketrough~~ indicates deletions]

SECTION 8. AMENDMENT OF SECTION 10-278 OF THE MARION COUNTY

CODE. Section 10-278 of the Marion County Code, entitled Independent Impact Analysis, is hereby amended as follows:

Sec. 10-278. Independent impact analysis.

(a) At the option of the feepayer, the an Alternative Impact Fee may be computed by the use of an independent impact analysis. The person who prepares the independent impact analysis shall be approved by the county administrator or his designee on the basis of professional training and experience in the preparation of impact analyses. The feepayer shall be responsible for preparation of a complete independent impact analysis, which must be submitted to the County Administrator prior to the issuance of a Certificate of Occupancy for the subject Impact Generating Land Development Activity. Upon review and analysis, and the county administrator or his designee shall submit a recommendation to the board to accept, reject or modify that analysis and the proposed Alternative Impact Fee. The Board shall determine whether to accept, reject, or modify the Independent Impact Analysis and the Alternative Impact Fee ~~The decision of the board may be appealed to the circuit court within thirty (30) days of the decision.~~

(b) If the an Alternative Impact Fee is computed by an independent impact analysis, the analysis must be consistent with the following:

(1) The independent impact analysis shall be based on data, information, assumptions, and the methodology defined in the independent impact analysis guidelines provided in the Marion County Impact Fee Administrative Procedures Manual .The independent impact analysis shall study all demand component variables utilized in the formula and shall not be acceptable if less than all demand components are studied. The independent impact analysis shall utilize the cost and audit components set

forth in the most current applicable technical study referenced herein or the Independent Impact Analysis may utilize alternative data sources provided that (i) the alternative source is a generally accepted standard source of planning information and cost impact analysis performed pursuant to a generally accepted methodology consistent with the applicable Technical Study and (ii) the alternative source is based upon the most recent and localized data that is available within 4 years of the Independent Impact Analysis submission and adequate to support the conclusions contained in such study. For purposes of any Independent impact Analysis, the Impact Generating Land Development Activity shall be presumed to have the maximum impact on the Capital Facilities for the appropriate Impact Fee Land Use Category.

(2) If the independent impact analysis is prepared in connection with a contribution agreement ~~by which terms the fee will be paid at the time of discretionary action by the board~~, the statement shall be submitted by the county administrator or his designee to the board for its review and at the same time it considers the ~~action to be taken~~ contribution agreement.

(3) If the independent impact analysis covers a development located within a municipality, the county shall make a copy of the analysis available for municipal review and comment.

(c) A processing and review fee of five hundred dollars (\$500.00) shall be submitted with the independent impact analysis, which fee is equal to or less than the County's anticipated actual costs associated with the review and administration of an Independent Impact Analysis. County staff processing and reviewing the analysis shall keep records of the time and cost of such review and if the total cost of processing and review is less than five hundred dollars (\$500.00), a rebate of the difference shall be provided to the applicant.

(d) An Applicant who submits an Independent Impact Analysis for a proposed Alternative Impact Fee pursuant to this section and desires the issuance of a Certificate of Occupancy prior to the resolution of a pending Alternative Impact Fee shall pay the applicable Impact Fee at the time of said application for Certificate of Occupancy. Said payment shall be deemed "Under Protest" and shall not be construed as a waiver of any rights. Any difference in the amount of the Impact Fees after resolution of the pending Alternative Impact Fee shall be refunded or paid, as applicable.

[underline indicates additions; ~~strike through~~ indicates deletions]

SECTION 9. AMENDMENT OF SECTION 10-279 of the MARION COUNTY

CODE. Section 10-279 of the Marion County Code, Local Studies; Five-Year Updates, is hereby amended as follows:

Sec. 10-279. - ~~Local studies; five-year updates~~Review Requirement.

This Article and the Technical Study for each Impact Fee imposed herein shall be reviewed by the County approximately every five (5) years. The initial and each subsequent review shall consider but not be limited to all components of the applicable Technical Study. The purpose of this review is to demonstrate that the Impact Fees do not exceed reasonably anticipated costs associated with growth necessitated improvements to the Public Facilities. In the event the review of this Article and a Technical Study required by this section alters or changes the assumptions, conclusions and findings of the Technical Study then said study shall be amended and updated to reflect the assumptions, conclusions and findings of such reviews and the applicable Impact Fees shall be amended in accordance therewith. Once a Technical Study is initiated, if the Impact Fee rates are going to be increased, those increases must be adopted within twelve (12) months.

~~The county administrator or his designee shall periodically perform studies, as directed by the board, to determine whether the data utilized to establish the impact fees stated herein are consistent with local experience. At least every five (5) years, the county administrator shall inform the board regarding the progress of and results obtained in such studies, and may make recommendations regarding changes to the impact fees. The county administrator may recommend to the board the performance of studies within such five-year period consistent with local experience, as necessary.~~

[underline indicates additions; ~~strikethrough~~ indicates deletions]

SECTION 10. AMENDMENT OF SECTION 10-280 OF THE MARION COUNTY

CODE. Section 10-280 of the Marion County Code, Review Hearings Before a Hearing Officer, is hereby amended as follows:

Sec. 10-280. - Review hearings before a hearing officer.

* * *

- (b) Such a hearing shall be limited to the review of the following:
- (1) The application or calculation of the appropriate impact fee pursuant to this Article section 10-322.
 - (2) The application or calculation of the appropriate rebate of impact fee pursuant to section 10-277.
 - (3) The refusal or valuation of developer impact fee credit for dedication of land or construction of improvements.
 - (4) The county's ~~administrator's~~ rejection of an independent impact analysis pursuant to Section 10-278.
 - (5) A claim that the new fee schedule constitutes an unlawful impairment of an existing construction or development contract.

* * *

(g) The application fee for appeals to the hearing officer shall be eight hundred dollars (\$800.00), which fee is equal to or less than the County's anticipated actual costs associated with the review and administration of such an appeal. ~~This fee and~~ shall be paid when the applicant files his request to a review hearing with the zoning director. If the total fees paid to the hearing officer for issuance of the hearing officer's final order on review is less than eight hundred dollars (\$800.00), the county will provide a rebate of the excess application fee to the applicant.

[underline indicates additions; ~~strike through~~ indicates deletions; *** indicates omitted text that was not amended]
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SECTION 11. REPEAL OF SECTION 10-282 THE MARION COUNTY CODE.

Section 10-282 of the Marion County Code, entitled Indexing, is hereby repealed in its entirety.

SECTION 12. REPEAL OF SECTION 10-283 OF THE MARION COUNTY CODE.

Section 10-283 of the Marion County Code, entitled Annual Indexing Procedure, is hereby repealed in its entirety.

SECTION 13. ADOPTION OF NEW SECTION 10-282 OF THE MARION COUNTY CODE. A new Section 10-282 of the Marion County Code, entitled Adoption of Impact Fee Technical Studies, is hereby created to read as follows:

Sec. 10-282. Adoption of Impact Fee Technical Studies.

(a) The Board hereby adopts and incorporates by reference the Technical Study entitled "Marion County Transportation Impact Fee Study," dated February 28, 2025 and prepared by Benesch, including the assumptions, conclusions, supporting data sources, and findings therein as to the determination of the anticipated costs of Capital Improvements and additions to the Major Road Network System required to accommodate growth, which Technical Study is on file with the office of the County Administrator and available for public inspection.

SECTION 14. ADOPTION OF NEW SECTION 10-283 OF THE MARION COUNTY CODE. A new Section 10-283 of the Marion County Code, entitled Administrative Charges, is hereby created to read as follows:

Sec. 10-282. Administrative Charges. In addition to the Impact Fees imposed in this Article, the County or city, whichever entity is collecting the Impact Fee, may charge an additional \$25 Administrative Charge for each Residential Impact Fee collected and an additional \$35 Administrative Charge for each Nonresidential Impact Fee collected to defray the costs of collecting and administering the Impact Fees, which charges are equal to or less than the actual costs of administration and collection.

SECTION 15. ADOPTION OF NEW SECTION 10-286 OF THE MARION COUNTY CODE. A new Section 10-286 of the Marion County Code, entitled Exemptions, is hereby created to read as follows:

Sec. 10-286. Exemptions.

(a) The following shall be exempted wholly or in part from payment of the transportation impact fee:

(1) Alterations or expansion of an existing Building where no additional units are created, the use is not changed, and where no additional impact on Public Facilities is caused by the alterations or expansions over and above that produced by the existing use.

(2) The construction of Accessory Buildings or Structures which will not produce additional impact on Public Facilities over and above that produced by the principal Building or use of the land.

(3) The replacement of an existing Mobile Home on the same Land, provided the applicant presents evidence to the County Administrator

that the existing Mobile Home was licensed by the State of Florida, located in Marion County and use as a residence since January 1, 1990. Evidence may include a mobile home certificate of payment, electric utility service statements, tax roll records or other such records that demonstrate that the existing Mobile Home was used as a residence. A statement from any individual verifying the residence is not acceptable.

(b) Any claim of exemption must be made no later than the time of application for a Certificate of Occupancy. Any claim not so made shall be deemed waived.

SECTION 16. ADOPTION OF NEW SECTION 10-287 OF THE MARION COUNTY CODE. A new Section 10-287 of the Marion County Code, entitled Penalties and Liens, is hereby created to read as follows:

Sec. 10-287. Penalties and Liens.

(a) A violation of this Article shall be prosecuted as provided in Section 125.69, Florida Statutes; however, in addition to or in lieu of any criminal prosecution, Marion County shall have the power to sue in civil court or to use the code enforcement process as provided by Chapter 162, Florida Statutes to enforce the provisions of this Article.

(b) Failure to pay an Impact Fee when required by the County to satisfy the impact of Impact Generating Land Development Activity shall result in the amount due becoming a lien against the property, as provided for herein. County shall provide a written notice of the Impact Fee due by personal service, certified, return receipt requested United States mail or other equivalent letter delivery company. Upon failure to pay the Impact Fee within thirty (30) days of the date of the notice, a notice of lien shall be served by personal service, certified, return receipt requested United States mail or other equivalent letter delivery company, advising the Owner that the County shall file a claim of lien against the property in question. Once recorded, the claim of lien may be foreclosed as provided for in Chapter 173, Florida Statutes, or any other applicable law. The lien for unpaid Impact Fees shall be coequal with a lien for state, county, special district and municipal taxes and is superior in dignity to subsequently filed liens.

SECTION 17. AMENDMENT OF SECTION 10-321 OF THE MARION COUNTY CODE. Section 10-321 of the Marion County Code, entitled Findings, is hereby amended as follows:

Sec. 10-321. Findings.

It is hereby ascertained, determined and declared:

(1) Development necessitated by the growth contemplated in the Marion County Comprehensive Plan and the Technical Study for Transportation Impact Fees will require Capital Improvements and additions to the Major Road Network System to accommodate the new development generated by such growth and maintain the standards of service provided by the Major Road Network System. Both existing development and development necessitated by the growth contemplated in the comprehensive plan will require improvements and additions to the Major Road Network System to accommodate and maintain traffic at the level of service adopted by municipalities and the county.

(2) Future growth, as represented by Impact Generating Land Development Activity, should contribute to the cost of Capital Improvements and additions to the Major Road Network System required to accommodate traffic generated by such growth as contemplated in the comprehensive plan.

(3) The required Capital Improvements and additions to the Major Road Network System needed to accommodate existing traffic at the level of service adopted by municipalities and the county shall be financed by revenue sources of municipalities and the county other than transportation impact fees. The required Capital Improvements to the Major Road Network System needed to eliminate any deficiencies shall be financed by revenues other than Transportation Impact Fees.

(4) Implementation of a the Transportation Impact Fees structure, to require future impact generating land development activity to contribute the cost of required transportation capital improvements and additions, is an integral and vital element of the regulatory plan of growth management incorporated in the comprehensive plan of the county.

(5) There is a rational nexus between future growth, as measured by Impact Generating Land Development Activity, and the need to expand the Major Road Network System through the acquisition and construction of new Buildings, equipment, Right-of-Way, Land, transportation improvements, and other Capital Improvements in order to maintain the standards of service currently provided by the Major Road Network System. The Transportation Impact Fees adopted herein for each Impact Fee Land Use Category are proportional to impact expected to be generated by Impact Generating Land Development Activity.

(56) The Board expressly finds that Capital Improvements and additions to the Major Road Network System provide a benefit to all Impact Generating Land Development Activity within the county in excess of the Transportation Impact Fee and the collection of Transportation Impact Fees is ~~the~~ a major source of funding for the county five (5) year transportation

improvement program. The Board has determined that ad valorem tax revenue and other revenues will not be sufficient to provide the Capital Improvements to the Major Road Network System that are necessary to accommodate new Impact Generating Land Development Activity within the County.

(7) The purpose of this Article is to require payment of Transportation Impact Fees by those who engage in Impact Generating Land Development Activity to provide for the cost of Capital Improvements to the Major Road Network System that are required to accommodate such growth. This Article shall not be construed to permit the collection of Transportation Impact Fees in excess of the amount reasonably anticipated to offset the demand on the Major Road Network System generated by such applicable Impact Generating Land Development Activity.

(68) In recognition that transportation planning is an evolving process, it is the intent of the Board that needed Capital Improvements to the Major Road Network System be identified and evaluated periodically to ensure ~~insure~~ Transportation Impact Fee revenues are allocated to provide benefits to new development as required by law. By periodically reevaluating Transportation Impact Fees and planned road improvements, the County can ensure ~~insure~~ fees are imposed equitably and lawfully and are utilized effectively based upon actual and anticipated growth needs at the time of their imposition. Therefore, the cost of reviewing, updating, and adjusting this division is necessary to ensure ~~insure~~ that Transportation Impact Fees are imposed and administered in accordance with applicable law.

(79) The County has a responsibility to provide and maintain all roads in the County Road System in Marion County and cooperates with cities and the State of Florida in the provision of non-County Roads in the Major Road Network System, including Collector and Arterial Roads within the City Street System and the State Highway System. in both the unincorporated areas as well as the incorporated areas. New Impact Generating Land Development Activity occurring both within unincorporated and incorporated areas has impacts upon the Major Road Network System and county road system and state highway system within Marion County. placing a fair share of the burden of the cost of providing the Capital Improvements and additions to the Major Road Network System required by Impact Generating Land Development Activity within incorporated areas constitutes a county purpose. In recognition of these findings, it is the intent of the Board to impose the Transportation Impact Fee on all Impact Generating Land Development Activity occurring within the county, including areas within municipal boundaries.

(810) The technical study entitled "Marion County Transportation Impact Fee Update Study" dated June 15, 2015February 28, 2025, prepared by Tindale-Oliver and Associates-Benesch, sets forth a reasonable methodology and analysis for the determination of the impact of new

development on the needs for and costs of additional transportation Capital Improvements facilities in Marion County.

(11) The data set forth in the Technical Study which was employed in the calculation of the Transportation Impact Fee rates imposed herein is the most recent and localized data available for the Major Road Network System and was not more than 4 years old at the time of the updated Technical Study. The increased Transportation Impact Fee rates included herein were adopted within twelve (12) months of the initiation of the Technical Study.

(12) The Transportation Impact Fees collected by the County pursuant to this Article may be used to pay existing debt related to the construction of Capital Improvements or for previously approved Capital Improvements. The Board legislatively finds and determines that these Capital Improvements funded by the Transportation Impact Fees are proportional and have a rational nexus to the impacts generated by new development that contributes Transportation Impact Fees towards the funding of these facilities and that there is available capacity to serve those properties from the debt funded infrastructure from previously approved projects.

[underline indicates additions; ~~strikethrough~~ indicates deletions]

SECTION 18. AMENDMENT OF SECTION 10-322 OF THE MARION COUNTY

CODE. Section 10-322 of the Marion County Code, entitled Computation of Amount of Fees, is hereby amended as follows:

Sec. 10-322. Computation of amount of fees.

(a) All Impact Generating Land Development Activity within the County, including all municipal areas, shall pay the Transportation Impact Fees, as established in this division, as a condition of issuance of a Certificate of Occupancy.

(b) At the time a complete application for a building permit is submitted for the construction of an impact generating land development activity, the county will determine the amount of Transportation Impact Fees to be paid. The impact fee shall be in the amounts set forth in section 10-327 and payable pursuant to Section 10-276.

(c) If the Impact Generating Land Development Activity includes fractional units, the fee shall be computed to the appropriate fraction.

(d) If the Impact Generating Land Development Activity is requested for mixed uses, then the Transportation Impact Fee shall be determined through using the schedule adopted in Section 10-327 by apportioning the space committed to uses specified on the schedule.

(e) Pursuant to Section 10-275, in the case of a change of use, redevelopment or modification of an existing use which requires the issuance of a building permit, Site Plan approval, or certificate of occupancy, the impact fee shall be based on the net increase in the impact fee for the new use as compared to the existing ~~useland development~~ activity.

(ef) If the land development activity being commenced cannot be classified into an Impact Fee Land Use Category ~~development type~~ identified in section 10-327, ~~then the fee payer may, at his option, use:~~

(1) The County Administrator shall use the fee schedule for the most nearly comparable Impact Fee Land Use Category to determine the Transportation Impact Fee. The County Administrator shall be guided in the selection of a comparable type by Florida Department of Transportation (FDOT) and/or Institute of Transportation Engineers (ITE) traffic generation statistics. If the County Administrator determines that there is no comparable type of land use on the above fee schedule, then the County Administrator shall determine the fee by:

(a) Using traffic generation statistics contained in the most recent edition of the Trip Generation Manual published by the Institute of Transportation Engineers or trip generation statistics supplied and certified by a registered state professional engineer;

(b) Using for average trip length the average trip length of all average trip lengths for the applicable land use type as set out in this article (i.e., residential, office and financial, industrial, recreational, institutional, retail) that were used in calculating the above fee schedule;

(c) Using as a percent new trips the average percent new trips for the applicable land use type (i.e., residential, office and financial, industrial, recreational, institutional, retail) that were used in calculating the above fee schedule; and

(d) Applying the formula set forth in applicable Technical Study to calculate the Transportation Impact Fee.

~~The current edition of the Institute of Transportation Engineers (ITE) manual entitled Trip Generation and the methodology used in the impact fee Study, to determine the trip generation component of the transportation impact fee.~~

(2) Or the feepayer may at his option determine the amount of Transportation Impact Fees by use of an independent impact analysis pursuant to section 10-278 of this article.

(dg) Any person undertaking an Impact Generating Land Development Activity ~~land development activity subject to impact fee payment~~ who is in doubt as to the type or amount of any Impact Fees due may request, in writing, a nonbinding statement of Impact Fees due for the Impact Generating Land Development Activity ~~land development activity~~ from the County Administrator or his designee, who shall expeditiously respond, in writing, to the request. The County Administrator may require sufficient drawings or plans related to the proposed development to ~~permit~~ as a basis for his written answer.

[underline indicates additions; ~~strikethrough~~ indicates deletions]

SECTION 19. AMENDMENT OF SECTION 10-323 OF THE MARION COUNTY

CODE. Section 10-323 of the Marion County Code, entitled Developer Contribution Credits, is hereby amended as follows:

Sec. 10-323. Developer contributions/~~credits~~.

(a) A credit shall be granted against the transportation impact fee imposed in ~~this Article section 10-322~~ pursuant to a written impact fee credit agreement that has been approved by the board for certain conveyance of right-of-way, including any required water retention areas, or for the contribution toward or construction of off-site road improvements to the Major Road Network System required to be made pursuant to a development order by the county, a municipal development order that is the subject of a written impact fee credit agreement approved by the board for credit, or pursuant to an voluntary impact fee credit agreement made in connection with impact generating land development activity. Such conveyances or improvements shall be subject to the following standards:

(1) ~~The conveyance of right-of-way or other Land~~ shall be an integral part of the Major Road Network System; ~~which is~~ are scheduled for ~~right-of-way~~ acquisition in the five (5) year county transportation improvement plan (TIP) or any municipal five (5) year CIP. The board may, by super majority vote, allow impact fee credits for conveyance of right-of-way for projects anticipated for acquisition beyond the five (5) year county TIP or beyond the first five (5) years of any municipal CIP.

(2) The off-site road improvements to be constructed shall be an integral part of the Major Road Network System which are scheduled for construction in the five (5) year county TIP or any municipal CIP, and shall

exclude site-related road improvements. The board may, by super majority vote, allow for impact fee credits for construction of off-site road improvements for projects anticipated for construction beyond the five (5) year county TIP or beyond the first five (5) years of any municipal CIP.

(3) Conveyance of right-of-way and off-site road improvements on principal and minor arterial or major or minor collector roads identified in the TPO long range transportation plan may be approved for a credit agreement by a supermajority vote of the board.

(4) All conveyances of right-of-way or off-site road improvements, together with appurtenant right-of-way or easements required by the county, shall be conveyed to the county pursuant to ordinances, resolutions or regulations then in effect and in a form acceptable to the county attorney provided however, this requirement may be waived by the board where conveyance is to any municipality or the state.

(5) If the development order requires the developer to contribute land or a public facility Capital Improvement or construct, expand, or pay for land acquisition or construction or expansion of a public facility Capital Improvement, or portion thereof, which complies with the requirements of subsections 10-323(a)(1) through (3), and the developer is also subject to impact fees or exactions to meet the same needs, the developer shall receive a Transportation Impact Fee credit on a dollar-for-dollar basis at fair market value as of the date of conveyance pursuant to ~~may enter into an impact fee credit agreement with the county in conformance with subsection (f) that credits a development order exaction or fee toward an impact fee or exaction for the same need. For purposes of this section, the contribution or construction will meet the same needs if the improvement complies with the requirements of subsection 10-323(3).~~ The nongovernmental developer need not be required, by virtue of this credit, to competitively bid or negotiate any part of the construction or design of the facility Capital Improvement, unless otherwise required by the county, or unless the estimated cost of construction exceeds two million dollars (\$2,000,000.00), in which case the project shall be competitively bid unless waived by the board.

(6) Any credit granted for conveyance of right-of-way or other Land, or contribution or construction of other Capital Improvements shall be valued in accordance with subsection 10-323(ed).

(7) Any developer seeking a credit against impact fees for development within any municipality shall contact the county impact fee coordinator immediately and the county shall review all traffic studies and participate with the city during negotiation of the development order to be submitted to the board for approval.

(b) A feepayer who desires to contribute land or construct an off-site road improvement in lieu of payment, or in partial payment, of the Transportation Impact Fee shall, prior to issuance of a building permit, submit to the county administrator or his designee a proposed plan for the

contribution of the land or for the construction of the off-site road improvement to the Major Road Network System. The county administrator or his designee shall review the proposed plan to determine if it meets the requirements of section 10-323. If the amended proposed plan meets the requirements for credit, the county administrator or his designee shall submit the proposed plan to the board. If the proposed plan does not meet the requirements for credit, the county administrator or his designee shall notify the applicant in writing. Upon such notice, the applicant may amend the application to meet the requirements for credit and, if applicable, may request the board to add all or a portion of the proposed off-site road improvements to the county transportation improvement plan during its yearly update. ~~If the amended proposed plan meets the requirements for credit, the county administrator or his designee shall resubmit the proposed plan to the board. In the case of a credit requiring a supermajority vote, the county administrator or his designee shall also submit the proposed plan to the board.~~ The proposed plan of construction, dedication or contribution shall include:

- (1) A designation and legal description of the impact generating land development activity for which the plan is being submitted;
- (2) A list of the contemplated off-site road improvements-Land or Capital Improvements to be donated;
- (3) A legal description and a written appraisal prepared in conformity with subsection 10-323(ed)(1) of this section of any land proposed to be dedicated or conveyed;
- (4) An estimate of proposed construction costs certified by a registered professional engineer; and
- (5) A proposed time schedule for completion of the proposed plan of construction, dedication or conveyance.

* * *

(d) The amount of developer credit to shall be applied to reduce the transportation impact fee on a dollar-for-dollar basis at fair market value and shall be determined according to the following standards of valuation:

(1) The value of contributed land shall be based upon a written appraisal of fair market value by a qualified and professional appraiser acceptable to the county and based on an appraisal of the fair market value of the property to be contributed, as of the date of the contribution. However, the county may require submission of an additional appraisal by an appraiser selected by the county, at the expense of the applicant, if the appraisal submitted by the applicant is in excess of the value derived on the basis of the current county property appraiser's assessment multiplied by a factor of 1.50.

(2) The actual cost of construction of off-site road improvements to the Major Road Network System shall be based upon costs certified by

a professional engineer. However, in no event shall any credit be granted for the construction of off-site road improvements in excess of the estimated costs approved by the county unless the construction project is competitively bid, in which case the credit shall be the actual cost or one hundred twenty (120) percent of the bid amounts whichever is less.

* * *

(f) Upon approval for the contribution of land or construction of off-site road improvements, an impact fee credit agreement shall be entered into between the county and the owner. A nonrefundable processing, review and audit fee of two thousand five hundred dollars (\$2,500.00), which fee is equal to or less than the County's anticipated actual costs associated with the processing, review, and audit of the developer contribution credit, shall be due once the plan has been approved and prior to the preparation of an impact fee credit agreement by the county attorney. The agreement shall include, but not be limited to:

* * *

(4) The duration of the agreement shall be for a period of five (5) years ~~unless the applicant requests a longer period in which the board may approve a period of up to twenty (20) years.~~ If requested prior to expiration, an extension can be requested for an additional five (5) years. All credits available under an impact fee credit agreements shall be transferable within the applicable Road Construction District or to a development within an adjoining road construction district if the construction or contributions that generated the credit will provide direct benefit to the assignee development. In no event shall the duration exceed ~~twenty (20)~~ ten (10) years, exclusive of any moratoria, from the date of recording in the official records.

* * *

(10) A requirement that the credit for the ~~road~~ Transportation impact fees identified in the agreement shall run with the land for which the transportation impact fee is being assessed and shall be reduced ~~by the entire amount of the transportation impact fee due~~ for each building permit issued thereon until the development project is either completed or the credits are exhausted or no longer available.

* * *

(h) Any road right-of-way or Land ~~required~~ to be dedicated to the county ~~as a condition of development approval~~ shall be dedicated no later than the time at which impact fees are required to be paid under this section. The portion of the fee represented by a credit for construction shall be deemed paid when the construction is completed and accepted by the county for maintenance or when adequate security for the completion of the construction has been provided.

(i) Any developer contribution credit granted from the transportation impact fee shall only be for construction or contributions made to the Major

Road Network System to accommodate growth within the respective road construction district where the impact generating land development activity is located. Credits granted under this section shall run with the land and may be assigned to other developments, regardless of ownership, within the same road construction district or to a development within an adjoining road construction district if the construction or contributions that generated the credit will provide direct benefit to the assignee development.

(j) If the Transportation Impact Fee rates are increased after a credit is granted under this section, the credit holder shall be entitled to the full benefit of the intensity or density prepaid by the credit amount as of the date the credit was established.

[underline indicates additions; ~~strikethrough~~ indicates deletions; *** indicates omitted text that was not amended]

SECTION 20. ADOPTION OF NEW SECTION 10-324 OF THE MARION COUNTY CODE. A new Section 10-324 of the Marion County Code, entitled Definitions Applicable to Transportation Impact Fees, is hereby created to read as follows:

Sec. 10-324. Definitions Applicable to Transportation Impact Fees.

The following words, terms and phrases, when used in this Article, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

Arterial Road means a Road providing service which is relatively continuous and of relatively high traffic volume, long average trip length, high operating speed, and high mobility importance. In addition, every State of Florida and United States numbered highway is an Arterial Road.

Capital Improvement means a fixed capital expenditure or fixed capital outlay providing additional capacity to the Major Road Network System, excluding the cost of repairs or maintenance, associated with the construction, reconstruction, or improvements to the Major Road Network System that have a life expectancy of at least five years; related Land acquisition, Land improvement, design, engineering, and permitting costs; and other related construction costs required to bring the Public Facility into service. The term "capital improvement" is intended to be consistent with the term "infrastructure" in Section 163.31801, Florida Statutes.

Collector Road means a Road providing service which is of average traffic volume, trip length, and operating speed. Such a road also collects and distributes traffic between local roads or Arterial Roads and serves as a linkage between land access and mobility needs.

Major Road Network System means all principal and minor Arterial Roads and major and minor Collector Roads within Marion County, including Roads within the state highway system as defined in Section 334.03(24), Florida Statutes, and proposed Arterial and Collector Roads, but excluding the city street system as defined in Section 334.03(3), Florida Statutes, local roads as defined in Section 334.03(14), Florida Statutes, interstate highways, and toll facilities. The Major Road Network System shall also include new Roads approved by the Board by resolution and those proposed section line Roads, required to be dedicated and/or constructed as part of new final development orders, which the County determines to meet Collector Road or Arterial Road definitions. The Major Road Network System shall also include Arterial Roads and Collector Roads shown on the Marion County Comprehensive Plan Future Traffic Circulation Functional Classification Map, or listed in the transportation planning organization's (TPO's) long range transportation plan (LRTP) or the county transportation improvement plan (TIP) or municipal capital improvement plans (CIP) or capital improvement elements.

Off-site Road Improvement means a Road improvement, which meets the definition of a Capital Improvement, located outside the boundaries of the parcel proposed for development, which is required to serve the development's external trips on the Major Road Network System. Off-site road improvements do not include Site-related Road Improvements.

Right-of-Way means land in which the state, the department of transportation, a county, or a municipality owns the fee or has an easement devoted to or required for use as a transportation facility.

Road shall include highways, streets, sidewalks, bike lanes or paths, alleys, multi-modal facilities associated with road capacity only, and other ways open to travel by the public, including the roadbed, right-of-way, and all culverts, drains, sluices, ditches, water storage areas, drainage retention areas, waterways, embankments, slopes, retaining walls, and bridges necessary for the maintenance of travel.

Road Construction District shall have the meaning ascribed to it in Section 10-325 of this Article.

Site-related Road Improvements are road improvements and right-of-way dedications which do not qualify as Capital Improvements, as defined herein, and which are internal, on-site land or facilities required by local regulations. Site-related improvements include, but are not limited to, the following: (1) site driveways and roads; (2) right and left turn lanes leading to those driveways; (3) traffic control measures for those driveways; (4) frontage roads; and (5) road necessary to provide direct access to the development.

Transportation Impact Fee means the fees imposed pursuant to this Article to fund growth-necessitated Capital Improvements to the Major Road Network System.

SECTION 21. AMENDMENT OF SECTION 10-325 OF THE MARION COUNTY

CODE. Section 10-325 of the Marion County Code, entitled Use of Funds, is hereby amended as follows:

Sec. 10-325. Use of funds.

(a) All Transportation Impact Fee funds collected under this division ~~are expressly designated for the accommodation of impacts reasonably attributable to the proposed development, and shall be used solely for the purpose of to provide growth-necessitated Capital Improvements for roads on to the County's Major Road Network System. , and not for maintenance or operations.~~ Funds on deposit in the respective Transportation Impact Fee trust accounts shall not be used for any expenditure that would be classified as a maintenance or repair expense, nor shall they be used on local roads or on interstate highways. Transportation Impact Fees may be used for the following purposes, including, but not limited to:

- (1) Design and construction plan preparation;
- (2) Permitting;
- (3) Right-of-way and other Lands acquisition, including costs of acquisition or condemnation;
- (4) Construction of new through lanes;
- (5) Construction of new turn lanes;
- (6) Construction of new bridges;
- (7) Construction of new drainage facilities in conjunction with new roadway construction;
- (8) Purchase and installation of new traffic signalization;
- (9) Construction of new curbs, medians and shoulders;
- (10) Construction management and inspection;
- (11) Surveying and soils and material testing;
- (12) Fees for professional services, including, but not limited to, architecture, engineering, surveying, landscaping, soils and material testing, legal, appraisals, construction managements, and consultant fees to study and update this division and to provide specific trip characteristic studies;
- (13) Environmental mitigation costs;
- (14) Payment of principal and interest, necessary reserves and costs of issuance under any bonds or other indebtedness issued by the county to provide funds to construct or acquire Capital ~~off-site roadway~~

Improvements on to the Major Road Network System if allowable in accordance with Section 163.31801(4)(i), Florida Statutes. Funds on deposit in the respective Transportation Impact Fee trust accounts shall not be used for any expenditure that would be classified as a maintenance or repair expense, nor shall they be used on local roads or on interstate highways;

(15) Intelligent transportation system costs that increase roadway capacity or optimize the use of roadway capacity or optimize the use of road capacity including but not limited to, new traffic signals, computerized signalization systems, computerized traffic monitoring systems and computerized changeable message systems;

(16) Construction of sidewalks, multi-use trails, bicycle lanes that are linearly adjacent to a capital roadway improvement

(17) Construction of mass transit enhancements (e.g., transit shelters, bus turnouts or bus bulbs);

(17) Site development and on-site and off-site improvements incidental to construction of Capital Improvements;

(18) Relocating utilities required by construction of Capital Improvements; and

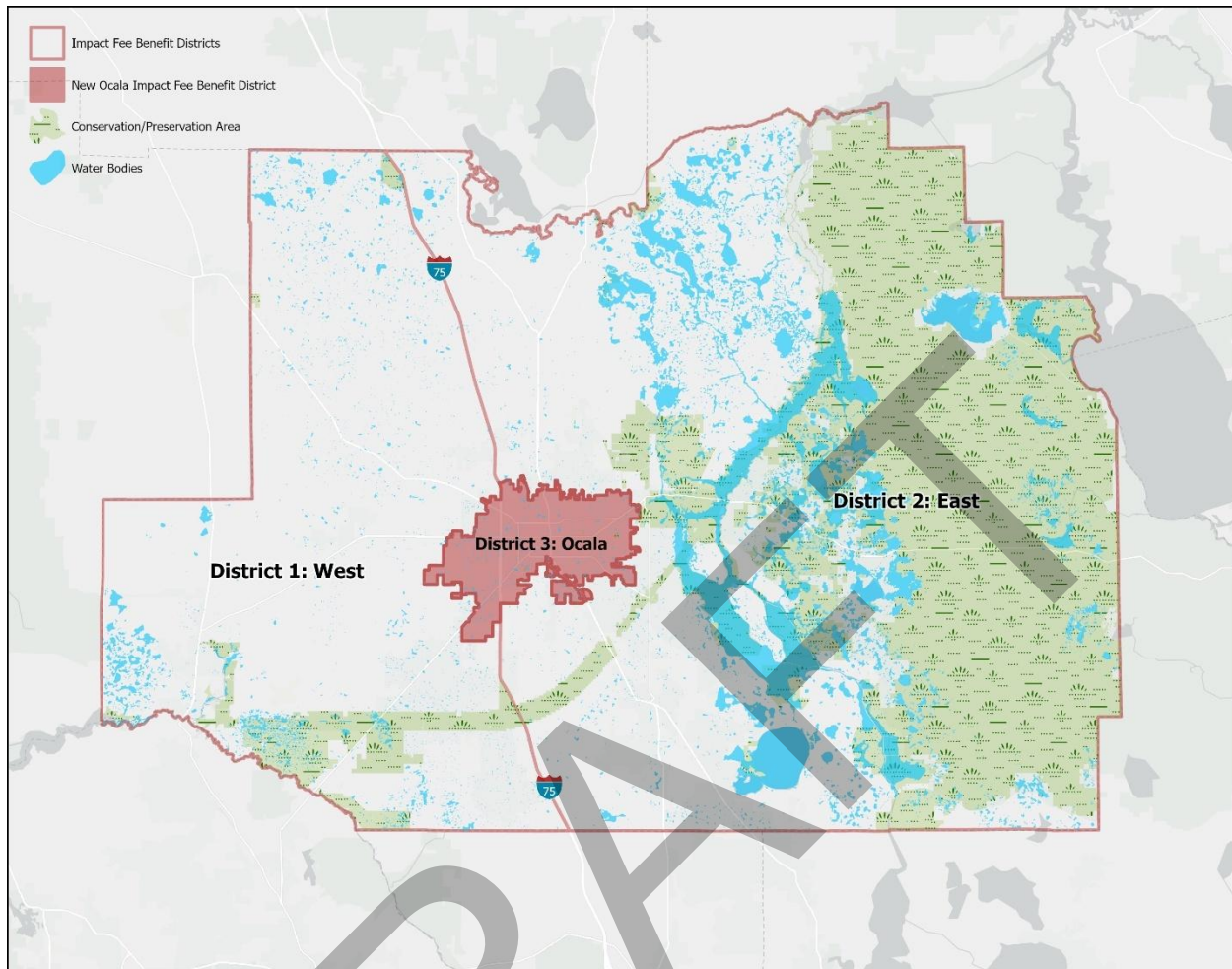
(19) Repayment of any monies borrowed from any budgetary fund of the County which was used to fund growth-necessitated Capital Improvements to the Major Road Network System.

(b) There are hereby established ~~two~~ three (3) road construction districts as shown below ~~on Exhibit A~~ and described as follows:

(1) West county district: The west county district includes all lands in unincorporated and incorporated Marion County, which are west of I-75, but excluding all Lands within the Ocala District; and

(2) East county district: The east county district includes all lands in unincorporated and incorporated Marion County, which are east of I-75 but excluding all Lands within the Ocala District; and

(3) Ocala District: The Ocala District includes all lands within the incorporated area of the City of Ocala as it exists on the effective date of this Article, including all enclaves within the incorporated area, as such term in defined in Section 171.031(5), Florida Statutes.



(c) Proceeds collected from road Transportation Impact Fees and all interest accrued on such funds shall be used solely within the road construction district from which the fees have been collected, in effect at the time impact fees were paid, or for projects in other road construction districts which are of direct benefit to the district from which funds were collected. The ~~board~~ County Administrator may approve the use of funds collected in one district for a project in another district after a specific finding that the project will be a direct benefit to the district where funds were collected. ~~There were previously four (4) road construction districts as established by Ordinance No. 94-33, which districts are depicted herein and attached hereto as Exhibit B. Solely for the purpose of expenditure of transportation impact fees that have been collected within those four (4) districts before the effective date of this article, those four (4) districts and their corresponding trust accounts shall remain in effect until all funds that were previously collected within any of those districts has been spent within such district, or within another district based on a specific board finding of direct benefit as provided above.~~

(d) There is hereby established a Marion County Transportation Impact Fee Ordinance Trust Fund for each road construction district for the purpose of ensuring that the fees collected pursuant to this division are designated and held separately to provide growth-necessitated Capital Improvements in accordance with this Article ~~for use in an accommodation~~ of impacts reasonably attributable to the proposed land development activity within the road construction district from which they are collected. Transportation Impact Fees shall be deposited into the appropriate trust fund immediately upon receipt.

(e) Funds shall be encumbered and expended in the order in which they are collected. Any proceeds in a trust fund account on deposit, not immediately necessary for expenditure, may be invested in interest bearing assets. All income derived from this investment shall be added to and retained in the trust fund account.

(f) Each year, at the time the annual county budget is reviewed, the county administrator or his designee shall propose appropriations to be spent from the road construction district trust fund. After review of the county administrator's recommendation, the board shall approve, modify, or deny the recommended expenditures of the trust fund monies. Any amounts not appropriated from a trust fund account, together with any interest earnings, shall be carried over in the specific trust fund account to the following fiscal year period.

[underline indicates additions; strikethrough indicates deletions]

SECTION 22. AMENDMENT OF SECTION 10-327 OF THE MARION COUNTY

CODE. Section 10-327 of the Marion County Code, entitled Transportation Impact Fee Schedule, is hereby amended as follows:

Sec. 10-327. Transportation Impact Fee schedule.

(a) Except as otherwise provided by the terms of this article, all Impact Generating Land Development Activity shall pay the transportation impact fees set forth in the ~~shall be paid in accordance with the schedule set forth below~~ as a condition of issuance of a Certificate of Occupancy. The Impact Fee rates in this subsection (a) shall remain in effect until the updated rates in subsection (b) go into effect.

MARION COUNTY TRANSPORTATION IMPACT FEE SCHEDULE

ITE LUC	Land Use	Unit	Impact Fee Amount
	<i>RESIDENTIAL:</i>		
210	Single family (detached)—1,500 s.f. or less	du	\$1,093.00

	Single family (detached)—Greater than 1,500 s.f. and less than 2,500 s.f.	du	1,397.00
	Single family (detached)—2,500 s.f. or greater	du	1,562.00
220	Multi-family (apartment); 1—2 stories	du	903.00
222/223	Multi-family (apartment); 3+ stories	du	568.00
240	Mobile home park	du	514.00
252	Assisted care living facility (ACLF)	du	184.00
<i>LODGING:</i>			
310	Hotel	room	375.00
320	Motel	room	267.00
<i>RECREATION:</i>			
412	General recreation/county park	acre	136.00
430	Golf course	hole	2,774.00
492	Racquet club/health spa	1,000 s.f.	2,065.00
520	Elementary school (private)	student	55.00
522	Middle school (private)	student	76.00
530	High school (private)	student	80.00
540	University/Jr. College (7,500 or fewer students) (private)	student	156.00
550	University/Jr. College (more than 7,500 students) (private)	student	116.00
560	Church	1,000 s.f.	410.00
565	Day care center	1,000 s.f.	1,318.00
590	Library	1,000 s.f.	2,377.00
610	Hospital	1,000 s.f.	879.00
620	Nursing home	bed	80.00
640	Animal hospital/veterinary clinic	1,000 s.f.	539.00
<i>OFFICE:</i>			
710	Office	1,000 s.f.	676.00
720	Medical office/clinic	1,000 s.f.	1,528.00
770	business park	1,000 s.f.	785.00
<i>RETAIL:</i>			
820	Retail 6,000 s.f.g.l.a. or less	1,000 s.f.g.l.a.	442.00
820	Retail greater than 6,000 s.f.g.l.a.	1,000 s.f.g.l.a.	1,014.00
841	New/used auto sales	1,000 s.f.	1,325.00
850	Supermarket	1,000 s.f.	1,490.00
853	Convenience market w/gasoline	1,000 s.f.	3,963.00
862	Home improvement superstore	1,000 s.f.	619.00
880/881	Pharmacy/drug store with or w/o drive-thru	1,000 s.f.	791.00
890	Furniture store	1,000 s.f.	217.00
911	Bank/savings walk-in	1,000 s.f.	1,720.00
912	Bank/savings drive-in	1,000 s.f.	2,260.00
931	Restaurant	1,000 s.f.	2,803.00
n/a	Small local restaurant	1,000 s.f.	1,340.00

941	Quick lube	service bay	1,334.00
942	Automobile care center	1,000 s.f.	1,047.00
944	Gas/service station	fuel pos.	850.00
947	Self-service car wash	service bay	811.00
INDUSTRIAL:			
110	General light industrial	1,000 s.f.	428.00
140	Manufacturing	1,000 s.f.	234.00
150	Warehousing	1,000 s.f.	218.00
151	Mini-warehouse	1,000 s.f.	78.00
152	High-cube warehouse	1,000 s.f.	102.00

(b) Except as otherwise provided by the terms of this Article, effective October 1, 2025, all Impact Generating Land Development Activity shall pay the Transportation Impact Fees set forth in the schedule below as a condition of issuance of a Certificate of Occupancy.

ITE	Land Use	Unit	Transportation Impact Fee
RESIDENTIAL:			
210	Single Family (Detached) - 1,500 sf or less	du	\$4,388
	Single Family (Detached) - 1,501 to 2,499 sf	du	\$5,318
	Single Family (Detached) - 2,500 sf and greater	du	\$5,855
215	Single Family (Attached)	du	\$4,606
220	Multi-Family Housing (Low-Rise, 1-3 floors)	du	\$3,590
221/222	Multi-Family Housing (Mid/High-Rise, 4+ floors)	du	\$2,412
240	Mobile Home Park	du	\$1,945
251	Senior Adult Housing - Detached	du	\$1,962
252	Senior Adult Housing - Attached	du	\$1,319
TRANSIENT, ASSISTED, GROUP:			
253	Congregate/Assisted Care Facility	du	\$520
310	Hotel	room	\$2,364
320	Motel	room	\$1,136
620	Nursing Home	bed	\$611
RECREATION:			
411	Public Park	acre	\$343
416	RV Park/Campground	site	\$680
420	Marina	berth	\$1,339
430	Golf Course	hole	\$16,971
445	Movie Theater	screen	\$19,609
492	Racquet Club/Health Spa	1,000 sf	\$15,512

495	Recreational Community Center	1,000 sf	\$12,405
INSTITUTIONS:			
520	Elementary School (Private)	student	\$678
522	Middle School (Private)	student	\$637
525	High School (Private)	student	\$657
540	University/Junior College (7,500 or fewer students) (Private)	student	\$1,125
550	University/Junior College (more than 7,500 students) (Private)	student	\$835
560	Church	1,000 sf	\$2,462
565	Day Care Center	1,000 sf	\$6,365
590	Library	1,000 sf	\$21,904
MEDICAL:			
610	Hospital	1,000 sf	\$5,213
640	Animal Hospital/Veterinary Clinic	1,000 sf	\$2,773
OFFICE:			
710	Office	1,000 sf	\$4,766
720	Medical Office/Clinic	1,000 sf	\$10,961
770	Business Park	1,000 sf	\$5,638
RETAIL:			
822	Retail 6,000 sf gla or less	1,000 sf gla	\$1,866
822	Retail 6,001 to 40,000 sf gla	1,000 sf gla	\$3,182
821	Retail 40,001 to 150,000 sf gla	1,000 sf gla	\$6,435
820	Retail greater than 150,000 sf gla	1,000 sf gla	\$6,944
840/841	New/Used Auto Sales	1,000 sf	\$8,247
850	Supermarket	1,000 sf	\$9,530
862	Home Improvement Superstore	1,000 sf	\$4,030
880/881	Pharmacy/Drug Store with or w/o Drive-Thru	1,000 sf	\$5,992
890	Furniture Store	1,000 sf	\$1,939
SERVICES:			
911	Bank/Savings Walk-In	1,000 sf	\$5,792
912	Bank/Savings Drive-In	1,000 sf	\$10,370
931	Restaurant	1,000 sf	\$18,790
n/a	Small Local Restaurant	1,000 sf	\$8,855
941	Quick Lube	service bay	\$9,497
942	Automobile Care Center	1,000 sf	\$6,694
944	Gas Station w/Convenience Store <2,000 sq ft	fuel pos.	\$6,480
945	Gas Station w/Convenience Store 2,000 to 5,499 sq ft	fuel pos.	\$9,947
	Gas Station w/Convenience Store 5,500+ sq ft	fuel pos.	\$13,012
947	Self-Service Car Wash	service bay	\$5,691
948	Automated Car Wash	car tunnel	\$100,351
INDUSTRIAL:			

110	General Light Industrial	1,000 sf	\$2,145
140	Manufacturing	1,000 sf	\$2,083
150	Warehousing	1,000 sf	\$755
151	Mini-Warehouse	1,000 sf	\$425
154	High-Cube Transload and Short-Term Warehouse	1,000 sf	\$621
n/a	Mine/Commercial Excavation	1,000 cy	\$2.86

[underline indicates additions; ~~strikethrough~~ indicates deletions]

SECTION 23. REPEAL OF SECTION 10-326 OF THE MARION COUNTY CODE.

Section 10-326 of the Marion County Code, entitled Mobile Home Impact Fees, is hereby repealed in its entirety.

SECTION 24. NOTICE OF IMPACT FEES.

(a) In accordance with Section 10-284 of the Marion County Code, no later than July 1, 2025, the County Administrator is hereby directed to publish a notice once in a newspaper of general circulation within the County which notice shall include: (A) a brief and general description of the Transportation Impact Fees, (B) a description of the geographic area in which the Transportation Impact Fees will be collected; (C) the Transportation Impact Fees rates to be imposed for each Impact Fee Land Use Category; and (D) that the updated Transportation Impact Fees rates will go into effect for all Building Permit applications received on October 1, 2025 and thereafter.

(b) In the event, this notice is not published at least ninety (90) days prior to the initial October 1, 2025 implementation dates for the increased Transportation Impact Fees, then the October 1, 2025 implementation date shall be adjusted to ensure that the increased Transportation Impact Fees rates are not implemented earlier than ninety (90) days after the date of publication of the notice.

(c) In the event the Transportation Impact Fee rate for an Impact Fee Land Use Category is decreasing, then that rate shall initially go into effect for all Impact Generating Land Development Activity that applies for a Building Permit on or after June 1, 2025 following the effective date of this Ordinance as provided in Section 25(d), notwithstanding the implementation dates specified in Section 10-327(b).

(d) The obligations herein for the payment of the Transportation Impact Fees shall apply to all Impact Generating Land Development Activity that applies for a Building Permit on or after the applicable implementation date.

SECTION 25. MISCELLANEOUS.

(a) If any clause, section or provision of this Ordinance shall be declared unconstitutional or invalid for any reason or cause, the remaining portion of said Ordinance shall be in full force and effect and be valid as if such invalid portion thereof had not been incorporated herein.

(b) It is the intention of the Board, and it is hereby ordained that the relevant provisions of this Ordinance shall become and be made a part of the Marion County Code; that the sections of this Ordinance may be renumbered or relettered to accomplish such intentions; and that the word "Ordinance" shall be changed to "Article" or other appropriate word.

(c) The terms and provisions of this Ordinance shall be liberally construed to affect the purpose for which it is adopted.

(d) A copy of this Ordinance as enacted shall be filed by the Clerk of the Board by email with the Office of the Secretary of the State of Florida within ten (10) days after enactment, and this Ordinance shall take effect upon receipt of official acknowledgment

from the Secretary of State that this Ordinance has been filed with such office; provided the revisions to the Transportation Impact Fees rates shall become effective as provided in Sections 22 and 24 hereof.

DULY ADOPTED this ____ day of May, 2025 by a vote of ____ in favor and ____ opposed.

MARION COUNTY BOARD OF COUNTY COMMISSIONERS

Kathy Bryant, Chairman

Attest:

Gregory C. Harrell
Clerk of the Circuit Court

APPROVED AS TO FORM:

County Attorney



Marion County Transportation Impact Fee Update Study

Final Report
February 28, 2025

Prepared for:

**Marion County
Planning Department**
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Marion County Transportation Impact Fee Update Study

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Appendix A: Demand Component

Appendix B: Cost Component

Appendix C: Credit Component

Appendix D: Calculated Transportation Impact Fee Schedule

Introduction

Marion County is continuing to experience population growth, with a projected countywide increase of 107,000 persons by 2050, or an average annual growth rate of 0.9 percent as estimated by the Bureau of Business & Economic Research (BEBR), ranking in the top third of Florida counties (17th out of 67 counties). Marion County ranked 15th for residential permitting in 2023, indicating high levels of new development. This continuing growth requires additional capital facilities. Marion County's Transportation Impact Fee was most recently updated in 2015 with the calculated rates being discounted before adoption. In accordance with the County's impact fee ordinance requirements and to reflect most recent and localized data, the County retained Benesch to update the technical study that will be the basis for the updated fee schedule. This report serves as the technical study to support the calculation of the updated impact fees. Data presented in this report represents the most recent and localized data available at the time of this update study. All data and support material used in this analysis are incorporated by reference as set forth in this document.

This report serves as the technical study to support the calculation of the updated impact fees. Data presented in this report represents the most recent and localized data available at the time of this update study. All data and support material used in this analysis are incorporated by reference as set forth in this document.

The figures calculated in this study represent the technically defensible level of impact fees that the County could charge; however, the Board of County Commissioners may choose to discount the fees as a policy decision.

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 of travel (VMT) that each unit of new development is estimated to consume of a lane mile of roadway network.

Under this methodology, the fees assess a proportionate share cost for the entire transportation network in the county, including classified City, County and State roadways, with the exception of local/neighborhood roads and interstate highways/toll facilities. Generally, neighborhood

roads are the obligation of the developers and are part of the site/subdivision approvals. Toll facilities are funded by toll revenues through Florida Turnpike Enterprise or local toll authorities and interstate highways are funded with earmarked federal and statewide strategic intermodal systems funds and planned for at the state level with minimal local input and minimum or no local funding.

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

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

The “demand” for travel placed on a transportation system is expressed in units of Vehicle-Miles of Travel (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.

The “cost” of building new capacity typically is expressed in units of dollars per vehicle-mile of roadway capacity.

The “credit” is an estimate of future non-impact fee revenues generated by new development that are allocated to provide roadway capacity expansion. The impact fee is considered to be an “up front” payment for a portion of the cost of building a vehicle-mile of capacity that 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 being charged twice for the same level of service. More specifically, the input variables used in the fee equation are as follows:

Demand Variables:

- Trip generation rate
- Trip length
- Trip length adjustment factor
- Percent new trips
- Interstate & toll facility adjustment factor

Cost Variables:

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

Credit Variables:

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

Legal Overview

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

- Be supported by a study demonstrating that the fees are proportionate in amount to the need created by new development paying the fee; and
- Be spent in a manner that directs a proportionate benefit to new development, typically accomplished through establishment of benefit districts and a list of capacity-adding projects included in the County's Capital Improvement Plan, Capital Improvement Element, or another planning document/Master Plan.

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:

- **HB 227 in 2009:** 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.

- **SB 360 in 2009:** 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.
- **HB 7207 in 2011:** Required a dollar-for-dollar credit, for purposes of concurrency compliance, for impact fees paid and other concurrency mitigation required.
- **HB 319 in 2013:** Applied mostly to concurrency management authorities, but also encouraged local governments to adopt alternative mobility systems using a series of tools identified in section 163.3180(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 serves as the basis to demonstrate the need 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.

- **HB 207 in 2019:** 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.
- **HB 7103 in 2019:** 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 was to operate prospectively; however, HB 337 that was signed in 2021 deleted this clause and making all outstanding credits eligible for this adjustment. This bill also allowed local governments to waive/reduce impact fees for affordable housing projects without having to offset the associated revenue loss.
- **SB 1066 in 2020:** 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’s 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.
- **HB 1339 in 2020:** Required reporting of various impact fee related information within the annual financial audit report submitted to the Department of Financial Services.
- **HB 337 in 2021:** Placed limits on the amount and frequency of fee increases, but also included a clause to exceed these restrictions if the local governments can demonstrate extraordinary circumstances, hold two public workshops discussing these circumstances and the increases are approved by two-thirds of the governing body.
- **HB 479 in 2024:** Required interlocal agreements between counties and municipalities when both entities collect a transportation impact fee in a municipality. Placed limits on timing of impact fee study completion and adoption and data used in the studies.

The following paragraphs provide further detail on the generally applicable legal standards.

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.
- Examples of impact fee eligible projects include new road construction, lane addition projects, turn lane additions/intersection improvements.

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 are 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.

This technical report has been prepared to support legal compliance with existing case law and statutory requirements.

Demand Component

Travel Demand

The amount of transportation system consumed by a unit of new development is calculated using the following variables and is a measure of the vehicle-miles of new travel a unit of development places on the roadway system:

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

The trip characteristics variables were primarily obtained from two sources: (1) similar studies conducted throughout Florida (Florida Studies Database) and (2) the Institute of Transportation Engineers' (ITE) Trip Generation Handbook (11th Edition). The Florida Trip Characteristics Studies Database is included in Appendix A and contains several studies conducted in Marion County. This database was used to determine trip length, percent new trips, and the trip generation rate for several land uses.

Trip Length Adjustment Factor

This variable is used to adjust the average trip length obtained from the Florida Studies Database when the trip lengths in a jurisdiction appear significantly different than the average trip lengths observed in other jurisdictions. Using the Central Florida Regional Planning Model (CFRPM v7), the average trip lengths for Marion County were calculated for different trip types, including home-based work, home-based shopping, and home-based social/recreation, among others. These model trip lengths suggested that trip lengths in Marion County are typically longer than trip lengths observed in other counties throughout Florida. As such, the trip lengths for residential land uses (including hotels and motels) were increased by 15 percent and the trip lengths for non-residential uses were increased by five (5) percent.

Interstate & Toll Facility Adjustment Factor

This variable was used to recognize that interstate highway and toll facility improvements are funded by the State (specifically, the Florida Department of Transportation) using earmarked State and Federal funds or through toll revenues. Typically, impact fees are not used to pay for these improvements and the portion of travel occurring on the interstate/toll facility system is subtracted from the total travel for each use.

To calculate the interstate and toll (I/T) facility adjustment factor, the loaded highway network file was generated for the CFRPM v7. A select zone analysis was run for all traffic analysis zones located within the Marion County in order to differentiate trips with an origin and/or destination within the county versus trips that simply passed through the county.

The analysis reviewed trips on all interstate and toll facilities within Marion County (Interstate 75). The limited access vehicle-miles of travel (Limited Access VMT) for county-generated trips with an origin and/or destination within county was calculated for the identified limited access facilities. Next, the total VMT was calculated for all county-generated trips with an origin and/or destination within Marion County for all roads, including limited access facilities.

The I/T adjustment factor of 13.5 percent was determined by dividing the total limited access VMT by the total County VMT. Total County VMT reduced by this factor is representative of only the roadways that are eligible to be funded with transportation impact fee revenues. Appendix A, Table A-1 provides further detail on this calculation.

Land Use Changes

As part of this update study, the following land uses were revised/added to the County's fee schedule to better reflect type of uses being developed in Marion County.

Single Family (Attached) and Multi-Family Housing

The current transportation impact fee schedule includes "multi-family (1 & 2 stories)" and "multi-family (3 & more stories)" land uses. Due to changes included in the ITE 11th Edition Handbook these uses were re-organized as the following:

- **LUC 215: Single Family (Attached), measured per "dwelling unit"**
- **LUC 220: Multi-Family (Low-Rise, 1-3 Floors), measured per "dwelling unit"**
- **LUC 221/222: Multi-Family (Mid/High-Rise, 4+ Floors), measured per "dwelling unit"**

Gas Station w/Convenience Re-Alignment

Consistent with the updated data in the ITE 11th Edition Handbook, the existing LUC 853 (Convenience Market w/Gasoline, per 1,000 sf) was removed from the County's transportation impact fee schedule and replaced with the following uses:

- **LUC 944: Gas Station w/Conv. Store <2,000 sq ft, measured per "fuel position"**
- **LUC 945: Gas Station w/Conv. Store 2,000-5,499 sq ft, measured per "fuel position"**
- **LUC 945: Gas Station w/Conv. Store 5,500+ sq ft, measured per "fuel position"**

Staff Recommendations

The following land uses were added to the transportation impact fee schedule at the request of County staff to reflect recent development trends:

- **LUC 251: Senior Adult Housing (Detached), measured per "dwelling unit"**
 - This land use was added to differentiate between regular single family (LUC 210) and single family development that is age-restricted
- **LUC 416: RV Park/Campground, measured per "site"**
- **LUC 420: Marina, measured per "berth"**
- **LUC 435: Recreational Community Center, measured per "1,000 sf"**
- **LUC 445: Movie Theater, measured per "screen"**
- **LUC 948: Automated Car Wash, measured per "car tunnel"**
- **LUC n/a: Mining Excavation, measured per "1,000 cy"**

Cost Component

Cost information from Marion County and other counties in Florida was reviewed to develop a unit cost for all phases involved in the construction of one lane-mile of roadway capacity. Appendix B provides the data and other supporting information utilized in this analysis.

County Roadway Costs

This section examines the right-of-way (ROW), construction, and other cost components associated with county roads with respect to transportation capacity expansion improvements in Marion County. In addition to local data, cost data for recently bid/completed/ongoing roadway projects throughout Florida was used to supplement the cost data for county roadway improvements. The roadway cost was separated into four components: design, right-of-way (ROW), construction, and construction engineering/inspection (CEI).

Design and CEI

The design cost factor for county roads is estimated as a percentage of the construction cost per lane mile. This factor was determined based on a review of design-to-construction cost ratios from local improvements and from other jurisdictions throughout Florida. For purposes of this study, the design cost for county roads is estimated as **11 percent** of the construction cost per lane mile. Additional details are provided in Appendix B, Tables B-2 and B-3.

The CEI cost factor for county roads is estimated as a percentage of the construction cost per lane mile. This factor is determined based on a review of CEI-to-construction cost ratios from other jurisdictions throughout Florida. For purposes of this study, the CEI cost for county roads is estimated as **nine (9) percent** of the construction cost per lane mile. Additional details are provided in Appendix B, Table B-11.

Right-of-Way

The ROW cost reflects the total cost of the acquisitions along a corridor that were necessary to have sufficient cross-section width to widen an existing road or, in the case of new construction, to build a new road. Similar to design and CEI, The ROW cost factor for county roads is estimated as a percentage of the construction cost per lane mile. This factor was determined based on a review of estimated cost for planned projects in Marion County and a review of the ROW-to-construction ratios observed in other jurisdictions throughout Florida. Estimated cost for planned projects in Marion County indicate ROW ratios ranging from three (3) percent to 132

percent of construction cost, with an average of 45 percent. In the case of other Florida jurisdictions, the ROW factors range from 10 percent to 60 percent of construction, with an average of 35 percent. For impact fee calculations, a factor of **40 percent** was estimated. Additional details are provided in Appendix B, Tables B-4 and B-5.

Construction Cost

The construction cost for county roads was based on a review of recent local improvements, estimate costs for upcoming projects in Marion County, and projects from other jurisdictions in Florida. Recent local improvements (from FY 2020) included the following improvements:

- SW 49th Avenue (South Seg. A & E) from 0.7 miles S of CR 484 to Marion Oaks Trail
- Florida Crossroads Commerce Park Road from south terminus to Highway 484
- CR 484 from Marion Oaks Pass to Marion Oaks Course

Costs for these local improvements ranged from \$1.2 million to \$2.2 million per lane mile with a weighted average cost of \$1.5 million per lane mile. When indexed to current dollars, this figure increases to approximately \$2.4 million per lane mile.

Estimated construction cost for planned improvements in Marion County ranges from \$1.4 million per lane mile to \$4.8 million per lane mile with a weighted average construction cost of \$2.7 million per lane mile.

In addition to local improvements, a review of recently bid projects located throughout Florida was conducted. From this dataset, the counties that are more suburban/rural in nature (similar to Marion County) were separated and this subset of counties had a weighted average construction cost of \$3.3 million per lane mile for projects since FY 2020.

Based on a review of the local historical and planned projects and statewide projects, construction cost was estimated at **\$2.7 million per lane mile** for county roads (curb & gutter) for the transportation impact fee calculations. Additional information is presented in Appendix B, Tables B-6 through B-8.

To determine the cost per lane mile for county roads with rural-design characteristics (open drainage), the relationship between urban and rural-designed roadway costs from the FDOT District 7 Long Range Estimates (LRE)¹ was reviewed. Based on these cost estimates, the costs for rural roadways are estimated at approximately 76 percent of the costs for urban roadways.

¹ This data was not available for FDOT District 5

Additional detail is provided in Appendix B, Table B-1.

As shown in Table 1, a total cost of **\$4.3 million per lane mile** for county roads was used in the transportation impact fee calculation.

Table 1
Estimated Total Cost per Lane Mile for County Roads

Cost Phase	Cost per Lane Mile		
	Curb & Gutter (Urban) Design	Open Drainage (Rural) Design ⁽⁵⁾	Weighted Average ⁽⁶⁾
Design ⁽¹⁾	\$297,000	\$226,000	\$293,000
Right-of-Way ⁽²⁾	\$1,080,000	\$821,000	\$1,067,000
Construction ⁽³⁾	\$2,700,000	\$2,052,000	\$2,668,000
CEI ⁽⁴⁾	\$243,000	\$185,000	\$240,000
Total Cost	\$4,320,000	\$3,284,000	\$4,268,000
Lane Mile Distribution ⁽⁷⁾	95%	5%	100%

1) Design is estimated at 11% of construction costs.

2) Right-of-Way cost is estimated at 40% of construction costs

3) Source: Based on a review of local projects (Appendix B, Tables B-6 and B-7) and statewide capacity expansion projects (Appendix B, Table B-8)

4) CEI cost is estimated at 9% of construction costs

5) Rural design (open drainage) costs are estimated at 76% of the urban (curb & gutter) costs (Appendix B, Table B-1)

6) Lane mile distribution (Item 7) multiplied by the design, ROW, construction, and CEI phase cost by improvement type to develop a weighted average cost per lane mile

7) Source: Appendix B, Table B-12, Items (c) and (d)

Note: All figures rounded to nearest \$000

State Roadway Costs

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

Design and CEI

Similar to the county roads, the design and CEI cost factors for state roads were estimated as a percentage of the construction cost per lane mile. These factors were determined based on a

review of design/CEI-to-construction cost ratios from other jurisdictions throughout Florida. For purposes of this study, design and CEI costs for state roads were each estimated at **11 percent** of construction phase costs. Additional details are provided in Appendix B, Table B-3 (design) and Table B-11 (CEI).

Right-of-Way

Given the limited data on ROW costs for state roads in Marion County and based on experience in other jurisdictions, the ROW cost ratio calculation for county roads was also applied to state roads. Using this ROW-to-construction ratio of **40 percent**, the ROW cost for state roads (urban design) is approximately \$1.6 million per lane mile.

Construction

The construction cost for state roads was based on a review of recent local improvements, local estimates, and projects from other jurisdictions in Florida. Recent local improvements (from FY 2015) included the following project:

- SR 35 (Baseline Rd) from SE 96th Place Rd to SR 464 (SE Maricamp Rd); Construction cost per lane mile of \$2.7 million.

Recent local estimates included the following projects:

- SR 40 from E. of CR 314 to E. of CR 314A
- SR 40 from E. of CR 314A to Levy Hammock Rd

Cost estimates for these future improvements ranges from \$5.3 million to \$8.0 million per lane mile.

With limited recent local state road cost data available, historical data from the 2015 Marion County Transportation Impact Fee Update Study was also reviewed to estimate the state road construction cost per lane mile. During the 2015 study period, local state road improvements averaged **80 percent** of the average cost of the statewide database (\$2.7 million per lane mile).

Similar to the 2015 update, the state roadway projects costs in other Florida jurisdictions were reviewed. The cost database (which dates back to 2014) includes a total of 67 projects from 32 different counties with a weighted average cost of approximately \$4.4 million per lane mile (all improvements have urban-design characteristics). In the case of counties that are more suburban/rural in nature (similar to Marion County), the construction cost averages \$4.5 million

per lane mile. When more recent projects are considered (2017+), the average construction cost increases to approximately \$5.1 million per lane mile.

Considering all datasets, the construction cost for state roads was estimated at \$5.0 million per lane mile to be representative of current costs. This figure was adjusted by 20 percent to reflect the lower local bid and the approach used in the 2015 Study, which resulted in a construction cost of **\$4.0 million per lane mile** (\$5.0 million × 80%) for state roads (urban; curb & gutter design) for purposes of the impact fee calculations. Additional information is provided in Appendix B, Tables B-9 and B-10.

To determine the cost per lane mile for state roads with rural-design characteristics (open drainage), the relationship between urban and rural-designed roadway costs from the FDOT District 7 Long Range Estimates (LRE) was reviewed. As mentioned previously, the costs for rural roadways are estimated at approximately 76 percent of the costs for urban roadways. Additional details are provided in Appendix B, Table B-1.

As shown in Table 2, a total cost of **\$5.2 million per lane mile** for state roads was used in the transportation impact fee calculations.

Table 2
Estimated Total Cost per Lane Mile for State Roads

Cost Phase	Cost per Lane Mile		
	Curb & Gutter (Urban) Design	Open Drainage (Rural) Design ⁽⁵⁾	Weighted Average ⁽⁶⁾
Design ⁽¹⁾	\$440,000	\$334,000	\$350,000
Right-of-Way ⁽²⁾	\$1,600,000	\$1,216,000	\$1,274,000
Construction ⁽³⁾	\$4,000,000	\$3,040,000	\$3,184,000
CEI ⁽⁴⁾	\$440,000	\$334,000	\$350,000
Total Cost	\$6,480,000	\$4,924,000	\$5,158,000
Lane Mile Distribution ⁽⁷⁾	15%	85%	100%

1) Design is estimated at 11% of construction costs.

2) Right-of-way cost is estimated at 40% of construction costs

3) Source: Based on Appendix B, Tables B-9 and B-10, adjusted to 80% based on 2015 report findings

4) CEI cost is estimated at 11% of construction costs

5) Rural design (open drainage) costs are estimated at 76% of the urban (curb & gutter) costs

6) Lane mile distribution (Item 7) multiplied by the design, ROW, construction, and CEI phase cost by improvement type to develop a weighted average cost per lane mile

7) Source: Appendix B, Table B-12, Items (e) and (f)

Note: All figures rounded to nearest \$000

Summary of Costs (Blended Cost Analysis)

The weighted average cost per lane mile for county and state roads is presented in Table 3. The resulting weighted average cost of approximately \$4.72 million per lane mile was utilized as the unit cost input in the calculation of the transportation impact fee schedule. The weighted average cost per lane mile includes county and state roads and is based on weighting the lane miles of roadway improvements in Marion County's 2045 Long Range Transportation Plan (Cost Feasible Plan).

It should be noted that the cost estimates developed for this impact fee study reflect a large sample size from several communities over the last several years. When compared to the smaller sample of improvements observed over the last two to three years along with significant cost increases since the pandemic, the data and estimates used in this study represent a conservative approach. Additionally, these estimates account for Marion County's suburban/rural nature, which tends to moderate roadway costs compared to some of the larger, more urbanized counties that are experiencing higher construction and land acquisition costs.

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

Cost Type	County Roads ⁽¹⁾	State Roads ⁽²⁾	County and State Roads ⁽³⁾
Design	\$293,000	\$350,000	\$322,000
Right-of-Way	\$1,067,000	\$1,274,000	\$1,173,000
Construction	\$2,668,000	\$3,184,000	\$2,931,000
CEI	\$240,000	\$350,000	\$296,000
Total	\$4,268,000	\$5,158,000	\$4,722,000
Lane Mile Distribution ⁽⁴⁾	49%	51%	100%

1) Source: Table 1

2) Source: Table 2

3) Lane mile distribution (Item 4) multiplied by the individual component costs for county and state roads and added together to develop a weighted average cost per lane-mile

4) Source: Appendix B, Table B-12; Items (a) and (b)

Vehicle-Miles of Capacity Added per Lane Mile

An additional component of the transportation impact fee equation is the capacity added per lane-mile of roadway constructed (also known as the maximum service volume added per lane mile). To calculate the vehicle-miles of capacity (VMC) per lane mile of constructed future

roadway, an analysis of the Marion County 2045 LRTP's Cost Feasible Plan was conducted to summarize improvements that will be built in Marion County in the future.

Table 4
Weighted Average Capacity Added per Lane Mile

Source	Lane Mile Added ⁽¹⁾	Vehicle-Miles of Capacity Added ⁽²⁾	VMC Added per Lane Mile ⁽³⁾
County Roads	76.62	976,563	12,700
State Roads	80.32	1,408,145	17,500
Total	156.94	2,384,708	
Weighted Average VMC Added per Lane Mile⁽⁴⁾			15,200

1) Source: Appendix B, Table B-12

2) Source: Appendix B, Table B-12

3) Vehicle-miles of capacity added (Item 2) divided by lane miles added (Item 1), rounded to nearest '00

4) Total VMC added (Item 2) divided by total lane miles added (Item 1), rounded to nearest '00

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 3 and 4, the cost and capacity for roadways in Marion County have been calculated based on typical roadway improvements.

The cost per VMC figure is used in the transportation impact fee calculation to determine the total cost per unit of development based on vehicle-miles of travel consumed. For each vehicle-mile of travel that is added to the transportation system, approximately \$311 of capacity is consumed.

Table 5
Cost per Vehicle-Mile of Capacity Added

Source	Cost per Lane Mile ⁽¹⁾	Average VMC Added per Lane Mile ⁽²⁾	Cost per VMC ⁽³⁾
County Roads	\$4,268,000	12,700	\$336.06
State Roads	\$5,158,000	17,500	\$294.74
Weighted Average	\$4,722,000	15,200	\$310.66

1) Source: Table 3

2) Source: Table 4

3) Average VMC added per lane mile (Item 2) divided by cost per lane mile (Item 1)

Credit Component

Capital Improvement Credit

The credit component of the impact fee accounts for the existing funding sources that are being allocated to roadway capacity expansion projects (excluding impact fee funds). This section summarizes the credit calculations 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 allocated to capacity expansion projects was credited against the cost of the system consumed by travel associated with new development. In order 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.

County Credit

A review of the County's FY 2019-2024 historical expenditures and the FY 2025-2029 Transportation Improvement Program (TIP) indicated that a combination of sales tax, impact fees, fuel tax, and grants are used to fund roadway capacity expansion. Based on this review, a credit of 14.8 equivalent pennies of fuel tax was included in the transportation impact fee calculation. This credit excludes the portion of expenditures funded with impact fee revenues.

Additionally, the County is using fuel tax revenues to retire debt service used to fund roadway capacity expansion improvements. The fuel tax dedication for the Public Improvement Bond, Series 2016, totals approximately 1.8 pennies of additional county credit. As shown in Table 6, a total fuel tax equivalent revenue credit of 16.6 pennies is recognized for county expenditures.

State Credit

As shown in Table 6, State expenditures in Marion County were reviewed, and a credit for the transportation capacity-expansion portion attributable to state projects was estimated (excluding expenditures on limited access facilities). This review, which included 10 years of historical expenditures and five (5) years of planned expenditures, indicated that FDOT spending amounts to an average of \$16.8 million per year and generates an equivalent gas tax credit of 7.6 pennies annually. The use of a 15-year period results in a reasonably stable state revenue credit, since it accounts for the volatility in FDOT spending in a given county over short time periods.

In summary, for transportation improvements, Marion County is allocating an average of 16.6 equivalent pennies, while FDOT is contributing an average of 7.6 equivalent pennies, annually. A total credit of **24.2 equivalent pennies** was included in the transportation impact fee calculations to recognize future capital revenues that are expected to be generated by new development from all non-impact fee revenues.

Table 6
Equivalent Pennies of Gas Tax Revenue

Credit	Average Annual Expenditures	Value per Penny ⁽⁴⁾	Equivalent Pennies per Gallon ⁽⁵⁾
County Revenues ⁽¹⁾	\$32,765,267	\$2,212,871	\$0.148
County Debt Service ⁽²⁾	\$3,963,454	\$2,212,871	\$0.018
State Revenues ⁽³⁾	<u>\$16,845,006</u>	\$2,212,871	\$0.076
Total	\$53,573,727		\$0.242

1) Source: Appendix C, Table C-2

2) Source: Appendix C, Table C-3

3) Source: Appendix C, Table C-4

4) Source: Appendix C, Table C-1

5) Average annual expenditures divided by the value per penny (Item 4) divided by 100

Present Worth Variables

- **Facility Life:** The roadway facility life used in the impact fee analysis is 25 years, which represents the reasonable life of a roadway.
- **Interest Rate:** This is the discount rate at which gasoline tax revenues might be bonded. It is used to compute the present value of the gasoline taxes generated by new development. The discount rate of 2.45 percent was used in the impact fee calculation based on recent interest rates provided by Marion County.

Fuel Efficiency

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

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

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

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 2022*. Based on the calculation completed in Appendix C, Table C-9, the fuel efficiency rate to be used in the updated impact fee equation is 19.47 miles per gallon.

Effective Days per Year

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

Calculated Transportation Impact Fee Schedule

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

- Demand component variables (trip rate, trip length, and percent of new trips);
- Total impact fee cost;
- Annual capital improvement credit;
- Present value of the capital improvement credit; and
- Net transportation impact fee.

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

For clarification purposes, it may be useful to walk through 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 D. For each land use category, the following equations are utilized to calculate the net impact fee:

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

Where:

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

Capital Improvement Credit = Present Value (Annual Capital Improvement Credit), given 2.45% interest rate & a 25-year facility life

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

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 (1,500 to 2,499 sq ft):

- *Trip Rate* = the average daily trip generation rate, in vehicle-trips/day (7.81)
- *Assessable Trip Length* = the average trip length on collector roads or above, for the category, in vehicle-miles (6.62) (excluding local neighborhood roads)
- *Trip Length Adjustment Factor* = used to adjust the trip length for local conditions (+15%)
- *Adjusted Trip Length* = the assessable trip length multiplied by the trip length adjustment factor ($6.62 * (1+15\%) = 7.61$)
- *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 ($7.61 + 0.50 = 8.11$)
- *% 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., $\text{rate} * \text{length} * \% \text{ new trips}$) 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 Adjustment Factor* = discount factor to account for travel demand occurring on interstate highways and/or toll facilities (13.5%)
- *Cost per Lane Mile* = unit cost to construct one lane mile of roadway, in \$/lane-mile (\$4,722,000)
- *Average Capacity Added per Lane Mile* = represents the average daily traffic on one travel lane at capacity for one lane mile of roadway, in vehicles/lane-mile/day (15,200)
- *Cost per Vehicle-Mile of Capacity* = unit of vehicle-miles of capacity consumed per unit of development (\$310.66)
- *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 2.45% interest and a 25-year facility life, the uniform series present worth factor is 18.5302
- *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 (\$0.242)
- *Fuel Efficiency* = average fuel efficiency of vehicles, in vehicle-miles/gallon (19.47)

Transportation Impact Fee Calculation

Using these inputs, a net impact fee can be calculated for the single-family residential detached (1,500 to 2,499 sf) land use category as follows:

Transportation Impact Fee:

$$\text{Total Impact Cost} = ([7.81 * 7.61 * 1.0] / 2) * (1 - 0.135) * (\$310.66) = \textbf{\$7,986}$$

$$\text{Annual Cap. Improv. Credit} = ([7.81 * 8.11 * 1.0] / 2) * 365 * (\$0.242 / 19.47) = \$144$$

$$\text{Capital Improvement Credit} = \$144 * 18.5302 = \$2,668$$

$$\text{Net Impact Fee} = \$7,986 - \$2,668 = \textbf{\$5,318}$$

Table 7 presents the full list of calculated transportation impact fee rates as well as the rates calculated in the *2015 Marion County Transportation Impact Fee Update Study* and the current adopted impact fee rates.

Transportation Impact Fee Comparison

As part of the work effort in developing Marion County's transportation impact fee program, a comparison of calculated fees to transportation impact fee schedules adopted in other jurisdictions was completed, as shown in Table 8.

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

Table 7
Calculated Transportation Impact Fee Rates

ITE LUC	Land Use	Unit	Calculated Impact Fee (2015)	Current Impact Fee (2025)	Calculated Impact Fee (2025)	Calculated (2015) to Calc. (2025)	Current (2025) to Calc. (2025)
RESIDENTIAL:							
210	Single Family (Detached) - 1,500 sf or less	du	\$5,473	\$1,093	\$4,388	-20%	301%
	Single Family (Detached) - 1,501 to 2,499 sf	du	\$6,994	\$1,397	\$5,318	-24%	281%
	Single Family (Detached) - 2,500 sf and greater	du	\$7,821	\$1,562	\$5,855	-25%	275%
215	Single Family (Attached)*	du	\$4,520	\$903	\$4,606	2%	410%
220	Multi-Family Housing (Low-Rise, 1-3 floors)	du	\$4,520	\$903	\$3,590	-21%	298%
221/222	Multi-Family Housing (Mid/High-Rise, 4+ floors)	du	\$2,844	\$568	\$2,412	-15%	325%
240	Mobile Home Park	du	\$2,575	\$514	\$1,945	-24%	278%
251	Senior Adult Housing - Detached*	du	\$5,473	\$1,093	\$1,962	-64%	80%
252	Senior Adult Housing - Attached*	du	\$4,520	\$903	\$1,319	-71%	46%
253	Congregate/Assisted Care Facility	du	\$921	\$185	\$520	-44%	181%
LODGING:							
310	Hotel	room	\$3,544	\$375	\$2,364	-33%	530%
320	Motel	room	\$2,525	\$267	\$1,136	-55%	325%
RECREATION:							
411	Public Park	acre	\$1,286	\$136	\$343	-73%	152%
416	RV Park/Campground*	site	n/a	\$514	\$680	n/a	32%
420	Marina*	berth	n/a	\$427	\$1,339	n/a	214%
430	Golf Course	hole	\$26,228	\$2,774	\$16,971	-35%	512%
445	Movie Theater*	screen	n/a	\$2,610	\$19,609	n/a	651%
492	Racquet Club/Health Spa	1,000 sf	\$19,530	\$2,065	\$15,512	-21%	651%
495	Recreational Community Center*	1,000 sf	n/a	\$2,065	\$12,405	n/a	501%
INSTITUTIONS:							
520	Elementary School (Private)	student	\$516	\$55	\$678	31%	1133%
522	Middle School (Private)	student	\$721	\$76	\$637	-12%	738%
525	High School (Private)	student	\$759	\$80	\$657	-13%	721%
540	University/Junior College (7,500 or fewer students) (Private)	student	\$1,471	\$156	\$1,125	-24%	621%
550	University/Junior College (more than 7,500 students) (Private)	student	\$1,095	\$116	\$835	-24%	620%
560	Church	1,000 sf	\$3,880	\$410	\$2,462	-37%	500%
565	Day Care Center	1,000 sf	\$12,463	\$1,318	\$6,365	-49%	383%
590	Library	1,000 sf	\$22,482	\$2,377	\$21,904	-3%	821%
MEDICAL:							
610	Hospital	1,000 sf	\$8,310	\$879	\$5,213	-37%	493%
620	Nursing Home	bed	\$753	\$80	\$611	-19%	664%
640	Animal Hospital/Veterinary Clinic	1,000 sf	\$5,094	\$539	\$2,773	-46%	414%
OFFICE:							
710	Office	1,000 sf	\$6,391	\$676	\$4,766	-25%	605%
720	Medical Office/Clinic	1,000 sf	\$14,444	\$1,528	\$10,961	-24%	617%
770	Business Park	1,000 sf	\$7,420	\$785	\$5,638	-24%	618%
RETAIL:							
822	Retail 6,000 sf gla or less	1,000 sf gla	\$4,177	\$442	\$1,866	-55%	322%
822	Retail 6,001 to 40,000 sf gla	1,000 sf gla	\$9,592	\$1,014	\$3,182	-67%	214%
821	Retail 40,001 to 150,000 sf gla	1,000 sf gla	\$9,592	\$1,014	\$6,435	-33%	535%
820	Retail greater than 150,000 sf gla	1,000 sf gla	\$9,592	\$1,014	\$6,944	-28%	585%
840/841	New/Used Auto Sales	1,000 sf	\$12,532	\$1,325	\$8,247	-34%	522%
850	Supermarket	1,000 sf	\$14,089	\$1,490	\$9,530	-32%	540%
862	Home Improvement Superstore	1,000 sf	\$5,851	\$619	\$4,030	-31%	551%
880/881	Pharmacy/Drug Store with or w/o Drive-Thru	1,000 sf	\$7,475	\$791	\$5,992	-20%	658%
890	Furniture Store	1,000 sf	\$2,050	\$217	\$1,939	-5%	794%
SERVICES:							
911	Bank/Savings Walk-In	1,000 sf	\$16,265	\$1,720	\$5,792	-64%	237%
912	Bank/Savings Drive-In	1,000 sf	\$21,367	\$2,260	\$10,370	-51%	359%
931	Restaurant	1,000 sf	\$26,502	\$2,803	\$18,790	-29%	570%
n/a	Small Local Restaurant	1,000 sf	\$12,668	\$1,340	\$8,855	-30%	561%
941	Quick Lube	service bay	\$12,613	\$1,334	\$9,497	-25%	612%
942	Automobile Care Center	1,000 sf	\$9,902	\$1,047	\$6,694	-32%	539%
944	Gas Station w/Convenience Store <2,000 sq ft	fuel pos.	\$8,033	\$850	\$6,480	-19%	662%
945	Gas Station w/Convenience Store 2,000 to 5,499 sq ft	fuel pos.	\$8,033	\$850	\$9,947	24%	1070%
	Gas Station w/Convenience Store 5,500+ sq ft	fuel pos.	\$8,033	\$850	\$13,012	62%	1431%
947	Self-Service Car Wash	service bay	\$7,674	\$811	\$5,691	-26%	602%
948	Automated Car Wash*	car tunnel	n/a	\$811	\$100,351	-	12274%
INDUSTRIAL:							
110	General Light Industrial	1,000 sf	\$4,048	\$428	\$2,145	-47%	401%
140	Manufacturing	1,000 sf	\$2,212	\$234	\$2,083	-6%	790%
150	Warehousing	1,000 sf	\$2,058	\$218	\$755	-63%	246%
151	Mini-Warehouse	1,000 sf	\$733	\$78	\$425	-42%	445%
154	High-Cube Transload and Short-Term Warehouse	1,000 sf	\$967	\$102	\$621	-36%	509%
n/a	Mine/Commercial Excavation	1,000 cy	n/a	n/a	\$2.86	n/a	n/a

*current rate shown is based on similar land use in the County's impact fee schedule; in certain cases, rates have been adjusted to account for a change in the unit of measure

Table 8
Transportation Impact Fee Comparison

Land Use	Unit ⁽²⁾	Marion County		Levy County ⁽⁵⁾	Citrus County ⁽⁶⁾	Sumter County ⁽⁷⁾	Pasco County ⁽⁸⁾			Lake County ⁽⁹⁾		Volusia County ⁽¹⁰⁾	Alachua County ⁽¹¹⁾
		Calculated ⁽³⁾	Existing ⁽⁴⁾				Urban	Suburban	Rural	North/Central	NE/Wekiva/S		
Date of Last Update		2025	2015	2014	2021	2024	2021	2021	2021	2022	2022	2022	2007
Assessed Portion of Calculated⁽¹⁾		100%	11-20%	40%	100%	SFR@79%	100%	100%	100%	SFR@57%	SFR@74%	100%	85%
Residential:													
Single Family (2,000 sf)	du	\$5,318	\$1,397	\$1,410	\$3,864	\$2,999	\$6,384	\$9,377	\$10,722	\$2,952	\$3,806	\$5,464	\$4,146
Non-Residential:													
Light Industrial	1,000 sf	\$2,145	\$428	\$640	\$858	\$1,355	\$0	\$0	\$0	\$1,306	\$1,850	\$2,418	\$2,857
Office (50,000 sq ft)	1,000 sf	\$4,766	\$676	\$1,481	\$2,368	\$2,663	\$0	\$0	\$0	\$2,709	\$3,507	\$5,396	\$4,275
Retail (125,000 sq ft)	1,000 sfgla	\$6,435	\$1,014	\$1,710	\$2,320	\$4,246	\$7,756	\$9,695	\$12,118	\$3,167	\$4,102	\$6,324	\$6,062

1) Represents the portion of the maximum calculated fee for each respective county that is actually charged. Fees may have been lowered/raised through indexing or policy discounts. Does not account for moratoriums/suspensions

2) Du = dwelling unit

3) Source: Appendix D, Table D-1

4) Source: Marion County Growth Services Department, Planning Division

5) Source: Levy County Community Development Department

6) Source: Citrus County Growth Management Department, Land Development Division

7) Source: Sumter County Planning & Development Services Department. Fees shown were adopted in 2024 in compliance with the 50% increase limit for F.S. 163.31801

8) Source: Pasco County Planning & Development Department

9) Source: Lake County Office of Planning and Zoning & Municode. Fees shown will be phased in annually to 95% of the full calculated rates by January 2027

10) Source: Volusia County Growth and Resource Management Department

11) Source: Alachua County Growth Management Department, Building Division

Transportation Impact Fee Benefit Districts

As part of the update of the transportation impact fee program, the existing impact fee benefit districts (illustrated in Map 1) were reviewed. As discussed previously, the dual rational nexus test requires that the fee payer receives a proportionate benefit. Establishing benefit districts enhances the County's ability to meet this requirement, showing a close connection to the fee-payer and their resulting benefit, by restricting revenues to specific areas of the county where the fee is collected. Benefit district boundaries are typically influenced by geographic (i.e., lakes and rivers) or man-made boundaries/barriers (i.e., roads, highways, municipal limits) which in some way restrict traffic, travel patterns, growth patterns and other similar variables.

District Boundaries

Currently, Marion County has two transportation impact fee districts, east and west, with Interstate 75 dividing the county. As shown in Table 9, this alignment results in an even split of developable land within each benefit district. Developable land is defined as the total land area less bodies of water and conservation land.

Table 9
Marion County Developable Land

Item	D1: West	D2: East	Total
Total Area	532.34	1,130.20	1,662.54
Water Area	14.07	152.04	166.11
Conservation Area	40.25	503.97	544.22
Developable Area	478.02	474.19	952.21
Developable %	50.2%	49.8%	100.0%

Source: Marion County Open Data Portal; GIS

As shown in Table 10, the existing benefit district alignment has also resulted in a relatively even split of transportation impact fee revenue collections. This indicates that both districts have experienced similar growth levels and are generating similar levels of revenue. If a jurisdiction has too many benefit districts, a situation can occur where projects in certain districts cannot be funded for long periods of time until sufficient impact fee revenues accumulate. The revenues from the current alignment show that this is not the case in Marion County, though recent years show increased development in the west.

Table 10
Transportation Impact Fee Revenues by Benefit District

Year	West	East	Total
FY 2016/17	\$224,450	\$293,829	\$518,279
FY 2017/18	\$1,376,368	\$1,651,761	\$3,028,128
FY 2018/19	\$1,769,077	\$2,058,738	\$3,827,814
FY 2019/20	\$2,142,031	\$2,333,616	\$4,475,647
FY 2020/21	\$3,581,609	\$3,040,116	\$6,621,725
FY 2021/22	\$5,732,631	\$3,624,372	\$9,357,003
FY 2022/23	\$6,754,394	\$3,001,449	\$9,755,844
FY 2023/24	<u>\$10,013,598</u>	<u>\$3,442,584</u>	<u>\$13,456,182</u>
Total	\$31,594,158	\$19,446,465	\$51,040,623
%	62%	38%	100%

Source: Marion County Planning Department

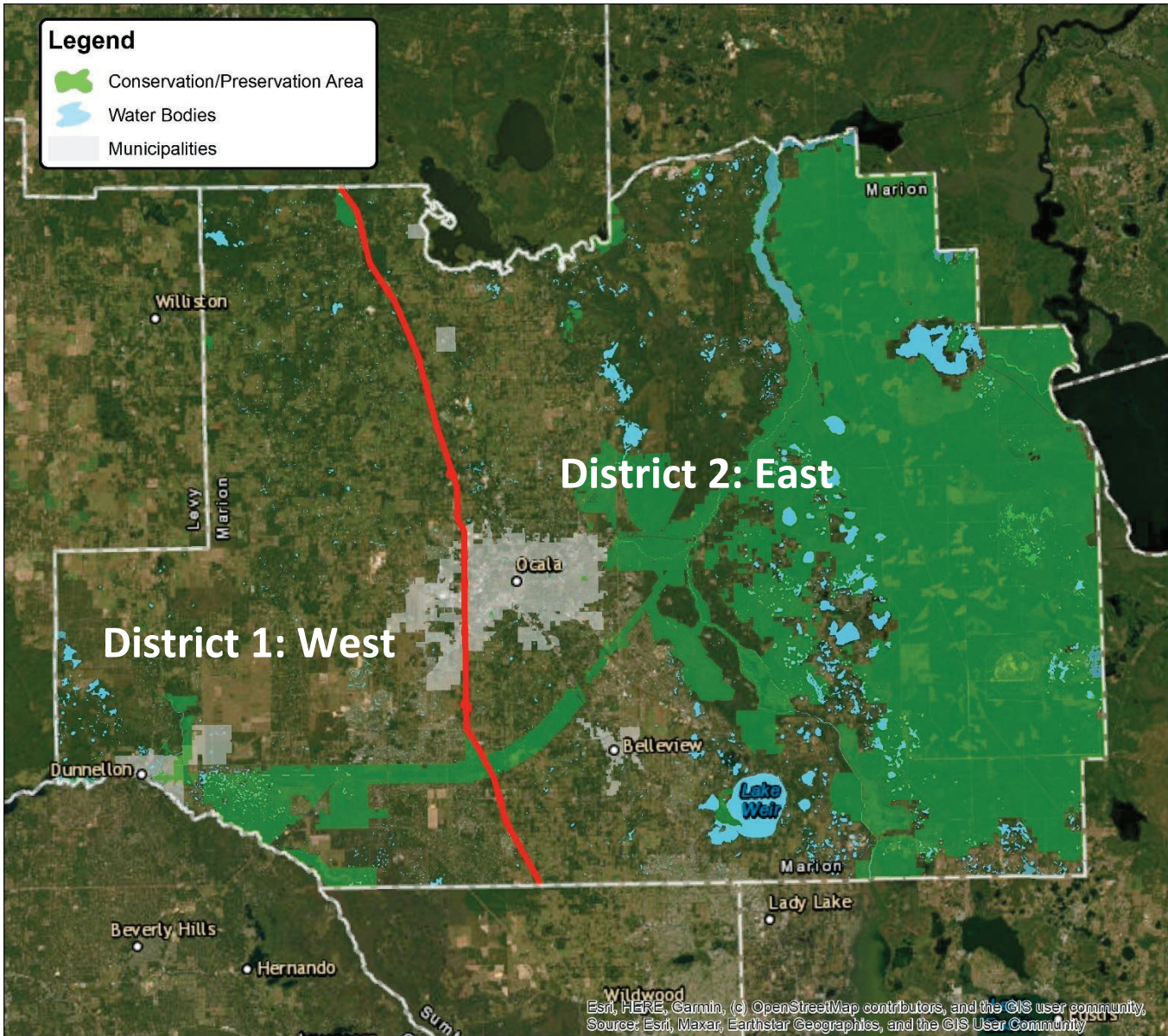
Impact Fee Revenue Use Across Districts

For certain projects, revenues from adjacent districts can be pooled together. Although this approach creates some flexibility, it requires an evaluation of each project on a case-by-case basis. Generally, any improvement that extends into both the east and west benefit districts would be eligible for transportation impact fee revenues from either district.

Benefit Districts Recommendations

Based on a review of geographic characteristics, historical impact fee revenue collections, and discussions with County staff, no changes are recommended to the existing benefit district boundaries.

Map 1: Existing Transportation Impact Fee Benefit Districts



Economic Growth Strategy

In addition to calculating the full transportation impact fee levels, this study also updates the economic growth strategy approach to impact fee calculations, which was developed in 2015 and considers the existing development's ability to absorb new growth.

As presented in Appendix C, in addition to impact fees, the County uses sales and fuel tax revenues and grants to fund the transportation system. In terms of the economic growth strategy calculations, it is important to note the following:

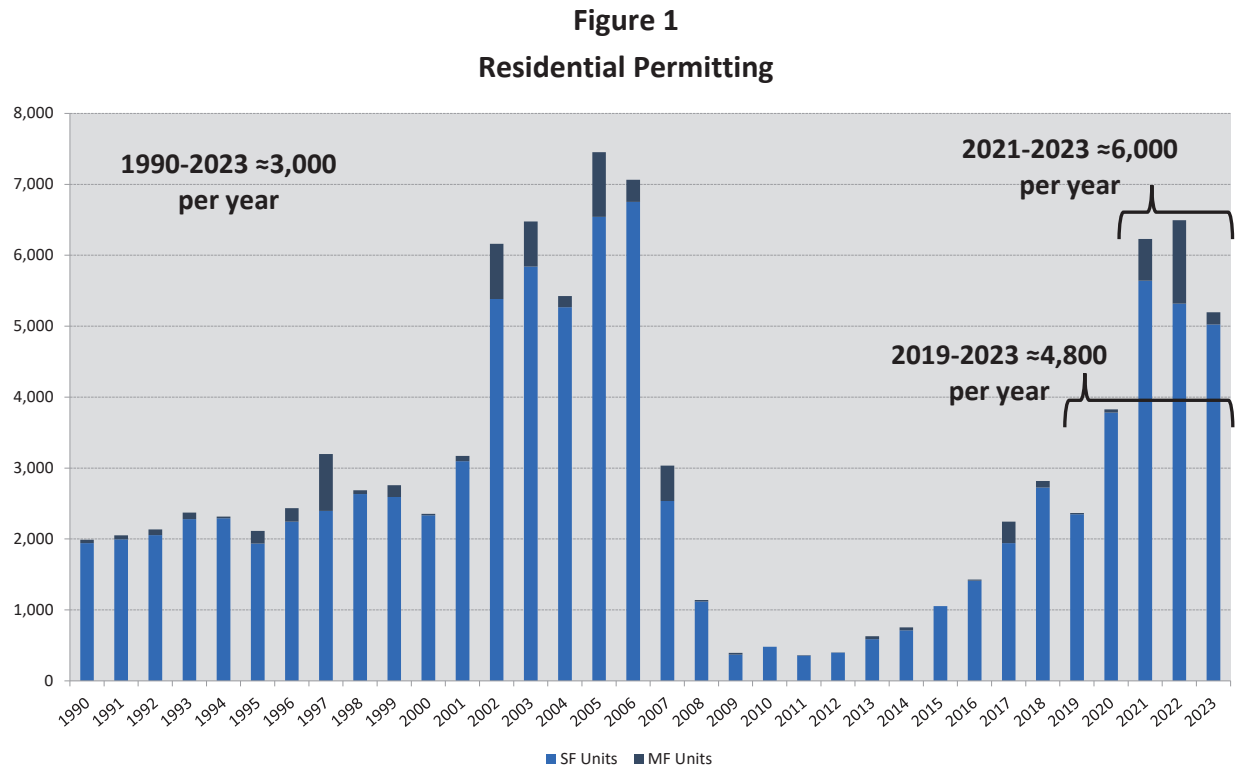
Consistent with the methodology used by many Florida jurisdictions, impact fee calculations are based on the adopted LOS standard, which is lower than the current achieved LOS. In other words, under the current methodology, even with the full impact fee, unless the County uses other revenue sources, the current achieved LOS for the system will deteriorate and more congestion will be experienced. As such, the standard methodology used for transportation impact fees results in fee levels that slow down the degradation of the system but does not generate sufficient revenues to maintain the existing conditions when they are better than the adopted LOS standard.

The economic growth strategy calculations are based on the County's historical and future estimated non-impact fee funding toward transportation capital capacity projects including funding from the State. Excluding funding dedicated toward paying the debt service, the County could provide discounts up to \$50 million per year and still maintain the adopted LOS standards on a countywide average. If other revenue sources become available or allocation from the current funding sources are reduced, this figure will need to be revised.

As mentioned, even at full maximum calculated impact fee levels, impact fee revenues will not be sufficient to maintain the County's current LOS, which is better than the adopted LOS standard. Providing any level of impact fee discount, without utilizing any additional/alternative revenue sources, is likely to increase the deterioration of the current LOS.

Revenue Projections

The transportation impact fee projections in this report are based on recent permitting levels in Marion County. Figure 1 presents residential permitting figures since 1990.



Source: U.S. Census Bureau

Given fluctuations in permitting levels, a range of revenue scenarios were developed. For the low-end, residential permitting was based on the average permitting levels between 2019 and 2023 in the County (approximately 4,800 units). For the high-end, residential permitting was based on the activity between 2021 and 2023 (approximately 6,000 units).

The following additional assumptions/estimates are incorporated into the projections:

- One option for impact fees implemented at the full calculated rate (extraordinary circumstances qualification would need to be adopted);
- One option for impact fees implemented at the 50 percent capped rates, pursuant to F.S. 163.31801. Resulting rates are presented in Appendix D, Table D-2;
- Residential permitting consists primarily of the “Single Family Detached” land use;

- Non-residential revenues account for approximately 15 percent of the total revenue collected based on historical road impact fee revenue distribution; and
- Benesch validated the revenue model by comparing the transportation revenue estimates to actual collections over the past five years. This resulted in an adjustment factor of 80 percent to the revenue projections.

As shown in Table 11, Marion County has the potential to generate between \$117 million and \$144 million in transportation impact fee revenues over the next five years if the impact fee rates are adopted as 100 percent. If the capped rates are adopted, the revenue potential is between \$46 million and \$57 million over the next five years.

Table 11
Transportation Impact Fee Revenue Projections

Rates	Annual (Low-End)	Annual (High-End)	5-Yr Estimate (Low-End)	5-Yr Estimate (High-End)
Full Calculated	\$23,474,000	\$28,874,000	\$117,370,000	\$144,370,000
F.S. 163.31801 Capped	\$9,225,000	\$11,338,000	\$46,125,000	\$56,690,000

Source: Based on recent permitting levels and calculated fee rates from this report

For impact fee purposes, revenue projections serve only as an overall guideline in planning future infrastructure needs. In their simplest form, impact fees charge each unit of new growth for the net cost (total cost less credits) of infrastructure needed to serve that unit of growth. If the growth rates remain high, the County will have more impact fee revenues to fund growth related projects sooner rather than later. If the growth rate slows down, less revenue will be generated and the timing and need for future infrastructure improvements will be later rather than sooner.

Appendix A

Demand Component

Appendix A: Demand Component

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

Interstate & Toll Facility Adjustment Factor

Table A-1 presents the interstate and toll facility adjustment factor used in the calculation of the transportation impact fee. This variable is based on data from the Central Florida Regional Planning Model v7, specifically the 2045 projected vehicle-miles of travel of all county-generated trips on all in-county roadways. It should be noted that the adjustment factor excludes all external-to-external trips, which represent traffic that goes through Marion County, but does not necessarily stop in the county. This traffic is excluded from the analysis since it does not come from development within the county. The I/T adjustment factor is used to reduce the VMT that the impact fee charges for each land use.

Table A-1
Interstate/Toll Facility Adjustment Factor

Facility Type	Total	
	VMT	%
Interstate/Toll	1,446,243	13.5%
Other Roads	9,274,914	86.5%
Total	10,721,157	100.0%

Source: CFRPM v7, 2045

Florida Studies Trip Characteristics Database

The Florida Studies Trip Characteristics Database includes approximately 345 studies on 40 different residential and non-residential land uses collected over the last 30 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/multi-modal/mobility fees and the creation of land use plan category trip characteristics for communities throughout Florida and the U.S.

Benesch estimates trip generation rates for all land uses in an impact fee schedule using data from studies in the Florida Studies Database and the Institute of Transportation Engineers' (ITE) *Trip Generation* reference report (11th edition). In instances, when both ITE *Trip Generation*

reference report (11th edition) and Florida Studies trip generation rate (TGR) data are available for a particular land use, the data is typically blended together to increase the sample size and provide a more valid estimate of the average number of trips generated per unit of development. If no Florida Studies data is available, only TGR data from the ITE reference report is used in the fee calculation.

The trip generation rate for each respective land use is calculated using machine counts that record daily traffic into and out of the site studied. The traffic count hoses or video cameras are set at entrances to residential subdivisions for residential land uses and at all access points for non-residential land uses. Trip generation data were collected during specific weekdays for a period of 72 consecutive hours, or three days. In some cases, manual counts were also collected periodically during the week to verify the accuracy of the machine traffic counts.

The trip length information is obtained through origin-destination surveys that ask respondents where they came from prior to arriving at the site and where they intended to go after leaving the site. For residential study sites, the data were collected through road-side patron interviews. For non-residential study sites, the data was collected through on-site patron interviews. The interviews were generally conducted between 7:00 a.m. and 6:00 p.m. allowing for data to be collected for both work and non-work type trips. 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. Benesch has published an article entitled, *Measuring Travel Characteristics for Transportation Impact Fees*, ITE Journal, April 1991, on the data collection methodology for trip characteristics studies.

Table A-2

Land Use 151: Mini-Warehouse

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source		
Orange Co, FL	89.6	2006	-	-	1.23	-	-	-	-	Orange County		
Orange Co, FL	84.7	2006	-	-	1.39	-	-	-	-	Orange County		
Orange Co, FL	93.0	2006	-	-	1.51	-	-	-	-	Orange County		
Orange Co, FL	107.0	2007	-	-	1.45	-	-	-	-	Orange County		
Orange Co, FL	77.0	2009	-	-	2.18	-	-	-	-	Tindale Oliver		
Orange Co, FL	93.7	2012	-	-	1.15	-	-	-	-	Tindale Oliver		
Total Size	545.0	6			Average Trip Length:		n/a					
ITE	880.0	16			Weighted Average Trip Length:		n/a					
Blended total	1,425.0				Weighted Percent New Trip Average:							
									Weighted Average Trip Generation Rate:	1.47		
									ITE Average Trip Generation Rate:	1.45		
									Blend of FL Studies and ITE Average Trip Generation Rate:	1.46		

Table A-3

Land Use 210: Single Family - Detached

Location	Size / Units	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VTM	Source
Sarasota Co, FL	76	Jun-93	70	70	10.03	-	6.00	-	60.18	Sarasota County
Sarasota Co, FL	79	Jun-93	86	86	9.77	-	4.40	-	42.99	Sarasota County
Sarasota Co, FL	135	Jun-93	75	75	8.05	-	5.90	-	47.50	Sarasota County
Sarasota Co, FL	152	Jun-93	63	63	8.55	-	7.30	-	62.42	Sarasota County
Sarasota Co, FL	193	Jun-93	123	123	6.85	-	4.60	-	31.51	Sarasota County
Sarasota Co, FL	97	Jun-93	33	33	13.20	-	3.00	-	39.60	Sarasota County
Sarasota Co, FL	282	Jun-93	146	146	6.61	-	8.40	-	55.52	Sarasota County
Sarasota Co, FL	393	Jun-93	207	207	7.76	-	5.40	-	41.90	Sarasota County
Hernando Co, FL	76	May-96	148	148	10.01	9a-6p	4.85	-	48.55	Tindale Oliver
Hernando Co, FL	128	May-96	205	205	8.17	9a-6p	6.03	-	49.27	Tindale Oliver
Hernando Co, FL	232	May-96	182	182	7.24	9a-6p	5.04	-	36.49	Tindale Oliver
Hernando Co, FL	301	May-96	264	264	8.93	9a-6p	3.28	-	29.29	Tindale Oliver
Charlotte Co, FL	135	Oct-97	230	-	5.30	9a-5p	7.90	-	41.87	Tindale Oliver
Charlotte Co, FL	142	Oct-97	245	-	5.20	9a-5p	4.10	-	21.32	Tindale Oliver
Charlotte Co, FL	150	Oct-97	160	-	5.00	9a-5p	10.80	-	54.00	Tindale Oliver
Charlotte Co, FL	215	Oct-97	158	-	7.60	9a-5p	4.60	-	34.96	Tindale Oliver
Charlotte Co, FL	257	Oct-97	225	-	7.60	9a-5p	7.40	-	56.24	Tindale Oliver
Charlotte Co, FL	345	Oct-97	161	-	7.00	9a-5p	6.60	-	46.20	Tindale Oliver
Charlotte Co, FL	368	Oct-97	152	-	6.60	9a-5p	5.70	-	37.62	Tindale Oliver
Charlotte Co, FL	383	Oct-97	516	-	8.40	9a-5p	5.00	-	42.00	Tindale Oliver
Charlotte Co, FL	441	Oct-97	195	-	8.20	9a-5p	4.70	-	38.54	Tindale Oliver
Charlotte Co, FL	1,169	Oct-97	348	-	6.10	9a-5p	8.00	-	48.80	Tindale Oliver
Collier Co, FL	90	Dec-99	91	-	12.80	8a-6p	11.40	-	145.92	Tindale Oliver
Collier Co, FL	400	Dec-99	389	-	7.80	8a-6p	6.40	-	49.92	Tindale Oliver
Lake Co, FL	49	Apr-02	170	-	6.70	7a-6p	10.20	-	68.34	Tindale Oliver
Lake Co, FL	52	Apr-02	212	-	10.00	7a-6p	7.60	-	76.00	Tindale Oliver
Lake Co, FL	126	Apr-02	217	-	8.50	7a-6p	8.30	-	70.55	Tindale Oliver
Pasco Co, FL	55	Apr-02	133	-	6.80	8a-6p	8.12	-	55.22	Tindale Oliver
Pasco Co, FL	60	Apr-02	106	-	7.73	8a-6p	8.75	-	67.64	Tindale Oliver
Pasco Co, FL	70	Apr-02	188	-	7.80	8a-6p	6.03	-	47.03	Tindale Oliver
Pasco Co, FL	74	Apr-02	188	-	8.18	8a-6p	5.95	-	48.67	Tindale Oliver
Pasco Co, FL	189	Apr-02	261	-	7.46	8a-6p	8.99	-	67.07	Tindale Oliver
Marion Co, FL	102	Apr-02	167	-	8.02	7a-6p	5.10	-	40.90	Kimley-Horn & Associates
Marion Co, FL	105	Apr-02	169	-	7.23	7a-6p	7.22	-	52.20	Kimley-Horn & Associates
Marion Co, FL	124	Apr-02	170	-	6.84	7a-6p	7.29	-	44.03	Kimley-Horn & Associates
Marion Co, FL	132	Apr-02	171	-	7.07	7a-6p	7.00	-	55.09	Kimley-Horn & Associates
Marion Co, FL	133	Apr-02	209	-	8.04	7a-6p	4.92	-	39.56	Kimley-Horn & Associates
Citrus Co, FL	111	Oct-03	273	-	8.66	7a-6p	7.70	-	66.68	Tindale Oliver
Citrus Co, FL	231	Oct-03	155	-	5.71	7a-6p	4.82	-	27.52	Tindale Oliver
Citrus Co, FL	306	Oct-03	146	-	8.40	7a-6p	3.94	-	33.10	Tindale Oliver
Citrus Co, FL	364	Oct-03	345	-	7.20	7a-6p	9.14	-	65.81	Tindale Oliver
Citrus Co, FL	374	Oct-03	248	-	12.30	7a-6p	6.88	-	84.62	Tindale Oliver
Lake Co, FL	42	Dec-06	122	-	11.22	-	5.56	-	62.61	Tindale Oliver
Lake Co, FL	51	Dec-06	346	-	18.22	-	9.46	-	172.36	Tindale Oliver
Lake Co, FL	59	Dec-06	144	-	12.07	-	10.79	-	130.24	Tindale Oliver
Lake Co, FL	90	Dec-06	194	-	9.12	-	5.78	-	52.71	Tindale Oliver
Lake Co, FL	239	Dec-06	385	-	7.58	-	8.93	-	67.69	Tindale Oliver
Hernando Co, FL	232	Apr-07	516	-	8.02	7a-6p	8.16	-	65.44	Tindale Oliver
Hernando Co, FL	95	Apr-07	256	-	8.08	7a-6p	5.88	-	47.51	Tindale Oliver
Hernando Co, FL	90	Apr-07	338	-	7.13	7a-6p	5.86	-	41.78	Tindale Oliver
Hernando Co, FL	58	Apr-07	153	-	6.16	7a-6p	8.39	-	51.68	Tindale Oliver
Collier Co, FL	74	Mar-08	503	-	12.81	7a-6p	3.05	-	39.07	Tindale Oliver
Collier Co, FL	97	Mar-08	512	-	8.78	7a-6p	11.29	-	99.13	Tindale Oliver
Collier Co, FL	315	Mar-08	1,347	-	6.97	7a-6p	6.55	-	45.65	Tindale Oliver
Collier Co, FL	42	Mar-08	314	-	9.55	7a-6p	10.98	-	104.86	Tindale Oliver
Total Size	10,380	55	13,130	Average Trip Length: 6.83		Weighted Average Trip Length: 6.62		Weighted Average Trip Generation Rate: 7.81		

Table A-4

LUC 215: Single Family Attached Housing

Location	Size / Units	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VTM	Source
Hernando Co, FL	31	May-96	31	31	6.12	9a-6p	-	-	-	Tindale Oliver
Hernando Co, FL	128	May-96	198	198	6.47	9a-6p	-	-	-	Tindale Oliver
Pasco Co, FL	229	Apr-02	198	198	4.77	9a-6p	-	-	-	Tindale Oliver
Pasco Co, FL	248	Apr-02	353	353	4.24	9a-6p	-	-	-	Tindale Oliver
Total Size	636	4	780	Average Trip Length: -		Weighted Average Trip Length: -		Weighted Average Trip Generation Rate: 4.97		
ITE	2,640	22						ITE Average Trip Generation Rate: 7.20		
Blended total	3,276							Blend of FL Studies and ITE Average Trip Generation Rate: 6.77		

Table A-5

LUC 220/221/222: Multi-Family/Apartment

Location	Size / Units	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VTMT	Source
Sarasota Co, FL	212	Jun-93	42	42	5.78	-	5.20	-	30.06	Sarasota County
Sarasota Co, FL	243	Jun-93	36	36	5.84	-	-	-	-	Sarasota County
Marion Co, FL	214	Apr-02	175	175	6.84	-	4.61	-	31.53	Kimley-Horn & Associates
Marion Co, FL	240	Apr-02	174	174	6.96	-	3.43	-	23.87	Kimley-Horn & Associates
Marion Co, FL	288	Apr-02	175	175	5.66	-	5.55	-	31.41	Kimley-Horn & Associates
Marion Co, FL	480	Apr-02	175	175	5.73	-	6.88	-	39.42	Kimley-Horn & Associates
Marion Co, FL	500	Apr-02	170	170	5.46	-	5.94	-	32.43	Kimley-Horn & Associates
Lake Co, FL	250	Dec-06	135	135	6.71	-	5.33	-	35.76	Tindale Oliver
Lake Co, FL	157	Dec-06	265	265	13.97	-	2.62	-	36.60	Tindale Oliver
Lake Co, FL	169	Dec-06	212	-	8.09	-	6.00	-	48.54	Tindale Oliver
Lake Co, FL	226	Dec-06	301	-	6.74	-	2.17	-	14.63	Tindale Oliver
Hernando Co, FL	312	Apr-07	456	-	4.09	-	5.95	-	24.34	Tindale Oliver
Hernando Co, FL	176	Apr-07	332	-	5.38	-	5.24	-	28.19	Tindale Oliver
Total Size	3,467	13	2,648	Average Trip Length:		4.91				
				Weighted Average Trip Length:		5.21				

Table A-6

Land Use 240: Mobile Home Park

Location	Size / Units	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VTMT	Source
Marion Co, FL	67	Jul-91	22	22	5.40	48hrs.	2.29	-	12.37	Tindale Oliver
Marion Co, FL	82	Jul-91	58	58	10.80	24hr.	3.72	-	40.18	Tindale Oliver
Marion Co, FL	137	Jul-91	22	22	3.10	24hr.	4.88	-	15.13	Tindale Oliver
Sarasota Co, FL	996	Jun-93	181	181	4.19	-	4.40	-	18.44	Sarasota County
Sarasota Co, FL	235	Jun-93	100	100	3.51	-	5.10	-	17.90	Sarasota County
Marion Co, FL	188	Apr-02	147	-	3.51	24hr.	5.48	-	19.23	Kimley-Horn & Associates
Marion Co, FL	227	Apr-02	173	-	2.76	24hr.	8.80	-	24.29	Kimley-Horn & Associates
Marion Co, FL	297	Apr-02	175	-	4.78	24hr.	4.76	-	22.75	Kimley-Horn & Associates
Hernando Co, FL	1,892	May-96	425	425	4.13	9a-6p	4.13	-	17.06	Tindale Oliver
Total Size	4,121	9	1,303	Average Trip Length:		4.84				
				Weighted Average Trip Length:		4.60				

Weighted Average Trip Generation Rate: 4.17

Table A-7

Land Use 251: Senior Adult Housing - Detached

Location	Size / Units	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Lakeland, FL	67	3/28-4/2/90	26	24	3.50	9am-4pm	2.44	-	8.54	Tindale Oliver
Marion Co, FL	778	Apr-02	175	-	2.96	24hr.	3.49	-	10.33	Kimley-Horn & Associates
Marion Co, FL	877	Apr-02	209	-	2.91	24hr.	5.90	-	17.17	Kimley-Horn & Associates
Marion Co, FL	1,054	Apr-02	173	-	3.65	24hr.	6.00	-	21.90	Kimley-Horn & Associates
Marion Co, FL	3,076	Apr-02	198	-	2.63	24hr.	5.16	-	13.57	Kimley-Horn & Associates
Marion Co, FL	3,625	Apr-02	164	-	2.50	24hr.	5.83	-	14.58	Kimley-Horn & Associates
Total Size	9,477	6	945	Average Trip Length:				4.80		
ITE	9,690	15	Weighted Average Trip Length:				5.42			
Blended total	19,167	Weighted Average Trip Generation Rate:								2.75

Weighted Average Trip Generation Rate: 2.75
ITE Average Trip Generation Rate: 4.31
Blend of FL Studies and ITE Average Trip Generation Rate: 3.54

Table A-8

Land Use 252: Senior Adult Housing - Attached

Location	Size / Units	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VTMT	Source
Sun City Center, FL	208	Oct-91	726	726	2.46	24hr.	-	-	-	Tindale Oliver
Total Size	208	1	Average Trip Length:				-			
ITE	432	6	Weighted Average Trip Length:				-			
Blended total	640	Weighted Average Trip Generation Rate:								2.46
ITE Average Trip Generation Rate:								3.24		
Blend of FL Studies and ITE Average Trip Generation Rate:								2.99		

Weighted Average Trip Generation Rate: 2.46
ITE Average Trip Generation Rate: 3.24
Blend of FL Studies and ITE Average Trip Generation Rate: 2.99

Table A-9

Land Use 253: Congregate Care Facility

Location	Size / Units	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Pinellas Park, FL	72	Aug-89	25	19	3.50	9am-Spm	2.20	79.0	7.70	Tindale Oliver
Palm Harbor, FL	200	Oct-89	58	40	-	9am-Spm	3.40	69.0	-	Tindale Oliver
Total Size	272	2	83	Average Trip Length: 2.80				71.6		
ITE	720	4		Weighted Average Trip Length: 3.08						
Blended total	992			Weighted Percent New Trip Average:						

Weighted Percent New Trip Average: 71.6

Table A-10

Land Use 310: Hotel

Location	Size (Rooms)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Pinellas Co, FL	174	Aug-89	134	106	12.50	7-11a/3-7p	6.30	79.0	62.21	Tindale Oliver
Pinellas Co, FL	114	Oct-89	30	14	7.30	12-7p	6.20	47.0	21.27	Tindale Oliver
Orange Co, FL	123	1997	-	-	6.32	-	-	-	-	Orange County
Orange Co, FL	120	1997	-	-	5.27	-	-	-	-	Orange County
Orange Co, FL	146	1997	-	-	7.61	-	-	-	-	Orange County
Orange Co, FL	252	1997	-	-	5.63	-	-	-	-	Orange County
Orange Co, FL	172	1997	-	-	6.36	-	-	-	-	Orange County
Orange Co, FL	170	1997	-	-	6.06	-	-	-	-	Orange County
Orange Co, FL	128	1997	-	-	6.10	-	-	-	-	Orange County
Orange Co, FL	200	1997	-	-	4.56	-	-	-	-	Orange County
Orange Co, FL	112	1998	-	-	2.78	-	-	-	-	Orange County
Orange Co, FL	130	1998	-	-	9.12	-	-	-	-	Orange County
Orange Co, FL	106	1998	-	-	7.34	-	-	-	-	Orange County
Orange Co, FL	98	1998	-	-	7.32	-	-	-	-	Orange County
Orange Co, FL	120	1998	-	-	5.57	-	-	-	-	Orange County
Orange Co, FL	70	1999	-	-	1.85	-	-	-	-	Orange County
Orange Co, FL	123	1999	-	-	4.81	-	-	-	-	Orange County
Orange Co, FL	123	1999	-	-	3.70	-	-	-	-	Orange County
Orange Co, FL	211	2000	-	-	2.23	-	-	-	-	Orange County
Orange Co, FL	144	2000	-	-	7.32	-	-	-	-	Orange County
Orange Co, FL	105	2001	-	-	5.25	-	-	-	-	Orange County
Orange Co, FL	891	2005	-	-	5.69	-	-	-	-	Orange County
Orange Co, FL	1,584	2005	-	-	5.88	-	-	-	-	Orange County
Orange Co, FL	210	2006	-	-	4.88	-	-	-	-	Orange County
Orange Co, FL	1,499	2006	-	-	4.69	-	-	-	-	Orange County
Orange Co, FL	144	-	-	-	4.74	-	-	-	-	Orange County
Orange Co, FL	148	-	-	-	7.61	-	-	-	-	Orange County
Orange Co, FL	160	-	-	-	6.19	-	-	-	-	Orange County
Orange Co, FL	130	-	-	-	4.29	-	-	-	-	Orange County
Orange Co, FL	130	-	-	-	3.40	-	-	-	-	Orange County
Orange Co, FL	144	-	-	-	7.66	-	-	-	-	Orange County
Orange Co, FL	100	-	-	-	7.37	-	-	-	-	Orange County
Orange Co, FL	190	-	-	-	4.71	-	-	-	-	Orange County
Orange Co, FL	1,501	2011	-	-	3.50	-	-	-	-	Tindale Oliver
Orange Co, FL	174	2011	-	-	7.03	-	-	-	-	Tindale Oliver
Orange Co, FL	238	2014	-	-	4.05	-	-	-	-	Tindale Oliver
Total Size	10,184	36	164	Average Trip Length:				6.25		
ITE	1,036	7		Weighted Average Trip Length:				6.26		
Blended total	11,220			Weighted Percent New Trip Average:				66.3		

Table A-11

Land Use 320: Motel

Location	Size (Rooms)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Pinellas Co, FL	48	Oct-89	46	24	-	10a-2p	2.80	65.0	-	Tindale Oliver
Pinellas Co, FL	54	Oct-89	32	22	-	12p-7p	3.80	69.0	-	Tindale Oliver
Pinellas Co, FL	120	Oct-89	26	22	-	2p-7p	5.20	84.6	-	Tindale Oliver
Total Size	222		3	Average Trip Length: 3.93						
ITE	654		6	Weighted Average Trip Length: 4.34						
Weighted Percent New Trip Average:								76.6		

Table A-12

Land Use 445: Movie Theater

Location	Size (Screens)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Pinellas Co, FL	8	Oct-89	151	116	113.10	2p-8p	2.70	77.0	235.13	Tindale Oliver
Pinellas Co, FL	12	Sep-89	122	116	63.40	2p-8p	1.90	95.0	114.44	Tindale Oliver
Total Size	20		273	Average Trip Length: 2.30						
				Weighted Average Trip Length: 2.22						
				Weighted Percent New Trip Average:				87.8		
				Weighted Average Trip Generation Rate:					83.28	
				ITE Average Trip Generation Rate:					220.00	
				Blend of FL Studies and ITE Average Trip Generation Rate:					114.83	

Table A-13

Land Use 565: Day Care Center

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Pinellas Co, FL	5.6	Aug-89	94	66	66.99	7a-6p	1.90	70.0	89.10	Tindale Oliver
Pinellas Co, FL	10.0	Sep-89	179	134	66.99	7a-6p	2.10	75.0	105.51	Tindale Oliver
Tampa, FL	-	Mar-86	28	25	-	-	2.60	89.0	-	Kimley-Horn & Associates
Total Size	15.6	3	301	Average Trip Length:		2.20				
ITE	135.0	27		Weighted Average Trip Length:		2.03				
Blended total	150.6			Weighted Percent New Trip Average:		73.2				
							Weighted Average Trip Generation Rate:		66.99	
							ITE Average Trip Generation Rate:		47.62	
							Blend of FL Studies and ITE Average Trip Generation Rate:		49.63	

Table A-14

Land Use 620: Nursing Home

Location	Size (Beds)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VTM	Source
Lakeland, FL	120	Mar-90	74	66	2.86	11a-4p	2.59	89.0	6.59	Tindale Oliver
		1	74							
							Average Trip Length:	2.59		
							Weighted Average Trip Length:	2.59		
							Weighted Percent New Trip Average:			89.0
							Weighted Average Trip Generation Rate:			2.86
							ITE Average Trip Generation Rate:			3.06
							Blend of FL Studies and ITE Average Trip Generation Rate:			3.02

Table A-15

Land Use 640: Animal Hospital/Veterinary Clinic

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VTM	Source
St. Petersburg, FL	4.0	-	-	-	21.50	-	-	-	-	Tindale Oliver
Clearwater, FL	3.0	Sep-89	-	-	44.00	-	1.90	70.0	-	Tindale Oliver
Clearwater, FL	2.0	Aug-89	-	-	-	-	1.90	70.0	-	Tindale Oliver
Total Size	7.0		3	0						
ITE	18.0		6							
	25.0									
							Average Trip Length:	1.90		
							Weighted Average Trip Length:	1.90		
							Weighted Percent New Trip Average:			70.0
							Weighted Average Trip Generation Rate:			31.14
							ITE Average Trip Generation Rate:			21.50
							Blend of FL Studies and ITE Average Trip Generation Rate:			24.20

Table A-16

Land Use 710: General Office Building

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

Table A-17

LUC 720: Small Medical/Dental Office Building: 10,000 sf or Less

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

Table A-18

Land Use 720: Medical-Dental Office Building

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VTM	Source
Tampa, FL	-	Mar-86	33	26	-	-	6.00	79.0	-	Kimley-Horn & Associates
Palm Harbor, FL	14.6	Oct-89	104	76	33.98	9a-5p	6.30	73.0	156.27	Tindale Oliver
St. Petersburg, FL	-	Nov-89	34	30	57.20	9a-4p	1.20	88.0	-	Tindale Oliver
Hernando Co, FL	58.4	May-96	390	349	28.52	9a-6p	6.47	89.5	165.09	Tindale Oliver
Hernando Co, FL	28.0	May-96	202	189	49.75	9a-6p	6.06	93.8	282.64	Tindale Oliver
Charlotte Co, FL	11.0	Oct-97	-	186	49.50	9a-5p	4.60	92.1	209.67	Tindale Oliver
Charlotte Co, FL	28.0	Oct-97	-	186	31.00	9a-5p	3.60	81.6	91.04	Tindale Oliver
Charlotte Co, FL	30.4	Oct-97	-	324	39.80	9a-5p	3.30	83.5	109.68	Tindale Oliver
Citrus Co, FL	38.9	Oct-03	-	168	32.26	8-6p	6.80	97.1	213.03	Tindale Oliver
Citrus Co, FL	10.0	Nov-03	-	340	40.56	8-630p	6.20	92.4	232.33	Tindale Oliver
Citrus Co, FL	5.3	Dec-03	-	20	29.36	8-5p	5.25	95.2	146.78	Tindale Oliver
Orange Co, FL	50.6	2009	-	-	26.72	-	-	-	-	Orange County
Orange Co, FL	23.5	2010	-	-	16.58	-	-	-	-	Tindale Oliver
		13	763							
							Average Trip Length:	5.07		
							Weighted Average Trip Length:	5.55		
							Weighted Percent New Trip Average:			88.9

Table A-19

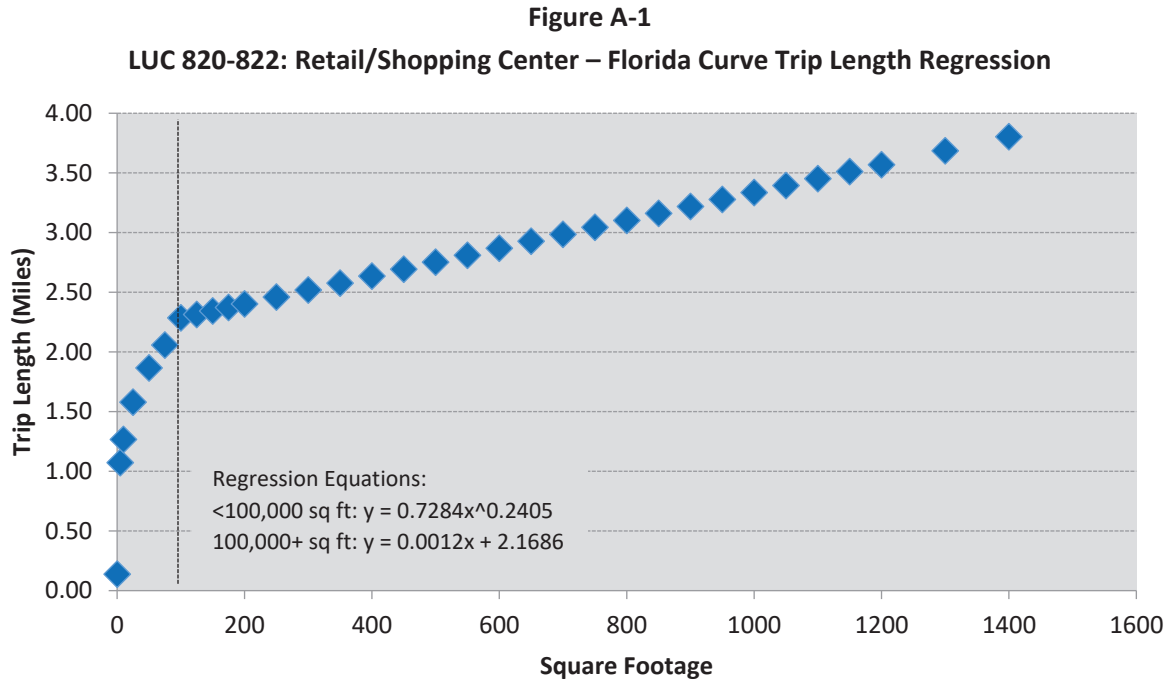
Land Use 770: Business Park

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VTM	Source
Collier Co, FL	14.1	May-99	-	55	33.48	8a-6p	3.60	72.7	87.62	Tindale Oliver
Collier Co, FL	66.0	May-99	-	43	11.53	8a-6p	5.70	79.0	51.92	Tindale Oliver
Collier Co, FL	211.1	May-99	-	284	17.91	8a-6p	5.40	93.0	89.94	Tindale Oliver
Total Size	291.2		3							
ITE	6,288.0		16							
Blended total	6,579.2									
							Average Trip Length:	4.90		
							Weighted Average Trip Length:	5.38		
							Weighted Percent New Trip Average:	88.8		
							Weighted Average Trip Generation Rate:		17.22	
							ITE Average Trip Generation Rate:		12.44	
							Blend of FL Studies and ITE Average Trip Generation Rate:		12.65	

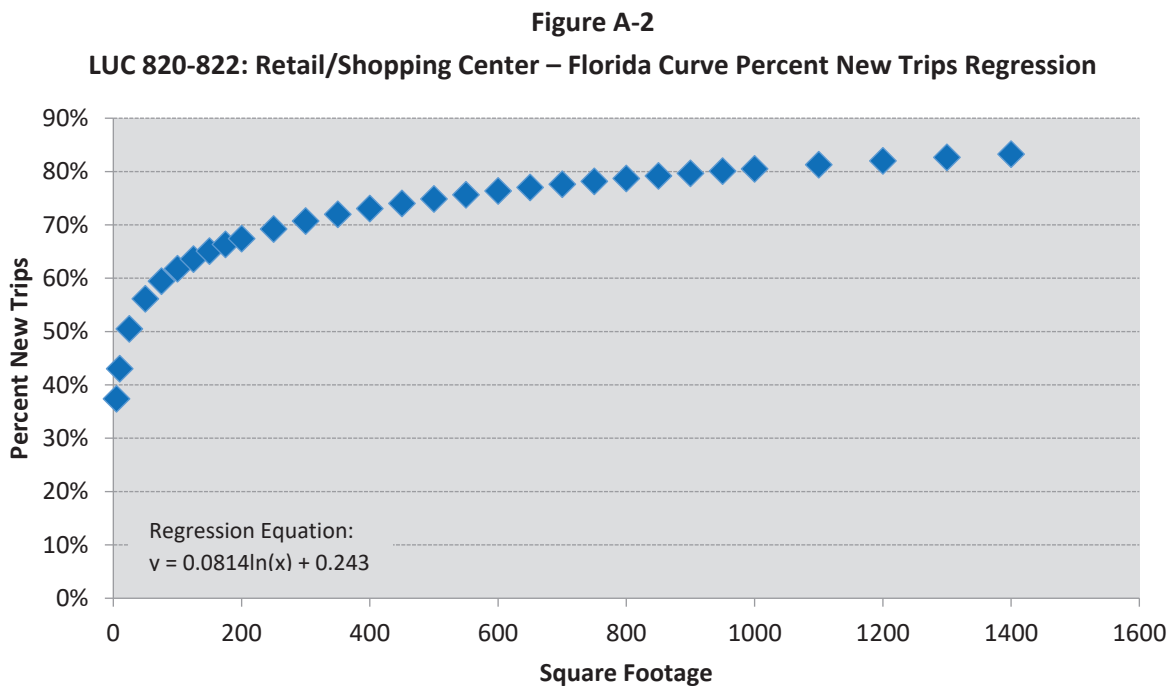
Table A-20

Land Use 820/821/822: Retail/Shopping Center

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VTM	Source
Tampa, FL	-	Mar-86	527	348	-	-	-	66.0	-	Kimley-Horn & Associates
Tampa, FL	-	Mar-86	170	-	-	-	1.70	-	-	Kimley-Horn & Associates
Tampa, FL	-	Mar-86	354	269	-	-	-	76.0	-	Kimley-Horn & Associates
Tampa, FL	-	Mar-86	144	-	-	-	2.50	-	-	Kimley-Horn & Associates
St. Petersburg, FL	1,192.0	Aug-89	384	298	-	11a-7p	3.60	78.0	-	Tindale Oliver
St. Petersburg, FL	132.3	Sep-89	400	368	77.00	10a-7p	1.80	92.0	127.51	Tindale Oliver
Largo, FL	425.0	Aug-89	160	120	26.73	10a-6p	2.30	75.0	46.11	Tindale Oliver
Dunedin, FL	80.5	Sep-89	276	210	81.48	9a-5p	1.40	76.0	86.69	Tindale Oliver
Pinellas Park, FL	696.0	Sep-89	485	388	-	9a-6p	3.20	80.0	-	Tindale Oliver
Seminole, FL	425.0	Oct-89	674	586	-	-	-	87.0	-	Tindale Oliver
Hillsborough Co, FL	134.0	Jul-91	-	-	-	-	1.30	74.0	-	Tindale Oliver
Hillsborough Co, FL	151.0	Jul-91	-	-	-	-	1.30	73.0	-	Tindale Oliver
Collier Co, FL	-	Aug-91	68	64	-	-	3.33	94.1	-	Tindale Oliver
Collier Co, FL	-	Aug-91	208	154	-	-	2.64	74.0	-	Tindale Oliver
Sarasota/Bradenton, FL	109.0	Sep-92	300	185	-	12a-6p	-	61.6	-	King Engineering Associates, Inc.
Ocala, FL	133.4	Sep-92	300	192	-	12a-6p	-	64.0	-	King Engineering Associates, Inc.
Sarasota Co, FL	110.0	Jun-93	58	58	122.14	-	3.20	-	-	Sarasota County
Sarasota Co, FL	146.1	Jun-93	65	65	51.53	-	2.80	-	-	Sarasota County
Sarasota Co, FL	157.5	Jun-93	57	57	79.79	-	3.40	-	-	Sarasota County
Sarasota Co, FL	191.0	Jun-93	62	62	66.79	-	5.90	-	-	Sarasota County
Hernando Co, FL	107.8	May-96	608	331	77.60	9a-6p	4.68	54.5	197.85	Tindale Oliver
Charlotte Co, FL	88.0	Oct-97	-	-	73.50	9a-5p	1.80	57.1	75.56	Tindale Oliver
Charlotte Co, FL	191.9	Oct-97	-	-	72.00	9a-5p	2.40	50.9	87.97	Tindale Oliver
Charlotte Co, FL	51.3	Oct-97	-	-	43.00	9a-5p	2.70	51.8	60.08	Tindale Oliver
Lake Co, FL	67.8	Apr-01	246	177	102.60	-	3.40	71.2	248.37	Tindale Oliver
Lake Co, FL	72.3	Apr-01	444	376	65.30	-	4.50	59.0	173.37	Tindale Oliver
Pasco Co, FL	65.6	Apr-02	222	-	145.64	9a-5p	1.46	46.9	99.62	Tindale Oliver
Pasco Co, FL	75.8	Apr-02	134	-	38.23	9a-5p	2.36	58.2	52.52	Tindale Oliver
Citrus Co, FL	185.0	Oct-03	-	784	55.84	8a-6p	2.40	88.1	118.05	Tindale Oliver
Citrus Co, FL	91.3	Nov-03	-	390	54.50	8a-6p	1.60	88.0	76.77	Tindale Oliver
							Average Trip Length:	2.71		



Source: Regression analysis based on FL Studies data for LUC 820-822. This curve, along with the average development size presented in the ITE 11th Edition Handbook, was used to estimate the trip length for retail land uses



Source: Regression analysis based on FL Studies data for LUC 820-822. This curve, along with the average development size presented in the ITE 11th Edition Handbook, was used to estimate the percent new trips for retail land uses

Table A-21

Land Use 840/841: New/Used Automobile Sales

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VTM	Source
St.Petersburg, FL	43.0	Oct-89	152	120	-	9a-5p	4.70	79.0	-	Tindale Oliver
Clearwater, FL	43.0	Oct-89	136	106	29.40	9a-5p	4.50	78.0	103.19	Tindale Oliver
Orange Co, FL	13.8	1997	-	-	35.75	-	-	-	-	Orange County
Orange Co, FL	34.4	1998	-	-	23.45	-	-	-	-	Orange County
Orange Co, FL	66.3	2001	-	-	28.50	-	-	-	-	Orange County
Orange Co, FL	39.1	2002	-	-	10.48	-	-	-	-	Orange County
Orange Co, FL	116.7	2003	-	-	22.18	-	-	-	-	Orange County
Orange Co, FL	51.7	2007	-	-	40.34	-	-	-	-	L-TEC
Orange Co, FL	36.6	-	-	-	15.17	-	-	-	-	Orange County
Orange Co, FL	216.4	2008	-	-	13.45	-	-	-	-	Orange County
Total Size	618.0		10	288	Average Trip Length: 4.60					
ITE (840)	648.0		18		Weighted Average Trip Length: 4.60					
ITE (841)	28.0		14		Weighted Percent New Trip Average: 78.5					
Blended total	1,294.0				Weighted Average Trip Generation Rate: 21.04					
					ITE Average Trip Generation Rate (LUC 840): 27.84					
					ITE Average Trip Generation Rate (LUC 841): 27.06					
					Blend of FL Studies and ITE Average Trip Generation Rate: 24.58					

Table A-22

Land Use 850: Supermarket

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VTM	Source
Palm Harbor, FL	62.0	Aug-89	163	62	106.26	9a-4p	2.08	56.0	123.77	Tindale Oliver
Total Size	62.0		1	163	Average Trip Length: 2.08					
ITE	1,144.0		22		Weighted Average Trip Length: 2.08					
Blended total	1,206.0				Weighted Percent New Trip Average: 56.0					
					Weighted Average Trip Generation Rate: 106.26					
					ITE Average Trip Generation Rate: 93.84					
					Blend of FL Studies and ITE Average Trip Generation Rate: 94.48					

Table A-23

Land Use 880/881: Pharmacy with and without Drive-Through Window

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VTM	Source
Pasco Co, FL	11.1	Apr-02	138	38	88.97	-	2.05	27.5	50.23	Tindale Oliver
Pasco Co, FL	12.0	Apr-02	212	90	122.16	-	2.04	42.5	105.79	Tindale Oliver
Pasco Co, FL	15.1	Apr-02	1192	54	97.96	-	2.13	28.1	58.69	Tindale Oliver
Total Size	38.2		3	1,542	Average Trip Length: 2.07					
ITE (LUC 880)	66.0		6		Weighted Average Trip Length: 2.08					
ITE (LUC 881)	208.0		16		Weighted Percent New Trip Average: 32.4					
Blended total	312.2				Average Trip Generation Rate: 103.03					
					ITE Average Trip Generation Rate (LUC 880): 90.08					
					ITE Average Trip Generation Rate (LUC 881): 108.40					
					Blend of FL Studies and ITE Average Trip Generation Rate: 103.86					

Table A-24

Land Use 890: Furniture Store

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VTM	Source
Largo, FL	15.0	7/28-30/92	64	34	-	-	4.63	52.5	-	Tindale Oliver
Tampa, FL	16.9	Jul-92	68	39	-	-	7.38	55.7	-	Tindale Oliver
Total Size	31.90		2	132	Average Trip Length: 6.01					
ITE	779.0		19		Weighted Average Trip Length: 6.09					
Blended total	810.90				Weighted Percent New Trip Average: 54.2					

Table A-25

Land Use 912: Bank/Savings w/Drive-Thru

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VTM	Source
Tampa, FL	-	Mar-86	77	-	-	-	2.40	-	-	Kimley-Horn & Associates
Tampa, FL	-	Mar-86	211	-	-	-	-	54.0	-	Kimley-Horn & Associates
Clearwater, FL	0.4	Aug-89	113	52	-	9a-6p	5.20	46.0	-	Tindale Oliver
Largo, FL	2.0	Sep-89	129	94	-	-	1.60	73.0	-	Tindale Oliver
Seminole, FL	4.5	Oct-89	-	-	-	-	-	-	-	Tindale Oliver
Marion Co, FL	2.3	Jun-91	69	29	-	24hr.	1.33	42.0	-	Tindale Oliver
Marion Co, FL	3.1	Jun-91	47	32	-	24hr.	1.75	68.1	-	Tindale Oliver
Marion Co, FL	2.5	Jul-91	57	26	-	48hrs.	2.70	45.6	-	Tindale Oliver
Collier Co, FL	-	Aug-91	162	96	-	24hr.	0.88	59.3	-	Tindale Oliver
Collier Co, FL	-	Aug-91	116	54	-	-	1.58	46.6	-	Tindale Oliver
Collier Co, FL	-	Aug-91	142	68	-	-	2.08	47.9	-	Tindale Oliver
Hernando Co, FL	5.4	May-96	164	41	-	9a-6p	2.77	24.7	-	Tindale Oliver
Marion Co, FL	2.4	Apr-02	70	-	-	24hr.	3.55	54.6	-	Kimley-Horn & Associates
Marion Co, FL	2.7	May-02	50	-	246.66	24hr.	2.66	40.5	265.44	Kimley-Horn & Associates
Total Size	25.2		14	1,407	Average Trip Length: 2.38					
ITE	114.0		19		Weighted Average Trip Length: 2.46					
Blended total	139.2				Weighted Percent New Trip Average: 46.2					
	116.7				Weighted Average Trip Generation Rate: 246.66					
					ITE Average Trip Generation Rate: 100.35					
					Blend of FL Studies and ITE Average Trip Generation Rate: 103.73					

Table A-26

Land Use 931: Fine Dining Restaurant

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VTMT	Source
Tampa, FL	-	Mar-86	76	62	-	-	2.10	82.0	-	Kimley-Horn & Associates
St. Petersburg, FL	7.5	Oct-89	177	154	-	11a-2p/4-8p	3.50	87.0	-	Tindale Oliver
Clearwater, FL	8.0	Oct-89	60	40	110.63	10a-2p/5-9p	2.80	67.0	207.54	Tindale Oliver
Total Size	15.5	3	313	Average Trip Length:		2.80				
ITE	90.0	10		Weighted Average Trip Length:		3.14				
Blended total	105.5			Weighted Percent New Trip Average:		76.7				
	98.0			Weighted Average Trip Generation Rate:		110.63				
				ITE Average Trip Generation Rate:		83.84				
				Blend of FL Studies and ITE Average Trip Generation Rate:		86.03				

Table A-27

Land Use 934: Fast Food Restaurant with Drive-Through Window

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VTMT	Source
Tampa, FL	-	Mar-86	61	-	-	-	2.70	-	-	Kimley-Horn & Associates
Tampa, FL	-	Mar-86	306	-	-	-	-	65.0	-	Kimley-Horn & Associates
Pinellas Co, FL	2.20	Aug-89	81	48	502.80	11a-2p	1.70	59.0	504.31	Tindale Oliver
Pinellas Co, FL	4.30	Oct-89	456	260	660.40	1 day	2.30	57.0	865.78	Tindale Oliver
Tarpon Springs, FL	-	Oct-89	233	114	-	7a-7p	3.60	49.0	-	Tindale Oliver
Marion Co, FL	1.60	Jun-91	60	32	962.50	48hrs	0.91	53.3	466.84	Tindale Oliver
Marion Co, FL	4.00	Jun-91	75	46	625.00	48hrs	1.54	61.3	590.01	Tindale Oliver
Collier Co, FL	-	Aug-91	66	44	-	-	1.91	66.7	-	Tindale Oliver
Collier Co, FL	-	Aug-91	118	40	-	-	1.17	33.9	-	Tindale Oliver
Hernando Co, FL	5.43	May-96	136	82	311.83	9a-6p	1.68	60.2	315.27	Tindale Oliver
Hernando Co, FL	3.13	May-96	168	82	547.34	9a-6p	1.59	48.8	425.04	Tindale Oliver
Orange Co, FL	8.93	1996	-	-	377.00	-	-	-	-	Orange County
Lake Co, FL	2.20	Apr-01	376	252	934.30	-	2.50	74.6	1742.47	Tindale Oliver
Lake Co, FL	3.20	Apr-01	171	182	654.90	-	-	47.8	-	Tindale Oliver
Lake Co, FL	3.80	Apr-01	188	137	353.70	-	3.30	70.8	826.38	Tindale Oliver
Pasco Co, FL	2.66	Apr-02	100	46	283.12	9a-6p	-	46.0	-	Tindale Oliver
Pasco Co, FL	2.96	Apr-02	486	164	515.32	9a-6p	2.72	33.7	472.92	Tindale Oliver
Pasco Co, FL	4.42	Apr-02	168	120	759.24	9a-6p	1.89	71.4	1024.99	Tindale Oliver
Total Size	48.8	18	4,463	Average Trip Length:		2.11				
ITE	213.0	71		Weighted Average Trip Length:		2.05				

Table A-28

Land Use 942: Automobile Care Center

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VTMT	Source
Largo, FL	5.5	Sep-89	34	30	37.64	9a-5p	2.40	88.0	79.50	Tindale Oliver
Jacksonville, FL	2.3	2/3-4/90	124	94	-	9a-5p	3.07	76.0	-	Tindale Oliver
Jacksonville, FL	2.3	2/3-4/90	110	74	-	9a-5p	2.96	67.0	-	Tindale Oliver
Jacksonville, FL	2.4	2/3-4/90	132	87	-	9a-5p	2.32	66.0	-	Tindale Oliver
Lakeland, FL	5.2	Mar-90	24	14	-	9a-4p	1.36	59.0	-	Tindale Oliver
Lakeland, FL	-	Mar-90	54	42	-	9a-4p	2.44	78.0	-	Tindale Oliver
Orange Co, FL	25.0	Nov-92	41	39	-	2-6p	4.60	-	-	LCE, Inc.
Orange Co, FL	36.6	-	-	-	15.17	-	-	-	-	Orange County
Orange Co, FL	7.0	-	-	-	46.43	-	-	-	-	Orange County
Total Size	86.2	9	519	Average Trip Length:		2.74				
ITE	102.0	6		Weighted Average Trip Length:		3.62				
Blended total	188.2			Weighted Percent New Trip Average:		72.2				
	151.1			Weighted Average Trip Generation Rate:		22.14				
				ITE Average Trip Generation Rate (adjusted):		31.10				
				Blend of FL Studies and ITE Average Trip Generation Rate:		28.19				

Table A-29

Land Use 944: Gasoline/Service Station

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VTMT	Source
Largo, FL	0.6	Nov-89	70	14	-	8am-5pm	1.90	23.0	-	Tindale Oliver
Collier Co, FL	-	Aug-91	168	40	-	-	1.01	23.8	-	Tindale Oliver
Total Size	0.6	1	238	Average Trip Length:		1.46				
ITE (vfp)	144.0	18		Weighted Average Trip Length:		1.90				
				Weighted Percent New Trip Average:		23.0				

Land Use 945: Convenience Store/Gas Station - Mid-Size Blend

ITE	48	Conv. Store 2,000 to 3,999 sf:	265.12
ITE	5	Conv. Store 4,000 to 5,499 sf:	257.13
	53	Blend of ITE Average Trip Generation Rates for Convenience Store/Gas Station 2,000 to 5,499 sf:	264.38

Table A-30

Land Use 947: Self-Service Car Wash

Location	Size (Bays)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Largo, FL	10	Nov-89	111	84	-	8am-5pm	2.00	76.0	-	Tindale Oliver
Clearwater, FL	-	Nov-89	177	108	-	10am-5pm	1.30	61.0	-	Tindale Oliver
Collier Co, FL	11	Dec-09	304	-	30.24	-	2.50	57.0	-	Tindale Oliver
Collier Co, FL	8	Jan-09	186	-	22.75	-	1.96	72.0	-	Tindale Oliver
Total Size	29	4	778	Average Trip Length:		1.94				
Total Size (TGR)	19	2		Weighted Average Trip Length:		2.18				
ITE	5	1		Weighted Percent New Trip Average:		67.7				
Blended total	24							Weighted Average Trip Generation Rate:		27.09
								ITE Average Trip Generation Rate:		108.00
								Blend of FL Studies and ITE Average Trip Generation Rate:		43.94

Single Family Residential Trip Generation Rate Tiering

As part of this study, the single family residential trip generation rate tiering was prepared. An analysis was completed on the comparative relationship between housing size and household travel behavior. This analysis utilized data from the 2022 National Household Travel Survey (NHTS) and the 2021 American Housing Survey (AHS) to examine overall trip-making characteristics of households in the United States.

Table A-31 presents that trip characteristics being utilized in the calculated transportation impact fee schedule for the single family (detached) land use. The 2022 NHTS database was used to assess average annual household vehicle miles of travel (VMT) for various annual household income levels. In addition, the 2021 AHS database was used to compare median annual family/household incomes with housing unit size. It is important to recognize that the use of the income variable in each of these databases is simply to provide a convenient linking mechanism between household VMT from the NHTS and housing unit size from the AHS.

Table A-31

Calculated Single Family Trip Characteristics

Calculated Values Excluding Tiering	Trip Rate	Assessable Trip Length	Daily VMT
Single Family (Detached)	7.81	7.61	59.43

Source: Appendix A, Table A-4; Trip length includes 15% adjustment factor

The results of the NHTS and AHS analyses are included in Tables A-32 and A-33. First, the data shown in Table A-32 indicates that the average income in the U.S. for families/households living in housing units between 1,501 and 2,499 sq ft in size (\$74,416) is higher than the overall average income for the U.S. (\$66,289). In Table A-33, annual average household VMT was calculated from the NHTS database for several different income levels and ranges related to the resulting AHS income data in Table A-32.

Table A-32
Annual Income by Housing Size

2021 AHS Average Income Data by Housing Size	Annual Income ⁽¹⁾
1,500 sf or less	\$51,697
1,501 to 2,499 sf	\$74,416
2,500 sf or more	\$90,699
Average of All Houses	\$66,289

Source: American Housing Survey for the United States in 2021

1) Weighted average of annual income for each tier

Table A-33
NHTS VMT Annual VMT by Income Category

2022 NHTS Travel Data by Annual HH Income	Annual VMT/HH	Days	Daily VMT	Ratio to Mean	Normalized to 1.055
Total (All Homes)	15,634	365	42.83	1.000	-
Average of \$51,697	13,594	365	37.24	0.869	0.824
Average of \$74,416	16,496	365	45.19	1.055	1.000
Average of \$90,699	18,138	365	49.69	1.160	1.100

Source: 2022 National Household Travel Survey Database, Federal Highway Administration

To calculate a corresponding trip rate for the new tiers it was necessary to rely on comparative ratios. As an example, consider the \$51,697 annual income category. First, it was determined that the average annual household VMT for this income level is 13,594 miles. This figure was then compared to the overall average annual VMT per household in the U.S. and normalized to the average of the \$74,416 (16,496 miles) category to derive a ratio of 0.824.

Next, the normalized ratio was applied to the daily VMT for the average single family housing unit size (1,500 sq ft or less) to generate a daily VMT of 48.97 for the tier, as shown in Table A-34. This daily VMT figure was then divided by the proposed assessable trip length of 7.61 miles to obtain a trip generation rate of 6.43 trips per day.

Table A-34
Trip Generation Rate by Single Family Land Use Tier

Estimation of Trip Rate by Tier	Trip Rate ⁽¹⁾	Assessable Trip Length ⁽²⁾	Daily VMT ⁽³⁾	Ratio to Mean ⁽⁴⁾
<i>Single Family (Detached)</i>				
1,500 sf or less	6.43	7.61	48.97	0.824
1,501 to 2,499 sf	7.81	7.61	59.43	1.000
2,500 sf or larger	8.59	7.61	65.37	1.100

1) Daily VMT (Item 3) divided by assessable trip length (Item 2) for each tier

2) Source: Table A-31

3) Ratio to the mean (Item 4) multiplied by the total daily VMT for the 1,501 to 2,499 sq tier

4) Source: Table A-33

Table A-35 illustrates the impact that the trip generation rate tiers for the single family (detached) land use have on the County's calculated transportation impact fee rate.

Table A-35
Net Impact Fee by Single Family Land Use Tier

Impact of Tiering on Fee Schedule	Trip Rate ⁽¹⁾	Assessable Trip Length ⁽²⁾	Daily VMT ⁽³⁾	Net Fee ⁽⁴⁾
<i>Single Family (Detached)</i>				
1,500 sf or less	6.43	7.61	48.97	\$4,388
1,501 to 2,499 sf	7.81	7.61	59.43	\$5,318
2,500 sf or larger	8.59	7.61	65.37	\$5,855

1) Source: Table A-34, Item 1

2) Source: Table A-31

3) Source: Table A-34, Item 3

4) Source: Appendix D, Table D-1

Trip Length Adjustment

Table A-36 details the base trip length, trip length data source, and the adjusted trip length value for each land use in the transportation impact fee schedule. As discussed previously, trip lengths for residential and hotel/motel land uses were increased by 15 percent and for non-residential land uses by 5 percent.

Table A-36
Trip Length Adjustment Calculation

ITE LUC	Land Use	Base Trip Length	Trip Length Source	Trip Length Adjustment Factor	Assessable Trip Length ⁽¹⁾
RESIDENTIAL:					
210	Single Family (Detached) - 1,500 sf or less	6.62	Appendix A, Table A-3	1.15	7.61
	Single Family (Detached) - 1,501 to 2,499 sf	6.62	Appendix A, Table A-3	1.15	7.61
	Single Family (Detached) - 2,500 sf and greater	6.62	Appendix A, Table A-3	1.15	7.61
215	Single Family (Attached)	6.62	Same as LUC 210	1.15	7.61
220	Multi-Family Housing (Low-Rise, 1-3 floors)	5.21	Appendix A, Table A-5	1.15	5.99
221/222	Multi-Family Housing (Mid/High-Rise, 4+ floors)	5.21	Appendix A, Table A-5	1.15	5.99
240	Mobile Home Park	4.60	Appendix A, Table A-6	1.15	5.29
251	Senior Adult Housing - Detached	5.42	Appendix A, Table A-7	1.15	6.23
252	Assisted Care Living Facility (ACLF)	4.34	Based on LUC 251 (adjusted) ⁽²⁾	1.15	4.99
LODGING:					
310	Hotel	6.26	Appendix A, Table A-10	1.15	7.20
320	Motel	4.34	Appendix A, Table A-11	1.15	4.99
RECREATION:					
411	Public Park	5.15	Same as LUC 710	1.05	5.41
416	RV Park/Campground	4.60	Same as LUC 240	1.05	4.83
420	Marina	6.62	Same as LUC 210	1.05	6.95
430	Golf Course	6.62	Same as LUC 210	1.05	6.95
445	Movie Theater	2.22	Appendix A, Table A-12	1.05	2.33
492	Racquet Club/Health Spa	5.15	Same as LUC 710	1.05	5.41
495	Recreational Community Center	5.15	Same as LUC 710	1.05	5.41
INSTITUTIONS:					
520	Elementary School (Private)	3.31	Based on LUC 210 (adjusted) ⁽³⁾	1.05	4.30
522	Middle School (Private)	3.31	Based on LUC 210 (adjusted) ⁽³⁾	1.05	4.30
525	High School (Private)	3.31	Based on LUC 210 (adjusted) ⁽³⁾	1.05	4.30
540	University/Junior College (7,500 or fewer students) (Private)	6.62	Same as LUC 210	1.05	6.95
550	University/Junior College (more than 7,500 students) (Private)	6.62	Same as LUC 210	1.05	6.95
560	Church	3.93	Midpoint of LUC 710 & LUC 820 (Table A-20)	1.05	4.13
565	Day Care Center	2.03	Appendix A, Table A-13	1.05	2.13
590	Library	6.62	Same as LUC 210	1.05	6.95
MEDICAL:					
610	Hospital	6.62	Same as LUC 210	1.05	6.95
620	Nursing Home	2.59	Appendix A, Table A-14	1.05	2.72
640	Animal Hospital/Veterinary Clinic	1.90	Appendix A, Table A-15	1.05	2.00
OFFICE:					
710	Office	5.15	Appendix A, Table A-16	1.05	5.41
720	Medical Office/Clinic	5.55	Appendix A, Table A-18	1.05	5.83
770	Business Park	5.38	Appendix A, Table A-19	1.05	5.65
RETAIL:					
822	Retail 6,000 sf gla or less	1.12	Appendix A: Fig. A-1 (6k sf gla)	1.05	1.18
822	Retail 6,001 to 40,000 sf gla	1.48	Appendix A: Fig. A-1 (19k sf gla)	1.05	1.55
821	Retail 40,001 to 150,000 sf gla	1.94	Appendix A: Fig. A-1 (59k sf gla)	1.05	2.04
820	Retail greater than 150,000 sf gla	2.80	Appendix A: Fig. A-1 (538k sf gla)	1.05	2.94
840/841	New/Used Auto Sales	4.60	Appendix A, Table A-21	1.05	4.83
850	Supermarket	2.08	Appendix A, Table A-22	1.05	2.18
862	Home Improvement Superstore	2.33	Appendix A: Fig. A-1 (135k sf gla)	1.05	2.45
880/881	Pharmacy/Drug Store with or w/o Drive-Thru	2.08	Appendix A, Table A-23	1.05	2.18
890	Furniture Store	6.09	Appendix A, Table A-24	1.05	6.39
SERVICES:					
911	Bank/Savings Walk-In	2.46	Same as LUC 912	1.05	2.58
912	Bank/Savings Drive-In	2.46	Appendix A, Table A-25	1.05	2.58
931	Restaurant	3.14	Appendix A, Table A-26	1.05	3.30
n/a	Small Local Restaurant	2.05	Same as LUC 934 (Table A-27)	1.05	2.15
941	Quick Lube	3.62	Same as LUC 942	1.05	3.80
942	Automobile Care Center	3.62	Appendix A, Table A-28	1.05	3.80
944	Gas Station w/Convenience Store <2,000 sq ft	1.90	Appendix A, Table A-29	1.05	2.00

Table A-36 (continued)
Trip Length Adjustment Calculation

ITE LUC	Land Use	Base Trip Length	Trip Length Source	Trip Length Adjustment Factor	Assessable Trip Length ⁽¹⁾
SERVICES:					
945	Gas Station w/Convenience Store 2,000 to 5,499 sq ft	1.90	Same as LUC 944	1.05	2.00
	Gas Station w/Convenience Store 5,500+ sq ft	1.90	Same as LUC 944	1.05	2.00
947	Self-Service Car Wash	2.18	Appendix A, Table A-30	1.05	2.29
948	Automated Car Wash	2.18	Same as LUC 947	1.05	2.29
INDUSTRIAL:					
110	General Light Industrial	5.15	Same as LUC 710	1.05	5.41
140	Manufacturing	5.15	Same as LUC 710	1.05	5.41
150	Warehousing	5.15	Same as LUC 710	1.05	5.41
151	Mini-Warehouse	3.51	Midpoint of LUC 710 & LUC 820 (<50k sq ft)	1.05	3.69
154	High-Cube Transload and Short-Term Warehouse	5.15	Same as LUC 710	1.05	5.41
n/a	Mine/Commercial Excavation	14.82	Collier County Mines TCS Study, 2009	1.05	15.56

- 1) Assessable trip length calculated as (Base Trip Length * Trip Length Adjustment Factor)
- 2) The trip length was based on LUC 251 base trip length (5.42) but adjusted by the ratio of the single family (LUC 210) base trip length (6.62) to the multi-family (LUC 220) base trip length (5.21). $\text{Adj} = 5.21 / 6.62 = 80\%$. $\text{TL} = 80\% \times 5.42 = 4.34$ (base TL)
- 3) The trip length for schools was estimated at 50% of the LUC 210 base trip length ($6.62 / 2 = 3.31$), based on travel demand modeling throughout Florida

Appendix B

Cost Component

Appendix B: Cost Component

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
- Construction Engineering/Inspection
- Roadway Capacity

Urban-Design vs. Rural-Design

Due to limited construction data for roadways with rural-design (open drainage) characteristics, the cost per lane mile for these types of roads was calculated using an adjustment factor. This factor was based on the rural-to-urban (curb & gutter) cost ratio from the most recent District 7 Long Range Estimates (LRE) provided by FDOT². As shown in **Table B-1**, the costs for rural-design roadway capacity expansion (new road construction or lane addition) is approximately **76 percent** of the construction costs for urban-design roadway improvements.

Table B-1
Urban/Rural-Design Cost Factor

Improvement	Construction Cost per Lane Mile		
	Open Drainage Rural Design	Curb & Gutter Urban Design	Ratio
0-2 Lanes	\$5,730,246	\$8,819,029	65%
0-4 Lanes	\$4,620,100	\$6,191,312	75%
0-6 Lanes	\$3,937,944	\$5,027,827	78%
2-4 Lanes	\$6,427,040	\$7,810,495	82%
4-6 Lanes	\$6,732,892	\$8,426,464	80%
Average	\$5,489,644	\$7,255,025	76%

Source: FDOT District 7 Long Range Estimates, 2024; this data was not available for FDOT District 5

² This data was not available for FDOT District 5

Design

County Roadways

The design cost factor for county roads is estimated as a percentage of the construction cost per lane mile. This factor is determined based on a review of design-to-construction cost ratios from local future improvements and from other jurisdictions throughout Florida. As shown in **Table B-2**, design cost estimates for local planned improvements range from one (1) percent to 38 percent with a weighted average of 11 percent. As shown in **Table B-3**, the design factors for other communities throughout Florida ranged from six (6) percent to 14 percent with a weighted average of 11 percent. For purposes of this study, the design cost for county roads is estimated at **11 percent** of the construction cost per lane mile.

State Roadways

Similar to the county roads, the design cost factor for state roads is estimated as a percentage of the construction cost per lane mile. As shown in **Table B-3**, the design factors obtained from other Florida jurisdictions ranged from 10 percent to 11 percent with a weighted average of 11 percent. The design cost for state roads is estimated at **11 percent** of the construction cost per lane mile for impact fee calculation purposes.

Table B-2

Design Cost Factor for County Roads – Planned Improvements in Marion County

Road	Scope	Improv.	Length	Lanes Added	Lane Miles Added	Design	Construction/ CEI	Construction Only	Design-to-Construction Ratio
EMERALD RD EXTENSION	From SE 92nd Loop to Florida Northern Railroad	New 2-Lane	1.80	2	3.60	\$200,000	\$15,117,800	\$13,757,198	1%
NW 49TH/35TH ST PH 3 (FKA 3A & 3B)	From NE 35th St to N End of Limerock Pit	New 4-Lane	3.40	4	13.60	\$501,871	\$27,329,248	\$24,869,616	2%
SW 90TH ST	From SW 60th Ave to 0.8 mi E of SW 60th Ave	New 2-Lane	0.80	2	1.60	\$450,000	\$2,500,000	\$2,275,000	20%
CR 484 WIDENING PH 1	From Marion Oaks Blvd to CR 475A	4 to 6 Lanes	1.80	2	3.60	\$2,500,000	\$12,540,000	\$11,411,400	22%
MARION OAKS MANOR EXTENSION PH 1	From SW 49th Ave to Marion Oaks Ln	Add 2 Lanes	3.00	2	6.00	\$3,243,095	\$15,300,000	\$13,923,000	23%
NE 35TH ST PH 2	From CR 200A to NE 25th Ave	Add 2 Lanes	1.20	2	2.40	\$200,000	\$6,000,000	\$5,460,000	4%
NE 35TH ST PH 3	From NE 25th Ave to NE 36th Ave	Add 2 Lanes	1.00	2	2.00	\$345,000	\$5,000,000	\$4,550,000	8%
NW 44TH AVE	From NW 63rd St to CR 326	Add 2 Lanes	1.40	2	2.80	\$840,000	\$8,200,000	\$7,462,000	11%
NW 60TH AVE EXTENSION	From US 27 to NW 49th St	New 4-Lane	0.90	4	3.60	\$720,000	\$7,000,000	\$6,370,000	11%
SW 38TH/40TH ST PH A	From SW 80th Ave to SW 60th Ave	Add 2 Lanes	1.90	2	3.80	\$3,265,019	\$20,000,000	\$18,200,000	18%
SW 38TH/40TH ST PH B	From SW 60th Ave to SW 43rd Ct	Add 2 Lanes	1.90	2	3.80	\$3,310,000	\$9,500,000	\$8,645,000	38%
SW 49TH AVE - NORTH	From Marion Oaks Trail to SW 95th St	New 4-Lane	3.40	4	13.60	\$1,700,000	\$36,000,000	\$32,760,000	5%
SW 80TH AVE - SEGMENT 1	From SW 90th St to 1/2 mi N of SW 38th St	Add 2 Lanes	4.50	2	9.00	\$3,174,630	\$24,350,000	\$22,158,500	14%
SW 80TH AVE - SEGMENT 2	From 0.5 mi N of SW 38th St to 0.25 mi S of SR 40	Add 2 Lanes	1.75	2	3.50	\$1,300,000	\$9,000,000	\$8,190,000	16%
CR 484 WIDENING PH 2	From CR 475A to CR 475	4 to 6 Lanes	2.00	2	4.00	\$800,000	\$9,600,000	\$8,736,000	9%
CR 484 WIDENING PH 3	From SR 200 to Marion Oaks Pass	Add 2 Lanes	5.30	2	10.60	\$4,242,400	\$45,000,000	\$40,950,000	10%
SE 92ND LOOP EXTENSION	From US Hwy 441 to SE 36th Ave	New 2-Lane	0.50	2	1.00	\$350,000	\$2,500,000	\$2,275,000	15%
NE 35TH ST PH 4	From NE 36th Ave to SR 40	Add 2 Lanes	2.60	2	5.20	\$1,300,000	\$13,000,000	\$11,830,000	11%
CR 475	From SE 32nd St to SE 59th St	Add 2 Lanes	1.90	2	3.80	\$1,320,000	\$13,200,000	\$12,012,000	11%
CR 35	From SR 40 to NE 35th St	Add 2 Lanes	0.40	2	0.80	\$500,000	\$3,900,000	\$3,549,000	14%
CR 42 WIDENING	From SE 36th Ave to US 301	Add 2 Lanes	2.75	2	5.50	\$1,650,000	\$13,750,000	\$12,512,500	13%
SW 60TH AVE	From SR 200 to N of US 27	4 to 6 Lanes	7.30	2	14.60	\$4,380,000	\$43,800,000	\$39,858,000	11%
SE 92ND LOOP	From US Hwy 441 to SR 35	Add 2 Lanes	1.60	2	3.20	\$984,000	\$8,200,000	\$7,462,000	13%
BANYAN RD EXTENSION	From Pecan Pass to Almond Rd	New 2-Lane	0.70	2	1.40	\$500,000	\$7,000,000	\$6,370,000	8%
CR 42 WIDENING	From CR 475 to SE 36th Ave	Add 2 Lanes	2.00	2	4.00	\$1,200,000	\$10,000,000	\$9,100,000	13%
SW 80TH ST	From SW 80th Ave to SR 200	Add 2 Lanes	1.50	2	3.00	\$900,000	\$9,000,000	\$8,190,000	11%
SE MARICAMP RD	From SE 31st St to Midway Rd	4 to 6 Lanes	4.40	2	8.80	\$3,062,000	\$38,276,000	\$34,831,160	9%
Total					138.80	\$42,938,015	\$415,063,048	\$377,707,374	11%

Source: Marion County

Table B-3

Design Cost Factor for County & State Roads – Other Florida Jurisdictions

Year	County	County Roadways (Cost per Lane Mile)				State Roadways (Cost per Lane Mile)		
		Design	Constr.	Design Ratio		Design	Constr.	Design Ratio
2014	Indian River	\$159,000	\$1,598,000	10%		\$196,000	\$1,776,000	11%
2015	Collier	\$270,000	\$2,700,000	10%		\$270,000	\$2,700,000	10%
2015	Brevard	\$242,000	\$2,023,000	12%		\$316,000	\$2,875,000	11%
2015	Sumter	\$210,000	\$2,100,000	10%		\$276,000	\$2,505,000	11%
2015	Marion	\$167,000	\$2,668,000	6%		\$227,000	\$2,060,000	11%
2015	Palm Beach	\$224,000	\$1,759,000	13%		\$333,000	\$3,029,000	11%
2017	St. Lucie	\$220,000	\$2,200,000	10%		\$341,000	\$3,100,000	11%
2017	Clay	\$239,000	\$2,385,000	10%		-	-	-
2019	Collier	\$385,000	\$3,500,000	11%		-	-	-
2019	Sumter	\$315,000	\$2,862,000	11%		\$370,000	\$3,365,000	11%
2020	Indian River	\$291,000	\$2,647,000	11%		\$395,000	\$3,593,000	11%
2020	Hillsborough	\$484,000	\$4,036,000	12%		\$486,000	\$4,421,000	11%
2020	Hernando	\$232,000	\$2,108,000	11%		\$348,000	\$3,163,000	11%
2021	Manatee	\$308,000	\$2,800,000	11%		-	-	-
2021	Flagler	\$258,000	\$2,582,000	10%		-	-	-
2022	Lake	\$215,000	\$2,145,000	10%		-	-	-
2022	Volusia	\$188,000	\$2,350,000	8%		-	-	-
2023	Manatee	\$546,000	\$3,900,000	14%		-	-	-
2024	Hendry	\$220,000	\$2,000,000	11%		\$440,000	\$4,000,000	11%
2024	St. Johns	\$257,000	\$2,573,000	10%		\$381,000	\$3,812,000	10%
Average		\$272,000	\$2,547,000	11%		\$337,000	\$3,108,000	11%

Source: Each respective jurisdiction

Right-of-Way

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

County Roadways

For impact fee purposes, the ROW cost for county roads is estimated as a percentage of the construction cost per lane mile. This factor was determined through a review of the ROW-to-construction cost ratios from estimates for future local improvements and from other jurisdictions throughout Florida.

As shown in **Table B-4**, estimated costs for local planned improvements indicate ROW cost ratios ranging from three (3) percent to 132 percent with a weighted average of 45 percent. As shown in **Table B-5**, the ROW-to-construction factors from other jurisdictions range from 10 percent to 60 percent with an average of 35 percent.

Based on a review of these data sets and discussions with Marion County staff, ROW costs were estimated at approximately **40 percent** of the construction costs. This midpoint considers the wide range of ROW cost ratios and provides a conservative estimate for the impact fee calculation.

State Roadways

Similar to county roads, the ROW cost for state roads was estimated as a percentage of the construction cost per lane mile. As shown in **Table B-5**, the ROW-to-construction factor for state roads in other jurisdictions ranged from 20 percent to 60 percent with a weighted average of 38 percent.

Based on a review of this data set and discussions with Marion County staff, it was estimated that the county roadway factor of **40 percent** of construction would also be representative of the ROW cost for state roads.

Table B-4
Right-of-Way Cost Factor for County Roads – Planned Improvements in Marion County

Road	Scope	Improv.	Length	Lanes Added	Lane Miles Added	ROW	Construction/ CEI	Construction Only	ROW-to-Construction Ratio
EMERALD RD EXTENSION	From SE 92nd Loop to Florida Northern Railroad	New 2-Lane	1.80	2	3.60	\$4,717,819	\$15,117,800	\$13,757,198	34%
NW 49TH/35TH ST PH 3 (FKA 3A & 3B)	From NE 35th St to N End of Limerock Pit	New 4-Lane	3.40	4	13.60	\$8,088,214	\$27,329,248	\$24,869,616	33%
SW 90TH ST	From SW 60th Ave to 0.8 mi E of SW 60th Ave	New 2-Lane	0.80	2	1.60	\$70,000	\$2,500,000	\$2,275,000	3%
CR 484 WIDENING PH 1	From Marion Oaks Blvd to CR 475A	4 to 6 Lanes	1.80	2	3.60	\$14,040,000	\$12,540,000	\$11,411,400	123%
MARION OAKS MANOR EXTENSION PH 1	From SW 49th Ave to Marion Oaks Ln	Add 2 Lanes	3.00	2	6.00	\$7,500,000	\$15,300,000	\$13,923,000	54%
NE 35TH ST PH 2	From CR 200A to NE 25th Ave	Add 2 Lanes	1.20	2	2.40	\$2,072,211	\$6,000,000	\$5,460,000	38%
NE 35TH ST PH 3	From NE 25th Ave to NE 36th Ave	Add 2 Lanes	1.00	2	2.00	\$3,500,000	\$5,000,000	\$4,550,000	77%
NW 44TH AVE	From NW 63rd St to CR 326	Add 2 Lanes	1.40	2	2.80	\$700,000	\$8,200,000	\$7,462,000	9%
NW 60TH AVE EXTENSION	From US 27 to NW 49th St	New 4-Lane	0.90	4	3.60	\$2,250,000	\$7,000,000	\$6,370,000	35%
SW 38TH/40TH ST PH A	From SW 80th Ave to SW 60th Ave	Add 2 Lanes	1.90	2	3.80	\$5,308,086	\$20,000,000	\$18,200,000	29%
SW 38TH/40TH ST PH B	From SW 60th Ave to SW 43rd Ct	Add 2 Lanes	1.90	2	3.80	\$6,390,000	\$9,500,000	\$8,645,000	74%
SW 49TH/40TH AVE PH 1	From SW 66th St to SW 42nd St	New 4-Lane	1.70	4	6.80	\$1,036,961	\$18,095,153	\$16,466,589	6%
SW 49TH AVE - NORTH	From Marion Oaks Trail to SW 95th St	New 4-Lane	3.40	4	13.60	\$11,898,513	\$36,000,000	\$32,760,000	36%
SW 80TH AVE - SEGMENT 1	From SW 90th St to 1/2 mi N of SW 38th St	Add 2 Lanes	4.50	2	9.00	\$6,091,140	\$24,350,000	\$22,158,500	27%
SW 80TH AVE - SEGMENT 2	From 0.5 mi N of SW 38th St to 0.25 mi S of SR 40	Add 2 Lanes	1.75	2	3.50	\$6,300,000	\$9,000,000	\$8,190,000	77%
NW 80TH/70TH AVE - SEGMENT 3	From SR 40 to US 27	Add 2 Lanes	3.76	2	7.52	\$7,462,578	\$24,087,055	\$21,919,220	34%
CR 484 WIDENING PH 2	From CR 475A to CR 475	4 to 6 Lanes	2.00	2	4.00	\$2,000,000	\$9,600,000	\$8,736,000	23%
CR 484 WIDENING PH 3	From SR 200 to Marion Oaks Pass	Add 2 Lanes	5.30	2	10.60	\$13,500,000	\$45,000,000	\$40,950,000	33%
SE 92ND LOOP EXTENSION	From US Hwy 441 to SE 36th Ave	New 2-Lane	0.50	2	1.00	\$3,000,000	\$2,500,000	\$2,275,000	132%
NE 35TH ST PH 4	From NE 36th Ave to SR 40	Add 2 Lanes	2.60	2	5.20	\$7,800,000	\$13,000,000	\$11,830,000	66%
CR 475	From SE 32nd St to SE 59th St	Add 2 Lanes	1.90	2	3.80	\$6,600,000	\$13,200,000	\$12,012,000	55%
CR 35	From SR 40 to NE 35th St	Add 2 Lanes	0.40	2	0.80	\$2,000,000	\$3,900,000	\$3,549,000	56%
CR 42 WIDENING	From SE 36th Ave to US 301	Add 2 Lanes	2.75	2	5.50	\$6,875,000	\$13,750,000	\$12,512,500	55%
SW 60TH AVE	From SR 200 to N of US 27	4 to 6 Lanes	7.30	2	14.60	\$26,280,000	\$43,800,000	\$39,858,000	66%
SE 92ND LOOP	From US Hwy 441 to SR 35	Add 2 Lanes	1.60	2	3.20	\$5,500,000	\$8,200,000	\$7,462,000	74%
BANYAN RD EXTENSION	From Pecan Pass to Almond Rd	New 2-Lane	0.70	2	1.40	\$5,000,000	\$7,000,000	\$6,370,000	78%
CR 42 WIDENING	From CR 475 to SE 36th Ave	Add 2 Lanes	2.00	2	4.00	\$5,000,000	\$10,000,000	\$9,100,000	55%
SW 80TH ST	From SW 80th Ave to SR 200	Add 2 Lanes	1.50	2	3.00	\$450,000	\$9,000,000	\$8,190,000	5%
SE MARICAMP RD	From SE 31st St to Midway Rd	4 to 6 Lanes	4.40	2	8.80	\$17,160,000	\$38,276,000	\$34,831,160	49%
Total					153.12	\$188,590,522	\$457,245,256	\$416,093,183	45%

Source: Marion County

Table B-5
ROW Cost Factor for County & State Roads – Other Florida Jurisdictions

Year	County	County Roadways (Cost per Lane Mile)				State Roadways (Cost per Lane Mile)		
		ROW	Constr.	ROW Ratio		ROW	Constr.	ROW Ratio
2014	Indian River	\$656,000	\$1,598,000	41%		\$781,000	\$1,776,000	44%
2015	Collier	\$863,000	\$2,700,000	32%		\$863,000	\$2,700,000	32%
2015	Brevard	\$708,000	\$2,023,000	35%		\$1,006,000	\$2,785,000	36%
2015	Sumter	\$945,000	\$2,100,000	45%		\$1,127,000	\$2,505,000	45%
2015	Marion	\$1,001,000	\$1,668,000	60%		\$1,236,000	\$2,060,000	60%
2015	Palm Beach	\$721,000	\$1,759,000	41%		\$1,333,000	\$3,029,000	44%
2017	St. Lucie	\$990,000	\$2,200,000	45%		\$1,395,000	\$3,100,000	45%
2017	Clay	\$954,000	\$2,385,000	40%		-	-	-
2018	Collier	\$1,208,000	\$3,500,000	35%		\$1,208,000	\$3,500,000	35%
2019	Sumter	\$1,202,000	\$2,862,000	42%		\$1,447,000	\$3,365,000	43%
2020	Indian River	\$529,000	\$2,647,000	20%		\$718,000	\$3,593,000	20%
2020	Hillsborough	\$1,448,000	\$2,897,000	50%		\$1,448,000	\$2,897,000	50%
2020	Hernando	\$844,000	\$2,108,000	40%		\$1,265,000	\$3,163,000	40%
2021	Manatee	\$1,120,000	\$2,800,000	40%		-	-	-
2021	Flagler	\$258,000	\$2,582,000	10%		-	-	-
2022	Lake	\$1,073,000	\$2,145,000	50%		-	-	-
2022	Volusia	\$470,000	\$2,350,000	20%		-	-	-
2023	Manatee	\$741,000	\$3,900,000	19%		-	-	-
2023	Marion	\$840,000	\$2,400,000	35%		\$1,190,000	\$3,400,000	35%
2024	Hendry	\$400,000	\$2,000,000	20%		\$800,000	\$4,000,000	20%
2024	St. Johns	\$900,000	\$2,573,000	35%		\$1,335,000	\$3,812,000	35%
Average		\$851,000	\$2,438,000	35%		\$1,143,000	\$3,046,000	38%

Source: Each respective jurisdiction

Construction

County Roads

The construction cost for county roads (curb & gutter, urban section design) was based on recent local projects, local estimates, and the cost of recent projects in other jurisdictions in Florida. A review of local construction cost data from recent years identified three improvements:

- SW 49th Ave (South Seg. A & E) from 0.7 miles S. of CR 484 to Marion Oaks Trail
- FL Crossroads Commerce Park Rd from S. terminus to Hwy 484
- CR 484 from Marion Oaks Pass to Marion Oaks Course

Costs for these local improvements ranged from \$1.2 million per lane mile to \$2.2 million per lane mile with a weighted average cost of \$1.5 million per lane mile, as shown in **Table B-6**. This figure increases to approximately \$2.4 million per lane mile when indexed, which is explained further later in this section.

Estimates for the planned projects in Marion County were also reviewed. As shown in **Table B-7**, these include 29 future improvements ranging from \$1.4 million per lane mile to \$4.8 million per lane mile with a weighted average construction cost of \$2.7 million per lane mile.

In addition to local improvements, a review of recently bid projects throughout Florida was conducted. As shown in **Table B-8**, a total of 46 projects from 15 different counties were identified with a weighted average cost of approximately \$3.6 million per lane mile (all improvements have urban-design characteristics). From this dataset, the counties that are more suburban/rural in nature (similar to Marion County) were separated. This subset of suburban/rural counties had a weighted average construction cost of \$3.0 million per lane mile. This subset was then furthered narrowed to only include improvements since 2020, which resulted in a construction cost to \$3.3 million per lane mile

Construction Indexing Analysis

In addition to the review of local and statewide roadway construction improvements, several cost indices were reviewed, including:

- Producer Price Index (PPI) for Highway & Street Construction
- National Highway Construction Cost Index

This review focused on the construction cost increases over the last five years (2020 to 2024), where many jurisdictions in Florida experienced a significant increase in roadway construction costs. These indices ranged from a 42 percent increase to a 66 percent increase, with an average of approximately **54 percent**. When applied to the local project costs from Table B-6, the average construction cost per lane mile increases from \$1.6 million to \$2.4 million per lane mile.

Based on a review of the local project costs, local cost estimates, and cost of statewide projects, a construction cost of **\$2.7 million per lane mile** for county roads (curb & gutter) was utilized in the impact fee calculations. This figure is slightly above the indexed local improvements but is consistent with the estimates for planned projects in Marion County and conservative compared to recent improvements throughout Florida, providing a reasonable estimate for impact fee calculation purposes.

Table B-6

Local Roadway Construction Costs – Recent County Road Improvements in Marion County

ID	On	From	To	Improvement	Bid Year	Length	Lanes Added	Lane Miles Added	Curb & Gutter vs Open Drainage	Construction/CEI Cost	Construction Cost	Construction Cost per Lane Mile	Construction Cost (Indexed) ⁽¹⁾	Construction Cost per Lane Mile
Recent Projects														
TIP077251	SW 49th Ave - South Seg. A & E	0.7 mi S of CR 484	Marion Oaks Tr	New 4-Ln Rd	FY 2020	1.38	4	5.52	Curb & Gutter	\$7,310,158	\$6,652,244	\$1,205,000	\$10,244,000	\$1,856,000
TIP077701	FL Crossroads Commerce Park Rd	S Terminus	Hwy 484	New 2-Ln Rd	FY 2020	1.10	2	2.20	Curb & Gutter	\$3,515,279	\$3,198,904	\$1,454,000	\$4,926,000	\$2,239,000
TIP077733	CR 484	Marion Oaks Pass	Marion Oaks Course	2 to 4 Lanes	FY 2020	1.50	2	3.00	Curb & Gutter	\$7,401,206	<u>\$6,735,097</u>	\$2,245,000	<u>\$10,372,000</u>	\$3,457,000
Total								10.72			\$16,586,245	\$1,547,000	\$25,542,000	\$2,383,000

Source: Marion County

1) Figures reflect 54% increase based on PPI, and NHCCI indices

Table B-7

Local Roadway Construction Costs – Planned Improvements in Marion County

Road	Scope	Improv.	Length	Lanes Added	Lane Miles Added	Construction/CEI	Construction Only	Constr. CpLM
EMERALD RD EXTENSION	From SE 92nd Loop to Florida Northern Railroad	New 2-Lane	1.80	2	3.60	\$15,117,800	\$13,757,198	\$3,821,444
NW 49TH/35TH ST PH 3 (FKA 3A & 3B)	From NE 35th St to N End of Limerock Pit	New 4-Lane	3.40	4	13.60	\$27,329,248	\$24,869,616	\$1,828,648
SW 90TH ST	From SW 60th Ave to 0.8 mi E of SW 60th Ave	New 2-Lane	0.80	2	1.60	\$2,500,000	\$2,275,000	\$1,421,875
CR 484 WIDENING PH 1	From Marion Oaks Blvd to CR 475A	4 to 6 Lanes	1.80	2	3.60	\$12,540,000	\$11,411,400	\$3,169,833
MARION OAKS MANOR EXTENSION PH 1	From SW 49th Ave to Marion Oaks Ln	Add 2 Lanes	3.00	2	6.00	\$15,300,000	\$13,923,000	\$2,320,500
NE 35TH ST PH 2	From CR 200A to NE 25th Ave	Add 2 Lanes	1.20	2	2.40	\$6,000,000	\$5,460,000	\$2,275,000
NE 35TH ST PH 3	From NE 25th Ave to NE 36th Ave	Add 2 Lanes	1.00	2	2.00	\$5,000,000	\$4,550,000	\$2,275,000
NW 44TH AVE	From NW 63rd St to CR 326	Add 2 Lanes	1.40	2	2.80	\$8,200,000	\$7,462,000	\$2,665,000
NW 60TH AVE EXTENSION	From US 27 to NW 49th St	New 4-Lane	0.90	4	3.60	\$7,000,000	\$6,370,000	\$1,769,444
SW 38TH/40TH ST PH A	From SW 80th Ave to SW 60th Ave	Add 2 Lanes	1.90	2	3.80	\$20,000,000	\$18,200,000	\$4,789,474
SW 38TH/40TH ST PH B	From SW 60th Ave to SW 43rd Ct	Add 2 Lanes	1.90	2	3.80	\$9,500,000	\$8,645,000	\$2,275,000
SW 49TH/40TH AVE PH 1	From SW 66th St to SW 42nd St	New 4-Lane	1.70	4	6.80	\$18,095,153	\$16,466,589	\$2,421,557
SW 49TH AVE - NORTH	From Marion Oaks Trail to SW 95th St	New 4-Lane	3.40	4	13.60	\$36,000,000	\$32,760,000	\$2,408,824
SW 80TH AVE - SEGMENT 1	From SW 90th St to 1/2 mi N of SW 38th St	Add 2 Lanes	4.50	2	9.00	\$24,350,000	\$22,158,500	\$2,462,056
SW 80TH AVE - SEGMENT 2	From 0.5 mi N of SW 38th St to 0.25 mi S of SR 40	Add 2 Lanes	1.75	2	3.50	\$9,000,000	\$8,190,000	\$2,340,000
NW 80TH/70TH AVE - SEGMENT 3	From SR 40 to US 27	Add 2 Lanes	3.76	2	7.52	\$24,087,055	\$21,919,220	\$2,914,790
CR 484 WIDENING PH 2	From CR 475A to CR 475	4 to 6 Lanes	2.00	2	4.00	\$9,600,000	\$8,736,000	\$2,184,000
CR 484 WIDENING PH 3	From SR 200 to Marion Oaks Pass	Add 2 Lanes	5.30	2	10.60	\$45,000,000	\$40,950,000	\$3,863,208
SE 92ND LOOP EXTENSION	From US Hwy 441 to SE 36th Ave	New 2-Lane	0.50	2	1.00	\$2,500,000	\$2,275,000	\$2,275,000
NE 35TH ST PH 4	From NE 36th Ave to SR 40	Add 2 Lanes	2.60	2	5.20	\$13,000,000	\$11,830,000	\$2,275,000
CR 475	From SE 32nd St to SE 59th St	Add 2 Lanes	1.90	2	3.80	\$13,200,000	\$12,012,000	\$3,161,053
CR 35	From SR 40 to NE 35th St	Add 2 Lanes	0.40	2	0.80	\$3,900,000	\$3,549,000	\$4,436,250
CR 42 WIDENING	From SE 36th Ave to US 301	Add 2 Lanes	2.75	2	5.50	\$13,750,000	\$12,512,500	\$2,275,000
SW 60TH AVE	From SR 200 to N of US 27	4 to 6 Lanes	7.30	2	14.60	\$43,800,000	\$39,858,000	\$2,730,000
SE 92ND LOOP	From US Hwy 441 to SR 35	Add 2 Lanes	1.60	2	3.20	\$8,200,000	\$7,462,000	\$2,331,875
BANYAN RD EXTENSION	From Pecan Pass to Almond Rd	New 2-Lane	0.70	2	1.40	\$7,000,000	\$6,370,000	\$4,550,000
CR 42 WIDENING	From CR 475 to SE 36th Ave	Add 2 Lanes	2.00	2	4.00	\$10,000,000	\$9,100,000	\$2,275,000
SW 80TH ST	From SW 80th Ave to SR 200	Add 2 Lanes	1.50	2	3.00	\$9,000,000	\$8,190,000	\$2,730,000
SE MARICAMP RD	From SE 31st St to Midway Rd	4 to 6 Lanes	4.40	2	8.80	\$38,276,000	\$34,831,160	\$3,958,086
Total					153.12	\$457,245,256	\$416,093,183	\$2,717,432

Source: Marion County

Table B-8

Construction Cost – County Road Improvements from Other Florida Jurisdictions

County	County Classification	District	Description	From	To	Year	Feature	Design	Length	Lanes Added	Lane Miles Added	Construction Cost	Construction Cost per Lane Mile
URBAN Counties; Curb & Gutter													
Orange	Urban	5	CR 535 Seg. F	Overstreet Rd	Fossick Rd	2014	2 to 4	Curb & Gutter	0.60	2	1.20	\$3,263,746	\$2,719,788
Hillsborough	Urban	7	Boyette Rd, Ph. III	Donneymoor Dr	Bell Shoals Rd	2014	2 to 4	Curb & Gutter	1.84	2	3.68	\$25,720,068	\$6,989,149
Orange	Urban	5	International Dr	Westwood Blvd	Westwood Blvd	2015	4 to 6	Curb & Gutter	2.20	2	4.40	\$16,775,875	\$3,812,699
Orange	Urban	5	Reams Rd	Delmar Ave	Taborfield Ave	2017	2 to 4	Curb & Gutter	0.36	2	0.72	\$3,409,584	\$4,735,533
Orange	Urban	5	Destination Pkwy 1B/2A	Tradeshow Blvd	Lake Cay	2017	2 to 4	Curb & Gutter	0.78	2	1.56	\$6,110,403	\$3,916,925
Hillsborough	Urban	7	Bruce B. Downs Blvd, Seg. A	Bearss Ave	Palm Springs Blvd	2017	4 to 8	Curb & Gutter	3.56	4	14.24	\$37,155,153	\$2,609,210
Hillsborough	Urban	7	Bruce B. Downs Blvd, Seg. D	Pebble Creek Dr	Pasco Co. Line	2018	4 to 8	Curb & Gutter	1.36	4	5.44	\$17,755,778	\$3,263,930
Hillsborough	Urban	7	CR 580 (Sam Allen Rd)	SR 39A (Paul Buchman Hwy)	Park Rd	2018	2 to 4	Curb & Gutter	2.00	2	4.00	\$23,200,000	\$5,800,000
Palm Beach	Urban	4	Roebuck Rd	Jog Rd	Haverhill Rd	2018	2 to 5	Curb & Gutter	1.03	3	3.10	\$5,154,028	\$1,662,590
Palm Beach	Urban	4	Lyons Rd	Clint Moore Rd	N of LWDD L-39 Canal	2018	2 to 4	Curb & Gutter	0.70	2	1.40	\$3,163,022	\$2,259,301
Orange	Urban	5	Holden Ave	John Young Pkwy	Orange Blossom Tr	2019	0/2 to 4	Curb & Gutter	1.24	2/4	3.50	\$8,798,771	\$5,371,077
Orange	Urban	5	Boggy Creek Rd N	South Access Rd	Wetherbee Rd	2019	2 to 4	Curb & Gutter	1.29	2	2.58	\$8,585,774	\$3,327,819
Palm Beach	Urban	4	Hood Rd	E. of FL Turnpike	W. of Central Blvd	2019	2 to 4	Curb & Gutter	0.95	2	1.90	\$12,686,954	\$6,677,344
Palm Beach	Urban	4	Silver Beach Rd	E. of Congress Ave	Old Dixie/Pre. Barack Obama Hwy	2019	2 to 3	Curb & Gutter	0.90	1	0.90	\$4,478,355	\$4,975,950
Hillsborough	Urban	7	19th Ave NE	US 41	US 301	2019	2 to 4	Curb & Gutter	6.08	2	12.16	\$67,919,173	\$5,585,458
Hillsborough	Urban	7	Big Bend Rd	US 41/Simmons Loop	Covington Gardens Dr/US Hwy 301	2019	4 to 6	Curb & Gutter	1.75	2	3.50	\$48,417,488	\$13,833,568
Total (2014-2023); Urban Counties ONLY									Count:	16	64.28	\$302,594,172	\$4,707,000
SUBURBAN/RURAL Counties; Curb & Gutter													
Collier	Suburban/Rural	1	Golden Gate Blvd	Wilson Blvd	Desoto Blvd	2014	2 to 4	Curb & Gutter	2.40	2	4.80	\$16,003,504	\$3,334,063
Brevard	Suburban/Rural	5	St. Johns Heritage Pkwy	SE of I-95 Intersection	US 192 (Space Coast Pkwy)	2014	0 to 2	Curb & Gutter	3.11	2	6.22	\$16,763,567	\$2,695,107
Sarasota	Suburban/Rural	1	Bee Ridge Rd	Mauna Loa Blvd	Iona Rd	2014	2 to 4	Curb & Gutter	2.68	2	5.36	\$14,066,523	\$2,624,351
St. Lucie	Suburban/Rural	4	W Midway Rd (CR 712)	Selwitz Rd	25th St	2014	2 to 4	Curb & Gutter	1.00	2	2.00	\$15,359,926	\$7,679,963
Lake	Suburban/Rural	5	N. Hancock Rd Ext.	Old 50	Gatewood Dr	2014	0/2 to 4	Curb & Gutter	1.50	2/4	5.00	\$8,185,574	\$1,637,115
Polk	Suburban/Rural	1	CR 655 & CR 559A	Pace Rd & N of CR 559A	N. of CR 559A & SR 599	2014	2 to 4	Curb & Gutter	2.60	2	5.20	\$10,793,552	\$2,075,683
Volusia	Suburban/Rural	5	Howland Blvd	Courtland Blvd	N. of SR 415	2014	2 to 4	Curb & Gutter	2.08	2	4.16	\$11,110,480	\$2,670,788
Polk	Suburban/Rural	1	Ernie Caldwell Blvd	Pine Tree Tr	US 17/92	2015	0 to 4	Curb & Gutter	2.41	4	9.64	\$19,535,391	\$2,026,493
Flagler	Suburban/Rural	5	Old Kings Rd Ext.	Forest Grove Dr	Matanzas Woods Pkwy	2015	0 to 4	Curb & Gutter	0.52	4	2.08	\$4,831,579	\$2,322,875
Manatee	Suburban/Rural	1	44th Ave E	15th St E	19th St Ct E	2015	2 to 4	Curb & Gutter	0.45	2	0.90	\$5,454,438	\$6,060,487
Hendry	Suburban/Rural	1	Helms Rd Ext.	SR 29	SR 80	2015	0 to 4	Curb & Gutter	2.60	4	10.40	\$14,678,000	\$1,411,346
Volusia	Suburban/Rural	5	LPGA Blvd	Jimmy Ann Dr/Grand Reserve	Derbyshire Rd	2016	2 to 4	Curb & Gutter	0.68	2	1.36	\$3,758,279	\$2,763,440
St. Lucie	Suburban/Rural	4	W Midway Rd (CR 712)	25th St	US 1	2016	2 to 4	Curb & Gutter	1.60	2	3.20	\$31,483,319	\$9,838,537
Lake	Suburban/Rural	5	CR 466A, Ph. I	US 27/441	Sunny Ct	2016	2 to 4	Curb & Gutter	0.44	2	0.88	\$3,237,561	\$3,679,047
Manatee	Suburban/Rural	1	44th Ave E	19th St Ct E	30th St E	2016	0 to 4	Curb & Gutter	0.90	4	3.60	\$11,763,178	\$3,267,549
Lake	Suburban/Rural	5	CR 466A, Ph. IIIA	Poinsettia Ave	Century Ave	2018	2 to 4	Curb & Gutter	0.42	2	0.84	\$3,368,889	\$4,010,582
Volusia	Suburban/Rural	5	Williamson Blvd	LPGA Blvd	Strickland Range Rd	2019	2 to 4	Curb & Gutter	0.93	2	1.86	\$4,951,165	\$2,661,917
Lake	Suburban/Rural	5	North Hancock Rd	CR 561A	Minneola Interchange	2018	0 to 2	Curb & Gutter	1.20	2	2.40	\$2,902,256	\$1,209,273
Lee	Suburban/Rural	1	Alico Rd	Ben Hill Griffin Pkwy	E. of Airport Haul Rd	2018	2 to 4	Curb & Gutter	1.78	2	3.56	\$18,062,562	\$5,073,753
Lee	Suburban/Rural	1	Homestead Rd	S. of Sunrise Blvd	N. of Alabama Rd	2018	2 to 4	Curb & Gutter	2.25	2	4.50	\$14,041,919	\$3,120,426
Lake	Suburban/Rural	5	Citrus Grove Rd, Ph. I	W. of Grassy Lake Rd	Hancock Rd	2019	0 to 4	Curb & Gutter	0.87	4	3.48	\$5,751,614	\$1,652,763
Lake	Suburban/Rural	5	Education Ave	Grassy Lake Rd	US 27	2019	0 to 2	Curb & Gutter	1.22	2	2.44	\$3,324,769	\$1,362,610
Hernando	Suburban/Rural	7	Cortez Blvd Frontage Rd @ I-75			2020	0 to 2	Curb & Gutter	0.62	2	1.24	\$2,064,688	\$1,665,071
Volusia	Suburban/Rural	5	Howland Blvd	Providence Blvd	Elkcam Blvd	2020	2 to 4	Curb & Gutter	2.38	2	4.76	\$11,290,456	\$2,371,945
Volusia	Suburban/Rural	5	Orange Camp Rd	MLK Blvd	I-4	2020	2 to 4	Curb & Gutter	2.23	2	4.46	\$8,741,920	\$1,960,072
Volusia	Suburban/Rural	5	10th St	Myrtle Ave	US-1	2020	0/2 to 4	Curb & Gutter	0.47	2/4	1.42	\$9,456,399	\$6,659,436
Lake	Suburban/Rural	5	Citrus Grove Rd, Ph. III	US 27	Scrub Jay Ln	2020	2 to 4	Curb & Gutter	0.81	2	1.62	\$6,434,819	\$3,972,110
Manatee	Suburban/Rural	1	Ft Hamer Rd	US 301	69th St E	2021	0 to 4	Curb & Gutter	0.75	4	3.00	\$11,637,711	\$3,879,237
Manatee	Suburban/Rural	1	44th Ave E	44th Ave Plaza E	Lakewood Ranch Blvd	2023	0 to 4	Curb & Gutter	2.50	4	10.00	\$29,809,786	\$2,980,979
Manatee	Suburban/Rural	1	Moccasin Wallow Rd	W of 115th Ave E	US 301	2023	2 to 4	Curb & Gutter	1.30	2	2.60	\$16,647,973	\$6,403,067
Total (2014-2023); Suburban/Rural Counties ONLY									Count:	30	112.98	\$335,511,797	\$2,970,000
Total (2020-2023); Suburban/Rural Counties ONLY									Count:	8	29.10	\$96,083,752	\$3,302,000
URBAN & SUBURBAN/RURAL Counties; Curb & Gutter													
Total (2014-2023); Urban & Suburban/Rural Counties									Count:	46	177.26	\$638,105,969	\$3,600,000

Source: Data obtained from each respective county (Building and Public Works Departments)

State Roads

The construction cost for state roads (curb & gutter, urban section design) was based primarily on the cost of local recent projects/estimates, projects in other communities in Florida and an adjustment based on information from the 2015 Marion County Transportation Impact Fee Update Study.

The construction cost for state roads (curb & gutter, urban section design) was based on recent local projects, local estimates, and the cost of recent projects in other jurisdictions in Florida. A review of local construction cost data from recent years identified three improvements:

- SR 35 (Baseline Rd) from SE 96th Place Rd to SR 464 (SE Maricamp Rd) (2015)
- SR 40 from E. of CR 314 to E. of CR 314A (planned project)
- SR 40 from E. of CR 314A to Levy Hammock Rd (planned project)

Costs for these local improvements ranged from \$2.7 million to \$8.0 million per lane mile with a weighted average cost of \$5.1 million per lane mile, as shown in **Table B-9**.

As shown in **Table B-10**, a total of 67 projects from 33 different counties were identified with a weighted average cost of approximately \$4.4 million per lane mile (all improvements have urban-design characteristics). From this dataset, the counties that are more suburban/rural in nature (similar to Marion) were separated. This subset of suburban/rural counties had a weighted average construction cost of \$4.5 million per lane mile. When looking at more recent improvements (2017+), the average construction cost increase to \$5.1 million per lane mile.

Based on these data sets, the state road construction cost was estimated at approximately \$5.0 million per lane mile. Given the limited local data available, data from the 2015 Marion County TIF Update Study was also reviewed. In that report, local state road improvements averaged \$2.1 million per lane mile while the statewide database at the time averaged \$2.7 million per lane mile. Therefore, the local Marion County improvements were approximately 80 percent of the costs of statewide improvements. Through a review of the local and statewide estimates, this ratio was applied to the current cost of state projects (app. \$5.0 million), resulting in **\$4.0 million per lane mile** (\$5.0 M from B-10 × 80%) for state roads (curb & gutter).

Table B-9

Local Roadway Construction Costs – Recent/Planned State Road Improvements in Marion County

ID	On	From	To	Improvement	Construction Year	Length	Lanes Added	Lane Miles Added	Construction Cost	Construction Cost per Lane Mile
238693-1	SR 35 (Baseline Rd)	SE 96th Place Rd	SR 464 (SE Maricamp Rd)	2 to 4 Lanes	2015	3.75	2	7.50	\$20,430,000	\$2,724,000
410674-3	SR 40	E. of CR 314	E. of CR 314A	2 to 4 Lanes	TBD	6.14	2	12.28	\$65,100,000	\$5,301,000
410674-4	SR 40	E. of CR 314A	Levy Hammock Rd	2 to 4 Lanes	TBD	2.66	2	5.32	\$42,800,000	\$8,045,000
Total								25.10	\$128,330,000	\$5,113,000

Source: Florida Department of Transportation

Table B-10

Construction Cost – State Road Improvements from Other Florida Jurisdictions

County	County Classification	District	Description	From	To	Year	Feature	Design	Length	Lanes Added	Lane Miles Added	Construction Cost	Construction Cost per Lane Mile
URBAN Counties; Curb & Gutter													
Broward	Urban	4	SR 7 (US 441)	N. of Hallandale Beach	N. of Fillmore St	2014	4 to 6	Curb & Gutter	1.79	2	3.58	\$30,674,813	\$8,568,384
Broward	Urban	4	Andrews Ave Ext.	Pompano Park Place	S. of Atlantic Blvd	2014	2 to 4	Curb & Gutter	0.36	2	0.72	\$3,177,530	\$4,413,236
Miami-Dade	Urban	6	SR 823/NW 57th Ave	W. 65th St	W. 84th St	2014	4 to 6	Curb & Gutter	1.00	2	2.00	\$17,896,531	\$8,948,266
Miami-Dade	Urban	6	SR 823/NW 57th Ave	W. 53rd St	W. 65th St	2014	4 to 6	Curb & Gutter	0.78	2	1.56	\$14,837,466	\$9,511,196
Orange	Urban	5	SR 50	SR 429 (Western Beltway)	E. of West Oaks Mall	2014	4 to 6	Curb & Gutter	2.56	2	5.12	\$34,275,001	\$6,694,336
Orange	Urban	5	SR 15 (Hofner Rd)	Lee Vista Blvd	Conway Rd	2015	2 to 4	Curb & Gutter	3.81	2	7.62	\$37,089,690	\$4,867,413
Miami-Dade	Urban	6	SR 977/Krome Ave/SW 177th Ave	S of SW 136th St	S. of SR 94 (SW 88th St/Kendall Dr)	2016	0 to 4	Curb & Gutter	3.50	4	14.00	\$32,129,013	\$2,294,930
Broward	Urban	4	SW 30th Ave	Griffin Rd	SW 45th St	2016	2 to 4	Curb & Gutter	0.24	2	0.48	\$1,303,999	\$2,716,665
Hillsborough	Urban	7	SR 43 (US 301)	SR 674	S. of CR 672 (Balm Rd)	2016	2 to 6	Curb & Gutter	3.77	4	15.08	\$43,591,333	\$2,890,672
Miami-Dade	Urban	6	NW 87th Ave/SR 25 & SR 932	NW 74th St	NW 103rd St	2016	0 to 4	Curb & Gutter	1.93	4	7.72	\$28,078,366	\$3,637,094
Hillsborough	Urban	7	SR 60 (Adamo Dr)	E of US 301	W of Falkenburg Rd	2017	4 to 6	Curb & Gutter	0.96	2	1.92	\$21,100,000	\$10,989,583
Hillsborough	Urban	7	US 301	Sun City Center Blvd	Balm Rd	2017	2 to 6	Curb & Gutter	3.80	4	15.20	\$50,800,000	\$3,342,105
Orange	Urban	5	SR 423 (John Young Pkwy)	SR 50 (Colonial Dr)	Shader Rd	2017	4 to 6	Curb & Gutter	2.35	2	4.70	\$27,752,000	\$5,904,681
Palm Beach	Urban	4	SR 80	W. of Lion County Safari Rd	Forest Hill Blvd	2018	4 to 6	Curb & Gutter	7.20	2	14.40	\$32,799,566	\$2,277,748
Miami-Dade	Urban	6	SR 847 (NW 47th Ave)	SR 860 (NW 183rd St)	N. of NW 199th St	2018	2 to 4	Curb & Gutter	1.31	2	2.62	\$18,768,744	\$7,163,643
Miami-Dade	Urban	6	SR 847 (NW 47th Ave)	N. of NW 199th St and S of NW 203 St	Premier Pkwy and N of S Snake CR Canal	2018	2 to 4	Curb & Gutter	1.09	2	2.18	\$10,785,063	\$4,947,277
Orange	Urban	5	SR 414 (Maitland Blvd)	E. of I-4	E. of CR 427 (Maitland Ave)	2018	4 to 6	Curb & Gutter	1.39	2	2.78	\$7,136,709	\$2,567,162
Miami-Dade	Urban	6	SR 997 (Krome Ave)	SW 312 St	SW 232nd St	2019	2 to 4	Curb & Gutter	3.64	2	7.28	\$30,374,141	\$2,172,272
Miami-Dade	Urban	6	SR 25 (Okeechobee Rd)	Broward Co. Line	W of Heft	2021	4 to 6	Curb & Gutter	4.59	2	9.18	\$42,309,680	\$4,608,898
Broward	Urban	4	University Dr	SR 834 (Sample Rd)	Sawgrass Expwy	2022	4 to 6	Curb & Gutter	1.50	2	3.00	\$12,660,719	\$4,220,240
Total (2014-2023); Urban Counties ONLY									Count:	20	121.14	\$497,540,364	\$4,107,000
SUBURBAN/RURAL Counties; Curb & Gutter													
Okeechobee	Suburban/Rural	1	SR 70	NE 34th Ave	NE 80th Ave	2014	2 to 4	Curb & Gutter	3.60	2	7.20	\$23,707,065	\$3,292,648
Martin	Suburban/Rural	4	CR 714/Indian St	Turnpike/Martin Downs Blvd	W. of Mapp Rd	2014	2 to 4	Curb & Gutter	1.87	2	3.74	\$14,935,957	\$3,993,571
Pinellas	Suburban/Rural	7	43rd St Extension	S. of 118th Ave	40th St	2014	0 to 4	Curb & Gutter	0.49	4	1.96	\$4,872,870	\$2,486,158
Nassau	Suburban/Rural	2	SR 200 (A1A)	W. of Still Quarters Rd	W. of Ruben Ln	2014	4 to 6	Curb & Gutter	3.05	2	6.10	\$18,473,682	\$3,028,472
Charlotte	Suburban/Rural	1	US 41 (SR 45)	Enterprise Dr	Sarasota County Line	2014	4 to 6	Curb & Gutter	3.62	2	7.24	\$31,131,016	\$4,299,864
Duval	Suburban/Rural	2	SR 243 (JIA N Access)	Airport Rd	Pelican Park (I-95)	2014	0 to 2	Curb & Gutter	2.60	2	5.20	\$14,205,429	\$2,731,813
Desoto	Suburban/Rural	1	US 17	CR 760A (Nocatee)	Heard St	2014	2 to 4	Curb & Gutter	4.40	2	8.80	\$29,584,798	\$3,361,909
Hendry	Suburban/Rural	1	SR 82 (Immokalee Rd)	Lee County Line	Collier County Line	2015	2 to 4	Curb & Gutter	1.27	2	2.54	\$7,593,742	\$2,989,662
Clay	Suburban/Rural	2	SR 21	S. of Branan Field	Old Jennings Rd	2015	4 to 6	Curb & Gutter	1.45	2	2.90	\$15,887,487	\$5,478,444
Putnam	Suburban/Rural	2	SR 15 (US 17)	Horse Landing Rd	N. Boundary Rd	2015	2 to 4	Curb & Gutter	1.99	2	3.98	\$13,869,804	\$3,484,875
Osceola	Suburban/Rural	5	SR 500 (US 192/441)	Eastern Ave	Nova Rd	2015	4 to 6	Curb & Gutter	3.18	2	6.36	\$16,187,452	\$2,545,197
Osceola	Suburban/Rural	5	SR 500 (US 192/441)	Aeronautical Blvd	Budinger Ave	2015	4 to 6	Curb & Gutter	3.94	2	7.88	\$34,256,621	\$4,347,287
Lake	Suburban/Rural	5	SR 25 (US 27)	N. of Boggy Marsh Rd	N. of Lake Louisa Rd	2015	4 to 6	Curb & Gutter	6.52	2	13.03	\$37,503,443	\$2,878,238
Seminole	Suburban/Rural	5	SR 15/600	Shepard Rd	Lake Mary Blvd	2015	4 to 6	Curb & Gutter	3.63	2	7.26	\$42,712,728	\$5,883,296
Sarasota	Suburban/Rural	1	SR 45A (US 41) (Venice Bypass)	Gulf Coast Blvd	Bird Bay Dr W	2015	4 to 6	Curb & Gutter	1.14	2	2.28	\$16,584,224	\$7,273,782
St. Lucie	Suburban/Rural	4	SR 614 (Indrio Rd)	W. of SR 9 (I-95)	E. of SR 607 (Emerson Ave)	2016	2 to 4	Curb & Gutter	3.80	2	7.60	\$22,773,660	\$2,996,534
Seminole	Suburban/Rural	5	SR 46	Mellonville Ave	E. of SR 415	2016	2 to 4	Curb & Gutter	2.83	2	5.66	\$26,475,089	\$4,677,578
Citrus	Suburban/Rural	7	SR 55 (US 19)	W. Green Acres St	W. Jump Ct	2016	4 to 6	Curb & Gutter	2.07	2	4.14	\$27,868,889	\$6,731,616
Walton	Suburban/Rural	3	SR 30 (US 98)	Emerald Bay Dr	Tang-o-mar Dr	2016	4 to 6	Curb & Gutter	3.37	2	6.74	\$42,140,000	\$6,252,226
Duval	Suburban/Rural	2	SR 201	S. of Baldwin	N. of Baldwin (Bypass)	2016	0 to 4	Curb & Gutter	4.11	4	16.44	\$50,974,795	\$3,100,657
Hardee	Suburban/Rural	1	SR 35 (US 17)	S. of W. 9th St	N. of W. 3rd St	2016	0 to 4	Curb & Gutter	1.11	4	4.44	\$14,067,161	\$3,168,280
Alachua	Suburban/Rural	2	SR 20 (SE Hawthorne Rd)	E. of US 301	E. of Putnam Co. Line	2017	2 to 4	Curb & Gutter	1.70	2	3.40	\$11,112,564	\$3,268,401
Okaloosa	Suburban/Rural	3	SR 30 (US 98)	CR 30F (Airport Rd)	E. of Walton Co. Line	2017	4 to 6	Curb & Gutter	3.85	2	7.70	\$33,319,378	\$4,327,192
Bay	Suburban/Rural	3	SR 390 (St. Andrews Blvd)	E. of CR 2312 (Baldwin Rd)	Jenks Ave	2017	2 to 6	Curb & Gutter	1.33	4	5.32	\$14,541,719	\$2,733,406
Pasco	Suburban/Rural	7	SR 54	E. of CR 577 (Curley Rd)	E. of CR 579 (Morris Bridge Rd)	2017	2 to 4/6	Curb & Gutter	4.50	2/4	11.80	\$41,349,267	\$3,504,175
Lake	Suburban/Rural	5	SR 46 (US 441)	W. of SR 500	E. of Round Lake Rd	2017	2 to 6	Curb & Gutter	2.23	4	8.92	\$27,677,972	\$3,102,912
Wakulla	Suburban/Rural	3	SR 369 (US 19)	N. of SR 267	Leon Co. Line	2018	2 to 4	Curb & Gutter	2.24	2	4.48	\$15,646,589	\$3,492,542
St. Lucie	Suburban/Rural	4	SR 713 (Kings Hwy)	S. of SR 70	SR 9 (I-95) Overpass	2018	2 to 4	Curb & Gutter	3.42	2	6.84	\$45,162,221	\$6,602,664

Table B-10 (continued)
Construction Cost – State Road Improvements from Other Florida Jurisdictions

County	County Classification	District	Description	From	To	Year	Feature	Design	Length	Lanes Added	Lane Miles Added	Construction Cost	Construction Cost per Lane Mile
SUBURBAN/RURAL Counties; Curb & Gutter													
Citrus	Suburban/Rural	7	SR 55 (US 19)	W. Jump Ct	CR 44 (W Fort Island Tr)	2018	4 to 6	Curb & Gutter	4.81	2	9.62	\$50,444,444	\$5,243,705
Sarasota	Suburban/Rural	1	SR 45A (US 41) (Venice Bypass)	Center Rd	Gulf Coast Blvd	2018	4 to 6	Curb & Gutter	1.19	2	2.38	\$15,860,000	\$6,663,866
Seminole	Suburban/Rural	5	SR 46	Orange Blvd	N. Oregon St (Wekiva Section 7B)	2019	4 to 6	Curb & Gutter	1.30	2	2.60	\$17,848,966	\$6,864,987
Duval	Suburban/Rural	2	Jax National Cemetery Access Rd	Lannie Rd	Arnold Rd	2019	0 to 2	Curb & Gutter	3.26	2	6.52	\$11,188,337	\$1,716,003
Pasco	Suburban/Rural	7	SR 52	W. of Suncoast Pkwy	E. of SR 45 (US 41)	2019	4 to 6	Curb & Gutter	4.64	2	9.28	\$45,307,439	\$4,882,267
Hernando	Suburban/Rural	7	SR 50	Windmere Rd	E of US 301	2019	4 to 6	Curb & Gutter	5.60	2	11.20	\$52,736,220	\$4,708,591
Hernando	Suburban/Rural	7	CR 578 (County Line Rd)	Suncoast Pkwy	US 41 @ Ayers Rd	2019	0 to 4	Curb & Gutter	1.49	4	5.96	\$20,155,312	\$3,381,764
Putnam	Suburban/Rural	2	SR 20	Alachua/Putnam Co. Line	SW 56th Ave	2019	2 to 4	Curb & Gutter	6.95	2	13.90	\$45,290,778	\$3,258,329
Bay	Suburban/Rural	3	SR 390 (St. Andrews Blvd)	SR 368 (23rd St)	E of CR 2312 (Baldwin Rd)	2019	2 to 6	Curb & Gutter	2.47	4	9.88	\$41,711,427	\$4,221,804
Lake	Suburban/Rural	5	SR 500 (US 441)	Lake Ella Rd	Avenida Central	2020	4 to 6	Curb & Gutter	4.08	2	8.16	\$44,960,000	\$5,509,804
Polk	Suburban/Rural	1	SR 542 (Dundee Rd)	MP 2.685	MP 6.211	2020	2 to 4	Curb & Gutter	3.52	2	7.04	\$43,563,143	\$6,187,946
St. Lucie	Suburban/Rural	4	Port St. Lucie Blvd	S of Alcantarra Blvd	S of Darwin Blvd	2021	2 to 4	Curb & Gutter	0.71	2	1.42	\$11,372,179	\$8,008,577
Seminole	Suburban/Rural	5	SR 426/CR 419	Pine Ave	Avenue B	2021	2 to 4	Curb & Gutter	1.39	2	2.78	\$19,997,789	\$7,193,449
Leon	Suburban/Rural	3	SR 263 (Capital Circle)	CR 2203 (Springhill Rd)	SR 371 (Orange Ave)	2022	2 to 6	Curb & Gutter	2.34	4	9.36	\$64,267,058	\$6,866,139
Brevard	Suburban/Rural	5	Galaxy Way	Kennedy Pkwy	Space Commerce Way	2023	2 to 4	Curb & Gutter	2.67	2	5.34	\$26,159,982	\$4,898,873
Bay	Suburban/Rural	3	SR 30A (US 98)	Mandy Ln	E of Nautilus St	2023	4 to 6	Curb & Gutter	2.27	2	4.54	\$49,730,089	\$10,953,764
Bay	Suburban/Rural	3	SR 30A (US 98)	E of Nautilus St	E of R Jackson Blvd	2023	4 to 6	Curb & Gutter	2.29	2	4.58	\$59,960,604	\$13,091,835
Volusia	Suburban/Rural	5	SR 15 (US 17)	S of Spring St	Lake Winona Rd	2023	2 to 4	Curb & Gutter	1.55	2	3.10	\$14,764,285	\$4,762,673
St. Lucie	Suburban/Rural	4	CR 712 (Midway Rd)	W. of Jenkins Rd	Selvitz Rd	2023	2 to 4	Curb & Gutter	0.79	2	1.58	\$22,928,072	\$14,511,438
Total (2014-2023); Suburban/Rural Counties ONLY									Count:	47	299.19	\$1,352,861,746	\$4,522,000
Total (2017-2023); Suburban/Rural Counties ONLY									Count:	26	167.70	\$847,055,834	\$5,051,000
Total (2020-2023); Suburban/Rural Counties ONLY									Count:	10	47.90	\$357,703,201	\$7,468,000
URBAN & SUBURBAN/RURAL Counties; Curb & Gutter													
Total (2014-2023); Urban & Suburban/Rural Counties									Count:	67	420.33	\$1,850,402,110	\$4,402,000
Total (2020-2023); Urban & Suburban/Rural Counties									Count:	12	60.08	\$412,673,600	\$6,869,000

Source: Florida Department of Transportation

Construction Engineering/Inspection

County Roadways

The CEI cost factor for county roads is estimated as a percentage of the construction cost per lane mile. This factor is determined based on a review of CEI-to-construction cost ratios from other jurisdictions throughout Florida. As shown in **Table B-11**, the CEI factors ranged from three (3) percent to 17 percent with a weighted average of nine (9) percent. For purposes of this study, the CEI cost for county roads is estimated at **nine (9) percent** of the construction cost per lane mile.

State Roadways

Similarly, the CEI cost for state roads is estimated as a percentage of the construction cost per lane mile based on a review of CEI-to-construction cost ratios from other Florida jurisdictions. As shown in **Table B-11**, the CEI factors ranged from 10 percent to 11 percent with a weighted average of 11 percent. Given this, the CEI cost for state roads is estimated at **11 percent** of the construction cost per lane mile.

Table B-11
CEI Cost Factor for County & State Roads – Other Florida Jurisdictions

Year	County	County Roadways (Cost per Lane Mile)				State Roadways (Cost per Lane Mile)		
		CEI	Constr.	CEI Ratio		CEI	Constr.	CEI Ratio
2014	Indian River	\$143,000	\$1,598,000	9%		\$196,000	\$1,776,000	11%
2015	Collier	\$270,000	\$2,700,000	10%		\$270,000	\$2,700,000	10%
2015	Brevard	\$344,000	\$2,023,000	17%		\$316,000	\$2,875,000	11%
2015	Sumter	\$147,000	\$2,100,000	7%		\$250,000	\$2,505,000	10%
2015	Marion	\$50,000	\$1,668,000	3%		\$227,000	\$2,060,000	11%
2015	Palm Beach	\$108,000	\$1,759,000	6%		\$333,000	\$3,029,000	11%
2017	St. Lucie	\$198,000	\$2,200,000	9%		\$341,000	\$3,100,000	11%
2017	Clay	\$191,000	\$2,385,000	8%		-	-	-
2019	Collier	\$315,000	\$3,500,000	9%		\$385,000	\$3,500,000	11%
2019	Sumter	\$258,000	\$2,862,000	9%		\$370,000	\$3,365,000	11%
2020	Indian River	\$238,000	\$2,647,000	9%		\$395,000	\$3,593,000	11%
2020	Hillsborough	\$363,000	\$4,036,000	9%		\$486,000	\$4,421,000	11%
2020	Hernando	\$189,000	\$2,108,000	9%		\$348,000	\$3,163,000	11%
2021	Manatee	\$252,000	\$2,800,000	9%		-	-	-
2021	Flagler	\$232,000	\$2,582,000	9%		-	-	-
2022	Lake	\$172,000	\$2,145,000	8%		-	-	-
2022	Volusia	\$259,000	\$2,350,000	11%		-	-	-
2023	Manatee	\$429,000	\$3,900,000	11%		-	-	-
2023	Marion	\$216,000	\$2,400,000	9%		\$374,000	\$3,400,000	11%
2024	Hendry	\$180,000	\$2,000,000	9%		\$440,000	\$4,000,000	11%
2024	St. Johns	\$257,000	\$2,573,000	10%		\$381,000	\$3,812,000	10%
Average		\$229,000	\$2,492,000	9%		\$341,000	\$3,153,000	11%

Source: Each respective jurisdiction

Roadway Capacity

As shown in **Table B-12**, the average capacity per lane mile was based on the projects in the Marion County 2045 Long Range Transportation's cost feasible roadway projects lists. The listing of projects reflects the mix of improvements that will yield the vehicle-miles of capacity (VMC) that will be built in Marion County. The resulting weighted average capacity per lane mile of approximately 15,200 was used in the transportation impact fee calculations.

Table B-12
Marion County 2045 Long Range Transportation Plan – Cost Feasible Plan

ID	Jurisdiction	Facility	From	To	Description	Curb & Gutter vs. Open Drainage	Project Length	# of Existing Lanes	# of Future Lanes	Lane Miles Added	Initial Capacity	Future Capacity	Added Capacity	Vehicle-Miles of Capacity Added	VMC Added per Lane Mile
R1	State	SR 200	Citrus County Line	CR 484	Widen to 4 lanes	open drainage	5.98	2	4	11.96	14,000	55,700	41,700	249,366	20,850
R5	State	US 441	CR 42	SE 132nd Street Rd	Widen to 6 lanes	open drainage	1.33	4	6	2.66	38,430	56,805	18,375	24,439	9,188
R7	State	SR 326	CR 200A	NE 36th Avenue	Add 2 lanes	open drainage	1.18	2	4	2.36	22,400	37,300	14,900	17,582	7,450
R9	State	US 27	I-75	NW 27th Avenue	Widen to 6 lanes	curb & gutter	1.18	4	6	2.36	38,430	56,805	18,375	21,683	9,188
R10	State	SR 35	CR 25	SE 92nd Place Rd	Widen to 4 lanes	curb & gutter	1.77	4	6	3.54	22,890	42,525	19,635	34,754	9,818
R12	State	SR 40	SW 140th Avenue	CR 328	Widen to 4 lanes	open drainage	3.00	2	4	6.00	14,000	55,700	41,700	125,100	20,850
R13	State	SR 40	SW 60th Avenue	I-75	Widen to 6 lanes	curb & gutter	2.00	4	6	4.00	38,430	56,805	18,375	36,750	9,188
R14	State	SR 40	I-75	SW 27th Avenue	Widen to 6 lanes	curb & gutter	0.95	4	6	1.90	38,430	56,805	18,375	17,456	9,187
R15	State	US 41	SR 40	Levy County Line	Widen to 4 lanes	open drainage	7.10	2	4	14.20	14,000	55,700	41,700	296,070	20,850
3423	State	SR 40	E of CR 314	CR 314A	Widen to 4 lanes	open drainage	5.85	2	4	11.70	14,000	55,700	41,700	243,945	20,850
3442	State	SR 326	SR 25/US 301/US 441	Old US 301/CR 200A	Widen to 4 lanes	open drainage	2.30	2	4	4.60	17,920	29,840	11,920	27,416	5,960
4106742	State	SR 40	from end of 4 lanes	to East of CR 314	Widen to 4 lanes	open drainage	4.89	2	4	9.78	14,000	55,700	41,700	203,913	20,850
3424	State	SR 40	CR 314A	Levy Hammock Rd	Widen to 4 lanes	open drainage	2.63	2	4	5.26	14,000	55,700	41,700	109,671	20,850
R16	Non-State	NW 49th/35th St	NW 44th Ave	North End of Limerock Pit	New 4 lane div w/interchange	curb & gutter	1.00	0	4	4.00	0	32,940	32,940	32,940	8,235
R17	Non-State	SW 44th Avenue	SR 200	SW 20th Street	Widen to 4 lanes	curb & gutter	1.81	2	4	3.62	20,160	33,570	13,410	24,272	6,705
R18	Non-State	SW 44th Avenue	SW 20th Street	SR 40	Widen to 4 lanes	curb & gutter	1.28	2	4	2.56	19,530	32,940	13,410	17,165	6,705
R19	Non-State	SW 44th Avenue	SR 40	NW 10th Street	New 4 lane	curb & gutter	0.80	0	4	3.20	0	32,940	32,940	26,352	8,235
R28	Non-State	NW 49th/35th St	1.1mi W of NW 44th Ave	NW 44th Ave	New 2 lane	curb & gutter	1.10	0	2	2.20	0	15,930	15,930	17,523	7,965
R30	Non-State	NW 44th Avenue	NW 60th Street	SR 326	Widen to 4 lanes	curb & gutter	1.37	2	4	2.74	29,340	67,770	38,430	52,649	19,215
R36	Non-State	NE 35th Street	W Anthony Rd	CR 200A	Widen to 4 lanes	curb & gutter	1.21	2	4	2.42	11,232	24,336	13,104	15,856	6,552
R38	Non-State	NE 35th Street	CR 200A	NE 25th Avenue	Widen to 4 lanes	curb & gutter	1.21	2	4	2.42	11,232	24,336	13,104	15,856	6,552
R39	Non-State	NE 35th Street	NE 25th Avenue	NE 36th Avenue	Widen to 4 lanes	curb & gutter	1.00	2	4	2.00	11,232	24,336	13,104	13,104	6,552
R40	Non-State	Emerald Rd Extension	SE 92nd Loop	Florida Northern Railroad	New 2 lane	curb & gutter	1.94	0	2	3.88	0	29,340	29,340	56,920	14,670
R56	Non-State	SW 49th/40th Ave	SW 66th St	SW 42nd St Flyover	New 4 lane divided	curb & gutter	1.54	0	4	6.16	0	35,820	35,820	55,163	8,955
R61	Non-State	SW 49th Ave	CR 484	900 Feet N of Marion Oaks Tr	New 4 lane divided	curb & gutter	0.77	0	4	3.08	0	35,820	35,820	27,581	8,955
R65	Non-State	NW 70th Ave	US 27	NW 43rd St/NW 49th Street	Widen to 4 lanes	curb & gutter	0.76	2	4	1.52	10,224	22,752	12,528	9,521	6,264
R66	Non-State	SW 70th/80th Ave	SW 38th St	SR 40	Widen to 4 lanes	curb & gutter	2.49	2	4	4.98	29,340	67,770	38,430	95,691	19,215
R70	Non-State	SW 38th St	SW 60th Ave	SW 43rd Ct	Widen to 4 lanes	curb & gutter	1.53	2	4	3.06	12,744	28,656	15,912	24,345	7,956
R73	Non-State	CR 42	US 441	CR 25	Widen to 4 lanes	curb & gutter	3.79	2	4	7.58	29,340	67,770	38,430	145,650	19,215
R74	Non-State	NW 70th/80th Ave	SR 40	US 27	Widen to 4 lanes	curb & gutter	3.36	2	4	6.72	29,340	67,770	38,430	129,125	19,215
R75	Non-State	SW 70th/80th Ave	SW 90th St	SW 38th St	Widen to 4 lanes	curb & gutter	4.10	2	4	8.20	29,340	67,770	38,430	157,563	19,215
R76	Non-State	SW 49th Ave	Marion Oaks Manor	SW 142nd Pl Rd	Widen to 4 lanes	curb & gutter	1.10	2	4	2.20	15,930	35,820	19,890	21,879	9,945
R77	Non-State	SW 165th St	Marion Oaks Blvd	Marion Oaks Lane	Widen to 4 lanes	open drainage	1.24	2	4	2.48	15,930	35,820	19,890	24,664	9,945
-	Non-State	SW 90th St	SW 60th Ave	0.8 miles E of SW 60th Ave	New 2 lane	open drainage	0.80	0	2	1.60	0	15,930	15,930	12,744	7,965
Total										156.94				2,384,708	15,200
Total: Non-State Projects ONLY										76.62	49% (a)			976,563	12,700
Total: State Projects ONLY:										80.32	51% (b)			1,408,145	17,500
Total: Non-State, Curb & Gutter Projects ONLY										72.54	95% (c)				
Total: Non-State, Open Drainage Projects ONLY										4.08	5% (d)				
Total: State, Curb & Gutter Projects ONLY										11.80	15% (e)				
Total: State, Open Drainage Projects ONLY										68.52	85% (f)				

Source: Marion County 2045 Long Range Transportation Plan & the Marion County TPO's Congestion Management Plan (CMP)

Appendix C

Credit Component

Appendix C: Credit Component

This appendix presents the detailed calculations for the credit component. County fuel taxes that are collected in Marion County are listed below, along with a few pertinent characteristics of each.

1. Constitutional Fuel Tax (2¢/gallon)

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

2. County Fuel Tax (1¢/gallon)

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

3. Ninth-Cent Fuel Tax (1¢/gallon)

- Tax 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, this tax is automatically levied on diesel fuel in every county, regardless of whether a County is levying the tax on motor fuel at all.
- Counties are not required to share the proceeds of this tax with their municipalities.

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

- Tax applies to every net gallon of motor and diesel fuel sold within a county.

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

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

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

Each year, the Florida Legislature's Office of Economic and Demographic Research (EDR) produces the *Local Government Financial Information Handbook*, which details the estimated local government revenues for the upcoming fiscal year. Included in this document are the estimated distributions of the various fuel tax revenues for each county in the state. The 2023-24 data represent projected fuel tax distributions to Marion 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 considers the differing amounts of revenues generated for the various types of fuel taxes. It is estimated that approximately \$2.21 million will be generated annually for the County from one penny of fuel tax in Marion County.

Revenues from other sources, such as infrastructure sales tax, grants, etc. are converted to gas tax equivalent using this dollar value as a conversion factor. This conversion is needed to be able to relate associate funding to travel by each land use.

Table C-1
Estimated Fuel Tax Distribution Allocated to Capital Programs for
Marion County & Municipalities, FY 2023-24⁽¹⁾

Tax	Amount of Levy per Gallon	Total Distribution	Distribution per Penny
Constitutional Fuel Tax	\$0.02	\$5,113,185	\$2,556,593
County Fuel Tax	\$0.01	\$2,261,090	\$2,261,090
9th Cent Fuel Tax	\$0.01	\$2,528,025	\$2,528,025
1st Local Option (1-6 cents)	\$0.06	\$14,225,572	\$2,370,929
2nd Local Option (1-5 cents)	\$0.05	\$9,065,197	\$1,813,039
Total	\$0.15	\$33,193,069	
Weighted Average per Penny⁽²⁾			\$2,212,871

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

For the calculated impact fee, the capital improvement credit includes capacity-expansion expenditures for roadway improvements in Marion County.

County Capital Project Funding

A review of the County's historical (FY 2019-2024) expenditures and current (FY 2025-2029) Transportation Improvement Program indicated that a combination of sales tax, fuel tax, impact fees, and bonds are used to fund transportation capacity expansion improvements. As shown in Table C-2, Marion County allocates approximately 14.8 equivalent pennies of fuel tax revenue to capacity expansion projects such as new road construction, lane additions, and intersection improvements (excluding impact fee revenues).

Table C-2
County Fuel Tax Equivalent Pennies

Source	Cost of Projects	Number of Years	Revenue from 1 Penny ⁽³⁾	Equivalent Pennies ⁽⁴⁾
Historical FY 2019-2024 County Expenditures ⁽¹⁾	\$82,774,874	6	\$2,212,871	\$0.062
Marion FY 2025-2029 TIP Expenditures ⁽²⁾	\$277,643,068	5	\$2,212,871	\$0.251
Total	\$360,417,942	11	\$2,212,871	\$0.148

1) Source: Table C-5

2) Source: Table C-6

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

Additionally, the County is currently using fuel tax revenues to retire debt that was issued to fund capacity expansion improvements, specifically, the Series 2016 Public Improvement Revenue Refunding Bond. As shown in Table C-3, a credit of 1.8 pennies is allocated toward outstanding debt service in Marion County.

Table C-3
County Debt Service Fuel Tax Equivalent Pennies

Source	Cost of Projects	Number of Years	Revenue from 1 Penny ⁽³⁾	Equivalent Pennies ⁽⁴⁾
Public Improvement Bond, Series 2016 ⁽¹⁾	\$19,817,268	5	\$2,212,871	\$0.018
Total	\$19,817,268			\$0.018

1) Source: Table C-7

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

In the calculation of the equivalent pennies of fuel tax from the State, funding on transportation capacity-expansion projects spanning a 15-year period (from FY 2015 to FY 2029) were reviewed. This included projects such as lane additions, new road construction, intersection improvements, interchanges, traffic signal projects, and other capacity-addition projects. The use of a 15-year period, for purposes of developing a state credit for roadway capacity expansion projects, results in a stable credit, as it accounts for the volatility in FDOT spending in the county over short periods of time.

The total cost of the transportation capacity-expansion projects for the “historical” periods and the “future” period:

- FY 2015-2019 work plan equates to 8.5 pennies
- FY 2020-2024 work plan equates to 7.5 pennies

- FY 2025-2029 work plan equates to 6.9 pennies

The combined weighted average over the 15-year period of state expenditure for capacity-expansion transportation projects results in a total of 7.6 equivalent pennies. Table C-4 documents this calculation. The specific projects that were used in the equivalent penny calculations are summarized in Table C-8.

Table C-4
State Fuel Tax Equivalent Pennies

Source	Cost of Projects ⁽¹⁾	Number of Years	Revenue from 1 Penny ⁽³⁾	Equivalent Pennies ⁽⁴⁾
Projected Work Program, FY 2025 to 2029 ⁽¹⁾	\$76,057,860	5	\$2,212,871	\$0.069
Historical Work Program, FY 2020 to 2024 ⁽¹⁾	\$82,624,531	5	\$2,212,871	\$0.075
Historical Work Program, FY 2015 to 2019 ⁽¹⁾	<u>\$93,992,698</u>	5	\$2,212,871	\$0.085
Total	\$252,675,089	15	\$2,212,871	\$0.076

1) Source: Table C-8

2) Source: Table C-8

3) Source: Table C-8

4) Source: Table C-1

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

Table C-5

Marion County Historical Transportation Capacity Expenditures (FY 2019-2024)

On	From	To	Improvement	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Total
CR 42	at SE 182ND AVE RD		Add Turn Lanes	\$0	\$0	\$0	\$13,010	\$32,143	\$865,984	\$911,137
CR 475A AT SW 66TH ST	at SW 66th St		Roundabout	\$0	\$0	\$0	\$0	\$0	\$145,192	\$145,192
CR 475A ELEVATED ROADWAY	600' S of SW 55th St Rd	SW 42nd St	Elevated Roadway	\$0	\$0	\$0	\$0	\$0	\$186,953	\$186,953
CR 484	MARION OAKS PASS	MARION OAKS COURSE	Add 2 Lanes	\$621,509	\$6,526,662	\$1,751,758	\$0	\$0	\$0	\$8,899,929
EMERALD RD EXTENSION	SE 92ND LOOP	FLORIDA NORTHERN RAILROAD	New 2 Lane	\$0	\$0	\$0	\$102,383	\$453,906	\$194,832	\$751,121
FCCP - SW 145TH PLACE RD EXTENSION	INTERNAL	INTERNAL	N/A	\$0	\$0	\$0	\$0	\$0	\$88,996	\$88,996
FLORIDA CROSSROADS COMMERCE PARK RD	S TERMINUS	HWY 484	New 2 Lane	\$86,447	\$3,326,375	\$188,904	\$0	\$0	\$0	\$3,601,726
MISC PROJECTS			ROW Acquisition	\$111,149	\$11,828	\$188,525	\$133,462	\$314,996	\$0	\$759,960
NE 35TH ST PH 3	NE 25TH AVE	NE 36TH AVE	Add 2 Lanes	\$1,190	\$102,724	\$0	\$51,362	\$0	\$0	\$155,276
NW 49TH/35TH ST PH 2C	NW 44TH AVE	N End of Limerock Pit	New 4 Lane Dividedw/ Interchange	\$0	\$855,461	\$0	\$0	\$0	\$11,700,000	\$12,555,461
NW 49TH/35TH ST PH 3 (FKA 3A & 3B)	CR 225A	NW 44TH AVE	Add 4 Lane Road	\$0	\$0	\$62,532	\$142,071	\$197,497	\$276,809	\$678,909
NW 70TH AVE (WEC)	at US 27		Intersection Improvement	\$0	\$219,457	\$826,617	\$3,380,947	\$2,455,712	\$228,457	\$7,111,190
NW 80TH AVE (WEC)	at SR 40		Intersection Improvement	\$0	\$205,466	\$42,625	\$3,199,616	\$3,023,444	\$749,880	\$7,221,031
NW NE 35TH ST PH 1A	US 441	600' E of W ANTHONY RD	Add 2 Lanes	\$1,920,036	\$1,837,746	\$0	\$0	\$0	\$0	\$3,757,782
NW/NE 35TH ST PH 1B	600' E of W ANTHONY RD	CR 200A	Add 2 Lanes	\$600,384	\$1,002,666	\$177,264	\$16,550	\$0	\$0	\$1,796,864
SW 49TH 40TH AVE PH2	SW 95TH ST	SW 80TH ST	New 4 Lane Divided	\$1,516,306	\$3,660,406	\$465	\$0	\$0	\$0	\$5,177,177
SW 49TH 40TH AVE PH3	SW 80TH ST	100' S of SW 66TH ST	New 4 Lane Divided	\$22,473	\$5,036,342	\$372,487	\$0	\$0	\$0	\$5,431,302
SW 49TH AVE - NORTH	MARION OAKS TRAIL	SW 95TH ST	New 4 Lane Divided	\$0	\$0	\$0	\$1,219,401	\$4,597,122	\$5,130,272	\$10,946,795
SW 49TH AVE - SOUTH SEGMENT A	CR 484	900 ft N of MARION OAKS TRAIL	New 4 Lane Divided	\$0	\$240,847	\$1,952,085	\$2,872,149	\$1,791,346	\$771,189	\$7,627,616
SW 49TH AVE - SOUTH SEGMENT E	0.7 mi S of CR 484	CR 484	New 4 Lane Divided	\$0	\$3,048,331	\$72,427	\$0	\$0	\$0	\$3,120,758
SW 49TH AVE - SOUTH SEGMENTS A & E	0.7 mi S of CR 484	MARION OAKS TRAIL	New 4 Lane Divided	\$200,308	\$21,880	\$38,345	\$0	\$0	\$2,410	\$262,943
SW 49TH/40TH AVE PH 1	SW 66TH ST	SW 42ND ST FLYOVER	New 4 Lane Divided	\$0	\$0	\$16,760	\$9,475	\$206,646	\$552,097	\$784,978
SW 60TH AVE	SW 90TH ST	SW 80TH ST	Signalization Projects	\$0	\$31,655	\$81,908	\$46,792	\$0	\$0	\$160,355
SW/NW 80TH/70TH AVE	SW 90th St	1/2 mi N of US 27	Add 2 Lanes	\$0	\$176,903	\$173,232	\$291,288	\$0	\$0	\$641,423
Total				\$5,079,802	\$26,304,749	\$5,945,934	\$11,478,506	\$13,072,812	\$20,893,071	\$82,774,874

Source: Marion County

Table C-6

Marion County FY 2025-2029 Transportation Improvement Program

Description	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	Total
Capacity Projects						
Emerald Rd Extension from SE 92nd Loop to FL Northern RR	\$10,400,000	\$0	\$0	\$0	\$0	\$10,400,000
NW 49TH/35th St Ph 3 (FKA 3A & 3B) from CR 225A to NW 44th Ave	\$27,020,000	\$0	\$0	\$0	\$0	\$27,020,000
NW 80th/70th Ave from SR 40 to US 27	\$0	\$5,716,724	\$0	\$0	\$0	\$5,716,724
NE 35th St Ph 1B from 600' E of W Anthony Rd to CR 200A	\$0	\$0	\$8,979,000	\$0	\$0	\$8,979,000
SW 49th Ave - North from Marion Oaks Trail to SW 95th St	\$0	\$11,192,844	\$27,200,000	\$0	\$0	\$38,392,844
SW 38TH/40th St Ph A from SW 80th Ave to SW 60th Ave	\$0	\$0	\$15,100,000	\$0	\$0	\$15,100,000
Marion Oaks Manor Ext Ph 1 from SW 49th Ave to Marion Oaks Ln	\$1,377,000	\$0	\$0	\$4,500,000	\$15,300,000	\$21,177,000
SW/NW 80th Ave from 0.5 mi N of SW 38th St to 0.25 mi S of SR 40	\$0	\$1,300,000	\$0	\$4,700,000	\$8,000,000	\$14,000,000
SW 80th Ave from SW 80th St to 1/2 mi N of SW 38th St	\$607,000	\$2,600,000	\$3,000,000	\$9,110,000	\$0	\$15,317,000
CR 475A from SW 66th St to 1.8 mi N of SW 66th St	\$4,000,000	\$13,800,000	\$0	\$0	\$900,000	\$18,700,000
NE 35th St Ph 2 from CR 200A to NE 25th Ave	\$0	\$666,667	\$1,266,667	\$666,666	\$1,000,000	\$3,600,000
NE 35th St Ph 3 from NE 25th Ave to NE 36th Ave	\$0	\$625,000	\$625,000	\$625,000	\$970,000	\$2,845,000
Marion Oaks Manor Ext Ph 2 from Marion Oaks Ln to CR 475	\$0	\$3,068,100	\$6,125,000	\$14,000,000	\$20,090,000	\$43,283,100
CR 484 Widening Ph 1 from Marion Oaks Blvd to CR 475A	\$1,200,000	\$14,040,000	\$12,540,000	\$0	\$0	\$27,780,000
SW 38TH/40th St Ph B from SW 60th Ave to SW 43rd Ct	\$0	\$0	\$3,000,000	\$12,200,000	\$0	\$15,200,000
NW 44th Ave from NW 63rd St to CR 326	\$0	\$0	\$840,000	\$700,000	\$7,000,000	\$8,540,000
SW 60th Ave North Ext from US 27 to NW 49th St	\$0	\$0	\$300,000	\$0	\$720,000	\$1,020,000
CR 484 Widening Ph 2 from CR 475A to CR 475	\$0	\$0	\$0	\$572,400	\$0	\$572,400
Total	\$44,604,000	\$53,009,335	\$78,975,667	\$47,074,066	\$53,980,000	\$277,643,068

Source: Marion County FY 2025-2029 TIP

Table C-7
Series 2016 Public Improvement Revenue Refunding Bond

Period Ending	Principal	Coupon	Interest	Debt Service	Annual Debt Service
6/1/2025			\$225,890.00	\$225,890.00	
12/1/2025	\$3,515,000	2.450%	\$225,890.00	\$3,740,890.00	\$3,966,780.00
6/1/2026			\$182,831.25	\$182,831.25	
12/1/2026	\$3,595,000	2.450%	\$182,831.25	\$3,777,831.25	\$3,960,662.50
6/1/2027			\$138,792.50	\$138,792.50	
12/1/2027	\$3,685,000	2.450%	\$138,792.50	\$3,823,792.50	\$3,962,585.00
6/1/2028			\$93,651.25	\$93,651.25	
12/1/2028	\$3,770,000	2.450%	\$93,651.25	\$3,863,651.25	\$3,957,302.50
6/1/2029			\$47,468.75	\$47,468.75	
12/1/2029	\$3,875,000	2.450%	\$47,468.75	\$3,922,468.75	\$3,969,937.50
Totals	\$18,440,000	2.450%	\$1,377,267.50	\$19,817,267.50	\$19,817,267.50
Payments Remaining (2025-2029)					\$19,817,268
% Dedicated to Roadway Capacity Expansion Projects					100%
Portion Dedicated to Roadway Capacity Expansion					\$19,817,268
Number of Years of Remaining Payments					5

Source: Marion County

Table C-8

Florida Department of Transportation, District 5 – Marion County Work Program FY 2015-2029

Item#	Description	Wkms Description	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
238648-1	SR 45 (US 41) FROM SW 110TH ST TO NORTH OF SR 40	ADD LANES & RECONSTRUCT	\$3,825,771	\$5,467,607	\$1,994,105	\$8,010,352	\$2,181,656	\$3,254	\$623,192	\$5,941	\$755,196	\$351,805	\$4,493	\$0	\$0	\$0	\$0	\$23,223,372
238651-1	SR 200 FROM CITRUS CO LINE TO CR 484	ADD LANES & RECONSTRUCT	\$492,467	\$530,670	\$135,388	\$31,886	\$2,745	\$114	\$0	\$60	\$0	\$0	\$0	\$0	\$5,000,000	\$0	\$0	\$6,139,307
238677-1	SR 35 (BASELINE RD) FROM MARICAMP RD (SR 464) TO SR 40 (SILVER SPRINGS)	ADD LANES & RECONSTRUCT	\$10,939	\$6,197	\$7,103	\$1,868	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,107
238677-4	SR 35 / BELLEVUE BYPASS FROM US 27/441 TO SR 35	NEW ROAD CONSTRUCTION	\$918	\$134	\$0	\$0	\$0	\$0	\$142	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,194
238693-1	SR 35 BASELINE ROAD FROM SE 92ND/BELLEVUE BY PASS TO SR 464/MARICAMP	ADD LANES & RECONSTRUCT	\$23,560,091	\$2,020,068	\$1,785,974	\$1,358,236	\$291,286	\$72,719	\$34	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$29,088,408
238719-1	SR 40 FROM CR 328 TO SW 80TH AVE(CR 225A)	ADD LANES & RECONSTRUCT	\$271,448	\$755,507	\$450,219	\$913	\$0	\$99	\$26	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,478,212
238720-1	SR 40 FROM SR 45 (US 41) TO CR 328	ADD LANES & RECONSTRUCT	\$54	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$54
410674-1	SR 40 FROM END OF 4 LN SECTION TO LAKE CO LINE	PD&E/EMO STUDY	\$0	\$45	\$264	\$9,810	\$819	\$16,359	\$10,231	\$7,675	\$1,825	\$519	\$1,097	\$0	\$0	\$0	\$0	\$48,644
410674-2	SR 40 FROM END OF 4 LANES TO EAST OF CR 314	ADD LANES & RECONSTRUCT	\$27,481	\$1,116,688	\$394,112	\$1,233,672	\$838,054	\$990,822	\$3,737,746	\$2,405,692	\$9,920	\$314,867	\$19,093	\$0	\$0	\$0	\$0	\$1,108,847
410674-3	SR 40 FROM EAST OF CR 314 TO EAST OF CR 314A	ADD LANES & RECONSTRUCT	\$25,073	\$1,080,990	\$147,538	\$160,497	\$410,249	\$309	\$1,034	\$1,881,599	\$41,270	\$2,611,105	\$17,965,627	\$14,733,000	\$13,435,148	\$4,725,000	\$1,320,245	\$58,538,513
410674-4	SR 40 FROM CR 314 A TO LEVY HAMMOCK ROAD	ADD LANES & RECONSTRUCT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,709,970	\$25,567	\$15,560	\$205,000	\$0	\$0	\$0	\$0	\$2,956,097
413019-1	MARION TRAFFIC ENGINEERING CONTRACTS	TRAFFIC SIGNALS	\$253,542	\$451,288	\$627,966	\$648,091	\$667,024	\$710,465	\$738,634	\$808,617	\$830,674	\$910,154	\$988,772	\$1,037,515	\$1,017,193	\$0	\$0	\$9,689,792
416220-1	SR 32ND LOOP (TO E OF CR 35 TO E OF CR 35)	TRAFFIC SIGNALS	\$576	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$576
424186-1	SE 92ND LOOP (BELLEVUE BYPASS) FROM US27/441 TO SR35	NEW ROAD CONSTRUCTION	\$6,320	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,320
424186-2	SE 92ND LOOP (BELLEVUE BYPASS) NORTH PHASE FROM CR 25 TO SR 35	NEW ROAD CONSTRUCTION	\$6,659,779	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,659,779
424186-3	SE 92ND LOOP (BELLEVUE BYPASS) SOUTH PHASE FROM US 441 TO CR 25	NEW ROAD CONSTRUCTION	\$4,834,454	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,834,454
424186-4	SE 92ND LOOP (BELLEVUE BYPASS) FROM US 27/441 TO SR 35	NEW ROAD CONSTRUCTION	\$196,515	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$196,515
427198-1	SR 500 (US 27) AT NW 110TH AVE (CR464B)	ADD LEFT TURN LANE(S)	\$208	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$208
430252-1	OCALA ITS COUNTYWIDE MARION COUNTY	ITS COMMUNICATION SYSTEM	\$0	\$0	\$0	\$0	\$293,054	\$885,105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,178,159
430986-1	SR 45 (US41) AT SW 61ST STREET INTERSECTION	ADD TURN LANE(S)	\$147	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$147
431797-1	NE 25TH AVENUE FROM NE 14TH STREET (SR492) TO NE 35TH STREET	ADD LANES & RECONSTRUCT	\$40,415	\$927,105	\$57,844	\$122,929	\$75,536	\$361	\$333	\$192	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,224,715
431797-2	NE 25TH AVENUE FROM NE 14TH STREET (SR492) TO NE 24TH STREET	ADD LANES & RECONSTRUCT	\$0	\$0	\$0	\$0	\$8,757	\$0	\$250	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,007
431797-3	NE 25TH AVENUE FROM NE 24TH STREET TO NE 35TH STREET	ADD LANES & RECONSTRUCT	\$0	\$0	\$0	\$0	\$0	\$1,383	\$552	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,935
431798-1	NE 36TH AVENUE FROM SR 492 (NE 14TH ST) TO NE 25TH STREET	ADD LANES & RECONSTRUCT	\$94,512	\$13,255	\$8,553	\$118,060	\$604,638	\$211	\$515	\$22,886	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$862,630
431798-2	NE 36TH AVENUE FROM SR 492 (NE 14TH ST) TO NE 20TH PLACE	ADD LANES & RECONSTRUCT	\$0	\$837,634	\$66,145	\$287,289	\$14,929	\$9,047	\$1,167	\$215	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,216,426
431798-4	NE 36TH AVENUE FROM NORTH OF NE 25TH STREET TO NE 35TH STREET	ADD LANES & RECONSTRUCT	\$0	\$973,906	\$6,981	\$26,509	\$30,641	\$22,514	\$647	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,061,198
432421-1	SR 40 FROM NE 25TH AVENUE TO W OF NE 10TH ST	INTERSECTION IMPROVEMENT	\$12,971	\$1,068,724	\$29,019	\$838	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,111,552
432026-1	CR 484 AT INTERSECTION MARION OAKS TRAIL	INTERSECTION IMPROVEMENT	\$0	\$0	\$0	\$516	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$516
433651-1	CR 484 FROM SW 30TH AVENUE TO CR 475A	INTERCHANGE IMPROVEMENT	\$26,174	\$183,894	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$209,570
433652-1	SR 40 INTERSECTIONS AT SW 40TH AVENUE AND SW 27TH AVENUE	ADD TURN LANE(S)	\$138,619	\$30,429	\$10,624	\$23,407	\$323,407	\$974,460	\$1,619,119	\$439,882	\$13,897,774	\$1,919,101	\$664,366	\$914,987	\$0	\$0	\$0	\$28,987,932
433660-1	US 441 @ CR 464	TRAFFIC OPS IMPROVEMENT	\$22,999	\$22,654	\$10,771	\$20,391	\$94,897	\$83,548	\$181,391	\$65,453	\$252	\$1,279	\$164,809	\$4,516,874	\$21,240	\$0	\$0	\$5,206,528
433661-1	US 441 FROM SR 40 TO SR 40A (SW BROADWAY)	TRAFFIC OPS IMPROVEMENT	\$6,320	\$16,150	\$7,002	\$6,264	\$4,250	\$149,748	\$653,737	\$4,997,816	\$75,893	\$347,658	\$268,532	\$0	\$0	\$0	\$0	\$6,533,370
433665-1	SR 40 CORRIDOR OPERATIONAL IMPROVEMENTS FROM US 441 TO NW 15TH AVE	INTERSECTION IMPROVEMENT	\$12,867	\$460,256	\$5,774	\$445	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$479,342
434844-1	CR 42 AT SE 182ND	ADD LEFT TURN LANE(S)	\$24,454	\$300	\$257	\$0	\$0	\$0	\$0	\$0	\$297,447	\$0	\$0	\$0	\$0	\$0	\$0	\$322,458
434844-2	CR 42 AT SE 182ND	ADD LEFT TURN LANE(S)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$117,532	\$2,543	\$5,525	\$0	\$0	\$0	\$0	\$125,600
435209-2	NW 49TH ST FROM NW 70TH (CR 225) TO NW 44TH AVE	ADD LANES & RECONSTRUCT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000
435492-1	SR 40 INTERSECTION IMPROVEMENTS AT MARTIN LUTHER KING BLVD.	INTERSECTION IMPROVEMENT	\$8	\$568	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$576
435492-2	SR 40 INTERSECTION IMPROVEMENTS AT MARTIN LUTHER KING BLVD.	INTERSECTION IMPROVEMENT	\$0	\$0	\$741,246	\$104	\$0	\$0	\$144	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$741,494
435547-2	SW 44TH EXTENSION FROM SR 200 TO SR 40	NEW ROAD CONSTRUCTION	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000
435547-3	CITY OF OCALA NW44TH AVENUE EXTENSION PROJECT	NEW ROAD CONSTRUCTION	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000,000
435549-1	SW 49TH AVE RD FROM SW 95TH STREET TO SW 66TH STREET	NEW ROAD CONSTRUCTION	\$0	\$0	\$0	\$0	\$0	\$4,687,837	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,687,837
435659-1	SR 200 @ SW 38TH CT FROM W OF 38TH CT TO E OF 38TH CT	ADD TURN LANE(S)	\$0	\$3,611	\$602	\$77	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,290
435659-2	SR 200 @ I-75/OF I-75 TO E OF I-75 ADDING LEFT & RIGHT TURN LANES	ADD TURN LANE(S)	\$0	\$864,383	\$35,108	\$4,146,085	\$137,495	\$576,767	\$740,612	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,501,590
435660-2	SR 326 FROM SR 326 RVR CROSS 627142B TO E OF CR 25A (NW GAINESVILLE RD)	ADD TURN LANE(S)	\$396,147	\$29,208	\$46,330	\$89,482	\$684,438	\$1,354,173	\$119,940	\$7,728	\$1,065	\$0	\$0	\$0	\$0	\$0	\$0	\$2,728,487
435661-1	SR 500 / US 441 @ SE 98TH LANE	ADD LEFT TURN LANE(S)	\$0	\$0	\$0	\$0	\$237,657	\$15,145	\$1,184,596	\$8,138	\$26,768	\$54,993	\$15,071	\$0	\$0	\$0	\$0	\$1,546,361
433663-1	ITS OPERATIONAL SUPPORT- GROSS COUNTY CMSC CONTRACT	ITS COMMUNICATION SYSTEM	\$0	\$0	\$0	\$0	\$0	\$0	\$105,606	\$2,296,678	\$27,196	\$122,374	\$16,346	\$0	\$0	\$0	\$0	\$2,568,197
433663-2	ITS OPERATIONAL SUPPORT- CITY OF OCALA	ITS COMMUNICATION SYSTEM	\$0	\$0	\$0	\$0	\$0	\$0	\$95,104	\$606,876	\$5,250	\$217	\$0	\$0	\$0	\$0	\$0	\$707,447
436407-1	SUNSET HARBOR ROAD AT US 441	INTERSECTION IMPROVEMENT	\$8,473	\$0	\$0	\$22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,495
436407-2	SUNSET HARBOR ROAD AT US 441 INTERSECTION	INTERSECTION IMPROVEMENT	\$0	\$0	\$54,925	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$54,925
436669-1	NW 10TH AVE / NE 14TH ST @ SR 492 @ NE 30TH AVE INTERSECTION	TRAFFIC OPS IMPROVEMENT	\$0	\$0	\$0	\$4,441	\$334,537	\$33,454	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$372,432
456888-1	US 27/US 441 @ CR 42	TRAFFIC SIGNALS	\$0	\$0	\$0	\$0	\$876	\$0	\$216,932	\$8,219	\$790,546	\$25,690	\$189	\$0	\$0	\$0	\$0	\$1,042,452
445701-1	SE ABSHIER BLVD FROM SE HAMES RD TO N OF SE AGNEW RD	TRAFFIC SIGNALS	\$0	\$0	\$0	\$1,125	\$0	\$0	\$457,204	\$71,738	\$3,401,546	\$194,374	\$0	\$0	\$0	\$0	\$0	\$4,133,051
445800-1	E SR 40 @ CR 492	TRAFFIC SIGNALS	\$0	\$0	\$0	\$0	\$0	\$0	\$481,952	\$2,355,110	\$5,788	\$294,904	\$54,257	\$0	\$0	\$0	\$0	\$3,192,011
447603-1	NW 10TH/NE 14TH ST SR 492 TO NE 25TH AVE.	TRAFFIC SIGNALS	\$0	\$0	\$0	\$0	\$250	\$0	\$2,483	\$408,366	\$19,035	\$1,652,440	\$62,650	\$0	\$0	\$0	\$0	\$2,145,224
49277-1	CR 484 AT THE INTERSECTION OF MARION OAKS BLVD	INTERSECTION IMPROVEMENT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$356,167	\$0	\$0	\$0	\$0	\$356,167
49277-2	CR 484 AT THE INTERSECTION OF MARION OAKS BLVD	INTERSECTION IMPROVEMENT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$92,163	\$0	\$0	\$0	\$0	\$92,163
499317-1	CR 484 AT SW 135TH ST RD	ADD LEFT TURN LANE(S)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$263,886	\$0	\$0	\$0	\$0	\$263,886
499317-2	CR 484 AT SW 135TH ST RD	ADD LEFT TURN LANE(S)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$108,219	\$0	\$0	\$0	\$0	\$108,219
499443-1	NE 8TH AVE FROM SR 40 TO SR 492	ROUNDABOUT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,452,800	\$0	\$0	\$4,452,800
450340-1	EMERALD ROAD EXTENSION FROM SE 92ND LOOP TO CR464 (SE MARICAMP RD)	NEW ROAD CONSTRUCTION	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,695,763	\$0	\$0	\$0	\$0	\$0	\$4,695,763
451060-1	CR 42 AT CR 25 INTERSECTION IMPROVEMENTS	INTERSECTION IMPROVEMENT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$385,850	\$0	\$0	\$0	\$385,850
451060-2	CR 42 AT CR 25 INTERSECTION IMPROVEMENTS	INTERSECTION IMPROVEMENT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$204,296	\$0	\$0	\$204,296
453201-1	NW 49TH ST FROM NW 70TH AVE (CR 225A) TO NW 44TH AVE	RIGHT OF WAY ACQUISITION	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000
451006-1	MARION COUNTY TSMCA	TRAFFIC SIGNALS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$944,000	\$509,000	\$1,003,000
451006-2	CITY OF OCALA TSMCA	TRAFFIC SIGNALS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$504,000	\$519,000	\$1,023,000
Total			\$40,949,742	\$17,150,244	\$6,648,389	\$16,877,506	\$12,366,817	\$7,713,972	\$8,993,578	\$35,680,338	\$21,577,434	\$8,659,209	\$23,387,138	\$20,672,839	\$23,926,638	\$5,723,000	\$2,348,245	\$252,675,099
Total (5-year Summaries)			FY 2015 to FY 2019:			\$93,992,698	FY 2020 to FY 2024:			\$82,624,531	FY 2025 to FY 2029:			\$76,057,860				

Source: Florida Department of Transportation, District 5

Table C-9

Average Motor Vehicle Fuel Efficiency – Excluding Interstate Travel

Travel			
Vehicle Miles of Travel (VMT) @			
	22.8	7.3	
Other Arterial Rural	329,742,000,000	52,696,000,000	382,438,000,000
Other Rural	325,232,000,000	32,997,000,000	358,229,000,000
Other Urban	1,485,169,000,000	102,144,000,000	1,587,313,000,000
Total	2,140,143,000,000	187,837,000,000	2,327,980,000,000

Percent VMT	
@ 22.8 mpg	@ 7.3 mpg
86%	14%
91%	9%
94%	6%
92%	8%

Fuel Consumed			
	Gallons @ 22.8 mpg	Gallons @ 7.3 mpg	
Other Arterial Rural	14,462,368,421	7,218,630,137	21,680,998,558
Other Rural	14,264,561,404	4,520,136,986	18,784,698,390
Other Urban	65,138,991,228	13,992,328,767	79,131,319,995
Total	93,865,921,053	25,731,095,890	119,597,016,943

Total Mileage and Fuel	
2,327,980	miles (millions)
119,597	gallons (millions)
19.47	mpg

Source: U.S. Department of Transportation, Federal Highway Administration, *Highway Statistics 2022*, Section V, Table VM-1
 Annual Vehicle Distance Traveled in Miles and Related Data - 2022 by Highway Category and Vehicle Type
<http://www.fhwa.dot.gov/policyinformation/statistics.cfm>

Table C-10
Annual Vehicle Distance Travelled in Miles and Related Data – 2022⁽¹⁾
By Highway Category and Vehicle Type

Updated: February 2024								TABLE VM-1		
YEAR	ITEM	LIGHT DUTY VEHICLES SHORT WB ⁽²⁾	MOTOR-CYCLES	BUSES	LIGHT DUTY VEHICLES LONG WB ⁽²⁾	SINGLE-UNIT TRUCKS ⁽³⁾	COMBINATION TRUCKS	SUBTOTALS		ALL MOTOR VEHICLES
								ALL LIGHT VEHICLES ⁽²⁾	SINGLE-UNIT 2-AXLE 6-TIRE OR MORE AND COMBINATION TRUCKS	
	Motor-Vehicle Travel (millions of vehicle-miles):									
2022	Interstate Rural	148,757	1,164	1,601	50,143	11,677	61,652	198,900	73,328	274,993
2022	Other Arterial Rural	229,877	2,233	2,231	99,865	19,332	33,364	329,742	52,696	386,901
2022	Other Rural	221,526	3,294	2,293	103,707	19,890	13,106	325,232	32,997	363,816
2022	All Rural	600,160	6,691	6,125	253,714	50,899	108,122	853,874	159,021	1,025,711
2022	Interstate Urban	378,935	2,842	2,624	104,686	20,397	49,710	483,621	70,108	559,194
2022	Other Urban	1,158,710	14,232	9,741	326,459	64,928	37,216	1,485,169	102,144	1,611,287
2022	All Urban	1,537,646	17,074	12,365	431,144	85,325	86,927	1,968,790	172,252	2,170,481
2022	Total Rural and Urban ⁽⁵⁾	2,137,805	23,765	18,490	684,859	136,224	195,049	2,822,664	331,272	3,196,191
2022	Number of motor vehicles registered ⁽²⁾	197,080,414	9,567,664	954,119	61,464,968	11,083,997	3,249,824	258,545,382	14,333,821	283,400,986
2022	Average miles traveled per vehicle	10,847	2,484	19,379	11,142	12,290	60,018	10,917	23,111	11,278
2022	Person-miles of travel (millions) ⁽⁴⁾	3,284,669	24,369	391,991	1,007,240	136,224	195,049	4,291,909	331,272	5,039,542
2022	Fuel consumed (thousand gallons)	86,040,199	540,572	2,497,605	37,939,063	17,180,850	28,218,175	123,979,262	45,399,024	172,416,463
2022	Average fuel consumption per vehicle (gallons)	437	56	2,618	617	1,550	8,683	480	3,167	608
2022	Average miles traveled per gallon of fuel consumed	24.8	44.0	7.4	18.1	7.9	6.9	22.8	7.3	18.5
(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) equal to or less than 121 inches. Light Duty Vehicles Long WB - large passenger cars, vans, pickup trucks, and sport/utility vehicles with wheelbases (WB) larger than 121 inches. All Light Duty Vehicles - passenger cars, light trucks, vans and sport utility vehicles regardless of wheelbase.										
(3) Single-Unit - single frame trucks that have 2-Axes and at least 6 tires or a gross vehicle weight rating exceeding 10,000 lbs.										
(4) For 2021 and 2020, the vehicle occupancy is estimated by the FHWA from the 2017 National Household Travel Survey (NHTS) and the annual R.L. Polk Vehicle registration data; For single unit truck and heavy trucks, 1 motor vehicle mile traveled = 1 person-mile traveled.										
(5) VMT data are based on the latest HPMS data available; it may not match previous published results.										

Appendix D
Calculated Transportation Impact Fee Schedule

Appendix D: Calculated Transportation Impact Fee Schedule

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

- Table D-1: Marion County Calculation Transportation Impact Fee Schedule
- Table D-2: Marion County Maximum Allowable Transportation Impact Fee Rates

Table D-1

Calculated Transportation Impact Fee Schedule

Gasoline Tax \$\$ per gallon to capital: \$0.242 Facility life (years): 25 Interest rate: 2.45%				County Revenues: \$0.166 State Revenues: \$0.076				Unit Construction Cost: Capacity per lane mile: 15,200 Fuel Efficiency: 19.47 mpg Effectivedays per year: 365		Interstate/Toll Facility Adjustment Factor: Cost per VMC: \$310.66				13.5% \$310.66	
ITE LUC	Land Use	Unit	Trip Rate	Trip Rate Source	Assessable Trip Length ⁽¹⁾	Total Trip Length	Percent New Trips	% New Trips Source	Net VMT ⁽²⁾	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Net Impact Fee	Current Impact Fee ⁽³⁾	% Change
RESIDENTIAL:															
210	Single Family (Detached) - 1,500 sf or less	du	6.43	Appendix A: Table A-34	7.61	8.11	100%	n/a	21.16	\$6,575	\$118	\$2,187	\$4,388	\$1,093	302%
	Single Family (Detached) - 1,501 to 2,499 sf	du	7.81	Appendix A: Table A-34	7.61	8.11	100%	n/a	25.71	\$7,986	\$144	\$2,668	\$5,318	\$1,397	281%
	Single Family (Detached) - 2,500 sf and greater	du	8.59	Appendix A: Table A-34	7.61	8.11	100%	n/a	28.27	\$8,783	\$158	\$2,928	\$5,855	\$1,562	275%
215	Single Family (Attached)	du	6.77	Blend ITE 11th & FL Studies	7.61	8.11	100%	n/a	22.28	\$6,922	\$125	\$2,316	\$4,606	\$903	410%
220	Multi-Family Housing (Low-Rise, 1-3 floors)	du	6.74	ITE 11th Edition	5.99	6.49	100%	n/a	17.46	\$5,424	\$99	\$1,834	\$3,590	\$903	298%
221/222	Multi-Family Housing (Mid/High-Rise, 4+ floors)	du	4.54	ITE 11th Edition	5.99	6.49	100%	n/a	11.76	\$3,654	\$67	\$1,242	\$2,412	\$568	325%
240	Mobile Home Park	du	4.17	FL Studies	5.29	5.79	100%	n/a	9.54	\$2,964	\$55	\$1,019	\$1,945	\$514	278%
251	Senior Adult Housing - Detached	du	3.54	Blend ITE 11th & FL Studies	6.23	6.73	100%	n/a	9.54	\$2,963	\$54	\$1,001	\$1,962	\$1,093	80%
252	Senior Adult Housing - Attached	du	2.99	Blend ITE 11th & FL Studies	4.99	5.49	100%	n/a	6.45	\$2,005	\$37	\$686	\$1,319	\$903	46%
253	Congregate/Assisted Care Facility	du	2.33	Blend ITE 11th & FL Studies	3.54	4.04	72%	FL Studies	2.57	\$798	\$15	\$278	\$520	\$184	183%
LODGING:															
310	Hotel	room	5.56	Blend ITE 11th & FL Studies	7.20	7.70	66%	FL Studies	11.43	\$3,550	\$64	\$1,186	\$2,364	\$375	530%
320	Motel	room	3.35	ITE 11th Edition	4.99	5.49	77%	FL Studies	5.57	\$1,729	\$32	\$593	\$1,136	\$267	326%
RECREATION:															
411	Public Park	acre	0.78	ITE 11th Edition	5.41	5.91	90%	Based on LUC 710	1.64	\$510	\$9	\$167	\$343	\$136	152%
416	RV Park/Campground	site	1.62	ITE 11th Edition (Adjusted) ⁽⁴⁾	4.83	5.33	100%	Same as LUC 240	3.38	\$1,051	\$20	\$371	\$680	\$514	32%
420	Marina	berth	2.41	ITE 11th Edition	6.95	7.45	90%	Based on LUC 710	6.52	\$2,025	\$37	\$686	\$1,339	\$427	214%
430	Golf Course	hole	30.38	ITE 11th Edition	6.95	7.45	90%	Based on LUC 710	82.19	\$25,532	\$462	\$8,561	\$16,971	\$2,774	512%
445	Movie Theater	screen	114.83	Blend ITE 11th & FL Studies	2.33	2.83	88%	FL Studies	101.83	\$31,635	\$649	\$12,026	\$19,609	\$2,610	651%
492	Racquet Club/Health Spa	1,000 sf	34.50	ITE 11th Edition	5.41	5.91	94%	FL Studies	75.88	\$23,573	\$435	\$8,061	\$15,512	\$2,065	651%
495	Recreational Community Center	1,000 sf	28.82	ITE 11th Edition	5.41	5.91	90%	Based on LUC 710	60.69	\$18,854	\$348	\$6,449	\$12,405	\$2,065	501%

Table D-1 (continued)
Calculated Transportation Impact Fee Schedule

ITE LUC	Land Use	Unit	Trip Rate	Trip Rate Source	Assessable Trip Length ⁽¹⁾	Total Trip Length	Percent New Trips	% New Trips Source	Net VMT ⁽²⁾	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Net Impact Fee	Current Impact Fee ⁽³⁾	% Change
INSTITUTIONS:															
520	Elementary School (Private)	student	2.27	ITE 11th Edition	4.30	4.80	80%	Based on LUC 710 (adjusted) ⁽⁵⁾	3.38	\$1,049	\$20	\$371	\$678	\$55	1133%
522	Middle School (Private)	student	2.10	ITE 11th Edition	4.30	4.80	80%	Based on LUC 710 (adjusted) ⁽⁵⁾	3.12	\$971	\$18	\$334	\$637	\$76	738%
525	High School (Private)	student	1.94	ITE 11th Edition	4.30	4.80	90%	Based on LUC 710	3.25	\$1,009	\$19	\$352	\$657	\$80	721%
540	University/Junior College (7,500 or fewer students) (Private)	student	2.00	ITE Regression Analysis	6.95	7.45	90%	Based on LUC 710	5.41	\$1,681	\$30	\$556	\$1,125	\$156	621%
550	University/Junior College (more than 7,500 students) (Private)	student	1.50	ITE Regression Analysis	6.95	7.45	90%	Based on LUC 710	4.06	\$1,261	\$23	\$426	\$835	\$116	620%
560	Church	1,000 sf	7.60	ITE 11th Edition	4.13	4.63	90%	Based on LUC 710	12.22	\$3,796	\$72	\$1,334	\$2,462	\$410	501%
565	Day Care Center	1,000 sf	49.63	Blend ITE 11th & FL Studies	2.13	2.63	73%	FL Studies	33.38	\$10,368	\$216	\$4,003	\$6,365	\$1,318	383%
590	Library	1,000 sf	72.05	ITE 11th Edition	6.95	7.45	49%	Orange Co. 2004 Road IF Update	106.12	\$32,967	\$597	\$11,063	\$21,904	\$2,377	822%
MEDICAL:															
610	Hospital	1,000 sf	10.77	ITE 11th Edition	6.95	7.45	78%	Midpoint of LUC 310 & LUC 720	25.25	\$7,844	\$142	\$2,631	\$5,213	\$879	493%
620	Nursing Home	bed	3.02	Blend ITE 11th & FL Studies	2.72	3.22	89%	FL Studies	3.16	\$982	\$20	\$371	\$611	\$80	664%
640	Animal Hospital/Veterinary Clinic	1,000 sf	24.20	Blend ITE 11th & FL Studies	2.00	2.50	70%	FL Studies	14.65	\$4,552	\$96	\$1,779	\$2,773	\$539	415%
OFFICE:															
710	Office	1,000 sf	10.84	ITE 11th Edition	5.41	5.91	92%	FL Studies	23.33	\$7,249	\$134	\$2,483	\$4,766	\$676	605%
720	Medical Office/Clinic	1,000 sf	23.83	FL Studies	5.83	6.33	89%	FL Studies	53.48	\$16,613	\$305	\$5,652	\$10,961	\$1,528	617%
770	Business Park	1,000 sf	12.65	Blend ITE 11th & FL Studies	5.65	6.15	89%	FL Studies	27.51	\$8,547	\$157	\$2,909	\$5,638	\$785	618%
RETAIL:															
822	Retail 6,000 sf g/a or less	1,000 sf g/a	54.45	ITE 11th Edition	1.18	1.68	39%	Appendix A: Fig. A-2 (6k sf g/a)	10.84	\$3,367	\$81	\$1,501	\$1,866	\$442	322%
822	Retail 6,001 to 40,000 sf g/a	1,000 sf g/a	54.45	ITE 11th Edition	1.55	2.05	48%	Appendix A: Fig. A-2 (19k sf g/a)	17.52	\$5,443	\$122	\$2,261	\$3,182	\$442	620%
821	Retail 40,001 to 150,000 sf g/a	1,000 sf g/a	67.52	ITE 11th Edition	2.04	2.54	57%	Appendix A: Fig. A-2 (59k sf g/a)	33.96	\$10,549	\$222	\$4,114	\$6,435	\$1,014	535%
820	Retail greater than 150,000 sf g/a	1,000 sf g/a	37.01	ITE 11th Edition	2.94	3.44	75%	Appendix A: Fig. A-2 (538k sf g/a)	35.30	\$10,965	\$217	\$4,021	\$6,944	\$1,014	585%
840/841	New/Used Auto Sales	1,000 sf	24.58	Blend ITE 11th & FL Studies	4.83	5.33	79%	FL Studies	40.56	\$12,602	\$235	\$4,355	\$8,247	\$1,325	522%
850	Supermarket	1,000 sf	94.48	Blend ITE 11th & FL Studies	2.18	2.68	56%	FL Studies	49.89	\$15,497	\$322	\$5,967	\$9,530	\$1,490	540%
862	Home Improvement Superstore	1,000 sf	30.74	ITE 11th Edition	2.45	2.95	64%	Appendix A: Fig. A-2 (135k sf g/a)	20.85	\$6,476	\$132	\$2,446	\$4,030	\$619	551%

Table D-1 (continued)
Calculated Transportation Impact Fee Schedule

ITE LUC	Land Use	Unit	Trip Rate	Trip Rate Source	Assessable Trip Length ⁽¹⁾	Total Trip Length	Percent New Trips	% New Trips Source	Net VMT ⁽²⁾	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Net Impact Fee	Current Impact Fee ⁽³⁾	% Change
RETAIL:															
880/881	Pharmacy/Drug Store with or w/o Drive-Thru	1,000 sf	103.86	Blend ITE 11th & FL Studies	2.18	2.68	32%	FL Studies	31.34	\$9,735	\$202	\$3,743	\$5,992	\$791	658%
890	Furniture Store	1,000 sf	6.30	ITE 11th Edition	6.39	6.89	54%	FL Studies	9.40	\$2,921	\$53	\$982	\$1,939	\$217	794%
SERVICES:															
911	Bank/Savings Walk-In	1,000 sf	57.94	ITE 11th Edition (Adjusted) ⁽⁶⁾	2.58	3.08	46%	Same as LUC 912	29.74	\$9,239	\$186	\$3,447	\$5,792	\$1,720	237%
912	Bank/Savings Drive-In	1,000 sf	103.73	Blend ITE 11th & FL Studies	2.58	3.08	46%	FL Studies	53.24	\$16,541	\$333	\$6,171	\$10,370	\$2,260	359%
931	Restaurant	1,000 sf	86.03	Blend ITE 11th & FL Studies	3.30	3.80	77%	FL Studies	94.55	\$29,371	\$571	\$10,581	\$18,790	\$2,803	570%
n/a	Small Local Restaurant ⁽⁷⁾	1,000 sf	86.03	Same as LUC 931	2.15	2.65	58%	Same as LUC 934 (Appendix A)	46.40	\$14,414	\$300	\$5,559	\$8,855	\$2,803	216%
941	Quick Lube	service bay	40.00	ITE 11th Edition	3.80	4.30	72%	Same as LUC 942	47.33	\$14,704	\$281	\$5,207	\$9,497	\$1,334	612%
942	Automobile Care Center	1,000 sf	28.19	Blend ITE 11th & FL Studies	3.80	4.30	72%	FL Studies	33.36	\$10,363	\$198	\$3,669	\$6,694	\$1,047	539%
944	Gas Station w/Convenience Store <2,000 sq ft	fuel pos.	172.01	ITE 11th Edition	2.00	2.50	23%	FL Studies	34.22	\$10,631	\$224	\$4,151	\$6,480	\$850	662%
945	Gas Station w/Convenience Store 2,000 to 5,499 sq ft	fuel pos.	264.38	ITE 11th Edition (Adjusted) ⁽⁸⁾	2.00	2.50	23%	Same as LUC 944	52.60	\$16,340	\$345	\$6,393	\$9,947	\$850	1070%
	Gas Station w/Convenience Store 5,500+ sq ft	fuel pos.	345.75	ITE 11th Edition	2.00	2.50	23%	Same as LUC 944	68.79	\$21,369	\$451	\$8,357	\$13,012	\$850	1431%
947	Self-Service Car Wash	service bay	43.94	Blend ITE 11th & FL Studies	2.29	2.79	68%	FL Studies	29.59	\$9,193	\$189	\$3,502	\$5,691	\$811	602%
948	Automated Car Wash	car tunnel	775.00	ITE 11th Edition (Adjusted) ⁽⁹⁾	2.29	2.79	68%	Same as LUC 947	521.95	\$162,149	\$3,335	\$61,798	\$100,351	\$811	12274%
INDUSTRIAL:															
110	General Light Industrial	1,000 sf	4.87	ITE 11th Edition	5.41	5.91	92%	Same as LUC 710	10.48	\$3,257	\$60	\$1,112	\$2,145	\$428	401%
140	Manufacturing	1,000 sf	4.75	ITE 11th Edition	5.41	5.91	92%	Same as LUC 710	10.23	\$3,176	\$59	\$1,093	\$2,083	\$234	790%
150	Warehousing	1,000 sf	1.71	ITE 11th Edition	5.41	5.91	92%	Same as LUC 710	3.68	\$1,144	\$21	\$389	\$755	\$218	246%
151	Mini-Warehouse	1,000 sf	1.46	Blend ITE 11th & FL Studies	3.69	4.19	92%	Same as LUC 710	2.14	\$666	\$13	\$241	\$425	\$78	445%
154	High-Cube Transload and Short-Term Warehouse	1,000 sf	1.40	ITE 11th Edition	5.41	5.91	92%	Same as LUC 710	3.01	\$936	\$17	\$315	\$621	\$78	696%
n/a	Mine/Commercial Excavation ⁽¹⁰⁾	1,000 cy	0.01	Florida Studies	15.56	16.06	97%	Florida Studies	0.07	\$20.28	\$0.94	\$17.42	\$2.86	-	-

1) Source: Appendix A, Table A-35

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 miles of capacity.

- 3) Source: Marion County Growth Services Department, Planning Division. Current rate for Multi-Family Low-Rise is shown for “Single Family Attached”. The 2015 calculated rate for Assisted Living Facility (adjusted to 20%) is shown for “Senior Adult Housing – Detached” and “Assisted Care Living Facility”
- 4) The ITE 11th Edition trip generation rate was adjusted to reflect the average occupancy rate of 60 percent based on data provided by the Marion County Property Appraiser’s Office and the Florida Association of RV Parks and Campgrounds
- 5) The percent new trips for schools was estimated at 90% based on LUC 710, but was then adjusted to 80% to provide a conservative fee rate. This adjustment reflects the nature of elementary and middle school uses where attendees are unable to drive and are typically dropped off by parents/guardians on their way to another destination.
- 6) The ITE 11th Edition trip generation rate for PM Peak Hour of Adjacent traffic was adjusted by the ratio of Daily to PM Peak Hour for LUC 912 to approximate a daily TGR.
- 7) This rate should only be applied to small local restaurants that are not part of a multi-location restaurant chain.
- 8) Due to only slight variation, the trip generation rates for LUC 945 2,000 to 3,999 sq ft and 4,000 to 5,499 sq ft were combined into a weighted average trip generation rate for a single land use tier of 2,000 to 5,499 sq ft.
- 9) The ITE 11th Edition trip generation rate for PM Peak Hour of Adjacent traffic was adjusted by a factor of 10 to approximate the Daily TGR.
- 10) The mines land use impact fee rate was calculated using a TGR of 0.01 per cy, a TL (unadjusted) of 14.82 miles, a PNT of 97% based on the 2009 Collier County Mines Trip Characteristics Study, Tindale Oliver. Fuel efficiency value estimated at 6.5 gallons per mile.

Table D-2
Maximum Allowable Transportation Impact Fee Rates

ITE LUC	Land Use	Unit	Current Transp. Impact Fee ⁽¹⁾	Calculated Transp. Impact Fee (2025) ⁽²⁾	Current to Calc. (2025)	Maximum Allowable Rates for 2025 ⁽³⁾	Current to Max. (2025)
RESIDENTIAL:							
210	Single Family (Detached) - Less than 1,500 sf	du	\$1,093	\$4,388	301%	\$1,639	50.0%
	Single Family (Detached) - 1,501 to 2,499 sf	du	\$1,397	\$5,318	281%	\$2,095	50.0%
	Single Family (Detached) - 2,500 sf and greater	du	\$1,562	\$5,855	275%	\$2,343	50.0%
215	Single Family (Attached)*	du	\$903	\$4,606	410%	\$1,354	49.9%
220	Multi-Family Housing (Low-Rise, 1-3 floors)	du	\$903	\$3,590	298%	\$1,354	49.9%
221/222	Multi-Family Housing (Mid/High-Rise, 4+ floors)	du	\$568	\$2,412	325%	\$852	50.0%
240	Mobile Home Park	du	\$514	\$1,945	278%	\$771	50.0%
251	Senior Adult Housing - Detached*	du	\$1,093	\$1,962	80%	\$1,639	50.0%
252	Senior Adult Housing - Attached*	du	\$903	\$1,319	46%	\$1,319	46.1%
253	Congregate/Assisted Care Facility	du	\$184	\$520	183%	\$276	50.0%
LODGING:							
310	Hotel	room	\$375	\$2,364	530%	\$562	49.9%
320	Motel	room	\$267	\$1,136	325%	\$400	49.8%
RECREATION:							
411	Public Park	acre	\$136	\$343	152%	\$204	50.0%
416	RV Park/Campground*	site	\$514	\$680	32%	\$680	32.3%
420	Marina*	berth	\$427	\$1,339	214%	\$640	49.9%
430	Golf Course	hole	\$2,774	\$16,971	512%	\$4,161	50.0%
445	Movie Theater*	screen	\$2,610	\$19,609	651%	\$3,915	50.0%
492	Racquet Club/Health Spa	1,000 sf	\$2,065	\$15,512	651%	\$3,097	50.0%
495	Recreational Community Center*	1,000 sf	\$2,065	\$12,405	501%	\$3,097	50.0%
INSTITUTIONS:							
520	Elementary School (Private)	student	\$55	\$678	1133%	\$82	49.1%
522	Middle School (Private)	student	\$76	\$637	738%	\$114	50.0%
525	High School (Private)	student	\$80	\$657	721%	\$120	50.0%
540	University/Junior College (7,500 or fewer students) (Private)	student	\$156	\$1,125	621%	\$234	50.0%
550	University/Junior College (more than 7,500 students) (Private)	student	\$116	\$835	620%	\$174	50.0%
560	Church	1,000 sf	\$410	\$2,462	500%	\$615	50.0%
565	Day Care Center	1,000 sf	\$1,318	\$6,365	383%	\$1,977	50.0%
590	Library	1,000 sf	\$2,377	\$21,904	821%	\$3,565	50.0%
MEDICAL:							
610	Hospital	1,000 sf	\$879	\$5,213	493%	\$1,318	49.9%
620	Nursing Home	bed	\$80	\$611	664%	\$120	50.0%
640	Animal Hospital/Veterinary Clinic	1,000 sf	\$539	\$2,773	414%	\$808	49.9%
OFFICE:							
710	Office	1,000 sf	\$676	\$4,766	605%	\$1,014	50.0%
720	Medical Office/Clinic	1,000 sf	\$1,528	\$10,961	617%	\$2,292	50.0%
770	Business Park	1,000 sf	\$785	\$5,638	618%	\$1,177	49.9%
RETAIL:							
822	Retail 6,000 sf gla or less	1,000 sf gla	\$442	\$1,866	322%	\$663	50.0%
822	Retail 6,001 to 40,000 sf gla	1,000 sf gla	\$1,014	\$3,182	214%	\$1,521	50.0%
821	Retail 40,001 to 150,000 sf gla	1,000 sf gla	\$1,014	\$6,435	535%	\$1,521	50.0%
820	Retail greater than 150,000 sf gla	1,000 sf gla	\$1,014	\$6,944	585%	\$1,521	50.0%
840/841	New/Used Auto Sales	1,000 sf	\$1,325	\$8,247	522%	\$1,987	50.0%
850	Supermarket	1,000 sf	\$1,490	\$9,530	540%	\$2,235	50.0%
862	Home Improvement Superstore	1,000 sf	\$619	\$4,030	551%	\$928	49.9%
880/881	Pharmacy/Drug Store with or w/o Drive-Thru	1,000 sf	\$791	\$5,992	658%	\$1,186	49.9%
890	Furniture Store	1,000 sf	\$217	\$1,939	794%	\$325	49.8%
SERVICES:							
911	Bank/Savings Walk-In	1,000 sf	\$1,720	\$5,792	237%	\$2,580	50.0%
912	Bank/Savings Drive-In	1,000 sf	\$2,260	\$10,370	359%	\$3,390	50.0%
931	Restaurant	1,000 sf	\$2,803	\$18,790	570%	\$4,204	50.0%
n/a	Small Local Restaurant	1,000 sf	\$1,340	\$8,855	561%	\$2,010	50.0%
941	Quick Lube	service bay	\$1,334	\$9,497	612%	\$2,001	50.0%
942	Automobile Care Center	1,000 sf	\$1,047	\$6,694	539%	\$1,570	50.0%
944	Gas Station w/Convenience Store <2,000 sq ft	fuel pos.	\$850	\$6,480	662%	\$1,275	50.0%
945	Gas Station w/Convenience Store 2,000 to 5,499 sq ft	fuel pos.	\$850	\$9,947	1070%	\$1,275	50.0%
	Gas Station w/Convenience Store 5,500+ sq ft	fuel pos.	\$850	\$13,012	1431%	\$1,275	50.0%
947	Self-Service Car Wash	service bay	\$811	\$5,691	602%	\$1,216	49.9%
948	Automated Car Wash*	car tunnel	\$811	\$100,351	12274%	\$1,216	49.9%

Table D-2 (continued)
Maximum Allowable Transportation Impact Fee Rates

ITE LUC	Land Use	Unit	Current Transp. Impact Fee ⁽¹⁾	Calculated Transp. Impact Fee (2025) ⁽²⁾	Current to Calc. (2025)	Maximum Allowable Rates for 2025 ⁽³⁾	Current to Max. (2025)
INDUSTRIAL:							
110	General Light Industrial	1,000 sf	\$428	\$2,145	401%	\$642	50.0%
140	Manufacturing	1,000 sf	\$234	\$2,083	790%	\$351	50.0%
150	Warehousing	1,000 sf	\$218	\$755	246%	\$327	50.0%
151	Mini-Warehouse	1,000 sf	\$78	\$425	445%	\$117	50.0%
154	High-Cube Transload and Short-Term Warehouse	1,000 sf	\$102	\$621	509%	\$153	50.0%
n/a	Mine/Commercial Excavation	1,000 cy	n/a	\$2.86	n/a	\$2.86	-

1) Source: Marion County Growth Services Department, Planning Division

2) Source: Appendix D, Table D-2

3) Pursuant to F.S. 163.31801, impact fee increases cannot exceed 50% of the current adopted rate

*Current rate shown is based on similar land use in the County's impact fee schedule; in certain cases, rates have been adjusted to account for a change in the unit of measure

- LUC 215 = Multi-Family Housing (Low-Rise) rate is shown
- LUC 251 = Single Family (Detached) Less than 1,500 sf rate is shown
- LUC 252 = Multi-Family Housing (Low-Rise) rate is shown
- LUC 416 = Mobile Home Park rate is shown
- LUC 420 = Retail rate is shown (converted to "per berth")
- LUC 445 = Racquet Club/Health Spa rate is shown (converted to "per screen")
- LUC 948 = Self-Service Car Wash rate is shown (converted to "per car tunnel")



Marion County Transportation Impact Fee Supplement

Demonstration of Extraordinary Circumstances
March 19, 2025

Prepared for:

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Marion County
Transportation Impact Fee Supplement
Demonstration of Extraordinary Circumstances

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Introduction

Marion County retained Benesch in 2025 to update the County's transportation impact fee program, which was last updated in 2015. At the time, concerned with the economic downturn, the Board of County Commission adopted the fees at 20 percent for residential land uses and 11 percent for non-residential land uses.

In June 2021, Florida House Bill (HB) 337 was signed by the Governor, which placed limits on impact fee increases while allowing local governments to exceed these limits if the following is fulfilled:

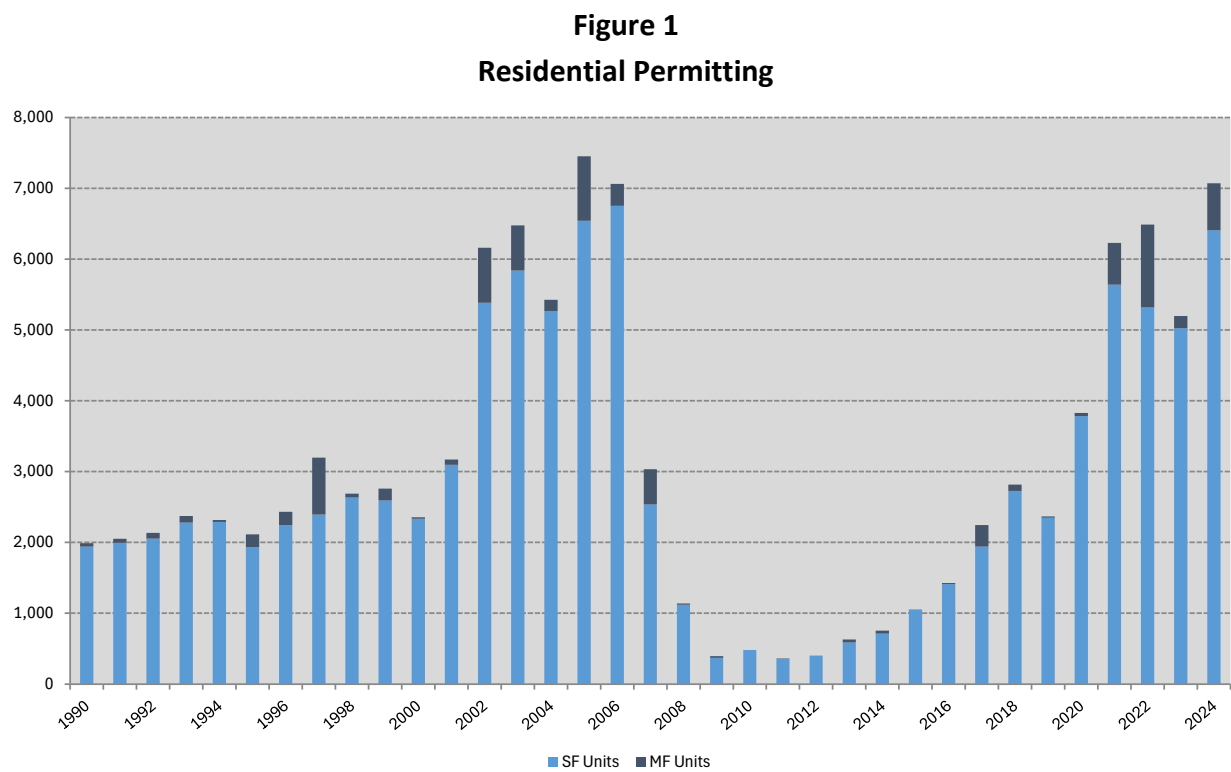
1. A demonstrated needs study justifying any increase more than those authorized that has been completed within 12 months before the adoption of the impact fee increase and expressly demonstrating the extraordinary circumstances necessitating the need to exceed the phase-in limitations.
2. No less than two publicly noticed workshops dedicated to extraordinary circumstances.
3. Approval of the impact fee increase ordinance by at least a two-thirds vote of the governing body.

Benesch completed a technical study that updated the County's transportation impact fee program. The study provided the data and analysis that support a level of increase exceeding the 50-percent limit identified in HB 337 for all land uses included in the fee schedule primarily because of the high discounts provided in 2015. The remaining sections of this document address the extraordinary circumstances related to the County's transportation impact fee program.

Profile and Growth Trends

With a population of almost 420,000, Marion County ranks 18th out of 67 Florida counties in terms of population. The county continues to experience growth. Growth projections provided by University of Florida, Bureau of Business and Economic Research (BEBR) average 1.1 percent per year over the next ten years. In terms of absolute growth, the County ranks 18th out of 67 counties and is projected to add approximately 107,000 persons through 2050.

Consistent with these population growth patterns, permits for new structure have been increasing. **Figure 1** shows residential permitting trends. As presented, after a decline between 2007 and 2012 due to the economic downturn, permitting levels started to increase again. The number of residential permits increased from approximately 361 permits in 2011 to over 7,000 permits in 2024.



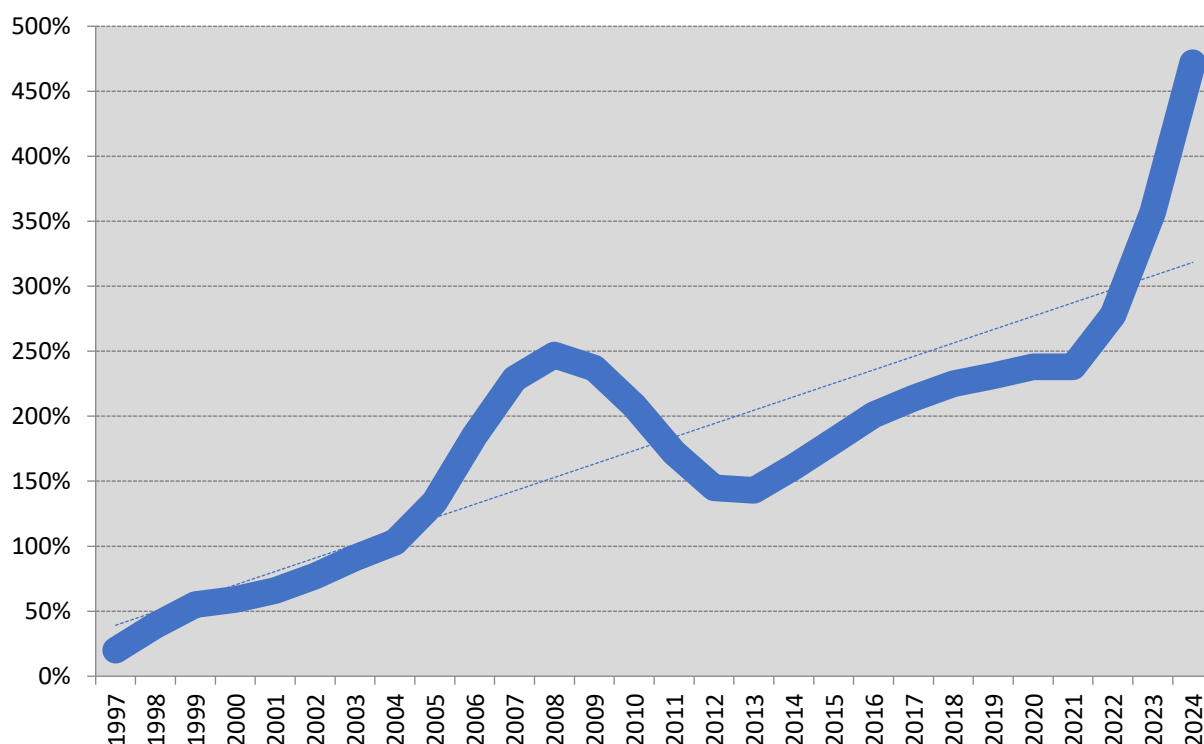
Source: U.S. Census

Impact Fee Updates and Cost Increases

As mentioned previously, Marion County's transportation impact fee was last updated in 2015, and therefore, reflects eight years old data including the cost levels. Costs have been increasing since 2013, especially since the pandemic. The indices (2015 to present) below were reviewed for consideration and Figure 2 illustrates the cost increases included FDOT Long Range Estimates for the past 25 years.

- FDOT Long Range Estimates: +134%
- FDOT District 7 Long Range Estimates: +173%
- Producer Price Index (Highway): +53%
- National Highway Construction Cost Index: +88%

Figure 2
FDOT Long Range Estimates Construction Cost Growth (3-yr Avg)



Even with cost increases, Marion County's calculated transportation impact fees in the 2025 study are lower than the full fees calculated for most of the land uses in 2015 due to the mix of projects that provide higher capacity levels. This suggests that the primary reason for the high

increases is the policy decision of providing significant discounts in 2015 due to economic conditions. Given the current growth levels, the current concern is ability to provide the necessary infrastructure in a timely manner.

Project Needs

High growth levels Marion County is experiencing result in a need for additional infrastructure. Table 1 provides a summary of projected increase in transportation improvements compared to additional travel. As shown, currently planned and funded projects are not sufficient to keep up with increase demand.

Table 1
Marion County Lane Mile Over Capacity by Jurisdiction

Jurisdiction	2015 Lane Miles	2015 Lane Miles Over Capacity	2015 % Over Capacity	2045 Lane Miles	2045 Lane Miles Over Capacity	2045 % Over Capacity	% Increase in Lane Miles over Capacity
State (no Int/Toll Fac.)	702.203	183.44	26.12%	807.346	264.13	32.72%	25.23%
State (Int/Toll Fac.)	239.072	24.32	10.17%	243.230	95.97	39.46%	287.92%
County	935.507	144.13	15.41%	950.455	190.94	20.09%	30.39%
Other	618.518	47.64	7.70%	691.766	145.25	21.00%	172.61%
Total	2,495.30	399.53	16.01%	2,692.80	696.30	25.86%	61.50%

Source: Central Florida Regional Planning Model (CFRPM) v7

Examples of future unfunded capacity projects that are eligible to be funded with impact fees identified by the County include the following improvements shown in Table 2.

Table 2
Future Capacity Expansion Project Needs

Road	Scope	Improv.	Length	Lanes Added	Lane Miles Added	PER	Design	ROW	Construction	Total
EMERALD RD EXTENSION	From SE 92nd Loop to Florida Northern Railroad	New 2-Lane	1.80	2	3.60	\$0	\$200,000	\$4,717,819	\$15,117,800	\$20,035,619
CR 475A	From SW 66th St to 1.8 mi N of SW 66th St	New 4-Lane	1.80	4	7.20	\$0	\$2,015,101	\$3,939,600	\$29,300,000	\$35,254,701
NW 49TH/35TH ST PH 2B	From NE 35th St to N End of Limerock Pit	New 4-Lane	1.51	4	6.04	\$0	\$0	\$0	\$3,227,764	\$3,227,764
NW 49TH/35TH ST PH 3 (FKA 3A & 3B)	From NE 35th St to N End of Limerock Pit	New 4-Lane	3.40	4	13.60	\$0	\$501,871	\$8,088,214	\$27,329,248	\$35,919,333
SW 49TH AVE - SOUTH SEGMENT A	From CR 484 to 900ft N of Marion Oaks Trail	New 4-Lane	0.80	4	3.20	\$0	\$8,296	\$3,108	\$929,225	\$940,629
SW 49TH AVE - SOUTH SEGMENT F	From Marion Oaks Manor to 0.7 mi S of CR 484	New 4-Lane	1.60	4	6.40	\$0	\$43,674	\$1,555,152	\$5,860,190	\$7,459,016
SW 90TH ST	From SW 60th Ave to 0.8 mi E of SW 60th Ave	New 2-Lane	0.80	2	1.60	\$0	\$450,000	\$70,000	\$2,500,000	\$3,020,000
CR 484 WIDENING PH 1	From Marion Oaks Blvd to CR 475A	4 to 6 Lanes	1.80	2	3.60	\$1,200,000	\$2,500,000	\$14,040,000	\$12,540,000	\$30,280,000
MARION OAKS MANOR EXTENSION PH 1	From SW 49th Ave to Marion Oaks Ln	Add 2 Lanes	3.00	2	6.00	\$0	\$3,243,095	\$7,500,000	\$15,300,000	\$26,043,095
MARION OAKS MANOR EXTENSION PH 2 (FLYOVER)	From Marion Oaks Ln to CR 475	New 4-Lane	2.45	4	9.80	\$0	\$3,068,100	\$6,125,000	\$34,090,000	\$43,283,100
NE 35TH ST PH 1B	From 600' E of W Anthony Rd to CR 200A	Add 2 Lanes	0.90	2	1.80	\$0	\$260,000	\$15,597,873	\$0	\$15,857,873
NE 35TH ST PH 2	From CR 200A to NE 25th Ave	Add 2 Lanes	1.20	2	2.40	\$0	\$200,000	\$2,072,211	\$6,000,000	\$8,272,211
NE 35TH ST PH 3	From NE 25th Ave to NE 36th Ave	Add 2 Lanes	1.00	2	2.00	\$0	\$345,000	\$3,500,000	\$5,000,000	\$8,845,000
NW 44TH AVE	From NW 63rd St to CR 326	Add 2 Lanes	1.40	2	2.80	\$0	\$840,000	\$700,000	\$8,200,000	\$9,740,000
NW 60TH AVE EXTENSION	From US 27 to NW 49th St	New 4-Lane	0.90	4	3.60	\$300,000	\$720,000	\$2,250,000	\$7,000,000	\$10,270,000
SW 38TH/40TH ST PH A	From SW 80th Ave to SW 60th Ave	Add 2 Lanes	1.90	2	3.80	\$0	\$3,265,019	\$5,308,086	\$20,000,000	\$28,573,105
SW 38TH/40TH ST PH B	From SW 60th Ave to SW 43rd Ct	Add 2 Lanes	1.90	2	3.80	\$0	\$3,310,000	\$6,390,000	\$9,500,000	\$19,200,000
SW 49TH/40TH AVE PH 1	From SW 66th St to SW 42nd St	New 4-Lane	1.70	4	6.80	\$0	\$0	\$1,036,961	\$18,095,153	\$19,132,114
SW 49TH AVE - NORTH	From Marion Oaks Trail to SW 95th St	New 4-Lane	3.40	4	13.60	\$0	\$1,700,000	\$11,898,513	\$36,000,000	\$49,598,513
SW 80TH AVE - SEGMENT 1	From SW 90th St to 1/2 mi N of SW 38th St	Add 2 Lanes	4.50	2	9.00	\$0	\$3,174,630	\$6,091,140	\$24,350,000	\$33,615,770
SW 80TH AVE - SEGMENT 2	From 0.5 mi N of SW 38th St to 0.25 mi S of SR 40	Add 2 Lanes	1.75	2	3.50	\$0	\$1,300,000	\$6,300,000	\$9,000,000	\$16,600,000
NW 80TH/70TH AVE - SEGMENT 3	From SR 40 to US 27	Add 2 Lanes	3.76	2	7.52	\$0	\$0	\$7,462,578	\$24,087,055	\$31,549,633
CR 484 WIDENING PH 2	From CR 475A to CR 475	4 to 6 Lanes	2.00	2	4.00	\$572,400	\$800,000	\$2,000,000	\$9,600,000	\$12,972,400
CR 484 WIDENING PH 3	From SR 200 to Marion Oaks Pass	Add 2 Lanes	5.30	2	10.60	\$0	\$4,242,400	\$13,500,000	\$45,000,000	\$62,742,400
SW 80TH AVE	From CR 484 to SR 200	New 4-Lane	2.60	4	10.40	\$500,000	\$0	\$0	\$0	\$500,000
SE 92ND LOOP EXTENSION	From US Hwy 441 to SE 36th Ave	New 2-Lane	0.50	2	1.00	\$0	\$350,000	\$3,000,000	\$2,500,000	\$5,850,000
NE 35TH ST PH 4	From NE 36th Ave to SR 40	Add 2 Lanes	2.60	2	5.20	\$0	\$1,300,000	\$7,800,000	\$13,000,000	\$22,100,000
CR 475	From SE 32nd St to SE 59th St	Add 2 Lanes	1.90	2	3.80	\$0	\$1,320,000	\$6,600,000	\$13,200,000	\$21,120,000
CR 35	From SR 40 to NE 35th St	Add 2 Lanes	0.40	2	0.80	\$0	\$500,000	\$2,000,000	\$3,900,000	\$6,400,000
CR 42 WIDENING	From SE 36th Ave to US 301	Add 2 Lanes	2.75	2	5.50	\$0	\$1,650,000	\$6,875,000	\$13,750,000	\$22,275,000
SW 60TH AVE	From SR 200 to N of US 27	4 to 6 Lanes	7.30	2	14.60	\$0	\$4,380,000	\$26,280,000	\$43,800,000	\$74,460,000
SE 92ND LOOP	From US Hwy 441 to SR 35	Add 2 Lanes	1.60	2	3.20	\$0	\$984,000	\$5,500,000	\$8,200,000	\$14,684,000
BANYAN RD EXTENSION	From Pecan Pass to Almond Rd	New 2-Lane	0.70	2	1.40	\$0	\$500,000	\$5,000,000	\$7,000,000	\$12,500,000
CR 42 WIDENING	From CR 475 to SE 36th Ave	Add 2 Lanes	2.00	2	4.00	\$0	\$1,200,000	\$5,000,000	\$10,000,000	\$16,200,000
SW 80TH ST	From SW 80th Ave to SR 200	Add 2 Lanes	1.50	2	3.00	\$0	\$900,000	\$450,000	\$9,000,000	\$10,350,000
SE MARICAMP RD	From SE 31st St to Midway Rd	4 to 6 Lanes	4.40	2	8.80	\$0	\$3,062,000	\$17,160,000	\$38,276,000	\$58,498,000
TOTAL						\$2,572,400	\$48,333,186	\$215,811,255	\$530,652,435	\$797,369,276

Source: Marion County

Summary and Conclusions

This supplemental document provided information demonstrating extraordinary conditions necessitating an increase above the 50-percent limit for the County's existing transportation impact fee. The key findings of this review include the following:

- Marion County is experiencing significant growth.
- The primary reason for the fee increases is the level of discounts that were adopted during the 2015 update. These discounts were due to the economic downturn at the time, which is no longer the case.
- Costs are continuing to increase making it difficult for local governments to fund infrastructure projects.
- The County identified a list of projects that are impact fee eligible. With reduced impact fee levels, the existing population will be subsidizing new growth, or the level of service will degrade.

Table 7
Calculated Transportation Impact Fee Rates

ITE LUC	Land Use	Unit	Calculated Impact Fee (2015)	Current Impact Fee (2025)	Calculated Impact Fee (2025)	Calculated (2015) to Calc. (2025)	Current (2025) to Calc. (2025)
RESIDENTIAL:							
210	Single Family (Detached) - 1,500 sf or less	du	\$5,473	\$1,093	\$4,388	-20%	301%
	Single Family (Detached) - 1,501 to 2,499 sf	du	\$6,994	\$1,397	\$5,318	-24%	281%
	Single Family (Detached) - 2,500 sf and greater	du	\$7,821	\$1,562	\$5,855	-25%	275%
215	Single Family (Attached)*	du	\$4,520	\$903	\$4,606	2%	410%
220	Multi-Family Housing (Low-Rise, 1-3 floors)	du	\$4,520	\$903	\$3,590	-21%	298%
221/222	Multi-Family Housing (Mid/High-Rise, 4+ floors)	du	\$2,844	\$568	\$2,412	-15%	325%
240	Mobile Home Park	du	\$2,575	\$514	\$1,945	-24%	278%
251	Senior Adult Housing - Detached*	du	\$5,473	\$1,093	\$1,962	-64%	80%
252	Senior Adult Housing - Attached*	du	\$4,520	\$903	\$1,319	-71%	46%
253	Congregate/Assisted Care Facility	du	\$921	\$185	\$520	-44%	181%
LODGING:							
310	Hotel	room	\$3,544	\$375	\$2,364	-33%	530%
320	Motel	room	\$2,525	\$267	\$1,136	-55%	325%
RECREATION:							
411	Public Park	acre	\$1,286	\$136	\$343	-73%	152%
416	RV Park/Campground*	site	n/a	\$514	\$680	n/a	32%
420	Marina*	berth	n/a	\$427	\$1,339	n/a	214%
430	Golf Course	hole	\$26,228	\$2,774	\$16,971	-35%	512%
445	Movie Theater*	screen	n/a	\$2,610	\$19,609	n/a	651%
492	Racquet Club/Health Spa	1,000 sf	\$19,530	\$2,065	\$15,512	-21%	651%
495	Recreational Community Center*	1,000 sf	n/a	\$2,065	\$12,405	n/a	501%
INSTITUTIONS:							
520	Elementary School (Private)	student	\$516	\$55	\$678	31%	1133%
522	Middle School (Private)	student	\$721	\$76	\$637	-12%	738%
525	High School (Private)	student	\$759	\$80	\$657	-13%	721%
540	University/Junior College (7,500 or fewer students) (Private)	student	\$1,471	\$156	\$1,125	-24%	621%
550	University/Junior College (more than 7,500 students) (Private)	student	\$1,095	\$116	\$835	-24%	620%
560	Church	1,000 sf	\$3,880	\$410	\$2,462	-37%	500%
565	Day Care Center	1,000 sf	\$12,463	\$1,318	\$6,365	-49%	383%
590	Library	1,000 sf	\$22,482	\$2,377	\$21,904	-3%	821%
MEDICAL:							
610	Hospital	1,000 sf	\$8,310	\$879	\$5,213	-37%	493%
620	Nursing Home	bed	\$753	\$80	\$611	-19%	664%
640	Animal Hospital/Veterinary Clinic	1,000 sf	\$5,094	\$539	\$2,773	-46%	414%
OFFICE:							
710	Office	1,000 sf	\$6,391	\$676	\$4,766	-25%	605%
720	Medical Office/Clinic	1,000 sf	\$14,444	\$1,528	\$10,961	-24%	617%
770	Business Park	1,000 sf	\$7,420	\$785	\$5,638	-24%	618%
RETAIL:							
822	Retail 6,000 sf gla or less	1,000 sf gla	\$4,177	\$442	\$1,866	-55%	322%
822	Retail 6,001 to 40,000 sf gla	1,000 sf gla	\$9,592	\$1,014	\$3,182	-67%	214%
821	Retail 40,001 to 150,000 sf gla	1,000 sf gla	\$9,592	\$1,014	\$6,435	-33%	535%
820	Retail greater than 150,000 sf gla	1,000 sf gla	\$9,592	\$1,014	\$6,944	-28%	585%
840/841	New/Used Auto Sales	1,000 sf	\$12,532	\$1,325	\$8,247	-34%	522%
850	Supermarket	1,000 sf	\$14,089	\$1,490	\$9,530	-32%	540%
862	Home Improvement Superstore	1,000 sf	\$5,851	\$619	\$4,030	-31%	551%
880/881	Pharmacy/Drug Store with or w/o Drive-Thru	1,000 sf	\$7,475	\$791	\$5,992	-20%	658%
890	Furniture Store	1,000 sf	\$2,050	\$217	\$1,939	-5%	794%
SERVICES:							
911	Bank/Savings Walk-In	1,000 sf	\$16,265	\$1,720	\$5,792	-64%	237%
912	Bank/Savings Drive-In	1,000 sf	\$21,367	\$2,260	\$10,370	-51%	359%
931	Restaurant	1,000 sf	\$26,502	\$2,803	\$18,790	-29%	570%
n/a	Small Local Restaurant	1,000 sf	\$12,668	\$1,340	\$8,855	-30%	561%
941	Quick Lube	service bay	\$12,613	\$1,334	\$9,497	-25%	612%
942	Automobile Care Center	1,000 sf	\$9,902	\$1,047	\$6,694	-32%	539%
944	Gas Station w/Convenience Store <2,000 sq ft	fuel pos.	\$8,033	\$850	\$6,480	-19%	662%
945	Gas Station w/Convenience Store 2,000 to 5,499 sq ft	fuel pos.	\$8,033	\$850	\$9,947	24%	1070%
	Gas Station w/Convenience Store 5,500+ sq ft	fuel pos.	\$8,033	\$850	\$13,012	62%	1431%
947	Self-Service Car Wash	service bay	\$7,674	\$811	\$5,691	-26%	602%
948	Automated Car Wash*	car tunnel	n/a	\$811	\$100,351	-	12274%
INDUSTRIAL:							
110	General Light Industrial	1,000 sf	\$4,048	\$428	\$2,145	-47%	401%
140	Manufacturing	1,000 sf	\$2,212	\$234	\$2,083	-6%	790%
150	Warehousing	1,000 sf	\$2,058	\$218	\$755	-63%	246%
151	Mini-Warehouse	1,000 sf	\$733	\$78	\$425	-42%	445%
154	High-Cube Transload and Short-Term Warehouse	1,000 sf	\$967	\$102	\$621	-36%	509%
n/a	Mine/Commercial Excavation	1,000 cy	n/a	n/a	\$2.86	n/a	n/a

*current rate shown is based on similar land use in the County's impact fee schedule; in certain cases, rates have been adjusted to account for a change in the unit of measure



Marion County Board of County Commissioners

Office of the County Attorney

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Phone: 352-438-2330
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Business Impact Estimate

In accordance with Section 125.66(3)(a), F.S., a Business Impact Estimate (BIE) is required to be: 1) prepared before enacting certain ordinances and 2) posted on Marion County Board of County Commissioners' website no later than the date the notice proposed enactment/notice of intent to consider the proposed ordinance, is advertised in the newspaper (which, per Section 125.66(2)(a), F.S., is ten (10) days before the Public Hearing).

AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF MARION COUNTY, FLORIDA, REGARDING IMPACT FEES FOR TRANSPORTATION FACILITIES; FINDING EXTRAORDINARY CIRCUMSTANCES EXIST NECESSITATING AN INCREASE IN TRANSPORTATION IMPACT FEE RATES IN EXCESS OF THOSE PHASE-IN LIMITATIONS SET FORTH IN SECTION 163.31801, FLORIDA STATUTES; REDESIGNATING ARTICLE XI OF CHAPTER 10 OF THE MARION COUNTY CODE OF ORDINANCES AS "IMPACT FEES;" PROVIDING CERTAIN RECITALS; AMENDING ARTICLE XI OF CHAPTER 10 OF THE MARION COUNTY CODE REGARDING IMPACT FEES FOR TRANSPORTATION FACILITIES, INCLUDING SECTION 10-271 SHORT TITLE, AUTHORITY, AND APPLICABILITY, SECTION 10-272 INTENT AND PURPOSE, SECTION 10-273 DEFINITIONS, SECTION 10-275 WHO MUST PAY IMPACT FEES, SECTION 10-277 REBATE OF IMPACT FEES PAID, SECTION 10-278 INDEPENDENT IMPACT ANALYSIS, SECTION 10-279 LOCAL STUDIES; FIVE-YEAR UPDATE, SECTION 10-280 REVIEW HEARINGS BEFORE A HEARING OFFICER, SECTION 10-321 FINDINGS, SECTION 10-322 COMPUTATION OF AMOUNT OF FEES, SECTION 10-323 DEVELOPER CONTRIBUTION CREDITS, SECTION 10-325 USE OF FUNDS, SECTION 10-327 TRANSPORTATION IMPACT FEE SCHEDULE; REPEALING SECTION 10-282 OF THE MARION COUNTY CODE ON INDEXING; REPEALING SECTION 10-283 OF THE MARION COUNTY CODE ON ANNUAL INDEXING PROCEDURE; ADOPTING A NEW SECTION 10-282 OF THE MARION COUNTY CODE ON ADOPTION OF IMPACT FEE TECHNICAL STUDIES; ADOPTING A NEW SECTION

10-283 OF THE MARION COUNTY CODE ON ADMINISTRATIVE CHARGES; ADOPTING A NEW SECTION 10-286 OF THE MARION COUNTY CODE ON EXEMPTIONS; ADOPTING A NEW SECTION 10-287 OF THE MARION COUNTY CODE ON PENALTIES AND LIENS; ADOPTING A NEW SECTION 10-324 OF THE MARION COUNTY CODE ON DEFINITIONS APPLICABLE TO TRANSPORTATION IMPACT FEES; REPEALING SECTION 10-326 OF THE MARION COUNTY CODE ON MOBILE HOME IMPACT FEES; DIRECTING THE PROVISION OF NOTICE OF IMPACT FEE RATES; PROVIDING FOR SEVERABILITY, CODIFICATION, LIBERAL CONSTRUCTION, AND PROVIDING AN EFFECTIVE DATE.

This Business Impact Estimate is provided in accordance with Section 125.66(3)(a), *Florida Statutes*. If one or more boxes are checked below, this means that the Marion County Board of County Commissioners is of the view that a business impact estimate is not required by state law for the proposed ordinance.

Notwithstanding, Marion County is preparing this BIE to prevent an inadvertent procedural issue from impacting the enactment of this proposed Ordinance. Marion County reserves the right to revise this BIE following its initial posting and to discontinue providing this information for proposed ordinances believed to be exempt under state law.

- ☒ The proposed ordinance is required for compliance with Federal or State law or regulation;
- ☐ The proposed ordinance relates to the issuance or refinancing of debt;
- ☒ The proposed ordinance relates to the adoption of budgets or budget amendments, including revenue sources necessary to fund the budget;
- ☐ The proposed ordinance is required to implement a contract or an agreement, including, but not limited to, any Federal, State, local, or private grant or other financial assistance accepted by the municipal government;
- ☐ The proposed ordinance is an emergency ordinance;
- ☐ The ordinance relates to procurement; or
- ☒ The proposed ordinance is enacted to implement the following:
 - a. Part II of Chapter 163, *Florida Statutes*, relating to growth policy, county and municipal planning, and land development regulation, including zoning, development orders, development agreements and development permits;
 - b. Sections 190.005 and 190.046, *Florida Statutes*, regarding community development districts;
 - c. Section 553.73, *Florida Statutes*, relating to the *Florida Building Code*; or
 - d. Section 633.202, *Florida Statutes*, relating to the *Florida Fire Prevention Code*.

Consistent with the posting requirement set forth in Section 125.66(3)(a), F.S., the County hereby publishes the following BIE information for this proposed ordinance on its website for public viewing and consideration on this **13th day of May, 2025**.

1. Summary of the proposed ordinance (must include a statement of the public purpose, such as serving the public health, safety, morals and welfare):

A transportation impact fee is a one-time capital charge levied against new development to provide a source of funding to Marion County to provide new transportation facilities necessary to accommodate the new traffic on public roads attributable to new development. Transportation impact fees can provide a significant source of funding for the County's future capital transportation projects to minimize the financial impact on existing residents caused by new traffic-generating development. The County's population is projected to increase by 107,000 persons by 2050 and providing adequate funding for needed capital facilities is necessary to maintain the quality of life expected by Marion County residents. The County last established transportation impact fee rates in 2015, but the rates that were then adopted were significantly lower than the rates supported by the technical study at that time. After the Covid pandemic, Marion County has experienced accelerated population growth with the result that available revenues for construction of new transportation facilities have not kept pace with that growth. Further aggravating that phenomenon has been the major increases in the cost of planning, designing, permitting, and constructing new transportation facilities.

Although the Florida Impact Fee Act, Section 163.31801(6) contains a presumptive schedule of caps on annual impact fee increases, the Act allows for those caps to be increased upon a determination by the Board of County Commissioners that extraordinary circumstances exist to exceed those caps. If adopted by the Board, this ordinance contains a finding that as a result of the artificially low transportation impact fees that have been in effect in Marion County for the last ten years, it will not be possible for the County to make up for the current funding deficit without exceeding the caps, with the rates provided by the ordinance. At the May 23, 2025 public hearing, the Board will be presented with a schedule of transportation impact fee rates at the full amount concluded by the *Marion County Transportation Impact Fee Update Study* by Benesch, dated February 28, 2025, the Board will then make a determination of the final fee rates to be adopted based on public input, budget demands, and other policy considerations. The ordinance provides for impact fee credits, and other provisions that may ameliorate the effect of some of the fees.

There is a rational nexus between future growth, as measured by new construction, and the need to provide new transportation facilities to maintain traffic levels of service in Marion County. Requiring new growth to pay for its transportation-related impacts is in the best interests of the public and enhances the quality of life for Marion County residents.

Pursuant to the Notice provisions of the ordinance in Section 24, the new impact fees will not take effect before October 1, 2025.

2. An estimate of the direct economic impact of the proposed ordinance on private, for-profit businesses in unincorporated Marion County, if any:

Upon adoption of the ordinance and after the effective date of the new impact fee rates any businesses that plan to engage in new development in the County (i.e. build a new structure, expand an existing structure etc.) within the County will be subject to the following impact fee rates:

ITE	Land Use	Unit	Transportation Impact Fee
RESIDENTIAL:			
210	Single Family (Detached) - 1,500 sf or less	du	\$4,388
	Single Family (Detached) - 1,501 to 2,499 sf	du	\$5,318
	Single Family (Detached) - 2,500 sf and greater	du	\$5,855
215	Single Family (Attached)	du	\$4,606
220	Multi-Family Housing (Low-Rise, 1-3 floors)	du	\$3,590
221/222	Multi-Family Housing (Mid/High-Rise, 4+ floors)	du	\$2,412
240	Mobile Home Park	du	\$1,945
251	Senior Adult Housing - Detached	du	\$1,962
252	Senior Adult Housing - Attached	du	\$1,319
TRANSIENT, ASSISTED, GROUP:			
253	Congregate/Assisted Care Facility	du	\$520
310	Hotel	room	\$2,364
320	Motel	room	\$1,136
620	Nursing Home	bed	\$611
RECREATION:			
411	Public Park	acre	\$343
416	RV Park/Campground	site	\$680
420	Marina	berth	\$1,339
430	Golf Course	hole	\$16,971
445	Movie Theater	screen	\$19,609
492	Racquet Club/Health Spa	1,000 sf	\$15,512
495	Recreational Community Center	1,000 sf	\$12,405
INSTITUTIONS:			
520	Elementary School (Private)	student	\$678
522	Middle School (Private)	student	\$637
525	High School (Private)	student	\$657
540	University/Junior College (7,500 or fewer students) (Private)	student	\$1,125
550	University/Junior College (more than 7,500 students) (Private)	student	\$835
560	Church	1,000 sf	\$2,462
565	Day Care Center	1,000 sf	\$6,365
590	Library	1,000 sf	\$21,904
MEDICAL:			
610	Hospital	1,000 sf	\$5,213
640	Animal Hospital/Veterinary Clinic	1,000 sf	\$2,773
OFFICE:			
710	Office	1,000 sf	\$4,766
720	Medical Office/Clinic	1,000 sf	\$10,961
770	Business Park	1,000 sf	\$5,638

RETAIL:			
822	Retail 6,000 sfgla or less	1,000 sfgla	\$1,866
822	Retail 6,001 to 40,000 sfgla	1,000 sfgla	\$3,182
821	Retail 40,001 to 150,000 sfgla	1,000 sfgla	\$6,435
820	Retail greater than 150,000 sfgla	1,000 sfgla	\$6,944
840/841	New/Used Auto Sales	1,000 sf	\$8,247
850	Supermarket	1,000 sf	\$9,530
862	Home Improvement Superstore	1,000 sf	\$4,030
880/881	Pharmacy/Drug Store with or w/o Drive-Thru	1,000 sf	\$5,992
890	Furniture Store	1,000 sf	\$1,939
SERVICES:			
911	Bank/Savings Walk-In	1,000 sf	\$5,792
912	Bank/Savings Drive-In	1,000 sf	\$10,370
931	Restaurant	1,000 sf	\$18,790
n/a	Small Local Restaurant	1,000 sf	\$8,855
941	Quick Lube	service bay	\$9,497
942	Automobile Care Center	1,000 sf	\$6,694
944	Gas Station w/Convenience Store <2,000 sq ft	fuel pos.	\$6,480
945	Gas Station w/Convenience Store 2,000 to 5,499 sq ft	fuel pos.	\$9,947
	Gas Station w/Convenience Store 5,500+ sq ft	fuel pos.	\$13,012
947	Self-Service Car Wash	service bay	\$5,691
948	Automated Car Wash	car tunnel	\$100,351
INDUSTRIAL:			
110	General Light Industrial	1,000 sf	\$2,145
140	Manufacturing	1,000 sf	\$2,083
150	Warehousing	1,000 sf	\$755
151	Mini-Warehouse	1,000 sf	\$425
154	High-Cube Transload and Short-Term Warehouse	1,000 sf	\$621
n/a	Mine/Commercial Excavation	1,000 cy	\$2.86

(a) An estimate of direct compliance costs that businesses may reasonably incur; and (b) Any new charge or fee imposed by the proposed ordinance or for which businesses will be financially responsible; **There are no direct compliance costs, but all Impact Generating Land Development Activity (land development that results in a greater impact on the County's major roadway network system) occurring in Marion County will pay the Transportation Impact Fees at the rates listed above as a condition of obtaining a certificate of occupancy, electrical permit, or other similar authorization.**

(c) An estimate of Marion County regulatory costs, including estimated revenues from any new charges or fees to cover such costs. **There are no regulatory costs, but Marion County will incur expenses for the property administration of this ordinance at an annual estimated cost of \$75,000.**

3. Good faith estimate of the number of businesses likely to be impacted by the proposed ordinance: **Indeterminate. It is anticipated that the primary businesses directly impacted by the transportation impact fees, in terms of paying the fees, are general contractors. However, there are both local and large corporate contractors operating in Marion County. On the other side of the equation, the ordinance will provide additional funding for transportation projects in Marion County and engineers, planners, and road builders will financially benefit from those new projects.**

4. Additional information the governing body deems useful (if any): **The ordinance provides for impact fee credits and other provisions to ameliorate the effects of the fees in specific circumstances.**