



In August 2009, the City of Orlando selected Tindale-Oliver & Associates, Inc. to update their transportation impact fee program. The City's primary objective for updating their program was to transition the impact fee calculation from a "road-based" fee to a multi-modal fee, incorporating vehicular, transit, bicycle and pedestrian modes of travel.

### **Project Highlights**

- Develop a list of multi-modal transportation infrastructure needs based on a review of existing plans
- Develop an inventory of existing transportation infrastructure such as roadway lane miles, bicycle/pedestrian paths, multi-use trails, buses, bus stops, bus shelters, transfer stations, and transit stations
- Calculate a multi-modal transportation impact fee for each impact fee benefit area

### **Project Issues**

- Transition impact fee calculation from being "road-based" to multi-modal in scope
- Fund existing transportation gap between needs arising from existing residents and future growth

### **Solutions To Be Implemented**

- Conduct research on methodology and legal review of multi-modal innovative approaches used to calculate multi-modal fees in other jurisdictions nationwide.
- Estimate the asset value of existing transportation infrastructure to calculate a multi-modal transportation impact fee per unit of development
- Conduct an alternative funding analysis to fund the transportation infrastructure needs in the City

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*City of Orlando roadway traffic near SR 50*



*LYNX Bus in Downtown Orlando*



*Bicyclist in Downtown Orlando*

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