10.J.1.
2025-4367
CONSENT AGENDA - PLANNING & DEVELOPMENT SERVICES
DATE: **7/1/2025**
*ACTION ITEM - PERMISSION TO ADVERTISE
QUASI-JUDICIAL ITEM? No

AGENDA REQUEST

TO: **Board of County Commissioners**

PRESENTED BY: Joseph Sabater, Sr. Management Analyst
Benjamin Balcer, Planning & Development Services Director
Kori Benton, Planning Manager

SUBMITTED BY: Planning & Development Services

SUBJECT: Request Permission to Advertise a Proposed Ordinance Amending the Road Impact Fee Ordinance (multimodal fee)

BACKGROUND:

St. Lucie County first adopted Road Impact Fees in 1985 and implemented them in 1986 as an important source of revenue to use in funding the infrastructure necessitated by new growth. Since then, the County has continued to periodically update its Road Impact Fee Study, last updated and adopted on April 19, 2022. The County engaged Nilgün Kamp, AICP, with Benesch to provide the 2025 update.

The County has also worked with municipalities to streamline the collection of County Impact Fees whereby a developer or builder pays only the permitting agency. The County's Road Impact Fee Interlocal Agreement with the City of Fort Pierce has been in place since September 13, 2005, and with the City of Port St. Lucie (PSL) since April 19, 2022.

With a population of approximately 385,000, St. Lucie County ranks 19th out of 67 Florida counties in population. The County is continuing to experience population growth, with a projected county-wide increase of 145,000 persons by 2050, or an average annual growth rate of 1.2 percent as estimated by the Bureau of Business & Economic Research (BEBR), ranking 7th among Florida counties. St. Lucie County ranked 13th for residential permitting in 2024, indicating high levels of new development. This continuing growth requires additional public capital facilities. With this continued growth and significant increases in construction costs, the County retained Benesch in 2025 to update the impact fee study to reflect the most recent data available. Along with the updated study, the County retained Benesch to provide an extraordinary circumstances analysis report of the new or increased impact fees. The County is using the extraordinary circumstances clause to adopt updated fees prior to the four-year limit for any fee increases and possibly adopt fees at levels higher than the 50-percent increase. Because the County is using the extraordinary circumstances exception, a study had to be completed within the past 12 months demonstrating extraordinary circumstances. Also, two public workshops must be scheduled to discuss the extraordinary circumstances and the increase in impact fee rates must be approved by 2/3 of the BOCC. The two required public workshops are scheduled for July 17,

2025, and August 19, 2025.

As specified in Section 163.31801, F.S., each local government that adopts and collects an impact fee must ensure that the calculation of the impact fee is based on a study using the most recent and localized data available within 4 years of the current impact fee update and the new study must be adopted within 12 months of the initiation of the new impact fee study if the local government increases the impact fee. The local government must provide notice at least 90 days before the effective date of imposing a new or increased impact fee. Impact fees must be proportional and reasonably connected to, or have a rational nexus with, the need for additional capital facilities and the increased impact generated by the new development.

As stated, St. Lucie County's Road Impact Fee was initially implemented in 1986 to assist the County in providing adequate transportation facilities for expected growth. The most recent study update for these fees was completed in 2022, with the calculated rates adopted in 2022 at 75% of the maximum allowable (capped at a 50% increase and discounted to 75%) and phased-in over four (4) years, with October 1, 2025, being the fourth year. Additionally, these rates only assess impacts on State and County Roads proportionally by municipality based on VMT (vehicle miles traveled).

As provided in Section 163.3180, F.S., if a local government elects to repeal transportation concurrency, the local government may adopt an alternative transportation system that is mobility-plan and fee-based or an alternative transportation system that is not mobility-plan and fee-based. The local government may not use an alternative transportation system to deny, time, or phase an application for site plan approval, plat approval, final subdivision approval, building permits, or the functional equivalent of such approvals, provided that the developer agrees to pay for the development's identified transportation impacts via the funding mechanism implemented by the local government.

In 2024, the Florida Legislature passed HB 479, which defined Mobility Fees/Mobility Plan (an alternative transportation system mobility study developed using a plan-based methodology and adopted into a local government comprehensive plan that promotes a compact, mixed-use, and interconnected development served by a multimodal transportation system in an area that is urban in character, or designated to be urban in character, as defined in s. 171.031) and allows only the local government issuing a building permit to collect for transportation impacts. HB 479 requires cities and counties to enter into an interlocal agreement to define any fees for transportation impacts and determine a methodology for the distribution of any revenues. If there is no agreement in place by October 1, 2025, or if an existing agreement is terminated, only the local government issuing the building permit may collect for transportation impacts based on a developer's traffic impact study or a city or county's mobility fee less a 10% discount to the developer.

Currently, road impact fee revenues are St. Lucie County's primary funding source for new road construction and lane addition improvements. County fuel tax revenues are dedicated to maintenance (like road resurfacing), operations, and debt service payments. Local option sales tax revenues have been mostly allocated to non-capacity projects. Without a transportation impact fee program, the County would not be able to construct planned capacity addition projects included in the Capital Improvement Plan (CIP), Long Range Transportation Plan (LRTP), and other priority projects unless an alternative revenue source, such as additional sales tax or dedicated millage, is identified. In the absence of impact fee revenues or alternative new/additional funding that would replace impact fee revenues, the level of service is likely to degrade with roads becoming more congested and travel times getting longer.

Although the County's Road Impact Fee Ordinance requires the road impact fees to be reviewed every five years, to address requirements of recent legislative changes, the County accelerated the update to the road impact fee study prior to the five-year update schedule due to increased growth and construction costs.

At the December 10, 2024, Informal BOCC meeting, Benesch presented mobility fee, multimodal fee and impact fee information as well as discussed the recent legislative changes. The Board discussed multiple options during the Informal meeting. As such, Benesch provided a scope of work to conduct a Transportation Study that includes methodologies for Mobility Fees, Impact Fees, and Multimodal Fees. Including all three (3) options allows the Board to consider alternative methods to capture travel demand revenue from future development.

At the June 10, 2025, Informal BOCC meeting, Benesch presented the draft results of the 2025 Transportation Study and discussed the methodology of the study, the extraordinary circumstances criteria and the next steps to update the County's Ordinance. The Board discussed adopting a multimodal fee with the study and ordinance update.

PREVIOUS ACTION:

The County has had a Roads Impact Fee in effect since 1986, and the last amendment to the Road Impact Fee Ordinance was adopted by the Board on April 19, 2022.

On December 10, 2024, Benesch presented mobility fee, multimodal fee and impact fee information as well as discussed the recent legislative changes with the Board.

On February 4, 2025, the Board approved a contract with Alfred Benesch & Company to complete the County's Transportation Impact Fee Study update.

On June 10, 2025, Benesch presented the results of the updated 2025 Transportation Impact Fee Study and discussed various options for the Board to take in updating the County's Road Impact Fee Ordinance.

FINANCIAL IMPACT:

Funding for the public notices is available from Road Impact Fees: $1,170 from 310016-1510-549000-150000 (North), $1,400 from 310017-1510-549000-150000 (Central), $2,355 from 310018-1510-549000-150000 (South), $15 from 310019-1510-549000-150000 (N. Island), and $60 from 310020-1510-549000-150000 (S. Island).

RECOMMENDATION:

Staff recommends the Board grant permission to advertise the proposed Ordinance for a public hearing before the Local Planning Agency/Planning and Zoning Commission on July 17, 2025, for the first public hearing before the Board on August 19, 2025, and for the second (adoption) hearing before the Board on September 2, 2025.

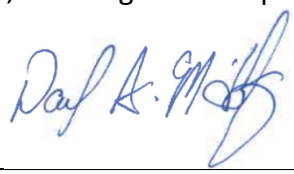
COMMISSION ACTION:

RESULT:	
MOVER:	None
SECONDER:	None
AYES:	None
NAYS:	None
EXCUSED:	None

Coordination/Signatures

Date: June 23, 2025

Benjamin Balcer, Planning & Development Services Director



Date: June 23, 2025

Daniel McIntyre, County Attorney

Date: June 23, 2025

Mayte Santamaria, Deputy County Administrator

ST. LUCIE COUNTY FLORIDA

St. Lucie County Transportation Impact Fee Update Study

June 10, 2025

benesch

Presentation Overview

1. **Background/Purpose**
2. Technical Study
3. Extraordinary Circumstances
4. Next Steps

Background/Purpose

St. Lucie County:

- Continuing to experience growth
  - ✓7th out of 67 Florida counties in projected population growth rate
  - ✓13th in residential permitting in 2024
- Transportation impact fees last updated in 2022
  - ✓Capped at a 50% increase and discounted to 75%
  - ✓Only addresses impacts to County and State roadways
  - ✓Fee proportioned by Jurisdiction based on VMT distribution
    - ≈60% discount in PSL & ≈3% in Ft. Pierce

Background/Purpose

Impact Fee Study:

- Develop calculations to reflect most current and localized data
- Meet the requirements of burden of proof for Public Agencies

Background/Purpose

Impact Fee Definition:

- One-time capital charge to new development
- Covers the cost of new capital facility capacity
- Implements the CIP

Background/Purpose

Why Impact Fees?

- Maintain current level-of-service (LOS)
- Calculate the cost of growth
- Potential large developments
- Most needed when:
  - High growth
  - Limited funding

Background/Purpose

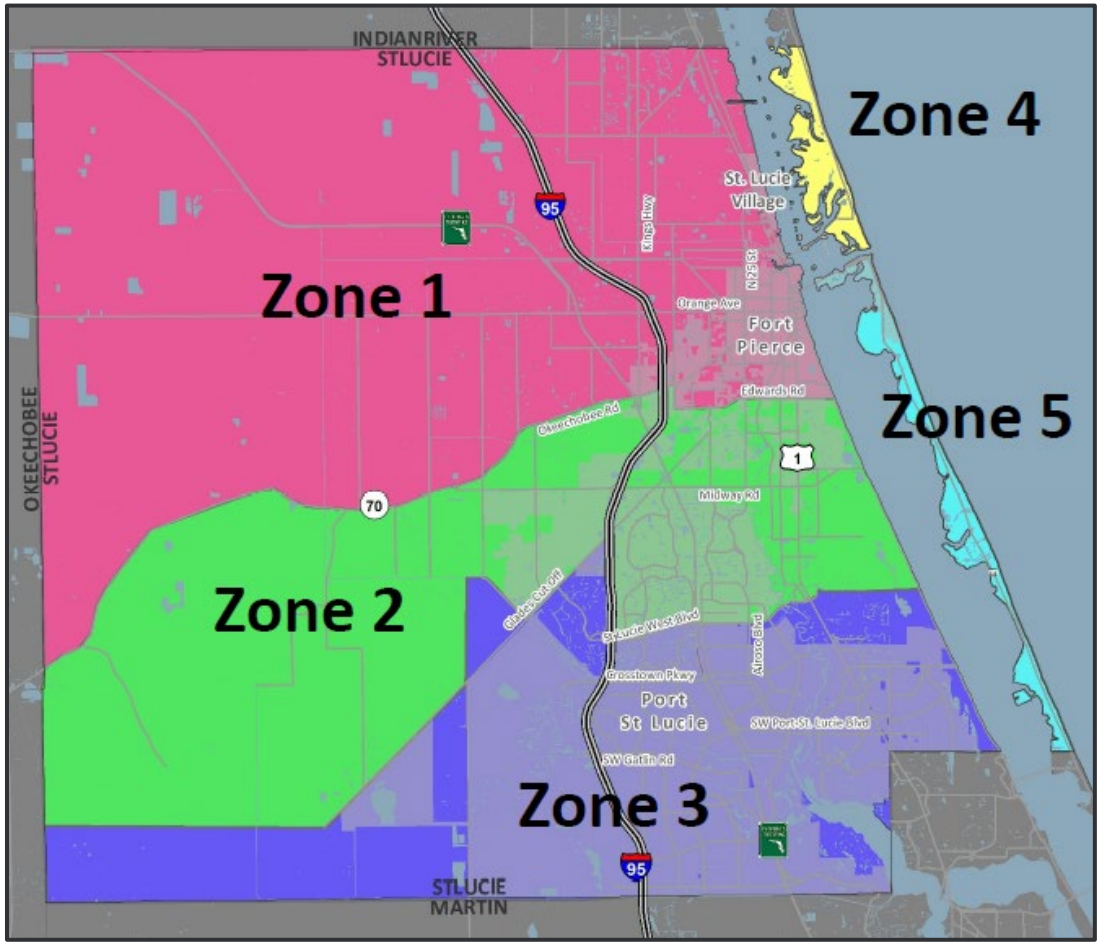
Legal Requirements

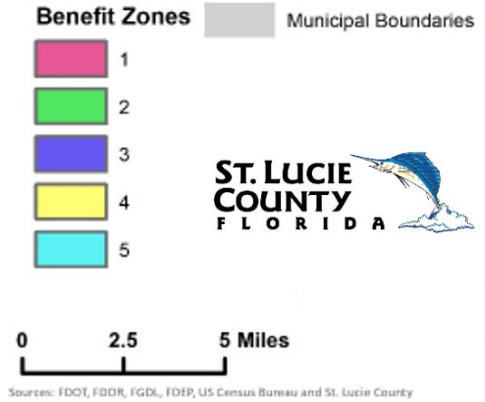
Case Law since 1980s:

- **Must comply with "dual rational nexus"**
  - ✓Be supported by a study demonstrating fees are **proportionate** to the need created by new development
  - ✓Fee payers receives the benefit, which is achieved through:
    - ➢**Benefit districts**
    - ➢A list of **capacity-adding projects** in CIP, CIE, Master Plan

Background/Purpose

- Benefit Zones: Fees collected in each zone must be spent within that zone





Background/Purpose

Legal Requirements – F.S. 163.31801:

- **Most recent and localized data**
- Minimum of **90-day notice** for any fee increases after adoption
- May not collect prior to building permit
- Rational nexus in the amount of collection and expenditures
- May not use for prior debt or projects unless there is a nexus showing use for need due to new growth
- **In any action challenging the fee, the government has the burden of proof**
- Accounting of impact fee collections & expenditures

Background/Purpose

Legal Requirements – F.S. 163.31801 (Continued):

- When impact fees increase, **outstanding developer credits are indexed by the same percentage**
  - ✓ Ensure **"the full benefit of intensity and density prepaid by credit balance as of the date it was first established"**
- Impact fee credits **are transferable** from one development/parcel to any other **in the same benefit zone** or that is **within an adjoining zone** which receives benefits form the improvement.

Background/Purpose

HB 337 (2021):

- Limit on fee increases:
  - Up to 25% increase: Over 2 years
  - 25% to 50% increase: Over 4 installments
  - Cannot be increased more than 50%
  - Cannot be increased more than once every four years
- Exception:
  - A study within the past 12 months demonstrating extraordinary circumstances
  - Two public workshops to discuss the extraordinary circumstances
  - Increase to be approved by 2/3rd of the governing body

Background/Purpose

HB 479 (2024) – Effective October 1, 2024:

- Requires interlocal agreements by October 1, 2025, between cities and counties if both charging for transportation impacts:
  - Development is not charged twice for the same impacts
  - Establish a plan-based methodology for fee
  - Provide a method for distribution and/or assigning responsibility for the mitigation of capacity impacts
- Studies need to be completed and adopted in 12 months
- Studies need to use data available within the past four years

Presentation Overview

1. Background/Purpose
2. Technical Study
3. Extraordinary Circumstances
4. Next Steps

Roadway vs. Multimodal vs. Mobility Fee

	Flexibility	Concurrency (Proportionate Share)
Roadway Impact Fees + Concurrency	X	✓
Multimodal Impact Fees + Concurrency	✓	✓
Mobility Fee	✓	X

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What is Concurrency?

- Transportation concurrency is used by local governments to ensure that adequate public facilities are available to meet the transportation demands from new development.
- The comprehensive plan includes levels-of-service and local governments utilizing concurrency must use professionally accepted studies to evaluate LOS and techniques to measure such LOS when evaluating potential impacts of proposed developments.
- The premise of concurrency allows a local government to deny development applications where road capacity is not available to meet the travel demands from new development. However, recent legislative changes require local governments to allow development if the development addresses its proportionate share requirements.
- Transportation concurrency must provide the basis for which landowners will be assessed a proportionate share, which must include a compliant formula for calculating this share. The proportionate share may not include additional costs to reduce or eliminate existing transportation deficiencies.

Roadway vs. Multimodal vs. Mobility Fee

ST. LUCIE COUNTY FLORIDA

Feature	Roadway-Based Transportation Impact Fees	Multi-modal Transportation Impact Fees	"Mobility Fees"
Funds	- Roadway capacity only - Includes **ancillary** multimodal facilities	- Roadway capacity projects - **Stand-alone** sidewalk & bike facilities - Transit **capital**	
Review Process	- Detailed traffic impact studies (i.e. **concurrency** reviews) - Collection of **proportionate share $$** - Proportionate share **creditable** against impact fees		- **Pay-and-Go** / replaces concurrency - May allow denial or timing/phasing of **zoning amendments**
Fee Calculation	- Consumption-based (recommended) or needs-based - Fee levels are very similar with 90%+ of cost & demand related to roadways* ***F.S. 163.3180 (5)(i) - "A mobility fee-based funding system must comply with 163.31801 governing impact fees."***		

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Technical Study

Consumption-Based Methodology

- **Common methodology** used by many Florida jurisdictions
- Charges new growth **based on its consumption of capacity**
- Fees are calculated at **a rate that cannot correct existing deficiencies**
- BOCC can adopt fees at a reduced rate

Technical Study

Basic Impact Fee Formula

Net Impact Fee =

(Cost – Credit) x Demand

Cost to add capacity

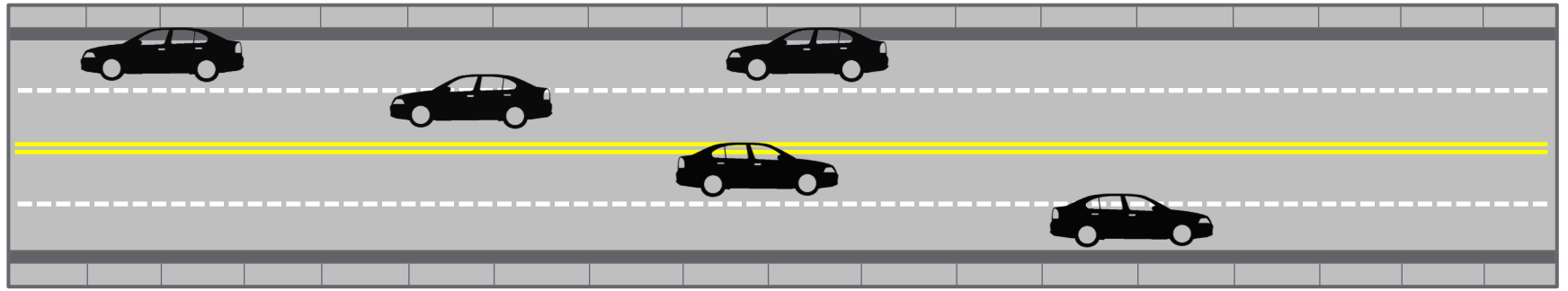
Non-impact fee revenue from future development

Vehicle-Miles of Travel

Technical Study

Consumption-Based

One Lane Mile ≈$7.7 M ÷ Capacity ≈9,600 = Vehicle-miles of capacity ≈$800



17 vehicle-miles of daily travel X Total Impact Cost ≈$13,600 = 

Total Credit ≈$1,200

Fee ≈$12,400

Technical Study

Demand Component

- **Sources:**
  - National ITE Reference (11th Edition)
  - Florida Studies Database
  - Treasure Coast Regional Planning Model (TCRPM v5.1)
- **Demand Calculation:**
  - Trip Gen. Rate x Trip Length x Trip Length Adj. Factor x % New Trips

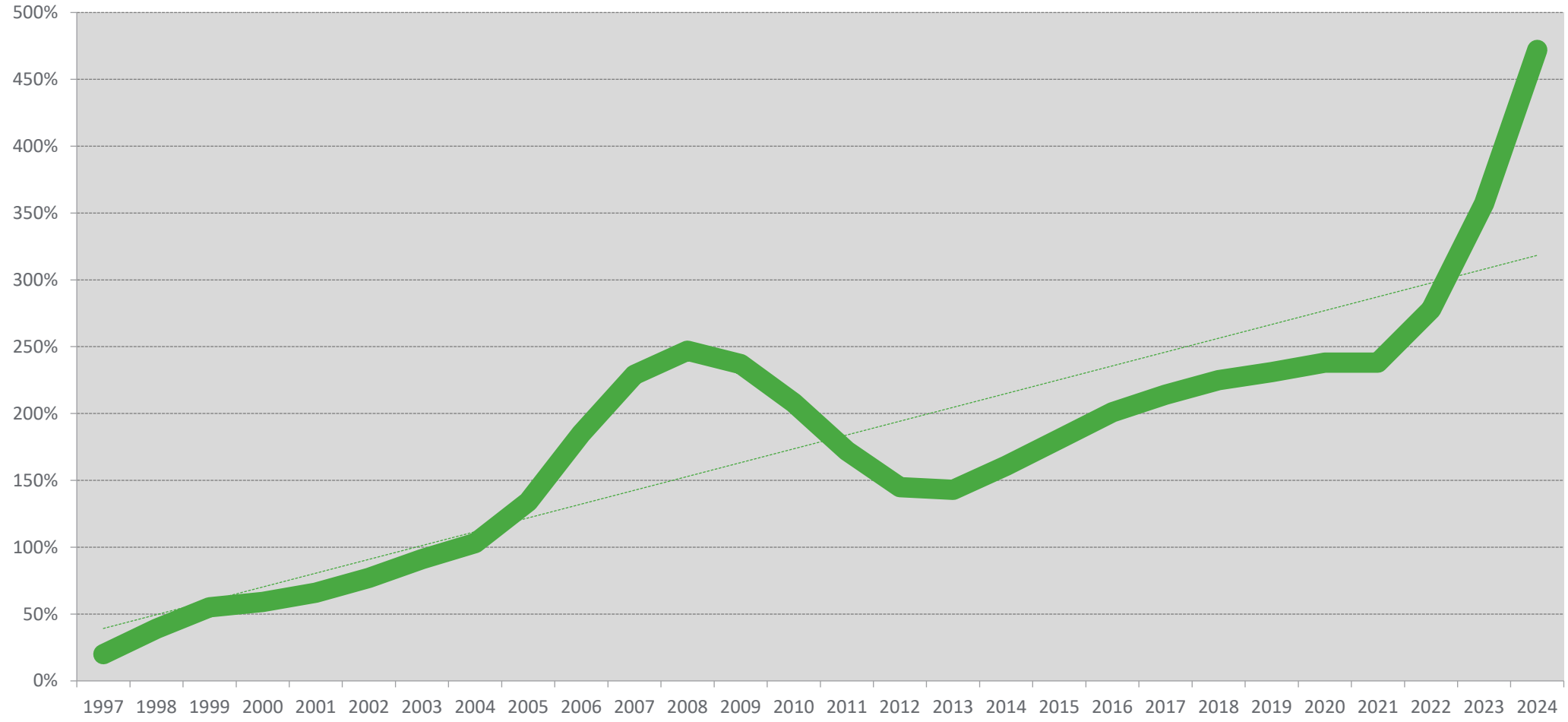
Technical Study

Cost Component: County Roads

- **Sources:**
  - Recent local improvements
    - Outliers removed (>$10 million per lane mile)
    - Construction costs ranged from $1.9 million to $7.8 million per lane mile
    - Weighted average, indexed to current dollars ≈**$3.5 million per lane mile**
  - Recent new construction/lane addition projects throughout Florida
    - 47 projects from 15 different counties
    - Construction Cost ≈**$3.9 million per lane mile**
    - Construction cost for improvements since 2020 ≈**$4.0 million per lane mile**
  - County Road construction cost per lane mile estimate
    - Construction Cost ≈**$4.0 million per lane mile**

Technical Study

FDOT LRE Construction Cost - Cumulative Growth Trend (3-yr Avg)

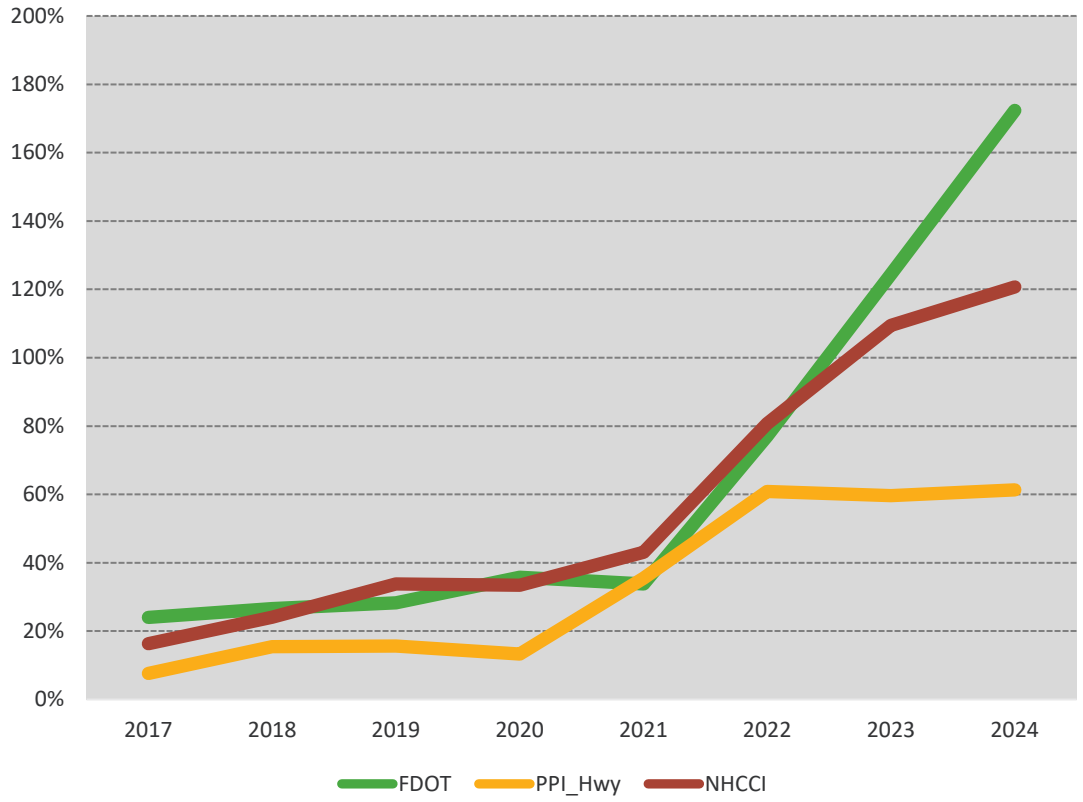


Source: Florida Dept of Transportation, Long Range Estimates

Technical Study

Cost Component

- **Recent Indices:**
  - Producer Price Index (PPI) for Highway & Street Construction
  - National Highway Construction Cost Index (NHCCI)
  - Florida Dept. of Transportation Long Range Estimates



Technical Study

Estimated Cost per Lane Mile: County Roads

Phase	Weighted Average
Design (9%)	$360,000
Right-of-Way (35%)	$1,400,000
Construction	$4,000,000
CEI (11%)	$440,000
Total	**$6,200,000**

Technical Study

Cost Component: State Roads

- **Sources:**
  - Recent/future local improvements
    - SR 614 (Indrio Rd) from W. of SR 9 (I-95) to E. of SR 607 (Emerson Ave) ≈$5.7 million
    - SR 713 (Kings Hwy) from S. of SR 70 to SR 9 (I-95) overpass ≈$11.8 million
    - Port St. Lucie Blvd from S. of Alcantarra Blvd to S. of Darwin Blvd ≈$12.3 million
    - Weighted average ≈**$8.9 million per lane mile**
  - Recent new construction/lane addition projects throughout Florida
    - 51 projects from 26 different counties
    - Construction Cost ≈**$4.3 million per lane mile**
    - Construction cost for improvements since 2020 ≈**$6.6 million per lane mile**
  - State Road construction cost per lane mile estimate
    - Construction Cost ≈**$6.5 million per lane mile**

Technical Study

Estimated Cost per Lane Mile: State Roads

Phase	Weighted Average
Design (11%)	$715,000
Right-of-Way (35%)	$2,275,000
Construction	$6,500,000
CEI (11%)	$715,000
Total	**$10,205,000**

Technical Study

Estimated Cost per Lane Mile: County & State Roads

Phase	County Roads	State Roads	County & State Roads
Design	$360,000	$715,000	$491,000
Right-of-Way	$1,400,000	$2,275,000	$1,724,000
Construction	**$4,000,000**	$6,500,000	$4,925,000
CEI	$440,000	$715,000	$542,000
Total	**$6,200,000**	**$10,205,000**	**$7,682,000**
Lane Mile Distribution*	63%	37%	100%

*Source: St. Lucie County 2045 SmartMoves LRTP Cost Feasible Plan

Technical Study

Average Capacity Added per Lane Mile

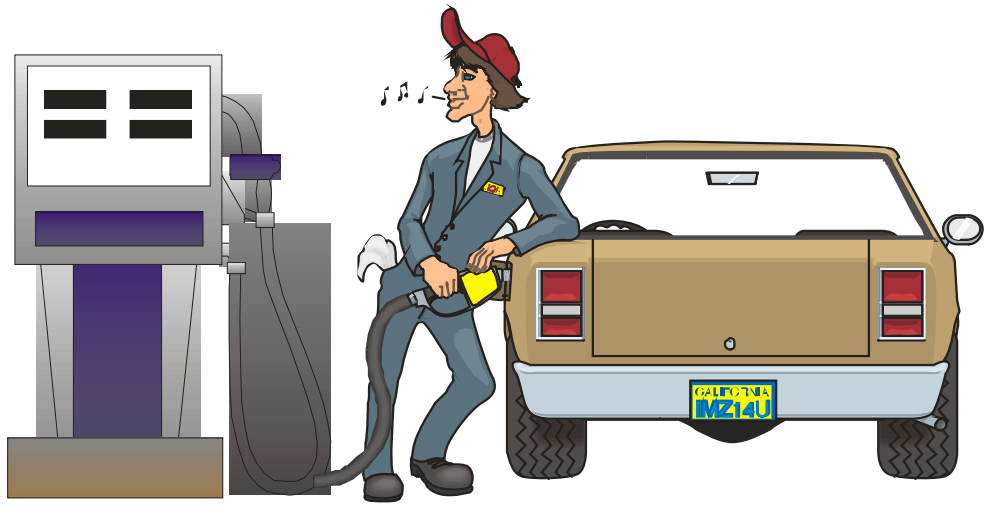
- County Roads VMC added per lane mile = 9,500
- State Roads VMC added per lane mile = 11,100
- Weighted average VMC added per lane mile = **9,600**
- **Weighted average PMC added per lane mile = 12,700 (multi-modal)**

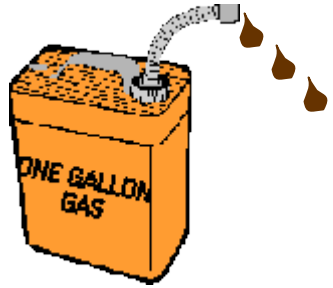
Cost per Vehicle-Mile of Capacity Added

Item	Cost per Lane Mile	Avg VMC/PMC Added per Lane Mile	Cost per VMC/ PMC
Cost per VMC	$7,682,000	9,600	$800.21
Cost per PMC	$7,682,000	12,700	$604.88

Technical Study

Credit Component





1 CENT
GAS TAX
PER GALLON

Technical Study

Credit Component

- Revenue Sources
  - County funding (sales tax, etc.)
  - County debt service
  - State funding
  - This is NOT a developer credit for construction

Technical Study

Equivalent Pennies of Fuel Tax Revenue

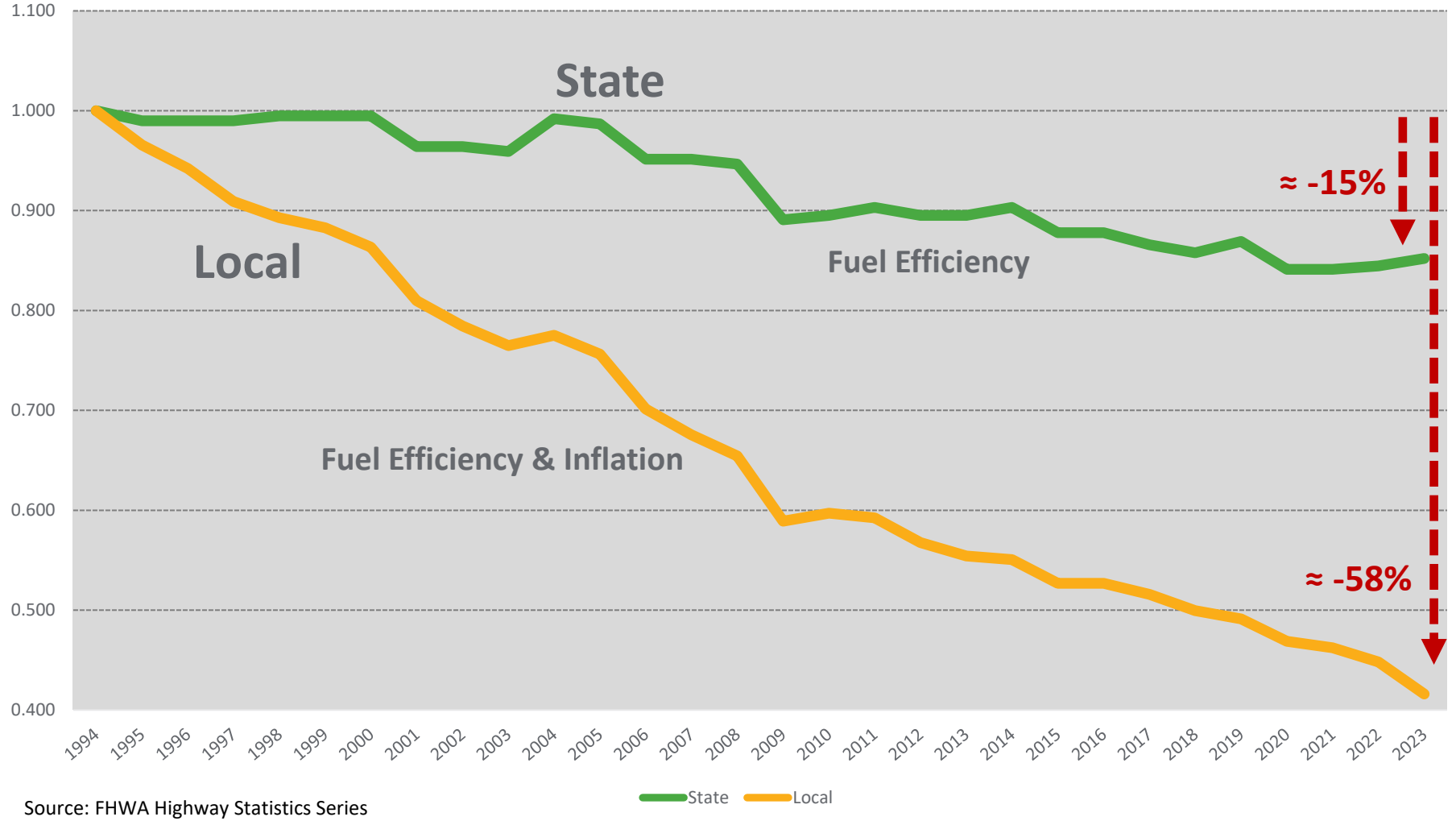
Credit	Average Annual Expenditures	Value per Penny	Equivalent Pennies per Gallon
Roads ONLY			
County Revenues	$1,600,000	$1,627,467	$0.010
County Debt	$994,691	$1,627,467	$0.006
State Revenues	$34,525,650	$1,627,467	$0.212
Total	**$37,120,341**		**$0.228**
Multi-Modal/Mobility			
County Revenues	$1,720,000	$1,627,467	$0.011
County Debt	$994,691	$1,627,467	$0.006
State Revenues	$35,622,901	$1,627,467	$0.219
Total	**$38,337,592**		**$0.236**

Technical Study

- Fuel Taxes
  - State tax indexed
  - Local tax NOT indexed
- Other revenue sources are indexed

Technical Study

Decrease in Value of 1¢ of Fuel Tax



Source: FHWA Highway Statistics Series

Technical Study

Calculated Impact Fee

Land Use	Unit	Current Impact Fee*	Calculated Impact Fee*	Percent Change
Roads ONLY				
Single Family (2k sf)	Du	$5,771	**$12,361**	+114%
General Industrial	1,000 sf	$1,241	**$6,057**	+388%
Office	1,000 sf	$4,183	**$13,501**	+223%
Retail (125k sf)	1,000 sfgla	$7,133	**$19,259**	+170%
Multi-Modal / Mobility				
Single Family	Du	$5,771	**$12,273**	+113%
General Industrial	1,000 sf	$1,241	**$6,028**	+386%
Office	1,000 sf	$4,183	**$13,397**	+220%
Retail (125k sf)	1,000 sfgla	$7,133	**$19,097**	+168%

*Mainland; Effective 10/1/2025

Technical Study

Travel Adjustment Factors in the Cities

- County impact fee excludes portion of travel on city roads

Roadway Jurisdiction	VMT	% VMT
Port St. Lucie Generated Vehicle-Miles of Travel		
Port St. Lucie	1,242,283	55%
County/State/Other	1,018,122	45%
Total	**2,260,405**	**100%**
Fort Pierce Generated Vehicle-Miles of Travel		
Fort Pierce	35,460	3%
County/State/Other	1,090,582	97%
Total	**1,126,042**	**100%**

TCRPM v5.1

Technical Study

Calculated Impact Fee: Unincorporated vs. PSL vs. FP

Land Use	Unit	Uninc.	Port St. Lucie	Fort Pierce
Roads ONLY			≈45% VMT*	≈97% VMT*
Single Family (2k sf)	Du	$12,361	$4,717	$11,944
General Industrial	1,000 sf	$6,057	$2,299	$5,852
Office	1,000 sf	$13,501	$5,138	$13,045
Retail (125k sf)	1,000 sfgla	$19,259	$7,101	$18,596
Multi-Modal / Mobility				
Single Family	Du	$12,273	$4,647	$11,857
General Industrial	1,000 sf	$6,028	$2,278	$5,823
Office	1,000 sf	$13,397	$5,052	$12,942
Retail (125k sf)	1,000 sfgla	$19,097	$6,966	$18,436

*PSL and FP rates reflect adjustments to the VMT, prior to applying the capital improvement credit
- For PSL, the final rate is approximately 38% of the Unincorporated County fee (Single Family 2k sf)
- For FP, the final rate is approximately 97% of the Unincorporated County fee (Single Family 2k sf)

Technical Study

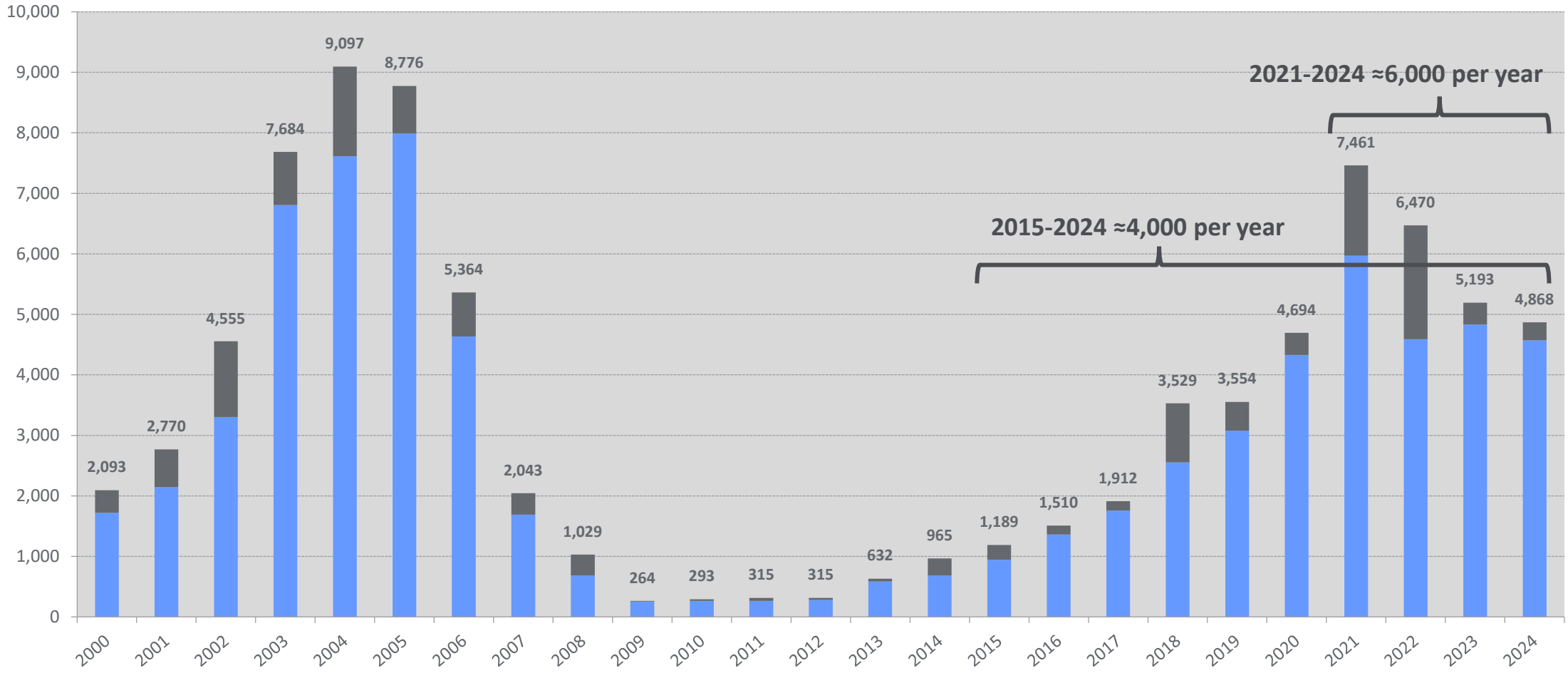
Impact Fee Comparison

Land Use	Unit	St. Lucie Roads	St. Lucie Multi-Modal/ Mobility	St. Lucie Current*	Indian River	Martin**	Brevard	Osceola		Palm Beach	St. Johns
								Urban	Rural		
Study Date	-	**2025**	**2025**	2022	2020	2023	2000	2020	2020	2022	2018
Assessed Portion	-	**n/a**	**n/a**	SFR 66%	75%/45%	SFR 77%	100%	100%	100%	SFR 95%	100%/60%
Single Family (2k sf)	du	**$12,361**	**$12,273**	$5,771	$6,632	$4,222	$4,353	$9,999	$15,941	$5,597	$10,572
Light Industrial	1,000 sf	**$6,057**	**$6,028**	$1,241	$1,795	$2,682	-	$1,132	$1,132	$2,170	$1,732
Office (50k sq ft)	1,000 sf	**$13,501**	**$13,397**	$4,183	$3,530	$3,256	$5,058	$6,025	$6,025	$4,871	$3,268
Retail (125k sq ft)	1,000 sfgla	**$19,259**	**$19,097**	$7,133	$5,603	$7,379	$5,270	$25,943	$25,943	$7,907	$5,286

*Rates effective October 2025
**Rates effective January 2028

Revenue Projections

St. Lucie County Residential Permitting Trend



Source: U.S. Census Bureau

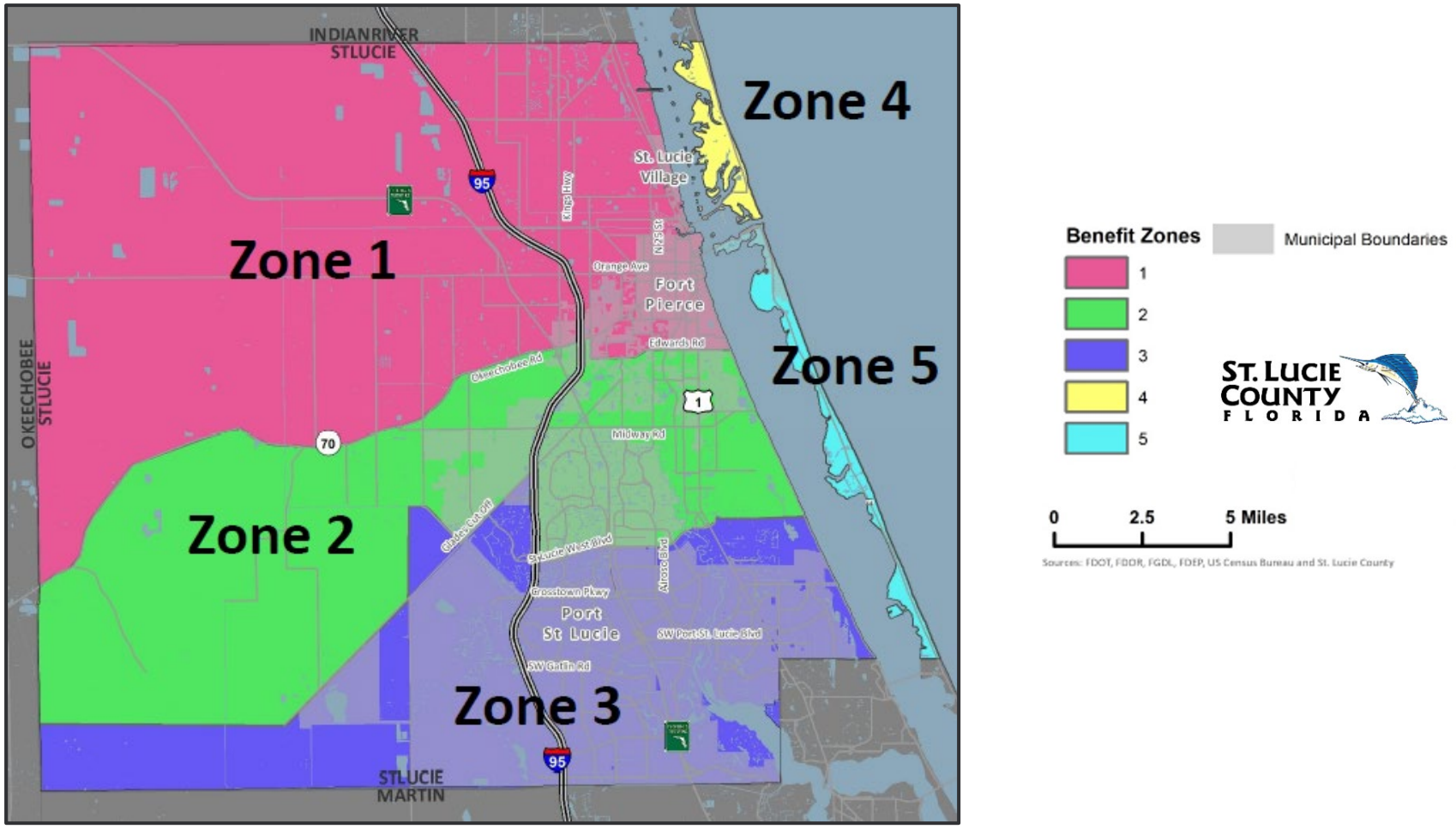
Revenue Projections

- Current collections ≈$10 million per year
- Based on Recent Permitting Levels:
  - Low-end **≈4,000** residential permits per year
  - High-end **≈6,000** residential permits per year

Service Area	Annual Low-End	Annual High-End	5-Yr Estimate Low-End	5-Yr Estimate High-End
Roads ONLY	$18.9 M	$28.3 M	$94.6 M	$141.3 M
Multi-Modal/Mobility	$18.7 M	$27.9 M	$93.5 M	$139.7 M

Benefit Zones

- Fees collected in each zone must be spent within that zone



Presentation Overview

1. Background/Purpose
2. Technical Study
3. **Extraordinary Circumstances**
4. Next Steps

Extraordinary Circumstances

St. Lucie County Compared to 67 Florida Counties

- **20th** in population
- **7th** in projected growth rate
  - ✓1.6% projected growth per year for next 10 years
- **14th** in projected absolute growth
  - ✓145,000 new residents projected by 2050
- **13th** in residential permitting
  - ✓Permitting increase from 315 permits in 2011 to almost 5,000 permits in 2024

Extraordinary Circumstances

Cost Increases (since 2017):

- FDOT Long Range Estimates = **+119%**
- FDOT District 7* Long Range Estimates = **+138%**
- Producer Price Index (Hwy) = **+50%**
- National Highway Construction Cost Index = **+90%**

*Similar data was not available for FDOT District 4

Extraordinary Circumstances

- 2022 calculated rates were discounted before adoption

Land Use	Unit	St. Lucie Current	St. Lucie Calculated	% Change	St. Lucie Calculated	% Change*	St. Lucie Capped	% Change**
Study Date	-	2022	**2025**	-	2022	-	2025	-
Assessed Portion	-		**100%**	-	100%	-		-
Single Family (2k sf)	du	$5,771	**$12,361**	+114%	$8,708	+42%	$8,657	-30%
Light Industrial	1,000 sf	$1,241	**$6,057**	+388%	$4,137	+46%	$1,862	-69%
Office (50k sq ft)	1,000 sf	$4,183	**$13,501**	+223%	$9,212	+47%	$6,275	-54%
Retail (125k sq ft)	1,000 sfgla	$7,133	**$19,259**	+170%	$13,040	+48%	$10,700	-44%

St. Lucie "current" rates become effective October 2025
*Percent change from St. Lucie Calculated (2022) to St. Lucie Calculated (2025)
**Percent change from St. Lucie Calculated (2025) to St. Lucie Capped (2025)

Extraordinary Circumstances

Example List of Project Needs

- Unfunded/partially funded roadway improvements **≈$285 million**
  - Selvitz Rd from Glades CutOff Rd to Edwards Rd; Widen 2 to 4-Lanes
  - Jenkins Rd from N. Jenkins Rd to St. Lucie Blvd; New 4-Lane
  - Jenkins Rd from Wal-Mart Distr. Center to Altman Rd; New 4-Lane
  - McCarty Rd from Glades Cut-Off Rd to Midway Rd; New 4-Lane
  - North-Mid County Connector from Orange Ave to Florida's Turnpike; New 4-Lane
  - North-Mid County Connector from Okeechobee Rd to Orange Ave; New 4-Lane
  - North-Mid County Connector from Midway Rd to Okeechobee Rd; New 4-Lane
  - Glades Cut-Off Rd from Range Line Rd to Selvitz Rd; Widen 2 to 4-Lanes
  - Jenkins Rd from Altman Rd to Orange Ave; Widen 2 to 4-Lanes
  - Jenkins Rd from Orange Ave to N. Jenkins Rd; Widen 2 to 4-Lanes
  - Jenkins Rd from Midway Rd to Post Office Rd; Widen 2 to 4-Lanes
  - Jenkins Rd from Glades Cut-Off Rd to Wal-Mart Distr. Center; Widen 2 to 4-Lanes

Extraordinary Circumstances

Project Needs

- Future system shortfall

Jurisdiction	2045 Lane Miles	Lane Miles Over Capacity	% Over Capacity
County	419	59	14%
State	397	87	22%
Port St. Lucie	493	124	25%
Fort Pierce	30	1	3%
Total	**1,339**	**271**	**20%**

Presentation Overview

1. Background/Purpose
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3. Extraordinary Circumstances
4. **Next Steps**

Next Steps

- Board Direction
- Options:
  - ✓Roadway impact fee vs. Multi-modal Fee vs. Mobility Fee
  - ✓For all options:
    - Need two public workshops to discuss extraordinary circumstances
    - Update ordinance
    - Maintain ILA for collection in cities
  - ✓If Mobility Fee, in addition:
    - Adoption of a mobility plan into the Comprehensive Plan
    - Amendment of Comprehensive Plan & LDC to remove concurrency

F.S. 163.3164

Definition of Mobility Fee

- "Mobility fee means a local government fee schedule established by ordinance and based on projects included in the local government's adopted mobility plan."
- ""Mobility plan" means an alternative transportation system mobility study developed by using a plan-based methodology and adopted into a local government comprehensive plan that promotes a compact, mixed use, and interconnected development served by a multimodal transportation system in an area that is urban in character, or designated to be urban in character, as defined in s. 171.031*."

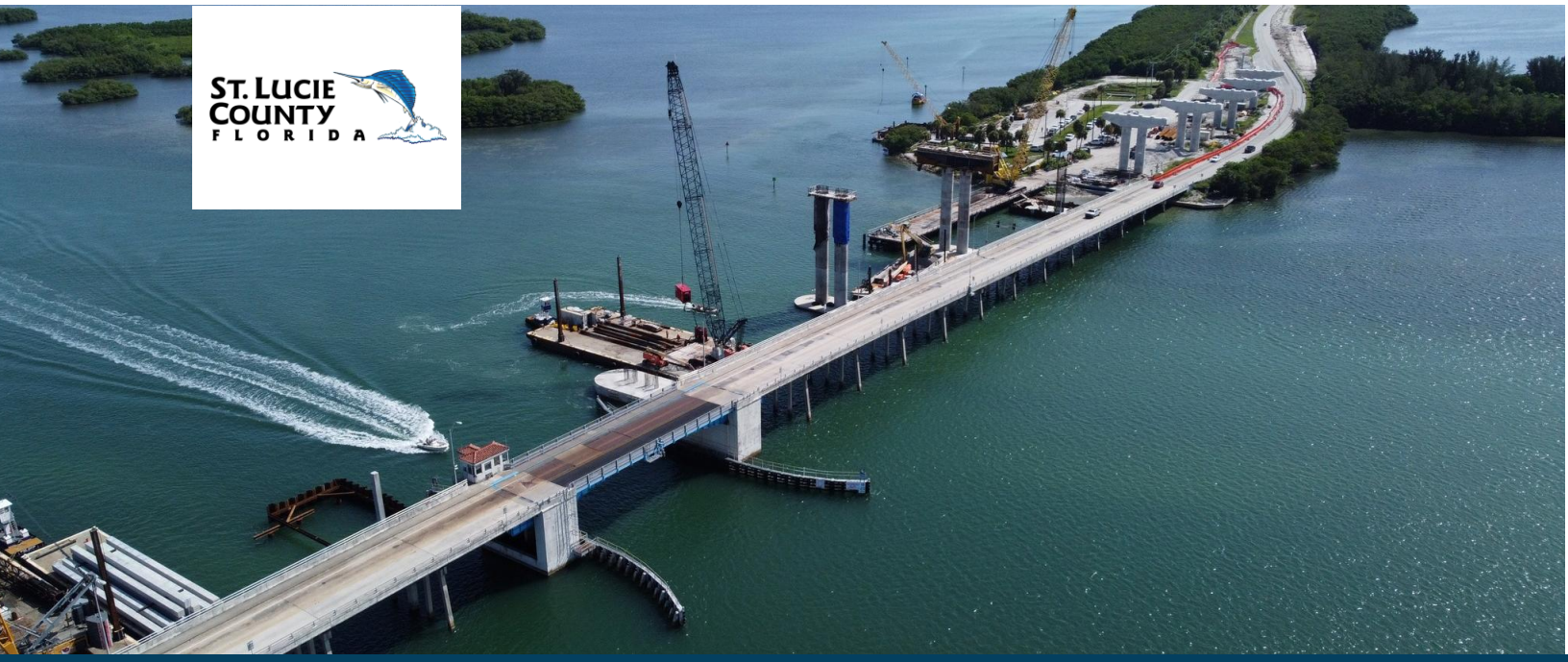
* "Urban in character" means an area used intensively for residential, urban recreational or conservation parklands, commercial, industrial, institutional, or governmental purposes or an area undergoing development for any of these purposes.

F.S. 163.3180

Concurrency & Mobility Fee

- “If a local government elects to repeal transportation concurrency, the local government may adopt an alternative transportation system that is mobility-plan and fee-based or an alternative transportation system that is not mobility-plan and fee-based.”

Questions?



St. Lucie County
Transportation Impact Fee Study

DRAFT Report
May 16, 2025

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St. Lucie County
Transportation Impact Fee Study

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Appendix D: Calculated Transportation Impact Fee Schedule

Introduction

With a population of approximately 385,000, St. Lucie County ranks 19th out of 67 Florida counties in population. The County is continuing to experience population growth, with a projected county-wide increase of 145,000 persons by 2050, or an average annual growth rate of 1.2 percent as estimated by the Bureau of Business & Economic Research (BEBR), ranking 7th among Florida counties. St. Lucie County ranked 13th for residential permitting in 2024, indicating high levels of new development. This continuing growth requires additional capital facilities. St. Lucie County's Road Impact Fee was initially implemented in 1986 to assist the County in providing adequate transportation facilities for expected growth. The most recent update study for these fees was completed in 2022, with the calculated rates being capped and discounted before adoption. The resulting fee schedule became effective in October 2022.

Although the County's Road Impact Fee Ordinance requires the road impact fees to be reviewed every five years (Sec. 24-270 (d), St. Lucie Code of Ordinance), to address requirements of recent legislative changes, the County decided to update the road impact fee study prior to the five-year update schedule. In addition, as part of this update study, the County is interested in exploring the option of converting the fee to a "multi-modal" transportation impact fee. With a multi-modal fee, impact fee revenues can be spent on standalone sidewalk, bicycle, and transit improvements that add capacity to the transportation network (in addition to roadway capacity expansion improvements).

This report serves as the technical study to support the calculation of the updated impact fees and calculates updated roadway-based transportation impact fees as well as multi-modal transportation impact fees. The data presented in this report represents the most recent and localized data available at the time of this update study. All data and support materials used in this analysis are incorporated by reference as set forth in this document.

Importance of the Transportation Impact Fee Program

Currently, road impact fee revenues are St. Lucie County's primary funding source for new road construction and lane addition improvements. County fuel tax revenues are dedicated to operations, maintenance and debt service payments while local option sales tax revenues have been mostly allocated to non-capacity projects. Without a transportation impact fee program, the County will not be able to construct planned capacity addition projects included in

the Capital Improvement Plan (CIP), Long Range Transportation Plan (LRTP), and other priority projects unless an alternative revenue source, such as additional sales tax or dedicated millage, is identified. In the absence of impact fee revenues or alternative new/additional funding that would replace impact fee revenues, the level of service is likely to degrade with roads becoming more congested and travel times getting longer.

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) or person-miles of travel (PMT) 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. This full calculated fee is then distributed between the County and the municipalities based on travel handled by each jurisdiction within municipal boundaries.

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:

[Demand x Cost] – Credit = Fee

For a roadway-based transportation impact fee, he “demand” for travel placed on a transportation system is expressed in units of Vehicle-Miles of Travel (VMT) (daily vehicle-trip generation rate × the trip length × the percent new trips [of total trips]) for each land use contained in the impact fee schedule. For a multi-modal transportation impact fee, the “demand” for travel placed on a transportation system is expressed in units of Person-Miles of Travel (PMT) (daily vehicle-trip generation rate × the trip length × the percent new trips [of total trips] × person-trip factor) for each land use contained in the impact fee schedule. Trip generation represents the average daily rates to provide a stable measure of new development’s

impact. The number of trips tends to vary significantly throughout the day by time of day depending on activity levels; however, overall daily trips tend to be stable.

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 transportation capacity expansion. The impact fee is considered to be an "up front" payment for a portion of the cost of building a vehicle-mile or person-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 over the next 25 years. 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.

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
- Person-trip factor (multi-modal only)

Cost Variables:

- Cost per lane-mile
- 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 or zones 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, 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.
- **SB 1080 in 2025 (Effective October 1, 2025):** Enrolled in May of 2025, if signed this bill will become effective on October 1, 2025. It disallows the use of extraordinary circumstances clause unless the local government increased its fees within the past five years. It requires unanimous vote of the governing body for fee increases above the 50-percent limit.

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

<u>Impact Fee Definition</u>

- 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 roadway-based transportation impact fee eligible projects include new road construction, lane addition projects, turn lane additions/intersection improvements. In the case multi-modal transportation impact fees, standalone sidewalk and bicycle lane additions, transit amenities and other similar projects are also eligible to be funded with impact fee revenues.

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.

Facilities Included in the Transportation Impact Fee

Consistent with the current adopted methodology and fee structure, the updated impact fee for St. Lucie County is calculated using a systemwide approach, including demand/travel, costs and credits associated with county and state roads within the county. This approach is appropriate since the county and state roads jointly provide regional access as well as connecting neighborhoods to other areas. State and county roads that are parallel to each other alleviate traffic by providing travel options. County roads tend to play a greater role in connecting neighborhoods to state roads, which then provide a higher level of regional access. In other words, the county and state roads are truly integrated in providing transportation within a community and residents/visitors traveling within the county use roads owned both by the County and State to minimize their travel time.

Over the years, St. Lucie County has contributed impact fee revenues to several state roadway improvements and will continue to do so in the future. Examples of these include joint partnerships with TPO or FDOT on feasibility studies/design efforts for the following projects:

- Midway Bridge (construction programmed for 2027)
- Jenkins Road Expansion, FDOT/Federal Partnership (future project)
- Airport Connector Road from Kings Highway to I-95 (future project)

In addition, the County gives impact fee credit to new development when they make improvements on state roads. This is possible because the fee incorporates the demand and cost associated with state roads.

Demand Component

Travel Demand

Travel demand is the amount of transportation systems consumed by a unit of new land development activity. Demand is calculated using the following variables and measured in terms of the vehicle-miles of new travel (VMT) a unit of development consumes on the existing transportation system. For muti-modal impact fees, VMC is converted to person-miles of travel (PMC) using the person-trip factor.

- Number of daily trips generated (Trip Generation Rate = TGR)
- Average length of those trips (Trip Length = TL)
- Proportion of travel that is new travel, rather than travel that is already traveling on the road system and is captured by new development (Percent New Trips = PNT)
- Person-trip factor (converts vehicle-miles of travel to person-miles of travel in the case of multi-modal fees)

The trip characteristics variables were primarily obtained from three sources:

- Trip characteristics surveys conducted throughout Florida (Florida Studies Database). This database was used to determine trip length, percent new trips, and the trip generation rate for several land uses.
- Institute of Transportation Engineers' (ITE) Trip Generation reference report (11th Edition), which is used primarily for trip generation rates.
- Treasure Coast Regional Planning Model (TCRPM v5.1), which is used to calculate the person-trip factor for multi-modal transportation impact fees and to calibrate the trip lengths obtained from the Florida Studies Database.

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 therefore, 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[1] file was generated using the TCRPM v5.1. A select zone analysis was run for all traffic analysis zones located within St. Lucie County 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 St. Lucie County, including Interstate 95 and the Florida Turnpike (and associated on/off ramps). The limited access vehicle-miles of travel (Limited Access VMT) for trips with an origin and/or destination within municipalities or unincorporated county was calculated for the identified limited access facilities. Next, the total VMT was calculated for all trips with an origin and/or destination within municipalities and St. Lucie County for all roads, including limited access facilities.

The I/T adjustment factors were determined by dividing the limited access VMT by the total countywide/subarea VMT for the 2045 Cost Feasible network[2]. This factor varied by location in the following manner:

- Unincorporated = 26.0 percent
- Port St. Lucie = 27.5 percent
- Fort Pierce = 24.5 percent

After being reduced by these factors, the final VMT used in the impact fee calculations is representative of only the roadways which can be funded by impact fees. Appendix A, Table A-1 provides further detail on this calculation.

Travel Adjustment Factors

As mentioned previously, the transportation impact fee collected by St. Lucie County excludes the portion of travel occurring on municipal roadways, resulting in variations in fee levels by sub-areas. Using TCRPM v5.1, non-city roads handle 45 percent of the VMT generated by development in the City of Port St. Lucie based on trips that start or end within the city. In other words, the City's classified roadway system handles 55 percent of the travel associated with the city. Therefore, the VMT for the County impact fees collected in the City of Port St. Lucie is adjusted by 45 percent of the full calculated VMT. It should be noted that although the VMT and

[1] The "loaded highway network" refers to the final travel demand model roadway network with traffic volumes assigned (or loaded) to each model roadway link

[2] The 2045 Cost Feasible network included in the St. Lucie TPO's SmartMoves 2045 Long Range Transportation Plan includes the current St. Lucie County roadway network and projects listed in the County's 2045 Cost Feasible Plan that are expected to be completed by 2045.

cost per VMT are adjusted down to reflect 45 percent of the travel, the credit calculations include the total trip length and full credit for County and State funding. This is a conservative approach, resulting in fee levels lower than 45 percent.

Similarly, in the City of Fort Pierce non-city roads account for 97 percent pf the VMT generated by development within the city. Therefore, the VMT for the County impact fee collected in Fort Pierce and Fort Pierce Island are adjusted to 97 percent of the full calculated VMT.

In the case of the Town of St. Lucie Village, because the Town does not own any roads classified as collectors and above, a differential fee in not calculated. The fee rates calculated for the unincorporated county will also apply in the Town.

Table 1

Travel Adjustment Factor

Roadway Jurisdiction	VMT	% VMT
Port St. Lucie Generated Vehicle-Miles of Travel		
Port St. Lucie	1,242,283	55%
County/State/Other	1,018,122	**45%**
Total	**2,260,405**	**100%**
Fort Pierce Generated Vehicle-Miles of Travel		
Fort Pierce	35,460	3%
County/State/Other	1,090,582	**97%**
Total	**1,126,042**	**100%**

Source: Treasure Coast Regional Planning Model (TCRPM v5.1); base year 2015
Note: All references to VMT refer to Port St. Lucie or Fort Pierce generated VMT on classified roads for trips beginning or ending in each respective city. Interstate/toll facilities are excluded from the calculations.

Conversion of Vehicle-Trips to Person-Trips (Multi-Modal)

In the case of the multi-modal fee, it is necessary to estimate travel in units of person-miles. Vehicle-trips were converted to person-trips by applying a vehicle-trip to person-trip conversion factor of 1.32. This value was derived from a review of TCRPM v5.1. Given that a large portion of travel occurs via automobile, this approach is found to be reasonable.

Cost Component

Cost information from St. Lucie 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 St. Lucie County. In addition to local data, cost data for recently bid/completed/ongoing roadway projects throughout Florida was reviewed 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 **nine (9) percent** of the construction cost per lane mile. Additional details are provided in Appendix B, Tables B-1 and B-2.

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 local improvements and from other jurisdictions throughout Florida. For purposes of this study, the CEI 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-9 and B-10.

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 recent ROW costs for local improvements and a review of the ROW-to-construction ratios observed in other jurisdictions throughout Florida. A recent local improvement on Midway Road in St. Lucie County had a ROW ratio of only three (3) percent. However, for future

improvements, the St. Lucie County TPO's 2045 Long Range Transportation Plan estimates ROW at 50 percent of construction. In the case of other Florida jurisdictions, the ROW factors range from 10 percent to 60 percent of construction, with an average of 33 percent. Based on this review and discussions with St. Lucie County, a ROW factor of **35 percent** was estimated. Additional details are provided in Appendix B, Tables B-3 and B-4.

Construction Cost

The construction cost for county roads was based on a review of recent local improvements, estimated costs for upcoming projects in St. Lucie County, and projects from other jurisdictions in Florida. Of the 15 local improvements reviewed (see Appendix B, Table B-5), four improvements were deemed outliers due to having a construction cost greater than $15 million per lane mile. According to the information provided by the County, these improvements featured atypical features such as bridges or culverts. Excluding these improvements, the construction costs for the remaining 11 local projects ranged from $1.9 million to $7.8 million per lane mile with a weighted average of $3.5 million per lane mile. Note that all costs have been indexed to current dollars.

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 St. Lucie County) were separated and this subset of counties had a weighted average construction cost of $4.0 million per lane mile for projects since FY 2020.

Based on a review of the local historical and planned projects, statewide projects, and discussions with St. Lucie County, the construction cost was estimated at **$4.0 million per lane mile** for county roads for the multi-modal transportation impact fee calculations. Additional information is presented in Appendix B, Tables B-5 and B-6.

As shown in Table 2, a total cost of **$6.2 million per lane mile** for county roads was used in the multi-modal transportation impact fee calculation.

Table 2

Estimated Total Cost per Lane Mile for County Roads

Cost Type	County Roads
Design[1]	$360,000
Right-of-Way[2]	$1,400,000
Construction[3]	$4,000,000
CEI[4]	$440,000
Total Cost	**$6,200,000**

1) Design is estimated at 9% of construction costs.
2) Right-of-Way cost is estimated at 35% of construction costs
3) Source: Based on a review of local projects and statewide capacity expansion projects (Appendix B, Tables B-5 and B-6)
4) CEI cost is estimated at 11% of construction costs

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 St. Lucie County. For this purpose, recent data from state roadway projects bid in St. Lucie 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-2 (design) and Table B-10 (CEI).

Right-of-Way

Given the limited data on ROW costs for state roads in St. Lucie 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 **35 percent**, the ROW cost for state roads is approximately $2.3 million per lane mile. The ROW-to-construction cost ratio is in line with the ratios seen in other communities throughout Florida (Appendix B, Table B-4) and is conservative compared to the LRTP estimates of 50 percent.

Construction

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

- SR 614 (Indrio Rd) from W. of SR 9 (I-95) to E. of SR 607 (Emerson Ave)
- SR 713 (Kings Hwy) from S. of SR 70 to SR 9 (I-95) Overpass
- Port St. Lucie Blvd from S. of Alcantarra Blvd to S. of Darwin Blvd

Construction costs for these improvements ranged from $5.2 million to $11.0 million per lane mile with a weighted average cost of approximately $8.9 million per lane mile (indexed).

In addition to local improvements, state roadway project costs in other Florida jurisdictions were also reviewed. The cost database (which dates to 2015) includes a total of 51 projects from 26 different counties with a weighted average cost of approximately $4.3 million per lane mile (all improvements have urban-design characteristics). When more recent improvements (2020+) are considered, the average construction cost increases to approximately $6.6 million per lane mile.

Considering all datasets and based on discussions with St. Lucie County, the construction cost for state roads was estimated at **$6.5 million per lane mile**. Considering the high local costs, this estimate provides a conservative approach to the state road cost component. Additional information is provided in Appendix B, Tables B-7 and B-8.

As shown in Table 3, a total cost of **$10.2 million per lane mile** for state roads was used in the multi-modal transportation impact fee calculations.

Table 3

Estimated Total Cost per Lane Mile for State Roads

Cost Type	State Roads
Design[(1)]	$715,000
Right-of-Way[(2)]	$2,275,000
Construction[(3)]	$6,500,000
CEI[(4)]	$715,000
Total Cost	**$10,205,000**

1) Design is estimated at 11% of construction costs.
2) Right-of-way cost is estimated at 35% of construction costs
3) Source: Based on a review of local projects and statewide capacity expansion projects (Appendix B, Tables B-7 and B-8)
4) CEI cost is estimated at 11% of construction costs

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 4. The resulting weighted average cost of approximately $7.7 million per lane mile was utilized as the unit cost input in the calculation of the multi-modal 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 St. Lucie County's 2045 Long Range Transportation Plan (Cost Feasible Plan).

Table 4
Estimated Cost per Lane Mile for County and State Roadway Projects

Cost Phase	County Rds[1]	State Roads[2]	County and State Roads[3]
Design	$360,000	$715,000	$491,000
Right-of-Way	$1,400,000	$2,275,000	$1,724,000
Construction	$4,000,000	$6,500,000	$4,925,000
CEI	$440,000	$715,000	$542,000
Total Cost	**$6,200,000**	**$10,205,000**	**$7,682,000**
LRTP Distribution[4]	63%	37%	-

1) Source: Table 2
2) Source: Table 3
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-11; Items (c) and (d)

Vehicle-Miles of Capacity Added per Lane Mile

An additional component of the road transportation impact fee equation is the capacity added per lane-mile of roadway constructed. The vehicle-miles of capacity (VMC) is an estimate of capacity added per lane mile for improvements in the 2045 LRTP. As shown in Table 5, each lane mile will add approximately 9,600 VMC. For the multi-modal fee, this figure was then converted to person-miles of capacity (PMC) using the person-trip factor (1.32 persons per vehicle) previously discussed, resulting in a weighted average PMC of 12,700 per lane mile.

Table 5

Weighted Average Capacity Added per Lane Mile

Source	Lane Mile Added[1]	Vehicle-Miles of Capacity Added[1]	VMC Added per Lane Mile[2]	Vehicle-Trip to Person-Trip Factor[3]	PMC Added per Lane Mile[4]
County/Dev Roads	345.04	3,265,802	9,500	1.32	**12,500**
State Roads	20.52	226,746	11,100	1.32	**14,700**
Total	365.56	3,492,548	-	-	**-**
Weighted Average VMC/PMC per Lane Mile[4]			**9,600**	-	**12,700**

1) Source: Appendix B, Table B-11
2) Source: Appendix B, Table B-11
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 (Roadways) & Person-Mile of Capacity (Multi-Modal)

The roadway cost per unit of development is assessed based on the cost per vehicle-mile of capacity. As shown in Tables 4 and 5, the cost and capacity for roadways in St. Lucie County have been calculated based on typical roadway improvements. The cost per VMC figure is used in the roadway-based transportation impact fee calculations 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 $800 of capacity is consumed.

The cost per PMC figure is used in the multi-modal transportation impact fee calculation to determine the total cost per unit of development based on person-miles of travel consumed. For each vehicle-mile of travel that is added to the transportation system, approximately $605 of capacity is consumed.

Table 6

Cost per Vehicle-Mile of Capacity Added & Person-Mile of Capacity Added

Source	Cost per Lane Mile[1]	Avg. VMC/PMC Added per Lane Mile[2]	Cost per VMC/PMC[3]
Roads ONLY			
County/Dev/State Roads	$7,682,000	9,600	**$800.21**
Multi-Modal			
County/Dev/State Roads	$7,682,000	12,700	**$604.88**

1) Source: Table 4
2) Source: Table 5
3) Cost per lane mile (Item 1) divided by the average PMC added per lane mile (Item 2)

Bicycle and Pedestrian Facility Costs (Multi-Modal)

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

Transit Capital Cost per Person-Mile of Travel (Multi-Modal)

A model for transit service and cost was developed to establish both the capital cost per person-mile of capacity and the transit system operating characteristics in terms of system coverage, hours of service, and headways. The model developed for St. Lucie County was based on information from the St. Lucie County Area Regional Transit (ART) Transit Development Plan. Components of the transit capital cost include:

- Vehicle acquisition tied to new routes
- Bus stops, shelters, and benches
- Cost of road network used by transit vehicles

Transit capital costs are computed as the cost of capital features needed to expand the transit system, as follows:

Transit Capital Cost = Bus Infrastructure Cost + Road Capacity Cost

Considering the infrastructure costs and the decline in potential vehicle-capacity that comes with adding transit, it was determined that the difference between constructing a lane mile of roadway (for cars only) versus constructing a roadway with transit is not significant. The roadway with transit cost per PMC is approximately 4.5 percent higher per lane mile than the cost to

simply construct a road without transit amenities. Therefore, for the multi-modal fee calculation, the cost per PMC of approximately $605 is representative of the cost to provide transportation capacity for all modes of travel. Additional information regarding the transit capital cost calculation is included in Appendix B, Tables B-12 and B-13.

Credit Component

Capital Improvement Credit

The credit component of the impact fee accounts for the existing funding sources that are being allocated to transportation 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. 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 2025-2029 Capital Improvement Plan (CIP) indicated that a combination of sales tax and impact fees are used to fund transportation capacity expansion. Based on this review, a credit of 1.0 equivalent pennies of fuel tax was included in the road impact fee calculation. For the multi-modal transportation impact fee, a credit of 1.1 equivalent pennies of fuel tax was included in the fee calculation. These credit amounts exclude the portion of projects funded with impact fee revenues.

Additionally, the County is using fuel tax revenues to retire debt service on bond issues used to fund transportation capacity expansion improvements. The fuel tax dedication for the Transportation Revenue Refunding Bond, Series 2015, totals approximately 0.6 pennies of additional county credit. As shown in Table 7, a total fuel tax equivalent revenue credit of 1.7 pennies is recognized for non-impact fee funding allocation for capacity projects.

State Credit

As shown in Table 7, State project funding in St. Lucie County was 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 projects and five (5) years of planned projects, indicated that FDOT spending amounts to an average of $34.5 million (roads only) per year and generates an equivalent gas tax credit of 21.2 pennies annually. In terms of multi-modal, FDOT is allocating approximately $35.6 million

per year (21.9 equivalent pennies). 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 road improvements, St. Lucie County is allocating an average of 1.6 equivalent pennies, while FDOT is contributing an average of 21.2 equivalent pennies, annually. A total credit of **22.8 equivalent pennies** was included in the road impact fee calculations to recognize future capital revenues that are expected to be generated by new development from all non-impact fee revenues. For the multi-modal transportation impact fee, a total credit of **23.6 equivalent pennies** was included in the fee calculations.

Table 7
Equivalent Pennies of Gas Tax Revenue

Credit	Average Annual Expenditures	Value per Penny[4]	Equivalent Pennies per Gallon[5]
Roads ONLY			
County Revenues[1]	$1,600,000	$1,627,467	$0.010
County Debt Service[2]	$994,691	$1,627,467	$0.006
State Revenues[3]	$34,525,650	$1,627,467	$0.212
Total	**$37,120,341**		**$0.228**
Multi-Modal			
County Revenues[1]	$1,720,000	$1,627,467	$0.011
County Debt Service[2]	$994,691	$1,627,467	$0.006
State Revenues[3]	$35,622,901	$1,627,467	$0.219
Total	**$38,337,592**		**$0.236**

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 5.00 percent was used in the impact fee calculation based on recent interest rates provided by St. Lucie 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-8 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 2023*. Based on the calculation completed in Appendix C, Table C-8, the fuel efficiency rate to be used in the updated impact fee equation is 19.30 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 both transportation and multi-modal transportation impact fees. For each land use, Appendix D illustrates the following:

- Demand component variables (trip rate, trip length, percent of new trips, and persons per vehicle factor);
- Total transportation impact fee cost;
- Annual capital improvement credit;
- Present value of the capital improvement credit;
- Net roadway-based or multi-modal transportation impact fee rates;
- Current adopted St. Lucie County impact fee rates; and
- Percent difference between the calculated impact fee and the current adopted impact fee.

It should be noted that the net impact fee illustrated in Appendix 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 St. Lucie 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:

Net Impact Fee = Total Impact Cost – Capital Improvement Credit

Where:

Road Impact Fee:
Total Impact Cost = ([Trip Rate × Network Trip Length × % New Trips] / 2) × (1 – Interstate/Toll Facility Adjustment Factor) × (Cost per Vehicle-Mile of Capacity)

Multi-Modal Transportation Impact Fee:

Total Impact Cost = ([Trip Rate × Network Trip Length × % New Trips] / 2) × (1 – Interstate/Toll Facility Adjustment Factor) x (Person-Trip Factor) × (Cost per Person-Mile of Capacity)

Capital Improvement Credit = Present Value (Annual Capital Improvement Credit), given 5.00% interest rate & a 25-year facility life

Annual Capital Improvement Credit = ([Trip Rate × Total Trip Length × % New Trips] / 2) × (Effective Days per Year × $/Gallon to Capital) / 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 (less than 2,400 sq ft):

- *Trip Rate* = the average daily trip generation rate, in vehicle-trips/day (7.09)
- *Network Trip Length* = the average trip length on collector roads or above, for the category, in vehicle-miles (6.62) (excluding local neighborhood roads)
- *Total Trip Length* = the network trip length plus an adjustment factor of half a mile, which is added to the trip length to account for the fact that gas taxes are collected for travel on all roads including local roads (6.62 + 0.50 = 7.12)
- *% New Trips* = adjustment factor to account for trips that are already on the roadway (100%)
- *Divide by 2* = the total daily miles of travel generated by a particular category (i.e., rate*length*% new trips) is divided by two to prevent the double-counting of travel generated between two land use codes since every trip has an origin and a destination
- *Interstate/Toll Facility Adjustment Factor* = discount factor to account for travel demand occurring on interstate highways and/or toll facilities (26.0%)
- *Person-Trip Factor* = converts vehicle-trips to person-trips (1.32); multi-modal fee only
- *Cost per Lane* Mile = unit cost to construct one lane mile of roadway, in $/lane-mile ($7,682,000)
- *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 (9,600). Average capacity added per person-mile is used for the multi-modal fee (12,700)
- Cost *per Vehicle-Mile of Capacity* = unit of vehicle-miles of capacity consumed per unit of development ($800.21). Cost per PMC is used for the multi-modal fee ($604.88)

- *Present Value* = calculation of the present value of a uniform series of cash flows, gas tax payments in this case, given an interest rate, "i," and a number of periods, "n;" for 5.00% interest and a 25-year facility life, the uniform series present worth factor is 14.0939
- *Effective Days per Year* = 365 days
- *$/Gallon to Capital* = the amount of equivalent gas tax revenue per gallon of fuel that is used for capital improvements, in $/gallon ($0.228 for roads; $0.236 for multi-modal)
- *Fuel Efficiency* = average fuel efficiency of vehicles, in vehicle-miles/gallon (19.30)

Transportation Impact Fee Calculation

Using these inputs, a net impact fee can be calculated for the single-family residential detached (less than 2,400 sq ft) land use category as follows:

Road Impact Fee:

Total Impact Cost = ([7.09 * 6.62* 1.0] /2) * (1 - 0.26) * ($800.21) = **$13,897**

Annual Cap. Improv. Credit = ([7.09 * 7.12* 1.0] /2) * 365 * ($0.228 /19.30) = $109
Capital Improvement Credit = $109 * 14.0939 = $1,536

Net Impact Fee = $13,897 – $1,536 = **$12,361**

Multi-Modal Transportation Impact Fee:

Total Impact Cost = ([7.09 * 6.62* 1.0] /2) * (1 - 0.26) * (1.32) * ($604.88) = **$13,866**

Annual Cap. Improv. Credit = ([7.09 * 7.12* 1.0] /2) * 365 * ($0.236 /19.30) = $113
Capital Improvement Credit = $113 * 14.0939 = $1,593

Net Impact Fee = $13,866 – $1,593 = **$12,273**

Tables 8 and 9 present the full list of calculated transportation impact fee rates and multi-modal transportation impact fee rates and a comparison to the currently adopted rates in St. Lucie County.

Transportation Impact Fee Comparison

As part of the work effort in developing St. Lucie 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 10.

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 8

Current Rates and Calculated Roadway-Based Transportation Impact Fee Rates

ITE LUC	Land Use	Unit	Calculated MAINLAND Impact Fee (2022)[1]	Current MAINLAND Impact Fee (2025)[2]	Calculated Impact Fee (2025)[3]	Calculated (2022) to Calculated (2025)	Current (2025) to Calculated (2025)
	RESIDENTIAL:						
210	Single Family (Detached); Less than 2,000 sf, Very Low Income	du	$5,789	$3,344	**$5,828**	1%	74%
	Single Family (Detached); Less than 2,000 sf, Low Income	du	$6,126	$4,075	**$8,488**	39%	108%
	Single Family (Detached); Less than 2,400 sf	du	$8,708	$5,610	**$12,361**	42%	120%
	Single Family (Detached); 2,400 to 3,499 sf	du	$10,660	$6,858	**$14,212**	33%	107%
	Single Family (Detached); 3,500 sf and greater	du	$10,771	$6,962	**$14,025**	30%	101%
220	Multi-Family, 1-3 Stories, Very Low Income	du	$4,285	$2,638	**$4,590**	7%	74%
	Multi-Family, 1-3 Stories, Low Income	du	$4,528	$3,216	**$6,697**	48%	108%
	Multi-Family, 1-3 Stories, Less than 750 sf	du	$5,434	$3,567	**$7,884**	45%	121%
	Multi-Family, 1-3 Stories, 750-1,499 sf	du	$6,303	$4,336	**$9,227**	46%	113%
	Multi-Family, 1-3 Stories, 1,500 sf	du	$7,312	$4,985	**$11,257**	54%	126%
221	Multi-Family, 4+ Stories, Very Low Income	du	$2,880	$1,959	**$3,091**	7%	58%
	Multi-Family, 4+ Stories, Low Income	du	$3,048	$2,264	**$4,512**	48%	99%
	Multi-Family, 4+ Stories, Less than 750 sf	du	$3,666	$2,649	**$5,308**	45%	100%
	Multi-Family, 4+ Stories, 750-1,499 sf	du	$4,241	$3,120	**$6,214**	47%	99%
	Multi-Family, 4+ Stories, 1,500 sf	du	$4,918	$3,615	**$7,588**	54%	110%
240	Mobile Home/RV Unit (Park Only)	du	$3,422	$2,227	**$5,031**	47%	126%
-	Other Residential	du	$9,302	$6,050	**$13,617**	46%	125%
	LODGING:						
310/320	Hotel/Motel	room	$3,756	$2,432	**$5,507**	47%	126%
-	Bed & Breakfast	guest room	$3,037	$2,004	**$4,449**	46%	122%
	RECREATION:						
435	Multi-Purpose Recreational Center	1,000 sf	$2,127	$1,378	**$3,129**	47%	127%
445	Movie Theater	seat	$601	$379	**$891**	48%	135%
	INSTITUTIONS:						
520	Elementary School (Private)	1,000 sf	$9,175	$6,881	**$13,500**	47%	96%
522/525	Middle/High School (Private)	1,000 sf	$8,582	$6,437	**$12,606**	47%	96%
565	Day Care Center	1,000 sf	$12,858	$2,442	**$18,984**	48%	677%
610	Hospital	1,000 sf	$10,003	$6,478	**$14,647**	46%	126%
620	Nursing Home	1,000 sf	$2,748	$1,723	**$4,043**	47%	135%
n/a	Lodge/Fraternal Organization	1,000 sf	$4,522	$2,698	**$6,631**	47%	146%
	OFFICE:						
710	General Office	1,000 sf	$9,212	$4,066	**$13,501**	47%	232%
	RETAIL:						
822	Retail/Shopping Center less than 40,000 sflga	1,000 sfgla	$6,662	$3,816	**$9,874**	48%	159%
821	Retail/Shopping Center 40,000 to 150,000 sfgla	1,000 sfgla	$13,040	$6,935	**$19,259**	48%	178%
820	Retail/Shopping Center greater than 150,000 sfgla	1,000 sfgla	$13,739	$8,453	**$20,234**	47%	139%
944	Gas Station w/Convenience Store <2,000 sq ft	fuel pos.	$13,110	$8,227	**$19,367**	48%	135%
945	Gas Station w/Convenience Store 2,000 to 5,499 sq ft	fuel pos.	$20,145	$9,818	**$29,767**	48%	203%
	Gas Station w/Convenience Store 5,500+ sq ft	fuel pos.	$26,344	$11,024	**$38,942**	48%	253%
	INDUSTRIAL:						
30/154	Intermodal Distribution Center/ High-Cube Warehouse	1,000 sf	$1,185	$768	**$1,738**	47%	126%
110	General Industrial	1,000 sf	$4,137	$1,208	**$6,057**	46%	401%
150	Warehouse	1,000 sf	$1,459	$956	**$2,545**	74%	166%

Source: *St. Lucie County Road Impact Fee Study, March 3, 2022*
Source: St. Lucie County
Source: Appendix D, Table D-2

Table 9

Current Rates and Calculated Multi-Modal Transportation Impact Fee Rates

ITE LUC	Land Use	Unit	Calculated MAINLAND Impact Fee (2022)[1]	Current MAINLAND Impact Fee (2025)[2]	Calculated Impact Fee (2025)[3]	Calculated (2022) to Calculated (2025)	Current (2025) to Calculated (2025)
	RESIDENTIAL:						
210	Single Family (Detached); Less than 2,000 sf, Very Low Income	du	$5,789	$3,344	**$5,785**	0%	73%
	Single Family (Detached); Less than 2,000 sf, Low Income	du	$6,126	$4,075	**$8,439**	38%	107%
	Single Family (Detached); Less than 2,400 sf	du	$8,708	$5,610	**$12,273**	41%	119%
	Single Family (Detached); 2,400 to 3,499 sf	du	$10,660	$6,858	**$14,121**	32%	106%
	Single Family (Detached); 3,500 sf and greater	du	$10,771	$6,962	**$13,920**	29%	100%
220	Multi-Family, 1-3 Stories, Very Low Income	du	$4,285	$2,638	**$4,550**	6%	72%
	Multi-Family, 1-3 Stories, Low Income	du	$4,528	$3,216	**$6,652**	47%	107%
	Multi-Family, 1-3 Stories, Less than 750 sf	du	$5,434	$3,567	**$7,837**	44%	120%
	Multi-Family, 1-3 Stories, 750-1,499 sf	du	$6,303	$4,336	**$9,162**	45%	111%
	Multi-Family, 1-3 Stories, 1,500 sf	du	$7,312	$4,985	**$11,172**	53%	124%
221	Multi-Family, 4+ Stories, Very Low Income	du	$2,880	$1,959	**$3,070**	7%	57%
	Multi-Family, 4+ Stories, Low Income	du	$3,048	$2,264	**$4,487**	47%	98%
	Multi-Family, 4+ Stories, Less than 750 sf	du	$3,666	$2,649	**$5,281**	44%	99%
	Multi-Family, 4+ Stories, 750-1,499 sf	du	$4,241	$3,120	**$6,171**	46%	98%
	Multi-Family, 4+ Stories, 1,500 sf	du	$4,918	$3,615	**$7,526**	53%	108%
240	Mobile Home/RV Unit (Park Only)	du	$3,422	$2,227	**$5,005**	46%	125%
-	Other Residential	du	$9,302	$6,050	**$13,526**	45%	124%
	LODGING:						
310/320	Hotel/Motel	room	$3,756	$2,432	**$5,465**	46%	125%
-	Bed & Breakfast	guest room	$3,037	$2,004	**$4,424**	46%	121%
	RECREATION:						
435	Multi-Purpose Recreational Center	1,000 sf	$2,127	$1,378	**$3,108**	46%	126%
445	Movie Theater	seat	$601	$379	**$889**	48%	135%
	INSTITUTIONS:						
520	Elementary School (Private)	1,000 sf	$9,175	$6,881	**$13,396**	46%	95%
522/525	Middle/High School (Private)	1,000 sf	$8,582	$6,437	**$12,518**	46%	94%
565	Day Care Center	1,000 sf	$12,858	$2,442	**$18,838**	47%	671%
610	Hospital	1,000 sf	$10,003	$6,478	**$14,555**	46%	125%
620	Nursing Home	1,000 sf	$2,748	$1,723	**$4,019**	46%	133%
n/a	Lodge/Fraternal Organization	1,000 sf	$4,522	$2,698	**$6,586**	46%	144%
	OFFICE:						
710	General Office	1,000 sf	$9,212	$4,066	**$13,397**	45%	229%
	RETAIL:						
822	Retail/Shopping Center less than 40,000 sflga	1,000 sfgla	$6,662	$3,816	**$9,806**	47%	157%
821	Retail/Shopping Center 40,000 to 150,000 sfgla	1,000 sfgla	$13,040	$6,935	**$19,097**	46%	175%
820	Retail/Shopping Center greater than 150,000 sfgla	1,000 sfgla	$13,739	$8,453	**$20,086**	46%	138%
944	Gas Station w/Convenience Store <2,000 sq ft	fuel pos.	$13,110	$8,227	**$19,219**	47%	134%
945	Gas Station w/Convenience Store 2,000 to 5,499 sq ft	fuel pos.	$20,145	$9,818	**$29,537**	47%	201%
	Gas Station w/Convenience Store 5,500+ sq ft	fuel pos.	$26,344	$11,024	**$38,632**	47%	250%
	INDUSTRIAL:						
30/154	Intermodal Distribution Center/ High-Cube Warehouse	1,000 sf	$1,185	$768	**$1,734**	46%	126%
110	General Industrial	1,000 sf	$4,137	$1,208	**$6,028**	46%	399%
150	Warehouse	1,000 sf	$1,459	$956	**$2,525**	73%	164%

Source: *St. Lucie County Road Impact Fee Study, March 3, 2022*
Source: St. Lucie County
Source: Appendix D, Table D-6

Table 10

Transportation Impact Fee Comparison

Land Use	Unit[2]	St. Lucie County			Indian River County[6]	Martin County[7]	Brevard County[8]	Osceola County[9]		Palm Beach County[10]
		Calculated (Roads ONLY)[3]	Calculated (Multi-Modal)[4]	Current Adopted[5]				Urban	Rural	
Date of Last Update		**2025**	**2025**	2022	2020	2023	2000	2020	2020	2022
Adoption Percentage[1]		**N/A**	**N/A**	SFR @66% (Eff. 10/1/25)	75%/45%	SFR @77% (Eff. 2028)	100%	100%	100%	SFR @ 95%
Residential:										
Single Family (2,000 sf)	du	**$12,361**	**$12,273**	$5,771	$6,632	$4,222	$4,353	$9,999	$15,941	$5,597
Non-Residential:										
Light Industrial	1,000 sf	**$6,057**	**$6,028**	$1,241	$1,795	$2,682	n/a	$1,132	$1,132	$2,170
Office (50,000 sq ft)	1,000 sf	**$13,501**	**$13,397**	$4,183	$3,530	$3,256	$5,058	$6,025	$6,025	$4,871
Retail (125,000 sq ft)	1,000 sfgla	**$19,259**	**$19,097**	$7,133	$5,603	$7,379	$5,270	$25,943	$25,943	$7,907

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; Mainland fees are shown
4) Source: Appendix D, Table D-5; Mainland fees are shown
5) Source: St. Lucie County Planning & Development Services Department. Fees shown for Unincorporated St. Lucie County, effective Oct 2025. Fees adopted in compliance with the 50% limit phasing requirements per F.S. 163.31801; Fees were capped, then adopted at 75% and phased
6) Source: Indian River County Planning Division. Residential fees were adopted at 75% and non-residential fees were adopted at 45% of the full calculated impact fee rates
7) Source: Brevard County Planning and Development Department
8) Source: Martin County Growth Management Department. Fees adopted in compliance with the 50% limit phasing requirements per F.S. 163.31801; Rates to be phased-in over 4 years. SFR at appr. 57% in 2025 and will increase to 77% ($4,222) in January 2028
9) Source: Osceola Impact and Mobility Fees Office; Warehouse is shown for Light Industrial and appears to be discounted (Report total is $2,274)
10) Source: Palm Beach Planning, Zoning, and Building; SFR at 95% of fully calculated fees. Non-residential at appr. 76% in 2025 and will increase to approximately 83% in 2026.

Transportation Impact Fee Benefit Zones

As part of the update of the transportation impact fee program, the existing impact fee benefit zones (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 zones 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 zone boundaries are typically influenced by geographic (i.e., lakes and rivers) or man-made boundaries/barriers (i.e., roads, highways, municipal limits) that in some way restrict traffic, travel patterns, growth patterns and other similar variables.

Zone Boundaries

Currently, St. Lucie County has three transportation impact fee zones on the mainland (north, central and south) and two small zones on the barrier islands (north and south). Table 11 shows the distribution of developable land across the current zones. Developable land is defined as the total land area less bodies of water and conservation land. Based on a review of other communities throughout Florida, zones of this size are not uncommon, in-line with such counties as Brevard, Indian River, Orange, and Hillsborough County, to name a few.

Table 11

St. Lucie County Developable Land

Credit	Developable Sq. Miles	Percent Distribution
South Island	3.05	0.7%
North Island	1.34	0.3%
North	212.51	48.0%
Central	117.26	26.5%
South	108.89	24.6%
Total	**443.05**	-

Source: St. Lucie County Open Data Portal; GIS

In addition to the size, a review of the location of recent residential permitting was completed, as shown in Table 12. This review indicated that development is concentrated in the South benefit zone with very little development on the islands and approximately 25 percent of recent development occurring in the North and Central benefit zones.

Table 12

Residential Permitting (2020-2024)

Credit	Residential Units (2020+)	Percent Distribution
South Island	130	0.5%
North Island	39	0.2%
North	2,513	10.6%
Central	3,659	15.4%
South	17,405	73.3%
Total	**23,746**	-

Source: St. Lucie County Property Appraiser's parcel database

Next, the flow of travel between zones was reviewed using Replica. Replica is a subscription-based data platform that uses multiple data points to model mobility, land use, demographics and economic data to better understand travel characteristics and trip making patterns. New data is captured, updated weekly, and summarized on a quarterly basis, so analyzing real time data and trends over time is done with ease. For transportation planning, data such as trip origins and destinations (O/D), mode choice and trip purposes are readily available. As shown in Table 13, residents in the North and South Zones mainly travel within their zone, while residents in the Central Zone travel evenly within and outside their zone. North Island and South Island Zones mainly travel inland.

Table 13

Trip Distribution Between Benefit Zones

Origin	Destination	Trip Count	Percent
North Benefit Zone			
North	North	195,845	72%
North	North Island	3,515	1%
North	Central	40,103	15%
North	South	27,043	10%
North	South Island	6,101	2%
Total		**272,607**	
North Island Benefit Zone			
North Island	North	3,367	52%
North Island	North Island	1,994	31%
North Island	Central	434	7%
North Island	South	362	6%
North Island	South Island	291	5%
Total		**6,448**	
Central Benefit Zone			
Central	North	40,937	17%
Central	North Island	455	0%
Central	Central	121,152	50%
Central	South	74,954	31%
Central	South Island	2,499	1%
Total		**239,997**	
South Benefit Zone			
South	North	27,388	6%
South	North Island	308	0%
South	Central	73,927	15%
South	South	389,410	79%
South	South Island	3,858	1%
Total		**494,891**	
South Island Benefit Zone			
South Island	North	6,261	29%
South Island	North Island	231	1%
South Island	Central	2,472	11%
South Island	South	3,743	17%
South Island	South Island	9,049	42%
Total		**21,756**	

Source: Replica Origin-Destination Analysis

Table 14 summarized the distribution of recent impact fee revenues across the five benefit zones in St. Lucie County. Aside from the islands, the three mainland zones all generate considerable revenues. If a jurisdiction has too many benefit zones, a situation can occur where projects in certain zones 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 St. Lucie County, though recent years show increased development in the south. It should be noted that the south zone revenue is also lower than anticipated due to a large number of impact fee credits existing in that zone. Rather than collecting impact fee revenues from developers, their existing credits are being used to offset their fees.

Table 14

Transportation Impact Fee Revenues by Benefit Zone

Credit	RIF Revenues (2023-2025)	Percent Distribution
South Island	$242,519	1.0%
North Island	$92,830	0.4%
North	$6,758,477	29.3%
Central	$5,295,550	22.9%
South	$10,714,963	46.4%
Total	**$23,104,339**	-

Source: St. Lucie County

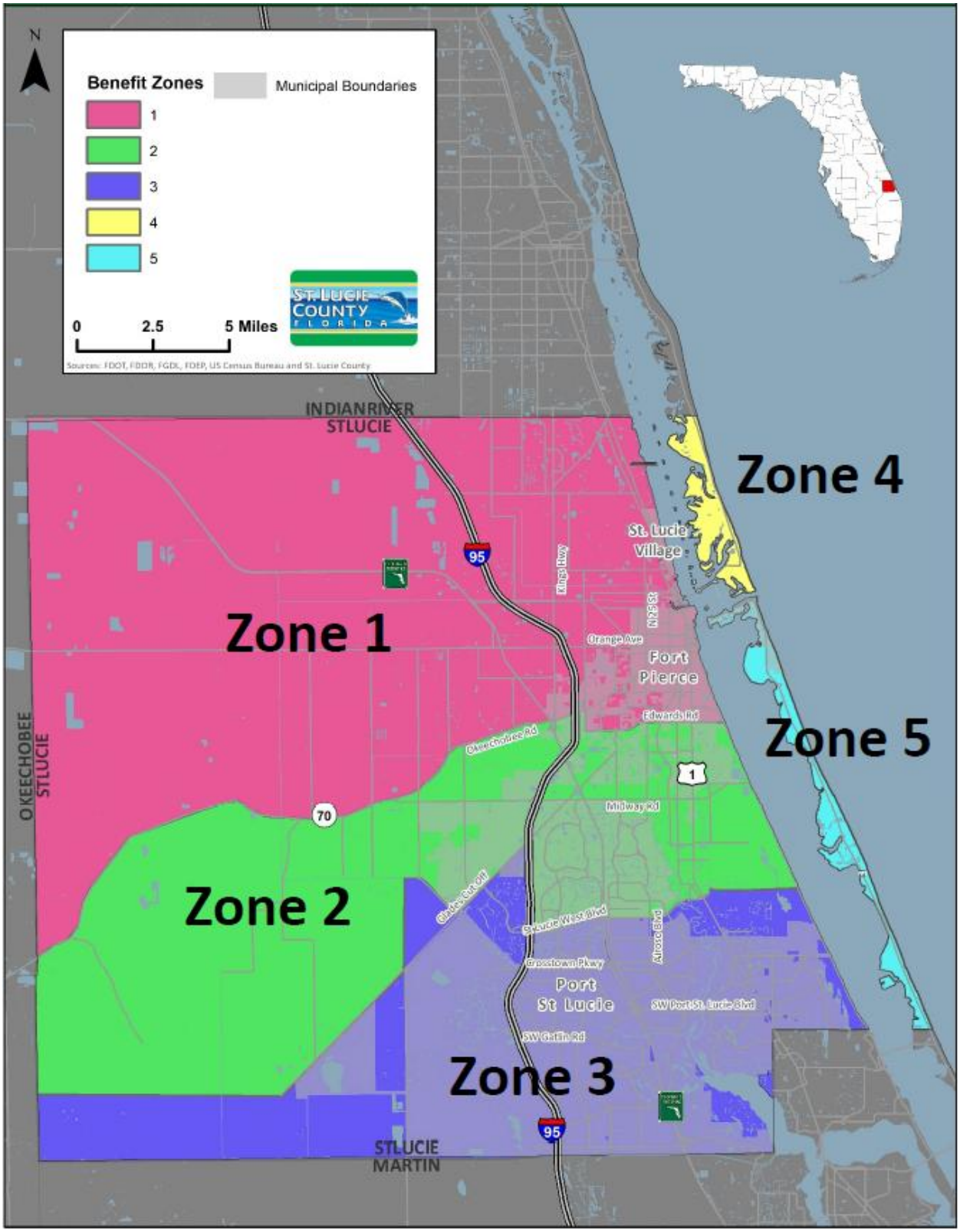
Impact Fee Revenue Use Across Zones

For certain projects, revenues from adjacent zones 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 two adjacent benefit zones would be eligible for transportation (or multi-modal) impact fee revenues from either zone.

Benefit Zone Recommendations

Based on a review of geographic characteristics, historical impact fee revenue collections, no changes are recommended to the existing benefit zone boundaries.

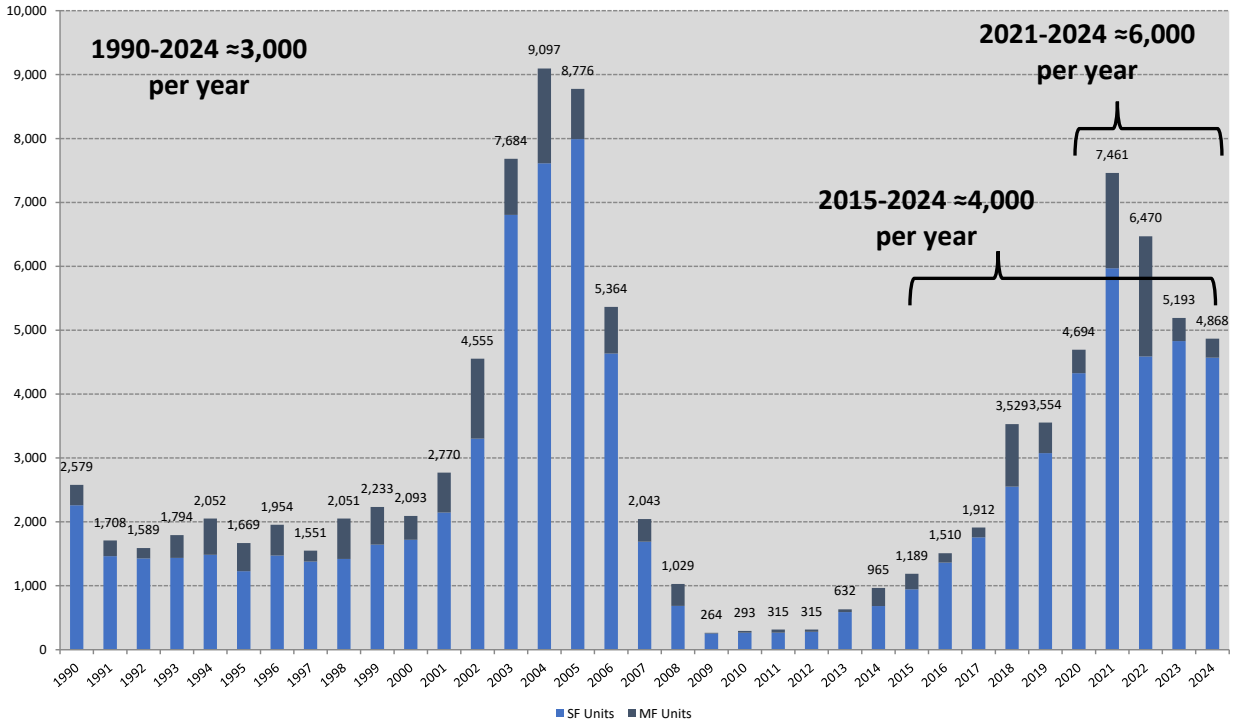
Map 1: Existing Transportation Impact Fee Benefit Zones



Revenue Projections

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

Figure 1
Residential Permitting



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 2015 and 2024 in the county (approximately 4,000 units). For the high-end, residential permitting was based on the activity between 2021 and 2024 (approximately 6,000 units).

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

- Impact fees implemented at the full calculated rate;
- Calculated rates for the unincorporated County were only applied to permit estimates for the unincorporated County. Calculated rates for Port St. Lucie and Fort Pierce were applied to permit estimates within municipal boundaries;
- 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 four years. This resulted in an adjustment factor of 70 percent to the revenue projections.

As shown in Table 15, St. Lucie County has the potential to generate between $95 million and $141 million in transportation impact fee revenues over the next five years if the impact fee rates are adopted as 100 percent. As a point of reference, over the past three years, the County collected an average of approximately $10 million per year.

Table 15
Transportation Impact Fee Revenue Projections

Rates	Annual (Low-End)	Annual (High-End)		5-Yr Estimate (Low-End)	5-Yr Estimate (High-End)
Roads ONLY	$18,917,000	$28,261,000		$94,585,000	$141,305,000
Multi-Modal	$18,694,000	$27,933,000		$93,470,000	$139,665,000

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 multi-modal 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 Treasure Coast Regional Planning Model v5.1, specifically the 2045 projected vehicle-miles of travel of all county-generated trips on all in-county roadways for unincorporated county. A similar analysis is completed within municipal boundaries of Port St. Lucie and Fort Pierce. It should be noted that the adjustment factor excludes all external-to-external trips, which represent traffic that goes through St. Lucie County (or "City" in the case or Port St. Lucie and Fort Pierce), but does not necessarily stop in the county (or city). This traffic is excluded from the analysis since it does not come from development within the county (or city). 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

Roadway	VMT (2045)	% VMT
St. Lucie County		
Interstate/Toll Facilities	2,446,275	**26.0%**
Other Roads	6,950,248	74.0%
Total (All Roads)	**9,396,523**	**100.0%**
City of Port St. Lucie		
Interstate/Toll Facilities	1,706,341	**27.5%**
Other Roads	4,506,519	72.5%
Total (All Roads)	**6,212,860**	**100.0%**
City of Fort Pierce		
Interstate/Toll Facilities	631,554	**24.5%**
Other Roads	1,947,905	75.5%
Total (All Roads)	**2,579,459**	**100.0%**

Source: TCRPM v5.1; 2045 Cost Feasible Scenario

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 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 calculations.

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 or video 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 150: Warehousing

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Polk Co, FL	319.8	2024	-	-	7.34	-	-	-	-	Benesch
Polk Co, FL	969.2	2024	-	-	1.20	-	-	-	-	Benesch
Polk Co, FL	431.4	2024	-	-	1.59	-	-	-	-	Benesch
Polk Co, FL	2285.2	2024	-	-	1.77	-	-	98.0	-	Benesch
Polk Co, FL	839.2	2024	-	-	1.77	-	20.47	97.0	-	Benesch
Polk Co, FL	308.2	2024	-	-	5.78	-	-	-	-	Benesch
Polk Co, FL	297.6	2024	-	-	1.34	-	-	-	-	Benesch
Polk Co, FL	420.0	2024	-	-	2.92	-	-	-	-	Benesch
Polk Co, FL	200.2	2024	-	-	2.84	-	-	-	-	Benesch
Total Size	6,070.8	9					**Average Trip Length:**	**20.47**		
ITE	9,052.0	31					**Weighted Average Trip Length:**	**20.47**		
Blended total	15,122.8						Weighted Percent New Trip Average:	97.7		

Weighted Average Trip Generation Rate: 2.26
ITE Average Trip Generation Rate: 1.71
Blend of FL Studies and ITE Average Trip Generation Rate: 1.93

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	VMT	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	-	6.04	7a-6p	7.29	-	44.03	Kimley-Horn & Associates
Marion Co, FL	132	Apr-02	171	-	7.87	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	-	11.26	-	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 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	VMT	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	VMT	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 310/320: Hotel/Motel

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	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
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 (TGR)	10,184.0	39				**Average Trip Length:**	**4.86**			
ITE (LUC 310)	1,036	7				**Weighted Average Trip Length:**	**5.42**			
ITE (LUC 320)	654	6				Weighted Percent New Trip Average:		70.7		
Blended total	11,874.0							Average Trip Generation Rate:		5.74
Total Size (TL/PNT)	510.0							ITE Average Trip Generation Rate (LUC 310):		7.99
								ITE Average Trip Generation Rate (LUC 320):		3.35
								Blend of FL Studies and ITE Average Trip Generation Rate:		**5.44**

Table A-8

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	2	273			**Average Trip Length:**	**2.30**			
						Weighted Average Trip Length:	**2.22**			
							Weighted Percent New Trip Average:	87.8		

Table A-9

Middle School/High School TGR Blend Calculation

LUC	Description	Number of Studies	Weighting	TGR	Weighted Average TGR
522	Middle School	125	35%	20.17	7.06
525	High School	231	65%	14.07	9.15
Total		**356**			**16.21**

Source: ITE 10th Edition; note that the 11th Edition does not include "per 1,000 sf" measurement

Table A-10

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-11

Land Use 620: Nursing Home

Location	Size (Beds)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Lakeland, FL	120	Mar-90	74	66	2.86	11a-4p	2.59	89.0	6.59	Tindale Oliver
		1	74			**Average Trip Length:**	**2.59**			
						Weighted Average Trip Length:	**2.59**			
							Weighted Percent New Trip Average:	89.0		

Table A-12

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	VMT	Source
Sarasota Co, FL	14.3	Jun-93	14	14	46.85	-	11.30	-	529.41	Sarasota County
Gwinnett Co, GA	98.0	Dec-92	-	-	4.30	-	5.40	-	-	Street Smarts
Gwinnett Co, GA	180.0	Dec-92	-	-	3.60	-	5.90	-	-	Street Smarts
Pinellas Co, FL	187.0	Oct-89	431	388	18.49	7a-5p	6.30	90.0	104.84	Tindale Oliver
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		

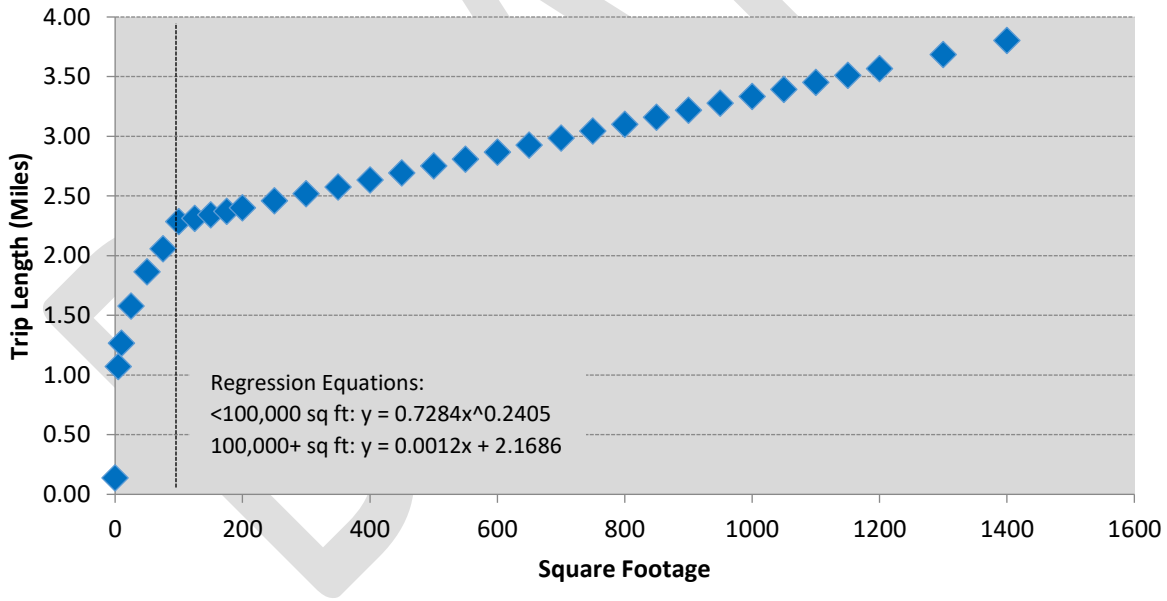
Table A-13

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

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Tampa, FL	-	Mar-86	527	348	-	-	-	66.0	-	Kimley-Horn & Associates
Tampa, FL	-	Mar-86	170	-	-	-	1.70	-	-	Kimley-Horn & Associates
Tampa, FL	-	Mar-86	354	269	-	-	-	76.0	-	Kimley-Horn & Associates
Tampa, FL	-	Mar-86	144	-	-	-	2.50	-	-	Kimley-Horn & Associates
St. Petersburg, FL	1,192.0	Aug-89	384	298	-	11a-7p	3.60	78.0	-	Tindale Oliver
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
			35 6,346				Average Trip Length:	2.71		

Figure A-1

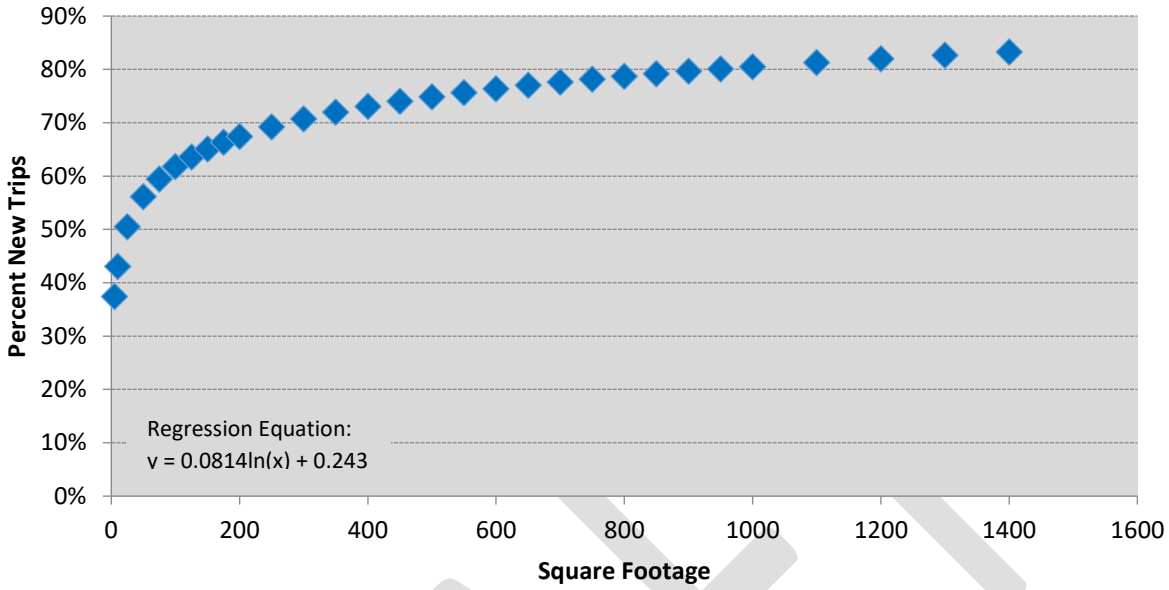
LUC 820-822: Retail/Shopping Center – Florida Curve Trip Length Regression



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

Figure A-2

LUC 820-822: Retail/Shopping Center – Florida Curve Percent New Trips Regression



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-14

Land Use 944/945: Convenience Store/Gas Station

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Largo, FL	0.6	Nov-89	70	14	-	8am-5pm	1.90	23.0	-	Tindale Oliver
Collier Co, FL	-	Aug-91	168	40	-	-	1.01	23.8	-	Tindale Oliver
Total Size	0.6	2	238			Average Trip Length:	1.46			
						Weighted Average Trip Length:	1.90			
						Weighted Percent New Trip Average:		23.0		

Convenience Store/Gas Station (ITE LUC 945) - 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**

Single Family Residential Trip Generation Rate Tiering

As part of this study, the single family residential trip generation rate tiering was updated. 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 2023 American Housing Survey (AHS) to examine overall trip-making characteristics of households in the United States.

Table A-15 presents that trip characteristics being utilized in the calculated multi-modal 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 2023 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-15
Calculated Single Family Trip Characteristics

Calculated Values Excluding Tiering	Trip Rate	Assessable Trip Length	Daily VMT
Single Family (Detached)	7.81	6.62	51.70

Source: Appendix A, Table A-3

The results of the NHTS and AHS analyses are included in Tables A-16 and A-19. First, the data shown in Table A-16 indicates that the average income in the U.S. for families/households living in housing units between 1,500 square feet and 2,499 square feet in size ($80,103) is higher than the overall average income for the U.S. ($72,232). Table A-17 presents the median household income levels for low and very low income levels in St. Lucie County.

Table A-16
Annual Income by Housing Size

2023 AHS Average Income Data by Housing Size	Annual Income[(1)]
Less than 2,400 sf	$66,601
2,400 to 3,499 sf	$92,923
3,500 sf or more	$95,654
Average of All Houses	$72,232
1,500 to 2,499 sf	$80,103

Source: American Housing Survey for the United States in 2023
1) Weighted average of annual income for each tier

Table A-17

St. Lucie County SHIP Definitions

St. Lucie County SHIP Definitions	
Median Income	$89,300
Low Income[(1)]	$75,750
Very Low Income[(2)]	$47,350

Source: Florida Housing Finance Corporation, 2025 Income Limits; SHIP (4 person household)

1) Defined as 80% of the median income
2) Defined as 50% of the median income

In Table A-18, 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-16. To calculate a corresponding trip rate for the new tiers it was necessary to rely on comparative ratios. As an example, consider the $66,601 annual income category. First, it was determined that the average annual household VMT for this income level is 15,581 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 $80,103 (16,161 miles) category to derive a ratio of 0.908.

Next, the normalized ratio was applied to the daily VMT for the average single family housing unit size (less 2,400 sq ft) to generate a daily VMT of 46.95 for the tier, as shown in Table A-19. This daily VMT figure was then divided by the proposed assessable trip length of 6.62 miles to obtain a trip generation rate of 7.09 trips per day.

Table A-18

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 1.057
Average of $23,675	7,342	365	20.12	0.452	0.428
Average of $37,875	10,713	365	29.35	0.660	0.624
Average of $66,601	15,581	365	42.69	0.960	0.908
Total (All Homes)	16,240	365	44.49	1.000	
Average of $80,103	17,161	365	47.02	1.057	1.000
Average of $92,923	17,933	365	49.13	1.104	1.044
Average of $95,654	17,682	365	48.44	1.089	1.030

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

Table A-19

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]
Single Family (Detached)				
Less than 2,000 sf & Very Low Income	**3.34**	6.62	22.13	0.428
Less than 2,000 sf & Low Income	**4.87**	6.62	32.26	0.624
Less than 2,400 sf	**7.09**	6.62	46.95	0.908
2,400 to 3,499 sf	**8.15**	6.62	53.98	1.044
3,500 sf or larger	**8.04**	6.62	53.25	1.030

1) Daily VMT (Item 3) divided by assessable trip length (Item 2) for each tier
2) Source: Table A-15
3) Ratio to the mean (Item 4) multiplied by the total daily VMT (51.70) from Table A-15
4) Source: Table A-18

Multi-Family Residential Trip Generation Rate Tiering

Similar to the single family residential land use, square footage, "low income" and "very low income" tiers were developed for the multi-family residential (apartment) land uses in St. Lucie County. Tables A-20 through A-27 detail these calculations for the Multi-Family Low-Rise (1-3 stories) and Mid-Rise (4+ stories).

Table A-20

Calculated Multi-Family (1-3 Stories) Trip Characteristics

Calculated Values Excluding Tiering	Trip Rate	Assessable Trip Length	Daily VMT
Multi-Family, 1-3 Levels	6.74	5.21	35.12

Source: ITE 11th Edition and Florida Studies (Appendix A, Table A-4)

Table A-21

Annual Income by Housing Size

2023 AHS Average Income Data by Housing Size	Annual Income[1]
Less than 750 sf	$44,291
750 to 1,499 sf	$60,129
1,500 sf or more	$84,699
Average of All Houses	$72,232

Source: American Housing Survey for the United States in 2023
Weighted average of annual income for each tier

Table A-22

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 0.909
Average of $23,675	7,342	365	20.12	0.452	0.497
Average of $37,875	10,713	365	29.35	0.660	0.726
Average of $44,291	12,609	365	34.55	0.777	0.855
Average of $60,129	14,759	365	40.44	0.909	1.000
Total (All Homes)	16,240	365	44.49	1.000	
Average of $84,699	18,018	365	49.36	1.109	1.220

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

Table A-23

Trip Generation Rate by Multi-Family (1-3 Stories) Land Use Tier

Estimation of Trip Rate by Tier	Trip Rate[1]	Assessable Trip Length[2]	Daily VMT[3]	Ratio to Mean[4]
Multi-Family, 1-3 Levels				
Very Low Income	**3.35**	5.21	17.45	0.497
Low Income	**4.89**	5.21	25.49	0.726
Less than 750 sf	**5.76**	5.21	30.02	0.855
750 to 1,499 sf	**6.74**	5.21	35.12	1.000
1,500 sf or larger	**8.22**	5.21	42.84	1.220

1) Daily VMT (Item 3) divided by assessable trip length (Item 2) for each tier
2) Source: Table A-20
3) Ratio to the mean (Item 4) multiplied by the total daily VMT (35.12) from Table A-20
4) Source: Table A-22

Table A-24

Calculated Multi-Family (4+ Stories) Trip Characteristics

Calculated Values Excluding Tiering	Trip Rate	Assessable Trip Length	Daily VMT
Multi-Family, 4+ Levels	4.54	5.21	23.65

Source: ITE 11th Edition and Florida Studies (Appendix A, Table A-4)

Table A-25

Annual Income by Housing Size

2023 AHS Average Income Data by Housing Size	Annual Income[1]
Less than 750 sf	$44,291
750 to 1,499 sf	$60,129
1,500 sf or more	$84,699
Average of All Houses	$72,232

Source: American Housing Survey for the United States in 2023
Weighted average of annual income for each tier

Table A-26

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 0.909
Average of $23,675	7,342	365	20.12	0.452	0.497
Average of $37,875	10,713	365	29.35	0.660	0.726
Average of $44,291	12,609	365	34.55	0.777	0.855
Average of $60,129	14,759	365	40.44	0.909	1.000
Total (All Homes)	16,240	365	44.49	1.000	
Average of $84,699	18,018	365	49.36	1.109	1.220

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

Table A-27

Trip Generation Rate by Multi-Family (4+ Stories) Land Use Tier

Estimation of Trip Rate by Tier	Trip Rate[1]	Assessable Trip Length[2]	Daily VMT[3]	Ratio to Mean[4]
Multi-Family, 4+ Levels				
Very Low Income	**2.26**	5.21	11.76	0.497
Low Income	**3.30**	5.21	17.17	0.726
Less than 750 sf	**3.88**	5.21	20.22	0.855
750 to 1,499 sf	**4.54**	5.21	23.65	1.000
1,500 sf or larger	**5.54**	5.21	28.86	1.220

1) Daily VMT (Item 3) divided by assessable trip length (Item 2) for each tier
2) Source: Table A-20
3) Ratio to the mean (Item 4) multiplied by the total daily VMT (35.12) from Table A-20
4) Source: Table A-26

Appendix B
Cost Component

Appendix B: Cost Component

This appendix presents detailed calculations for the cost component of the multi-modal 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
- Transit Capital Costs

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 recent/planned local improvements and from other jurisdictions throughout Florida. As shown in **Table B-1**, design cost estimates for local planned improvements range from three (3) percent to 10 percent with a weighted average of nine (9) percent. As shown in **Table B-2**, the design factors for other communities throughout Florida ranged from six (6) percent to 14 percent with a weighted average of 11 percent, for county roads. For purposes of this study, the design cost for county roads is estimated at **nine (9) 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-2**, 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-1

Design Cost Factor for County Roads – Recent/Planned Improvements in St. Lucie County

Description	From	To	Year	Design/ PD&E	Construction	Design-to-Construction Ratio
Recent/Ongoing Local Construction Improvements						
Midway Rd	Arterial A	I-95	2021	$325,000	$4,173,526	8%
Glades Cut-Off Rd	Arterial A	I-95	2021	$275,000	$8,717,936	3%
Range Line Rd	Crosstown Pkwy	Glades Cut-Off Rd	2023	$906,956	$9,069,556	10%
Glades Cut-Off Rd	Range Line Rd	Loop Rd	2023	$944,551	$9,445,510	10%
Crosstown Pkwy	Range Line Rd	N/S A	2023	$1,186,019	$11,860,188	10%
Range Line Rd (North)	Glades Cut-Off Rd	Loop Rd	2023	$596,893	$5,968,933	10%
Crosstown Pkwy	N/S A	Village Pkwy	2024	$973,764	$9,737,639	10%
Planned Improvements						
Midway Rd, Ph. 2	Jenkins Rd	Glades Cut-Off Rd	2027	$4,645,014	$57,918,774	8%
Selvitz Rd	Edwards Rd	Glades Cut-Off Rd	TBD	$2,357,858	$28,078,816	8%
Glades Cut-Off Rd	Commerce Ctr/Arterial A	Range Line Rd	TBD	$3,435,834	$34,358,339	10%
Glades Cut-Off Rd	I-95 Overpass	Midway Rd	TBD	$1,393,711	$13,937,114	10%
Edwards Rd	S. 25th St	Jenkins Rd	TBD	$1,565,130	$15,651,304	10%
Total				**$18,605,730**	**$208,917,635**	**9%**

Source: St. Lucie County

Table B-2

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
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%	-	-	-
2024	St. Johns	$257,000	$2,573,000	10%	-	-	-
2025	Marion	$297,000	$2,700,000	11%	$440,000	$4,000,000	11%
2025	Putnam	-	-	-	$550,000	$5,000,000	11%
2025	Manatee	$540,000	$6,000,000	9%	-	-	-
2025	Indian River	$440,000	$4,000,000	11%	$550,000	$5,000,000	11%
Average		**$298,000**	**$2,820,000**	**11%**	**$377,000**	**$3,447,000**	**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 ratio for a recent local improvement and from other jurisdictions throughout Florida.

As shown in **Table B-3**, Midway Road had a very low ROW cost that was only three (3) percent of the construction cost. The Smart Moves 2045 Long Range Transportation Plan estimates ROW at 50 percent of construction. Also, as shown in **Table B-4** the ROW-to-construction factors from other jurisdictions range from 10 percent to 60 percent with an average of 33 percent.

With limited local data and based on discussions with St. Lucie County, ROW costs were estimated at approximately **35 percent** of the construction costs. While higher than the single recent project, this estimate provides a conservative estimate when compared to the LRTP estimates and is in line with the ROW-to-construction ratio observed in other communities throughout Florida.

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-4**, the ROW-to-construction factor for state roads in other jurisdictions ranged from 20 percent to 60 percent with a weighted average of 36 percent.

Based on a review of this data set and discussions with St. Lucie County, it was estimated that the county ROW factor of **35 percent** of construction would also be representative of the ROW cost for state roads.

Table B-3

Right-of-Way Cost Factor for County Roads – Recent Improvement in St. Lucie County

Description	From	To	Year	ROW	Construction	ROW-to-Construction Ratio
Recent/Ongoing Local Construction Improvements						
Midway Rd	Arterial A	I-95	2021	$116,834	$4,173,526	3%
Total				**$116,834**	**$4,173,526**	**3%**

Source: St. Lucie County

Table B-4

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
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%	-	-	-
2024	Hendry	$400,000	$2,000,000	20%	-	-	-
2024	St. Johns	$900,000	$2,573,000	35%	-	-	-
2025	Marion	$1,080,000	$2,700,000	40%	$1,600,000	$4,000,000	40%
2025	Putnam	-	-	-	$1,000,000	$5,000,000	20%
2025	Manatee	$1,500,000	$6,000,000	25%	-	-	-
2025	Indian River	$1,000,000	$4,000,000	25%	$1,250,000	$5,000,000	25%
Average		**$907,000**	**$2,723,000**	**33%**	**$1,207,000**	**$3,336,000**	**36%**

Source: Each respective jurisdiction

Construction

County Roads

The construction cost for county was based on a review of recent local improvements, estimated costs for upcoming projects in St. Lucie County, and projects from other jurisdictions in Florida. As shown in **Table B-5**, the county has 15 recent/planned improvements ranging from $1.9 million to $38.9 million per lane mile. Discussions with the County identified atypical design features or structures on several projects that had higher costs. Therefore, four (4) of the improvements were deemed outliers and excluded from the analysis.

Because some of the projects were dating back a few years, several cost indices were reviewed to index the costs to current dollars, including:

- Producer Price Index (PPI) for Highway & Street Construction
- National Highway Construction Cost Index
- Florida Department of Transportation's Long Range Estimates

This review focused on the construction cost increases over the last five years (2021 to 2025), where many jurisdictions in Florida experienced a significant increase in roadway construction costs. These indices ranged from a 19 percent (PPI) increase to a 104 percent increase (FDOT), with the NHCCI coming in at approximately **54 percent**. Using the NHCCI, which is close to the mid-point of the indices review, the index was applied to local project costs from Table B-5 and the average construction cost per lane mile (excluding outliers) increased from $3.3 million to $3.5 million per lane mile. Since many of these improvements were relatively recent, the indexing increase does not have too much effect on the county road cost calculation.

In addition to local improvements, a review of recently bid projects throughout Florida was conducted. As shown in **Table B-6**, a total of 47 projects from 15 different counties were identified with a weighted average cost of approximately $3.9 million per lane mile (all improvements have urban-design characteristics). From this dataset, recent improvements since 2020 were isolated, which resulted in a construction cost of $4.0 million per lane mile.

Based on a review of the local project costs, local cost estimates, the cost of statewide projects, and discussions with St. Lucie County a construction cost of **$4.0 million per lane mile** for county roads was utilized in the multi-modal transportation impact fee calculations.

Table B-5

Local Roadway Construction Costs – Recent/Planned County Road Improvements in St. Lucie County

Description	From	To	Feature	Year	Length	Lanes Added	Lane Miles Added	Construction Cost	Construction (Indexed)[1]	Construction Cost per Lane Mile
Recent/Ongoing Local Construction Improvements										
Midway Rd	Arterial A	I-95	2 to 4	2021	0.66	2	1.32	$4,173,526	$6,427,000	$4,869,000
Glades Cut-Off Rd	Arterial A	I-95	2 to 4	2021	1.42	2	2.84	$8,717,936	$13,426,000	$4,727,000
Midway Rd, Ph. 1	Selvitz Rd	Jenkins Rd	2 to 4	2022	0.75	2	1.50	$28,146,072	$34,338,000	$22,892,000
Range Line Rd	Crosstown Pkwy	Glades Cut-Off Rd	2 to 4	2023	0.61	2	1.22	$9,069,556	$9,523,000	$7,806,000
Glades Cut-Off Rd	Range Line Rd	Loop Rd	2 to 4	2023	0.93	2	1.86	$9,445,510	$9,918,000	$5,332,000
Crosstown Pkwy	Range Line Rd	N/S A	0 to 4	2023	0.85	4	3.40	$11,860,188	$12,453,000	$3,663,000
Range Line Rd (North)	Glades Cut-Off Rd	Loop Rd	0 to 2	2023	0.83	2	1.66	$5,968,933	$6,267,000	$3,775,000
Crosstown Pkwy	N/S A	Village Pkwy	2 to 4	2024	1.85	2	3.70	$9,737,639	$9,738,000	$2,632,000
Planned Improvements										
Midway Rd, Ph. 2	Jenkins Rd	Glades Cut-Off Rd	2 to 4	2027	0.83	2	1.66	$57,918,774	$57,919,000	$34,891,000
Selvitz Rd	Edwards Rd	Glades Cut-Off Rd	2 to 4	TBD	0.70	2	1.40	$28,078,816	$28,079,000	$20,056,000
Glades Cut-Off Rd	Commerce Ctr/Arterial A	Range Line Rd	2 to 4	TBD	4.61	2	9.22	$34,358,339	$34,358,000	$3,726,000
Glades Cut-Off Rd	I-95 Overpass	Midway Rd	2 to 4	TBD	1.87	2	3.74	$13,937,114	$13,937,000	$3,726,000
Edwards Rd	S. 25th St	Jenkins Rd	2 to 4	TBD	2.10	2	4.20	$15,651,304	$15,651,000	$3,726,000
Jenkins Rd Ext. N	Orange Ave	St. Lucie Blvd	0 to 4	TBD	2.26	4	9.04	$17,050,000	$17,050,000	$1,886,000
North County Airport Connector Rd	St. Lucie Blvd	I-95	0 to 4	TBD	2.25	4	9.00	$137,110,000	$137,110,000	$15,234,000
Total							**55.76**	**$391,223,707**	**$406,194,000**	**$7,285,000**
Total (excluding outliers)							**42.20**	**$139,970,045**	**$148,748,000**	**$3,525,000**

Source: St. Lucie County

Red text indicates outlier projects

1) Figures indexed to current dollars based on PPI and NHCCI indices

Table B-6

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	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	$18,798,771	$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 (2015-2024); Urban Counties ONLY									**Count:**	**14**	**59.40**	**$273,610,358**	**$4,606,000**
SUBURBAN/RURAL Counties; Curb & Gutter													
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	$13,572,089	$1,305,009
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
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
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	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
Marion	Suburban/Rural	5	SW 49th Ave - South Seg. A & E	0.7 miles S. of CR 484	Marion Oaks Trail	2020	0 to 4	Curb & Gutter	1.38	4	5.52	$6,652,244	$1,205,117
Marion	Suburban/Rural	5	FL Crossroads Commerce Park Rd	South Terminus	Hwy 484	2020	0 to 2	Curb & Gutter	1.10	2	2.20	$3,198,904	$1,454,047
Marion	Suburban/Rural	5	CR 484	Marion Oaks Pass	Marion Oaks Course	2020	2 to 4	Curb & Gutter	1.50	2	3.00	$6,735,097	$2,245,032
Manatee	Suburban/Rural	1	45th Ave E	45th St E	44th Ave Plaza E	2021	2 to 4	Curb & Gutter	3.00	2	6.00	$49,520,229	$8,253,372
Sumter	Suburban/Rural	5	Buena Vista Blvd	SR 44	Meggison Rd	2022	0 to 4	Curb & Gutter	0.89	4	3.56	$16,368,275	$4,597,830
Manatee	Suburban/Rural	1	Ft. Hamer Rd	US 301	Erie Rd	2022	0 to 4	Curb & Gutter	1.40	4	5.60	$11,595,405	$2,070,608
Manatee	Suburban/Rural	1	Moccasin Wallow (S1)	W. of 115th Ave E	US 301	2023	2 to 4	Curb & Gutter	1.30	2	2.60	$21,582,406	$8,300,925
Manatee	Suburban/Rural	1	Moccasin Wallow (S4)	US 41	Gateway Blvd	2023	2 to 4	Curb & Gutter	1.95	2	3.90	$34,404,568	$8,821,684
St. Johns	Suburban/Rural	2	CR 210	Trinity Way	Beachwalk Blvd	2023	2 to 6	Curb & Gutter	0.70	4	2.80	$9,356,596	$3,341,641
St. Johns	Suburban/Rural	2	Longleaf Pine Pkwy	Veterans Pkwy	Roberts Rd	2023	2 to 4	Curb & Gutter	4.08	2	8.16	$14,899,000	$1,825,858
Volusia	Suburban/Rural	5	Blue Lake Ave Ext.	Blue Lake Ave	SR 472	2024	0 to 2	Curb & Gutter	0.35	2	0.70	$1,605,000	$2,292,857
Volusia	Suburban/Rural	5	Williamson Blvd	Strickland Range Rd	Hand Ave	2024	2 to 4	Curb & Gutter	1.39	2	2.78	$7,000,000	$2,517,986
Manatee	Suburban/Rural	1	Moccasin Wallow (S2)	Sawgrass Rd	W. of 115th St	2024	2 to 4	Curb & Gutter	1.90	2	3.80	$32,583,780	$8,574,679
Total (2015-2024); Suburban/Rural Counties ONLY									**Count:**	**33**	**115.26**	**$399,528,794**	**$3,466,000**
Total (2020-2024); Suburban/Rural Counties ONLY									**Count:**	**18**	**64.12**	**$253,489,786**	**$3,953,000**
URBAN & SUBURBAN/RURAL Counties; Curb & Gutter													
Total (2015-2024); Urban & Suburban/Rural Counties									**Count:**	**47**	**174.66**	**$673,139,152**	**$3,854,000**

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

State Roads

The construction cost for state roads was based primarily on the cost of recent local improvements and recent projects in other communities in Florida. A review of local construction cost data from recent years identified three improvements:

- SR 614 (Indrio Rd) from W. of SR 19 (I-95) to E. of SR 607 (Emerson Ave)
- SR 713 (Kings Hwy) from S. of SR 70 to SR 9 (I-95) Overpass
- Port St. Lucie Blvd from S. of Alcantarra Blvd to S. of Darwin Blvd

As shown in Table B-7, construction costs for these improvements ranged from $5.2 million to $11.0 million per lane mile with a weighted average cost of approximately $8.9 million per lane mile (indexed).

In addition to local improvements, state roadway project costs in other Florida jurisdictions were also reviewed (as shown in Table B-8). The cost database (which dates back to 2015) includes a total of 51 projects from 26 different counties with a weighted average cost of approximately $4.3 million per lane mile (all improvements have urban-design characteristics). When only looking at the more recent improvements (2020+), the average construction cost increases to approximately $6.6 million per lane mile.

Considering all datasets and based on discussions with St. Lucie County, the construction cost for state roads was estimated at $6.5 million per lane mile. Considering the high local costs, this estimate provides a conservative approach to the state road cost component.

Table B-7

Local Roadway Construction Costs – Recent State Road Improvements in St. Lucie County

Description	From	To	Year	Feature	Design	Length	Lanes Added	Lane Miles Added	Construction Cost	Construction (Indexed)	Construction Cost per Lane Mile
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	$43,498,000	$5,723,000
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	$80,389,000	$11,753,000
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	$17,513,000	$12,333,000
Total								**15.86**	**$79,308,060**	**$141,400,000**	**$8,916,000**

Source: Florida Department of Transportation

Table B-8

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													
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	$4,172,272
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 (2015-2023); Urban Counties ONLY									**Count:**	**15**	**108.16**	**$396,679,023**	**$3,668,000**
SUBURBAN/RURAL Counties; Curb & Gutter													
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
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
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
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

Table B-8 (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													
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
Total (2015-2023); Suburban/Rural Counties ONLY									**Count:**	**36**	**241.51**	**$1,113,714,797**	**$4,611,000**
Total (2020-2023); Suburban/Rural Counties ONLY									**Count:**	**8**	**44.90**	**$323,402,950**	**$7,203,000**
URBAN & SUBURBAN/RURAL Counties; Curb & Gutter													
Total (2015-2023); Urban & Suburban/Rural Counties									**Count:**	**51**	**349.67**	**$1,510,393,820**	**$4,319,000**
Total (2020-2023); Urban & Suburban/Rural Counties									**Count:**	**10**	**57.08**	**$378,373,349**	**$6,629,000**

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 recent/planned local improvements and from other jurisdictions throughout Florida. As shown in **Table B-9**, CEI cost estimates for local planned improvements range from five (5) percent to 15 percent with a weighted average of 11 percent. As shown in **Table B-10**, the CEI factors for other communities throughout Florida ranged from three (3) percent to 17 percent with a weighted average of nine (9) percent, for county roads. For purposes of this study, the CEI cost for county roads is estimated at **11 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-10**, 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-9

CEI Cost Factor for County Roads – Recent/Planned Improvement in St. Lucie County

Description	From	To	Year	CEI	Construction	CEI-to-Construction Ratio
Recent/Ongoing Local Construction Improvements						
Midway Rd	Arterial A	I-95	2021	$626,028	$4,173,526	15%
Glades Cut-Off Rd	Arterial A	I-95	2021	$1,307,690	$8,717,936	15%
Range Line Rd	Crosstown Pkwy	Glades Cut-Off Rd	2023	$453,478	$9,069,556	5%
Glades Cut-Off Rd	Range Line Rd	Loop Rd	2023	$472,276	$9,445,510	5%
Crosstown Pkwy	Range Line Rd	N/S A	2023	$593,009	$11,860,188	5%
Range Line Rd (North)	Glades Cut-Off Rd	Loop Rd	2023	$298,447	$5,968,933	5%
Crosstown Pkwy	N/S A	Village Pkwy	2024	$486,882	$9,737,639	5%
Planned Improvements						
Glades Cut-Off Rd	Commerce Ctr/Arterial A	Range Line Rd	TBD	$5,153,751	$34,358,339	15%
Glades Cut-Off Rd	I-95 Overpass	Midway Rd	TBD	$2,090,567	$13,937,114	15%
Edwards Rd	S. 25th St	Jenkins Rd	TBD	$2,347,696	$15,651,304	15%
Total				**$13,829,824**	**$122,920,045**	**11%**

Source: St. Lucie County

Table B-10

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
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%	-	-	-
2024	Hendry	$180,000	$2,000,000	9%	-	-	-
2024	St. Johns	$257,000	$2,573,000	10%	-	-	-
2025	Marion	$243,000	$2,700,000	9%	$440,000	$4,000,000	11%
2025	Putnam	-	-	-	$550,000	$5,000,000	11%
2025	Manatee	$480,000	$6,000,000	8%	-	-	-
2025	Indian River	$360,000	$4,000,000	9%	$550,000	$5,000,000	11%
Average		**$252,000**	**$2,774,000**	**9%**	**$376,000**	**$3,451,000**	**11%**

Source: Each respective jurisdiction

Roadway Capacity

As shown in **Table B-11**, the average capacity per lane mile was based on planned improvements in the St. Lucie TPO SmartMoves 2045 LRTP's Cost Feasible Plan. The listing of projects reflects the mix of improvements that will yield the vehicle-miles of capacity (VMC) that will be built in St. Lucie County. The resulting weighted average capacity per lane mile of approximately 9,600 was used in the transportation impact fee calculation.

Table B-11

St. Lucie TPO SmartMoves 2045 Long Range Transportation Plan

ID	Cost Feasible	Jurisdiction	On	From	To	Improvement	Length	Lanes Added	Lane Miles Added	Section Design*	Initial Capacity	Future Capacity	Added Capacity	Vehicle Miles of Capacity Added
State & Federally Funded Roads_TIP														
2302566	Yes	State	King's Hwy	500' S of SR-70	N. of Picos Rd	Widen 2L to 4L	1.39	2	2.78	C&G	17,700	39,800	22,100	30,719
2302567	Yes	State	King's Hwy	N. of Picos Rd	N. of I-95 Overpass	Widen 2L to 4L	1.50	2	3.00	C&G	17,700	39,800	22,100	33,150
4383791	Yes	State	King's Hwy	SR-9/I-95 Overpass	North of Commercial Circle	Widen 2L to 4L	1.46	2	2.92	C&G	17,700	39,800	22,100	32,266
4383792	Yes	State	King's Hwy	North of Commercial Circle	St. Lucie Blvd	Widen 2L to 4L	0.53	2	1.06	C&G	17,700	39,800	22,100	11,713
4383793	Yes	State	King's Hwy	St Lucie Blvd	S. of Indrio Rd	Widen 2L to 4L	2.53	2	5.06	C&G	17,700	39,800	22,100	55,913
2314402	Yes	County	Midway Rd	S. 25th ST/SR-615	SR-5/US-1	Widen 2L to 4L	1.50	2	3.00	C&G	13,320	29,160	15,840	23,760
2314403	Yes	County	Midway Rd	Glades Cut Off Rd	Selvitz Rd	Widen 2L to 4L	1.59	2	3.18	C&G	15,930	35,820	19,890	31,625
4317525	Yes	City	Port St. Lucie Blvd	South of Paar Dr	South of Alcantarra Blvd	Widen 2L to 4L	0.94	2	1.88	C&G	16,815	37,810	20,995	19,735
4317526	Yes	City	Port St. Lucie Blvd	South of Alcantarra Blvd	South of Darwin Blvd	Widen 2L to 4L	1.39	2	2.78	C&G	16,815	37,810	20,995	29,183
Roadway Needs Plan														
104		County	Williams Rd	Shinn Rd	McCarty Rd	New 2 Lanes	1.52	2	3.04	C&G	0	15,930	15,930	24,214
105	Yes	County	Airport Connector	Johnston Rd	Kings Hwy	New 4 Lanes	1.42	4	5.68	C&G	0	35,820	35,820	50,864
106	Yes	County	Airport Connector	I-95	Johnston Rd	New 4 Lanes	0.78	4	3.12	C&G	0	35,820	35,820	27,940
107	DEV	Developer	Northern Connector	Florida's Turnpike	I-95	New 4 Lanes	0.94	4	3.76	C&G	0	35,820	35,820	33,671
108	DEV	Developer	Arterial A	Glades Cut-Off Rd	Midway Rd	New 4 Lanes	2.34	4	9.36	C&G	0	35,820	35,820	83,819
109	DEV	Developer	Becker Rd	Range Line Rd	N-S Road B	New 4 Lanes	2.03	4	8.12	C&G	0	35,820	35,820	72,715
110	DEV	Developer	Community Blvd	Becker Rd	Discovery Way	New 4 Lanes	2.80	4	11.20	C&G	0	43,740	43,740	122,472
111	DEV	Developer	Crosstown Pkwy	Range Line Rd	Village Pkwy	New 4 Lanes	2.72	4	10.88	C&G	0	35,820	35,820	97,430
112	DEV	Developer	Discovery Way	Range Line Rd	N-S Road B	New 2 Lanes	1.99	2	3.98	C&G	0	15,930	15,930	31,701
113	DEV	Developer	E-W Road 2	Community Blvd	Village Pkwy	New 2 Lanes	0.56	2	1.12	C&G	0	15,930	15,930	8,921
114	DEV	Developer	E-W Road 6	Shinn Rd	Glades Cut-Off Rd	New 4 Lanes	2.30	4	9.20	C&G	0	43,740	43,740	100,602
115		County	Jenkins Rd	N. Jenkins Rd	St. Lucie Blvd	New 4 Lanes	2.26	4	9.04	C&G	0	35,820	35,820	80,953
116	Yes	County	Jenkins Rd	Post Office Rd	Glades Cut-Off Rd	New 4 Lanes	0.37	4	1.48	C&G	0	35,820	35,820	13,253
117	PE only	County	Jenkins Rd	Walmart Distr. Center	Altman Rd	New 4 Lanes	0.81	4	3.24	C&G	0	35,820	35,820	29,014
118		County	McCarty Rd	Glades Cut-Off Rd	Williams Rd	New 4 Lanes	1.98	4	7.92	C&G	0	44,100	44,100	87,318
119	DEV	Developer	Newell Rd	Shinn Rd	Arterial A	New 4 Lanes	2.54	4	10.16	C&G	0	44,100	44,100	112,014
120		County	North-Mid County Connector	Orange Ave	Florida'a Turnpike	New 4 Lanes	1.88	4	7.52	C&G	0	37,810	37,810	71,083
121	DEV	Developer	Tradition Pkwy	Range Line Rd	SW Stony Creek Way	New 4 Lanes	2.05	4	8.20	C&G	0	32,110	32,110	65,826
122		County	North-Mid County Connector	Okeechobee Rd	Orange Ave	New 4 Lanes	2.93	4	11.72	C&G	0	35,820	35,820	104,953
123		County	North-Mid County Connector	Midway Rd	Okeechobee Rd	New 4 Lanes	2.37	4	9.48	C&G	0	35,820	35,820	84,893
124	DEV	Developer	N-S Road A	Becker Rd	Crosstown Pkwy	New 4 Lanes	5.13	4	20.52	C&G	0	35,820	35,820	183,757
125	DEV	Developer	N-S Road B	Becker Rd	Discovery Way	New 4 Lanes	2.80	4	11.20	C&G	0	43,740	43,740	122,472
126	DEV	Developer	Open View Dr (West)	N-S Road A	Village Pkwy	New 4 Lanes	2.97	4	11.88	C&G	0	43,740	43,740	129,908
127	DEV	Developer	Paar Dr (West)	N-S Road A	Village Pkwy	New 4 Lanes	3.30	4	13.20	C&G	0	43,740	43,740	144,342
128	DEV	Developer	Range Line Rd	Glades Cut-Off Rd	Midway Rd	New 4 Lanes	5.46	4	21.84	C&G	0	37,810	37,810	206,443
129	DEV	Developer	Shinn Rd	Glades Cut-Off Rd	Midway Rd	New 4 Lanes	4.95	4	19.80	C&G	0	35,820	35,820	177,309
130	DEV	Developer	Westcliffe Ln	N-S Road A	SW Tremonte Ave	New 4 Lanes	1.15	4	4.60	C&G	0	35,820	35,820	41,193
131	DEV	Developer	Williams Ext.	McCarty Rd	Glades Cut-Off Rd	New 4 Lanes	1.65	4	6.60	C&G	0	44,100	44,100	72,765
132		City	Bayshore Blvd	St. Lucie West Blvd	Selvitz Rd	Widen 2L to 4L	1.46	2	2.92	C&G	13,320	29,160	15,840	23,126
133		City	California Blvd	Savona Blvd	Del Rio Blvd	Widen 2L to 4L	1.33	2	2.66	C&G	16,815	37,810	20,995	27,923
134	DEV	Developer	Discovery Way	N-S Road B	Village Pkwy	Widen 2L to 4L	1.31	2	2.62	C&G	15,930	35,820	19,890	26,056
135		City	East Torino Pkwy	NW Cashmere Blvd	Midway Rd	Widen 2L to 4L	2.73	2	5.46	C&G	15,930	35,820	19,890	54,300
136		County	Glades Cut-Off Rd	Arterial A	Selvitz Rd	Widen 2L to 4L	5.39	2	10.78	C&G	15,045	33,830	18,785	101,251

Table B-11 (continued)

St. Lucie TPO SmartMoves 2045 Long Range Transportation Plan

ID	Cost Feasible	Jurisdiction	On	From	To	Improvement	Length	Lanes Added	Lane Miles Added	Section Design*	Initial Capacity	Future Capacity	Added Capacity	Vehicle Miles of Capacity Added
Roadway Needs Plan														
137	PE only	County	Jenkins Rd	Altman Rd	Orange Ave	Widen 2L to 4L	3.01	2	6.02	C&G	15,930	35,820	19,890	59,869
138		County	Jenkins Rd	Orange Ave	N Jenkins Rd	Widen 2L to 4L	0.52	2	1.04	C&G	15,930	35,820	19,890	10,343
139	PE only	County	Jenkins Rd	Midway Rd	Post Office Rd	Widen 2L to 4L	0.34	2	0.68	C&G	15,930	35,820	19,890	6,763
140	PE only	County	Jenkins Rd	Glades Cut-Off Rd	Walmart Distr. Center	Widen 2L to 4L	0.58	2	1.16	C&G	15,930	35,820	19,890	11,536
141		State	Kings Hwy	S of Indrio Rd	US-1	Widen 2L to 4L	2.85	2	5.70	C&G	17,700	39,800	22,100	62,985
142		County	McCarty Rd	Williams Rd	Midway Rd	Widen 2L to 4L	1.27	2	2.54	C&G	13,320	29,160	15,840	20,117
144		City	NW Cashmere Blvd	Swan Lake Circle	East Torino Pkwy	Widen 2L to 4L	1.22	2	2.44	C&G	16,815	37,810	20,995	25,614
145		City	Savona Blvd	Gatlin Blvd	California Blvd	Widen 2L to 4L	1.08	2	2.16	C&G	13,320	29,160	15,840	17,107
146		City	Selvitz Rd	Bayshore Dr	Milner Dr	Widen 2L to 4L	2.68	2	5.36	C&G	13,320	29,160	15,840	42,451
148		City	Southbend Blvd	Becker Rd	Port St. Lucie Blvd	Widen 2L to 4L	4.79	2	9.58	C&G	13,320	29,160	15,840	75,874
149	Yes	City	St. Lucie West Blvd	E of I-95	Cashmere Blvd	Widen 4L to 6L	1.92	2	3.84	C&G	37,810	56,905	19,095	36,662
161	Yes	City	California Blvd	Del Rio Blvd	Crosstown Pkwy	Widen 2L to 4L	0.37	2	0.74	C&G	16,815	37,810	20,995	7,768
162	DEV	Developer	Midway Rd	Arterial A	I-95	Widen 2L to 4L	0.88	2	1.76	C&G	13,320	29,160	15,840	13,939
163	DEV	Developer	Becker Rd	N-S Road B	Village Pkwy	New 6 Lanes	2.26	6	13.56	C&G	0	56,905	56,905	128,605
164	DEV	Developer	Paar Dr (West)	Range Line Rd	N-S Road A	New 2 Lanes	0.94	2	1.88	C&G	0	15,930	15,930	14,974
165	DEV	Developer	Open View Dr (West)	Range Line Rd	N-S Road A	New 2 Lanes	0.95	2	1.90	C&G	0	15,930	15,930	15,134
166		City	Trade Center/Tom Mackie	Village Pkwy	Discovery Way	New 2 Lanes	0.36	2	0.72	C&G	0	15,930	15,930	5,735
167	DEV	Developer	Village Pkwy	Becker Rd	Discovery Way	Widen 4L to 6L	3.26	2	6.52	C&G	30,780	47,500	16,720	54,507
Total (All Roads):									**365.56**					3,492,548
City/County/Developer Roads:									345.04		**94%**	**(a)**		3,265,802
State Roads:									20.52		**6%**	**(b)**		226,746
VMC Added per Lane Mile (City/County/Developer/State Roads):														**9,600**
County Roads:									90.64					839,749
State Roads:									20.52					226,746
VMC Added per Lane Mile (County/State Roads):														**9,600**
City/County Roads (Cost Feasible):									25.70		**63%**	**(c)**		-
State Roads (Cost Feasible):									14.82		**37%**	**(d)**		-
New Road Construction:									265.92		**70%**	**(e)**		-
Lane Addition:									99.64		**30%**	**(f)**		-

*C&G = Curb & Gutter (urban design); OD = Open Drainage (rural design)

Source: St. Lucie TPO SmartMoves 2045 Long Range Transportation Plan; Jurisdiction information was obtained from multiple sources and confirmed by St. Lucie County

Transit Capital Costs (Multi-Modal)

In the case of multi-modal fees, the marginal cost of adding transit infrastructure needs to be considered. This section details the difference in cost per person-mile of capacity between expanding a roadway without transit amenities versus expanding a roadway with transit amenities. This calculation also accounts for the change in roadway PMC that occurs when a bus is on the road.

First, Table B-12 calculates the person-miles of capacity added for each new transit vehicle on the road. This calculation adjusts for the fact that buses have a significantly higher person-capacity than passenger vehicles. This table also identifies transit capital cost variables that will be used to calculate the added capital cost of constructing/expanding a roadway with transit facilities.

Next, Table B-13 combines the roadway VMC and the transit PMC to calculate the marginal change in cost per PMC. First, the roadway characteristics, including cost and capacity, were used to calculate the roadway cost per VMC for a generic 22-mile roadway segment. Then, an adjustment factor was applied to recognize that incorporating transit along a segment of roadway decreases the vehicle-capacity as the bus makes intermittent stops and interrupts the free-flowing traffic. As shown in Table B-13, the bus blockage adjustment factor is much higher for a 2-lane roadway than for a 4-lane roadway. On a 2-lane road, all cars get caught behind the bus during a stop, while on a 4-lane roadway, there is an unobstructed travel lane that cars can use to pass-by or maneuver around the slower transit vehicle. This adjusted VMC was then converted to PMC using the vehicle-miles to person-miles adjustment factor previously discussed in this report. The additional person-capacity from the buses was added to the adjusted roadway PMC. The person-miles of capacity that a transit system would add to the stretch of roadway (Table B-12) mitigates the decrease in vehicle-miles of capacity due to the bus blockage adjustments.

Next, the capital cost of transit infrastructure was added to the capital cost of the roadway expansion for both new road construction (0 to 2 lanes) and lane addition (2 to 4 lanes). With the transit infrastructure included, the updated cost per PMC was calculated, which now reflects the total cost of building a new road with transit or expanding a roadway and adding transit amenities. When compared to the cost per PMC for simply building/expanding a roadway without transit, the added cost of transit is between approximately three (3) percent and five (5) percent.

As a final step, the increased costs were then weighted by the lane mile distribution of new road construction and lane addition improvements in the St. Lucie TPO's SmartMoves 2045 Long Range Transportation Plan. As shown, the plan calls for considerably more new road construction than lane addition improvements through 2045. When the marginal cost of transit is included and weighed by this ratio, the resulting percent change is approximately 4.54 percent. Essentially, adding transit does not have a significant effect on the cost per person-mile of capacity for new road construction and lane addition improvements.

As it is currently structured, the transit model detailed in Tables B-12 and B-13 assumes that transit-miles and road-miles will be added to the system at the same rate. If the County builds more transit-miles, this will increase the bus traffic on existing roads, adding more stops, higher stop frequency, and creating additional bus blockage. As a result, the capital cost per person-mile for a roadway with transit would increase in relation to the ratio of added transit-miles vs. roadway-miles. For example, if the transit-mile investment was double that of roadway construction/expansion, the 4.54 percent change calculated in Table B-13 would increase to approximately 9.08 percent. The annual construction figures for transit-miles and road-miles should be tracked by the County and adjusted for in subsequent multi-modal fee update studies.

Table B-12

Multi-Modal Cost per Person-Mile of Capacity

Input	Local Transit	
Transit Person-Miles of Capacity Calculation		**Source:**
Vehicle Capacity[1]	42	1) Source: Local transit is assumed to have 30 seats with a 40 percent standing room capacity equivalent
Number of Vehicles (20% fleet margin)[2]	2	2) Cycle time (Item 9) divided by headway time (Item 6) increased by 20 percent to accommodate the required fleet margin
Service Span (hours)[3]	13	3) Source: Assumption based on current ART routes
Cycles/Hour (aka Peak Vehicles)[4]	1.00	4) Headway time (Item 6) divided by 60
Cycles per Day[5]	13	5) Service span (Item 3) multiplied by the cycles/hour (Item 4)
Headway Time (minutes)[6]	60	6) Source: Assumption based on current ART routes
Speed (mph)[7]	15	7) Source: Urban Integrated National Transit Database (UrbaniNTD). 6-yr average
Round Trip Length (miles)[8]	22.0	8) Source: Average trip length of current ART routes
Cycle Time (minutes)[9]	88	9) Round trip length (Item 8) divided by speed (Item 7) multiplied by 60
Total Person-Miles of Capacity[10]	12,012	10) Vehicle capacity (Item 1) multiplied by the cycles per day (Item 5) multiplied by the round trip length (Item 8)
Load Factor/System Capacity[11]	30%	11) Source: Optimistic assumption based on future goals
Adjusted Person-Miles of Capacity[12]	**3,604**	12) Total person-miles of capacity (Item 10) multiplied by the load factor (Item 11)
Capital Cost Variables		
Stops per Mile (w/o Shelter)[13]	3	13) Source: Model assumes 3 bench stops per mile
Shelters per Mile[14]	1	14) Source: Model assumes 1 shelter stop per mile
Vehicle Cost[15]	$600,000	15) Source: St. Lucie County ART Transit Development Plan (Diesel Bus)
Simple Bus Stop[16]	$25,000	16) Source: Estimate based on local characteristics and industry knowledge
Sheltered Bus Stop[17]	$80,000	17) Source: Estimate based on local characteristics and industry knowledge

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Table B-13
Multi-Modal Fee: Transit Component Model

Item	New Road Construction		Lane Addtions		
	Roadway	Transit	Roadway	Transit	
Roadway Characteristics:					**Source:**
Roadway Cost per Mile[1]	$15,364,000		$15,364,000		1) Source: Table 3, adjusted to cost "per mile"
Roadway Segment Length (miles)[2]	22.0		22.0		2) Source: Average length of ART route
Roadway Segment Cost[3]	$338,008,000	**PMC**	$338,008,000	**PMC**	3) Roadway cost per mile (Item 1) multiplied by the roadway segment length (Item 2)
Average Capacity Added (per mile)[4]	19,200	25,400	19,200	25,400	4) Source: Table 4, adjusted to capacity "per mile"
VMC/PMC Added (entire segment)[5]	422,400	558,800	422,400	558,800	5) Roadway segment length (Item 2) multiplied by the average capacity added (Item 4) for both VMC and PMC
Roadway Cost per VMC/PMC[6]	$800.21	**$604.88**	$800.21	**$604.88**	6) Roadway segment cost (Item 3) divided by the VMC/PMC added (Item 5) individually
Transit Capacity:					
Adjustment for Bus Blockage[7]	3.2%	-	1.6%	-	7) Source: 2022 Highway Capacity Manual, Equation 19-12
VMC/PMC Added (transit deduction)[8]	13,517	17,842	6,758	8,921	8) VMC added (Item 5) multiplied by the adjustment for bus blockage (Item 7). For PMC, multiply the VMC by 1.32 persons per vehicle
VMC/PMC Added (less transit deduction)[9]	408,883	540,958	415,642	549,879	9) VMC/PMC added (entire segment) (Item 5) less the VMC/PMC added (transit deduction) (Item 8) for VMC and PMC individually
PMC Added (transit addition ONLY)[10]		3,604		3,604	10) Source: Table B-13, Adjusted Person-Miles of Capacity (Item 12)
Net PMC Added (transit effect included)[11]		544,562		553,483	11) PMC added (less transit deduction) (Item 9) plus the PMC added (transit addition ONLY) (Item 10)
Road/Transit Cost per PMC (Road Capital)[12]		$620.70		$610.69	12) Road segment cost (Item 3) divided by the net PMC added (transit effect included) (Item 11)
Transit Infrastructure:					
Buses Needed[13]	2	$1,200,000	2	$1,200,000	13) Number of vehicles (see Table B-13, Item 2) multiplied by the vehicle cost (see Table B-13, Item 15)
Stops per mile (both sides of street)[14]	3	$3,300,000	3	$3,300,000	14) Stops per mile (3) multiplied by the roadway segment length (Item 2) multiplied by the cost per stop (Table B-13, Item 16)
Shelters per mile (both sides of street)[15]	1	$3,520,000	1	$3,520,000	15) Shelters per mile (1) multiplied by the roadway segment length (Item 2) multiplied by the cost per shelter (Table B-13, Item 17)
Total infrastructure[16]		$8,020,000		$8,020,000	16) Sum of buses needed (Item 13), stops needed (Item 14), and shelters needed (Item 15)
Multi-Modal Cost per PMC:					
Road/Transit Cost per PMC[17]		**$635.42**		**$625.18**	17) Sum of the roadway segment cost (Item 3) and the total transit infrastructure cost (Item 16) divided by the net PMC added (Item 11)
Percent Change[18]		**5.05%**		**3.36%**	18) Percent difference between the road/transit cost per PMC (Item 17) and the Roadway cost per PMC (Item 6)
Weighted Multi-Modal Cost per PMC:					
Lane Mile Distribution[19]		70%		30%	19) Source: Table B-11, Items (e) and (f)
Weighted Roadway Cost per PMC[20]		$423.42		$181.46	20) Roadway cost per PMC (Item 6) multiplied by the lane mile distribution (Item 19)
Weighted Road/Transit Cost per PMC[21]		$444.80		$187.55	21) Road/Transit cost per PMC (Item 17) multiplied by the lane mile distribution (Item 19)
Weighted Average Multi-Modal Cost per PMC:					
Weighted Average Roadway Cost per PMC (new road construction and lane additions)[22]				$604.88	22) Sum of the weighted roadway cost per PMC (Item 20) for new road construction and lane additions
Weighted Average Road/Transit Cost per PMC (new road construction and lane additions)[23]				$632.35	23) Sum of the weighted road/transit cost per PMC (Item 21) for new road construction and lane additions
Percent Change[24]				**4.54%**	24) Percent difference between the weighted average road/transit cost per PMC (Item 23) and the weighted average roadway cost per PMC (Item 22)

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 St. Lucie 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.
- St. Lucie 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.
- St. Lucie 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 2024-25 data represent projected fuel tax distributions to St. Lucie 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 $1.63 million will be generated annually for the County from one penny of fuel tax in St. Lucie 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
St. Lucie County & Municipalities, FY 2024-25[1]

Tax	Amount of Levy per Gallon	Total Distribution	Distribution per Penny
Constitutional Fuel Tax	$0.02	$3,418,609	$1,709,305
County Fuel Tax	$0.01	$1,506,759	$1,506,759
9th Cent Fuel Tax	$0.01	$1,853,798	$1,853,798
1st Local Option (1-6 cents)	$0.06	$10,367,449	$1,727,908
2nd Local Option (1-5 cents)	$0.05	$7,265,390	$1,453,078
Total	**$0.15**	**$24,412,005**	
Weighted Average per Penny[2]			**$1,627,467**

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 transportation improvements in St. Lucie County.

County Capital Project Funding

A review of the County's current (FY 2025-2029) Capital Improvement Plan indicated that a combination of sales tax and impact fees is used to fund transportation capacity expansion improvements. As shown in Table C-2, St. Lucie County allocates approximately 1.0 equivalent pennies of fuel tax revenue to roadway capacity expansion projects and 1.1 equivalent pennies to roadway and multi-modal improvements (excluding impact fee revenues).

Table C-2

County Fuel Tax Equivalent Pennies

Source	Cost of Projects	Number of Years	Annual Average	Revenue from 1 Penny[2]	Equivalent Pennies[3]
Roads ONLY					
Projected CIP Expenditures (FY 2025-2029)[1]	$8,000,000	5	$1,600,000	$1,627,467	$0.010
Total	**$8,000,000**	**5**	**$1,600,000**	**$1,627,467**	**$0.010**
Multi-Modal					
Projected CIP Expenditures (FY 2025-2029)[1]	$8,600,000	5	$1,720,000	$1,627,467	$0.011
Total	**$8,600,000**	**5**	**$1,720,000**	**$1,627,467**	**$0.011**

1) Source: Table C-5
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

Additionally, the County is currently using fuel tax revenues to retire debt that was issued to fund capacity expansion improvements, specifically, the Series 2015 Transportation Revenue Refunding Bond. As shown in Table C-3, a credit of 0.6 pennies is allocated toward outstanding debt service in St. Lucie County.

Table C-3

County Debt Service Fuel Tax Equivalent Pennies

Source	Cost of Projects	Number of Years	Annual Average	Revenue from 1 Penny[2]	Equivalent Pennies[3]
Transp. Revenue Refunding Bond; Series 2015	$2,984,073	3	$994,691	$1,627,467	$0.006
Total	**$2,984,073**	**3**	**$994,691**	**$1,627,467**	**$0.006**

1) Source: Table C-6
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 roadway capacity-expansion projects spanning a 15-year period (from FY 2015 to FY 2029) was 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 roadway capacity-expansion projects for the "historical" periods and the "future" period:

- FY 2015-2019 work plan equates to 23.2 pennies (24.1 pennies for multi-modal)

- FY 2020-2024 work plan equates to 9.0 pennies (9.6 pennies for multi-modal)
- FY 2025-2029 work plan equates to 31.5 pennies (32.0 pennies for multi-modal)

The combined weighted average over the 15-year period of state expenditure for capacity-expansion transportation projects results in a total of 21.2 equivalent pennies (21.9 pennies for multi-modal) as shown in Table C-4. The specific projects that were used in the equivalent penny calculations are summarized in Table C-7.

Table C-4

State Fuel Tax Equivalent Pennies

Source	Cost of Projects	Number of Years	Annual Average	Revenue from 1 Penny[2]	Equivalent Pennies[3]
Roads ONLY					
Projected Work Program (FY 2025-2029)[1]	$255,933,915	5	$51,186,783	$1,627,467	$0.315
Historical Work Program (FY 2020-2024)[1]	$72,933,758	5	$14,586,752	$1,627,467	$0.090
Historical Work Program (FY 2015-2019)[1]	$189,017,070	5	$37,803,414	$1,627,467	$0.232
Total	**$517,884,743**	**15**	**$34,525,650**	**$1,627,467**	**$0.212**
Multi-Modal					
Projected Work Program (FY 2025-2029)[1]	$260,229,715	5	$52,045,943	$1,627,467	$0.320
Historical Work Program (FY 2020-2024)[1]	$78,366,318	5	$15,673,264	$1,627,467	$0.096
Historical Work Program (FY 2015-2019)[1]	$195,747,477	5	$39,149,495	$1,627,467	$0.241
Total	**$534,343,510**	**15**	**$35,622,901**	**$1,627,467**	**$0.219**

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 2) divided by 100

Table C-5

St. Lucie County Planned Transportation Capacity Expenditures (FY 2025-2029)

Project	Improvement	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
Oleander Ave from Midway to Saeger	Sidewalk	$0	$0	$200,000	$0	$0	**$200,000**
St James from Royce to Lazy River	Sidewalk	$400,000	$0	$0	$0	$0	**$400,000**
Old Dixie Hwy at FEC Crossings	Signalization	$1,000,000	$1,000,000	$2,000,000	$2,000,000	$0	**$6,000,000**
Countywide	Traffic Signal Upgrades	$450,000	$450,000	$450,000	$450,000	$200,000	**$2,000,000**
TOTAL (Roads Only)		**$1,450,000**	**$1,450,000**	**$2,450,000**	**$2,450,000**	**$200,000**	**$8,000,000**
TOTAL (Multi-Modal)		**$1,850,000**	**$1,450,000**	**$2,650,000**	**$2,450,000**	**$200,000**	**$8,600,000**

Source: St. Lucie County

Table C-6

Series 2015 Transportation Revenue Refunding Bond

Period Ending	Principal	Interest	Annual Debt Service
8/1/2025	$1,175,000	$41,277.25	$1,257,554.50
2/1/2026		$27,823.50	
8/1/2026	$1,200,000	$27,823.50	$1,255,647.00
2/1/2027		$14,083.50	
8/1/2027	$1,230,000	$14,083.50	$1,258,167.00
Totals	**$11,390,000**	**$1,834,748.00**	**$13,224,748.00**
Total Remaining (2025-2027)			**$3,730,091**
Percent for Transportation Capacity			**80%**
Portion for Transportation Capacity			**$2,984,073**
Payouts Remaining (2025-2027)			**3**

Source: St. Lucie County

Table C-7

Florida Department of Transportation, District 4 – St. Lucie County Work Program FY 2015-2029

ID	Description	Wkmx Description	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	Total
230256-2	SR-713/KINGS HWY FROM 800' SOUTH OF SR-70 TO N. OF I-95 OVERPASS	ADD LANES & RECONSTRUCT	$197,425	$249,120	$207,946	$82,493	$1,968	$486	$4,817	$0	$0	$0	$0	$0	$0	$0	$0	**$744,255**
230256-6	SR-713/KINGS HWY FR 500' S OF SR-70 TO NORTH OF PICOS ROAD	ADD LANES & RECONSTRUCT	$761,152	$2,706,266	$5,858,410	$33,361,423	$1,231,110	$854,924	$889,795	$285,802	$1,926,735	$59,069	$323,741	$0	$0	$0	$0	**$48,258,427**
230256-7	SR-713/KINGS HWY FROM NORTH OF PICOS RD TO NORTH OF SR-9/I-95 OVERPASS	ADD LANES & RECONSTRUCT	$103,377	$174,806	$2,837,188	$18,888,050	$77,134	$102,736	$19,521	$268,433	$872,949	$95,827	$0	$0	$0	$0	$0	**$23,440,021**
230262-2	SR-70 FROM OKEECHO/ST LUCIE C/L TO MP 5.871	ADD LANES & RECONSTRUCT	$154,404	$3,061	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$157,465**
230338-4	SR-614/INDRIO ROAD FROM WEST OF SR-9/I-95 TO EAST OF SR-607/EMERSON AV	ADD LANES & RECONSTRUCT	$4,842,395	$29,038,793	$875,123	$356,376	$411,842	$0	$180,518	$0	$0	$0	$0	$0	$0	$0	$0	**$35,705,047**
231440-2	W. MIDWAY RD/CR-712 FROM S. 25TH STREET/SR-615 TO SR-5/US-1	ADD LANES & RECONSTRUCT	$5,822,281	$44,715,187	$3,086,570	$1,042,138	$610,462	$935,808	$5,395,682	$106,004	$18,318	$34,828	$763,779	$0	$0	$0	$0	**$62,531,057**
231440-3	W. MIDWAY RD/CR-712 FROM GLADES CUT OFF ROAD TO SELVITZ ROAD	ADD LANES & RECONSTRUCT	$0	$0	$0	$2,623	$40,911	$13,744	$694,247	$180,955	$116	$666	$161,470	$0	$0	$0	$0	**$1,094,732**
231440-4	W. MIDWAY RD/CR-712/GLADES CUT OFF ROAD TO JUST WEST OF JENKINS RD	ADD LANES & RECONSTRUCT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$100,000	$65,042,875	$238,314	$0	**$65,381,189**
231440-5	W MIDWAY/CR-712/FROM JUST WEST OF JENKINS RD TO SELVITZ RD	ADD LANES & RECONSTRUCT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,471,513	$362,832	$19,648,294	$0	$0	$0	**$21,482,639**
410844-1	CROSSTOWN PARKWAY FROM MANTH LANE TO SR-5/US-1	PD&E/EMO STUDY	$27,221	$695	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$27,916**
413737-1	ST. LUCIE TPO SECTION 5303 TRANSIT PLANNING	PTO STUDIES	$72,375	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$72,375**
413737-2	ST. LUCIE TPO SECTION "5305D" TRANSIT PLANNING	PTO STUDIES	$0	$136,314	$105,389	$107,303	$109,781	$0	$112,605	$0	$0	$0	$0	$0	$0	$0	$0	**$571,392**
413737-3	ST. LUCIE TPO SECTION "5305D" TRANSIT PLANNING	PTO STUDIES	$0	$0	$0	$0	$0	$100,919	$0	$107,590	$0	$0	$0	$0	$0	$0	$0	**$208,509**
422681-4	GATLIN BLVD. BETWEEN BRESCIA STREET AND EDGARCE STREET	PARK AND RIDE LOTS	$555,892	$16,547	$51,015	$59,006	$96,636	$277,873	$3,787,895	$21,512	$741	$0	$0	$0	$0	$0	$0	**$4,867,117**
424143-1	SR-713 @ SR-614	ADD TURN LANE(S)	$21,019	$17,212	$693,310	$574	$262,612	$0	$0	$0	$0	$0	$533	$0	$0	$0	$0	**$995,260**
424143-2	SR-713 @ SR-614	ADD TURN LANE(S)	$0	$6,594,467	$1,844,035	$0	$0	$0	$482,002	$0	$0	$0	$0	$0	$0	$0	$0	**$8,920,504**
427805-4	CITY OF FT.PIERCE JPA SIGNAL MAINTENANCE & OPERATIONS ON STATE HWY SYS	TRAFFIC SIGNALS	$83,366	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$83,366**
427805-5	ST.LUCIE COUNTY JPA SIGNAL MAINTENANCE & OPERATIONS ON STATE HWY SYS	TRAFFIC SIGNALS	$79,116	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$79,116**
427805-6	CITY OF PORT ST.LUCIE JPA SIGNAL MAINT & OPERATIONS ON STATE HWY SYS	TRAFFIC SIGNALS	$27,946	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$27,946**
427805-7	CITY OF FT.PIERCE JPA SIGNAL MAINTENANCE & OPERATIONS ON STATE HWY SYS	TRAFFIC SIGNALS	$0	$139,361	$164,603	$182,020	$192,463	$0	$196,909	$0	$0	$0	$0	$0	$0	$0	$0	**$875,356**
427805-8	ST LUCIE COUNTY JPA SIGNAL MAINTENANCE & OPERATIONS ON STATE HWY SYS	TRAFFIC SIGNALS	$0	$120,384	$145,890	$162,712	$167,306	$0	$171,666	$0	$0	$0	$0	$0	$0	$0	$0	**$767,958**
427805-9	CITY OF PORT ST.LUCIE JPA SIGNAL MAINT & OPERATIONS ON STATE HWY SYS	TRAFFIC SIGNALS	$0	$64,904	$102,395	$105,178	$108,139	$0	$110,976	$0	$0	$0	$0	$0	$0	$0	$0	**$491,592**
428984-1	SR-70 FROM 900' WEST OF JENKINS ROAD TO 2000' EAST OF JENKINS ROAD	ADD LANES & REHABILITATE PVMNT	$7,423,413	$384,787	$132,160	$2,082	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$7,942,442**
429631-1	BAYSHORE BLVD. FROM PRIMA VISTA BLVD. TO SELVITZ RD.	BIKE LANE/SIDEWALK	$492,969	$58	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$493,027**
431651-1	CASHMERE BOULEVARD FROM SW DEL RIO BLVD TO N. OF SLWC HIGH SCHOOL	SIDEWALK	$305,383	$19	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$305,402**
431689-1	HAVANA AVENUE FROM KAUFMAN AVENUE TO SOUTH 13TH STREET	SIDEWALK	$302,698	$7,629	$32,032	$38	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$342,397**
431729-1	DEL RIO BLVD FROM PORT ST. LUCIE BLVD TO CALIFORNIA BLVD.	SIDEWALK	$1,788	$695,817	$3,862	$0	$3,368	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$704,835**
431735-1	SW SAVONA BLVD FROM SW BECKER ROAD TO SW GATLIN BLVD	SIDEWALK	$1,630,814	$5,889	$3,433	$720	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$1,640,856**
431738-1	DARWIN BLVD FROM SW BECKER RD. TO SW PAAR DR.	SIDEWALK	$959,780	$10,775	$3,475	$1,703	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$975,733**
431752-1	PORT ST LUCIE BLVD FROM BECKER ROAD TO DARWIN BLVD	ADD LANES & RECONSTRUCT	$15,933	$181	$132	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$16,246**
431752-2	PORT ST. LUCIE BLVD FROM PAAR DRIVE TO DARWIN BLVD	ADD LANES & RECONSTRUCT	$2,408,124	$87,081	$253,458	$303,340	$481,876	$35,179	$24,699	$206,324	$3,008	$154,602	$22,659	$0	$0	$0	$0	**$3,980,350**
431752-3	PORT ST. LUCIE BLVD FROM BECKER ROAD TO PAAR DRIVE	ADD LANES & RECONSTRUCT	$0	$0	$0	$0	$0	$15,749	$1,805,008	$14,766	$224,741	$471,364	$2,557,264	$982,028	$2,899,154	$31,071,789	$0	**$40,041,863**
431752-4	PORT ST LUCIE BLVD FROM DARWIN BLVD TO GATLIN BLVD	ADD LEFT TURN LANE(S)	$0	$0	$0	$0	$0	$4,269,129	$0	$214,421	$8,952	$4,132	$0	$0	$0	$0	$0	**$4,496,634**
431752-5	PORT ST.LUCIE BLVD FR SOUTH OF PAAR DR TO SOUTH OF ALCANTARRA BLVD	ADD LANES & RECONSTRUCT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$22,470,665	$0	$0	$0	$0	**$22,470,665**
431752-6	PORT ST.LUCIE BLVD FROM SOUTH OF ALCANTARRA BV TO SOUTH OF DARWIN BLVD	ADD LANES & RECONSTRUCT	$0	$0	$0	$0	$0	$0	$0	$11,222,995	$31,228	$195,471	$729,307	$0	$0	$0	$0	**$12,179,001**
433195-1	CAMEO BLVD FROM PORT ST.LUCIE BLVD TO CROSSTOWN PARKWAY	SIDEWALK	$1,610	$560,007	$7,270	$0	$1,167	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$570,054**
435135-1	PORT ST. LUCIE BLVD @ GATLIN BLVD	INTERSECTION IMPROVEMENT	$0	$1,299	$2,261	$540,259	$4,212	$72	$12,066	$0	$0	$0	$0	$0	$0	$0	$0	**$560,169**
435245-1	ST. LUCIE COUNTY ATMS	ATMS - ARTERIAL TRAFFIC MGMT	$0	$167,358	$14,154	$40,888	$53,324	$44,148	$7,316,494	$14,796	$0	$0	$0	$0	$0	$0	$0	**$7,651,162**
435263-1	SELVITZ ROAD FROM NORTH OF BAYSHORE BLVD. TO NORTH MACEDO BLVD.	SIDEWALK	$55	$2,712	$173,147	$57	$1,231	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$177,202**
435583-1	SR-5/US-1 @ SR-68/ORANGE AVE INTERSECTION IMPROVEMENT	INTERSECTION IMPROVEMENT	$35,811	$159	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$35,970**
436859-1	TULIP BLVD. FROM COLLEGE PARK RD. TO CHERRY HILL RD.	SIDEWALK	$0	$277	$3,568	$445,761	$2,003	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$451,609**
436868-1	SR-5/US-1 @ SR-70/VIRGINIA AVENUE	ADD RIGHT TURN LANE(S)	$0	$0	$167,705	$107,876	$504,140	$2,360	$1,843,552	$7,622	$52	$354	$0	$0	$0	$0	$0	**$2,633,661**
437975-1	CITY OF FT. PIERCE JPA SIGNAL MAINTENANCE & OPERATIONS ON SHS	TRAFFIC SIGNALS	$0	$0	$0	$0	$0	$189,055	$0	$195,398	$258,732	$238,957	$274,257	$290,712	$308,155	$0	$0	**$1,755,266**
437976-1	ST LUCIE COUNTY JPA SIGNAL MAINTENANCE & OPERATIONS ON SHS	TRAFFIC SIGNALS	$0	$0	$0	$0	$0	$213,706	$0	$222,967	$284,179	$455,594	$404,369	$289,737	$307,121	$0	$0	**$2,177,673**
437977-1	CITY OF PORT ST. LUCIE JPA SIGNAL MAINTENANCE & OPERATIONS ON SHS	TRAFFIC SIGNALS	$0	$0	$0	$0	$0	$115,157	$0	$116,845	$120,028	$126,428	$134,014	$142,055	$150,578	$0	$0	**$905,105**
438130-1	PAAR DRIVE FROM SW PORT ST LUCIE BLVD TO SW DARWIN BLVD	SIDEWALK	$0	$0	$846	$1,592	$471,889	$0	$3,197	$0	$0	$0	$0	$0	$0	$0	$0	**$477,524**
438379-1	SR-713/KINGS HWY FR N OF SR-9/I-95 OVERPASS TO N OF COMMERCIAL CIR	ADD LANES & RECONSTRUCT	$0	$0	$0	$2,874,754	$23,347	$102,383	$1,041,040	$615,690	$5,218,786	$2,212,215	$8,633,033	$2,100,000	$50,000	$49,200	$0	**$22,920,448**
438379-2	SR-713/KINGS HWY FROM N OF COMMERCIAL CIRCLE TO NORTH OF ST LUCIE BLVD	ADD LANES & RECONSTRUCT	$0	$0	$0	$1,437,215	$37,688	$157,860	$902,282	$188,018	$269,496	$397,082	$5,266,422	$4,697,459	$70,000	$50,000	$15,000	**$13,488,522**
438379-3	SR-713/KINGS HWY FROM NORTH OF ST LUCIE BLVD TO INDRIO ROAD	ADD LANES & RECONSTRUCT	$0	$0	$0	$0	$0	$11,342	$2,903,935	$9,182	$4,567	$8,611	$5,682	$0	$2,671,250	$5,150,759	$642,750	**$11,408,078**
438379-4	SR-713/KINGS HIGHWAY N OF SR-9/I-95 OVERPASS TO SOUTH OF ANGLE RD	ADD LANES & RECONSTRUCT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$7,345	$0	$27,710,984	$2,044,359	$0	**$29,762,688**
438379-5	SR-713/KINGS HIGHWAY SOUTH OF ANGLE ROAD TO NORTH OF COMMERCIAL CIR	ADD LANES & RECONSTRUCT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$15,098	$0	$30,311,923	$3,391,744	$0	**$33,718,765**
438546-1	SR-5/US-1 FR VIRGINIA AVE TO SR-A1A/SEAWAY DR	ATMS - ARTERIAL TRAFFIC MGMT	$0	$208,676	$1,092,957	$32,630	$357	$0	$0	$302	$0	$0	$0	$0	$0	$0	$0	**$1,334,922**
441280-1	ST LUCIE COUNTY BIKE SHARE INFRASTRUCTURE	INTERMODAL HUB CAPACITY	$0	$0	$63,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$63,000**
441566-1	OLEANDER AVENUE FROM MIDWAY ROAD TO SOUTH MARKET AVENUE	SIDEWALK	$0	$0	$0	$0	$803	$1,146,521	$3,954	$28,868	$10,489	$19,056	$6,949	$0	$0	$0	$0	**$1,216,640**
441862-1	SR-5/US-1 @ OHIO AVE	TRAFFIC SIGNALS	$0	$0	$0	$150,000	$100,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$250,000**
441957-1	TREASURE COAST AIRPORT CONNECTOR FROM TURNPIKE TO SR-713/KINGS HWY	FEASIBILITY STUDY	$0	$0	$0	$0	$101,375	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$101,375**
444348-1	CURTIS STREET FROM NW PRIMA VISTA BLVD TO NW FLORESTA DRIVE	SIDEWALK	$0	$0	$0	$0	$0	$917	$897	$314,550	$430	$0	$0	$0	$0	$0	$0	**$316,794**
444349-1	ALCANTARRA BLVD FROM SW SAVONA BLVD TO SW PORT ST.LUCIE BLVD	SIDEWALK	$0	$0	$0	$0	$0	$1,499	$2,254	$349,730	$1,195	$32	$0	$0	$0	$0	$0	**$354,710**
444707-1	GATLIN BLVD FROM SW VILLAGE PARKWAY TO SAVONA BLVD	TRAFFIC CONTROL DEVICES/SYSTEM	$0	$0	$0	$0	$0	$0	$0	$5,180	$492,516	$716	$60	$0	$0	$0	$0	**$498,472**
446074-1	SELVITZ ROAD FROM NORTHWEST FLORESTA DRIVE TO NORTHWEST BAYSHORE BLVD	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$120	$0	$2,013	$458,190	$12,781	$1,790	$0	$0	$0	$0	**$474,894**
446076-1	BELL AVENUE FROM SOUTH 25TH STREET TO SUNRISE BLVD	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$294	$0	$1,582	$198,233	$9,546	$0	$0	$0	$0	$0	**$209,655**
446168-1	SR-68/ORANGE AVE FROM SR-713/KINGS HWY TO E OF SR-9/I-95 SB RAMP	INTERCHANGE - ADD LANES	$0	$0	$0	$0	$0	$0	$0	$45,998	$356	$749,920	$50,067	$0	$0	$0	$7,153,505	**$7,999,846**
446331-1	JENKINS ROAD FROM CR-712/MIDWAY ROAD TO SR-68/ORANGE AVENUE	PD&E/EMO STUDY	$0	$0	$0	$0	$0	$0	$0	$0	$628,149	$3,541,211	$864,402	$0	$0	$0	$0	**$5,033,762**
448134-1	PORT ST LUCIE TSM&O VARIOUS LOCATIONS	ITS COMMUNICATION SYSTEM	$0	$0	$0	$0	$0	$0	$0	$0	$282,934	$590	$4,409	$0	$0	$0	$0	**$287,933**
448308-1	WALTON ROAD FROM 800 FEET EAST OF LENNARD ROAD TO GREEN RIVER PARKWAY	SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$223	$378	$1,721,353	$415,912	$0	$0	$0	$0	**$2,137,866**
448998-1	SW KESTOR DRIVE FROM SW DARWIN BOULEVARD TO SW BECKER ROAD	SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$115	$1,220	$769,429	$0	$0	$0	$0	**$770,764**
449696-1	SR-68/ORANGE AVE FROM KINGS HIGHWAY TO US-1	ATMS - ARTERIAL TRAFFIC MGMT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$346,277	$0	$0	**$346,277**
449922-1	ST. LUCIE CO, SERVICE DEVELOPMENT, PSL MICROTRANSIT CAP	CAPITAL FOR FIXED ROUTE	$0	$0	$0	$0	$0	$0	$0	$0	$150,000	$0	$0	$0	$0	$0	$0	**$150,000**

Table C-7 (continued)

Florida Department of Transportation, District 4 – St. Lucie County Work Program FY 2015-2029

ID	Description	Wkmx Description	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	Total
450861-1	NW VOLUCIA DRIVE TO NW EAST TORINO PARKWAY TO WEST BLANTON BOULEVARD	SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$703	$4,296	$777,074	$0	$0	$0	**$782,073**
451581-1	CITY OF FT. PIERCE JPA SIGNAL MAINTENANCE & OPS ON STATE HWY SYSTEM	TRAFFIC SIGNALS	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$525,099	$375,958	**$901,057**
451582-1	ST. LUCIE COUNTY JPA SIGNAL MAINTENANCE & OPS ON STATE HWY SYSTEM	TRAFFIC SIGNALS	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$502,055	$345,580	**$847,635**
451583-1	CITY OF PORT ST. LUCIE JPA SIGNAL MAINTENANCE & OPS ON SHS	TRAFFIC SIGNALS	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$303,173	$253,168	**$556,341**
451589-1	SERVICE DEVELOPMENT MICROTRANSIT EXPANSION IN ST LUCIE COUNT (CAPITAL)	CAPITAL FOR FIXED ROUTE	$0	$0	$0	$0	$0	$0	$0	$0	$0	$71,106	$0	$0	$0	$0	$0	**$71,106**
453184-1	TOM MACKIE BLVD - PHASE 4	NEW ROAD CONSTRUCTION	$0	$0	$0	$0	$0	$0	$0	$0	$0	$3,000,000	$0	$0	$0	$0	$0	**$3,000,000**
453191-1	PSL INTERMODAL CENTER CAPITAL IMPROVEMENTS	INTERMODAL HUB CAPACITY	$0	$0	$0	$0	$0	$0	$0	$0	$0	$600,000	$900,000	$0	$0	$0	$0	**$1,500,000**
453326-1	SW CALIFORNIA BLVD FROM SW DEL RIO BLVD TO SW SAVONA BLVD	PD&E/EMO STUDY	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,005,101	$0	$0	**$2,005,101**
453491-1	ST. JAMES DRIVE FROM NE LAZY RIVER PARKWAY TO NE ROYCE AVENUE	SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$5,000	$0	$289,382	$0	$0	**$294,382**
453492-1	NEBRASKA AVENUE FROM SOUTH LAWNWOOD CIRCLE TO SOUTH 13TH STREET	SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$5,000	$217,101	$100,000	$0	$0	**$322,101**
453495-1	GATLIN BLVD @ SAVONA BLVD	ADD TURN LANE(S)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$567,116	$0	$0	$0	$0	**$567,116**
454880-1	SUNRISE BLVD FROM BELL AVE TO NSLWCD CANAL 15	SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$5,000	$0	$798,867	$0	**$803,867**
456325-1	SR-713 INTERSECTION OF SR-713 KINGS HIGHWAY AND ANGLE RD	TRAFFIC SIGNALS	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$79,235	$0	$0	$0	$0	**$79,235**
Total (Roads ONLY)			**$22,558,875**	**$84,690,344**	**$17,529,312**	**$59,731,637**	**$4,506,902**	**$7,341,711**	**$27,783,104**	**$13,943,210**	**$10,646,583**	**$13,219,150**	**$43,697,759**	**$28,250,285**	**$131,873,418**	**$43,326,492**	**$8,785,961**	**$517,884,743**
Sub-Totals						**5-Year Total:**	**$189,017,070**				**5-Year Total:**	**$72,933,758**				**5-Year Total:**	**$255,933,915**	
Total (Multi-Modal)			**$26,326,347**	**$86,109,841**	**$17,925,334**	**$60,288,811**	**$5,097,144**	**$8,591,981**	**$27,906,011**	**$14,747,766**	**$11,465,613**	**$15,654,947**	**$45,806,135**	**$29,249,460**	**$132,262,800**	**$44,125,359**	**$8,785,961**	**$534,343,510**
Sub-Totals						**5-Year Total:**	**$195,747,477**				**5-Year Total:**	**$78,366,318**				**5-Year Total:**	**$260,229,715**	

Source: Florida Department of Transportation, District 4

Table C-8

Average Motor Vehicle Fuel Efficiency – Excluding Interstate Travel

Travel Vehicle Miles of Travel (VMT) @			
	22.6	**7.1**	
Other Arterial Rural	337,046,000,000	53,426,000,000	390,472,000,000
Other Rural	307,564,000,000	32,321,000,000	339,885,000,000
Other Urban	1,542,820,000,000	100,366,000,000	1,643,186,000,000
Total	***2,187,430,000,000***	***186,113,000,000***	***2,373,543,000,000***

Percent VMT

@ 22.6 mpg	@ 7.1 mpg
86%	14%
90%	10%
94%	6%
92%	**8%**

Fuel Consumed			
	Gallons @ 22.6 mpg	Gallons @ 7.1 mpg	
Other Arterial Rural	14,913,539,823	7,524,788,732	22,438,328,555
Other Rural	13,609,026,549	4,552,253,521	18,161,280,070
Other Urban	68,266,371,681	14,136,056,338	82,402,428,019
Total	***96,788,938,053***	***26,213,098,591***	***123,002,036,644***

Total Mileage and Fuel	
2,373,543	**miles (millions)**
123,002	**gallons (millions)**
19.30	**mpg**

Source: U.S. Department of Transportation, Federal Highway Administration, *Highway Statistics 2023* , Section V, Table VM-1
Annual Vehicle Distance Traveled in Miles and Related Data - 2023 by Highway Category and Vehicle Type
http://www.fhwa.dot.gov/policyinformation/statistics.cfm

Table C-9

Annual Vehicle Distance Travelled in Miles and Related Data – 2023[1]

By Highway Category and Vehicle Type

Updated: March 2025 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):									
2023	Interstate Rural	141,502	1,014	1,576	53,228	11,957	59,441	**194,729**	**71,398**	268,717
2023	Other Arterial Rural	232,915	2,258	2,327	104,131	19,890	33,536	**337,046**	**53,426**	395,057
2023	Other Rural	209,061	2,757	2,144	98,503	18,432	13,888	**307,564**	**32,321**	344,786
2023	All Rural	583,478	6,029	6,047	255,862	50,279	106,865	839,340	157,144	1,008,560
2023	Interstate Urban	383,568	2,189	2,348	113,349	21,451	50,897	**496,917**	**72,348**	573,802
2023	Other Urban	1,206,510	11,963	9,306	336,310	62,370	37,996	**1,542,820**	**100,366**	1,664,454
2023	All Urban	1,590,077	14,152	11,654	449,659	83,822	88,892	2,039,737	172,714	2,238,257
2023	Total Rural and Urban[5]	2,173,555	20,181	17,701	705,521	134,101	195,758	2,879,076	329,858	3,246,817
2023	Number of motor vehicles registered[2]	197,134,299	9,516,910	967,525	62,103,995	11,567,428	3,324,112	259,238,294	14,891,540	284,614,269
2023	Average miles traveled per vehicle	11,026	2,121	18,295	11,360	11,593	58,890	11,106	22,151	11,408
2023	Person-miles of travel (millions)[4]	3,337,839	20,695	375,257	1,040,166	134,101	195,758	4,378,005	329,858	5,103,815
2023	Fuel consumed (thousand gallons)	88,145,179	459,065	2,396,495	39,334,720	17,162,839	29,296,989	127,479,899	46,459,828	176,795,288
2023	Average fuel consumption per vehicle (gallons)	447	48	2,477	633	1,484	8,813	492	3,120	621
2023	Average miles traveled per gallon of fuel consumed	24.7	44.0	7.4	17.9	7.8	6.7	**22.6**	**7.1**	18.4

(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-Axles and at least 6 tires or a gross vehicle weight rating exceeding 10,000 lbs.

(4) For 2023 and 2022, the vehicle occupancy is estimated by the FHWA from the 2022 National Household Travel Survey (NHTS) and the annual R.L. Polk Vehicle registration data; For single unit 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 Road Impact Fee Schedule

Appendix D: Calculated Road Impact Fee Schedule

This appendix presents the detailed fee calculations for each land use in the St. Lucie County multi-modal transportation impact fee schedule.

- Table D-1: Summary of full calculated road impact fee rates that could be charged in Unincorporated St. Lucie County (including Mainland, North and South Islands), Port St. Lucie, and Fort Pierce
- Table D-2: Detailed road impact fee calculations for **Unincorporated St. Lucie County**
- Table D-3: Detailed road impact fee calculations for **Port St. Lucie** (County portion)
- Table D-4: Detailed road impact fee calculations for **Fort Pierce** (County portion)
- Table D-5: Summary of full calculated multi-modal transportation impact fee rates that could be charged in Unincorporated St. Lucie County (including Mainland, North and South Islands), Port St. Lucie, and Fort Pierce
- Table D-2: Detailed multi-modal transportation impact fee calculations for **Unincorporated St. Lucie County**
- Table D-3: Detailed multi-modal transportation impact fee calculations for **Port St. Lucie** (County portion)
- Table D-4: Detailed multi-modal transportation impact fee calculations for **Fort Pierce** (County portion)
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Table D-1

Fully Calculated Road Impact Fee Schedule – Summary

ITE LUC	Land Use	Unit	Unincorporated St. Lucie County[1]	County & State Portion[2]	
				City of Port St. Lucie	City of Fort Pierce
	RESIDENTIAL:				
210	Single Family (Detached); Less than 2,000 sf, Very Low Income	du	$5,828	$2,227	$5,603
	Single Family (Detached); Less than 2,000 sf, Low Income	du	$8,488	$3,238	$8,174
	Single Family (Detached); Less than 2,400 sf	du	$12,361	$4,717	$11,887
	Single Family (Detached); 2,400 to 3,499 sf	du	$14,212	$5,426	$13,677
	Single Family (Detached); 3,500 sf and greater	du	$14,025	$5,357	$13,482
220	Multi-Family, 1-3 Stories, Very Low Income	du	$4,590	$1,747	$4,407
	Multi-Family, 1-3 Stories, Low Income	du	$6,697	$2,548	$6,443
	Multi-Family, 1-3 Stories, Less than 750 sf	du	$7,884	$2,997	$7,590
	Multi-Family, 1-3 Stories, 750-1,499 sf	du	$9,227	$3,509	$8,873
	Multi-Family, 1-3 Stories, 1,500 sf	du	$11,257	$4,283	$10,819
221	Multi-Family, 4+ Stories, Very Low Income	du	$3,091	$1,174	$2,973
	Multi-Family, 4+ Stories, Low Income	du	$4,512	$1,713	$4,346
	Multi-Family, 4+ Stories, Less than 750 sf	du	$5,308	$2,016	$5,115
	Multi-Family, 4+ Stories, 750-1,499 sf	du	$6,214	$2,362	$5,976
	Multi-Family, 4+ Stories, 1,500 sf	du	$7,588	$2,888	$7,288
240	Mobile Home/RV Unit (Park Only)	du	$5,031	$1,908	$4,847
-	Other Residential	du	$13,617	$5,198	$13,101
	LODGING:				
310/320	Hotel/Motel	room	$5,507	$2,098	$5,293
-	Bed & Breakfast	guest room	$4,449	$1,692	$4,285
	RECREATION:				
435	Multi-Purpose Recreational Center	1,000 sf	$3,129	$1,199	$3,010
445	Movie Theater	seat	$891	$331	$860
	INSTITUTIONS:				
520	Elementary School (Private)	1,000 sf	$13,500	$5,083	$12,971
522/525	Middle/High School (Private)	1,000 sf	$12,606	$4,743	$12,121
565	Day Care Center	1,000 sf	$18,984	$7,008	$18,233
610	Hospital	1,000 sf	$14,647	$5,591	$14,097
620	Nursing Home	1,000 sf	$4,043	$1,509	$3,891
n/a	Lodge/Fraternal Organization	1,000 sf	$6,631	$2,535	$6,379
	OFFICE:				
710	General Office	1,000 sf	$13,501	$5,138	$12,974
	RETAIL:				
822	Retail/Shopping Center less than 40,000 sflga	1,000 sfgla	$9,874	$3,575	$9,488
821	Retail/Shopping Center 40,000 to 150,000 sfgla	1,000 sfgla	$19,259	$7,101	$18,483
820	Retail/Shopping Center greater than 150,000 sfgla	1,000 sfgla	$20,234	$7,578	$19,446
944	Gas Station w/Convenience Store <2,000 sq ft	fuel pos.	$19,367	$7,126	$18,600
945	Gas Station w/Convenience Store 2,000 to 5,499 sq ft	fuel pos.	$29,767	$10,953	$28,586
	Gas Station w/Convenience Store 5,500+ sq ft	fuel pos.	$38,942	$14,338	$37,389
	INDUSTRIAL:				
30/154	Intermodal Distribution Center/ High-Cube Warehouse	1,000 sf	$1,738	$658	$1,679
110	General Industrial	1,000 sf	$6,057	$2,299	$5,838
150	Warehouse	1,000 sf	$2,560	$974	$2,459

1) Source: Table D-2
2) Calculated multi-modal impact fees within the City of Port St. Lucie are based on 45% of travel handled by County and State rads; fees in the City of Fort Pierce and Ft. Pierce Islands are based on 97% of the travel being handled by County and State roads (Table 1). Additional differences are based on all the credit being associated with County and State funding

Table D-2

St. Lucie County – Fully Calculated Road Impact Fee Schedule: Unincorporated County

Gasoline Tax						Unit Cost per Lane Mile:	$7,682,000		Interstate/Toll Facility Adjustment Factor:	26.0%						
$$ per Gallon to Capital:	$0.228					Average VMC per Lane Mile:	9,600		Cost per VMC:	$800.21						
Facility Life (Years):	25		County Revenues:	$0.016		Fuel Efficiency:	19.30	mpg								
Interest Rate:	5.00%		State Revenues:	$0.212		Effective Days per Year:	365									

ITE LUC	Land Use	Unit	Trip Rate	Trip Rate Source	Network Trip Length	Total Trip Length	Trip Length Source	Percent New Trips	% New Trips Source	Net VMT[1]	Total Impact Cost	Annual Cap. Imp. Credit	Cap. Imp. Credit	Net Impact Fee	Current Impact Fee Rate[2]	% Change
	RESIDENTIAL:															
210	Single Family (Detached); Less than 2,000 sf & Annual HH Income less than 50% SHIP Definition	du	3.34	Tiering Analysis (Appendix A)	6.62	7.12	FL Studies	100%	n/a	8.18	$6,547	$51	$719	**$5,828**	$3,344	74%
	Single Family (Detached); Less than 2,000 sf & Annual HH Incomebetween 50-80% SHIP Definition	du	4.87	Tiering Analysis (Appendix A)	6.62	7.12	FL Studies	100%	n/a	11.93	$9,545	$75	$1,057	**$8,488**	$4,075	108%
	Single Family (Detached); Less than 2,400 sf	du	7.09	Tiering Analysis (Appendix A)	6.62	7.12	FL Studies	100%	n/a	17.37	$13,897	$109	$1,536	**$12,361**	$5,610	120%
	Single Family (Detached); 2,400 to 3,499 sf	du	8.15	Tiering Analysis (Appendix A)	6.62	7.12	FL Studies	100%	n/a	19.96	$15,974	$125	$1,762	**$14,212**	$6,858	107%
	Single Family (Detached); 3,500 sf and greater	du	8.04	Tiering Analysis (Appendix A)	6.62	7.12	FL Studies	100%	n/a	19.69	$15,759	$123	$1,734	**$14,025**	$6,962	102%
220	Multi-Family, 1-3 Stories & Annual HH Income less than 50% SHIP Definition	du	3.35	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	6.46	$5,168	$41	$578	**$4,590**	$2,638	74%
	Multi-Family, 1-3 Stories & Annual HH Incomebetween 50-80% SHIP Definition	du	4.89	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	9.43	$7,543	$60	$846	**$6,697**	$3,216	108%
	Multi-Family, 1-3 Stories, Less than 750 sf	du	5.76	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	11.10	$8,885	$71	$1,001	**$7,884**	$3,567	121%
	Multi-Family, 1-3 Stories, 750-1,499 sf	du	6.74	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	12.99	$10,397	$83	$1,170	**$9,227**	$4,336	113%
	Multi-Family, 1-3 Stories, 1,500 sf	du	8.22	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	15.85	$12,680	$101	$1,423	**$11,257**	$4,985	126%
221	Multi-Family, 4+ Stories & Annual HH Income less than 50% SHIP Definition	du	2.26	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	4.36	$3,486	$28	$395	**$3,091**	$1,959	58%
	Multi-Family, 4+ Stories & Annual HH Incomebetween 50-80% SHIP Definition	du	3.30	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	6.36	$5,090	$41	$578	**$4,512**	$2,264	99%
	Multi-Family, 4+ Stories, Less than 750 sf	du	3.88	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	7.48	$5,985	$48	$677	**$5,308**	$2,649	100%
	Multi-Family, 4+ Stories, 750-1,499 sf	du	4.54	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	8.75	$7,003	$56	$789	**$6,214**	$3,120	99%
	Multi-Family, 4+ Stories, 1,500 sf	du	5.54	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	10.68	$8,546	$68	$958	**$7,588**	$3,615	110%
240	Mobile Home/RV Unit (Park Only)	du	4.17	FL Studies	4.60	5.10	FL Studies	100%	n/a	7.10	$5,679	$46	$648	**$5,031**	$2,227	126%
-	Other Residential	du	7.81	FL Studies (LUC 210)	6.62	7.12	Same as LUC 210	100%	n/a	19.13	$15,308	$120	$1,691	**$13,617**	$6,050	125%
	LODGING:															
310/320	Hotel/Motel	room	5.44	Blend of ITE 11th & FL Studies	5.42	5.92	FL Studies	71%	FL Studies	7.75	$6,198	$49	$691	**$5,507**	$2,432	126%
-	Bed & Breakfast[3]	guest room	4.40	ITE 11th Edition (LUC 311)	5.42	5.92	Same as LUC 310/320	71%	Same as LUC 310/320	6.26	$5,013	$40	$564	**$4,449**	$2,004	122%
	RECREATION:															
435	Multi-Purpose Recreational Center	1,000 sf	1.99	ITE 9th Edition[4]	6.62	7.12	Same as LUC 210	90%	Based on LUC 710	4.39	$3,510	$27	$381	**$3,129**	$1,378	127%
445	Movie Theater	seat	1.76	ITE 11th Edition	2.22	2.72	FL Studies	88%	FL Studies	1.27	$1,018	$9	$127	**$891**	$379	135%

Table D-2 (continued)

St. Lucie County – Fully Calculated Road Impact Fee Schedule: Unincorporated County

ITE LUC	Land Use	Unit	Trip Rate	Trip Rate Source	Network Trip Length	Total Trip Length	Trip Length Source	Percent New Trips	% New Trips Source	Net VMT[1]	Total Impact Cost	Annual Cap. Imp. Credit	Cap. Imp. Credit	Net Impact Fee	Current Impact Fee Rate[2]	% Change
	INSTITUTIONS:															
520	Elementary School (Private)	1,000 sf	19.52	ITE 10th Edition[5]	3.31	3.81	50% of LUC 210: Travel Demand Model	80%	Based on LUC 710 (adjusted)[6]	19.12	$15,304	$128	$1,804	**$13,500**	$6,881	96%
522/525	Middle/High School (Private)	1,000 sf	16.21	ITE 10th Edition (Adjusted)[7]	3.31	3.81	50% of LUC 210: Travel Demand Model	90%	Based on LUC 710	17.87	$14,297	$120	$1,691	**$12,606**	$6,437	96%
565	Day Care Center	1,000 sf	49.63	Blend of ITE 11th & FL Studies	2.03	2.53	FL Studies	73%	FL Studies	27.21	$21,775	$198	$2,791	**$18,984**	$2,442	677%
610	Hospital	1,000 sf	10.77	ITE 11th Edition	6.62	7.12	Same as LUC 210	78%	Midpoint of LUC 310 & LUC 720	20.58	$16,465	$129	$1,818	**$14,647**	$6,478	126%
620	Nursing Home	1,000 sf	6.75	ITE 11th Edition	2.59	3.09	FL Studies	89%	FL Studies	5.76	$4,607	$40	$564	**$4,043**	$1,723	135%
n/a	Lodge/Fraternal Organization	1,000 sf	7.60	ITE 11th Edition (LUC 560)	6.62	7.12	Same as LUC 210	50%	2009 Impact Fee Study (Mainland)	9.31	$7,448	$58	$817	**$6,631**	$2,698	146%
	OFFICE:															
710	General Office	1,000 sf	10.84	ITE 11th Edition	5.15	5.65	FL Studies	92%	FL Studies	19.00	$15,206	$121	$1,705	**$13,501**	$4,066	232%
	RETAIL:															
822	Retail/Shopping Center less than 40,000 sflga	1,000 sfgla	54.45	ITE 11th Edition	1.48	1.98	Appendix A: Fig. A-1 (19k sfgla)	48%	Appendix A: Fig. A-2 (19k sfgla)	14.31	$11,453	$112	$1,579	**$9,874**	$3,816	159%
821	Retail/Shopping Center 40,000 to 150,000 sfgla	1,000 sfgla	67.52	ITE 11th Edition	1.94	2.44	Appendix A: Fig. A-1 (59k sfgla)	57%	Appendix A: Fig. A-2 (59k sfgla)	27.63	$22,106	$202	$2,847	**$19,259**	$6,935	178%
820	Retail/Shopping Center greater than 150,000 sfgla	1,000 sfgla	37.01	ITE 11th Edition	2.80	3.30	Appendix A: Fig. A-1 (538k sfgla)	75%	Appendix A: Fig. A-2 (538k sfgla)	28.76	$23,011	$197	$2,777	**$20,234**	$8,453	139%
944	Gas Station w/Convenience Store <2,000 sq ft	fuel pos.	172.01	ITE 11th Edition	1.90	2.40	FL Studies (LUC 944/945)	23%	FL Studies (LUC 944/945)	27.81	$22,256	$205	$2,889	**$19,367**	$8,227	135%
945	Gas Station w/Convenience Store 2,000 to 5,499 sq ft	fuel pos.	264.38	ITE 11th Edition (Adjusted)[8]	1.90	2.40	FL Studies (LUC 944/945)	23%	FL Studies (LUC 944/945)	42.75	$34,207	$315	$4,440	**$29,767**	$9,818	203%
	Gas Station w/Convenience Store 5,500+ sq ft	fuel pos.	345.75	ITE 11th Edition	1.90	2.40	FL Studies (LUC 944/945)	23%	FL Studies (LUC 944/945)	55.90	$44,735	$411	$5,793	**$38,942**	$11,024	253%
	INDUSTRIAL:															
30/154	Intermodal Distribution Center/ High-Cube Warehouse	1,000 sf	1.40	ITE 11th Edition (LUC 154)	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	2.45	$1,964	$16	$226	**$1,738**	$768	126%
110	General Industrial	1,000 sf	4.87	ITE 11th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	8.54	$6,832	$55	$775	**$6,057**	$1,208	401%
150	Warehouse	1,000 sf	1.93	Blend of ITE 11th & FL Studies	5.15	5.65	Same as LUC 710	98%	FL Studies	3.60	$2,884	$23	$324	**$2,560**	$956	168%

1) 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
2) Source: St. Lucie County
3) Bed & breakfast rate does not include primary residence. Single family unit must be assessed for the residential portion of the use
4) Updated trip generation rate data for this land use was not available in ITE 10th Edition or 11th Edition
5) Updated trip generation rate data (per 1,000 sf) was not available for this land use in ITE 11th Edition
6) 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
7) Updated trip generation rate data (per 1,000 sf) was not available for this and use in ITE 11th Edition. The trip generation rate is a blend of Midde and High school land uses
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

Table D-3

St. Lucie County – Fully Calculated Road Impact Fee Schedule: Port St. Lucie

Gasoline Tax						Unit Cost per Lane Mile:	$7,682,000			Interstate/Toll Facility Adjustment Factor:	26.0%					
$$ per Gallon to Capital:	$0.228					Average PMC per Lane Mile:	9,600			Cost per PMC:	$800.21					
Facility Life (Years):	25		County Revenues:	$0.016		Fuel Efficiency:	19.30 mpg			VMT Adjustment Factor:	45%					
Interest Rate:	5.00%		State Revenues:	$0.212		Effective Days per Year:	365									

ITE LUC	Land Use	Unit	Trip Rate	Trip Rate Source	Network Trip Length	Total Trip Length	Trip Length Source	Percent New Trips	% New Trips Source	Net VMT[1]	Net VMT (Adjusted)[2]	Total Impact Cost	Annual Cap. Imp. Credit	Cap. Imp. Credit	Net Impact Fee	Current Impact Fee Rate[3]	% Change
	RESIDENTIAL:																
210	Single Family (Detached); Less than 2,000 sf & Annual HH Income less than 50% SHIP Definition	du	3.34	Tiering Analysis (Appendix A)	6.62	7.12	FL Studies	100%	n/a	8.18	3.68	$2,946	$51	$719	**$2,227**	$1,230	81%
	Single Family (Detached); Less than 2,000 sf & Annual HH Incomebetween 50-80% SHIP Definition	du	4.87	Tiering Analysis (Appendix A)	6.62	7.12	FL Studies	100%	n/a	11.93	5.37	$4,295	$75	$1,057	**$3,238**	$1,501	116%
	Single Family (Detached); Less than 2,400 sf	du	7.09	Tiering Analysis (Appendix A)	6.62	7.12	FL Studies	100%	n/a	17.37	7.82	$6,253	$109	$1,536	**$4,717**	$2,060	129%
	Single Family (Detached); 2,400 to 3,499 sf	du	8.15	Tiering Analysis (Appendix A)	6.62	7.12	FL Studies	100%	n/a	19.96	8.98	$7,188	$125	$1,762	**$5,426**	$2,519	115%
	Single Family (Detached); 3,500 sf and greater	du	8.04	Tiering Analysis (Appendix A)	6.62	7.12	FL Studies	100%	n/a	19.69	8.86	$7,091	$123	$1,734	**$5,357**	$2,564	109%
220	Multi-Family, 1-3 Stories & Annual HH Income less than 50% SHIP Definition	du	3.35	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	6.46	2.91	$2,325	$41	$578	**$1,747**	$968	81%
	Multi-Family, 1-3 Stories & Annual HH Incomebetween 50-80% SHIP Definition	du	4.89	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	9.43	4.24	$3,394	$60	$846	**$2,548**	$1,175	117%
	Multi-Family, 1-3 Stories, Less than 750 sf	du	5.76	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	11.10	5.00	$3,998	$71	$1,001	**$2,997**	$1,303	130%
	Multi-Family, 1-3 Stories, 750-1,499 sf	du	6.74	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	12.99	5.85	$4,679	$83	$1,170	**$3,509**	$1,589	121%
	Multi-Family, 1-3 Stories, 1,500 sf	du	8.22	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	15.85	7.13	$5,706	$101	$1,423	**$4,283**	$1,826	135%
221	Multi-Family, 4+ Stories & Annual HH Income less than 50% SHIP Definition	du	2.26	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	4.36	1.96	$1,569	$28	$395	**$1,174**	$713	65%
	Multi-Family, 4+ Stories & Annual HH Incomebetween 50-80% SHIP Definition	du	3.30	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	6.36	2.86	$2,291	$41	$578	**$1,713**	$815	110%
	Multi-Family, 4+ Stories, Less than 750 sf	du	3.88	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	7.48	3.37	$2,693	$48	$677	**$2,016**	$971	108%
	Multi-Family, 4+ Stories, 750-1,499 sf	du	4.54	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	8.75	3.94	$3,151	$56	$789	**$2,362**	$1,131	109%
	Multi-Family, 4+ Stories, 1,500 sf	du	5.54	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	10.68	4.81	$3,846	$68	$958	**$2,888**	$1,310	121%
240	Mobile Home/RV Unit (Park Only)	du	4.17	FL Studies	4.60	5.10	FL Studies	100%	n/a	7.10	3.20	$2,556	$46	$648	**$1,908**	$807	136%
-	Other Residential	du	7.81	FL Studies (LUC 210)	6.62	7.12	Same as LUC 210	100%	n/a	19.13	8.61	$6,889	$120	$1,691	**$5,198**	$2,226	134%
	LODGING:																
310/320	Hotel/Motel	room	5.44	Blend of ITE 11th & FL Studies	5.42	5.92	FL Studies	71%	FL Studies	7.75	3.49	$2,789	$49	$691	**$2,098**	$890	136%
-	Bed & Breakfast[4]	guest room	4.40	ITE 11th Edition (LUC 311)	5.42	5.92	Same as LUC 310/320	71%	Same as LUC 310/320	6.26	2.82	$2,256	$40	$564	**$1,692**	$734	131%
	RECREATION:																
435	Multi-Purpose Recreational Center	1,000 sf	1.99	ITE 9th Edition[5]	6.62	7.12	Same as LUC 210	90%	Based on LUC 710	4.39	1.98	$1,580	$27	$381	**$1,199**	$485	147%
445	Movie Theater	seat	1.76	ITE 11th Edition	2.22	2.72	FL Studies	88%	FL Studies	1.27	0.57	$458	$9	$127	**$331**	$132	151%
	INSTITUTIONS:																
520	Elementary School (Private)	1,000 sf	19.52	ITE 10th Edition[6]	3.31	3.81	50% of LUC 210: Travel Demand Model	80%	Based on LUC 710 (adjusted)[7]	19.12	8.60	$6,887	$128	$1,804	**$5,083**	$2,402	112%

Table D-3 (continued)

St. Lucie County – Fully Calculated Multi-Modal Transportation Impact Fee Schedule: Port St. Lucie

ITE LUC	Land Use	Unit	Trip Rate	Trip Rate Source	Network Trip Length	Total Trip Length	Trip Length Source	Percent New Trips	% New Trips Source	Net VMT[1]	Net VMT (Adjusted)[2]	Total Impact Cost	Annual Cap. Imp. Credit	Cap. Imp. Credit	Net Impact Fee	Current Impact Fee Rate[3]	% Change
	INSTITUTIONS:																
522/525	Middle/High School (Private)	1,000 sf	16.21	ITE 10th Edition (Adjusted)[8]	3.31	3.81	50% of LUC 210: Travel Demand Model	90%	Based on LUC 710	17.87	8.04	$6,434	$120	$1,691	**$4,743**	$2,252	111%
565	Day Care Center	1,000 sf	49.63	Blend of ITE 11th & FL Studies	2.03	2.53	FL Studies	73%	FL Studies	27.21	12.24	$9,799	$198	$2,791	**$7,008**	$851	724%
610	Hospital	1,000 sf	10.77	ITE 11th Edition	6.62	7.12	Same as LUC 210	78%	Midpoint of LUC 310 & LUC 720	20.58	9.26	$7,409	$129	$1,818	**$5,591**	$2,383	135%
620	Nursing Home	1,000 sf	6.75	ITE 11th Edition	2.59	3.09	FL Studies	89%	FL Studies	5.76	2.59	$2,073	$40	$564	**$1,509**	$613	146%
n/a	Lodge/Fraternal Organization	1,000 sf	7.60	ITE 11th Edition (LUC 560)	6.62	7.12	Same as LUC 210	50%	2009 Impact Fee Study (Mainland)	9.31	4.19	$3,352	$58	$817	**$2,535**	$876	189%
	OFFICE:																
710	General Office	1,000 sf	10.84	ITE 11th Edition	5.15	5.65	FL Studies	92%	FL Studies	19.00	8.55	$6,843	$121	$1,705	**$5,138**	$1,489	245%
	RETAIL:																
822	Retail/Shopping Center less than 40,000 sflga	1,000 sfgla	54.45	ITE 11th Edition	1.48	1.98	Appendix A: Fig. A-1 (19k sfgla)	48%	Appendix A: Fig. A-2 (19k sfgla)	14.31	6.44	$5,154	$112	$1,579	**$3,575**	$1,292	177%
821	Retail/Shopping Center 40,000 to 150,000 sfgla	1,000 sfgla	67.52	ITE 11th Edition	1.94	2.44	Appendix A: Fig. A-1 (59k sfgla)	57%	Appendix A: Fig. A-2 (59k sfgla)	27.63	12.43	$9,948	$202	$2,847	**$7,101**	$2,414	194%
820	Retail/Shopping Center greater than 150,000 sfgla	1,000 sfgla	37.01	ITE 11th Edition	2.80	3.30	Appendix A: Fig. A-1 (538k sfgla)	75%	Appendix A: Fig. A-2 (538k sfgla)	28.76	12.94	$10,355	$197	$2,777	**$7,578**	$3,011	152%
944	Gas Station w/Convenience Store <2,000 sq ft	fuel pos.	172.01	ITE 11th Edition	1.90	2.40	FL Studies (LUC 944/945)	23%	FL Studies (LUC 944/945)	27.81	12.51	$10,015	$205	$2,889	**$7,126**	$2,856	150%
945	Gas Station w/Convenience Store 2,000 to 5,499 sq ft	fuel pos.	264.38	ITE 11th Edition (Adjusted)[9]	1.90	2.40	FL Studies (LUC 944/945)	23%	FL Studies (LUC 944/945)	42.75	19.24	$15,393	$315	$4,440	**$10,953**	$3,406	222%
	Gas Station w/Convenience Store 5,500+ sq ft	fuel pos.	345.75	ITE 11th Edition	1.90	2.40	FL Studies (LUC 944/945)	23%	FL Studies (LUC 944/945)	55.90	25.16	$20,131	$411	$5,793	**$14,338**	$3,824	275%
	INDUSTRIAL:																
30/154	Intermodal Distribution Center/ High-Cube Warehouse	1,000 sf	1.40	ITE 11th Edition (LUC 154)	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	2.45	1.10	$884	$16	$226	**$658**	$279	136%
110	General Industrial	1,000 sf	4.87	ITE 11th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	8.54	3.84	$3,074	$55	$775	**$2,299**	$441	421%
150	Warehouse	1,000 sf	1.93	Blend of ITE 11th & FL Studies	5.15	5.65	Same as LUC 710	98%	FL Studies	3.60	1.62	$1,298	$23	$324	**$974**	$353	176%

1) 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
2) Net VMT (Item 1) multiplied by the Net VMT Adjustment Factor (45%)
3) Source: St. Lucie County
4) Bed & breakfast rate does not include primary residence. Single family unit must be assessed for the residential portion of the use
5) Updated trip generation rate data for this land use was not available in ITE 10th Edition or 11th Edition
6) Updated trip generation rate data (per 1,000 sf) was not available for this land use in ITE 11th Edition
7) 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
8) Updated trip generation rate data (per 1,000 sf) was not available for this and use in ITE 11th Edition. The trip generation rate is a blend of Midde and High school land uses
9) 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

Table D-4

St. Lucie County – Fully Calculated Road Impact Fee Schedule: Fort Pierce

	Gasoline Tax						Unit Cost per Lane Mile:	$7,682,000			Interstate/Toll Facility Adjustment Factor:	26.0%				
	$ per Gallon to Capital:	$0.236					Average PMC per Lane Mile:	9,600			Cost per PMC:	$800.21				
	Facility Life (Years):	25		County Revenues:	$0.017		Fuel Efficiency:	19.30 mpg			VMT Adjustment Factor:	97%				
	Interest Rate:	5.00%		State Revenues:	$0.219		Effective Days per Year:	365								

ITE LUC	Land Use	Unit	Trip Rate	Trip Rate Source	Network Trip Length	Total Trip Length	Trip Length Source	Percent New Trips	% New Trips Source	Net VMT[1]	Net VMT (Adjusted)[2]	Total Impact Cost	Annual Cap. Imp. Credit	Cap. Imp. Credit	Net Impact Fee	Current Impact Fee Rate[3]	% Change
	RESIDENTIAL:																
210	Single Family (Detached); Less than 2,000 sf & Annual HH Income less than 50% SHIP Definition	du	3.34	Tiering Analysis (Appendix A)	6.62	7.12	FL Studies	100%	n/a	8.18	7.93	$6,350	$53	$747	**$5,603**	$3,242	73%
	Single Family (Detached); Less than 2,000 sf & Annual HH Incomebetween 50-80% SHIP Definition	du	4.87	Tiering Analysis (Appendix A)	6.62	7.12	FL Studies	100%	n/a	11.93	11.57	$9,259	$77	$1,085	**$8,174**	$3,949	107%
	Single Family (Detached); Less than 2,400 sf	du	7.09	Tiering Analysis (Appendix A)	6.62	7.12	FL Studies	100%	n/a	17.37	16.85	$13,480	$113	$1,593	**$11,887**	$5,439	119%
	Single Family (Detached); 2,400 to 3,499 sf	du	8.15	Tiering Analysis (Appendix A)	6.62	7.12	FL Studies	100%	n/a	19.96	19.36	$15,495	$129	$1,818	**$13,677**	$6,648	106%
	Single Family (Detached); 3,500 sf and greater	du	8.04	Tiering Analysis (Appendix A)	6.62	7.12	FL Studies	100%	n/a	19.69	19.10	$15,286	$128	$1,804	**$13,482**	$6,749	100%
220	Multi-Family, 1-3 Stories & Annual HH Income less than 50% SHIP Definition	du	3.35	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	6.46	6.27	$5,013	$43	$606	**$4,407**	$2,557	72%
	Multi-Family, 1-3 Stories & Annual HH Incomebetween 50-80% SHIP Definition	du	4.89	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	9.43	9.15	$7,317	$62	$874	**$6,443**	$3,117	107%
	Multi-Family, 1-3 Stories, Less than 750 sf	du	5.76	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	11.10	10.77	$8,619	$73	$1,029	**$7,590**	$3,456	120%
	Multi-Family, 1-3 Stories, 750-1,499 sf	du	6.74	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	12.99	12.60	$10,085	$86	$1,212	**$8,873**	$4,204	111%
	Multi-Family, 1-3 Stories, 1,500 sf	du	8.22	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	15.85	15.37	$12,299	$105	$1,480	**$10,819**	$4,829	124%
221	Multi-Family, 4+ Stories & Annual HH Income less than 50% SHIP Definition	du	2.26	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	4.36	4.23	$3,382	$29	$409	**$2,973**	$1,899	57%
	Multi-Family, 4+ Stories & Annual HH Incomebetween 50-80% SHIP Definition	du	3.30	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	6.36	6.17	$4,938	$42	$592	**$4,346**	$2,195	98%
	Multi-Family, 4+ Stories, Less than 750 sf	du	3.88	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	7.48	7.26	$5,806	$49	$691	**$5,115**	$2,568	99%
	Multi-Family, 4+ Stories, 750-1,499 sf	du	4.54	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	8.75	8.49	$6,793	$58	$817	**$5,976**	$3,027	97%
	Multi-Family, 4+ Stories, 1,500 sf	du	5.54	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	10.68	10.36	$8,289	$71	$1,001	**$7,288**	$3,504	108%
240	Mobile Home/RV Unit (Park Only)	du	4.17	FL Studies	4.60	5.10	FL Studies	100%	n/a	7.10	6.89	$5,509	$47	$662	**$4,847**	$2,158	125%
-	Other Residential	du	7.81	FL Studies (LUC 210)	6.62	7.12	Same as LUC 210	100%	n/a	19.13	18.56	$14,849	$124	$1,748	**$13,101**	$5,864	123%
	LODGING:																
310/320	Hotel/Motel	room	5.44	Blend of ITE 11th & FL Studies	5.42	5.92	FL Studies	71%	FL Studies	7.75	7.52	$6,012	$51	$719	**$5,293**	$2,357	125%
-	Bed & Breakfast[4]	guest room	4.40	ITE 11th Edition (LUC 311)	5.42	5.92	Same as LUC 310/320	71%	Same as LUC 310/320	6.26	6.07	$4,863	$41	$578	**$4,285**	$1,944	120%
	RECREATION:																
435	Multi-Purpose Recreational Center	1,000 sf	1.99	ITE 9th Edition[5]	6.62	7.12	Same as LUC 210	90%	Based on LUC 710	4.39	4.26	$3,405	$28	$395	**$3,010**	$1,336	125%
445	Movie Theater	seat	1.76	ITE 11th Edition	2.22	2.72	FL Studies	88%	FL Studies	1.27	1.23	$987	$9	$127	**$860**	$367	134%
	INSTITUTIONS:																
520	Elementary School (Private)	1,000 sf	19.52	ITE 10th Edition[6]	3.31	3.81	50% of LUC 210: Travel Demand Model	80%	Based on LUC 710 (adjusted)[7]	19.12	18.55	$14,845	$133	$1,874	**$12,971**	$6,604	96%

Table D-4 (continued)

St. Lucie County – Fully Calculated Road Impact Fee Schedule: Fort Pierce

ITE LUC	Land Use	Unit	Trip Rate	Trip Rate Source	Network Trip Length	Total Trip Length	Trip Length Source	Percent New Trips	% New Trips Source	Net VMT[1]	Net VMT (Adjusted)[2]	Total Impact Cost	Annual Cap. Imp. Credit	Cap. Imp. Credit	Net Impact Fee	Current Impact Fee Rate[3]	% Change
	INSTITUTIONS:																
522/525	Middle/High School (Private)	1,000 sf	16.21	ITE 10th Edition (Adjusted)[8]	3.31	3.81	50% of LUC 210: Travel Demand Model	90%	Based on LUC 710	17.87	17.33	$13,869	$124	$1,748	**$12,121**	$6,178	96%
565	Day Care Center	1,000 sf	49.63	Blend of ITE 11th & FL Studies	2.03	2.53	FL Studies	73%	FL Studies	27.21	26.39	$21,122	$205	$2,889	**$18,233**	$2,364	671%
610	Hospital	1,000 sf	10.77	ITE 11th Edition	6.62	7.12	Same as LUC 210	78%	Midpoint of LUC 310 & LUC 720	20.58	19.96	$15,971	$133	$1,874	**$14,097**	$6,280	125%
620	Nursing Home	1,000 sf	6.75	ITE 11th Edition	2.59	3.09	FL Studies	89%	FL Studies	5.76	5.59	$4,469	$41	$578	**$3,891**	$1,669	133%
n/a	Lodge/Fraternal Organization	1,000 sf	7.60	ITE 11th Edition (LUC 560)	6.62	7.12	Same as LUC 210	50%	2009 Impact Fee Study (Mainland)	9.31	9.03	$7,225	$60	$846	**$6,379**	$2,617	144%
	OFFICE:																
710	General Office	1,000 sf	10.84	ITE 11th Edition	5.15	5.65	FL Studies	92%	FL Studies	19.00	18.43	$14,750	$126	$1,776	**$12,974**	$3,943	229%
	RETAIL:																
822	Retail/Shopping Center less than 40,000 sflga	1,000 sfgla	54.45	ITE 11th Edition	1.48	1.98	Appendix A: Fig. A-1 (19k sfgla)	48%	Appendix A: Fig. A-2 (19k sfgla)	14.31	13.88	$11,109	$115	$1,621	**$9,488**	$3,693	157%
821	Retail/Shopping Center 40,000 to 150,000 sfgla	1,000 sfgla	67.52	ITE 11th Edition	1.94	2.44	Appendix A: Fig. A-1 (59k sfgla)	57%	Appendix A: Fig. A-2 (59k sfgla)	27.63	26.80	$21,443	$210	$2,960	**$18,483**	$6,716	175%
820	Retail/Shopping Center greater than 150,000 sfgla	1,000 sfgla	37.01	ITE 11th Edition	2.80	3.30	Appendix A: Fig. A-1 (538k sfgla)	75%	Appendix A: Fig. A-2 (538k sfgla)	28.76	27.90	$22,321	$204	$2,875	**$19,446**	$8,189	138%
944	Gas Station w/Convenience Store <2,000 sq ft	fuel pos.	172.01	ITE 11th Edition	1.90	2.40	FL Studies (LUC 944/945)	23%	FL Studies (LUC 944/945)	27.81	26.98	$21,588	$212	$2,988	**$18,600**	$7,969	133%
945	Gas Station w/Convenience Store 2,000 to 5,499 sq ft	fuel pos.	264.38	ITE 11th Edition (Adjusted)[9]	1.90	2.40	FL Studies (LUC 944/945)	23%	FL Studies (LUC 944/945)	42.75	41.47	$33,181	$326	$4,595	**$28,586**	$9,506	201%
	Gas Station w/Convenience Store 5,500+ sq ft	fuel pos.	345.75	ITE 11th Edition	1.90	2.40	FL Studies (LUC 944/945)	23%	FL Studies (LUC 944/945)	55.90	54.22	$43,393	$426	$6,004	**$37,389**	$10,676	250%
	INDUSTRIAL:																
30/154	Intermodal Distribution Center/ High-Cube Warehouse	1,000 sf	1.40	ITE 11th Edition (LUC 154)	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	2.45	2.38	$1,905	$16	$226	**$1,679**	$744	126%
110	General Industrial	1,000 sf	4.87	ITE 11th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	8.54	8.28	$6,627	$56	$789	**$5,838**	$1,169	399%
150	Warehouse	1,000 sf	1.93	Blend of ITE 11th & FL Studies	5.15	5.65	Same as LUC 710	98%	FL Studies	3.60	3.49	$2,797	$24	$338	**$2,459**	$929	165%

1) 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
2) Net VMT (Item 1) multiplied by the Net VMT Adjustment Factor (97%)
3) Source: St. Lucie County
4) Bed & breakfast rate does not include primary residence. Single family unit must be assessed for the residential portion of the use
5) Updated trip generation rate data for this land use was not available in ITE 10th Edition or 11th Edition
6) Updated trip generation rate data (per 1,000 sf) was not available for this land use in ITE 11th Edition
7) 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
8) Updated trip generation rate data (per 1,000 sf) was not available for this and use in ITE 11th Edition. The trip generation rate is a blend of Midde and High school land uses
9) 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

Table D-5

Fully Calculated Multi-Modal Transportation Impact Fee Schedule – Summary

ITE LUC	Land Use	Unit	Unincorporated St. Lucie County[1]	County & State Portion[2]	
				City of Port St. Lucie	City of Fort Pierce
	RESIDENTIAL:				
210	Single Family (Detached); Less than 2,000 sf, Very Low Income	du	$5,785	$2,192	$5,589
	Single Family (Detached); Less than 2,000 sf, Low Income	du	$8,439	$3,201	$8,154
	Single Family (Detached); Less than 2,400 sf	du	$12,273	$4,647	$11,857
	Single Family (Detached); 2,400 to 3,499 sf	du	$14,121	$5,355	$13,643
	Single Family (Detached); 3,500 sf and greater	du	$13,920	$5,272	$13,448
220	Multi-Family, 1-3 Stories, Very Low Income	du	$4,550	$1,714	$4,396
	Multi-Family, 1-3 Stories, Low Income	du	$6,652	$2,513	$6,427
	Multi-Family, 1-3 Stories, Less than 750 sf	du	$7,837	$2,961	$7,571
	Multi-Family, 1-3 Stories, 750-1,499 sf	du	$9,162	$3,456	$8,851
	Multi-Family, 1-3 Stories, 1,500 sf	du	$11,172	$4,213	$10,792
221	Multi-Family, 4+ Stories, Very Low Income	du	$3,070	$1,156	$2,965
	Multi-Family, 4+ Stories, Low Income	du	$4,487	$1,694	$4,335
	Multi-Family, 4+ Stories, Less than 750 sf	du	$5,281	$1,996	$5,102
	Multi-Family, 4+ Stories, 750-1,499 sf	du	$6,171	$2,328	$5,961
	Multi-Family, 4+ Stories, 1,500 sf	du	$7,526	$2,836	$7,270
240	Mobile Home/RV Unit (Park Only)	du	$5,005	$1,888	$4,835
-	Other Residential	du	$13,526	$5,125	$13,068
	LODGING:				
310/320	Hotel/Motel	room	$5,465	$2,064	$5,280
-	Bed & Breakfast	guest room	$4,424	$1,673	$4,274
	RECREATION:				
435	Multi-Purpose Recreational Center	1,000 sf	$3,108	$1,181	$3,003
445	Movie Theater	seat	$889	$330	$858
	INSTITUTIONS:				
520	Elementary School (Private)	1,000 sf	$13,396	$4,998	$12,938
522/525	Middle/High School (Private)	1,000 sf	$12,518	$4,672	$12,090
565	Day Care Center	1,000 sf	$18,838	$6,888	$18,187
610	Hospital	1,000 sf	$14,555	$5,519	$14,062
620	Nursing Home	1,000 sf	$4,019	$1,490	$3,881
n/a	Lodge/Fraternal Organization	1,000 sf	$6,586	$2,498	$6,363
	OFFICE:				
710	General Office	1,000 sf	$13,397	$5,052	$12,942
	RETAIL:				
822	Retail/Shopping Center less than 40,000 sflga	1,000 sfgla	$9,806	$3,521	$9,464
821	Retail/Shopping Center 40,000 to 150,000 sfgla	1,000 sfgla	$19,097	$6,966	$18,436
820	Retail/Shopping Center greater than 150,000 sfgla	1,000 sfgla	$20,086	$7,457	$19,397
944	Gas Station w/Convenience Store <2,000 sq ft	fuel pos.	$19,219	$7,005	$18,552
945	Gas Station w/Convenience Store 2,000 to 5,499 sq ft	fuel pos.	$29,537	$10,764	$28,513
	Gas Station w/Convenience Store 5,500+ sq ft	fuel pos.	$38,632	$14,082	$37,293
	INDUSTRIAL:				
30/154	Intermodal Distribution Center/ High-Cube Warehouse	1,000 sf	$1,734	$656	$1,675
110	General Industrial	1,000 sf	$6,028	$2,278	$5,823
150	Warehouse	1,000 sf	$2,540	$957	$2,453

1) Source: Table D-6
2) Calculated multi-modal impact fees within the City of Port St. Lucie are based on 45% of travel handled by County and State rads; fees in the City of Fort Pierce and Ft. Pierce Islands are based on 97% of the travel being handled by County and State roads (Table 1). Additional differences are based on all the credit being associated with County and State funding

Table D-6

St. Lucie County – Fully Calculated Multi-Modal Transportation Impact Fee Schedule: Unincorporated County

	Gasoline Tax						Unit Cost per Lane Mile:	$7,682,000						Interstate/Toll Facility Adjustment Factor:	26.0%				
	$$ per Gallon to Capital:	$0.236					Average PMC per Lane Mile:	12,700						Cost per PMC:	$604.88				
	Facility Life (Years):	25		County Revenues:	$0.017		Fuel Efficiency:	19.30 mpg											
	Interest Rate:	5.00%		State Revenues:	$0.219		Effective Days per Year:	365											

ITE LUC	Land Use	Unit	Trip Rate	Trip Rate Source	Network Trip Length	Total Trip Length	Trip Length Source	Percent New Trips	% New Trips Source	Net VMT[1]	Person-per-Vehicle Factor	Net PMT	Total Impact Cost	Annual Cap. Imp. Credit	Cap. Imp. Credit	Net Impact Fee	Current Impact Fee Rate[2]	% Change
	RESIDENTIAL:																	
210	Single Family (Detached); Less than 2,000 sf & Annual HH Income less than 50% SHIP Definition	du	3.34	Tiering Analysis (Appendix A)	6.62	7.12	FL Studies	100%	n/a	8.18	1.32	10.80	$6,532	$53	$747	**$5,785**	$3,344	73%
	Single Family (Detached); Less than 2,000 sf & Annual HH Incomebetween 50-80% SHIP Definition	du	4.87	Tiering Analysis (Appendix A)	6.62	7.12	FL Studies	100%	n/a	11.93	1.32	15.75	$9,524	$77	$1,085	**$8,439**	$4,075	107%
	Single Family (Detached); Less than 2,400 sf	du	7.09	Tiering Analysis (Appendix A)	6.62	7.12	FL Studies	100%	n/a	17.37	1.32	22.93	$13,866	$113	$1,593	**$12,273**	$5,610	119%
	Single Family (Detached); 2,400 to 3,499 sf	du	8.15	Tiering Analysis (Appendix A)	6.62	7.12	FL Studies	100%	n/a	19.96	1.32	26.35	$15,939	$129	$1,818	**$14,121**	$6,858	106%
	Single Family (Detached); 3,500 sf and greater	du	8.04	Tiering Analysis (Appendix A)	6.62	7.12	FL Studies	100%	n/a	19.69	1.32	25.99	$15,724	$128	$1,804	**$13,920**	$6,962	100%
220	Multi-Family, 1-3 Stories & Annual HH Income less than 50% SHIP Definition	du	3.35	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	6.46	1.32	8.53	$5,156	$43	$606	**$4,550**	$2,638	73%
	Multi-Family, 1-3 Stories & Annual HH Incomebetween 50-80% SHIP Definition	du	4.89	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	9.43	1.32	12.45	$7,526	$62	$874	**$6,652**	$3,216	107%
	Multi-Family, 1-3 Stories, Less than 750 sf	du	5.76	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	11.10	1.32	14.65	$8,866	$73	$1,029	**$7,837**	$3,567	120%
	Multi-Family, 1-3 Stories, 750-1,499 sf	du	6.74	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	12.99	1.32	17.15	$10,374	$86	$1,212	**$9,162**	$4,336	111%
	Multi-Family, 1-3 Stories, 1,500 sf	du	8.22	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	15.85	1.32	20.92	$12,652	$105	$1,480	**$11,172**	$4,985	124%
221	Multi-Family, 4+ Stories & Annual HH Income less than 50% SHIP Definition	du	2.26	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	4.36	1.32	5.76	$3,479	$29	$409	**$3,070**	$1,959	57%
	Multi-Family, 4+ Stories & Annual HH Incomebetween 50-80% SHIP Definition	du	3.30	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	6.36	1.32	8.40	$5,079	$42	$592	**$4,487**	$2,264	98%
	Multi-Family, 4+ Stories, Less than 750 sf	du	3.88	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	7.48	1.32	9.87	$5,972	$49	$691	**$5,281**	$2,649	99%
	Multi-Family, 4+ Stories, 750-1,499 sf	du	4.54	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	8.75	1.32	11.55	$6,988	$58	$817	**$6,171**	$3,120	98%
	Multi-Family, 4+ Stories, 1,500 sf	du	5.54	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	10.68	1.32	14.10	$8,527	$71	$1,001	**$7,526**	$3,615	108%
240	Mobile Home/RV Unit (Park Only)	du	4.17	FL Studies	4.60	5.10	FL Studies	100%	n/a	7.10	1.32	9.37	$5,667	$47	$662	**$5,005**	$2,227	125%
-	Other Residential	du	7.81	FL Studies (LUC 210)	6.62	7.12	Same as LUC 210	100%	n/a	19.13	1.32	25.25	$15,274	$124	$1,748	**$13,526**	$6,050	124%
	LODGING:																	
310/320	Hotel/Motel	room	5.44	Blend of ITE 11th & FL Studies	5.42	5.92	FL Studies	71%	FL Studies	7.75	1.32	10.23	$6,184	$51	$719	**$5,465**	$2,432	125%
-	Bed & Breakfast[3]	guest room	4.40	ITE 11th Edition (LUC 311)	5.42	5.92	Same as LUC 310/320	71%	Same as LUC 310/320	6.26	1.32	8.26	$5,002	$41	$578	**$4,424**	$2,004	121%
	RECREATION:																	
435	Multi-Purpose Recreational Center	1,000 sf	1.99	ITE 9th Edition[4]	6.62	7.12	Same as LUC 210	90%	Based on LUC 710	4.39	1.32	5.79	$3,503	$28	$395	**$3,108**	$1,378	126%
445	Movie Theater	seat	1.76	ITE 11th Edition	2.22	2.72	FL Studies	88%	FL Studies	1.27	1.32	1.68	$1,016	$9	$127	**$889**	$379	135%
	INSTITUTIONS:																	
520	Elementary School (Private)	1,000 sf	19.52	ITE 10th Edition[5]	3.31	3.81	50% of LUC 210: Travel Demand Model	80%	Based on LUC 710 (adjusted)[6]	19.12	1.32	25.24	$15,270	$133	$1,874	**$13,396**	$6,881	95%
522/525	Middle/High School (Private)	1,000 sf	16.21	ITE 10th Edition (Adjusted)[7]	3.31	3.81	50% of LUC 210: Travel Demand Model	90%	Based on LUC 710	17.87	1.32	23.59	$14,266	$124	$1,748	**$12,518**	$6,437	95%

Table D-6 (continued)

St. Lucie County – Fully Calculated Multi-Modal Transportation Impact Fee Schedule: Unincorporated County

ITE LUC	Land Use	Unit	Trip Rate	Trip Rate Source	Network Trip Length	Total Trip Length	Trip Length Source	Percent New Trips	% New Trips Source	Net VMT[1]	Person-per-Vehicle Factor	Net PMT	Total Impact Cost	Annual Cap. Imp. Credit	Cap. Imp. Credit	Net Impact Fee	Current Impact Fee Rate[2]	% Change
	INSTITUTIONS:																	
565	Day Care Center	1,000 sf	49.63	Blend of ITE 11th & FL Studies	2.03	2.53	FL Studies	73%	FL Studies	27.21	1.32	35.92	$21,727	$205	$2,889	**$18,838**	$2,442	671%
610	Hospital	1,000 sf	10.77	ITE 11th Edition	6.62	7.12	Same as LUC 210	78%	Midpoint of LUC 310 & LUC 720	20.58	1.32	27.17	$16,429	$133	$1,874	**$14,555**	$6,478	125%
620	Nursing Home	1,000 sf	6.75	ITE 11th Edition	2.59	3.09	FL Studies	89%	FL Studies	5.76	1.32	7.60	$4,597	$41	$578	**$4,019**	$1,723	133%
n/a	Lodge/Fraternal Organization	1,000 sf	7.60	ITE 11th Edition (LUC 560)	6.62	7.12	Same as LUC 210	50%	2009 Impact Fee Study (Mainland)	9.31	1.32	12.29	$7,432	$60	$846	**$6,586**	$2,698	144%
	OFFICE:																	
710	General Office	1,000 sf	10.84	ITE 11th Edition	5.15	5.65	FL Studies	92%	FL Studies	19.00	1.32	25.08	$15,173	$126	$1,776	**$13,397**	$4,066	230%
	RETAIL:																	
822	Retail/Shopping Center less than 40,000 sflga	1,000 sfgla	54.45	ITE 11th Edition	1.48	1.98	Appendix A: Fig. A-1 (19k sfgla)	48%	Appendix A: Fig. A-2 (19k sfgla)	14.31	1.32	18.89	$11,427	$115	$1,621	**$9,806**	$3,816	157%
821	Retail/Shopping Center 40,000 to 150,000 sfgla	1,000 sfgla	67.52	ITE 11th Edition	1.94	2.44	Appendix A: Fig. A-1 (59k sfgla)	57%	Appendix A: Fig. A-2 (59k sfgla)	27.63	1.32	36.47	$22,057	$210	$2,960	**$19,097**	$6,935	175%
820	Retail/Shopping Center greater than 150,000 sfgla	1,000 sfgla	37.01	ITE 11th Edition	2.80	3.30	Appendix A: Fig. A-1 (538k sfgla)	75%	Appendix A: Fig. A-2 (538k sfgla)	28.76	1.32	37.96	$22,961	$204	$2,875	**$20,086**	$8,453	138%
944	Gas Station w/Convenience Store <2,000 sq ft	fuel pos.	172.01	ITE 11th Edition	1.90	2.40	FL Studies (LUC 944/945)	23%	FL Studies (LUC 944/945)	27.81	1.32	36.71	$22,207	$212	$2,988	**$19,219**	$8,227	134%
945	Gas Station w/Convenience Store 2,000 to 5,499 sq ft	fuel pos.	264.38	ITE 11th Edition (Adjusted)[8]	1.90	2.40	FL Studies (LUC 944/945)	23%	FL Studies (LUC 944/945)	42.75	1.32	56.43	$34,132	$326	$4,595	**$29,537**	$9,818	201%
	Gas Station w/Convenience Store 5,500+ sq ft	fuel pos.	345.75	ITE 11th Edition	1.90	2.40	FL Studies (LUC 944/945)	23%	FL Studies (LUC 944/945)	55.90	1.32	73.79	$44,636	$426	$6,004	**$38,632**	$11,024	250%
	INDUSTRIAL:																	
30/154	Intermodal Distribution Center/ High-Cube Warehouse	1,000 sf	1.40	ITE 11th Edition (LUC 154)	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	2.45	1.32	3.23	$1,960	$16	$226	**$1,734**	$768	126%
110	General Industrial	1,000 sf	4.87	ITE 11th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	8.54	1.32	11.27	$6,817	$56	$789	**$6,028**	$1,208	399%
150	Warehouse	1,000 sf	1.93	Blend of ITE 11th & FL Studies	5.15	5.65	Same as LUC 710	98%	FL Studies	3.60	1.32	4.75	$2,878	$24	$338	**$2,540**	$956	166%

9) 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
10) Source: St. Lucie County
11) Bed & breakfast rate does not include primary residence. Single family unit must be assessed for the residential portion of the use
12) Updated trip generation rate data for this land use was not available in ITE 10th Edition or 11th Edition
13) Updated trip generation rate data (per 1,000 sf) was not available for this land use in ITE 11th Edition
14) 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
15) Updated trip generation rate data (per 1,000 sf) was not available for this and use in ITE 11th Edition. The trip generation rate is a blend of Midde and High school land uses
16) 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

Table D-7

St. Lucie County – Fully Calculated Multi-Modal Transportation Impact Fee Schedule: Port St. Lucie

Gasoline Tax						Unit Cost per Lane Mile:	$7,682,000						Interstate/Toll Facility Adjustment Factor:	26.0%					
$$ per Gallon to Capital:	$0.236					Average PMC per Lane Mile:	12,700						Cost per PMC:	$604.88					
Facility Life (Years):	25		County Revenues:	$0.017		Fuel Efficiency:	19.30 mpg						VMT Adjustment Factor:	45%					
Interest Rate:	5.00%		State Revenues:	$0.219		Effective Days per Year:	365												

ITE LUC	Land Use	Unit	Trip Rate	Trip Rate Source	Network Trip Length	Total Trip Length	Trip Length Source	Percent New Trips	% New Trips Source	Net VMT[1]	Net VMT (Adjusted)[2]	Person-per-Vehicle Factor	Net PMT	Total Impact Cost	Annual Cap. Imp. Credit	Cap. Imp. Credit	Net Impact Fee	Current Impact Fee Rate[3]	% Change
	RESIDENTIAL:																		
210	Single Family (Detached); Less than 2,000 sf & Annual HH Income less than 50% SHIP Definition	du	3.34	Tiering Analysis (Appendix A)	6.62	7.12	FL Studies	100%	n/a	8.18	3.68	1.32	4.86	$2,939	$53	$747	**$2,192**	$1,230	78%
	Single Family (Detached); Less than 2,000 sf & Annual HH Incomebetween 50-80% SHIP Definition	du	4.87	Tiering Analysis (Appendix A)	6.62	7.12	FL Studies	100%	n/a	11.93	5.37	1.32	7.09	$4,286	$77	$1,085	**$3,201**	$1,501	113%
	Single Family (Detached); Less than 2,400 sf	du	7.09	Tiering Analysis (Appendix A)	6.62	7.12	FL Studies	100%	n/a	17.37	7.82	1.32	10.32	$6,240	$113	$1,593	**$4,647**	$2,060	126%
	Single Family (Detached); 2,400 to 3,499 sf	du	8.15	Tiering Analysis (Appendix A)	6.62	7.12	FL Studies	100%	n/a	19.96	8.98	1.32	11.85	$7,173	$129	$1,818	**$5,355**	$2,519	113%
	Single Family (Detached); 3,500 sf and greater	du	8.04	Tiering Analysis (Appendix A)	6.62	7.12	FL Studies	100%	n/a	19.69	8.86	1.32	11.70	$7,076	$128	$1,804	**$5,272**	$2,564	106%
220	Multi-Family, 1-3 Stories & Annual HH Income less than 50% SHIP Definition	du	3.35	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	6.46	2.91	1.32	3.84	$2,320	$43	$606	**$1,714**	$968	77%
	Multi-Family, 1-3 Stories & Annual HH Incomebetween 50-80% SHIP Definition	du	4.89	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	9.43	4.24	1.32	5.60	$3,387	$62	$874	**$2,513**	$1,175	114%
	Multi-Family, 1-3 Stories, Less than 750 sf	du	5.76	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	11.10	5.00	1.32	6.60	$3,990	$73	$1,029	**$2,961**	$1,303	127%
	Multi-Family, 1-3 Stories, 750-1,499 sf	du	6.74	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	12.99	5.85	1.32	7.72	$4,668	$86	$1,212	**$3,456**	$1,589	118%
	Multi-Family, 1-3 Stories, 1,500 sf	du	8.22	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	15.85	7.13	1.32	9.41	$5,693	$105	$1,480	**$4,213**	$1,826	131%
221	Multi-Family, 4+ Stories & Annual HH Income less than 50% SHIP Definition	du	2.26	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	4.36	1.96	1.32	2.59	$1,565	$29	$409	**$1,156**	$713	62%
	Multi-Family, 4+ Stories & Annual HH Incomebetween 50-80% SHIP Definition	du	3.30	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	6.36	2.86	1.32	3.78	$2,286	$42	$592	**$1,694**	$815	108%
	Multi-Family, 4+ Stories, Less than 750 sf	du	3.88	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	7.48	3.37	1.32	4.45	$2,687	$49	$691	**$1,996**	$971	106%
	Multi-Family, 4+ Stories, 750-1,499 sf	du	4.54	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	8.75	3.94	1.32	5.20	$3,145	$58	$817	**$2,328**	$1,131	106%
	Multi-Family, 4+ Stories, 1,500 sf	du	5.54	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	10.68	4.81	1.32	6.35	$3,837	$71	$1,001	**$2,836**	$1,310	117%
240	Mobile Home/RV Unit (Park Only)	du	4.17	FL Studies	4.60	5.10	FL Studies	100%	n/a	7.10	3.20	1.32	4.22	$2,550	$47	$662	**$1,888**	$807	134%
-	Other Residential	du	7.81	FL Studies (LUC 210)	6.62	7.12	Same as LUC 210	100%	n/a	19.13	8.61	1.32	11.37	$6,873	$124	$1,748	**$5,125**	$2,226	130%
	LODGING:																		
310/320	Hotel/Motel	room	5.44	Blend of ITE 11th & FL Studies	5.42	5.92	FL Studies	71%	FL Studies	7.75	3.49	1.32	4.61	$2,783	$51	$719	**$2,064**	$890	132%
-	Bed & Breakfast[4]	guest room	4.40	ITE 11th Edition (LUC 311)	5.42	5.92	Same as LUC 310/320	71%	Same as LUC 310/320	6.26	2.82	1.32	3.72	$2,251	$41	$578	**$1,673**	$734	128%
	RECREATION:																		
435	Multi-Purpose Recreational Center	1,000 sf	1.99	ITE 9th Edition[5]	6.62	7.12	Same as LUC 210	90%	Based on LUC 710	4.39	1.98	1.32	2.61	$1,576	$28	$395	**$1,181**	$485	144%
445	Movie Theater	seat	1.76	ITE 11th Edition	2.22	2.72	FL Studies	88%	FL Studies	1.27	0.57	1.32	0.75	$457	$9	$127	**$330**	$132	150%
	INSTITUTIONS:																		
520	Elementary School (Private)	1,000 sf	19.52	ITE 10th Edition[6]	3.31	3.81	50% of LUC 210: Travel Demand Model	80%	Based on LUC 710 (adjusted)[7]	19.12	8.60	1.32	11.35	$6,872	$133	$1,874	**$4,998**	$2,402	108%
522/525	Middle/High School (Private)	1,000 sf	16.21	ITE 10th Edition (Adjusted)[8]	3.31	3.81	50% of LUC 210: Travel Demand Model	90%	Based on LUC 710	17.87	8.04	1.32	10.61	$6,420	$124	$1,748	**$4,672**	$2,252	108%
565	Day Care Center	1,000 sf	49.63	Blend of ITE 11th & FL Studies	2.03	2.53	FL Studies	73%	FL Studies	27.21	12.24	1.32	16.16	$9,777	$205	$2,889	**$6,888**	$851	709%
610	Hospital	1,000 sf	10.77	ITE 11th Edition	6.62	7.12	Same as LUC 210	78%	Midpoint of LUC 310 & LUC 720	20.58	9.26	1.32	12.22	$7,393	$133	$1,874	**$5,519**	$2,383	132%

Table D-7 (continued)

St. Lucie County – Fully Calculated Multi-Modal Transportation Impact Fee Schedule: Port St. Lucie

ITE LUC	Land Use	Unit	Trip Rate	Trip Rate Source	Network Trip Length	Total Trip Length	Trip Length Source	Percent New Trips	% New Trips Source	Net VMT[1]	Net VMT (Adjusted)[2]	Person-per-Vehicle Factor	Net PMT	Total Impact Cost	Annual Cap. Imp. Credit	Cap. Imp. Credit	Net Impact Fee	Current Impact Fee Rate[3]	% Change
	INSTITUTIONS:																		
620	Nursing Home	1,000 sf	6.75	ITE 11th Edition	2.59	3.09	FL Studies	89%	FL Studies	5.76	2.59	1.32	3.42	$2,068	$41	$578	**$1,490**	$613	143%
n/a	Lodge/Fraternal Organization	1,000 sf	7.60	ITE 11th Edition (LUC 560)	6.62	7.12	Same as LUC 210	50%	2009 Impact Fee Study (Mainland)	9.31	4.19	1.32	5.53	$3,344	$60	$846	**$2,498**	$876	185%
	OFFICE:																		
710	General Office	1,000 sf	10.84	ITE 11th Edition	5.15	5.65	FL Studies	92%	FL Studies	19.00	8.55	1.32	11.29	$6,828	$126	$1,776	**$5,052**	$1,489	239%
	RETAIL:																		
822	Retail/Shopping Center less than 40,000 sflga	1,000 sfgla	54.45	ITE 11th Edition	1.48	1.98	Appendix A: Fig. A-1 (19k sfgla)	48%	Appendix A: Fig. A-2 (19k sfgla)	14.31	6.44	1.32	8.50	$5,142	$115	$1,621	**$3,521**	$1,292	173%
821	Retail/Shopping Center 40,000 to 150,000 sfgla	1,000 sfgla	67.52	ITE 11th Edition	1.94	2.44	Appendix A: Fig. A-1 (59k sfgla)	57%	Appendix A: Fig. A-2 (59k sfgla)	27.63	12.43	1.32	16.41	$9,926	$210	$2,960	**$6,966**	$2,414	189%
820	Retail/Shopping Center greater than 150,000 sfgla	1,000 sfgla	37.01	ITE 11th Edition	2.80	3.30	Appendix A: Fig. A-1 (538k sfgla)	75%	Appendix A: Fig. A-2 (538k sfgla)	28.76	12.94	1.32	17.08	$10,332	$204	$2,875	**$7,457**	$3,011	148%
944	Gas Station w/Convenience Store <2,000 sq ft	fuel pos.	172.01	ITE 11th Edition	1.90	2.40	FL Studies (LUC 944/945)	23%	FL Studies (LUC 944/945)	27.81	12.51	1.32	16.51	$9,993	$212	$2,988	**$7,005**	$2,856	145%
945	Gas Station w/Convenience Store 2,000 to 5,499 sq ft	fuel pos.	264.38	ITE 11th Edition (Adjusted)[9]	1.90	2.40	FL Studies (LUC 944/945)	23%	FL Studies (LUC 944/945)	42.75	19.24	1.32	25.40	$15,359	$326	$4,595	**$10,764**	$3,406	216%
	Gas Station w/Convenience Store 5,500+ sq ft	fuel pos.	345.75	ITE 11th Edition	1.90	2.40	FL Studies (LUC 944/945)	23%	FL Studies (LUC 944/945)	55.90	25.16	1.32	33.21	$20,086	$426	$6,004	**$14,082**	$3,824	268%
	INDUSTRIAL:																		
30/154	Intermodal Distribution Center/ High-Cube Warehouse	1,000 sf	1.40	ITE 11th Edition (LUC 154)	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	2.45	1.10	1.32	1.45	$882	$16	$226	**$656**	$279	135%
110	General Industrial	1,000 sf	4.87	ITE 11th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	8.54	3.84	1.32	5.07	$3,067	$56	$789	**$2,278**	$441	417%
150	Warehouse	1,000 sf	1.93	Blend of ITE 11th & FL Studies	5.15	5.65	Same as LUC 710	98%	FL Studies	3.60	1.62	1.32	2.14	$1,295	$24	$338	**$957**	$353	171%

10) 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
11) Net VMT (Item 1) multiplied by the Net VMT Adjustment Factor (45%)
12) Source: St. Lucie County
13) Bed & breakfast rate does not include primary residence. Single family unit must be assessed for the residential portion of the use
14) Updated trip generation rate data for this land use was not available in ITE 10th Edition or 11th Edition
15) Updated trip generation rate data (per 1,000 sf) was not available for this land use in ITE 11th Edition
16) 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
17) Updated trip generation rate data (per 1,000 sf) was not available for this and use in ITE 11th Edition. The trip generation rate is a blend of Midde and High school land uses
18) 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

Table D-8

St. Lucie County – Fully Calculated Multi-Modal Transportation Impact Fee Schedule: Fort Pierce

Gasoline Tax						Unit Cost per Lane Mile:	$7,682,000						Interstate/Toll Facility Adjustment Factor:	26.0%					
$$ per Gallon to Capital:	$0.236					Average PMC per Lane Mile:	12,700						Cost per PMC:	$604.88					
Facility Life (Years):	25		County Revenues:	$0.017		Fuel Efficiency:	19.30 mpg						VMT Adjustment Factor:	97%					
Interest Rate:	5.00%		State Revenues:	$0.219		Effective Days per Year:	365												

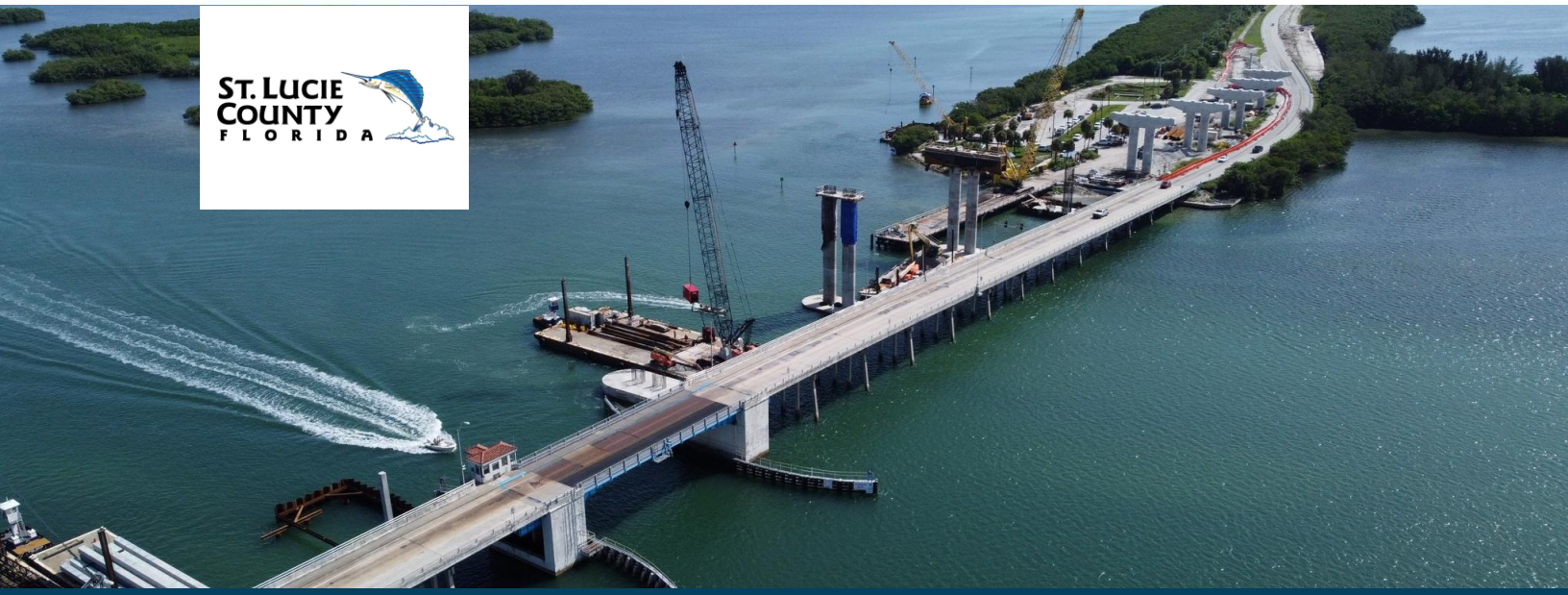
ITE LUC	Land Use	Unit	Trip Rate	Trip Rate Source	Network Trip Length	Total Trip Length	Trip Length Source	Percent New Trips	% New Trips Source	Net VMT[1]	Net VMT (Adjusted)[2]	Person-per-Vehicle Factor	Net PMT	Total Impact Cost	Annual Cap. Imp. Credit	Cap. Imp. Credit	Net Impact Fee	Current Impact Fee Rate[3]	% Change
	RESIDENTIAL:																		
210	Single Family (Detached); Less than 2,000 sf & Annual HH Income less than 50% SHIP Definition	du	3.34	Tiering Analysis (Appendix A)	6.62	7.12	FL Studies	100%	n/a	8.18	7.93	1.32	10.47	$6,336	$53	$747	**$5,589**	$3,242	72%
	Single Family (Detached); Less than 2,000 sf & Annual HH Incomebetween 50-80% SHIP Definition	du	4.87	Tiering Analysis (Appendix A)	6.62	7.12	FL Studies	100%	n/a	11.93	11.57	1.32	15.27	$9,239	$77	$1,085	**$8,154**	$3,949	107%
	Single Family (Detached); Less than 2,400 sf	du	7.09	Tiering Analysis (Appendix A)	6.62	7.12	FL Studies	100%	n/a	17.37	16.85	1.32	22.24	$13,450	$113	$1,593	**$11,857**	$5,439	118%
	Single Family (Detached); 2,400 to 3,499 sf	du	8.15	Tiering Analysis (Appendix A)	6.62	7.12	FL Studies	100%	n/a	19.96	19.36	1.32	25.56	$15,461	$129	$1,818	**$13,643**	$6,648	105%
	Single Family (Detached); 3,500 sf and greater	du	8.04	Tiering Analysis (Appendix A)	6.62	7.12	FL Studies	100%	n/a	19.69	19.10	1.32	25.21	$15,252	$128	$1,804	**$13,448**	$6,749	99%
220	Multi-Family, 1-3 Stories & Annual HH Income less than 50% SHIP Definition	du	3.35	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	6.46	6.27	1.32	8.28	$5,002	$43	$606	**$4,396**	$2,557	72%
	Multi-Family, 1-3 Stories & Annual HH Incomebetween 50-80% SHIP Definition	du	4.89	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	9.43	9.15	1.32	12.08	$7,301	$62	$874	**$6,427**	$3,117	106%
	Multi-Family, 1-3 Stories, Less than 750 sf	du	5.76	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	11.10	10.77	1.32	14.22	$8,600	$73	$1,029	**$7,571**	$3,456	119%
	Multi-Family, 1-3 Stories, 750-1,499 sf	du	6.74	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	12.99	12.60	1.32	16.63	$10,063	$86	$1,212	**$8,851**	$4,204	111%
	Multi-Family, 1-3 Stories, 1,500 sf	du	8.22	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	15.85	15.37	1.32	20.29	$12,272	$105	$1,480	**$10,792**	$4,829	124%
221	Multi-Family, 4+ Stories & Annual HH Income less than 50% SHIP Definition	du	2.26	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	4.36	4.23	1.32	5.58	$3,374	$29	$409	**$2,965**	$1,899	56%
	Multi-Family, 4+ Stories & Annual HH Incomebetween 50-80% SHIP Definition	du	3.30	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	6.36	6.17	1.32	8.14	$4,927	$42	$592	**$4,335**	$2,195	98%
	Multi-Family, 4+ Stories, Less than 750 sf	du	3.88	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	7.48	7.26	1.32	9.58	$5,793	$49	$691	**$5,102**	$2,568	99%
	Multi-Family, 4+ Stories, 750-1,499 sf	du	4.54	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	8.75	8.49	1.32	11.21	$6,778	$58	$817	**$5,961**	$3,027	97%
	Multi-Family, 4+ Stories, 1,500 sf	du	5.54	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	10.68	10.36	1.32	13.68	$8,271	$71	$1,001	**$7,270**	$3,504	108%
240	Mobile Home/RV Unit (Park Only)	du	4.17	FL Studies	4.60	5.10	FL Studies	100%	n/a	7.10	6.89	1.32	9.09	$5,497	$47	$662	**$4,835**	$2,158	124%
-	Other Residential	du	7.81	FL Studies (LUC 210)	6.62	7.12	Same as LUC 210	100%	n/a	19.13	18.56	1.32	24.50	$14,816	$124	$1,748	**$13,068**	$5,864	123%
	LODGING:																		
310/320	Hotel/Motel	room	5.44	Blend of ITE 11th & FL Studies	5.42	5.92	FL Studies	71%	FL Studies	7.75	7.52	1.32	9.93	$5,999	$51	$719	**$5,280**	$2,357	124%
-	Bed & Breakfast[4]	guest room	4.40	ITE 11th Edition (LUC 311)	5.42	5.92	Same as LUC 310/320	71%	Same as LUC 310/320	6.26	6.07	1.32	8.01	$4,852	$41	$578	**$4,274**	$1,944	120%
	RECREATION:																		
435	Multi-Purpose Recreational Center	1,000 sf	1.99	ITE 9th Edition[5]	6.62	7.12	Same as LUC 210	90%	Based on LUC 710	4.39	4.26	1.32	5.62	$3,398	$28	$395	**$3,003**	$1,336	125%
445	Movie Theater	seat	1.76	ITE 11th Edition	2.22	2.72	FL Studies	88%	FL Studies	1.27	1.23	1.32	1.62	$985	$9	$127	**$858**	$367	134%
	INSTITUTIONS:																		
520	Elementary School (Private)	1,000 sf	19.52	ITE 10th Edition[6]	3.31	3.81	50% of LUC 210: Travel Demand Model	80%	Based on LUC 710 (adjusted)[7]	19.12	18.55	1.32	24.49	$14,812	$133	$1,874	**$12,938**	$6,604	96%
522/525	Middle/High School (Private)	1,000 sf	16.21	ITE 10th Edition (Adjusted)[8]	3.31	3.81	50% of LUC 210: Travel Demand Model	90%	Based on LUC 710	17.87	17.33	1.32	22.88	$13,838	$124	$1,748	**$12,090**	$6,178	96%
565	Day Care Center	1,000 sf	49.63	Blend of ITE 11th & FL Studies	2.03	2.53	FL Studies	73%	FL Studies	27.21	26.39	1.32	34.83	$21,076	$205	$2,889	**$18,187**	$2,364	669%
610	Hospital	1,000 sf	10.77	ITE 11th Edition	6.62	7.12	Same as LUC 210	78%	Midpoint of LUC 310 & LUC 720	20.58	19.96	1.32	26.35	$15,936	$133	$1,874	**$14,062**	$6,280	124%

Table D-8 (continued)

St. Lucie County – Fully Calculated Multi-Modal Transportation Impact Fee Schedule: Fort Pierce

ITE LUC	Land Use	Unit	Trip Rate	Trip Rate Source	Network Trip Length	Total Trip Length	Trip Length Source	Percent New Trips	% New Trips Source	Net VMT[1]	Net VMT (Adjusted)[2]	Person-per-Vehicle Factor	Net PMT	Total Impact Cost	Annual Cap. Imp. Credit	Cap. Imp. Credit	Net Impact Fee	Current Impact Fee Rate[3]	% Change
	INSTITUTIONS:																		
620	Nursing Home	1,000 sf	6.75	ITE 11th Edition	2.59	3.09	FL Studies	89%	FL Studies	5.76	5.59	1.32	7.38	$4,459	$41	$578	**$3,881**	$1,669	133%
n/a	Lodge/Fraternal Organization	1,000 sf	7.60	ITE 11th Edition (LUC 560)	6.62	7.12	Same as LUC 210	50%	2009 Impact Fee Study (Mainland)	9.31	9.03	1.32	11.92	$7,209	$60	$846	**$6,363**	$2,617	143%
	OFFICE:																		
710	General Office	1,000 sf	10.84	ITE 11th Edition	5.15	5.65	FL Studies	92%	FL Studies	19.00	18.43	1.32	24.33	$14,718	$126	$1,776	**$12,942**	$3,943	228%
	RETAIL:																		
822	Retail/Shopping Center less than 40,000 sflga	1,000 sfgla	54.45	ITE 11th Edition	1.48	1.98	Appendix A: Fig. A-1 (19k sfgla)	48%	Appendix A: Fig. A-2 (19k sfgla)	14.31	13.88	1.32	18.32	$11,085	$115	$1,621	**$9,464**	$3,693	156%
821	Retail/Shopping Center 40,000 to 150,000 sfgla	1,000 sfgla	67.52	ITE 11th Edition	1.94	2.44	Appendix A: Fig. A-1 (59k sfgla)	57%	Appendix A: Fig. A-2 (59k sfgla)	27.63	26.80	1.32	35.38	$21,396	$210	$2,960	**$18,436**	$6,716	175%
820	Retail/Shopping Center greater than 150,000 sfgla	1,000 sfgla	37.01	ITE 11th Edition	2.80	3.30	Appendix A: Fig. A-1 (538k sfgla)	75%	Appendix A: Fig. A-2 (538k sfgla)	28.76	27.90	1.32	36.83	$22,272	$204	$2,875	**$19,397**	$8,189	137%
944	Gas Station w/Convenience Store <2,000 sq ft	fuel pos.	172.01	ITE 11th Edition	1.90	2.40	FL Studies (LUC 944/945)	23%	FL Studies (LUC 944/945)	27.81	26.98	1.32	35.61	$21,540	$212	$2,988	**$18,552**	$7,969	133%
945	Gas Station w/Convenience Store 2,000 to 5,499 sq ft	fuel pos.	264.38	ITE 11th Edition (Adjusted)[9]	1.90	2.40	FL Studies (LUC 944/945)	23%	FL Studies (LUC 944/945)	42.75	41.47	1.32	54.74	$33,108	$326	$4,595	**$28,513**	$9,506	200%
	Gas Station w/Convenience Store 5,500+ sq ft	fuel pos.	345.75	ITE 11th Edition	1.90	2.40	FL Studies (LUC 944/945)	23%	FL Studies (LUC 944/945)	55.90	54.22	1.32	71.57	$43,297	$426	$6,004	**$37,293**	$10,676	249%
	INDUSTRIAL:																		
30/154	Intermodal Distribution Center/ High-Cube Warehouse	1,000 sf	1.40	ITE 11th Edition (LUC 154)	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	2.45	2.38	1.32	3.14	$1,901	$16	$226	**$1,675**	$744	125%
110	General Industrial	1,000 sf	4.87	ITE 11th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	8.54	8.28	1.32	10.93	$6,612	$56	$789	**$5,823**	$1,169	398%
150	Warehouse	1,000 sf	1.93	Blend of ITE 11th & FL Studies	5.15	5.65	Same as LUC 710	98%	FL Studies	3.60	3.49	1.32	4.61	$2,791	$24	$338	**$2,453**	$929	164%

10) 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
11) Net VMT (Item 1) multiplied by the Net VMT Adjustment Factor (97%)
12) Source: St. Lucie County
13) Bed & breakfast rate does not include primary residence. Single family unit must be assessed for the residential portion of the use
14) Updated trip generation rate data for this land use was not available in ITE 10th Edition or 11th Edition
15) Updated trip generation rate data (per 1,000 sf) was not available for this land use in ITE 11th Edition
16) 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
17) Updated trip generation rate data (per 1,000 sf) was not available for this and use in ITE 11th Edition. The trip generation rate is a blend of Midde and High school land uses
18) 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



St. Lucie County Transportation Impact Fee Supplement

Demonstration of Extraordinary Circumstances

Draft Report

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St. Lucie County
Transportation Impact Fee Supplement

Demonstration of Extraordinary Circumstances

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Introduction

St. Lucie County's Road Impact Fee was initially implemented in 1986 to assist the County in providing adequate transportation facilities for expected growth. More recently, a technical study for these fees was updated in 2022.

In June 2021, Florida House Bill (HB) 337 was signed by the Governor, which revised F.S. 163.31801 (Florida Impact Fee Act) to place 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.

Following the completion of the 2022 study, the St. Lucie County Board of County Commissioners decided not to use the exception clause described above and adopted the rates using the 50-percent increase limit identified in F.S. 163.31801.

Facing continued growth and significant increases in construction costs, St. Lucie County retained Benesch in 2025 to update the impact fee study to reflect the most recent data available. Along with current information, the County is also interested in using the extraordinary circumstances clause to have the option to adopt updated fees prior to the four-year limit for any fee increases and possibly adopt fees at levels higher than the 50-percent increase limit. The remaining sections of this document address the extraordinary circumstances related to the County's impact fee program.

Profile and Growth Trends

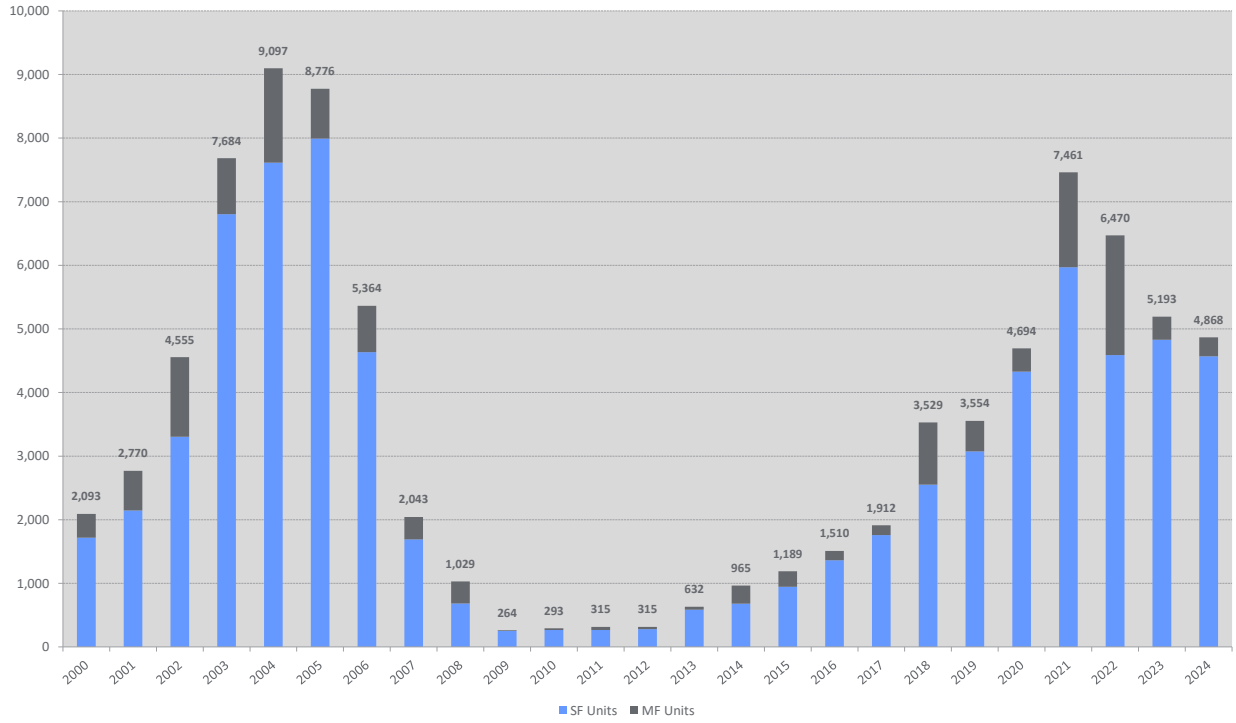
With a population of over 385,000, St. Lucie County is the 20th most populous county out of 67 Florida counties. The county continues to experience high growth levels, ranking 7th for the projected annual growth rate through 2050. Growth projections provided by University of Florida, Bureau of Business and Economic Research (BEBR) average 1.6 percent per year over the next ten years. In terms of absolute growth, the County ranks 14th out of 67 counties and is projected to add approximately 145,000 persons through 2050.

Consistent with these population growth patterns, permits for new structures have been increasing. **Figure 1** provides residential permitting trends. As presented, after a decline during the great recession, permitting levels started to increase again as of 2013. The number of residential permits increased from approximately 290 permits in 2010 to almost 4,900 permits in 2024. Permitting trends since the pandemic represent the highest permitting levels since the early 2000's.

Over the past five years (2020-2024), the number of residential permits averaged approximately 5,700 units per year countywide. This is 36 percent higher than the most recent update study that was completed in 2022 (4,200 units per year between 2017 and 2021).

Figure 1

Residential Permitting



Source: U.S. Census

The high growth that St. Lucie County is experiencing results in the need for additional infrastructure. Table 1 provides a comparison of projected increase in transportation improvements to projected travel based on the St. Lucie TPO's SmartMoves 2045 Long Range Transportation Plan (Cost Feasible Plan) and the Treasure Coast Regional Planning Model v5.1. As shown, currently planned and funded projects in the LRTP are not sufficient to keep up with increased demand, resulting in 14 percent of county roads projected to be over capacity by 2045 even after the projects included in the Cost Feasible Plan are built.

Table 1

St. Lucie County Lane Miles 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.)	364.738	19.33	5.30%	396.544	86.57	21.83%	312.02%
State Int/Toll Fac.	342.371	0.00	0.00%	373.667	3.18	0.85%	-
County (classified)	401.838	3.02	0.75%	419.126	58.88	14.05%	1771.01%
PSL (classified)	428.448	8.67	2.02%	492.712	124.22	25.21%	1146.62%
FP (classified)	30.173	0.00	0.00%	30.173	0.64	2.11%	-
Total	**1,567.57**	**31.01**	**1.98%**	**1,712.22**	**273.48**	**15.97%**	**707.47%**

Source: Treasure Coast Regional Planning Model (TCRPM) v5.1

Impact Fee Updates and Cost Increases

Prior to the 2025 update study, St. Lucie County's impact fees were updated in 2022. These rates were capped at a 50 percent increase from the current rates at the time (established in 2017) and then discounted to 75 percent. The 2022 study indicated a need for significant increases, which were not implemented in part due to the 50-percent increase limit discussed previously. Table 2 presents the 2022 calculated rates, the current adopted rates and the 2025 full calculated rates. As shown, without the discount and capping, the increase between the full calculated rates calculated in 2022 and 2025 is less than 50 percent for the majority of land uses. Table 3 presents this same comparison using the 2025 calculated multi-modal transportation impact fee rates.

Table 2

Current Rates and Calculated Roadway-Based Transportation Impact Fee Rates

ITE LUC	Land Use	Unit	Calculated MAINLAND Impact Fee (2022)[1]	Current MAINLAND Impact Fee (2025)[2]	Calculated Impact Fee (2025)[3]	Calculated (2022) to Calculated (2025)	Current (2025) to Calculated (2025)
	RESIDENTIAL:						
210	Single Family (Detached); Less than 2,000 sf, Very Low Income	du	$5,789	$3,344	**$5,828**	1%	74%
	Single Family (Detached); Less than 2,000 sf, Low Income	du	$6,126	$4,075	**$8,488**	39%	108%
	Single Family (Detached); Less than 2,400 sf	du	$8,708	$5,610	**$12,361**	42%	120%
	Single Family (Detached); 2,400 to 3,499 sf	du	$10,660	$6,858	**$14,212**	33%	107%
	Single Family (Detached); 3,500 sf and greater	du	$10,771	$6,962	**$14,025**	30%	101%
220	Multi-Family, 1-3 Stories, Very Low Income	du	$4,285	$2,638	**$4,590**	7%	74%
	Multi-Family, 1-3 Stories, Low Income	du	$4,528	$3,216	**$6,697**	48%	108%
	Multi-Family, 1-3 Stories, Less than 750 sf	du	$5,434	$3,567	**$7,884**	45%	121%
	Multi-Family, 1-3 Stories, 750-1,499 sf	du	$6,303	$4,336	**$9,227**	46%	113%
	Multi-Family, 1-3 Stories, 1,500 sf	du	$7,312	$4,985	**$11,257**	54%	126%
221	Multi-Family, 4+ Stories, Very Low Income	du	$2,880	$1,959	**$3,091**	7%	58%
	Multi-Family, 4+ Stories, Low Income	du	$3,048	$2,264	**$4,512**	48%	99%
	Multi-Family, 4+ Stories, Less than 750 sf	du	$3,666	$2,649	**$5,308**	45%	100%
	Multi-Family, 4+ Stories, 750-1,499 sf	du	$4,241	$3,120	**$6,214**	47%	99%
	Multi-Family, 4+ Stories, 1,500 sf	du	$4,918	$3,615	**$7,588**	54%	110%
240	Mobile Home/RV Unit (Park Only)	du	$3,422	$2,227	**$5,031**	47%	126%
-	Other Residential	du	$9,302	$6,050	**$13,617**	46%	125%
	LODGING:						
310/320	Hotel/Motel	room	$3,756	$2,432	**$5,507**	47%	126%
-	Bed & Breakfast	guest room	$3,037	$2,004	**$4,449**	46%	122%
	RECREATION:						
435	Multi-Purpose Recreational Center	1,000 sf	$2,127	$1,378	**$3,129**	47%	127%
445	Movie Theater	seat	$601	$379	**$891**	48%	135%
	INSTITUTIONS:						
520	Elementary School (Private)	1,000 sf	$9,175	$6,881	**$13,500**	47%	96%
522/525	Middle/High School (Private)	1,000 sf	$8,582	$6,437	**$12,606**	47%	96%
565	Day Care Center	1,000 sf	$12,858	$2,442	**$18,984**	48%	677%
610	Hospital	1,000 sf	$10,003	$6,478	**$14,647**	46%	126%
620	Nursing Home	1,000 sf	$2,748	$1,723	**$4,043**	47%	135%
n/a	Lodge/Fraternal Organization	1,000 sf	$4,522	$2,698	**$6,631**	47%	146%
	OFFICE:						
710	General Office	1,000 sf	$9,212	$4,066	**$13,501**	47%	232%
	RETAIL:						
822	Retail/Shopping Center less than 40,000 sflga	1,000 sfgla	$6,662	$3,816	**$9,874**	48%	159%
821	Retail/Shopping Center 40,000 to 150,000 sfgla	1,000 sfgla	$13,040	$6,935	**$19,259**	48%	178%
820	Retail/Shopping Center greater than 150,000 sfgla	1,000 sfgla	$13,739	$8,453	**$20,234**	47%	139%
944	Gas Station w/Convenience Store <2,000 sq ft	fuel pos.	$13,110	$8,227	**$19,367**	48%	135%
945	Gas Station w/Convenience Store 2,000 to 5,499 sq ft	fuel pos.	$20,145	$9,818	**$29,767**	48%	203%
	Gas Station w/Convenience Store 5,500+ sq ft	fuel pos.	$26,344	$11,024	**$38,942**	48%	253%
	INDUSTRIAL:						
30/154	Intermodal Distribution Center/ High-Cube Warehouse	1,000 sf	$1,185	$768	**$1,738**	47%	126%
110	General Industrial	1,000 sf	$4,137	$1,208	**$6,057**	46%	401%
150	Warehouse	1,000 sf	$1,459	$956	**$2,545**	74%	166%

1) Source: *St. Lucie County Road Impact Fee Study, March 3, 2022*
2) Source: St. Lucie County
3) Source: *St. Lucie County Transportation Impact Fee Update, May 2025*; Appendix D, Table D-2

Table 3

Current Rates and Calculated Multi-Modal Transportation Impact Fee Rates

ITE LUC	Land Use	Unit	Calculated MAINLAND Impact Fee (2022)[1]	Current MAINLAND Impact Fee (2025)[2]	Calculated Impact Fee (2025)[3]	Calculated (2022) to Calculated (2025)	Current (2025) to Calculated (2025)
	RESIDENTIAL:						
210	Single Family (Detached); Less than 2,000 sf, Very Low Income	du	$5,789	$3,344	**$5,785**	0%	73%
	Single Family (Detached); Less than 2,000 sf, Low Income	du	$6,126	$4,075	**$8,439**	38%	107%
	Single Family (Detached); Less than 2,400 sf	du	$8,708	$5,610	**$12,273**	41%	119%
	Single Family (Detached); 2,400 to 3,499 sf	du	$10,660	$6,858	**$14,121**	32%	106%
	Single Family (Detached); 3,500 sf and greater	du	$10,771	$6,962	**$13,920**	29%	100%
220	Multi-Family, 1-3 Stories, Very Low Income	du	$4,285	$2,638	**$4,550**	6%	72%
	Multi-Family, 1-3 Stories, Low Income	du	$4,528	$3,216	**$6,652**	47%	107%
	Multi-Family, 1-3 Stories, Less than 750 sf	du	$5,434	$3,567	**$7,837**	44%	120%
	Multi-Family, 1-3 Stories, 750-1,499 sf	du	$6,303	$4,336	**$9,162**	45%	111%
	Multi-Family, 1-3 Stories, 1,500 sf	du	$7,312	$4,985	**$11,172**	53%	124%
221	Multi-Family, 4+ Stories, Very Low Income	du	$2,880	$1,959	**$3,070**	7%	57%
	Multi-Family, 4+ Stories, Low Income	du	$3,048	$2,264	**$4,487**	47%	98%
	Multi-Family, 4+ Stories, Less than 750 sf	du	$3,666	$2,649	**$5,281**	44%	99%
	Multi-Family, 4+ Stories, 750-1,499 sf	du	$4,241	$3,120	**$6,171**	46%	98%
	Multi-Family, 4+ Stories, 1,500 sf	du	$4,918	$3,615	**$7,526**	53%	108%
240	Mobile Home/RV Unit (Park Only)	du	$3,422	$2,227	**$5,005**	46%	125%
-	Other Residential	du	$9,302	$6,050	**$13,526**	45%	124%
	LODGING:						
310/320	Hotel/Motel	room	$3,756	$2,432	**$5,465**	46%	125%
-	Bed & Breakfast	guest room	$3,037	$2,004	**$4,424**	46%	121%
	RECREATION:						
435	Multi-Purpose Recreational Center	1,000 sf	$2,127	$1,378	**$3,108**	46%	126%
445	Movie Theater	seat	$601	$379	**$889**	48%	135%
	INSTITUTIONS:						
520	Elementary School (Private)	1,000 sf	$9,175	$6,881	**$13,396**	46%	95%
522/525	Middle/High School (Private)	1,000 sf	$8,582	$6,437	**$12,518**	46%	94%
565	Day Care Center	1,000 sf	$12,858	$2,442	**$18,838**	47%	671%
610	Hospital	1,000 sf	$10,003	$6,478	**$14,555**	46%	125%
620	Nursing Home	1,000 sf	$2,748	$1,723	**$4,019**	46%	133%
n/a	Lodge/Fraternal Organization	1,000 sf	$4,522	$2,698	**$6,586**	46%	144%
	OFFICE:						
710	General Office	1,000 sf	$9,212	$4,066	**$13,397**	45%	229%
	RETAIL:						
822	Retail/Shopping Center less than 40,000 sflga	1,000 sfgla	$6,662	$3,816	**$9,806**	47%	157%
821	Retail/Shopping Center 40,000 to 150,000 sfgla	1,000 sfgla	$13,040	$6,935	**$19,097**	46%	175%
820	Retail/Shopping Center greater than 150,000 sfgla	1,000 sfgla	$13,739	$8,453	**$20,086**	46%	138%
944	Gas Station w/Convenience Store <2,000 sq ft	fuel pos.	$13,110	$8,227	**$19,219**	47%	134%
945	Gas Station w/Convenience Store 2,000 to 5,499 sq ft	fuel pos.	$20,145	$9,818	**$29,537**	47%	201%
	Gas Station w/Convenience Store 5,500+ sq ft	fuel pos.	$26,344	$11,024	**$38,632**	47%	250%
	INDUSTRIAL:						
30/154	Intermodal Distribution Center/ High-Cube Warehouse	1,000 sf	$1,185	$768	**$1,734**	46%	126%
110	General Industrial	1,000 sf	$4,137	$1,208	**$6,028**	46%	399%
150	Warehouse	1,000 sf	$1,459	$956	**$2,525**	73%	164%

1) Source: *St. Lucie County Road Impact Fee Study, March 3, 2022*
2) Source: St. Lucie County
3) Source: *St. Lucie County Transportation Impact Fee Update, May 2025*; Appendix D, Table D-6

Construction costs and land values have been increasing since 2013, following the great recession. The rate of cost increases became more significant since the pandemic. Because of the 50-percent increase limit, current impact fee rates do not reflect this cost increase.

Transportation cost indices presented below (2017 to present) indicate a more significant increase, consistent with the cost increases St. Lucie County has been experiencing.

- FDOT Long Range Estimates: +119%
- FDOT District 7 Long Range Estimates: +138%
- Producer Price Index (Highway): +50%
- National Highway Construction Cost Index: +90%

In the case of road impact fees, the 2017 study estimated roadway cost at $3.8 million per lane mile and the 2022 update estimated the roadway cost at $5.4 million per lane mile. The 2025 update study estimates it at $7.7 million using a conservative approach. This suggests an increase of 103 percent since 2017, which is in line with many of the indices presented above. The updated cost is up 43 percent since 2022, noting again that the rates established in 2022 were capped and do not capture the full effect of the rising costs.

Figure 2 illustrates the trend for each of these indices since 2017 and Figure 3 illustrates the cost trends based on FDOT Long Range Estimates for the past 25 years. As presented, costs have been increasing since 2013 with more significant increases occurring after the pandemic.

Figure 2
Construction Cost Indices – Cumulative Increase Since 2017

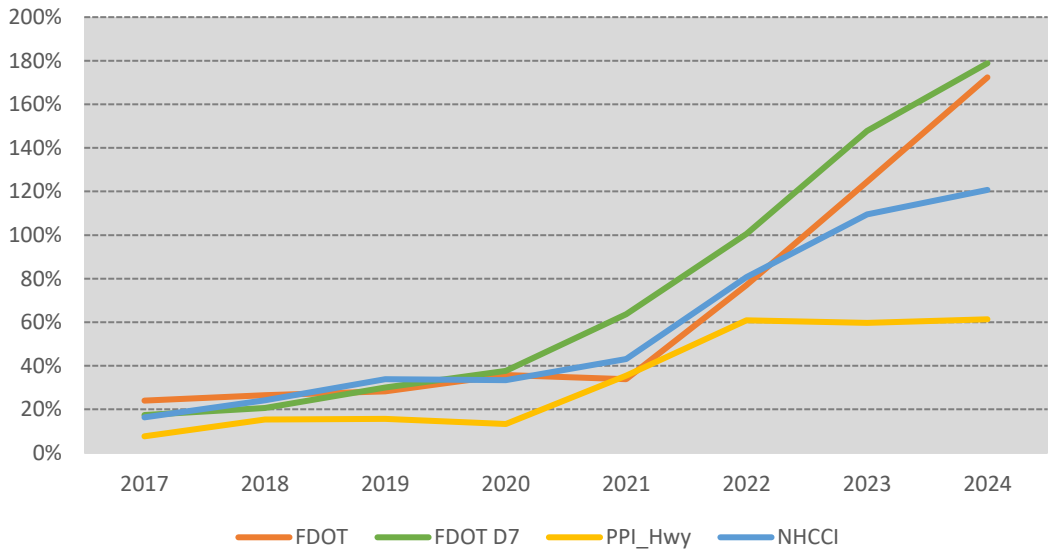
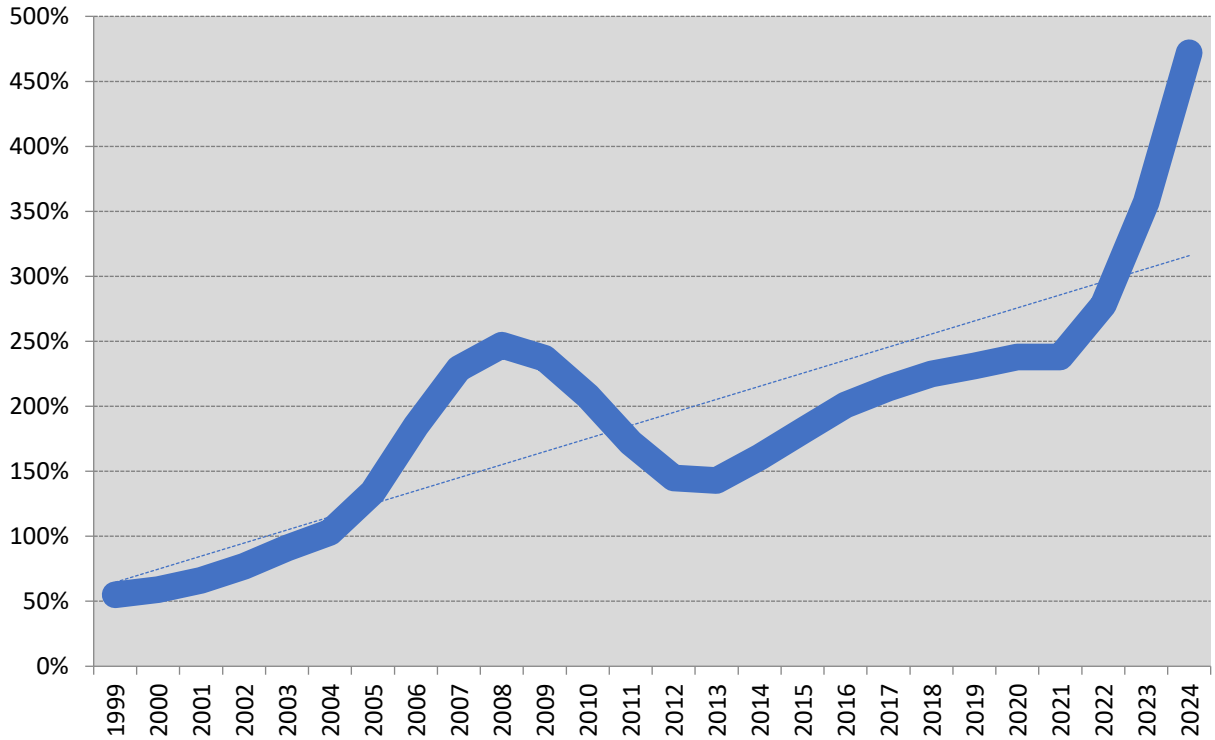


Figure 3

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



Project Needs

These growth levels result in a need for additional infrastructure. Examples of future transportation capacity projects (unfunded needs) that are eligible to be funded with impact fees include the following improvements shown in Table 4. Note that the costs for these improvements were estimated back in 2021 and do not reflect recent increases in construction costs observed throughout the state.

Table 4

St. Lucie TPO's SmartMoves 2045 Long Range Transportation Plan

ID	Jurisdiction	On	From	To	Improvement	Total
Roadway Needs Plan						
104	County	Williams Rd	Shinn Rd	McCarty Rd	New 2 Lanes	**$13,930,000**
115	County	Jenkins Rd	N. Jenkins Rd	St. Lucie Blvd	New 4 Lanes	**$31,890,000**
117	County	Jenkins Rd	Walmart Distr. Center	Altman Rd	New 4 Lanes	**$10,880,000**
118	County	McCarty Rd	Glades Cut-Off Rd	Williams Rd	New 4 Lanes	**$27,940,000**
120	County	North-Mid County Connector	Orange Ave	Florida'a Turnpike	New 4 Lanes	**$26,530,000**
122	County	North-Mid County Connector	Okeechobee Rd	Orange Ave	New 4 Lanes	**$41,340,000**
123	County	North-Mid County Connector	Midway Rd	Okeechobee Rd	New 4 Lanes	**$33,430,000**
136	County	Glades Cut-Off Rd	Arterial A	Selvitz Rd	Widen 2L to 4L	**$54,000,000**
137	County	Jenkins Rd	Altman Rd	Orange Ave	Widen 2L to 4L	**$28,710,000**
138	County	Jenkins Rd	Orange Ave	N Jenkins Rd	Widen 2L to 4L	**$5,210,000**
139	County	Jenkins Rd	Midway Rd	Post Office Rd	Widen 2L to 4L	**$3,240,000**
140	County	Jenkins Rd	Glades Cut-Off Rd	Walmart Distr. Center	Widen 2L to 4L	**$5,530,000**
142	County	McCarty Rd	Williams Rd	Midway Rd	Widen 2L to 4L	**$12,720,000**
Total						**$295,350,000**

These improvements total approximately $295 million. Currently, St. Lucie County is generating approximately $10 million a year in road impact fee revenues. If transportation impact fees are adopted at the full calculated rates and current permitting trends continue, the County could generate $19 million per year to $28 million per year.

Summary and Conclusions

This supplemental document provided information demonstrating extraordinary conditions necessitating an increase sooner than the four-year time frame and above the 50-percent limit for the County's current adopted impact fee levels. The key findings of this review include the following:

- St. Lucie County is experiencing significant growth.
- The 2022 study rates were adopted at a discount. These discounts increase the gap between the current adopted fees and the fully calculated fees.
- 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.

An act relating to alternative mobility funding systems and impact fees; amending s. 163.3164, F.S.; providing definitions; amending s. 163.3180, F.S.; revising requirements relating to agreements to pay for or construct certain improvements; authorizing certain local governments to adopt an alternative transportation system that is mobility-plan and fee-based in certain circumstances; prohibiting an alternative transportation system from imposing responsibility for funding an existing transportation deficiency upon new development; requiring counties and municipalities to create and execute interlocal agreements if a developer is charged a fee for transportation impacts for a new development or redevelopment; providing requirements for such agreements; providing requirements for when such interlocal agreements are not executed by a specified date; authorizing a local government that issues the building permit to collect a fee for transportation impacts under certain circumstances unless otherwise agreed; amending s. 163.31801, F.S.; revising requirements for the calculation of impact fees by certain local governments and special districts; requiring local governments transitioning to

alternative transportation systems to provide holders of impact fee credits with full benefit of intensity and density of prepaid credit balances as of a specified date in certain circumstances; amending s. 212.055, F.S.; conforming a cross-reference; providing an effective date.

Be It Enacted by the Legislature of the State of Florida:

Section 1. Subsections (32) through (52) of section 163.3164, Florida Statutes, are renumbered as subsections (34) through (54), respectively, and new subsections (32) and (33) are added to that section, to read:

163.3164 Community Planning Act; definitions.—As used in this act:

(32) "Mobility fee" means a local government fee schedule established by ordinance and based on the projects included in the local government's adopted mobility plan.

(33) "Mobility plan" means an alternative transportation system mobility study developed by using a plan-based methodology and adopted into a local government comprehensive plan that promotes a compact, mixed use, and interconnected development served by a multimodal transportation system in an area that is urban in character, or designated to be urban in character, as defined in s. 171.031.

Section 2. Paragraphs (h) and (i) of subsection (5) of section 163.3180, Florida Statutes, are amended, and paragraph (j) is added to that subsection, to read:

163.3180 Concurrency.—

(5)

(h)1. Local governments that continue to implement a transportation concurrency system, whether in the form adopted into the comprehensive plan before the effective date of the Community Planning Act, chapter 2011-139, Laws of Florida, or as subsequently modified, must:

a. Consult with the Department of Transportation when proposed plan amendments affect facilities on the strategic intermodal system.

b. Exempt public transit facilities from concurrency. For the purposes of this sub-subparagraph, public transit facilities include transit stations and terminals; transit station parking; park-and-ride lots; intermodal public transit connection or transfer facilities; fixed bus, guideway, and rail stations; and airport passenger terminals and concourses, air cargo facilities, and hangars for the assembly, manufacture, maintenance, or storage of aircraft. As used in this sub-subparagraph, the terms "terminals" and "transit facilities" do not include seaports or commercial or residential development constructed in conjunction with a public transit facility.

c. Allow an applicant for a development-of-regional-impact

development order, development agreement, rezoning, or other land use development permit to satisfy the transportation concurrency requirements of the local comprehensive plan, the local government's concurrency management system, and s. 380.06, when applicable, if:

(I) The applicant in good faith offers to enter into a binding agreement to pay for or construct its proportionate share of required improvements in a manner consistent with this subsection. The agreement must provide that after an applicant makes its contribution or constructs its proportionate share pursuant to this sub-sub-subparagraph, the project shall be considered to have mitigated its transportation impacts and be allowed to proceed if the applicant has satisfied all other local government development requirements for the project.

(II) The proportionate-share contribution or construction is sufficient to accomplish one or more mobility improvements that will benefit a regionally significant transportation facility. A local government may accept contributions from multiple applicants for a planned improvement if it maintains contributions in a separate account designated for that purpose. A local government may not prevent a single applicant from proceeding after the applicant has satisfied its proportionate-share requirement if the applicant has satisfied all other local government development requirements for the project.

d. Provide the basis upon which the landowners will be

assessed a proportionate share of the cost addressing the transportation impacts resulting from a proposed development.

2. An applicant shall not be held responsible for the additional cost of reducing or eliminating deficiencies. When an applicant contributes or constructs its proportionate share pursuant to this paragraph, a local government may not require payment or construction of transportation facilities whose costs would be greater than a development's proportionate share of the improvements necessary to mitigate the development's impacts.

a. The proportionate-share contribution shall be calculated based upon the number of trips from the proposed development expected to reach roadways during the peak hour from the stage or phase being approved, divided by the change in the peak hour maximum service volume of roadways resulting from construction of an improvement necessary to maintain or achieve the adopted level of service, multiplied by the construction cost, at the time of development payment, of the improvement necessary to maintain or achieve the adopted level of service.

b. In using the proportionate-share formula provided in this subparagraph, the applicant, in its traffic analysis, shall identify those roads or facilities that have a transportation deficiency in accordance with the transportation deficiency as defined in subparagraph 4. The proportionate-share formula provided in this subparagraph shall be applied only to those facilities that are determined to be significantly impacted by

the project traffic under review. If any road is determined to be transportation deficient without the project traffic under review, the costs of correcting that deficiency shall be removed from the project's proportionate-share calculation and the necessary transportation improvements to correct that deficiency shall be considered to be in place for purposes of the proportionate-share calculation. The improvement necessary to correct the transportation deficiency is the funding responsibility of the entity that has maintenance responsibility for the facility. The development's proportionate share shall be calculated only for the needed transportation improvements that are greater than the identified deficiency.

c. When the provisions of subparagraph 1. and this subparagraph have been satisfied for a particular stage or phase of development, all transportation impacts from that stage or phase for which mitigation was required and provided shall be deemed fully mitigated in any transportation analysis for a subsequent stage or phase of development. Trips from a previous stage or phase that did not result in impacts for which mitigation was required or provided may be cumulatively analyzed with trips from a subsequent stage or phase to determine whether an impact requires mitigation for the subsequent stage or phase.

d. In projecting the number of trips to be generated by the development under review, any trips assigned to a toll-financed facility shall be eliminated from the analysis.

e. The applicant shall receive a credit on a dollar-for-dollar basis for impact fees, mobility fees, and other transportation concurrency mitigation requirements paid or payable in the future for the project. The credit shall be reduced up to 20 percent by the percentage share that the project's traffic represents of the added capacity of the selected improvement, or by the amount specified by local ordinance, whichever yields the greater credit.

3. This subsection does not require a local government to approve a development that, for reasons other than transportation impacts, is not qualified for approval pursuant to the applicable local comprehensive plan and land development regulations.

4. As used in this subsection, the term "transportation deficiency" means a facility or facilities on which the adopted level-of-service standard is exceeded by the existing, committed, and vested trips, plus additional projected background trips from any source other than the development project under review, and trips that are forecast by established traffic standards, including traffic modeling, consistent with the University of Florida's Bureau of Economic and Business Research medium population projections. Additional projected background trips are to be coincident with the particular stage or phase of development under review.

(i) If a local government elects to repeal transportation

concurrency, the local government may ~~it is encouraged to~~ adopt an alternative transportation system that is mobility-plan and fee-based or an alternative transportation system that is not mobility-plan and fee-based. The local government ~~mobility funding system that uses one or more of the tools and techniques identified in paragraph (f). Any alternative mobility funding system adopted~~ may not use an alternative transportation system ~~be used~~ to deny, time, or phase an application for site plan approval, plat approval, final subdivision approval, building permits, or the functional equivalent of such approvals provided that the developer agrees to pay for the development's identified transportation impacts via the funding mechanism implemented by the local government. The revenue from the funding mechanism used in the alternative transportation system must be used to implement the needs of the local government's plan which serves as the basis for the fee imposed. An alternative transportation ~~A mobility fee-based funding~~ system must comply with s. 163.31801 governing impact fees. An alternative transportation system may not impose ~~that is not mobility fee-based shall not be applied in a manner that imposes~~ upon new development any responsibility for funding an existing transportation deficiency as defined in paragraph (h).

(j)1. If a county and municipality charge the developer of a new development or redevelopment a fee for transportation capacity impacts, the county and municipality must create and

execute an interlocal agreement to coordinate the mitigation of their respective transportation capacity impacts.

2. The interlocal agreement must, at a minimum:

a. Ensure that any new development or redevelopment is not charged twice for the same transportation capacity impacts.

b. Establish a plan-based methodology for determining the legally permissible fee to be charged to a new development or redevelopment.

c. Require the county or municipality issuing the building permit to collect the fee, unless agreed to otherwise.

d. Provide a method for the proportionate distribution of the revenue collected by the county or municipality to address the transportation capacity impacts of a new development or redevelopment, or provide a method of assigning responsibility for the mitigation of the transportation capacity impacts belonging to the county and the municipality.

3. By October 1, 2025, if an interlocal agreement is not executed pursuant to this paragraph:

a. The fee charged to a new development or redevelopment shall be based on the transportation capacity impacts apportioned to the county and municipality as identified in the developer's traffic impact study or the mobility plan adopted by the county or municipality.

b. The developer shall receive a 10 percent reduction in the total fee calculated pursuant to sub-subparagraph a.

c. The county or municipality issuing the building permit must collect the fee charged pursuant to sub-subparagraphs a. and b. and distribute the proceeds of such fee to the county and municipality within 60 days after the developer's payment.

4. This paragraph does not apply to:

a. A county as defined in s. 125.011(1).

b. A county or municipality that has entered into, or otherwise updated, an existing interlocal agreement, as of October 1, 2024, to coordinate the mitigation of transportation impacts. However, if such existing interlocal agreement is terminated, the affected county and municipality that have entered into the agreement shall be subject to the requirements of this paragraph unless the county and municipality mutually agree to extend the existing interlocal agreement before the expiration of the agreement.

Section 3. Paragraph (a) of subsection (4), paragraph (a) of subsection (5), and subsection (7) of section 163.31801, Florida Statutes, are amended to read:

163.31801 Impact fees; short title; intent; minimum requirements; audits; challenges.—

(4) At a minimum, each local government that adopts and collects an impact fee by ordinance and each special district that adopts, collects, and administers an impact fee by resolution must:

(a) Ensure that the calculation of the impact fee is based

on a study using the most recent and localized data available within 4 years of the current impact fee update. The new study must be adopted by the local government within 12 months of the initiation of the new impact fee study if the local government increases the impact fee.

(5)(a) Notwithstanding any charter provision, comprehensive plan policy, ordinance, development order, development permit, or resolution, the local government or special district that requires any improvement or contribution must credit against the collection of the impact fee any contribution, whether identified in a development order, proportionate share agreement, or any ~~other~~ form of exaction~~,~~ related to public facilities or infrastructure, including monetary contributions, land dedication, site planning and design, or construction. Any contribution must be applied on a dollar-for-dollar basis at fair market value to reduce any impact fee collected for the general category or class of public facilities or infrastructure for which the contribution was made.

(7) If an impact fee is increased, the holder of any impact fee credits, whether such credits are granted under s. 163.3180, s. 380.06, or otherwise, which were in existence before the increase, is entitled to the full benefit of the intensity or density prepaid by the credit balance as of the date it was first established. If a local government adopts an

alternative transportation system pursuant to s. 163.3180(5)(i), the holder of any transportation or road impact fee credits granted under s. 163.3180 or s. 380.06 or otherwise that were in existence before the adoption of the alternative transportation system is entitled to the full benefit of the intensity and density prepaid by the credit balance as of the date the alternative transportation system was first established.

Section 4. Paragraph (d) of subsection (2) of section 212.055, Florida Statutes, is amended to read:

212.055 Discretionary sales surtaxes; legislative intent; authorization and use of proceeds.—It is the legislative intent that any authorization for imposition of a discretionary sales surtax shall be published in the Florida Statutes as a subsection of this section, irrespective of the duration of the levy. Each enactment shall specify the types of counties authorized to levy; the rate or rates which may be imposed; the maximum length of time the surtax may be imposed, if any; the procedure which must be followed to secure voter approval, if required; the purpose for which the proceeds may be expended; and such other requirements as the Legislature may provide. Taxable transactions and administrative procedures shall be as provided in s. 212.054.

(2) LOCAL GOVERNMENT INFRASTRUCTURE SURTAX.—

(d) The proceeds of the surtax authorized by this subsection and any accrued interest shall be expended by the

school district, within the county and municipalities within the county, or, in the case of a negotiated joint county agreement, within another county, to finance, plan, and construct infrastructure; to acquire any interest in land for public recreation, conservation, or protection of natural resources or to prevent or satisfy private property rights claims resulting from limitations imposed by the designation of an area of critical state concern; to provide loans, grants, or rebates to residential or commercial property owners who make energy efficiency improvements to their residential or commercial property, if a local government ordinance authorizing such use is approved by referendum; or to finance the closure of county-owned or municipally owned solid waste landfills that have been closed or are required to be closed by order of the Department of Environmental Protection. Any use of the proceeds or interest for purposes of landfill closure before July 1, 1993, is ratified. The proceeds and any interest may not be used for the operational expenses of infrastructure, except that a county that has a population of fewer than 75,000 and that is required to close a landfill may use the proceeds or interest for long-term maintenance costs associated with landfill closure. Counties, as defined in s. 125.011, and charter counties may, in addition, use the proceeds or interest to retire or service indebtedness incurred for bonds issued before July 1, 1987, for infrastructure purposes, and for bonds subsequently issued to

refund such bonds. Any use of the proceeds or interest for purposes of retiring or servicing indebtedness incurred for refunding bonds before July 1, 1999, is ratified.

1. For the purposes of this paragraph, the term "infrastructure" means:

a. Any fixed capital expenditure or fixed capital outlay associated with the construction, reconstruction, or improvement of public facilities that have a life expectancy of 5 or more years, any related land acquisition, land improvement, design, and engineering costs, and all other professional and related costs required to bring the public facilities into service. For purposes of this sub-subparagraph, the term "public facilities" means facilities as defined in s. 163.3164(41) ~~s. 163.3164(39)~~, s. 163.3221(13), or s. 189.012(5), and includes facilities that are necessary to carry out governmental purposes, including, but not limited to, fire stations, general governmental office buildings, and animal shelters, regardless of whether the facilities are owned by the local taxing authority or another governmental entity.

b. A fire department vehicle, an emergency medical service vehicle, a sheriff's office vehicle, a police department vehicle, or any other vehicle, and the equipment necessary to outfit the vehicle for its official use or equipment that has a life expectancy of at least 5 years.

c. Any expenditure for the construction, lease, or

maintenance of, or provision of utilities or security for, facilities, as defined in s. 29.008.

d. Any fixed capital expenditure or fixed capital outlay associated with the improvement of private facilities that have a life expectancy of 5 or more years and that the owner agrees to make available for use on a temporary basis as needed by a local government as a public emergency shelter or a staging area for emergency response equipment during an emergency officially declared by the state or by the local government under s. 252.38. Such improvements are limited to those necessary to comply with current standards for public emergency evacuation shelters. The owner must enter into a written contract with the local government providing the improvement funding to make the private facility available to the public for purposes of emergency shelter at no cost to the local government for a minimum of 10 years after completion of the improvement, with the provision that the obligation will transfer to any subsequent owner until the end of the minimum period.

e. Any land acquisition expenditure for a residential housing project in which at least 30 percent of the units are affordable to individuals or families whose total annual household income does not exceed 120 percent of the area median income adjusted for household size, if the land is owned by a local government or by a special district that enters into a written agreement with the local government to provide such

housing. The local government or special district may enter into a ground lease with a public or private person or entity for nominal or other consideration for the construction of the residential housing project on land acquired pursuant to this sub-subparagraph.

f. Instructional technology used solely in a school district's classrooms. As used in this sub-subparagraph, the term "instructional technology" means an interactive device that assists a teacher in instructing a class or a group of students and includes the necessary hardware and software to operate the interactive device. The term also includes support systems in which an interactive device may mount and is not required to be affixed to the facilities.

2. For the purposes of this paragraph, the term "energy efficiency improvement" means any energy conservation and efficiency improvement that reduces consumption through conservation or a more efficient use of electricity, natural gas, propane, or other forms of energy on the property, including, but not limited to, air sealing; installation of insulation; installation of energy-efficient heating, cooling, or ventilation systems; installation of solar panels; building modifications to increase the use of daylight or shade; replacement of windows; installation of energy controls or energy recovery systems; installation of electric vehicle charging equipment; installation of systems for natural gas fuel

as defined in s. 206.9951; and installation of efficient lighting equipment.

3. Notwithstanding any other provision of this subsection, a local government infrastructure surtax imposed or extended after July 1, 1998, may allocate up to 15 percent of the surtax proceeds for deposit into a trust fund within the county's accounts created for the purpose of funding economic development projects having a general public purpose of improving local economies, including the funding of operational costs and incentives related to economic development. The ballot statement must indicate the intention to make an allocation under the authority of this subparagraph.

Section 5. This act shall take effect October 1, 2024.

163.3180 Concurrency.—

(1) Sanitary sewer, solid waste, drainage, and potable water are the only public facilities and services subject to the concurrency requirement on a statewide basis. Additional public facilities and services may not be made subject to concurrency on a statewide basis without approval by the Legislature; however, any local government may extend the concurrency requirement so that it applies to additional public facilities within its jurisdiction.

(a) If concurrency is applied to other public facilities, the local government comprehensive plan must provide the principles, guidelines, standards, and strategies, including adopted levels of service, to guide its application. In order for a local government to rescind any optional concurrency provisions, a comprehensive plan amendment is required. An amendment rescinding optional concurrency issues shall be processed under the expedited state review process in s. 163.3184(3), but the amendment is not subject to state review and is not required to be transmitted to the reviewing agencies for comments, except that the local government shall transmit the amendment to any local government or government agency that has filed a request with the governing body and, for municipal amendments, the amendment shall be transmitted to the county in which the municipality is located. For informational purposes only, a copy of the adopted amendment shall be provided to the state land planning agency. A copy of the adopted amendment shall also be provided to the Department of Transportation if the amendment rescinds transportation concurrency and to the Department of Education if the amendment rescinds school concurrency.

(b) The local government comprehensive plan must demonstrate, for required or optional concurrency requirements, that the levels of service adopted can be reasonably met. Infrastructure needed to ensure that adopted level-of-service standards are achieved and maintained for the 5-year period of the capital improvement schedule must be identified pursuant to the requirements of s. 163.3177(3). The comprehensive plan must include principles, guidelines, standards, and strategies for the establishment of a concurrency management system.

(2) Consistent with public health and safety, sanitary sewer, solid waste, drainage, adequate water supplies, and potable water facilities shall be in place and available to serve new development no later than the issuance by the local government of a certificate of occupancy or its functional equivalent. Prior to approval of a building permit or its functional equivalent, the local government shall consult with the applicable water supplier to determine whether adequate water supplies to serve the new development will be available no later than the anticipated date of issuance by the local government of a certificate of occupancy or its functional equivalent. A local government may meet the concurrency requirement for sanitary sewer through the use of onsite sewage treatment and disposal systems approved by the Department of Environmental Protection to serve new development.

(3) Governmental entities that are not responsible for providing, financing, operating, or regulating public facilities needed to serve development may not establish binding level-of-service standards on governmental entities that do bear those responsibilities.

(4) The concurrency requirement as implemented in local comprehensive plans applies to state and other public facilities and development to the same extent that it applies to all other facilities and development, as provided by law.

(5)(a) If concurrency is applied to transportation facilities, the local government comprehensive plan must provide the principles, guidelines, standards, and strategies, including adopted levels of service to

guide its application.

(b) Local governments shall use professionally accepted studies to evaluate the appropriate levels of service. Local governments should consider the number of facilities that will be necessary to meet level-of-service demands when determining the appropriate levels of service. The schedule of facilities that are necessary to meet the adopted level of service shall be reflected in the capital improvement element.

(c) Local governments shall use professionally accepted techniques for measuring levels of service when evaluating potential impacts of a proposed development.

(d) The premise of concurrency is that the public facilities will be provided in order to achieve and maintain the adopted level of service standard. A comprehensive plan that imposes transportation concurrency shall contain appropriate amendments to the capital improvements element of the comprehensive plan, consistent with the requirements of s. 163.3177(3). The capital improvements element shall identify facilities necessary to meet adopted levels of service during a 5-year period.

(e) If a local government applies transportation concurrency in its jurisdiction, it is encouraged to develop policy guidelines and techniques to address potential negative impacts on future development:

1. In urban infill and redevelopment, and urban service areas.
2. With special part-time demands on the transportation system.
3. With de minimis impacts.
4. On community desired types of development, such as redevelopment, or job creation projects.

(f) Local governments are encouraged to develop tools and techniques to complement the application of transportation concurrency such as:

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

(g) Local governments are encouraged to coordinate with adjacent local governments for the purpose of using common methodologies for measuring impacts on transportation facilities.

(h)1. Local governments that continue to implement a transportation concurrency system, whether in the form adopted into the comprehensive plan before the effective date of the Community Planning Act, chapter 2011-139, Laws of Florida, or as subsequently modified, must:

a. Consult with the Department of Transportation when proposed plan amendments affect facilities on the strategic intermodal system.

b. Exempt public transit facilities from concurrency. For the purposes of this sub-subparagraph, public transit facilities include transit stations and terminals; transit station parking; park-and-ride lots; intermodal public transit connection or transfer facilities; fixed bus, guideway, and rail stations; and

airport passenger terminals and concourses, air cargo facilities, and hangars for the assembly, manufacture, maintenance, or storage of aircraft. As used in this sub-subparagraph, the terms “terminals” and “transit facilities” do not include seaports or commercial or residential development constructed in conjunction with a public transit facility.

c. Allow an applicant for a development-of-regional-impact development order, development agreement, rezoning, or other land use development permit to satisfy the transportation concurrency requirements of the local comprehensive plan, the local government’s concurrency management system, and s. 380.06, when applicable, if:

(I) The applicant in good faith offers to enter into a binding agreement to pay for or construct its proportionate share of required improvements in a manner consistent with this subsection. The agreement must provide that after an applicant makes its contribution or constructs its proportionate share pursuant to this sub-sub-subparagraph, the project shall be considered to have mitigated its transportation impacts and be allowed to proceed if the applicant has satisfied all other local government development requirements for the project.

(II) The proportionate-share contribution or construction is sufficient to accomplish one or more mobility improvements that will benefit a regionally significant transportation facility. A local government may accept contributions from multiple applicants for a planned improvement if it maintains contributions in a separate account designated for that purpose. A local government may not prevent a single applicant from proceeding after the applicant has satisfied its proportionate-share requirement if the applicant has satisfied all other local government development requirements for the project.

d. Provide the basis upon which the landowners will be assessed a proportionate share of the cost addressing the transportation impacts resulting from a proposed development.

2. An applicant shall not be held responsible for the additional cost of reducing or eliminating deficiencies. When an applicant contributes or constructs its proportionate share pursuant to this paragraph, a local government may not require payment or construction of transportation facilities whose costs would be greater than a development’s proportionate share of the improvements necessary to mitigate the development’s impacts.

a. The proportionate-share contribution shall be calculated based upon the number of trips from the proposed development expected to reach roadways during the peak hour from the stage or phase being approved, divided by the change in the peak hour maximum service volume of roadways resulting from construction of an improvement necessary to maintain or achieve the adopted level of service, multiplied by the construction cost, at the time of development payment, of the improvement necessary to maintain or achieve the adopted level of service.

b. In using the proportionate-share formula provided in this subparagraph, the applicant, in its traffic analysis, shall identify those roads or facilities that have a transportation deficiency in accordance with the transportation deficiency as defined in subparagraph 4. The proportionate-share formula provided in this subparagraph shall be applied only to those facilities that are determined to be significantly impacted by the project traffic under review. If any road is determined to be transportation deficient without the project traffic under review, the costs of correcting that deficiency shall be removed from the project’s proportionate-share calculation and the necessary transportation improvements to correct that deficiency shall be considered to be in place for purposes of the proportionate-share calculation. The improvement necessary to correct the transportation deficiency is the funding responsibility of the entity that has maintenance responsibility for the facility. The

development's proportionate share shall be calculated only for the needed transportation improvements that are greater than the identified deficiency.

c. When the provisions of subparagraph 1. and this subparagraph have been satisfied for a particular stage or phase of development, all transportation impacts from that stage or phase for which mitigation was required and provided shall be deemed fully mitigated in any transportation analysis for a subsequent stage or phase of development. Trips from a previous stage or phase that did not result in impacts for which mitigation was required or provided may be cumulatively analyzed with trips from a subsequent stage or phase to determine whether an impact requires mitigation for the subsequent stage or phase.

d. In projecting the number of trips to be generated by the development under review, any trips assigned to a toll-financed facility shall be eliminated from the analysis.

e. The applicant shall receive a credit on a dollar-for-dollar basis for impact fees, mobility fees, and other transportation concurrency mitigation requirements paid or payable in the future for the project. The credit shall be reduced up to 20 percent by the percentage share that the project's traffic represents of the added capacity of the selected improvement, or by the amount specified by local ordinance, whichever yields the greater credit.

3. This subsection does not require a local government to approve a development that, for reasons other than transportation impacts, is not qualified for approval pursuant to the applicable local comprehensive plan and land development regulations.

4. As used in this subsection, the term "transportation deficiency" means a facility or facilities on which the adopted level-of-service standard is exceeded by the existing, committed, and vested trips, plus additional projected background trips from any source other than the development project under review, and trips that are forecast by established traffic standards, including traffic modeling, consistent with the University of Florida's Bureau of Economic and Business Research medium population projections. Additional projected background trips are to be coincident with the particular stage or phase of development under review.

(i) If a local government elects to repeal transportation concurrency, the local government may adopt an alternative transportation system that is mobility-plan and fee-based or an alternative transportation system that is not mobility-plan and fee-based. The local government may not use an alternative transportation system to deny, time, or phase an application for site plan approval, plat approval, final subdivision approval, building permits, or the functional equivalent of such approvals provided that the developer agrees to pay for the development's identified transportation impacts via the funding mechanism implemented by the local government. The revenue from the funding mechanism used in the alternative transportation system must be used to implement the needs of the local government's plan which serves as the basis for the fee imposed. An alternative transportation system must comply with s. 163.31801 governing impact fees. An alternative transportation system may not impose upon new development any responsibility for funding an existing transportation deficiency as defined in paragraph (h).

(j)1. If a county and municipality charge the developer of a new development or redevelopment a fee for transportation capacity impacts, the county and municipality must create and execute an interlocal agreement to coordinate the mitigation of their respective transportation capacity impacts.

2. The interlocal agreement must, at a minimum:

a. Ensure that any new development or redevelopment is not charged twice for the same transportation capacity impacts.

b. Establish a plan-based methodology for determining the legally permissible fee to be charged to a new development or redevelopment.

c. Require the county or municipality issuing the building permit to collect the fee, unless agreed to otherwise.

d. Provide a method for the proportionate distribution of the revenue collected by the county or municipality to address the transportation capacity impacts of a new development or redevelopment, or provide a method of assigning responsibility for the mitigation of the transportation capacity impacts belonging to the county and the municipality.

3. By October 1, 2025, if an interlocal agreement is not executed pursuant to this paragraph:

a. The fee charged to a new development or redevelopment shall be based on the transportation capacity impacts apportioned to the county and municipality as identified in the developer's traffic impact study or the mobility plan adopted by the county or municipality.

b. The developer shall receive a 10 percent reduction in the total fee calculated pursuant to sub-subparagraph a.

c. The county or municipality issuing the building permit must collect the fee charged pursuant to sub-subparagraphs a. and b. and distribute the proceeds of such fee to the county and municipality within 60 days after the developer's payment.

4. This paragraph does not apply to:

a. A county as defined in s. 125.011(1).

b. A county or municipality that has entered into, or otherwise updated, an existing interlocal agreement, as of October 1, 2024, to coordinate the mitigation of transportation impacts. However, if such existing interlocal agreement is terminated, the affected county and municipality that have entered into the agreement shall be subject to the requirements of this paragraph unless the county and municipality mutually agree to extend the existing interlocal agreement before the expiration of the agreement.

(6)(a) Local governments that apply concurrency to public education facilities shall include principles, guidelines, standards, and strategies, including adopted levels of service, in their comprehensive plans and interlocal agreements. The choice of one or more municipalities to not adopt school concurrency and enter into the interlocal agreement does not preclude implementation of school concurrency within other jurisdictions of the school district if the county and one or more municipalities have adopted school concurrency into their comprehensive plan and interlocal agreement that represents at least 80 percent of the total countywide population. All local government provisions included in comprehensive plans regarding school concurrency within a county must be consistent with each other and the requirements of this part.

(b) Local governments and school boards imposing school concurrency shall exercise authority in conjunction with each other to establish jointly adequate level-of-service standards necessary to implement the adopted local government comprehensive plan, based on data and analysis.

(c) Public school level-of-service standards shall be included and adopted into the capital improvements element of the local comprehensive plan and shall apply districtwide to all schools of the same type. Types of schools may include elementary, middle, and high schools as well as special purpose facilities such as magnet schools.

(d) Local governments and school boards may utilize tiered level-of-service standards to allow time to achieve an adequate and desirable level of service as circumstances warrant.

(e) A school district that includes relocatable facilities in its inventory of student stations shall include the capacity of such relocatable facilities as provided in s. 1013.35(2)(b)2.f., provided the relocatable facilities were purchased after 1998 and the relocatable facilities meet the standards for long-term use pursuant to s. 1013.20.

(f)1. In order to balance competing interests, preserve the constitutional concept of uniformity, and avoid disruption of existing educational and growth management processes, local governments are encouraged, if they elect to adopt school concurrency, to apply school concurrency to development on a districtwide basis so that a concurrency determination for a specific development will be based upon the availability of school capacity districtwide.

2. If a local government elects to apply school concurrency on a less than districtwide basis, by using school attendance zones or concurrency service areas:

a. Local governments and school boards shall have the burden to demonstrate that the utilization of school capacity is maximized to the greatest extent possible in the comprehensive plan and amendment, taking into account transportation costs and court-approved desegregation plans, as well as other factors. In addition, in order to achieve concurrency within the service area boundaries selected by local governments and school boards, the service area boundaries, together with the standards for establishing those boundaries, shall be identified and included as supporting data and analysis for the comprehensive plan.

b. Where school capacity is available on a districtwide basis but school concurrency is applied on a less than districtwide basis in the form of concurrency service areas, if the adopted level-of-service standard cannot be met in a particular service area as applied to an application for a development permit and if the needed capacity for the particular service area is available in one or more contiguous service areas, as adopted by the local government, then the local government may not deny an application for site plan or final subdivision approval or the functional equivalent for a development or phase of a development on the basis of school concurrency, and if issued, development impacts shall be subtracted from the contiguous service area's capacity totals. Students from the development may not be required to go to the adjacent service area unless the school board rezones the area in which the development occurs.

(g) The premise of concurrency is that the public facilities will be provided in order to achieve and maintain the adopted level-of-service standard. A comprehensive plan that imposes school concurrency shall contain appropriate amendments to the capital improvements element of the comprehensive plan, consistent with the requirements of s. 163.3177(3). The capital improvements element shall identify facilities necessary to meet adopted levels of service during a 5-year period consistent with the school board's educational facilities plan.

(h)1. In order to limit the liability of local governments, a local government may allow a landowner to proceed with development of a specific parcel of land notwithstanding a failure of the development to satisfy school concurrency, if all the following factors are shown to exist:

a. The proposed development would be consistent with the future land use designation for the specific property and with pertinent portions of the adopted local plan, as determined by the local government.

b. The local government's capital improvements element and the school board's educational facilities plan provide for school facilities adequate to serve the proposed development, and the local government or school board has not implemented that element or the project includes a plan that demonstrates that the capital facilities needed as a result of the project can be reasonably provided.

c. The local government and school board have provided a means by which the landowner will be assessed a proportionate share of the cost of providing the school facilities necessary to serve the proposed development.

2. If a local government applies school concurrency, it may not deny an application for site plan, final subdivision approval, or the functional equivalent for a development or phase of a development authorizing residential development for failure to achieve and maintain the level-of-service standard for public school capacity in a local school concurrency management system where adequate school facilities will be in place or under actual construction within 3 years after the issuance of final subdivision or site plan approval, or the functional equivalent. School concurrency is deemed satisfied when the developer tenders a written, legally binding commitment to provide mitigation proportionate to the demand for public school facilities to be created by actual development of the property, including, but not limited to, the options described in sub-subparagraph a. The district school board shall notify the local government that capacity is available for the development within 30 days after receipt of the developer's legally binding commitment. Options for proportionate-share mitigation of impacts on public school facilities must be established in the comprehensive plan and the interlocal agreement pursuant to s. 163.31777.

a. Appropriate mitigation options include the contribution of land; the construction, expansion, or payment for land acquisition or construction of a public school facility; the construction of a charter school that complies with the requirements of s. 1002.33(18); or the creation of mitigation banking based on the construction of a public school facility in exchange for the right to sell capacity credits. Such options must include execution by the applicant and the local government of a development agreement that constitutes a legally binding commitment to pay proportionate-share mitigation for the additional residential units approved by the local government in a development order and actually developed on the property, taking into account residential density allowed on the property prior to the plan amendment that increased the overall residential density. The district school board must be a party to such an agreement. As a condition of its entry into such a development agreement, the local government may require the landowner to agree to continuing renewal of the agreement upon its expiration.

b. If the interlocal agreement and the local government comprehensive plan authorize a contribution of land; the construction, expansion, or payment for land acquisition; the construction or expansion of a public school facility, or a portion thereof; or the construction of a charter school that complies with the requirements of s. 1002.33(18), as proportionate-share mitigation, the local government shall credit such a contribution, construction, expansion, or payment toward any other impact fee or exaction imposed by local ordinance for public educational facilities, on a dollar-for-dollar basis at fair market value. The credit must be based on the total impact fee assessed and not on the impact fee for any particular type of school.

c. Any proportionate-share mitigation must be directed by the school board toward a school capacity improvement identified in the 5-year school board educational facilities plan or must be set aside and

not spent until such an improvement has been identified that satisfies the demands created by the development in accordance with a binding developer's agreement.

3. This paragraph does not limit the authority of a local government to deny a development permit or its functional equivalent pursuant to its home rule regulatory powers, except as provided in this part.

(i) When establishing concurrency requirements for public schools, a local government must enter into an interlocal agreement that satisfies the requirements in ss. 163.3177(6)(h)1. and 2. and 163.31777 and the requirements of this subsection. The interlocal agreement shall acknowledge both the school board's constitutional and statutory obligations to provide a uniform system of free public schools on a countywide basis, and the land use authority of local governments, including their authority to approve or deny comprehensive plan amendments and development orders. The interlocal agreement shall meet the following requirements:

1. Establish the mechanisms for coordinating the development, adoption, and amendment of each local government's school concurrency related provisions of the comprehensive plan with each other and the plans of the school board to ensure a uniform districtwide school concurrency system.

2. Specify uniform, districtwide level-of-service standards for public schools of the same type and the process for modifying the adopted level-of-service standards.

3. Define the geographic application of school concurrency. If school concurrency is to be applied on a less than districtwide basis in the form of concurrency service areas, the agreement shall establish criteria and standards for the establishment and modification of school concurrency service areas. The agreement shall ensure maximum utilization of school capacity, taking into account transportation costs and court-approved desegregation plans, as well as other factors.

4. Establish a uniform districtwide procedure for implementing school concurrency which provides for:

a. The evaluation of development applications for compliance with school concurrency requirements, including information provided by the school board on affected schools, impact on levels of service, and programmed improvements for affected schools and any options to provide sufficient capacity;

b. An opportunity for the school board to review and comment on the effect of comprehensive plan amendments and rezonings on the public school facilities plan; and

c. The monitoring and evaluation of the school concurrency system.

5. A process and uniform methodology for determining proportionate-share mitigation pursuant to paragraph (h).

(j) This subsection does not limit the authority of a local government to grant or deny a development permit or its functional equivalent prior to the implementation of school concurrency.

History.—s. 8, ch. 93-206; s. 12, ch. 95-341; s. 3, ch. 96-416; s. 1, ch. 97-253; s. 5, ch. 98-176; s. 4, ch. 99-378; s. 2, ch. 2002-13; s. 6, ch. 2002-296; s. 5, ch. 2005-290; s. 11, ch. 2005-291; s. 18, ch. 2006-1; s. 3, ch. 2006-220; s. 3, ch. 2006-252; s. 11, ch. 2007-196; s. 2, ch. 2007-198; s. 3, ch. 2007-204; s. 5, ch. 2009-85; s. 4, ch. 2009-96; s. 17, ch. 2010-5; s. 1, ch. 2010-33; s. 4, ch. 2011-14; s. 15, ch. 2011-139; s. 7, ch. 2012-99; s. 1, ch. 2013-78; s. 4, ch. 2019-165; s. 28, ch. 2020-150; s. 1, ch. 2022-122; s. 2, ch. 2024-266.

163.31801 Impact fees; short title; intent; minimum requirements; audits; challenges.—

(1) This section may be cited as the "Florida Impact Fee Act."

(2) The Legislature finds that impact fees are an important source of revenue for a local government to use in funding the infrastructure necessitated by new growth. The Legislature further finds that impact fees are an outgrowth of the home rule power of a local government to provide certain services within its jurisdiction. Due to the growth of impact fee collections and local governments' reliance on impact fees, it is the intent of the Legislature to ensure that, when a county or municipality adopts an impact fee by ordinance or a special district adopts an impact fee by resolution, the governing authority complies with this section.

(3) For purposes of this section, the term:

(a) "Infrastructure" means a fixed capital expenditure or fixed capital outlay, excluding the cost of repairs or maintenance, associated with the construction, reconstruction, or improvement of public facilities that have a life expectancy of at least 5 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 also includes a fire department vehicle, an emergency medical service vehicle, a sheriff's office vehicle, a police department vehicle, a school bus as defined in s. 1006.25, and the equipment necessary to outfit the vehicle or bus for its official use. For independent special fire control districts, the term includes new facilities as defined in s. 191.009(4).

(b) "Public facilities" has the same meaning as in s. 163.3164 and includes emergency medical, fire, and law enforcement facilities.

(4) At a minimum, each local government that adopts and collects an impact fee by ordinance and each special district that adopts, collects, and administers an impact fee by resolution must:

(a) Ensure that the calculation of the impact fee is based on a study using the most recent and localized data available within 4 years of the current impact fee update. The new study must be adopted by the local government within 12 months of the initiation of the new impact fee study if the local government increases the impact fee.

(b) Provide for accounting and reporting of impact fee collections and expenditures and account for the revenues and expenditures of such impact fee in a separate accounting fund.

(c) Limit administrative charges for the collection of impact fees to actual costs.

(d) Provide notice at least 90 days before the effective date of an ordinance or resolution imposing a new or increased impact fee. A local government is not required to wait 90 days to decrease, suspend, or eliminate an impact fee. Unless the result is to reduce the total mitigation costs or impact fees imposed on an applicant, new or increased impact fees may not apply to current or pending permit applications submitted before the effective date of a new or increased impact fee.

(e) Ensure that collection of the impact fee may not be required to occur earlier than the date of issuance of the building permit for the property that is subject to the fee.

(f) Ensure that the impact fee is proportional and reasonably connected to, or has a rational nexus with, the need for additional capital facilities and the increased impact generated by the new residential or commercial construction.

(g) Ensure that the impact fee is proportional and reasonably connected to, or has a rational nexus with, the expenditures of the funds collected and the benefits accruing to the new residential or nonresidential construction.

(h) Specifically earmark funds collected under the impact fee for use in acquiring, constructing, or improving capital facilities to benefit new users.

(i) Ensure that revenues generated by the impact fee are not used, in whole or in part, to pay existing debt or 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 or nonresidential construction.

(5)(a) Notwithstanding any charter provision, comprehensive plan policy, ordinance, development order, development permit, or resolution, the local government or special district that requires any improvement or contribution must credit against the collection of the impact fee any contribution, whether identified in a development order, proportionate share agreement, or any form of exaction related to public facilities or infrastructure, including monetary contributions, land dedication, site planning and design, or construction. Any contribution must be applied on a dollar-for-dollar basis at fair market value to reduce any impact fee collected for the general category or class of public facilities or infrastructure for which the contribution was made.

(b) If a local government or special district does not charge and collect an impact fee for the general category or class of public facilities or infrastructure contributed, a credit may not be applied under paragraph (a).

(6) A local government, school district, or special district may increase an impact fee only as provided in this subsection.

(a) An impact fee may be increased only pursuant to a plan for the imposition, collection, and use of the increased impact fees which complies with this section.

(b) An increase to a current impact fee rate of not more than 25 percent of the current rate must be implemented in two equal annual increments beginning with the date on which the increased fee is adopted.

(c) An increase to a current impact fee rate which exceeds 25 percent but is not more than 50 percent of the current rate must be implemented in four equal installments beginning with the date the increased fee is adopted.

(d) An impact fee increase may not exceed 50 percent of the current impact fee rate.

(e) An impact fee may not be increased more than once every 4 years.

(f) An impact fee may not be increased retroactively for a previous or current fiscal or calendar year.

(g) A local government, school district, or special district may increase an impact fee rate beyond the phase-in limitations established under paragraph (b), paragraph (c), paragraph (d), or paragraph (e) by establishing the need for such increase in full compliance with the requirements of subsection (4), provided the following criteria are met:

1. A demonstrated-need study justifying any increase in excess of those authorized in paragraph (b), paragraph (c), paragraph (d), or paragraph (e) has been completed within the 12 months before the adoption of the impact fee increase and expressly demonstrates the extraordinary circumstances necessitating the need to exceed the phase-in limitations.

2. The local government jurisdiction has held not less than two publicly noticed workshops dedicated to the extraordinary circumstances necessitating the need to exceed the phase-in limitations set forth in paragraph (b), paragraph (c), paragraph (d), or paragraph (e).

3. The impact fee increase ordinance is approved by at least a two-thirds vote of the governing body.

(h) This subsection operates retroactively to January 1, 2021.

(7) If an impact fee is increased, the holder of any impact fee credits, whether such credits are granted under s. 163.3180, s. 380.06, or otherwise, which were in existence before the increase, is entitled to the full benefit of the intensity or density prepaid by the credit balance as of the date it was first established. If a local government adopts an alternative transportation system pursuant to s. 163.3180(5)(i), the holder of any transportation or road impact fee credits granted under s. 163.3180 or s. 380.06 or otherwise that were in existence before the adoption of the alternative transportation system is entitled to the full benefit of the intensity and density prepaid by the credit balance as of the date the alternative transportation system was first established.

(8) A local government, school district, or special district must submit with its annual financial report required under s. 218.32 or its financial audit report required under s. 218.39 a separate affidavit signed by its chief financial officer or, if there is no chief financial officer, its executive officer attesting, to the best of his or her knowledge, that all impact fees were collected and expended by the local government, school district, or special district, or were collected and expended on its behalf, in full compliance with the spending period provision in the local ordinance or resolution, and that funds expended from each impact fee account were used only to acquire, construct, or improve specific infrastructure needs.

(9) In any action challenging an impact fee or the government's failure to provide required dollar-for-dollar credits for the payment of impact fees as provided in s. 163.3180(6)(h)2.b., the government has the burden of proving by a preponderance of the evidence that the imposition or amount of the fee or credit meets the requirements of state legal precedent and this section. The court may not use a deferential standard for the benefit of the government.

(10) Impact fee credits are assignable and transferable at any time after establishment from one development or parcel to any other that is within the same impact fee zone or impact fee district or that is within an adjoining impact fee zone or impact fee district within the same local government jurisdiction and which receives benefits from the improvement or contribution that generated the credits. This subsection applies to all impact fee credits regardless of whether the credits were established before or after June 4, 2021.

(11) A county, municipality, or special district may provide an exception or waiver for an impact fee for the development or construction of housing that is affordable, as defined in s. 420.9071. If a county, municipality, or special district provides such an exception or waiver, it is not required to use any revenues to offset the impact.

(12) This section does not apply to water and sewer connection fees.

(13) In addition to the items that must be reported in the annual financial reports under s. 218.32, a local government, school district, or special district must report all of the following information on all impact fees charged:

(a) The specific purpose of the impact fee, including the specific infrastructure needs to be met, including, but not limited to, transportation, parks, water, sewer, and schools.

(b) The impact fee schedule policy describing the method of calculating impact fees, such as flat fees, tiered scales based on number of bedrooms, or tiered scales based on square footage.

(c) The amount assessed for each purpose and for each type of dwelling.

(d) The total amount of impact fees charged by type of dwelling.

(e) Each exception and waiver provided for construction or development of housing that is affordable.

History.—s. 9, ch. 2006-218; s. 1, ch. 2009-49; s. 5, ch. 2009-96; s. 5, ch. 2011-14; s. 1, ch. 2011-149; s. 1, ch. 2019-106; s. 5, ch. 2019-165; s. 5, ch. 2020-27; s. 1, ch. 2020-58; ss. 1, 2, ch. 2021-63; s. 3, ch. 2024-266.