1	**AGENDA ITEM** **ST. JOHNS COUNTY BOARD OF COUNTY COMMISSIONERS**
	Deadline for Submission - Wednesday 9 a.m. – Thirteen Days Prior to BCC Meeting

9/16/2025

BCC MEETING DATE

TO: **Joy Andrews, County Administrator** **DATE:** **September 3, 2025**

FROM: **Michael Roberson, Director, Growth Management** **PHONE:** **904 209-0593**

SUBJECT OR TITLE: **Impact Fee Schedule Update**

AGENDA TYPE: **Business Item**

BACKGROUND INFORMATION:

Staff will present the report with updates to the Impact Fee Schedule based on discussion at the Board of County Commissioners meeting on September 2, 2025. Staff seeks direction to move forward with updating the Impact Fee Schedule.

1. IS FUNDING REQUIRED? No **2. IF YES, INDICATE IF BUDGETED.** No

IF FUNDING IS REQUIRED, MANDATORY OMB REVIEW IS REQUIRED:

INDICATE FUNDING SOURCE:

SUGGESTED MOTION/RECOMMENDATION/ACTION:

Presentation Item seeking Board direction

For Administration Use Only:
Legal: Kealey West 9/8/2025 **OMB: ARM 9/9/2025** **Admin: JDD 9/9/2025**

St. Johns County Master Impact Fee Schedule

Land Use	Impact Unit	Current Impact Fee	FS Max 50% (3 Votes)	Extraordinary Circumstances Max (4 Votes)
RESIDENTIAL:				
Under 800 sq ft	du	**$10,816**	**$7,355**	**$7,504**
801 to 1,250 sq ft	du	**$14,256**	**$13,457**	**$13,457**
1,251 to 1,800 sq ft	du	**$16,196**	**$19,396**	**$19,838**
1,801 to 2,500 sq ft	du	**$20,169**	**$24,807**	**$25,429**
2,501 to 3,750 sq ft	du	**$25,049**	**$32,168**	**$33,297**
3,750 to 5,000 sq ft	du	**$28,183**	**$36,278**	**$37,558**
5,001 sq ft and over	du	**$29,624**	**$38,596**	**$40,113**
Senior Adult Housing - Single Family	du	**$9,012**	**$7,091**	**$7,564**
Senior Adult Housing - Multi-Family	du	**$9,012**	**$5,865**	**$6,338**
TRANSIENT, ASSISTED GROUP:				
Congregate Care Facility	du	**$7,903**	**$2,529**	**$3,546**
Assisted Living Facility	bed	**$1,031**	**$1,546**	**$3,506**
Hotel/Motel	room	**$8,372**	**$4,667**	**$7,011**
Nursing Home	1,000 sf	**$2,449**	**$3,130**	**$7,878**
RECREATIONAL:				
Public Park	acre	**$1,565**	**$700**	**$706**
Campground/RV Park	site	**$6,740**	**$2,155**	**$2,155**
Marina	berth	**$1,167**	**$1,571**	**$2,949**
Health/Fitness Club	1,000 sf	**$12,796**	**$19,193**	**$31,155**
INSTITUTIONS:				
Elementary School (Private)	1,000 sf	**$4,026**	**$5,695**	**$13,586**
Middle School (Private)	1,000 sf	**$4,026**	**$5,724**	**$14,023**
High School (Private)	1,000 sf	**$3,587**	**$4,840**	**$10,844**
College (Private)	1,000 sf	**$5,025**	**$7,529**	**$24,749**
MEDICAL:				
Hospital	1,000 sf	**$6,774**	**$7,917**	**$12,923**
Clinic	1,000 sf	**$6,774**	**$8,089**	**$36,432**
Free-Standing Emergency Room	1,000 sf	**$6,774**	**$8,392**	**$25,565**
OFFICE:				
Office	1,000 sf	**$5,954**	**$8,292**	**$8,871**
Medical Office/Clinic 10,000 sq ft or less	1,000 sf	**$16,039**	**$22,019**	**$26,349**
Medical Office/Clinic greater than 10,000 sq ft	1,000 sf	**$16,039**	**$22,581**	**$36,712**
RETAIL:				
Nursery (Garden Center)	1,000 sf	**$8,721**	**$12,301**	**$14,696**
Retail 40,000 sfgla or less	1,000 sfgla	**$10,424**	**$10,177**	**$10,729**
Retail 40,001 to 150,000 sfgla	1,000 sfgla	**$10,003**	**$13,744**	**$18,411**
Retail greater than 150,000 sfgla	1,000 sfgla	**$11,115**	**$16,075**	**$17,119**
Pharmacy/Drug Store with or w/o Drive-Thru	1,000 sf	**$8,937**	**$13,405**	**$15,890**
SERVICES:				
Bank/Financial Institution	1,000 sf	**$18,159**	**$23,428**	**$24,084**
Fast Casual Restaurant	1,000 sf	**$25,865**	**$38,796**	**$64,207**
Fine Dining Restaurant	1,000 sf	**$25,865**	**$38,796**	**$49,349**
High-Turnover (Sit-Down) Restaurant	1,000 sf	**$25,865**	**$38,796**	**$53,051**
Fast Food Restaurant without Drive-Thru	1,000 sf	**$25,865**	**$38,796**	**$105,994**
Fast Food Restaurant w/Drive-Thru	1,000 sf	**$25,865**	**$38,796**	**$120,368**
Gas Station w/Convenience Store <2,000 sq ft	fuel pos.	**$8,144**	**$11,496**	**$16,536**
Gas Station w/Convenience Store 2,000 sq ft or more	fuel pos.	**$8,144**	**$11,942**	**$20,030**
INDUSTRIAL:				
General Light Industrial	1,000 sf	**$3,495**	**$3,632**	**$3,712**
Warehousing	1,000 sf	**$1,423**	**$1,531**	**$1,544**
Mini-Warehouse	1,000 sf	**$938**	**$821**	**$831**
Borrow Pit	1,000 cy	-	**$21**	**$21**

St. Johns County
Impact Fee Update Study

DRAFT Report
May 28, 2025

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DRAFT

St. Johns County
Impact Fee Update Study

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I. Introduction

With a population of over 300,000, St. Johns County is continuing to experience significant growth. According to the estimates provided by the Bureau of Business & Economic Research (BEBR), St. Johns County's population will increase by approximately 200,000 new residents through 2050. In terms of the annual growth rate, the County ranks 2nd out of 67 Florida counties with a projected growth rate of 1.7 percent per year through 2050. Over the past five years, the average number of residentials permits was approximately 6,700 units per year countywide, highest level of residential permitting in St. Johns County since at least 1990s.

To address growth related infrastructure, St. Johns County implemented impact fees in the following service areas:

- Public buildings;
- Law enforcement and correctional facilities;
- Fire rescue;
- Parks and recreation; and
- Roads.

The technical study establishing the current adopted fees was last updated in 2018. To comply with the legislative requirements and to reflect most recent data, the County is interested in updating the existing fees, converting roads impact fee to a multi-modal transportation impact fee, and developing a conservation and open space land impact fee.

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

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

Methodology

This study uses a consumption-based impact fee methodology, which is the County's current adopted methodology and is commonly used throughout Florida. A consumption-based impact fee charges new development based upon the burden placed on services from each land use (demand). The demand component is measured in terms of population per unit in the case of all impact fee program areas in this study except for multi-modal transportation. For the multi-modal transportation impact fee, person miles of travel are used to measure demand.

A consumption-based impact fee charges new growth the proportionate share of the cost of providing additional infrastructure available for use by new growth. Unlike a "needs-based" approach, the consumption-based approach ensures that the impact fee is set at a proportionate rate that generates revenues sufficient to accommodate capital needs due to new growth and does not generate revenues at a level to correct existing deficiencies or to increase current levels of service. Under this methodology, the County does not need to go through the process of estimating the portion of each capacity expansion project that may be related to existing deficiencies. In addition, per legal requirements, a credit is subtracted from the total cost to account for the value of future contributions of new development from non-impact fee revenue sources toward similar capacity expansion projects. In other words, the "revenue credit" ensures that the new development should not be charged twice for the same service capacity. This credit does not include revenues generated by the existing population.

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 (if needed) 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. In fact, which it was initially adopted, the Act largely codified requirements and standards common to the practice already.

However, the Legislature has amended the Impact Fee Act numerous times since 2006, significantly affecting the impact fee practice in Florida. For this reason, a summary of the key legislative changes since 2006 is provided:

- **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:
    1. 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.
    2. Adoption of an area-wide 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 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.

6. 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:
    1. Impact fees cannot be collected prior to building permit issuance; and
    2. 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 that clause and making all outstanding credits eligible for this adjustment. HB 7103 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 jurisdiction, and which receives benefit from the improvement or contribution that generated the credits. 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 data items 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. SB 1080 in 2025 revised this clause and required approval by unanimous vote of the governing body. The same act added language not allowing the use of this exception clause unless the jurisdiction increased its fees over the past five years.
- **HB 479 in 2024**: Provided definitions for mobility fee and mobility plans. Required interlocal agreements between counties and municipalities when both entities collect a transportation impact fee. Placed limits on timing of impact fee study completion and adoption and data used in the studies.
- **SB 1080 in 2025 (Enrolled, effective October 1, 2025 if signed):** Provided more restrictive requirements related to use of extraordinary circumstances clause. If signed, the section related to the extraordinary circumstances will become effective on January 1, 2026.

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

Impact Fee Definition

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

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 as needed, 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 and documents the methodology used for impact fee calculations for each service area in the following sections.

II. Public Buildings

This section discusses the analysis used in developing the public buildings impact fee. Several elements addressed in this section include:

- Facility Inventory
- Service Area and Demand Component
- Level of Service
- Cost Component
- Credit Component
- Net Public Buildings Impact Cost
- Calculated Public Buildings Impact Fee Schedule
- Public Buildings Impact Fee Schedule Comparison

These elements are summarized throughout this section.

Facility Inventory

The public buildings inventory includes facilities that are used primarily for the provision of essential court and county services and do not include any of the buildings included in the calculation of other impact fees or buildings that were funded with user fees.

According to information provided by the County, St. Johns County has 714,700 square feet of buildings and 201 acres of land. This includes the square footage of both primary and support buildings.

As shown in **Table II-1**, the total value of public buildings is estimated at $384.6 million, of which $354.5 million is associated with the buildings and the remaining $30.1 million is with land. The building value is estimated at $500 per square foot for primary buildings and $250 per square foot for support buildings. The building value estimates are based primarily on recent projects, estimates for upcoming construction, insurance values and construction costs observed in other jurisdictions. Land values are estimated through a review of recent land purchases by the County, current value of land where existing facilities are located, sale price of vacant land throughout the county of similarly sized parcels and value of vacant parcels also countywide, based on information obtained from the St. Johns County Property Appraiser. Land value for public buildings is estimated at $150,000 per acre. Appendix B provides additional information.

Table II-1

Public Buildings Facilities Inventory

Building Name	Building Type	Address	Year Built	Square Feet[1]	Total Square Feet on Site[2]	Total Acres[3]	Allocated Acres[4]	Building Value[5]	Land Value[6]	Total Building and Land Value[7]
Courthouse East	Primary	4020 Lewis Speedway	1978	90,522				$45,261,000		
Court House Judicial Center	Primary	4010 Lewis Speedway	1994	64,182	332,213	19.20	9.09	$32,091,000	$1,363,500	$79,980,000
Central Receiving Facility	Primary	4010-B Lewis Speedway	2003	2,529				$1,264,500		
Permit Center	Primary	4040 Lewis Speedway	1998	41,845				$20,922,500		
County Service Center for Tax Collector & Property Appraiser	Primary	4030 Lewis Speedway	1997	33,217	216,184	41.99	41.99	$16,608,500	$6,298,500	$114,390,500
County Administration & Auditorium	Primary	500 San Sebastian View	2008	66,122				$33,061,000		
Health & Human Services Building	Primary	200 San Sebastian View	2014	75,000				$37,500,000		
Beach Services	Primary	366 A1A Beach Boulevard	1996	1,036	4,760	6.29	1.37	$518,000	$205,500	$723,500
Medical Examiner	Primary	4501 Avenue A	2006	5,504	114,200	18.08	14.81	$2,752,000	$2,221,500	$49,007,500
Old Wise Plant - Multiple Agencies	Primary	4455 Avenue A	1994	88,068				$44,034,000		
Animal Control Facility - Main Building	Primary	130 North Stratton Road	2008	11,625	11,625	1.95	1.95	$5,812,500	$292,500	$6,105,000
Animal Control Facility - Kennel	Primary	130 North Stratton Road	2008							
Old Station #4 & Animal Control	Primary	4655 CR208, Route 2	1977	665	665	1.00	1.00	$332,500	$150,000	$482,500
Anastasia Library	Primary	124 Seagrove Main Street	2007	8,657	8,657	0.20	0.20	$4,328,500	$30,000	$4,358,500
Main Library	Primary	1960 N. Ponce De Leon Boulevard	1987	14,840	14,840	1.20	1.20	$7,420,000	$180,000	$7,600,000
Library - Ponte Vedra	Primary	101 Library Boulevard	1993	23,865	29,715	10.15	8.15	$11,932,500	$1,222,500	$13,155,000
Library - Bartram Trail	Primary	60 Davis Pond Boulevard	1997	14,126	14,126	3.00	3.00	$7,063,000	$450,000	$7,513,000
Office / Library and special Needs Facility	Primary	6195 S. Main Street	1924	34,889	34,889	3.48	3.48	$17,444,500	$522,000	$17,966,500
Library - Southeast Branch	Primary	6670 US1 South	2003	23,162	30,125	9.89	9.89	$11,581,000	$1,483,500	$16,546,000
Southeast Government Annex	Primary	6658 US1 South	2003	6,963				$3,481,500		
Family Medical Clinic	Primary	201 Lattin & 401 McClung Street	1960	1,957	1,957	0.66	0.66	$978,500	$99,000	$1,077,500
Road & Bridge - Heavy Equipment Fleet Maintenance Storage	Support	2740 Industry Center Road	1985	11,558				$2,889,500		
Public Works Administration	Primary	2750 Industry Center Drive	2018	23,215	44,727	27.26	26.47	$11,607,500	$3,970,500	$22,793,500
Public Works Fleet Administration	Primary	2760 Industry Center Drive	2018	8,652				$4,326,000		
Council on Aging	Primary	180 Marine Street	1989	6,576	27,461	9.45	2.26	$3,288,000	$339,000	$3,627,000
Facilities Management	Primary	2416 Dobbs Road	2008	17,576	17,576	10.63	10.63	$8,788,000	$1,594,500	$10,382,500
Former Purchasing Building	Primary	2446 Dobbs Road	2008							
Wind Mitigation Building	Primary	3111 Agriculture Center Drive	2002	3,168	17,710	57.93	57.93	$1,584,000	$8,689,500	$17,544,500
Agricultural Center & Generator Building	Primary	3125 Agricultural Center Drive	1988	14,542				$7,271,000		
Emergency Operation Center	Primary	100 EOC Drive	2008	20,666	20,666	7.00	7.00	$10,333,000	$1,050,000	$11,383,000
Total				**714,727**			**201.08**	**$354,474,000**	**$30,162,000**	**$384,636,000**
Building Value per Square Foot[8]								**$496**		
Land Value per Acre[9]									**$150,000**	

1) Source: St. Johns County and St Johns County Property Appraiser
2) Source: St. Johns County and St. Johns County Property Appraiser
3) Source: St. Johns County and St. Johns County Property Appraiser
4) Square feet (Item 1) divided by total square feet on site (Item 2) multiplied by total acres (Item 3)
5) Square feet (Item 1) multiplied by the estimated building value $500 per square foot for primary buildings and $250 per square foot for support buildings.

6) Allocated acres (Item 4) multiplied by the estimated land value per acre (Item 9)
7) Sum of building value (Item 5) and land value (Item 6)
8) Total building value (Item 5) divided by total square feet (Item 1)
9) Source: Appendix B

Service Area and Demand Component

The service area for public buildings is countywide which also represents the appropriate benefit district. In this technical study, the current 2024 weighted and functional population estimates are used. Because simply using weighted (permanent, plus weighted seasonal) population estimates does not fully address all of the benefactors of public buildings services, the "functional" weekly 24-hour population approach is used to establish a common unit of demand across different land uses. Functional population accounts for residents, visitors, and workers traveling in and out of the county throughout the day and calculates the presence of population at the different land uses during the day. Appendix A provides further detail on the population analysis conducted.

Level of Service

Table II-2 provides the current achieved LOS for public buildings in terms of square feet per resident. The LOS is provided both in terms of weighted seasonal population and functional population. In terms of functional residents, the County's achieved LOS is 2.14 square feet per functional resident. Use of this LOS in the impact fee calculations assumes that the County will continue to provide this LOS for public buildings in the future.

Table II-2
Current Achieved Level of Service (2024)

Variable	Year 2024	
	Weighted Population	Functional Population
Public Buildings Services		
Countywide Population[(1)]	378,880	334,593
Total Square Feet[(2)]	714,727	714,727
Achieved LOS (Square Foot per Resident)[(3)]	**1.89**	**2.14**

1) Source: Appendix A, Tables A-1 and A-11
2) Source: Table II-1
3) Total square feet (Item 2) divided by the countywide population (Item 1)

Cost Component

The cost component of the study evaluates the cost of capital items, including buildings and land. **Table II-3** provides a summary of all capital costs, which amounts to approximately $384.6 million.

The County used bond proceeds to fund the new administration complex, purchasing building, emergency operations center, and the expansion of the supervisor of elections building. The debt service on these bonds is being paid with impact fee revenues. Given this, the outstanding principal associated with this debt service is subtracted from the total inventory value to ensure that the new development is not charged twice for the same facility. As shown in Table II-3, the owned capital asset value is $375.3 million for public buildings.

Table II-3 also presents the cost per functional resident for the impact fee analysis. This cost is calculated by multiplying the owned capital asset value per square foot by the current LOS of 2.14 square feet per functional resident. As shown, these calculations result in $1,124 per functional resident for all public buildings capital assets considered in the impact fee calculations.

Table II-3

Total Impact Cost per Functional Resident

Variable	Figure	Percent of Total[10]
Building Value[1]	$354,474,000	92%
Land Value[2]	$30,162,000	8%
Total Asset Value[3]	**$384,636,000**	**100%**
Less: Portion Not Owned[4]	$9,378,441	
Owned Asset Value[5]	**$375,257,559**	
Public Buildings Square Feet[6]	714,727	
Owned Asset Value per Square Foot[7]	$525.04	
LOS (Building Square Feet per Functional Resident)[8]	2.14	
Total Impact Cost per Functional Resident[9]	**$1,123.59**	

1) Source: Table II-1
2) Source: Table II-1
3) Sum of building value (Item 1) and land value (Item 2)
4) Outstanding principal of debt service on public buildings that are being paid with impact fee revenues -- (FY 2025 - FY 2036) for Sales Tax Revenue Refunding Bonds, Series 2015
5) Total asset value (Item 3) less portion not owned (Item 4)
6) Source: Table II-1
7) Owned asset value (Item 5) divided by public building square footage (Item 6)
8) Source: Table II-2
9) Owned asset value per square foot (Item 7) multiplied by building square feet per functional resident (Item 8)
10) Distribution of total asset value

Credit Component

To avoid overcharging new development, a review of capital funding allocation for public buildings is completed. The purpose of this review is to determine any potential revenues generated by future development that are likely to be used for capital facilities. The credit component does not include any capital renovation, maintenance, or operational expenses, as these types of expenditures do not add capacity and should not be considered for impact fee credit.

Capital Expansion "Cash" Credit

To calculate the capital expansion credit per functional resident, funding sources used for the past seven years are reviewed. Between FY 2018 and FY 2024, the County has allocated an average annual non-impact fee funding of $2.4 million towards public buildings utilizing revenues from the General Fund, Tree Bank Fund, Building Services Fund, and grants. The annual capital expansion expenditures were divided by the average annual functional residents for the same period to calculate the average annual capital expansion credit per functional resident. As presented in **Table II-4**, the result is approximately $8 per functional resident.

Table II-4

Capital Expansion "Cash" Credit

Description[1]	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Total
General Fund								
COC: Julington Creek Annex Expansion	-	-	-	-	-	-	$100,000	$100,000
Pacetti Bay Library	-	-	$10,719	$10,205	$67,657	$485,052	-	$573,633
COC: Courthouse Balcony Enclose	-	-	-	-	-	$22,352	-	$22,352
COC: New Public Stairwell	-	-	-	-	-	-	$260,000	$260,000
MedEx Records Storage Remodel	-	-	-	-	-	-	$64,000	$64,000
Subtotal -- General Fund	**-**	**-**	**$10,719**	**$10,205**	**$67,657**	**$507,404**	**$424,000**	**$1,019,985**
Tree Bank Fund								
R&B / Fleet Maint Complex	$333,824	-	-	-	-	-	-	$333,824
Subtotal -- Tree Bank Fund	**$333,824**	**-**	**-**	**-**	**-**	**-**	**-**	**$333,824**
Building Services Fund								
Permit Center Expansion	-	-	-	-	-	$14,000,000	-	$14,000,000
Subtotal -- Building Services Fund	**-**	**-**	**-**	**-**	**-**	**$14,000,000**	**-**	**$14,000,000**
Grants / Contributions								
Emergency Management: EOC Pandemic Annex Building	-	-	-	-	-	$28,948	$1,177,685	$1,206,633
Subtotal -- Grants / Contributions	**-**	**-**	**-**	**-**	**-**	**$28,948**	**$1,177,685**	**$1,206,633**
Total Capital Expansion "Cash" Expenditures								**$16,560,442**
Average Annual Capital Expansion "Cash" Expenditures[2]								$2,365,777
Average Annual Functional Population[3]								290,880
Annual Capital Expansion "Cash" Expenditures per Functional Resident[4]								**$8.13**

1) Source: St. Johns County
2) Average annual capital expansion "cash" expenditures over the 7-year period
3) Source: Appendix A, Table A-11
4) Average annual capital expansion "cash" expenditures (Item 2) divided by the average annual functional population (Item 3)

Capital Expansion "Debt Service" Credit

Any outstanding bond issues related to the expansion public buildings will also result in a credit to the impact fee. St. Johns County used bond proceeds to fund several projects including the R&B/Fleet Maintenance Complex, Health and Human Services Building, Property Appraiser Building and expansion of Bartram Library, among others. The remaining debt service payments are divided by the functional population during the same period to determine the debt service credit per functional resident. As presented in **Table II-5**, the resulting credit for the public buildings-related debt is approximately $64 per functional resident.

Table II-5
Capital Expansion "Debt Service" Credit

Description	Number of Remaining FY Payments[1]	Public Buildings Remaining Debt Service[2]	Present Value of Payments Remaining[3]	Average Annual Functional Population[4]	Debt Service Credit per Functional Resident[5]
Capacity Projects					
2019 CBA Bonds	4	$2,548,810	$2,372,370	354,661	$6.69
Sales Tax Revenue Refunding Bonds, Series 2015 -- New Projects	11	$8,336,130	$6,694,623	386,991	$17.30
Sales Tax Revenue Refunding Bonds, Series 2015 -- Original Projects	12	$6,114,782	$4,759,786	391,226	$12.17
Taxable Capital Improvement Revenue Bond, Series 2014	4	$1,169,243	$1,093,852	354,661	$3.08
Capital Improvement Revenue Refunding Bonds, Series 2014	11	$3,946,546	$3,270,575	386,991	$8.45
Taxable Special Obligation Refunding Bond, Series 2021	10	$6,596,503	$6,198,998	382,556	$16.20
Total Debt Service Credit per Functional Resident					**$63.89**

1) Source: St. Johns County
2) Remaining debt service for the capacity portion of the project paid back with non-impact fee revenues
3) Total value of remaining payments in 2025 dollars
4) Source: Appendix A, Table A-11. Represents the average annual functional population over the remaining issue period.
5) Present value of payment remaining (Item 3) divided by the average annual functional population during the remaining periods (Item 4)

Net Public Buildings Impact Cost

The net public buildings impact cost per functional resident is the difference between the cost component and the credit component. **Table II-6** summarizes the calculation of the net public buildings facilities impact cost per functional resident. As presented, the net impact cost per functional resident amounts to $945 per functional resident.

Table II-6

Net Impact Cost per Functional Resident

Variable	Figure
Total Impact Cost	
Total Impact Cost per Functional Resident[1]	$1,123.59
Total Revenue Credit	
Annual Capital Expansion "Cash" Credit per Functional Resident[2]	$8.13
Capitalization Rate	5.0%
Capitalization Period (in years)	25
Capital Expansion "Cash" Credit per Functional Resident[3]	$114.58
Capital Expansion "Debt Service" Credit per Functional Resident[4]	$63.89
Total Capital Expansion Credit per Functional Resident[5]	**$178.47**
Net Impact Cost	
Net Impact Cost per Functional Resident[6]	**$945.12**

1) Source: Table II-3
2) Source: Table II-4
3) Present value of the annual capital expansion “cash” credit (Item 2) over a 25-year period with a capitalization rate of 5%. The capitalization rate is based on the information provided by St. Johns County.
4) Source: Table II-5
5) Sum of capital expansion "cash" credit per functional resident (Item 3) and debt service credit per functional resident (Item 4)
6) Total impact cost per functional resident (Item 1) less the total capital expansion credit per functional resident (Item 5)

Calculated Public Buildings Impact Fee Schedule

The public buildings impact fee schedule developed for residential and nonresidential land uses is presented in **Table II-7**. The table also presents the current adopted impact fee and the maximum allowable impact fees per Florida Statue 163.31801.

Table II-7

Calculated Public Buildings Impact Fee Schedule

ITE LUC	Land Use	Impact Unit	Functional Residents per Unit[1]	Calculated Impact Fee [2]	Current Adopted Impact Fee[3]	Percent Change[4]	F.S. 163.31801 Maximum Impact Fee[5]	Percent Change[6]
	RESIDENTIAL:							
210/215/220/221/222/240	Under 800 sq ft	du	0.84	**$794**	$551	44%	$794	44%
	801 to 1,250 sq ft	du	0.93	**$879**	$655	34%	$879	34%
	1,251 to 1,800 sq ft	du	1.35	**$1,276**	$675	89%	$1,012	50%
	1,801 to 2,500 sq ft	du	1.73	**$1,635**	$841	94%	$1,261	50%
	2,501 to 3,750 sq ft	du	2.20	**$2,079**	$978	113%	$1,467	50%
	3,751 to 5,000 sq ft	du	2.54	**$2,401**	$1,134	112%	$1,701	50%
	5,001 sq ft and over	du	2.74	**$2,590**	$1,197	116%	$1,795	50%
251/252	Senior Adult Housing	du	1.03	**$973**	$551	77%	$826	50%
	TRANSIENT, ASSISTED GROUP:							
253	Congregate Care Facility	du	1.29	**$1,219**	$551	121%	$826	50%
254	Assisted Living Facility	bed	0.92	**$870**	$51	1606%	$76	49%
320	Hotel/Motel	room	1.18	**$1,115**	$655	70%	$982	50%
620	Nursing Home	1,000 sf	2.67	**$2,523**	$132	1811%	$198	50%
	RECREATIONAL:							
411	Public Park	acre	0.04	**$38**	$85	-55%	$38	-55%
416	Campground/RV Park	site	0.46	**$435**	$1,925	-77%	$435	-77%
420	Marina	berth	0.12	**$113**	$160	-29%	$113	-29%
492	Health/Fitness Club	1,000 sf	2.10	**$1,985**	$987	101%	$1,480	50%
	INSTITUTIONS:							
520	Elementary School (Private)	1,000 sf	0.83	**$784**	$698	12%	$784	12%

Table II-7 (Continued)

Calculated Public Buildings Impact Fee Schedule

ITE LUC	Land Use	Impact Unit	Functional Residents per Unit[1]	Calculated Impact Fee [2]	Current Adopted Impact Fee[3]	Percent Change[4]	F.S. 163.31801 Maximum Impact Fee[5]	Percent Change[6]
	INSTITUTIONS:							
522	Middle School (Private)	1,000 sf	0.85	**$803**	$698	15%	$803	15%
525	High School (Private)	1,000 sf	0.60	**$567**	$637	-11%	$567	-11%
540	College (Private)	1,000 sf	0.96	**$907**	$610	49%	$907	49%
	MEDICAL:							
610	Hospital	1,000 sf	1.28	**$1,210**	$1,882	-36%	$1,210	-36%
630	Clinic	1,000 sf	1.44	**$1,361**	$1,882	-28%	$1,361	-28%
650	Free-Standing Emergency Room	1,000 sf	1.65	**$1,559**	$1,882	-17%	$1,559	-17%
	OFFICE:							
710	Office	1,000 sf	0.95	**$898**	$720	25%	$898	25%
720	Medical Office/Clinic 10,000 sq ft or less	1,000 sf	1.16	**$1,096**	$1,574	-30%	$1,096	-30%
	Medical Office/Clinic greater than 10,000 sq ft	1,000 sf	1.67	**$1,578**	$1,574	0%	$1,578	0%
	RETAIL:							
817	Nursery (Garden Center)	1,000 sf	3.20	**$3,024**	$1,481	104%	$2,221	50%
822	Retail 40,000 sfgla or less	1,000 sfgla	1.97	**$1,862**	$2,575	-28%	$1,862	-28%
821	Retail 40,001 to 150,000 sfgla	1,000 sfgla	2.74	**$2,590**	$2,304	12%	$2,590	12%
820	Retail greater than 150,000 sfgla	1,000 sfgla	1.88	**$1,777**	$1,481	20%	$1,777	20%
880/881	Pharmacy/Drug Store with or w/o Drive-Thru	1,000 sf	1.69	**$1,597**	$928	72%	$1,392	50%
	SERVICES:							
912	Bank/Financial Institution	1,000 sf	1.42	**$1,342**	$855	57%	$1,282	50%
930	Fast Casual Restaurant	1,000 sf	3.28	**$3,100**	$1,998	55%	$2,997	50%
931	Fine Dining Restaurant	1,000 sf	5.73	**$5,416**	$1,998	171%	$2,997	50%
932	High-Turnover (Sit-Down) Restaurant	1,000 sf	5.39	**$5,094**	$1,998	155%	$2,997	50%
933	Fast Food Restaurant without Drive-Thru	1,000 sf	8.39	**$7,930**	$1,998	297%	$2,997	50%
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	9.66	**$9,130**	$1,998	357%	$2,997	50%
944	Gas Station w/Convenience Store <2,000 sq ft	fuel pos.	1.32	**$1,248**	$1,189	5%	$1,248	5%
945	Gas Station w/Convenience Store 2,000 to 5,499 sq ft	fuel pos.	2.08	**$1,966**	$1,189	65%	$1,783	50%
	Gas Station w/Convenience Store 5,500+ sq ft	fuel pos.	2.71	**$2,561**	$1,189	115%	$1,783	50%

Table II-7 (Continued)

Calculated Public Buildings Impact Fee Schedule

ITE LUC	Land Use	Impact Unit	Functional Residents per Unit[1]	Calculated Impact Fee [2]	Current Adopted Impact Fee[3]	Percent Change[4]	F.S. 163.31801 Maximum Impact Fee[5]	Percent Change[6]
	INDUSTRIAL:							
110	General Light Industrial	1,000 sf	0.45	**$425**	$395	8%	$425	8%
150	Warehousing	1,000 sf	0.12	**$113**	$268	-58%	$113	-58%
151	Mini-Warehouse	1,000 sf	0.03	**$28**	$38	-26%	$28	-26%

1) Source: Appendix A, Table A-12 for residential and transient, assisted, group land uses and Table A-13 for non-residential land uses.
2) Functional residents per unit (Item 1) multiplied by the net impact cost per functional resident shown in Table II-6
3) Source: St. Johns County. Rates shown do not include the 40% discount currently applied to non-residential land uses
4) Percent change from the current adopted impact fee (Item 3) to the calculated impact fee (Item 2)
5) Maximum allowable impact fee in compliance with a 50-percent increase limit per F.S. 163.31801
6) Percent change from the current adopted impact fee (Item 3) to the F.S. 163.31801 maximum allowable impact fee (Item 5)

Notes:

- Current adopted rate for Residential under 800 sf ($551) is shown for Senior Adult Housing and Congregate Care Facility land uses.
- Assisted Living is a new land use. Current adopted impact fee reflects the fee for nursing home ($132) which has been converted to "per bed."
- Current adopted rate for Campground/RV park ($11,589 per acre) was converted to "per site."
- Current adopted rate for Elementary School ($698 per 1,000 sf) is shown for Middle School land use.
- Current adopted rate for Hospital ($1,882 per 1,000 sf) is shown for Clinic and Free-Standing Emergency Room land uses.
- Current adopted rate for Office greater than 200,000 sf ($720 per 1,000 sf) is shown for Office land use.
- Current adopted rate for Commercial greater than 500,000 sf ($1,481 per 1,000 sf) is shown for Nursery (Garden Center) and Retail greater than 150,000 sfgla.
- Current adopted rate for Commercial less than 100,000 sf ($2,575 per 1,000 sf) is shown for Retail 40,000 sfgla or less.
- Current adopted rate for Commercial 100,000 sf to 199,00 sf ($2,304 per 1,000 sf) is shown for Retail 40,001 to 150,000 sfgla.
- Current adopted rate for Fast Food w/Drive-Thru ($1,998 per 1,000 sf) is shown for Fast Casual Restaurant, Fine Dining Restaurant, High-Turnover Restaurant, and Fast Food Restaurant without Drive-Thru land uses.

Public Buildings Impact Fee Schedule Comparison

As part of the work effort in updating St. Johns County's Public Buildings impact fee program, a comparison of the County's calculated public buildings impact fee schedule to fees schedules of other select Florida counties was completed. **Table II-8** presents this comparison.

Table II-8

Public Buildings Impact Fee Comparison

Land Use	Unit[2]	St. Johns County			Charlotte County[6]	Collier County[7]	Indian River County[8]	Martin County[9]	Palm Beach County[10]	Sarasota County[11]	St. Lucie County[12]
		Calculated[3]	Current Adopted[4]	Maximum[5]							
Date of Last Update		**2024**	**2018**	**N/A**	2021	2016	2020	2023	2022	2016	2022
Assessed Portion of Calculated[1]		**N/A**	**100%**	**N/A**	25%	100%	50%/26%	Varies - SF @100%	95%	100%	Varies - SF @26%
Residential:											
Single Family (2,000 sf)	du	**$1,635**	**$841**	**$1,261**	$268	$934	$415	$547	$317	$623	$548
Non-Residential:											
Light Industrial	1,000 sf	**$425**	**$395**	**$425**	$69	$359	$68	$175	$105	$126	$111
Office (50,000 sq ft)	1,000 sf	**$898**	**$1,199**	**$898**	$199	$620	$121	$339	$186	$467	$485
Retail (125,000 sq ft)	1,000 sfgla	**$2,590**	**$2,304**	**$2,590**	$417	$1,275	$205	$826	$466	$815	$821

1) Represents the portion of the maximum calculated fee for each respective county that is actually charged. Fee may have been lowered/increased through annual indexing or policy discounts. Does not account for moratorium/suspensions.
2) du = dwelling unit; gla = gross leasable area
3) Source: Table II-7
4) Source: St. Johns County. Rates shown do not include the 40% discount currently applied to non-residential land uses
5) Maximum allowable impact fee in compliance with 50 percent increase per F.S. 163.31801
6) Source: Charlotte County Community Development Department. All fees include a 2.55% administrative fee.
7) Source: Collier County Capital Project Planning, Impact Fees, and Program Management Division
8) Source: Indian River County Community Development. Adopted the "affordable growth" scenario which discounted non-res to 26%. Additionally, a 50% discount is applied to all land uses.
9) Source: Martin County, Florida Resources. Fee shown excludes 1.5% administration fee. Fees adopted in compliance with the 50% limit and phasing requirements per F.S. 163.31801. Fees shown reflect fully phased-in fees effective January 1, 2028.
10) Source: Palm Beach County Planning, Zoning, and Building Department. Fees adopted in compliance with the 50% limit and phasing requirements per F.S. 163.31801. Fees shown reflect fully phased-in fees effective January 1, 2026.
11) Source: Sarasota County Planning & Development Services Department
12) Source: St. Lucie County Planning & Development Services Department. Fees adopted in compliance with the 50% limit and phasing requirements per F.S. 163.31801. Fees shown reflect fully phased-in fees effective October 1, 2025.

III. Law Enforcement and Correctional Facilities

This section discusses the analysis used in developing the law enforcement and correctional facilities impact fee. Several elements addressed in this section include:

- Facility Inventory
- Service Area and Demand Component
- Level of Service
- Cost Component
- Credit Component
- Net Law Enforcement and Correctional Facilities Impact Cost
- Calculated Law Enforcement and Correctional Facilities Impact Fee Schedule
- Law Enforcement and Correctional Facilities Impact Fee Schedule Comparison

These various elements are summarized in the remainder of this section, with the result being the calculated law enforcement and correctional facilities impact fee schedule.

Facility Inventory

Table III-1 shows a summary of County-owned buildings and land inventory associated with law enforcement and correctional services in St. Johns County. As presented, the inventory includes both law enforcement and correctional facilities, for a total of 304,200 square feet of building space and approximately 91 acres.

The cost estimate for buildings is based primarily on recent construction, upcoming construction estimates, insurance values of existing buildings, cost of similar structures in other Florida jurisdictions, and discussions with the County. Land value estimate is based on a review of recent purchases, current value of land where existing facilities are located as well as vacant land sales and values of similarly sized parcels throughout the county as provided by the St. Johns County Property Appraiser.

Based on this review and analysis, the building value is estimated at $450 per square foot for primary buildings and $150 per square foot for support buildings. The land value is estimated at $150,000 per acre. Using these cost estimates results in total law enforcement and correctional building and land value of approximately $143.7 million; of which, $130.1 million is for buildings and the remaining $13.6 million is for land.

Table III-1

Law Enforcement and Correctional Facilities Building and Land Inventory

Building Name	Building Type	Address	Year Built	Square Feet[1]	Total Square Feet on Site[2]	Total Acres[3]	Allocated Acres[4]	Building Value[5]	Land Value[6]	Total Building and Land Value[7]
Sheriff Office and Restroom	Primary	6940 A1A South Crescent Beach	1965	1,788	1,788	2.17	2.17	$804,600	$325,500	$1,130,100
Jail-Main	Primary	3955 Lewis Speedway	1960	131,004				$58,951,800		
Sheriff Administration	Primary	4015 Lewis Speedway	1985	24,242				$10,908,900		
Investigations - Part of Administration	Primary	4015 Lewis Speedway	2002	7,500	332,213	19.20	11.30	$3,375,000	$1,695,000	$89,701,050
Jail-Annex	Primary	4025 Lewis Speedway	1956	14,405				$6,482,250		
Sheriff's Office - Law Enforcement	Primary	4075 Lewis Speedway	1990	5,329				$2,398,050		
SO Evidence Department and Vault	Primary	4415 Avenue A	2011	13,089				$5,890,050		
Sheriff's Operations (Radio Shop)	Support	4425 Avenue A	1967	3,834	114,200	18.08	2.21	$575,100	$331,500	$5,454,300
Sheriff's Office Work Release Housing	Primary	4423 Avenue A	2012	10,106				$4,547,700		
Firing Range Administration / Storage for FBI	Primary	955 Law Enforcement Way	2021	3,356	3,356	19.53	19.53	$1,510,200	$2,929,500	$4,439,700
Firing Range Administration / Training / Storage	Primary	925 Law Enforcement Way	2021	8,345	8,345	0.90	0.90	$3,755,250	$135,000	$3,890,250
Emergency Communication Center / Training Facility	Primary	911 Law Enforcement Way	2021	36,546	48,210	49.19	37.29	$16,445,700	$5,593,500	$22,039,200
Fire Station 5 + Sheriff's South Operations Center	Primary	3370 US 1 South	2019	7,121	24,717	4.75	1.37	$3,204,450	$205,500	$3,409,950
PAL Building	Support	155 N. St. Johns Street	1975	2,400	2,400	0.32	0.32	$360,000	$48,000	$408,000
PAL Boxing	Support	400 Harris Street	1950	16,367	16,367	5.27	5.27	$2,455,050	$790,500	$3,245,550
Fire Station #11/Sheriff's Office	Primary	4435 Cypress Links Boulevard	2024	2,865	13,959	4.54	0.93	$1,289,250	$139,500	$1,428,750
Northwest Field Office	Primary	725 Flora Branch Boulevard	2003	10,550	10,550	6.86	6.86	$4,747,500	$1,029,000	$5,776,500
Beach & Marine Ops/Investigations	Primary	525 Old Beach Road	1973	5,324	5,324	2.50	2.50	$2,395,800	$375,000	$2,770,800
Total				**304,171**	**581,429**		**90.65**	**$130,096,650**	**$13,597,500**	**$143,694,150**
Building Value per Square Foot[8]								**$428**		
Land Value per Acre[9]									**$150,000**	

1) Source: St. Johns County and St. Johns County Property Appraiser
2) Source: St. Johns County and St. Johns County Property Appraiser
3) Source: St. Johns County and St. Johns County Property Appraiser
4) Square feet (Item 1) divided by total square feet on site (Item 2) multiplied by total acres (Item 3)
5) Square feet (Item 1) multiplied by the estimated building value of $450 per square foot for primary buildings and $150 per square foot for support buildings
6) Allocated acres (Item 4) multiplied by the estimated land value per acre (Item 9)
7) Sum of building value (Item 5) and land value (Item 6)
8) Total building value (Item 5) divided by total square feet (Item 1)
9) Source: Appendix B

In addition to the buildings and land inventory, the St. Johns County Sheriff's Office also has the vehicles & equipment necessary to perform law enforcement and correctional services. **Table III-2** summarizes the vehicle and equipment inventory. As shown, the total vehicle and equipment inventory for St. Johns County amounts to approximately $60.7 million.

Table III-2

Law Enforcement and Correctional Vehicle & Equipment Inventory

Description	Unit Value[(1)]	Units[(2)]	Total Value[(3)]
Vehicles and Accessories			
Air Boat	$92,890	1	$92,890
Altima	$25,000	1	$25,000
Antique Car	$10,000	1	$10,000
ATV	$14,000	20	$280,000
Bearcat	$330,000	2	$660,000
Boat	$210,000	5	$1,050,000
Bomb Trailer	$205,000	1	$205,000
Miscellaneous Vehicle	$47,500	6	$285,000
Caterpillar Rook	$450,000	1	$450,000
Crown Victoria	$23,000	1	$23,000
Ford Van	$55,000	2	$110,000
Ford E-450 Bus	$58,000	1	$58,000
Econoline Van	$19,300	2	$38,600
Enclosed Trailer	$24,000	1	$24,000
Escape	$25,000	43	$1,075,000
Expedition	$50,000	1	$50,000
Explorer	$60,000	104	$6,240,000
F250	$50,000	2	$100,000
F350	$50,000	1	$50,000
F550	$67,500	1	$67,500
FLIR System	$600,000	1	$600,000
FLIR Upgrade	$83,000	1	$83,000
FLIR on Vehicle	$70,000	1	$70,000
Fusion	$17,000	6	$102,000
Golf Cart	$10,700	5	$53,500
Helicopter	$6,300,000	2	$12,600,000
Helicopter Dolly	$20,000	1	$20,000
Helicopter Downlink	$555,000	1	$555,000
Impala	$19,000	2	$38,000

Table III-2 (Continued)

Law Enforcement and Correctional Facilities Vehicle & Equipment Inventory

Description	Unit Value[1]	Units[2]	Total Value[3]
Vehicles and Accessories			
Jet Ski	$12,100	2	$24,200
LPR Trailer	$30,000	7	$210,000
Maxima	$35,000	1	$35,000
Meth Lab Trailer	$30,000	1	$30,000
Motorcycle	$35,000	8	$280,000
Office Trailer	$20,000	1	$20,000
PAL Trailer	$48,000	1	$48,000
Ranger truck	$24,000	1	$24,000
Rogue	$24,000	2	$48,000
Sedan	$50,000	2	$100,000
Sienna	$32,000	3	$96,000
Super duty truck	$40,000	7	$280,000
SUV	$50,000	5	$250,000
Tahoe	$48,000	1	$48,000
Taurus	$30,000	96	$2,880,000
Tractor	$44,916	1	$44,916
Trailer	$13,000	14	$182,000
Transit Van	$81,365	4	$325,460
Truck	$58,500	74	$4,329,000
Unmarked Camry	$23,000	13	$299,000
Van	$51,000	17	$867,000
Unified Command Center Vehicle	$1,250,000	1	$1,250,000
Subtotal - Vehicles and Accessories		**479**	**$36,686,066**
Equipment			
2 Camera ALPR Speed Trailer	$43,899	2	$87,798
911 Phone Systems	$339,696	2	$679,392
Aerocut Nano	$10,499	1	$10,499
Aircraft Balancer	$14,134	1	$14,134
Aircraft Mapping System	$20,000	1	$20,000
Angle Encoder Kit	$389,000	2	$778,000
Antenna System Analyzer	$12,110	1	$12,110
Audio/Visual Equipment	$50,000	1	$50,000
Backscatter	$38,600	3	$115,800
Battery Backup	$35,000	1	$35,000
Biometric Station	$70,000	1	$70,000

Table III-2 (Continued)

Law Enforcement and Correctional Facilities Vehicle & Equipment Inventory

Description	Unit Value[1]	Units[2]	Total Value[3]
Equipment			
Blade System	$70,768	1	$70,768
Bomb Attire	$19,000	10	$190,000
Bomb Kit	$7,000	5	$35,000
Boom Lift	$49,900	1	$49,900
Bravo Camera System	$56,859	1	$56,859
Breaching Tool	$9,700	1	$9,700
Buffer	$6,754	1	$6,754
Callbox	$25,480	1	$25,480
Camera	$10,725	5	$53,625
Camera System	$11,099	10	$110,990
Cell Phone Evidence Device	$6,520	4	$26,080
Cohesity Data Server	$350,000	1	$350,000
Copier	$9,500	9	$85,500
Crime Scene Screen	$7,000	1	$7,000
Crash Data Recorder Kit	$17,380	1	$17,380
Crime Scope	$24,000	1	$24,000
Cyanosafe chamber	$10,000	1	$10,000
Dell Tech Chip Start	$10,000	1	$10,000
Dental Chair	$8,400	1	$8,400
Dental Imaging System	$9,109	1	$9,109
Digital Evidence Kit	$10,584	1	$10,584
Digital Forensics Server	$94,244	1	$94,244
Digital Imaging System	$24,205	2	$48,410
Digital Storage	$18,015	4	$72,060
Disrupter Kit	$7,000	2	$14,000
Downlink	$40,967	2	$81,934
Drone	$10,375	2	$20,750
Electric Tool Box	$36,085	1	$36,085
Expansion Chassis	$25,240	2	$50,480
Filing System	$8,036	1	$8,036
Filtered Hood	$13,420	1	$13,420
Firewall	$60,000	4	$240,000
Forensic Server	$55,920	1	$55,920
Fuming Chamber	$10,000	1	$10,000
Garmin GPS	$14,427	2	$28,854
Gas Meter	$5,018	1	$5,018
Generator	$33,700	3	$101,100

Table III-2 (Continued)

Law Enforcement and Correctional Facilities Vehicle & Equipment Inventory

Description	Unit Value[1]	Units[2]	Total Value[3]
Equipment			
Gun	$409	1,419	$580,371
Gun Equipment	$263	2	$526
Gym Equipment	$5,458	6	$32,748
Handscope	$13,000	1	$13,000
Handheld Receiver	$19,758	1	$19,758
Hermit Cam	$13,299	2	$26,598
Hook and Line Kit (Bomb)	$5,020	3	$15,060
Horse	$8,500	2	$17,000
Interview Recording System	$12,252	1	$12,252
Intoxilyzer	$6,712	4	$26,848
K-9	$8,300	14	$116,200
Light tower	$12,000	3	$36,000
Livescan	$26,107	4	$104,428
LPR Camera System	$135,067	1	$135,067
LPR System	$81,644	15	$1,224,660
LRAD System	$9,906	1	$9,906
Metal Detector	$7,350	2	$14,700
Microwave Receiver	$32,473	1	$32,473
Mobile Radio	$6,073	587	$3,564,851
Monitor	$7,311	13	$95,043
Narcotics Analyzer	$50,000	8	$400,000
Nas Backup Server	$160,000	1	$160,000
Network Switch	$27,104	2	$54,208
Night Vision Equipment	$8,045	36	$289,620
Oculus Kit	$10,000	12	$120,000
PA System	$8,625	1	$8,625
Pallet Stacker	$7,485	1	$7,485
Pan Disrupter	$7,500	1	$7,500
Polecam Equipment	$10,000	2	$20,000
Portable Hailing System	$7,386	1	$7,386
Portable Radio, APX 7000	$5,900	51	$300,900
Portable Radio, APX Next	$9,545	756	$7,216,020
Portable X Ray	$80,000	4	$320,000
PowerEdge Server	$18,000	11	$198,000
Printer	$6,500	8	$52,000
Projector Equipment	$6,415	7	$44,905
Property & Forensic PKG System	$7,195	1	$7,195
Property Sealer	$8,995	1	$8,995

Table III-2 (Continued)

Law Enforcement and Correctional Facilities Vehicle & Equipment Inventory

Description	Unit Value[1]	Units[2]	Total Value[3]
Equipment			
Radar Altimeter	$9,750	1	$9,750
Radio Control	$25,182	3	$75,546
Raft Tool Kit	$5,495	1	$5,495
Range	$13,252	1	$13,252
Range Finder Laser	$6,551	2	$13,102
RDSTF WRT R3 NVG	$9,200	3	$27,600
Recorder	$16,794	3	$50,382
Robot	$477,500	3	$1,432,500
Router	$20,000	2	$40,000
Scan Sonar	$8,844	1	$8,844
Scan Station	$74,717	1	$74,717
Scuba Backframe	$6,051	5	$30,255
Search light system	$9,481	1	$9,481
Security Gate	$6,200	1	$6,200
Security System	$20,000	4	$80,000
Server	$18,000	21	$378,000
SERVER - Information Technology 2022	$140,000	1	$140,000
Server, Datacenter	$110,000	1	$110,000
Shield	$6,070	1	$6,070
Sight	$11,420	1	$11,420
Software	$400,000	3	$1,200,000
SpaceSaver System	$99,810	1	$99,810
Surveillance Camera	$10,928	9	$98,352
Switch	$7,800	9	$70,200
Switchboard Backup	$144,223	1	$144,223
System Attached Storage	$9,000	1	$9,000
Target System	$37,900	1	$37,900
Technosonic Radio	$52,145	2	$104,290
Thermal Monocular	$6,558	4	$26,232
Throw Box	$5,018	1	$5,018
Training Simulator	$56,175	2	$112,350
Tritech Sonar	$6,579	1	$6,579
Use of Force Simulator	$13,325	1	$13,325
Veh #008, Shadow Cargo Trailer	$50,000	1	$50,000
Veh #566,Cargo Trailer (Cnt)	$50,000	1	$50,000
Video Scope	$9,577	1	$9,577

Table III-2 (Continued)

Law Enforcement and Correctional Facilities Vehicle & Equipment Inventory

Description	Unit Value[1]	Units[2]	Total Value[3]
Equipment			
Video Wall	$71,410	1	$71,410
Viewboard	$6,000	2	$12,000
Watch Tower	$36,000	1	$36,000
X Ray Machine	$65,000	1	$65,000
Subtotal - Equipment		**3,191**	**$23,964,381**
Total			**$60,650,447**

1) Source: St. Johns County Sheriff's Office
2) Source: St. Johns County Sheriff's Office
3) Unit value (Item 1) multiplied by unit count (Item 2)

Service Area and Demand Component

St. Johns County provides law enforcement services to the unincorporated areas of the county while correctional services are provided countywide. The fees for the combined law enforcement and correctional facilities program are calculated using a countywide service area, which tends to result in a slightly more conservative fee.

In this technical study, the current 2024 weighted and functional population estimates are used. Because simply using weighted (permanent plus weighted seasonal) population estimates does not fully address all benefactors of law enforcement and correctional services, the "functional" weekly 24-hour population approach is used to establish a common unit of demand across different land uses. Functional population accounts for residents, visitors and workers traveling in and out of the county throughout the day and calculates the presence of population at different land uses during the day. Appendix A provides further explanation of the population analysis conducted.

Level of Service

Based on sworn officer counts provided by the St. Johns County Sheriff's Office as well as population estimates produced in Appendix A, the 2024 current achieved level of service (LOS) is calculated at 1.45 sworn officers per 1,000 weighted seasonal residents. **Table III-3** presents the calculation of the existing LOS.

While the 2024 LOS is 1.45 sworn officers per 1,000 weighted seasonal residents, for impact fee calculation purposes, the LOS needs to be calculated in terms functional residents. As shown, the current LOS of law enforcement and correctional services is 1.64 sworn officers per 1,000 functional residents, which is utilized in calculating the law enforcement and correctional facilities impact fee for St. Johns County. Use of the current LOS is based on the assumption that the County and the Sheriff will continue to provide this level of service in the future.

Table III-3

Current Achieved Level of Service (2024)

Variable	Year 2024	
	Weighted Population	Functional Population
Law Enforcement & Correctional Services		
Countywide Population[(1)]	378,880	334,593
Number of Sworn Officers[(2)]	548	548
Achieved LOS (Officers per 1,000 Residents)[(3)]	**1.45**	**1.64**

1) Source: Appendix A, Table A-1 for weighted population and Appendix A, Table A-11 for functional population
2) Source: St. Johns County Sheriff's Office. Figure reflects sum of the law enforcement officers (409) and the sworn correctional officers (139).
3) Number of sworn officers (Item 2) divided by population (Item 1), multiplied by 1,000

Table III-4 provides a LOS comparison of officers per 1,000 residents between St. Johns County and other comparable jurisdictions. The LOS is displayed in terms of permanent population for all entities because functional population data analysis has not been completed for these jurisdictions, as it was for St. Johns County.

Table III-4

Level of Service Comparison (2024)

Jurisdiction	Service Area Population[1]	Number of Officers[2]	LOS (Officers per 1,000 Residents)[3]
Clay County	216,924	349	1.61
Flagler County	126,611	204	1.61
St. Johns County[4]	**308,823**	**548**	**1.77**
Volusia County	245,082	457	1.86
Duval County	1,017,529	2,007	1.97
Martin County	141,791	324	2.29
Putnam County	63,325	152	2.40
Miami-Dade County	1,308,106	3,246	2.48

1) Source: Florida Department of Law Enforcement (FDLE) Criminal Justice Agency Profile Report, 2024
2) Source: Florida Department of Law Enforcement (FDLE) Criminal Justice Agency Profile Report, 2024. Reflects total number of sworn officers (sum of law enforcement only officers and concurrent officers)
3) Number of officers (Item 2) divided by the service area population (Item 1) multiplied by 1,000
4) Number of officers from St. Johns County Sheriff's Office. Reflects sum of the law enforcement officers (409) and the sworn correctional officers (139).

Cost Component

The cost component of the study evaluates the cost of all capital items, including buildings, land, vehicles, and equipment. **Table III-5** provides a summary of all capital costs, which amounts to approximately $204.3 million or $372,900 per officer.

In addition, Table III-5 also provides the impact cost per functional resident, which is calculated by multiplying the net asset value of $372,900 per sworn officer by the current achieved LOS (sworn officers per 1,000 functional residents) of 1.64 and dividing by 1,000. As shown, this calculation results in $612 per functional resident.

Table III-5

Total Impact Cost per Functional Resident

Variable	Figure	Percent of Total[9]
Building Value[1]	$130,096,650	63%
Land Value[2]	$13,597,500	7%
Vehicle & Equipment Value[3]	$60,650,447	30%
Total Asset Value[4]	**$204,344,597**	**100%**
Number of Officers[5]	548	
Total Asset Value per Officer[6]	$372,892	
LOS (Officers per 1,000 Functional Residents)[7]	1.64	
Total Impact Cost per Functional Resident [8]	**$611.54**	

1) Source: Table III-1
2) Source: Table III-1
3) Source: Table III-2
4) Sum of building value (Item 1), land value (Item 2), and vehicle/equipment value (Item 3)
5) Source: Table III-3
6) Total asset value (Item 4) divided by the number of officers (Item 5)
7) Source: Table III-3
8) Total asset value per sworn officer (Item 6) multiplied by the LOS (Item 7) divided by 1,000
9) Distribution of total asset value

Credit Component

To avoid overcharging development for the law enforcement and correctional facilities impact fee, a review of the capital funding program for law enforcement and correctional services was completed. The purpose of this review was to determine any potential revenue credits that should be considered for revenues generated by new development that could be used for capital facilities, land, and vehicle/equipment expansion for the law enforcement and correctional services.

Capital Expansion "Cash" Credit

The review of the capital expansion expenditures for FY 2018 to FY 2024 was completed based on information provided by St. Johns County. **Table III-6** summarizes the capital expansion expenditures over this seven-year period. The annual capital expansion "cash" expenditures for law enforcement and correctional services were divided by the average annual functional population during the same time period. As shown, the total annual capital expansion "cash" credit amounts to approximately $7 per functional resident per year.

Once the revenue credit per functional resident is calculated, a credit adjustment is needed for the portion of the revenue credit funded with ad valorem tax revenues, which is approximately 63 percent of the cash funding. This adjustment accounts for the fact that new homes tend to pay higher property taxes compared to older homes due to the "Save Our Homes" assessment cap. The adjustment factor was estimated based on a comparison of the average taxable value of newer homes to that of all homes. As presented, the adjusted revenue credit amounts to approximately $8 per functional resident per year.

Table III-6
Capital Expansion "Cash" Credit

Description[1]	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Total
General Fund								
Sheriff's Tactical Training Facility	-	-	-	-	-	$197,463	$6,302,537	**$6,500,000**
Fire Station 5 & Sheriff's South Operations Center[2]	$168,263	$39,181	$3,106	-	-	-	-	**$210,550**
Sheriffs Fleet & Special Operations	-	-	-	-	$261,913	$2,451,756	$4,203,421	**$6,917,090**
Subtotal -- General Fund	**$168,263**	**$39,181**	**$3,106**	**-**	**$261,913**	**$2,649,219**	**$10,505,958**	**$13,627,640**
Tree Bank Fund								
Fire Station 5 & Sheriff's South Operations Center[2]	-	$10,937	-	-	-	-	-	**$10,937**
Subtotal -- Tree Bank Fund	**-**	**$10,937**	**-**	**-**	**-**	**-**	**-**	**$10,937**
Grants/Contributions								
Fire/EMS: Fire Station 11 & SJSO Substation[3]	-	-	-	-	-	$202,188	$322,812	**$525,000**
Subtotal - Grants/Contributions	**-**	**-**	**-**	**-**	**-**	**$202,188**	**$322,812**	**$525,000**
Total Capital Expansion "Cash" Expenditures								**$14,163,577**
Average Annual Capital Expansion "Cash" Expenditures[4]								$2,023,368
Average Annual Functional Population[5]								290,880
Annual Capital Expansion "Cash" Expenditures per Functional Resident[6]								**$6.96**
- Portion Funded with Ad Valorem Tax Revenues[7]								$4.38
- Portion Funded with Other Revenue Sources[8]								$2.58
Credit Adjustment Factor[9]								1.15
Adjusted Annual Capital Expansion "Cash" Credit per Functional Resident[10]								**$7.62**

1) Source: St. Johns County
2) Amount shown is 10% of the total expenditures, reflecting the expansion portion of the project related to law enforcement and correctional services.
3) Amount shown is 21% of the total expenditures, reflecting the expansion portion of the project related to law enforcement and correctional services.
4) Average annual capital expenditures over the 7-year period
5) Source: Appendix A, Table A-11
6) Average annual capital expansion expenditures (Item 4) divided by the average annual functional population (Item 5)
7) Capital expansion expenditures per functional resident (Item 6) multiplied by the ad valorem portion of total expenditures (63%)
8) Capital expansion "cash" expenditures per functional resident (Item 6) less the portion funded with ad valorem tax revenues (Item 7)
9) Adjustment factor to reflect higher ad valorem taxes paid by new homes
10) Portion funded with ad valorem tax revenues (Item 7) multiplied by the credit adjustment factor (Item 9) plus the portion funded with other revenue sources (Item 8)

Capital Expansion "Debt Service" Credit

Any outstanding bond issues related to the expansion of law enforcement and correctional facilities will also result in a credit to the impact fee. St. Johns County used bond proceeds towards several projects including the evidence storage building and work release housing facility, among others. The remaining debt service payments are divided by the functional population during the same period to determine the debt service credit per functional resident. **Table III-7** presents these calculations. As presented, the resulting credit for the law enforcement and correctional facilities-related debt is approximately $20 per functional resident.

Table III-7

Capital Expansion "Debt Service" Credit

Description	Number of Remaining FY Payments[1]	Law & Correctional Remaining Debt Service[2]	Present Value of Payments Remaining[3]	Average Annual Functional Population[4]	Debt Service Credit per Functional Resident[5]
Capacity Projects					
2019 CBA Bonds	4	$1,274,405	$1,186,185	354,661	$3.34
Sales Tax Revenue Refunding Bonds, Series 2015 -- Original Projects	12	$2,565,033	$1,996,638	391,226	$5.10
Capital Improvement Revenue Refunding Bonds, Series 2014	11	$5,381,654	$4,459,875	386,991	$11.52
Total Debt Service Credit per Functional Resident					**$19.96**

1) Source: St. Johns County
2) Outstanding debt service for the capacity portion of the projects that is paid with non-impact fee revenues
3) Total value of remaining payments in 2025 dollars
4) Source: Appendix A, Table A-11. Represents the average annual functional population over the remaining issue period.
5) Present value of outstanding payments (Item 3) divided by the average annual functional population during the same periods (Item 4)

Net Law Enforcement and Correctional Facilities Impact Cost

The net impact cost per functional resident is the difference between the cost component and the credit component. **Table III-8** summarizes the calculation of the net impact cost that amounts to approximately $484 per functional resident for residential land uses and $493 per functional resident for non-residential land uses.

Table III-8

Net Impact Cost per Functional Resident

Variable	Figure
Total Impact Cost	
Total Impact Cost per Functional Resident[(1)]	$611.54
Total Revenue Credit	
Annual Capital Expansion "Cash" Credit per Functional Resident[(2)]	
- Residential Land Uses	$7.62
- Non-residential Land Uses	$6.96
Capitalization Rate	5.0%
Capitalization Period (in years)	25
Capital Expansion "Cash" Credit per Functional Resident[(3)]	
- Residential Land Uses	$107.40
- Non-residential Land Uses	$98.09
Capital Expansion "Debt Service" Credit per Functional Resident[(4)]	
- Residential Land Uses	$19.96
- Non-residential Land Uses	$19.96
Total Capital Expansion Credit per Functional Resident[(5)]	
- Residential Land Uses	$127.36
- Non-residential Land Uses	$118.05
Net Impact Cost	
Net Impact Cost per Functional Resident[(6)]	
- Residential Land Uses	**$484.18**
- Non-residential Land Uses	**$493.49**

1) Source: Table III-5
2) Source: Table III-6
3) Annual capital expansion "cash" credit per functional resident (Item 2) over a capitalization rate of 5% for 25 years. Capitalization rate provided by St. Johns County
4) Source: Table III-7
5) Sum of capital expansion "cash" credit per functional resident (Item 3) and capital expansion “debt service” credit per functional resident (Item 4)
6) Total impact cost per functional resident (Item 1) less the total capital expansion credit per functional resident (Item 5)

Calculated Law Enforcement and Correctional Facilities Impact Fee Schedule

The law enforcement and correctional facilities impact fee schedule developed for residential and nonresidential land uses is presented in **Table III-9**. The table also presents the current adopted impact fee and maximum allowable impact fees per Florida Statue 163.31801.

Table III-9

Calculated Law Enforcement and Correctional Facilities Impact Fee Schedule

ITE LUC	Land Use	Impact Unit	Functional Residents per Unit[1]	Calculated Impact Fee [2]	Current Adopted Impact Fee[3]	Percent Change[4]	F.S. 163.31801 Maximum Impact Fee[5]	Percent Change[6]
	RESIDENTIAL:							
210/215/ 220/221/ 222/240	Under 800 sq ft	du	0.84	**$407**	$258	58%	$387	50%
	801 to 1,250 sq ft	du	0.93	**$450**	$306	47%	$450	47%
	1,251 to 1,800 sq ft	du	1.35	**$654**	$316	107%	$474	50%
	1,801 to 2,500 sq ft	du	1.73	**$838**	$392	114%	$588	50%
	2,501 to 3,750 sq ft	du	2.20	**$1,065**	$456	134%	$684	50%
	3,751 to 5,000 sq ft	du	2.54	**$1,230**	$529	133%	$793	50%
	5,001 sq ft and over	du	2.74	**$1,327**	$559	137%	$838	50%
251/252	Senior Adult Housing	du	1.03	**$499**	$258	93%	$387	50%
	TRANSIENT, ASSISTED, GROUP:							
253	Congregate Care Facility	du	1.29	**$637**	$258	147%	$387	50%
254	Assisted Living Facility	bed	0.92	**$454**	$24	1792%	$36	50%
320	Hotel/Motel	room	1.18	**$582**	$306	90%	$459	50%
620	Nursing Home	1,000 sf	2.67	**$1,318**	$62	2026%	$93	50%
	RECREATIONAL:							
411	Public Park	acre	0.04	**$20**	$40	-50%	$20	-50%
416	Campground/RV Park	site	0.46	**$227**	$899	-75%	$227	-75%
420	Marina	berth	0.12	**$59**	$74	-20%	$59	-20%
492	Health/Fitness Club	1,000 sf	2.10	**$1,036**	$461	125%	$691	50%
	INSTITUTIONS:							
520	Elementary School (Private)	1,000 sf	0.83	**$410**	$326	26%	$410	26%
522	Middle School (Private)	1,000 sf	0.85	**$419**	$326	29%	$419	29%
525	High School (Private)	1,000 sf	0.60	**$296**	$298	-1%	$296	-1%
540	College (Private)	1,000 sf	0.96	**$474**	$284	67%	$426	50%

Table III-9 (Continued)

Calculated Law Enforcement and Correctional Facilities Impact Fee Schedule

ITE LUC	Land Use	Impact Unit	Functional Residents per Unit[1]	Calculated Impact Fee [2]	Current Adopted Impact Fee[3]	Percent Change[4]	F.S. 163.31801 Maximum Impact Fee[5]	Percent Change[6]
	MEDICAL:							
610	Hospital	1,000 sf	1.28	**$632**	$879	-28%	$632	-28%
630	Clinic	1,000 sf	1.44	**$711**	$879	-19%	$711	-19%
650	Free-Standing Emergency Room	1,000 sf	1.65	**$814**	$879	-7%	$814	-7%
	OFFICE:							
710	Office	1,000 sf	0.95	**$469**	$336	40%	$469	40%
720	Medical Office/Clinic 10,000 sq ft or less	1,000 sf	1.16	**$572**	$734	-22%	$572	-22%
	Medical Office/Clinic greater than 10,000 sq ft	1,000 sf	1.67	**$824**	$734	12%	$824	12%
	RETAIL:							
817	Nursery (Garden Center)	1,000 sf	3.20	**$1,579**	$691	129%	$1,036	50%
822	Retail 40,000 sfgla or less	1,000 sfgla	1.97	**$972**	$1,202	-19%	$972	-19%
821	Retail 40,001 to 150,000 sfgla	1,000 sfgla	2.74	**$1,352**	$1,076	26%	$1,352	26%
820	Retail greater than 150,000 sfgla	1,000 sfgla	1.88	**$928**	$691	34%	$928	34%
880/881	Pharmacy/Drug Store with or w/o Drive-Thru	1,000 sf	1.69	**$834**	$434	92%	$651	50%
	SERVICES:							
912	Bank/Financial Institution	1,000 sf	1.42	**$701**	$399	76%	$598	50%
930	Fast Casual Restaurant	1,000 sf	3.28	**$1,619**	$933	74%	$1,399	50%
931	Fine Dining Restaurant	1,000 sf	5.73	**$2,828**	$933	203%	$1,399	50%
932	High-Turnover (Sit-Down) Restaurant	1,000 sf	5.39	**$2,660**	$933	185%	$1,399	50%
933	Fast Food Restaurant without Drive-Thru	1,000 sf	8.39	**$4,140**	$933	344%	$1,399	50%
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	9.66	**$4,767**	$933	411%	$1,399	50%
944	Gas Station w/Convenience Store <2,000 sq ft	fuel pos.	1.32	**$651**	$556	17%	$651	17%
945	Gas Station w/Convenience Store 2,000 to 5,499 sq ft	fuel pos.	2.08	**$1,026**	$556	85%	$834	50%
	Gas Station w/Convenience Store 5,500+ sq ft	fuel pos.	2.71	**$1,337**	$556	140%	$834	50%
	INDUSTRIAL:							
110	General Light Industrial	1,000 sf	0.45	**$222**	$184	21%	$222	21%
150	Warehousing	1,000 sf	0.12	**$59**	$124	-52%	$59	-52%
151	Mini-Warehouse	1,000 sf	0.03	**$15**	$18	-17%	$15	-17%

1) Source: Appendix A, Table A-12 for residential and transient, assisted, group land uses and Table A-13 for non-residential land uses.
2) Functional residents per unit (Item 1) multiplied by the net impact cost per functional resident shown in Table III-8

3) Source: St. Johns County. Rates shown do not include the 40% discount currently applied to non-residential land uses.
4) Percent change from the current adopted impact fee (Item 3) to the calculated impact fee (Item 2)
5) Maximum allowable impact fee in compliance with 50 percent increase per F.S. 163.31801
6) Percent change from the current adopted impact fee (Item 3) to the F.S. 163.31801 maximum allowable impact fee (Item 5)

Notes:

- Current adopted rate for Residential under 800 sq ft ($258) is shown for Senior Adult Housing and Congregate Care Facility land uses.
- Assisted Living is a new land use. Current adopted impact fee reflects the fee for nursing home ($62) which has been converted to "per bed."
- Current adopted rate for Campground/RV park ($5,411 per acre) was converted to "per site."
- Current adopted rate for Elementary School ($326 per 1,000 sf) is shown for Middle School land use.
- Current adopted rate for Hospital ($879 per 1,000 sf) is shown for Clinic and Free-Standing Emergency Room land uses.
- Current adopted rate for Office greater than 200,000 sq ft ($336 per 1,000 sf) is shown for Office land use.
- Current adopted rate for Commercial greater than 500,000 sf ($691 per 1,000 sf) is shown for Nursery (Garden Center) and Retail greater than 150,000 sfgla.
- Current adopted rate for Commercial less than 100,000 sf ($1,202 per 1,000 sf) is shown for Retail 40,000 sfgla or less.
- Current adopted rate for Commercial 100,000 sf to 199,00 sf ($1,076 per 1,000 sf) is shown for Retail 40,001 to 150,000 sfgla.
- Current adopted rate for Fast Food w/Drive-Thru ($933 per 1,000 sf) is shown for Fast Casual Restaurant, Fine Dining Restaurant, High-Turnover Restaurant, and Fast Food Restaurant without Drive-Thru land uses.

Law Enforcement and Correctional Facilities Impact Fee Schedule Comparison

As part of the work effort in updating St. Johns County's law enforcement and correctional facilities impact fee schedule, the County's calculated and adopted impact fees for select land uses were compared to the adopted fee schedules of several Florida jurisdictions. **Table III-10** presents this comparison.

Table III-10
Law Enforcement and Correctional Facilities Impact Fee Schedule Comparison

Land Use	Unit[3]	St. Johns County			Clay County[7]	Flagler County[8]	Martin County[9]	Miami-Dade County[10]
		Calculated[4]	Current Adopted[5]	Maximum[6]				
Date of Last Update		**2024**	**2018**	**N/A**	2022	2021	2023	N/A
Assessed Portion of Calculated[1]		**N/A**	**100%**	**N/A**	100%	100%	Varies - SF @100%	N/A
Impact Fee Structure[2]		**Law & Jail**			Law	Law	Law & Jail	Law
Residential:								
Single Family (2,000 sf)	du	**$838**	**$392**	**$588**	$937	$218	$1,127	$636
Non-Residential:								
Light Industrial	1,000 sf	**$222**	**$184**	**$222**	$215	$70	$236	$441
Office (50,000 sq ft)	1,000 sf	**$469**	**$559**	**$469**	$622	$142	$372	$441
Retail (125,000 sq ft)	1,000 sf	**$1,352**	**$1,076**	**$1,352**	$740	$374	$801	$441

1) Represents the portion of the maximum calculated fee for each respective county that is actually charged. Fee may have been lowered/increased through annual indexing or policy discounts. Does not account for moratorium/suspensions.
2) Represents the facilities (law enforcement, correctional, or both) included for each respective county's impact fee
3) du = dwelling unit
4) Source: Table III-9
5) Source: St. Johns County. Rates shown do not include the 40% discount currently applied to non-residential land uses
6) Maximum impact fee in compliance with 50 percent increase per F.S. 163.31801
7) Source: Clay County, Planning & Zoning
8) Source: Flagler County Growth Management Department
9) Source: Martin County, Florida Resources. Fees shown exclude 1.5% administration fee. Fees adopted in compliance with the 50% limit and phasing requirements per F.S. 163.31801. Fees shown reflect fully phased-in fees effective January 1, 2028.
10) Source: Miami -Dade County Zoning Department

IV. Fire Rescue

This section provides the results of the fire rescue impact fee analysis. Several elements addressed in this section include:

- Facility Inventory
- Service Area and Demand Component
- Level of Service
- Cost Component
- Credit Component
- Fire Rescue Net Impact Cost
- Calculated Fire Rescue Impact Fee Schedule
- Fire Rescue Impact Fee Schedule Comparison

These elements are summarized in the remainder of this section.

Facility Inventory

Table IV-1 shows a summary of County-owned buildings and land inventory associated with fire rescue services in St. Johns County. As presented, the inventory includes a total of 173,600 square feet of building space. The total county-owned land for these buildings is approximately 53 acres.

Building value estimates are based on a review of recent purchases, estimates for upcoming construction, insurance values of existing buildings, cost of similar structures in other Florida jurisdictions, and discussions with the County. Land values are based on recent land purchases, estimates for land cost of future fire station sites, current value of land where existing facilities are located as well as vacant land sales and values of similarly sized parcels throughout the county based on information obtained from the St. Johns County Property Appraiser.

Based on this review and analysis, the building value is estimated at $550 per square foot for stations, $400 per square foot for the administration building, and $250 per square foot for storage buildings. The land value is estimated at $200,000 per acre. These unit cost estimates result in a total building and land value of approximately $100.7 million; of which, $90.1 million is for buildings and the remaining $10.6 million is for land.

Table IV-1

Fire Rescue Buildings and Land Inventory

Building Name	Building Type	Address	Year Built	Square Feet[1]	Total Square Feet on Site[2]	Total Acres[3]	Allocated Acres[4]	Building Value[5]	Land Value[6]	Total Building and Land Value[7]
Fire Station #1	Station	130 Canal Boulevard	1998	7,500	7,687	2.48	2.48	$4,125,000	$496,000	$4,667,750
Fire Station #1 - Generator Building	Storage	130 Canal Boulevard	1999	187				$46,750		
Fire Station #2	Station	1120 Sheffield Road	1998	7,500	7,500	2.44	2.44	$4,125,000	$488,000	$4,613,000
Fire Station #3	Station	6010 State Road 13 North	2000	7,500	7,500	2.93	2.93	$4,125,000	$586,000	$4,711,000
Fire Station #4	Station	3400 CR208	2009	6,164	6,164	2.44	2.44	$3,390,200	$488,000	$3,878,200
Fire Station #5 + Sheriff's South Operations Center	Station	3370 US 1 South	2018	15,884	24,717	4.75	3.38	$8,736,200	$676,000	$10,353,800
Fire Station #5 + Sheriff's South Operations Center: gym/training tower		3376 US 1 South	2018	1,712				$941,600		
Fire Station #6[8]	Station	5865 Hwy A1A South	1989	5,422	5,422	2.29	N/A	$2,982,100	N/A	$2,982,100
Fire Station #7	Station	370 A1A Beach Boulevard	1980	3,724	4,760	6.29	4.92	$2,048,200	$984,000	$3,032,200
Fire Station #8	Station	7985 Morrison Road	2002	7,500	7,500	2.73	2.73	$4,125,000	$546,000	$4,671,000
Fire Station #9	Station	2998 S Ponte Vedra Beach Boulevard	1975	5,664	5,664	1.66	1.66	$3,115,200	$332,000	$3,447,200
Fire Station #10	Station	155 Library Boulevard	1993	5,850	29,715	10.15	2.00	$3,217,500	$400,000	$3,617,500
Fire Station #11 + Sheriff's Office	Station	4435 Cypress Links Boulevard	2024	11,094	13,959	4.54	3.61	$6,101,700	$722,000	$6,823,700
Fire Station #12	Station	4505 Avenue A	1996	6,688	114,200	18.08	1.06	$3,678,400	$212,000	$3,890,400
Fire Station #13[9]	Storage	988 County Road 13	1999	2,500	2,500	0.57	0.57	$625,000	$114,000	$739,000
Fire Station #14	Station	1255 W. King Street	1994	7,076	7,076	1.96	1.96	$3,891,800	$392,000	$4,283,800
Fire Station #15	Station	220 Pine Island Road	2011	8,804	8,804	2.18	2.18	$4,842,200	$436,000	$5,278,200
Fire Station #16	Station	235 Murabella Parkway	2007	8,804	8,804	2.50	2.50	$4,842,200	$500,000	$5,342,200
Fire Station #17	Station	10001 Cartwheel Bay Avenue	1992	6,432	6,432	2.06	2.06	$3,537,600	$412,000	$3,949,600
Fire Station #18	Station	1055 Crosswater Parkway	2014	8,417	8,417	3.00	3.00	$4,629,350	$600,000	$5,229,350
Fire Station #19	Station	205 Veterans Parkway	2020	8,882	8,882	2.14	2.14	$4,885,100	$428,000	$5,313,100
Fire Administration Building	Admin	3657 Gaines Road	2008	30,299	30,299	9.13	9.13	$12,119,600	$1,826,000	$13,945,600
Total				**173,603**			**53.19**	**$90,130,700**	**$10,638,000**	**$100,768,700**
Building Value per Square Foot[10]								**$519**		
Land Value per Acre[11]									**$200,000**	

1) Source: St. Johns County
2) Source: St. Johns County
3) Source: St. Johns County and St. Johns County Property Appraiser
4) Square feet (Item 1) divided by total square feet on site (Item 2) multiplied by total acres (Item 3)
5) Square feet (Item 1) multiplied by the estimated building value $550 per square foot for stations, $400 per square foot for the administration building, and $250 for storage buildings. See Appendix B for additional information.
6) Allocated acres (Item 4) multiplied by the estimated land value of $200,000 per acre (Item 11).
7) Sum of building value (Item 5) and land value (Item 6)
8) Land for Station 6 is leased from the Board of Trustees of the Internal Improvement Trust Fund (TIITF) and is excluded from the impact fee calculations.

9) Fire Station 13 is non-operational at this time. This station is used for storage and is unconditioned space.
10) Total building value (Item 5) divided by square feet (Item 1)
11) Source: Appendix B

In addition to land and buildings, St. Johns County fire rescue impact fee inventory includes the necessary vehicles and equipment required to perform its services. Equipment included in this list follows the County's definition of capital assets, which includes items that have a minimum value of $5,000 and five years of useful life. As presented in **Table IV-2**, the total vehicle and equipment value is approximately $73.5 million.

Table IV-2
Fire Rescue Vehicle & Equipment Inventory

Description	Unit Value[1]	Units[2]	Total Value[3]
Fire Rescue			
Alweld Connector	$21,100	2	$42,200
Ambulance	$510,050	26	$13,261,300
Fire Truck	$900,172	18	$16,203,096
Fire Truck - Aerial	$2,401,686	2	$4,803,372
Fire Truck - Rescue	$984,234	1	$984,234
Fire Truck - Stewart	$600,000	1	$600,000
Fire Truck - T300	$600,000	1	$600,000
Fire Truck Trailer	$108,900	1	$108,900
Ford F-350	$71,467	4	$285,868
Ford F-550	$79,775	4	$319,100
Polaris Jetski	$28,000	1	$28,000
Polaris UTV	$39,000	3	$117,000
Pumper	$900,172	15	$13,502,580
Safe Boat	$450,000	1	$450,000
SUV	$69,530	23	$1,599,190
Tanker	$600,000	3	$1,800,000
Towers	$1,166,182	12	$13,994,188
Trailer	$16,300	31	$505,300
Truck - Light	$75,681	44	$3,329,964
Truck - Specialized Body	$75,681	2	$151,362
Van	$52,000	7	$364,000
VT Hackney Trailer	$347,200	1	$347,200
Water Craft	$26,000	1	$26,000
Wells Cargo Trailer	$15,135	2	$30,270
Total			**$73,453,124**

1) Source: St. Johns County
2) Source: St. Johns County
3) Unit value (Item 1) multiplied by units (Item 2)

Service Area and Demand Component

St. Johns County provides fire services countywide except for St. Augustine while EMS services are provided countywide. The City of St. Augustine has a separate fire department that provides fire protection and basic life support to City residents. Because the fire rescue impact fee includes both fire and EMS facilities, it is calculated using a countywide service area, which tends to result in a slightly more conservative fee.

In this technical study, the 2024 weighted and functional population estimates are used to measure level of service and the demand component. Because simply using weighted (permanent, plus weighted seasonal) population estimates does not fully address daily workers and visitors who also benefit from the services, the "functional" weekly 24-hour population approach is used to establish a common unit of demand across different land uses. Functional population accounts for residents, visitors, and workers traveling in and out of the service area throughout the day and calculates the presence of population at the different land uses during the day, which represents the demand component of the impact fee equation. Appendix A provides further detail on the population analysis conducted.

Level of Service

St. Johns County is served by 18 fire stations, which results in a current achieved level of service (LOS) of 21,000 weighted seasonal residents per station or 0.048 stations per 1,000 weighted seasonal residents. In terms of functional residents, the County's achieved LOS is 18,600 functional residents per station or 0.054 stations per 1,000 functional residents, as shown in **Table IV-3**. Impact fee calculations assume that the County will continue to provide this achieved LOS in the future.

Table IV-3

Current Achieved Level of Service (2024)

Variable	Year 2024	
	Weighted Population	Functional Population
Fire Rescue		
Countywide Population[(1)]	378,880	334,593
Number of Stations[(2)]	18	18
Population per Station[(3)]	21,049	18,589
Achieved LOS (Stations per 1,000 Population)[(4)]	**0.048**	**0.054**

1) Source: Appendix A, Table A-1 for weighted population, Table A-11 for functional population
2) Source: Table IV-1
3) Population (Item 1) divided by the number of stations (Item 2)
4) Number of stations (Item 2) divided by the population (Item 1) multiplied by 1,000

Table IV-4 compares the fire rescue levels of service for other select Florida counties to the level of service of St. Johns County. The LOS is displayed in terms of permanent population for 2024 for the service area of all entities since this is the most recent population data available for all jurisdictions.

Table IV-4

Fire Rescue Level of Service Comparison

Jurisdiction	Service Area Population (2024)[(1)]	Number of Stations[(2)]	Residents per Station[(3)]	LOS (Stations per 1,000 Residents)[(4)]
Miami-Dade County	1,928,449	71	27,277	0.037
Clay County	227,194	12	18,933	0.053
St. Johns County	**331,479**	**18**	**18,416**	**0.054**
Duval County	1,062,593	68	15,626	0.064
Martin County	141,791	11	12,890	0.078
Flagler County	136,310	12	11,359	0.088
Putnam County	76,138	14	5,438	0.184

1) Source: University of Florida, Bureau of Economic & Business Research (BEBR) Florida Estimates of Population, April 1, 2024. If service area for fire and EMS differs, population reflects the larger service area.
2) Source: County/department websites
3) Service area population (Item 1) divided by the number of stations (Item 2)
4) Number of stations (Item 2) divided by the service area population (Item 1) divided by 1,000

Cost Component

The cost component of the study evaluates the cost of all capital items, including buildings, land, and vehicles/equipment. **Table IV-5** provides a summary of all capital assets, which amounts to approximately $174.2 million for fire rescue related services.

The County is using impact fee revenues to pay debt service for bonds that were used to build the fire administration building and two fire stations. Given this, the outstanding principal associated with debt service that will be paid with impact fee revenues is subtracted from the total inventory value to ensure that the new development is not charged twice for the same facility. As shown in Table IV-5, the owned asset value is $172.1 million for fire rescue facilities.

The total impact cost per functional resident is calculated by multiplying the owned asset value per station by the achieved LOS and dividing by 1,000. As shown, the total impact cost is calculated at $516 per functional resident for fire rescue facilities.

Table IV-5
Total Impact Cost per Functional Resident

Variable	Figure	Percent of Total[11]
Building Value[1]	$90,130,700	52%
Land Value[2]	$10,638,000	6%
Vehicle & Equipment Value[3]	$73,453,124	42%
Total Asset Value[4]	**$174,221,824**	**100%**
Less: Portion Not Owned[5]	$2,075,238	
Owned Asset Value[6]	**$172,146,586**	
Number of Stations[7]	18	
Owned Asset Value per Station[8]	**$9,563,699**	
LOS (Stations per 1,000 Functional Residents)[9]	0.054	
Total Impact Cost per Functional Resident[10]	**$516.44**	

1) Source: Table IV-1
2) Source: Table IV-1
3) Source: Table IV-2
4) Sum of building value (Item 1), land value (Item 2), and vehicle/equipment value (Item 3)
5) Source: St. Johns County
6) Total asset value (Item 4) less the portion not owned (Item 5)
7) Source: Table IV-1
8) Owned asset value (Item 6) divided by number of stations (Item 7)
9) Source: Table IV-3
10) Owned asset value per station (Item 8) multiplied by the achieved LOS (Item 9) divided by 1,000
11) Distribution of total asset value

Credit Component

To avoid overcharging for new development, a review of the capital funding allocation for fire rescue services is completed. The purpose of this review is to determine any potential revenues generated by future development that are likely to be used for capital facilities, land, vehicle, and equipment expansion of the services. As mentioned previously, the credit component does not include any capital renovation, maintenance, or operational expenses, as these types of expenditures do not add capacity and should not be considered for impact fee credit.

Capital Expansion "Cash" Credit

To calculate the capital expansion credit per functional resident, funding sources used for the past seven years are reviewed. Between FY 2018 and FY 2024, the County has allocated an average annual non-impact fee funding $7.6 million towards fire rescue facilities utilizing revenues the General Fund, grants/contributions, Beach Services Fund, Tree Bank Fund, Fire District Fund, and Communications Surcharge Fund. The annual capital expansion expenditures were divided by the average annual functional residents for the same period to calculate the average annual capital expansion credit per functional resident. As presented in **Table IV-6**, the result is $3.70 per functional resident.

Once the revenue credit per functional resident is calculated, a credit adjustment is needed for the portion of the revenue credit funded with ad valorem tax revenues, which is approximately 49 percent of the cash funding. This adjustment accounts for the fact that new homes tend to pay higher property taxes compared to older homes due to the "Save Our Homes" assessment cap. The adjustment factor was estimated based on a comparison of the average taxable value of newer homes to that of all homes. As presented, the adjusted revenue credit amounts to $4 per functional resident per year.

Table IV-6

Capital Expansion "Cash" Credit

Description[1]	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Total
General Fund								
Fire/EMS: Nocatee Area Radio System Enhancement	-	-	-	-	-	-	$215,704	$215,704
4029 - Fire Station South Combined[2]	$269,220	$62,690	$4,970	-	-	-	-	$336,880
AED's Countywide	$90,000	-	-	-	$20,514	-	-	$110,514
Cardiac Monitors[3]	$19,450	$44,736	$13,513	$12,750	-	-	-	$90,449
CPR Devices[4]	$63,474	-	-	-	-	-	-	$63,474
Power Load Cot[5]	$41,198	-	-	-	-	-	-	$41,198
Radios[6]	-	$7,831	-	$4,273	-	-	-	$12,104
New Ambulance Cots	-	$120,615	-	-	-	-	-	$120,615
2 Ambulances (1 Repl / 1 New)[7]	-	$246,834	-	-	-	-	-	$246,834
Catalyst 9200L	-	-	-	-	-	$3,401	-	$3,401
125 KW Generator	-	-	-	-	-	-	$96,961	$96,961
GTR 8000 Upgrade	-	-	-	-	$49,296	-	-	$49,296
Batteries And Enclos	-	-	-	-	-	-	$10,330	$10,330
Air Conditioner Unit	-	-	-	-	-	-	$30,000	$30,000
Subtotal -- General Fund	**$483,342**	**$482,706**	**$18,483**	**$17,023**	**$69,810**	**$3,401**	**$352,995**	**$1,427,760**
Grants/Contributions								
Fire/EMS: Fire Station 11 & SJSO Substation[8]	-	-	-	-	-	$760,612	$1,214,388	$1,975,000
Subtotal -- Grants/Contributions	**-**	**-**	**-**	**-**	**-**	**$760,612**	**$1,214,388**	**$1,975,000**
Beach Services Fund								
Fire/EMS: River Response Vessel	-	-	-	-	-	-	$253,000	$253,000
Subtotal -- Beach Services Fund	**-**	**-**	**-**	**-**	**-**	**-**	**$253,000**	**$253,000**
Tree Bank Fund								
4029 - Fire Station South Combined[2]	-	-	$17,499	-	-	-	-	$17,499
Subtotal -- Tree Bank Fund	**-**	**-**	**$17,499**	**-**	**-**	**-**	**-**	**$17,499**
Fire District Fund								
1947 - Fire Rad Equip Marine[9]	$92,718	-	$9,750	-	-	-	-	$102,468
4087 - Fire Station Serv Barn	-	-	-	-	$143,530	$358,174	$600,000	$1,101,704

Table IV-6 (Continued)
Capital Expansion "Cash" Credit

Description[1]	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Total
Fire District Fund								
4088 - Fire Station Serv Fence	-	-	-	-	$232,486	-	-	$232,486
Radios[10]	-	-	-	$10,949	-	-	-	$10,949
Flood Response Vehicles	-	$67,000	-	-	-	-	-	$67,000
Computer Aided Dispatch[11]	-	$673,210	$550,939	$408,160	-	-	-	$1,632,309
Ford Explorer CV 1901	$31,803	-	-	-	-	-	-	$31,803
Ford F-150 CV 2001	-	$31,386	-	-	-	-	-	$31,386
Ford F-150 CV 2002	-	$31,386	-	-	-	-	-	$31,386
Ford F-150 CV 2003	-	$31,386	-	-	-	-	-	$31,386
Cv 2067 Ford Explorer	-	-	$28,986	-	-	-	-	$28,986
Ford F-150 CV 2069	-	-	$34,483	-	-	-	-	$34,483
Ford F-150 CV 2070	-	-	$34,483	-	-	-	-	$34,483
Ford F-150 CV 2071	-	-	$34,483	-	-	-	-	$34,483
Ford F-150 CV 2072	-	-	$34,483	-	-	-	-	$34,483
Ford F-150 CV 2073	-	-	$34,483	-	-	-	-	$34,483
Ford F-150 CV 2074	-	-	$34,483	-	-	-	-	$34,483
Ford F-150 CV 2075	-	-	$34,483	-	-	-	-	$34,483
Ford Van CV 2076	-	-	$33,531	-	-	-	-	$33,531
Ford Transit CV 2161	-	-	-	$23,501	-	-	-	$23,501
GMC Yukon CV 2153	-	-	-	$45,330	-	-	-	$45,330
Tower Light System C	-	-	-	$13,915	-	-	-	$13,915
Tower Upgrades	-	-	-	-	$19,219	-	-	$19,219
60KW Generator	-	-	-	-	-	$68,321	-	$68,321
Subtotal -- Fire District Fund	**$124,521**	**$834,368**	**$864,587**	**$501,855**	**$395,235**	**$426,495**	**$600,000**	**$3,747,061**
Communication Surcharge Fund								
Cisco Router	-	-	-	-	-	$11,190	-	$11,190
Microwave Upgrade	-	-	-	-	$24,161	-	-	$24,161
Batteries And Enclos	-	-	-	-	-	-	$35,000	$35,000
Air Conditioner Unit	-	-	-	-	-	-	$65,485	$65,485

Table IV-6 (Continued)
Capital Expansion "Cash" Credit

Description[1]	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Total
Communication Surcharge Fund								
Tower Light System C	-	$17,675	-	-	-	-	-	$17,675
Subtotal -- Communication Surcharge Fund	**-**	**$17,675**	**-**	**-**	**$24,161**	**$11,190**	**$100,485**	**$153,511**
Total Capital Expansion "Cash" Expenditures								**$7,573,831**
Average Annual Capital Expansion "Cash" Expenditures[12]								$1,081,976
Average Annual Functional Population[13]								290,880
Annual Capital Expansion "Cash" Expenditures per Functional Resident[14]								**$3.72**
- Portion Funded with Ad Valorem Tax Revenues[15]								$1.82
- Portion Funded with Other Revenue Sources[16]								$1.90
Credit Adjustment Factor[17]								1.15
Adjusted Annual Capital Expansion "Cash" Credit per Functional Resident[18]								**$3.99**

1) Source: St. Johns County
2) Amount shown is 16% of the total expenditures, reflecting the expansion portion of the project related to fire rescue services.
3) Amount shown is 10% of the total expenditures, reflecting the expansion portion of the project related to fire rescue services.
4) Amount shown is 10% of the total expenditures, reflecting the expansion portion of the project related to fire rescue services.
5) Amount shown is 50% of the total expenditures, reflecting the expansion portion of the project related to fire rescue services.
6) Amount shown is 50% of the total expenditures, reflecting the expansion portion of the project related to fire rescue services.
7) Amount shown is 50% of the total expenditures, reflecting the expansion portion of the project related to fire rescue services.
8) Amount shown is 79% of the total expenditures, reflecting the expansion portion of the project related to fire rescue services.
9) Amount shown is 50% of the total expenditures, reflecting the expansion portion of the project related to fire rescue services.
10) Amount shown is 50% of the total expenditures, reflecting the expansion portion of the project related to fire rescue services.
11) Amount shown is 50% of the total expenditures, reflecting the expansion portion of the project related to fire rescue services.
12) Average annual capital expenditures over the 7-year period
13) Source: Appendix A, Table A-11
14) Average annual capital expansion "cash" expenditures (Item 12) divided by the average annual functional population (Item 13)
15) Capital expansion "cash" expenditures per functional resident (Item 14) multiplied by the ad valorem portion of total expenditures (49%)
16) Capital expansion expenditures per functional resident (Item 14) less the portion funded with ad valorem tax revenues (Item 15)
17) Adjustment factor to reflect higher ad valorem taxes paid by new homes
18) Portion funded with ad valorem tax revenues (Item 15) multiplied by the credit adjustment factor (Item 17) plus portion funded with other revenue sources (Item 16)

Capital Expansion "Debt Service" Credit

Any outstanding bond issues related to the expansion of fire rescue facilities will also result in a credit to the impact fee. St. Johns County funded new emergency radios with the Special Obligation Revenue Note, Series 2022A. The remaining debt service payments are divided by the functional population during the same period to determine the debt service credit per functional resident. As presented in **Table IV-7**, the resulting credit for fire rescue/EMS-related debt is approximately $8.50 per functional resident.

Similar to the capital expansion "cash" credit per functional resident, because a portion of the debt service is being retired using ad valorem tax revenues, an adjustment was made, which resulted in a debt service credit of $9.35 per functional resident.

Table IV-7

Capital Expansion "Debt Service" Credit

Description	Number of Remaining FY Payments[1]	Fire Rescue Remaining Debt Service[2]	Present Value of Payments Remaining[3]	Average Annual Functional Population[4]	Debt Service Credit per Functional Resident[5]
Capacity Projects					
Special Obligation Revenue Note, Series 2022A	3	$3,049,145	$2,981,915	349,896	$8.52
Total Debt Service Credit per Functional Resident					**$8.52**
- Portion Funded with Ad Valorem Tax Revenue[6]					$5.54
- Portion Funded with Other Revenue Sources[7]					$2.98
Credit Adjustment Factor[8]					1.15
Adjusted Debt Service Credit per Functional Resident[9]					**$9.35**

1) Source: St. Johns County
2) Outstanding debt service for the capacity portion of emergency radio upgrade/replacement paid back with non-impact fee revenues
3) Present value of remaining payments in 2025 dollars
4) Source: Appendix A, Table A-11. Represents the average annual functional population over the remaining debt service period.
5) Present value of payment remaining (Item 3) divided by the average annual functional population during the remaining periods (Item 4)
6) Portion of total debt service credit per functional resident to be repaid with ad valorem tax revenue (represents approximately 65% of General Fund revenues)
7) Total debt service credit per functional resident less portion to be funded with ad valorem tax revenue (Item 6)
8) Adjustment factor to reflect higher ad valorem taxes paid by new homes
9) Portion of total debt service funded with ad valorem tax revenue (Item 6) multiplied by the credit adjustment factor for residential land uses (Item 8) plus the portion funded with other revenue sources (Item 7)

Net Fire Rescue Impact Cost

Table IV-8 summarizes the net impact cost per functional resident, which is the difference between the cost component and the credit component. As presented, the net fire rescue impact cost per functional resident amounts to approximately $451 for residential land uses and $455 for non-residential land uses.

Table IV-8

Net Impact Cost per Functional Resident

Variable	Figure
Total Impact Cost	
Total Impact Cost per Functional Resident[1]	$516.44
Total Revenue Credit	
Average Annual Capital Expansion "Cash" Credit per Functional Resident[2]	
- Residential Land Uses	$3.99
- Non-residential Land Uses	$3.72
Capitalization Rate	5.0%
Capitalization Period (in years)	25
Capital Expansion "Cash" Credit per Functional Resident[3]	
- Residential Land Uses	$56.23
- Non-residential Land Uses	$52.43
Capital Expansion "Debt Service" Credit per Functional Resident[4]	
- Residential Land Uses	$9.35
- Non-residential Land Uses	$8.52
Total Capital Expansion Credit per Functional Resident[5]	
- Residential Land Uses	$65.58
- Non-residential Land Uses	$60.95
Net Impact Cost	
Net Impact Cost per Functional Resident[6]:	
- Residential Land Uses	**$450.86**
- Non-residential Land Uses	**$455.49**

1) Table IV-5
2) Table IV-6
3) Average annual capital expansion "cash" credit per functional resident (Item 2) over a capitalization rate of 5% for 25 years. Capitalization rate provided by St. Johns County.
4) Source: Table IV-7
5) Sum of capital expansion "cash" credit per functional resident (Item 3) and debt service credit per functional resident (Item 4)
6) Total impact cost per functional resident (Item 1) less the total capital expansion credit per functional resident (Item 5)

Calculated Fire Rescue Impact Fee Schedule

Table IV-9 presents the calculated fire rescue impact fee schedule for St. Johns County for both residential and non-residential land uses, based on the net impact cost per functional resident previously presented in Table IV-8. The table also presents the current adopted impact fees and the maximum allowable impact fees per Florida Statue 163.31801.

Table IV-9

Calculated Fire Rescue Impact Fee Schedule

ITE LUC	Land Use	Impact Unit	Functional Residents per Unit[1]	Calculated Impact Fee [2]	Current Adopted Impact Fee[3]	Percent Change[4]	F.S. 163.31801 Maximum Impact Fee[5]	Percent Change[6]
	RESIDENTIAL:							
210/215/ 220/221/ 222/240	Under 800 sq ft	du	0.84	**$379**	$167	127%	$250	50%
	801 to 1,250 sq ft	du	0.93	**$419**	$449	-7%	$419	-7%
	1,251 to 1,800 sq ft	du	1.35	**$609**	$591	3%	$609	3%
	1,801 to 2,500 sq ft	du	1.73	**$780**	$732	7%	$780	7%
	2,501 to 3,750 sq ft	du	2.20	**$992**	$1,015	-2%	$992	-2%
	3,751 to 5,000 sq ft	du	2.54	**$1,145**	$1,296	-12%	$1,145	-12%
	5,001 sq ft and over	du	2.74	**$1,235**	$1,579	-22%	$1,235	-22%
251/252	Senior Adult Housing	du	1.03	**$464**	$167	178%	$250	50%
	TRANSIENT, ASSISTED, GROUP:							
253	Congregate Care Facility	du	1.29	**$588**	$167	252%	$250	50%
254	Assisted Living Facility	bed	0.92	**$419**	$4	10375%	$6	50%
320	Hotel/Motel	room	1.18	**$537**	$79	580%	$118	49%
620	Nursing Home	1,000 sf	2.67	**$1,216**	$11	10955%	$16	45%
	RECREATIONAL:							
411	Public Park	acre	0.04	**$18**	$8	125%	$12	50%
416	Campground/RV Park	site	0.46	**$210**	$172	22%	$210	22%
420	Marina	berth	0.12	**$55**	$14	293%	$21	50%
492	Health/Fitness Club	1,000 sf	2.10	**$957**	$88	988%	$132	50%
	INSTITUTIONS:							
520	Elementary School (Private)	1,000 sf	0.83	**$378**	$63	500%	$94	49%
522	Middle School (Private)	1,000 sf	0.85	**$387**	$63	514%	$94	49%
525	High School (Private)	1,000 sf	0.60	**$273**	$57	379%	$85	49%
540	College (Private)	1,000 sf	0.96	**$437**	$54	709%	$81	50%

Table IV-9

Calculated Fire Rescue Impact Fee Schedule (Continued)

ITE LUC	Land Use	Impact Unit	Functional Residents per Unit[1]	Calculated Impact Fee [2]	Current Adopted Impact Fee[3]	Percent Change[4]	F.S. 163.31801 Maximum Impact Fee[5]	Percent Change[6]
	MEDICAL:							
610	Hospital	1,000 sf	1.28	**$583**	$168	247%	$252	50%
630	Clinic	1,000 sf	1.44	**$656**	$168	290%	$252	50%
650	Free-Standing Emergency Room	1,000 sf	1.65	**$752**	$168	348%	$252	50%
	OFFICE:							
710	Office	1,000 sf	0.95	**$433**	$216	100%	$324	50%
720	Medical Office/Clinic 10,000 sq ft or less	1,000 sf	1.16	**$528**	$141	274%	$211	50%
	Medical Office/Clinic greater than 10,000 sq ft	1,000 sf	1.67	**$761**	$141	440%	$211	50%
	RETAIL:							
817	Nursery (Garden Center)	1,000 sf	3.20	**$1,458**	$132	1005%	$198	50%
822	Retail 40,000 sfgla or less	1,000 sfgla	1.97	**$897**	$230	290%	$345	50%
821	Retail 40,001 to 150,000 sfgla	1,000 sfgla	2.74	**$1,248**	$206	506%	$309	50%
820	Retail greater than 150,000 sfgla	1,000 sfgla	1.88	**$856**	$132	548%	$198	50%
880/881	Pharmacy/Drug Store with or w/o Drive-Thru	1,000 sf	1.69	**$770**	$83	828%	$124	49%
	SERVICES:							
912	Bank/Financial Institution	1,000 sf	1.42	**$647**	$77	740%	$115	49%
930	Fast Casual Restaurant	1,000 sf	3.28	**$1,494**	$179	735%	$268	50%
931	Fine Dining Restaurant	1,000 sf	5.73	**$2,610**	$179	1358%	$268	50%
932	High-Turnover (Sit-Down) Restaurant	1,000 sf	5.39	**$2,455**	$179	1272%	$268	50%
933	Fast Food Restaurant without Drive-Thru	1,000 sf	8.39	**$3,822**	$179	2035%	$268	50%
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	9.66	**$4,400**	$179	2358%	$268	50%
944	Gas Station w/Convenience Store <2,000 sq ft	fuel pos.	1.32	**$601**	$107	462%	$160	50%
945	Gas Station w/Convenience Store 2,000 to 5,499 sq ft	fuel pos.	2.08	**$947**	$107	785%	$160	50%
	Gas Station w/Convenience Store 5,500+ sq ft	fuel pos.	2.71	**$1,234**	$107	1053%	$160	50%
	INDUSTRIAL:							
110	General Light Industrial	1,000 sf	0.45	**$205**	$29	607%	$43	48%
150	Warehousing	1,000 sf	0.12	**$55**	$19	189%	$28	47%
151	Mini-Warehouse	1,000 sf	0.03	**$14**	$3	367%	$4	33%

1) Source: Appendix A, Table A-12 for residential land uses and Table A-13 for non-residential land uses.
2) Functional residents per unit (Item 1) multiplied by the net impact cost per functional resident shown in Table IV-8
3) Source: St. Johns County. Rates shown do not include the 40% discount currently applied to non-residential land uses

4) Percent change from the current adopted impact fee (Item 3) to the calculated impact fee (Item 2)
5) Maximum allowable impact fee in compliance with 50 percent increase cap per F.S. 163.31801
6) Percent change from the current adopted impact fee (Item 3) to the F.S. 163.31801 maximum allowable impact fee (Item 5)

Notes:

- Current adopted rate for Residential under 800 sq ft ($167) is shown for Senior Adult Housing and Congregate Care Facility land uses.
- Assisted Living is a new land use. Current adopted impact fee reflects the fee for nursing home ($11) which has been converted to "per bed."
- Current adopted rate for Campground/RV park ($1,037 per acre) was converted to "per site."
- Current adopted rate for Elementary School ($63 per 1,000 sf) is shown for Middle School land use.
- Current adopted rate for Hospital ($168 per 1,000 sf) is shown for Clinic and Free-Standing Emergency Room land uses.
- Current adopted rate for Office greater than 200,000 sq ft ($216 per 1,000 sf) is shown for Office land use.
- Current adopted rate for Commercial greater than 500,000 sf ($132 per 1,000 sf) is shown for Nursery (Garden Center) and Retail greater than 150,000 sfgla.
- Current adopted rate for Commercial less than 100,000 sf ($230 per 1,000 sf) is shown for Retail 40,000 sfgla or less.
- Current adopted rate for Commercial 100,000 sf to 199,00 sf ($206 per 1,000 sf) is shown for Retail 40,001 to 150,000 sfgla.
- Current adopted rate for Fast Food w/Drive-Thru ($179 per 1,000 sf) is shown for Fast Casual Restaurant, Fine Dining Restaurant, High-Turnover Restaurant, and Fast Food Restaurant without Drive-Thru land uses.

Fire Rescue Impact Fee Schedule Comparison

As part of the work effort in developing the St. Johns County fire rescue impact fee schedule, the County's calculated impact fee schedule was compared to the adopted fee schedules of other select Florida counties. **Table IV-10** presents this comparison.

Table IV-10

Fire Rescue IF Schedule Comparison

Land Use	Unit[2]	St. Johns County			Clay County[6]	Flagler County[7]	Martin County[8]	Miami-Dade County[9]	Volusia County[10]
		Calculated[3]	Current Adopted[4]	Maximum[5]					
Date of Last Update		**2024**	**2018**	**N/A**	2022	2021	2023	N/A	2022
Assessed Portion of Calculated[1]		**N/A**	**100%**	**N/A**	100%	100%	Varies - SF @100%	N/A	100%
Residential:									
Single Family (2,000 sf)	du	**$780**	**$732**	**$780**	$1,237	$800	$708	$487	$667
Non-Residential:									
Light Industrial	1,000 sf	**$205**	**$29**	**$43**	$666	$247	$18	$1,578	$230
Office (50,000 sq ft)	1,000 sf	**$433**	**$360**	**$433**	$1,872	$504	$120	$387	$450
Retail (125,000 sq ft)	1,000 sf	**$1,248**	**$206**	**$309**	$1,217	$1,325	$478	$521	$1,210

1) Represents the portion of the maximum calculated fee for each respective county that is actually charged. Fee may have been lowered/increased through annual indexing or policy discounts. Does not account for moratorium/suspensions.
2) du = dwelling unit
3) Table IV-9
4) Source: St. Johns County. Rates shown do not include the 40% discount currently applied to non-residential land uses
5) Maximum allowable impact fee in compliance with 50 percent increase per F.S. 163.31801
6) Source: Clay County Planning & Zoning. Fee shown reflect "fire rescue" impact fee.
7) Source: Flagler County Growth Management Department. Fee shown is the sum of the fire rescue and EMS impact fees.
8) Source: Martin County, Florida Resources. Fee shown reflect "fire rescue" impact fee. Fee shown excludes 1.5% administration fee. Fees adopted in compliance with the 50% limit and phasing requirements per F.S. 163.31801. Fees shown reflect fully phased-in fees effective January 1, 2028.
9) Source: Miami -Dade County Zoning Department. Fee shown reflects "fire" impact fee.
10) Source: Volusia County, Growth and Resource Management Department. Fee shown is the sum of the fire rescue and EMS impact fees.

V. Parks and Recreation Facilities

This section addresses the analysis used in developing the parks and recreation impact fee. Several elements addressed in the section include:

- Park Land and Recreation Facilities Inventory
- Service Area and Demand Component
- Level of Service
- Cost Component
- Credit Component
- Net Parks and Recreation Facilities Impact Cost
- Calculated Parks and Recreation Facilities Impact Fee Schedule
- Parks and Recreation Facilities Impact Fee Schedule Comparison

These elements are summarized throughout this section.

Park Land and Recreation Facilities Inventory

According to information provided by St. Johns County, the County's land and recreation facilities inventory utilized for impact fee purposes includes over 1,400 acres. The inventory excludes park land that is not owned by the County, parks that are operated by another entity, and/or generate revenue. Neighborhood parks without beach access are excluded from the inventory as the amenities at these parks are unlikely to attract from a larger radius than the immediate neighborhood. **Table V-1** presents a summary of the inventory included in the parks and recreation facilities impact fee.

Table V-1

Parks Land and Recreation Inventory

Facility	Park Type	Park Acres	Beah Access Acres	Boardwalk	Boat Ramps (Paved)	Kayak Launch	Buildings	Court					Dog Park	Exercise Course	Field						Frisbee/ Disc Golf	Horseshoe Pits	Picnic Pavilion		Playground	Parking (Beach Access)	Skate Park	Sprayground / Splash Park	Swimming Pool	Trail	
								Basketball (lit)	Basketball (unlit)	Tennis (lit)	Tennis (unlit)	Volleyball			Baseball (lit)	Baseball (unlit)	Multi Purpose (lit)	Multi Purpose (unlit)	Soccer (lit)	Softball (lit)			Non-rental, medium	Non-rental, small						Nature Trail/Hiking	Trail-Paved
				linear ft	*ramps*	*launch*	*sf*	*courts*	*courts*	*courts*	*courts*	*courts*	*parks*	*courses*	*fields*	*fields*	*fields*	*fields*	*fields*	*fields*	*course*	*pits*	*pavilions*	*pavilions*	*playground*	*spaces*	*parks*	*parks*	*pools*	*miles*	*miles*
312 Boat Ramp (Proposed)	Proposed	26.66	-																												
Aberdeen Park	Community	20.00	-				1,623								1		2			3					1						
Al Wilke Park & Hastings Center	Community	9.97	-				57,635		1		2					1		1						1	1						
Alpine Groves Park	Regional	55.01	-				3,765																		1						1.45
Beluthahatchee Park	Regional	1.84	-				1,540																	1						0.21	
Bird Island Park	Regional	4.91	-																					1	1						
BMX Track	Regional	6.16	-																												
Boating Club Road Boat Ramp	Regional	0.47	-		1																										
Canopy Shores Park	Regional	36.31	-				816							1											1						0.63
Cornerstone Park	Community	14.78	-				3,383		1		2					4		1					1								
Crescent Beach Park	Regional	0.00	2.09				755																			112					
Davis Park	Regional	138.21	-				5,780						1		6		5		4	4					1						
Doug Crane Boat Ramp	Regional	3.29	-		1																										
Durbin Crossing Park	Community	38.27	-				1,371								4		2														
Equestrian Center	Regional	20.37	-				9,173																	1	1						
Frank Butler Park East	Regional	0.00	3.86				1,400																			56					
Frank Butler Park West	Regional	44.73	-		1																			4							
Genovar Land Acquisition	Proposed	31.00	-																												
Green Road Boat Ramp	Regional	0.22	-		1																										
Hastings Park	Community	1.23	-						1									1						1	1						
Hastings Trailhead	Regional	7.81	-				0																								
Helen Mellon Schmidt Park	Regional	21.31	-																												
Matanzas Inlet Fishing Park	Regional	1.17	-																												
McCullough Creek[2]	Regional	N/A	-																											18.26	
Mickler Beachfront Park	Regional	0.00	3.46	185.99			300																	1		248					
Mills Field	Community	26.70	-				1,706			4					6					2			1	1	1						
Mussallem Beachfront Park	Regional	0.00	8.45																												
Nease Beachfront Park	Regional	1.60	1.61				2,307																			14					0.13
Nocatee Community Park	Community	32.27	-				720			2			1					3						1	1						0.32
Nocatee Kayak Launch	Regional	1.17	-			1																									
Nocatee Landing	Regional	9.10	-																					1						0.20	
Nocatee Preserve[2]	Regional	N/A	-																					1						9.14	
North Beach Park[3]	Neighborhood	0.00	7.17	46.00			2,307																		1	74					
Northwest/Helow Park	Proposed	63.44	-																												
Old Shands Bridge Pier	Regional	1.11	-																												
Old Spanish Chimney and Well	Regional	1.40	-																												
Palencia Park	Community	10.35	-				10,000	1							3		1								1						
Palm Valley Boat Ramp Park	Regional	1.68	-		1																										
Palmetto Road Boat Ramp	Regional	1.13	-		1																										
Palmo Community Park	Community	21.46	-																												
Palmo Road Boat Ramp	Regional	0.95	-		1																										
Plantation Park	Community	26.20	-				3,616										2	2						1	1						
Pope Road Park	Regional	0.00	0.97																					1		24					
Riverdale Park & Boat Ramp	Regional	9.18	-		1		1,200																	1							
Rivertown II	Community	74.70	-				180										4														
Rivertown Park	Community	31.87	-				840								4																
Ron Parker Park	Community	4.34	-				174	1	1	8			1					1						1	1						
Shearwater Park (Closed)	Proposed	9.99	-																												
Shore Drive Boat Ramp	Regional	0.68	-		1																										
Shore Drive Waterfront Park	Regional	85.06	-																												0.09
Silverleaf Park (Closed)	Proposed	39.83	-																												
South Ponte Vedra Park[3]	Neighborhood	0.00	5.35				2,340																	1		22					
Southeast Intracoastal Waterway Park	Regional	114.85	-																					1						0.66	
Spyglass Walkover & Parking Lot	Regional	0.00	1.25																							23					
St. Augustine Little League Park	Community	34.88	-				9,580								7					2				1							
St. Johns County Fairgrounds	Regional	52.77	-				22,301														1										
St. Johns County Ocean Pier & Courts Park	Regional	0.00	5.79				16,200					6																			
Surfside Park	Regional	0.00	0.75				1,236																			55					
The Players Senior Community Center	Regional	3.91	-				10,600																								
Tortuga Beachfront Park (Proposed)	Regional	0.00	0.95																												
Treaty Park	Regional	47.30	-				15,576	2		15			1	1			2			4		1		1	1					1.93	
Trout Creek Park	Community	19.30	-		1		7,477																	2	1					0.79	
Turnbull Park (Proposed)	Regional	46.04	-																												
Usina Boat Ramp Park	Regional	1.80	-		1		2,228															1		1						0.08	
Vaill Point Park	Community	22.96	-				1,296											1							1						0.91
Veterans Park	Regional	53.40	-				7,500	2		6			1						6					1	1		1				

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Table V-1 (Continued)

Park Land and Recreation Inventory

Facility	Park Type	Park Acres	Beah Access Acres	Boardwalk	Boat Ramps (Paved)	Kayak Launch	Buildings	Court					Dog Park	Exercise Course	Field						Frisbee/ Disc Golf	Horseshoe Pits	Picnic Pavilion		Playground	Parking (Beach Access)	Skate Park	Sprayground / Splash Park	Swimming Pool	Trail	
								Basketball (lit)	Basketball (unlit)	Tennis (lit)	Tennis (unlit)	Volleyball			Baseball (lit)	Baseball (unlit)	Multi Purpose (lit)	Multi Purpose (unlit)	Soccer (lit)	Softball (lit)			Non-rental, medium	Non-rental, small						Nature Trail/Hiking	Trail-Paved
Vilano Beach Fishing Pier and Pavilion	Regional	1.88	-				17,329																	1							
Vilano Beach Nature Boardwalk	Regional	2.56	-	178.98																											
Vilano Beach Oceanfront Park	Regional	0.00	1.78																												
Vilano Beachfront Park and Pavilion	Regional	0.69	-				1,939																								
Vilano Landing	Regional	6.18	-		1																			1							
Vilano Road	Regional																									61					
Walter E. Harris Community Center	Regional	42.79	-				18,200	1									2							1	1						
West Augustine Park & Solomon Calhoun Community Center	Regional	13.60	-				18,100										1								1			1	1		
7001 A1A S / 7007 A1A S	Regional	-	0.53																							50					
147 (E. Magnolia Avenue 4998/5000 AV)	Regional	-	-	375.00																											
148 (E. Palmetto Avenue 5098/5100 AV)	Regional	-	-	485.00																											
149 (Orange Avenue 5198/5200 AV)	Regional	-	-	416.00																											
156 (Skipper Lane)	Regional	-	-	423.00																											
159 (Minnie Street)	Regional	-	-	237.00																											
160 (Butler Park East)	Regional	-	-	323.00			1,400																								
162 (Escambia)	Regional	-	-	255.00																											
164 (Crescent Beach Park)	Regional	-	-	155.00			755																								
165 (Green Road)	Regional	-	-	300.00																											
167 (Spyglass)	Regional	-	-	273.00																											
168 (Fort Matanzas Ramp)	Regional	-	-	110.00																											
NB #2 (Fifth Street)	Regional	-	-	26.00																											
NB #22 (23rd Street)	Regional	-	-	55.00																											
NB #24 (North Beach Parking Area)	Regional	-	-	46.00																											
NB #27 (3365 Coastal Hwy)	Regional	-	-	40.00																						50					
NB #28 (3171 Coastal Hwy)	Regional	-	-	140.00																											
NB #29 (Surfside/3080 Coastal Hwy)	Regional	-	-	49.00																											
NB #30 (N Palmetto Street)	Regional	-	-	96.00																											
NB #33 (Vilano North)	Regional	-	-	130.00																											
NB #34 (Vilano South)	Regional	-	-	134.00																											
NB#1 (Third Street)	Regional	-	-	26.00																											
PVB #1 (Between 311 & 313 PV Blvd (313/315))	Regional	-	-	47.00																											
PVB #10 (Between 513 & 515 PV Blvd)	Regional	-	-	48.00																											
PVB #11 (Between 519 & 521 PV Blvd)	Regional	-	-	55.00																											
PVB #12 (Between 527 & 529 PV Blvd)	Regional	-	-	82.00																											
PVB #13 (Between 541 & 543 PV Blvd)	Regional	-	-	72.00																											
PVB #14 (Between 557 & 559 PV Blvd)	Regional	-	-	39.00																											
PVB #15 (Micklers Landing)	Regional	-	-	200.00																											
PVB #1A (San Juan Drive)	Regional	-	-	75.00																											
PVB #3 (Between 333 & 335 PV Blvd)	Regional	-	-	55.00																											
PVB #4 (Between 343 & 345 PV Blvd)	Regional	-	-	80.00																											
PVB #5 (Between 351 & 401 PV Blvd)	Regional	-	-	55.00																											
PVB #6 (Between 407 & 409 PV Blvd)	Regional	-	-	63.00																											
PVB #7 (Between 415 & 417 PV Blvd)	Regional	-	-	72.00																											
PVB #8 (Between 423 & 501 PV Blvd)	Regional	-	-	82.00																											
PVB #9 (Between 505 & 507 PV Blvd)	Regional	-	-	68.00																											
PVB#2 (Between 321 & 323 PV Blvd)	Regional	-	-	52.00																											
SAB #10 (11th Street)	Regional	-	-	8.00																											
SAB #12 (10th Street)	Regional	-	-	53.00																											
SAB #13 (9th Street)	Regional	-	-	140.00																											
SAB #17 (7th Street)	Regional	-	-	138.00																											
SAB #24 (1st Street)	Regional	-	-	172.00																											
SAB #26 (A Street)	Regional	-	-	128.00																											
SAB #30 (D Street)	Regional	-	-	110.00																											
SAB #32 (F Street)	Regional	-	-	130.00																											
SJC/SABP-N (St. Johns County Pier)	Regional	-	-	20.00																						180					
SJC/SABP-S (St. Johns County Pier)	Regional	-	-	34.00																						180					
SPVRA (2993 S PVB)	Regional	-	-	74.00																											
(22nd St)	Regional	-	-	33.00																											
(11th St)	Regional	-	-	58.00																											
(20th St)	Regional	-	-	42.00																											
(13th St)	Regional	-	-	44.00																											
(Boating Club Rd)	Regional	-	-	27.00																											

Table V-1 (Continued)

Park Land and Recreation Inventory

Facility	Park Type	Park Acres	Beah Access Acres	Boardwalk	Boat Ramps (Paved)	Kayak Launch	Buildings	Court					Dog Park	Exercise Course	Field						Frisbee/ Disc Golf	Horseshoe Pits	Picnic Pavilion		Play ground	Parking (Beach Access)	Skate Park	Sprayground / Splash Park	Swimming Pool	Trail	
								Basketball (lit)	Basketball (unlit)	Tennis (lit)	Tennis (unlit)	Volleyball			Baseball (lit)	Baseball (unlit)	Multi Purpose (lit)	Multi Purpose (unlit)	Soccer (lit)	Softball (lit)			Non-rental, medium	Non-rental, small						Nature Trail/Hiking	Trail-Paved
				linear ft	*ramps*	*launch*	*sf*	*courts*	*courts*	*courts*	*courts*	*courts*	*parks*	*courses*	*fields*	*fields*	*fields*	*fields*	*fields*	*fields*	*course*	*pits*	*pavilions*	*pavilions*	*pavilions*	*spaces*	*parks*	*parks*	*pools*	*miles*	*miles*
Neighborhood	2	0.00	12.52	46.00	0	0	4,647	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	96	0	0	0	0.00	0.00
Community	16	389.28	0.00	0.00	1	0	99,601	2	4	14	4	0	2	0	25	5	11	10	0	7	0	0	2	9	10	0	0	0	0	0.79	1.23
Regional	105	842.64	31.49	6,814.97	11	1	160,400	5	0	21	0	6	3	2	6	0	10	0	10	8	1	2	0	19	9	1,053	1	1	1	30.48	2.30
Proposed	5	170.92	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00
Total	**128**	**1,402.84**	**44.01**	**6,860.97**	**12**	**1**	**264,648**	**7**	**4**	**35**	**4**	**6**	**5**	**2**	**31**	**5**	**21**	**10**	**10**	**15**	**1**	**2**	**2**	**29**	**20**	**1,149**	**1**	**1**	**1**	**31.27**	**3.53**

Source: St. Johns County

Notes:

* Acres shown reflect the active acres utilized for the recreational trail. The remaining acres are included in the conservation impact fee inventory

**Neighborhood parks with beach access are included in the impact fee inventory they are likely to draw residents from a larger region than the immediate neighborhood

Service Area and Demand Component

The County-owned parks are utilized countywide, and therefore, the countywide service area and population are used in the calculation of parks and recreation impact fee. Appendix A, Table A-1, provides the estimated countywide population for 2024 and the projected population through 2035. Parks and recreation impact fees are charged only to residential land uses. The demand component is measured in terms of population per housing unit by residential category, which is also presented in Appendix A.

Level of Service

The current achieved LOS for all County-owned and maintained parks is presented in **Table V-2**. To determine the current achieved LOS, the total acreage is divided by the countywide weighted seasonal population for 2024 and multiplied by 1,000. As shown, the total achieved LOS in St. Johns County for County-owned parks is 3.82 acres per 1,000 residents. The County's current adopted LOS standard is 28 acres per 1,000 residents, which takes into consideration state-owned regional parks that are not included in the impact fee calculations.

While the achieved LOS indicates the investment that has been made by the community into park land, the adopted LOS standard provides the intended/goal LOS. For impact fee calculation purposes, the lower of the two measures is utilized to not overcharge new development. Given this, the achieved LOS standard of 3.82 acres per 1,000 residents is utilized in the calculation of the parks and recreation impact fee.

Table V-2

Current Achieved Level of Service & Adopted Level of Service Standard

Park Classification	Acres[1]	Achieved LOS[2]	Adopted LOS Standard[3]	Used in the Study[4]
Total Acres				
Neighborhood Parks[5]	12.52	0.03	2.00	
Community Parks	389.28	1.03	3.00	
Regional/District Parks	874.13	2.31	23.00	
Proposed Parks	170.92	0.45	-	
Total	**1,446.85**	**3.82**	**28.00**	**3.82**
2024 Countywide Population[6]		378,880		

1) Source: Table V-1
2) Acres (Item 1) divided by 2024 countywide population (Item 6), multiplied by 1,000.
3) Source: St. Johns County, Recreation and Open Space Element, Objective F.1.3, Policy F.1.3.1
4) Impact fee calculations use the lower of the achieved LOS vs. the adopted LOS standard
5) Acres reflect only neighborhood parks with beach access
6) Source: Appendix A, Table A-1

Table V-3 presents a comparison of the parks and recreation adopted LOS standards of other select Florida jurisdictions and St. Johns County's adopted LOS standard. As shown, the County's adopted LOS standard is at the high end of the adopted LOS standards of other jurisdictions reviewed.

Table V-3

Adopted LOS Standard Comparison

Community	LOS Standard (Acres per 1,000 Residents)
Clay County[1]	1.90
Putnam County[2]	2.00
Miami-Dade County[3]	2.75
Martin County[4]	3.00
Duval County[5]	4.43
Volusia County[6]	7.00
St. Johns County[7]	**28.00**
Flagler County[8]	34.00

1) Source: Clay County, Comprehensive Plan, Recreation and Open Space Element, Objective 1.1, Policy 1.1.1. Community: 1 acre/2,100 residents, Neighborhood: 1 acre/700 residents
2) Source: Putnam County, Comprehensive Plan, Recreation and Open Space, Objective F.1.3.1, Policy F.1.3.2

3) Source: Miami-Dade County, Comprehensive Development Master Plan, Chapter VI. Recreation and Open Space Element, ROS-2A.
4) Source: Martin County, Comprehensive Plan, Recreation and Open Space Element, Level of Service Analysis, LOS for active parks
5) Source: City of Jacksonville 2045 Comprehensive Plan, Recreation and Open Space
6) Source: Volusia County, Comprehensive Plan, Recreation and Open Space Element, Objective 13.1.4, Policy 13.1.4.1
7) Source: St. Johns County, Recreation and Open Space Element, Objective F.1.3, Policy F.1.3.1
8) Source: Flagler County, Comprehensive Plan, Recreation and Open Space, Goal H.1.1, Policy H.1.1.1. Countywide: 30 acres/1,000 residents, Community: 3 acres/1,000 residents, Neighborhood: 1 acre/1,000 residents

Cost Component

The capital cost associated with parks and recreation facilities consists of two components: the cost of purchasing and developing land for each park and the cost of recreational facilities located at each park. The following paragraphs address park land and recreational facility value estimates.

Land Cost

Park land value is estimated based on vacant land sales of similar size parcels over the past six years, value of similar size vacant parcels based on information obtained from the St. Johns County Property Appraiser's database and discussions with the County. This analysis resulted in an estimated average land value of $100,000 per acre for inland parks and $2 million per acre for beach access land. This information is presented in **Table V-4**. Appendix B provides further detail regarding the estimation of the land value.

The cost of park land includes more than just the purchase price of the land. Landscaping, site improvement, and irrigation are also considered. The cost for landscaping, site preparation, and irrigation is estimated at $30,000 per acre based on data from other Florida jurisdictions and discussions with the County.

These land-related costs are converted to land value per resident using the achieved LOS presented previously, which results in an average land cost of $703 per resident.

Table V-4

Land Cost per Resident

Variable	Park Type			
	Park Land	Beach Access	Proposed	Total/Weighted Average
Land Value				
Land Purchase Cost per Acre[1]	$100,000	$2,000,000	$100,000	
Site Development Cost per Acre[2]	$30,000	$30,000	N/A	
Total Land Cost per Acre[3]	**$130,000**	**$2,030,000**	**$100,000**	
Total Acres[4]	1,231.92	44.01	170.92	1,446.85
Total Land Value[5]	$160,149,600	$89,340,300	$17,092,000	$266,581,900
Total Land Value per Acre[6]	$130,000	$2,030,000	$100,000	$184,250
Current Achieved LOS[7]				3.82
Total Land Cost per Resident[8]				**$703.84**

1) Source: Appendix B
2) Estimate based on information provided by St. Johns County and other jurisdictions
3) Sum of land purchase cost per acre (Item 1) and site development cost per acre (Item 2)
4) Source: Table V-1
5) Total land cost per acre (Item 3) multiplied by total acres (Item 4)
6) Total land value (Item 5) divided by total acres (Item 4)
7) Source: Table V-2
8) Total land value per acre (Item 6) multiplied by current achieved LOS (Item 7) divided by 1,000

Recreational Facility Cost

Multiple sources were reviewed to determine the unit cost of each recreational facility type, including insured values of the facilities, recent and upcoming construction costs, recent cost information obtained for similar facilities from other jurisdictions and input from the County.

In addition to the construction cost of recreational facilities, the architectural, engineering and inspection (AE&I) costs associated with developing this infrastructure are also included. The AE&I cost is estimated at 10 percent of the construction cost based on discussions with the County, which is consistent with estimates obtained from other Florida jurisdictions.

Table V-5 summarizes the recreational facility cost estimates used in the impact fee calculations.

Table V-5
Recreational Facility Cost

Facility	Unit	Unit Value[1]	Neighborhood		Community		Regional		Total Value[8]
			Count[2]	Total Value[3]	Count[4]	Total Value[5]	Count[6]	Total Value[7]	
Boardwalk	linear feet	$600	46.00	**$27,600**	0.00	**$0**	6,814.97	**$4,088,982**	**$4,116,582**
Boat Ramp (paved)	ramps	$310,000	0	**$0**	1	**$310,000**	11	**$3,410,000**	**$3,720,000**
Kayak Launch	launch	$50,000	0	**$0**	0	**$0**	1	**$50,000**	**$50,000**
Buildings	square feet	$300	4,647	**$1,394,100**	99,601	**$29,880,300**	160,400	**$48,120,000**	**$79,394,400**
Basketball Court (lit)	courts	$320,000	0	**$0**	2	**$640,000**	5	**$1,600,000**	**$2,240,000**
Basketball Court (unlit)	courts	$220,000	0	**$0**	4	**$880,000**	0	**$0**	**$880,000**
Tennis Court (lit)	courts	$80,000	0	**$0**	14	**$1,120,000**	21	**$1,680,000**	**$2,800,000**
Tennis Court (unlit)	courts	$60,000	0	**$0**	4	**$240,000**	0	**$0**	**$240,000**
Volleyball Court	courts	$68,000	0	**$0**	0	**$0**	6	**$408,000**	**$408,000**
Dog Park	parks	$200,000	0	**$0**	2	**$400,000**	3	**$600,000**	**$1,000,000**
Exercise Course	course	$90,000	0	**$0**	0	**$0**	2	**$180,000**	**$180,000**
Baseball Field (lit)	fields	$1,054,000	0	**$0**	25	**$26,350,000**	6	**$6,324,000**	**$32,674,000**
Baseball Field (unlit)	fields	$954,000	0	**$0**	5	**$4,770,000**	0	**$0**	**$4,770,000**
Multi-Purpose Field (lit)	fields	$1,053,000	0	**$0**	11	**$11,583,000**	10	**$10,530,000**	**$22,113,000**
Multi-Purpose Field (unlit)	fields	$953,000	0	**$0**	10	**$9,530,000**	0	**$0**	**$9,530,000**
Soccer Field (lit)	fields	$1,053,000	0	**$0**	0	**$0**	10	**$10,530,000**	**$10,530,000**
Softball Field (lit)	fields	$1,053,000	0	**$0**	7	**$7,371,000**	8	**$8,424,000**	**$15,795,000**
Frisbee/Disc Golf	course	$40,000	0	**$0**	0	**$0**	1	**$40,000**	**$40,000**
Horseshoe Pits	pits	$1,600	0	**$0**	0	**$0**	2	**$3,200**	**$3,200**
Picnic pavilion - Non-rental, medium	pavilions	$60,000	0	**$0**	2	**$120,000**	0	**$0**	**$120,000**
Picnic pavilion - Non-rental, small	pavilions	$35,000	1	**$35,000**	9	**$315,000**	19	**$665,000**	**$1,015,000**
Playgrounds	playgrounds	$250,000	1	**$250,000**	10	**$2,500,000**	9	**$2,250,000**	**$5,000,000**
Parking (Beach Access)	spaces	$2,500	96	**$240,000**	0		1,053	**$2,632,500**	**$2,872,500**
Skate Park	parks	$675,000	0	**$0**	0	**$0**	1	**$675,000**	**$675,000**
Sprayground/Splash Park	parks	$400,000	0	**$0**	0	**$0**	1	**$400,000**	**$400,000**
Swimming Pool	pools	$850,000	0	**$0**	0	**$0**	1	**$850,000**	**$850,000**
Nature Trail/Hiking	miles	$50,000	0.00	**$0**	0.79	**$39,500**	30.48	**$1,524,000**	**$1,563,500**
Trail-Paved	miles	$600,000	0.00	**$0**	1.23	**$738,000**	2.30	**$1,380,000**	**$2,118,000**

Table V-5

Recreational Facility Cost

Facility	Unit	Unit Value[1]	Neighborhood		Community		Regional		Total Value[8]
			Count[2]	Total Value[3]	Count[4]	Total Value[5]	Count[6]	Total Value[7]	
Recreational Facility Value[9]				**$1,946,700**		**$96,786,800**		**$106,364,682**	**$205,098,182**
Architecture, Engineering, and Inspection @ 10% [10]				$194,670		$9,678,680		$10,636,468	$20,509,818
Total Recreational Facility Value[11]				**$2,141,370**		**$106,465,480**		**$117,001,150**	**$225,608,000**
2024 Weighted Seasonal Population[12]				378,880		378,880		378,880	378,880
Total Recreational Facility Value per Resident[13]				**$5.65**		**$281.00**		**$308.81**	**$595.46**

1) Sources: Recent construction estimates for upcoming projects, insured values of existing facilities, data from other Florida jurisdictions and input from the County.
2) Source: Table V-1
3) Count (Item 2) multiplied by unit value (Item 1)
4) Source: Table V-1
5) Count (Item 4) multiplied by unit value (Item 1)
6) Source: Table V-1
7) Count (Item 6) multiplied by unit value (Item 1)
8) Sum of recreational facility value at neighborhood (Item 3), community (Item 5) and regional parks (Item 7)
9) Sum of recreational facility value
10) Recreational facility value (Item 9) multiplied by 10 percent, based on information from St. Johns County and other Florida jurisdictions
11) Sum of the recreational facility value (Item 9) and the architecture, engineering, and inspection cost (Item 10)
12) Source: Appendix A, Table A-1
13) Total recreational facility value (Item 11) divided by 2024 weighted seasonal population (Item 12)

Total Impact Cost per Resident

Table V-6 presents the total parks and recreational facility value per resident. As presented, the parks and recreation facilities impact cost is estimated to be $1,299 per resident.

Table V-6

Total Impact Cost per Resident

Variable	Cost per Resident	Percent of Total[4]
Per Resident		
Land Cost per Resident[1]	$703.84	54%
Facility Cost per Resident[2]	$595.46	46%
Total Impact Cost per Resident[3]	**$1,299.30**	**100%**

1) Source: Table V-4
2) Source: Table V-5
3) Sum of land cost per resident (Item 1) and facility cost per resident (Item 2)
4) Distribution of total asset value

Credit Component

To avoid overcharging new development for the capital cost of providing parks and recreation services, a review of the capital funding program for the parks and recreation program was completed. The purpose of this review is to estimate any future revenues generated by new development, other than impact fees, which will be used to fund the expansion of capital facilities and land related to the St. Johns County's parks and recreation program. The credit component does not include any capital renovation, maintenance, or operational expenses, as these types of expenditures do not add capacity and should not be considered for impact fee calculations.

Capital Expansion "Cash" Credit

To calculate the capital expansion credit per resident, funding sources used for the 11-year period are reviewed. Between FY 2018 and FY 2028, the County allocated an average annual non-impact fee funding of $6.6 million towards parks included in the impact fee inventory. The annual capital expansion expenditures were divided by the average annual residents for the same period to calculate the average annual capital expansion credit per resident. As presented in **Table V-7**, the result is approximately $19 per resident.

Once the revenue credit per resident is calculated, a credit adjustment is needed for the portion of the revenue credit funded with ad valorem tax revenues, which is approximately 52 percent of the cash funding. This adjustment accounts for the fact that new homes tend to pay higher

property taxes compared to older homes due to the "Save Our Homes" assessment cap. The adjustment factor was estimated based on a comparison of the average taxable value of newer homes to that of all homes. As presented, the adjusted revenue credit amounts to approximately $20 per resident per year.

Table V-7

Capital Expansion "Cash" Credit

Project Description[1]	FY 2018 to FY 2022	FY 2023 to FY 2028	Total
General Fund			
Doug Crane Boat Ramp Expansion	$39,545	$35,267	$74,812
Palm Valley Boat Ramp West	$53,600	$22,052	$75,652
Rivertown 2 Improvements	$60,350	$45,000	$105,350
Vilano Beachfront Park	$97,599	$39,400	$136,999
Solomon Calhoun Park Improvements	$4,550	$0	$4,550
Davis Park Expansion	$1,510,572	$52,436	$1,563,008
Mussallem Beachfront Park	$265,415	$534,585	$800,000
Off Beach Parking: Micklers Expansion	$8,525	$2,740	$11,265
Genovar Land Acquisition	$1,750,000	$10,042,408	$11,792,408
Off Beach Parking: 7740 Coastal Highway	$65,138	$1,034,862	$1,100,000
Butler West Boat Ramp and Park Improvements	$0	$1,075,000	$1,075,000
Northwest Regional Park	$0	$12,000,000	$12,000,000
Treaty Park Expansion	$32,818	$1,667,181	$1,699,999
Micklers Bathroom Expansion	$0	$388,735	$388,735
Countywide Field and Park Maximization	$0	$4,738,628	$4,738,628
Off Beach Parking: North Beach	$0	$1,056,105	$1,056,105
Riverdale Parking Lot Expansion	$0	$225,000	$225,000
Central SJC Community Park	$0	$2,000,000	$2,000,000
Countywide Nature Trails	$0	$350,000	$350,000
Crescent Beach Parking Lot and ADA Beach Walkover	$0	$152,593	$152,593
Mill Creek Regional Park	$260,659	$8,889,341	$9,150,000
Northeast Community Park	$0	$4,000,000	$4,000,000
Palm Valley Boat Ramp East Improvements[2]	$8,462	$29,039	$37,501
San Sabastian River Boat Ramp and Park	$0	$1,000,000	$1,000,000
Martime Plan - Waterway Access	$57,696	$0	$57,696
St. Johns River Sea Loop	$6,750	$0	$6,750
Nocatee Park Restrooms	$108,779	$0	$108,779
Davis Park Shade Structure	$23,720	$0	$23,720
Butler Park East Construction	$159,097	$0	$159,097
Micklers Restroom CW Max	$202,325	$0	$202,325

Table V-7 (Continued)

Capital Expansion "Cash" Credit

Project Description[1]	FY 2018 to FY 2022	FY 2023 to FY 2028	Total
General Fund			
West Augustine Fitness Equipment	$16,395	$0	$16,395
Davis Park ADA Sidewalk	$83,500	$0	$83,500
Alpine Groves Farmhouse	$2,093	$0	$2,093
Al Wilke ADA Sidewalk	$10,328	$0	$10,328
Ron Parker Park ADA Sidewalk	$1,066	$0	$1,066
St. Augustine Tennis at Mill Park	$2,000	$0	$2,000
Nocatee Kayak Launch	$4,363	$0	$4,363
Park Security Camera Project	$131,782	$0	$131,782
BMX County Water Control Project	$4,221	$0	$4,221
Helen M Park Solar Gate	$22,561	$0	$22,561
Cora Harrison Trail Design	$50,000	$0	$50,000
Field of Dreams Expansion	$12,762	$0	$12,762
Field of Dreams Playground	$10,509	$0	$10,509
Park Shade Structures	$47,340	$0	$47,340
Pomar Park Baseball Field Improvements	$9,692	$0	$9,692
Veterans Park Skate Park	$141,304	$0	$141,304
11th Street Dune Walkover	$18,000	$0	$18,000
20th Street Dune Walkover	$18,000	$0	$18,000
Boating Club Dune Walkover	$18,000	$0	$18,000
Palencia Park Emergency ENT	$7,496	$0	$7,496
Durbin Creek Irrigation	$73,750	$0	$73,750
ADA/Safety Inlet Signage	$14,035	$0	$14,035
Micklers ADA Mobi Mat	$19,925	$0	$19,925
Palm Valley East Phase 1	$126,945	$0	$126,945
Villages Regional Park	$260,659	$0	$260,659
North Beach Park	$43,895	$0	$43,895
South Beach Grill Acquisition	$2,022,371	$0	$2,022,371
San Sabastian River Boat Ramp and Park	$0	$1,000,000	$1,000,000
Subtotal -- General Fund	**$7,888,592**	**$50,380,372**	**$58,268,964**
Grants			
Doug Crane Boat Ramp Expansion	$41,139	$185,644	$226,783
Palm Valley Boat Ramp West	$45,651	$444,348	$489,999
Riverdale Parking Lot Expansion	$0	$225,000	$225,000
Mills Field Lights[3]	$0	$464,652	$464,652
Palm Valley Boat Ramp East Improvements[4]	$14,552	$539	$15,091
Shore Drive Trail	$0	$400,000	$400,000

Table V-7 (Continued)

Capital Expansion "Cash" Credit

Project Description[1]	FY 2018 to FY 2022	FY 2023 to FY 2028	Total
Grants			
Genovar Land Acquisition	$0	$1,500,000	$1,500,000
Butler Park/Treasure Beach	$18,520	$0	$18,520
Subtotal -- Grants	**$119,862**	**$3,220,183**	**$3,340,045**
Tourist Development Taxes			
Solomon Calhoun Park Improvements	$0	$200,000	$200,000
Mussallem Beachfront Park	$10,201	$0	$10,201
Disc Golf Course	$0	$850,000	$850,000
Vilano Landing	$0	$200,000	$200,000
Vilano Boat Ramp Parking	$502,250	$0	$502,250
Central SJC Tournament Complex	$0	$174,955	$174,955
Genovar Land Acquisition	$0	$1,125,000	$1,125,000
Crescent Beach Parking Lot and ADA Beach Walkover	$0	$850,000	$850,000
Mill Creek Regional Park	$0	$750,000	$750,000
Plantation Park[5]	$0	$1,900,000	$1,900,000
Porpoise Point Vehicle Ramp Hardening[6]	$0	$75,000	$75,000
St. Augustine Little League Upgrades	$0	$1,000,000	$1,000,000
Mickler Parking Improvements	$257,393	$0	$257,393
Amphitheater Vendor Cut-out	$174,835	$0	$174,835
Artificial Reef	$25,000	$0	$25,000
Subtotal -- Tourist Development Taxes	**$969,679**	**$7,124,955**	**$8,094,634**
Tree Bank Fund			
Vilano Beachfront Park	$0	$50,000	$50,000
Genovar Land Acquisition	$0	$2,000,000	$2,000,000
Nocatee Kayak Launch	$3,332	$0	$3,332
Treaty park Screening	$13,775	$0	$13,775
Subtotal -- Tree Bank Funds	**$17,107**	**$2,050,000**	**$2,067,107**
Vessel Registration Fees			
Palm Valley Boat Ramp West	$39,999	$458,078	$498,077
Riverdale Boat Ramp	$21,643	$0	$21,643
Palm Valley East Phase 1	$49,027	$0	$49,027
Palmetto Boat Ramp	$2,275	$0	$2,275
Shands Bridge Fishing Pier	$30,000	$0	$30,000
Palm Valley Boat Ramp East Improvements	$6,166	$0	$6,166
Doug Crane Park Improvements	$12,000	$0	$12,000
Subtotal -- Vessel Registration Fees	**$161,110**	**$458,078**	**$619,188**

Table V-7 (Continued)
Capital Expansion "Cash" Credit

Project Description[1]	FY 2018 to FY 2022	FY 2023 to FY 2028	Total
Total Capital Expansion "Cash" Expenditures			**$72,389,938**
Average Annual Capital Expansion "Cash" Expenditures[7]			$6,580,903
Average Annual Weighted Seasonal Population[8]			355,574
Annual Capital Expansion "Cash" Expenditures per Resident[9]			**$18.51**
- Portion Funded with Ad Valorem Tax Revenues[10]			$9.63
- Portion Funded with Other Revenue Sources[11]			$8.88
Residential Land Uses Credit Adjustment Factor[12]			1.15
Adjusted Annual Capital Expansion "Cash" Expenditures per Resident[13]			**$19.95**

1) Source: St. Johns County
2) Amount shown is 25% of the total expenditures, reflecting the expansion portion of the project related to parks and recreational facilities.
3) Amount shown is 25% of the total expenditures, reflecting the expansion portion of the project related to parks and recreational facilities.
4) Amount shown is 25% of the total expenditures, reflecting the expansion portion of the project related to parks and recreational facilities.
5) Amount shown is 50% of the total expenditures, reflecting the expansion portion of the project related to parks and recreational facilities.
6) Amount shown is 10% of the total expenditures, reflecting the expansion portion of the project related to parks and recreational facilities.
7) Average annual capital expenditures over the 11-year period
8) Source: Appendix A, Table A-1
9) Average annual capital expansion "cash" expenditures (Item 7) divided by average annual weighted seasonal population (Item 8)
10) Average annual capital expansion "cash" expenditures per resident (Item 9) multiplied by the portion funded with ad valorem tax revenues (52%)
11) Annual capital expansion "cash" expenditures per resident (Item 9) less the portion funded with ad valorem tax revenues (Item 10)
12) Adjustment factor to reflect higher ad valorem taxes paid by new homes
13) Portion funded with ad valorem revenue sources (Item 10) multiplied by the credit adjustment factor (Item 12) plus the portion funded with other revenue sources (Item 11)

Capital Expansion "Debt Service" Credit

Any outstanding bond issues related to expansion of park land and recreation facilities also will result in a credit to the impact fee. St. Johns County used bond proceeds to help fund the capacity portion of multiple projects, including but not limited to, the West Augustine Community Center, Aberdeen Park, West Augustine Park Phase II, and Hastings Community Center. Table V-8 summarizes the outstanding debt service related to the expansion portion of these projects. To calculate the credit of the current debt obligations, the present value of the total remaining payments is divided by the average annual population estimated over the remaining life of the bond issue. As shown in **Table V-8**, the resulting credit for parks and recreation-related debt service is approximately $82 per resident.

Table V-8
Capital Expansion "Debt Service" Credit

Description	Number of Remaining FY Payments[1]	Parks Remaining Debt Service[2]	Present Value of Payments Remaining[3]	Average Annual Weighted Seasonal Population[4]	Debt Service Credit per Resident[5]
Capacity Projects					
2019 CBA Bonds	4	$289,638	$269,588	401,550	$0.67
Sales Tax Revenue Refunding Bonds, Series 2015 - Original Projects	12	$14,111,320	$10,984,346	442,763	$24.81
Taxable Capital Improvement Revenue Bond, Series 2014	11	$2,631,031	$2,180,383	438,025	$4.98
Taxable Special Obligation Refunding Bond, Series 2021	10	$23,574,645	$22,154,039	433,055	$51.16
Total Debt Service Credit per Resident					**$81.62**

1) Source: St. Johns County
2) Source: St. Johns County
3) Total value of outstanding payments in 2025 dollars
4) Source: Appendix A, Table A-1. Represents the average annual population over the remaining issue period.
5) Present value of outstanding payments (Item 3) divided by the average annual population during the remaining periods (Item 4)

Net Parks and Recreation Facilities Impact Cost

The net impact cost per resident is the difference between the cost and credit components. **Table V-9** summarizes the calculation of the net impact cost for the parks and recreational facilities impact fee. As presented, the net impact cost amounts to approximately $937 per resident for residential land uses and $957 per resident for non-residential land uses.

Table V-9
Net Impact Cost per Resident

Variable	Figure
Total Impact Cost	
Total Impact Cost per Resident[1]	$1,299.30
Total Revenue Credit	
Annual Capital Expansion "Cash" Credit per Resident[2]	
- Residential Land Uses	$19.95
- Non-residential Land Uses	$18.51
- Capitalization Rate	5.0%
- Capitalization Period (years)	25
Capital Expansion "Cash" Credit per Resident[3]	
- Residential Land Uses	$281.17
- Non-residential Land Uses	$260.88
Capital Expansion "Debt Service" Credit per Resident[4]	
- Residential Land Uses	$81.62
- Non-residential Land Uses	$81.62
Total Capital Expansion Credit Resident[5]	
- Residential Land Uses	$362.79
- Non-residential Land Uses	$342.50
Net Impact Cost	
Net Impact Cost per Resident[6]	
- Residential Land Uses	**$936.51**
- Non-residential Land Uses	**$956.80**

1) Source: Table V-6
2) Source: Table V-7
3) Present value of average annual credit per resident (Item 2) over a 25-year period with a capitalization rate of 5%. The capitalization rate is based on information provided by St. Johns County.
4) Source: Table V-8
5) Sum of capital expansion “cash” per resident (Item 3) and capital expansion “debt service” credit per resident (Item 4)
6) Total impact cost per resident (Item 1) less total capital expansion credit per resident (Item 5)

Calculated Parks and Recreation Facilities Impact Fee Schedule

Table V-10 presents the calculated parks and recreation facilities impact fee schedule for the St. Johns County, based on the net impact cost per resident previously presented in Table V-9. Also presented is a comparison to the County's current adopted fee and percent change from the current fee. Lastly, the table presents the maximum allowable impact fees per Florida Statue 163.31801.

Table V-10
Calculated Parks and Recreation Facilities Impact Fee Schedule

ITE LUC	Land Use	Impact Unit	Residents per Unit[1]	Net Impact Cost per Resident[2]	Calculated Impact Fee[3]	Current Adopted Impact Fee[4]	Percent Change[5]	F.S. 163.31801 Maximum Impact Fee[6]	Percent Change[7]
Residential									
210/215/220/221/222/240	Under 800 sq ft	du	1.26	$936.51	**$1,180**	$1,109	6%	$1,180	6%
	801 to 1,250 sq ft	du	1.39	$936.51	**$1,302**	$1,318	-1%	$1,302	-1%
	1,251 to 1,800 sq ft	du	2.02	$936.51	**$1,892**	$1,359	39%	$1,892	39%
	1,801 to 2,500 sq ft	du	2.59	$936.51	**$2,426**	$1,692	43%	$2,426	43%
	2,501 to 3,750 sq ft	du	3.30	$936.51	**$3,090**	$1,969	57%	$2,953	50%
	3,751 to 5,000 sq ft	du	3.81	$936.51	**$3,568**	$2,282	56%	$3,423	50%
	5,001 sq ft and over	du	4.11	$936.51	**$3,849**	$2,409	60%	$3,613	50%
251/252	Senior Adult Housing[8]	du	1.55	$936.51	**$1,452**	$1,109	31%	$1,452	31%
Transient, Assisted, Group:									
320	Hotel/Motel	room	2.26	$956.80	**$2,162**	$329	557%	$493	50%

1) Source: Appendix A, Table A-6 for residential land uses and Table A-12 for transient land uses. Hotel/motel residents per unit reflects the adjusted residents per unit (average party size multiplied by average occupancy rate)
2) Source: Table V-9
3) Residents per unit (Item 1) multiplied by the net impact cost per resident (Item 2)
4) Source. St Johns County. Rates shown do not include the 40% discount currently applied to non-residential land uses
5) Percent change from the current adopted impact fee (Item 4) to the calculated impact fee (Item 3)
6) Maximum allowable impact fee in compliance with the 50 percent increase per F.S. 163.31801
7) Percent change from the current adopted impact fee (Item 4) to the F.S. 163.31801 maximum allowable impact fee
8) Current adopted rate for Residential under 800 sq ft ($1,109) is shown for Senior Adult Housing

Parks and Recreation Facilities Impact Fee Schedule Comparison

As part of the work effort in updating St. Johns County parks and recreation impact fee schedule, the County's calculated and adopted impact fee schedule was compared to the adopted fee schedules of select Florida counties. **Table V-11** presents this comparison for comparable jurisdictions.

Table V-11

Parks and Recreation Facilities Impact Fee Schedule Comparison

Land Use	Unit[2]	St. Johns County			Clay County[6]	Flagler County[7]	Martin County[8]	Miami-Dade County[9]	Volusia County[10]
		Calculated[3]	Current Adopted[4]	Maximum[5]					
Date of Last Update		**2024**	**2018**	**N/A**	2022	2021	2023	N/A	2022
Assessed Portion of Calculated[1]		**N/A**	**100%**	**N/A**	100%	42%	100%	N/A	100%
Residential:									
Single Family (2,000 sf)	du	**$2,426**	**$1,692**	**$2,426**	$1,533	$399	$1,674	$2,849-$4,529	$1,028
Multi-Family (1,300 sf)	du	**$1,892**	**$1,359**	**$1,892**	$914	$160	$1,038	$1,765-$2,658	$968
Mobile Home (1,300 sf)	du	**$1,892**	**$1,359**	**$1,892**	$1,295	$372	$1,674	$2,849-$4,529	$968

1) Represents the portion of the maximum calculated fee for each respective county that is actually charged. Fee may have been lowered/increased through annual indexing or policy discounts. Does not account for moratorium/suspensions
2) du = dwelling unit
3) Source: Table V-10
4) Source: St. Johns County Growth Management Department
5) Maximum allowable impact fee in compliance with 50 percent increase per F.S. 163.31801
6) Source: Clay County Planning and Zoning. Impact fee shown reflects sum of community park and regional park impact fees
7) Source: Flagler County Growth Management Department. Fee shown effective March 15, 2025
8) Source: Martin County Growth Development Department. Fee shown effective January 1, 2025
9) Source: Miami -Dade County Zoning Department
10) Source: Volusia County, Growth and Resource Management Department. Impact fee shown reflects sum of park and local and coastal park impact fee

VI. Conservation and Open Space

This section addresses the analysis used in developing the conservation and open space impact fee. Several elements addressed in the section include:

- Conservation and Open Space Land Inventory
- Level of Service
- Cost Component
- Credit Component
- Net Conservation and Open Space Impact Cost
- Calculated Conservation and Open Space Impact Fee Schedule

These elements are summarized throughout this section.

Conservation and Open Space Land Inventory

According to information provided by St. Johns County, the County's land inventory utilized for impact fee purposes includes three preserves totaling nearly 3,781 acres. The inventory excludes conservation/open space land that is not owned by the County. **Table VI-1** presents a summary of the inventory included in the conservation and open space impact fee.

Table VI-1
Conservation and Open Space Land Inventory

Description	Acres[(1)]
Conservation and Open Space	
Cora C. Harrison Preserve	10.96
McCullough Creek	1,393.76
Nocatee Preserve	2,375.83
Total	**3,780.55**

1) Source: St. Johns County

Service Area and Demand Component

The county-owned conservation parks are utilized countywide, and therefore, the countywide service area and population are used in the calculation of conservation and open space impact fee. Appendix A, Table A-1, provides the estimated weighted seasonal population for 2024 and the projected population through 2035. Conservation and open space impact fees are charged only to residential land uses and hotel/motel. As such, the weighted seasonal population per housing unit is used to measure demand from each residential land use, which is presented in Appendix A.

Level of Service

The current LOS for all county-owned and maintained conservation parks is presented in **Table VI-2**. To determine the current LOS, the total acreage is divided by the countywide weighted seasonal population for 2024 and multiplied by 1,000. As shown, the total achieved LOS in St. Johns County is 9.98 acres per 1,000 residents.

Table VI-2
Current Achieved Level of Service (2024)

Variable	Figure
Conservation and Open Space	
2024 Countywide Weighted Seasonal Population (1)	378,880
Conservation/Open Space Acres (2)	3,780.55
Achieved Level of Service (Acres per 1,000 Residents) (3)	**9.98**

1) Source: Appendix A, Table A-1
2) Source: Table VI-1
3) Conservation/open space acres (Item 2) divided by the weighted seasonal population (Item 1) and multiplied by 1,000

Cost Component

The capital value associated with conservation and open space impact fee consists of the land value. All recreational facilities are included in the parks and recreational facilities impact fee. The following paragraph addresses conservation/open space land value estimates.

Land Value

To estimate the cost of park land, several variables were evaluated, including an analysis of recent and upcoming land purchases, value of land where existing preserves are located, agricultural

land sales and values of parcels of similar size based on information from the St. Johns County Property Appraiser, and input from the County. This review resulted in an estimated average land value of $25,000 per acre as presented in **Table VI-3**. Appendix B provides further detail regarding the calculation of the land value.

These land costs are converted to land value per resident using the achieved LOS presented previously, which results in an average land cost of $250 per resident.

Table VI-3

Land Cost per Resident

Variable	Figure
Conservation and Open Space	
Land Purchase Cost per Acre[1]	$25,000
Current LOS[2]	9.98
Land Cost per Resident[3]	**$249.50**

1) Source: Appendix B
2) Source: Table VI-2
3) Land purchase cost per acre (Item 1) multiplied by current LOS (Item 2) divided by 1,000

Credit Component

To avoid overcharging new development for the capital cost of providing conservation and open space land, a review of the capital funding program for conservation and open space was completed. The purpose of this review is to estimate any future revenues generated by new development, other than impact fees, which will be used to fund the expansion of land related to the County's conservation and open space program. As mentioned previously, the credit component does not include any capital renovation, maintenance, or operational expenses, as these types of expenditures do not add capacity and should not be considered for impact fee credit.

Capital Expansion "Cash" Credit

To calculate the capital expansion credit per resident, funding sources used for the seven-year period are reviewed. Between FY 2018 and FY 2024, the County allocated an average annual non-impact fee funding of $2.53 million towards conservation and open space expansion. The annual capital expansion expenditures were divided by the average annual residents for the same period to calculate the average annual capital expansion credit per resident. As presented in **Table VI-4**, the result is approximately $1 per resident per year.

Table VI-4

Capital Expansion "Cash" Credit

Description[1]	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2018 to FY 2024
Tree Bank Fund								
McCullough Creek ROMA	$2,280,000	-	-	-	-	-	-	$2,280,000
Subtotal -- Tree Bank Fund	**$2,280,000**	**-**	**-**	**-**	**-**	**-**	**-**	**$2,280,000**
General Fund								
5960 Don Manuel Roa Property	-	-	-	-	-	-	$35,000	$35,000
Anastasia Lakes 50-acres saltmarsh property	-	-	-	-	-	-	$213,671	$213,671
Subtotal -- General Fund	**-**	**-**	**-**	**-**	**-**	**-**	**$248,671**	**$248,671**
Total Capital Expansion "Cash" Expenditures								**$2,528,671**
Average Annual Capital Expansion "Cash" Expenditures[2]								$361,239
Average Annual Weighted Seasonal Population[3]								329,301
Annual Capital Expansion "Cash" Expenditures per Resident[4]								**$1.10**

1) Source: St. Johns County
2) Average annual capital expansion "cash" expenditures over the seven-year period
3) Source: Appendix A, Table A-1
4) Average annual capital expansion "cash" expenditures (Item 2) divided by average annual population (Item 3)

Net Conservation and Open Space Impact Cost

The net impact cost per resident is the difference between the cost and credit components. **Table VI-5** summarizes the calculation of the net impact cost for conservation and open space impact fee. As presented, the net impact cost amounts to approximately $234 per resident.

Table VI-5
Net Impact Cost per Resident

Variable	Figure
Total Impact Cost	
Total Impact Cost per Resident[(1)]	$249.50
Total Revenue Credit	
Annual Capital Expansion "Cash" Credit per Resident[(2)]	$1.10
Capitalization Rate	5.0%
Capitalization Period (in years)	25
Capital Expansion "Cash" Credit per Resident[(3)]	$15.50
Net Impact Cost	
Net Impact Cost per Resident[(4)]	**$234.00**

1) Source: Table VI-3
2) Source: Table VI-4
3) Present value of average annual capital expansion “cash” credit per resident (Item 2) over a 25-year period with a capitalization rate of 5%. Capitalization rate was provided by St. Johns County.
4) Total impact cost per resident (Item 1) less the capital expansion credit per resident (Item 3)

Calculated Conservation and Open Space Impact Fee Schedule

Table VI-6 presents the calculated conservation and open space impact fee schedule for the St. Johns County for residential and hotel/motel land use categories, based on the net impact cost per resident previously presented in Table VI-5.

Table VI-6
Calculated Conservation and Open Space Impact Fee Schedule

ITE LUC	Land Use	Impact Unit	Residents per Unit[1]	Net Impact Cost per Resident[2]	Calculated Impact Fee[3]
Residential					
210/215/220/221/222/240	Under 800 sq ft	du	1.26	$234.00	**$295**
	801 to 1,250 sq ft	du	1.39	$234.00	**$325**
	1,251 to 1,800 sq ft	du	2.02	$234.00	**$473**
	1,801 to 2,500 sq ft	du	2.59	$234.00	**$606**
	2,501 to 3,750 sq ft	du	3.30	$234.00	**$772**
	3,751 to 5,000 sq ft	du	3.81	$234.00	**$892**
	5,001 sq ft and over	du	4.11	$234.00	**$962**
251/252	Senior Adult Housing	du	1.55	$234.00	**$363**
Transient Land Uses					
320	Hotel/Motel	room	2.26	$234.00	**$529**

1) Source: Appendix A, Table A-6 for residential land uses and Table A-12 for transient land uses. Hotel/motel residents per unit reflects average party size multiplied by average occupancy rate.
2) Source: Table VI-5
3) Residents per unit (Item 1) multiplied by the net impact cost per resident (Item 2)

VII. Multi-Modal Transportation Impact Fee

This section summarizes the analysis used to update and convert St. Johns County's transportation impact fee to a multi-modal transportation impact fee and includes the following subsections:

- Demand Component
- Cost Component
- Credit Component
- Calculated Multi-Modal Transportation Impact Fee
- Transportation Impact Fee Comparison

As in the case of the other impact fee program areas, the methodology used for the multi-modal fee study follows a consumption-driven approach in which new development is charged based upon the proportion of person-miles of travel (PMT) that each unit of new development is expected to consume of a lane-mile of the transportation network.

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

[Demand x Cost] – Credit = 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 x the trip length (in miles) x the percent new trips [of total trips] x person-trip factor) for each land use contained in the multi-modal 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 person-mile of transportation 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 multi-modal fee is considered to be an "up front" payment for a portion of the cost of a lane-mile of capacity that

is directly related to the amount of capacity consumed by each unit of land use contained in the multi-modal transportation impact fee schedule, that is not paid for by future tax revenues generated by the new development activity over the next 25 years. As discussed previously, these credits are required under the supporting case law for the calculation of multi-modal transportation impact fees where a new development activity must be reasonably assured that they are not paying, or being charged, twice for the same level of service.

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

Demand Variables:

- Trip generation rate
- Trip length
- Percent new trips
- Person-trip factor
- Interstate and toll facility adjustment factor

Cost Variables:

- Cost per person-mile
- Capacity added per lane mile

Credit Variables:

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

Demand Component

Travel Demand

Travel demand is the amount of a transportation system consumed by a unit of new land development activity. Demand is calculated using the following variables and is measured in terms of the person-miles of new travel (PMT) that a unit of development consumes on the existing transportation system.

- 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)

As part of this update, the trip characteristics variables were obtained primarily from two sources: (1) the Institute of Transportation Engineers' (ITE) *Trip Generation Handbook* (11th edition) for trip generation rates, and 2) trip characteristics studies previously conducted throughout Florida (Florida Studies Database, included in Appendix C), which is used to measure trip length, percent new trips, and the trip generation rate for several land uses.

Conversion of Vehicle-Trips to Person-Trips

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 1.60. This value was derived from a review of the Northeast Regional Planning Model v2.11 (NERPM v2.11). Given that a large portion of travel occurs via automobile, this approach is found to be reasonable.

Interstate and Toll Facility Adjustment Factor

This variable is 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. Typically, multi-modal impact fee revenues are not used to pay for these improvements and the portion of travel occurring on the interstate/toll facility system is eliminated from the total travel for each use.

The Northeast Regional Planning Model v2.11 was executed to calculate the interstate and toll (I/T) facility discount factor based on model roadways within St. Johns County. The loaded highway network[1] file was generated using the select zone analysis function for all traffic analysis zones located within St. Johns County to differentiate trips with an origin and/or destination within the county versus trips with no origin or destination within the county.

Currently, the only interstate/toll facility within St. Johns County is Interstate 95, however, the 2045 model run (which is utilized for this analysis) also includes the planned First Coast Expressway, which will be tolled. The limited access vehicle-miles of travel (Limited Access VMT) for trips with an origin and/or destination within the county was calculated for the identified

[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.

limited access facilities. The total VMT was calculated for all trips with an origin and/or destination within the study area for all roads, including limited access facilities.

The I/T adjustment factor of 25.9 percent was determined by dividing the total limited access VMT by the total study area VMT for the 2045 Cost Feasible network. By applying this factor to the VMT for each land use, the reduced VMT is then representative of only the roadways that can be funded by multi-modal transportation impact fees.

Trip Length Adjustment Factor

Trip lengths for all land uses were adjusted to account for differences between the average trip lengths included in the Florida Studies Database, the Northeast Regional Planning Model (v2.11), and other Florida Standard Urban Transportation Model Structure (FSUTMS) model results. The NERPM model data suggested that trip lengths are typically longer in St. Johns County compared to other Florida counties. Therefore, residential and office trip lengths were increased 15 percent while lodging, recreational, institutional, retail, service, and industrial trip lengths were increased by five (5) percent.

Cost Component

County Roadway Cost

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 the St. Johns County. In addition to local data, bid data for recently completed/ongoing projects and recent construction data from roadway projects throughout Florida were used to supplement the cost data for county roadway improvements. The cost for each roadway capacity project was separated into five components: design, right-of-way (ROW), construction, construction engineering/inspection (CEI), and environmental.

Design and CEI

Design costs for county roads were estimated at **10 percent** of construction phase costs based on a review of local cost data, the North Florida TPO's Long Range Transportation Plan, and from other jurisdictions throughout Florida. Additional details are provided in Appendix D, Tables D-2 through D-4.

CEI costs for county roads were also estimated at **10 percent** of construction phase costs based on a review of local cost data and data from other jurisdictions throughout Florida. Additional details are provided in Appendix D, Tables D-11 and D-12.

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. This factor was determined through a review of recent ROW-to-construction ratios observed in St. Johns County (average of 10 percent with a range of 1 percent to 61 percent), the 2045 North Florida TPO's Long Range Transportation Plan (75 percent), and in other jurisdictions throughout Florida (average of 33 percent). For purposes of the multi-modal fee calculation, a **35 percent** ROW-to-construction factor was used for county roadways based on these datasets and discussions with St. Johns County. Additional details are provided in Appendix D, Tables D-5 through D-7.

Environmental

Environmental costs for county roads were estimated at **10 percent** of construction phase costs based on a review of the North Florida TPO's Long Range Transportation Plan. Additional details are provided in Appendix D, Table D-13.

Construction

A review of construction cost data for local county roadway capacity expansion projects included four improvements that were bid in 2023 and 2024 as provided by St. Johns County.

- CR 210 from Greenbriar Road to Cimmarone Blvd
- CR 210 from Trinity Way to Beachwalk Blvd
- Longleaf Pine Pkwy from Veterans Pkwy to Roberts Road
- CR 2209 from Silverleaf Pkwy to SR 16

The construction cost of these improvements ranged from $1.8 million per lane mile to $7.6 million per lane mile with a weighted average construction cost of approximately $3.1 million per lane mile. Additional details are provided in Appendix D, Table D-8.

In addition to local data, a review of recently built or bid projects (from 2015 to 2024) throughout the state of Florida was conducted. As shown in Appendix D, Table D-9, the statewide database includes a total of 45 projects from 14 different counties with a weighted average cost of approximately $4.0 million per lane mile (all improvements have urban-design characteristics). In the case of counties that are more suburban/rural in nature (similar to St. Johns County), the construction cost averages approximately $3.6 million per lane mile. However, construction cost of more recent improvements (2020+) resulted in approximately $4.3 million per lane mile.

When indexed to current dollars, the cost figures range from $5.0 million (suburban/rural counties; projects since 2015) to $5.8 million (all counties; projects since 2015). Additional details on project cost indexing are provided in Appendix D.

Based on this review and discussions with the St. Johns County, the construction cost for county roads (urban design; curb and gutter) was estimated at **$3.1 million** per lane mile for use in the multi-modal fee calculation.

To determine the cost per lane mile for county roads with rural-design characteristics (open drainage), the relationship between urban and rural-designed roadway costs from the FDOT District 7 Long Range Estimates (LRE)[2] was reviewed. Based on these cost estimates, the costs for rural roadways are estimated at approximately 76 percent of the costs for urban roadways. Additional detail is provided in Appendix D, Table D-1.

To determine the weighted average cost for county roadways, the cost for urban-design and rural-design roads were weighted based on the distribution of lane miles from recent improvements (Appendix D, Table D-8). As shown in **Table VII-1**, the weighted average county roadway construction cost was calculated at approximately $2.6 million per lane mile, with a total weighted average cost of $4.3 million per lane mile for use in the multi-modal fee calculation.

[2] Similar data from FDOT District 2 was not available.

Table VII-1

Estimated Cost per Lane Mile for County Roads

Cost Phase	Cost per Lane Mile		
	Curb & Gutter (Urban) Design	Open Drainage (Rural) Design[6]	Weighted Average[7]
Design[1]	$310,000	$236,000	$263,000
Right-of-Way[2]	$1,085,000	$825,000	$921,000
Construction[3]	$3,100,000	$2,356,000	$2,631,000
CEI[4]	$310,000	$236,000	$263,000
Environmental[5]	$310,000	$236,000	$263,000
Total Cost	**$5,115,000**	**$3,889,000**	**$4,341,000**
Lane Mile Distribution[8]	37%	63%	100%

1) Design is estimated at 10% of construction costs
2) Right-of-Way is estimated at 35% of construction costs
3) Source: Appendix D, Table D-8 for curb and gutter design
4) CEI is estimated at 10% of construction costs
5) Environmental is estimated at 10% of construction costs
6) Open drainage (rural) design costs are estimated at 76% of the curb and gutter (urban) costs
7) Lane mile distribution (Item 8) multiplied by the design, ROW, construction, CEI, and environmental phase costs by improvement type to develop a weighted average cost per lane mile
8) Source: Appendix D, Table D-8; Items (a) and (b)

Note: All figures rounded to nearest $000

State Roadway Cost

This section examines the right-of-way (ROW), construction, and other cost components associated with state roads with respect to transportation capacity expansion improvements in St. Johns County. With limited local data available, bid data for recently completed/ongoing roadway projects throughout Florida were used to estimate the costs for state roadway improvements. The cost for each roadway capacity project was separated into five components: design, right-of-way (ROW), construction, construction engineering/inspection (CEI), and environmental.

Design and CEI

Design costs for state roads were estimated at **10 percent** of construction phase costs based on a review of the North Florida TPO's Long Range Transportation Plan and data from other jurisdictions throughout Florida. Additional details are provided in Appendix D, Tables D-3 and D-4.

Due to a lack of recent local data, CEI costs for state roads were estimated at **10 percent** of construction phase costs based on county road data. This estimate is comparable to the CEI cost ratio observed in other jurisdictions throughout Florida. Additional details are provided in Appendix D, Table D-12.

Right-of-Way

Given the limited data on ROW costs for state roads in the St. Johns 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 with urban design characteristics is approximately $1.8 million per lane mile.

Environmental

Environmental costs for state roads were estimated at **10 percent** of construction phase costs based on a review of the North Florida TPO's Long Range Transportation Plan. Additional details are provided in Appendix D, Table D-13.

Construction

The construction cost for state roads was based primarily on a review of statewide improvements from other jurisdictions throughout Florida. The statewide database includes a total of 55 projects from 27 different counties with a weighted average cost of approximately $4.0 million per lane mile (all improvements have urban-design characteristics). In the case of counties that are more suburban/rural in nature (similar to St. Johns County), the construction cost averages approximately $4.1 million. However, construction cost of more recent improvements (2020+) is close to $7.5 million per lane mile. When indexed, the construction costs for suburban/rural counties ranges from $6.7 million to $8.1 million per lane mile.

Based on this review and discussions with the St. Johns County, the construction cost for state roads (urban design; curb and gutter) was estimated at **$5.0 million** per lane mile for use in the multi-modal transportation impact fee calculations. This conservative estimate considers the cost ratio between county and state roads observed statewide. The projects costs for the county and state roads cost databases indicate that state roads are approximately 50 percent more expensive than county roads. When this ratio is applied to the local county road cost of $3.1 million per lane mile, $5.0 million per lane mile is considered a reasonable estimate for state road construction costs.

To determine the cost per lane mile for state roads with rural-design characteristics (open drainage), the relationship between urban and rural-designed roadway costs from the FDOT

District 7 Long Range Estimates (LRE)[3] was reviewed. Based on these cost estimates, the costs for rural roadways are estimated at approximately 76 percent of the costs for urban roadways. Additional detail is provided in Appendix D, Table D-1.

To determine the weighted average cost for state roadways, the cost for urban-design and rural-design roads were weighted based on the distribution of lane miles included in the North Florida TPO's 2045 Long Range Transportation Plan (Cost Feasible Plan, Appendix D, Table D-14). As shown in **Table VII-2**, the weighted average state roadway construction cost was calculated at approximately $3.9 million per lane mile, with a total weighted average cost of $6.5 million per lane mile for use in the multi-modal transportation impact fee calculations.

Table VII-2

Estimated Cost per Lane Mile for State Roads

Cost Phase	Cost per Lane Mile		
	Curb & Gutter (Urban) Design	Open Drainage (Rural) Design(6)	Weighted Average(7)
Design(1)	$500,000	$380,000	$394,000
Right-of-Way(2)	$1,750,000	$1,330,000	$1,380,000
Construction(3)	$5,000,000	$3,800,000	$3,944,000
CEI(4)	$500,000	$380,000	$394,000
Environmental(5)	$500,000	$380,000	$394,000
Total Cost	**$8,250,000**	**$6,270,000**	**$6,506,000**
Lane Mile Distribution(8)	12%	88%	100%

1) Design is estimated at 10% of construction costs
2) Right-of-Way is estimated at 35% of construction costs
3) Source: Estimate based on a review of data in Appendix D, Table D-10
4) CEI is estimated at 10% of construction costs
5) Environmental is estimated at 10% of construction costs
6) Open drainage (rural) design costs are estimated at 76% of the curb and gutter (urban) costs
7) Lane mile distribution (Item 8) multiplied by the design, ROW, construction, CEI, and environmental phase costs by improvement type to develop a weighted average cost per lane mile
8) Source: Appendix D, Table D-14; Items (c) and (d)

Note: All figures rounded to nearest $000

[3] Similar data from FDOT District 2 was not available.

Summary of Costs (Blended Cost Analysis)

The weighted average cost per lane mile for county and state roads is presented in **Table VII-3**. The resulting weighted average cost of approximately $5.6 million per lane mile was utilized as the roadway 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 the distribution of future lane miles for the capacity improvements in the North Florida TPO's 2045 LRTP (Cost Feasible Plan).

Table VII-3

Estimated Cost per Lane Mile for County and State Roads

Cost Phase	County Roads[1]	State Roads[2]	County and State Roads[3]
Design	$263,000	$394,000	**$339,000**
Right-of-Way	$921,000	$1,380,000	**$1,187,000**
Construction	$2,631,000	$3,944,000	**$3,393,000**
CEI	$263,000	$394,000	**$339,000**
Environmental	$263,000	$394,000	**$339,000**
Total Cost	**$4,341,000**	**$6,506,000**	**$5,597,000**
Lane Mile Distribution[4]	42%	58%	100%

1) Source: Table VII-1
2) Source: Table VII-2
3) Lane mile distribution (item 4) multiplied by the design, ROW, construction, CEI, and environmental phases costs by jurisdiction to develop a weighted average cost per lane mile
4) Source: Appendix D, Table D-14; Items (a) and (b)

Note: All figures rounded to nearest $000

Person-Miles of Capacity Added per Lane Mile (Roadways)

The vehicle-miles of capacity (VMC) is an estimate of capacity added per lane mile for county and state roadway improvements in the TPO's 2045 Long Range Transportation Plan. As shown in **Table VII-4**, each lane mile will add approximately 9,900 VMC. This figure was then converted to person-miles of capacity (PMC) using the person-trip factor (1.60 persons per vehicle) previously discussed, resulting in a weighted average PMC of 15,840 per lane mile.

Table VII-4

Weighted Average Capacity Added per Lane Mile

Road Type	Lane Miles 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 Roads	43.14	384,016	**8,902**	1.60	**14,243**
State Roads	60.48	643,410	**10,600**	1.60	**16,960**
Total	**103.62**	**1,027,426**	**-**	**-**	**-**
Weighted Average VMC/PMC Added per Lane Mile			**9,900**	**1.60**	**15,840**

1) Source: Appendix D, Table D-14
2) Vehicle-miles of capacity added divided by lane miles added
3) Source: Northeast Regional Planning Model (NERPM v2.11)
4) VMC added per lane mile (Item 2) multiplied by the vehicle-trip to person-trip factor (Item 3)

Cost per Person-Mile of Capacity (Roadways)

The transportation cost per unit of development is assessed based on the cost per person-mile of capacity. As shown in Tables VII-3, and VII-4, the cost and capacity for roadways in the St. Johns County have been calculated based on typical roadway improvements planned to be constructed in the future. **Table VII-5** presents the average cost for travel within the county, which is estimated at **$353** per PMC.

The cost per PMC figure is used in the impact fee calculation to determine the total cost per unit of development based on person-miles of travel consumed. For each person-mile of travel that is added to the transportation system, approximately $353 of capacity is consumed.

Table VII-5

Cost per Person-Mile of Capacity Added (Roadways)

Source	Cost per Lane Mile[1]	Average PMC Added per Lane Mile[2]	Cost per PMC[3]
County Roads	$4,341,000	14,243	$304.78
State Roads	$6,506,000	16,960	$383.61
Weighted Average	**$5,597,000**	**15,840**	**$353.35**

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

Bicycle and Pedestrian Facility Costs

Bicycle and pedestrian facilities provide for relatively small quantities of the total vehicle-miles of travel due to the difference in the average distance traveled by a car trip versus pedestrian/bicycle trips. Because of their relatively small role in the urban travel scheme, they do not have a significant effect on evaluating the costs of providing 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 impact 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

A model for transit service and cost was developed to establish both the capital cost per person-mile of capacity and the system operating characteristics in terms of system coverage, hours of service, and headways. The model developed for St. Johns County was based on information from the Sunshine Bus Company and St. Johns County's Transit Development Plan (TDP). 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 very slight. The roadway with transit cost per PMC is approximately three (3) percent higher per lane mile than the cost

to simply construct a road without transit amenities. Therefore, for the multi-modal calculation, the cost per PMC of approximately $353 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 D, Tables D-15 and D-16.

Credit Component

Capital Improvement Credit

The credit component of the impact fee accounts for the County and State funding sources that are being expended on roadway capacity expansion (excluding impact fee funds). This section summarizes the calculations utilized to develop the credit component of the impact fee. Additional details are provided in Appendix E.

The present value of the portion of non-impact fee revenues generated by new development over a 25-year period (estimated life of a structure as well as when roadways are likely to need significant maintenance/rehabilitation) that is expected to fund capacity expansion projects was credited against the cost and 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 historical transportation expenditure and the County's 5-year Capital Improvement Plan (CIP) indicated that, in addition to impact fees, the County is using a combination of fuel tax, ad valorem revenues, and grants/contributions to fund transportation capacity expansion. As shown in Table VII-6, the County spends an average of $10.4 million per year, or the equivalent of **6.5 pennies,** on transportation capacity-expansion projects funded with non-impact fee and non-ad valorem revenues. Additional details are provided in Appendix E, Tables E-5 and E-6.

Additionally, the County is using fuel tax revenues to retire debt service on bonds used to fund transportation expansion improvements. The fuel tax dedication for the Series 2015 Transportation Revenue Refunding Bond and the Series 2021/22 Special Obligation Refunding Note total approximately **0.9 pennies** of additional county credit. Additional details are provided in Appendix E, Table E-3.

As shown in **Table VII-6**, a total fuel tax equivalent of 7.4 pennies is calculated for county expenditures.

Ad Valorem Credit

St. Johns County's 5-year CIP includes ad valorem tax funding for transportation capacity expansion projects, including lane additions, new road construction, intersection improvements, etc. The total value of these projects equates to approximately $3.4 million annually. The value per 1-mil, based on the FY 2024 St. Johns County budget, is approximately $63.2 million. Therefore, approximately 5.0 percent of the millage is used for capacity expansion.

Since ad valorem revenues are going to be used to fund a portion of the CIP, a revenue credit is given. Because the ad valorem tax revenue contributions from each land use are based on taxable values, as opposed to fuel utilization, the credit for ad valorem tax revenues for residential and non-residential land uses is calculated based on a review of the taxable value of each land use in St. Johns County. Additional details are provided in Appendix F.

State Credit

As shown in Table VII-6, state expenditures for transportation capacity projects in St. Johns County were reviewed and a credit for the capacity-expansion portion attributable to state projects was estimated (excluding expenditures on limited access facilities). This review, which included 10 years of historical expenditures, as well as five (5) years of planned expenditures, indicated that FDOT's transportation capacity spending averages $18.7 million per year and generates a credit of **11.7 pennies** of equivalent gas tax revenue, annually. The use of a 15-year period for developing a state credit accounts for the volatility in FDOT spending in the county over short time periods. Additional details are provided in Appendix E, Table E-4.

In summary, for transportation, St. Johns County allocates $15.2 million, while the State spends an average of $18.7 million, annually. The portion of capital improvement funding included in the multi-modal fee equation for credit calculations recognizes the future capital revenue that is expected to be generated by new development from all non-impact fee revenues.

Table VII-6

Equivalent Pennies of Gas Tax Revenue

Credit	Average Annual Expenditures	Value per Penny[5]	Equivalent Pennies per Gallon[6]
County Revenues[1]	$10,393,317	$1,599,172	$0.065
County Debt Service[2]	$1,446,607	$1,599,172	$0.009
Ad Valorem Revenue[3]	$3,403,606	$1,599,172	-
State Revenues[4]	$18,727,816	$1,599,172	$0.117
Total	**$33,971,346**	-	-
Total	**$33,971,346**		**$0.191**

1) Source: Appendix E, Table E-2
2) Source: Appendix E, Table E-3
3) Source: Appendix E, Table E-6
4) Source: Appendix E, Table E-4
5) Source: Appendix E, Table E-1
6) Avg annual expenditures divided by the value per penny (Item 4) divided by 100

Present Worth Variables

Facility Life

The 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 multi-modal transportation impact fee calculation based on information provided by the 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. This variable is used in the calculation of the credit component of the multi-modal transportation impact fee.

Appendix E, Table E-10 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* (updated March 2025). Based on the calculation completed in Appendix E, Table E-10, 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 used for all land uses in the proposed multi-modal 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 Multi-Modal Transportation Impact Fee

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

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

For clarification purposes, it may be useful to walk through the calculation of a multi-modal fee for one of the land use categories. In the following example, the net multi-modal fee is calculated for the Residential land use category (2,000 sq ft) using information from the multi-modal fee schedule included in Appendix G. For each land use category, the following equations are utilized to calculate the net multi-modal transportation impact fee:

Net Multi-Modal Fee = Total Multi-Modal Cost – Total Credit

Where:

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

Capital Improvement Credit = Present Value (Annual Capital Improvement Credit), given 5.00% interest rate and 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 + Ad Valorem Credit

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 Residential (2,000 sq ft) land use category:

- *Trip Rate* = the average daily trip generation rate, in vehicle-trips/day (10.44)
- *Assessable Trip Length* = the average trip length on collector roads or above, for the category, in vehicle-miles (6.19)
- *Adjusted Trip Length* = assessable trip length multiplied by the trip length adjustment factor of 15%. (6.19 *(1+15%) = 7.12)
- *Total Trip Length* = the adjusted trip length plus an adjustment factor of half a mile, which is added to the trip length to account for the fact that gas taxes are collected for travel on all roads including local roads (7.12 + 0.50 = 7.62)
- *% 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* = adjustment factor to account for travel demand occurring on interstate highways and/or toll facilities (25.9%)
- *Person-Trip Factor* = converts vehicle-miles of travel to person-miles of travel (1.60)
- *Cost per Lane Mile* = unit cost to construct one lane mile of roadway, in $/lane-mile ($5,597,000)
- *Average Person-Capacity Added per Lane Mile* = represents the average daily person-traffic on one travel lane at capacity for one lane mile of roadway, in persons/lane-mile/day (15,840)
- *Cost per Person-Mile of Capacity* = unit of person-miles of capacity consumed per unit of development. Cost per person-mile divided by average capacity added per lane mile
- *Present Value* = calculation of the present value of a uniform series of cash flows, gas tax payments in this case, given an interest rate, “i,” and a number of periods, “n;” for 5.00% interest and a 25-year facility life, the uniform series present worth factor is 14.0939
- *Effective Days per Year* = 365 days
- *$/Gallon to Capital* = the amount of equivalent gas tax revenue per gallon of fuel that is used for capital improvements, in $/gallon
- *Ad Valorem Credit* = the amount of ad valorem taxes used toward transportation capacity, calculated based on the average property value of each land use
- *Fuel Efficiency* = average fuel efficiency of vehicles, in vehicle-miles/gallon (19.30)

Multi-Modal Transportation Impact Fee Calculation

Using these inputs, a net multi-modal fee can be calculated for the Residential (2,000 sq ft) land use category as follows:

Residential (2,000 sq ft) Multi-Modal Transportation Impact Fee Rate (Table G-1):

Total Multi-Modal Cost = ([10.44 * 7.12 * 1.0] /2) * (1 - 0.259) * 1.60 * ($5,597,000 /15,840) = $15,570

Annual Cap. Improv. Credit = ([10.44 * 7.62 * 1.0] /2) * 365 * ($0.191 /19.30) = $144
Capital Improvement Credit = $144 * 14.0939 = $2,030
Ad Valorem Credit = $274

Net Multi-Modal Fee = $15,570 - $2,030 - $274 = **$13,266**

Table VII-7 presents the calculated rates for all land uses in the County's impact fee schedule. The table also includes a comparison to the current adopted fees (excluding the non-residential discount) and the maximum allowable fees per Florida Statutes. Additional information is presented in Appendix G, Table G-1.

Multi-Modal Transportation Impact Fee Schedule Comparison

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

Table VII-7
Calculated Multi-Modal Transportation Impact Fee Schedule

ITE LUC	Land Use	Impact Unit	Calculated Impact Fee[1]	Current Adopted Impact Fee[2]	Percent Change[3]	F.S. 163.31801 Maximum Impact Fee[4]	Percent Change[5]
	RESIDENTIAL:						
210/215/220/221/240	Residential under 800 sq ft	du	$2,674	$6,927	-61.4%	$2,674	-61.4%
	Residential 801 to 1,250 sq ft	du	$6,827	$8,228	-17.0%	$6,827	-17.0%
	Residential 1,251 to 1,800 sq ft	du	$10,227	$8,486	20.5%	$10,227	20.5%
	Residential 1,801 to 2,500 sq ft	du	$13,266	$10,572	25.5%	$13,266	25.5%
	Residential 2,501 to 3,750 sq ft	du	$17,058	$12,298	38.7%	$17,058	38.7%
	Residential 3,751 to 5,000 sq ft	du	$19,750	$14,248	38.6%	$19,750	38.6%
	Residential 5,001 sq ft and over	du	$21,450	$15,042	42.6%	$21,450	42.6%
251	Senior Adult Housing - Single Family	du	$3,878	$6,927	-44.0%	$3,878	-44.0%
252	Senior Adult Housing - Multi-Family	du	$2,566	$6,927	-63.0%	$2,566	-63.0%
253	Congregate Care Facility	du	$939	$6,927	-86.4%	$939	-86.4%
254	Assisted Living	bed	$1,055	$952	10.8%	$1,055	10.8%
	LODGING:						
310/320	Hotel/Motel	room	$2,086	$7,003	-70.2%	$2,086	-70.2%
	RECREATION:						
411	Public Park	acre	$630	$1,432	-56.0%	$630	-56.0%
416	Campground/RV Park	site	$2,034	$5,844	-65.2%	$2,034	-65.2%
420	Marina	berth	$2,722	$919	196.2%	$1,378	49.9%
492	Health/Fitness Club	1,000 sf	$31,753	$11,260	182.0%	$16,890	50.0%
	INSTITUTIONS:						
520	Elementary School (Private)	1,000 sf	$12,015	$2,939	308.8%	$4,408	50.0%
522	Middle School (Private)	1,000 sf	$12,414	$2,939	322.4%	$4,408	50.0%
525	High School (Private)	1,000 sf	$9,708	$2,595	274.1%	$3,892	50.0%
540	College (Private)	1,000 sf	$22,931	$4,077	462.4%	$6,115	50.0%
	MEDICAL:						
610	Hospital	1,000 sf	$10,489	$3,845	172.8%	$5,767	50.0%
620	Nursing Home	1,000 sf	$2,823	$2,244	25.8%	$2,823	25.8%
630	Clinic	1,000 sf	$33,706	$3,845	776.6%	$5,767	50.0%
650	Free-Standing Emergency Room	1,000 sf	$22,441	$3,845	483.6%	$5,767	50.0%
	OFFICE:						
710	Office	1,000 sf	$10,585	$4,682	126.1%	$7,023	50.0%
720	Medical Office 10,000 sq ft or less	1,000 sf	$24,475	$13,590	80.1%	$20,385	50.0%
	Medical Office greater than 10,000 sq ft	1,000 sf	$35,214	$13,590	159.1%	$20,385	50.0%
	RETAIL:						
817	Nursery (Garden Center)	1,000 sf	$4,748	$6,417	-26.0%	$4,748	-26.0%
822	Retail 40,000 sfgla or less	1,000 sfgla	$6,999	$6,417	9.1%	$6,999	9.1%
821	Retail 40,001 to 150,000 sfgla	1,000 sfgla	$13,830	$6,417	115.5%	$9,625	50.0%
820	Retail greater than 150,000 sfgla	1,000 sfgla	$14,550	$8,811	65.1%	$13,216	50.0%
880/881	Pharmacy/Drug Store with or w/o Drive-Thru	1,000 sf	$12,787	$7,492	70.7%	$11,238	50.0%
	SERVICES:						
912	Bank/Financial Institution	1,000 sf	$21,784	$16,828	29.5%	$21,784	29.5%
930	Fast Casual Restaurant	1,000 sf	$21,181	$22,755	-6.9%	$21,181	-6.9%
931	Fine Dining Restaurant	1,000 sf	$39,163	$22,755	72.1%	$34,132	50.0%
932	High-Turnover (Sit-Down) Restaurant	1,000 sf	$43,864	$22,755	92.8%	$34,132	50.0%
933	Fast Food Restaurant without Drive-Thru	1,000 sf	$99,649	$22,755	337.9%	$34,132	50.0%
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	$106,028	$22,755	366.0%	$34,132	50.0%
944	Gas Station w/Convenience Store <2,000 sq ft	fuel pos.	$14,037	$6,292	123.1%	$9,438	50.0%
945	Gas Station w/Convenience Store 2,000 to 5,499 sq ft	fuel pos.	$21,584	$6,292	243.0%	$9,438	50.0%
	Gas Station w/Convenience Store 5,500+ sq ft	fuel pos.	$28,240	$6,292	348.8%	$9,438	50.0%
	INDUSTRIAL:						
110	General Light Industrial	1,000 sf	$4,341	$2,887	50.4%	$4,330	50.0%
150	Warehousing	1,000 sf	$1,791	$1,012	77.0%	$1,518	50.0%
151	Mini-Warehouse	1,000 sf	$838	$879	-4.7%	$838	-4.7%
n/a	Borrow Pit	1,000 cy	$21	n/a	-	$21	-

1) Source: Appendix G, Table G-1
2) Source: St. Johns County. Rates shown do not include the 40% discount currently applied to non-residential land uses

3) Percent change from the current adopted impact fee (Item 2) to the calculated impact fee (Item 1)
4) Maximum allowable impact fee in compliance with 50 percent increase cap per F.S. 163.31801
5) Percent change from the current adopted impact fee (Item 2) to the F.S. 163.31801 maximum allowable impact fee (Item 4)

Notes:

- Current adopted rate for Residential under 800 sq ft ($6,927) is shown for Senior Adult Housing and Congregate Care Facility land uses.
- Assisted Living is a new land use. Current adopted impact fee for nursing home was converted to “per bed” for comparison.
- Current adopted rate for Campground/RV park is ($35,607 per acre), but the unit of measure was converted to “per site” to measure the level of increase.
- Current adopted rate for Elementary School ($2,939 per 1,000 sf) is shown for Middle School land use.
- Current adopted rate for Hospital ($3,845 per 1,000 sf) is shown for Clinic and Free-Standing Emergency Room land uses.
- Current adopted rate for Office greater than 200,000 sq ft ($4,682 per 1,000 sf) is shown for Office land use.
- Current adopted rate for Commercial less than 100,000 sq ft ($6,417 per 1,000 sf) is shown for Nursery (Garden Center), Retail 40k sfgla or less, and Retail 40k-150k sfgla land uses.
- Current adopted rate for Commercial 100k-199k sflga ($8,811 per 1,000 sfgla) is shown for Retail greater than 150k sfgla land use.
- Current adopted rate for Fast Food w/Drive-Thru ($22,755 per 1,000 sf) is shown for Fast Casual Restaurant, Fine Dining Restaurant, High-Turnover Restaurant, and Fast Food Restaurant without Drive-Thru land uses.

Table VII-8

Transportation Impact Fee Comparison

Land Use	Unit[2]	St. Johns County			Charlotte County[6]	Clay County[7]					Flagler County[8]
		Calculated[3]	Current Adopted[4]	F.S. 163.31801 Maximum Impact Fee[5]		Brananfield & Oakleaf	Orange Park, Lakeside & Fleming Island	Keystone Heights & South Clay	Lake Asbury, Green Cove Springs & Southeast Clay	Middleburg & West Clay	
Date of Last Update		**2025**	**2018**	**2024**	2021	2020					2021
Assessed Portion of Calculated[1]		-	**100%**	-	100%	100%	100%	100%	100%	100%	68%
Residential:											
Single Family (2,000 sf)	du	**$13,266**	**$10,572**	**$13,266**	$6,289	$4,920	$1,171	$833	$7,329	$3,251	$1,648
Non-Residential:											
Light Industrial	1,000 sf	**$4,341**	**$2,887**	**$4,330**	$2,783	$1,904	$484	$344	$3,073	$1,386	$677
Office (50,000 sq ft)	1,000 sf	**$10,585**	**$5,447**	**$8,170**	$5,228	$3,655	$1,196	$851	$4,058	$3,436	$1,635
Retail (125,000 sq ft)	1,000 sfgla	**$13,830**	**$8,811**	**$13,216**	$7,509	$12,072	$3,060	$2,177	$19,483	$8,790	$2,137

1) Represents that portion of the maximum calculated fee for each respective county that is actually charged. Fees may have been lowered through indexing or policy discounts. Does not account for moratoriums/suspensions
2) du = dwelling unit
3) Source: Table VII-7
4) Source: St. Johns County. Rates shown do not include the 40% discount currently applied to non-residential land uses
5) Source: Table VII-7
6) Source: Charlotte County Community Development Department. Fees shown include 2.55% administrative fee
7) Source: Clay County Planning and Zoning Department
8) Source: Flagler County Growth Management Department.

Table VII-8 (continued)

Transportation Impact Fee Comparison

Land Use	Unit[2]	St. Johns County			Indian River County[6]	Martin County[7]	Miami-Dade County[8]				Palm Beach County[9]	St. Lucie County[10]	Volusia County[11]
		Calculated[3]	Current Adopted[4]	F.S. 163.31801 Maximum Impact Fee[5]			Context Zone 1	Context Zone 2	Context Zone 3	Context Zone 4			
Date of Last Update		**2025**	**2018**	**2024**	2020	2012	2022				2022	2022	2022
Assessed Portion of Calculated[1]		**-**	**100%**	**-**	75%/45%	100%	100%	100%	100%	100%	varies/95% SFR	varies/66% SFR	100%
Residential:													
Single Family (2,000 sf)	du	**$13,266**	**$10,572**	**$13,266**	$6,632	$2,815	$9,633	$9,275	$10,179	$10,625	$5,597	$5,771	$5,464
Non-Residential:													
Light Industrial	1,000 sf	**$4,341**	**$2,887**	**$4,330**	$1,795	$1,857	$4,944	$4,760	$5,225	$5,453	$2,170	$1,241	$2,420
Office (50,000 sq ft)	1,000 sf	**$10,585**	**$5,447**	**$8,170**	$3,530	$2,198	$17,610	$16,954	$18,607	$19,422	$4,871	$4,183	$5,400
Retail (125,000 sq ft)	1,000 sfgla	**$13,830**	**$8,811**	**$13,216**	$5,603	$5,183	$11,982	$11,537	$12,661	$13,216	$7,907	$7,133	$6,320

1) Represents that portion of the maximum calculated fee for each respective county that is actually charged. Fees may have been lowered through indexing or policy discounts. Does not account for moratoriums/suspensions
2) du = dwelling unit
3) Source: Table VII-7
4) Source: St. Johns County
5) Source: Table VII-7
6) Source: Indian River County Planning Division. Residential fees adopted at 75% and non-residential fees adopted at 45%
7) Source: Martin County Growth Development Department
8) Source: Miami-Dade County Zoning Department
9) Source: Palm Beach County Planning, Zoning, and Building Department. "Unincorporated" fees are shown. Rates shown were adopted in compliance with the 50% limit per F.F. 163.31801. Due to this compliance, the adoption rate varies by land use. Additionally, the County reduced all rates by 5%. Therefore, for the Single Family (2,000 sf) land use, the current adopted rate is approximately 95% of the full calculated rate from the 2022 update study.
10) Source: St. Lucie County Administration Department; Innovation and Performance Division. Rates shown were adopted in compliance with the 50% limit per F.F. 163.31801. Due to this compliance, the adoption rate varies by land use. For the Single Family (2,000 sf) land use, the 2025 adopted rate be approximately 66% of the full calculated rate from the 2022 update study.
11) Source: Volusia County Growth and Resource Management Department. "Unincorporated" fees are shown

VIII. Impact Fee Benefit Zones

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

When there are too many benefit districts, a situation can occur where projects in certain districts cannot be funded for long periods of time until sufficient impact fee revenues accumulate.

Benefit Zone Analysis

Currently, St. Johns County has four impact fee benefit zones for both transportation and parks and recreation impact fees: Northwest (NW), Northeast (NE), Southeast (SE), and Southwest (SW). **Map VIII-1** presents these boundaries. As shown in **Table VIII-1**, the size of the zones ranges from 60 square miles to 152 square miles of developable land. Zones of these sizes are well within the range of sizes observed in other counties in Florida.

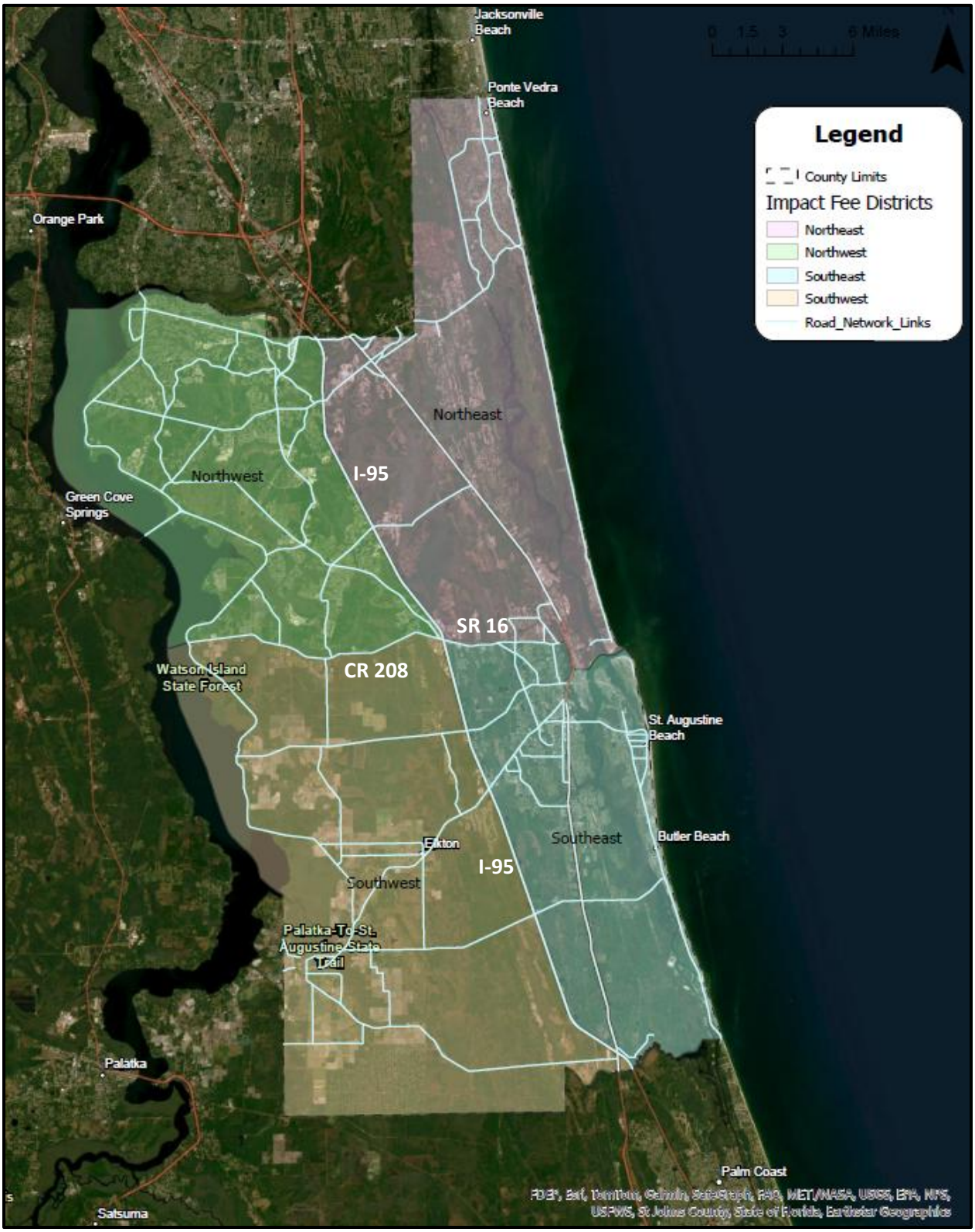
Table VIII-1

St. Johns County Developable Land

Item	NW	NE	SE	SW	Total
Total Area (Acres)	99,258	106,172	73,758	151,759	430,947
Water Area (Acres)	23,998	43,230	21,132	42,201	130,561
Conservation Area (Acres)	2,512	18,653	14,271	12,071	47,507
Developable Area (Acres)	**72,748**	**44,289**	**38,355**	**97,487**	**252,879**
Developable Area (Sq Mi)	**113.7**	**69.2**	**59.9**	**152.3**	**395.1**
Developable %	28.8%	17.5%	15.2%	38.5%	-

Source: St. Johns County Open Data Portal; GIS

Map VIII-1: Current Impact Fee Benefit Zones



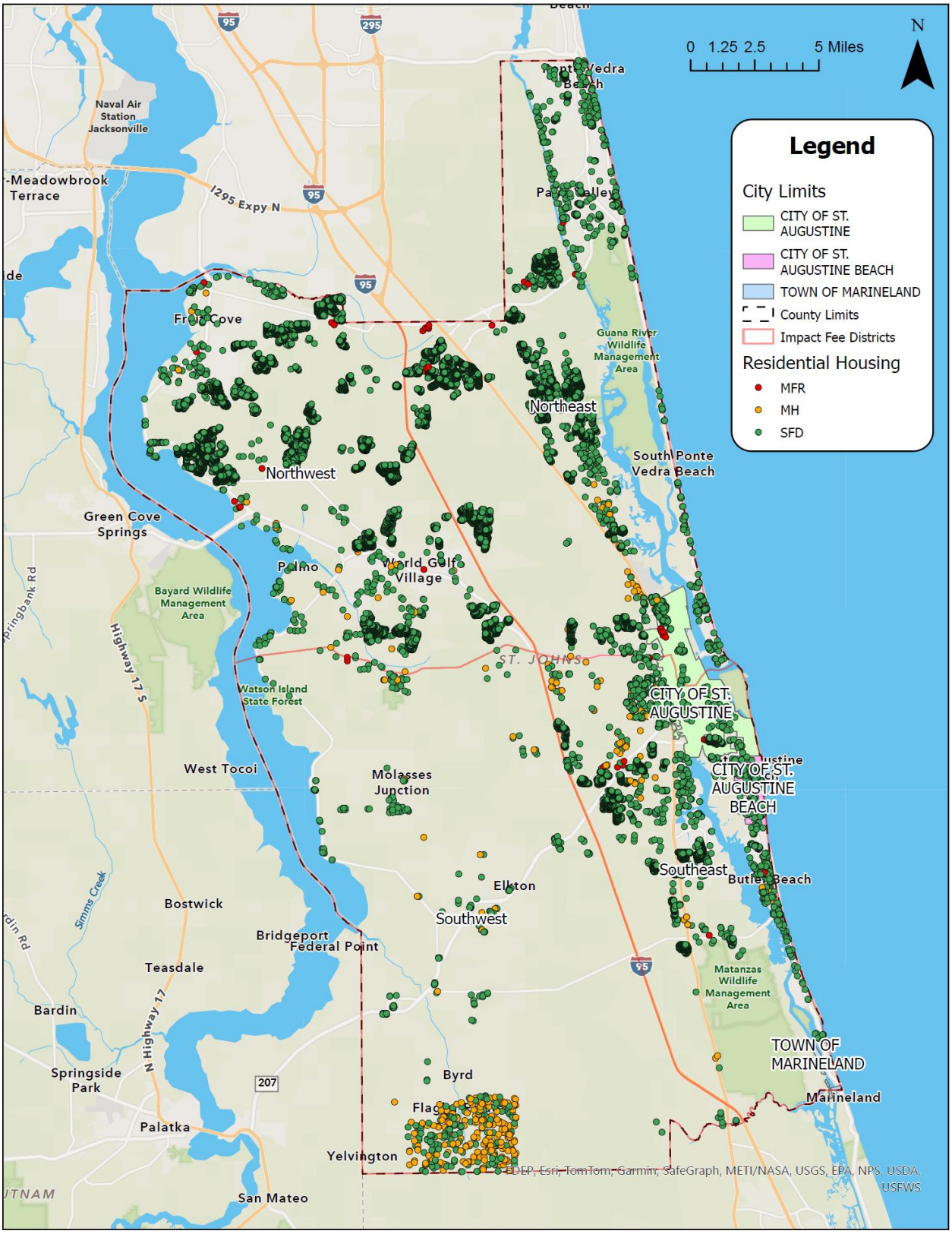
In addition to the size, a review of the location of recent residential permitting was completed, as shown in **Table VIII-2** and **Map VIII-2**. This review indicated that development is concentrated in the northern zones, with very little permitting occurring in the southwest. Between the northern zones, the permitting is evenly distributed over the past few years, as shown in Table VIII-2.

Table VIII-2
Residential Permitting (2018-2023)

Timeframe	SFD	MFR	MH	Total	%
2018+					
NW	10,318	230	27	10,575	40%
NE	8,852	1,822	24	10,698	40%
SE	3,791	807	73	4,671	18%
SW	321	2	207	530	2%
Total	**23,282**	**2,861**	**331**	**26,474**	**-**

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

Map VIII-2: Residential Units Built from 2018 to 2023 in St. Johns County



Transportation Impact Fee Benefit Zones

In addition to the analyses discussed so far, for the analysis of transportation impact fee zones, the flow of travel between districts was reviewed using Replica. Replica is a subscriptions-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 VIII-3**, residents in the Northeast, Northwest, and Southeast mainly travel within their zone, while residents in the Southwest mainly travel to the Southeast.

Table VIII-3

Trip Distribution Between Impact Fee Zones

Origin	Destination	Trip Count	Percent
Northeast			
NE	NE	166,805	72%
NE	SE	41,226	18%
NE	NW	21,770	9%
NE	SW	2,545	1%
Total		**232,346**	-
Northwest			
NW	NW	203,432	84%
NW	NE	21,354	9%
NW	SE	14,484	6%
NW	SW	2,767	1%
Total		**242,037**	-
Southeast			
SE	SE	242,030	79%
SE	NE	39,870	13%
SE	NW	13,876	5%
SE	SW	11,362	4%
Total		**307,138**	-
Southwest			
SW	SE	11,965	42%
SW	SW	11,136	39%
SW	NW	3,087	11%
SW	NE	2,560	9%
Total		**28,748**	-

Source: Replica Origin-Destination Analysis

Table VIII-4 presents the historical transportation impact fee revenues and expenditures by benefit zone for the past 10 years. As shown, the revenue collections are well-balanced between the three zones with higher concentration of development (NW, NE and SE). Similarly, the distribution of projects funded with impact fee revenues indicates that each zone has eligible capacity expansion needs.

Table VIII-4

Transportation Impact Fee Revenues by Benefit Zone

Year	NW	NE	SE	SW	Total
Revenue					
2013	$615,648	$518,809	$1,756,715	$316,006	$3,207,178
2014	$1,137,356	$1,427,643	$1,720,089	$260,552	$4,545,640
2015	$633,980	$1,684,884	$1,544,022	$123,153	$3,986,039
2016	$1,322,191	$1,536,770	$2,427,299	$124,365	$5,410,625
2017	$1,315,458	$2,046,085	$2,561,305	$169,648	$6,092,496
2018	$2,197,442	$2,774,143	$2,987,806	$413,500	$8,372,891
2019	$3,136,444	$3,635,255	$2,812,118	$397,740	$9,981,557
2020	$4,615,252	$4,243,688	$4,916,688	$767,687	$14,543,315
2021	$4,825,015	$4,550,862	$5,437,977	$873,260	$15,687,114
2022	$4,528,357	$6,805,900	$7,875,594	$1,561,439	$20,771,290
2023	$8,123,440	$7,906,657	$5,242,216	$1,386,300	$22,658,613
Total	**$32,450,583**	**$37,130,696**	**$39,281,829**	**$6,393,650**	**$115,256,758**
%	28.2%	32.2%	34.1%	5.5%	-
Expenditures					
2013	$775,540	$1,010,243	$1,869,293	$11,354	$3,666,430
2014	$780,499	$3,036,295	$284,180	$4,239	$4,105,213
2015	$830,192	$2,920,540	$3,139,821	$6,685	$6,897,238
2016	$817,906	$2,590,830	$1,979,621	$718	$5,389,075
2017	$1,112,146	$3,014,453	$2,267,471	$1,414,841	$7,808,911
2018	$1,191,739	$1,793,438	$379,844	$311,248	$3,676,269
2019	$1,531,069	$599,419	$1,203,490	$29,195	$3,363,173
2020	$1,526,817	$2,797,753	$1,396,997	$2,796	$5,724,363
2021	$1,740,457	$845,984	$1,070,290	$6,278	$3,663,009
2022	$979,974	$5,302,206	$3,089,652	$17,712	$9,389,544
2023	$1,029,796	$1,973,931	$4,151,422	$19,891	$7,175,040
Total	**$12,316,135**	**$25,885,092**	**$20,832,081**	**$1,824,957**	**$60,858,265**
%	20.2%	42.5%	34.2%	3.0%	-

Source: St. Johns County

Recommendation

Based on the review of these datasets and analyses, no changes are recommended for the benefit zones. Aside from the Southwest, where there is little development, the remaining three districts have balanced development levels, travel patterns, as well as revenue and expenditures. Fee payers in each zone receive benefit from projects built in their zone.

Parks and Recreation Impact Fee Benefit Zones

Table VIII-5 presents the distribution of existing park land throughout St. Johns County. As shown, each zone has significant park acreage with the southern zones accounting for approximately 70 percent of the countywide total.

Table VIII-5

St. Johns County Park Land Distribution

Park Type	NW	NE	SE	SW	Total
Community	258.50	57.40	155.20	11.21	482.31
Regional	53.40	138.21	60.89	141.11	393.62
Special Purpose	102.89	82.28	609.87	511.72	1,306.77
Water Access	2.49	34.79	89.76	10.73	137.78
Total Park Acreage	**417.29**	**312.69**	**915.73**	**674.77**	**2,320.48**
Distribution	18.0%	13.5%	39.4%	29.1%	-

Source: St. Johns County Open Data Portal; GIS

Table VIII-6 presents the historical parks and recreation impact fee revenues and expenditures by district for the past 10 years. As shown, the revenue collections are well-balanced between the three zones with significant development (NW, NE and SE).

Table VIII-6

Parks and Recreation Impact Fee Revenues by Benefit Zone

Year	NW	NE	SE	SW	Total
Revenue					
2013	$221,298	$39,442	$155,503	$31,293	$447,536
2014	$217,990	$83,038	$166,633	$27,205	$494,866
2015	$317,919	$105,977	$147,076	$8,886	$579,858
2016	$510,992	$152,275	$229,483	$13,301	$906,051
2017	$375,011	$175,426	$286,040	$14,216	$850,693
2018	$522,046	$455,855	$283,474	$25,716	$1,287,091
2019	$985,415	$385,417	$402,761	$56,079	$1,829,672
2020	$1,731,695	$1,010,453	$816,269	$94,668	$3,653,085
2021	$2,968,496	$2,065,247	$1,027,797	$125,355	$6,186,895
2022	$2,812,999	$2,857,972	$1,485,212	$234,450	$7,390,633
2023	$1,110,963	$2,563,963	$1,086,063	$202,089	$4,963,078
Total	**$11,774,824**	**$9,895,065**	**$6,086,311**	**$833,258**	**$28,589,458**
%	41.2%	34.6%	21.3%	2.9%	-
Expenditures					
2013	$131,872	$183	$76,246	$84,385	$292,686
2014	$131,784	$111	$161,249	$84,444	$377,588
2015	$258,679	$45,292	$115,265	$58,351	$477,587
2016	$247,844	$654	$146,874	$40	$395,412
2017	$392,144	$684	$225,806	$139	$618,773
2018	$283,045	$216,364	$166,376	$2,636	$668,421
2019	$264,773	$960,956	$171,264	$260	$1,397,253
2020	$1,050,740	$15,526	$508,354	$493	$1,575,113
2021	$300,579	$277,702	$266,643	$250,967	$1,095,891
2022	$280,396	$513,552	$191,080	$2,603	$987,631
2023	$1,249,244	$117,145	$1,829,068	$1,388	$3,196,845
Total	**$4,591,100**	**$2,148,169**	**$3,858,225**	**$485,706**	**$11,083,200**
%	41.4%	19.4%	34.8%	4.4%	-

Source: St. Johns County

Recommendation

For parks and recreation impact fees, based on the review of these datasets and analyses, no changes are recommended for the benefit zones. Aside from the Southwest zone, where there is little development, the remaining three districts have balanced development, revenue, and expenditures. Fee payers in each district receive benefit through the available inventory of parks and projects completed in their zone.

Appendix A
Population: Supplemental Information

Appendix A: Population

Except for the multi-modal transportation impact fee, all impact fee programs included in this report require the use of population data in calculating current levels of service, demand and credit calculations. With this in mind, a consistent approach to developing population estimates and projections is an important component of the data compilation process. To accurately determine demand for services, not only the residents, or permanent population of the county, but also the seasonal residents and visitors were considered. Seasonal residents include visitors and part-time residents, which are defined as living in St. Johns County for less than six months each year. Therefore, for purposes of calculating future demand for capital facilities for each impact fee program area, the weighted seasonal population is used in all population estimates and projections. References to population contained in this report pertain to the weighted seasonal population, unless otherwise noted. In addition, in the case of impact fees charged to both residential and non-residential land uses, functional population is developed to account for workers and presence of people throughout the day at residential and non-residential land uses. Functional population is discussed in greater detail later in this Appendix.

Table A-1 presents the weighted seasonal population trends. The projections indicate that the current weighted seasonal population countywide is approximately 378,900 and is estimated to increase to 487,700 (increase of 108,800) by 2035. The estimated average growth rate is approximately 2.3 percent per year.

Table A-1

Weighted Seasonal Population Trends and Projections

Year	Countywide
2000	140,743
2001	147,208
2002	153,685
2003	160,956
2004	171,109
2005	181,077
2006	191,292
2007	201,205
2008	208,602
2009	213,036
2010	217,215
2011	223,020
2012	229,239
2013	237,138
2014	245,610
2015	254,460
2016	263,737
2017	274,859
2018	286,025
2019	301,640
2020	312,525
2021	326,364
2022	339,267
2023	360,407
2024	**378,880**
2025	385,648
2026	396,061
2027	406,755
2028	417,737
2029	429,016
2030	440,627
2031	449,660
2032	458,878
2033	468,285
2034	477,885
2035	487,718

Source: Appendix A, Table A-14

Residential Persons per Housing Unit Tiering

As part of this impact fee update, the current residential square footage tiers were updated to reflect the most recent data. This analysis utilizes average Persons per Housing Unit (PPHU) figures by bedroom size obtained from the 2023 5-year Public Use Microdata Sample (PUMS) and average home size by number of bedrooms reported in the St. Johns County Property Appraiser's database to develop a relationship between number of persons in a home and the size of the home. PUMS files allow for the use of census sample data collected in St. Johns County to create custom tables that are otherwise unavailable. For this analysis, the 2023 PUMS files were utilized, which were published in January 2025 and are the latest data available. The PUMS 5-year estimates incorporate 60 months of data, representing a 1-percent sample of the population for each year. To isolate the PUMS data specific to St. Johns County, all Public Use Microdata Areas (PUMAs) within the County were identified. PUMAs are non-overlapping areas that partition each state into areas containing approximately 100,000 residents. These are the most detailed geographic area available within the PUMS data set. **Table A-2** summarizes the PUMS results for St. Johns County.

Table A-2
PUMS Result Summary: Residential Structures

Bedrooms	Persons[(1)]	Housing Units[(2)]	Persons per Housing Unit[(3)]	Adjusted Persons per Housing Unit[(4)]
0-1	9,645	6,623	1.46	1.27
2	49,165	26,764	1.84	1.61
3	150,325	60,041	2.50	2.18
4+	152,375	45,832	3.32	2.90
Total	**361,510**	**139,260**	**2.60**	2.27
Countywide	288,912	127,041	2.27	

1) Source: PUMS 2023 5-yr dataset (Published January 2025); PUMAs 1210902, 1210903 and 1210799. Analysis excludes units categorized as "Boat, RV, van, etc."
2) Source: PUMS 2023 5-yr dataset (Published January 2025); PUMAs 1210902, 1210903 and 1210799. Analysis excludes units categorized as "Boat, RV, van, etc."
3) Persons (Item 1) divided by housing units (Item 2)
4) Persons per housing unit (Item 3) adjusted by countywide PPH according to ACS 2023 5-Year estimates.

Using the St. Johns County Property Appraiser's Database, the average square footage per unit built since 2020 by bedroom tier was determined for residential structures, as shown in **Table A-**

3. With these averages determined, the persons per housing unit were graphed per square footage to determine a line of best fit, as shown in Figure A-1.

Table A-3

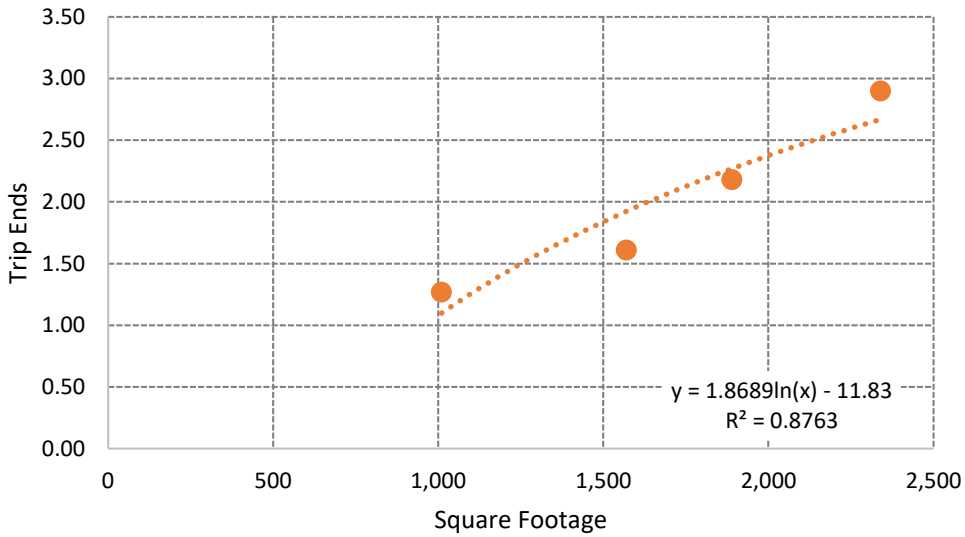
PPHU vs. Bedrooms vs. Square Footage

Bedrooms	2020+ Average Unit Size (Square Feet)[1]	Persons per Housing Unit[2]
0-1	1,010	1.27
2	1,570	1.61
3	1,890	2.18
4+	2,340	2.90
All	**2,110**	**2.27**

1) Source: St. Johns County Property Appraiser's Parcel Database
2) Source: Table A-2

Figure A-1

Persons per Housing Unit by Square Footage



Using the resulting best-fit equation (as shown in Figure A-1), the PPHU for various square footage tiers were calculated using the end-point square footage for each tier. Next, the tiers were normalized to the average PPHU countywide from the ACS for St. Johns County, as presented in **Table A-4**.

Table A-4

Persons per Housing Unit by Square Footage Tier

Tier	Square Feet Input[1]	Persons per Housing Unit[2]	PPHU Ratio[3]	Adjusted PPHU[4]
Countywide				
Under 800 sq ft	800	0.66	23.7%	0.54
801 sq ft to 1,250 sq ft	1,250	1.50	53.8%	1.22
1,251 sq ft to 1,800 sq ft	1,800	2.18	78.1%	1.77
1,801 sq ft to 2,500 sq ft	2,500	2.79	100.0%	**2.27**
2,501 sq ft to 3,750 sq ft	3,750	3.55	127.2%	2.89
3,751 sq ft to 5,000 sq ft	5,000	4.09	146.6%	3.33
5,001 sq ft and over	6,000	4.43	158.8%	3.60

1) End-point of each square footage tier that is entered into the best-fit equation from Figure 1.
2) Calculated using the square feet inputs (Item 1) and the line of best fit from Figure 1
3) Ratio of each tier to the 1,801 to 2,500 square feet tier. This tier represents the average size home in St. Johns County built since 2020 (2,100 square feet, as shown in Table A-3)
4) The Countywide PPHU of 2.27 was applied to the average tier (1,801 square feet to 2,500 square feet) and then each tier was adjusted based on the ratios from Item 3.

The resulting analysis was then compared to the student generation rate (SGR) analysis from the 2018 Impact Fee Study, specifically in regard to the smaller square footage tiers. As shown in the SGR analysis, all housing tiers were shown to generate students, and therefore the PPHU data for the under 800 square feet tier was adjusted to reflect the presence of students and at least one parent/guardian. In the case of larger tiers, the calculated PPHU values do not conflict with the SGR results, and no adjustment was applied. **Table A-5** details this adjustment.

Table A-5

Persons per Housing Unit by Square Footage Tier

Tier	Persons per Housing Unit[1]	Student Generation Rate[2]	Adjusted PPHU[3]
Countywide			
Under 800 sq ft	0.54	0.10	**1.10**
801 sq ft to 1,250 sq ft	1.22	0.18	1.22
1,251 sq ft to 1,800 sq ft	1.77	0.27	1.77
1,801 sq ft to 2,500 sq ft	2.27	0.33	2.27
2,501 sq ft to 3,750 sq ft	2.89	0.46	2.89
3,751 sq ft to 5,000 sq ft	3.33	0.48	3.33
5,001 sq ft and over	3.60	0.49	3.60

1) Source: Table A-4
2) Source: St. Johns County Technical Memorandum on the Methods of Updating Roads, Fire & Rescue, Public Buildings, Law Enforcement and Parks & Recreation Impact Fees 2018
3) Adjusted PPHU for first square footage tier (1 person + SGR)

Apportionment of Demand by Residential Unit Type and Size

Table A-6 presents the population per housing unit (PPH) for the residential categories in terms of both permanent and weighted seasonal population. This analysis includes all housing units, both occupied and vacant.

Table A-6

Persons per Household by Housing Type

Housing Type	Permanent Population[1]	Housing Units[2]	Residents per Housing Unit[3]	Residents per Housing Unit with Seasonal Adjustment[4]
RESIDENTIAL:				
All Residential	288,912	127,041	2.27	2.59
Under 800 sq ft			1.10	1.26
801 sq ft to 1,250 sq ft			1.22	1.39
1,251 sq ft to 1,800 sq ft			1.77	2.02
1,801 sq ft to 2,500 sq ft			2.27	2.59
2,501 sq ft to 3,750 sq ft			2.89	3.30
3,751 sq ft to 5,000 sq ft			3.33	3.81
5,001 sq ft and over			3.60	4.11
Senior Adult Housing[5]	173,347	127,041	1.36	1.55

1) Source: 2023 American Community Survey (ACS); 5-Yr. Estimates, Table B25033
2) Source: 2023 American Community Survey (ACS); 5-Yr. Estimates, Table DP04
3) Permanent population (Item 1) divided by housing units (Item 2). PPH for each residential tier shown in Table A-5.
4) Residents per housing unit (Item 4) adjusted for seasonal population (14.3%)
5) Estimate for senior adult housing is based on people per household figures for all residential, adjusted for the residents over 55 years of age based on information obtained from the 2017 National Household Travel Survey, prepared by the US Department of Transportation.

Functional Population

Functional population, as used in the impact fee analysis, is a generally accepted methodology for several impact fee areas and is based on the assumption that demand for certain facilities is generally proportional to the presence of people at a land use, including residents, employees, and visitors. It is not enough to simply add resident population to the number of employees, since the service demand characteristics can vary considerably by type of industry.

Functional population is the equivalent number of people occupying space within a community on a 24-hour-day, 7-days-a-week basis. A person living and working in the community will have the functional population coefficient of 1.0. A person living in the community but working elsewhere may spend only 16 hours per day in the community on weekdays and 24 hours per day on weekends for a functional population coefficient of 0.76 (128-hour presence divided by 168 hours in one week). A person commuting into the county to work five days per week would

have a functional population coefficient of 0.30 (50-hour presence divided by 168 hours in one week). Similarly, a person traveling into the community to shop at stores, perhaps averaging 8 hours per week, would have a functional population coefficient of 0.05.

Functional population thus tries to capture the presence of all people within the community, whether residents, workers, or visitors, to arrive at an estimate of effective population that needs to be served.

This form of adjusting population to help measure real facility needs replaces the population approach of merely weighting residents two-thirds and workers one-third (Nelson and Nicholas 1992)[4]. By estimating the functional and weighted population per unit of land use across all major land uses in a community, an estimate of the demand for certain facilities and services in the present and future years can be calculated. The following paragraphs explain how functional population is calculated for residential and non-residential land uses.

Residential Functional Population

Developing the residential component of functional population is simpler than developing the non-residential component. It is generally estimated that people spend one-half to three-fourths of their time at home and the rest of each 24-hour day away from their place of residence. In developing the residential component of the St. Johns County's functional population, an analysis of the county's population and employment characteristics was conducted. **Tables A-7 and A-8** present this analysis for the county. Based on this analysis, people in the county, on average, spend 16 hours each day at their place of residence. This corresponds to approximately 67 percent of each 24-hour day at their place of residence and the remaining 33 percent away from home. The resulting percentage from Table A-8 is used in the calculation of the residential coefficient for the 24-hour functional population. These calculations are presented in Table A-5.

[4] Arthur C. Nelson and James C. Nicholas, "Estimating Functional Population for Facility Planning," *Journal of Urban Planning and Development* 118(2): 45-58 (1992)

Table A-7

Population and Employment Characteristics

Item/Calculation Step	Year 2022
Total workers living in St. Johns County[1]	123,330
St. Johns County Population[2]	278,722
Total workers as a percent of population[3]	**44.2%**
School age population (5-17 years)[4]	46,966
School age population as a percent of population[5]	**16.9%**
Population net of workers and school age population[6]	108,426
Other population as a percent of total population[7]	**38.9%**

1) Source: Census on The Map 2022
2) Source: 2022 ACS 5-Yr Estimates, Table S0101
3) Total workers (Item 1) divided by population (Item 2)
4) Source: 2022 ACS 5-Yr Estimates, Table S0101
5) Total school age population (Item 4) divided by 2021 population (Item 2)
6) St. Johns County population (Item 2) less total workers (Item 1) and school age population (Item 4)
7) Population net of workers and school age population (Item 6) divided by St. Johns population (Item 2)

Table A-8

Residential Coefficient for 24-Hour Functional Population

Population Group	Hours at Residence[1]	Percent of Population[2]	Effective Hours[3]
Workers	13	44.2%	5.7
Students	15	16.9%	2.5
Other	20	38.9%	7.8
Total Hours at Residence[4]			16.0
Residential Functional Population Coefficient[5]			**66.7%**

1) Estimated
2) Source: Appendix A, Table A-7
3) Hours at residence (Item 1) multiplied by percent of population (Item 2)
4) Sum of effective hours
5) Sum of effective hours (Item 4) divided by 24

Non-Residential Functional Population

Given the varying characteristics of non-residential land uses, developing the estimates of functional residents for non-residential land uses is more complicated than developing estimated functional residents for residential land uses. Nelson and Nicholas originally introduced a method for estimating functional resident population, which is now widely used in the industry. This method uses trip generation data from the Institute of Transportation Engineers' (ITE) Trip

Generation Manual and Benesch's Trip Characteristics Database, information of passengers per vehicle, workers per vehicle, length of time spent at the land use, and other variables.

Specific calculations include:

- Total one-way trips per employee (ITE trips multiplied by 50 percent to avoid double counting entering and exiting trips as two trips).
- Visitors per impact unit based on occupants per vehicle (trips multiplied by occupants per vehicle less employees).
- Worker hours per week per impact unit (such as nine worker hours per day multiplied by five days in a work week).
- Visitor hours per week per impact unit (visitors multiplied by number of hours per day times relevant days in a week, such as five for offices and seven for retail shopping).
- Functional population coefficients per employee developed by estimating time spent by employees and visitors at each land use.

Table A-9 shows the functional population coefficients for residential and non-residential uses in the St. Johns County, which are used to estimate the 2024 countywide functional population in **Table A-10**.

Table A-9

Functional Population Coefficients

Population/ Employment Category	ITE LUC	Employee Hours In-Place[1]	Trips per Employee[2]	One-Way Trips per Employee[3]	Journey-to-Work Occupants per Trip[4]	Daily Occupants per Trip[5]	Visitors per Employee[6]	Visitor Hours per Trip[1]	Days per Week[7]	Functional Population Coefficient[8]
Population									7.00	0.667
Natural Resources	n/a	9.00	3.10	1.55	1.32	1.38	0.09	1.00	7.00	0.379
Construction	110	9.00	3.10	1.55	1.32	1.38	0.09	1.00	5.00	0.271
Manufacturing	140	9.00	2.51	1.26	1.32	1.38	0.08	1.00	5.00	0.270
Transportation, Communication, Utilities	110	9.00	3.10	1.55	1.32	1.38	0.09	1.00	5.00	0.271
Wholesale Trade	150	9.00	5.05	2.53	1.32	1.38	0.15	1.00	5.00	0.272
Retail Trade	820	9.00	57.30	28.65	1.24	1.73	14.04	1.50	7.00	1.252
Finance, Insurance, Real Estate	710	9.00	3.33	1.67	1.24	1.73	0.82	1.00	5.00	0.292
Services[9]	n/a	9.00	20.32	10.16	1.24	1.73	4.98	1.00	6.00	0.499
Government[10]	730	9.00	7.45	3.73	1.24	1.73	1.83	1.00	7.00	0.451

(1) Estimated

(2) Trips per employee represents all trips divided by the number of employees and is based on Trip Generation 11th Edition (Institute of Transportation Engineers 2021) as follows:

ITE Code 110 at 3.10 weekday trips per employee, Volume 2 - Industrial Land Uses, page 39

ITE Code 140 at 2.51 weekday trips per employee, Volume 2 - Industrial Land Uses, page 76

ITE Code 150 at 5.05 weekday trips per employee, Volume 2 - Industrial Land Uses, page 104

ITE Code 710 at 3.33 weekday trips per employee, Volume 2 Office Land Uses, page 716

ITE Code 730 at 7.45 weekday trips per employee, Volume 2 Office Land Uses, page 795

ITE Code 820 (page 186) based on blended average of trips by retail center size calculated below.

Trips per retail employee from the following table:

Retail Scale	*Trip Rate*	*Sq Ft per Employee[11]*	*Trips per Employee*	*Share*	*Weighted Trips*
Retail (Less than 40k sq. ft.)	54.45	890	48	50.0%	24.00
Retail (40k to 150k sq. ft.)	67.52	1152	78	35.0%	27.30
Retail (greater than 150k sq. ft.	37.01	1070	40	15.0%	6.00
Sum of Weighted Trips/1k sq.ft.					57.30

(3) Trip per employee (Item 2) multiplied by 0.5.

(4) Journey-to-Work Occupants per Trip from 2001 National Household Travel Survey (FHWA 2001) as follows:

1.32 occupants per Construction, Manufacturing, TCU, and Wholesale trip

1.24 occupants per Retail Trade, FIRE, and Services trip

(5) Daily Occupants per Trip from 2001 National Household Travel Survey (FHWA 2001) as follows:

1.38 occupants per Construction, Manufacturing, TCU, and Wholesale trip

1.73 occupants per Retail Trade, FIRE, and Services trip

(6) [Daily occupants per trip (Item 5) multiplied by one-way trips per employee (Item 3)] - [(Journey-to-Work occupants per trip (Item 4) multiplied by one-way trips per employee (Item 3)]

(7) Typical number of days per week that indicated industries provide services and relevant government services are available.

(8) Table A-8 for residential and the equation below to determine the Functional Population Coefficient per Employee for all land-use categories except residential includes the following:

$$\frac{(\text{Days per Week} \times \text{Employee Hours in Place}) + (\text{Visitors per Employee} \times \text{Visitor Hours per Trip} \times \text{Days per Week})}{(24 \text{ Hours per Day} \times 7 \text{ Days per Week})}$$

(9) Trips per employee for the services category is the average trips per employee for the following service related land use categories: quality restaurant, high-turnover restaurant, supermarket, hotel, motel, elementary school, middle school, high school, hospital, medical office, and church. Source for the trips per employee figure from ITE, 11th ed., when available, or else derived from the square feet per employee for the appropriate land use category from the Energy Information Administration from Table B-1 of the Commercial Energy Building Survey, 2003.

(10) Includes Federal Civilian Government, Federal Military Government, and State and Local Government categories.

(11) Square feet per retail employee from the Energy Information Administration from Table B-1 of the Commercial Energy Building Survey, 2018

Table A-10

Functional Population

Population Category	St. Johns County Baseline Data[1]	Functional Resident Coefficient[2]	Functional Population[3]
2024 Weighted Population	378,880	0.667	252,713
Employment Category			
Natural Resources	1,091	0.379	413
Construction	8,400	0.271	2,276
Manufacturing	5,253	0.270	1,418
Transportation, Communication, and Utilities	6,777	0.271	1,837
Wholesale Trade	4,295	0.272	1,168
Retail Trade	17,525	1.252	21,941
Finance, Insurance, and Real Estate	29,134	0.292	8,507
Services	77,828	0.499	38,836
Government Services	12,159	0.451	5,484
Total Employment by Category Population[4]			81,880
2024 Total Functional Population[5]			**334,593**

1) Source: Table A-1 for population and 2024 Woods & Poole for employment data
2) Source: Table A-8
3) St. Johns County baseline data (Item 1) multiplied by the functional resident coefficient (Item 2)
4) Sum of the employment figures from the nine employment categories (e.g., natural resources, construction, etc.)
5) Sum of the residential functional population and the employment functional population

Table A-11 presents the county's annual functional population figures from 2000 through 2035, based on the 2024 functional population figure from Table A-10 and the annual population growth rates from the population figures previously presented in Table A-1.

Table A-11
St. Johns County Functional Population

Year	Countywide
2000	124,359
2001	130,079
2002	135,802
2003	142,185
2004	151,143
2005	159,909
2006	168,864
2007	177,645
2008	184,218
2009	188,087
2010	191,849
2011	197,029
2012	202,546
2013	209,433
2014	216,973
2015	224,784
2016	232,876
2017	242,657
2018	252,606
2019	266,499
2020	276,093
2021	288,241
2022	299,771
2023	318,357
2024	**334,593**
2025	340,616
2026	349,813
2027	359,258
2028	368,958
2029	378,920
2030	389,151
2031	397,323
2032	405,269
2033	413,780
2034	422,469
2035	431,341

Source: Table A-10 for 2024. Remaining years are based on growth rates of the weighted seasonal population; Table A-1

Functional Residents by Specific Land Use Category

When a wide range of land uses impact services, an estimate of that impact is needed for each land use. This section presents functional population coefficient estimates by residential and non-residential land uses.

Residential and Transient Land Uses

As mentioned previously, different functional population coefficients need to be developed for each land use category to be analyzed. For residential and transient land uses, these coefficients are displayed in **Table A-12**. The average number of persons per housing unit was calculated for residential land uses by size of home. Besides the residential land uses, Table A-8 also includes transient land uses, such as congregate care facilities, assisted living facilities, hotel/motels, and nursing homes. Secondary sources, such the Florida Department of Elderly Affairs and St. Augustine, Ponte Verda and the Beaches Visitor & Convention Bureau are used to determine the occupancy rate for these land uses.

Non-Residential Land Uses

A similar approach is used to estimate functional residents for non-residential land uses. **Table A-13** presents basic assumptions and calculations, such as trips per unit, trips per employee, employees per impact unit, one-way trips per impact unit, worker hours, occupants per vehicle trip, visitors (patrons, etc.) per impact unit, visitor hours per trip, and days per week for non-residential land uses. The final column in the table shows the estimated functional residents per unit by land use. These coefficients by land use measure the demand component for several impact fee programs and will be used in the calculation of the impact fee per unit for each land use category in the related impact fee schedules.

Table A-12

Functional Residents for Residential and Transient Land Uses

Land Use	Impact Unit	ITE LUC[1]	Residents/ Visitors Per Unit[2]	Occupancy Rate[3]	Adjusted Residents per Unit[4]	Visitor Hours at Place[5]	Workers per Unit[6]	Work Day Hours[7]	Days per Week[8]	Functional Residents per Unit[9]
RESIDENTIAL:										
Under 800 sq ft	du	210/215/ 220/221/ 222/240	1.26	-	-	-	-	-	-	0.84
801 sq ft to 1,250 sq ft	du		1.39	-	-	-	-	-	-	0.93
1,251 sq ft to 1,800 sq ft	du		2.02	-	-	-	-	-	-	1.35
1,801 sq ft to 2,500 sq ft	du		2.59	-	-	-	-	-	-	1.73
2,501 sq ft to 3,750 sq ft	du		3.30	-	-	-	-	-	-	2.20
3,751 sq ft to 5,000 sq ft	du		3.81	-	-	-	-	-	-	2.54
5,001 sq ft and over	du		4.11	-	-	-	-	-	-	2.74
Senior Adult Housing	du	251/252	1.55	-	-	-	-	-	-	1.03
TRANSIENT, ASSISTED, GROUP:										
Congregate Care Facility	du	253	1.55	83.0%	1.29	20	0.56	9	7	1.29
Assisted Living Facility	bed	254	1.00	83.0%	0.83	20	0.61	9	7	0.92
Hotel/Motel	room	320	3.20	70.6%	2.26	12	0.13	9	7	1.18
Nursing Home	1,000 sf	620	2.76	83.0%	2.29	20	2.04	9	7	2.67

(1) Land use code from the Institute of Transportation Engineers (ITE) Trip Generation Handbook, 11th Edition

(2) Estimates for the residential land uses from Table A-6; estimate for congregate care facility based on residents per household figures adjusted for the residents over 55 years of age based on information obtained from the 2017 National Household Travel Survey (NHTS), prepared by the US Department of Transportation; estimate for assisted living facility based upon one person per bed; estimate for the hotel/motel land use based on information from the St. Augustine, Ponte Vedra & The Beaches Visitor & Convention Bureau; nursing home estimate based on 1 person per bed and an average square footage of 363 per bed in a nursing home, based on information provided in the ITE Trip Generation Handbook, 11th Edition.

(3) Estimate for congregate care facility, assisted living facility and nursing home is the average occupancy (2022-2023) for skilled nursing facilities from the Department of Elder Affairs; estimate for hotel/motel occupancy is average occupancy rate (2021-2023) from St. Augustine, Ponte Vedra & The Beaches Visitor & Convention Bureau.

(4) Visitors per unit (Item 2) multiplied by occupancy rate (Item 3)

(5), (7), (8) Estimated

(6) Adapted from ITE Trip Generation Handbook, 11th Edition

(9) For residential land uses, calculated as residents per unit times the functional population coeffcient (0.667 from Table A-8). For transient, assisted, and group land uses, calculated as

$$\frac{[(\text{Adjusted Residents per Unit} \times \text{Hours at Place} \times \text{Days per Week}) + (\text{Workers Per Unit} \times \text{Work Hours Per Day} \times \text{Days per Week})]}{(24 \text{ Hours per Day} \times 7 \text{ Days per Week})}$$

Table A-13

Functional Residents per Unit for Non-Residential Land Uses

ITE LUC[1]	Land Use	Impact Unit	Trips per Unit[2]	Trips per Employee[3]	Employees per Unit[4]	One-Way Factor @ 50%[5]	Worker Hours[6]	Occupants per Trip[7]	Visitors[8]	Visitor Hours per Trip[9]	Days per Week[10]	Functional Residents per Unit [11]
	RECREATIONAL:											
411	Public Park	acre	0.78	59.53	0.01	0.39	9	1.64	0.63	1.50	7	0.04
416	Campground/RV Park[12]	site	1.62	N/A	1.20	0.81	9	1.64	0.13	1.50	7	0.46
420	Marina	berth	2.41	20.52	0.12	1.21	9	1.64	1.86	1.00	7	0.12
492	Health/Fitness Club	1,000 sf	34.50	N/A	1.06	17.25	9	1.64	27.23	1.50	7	2.10
	INSTITUTIONS:											
520	Elementary School (Private)	1,000 sf	19.52	22.50	0.87	9.76	9	1.11	9.96	2.00	5	0.83
522	Middle School (Private)	1,000 sf	20.17	23.41	0.86	10.09	9	1.11	10.34	2.00	5	0.85
525	High School (Private)	1,000 sf	14.07	21.95	0.64	7.04	9	1.11	7.17	2.00	5	0.60
540	College (Private)	1,000 sf	20.25	14.61	1.39	10.13	9	1.11	9.85	2.00	5	0.96
	MEDICAL:											
610	Hospital	1,000 sf	10.77	3.77	2.86	5.39	9	1.44	4.90	1.00	7	1.28
630	Clinic	1,000 sf	37.39	13.90	2.69	18.70	9	1.44	24.24	1.00	5	1.44
650	Free-Standing Emergency Room	1,000 sf	24.94	N/A	2.69	12.47	9	1.44	15.27	1.00	7	1.65
	OFFICE:											
710	Office	1,000 sf	10.84	3.33	3.26	5.42	9	1.09	2.65	1.00	5	0.95
720	Medical Office/Clinic 10,000 sq ft or less	1,000 sf	23.83	8.71	2.74	11.92	9	1.44	14.42	1.00	5	1.16
	Medical Office/Clinic greater than 10,000 sq ft	1,000 sf	34.21	8.71	3.93	17.11	9	1.44	20.71	1.00	5	1.67
	RETAIL:											
817	Nursery (Garden Center)	1,000 sf	68.10	21.83	3.12	34.05	9	1.52	48.64	1.00	7	3.20
822	Retail 40,000 sfgla or less	1,000 sfgla	54.45	17.42	3.13	27.23	9	1.52	38.26	0.50	7	1.97
821	Retail 40,001 to 150,000 sfgla	1,000 sfgla	67.52	17.42	3.88	33.76	9	1.52	47.44	0.65	7	2.74
820	Retail greater than 150,000 sfgla	1,000 sfgla	37.01	17.42	2.12	18.51	9	1.52	26.02	1.00	7	1.88
880/881	Pharmacy/Drug Store with or w/o Drive-Thru	1,000 sf	103.86	69.17	1.50	51.93	9	1.52	77.43	0.35	7	1.69
	SERVICES:											
912	Bank/Financial Institution	1,000 sf	103.73	32.73	3.17	51.87	9	1.52	75.67	0.15	6	1.42
930	Fast Casual Restaurant	1,000 sf	97.14	21.26	4.57	48.57	9	2.30	107.14	0.35	7	3.28
931	Fine Dining Restaurant	1,000 sf	86.03	17.90	4.81	43.02	9	2.30	94.14	1.00	7	5.73
932	High-Turnover (Sit-Down) Restaurant	1,000 sf	103.46	21.26	4.87	51.73	9	2.30	114.11	0.75	7	5.39
933	Fast Food Restaurant without Drive-Thru	1,000 sf	450.49	54.81	8.22	225.25	9	2.30	509.86	0.25	7	8.39
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	479.17	44.52	10.76	239.59	9	2.30	540.30	0.25	7	9.66
944	Gas Station w/Convenience Store <2,000 sq ft	fuel pos.	172.01	275.78	0.62	86.01	9	1.52	130.12	0.20	7	1.32
945	Gas Station w/Convenience Store 2,000 to 5,499 sq ft	fuel pos.	264.38	241.21	1.10	132.19	9	1.52	199.83	0.20	7	2.08
	Gas Station w/Convenience Store 5,500+ sq ft	fuel pos.	345.75	241.21	1.43	172.88	9	1.52	261.35	0.20	7	2.71

Table A-13 (Continued)

Calculation of Functional Population Coefficients for Non-Residential Land Uses

ITE LUC[1]	Land Use	Impact Unit	Trips per Unit[2]	Trips per Employee[3]	Employees per Unit[4]	One-Way Factor @ 50%[5]	Worker Hours[6]	Occupants per Trip[7]	Visitors[8]	Visitor Hours per Trip[9]	Days per Week[10]	Functional Residents per Unit [11]
	INDUSTRIAL:											
110	General Light Industrial	1,000 sf	4.87	3.10	1.57	2.44	9	1.08	1.07	1.00	5	0.45
150	Warehousing	1,000 sf	1.92	5.05	0.38	0.96	9	1.08	0.66	0.75	5	0.12
151	Mini-Warehouse	1,000 sf	1.46	61.90	0.02	0.73	9	1.08	0.77	0.75	7	0.03

Sources:

(1) Land use code found in the Institute of Transportation Engineers (ITE) Trip Generation Handbook, 11th Edition

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

(3) Trips per employee from ITE Trip Generation Handbook, 11th Edition, when available. When not available, data from a similar land use is utilized

(4) Trips per impact unit divided by trips per person (usually employee). When trips per person are not available, the employees per unit is estimated.

(5) Trips per unit (Item 2) multiplied by 50 percent

(6), (9), (10) Estimated

(7) National Personal Transportation Survey 2022

(8) [(One-way Trips/Unit X Occupants/Trip) - Employees].

(11) [(Workers X Hours/Day X Days/Week) + (Visitors X Hours/Visit X Days/Week)]/(24 Hours x 7 Days)

12) The ITE 11th Edition trip generation rate was adjusted to reflect the average occupancy rate of 60 percent based on data provided by the Florida Association of RV Parks and Campgrounds

Table A-14
Weighted Seasonal Population Projections

Year	Permanent Population[1]	Seasonal, Occasional, Recreational[2]	Total Weighted Seasonal Population[3]
2000	123,135	17,608	140,743
2001	128,791	18,417	147,208
2002	134,458	19,227	153,685
2003	140,819	20,137	160,956
2004	149,702	21,407	171,109
2005	158,423	22,654	181,077
2006	167,360	23,932	191,292
2007	176,032	25,173	201,205
2008	182,504	26,098	208,602
2009	186,383	26,653	213,036
2010	190,039	27,176	217,215
2011	195,118	27,902	223,020
2012	200,559	28,680	229,239
2013	207,470	29,668	237,138
2014	214,882	30,728	245,610
2015	222,625	31,835	254,460
2016	230,741	32,996	263,737
2017	240,472	34,387	274,859
2018	250,241	35,784	286,025
2019	263,902	37,738	301,640
2020	273,425	39,100	312,525
2021	285,533	40,831	326,364
2022	296,919	42,348	339,267
2023	315,317	45,090	360,407
2024	**331,479**	**47,401**	**378,880**
2025	337,400	48,248	385,648
2026	346,510	49,551	396,061
2027	355,866	50,889	406,755
2028	365,474	52,263	417,737
2029	375,342	53,674	429,016
2030	385,500	55,127	440,627
2031	393,403	56,257	449,660
2032	401,468	57,410	458,878
2033	409,698	58,587	468,285
2034	418,097	59,788	477,885
2035	426,700	61,018	487,718

1) Source: 2000 through 2024 is the U.S. Census and the Bureau of Economic and Business Research (BEBR). Projections for 2025, 2030 and 2035 from BEBR, Volume 57, Bulletin 198, January 2024 (Medium-Level Projections). Interim years were interpolated.
2) Source: Seasonal population is 14.3 percent of permanent population based on information from Florida's Historic Coast Economic Report July 2021-June 2022.
3) Sum of permanent population (Item 1) and seasonal population (Item 2)

Appendix B
Building and Land Values: Supplemental Information

Appendix B: Building and Land Values

This Appendix provides a summary of building and land value estimates for public buildings, law enforcement and correctional facilities, fire rescue, parks and recreation, and conservation and open space impact fees.

Building Values

To estimate building and recreational facility value, the following information was reviewed:

- Recent construction by St. Johns County, as applicable;
- Cost estimates/bids for future facilities;
- Insurance values of existing facilities;
- Information from other jurisdictions; and
- Discussions with the County.

The following paragraphs provide a summary for each service area.

Public Buildings

The public buildings inventory includes courthouse facilities, library buildings, the emergency operations center, in addition to other county buildings. As part of the cost estimates the following was considered.

- The cost of a project built in 2022 by the County that had design characteristics similar to the public buildings was $465 per square foot.
- The County plans to construct an annex building to the County Emergency Operations Center which is estimated to cost $540 per square foot. The County also plans to expand the Permit Center to address space issues within County departments. This project is estimated to cost almost $600 per square foot. Finally, cost estimates for two planned community centers range from $600 per square foot to $615 per square foot.
- Insurance values of existing buildings averaged $184 per square foot for primary buildings and $107 per square foot for support buildings. It should be noted that insurance values are considered conservative estimates because the value of the foundation and other more permanent parts of the structure are typically excluded since they would not have to be rebuilt if the structure was damaged.

Given this information, the building cost is estimated at $500 per square foot for primary buildings and $250 per square foot for support buildings.

Law Enforcement and Correctional Facilities

The law enforcement and correctional facilities building inventory includes 301,300 square feet, of which 278,700 square feet are for primary buildings and 22,600 square feet are for support buildings. As part of the cost estimates the following was considered.

- Between 2023 and 2024, the County built or in the process of building three facilities, including the Sheriff Communication/Training Facility, a tactical training facility, and combined fire station and Sheriff's office. The weighted average cost of these facilities is $425 per square foot with a range of $370 per square foot to $630 per square foot.
- The County plans to build three new combined fire rescue/law enforcement stations which are estimated to cost $640 per square foot to $700 per square foot with an average cost of $675 per square foot. The County is also considering constructing an administration center which is estimated to cost $490 per square foot.
- Insurance values of existing buildings averaged $224 per square foot for primary buildings and $67 per square foot for support buildings. It should be noted that insurance values are considered conservative estimates because the value of the foundation and other more permanent parts of the structure are typically excluded since they would not have to be rebuilt if the structure was damaged.
- Benesch supplemented local data with cost data obtained from other Florida jurisdictions. Cost estimated obtained from other Florida jurisdictions between 2020 and 2023 ranged from $240 per square foot to $430 per square foot for building construction.

Given this information, law enforcement and correctional facilities building cost is estimated at $450 per square foot for primary buildings and $150 per square foot for support buildings.

Fire Rescue

The fire rescue building inventory consists of 17 fire rescue stations. As part of the cost estimates the following was considered.

- In 2020, the County built Fire Station 19 for a construction cost of $417 per square foot. The County is in the process of building a combined fire station and Sheriff's office for an estimated cost of $630 per square foot.
- The County plans to build three new combined fire rescue/law enforcement stations which are estimated to cost $640 per square foot to $700 per square foot with an average cost of $675 per square foot.
- Insurance values of existing stations averaged $207 per square foot for fire rescue stations, $184 per square foot for administration buildings and $102 per square foot for storage buildings. As previously mentioned, the insurance values are considered

conservative estimates because the value of the foundation and other more permanent parts of the structure are typically excluded since they would not have to be rebuilt if the structure was damaged.

- Benesch supplemented local data with cost data obtained from other Florida jurisdictions. Cost estimated obtained from other Florida jurisdictions between 2020 and 2024 ranged from $300 per square foot to $525 per square foot for building construction only.

Given this information, fire rescue building cost is estimated at $550 per square foot for fire stations, $400 per square foot for the administration building, and $250 per square foot for support buildings.

Parks and Recreation

Similar to other facilities, recreational facility values are based on the following and were previously presented in Table V-5:

- Construction cost of recently built facilities;
- Recent cost increases;
- Insurance values of existing facilities;
- Facility values obtained from other jurisdictions; and
- Discussions with the County.

Land Values

For each impact fee program area, land values were determined based on the following analysis, as data available:

- Recent land purchases or appraisals for the related infrastructure (if applicable);
- Land value trends since the most recent technical study as reported by the Florida Department of Revenue (FDOR), Florida Property Valuations and Tax Databook;
- Vacant land sales from 2018 to 2023 throughout the county by size and by land use;
- Estimated value of vacant land of similar size properties by land use countywide as proposed by the St. Johns County Property Appraiser;
- Value of land where existing facilities are located based on estimates provided by the St. Johns County Property Appraiser; and
- Discussions with the County.

Public Buildings

The following was considered in estimating the land value for public buildings.

- The County acquired two parcels in 2024 with a value ranging from $66,000 per acre to $426,000 per acre.
- According to the information provided by the FDOR, vacant land values in St. Johns County increased by approximately 125 percent since the 2018 technical study which suggests a land value of approximately $148,500 per acre.
- Countywide vacant land sales of similarly sized parcels (0.5 acre to 50 acres) between 2018 and 2023 averaged $162,600 per acre with a median value of $49,400 per acre. Vacant land sales for commercial properties were higher averaging $315,100 per acre with a median value of $305,100 per acre.
- According to the St. Johns County Property Appraiser, the value of the parcel where the existing public buildings are located ranges from $2,500 per acre to $2.2 million per acre. The average land value is $55,200 per acre with a median value of $73,300 per acre. Property Appraiser land value estimates for governmental entities tend to be on the low end since these properties are not subject to property tax and the values are not always updated to reflect the market conditions.
- Similarly, the value of vacant land countywide (0.5 to 50 acres) reported by the Property Appraiser averaged $99,200 per acre with a median value of $23,400 per acre for all vacant properties. The vacant land value for commercial properties with higher averaging $212,900 per acre and $210,100 per acre.

Given this information, an average land value of $150,000 per acre is determined to be a reasonable estimate for the public buildings impact fee calculation.

Law Enforcement and Correctional Facilities

The following was considered in estimating the land value for law enforcement and correctional facilities.

- The County acquired land for the Silverleaf Fire/Sheriff Station through an impact fee credit agreement with the developer. This land was valued at approximately $426,000 per acre.
- According to the information provided by the FDOR, vacant land values in St. Johns County increased by approximately 125 percent since the 2018 technical study which suggests a land value of approximately $144,200 per acre.

- Vacant land sales of similarly sized parcels (0.5 to 5 acres) countywide averaged $145,500 per acre with a median sale price of $44,600 per acre. Vacant commercial land averaged $361,600 per acre with a median sale price of $349,400 per acre.
- The value of parcels where current law enforcement and correctional facilities are located ranges from $9,900 per acre to $784,100 per acre, with a weighted average of approximately $66,800 per acre. Property Appraiser land value estimates for governmental entities tend to be on the low end since these properties are not subject to property tax and the values are not always updated to reflect the market conditions.
- The value of vacant land (0.5 to 5 acres) countywide averaged $93,400 per acre with a median value of $21,600 per acre for all vacant properties. For vacant commercial properties, the average value is estimated at $264,400 per acre with a median value of $217,800 per acre.

Given this information, an average land value of $150,000 per acre is determined to be a reasonable estimate for the law enforcement and correctional facility impact fee calculation.

Fire Rescue

The following was considered in estimating the land value for fire rescue/EMS facilities.

- The County acquired land for the Silverleaf Fire/Sheriff Station through an impact fee credit agreement with the developer. This land was valued at approximately $426,000 per acre.
- Countywide vacant land sales of similarly sized parcels (0.5 acre to 5 acres) between 2018 and 2023 averaged $145,500 per acre with a median value of $44,600 per acre. Vacant commercial sales were higher with a weighted average of $361,600 per acre and a median of $349,400 per acre.
- The value of parcels where current fire rescue facilities are located ranges from $19,500 per acre to $1.3 million per acre, with a weighted average of approximately $327,700 per acre. Property Appraiser land value estimates for governmental entities tend to be on the low end since these properties are not subject to property tax and the values are not always updated to reflect the market conditions.
- Similarly, the value of vacant land countywide (0.5 to 5 acres) reported by the Property Appraiser averaged $93,400 per acre with a median value of $21,600 per acre for all vacant properties. For vacant commercial properties, the average value is estimated at $275,300 per acre with a median value of $218,100 per acre.

Given this information, an average land value of $200,000 per acre is determined to be a reasonable estimate for the fire rescue impact fee calculation.

Parks and Recreation

The following was considered in estimating the land value for parks and recreational facilities:

- According to the information provided by the FDOR, vacant land values in St. Johns County increased by approximately 70 percent since the 2018 technical study which suggests a land value of approximately $37,600 per acre.
- In 2020, St. Johns County purchased a 40-acre site for park development for a cost of $45,000 per acre. In 2024, the County purchased a 1.75-acre site for transportation improvement and development of a multi-use trail head for a cost of $476,100 per acre. Recent purchases for water/beach access land were higher ranging from $564,500 per acre to $5.3 million acre.
- Vacant inland sales of similarly sized parcels (0.5 acre to 100 acres), between 2018 and 2023 averaged $144,100 per acre with a median value of $43,600 per acre. Vacant residential sales were lower averaging $72,700 per acre with a median sale price of $30,700 per acre. Vacant land sales of parcels within 0.25 miles of the coastline were significantly higher with an average land value of $1.37 million per acre and median value of $737,200 per acre. In 2023, vacant land sales of coastal parcels had an average sale price of $3.76 million per acre and a median sale price of $3 million per acre.
- The land value of current parks averages $38,200 per acre according to the estimates obtained from the St. Johns County Property Appraiser database. The land value of current beach access land was higher with an average of $820,300 per acre. As previously mentioned, Property Appraiser land value estimates for governmental entities tend to be on the low end since these properties are not subject to property tax and the values are not always updated to reflect the market conditions.
- Similarly, the value of vacant inland (0.5 to 100 acres) reported by the Property Appraiser averaged $93,100 per acre with a median value of $21,800 per acre for all vacant properties. For vacant residential properties, the average value is estimated at $50,600 per acre with a median value of $19,900 per acre. The value of vacant land within 0.25 miles of the coast was higher with an average value of $784,800 per acre and a median value of $513,600 per acre. Vacant residential sales of coastal land averaged $962,300 per acre with a median value of $600,700 per acre.

Given this information, an average land value of $100,000 per acre for parkland/proposed park land and $2 million per acre for beach access land are determined to be reasonable estimates for impact fee calculation purposes.

Conservation and Open Space

The following was considered in estimating the land value for conservation and open space:

- The County has purchased several properties for conservation land over the past five years. The cost of these parcels ranged from $5,000 per acre to $33,600 per acre. Indexing these costs to the present cost according to the information provided by the FDOR results in an average price of $21,900 per acre.
- The County plans to purchase two additional properties which are valued at approximately $31,600 per acre and $706,900 per acre by the Property Appraiser.
- The value of parcels where current County-owned conservation lands are located ranges from $2,400 per acre to $16,500 per acre. As previously mentioned, Property Appraiser land value estimates for governmental entities tend to be on the low end since these properties are not subject to property tax and the values are not always updated to reflect the market conditions.
- Countywide land sales of agricultural land (greater than 10 acres) between 2018 and 2023 averaged $31,000 per acre with a median of $18,000 per acre.
- Countywide land values of agricultural land (greater than 10 acres) averaged $33,200 per acre with a median value of $15,800 per acre.

Given this information, an average land value of $25,000 per acre is determined to be a reasonable estimate for impact fee calculation purposes.

Appendix C
Multi-Modal Transportation Impact Fee: Demand Component

Appendix C: MMTIF - Demand Component

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

Interstate and Toll Facility Adjustment Factor

Table C-1 presents the interstate and toll facility adjustment factor used in the calculation of the multi-modal fee. This variable is based on data from the Northeast Regional Planning Model v2.11, specifically the 2045 vehicle-miles of travel. It should be noted that this adjustment factor excludes all external-to-external trips, which represent traffic that goes through the study area, but does not necessarily stop in the study area. This traffic is excluded from the analysis since it does not come from development within the county. The I/T adjustment factor is used to reduce the VMT that the multi-modal fee charges for each land use.

This adjustment factor is based on the 2045 model run which includes Interstate 95 and the planned First Coast Expressway, which will be tolled. A 2015 model run was also completed to measure the impact of the First Coast Expressway and the resulting interstate/toll factor was very similar to 2045, indicating that I-95 is the main driving factor for this adjustment factor.

Table C-1

Interstate/Toll Facility Adjustment Factor

Facility Type	Total (2045)	
	VMT	%
Interstate/Toll	2,246,654	**25.9%**
Other Roads	6,435,312	74.1%
Total	**8,681,966**	**100.0%**

Source: Northeast Regional Planning Model v2.11

Residential Trip Generation Rate Tiering

As part of this study, residential trip generation rate tiering was included to reflect a seven-tier analysis to ensure equity by the size of a home. The tiering analysis uses the American Community Survey (ACS) Public Use Microdata Sample (PUMS) data files as the basis. PUMS files allow for the use of census sample data collected in St. Johns County to create custom tables that are otherwise unavailable. For this analysis the 2023 PUMS files were utilized, which are the latest data available (published January 2025). The PUMS 5-year estimates incorporate 60 months of data, representing a one-percent sample of the population for each year. The 5-year sample represents the most recent figures of the PUMS datasets.

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

Using the PUMAs identified, the number of persons, number of buildings, and number of vehicles were extracted for residential buildings. Additionally, the data is grouped based on the number of bedrooms present in each building. The result of this analysis is a local sample of persons, residential buildings, and vehicles by bedroom count.

Table C-2

PUMS Results Summary: Residential Structures

Bedrooms	Persons	Vehicles	Buildings (Units)	Persons per Housing Unit	Vehicles per Housing Unit
0 to 1	9,645	6,094	6,623	1.46	0.92
2	49,165	38,543	26,764	1.84	1.44
3	150,325	115,208	60,041	2.50	1.92
4+	152,375	105,208	45,832	3.32	2.30
Total	**361,510**	**265,053**	**139,260**	**2.60**	**1.90**

Source: PUMS 2023 5-year dataset (published Jan. 2025); PUMAs 1210902, 1210903, 1210799

As shown in **Table C-2**, the persons per housing unit and vehicles per housing unit were calculated for each bedroom tier. With PUMS only representing a sample of the County, a normalization factor was applied to adjust for the entire county. As shown in **Table C-3**, the St. Johns County persons-per-housing unit (PPHU) was calculated using the 2023 5-year ACS data for St. Johns County (this is the most recent census data available). A similar analysis was completed for vehicle per housing unit (VPHU) data, resulting in PPHU and VPHU data by bedroom, for St. Johns County.

Table C-3

PPHU and VPHU for St. Johns County

Item	St. Johns County
Persons in Occupied Housing Units	289,080
Units in Structure	127,144
Persons per Housing Unit	**2.27**
Vehicles Available (Owner/Renter Occupied)	206,767
Units in Structure	127,144
Persons per Housing Unit	**1.63**

Source: 2023 5-year ACS estimates for Tables B25033, B25044, and B25001

Table C-4 illustrates the ratio-based adjustments made to the PUMS data based on the PPHU and VPHU calculated from the ACS data for St. Johns County.

Table C-4
PPHU and VPHU Tiers Adjusted for PUMS vs ACS Data

Bedrooms	Persons per Housing Unit[1]	Persons per Housing Unit (Adjusted)[2]	Vehicles per Housing Unit[1]	Vehicles per Housing Unit (Adjusted)[2]
0 to 1	1.46	1.28	0.92	0.79
2	1.84	1.61	1.44	1.23
3	2.50	2.19	1.92	1.64
4+	3.32	2.90	2.30	1.97
Total	**2.60**	**2.27**	**1.90**	**1.63**

1) Source: Table C-2
2) Each bedroom tier was based on the ratio of the total PPHU (or total VPHU, Item 2) vs. the total PPHU (or total VPHU) for all of St. Johns County 9Item 1)

The PPHU and VPHU per bedroom data was then converted to weighted average trip ends per person and per vehicle, respectively, using the ITE 11th Edition National averages. The resulting trip ends per person and vehicles were then averaged, resulting in average trip ends, per bedroom tire, as shown in **Table C-5**.

Table C-5
Calculated Trip Ends per Bedroom

Bedrooms	Persons per Housing Unit (Uninc.)[1]	AWVTE per HU Based on Persons[2]	Vehicles per Housing Unit[1]	AWVTE per HU Based on Vehicles[3]	Avg. Weighted Vehicle Trip Ends per Housing Unit[4]
0 to 1	1.28	3.52	0.79	4.76	**4.14**
2	1.61	4.43	1.23	7.42	**5.93**
3	2.19	6.02	1.64	9.89	**7.96**
4+	2.90	7.98	1.97	11.88	**9.93**
ITE 11th Avg Trip Ends[5]		**2.75**	-	**6.03**	-

AWVTE = Average Weighted Vehicle Trip Ends
1) Source: Table C-4
2) PPHU (Item 1; PPHU) multiplied by the ITE 11th average trip ends per person (Item 5; 2.75)
3) VPHU (Item 1; VPHU) multiplied by the ITE 11th average trip ends per person (Item 5; 6.03)
4) Average of AWVTE based on persons and AWVTE based on vehicles
5) Source: ITE 11th Edition Handbook, average of single family and multi-family land uses

Using the St. Johns County Property Appraiser's Database, the average square footage per unit by bedroom tier was determined for residential structures, as shown in **Table C-6**. With these

averages determined, the average trips ends were graphed per square footage to determine a line of best fit, as shown in **Figure C-1**.

Table C-6

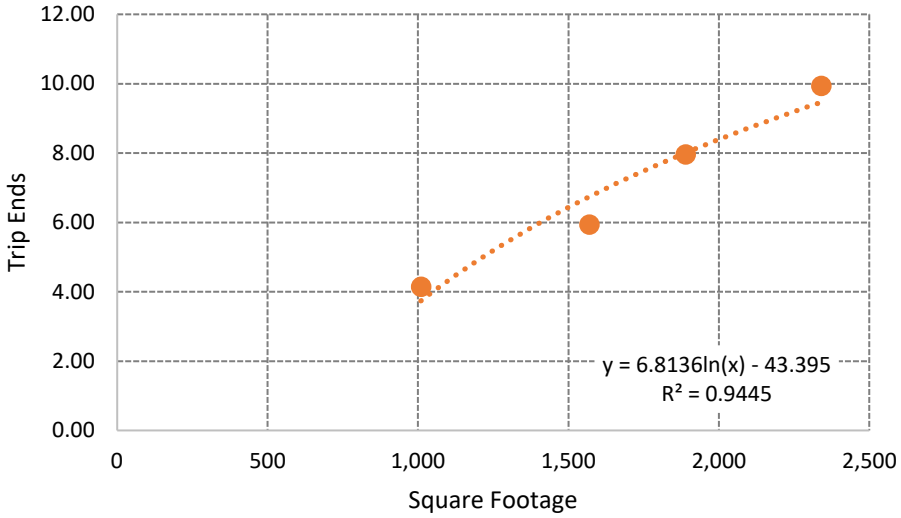
Trip Ends vs. Bedrooms vs. Square Footage

Bedrooms	Average Unit Size (Sq Ft)[1]	Avg. Weighted Vehicle Trip Ends per Housing Unit[2]
0 to 1	1,010	4.14
2	1,570	5.93
3	1,890	7.96
4+	2,340	9.93

1) Source: St. Johns County Property Appraiser's Database
2) Source: Table C-5

Figure C-1

Average Trip Ends per Square Footage



Using the best-fit equation (as shown in Figure C-1), the trip generation rates for various square footage tiers were calculated using the end-point square footage for each tier. As a final adjustment, the resulting trip generation rates were adjusted to account for the differences between National ITE 11th Edition average trip generation rates and the Florida Studies Trip Characteristics Database average for combined residential land use (Table C-13). The final trip generation rates used to calculate the multi-modal transportation impact fee rates are presented in **Table C-7**.

Table C-7

Trip Generation Rate by Residential Land Use Tier

Residential Tier	Sq Ft Input[(1)]	TGR[(2)]	TGR Adj.[(3)]
Residential 800 sq ft or less	800	2.15	**2.27**
Residential 800 - 1,250 sq ft	1,250	5.19	**5.47**
Residential 1,600 sq ft	1,600	6.87	**7.24**
Residential 1,251 - 1,800 sq ft	1,800	7.68	**8.09**
Residential 1,801 - 2,500 sq ft	2,500	9.91	**10.44**
Residential 2,501 - 3,750 sq ft	3,750	12.68	**13.36**
Residential 3,751 - 5,000 sq ft	5,000	14.64	**15.43**
Residential 5,001 sq ft or more	6,000	15.88	**16.74**

1) End-point of each square footage tier that is entered into the best-fit equation from Figure C-1
2) Calculated using the sq ft inputs (Item 1) and the best-fit line from Figure C-1
3) TGR (Item 2) adjusted from National data for Florida data. The ratio between the calculated TGR for the 1,600 sq ft value (6.58) and the Florida Studies average TGR (7.24) was applied to all other sq ft tiers.

Florida Studies Trip Characteristics Database

The Florida Studies Trip Characteristics Database includes approximately 345 studies on 40 different residential and non-residential land uses collected over the last 30 years. Data from these studies include trip generation, trip length, and percent new trips for each land use. This information has been used in the development of impact/multi-modal/mobility fees and the creation of land use plan category trip characteristics for communities throughout Florida and the U.S.

Benesch estimates trip generation rates for all land uses in an impact fee schedule using data from studies in the Florida Studies Database and the Institute of Transportation Engineers' (ITE) *Trip Generation* reference report (11th edition). In instances, when both ITE *Trip Generation* reference report (11th edition) and Florida Studies trip generation rate (TGR) data are available for a particular land use, the data is typically blended together to increase the sample size and provide a more valid estimate of the average number of trips generated per unit of development. If no Florida Studies data is available, only TGR data from the ITE reference report is used in the fee calculation.

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

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

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

Table C-7

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	-	-	2.48	-	-	-	-	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: 2.25
ITE Average Trip Generation Rate: 1.71
Blend of FL Studies and ITE Average Trip Generation Rate: 1.92

Table C-8

Land Use 151: Mini-Warehouse

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

Weighted Average Trip Generation Rate: 1.47
ITE Average Trip Generation Rate: 1.45
Blend of FL Studies and ITE Average Trip Generation Rate: 1.46

Table C-9

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 C-10

LUC 215: Single Family Attached Housing

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

Weighted Average Trip Generation Rate: 4.97

ITE Average Trip Generation Rate: 7.20

Blend of FL Studies and ITE Average Trip Generation Rate: **6.77**

Table C-11

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**			

Weighted Average Trip Generation Rate: 6.31

Table C-12

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 C-13

Combined Residential Trip Characteristics

Land Use	TGR[1]	Unit Distribution[2]	TL[3]	Unit Distribution[2]
Single Family Detached	7.81	72%	6.62	72%
Single Family Attached	6.77	5%	-	-
Multi-Family	6.31	17%	5.21	23%
Mobile Home Park	4.17	5%	4.60	5%
Weighted Average[4]	**7.24**	-	**6.19**	-

1) Source: Tables C-9 through C-12
2) Source: U.S. Census Bureau, DP04, 2023 5-Yr Estimates; St. Johns County
3) Source: Tables C-9 through C-12
4) TGR or TL for each land use weighted by the corresponding unit distribution

Table C-14

Land Use 251: Senior Adult Housing - Detached

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

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

Table C-15

Land Use 252: Senior Adult Housing - Attached

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

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

Table C-16

Land Use 253: Congregate Care Facility

Location	Size / Units	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Pinellas Park, FL	72	Aug-89	25	19	3.50	9am-5pm	2.20	79.0	7.70	Tindale Oliver
Palm Harbor, FL	200	Oct-89	58	40	-	9am-5pm	3.40	69.0	-	Tindale Oliver
Total Size	272	2	83			**Average Trip Length:**	**2.80**			
ITE	720	4				**Weighted Average Trip Length:**	**3.08**			
Blended total	992					Weighted Percent New Trip Average:		71.6		
	792									

Weighted Average Trip Generation Rate: 3.50
ITE Average Trip Generation Rate: 2.21
Blend of FL Studies and ITE Average Trip Generation Rate: 2.33

Table C-17

Land Use 320: Motel

Location	Size (Rooms)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Pinellas Co, FL	48	Oct-89	46	24	-	10a-2p	2.80	65.0	-	Tindale Oliver
Pinellas Co, FL	54	Oct-89	32	22	-	12p-7p	3.80	69.0	-	Tindale Oliver
Pinellas Co, FL	120	Oct-89	26	22	-	2p-7p	5.20	84.6	-	Tindale Oliver
Total Size	222	3	104			**Average Trip Length:**	**3.93**			
ITE	654	6				**Weighted Average Trip Length:**	**4.34**			
						Weighted Percent New Trip Average:		76.6		

Table C-18

Land Use 492: Health/Fitness Club

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Tampa, FL	-	Mar-86	33	31	-	-	-	94.0	-	Kimley-Horn & Associates
Total Size		1	33			**Average Trip Length:**	**n/a**			
ITE	37	8				Percent New Trip Average:		94.0		

Table C-19

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 C-20

Land Use 630: Clinic

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	103.9	Aug-89	614	572	37.03	7a-430p	5.10	93.0	175.63	Tindale Oliver
St. Petersburg, FL	-	Oct-89	280	252	-	9a-5p	4.10	90.0	-	Tindale Oliver
Total Size	103.9	2	894			**Average Trip Length:**	**4.60**			
ITE	180.0	9				**Weighted Average Trip Length:**	**5.10**			
	283.9					Weighted Percent New Trip Average:		93.0		

Weighted Average Trip Generation Rate: 37.03
ITE Average Trip Generation Rate: 37.60
Blend of FL Studies and ITE Average Trip Generation Rate: 37.39

Table C-21

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 C-22

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

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

Table C-23

Land Use 720: Medical/Dental Office Building

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

Weighted Percent New Trip Average: 88.9

Average Trip Generation Rate: 32.59

ITE Average Trip Generation Rate: 36.00

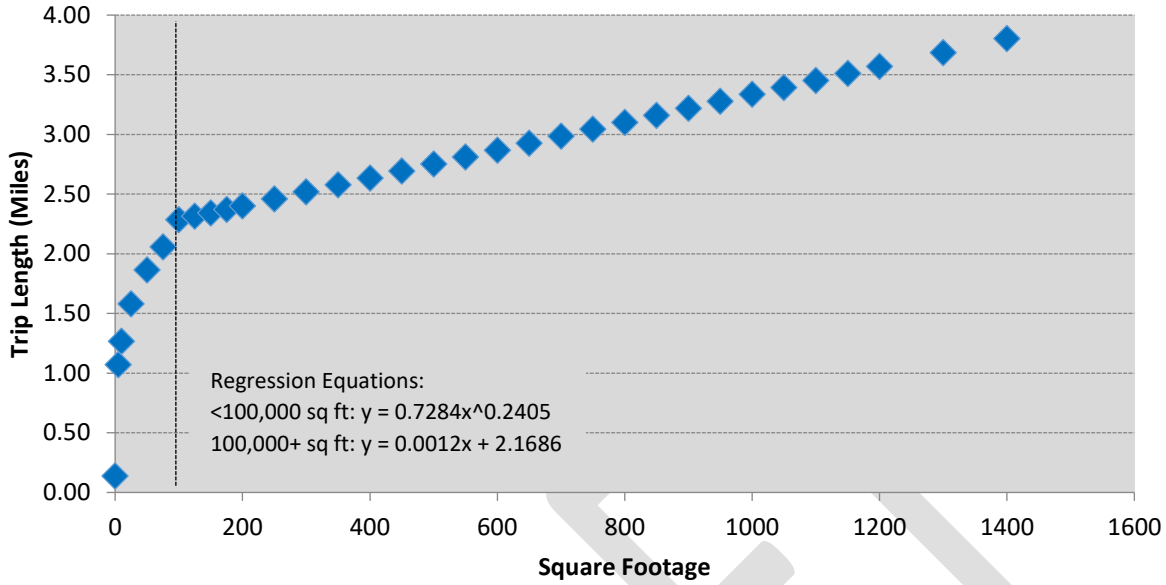
Blend of FL Studies and ITE Average Trip Generation Rate: 34.21

Table C-24

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

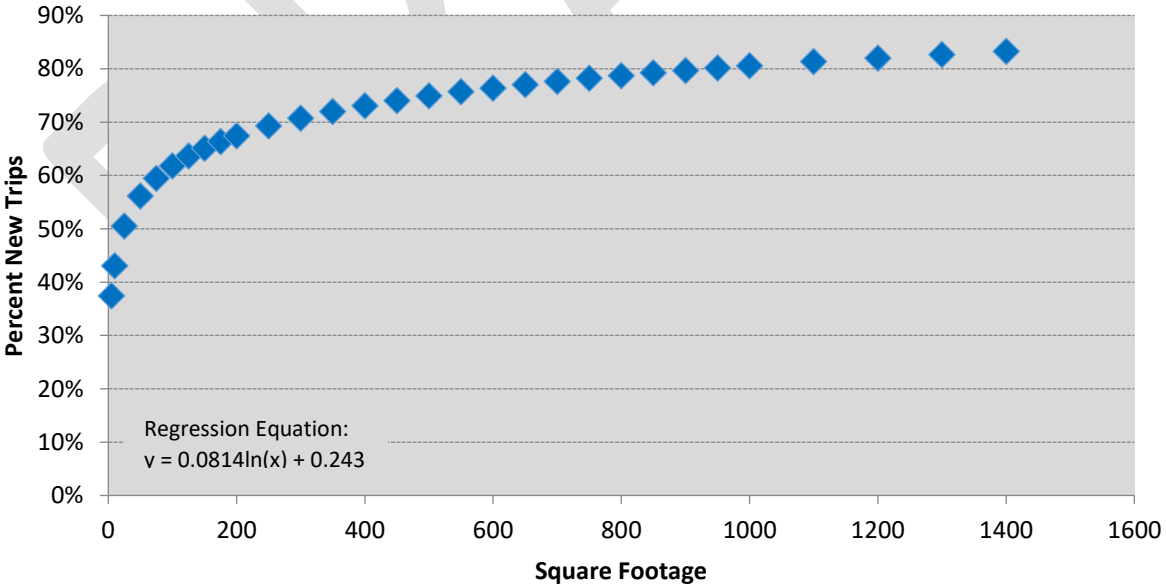
Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Tampa, FL	-	Mar-86	527	348	-	-	-	66.0	-	Kimley-Horn & Associates
Tampa, FL	-	Mar-86	170	-	-	-	1.70	-	-	Kimley-Horn & Associates
Tampa, FL	-	Mar-86	354	269	-	-	-	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
			30	6,346			**Average Trip Length:**	**2.71**		

Figure C-2
LUC 820: Retail/Shopping Center – Florida Curve Trip Length Regression



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

Figure C-3
LUC 820: Retail/Shopping Center – Florida Curve Percent New Trips Regression



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

Table C-25

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

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

Table C-26

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

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

Table C-27

Land Use 931: Fine Dining Restaurant

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

Table C-28

Land Use 932: High-Turnover (Sit-Down) Restaurant

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Hernando Co, FL	6.2	1996	242	175	187.51	9a-6p	2.76	72.5	375.00	Tindale Oliver
Hernando Co, FL	8.2	1996	154	93	102.71	9a-6p	4.15	60.2	256.43	Tindale Oliver
St. Petersburg, FL	5.0	1989	74	68	132.60	1130-7p	2.00	92.0	243.98	Tindale Oliver
Kenneth City, FL	5.2	1989	236	176	127.88	4p-730p	2.30	75.0	220.59	Tindale Oliver
Pasco Co, FL	5.2	2002	114	88	82.47	9a-6p	3.72	77.2	236.81	Tindale Oliver
Pasco Co, FL	5.8	2002	182	102	116.97	9a-6p	3.49	56.0	228.77	Tindale Oliver
Orange Co, FL	5.0	1996	-	-	135.68	-	-	-	-	Orange County
Orange Co, FL	9.7	1996	-	-	132.32	-	-	-	-	Orange County
Orange Co, FL	11.2	1998	-	-	18.76	-	-	-	-	Orange County
Orange Co, FL	7.0	1998	-	-	126.40	-	-	-	-	Orange County
Orange Co, FL	4.6	1998	-	-	129.23	-	-	-	-	Orange County
Orange Co, FL	7.4	1998	-	-	147.44	-	-	-	-	Orange County
Orange Co, FL	6.7	1998	-	-	82.58	-	-	-	-	Orange County
Orange Co, FL	11.3	2000	-	-	95.33	-	-	-	-	Orange County
Orange Co, FL	7.2	2000	-	-	98.06	-	-	-	-	Orange County
Orange Co, FL	11.4	2001	-	-	91.67	-	-	-	-	Orange County
Orange Co, FL	5.6	2001	-	-	145.59	-	-	-	-	Orange County
Orange Co, FL	5.5	-	-	-	100.18	-	-	-	-	Orange County
Orange Co, FL	11.3	-	-	-	62.12	-	-	-	-	Orange County
Orange Co, FL	10.4	-	-	-	31.77	-	-	-	-	Orange County
Orange Co, FL	5.9	-	-	-	147.74	-	-	-	-	Orange County
Orange Co, FL	8.9	2008	-	-	52.69	-	-	-	-	Orange County
Orange Co, FL	9.7	2010	-	-	105.84	-	-	-	-	Orange County
Orange Co, FL	9.5	2013	-	-	40.46	-	-	-	-	Orange County
Orange Co, FL	11.0	2015	-	-	138.39	-	-	-	-	Orange County
Total Size	194.9	25	1,102				**Average Trip Length:**	**3.07**		
ITE	250.0	50					**Weighted Average Trip Length:**	**3.17**		
Blended total	444.9						Weighted Percent New Trip Average:	70.8		
								Weighted Average Trip Generation Rate:		98.67
								ITE Average Trip Generation Rate:		107.20
								Blend of FL Studies and ITE Average Trip Generation Rate:		**103.46**

Table C-29

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

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Tampa, FL	-	Mar-86	61	-	-	-	2.70	-	-	Kimley-Horn & Associates
Tampa, FL	-	Mar-86	306	-	-	-	-	65.0	-	Kimley-Horn & Associates
Pinellas Co, FL	2.20	Aug-89	81	48	502.80	11a-2p	1.70	59.0	504.31	Tindale Oliver
Pinellas Co, FL	4.30	Oct-89	456	260	660.40	1 day	2.30	57.0	865.78	Tindale Oliver
Tarpon Springs, FL	-	Oct-89	233	114	-	7a-7p	3.60	49.0	-	Tindale Oliver
Marion Co, FL	1.60	Jun-91	60	32	962.50	48hrs.	0.91	53.3	466.84	Tindale Oliver
Marion Co, FL	4.00	Jun-91	75	46	625.00	48hrs.	1.54	61.3	590.01	Tindale Oliver
Collier Co, FL	-	Aug-91	66	44	-	-	1.91	66.7	-	Tindale Oliver
Collier Co, FL	-	Aug-91	118	40	-	-	1.17	33.9	-	Tindale Oliver
Hernando Co, FL	5.43	May-96	136	82	311.83	9a-6p	1.68	60.2	315.27	Tindale Oliver
Hernando Co, FL	3.13	May-96	168	82	547.34	9a-6p	1.59	48.8	425.04	Tindale Oliver
Orange Co, FL	8.93	1996	-	-	377.00	-	-	-	-	Orange County
Lake Co, FL	2.20	Apr-01	376	252	934.30	-	2.50	74.6	1742.47	Tindale Oliver
Lake Co, FL	3.20	Apr-01	171	182	654.90	-	-	47.8	-	Tindale Oliver
Lake Co, FL	3.80	Apr-01	188	137	353.70	-	3.30	70.8	826.38	Tindale Oliver
Pasco Co, FL	2.66	Apr-02	100	46	283.12	9a-6p	-	46.0	-	Tindale Oliver
Pasco Co, FL	2.96	Apr-02	486	164	515.32	9a-6p	2.72	33.7	472.92	Tindale Oliver
Pasco Co, FL	4.42	Apr-02	168	120	759.24	9a-6p	1.89	71.4	1024.99	Tindale Oliver
Total Size	48.8	18	4,463				**Average Trip Length:**	**2.11**		
ITE	213.0	71					**Weighted Average Trip Length:**	**2.05**		
Blended total	261.8						Weighted Percent New Trip Average:	57.9		
	34.0							Weighted Average Trip Generation Rate:		530.19
								ITE Average Trip Generation Rate:		467.48
								Blend of FL Studies and ITE Average Trip Generation Rate:		**479.17**

Table C-30

Land Use 944: Gasoline/Service Station

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	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	1	238				**Average Trip Length:**	**1.46**		
ITE (vfp)	144.0	18					**Weighted Average Trip Length:**	**1.90**		
							Weighted Percent New Trip Average:	23.0		

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**

Appendix D
Multi-Modal Transportation Impact Fee:
Cost Component

Appendix D: MMTIF - Cost Component

This appendix presents the 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 and Inspection
- Roadway Capacity
- Transit Capital Costs

Urban-Design vs. Rural-Design

Due to limited construction data for roadways with rural-design (open drainage) characteristics, the cost per lane mile for these types of roads was calculated using an adjustment factor. This factor was based on the rural-to-urban (curb and gutter) cost ratio from the most recent District 7 Long Range Estimates (LRE) provided by FDOT[5]. As shown in **Table D-1**, the costs for rural-design roadway capacity expansion (new road construction or lane addition) are approximately 76 percent of the construction costs for urban-design roadway improvements.

Table D-1

Urban/Rural-Design Cost Factor

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

Source: FDOT District 7 Long Range Estimates, 2024

[5] This data was not available for FDOT District 2

Design

County Roadways

For multi-modal fee purposes, the design cost factor for county roads was 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 St. Johns County improvements, the North Florida TPO's Long Range Transportation Plan, and from other jurisdictions throughout Florida. As shown in **Table D-2**, the local design factors ranged from six (6) percent to 11 percent with a weighted average of seven (7) percent. As shown in **Table D-3**, the LRTP estimates the design cost at 10 percent of construction, and as shown in **Table D-4**, the design factors obtained from other Florida jurisdictions ranged from six (6) percent to 14 percent with a weighted average of 11 percent. For purposes of this study, the design cost for county roads was estimated at **10 percent** of the construction cost per lane mile.

State Roadways

Similar to county roads, the design cost factor for state 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 the North Florida TPO's Long Range Transportation Plan, and from other jurisdictions throughout Florida. As shown in Table D-3, the LRTP estimates the design cost at 10 percent of construction. As shown in Table D-4, the design factors in other Florida jurisdictions ranged from 10 percent to 11 percent with a weighted average of 11 percent. For purposes of this study, the design cost for state roads was estimated at **10 percent** of the construction cost per lane mile.

Table D-2

Design Cost Factor for County Roads – St. Johns County

ID	On	From	To	Bid Year	Improvement	Design	Construction Cost	Design-to-Construction Ratio
Recent Projects								
5072	CR 210	Greenbriar Rd	Cimmarone Blvd	2023	2 to 4 lanes	$2,014,906	$34,995,008	6%
5011	CR 210	Trinity Way	Beachwalk Blvd	2023	2 to 6 lanes	$1,053,830	$9,356,596	11%
5069	Longleaf Pine	Veterans Parkway	Roberts Rd	2023	2 to 4 lanes	$1,414,228	$14,899,000	9%
5038	CR 2209	Silverleaf Parkway	SR 16	2024	0 to 4 lanes	$1,778,825	$31,965,073	6%
Total						**$6,261,789**	**$91,215,677**	**7%**

Source: St. Johns County

Table D-3

Design Cost Factor for County Roads – North Florida TPO

Jurisdiction	Description	From	To	Improvement	PD&E	Construction	Design-to-Construction Ratio
Cost Feasible Plan:							
County	Big Oak Rd	Dixie Hwy (US 1/SR 5)	SR 313	New 4-Lane Rd	$482,792	$4,827,917	10%
County	CR 210	I-95	near US 1	Widen to 6 Lanes	$750,275	$7,502,754	10%
County	CR 210	Cimarrone Rd	Greenbriar Rd	Widen to 4 Lanes	$575,951	$5,759,508	10%
County	CR 2209	SR 16 Connector	International Golf Pkwy	New 4-Lane Rd	$890,862	$8,908,622	10%
County	CR 2209	International Golf Pkwy	SR 16	New 4-Lane Rd	$198,083	$1,980,831	10%
County	Longleaf Pine Pkwy	CR 210	Roberts Rd	Widen to 4 Lanes	$1,200,782	$12,007,818	10%
County	Racetrack Rd	Bartram Park Blvd	Bartram Springs	Widen to 6 Lanes	$416,632	$4,166,324	10%
State	SR 16	International Golf Pkwy	South Francis Rd	Widen to 4 Lanes	$441,335	$4,413,348	10%
State	SR 16	South Francis Rd	Outlet Mall (CR 208)	Widen to 4 Lanes	$1,036,143	$10,361,426	10%
State	SR 207	I-95	South Holmes Blvd	Widen to 6 Lanes	$937,328	$9,373,280	10%
State	SR 207	Holmes Blvd	SR 312	Widen to 6 Lanes	$106,426	$1,064,256	10%
State	SR 313	SR 207	SR 16	New 4-Lane Rd	$3,081,468	$30,814,678	10%
State	SR 313	SR 16	Dixie Hwy (US 1)	New 4-Lane Rd	$3,787,321	$37,873,214	10%
State	SR A1A	Mickler Rd	Palm Valley Rd	Widen to 4 Lanes	$701,423	$7,014,231	10%
Total					**$14,606,821**	**$146,068,207**	**10%**

Source: North Florida Transportation Planning Organization's 2045 Long Range Transportation Plan; Cost Feasible Plan

Table D-4

Design Cost Factor for County and 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%	-	-	-
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		**$300,000**	**$2,832,000**	**11%**	**$377,000**	**$3,447,000**	**11%**

Source: Each respective County

Right-of-Way

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

County Roadways

For multi-modal fee purposes, the ROW cost for county roads is estimated as a percentage of the construction cost per lane mile. This factor was determined based on a review of ROW-to-construction cost ratios from local St. Johns County improvements and from other jurisdictions throughout Florida. As shown in **Table D-5**, the local ROW factors ranged from one (1) percent to 61 percent with a weighted average of 10 percent, while the North Florida TPO estimates 75 percent (**Table D-6**). As shown in **Table D-7**, the ROW factors in other Florida jurisdictions ranged from 10 percent to 60 percent with a weighted average of 33 percent. For purposes of this study, the ROW cost for county roads was estimated at **35 percent** of the construction cost per lane mile.

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 D-6, the ROW-to-construction factor for state roads in other jurisdictions ranged from 20 percent to 60 percent with a weighted average of 38 percent.

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

Table D-5

Right-of-Way Cost Factor for County Roads – St. Johns County

ID	On	From	To	Bid Year	Improvement	ROW	Construction Cost	ROW-to-Construction Ratio
Recent Projects								
5072	CR 210	Greenbriar Rd	Cimmarone Blvd	2023	2 to 4 lanes	$378,314	$34,995,008	1%
5011	CR 210	Trinity Way	Beachwalk Blvd	2023	2 to 6 lanes	$5,697,108	$9,356,596	61%
5038	CR 2209	Silverleaf Parkway	SR 16	2024	0 to 4 lanes	$1,650,000	$31,965,073	5%
Total						**$7,725,422**	**$76,316,677**	**10%**

Source: St. Johns County

Table D-6

ROW Cost Factor for County Roads – North Florida TPO

Jurisdiction	Description	From	To	Improvement	ROW	Construction Cost	ROW-to-Construction Ratio
Cost Feasible Plan:							
County	Big Oak Rd	Dixie Hwy (US 1/SR 5)	SR 313	New 4-Lane Rd	$3,620,938	$4,827,917	75%
County	CR 210	I-95	near US 1	Widen to 6 Lanes	$5,627,066	$7,502,754	75%
County	CR 210	Cimarrone Blvd	Greenbriar Rd	Widen to 4 Lanes	$4,319,631	$5,759,508	75%
County	CR 2209	SR 16 Connector	International Golf Pkwy	New 4-Lane Rd	$6,681,467	$8,908,622	75%
County	CR 2209	International Golf Pkwy	SR 16	New 4-Lane Rd	$1,485,623	$1,980,831	75%
County	Longleaf Pine Pkwy	CR 210	Roberts Rd	Widen to 4 Lanes	$9,005,863	$12,007,818	75%
County	Racetrack Rd	Bartram Park Blvd	Bartram Springs	Widen to 6 Lanes	$3,124,743	$4,166,324	75%
State	SR 16	International Golf Pkwy	South Francis Rd	Widen to 4 Lanes	$3,310,011	$4,413,348	75%
State	SR 16	South Francis Rd	Outlet Mall (CR 208)	Widen to 4 Lanes	$7,771,069	$10,361,426	75%
State	SR 207	I-95	South Holmes Blvd	Widen to 6 Lanes	$7,029,960	$9,373,280	75%
State	SR 207	Holmes Blvd	SR 312	Widen to 6 Lanes	$798,192	$1,064,256	75%
State	SR 313	SR 207	SR 16	New 4-Lane Rd	$23,111,009	$30,814,678	75%
State	SR 313	SR 16	Dixie Hwy (US 1)	New 4-Lane Rd	$28,404,910	$37,873,214	75%
State	SR A1A	Mickler Rd	Palm Valley Rd	Widen to 4 Lanes	$5,260,673	$7,014,231	75%
Total					**$109,551,154**	**$146,068,207**	**75%**

Source: North Florida Transportation Planning Organization's 2045 Long Range Transportation Plan; Cost Feasible Plan

Table D-7

Right-of-Way Cost Factor for County and 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%	-	-	-
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**	**$2,730,000**	**33%**	**$1,207,000**	**$3,336,000**	**36%**

Source: Each respective County

Construction

County Roadways

A review of construction cost data for local county roadway capacity expansion projects included four (4) recent improvements in St. Johns County, as shown in **Table D-8**. The construction of these improvements ranged from $1.8 million per lane mile to $7.6 million per lane mile with a weighted average construction cost of approximately $3.1 million per lane mile.

In addition to local data, a review of recently built or bid projects (from 2015 to 2024) throughout the state of Florida was conducted. As shown in Appendix D, Table D-9, the statewide database includes a total of 45 projects from 14 different counties with a weighted average cost of approximately $4.0 million per lane mile (all improvements have urban-design characteristics); or $5.8 million when indexed to current dollars (see explanation in the next subsection). In the case of counties that are more suburban/rural in nature (similar to St. Johns County), the construction cost averages approximately $3.6 million per lane mile, or $5.0 million when indexed to current dollars. However, construction cost of more recent improvements (2020+) resulted in approximately $4.3 million per lane mile, or $5.3 million indexed.

Construction Indexing Analysis

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

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

This review focused on the construction cost increases over the last ten years (2015 to 2024), where many jurisdictions in Florida experienced a significant increase in roadway construction costs. These indices ranged from a 53 percent increase to an 87 percent increase, with an average of approximately **70 percent**. When applied to the statewide project costs from Table D-9, the average construction cost per lane mile increases from $3.6 million to $5.0 million per lane mile (suburban/rural counties only, 2015 to 2024).

Based on a review of the local project costs, local cost estimates, and cost of statewide projects, a construction cost of **$3.1 million per lane mile** for county roads (curb & gutter) was utilized in the impact fee calculations.

Table D-8

Construction Cost – County Roadway Improvements in St. Johns County

ID	On	From	To	Bid Year	Improvement	Curb & Gutter vs Open Drainage	Length (Miles)	Lanes Added	Lane Miles Added	Construction Cost	Construction Cost per Lane Mile
Recent Projects											
5072	CR 210	Greenbriar Rd	Cimmarone Blvd	2023	2 to 4 lanes	Open Drainage	2.30	2	4.60	$34,995,008	$7,607,610
5011	CR 210	Trinity Way	Beachwalk Blvd	2023	2 to 6 lanes	Curb & Gutter	0.70	4	2.80	$9,356,596	$3,341,641
5069	Longleaf Pine Pkwy	Veterans Pkwy	Roberts Rd	2023	2 to 4 lanes	Curb & Gutter	4.08	2	8.16	$14,899,000	$1,825,858
5038	CR 2209	Silverleaf Pkwy	SR 16	2024	0 to 4 lanes	Open Drainage	3.50	4	14.00	$31,965,073	$2,283,220
Total									**29.56**	$91,215,677	**$3,085,781**
Curb & Gutter									10.96	**37%**	**(a)**
Open Drainage									18.60	**63%**	**(b)**

Source: St. Johns County

Table D-9

Construction Cost for County Roads – Other Florida Counties

County	County Classification	District	Description	From	To	Year	Feature	Design	Length	Lanes Added	Lane Miles Added	Construction Cost	Construction Cost per Lane Mile	INDEX	Construction Cost (Indexed)	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	$3,813,000	70%	$28,519,000	$6,482,000
Orange	Urban	5	Reams Rd	Delmar Ave	Taborfield Ave	2017	2 to 4	Curb & Gutter	0.36	2	0.72	$3,409,584	$4,736,000	70%	$5,796,000	$8,050,000
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	$3,917,000	70%	$10,388,000	$6,659,000
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	$2,609,000	70%	$63,164,000	$4,436,000
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	$3,264,000	59%	$28,232,000	$5,190,000
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	59%	$36,888,000	$9,222,000
Palm Beach	Urban	4	Roebuck Rd	Jog Rd	Haverhill Rd	2018	2 to 5	Curb & Gutter	1.03	3	3.10	$5,154,028	$1,663,000	59%	$8,195,000	$2,644,000
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	$2,259,000	59%	$5,029,000	$3,592,000
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	$5,371,000	52%	$28,574,000	$8,164,000
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	$3,328,000	52%	$13,050,000	$5,058,000
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	$6,677,000	52%	$19,284,000	$10,149,000
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	$4,976,000	52%	$6,807,000	$7,563,000
Hillsborough	Urban	7	19th Ave NE	US 41	US 301	2019	2 to 4	Curb & Gutter	6.08	2	12.16	$67,919,173	$5,585,000	52%	$103,237,000	$8,490,000
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	$13,834,000	52%	$73,595,000	$21,027,000
Total (2015-2024); Urban Counties ONLY									**Count:**	**14**	**59.40**	**$273,610,358**	**$4,606,000**		**$430,758,000**	**$7,252,000**
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	$2,026,000	70%	$33,210,000	$3,445,000
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	$2,323,000	70%	$8,214,000	$3,949,000
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	$6,060,000	70%	$9,273,000	$10,303,000
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	$1,305,000	70%	$23,073,000	$2,219,000
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	$2,763,000	74%	$6,539,000	$4,808,000
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	$9,839,000	74%	$54,781,000	$17,119,000
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	$3,679,000	74%	$5,633,000	$6,401,000
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	$3,268,000	74%	$20,468,000	$5,686,000
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	$4,011,000	59%	$5,357,000	$6,377,000
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	$1,209,000	59%	$4,615,000	$1,923,000
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	$5,074,000	59%	$28,719,000	$8,067,000
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	$3,120,000	59%	$22,327,000	$4,962,000
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	$2,662,000	52%	$7,526,000	$4,046,000
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	$1,653,000	52%	$8,742,000	$2,512,000
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	$1,363,000	52%	$5,054,000	$2,071,000
Hernando	Suburban/Rural	7	Cortez Blvd Frontage Rd @ I-75			2020	0 to 2	Curb & Gutter	0.62	2	1.24	$2,064,688	$1,665,000	54%	$3,180,000	$2,565,000
Volusia	Suburban/Rural	5	Howland Blvd	Providence Blvd	Elkcam Blvd	2020	2 to 4	Curb & Gutter	2.38	2	4.76	$11,290,456	$2,372,000	54%	$17,387,000	$3,653,000
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	$1,960,000	54%	$13,463,000	$3,019,000
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	$6,659,000	54%	$14,563,000	$10,256,000

Table D-9 (continued)

Construction Cost for County Roads – Other Florida Counties

County	County Classification	District	Description	From	To	Year	Feature	Design	Length	Lanes Added	Lane Miles Added	Construction Cost	Construction Cost per Lane Mile	INDEX	Construction Cost (Indexed)	Construction Cost per Lane Mile
SUBURBAN/RURAL Counties; Curb & Gutter																
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	$3,972,000	54%	$9,910,000	$6,117,000
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	$1,205,000	54%	$10,244,000	$1,856,000
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	$1,454,000	54%	$4,926,000	$2,239,000
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	$2,245,000	54%	$10,372,000	$3,457,000
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	$8,253,000	37%	$67,843,000	$11,307,000
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	$4,598,000	11%	$18,169,000	$5,104,000
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	$2,071,000	11%	$12,871,000	$2,298,000
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	$8,301,000	3%	$22,230,000	$8,550,000
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	$8,822,000	3%	$35,437,000	$9,086,000
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	$2,293,000	0%	$1,605,000	$2,293,000
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	$2,518,000	0%	$7,000,000	$2,518,000
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	$8,575,000	0%	$32,584,000	$8,575,000
Total (2015-2024); Suburban/Rural Counties ONLY									**Count:**	**31**	**104.30**	**$375,273,198**	**$3,598,000**		**$525,315,000**	**$5,037,000**
Total (2020-2024); Suburban/Rural Counties ONLY									**Count:**	**16**	**53.16**	**$229,234,190**	**$4,312,000**		**$281,784,000**	**$5,301,000**
URBAN & SUBURBAN/RURAL Counties; Curb & Gutter																
Total (2015-2024); Urban & Suburban/Rural Counties									**Count:**	**45**	**163.70**	**$648,883,556**	**$3,964,000**		**$956,073,000**	**$5,840,000**

Source: Data obtained from each respective county

State Roadways

The construction cost for state roads (curb and gutter, urban section design) was based on the cost of recent projects in other communities in Florida. As shown in **Table D-10**, a total of 55 projects from 27 different counties were reviewed and resulted in a weighted average cost of approximately $4.0 million per lane mile, or $6.4 million when indexed to current dollars (all improvements have urban-design characteristics). From this dataset, the counties that are more suburban/rural in nature (similar to St. Johns) were separated. This subset of suburban/rural counties had a weighted average construction cost of $4.1 million per lane mile, or $6.6 million when indexed to current dollars. However, when more recent bids (2020+) were reviewed, the average construction cost per lane mile is considerably higher, averaging approximately $7.5 million per lane mile, or $8.1 million when indexed to current dollars.

Based on this review and discussions with the St. Johns County, a construction cost of $5.0 million per lane mile for state roads (curb and gutter) was utilized in the impact fee calculations. This estimate reflects a conservative estimate when compared to recent costs observed statewide, but does align with the county-to-state road ratio cost ratio observed statewide, which indicates that state roads cost approximately 50 percent more to construct than county roads. With recent local county road estimates at $3.1 million for St. Johns County, a state road estimate of $5.0 million is considered to be reasonable.

Table D-10

Construction Cost for State Roads – Other Florida Counties

County	County Classification	District	Description	From	To	Year	Feature	Design	Length	Lanes Added	Lane Miles Added	Construction Cost	Construction Cost per Lane Mile	INDEX	Construction Cost (Indexed)	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	$4,867,000	70%	$63,052,000	$8,275,000
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	$2,295,000	74%	$55,904,000	$3,993,000
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	$2,717,000	74%	$2,269,000	$4,727,000
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	$2,891,000	74%	$75,849,000	$5,030,000
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	$3,637,000	74%	$48,856,000	$6,328,000
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	$10,990,000	70%	$35,870,000	$18,682,000
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	$3,342,000	70%	$86,360,000	$5,682,000
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	$5,905,000	70%	$47,178,000	$10,038,000
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	$2,278,000	59%	$52,151,000	$3,622,000
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	$7,164,000	59%	$29,842,000	$11,390,000
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	$4,947,000	59%	$17,148,000	$7,866,000
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	$2,567,000	59%	$11,347,000	$4,082,000
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	$4,172,000	52%	$46,169,000	$6,342,000
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	$4,609,000	37%	$57,964,000	$6,314,000
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	$4,220,000	11%	$14,053,000	$4,684,000
Total (2015-2023); Urban Counties ONLY									**Count:**	**15**	**108.16**	**$396,679,023**	**$3,668,000**		**$644,012,000**	**$5,954,000**
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	$2,990,000	70%	$12,909,000	$5,082,000
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	$5,478,000	70%	$27,009,000	$9,313,000
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	$3,485,000	70%	$23,579,000	$5,924,000
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	$2,545,000	70%	$27,519,000	$4,327,000
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	$4,347,000	70%	$58,236,000	$7,390,000
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	$2,878,000	70%	$63,756,000	$4,893,000
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	$5,883,000	70%	$72,612,000	$10,002,000
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	$7,274,000	70%	$28,193,000	$12,365,000
St. Lucie	Suburban/Rural	4	SR 614 (Indrio Rd)	W. of SR 9 (I-95)	E. of SR 607 (Emerson Ave)	2016	2 to 4	Curb & Gutter	3.80	2	7.60	$22,773,660	$2,997,000	74%	$39,626,000	$5,214,000
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	$4,678,000	74%	$46,067,000	$8,139,000
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	$6,732,000	74%	$48,492,000	$11,713,000
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	$6,252,000	74%	$73,324,000	$10,879,000
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	$3,101,000	74%	$88,696,000	$5,395,000
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	$3,168,000	74%	$24,477,000	$5,513,000
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	$3,268,000	70%	$18,891,000	$5,556,000
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	$4,327,000	70%	$56,643,000	$7,356,000
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	$2,733,000	70%	$24,721,000	$4,647,000
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	$3,504,000	70%	$70,294,000	$5,957,000
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	$3,103,000	70%	$47,053,000	$5,275,000
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	$3,493,000	59%	$24,878,000	$5,553,000
St. Lucie	Suburban/Rural	4	SR 713 (Kings Hwy)	S. of SR 70	SR 9 (I-95) Overpass	2018	2 to 4	Curb & Gutter	3.42	2	6.84	$45,162,221	$6,603,000	59%	$71,808,000	$10,498,000
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	$5,244,000	59%	$80,207,000	$8,338,000
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	$6,664,000	59%	$25,217,000	$10,595,000
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	$6,865,000	52%	$27,130,000	$10,435,000
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	$1,716,000	52%	$17,006,000	$2,608,000
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	$4,882,000	52%	$68,867,000	$7,421,000
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	$4,709,000	52%	$80,159,000	$7,157,000
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	$3,382,000	52%	$30,636,000	$5,140,000
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	$3,258,000	52%	$68,842,000	$4,953,000
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	$4,222,000	52%	$63,401,000	$6,417,000
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	$5,510,000	54%	$69,238,000	$8,485,000
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	$6,188,000	54%	$67,087,000	$9,529,000
St. Lucie	Suburban/Rural	4	Port St. Lucie Blvd	S of Alcantarra Blvd	S of Darwin Blvd	2021	2 to 4	Curb & Gutter	0.71	2	1.42	$11,372,179	$8,009,000	37%	$15,580,000	$10,972,000
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	$7,193,000	37%	$27,397,000	$9,855,000
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	$6,866,000	11%	$71,336,000	$7,621,000
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	$10,954,000	0%	$49,730,000	$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	$13,092,000	0%	$59,961,000	$13,091,835
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	$4,899,000	0%	$26,160,000	$4,899,000
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	$4,763,000	0%	$14,764,000	$4,763,000
St. Lucie	Suburban/Rural	4	CR 712 (Midway Rd)	W. of Jenkins Rd	Selvitz Rd	2023	2 to 4	Curb & Gutter	0.79	2	1.58	$22,928,072	$14,511,000	0%	$22,928,000	$14,511,000
Total (2015-2023); Suburban/Rural Counties ONLY									**Count:**	**40**	**294.51**	**$1,215,950,929**	**$4,129,000**		**$1,933,648,000**	**$6,566,000**
Total (2020-2023); Suburban/Rural Counties ONLY									**Count:**	**10**	**47.90**	**$357,703,201**	**$7,468,000**		**$386,489,000**	**$8,069,000**
URBAN & SUBURBAN/RURAL Counties; Curb & Gutter																
Total (2015-2023); Urban & Suburban/Rural Counties									**Count:**	**55**	**402.67**	**$1,612,629,952**	**$4,005,000**		**$2,577,660,000**	**$6,401,000**
Total (2020-2023); Urban & Suburban/Rural Counties									**Count:**	**12**	**60.08**	**$412,673,600**	**$6,869,000**		**$496,198,000**	**$8,259,000**

Source: Florida Department of Transportation Contracts Administration Department, Bid Tabulations

Construction Engineering/Inspection

County Roadways

The CEI cost factor for county roads was estimated as a percentage of the construction cost per lane mile. This factor was determined based on a review of CEI-to-construction cost ratios from local St. Johns County improvements and from other jurisdictions throughout Florida. As shown in **Table D-11**, the CEI factors ranged from six (6) percent to 14 percent with a weighted average of 10 percent. As shown in **Table D-12**, the CEI factors obtained from other jurisdictions ranged from three (3) percent to 17 percent with a weighted average of nine (9) percent. For purposes of this study, the CEI cost for county roads was estimated at **10 percent** of the construction cost per lane mile.

State Roadways

Similar to county roads, the CEI cost for state roads was estimated as a percentage of the construction cost per lane mile. As shown in Table D-12, the CEI-to-construction factor for state roads in other jurisdictions ranged from 10 percent to 11 percent with a weighted average of 11 percent.

Based on a review of this data set and discussions with St. Johns County, it was estimated that the county factor of **10 percent** of construction would also be representative of the CEI cost for state roads.

Table D-11

CEI Cost Factor for County Roads – St. Johns County

ID	On	From	To	Bid Year	Improvement	CEI	Construction Cost	CEI-to-Construction Ratio
Recent Projects								
5072	CR 210	Greenbriar Rd	Cimmarone Blvd	2023	2 to 4 lanes	$2,079,578	$34,995,008	6%
5011	CR 210	Trinity Way	Beachwalk Blvd	2023	2 to 6 lanes	$1,000,820	$9,356,596	11%
5069	Longleaf Pine Pkwy	Veterans Parkway	Roberts Rd	2023	2 to 4 lanes	$1,603,705	$14,899,000	11%
5038	CR 2209	Silverleaf Parkway	SR 16	2024	0 to 4 lanes	$4,500,000	$31,965,073	14%
Total						**$9,184,103**	**$91,215,677**	**10%**

Source: St. Johns County

Table D-12

CEI Cost Factor for County and 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%	-	-	-
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		**$251,000**	**$2,784,000**	**9%**	**$376,000**	**$3,451,000**	**11%**

Source: Each respective County

Environmental

County and State Roadways

The environmental cost factor for county and state roads was estimated as a percentage of the construction cost per lane mile. This factor was determined based on a review of environmental-to-construction cost ratios from the North Florida TPO's Long Range Transportation Plan. As shown in **Table D-13**, the environmental costs are estimated at **10 percent** of the construction cost per lane mile.

Table D-13

Environmental Cost Factor for County and State Roads – North Florida TPO

Jurisdiction	Description	From	To	Improvement	Env.	Construction Cost	Env-to-Construction Ratio
Cost Feasible Plan:							
County	Big Oak Rd	Dixie Hwy (US 1/SR 5)	SR 313	New 4-Lane Rd	$482,792	$4,827,917	10%
County	CR 210	I-95	near US 1	Widen to 6 Lanes	$750,275	$7,502,754	10%
County	CR 210	Cimarrone Blvd	Greenbriar Rd	Widen to 4 Lanes	$575,951	$5,759,508	10%
County	CR 2209	SR 16 Connector	International Golf Pkwy	New 4-Lane Rd	$890,862	$8,908,622	10%
County	CR 2209	International Golf Pkwy	SR 16	New 4-Lane Rd	$198,083	$1,980,831	10%
County	Longleaf Pine Pkwy	CR 210	Roberts Rd	Widen to 4 Lanes	$1,200,782	$12,007,818	10%
County	Racetrack Rd	Bartram Park Blvd	Bartram Springs	Widen to 6 Lanes	$416,632	$4,166,324	10%
State	SR 16	International Golf Pkwy	South Francis Rd	Widen to 4 Lanes	$441,335	$4,413,348	10%
State	SR 16	South Francis Rd	Outlet Mall (CR 208)	Widen to 4 Lanes	$1,036,143	$10,361,426	10%
State	SR 207	I-95	South Holmes Blvd	Widen to 6 Lanes	$937,328	$9,373,280	10%
State	SR 207	Holmes Blvd	SR 312	Widen to 6 Lanes	$106,426	$1,064,256	10%
State	SR 313	SR 207	SR 16	New 4-Lane Rd	$3,081,468	$30,814,678	10%
State	SR 313	SR 16	Dixie Hwy (US 1)	New 4-Lane Rd	$3,787,321	$37,873,214	10%
State	SR A1A	Mickler Rd	Palm Valley Rd	Widen to 4 Lanes	$701,423	$7,014,231	10%
Total					**$14,606,821**	**$146,068,207**	**10%**

Source: North Florida Transportation Planning Organization's 2045 Long Range Transportation Plan; Cost Feasible Plan

Roadway Capacity

As shown in **Table D-14**, the average capacity per lane mile is based on the projects in St. Johns County from the North Florida TPO's Connect 2045 Long Range Transportation Plan's cost feasible improvements. This listing of projects reflects the mix of improvements that will yield the vehicle-miles of capacity (VMC) that will be built in St. Johns County. The resulting weighted average capacity per lane mile of approximately **9,900** was used in the multi-modal transportation impact fee calculation.

Table D-14

North Florida TPO's Long Range Transportation Plan; Cost Feasible Plan

Jurisdiction	Description	From	To	Improvement	Length	Lanes Added	Lane Miles Added	Section Design	Initial Capacity	Future Capacity	Added Capacity	Vehicle Miles of Capacity Added
Cost Feasible:												
County	Big Oak Rd	Dixie Hwy (US 1/SR 5)	SR 313	New 4-Lane Rd	1.86	4	7.44	OD	0	35,820	35,820	66,625
County	CR 210	I-95	near US 1	Widen to 6 Lanes	2.63	2	5.26	C&G	31,950	48,150	16,200	42,606
County	CR 210	Cimarrone Rd	Greenbriar Rd	Widen to 4 Lanes	2.26	2	4.52	OD	15,930	35,820	19,890	44,951
County	CR 2209	SR 16 Connector	International Golf Pkwy	New 4-Lane Rd	2.72	4	10.88	OD	0	35,820	35,820	97,430
County	CR 2209	International Golf Pkwy	SR 16	New 4-Lane Rd	0.65	4	2.60	OD	0	35,820	35,820	23,283
County	Longleaf Pine Pkwy	CR 210	Roberts Rd	Widen to 4 Lanes	4.72	2	9.44	C&G	14,580	31,950	17,370	81,986
County	Racetrack Rd	Bartram Park Blvd	Bartram Springs	Widen to 6 Lanes	1.50	2	3.00	OD	35,820	53,910	18,090	27,135
State	SR 16	International Golf Pkwy	South Francis Rd	Widen to 4 Lanes	1.73	2	3.46	OD	14,000	39,800	25,800	44,634
State	SR 16	South Francis Rd	Outlet Mall (CR 208)	Widen to 4 Lanes	3.16	2	6.32	OD	14,000	39,800	25,800	81,528
State	SR 207	I-95	South Holmes Blvd	Widen to 6 Lanes	3.30	2	6.60	C&G	14,000	39,800	25,800	85,140
State	SR 207	Holmes Blvd	SR 312	Widen to 6 Lanes	0.38	2	0.76	C&G	36,600	54,100	17,500	6,650
State	SR 313	SR 207	SR 16	New 4-Lane Rd	4.17	4	16.68	OD	0	39,800	39,800	165,966
State	SR 313	SR 16	Dixie Hwy (US 1)	New 4-Lane Rd	5.29	4	21.16	OD	0	39,800	39,800	210,542
State	SR A1A	Mickler Rd	Palm Valley Rd	Widen to 4 Lanes	2.75	2	5.50	OD	37,300	55,100	17,800	48,950
Total (All Roads):							**103.62**					**1,027,426**
County Roads:							43.14	**42%**	**(a)**			384,016
State Roads:							60.48	**58%**	**(b)**			643,410
											VMC Added per Lane Mile:	**9,900**
State Roads, Curb & Gutter							7.36	**12%**	**(c)**			
State Roads, Open Drainage							53.12	**88%**	**(d)**			
New Road							58.76	**57%**	**(e)**			
Lane Addition							44.86	**43%**	**(f)**			

Source: North Florida Transportation Planning Organization's 2045 Long Range Transportation Plan; Cost Feasible Plan

Transit Capital Costs

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 D-15** 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 D-16** 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 39-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 D-16, 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 D-15) 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 one (1) percent and four (4) 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 St. Johns County from the North Florida TPO's 2045 Long Range Transportation Plan. When the marginal cost of transit is included and weighted by this ratio, the resulting percent change is approximately **2.93 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 D-15 and D-16 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 2.93 percent change calculated in Table D-16 would increase to approximately 5.86 percent. The annual construction figures for transit-miles and road-miles should be tracked by the County and adjusted for in subsequent multi-modal transportation impact fee update studies.

Table D-15

Multi-Modal Fee: Cost per Person-Mile of Capacity

Input	Local Transit	
Transit Person-Miles of Capacity Calculation		**Source:**
Vehicle Capacity[1]	45	1) Source: Local transit is assumed to have 32 seats with a 40 percent standing room capacity equivalent
Number of Vehicles (20% fleet margin)[2]	1	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]	12	3) Source: Assumption based on current Sunshine Bus Company routes
Cycles/Hour (aka Peak Vehicles)[4]	0.46	4) Headway time (Item 6) divided by 60
Cycles per Day[5]	6	5) Service span (Item 3) multiplied by the cycles/hour (Item 4)
Headway Time (minutes)[6]	130	6) Source: Assumption based on current Sunshine Bus Company routes
Speed (mph)[7]	20	7) Source: Integrated National Transit Database Analysis System (INTDAS). 4-yr average
Round Trip Length (miles)[8]	39	8) Source: Average trip length of current Sunshine Bus Company routes
Cycle Time (minutes)[9]	117	9) Round trip length (Item 8) divided by speed (Item 7) multiplied by 60
Total Person-Miles of Capacity[10]	10,530	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]	**3,159**	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]	$115,320	15) Source: St. Johns County Transit Development Plan, 2022 Annual Report; Deviated Fixed-Route, 27' cutaway
Simple Bus Stop[16]	$2,500	16) Source: St. Johns County Transit Development Plan, 2022 Annual Report; Bus Stop Signs
Sheltered Bus Stop[17]	$16,000	17) Source: St. Johns County Transit Development Plan, 2022 Annual Report; Shelters plus Amenities

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Table D-16
Multi-Modal Fee: Transit Component Model

Item	New Road Construction		Lane Additions		
	Roadway	Transit	Roadway	Transit	
Roadway Characteristics:					**Source:**
Roadway Cost per Mile[1]	$11,194,000		$11,194,000		1) Source: Table VII-3, adjusted to cost "per mile"
Roadway Segment Length (miles)[2]	39.00		39.00		2) Source: Average length of a Sunshine Bus Company route
Roadway Segment Cost[3]	$436,566,000	**PMC**	$436,566,000	**PMC**	3) Roadway cost per mile (Item 1) multiplied by the roadway segment length (Item 2)
Average Capacity Added (per mile)[4]	19,800	29,700	19,800	29,700	4) Source: Table VII-3, adjusted to capacity "per mile"
VMC/PMC Added (entire segment)[5]	772,200	1,158,300	772,200	1,158,300	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]	$565.35	**$376.90**	$565.35	**$376.90**	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: Highway Capacity Manual, 7th Edition, Equation 19-12
VMC/PMC Added (transit deduction)[8]	24,710	39,536	12,355	19,768	8) VMC added (Item 5) multiplied by the adjustment for bus blockage (Item 7). For PMC, multiply the VMC by 1.60 persons per vehicle
VMC/PMC Added (less transit deduction)[9]	747,490	1,118,764	759,845	1,138,532	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]		3,159		3,159	10) Source: Table D-15, Adjusted Person-Miles of Capacity (Item 12)
Net PMC Added (transit effect included)[11]		1,121,923		1,141,691	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]		$389.12		$382.39	12) Road segment cost (Item 3) divided by the net PMC added (transit effect included) (Item 11)
Transit Infrastructure:					
Buses Needed[13]	1	$115,320	1	$115,320	13) Number of vehicles (see Table D-15, Item 2) multiplied by the vehicle cost (see Table D-15, Item 15)
Stops per mile (both sides of street)[14]	3	$585,000	3	$585,000	14) Stops per mile (3) multiplied by the roadway segment length (Item 2) multiplied by the cost per stop (Table D-15, Item 16)
Shelters per mile (both sides of street)[15]	1	$1,248,000	1	$1,248,000	15) Shelters per mile (1) multiplied by the roadway segment length (Item 2) multiplied by the cost per shelter (Table D-15, Item 17)
Total infrastructure[16]		$1,948,320		$1,948,320	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]		**$390.86**		**$384.09**	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]		**3.70%**		**1.91%**	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]		57%		43%	19) Source: Appendix D, Table D-14, Items (e) and (f). Lane mile distribution of new road construction versus lane addition
Weighted Roadway Cost per PMC[20]		$214.83		$162.07	20) Roadway cost per PMC (Item 6) multiplied by the lane mile distribution (Item 19)
Weighted Road/Transit Cost per PMC[21]		$222.79		$165.16	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]				$376.90	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]				$387.95	23) Sum of the weighted road/transit cost per PMC (Item 21) for new road construction and lane additions
Percent Change[24]				**2.93%**	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 E
Multi-Modal Transportation Impact Fee: Credit Component

Appendix E: MMTIF - Credit Component

This appendix presents the detailed calculations for the credit component. Local fuel taxes that are collected in St. Johns 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. **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. Johns County has adopted all six 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. Johns County and its municipalities for the current fiscal year. **Table E-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 amount of revenues generated for the various types of fuel taxes. It is estimated that approximately $1.60 million of annual revenue will be generated for the County from one penny of fuel tax in St. Johns County. For multi-modal fee calculations, the fuel tax revenue data is used to calculate the value per penny (per gallon of fuel) that is used to estimate the "equivalent pennies" of other revenue sources used to fund transportation capacity.

Non-ad valorem revenues from other sources, such as grants, etc. are converted to gas tax equivalent using this dollar value as a conversion factor. This conversion is needed to relate associate funding to travel by each land use.

Table E-1
Estimated Fuel Tax Distribution Allocated to Capital Programs for St. Johns County and Municipalities, FY 2024-25[1]

Tax	Amount of Levy per Gallon	Total Distribution	Distribution per Penny
Constitutional Fuel Tax	$0.02	$3,249,679	$1,624,840
County Fuel Tax	$0.01	$1,432,303	$1,432,303
1st Local Option (1-6 cents)	$0.06	$9,710,567	$1,618,428
Total	**$0.09**	**$14,392,549**	
Weighted Average per Penny[2]			**$1,599,172**

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 Expansion Credit

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

- County capital project funding

- State capital project funding

The annual expenditures from each revenue source are converted to equivalent fuel tax pennies to be able to create a connection between travel by each land use and non-impact fee revenue contributions for all revenue sources.

County Capital Project Funding

A review of recent expenditures in St. Johns County showed that transportation projects were primarily being funded by the Transportation Trust Fund (using fuel tax, ad valorem tax, intergovernmental revenues, charges for service, etc.). A review of the County's CIP shows that in addition to the Transportation Trust Fund, General Fund, grants/contributions, bond proceeds, and impact fee revenues will also be used to fund transportation improvements. As shown in **Table E-2**, a total gas tax equivalent revenue credit of 6.5 pennies was calculated for transportation capacity-expansion projects funded with non-impact fee and non-ad valorem revenues. Detailed credit calculations for ad valorem revenues are presented in Appendix F.

Table E-2

County Fuel Tax Equivalent Pennies

Source	Cost of Projects	Number of Years	Revenue from 1 Penny[3]	Equivalent Pennies[4]	Avg. Annual Expenditures[5]
Historical County Expenditures[1]	$12,812,715	5	$1,599,172	$0.016	$2,562,543
St. Johns CIP Expenditures[2]	$101,513,777	6	$1,599,172	$0.106	$16,918,963
Total	**$114,326,492**	**11**	**$1,599,172**	**$0.065**	**$10,393,317**

1) Source: Table E-5
2) Source: Table E-6
3) Source: Table E-1
4) Cost of projects divided by the number of years divided by revenue from 1 penny (Item 2) divided by 100
5) Cost of projects divided by the number of years

In addition, the County allocates an equivalent credit of 0.9 pennies for debt service associated with the Special Obligation Refunding Note (Series 2021/22) and the Transportation Revenue Refunding Bond (Series 2015), as shown in **Table E-3**. This credit is given only for the portion used for transportation capacity-expansion improvements.

Table E-3

County Debt Service Equivalent Pennies

Source	Cost of Projects	Number of Years	Revenue from 1 Penny[3]	Equivalent Pennies[4]	Avg. Annual Expenditures[5]
Series 2021/22 Special Obligation Refunding Note[1]	$5,418,033	8	$1,599,172	$0.004	$677,254
Series 2015 Transportation Revenue Refunding Bond[2]	$8,462,884	11	$1,599,172	$0.005	$769,353
Total	**$13,880,917**			**$0.009**	**$1,446,607**

1) Source: Table E-7
2) Source: Table E-8
3) Source: Table E-1
4) Cost of projects divided by the number of years divided by revenue from 1 penny (Item 2) divided by 100
5) Cost of projects divided by the number of years

State Capital Project Funding

In the calculation of the equivalent pennies of fuel tax from the State, funding on transportation capacity-expansion projects spanning a 15-year period (from FY 2014 to FY 2028) were reviewed. This included capacity expansion projects such as lane additions, new road construction, intersection improvements, interchanges, traffic signal projects, sidewalks, bike lanes, transit, and other capacity-addition projects. The use of a 15-year period, for the 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 multi-modal transportation capacity-expansion projects for the "historical" periods and the "future" period:

- FY 2014-2018 work plan equates to 15.2 pennies
- FY 2019-2023 work plan equates to 9.7 pennies
- FY 2024-2028 work plan equates to 10.2 pennies

The combined weighted average over the 15-year period of state expenditure for capacity-expansion transportation projects results in a total of 11.7 equivalent pennies. **Table E-4** documents this calculation. The specific projects that were used in the equivalent penny calculations are summarized in **Table E-9**.

Table E-4

State Fuel Tax Equivalent Pennies

Source	Cost of Projects	Number of Years	Revenue from 1 Penny[2]	Equivalent Pennies[3]	Avg. Annual Expenditures[4]
Projected Work Program, FY 2024 to 2028[1]	$81,615,437	5	$1,599,172	$0.102	$16,323,087
Historical Work Program, FY 2019 to 2023[1]	$77,576,289	5	$1,599,172	$0.097	$15,515,258
Historical Work Program, FY 2014 to 2018[1]	$121,725,513	5	$1,599,172	$0.152	$24,345,103
Total	**$280,917,239**	**15**	**$1,599,172**	**$0.117**	**$18,727,816**

1) Source: Table E-9
2) Source: Table E-1
3) Cost of projects divided by the number of years divided by revenue from 1 penny (Item 2) divided by 100
4) Cost pf projects divided by the number of years

Table E-5

St. Johns County – Historical Transportation Expenditures

Description	Type	2018	2019	2020	2021	2022	Total
1477 - MULTI-USE TRAIL STUDY	Multi	$34,375	$318,261	$359,473	$0	$0	**$712,109**
5006 - CNTYWIDE SIDEWALKS	Multi	$27,333	$173,020	$88,865	$433,272	$560,447	**$1,282,937**
5011 - CR 210-I95 TO US1	Road	$0	$0	$0	$77,403	$25,172	**$102,575**
5038 - CR2209 CENTRAL SEGMENT	Road	$0	$0	$0	$0	$155,541	**$155,541**
5048 - CR2209 CORRIDOR SO SEGMNT	Road	$3,000,000	$0	$0	$0	$0	**$3,000,000**
5050 - RACETRACK RD 4-LANING	Road	$3,724,238	$1,407,528	$298	$14,450	$0	**$5,146,514**
5067 - SR16 & IGP INTRSCTN IMP	Road	$0	$1,720	$63,063	$95,659	$128,113	**$288,555**
5072 - CR210 (CIMARRN-GRNBRIER)	Road	$266,711	$325,726	$166,283	$510,460	$63,366	**$1,332,546**
5073 - CR2209 @ CR210	Road	$72,654	$0	$0	$0	$0	**$72,654**
5074 - CR2209 @ LONGLEAF PINE PK	Road	$7,719	$0	$0	$0	$0	**$7,719**
5075 - WILDWOOD DR PUBLIX-US1	Road	$2,419	$3,619	$0	$997,601	$110,553	**$1,114,192**
5084 - RACETRACK RD VET PK TURN	Road	$0	$0	$36,400	$0	$0	**$36,400**
5096 - PACETTI RD CORRIDOR STUDY	Road	$0	$30,666	$71	$0	$0	**$30,737**
5099 - W KING ST CORRIDOR STUDY	Road	$0	$117,999	$309	$0	$0	**$118,308**
5177 - WOODLAWN RD SR16 T INTERS	Road	$699,995	$0	$0	$0	$0	**$699,995**
5243 - KINGS ESTATE RD PAVED SHL	Road	$0	$143,205	$0	$0	$0	**$143,205**
5256 - DURBIN CK RACETRAK SIGNAL	Road	$0	$90,934	$8,989	$0	$0	**$99,923**
5264 - RAY RD TURN LANE IMPROVE	Road	$0	$922,114	$30	$0	$0	**$922,144**
5265 - HOLMES BLVD, CORRIDOR	Road	$0	$150,608	$1,181	$0	$0	**$151,789**
5266 - MICKLER/CR210/PALM V STY	Road	$0	$27,085	$96,083	$8,205	$0	**$131,373**
5272 - SOLANO RD INTERSECT IMP	Road	$0	$0	$24,663	$62,881	$263,765	**$351,309**
5280 - SIDEWALK PRIORITES STUDY	Multi	$0	$0	$50,000	$0	$0	**$50,000**
5282 - SR313 AT US1 INTERSECTION	Road	$0	$0	$1,042,889	$3,357,756	$749,584	**$5,150,229**
5283 - FREEDOM ACADEMY INTER IMP	Road	$0	$0	$180,078	$0	$0	**$180,078**
5292 - RACETRACK RD -PEYTON PLWY	Road	$0	$0	$0	$0	$383,340	**$383,340**
5296 - PV LAKES BLVD & ML PARKWY	Road	$0	$0	$0	$0	$300,000	**$300,000**
5302 - CR 2209 @ IGP SIGNAL	Road	$0	$0	$0	$27,124	$103,366	**$130,490**
5303 - RACETRACK RD & US1 IMP	Road	$0	$0	$0	$0	$500,000	**$500,000**
5006 - CNTYWIDE SIDEWALKS	Multi	$0	$0	$72,953	$226,741	$306	**$300,000**
5044 - CR5A-SOUTH PRK TO SR312	Road	$0	$0	$0	$0	$388,638	**$388,638**
5072 - CR210 (CIMARRN-GRNBRIER)	Road	$0	$0	$0	$0	$12,546	**$12,546**
Total		$7,835,444	$3,712,485	$2,191,628	$5,811,552	$3,744,737	**$23,295,846**
Ad Valorem Portion of TTF*							**55%**
Remaining Portion for Credit							**$12,812,715**

Source: St. Johns County

*Based on the St. Johns County FY 24 Adopted Financial Plan

Table E-6

St. Johns County FY 2024-2028 Capital Improvement Plan

Dept #	Project #	Project Name	Type	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
1114/1269	5006	Countywide Sidewalk Construction	Multi	$1,168,280	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	**$6,168,280**
1114		Countywide Signalization Program	Road	$150,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	**$5,150,000**
1114	5150	Countywide Traffic Calming Program	Road	$136,255	$100,000	$100,000	$100,000	$100,000	$100,000	**$636,255**
1114/1188/3351	5011	CR 210 Roadway Improvements from I-95 to US1	Road	$1,750,591	$4,000,000	$0	$0	$0	$0	**$5,750,591**
1114	5072	CR 210 Widening from Greenbriar Road to Cimarrone Blvd	Road	$31,217,221	$0	$0	$0	$0	$0	**$31,217,221**
1114/1185/3351/3356	5038	CR 2209 (Central) from CR 210 to CR 208	Road	$16,563,202	$17,000,000	$0	$0	$0	$0	**$33,563,202**
1114	5308	CR 2209 Sidewalk	Multi	$990,901	$0	$0	$0	$0	$0	**$990,901**
1114	5302	CR 2209 Signal at IGP	Road	$427,300	$0	$0	$0	$0	$0	**$427,300**
1191	3041	HMGP: US 1 & Lewis Point Rd Signal Replacement	Road	$162,497	$0	$0	$0	$0	$0	**$162,497**
1191	3042	HMGP: US 1 & Shore Drive Signal Replacement	Road	$118,180	$0	$0	$0	$0	$0	**$118,180**
1114	5069/5250	Longleaf Pine Parkway 4-Laning: Roberts Road to Veterans Parkway	Road	$15,889,921	$0	$0	$0	$0	$0	**$15,889,921**
1188	5266/5304	Mickler Road & A1A Intersection Improvement	Road	$2,247,329	$0	$0	$0	$0	$0	**$2,247,329**
1188	5300	Mickler Roundabout Improvements	Road	$3,100,000	$0	$0	$0	$0	$0	**$3,100,000**
1114	5044	Old Moultrie Rd. Impvmts from SR 312 to US 1	Road	$1,770,000	$230,000	$0	$0	$0	$0	**$2,000,000**
1114	5279	Palm Valley Road Sidewalk	Multi	$800,000	$0	$0	$0	$0	$0	**$800,000**
1114	5320	Pine Island Road at US 1 Intersection Improvements & Signalization	Road	$300,000	$2,000,000	$0	$0	$0	$0	**$2,300,000**
1114	5272/5273	Ponte Vedra SR A1A Corridor Intersection Improvements (PV5)	Road	$148,690	$6,000,000	$0	$0	$0	$0	**$6,148,690**
1114	5292	Race Track Road: West Peyton Parkway to Bartram Park Blvd	Road	$3,995,805	$0	$0	$0	$0	$0	**$3,995,805**
1114	5317	Regalo Rd (aka Shannon Rd)	Road	$200,000	$0	$0	$0	$0	$0	**$200,000**
1114	5297	SR 16 from CR-16A to St. James Avenue (west entrance to King & Bear)	Road	$569,239	$0	$0	$0	$0	$0	**$569,239**
1114	5321	Stratton Blvd at SR 16 Intersection Improvements and Signalization	Road	$500,000	$0	$0	$0	$0	$0	**$500,000**
Total				**$82,205,411**	**$31,330,000**	**$2,100,000**	**$2,100,000**	**$2,100,000**	**$2,100,000**	**$121,935,411**
Ad Valorem Funding										**$20,421,634**
Remaining Portion for Credit										**$101,513,777**
Total Ad Valorem Funding										**$20,421,634**
Average Annual Ad Valorem Funding										**$3,403,606**

Source: St. Johns County FY 2024-2028 Capital Improvement Plan

Table E-7

Special Obligation Refunding Note Bond; Series 2021/22

Period Ending	Principal	Coupon	Interest	Debt Service	Annual Debt Service
10/1/2022	$160,000		$56,700	$216,700	$216,700
4/1/2023			$120,348	$120,348	
10/1/2023	$1,570,000	1.44%	$120,348	$1,690,348	$1,810,696
4/1/2024			$109,044	$109,044	
10/1/2024	$1,590,000	1.44%	$109,044	$1,699,044	$1,808,088
4/1/2025			$97,596	$97,596	
10/1/2025	$1,610,000	1.44%	$97,596	$1,707,596	$1,805,192
4/1/2026			$86,004	$86,004	
10/1/2026	$1,635,000	1.44%	$86,004	$1,721,004	$1,807,008
4/1/2027			$74,232	$74,232	
10/1/2027	$1,655,000	1.44%	$74,232	$1,729,232	$1,803,464
4/1/2028			$62,316	$62,316	
10/1/2028	$1,680,000	1.44%	$62,316	$1,742,316	$1,804,632
4/1/2029			$50,220	$50,220	
10/1/2029	$1,710,000	1.44%	$50,220	$1,760,220	$1,810,440
4/1/2030			$37,908	$37,908	
10/1/2030	$1,730,000	1.44%	$37,908	$1,767,908	$1,805,816
4/1/2031			$25,452	$25,452	
10/1/2031	$1,755,000	1.44%	$25,452	$1,780,452	$1,805,904
4/1/2032			$12,816	$12,816	
10/1/2032	$1,780,000	1.44%	$12,816	$1,792,816	$1,805,632
Totals	**$16,875,000**	**1.44%**	**$1,408,572**	**$18,283,572**	**$18,283,572**
Payments Remaining (2025-2032)					**$14,448,088**
% Dedicated to Roadway Capacity Expansion Projects					**75%**
Portion Dedicated to Roadway Capacity Expansion					**$10,836,066**
% Refunded with Impact Fee Revenues					**50%**
Portion Eligible for Transportation Impact Fee Credit Calculation					**$5,418,033**
Number of Years of Remaining Payments					**8**

Source: St. Johns County

Table E-8

Transportation Revenue Refunding Bond; Series 2015

Period Ending	Principal	Coupon	Interest	Debt Service	Annual Debt Service
FY 15				$0	
			$477,031	$477,031	$477,031
FY 16			$520,396.88	$520,397	
		2.102%	$520,396.88	$520,397	$1,040,794
FY 17			$520,396.88	$520,397	
	$625,000	2.102%	$520,396.88	$1,145,397	$1,665,794
FY 18			$507,896.88	$507,897	
	$645,000	2.105%	$507,896.88	$1,152,897	$1,660,794
FY 19			$494,996.88	$494,997	
	$670,000	2.108%	$494,996.88	$1,164,997	$1,659,994
FY 20			$478,246.88	$478,247	
	$705,000	2.096%	$478,246.88	$1,183,247	$1,661,494
FY 21			$460,621.88	$460,622	
	$740,000	2.083%	$460,621.88	$1,200,622	$1,661,244
FY 22			$442,121.88	$442,122	
	$775,000	2.069%	$442,121.88	$1,217,122	$1,659,244
FY 23			$422,746.88	$422,747	
	$810,000	2.053%	$422,746.88	$1,232,747	$1,655,494
FY 24			$402,496.88	$402,497	
	$850,000	2.034%	$402,496.88	$1,252,497	$1,654,994
FY 25			$381,246.88	$381,247	
	$895,000	2.013%	$381,246.88	$1,276,247	$1,657,494
FY 26			$358,871.88	$358,872	
	$1,000,000	1.989%	$358,871.88	$1,358,872	$1,717,744
FY 27			$333,871.88	$333,872	
	$1,000,000	1.959%	$333,871.88	$1,333,872	$1,667,744
FY 28			$308,871.88	$308,872	
	$1,040,000	1.926%	$308,871.88	$1,348,872	$1,657,744
FY 29			$282,871.88	$282,872	
	$1,095,000	1.886%	$282,871.88	$1,377,872	$1,660,744
FY 30			$265,762.50	$265,763	
	$1,125,000	1.911%	$265,762.50	$1,390,763	$1,656,525
FY 31			$247,481.25	$247,481	
	$1,165,000	1.936%	$247,481.25	$1,412,481	$1,659,963
FY 32			$228,550.00	$228,550	
	$1,200,000	1.968%	$228,550.00	$1,428,550	$1,657,100
FY 33			$208,300.00	$208,300	
	$3,335,000	2.000%	$208,300.00	$3,543,300	$3,751,600
FY 34			$141,600.00	$141,600	
	$3,470,000	2.000%	$141,600.00	$3,611,600	$3,753,200
FY 35			$72,200.00	$72,200	
	$3,610,000	2.000%	$72,200.00	$3,682,200	$3,754,400
Totals	**$24,755,000**	**2.0170%**	**$14,636,132**	**$39,391,132**	**$39,391,135**
Payments Remaining (2025-2032)					**$24,594,258**
% Dedicated to Roadway Capacity Expansion Projects					**93%**
Portion Dedicated to Roadway Capacity Expansion					**$22,872,660**
% Refunded with Impact Fee Revenues					**37%**
Portion Eligible for Transportation Impact Fee Credit Calculation					**$8,462,884**
Number of Years of Remaining Payments					**11**

Source: St. Johns County

Table E-9

Florida Department of Transportation, District 2 – St. Johns County Work Program FY 2014 to FY 2028

ItemSeg	Description	Description	Tag	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
210230-2	SR313 FROM SR207 TO SR16	NEW ROAD CONSTRUCTION	Road	$3,940,924	$3,416,757	$432,177	$662,121	$715,304	$4,751,343	$2,906,720	$1,432,816	$11,386,112	$33,197	$646,079	$0	$0	$0	$0	**$30,323,550**
210230-3	SR313 FROM SR16 TO US1	NEW ROAD CONSTRUCTION	Road	$210,270	$6,630	$29,572	$6,456	$58,443	$15,549	$22,891	$3,846	$0	$0	$0	$0	$0	$0	$0	**$353,657**
210230-4	SR312 EXTENSION FROM: SR207 TO: S HOLMES BLVD	NEW ROAD CONSTRUCTION	Road	$0	$0	$0	$0	$0	$490	$1,258,123	$474,168	$14,465,092	$123,212	$502,670	$0	$0	$0	$0	**$16,823,755**
210447-5	SR16 FROM INTERNATIONAL GOLF PKWY TO I-95(SR9)	ADD LANES & RECONSTRUCT	Road	$0	$0	$0	$0	$0	$0	$0	$0	$0	$639,586	$5,350,000	$2,025,000	$2,426,033	$0	$0	**$10,440,619**
216453-3	CITY OF ST. AUGUSTINE DOWNTOWN CIRCULATOR PHASE I	URBAN CORRIDOR IMPROVEMENTS	Road	$0	$0	$0	$0	$0	$0	$0	$0	$0	$500,000	$1,250,000	$1,000,000	$1,000,000	$0	$0	**$3,750,000**
413534-1	D2-ST JOHNS COUNTY TRAFFIC SIGNAL MAINTENANCE AGREEMENT	TRAFFIC CONTROL DEVICES/SYSTEM	Road	$190,999	$197,961	$318,592	$422,242	$461,345	$529,304	$524,898	$545,826	$574,990	$598,225	$644,679	$663,376	$683,277	$704,459	$726,297	**$7,786,470**
427331-1	SR A1A FROM CORONA RD TO SOLANA RD - SAFETY	SIDEWALK	Multi	$2,659	$3,187	$1,433	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$7,279**
429752-5	SR 13 FR HOLLY BERRY LAND TO ROBERTS ROAD	SIDEWALK	Multi	$319,488	$1,087	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$320,575**
429832-2	SRA1A(COASTAL HWY) AT EUCLID AVE	TRAFFIC SIGNALS	Road	$0	$0	$0	$0	$0	$0	$0	$0	$0	$170	$2,250	$0	$0	$0	$0	**$2,420**
430066-1	SR A1A IN ST.AUGUST. FROM DONDAVILLE ROAD TO SR 312	TRAFFIC CONTROL DEVICES/SYSTEM	Road	$488,228	$1,771	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$489,999**
430896-1	SR 16 FROM: TOM ROAD TO: KENTON MORRISION RD	SIDEWALK	Multi	$52,204	$177	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$52,381**
430897-4	SRA1A(AVENIDA MENENDEZ) FROM CHARLOTTE ST TO W END OF BRIDGE OF LIONS	INTERSECTION IMPROVEMENT	Road	$0	$0	$0	$0	$0	$0	$0	$0	$0	$158,899	$1,177,990	$1,006,751	$0	$0	$12,499,171	**$14,842,811**
431418-2	SR9B FROM CR 2209 TO DUVAL C/L	NEW ROAD CONSTRUCTION	Road	$1,849,305	$92,369,104	$365,802	$220,374	$249,621	$41,968	$7,472	$0	$0	$0	$0	$0	$0	$0	$0	**$95,103,646**
434556-1	SR5(US1)PONCE DELEON BLVD:SR5A/SRA1A(SAN MARCO AVE) @ SRA1A(MAY ST)	ADD LEFT TURN LANE(S)	Road	$0	$369,230	$1,797,799	$7,144,877	$192,661	$277,517	$738,607	$77,002	$323,182	$4,293	$26,845	$0	$0	$0	$0	**$10,952,013**
434562-1	SR16 FROM WEST OF TOMS ROAD TO EAST OF CR208	INTERSECTION IMPROVEMENT	Road	$0	$0	$0	$0	$0	$0	$595,266	$46,471	$49,684	$38,906	$193,772	$0	$0	$0	$0	**$924,099**
436010-1	US1 FROM: NORTHRUP GRUMMAN ENTRANCE TO: STOKES LANDING RD.	SIDEWALK	Multi	$0	$0	$414,138	$69,997	$1,146,792	$11,421	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$1,642,348**
436023-1	SR5(US1) FROM: N OF FAIRBANKS ST TO: BIG OAK RD	SIDEWALK	Multi	$0	$0	$916,642	$106,868	$238,372	$347,153	$3,654,784	$122,838	$150,933	$0	$103,437	$0	$0	$0	$0	**$5,641,027**
437266-1	SR16 FROM I-95 (SR9)TO CITY OF ST. AUGUSTINE	ITS COMMUNICATION SYSTEM	Road	$0	$7,737	$1,261,892	$24,405	$662	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$1,294,696**
437374-1	SRA1A @ MARY STREET ADDING LEFT TURN LANE FROM: A1A TO: MARY STREET	ADD LEFT TURN LANE(S)	Road	$0	$0	$3,357	$0	$207,845	$16,652	$10,882	$28,880	$1,005,142	$46,190	$2,883	$0	$0	$0	$0	**$1,321,831**
439278-1	RACETRACK ROAD FM DURBIN CK E 1/2 MILE TO BEGIN 4 LANE SECTION	INTERSECTION IMPROVEMENT	Road	$0	$0	$500,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$500,000**
439470-1	WILDWOOD DR @ US1	INTERSECTION IMPROVEMENT	Road	$0	$0	$0	$0	$232,727	$990	$1,338,783	$36,391	$124,478	$184	$0	$0	$0	$0	$0	**$1,733,553**
441022-1	SR5(US1) AT RAY ROAD	TRAFFIC SIGNALS	Road	$0	$0	$0	$1,064	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$1,064**
441371-2	ST. JOHNS PARKWAY (CR2209) SIDEWALK	SIDEWALK	Multi	$0	$0	$0	$0	$0	$0	$0	$0	$0	$800,000	$0	$0	$0	$0	$0	**$800,000**
442564-1	SR5A(SAN MARCO AVENUE)	SIDEWALK	Road	$0	$0	$0	$0	$87,749	$15,536	$3,463	$0	$0	$0	$0	$0	$0	$0	$0	**$106,748**
442785-1	SR16 @ INTERNATIONAL GOLF PARKWAY	INTERSECTION IMPROVEMENT	Road	$0	$0	$0	$0	$0	$0	$5,500,000	$0	$0	$0	$2,000,000	$0	$0	$0	$0	**$7,500,000**
443828-1	US1 TRAFFIC SIGNAL REBUILDS @ CR210, LEWIS POINT RD, AND SHORE DR	TRAFFIC SIGNALS	Road	$0	$0	$0	$0	$6,466	$386,408	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$392,874**
444070-1	PUSH BUTTON SR5/A1A AT WEST CASTILLO DRIVE	TRAFFIC SIGNALS	Road	$0	$0	$0	$0	$0	$0	$0	$0	$33	$0	$966	$0	$0	$0	$0	**$999**
445798-2	PONTE VEDRA SRA1A CORRIDOR	INTERSECTION IMPROVEMENT	Road	$0	$0	$0	$0	$0	$0	$0	$1,000,000	$0	$0	$0	$0	$0	$0	$0	**$1,000,000**
445798-3	STATE ROAD A1A CORRIDOR FROM MICKLER ROAD TO MARSH LANDING PARKWAY	INTERSECTION IMPROVEMENT	Road	$0	$0	$0	$0	$0	$0	$0	$0	$3,500,000	$0	$0	$0	$0	$0	$0	**$3,500,000**
445798-4	SRA1A CORRIDOR INTERSECTION IMPROV - MICKLER RD TO MARSH LANDING PKWY	INTERSECTION IMPROVEMENT	Road	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,000,000	$0	$0	$0	$0	$0	**$1,000,000**
447333-1	ST JOHNS COUNTY CR2209 EXTENSION	NEW ROAD CONSTRUCTION	Road	$0	$0	$0	$0	$0	$0	$0	$1,000,000	$0	$0	$0	$0	$0	$0	$0	**$1,000,000**
447333-2	COUNTY ROAD 2209 AND INTERNATIONAL GOLF PARKWAY	INTERSECTION IMPROVEMENT	Road	$0	$0	$0	$0	$0	$0	$0	$0	$2,000,000	$0	$0	$0	$0	$0	$0	**$2,000,000**
447333-3	CR 2209 - FOUR LANE ROAD CONSTRUCTION	NEW ROAD CONSTRUCTION	Road	$0	$0	$0	$0	$0	$0	$0	$0	$0	$10,000,000	$0	$0	$0	$0	$0	**$10,000,000**
447629-6	SRA1A AT DONDANVILLE ROAD	TRAFFIC SIGNALS	Road	$0	$0	$0	$0	$0	$0	$0	$0	$954	$0	$545	$0	$0	$0	$0	**$1,499**
447629-7	SRA1A AT GREEN ROAD	TRAFFIC CONTROL DEVICES/SYSTEM	Road	$0	$0	$0	$0	$0	$0	$0	$0	$417	$68	$1,013	$0	$0	$0	$0	**$1,498**
448653-1	SMART ST. AUGUSTINE CONNECTED VEHICLE SYSTEM IN CITY OF ST. AUGUSTINE	ITS COMMUNICATION SYSTEM	Road	$0	$0	$0	$0	$0	$0	$0	$0	$967,926	$0	$0	$0	$0	$0	$0	**$967,926**
449841-1	SRA1A FROM GATE GAS STATION TO PROFESSIONAL DR	INTERSECTION IMPROVEMENT	Road	$0	$0	$0	$0	$0	$0	$0	$0	$0	$259,958	$30,641	$0	$0	$2,838,862	$0	**$3,129,461**
450657-1	PALM VALLEY ROAD SIDEWALK - ST. JOHNS COUNTY	SIDEWALK	Multi	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,100,000	$0	$0	$0	$0	$0	**$1,100,000**
441006-1	SR5(US1) AT RAY ROAD	TRAFFIC SIGNALS	Road	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$500	$0	$0	$0	$0	**$500**
443828-2	CR210 AT US1 INTERCHANGE IMPROVEMENTS	INTERSECTION IMPROVEMENT	Road	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$6,000,000	$0	$0	$0	$0	**$6,000,000**
444070-2	SRA1A FROM CRASSOLDI ST. TO MADEIRA DR.	TRAFFIC SIGNALS	Road	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$8,001	$0	$0	$0	$0	**$8,001**
444070-3	SRA1A AT SURFSIDE AVE.	TRAFFIC SIGNALS	Road	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$4,001	$0	$0	$0	$0	**$4,001**
444070-4	SRA1A AT 3RD AVE	TRAFFIC SIGNALS	Road	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$5,601	$0	$0	$0	$0	**$5,601**
445798-5	A1A INTERSECTION MODIFICATIONS	INTERSECTION IMPROVEMENT	Road	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$6,000,000	$0	$0	$0	$0	**$6,000,000**
446603-1	SR16 @ STRATTON BLVD/INDUSTRY CENTER RD.	INTERSECTION IMPROVEMENT	Road	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,280,000	$0	$0	$0	$0	**$1,280,000**
447333-4	COUNTY ROAD 2209	NEW ROAD CONSTRUCTION	Road	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$15,000,000	$0	$0	$0	$0	**$15,000,000**
448653-3	SMART ST. AUGUSTINE CONNECTED VEHICLE SYSTEM IN CITY OF ST. AUGUSTINE	ITS COMMUNICATION SYSTEM	Road	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$15,810,338	$0	$0	$0	$0	**$15,810,338**
Total				**$7,054,077**	**$96,373,641**	**$6,041,404**	**$8,658,404**	**$3,597,987**	**$6,394,331**	**$16,561,889**	**$4,768,238**	**$34,548,943**	**$15,302,888**	**$56,042,211**	**$4,695,127**	**$4,109,310**	**$3,543,321**	**$13,225,468**	**$280,917,239**
Total							**FY 2014 to FY 2018**	**$121,725,513**				**FY 2019 to FY 2013**	**$77,576,289**				**FY 2024 to FY 2028**	**$81,615,437**	

Source: Florida Department of Transportation, District 2

Table E-10

Average Motor 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 E-11

Annual Vehicle Distance Traveled in Miles and Related Data (2023) – By Highway Category and Vehicle Type[1/]

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 F
Multi-Modal Transportation Impact Fee:
Ad Valorem Credit

Appendix F: MMTIF – Ad Valorem Credit

Residential Land Uses

In determining the ad valorem credit for residential land uses, the study evaluated the taxable values for new residential properties. The following data was reviewed for each residential land use:

- Weighted average, median, minimum, and maximum taxable value per square foot for new properties (built since 2018) and all properties within St. Johns County; and
- Professional judgment based on extensive multi-modal impact fee experience in other communities in Florida.

It should be noted that the ad valorem revenues used toward transportation capital projects is a fixed amount and not a percentage of the County's ad valorem revenues. Based on the current CIP, this amount will be limited to approximately $3.4 million per year. As presented in **Table F-1**, the taxable value of a new home ($360,000) was used to calculate the present value of the ad valorem credit. The resulting 1-mil taxes are brought to present value based on an interest rate of 5.0 percent. It is estimated that St. Johns County will spend five (5) percent of a mil of ad valorem revenue to fund capacity expansion projects. **Table F-2** presents this same analysis for the senior adult housing/assisted living/congregate care land uses.

The ad valorem credit calculations account for the fact that this revenue source is likely to be used for transportation capacity projects in future years.

Table F-1
1-Mil Credit Calculation for Residential Homes

Item	Figure
Ad Valorem Revenues Generated from 1-mil[1]	$47,182,000
Annual ad valorem revenue that goes to transportation capacity[2]	$3,404,000
Percentage of millage used for transportation capacity expansion projects[3]	7%
Average taxable value of a new home[4]	$360,000
Annual increase in the countywide taxable values[5]	4.3%

Year	Taxable Value	Value Used for Credit	1-Mil Tax	Ad Valorem for Transportation	Present Value
2025	$360,000	$360,000	$360.00	$26	$26
2026				$25	$24
2027				$24	$22
2028				$23	$20
2029				$22	$18
2030				$21	$17
2031				$20	$15
2032				$19	$14
2033				$19	$13
2034				$18	$11
2035				$17	$10
2036				$16	$10
2037				$16	$9
2038				$15	$8
2039				$14	$7
2040				$14	$7
2041				$13	$6
2042				$13	$6
2043				$12	$5
2044				$12	$5
2045				$11	$4
2046				$11	$4
2047				$10	$4
2048				$10	$3
2049				$9	$3
2050				$9	$3
Total				**$420**	**$274**
Interest Rate[6]					**5.0%**

1) Source: St. Johns County FY 2024 Adopted Financial Plan
2) Source: Average annual ad valorem revenues for transportation capacity from FY 2024
3) Annual ad valorem revenues allocated to transportation capacity (Item 2) divided by revenue generated by 1 mil (Item 1)
4) Source: Average taxable value for new homes (built since 2018) in St. Johns County
5) Source: Review of average annual increase in single family taxable values for St. Johns County (2011-2023)
6) Source: Interest rate estimated for new bond issues in St. Johns County

Table F-2

1-Mil Credit Calculation for Senior Adult Housing/Assisted Living/Congregate Care

Item	Figure
Ad Valorem Revenues Generated from 1-mil[1]	$47,182,000
Annual ad valorem revenue that goes to transportation capacity[2]	$3,404,000
Percentage of millage used for transportation capacity expansion projects[3]	7%
Average taxable value of an adult living facility[4]	$180,000
Annual increase in the countywide taxable values[5]	4.3%

Year	Taxable Value	Value Used for Credit	1-Mil Tax	Ad Valorem for Transportation	Present Value
2025	$180,000	$180,000	$180.00	$13	$13
2026				$12	$12
2027				$12	$11
2028				$11	$10
2029				$11	$9
2030				$11	$8
2031				$10	$8
2032				$10	$7
2033				$9	$6
2034				$9	$6
2035				$9	$5
2036				$8	$5
2037				$8	$4
2038				$8	$4
2039				$7	$4
2040				$7	$3
2041				$7	$3
2042				$6	$3
2043				$6	$3
2044				$6	$2
2045				$6	$2
2046				$5	$2
2047				$5	$2
2048				$5	$2
2049				$5	$1
2050				$5	$1
Total				**$210**	**$136**
Interest Rate[6]					**5.0%**

1) Source: St. Johns County FY 2024 Adopted Financial Plan
2) Source: Average annual ad valorem revenues for transportation capacity from FY 2024
3) Annual ad valorem revenues allocated to transportation capacity (Item 2) divided by revenue generated by 1-mil (Item 1)
4) Source: Average taxable value for "homes for the aged" in St. Johns County
5) Source: Review of average annual increase in single family taxable values for St. Johns County (2011-2023)
6) Source: Interest rate estimated for new bond issues in St. Johns County

Non-Residential Land Uses

Table F-3 provides the calculation of ad valorem credit for non-residential land uses. To determine the taxable value of a unit for each land use, the taxable value of recently built properties was compared to the taxable value for all properties in the County database, for each respective land use. Based on a review of factors such as the weighted average, median, minimum, and maximum values per square foot, a unit value was estimated for each land use or a comparable land use category was identified. It should be noted that the 1-mil credit calculations for these land uses represent broad estimates and are based on the Consultant's experience in other jurisdictions and knowledge of the industry.

In calculating the present value of non-residential land uses, an annual value increase of approximately five (5) percent for commercial and institutional land uses and four (4) percent for industrial land uses was used based on a review of the annual increase in taxable values for the respective land use category from 2011 to 2023 in St. Johns County.

Table F-3
1-Mil Credit Calculation for Non-Residential Land Uses

ITE LUC	Land Use	Unit	Taxable Value of Unit[1]	1-Mil Credit[2]		Methodology
				Annual	Total	
	LODGING:					
310/320	Hotel/Motel	room	$48,000	$3	$40	Estimates an average size of 400 sq ft per room and an average cost of $120 per sq ft
	RECREATIONAL:					
411	Public Park	acre	$67,000	$5	$67	Based on the taxable value of vacant land in the County ($67,000 per acre)
416	Campground/RV Park	site	$6,700	$1	$14	Comparable to Public Park ($67,000 per acre); site size estimated a 0.10 acres
420	Marina	berth	$23,000	$2	$27	Based on value and slips of local marinas in the County
492	Health/Fitness Club	1,000 sf	$120,000	$9	$120	Comparable to Retail/Shopping Center land use ($120 per sq ft)
	INSTITUTIONAL:					
520	Elementary School (Private)	1,000 sf	$150,000	$11	$147	Based on the taxable value of recently built private school facilities ($150 per sq ft)
522	MIddle School (Private)	1,000 sf	$150,000	$11	$147	
525	High School (Private)	1,000 sf	$150,000	$11	$147	
540	College (Private)	1,000 sf	$150,000	$11	$147	
	MEDICAL:					
610	Hospital	1,000 sf	$150,000	$11	$147	Comparable to Office land use ($150 per sq ft)
620	Nursing Home	1,000 sf	$115,000	$8	$107	Based on taxable value of recently built Assisted Living Facilities ($115 per sq ft)
630	Clinic	1,000 sf	$150,000	$11	$147	Comparable to Office land use ($150 per sq ft)
650	Free-Standing Emergency Room	1,000 sf	$150,000	$11	$147	Comparable to Office land use ($150 per sq ft)
	OFFICE:					
710	Office	1,000 sf	$150,000	$11	$147	Based on taxable value of recently built Office Buildings ($150 per sq ft)
720	Medical Office 10,000 sq ft or less	1,000 sf	$150,000	$11	$147	Comparable to Office land use ($150 per sq ft)
	Medical Office greater than 10,000 sq ft	1,000 sf	$150,000	$11	$147	
	RETAIL:					
817	Nursery (Garden Center)	1,000 sf	$120,000	$9	$120	Comparable to Retail/Shopping Center land use ($120 per sq ft)
820/821/822	Retail/Shopping Center	1,000 sfgla	$120,000	$9	$120	Based on taxable value of recently built Retail land uses ($120 per sq ft); Average size estimated at 1,000 sq ft
880/881	Pharmacy/Drug Store with and w/o Drive-Thru	1,000 sf	$120,000	$9	$120	Comparable to Retail/Shopping Center land use ($120 per sq ft)
	SERVICE:					
912	Bank/Financial Institution	1,000 sf	$275,000	$20	$267	Estimates an average site size of 1,000 sq ft and a cost of $275 per sq ft
930	Fast Casual Restaurant	1,000 sf	$400,000	$29	$387	Comparable to Fast Food Restaurant ($400 per sq ft)
931	Fine Dining Restaurant	1,000 sf	$225,000	$16	$213	Estimates an average site size of 2,000 sq ft and a cost of $225 per sq ft
932	High-Turnover (Sit-Down) Restaurant	1,000 sf	$225,000	$16	$213	Estimates an average site size of 2,000 sq ft and a cost of $225 per sq ft
933	Fast Food Restaurant without Drive-Thru	1,000 sf	$400,000	$29	$387	Comparable to Fast Food Restaurant w/Drive-Thru ($400 per sq ft)
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	$400,000	$29	$387	Estimates an average site size of 3,000 sq ft and a cost of $400 per sq ft
944/945	Gas Station w/Convenience Store	fuel pos.	$9,960	$1	$14	Estimates that 1,000 sq ft of space can accommodate 4 rows and 3 fueling positions per row and an average cost of $120 per sq ft based on the Shopping Center land use
	INDUSTRIAL:					
110	General Light Industrial	1,000 sf	$60,000	$4	$59	The value of industrial structures is estimated at $60 per sq ft
150	Warehousing	1,000 sf	$60,000	$4	$59	The value of industrial structures is estimated at $60 per sq ft
151	Mini-Warehouse	1,000 sf	$60,000	$4	$59	The value of industrial structures is estimated at $60 per sq ft

1) Source: Based on information from the St. Johns County 2023 NAL (name, address, legal) parcel database
2) Present value of the ad valorem credit used in the multi-modal impact fee calculations

Appendix G
Multi-Modal Transportation Impact Fee: Calculated Fee Schedule

Appendix G: MMTIF - Calculated Fee Schedule

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

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Table G-1

Calculated Multi-Modal Transportation Impact Fee Schedule

		Gasoline Tax									Unit Construction Cost:	$5,597,000						Interstate/Toll Facility Adjustment Factor:	25.9%		
		$$ per gallon to capital:	$0.191								Capacity per Person-Mile:	15,840						Cost per PMC:	$353.35		
		Facility life (years):	25		County Revenues:				$0.074		Fuel Efficiency:	19.30 mpg									
		Interest rate:	5.00%		State Revenues:				$0.117		Effectivedays per year:	365									
ITE LUC	Land Use	Unit	Trip Rate	Trip Rate Source	Trip Length	Trip Length Source	Trip Length Adjustment Factor[1]	Assessable Trip Length[2]	Total Trip Length	Percent New Trips	% New Trips Source	Net VMT[3]	Person-Trip Factor	Net PMT[4]	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Ad Valorem Credit	Net Impact Fee	Current Impact Fee[5]	% Change
	RESIDENTIAL:																				
210/215/220/221/240	Residential under 800 sq ft	du	2.27	Appendix C: Table C-8	6.19	Appendix C: Table C-13	1.15	7.12	7.62	100%	n/a	5.99	1.60	9.58	$3,385	$31	$437	$274	**$2,674**	$6,927	-61%
	Residential 801 to 1,250 sq ft	du	5.47	Appendix C: Table C-8	6.19	Appendix C: Table C-13	1.15	7.12	7.62	100%	n/a	14.43	1.60	23.09	$8,158	$75	$1,057	$274	**$6,827**	$8,228	-17%
	Residential 1,251 to 1,800 sq ft	du	8.09	Appendix C: Table C-8	6.19	Appendix C: Table C-13	1.15	7.12	7.62	100%	n/a	21.34	1.60	34.14	$12,065	$111	$1,564	$274	**$10,227**	$8,486	21%
	Residential 1,801 to 2,500 sq ft	du	10.44	Appendix C: Table C-8	6.19	Appendix C: Table C-13	1.15	7.12	7.62	100%	n/a	27.54	1.60	44.06	$15,570	$144	$2,030	$274	**$13,266**	$10,572	26%
	Residential 2,501 to 3,750 sq ft	du	13.36	Appendix C: Table C-8	6.19	Appendix C: Table C-13	1.15	7.12	7.62	100%	n/a	35.24	1.60	56.38	$19,925	$184	$2,593	$274	**$17,058**	$12,298	39%
	Residential 3,751 to 5,000 sq ft	du	15.43	Appendix C: Table C-8	6.19	Appendix C: Table C-13	1.15	7.12	7.62	100%	n/a	40.70	1.60	65.12	$23,012	$212	$2,988	$274	**$19,750**	$14,248	39%
	Residential 5,001 sq ft and over	du	16.74	Appendix C: Table C-8	6.19	Appendix C: Table C-13	1.15	7.12	7.62	100%	n/a	44.16	1.60	70.66	$24,966	$230	$3,242	$274	**$21,450**	$15,042	43%
251	Senior Adult Housing - Single Family	du	3.54	Appendix C: LUC 251	5.42	Appendix C: LUC 251	1.15	6.23	6.73	100%	n/a	8.17	1.60	13.07	$4,620	$43	$606	$136	**$3,878**	$6,927	-44%
252	Senior Adult Housing - Multi-Family	du	2.99	Appendix C: LUC 252	4.34	Based on LUC 251 (Adjusted)[6]	1.15	4.99	5.49	100%	n/a	5.53	1.60	8.85	$3,125	$30	$423	$136	**$2,566**	$6,927	-63%
253	Congregate Care Facility	du	2.33	Appendix C: LUC 253	3.08	Appendix C: LUC 253	1.15	3.54	4.04	72%	Appendix C: LUC 253	2.20	1.60	3.52	$1,244	$12	$169	$136	**$939**	$6,927	-86%
254	Assisted Living	bed	2.60	ITE 11th Edition	3.08	Same as LUC 253	1.15	3.54	4.04	72%	Same as LUC 253	2.46	1.60	3.94	$1,388	$14	$197	$136	**$1,055**	$952	11%
	LODGING:																				
310/320	Hotel/Motel	room	3.35	ITE 11th Edition	4.34	Appendix C: LUC 320	1.05	4.56	5.06	77%	Appendix C: LUC 320	4.36	1.60	6.98	$2,464	$24	$338	$40	**$2,086**	$7,003	-70%
	RECREATION:																				
411	Public Park	acre	0.78	ITE 11th Edition	5.15	Same as LUC 710	1.05	5.41	5.91	90%	Based on LUC 710	1.41	1.60	2.26	$796	$7	$99	$67	**$630**	$1,432	-56%
416	Campground/RV Park	site	1.62	ITE 11th Edition (Adjusted)[7]	6.62	Same as LUC 210 (Appendix C: LUC 210)	1.05	6.95	7.45	100%	Same as LUC 210	4.17	1.60	6.67	$2,358	$22	$310	$14	**$2,034**	$5,844	-65%
420	Marina	berth	2.41	ITE 11th Edition	6.62	Same as LUC 210 (Appendix C: LUC 210)	1.05	6.95	7.45	90%	Based on LUC 710	5.59	1.60	8.94	$3,158	$29	$409	$27	**$2,722**	$919	196%
492	Health/Fitness Club	1,000 sf	34.50	ITE 11th Edition (Adjusted)[8]	5.15	Same as LUC 710	1.05	5.41	5.91	94%	Appendix C: LUC 492	65.00	1.60	104.00	$36,750	$346	$4,877	$120	**$31,753**	$11,260	182%
	INSTITUTIONS:																				
520	Elementary School (Private)	1,000 sf	19.52	ITE 10th Edition	3.31	50% of LUC 210: Travel Demand Model	1.05	4.30	4.80	80%	Based on LUC 710 (adjusted)[9]	24.88	1.60	39.81	$14,065	$135	$1,903	$147	**$12,015**	$2,939	309%
522	Middle School (Private)	1,000 sf	20.17	ITE 10th Edition	3.31	50% of LUC 210: Travel Demand Model	1.05	4.30	4.80	80%	Based on LUC 710 (adjusted)[9]	25.71	1.60	41.14	$14,534	$140	$1,973	$147	**$12,414**	$2,939	322%
525	High School (Private)	1,000 sf	14.07	ITE 10th Edition	3.31	50% of LUC 210: Travel Demand Model	1.05	4.30	4.80	90%	Based on LUC 710	20.17	1.60	32.27	$11,405	$110	$1,550	$147	**$9,708**	$2,595	274%
540	College (Private)	1,000 sf	20.25	ITE 10th Edition	6.62	Same as LUC 210	1.05	6.95	7.45	90%	Based on LUC 710	46.93	1.60	75.09	$26,531	$245	$3,453	$147	**$22,931**	$4,077	462%
	MEDICAL:																				
610	Hospital	1,000 sf	10.77	ITE 11th Edition	6.62	Same as LUC 210	1.05	6.95	7.45	78%	Midpoint of LUC 310 (App. C) & LUC 720	21.63	1.60	34.61	$12,229	$113	$1,593	$147	**$10,489**	$3,845	173%
620	Nursing Home	1,000 sf	6.75	ITE 11th Edition	2.59	Appendix C: LUC 620	1.05	2.72	3.22	89%	Appendix C: LUC 620	6.05	1.60	9.68	$3,423	$35	$493	$107	**$2,823**	$2,244	26%
630	Clinic	1,000 sf	37.39	Appendix C: LUC 630	5.10	Appendix C: LUC 630	1.05	5.36	5.86	93%	Appendix C: LUC 630	69.05	1.60	110.48	$39,040	$368	$5,187	$147	**$33,706**	$3,845	777%
650	Free-Standing Emergency Room	1,000 sf	24.94	ITE 11th Edition	5.10	Same as LUC 630	1.05	5.36	5.86	93%	Same as LUC 630	46.06	1.60	73.70	$26,041	$245	$3,453	$147	**$22,441**	$3,845	484%
	OFFICE:																				
710	Office	1,000 sf	10.84	ITE 11th Edition	5.15	Appendix C: LUC 710	1.15	5.92	6.42	92%	Appendix C: LUC 710	21.87	1.60	34.99	$12,367	$116	$1,635	$147	**$10,585**	$4,682	126%

Table G-1 (continued)

Calculated Multi-Modal Transportation Impact Fee Schedule

ITE LUC	Land Use	Unit	Trip Rate	Trip Rate Source	Trip Length	Trip Length Source	Trip Length Adjustment Factor[1]	Assessable Trip Length[2]	Total Trip Length	Percent New Trips	% New Trips Source	Net VMT[3]	Person-Trip Factor	Net PMT[4]	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Ad Valorem Credit	Net Impact Fee	Current Impact Fee[5]	% Change
	OFFICE:																				
720	Medical Office 10,000 sq ft or less	1,000 sf	23.83	Appendix C: LUC 720 (Small Medical)	5.55	Appendix C: LUC 720	1.15	6.38	6.88	89%	Appendix C: LUC 720	50.13	1.60	80.21	$28,343	$264	$3,721	$147	**$24,475**	$13,590	80%
	Medical Office greater than 10,000 sq ft	1,000 sf	34.21	Appendix C: LUC 720	5.55	Appendix C: LUC 720	1.15	6.38	6.88	89%	Appendix C: LUC 720	71.97	1.60	115.15	$40,689	$378	$5,328	$147	**$35,214**	$13,590	159%
	RETAIL:																				
817	Nursery (Garden Center)	1,000 sf	68.10	ITE 11th Edition	1.07	Appendix C: Fig. C-2 (5k sfgla)	1.05	1.12	1.62	37%	Appendix C: Fig. C-3 (5k sfgla)	10.46	1.60	16.74	$5,911	$74	$1,043	$120	**$4,748**	$6,417	-26%
822	Retail 40,000 sfgla or less	1,000 sfgla	54.45	ITE 11th Edition	1.48	Appendix C: Fig. C-2 (19k sfgla)	1.05	1.55	2.05	48%	Appendix C: Fig. C-3 (19k sfgla)	15.01	1.60	24.02	$8,486	$97	$1,367	$120	**$6,999**	$6,417	9%
821	Retail 40,001 to 150,000 sfgla	1,000 sfgla	67.52	ITE 11th Edition	1.94	Appendix C: Fig. C-2 (59k sfgla)	1.05	2.04	2.54	57%	Appendix C: Fig. C-3 (59k sfgla)	29.09	1.60	46.54	$16,445	$177	$2,495	$120	**$13,830**	$6,417	116%
820	Retail greater than 150,000 sfgla	1,000 sfgla	37.01	ITE 11th Edition	2.80	Appendix C: Fig. C-2 (538k sfgla)	1.05	2.94	3.44	75%	Appendix C: Fig. C-3 (538k sfgla)	30.24	1.60	48.38	$17,094	$172	$2,424	$120	**$14,550**	$8,811	65%
880/881	Pharmacy/Drug Store with or w/o Drive-Thru	1,000 sf	103.86	Appendix C: LUC 880/881	2.08	Appendix C: LUC 880/881	1.05	2.18	2.68	32%	Appendix C: LUC 880/881	26.84	1.60	42.94	$15,176	$161	$2,269	$120	**$12,787**	$7,492	71%
	SERVICES:																				
912	Bank/Financial Institution	1,000 sf	103.73	Appendix C: LUC 912	2.46	Appendix C: LUC 912	1.05	2.58	3.08	46%	Appendix C: LUC 912	45.61	1.60	72.98	$25,786	$265	$3,735	$267	**$21,784**	$16,828	30%
930	Fast Casual Restaurant	1,000 sf	97.14	ITE 11th Edition	2.05	Same as LUC 934	1.05	2.15	2.65	58%	Same as LUC 934	44.88	1.60	71.81	$25,373	$270	$3,805	$387	**$21,181**	$22,755	-7%
931	Fine Dining Restaurant	1,000 sf	86.03	Appendix C: LUC 931	3.14	Appendix C: LUC 931	1.05	3.30	3.80	77%	Appendix C: LUC 931	80.99	1.60	129.58	$45,789	$455	$6,413	$213	**$39,163**	$22,755	72%
932	High-Turnover (Sit-Down) Restaurant	1,000 sf	103.46	Appendix C: LUC 932	3.17	Appendix C: LUC 932	1.05	3.33	3.83	71%	Appendix C: LUC 932	90.63	1.60	145.01	$51,237	$508	$7,160	$213	**$43,864**	$22,755	93%
933	Fast Food Restaurant without Drive-Thru	1,000 sf	450.49	ITE 11th Edition	2.05	Same as LUC 934	1.05	2.15	2.65	58%	Same as LUC 934	208.13	1.60	333.01	$117,668	$1,251	$17,632	$387	**$99,649**	$22,755	338%
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	479.17	Appendix C: LUC 934	2.05	Appendix C: LUC 934	1.05	2.15	2.65	58%	Appendix C: LUC 934	221.38	1.60	354.21	$125,160	$1,330	$18,745	$387	**$106,028**	$22,755	366%
944	Gas Station w/Convenience Store <2,000 sq ft	fuel pos.	172.01	ITE 11th Edition	1.90	Appendix C: LUC 944	1.05	2.00	2.50	23%	Appendix C: LUC 944	29.32	1.60	46.91	$16,574	$179	$2,523	$14	**$14,037**	$6,292	123%
945	Gas Station w/Convenience Store 2,000 to 5,499 sq ft	fuel pos.	264.38	ITE 11th Edition (Adjusted)[10]	1.90	Same as LUC 944	1.05	2.00	2.50	23%	Same as LUC 944	45.06	1.60	72.10	$25,474	$275	$3,876	$14	**$21,584**	$6,292	243%
	Gas Station w/Convenience Store 5,500+ sq ft	fuel pos.	345.75	ITE 11th Edition	1.90	Same as LUC 944	1.05	2.00	2.50	23%	Same as LUC 944	58.93	1.60	94.29	$33,314	$359	$5,060	$14	**$28,240**	$6,292	349%
	INDUSTRIAL:																				
110	General Light Industrial	1,000 sf	4.87	ITE 11th Edition	5.15	Same as LUC 710	1.05	5.41	5.91	92%	Same as LUC 710	8.98	1.60	14.37	$5,077	$48	$677	$59	**$4,341**	$2,887	50%
150	Warehousing	1,000 sf	1.92	Appendix C: LUC 150	5.15	Same as LUC 710	1.05	5.41	5.91	98%	Appendix C: LUC 150	3.77	1.60	6.03	$2,132	$20	$282	$59	**$1,791**	$1,012	77%
151	Mini-Warehouse	1,000 sf	1.46	Appendix C: LUC 151	3.51	Midpoint of LUC 710 & LUC 820 (<50k sq ft)	1.05	3.69	4.19	92%	Same as LUC 710	1.84	1.60	2.94	$1,038	$10	$141	$59	**$838**	$879	-5%
n/a	Borrow Pit[11]	1,000 cy	0.01	FL Studies[12]	14.82	FL Studies[12]	1.05	15.56	16.06	97%	FL Studies[12]	0.06	1.60	0.10	$32	$0.76	$10.71	$0.14	**$21.15**	n/a	-

1) The trip length adjustment factor is 15% for residential and office land uses and 5% for all other land uses
2) Trip length multiplied by the trip length adjustment factor (Item 1)
3) 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
4) Net VMT (Item 1) multiplied by the Persons-Trip Factor
5) Source: St. Johns County Planning & Zoning Department (rates shown do not reflect the 40% discount applied to non-residential land uses):
   - Current adopted rate for Residential under 800 sq ft ($6,927) is shown for Senior Adult Housing and Congregate Care Facility land uses
   - Assisted Living is a new land use. Current adopted impact fee reflects the fee for nursing home, but, to measure the level of increase, the current fee rate was converted to “per bed”
   - Current adopted rate for Campground/RV park is ($35,607 per acre), but the unit of measure was converted to “per site”. To measure the level of increase, the current adopted rate was also converted to “per site”
   - Current adopted rate for Elementary School ($2,939 per 1,000 sf) is shown for Middle School land use
   - Current adopted rate for Hospital ($3,845 per 1,000 sf) is shown for Clinic and Free-Standing Emergency Room land uses
   - Current adopted rate for Office greater than 200,000 sq ft ($4,682 per 1,000 sf) is shown for Office land use
   - Current adopted rate for Commercial less than 100,000 sq ft ($6,417 per 1,000 sf) is shown for Nursery (Garden Center), Retail 40k sfgla or less, and Retail 40k-150k sfgla land uses
   - Current adopted rate for Commercial 100k-199k sflga ($8,811 per 1,000 sfgla) is shown for Retail greater than 150k sfgla land use
   - Current adopted rate for Fast Food w/Drive-Thru ($22,755 per 1,000 sf) is shown for Fast Casual Restaurant, Fine Dining Restaurant, High-Turnover Restaurant, and Fast Food Restaurant without Drive-Thru land uses

6) The trip length (unadjusted) was based on the LUC 251 base trip length (5.42), but adjusted by the ratio of the LUC 210 (Single Family) base trip length (6.62) to the LUC 220 (Multi-Family) base trip length (5.21). Adj = 5.21 / 6.62 = 80%. TL = 80% × 5.43 = 4.34. 4.34 × (1 + 15%) = 4.99
7) The ITE 11th Edition trip generation rate was adjusted to reflect the average occupancy rate of 60 percent based on data provided by the Florida Association of RV Parks and Campgrounds.
8) The ITE 11th Edition trip generation rate for PM Peak Hour of Adjacent traffic was adjusted by a factor of 10 to approximate the Daily TGR.
9) 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.
10) 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.
11) Due to the absence of cubic yard information for future sites, the ad valorem credit was estimated using the equivalent pennies method utilized for the non-ad valorem credit for all uses
12) The "Florida Studies" refer to the *Collier County Trip Characteristics Study Mine Land Use Report, September 2009, Tindale Oliver*.

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Impact Fee Update Study

September 16, 2025

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BCC Direction Needed

- Implementation of Conservation Impact Fee
- Fee Levels for Adoption
- Discounts for Affordable Housing
- Non-residential “buy down”

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Conservation and Open Space

Conservation and Open Space

Calculated Impact Fee (Sample Land Uses)

Land Use	Current Impact Fee	Calculated Field Per Study (Exception Req'd)	Statutory Maximum (No Exception)
Residential			
Residential: 1,000 sf	n/a	$325	$325
Residential: 1,300 sf	n/a	$473	$473
Residential: 2,000 sf	n/a	$606	$606
Residential: 3,000 sf	n/a	$772	$772
Senior Adult Housing	n/a	$363	$363
Transient, Assisted, Group			
Hotel/Motel	n/a	$529	$529

Conservation and Open Space

Revenue Estimates

Description	Annual Revenue	5-Year Total Revenue
Conservation Impact Fee		
Low-End	$3,420,000	$17,100,000
High-End	$4,080,000	$20,400,000

- Residential primarily for 1,801 to 2,500 square feet category based on the avg size of homes built since 2020 (2,100 sf)
- Hotel/Motel room estimate based on 2015 - 2024 permitting (approximately 40 rooms per year).
- Low-End – average permitting over last 10 years
- High-End – average permitting over last 5 years

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Fee Levels for Adoption

Impact Fees: Consideration

- **Up to 50% of Impact Fee Calculation (necessitates majority or 3 votes)**
  - Necessitates Majority or 3 Votes.
  - Phasing Program (Up to 25% increase over 2 years / 25% - 50% over 4 years)

OR

- **Extraordinary Circumstance (necessitates 2/3 or 4 votes)**
  - Used to increase impact fees above 50% or change Phasing Program
  - A study within the past 12 months demonstrating extraordinary circumstances
  - Two public workshops to discuss the extraordinary circumstances
  - January 1, 2026 will change to unanimous vote

Impact Fee Rates: Consideration

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Commission direction to either set rates Up to 50% or Extraordinary Circumstance (Above 50%)

Land Use	Current Impact Fee*		FS Max 50% (3 Votes)		Extraordinary Circumstance Max (4 Votes)
Residential					
Residential: 1,300 sf	$16,196		$19,396		$19,838
Residential: 2,000 sf	$20,169	BCC can set rates between current and FS Max of 50%.	$24,807	BCC can set rates above FS Max and up to Max.	$25,429
Residential: 3,000 sf	$25,049		$32,168		$33,297
Non-Residential					
Light Industrial	$3,495		$3,632		$3,712
Office	$5,954		$8,292		$8,871
Retail (40,001 to 150,000)	$10,003		$13,744		$18,411
Fast Casual Restaurant	$25,865		$38,796		$64,207

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*Current Impact Fee rates do not include the 40% discount currently applied to non-residential land uses
Note: Total fees shown include the school impact fee which was not updated as part of this study

Impact Fee Rates: Up to 50%

Land Use Excerpts at Various Rates up to 50%

Land Use	Current Impact Fee*	FS Max Up to 10%	FS Max Up to 25%	FS Max Up to 40%	FS Max Up to 50%
Residential					
Residential: 1,300 sf	$16,196	$17,771	$18,956	$19,297	$19,396
Residential: 2,000 sf	$20,169	$22,172	$24,188	$24,627	$24,807
Residential: 3,000 sf	$25,049	$27,369	$29,724	$31,828	$32,168
Non-Residential					
Light Industrial	$3,495	$3,596	$3,625	$3,630	$3,632
Office	$5,954	$6,352	$7,087	$7,821	$8,292
Retail (40,001 to 150,000)	$10,003	$10,973	$12,089	$13,082	$13,744
Fast Casual Restaurant	$25,865	$28,452	$32,332	$36,211	$38,796

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*Current Impact Fee rates do not include the 40% discount currently applied to non-residential land uses
Note: Total fees shown include the school impact fee which was not updated as part of this study


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Affordable Housing
Impact Fee Waiver

Affordable/Workforce Housing Discount

F.S. 163.31801 (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**."*
- F.S. 420.9071 definition: Households with **up to 120% of the Area Median Income**


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Non-residential
Impact Fee Subsidy

Non-residential Subsidy (Buy Down)

- **2018 Impact Fee Update – BOCC reduced non-res impact fees by 40% to support commercial development.**
  - ✓ By law cannot treat non-residential and residential categories differently
  - ✓ Used General Fund to “buy down” 40%
- **The proportion of residential to non-residential taxable values have remained consistent from FY 2019 to 2025 at about 85% residential to 15% non-residential.**
- **The Impact Fee Buy Down program has cost about $14 million in total (~$ 2million annually) since 2019.**
- **Seeking BOCC direction to continue or discontinue the Impact Fee Buy Down program.**

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Questions?

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