St. Lucie County
Road Impact Fee Study

FINAL Report
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Introduction

St. Lucie County's Road Impact Fee was initially implemented in 1986 to assist the County in providing adequate transportation facilities for expected growth. The most recent update study for these fees was completed in 2017, and the resulting fee schedule became effective in October 2019.

Per the requirements of the County's Road Impact Fee Ordinance, the Road Impact Fees are to be reviewed every five years (Sec. 24-270 (d), St. Lucie Code of Ordinance). In addition, there have been several significant changes to the impact fee legislation over the past three years. To address requirements of the new legislation, the County decided to update the road impact fee study prior to the five-year update schedule and retained Benesch (formerly Tindale Oliver) to prepare the technical analysis. This report serves as the technical study to support the calculation of the updated impact fees. Data presented in this report represents the most recent and localized data available at the time of this update study. All data and support material used in this analysis are incorporated by reference as set forth in this document.

Importance of the Road Impact Fee Program

Currently, road impact fee revenues are St. Lucie County's primary funding source for new road construction and lane addition improvements. All roadway capacity projects over the past five years and approximately 96 percent of the capacity projects included in the CIP were funded or are programmed to be funded with impact fee revenues. County fuel tax revenues are dedicated to operations, maintenance and debt service payments while local option sales tax revenues have been mostly allocated to non-capacity projects. Without a road impact fee program, the County will not be able to construct planned capacity addition projects included in the Capital Improvement Plan (CIP), Long Range Transportation Plan (LRTP), and other priority projects unless an alternative revenue source, such as additional sales tax or dedicated millage, is identified. In the absence of impact fee revenues or alternative new/additional funding that would replace impact fee revenues, the level of service is likely to degrade with roads becoming more congested and travel times getting longer.

Methodology

Consistent with the County's current adopted methodology, the methodology used for the road impact fee study follows a consumption-based impact fee approach in which new development is charged based upon the proportion of vehicle-miles of travel (VMT) that each unit of new development is expected to consume of a lane mile of the transportation network. A consumption-based impact fee charges new growth the proportionate share of the cost of providing additional infrastructure necessitated by and available for use by new growth. Unlike a "needs-based" approach, the consumption-based approach ensures that the impact fee is set at a rate that does not generate revenues at a level to correct existing deficiencies. With this approach, 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 tax contributions generated by new development toward any capacity expansion projects. In other words, case law requires that the new development should not be charged twice for the same service.

The general equation used to compute the impact fee for a given land use is:

[Demand x Cost] – Credit = Fee

The "demand" for travel placed on a roadway system is expressed in units of Vehicle-Miles of Travel (VMT) (daily vehicle-trip generation rate x the trip length x the percent new trips [of total trips]) for each land use contained in the impact fee schedule. Trip generation represents the average daily rates 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 is typically expressed in units of dollars per vehicle-miles of transportation capacity. Consistent with the current adopted methodology, the cost is based on recent transportation costs for county and state facilities.

The "credit" is an estimate of future non-impact fee revenues generated by new development that are allocated to provide transportation capacity expansion. The impact fee is 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 impact fee schedule, that is not paid for by future tax revenues generated by the new development activity over the next 25

years. These credits are required under the supporting case law for the calculation of impact fees where a new development activity must be reasonably assured that they are not 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
- Interstate & Toll Facility Adjustment Factor

Cost Variables:

- Cost per vehicle-mile
- Capacity added per lane-mile constructed

Credit Variables:

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

Legal Overview

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

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

In 2006, the Florida legislature passed the "Florida Impact Fee Act," which recognized impact fees as "an outgrowth of home rule power of a local government to provide certain services within its

jurisdiction." § 163.31801(2), Fla. Stat. The statute – concerned with mostly procedural and methodological limitations – did not expressly allow or disallow any particular public facility type from being funded with impact fees. The Act did specify procedural and methodological prerequisites, such as the requirement of the fee being based on most recent and localized data, a 90-day requirement for fee changes, and other similar requirements, most of which were common practice already.

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

- **HB 227 in 2009:** The Florida legislation statutorily clarified that in any action challenging an impact fee, the government has the burden of proving by a preponderance of the evidence that the imposition or amount of the fee meets the requirements of state legal precedent or the Impact Fee Act and that the court may not use a deferential standard.
- **SB 360 in 2009:** Allowed fees to be decreased without the 90-day notice period required to increase the fees and purported to change the standard of legal review associated with impact fees. SB 360 also required the Florida Department of Community Affairs (now the Department of Economic Opportunity) 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 this clause and making all outstanding credits eligible for this adjustment. This bill also allowed local governments to waive/reduce impact fees for affordable housing projects without having to offset the associated revenue loss.
- **SB 1066 in 2020:** Added language allowing impact fee credits to be assignable and transferable at any time after establishment from one development or parcel to another that is within the same impact fee zone or impact fee district or that is within an adjoining impact fee zone or district within the same local government jurisdiction. In addition, added language indicating any new/increased impact fee not being applicable to current or pending permit applications submitted prior to the effective date of an ordinance or resolution imposing new/increased fees.
- **HB 1339 in 2020:** Requires 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.

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

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 Program (CIP) 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 the road impact fee calculations in the following sections, including an evaluation of the cost, credit, and demand components.

Roads Included in the Impact Fee

Consistent with the current adopted methodology and fee structure, the updated road impact fee for St. Lucie County is calculated using a systemwide approach, including demand/travel,

costs and credits associated with county and state roads within the county. This approach is appropriate since the county and state roads jointly provide regional access as well as connecting neighborhoods to other areas. State and county roads that are parallel to each other alleviate traffic by providing travel options. County roads tend to play a greater role in connecting neighborhoods to state roads, which then provide more of a regional access. In other words, the county and state roads are truly integrated in providing transportation within a community and residents/visitors traveling within the county use roads owned both by the County and State to minimize their travel time.

Over the years, St. Lucie County has contributed impact fee revenues to several state roadway improvements and will continue to do so in the future. Example improvements include:

- Becker and Crosstown Pkwy intersections (2005)
- Midway Rd bridge (future)
- Jenkins Rd expansion, FDOT/Federal Partnership (future)
- Airport Connector Rd from Kings Hwy to I-95 (future)

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

Demand Component

Travel Demand

Travel demand is the amount of 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 vehicle-miles of new travel (VMT) a unit of development places 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 primarily obtained from two sources: (1) trip characteristics studies previously conducted throughout Florida (Florida Studies Database) and (2) the Institute of Transportation Engineers' (ITE) *Trip Generation Handbook* (11th Edition). The Florida Studies Database (included in Appendix A) was used to determine trip length, percent new trips, and the trip generation rate for several land uses.

Land Use Changes

As part of this update study, several of the existing land use categories were revised to reflect the most recent ITE Trip Generation Handbook data.

ITE Trip Generation Handbook Adjustments

St. Lucie County's current impact fee rates are based on the ITE 10th Edition data. The 11th Edition Trip Generation Handbook was released in Fall 2021 and reflects several changes to land use groupings and trip generation rate data. The following paragraphs summarize resulting changes to the land uses that are included in the County's fee schedule.

Multi-Family Housing

The current road impact fee schedule includes "multi-family (1 and 2 floors)" and "multi-family (3+ floors) land uses. ITE 11th Edition has slightly realigned these uses to the following configurations:

- Multi Family 1 to 3 Stories
- Multi-Family 4 and more Stories

These new classifications are reflected in the updated impact fee schedule.

Retail (General Commercial)

For the retail/commercial land use, ITE 11th Edition includes three tiers based on the size of development. The updated configurations are reflected in the impact fee schedule:

- Retail/Shopping Center less than 40,000 sfgla
- Retail/Shopping Center 40,000 sfgla to 150,000 sfgla
- Retail/Shopping Center greater than 150,000 sfgla

Gas Station w/Convenience Market

The current road impact fee schedule includes three different categories under the Gas Station w/Convenience Market land use depending on the size of the convenience market. ITE 11th Edition has slightly realigned these uses to the following configurations:

- LUC 944: Gas Station w/Convenience Market <2,000 sq ft
- LUC 945: Gas Station w/Convenience Market 2,000 to 5,499 sq ft
- LUC 945: Gas Station w/Convenience Market 5,500+ sq ft

These new alignments are reflected in the updated impact fee schedule.

Interstate & Toll Facility Adjustment Factor

This variable is used to recognize that interstate highway and toll facility improvements are funded using earmarked State and Federal funds. Typically, road impact fees 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.

To calculate the interstate and toll (I/T) facility adjustment factor, the loaded highway network[1] file was generated using the Treasure Coast Regional Planning Model (TCRPM v5). A select zone analysis was run for all traffic analysis zones located within St. Lucie County in order to differentiate trips with an origin and/or destination within the county versus trips that simply passed through the county.

[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

The analysis reviewed trips on all interstate and toll facilities within St. Lucie County, including, Interstate 95 and the Florida Turnpike (and associated on/off ramps). The limited access vehicle-miles of travel (Limited Access VMT) for trips with an origin and/or destination within the county was calculated for the identified limited access facilities. Next, the total VMT was calculated for all trips with an origin and/or destination within St. Lucie County for all roads, including limited access facilities.

The I/T adjustment factors were determined by dividing the limited access VMT by the total countywide/subarea VMT for the 2045 Cost Feasible network[2].

- Unincorporated = 24.9 percent
- Port St. Lucie = 26.1 percent
- Fort Pierce = 25.2 percent

After reduced by these factors, the final VMT used in the calculations is then representative of only the roadways which can be funded by impact fees.

Travel Adjustment Factors

The road impact fee collected by St. Lucie County excludes the portion of travel occurring on municipal roadways, resulting in variations in fee levels by sub-areas. Using the TCRPM v5, non-city roads handle 46 percent of the VMT generated by development in Port St. Lucie based on trips that start or end in Port St. Lucie. In other words, the City's classified roadway system handles 54 percent of the travel associated with the city. Therefore, the VMT for the County impact fees collected in Port St. Lucie is adjusted to 46 percent of the full calculated VMT. It should be noted that although the VMT and cost per VMT are adjusted down to reflect 46 percent of travel, the credit calculations include the total trip length and full credit for County and State funding. This is a conservative approach, resulting in fee levels lower than 46 percent.

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

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

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

Table 1

Travel Adjustment Factor

Roadway Jurisdiction	VMT	% VMT
Port St. Lucie Generated Vehicle-Miles of Travel		
Port St. Lucie	1,227,915	54%
County/State/Other	1,027,506	**46%**
Total	**2,255,421**	**100%**
Fort Pierce Generated Vehicle-Miles of Travel		
Fort Pierce	35,060	3%
County/State/Other	978,386	**97%**
Total	**1,013,446**	**100%**

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

Cost Component

Cost information from St. Lucie County and other counties in Florida was reviewed to develop a unit cost for all phases involved in the construction of one lane-mile of roadway capacity. Appendix B provides the data and other support information utilized in these analyses.

County Roadway Cost

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

Design and CEI

Design costs for county roads were estimated at **10 percent** of construction phase costs based on a review of local cost estimates and cost data obtained from other Florida jurisdictions. Additional detail is provided in Appendix B, Tables B-1 and B-2.

CEI costs for county roads were estimated at **nine (9) percent** of construction phase costs based on a review of local cost data and cost data from other jurisdictions throughout Florida. Additional detail is provided in Appendix B, Tables B-8 and B-9.

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. The right-of-way 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 ROW-to-construction cost ratios obtained from St. Lucie County and other Florida jurisdictions. A review of ROW costs in St. Lucie County identified estimates for four corridors:

- Jenkins Road Extension S. from Midway Rd to Glades Cut-Off Road
- Jenkins Road from Glades Cut-Off Road to Orange Avenue
- Glades Cut-Off Road from Selvitz Rd to Midway Road
- Edwards Road from South 25th St to Jenkins Road

As shown in Appendix B, Table B-3, these local project cost estimates ranged from 22 percent to 54 percent with a weighted average of 40 percent. St. Lucie TPO SmartMoves 2045 Long Range Transportation Plan (LRTP) estimates ROW at 50 percent of construction for all future lane addition improvements. A review of ROW costs in other Florida jurisdictions suggested that, for county roadways, the ROW factors range from 10 percent to 60 percent with an average of 38 percent (Appendix B, Table B-4).

Given this set of information, the ROW cost for county roads is estimated at **40 percent** of the construction cost per lane mile.

Construction

The construction cost for county roads was based on recent local cost estimates in St. Lucie County and recently bid/completed improvements in other communities in Florida. The most recently completed lane addition projects in St. Lucie County include the following:

- Midway Road from Selvitz Road to 25th Street
- Midway Road from 25th Street to US 1

The construction cost for these improvements were estimated at approximately $9.0 million per lane mile, as shown in Appendix B, Table B-5, which is significantly higher than costs observed throughout the state. Additionally, while estimates for future improvements were reviewed, which resulted in an average construction cost of $4.0 million per lane mile (also shown in Appendix B, Table B-5), they were not used for the impact fee calculation purposes due to the small sample size and large cost variation across the improvements.

In addition to the local projects, recent improvements from multiple communities throughout the state were also reviewed. This review included 39 projects with more than 162 lane miles of urban design (curb & gutter) roadway improvements from 14 counties and resulted in an average construction cost of $3.0 million per lane mile. When improvements in counties with suburban/rural characteristics (similar to St. Lucie County) were reviewed, the data set included only 23 improvements, averaging $2.7 million per lane mile. Appendix B, Table B-6 provides further detail on the projects reviewed.

Based on a review of these data sets, a construction cost of **$2.70 million** per lane mile is used in the impact fee calculation for urban design (curb & gutter) improvements. It should be noted that the estimated cost per lane mile pertains to urban design (curb & gutter) county roadway improvements and based on improvements listed in the St. Lucie TPO SmartMoves 2045 LRTP

and discussions with the County representatives, future county road improvements will have urban design characteristics.

Table 2
Estimated Total Cost per Lane Mile for County Roads

Cost Type	County Roads
Design[1]	$270,000
Right-of-Way[2]	$1,080,000
Construction[3]	$2,700,000
CEI[4]	$243,000
Total Cost	**$4,293,000**

1) Design is estimated at 10% of construction costs
2) Right-of-Way is estimated at 40% of construction costs
3) Source: Appendix B, Table B-5
4) CEI is estimated at 9% of construction costs

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 roadway capacity expansion improvements in St. Lucie County. In addition to local data, bid data for recently completed/ongoing roadway projects throughout Florida were used to supplement the cost data for state roadway improvements. The cost for each roadway capacity project is separated into four components: design, right-of-way (ROW), construction, and construction engineering/inspection (CEI).

Design and CEI

Design costs for state roads are estimated at **11 percent** of construction phase costs based on a review of recent roads/transportation cost obtained from other Florida jurisdictions. Additional detail is provided in Appendix B, Table B-2.

CEI costs for state roads are estimated at **11 percent** of construction phase costs based on a review of recent cost information obtained from jurisdictions throughout Florida. Additional detail is provided in Appendix B, Table B-9.

Right-of-Way

Given the limited data on ROW costs for state roads in St. Lucie County and based on experience in other jurisdictions, the ROW cost ratio calculated for county roads was also applied to state

roads. This ROW-to-construction factor of **40 percent** is within the range of ratios used by other Florida jurisdictions. As shown in Appendix B, Table B-4, ROW-to-Construction cost ratios for state roads in other communities have ranged from 20 to 60 percent with a weighted average of 41 percent.

Construction

The construction cost for state roads was based on recently bid projects in St. Lucie County and in other communities in Florida. A review of construction cost data for improvements in St. Lucie County since 2013 identified two capacity expansion projects:

- SR 614 (Indrio Road) from West of SR 9 (I-95) to East of SR 607 (Emerson Ave)
- SR 713 (Kings Highway) from South of SR 70 to SR 9 (I-95) Overpass

Combined, these improvements average approximately $4.7 million per lane mile for construction. See Appendix B, Table B-7 for additional information.

In addition to the local projects, recent improvements from multiple communities throughout the state were also reviewed. This review included 61 projects with more than 371 lane miles of urban design (curb & gutter) roadway improvements from 31 counties (excluding St. Lucie) and resulted in an average construction cost of $4.1 million per lane mile. When the improvements in counties with suburban/rural characteristics (similar to St. Lucie County) were separated, the data set included only 43 improvements, averaging approximately $4.1 million per lane mile. Appendix B, Table B-7 provides further detail on the projects reviewed.

Based on a review of these data sets and discussions with County representatives, a construction cost of **$4.10 million** per lane mile was used in the impact fee calculation for curb & gutter state road improvements.

Table 3

Estimated Total Cost per Lane Mile for State Roads

Cost Type	County Roads
Design[1]	$451,000
Right-of-Way[2]	$1,640,000
Construction[3]	$4,100,000
CEI[4]	$451,000
Total Cost	**$6,642,000**

1) Design is estimated at 11% of construction costs
2) Right-of-Way is estimated at 40% of construction costs
3) Source: Appendix B, Table B-7
4) CEI is estimated at 11% of construction costs

Note: All figures rounded to nearest $000.

Summary of Costs (Blended Cost Analysis)

The weighted average cost per lane mile for county and state roads is presented in Table 4. The resulting weighted average cost of $5.40 million per lane mile was utilized as the roadway cost input in the calculation of the road impact fee rates. The weighted average cost per lane-mile is based on the distribution of county and state projects in the cost feasible plan of the TPO's SmartMoves 2045 LRTP (Appendix B, Table B-11).

Table 4

Estimated Cost per Lane Mile for County and State Roadway Projects

Cost Phase	County Roads[1]	State Roads[2]	County and State Roads[3]
Design	$270,000	$451,000	**$355,000**
Right-of-Way	$1,080,000	$1,640,000	**$1,343,000**
Construction	$2,700,000	$4,100,000	**$3,358,000**
CEI	$243,000	$451,000	**$341,000**
Total Cost	**$4,293,000**	**$6,642,000**	**$5,397,000**
LRTP Distribution[4]	53%	47%	100%

1) Source: Table 2
2) Source: Table 3
3) Lane mile distribution (Item 4) multiplied by the individual component costs for county and state roads and then added together to develop a weighted average cost per lane-mile
4) Source: Appendix B, Table B-11

Vehicle-Miles of Capacity Added per Lane Mile

The road impact fee equation includes a vehicle-mile of capacity (VMC) component. The VMC is an estimate of capacity added per lane mile, for roadway improvements in the St. Lucie TPO SmartMoves 2045 LRTP. As shown in Table 5, each lane mile will add approximately **9,600** vehicle-miles of capacity. Additional detail is provided in Appendix B, Table B-10.

Table 5
Weighted Average Vehicle-Miles of Capacity per Lane Mile

Road Type	Lane Miles Added[1]	Vehicle-Miles of Capacity Added[2]	VMC Added per Lane Mile[3]
County/Dev Roads	345.04	3,265,802	9,465
State Roads	20.52	226,746	11,050
Total	**365.56**	**3,492,548**	
Weighted Average VMC Added per Lane Mile[4]			**9,600**

1) Source: Appendix B, Table B-10
2) Source: Appendix B, Table B-10
3) Vehicle-miles of capacity added (Item 2) divided by lane miles added (Item 1)
4) Total VMC added (Item 2) divided by total lane miles added (Item 1)

Cost per Vehicle-Mile of Capacity

The roadway cost per unit of development is assessed based on the cost per vehicle-mile of capacity. As shown in Tables 4 and 5, the cost and capacity for roadways in St. Lucie County have been calculated based on recent and planned improvements. As shown in Table 6, the cost per VMC for travel within the county is approximately **$562**.

The cost per VMC figure is used in the road impact fee calculation to determine the total cost per unit of development based on vehicle-miles of travel consumed. For each vehicle-mile of travel that is added to the roadway system, approximately $562 of capacity is consumed.

Table 6

Weighted Average Cost per VMC Added

Road Type	Cost per Lane Mile[1]	Average VMC Added per Lane Mile[2]	Cost per VMC[3]
County/Dev/State Roads	$5,397,000	9,600	**$562.19**

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

Credit Component

Capital Improvement Credit

The credit component of the impact fee accounts for the existing 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 to account for non-impact fee revenue contributions. Additional details are provided in Appendix C.

The present value of the average annual non-impact fee funding generated by new development over a 25-year period that is expected to fund capacity expansion projects was credited against the cost of the system consumed by travel associated with new development. In order to provide a connection to the demand component, which is measured in terms of travel, the non-impact fee dollars were converted to a fuel tax equivalency.

County Credit

In recent years, all County-funded transportation capacity expansion improvements have been funded using road impact fee revenues. A review of the County's FY 2021-2025 Capital Improvement Plan indicates that the majority of capacity expansion improvements are being funded through road impact fees, with additional contributions from sales tax revenues. As shown in Table 7, a total gas tax equivalent revenue credit of 0.2 pennies is calculated for the average annual non-impact fee funding of capacity expansion projects.

Additionally, a gas tax equivalent revenue credit of 0.9 pennies is calculated for the average annual debt service associated with the County's Transportation Revenue Refunding Bond, Series 2015.

State Credit

As shown in Table 7, State expenditures in St. Lucie 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 ten years of historical expenditures, as well as five years of planned expenditures, indicated that FDOT's roadway spending in St. Lucie County generates a credit of 16.0 pennies of equivalent gas tax revenue, annually. Additional detail is provided in Appendix C, Table C-4.

In summary, St. Lucie County contributes 1.1 pennies while the State spends an average of 16.0 pennies, annually, for roadway capacity projects in the county. A total credit of 17.1 pennies is expected to be generated by new development from all non-impact fee revenues. These credit figures reflect the most recent available data for roadway expenditures from County and State sources.

Table 7

Equivalent Pennies of Gas Tax Revenue

Credit	Average Annual Expenditures	Value per Penny[4]	Equivalent Pennies per Gallon[5]
County Revenues[1]	$274,920	$1,358,809	$0.002
County Debt Service[2]	$1,205,450	$1,358,809	$0.009
State Revenues[3]	$21,801,252	$1,358,809	$0.160
Total	**$23,281,622**		**$0.171**

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

Present Worth Variables

- Facility Life: The roadway facility life used in the impact fee analysis is 25 years, which represents the reasonable life of a roadway. This variable is used to calculate the present worth of the capital improvement credit.

- Interest Rate: This is the discount rate at which gasoline tax revenues might be bonded. It is used to compute the present value of the gasoline taxes generated by new development. The discount rate of 2.75 percent was used in the impact fee calculation based on estimates 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 annually (over 25 years) by travel associated with a particular land use.

Appendix C, Table C-8 documents the calculation of fuel efficiency value based on the following equation, where "VMT" is vehicle miles of travel and "MPG" is fuel efficiency in terms of miles per gallon.

$$Fuel\ Efficiency = \sum VMT_{RoadwayType} \div \sum \left(\frac{VMT_{VehicleType}}{MPG_{VehicleType}} \right)_{RoadwayType}$$

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 2020*. Based on the calculation completed in Appendix C, Table C-8, the fuel efficiency rate used in the updated impact fee equation is 19.23 miles per gallon. The fuel efficiency has been increasing over time, which may be partially due to alternative fuels. However, this estimate is based on historical data and does not attempt to estimate future impact of alternative fuels.

Effective Days per Year

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

Calculated Road Impact Fee Schedule

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

- Demand component variables (trip rate, trip length, and percent of new trips)
- Total road impact fee cost
- Annual capital improvement credit
- Present value of the capital improvement credit
- Net road impact fee
- Current adopted St. Lucie County impact fee rates
- Percent difference between the calculated impact fee and the current adopted impact fee

It should be noted that the net impact fee illustrated in Appendix D, Table D-1 is not necessarily a recommended fee, but instead represents the fully calculated impact fee per unit of land use that are technically defensible and could be charged in St. Lucie County. The Board of County Commission may choose to discount the fees across-the-board as a policy decision or adopt them at 100 percent levels. For the most part, the fully calculated fees are higher than the maximum allowable rates calculated by applying the 50-percent increase limit placed by legislation. Adoption of these fees at a higher level requires establishment of extraordinary circumstances along with two public workshops to discuss these circumstances and 2/3rd vote of the BOCC.

For clarification purposes, it may be useful to walk through the calculation of an impact fee for one of the land use categories. In the following example, the net impact fee is calculated for the single-family residential detached (2,000 sq ft, Mainland District) land use category (ITE LUC 210) using information from the impact fee schedules included in Appendix D. For each land use category, the following equations are utilized to calculate the net impact fee:

Net Impact Fee = Total Impact Cost – Capital Improvement Credit

Where:

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

Capital Improvement Credit = Present Value (Annual Capital Improvement Credit), given 2.75% interest rate & a 25-year facility life

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

Each of the inputs has been discussed previously in this document; however, for purposes of this example, brief definitions for each input are provided in the following paragraphs, along with the actual inputs used in the calculation of the fee for the single-family detached (2,000 sq ft, Mainland District) residential land use category:

- *Trip Rate* = the average daily trip generation rate, in vehicle-trips/day (7.32).
- *Network Trip Length* = the average trip length on collector roads or above, for the category, in vehicle-miles (6.62) (excluding local neighborhood roads).
- *Total Trip Length* = the network trip length plus an adjustment factor of half a mile, which is added to the trip length to account for the fact that gas taxes are collected for travel on all roads including local roads (6.62 + 0.50 = 7.12).
- *Percent New Trips* = adjustment factor to account for trips that are already on the roadway (100 percent).
- *Divide by 2* = the total daily miles of travel generated by a particular category (i.e., rate*length*percent new trips) is divided by two to prevent the double-counting of travel generated between two land use codes since every trip has an origin and a destination.
- *Interstate/Toll Facility Adjustment Factor* = discount factor to account for travel demand occurring on interstate highways and/or toll facilities (24.9 percent; unincorporated).
- *Cost per Lane* Mile = unit cost to construct one lane-mile of roadway, in $/lane-mile ($5,397,000).
- *Average Vehicle-Capacity Added per Lane* Mile = represents the average daily traffic on one travel lane at capacity for one lane-mile of roadway, in vehicles/lane-mile/day (9,600).
- *Cost per Vehicle-Mile of Capacity* = unit of vehicle-miles of capacity consumed per unit of development. Cost per lane mile divided by average capacity added per lane-mile ($5,397,000 / 9,600 = $562.19).

- *Present Value* = calculation of the present value of a uniform series of cash flows, gas tax payments in this case, given an interest rate, "i," and a number of periods, "n;" for 2.75 percent interest and a 25-year facility life, the uniform series present worth factor is 17.9083.
- *Effective Days per Year* = 365 days.
- *$/Gallon to Capital* = the amount of equivalent gas tax revenue per gallon of fuel that is used for capital improvements, in $/gallon ($0.171).
- *Fuel Efficiency* = average fuel efficiency of vehicles, in vehicle-miles/gallon (19.23).

Road Impact Fee Calculation

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

Total Impact Cost = ([7.32 * 6.62 * 1.0] /2) * (1 - 0.249) * ($562.19) = **$10,230**
Annual Cap. Improv. Credit = ([7.32 * 7.12 * 1.0] /2) * 365 * ($0.171 /19.23) = $85
Capital Improvement Credit = $85 * 17.9083 = $1,522
Net Impact Fee = $10,230 – $1,522 = **$8,708**

Calculated fee rates and additional detail is provided in **Appendix D**.

As discussed previously (Table 1), adjustment factors have been applied to the full calculated road impact fee rates for the portion of the County's fee that can be collected within the municipalities. Table 8 provides a summary of calculated rates St. Lucie County can charge in:

- Unincorporated St. Lucie County (including Mainland, South and North Islands)
- City of Port St. Lucie
- City of Fort Pierce & Ft. Pierce Island

The detailed calculations for each fee schedule are documented in Appendix D.

Table 8

Fully Calculated Road Impact Fee Rates[1]

ITE LUC	Land Use	Unit	Unincorporated St. Lucie County	County & State Portion[2]	
				City of Port St. Lucie	City of Fort Pierce
	RESIDENTIAL:				
210	Single Family (Detached); Less than 2,000 sf, Very Low Income	du	$5,789	$2,071	$5,559
	Single Family (Detached); Less than 2,000 sf, Low Income	du	$6,126	$2,194	$5,883
	Single Family (Detached); Less than 2,400 sf	du	$8,708	$3,108	$8,361
	Single Family (Detached); 2,400 to 3,499 sf	du	$10,660	$3,806	$10,235
	Single Family (Detached); 3,500 sf and greater	du	$10,771	$3,856	$10,343
220	Multi-Family, 1-3 Stories, Very Low Income	du	$4,285	$1,528	$4,115
	Multi-Family, 1-3 Stories, Low Income	du	$4,528	$1,609	$4,348
	Multi-Family, 1-3 Stories, Less than 750 sf	du	$5,434	$1,930	$5,217
	Multi-Family, 1-3 Stories, 750-1,499 sf	du	$6,303	$2,245	$6,052
	Multi-Family, 1-3 Stories, 1,500 sf	du	$7,312	$2,604	$7,020
221	Multi-Family, 4+ Stories, Very Low Income	du	$2,880	$1,019	$2,764
	Multi-Family, 4+ Stories, Low Income	du	$3,048	$1,086	$2,927
	Multi-Family, 4+ Stories, Less than 750 sf	du	$3,666	$1,307	$3,520
	Multi-Family, 4+ Stories, 750-1,499 sf	du	$4,241	$1,508	$4,072
	Multi-Family, 4+ Stories, 1,500 sf	du	$4,918	$1,746	$4,722
240	Mobile Home/RV Unit (Park Only)	du	$3,422	$1,206	$3,285
-	Other Residential	du	$9,302	$3,328	$8,933
	LODGING:				
310/320	Hotel/Motel	room	$3,756	$1,337	$3,607
-	Bed & Breakfast	guest room	$3,037	$1,081	$2,916
	RECREATION:				
435	Multi-Purpose Recreational Center	1,000 sf	$2,127	$757	$2,042
445	Movie Theater	seat	$601	$204	$576
	INSTITUTIONS:				
520	Elementary School (Private)	1,000 sf	$9,175	$3,202	$8,805
522/525	Middle/High School (Private)	1,000 sf	$8,582	$3,002	$8,237
565	Day Care Center	1,000 sf	$12,858	$4,360	$12,332
610	Hospital	1,000 sf	$10,003	$3,577	$9,605
620	Nursing Home	1,000 sf	$2,748	$950	$2,636
n/a	Lodge/Fraternal Organization	1,000 sf	$4,522	$1,616	$4,343
	OFFICE:				
710	General Office	1,000 sf	$9,212	$3,278	$8,845
	RETAIL:				
822	Retail/Shopping Center less than 40,000 sflga	1,000 sfgla	$6,662	$2,192	$6,385
821	Retail/Shopping Center 40,000 to 150,000 sfgla	1,000 sfgla	$13,040	$4,412	$12,506
820	Retail/Shopping Center greater than 150,000 sfgla	1,000 sfgla	$13,739	$4,759	$13,183
944	Gas Station w/Convenience Store <2,000 sq ft	fuel pos.	$13,110	$4,425	$12,573
945	Gas Station w/Convenience Store 2,000 to 5,499 sq ft	fuel pos.	$20,145	$6,796	$19,319
	Gas Station w/Convenience Store 5,500+ sq ft	fuel pos.	$26,344	$8,886	$25,263
	INDUSTRIAL:				
30/154	Intermodal Distribution Center/ High-Cube Warehouse	1,000 sf	$1,185	$419	$1,138
110	General Industrial	1,000 sf	$4,137	$1,471	$3,972
150	Warehouse	1,000 sf	$1,459	$523	$1,401

1) Source: Appendix D
2) Impact fee rates in the City of Port St. Lucie are based on 46% of travel handled by the County and State roads; fees in the City of Fort Pierce and Ft. Pierce Island are based on 97% of travel handled by County and State roads (Table 1). Additional differences are due to all the credit being from County and State funding.

Table 9

Maximum Allowable Road Impact Fee Rates

ITE LUC	Land Use	Unit	Current Adopted[1]	Full Calculated[2]	Maximum Allowable[3]	Percent Change (Current to Max Allowable)	Maximum Allowable[4]	
			Mainland	Uninc.	Mainland		Port St. Lucie	Fort Pierce
	RESIDENTIAL:							
210	Single Family (Detached); Less than 2,000 sf, Very Low Income	du	$3,056	$5,789	**$4,584**	50.0%	**$1,640**	**$4,402**
	Single Family (Detached); Less than 2,000 sf, Low Income	du	$3,724	$6,126	**$5,586**	50.0%	**$2,001**	**$5,364**
	Single Family (Detached); Less than 2,400 sf	du	$5,130	$8,708	**$7,695**	50.0%	**$2,746**	**$7,388**
	Single Family (Detached); 2,400 to 3,499 sf	du	$6,270	$10,660	**$9,405**	50.0%	**$3,358**	**$9,030**
	Single Family (Detached); 3,500 sf and greater	du	$6,365	$10,771	**$9,547**	50.0%	**$3,418**	**$9,168**
220	Multi-Family, 1-3 Stories, Very Low Income	du	$2,413	$4,285	**$3,619**	50.0%	**$1,291**	**$3,475**
	Multi-Family, 1-3 Stories, Low Income	du	$2,940	$4,528	**$4,410**	50.0%	**$1,567**	**$4,235**
	Multi-Family, 1-3 Stories, Less than 750 sf	du	$3,261	$5,434	**$4,891**	50.0%	**$1,737**	**$4,696**
	Multi-Family, 1-3 Stories, 750-1,499 sf	du	$3,964	$6,303	**$5,946**	50.0%	**$2,118**	**$5,709**
	Multi-Family, 1-3 Stories, 1,500 sf	du	$4,556	$7,312	**$6,834**	50.0%	**$2,434**	**$6,561**
221	Multi-Family, 4+ Stories, Very Low Income	du	$1,791	$2,880	**$2,686**	50.0%	**$950**	**$2,578**
	Multi-Family, 4+ Stories, Low Income	du	$2,195	$3,048	**$3,048**	38.9%	**$1,086**	**$2,927**
	Multi-Family, 4+ Stories, Less than 750 sf	du	$2,421	$3,666	**$3,631**	50.0%	**$1,295**	**$3,486**
	Multi-Family, 4+ Stories, 750-1,499 sf	du	$2,940	$4,241	**$4,241**	44.3%	**$1,508**	**$4,072**
	Multi-Family, 4+ Stories, 1,500 sf	du	$3,387	$4,918	**$4,918**	45.2%	**$1,746**	**$4,722**
240	Mobile Home/RV Unit (Park Only)	du	$2,035	$3,422	**$3,052**	50.0%	**$1,076**	**$2,930**
-	Other Residential	du	$5,531	$9,302	**$8,296**	50.0%	**$2,968**	**$7,967**
	LODGING:							
310/320	Hotel/Motel	room	$2,222	$3,756	**$3,333**	50.0%	**$1,186**	**$3,201**
-	Bed & Breakfast	guest room	$1,833	$3,037	**$2,749**	50.0%	**$978**	**$2,639**
	RECREATION:							
435	Multi-Purpose Recreational Center	1,000 sf	$1,261	$2,127	**$1,891**	50.0%	**$673**	**$1,815**
445	Movie Theater	seat	$346	$601	**$519**	50.0%	**$176**	**$497**
	INSTITUTIONS:							
520	Elementary School (Private)	1,000 sf	$7,080	$9,175	**$9,175**	29.6%	**$3,202**	**$8,805**
522/525	Middle/High School (Private)	1,000 sf	$6,623	$8,582	**$8,582**	29.6%	**$3,002**	**$8,237**
565	Day Care Center	1,000 sf	$2,232	$12,858	**$3,348**	50.0%	**$1,135**	**$3,211**
610	Hospital	1,000 sf	$5,923	$10,003	**$8,884**	50.0%	**$3,177**	**$8,531**
620	Nursing Home	1,000 sf	$1,576	$2,748	**$2,364**	50.0%	**$817**	**$2,268**
n/a	Lodge/Fraternal Organization	1,000 sf	$2,467	$4,522	**$3,700**	50.0%	**$1,322**	**$3,554**
	OFFICE:							
710	General Office	1,000 sf	$3,718	$9,212	**$5,577**	50.0%	**$1,985**	**$5,355**
	RETAIL:							
822	Retail/Shopping Center less than 40,000 sflga	1,000 sfgla	$3,489	$6,662	**$5,233**	50.0%	**$1,722**	**$5,015**
821	Retail/Shopping Center 40,000 to 150,000 sfgla	1,000 sfgla	$6,341	$13,040	**$9,511**	50.0%	**$3,218**	**$9,122**
820	Retail/Shopping Center greater than 150,000 sfgla	1,000 sfgla	$7,727	$13,739	**$11,590**	50.0%	**$4,015**	**$11,121**

Table 9 (continued)

Maximum Allowable Road Impact Fee Rates

ITE LUC	Land Use	Unit	Current Adopted[1]	Full Calculated[2]	Maximum Allowable[3]	Percent Change (Current to Max Allowable)	Maximum Allowable[4]	
			Mainland	Uninc.	Mainland		Port St. Lucie	Fort Pierce
	RETAIL:							
944	Gas Station w/Convenience Store <2,000 sq ft	fuel pos.	$7,522	$13,110	**$11,283**	50.0%	**$3,808**	**$10,821**
945	Gas Station w/Convenience Store 2,000 to 5,499 sq ft	fuel pos.	$8,975	$20,145	**$13,462**	50.0%	**$4,541**	**$12,910**
	Gas Station w/Convenience Store 5,500+ sq ft	fuel pos.	$10,079	$26,344	**$15,118**	50.0%	**$5,099**	**$14,498**
	INDUSTRIAL:							
30/154	Intermodal Distribution Center/ High-Cube Warehouse	1,000 sf	$702	$1,185	**$1,053**	50.0%	**$372**	**$1,011**
110	General Industrial	1,000 sf	$1,103	$4,137	**$1,654**	50.0%	**$588**	**$1,588**
150	Warehouse	1,000 sf	$875	$1,459	**$1,312**	49.9%	**$470**	**$1,260**

1) Source: St. Lucie County Planning & Development Services Dept, fees effective 10/4/2021
2) Source: Table 8; Unincorporated St. Lucie County
3) Current adopted fee rates (Item 1) multiplied by the maximum increase factor of 50 percent. For those fees where the full calculated is lower than the maximum allowable, the fully calculated fee is shown
4) Maximum allowable rates for the unincorporated county (Item 3) multiplied by the fully calculated fee ratios for Port St. Lucie (appr. 35%) and Fort Pierce (appr. 96%)

Table 10

Maximum Allowable Road Impact Fee Rates: 4-Year Phasing Schedule

ITE LUC	Land Use	Unit	Current Adopted (Mainland)	Unincorporated				Current Collected in PSL	City of Port St. Lucie				Current Adopted (Mainland)	City of Fort Pierce			
				10/1/2022	10/1/2023	10/1/2024	10/1/2025		10/1/2022	10/1/2023	10/1/2024	10/1/2025		10/1/2022	10/1/2023	10/1/2024	10/1/2025
	RESIDENTIAL:																
	Single Family (Detached); Less than 2,000 sf, Very Low Income	du	$3,056	$3,438	$3,820	$4,202	**$4,584**	$1,887	$1,640	$1,640	$1,640	**$1,640**	$3,056	$3,393	$3,730	$4,067	**$4,402**
	Single Family (Detached); Less than 2,000 sf, Low Income	du	$3,724	$4,190	$4,656	$5,122	**$5,586**	$2,555	$2,001	$2,001	$2,001	**$2,001**	$3,724	$4,134	$4,544	$4,954	**$5,364**
210	Single Family (Detached); Less than 2,400 sf	du	$5,130	$5,771	$6,412	$7,053	**$7,695**	$3,961	$2,746	$2,746	$2,746	**$2,746**	$5,130	$5,695	$6,260	$6,825	**$7,388**
	Single Family (Detached); 2,400 to 3,499 sf	du	$6,270	$7,054	$7,838	$8,622	**$9,405**	$5,101	$3,358	$3,358	$3,358	**$3,358**	$6,270	$6,960	$7,650	$8,340	**$9,030**
	Single Family (Detached); 3,500 sf and greater	du	$6,365	$7,161	$7,957	$8,753	**$9,547**	$5,196	$3,418	$3,418	$3,418	**$3,418**	$6,365	$7,066	$7,767	$8,468	**$9,168**
	Multi-Family, 1-3 Stories, Very Low Income	du	$2,413	$2,715	$3,017	$3,319	**$3,619**	$1,494	$1,291	$1,291	$1,291	**$1,291**	$2,413	$2,679	$2,945	$3,211	**$3,475**
	Multi-Family, 1-3 Stories, Low Income	du	$2,940	$3,308	$3,676	$4,044	**$4,410**	$2,021	$1,567	$1,567	$1,567	**$1,567**	$2,940	$3,264	$3,588	$3,912	**$4,235**
220	Multi-Family, 1-3 Stories, Less than 750 sf	du	$3,261	$3,669	$4,077	$4,485	**$4,891**	$2,342	$1,737	$1,737	$1,737	**$1,737**	$3,261	$3,620	$3,979	$4,338	**$4,696**
	Multi-Family, 1-3 Stories, 750-1,499 sf	du	$3,964	$4,460	$4,956	$5,452	**$5,946**	$3,045	$2,118	$2,118	$2,118	**$2,118**	$3,964	$4,400	$4,836	$5,272	**$5,709**
	Multi-Family, 1-3 Stories, 1,500 sf	du	$4,556	$5,126	$5,696	$6,266	**$6,834**	$3,637	$2,434	$2,434	$2,434	**$2,434**	$4,556	$5,057	$5,558	$6,059	**$6,561**
	Multi-Family, 4+ Stories, Very Low Income	du	$1,791	$2,015	$2,239	$2,463	**$2,686**	$872	$892	$912	$932	**$950**	$1,791	$1,988	$2,185	$2,382	**$2,578**
	Multi-Family, 4+ Stories, Low Income	du	$2,195	$2,408	$2,621	$2,834	**$3,048**	$1,276	$1,086	$1,086	$1,086	**$1,086**	$2,195	$2,378	$2,561	$2,744	**$2,927**
221	Multi-Family, 4+ Stories, Less than 750 sf	du	$2,421	$2,724	$3,027	$3,330	**$3,631**	$1,502	$1,295	$1,295	$1,295	**$1,295**	$2,421	$2,687	$2,953	$3,219	**$3,486**
	Multi-Family, 4+ Stories, 750-1,499 sf	du	$2,940	$3,265	$3,590	$3,915	**$4,241**	$2,021	$1,508	$1,508	$1,508	**$1,508**	$2,940	$3,223	$3,506	$3,789	**$4,072**
	Multi-Family, 4+ Stories, 1,500 sf	du	$3,387	$3,770	$4,153	$4,536	**$4,918**	$2,468	$1,746	$1,746	$1,746	**$1,746**	$3,387	$3,721	$4,055	$4,389	**$4,722**
240	Mobile Home/RV Unit (Park Only)	du	$2,035	$2,289	$2,543	$2,797	**$3,052**	$866	$919	$972	$1,025	**$1,076**	$2,035	$2,259	$2,483	$2,707	**$2,930**
-	Other Residential	du	$5,531	$6,222	$6,913	$7,604	**$8,296**	$4,362	$2,968	$2,968	$2,968	**$2,968**	$5,531	$6,140	$6,749	$7,358	**$7,967**
	LODGING:																
310/320	Hotel/Motel	room	$2,222	$2,500	$2,778	$3,056	**$3,333**	$1,793	$1,186	$1,186	$1,186	**$1,186**	$2,222	$2,467	$2,712	$2,957	**$3,201**
-	Bed & Breakfast	guest room	$1,833	$2,062	$2,291	$2,520	**$2,749**	$1,404	$978	$978	$978	**$978**	$1,833	$2,035	$2,237	$2,439	**$2,639**
	RECREATION:																
435	Multi-Purpose Recreational Center	1,000 sf	$1,261	$1,419	$1,577	$1,735	**$1,891**	$419	$483	$547	$611	**$673**	$1,261	$1,400	$1,539	$1,678	**$1,815**
445	Movie Theater	seat	$346	$389	$432	$475	**$519**	-	$176	$176	$176	**$176**	$346	$384	$422	$460	**$497**
	INSTITUTIONS:																
520	Elementary School (Private)	1,000 sf	$7,080	$7,604	$8,128	$8,652	**$9,175**	$6,303	$3,202	$3,202	$3,202	**$3,202**	$7,080	$7,511	$7,942	$8,373	**$8,805**
522/525	Middle/High School (Private)	1,000 sf	$6,623	$7,113	$7,603	$8,093	**$8,582**	$5,915	$3,002	$3,002	$3,002	**$3,002**	$6,623	$7,027	$7,431	$7,835	**$8,237**
565	Day Care Center	1,000 sf	$2,232	$2,511	$2,790	$3,069	**$3,348**	-	$1,135	$1,135	$1,135	**$1,135**	$2,232	$2,477	$2,722	$2,967	**$3,211**
610	Hospital	1,000 sf	$5,923	$6,663	$7,403	$8,143	**$8,884**	$4,914	$3,177	$3,177	$3,177	**$3,177**	$5,923	$6,575	$7,227	$7,879	**$8,531**
620	Nursing Home	1,000 sf	$1,576	$1,773	$1,970	$2,167	**$2,364**	$996	$817	$817	$817	**$817**	$1,576	$1,749	$1,922	$2,095	**$2,268**
n/a	Lodge/Fraternal Organization	1,000 sf	$2,467	$2,775	$3,083	$3,391	**$3,700**	$522	$722	$922	$1,122	**$1,322**	$2,467	$2,739	$3,011	$3,283	**$3,554**
	OFFICE:																
710	General Office	1,000 sf	$3,718	$4,183	$4,648	$5,113	**$5,577**	$2,876	$1,985	$1,985	$1,985	**$1,985**	$3,718	$4,127	$4,536	$4,945	**$5,355**
	RETAIL:																
822	Retail/Shopping Center less than 40,000 sflga	1,000 sfgla	$3,489	$3,925	$4,361	$4,797	**$5,233**	$1,544	$1,589	$1,634	$1,679	**$1,722**	$3,489	$3,871	$4,253	$4,635	**$5,015**
821	Retail/Shopping Center 40,000 to 150,000 sfgla	1,000 sfgla	$6,341	$7,134	$7,927	$8,720	**$9,511**	$4,396	$3,218	$3,218	$3,218	**$3,218**	$6,341	$7,036	$7,731	$8,426	**$9,122**
820	Retail/Shopping Center greater than 150,000 sfgla	1,000 sfgla	$7,727	$8,693	$9,659	$10,625	**$11,590**	$5,782	$4,015	$4,015	$4,015	**$4,015**	$7,727	$8,576	$9,425	$10,274	**$11,121**
944	Gas Station w/Convenience Store <2,000 sq ft	fuel pos.	$7,522	$8,462	$9,402	$10,342	**$11,283**	-	$3,808	$3,808	$3,808	**$3,808**	$7,522	$8,347	$9,172	$9,997	**$10,821**
945	Gas Station w/Convenience Store 2,000 to 5,499 sq ft	fuel pos.	$8,975	$10,097	$11,219	$12,341	**$13,462**	-	$4,541	$4,541	$4,541	**$4,541**	$8,975	$9,959	$10,943	$11,927	**$12,910**
	Gas Station w/Convenience Store 5,500+ sq ft	fuel pos.	$10,079	$11,339	$12,599	$13,859	**$15,118**	-	$5,099	$5,099	$5,099	**$5,099**	$10,079	$11,184	$12,289	$13,394	**$14,498**
	INDUSTRIAL:																
30/154	Intermodal Distribution Center/ High-Cube Warehouse	1,000 sf	$702	$790	$878	$966	**$1,053**	$431	$372	$372	$372	**$372**	$702	$779	$856	$933	**$1,011**
110	General Industrial	1,000 sf	$1,103	$1,241	$1,379	$1,517	**$1,654**	$571	$575	$579	$583	**$588**	$1,103	$1,224	$1,345	$1,466	**$1,588**
150	Warehouse	1,000 sf	$875	$984	$1,093	$1,202	**$1,312**	$604	$470	$470	$470	**$470**	$875	$971	$1,067	$1,163	**$1,260**

Source: Maximum allowable rates from Table 9 with the annual increase from current adopted rates distributed evenly across four years

Table 11

Maximum Allowable Road Impact Fee Rates, Island Districts: 4-Year Phasing Schedule

ITE LUC	Land Use	Unit	North Island					Fort Pierce Island					South Island				
			Current Adopted	10/1/2022	10/1/2023	10/1/2024	10/1/2025	Current Adopted	10/1/2022	10/1/2023	10/1/2024	10/1/2025	Current Adopted	10/1/2022	10/1/2023	10/1/2024	10/1/2025
	RESIDENTIAL:																
210	Single Family (Detached); Less than 2,000 sf, Very Low Income	du	$2,438	$2,743	$3,048	$3,353	**$3,657**	$2,819	$3,171	$3,523	$3,875	**$4,228**	$2,637	$2,967	$3,297	$3,627	**$3,955**
	Single Family (Detached); Less than 2,000 sf, Low Income	du	$2,971	$3,342	$3,713	$4,084	**$4,456**	$3,435	$3,864	$4,293	$4,722	**$5,152**	$3,214	$3,616	$4,018	$4,420	**$4,821**
	Single Family (Detached); Less than 2,400 sf	du	$4,093	$4,605	$5,117	$5,629	**$6,139**	$4,733	$5,325	$5,917	$6,509	**$7,099**	$4,428	$4,982	$5,536	$6,090	**$6,642**
	Single Family (Detached); 2,400 to 3,499 sf	du	$5,001	$5,626	$6,251	$6,876	**$7,501**	$5,785	$6,508	$7,231	$7,954	**$8,677**	$5,412	$6,089	$6,766	$7,443	**$8,118**
	Single Family (Detached); 3,500 sf and greater	du	$5,077	$5,712	$6,347	$6,982	**$7,615**	$5,873	$6,607	$7,341	$8,075	**$8,809**	$5,494	$6,181	$6,868	$7,555	**$8,241**
220	Multi-Family, 1-3 Stories, Very Low Income	du	$2,294	$2,581	$2,868	$3,155	**$3,441**	$2,716	$3,056	$3,396	$3,736	**$4,074**	$2,550	$2,869	$3,188	$3,507	**$3,825**
	Multi-Family, 1-3 Stories, Low Income	du	$2,795	$3,144	$3,493	$3,842	**$4,192**	$3,308	$3,568	$3,828	$4,088	**$4,348**	$3,108	$3,463	$3,818	$4,173	**$4,528**
	Multi-Family, 1-3 Stories, Less than 750 sf	du	$3,100	$3,488	$3,876	$4,264	**$4,650**	$3,671	$4,058	$4,445	$4,832	**$5,217**	$3,446	$3,877	$4,308	$4,739	**$5,169**
	Multi-Family, 1-3 Stories, 750-1,499 sf	du	$3,768	$4,239	$4,710	$5,181	**$5,652**	$4,461	$4,859	$5,257	$5,655	**$6,052**	$4,190	$4,714	$5,238	$5,762	**$6,285**
	Multi-Family, 1-3 Stories, 1,500 sf	du	$4,331	$4,872	$5,413	$5,954	**$6,496**	$5,189	$5,647	$6,105	$6,563	**$7,020**	$4,815	$5,417	$6,019	$6,621	**$7,222**
221	Multi-Family, 4+ Stories, Very Low Income	du	$2,008	$2,226	$2,444	$2,662	**$2,880**	$2,008	$2,197	$2,386	$2,575	**$2,764**	$1,884	$2,120	$2,356	$2,592	**$2,826**
	Multi-Family, 4+ Stories, Low Income	du	$2,461	$2,608	$2,755	$2,902	**$3,048**	$2,461	$2,578	$2,695	$2,812	**$2,927**	$2,309	$2,494	$2,679	$2,864	**$3,048**
	Multi-Family, 4+ Stories, Less than 750 sf	du	$2,715	$2,953	$3,191	$3,429	**$3,666**	$2,715	$2,916	$3,117	$3,318	**$3,520**	$2,547	$2,827	$3,107	$3,387	**$3,666**
	Multi-Family, 4+ Stories, 750-1,499 sf	du	$3,296	$3,532	$3,768	$4,004	**$4,241**	$3,296	$3,490	$3,684	$3,878	**$4,072**	$3,093	$3,380	$3,667	$3,954	**$4,241**
	Multi-Family, 4+ Stories, 1,500 sf	du	$3,797	$4,077	$4,357	$4,637	**$4,918**	$3,797	$4,028	$4,259	$4,490	**$4,722**	$3,563	$3,902	$4,241	$4,580	**$4,918**
240	Mobile Home/RV Unit (Park Only)	du	$1,696	$1,908	$2,120	$2,332	**$2,544**	$1,696	$1,908	$2,120	$2,332	**$2,544**	$2,146	$2,414	$2,682	$2,950	**$3,219**
-	Other Residential	du	$4,410	$4,961	$5,512	$6,063	**$6,615**	$4,410	$4,961	$5,512	$6,063	**$6,615**	$4,774	$5,371	$5,968	$6,565	**$7,161**
	LODGING:																
310/320	Hotel/Motel	room	$3,126	$3,284	$3,442	$3,600	**$3,756**	$3,126	$3,246	$3,366	$3,486	**$3,607**	$2,366	$2,662	$2,958	$3,254	**$3,549**
-	Bed & Breakfast	guest room	$2,737	$2,812	$2,887	$2,962	**$3,037**	$2,737	$2,782	$2,827	$2,872	**$2,916**	$1,964	$2,210	$2,456	$2,702	**$2,946**
	RECREATION:																
435	Multi-Purpose Recreational Center	1,000 sf	$540	$608	$676	$744	**$810**	$540	$608	$676	$744	**$810**	$466	$524	$582	$640	**$699**
445	Movie Theater	seat	$145	$163	$181	$199	**$217**	$145	$163	$181	$199	**$217**	$124	$140	$156	$172	**$186**
	INSTITUTIONS:																
520	Elementary School (Private)	1,000 sf	$2,599	$2,924	$3,249	$3,574	**$3,898**	$2,599	$2,924	$3,249	$3,574	**$3,898**	$2,248	$2,529	$2,810	$3,091	**$3,372**
522/525	Middle/High School (Private)	1,000 sf	$2,488	$2,799	$3,110	$3,421	**$3,732**	$2,488	$2,799	$3,110	$3,421	**$3,732**	$2,153	$2,422	$2,691	$2,960	**$3,229**
565	Day Care Center	1,000 sf	$840	$945	$1,050	$1,155	**$1,260**	$636	$716	$796	$876	**$954**	$735	$827	$919	$1,011	**$1,102**
610	Hospital	1,000 sf	$2,212	$2,489	$2,766	$3,043	**$3,318**	$2,212	$2,489	$2,766	$3,043	**$3,318**	$1,915	$2,154	$2,393	$2,632	**$2,872**
620	Nursing Home	1,000 sf	$574	$646	$718	$790	**$861**	$574	$646	$718	$790	**$861**	$537	$604	$671	$738	**$805**
n/a	Lodge/Fraternal Organization	1,000 sf	$913	$1,027	$1,141	$1,255	**$1,369**	$913	$1,027	$1,141	$1,255	**$1,369**	$798	$898	$998	$1,098	**$1,197**
	OFFICE:																
710	General Office	1,000 sf	$1,254	$1,411	$1,568	$1,725	**$1,881**	$973	$1,095	$1,217	$1,339	**$1,459**	$1,109	$1,248	$1,387	$1,526	**$1,663**
	RETAIL:																
822	Retail/Shopping Center less than 40,000 sflga	1,000 sfgla	$1,098	$1,235	$1,372	$1,509	**$1,647**	$1,098	$1,235	$1,372	$1,509	**$1,647**	$964	$1,085	$1,206	$1,327	**$1,446**
821	Retail/Shopping Center 40,000 to 150,000 sfgla	1,000 sfgla	$1,995	$2,244	$2,493	$2,742	**$2,992**	$1,995	$2,244	$2,493	$2,742	**$2,992**	$1,750	$1,969	$2,188	$2,407	**$2,625**
820	Retail/Shopping Center greater than 150,000 sfgla	1,000 sfgla	$2,406	$2,707	$3,008	$3,309	**$3,609**	$2,406	$2,707	$3,008	$3,309	**$3,609**	$2,138	$2,405	$2,672	$2,939	**$3,207**
944	Gas Station w/Convenience Store <2,000 sq ft	fuel pos.	$2,360	$2,655	$2,950	$3,245	**$3,540**	$2,360	$2,655	$2,950	$3,245	**$3,540**	$4,164	$4,685	$5,206	$5,727	**$6,246**
945	Gas Station w/Convenience Store 2,000 to 5,499 sq ft	fuel pos.	$2,815	$3,167	$3,519	$3,871	**$4,222**	$2,815	$3,167	$3,519	$3,871	**$4,222**	$4,968	$5,589	$6,210	$6,831	**$7,452**
	Gas Station w/Convenience Store 5,500+ sq ft	fuel pos.	$3,162	$3,557	$3,952	$4,347	**$4,743**	$3,162	$3,557	$3,952	$4,347	**$4,743**	$5,578	$6,275	$6,972	$7,669	**$8,367**
	INDUSTRIAL:																
30/154	Intermodal Distribution Center/ High-Cube Warehouse	1,000 sf	$260	$293	$326	$359	**$390**	$260	$293	$326	$359	**$390**	$232	$261	$290	$319	**$348**
110	General Industrial	1,000 sf	$405	$456	$507	$558	**$607**	$276	$311	$346	$381	**$414**	$353	$397	$441	$485	**$529**
150	Warehouse	1,000 sf	$329	$370	$411	$452	**$493**	$329	$370	$411	$452	**$493**	$283	$318	$353	$388	**$424**

Source: Current adopted rates (*St. Lucie County Planning & Development Services Dept, fees effective 10/4/2021*) multiplied by a factor of 1.5 to determine the maximum allowable rates. If this maximum assessable rate was higher than the fully calculated rate for the unincorporated county (or Fort Pierce in the case of Fort Pierce Island), the fully calculated rate is shown.

Existing vs. Future Conditions

A consumption-based impact fee rate is based on the adopted level of service (LOS) standards, which are exception standards, requiring no road to be in worse travel condition than the adopted standard. Consistent with the methodology used by many Florida jurisdictions, road impact fee calculations use adopted LOS standard as a countywide average, which suggests half the roads will be worse than the adopted standard and the other half will be better. However, in many cases, the actual countywide or subarea average LOS is better than the adopted standard. In other words, under the current methodology, even with the full impact fee, unless local governments use other revenue sources, the current achieved LOS for the system will deteriorate and more congestion will be experienced. The standard methodology used for road impact fees results in revenue levels that slow down the degradation of the system but do not generate sufficient revenues to maintain the existing conditions when they are better than the adopted LOS standard.

When the current system performance conditions are better than the adopted standards, local governments have the option to base the fees on achieved LOS or at least an LOS that is in between. This approach was also supported by HB 319, when the bill allowed for adoption of an area-wide LOS not dependent on any single road segment function. The LOS for each road segment correlates to the volume-to-capacity (V/C) ratio. The V/C ratio measures the number of vehicles on the road versus the number of vehicles that the road can handle based on its functional classification (arterial, collector, freeway, etc.) and design characteristics (number of lanes, signal spacing, etc.). A low V/C ratio suggests less congestion and delay and better average speed/performance, which is illustrated in Table 12. Maintaining better performance means that the road system is not being fully utilized and this standard is more costly, therefore resulting in a higher impact fee rate.

Table 12

Level-of-Service and V/C Ratios

Level-of-Service	≈V/C Ratio	Avg. Speed (mph)
A - Free flow	0.00 to 0.60	≥35
B - Reasonably unimpeded operations	0.61 to 0.70	≥28
C - Stable operations	0.71 to 0.80	≥22
D - Approaching unstable operations	0.81 to 0.90	≥17
E - Significant intersection approach delays	0.91 to 1.00	≥13
F - Extremely low speeds, high delay	>1.00	<13

Source: Transportation Research Board, Highway Capacity Manual, Special Report 209, 1994

The current road impact fee rates in St. Lucie County are calculated based on the adopted LOS standards and allows degradation of the system to a V/C ratio of 1.00, which suggests average speed of approximately 13 miles per hour to 17 miles per hour, while the current achieved V/C ratio is 0.45 or an average speed of greater than 35 miles per hour. Application of the achieved LOS would result in a single-family home fee of approximately $21,200 as opposed to $8,708.

Given these differences, the new growth is not being charged for existing deficiencies.

Road Impact Fee Comparison

As part of the work effort in updating St. Lucie County's road impact fee program, a comparison of calculated fees to road/multi-modal transportation impact fees adopted in other jurisdictions was completed, as shown in Table 13.

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

Table 13

Transportation Impact Fee Comparison

Land Use	Unit[2]	St. Lucie County Mainland			Indian River County[5]	Martin County[6]	Brevard County[7]	Osceola County[8]	Palm Beach County[9]
		Full Calculated[3]	Maximum Allowable[3]	Current Adopted[4]					
Date of Last Update		**2022**	**2022**	2017/19	2020	2016	2000	2020	2012/18
Assessed Portion of Calculated[1]		**n/a**	**n/a**	100%	45-75%	100%	100%	100%	95%
Residential:									
Single Family Detached (2,000 sq ft)	du	**$8,708**	**$7,695**	$5,130	$6,632	$2,815	$4,353	$9,999	$4,717
Non-Residential:									
Light Industrial	1,000 sf	**$4,137**	**$1,654**	$1,103	$1,795	$1,857	n/a	$2,274	$1,522
Office (50,000 sq ft)	1,000 sf	**$9,212**	**$5,577**	$3,718	$3,530	$2,198	$5,058	$6,025	$3,418
Retail (125,000 sq ft)	1,000 sf	**$13,040**	**$9,511**	$7,727	$5,603	$5,183	$5,270	$25,943	$7,656

1) Represents the portion of the maximum calculated fee for each respective county that is actually charged. Fees may have been lowered/raised through indexing or policy discounts. Does not account for moratoriums/suspensions
2) Du = dwelling unit
3) Source: Table 9
4) Source: St. Lucie County Planning & Development Services Dept, fees effective 10/4/2021
5) Source: Indian River County Planning Division
6) Source: Martin County Growth Management Department
7) Source: Brevard County Planning & Development Department
8) Source: Osceola County Community Development Department, Building Office
9) Source: Palm Beach County Planning, Zoning and Building Administration Division

Impact Fee Benefit Zones

Currently, St. Lucie County has four road impact fee benefit zones, as outlined in Section 24-261 of the County's Code of Ordinances. These zones consist of the Mainland, the North Island, Fort Piece Island, and the South Island, as shown in Map 1.

To better fulfill the dual rational nexus requirement for impact fee expenditures, certain adjustments to the benefit zones are proposed. As shown in Map 2, the mainland has been divided into three horizontal zones. The northern zone (Zone 1) extends south from Indian River County to SR 70 and Edwards Road. SR 70 is a major roadway extending east-west across the entire county, with Edwards Road completing the benefit zone boundary to the coast. While largest in size, this district has had and is projected to have minimal growth when compared to the rest of the mainland.

The central zone (Zone 2) continues south, bordering portions of Glades Cut-Off Road and St. Lucie West Blvd. This zone splits the City of Port St. Lucie into two benefit zones at a major east-west access road, while maintaining a reasonable distribution of future planned improvements between Zones 2 and 3. The southern zone (Zone 3) extends south to Martin County. With the majority of the expected development (and therefore associated impact fee revenues) to be located in Zones 2 and 3, these new boundaries allow for future improvements to be restricted to the areas where the development is occurring, while still being large enough to accumulate sufficient revenues to construct the necessary capacity expansion improvements.

The barrier islands are proposed as two separate benefit zones (similar to the current configuration) with a natural break at the inlet.

Table 14 provides the square mile measurements for developable land for each of the proposed benefit zones.

Table 14

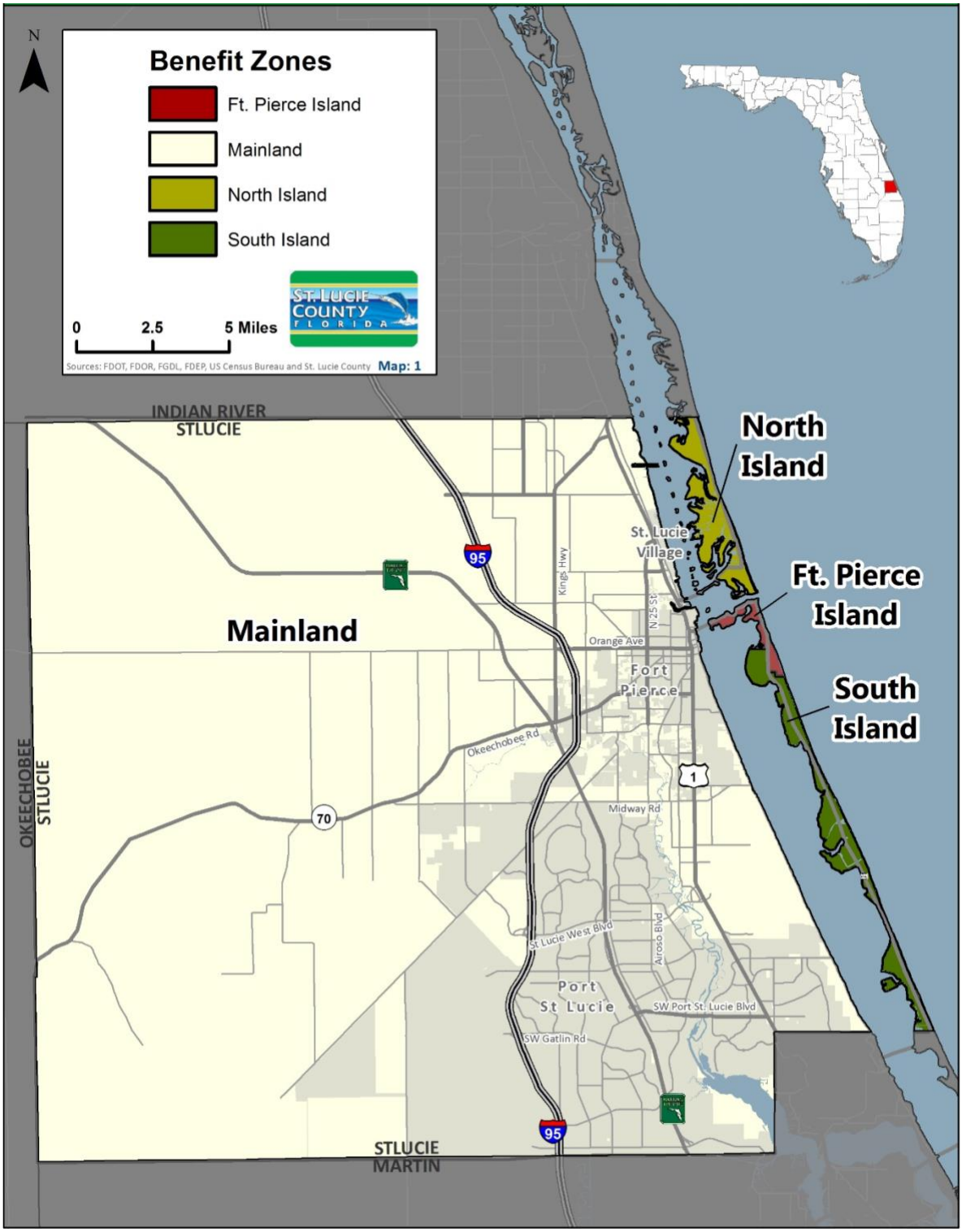
Area Measurement for Proposed Benefit Zones

Benefit Zone	Sq Miles
Zone 1 (North)	245.64
Zone 2 (Central)	134.64
Zone 3 (South)	121.31
Zone 4 (North Island)	2.20
Zone 5 (South Island)	5.35

Source: GIS measurement; excludes water and environmental land

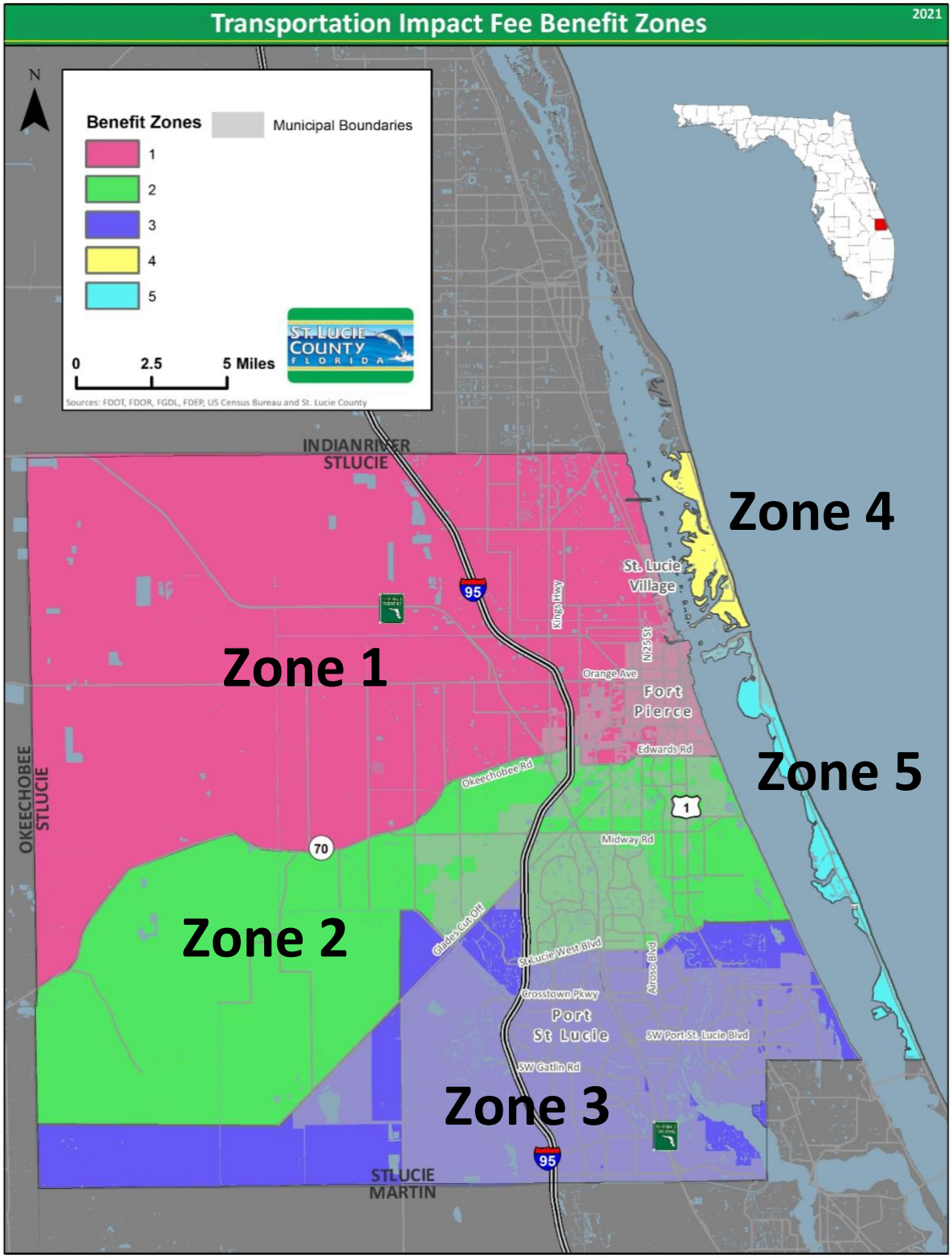
Map 1

St. Lucie County Benefit Zones – Current



Map 2

St. Lucie County Benefit Zones – Proposed



Appendix A
Demand Component

Appendix A: Demand Component

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

Interstate & Toll Facility Adjustment Factor

Table A-1 presents the interstate and toll facility adjustment factor used in the calculation of the road impact fee. This variable is based on data from the Treasure Coast Regional Planning Model v5, specifically the 2045 projected vehicle-miles of travel of all county-generated trips on all in-county roadways. It should be noted that the adjustment factor excludes all external-to-external trips, which represent traffic that goes through St. Lucie County, but does not necessarily stop in the county. This traffic is excluded from the analysis since it does not come from development within the county/subarea. The I/T adjustment factor is used to reduce the VMT that the impact fee charges for each land use.

Table A-1

Interstate/Toll Facility Adjustment Factor

Roadway	VMT (2045)	% VMT
St. Lucie County		
Interstate/Toll Facilities	2,211,379	**24.9%**
Other Roads	6,653,932	75.1%
Total (All Roads)	**8,865,311**	**100.0%**
City of Port St. Lucie		
Interstate/Toll Facilities	1,475,999	**26.1%**
Other Roads	4,171,252	73.9%
Total (All Roads)	**5,647,250**	**100.0%**
City of Fort Pierce		
Interstate/Toll Facilities	612,410	**25.2%**
Other Roads	1,819,473	74.8%
Total (All Roads)	**2,431,884**	**100.0%**

Source: TCRPM v5, 2045

Single Family Residential Trip Generation Rate Tiering

As part of this study, the single family residential category is tiered to differentiate road impact fee for different home sizes. To facilitate this, an analysis is completed on the comparative relationship between housing size and household travel behavior. In addition, an analysis is completed on the travel behavior of low-income households. This analysis utilizes data from the 2017 National Household Travel Survey (NHTS) and the 2019 American Housing Survey (AHS) to examine overall trip-making characteristics of households in the United States.

Table A-2 presents the trip characteristics being utilized in the road fee schedule for the single family (detached) land use. The 2017 NHTS database is used to assess average annual household vehicle miles of travel (VMT) for various annual household income levels. In addition, the 2019 AHS database is used to compare median annual family/household incomes with housing unit size. It is important to recognize that the use of the income variable in each of these databases is completed simply to provide a convenient linking mechanism between household VMT from the NHTS and housing unit size from the AHS.

Table A-2
Calculated Single Family Trip Characteristics

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

Source: Florida Studies for LUC 210 included in this Appendix
Trip generation rate corresponds to average home size of 1,500 to 2,499 sq ft

The results of the NHTS and AHS analyses are included in Tables A-3 through A-5. First, the data shown in Table A-3 presents the average income in the U.S. for families/households living in the three housing tiers. As shown, the average income for housing units between 1,500 square feet and 2,499 square feet in size ($73,114) is higher than the overall average income for the U.S. ($63,008). Table A-4 presents the median household income levels for low and very low income levels in St. Lucie County. Next, as shown in Table A-5, annual average household VMT is calculated from the NHTS database for a number of different income levels and ranges related to the resulting AHS income data from Table A-3 and the St. Lucie County SHIP definitions for low income (<$57,200) and very low income (<$35,750).

Table A-3

Annual Income by Housing Size

2019 AHS Average Income Data by Housing Size	Annual Income[1]
Less than 2,400 sf	$59,668
2,400 to 3,499 sf	$89,931
3,500 sf or more	$92,164
Average of All Houses	$63,008
1,500 to 2,499 sf	$73,114

Source: American Housing Survey for the United States in 2019

1) Weighted average of annual income for each tier

Table A-4

St. Lucie County SHIP Definitions

St. Lucie County SHIP Definitions	
Median Income	$71,500
Low Income[1]	$57,200
Very Low Income[2]	$35,750

Source: Florida Housing Finance Corporation, 2021 Income Limits; SHIP (4 person household)

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

To calculate a corresponding trip rate for the new tiers it is necessary to rely on comparative ratios. As an example, consider the $59,668 annual income category. First, it is determined that the average annual household VMT for this income level is 18,480 miles. This figure is compared to the overall average annual VMT per household in the U.S. and normalized to the average of the $63,008 (18,754 miles) category to derive a ratio of 0.985 as shown in Table A-5. This figure is then normalized to the $73,114 (19,713 miles) category, as this tier corresponds to the average trip generation rate of 7.81 presented in Table A-2, resulting in a ratio of 0.937.

Next, the normalized ratio is applied to the daily VMT for the average single family housing unit size (less than 2,400 sf) to generate a daily VMT of 48.44 for the new tier, as shown in Table A-6. This daily VMT figure is then divided by the proposed network trip length of 6.62 miles to obtain a typical trip rate of 7.32 trips per day.

Table A-5

NHTS Annual VMT by Income Category

2017 NHTS Travel Data by Annual HH Income	Annual VMT/HH	Days	Daily VMT	Ratio to Mean	Normalized to 1.051
Average of $17,875	12,256	365	33.58	0.654	0.622
Average of $28,600	12,976	365	35.55	0.692	0.658
Average of $59,668	18,480	365	50.63	0.985	0.937
Total (All Homes)	18,754	365	51.38	1.000	
Average of $73,114	19,713	365	54.01	1.051	1.000
Average of $89,931	22,614	365	61.96	1.206	1.147
Average of $92,164	22,823	365	62.53	1.217	1.158

Source: 2017 National Household Travel Survey Database, Federal Highway Administration

Table A-6

Trip Generation Rate by Single Family Land Use Tier

Estimation of Trip Rate by Tier	Trip Rate[1]	Assessable Trip Length[2]	Daily VMT[3]	Ratio to Mean[4]
Single Family (Detached)				
Less than 2,000 sf & Very Low Income	**4.86**	6.62	32.16	0.622
Less than 2,000 sf & Low Income	**5.14**	6.62	34.02	0.658
Less than 2,400 sf	**7.32**	6.62	48.44	0.937
2,400 to 3,499 sf	**8.96**	6.62	59.30	1.147
3,500 sf or larger	**9.04**	6.62	59.87	1.158

1) Daily VMT (Item 3) divided by network trip length (Item 2) for each tiered single family land use category
2) Source: Table A-2
3) Ratio to the mean (Item 4) multiplied by total daily VMT for the 1,500 to 2,499 sf tier for each tiered single family land use category (Table A-2)
4) Source: Table A-5

Table A-7 illustrates the tiered road impact fee schedule.

Table A-7

Net Road Impact Fee by Single Family Land Use Tier

Impact of Tiering on Fee Schedule	Trip Rate[1]	Assessable Trip Length	Daily VMT	Net Fee[2]
Single Family (Detached)				
Less than 2,000 sf & Very Low Income	**4.86**	6.62	32.16	**$5,789**
Less than 2,000 sf & Low Income	**5.14**	6.62	34.02	**$6,126**
Less than 2,400 sf	**7.32**	6.62	48.44	**$8,708**
2,400 to 3,499 sf	**8.96**	6.62	59.30	**$10,660**
3,500 sf or larger	**9.04**	6.62	59.87	**$10,771**

1) Source: Table A-6
2) Source: Appendix D, Table D-3

Multi-Family Residential Trip Generation Rate Tiering

Similar to the single family residential land use, sq footage, "low income" and "very low income" tiers were developed for the multi-family residential (apartment) land uses in St. Lucie County. Tables A-8 through A-17 detail these calculations for the Multi-Family Low-Rise, (1-3 stories) and Mid-Rise (4+ stories).

Table A-8

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

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

Source: ITE 11th Edition and Florida Studies for LUC 220 included in this Appendix

Table A-9

Annual Income by Housing Size

2019 AHS Average Income Data by Housing Size	Annual Income[(1)]
Less than 750 sf	$38,043
750 to 1,499 sf	$53,381
1,500 sf or more	$78,951
Average of All Houses	$63,008

Source: American Housing Survey for the United States in 2019

2) Weighted average of annual income for each tier

Table A-10

NHTS Annual VMT by Income Category

2017 NHTS Travel Data by Annual HH Income	Annual VMT/HH	Days	Daily VMT	Ratio to Mean	Normalized to 0.962
Average of $17,875	12,256	365	33.58	0.654	0.680
Average of $28,600	12,976	365	35.55	0.692	0.719
Average of $38,043	15,567	365	42.65	0.830	0.863
Average of $53,381	18,035	365	49.41	0.962	1.000
Total (All Homes)	18,754	365	51.38	1.000	
Average of $78,951	20,938	365	57.36	1.116	1.160

Source: 2017 National Household Travel Survey Database, Federal Highway Administration

Table A-11

Trip Generation Rate by Multi-Family (1-3 Levels) Income Level

Estimation of Trip Rate by Tier	Trip Rate[1]	Assessable Trip Length[2]	Daily VMT[3]	Ratio to Mean[4]
Multi-Family, 1-3 Levels				
Very Low Income	**4.58**	5.21	23.88	0.680
Low Income	**4.85**	5.21	25.25	0.719
Less than 750 sf	**5.82**	5.21	30.30	0.863
750 to 1,499 sf	**6.74**	5.21	35.12	1.000
1,500 sf or larger	**7.82**	5.21	40.73	1.160

1) Daily VMT (Item 3) divided by network trip length (Item 2)
2) Source: Table A-8
3) Ratio to the mean (Item 4) multiplied by total daily VMT for the standard multi-family (Table A-8)
4) Source: Table A-10

Table A-12

Net Road Impact Fee by Multi-Family (1-3 Levels) Income Level

Impact of Tiering on Fee Schedule	Trip Rate[1]	Assessable Trip Length	Daily VMT	Net Fee[2]
Multi-Family, 1-3 Levels				
Very Low Income	**4.58**	5.21	23.88	**$4,285**
Low Income	**4.85**	5.21	25.25	**$4,528**
Less than 750 sf	**5.82**	5.21	30.30	**$5,434**
750 to 1,499 sf	**6.74**	5.21	35.12	**$6,303**
1,500 sf or larger	**7.82**	5.21	40.73	**$7,312**

1) Source: Table A-11
2) Source: Appendix D, Table D-3

Table A-13

Calculated Multi-Family (4+ Levels) Trip Characteristics

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

Source: ITE 11th Edition and Florida Studies for LUC 221 included in this Appendix

Table A-14

Annual Income by Housing Size

2019 AHS Average Income Data by Housing Size	Annual Income(1)
Less than 750 sf	$38,043
750 to 1,499 sf	$53,381
1,500 sf or more	$78,951
Average of All Houses	$63,008

Source: American Housing Survey for the United States in 2019

1) Weighted average of annual income for each tier

Table A-15

NHTS Annual VMT by Income Category

2017 NHTS Travel Data by Annual HH Income	Annual VMT/HH	Days	Daily VMT	Ratio to Mean	Normalized to 0.962
Average of $17,875	12,256	365	33.58	0.654	0.680
Average of $28,600	12,976	365	35.55	0.692	0.719
Average of $38,043	15,567	365	42.65	0.830	0.863
Average of $53,381	18,035	365	49.41	0.962	1.000
Total (All Homes)	18,754	365	51.38	1.000	
Average of $78,951	20,938	365	57.36	1.116	1.160

Source: 2017 National Household Travel Survey Database, Federal Highway Administration

Table A-16

Trip Generation Rate by Multi-Family (4 or More Levels) Income Level

Estimation of Trip Rate by Tier	Trip Rate[1]	Assessable Trip Length[2]	Daily VMT[3]	Ratio to Mean[4]
Multi-Family, 4+ Levels				
Very Low Income	**3.09**	5.21	16.08	0.680
Low Income	**3.26**	5.21	17.01	0.719
Less than 750 sf	**3.92**	5.21	20.41	0.863
750 to 1,499 sf	**4.54**	5.21	23.65	1.000
1,500 sf or larger	**5.27**	5.21	27.44	1.160

1) Daily VMT (Item 3) divided by network trip length (Item 2)
2) Source: Table A-13
3) Ratio to the mean (Item 4) multiplied by total daily VMT for the standard multi-family (Table A-8)
4) Source: Table A-15

Table A-17

Net Road Impact Fee by Multi-Family (4 or More Levels) Income Level

Impact of Tiering on Fee Schedule	Trip Rate[1]	Assessable Trip Length	Daily VMT	Net Fee[2]
Multi-Family, 4+ Levels				
Very Low Income	**3.09**	5.21	16.08	**$2,880**
Low Income	**3.26**	5.21	17.01	**$3,048**
Less than 750 sf	**3.92**	5.21	20.41	**$3,666**
750 to 1,499 sf	**4.54**	5.21	23.65	**$4,241**
1,500 sf or larger	**5.27**	5.21	27.44	**$4,918**

1) Source: Table A-16
2) Source: Appendix D, Table D-3

Florida Studies Trip Characteristics Database

The Florida Studies Trip Characteristics Database includes over 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 fees and the creation of land use plan category trip characteristics for communities throughout Florida and the U.S. Trip characteristics studies for land uses included in the St. Lucie County Road Impact Fee Schedule are included in this Appendix.

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

Table A-18

Land Use 210: Single Family - Detached

Location	Size / Units	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Sarasota Co, FL	76	Jun-93	70	70	10.03	-	6.00	-	60.18	Sarasota County
Sarasota Co, FL	79	Jun-93	86	86	9.77	-	4.40	-	42.99	Sarasota County
Sarasota Co, FL	135	Jun-93	75	75	8.05	-	5.90	-	47.50	Sarasota County
Sarasota Co, FL	152	Jun-93	63	63	8.55	-	7.30	-	62.42	Sarasota County
Sarasota Co, FL	193	Jun-93	123	123	6.85	-	4.60	-	31.51	Sarasota County
Sarasota Co, FL	97	Jun-93	33	33	13.20	-	3.00	-	39.60	Sarasota County
Sarasota Co, FL	282	Jun-93	146	146	6.61	-	8.40	-	55.52	Sarasota County
Sarasota Co, FL	393	Jun-93	207	207	7.76	-	5.40	-	41.90	Sarasota County
Hernando Co, FL	76	May-96	148	148	10.01	9a-6p	4.85	-	48.55	Tindale Oliver
Hernando Co, FL	128	May-96	205	205	8.17	9a-6p	6.03	-	49.27	Tindale Oliver
Hernando Co, FL	232	May-96	182	182	7.24	9a-6p	5.04	-	36.49	Tindale Oliver
Hernando Co, FL	301	May-96	264	264	8.93	9a-6p	3.28	-	29.29	Tindale Oliver
Charlotte Co, FL	135	Oct-97	230	-	5.30	9a-5p	7.90	-	41.87	Tindale Oliver
Charlotte Co, FL	142	Oct-97	245	-	5.20	9a-5p	4.10	-	21.32	Tindale Oliver
Charlotte Co, FL	150	Oct-97	160	-	5.00	9a-5p	10.80	-	54.00	Tindale Oliver
Charlotte Co, FL	215	Oct-97	158	-	7.60	9a-5p	4.60	-	34.96	Tindale Oliver
Charlotte Co, FL	257	Oct-97	225	-	7.60	9a-5p	7.40	-	56.24	Tindale Oliver
Charlotte Co, FL	345	Oct-97	161	-	7.00	9a-5p	6.60	-	46.20	Tindale Oliver
Charlotte Co, FL	368	Oct-97	152	-	6.60	9a-5p	5.70	-	37.62	Tindale Oliver
Charlotte Co, FL	383	Oct-97	516	-	8.40	9a-5p	5.00	-	42.00	Tindale Oliver
Charlotte Co, FL	441	Oct-97	195	-	8.20	9a-5p	4.70	-	38.54	Tindale Oliver
Charlotte Co, FL	1,169	Oct-97	348	-	6.10	9a-5p	8.00	-	48.80	Tindale Oliver
Collier Co, FL	90	Dec-99	91	-	12.80	8a-6p	11.40	-	145.92	Tindale Oliver
Collier Co, FL	400	Dec-99	389	-	7.80	8a-6p	6.40	-	49.92	Tindale Oliver
Lake Co, FL	49	Apr-02	170	-	6.70	7a-6p	10.20	-	68.34	Tindale Oliver
Lake Co, FL	52	Apr-02	212	-	10.00	7a-6p	7.60	-	76.00	Tindale Oliver
Lake Co, FL	126	Apr-02	217	-	8.50	7a-6p	8.30	-	70.55	Tindale Oliver
Pasco Co, FL	55	Apr-02	133	-	6.80	8a-6p	8.12	-	55.22	Tindale Oliver
Pasco Co, FL	60	Apr-02	106	-	7.73	8a-6p	8.75	-	67.64	Tindale Oliver
Pasco Co, FL	70	Apr-02	188	-	7.80	8a-6p	6.03	-	47.03	Tindale Oliver
Pasco Co, FL	74	Apr-02	188	-	8.18	8a-6p	5.95	-	48.67	Tindale Oliver
Pasco Co, FL	189	Apr-02	261	-	7.46	8a-6p	8.99	-	67.07	Tindale Oliver
Marion Co, FL	102	Apr-02	167	-	8.02	7a-6p	5.10	-	40.90	Kimley-Horn & Associates
Marion Co, FL	105	Apr-02	169	-	7.23	7a-6p	7.22	-	52.20	Kimley-Horn & Associates
Marion Co, FL	124	Apr-02	170	-	6.04	7a-6p	7.29	-	44.03	Kimley-Horn & Associates
Marion Co, FL	132	Apr-02	171	-	7.87	7a-6p	7.00	-	55.09	Kimley-Horn & Associates
Marion Co, FL	133	Apr-02	209	-	8.04	7a-6p	4.92	-	39.56	Kimley-Horn & Associates
Citrus Co, FL	111	Oct-03	273	-	8.66	7a-6p	7.70	-	66.68	Tindale Oliver
Citrus Co, FL	231	Oct-03	155	-	5.71	7a-6p	4.82	-	27.52	Tindale Oliver
Citrus Co, FL	306	Oct-03	146	-	8.40	7a-6p	3.94	-	33.10	Tindale Oliver
Citrus Co, FL	364	Oct-03	345	-	7.20	7a-6p	9.14	-	65.81	Tindale Oliver
Citrus Co, FL	374	Oct-03	248	-	12.30	7a-6p	6.88	-	84.62	Tindale Oliver
Lake Co, FL	42	Dec-06	122	-	11.26	-	5.56	-	62.61	Tindale Oliver
Lake Co, FL	51	Dec-06	346	-	18.22	-	9.46	-	172.36	Tindale Oliver
Lake Co, FL	59	Dec-06	144	-	12.07	-	10.79	-	130.24	Tindale Oliver
Lake Co, FL	90	Dec-06	194	-	9.12	-	5.78	-	52.71	Tindale Oliver
Lake Co, FL	239	Dec-06	385	-	7.58	-	8.93	-	67.69	Tindale Oliver
Hernando Co, FL	232	Apr-07	516	-	8.02	7a-6p	8.16	-	65.44	Tindale Oliver
Hernando Co, FL	95	Apr-07	256	-	8.08	7a-6p	5.88	-	47.51	Tindale Oliver
Hernando Co, FL	90	Apr-07	338	-	7.13	7a-6p	5.86	-	41.78	Tindale Oliver
Hernando Co, FL	58	Apr-07	153	-	6.16	7a-6p	8.39	-	51.68	Tindale Oliver
Collier Co, FL	74	Mar-08	503	-	12.81	7a-6p	3.05	-	39.07	Tindale Oliver
Collier Co, FL	97	Mar-08	512	-	8.78	7a-6p	11.29	-	99.13	Tindale Oliver
Collier Co, FL	315	Mar-08	1,347	-	6.97	7a-6p	6.55	-	45.65	Tindale Oliver
Collier Co, FL	42	Mar-08	314	-	9.55	7a-6p	10.98	-	104.86	Tindale Oliver
Total Size	10,380		55	13,130			**Average Trip Length:**	**6.83**		
							Weighted Average Trip Length:	**6.62**		

Weighted Average Trip Generation Rate: **7.81**

Table A-19

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

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

Table A-20

Land Use 240: Mobile Home Park

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

Weighted Average Trip Generation Rate: **4.17**

Table A-21

Land Use 310: Hotel

Location	Size (Rooms)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Pinellas Co, FL	174	Aug-89	134	106	12.50	7-11a/3-7p	6.30	79.0	62.21	Tindale Oliver
Pinellas Co, FL	114	Oct-89	30	14	7.30	12-7p	6.20	47.0	21.27	Tindale Oliver
							Average Trip Length:	**6.25**		
							Weighted Average Trip Length:	**6.26**		

Weighted Percent New Trip Average: 66.3

Table A-22

Land Use 310/320: Hotel/Motel

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Pinellas Co, FL	174	Aug-89	134	106	12.50	7-11a/3-7p	6.30	79.0	62.21	Tindale Oliver
Pinellas Co, FL	114	Oct-89	30	14	7.30	12-7p	6.20	47.0	21.27	Tindale Oliver
Orange Co, FL	123	1997	-	-	6.32	-	-	-	-	Orange County
Orange Co, FL	120	1997	-	-	5.27	-	-	-	-	Orange County
Orange Co, FL	146	1997	-	-	7.61	-	-	-	-	Orange County
Orange Co, FL	252	1997	-	-	5.63	-	-	-	-	Orange County
Orange Co, FL	172	1997	-	-	6.36	-	-	-	-	Orange County
Orange Co, FL	170	1997	-	-	6.06	-	-	-	-	Orange County
Orange Co, FL	128	1997	-	-	6.10	-	-	-	-	Orange County
Orange Co, FL	200	1997	-	-	4.56	-	-	-	-	Orange County
Orange Co, FL	112	1998	-	-	2.78	-	-	-	-	Orange County
Orange Co, FL	130	1998	-	-	9.12	-	-	-	-	Orange County
Orange Co, FL	106	1998	-	-	7.34	-	-	-	-	Orange County
Orange Co, FL	98	1998	-	-	7.32	-	-	-	-	Orange County
Orange Co, FL	120	1998	-	-	5.57	-	-	-	-	Orange County
Orange Co, FL	70	1999	-	-	1.85	-	-	-	-	Orange County
Orange Co, FL	123	1999	-	-	4.81	-	-	-	-	Orange County
Orange Co, FL	123	1999	-	-	3.70	-	-	-	-	Orange County
Orange Co, FL	211	2000	-	-	2.23	-	-	-	-	Orange County
Orange Co, FL	144	2000	-	-	7.32	-	-	-	-	Orange County
Orange Co, FL	105	2001	-	-	5.25	-	-	-	-	Orange County
Orange Co, FL	891	2005	-	-	5.69	-	-	-	-	Orange County
Orange Co, FL	1,584	2005	-	-	5.88	-	-	-	-	Orange County
Orange Co, FL	210	2006	-	-	4.88	-	-	-	-	Orange County
Orange Co, FL	1,499	2006	-	-	4.69	-	-	-	-	Orange County
Orange Co, FL	144	-	-	-	4.74	-	-	-	-	Orange County
Orange Co, FL	148	-	-	-	7.61	-	-	-	-	Orange County
Orange Co, FL	160	-	-	-	6.19	-	-	-	-	Orange County
Orange Co, FL	130	-	-	-	4.29	-	-	-	-	Orange County
Orange Co, FL	130	-	-	-	3.40	-	-	-	-	Orange County
Orange Co, FL	144	-	-	-	7.66	-	-	-	-	Orange County
Orange Co, FL	100	-	-	-	7.37	-	-	-	-	Orange County
Orange Co, FL	190	-	-	-	4.71	-	-	-	-	Orange County
Orange Co, FL	1,501	2011	-	-	3.50	-	-	-	-	Tindale Oliver
Orange Co, FL	174	2011	-	-	7.03	-	-	-	-	Tindale Oliver
Orange Co, FL	238	2014	-	-	4.05	-	-	-	-	Tindale Oliver
Pinellas Co, FL	48	Oct-89	46	24	-	10a-2p	2.80	65.0	-	Tindale Oliver
Pinellas Co, FL	54	Oct-89	32	22	-	12p-7p	3.80	69.0	-	Tindale Oliver
Pinellas Co, FL	120	Oct-89	26	22	-	2p-7p	5.20	84.6	-	Tindale Oliver
Total Size (TGR)	10,184.0	39					**Average Trip Length:**	**4.86**		
ITE (LUC 310)	1,036	7					**Weighted Average Trip Length:**	**5.42**		
ITE (LUC 320)	654	6					Weighted Percent New Trip Average:	70.7		
Blended total	11,874.0							Average Trip Generation Rate:		5.74
Total Size (TL/PNT)	510.0							ITE Average Trip Generation Rate (LUC 310):		7.99
								ITE Average Trip Generation Rate (LUC 320):		3.35
								Blend of FL Studies and ITE Average Trip Generation Rate:		**5.44**

Table A-23

Land Use 445: Movie Theater

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

Weighted Percent New Trip Average: 87.8

Table A-24

Land Use 565: Day Care Center

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

Weighted Average Trip Generation Rate: 66.99
ITE Average Trip Generation Rate: 47.62
Blend of FL Studies and ITE Average Trip Generation Rate: 49.63

Table A-25

Land Use 620: Nursing Home

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

Table A-26

Land Use 710: General Office Building

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

Table A-27

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		

Table A-28

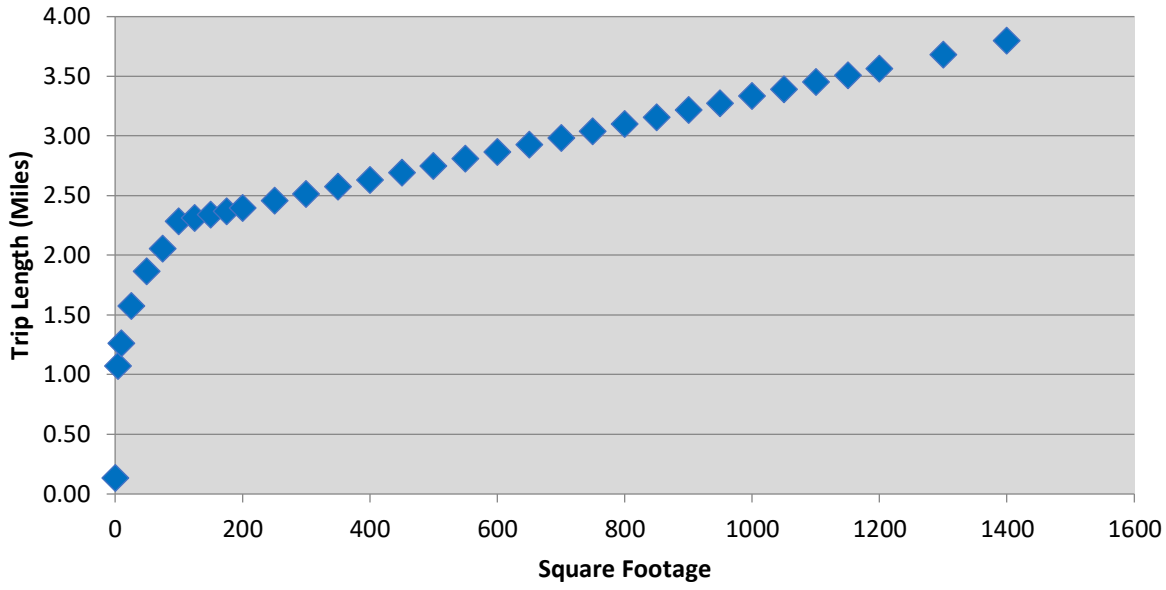
Land Use 944/945: Convenience Store/Gas Station

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

Convenience Store/Gas Station (ITE LUC 945) - Mid-Size Blend

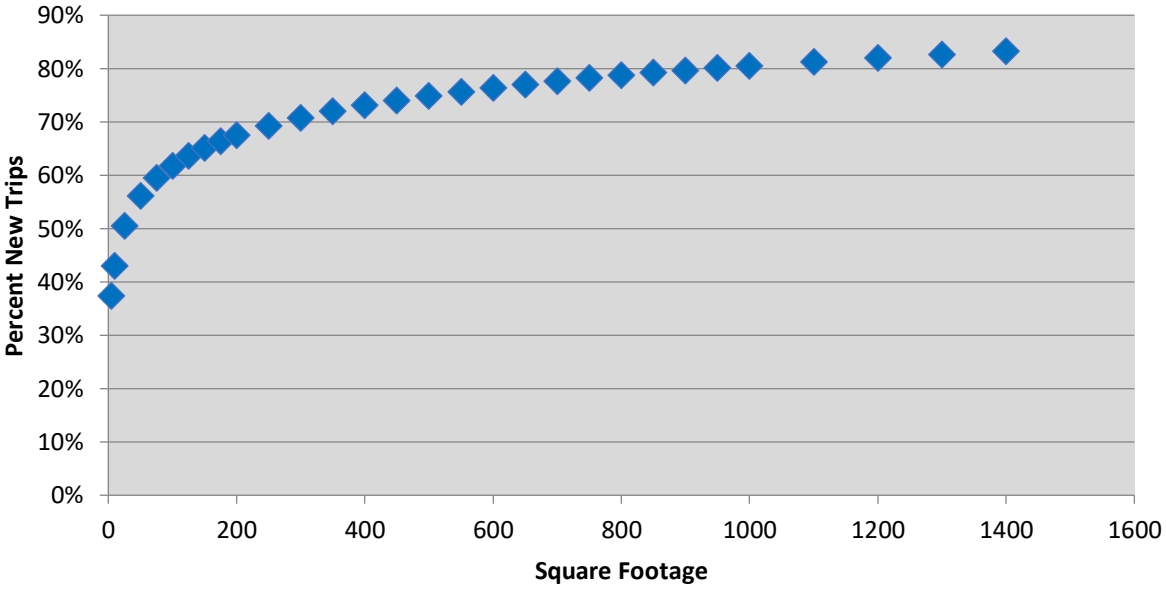
ITE	48	Conv. Store 2,000 to 3,999 sf:	265.12
ITE	5	Conv. Store 4,000 to 5,499 sf:	257.13
	53	**Blend of ITE Average Trip Generation Rates for Convenience Store/Gas Station 2,000 to 5,499 sf:**	**264.38**

Figure A-1
Retail/Shopping Center (LUC 820) – Florida Curve Trip Length Regression



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

Figure A-2
Retail/Shopping Center (LUC 820) – Florida Curve Percent New Trips Regression



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

Appendix B
Cost Component

Appendix B: Cost Component

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

- Design
- Right-of-Way
- Construction
- CEI
- Roadway Capacity

Design

County Roadways

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 planned improvements and information obtained from other jurisdictions throughout Florida. As shown in Table B-1, local improvements ranged from three (3) to 22 percent with a weighted average of 13 percent. In the case of other Florida jurisdictions, design factors ranged from six (6) percent to 13 percent with a weighted average of 10 percent. For purposes of this study, the design cost for county roads was calculated at 10 percent of the construction cost per lane mile.

State Roadways

Similarly, the design cost factor for state 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 obtained from other jurisdictions throughout Florida. As shown in Table B-2, recent design factors 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 calculated at 11 percent of the construction cost per lane mile.

Table B-1

Design-to-Construction Cost Ratio – Local Projects

Description	From	To	Year	Design/ PD&E	Construction Cost	Design-to-Constr. Ratio
Planned Improvements FY 2021 to 2031						
Midway Rd, Ph. 1	Selvitz Rd	Jenkins Rd	FY 2025	$500,000	$19,488,629	3%
Midway Rd, Ph. 2	Jenkins Rd	Glades Cut-Off Rd	FY 2031+	$3,500,000	$51,710,000	7%
Jenkins Rd Ext. S	Midway Rd	Glades Cut-Off Rd	FY 2023	$1,473,808	$7,582,014	19%
Jenkins Rd	Glades Cut-Off Rd	Orange Ave	FY 2031	$2,890,000	$22,240,000	13%
Selvitz Rd	Edwards Rd	Glades Cut-Off Rd	FY 2023	$1,815,000	$11,014,056	16%
Glades Cut-Off Rd	Selvitz Rd	Midway Rd	FY 2031+	$6,350,000	$28,880,000	22%
Edwards Rd	S. 25th St	Jenkins Rd	FY 2026	$1,500,000	$9,257,113	16%
Jenkins Rd Ext. N	Orange Ave	St. Lucie Blvd	FY 2031+	$3,750,000	$17,050,000	22%
Total				**$21,778,808**	**$167,221,812**	**13%**

Source: St. Lucie County Public Works Division

Table B-2

Design Cost Factor for County and State Roads – Recent Impact Fee Studies

Year	County	County Roadways (Cost per Lane Mile)			State Roadways (Cost per Lane Mile)		
		Design	Constr.	Design Ratio	Design	Constr.	Design Ratio
2013	Hernando	$198,000	$1,980,000	10%	$222,640	$2,024,000	11%
2013	Charlotte	$220,000	$2,200,000	10%	$240,000	$2,400,000	10%
2014	Indian River	$159,000	$1,598,000	10%	$196,000	$1,776,000	11%
2015	Collier	$270,000	$2,700,000	10%	$270,000	$2,700,000	10%
2015	Brevard	$242,000	$2,023,000	12%	$316,000	$2,875,000	11%
2015	Sumter	$210,000	$2,100,000	10%	$276,000	$2,505,000	11%
2015	Marion	$167,000	$2,668,000	6%	$227,000	$2,060,000	11%
2015	Palm Beach	$224,000	$1,759,000	13%	$333,000	$3,029,000	11%
2017	St. Lucie	$220,000	$2,200,000	10%	$341,000	$3,100,000	11%
2017	Clay	$239,000	$2,385,000	10%	-	-	-
2019	Collier	$385,000	$3,500,000	11%	-	-	-
2019	Sumter	$315,000	$2,862,000	11%	$370,000	$3,365,000	11%
2020	Indian River	$291,000	$2,647,000	11%	$395,000	$3,593,000	11%
2020	Hillsborough	$484,000	$4,036,000	12%	$486,000	$4,421,000	11%
2020	Hernando	$232,000	$2,108,000	11%	$348,000	$3,163,000	11%
2021	Manatee	$308,000	$2,800,000	11%	-	-	-
2021	Flagler	$258,000	$2,582,000	10%	-	-	-
Average		**$260,000**	**$2,479,000**	**10%**	**$309,000**	**$2,847,000**	**11%**

Source: Recent impact fee studies conducted throughout Florida

Right-of-Way

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

County Roadways

The right-of-way 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 ROW-to-construction cost ratios from local estimates and data obtained from other Florida jurisdictions. As shown in Table B-3, local estimates ranged from 22 percent to 54 percent with a weighted average of 40 percent. In the case of other recent Florida impact fee studies, ROW factors ranged from 10 percent to 60 percent with a weighted average of 38 percent. For purposes of this study, the ROW cost for county roads was calculated at 40 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. Given the limited data on ROW costs for state roads in St. Lucie County and based on experience in other jurisdictions, the ROW cost ratio calculated for county

roads was also applied to state roads. The 40 percent ROW-to-construction cost ration used for state roads is consistent with the average ratio observed throughout the state (41 percent), as shown in Table B-4.

Table B-3

ROW-to-Construction Cost Ratio – Local Projects

Description	From	To	Year	ROW	Construction Cost	ROW-to-Constr. Ratio
Planned Improvements FY 2021 to 2031						
Jenkings Rd Ext. S	Midway Rd	Glades Cut-Off Rd	FY 2023	$3,000,000	$7,582,014	40%
Jenkins Rd	Glades Cut-Off Rd	Orange Ave	FY 2031	$12,000,000	$22,240,000	54%
Glades Cut-Off Rd	Selvitz Rd	Midway Rd	FY 2031+	$10,000,000	$28,880,000	35%
Edwards Rd	S. 25th St	Jenkins Rd	FY 2026	$2,000,000	$9,257,113	22%
Total				**$27,000,000**	**$67,959,127**	**40%**

Source: St. Lucie County Public Works Division

Table B-4

Right-of-Way Cost Factor for County and State Roads – Recent Impact Fee Studies

Year	County	County Roadways (Cost per Lane Mile)			State Roadways (Cost per Lane Mile)		
		ROW	Constr.	ROW Ratio	ROW	Constr.	ROW Ratio
2013	Hernando	$811,800	$1,980,000	41%	$890,560	$2,024,000	44%
2013	Charlotte	$1,034,000	$2,200,000	47%	$1,128,000	$2,400,000	47%
2014	Indian River	$656,000	$1,598,000	41%	$781,000	$1,776,000	44%
2015	Collier	$863,000	$2,700,000	32%	$863,000	$2,700,000	32%
2015	Brevard	$708,000	$2,023,000	35%	$1,006,000	$2,785,000	36%
2015	Sumter	$945,000	$2,100,000	45%	$1,127,000	$2,505,000	45%
2015	Marion	$1,001,000	$1,668,000	60%	$1,236,000	$2,060,000	60%
2015	Palm Beach	$721,000	$1,759,000	41%	$1,333,000	$3,029,000	44%
2017	St. Lucie	$990,000	$2,200,000	45%	$1,395,000	$3,100,000	45%
2017	Clay	$954,000	$2,385,000	40%	-	-	-
2018	Collier	$1,208,000	$3,500,000	35%	$1,208,000	$3,500,000	35%
2019	Sumter	$1,202,000	$2,862,000	42%	$1,447,000	$3,365,000	43%
2020	Indian River	$529,000	$2,647,000	20%	$718,000	$3,593,000	20%
2020	Hillsborough	$1,448,000	$2,897,000	50%	$1,448,000	$2,897,000	50%
2020	Hernando	$844,000	$2,108,000	40%	$1,265,000	$3,163,000	40%
2021	Manatee	$1,120,000	$2,800,000	40%	-	-	-
2021	Flagler	$258,000	$2,582,000	10%	-	-	-
Average		**$899,576**	**$2,353,471**	**38%**	**$1,131,826**	**$2,778,357**	**41%**

Source: Recent impact fee studies conducted throughout Florida

Construction

County Roadways

A review of construction cost data for local county roadway capacity expansion projects included 10 improvements provided by St. Lucie County. These include a combination of recently bid improvements and estimates for future projects:

- Midway Road from Selvitz Road to 25th Street
- Midway Road from 25th Street to US 1
- Midway Road Ph. 1 from Selvitz Road to Jenkins Road
- Midway Road Ph. 2 from Jenkins Road to Glades Cut-Off Road
- Jenkins Road Extension South from Midway Road to Glades Cut-Off Road
- Jenkins Road from Glades Cut-Off Road to Orange Avenue
- Selvitz Road from Edwards Road to Glades Cut-Off Road
- Glades Cut-Off Road from Selvitz Road to Commerce Center/Arterial A
- Edwards Road from South 25th Street to Jenkins Road
- Jenkins Road Extension North from Orange Avenue to St. Lucie Boulevard

As shown, the recently completed improvements had very high costs, averaging approximately $9.0 million per lane mile, while the future estimates ranged from $1.8 million to over $31 million per lane mile, with a weighted average of $4 million per lane mile. Due to the presence of outliers and a relatively small sample size, these figures are not used for the cost per lane mile figure for the impact fee calculation.

In addition to local improvements, recent bid/completed improvements from throughout the state of Florida were also reviewed. As shown in Table B-6, this review included approximately 162 lane miles of improvements across 14 different counties. These improvements were then summarized based on the county land use and demographic characteristics (urban vs suburban/rural in nature). For purposes of this analysis, St. Lucie County was considered a "suburban/rural" county with urban counties consisting of Broward, Hillsborough, Miami-Dade, Orange, and Palm Beach Counties. The suburban/rural counties experienced a weighted average cost of $2.7 million for curb & gutter improvements.

Based on a review of the local projects, statewide projects, and discussions with County representatives, a construction cost of **$2.70 million per lane mile** for county roads was utilized for the road impact fee calculation.

Table B-5

Construction Cost Estimates – Local Projects

Description	From	To	Year	Feature	Length	Lanes Added	Lane Miles Added	Construction Cost	Constr. Cost per Lane Mile
Recently Completed Improvements									
Midway Rd	Selvitz Rd	25th St	2014	2 to 4 lanes	1.00	2	2.00	$15,359,926	$7,679,963
Midway Rd	25th St	US 1	2016	2 to 4 lanes	1.60	2	3.20	$31,483,319	$9,838,537
Planned Improvements FY 2021 to 2031									
Midway Rd, Ph. 1	Selvitz Rd	Jenkins Rd	FY 2025	2 to 4 lanes	0.75	2	1.50	$19,488,629	$12,992,419
Midway Rd, Ph. 2	Jenkins Rd	Glades Cut-Off Rd	FY 2031+	2 to 4 lanes	0.83	2	1.66	$51,710,000	$31,150,602
Jenkins Rd Ext. S	Midway Rd	Glades Cut-Off Rd	FY 2023	0 to 4 lanes	0.79	4	3.17	$7,582,014	$2,391,803
Jenkins Rd	Glades Cut-Off Rd	Orange Ave	FY 2031	0/2 to 4 lanes	4.00	2 & 4	10.50	$22,240,000	$2,118,095
Selvitz Rd	Edwards Rd	Glades Cut-Off Rd	FY 2023	2 to 4 lanes	0.70	2	1.40	$11,014,056	$7,867,183
Glades Cut-Off Rd	Selvitz Rd	Commerce Ctr/Arterial A	FY 2031+	2 to 4 lanes	5.39	2	10.78	$28,880,000	$2,679,035
Edwards Rd	S. 25th St	Jenkins Rd	FY 2026	2 to 4 lanes	2.10	2	4.20	$9,257,113	$2,204,075
Jenkins Rd Ext. N	Orange Ave	St. Lucie Blvd	FY 2031+	0 to 4 lanes	2.26	4	9.04	$17,050,000	$1,886,062
Total (Recently Complete Improvements ONLY)							**5.20**	**$46,843,245**	**$9,008,000**
Total (Planned Improvements ONLY)							**42.25**	**$167,221,812**	**$3,958,000**
Total (Planned Improvements ONLY; excluding outliers)							**37.69**	**$85,009,127**	**$2,255,000**

Source: St. Lucie County Public Works Division

Red highlighted text indicates construction costs considered to be outliers

Table B-6

Construction Cost – County Road Improvements from St. Lucie County and Other Jurisdictions throughout Florida (Curb & Gutter Design)

County	County Classification	District	Description	From	To	Year	Feature	Design	Length	Lanes Added	Lane Miles Added	Construction Cost	Construction Cost per Lane Mile
URBAN Counties; Curb & Gutter													
Orange	Urban	5	Rouse Rd	Lake Underhill Rd	SR 50	2013	2 to 4	Urban	1.55	2	3.10	$7,592,408	$2,449,164
Orange	Urban	5	Lake Underhill Rd	Goldenrod Rd	Chickasaw Tr	2013	2 to 4	Urban	0.69	2	1.38	$6,371,855	$4,617,286
Hillsborough	Urban	7	Bruce B. Downs Blvd, Seg. B/C	Palm Springs Blvd	Pebble Creek Dr	2013	4 to 8	Urban	3.36	4	13.44	$51,855,535	$3,858,299
Orange	Urban	5	CR 535 Seg. F	Overstreet Rd	Fossick Rd	2014	2 to 4	Urban	0.60	2	1.20	$3,263,746	$2,719,788
Hillsborough	Urban	7	Boyette Rd, Ph. III	Donneymoor Dr	Bell Shoals Rd	2014	2 to 4	Urban	1.84	2	3.68	$25,720,068	$6,989,149
Orange	Urban	5	International Dr	Westwood Blvd	Westwood Blvd	2015	4 to 6	Urban	2.20	2	4.40	$16,775,875	$3,812,699
Orange	Urban	5	Reams Rd	Delmar Ave	Taborfield Ave	2017	2 to 4	Urban	0.36	2	0.72	$3,409,584	$4,735,533
Orange	Urban	5	Destination Pkwy 1B/2A	Tradeshow Blvd	Lake Cay	2017	2 to 4	Urban	0.78	2	1.56	$6,110,403	$3,916,925
Hillsborough	Urban	7	Bruce B. Downs Blvd, Seg. A	Bearss Ave	Palm Springs Blvd	2017	4 to 8	Urban	3.56	4	14.24	$37,155,153	$2,609,210
Hillsborough	Urban	7	Bruce B. Downs Blvd, Seg. D	Pebble Creek Dr	Pasco Co. Line	2018	4 to 8	Urban	1.36	4	5.44	$17,755,778	$3,263,930
Palm Beach	Urban	4	Roebuck Road	Jog Road	Haverhill Road	2018	2 to 5	Urban	1.03	3	3.10	$5,154,028	$1,662,590
Palm Beach	Urban	4	Lyons Road	Clint Moore Road	north of LWDD L-39 Canal	2018	2 to 4	Urban	0.70	2	1.40	$3,163,022	$2,259,301
Orange	Urban	5	Holden Ave	John Young Pkwy	Orange Blossom Tr	2019	0/2 to 4	Urban	1.24	2/4	3.50	$18,798,771	$5,371,077
Orange	Urban	5	Boggy Creek Rd N	South Access Rd	Wetherbee Rd	2019	2 to 4	Urban	1.29	2	2.58	$8,585,774	$3,327,819
Palm Beach	Urban	4	Hood Rd	East of FL Turnpike	W of Central Blvd	2019	2 to 4	Urban	0.95	2	1.90	$12,686,954	$6,677,344
Palm Beach	Urban	4	Silver Beach Rd	East of Congress Ave	Old Dixie/Pre. Barack Obama Hwy	2019	2 to 3	Urban	0.90	1	0.90	$4,478,355	$4,975,950
Total (2013-2020); Urban Counties ONLY									**Count:**	**16**	**62.54**	**$228,877,309**	**$3,660,000**
SUBURBAN/RURAL Counties; Curb & Gutter													
Brevard	Sub-Urb/Rural	5	Babcock St	S. of Foundation Park Blvd	Malabar Rd	2013	2 to 4	Urban	12.40	2	24.80	$56,000,000	$2,258,065
Collier	Sub-Urb/Rural	1	Collier Blvd (CR 951)	Golden Gate Blvd	Green Blvd	2013	4 to 6	Urban	2.00	2	4.00	$17,122,640	$4,280,660
Marion	Sub-Urb/Rural	5	SW 110th St	US 41	SW 200th Ave	2013	0 to 2	Urban	0.11	2	0.22	$438,765	$1,994,386
Marion	Sub-Urb/Rural	5	NW 35th St	NW 35th Avenue Rd	NW 27th Ave	2013	0 to 4	Urban	0.50	4	4.60	$8,616,236	$1,873,095
Marion	Sub-Urb/Rural	5	NW 35th St	NW 27th Ave	US 441	2013	2 to 4	Urban	1.30	2			
Sumter	Sub-Urb/Rural	5	C-466A, Ph. III	US 301 N	Powell Rd	2013	2 to 3/4	Urban	1.10	2	2.20	$4,283,842	$1,947,201
Collier	Sub-Urb/Rural	1	Golden Gate Blvd	Wilson Blvd	Desoto Blvd	2014	2 to 4	Urban	2.40	2	4.80	$16,003,504	$3,334,063
Brevard	Sub-Urb/Rural	5	St. Johns Heritage Pkwy	SE of I-95 Intersection	US 192 (Space Coast Pkwy)	2014	0 to 2	Sub-Urb	3.11	2	6.22	$16,763,567	$2,695,107
Sarasota	Sub-Urb/Rural	1	Bee Ridge Rd	Mauna Loa Blvd	Iona Rd	2014	2 to 4	Urban	2.68	2	5.36	$14,066,523	$2,624,351
Lake	Sub-Urb/Rural	5	N. Hancock Rd Ext.	Old 50	Gatewood Dr	2014	0/2 to 4	Urban	1.50	2/4	5.00	$8,185,574	$1,637,115
Polk	Sub-Urb/Rural	1	CR 655 & CR 559A	Pace Rd & N of CR 559A	N. of CR 559A & SR 599	2014	2 to 4	Urban	2.60	2	5.20	$10,793,552	$2,075,683
Volusia	Sub-Urb/Rural	5	Howland Blvd	Courtland Blvd	N. of SR 415	2014	2 to 4	Urban	2.08	2	4.16	$11,110,480	$2,670,788
Polk	Sub-Urb/Rural	1	Ernie Caldwell Blvd	Pine Tree Tr	US 17/92	2015	0 to 4	Urban	2.41	4	9.64	$19,535,391	$2,026,493
Volusia	Sub-Urb/Rural	5	LPGA Blvd	Jimmy Ann Dr/Grand Reserve	Derbyshire Rd	2016	2 to 4	Urban	0.68	2	1.36	$3,758,279	$2,763,440
Marion	Sub-Urb/Rural	5	NW/NE 35th St, Ph. 1a	US 441	600' E. of W Anthony Rd	2016	2 to 4	Urban	0.30	2	0.60	$1,770,250	$2,950,417
Manatee	Sub-Urb/Rural	1	44th Ave East	19th St Court East	30th St East	2016	0 to 4	Urban	0.90	4	3.60	$11,019,228	$3,060,897
Volusia	Sub-Urb/Rural	5	Howland Blvd	Providence Blvd	Elkcam Blvd	2017	2 to 4	Urban	2.15	2	4.30	$10,850,000	$2,523,256
Volusia	Sub-Urb/Rural	5	Orange Camp Rd	MLK Blvd	I-4 in DeLand	2017	2 to 4	Urban	0.75	2	1.50	$10,332,000	$6,888,000
Lake	Sub-Urb/Rural	5	CR 466A, Ph. IIIA	Poinsettia Ave	Century Ave	2018	2 to 4	Urban	0.42	2	0.84	$3,062,456	$3,645,781
Lee	Sub-Urb/Rural	1	Alico Rd	Ben Hill Griffin Pkwy	E. of Airport Haul Rd	2018	2 to 4	Urban	1.78	2	3.56	$18,062,562	$5,073,753
Lee	Sub-Urb/Rural	1	Homestead Rd	S. of Sunrise Blvd	N. of Alabama Rd	2018	2 to 4	Urban	2.25	2	4.50	$14,041,919	$3,120,426
Manatee	Sub-Urb/Rural	1	45th St East	44th Ave East	SR 70	2018	2 to 4	Urban	1.10	2	2.20	$7,476,126	$3,398,239
Hernando	Sub-Urb/Rural	7	Cortez Blvd Frontage Rd @ I-75			2020	0 to 2	Urban	0.62	2	1.24	$2,064,688	$1,665,071
Total (2013-2020); Suburban/Rural Counties ONLY									**Count:**	**23**	**99.90**	**$265,357,582**	**$2,656,000**
URBAN & SUBURBAN/RURAL Counties; Curb & Gutter													
Total (2013-2020); Urban & Suburban/Rural Counties									**Count:**	**39**	**162.44**	**$494,234,891**	**$3,043,000**

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

State Roadways

A review of construction cost data for recent state (and other roads built by FDOT) roadway capacity expansion projects identified two (2) improvements in St. Lucie County:

- SR 614 (Indrio Rd) from West of SR 9 (I-95) to East of SR 607 (Emerson Ave)
- SR 713 (Kings Highway) from South of SR 70 to SR 9 (I-95) Overpass

These improvements range from $3.0 million per lane mile to $6.6 million per lane mile with a weighted average cost of $4.7 million per lane mile.

In addition to the two local improvements, a review of recently bid projects located throughout Florida identified 61 curb & gutter improvements from 31 different counties (see Table B-7). These improvements were then grouped into "urban" and "suburban/rural" counties, with the urban counties including Broward, Hillsborough, Miami-Dade, Orange, and Palm Beach Counties. The suburban/rural counties (excluding St. Lucie County) experienced a weighted average construction cost of approximately $4.0 million per lane mile. When the St. Lucie County improvements are included, the weighted average cost per lane mile increased to approximately $4.1 million per lane mile. Based on a review of the local projects, statewide projects, and discussions with County representatives, a construction of **$4.10 million per lane mile** for state roads (curb & gutter) was utilized for the road impact fee calculation.

Table B-7

Construction Cost – State Road Improvements (and Other Roads Built by FDOT) from St. Lucie County and Other Jurisdictions throughout Florida (Curb & Gutter Design)

County	County Classification	District	Description	From	To	Year	Feature	Design	Length	Lanes Added	Lane Miles Added	Construction Cost	Construction Cost per Lane Mile
URBAN Counties; Curb & Gutter													
Broward	Urban	4	Andrews Ave Ext.	NW 18th St	Copans Rd	2013	2 to 4	Urban	0.50	2	1.00	$6,592,014	$6,592,014
Hillsborough	Urban	7	SR 41 (US 301)	S. of Tampa Bypass Canal	N. of Fowler Ave	2013	2 to 4	Sub-Urb	1.81	2	3.62	$15,758,965	$4,353,305
Orange	Urban	5	SR 50 (Colonial Dr)	E. of CR 425 (Dean Rd)	E. of Old Cheney Hwy	2013	4 to 6	Urban	4.91	2	9.82	$66,201,688	$6,741,516
Broward	Urban	4	SR 7 (US 441)	N. of Hallandale Beach	N. of Fillmore St	2014	4 to 6	Urban	1.79	2	3.58	$30,674,813	$8,568,384
Broward	Urban	4	Andrews Ave Ext.	Pompano Park Place	S. of Atlantic Blvd	2014	2 to 4	Urban	0.36	2	0.72	$3,177,530	$4,413,236
Miami-Dade	Urban	6	SR 823/NW 57th Ave	W. 65th St	W. 84th St	2014	4 to 6	Urban	1.00	2	2.00	$17,896,531	$8,948,266
Miami-Dade	Urban	6	SR 823/NW 57th Ave	W. 53rd St	W. 65th St	2014	4 to 6	Urban	0.78	2	1.56	$14,837,466	$9,511,196
Orange	Urban	5	SR 50	SR 429 (Western Beltway)	E. of West Oaks Mall	2014	4 to 6	Urban	2.56	2	5.12	$34,275,001	$6,694,336
Orange	Urban	5	SR 15 (Hofner Rd)	Lee Vista Blvd	Conway Rd	2015	2 to 4	Urban	3.81	2	7.62	$37,089,690	$4,867,413
Miami-Dade	Urban	6	SR 977/Krome Ave/SW 177th Ave	S of SW 136th St	S. of SR 94 (SW 88th St/Kendall Dr)	2016	0 to 4	Urban	3.50	4	14.00	$32,129,013	$2,294,930
Broward	Urban	4	SW 30th Ave	Griffin Rd	SW 45th St	2016	2 to 4	Urban	0.24	2	0.48	$1,303,999	$2,716,665
Hillsborough	Urban	7	SR 43 (US 301)	SR 674	S. of CR 672 (Balm Rd)	2016	2 to 6	Urban	3.77	4	15.08	$43,591,333	$2,890,672
Miami-Dade	Urban	6	NW 87th Ave/SR 25 & SR 932	NW 74th St	NW 103rd St	2016	0 to 4	Urban	1.93	4	7.72	$28,078,366	$3,637,094
Orange	Urban	5	SR 423 (John Young Pkwy)	SR 50 (Colonial Dr)	Shader Rd	2017	4 to 6	Urban	2.35	2	4.70	$27,752,000	$5,904,681
Palm Beach	Urban	4	SR 80	W. of Lion County Safari Rd	Forest Hill Blvd	2018	4 to 6	Urban	7.20	2	14.40	$32,799,566	$2,277,748
Miami-Dade	Urban	6	SR 847 (NW 47th Ave)	SR 860 (NW 183rd St)	N. of NW 199th St	2018	2 to 4	Urban	1.31	2	2.62	$18,768,744	$7,163,643
Miami-Dade	Urban	6	SR 847 (NW 47th Ave)	N. of NW 199th St and S of NW 203 St	Premier Pkwy and N of S Snake CR Canal	2018	2 to 4	Urban	1.09	2	2.18	$10,785,063	$4,947,277
Hillsborough	Urban	7	CR 580 (Sam Allen Rd)	W. of SR 39 (Paul Buchman Hwy)	E. of Park Rd	2018	2 to 4	Urban	2.02	2	4.04	$23,444,444	$5,803,080
Orange	Urban	5	SR 414 (Maitland Blvd)	E. of I-4	E. of CR 427 (Maitland Ave)	2018	4 to 6	Urban	1.39	2	2.78	$7,136,709	$2,567,162
Miami-Dade	Urban	6	SR 997 (Krome Ave)	SW 312 St	SW 232nd St	2019	2 to 4	Urban	3.64	2	7.28	$30,374,141	$4,172,272
Total (2013-2020); Urban Counties ONLY									**Count:**	**20**	**110.32**	**$482,667,076**	**$4,375,000**
SUBURBAN/RURAL Counties; Curb & Gutter													
Lee	Sub-Urb/Rural	1	SR 78 (Pine Island)	Burnt Store Rd	W. of Chiquita Blvd	2013	2 to 4	Urban	1.94	2	3.88	$8,005,048	$2,063,157
Brevard	Sub-Urb/Rural	5	SR 507 (Babcock St)	Melbourne Ave	Fee Ave	2013	2 to 4	Urban	0.55	2	1.10	$5,167,891	$4,698,083
Lee	Sub-Urb/Rural	1	US 41 Business	Littleton Rd	SR 739	2013	2 to 4	Urban	1.23	2	2.46	$8,488,393	$3,450,566
Brevard	Sub-Urb/Rural	5	Apollo Blvd	Sarno Rd	Eau Gallie Blvd	2013	2 to 4	Urban	0.74	2	1.48	$10,318,613	$6,972,036
Okeechobee	Sub-Urb/Rural	1	SR 70	NE 34th Ave	NE 80th Ave	2014	2 to 4	Urban	3.60	2	7.20	$23,707,065	$3,292,648
Martin	Sub-Urb/Rural	4	CR 714/Indian St	Turnpike/Martin Downs Blvd	W. of Mapp Rd	2014	2 to 4	Urban	1.87	2	3.74	$14,935,957	$3,993,571
Pinellas	Sub-Urb/Rural	7	43rd St Extension	S. of 118th Ave	40th St	2014	0 to 4	Urban	0.49	4	1.96	$4,872,870	$2,486,158
Nassau	Sub-Urb/Rural	2	SR 200 (A1A)	W. of Still Quarters Rd	W. of Ruben Ln	2014	4 to 6	Urban	3.05	2	6.10	$18,473,682	$3,028,472
Charlotte	Sub-Urb/Rural	1	US 41 (SR 45)	Enterprise Dr	Sarasota County Line	2014	4 to 6	Urban	3.62	2	7.24	$31,131,016	$4,299,864
Duval	Sub-Urb/Rural	2	SR 243 (JIA N Access)	Airport Rd	Pelican Park (I-95)	2014	0 to 2	Urban	2.60	2	5.20	$14,205,429	$2,731,813
Desoto	Sub-Urb/Rural	1	US 17	CR 760A (Nocatee)	Heard St	2014	2 to 4	Urban	4.40	2	8.80	$29,584,798	$3,361,909
Hendry	Sub-Urb/Rural	1	SR 82 (Immokalee Rd)	Lee County Line	Collier County Line	2015	2 to 4	Urban	1.27	2	2.54	$7,593,742	$2,989,662
Sarasota	Sub-Urb/Rural	1	SR 45A (US 41) (Venice Bypass)	Gulf Coast Blvd	Bird Bay Dr W	2015	4 to 6	Urban	1.14	2	2.28	$16,584,224	$7,273,782
Clay	Sub-Urb/Rural	2	SR 21	S. of Branan Field	Old Jennings Rd	2015	4 to 6	Urban	1.45	2	2.90	$15,887,487	$5,478,444
Putnam	Sub-Urb/Rural	2	SR 15 (US 17)	Horse Landing Rd	N. Boundary Rd	2015	2 to 4	Urban	1.99	2	3.98	$13,869,804	$3,484,875
Osceola	Sub-Urb/Rural	5	SR 500 (US 192/441)	Eastern Ave	Nova Rd	2015	4 to 6	Urban	3.18	2	6.36	$16,187,452	$2,545,197
Osceola	Sub-Urb/Rural	5	SR 500 (US 192/441)	Aeronautical Blvd	Budinger Ave	2015	4 to 6	Urban	3.94	2	7.88	$34,256,621	$4,347,287
Lake	Sub-Urb/Rural	5	SR 25 (US 27)	N. of Boggy Marsh Rd	N. of Lake Louisa Rd	2015	4 to 6	Sub-Urb	6.52	2	13.03	$37,503,443	$2,878,238
Seminole	Sub-Urb/Rural	5	SR 15/600	Shepard Rd	Lake Mary Blvd	2015	4 to 6	Urban	3.63	2	7.26	$42,712,728	$5,883,296
St. Lucie	Sub-Urb/Rural	4	SR 614 (Indrio Rd)	W. of SR 9 (I-95)	E. of SR 607 (Emerson Ave)	2016	2 to 4	Urban	3.80	2	7.60	$22,773,660	$2,996,534
Seminole	Sub-Urb/Rural	5	SR 46	Mellonville Ave	E. of SR 415	2016	2 to 4	Urban	2.83	2	5.66	$26,475,089	$4,677,578
Citrus	Sub-Urb/Rural	7	SR 55 (US 19)	W. Green Acres St	W. Jump Ct	2016	4 to 6	Urban	2.07	2	4.14	$27,868,889	$6,731,616
Walton	Sub-Urb/Rural	3	SR 30 (US 98)	Emerald Bay Dr	Tang-o-mar Dr	2016	4 to 6	Urban	3.37	2	6.74	$42,140,000	$6,252,226
Duval	Sub-Urb/Rural	2	SR 201	S. of Baldwin	N. of Baldwin (Bypass)	2016	0 to 4	Urban	4.11	4	16.44	$50,974,795	$3,100,657
Hardee	Sub-Urb/Rural	1	SR 35 (US 17)	S. of W. 9th St	N. of W. 3rd St	2016	0 to 4	Urban	1.11	4	4.44	$14,067,161	$3,168,280
Alachua	Sub-Urb/Rural	2	SR 20 (SE Hawthorne Rd)	E. of US 301	E. of Putnam Co. Line	2017	2 to 4	Urban	1.70	2	3.40	$11,112,564	$3,268,401

Table B-7 (continued)

Construction Cost – State Road Improvements (and Other Roads Built by FDOT) from St. Lucie County and Other Jurisdictions throughout Florida (Curb & Gutter Design)

County	County Classification	District	Description	From	To	Year	Feature	Design	Length	Lanes Added	Lane Miles Added	Construction Cost	Construction Cost per Lane Mile
SUBURBAN/RURAL Counties; Curb & Gutter													
Okaloosa	Sub-Urb/Rural	3	SR 30 (US 98)	CR 30F (Airport Rd)	E. of Walton Co. Line	2017	4 to 6	Urban	3.85	2	7.70	$33,319,378	$4,327,192
Bay	Sub-Urb/Rural	3	SR 390 (St. Andrews Blvd)	E. of CR 2312 (Baldwin Rd)	Jenks Ave	2017	2 to 6	Urban	1.33	4	5.32	$14,541,719	$2,733,406
Pasco	Sub-Urb/Rural	7	SR 54	E. of CR 577 (Curley Rd)	E. of CR 579 (Morris Bridge Rd)	2017	2 to 4/6	Urban	4.50	2/4	11.80	$41,349,267	$3,504,175
Lake	Sub-Urb/Rural	5	SR 46 (US 441)	W. of SR 500	E. of Round Lake Rd	2017	2 to 6	Urban	2.23	4	8.92	$27,677,972	$3,102,912
Wakulla	Sub-Urb/Rural	3	SR 369 (US 19)	N. of SR 267	Leon Co. Line	2018	2 to 4	Urban	2.24	2	4.48	$15,646,589	$3,492,542
St. Lucie	Sub-Urb/Rural	4	SR 713 (Kings Hwy)	S. of SR 70	SR 9 (I-95) Overpass	2018	2 to 4	Urban	3.42	2	6.84	$45,162,221	$6,602,664
Citrus	Sub-Urb/Rural	7	SR 55 (US 19)	W. Jump Ct	CR 44 (W Fort Island Tr)	2018	4 to 6	Urban	4.81	2	9.62	$50,444,444	$5,243,705
Sarasota	Sub-Urb/Rural	1	SR 45A (US 41) (Venice Bypass)	Center Rd	Gulf Coast Blvd	2018	4 to 6	Urban	1.19	2	2.38	$15,860,000	$6,663,866
Seminole	Sub-Urb/Rural	5	SR 46	Orange Blvd	N. Oregon St (Wekiva Section 7B)	2019	4 to 6	Urban	1.30	2	2.60	$17,848,966	$6,864,987
Duval	Sub-Urb/Rural	2	Jax National Cemetery Access Rd	Lannie Rd	Arnold Rd	2019	0 to 2	Urban	3.26	2	6.52	$11,188,337	$1,716,003
Pasco	Sub-Urb/Rural	7	SR 52	W. of Suncoast Pkwy	E. of SR 45 (US 41)	2019	4 to 6	Urban	4.64	2	9.28	$45,307,439	$4,882,267
Hernando	Sub-Urb/Rural	7	SR 50	Windmere Rd	E of US 301	2019	4 to 6	Urb/Rural	5.60	2	11.20	$52,736,220	$4,708,591
Hernando	Sub-Urb/Rural	7	CR 578 (County Line Rd)	Suncoast Pkwy	US 41 @ Ayers Rd	2019	0 to 4	Urban	1.49	4	5.96	$20,155,312	$3,381,764
Putnam	Sub-Urb/Rural	2	SR 20	Alachua/Putnam Co. Line	SW 56th Ave	2019	2 to 4	Urban	6.95	2	13.90	$45,290,778	$3,258,329
Bay	Sub-Urb/Rural	3	SR 390 (St. Andrews Blvd)	SR 368 (23rd St)	E of CR 2312 (Baldwin Rd)	2019	2 to 6	Urban	2.47	4	9.88	$41,711,427	$4,221,804
Lake	Sub-Urb/Rural	5	SR 500 (US 441)	Lake Ella Rd	Avenida Central	2020	4 to 6	Urban	4.08	2	8.16	$44,960,000	$5,509,804
Polk	Sub-Urb/Rural	1	SR 542 (Dundee Rd)	MP 2.685	MP 6.211	2020	2 to 4	Urban	3.52	2	7.04	$43,563,143	$6,187,946
Total (2013-2020); Suburban/Rural Counties ONLY									**Count:**	**43**	**275.41**	**$1,115,661,633**	**$4,051,000**
Total (2013-2020); St. Lucie Improvements ONLY									**Count:**	**2**	**14.44**	**$67,935,881**	**$4,705,000**
Total (2013-2020); Excluding St. Lucie County									**Count:**	**41**	**260.97**	**$1,047,725,752**	**$4,015,000**
URBAN & SUBURBAN/RURAL Counties; Curb & Gutter													
Total (2013-2020); Urban & Suburban/Rural Counties									**Count:**	**63**	**385.73**	**$1,598,328,709**	**$4,144,000**
Total (2013-2020); Urban & Suburban/Rural Counties; Excluding St. Lucie County									**Count:**	**61**	**371.29**	**$1,530,392,828**	**$4,122,000**

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 obtained from other Florida jurisdictions. As shown in Table B-8, local improvements ranged from 15 percent to 16 percent with a weighted average of 15 percent. In the case of other Florida jurisdictions (as shown in Table B-9), CEI factors ranged from three (3) percent to 17 percent with a weighted average of nine (9) percent. For purposes of this study, the CEI cost for county roads was calculated at nine (9) percent of the construction cost per lane mile.

State Roadways

Similarly, the CEI cost factor for state 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 other jurisdictions throughout Florida. As shown in Table B-9, recent CEI factors ranged from 10 percent to 11 percent with a weighted average of 11 percent. For purposes of this study, the CEI cost for state roads was calculated at 11 percent of the construction cost per lane mile.

Table B-8

CEI-to-Construction Cost Ratio – Local Projects

Description	From	To	Year	CEI	Construction Cost	CEI-to-Constr. Ratio
Recently Completed Improvements						
Midway Rd	25th St	US 1	2016	$5,047,578	$31,483,319	16%
Planned Improvements FY 2021 to 2031						
Jenkins Rd	Glades Cut-Off Rd	Orange Ave	FY 2031	$3,340,000	$22,240,000	15%
Glades Cut-Off Rd	Selvitz Rd	Midway Rd	FY 2031+	$4,330,000	$28,880,000	15%
Jenkins Rd Ext. N	Orange Ave	St. Lucie Blvd	FY 2031+	$2,560,000	$17,050,000	15%
Total				**$15,277,578**	**$99,653,319**	**15%**

Source: St. Lucie County Public Works Division

Table B-9

CEI Cost Factor for County and State Roads – Recent Impact Fee Studies

Year	County	County Roadways (Cost per Lane Mile)			State Roadways (Cost per Lane Mile)		
		CEI	Constr.	CEI Ratio	CEI	Constr.	CEI Ratio
2013	Hernando	$178,200	$1,980,000	9%	$222,640	$2,024,000	11%
2013	Charlotte	$220,000	$2,200,000	10%	$240,000	$2,400,000	10%
2014	Indian River	$143,000	$1,598,000	9%	$196,000	$1,776,000	11%
2015	Collier	$270,000	$2,700,000	10%	$270,000	$2,700,000	10%
2015	Brevard	$344,000	$2,023,000	17%	$316,000	$2,875,000	11%
2015	Sumter	$147,000	$2,100,000	7%	$250,000	$2,505,000	10%
2015	Marion	$50,000	$1,668,000	3%	$227,000	$2,060,000	11%
2015	Palm Beach	$108,000	$1,759,000	6%	$333,000	$3,029,000	11%
2017	St. Lucie	$198,000	$2,200,000	9%	$341,000	$3,100,000	11%
2017	Clay	$191,000	$2,385,000	8%	-	-	-
2019	Collier	$315,000	$3,500,000	9%	$385,000	$3,500,000	11%
2019	Sumter	$258,000	$2,862,000	9%	$370,000	$3,365,000	11%
2020	Indian River	$238,000	$2,647,000	9%	$395,000	$3,593,000	11%
2020	Hillsborough	$363,000	$4,036,000	9%	$486,000	$4,421,000	11%
2020	Hernando	$189,000	$2,108,000	9%	$348,000	$3,163,000	11%
2021	Manatee	$252,000	$2,800,000	9%	-	-	-
2021	Flagler	$232,000	$2,582,000	9%	-	-	-
Average		**$217,000**	**$2,420,000**	**9%**	**$4,380,000**	**$40,511,000**	**11%**

Source: Recent impact fee studies conducted throughout Florida

Roadway Capacity

As shown in Table B-10, the average capacity per lane miles was based on planned improvements in the St. Lucie TPO SmartMoves 2045 LRTP's Cost Feasible Plan. The listing of projects reflects the mix of improvements that will yield the vehicle-miles of capacity (VMC) that will be built in St. Lucie County. The resulting weighted average capacity per lane mile of approximately 9,600 was used in the road impact fee calculation.

Table B-10

St. Lucie TPO SmartMoves 2045 Long Range Transportation Plan

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

Table B-10 (continued)

St. Lucie TPO SmartMoves 2045 Long Range Transportation Plan

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

*C&G = Curb & Gutter (Urban Design), OD = Open Drainage (Rural Design)

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

Roadway Cost Weighting Factor

In order to calculate a weighted average cost per lane mile for county and state roads for the impact fee calculation, the LRTP cost feasible plan distribution was reviewed. Utilizing the cost estimates for county and state roads presented in this appendix, total project cost estimates were developed for the cost feasible improvements shown in Table B-10. The resulting distribution was used to weight the respective county and state roadway figures and determine a weighted average unit cost per lane mile for use in the impact fee calculation.

Table B-11

Roadway Cost Weighting Factor

Road Type	Lane Miles Added[1]	Cost per Lane Mile[2]	Total Cost[3]	Distribution[4]
County Roads	25.70	$4,293,000	$110,330,100	**53%**
State Roads	14.82	$6,642,000	$98,434,440	**47%**
Total	**40.52**	**$10,935,000**	**$208,764,540**	**100%**

1) Source: Table B-10, Items (c) and (d)
2) Source: Table 3
3) Lane miles added (Item 1) multiplied by the cost per lane mile (Item 2)
4) Total cost (Item 3) for county and state roads, respectively, divided by the combined total

Appendix C
Credit Component

Appendix C: Credit Component

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

1. Constitutional Fuel Tax (2¢/gallon)

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

2. County Fuel Tax (1¢/gallon)

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

3. Ninth-Cent Fuel Tax (1¢/gallon)

- Tax applies to every net gallon of motor and diesel fuel sold within a county.
- Proceeds may be used to fund transportation expenditures.
- To accommodate statewide equalization, this tax is automatically levied on diesel fuel in every county, regardless of whether a County is levying the tax on motor fuel at all.
- Counties are not required to share the proceeds of this tax with their municipalities.

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

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

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

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

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

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 2020-21 data represent projected fuel tax distributions to St. Lucie County for the current fiscal year. Table C-1 shows the distribution per penny for each of the fuel levies, and then the calculation of the weighted average for the value of a penny of fuel tax. The weighting procedure takes into account the differing amount of revenues generated for the various types of fuel taxes. It is estimated that approximately $1.36 million of annual revenue will be generated for the County from one penny of fuel tax in St. Lucie County.

Table C-1
Estimated Fuel Tax Distribution Allocated to Capital Programs for
St. Lucie County & Municipalities, FY 2020-21[1]

Tax	Amount of Levy per Gallon	Total Distribution	Distribution per Penny
Constitutional Fuel Tax	$0.02	$3,140,641	$1,570,321
County Fuel Tax	$0.01	$1,383,463	$1,383,463
9th Cent Fuel Tax	$0.01	$1,499,059	$1,499,059
1st Local Option (1-6 cents)	$0.06	$8,487,210	$1,414,535
2nd Local Option (1-5 cents)	$0.05	$5,871,757	$1,174,351
Total	**$0.15**	**$20,382,130**	
Weighted Average per Penny[2]			**$1,358,809**

1) Source: Florida Legislature's Office of Economic and Demographic Research, http://edr.state.fl.us/content/local-government/reports/ --
2) The weighted average distribution per penny is calculated by taking the sum of the total distribution and dividing that value by the sum of the total levies per gallon (multiplied by 100).

Capital Improvement Credit

For the calculated impact fee, the capital improvement credit includes capacity-expansion expenditures for transportation improvements in St. Lucie County. The components of the credit are as follows:

- County capital project funding
- County debt service
- State capital project funding

County Capital Project Funding

In recent years, all County-funded transportation capacity expansion improvements have been funded using road impact fee revenues. A review of the County's FY 2021-2025 Capital Improvement Plan indicates that most capacity expansion improvements are being funded through road impact fees, with additional contributions from sales tax revenues. As shown in Table C-2, St. Lucie County allocates funding equivalent of approximately 0.2 pennies for the portion of non-impact fee revenues dedicated to capacity expansion projects such as new road construction, lane additions, and intersection improvements.

Table C-2

County Fuel Tax Equivalent Pennies

Source	Cost of Projects	Number of Years	Annual Average	Revenue from 1 Penny[2]	Equivalent Pennies[3]
Projected CIP Expenditures (FY 2021-2025)[1]	$1,374,602	5	$274,920	$1,358,809	**$0.002**

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

In addition, the County allocates an equivalent credit of 0.9 pennies for debt service associated with the Transportation Revenue Refunding Bond, Series 2015. This credit is given for only the portion used for transportation capacity-expansion improvements.

Table C-3

County Debt Service Fuel Tax Equivalent Pennies

Source	Cost of Projects	Number of Years	Annual Average	Revenue from 1 Penny[2]	Equivalent Pennies[3]
Transp. Revenue Refunding Bond; Series 2015[1]	$6,027,252	5	$1,205,450	$1,358,809	**$0.009**

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

State Capital Project Funding

In the calculation of the equivalent pennies of fuel tax from the State, expenditures on roadway capacity-expansion spanning a 15-year period (from FY 2012 to FY 2026) were reviewed. From these, a list of improvements was developed, including lane additions, new road construction, intersection improvements, interchanges, and traffic signal projects, etc. The use of a 15-year period, for purposes of developing a State credit for road capacity expansion projects, results in a stable credit, as it accounts for the volatility in FDOT spending in the county over short periods of time.

The total cost of the roadway capacity-expansion projects for the "historical" periods and the "future" period:

- FY 2012-2016 work plan equates to 19.0 pennies
- FY 2017-2021 work plan equates to 17.7 pennies
- FY 2022-2026 work plan equates to 11.4 pennies

The combined weighted average over the 15-year period of state expenditure for capacity-expansion transportation projects results in a total of 16.0 equivalent pennies. Table C-4

documents this calculation and the specific projects that were used in the equivalent penny calculations are summarized in Table C-7.

Table C-4

State Fuel Tax Equivalent Pennies

Source	Cost of Projects	Number of Years	Annual Average	Revenue from 1 Penny[4]	Equivalent Pennies[5]
Projected Work Program (FY 2022-2026)[1]	$77,364,573	5	$15,472,915	$1,358,809	$0.114
Historical Work Program (FY 2017-2021)[2]	$120,518,227	5	$24,103,645	$1,358,809	$0.177
Historical Work Program (FY 2012-2016)[3]	$129,135,983	5	$25,827,197	$1,358,809	$0.190
Total	**$327,018,783**	**15**	**$21,801,252**	**$1,358,809**	**$0.160**

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

Table C-5

St. Lucie County – FY 2021-2025 Capital Improvement Plan: Capacity Expansion Improvements

Project Title	Improvement	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Total
Public Works: Engineering							
Kings Hwy @ Indrio	Intersection	$474,602	$0	$0	$0	$0	**$474,602**
Public Works: Road and Bridge							
Traffic Signal Upgrades	Traffic signal upgrades	$200,000	$300,000	$200,000	$200,000	$0	**$900,000**
TOTAL		**$674,602**	**$300,000**	**$200,000**	**$200,000**	**$0**	**$1,374,602**

Source: St. Lucie County Office of Management & Budget

Table C-6

St. Lucie County – Transportation Revenue Refunding Bond, Series 2015

Period Ending	Principal	Interest	Coupon	Annual Debt Service
8/1/2016	$140,000	$130,415.50	-	$270,416
8/1/2017	$145,000	$257,625.00	-	$402,625
8/1/2018	$1,000,000	$254,304.50	2.290%	$1,254,305
8/1/2019	$1,025,000	$231,404.50	2.290%	$1,256,405
8/1/2020	$1,045,000	$207,932.00	2.290%	$1,252,932
8/1/2021	$1,070,000	$184,001.50	2.290%	$1,254,002
8/1/2022	$1,095,000	$159,498.50	2.290%	$1,254,499
8/1/2023	$1,120,000	$134,423.00	2.290%	$1,254,423
8/1/2024	$1,145,000	$108,775.00	2.290%	$1,253,775
8/1/2025	$1,175,000	$82,554.50	2.290%	$1,257,555
8/1/2026	$1,200,000	$55,647.00	2.290%	$1,255,647
8/1/2027	$1,230,000	$28,167.00	2.290%	$1,258,167
Totals	**$11,390,000**	**$1,834,748.00**	**2.290%**	**$13,224,748**
Total Remaining (2022-2027)				**$7,534,065**
Percent for Transportation Capacity				**80%**
Portion for Transportation Capacity				**$6,027,252**
Payments Remaining (2022-2027)				**6**

Source: St. Lucie County Office of Management & Budget

Table C-7

Florida Department of Transportation Work Program, FY 2012 to FY 2026 – St. Lucie County

ID	Description	Wkmx Description	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	Total
230256-2	SR-713/KINGS HWY FROM 800' SOUTH OF SR-70 TO N. OF I-95 OVERPASS	ADD LANES & RECONSTRUCT	$673,913	$528,075	$159,087	$197,425	$249,120	$207,946	$82,493	$1,968	$4,817	$486	$0	$0	$0	$0	$0	**$2,105,330**
230256-5	SR-713/KINGS HWY FROM SR-70 TO SR-5/US-1	PD&E/EMO STUDY	$44,148	$10,250	$28	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$54,426**
230256-6	SR-713/KINGS HWY FR 500' S OF SR-70 TO NORTH OF PICOS ROAD	ADD LANES & RECONSTRUCT	$0	$0	$632,784	$761,152	$2,706,266	$5,929,146	$33,423,677	$1,286,611	$992,287	$859,452	$730,303	$2,010,828	$89,250	$0	$0	**$49,421,756**
230256-7	SR-713/KINGS HWY FROM NORTH OF PICOS RD TO NORTH OF SR-9/I-95 OVERPASS	ADD LANES & RECONSTRUCT	$0	$0	$41,059	$103,377	$174,806	$2,837,188	$19,026,021	$127,075	$19,521	$141,189	$46,590	$0	$0	$0	$0	**$22,516,826**
230262-2	SR-70 FROM OKEECHO/ST LUCIE C/L TO MP 5.871	ADD LANES & RECONSTRUCT	$1,258,922	$1,135,791	$354,897	$154,404	$3,061	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$2,907,075**
230262-3	SR-70 FROM MP 5.860 TO MP 10.216	ADD LANES & RECONSTRUCT	$982,069	$164,694	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$1,146,763**
230288-2	SR-5/US-1 FROM RIO MAR DRIVE TO N OF MIDWAY ROAD	ADD LANES & RECONSTRUCT	$1,766	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$1,766**
230338-4	SR-614/INDRIO ROAD FROM WEST OF SR-9/I-95 TO EAST OF SR-607/EMERSON AV	ADD LANES & RECONSTRUCT	$445,669	$826,289	$728,137	$4,842,395	$29,038,793	$875,123	$356,376	$411,842	$180,519	$0	$0	$0	$0	$0	$0	**$37,705,143**
231440-2	W. MIDWAY RD/CR-712 FROM S. 25TH STREET/SR-615 TO SR-5/US-1	ADD LANES & RECONSTRUCT	$227,504	$891,560	$5,040,726	$5,822,281	$44,755,588	$3,086,570	$1,072,356	$842,760	$5,762,148	$1,639,997	$0	$0	$0	$0	$0	**$69,141,490**
231440-3	W. MIDWAY RD/CR-712 FROM GLADES CUT OFF ROAD TO SELVITZ ROAD	ADD LANES & RECONSTRUCT	$0	$0	$0	$0	$0	$0	$2,624	$40,911	$694,247	$13,744	$57,817	$494,625	$973,875	$0	$0	**$2,277,843**
231440-5	W. MIDWAY/CR-712/FROM JUST WEST OF JENKINS RD. TO SELVITZ ROAD	ADD LANES & RECONSTRUCT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$50,000	$15,727,245	**$15,777,245**
406610-3	FT.PIERCE SIGNAL SYS TRAFFIC SIGNAL OPERATIONS	TRAFFIC SIGNALS	$245,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$245,000**
409730-3	ST.LUCIE CO SIGNAL SYSYEM-TRAFFIC SIGNAL EQUIPMENT UPGRADES	TRAFFIC SIGNAL UPDATE	$0	$178,625	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$178,625**
409731-3	PORT ST.LUCIE SIGNAL SYSTEM-TRAFFIC SIGNAL EQUIPMENT UPGRADES	TRAFFIC SIGNAL UPDATE	$73,326	$75,150	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$148,476**
410717-1	SR-70/OKEECHOBEE RD FROM SR-713/KINGS HWY TO CROSSROADS PARKWAY	ADD LANES & RECONSTRUCT	$145,400	$56,860	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$202,260**
410844-1	CROSSTOWN PARKWAY FROM MANTH LANE TO SR-5/US-1	PD&E/EMO STUDY	$1,204,207	$36,095	$57,451	$27,221	$695	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$1,325,669**
420735-3	INTERCHANGE IMPROVEMENTS AT PORT ST. LUCIE BLVD. (SR 716) (MP 142)	INTERCHANGE IMPROVEMENT	$0	$0	$0	$832	$91,634	$5,547	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$98,013**
424143-1	SR-713 @ SR-614	ADD TURN LANE(S)	$1,747,064	$14	$270,099	$185,542	$23,648	$693,331	$574	$262,612	$1,277	$0	$0	$0	$0	$0	$0	**$3,184,161**
424143-2	SR-713 @ SR-614	ADD TURN LANE(S)	$0	$0	$0	$0	$6,594,467	$1,844,035	$0	$0	$482,002	$0	$0	$0	$0	$0	$0	**$8,920,504**
427372-1	ST. LUCIE COUNTY ATMS MASTER PLAN	TRAFFIC CONTROL DEVICES/SYSTEM	$1,582	$2,281	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$3,863**
427805-1	CITY OF FT.PIERCE JPA SIGNAL MAINTENANCE & OPERATIONS ON SHS	TRAFFIC SIGNALS	$74,817	$78,452	$80,805	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$234,074**
427805-2	ST LUCIE COUNTY JPA SIGNAL MAINTENANCE & OPERATIONS ON SHS	TRAFFIC SIGNALS	$51,339	$52,879	$53,976	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$158,194**
427805-3	CITY/ PORT ST.LUCIE JPS SIGNAL MAINTENANCE & OPERATIONS ON SHS	TRAFFIC SIGNALS	$25,362	$26,122	$26,908	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$78,392**
427805-4	CITY OF FT.PIERCE JPA SIGNAL MAINTENANCE & OPERATIONS ON STATE HWY SYS	TRAFFIC SIGNALS	$0	$0	$0	$83,366	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$83,366**
427805-5	ST.LUCIE COUNTY JPA SIGNAL MAINTENANCE & OPERATIONS ON STATE HWY SYS	TRAFFIC SIGNALS	$0	$0	$0	$79,116	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$79,116**
427805-6	CITY OF PORT ST.LUCIE JPA SIGNAL MAINT & OPERATIONS ON STATE HWY SYS	TRAFFIC SIGNALS	$0	$0	$0	$27,946	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$27,946**
427805-7	CITY OF FT.PIERCE JPA SIGNAL MAINTENANCE & OPERATIONS ON STATE HWY SYS	TRAFFIC SIGNALS	$0	$0	$0	$0	$139,361	$164,603	$182,020	$192,463	$196,909	$0	$0	$0	$0	$0	$0	**$875,356**
427805-8	ST LUCIE COUNTY JPA SIGNAL MAINTENANCE & OPERATIONS ON STATE HWY SYS	TRAFFIC SIGNALS	$0	$0	$0	$0	$120,384	$145,890	$162,712	$167,306	$171,676	$0	$0	$0	$0	$0	$0	**$767,968**
427805-9	CITY OF PORT ST.LUCIE JPA SIGNAL MAINT & OPERATIONS ON STATE HWY SYS	TRAFFIC SIGNALS	$0	$0	$0	$0	$64,904	$102,395	$105,178	$108,139	$110,976	$0	$0	$0	$0	$0	$0	**$491,592**
428984-1	SR-70 FROM 900' WEST OF JENKINS ROAD TO 2000' EAST OF JENKINS ROAD	ADD LANES & REHABILITATE PVMNT	$966,084	$249,001	$1,170,677	$7,423,413	$384,787	$132,160	$2,082	$0	$0	$0	$0	$0	$0	$0	$0	**$10,328,204**
431752-1	PORT ST LUCIE BLVD FROM BECKER ROAD TO DARWIN BLVD	ADD LANES & RECONSTRUCT	$0	$936,188	$50,469	$15,933	$181	$132	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$1,002,903**
431752-2	PORT ST. LUCIE BLVD FROM PAAR DRIVE TO DARWIN BLVD	ADD LANES & RECONSTRUCT	$0	$0	$0	$2,408,124	$87,081	$253,458	$303,340	$489,379	$26,780	$35,179	$0	$0	$0	$0	$0	**$3,603,341**
431752-3	PORT ST. LUCIE BLVD FROM BECKER ROAD TO PAAR DRIVE	ADD LANES & RECONSTRUCT	$0	$0	$0	$0	$0	$0	$0	$0	$1,805,008	$21,249	$100,000	$884,768	$0	$0	$0	**$2,811,025**
431752-4	PORT ST LUCIE BLVD FROM DARWIN BLVD TO GATLIN BLVD	ADD LEFT TURN LANE(S)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$4,269,129	$0	$0	$0	$0	$0	**$4,269,129**
431752-5	PORT ST LUCIE BLVD FR SOUTH OF PAAR DR TO SOUTH OF ALCANTARRA BLVD	ADD LANES & RECONSTRUCT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$58,189	$9,683,974	$0	**$9,742,163**
431752-6	PORT ST.LUCIE BLVD FROM SOUTH OF ALCANTARRA BV TO SOUTH OF DARWIN BLVD	ADD LANES & RECONSTRUCT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$11,464,604	$0	$125,433	$0	$0	**$11,590,037**
435135-1	PORT ST. LUCIE BLVD @ GATLIN BLVD	INTERSECTION IMPROVEMENT	$0	$0	$0	$0	$1,299	$2,261	$540,259	$4,212	$12,066	$72	$0	$0	$0	$0	$0	**$560,169**
435245-1	ST. LUCIE COUNTY ATMS	ATMS - ARTERIAL TRAFFIC MGMT	$0	$0	$0	$0	$167,358	$14,154	$57,625	$53,324	$7,391,442	$44,148	$0	$0	$0	$0	$0	**$7,728,051**
435583-1	SR-5/US-1 @ SR-68/ORANGE AVE INTERSECTION IMPROVEMENT	INTERSECTION IMPROVEMENT	$0	$0	$9,136	$35,811	$159	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$45,106**
436868-1	SR-5/US-1 @ SR-70/VIRGINIA AVENUE	ADD RIGHT TURN LANE(S)	$0	$0	$0	$0	$0	$167,705	$107,876	$504,140	$1,901,175	$12,298	$157,704	$0	$0	$0	$0	**$2,850,898**
437975-1	CITY OF FT. PIERCE JPA SIGNAL MAINTENANCE & OPERATIONS ON SHS	TRAFFIC SIGNALS	$0	$0	$0	$0	$0	$0	$0	$0	$0	$202,983	$370,586	$298,378	$307,290	$317,508	$327,033	**$1,823,778**
437976-1	ST LUCIE COUNTY JPA SIGNAL MAINTENANCE & OPERATIONS ON SHS	TRAFFIC SIGNALS	$0	$0	$0	$0	$0	$0	$0	$0	$0	$213,706	$194,672	$199,929	$205,927	$212,105	$218,468	**$1,244,807**
437977-1	CITY OF PORT ST. LUCIE JPA SIGNAL MAINTENANCE & OPERATIONS ON SHS	TRAFFIC SIGNALS	$0	$0	$0	$0	$0	$0	$0	$0	$0	$115,157	$118,705	$121,910	$125,568	$137,335	$141,456	**$760,131**
438379-1	SR-713/KINGS HWY FR N OF SR-9/I-95 OVERPASS TO N OF COMMERCIAL CIR	ADD LANES & RECONSTRUCT	$0	$0	$0	$0	$0	$0	$2,874,754	$23,347	$1,060,105	$148,283	$281,679	$648,283	$9,069,020	$8,423,761	$0	**$22,529,232**
438379-2	SR-713/KINGS HWY FROM N OF COMMERCIAL CIRCLE TO NORTH OF ST LUCIE BLVD	ADD LANES & RECONSTRUCT	$0	$0	$0	$0	$0	$0	$1,437,215	$50,943	$912,896	$190,892	$292,774	$364,593	$277,699	$4,998,578	$3,646,517	**$12,172,107**
438379-3	SR-713/KINGS HWY FROM NORTH OF ST LUCIE BLVD TO INDRIO ROAD	ADD LANES & RECONSTRUCT	$0	$0	$0	$0	$0	$0	$0	$0	$2,903,935	$11,342	$0	$0	$0	$0	$0	**$2,915,277**
438546-1	SR-5/US-1 FR VIRGINIA AVE TO SR-A1A/SEAWAY DR	ATMS - ARTERIAL TRAFFIC MGMT	$0	$0	$0	$0	$208,676	$1,092,957	$32,630	$357	$0	$0	$0	$0	$0	$0	$0	**$1,334,620**
439153-1	PORT ST LUCIE INTERCHANGE INTERIM INTERSECTION IMPROVEMENTS (MP 143)	INTERCHANGE IMPROVEMENT	$0	$0	$0	$1,720	$60,920	$664,783	$1,992,544	$166,387	$0	$0	$0	$0	$0	$0	$0	**$2,886,354**
441862-1	SR-5/US-1 @ OHIO AVE	TRAFFIC SIGNALS	$0	$0	$0	$0	$0	$0	$150,000	$100,000	$0	$0	$0	$0	$0	$0	$0	**$250,000**
442889-1	DEO FLORIDA JOB GROWTH FUND FOR THE CITY OF PORT ST. LUCIE	NEW ROAD CONSTRUCTION	$0	$0	$0	$0	$0	$0	$0	$1,118,053	$1,885,566	$0	$0	$0	$0	$0	$0	**$3,003,619**
444707-1	GATLIN BLVD FROM WEST OF SR-9/I-95 TO PORT ST LUCIE BLVD	TRAFFIC CONTROL DEVICES/SYSTEM	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$309,000	$309,000	$0	$0	**$618,000**
446168-1	SR-68/ORANGE AVE FROM SR-713/KINGS HWY TO E OF SR-9/I-95 SB RAMP	INTERCHANGE - ADD LANES	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$300,000	$0	$446,682	$364,386	$0	**$1,111,068**
446331-1	JENKINS ROAD FROM CR-712/MIDWAY ROAD TO SR-68/ORANGE AVENUE	PD&E/EMO STUDY	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$375,000	$1,000,000	**$1,375,000**
448134-1	PORT ST LUCIE TSM&O VARIOUS LOCATIONS	ITS COMMUNICATION SYSTEM	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$305,526	**$305,526**
TOTAL			**$8,168,172**	**$5,248,326**	**$8,676,239**	**$22,170,058**	**$84,873,188**	**$18,219,384**	**$61,912,356**	**$5,951,829**	**$26,515,352**	**$7,919,306**	**$14,115,434**	**$5,332,314**	**$11,987,933**	**$24,562,647**	**$21,366,245**	**$327,018,783**
SUB-TOTAL						**2012 to 2016:**	**$129,135,983**				**2017 to 2021:**	**$120,518,227**				**2022 to 2026:**	**$77,364,573**	

Source: Florida Department of Transportation

Table C-8

Average Motor Vehicle Fuel Efficiency – Excluding Interstate Travel

Travel Vehicle Miles of Travel (VMT) @			
	22.9	**6.7**	
Other Arterial Rural	300,298,000,000	48,193,000,000	348,491,000,000
Other Rural	286,073,000,000	28,427,000,000	314,500,000,000
Other Urban	1,395,300,000,000	93,212,000,000	1,488,512,000,000
Total	***1,981,671,000,000***	***169,832,000,000***	***2,151,503,000,000***

Percent VMT

@ 22.9 mpg	@ 6.7 mpg
86%	14%
91%	9%
94%	6%
92%	**8%**

Fuel Consumed			
	Gallons @ 22.9 mpg	Gallons @ 6.7 mpg	
Other Arterial Rural	13,113,449,782	7,192,985,075	20,306,434,857
Other Rural	12,492,270,742	4,242,835,821	16,735,106,563
Other Urban	60,930,131,004	13,912,238,806	74,842,369,810
Total	***86,535,851,528***	***25,348,059,702***	***111,883,911,230***

Total Mileage and Fuel	
2,151,503	**miles (millions)**
111,884	**gallons (millions)**
19.23	**mpg**

Source: U.S. Department of Transportation, Federal Highway Administration, *Highway Statistics 2020* , Section V, Table VM-1
Annual Vehicle Distance Traveled in Miles and Related Data - 2020 by Highway Category and Vehicle Type
http://www.fhwa.dot.gov/policyinformation/statistics.cfm

Table C-9

Annual Vehicle Distance Travelled in Miles and Related Data – 2020[1]

By Highway Category and Vehicle Type

Revised: December 2021 **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):									
2020	Interstate Rural	123,042	961	1,383	44,587	10,075	51,770	**167,629**	**61,845**	231,818
2020	Other Arterial Rural	207,498	2,205	2,056	92,800	17,686	30,507	**300,298**	**48,193**	352,752
2020	Other Rural	192,895	2,711	1,747	93,178	16,386	12,041	**286,073**	**28,427**	318,957
2020	All Rural	523,434	5,877	5,186	230,565	44,147	94,318	754,000	138,465	903,527
2020	Interstate Urban	317,721	2,787	2,728	101,725	23,450	47,014	**419,446**	**70,464**	495,425
2020	Other Urban	1,055,394	8,968	7,190	339,906	57,282	35,929	**1,395,300**	**93,212**	1,504,669
2020	All Urban	1,373,115	11,755	9,918	441,630	80,733	82,943	1,814,746	163,676	2,000,095
2020	Total Rural and Urban[5]	1,896,549	17,632	15,104	672,196	124,880	177,261	2,568,745	302,141	2,903,622
2020	Number of motor vehicles registered[2]	193,921,800	8,317,363	1,006,469	59,199,428	10,500,105	2,979,277	253,121,228	13,479,382	275,924,442
2020	Average miles traveled per vehicle	9,780	2,120	15,007	11,355	11,893	59,498	10,148	22,415	10,523
2020	Person-miles of travel (millions)[4]	3,161,448	21,237	320,202	1,142,850	124,880	177,261	4,304,298	302,141	4,947,878
2020	Fuel consumed (thousand gallons)	74,932,021	400,937	2,053,899	36,998,124	16,377,768	28,421,740	111,930,145	44,799,508	159,184,488
2020	Average fuel consumption per vehicle (gallons)	386	48	2,041	625	1,560	9,540	442	3,324	577
2020	Average miles traveled per gallon of fuel consumed	25.3	44.0	7.4	18.2	7.6	6.2	**22.9**	**6.7**	18.2

(1) The FHWA estimates national trends by using State reported Highway Performance and Monitoring System (HPMS) data, fuel consumption data (MF-21 and MF-27), vehicle registration data (MV-1, MV-9, and MV-10), 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 (WM) 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 2020 and 2019, the vehicle occupancy is estimated by the FHWA from the 2017 National Household Travel Survey (NHTS) and the annual R.L. Polk Vehicle registration data; For single unit truck and heavy trucks, 1 motor vehicle mile traveled = 1 person-mile traveled.

(5) VMT data are based on the latest HPMS data available; it may not match previous published results.

Appendix D
Calculated Road
Impact Fee Schedule

Appendix D: Calculated TIF Schedule

This appendix presents the detailed road impact fee calculations for each land use in the St. Lucie County impact fee schedule:

- Table D-1: Summary of fully calculated and maximum allowable road impact fee rates that could be charged in the Unincorporated St. Lucie County (including Mainland, North and South Islands), Port St. Lucie, and Fort Pierce
- Table D-2: Comparison of St. Lucie County's current adopted road impact fee rates and the maximum allowable updated rates (up to 50 percent increase)
- Table D-3: Detailed fee calculations for **Unincorporated St. Lucie County**
- Table D-4: Detailed fee calculations for **Port St. Lucie** (County portion)
- Table D-5: Detailed fee calculations for **Fort Pierce** (County portion)
- Table D-6: Reduced (75%) Road Impact Fee Rates: 4-Year Phasing Schedule
- Table D-7: Reduced (75%) Road Impact Fee Rates, Island Districts: 4-Year Phasing Schedule

Table D-1

Fully Calculated and Maximum Allowable Road Impact Fee Schedule – Summary

ITE LUC	Land Use	Unit	Unincorporated St. Lucie County[1]	County & State Portion[2]		Maximum Allowable Road IF Rates[3]		
				City of Port St. Lucie	City of Fort Pierce	Unincorporated St. Lucie County	City of Port St. Lucie	City of Fort Pierce
	RESIDENTIAL:							
210	Single Family (Detached); Less than 2,000 sf, Very Low Income	du	$5,789	$2,071	$5,559	**$4,584**	**$1,640**	**$4,402**
	Single Family (Detached); Less than 2,000 sf, Low Income	du	$6,126	$2,194	$5,883	**$5,586**	**$2,001**	**$5,364**
	Single Family (Detached); Less than 2,400 sf	du	$8,708	$3,108	$8,361	**$7,695**	**$2,746**	**$7,388**
	Single Family (Detached); 2,400 to 3,499 sf	du	$10,660	$3,806	$10,235	**$9,405**	**$3,358**	**$9,030**
	Single Family (Detached); 3,500 sf and greater	du	$10,771	$3,856	$10,343	**$9,547**	**$3,418**	**$9,168**
220	Multi-Family, 1-3 Stories, Very Low Income	du	$4,285	$1,528	$4,115	**$3,619**	**$1,291**	**$3,475**
	Multi-Family, 1-3 Stories, Low Income	du	$4,528	$1,609	$4,348	**$4,410**	**$1,567**	**$4,235**
	Multi-Family, 1-3 Stories, Less than 750 sf	du	$5,434	$1,930	$5,217	**$4,891**	**$1,737**	**$4,696**
	Multi-Family, 1-3 Stories, 750-1,499 sf	du	$6,303	$2,245	$6,052	**$5,946**	**$2,118**	**$5,709**
	Multi-Family, 1-3 Stories, 1,500 sf	du	$7,312	$2,604	$7,020	**$6,834**	**$2,434**	**$6,561**
221	Multi-Family, 4+ Stories, Very Low Income	du	$2,880	$1,019	$2,764	**$2,686**	**$950**	**$2,578**
	Multi-Family, 4+ Stories, Low Income	du	$3,048	$1,086	$2,927	**$3,048**	**$1,086**	**$2,927**
	Multi-Family, 4+ Stories, Less than 750 sf	du	$3,666	$1,307	$3,520	**$3,631**	**$1,295**	**$3,486**
	Multi-Family, 4+ Stories, 750-1,499 sf	du	$4,241	$1,508	$4,072	**$4,241**	**$1,508**	**$4,072**
	Multi-Family, 4+ Stories, 1,500 sf	du	$4,918	$1,746	$4,722	**$4,918**	**$1,746**	**$4,722**
240	Mobile Home/RV Unit (Park Only)	du	$3,422	$1,206	$3,285	**$3,052**	**$1,076**	**$2,930**
-	Other Residential	du	$9,302	$3,328	$8,933	**$8,296**	**$2,968**	**$7,967**
	LODGING:							
310/320	Hotel/Motel	room	$3,756	$1,337	$3,607	**$3,333**	**$1,186**	**$3,201**
-	Bed & Breakfast	guest room	$3,037	$1,081	$2,916	**$2,749**	**$978**	**$2,639**
	RECREATION:							
435	Multi-Purpose Recreational Center	1,000 sf	$2,127	$757	$2,042	**$1,891**	**$673**	**$1,815**
445	Movie Theater	seat	$601	$204	$576	**$519**	**$176**	**$497**
	INSTITUTIONS:							
520	Elementary School (Private)	1,000 sf	$9,175	$3,202	$8,805	**$9,175**	**$3,202**	**$8,805**
522/525	Middle/High School (Private)	1,000 sf	$8,582	$3,002	$8,237	**$8,582**	**$3,002**	**$8,237**
565	Day Care Center	1,000 sf	$12,858	$4,360	$12,332	**$3,348**	**$1,135**	**$3,211**
610	Hospital	1,000 sf	$10,003	$3,577	$9,605	**$8,884**	**$3,177**	**$8,531**
620	Nursing Home	1,000 sf	$2,748	$950	$2,636	**$2,364**	**$817**	**$2,268**
n/a	Lodge/Fraternal Organization	1,000 sf	$4,522	$1,616	$4,343	**$3,700**	**$1,322**	**$3,554**
	OFFICE:							
710	General Office	1,000 sf	$9,212	$3,278	$8,845	**$5,577**	**$1,985**	**$5,355**
	RETAIL:							
822	Retail/Shopping Center less than 40,000 sflga	1,000 sfgla	$6,662	$2,192	$6,385	**$5,233**	**$1,722**	**$5,015**
821	Retail/Shopping Center 40,000 to 150,000 sfgla	1,000 sfgla	$13,040	$4,412	$12,506	**$9,511**	**$3,218**	**$9,122**
820	Retail/Shopping Center greater than 150,000 sfgla	1,000 sfgla	$13,739	$4,759	$13,183	**$11,590**	**$4,015**	**$11,121**
944	Gas Station w/Convenience Store <2,000 sq ft	fuel pos.	$13,110	$4,425	$12,573	**$11,283**	**$3,808**	**$10,821**
945	Gas Station w/Convenience Store 2,000 to 5,499 sq ft	fuel pos.	$20,145	$6,796	$19,319	**$13,462**	**$4,541**	**$12,910**
	Gas Station w/Convenience Store 5,500+ sq ft	fuel pos.	$26,344	$8,886	$25,263	**$15,118**	**$5,099**	**$14,498**
	INDUSTRIAL:							
30/154	Intermodal Distribution Center/ High-Cube Warehouse	1,000 sf	$1,185	$419	$1,138	**$1,053**	**$372**	**$1,011**
110	General Industrial	1,000 sf	$4,137	$1,471	$3,972	**$1,654**	**$588**	**$1,588**
150	Warehouse	1,000 sf	$1,459	$523	$1,401	**$1,312**	**$470**	**$1,260**

1) Source: Tables D-3
2) Calculated road impact fees within the City of Port St. Lucie are based on 46% of travel handled by the County State roads; fees in the City of Fort Pierce and Ft. Pierce Island are based on 97% of travel handled by County and State roads (Table 1). Additional differences are based on all the credit being associated with County and State funding.
3) Maximum allowable rates reflect a 50% increase cap for each land use. Further, if the fully calculated rate is lower than the capped rate, the fully calculated rate is applied

Table D-2

Maximum Allowable Road Impact Fee Rates – Existing Fee Zone Alignment

ITE LUC	Land Use	Unit	Uninc.	Fort Pierce	Mainland			North Island			Fort Pierce Island			South Island		
			Full Calculated[1]	Full Calculated[2]	Current Adopted[3]	Maximum Allowable[4]	Current to Maximum	Current Adopted[3]	Maximum Allowable[4]	Current to Maximum	Current Adopted[3]	Maximum Allowable[4]	Current to Maximum	Current Adopted[3]	Maximum Allowable[4]	Current to Maximum
	RESIDENTIAL:															
	Single Family (Detached); Less than 2,000 sf, Very Low Income	du	$5,789	$5,559	$3,056	**$4,584**	50.0%	$2,438	**$3,657**	50.0%	$2,819	**$4,228**	50.0%	$2,637	**$3,955**	50.0%
	Single Family (Detached); Less than 2,000 sf, Low Income	du	$6,126	$5,883	$3,724	**$5,586**	50.0%	$2,971	**$4,456**	50.0%	$3,435	**$5,152**	50.0%	$3,214	**$4,821**	50.0%
210	Single Family (Detached); Less than 2,400 sf	du	$8,708	$8,361	$5,130	**$7,695**	50.0%	$4,093	**$6,139**	50.0%	$4,733	**$7,099**	50.0%	$4,428	**$6,642**	50.0%
	Single Family (Detached); 2,400 to 3,499 sf	du	$10,660	$10,235	$6,270	**$9,405**	50.0%	$5,001	**$7,501**	50.0%	$5,785	**$8,677**	50.0%	$5,412	**$8,118**	50.0%
	Single Family (Detached); 3,500 sf and greater	du	$10,771	$10,343	$6,365	**$9,547**	50.0%	$5,077	**$7,615**	50.0%	$5,873	**$8,809**	50.0%	$5,494	**$8,241**	50.0%
	Multi-Family, 1-3 Stories, Very Low Income	du	$4,285	$4,115	$2,413	**$3,619**	50.0%	$2,294	**$3,441**	50.0%	$2,716	**$4,074**	50.0%	$2,550	**$3,825**	50.0%
	Multi-Family, 1-3 Stories, Low Income	du	$4,528	$4,348	$2,940	**$4,410**	50.0%	$2,795	**$4,192**	50.0%	$3,308	**$4,348**	31.4%	$3,108	**$4,528**	45.7%
220	Multi-Family, 1-3 Stories, Less than 750 sf	du	$5,434	$5,217	$3,261	**$4,891**	50.0%	$3,100	**$4,650**	50.0%	$3,671	**$5,217**	42.1%	$3,446	**$5,169**	50.0%
	Multi-Family, 1-3 Stories, 750-1,499 sf	du	$6,303	$6,052	$3,964	**$5,946**	50.0%	$3,768	**$5,652**	50.0%	$4,461	**$6,052**	35.7%	$4,190	**$6,285**	50.0%
	Multi-Family, 1-3 Stories, 1,500 sf	du	$7,312	$7,020	$4,556	**$6,834**	50.0%	$4,331	**$6,496**	50.0%	$5,189	**$7,020**	35.3%	$4,815	**$7,222**	50.0%
	Multi-Family, 4+ Stories, Very Low Income	du	$2,880	$2,764	$1,791	**$2,686**	50.0%	$2,008	**$2,880**	43.4%	$2,008	**$2,764**	37.6%	$1,884	**$2,826**	50.0%
	Multi-Family, 4+ Stories, Low Income	du	$3,048	$2,927	$2,195	**$3,048**	38.9%	$2,461	**$3,048**	23.9%	$2,461	**$2,927**	18.9%	$2,309	**$3,048**	32.0%
221	Multi-Family, 4+ Stories, Less than 750 sf	du	$3,666	$3,520	$2,421	**$3,631**	50.0%	$2,715	**$3,666**	35.0%	$2,715	**$3,520**	29.7%	$2,547	**$3,666**	43.9%
	Multi-Family, 4+ Stories, 750-1,499 sf	du	$4,241	$4,072	$2,940	**$4,241**	44.3%	$3,296	**$4,241**	28.7%	$3,296	**$4,072**	23.5%	$3,093	**$4,241**	37.1%
	Multi-Family, 4+ Stories, 1,500 sf	du	$4,918	$4,722	$3,387	**$4,918**	45.2%	$3,797	**$4,918**	29.5%	$3,797	**$4,722**	24.4%	$3,563	**$4,918**	38.0%
240	Mobile Home/RV Unit (Park Only)	du	$3,422	$3,285	$2,035	**$3,052**	50.0%	$1,696	**$2,544**	50.0%	$1,696	**$2,544**	50.0%	$2,146	**$3,219**	50.0%
-	Other Residential	du	$9,302	$8,933	$5,531	**$8,296**	50.0%	$4,410	**$6,615**	50.0%	$4,410	**$6,615**	50.0%	$4,774	**$7,161**	50.0%
	LODGING:															
310/320	Hotel/Motel	room	$3,756	$3,607	$2,222	**$3,333**	50.0%	$3,126	**$3,756**	20.2%	$3,126	**$3,607**	15.4%	$2,366	**$3,549**	50.0%
-	Bed & Breakfast	guest room	$3,037	$2,916	$1,833	**$2,749**	50.0%	$2,737	**$3,037**	11.0%	$2,737	**$2,916**	6.5%	$1,964	**$2,946**	50.0%
	RECREATION:															
435	Multi-Purpose Recreational Center	1,000 sf	$2,127	$2,042	$1,261	**$1,891**	50.0%	$540	**$810**	50.0%	$540	**$810**	50.0%	$466	**$699**	50.0%
445	Movie Theater	seat	$601	$576	$346	**$519**	50.0%	$145	**$217**	49.7%	$145	**$217**	49.7%	$124	**$186**	50.0%
	INSTITUTIONS:															
520	Elementary School (Private)	1,000 sf	$9,175	$8,805	$7,080	**$9,175**	29.6%	$2,599	**$3,898**	50.0%	$2,599	**$3,898**	50.0%	$2,248	**$3,372**	50.0%
522/525	Middle/High School (Private)	1,000 sf	$8,582	$8,237	$6,623	**$8,582**	29.6%	$2,488	**$3,732**	50.0%	$2,488	**$3,732**	50.0%	$2,153	**$3,229**	50.0%
565	Day Care Center	1,000 sf	$12,858	$12,332	$2,232	**$3,348**	50.0%	$840	**$1,260**	50.0%	$636	**$954**	50.0%	$735	**$1,102**	49.9%
610	Hospital	1,000 sf	$10,003	$9,605	$5,923	**$8,884**	50.0%	$2,212	**$3,318**	50.0%	$2,212	**$3,318**	50.0%	$1,915	**$2,872**	50.0%
620	Nursing Home	1,000 sf	$2,748	$2,636	$1,576	**$2,364**	50.0%	$574	**$861**	50.0%	$574	**$861**	50.0%	$537	**$805**	49.9%
n/a	Lodge/Fraternal Organization	1,000 sf	$4,522	$4,343	$2,467	**$3,700**	50.0%	$913	**$1,369**	49.9%	$913	**$1,369**	49.9%	$798	**$1,197**	50.0%
	OFFICE:															
710	General Office	1,000 sf	$9,212	$8,845	$3,718	**$5,577**	50.0%	$1,254	**$1,881**	50.0%	$973	**$1,459**	49.9%	$1,109	**$1,663**	50.0%
	RETAIL:															
822	Retail/Shopping Center less than 40,000 sflga	1,000 sfgla	$6,662	$6,385	$3,489	**$5,233**	50.0%	$1,098	**$1,647**	50.0%	$1,098	**$1,647**	50.0%	$964	**$1,446**	50.0%
821	Retail/Shopping Center 40,000 to 150,000 sfgla	1,000 sfgla	$13,040	$12,506	$6,341	**$9,511**	50.0%	$1,995	**$2,992**	50.0%	$1,995	**$2,992**	50.0%	$1,750	**$2,625**	50.0%
820	Retail/Shopping Center greater than 150,000 sfgla	1,000 sfgla	$13,739	$13,183	$7,727	**$11,590**	50.0%	$2,406	**$3,609**	50.0%	$2,406	**$3,609**	50.0%	$2,138	**$3,207**	50.0%
944	Gas Station w/Convenience Store <2,000 sq ft	fuel pos.	$13,110	$12,573	$7,522	**$11,283**	50.0%	$2,360	**$3,540**	50.0%	$2,360	**$3,540**	50.0%	$4,164	**$6,246**	50.0%
945	Gas Station w/Convenience Store 2,000 to 5,499 sq ft	fuel pos.	$20,145	$19,319	$8,975	**$13,462**	50.0%	$2,815	**$4,222**	50.0%	$2,815	**$4,222**	50.0%	$4,968	**$7,452**	50.0%
	Gas Station w/Convenience Store 5,500+ sq ft	fuel pos.	$26,344	$25,263	$10,079	**$15,118**	50.0%	$3,162	**$4,743**	50.0%	$3,162	**$4,743**	50.0%	$5,578	**$8,367**	50.0%
	INDUSTRIAL:															
30/154	Intermodal Distribution Center/ High-Cube Warehouse	1,000 sf	$1,185	$1,138	$702	**$1,053**	50.0%	$260	**$390**	50.0%	$260	**$390**	50.0%	$232	**$348**	50.0%
110	General Industrial	1,000 sf	$4,137	$3,972	$1,103	**$1,654**	50.0%	$405	**$607**	49.9%	$276	**$414**	50.0%	$353	**$529**	49.9%
150	Warehouse	1,000 sf	$1,459	$1,401	$875	**$1,312**	49.9%	$329	**$493**	49.8%	$329	**$493**	49.8%	$283	**$424**	49.8%

1) Source: Table D-3
2) Source: Table D-5
3) Source: St. Lucie County Planning & Development Services Dept, fees effective 10/4/2021
4) Current adopted fee rates (Item 2) multiplied by the maximum increase factor of 50 percent. For land uses where the fully calculated rate is lower than the maximum allowable rate, the fully calculated rate is shown

Table D-3

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

	Gasoline Tax						Unit Cost per Lane Mile:	$5,397,000		Interstate/Toll Facility Adjustment Factor:	24.9%				
	$$ per Gallon to Capital:	$0.171					Average VMC per Lane Mile:	9,600		Cost per VMC:	$562.19				
	Facility Life (Years):	25		County Revenues:	$0.011		Fuel Efficiency:	19.23 mpg							
	Interest Rate:	2.75%		State Revenues:	$0.160		Effective Days per Year:	365							

ITE LUC	Land Use	Unit	Trip Rate	Trip Rate Source	Network Trip Length	Total Trip Length	Trip Length Source	Percent New Trips	% New Trips Source	Net VMT[1]	Total Impact Cost	Annual Cap. Imp. Credit	Cap. Imp. Credit	Net Impact Fee	2021 Impact Fee Rate[2]	% Change
	RESIDENTIAL:															
210	Single Family (Detached); Less than 2,000 sf & Annual HH Income less than 50% SHIP Definition	du	4.86	Tiering Analysis (Appendix A)	6.62	7.12	FL Studies	100%	n/a	12.08	$6,792	$56	$1,003	**$5,789**	$3,056	89%
	Single Family (Detached); Less than 2,000 sf & Annual HH Incomebetween 50-80% SHIP Definition	du	5.14	Tiering Analysis (Appendix A)	6.62	7.12	FL Studies	100%	n/a	12.78	$7,183	$59	$1,057	**$6,126**	$3,724	65%
	Single Family (Detached); Less than 2,400 sf	du	7.32	Tiering Analysis (Appendix A)	6.62	7.12	FL Studies	100%	n/a	18.20	$10,230	$85	$1,522	**$8,708**	$5,130	70%
	Single Family (Detached); 2,400 to 3,499 sf	du	8.96	Tiering Analysis (Appendix A)	6.62	7.12	FL Studies	100%	n/a	22.27	$12,522	$104	$1,862	**$10,660**	$6,270	70%
	Single Family (Detached); 3,500 sf and greater	du	9.04	Tiering Analysis (Appendix A)	6.62	7.12	FL Studies	100%	n/a	22.47	$12,633	$104	$1,862	**$10,771**	$6,365	69%
220	Multi-Family, 1-3 Stories & Annual HH Income less than 50% SHIP Definition	du	4.58	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	8.96	$5,037	$42	$752	**$4,285**	$2,413	78%
	Multi-Family, 1-3 Stories & Annual HH Incomebetween 50-80% SHIP Definition	du	4.85	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	9.49	$5,334	$45	$806	**$4,528**	$2,940	54%
	Multi-Family, 1-3 Stories, Less than 750 sf	du	5.82	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	11.39	$6,401	$54	$967	**$5,434**	$3,261	67%
	Multi-Family, 1-3 Stories, 750-1,499 sf	du	6.74	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	13.19	$7,413	$62	$1,110	**$6,303**	$3,964	59%
	Multi-Family, 1-3 Stories, 1,500 sf	du	7.82	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	15.30	$8,601	$72	$1,289	**$7,312**	$4,556	61%
221	Multi-Family, 4+ Stories & Annual HH Income less than 50% SHIP Definition	du	3.09	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	6.05	$3,399	$29	$519	**$2,880**	$1,791	61%
	Multi-Family, 4+ Stories & Annual HH Incomebetween 50-80% SHIP Definition	du	3.26	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	6.38	$3,585	$30	$537	**$3,048**	$2,195	39%
	Multi-Family, 4+ Stories, Less than 750 sf	du	3.92	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	7.67	$4,311	$36	$645	**$3,666**	$2,421	51%
	Multi-Family, 4+ Stories, 750-1,499 sf	du	4.54	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	8.88	$4,993	$42	$752	**$4,241**	$2,940	44%
	Multi-Family, 4+ Stories, 1,500 sf	du	5.27	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	10.31	$5,796	$49	$878	**$4,918**	$3,387	45%
240	Mobile Home/RV Unit (Park Only)	du	4.17	FL Studies	4.60	5.10	FL Studies	100%	n/a	7.20	$4,049	$35	$627	**$3,422**	$2,035	68%
-	Other Residential	du	7.81	FL Studies (LUC 210)	6.62	7.12	Same as LUC 210	100%	n/a	19.41	$10,914	$90	$1,612	**$9,302**	$5,531	68%
	LODGING:															
310/320	Hotel/Motel	room	5.44	Blend of ITE 11th & FL Studies	5.42	5.92	FL Studies	71%	FL Studies	7.86	$4,419	$37	$663	**$3,756**	$2,222	69%
-	Bed & Breakfast[3]	guest room	4.40	ITE 11th Edition (LUC 311)	5.42	5.92	Same as LUC 310/320	71%	Same as LUC 310/320	6.36	$3,574	$30	$537	**$3,037**	$1,833	66%
	RECREATION:															
435	Multi-Purpose Recreational Center	1,000 sf	1.99	ITE 9th Edition[4]	6.62	7.12	Same as LUC 210	90%	Based on LUC 710	4.45	$2,503	$21	$376	**$2,127**	$1,261	69%
445	Movie Theater	seat	1.76	ITE 11th Edition	2.22	2.72	FL Studies	88%	FL Studies	1.29	$726	$7	$125	**$601**	$346	74%

Table D-3 (continued)

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

ITE LUC	Land Use	Unit	Trip Rate	Trip Rate Source	Network Trip Length	Total Trip Length	Trip Length Source	Percent New Trips	% New Trips Source	Net VMT[1]	Total Impact Cost	Annual Cap. Imp. Credit	Cap. Imp. Credit	Net Impact Fee	2021 Impact Fee Rate[2]	% Change
	INSTITUTIONS:															
520	Elementary School (Private)	1,000 sf	19.52	ITE 10th Edition[5]	3.31	3.81	50% of LUC 210: Travel Demand Model	80%	Based on LUC 710 (adjusted)[6]	19.41	$10,912	$97	$1,737	**$9,175**	$7,080	30%
522/525	Middle/High School (Private)	1,000 sf	16.21	ITE 10th Edition (Adjusted)[7]	3.31	3.81	50% of LUC 210: Travel Demand Model	90%	Based on LUC 710	18.13	$10,194	$90	$1,612	**$8,582**	$6,623	30%
565	Day Care Center	1,000 sf	49.63	Blend of ITE 11th & FL Studies	2.03	2.53	FL Studies	73%	FL Studies	27.62	$15,526	$149	$2,668	**$12,858**	$2,232	476%
610	Hospital	1,000 sf	10.77	ITE 11th Edition	6.62	7.12	Same as LUC 210	78%	Midpoint of LUC 310 & LUC 720	20.88	$11,740	$97	$1,737	**$10,003**	$5,923	69%
620	Nursing Home	1,000 sf	6.75	ITE 11th Edition	2.59	3.09	FL Studies	89%	FL Studies	5.84	$3,285	$30	$537	**$2,748**	$1,576	74%
n/a	Lodge/Fraternal Organization	1,000 sf	7.60	ITE 11th Edition (LUC 560)	6.62	7.12	Same as LUC 210	50%	2009 Impact Fee Study (Mainland)	9.45	$5,310	$44	$788	**$4,522**	$2,467	83%
	OFFICE:															
710	General Office	1,000 sf	10.84	ITE 11th Edition	5.15	5.65	FL Studies	92%	FL Studies	19.29	$10,842	$91	$1,630	**$9,212**	$3,718	148%
	RETAIL:															
822	Retail/Shopping Center less than 40,000 sflga	1,000 sfgla	54.45	ITE 11th Edition	1.48	1.98	Appendix A: Fig. A-1 (19k sfgla)	48%	Appendix A: Fig. A-2 (19k sfgla)	14.52	$8,166	$84	$1,504	**$6,662**	$6,341	5%
821	Retail/Shopping Center 40,000 to 150,000 sfgla	1,000 sfgla	67.52	ITE 11th Edition	1.94	2.44	Appendix A: Fig. A-1 (59k sfgla)	57%	Appendix A: Fig. A-2 (59k sfgla)	28.04	$15,762	$152	$2,722	**$13,040**	$7,727	69%
820	Retail/Shopping Center greater than 150,000 sfgla	1,000 sfgla	37.01	ITE 11th Edition	2.80	3.30	Appendix A: Fig. A-1 (538k sfgla)	75%	Appendix A: Fig. A-2 (538k sfgla)	29.18	$16,407	$149	$2,668	**$13,739**	$7,727	78%
944	Gas Station w/Convenience Store <2,000 sq ft	fuel pos.	172.01	ITE 11th Edition	1.90	2.40	FL Studies (LUC 944/945)	23%	FL Studies (LUC 944/945)	28.23	$15,868	$154	$2,758	**$13,110**	$7,522	74%
945	Gas Station w/Convenience Store 2,000 to 5,499 sq ft	fuel pos.	264.38	ITE 11th Edition (Adjusted)[8]	1.90	2.40	FL Studies (LUC 944/945)	23%	FL Studies (LUC 944/945)	43.38	$24,389	$237	$4,244	**$20,145**	$8,975	125%
	Gas Station w/Convenience Store 5,500+ sq ft	fuel pos.	345.75	ITE 11th Edition	1.90	2.40	FL Studies (LUC 944/945)	23%	FL Studies (LUC 944/945)	56.74	$31,896	$310	$5,552	**$26,344**	$10,079	161%
	INDUSTRIAL:															
30/154	Intermodal Distribution Center/ High-Cube Warehouse	1,000 sf	1.40	ITE 11th Edition (LUC 154)	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	2.49	$1,400	$12	$215	**$1,185**	$702	69%
110	General Industrial	1,000 sf	4.87	ITE 11th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	8.66	$4,871	$41	$734	**$4,137**	$1,103	275%
150	Warehouse	1,000 sf	1.71	ITE 11th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	3.04	$1,710	$14	$251	**$1,459**	$875	67%

1) Net VMT calculated as ((Trip Generation Rate* Trip Length* % New Trips)* (1-Interstate/Toll Facility Adjustment Factor)/2). This reflects the unit of vehicle-miles of capacity consumed per unit of development and is multiplied by the cost per vehicle
2) Source: St. Lucie County Planning & Development Services Dept, fees effective 10/4/2021
3) Bed & breakfast rate does not include primary residence. Single family unit must be assessed for the residential portion of the use
4) Updated trip generation rate data for this land use was not available in ITE 10th Edition or ITE 11th Edition
5) Updated trip generation rate data (per 1,000 sf) was not available for this land use in ITE 11th Edition
6) The percent new trips for schools was estimated at 90% based on LUC 710, but was then adjusted to 80% to provide a conservative fee rate. This adjustment reflects the nature of elementary and middle school uses where attendees are unable to drive and are typically dropped off by parents on their way to another destination
7) Updated trip generation rate data (per 1,000 sf) was not available for this land use in ITE 11th Edition. The trip generation rate is a blend of Middle and High School land uses
8) The trip generation rate represents a blend of the 2,000 sf to 3,999 sf and 4,000 sf to 5,499 sf tiers presented in the Trip Generation Rate Manual

Table D-4

St. Lucie County – Fully Calculated Road Impact Fee Schedule: Port St. Lucie (County and State Portion)

Gasoline Tax						Unit Cost per Lane Mile:	$5,397,000			Interstate/Toll Facility Adjustment Factor:	26.1%				
$$ per Gallon to Capital:	$0.171					Average VMC per Lane Mile:	9,600			Cost per VMC:	$562.19				
Facility Life (Years):	25		County Revenues:	$0.011		Fuel Efficiency:	19.23 mpg			VMT Adjustment Factor:	46%				
Interest Rate:	2.75%		State Revenues:	$0.160		Effective Days per Year:	365								

ITE LUC	Land Use	Unit	Trip Rate	Trip Rate Source	Network Trip Length	Total Trip Length	Trip Length Source	Percent New Trips	% New Trips Source	Net VMT[1]	Net VMT (Adjusted)[2]	Total Impact Cost	Annual Cap. Imp. Credit	Cap. Imp. Credit	Net Impact Fee
	RESIDENTIAL:														
210	Single Family (Detached); Less than 2,000 sf & Annual HH Income less than 50% SHIP Definition	du	4.86	Tiering Analysis (Appendix A)	6.62	7.12	FL Studies	100%	n/a	11.89	5.47	$3,074	$56	$1,003	**$2,071**
	Single Family (Detached); Less than 2,000 sf & Annual HH Incomebetween 50-80% SHIP Definition	du	5.14	Tiering Analysis (Appendix A)	6.62	7.12	FL Studies	100%	n/a	12.57	5.78	$3,251	$59	$1,057	**$2,194**
	Single Family (Detached); Less than 2,400 sf	du	7.32	Tiering Analysis (Appendix A)	6.62	7.12	FL Studies	100%	n/a	17.91	8.24	$4,630	$85	$1,522	**$3,108**
	Single Family (Detached); 2,400 to 3,499 sf	du	8.96	Tiering Analysis (Appendix A)	6.62	7.12	FL Studies	100%	n/a	21.92	10.08	$5,668	$104	$1,862	**$3,806**
	Single Family (Detached); 3,500 sf and greater	du	9.04	Tiering Analysis (Appendix A)	6.62	7.12	FL Studies	100%	n/a	22.11	10.17	$5,718	$104	$1,862	**$3,856**
220	Multi-Family, 1-3 Stories & Annual HH Income less than 50% SHIP Definition	du	4.58	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	8.82	4.06	$2,280	$42	$752	**$1,528**
	Multi-Family, 1-3 Stories & Annual HH Incomebetween 50-80% SHIP Definition	du	4.85	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	9.34	4.30	$2,415	$45	$806	**$1,609**
	Multi-Family, 1-3 Stories, Less than 750 sf	du	5.82	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	11.20	5.15	$2,897	$54	$967	**$1,930**
	Multi-Family, 1-3 Stories, 750-1,499 sf	du	6.74	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	12.98	5.97	$3,355	$62	$1,110	**$2,245**
	Multi-Family, 1-3 Stories, 1,500 sf	du	7.82	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	15.05	6.92	$3,893	$72	$1,289	**$2,604**
221	Multi-Family, 4+ Stories & Annual HH Income less than 50% SHIP Definition	du	3.09	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	5.95	2.74	$1,538	$29	$519	**$1,019**
	Multi-Family, 4+ Stories & Annual HH Incomebetween 50-80% SHIP Definition	du	3.26	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	6.28	2.89	$1,623	$30	$537	**$1,086**
	Multi-Family, 4+ Stories, Less than 750 sf	du	3.92	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	7.55	3.47	$1,952	$36	$645	**$1,307**
	Multi-Family, 4+ Stories, 750-1,499 sf	du	4.54	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	8.74	4.02	$2,260	$42	$752	**$1,508**
	Multi-Family, 4+ Stories, 1,500 sf	du	5.27	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	10.15	4.67	$2,624	$49	$878	**$1,746**
240	Mobile Home/RV Unit (Park Only)	du	4.17	FL Studies	4.60	5.10	FL Studies	100%	n/a	7.09	3.26	$1,833	$35	$627	**$1,206**
-	Other Residential	du	7.81	FL Studies (LUC 210)	6.62	7.12	Same as LUC 210	100%	n/a	19.10	8.79	$4,940	$90	$1,612	**$3,328**
	LODGING:														
310/320	Hotel/Motel	room	5.44	Blend of ITE 11th & FL Studies	5.42	5.92	FL Studies	71%	FL Studies	7.74	3.56	$2,000	$37	$663	**$1,337**
-	Bed & Breakfast[3]	guest room	4.40	ITE 11th Edition (LUC 311)	5.42	5.92	Same as LUC 310/320	71%	Same as LUC 310/320	6.26	2.88	$1,618	$30	$537	**$1,081**
	RECREATION:														
435	Multi-Purpose Recreational Center	1,000 sf	1.99	ITE 9th Edition[4]	6.62	7.12	Same as LUC 210	90%	Based on LUC 710	4.38	2.01	$1,133	$21	$376	**$757**
445	Movie Theater	seat	1.76	ITE 11th Edition	2.22	2.72	FL Studies	88%	FL Studies	1.27	0.58	$329	$7	$125	**$204**

Table D-4 (continued)

St. Lucie County – Fully Calculated Road Impact Fee Schedule: Port St. Lucie (County and State Portion)

ITE LUC	Land Use	Unit	Trip Rate	Trip Rate Source	Network Trip Length	Total Trip Length	Trip Length Source	Percent New Trips	% New Trips Source	Net VMT[1]	Net VMT (Adjusted)[2]	Total Impact Cost	Annual Cap. Imp. Credit	Cap. Imp. Credit	Net Impact Fee
	INSTITUTIONS:														
520	Elementary School (Private)	1,000 sf	19.52	ITE 10th Edition[5]	3.31	3.81	50% of LUC 210: Travel Demand Model	80%	Based on LUC 710 (adjusted)[6]	19.10	8.79	$4,939	$97	$1,737	**$3,202**
522/525	Middle/High School (Private)	1,000 sf	16.21	ITE 10th Edition (Adjusted)[7]	3.31	3.81	50% of LUC 210: Travel Demand Model	90%	Based on LUC 710	17.84	8.21	$4,614	$90	$1,612	**$3,002**
565	Day Care Center	1,000 sf	49.63	Blend of ITE 11th & FL Studies	2.03	2.53	FL Studies	73%	FL Studies	27.18	12.50	$7,028	$149	$2,668	**$4,360**
610	Hospital	1,000 sf	10.77	ITE 11th Edition	6.62	7.12	Same as LUC 210	78%	Midpoint of LUC 310 & LUC 720	20.55	9.45	$5,314	$97	$1,737	**$3,577**
620	Nursing Home	1,000 sf	6.75	ITE 11th Edition	2.59	3.09	FL Studies	89%	FL Studies	5.75	2.65	$1,487	$30	$537	**$950**
n/a	Lodge/Fraternal Organization	1,000 sf	7.60	ITE 11th Edition (LUC 560)	6.62	7.12	Same as LUC 210	50%	2009 Impact Fee Study (Mainland)	9.30	4.28	$2,404	$44	$788	**$1,616**
	OFFICE:														
710	General Office	1,000 sf	10.84	ITE 11th Edition	5.15	5.65	FL Studies	92%	FL Studies	18.98	8.73	$4,908	$91	$1,630	**$3,278**
	RETAIL:														
822	Retail/Shopping Center less than 40,000 sflga	1,000 sfgla	54.45	ITE 11th Edition	1.48	1.98	Appendix A: Fig. A-1 (19k sfgla)	48%	Appendix A: Fig. A-2 (19k sfgla)	14.29	6.57	$3,696	$84	$1,504	**$2,192**
821	Retail/Shopping Center 40,000 to 150,000 sfgla	1,000 sfgla	67.52	ITE 11th Edition	1.94	2.44	Appendix A: Fig. A-1 (59k sfgla)	57%	Appendix A: Fig. A-2 (59k sfgla)	27.59	12.69	$7,134	$152	$2,722	**$4,412**
820	Retail/Shopping Center greater than 150,000 sfgla	1,000 sfgla	37.01	ITE 11th Edition	2.80	3.30	Appendix A: Fig. A-1 (538k sfgla)	75%	Appendix A: Fig. A-2 (538k sfgla)	28.72	13.21	$7,427	$149	$2,668	**$4,759**
944	Gas Station w/Convenience Store <2,000 sq ft	fuel pos.	172.01	ITE 11th Edition	1.90	2.40	FL Studies (LUC 944/945)	23%	FL Studies (LUC 944/945)	27.77	12.77	$7,183	$154	$2,758	**$4,425**
945	Gas Station w/Convenience Store 2,000 to 5,499 sq ft	fuel pos.	264.38	ITE 11th Edition (Adjusted)[8]	1.90	2.40	FL Studies (LUC 944/945)	23%	FL Studies (LUC 944/945)	42.69	19.64	$11,040	$237	$4,244	**$6,796**
	Gas Station w/Convenience Store 5,500+ sq ft	fuel pos.	345.75	ITE 11th Edition	1.90	2.40	FL Studies (LUC 944/945)	23%	FL Studies (LUC 944/945)	55.83	25.68	$14,438	$310	$5,552	**$8,886**
	INDUSTRIAL:														
30/154	Intermodal Distribution Center/ High-Cube Warehouse	1,000 sf	1.40	ITE 11th Edition (LUC 154)	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	2.45	1.13	$634	$12	$215	**$419**
110	General Industrial	1,000 sf	4.87	ITE 11th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	8.53	3.92	$2,205	$41	$734	**$1,471**
150	Warehouse	1,000 sf	1.71	ITE 11th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	2.99	1.38	$774	$14	$251	**$523**

1) Net VMT calculated as ((Trip Generation Rate* Trip Length* % New Trips)* (1-Interstate/Toll Facility Adjustment Factor)/2). This reflects the unit of vehicle-miles of capacity consumed per unit of development and is multiplied by the cost per vehicle
2) Net VMT (Item 1) multiplied by the VMT adjustment factor (46%)
3) Bed & breakfast rate does not include primary residence. Single family unit must be assessed for the residential portion of the use.
4) Updated trip generation rate data for this land use was not available in ITE 10th Edition or ITE 11th Edition.
5) Updated trip generation rate data (per 1,000 sf) was not available for this land use in ITE 11th Edition.
6) The percent new trips for schools was estimated at 90% based on LUC 710, but was then adjusted to 80% to provide a conservative fee rate. This adjustment reflects the nature of elementary and middle school uses where attendees are unable to drive and are typically dropped off by parents on their way to another destination.
7) Updated trip generation rate data (per 1,000 sf) was not available for this land use in ITE 11th Edition. The trip generation rate is a blend of Middle and High School land uses.
8) The trip generation rate represents a blend of the 2,000 sf to 3,999 sf and 4,000 sf to 5,499 sf tiers presented in the Trip Generation Rate Manual.

Table D-5

St. Lucie County – Fully Calculated Road Impact Fee Schedule: Fort Pierce (County and State Portion)

Gasoline Tax						Unit Cost per Lane Mile:	$5,397,000			Interstate/Toll Facility Adjustment Factor:	25.2%				
$$ per Gallon to Capital:	$0.171					Average VMC per Lane Mile:	9,600			Cost per VMC:	$562.19				
Facility Life (Years):	25		County Revenues:	$0.011		Fuel Efficiency:	19.23 mpg			VMT Adjustment Factor:	97%				
Interest Rate:	2.75%		State Revenues:	$0.160		Effective Days per Year:	365								

ITE LUC	Land Use	Unit	Trip Rate	Trip Rate Source	Network Trip Length	Total Trip Length	Trip Length Source	Percent New Trips	% New Trips Source	Net VMT[1]	Net VMT (Adjusted)[2]	Total Impact Cost	Annual Cap. Imp. Credit	Cap. Imp. Credit	Net Impact Fee
	RESIDENTIAL:														
210	Single Family (Detached); Less than 2,000 sf & Annual HH Income less than 50% SHIP Definition	du	4.86	Tiering Analysis (Appendix A)	6.62	7.12	FL Studies	100%	n/a	12.03	11.67	$6,562	$56	$1,003	**$5,559**
	Single Family (Detached); Less than 2,000 sf & Annual HH Incomebetween 50-80% SHIP Definition	du	5.14	Tiering Analysis (Appendix A)	6.62	7.12	FL Studies	100%	n/a	12.73	12.35	$6,940	$59	$1,057	**$5,883**
	Single Family (Detached); Less than 2,400 sf	du	7.32	Tiering Analysis (Appendix A)	6.62	7.12	FL Studies	100%	n/a	18.12	17.58	$9,883	$85	$1,522	**$8,361**
	Single Family (Detached); 2,400 to 3,499 sf	du	8.96	Tiering Analysis (Appendix A)	6.62	7.12	FL Studies	100%	n/a	22.18	21.51	$12,097	$104	$1,862	**$10,235**
	Single Family (Detached); 3,500 sf and greater	du	9.04	Tiering Analysis (Appendix A)	6.62	7.12	FL Studies	100%	n/a	22.38	21.71	$12,205	$104	$1,862	**$10,343**
220	Multi-Family, 1-3 Stories & Annual HH Income less than 50% SHIP Definition	du	4.58	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	8.92	8.65	$4,867	$42	$752	**$4,115**
	Multi-Family, 1-3 Stories & Annual HH Incomebetween 50-80% SHIP Definition	du	4.85	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	9.45	9.17	$5,154	$45	$806	**$4,348**
	Multi-Family, 1-3 Stories, Less than 750 sf	du	5.82	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	11.34	11.00	$6,184	$54	$967	**$5,217**
	Multi-Family, 1-3 Stories, 750-1,499 sf	du	6.74	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	13.13	12.74	$7,162	$62	$1,110	**$6,052**
	Multi-Family, 1-3 Stories, 1,500 sf	du	7.82	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	15.24	14.78	$8,309	$72	$1,289	**$7,020**
221	Multi-Family, 4+ Stories & Annual HH Income less than 50% SHIP Definition	du	3.09	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	6.02	5.84	$3,283	$29	$519	**$2,764**
	Multi-Family, 4+ Stories & Annual HH Incomebetween 50-80% SHIP Definition	du	3.26	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	6.35	6.16	$3,464	$30	$537	**$2,927**
	Multi-Family, 4+ Stories, Less than 750 sf	du	3.92	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	7.64	7.41	$4,165	$36	$645	**$3,520**
	Multi-Family, 4+ Stories, 750-1,499 sf	du	4.54	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	8.85	8.58	$4,824	$42	$752	**$4,072**
	Multi-Family, 4+ Stories, 1,500 sf	du	5.27	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies	100%	n/a	10.27	9.96	$5,600	$49	$878	**$4,722**
240	Mobile Home/RV Unit (Park Only)	du	4.17	FL Studies	4.60	5.10	FL Studies	100%	n/a	7.17	6.95	$3,912	$35	$627	**$3,285**
-	Other Residential	du	7.81	FL Studies (LUC 210)	6.62	7.12	Same as LUC 210	100%	n/a	19.34	18.76	$10,545	$90	$1,612	**$8,933**
	LODGING:														
310/320	Hotel/Motel	room	5.44	Blend of ITE 11th & FL Studies	5.42	5.92	FL Studies	71%	FL Studies	7.83	7.60	$4,270	$37	$663	**$3,607**
-	Bed & Breakfast[3]	guest room	4.40	ITE 11th Edition (LUC 311)	5.42	5.92	Same as LUC 310/320	71%	Same as LUC 310/320	6.33	6.14	$3,453	$30	$537	**$2,916**
	RECREATION:														
435	Multi-Purpose Recreational Center	1,000 sf	1.99	ITE 9th Edition[4]	6.62	7.12	Same as LUC 210	90%	Based on LUC 710	4.43	4.30	$2,418	$21	$376	**$2,042**
445	Movie Theater	seat	1.76	ITE 11th Edition	2.22	2.72	FL Studies	88%	FL Studies	1.29	1.25	$701	$7	$125	**$576**

Table D-5 (continued)

St. Lucie County – Fully Calculated Road Impact Fee Schedule: Fort Pierce (County and State Portion)

ITE LUC	Land Use	Unit	Trip Rate	Trip Rate Source	Network Trip Length	Total Trip Length	Trip Length Source	Percent New Trips	% New Trips Source	Net VMT[1]	Net VMT (Adjusted)[2]	Total Impact Cost	Annual Cap. Imp. Credit	Cap. Imp. Credit	Net Impact Fee
	INSTITUTIONS:														
520	Elementary School (Private)	1,000 sf	19.52	ITE 10th Edition[5]	3.31	3.81	50% of LUC 210: Travel Demand Model	80%	Based on LUC 710 (adjusted)[6]	19.33	18.75	$10,542	$97	$1,737	**$8,805**
522/525	Middle/High School (Private)	1,000 sf	16.21	ITE 10th Edition (Adjusted)[7]	3.31	3.81	50% of LUC 210: Travel Demand Model	90%	Based on LUC 710	18.06	17.52	$9,849	$90	$1,612	**$8,237**
565	Day Care Center	1,000 sf	49.63	Blend of ITE 11th & FL Studies	2.03	2.53	FL Studies	73%	FL Studies	27.51	26.68	$15,000	$149	$2,668	**$12,332**
610	Hospital	1,000 sf	10.77	ITE 11th Edition	6.62	7.12	Same as LUC 210	78%	Midpoint of LUC 310 & LUC 720	20.80	20.18	$11,342	$97	$1,737	**$9,605**
620	Nursing Home	1,000 sf	6.75	ITE 11th Edition	2.59	3.09	FL Studies	89%	FL Studies	5.82	5.65	$3,173	$30	$537	**$2,636**
n/a	Lodge/Fraternal Organization	1,000 sf	7.60	ITE 11th Edition (LUC 560)	6.62	7.12	Same as LUC 210	50%	2009 Impact Fee Study (Mainland)	9.41	9.13	$5,131	$44	$788	**$4,343**
	OFFICE:														
710	General Office	1,000 sf	10.84	ITE 11th Edition	5.15	5.65	FL Studies	92%	FL Studies	19.21	18.63	$10,475	$91	$1,630	**$8,845**
	RETAIL:														
822	Retail/Shopping Center less than 40,000 sflga	1,000 sfgla	54.45	ITE 11th Edition	1.48	1.98	Appendix A: Fig. A-1 (19k sfgla)	48%	Appendix A: Fig. A-2 (19k sfgla)	14.47	14.04	$7,889	$84	$1,504	**$6,385**
821	Retail/Shopping Center 40,000 to 150,000 sfgla	1,000 sfgla	67.52	ITE 11th Edition	1.94	2.44	Appendix A: Fig. A-1 (59k sfgla)	57%	Appendix A: Fig. A-2 (59k sfgla)	27.92	27.08	$15,228	$152	$2,722	**$12,506**
820	Retail/Shopping Center greater than 150,000 sfgla	1,000 sfgla	37.01	ITE 11th Edition	2.80	3.30	Appendix A: Fig. A-1 (538k sfgla)	75%	Appendix A: Fig. A-2 (538k sfgla)	29.07	28.20	$15,851	$149	$2,668	**$13,183**
944	Gas Station w/Convenience Store <2,000 sq ft	fuel pos.	172.01	ITE 11th Edition	1.90	2.40	FL Studies (LUC 944/945)	23%	FL Studies (LUC 944/945)	28.11	27.27	$15,331	$154	$2,758	**$12,573**
945	Gas Station w/Convenience Store 2,000 to 5,499 sq ft	fuel pos.	264.38	ITE 11th Edition (Adjusted)[8]	1.90	2.40	FL Studies (LUC 944/945)	23%	FL Studies (LUC 944/945)	43.21	41.91	$23,563	$237	$4,244	**$19,319**
	Gas Station w/Convenience Store 5,500+ sq ft	fuel pos.	345.75	ITE 11th Edition	1.90	2.40	FL Studies (LUC 944/945)	23%	FL Studies (LUC 944/945)	56.51	54.81	$30,815	$310	$5,552	**$25,263**
	INDUSTRIAL:														
30/154	Intermodal Distribution Center/ High-Cube Warehouse	1,000 sf	1.40	ITE 11th Edition (LUC 154)	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	2.48	2.41	$1,353	$12	$215	**$1,138**
110	General Industrial	1,000 sf	4.87	ITE 11th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	8.63	8.37	$4,706	$41	$734	**$3,972**
150	Warehouse	1,000 sf	1.71	ITE 11th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	3.03	2.94	$1,652	$14	$251	**$1,401**

1) Net VMT calculated as ((Trip Generation Rate* Trip Length* % New Trips)* (1-Interstate/Toll Facility Adjustment Factor)/2). This reflects the unit of vehicle-miles of capacity consumed per unit of development and is multiplied by the cost per vehicle
2) Net VMT (Item 1) multiplied by the VMT adjustment factor (97%)
3) Bed & breakfast rate does not include primary residence. Single family unit must be assessed for the residential portion of the use.
4) Updated trip generation rate data for this land use was not available in ITE 10th Edition or ITE 11th Edition.
5) Updated trip generation rate data (per 1,000 sf) was not available for this land use in ITE 11th Edition.
6) The percent new trips for schools was estimated at 90% based on LUC 710, but was then adjusted to 80% to provide a conservative fee rate. This adjustment reflects the nature of elementary and middle school uses where attendees are unable to drive and are typically dropped off by parents on their way to another destination.
7) Updated trip generation rate data (per 1,000 sf) was not available for this land use in ITE 11th Edition. The trip generation rate is a blend of Middle and High School land uses
8) The trip generation rate represents a blend of the 2,000 sf to 3,999 sf and 4,000 sf to 5,499 sf tiers presented in the Trip Generation Rate Manual.

Table D-6

Reduced (75%) Road Impact Fee Rates: 4-Year Phasing Schedule

ITE LUC	Land Use	Unit	Current Adopted (Mainland)	Unincorporated				Current Collected in PSL	City of Port St. Lucie				Current Adopted (Mainland)	City of Fort Pierce			
				10/1/2022	10/1/2023	10/1/2024	10/1/2025		10/1/2022	10/1/2023	10/1/2024	10/1/2025		10/1/2022	10/1/2023	10/1/2024	10/1/2025
	RESIDENTIAL:																
210	Single Family (Detached); Less than 2,000 sf, Very Low Income	du	$3,056	$3,152	$3,248	$3,344	**$3,438**	$1,887	$1,230	$1,230	$1,230	**$1,230**	$3,056	$3,118	$3,180	$3,242	**$3,302**
	Single Family (Detached); Less than 2,000 sf, Low Income	du	$3,724	$3,841	$3,958	$4,075	**$4,190**	$2,555	$1,501	$1,501	$1,501	**$1,501**	$3,724	$3,799	$3,874	$3,949	**$4,023**
	Single Family (Detached); Less than 2,400 sf	du	$5,130	$5,290	$5,450	$5,610	**$5,771**	$3,961	$2,060	$2,060	$2,060	**$2,060**	$5,130	$5,233	$5,336	$5,439	**$5,541**
	Single Family (Detached); 2,400 to 3,499 sf	du	$6,270	$6,466	$6,662	$6,858	**$7,054**	$5,101	$2,519	$2,519	$2,519	**$2,519**	$6,270	$6,396	$6,522	$6,648	**$6,773**
	Single Family (Detached); 3,500 sf and greater	du	$6,365	$6,564	$6,763	$6,962	**$7,160**	$5,196	$2,564	$2,564	$2,564	**$2,564**	$6,365	$6,493	$6,621	$6,749	**$6,876**
220	Multi-Family, 1-3 Stories, Very Low Income	du	$2,413	$2,488	$2,563	$2,638	**$2,714**	$1,494	$968	$968	$968	**$968**	$2,413	$2,461	$2,509	$2,557	**$2,606**
	Multi-Family, 1-3 Stories, Low Income	du	$2,940	$3,032	$3,124	$3,216	**$3,308**	$2,021	$1,175	$1,175	$1,175	**$1,175**	$2,940	$2,999	$3,058	$3,117	**$3,176**
	Multi-Family, 1-3 Stories, Less than 750 sf	du	$3,261	$3,363	$3,465	$3,567	**$3,668**	$2,342	$1,303	$1,303	$1,303	**$1,303**	$3,261	$3,326	$3,391	$3,456	**$3,522**
	Multi-Family, 1-3 Stories, 750-1,499 sf	du	$3,964	$4,088	$4,212	$4,336	**$4,460**	$3,045	$1,589	$1,589	$1,589	**$1,589**	$3,964	$4,044	$4,124	$4,204	**$4,282**
	Multi-Family, 1-3 Stories, 1,500 sf	du	$4,556	$4,699	$4,842	$4,985	**$5,126**	$3,637	$1,826	$1,826	$1,826	**$1,826**	$4,556	$4,647	$4,738	$4,829	**$4,921**
221	Multi-Family, 4+ Stories, Very Low Income	du	$1,791	$1,847	$1,903	$1,959	**$2,015**	$872	$713	$713	$713	**$713**	$1,791	$1,827	$1,863	$1,899	**$1,934**
	Multi-Family, 4+ Stories, Low Income	du	$2,195	$2,218	$2,241	$2,264	**$2,286**	$1,276	$815	$815	$815	**$815**	$2,195	$2,195	$2,195	$2,195	**$2,195**
	Multi-Family, 4+ Stories, Less than 750 sf	du	$2,421	$2,497	$2,573	$2,649	**$2,723**	$1,502	$971	$971	$971	**$971**	$2,421	$2,470	$2,519	$2,568	**$2,615**
	Multi-Family, 4+ Stories, 750-1,499 sf	du	$2,940	$3,000	$3,060	$3,120	**$3,181**	$2,021	$1,131	$1,131	$1,131	**$1,131**	$2,940	$2,969	$2,998	$3,027	**$3,054**
	Multi-Family, 4+ Stories, 1,500 sf	du	$3,387	$3,463	$3,539	$3,615	**$3,689**	$2,468	$1,310	$1,310	$1,310	**$1,310**	$3,387	$3,426	$3,465	$3,504	**$3,542**
240	Mobile Home/RV Unit (Park Only)	du	$2,035	$2,099	$2,163	$2,227	**$2,289**	$866	$807	$807	$807	**$807**	$2,035	$2,076	$2,117	$2,158	**$2,198**
-	Other Residential	du	$5,531	$5,704	$5,877	$6,050	**$6,222**	$4,362	$2,226	$2,226	$2,226	**$2,226**	$5,531	$5,642	$5,753	$5,864	**$5,975**
	LODGING:																
310/320	Hotel/Motel	room	$2,222	$2,292	$2,362	$2,432	**$2,500**	$1,793	$890	$890	$890	**$890**	$2,222	$2,267	$2,312	$2,357	**$2,401**
-	Bed & Breakfast	guest room	$1,833	$1,890	$1,947	$2,004	**$2,062**	$1,404	$734	$734	$734	**$734**	$1,833	$1,870	$1,907	$1,944	**$1,979**
	RECREATION:																
435	Multi-Purpose Recreational Center	1,000 sf	$1,261	$1,300	$1,339	$1,378	**$1,418**	$419	$441	$463	$485	**$505**	$1,261	$1,286	$1,311	$1,336	**$1,361**
445	Movie Theater	seat	$346	$357	$368	$379	**$389**	-	$132	$132	$132	**$132**	$346	$353	$360	$367	**$373**
	INSTITUTIONS:																
520	Elementary School (Private)	1,000 sf	$7,080	$6,881	$6,881	$6,881	**$6,881**	$6,303	$2,402	$2,402	$2,402	**$2,402**	$7,080	$6,604	$6,604	$6,604	**$6,604**
522/525	Middle/High School (Private)	1,000 sf	$6,623	$6,437	$6,437	$6,437	**$6,437**	$5,915	$2,252	$2,252	$2,252	**$2,252**	$6,623	$6,178	$6,178	$6,178	**$6,178**
565	Day Care Center	1,000 sf	$2,232	$2,302	$2,372	$2,442	**$2,511**	-	$851	$851	$851	**$851**	$2,232	$2,276	$2,320	$2,364	**$2,408**
610	Hospital	1,000 sf	$5,923	$6,108	$6,293	$6,478	**$6,663**	$4,914	$2,383	$2,383	$2,383	**$2,383**	$5,923	$6,042	$6,161	$6,280	**$6,398**
620	Nursing Home	1,000 sf	$1,576	$1,625	$1,674	$1,723	**$1,773**	$996	$613	$613	$613	**$613**	$1,576	$1,607	$1,638	$1,669	**$1,701**
n/a	Lodge/Fraternal Organization	1,000 sf	$2,467	$2,544	$2,621	$2,698	**$2,775**	$522	$640	$758	$876	**$992**	$2,467	$2,517	$2,567	$2,617	**$2,666**
	OFFICE:																
710	General Office	1,000 sf	$3,718	$3,834	$3,950	$4,066	**$4,183**	$2,876	$1,489	$1,489	$1,489	**$1,489**	$3,718	$3,793	$3,868	$3,943	**$4,016**
	RETAIL:																
822	Retail/Shopping Center less than 40,000 sflga	1,000 sfgla	$3,489	$3,598	$3,707	$3,816	**$3,925**	$1,544	$1,292	$1,292	$1,292	**$1,292**	$3,489	$3,557	$3,625	$3,693	**$3,761**
821	Retail/Shopping Center 40,000 to 150,000 sfgla	1,000 sfgla	$6,341	$6,539	$6,737	$6,935	**$7,133**	$4,396	$2,414	$2,414	$2,414	**$2,414**	$6,341	$6,466	$6,591	$6,716	**$6,842**
820	Retail/Shopping Center greater than 150,000 sfgla	1,000 sfgla	$7,727	$7,969	$8,211	$8,453	**$8,693**	$5,782	$3,011	$3,011	$3,011	**$3,011**	$7,727	$7,881	$8,035	$8,189	**$8,341**
944	Gas Station w/Convenience Store <2,000 sq ft	fuel pos.	$7,522	$7,757	$7,992	$8,227	**$8,462**	-	$2,856	$2,856	$2,856	**$2,856**	$7,522	$7,671	$7,820	$7,969	**$8,116**
945	Gas Station w/Convenience Store 2,000 to 5,499 sq ft	fuel pos.	$8,975	$9,256	$9,537	$9,818	**$10,097**	-	$3,406	$3,406	$3,406	**$3,406**	$8,975	$9,152	$9,329	$9,506	**$9,683**
	Gas Station w/Convenience Store 5,500+ sq ft	fuel pos.	$10,079	$10,394	$10,709	$11,024	**$11,339**	-	$3,824	$3,824	$3,824	**$3,824**	$10,079	$10,278	$10,477	$10,676	**$10,874**
	INDUSTRIAL:																
30/154	Intermodal Distribution Center/ High-Cube Warehouse	1,000 sf	$702	$724	$746	$768	**$790**	$431	$279	$279	$279	**$279**	$702	$716	$730	$744	**$758**
110	General Industrial	1,000 sf	$1,103	$1,138	$1,173	$1,208	**$1,241**	$571	$441	$441	$441	**$441**	$1,103	$1,125	$1,147	$1,169	**$1,191**
150	Warehouse	1,000 sf	$875	$902	$929	$956	**$984**	$604	$353	$353	$353	**$353**	$875	$893	$911	$929	**$945**

Source: Current adopted rates (*St. Lucie County Planning & Development Services Dept, fees effective 10/4/2021*) multiplied by a factor of 1.5 to determine the maximum allowable rates and then reduced to 75%. If this reduced rate was higher than the fully calculated rate for the county, the fully calculated rate is shown

Table D-7

Reduced (75%) Road Impact Fee Rates, Island Districts: 4-Year Phasing Schedule

ITE LUC	Land Use	Unit	North Island					Fort Pierce Island					South Island				
			Current Adopted	10/1/2022	10/1/2023	10/1/2024	10/1/2025	Current Adopted	10/1/2022	10/1/2023	10/1/2024	10/1/2025	Current Adopted	10/1/2022	10/1/2023	10/1/2024	10/1/2025
	RESIDENTIAL:																
210	Single Family (Detached); Less than 2,000 sf, Very Low Income	du	$2,438	$2,514	$2,590	$2,666	**$2,743**	$2,819	$2,907	$2,995	$3,083	**$3,171**	$2,637	$2,719	$2,801	$2,883	**$2,966**
	Single Family (Detached); Less than 2,000 sf, Low Income	du	$2,971	$3,064	$3,157	$3,250	**$3,342**	$3,435	$3,542	$3,649	$3,756	**$3,864**	$3,214	$3,315	$3,416	$3,517	**$3,616**
	Single Family (Detached); Less than 2,400 sf	du	$4,093	$4,221	$4,349	$4,477	**$4,604**	$4,733	$4,881	$5,029	$5,177	**$5,324**	$4,428	$4,567	$4,706	$4,845	**$4,982**
	Single Family (Detached); 2,400 to 3,499 sf	du	$5,001	$5,157	$5,313	$5,469	**$5,626**	$5,785	$5,966	$6,147	$6,328	**$6,508**	$5,412	$5,581	$5,750	$5,919	**$6,089**
	Single Family (Detached); 3,500 sf and greater	du	$5,077	$5,236	$5,395	$5,554	**$5,711**	$5,873	$6,057	$6,241	$6,425	**$6,607**	$5,494	$5,666	$5,838	$6,010	**$6,181**
220	Multi-Family, 1-3 Stories, Very Low Income	du	$2,294	$2,366	$2,438	$2,510	**$2,581**	$2,716	$2,801	$2,886	$2,971	**$3,056**	$2,550	$2,630	$2,710	$2,790	**$2,869**
	Multi-Family, 1-3 Stories, Low Income	du	$2,795	$2,882	$2,969	$3,056	**$3,144**	$3,308	$3,261	$3,261	$3,261	**$3,261**	$3,108	$3,180	$3,252	$3,324	**$3,396**
	Multi-Family, 1-3 Stories, Less than 750 sf	du	$3,100	$3,197	$3,294	$3,391	**$3,488**	$3,671	$3,732	$3,793	$3,854	**$3,913**	$3,446	$3,554	$3,662	$3,770	**$3,877**
	Multi-Family, 1-3 Stories, 750-1,499 sf	du	$3,768	$3,886	$4,004	$4,122	**$4,239**	$4,461	$4,481	$4,501	$4,521	**$4,539**	$4,190	$4,321	$4,452	$4,583	**$4,714**
	Multi-Family, 1-3 Stories, 1,500 sf	du	$4,331	$4,466	$4,601	$4,736	**$4,872**	$5,189	$5,208	$5,227	$5,246	**$5,265**	$4,815	$4,966	$5,117	$5,268	**$5,417**
221	Multi-Family, 4+ Stories, Very Low Income	du	$2,008	$2,046	$2,084	$2,122	**$2,160**	$2,008	$2,024	$2,040	$2,056	**$2,073**	$1,884	$1,943	$2,002	$2,061	**$2,120**
	Multi-Family, 4+ Stories, Low Income	du	$2,461	$2,286	$2,286	$2,286	**$2,286**	$2,461	$2,195	$2,195	$2,195	**$2,195**	$2,309	$2,286	$2,286	$2,286	**$2,286**
	Multi-Family, 4+ Stories, Less than 750 sf	du	$2,715	$2,724	$2,733	$2,742	**$2,750**	$2,715	$2,640	$2,640	$2,640	**$2,640**	$2,547	$2,598	$2,649	$2,700	**$2,750**
	Multi-Family, 4+ Stories, 750-1,499 sf	du	$3,296	$3,181	$3,181	$3,181	**$3,181**	$3,296	$3,054	$3,054	$3,054	**$3,054**	$3,093	$3,115	$3,137	$3,159	**$3,181**
	Multi-Family, 4+ Stories, 1,500 sf	du	$3,797	$3,689	$3,689	$3,689	**$3,689**	$3,797	$3,542	$3,542	$3,542	**$3,542**	$3,563	$3,595	$3,627	$3,659	**$3,689**
240	Mobile Home/RV Unit (Park Only)	du	$1,696	$1,749	$1,802	$1,855	**$1,908**	$1,696	$1,749	$1,802	$1,855	**$1,908**	$2,146	$2,213	$2,280	$2,347	**$2,414**
-	Other Residential	du	$4,410	$4,548	$4,686	$4,824	**$4,961**	$4,410	$4,548	$4,686	$4,824	**$4,961**	$4,774	$4,923	$5,072	$5,221	**$5,371**
	LODGING:																
310/320	Hotel/Motel	room	$3,126	$2,817	$2,817	$2,817	**$2,817**	$3,126	$2,705	$2,705	$2,705	**$2,705**	$2,366	$2,440	$2,514	$2,588	**$2,662**
-	Bed & Breakfast	guest room	$2,737	$2,278	$2,278	$2,278	**$2,278**	$2,737	$2,187	$2,187	$2,187	**$2,187**	$1,964	$2,026	$2,088	$2,150	**$2,210**
	RECREATION:																
435	Multi-Purpose Recreational Center	1,000 sf	$540	$557	$574	$591	**$608**	$540	$557	$574	$591	**$608**	$466	$481	$496	$511	**$524**
445	Movie Theater	seat	$145	$150	$155	$160	**$163**	$145	$150	$155	$160	**$163**	$124	$128	$132	$136	**$140**
	INSTITUTIONS:																
520	Elementary School (Private)	1,000 sf	$2,599	$2,680	$2,761	$2,842	**$2,924**	$2,599	$2,680	$2,761	$2,842	**$2,924**	$2,248	$2,318	$2,388	$2,458	**$2,529**
522/525	Middle/High School (Private)	1,000 sf	$2,488	$2,566	$2,644	$2,722	**$2,799**	$2,488	$2,566	$2,644	$2,722	**$2,799**	$2,153	$2,220	$2,287	$2,354	**$2,422**
565	Day Care Center	1,000 sf	$840	$866	$892	$918	**$945**	$636	$656	$676	$696	**$716**	$735	$758	$781	$804	**$827**
610	Hospital	1,000 sf	$2,212	$2,281	$2,350	$2,419	**$2,489**	$2,212	$2,281	$2,350	$2,419	**$2,489**	$1,915	$1,975	$2,035	$2,095	**$2,154**
620	Nursing Home	1,000 sf	$574	$592	$610	$628	**$646**	$574	$592	$610	$628	**$646**	$537	$554	$571	$588	**$604**
n/a	Lodge/Fraternal Organization	1,000 sf	$913	$942	$971	$1,000	**$1,027**	$913	$942	$971	$1,000	**$1,027**	$798	$823	$848	$873	**$898**
	OFFICE:																
710	General Office	1,000 sf	$1,254	$1,293	$1,332	$1,371	**$1,411**	$973	$1,003	$1,033	$1,063	**$1,094**	$1,109	$1,144	$1,179	$1,214	**$1,247**
	RETAIL:																
822	Retail/Shopping Center less than 40,000 sflga	1,000 sfgla	$1,098	$1,132	$1,166	$1,200	**$1,235**	$1,098	$1,132	$1,166	$1,200	**$1,235**	$964	$994	$1,024	$1,054	**$1,085**
821	Retail/Shopping Center 40,000 to 150,000 sfgla	1,000 sfgla	$1,995	$2,057	$2,119	$2,181	**$2,244**	$1,995	$2,057	$2,119	$2,181	**$2,244**	$1,750	$1,805	$1,860	$1,915	**$1,969**
820	Retail/Shopping Center greater than 150,000 sfgla	1,000 sfgla	$2,406	$2,481	$2,556	$2,631	**$2,707**	$2,406	$2,481	$2,556	$2,631	**$2,707**	$2,138	$2,205	$2,272	$2,339	**$2,405**
944	Gas Station w/Convenience Store <2,000 sq ft	fuel pos.	$2,360	$2,434	$2,508	$2,582	**$2,655**	$2,360	$2,434	$2,508	$2,582	**$2,655**	$4,164	$4,294	$4,424	$4,554	**$4,685**
945	Gas Station w/Convenience Store 2,000 to 5,499 sq ft	fuel pos.	$2,815	$2,903	$2,991	$3,079	**$3,167**	$2,815	$2,903	$2,991	$3,079	**$3,167**	$4,968	$5,123	$5,278	$5,433	**$5,589**
	Gas Station w/Convenience Store 5,500+ sq ft	fuel pos.	$3,162	$3,261	$3,360	$3,459	**$3,557**	$3,162	$3,261	$3,360	$3,459	**$3,557**	$5,578	$5,752	$5,926	$6,100	**$6,275**
	INDUSTRIAL:																
30/154	Intermodal Distribution Center/ High-Cube Warehouse	1,000 sf	$260	$268	$276	$284	**$293**	$260	$268	$276	$284	**$293**	$232	$239	$246	$253	**$261**
110	General Industrial	1,000 sf	$405	$418	$431	$444	**$455**	$276	$285	$294	$303	**$311**	$353	$364	$375	$386	**$397**
150	Warehouse	1,000 sf	$329	$339	$349	$359	**$370**	$329	$339	$349	$359	**$370**	$283	$292	$301	$310	**$318**

Source: Current adopted rates (*St. Lucie County Planning & Development Services Dept, fees effective 10/4/2021*) multiplied by a factor of 1.5 to determine the maximum allowable rates and then reduced to 75%. If this reduced rate was higher than the fully calculated rate for the unincorporated county (or Fort Pierce in the case of Fort Pierce Island), the fully calculated rate is shown.