

**BACK UP MATERIALS INCLUDED WITH AGENDA REQUEST FOR
ORDINANCE 24-5542: AMENDMENT TO MULTI-MODAL TRANSPORTATION
IMPACT FEE**

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Ordinance 24-5542

ORDINANCE 24-5542

AN ORDINANCE OF THE CITY OF SARASOTA, FLORIDA, AMENDING THE SARASOTA CITY CODE, CHAPTER 25, PLANNING, ARTICLE II, MULTIMODAL TRANSPORTATION IMPACT FEE, DIVISION 2, MULTIMODAL TRANSPORTATION IMPACT FEES BY PUBLIC FACILITY, SECTION 25-49, MULTIMODAL TRANSPORTATION IMPACT FEES SCHEDULE, SO AS TO INCREASE SAID IMPACT FEES TO BE IMPOSED UPON NEW DEVELOPMENT BY A TIERED AND PHASED SCHEDULE, IN SOME CIRCUMSTANCES, UP TO THE HIGHEST CALCULATED RATE SUPPORTED BY THE CITY OF SARASOTA MULTI-MODAL TRANSPORTATION IMPACT FEE UPDATE STUDY DATED JULY 16, 2024; RECITING FINDINGS AND INTENT AS WELL AS THE AUTHORITY OF THE CITY OF SARASOTA TO ENACT A MULTIMODAL TRANSPORTATION IMPACT FEE ORDINANCE; MAKING CONCURRENT MODIFICATIONS TO SUBSECTION (d)(4) THEREOF TO AUTHORIZE THE CITY MANAGER TO ADMINISTRATIVELY APPROVE AND EXECUTE FEE DEFERRAL LIEN AGREEMENTS AND TO AMEND SECTION 25-17 TO ADOPT THE UPDATED STUDY; PROVIDING FOR THE SEVERABILITY OF THE PARTS HEREOF IF DECLARED INVALID; PROVIDING FOR THE REPEALING OF ORDINANCES IN CONFLICT; PROVIDING FOR READING BY TITLE ONLY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City Commission finds that new growth and development must be accompanied and supported by adequate multimodal transportation facilities in order to maintain the level of transportation services specified in the *Sarasota City Plan*; and

WHEREAS, the *Sarasota City Plan*, Capital Improvements Chapter, includes fiscal proposals for the expenditure of public funds for capital improvements, revenue sources, cost estimates and timing and sequencing of capital improvements; and

WHEREAS, the *Sarasota City Plan*, Capital Improvements Chapter, includes multimodal transportation facility projects necessary to correct existing deficiencies as well as projects whose need is attributable to anticipated new growth and development; and

WHEREAS, the *Sarasota City Plan*, Housing Chapter, encourages the reduction of fees for attainable housing; and

WHEREAS, the *Sarasota City Plan*, Future Land Use Chapter, encourages the use of financial incentives for new investment to eliminate blight and slum; and

WHEREAS, it is the intent of this Ordinance that, by increasing multimodal transportation impact fees by a tiered and phased schedule, in some circumstances, up to the highest calculated rate supported by the City of Sarasota Multi-Modal Transportation Impact Fee Update Study dated July 16, 2024, new growth and development within the City will pay its fair and equitable share of the additional multimodal transportation facility costs which such new growth and development contributes to the City; and

WHEREAS, this Ordinance does not increase impact fees up to the highest calculated rate supported by the City of Sarasota Multi-Modal Transportation Impact Fee Update Study dated July 16, 2024 in those circumstances when the highest rate exceeds the cap set forth in Section 163.31801(6), Florida Statutes; and

WHEREAS, pursuant to said Section 163.31801(6), Florida Statutes, this Ordinance No. 24-5542 levies one singular impact fee increase which is phased in over the first two years of the term of the increase for those impact fee rates increasing by not more than twenty-five percent (25%), and is phased in over four (4) years for those impact fee rates which are increased by in excess of twenty-five percent (25%) but not more than fifty percent (50%) of the current rate; and

WHEREAS, the City Commission has considered the matter of financing new multimodal transportation facilities, the need for which is necessitated by new development. The City Commission hereby finds and declares that a multimodal transportation impact fee imposed upon residential and non-residential development to finance multimodal transportation projects, the need for which is reasonably related to new development, furthers the public health, safety and welfare of the City of Sarasota. Therefore, the City Commission deems it advisable to increase its multimodal transportation impact fee; and

WHEREAS, the City retained the firm of Alfred Benesch & Company to study the need to update the City's multimodal transportation impact fee program; and

WHEREAS, Alfred Benesch & Company prepared and presented to the City Commission a report titled, "City of Sarasota Multi-Modal Transportation Impact Fee Update Study," dated July 16, 2024 (referred to herein as the "Technical Report") which establishes the proportionate share of new development's impacts on the City's multimodal transportation system for which impact fees are collected pursuant to Chapter 25, Article II, Sarasota City Code; and

WHEREAS, the Technical Report has been presented to and reviewed by the City Commission, which has determined: (1) that multimodal transportation impact fees are necessary to offset the costs to the City associated with meeting the necessary public service and facility demand created by projected new residential and non-residential development; (2) that the amount of the impact fees bears a reasonable relationship to the burden imposed upon the City to provide the new public facilities addressed in the Technical Report to new development, (3) the

expenditure of impact fees, pursuant to the terms of this Ordinance, will result in a beneficial use to such new development reasonably related to the impact fees, per dwelling unit, by type and per increment of non-residential development; (4) that an “essential nexus” exists between the projected new development and the need for additional public facilities to be funded via the development fees; and (5) that the amount of the development fees is “roughly proportional” to the fair share of the additional public facilities needed to provide adequate service to new development; and,

WHEREAS, each year the City Commission will amend the *Sarasota City Plan*, Capital Improvements Chapter, to include public facility improvements to serve new development subject to the payment of impact fees, based on the Technical Report; and

WHEREAS, pursuant to § 163.31801, Fla. Stat.:

- (a) the Technical Report, and the impact fees recommended therein, are based on the most recent and localized data;
- (b) Chapter 25, Article II, Sarasota City Code includes procedures for accounting and reporting of impact fee collections and expenditures in order to assure compliance with applicable legal standards;
- (c) Chapter 25, Article II, Sarasota City Code provides for a separate accounting fund for multimodal transportation impact fees collected;
- (d) administrative fees charged pursuant to Chapter 25, Article II, Sarasota City Code for the collection of impact fees are limited to actual costs;
- (e) the City has provided the public adequate notice and time for review, comments and public hearings regarding the City’s intent to increase its multimodal transportation impact fee. The City has published notice in the Sarasota Herald Tribune at least ten (10) days in advance of first reading and public hearing of this Ordinance No. 24-5542. Furthermore, the City has provided at least ninety (90) days notice to the public prior to the effective date of this Ordinance by completing the second reading and final adoption of this Ordinance on September 16, 2024 with an effective date of January 1, 2025; and
- (f) Chapter 25, Article II, Sarasota City Code, requires audits of the City’s financial statements to include an affidavit of the City’s chief financial officer stating that the requirements of § 163.31801, Fla. Stat. have been complied with; and

WHEREAS, the Community Planning Act requires local governments to adopt, and the City has adopted, a Transportation Chapter of the *Sarasota City Plan* addressing multimodal issues and planning for a multimodal transportation system that emphasizes public transportation, where feasible; and

WHEREAS, Objective 3 of the Transportation Chapter of the *Sarasota City Plan* provides for continued support and promotion of a citywide multimodal transportation system; and

WHEREAS, the Community Planning Act encourages local governments to develop tools and techniques to complement the application of transportation concurrency, including

those that assign secondary priority to vehicle mobility and primary priority “to ensuring a safe, comfortable, and attractive pedestrian environment, with convenient interconnection to transit;” and

WHEREAS, the Community Planning Act further encourages local governments to establish “multimodal 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;” and

WHEREAS, the impact fees assessed pursuant to this Ordinance are necessary to ensure the public health, safety, and welfare of the residents of the City of Sarasota.

NOW THEREFORE, BE IT ENACTED BY THE PEOPLE OF THE CITY OF SARASOTA, FLORIDA:

SECTION 1. LEGISLATIVE FINDINGS, NOTICE AND INTENT. The City Commission of the City of Sarasota hereby adopts and incorporates into this Ordinance the recitals (whereas clauses) to this Ordinance and the City staff reports relating to this Ordinance as the legislative findings and intent of the City Commission. Pursuant to Section 163.31801, Florida Statutes, on August 2, 2024 the City published notice of the scheduling of a public hearing on August 19, 2024 at which the City Commission would consider this Ordinance No. 24-5542 intending to increase an impact fee. The specified effective date for this Ordinance No. 24-5542 is January 1, 2025 which is more than ninety (90) days after the date of said publication and public hearing for this Ordinance No. 24-5542. Furthermore, second reading and final adoption of this Ordinance No. 24-5542 occurred on September 16, 2024 which is also more than ninety (90) days prior to the January 1, 2025 effective date of this Ordinance No. 24-5542.

SECTION 2. The Sarasota City Code, Chapter 25, Planning, Article II, Multimodal Transportation Impact Fee, Division 2, Multimodal Transportation Impact Fees by Public Facility, Section 25-49, Multimodal transportation impact fee schedule, is hereby amended so as to increase said impact fees to be imposed upon new development by a tiered and phased schedule, in some circumstances, up to the highest calculated rate supported by the Technical Report. As amended, said Section 25-49 shall provide as follows:

Division 2 – MULTIMODAL TRANSPORTATION IMPACT FEES BY PUBLIC FACILITY

25-49 Multimodal transportation impact fee schedule

(a) *Multimodal fee schedule:* A multimodal fee shall be assessed and collected from new development, pursuant to all applicable provisions of this Article, in accordance with the following fee schedule:

The fees for the following land uses as reflected in the fee schedule below have been discounted by ninety percent (90%) when such land uses are located within the Newtown Community Redevelopment Area and have been discounted by seventy-five percent (75%) when such land uses are located within the North Trail Corridor: Hotel/Motel (Land Use Codes 310, 320); Movie Theater (Land Use Code 443); Health/Fitness/Athletic Club (Land Use Code 492); Recreational Community Center (Land Use Code 495); General Office uses (Land Use Code 710); Medical Office uses (Land Use Code 720); Business Park (flex space) (Land Use Code 770); Building Materials/Lumber Store (Land Use Code 812); Variety Store (Land Use Code 814); Discount Store, Free Standing (Land Use Code 815); Hardware/Paint (Land Use Code 816); Retail and Retail Shopping Center, all sizes (Land Use Code 820); Automobile Parts Store (Land Use Code 843); Supermarket (Land Use Code 850); Discount Supermarket (Land Use Code 854); Home Improvement Superstore (Land Use Code 862); Pharmacy/Drug Store with and without drive through (Land Use Codes 880 and 881); Bank/Savings w/Drive-In (Land Use Code 912); Sit Down Restaurant (Land Use Code 931); High Turn Over Restaurant (Land Use Code 932); Automobile Repair Shop (Land Use Code 942); General Light Industrial/Industrial Park (Land Use Codes 110 and 130); Manufacturing (Land Use Code 140) Museums (Land Use Code 580). The fees for the following land uses as reflected in the fee schedule below have been discounted by fifty percent (50%) when such land uses are located within the Newtown Community Redevelopment Area or within the North Trail Corridor: Residential Land Uses (Land Use Codes 210, 215, 220, 221/222, 231, 232, 240, 251, and 253).

The Phase I Table below will apply to any project for which an application for a building permit occurs on or after January 1, 2025. The Phase II Table below will apply to any project for which an application for a building permit occurs on or after January 1, 2026. The Phase III Table below will apply to any project for which an application for a building permit occurs on or after January 1, 2027. The Phase IV Table below will apply to any project for which an application for a building permit occurs on or after January 1, 2028.

City of Sarasota Multi-Modal Transportation Impact Fee: Phase I

RESIDENTIAL:						
r/a	Attainable Housing at 120% or less of the Area Median Income (AMI)	du	\$0	\$0	\$0	\$0
210	Single Family (Detached)/ADU - Less than 1,500 sf	du	\$6,101	\$6,101	\$6,101	\$3,051
	Single Family (Detached)/ADU - 1,500 to 3,499 sf	du	\$8,256	\$8,256	\$8,256	\$4,128
	Single Family (Detached)/ADU - 3,500 sf and greater	du	\$9,181	\$9,181	\$9,181	\$9,181
215	Single Family (Attached) - Less than 1,000 sf	du	\$4,021	\$4,021	\$4,021	\$2,010
	Single Family (Attached) - 1,000 to 1,399 sf	du	\$4,656	\$4,656	\$4,656	\$2,328
	Single Family (Attached) - 1,400 sf and greater	du	\$5,873	\$5,873	\$5,873	\$2,936
220	Multi-Family (Low-Rise, 1-3 floors) - Less than 800 sf	du	\$3,797	\$3,797	\$3,797	\$1,899
	Multi-Family (Low-Rise, 1-3 floors) - 800 sf and greater	du	\$5,330	\$5,330	\$5,330	\$2,665
221/222	Multi-Family (Mid/High-Rise, 4+ floors) - Less than 800 sf	du	\$3,702	\$3,702	\$3,702	\$1,851
	Multi-Family (Mid/High-Rise, 4+ floors) - 800 sf and greater	du	\$5,288	\$5,288	\$5,288	\$2,644
231	Mid-Rise Residential w/ Ground-Floor Commercial	du	\$2,022	\$2,022	\$2,022	\$1,011
232	High-Rise Residential w/ Ground-Floor Commercial	du	\$2,499	\$2,499	\$2,499	\$1,249
240	Mobile Home Park/RV Park	du	\$3,023	\$3,023	\$3,023	\$1,512
251	Retirement Community/Age-Restricted Single-Family	du	\$2,683	\$2,683	\$2,683	\$1,342
253	Assisted Living Facility (ALF)/Congregate Care Facility	du	\$784	\$784	\$784	\$393
LODGING:						
310/320	Hotel/Motel	room	\$2,554	\$2,554	\$2,554	\$255
RECREATION:						
420	Marina	berth	\$2,702	\$2,702	\$2,702	\$2,702
430	Golf Course	acres	\$4,700	\$4,700	\$4,700	\$4,700
445	Movie Theater	1,000 sf	\$8,777	\$8,777	\$8,777	\$878
492	Health/Fitness/Athletic Club	1,000 sf	\$25,248	\$25,248	\$25,248	\$6,312
496	Recreational/Community Center	1,000 sf	\$18,854	\$18,854	\$18,854	\$1,885
INSTITUTIONS:						
520/522	Elementary/Middle School (Private)	1,000 sf	\$7,450	\$7,450	\$7,450	\$7,450
525	High School (Private)	1,000 sf	\$7,597	\$7,597	\$7,597	\$7,597
540	University/Junior College (7,500 or fewer students) (Private)	student	\$1,901	\$1,901	\$1,901	\$1,901
550	University/Junior College (more than 7,500 students) (Private)	student	\$1,436	\$1,436	\$1,436	\$1,436
560	Church	1,000 sf	\$4,658	\$4,658	\$4,658	\$4,658
565	Day Care	1,000 sf	\$0	\$0	\$0	\$0
580	Museum	1,000 sf	\$1,718	\$1,718	\$1,718	\$172
MEDICAL:						
610	Hospital	1,000 sf	\$10,375	\$10,375	\$10,375	\$10,375
620	Nursing Home	1,000 sf	\$2,643	\$2,643	\$2,643	\$2,643
OFFICE:						
710	General Office	1,000 sf	\$6,401	\$6,401	\$6,401	\$640
720	Medical Office 10,000 sq ft or less	1,000 sf	\$18,660	\$18,660	\$18,660	\$1,866
730	Medical Office greater than 10,000 sq ft	1,000 sf	\$27,244	\$27,244	\$27,244	\$2,725
770	Business Park (Flex Space)	1,000 sf	\$9,602	\$9,602	\$9,602	\$961
RETAIL:						
812	Building Materials / Lumber Store	1,000 sf	\$18,173	\$18,173	\$18,173	\$1,817
813	Discount Superstore, Free-Standing	1,000 sf	\$16,604	\$16,604	\$16,604	\$1,660
814	Variety Store	1,000 sf	\$7,099	\$4,218	\$7,099	\$709
815	Discount Store, Free-Standing	1,000 sf	\$8,827	\$8,827	\$8,827	\$883
816	Hardware/Paint	1,000 sf	\$963	\$566	\$963	\$96
822	Retail 5,000 square feet gross leasable area or less	1,000 sf/ga	\$4,798	\$3,078	\$4,798	\$480
	Retail 6,001 to 40,000 square feet gross leasable area	1,000 sf/ga	\$8,404	\$8,404	\$8,404	\$840
821	Retail 40,001 to 150,000 square feet gross leasable area (w/o supermarket)	1,000 sf/ga	\$12,125	\$12,125	\$12,125	\$1,213
	Retail 40,001 to 150,000 square feet gross leasable area (with supermarket)	1,000 sf/ga	\$12,125	\$12,125	\$12,125	\$1,213
820	Retail greater than 150,000 square feet gross leasable area	1,000 sf/ga	\$12,125	\$12,125	\$12,125	\$1,213
840/841	New/Used Auto Sales	1,000 sf	\$15,329	\$15,329	\$15,329	\$15,329
843	Automobile Parts Store	1,000 sf	\$34,984	\$34,984	\$34,984	\$3,497
848	Tire Store	1,000 sf	\$10,083	\$10,083	\$10,083	\$10,083
850	Supermarket	1,000 sf	\$17,925	\$17,925	\$17,925	\$1,792
854	Discount Supermarket	1,000 sf	\$25,288	\$25,288	\$25,288	\$2,528
857	Discount Club	1,000 sf	\$13,068	\$13,068	\$13,068	\$13,068
862	Home Improvement Superstore	1,000 sf	\$9,687	\$9,687	\$9,687	\$969
890	Pharmacy/Drug Store without Drive-Thru	1,000 sf	\$9,512	\$7,433	\$9,512	\$952
881	Pharmacy/Drug Store with Drive-Thru	1,000 sf	\$9,512	\$7,433	\$9,512	\$952
890	Furniture Store	1,000 sf	\$2,658	\$2,658	\$2,658	\$2,658
SERVICES:						
911	Bank/Savings Walk-In	1,000 sf	\$14,670	\$14,670	\$14,670	\$1,467
912	Bank/Savings w/Drive-In	1,000 sf	\$25,259	\$25,259	\$25,259	\$2,526
930	Fast Casual Restaurant	1,000 sf	\$25,614	\$25,614	\$25,614	\$2,561
931	Fine Dining Restaurant	1,000 sf	\$33,989	\$11,036	\$33,989	\$3,399
932	High-Turnover Restaurant	1,000 sf	\$37,775	\$13,308	\$37,775	\$3,778
933	Fast Food Restaurant without Drive-Thru	1,000 sf	\$89,907	\$89,907	\$89,907	\$8,991
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	\$90,317	\$90,317	\$90,317	\$9,032
941	Quick Lube	bays	\$16,230	\$16,230	\$16,230	\$16,230
942	Automobile Repair Shop	1,000 sf	\$11,435	\$11,435	\$11,435	\$1,143
944	Gas Station w/Convenience Store <2,000 sq ft	fuel pos.	\$9,658	\$9,658	\$9,658	\$9,658
	Gas Station w/Convenience Store 2,000 to 5,499 sq ft	fuel pos.	\$9,658	\$9,658	\$9,658	\$9,658
945	Gas Station w/Convenience Store 5,500+ sq ft	fuel pos.	\$9,658	\$9,658	\$9,658	\$9,658
	Self-Service Car Wash	bays	\$9,748	\$9,748	\$9,748	\$9,748
948	Automated Car Wash	1,000 sf	\$46,826	\$46,826	\$46,826	\$46,826
INDUSTRIAL:						
110/130	General Light Industrial/Industrial Park	1,000 sf	\$4,972	\$4,972	\$4,972	\$497
120	General Heavy Industrial	1,000 sf	\$1,124	\$1,124	\$1,124	\$1,124
140	Manufacturing	1,000 sf	\$2,867	\$2,867	\$2,867	\$287
150	Warehousing	1,000 sf	\$1,857	\$1,857	\$1,857	\$1,857
151	Mini-Warehouse/Storage	1,000 sf	\$874	\$874	\$874	\$874

City of Sarasota Multi-Modal Transportation Impact Fee: Phase II

Code	Description	Unit	2018	2019	2020	2021	2022
RESIDENTIAL:							
n/a	Attainable Housing at 120% or less of the Area Median Income (AMI)	du	\$0	\$0	\$0	\$0	\$0
210	Single Family (Detached)/ADU - Less than 1,500 sf	du	\$6,779	\$6,779	\$6,779	\$3,360	\$3,360
	Single Family (Detached)/ADU - 1,500 to 3,499 sf	du	\$9,176	\$9,176	\$9,176	\$4,588	\$4,588
215	Single Family (Detached)/ADU - 3,500 sf and greater	du	\$10,201	\$10,201	\$10,201	\$10,201	\$10,201
	Single Family (Attached) - Less than 1,000 sf	du	\$4,468	\$4,468	\$4,468	\$2,233	\$2,233
220	Single Family (Attached) - 1,000 to 1,399 sf	du	\$5,173	\$5,173	\$5,173	\$2,588	\$2,588
	Single Family (Attached) - 1,400 sf and greater	du	\$6,526	\$6,526	\$6,526	\$3,262	\$3,262
221/222	Multi-Family (Low-Rise, 1-3 floors) - Less than 800 sf	du	\$4,219	\$4,219	\$4,219	\$2,110	\$2,110
	Multi-Family (Low-Rise, 1-3 floors) - 800 sf and greater	du	\$5,822	\$5,822	\$5,822	\$2,911	\$2,911
231	Multi-Family (Mid/High-Rise, 4+ floors) - Less than 800 sf	du	\$4,029	\$4,029	\$4,029	\$2,014	\$2,014
	Multi-Family (Mid/High-Rise, 4+ floors) - 800 sf and greater	du	\$5,637	\$5,637	\$5,637	\$2,818	\$2,818
240	Mid-Rise Residential w/Ground-Floor Commercial	du	\$2,022	\$2,022	\$2,022	\$1,011	\$1,011
251	High-Rise Residential w/Ground-Floor Commercial	du	\$2,499	\$2,499	\$2,499	\$1,249	\$1,249
253	Mobile Home Park/RV Park	du	\$3,359	\$3,359	\$3,359	\$1,680	\$1,680
251	Retirement Community/Age Restricted Single-Family	du	\$2,981	\$2,981	\$2,981	\$1,491	\$1,491
253	Assisted Living Facility (ALF)/Congregate Care Facility	du	\$849	\$849	\$849	\$426	\$426
LODGING:							
310/320	Hotel/Motel	room	\$2,554	\$2,554	\$2,554	\$255	\$255
RECREATION:							
420	Marina	berth	\$2,903	\$2,903	\$2,903	\$2,903	\$2,903
430	Golf Course	acres	\$5,127	\$5,127	\$5,127	\$5,127	\$5,127
445	Movie Theater	1,000 sf	\$9,752	\$9,752	\$9,752	\$975	\$2,439
492	Health/Fitness/Athletic Club	1,000 sf	\$26,053	\$26,053	\$26,053	\$2,605	\$7,013
495	Recreational/Community Center	1,000 sf	\$19,426	\$19,426	\$19,426	\$1,942	\$4,856
INSTITUTIONS:							
520/522	Elementary/Middle School (Private)	1,000 sf	\$8,278	\$8,278	\$8,278	\$8,278	\$8,278
525	High School (Private)	1,000 sf	\$8,228	\$8,228	\$8,228	\$8,228	\$8,228
540	University/Junior College (7,500 or fewer students) (Private)	student	\$2,112	\$2,112	\$2,112	\$2,112	\$2,112
550	University/Junior College (more than 7,500 students) (Private)	student	\$1,596	\$1,596	\$1,596	\$1,596	\$1,596
560	Church	1,000 sf	\$5,274	\$5,274	\$5,274	\$5,274	\$5,274
565	Day Care	1,000 sf	\$0	\$0	\$0	\$0	\$0
580	Museum	1,000 sf	\$1,909	\$1,909	\$1,909	\$191	\$478
MEDICAL:							
610	Hospital	1,000 sf	\$11,177	\$11,177	\$11,177	\$11,177	\$11,177
620	Nursing Home	1,000 sf	\$2,924	\$2,924	\$2,924	\$2,924	\$2,924
OFFICE:							
710	General Office	1,000 sf	\$7,112	\$7,112	\$7,112	\$711	\$1,779
720	Medical Office 10,000 sq ft or less	1,000 sf	\$20,767	\$20,767	\$20,767	\$2,077	\$5,191
720	Medical Office greater than 10,000 sq ft	1,000 sf	\$30,271	\$30,271	\$30,271	\$3,028	\$7,568
770	Business Park (Flex Space)	1,000 sf	\$10,669	\$10,669	\$10,669	\$1,068	\$2,668
RETAIL:							
812	Building Materials / Lumber Store	1,000 sf	\$18,173	\$18,173	\$18,173	\$1,817	\$4,543
813	Discount Superstore, Free-Standing	1,000 sf	\$18,102	\$18,102	\$18,102	\$1,810	\$4,525
814	Variety Store	1,000 sf	\$7,099	\$4,218	\$7,099	\$709	\$1,774
815	Discount Store, Free-Standing	1,000 sf	\$9,808	\$9,808	\$9,808	\$981	\$2,452
816	Hardware/Paint	1,000 sf	\$985	\$985	\$985	\$98	\$248
822	Retail 6,000 square feet gross leasable area or less	1,000 sf/ga	\$5,043	\$3,237	\$5,043	\$504	\$1,260
	Retail 6,001 to 40,000 square feet gross leasable area	1,000 sf/ga	\$8,404	\$8,404	\$8,404	\$840	\$2,101
821	Retail 40,001 to 150,000 square feet gross leasable area (w/o supermarket)	1,000 sf/ga	\$13,472	\$13,472	\$13,472	\$1,348	\$3,369
	Retail 40,001 to 150,000 square feet gross leasable area (with supermarket)	1,000 sf/ga	\$13,472	\$13,472	\$13,472	\$1,348	\$3,369
820	Retail greater than 150,000 square feet gross leasable area	1,000 sf/ga	\$13,472	\$13,472	\$13,472	\$1,348	\$3,369
840/841	New/Used Auto Sales	1,000 sf	\$17,016	\$17,016	\$17,016	\$1,701	\$4,251
843	Automobile Parts Store	1,000 sf	\$38,401	\$38,401	\$38,401	\$3,841	\$9,601
846	Tire Store	1,000 sf	\$11,203	\$11,203	\$11,203	\$1,120	\$2,801
850	Supermarket	1,000 sf	\$19,917	\$19,917	\$19,917	\$1,991	\$4,979
854	Discount Supermarket	1,000 sf	\$25,288	\$25,288	\$25,288	\$2,528	\$6,322
857	Discount Club	1,000 sf	\$13,721	\$13,721	\$13,721	\$1,372	\$3,431
862	Home Improvement Superstore	1,000 sf	\$10,233	\$10,233	\$10,233	\$1,023	\$2,558
880	Pharmacy/Drug Store without Drive-Thru	1,000 sf	\$10,569	\$8,256	\$10,569	\$1,058	\$2,642
881	Pharmacy/Drug Store with Drive-Thru	1,000 sf	\$10,569	\$8,256	\$10,569	\$1,058	\$2,642
890	Furniture Store	1,000 sf	\$2,953	\$2,953	\$2,953	\$2,953	\$2,953
SERVICES:							
911	Bank/Savings Walk-In	1,000 sf	\$14,670	\$14,670	\$14,670	\$1,467	\$3,667
912	Bank/Savings w/Drive-In	1,000 sf	\$26,256	\$26,256	\$26,256	\$2,625	\$6,563
930	Fast Casual Restaurant	1,000 sf	\$25,614	\$25,614	\$25,614	\$2,561	\$6,403
931	Fine Dining Restaurant	1,000 sf	\$37,766	\$12,262	\$37,766	\$3,777	\$9,441
932	High-Turnover Restaurant	1,000 sf	\$41,972	\$14,787	\$41,972	\$4,198	\$10,493
933	Fast Food Restaurant without Drive-Thru	1,000 sf	\$99,532	\$99,532	\$99,532	\$9,953	\$25,332
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	\$100,352	\$100,352	\$100,352	\$10,035	\$25,352
941	Quick Lube	bays	\$18,033	\$18,033	\$18,033	\$1,803	\$4,508
942	Automobile Repair Shop	1,000 sf	\$12,706	\$12,706	\$12,706	\$1,270	\$3,177
944	Gas Station w/Convenience Store <2,000 sq ft	fuel pos.	\$10,731	\$10,731	\$10,731	\$1,073	\$2,681
945	Gas Station w/Convenience Store 2,000 to 5,499 sq ft	fuel pos.	\$10,731	\$10,731	\$10,731	\$1,073	\$2,681
947	Gas Station w/Convenience Store 5,500+ sq ft	fuel pos.	\$10,731	\$10,731	\$10,731	\$1,073	\$2,681
947	Self-Service Car Wash	bays	\$10,831	\$10,831	\$10,831	\$1,083	\$2,708
948	Automated Car Wash	1,000 sf	\$46,826	\$46,826	\$46,826	\$4,682	\$11,706
INDUSTRIAL:							
110/130	General Light Industrial/Industrial Park	1,000 sf	\$5,287	\$5,287	\$5,287	\$528	\$1,321
120	General Heavy Industrial	1,000 sf	\$1,249	\$1,249	\$1,249	\$1,249	\$1,249
140	Manufacturing	1,000 sf	\$3,186	\$3,186	\$3,186	\$318	\$797
150	Warehousing	1,000 sf	\$1,857	\$1,857	\$1,857	\$1,857	\$1,857
151	Mini-Warehouse/Storage	1,000 sf	\$942	\$942	\$942	\$942	\$942

City of Sarasota Multi-Modal Transportation Impact Fee: Phase III

Code	Description	Unit	2018	2019	2020	2021	2022	
RESIDENTIAL:								
n/a	Attainable Housing at 120% or less of the Area Median Income (AMI)	du	\$0	\$0	\$0	\$0	\$0	
210	Single Family (Detached)/ADU - Less than 1,500 sf	du	\$7,457	\$7,457	\$7,457	\$3,729	\$3,729	
	Single Family (Detached)/ADU - 1,500 to 3,499 sf	du	\$10,094	\$10,094	\$10,094	\$5,047	\$5,047	
	Single Family (Detached)/ADU - 3,500 sf and greater	du	\$11,221	\$11,221	\$11,221	\$11,221	\$11,221	
	Single Family (Attached) - Less than 1,000 sf	du	\$4,915	\$4,915	\$4,915	\$2,458	\$2,458	
215	Single Family (Attached) - 1,000 to 1,399 sf	du	\$5,690	\$5,690	\$5,690	\$2,847	\$2,847	
	Single Family (Attached) - 1,400 sf and greater	du	\$7,179	\$7,179	\$7,179	\$3,588	\$3,588	
	Multi-Family (Low-Rise, 1-3 floors) - Less than 800 sf	du	\$4,641	\$4,641	\$4,641	\$2,321	\$2,321	
220	Multi-Family (Low-Rise, 1-3 floors) - 800 sf and greater	du	\$6,514	\$6,514	\$6,514	\$3,257	\$3,257	
	Multi-Family (Mid/High-Rise, 4+ floors) - Less than 800 sf	du	\$4,356	\$4,356	\$4,356	\$2,177	\$2,177	
221/222	Multi-Family (Mid/High-Rise, 4+ floors) - 800 sf and greater	du	\$5,837	\$5,837	\$5,837	\$2,918	\$2,918	
231	Mid-Rise Residential w/Ground-Floor Commercial	du	\$2,022	\$2,022	\$2,022	\$1,011	\$1,011	
232	High-Rise Residential w/Ground-Floor Commercial	du	\$2,499	\$2,499	\$2,499	\$1,249	\$1,249	
240	Mobile Home Park/RV Park	du	\$3,695	\$3,695	\$3,695	\$1,848	\$1,848	
251	Retirement Community/Age-Restricted Single-Family	du	\$3,279	\$3,279	\$3,279	\$1,640	\$1,640	
253	Assisted Living Facility (ALF)/Congregate Care Facility	du	\$934	\$934	\$934	\$469	\$469	
LOADING:								
310/320	Hotel/Motel	room	\$2,554	\$2,554	\$2,554	\$255	\$255	
RECREATION:								
420	Marina	berth	\$3,104	\$3,104	\$3,104	\$3,104	\$3,104	
430	Golf Course	acres	\$5,127	\$5,127	\$5,127	\$5,127	\$5,127	
445	Movie Theater	1,000 sf	\$10,727	\$10,727	\$10,727	\$1,074	\$2,683	
492	Health/Fitness/Athletic Club	1,000 sf	\$30,858	\$30,858	\$30,858	\$3,087	\$7,714	
495	Recreational/Community Center	1,000 sf	\$19,426	\$19,426	\$19,426	\$1,942	\$4,856	
INSTITUTIONS:								
520/522	Elementary/Middle School (Private)	1,000 sf	\$9,106	\$9,106	\$9,106	\$9,106	\$9,106	
525	High School (Private)	1,000 sf	\$8,859	\$8,859	\$8,859	\$8,859	\$8,859	
540	University/Junior College (7,500 or fewer students) (Private)	student	\$2,323	\$2,323	\$2,323	\$2,323	\$2,323	
550	University/Junior College (more than 7,500 students) (Private)	student	\$1,756	\$1,756	\$1,756	\$1,756	\$1,756	
560	Church	1,000 sf	\$5,690	\$5,690	\$5,690	\$5,690	\$5,690	
565	Day Care	1,000 sf	\$0	\$0	\$0	\$0	\$0	
580	Museum	1,000 sf	\$2,100	\$2,100	\$2,100	\$210	\$526	
MEDICAL:								
610	Hospital	1,000 sf	\$11,979	\$11,979	\$11,979	\$11,979	\$11,979	
620	Nursing Home	1,000 sf	\$3,205	\$3,205	\$3,205	\$3,205	\$3,205	
OFFICE:								
710	General Office	1,000 sf	\$7,823	\$7,823	\$7,823	\$782	\$1,967	
720	Medical Office 10,000 sq ft or less	1,000 sf	\$22,844	\$22,844	\$22,844	\$2,285	\$5,710	
	Medical Office greater than 10,000 sq ft	1,000 sf	\$33,298	\$33,298	\$33,298	\$3,331	\$8,325	
770	Business Park (Flex Space)	1,000 sf	\$11,736	\$11,736	\$11,736	\$1,175	\$2,935	
RETAIL:								
812	Building Materials / Lumber Store	1,000 sf	\$18,173	\$18,173	\$18,173	\$1,817	\$4,543	
813	Discount Superstore, Free-Standing	1,000 sf	\$18,102	\$18,102	\$18,102	\$1,810	\$4,525	
814	Variety Store	1,000 sf	\$7,099	\$4,218	\$7,099	\$709	\$1,774	
815	Discount Store, Free-Standing	1,000 sf	\$10,789	\$10,789	\$10,789	\$1,079	\$2,697	
816	Hardware/Paint	1,000 sf	\$985	\$566	\$985	\$98	\$246	
822	Retail 6,000 square feet gross leasable area or less	1,000 sf/ga	\$5,043	\$3,237	\$5,043	\$504	\$1,260	
	Retail 6,001 to 40,000 square feet gross leasable area	1,000 sf/ga	\$8,404	\$8,404	\$8,404	\$840	\$2,101	
821	Retail 40,001 to 150,000 square feet gross leasable area (w/o supermarket)	1,000 sf/ga	\$14,819	\$14,819	\$14,819	\$1,483	\$3,706	
	Retail 40,001 to 150,000 square feet gross leasable area (with supermarket)	1,000 sf/ga	\$14,819	\$14,819	\$14,819	\$1,483	\$3,706	
820	Retail greater than 150,000 square feet gross leasable area	1,000 sf/ga	\$14,819	\$14,819	\$14,819	\$1,483	\$3,706	
840/841	New/Used Auto Sales	1,000 sf	\$18,703	\$18,703	\$18,703	\$1,870	\$4,675	
843	Automobile Parts Store	1,000 sf	\$41,838	\$41,838	\$41,838	\$4,183	\$10,459	
848	Tire Store	1,000 sf	\$12,323	\$12,323	\$12,323	\$1,232	\$3,080	
850	Supermarket	1,000 sf	\$21,909	\$21,909	\$21,909	\$2,190	\$5,477	
854	Discount Supermarket	1,000 sf	\$25,288	\$25,288	\$25,288	\$2,528	\$6,322	
857	Discount Club	1,000 sf	\$13,721	\$13,721	\$13,721	\$1,372	\$3,430	
862	Home Improvement Superstore	1,000 sf	\$10,233	\$10,233	\$10,233	\$1,023	\$2,558	
880	Pharmacy/Drug Store without Drive-Thru	1,000 sf	\$11,626	\$9,085	\$11,626	\$1,162	\$2,905	
881	Pharmacy/Drug Store with Drive-Thru	1,000 sf	\$11,626	\$9,085	\$11,626	\$1,162	\$2,905	
890	Furniture Store	1,000 sf	\$3,248	\$3,248	\$3,248	\$3,248	\$3,248	
SERVICES:								
911	Bank/Savings Walk-In	1,000 sf	\$14,670	\$14,670	\$14,670	\$1,467	\$3,667	
912	Bank/Savings w/Drive-In	1,000 sf	\$26,255	\$26,255	\$26,255	\$2,625	\$6,563	
930	Fast Casual Restaurant	1,000 sf	\$25,614	\$25,614	\$25,614	\$2,561	\$6,403	
931	Fine Dining Restaurant	1,000 sf	\$41,543	\$13,488	\$41,543	\$4,154	\$10,385	
932	High-Turnover Restaurant	1,000 sf	\$46,169	\$16,265	\$46,169	\$4,616	\$11,542	
933	Fast Food Restaurant without Drive-Thru	1,000 sf	\$109,157	\$109,157	\$109,157	\$10,915	\$27,289	
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	\$110,387	\$110,387	\$110,387	\$11,038	\$27,596	
941	Quick Lube	bays	\$19,836	\$19,836	\$19,836	\$1,983	\$4,958	
942	Automobile Repair Shop	1,000 sf	\$13,977	\$13,977	\$13,977	\$1,397	\$3,495	
944	Gas Station w/Convenience Store <2,000 sq ft	fuel pos.	\$11,804	\$11,804	\$11,804	\$1,180	\$2,950	
945	Gas Station w/Convenience Store 2,000 to 5,499 sq ft	fuel pos.	\$11,804	\$11,804	\$11,804	\$1,180	\$2,950	
947	Self-Service Car Wash	bays	\$11,914	\$11,914	\$11,914	\$1,191	\$2,977	
948	Automated Car Wash	1,000 sf	\$46,826	\$46,826	\$46,826	\$4,682	\$11,705	
INDUSTRIAL:								
110/130	General Light Industrial/Industrial Park	1,000 sf	\$5,287	\$5,287	\$5,287	\$528	\$1,321	
120	General Heavy Industrial	1,000 sf	\$1,374	\$1,374	\$1,374	\$1,374	\$1,374	
140	Manufacturing	1,000 sf	\$3,505	\$3,505	\$3,505	\$351	\$877	
150	Warehousing	1,000 sf	\$1,857	\$1,857	\$1,857	\$1,857	\$1,857	
151	Mini-Warehouse/Storage	1,000 sf	\$1,010	\$1,010	\$1,010	\$1,010	\$1,010	

City of Sarasota Multi-Modal Transportation Impact Fee: Phase IV

Code	Description	Unit	\$0	\$1	\$2	\$3	\$4	
RESIDENTIAL:								
n/a	Attainable Housing at 120% or less of the Area Median Income (AMI)	du	\$0	\$0	\$0	\$0	\$0	
210	Single Family (Detached)/ADU - Less than 1,500 sf	du	\$8,134	\$8,134	\$8,134	\$4,068	\$4,068	
	Single Family (Detached)/ADU - 1,500 to 3,499 sf	du	\$11,010	\$11,010	\$11,010	\$5,505	\$5,505	
	Single Family (Detached)/ADU - 3,500 sf and greater	du	\$12,241	\$12,241	\$12,241	\$12,241	\$12,241	
	Single Family (Attached) - Less than 1,000 sf	du	\$5,361	\$5,361	\$5,361	\$2,680	\$2,680	
215	Single Family (Attached) - 1,000 to 1,399 sf	du	\$6,208	\$6,208	\$6,208	\$3,105	\$3,105	
	Single Family (Attached) - 1,400 sf and greater	du	\$7,830	\$7,830	\$7,830	\$3,915	\$3,915	
	Multi-Family (Low-Rise, 1-3 floors) - Less than 800 sf	du	\$5,062	\$5,062	\$5,062	\$2,532	\$2,532	
220	Multi-Family (Low-Rise, 1-3 floors) - 800 sf and greater	du	\$7,107	\$7,107	\$7,107	\$3,553	\$3,553	
	Multi-Family (Mid/High-Rise, 4+ floors) - Less than 800 sf	du	\$4,681	\$4,681	\$4,681	\$2,340	\$2,340	
	Multi-Family (Mid/High-Rise, 4+ floors) - 800 sf and greater	du	\$5,837	\$5,837	\$5,837	\$2,918	\$2,918	
221/222	Mid-Rise Residential w/Ground-Floor Commercial	du	\$2,022	\$2,022	\$2,022	\$1,011	\$1,011	
232	High-Rise Residential w/Ground-Floor Commercial	du	\$2,499	\$2,499	\$2,499	\$1,249	\$1,249	
240	Mobile Home Park/RV Park	du	\$4,030	\$4,030	\$4,030	\$2,015	\$2,015	
251	Retirement Community/Age-Restricted Single-Family	du	\$3,577	\$3,577	\$3,577	\$1,788	\$1,788	
253	Assisted Living Facility (ALF)/Congregate Care Facility	du	\$1,016	\$1,016	\$1,016	\$510	\$510	
LODGING:								
310/320	Hotel/Motel	room	\$2,554	\$2,554	\$2,554	\$255	\$255	
RECREATION:								
420	Marina	berth	\$3,305	\$3,305	\$3,305	\$3,305	\$3,305	
430	Golf Course	acres	\$5,127	\$5,127	\$5,127	\$5,127	\$5,127	
445	Movie Theater	1,000 sf	\$11,703	\$11,703	\$11,703	\$1,170	\$2,340	
492	Health/Fitness/Athletic Club	1,000 sf	\$33,664	\$33,664	\$33,664	\$3,366	\$8,416	
495	Recreational/Community Center	1,000 sf	\$19,426	\$19,426	\$19,426	\$1,942	\$4,856	
INSTITUTIONS:								
520/522	Elementary/Middle School (Private)	1,000 sf	\$9,933	\$9,933	\$9,933	\$9,933	\$9,933	
525	High School (Private)	1,000 sf	\$9,490	\$9,490	\$9,490	\$9,490	\$9,490	
540	University/Junior College (7,500 or fewer students) (Private)	student	\$2,535	\$2,535	\$2,535	\$2,535	\$2,535	
550	University/Junior College (more than 7,500 students) (Private)	student	\$1,914	\$1,914	\$1,914	\$1,914	\$1,914	
560	Church	1,000 sf	\$6,105	\$6,105	\$6,105	\$6,105	\$6,105	
565	Day Care	1,000 sf	\$0	\$0	\$0	\$0	\$0	
580	Museum	1,000 sf	\$2,290	\$2,290	\$2,290	\$229	\$573	
MEDICAL:								
610	Hospital	1,000 sf	\$12,782	\$12,782	\$12,782	\$12,782	\$12,782	
620	Nursing Home	1,000 sf	\$3,484	\$3,484	\$3,484	\$3,484	\$3,484	
OFFICE:								
710	General Office	1,000 sf	\$8,535	\$8,535	\$8,535	\$853	\$2,134	
720	Medical Office 10,000 sq ft or less	1,000 sf	\$24,919	\$24,919	\$24,919	\$2,491	\$6,229	
	Medical Office greater than 10,000 sq ft	1,000 sf	\$36,325	\$36,325	\$36,325	\$3,633	\$9,061	
770	Business Park (Flex Space)	1,000 sf	\$12,802	\$12,802	\$12,802	\$1,281	\$3,201	
RETAIL:								
812	Building Materials / Lumber Store	1,000 sf	\$18,173	\$18,173	\$18,173	\$1,817	\$4,543	
813	Discount Superstore, Free-Standing	1,000 sf	\$18,102	\$18,102	\$18,102	\$1,810	\$4,526	
814	Variety Store	1,000 sf	\$7,099	\$4,215	\$7,099	\$709	\$1,774	
815	Discount Store, Free-Standing	1,000 sf	\$11,769	\$11,769	\$11,769	\$1,177	\$2,943	
816	Hardware/Paint	1,000 sf	\$985	\$985	\$985	\$98	\$246	
822	Retail 6,000 square feet gross leasable area or less	1,000 sf/ga	\$5,043	\$3,238	\$5,043	\$504	\$1,260	
	Retail 6,001 to 40,000 square feet gross leasable area	1,000 sf/ga	\$8,404	\$8,404	\$8,404	\$840	\$2,101	
	Retail 40,001 to 150,000 square feet gross leasable area (w/o supermarket)	1,000 sf/ga	\$16,167	\$16,167	\$16,167	\$1,617	\$4,042	
821	Retail 40,001 to 150,000 square feet gross leasable area (with supermarket)	1,000 sf/ga	\$16,167	\$16,167	\$16,167	\$1,617	\$4,042	
	Retail greater than 150,000 square feet gross leasable area	1,000 sf/ga	\$16,167	\$16,167	\$16,167	\$1,617	\$4,042	
840/841	New/Used Auto Sales	1,000 sf	\$20,388	\$20,388	\$20,388	\$2,038	\$5,096	
843	Automobile Parts Store	1,000 sf	\$45,274	\$45,274	\$45,274	\$4,527	\$11,318	
848	Tire Store	1,000 sf	\$13,444	\$13,444	\$13,444	\$1,344	\$3,361	
850	Supermarket	1,000 sf	\$23,899	\$23,899	\$23,899	\$2,389	\$5,974	
854	Discount Supermarket	1,000 sf	\$25,288	\$25,288	\$25,288	\$2,528	\$6,322	
857	Discount Club	1,000 sf	\$13,721	\$13,721	\$13,721	\$1,372	\$3,431	
862	Home Improvement Superstore	1,000 sf	\$10,233	\$10,233	\$10,233	\$1,023	\$2,558	
880	Pharmacy/Drug Store without Drive-Thru	1,000 sf	\$12,682	\$9,910	\$12,682	\$1,268	\$3,171	
881	Pharmacy/Drug Store with Drive-Thru	1,000 sf	\$12,682	\$9,910	\$12,682	\$1,268	\$3,171	
890	Furniture Store	1,000 sf	\$3,544	\$3,544	\$3,544	\$354	\$890	
SERVICES:								
911	Bank/Savings Walk-In	1,000 sf	\$14,670	\$14,670	\$14,670	\$1,467	\$3,667	
912	Bank/Savings w/Drive-In	1,000 sf	\$26,255	\$26,255	\$26,255	\$2,625	\$6,563	
930	Fast Casual Restaurant	1,000 sf	\$25,614	\$25,614	\$25,614	\$2,561	\$6,403	
931	Fine Dining Restaurant	1,000 sf	\$45,318	\$14,715	\$45,318	\$4,531	\$11,329	
932	High-Turnover Restaurant	1,000 sf	\$50,367	\$17,743	\$50,367	\$5,036	\$12,592	
933	Fast Food Restaurant without Drive-Thru	1,000 sf	\$118,783	\$118,783	\$118,783	\$11,878	\$29,696	
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	\$120,423	\$120,423	\$120,423	\$12,042	\$30,106	
941	Quick Lube	bays	\$21,640	\$21,640	\$21,640	\$2,164	\$5,410	
942	Automobile Repair Shop	1,000 sf	\$15,246	\$15,246	\$15,246	\$1,524	\$3,811	
944	Gas Station w/Convenience Store <2,000 sq ft	fuel pos.	\$12,877	\$12,877	\$12,877	\$1,287	\$3,218	
	Gas Station w/Convenience Store 2,000 to 5,499 sq ft	fuel pos.	\$12,877	\$12,877	\$12,877	\$1,287	\$3,218	
945	Gas Station w/Convenience Store 5,500+ sq ft	fuel pos.	\$12,877	\$12,877	\$12,877	\$1,287	\$3,218	
	Self-Service Car Wash	bays	\$12,997	\$12,997	\$12,997	\$1,299	\$3,249	
948	Automated Car Wash	1,000 sf	\$46,826	\$46,826	\$46,826	\$4,682	\$11,706	
INDUSTRIAL:								
110/130	General Light Industrial/Industrial Park	1,000 sf	\$5,287	\$5,287	\$5,287	\$528	\$1,321	
120	General Heavy Industrial	1,000 sf	\$1,498	\$1,498	\$1,498	\$1,498	\$1,498	
140	Manufacturing	1,000 sf	\$3,822	\$3,822	\$3,822	\$382	\$955	
150	Warehousing	1,000 sf	\$1,857	\$1,857	\$1,857	\$1,857	\$1,857	
151	Mini-Warehouse/Storage	1,000 sf	\$1,076	\$1,076	\$1,076	\$1,076	\$1,076	

(b) *Multimodal Transportation Impact Fee Account*: There is hereby established the Multimodal Transportation Impact Fee Fund into which all multimodal transportation impact fees collected shall be deposited. Multimodal transportation impact fee revenues shall be spent only on multimodal facilities and multimodal capital costs as provided in this Article.

(c) As used in the fee schedule set forth in Subsection (a), above, the following terms shall have the following meanings:

(1) *Downtown* shall mean the geographic area within the former Downtown Community Redevelopment Agency (CRA) of the City;

(2) *Newtown CRA* shall mean the Newtown Community Redevelopment Agency (CRA) which was established for the purpose of implementing redevelopment activities that include eliminating “blight and slum” conditions, increasing the tax base and encouraging private and public investments. The Newtown CRA is bordered to the north by Myrtle Street, to the east by the Seminole Gulf Railroad right of way, to the west by N. Tamiami Trail (U.S. 41) and to the south by 17th Street;

(3) *North Trail* shall mean those parcels which have frontage along the North Trail corridor between 10th Street and the City limit line. This area generally includes those North Trail parcels identified in the former Sarasota Enterprise Zone;

(4) *Very Low Income Housing (eligibility)* shall mean a household with an income up to fifty percent (50%) of the Area Median Income;

(5) *Low Income Housing (eligibility)* shall mean a household with an income greater than fifty percent (50%) but no more than eighty percent (80%) of the Area Median Income;

(6) *Moderate Income Housing (eligibility)* shall mean a household with an income greater than eighty percent (80%), but no more than one hundred twenty percent (120%) of the Area Median Income.

(d) Certain residential uses in the Fee Schedule set forth in Subsection (a), above, provide for assessment and collection of a reduced or deferred multi-modal transportation impact fee. The public purpose advanced by the assessment and collection of a reduced or deferred multi-modal transportation impact fee for these residential uses is to foster and encourage the provision of new moderate income, low income or very low income housing throughout the City and to encourage the provision of housing units in certain districts within the City. When a development application qualifies for one of the very low income, low income or moderate income reduced or deferred multi-modal transportation impact fees, the developer applicant shall enter into an agreement with the City in order to remain eligible for the reduced impact fee.

(1) If the development is not monitored by the Florida Housing Finance Corporation, the United States Department of Housing and Urban Development, or any other state or federal agency, including any private entities working as subcontractors of such an agency, the agreement shall provide for annual monitoring of the income of the owners or occupants of the housing units. The agreement shall also provide that the full impact fee at the City-wide rate, which would otherwise have been due for a housing unit of the same size, shall be due and payable to the City at such time as it is unable to be established to the satisfaction of the City Manager that the housing unit is owned or occupied by an individual or family which meets the definition of very low income housing, low income housing or moderate income housing set forth in Subsection (c), above. At the option of the City, the agreement may provide for recapture of the impact fee from the developer applicant through a breach of contract action or recapture of the impact fee from the future owner of the developed property through a lien foreclosure action. In the event the recaptured impact fees will be recovered from a future owner at such time as the housing unit is sold or used as market rate housing, the City's right to the recaptured impact fee shall be secured by a first lien placed upon the property as a condition precedent to the issuance of the first Certificate of Occupancy for the property.

(2) If the development is monitored by the Florida Housing Finance Corporation, the United States Department of Housing and Urban Development, or any other state or federal agency, including any private entities working as subcontractors of such an agency, the agreement must require the developer to submit to the City all monitoring reports from the developer to said agency, within sixty (60) days of submission of the report to said agency. So long as the developer complies with the rules and regulations of that governmental agency or program, the impact fee shall remain deferred and will not be paid to the City until the affordability period established by the Florida Housing Finance Corporation, the United States Department of Housing and Urban Development, or any other state or federal agency, expires. The then current property owner shall pay the City the otherwise applicable full impact fee within sixty (60) days of the expiration of the affordability period or within sixty (60) days of such time as it is unable to be established to the satisfaction of the City Manager that the housing unit is owned or occupied by an individual or family which meets the definition of very low income housing, low income housing or moderate income housing set forth in Subsection (c), above. If the then current property owner fails to timely pay the full impact fee, the City Manager is authorized to record in the Official Records of Sarasota County a lien against the property in the amount of the unpaid impact fees and accrued interest.

(3) The developer applicant or future property owner shall also be responsible to pay the City interest at the rate of one and one-half percent (1.5%) per month commencing with the first day of the month after the housing unit was last occupied by an individual or family established to then be low income or very low income or moderate income as defined in Subsection (c), above. As an alternative to such an agreement, the City may, at the option of the City Commission, decide to pay the otherwise applicable full impact fee from the City's general fund prior to the issuance of the first Certificate of Occupancy for the property.

(4) The city manager is authorized to administratively approve and execute on behalf of the City the Multimodal Transportation Impact Fee Deferral Lien Agreement required by this Subsection (d). The City Manager is also authorized to execute necessary documents which would subordinate the City's impact fee deferral lien to the development project owner's lien, including a governmental funded lien, if the project development property is encumbered by a recorded deed restriction which limits the subsequent resale of the property or subsequent leasing of the property to another individual or family which meets the definition of very low income housing or low income housing or moderate income housing as set forth in Subsection (c) above."

SECTION 3. The Sarasota City Code, Chapter 25, Planning, Article II, Multi-Modal Transportation Impact Fee, Division 1, Procedural and Administrative Requirements, Section 25-16, Purpose and authority, Section 25-17, Adoption of technical report as basis of impact fee, as well as Section 25-20, Definitions, are hereby amended so as to change the definition of the Technical Report:

Sec. 25-16. – Purpose and authority

* * *

(e) The technical data, findings and conclusions herein are based on the report entitled "City of Sarasota Multi-Modal Transportation Impact Fee Update Study, dated ~~December 9, 2016~~ July 16, 2024, prepared by ~~Findale-Oliver~~ Alfred Benesch & Company" (referred to herein as the "Technical Report").

Sec. 25-17. - Adoption of technical report as basis of impact fees.

The city hereby adopts and incorporates by reference, the report entitled "City of Sarasota Multi-Modal Transportation Impact Fee Update Study" dated ~~December 9, 2016~~ July 16, 2024 prepared by ~~Findale-Oliver~~ Alfred Benesch & Company (referred to herein as the "Technical Report"), which, among other things, supports the rates and reasonableness of the impact fees imposed by this article.

Sec. 25-20. - Definitions.

* * *

Technical report means the “City of Sarasota Multi-modal Transportation Impact Fee Update Study,” dated ~~December 9, 2016~~ July 16, 2024 prepared by ~~Tindale Oliver Alfred Benesch & Company~~”.

[Additions to existing Code are shown by underline; deletions for existing Code are shown by ~~strikethrough~~.]

SECTION 4. CONFLICT. To the extent of any conflict between any other City regulations and ordinances and this Ordinance, this Ordinance shall be deemed to control. Provided, however, that this Ordinance is not intended to amend or repeal any existing chapter or regulation, unless expressly set forth in this Ordinance.

SECTION 5. SEVERABILITY. It is hereby declared to be the intention of the City Commission that the sections, paragraphs, sentences, clauses and phrases of this Ordinance be deemed severable and if any phrase, clause, sentence, paragraph, or section of this Ordinance is declared unconstitutional or otherwise invalid by the valid judgment of a court of competent jurisdiction, such unconstitutionality or invalidity shall not affect any of the remaining phrases, clauses, sentences, paragraph or sections of this Ordinance.

SECTION 6. EFFECTIVE DATE. This Ordinance shall become effective on January 1, 2025. The regulations set forth in this Ordinance No. 24-5542 shall apply to any project for which an application for a building permit occurs on or after January 1, 2025.

PASSED on first reading by title only, after posting for public viewing at City Hall for at least three (3) days prior to first reading, as authorized by Article IV, Section 2, Charter of the City of Sarasota, Florida this ___ day of _____, 2024.

PASSED on second reading and finally adopted this ___ day of _____, 2024.

Liz Alpert, Mayor

ATTEST:

Shayla Griggs
City Auditor and Clerk

- _____ Mayor Liz Alpert
- _____ Vice Mayor Jen Ahearn-Koch
- _____ Commissioner Erik Arroyo
- _____ Commissioner Kyle Scott Battie
- _____ Commissioner Debbie Trice

Tammy's Files\Ordinances\2024\24-5542-multimodal TIF-7-25-24

Multi-Modal Transportation Impact Fee Update Study Presentation



Multi-Modal Transportation Impact Fee Update Study



August 12, 2024

Presentation Overview



**Background/
Purpose**



**Technical
Study**



Next Steps



Background/Purpose

City of Sarasota Demographics

- Continuing population growth
 - ✓ **4,400 additional residents** between 2014 & 2023*
 - ✓ **615** new housing units permitted per year between 2021 & 2023**
- Impact Fee Study
 - ✓ Multi-modal transportation impact fee last updated in 2016/2017

* Source: Bureau of Economic & Business Research

** Source: U.S. Census

Background/Purpose

Impact Fee Definition

- One-time capital charge to new development
- Covers portion of capital costs of Infrastructure capacity
 - Frees up other funds for maintenance/renovations
- Implements the Capital Improvement Plan



Background/Purpose

Why Impact Fees?

- Calculate the cost of growth
- Potential large developments
- Most needed when:
 - High growth
 - Limited funding



Legal Requirements

F.S. 163.31801

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

Legal Requirements

HB 337 (2021)

Limit on fee increases:

- Up to 25% increase: Over 2 years
- 25% to 50% increase: Over 4 installments
- Cannot be increased more than 50%
- Cannot be increased more than once every four years

Exception:

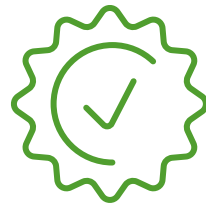
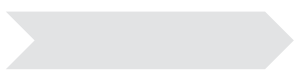
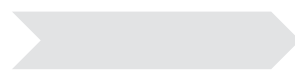
- A study within the past 12 months demonstrating extraordinary circumstances
- Two public workshops to discuss the extraordinary circumstances
- Increase to be approved by 2/3rd of the governing body

Legal Requirements

HB 479 (Effective: 10/1/24)

- Impact fee studies need to be based on data available in the past four years
- Impact fee studies need to be completed and adopted within 12 months if the fees are increasing

Presentation Overview



**Background/
Purpose**

**Technical
Study**

Next Steps





John Ringling Bv 400

Technical Study Impact Fee Calculation

Technical Study

Consumption - Based Methodology

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



Technical Study

Basic Impact Fee Formula

Net Multi-Modal Transportation Impact Fee =

(Cost – Credit) x Demand



Cost to add capacity



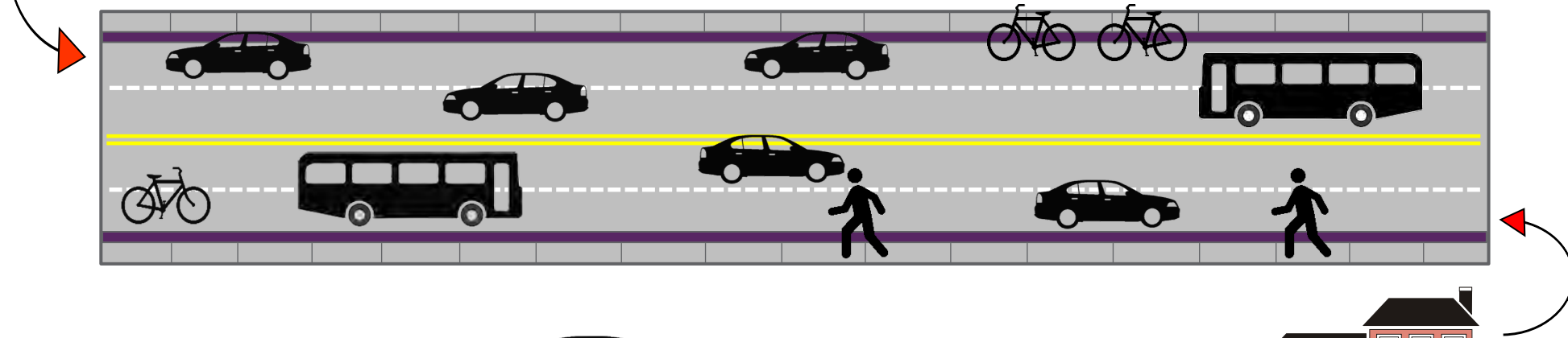
Non-impact fee revenue from future development



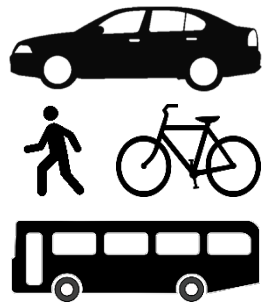
Person-Miles of Travel

Multi-Modal Fee: Consumption-Based

$$\text{One Lane Mile} \approx \$5.8 \text{ M} \div \text{Capacity} \approx 13,400 = \text{Person-miles of capacity} \approx \$433$$



Total Credit ≈ \$2,200
Net Fee ≈ \$12,000



Total Impact Cost ≈ \$14,700 ≈

34 person-miles of daily travel x



Multi-Modal Transportation Impact Fee

Demand Component

Sources:

- National ITE Reference (11th Edition)
- Florida Studies Database
- District 1 Regional Planning Model (D1RPM v2)

Demand Calculation:

- Trip Gen. Rate x Trip Length x % New Trips x Interstate & Toll Adjustment Factor x Person-Trip Factor



Multi-Modal Transportation Impact Fee

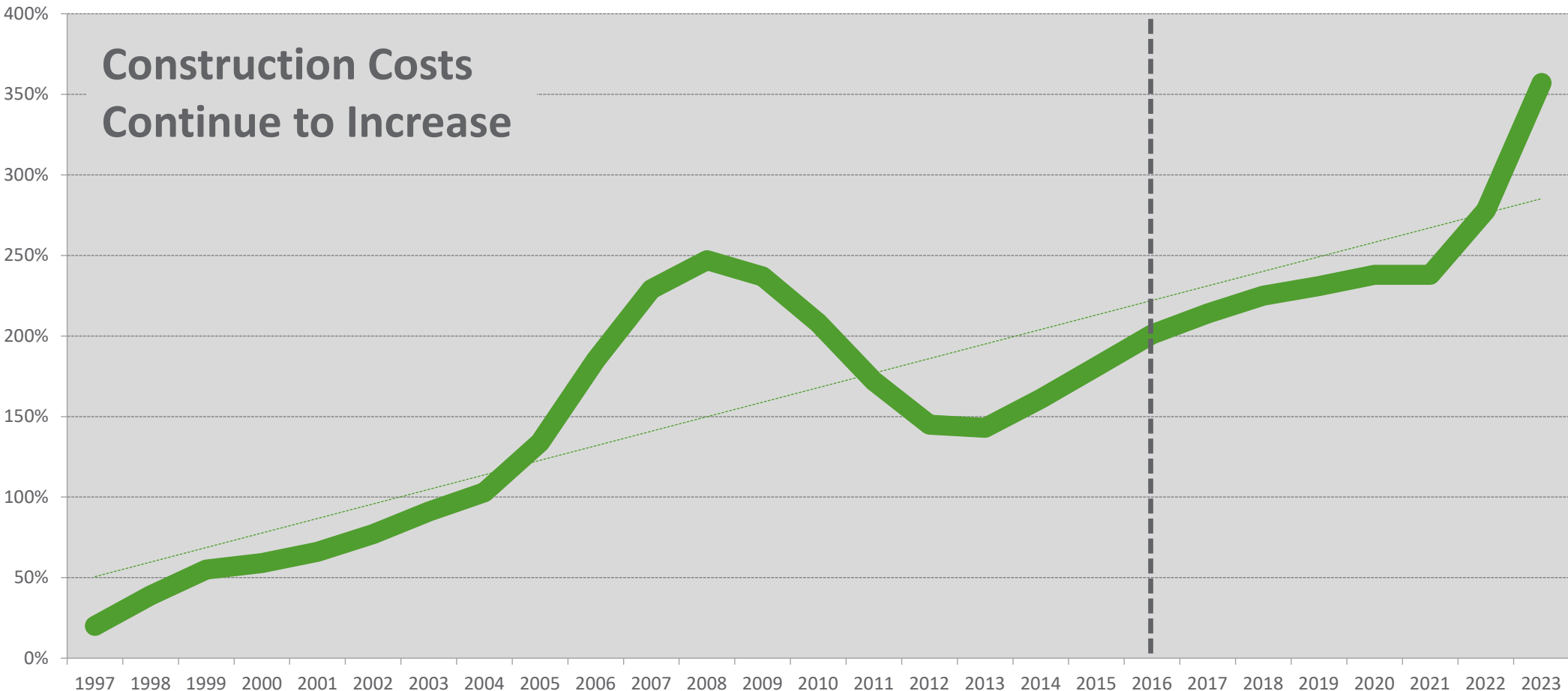
Cost Component

Roadway Improvements

- Local projects
- Improvements throughout Florida (2014-2023)
- City/County Construction Cost = **\$3.7 million per lane mile**
- State Construction Cost = **\$5.0 million per lane mile**

Multi-Modal Transportation Impact Fee

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



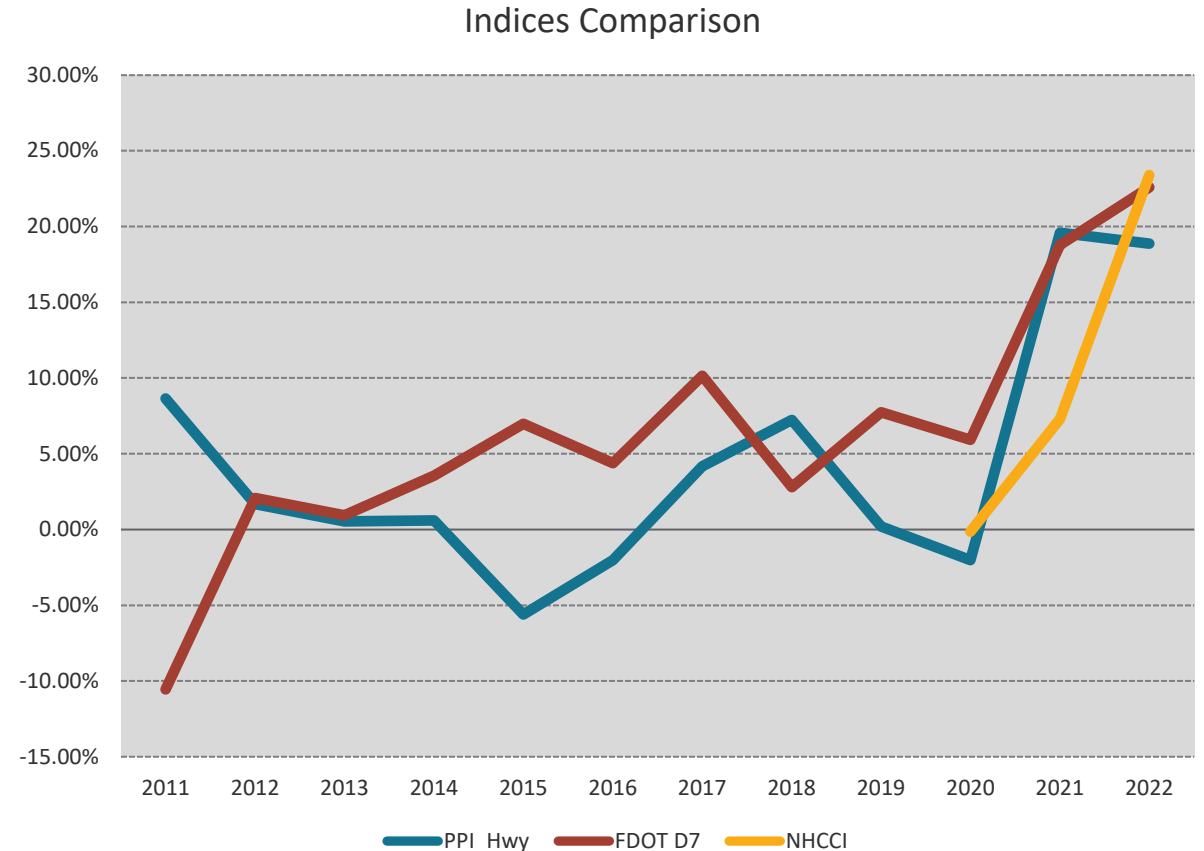
Source: Florida Dept of Transportation, Long Range Estimates

Multi-Modal Transportation Impact Fee

Cost Component

Indexing Analysis

- Producer Price Index (PPI) for Highway & Street Construction
- FDOT District 7 Long Range Estimates (LRE)
- National Highway Construction Cost Index (NHCCI)



Multi-Modal Transportation Impact Fee

City/County Roads

Phase*	Cost per Lane Mile
Design @11%	\$407,000
Right-of-Way Acquisition@35%	\$1,295,000
Construction	\$3,700,000
Construction Engineering & Inspections @9%	<u>\$333,000</u>
Total	\$5,735,000

State Roads

Phase*	Cost per Lane Mile
Design @11%	\$550,000
Right-of-Way Acquisition @35%	\$1,750,000
Construction	\$5,000,000
Construction Engineering & Inspections @ 11%	<u>\$550,000</u>
Total	\$7,850,000

*Design, ROW, CEI were calculated as % of construction cost
 Percentages determined through review of local and statewide cost data

Multi-Modal Transportation Impact Fee

Cost Component

City/County vs. State

- Based on distribution of improvements in the Sarasota/Manatee MPO's 2045 Long Range Transportation Plan's Cost Feasible Plan (98% County, 2% State)

Multi-Modal Transportation Impact Fee

City/County & State Roads

Phase	City/County (98%)	State (2%)	Weighted Average*
Design	\$407,000	\$550,000	\$410,000
Right-of-Way Acquisition	\$1,295,000	\$1,750,000	\$1,304,000
Construction	\$3,700,000	\$5,000,000	\$3,726,000
Construction Engineering & Inspections	<u>\$333,000</u>	<u>\$550,000</u>	<u>\$337,000</u>
Total	\$5,735,000	\$7,850,000	\$5,777,000

*Weighted average based on distribution of Non-State (98%) and State (2%) improvements in the Sarasota/Manatee MPO's 2045 LRTP's Cost Feasible Plan

Multi-Modal Transportation Impact Fee

Cost per Vehicle-Mile of Capacity

Source	Cost per Lane Mile	Avg PMC Added per Lane Mile	Cost per PMC
City/County Roads	\$5,735,000	13,349	\$429.62
State Roads	\$7,850,000	15,150	\$518.15
Weighted Avg	\$5,777,000	13,350	\$432.73

Multi-Modal Transportation Impact Fee

Credit Component

Revenue Sources

- City funding
- County funding
- State funding



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Multi-Modal Transportation Impact Fee

Equivalent Pennies of Gas Tax Revenue

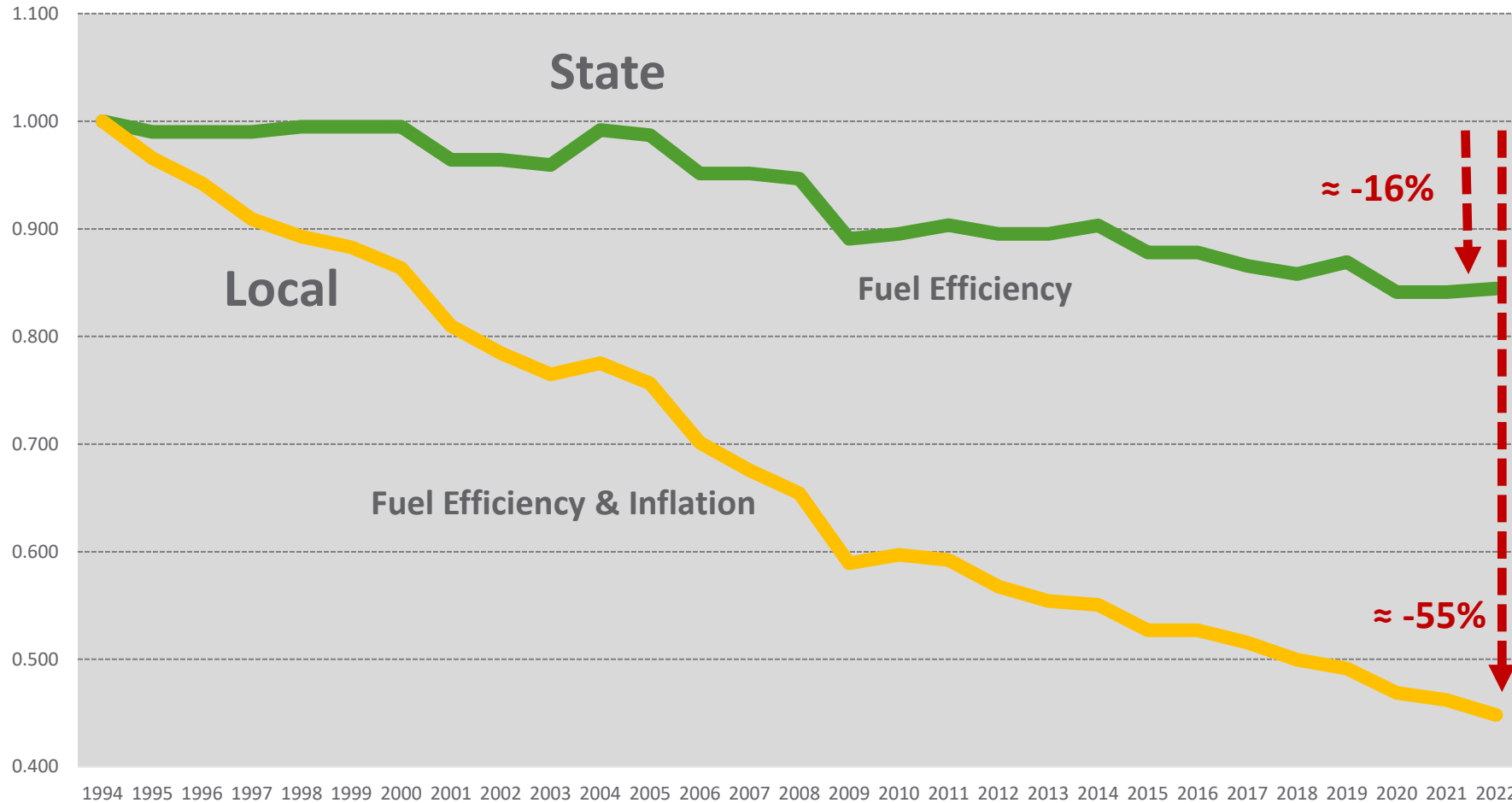
Land Use	Average Annual Expenditures	Equiv. Pennies per Gallon
City Revenues	≈\$2,420,600	\$0.014
County Revenues	≈\$1,745,300	\$0.010
County Debt Service	≈\$18,379,100	\$0.106
State Revenues	<u>≈\$32,757,100</u>	<u>\$0.189</u>
Total	≈\$55,302,100	\$0.319

Multi-Modal Transportation Impact Fee

- Fuel Taxes:
 - ✓ State tax indexed
 - ✓ Local tax NOT indexed
 - ✓ Generating less revenues over time
 - ✓ Funding gap is increasing
- Other revenue sources are indexed



Multi-Modal Transportation Impact Fee: Decrease in Value of \$0.01 of Fuel Tax



Source: FHWA Highway Statistics Series

Multi-Modal Transportation Impact Fee

Calculated Transportation Impact Fee

Land Use	Unit	Calculated Impact Fee (100%)	Current Adopted Fee (100% - 2016)	% Change	F.S. 163.31801*	% Change
Residential						
Single Family (2,000 sf)	du	\$12,081	\$7,340	+65%	\$11,010	+50%
Multi-Family (1,300 sf, Low-Rise)	du	\$8,654	\$4,738	+83%	\$7,107	+50%
Non-Residential						
Light Industrial	1,000 sf	\$5,287	\$4,657	+14%	\$5,287	+14%
Office (50,000 sq ft)	1,000 sf	\$11,758	\$10,338	+14%	\$11,758	+14%
Retail (125,000 sq ft)**	1,000 sfgla	\$16,507	\$10,778	+53%	\$16,167	+50%

*Maximum allowable is up to 50% increase from the current adopted fee rates; to be phased in over 2 or 4 years

**without supermarket

Multi-Modal Transportation Impact Fee

Calculated MMTIF: Phased

Land Use	Unit	Current Adopted	Ph. 1	Ph. 2	Ph. 3	Ph. 4
Residential						
Single Family (2,000 sf)	du	\$7,340	\$8,258	\$9,176	\$10,094	\$11,010
Multi-Family (1,300 sf, Low-Rise)	du	\$4,738	\$5,330	\$5,922	\$6,514	\$7,107
Non-Residential						
Light Industrial	1,000 sf	\$4,657	\$4,972	\$5,287	\$5,287	\$5,287
Office (50,000 sq ft)	1,000 sf	\$10,338	\$11,048	\$11,758	\$11,758	\$11,758
Retail (125,000 sq ft)	1,000 sfgla	\$10,778	\$12,125	\$13,472	\$14,819	\$16,167

Multi-Modal Transportation Impact Fee

Transportation Impact Fee Rate Comparison

Land Use	Unit	City of Sarasota (F.S. 163.31801)			City of Sarasota (Existing)		
		Citywide	Newtown CRA	North Trail	Citywide	Newtown CRA	North Trail
Study Date	-	2024	2024	2024	2016	2016	2016
Adoption Percentage	-	Up to 50% Increase from Current Rates			100%	100%	100%
RESIDENTIAL:							
Single Family (2,000 sf)	du	\$11,010	\$5,505	\$5,505	\$7,340	\$3,670	\$3,670
Multi-family (1,300 sf, Low-R)	du	\$7,107	\$3,554	\$3,554	\$4,738	\$2,369	\$2,369
NON-RESIDENTIAL							
Light Industrial	1,000 sf	\$5,287	\$529	\$1,322	\$4,657	\$466	\$1,164
Office (50k sq ft)	1,000 sf	\$11,758	\$1,176	\$2,940	\$10,338	\$1,034	\$2,585
Retail (125k sq ft)	1,000 sfgla	\$16,167	\$1,617	\$4,042	\$10,778	\$1,078	\$2,695

Multi-Modal Transportation Impact Fee

Transportation Impact Fee Rate Comparison

Land Use	Unit	City of Sarasota (F.S. 163.31801)			Sarasota County					
		Citywide	Newtown CRA	North Trail	Urban Infill	W. of I-75	E. of I-75	MXD Urban Infill	MXD W. of I-75	MXD E. of I-75
Study Date	-	2024	2024	2024	2022	2022	2022	2022	2022	2022
Adoption Percentage	-	Up to 50% Increase from Current Rates			100%	100%	100%	100%	100%	100%
RESIDENTIAL:										
Single Family (2,000 sf)	du	\$11,010	\$5,505	\$5,505	\$1,954	\$3,178	\$4,370	\$1,466	\$2,384	\$3,278
Multi-family (1,300 sf, Low-R)	du	\$7,107	\$3,554	\$3,554	\$1,270	\$2,066	\$2,841	\$953	\$1,550	\$2,131
NON-RESIDENTIAL:										
Light Industrial	1,000 sf	\$5,287	\$529	\$1,322	\$661	\$1,095	\$1,637	\$495	\$821	\$1,228
Office (50k sq ft)	1,000 sf	\$11,758	\$1,176	\$2,940	\$1,843	\$3,054	\$4,567	\$1,382	\$2,291	\$3,425
Retail (125k sq ft)	1,000 sfgla	\$16,167	\$1,617	\$4,042	\$4,210	\$6,572	\$8,428	\$3,158	\$4,929	\$6,321

MXD = Mixed-Use

Multi-Modal Transportation Impact Fee

Transportation Impact Fee Rate Comparison

Land Use	Unit	City of Sarasota (F.S. 163.31801)			Manatee County (In Implementation Process)				Charlotte County	City of Bradenton
		Citywide	Newtown CRA	North Trail	NE	NW	SE	SW		
Study Date	-	2024	2024	2024	2024	2024	2024	2024	2021	-
Adoption Percentage	-	Up to 50% Increase from Current Rates			Varies	Varies	Varies	Varies	100%	-
RESIDENTIAL:										
Single Family (2,000 sf)	du	\$11,010	\$5,505	\$5,505	\$10,336	\$9,861	\$7,608	\$6,007	\$6,289	\$2,074
Multi-family (1,300 sf, Low-R)	du	\$7,107	\$3,554	\$3,554	\$5,550	\$5,550	\$4,426	\$3,507	\$4,231	\$2,387
NON-RESIDENTIAL:										
Light Industrial	1,000 sf	\$5,287	\$529	\$1,322	\$4,354	\$4,152	\$3,205	\$3,114	\$2,783	\$816
Office (50k sq ft)	1,000 sf	\$11,758	\$1,176	\$2,940	\$6,891	\$6,573	\$5,071	\$4,929	\$5,228	\$1,824
Retail (125k sq ft)	1,000 sfgla	\$16,167	\$1,617	\$4,042	\$16,332	\$16,332	\$12,960	\$12,595	\$7,509	\$2,784

Presentation Overview



**Background/
Purpose**

**Technical
Study**

Next Steps



Next Steps

- City Commission Input
- Public Hearings
- Implementation Process



**Questions?
Thank you!**

Multi-Modal Transportation Impact Fee Update Study Final Report



City of Sarasota Multi-Modal Transportation Impact Fee Update Study

Final Report
July 16, 2024

Prepared for:

City of Sarasota
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Sarasota, Florida 34236
ph (941) 263-6000

Prepared by:

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City of Sarasota

Multi-Modal Transportation Impact Fee Update Study

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Appendix A: Demand Component

Appendix B: Cost Component

Appendix C: Credit Component

Appendix D: Calculated Multi-Modal Transportation Impact Fee Schedule

Introduction

The City of Sarasota is continuing to experience growth primarily through redevelopment projects. In 2012, the City established a separate transportation impact fee program from that of the County's and converted it to a multi-modal fee to better address the City's needs. The City's current adopted multi-modal transportation impact fee schedule is based on a technical study that was last updated in 2016/2017. To reflect the changes to the impact fee variables since then, the City of Sarasota has retained Benesch to prepare an updated study, consistent with the City's impact fee ordinance requirements.

Methodology

The methodology used for the multi-modal impact fee study continues to follow a consumption-based impact fee approach in which new development is charged based upon the proportion of Person-Miles of Travel (PMT) that each unit of new development is expected to consume of a lane-mile of the transportation network.

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

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

The "demand" for travel placed on a transportation system is expressed in units of Person-Miles of Travel (daily vehicle-trip generation rate x the trip length x the percent new trips [of total trips] x person-trip factor) for each land use contained in the impact fee schedule. Trip generation represents the average daily rates to provide a stable measure of new development's impact. The number of trips tends to vary significantly throughout the day by time of day depending on activity levels; however, overall daily trips tend to be stable.

The "cost" of building new capacity typically is expressed in units of dollars per person-mile of transportation capacity.

The "credit" is an estimate of future non-impact fee revenues generated by new development that are allocated to provide transportation capacity expansion. The impact fee is considered to be an "up front" payment for a portion of the cost of building a person-mile of capacity that is

directly related to the amount of capacity consumed by each unit of land use contained in the impact fee schedule, that is not paid for by future tax revenues generated by the new development activity. These credits are required under the supporting case law for the calculation of impact fees where a new development activity must be reasonably assured that they are not being charged twice for the same level of service.

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

Demand Variables:

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

Cost Variables:

- Cost per person-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 (if needed) and a list of capacity-adding projects included in the City's Capital Improvement Plan, Capital Improvement Element, or another planning document/Master Plan.

In 2006, the Florida legislature passed the “Florida Impact Fee Act,” which recognized impact fees as “an outgrowth of home rule power of a local government to provide certain services within its jurisdiction.” § 163.31801(2), Fla. Stat. The statute – concerned with mostly procedural and methodological limitations – did not expressly allow or disallow any particular public facility type from being funded with impact fees. The Act did specify procedural and methodological prerequisites, such as the requirement of the fee being based on most recent and localized data, a 90-day requirement for fee changes, and other similar requirements, most of which were common to the practice already.

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

- **HB 227 in 2009:** The Florida legislation statutorily clarified that in any action challenging an impact fee, the government has the burden of proving by a preponderance of the evidence that the imposition or amount of the fee meets the requirements of state legal precedent or the Impact Fee Act and that the court may not use a deferential standard.
- **SB 360 in 2009:** Allowed fees to be decreased without the 90-day notice period required to increase the fees and purported to change the standard of legal review associated with impact fees. SB 360 also required the Florida Department of Community Affairs (now the Department of Commerce) and Florida Department of Transportation (FDOT) to conduct studies on “mobility fees,” which were completed in 2010.
- **HB 7207 in 2011:** Required a dollar-for-dollar credit, for purposes of concurrency compliance, for impact fees paid and other concurrency mitigation required.
- **HB 319 in 2013:** Applied mostly to concurrency management authorities, but also encouraged local governments to adopt alternative mobility systems using a series of tools identified in section 163.3180(5)(f), Florida Statutes, including:
 - Adoption of long-term strategies to facilitate development patterns that support multi-modal solutions, including urban design, and appropriate land use mixes, including intensity and density.
 - Adoption of an area-wide level of service not dependent on any single road segment function.
 - Exempting or discounting impacts of locally desired development, such as development in urban areas, redevelopment, job creation, and mixed use on the transportation system.
 - Assigning secondary priority to vehicle mobility and primary priority to ensuring a safe, comfortable, and attractive pedestrian environment, with convenient interconnection to transit.

- Establishing multi-modal level of service standards that rely primarily on non-vehicular modes of transportation where existing or planned community design will provide adequate level of mobility.
- Reducing impact fees or local access fees to promote development within urban areas, multi-modal transportation districts, and a balance of mixed-use development in certain areas or districts, or for affordable or workforce housing.

Also, under HB 319, a mobility fee funding system expressly must comply with the dual rational nexus test applicable to traditional impact fees. Furthermore, any mobility fee revenues collected must be used to implement the local government’s plan, which serves as the basis to demonstrate the need for the fee. Finally, under HB 319, an alternative mobility system, that is not mobility fee-based, must not impose upon new development any responsibility for funding an existing transportation deficiency.

- **HB 207 in 2019:** Included the following changes to the Impact Fee Act along with additional clarifying language:
 - Impact fees cannot be collected prior to building permit issuance; and
 - Impact fee revenues cannot be used to pay debt service for previously approved projects unless the expenditure is reasonably connected to, or has a rational nexus with, the increased impact generated by the new residential and commercial construction.
- **HB 7103 in 2019:** Addressed multiple issues related to affordable housing/linkage fees, impact fees, and building services fees. In terms of impact fees, the bill required that when local governments increase their impact fees, the outstanding impact fee credits for developer contributions should also be increased. This requirement was to operate prospectively; however, HB 337 that was signed in 2021 deleted this clause and making all outstanding credits eligible for this adjustment. This bill also allowed local governments to waive/reduce impact fees for affordable housing projects without having to offset the associated revenue loss.
- **SB 1066 in 2020:** Added language allowing impact fee credits to be assignable and transferable at any time after establishment from one development or parcel to another that is within the same impact fee zone/district or that is within an adjoining impact fee zone/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:** Required reporting of various impact fee related data items within the annual financial audit report submitted to the Department of Financial Services.
- **HB 337 in 2021:** Placed limits on the amount and frequency of fee increases, but also included a clause to exceed these restrictions if the local governments can demonstrate extraordinary circumstances, hold two public workshops discussing these circumstances and the increases are approved by two-thirds of the governing body.
- **HB 479 in 2024 (Effective October 1, 2024):** Required interlocal agreements between counties and municipalities when both entities collect a transportation impact fee. Placed limits on timing of impact fee study completion and adoption and data used in the studies.

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 multi-modal transportation capacity addition projects identified in the Capital Improvements Element (CIE) and other capital improvement programs/plans.

Impact Fee vs. Tax

- An impact fee is generally regarded as a regulatory function established based upon the specific benefit to the user related to a given infrastructure type and is not established for the primary purpose of generating revenue for the general benefit of the community, as are taxes.
- Impact fee expenditures must convey a proportional benefit to the fee payer. This is accomplished through the establishment of benefit districts, where fees collected in a benefit district are spent in the same benefit district.
- An impact fee must be tied to a proportional need for new infrastructure capacity created by new development.

Use of Impact Fee Revenues

Per State law and legal precedent, the City may use multi-modal transportation impact fee (MMTIF) revenues for the funding of capital improvement projects but not for

operational/maintenance expenses. These capital improvement projects must improve the multimodal capacity of the City's transportation network. Therefore, the projects should be along adopted thoroughfares, for qualifying projects in the City's Transportation Master Plan, or for projects identified in the City's Multimodal Connection Plan.

Examples of projects which would increase multimodal capacity include but are not limited to the following items:

1. Adding a vehicle through or turning lane to a roadway
2. Adding bicycle lanes or trails where none exist
3. Adding ADA-compliant sidewalks where no sidewalk exists
4. Installing bus shelters
5. Purchasing transit vehicles
6. Installing a roundabout at an intersection in cases where it would improve vehicle and pedestrian throughput
7. Repurposing a right-of-way in such a manner that a higher number of total users (pedestrians, bicyclists, transit riders, and drivers) are served.

Impact fee funds collected within a multi-modal transportation district may be used anywhere within the district. As the City adopted in its Comprehensive Plan that the entire City is a single multimodal transportation district, MMTIF dollars from anywhere within City limits may be used anywhere within City limits for qualifying projects. The City should maintain a record of its justification for the use of the funds for a given project for the purpose of future reviews of the program.

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

Demand Component

Travel Demand

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

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

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.

Conversion of Vehicle-Trips to Person-Trips

In the case of the multi-modal approach, it is necessary to estimate travel in units of person-miles. Vehicle-trips were converted to person-trips by applying a vehicle-trip to person-trip conversion factor of 1.50. This value was derived from a review of the District 1 Regional Planning Model. Given that a large portion of travel occurs via automobile, this approach is found to be reasonable.

Interstate & Toll Facility Adjustment Factor

This variable was used to recognize that interstate highway and toll facility improvements are funded by the State (specifically, the Florida Department of Transportation) using earmarked State and Federal funds. Typically, impact fees are not used to pay for these improvements and

the portion of travel occurring on the interstate/toll facility system is subtracted from the total travel for each use.

To calculate the interstate and toll (I/T) facility adjustment factor, the loaded highway network file was generated for the District 1 Regional Planning Model (D1RPM v2). A select zone analysis was run for all traffic analysis zones located within the City of Sarasota in order to differentiate trips with an origin and/or destination within the city versus trips that simply passed through the city.

Currently, I-75 is the only interstate/toll facility going through Sarasota County. Therefore, the limited access vehicle-miles of travel (Limited Access VMT) for trips with an origin and/or destination within the City of Sarasota was calculated for I-75. Next, the total VMT was calculated for all city-generated trips with an origin and/or destination within the City of Sarasota for all roads, including limited access facilities.

The I/T adjustment factor of 13.1 percent was determined by dividing the total limited access VMT by the total City of Sarasota VMT. The total city VMT reduced by this factor is representative of only the roadways that are eligible to be funded with multi-modal impact fee revenues. Appendix A, Table A-1 provides further detail on this calculation.

Land Use Changes

As part of this update study, the following land uses were revised/added to the City's fee schedule.

Attainable Housing

The current multi-modal impact fee schedule waives the impact fee rate for residential uses that qualify under very low income or low income criteria. For this update, the attainable housing discounts have been expanded:

- Attainable dwelling units for families with incomes up to 120 percent of less of the Area Median Income (AMI) will not be subject to multi-modal transportation impact fees with a 30-year commitment requirement.

Multi-Family Re-Alignment

The current multi-modal impact fee schedule includes "residential condo/townhouse" and "multi-family apartment" land uses. The ITE 11th Edition handbook has re-aligned multi-family

land uses into the following categories, which are reflected in the 2023 MMTIF schedule for the City of Sarasota:

- LUC 215: Single Family (Attached)
- LUC 220: Multi-Family (Low-Rise, 1-3 floors)
- LUC 221/222: Multi-Family (Mid/High-Rise, 4+ floors)
- LUC 231: Mid-Rise Residential w/Ground-Floor Commercial
- LUC 232: High-Rise Residential w/Ground-Floor Commercial

General Office

Currently, this land use is separated into several tiers based on the square footage of the office development. ITE 11th Edition data indicates that office buildings generally have a consistent trip generation per 1,000 square feet, regardless of size and therefore the tiering was removed for this update.

Retail/Shopping Center

ITE 11th Edition re-aligned this land use into three distinct square footage ranges with associated variations in trip generation rates. For this update study, the existing retail/shopping center tiers have been re-aligned to match ITE 11th Edition.

Gas Station w/Convenience Store

Currently, this land use has three tiers differentiated by the number of fueling positions. Due to the increasing popularity of larger convenient stores, ITE 11th Edition has realigned this land use to have the trip generation tiering tied to the square footage, not the number of pumps. This change is reflected in this update study.

Other Land Use Changes Based on Input from the City of Sarasota

- Separation of LUC 880 (Pharmacy without Drive-Thru) and LUC 881 (pharmacy with Drive-Thru) into two separate uses (currently combined)
- Addition of:
 - Bank/Savings Walk-In
 - Fast Casual Restaurant
 - Fast Food Restaurant without Drive-Thru

Downtown District Demand Adjustment

Previous trip characteristic studies conducted in Florida suggested that certain establishments, such as retail, restaurants, and recreational uses in a downtown/Central Business District (CBD) setting have travel characteristics that are different than those located in suburban/rural areas. In many cases, these establishments do not offer on-site parking and use shared street parking. Visitors to the area tend to link trips by walking from one establishment to another as opposed to traveling by vehicle. The local Florida studies, as well as those conducted in other states, suggest that captured trips increase from 70 percent to 80 percent for non-office and non-residential land uses. Given this, a capture rate of 75 percent is suggested for the multi-modal fee for certain uses located in the downtown district, which results in a percent-new trips factor of 25 percent.

This capture rate adjustment will apply to select small retail developments (shops, sit-down restaurants, high-turnover restaurants, variety stores, hardware/paint stores, and pharmacies) that have less than 10,000 square feet of space. Table 7 and Appendix D provide the resulting fees for these land uses.

Cost Component

Cost information from the City of Sarasota, Sarasota 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.

City/County Roadway Cost

This section examines the right-of-way (ROW), construction, and other cost components associated with city/county roads with respect to transportation capacity expansion improvements in the City of Sarasota/Sarasota County. In addition to local data, bid data for recently completed/ongoing projects as well as upcoming roadway projects throughout Florida were used to supplement the cost data for city and 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 city/county roads were estimated at eleven (11) percent of construction phase costs based on a review of other Florida jurisdictions. Additional detail is provided in Appendix B, Table B-1.

CEI costs for city/county roads were estimated at nine (9) percent of construction phase costs based on a review of other Florida jurisdictions. Additional details are provided in Appendix B, Table B-5.

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, to build a new road. This factor was determined through a review of recent ROW-to-construction ratios seen in other jurisdictions throughout Florida, which average approximately 36 percent. For purposes of the multi-modal fee calculation, a 35-percent ROW-to-construction factor was used for city/county roadways. Additional details are provided in Appendix B, Table B-2.

Construction Cost

A review of construction cost data for local city/county roadway capacity expansion projects

included an improvement completed in 2014 (Bee Ridge Rd from Mauna Loa Blvd to Iona Rd) in unincorporated Sarasota County with a construction cost of approximately \$2.62 million per lane mile. A review of construction cost indices (including Engineering News Record and Producer Price Index) indicated an average cost increase of over 40 percent since 2014. With that average index applied to the Bee Ridge Rd improvement, the cost is increased to approximately \$3.79 million per lane mile. Additional details are provided in Appendix B, Table B-3.

In addition to local data, a review of recently completed or bid projects (from 2014 to 2023) throughout the state of Florida was conducted. As shown in Appendix B, Table B-3, a total of 46 projects from 15 different counties (including Sarasota County) were identified with a weighted average cost of approximately \$3.70 million per lane mile.

Based on this review and discussions with City of Sarasota, the construction cost for city/county roads was estimated at **\$3.70 million** per lane mile for use in the multi-modal transportation impact fee calculation.

As presented in Table 1, the total cost for city/county roads is estimated at \$5.74 million per lane mile.

Table 1
Estimated Total Cost per Lane Mile
for City/County Roads

Cost Phase	Cost per Lane Mile
Design ⁽¹⁾	\$407,000
Right-of-Way ⁽²⁾	\$1,295,000
Construction ⁽³⁾	\$3,700,000
CEI ⁽⁴⁾	\$333,000
Total Cost	\$5,735,000

1) Design is estimated at 11% of construction costs

2) ROW is estimated at 35% of construction costs

3) Source: Appendix B, Table B-3

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 roads with respect to transportation capacity expansion improvements in the City of Sarasota. In addition to local data, cost data for recently completed/ongoing projects and estimates for upcoming projects throughout Florida were used to supplement the cost data for state 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 state roads were estimated at eleven (11) of construction phase costs based on a review of cost data from jurisdictions throughout Florida. Additional details are provided in Appendix B, Table B-1.

CEI costs for state roads were estimated at eleven (11) of construction phase costs based on a review of cost data from jurisdictions throughout Florida. Additional details are provided in Appendix B, Tables B-5.

Right-of-Way

Given the limited data on ROW costs for state roads in City of Sarasota/Sarasota County and based on experience in other jurisdictions, the ROW cost ratio calculation for city/county roads was also applied to state roads. Using this ROW-to-construction ratio of 35 percent, the ROW cost for state roads is approximately \$1.75 million per lane mile.

Construction

A review of recent state road capacity improvements in Sarasota County identified two projects (additional detail in Appendix B, Table B-4):

- SR 45A (US 41) (Venice Bypass) from Gulf Coast Blvd to Bird Bay Dr W
- SR 45A (US 41) (Venice Bypass) from Center Rd to Gulf Coast Blvd

These improvements ranged from \$6.66 million to \$7.27 million per lane mile, with a weighted average cost of \$6.96 million per lane mile. In addition to local data, a review of recently bid projects (from 2014 to 2023) throughout the state of Florida was conducted. As shown in Appendix B, Table B-4, a total of 63 projects from 31 different counties (including Sarasota County) were identified with a weighted average cost of approximately \$4.19 million per lane

mile. However, when only considering more recent improvements (2020+), the construction cost was well above \$5.00 million per lane mile.

Based on this review and discussions with City of Sarasota, the construction cost for state roads was estimated at **\$5.00 million** per lane mile.

With all the cost components, the total cost for state roads is estimated at \$7.85 million per lane mile for use in the multi-modal transportation impact fee calculation as shown in Table 2.

Table 2
Estimated Total Cost per Lane Mile
for State Roads

Cost Phase	Cost per Lane Mile
Design ⁽¹⁾	\$550,000
Right-of-Way ⁽²⁾	\$1,750,000
Construction ⁽³⁾	\$5,000,000
CEI ⁽⁴⁾	\$550,000
Total Cost	\$7,850,000

- 1) Design is estimated at 11% of construction costs
 - 2) ROW is estimated at 35% of construction costs
 - 3) Source: Based on Appendix B, Table B-4
 - 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 city/county and state roads is presented in Table 3. The resulting weighted average cost of approximately \$5.78 million per lane mile was utilized as the roadway cost input in the calculation of the multi-modal impact fee schedule. The weighted average cost per lane mile includes city/county and state roads and is based on the distribution of future lane miles for the capacity improvements in the Sarasota/Manatee Metropolitan Planning Organization’s (MPO) 2045 LRTP.

Table 3
Estimated Cost per Lane Mile for City/County & State Roads

Cost Phase	City/County Roads ⁽¹⁾	State Roads ⁽²⁾	City/County and State Roads ⁽³⁾
Design	\$407,000	\$550,000	\$410,000
Right-of-Way	\$1,295,000	\$1,750,000	\$1,304,000
Construction	\$3,700,000	\$5,000,000	\$3,726,000
CEI	\$333,000	\$550,000	\$337,000
Total Cost	\$5,735,000	\$7,850,000	\$5,777,000
Lane Mile Distribution ⁽⁴⁾	98%	2%	100%

1) Source: Table 1

2) Source: Table 2

3) Lane mile distribution (item 4) multiplied by the design, ROW, construction, and CEI phases costs by jurisdiction to develop a weighted average cost per lane mile

4) Source: Appendix B, Table B-6; Items (a) and (b)

Note: All figures rounded to nearest \$000

Person-Miles of Capacity per Lane Mile (Roadways)

An additional component of the multi-modal impact fee equation is the capacity added per lane-mile of roadway constructed. The vehicle-miles of capacity (VMC) is an estimate of capacity added per lane mile for city, county and state roadway improvements in the Sarasota/Manatee MPO’s 2045 Long Range Transportation Plan. As shown in Table 4, each lane mile will add approximately 8,900 VMC. This figure was then converted to person-miles of capacity (PMC) using the person-trip factor (1.50 persons per vehicle) previously discussed, resulting in a weighted average PMC of 13,350 per lane mile.

Table 4
Weighted Average Vehicle-Miles of Capacity per Lane Mile

Road Type	Lane Miles Added ⁽¹⁾	Vehicle-Miles of Capacity Added ⁽¹⁾	VMC Added per Lane Mile ⁽²⁾	Vehicle-Trip to Person-Trip Factor ⁽³⁾	PMC Added per Lane Mile ⁽⁴⁾
City/County Roads	98.00	872,135	8,899	1.50	13,349
State Roads	2.36	23,718	10,100	1.50	15,150
Total	100.36	895,853	-	-	-
Weighted Average VMC/PMC Added per Lane Mile			8,900	1.50	13,350

1) Source: Appendix B, Table B-6

2) Vehicle-miles of capacity added divided by lane miles added

3) Source: Based on a review of the District 1 Regional Planning Model (D1RPM v2)

4) VMC added per lane mile (Item 2) multiplied by the vehicle-trip to person-trip factor (Item 3)

Cost per Person-Mile of Capacity (Roadways)

The transportation cost per unit of development is assessed based on the cost per person-mile of capacity. As shown in Tables 3 and 4, the cost and capacity for roadways in the City of Sarasota have been calculated based on typical roadway improvements planned to be constructed in the future. As shown in Table 5, the cost for travel within the city is approximately \$433 per PMC.

The cost per PMC figure is used in the multi-modal impact fee calculation to determine the total cost per unit of development based on person-miles of travel consumed. For each person-mile of travel that is added to the roadway system, approximately \$433 of transportation capacity is consumed.

Table 5
Cost per Person-Mile of Capacity Added (Roadways)

Source	Cost per Lane Mile ⁽¹⁾	Average PMC Added per Lane Mile ⁽²⁾	Cost per PMC ⁽³⁾
City/County Roads	\$5,735,000	13,349	\$429.62
State Roads	\$7,850,000	15,150	\$518.15
Weighted Average	\$5,777,000	13,350	\$432.73

1) Source: Table 3

2) Source: Table 4

3) Cost per lane mile (Item 1) divided by the average PMC added per lane mile (Item 2)

Bicycle & Pedestrian Facility Costs

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

roadways or included in the construction of a new classified roadway or lane addition improvement.

Transit Capital Cost per Person-Mile of Travel

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

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

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

$$\text{Transit Capital Cost} = \text{Bus Infrastructure Cost} + \text{Road Capacity Cost}$$

Taking into account the infrastructure costs and the decline in potential vehicle-capacity that comes with adding transit, it was determined that the difference between constructing a lane mile of roadway (for cars only) versus constructing a roadway with transit is not significant. The roadway with transit cost per PMC is approximately four (4) percent higher per lane mile than the cost to simply construct a road without transit amenities. Therefore, for the multi-modal fee calculation, the cost per PMC of approximately \$433 is representative of the cost to provide transportation capacity for all modes of travel. Additional information regarding the transit capital cost calculation is included in Appendix B, Tables B-7 and B-8.

Credit Component

Capital Improvement Credit

The credit component of the impact fee accounts for the existing City, County, and State funding sources that are being expended on transportation capacity expansion (excluding impact fee funds). This section summarizes the calculations utilized in the credit for non-impact fee contributions. Additional details are provided in Appendix C.

The present value of the portion of non-impact fee funding generated by new development over a 25-year period that is expected to be expended on 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.

City Credit

As shown in Table 6, the City of Sarasota spends an average of \$2.42 million per year on transportation capacity-expansion projects funded with non-impact fee revenues, which equates to revenues generated from 1.4 pennies of one-cent per gallon tax on gasoline and diesel fuels. Additional detail is provided in Appendix C, Table C-2.

County Credit

A review of Sarasota County's FY 2023 Adopted Budget's Capital Improvement Plan indicated a combination of impact fees, fuel tax and sales tax revenues being used to fund transportation capacity expansion. Based on this review, Sarasota County allocates an equivalent of 1.0 pennies for the portion of non-impact fee revenues dedicated to transportation capacity expansion improvements. Additional details are provided in Appendix C, Table C-3.

Additionally, the County is using non-impact fee revenues to retire debt service used to fund transportation capacity expansion improvements. A total impact fee credit of approximately 10.6 pennies was calculated for debt service associated with multi-modal improvements. Additional detail is provided in Appendix C, Table C-4.

State Credit

As shown in Table 6, state expenditures for transportation capacity projects in Sarasota County were reviewed and a credit for the capacity-expansion portion attributable to state projects was

estimated (excluding expenditures on limited access facilities). This review, which included 10 years of historical expenditures, as well as five (5) years of planned expenditures, indicated that FDOT’s transportation capacity spending averages \$32.8 million per year and generates a credit of **18.9 pennies** of equivalent gas tax revenue, annually. The use of a 15-year period for developing a state credit accounts for the volatility in FDOT spending in the given area over short time periods. Additional details are provided in Appendix C, Table C-15.

In summary, for transportation, the City of Sarasota allocates 1.4 pennies and Sarasota County allocates 11.6 pennies (including debt service), while the State spends an average of 18.9 pennies, annually. The portion of capital improvement funding included in the multi-modal impact fee equation for credit calculations recognizes the future capital revenue that is expected to be generated by new development from all non-impact fee revenues. This credit does not include revenues generated by the existing population.

Table 6
Equivalent Pennies of Gas Tax Revenue

Credit	Average Annual Expenditures	Value per Penny ⁽⁵⁾	Equivalent Pennies per Gallon ⁽⁶⁾
City Revenues ⁽¹⁾	\$2,420,625	\$1,731,356	\$0.014
County Revenues ⁽²⁾	\$1,745,274	\$1,731,356	\$0.010
County Debt Service ⁽³⁾	\$18,379,065	\$1,731,356	\$0.106
State Revenues ⁽⁴⁾	\$32,757,090	\$1,731,356	\$0.189
Total			\$0.319

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-5

5) Source: Appendix C, Table C-1

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

Present Worth Variables

- Facility Life: The roadway facility life used in the impact fee analysis is 25 years, which represents the reasonable life of a roadway.
- Interest Rate: This is the discount rate at which gasoline tax revenues might be bonded. It is used to compute the present value of the gasoline taxes generated by new development.

The discount rate of 3.86 percent was used in the impact fee calculation based on estimates provided by the City of Sarasota.

Fuel Efficiency

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

Appendix C, Table C-16 documents the calculation of fuel efficiency value based on the following equation, where “VMT” is vehicle miles of travel and “MPG” is fuel efficiency in terms of miles per gallon.

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

The methodology uses non-interstate VMT and average fuel efficiency data for passenger vehicles (i.e., passenger cars and other 2-axle, 4-tire vehicles, such as vans, pickups, and SUVs) and large trucks (i.e., single-unit, 2-axle, 6-tire or more trucks and combination trucks) to calculate the total gallons of fuel used by each of these vehicle types.

The combined total VMT for the vehicle types is then divided by the combined total gallons of fuel consumed to calculate, in effect, a “weighted” fuel efficiency value that reflects the existing fleet mix of traffic on non-interstate roadways. The VMT and average fuel efficiency data were obtained from the most recent Federal Highway Administration’s *Highway Statistics 2021*. Based on the calculation completed in Appendix C, Table C-16, the fuel efficiency rate to be used in the updated impact fee equation is **19.05 miles per gallon**.

Effective Days per Year

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

Calculated Multi-Modal Transportation Impact Fee Schedule

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

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

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

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

Net Multi-Modal Transportation Impact Fee = Total Impact Cost – Capital Improvement Credit

Where:

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

Capital Improvement Credit = Present Value (Annual Capital Improvement Credit), given 3.86% interest rate & a 25-year facility life

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

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

- *Trip Rate* = the average daily trip generation rate, in vehicle-trips/day (7.94)
- *Assessable Trip Length* = the average trip length on collector roads or above, for the category, in vehicle-miles (6.62)
- *Total Trip Length* = the assessable trip length plus an adjustment factor of half a mile, which is added to the trip length to account for the fact that gas taxes are collected for travel on all roads including local roads (6.62 + 0.50 = 7.12)
- *% New Trips* = adjustment factor to account for trips that are already on the roadway (100%)
- *Divide by 2* = the total daily miles of travel generated by a particular category (i.e., rate*length*% new trips) is divided by two to prevent the double-counting of travel generated between two land use codes since every trip has an origin and a destination
- *Interstate/Toll Facility Adjustment Factor* = discount factor to account for travel demand occurring on interstate highways and/or toll facilities (13.1%)
- *Person-Trip Factor* = converts vehicle-miles of travel to person-miles of travel (1.50)
- *Cost per Lane Mile* = unit cost to construct one lane mile of roadway, in \$/lane-mile (\$5,777,000)
- *Average Person-Capacity Added per Lane Mile* = represents the average daily person-traffic on one travel lane at capacity for one lane mile of roadway, in person/lane-mile/day (13,350)
- *Cost per Person-Mile of Capacity* = unit of person-miles of capacity consumed per unit of development. Cost per person-mile divided by average capacity added per lane mile (\$432.73)
- *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 3.86% interest and a 25-year facility life, the uniform series present worth factor is 15.8558
- *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 (\$0.319)
- *Fuel Efficiency* = average fuel efficiency of vehicles, in vehicle-miles/gallon (19.05)

Multi-Modal Transportation Impact Fee Calculation

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

Multi-Modal Transportation Impact Fee:

$$\text{Total Impact Cost} = ([7.94 * 6.62 * 1.0] / 2) * (1 - 0.131) * (1.50) * (\$432.73) = \mathbf{\$14,824}$$

$$\text{Annual Cap. Improv. Credit} = ([7.94 * 7.12 * 1.0] / 2) * 365 * (\$0.319 / 19.05) = \mathbf{\$173}$$

$$\text{Capital Improvement Credit} = \$173 * 15.8558 = \mathbf{\$2,743}$$

$$\text{Net Impact Fee} = \$14,824 - \$2,743 = \mathbf{\$12,081}$$

Table 7 presents the calculated multi-modal transportation impact fee rates for the City of Sarasota for all land uses. Consistent with current policy, attainable housing and day care land uses are not subject to multi-modal transportation impact fees and select downtown land uses have reduced rates due to increased person-trip capture. These uses have been highlighted in Table 7. In the case of day care land use, the City should reimburse the multi-modal fee account from the General Fund or another revenue source. Additional information is provided in Appendix D, Table D-2.

The detailed definition of each land use in the City's multi-modal impact fee schedule corresponds to the definitions presented in the Institution of Transportation Engineer's Trip Generation Manual, 11th Edition.

Multi-Modal Transportation Impact Fee Comparison

Table 8 presents the calculated multi-modal transportation impact fee rates for the City of Sarasota compared to other transportation impact fee rates from surrounding and other jurisdictions in Florida.

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

Table 7
Calculated Multi-Modal Transportation Impact Fee Rates

ITE LUC	Land Use	Unit	City-Wide Rate	Downtown		Newtown CRA	North Trail
				<10,000 sf	>=10,000 sf		
RESIDENTIAL:							
n/a	Attainable Housing at 120% or less of the Area Median Income (AMI)*	du	\$0	\$0	\$0	\$0	\$0
210	Single Family (Detached)/ADU - Less than 1,500 sf**	du	\$10,563	\$10,563	\$10,563	\$5,282	\$5,282
	Single Family (Detached)/ADU - 1,500 to 3,499 sf**	du	\$12,081	\$12,081	\$12,081	\$6,041	\$6,041
	Single Family (Detached)/ADU - 3,500 sf and greater**	du	\$13,482	\$13,482	\$13,482	\$13,482	\$13,482
215	Single Family (Attached) - Less than 1,000 sf	du	\$9,532	\$9,532	\$9,532	\$4,766	\$4,766
	Single Family (Attached) - 1,000 to 1,399 sf	du	\$10,040	\$10,040	\$10,040	\$5,020	\$5,020
	Single Family (Attached) - 1,400 sf and greater	du	\$11,518	\$11,518	\$11,518	\$5,759	\$5,759
220	Multi-Family (Low-Rise, 1-3 floors) - Less than 800 sf	du	\$6,964	\$6,964	\$6,964	\$3,482	\$3,482
	Multi-Family (Low-Rise, 1-3 floors) - 800 sf and greater	du	\$8,654	\$8,654	\$8,654	\$4,327	\$4,327
221/222	Multi-Family (Mid/High-Rise, 4+ floors) - Less than 800 sf	du	\$4,681	\$4,681	\$4,681	\$2,341	\$2,341
	Multi-Family (Mid/High-Rise, 4+ floors) - 800 sf and greater	du	\$5,837	\$5,837	\$5,837	\$2,919	\$2,919
231	Mid-Rise Residential w/Ground-Floor Commercial	du	\$2,022	\$2,022	\$2,022	\$1,011	\$1,011
232	High-Rise Residential w/Ground-Floor Commercial	du	\$2,499	\$2,499	\$2,499	\$1,250	\$1,250
240	Mobile Home Park/RV Park	du	\$4,381	\$4,381	\$4,381	\$2,191	\$2,191
251	Retirement Community/Age-Restricted Single-Family	du	\$4,396	\$4,396	\$4,396	\$2,198	\$2,198
253	Assisted Living Facility (ALF)/Congregate Care Facility	du	\$1,172	\$1,172	\$1,172	\$586	\$586
LODGING:							
310/320	Hotel/Motel	room	\$2,554	\$2,554	\$2,554	\$255	\$255
RECREATION:							
420	Marina	berth	\$3,305	\$3,305	\$3,305	\$3,305	\$3,305
430	Golf Course	acres	\$5,127	\$5,127	\$5,127	\$5,127	\$5,127
445	Movie Theater	1,000 sf	\$35,720	\$35,720	\$35,720	\$3,572	\$8,930
492	Health/Fitness/Athletic Club	1,000 sf	\$38,224	\$38,224	\$38,224	\$3,822	\$9,556
495	Recreational/Community Center	1,000 sf	\$19,426	\$19,426	\$19,426	\$1,943	\$4,857
INSTITUTIONS:							
520/522	Elementary/Middle School (Private)	1,000 sf	\$12,082	\$12,082	\$12,082	\$12,082	\$12,082
525	High School (Private)	1,000 sf	\$9,490	\$9,490	\$9,490	\$9,490	\$9,490
540	University/Junior College (7,500 or fewer students) (Private)	student	\$2,743	\$2,743	\$2,743	\$2,743	\$2,743
550	University/Junior College (more than 7,500 students) (Private)	student	\$2,061	\$2,061	\$2,061	\$2,061	\$2,061
560	Church	1,000 sf	\$6,106	\$6,106	\$6,106	\$6,106	\$6,106
565	Day Care	1,000 sf	\$0	\$0	\$0	\$0	\$0
580	Museum	1,000 sf	\$2,470	\$2,470	\$2,470	\$247	\$618
MEDICAL:							
610	Hospital	1,000 sf	\$12,782	\$12,782	\$12,782	\$12,782	\$12,782
620	Nursing Home	1,000 sf	\$3,484	\$3,484	\$3,484	\$3,484	\$3,484
OFFICE:							
710	General Office	1,000 sf	\$11,758	\$11,758	\$11,758	\$1,176	\$2,940
720	Medical Office 10,000 sq ft or less	1,000 sf	\$26,982	\$26,982	\$26,982	\$2,698	\$6,746
	Medical Office greater than 10,000 sq ft	1,000 sf	\$38,731	\$38,731	\$38,731	\$3,873	\$9,683
770	Business Park (Flex Space)	1,000 sf	\$13,880	\$13,880	\$13,880	\$1,388	\$3,470
RETAIL:							
812	Building Materials / Lumber Store	1,000 sf	\$18,173	\$18,173	\$18,173	\$1,817	\$4,543
813	Discount Superstore, Free-Standing	1,000 sf	\$18,102	\$18,102	\$18,102	\$18,102	\$18,102
814	Variety Store	1,000 sf	\$7,099	\$4,218	\$7,099	\$710	\$1,775
815	Discount Store, Free-Standing	1,000 sf	\$16,269	\$16,269	\$16,269	\$1,627	\$4,067
816	Hardware/Paint	1,000 sf	\$985	\$566	\$985	\$99	\$246
822	Retail 6,000 square feet gross leasable area or less	1,000 sf	\$5,043	\$3,238	\$5,043	\$504	\$1,261
	Retail 6,001 to 40,000 square feet gross leasable area	1,000 sf	\$8,404	\$8,404	\$8,404	\$840	\$2,101
821	Retail 40,001 to 150,000 square feet gross leasable area (w/o supermarket)	1,000 sf	\$16,507	\$16,507	\$16,507	\$1,651	\$4,127
	Retail 40,001 to 150,000 square feet gross leasable area (with supermarket)	1,000 sf	\$26,443	\$26,443	\$26,443	\$2,644	\$6,611
820	Retail greater than 150,000 square feet gross leasable area	1,000 sf	\$17,480	\$17,480	\$17,480	\$1,748	\$4,370
840/841	New/Used Auto Sales	1,000 sf	\$20,388	\$20,388	\$20,388	\$20,388	\$20,388
843	Automobile Parts Store	1,000 sf	\$45,274	\$45,274	\$45,274	\$4,527	\$11,319
848	Tire Store	1,000 sf	\$16,375	\$16,375	\$16,375	\$16,375	\$16,375
850	Supermarket	1,000 sf	\$24,426	\$24,426	\$24,426	\$2,443	\$6,107
854	Discount Supermarket	1,000 sf	\$25,288	\$25,288	\$25,288	\$2,529	\$6,322
857	Discount Club	1,000 sf	\$13,721	\$13,721	\$13,721	\$13,721	\$13,721
862	Home Improvement Superstore	1,000 sf	\$10,233	\$10,233	\$10,233	\$1,023	\$2,558
880	Pharmacy/Drug Store without Drive-Thru	1,000 sf	\$13,311	\$10,389	\$13,311	\$1,331	\$3,328
881	Pharmacy/Drug Store with Drive-Thru	1,000 sf	\$16,004	\$12,505	\$16,004	\$1,600	\$4,001
890	Furniture Store	1,000 sf	\$4,749	\$4,749	\$4,749	\$4,749	\$4,749
SERVICES:							
911	Bank/Savings Walk-In	1,000 sf	\$14,670	\$14,670	\$14,670	\$1,467	\$3,668
912	Bank/Savings w/Drive-In	1,000 sf	\$26,255	\$26,255	\$26,255	\$2,626	\$6,564
930	Fast Casual Restaurant	1,000 sf	\$25,614	\$25,614	\$25,614	\$2,561	\$6,404
931	Fine Dining Restaurant	1,000 sf	\$46,978	\$15,257	\$46,978	\$4,698	\$11,745
932	High-Turnover Restaurant	1,000 sf	\$52,608	\$18,526	\$52,608	\$5,261	\$13,152
933	Fast Food Restaurant without Drive-Thru	1,000 sf	\$118,783	\$118,783	\$118,783	\$118,783	\$118,783
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	\$126,339	\$126,339	\$126,339	\$126,339	\$126,339
941	Quick Lube	bays	\$23,648	\$23,648	\$23,648	\$23,648	\$23,648
942	Automobile Repair Shop	1,000 sf	\$16,663	\$16,663	\$16,663	\$1,666	\$4,166
944	Gas Station w/Convenience Store <2,000 sq ft	fuel pos.	\$16,602	\$16,602	\$16,602	\$16,602	\$16,602
945	Gas Station w/Convenience Store 2,000 to 5,499 sq ft	fuel pos.	\$25,512	\$25,512	\$25,512	\$25,512	\$25,512
	Gas Station w/Convenience Store 5,500+ sq ft	fuel pos.	\$33,369	\$33,369	\$33,369	\$33,369	\$33,369
947	Self-Service Car Wash	bays	\$14,486	\$14,486	\$14,486	\$14,486	\$14,486
948	Automated Car Wash	1,000 sf	\$46,826	\$46,826	\$46,826	\$46,826	\$46,826
INDUSTRIAL:							
110/130	General Light Industrial/Industrial Park	1,000 sf	\$5,287	\$5,287	\$5,287	\$529	\$1,322
120	General Heavy Industrial	1,000 sf	\$1,623	\$1,623	\$1,623	\$1,623	\$1,623
140	Manufacturing	1,000 sf	\$5,158	\$5,158	\$5,158	\$516	\$1,290
150	Warehousing	1,000 sf	\$1,857	\$1,857	\$1,857	\$1,857	\$1,857
151	Mini-Warehouse/Storage	1,000 sf	\$1,076	\$1,076	\$1,076	\$1,076	\$1,076

Source: Appendix D, Table D-1

*Attainable housing discounts require a 30-year commitment

**ADU = Accessory Dwelling Unit. Single Family/ADU rate should be based on the combined square footage of both structures.

**Table 8
Transportation Impact Fee Comparison**

Land Use	Unit ⁽²⁾	City of Sarasota						Sarasota County ⁽⁵⁾						Manatee County ⁽⁶⁾				Charlotte County ⁽⁷⁾	City of Punta Gorda ⁽⁸⁾	
		Calculated ⁽³⁾			Existing ⁽⁴⁾			Urban Infill	West of I-75	East of I-75	Mixed- Use			NE District	NW District	SE District	SW District		City Only	w/County portion
		Citywide Rates	Newtown CRA	North Trail	Citywide Rates	Newtown CRA	North Trail				Urban Infill	W. of I-75	E. of I-75							
Date of Last Update		2024			2016			2022			2022			2024				2021	2019	
Assessed Portion of Calculated ⁽¹⁾		100%			100%			100%			100%			Varies				100%	100%	
Residential:																				
Single Family/ADU (2,000 sq ft)	du	\$12,081	\$6,041	\$6,041	\$7,340	\$3,670	\$3,670	\$1,954	\$3,178	\$4,370	\$1,466	\$2,384	\$3,278	\$10,336	\$9,861	\$7,608	\$6,007	\$6,289	\$853	\$3,620
Multi-Family (1,300 sq ft)	du	\$8,654	\$4,327	\$4,327	\$4,738	\$2,369	\$2,369	\$1,270	\$2,066	\$2,841	\$953	\$1,550	\$2,131	\$5,550	\$5,550	\$4,426	\$3,507	\$4,231	\$689	\$2,551
Non-Residential:																				
Light Industrial	1,000 sf	\$5,287	\$529	\$1,322	\$4,657	\$466	\$1,164	\$661	\$1,095	\$1,637	\$495	\$821	\$1,228	\$4,354	\$4,152	\$3,205	\$3,114	\$2,783	\$240	\$1,465
Office (50,000 sq ft)	1,000 sf	\$11,758	\$1,176	\$2,940	\$10,338	\$1,034	\$2,585	\$1,843	\$3,054	\$4,567	\$1,382	\$2,291	\$3,425	\$6,891	\$6,573	\$5,071	\$4,929	\$5,228	\$440	\$2,740
Retail (125,000 sq ft)	1,000 sfgla	\$16,507	\$1,651	\$4,127	\$10,778	\$1,078	\$2,695	\$4,210	\$6,572	\$8,428	\$3,158	\$4,929	\$6,321	\$16,332	\$16,332	\$12,960	\$12,595	\$7,509	\$340	\$3,644

- 1) Represents the portion of the maximum calculated fee for each respective jurisdiction that is actually charged. Fees may have been lowered/raised through indexing or policy discounts. Does not account for moratoriums/suspensions
- 2) Du = dwelling unit
- 3) Source: Appendix D, Table D-1
- 4) Source: City of Sarasota Neighborhood and Development Services Department
- 5) Source: Sarasota County Planning & Development Services Department
- 6) Source: Manatee County Financial Management Department, Impact Fee Administration. Draft rates, not yet adopted
- 7) Source: Charlotte County Planning & Zoning Department
- 8) Source: City of Punta Gorda Zoning Department. In addition to the city impact fee, 44% of the county impact fee is assessed within the City of Punta Gorda

Table 8 (continued)
Transportation Impact Fee Comparison

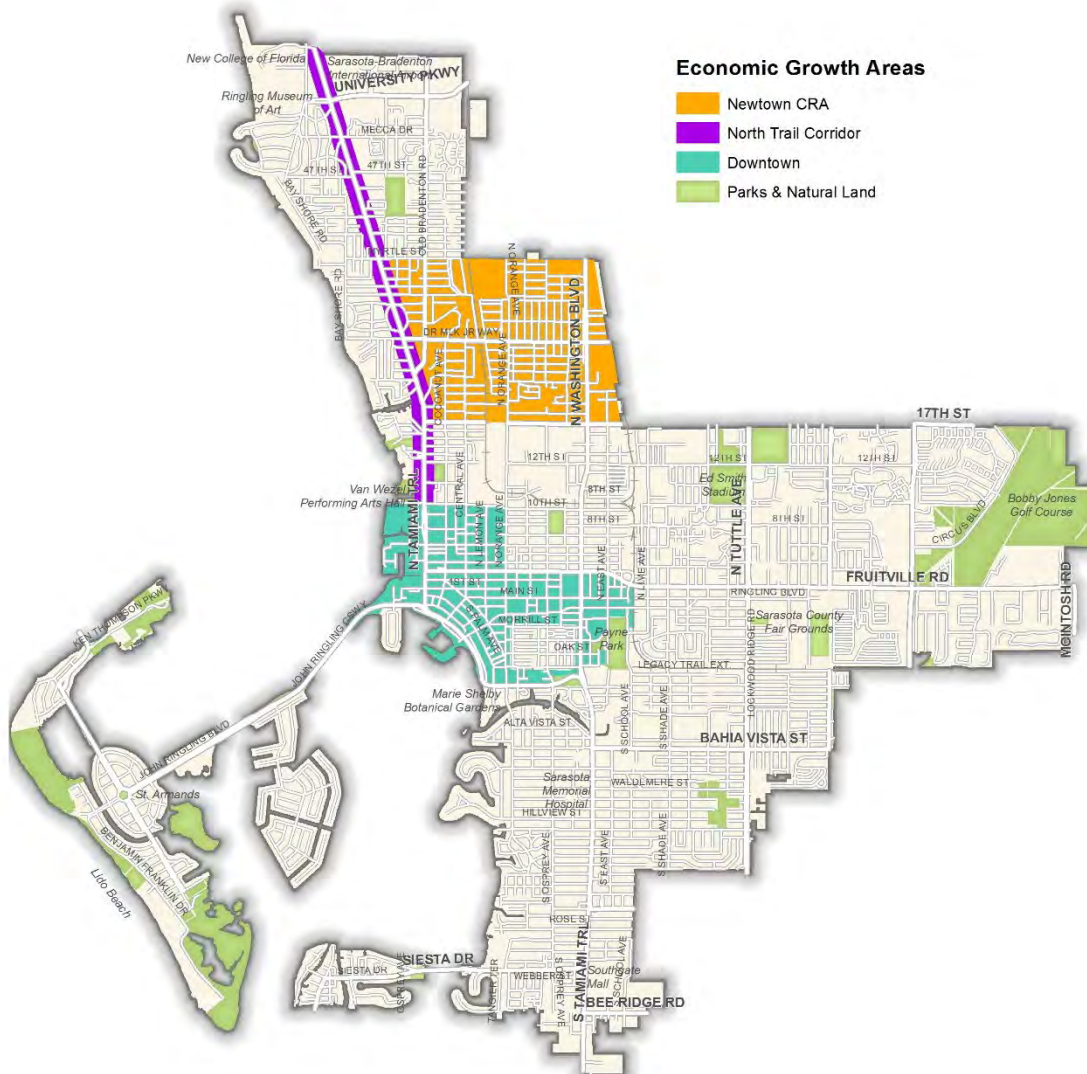
Land Use	Unit ⁽²⁾	City of Sarasota						City of Lakeland ⁽⁵⁾	City of Bradenton ⁽⁶⁾	Osceola County ⁽⁷⁾		Pasco County ⁽⁸⁾			Hillsborough County ⁽⁹⁾	
		Calculated ⁽³⁾			Existing ⁽⁴⁾					Non-Rural	Rural	Urban	Suburban	Rural	Urban	Rural
		Citywide Rates	Newtown CRA	North Trail	Citywide Rates	Newtown CRA	North Trail									
Date of Last Update		2024			2016			2019	-	2020		2021			2020	
Assessed Portion of Calculated ⁽¹⁾		100%			100%			100%	-	100%		100%			100%	
Residential:																
Single Family/ADU (2,000 sq ft)	du	\$12,081	\$6,041	\$6,041	\$7,340	\$3,670	\$3,670	\$6,965	\$2,074	\$9,999	\$15,941	\$6,018	\$8,839	\$10,107	\$9,183	\$13,038
Multi-Family (1,300 sq ft)	du	\$8,654	\$4,327	\$4,327	\$4,738	\$2,369	\$2,369	\$3,597	\$2,387	\$7,754	\$7,754	\$4,427	\$7,391	\$9,832	\$4,864	\$6,933
Non-Residential:																
Light Industrial	1,000 sf	\$5,287	\$529	\$1,322	\$4,657	\$466	\$1,164	\$1,143	\$816	\$2,274	\$2,274	\$0	\$0	\$0	\$4,230	\$5,982
Office (50,000 sq ft)	1,000 sf	\$11,758	\$1,176	\$2,940	\$10,338	\$1,034	\$2,585	\$5,141	\$1,824	\$6,025	\$6,025	\$0	\$0	\$0	\$8,336	\$11,777
Retail (125,000 sq ft)	1,000 sf	\$16,507	\$1,651	\$4,127	\$10,778	\$1,078	\$2,695	\$10,045	\$2,784	\$25,943	\$25,943	\$6,346	\$7,932	\$9,915	\$13,562	\$15,962

- 1) Represents the portion of the maximum calculated fee for each respective jurisdiction that is actually charged. Fees may have been lowered/raised through indexing or policy discounts. Does not account for moratoriums/suspensions
- 2) Du = dwelling unit
- 3) Source: Appendix D, Table D-1
- 4) Source: City of Sarasota Neighborhood and Development Services Department
- 5) Source: City of Lakeland, Community & Economic Development Department. Rates shown include City of Lakeland and Polk County rates
- 6) Source: City of Bradenton Planning & Community Development Department. Residential rates based on "3 bedroom" classification
- 7) Source: Osceola County Community Development Department, Impact and Mobility Fees Office
- 8) Source: Pasco County Development Services Department
- 9) Source: Hillsborough County Development Services Department

Multi-Modal Transportation Impact Fee Discounts

During the previous multi-modal transportation impact fee update in 2016/2017, consistent with the City’s economic development and growth management goals, the City implemented differential fees for certain residential and non-residential categories in the Newtown Community Redevelopment Area (CRA) and North Trail Corridor shown in Map 1. These fee reductions ranged from 50 percent to 90 percent for select land uses.

Map 1
City of Sarasota Economic Growth Areas



Discounted land uses included:

- Residential
- Hotel/motel
- Movie theater
- Heath/fitness/athletic club
- Recreational/community center
- Day care center
- General office
- Medical office
- Business park
- Building materials/lumber stores
- Variety stores
- Discount stores
- Hardware/paint stores
- General retail
- Automobile parts stores
- Supermarkets
- Discount supermarkets
- Home improvement superstores
- Pharmacy/drug stores
- Bank/savings w/drive-thru
- Restaurants (sit-down, high-turnover)
- Automobile repair shops
- General light industrial/industrial park
- Manufacturing
- Museum/arts/performance/cultural center

Examples of goals established in the City’s planning documents that support this effort include:

Newtown CRA

- The intent for the Newtown CRA is to redevelop the area into a mixed-use live/work neighborhood with pedestrian-scale corridors, major and minor commercial activity nodes, multi-family structures that buffer single-family areas, and a strong sense of place that will “make Newtown a destination in Sarasota County”.

North Trail Area

- Vision for the corridor is to transform the image of the North Trail into a true, definable, and marveled place known for its historical, cultural, educational, civic, neighborhood, and commercial assets.
- Intent of the North Trail Zone District is to promote development and re-development in a manner that creates a safe and attractive environment for specified uses as well as cultivate an attractive gateway to the City.

Local governments can adopt impact fees at a reduced rate when the reduction is applied to all land uses. Care should be given when discounting fees for select land uses and/or areas to ensure those who paid the full fee receive the associated benefit. If the discount results in a compromise of facilities that would have been built with full fees, the equity among land uses

is jeopardized. The fees can be reduced for select land uses and/or geographic subareas under the following conditions:

- **Travel Characteristics:** If it can be demonstrated that a given land use or an area generates less travel due to certain characteristics, it is appropriate to apply a reduced fee instead of the citywide average. Examples would be a downtown core with limited parking and a mix of land uses that result in lower trip generates.
- **Qualified Affordable/Workforce Housing Discounts:** As discussed previously, since 2019, the local governments are able to discount/waive fees for qualified affordable/workforce housing without having to backfill the impact fee account for lost revenues.
- **De-minimis Impact:** If the uses that are being discounted are permitted infrequently such that revenues generated from these groups are considered de-minimis, it is possible to provide the discount without jeopardizing the City's transportation improvements program.

In addition to these methods, the City has the option to buy down the fees with additional taxes and/or other non-impact fee revenue sources.

De-Minimis Impact

As mentioned previously, de-minimis impact is based on a review of permitting/development levels of various land uses and the impact fee revenues these land uses generate. As a general industry standard, if the revenues from these land uses comprise less than five (5) percent of total impact fee revenues generated in the city, the land use is considered de-minimis. When using this methodology, it is important for the City to set up a monitoring system to track revenue generation levels annually. As shown in Table 9, the development levels in subareas do account for slightly more than five (5) percent of the recent residential development, while non-residential development in the Newtown CRA also accounts for more than five (5) percent of the citywide non-residential development. These figures suggest that the City needs to charge some level of fees in these areas to maintain de-minimis impact.

It is important that the City track the impact fee discount amounts and compare them to the non-impact fee capacity funding programmed in the five-year Capital Improvement Plan to ensure that the discounted amounts do not exceed funding provided by other sources. This process should be documented in an annual report.

As mentioned previously, the level of discount is more of a policy decision and could be at any level between no discounts and levels that result in de-minimis revenue loss. Any additional discounts would either need to be applied to all land uses or to be bought down by the General Fund or other revenue sources.

Table 9
Recent Development in the City of Sarasota

Use Code	Description	Unit	2016 to 2023			2020 to 2023		
			Newtown CRA	North Trail	Citywide	Newtown CRA	North Trail	Citywide
0100	Single Family Detached	du	21	0	608	10	0	274
0101	Single Family Attached - End Unit	du	0	0	88	0	0	61
0102	Single Family Attached - Inside Unit	du	0	0	76	0	0	24
010X	Single Family & Other Bldg	du	2	0	16	2	0	6
0200	Manufactured 1-Fam Res	du	0	0	23	0	0	6
031X	Multi-family 10 - 19 units - mixed use	du	0	0	4	0	0	4
0320	Multi-family 20 - 49 units	du	0	47	67	0	47	47
0350	Multi-family 50 - 99 units	du	0	0	97	0	0	0
0380	Govt.-subsidized Multifamily Complex	du	84	0	84	84	0	84
0390	Multi-family 100 or more units	du	0	0	1,102	0	0	222
039L	Multi-family => 100 units, LIHTC	du	72	0	152	0	0	0
039X	Multi-family => 100 units, mixed use	du	0	0	180	0	0	0
0401	CONDO - Det Single Family	du	0	0	1	0	0	0
0402	CONDO - Duplex or Villa	du	0	0	4	0	0	0
0403	CONDO - Low-Rise 2-3 Stories	du	0	0	14	0	0	10
0404	CONDO - Mid-Rise 4-6 Stories	du	0	146	327	0	146	188
0405	CONDO - Hi-Rise 7+ Stories	du	0	0	513	0	0	158
0407	CONDO - Row House	du	0	0	19	0	0	10
0810	Multiple Single Fam Dwellings	du	2	0	47	0	0	13
081X	Multiple Single Fam Mixed	du	0	0	0	0	0	0
0820	2-Family Dwelling	du	0	0	12	0	0	4
082X	2-Family & Other Bldg	du	0	0	6	0	0	0
0890	Multi-family apts 5-9 units	du	0	0	8	0	0	0
1100	Store -one story	sq ft	9,753	0	9,753	9,753	0	9,753
1104	Retail condo unit	sq ft	0	0	50,024	0	0	6,124
1110	Strip store-1 story < 10,000 sf	sq ft	0	0	5,513	0	0	0
1140	Store-1/story/ convenience-with gas	sq ft	0	0	5,539	0	0	5,539
1620	Community neighborhood ctr/30k-100k sf	sq ft	0	0	62,622	0	0	62,622
1640	Community multi story strip store <10,000 sf	sq ft	0	0	9,912	0	0	0
165X	Community multi story strip ctr=>10,000 sf mixed use	sq ft	0	0	28,256	0	0	0
1700	Office - 1 story/single tenant <10,000 sf	sq ft	0	0	1,992	0	0	1,992
1720	Office - 1 story/multi tenant <10,000 sf	sq ft	0	0	5,008	0	0	5,008
1804	Office condo unit	sq ft	0	0	28,540	0	0	17,419
1830	Office /multi story=>2 tenants=>10,000 sf	sq ft	0	0	26,524	0	0	0
1910	Medical profess/1 story-1 tenant <10,000 sf	sq ft	5,888	0	5,888	0	0	0
1940	Medical profess/multi story-single or multi tenant	sq ft	0	0	4,740	0	0	0
2100	Restaurant -Full service	sq ft	0	0	3,229	0	0	0
2104	Restaurant condominium	sq ft	0	0	12,186	0	0	7,343
2210	Restaurant - quick service with drive-through window	sq ft	0	2,221	2,221	0	0	0
2304	Bank condominium	sq ft	0	0	7,972	0	0	0
2350	Financial institutions (Retail w/drive-through)	sq ft	0	0	2,220	0	0	0
2710	Auto sales (used)	sq ft	0	0	300	0	0	300
2810	Use In Transition	sq ft	0	0	1,031	0	0	0
2827	Automotive/vehicular sales/svc extended use	sq ft	0	0	2,700	0	0	0
3940	Hotels/motels/lodging (41 or more units)	sq ft	0	0	667,889	0	0	71,380
4100	Manufacturing - light	sq ft	0	0	24,000	0	0	0
4800	Warehouse	sq ft	2,700	0	2,700	2,700	0	2,700
4860	Mini-storage warehousing	sq ft	0	0	66,410	0	0	0
7210	College (private)	sq ft	116,861	0	116,861	0	0	0
7500	Orphanages/non-profit/charitable services	sq ft	0	0	30,734	0	0	0
8220	Parks - Recreational area	sq ft	0	0	208	0	0	208
9150	Water and sewer Utility	sq ft	0	0	10,120	0	0	10,120
Total Res Units:			181	193	3,448	96	193	1,111
Total Non-Res Sq Ft:			135,202	2,221	1,195,092	12,453	0	200,508
Res Units vs City:			5.2%	5.6%	-	8.6%	17.4%	-
Non-Res Sq Ft vs City:			11.3%	0.2%	-	6.2%	0.0%	-

Source: Sarasota County Property Appraiser's parcel database

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 District 1 Regional Planning Model v2), specifically the 2045 projected vehicle-miles of travel of all city-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 the City of Sarasota but does not necessarily stop in the city. This traffic is excluded from the analysis since it does not come from development within the city. The I/T adjustment factor is used to reduce the VMT that the impact fee charges for each land use.

**Table A-1
Interstate/Toll Facility Adjustment Factor**

Roadway	VMT (2045)	% VMT
Interstate/Toll Facilities	306,168	13.1%
Other Roads	2,036,375	86.9%
Total (All Roads)	2,342,543	100.0%
Total (Interstate/Toll Roads)	306,168	13.1%

Source: D1RPM v2, 2045

Florida Studies Trip Characteristics Database

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

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

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

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

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

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

Table A-2

Land Use 151: Mini-Warehouse

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

Table A-3

Land Use 210: Single Family - Detached

Location	Size / Units	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	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	-	6.00	9a-5p	5.70	-	37.62	Tindale Oliver
Charlotte Co, FL	383	Oct-97	516	-	8.40	9a-5p	5.00	-	42.00	Tindale Oliver
Charlotte Co, FL	441	Oct-97	195	-	8.20	9a-5p	4.70	-	38.54	Tindale Oliver
Charlotte Co, FL	1,169	Oct-97	348	-	6.10	9a-5p	8.00	-	48.80	Tindale Oliver
Collier Co, FL	90	Dec-99	91	-	12.80	8a-6p	11.40	-	145.92	Tindale Oliver
Collier Co, FL	400	Dec-99	389	-	7.80	8a-6p	6.40	-	49.92	Tindale Oliver
Lake Co, FL	49	Apr-02	170	-	6.70	7a-6p	10.20	-	68.34	Tindale Oliver
Lake Co, FL	52	Apr-02	212	-	10.00	7a-6p	7.60	-	76.00	Tindale Oliver
Lake Co, FL	126	Apr-02	217	-	8.50	7a-6p	8.30	-	70.55	Tindale Oliver
Pasco Co, FL	55	Apr-02	133	-	6.80	8a-6p	8.12	-	55.22	Tindale Oliver
Pasco Co, FL	60	Apr-02	106	-	7.73	8a-6p	8.75	-	67.64	Tindale Oliver
Pasco Co, FL	70	Apr-02	188	-	7.80	8a-6p	6.03	-	47.03	Tindale Oliver
Pasco Co, FL	74	Apr-02	188	-	8.18	8a-6p	5.95	-	48.67	Tindale Oliver
Pasco Co, FL	189	Apr-02	261	-	7.46	8a-6p	8.99	-	67.07	Tindale Oliver
Marion Co, FL	102	Apr-02	167	-	8.02	7a-6p	5.10	-	40.90	Kimley-Horn & Associates
Marion Co, FL	105	Apr-02	169	-	7.23	7a-6p	7.22	-	52.20	Kimley-Horn & Associates
Marion Co, FL	124	Apr-02	170	-	6.04	7a-6p	7.29	-	44.03	Kimley-Horn & Associates
Marion Co, FL	132	Apr-02	171	-	7.87	7a-6p	7.00	-	55.09	Kimley-Horn & Associates
Marion Co, FL	133	Apr-02	209	-	8.04	7a-6p	4.92	-	39.56	Kimley-Horn & Associates
Citrus Co, FL	111	Oct-03	273	-	8.66	7a-6p	7.70	-	66.68	Tindale Oliver
Citrus Co, FL	231	Oct-03	155	-	5.71	7a-6p	4.82	-	27.52	Tindale Oliver
Citrus Co, FL	306	Oct-03	146	-	8.40	7a-6p	3.94	-	33.10	Tindale Oliver
Citrus Co, FL	364	Oct-03	345	-	7.20	7a-6p	9.14	-	65.81	Tindale Oliver
Citrus Co, FL	374	Oct-03	248	-	12.30	7a-6p	6.88	-	84.62	Tindale Oliver
Lake Co, FL	42	Dec-06	122	-	11.26	-	5.56	-	62.61	Tindale Oliver
Lake Co, FL	51	Dec-06	346	-	18.22	-	9.46	-	172.36	Tindale Oliver
Lake Co, FL	59	Dec-06	144	-	12.07	-	10.79	-	130.24	Tindale Oliver
Lake Co, FL	90	Dec-06	194	-	9.12	-	5.78	-	52.71	Tindale Oliver
Lake Co, FL	239	Dec-06	385	-	7.58	-	8.93	-	67.69	Tindale Oliver
Hernando Co, FL	232	Apr-07	516	-	8.02	7a-6p	8.16	-	65.44	Tindale Oliver
Hernando Co, FL	95	Apr-07	256	-	8.08	7a-6p	5.88	-	47.51	Tindale Oliver
Hernando Co, FL	90	Apr-07	338	-	7.13	7a-6p	5.86	-	41.78	Tindale Oliver
Hernando Co, FL	58	Apr-07	153	-	6.16	7a-6p	8.39	-	51.68	Tindale Oliver
Collier Co, FL	74	Mar-08	503	-	12.81	7a-6p	3.05	-	39.07	Tindale Oliver
Collier Co, FL	97	Mar-08	512	-	8.78	7a-6p	11.29	-	99.13	Tindale Oliver
Collier Co, FL	315	Mar-08	1,347	-	6.97	7a-6p	6.55	-	45.65	Tindale Oliver
Collier Co, FL	42	Mar-08	314	-	9.55	7a-6p	10.98	-	104.86	Tindale Oliver
Total Size	10,380		55	13,130			Average Trip Length: 6.83			
							Weighted Average Trip Length: 6.62			
								Weighted Average Trip Generation Rate:		7.81

Table A-4

LUC 215: Single Family Attached Housing

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

Table A-5

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

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

Table A-6

Land Use 240: Mobile Home Park

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

Weighted Average Trip Generation Rate: 4.17

Table A-7

Land Use 251: Retirement Community/Senior Adult Housing - Detached

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

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

Table A-8

Land Use 253: Assisted Living/Congregate Care Facility

Location	Size / Units	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Pinellas Park, FL	72	Aug-89	25	19	3.50	9am-5pm	2.20	79.0	7.70	Tindale Oliver
Palm Harbor, FL	200	Oct-89	58	40	-	9am-5pm	3.40	69.0	-	Tindale Oliver
Total Size	272		2	83			Average Trip Length: 2.80			
ITE	220		4				Weighted Average Trip Length: 3.08			
Blended total	992									
	792									

Weighted Percent New Trip Average: 71.6
Weighted Average Trip Generation Rate: 3.50
ITE Average Trip Generation Rate: 2.21
Blend of FL Studies and ITE Average Trip Generation Rate: 2.33

Table A-9

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

Weighted Percent New Trip Average: 66.3

Table A-10

Land Use 320: Motel

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

Table A-11

Land Use 445: Movie Theater

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	24.7	Oct-89	151	116	113.10	2p-8p	2.70	77.0	235.13	Tindale Oliver
Pinellas Co, FL	34.0	Sep-89	122	116	63.40	2p-8p	1.90	95.0	114.44	Tindale Oliver
Total Size	58.7		2	273			Average Trip Length: 2.30			
ITE	28.0		1				Weighted Average Trip Length: 2.24			
Blended total	86.7									
Weighted Percent New Trip Average:									87.4	
Weighted Average Trip Generation Rate:									84.31	
ITE Average Trip Generation Rate:									78.09	
Blend of FL Studies and ITE Average Trip Generation Rate:									82.30	

Table A-12

Land Use 492: Health/Fitness Club

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Tampa, FL	-	Mar-86	33	31	-	-	7.90	94.0	-	Kimley-Horn & Associates
Total Size			1	33			Average Trip Length: n/a			
ITE	37		8							
Percent New Trip Average:									94.0	

Table A-13

Land Use 565: Day Care Center

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

Table A-14

Land Use 620: Nursing Home

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

Table A-15

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
Total Size			5	736			Average Trip Length: 6.46			
							Weighted Average Trip Length: 5.15			
Weighted Percent New Trip Average:									92.3	

Table A-16

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

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

Table A-17

Land Use 720: Medical-Dental Office Building

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Tampa, FL	-	Mar-86	33	26	-	-	6.00	79.0	-	Kimley-Horn & Associates
Palm Harbor, FL	14.6	Oct-89	104	76	33.98	9a-5p	6.30	73.0	156.27	Tindale Oliver
St. Petersburg, FL	-	Nov-89	34	30	57.20	9a-4p	1.20	88.0	-	Tindale Oliver
Hernando Co, FL	58.4	May-96	390	349	28.52	9a-6p	6.47	89.5	165.09	Tindale Oliver
Hernando Co, FL	28.0	May-96	202	189	49.75	9a-6p	6.06	93.8	282.64	Tindale Oliver
Charlotte Co, FL	11.0	Oct-97	-	186	49.50	9a-5p	4.60	92.1	209.67	Tindale Oliver
Charlotte Co, FL	28.0	Oct-97	-	186	31.00	9a-5p	3.60	81.6	91.04	Tindale Oliver
Charlotte Co, FL	30.4	Oct-97	-	324	39.80	9a-5p	3.30	83.5	109.68	Tindale Oliver
Citrus Co, FL	38.9	Oct-03	-	168	32.26	8-6p	6.80	97.1	213.03	Tindale Oliver
Citrus Co, FL	10.0	Nov-03	-	340	40.56	8-630p	6.20	92.4	232.33	Tindale Oliver
Citrus Co, FL	5.3	Dec-03	-	20	29.36	8-5p	5.25	95.2	146.78	Tindale Oliver
Orange Co, FL	50.6	2009	-	-	26.72	-	-	-	-	Orange County
Orange Co, FL	23.5	2010	-	-	16.58	-	-	-	-	Tindale Oliver
			13	763	Average Trip Length: 5.07					
					Weighted Average Trip Length: 5.55					
					Weighted Percent New Trip Average:		88.9			
					Average Trip Generation Rate:		32.59			
					ITE Average Trip Generation Rate:		36.00			
					Blend of FL Studies and ITE Average Trip Generation Rate:		34.21			

Table A-18

Land Use 770: Business Park

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

Table A-19

Land Use 812: Building Materials and Lumber Store

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	86.9	Jun-93	40	-	-	7a-430p	6.58	73.0	-	Tindale Oliver
Tampa, FL	98.5	Jun-93	40	-	-	7a-430p	6.00	-	-	Tindale Oliver
Tampa, FL	-	Jun-93	40	-	-	7a-430p	5.87	75.7	-	Tindale Oliver
Total Size	185.4		3	Average Trip Length: 6.15						
ITE	234.0		13	Weighted Average Trip Length: 6.27						
					Weighted Percent New Trip Average:		74.4			

Table A-20

Land Use 813: Free-Standing Discount Superstore

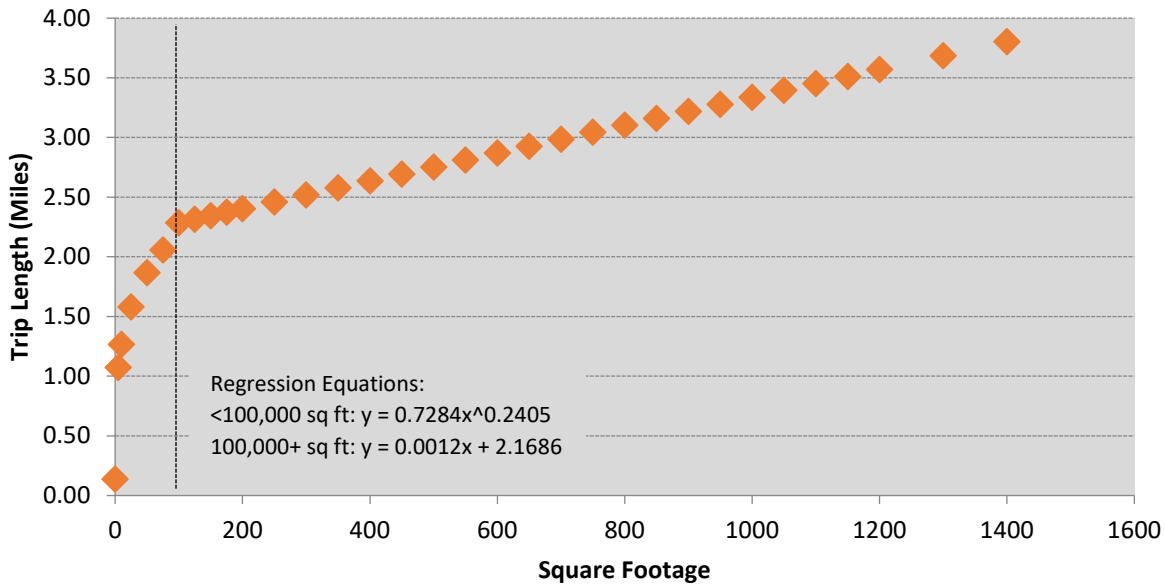
Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Citrus Co, FL	203.6	Nov-03	-	236	55.01	8a-6p	5.91	91.8	298.5	Tindale Oliver
Total Size	203.6		1	Average Trip Length: -						
ITE	13,896.0		72	Weighted Average Trip Length: -						
Blended total	14,099.6			Weighted Percent New Trip Average:		-				
					Average Trip Generation Rate:		55.01			
					ITE Average Trip Generation Rate:		50.52			
					Blend of FL Studies and ITE Average Trip Generation Rate:		50.58			

Table A-21

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

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Tampa, FL	-	Mar-86	527	348	-	-	-	66.0	-	Kimley-Horn & Associates
Tampa, FL	-	Mar-86	170	-	-	-	1.70	-	-	Kimley-Horn & Associates
Tampa, FL	-	Mar-86	354	269	-	-	-	76.0	-	Kimley-Horn & Associates
Tampa, FL	-	Mar-86	144	-	-	-	2.50	-	-	Kimley-Horn & Associates
St. Petersburg, FL	1,192.0	Aug-89	384	298	-	11a-7p	3.60	78.0	-	Tindale Oliver
St. Petersburg, FL	132.3	Sep-89	400	368	77.00	10a-7p	1.80	92.0	127.51	Tindale Oliver
Largo, FL	425.0	Aug-89	160	120	26.73	10a-6p	2.30	75.0	46.11	Tindale Oliver
Dunedin, FL	80.5	Sep-89	276	210	81.48	9a-5p	1.40	76.0	86.69	Tindale Oliver
Pinellas Park, FL	696.0	Sep-89	485	388	-	9a-6p	3.20	80.0	-	Tindale Oliver
Seminole, FL	425.0	Oct-89	674	586	-	-	-	87.0	-	Tindale Oliver
Hillsborough Co, FL	134.0	Jul-91	-	-	-	-	1.30	74.0	-	Tindale Oliver
Hillsborough Co, FL	151.0	Jul-91	-	-	-	-	1.30	73.0	-	Tindale Oliver
Collier Co, FL	-	Aug-91	68	64	-	-	3.33	94.1	-	Tindale Oliver
Collier Co, FL	-	Aug-91	208	154	-	-	2.64	74.0	-	Tindale Oliver
Sarasota/Bradenton, FL	109.0	Sep-92	300	185	-	12a-6p	-	61.6	-	King Engineering Associates, Inc.
Ocala, FL	133.4	Sep-92	300	192	-	12a-6p	-	64.0	-	King Engineering Associates, Inc.
Sarasota Co, FL	110.0	Jun-93	58	58	122.14	-	3.20	-	-	Sarasota County
Sarasota Co, FL	146.1	Jun-93	65	65	51.53	-	2.80	-	-	Sarasota County
Sarasota Co, FL	157.5	Jun-93	57	57	79.79	-	3.40	-	-	Sarasota County
Sarasota Co, FL	191.0	Jun-93	62	62	66.79	-	5.90	-	-	Sarasota County
Hernando Co, FL	107.8	May-96	608	331	77.60	9a-6p	4.68	54.5	197.85	Tindale Oliver
Charlotte Co, FL	88.0	Oct-97	-	-	73.50	9a-5p	1.80	57.1	75.56	Tindale Oliver
Charlotte Co, FL	191.9	Oct-97	-	-	72.00	9a-5p	2.40	50.9	87.97	Tindale Oliver
Charlotte Co, FL	51.3	Oct-97	-	-	43.00	9a-5p	2.70	51.8	60.08	Tindale Oliver
Lake Co, FL	67.8	Apr-01	246	177	102.60	-	3.40	71.2	248.37	Tindale Oliver
Lake Co, FL	72.3	Apr-01	444	376	65.30	-	4.50	59.0	173.37	Tindale Oliver
Pasco Co, FL	65.6	Apr-02	222	-	145.64	9a-5p	1.46	46.9	99.62	Tindale Oliver
Pasco Co, FL	75.8	Apr-02	134	-	38.23	9a-5p	2.36	58.2	52.52	Tindale Oliver
Citrus Co, FL	185.0	Oct-03	-	784	55.84	8a-6p	2.40	88.1	118.05	Tindale Oliver
Citrus Co, FL	91.3	Nov-03	-	390	54.50	8a-6p	1.60	88.0	76.77	Tindale Oliver
			30	6,346	Average Trip Length:		2.71			

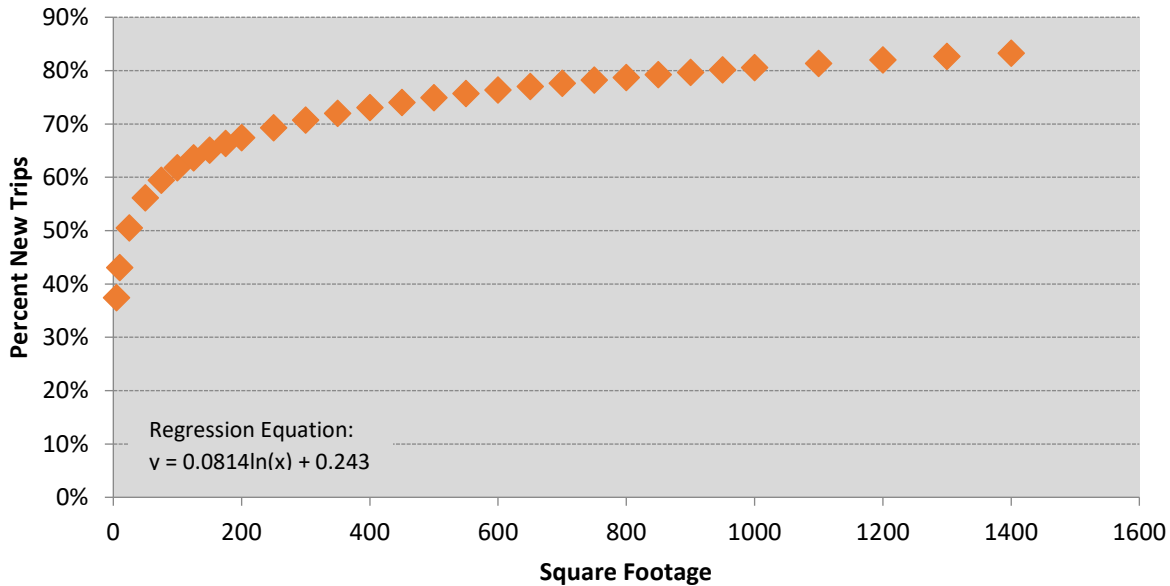
Figure A-1
LUC 820: Retail/Shopping Center – Florida Curve Trip Length Regression



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

Figure A-2

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



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

Table A-22

Land Use 840/841: New/Used Automobile Sales

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

Table A-23

Land Use 850: Supermarket

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

Table A-24

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

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

Table A-25

Land Use 890: Furniture Store

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

Table A-26

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

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

Table A-27

Land Use 931: Sit-Down (Fine Dining) Restaurant

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

Table A-28

Land Use 932: High-Turnover Restaurant

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

Table A-29

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

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Tampa, FL	-	Mar-86	61	-	-	-	2.70	-	-	Kimley-Horn & Associates
Tampa, FL	-	Mar-86	306	-	-	-	-	65.0	-	Kimley-Horn & Associates
Pinellas Co, FL	2.20	Aug-89	81	48	502.80	11a-2p	1.70	59.0	504.31	Tindale Oliver
Pinellas Co, FL	4.30	Oct-89	456	260	660.40	1 day	2.30	57.0	865.78	Tindale Oliver
Tarpon Springs, FL	-	Oct-89	233	114	-	7a-7p	3.60	49.0	-	Tindale Oliver
Marion Co, FL	1.60	Jun-91	60	32	962.50	48hrs.	0.91	53.3	466.84	Tindale Oliver
Marion Co, FL	4.00	Jun-91	75	46	625.00	48hrs.	1.54	61.3	590.01	Tindale Oliver
Collier Co, FL	-	Aug-91	66	44	-	-	1.91	66.7	-	Tindale Oliver
Collier Co, FL	-	Aug-91	118	40	-	-	1.17	33.9	-	Tindale Oliver
Hernando Co, FL	5.43	May-96	136	82	311.83	9a-6p	1.68	60.2	315.27	Tindale Oliver
Hernando Co, FL	3.13	May-96	168	82	547.34	9a-6p	1.59	48.8	425.04	Tindale Oliver
Orange Co, FL	8.93	1996	-	-	377.00	-	-	-	-	Orange County
Lake Co, FL	2.20	Apr-01	376	252	934.30	-	2.50	74.6	1742.47	Tindale Oliver
Lake Co, FL	3.20	Apr-01	171	182	654.90	-	-	47.8	-	Tindale Oliver
Lake Co, FL	3.80	Apr-01	188	137	353.70	-	3.30	70.8	826.38	Tindale Oliver
Pasco Co, FL	2.66	Apr-02	100	46	283.12	9a-6p	-	46.0	-	Tindale Oliver
Pasco Co, FL	2.95	Apr-02	486	164	515.32	9a-6p	2.72	33.7	472.92	Tindale Oliver
Pasco Co, FL	4.42	Apr-02	168	120	759.24	9a-6p	1.89	71.4	1024.99	Tindale Oliver
Total Size	48.8	18	4,463		Average Trip Length:		2.11			
ITE	213.0	71			Weighted Average Trip Length:		2.05			
Blended total	261.8				Weighted Percent New Trip Average:		57.9			
	34.0				Weighted Average Trip Generation Rate:				530.19	
					ITE Average Trip Generation Rate:				467.48	
					Blend of FL Studies and ITE Average Trip Generation Rate:				479.17	

Table A-30

Land Use 942: Automobile Care Center

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

Table A-31

Land Use 944: Gasoline/Service Station

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Largo, FL	0.6	Nov-89	70	14	-	8am-5pm	1.90	23.0	-	Tindale Oliver
Collier Co, FL	-	Aug-91	168	40	-	-	1.01	23.8	-	Tindale Oliver
Total Size	0.6		1	238			Average Trip Length: 1.46			
ITE (vfp)	144.0		18				Weighted Average Trip Length: 1.90			
								Weighted Percent New Trip Average:	23.0	
								ITE Average Trip Generation Rate - per fuel position:		172.01
Convenience Store/Gas Station (ITE LUC 945) - Mid-Size Blend										
								Conv. Store 2,000 to 3,999 sf:	265.12	
								Conv. Store 4,000 to 5,499 sf:	257.13	
								Blend of ITE Average Trip Generation Rates for Convenience Store/Gas Station 2,000 to 5,499 sf:		264.38

Table A-32

Land Use 947: Self-Service Car Wash

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

Residential Trip Generation Rate Tiering

Single Family Detached

As part of this study, the single family residential trip generation rate tiering was included to reflect a three-tier analysis to ensure equity by the size of a home. To facilitate this, an analysis was completed on the comparative relationship between housing size and household travel behavior. This analysis utilized data from the 2017 National Household Travel Survey (NHTS) and the 2021 American Housing Survey (AHS) to examine overall trip-making characteristics of households in the United States.

Table A-33 presents that trip characteristics being utilized in the calculated multi-modal transportation impact fee schedule for the single family (detached) land use. The 2017 NHTS database was used to assess average annual household vehicle miles of travel (VMT) for various annual household income levels. In addition, the 2021 AHS database was used to compare median annual family/household incomes with housing unit size. It is important to recognize that the use of the income variable in each of these databases is simply to provide a convenient linking mechanism between household VMT from the NHTS and housing unit size from the AHS.

Table A-33
Calculated Single Family (Detached) 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

The results of the NHTS and AHS analyses are included in Tables A-34 and A-35. First, the data shown in Table A-34 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 3,499 square feet in size (\$76,628) is higher than the overall average income for the U.S. (\$66,289). Next, in Table A-35, the annual average household VMT was calculated from the NHTS database for a number of different income levels and ranges related to the resulting AHS income data from Table A-34.

Table A-34
Annual Income by Housing Size

2021 AHS Average Income Data by Housing Size	Annual Income ⁽¹⁾
Less than 1,500 sf	\$51,697
1,500 to 2,499 sf	\$74,416
1,500 to 3,499 sf	\$76,628
3,500 sf or more	\$93,260
Average of All Houses	\$66,289

Source: American Housing Survey for the United States in 2021

1) Weighted average of annual income for each tier

To calculate a corresponding trip rate for the new tiers it was necessary to rely on comparative ratios. As an example, consider the \$51,697 annual income category. First, it was determined that the average annual household VMT for this income level is 19,167 miles. This figure was compared to the overall average annual VMT per household in the U.S. and normalized to the average of the \$74,416 (20,191 miles) category to derive a ratio of 0.888. It should be noted that the \$74,416 (1,500 square feet - 2,499 square feet) category is not an impact fee tier, but rather the average home size that corresponds with the Florida Studies data shown in Table A-33.

Table A-35
NHTS VMT Annual VMT by Income Category

2017 NHTS Travel Data by Annual HH Income	Annual VMT/HH	Days	Daily VMT	Ratio to Mean	Normalized to 1.054
Total (All Homes)	19,167	365	52.51	1.000	-
Average of \$51,697	17,934	365	49.13	0.936	0.888
Average of \$74,416	20,191	365	55.32	1.054	1.000
Average of \$76,628	20,546	365	56.29	1.072	1.017
Average of \$93,260	22,926	365	62.81	1.196	1.135

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

Next, the normalized ratio was applied to the daily VMT for the average single family housing unit size (less than 1,500 square feet) to generate a daily VMT of 45.91 for the tier, as shown in Table A-36. This daily VMT figure was then divided by the proposed assessable trip length of 6.62 miles to obtain a trip generation rate of 6.94 trips per day.

Table A-36
Trip Generation Rate by Single Family (Detached) 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 1,500 sf	6.94	6.62	45.91	0.888
1,500 to 2,499 sf	7.81	6.62	51.70	1.000
1,500 to 3,499 sf	7.94	6.62	52.58	1.017
3,500 sf or larger	8.86	6.62	58.68	1.135

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

2) Source: Table A-33

3) Ratio to the mean (Item 4) multiplied by the total daily VMT for the 1,500 square feet to 2,499 square feet tier

4) Source: Table A-35

Table A-37 illustrates the impact that the trip generation rate tiers for the single family (detached) land use have on the City’s calculated multi-modal transportation impact fee rate.

Table A-37
Net Impact Fee by Single Family (Detached) Land Use Tier

Impact of Tiering on Fee Schedule	Trip Rate ⁽¹⁾	Assessable Trip Length ⁽²⁾	Daily VMT ⁽³⁾	Net Fee ⁽⁴⁾
Single Family (Detached)				
Less than 1,500 sf	6.94	6.62	45.91	\$10,563
1,500 to 3,499 sf	7.94	6.62	52.58	\$12,081
3,500 sf or larger	8.86	6.62	58.68	\$13,482

- 1) Source: Table A-36, Item 1
- 2) Source: Table A-33
- 3) Source: Table A-36
- 4) Source: Appendix D, Table D-1

Single Family Attached & Multi-Family

Similar to the single family detached land use, tiers by unit size were developed for the single family attached and multi-family land uses in the City of Sarasota. Tables A-38 through A-52 detail these calculations for each land use.

Table A-38
Calculated Single Family (Attached) Trip Characteristics

Calculated Values Excluding Tiering	Trip Rate	Assessable Trip Length	Daily VMT
Single Family (Attached)	6.77	6.62	44.82

Source: Florida Studies for LUC 215 included in this Appendix

Table A-39
Annual Income by Housing Size

2021 AHS Average Income Data by Housing Size	Annual Income ⁽¹⁾
Less than 1,000 sf	\$43,692
1,000 to 1,399 sf	\$58,658
1,000 to 1,999 sf	\$63,985
1,400 sf or more	\$79,943
Average of All Houses	\$66,289

Source: American Housing Survey for the United States in 2021

- 1) Weighted average of annual income for each tier

Table A-40
NHTS VMT Annual VMT by Income Category

2017 NHTS Travel Data by Annual HH Income	Annual VMT/HH	Days	Daily VMT	Ratio to Mean	Normalized to 0.985
Total (All Homes)	19,167	365	52.51	1.000	-
Average of \$43,692	17,454	365	47.82	0.911	0.925
Average of \$58,658	18,406	365	50.43	0.960	0.975
Average of \$63,985	18,877	365	51.72	0.985	1.000
Average of \$79,944	21,106	365	57.82	1.101	1.118

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

Table A-41
Trip Generation Rate by Single Family (Attached) 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 (Attached)				
Less than 1,000 sf	6.26	6.62	41.46	0.925
1,000 to 1,399 sf	6.60	6.62	43.70	0.975
1,000 to 1,999 sf	6.77	6.62	44.82	1.000
1,400 sf or larger	7.57	6.62	50.11	1.118

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

2) Source: Table A-38

3) Ratio to the mean (Item 4) multiplied by the total daily VMT for the 1,000 square feet to 1,999 square feet tier

4) Source: Table A-40

Table A-42
Net Impact Fee by Single Family (Attached) Land Use Tier

Impact of Tiering on Fee Schedule	Trip Rate ⁽¹⁾	Assessable Trip Length ⁽²⁾	Daily VMT ⁽³⁾	Net Fee ⁽⁴⁾
Single Family (Attached)				
Less than 1,000 sf	6.26	6.62	41.46	\$9,532
1,000 to 1,399 sf	6.60	6.62	43.70	\$10,040
1,400 sf or larger	7.57	6.62	50.11	\$11,518

1) Source: Table A-41, Item 1

2) Source: Table A-38

3) Source: Table A-41

4) Source: Appendix D, Table D-1

Table A-43
Calculated Multi-Family (Low-Rise) Trip Characteristics

Calculated Values Excluding Tiering	Trip Rate	Assessable Trip Length	Daily VMT
Multi-Family; Low-Rise	6.74	5.21	35.12

Source: ITE 11th Edition and Florida Studies for LUC 220/221/222 included in this Appendix

Table A-44
Annual Income by Housing Size

2021 AHS Average Income Data by Housing Size	Annual Income ⁽¹⁾
Less than 800 sf	\$38,422
750 to 1,499 sf	\$54,955
800 sf or more	\$69,182
Average of All Houses	\$66,289

Source: American Housing Survey for the United States in 2021

1) Weighted average of annual income for each tier

Table A-45
NHTS VMT Annual VMT by Income Category

2017 NHTS Travel Data by Annual HH Income	Annual VMT/HH	Days	Daily VMT	Ratio to Mean	Normalized to 0.964
Total (All Homes)	19,167	365	52.51	1.000	-
Average of \$38,422	15,722	365	43.07	0.820	0.867
Average of \$54,955	18,129	365	49.67	0.946	1.000
Average of \$69,182	19,532	365	53.51	1.019	1.077

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

Table A-46
Trip Generation Rate by Multi-Family (Low-Rise) Land Use Tier

Estimation of Trip Rate by Tier	Trip Rate ⁽¹⁾	Assessable Trip Length ⁽²⁾	Daily VMT ⁽³⁾	Ratio to Mean ⁽⁴⁾
Multi-Family; Low-Rise				
Less than 800 sf	5.84	5.21	30.45	0.867
750 to 1,499 sf	6.74	5.21	35.12	1.000
800 sf or larger	7.26	5.21	37.82	1.077

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

2) Source: Table A-43

3) Ratio to the mean (Item 4) multiplied by the total daily VMT for the 750 square feet to 1,499 square feet tier

4) Source: Table A-45

Table A-47
Net Impact Fee by Multi-Family (Low-Rise) Land Use Tier

Impact of Tiering on Fee Schedule	Trip Rate ⁽¹⁾	Assessable Trip Length ⁽²⁾	Daily VMT ⁽³⁾	Net Fee ⁽²⁾
Multi-Family; Low-Rise				
Less than 800 sf	5.84	5.21	30.45	\$6,964
800 sf or larger	7.26	5.21	37.82	\$8,654

- 1) Source: Table A-46, Item 1
- 2) Source: Table A-43
- 3) Source: Table A-46
- 4) Source: Appendix D, Table D-1

Table A-48
Calculated Multi-Family (Mid/High-Rise) Trip Characteristics

Calculated Values Excluding Tiering	Trip Rate	Assessable Trip Length	Daily VMT
Multi-Family; Mid/High-Rise	4.54	5.21	23.65

Source: ITE 11th Edition and Florida Studies for LUC 220/221/222 included in this Appendix

Table A-49
Annual Income by Housing Size

2021 AHS Average Income Data by Housing Size	Annual Income ⁽¹⁾
Less than 800 sf	\$38,422
750 to 1,499 sf	\$54,955
800 sf or more	\$69,182
Average of All Houses	\$66,289

Source: American Housing Survey for the United States in 2021

- 1) Weighted average of annual income for each tier

Table A-50
NHTS VMT Annual VMT by Income Category

2017 NHTS Travel Data by Annual HH Income	Annual VMT/HH	Days	Daily VMT	Ratio to Mean	Normalized to 0.964
Total (All Homes)	19,167	365	52.51	1.000	-
Average of \$38,422	15,722	365	43.07	0.820	0.867
Average of \$54,955	18,129	365	49.67	0.946	1.000
Average of \$69,182	19,532	365	53.51	1.019	1.077

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

Table A-51

Trip Generation Rate by Multi-Family (Mid/High-Rise) Land Use Tier

Estimation of Trip Rate by Tier	Trip Rate ⁽¹⁾	Assessable Trip Length ⁽²⁾	Daily VMT ⁽³⁾	Ratio to Mean ⁽⁴⁾
Multi-Family; Mid/High-Rise				
Less than 800 sf	3.93	5.21	20.50	0.867
750 to 1,499 sf	4.54	5.21	23.65	1.000
800 sf or larger	4.89	5.21	25.47	1.077

- 1) Daily VMT (Item 3) divided by assessable trip length (Item 2) for each tier
- 2) Source: Table A-48
- 3) Ratio to the mean (Item 4) multiplied by the total daily VMT for the 750 square feet to 1,499 square feet tier
- 4) Source: Table A-50

Table A-52

Net Impact Fee by Multi-Family (Mid/High-Rise) Land Use Tier

Impact of Tiering on Fee Schedule	Trip Rate ⁽¹⁾	Assessable Trip Length ⁽²⁾	Daily VMT ⁽³⁾	Net Fee ⁽²⁾
Multi-Family; Mid/High-Rise				
Less than 800 sf	3.93	5.21	20.50	\$4,681
800 sf or larger	4.89	5.21	25.47	\$5,837

- 1) Source: Table A-51, Item 1
- 2) Source: Table A-48
- 3) Source: Table A-51
- 4) Source: Appendix D, Table D-1

Demand Variable Changes

Since the last demand component update in 2016, the trip generation rate (TGR), trip length (TL), and percent new trips (PNT) has changed for several land uses. Tables A-53 through A-56 present the change in each variable for each land use for the 2023 update.

Table A-53
Percent Change in Gross VMT of Impact Fee Land Uses

ITE LUC	Land Use	Unit	Gross VMT			Explanation
			2016	2023	%	
RESIDENTIAL:						
210	Single Family (Detached)/ADU, less than 1,500 sf*	du	19.10	22.97	20%	TGR update, see Table A-54
	Single Family (Detached)/ADU, 1,500 to 3,499 sf*	du	25.85	26.28	2%	TGR update, see Table A-54
	Single Family (Detached)/ADU, 3,500 sf and greater*	du	28.73	29.33	2%	TGR & TL update, see Tables A-54 and A-55
215	Single Family (Attached), less than 1,000 sf	du	12.67	20.72	64%	TGR & TL update, see Tables A-54 and A-55
	Single Family (Attached), 1,000 to 1,399 sf	du	14.69	21.85	49%	TGR & TL update, see Tables A-54 and A-55
	Single Family (Attached), 1,400 sf and greater	du	18.56	25.06	35%	TGR & TL update, see Tables A-54 and A-55
220	Multi-Family (Low-Rise), less than 800 sf	du	11.99	15.21	27%	TGR & TL update, see Tables A-54 and A-55
	Multi-Family (Low-Rise), 800 sf and greater	du	16.83	18.91	12%	TGR & TL update, see Tables A-54 and A-55
221/222	Multi-Family (Mid/High-Rise), less than 800 sf	du	11.99	10.24	-15%	TGR & TL update, see Tables A-54 and A-55
	Multi-Family (Mid/High-Rise), 800 sf and greater	du	16.83	12.74	-24%	TGR & TL update, see Tables A-54 and A-55
231	Mid-Rise Residential w/Ground-Floor Commercial	du	-	4.43	-	New land use
232	High-Rise Residential w/Ground-Floor Commercial	du	-	5.47	-	New land use
240	Mobile Home Park/RV Park	du	9.59	9.59	0%	No change
251	Retirement Community/Age-Restricted Single-Family	du	8.46	9.59	13%	TGR update, see Table A-54
253	Assisted Living Facility (ALF)/Congregate Care Facility	du	2.49	2.58	4%	TGR update, see Table A-54
LODGING:						
310/320	Hotel/Motel	room	9.41	5.60	-40%	TGR update, see Table A-54
RECREATION:						
420	Marina	berth	8.82	7.18	-19%	TGR update, see Table A-54
430	Golf Course	acre	15.01	11.14	-26%	TGR update, see Table A-54
445	Movie Theater	1,000 sf	29.30	80.19	174%	Primarily due to TGR update, see Table A-54
492	Health/Fitness/Athletic Club	1,000 sf	79.71	83.51	5%	TGR update, see Table A-54
495	Recreational/Community Center	1,000 sf	65.44	42.93	-34%	TGR & TL update, see Tables A-54 and A-55
INSTITUTIONS:						
520/522	Elementary/Middle School	1,000 sf	23.70	26.71	13%	TGR & TL update, see Tables A-54 and A-55
525	High School	1,000 sf	24.94	20.96	-16%	TGR & TL update, see Tables A-54 and A-55
540	University/Junior College (7,500 or fewer students) (Private)	student	5.96	5.96	0%	No change
550	University/Junior College (more than 7,500 students) (Private)	student	4.47	4.47	0%	No change
560	Church/Place of Assembly	1,000 sf	15.99	13.44	-16%	Primarily due to TGR update, see Table A-54
565	Day Care	1,000 sf	53.26	36.77	-31%	TGR update, see Table A-54
580	Museum	1,000 sf	-	5.36	-	New land use
MEDICAL:						
610	Hospital	1,000 sf	33.69	27.81	-17%	Primarily due to TGR update, see Table A-54
620	Nursing Home	1,000 sf	8.76	7.78	-11%	TGR update, see Table A-54
OFFICE:						
710	General Office 6,000 sf or less	1,000 sf	26.11	25.68	-2%	TGR update, see Table A-54
710	General Office 6,001-50,000 sf	1,000 sf	36.72	25.68	-30%	TGR update, see Table A-54
710	General Office 50,001-100,000 sf	1,000 sf	31.10	25.68	-17%	TGR update, see Table A-54
710	General Office 100,001-200,000 sf	1,000 sf	26.34	25.68	-3%	TGR update, see Table A-54
710	General Office 200,001-400,000 sf	1,000 sf	22.29	25.68	15%	TGR update, see Table A-54
710	General Office greater than 400,000 sf	1,000 sf	20.23	25.68	27%	TGR update, see Table A-54
720	Medical Office (0-10,000 sf)	1,000 sf	58.85	58.85	0%	No change
720	Medical Office (>10,000 sf)	1,000 sf	85.75	84.49	-1%	TGR update, see Table A-54
770	Business Park (Flex Space)	1,000 sf	30.29	30.29	0%	No change
RETAIL:						
812	Building Materials/Lumber Store	1,000 sf	104.77	39.55	-62%	TGR update, see Table A-54
813	Discount Superstore, Free-Standing	1,000 sf	55.42	40.50	-27%	TGR, TL & PNT update, see Tables A-54, A-55 and A-56
814	Variety Store	1,000 sf	33.53	16.58	-51%	TGR, TL & PNT update, see Tables A-54, A-55 and A-56
815	Discount Store, Free-Standing	1,000 sf	29.97	36.57	22%	TGR, TL & PNT update, see Tables A-54, A-55 and A-56
816	Hardware/Paint	1,000 sf	26.86	2.31	-91%	TGR, TL & PNT update, see Tables A-54, A-55 and A-56
822	Retail/Shopping Center 6,000 sfgla or less	1,000 sfgla	18.90	11.89	-37%	TGR update, see Table A-54
822	Retail/Shopping Center 6,001-40,000 sfgla	1,000 sfgla	45.32	19.34	-57%	TGR, TL & PNT update, see Tables A-54, A-55 and A-56
821	Retail/Shopping Center 40,001-50,000 sfgla	1,000 sfgla	45.32	37.33	-18%	Primarily due to TGR update, see Table A-54
821	Retail/Shopping Center 50,001-150,000 sfgla	1,000 sfgla	39.56	37.33	-6%	TGR, TL & PNT update, see Tables A-54, A-55 and A-56
820	Retail/Shopping Center greater than 150,000 sfgla	1,000 sfgla	39.56	38.86	-2%	Primarily due to TGR update, see Table A-54
840/841	New/Used Auto Sales	1,000 sf	48.70	44.66	-8%	TGR update, see Table A-54
843	Automobile Parts Sales	1,000 sf	112.49	99.15	-12%	TGR update, see Table A-54
848	Tire Store	1,000 sf	32.41	36.09	11%	TGR update, see Table A-54
850	Supermarket/Grocery Store	1,000 sf	60.21	55.03	-9%	TGR update, see Table A-54
854	Discount Supermarket	1,000 sf	99.09	56.98	-42%	TGR, TL & PNT update, see Tables A-54, A-55 and A-56
857	Discount Club	1,000 sf	45.59	30.76	-33%	TGR, TL & PNT update, see Tables A-54, A-55 and A-56
862	Home Improvement Superstore	1,000 sf	33.53	22.92	-32%	TGR, TL & PNT update, see Tables A-54, A-55 and A-56
880	Pharmacy/Drug Store without Drive-Thru	1,000 sf	31.94	29.98	-6%	TGR update, see Table A-54
881	Pharmacy/Drug Store with Drive-Thru	1,000 sf	31.94	36.08	13%	TGR update, see Table A-54
890	Furniture Store	1,000 sf	8.32	10.36	25%	TGR update, see Table A-54
SERVICES:						
911	Bank/Savings Walk-In	1,000 sf	-	32.78	-	New land use
912	Bank/Savings w/Drive-In	1,000 sf	90.15	58.69	-35%	TGR update, see Table A-54
930	Fast Casual Restaurant	1,000 sf	-	57.75	-	New land use
931	Fine Dining Restaurant	1,000 sf	110.13	104.00	-6%	TGR update, see Table A-54
932	High-Turnover Restaurant	1,000 sf	122.34	116.43	-5%	TGR update, see Table A-54
933	Fast Food Restaurant without Drive-Thru	1,000 sf	-	267.82	-	New land use
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	303.79	284.87	-6%	TGR update, see Table A-54
941	Quick Lube	bays	52.13	52.13	0%	No change
942	Automobile Repair Shop	1,000 sf	36.74	36.74	0%	No change
944	Gas Station w/Convenience Store <2,000 sq ft	fuel pos.	40.97	37.58	-8%	TGR update, see Table A-54
945	Gas Station w/Convenience Store 2,000 to 5,499 sq ft	fuel pos.	35.51	57.77	63%	TGR update, see Table A-54
	Gas Station w/Convenience Store 5,500+ sq ft	fuel pos.	32.78	75.55	130%	TGR update, see Table A-54
947	Self-Service Car Wash	bays	32.57	32.57	0%	No change
948	Automated Car Wash	1,000 sf	-	105.25	-	New land use
INDUSTRIAL:						
110/130	General Light Industrial/Industrial Park	1,000 sf	16.51	11.54	-30%	TGR update, see Table A-54
120	General Heavy Industrial	1,000 sf	3.55	3.55	0%	No change
140	Manufacturing	1,000 sf	9.05	11.25	24%	TGR update, see Table A-54
150	Warehouse	1,000 sf	8.43	4.05	-52%	TGR update, see Table A-54
151	Mini-Warehouse/Storage	1,000 sf	2.97	2.36	-21%	TGR & TL update, see Tables A-54 and A-55

- Gross VMT = TGR * TL * PNT / 2
- *ADU = Accessory Dwelling Unit
- Individual variables are shown in Tables A-54 through A-56

Table A-54
Percent Change in Trip Generation Rate of Impact Fee Land Uses

ITE LUC	Land Use	Unit	Trip Generation Rate			Explanation
			2016	2023	%	
RESIDENTIAL:						
210	Single Family (Detached)/ADU, less than 1,500 sf*	du	5.77	6.94	20%	Updated tiering to AHS 2021 & NHTS 2017
	Single Family (Detached)/ADU, 1,500 to 3,499 sf*	du	7.81	7.94	2%	Updated tiering to AHS 2021 & NHTS 2017
	Single Family (Detached)/ADU, 3,500 sf and greater*	du	8.68	8.86	2%	Updated tiering to AHS 2021 & NHTS 2017
215	Single Family (Attached), less than 1,000 sf	du	4.97	6.26	26%	Re-alignment of multi-family land uses in ITE 11th Edition
	Single Family (Attached), 1,000 to 1,399 sf	du	5.76	6.60	15%	Re-alignment of multi-family land uses in ITE 11th Edition
	Single Family (Attached), 1,400 sf and greater	du	7.28	7.57	4%	Re-alignment of multi-family land uses in ITE 11th Edition
220	Multi-Family (Low-Rise), less than 800 sf	du	4.70	5.84	24%	Re-alignment of multi-family land uses in ITE 11th Edition
	Multi-Family (Low-Rise), 800 sf and greater	du	6.60	7.26	10%	Re-alignment of multi-family land uses in ITE 11th Edition
221/222	Multi-Family (Mid/High-Rise), less than 800 sf	du	4.70	3.93	-16%	Re-alignment of multi-family land uses in ITE 11th Edition
	Multi-Family (Mid/High-Rise), 800 sf and greater	du	6.60	4.89	-26%	Re-alignment of multi-family land uses in ITE 11th Edition
231	Mid-Rise Residential w/Ground-Floor Commercial	du	-	1.70	-	New land use
232	High-Rise Residential w/Ground-Floor Commercial	du	-	2.10	-	New land use
240	Mobile Home Park/RV Park	du	4.17	4.17	0%	No change
251	Retirement Community/Age-Restricted Single-Family	du	3.12	3.54	13%	Updated TGR in ITE 11th Edition
253	Assisted Living Facility (ALF)/Congregate Care Facility	du	2.25	2.33	4%	Updated TGR in ITE 11th Edition
LODGING:						
310/320	Hotel/Motel	room	5.63	3.35	-40%	Updated TGR in ITE 11th Edition (LUC 320)
RECREATION:						
420	Marina	berth	2.96	2.41	-19%	Updated TGR in ITE 11th Edition
430	Golf Course	acre	5.04	3.74	-26%	Updated TGR in ITE 11th Edition
445	Movie Theater	1,000 sf	30.00	82.30	174%	Updated TGR in ITE 11th Edition
492	Health/Fitness/Athletic Club	1,000 sf	32.93	34.50	5%	Updated TGR in ITE 11th Edition
495	Recreational/Community Center	1,000 sf	33.82	28.82	-15%	Updated TGR in ITE 11th Edition
INSTITUTIONS:						
520/522	Elementary/Middle School	1,000 sf	13.78	20.17	46%	Updated TGR in ITE 10th Edition (11th Edition not available)
525	High School	1,000 sf	12.89	14.07	9%	Updated TGR in ITE 10th Edition (11th Edition not available)
540	University/Junior College (7,500 or fewer students) (Private)	student	2.00	2.00	0%	No change
550	University/Junior College (more than 7,500 students) (Private)	student	1.50	1.50	0%	No change
560	Church/Place of Assembly	1,000 sf	9.11	7.60	-17%	Updated TGR in ITE 11th Edition
565	Day Care	1,000 sf	71.88	49.63	-31%	Updated TGR in ITE 11th Edition
580	Museum	1,000 sf	-	1.80	-	New land use
MEDICAL:						
610	Hospital	1,000 sf	13.22	10.77	-19%	Updated TGR in ITE 11th Edition
620	Nursing Home	1,000 sf	7.60	6.75	-11%	Updated TGR in ITE 11th Edition
OFFICE:						
710	General Office 6,000 sf or less	1,000 sf	11.02	10.84	-2%	Updated TGR in ITE 11th Edition; tiering removed
710	General Office 6,001-50,000 sf	1,000 sf	15.50	10.84	-30%	Updated TGR in ITE 11th Edition; tiering removed
710	General Office 50,001-100,000 sf	1,000 sf	13.13	10.84	-17%	Updated TGR in ITE 11th Edition; tiering removed
710	General Office 100,001-200,000 sf	1,000 sf	11.12	10.84	-3%	Updated TGR in ITE 11th Edition; tiering removed
710	General Office 200,001-400,000 sf	1,000 sf	9.41	10.84	15%	Updated TGR in ITE 11th Edition; tiering removed
710	General Office greater than 400,000 sf	1,000 sf	8.54	10.84	27%	Updated TGR in ITE 11th Edition; tiering removed
720	Medical Office (0-10,000 sf)	1,000 sf	23.83	23.83	0%	No change
720	Medical Office (>10,000 sf)	1,000 sf	34.72	34.21	-1%	Updated TGR in ITE 11th Edition
770	Business Park (Flex Space)	1,000 sf	12.65	12.65	0%	No change
RETAIL:						
812	Building Materials/Lumber Store	1,000 sf	45.16	17.05	-62%	Updated TGR in ITE 11th Edition
813	Discount Superstore, Free-Standing	1,000 sf	50.82	50.58	0%	Updated TGR in ITE 11th Edition
814	Variety Store	1,000 sf	64.03	63.66	-1%	Updated TGR in ITE 11th Edition
815	Discount Store, Free-Standing	1,000 sf	57.24	53.87	-6%	Updated TGR in ITE 11th Edition
816	Hardware/Paint	1,000 sf	51.29	8.07	-84%	Updated TGR in ITE 11th Edition
822	Retail/Shopping Center 6,000 sfgla or less	1,000 sfgla	86.56	54.45	-37%	Re-alignment of retail/shopping tiers in ITE 11th Edition
822	Retail/Shopping Center 6,001-40,000 sfgla	1,000 sfgla	86.56	54.45	-37%	Re-alignment of retail/shopping tiers in ITE 11th Edition
821	Retail/Shopping Center 40,001-50,000 sfgla	1,000 sfgla	86.56	67.52	-22%	Re-alignment of retail/shopping tiers in ITE 11th Edition
821	Retail/Shopping Center 50,001-150,000 sfgla	1,000 sfgla	36.27	67.52	86%	Re-alignment of retail/shopping tiers in ITE 11th Edition
820	Retail/Shopping Center greater than 150,000 sfgla	1,000 sfgla	36.27	37.01	2%	Re-alignment of retail/shopping tiers in ITE 11th Edition
840/841	New/Used Auto Sales	1,000 sf	26.80	24.58	-8%	Updated TGR in ITE 11th Edition
843	Automobile Parts Sales	1,000 sf	61.91	54.57	-12%	Updated TGR in ITE 11th Edition
848	Tire Store	1,000 sf	24.87	27.69	11%	Updated TGR in ITE 11th Edition
850	Supermarket/Grocery Store	1,000 sf	103.38	94.48	-9%	Updated TGR in ITE 10th Edition
854	Discount Supermarket	1,000 sf	90.86	90.87	0%	Updated TGR in ITE 10th Edition
857	Discount Club	1,000 sf	41.80	42.46	2%	Updated TGR in ITE 11th Edition
862	Home Improvement Superstore	1,000 sf	30.74	30.74	0%	No change
880	Pharmacy/Drug Store without Drive-Thru	1,000 sf	95.96	90.08	-6%	Previously, LUC 880 and 881 were combined
881	Pharmacy/Drug Store with Drive-Thru	1,000 sf	95.96	108.40	13%	Previously, LUC 880 and 881 were combined
890	Furniture Store	1,000 sf	5.06	6.30	25%	Updated TGR in ITE 11th Edition
SERVICES:						
911	Bank/Savings Walk-In	1,000 sf	-	57.94	-	New land use
912	Bank/Savings w/Drive-In	1,000 sf	159.34	103.73	-35%	Updated TGR in ITE 11th Edition
930	Fast Casual Restaurant	1,000 sf	-	97.14	-	New land use
931	Fine Dining Restaurant	1,000 sf	91.10	86.03	-6%	Updated TGR in ITE 11th Edition
932	High-Turnover Restaurant	1,000 sf	108.71	103.46	-5%	Updated TGR in ITE 11th Edition
933	Fast Food Restaurant without Drive-Thru	1,000 sf	-	450.49	-	New land use
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	511.00	479.17	-6%	Updated TGR in ITE 11th Edition
941	Quick Lube	bays	40.00	40.00	0%	No change
942	Automobile Repair Shop	1,000 sf	28.19	28.19	0%	No change
944	Gas Station w/Convenience Store <2,000 sq ft	fuel pos.	187.50	172.01	-8%	Re-alignment of gas station/conv land uses in ITE 11th Edition
945	Gas Station w/Convenience Store 2,000 to 5,499 sq ft	fuel pos.	162.50	264.38	63%	Re-alignment of gas station/conv land uses in ITE 11th Edition
	Gas Station w/Convenience Store 5,500+ sq ft	fuel pos.	150.00	345.75	131%	Re-alignment of gas station/conv land uses in ITE 11th Edition
947	Self-Service Car Wash	bays	43.94	43.94	0%	No change
948	Automated Car Wash	1,000 sf	-	142.00	-	New land use
INDUSTRIAL:						
110/130	General Light Industrial/Industrial Park	1,000 sf	6.97	4.87	-30%	Updated TGR in ITE 11th Edition
120	General Heavy Industrial	1,000 sf	1.50	1.50	0%	No change (Using ITE 9th Edition)
140	Manufacturing	1,000 sf	3.82	4.75	24%	Updated TGR in ITE 11th Edition
150	Warehouse	1,000 sf	3.56	1.71	-52%	Updated TGR in ITE 11th Edition
151	Mini-Warehouse/Storage	1,000 sf	2.08	1.46	-30%	Updated TGR in ITE 11th Edition

- See Appendix D for additional information
- *ADU = Accessory Dwelling Unit

Table A-55
Percent Change in Assessable Trip Length of Impact Fee Land Uses

ITE LUC	Land Use	Unit	Trip Length			Explanation
			2016	2023	%	
RESIDENTIAL:						
210	Single Family (Detached)/ADU, less than 1,500 sf*	du	6.62	6.62	0%	No change
	Single Family (Detached)/ADU, 1,500 to 3,499 sf*	du	6.62	6.62	0%	No change
	Single Family (Detached)/ADU, 3,500 sf and greater*	du	6.62	6.62	0%	No change
215	Single Family (Attached), less than 1,000 sf	du	5.10	6.62	30%	Re-alignment of multi-family land uses in ITE 11th Edition
	Single Family (Attached), 1,000 to 1,399 sf	du	5.10	6.62	30%	Re-alignment of multi-family land uses in ITE 11th Edition
	Single Family (Attached), 1,400 sf and greater	du	5.10	6.62	30%	Re-alignment of multi-family land uses in ITE 11th Edition
220	Multi-Family (Low-Rise), less than 800 sf	du	5.10	5.21	2%	Re-alignment of multi-family land uses in ITE 11th Edition
	Multi-Family (Low-Rise), 800 sf and greater	du	5.10	5.21	2%	Re-alignment of multi-family land uses in ITE 11th Edition
221/222	Multi-Family (Mid/High-Rise), less than 800 sf	du	5.10	5.21	2%	Re-alignment of multi-family land uses in ITE 11th Edition
	Multi-Family (Mid/High-Rise), 800 sf and greater	du	5.10	5.21	2%	Re-alignment of multi-family land uses in ITE 11th Edition
231	Mid-Rise Residential w/Ground-Floor Commercial	du	-	5.21	-	New land use
232	High-Rise Residential w/Ground-Floor Commercial	du	-	5.21	-	New land use
240	Mobile Home Park/RV Park	du	4.60	4.60	0%	No change
251	Retirement Community/Age-Restricted Single-Family	du	5.42	5.42	0%	No change
253	Assisted Living Facility (ALF)/Congregate Care Facility	du	3.08	3.08	0%	No change
LODGING:						
310/320	Hotel/Motel	room	4.34	4.34	0%	No change
RECREATION:						
420	Marina	berth	6.62	6.62	0%	No change
430	Golf Course	acre	6.62	6.62	0%	No change
445	Movie Theater	1,000 sf	2.22	2.24	1%	FL Studies calculation update
492	Health/Fitness/Athletic Club	1,000 sf	5.15	5.15	0%	No change
495	Recreational/Community Center	1,000 sf	4.30	3.31	-23%	Update to LUC 525, which is used as a proxy for this use
INSTITUTIONS:						
520/522	Elementary/Middle School	1,000 sf	4.30	3.31	-23%	Updated to 50% of LUC 210 based on travel demand model
525	High School	1,000 sf	4.30	3.31	-23%	Updated to 50% of LUC 210 based on travel demand model
540	University/Junior College (7,500 or fewer students) (Private)	student	6.62	6.62	0%	No change
550	University/Junior College (more than 7,500 students) (Private)	student	6.62	6.62	0%	No change
560	Church/Place of Assembly	1,000 sf	3.90	3.93	1%	Updated to mid-point of LUC 710 and LUC 820 (FL Studies)
565	Day Care	1,000 sf	2.03	2.03	0%	No change
580	Museum	1,000 sf	-	6.62	-	New land use
MEDICAL:						
610	Hospital	1,000 sf	6.62	6.62	0%	No change
620	Nursing Home	1,000 sf	2.59	2.59	0%	No change
OFFICE:						
710	General Office 6,000 sf or less	1,000 sf	5.15	5.15	0%	No change
710	General Office 6,001-50,000 sf	1,000 sf	5.15	5.15	0%	No change
710	General Office 50,001-100,000 sf	1,000 sf	5.15	5.15	0%	No change
710	General Office 100,001-200,000 sf	1,000 sf	5.15	5.15	0%	No change
710	General Office 200,001-400,000 sf	1,000 sf	5.15	5.15	0%	No change
710	General Office greater than 400,000 sf	1,000 sf	5.15	5.15	0%	No change
720	Medical Office (0-10,000 sf)	1,000 sf	5.55	5.55	0%	No change
720	Medical Office (>10,000 sf)	1,000 sf	5.55	5.55	0%	No change
770	Business Park (Flex Space)	1,000 sf	5.38	5.38	0%	No change
RETAIL:						
812	Building Materials/Lumber Store	1,000 sf	6.27	6.27	0%	No change
813	Discount Superstore, Free-Standing	1,000 sf	2.87	2.39	-17%	Updated to use retail curve and avg size from ITE 11th Edition
814	Variety Store	1,000 sf	1.87	1.24	-34%	Updated to use retail curve and avg size from ITE 11th Edition
815	Discount Store, Free-Standing	1,000 sf	1.87	2.19	17%	Updated to use retail curve and avg size from ITE 11th Edition
816	Hardware/Paint	1,000 sf	1.87	1.30	-30%	Updated to use retail curve and avg size from ITE 11th Edition
822	Retail/Shopping Center 6,000 sf or less	1,000 sf	1.12	1.12	0%	No change
822	Retail/Shopping Center 6,001-40,000 sf	1,000 sf	1.87	1.48	-21%	Re-alignment of retail/shopping tiers in ITE 11th Edition
821	Retail/Shopping Center 40,001-50,000 sf	1,000 sf	1.87	1.94	4%	Re-alignment of retail/shopping tiers in ITE 11th Edition
821	Retail/Shopping Center 50,001-150,000 sf	1,000 sf	2.87	1.94	-32%	Re-alignment of retail/shopping tiers in ITE 11th Edition
820	Retail/Shopping Center greater than 150,000 sf	1,000 sf	2.87	2.80	-2%	Re-alignment of retail/shopping tiers in ITE 11th Edition
840/841	New/Used Auto Sales	1,000 sf	4.60	4.60	0%	No change
843	Automobile Parts Sales	1,000 sf	4.60	4.60	0%	No change
848	Tire Store	1,000 sf	3.62	3.62	0%	No change
850	Supermarket/Grocery Store	1,000 sf	2.08	2.08	0%	No change
854	Discount Supermarket	1,000 sf	2.87	2.09	-27%	Updated to use retail curve and avg size from ITE 11th Edition
857	Discount Club	1,000 sf	2.87	2.30	-20%	Updated to use retail curve and avg size from ITE 11th Edition
862	Home Improvement Superstore	1,000 sf	2.87	2.33	-19%	Updated to use retail curve and avg size from ITE 11th Edition
880	Pharmacy/Drug Store without Drive-Thru	1,000 sf	2.08	2.08	0%	No change
881	Pharmacy/Drug Store with Drive-Thru	1,000 sf	2.08	2.08	0%	No change
890	Furniture Store	1,000 sf	6.09	6.09	0%	No change
SERVICES:						
911	Bank/Savings Walk-In	1,000 sf	-	2.46	-	New land use
912	Bank/Savings w/Drive-In	1,000 sf	2.46	2.46	0%	No change
930	Fast Casual Restaurant	1,000 sf	-	2.05	-	New land use
931	Fine Dining Restaurant	1,000 sf	3.14	3.14	0%	No change
932	High-Turnover Restaurant	1,000 sf	3.17	3.17	0%	No change
933	Fast Food Restaurant without Drive-Thru	1,000 sf	-	2.05	-	New land use
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	2.05	2.05	0%	No change
941	Quick Lube	bays	3.62	3.62	0%	No change
942	Automobile Repair Shop	1,000 sf	3.62	3.62	0%	No change
944	Gas Station w/Convenience Store <2,000 sq ft	fuel pos.	1.90	1.90	0%	No change
945	Gas Station w/Convenience Store 2,000 to 5,499 sq ft	fuel pos.	1.90	1.90	0%	No change
	Gas Station w/Convenience Store 5,500+ sq ft	fuel pos.	1.90	1.90	0%	No change
947	Self-Service Car Wash	bays	2.18	2.18	0%	No change
948	Automated Car Wash	1,000 sf	-	2.18	-	New land use
INDUSTRIAL:						
110/130	General Light Industrial/Industrial Park	1,000 sf	5.15	5.15	0%	No change
120	General Heavy Industrial	1,000 sf	5.15	5.15	0%	No change
140	Manufacturing	1,000 sf	5.15	5.15	0%	No change
150	Warehouse	1,000 sf	5.15	5.15	0%	No change
151	Mini-Warehouse/Storage	1,000 sf	3.10	3.51	13%	Updated to mid-point of LUC 710 and LUC 820 (<50k sf)

- See Appendix D for additional information
- *ADU = Accessory Dwelling Unit

Table A-56
Percent Change in Percent New Trips of Impact Fee Land Uses

ITE LUC	Land Use	Unit	Percent New Trips			Explanation
			2016	2023	%	
RESIDENTIAL:						
210	Single Family (Detached)/ADU, less than 1,500 sf*	du	100%	100%	0%	No change
	Single Family (Detached)/ADU, 1,500 to 3,499 sf*	du	100%	100%	0%	No change
	Single Family (Detached)/ADU, 3,500 sf and greater*	du	100%	100%	0%	No change
215	Single Family (Attached), less than 1,000 sf	du	100%	100%	0%	No change
	Single Family (Attached), 1,000 to 1,399 sf	du	100%	100%	0%	No change
	Single Family (Attached), 1,400 sf and greater	du	100%	100%	0%	No change
220	Multi-Family (Low-Rise), less than 800 sf	du	100%	100%	0%	No change
	Multi-Family (Low-Rise), 800 sf and greater	du	100%	100%	0%	No change
221/222	Multi-Family (Mid/High-Rise), less than 800 sf	du	100%	100%	0%	No change
	Multi-Family (Mid/High-Rise), 800 sf and greater	du	100%	100%	0%	No change
231	Mid-Rise Residential w/Ground-Floor Commercial	du	-	100%	-	New land use
232	High-Rise Residential w/Ground-Floor Commercial	du	-	100%	-	New land use
240	Mobile Home Park/RV Park	du	100%	100%	0%	No change
251	Retirement Community/Age-Restricted Single-Family	du	100%	100%	0%	No change
253	Assisted Living Facility (ALF)/Congregate Care Facility	du	72%	72%	0%	No change
LODGING:						
310/320	Hotel/Motel	room	77%	77%	0%	No change
RECREATION:						
420	Marina	berth	90%	90%	0%	No change
430	Golf Course	acre	90%	90%	0%	No change
445	Movie Theater	1,000 sf	88%	87%	-1%	FL Studies calculation update
492	Health/Fitness/Athletic Club	1,000 sf	94%	94%	0%	No change
495	Recreational/Community Center	1,000 sf	90%	90%	0%	No change
INSTITUTIONS:						
520/522	Elementary/Middle School	1,000 sf	80%	80%	0%	No change
525	High School	1,000 sf	90%	90%	0%	No change
540	University/Junior College (7,500 or fewer students) (Private)	student	90%	90%	0%	No change
550	University/Junior College (more than 7,500 students) (Private)	student	90%	90%	0%	No change
560	Church/Place of Assembly	1,000 sf	90%	90%	0%	No change
565	Day Care	1,000 sf	73%	73%	0%	No change
580	Museum	1,000 sf	-	90%	-	New land use
MEDICAL:						
610	Hospital	1,000 sf	77%	78%	1%	Updated to mid-point for LUC 310 (FL Studies) and LUC 720
620	Nursing Home	1,000 sf	89%	89%	0%	No change
OFFICE:						
710	General Office 6,000 sf or less	1,000 sf	92%	92%	0%	No change
710	General Office 6,001-50,000 sf	1,000 sf	92%	92%	0%	No change
710	General Office 50,001-100,000 sf	1,000 sf	92%	92%	0%	No change
710	General Office 100,001-200,000 sf	1,000 sf	92%	92%	0%	No change
710	General Office 200,001-400,000 sf	1,000 sf	92%	92%	0%	No change
710	General Office greater than 400,000 sf	1,000 sf	92%	92%	0%	No change
720	Medical Office (0-10,000 sf)	1,000 sf	89%	89%	0%	No change
720	Medical Office (>10,000 sf)	1,000 sf	89%	89%	0%	No change
770	Business Park (Flex Space)	1,000 sf	89%	89%	0%	No change
RETAIL:						
812	Building Materials/Lumber Store	1,000 sf	74%	74%	0%	No change
813	Discount Superstore, Free-Standing	1,000 sf	76%	67%	-12%	Updated to use retail curve and avg size from ITE 11th Edition
814	Variety Store	1,000 sf	56%	42%	-25%	Updated to use retail curve and avg size from ITE 11th Edition
815	Discount Store, Free-Standing	1,000 sf	56%	62%	11%	Updated to use retail curve and avg size from ITE 11th Edition
816	Hardware/Paint	1,000 sf	56%	44%	-21%	Updated to use retail curve and avg size from ITE 11th Edition
822	Retail/Shopping Center 6,000 sf gla or less	1,000 sf gla	39%	39%	0%	No change
822	Retail/Shopping Center 6,001-40,000 sf gla	1,000 sf gla	56%	48%	-14%	Re-alignment of retail/shopping tiers in ITE 11th Edition
821	Retail/Shopping Center 40,001-50,000 sf gla	1,000 sf gla	56%	57%	2%	Re-alignment of retail/shopping tiers in ITE 11th Edition
821	Retail/Shopping Center 50,001-150,000 sf gla	1,000 sf gla	76%	57%	-25%	Re-alignment of retail/shopping tiers in ITE 11th Edition
820	Retail/Shopping Center greater than 150,000 sf gla	1,000 sf gla	76%	75%	-1%	Re-alignment of retail/shopping tiers in ITE 11th Edition
840/841	New/Used Auto Sales	1,000 sf	79%	79%	0%	No change
843	Automobile Parts Sales	1,000 sf	79%	79%	0%	No change
848	Tire Store	1,000 sf	72%	72%	0%	No change
850	Supermarket/Grocery Store	1,000 sf	56%	56%	0%	No change
854	Discount Supermarket	1,000 sf	76%	60%	-21%	Updated to use retail curve and avg size from ITE 11th Edition
857	Discount Club	1,000 sf	76%	63%	-17%	Updated to use retail curve and avg size from ITE 11th Edition
862	Home Improvement Superstore	1,000 sf	76%	64%	-16%	Updated to use retail curve and avg size from ITE 11th Edition
880	Pharmacy/Drug Store without Drive-Thru	1,000 sf	32%	32%	0%	No change
881	Pharmacy/Drug Store with Drive-Thru	1,000 sf	32%	32%	0%	No change
890	Furniture Store	1,000 sf	54%	54%	0%	No change
SERVICES:						
911	Bank/Savings Walk-In	1,000 sf	-	46%	-	New land use
912	Bank/Savings w/Drive-In	1,000 sf	46%	46%	0%	No change
930	Fast Casual Restaurant	1,000 sf	-	58%	-	New land use
931	Fine Dining Restaurant	1,000 sf	77%	77%	0%	No change
932	High-Turnover Restaurant	1,000 sf	71%	71%	0%	No change
933	Fast Food Restaurant without Drive-Thru	1,000 sf	-	58%	-	New land use
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	58%	58%	0%	No change
941	Quick Lube	bays	72%	72%	0%	No change
942	Automobile Repair Shop	1,000 sf	72%	72%	0%	No change
944	Gas Station w/Convenience Store <2,000 sq ft	fuel pos.	23%	23%	0%	No change
945	Gas Station w/Convenience Store 2,000 to 5,499 sq ft	fuel pos.	23%	23%	0%	No change
	Gas Station w/Convenience Store 5,500+ sq ft	fuel pos.	23%	23%	0%	No change
947	Self-Service Car Wash	bays	68%	68%	0%	No change
948	Automated Car Wash	1,000 sf	-	68%	-	New land use
INDUSTRIAL:						
110/130	General Light Industrial/Industrial Park	1,000 sf	92%	92%	0%	No change
120	General Heavy Industrial	1,000 sf	92%	92%	0%	No change
140	Manufacturing	1,000 sf	92%	92%	0%	No change
150	Warehouse	1,000 sf	92%	92%	0%	No change
151	Mini-Warehouse/Storage	1,000 sf	92%	92%	0%	No change

- See Appendix D for additional information
- *ADU = Accessory Dwelling Unit

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
- Construction engineering/inspection
- Transit capital costs

Design

City/County Roadways

The design cost factor for city/county roads is estimated as a percentage of the construction cost per lane mile. This factor is determined based on a review of design-to-construction cost ratios from other jurisdictions throughout Florida. As shown in Table B-1, the design factors ranged from six (6) percent to 14 percent with a weighted average of 11 percent. For purposes of this study, the design cost for city/county roads is estimated at 11 percent of the construction cost per lane mile.

State Roadways

The design cost factor for state roads is estimated as a percentage of the construction cost per lane mile. This factor is determined based on a review of design-to-construction cost ratios from other jurisdictions throughout Florida. As shown in Table B-1, the 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 is estimated at 11 percent of the construction cost per lane mile.

Table B-1

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

Year	County	County Roadways (Cost per Lane Mile)			State Roadways (Cost per Lane Mile)		
		Design	Constr.	Design Ratio	Design	Constr.	Design Ratio
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%	-	-	-
2022	Lake	\$215,000	\$2,145,000	10%	-	-	-
2022	Volusia	\$188,000	\$2,350,000	8%	-	-	-
2023	Manatee	\$546,000	\$3,900,000	14%	-	-	-
Average		\$269,000	\$2,527,000	11%	\$309,000	\$2,847,000	11%

Source: Each respective County

Right-of-Way

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

City/County Roadways

For multi-modal fee purposes, the ROW cost for city/county roads is estimated as a percentage of the construction cost per lane mile. To determine the ROW cost factor, Benesch conducted a review of ROW-to-construction cost ratios from other counties in Florida. As shown in Table B-2, the ROW-to-construction factor for other jurisdictions in Florida ranged from 10 percent to 60 percent with an average of 36 percent.

Based on a review of this data set and discussions with the City of Sarasota, ROW costs were estimated at approximately 35 percent of the construction costs.

State Roadways

Similar to City/County roads, the ROW cost for state roads was estimated as a percentage of the construction cost per lane mile. As shown in Table B-2, the ROW-to-construction factor for state roads in other jurisdictions ranged from 20 percent to 60 percent with a weighted average of 41 percent.

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

Table B-2
Right-of-Way Cost Factor for City/County & State Roads – Other Florida Jurisdictions

Year	County	County Roadways (Cost per Lane Mile)			State Roadways (Cost per Lane Mile)		
		ROW	Constr.	ROW Ratio	ROW	Constr.	ROW Ratio
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%	-	-	-
2022	Lake	\$1,073,000	\$2,145,000	50%	-	-	-
2022	Volusia	\$470,000	\$2,350,000	20%	-	-	-
2023	Manatee	\$741,000	\$3,900,000	19%	-	-	-
	Average	\$879,000	\$2,420,000	36%	\$1,132,000	\$2,778,000	41%

Source: Each respective County

Construction

City/County Roadways

A review of construction cost data for local city/county roadway capacity expansion projects included one recent improvement identified in Sarasota County, as shown in Table B-3.

- Bee Ridge Rd from Mauna Loa Blvd to Iona Rd

This improvement, from 2014, had a construction cost per lane mile of approximately \$2.62 million per lane mile. When indexed to current dollars using the Producer Price Index (Highway), which indicates a 44 percent cost increase since 2014, the construction cost is re-calculated to approximately \$3.79 million per lane mile.

In addition to local data, a review of recently bid projects (from 2014 to 2023) throughout the state of Florida was conducted. As shown in Table D-5, a total of 46 projects from 15 different counties (including the Sarasota County improvement) were identified with a weighted average cost of approximately \$3.73 million per lane mile.

Based on this review and discussions with the City of Sarasota, the construction cost for city/county roads (urban design; curb & gutter) was estimated at \$3.70 million per lane mile for use in the multi-modal transportation impact fee calculation.

Construction Indexing Analysis

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

- Producer Price Index (PPI) for Highway & Street Construction; 2016 to 2022 ≈ +56%
- FDOT District 7 Long Range Estimates (LRE); 2016 to 2022 ≈ +88%
- National Highway Construction Cost Index; 2020 to 2022 ≈ +23%

This review focused on the construction cost increases over the last seven years (2016 to 2022) when available, where many jurisdictions in Florida experienced a significant increase in roadway construction costs. These indices ranged from a 56 percent increase to an 88 percent increase, with an average of approximately 72 percent.

When these indices are applied to the construction cost per lane mile figures from the 2016 report, the resulting indexed costs are within the range of the recommended costs.

- City/County Roads (2016) x PPI:
 - $\$2,200,000 \times 1.56 = \mathbf{\$3,432,000}$
- City/County Roads (2016) x FDOT D7:
 - $\$2,200,000 \times 1.88 = \mathbf{\$4,136,000}$

- State Roads (2016) x PPI:
 - $\$3,200,000 \times 1.56 = \mathbf{\$4,992,000}$
- State Roads (2016) x FDOT D7:
 - $\$3,200,000 \times 1.88 = \mathbf{\$6,016,000}$

Table B-3

Construction Cost for **City/County** Roads – Sarasota and Other Florida Counties

County	County Classification	District	Description	From	To	Year	Feature	Design	Length	Lanes Added	Lane Miles Added	Construction Cost	Construction Cost per Lane Mile
URBAN Counties; Curb & Gutter													
Orange	Urban	5	CR 535 Seg. F	Overstreet Rd	Fossick Rd	2014	2 to 4	Curb & Gutter	0.60	2	1.20	\$3,263,746	\$2,719,788
Hillsborough	Urban	7	Boyette Rd, Ph. III	Donneymoor Dr	Bell Shoals Rd	2014	2 to 4	Curb & Gutter	1.84	2	3.68	\$25,720,068	\$6,989,149
Orange	Urban	5	International Dr	Westwood Blvd	Westwood Blvd	2015	4 to 6	Curb & Gutter	2.20	2	4.40	\$16,775,875	\$3,812,699
Orange	Urban	5	Reams Rd	Delmar Ave	Taborfield Ave	2017	2 to 4	Curb & Gutter	0.36	2	0.72	\$3,409,584	\$4,735,533
Orange	Urban	5	Destination Pkwy 1B/2A	Tradeshow Blvd	Lake Cay	2017	2 to 4	Curb & Gutter	0.78	2	1.56	\$6,110,403	\$3,916,925
Hillsborough	Urban	7	Bruce B. Downs Blvd, Seg. A	Bearss Ave	Palm Springs Blvd	2017	4 to 8	Curb & Gutter	3.56	4	14.24	\$37,155,153	\$2,609,210
Hillsborough	Urban	7	Bruce B. Downs Blvd, Seg. D	Pebble Creek Dr	Pasco Co. Line	2018	4 to 8	Curb & Gutter	1.36	4	5.44	\$17,755,778	\$3,263,930
Hillsborough	Urban	7	CR 580 (Sam Allen Rd)	SR 39A (Paul Buchman Hwy)	Park Rd	2018	2 to 4	Curb & Gutter	2.02	2	4.04	\$23,444,444	\$5,803,080
Palm Beach	Urban	4	Roebuck Rd	Jog Rd	Haverhill Rd	2018	2 to 5	Curb & Gutter	1.03	3	3.10	\$5,154,028	\$1,662,590
Palm Beach	Urban	4	Lyons Rd	Clint Moore Rd	N of LWDD L-39 Canal	2018	2 to 4	Curb & Gutter	0.70	2	1.40	\$3,163,022	\$2,259,301
Orange	Urban	5	Holden Ave	John Young Pkwy	Orange Blossom Tr	2019	0/2 to 4	Curb & Gutter	1.24	2/4	3.50	\$18,798,771	\$5,371,077
Orange	Urban	5	Boggy Creek Rd N	South Access Rd	Wetherbee Rd	2019	2 to 4	Curb & Gutter	1.29	2	2.58	\$8,585,774	\$3,327,819
Palm Beach	Urban	4	Hood Rd	E. of FL Turnpike	W. of Central Blvd	2019	2 to 4	Curb & Gutter	0.95	2	1.90	\$12,686,954	\$6,677,344
Palm Beach	Urban	4	Silver Beach Rd	E. of Congress Ave	Old Dixie/Pre. Barack Obama Hwy	2019	2 to 3	Curb & Gutter	0.90	1	0.90	\$4,478,355	\$4,975,950
Hillsborough	Urban	7	19th Ave NE	US 41	US 301	2019	2 to 4	Curb & Gutter	6.08	2	12.16	\$67,919,173	\$5,585,458
Hillsborough	Urban	7	Big Bend Rd	US 41/Simmons Loop	Covington Gardens Dr/US Hwy 301	2019	4 to 6	Curb & Gutter	1.75	2	3.50	\$48,417,488	\$13,833,568
Total (2014-2023); Urban Counties ONLY									Count:	16	64.32	\$302,838,616	\$4,708,000
SUBURBAN/RURAL Counties; Curb & Gutter													
Collier	Suburban/Rural	1	Golden Gate Blvd	Wilson Blvd	Desoto Blvd	2014	2 to 4	Curb & Gutter	2.40	2	4.80	\$16,003,504	\$3,334,063
Brevard	Suburban/Rural	5	St. Johns Heritage Pkwy	SE of I-95 Intersection	US 192 (Space Coast Pkwy)	2014	0 to 2	Curb & Gutter	3.11	2	6.22	\$16,763,567	\$2,695,107
Sarasota	Suburban/Rural	1	Bee Ridge Rd	Mauna Loa Blvd	Iona Rd	2014	2 to 4	Curb & Gutter	2.68	2	5.36	\$14,066,523	\$2,624,351
St. Lucie	Suburban/Rural	4	W Midway Rd (CR 712)	Selvitz Rd	25th St	2014	2 to 4	Curb & Gutter	1.00	2	2.00	\$15,359,926	\$7,679,963
Lake	Suburban/Rural	5	N. Hancock Rd Ext.	Old 50	Gateway Dr	2014	0/2 to 4	Curb & Gutter	1.50	2/4	5.00	\$8,185,574	\$1,637,115
Polk	Suburban/Rural	1	CR 655 & CR 559A	Pace Rd & N of CR 559A	N. of CR 559A & SR 599	2014	2 to 4	Curb & Gutter	2.60	2	5.20	\$10,793,552	\$2,075,683
Volusia	Suburban/Rural	5	Howland Blvd	Courtland Blvd	N. of SR 415	2014	2 to 4	Curb & Gutter	2.08	2	4.16	\$11,110,480	\$2,670,788
Polk	Suburban/Rural	1	Ernie Caldwell Blvd	Pine Tree Tr	US 17/92	2015	0 to 4	Curb & Gutter	2.41	4	9.64	\$19,535,391	\$2,026,493
Flagler	Suburban/Rural	5	Old Kings Rd Ext.	Forest Grove Dr	Matanzas Woods Pkwy	2015	0 to 4	Curb & Gutter	0.52	4	2.08	\$4,831,579	\$2,322,875
Manatee	Suburban/Rural	1	44th Ave E	15th St E	19th St Ct E	2015	2 to 4	Curb & Gutter	0.45	2	0.90	\$5,454,438	\$6,060,487
Marion	Suburban/Rural	5	NW/NE 35th St, Ph. 1a	US 441	600' E. of W Anthony Rd	2016	2 to 4	Curb & Gutter	0.30	2	0.60	\$1,770,250	\$2,950,417
Volusia	Suburban/Rural	5	LPGA Blvd	Jimmy Ann Dr/Grand Reserve	Derbyshire Rd	2016	2 to 4	Curb & Gutter	0.68	2	1.36	\$3,758,279	\$2,763,440
St. Lucie	Suburban/Rural	4	W Midway Rd (CR 712)	25th St	US 1	2016	2 to 4	Curb & Gutter	1.60	2	3.20	\$31,483,319	\$9,838,537
Lake	Suburban/Rural	5	CR 466A, Ph. I	US 27/441	Sunny Ct	2016	2 to 4	Curb & Gutter	0.44	2	0.88	\$3,237,561	\$3,679,047
Manatee	Suburban/Rural	1	44th Ave E	19th St Ct E	30th St E	2016	0 to 4	Curb & Gutter	0.90	4	3.60	\$11,763,178	\$3,267,549
Lake	Suburban/Rural	5	CR 466A, Ph. IIIA	Poinsettia Ave	Century Ave	2018	2 to 4	Curb & Gutter	0.42	2	0.84	\$3,368,889	\$4,010,582
Volusia	Suburban/Rural	5	Williamson Blvd	LPGA Blvd	Strickland Range Rd	2019	2 to 4	Curb & Gutter	0.93	2	1.86	\$4,951,165	\$2,661,917
Lake	Suburban/Rural	5	North Hancock Rd	CR 561A	Minneola Interchange	2018	0 to 2	Curb & Gutter	1.20	2	2.40	\$2,902,256	\$1,209,273
Lee	Suburban/Rural	1	Alico Rd	Ben Hill Griffin Pkwy	E. of Airport Haul Rd	2018	2 to 4	Curb & Gutter	1.78	2	3.56	\$18,062,562	\$5,073,753
Lee	Suburban/Rural	1	Homestead Rd	S. of Sunrise Blvd	N. of Alabama Rd	2018	2 to 4	Curb & Gutter	2.25	2	4.50	\$14,041,919	\$3,120,426
Lake	Suburban/Rural	5	Citrus Grove Rd, Ph. I	W. of Grassy Lake Rd	Hancock Rd	2019	0 to 4	Curb & Gutter	0.87	4	3.48	\$5,751,614	\$1,652,763
Lake	Suburban/Rural	5	Education Ave	Grassy Lake Rd	US 27	2019	0 to 2	Curb & Gutter	1.22	2	2.44	\$3,324,769	\$1,362,610
Hernando	Suburban/Rural	7	Cortez Blvd Frontage Rd @ I-75			2020	0 to 2	Curb & Gutter	0.62	2	1.24	\$2,064,688	\$1,665,071
Volusia	Suburban/Rural	5	Howland Blvd	Providence Blvd	Elkcam Blvd	2020	2 to 4	Curb & Gutter	2.38	2	4.76	\$11,290,456	\$2,371,945
Volusia	Suburban/Rural	5	Orange Camp Rd	MLK Blvd	I-4	2020	2 to 4	Curb & Gutter	2.23	2	4.46	\$8,741,920	\$1,960,072
Volusia	Suburban/Rural	5	10th St	Myrtle Ave	US-1	2020	0/2 to 4	Curb & Gutter	0.47	2/4	1.42	\$9,456,399	\$6,659,436
Lake	Suburban/Rural	5	Citrus Grove Rd, Ph. III	US 27	Scrub Jay Ln	2020	2 to 4	Curb & Gutter	0.81	2	1.62	\$6,434,819	\$3,972,110
Manatee	Suburban/Rural	1	Ft Hamer Rd	US 301	69th St E	2021	0 to 4	Curb & Gutter	0.75	4	3.00	\$11,637,711	\$3,879,237
Manatee	Suburban/Rural	1	44th Ave E	44th Ave Plaza E	Lakewood Ranch Blvd	2023	0 to 4	Curb & Gutter	2.50	4	10.00	\$29,809,786	\$2,980,979
Manatee	Suburban/Rural	1	Moccasin Wallow Rd	W of 115th Ave E	US 301	2023	2 to 4	Curb & Gutter	1.30	2	2.60	\$16,647,973	\$6,403,067
Total (2014-2023); Suburban/Rural Counties ONLY									Count:	30	103.18	\$322,604,047	\$3,127,000
Total (2014-2023); Suburban/Rural Counties ONLY; Sarasota County ONLY									Count:	1	5.36	\$14,066,523	\$2,624,000
URBAN & SUBURBAN/RURAL Counties; Curb & Gutter													
Total (2014-2023); Urban & Suburban/Rural Counties									Count:	46	167.50	\$625,442,663	\$3,734,000

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

State Roadways

A review of construction cost data for local state roadway capacity expansion projects included two (2) recent improvements identified in Sarasota County, as shown in Table B-4.

- SR 45A (US 41) (Venice Bypass) from Gulf Coast Blvd to Bird Bay Dr W
- SR 45A (US 41) (Venice Bypass) from Center Rd to Gulf Coast Blvd

The improvements ranged from \$6.66 million to \$7.27 million per lane mile with a weighted average construction cost of approximately \$6.96 million per lane mile.

In addition to local data, a review of recently bid projects (from 2014 to 2023) throughout the state of Florida was conducted. As shown in Table B-4, a total of 63 projects from 31 different counties (including the Sarasota County improvements) were identified with a weighted average cost of approximately \$4.19 million per lane mile. However, projects in more recent years (2020+) indicate cost figures above \$5.00 million per lane mile.

Using the approximate mid-point of the local data (\approx 7.00 million) and the other projects from throughout Florida (\approx \$4.00 million) the construction cost for state roads (urban design; curb & gutter) was estimated at \$5.00 million per lane mile for use in the multi-modal fee calculation.

**Table B-4
Construction Cost for State Roads – Sarasota and Other Florida Counties**

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

Table B-4 (continued)
Construction Cost for State Roads – Sarasota and Other Florida Counties

County	County Classification	District	Description	From	To	Year	Feature	Design	Length	Lanes Added	Lane Miles Added	Construction Cost	Construction Cost per Lane Mile
<i>SUBURBAN/RURAL Counties; Curb & Gutter</i>													
Citrus	Suburban/Rural	7	SR 55 (US 19)	W. Jump Ct	CR 44 (W Fort Island Tr)	2018	4 to 6	Curb & Gutter	4.81	2	9.62	\$50,444,444	\$5,243,705
Sarasota	Suburban/Rural	1	SR 45A (US 41) (Venice Bypass)	Center Rd	Gulf Coast Blvd	2018	4 to 6	Curb & Gutter	1.19	2	2.38	\$15,860,000	\$6,663,866
Seminole	Suburban/Rural	5	SR 46	Orange Blvd	N. Oregon St (Wekiva Section 7B)	2019	4 to 6	Curb & Gutter	1.30	2	2.60	\$17,848,966	\$6,864,987
Duval	Suburban/Rural	2	Jax National Cemetery Access Rd	Lannie Rd	Arnold Rd	2019	0 to 2	Curb & Gutter	3.26	2	6.52	\$11,188,337	\$1,716,003
Pasco	Suburban/Rural	7	SR 52	W. of Suncoast Pkwy	E. of SR 45 (US 41)	2019	4 to 6	Curb & Gutter	4.64	2	9.28	\$45,307,439	\$4,882,267
Hernando	Suburban/Rural	7	SR 50	Windmere Rd	E of US 301	2019	4 to 6	Curb & Gutter	5.60	2	11.20	\$52,736,220	\$4,708,591
Hernando	Suburban/Rural	7	CR 578 (County Line Rd)	Suncoast Pkwy	US 41 @ Ayers Rd	2019	0 to 4	Curb & Gutter	1.49	4	5.96	\$20,155,312	\$3,381,764
Putnam	Suburban/Rural	2	SR 20	Alachua/Putnam Co. Line	SW 56th Ave	2019	2 to 4	Curb & Gutter	6.95	2	13.90	\$45,290,778	\$3,258,329
Bay	Suburban/Rural	3	SR 390 (St. Andrews Blvd)	SR 368 (23rd St)	E of CR 2312 (Baldwin Rd)	2019	2 to 6	Curb & Gutter	2.47	4	9.88	\$41,711,427	\$4,221,804
Lake	Suburban/Rural	5	SR 500 (US 441)	Lake Ella Rd	Avenida Central	2020	4 to 6	Curb & Gutter	4.08	2	8.16	\$44,960,000	\$5,509,804
Polk	Suburban/Rural	1	SR 542 (Dundee Rd)	MP 2.685	MP 6.211	2020	2 to 4	Curb & Gutter	3.52	2	7.04	\$43,563,143	\$6,187,946
St. Lucie	Suburban/Rural	4	Port St. Lucie Blvd	S of Alcantarra Blvd	S of Darwin Blvd	2021	2 to 4	Curb & Gutter	0.71	2	1.42	\$11,372,179	\$8,008,577
Seminole	Suburban/Rural	5	SR 426/CR 419	Pine Ave	Avenue B	2021	2 to 4	Curb & Gutter	1.39	2	2.78	\$19,997,789	\$7,193,449
Leon	Suburban/Rural	3	SR 263 (Capital Circle)	CR 2203 (Springhill Rd)	SR 371 (Orange Ave)	2022	2 to 6	Curb & Gutter	2.34	4	9.36	\$64,267,058	\$6,866,139
Brevard	Suburban/Rural	5	Galaxy Way	Kennedy Pkwy	Space Commerce Way	2023	2 to 4	Curb & Gutter	2.67	2	5.34	\$26,159,982	\$4,898,873
Total (2014-2023); Suburban/Rural Counties ONLY									Count:	43	285.39	\$1,205,478,696	\$4,224,000
Total (2014-2023); Suburban/Rural Counties ONLY; Sarasota County ONLY									Count:	2	4.66	\$32,444,224	\$6,962,000
<i>URBAN & SUBURBAN/RURAL Counties; Curb & Gutter</i>													
Total (2014-2023); Urban & Suburban/Rural Counties									Count:	63	406.53	\$1,703,019,060	\$4,189,000
Total (2020-2023); Urban & Suburban/Rural Counties									Count:	8	46.28	\$265,290,550	\$5,732,000

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

Construction Engineering/Inspection

City/County Roadways

The CEI cost factor for city/county roads is estimated as a percentage of the construction cost per lane mile. This factor is determined based on a review of CEI-to-construction cost ratios from other jurisdictions throughout Florida. As shown in Table B-5, the CEI factors ranged from three (3) percent to 17 percent with a weighted average of nine (9) percent. For purposes of this study, the CEI cost for city/county roads is estimated at nine (9) percent of the construction cost per lane mile.

State Roadways

The CEI cost factor for state roads is estimated as a percentage of the construction cost per lane mile. This factor is determined based on a review of CEI-to-construction cost ratios from other jurisdictions throughout Florida. As shown in Table B-5, the 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 is estimated at 11 percent of the construction cost per lane mile.

Table B-5
CEI Cost Factor for City/County & State Roads – Other Florida Jurisdictions

Year	County	County Roadways (Cost per Lane Mile)			State Roadways (Cost per Lane Mile)		
		CEI	Constr.	CEI Ratio	CEI	Constr.	CEI Ratio
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%	-	-	-
2022	Lake	\$172,000	\$2,145,000	8%	-	-	-
2022	Volusia	\$259,000	\$2,350,000	11%	-	-	-
2023	Manatee	\$429,000	\$3,900,000	11%	-	-	-
	Average	\$228,000	\$2,477,000	9%	\$313,000	\$2,894,000	11%

Source: Each respective County

Roadway Capacity

As shown in Table B-6, the average capacity per lane miles was based on the projects in the Sarasota/Manatee County MPO's 2045 Long Range Transportation's cost feasible plan project lists. The listing of projects reflects the mix of improvements that will yield the vehicle-miles of capacity (VMC) that will be built in Sarasota County. The resulting weighted average capacity per lane mile of approximately 8,900 was used in the multi-modal transportation impact fee calculation.

Table B-6
Sarasota/Manatee County MPO – “Transform 2045” Long Range Transportation Plan

Jurisdiction	Description	From	To	Improvement	Location	Length	Lanes Added	Lane Miles Added	Initial Capacity	Future Capacity	Added Capacity	Vehicle Miles of Capacity Added
Cost Feasible Plan												
County	River Rd	US 41	I-75	Add Lanes & Reconstruct	Sarasota	5.60	2	11.20	15,930	35,820	19,890	111,384
State	US 41 - Venice Bypass	Center Rd	Gulf Coast Blvd	Widen to 6 Lanes	Sarasota	1.18	2	2.36	39,800	59,900	20,100	23,718
County	University Pkwy	Lorraine Rd	Bourneside Blvd	Widen to 4 Lanes	Manatee/Sarasota	2.83	2	5.66	15,930	35,820	19,890	56,289
County	University Pkwy	I-75	Lorraine Rd	Widen to 6 Lanes	Manatee/Sarasota	2.93	2	5.86	35,820	53,910	18,090	53,004
County	Lorraine Rd	Palmer Blvd	Fruitville Rd	New 2-Lane	Sarasota	2.10	2	4.20	0	15,930	15,930	33,453
County	Honore Ave	Fruitville Rd	17th St	Widen to 4 Lanes	Sarasota	1.00	2	2.00	14,060	30,780	16,720	16,720
County	Laurel Rd	I-75	Knights Trail Rd	Widen to 6 Lanes	Sarasota	0.50	2	1.00	37,810	56,905	19,095	9,548
County	Lorraine Rd	Knights Trail Rd	SR 72	New 2-Lane	Sarasota	6.00	2	12.00	0	15,930	15,930	95,580
County	Raintree Blvd	Harbor Blvd	Blueleaf Dr	Widen to 4 Lanes	Sarasota	2.12	2	4.24	15,930	35,820	19,890	42,167
County	N Tuttle Ave	MLK	University Pkwy	Widen to 4 Lanes	Sarasota	2.00	2	4.00	13,320	29,160	15,840	31,680
County	River Rd	Winchester	US 41	Widen to 4 Lanes	Sarasota	4.35	2	8.70	15,930	35,820	19,890	86,522
County	Laurel Rd	Knights Trail Rd	Jacaranda Blvd	Widen to 4 Lanes	Sarasota	1.44	2	2.88	15,930	35,820	19,890	28,642
County	University Pkwy	Bourneside Blvd	SR 70	New 4-Lane	Manatee/Sarasota	4.63	4	18.52	0	35,820	35,820	165,847
County	Dove Ave	Lorraine Rd	SR 72	New 2-Lane	Sarasota	2.61	2	5.22	0	15,930	15,930	41,577
County	Ibis St	Ibis St	Lorraine Rd Ext.	New 2-Lane	Sarasota	3.60	2	7.20	0	15,930	15,930	57,348
County	Raintree Blvd	I-75	Kings Hwy	New 2-Lane	Sarasota	2.66	2	5.32	0	15,930	15,930	42,374
Total (All Roads):								100.36				895,853
County Roads:								98.00	98% (a)			872,135
State Roads:								2.36	2% (b)			23,718
Lane Addition:								47.90	48% (c)			-
New Road Construction:								52.46	52% (d)			-
VMC Added per Lane Mile:											8,900	

Source: Sarasota/Manatee County MPO’s Transform 2045 Long Range Transportation Plan, Cost Feasible Plan

Transit Capital Costs

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

First, Table B-7 calculates the person-miles of capacity added for each new transit vehicle on the road. This calculation adjusts for the fact that buses have a significantly higher person-capacity than passenger vehicles. This table also identifies transit capital cost variables that will be used to calculate the added capital cost of constructing/expanding a roadway with transit facilities.

Next, Table B-8 combines the roadway VMC and the transit PMC to calculate the marginal change in cost per PMC. First, the roadway characteristics, including cost and capacity, were used to calculate the roadway cost per VMC for a generic 22-mile roadway segment. Then, an adjustment factor was applied to recognize that incorporating transit along a segment of roadway decreases the vehicle-capacity as the bus makes intermittent stops and interrupts the free-flowing traffic. As shown in Table B-8, the bus blockage adjustment factor is much higher for a 2-lane roadway than for a 4-lane roadway. On a 2-lane road, all cars get caught behind the bus during a stop, while on a 4-lane roadway, there is an unobstructed travel lane that cars can use to pass-by or maneuver around the slower transit vehicle. This adjusted VMC was then converted to PMC using the vehicle-miles to person-miles adjustment factor previously discussed in this report. The additional person-capacity from the buses was added to the adjusted roadway PMC. The person-miles of capacity that a transit system would add to the stretch of roadway (Table B-7) mitigates the decrease in vehicle-miles of capacity due to the bus blockage adjustments.

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

As a final step, the increased costs were then weighted by the lane mile distribution of new road construction and lane addition improvements in the Sarasota/Manatee County MPO's "Transform 2045" Long Range Transportation Plan. As shown, the plan calls for an almost even split of new road construction and lane addition improvements. When the marginal cost of transit is included and weighted by this ratio, the resulting percent change is approximately 3.51 percent. Essentially, adding transit does not have a significant effect on the cost per person-mile of capacity for new road construction and lane addition improvements.

As it is currently structured, the transit model detailed in Tables B-7 and B-8 assumes that transit-miles and road-miles will be added to the system at the same rate. If the City builds more transit-miles, this will increase the bus traffic on existing roads, adding more stops, higher stop frequency, and creating additional bus blockage. As a result, the capital cost per person-mile for a roadway with transit would increase in relation to the ratio of added transit-miles vs. roadway-miles. For example, if the transit-mile investment was double that of roadway construction/expansion, the 3.51 percent change calculated in Table B-8 would increase to approximately 7.02 percent. The annual construction figures for transit-miles and road-miles should be tracked by the City and adjusted for in subsequent multi-modal transportation impact fee update studies.

Table B-7

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

Input	Local Transit	
Transit Person-Miles of Capacity Calculation		
Vehicle Capacity ⁽¹⁾	45	1) Source: Local transit is assumed to have 32 seats with a 40 percent standing room capacity equivalent
Number of Vehicles (20% fleet margin) ⁽²⁾	2	2) Cycle time (Item 9) divided by headway time (Item 6) increased by 20 percent to accommodate the required fleet margin
Service Span (hours) ⁽³⁾	14	3) Source: Assumption based on current Breeze routes
Cycles/Hour (aka Peak Vehicles) ⁽⁴⁾	1.00	4) Headway time (Item 6) divided by 60
Cycles per Day ⁽⁵⁾	14	5) Service span (Item 3) multiplied by the cycles/hour (Item 4)
Headway Time (minutes) ⁽⁶⁾	60	6) Source: Assumption based on current SCAT routes
Speed (mph) ⁽⁷⁾	15	7) Source: Integrated National Transit Database Analysis System (INTDAS). 6-yr average
Round Trip Length (miles) ⁽⁸⁾	22	8) Source: Average trip length of current SCAT routes
Cycle Time (minutes) ⁽⁹⁾	88	9) Round trip length (Item 8) divided by speed (Item 7) multiplied by 60
Total Person-Miles of Capacity ⁽¹⁰⁾	13,860	10) Vehicle capacity (Item 1) multiplied by the cycles per day (Item 5) multiplied by the round trip length (Item 8)
Load Factor/System Capacity ⁽¹¹⁾	30%	11) Source: Optimistic assumption based on future goals
Adjusted Person-Miles of Capacity ⁽¹²⁾	4,158	12) Total person-miles of capacity (Item 10) multiplied by the load factor (Item 11)
Capital Cost Variables		
Stops per Mile (w/o Shelter) ⁽¹³⁾	3	13) Source: Model assumes 3 bench stops per mile
Shelters per Mile ⁽¹⁴⁾	1	14) Source: Model assumes 1 shelter stop per mile
Vehicle Cost ⁽¹⁵⁾	\$487,000	15) Source: Breeze/Sarasota County Area Transit; 2020-2029 Transit Development Plan; Fixed-Route Low-Floor Bus
Simple Bus Stop ⁽¹⁶⁾	\$15,000	16) Source: Assumption based on local characteristics and industry knowledge
Sheltered Bus Stop ⁽¹⁷⁾	\$32,000	17) Source: Assumption based on local characteristics and industry knowledge

Table B-8
Multi-Modal Fee: Transit Component Model

Item	New Road Construction		Lane Additions	
	Roadway	Transit	Roadway	Transit
Roadway Characteristics:				
Roadway Cost per Mile ⁽¹⁾	\$11,554,000		\$11,554,000	
Roadway Segment Length (miles) ⁽²⁾	22.00		22.00	
Roadway Segment Cost ⁽³⁾	\$254,188,000	PMC	\$254,188,000	PMC
Average Capacity Added (per mile) ⁽⁴⁾	17,800	26,700	17,800	26,700
VMC/PMC Added (entire segment) ⁽⁵⁾	391,600	587,400	391,600	587,400
Roadway Cost per VMC/PMC ⁽⁶⁾	\$649.10	\$432.73	\$649.10	\$432.73
Transit Capacity:				
Adjustment for Bus Blockage ⁽⁷⁾	3.2%	-	1.6%	-
VMC/PMC Added (transit deduction) ⁽⁸⁾	12,531	18,797	6,266	9,399
VMC/PMC Added (less transit deduction) ⁽⁹⁾	379,069	568,603	385,334	578,001
PMC Added (transit addition ONLY) ⁽¹⁰⁾		4,158		4,158
Net PMC Added (transit effect included) ⁽¹¹⁾		572,761		582,159
Road/Transit Cost per PMC (Road Capital) ⁽¹²⁾		\$443.79		\$436.63
Transit Infrastructure:				
Buses Needed ⁽¹³⁾	2	\$974,000	2	\$974,000
Stops per mile (both sides of street) ⁽¹⁴⁾	3	\$1,980,000	3	\$1,980,000
Shelters per mile (both sides of street) ⁽¹⁵⁾	1	\$1,408,000	1	\$1,408,000
Total infrastructure ⁽¹⁶⁾		\$4,362,000		\$4,362,000
Multi-Modal Cost per PMC:				
Road/Transit Cost per PMC ⁽¹⁷⁾		\$451.41		\$444.12
Percent Change ⁽¹⁸⁾		4.32%		2.63%
Weighted Multi-Modal Cost per PMC:				
Lane Mile Distribution ⁽¹⁹⁾		52%		48%
Weighted Roadway Cost per PMC ⁽²⁰⁾		\$225.02		\$207.71
Weighted Road/Transit Cost per PMC ⁽²¹⁾		\$234.73		\$213.18
Weighted Average Multi-Modal Cost per PMC:				
Weighted Average Roadway Cost per PMC (new road construction and lane additions) ⁽²²⁾				\$432.73
Weighted Average Road/Transit Cost per PMC (new road construction and lane additions) ⁽²³⁾				\$447.91
Percent Change ⁽²⁴⁾				3.51%

Source:

- 1) Source: Table 3, adjusted to cost "per mile"
- 2) Source: Average length of HART route
- 3) Roadway cost per mile (Item 1) multiplied by the roadway segment length (Item 2)
- 4) Source: Table 3, adjusted to capacity "per mile"
- 5) Roadway segment length (Item 2) multiplied by the average capacity added (Item 4) for both VMC and PMC
- 6) Roadway segment cost (Item 3) divided by the VMC/PMC added (Item 5) individually
- 7) Source: 2010 Highway Capacity Manual, Equation 18-9
- 8) VMC added (Item 5) multiplied by the adjustment for bus blockage (Item 7). For PMC, multiply the VMC by 1.50 persons per vehicle
- 9) VMC/PMC added (entire segment) (Item 5) less the VMC/PMC added (transit deduction) (Item 8) for VMC and PMC individually
- 10) Source: Table B-7, Adjusted Person-Miles of Capacity (Item 12)
- 11) PMC added (less transit deduction) (Item 9) plus the PMC added (transit addition ONLY) (Item 10)
- 12) Road segment cost (Item 3) divided by the net PMC added (transit effect included) (Item 11)
- 13) Number of vehicles (see Table B-7, Item 2) multiplied by the vehicle cost (see Table B-7, Item 15)
- 14) Stops per mile (3) multiplied by the roadway segment length (Item 2) multiplied by the cost per stop (Table B-7, Item 16)
- 15) Shelters per mile (1) multiplied by the roadway segment length (Item 2) multiplied by the cost per shelter (Table B-7, Item 17)
- 16) Sum of buses needed (Item 13), stops needed (Item 14), and shelters needed (Item 15)
- 17) Sum of the roadway segment cost (Item 3) and the total transit infrastructure cost (Item 16) divided by the net PMC added (Item 11)
- 18) Percent difference between the road/transit cost per PMC (Item 17) and the Roadway cost per PMC (Item 6)
- 19) Source: Appendix B, Table B-6, Items (c) and (d). Lane mile distribution of new road construction versus lane addition
- 20) Roadway cost per PMC (Item 6) multiplied by the lane mile distribution (Item 19)
- 21) Road/Transit cost per PMC (Item 17) multiplied by the lane mile distribution (Item 19)
- 22) Sum of the weighted roadway cost per PMC (Item 20) for new road construction and lane additions
- 23) Sum of the weighted road/transit cost per PMC (Item 21) for new road construction and lane additions
- 24) Percent difference between the weighted average road/transit cost per PMC (Item 23) and the weighted average roadway cost per PMC (Item 22)

Appendix C

Credit Component

Appendix C: Credit Component

This appendix presents the detailed calculations for the credit component. County fuel taxes that are collected in Sarasota 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. Municipal Fuel Tax (1¢/gallon)

- Tax applies to every net gallon of motor fuel sold within a county.
- Primary purpose of the municipal revenue sharing program is to ensure a minimum level of parity across units of local government.
- Proceeds may be used to fund the purchase of transportation facilities and road and street right-of-way; construction, reconstruction, and maintenance of roads, streets, bicycle paths, and pedestrian pathways; adjustments of city-owned utilities as required by road and street construction; and construction, reconstruction, transportation-related public safety activities, maintenance, and operation of transportation facilities.

- The City of Sarasota receives approximately 33 percent of the proceeds, while North Port receives approximately 52 percent and Venice receives approximately 15 percent.

4. 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.

5. 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.

6. 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 2022-23 data represent projected fuel tax distributions to Sarasota 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 \$1.73 million of annual revenue will be generated from one penny of fuel tax in Sarasota County.

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

Table C-1
Estimated Fuel Tax Distribution Allocated to Capital Programs for
Sarasota County & Municipalities, FY 2022-23⁽¹⁾

Tax	Amount of Levy per Gallon	Total Distribution	Distribution per Penny
Constitutional Fuel Tax	\$0.02	\$3,735,446	\$1,867,723
County Fuel Tax	\$0.01	\$1,646,315	\$1,646,315
Municipal Fuel Tax	\$0.01	\$1,405,884	\$1,405,884
9th Cent Fuel Tax	\$0.01	\$1,946,781	\$1,946,781
1st Local Option (1-6 cents)	\$0.06	\$10,834,873	\$1,805,812
2nd Local Option (1-5 cents)	\$0.05	\$8,132,403	\$1,626,481
Total	\$0.16	\$27,701,702	
Weighted Average per Penny⁽²⁾			\$1,731,356

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

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

- City capital project funding
- County capital project funding
- State capital project funding

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

City Capital Project Funding

A review of historical expenditures and planned capacity expansion improvements in the City of Sarasota identified several roundabout, ATMS, intersection and sidewalk improvements funded with non-impact fee revenues including sales tax and fuel tax. Tables C-6 and C-7 summarize the cost of these improvements. As shown in Table C-2, the City of Sarasota will contribute approximately \$2.4 million a year of non-impact fee revenues to capacity expansion improvement.

**Table C-2
City Fuel Tax Equivalent Pennies**

Source	Cost of Projects	Number of Years	Revenue from 1 Penny ⁽³⁾	Equivalent Pennies ⁽⁴⁾
Historical City Expenditures (FY 2018-2022) ⁽¹⁾	\$8,063,251	5	\$1,731,356	\$0.009
Projected City Expenditures (FY 2023-2027) ⁽²⁾	\$16,143,000	5	\$1,731,356	\$0.019
Total	\$24,206,251	10	\$1,731,356	\$0.014

- 1) Source: Table C-6
- 2) Source: Table C-7
- 3) Source: Table C-1
- 4) Cost of projects divided by number of years divided by revenue from 1 penny (Item 3) divided by 100

County Capital Project Funding

A review of the County’s FY 2023-2027 Adopted Budget indicates that a combination of sales tax revenues, fuel tax revenues, impact fees, and grants are primarily used to fund transportation capacity expansion improvements. As shown in Table C-3, Sarasota County allocates approximately an equivalent of 1.0 pennies for non-impact fee revenues dedicated to capacity expansion projects such as traffic circulation, sidewalk construction, lane additions, and intersection improvements. The equivalent fuel tax credit in Table C-3 does not include the portion of fuel tax revenues being used to repay debt service.

**Table C-3
County Fuel Tax Equivalent Pennies**

Source	Cost of Projects	Number of Years	Revenue from 1 Penny ⁽²⁾	Equivalent Pennies ⁽³⁾
Projected County Expenditures (FY 2023-2027) ⁽¹⁾	\$8,726,371	5	\$1,731,356	\$0.010
Total	\$8,726,371	5	\$1,731,356	\$0.010

- 1) Source: Table C-8
- 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, an equivalent credit of 10.6 pennies was calculated for Sarasota County debt service associated with the following bonds (additional detail in Tables C-9 through C-14).

- Communications Services Tax Bond, Series 2014
- Communications Services Tax Bond, Series 2015
- Five-Cent Local Option Fuel Tax Bond, Series 2014
- Infrastructure Surtax Bond, Series 2014
- Infrastructure Surtax Bond, Series 2015
- Bank Term Revenue Note, Series 2014A

**Table C-4
County Debt Service Fuel Tax Equivalent Pennies**

Source	Outstanding Debt Service (Capacity)	Number of Years	Revenue from 1 Penny ⁽⁷⁾	Equivalent Pennies ⁽⁸⁾
Communication Services Tax Bond, Series 2014 ⁽¹⁾	\$6,012,664	3	\$1,731,356	\$0.012
Communication Services Tax Bond, Series 2015 ⁽²⁾	\$5,082,740	4	\$1,731,356	\$0.007
Five-Cent Local Option Fuel Tax Bond, Series 2014 ⁽³⁾	\$3,101,827	3	\$1,731,356	\$0.006
Infrastructure Surtax Bond, Series 2014 ⁽⁴⁾	\$12,912,750	2	\$1,731,356	\$0.037
Infrastructure Surtax Bond, Series 2015 ⁽⁵⁾	\$13,079,250	2	\$1,731,356	\$0.038
Bank Term Revenue Note, Series 2014A ⁽⁶⁾	\$2,148,433	2	\$1,731,356	\$0.006
Total	\$42,337,664			\$0.106

1) Source: Table C-9

2) Source: Table C-10

3) Source: Table C-11

4) Source: Table C-12

5) Source: Table C-13

6) Source: Table C-14

7) Source: Table C-1

8) Outstanding debt divided by number of years divided by revenue from 1 penny (Item 7) divided by 100

State Capital Project Funding

In the calculation of the equivalent pennies of fuel tax from the State, funding on transportation capacity-expansion projects spanning a 15-year period (from FY 2014 to FY 2028) were reviewed. This included capacity expansion projects such as lane additions, new road construction, intersection improvements, interchanges, traffic signal projects, sidewalks, bike lanes, transit, and other capacity-addition projects. The use of a 15-year period, for purposes of developing a state credit for roadway capacity expansion projects, results in a stable credit, as it accounts for the volatility in FDOT spending in the county over short periods of time.

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

- FY 2014-2018 work plan equates to 19.1 pennies
- FY 2019-2023 work plan equates to 25.9 pennies
- FY 2024-2028 work plan equates to 11.8 pennies

The combined weighted average over the 15-year period of state expenditure for capacity-expansion transportation projects results in a total of 18.9 equivalent pennies. Table C-5 documents this calculation. The specific projects that were used in the equivalent penny calculations are summarized in Table C-15.

**Table C-5
State Fuel Tax Equivalent Pennies**

Source	Cost of Projects	Number of Years	Revenue from 1 Penny ⁽⁴⁾	Equivalent Pennies ⁽⁵⁾
Historical Work Program (FY 2014-2018) ⁽¹⁾	\$165,111,646	5	\$1,731,356	\$0.191
Historical Work Program (FY 2019-2023) ⁽²⁾	\$224,414,857	5	\$1,731,356	\$0.259
Projected Work Program (FY 2024-2028) ⁽³⁾	\$101,829,849	5	\$1,731,356	\$0.118
Total	\$491,356,352	15	\$1,731,356	\$0.189

1) Source: Table C-15

2) Source: Table C-15

3) Source: Table C-15

4) Source: Table C-1

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

Table C-6
City of Sarasota – Multi-Modal Expenditures, FY 2018-2022

ID	Description	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
000416	Traffic Signalization	\$99,755	\$64,897	\$84,641	\$48,424	\$63,373	\$361,090
000599	ATMS - Operating	\$50,560	\$36,194	\$61,897	\$26,943	\$37,981	\$213,575
000604	Traffic Signal Parts & Cntrlr	\$41,285	\$22,483	\$44,364	\$60,239	\$40,156	\$208,527
000615	Construct New Sidewalks	\$198,391	\$385,349	\$245,997	\$219,684	\$333,519	\$1,382,940
001354	US 41 & Fruitville Rd Roundabout	\$0	\$29,440	\$979,212	\$154,137	\$0	\$1,162,789
001390	US 41 & Gulfstream Roundabout	\$81,069	\$62,125	\$69,809	\$0	\$0	\$213,003
001808	Traffic Signal Rebuild	\$46,282	\$50,283	\$324,978	\$305,318	\$199,561	\$926,422
001809	Intersection Improvements	\$190,754	\$443,760	\$33,645	\$14,269	\$60,185	\$742,613
001938	US 41 & 10th St Roundabout	\$531,579	\$205,806	\$246,639	\$274,180	\$9,522	\$1,267,726
002163	ATMS - Project	\$206,884	\$114,415	\$18,280	\$5,708	\$0	\$345,287
002574	Legacy Trails	\$0	\$0	\$0	\$0	\$1,239,279	\$1,239,279
Total (Capital)		\$1,446,559	\$1,414,752	\$2,109,462	\$1,108,902	\$1,983,576	\$8,063,251

Source: City of Sarasota

Table C-7
City of Sarasota – 5yr Planned Capital Improvements, FY 2023-2027

ID	Description	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total
27	US 41 & Main St and US 41 and Ringling Blvd Roundabouts and MURT	\$0	\$0	\$1,500,000	\$0	\$0	\$1,500,000
28	Sarasota in Motion Transit Circulation Improvements	\$0	\$750,000	\$0	\$0	\$0	\$750,000
29	10th Street and Boulevard of the Arts Complete Streets	\$2,460,000	\$5,400,000	\$0	\$0	\$0	\$7,860,000
31	Legacy Trail Network	\$0	\$2,968,000	\$590,000	\$0	\$0	\$3,558,000
32	Legacy Trail - Alderman MURT	\$500,000	\$0	\$0	\$0	\$0	\$500,000
33	Alderman MURT and US 301	\$0	\$0	\$0	\$409,000	\$0	\$409,000
34	Ringling Boulevard & Pine Place Roundabout	\$1,300,000	\$0	\$0	\$0	\$0	\$1,300,000
38	Serena Street Pedestrian Connections	\$116,000	\$0	\$0	\$0	\$0	\$116,000
39	St. Arands Circle Complete Street	\$150,000	\$0	\$0	\$0	\$0	\$150,000
Total (Capital)		\$4,526,000	\$9,118,000	\$2,090,000	\$409,000	\$0	\$16,143,000

Source: City of Sarasota FY 2023 Adopted Financial Plan

Table C-8
Sarasota County – 5yr Planned Capital Improvements, FY 2023-2027

ID	Description	Improvement	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total
95928	Apex Rd - Palmer	Traffic Circulation	\$3,361,734	\$0	\$0	\$0	\$0	\$3,361,734
95926	Palmer Road Sidewalk Extension	Traffic Circulation	\$254,000	\$0	\$0	\$0	\$0	\$254,000
95710	Phillippi Shores Ph 2/Brookside Middle Sidewalk Project	Traffic Circulation	\$355,000	\$1,155,818	\$0	\$0	\$0	\$1,510,818
95713	Advance ROW Acquisition Program	Traffic Circulation	\$203,228	\$258,654	\$0	\$0	\$0	\$461,882
85760	Bicycle, Pedestrian and Trails Master Plan Program	Traffic Circulation	\$70,325	\$70,325	\$70,325	\$70,325	\$0	\$281,300
95709	Desoto Sidewalks Phase II	Traffic Circulation	\$1,200,000	\$0	\$0	\$0	\$0	\$1,200,000
85829	North Cattlemen Road - Richardson Rd to University	Traffic Circulation	\$131,973	\$131,973	\$0	\$0	\$0	\$263,946
95703	Sidewalk Program	Traffic Circulation	\$0	\$212,310	\$0	\$0	\$0	\$212,310
95700	Traffic, Safety and Signalization Program	Traffic Circulation	\$1,180,381	\$0	\$0	\$0	\$0	\$1,180,381
Total			\$6,756,641	\$1,829,080	\$70,325	\$70,325	\$0	\$8,726,371

Source: Sarasota County FY 2023 Adopted Budget

Table C-9
Sarasota County – Communications Services Tax Revenue Refunding Note. Series 2014

Date	Principal Due	Interest Due	Total
2023	\$1,855,000	\$155,040	\$2,010,040
2024	\$1,895,000	\$104,584	\$1,999,584
2025	\$1,950,000	\$53,040	\$2,003,040
Total Debt Service Payments Remaining			\$6,012,664
Number of Years of Remaining Payments			3

Source: Sarasota County Annual Comprehensive Financial Report

Table C-10
Sarasota County – Communications Services Tax Revenue Refunding Note, Series 2015

Date	Principal Due	Interest Due	Total
2023	\$1,165,000	\$105,930	\$1,270,930
2024	\$1,190,000	\$80,300	\$1,270,300
2025	\$1,215,000	\$54,120	\$1,269,120
2026	\$1,245,000	\$27,390	\$1,272,390
Total Debt Service Payments Remaining			\$5,082,740
Number of Years of Remaining Payments			4

Source: Sarasota County Annual Comprehensive Financial Report

Table C-11

Sarasota County – Five-Cent Local Option Fuel Tax Revenue Refunding Note, Series 2014

Date	Principal Due	Interest Due	Total
2023	\$965,000	\$67,898	\$1,032,898
2024	\$990,000	\$45,800	\$1,035,800
2025	\$1,010,000	\$23,129	\$1,033,129
Total Debt Service Payments Remaining			\$3,101,827
Number of Years of Remaining Payments			3

Source: Sarasota County Annual Comprehensive Financial Report

Table C-12

Sarasota County – Infrastructure Sales Surtax Revenue Refunding Bond, Series 2014

Date	Principal Due	Interest Due	Total
2023	\$5,855,000	\$600,250	\$6,455,250
2024	\$6,150,000	\$307,500	\$6,457,500
Total Debt Service Payments Remaining			\$12,912,750
Number of Years of Remaining Payments			2

Source: Sarasota County Annual Comprehensive Financial Report

Table C-13

Sarasota County – Infrastructure Sales Surtax Revenue Refunding Bond, Series 2015

Date	Principal Due	Interest Due	Total
2023	\$5,935,000	\$608,000	\$6,543,000
2024	\$6,225,000	\$311,250	\$6,536,250
Total Debt Service Payments Remaining			\$13,079,250
Number of Years of Remaining Payments			2

Source: Sarasota County Annual Comprehensive Financial Report

Table C-14

Sarasota County – Bank Term Revenue Note, Series 2014A

Date	Principal Due	Interest Due	Total
2023	\$1,023,000	\$52,760	\$1,075,760
2024	\$1,046,000	\$26,673	\$1,072,673
Total Debt Service Payments Remaining			\$2,148,433
Number of Years of Remaining Payments			2

Source: Sarasota County Annual Comprehensive Financial Report

Table C-15 (continued)

Florida Department of Transportation, District 1 – Sarasota County Work Program FY 2014 to FY 2028

Item	Item Description	Work Mix Description	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	Total
441558-2	SR 758 AT CR 789 INTERSECTION ROUNDABOUT	ROUNDABOUT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,925,252	\$0	\$0	\$0	\$0	\$2,925,252
442034-1	THE NORTH SARASOTA MULTIMODAL CONNECTOR	PD&E/EMO STUDY	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,464	\$0	\$0	\$0	\$0	\$0	\$1,464
442767-1	RIVER RD FROM US 41 TO I-75	ADD LANES & RECONSTRUCT	\$0	\$0	\$0	\$0	\$0	\$5,500,000	\$0	\$6,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,500,000
443345-1	SR 72 (CLARK RD) AT MCINTOSH RD INTERSECTION IMPROVEMENTS	INTERSECTION IMPROVEMENT	\$0	\$0	\$0	\$0	\$0	\$127	\$44	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$171
443345-2	SR 72 (CLARK RD) AT MCINTOSH RD INTERSECTION IMPROVEMENTS	PD&E/EMO STUDY	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,199	\$1,546	\$306,497	\$0	\$0	\$0	\$0	\$0	\$310,242
444634-1	SR 72 FROM EAST OF I-75 TO LORRAINE ROAD	PD&E/EMO STUDY	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$535	\$1,807,411	\$2,589	\$0	\$0	\$0	\$0	\$0	\$1,810,535
445059-1	RIVER RD FROM US 41 TO I-75	ADD LANES & RECONSTRUCT	\$0	\$0	\$0	\$0	\$2,033	\$5,220	\$71	\$53,532,401	\$272,794	\$19,621,646	\$11,185,456	\$16,405,568	\$12,972,436	\$7,667,050	\$0	\$121,664,675
446680-1	PINEBROOK RD FROM S OF E VENICE AVE TO N OF RIDGEWOOD AVE	PD&E/EMO STUDY	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
446815-1	SR 789 (GULF OF MEXICO DR) FROM CHANNEL PL TO LONGBOAT CLUB RD	ADD LEFT TURN LANE(S)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$1,441,729	\$0	\$0	\$0	\$0	\$1,442,729
447096-1	PILOT TRAFFIC STUDY AT ST ARMANDS CIRCLE	TRAFFIC ENGINEERING STUDY	\$0	\$0	\$0	\$0	\$0	\$0	\$5,009	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,009
448714-1	CITY OF SARASOTA - OPERATING - CORRIDOR PILOT PRJCT	URBAN CORRIDOR IMPROVEMENTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$530,082	\$530,082	\$530,082	\$0	\$0	\$0	\$0	\$0	\$1,590,246
449462-1	SR 758 / BEE RIDGE RD FROM US 41 TO MAUNA LOA	ADV TRAVELER INFORMATION SYSTM	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$473,074	\$494,426	\$0	\$0	\$0	\$0	\$0	\$967,500
449791-1	CITY OF SARASOTA CAV PROJECT	ADV TRAVELER INFORMATION SYSTM	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$501,184	\$0	\$0	\$0	\$0	\$0	\$501,184
451359-1	SR 758 AT BENEVA RD	INTERSECTION IMPROVEMENT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$404,447	\$0	\$0	\$1,583,455	\$0	\$1,987,902
451389-1	BEACH RD FROM AVENIDA DEL MARE TO MIDNIGHT PASS RD	PUBLIC TRANSPORTATION SHELTER	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$76,000	\$0	\$556,000	\$0	\$0	\$632,000
451994-1	HONORE AVENUE FROM RICHARDSON ROAD TO BEE RIDGE ROAD	TRAFFIC CONTROL DEVICES/SYSTEM	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$380,959	\$0	\$0	\$0	\$0	\$380,959
452243-1	RIVER ROAD INTERSTATE CONNECTOR SOUTH ITS	ITS COMMUNICATION SYSTEM	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
Total			\$33,682,558	\$33,472,535	\$22,175,689	\$60,672,172	\$15,108,692	\$52,384,866	\$28,822,374	\$90,602,092	\$16,588,605	\$36,016,920	\$27,536,829	\$26,342,602	\$22,736,975	\$24,922,499	\$290,944	\$491,356,352
Total						Total (FY14-FY 18):	\$165,111,646			Total (FY19-FY 23):	\$224,414,857				Total (FY24-FY 28):	\$101,829,849		

Source: Florida Department of Transportation, District 1

Table C-16

Average Motor Vehicle Fuel Efficiency – Excluding Interstate Travel

Travel			
Vehicle Miles of Travel (VMT) @			
	22.9	6.5	
Other Arterial Rural	327,847,000,000	52,240,000,000	380,087,000,000
Other Rural	300,885,000,000	30,316,000,000	331,201,000,000
Other Urban	1,480,411,000,000	101,026,000,000	1,581,437,000,000
Total	2,109,143,000,000	183,582,000,000	2,292,725,000,000

Percent VMT	
@ 22.9 mpg	@ 6.5 mpg
86%	14%
91%	9%
94%	6%
92%	8%

Fuel Consumed			
	Gallons @ 22.9 mpg	Gallons @ 6.5 mpg	
Other Arterial Rural	14,316,462,882	8,036,923,077	22,353,385,959
Other Rural	13,139,082,969	4,664,000,000	17,803,082,969
Other Urban	64,646,768,559	15,542,461,538	80,189,230,097
Total	92,102,314,410	28,243,384,615	120,345,699,025

Total Mileage and Fuel	
2,292,725	miles (millions)
120,346	gallons (millions)
19.05	mpg

Source: U.S. Department of Transportation, Federal Highway Administration, *Highway Statistics 2021*, Section V, Table VM-1
Annual Vehicle Distance Traveled in Miles and Related Data - 2021 by Highway Category and Vehicle Type
<http://www.fhwa.dot.gov/policyinformation/statistics.cfm>

Table C-17
Annual Vehicle Distance Travelled in Miles and Related Data – 2021⁽¹⁾
By Highway Category and Vehicle Type

Updated: May 2023								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):									
2021	Interstate Rural	140,583	1,082	1,539	50,523	11,389	58,575	191,106	69,964	263,691
2021	Other Arterial Rural	227,383	2,127	2,194	100,463	19,381	32,860	327,847	52,240	384,408
2021	Other Rural	203,373	2,967	2,013	97,513	17,895	12,421	300,885	30,316	336,182
2021	All Rural	571,338	6,176	5,746	248,500	48,665	103,856	819,838	152,520	984,281
2021	Interstate Urban	363,954	1,970	2,275	104,795	21,428	52,051	468,749	73,480	546,474
2021	Other Urban	1,148,605	11,496	8,723	331,806	61,544	39,482	1,480,411	101,026	1,601,657
2021	All Urban	1,512,559	13,466	10,998	436,602	82,973	91,533	1,949,161	174,506	2,148,130
2021	Total Rural and Urban ⁽⁵⁾	2,083,898	19,642	16,744	685,101	131,637	195,389	2,768,999	327,026	3,132,411
2021	Number of motor vehicles registered ⁽²⁾	197,236,007	9,881,414	939,219	60,439,172	10,715,697	3,143,484	257,675,179	13,859,181	282,354,993
2021	Average miles traveled per vehicle	10,566	1,988	17,828	11,335	12,285	62,157	10,746	23,596	11,094
2021	Person-miles of travel (millions) ⁽⁴⁾	3,471,174	23,659	354,983	1,168,196	131,637	195,389	4,639,370	327,026	5,345,038
2021	Fuel consumed (thousand gallons)	82,819,543	446,708	2,282,688	38,204,215	17,600,640	32,776,900	121,023,758	50,377,540	174,130,694
2021	Average fuel consumption per vehicle (gallons)	420	49	2,430	632	1,643	10,427	470	3,635	617
2021	Average miles traveled per gallon of fuel consumed	25.2	44.0	7.3	17.9	7.5	6.0	22.9	6.5	18.0
<p>(1) The FHWA estimates national trends by using State reported Highway Performance and Monitoring System (HPMS) data, fuel consumption data (MF-21), vehicle registration data (MV-1), other data such as the R.L. Polk vehicle data, and a host of modeling techniques.</p> <p>(2) Light Duty Vehicles Short WB - passenger cars, light trucks, vans and sport utility vehicles with a wheelbase (WB) equal to or less than 121 inches. Light Duty Vehicles Long WB - large passenger cars, vans, pickup trucks, and sport/utility vehicles with wheelbases (WB) larger than 121 inches. All Light Duty Vehicles - passenger cars, light trucks, vans and sport utility vehicles regardless of wheelbase.</p> <p>(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.</p> <p>(4) For 2021 and 2020, the vehicle occupancy is estimated by the FHWA from the 2017 National Household Travel Survey (NHTS) and the annual R.L. Polk Vehicle registration data; For single unit truck and heavy trucks, 1 motor vehicle mile traveled = 1 person-mile traveled.</p> <p>(5) VMT data are based on the latest HPMS data available; it may not match previous published results.</p>										

Appendix D
Calculated Multi-Modal Transportation
Impact Fee Schedule

Appendix D: Calculated MMTIF Schedule

This appendix presents the detailed fee calculations for each land use in the City of Sarasota's multi-modal transportation impact fee schedule.

**Table D-1
Calculated Multi-Modal Transportation Impact Fee Schedule**

		Gasoline Tax		City Revenues:		Unit Cost per Lane Mile:		Average PMC per Lane Mile:		Interstate/Toll Facility Adjustment Factor:								
		\$ per Gallon to Capital:	\$0.319	\$0.014		\$5,777,000		13,350		13.1%								
		Facility Life (Years):	25	\$0.116		Fuel Efficiency:		19.05 mpg		Transportation Cost per PMC:		\$432.73						
		Interest Rate:	3.86%	\$0.189		Effective Days per Year:		365										
ITE LUC	Land Use	Unit	Trip Rate	Trip Rate Source	Assessable Trip Length	Total Trip Length	Trip Length Source	% New Trips	% New Trips Source	Net VMT ⁽¹⁾	Person-Trip Factor	Net PMT	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Net Multi-Modal Impact Fee	Current Impact Fee ⁽²⁾	% Change
RESIDENTIAL:																		
n/a	Attainable Housing at 120% or less of the Area Median Income (AMI)*	du	-	-	-	-	-	-	-	-	-	-	-	-	-	\$0	\$0	-
210	Single Family (Detached)/Accessory Dwelling Unit - Less than 1,500 sf**	du	6.94	Tiering Analysis (Appendix A)	6.62	7.12	FL Studies	100%	n/a	19.96	1.50	29.94	\$12,957	\$151	\$2,394	\$10,563	\$5,423	95%
	Single Family (Detached)/Accessory Dwelling Unit - 1,500 to 3,499 sf**	du	7.94	Tiering Analysis (Appendix A)	6.62	7.12	FL Studies	100%	n/a	22.84	1.50	34.26	\$14,824	\$173	\$2,743	\$12,081	\$7,340	65%
	Single Family (Detached)/Accessory Dwelling Unit - 3,500 sf and greater**	du	8.86	Tiering Analysis (Appendix A)	6.62	7.12	FL Studies	100%	n/a	25.48	1.50	38.22	\$16,542	\$193	\$3,060	\$13,482	\$8,161	65%
215	Single Family (Attached) - Less than 1,000 sf	du	6.26	Tiering Analysis (Appendix A)	6.62	7.12	Same as LUC 210	100%	n/a	18.01	1.50	27.02	\$11,688	\$136	\$2,156	\$9,532	\$3,574	167%
	Single Family (Attached) - 1,000 to 1,399 sf	du	6.60	Tiering Analysis (Appendix A)	6.62	7.12	Same as LUC 210	100%	n/a	18.98	1.50	28.47	\$12,323	\$144	\$2,283	\$10,040	\$4,139	143%
	Single Family (Attached) - 1,400 sf and greater	du	7.57	Tiering Analysis (Appendix A)	6.62	7.12	Same as LUC 210	100%	n/a	21.77	1.50	32.66	\$14,134	\$165	\$2,616	\$11,518	\$5,220	121%
220	Multi-Family (Low-Rise, 1-3 floors) - Less than 800 sf	du	5.84	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies: LUC 220/221/222	100%	n/a	13.22	1.50	19.83	\$8,581	\$102	\$1,617	\$6,964	\$3,375	106%
	Multi-Family (Low-Rise, 1-3 floors) - 800 sf and greater	du	7.26	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies: LUC 220/221/222	100%	n/a	16.43	1.50	24.65	\$10,668	\$127	\$2,014	\$8,654	\$4,738	83%
221/222	Multi-Family (Mid/High-Rise, 4+ floors) - Less than 800 sf	du	3.93	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies: LUC 220/221/222	100%	n/a	8.90	1.50	13.35	\$5,775	\$69	\$1,094	\$4,681	\$3,375	39%
	Multi-Family (Mid/High-Rise, 4+ floors) - 800 sf and greater	du	4.89	Tiering Analysis (Appendix A)	5.21	5.71	FL Studies: LUC 220/221/222	100%	n/a	11.07	1.50	16.61	\$7,185	\$85	\$1,348	\$5,837	\$4,738	23%
231	Mid-Rise Residential w/Ground-Floor Commercial	du	1.70	ITE 11th Edition (Adjusted) ⁽³⁾	5.21	5.71	Same as LUC 220/221/222	100%	n/a	3.85	1.50	5.78	\$2,498	\$30	\$476	\$2,022	-	-
232	High-Rise Residential w/Ground-Floor Commercial	du	2.10	ITE 11th Edition (Adjusted) ⁽³⁾	5.21	5.71	Same as LUC 220/221/222	100%	n/a	4.75	1.50	7.13	\$3,086	\$37	\$587	\$2,499	-	-
240	Mobile Home Park/RV Park	du	4.17	Florida Studies	4.60	5.10	FL Studies	100%	n/a	8.34	1.50	12.51	\$5,412	\$65	\$1,031	\$4,381	\$2,687	63%
251	Retirement Community/Age-Restricted Single-Family	du	3.54	Blend ITE 11th & FL Studies	5.42	5.92	FL Studies	100%	n/a	8.34	1.50	12.51	\$5,411	\$64	\$1,015	\$4,396	\$2,385	84%
253	Assisted Living Facility (ALF)/Congregate Care Facility	du	2.33	Blend ITE 11th & FL Studies	3.08	3.58	FL Studies	72%	FL Studies	2.25	1.50	3.38	\$1,457	\$18	\$285	\$1,172	\$679	73%
LODGING:																		
310/320	Hotel/Motel	room	3.35	ITE 11th Edition (LUC 320)	4.34	4.84	FL Studies (LUC 320)	77%	FL Studies (LUC 320)	4.86	1.50	7.29	\$3,157	\$38	\$603	\$2,554	\$2,629	-3%
RECREATION:																		
420	Marina	berth	2.41	ITE 11th Edition	6.62	7.12	Same as LUC 210	90%	Based on LUC 710	6.24	1.50	9.36	\$4,050	\$47	\$745	\$3,305	\$2,501	32%
430	Golf Course	acres	3.74	ITE 11th Edition	6.62	7.12	Same as LUC 210	90%	Based on LUC 710	9.68	1.50	14.52	\$6,284	\$73	\$1,157	\$5,127	\$4,273	20%
445	Movie Theater	1,000 sf	82.30	Blend ITE 11th & FL Studies	2.24	2.74	FL Studies	87%	FL Studies	69.69	1.50	104.54	\$45,234	\$600	\$9,514	\$35,720	\$7,802	358%
492	Health/Fitness/Athletic Club	1,000 sf	34.50	ITE 11th Edition	5.15	5.65	Same as LUC 710	94%	FL Studies	72.57	1.50	108.86	\$47,103	\$560	\$8,879	\$38,224	\$22,443	70%
495	Recreational/Community Center	1,000 sf	28.82	ITE 11th Edition	3.31	3.81	Same as LUC 525	90%	Same as LUC 525	37.30	1.50	55.95	\$24,214	\$302	\$4,788	\$19,426	\$18,281	6%
INSTITUTIONS:																		
520/522	Elementary/Middle School (Private)	1,000 sf	20.17	ITE 10th Edition (LUC 522)	3.31	3.81	50% of LUC 210: Travel Demand Model	80%	Based on LUC 710 (adjusted) ⁽⁴⁾	23.21	1.50	34.82	\$15,063	\$188	\$2,981	\$12,082	\$6,622	83%

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

ITE LUC	Land Use	Unit	Trip Rate	Trip Rate Source	Assessable Trip Length	Total Trip Length	Trip Length Source	% New Trips	% New Trips Source	Net VMT ⁽¹⁾	Person-Trip Factor	Net PMT	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Net Multi-Modal Impact Fee	Current Impact Fee ⁽²⁾	% Change
INSTITUTIONS:																		
525	High School (Private)	1,000 sf	14.07	ITE 10th Edition (LUC 530)	3.31	3.81	50% of LUC 210: Travel Demand Model	90%	Based on LUC 710	18.21	1.50	27.32	\$11,821	\$147	\$2,331	\$9,490	\$6,966	36%
540	University/Junior College (7,500 or fewer students) (Private)	student	2.00	ITE Regression Analysis	6.62	7.12	Same as LUC 210	90%	Based on LUC 710	5.18	1.50	7.77	\$3,361	\$39	\$618	\$2,743	\$1,690	62%
550	University/Junior College (more than 7,500 students) (Private)	student	1.50	ITE Regression Analysis	6.62	7.12	Same as LUC 210	90%	Based on LUC 710	3.88	1.50	5.82	\$2,521	\$29	\$460	\$2,061	\$1,276	62%
560	Church	1,000 sf	7.60	ITE 11th Edition	3.93	4.43	Midpoint of LUC 710 & LUC 820 (App. A)	90%	Based on LUC 710	11.68	1.50	17.52	\$7,581	\$93	\$1,475	\$6,106	\$4,442	38%
565	Day Care	1,000 sf	49.63	Blend ITE 11th & FL Studies	2.03	2.53	FL Studies	73%	FL Studies	31.96	1.50	47.94	\$20,743	\$280	\$4,440	\$16,303	\$0	-
580	Museum	1,000 sf	1.80	ITE 11th Edition (Adjusted) ⁽³⁾	6.62	7.12	Same as LUC 210	90%	Based on LUC 710	4.66	1.50	6.99	\$3,025	\$35	\$555	\$2,470	\$1,527	62%
MEDICAL:																		
610	Hospital	1,000 sf	10.77	ITE 11th Edition	6.62	7.12	Same as LUC 210	78%	Midpoint of LUC 310 (App. A) & LUC 720	24.16	1.50	36.24	\$15,684	\$183	\$2,902	\$12,782	\$9,573	34%
620	Nursing Home	1,000 sf	6.75	ITE 11th Edition	2.59	3.09	FL Studies	89%	FL Studies	6.76	1.50	10.14	\$4,388	\$57	\$904	\$3,484	\$2,362	48%
OFFICE:																		
710	General Office	1,000 sf	10.84	ITE 11th Edition	5.15	5.65	FL Studies	92%	FL Studies	22.32	1.50	33.48	\$14,485	\$172	\$2,727	\$11,758	\$10,338	14%
720	Medical Office 10,000 sq ft or less	1,000 sf	23.83	FL Studies	5.55	6.05	FL Studies	89%	FL Studies	51.14	1.50	76.71	\$33,197	\$392	\$6,215	\$26,982	\$16,613	62%
	Medical Office greater than 10,000 sq ft	1,000 sf	34.21	Blend ITE 11th & FL Studies	5.55	6.05	FL Studies	89%	FL Studies	73.42	1.50	110.13	\$47,658	\$563	\$8,927	\$38,731	\$24,217	60%
770	Business Park (Flex Space)	1,000 sf	12.65	Blend ITE 11th & FL Studies	5.38	5.88	FL Studies	89%	FL Studies	26.32	1.50	39.48	\$17,083	\$202	\$3,203	\$13,880	\$8,535	63%
RETAIL:																		
812	Building Materials / Lumber Store	1,000 sf	17.05	ITE 11th Edition	6.27	6.77	FL Studies	74%	FL Studies	34.37	1.50	51.56	\$22,311	\$261	\$4,138	\$18,173	\$29,705	-39%
813	Discount Superstore, Free-Standing	1,000 sf	50.58	Blend ITE 11th & FL Studies	2.39	2.89	Appendix A: Fig. A-1 (193k sf gla)	67%	Appendix A: Fig. A-2 (193k sf gla)	35.19	1.50	52.79	\$22,843	\$299	\$4,741	\$18,102	\$15,105	20%
814	Variety Store	1,000 sf	63.66	ITE 11th Edition	1.24	1.74	Appendix A: Fig. A-1 (193k sf gla)	42%	Appendix A: Fig. A-2 (9k sf gla)	14.41	1.50	21.62	\$9,351	\$142	\$2,252	\$7,099	\$8,763	-19%
815	Discount Store, Free-Standing	1,000 sf	53.87	ITE 11th Edition	2.19	2.69	Appendix A: Fig. A-1 (98k sf gla)	62%	Appendix A: Fig. A-2 (98k sf gla)	31.78	1.50	47.67	\$20,629	\$275	\$4,360	\$16,269	\$7,846	107%
816	Hardware/Paint	1,000 sf	8.07	ITE 11th Edition	1.30	1.80	Appendix A: Fig. A-1 (11k sf gla)	44%	Appendix A: Fig. A-2 (11k sf gla)	2.01	1.50	3.02	\$1,302	\$20	\$317	\$985	\$7,027	-86%
822	Retail 6,000 square feet gross leasable area or less	1,000 sf gla	54.45	ITE 11th Edition	1.12	1.62	Appendix A: Fig. A-1 (6k sf gla)	39%	Appendix A: Fig. A-2 (6k sf gla)	10.33	1.50	15.50	\$6,708	\$105	\$1,665	\$5,043	\$4,552	11%
	Retail 6,001 to 40,000 square feet gross leasable area	1,000 sf gla	54.45	ITE 11th Edition	1.48	1.98	Appendix A: Fig. A-1 (19k sf gla)	48%	Appendix A: Fig. A-2 (19k sf gla)	16.81	1.50	25.22	\$10,909	\$158	\$2,505	\$8,404	\$11,845	-29%
821	Retail 40,001 to 150,000 square feet gross leasable area (w/o supermarket)	1,000 sf gla	67.52	ITE 11th Edition	1.94	2.44	Appendix A: Fig. A-1 (59k sf gla)	57%	Appendix A: Fig. A-2 (59k sf gla)	32.44	1.50	48.66	\$21,058	\$287	\$4,551	\$16,507	\$10,778	53%
	Retail 40,001 to 150,000 square feet gross leasable area (with supermarket)	1,000 sf gla	94.49	ITE 11th Edition	2.10	2.60	Appendix A: Fig. A-1 (81k sf gla)	60%	Appendix A: Fig. A-2 (81k sf gla)	51.73	1.50	77.60	\$33,578	\$450	\$7,135	\$26,443	\$10,778	145%
820	Retail greater than 150,000 square feet gross leasable area	1,000 sf gla	37.01	ITE 11th Edition	2.80	3.30	Appendix A: Fig. A-1 (538k sf gla)	75%	Appendix A: Fig. A-2 (538k sf gla)	33.77	1.50	50.66	\$21,920	\$280	\$4,440	\$17,480	\$10,778	62%
840/841	New/Used Auto Sales	1,000 sf	24.58	Blend ITE 11th & FL Studies	4.60	5.10	FL Studies	79%	FL Studies	38.81	1.50	58.22	\$25,192	\$303	\$4,804	\$20,388	\$13,642	50%
843	Automobile Parts Store	1,000 sf	54.57	ITE 11th Edition	4.60	5.10	Same as LUC 841	79%	Same as LUC 841	86.16	1.50	129.24	\$55,929	\$672	\$10,655	\$45,274	\$31,527	44%
848	Tire Store	1,000 sf	27.69	ITE 11th Edition	3.62	4.12	Same as LUC 942	72%	Same as LUC 942	31.36	1.50	47.04	\$20,355	\$251	\$3,980	\$16,375	\$8,963	83%

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

ITE LUC	Land Use	Unit	Trip Rate	Trip Rate Source	Assessable Trip Length	Total Trip Length	Trip Length Source	% New Trips	% New Trips Source	Net VMT ⁽¹⁾	Person-Trip Factor	Net PMT	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Net Multi-Modal Impact Fee	Current Impact Fee ⁽²⁾	% Change
RETAIL:																		
850	Supermarket	1,000 sf	94.48	Blend ITE 11th & FL Studies	2.08	2.58	FL Studies	56%	FL Studies	47.82	1.50	71.73	\$31,038	\$417	\$6,612	\$24,426	\$15,933	53%
854	Discount Supermarket	1,000 sf	90.87	ITE 10th Edition	2.09	2.59	Appendix A: Fig. A-1 (80k sfgla)	60%	Appendix A: Fig. A-2 (80k sfgla)	49.51	1.50	74.27	\$32,138	\$432	\$6,850	\$25,288	\$26,995	-6%
857	Discount Club	1,000 sf	42.46	ITE 11th Edition	2.30	2.80	Appendix A: Fig. A-1 (113k sfgla)	63%	Appendix A: Fig. A-2 (113k sfgla)	26.73	1.50	40.10	\$17,352	\$229	\$3,631	\$13,721	\$12,415	11%
862	Home Improvement Superstore	1,000 sf	30.74	ITE 11th Edition	2.33	2.83	Appendix A: Fig. A-1 (135k sfgla)	64%	Appendix A: Fig. A-2 (135k sfgla)	19.92	1.50	29.88	\$12,928	\$170	\$2,695	\$10,233	\$9,141	12%
880	Pharmacy/Drug Store without Drive-Thru	1,000 sf	90.08	ITE 11th Edition	2.08	2.58	FL Studies (LUC 880/881)	32%	FL Studies (LUC 880/881)	26.05	1.50	39.08	\$16,910	\$227	\$3,599	\$13,311	\$8,455	57%
881	Pharmacy/Drug Store with Drive-Thru	1,000 sf	108.40	ITE 11th Edition	2.08	2.58	FL Studies (LUC 880/881)	32%	FL Studies (LUC 880/881)	31.35	1.50	47.03	\$20,349	\$274	\$4,345	\$16,004	\$8,455	89%
890	Furniture Store	1,000 sf	6.30	ITE 11th Edition	6.09	6.59	FL Studies	54%	FL Studies	9.00	1.50	13.50	\$5,843	\$69	\$1,094	\$4,749	\$2,363	101%
SERVICES:																		
911	Bank/Savings Walk-In	1,000 sf	57.94	ITE 11th Edition (Adjusted) ⁽³⁾	2.46	2.96	FL Studies	46%	FL Studies	28.49	1.50	42.74	\$18,491	\$241	\$3,821	\$14,670	-	-
912	Bank/Savings w/Drive-In	1,000 sf	103.73	Blend ITE 11th & FL Studies	2.46	2.96	FL Studies	46%	FL Studies	51.00	1.50	76.50	\$33,105	\$432	\$6,850	\$26,255	\$24,263	8%
930	Fast Casual Restaurant	1,000 sf	97.14	ITE 11th Edition	2.05	2.55	Same as LUC 934	58%	Same as LUC 934	50.18	1.50	75.27	\$32,575	\$439	\$6,961	\$25,614	-	-
931	Fine Dining Restaurant	1,000 sf	86.03	Blend ITE 11th & FL Studies	3.14	3.64	FL Studies	77%	FL Studies	90.38	1.50	135.57	\$58,664	\$737	\$11,686	\$46,978	\$30,212	56%
932	High-Turnover Restaurant	1,000 sf	103.46	Blend ITE 11th & FL Studies	3.17	3.67	FL Studies	71%	FL Studies	101.18	1.50	151.77	\$65,673	\$824	\$13,065	\$52,608	\$33,578	57%
933	Fast Food Restaurant without Drive-Thru	1,000 sf	450.49	ITE 11th Edition	2.05	2.55	Same as LUC 934	58%	Same as LUC 934	232.73	1.50	349.10	\$151,065	\$2,036	\$32,282	\$118,783	-	-
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	479.17	Blend ITE 11th & FL Studies	2.05	2.55	FL Studies	58%	FL Studies	247.55	1.50	371.33	\$160,683	\$2,166	\$34,344	\$126,339	\$80,282	57%
941	Quick Lube	bays	40.00	ITE 11th Edition	3.62	4.12	Same as LUC 942	72%	Same as LUC 942	45.30	1.50	67.95	\$29,404	\$363	\$5,756	\$23,648	\$14,427	64%
942	Automobile Repair Shop	1,000 sf	28.19	Blend ITE 11th & FL Studies	3.62	4.12	FL Studies	72%	FL Studies	31.92	1.50	47.88	\$20,722	\$256	\$4,059	\$16,663	\$10,164	64%
944	Gas Station w/Convenience Store <2,000 sq ft	fuel pos.	172.01	ITE 11th Edition	1.90	2.40	FL Studies	23%	FL Studies	32.66	1.50	48.99	\$21,200	\$290	\$4,598	\$16,602	\$10,732	55%
945	Gas Station w/Convenience Store 2,000 to 5,499 sq ft	fuel pos.	264.38	ITE 11th Edition (Adjusted) ⁽⁵⁾	1.90	2.40	Same as LUC 944	23%	Same as LUC 944	50.20	1.50	75.30	\$32,584	\$446	\$7,072	\$25,512	\$9,295	175%
	Gas Station w/Convenience Store 5,500+ sq ft	fuel pos.	345.75	ITE 11th Edition	1.90	2.40	Same as LUC 944	23%	Same as LUC 944	65.65	1.50	98.48	\$42,613	\$583	\$9,244	\$33,369	\$8,585	289%
947	Self-Service Car Wash	bays	43.94	Blend ITE 11th & FL Studies	2.18	2.68	FL Studies	68%	FL Studies	28.30	1.50	42.45	\$18,371	\$245	\$3,885	\$14,486	\$8,665	67%
948	Automated Car Wash	1,000 sf	142.00	ITE 11th Edition (Adjusted) ⁽³⁾	2.18	2.68	Same as LUC 947	68%	Same as LUC 947	91.46	1.50	137.19	\$59,368	\$791	\$12,542	\$46,826	-	-
INDUSTRIAL:																		
110/130	General Light Industrial/Industrial Park	1,000 sf	4.87	ITE 11th Edition (LUC 110)	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	10.03	1.50	15.05	\$6,508	\$77	\$1,221	\$5,287	\$4,657	14%
120	General Heavy Industrial	1,000 sf	1.50	ITE 9th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	3.09	1.50	4.64	\$2,004	\$24	\$381	\$1,623	\$999	63%
140	Manufacturing	1,000 sf	4.75	ITE 11th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	9.78	1.50	14.67	\$6,347	\$75	\$1,189	\$5,158	\$2,548	102%
150	Warehousing	1,000 sf	1.71	ITE 11th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	3.52	1.50	5.28	\$2,285	\$27	\$428	\$1,857	\$2,377	-22%

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

ITE LUC	Land Use	Unit	Trip Rate	Trip Rate Source	Assessable Trip Length	Total Trip Length	Trip Length Source	% New Trips	% New Trips Source	Net VMT ⁽¹⁾	Person-Trip Factor	Net PMT	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Net Multi-Modal Impact Fee	Current Impact Fee ⁽²⁾	% Change
INDUSTRIAL:																		
151	Mini-Warehouse/Storage	1,000 sf	1.46	Blend ITE 11th & FL Studies	3.51	4.01	Midpoint of LUC 710 & LUC 820 (<50k sq ft)	92%	Same as LUC 710	2.05	1.50	3.08	\$1,330	\$16	\$254	\$1,076	\$806	34%

- 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: City of Sarasota Neighborhood and Development Services Department. Land uses without a fee indicate new land use categories added as part of this update study. Prior to this refinement, these land uses were charged based on closest applicable land use.
 - 3) The ITE 11th Edition trip generation rate for PM Peak Hour of Adjacent traffic was adjusted by a factor of 10 to approximate the Daily TGR
 - 4) The percent new trips for schools was estimated at 90% based on LUC 710, but was then adjusted to 80% to provide a conservative fee rate. This adjustment reflects the nature of elementary and middle school uses where attendees are unable to drive and are typically dropped off by parents/guardians on their way to another destination
 - 5) Due to only slight variation, the trip generation rates for LUC 945 2,000 to 3,999 sq ft and 4,000 to 5,499 sq ft were combined into a weighted average trip generation rate for a single land use tier of 2,000 to 5,499 sq ft
- *Attainable housing discounts require a 30-year commitment
 **Single Family/ADU rate should be based on the combined square footage of both structures.

Table D-2
Calculated Multi-Modal Transportation Impact Fee Schedule – Downtown District (less than 10,000 sq ft)

ITE LUC	Land Use	Unit	Trip Rate	Trip Rate Source	Assessable Trip Length	Total Trip Length	Trip Length Source	% New Trips	% New Trips Source	Net VMT ⁽¹⁾	Person-Trip Factor	Net PMT	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Net Multi-Modal Impact Fee	Current Impact Fee	% Change
814	Variety Store	1,000 sf	63.66	ITE 11th Edition	1.24	1.74	Appendix A: Fig. A-1 (9k sf gla)	25%	Adj. for Downtown District (<10k sf)	8.57	1.50	12.86	\$5,566	\$85	\$1,348	\$4,218	\$3,908	8%
816	Hardware/Paint	1,000 sf	8.07	ITE 11th Edition	1.30	1.80	Appendix A: Fig. A-1 (11k sf gla)	25%	Adj. for Downtown District (<10k sf)	1.14	1.50	1.71	\$740	\$11	\$174	\$566	\$3,129	-82%
822	Retail 6,000 square feet gross leasable area or less	1,000 sf gla	54.45	ITE 11th Edition	1.12	1.62	Appendix A: Fig. A-1 (6k sf gla)	25%	Adj. for Downtown District (<10k sf)	6.62	1.50	9.93	\$4,300	\$67	\$1,062	\$3,238	\$2,918	11%
880	Pharmacy/Drug Store without Drive-Thru	1,000 sf	90.08	ITE 11th Edition	2.08	2.58	FL Studies (LUC 880/881)	25%	Adj. for Downtown District (<10k sf)	20.35	1.50	30.53	\$13,211	\$178	\$2,822	\$10,389	\$6,607	57%
881	Pharmacy/Drug Store with Drive-Thru	1,000 sf	108.40	ITE 11th Edition	2.08	2.58	FL Studies (LUC 880/881)	25%	Adj. for Downtown District (<10k sf)	24.49	1.50	36.74	\$15,898	\$214	\$3,393	\$12,505	\$6,607	89%
931	Fine Dining Restaurant	1,000 sf	86.03	Blend ITE 11th & FL Studies	3.14	3.64	FL Studies	25%	Adj. for Downtown District (<10k sf)	29.34	1.50	44.01	\$19,047	\$239	\$3,790	\$15,257	\$9,810	56%
932	High-Turnover Restaurant	1,000 sf	103.46	Blend ITE 11th & FL Studies	3.17	3.67	FL Studies	25%	Adj. for Downtown District (<10k sf)	35.63	1.50	53.45	\$23,124	\$290	\$4,598	\$18,526	\$11,829	57%

Phased Multi-Modal Transportation Impact Fee Schedule

Basic Impact Estimate

Business Impact Estimate



Pursuant to F.S. 166.041(4), this form should be included in the agenda packet for the item under which the proposed Ordinance is to be considered and must be posted on the City of Sarasota's website by the time notice of the proposed Ordinance is published.

As approved as part of SB170 and effective October 1, 2023, pursuant to Section 166.041(4), Florida Statutes, the City is required to prepare a business impact estimate prior to enacting an ordinance, subject to exemptions noted in the Law. It adds to the process for local governments passing ordinances and gives certain additional rights to those challenging local ordinances. The bill requires a "business impact estimate" before passing an ordinance, with exceptions.

Effective October 1, 2024, updated laws will go into effect during the 2024 State Legislative Session. Senate Bill 1628 was signed by Florida's Governor on May 6, 2024. The bill eliminates the exemption from the requirement to file a business impact estimate for ordinances relating to a comprehensive plan amendment or land development regulation initiated by a municipality or county.

Proposed Ordinance – Title / Reference

Ordinance Number 24-5542: Multi-Modal Transportation Impact Fee Update

AN ORDINANCE OF THE CITY OF SARASOTA, FLORIDA, AMENDING THE SARASOTA CITY CODE, CHAPTER 25, PLANNING, ARTICLE II, MULTI-MODAL TRANSPORTATION IMPACT FEE, DIVISION 2, MULTI-MODAL TRANSPORTATION IMPACT FEES BY PUBLIC FACILITY, SECTION 25-49, MULTI-MODAL TRANSPORTATION IMPACT FEES SCHEDULE, SO AS TO INCREASE SAID IMPACT FEES TO BE IMPOSED UPON NEW DEVELOPMENT BY A TIERED AND PHASED SCHEDULE, IN SOME CIRCUMSTANCES, UP TO THE HIGHEST CALCULATED RATE SUPPORTED BY THE CITY OF SARASOTA MULTI-MODAL TRANSPORTATION IMPACT FEE UPDATE STUDY DATED JULY 16, 2024; RECITING FINDINGS AND INTENT AS WELL AS THE AUTHORITY OF THE CITY OF SARASOTA TO ENACT A MULTI-MODAL TRANSPORTATION IMPACT FEE ORDINANCE; MAKING CONCURRENT MODIFICATIONS TO SUBSECTION (d)(4) THEREOF TO AUTHORIZE THE CITY MANAGER TO ADMINISTRATIVELY APPROVE AND EXECUTE FEE DEFERRAL LIEN AGREEMENTS AND TO AMEND SECTION 25-17 TO ADOPT THE UPDATED STUDY; PROVIDING FOR THE SEVERABILITY OF THE PARTS HEREOF IF DECLARED INVALID; PROVIDING FOR THE REPEALING OF ORDINANCES IN CONFLICT; PROVIDING FOR READING BY TITLE ONLY; AND PROVIDING FOR AN EFFECTIVE DATE.

1. Summary of the Proposed Ordinance (must include a statement of the public purpose, such as service the public health, safety, orals, and welfare).

The proposed Ordinance updates the Multi-Modal Transportation Impact Fee (MMTIF) in the City of Sarasota. This Ordinance aims to cover the capital costs associated with the expansion of infrastructure capacity necessitated by new development. The increase in impact fees is due to inflation and the escalation of construction costs. The public purpose of the Ordinance is to ensure that new developments contribute their fair share to the transportation infrastructure, thus promoting public health, safety, and welfare by maintaining and improving the transportation network within the City. To give sufficient time for adaptation, the updated MMTIF will be effective January 1, 2025.

2. An estimate of the direct economic impact of the proposed Ordinance on private, for-profit businesses in the City of Sarasota if any:

A. An estimate of direct compliance costs that businesses may reasonably incur;

The direct compliance costs for businesses will vary based on the type and scale of development. For instance, the calculated impact fee for a single-family residence (2000 sf) is approximately \$12,081, while for light industrial developments, it is around \$5,287 per 1,000 sf. Compared to the existing cost of \$7,340 for a single-family residence and \$4,657 for light industrial developments.

B. Any new charge or fee imposed by the proposed Ordinance or for which businesses will be financially responsible; and

The Ordinance updates the impact fee schedule. For example, the impact fee for new retail developments (125,000 sf) is approximately \$16,507 per 1,000 sf, which reflects an increase from the current rate of \$10,778 per 1,000 sf.

C. An estimate of the City of Sarasota regulatory costs, including estimated revenues from any new charges or fees to cover such costs.

The revenue generated from the updated impact fees will be used to fund the capital improvement projects listed in the City's Transportation Master Plan. These include adding vehicle lanes, bike lanes, ADA-compliant sidewalks, and bus shelters. The exact regulatory costs will depend on the implementation and administrative efforts required to manage the updated fee schedule.

3. Good faith estimate of the number of businesses likely to be impacted by the proposed Ordinance.

The Ordinance will impact all new developments within the City of Sarasota. This includes residential, commercial, and industrial developments. Over the past three years, the City has permitted approximately 615 new housing units per year. The number of commercial and industrial developments will similarly be significant, affecting hundreds of businesses annually.

4. Additional information the governing body deems useful (if any):

You may wish to include in this section the methodology or data used to prepare the Business Impact Estimate. For example: City of Sarasota staff solicited comments from businesses in the City of Sarasota as to the potential impact of the proposed Ordinance by contacting the chamber of commerce, social media posting, direct mail or direct email, posting on the City of Sarasota's website, public workshop, etc. You may also wish to include efforts made to reduce the potential fiscal impact on businesses. You may also wish to state here that the proposed Ordinance is a generally applicable ordinance that applies to all persons similarly situated (individuals as well as businesses) and, therefore, the proposed Ordinance does not affect only businesses.

The City of Sarasota conducted a detailed impact fee study. Efforts have been made to ensure that the fee structure is equitable and that the need for expanded infrastructure justifies the increased costs. The proposed Ordinance applies uniformly to all new developments, ensuring no business sector is disproportionately affected.