Brevard County

Impact Fee Update Study

Final Report
June 24, 2026

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Executive Summary

With a population of approximately 676,000, Brevard County is the 10th most populous county in Florida. The county is continuing to experience significant growth. According to the estimates provided by the Bureau of Business & Economic Research (BEBR), Brevard County's population will increase by approximately 138,800 new residents through 2050, ranking it 15th out of 67 Florida counties in terms of absolute population growth. In terms of the rate of growth, the county ranks 22nd with a projected growth rate of 0.8 percent per year.

To address capital infrastructure needs associated with new growth, Brevard County implemented an impact fee program for several service areas, which was last updated in 2000. To reflect the most current data, the County retained Benesch to prepare an update study reflecting the changes to the demand, cost, and credit components since the 2000 study. This study updates impact fees for the following service areas:

- Fire Rescue and EMS;
- Correctional Facilities;
- Library Facilities;
- Solid Waste Facilities; and
- Transportation.

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

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

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

This study uses a consumption-based impact fee methodology for the development of fee levels, which is commonly used throughout Florida. In addition, a separate supplemental document is being prepared to fulfill the planned-based methodology requirements of HB 1329 that becomes effective on July 1, 2026. A consumption-based impact fee charges new development based upon the burden placed on services from each land use (demand). The demand component is measured in terms of population per unit in the case of all impact fee program areas in this study except for transportation. For the transportation impact fee, vehicle miles of travel are used to measure demand.

The primary steps involved in the development of the impact fees included the following for each service area:

- Documentation of the capital inventory and level of service for each service area;
- Development of the cost component through estimation of the current value of capital assets (roadways, land/right-of-way (ROW), buildings, vehicles, equipment and library materials);
- Development of the credit component through a review of funding sources allocated for capital expansion projects;
- Development of the demand component; and
- Calculation of the impact fees.

The figures presented in this study represent the technically defensible level of impact fees, based on the County's capital asset inventory value, credits from other revenue sources, and demand for capital facilities. Although this study presents the full cost of growth net of its contribution, it is important to note F.S. 163.31801 limits fee increases to 50 percent for jurisdictions that did not increase their fees within the past five years. **Table ES-1** presents the current adopted impact fees as well as the maximum allowable fees in compliance with Florida Statues. As a note, increases up to 25 percent must be phased in over two years and increases exceeding 25 percent must be phased in over four years. The Board of County Commissioners may elect to further reduce the fees as a policy decision.

Table ES-1
Maximum Impact Fee Schedule

ITE LUC	Land Use	Impact Unit	Current Adopted Impact Fees[1]							F.S. 163.31801 Maximum Impact Fee							Percent Change
			Roads	Fire Rescue	EMS	Correctional	Libraries	Solid Waste	Total	Roads[2]	Fire Rescue[3]	EMS[4]	Correctional[5]	Libraries[6]	Solid Waste[7]	Total[8]	
	RESIDENTIAL:																
210	Single Family (Detached)	du	$4,353.00	$54.08	$38.65	$71.99	$63.84	$160.00	**$4,741.56**	$6,529.00	$81.12	$57.97	$107.98	$95.76	$110.10	**$6,981.93**	**47%**
215	Single Family (Attached)	du	$4,353.00	$54.08	$38.65	$71.99	$63.84	$160.00	**$4,741.56**	$6,529.00	$81.12	$57.97	$107.98	$95.76	$110.10	**$6,981.93**	**47%**
220 /221 / 222	Multi-Family (Low-Rise, 1-3 Levels)	du	$2,677.00	$47.13	$33.68	$62.73	$37.91	$120.00	**$2,978.45**	$4,015.00	$70.69	$50.52	$94.09	$56.86	$64.91	**$4,352.07**	**46%**
	Multi-Family (Mid-Rise, 4-10 Levels)	du	$2,381.00	$30.99	$22.15	$41.25	$37.91	$120.00	**$2,633.30**	$3,571.00	$46.48	$33.22	$61.87	$56.86	$64.91	**$3,834.34**	**46%**
	Duplex, Townhouse, Condo (1 to 2 stories)	du	$2,677.00	$49.29	$35.22	$65.61	$55.39	$120.00	**$3,002.51**	$4,015.00	$73.93	$52.83	$98.41	$83.08	$64.91	**$4,388.16**	**46%**
	Duplex, Townhouse, Condo (3+ stories)	du	$2,381.00	$32.41	$23.16	$43.13	$55.39	$120.00	**$2,655.09**	$3,571.00	$48.61	$34.74	$64.69	$83.08	$64.91	**$3,867.03**	**46%**
	Apartment (1 to 2 stories)	du	$2,677.00	$47.13	$33.68	$62.73	$37.91	$120.00	**$2,978.45**	$4,015.00	$70.69	$50.52	$94.09	$56.86	$64.91	**$4,352.07**	**46%**
	Apartment (3+ stories)	du	$2,381.00	$30.99	$22.15	$41.25	$37.91	$120.00	**$2,633.30**	$3,571.00	$46.48	$33.22	$61.87	$56.86	$64.91	**$3,834.34**	**46%**
240	Mobile Home on a Single Lot	du	$1,642.00	$42.56	$30.41	$56.65	$46.45	$160.00	**$1,978.07**	$2,463.00	$63.84	$45.61	$84.97	$69.67	$59.82	**$2,786.91**	**41%**
	Mobile Home Park	du	$1,642.00	$42.56	$30.41	$56.65	$46.45	$120.00	**$1,938.07**	$2,463.00	$63.84	$45.61	$84.97	$69.67	$59.82	**$2,786.91**	**44%**
251	Senior Adult Housing (Single Family)	du	$4,353.00	$54.08	$38.65	$71.99	$63.84	$160.00	**$4,741.56**	$6,529.00	$81.12	$57.97	$107.98	$95.76	$66.19	**$6,938.02**	**46%**
252	Senior Adult Housing (Multi-Family)	du	$2,677.00	$30.99	$22.15	$41.25	$37.91	$120.00	**$2,929.30**	$4,015.00	$46.48	$33.22	$61.87	$56.86	$38.82	**$4,252.25**	**45%**
253	Congregate Care Facility	du	$378.00	$45.46	$32.49	$60.52	-	**	**$516.47**	$567.00	$68.19	$48.73	$90.78	-	**	**$774.70**	**50%**
	LODGING:																
310	Hotel	room	$2,735.00	$15.19	$10.86	$20.22	-	**	**$2,781.27**	$4,102.00	$22.78	$16.29	$30.33	-	**	**$4,171.40**	**50%**
320	Motel	room	$1,480.00	$15.19	$10.86	$20.22	-	**	**$1,526.27**	$2,220.00	$22.78	$16.29	$30.33	-	**	**$2,289.40**	**50%**
330	Resort Hotel	room	$6,522.00	$15.19	$10.86	$20.22	-	**	**$6,568.27**	$9,783.00	$22.78	$16.29	$30.33	-	**	**$9,852.40**	**50%**
	RECREATION:																
416	RV Park	site	$1,642.00	$42.56	$30.41	$56.65	-	**	**$1,771.62**	$2,220.00	$63.84	$45.61	$84.97	-	**	**$2,414.42**	**36%**
420	Marina	berth*	$740.00	$8.37	$5.98	$11.15	-	**	**$765.50**	$1,110.00	$12.55	$8.97	$16.72	-	**	**$1,148.24**	**50%**
430	Golf Course	hole	$11,501.00	$144.12	$102.99	$191.83	-	**	**$11,939.94**	$17,251.00	$216.18	$91.25	$229.64	-	**	**$17,788.07**	**49%**
445	Movie Theater	screen*	$7,211.00	$466.79	$333.57	$621.34	-	**	**$8,632.70**	$10,816.00	$700.18	$471.07	$932.01	-	**	**$12,919.26**	**50%**
491	Racquet/Tennis Club	court	$9,535.00	$80.36	$57.42	$106.95	-	**	**$9,779.73**	$14,302.00	$120.54	$86.13	$160.42	-	**	**$14,669.09**	**50%**
492	Health/Fitness Club	1,000 sf	$5,761.00	$45.23	$32.32	$60.20	-	**	**$5,898.75**	$8,641.00	$67.84	$48.48	$90.30	-	**	**$8,847.62**	**50%**
	INSTITUTIONS:																
520	Elementary School (Private)	student	$273.00	$3.91	$2.79	$5.20	-	**	**$284.90**	$409.00	$5.86	$4.18	$7.80	-	**	**$426.84**	**50%**
522	Middle School (Private)	student	$307.00	$5.51	$3.93	$7.33	-	**	**$323.77**	$460.00	$8.26	$5.89	$10.99	-	**	**$485.14**	**50%**
530	High School (Private)	student	$430.00	$6.80	$4.86	$9.05	-	**	**$450.71**	$645.00	$10.20	$7.29	$13.57	-	**	**$676.06**	**50%**
540	University/Junior College (7,500 or fewer students) (Private)	student	$842.00	$3.07	$2.20	$4.09	-	**	**$851.36**	$1,263.00	$4.60	$3.30	$6.13	-	**	**$1,277.03**	**50%**
550	University/Junior College (more than 7,500 students) (Private)	student	$1,236.00	$5.26	$3.76	$7.00	-	**	**$1,252.02**	$1,854.00	$7.89	$5.64	$10.50	-	**	**$1,878.03**	**50%**
560	Church	1,000 sf	$2,532.00	$12.34	$8.81	$16.42	-	**	**$2,569.57**	$3,798.00	$18.51	$13.21	$24.63	-	**	**$3,854.35**	**50%**
565	Day Care Center	1,000 sf	$11,769.00	$275.25	$196.74	$366.39	-	**	**$12,607.38**	$17,653.00	$412.87	$78.70	$198.06	-	**	**$18,342.63**	**45%**
	MEDICAL:																
610	Hospital	1,000 sf	$5,354.00	$34.42	$24.60	$45.81	-	**	**$5,458.83**	$8,031.00	$51.63	$36.90	$68.71	-	**	**$8,188.24**	**50%**
620	Nursing Home	bed	$472.00	$35.31	$25.23	$47.00	-	**	**$579.54**	$708.00	$52.96	$37.84	$70.50	-	**	**$869.30**	**50%**
640	Animal Hospital/Veterinary Clinic	1,000 sf	$3,552.00	$39.03	$27.88	$51.94	-	**	**$3,670.85**	$5,328.00	$58.54	$41.82	$77.91	-	**	**$5,506.27**	**50%**
	OFFICE:																
710	General Office less than 10,000 sq ft	1,000 sf	$8,630.00	$43.80	$31.30	$58.30	-	**	**$8,763.40**	$12,945.00	$65.70	$46.95	$87.45	-	**	**$13,145.10**	**50%**
	General Office 10,000 sq ft or more	1,000 sf	$5,058.00	$25.67	$18.35	$34.17	-	**	**$5,136.19**	$7,587.00	$38.50	$27.52	$51.25	-	**	**$7,704.27**	**50%**
720	Medical Office 10,000 sq ft or less	1,000 sf	$13,024.00	$42.98	$30.72	$57.21	-	**	**$13,154.91**	$19,536.00	$64.47	$46.08	$85.81	-	**	**$19,732.36**	**50%**
	Medical Office greater than 10,000 sq ft	1,000 sf	$13,024.00	$42.98	$30.72	$57.21	-	**	**$13,154.91**	$19,536.00	$64.47	$46.08	$85.81	-	**	**$19,732.36**	**50%**
750	Office Park	1,000 sf	$6,228.00	$20.06	$14.33	$26.69	-	**	**$6,289.08**	$9,342.00	$30.09	$21.49	$40.03	-	**	**$9,433.61**	**50%**
	RETAIL:																
822/ 821/820	Retail/Shopping Center less than 10,000 sfgla	1,000 sfgla	$5,804.00	$183.31	$130.99	$244.00	-	**	**$6,362.30**	$8,706.00	$274.96	$196.48	$366.00	-	**	**$9,543.44**	**50%**
	Retail/Shopping Center 10,001 to 49,999 sfgla	1,000 sfgla	$5,804.00	$120.54	$86.13	$160.44	-	**	**$6,171.11**	$8,706.00	$180.81	$129.19	$240.66	-	**	**$9,256.66**	**50%**
	Retail/Shopping Center 50,000 to 99,999 sfgla	1,000 sfgla	$6,396.00	$120.54	$86.13	$160.44	-	**	**$6,763.11**	$9,594.00	$180.81	$129.19	$240.66	-	**	**$10,144.66**	**50%**
	Retail/Shopping Center 100,000 sfgla	1,000 sfgla	$5,270.00	$120.54	$86.13	$160.44	-	**	**$5,637.11**	$7,905.00	$180.81	$129.19	$240.66	-	**	**$8,455.66**	**50%**
	Retail/Shopping Center 100,001 to 299,999 sfgla	1,000 sfgla	$5,270.00	$75.26	$53.78	$100.18	-	**	**$5,499.22**	$7,905.00	$112.89	$80.67	$150.27	-	**	**$8,248.83**	**50%**
	Retail/Shopping Center 300,000 to 499,999 sfgla	1,000 sfgla	$5,833.00	$75.26	$53.78	$100.18	-	**	**$6,062.22**	$8,749.00	$112.89	$80.67	$150.27	-	**	**$9,092.83**	**50%**
	Retail/Shopping Center 500,000 to 1,000,000 sfgla	1,000 sfgla	$5,834.00	$75.26	$53.78	$100.18	-	**	**$6,063.22**	$8,751.00	$112.89	$80.67	$150.27	-	**	**$9,094.83**	**50%**
	Retail/Shopping Center greater than 1,000,000 sfgla	1,000 sfgla	$5,834.00	$63.69	$45.51	$84.78	-	**	**$6,027.98**	$8,751.00	$95.53	$68.26	$127.17	-	**	**$9,041.96**	**50%**
840/841	New/Used Auto Sales	1,000 sf	$10,933.00	$64.16	$45.85	$85.41	-	**	**$11,128.42**	$16,399.00	$96.24	$68.77	$128.11	-	**	**$16,692.12**	**50%**
850	Supermarket	1,000 sf	$11,258.00	$165.16	$118.03	$219.85	-	**	**$11,761.04**	$16,887.00	$247.74	$177.04	$329.77	-	**	**$17,641.55**	**50%**
851	Convenience Store	1,000 sf	$34,542.00	$351.72	$251.34	$468.17	-	**	**$35,613.23**	$51,813.00	$527.58	$377.01	$702.25	-	**	**$53,419.84**	**50%**
890	Furniture/Flooring Store	1,000 sf	$1,332.00	$10.07	$7.20	$13.41	-	**	**$1,362.68**	$1,998.00	$15.10	$10.80	$20.11	-	**	**$2,044.01**	**50%**
	SERVICES:																
911	Bank/Savings Walk-In	1,000 sf	$13,766.00	$67.90	$48.52	$90.38	-	**	**$13,972.80**	$20,649.00	$101.85	$72.78	$135.57	-	**	**$20,959.20**	**50%**
912	Bank/Savings Drive-In	1,000 sf	$23,331.00	$61.22	$43.74	$81.48	-	**	**$23,517.44**	$34,996.00	$91.83	$65.61	$122.22	-	**	**$35,275.66**	**50%**
930	Fast Casual Restaurant	1,000 sf	$23,213.00	$324.72	$232.04	$432.22	-	**	**$24,201.98**	$34,819.00	$487.08	$348.06	$648.33	-	**	**$36,302.47**	**50%**

Table ES-1 (Continued)
Calculated Impact Fee Schedule

ITE LUC	Land Use	Impact Unit	Current Adopted Impact Fees[1]							F.S. 163.31801 Maximum Impact Fee							Percent Change
			Roads	Fire Rescue	EMS	Correctional	Libraries	Solid Waste	Total	Roads[2]	Fire Rescue[3]	EMS[4]	Correctional[5]	Libraries[6]	Solid Waste[7]	Total[8]	
	SERVICES:																
931	Fine Dining Restaurant	1,000 sf	$16,898.00	$263.51	$188.30	$350.75	-	**	**$17,700.56**	$25,347.00	$395.26	$282.45	$526.12	-	**	**$26,550.83**	**50%**
932	High-Turnover Restaurant	1,000 sf	$23,213.00	$324.72	$232.04	$432.22	-	**	**$24,201.98**	$34,819.00	$487.08	$348.06	$648.33	-	**	**$36,302.47**	**50%**
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	$35,791.00	$321.84	$229.99	$428.40	-	**	**$36,771.23**	$53,686.00	$482.76	$344.98	$642.60	-	**	**$55,156.34**	**50%**
942	Automobile Care Center	1,000 sf	$7,703.00	$49.77	$35.56	$66.24	-	**	**$7,854.57**	$11,554.00	$74.65	$53.34	$99.36	-	**	**$11,781.35**	**50%**
944	Gas Station w/Convenience Market <2,000 sq ft	fuel pos.	$4,269.00	$79.38	$56.73	$105.67	-	**	**$4,510.78**	$6,403.00	$119.07	$85.09	$158.50	-	**	**$6,765.66**	**50%**
945	Gas Station w/Convenience Market 2,000+ sq ft	fuel pos.	$4,269.00	$79.38	$56.73	$105.67	-	**	**$4,510.78**	$6,403.00	$119.07	$85.09	$158.50	-	**	**$6,765.66**	**50%**
947	Self-Service Car Wash	service bay	$11,530.00	$292.42	$208.96	$389.23	-	**	**$12,420.61**	$17,295.00	$438.63	$90.11	$226.77	-	**	**$18,050.51**	**45%**
948	Automated Car Wash	1,000 sf*	$2,113.00	$53.58	$38.29	$71.32	-	**	**$2,276.19**	$3,169.00	$80.37	$57.43	$106.98	-	**	**$3,413.78**	**50%**
	INDUSTRIAL:																
110	General Light Industrial	1,000 sf	-	-	-	-	-	**	-	-	-	-	-	-	**	-	**N/A**
140	Manufacturing	1,000 sf	-	-	-	-	-	**	-	-	-	-	-	-	**	-	**N/A**
150	Warehousing	1,000 sf	-	-	-	-	-	**	-	-	-	-	-	-	**	-	**N/A**
151	Mini-Warehouse	1,000 sf	-	-	-	-	-	**	-	-	-	-	-	-	**	-	**N/A**

1) Source: Brevard County
2) Source: Table VI-7
3) Source: Table II-9
4) Source: Table II-9
5) Source: Table III-7
6) Source: Table IV-7
7) Source: Table V-6
8) Sum of calculated impact fees (items 2 through 7)

*Indicates that the current rate has been converted to a different unit of measure (marina, movie theater and automated car wash for transportation impact fee and automated car wash for fire, EMS and correctional impact fees)

**Individually calculated on a project-by-project basis.

I. Introduction

With a population of approximately 676,000, Brevard County is the 10th most populous county in Florida. The county is continuing to experience significant growth. According to the estimates provided by the Bureau of Business & Economic Research (BEBR), Brevard County's population is projected to increase by approximately 138,800 new residents through 2050, ranking it 15th out of 67 Florida counties in terms of absolute population growth. In terms of the rate of growth, the county ranks 22nd with a projected growth rate of 0.8 percent per year. The permitting levels reflect this growth. For example, residential permitting levels have been increasing since the great recession and averaged 5,200 units per year over the past five years.

To address capital infrastructure needs associated with new growth, Brevard County implemented an impact fee program for several service areas, which was last updated in 2000. To reflect the most current data, the County retained Benesch to prepare an update study reflecting the changes to the demand, cost, and credit components since the 2000 study. This study updates impact fees for the following service areas:

- Fire Rescue and EMS;
- Correctional Facilities;
- Library Facilities;
- Solid Waste Facilities; and
- Transportation.

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

Although the study calculates the full cost of growth net of its contribution, it is important to note F.S. 163.31801 limits fee increases to 50 percent for jurisdictions that did not increase their fees within the past five years. The Board of County Commissioners may elect to further reduce the fees as a policy decision.

Methodology

This study uses a consumption-based impact fee methodology, which is commonly used throughout Florida. In addition, a separate supplemental document is being prepared to fulfill the planned-based methodology requirements of HB 1329 that becomes effective on July 1, 2026. A consumption-based impact fee charges new development based upon the burden placed on services from each land use (demand). The demand component is measured in terms of population per unit in the case of all impact fee program areas in this study except for transportation. For the transportation impact fee, vehicle miles of travel are used to measure demand.

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

Legal Overview

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

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

In 2006, the Florida legislature passed the “Florida Impact Fee Act,” which recognized impact fees as “an outgrowth of home rule power of a local government to provide certain services within its jurisdiction." § 163.31801(2), Fla. Stat. The statute – concerned with mostly procedural and methodological limitations – did not expressly allow or disallow any particular public facility type from being funded with impact fees. In fact, which it was initially adopted, the Act largely codified requirements and standards common to the practice already.

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

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

6. Reducing impact fees or local access fees to promote development within urban areas, multi-modal transportation districts, and a balance of mixed-use development in certain areas or districts, or for affordable or workforce housing.

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

- **HB 207 in 2019**: Included the following changes to the Impact Fee Act along with additional clarifying language:
  1. Impact fees cannot be collected prior to building permit issuance; and
  2. Impact fee revenues cannot be used to pay debt service for previously approved projects unless the expenditure is reasonably connected to, or has a rational nexus with, the increased impact generated by the new residential and commercial construction.
- **HB 7103 in 2019**: Addressed multiple issues related to affordable housing/linkage fees, impact fees, and building services fees. In terms of impact fees, the bill required that when local governments increase their impact fees, the outstanding impact fee credits for developer contributions should also be increased. This requirement was to operate prospectively; however, HB 337 that was signed in 2021 deleted that clause and making all outstanding credits eligible for this adjustment. HB 7103 also allowed local governments to waive/reduce impact fees for affordable housing projects without having to offset the associated revenue loss.
- **SB 1066 in 2020**: Added language allowing impact fee credits to be assignable and transferable at any time after establishment from one development or parcel to another that is within the same impact fee zone or impact fee district or that is within an adjoining impact fee zone or district within the same local government jurisdiction, and which receives benefit from the improvement or contribution that generated the credits. Added language indicating any new/increased impact fee not being applicable to current or pending permit applications submitted prior to the effective date of an ordinance or resolution imposing new/increased fees.
- **HB 1339 in 2020**: Required reporting of various impact fee related data items within the annual financial audit report submitted to the Department of Financial Services.

- **HB 337 in 2021**: Placed limits on the amount and frequency of fee increases but also included a clause to exceed these restrictions if the local governments can demonstrate extraordinary circumstances, hold two public workshops discussing these circumstances and the increases are approved by two-thirds of the governing body.
- **HB 479 in 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.
- **SB 1080 in 2025:** Changed the approval required for extraordinary circumstances established in HB 337 from two-thirds to unanimous support of the governing body. Furthermore, this bill disallowed increases beyond the phase-in limitations if the jurisdiction has not increased the fees within the past five years (with exception for any year the jurisdiction was unable to increase the fees due to being in a hurricane disaster zone).

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

<u>Impact Fee Definition</u>

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

<u>Impact Fee vs. Tax</u>

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

This technical report has been prepared to support legal compliance with existing case law and statutory requirements and documents the methodology used for impact fee calculations for each service area in the following sections.

II. Fire Rescue and EMS

This section provides the results of the fire rescue and emergency medical services (EMS) impact fee analysis. Brevard County provides fire rescue services to the unincorporated portions of the county as well as the Towns of Grant-Valkaria, Melbourne Village, Palm Shores, and the City of West Melbourne. Emergency medical services (EMS) are provided countywide. Because of the differences in service areas, fire rescue and EMS fees are calculated separately. Several elements addressed in this section include:

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

These elements are summarized throughout this section.

Facility Inventory

Table II-1 shows a summary of County-owned buildings and land inventory associated with fire rescue and EMS in Brevard County. As presented, the inventory includes a total of 248,200 square feet of building space; of which, 158,200 square feet are dedicated to fire rescue related services, and 90,000 square feet are used for EMS. The total County-owned land for these buildings is approximately 53 acres. This acreage is allocated to the fire rescue and EMS impact fee inventories based on the square footage utilized by each service area. Appendix C, Table C-1 provides a more detailed inventory of buildings and land included in the study.

Building value estimates are based primarily on recent constructions and input from the County. Land values are based primarily on recent land purchases, vacant land sales of similar size parcels and current value of land based on estimates obtained from the Brevard County Property Appraiser. A more detailed explanation of building and land value estimates is included in Appendix B.

Based on this review and analysis, the building value is estimated at $650 per square foot for fire rescue and EMS stations and $325 per square foot for support buildings. The land value is estimated at $150,000 per acre.

Using these cost estimates results in a total fire rescue building and land value of approximately $103.6 million; of which, $98.1 million is for buildings and $5.5 million is for land. The total EMS building and land value is approximately $57.1 million with $54.6 million is for buildings and the remaining $2.5 million is for land.

Table II-1
Fire Rescue and EMS Building and Land Inventory

Building Type	Square Feet(1)	Acres(2)	Building Value(3)	Land Value(4)	Total Building and Land Value(5)
Fire Rescue					
Fire Rescue Stations	143,476	34.35	$93,259,400	$5,152,500	$98,411,900
Support Buildings	14,744	2.35	$4,791,800	$352,500	$5,144,300
Total	**158,220**	**36.70**	**$98,051,200**	**$5,505,000**	**$103,556,200**
Emergency Medical Services					
EMS Stations	78,153	14.45	$50,799,450	$2,167,500	$52,966,950
Support Buildings	11,827	1.89	$3,843,775	$283,500	$4,127,275
Total	**89,980**	**16.34**	**$54,643,225**	**$2,451,000**	**$57,094,225**
Building Value per Square Foot(6)			**$615**		
Land Value per Acre(7)				**$150,000**	

1) Source: Appendix C, Table C-1
2) Source: Appendix C, Table C-1
3) Square feet (Item 1) multiplied by building value per square foot ($650 per square foot for stations and $325 per square foot for support buildings)
4) Acres (Item 2) multiplied by land value per acre (Item 7)
5) Sum of building value (Item 3) and land value (Item 4)
6) Total building value (Item 3) divided by total square feet (Item 1)
7) Source: Appendix B

In addition to land and buildings, the Brevard County fire rescue and EMS capital asset inventory includes the necessary vehicles and equipment required to perform related services. Equipment included in this list follows the County's definition of capital assets, which includes items that have a minimum value of $1,000 and five years of useful life. As presented in **Table II-2**, the total vehicle and equipment value is approximately $80.1 million for fire rescue and $26.1 million for emergency medical services.

Table II-2
Vehicle and Equipment Inventory

Description	Unit Value[1]	Units[2]	Total Value[3]	Fire Rescue[4]	EMS[5]
Vehicles					
Fire Engine	$1,360,800	31	$42,184,800	$42,184,800	-
100' Aerial Ladder Truck	$2,350,000	7	$16,450,000	$16,450,000	-
Heavy Rescue / Hazmat Trucks	$1,400,000	3	$4,200,000	$4,200,000	-
Brush Truck - Type 4	$345,000	5	$1,725,000	$1,725,000	-
Brush Truck - Type 5	$221,995	16	$3,551,920	$3,551,920	-
Water Tender	$465,000	9	$4,185,000	$4,185,000	-
Admin Vehicle - 6x6	$5,257	1	$5,257	$2,917	$2,340
Admin Vehicle - Light Truck	$72,549	30	$2,176,470	$1,207,723	$968,747
Admin Vehicle - Heavy Truck	$77,424	6	$464,544	$257,775	$206,769
Cargo/Passenger Van	$59,820	7	$418,740	$232,359	$186,381
Admin Vehicle - Small SUV/Sedan	$46,000	15	$690,000	$382,881	$307,119
EMS Interceptor	$61,381	1	$61,381	$34,060	$27,321
Admin Vehicle - Truck (Ocean)	$67,140	4	$268,560	-	$268,560
Fire Marshal Truck	$52,150	1	$52,150	$28,938	$23,212
Admin Vehicle - Box Truck	$70,000	1	$70,000	$38,843	$31,157
Cargo/Passenger Van - small	$53,300	3	$159,900	$88,729	$71,171
Admin Vehicle - Large SUV	$67,000	1	$67,000	$37,178	$29,822
Rescue Vehicle Type 1	$452,600	13	$5,883,800	-	$5,883,800
Rescue Vehicle Type 2	$430,600	30	$12,918,000	-	$12,918,000
Subtotal --Vehicles			**$95,532,522**	**$74,608,123**	**$20,924,399**
Equipment					
Electric Cutter	$13,322	23	$306,406	$306,406	-
Electric Spreader	$14,887	23	$342,401	$342,401	-
Electric Ram	$11,688	17	$198,696	$198,696	-
Deck Gun	$4,423	6	$26,538	$26,538	-
Thermal Imaging Camera	$3,193	36	$114,948	$114,948	-
Door Simulator	$9,000	1	$9,000	$9,000	-
Hazmat Monitor	$5,540	5	$27,700	$27,700	-
Engine Generator	$1,300	4	$5,200	$5,200	-
Brush Truck Pump	$5,000	5	$25,000	$25,000	-
Rescue Saw	$1,799	5	$8,995	$8,995	-
Intake Valve	$2,650	14	$37,100	$37,100	-
PPV Fan	$5,902	5	$29,510	$29,510	-
Hose Tester	$3,450	1	$3,450	$3,450	-
Hazmat Suit	$3,450	4	$13,800	$13,800	-
Hazmat Gas Clamp	$5,200	1	$5,200	$5,200	-

Table II-2 (Continued)
Vehicle and Equipment Inventory

Description	Unit Value[1]	Units[2]	Total Value[3]	Fire Rescue[4]	EMS[5]
Equipment					
Hazmat Equipment	$4,924	3	$14,772	$14,772	-
Training Simulator	$3,024	1	$3,024	$3,024	-
Oxygen Fill Station	$14,214	1	$14,214	$14,214	-
SCBA - Air Pak	$9,700	7	$67,900	$67,900	-
Air Fill Station	$49,673	1	$49,673	$49,673	-
Respirator System	$10,900	1	$10,900	$10,900	-
Air Pack Equipment	$1,211	10	$12,110	$12,110	-
Air Pack Breathing Apparatus	$2,115	4	$8,460	$8,460	-
SCBA Dock	$3,500	1	$3,500	$3,500	-
Bunker Gear	$3,230	529	$1,708,670	$1,708,670	-
25 ft Skiff	$130,000	1	$130,000	$130,000	-
Air Boat	$105,000	2	$210,000	$210,000	-
Marine Boat	$74,000	1	$74,000	$74,000	-
Aluminum Tower	$47,075	6	$282,450	$282,450	-
AED - LifePak 1000	$3,527	3	$10,581	-	$10,581
AED - LifePak System	$48,776	65	$3,170,440	$1,759,277	$1,411,163
AED Training Simulator	$9,043	2	$18,086	-	$18,086
AED LifePak 1000 Physio Control	$1,960	1	$1,960	-	$1,960
CPR Chest Compressor	$18,000	36	$648,000	-	$648,000
Ventilator	$5,600	35	$196,000	-	$196,000
Power Load System	$32,712	2	$65,424	-	$65,424
Stretcher	$31,753	1	$31,753	-	$31,753
Stair Chair	$4,670	1	$4,670	-	$4,670
CPR Device	$7,500	6	$45,000	-	$45,000
Ultrasound Scanner	$5,928	3	$17,784	-	$17,784
Chest Compression w/ Charger	$20,437	39	$797,043	-	$797,043
Manikin Rescue (Training)	$2,000	2	$4,000	-	$4,000
NarcBox System	$160,015	1	$160,015	-	$160,015
Manikin Torso	$2,282	2	$4,564	-	$4,564
Body Armour Vest	$1,226	6	$7,356	-	$7,356
Mobile Radios	$3,375	58	$195,750	-	$195,750
Kenwood Mobile Radio	$2,009	8	$16,072	-	$16,072
Harris Portable Radios	$4,509	142	$640,278	-	$640,278
Rescue Sled	$2,835	5	$14,175	-	$14,175
EMS Drone	$25,000	5	$125,000	-	$125,000
UTVs	$17,000	20	$340,000	-	$340,000

Table II-2 (Continued)
Vehicle and Equipment Inventory

Description	Unit Value(1)	Units(2)	Total Value(3)		Fire Rescue(4)	EMS(5)
Equipment						
Yamaha Viking UTV	$22,000	1	$22,000		-	$22,000
Inflatable Boat	$5,000	1	$5,000		-	$5,000
Jet Ski	$13,000	7	$91,000		-	$91,000
25HP Outboard Motor	$6,000	1	$6,000		-	$6,000
Jet Ski Trailer	$1,500	5	$7,500		-	$7,500
Enclosed Trailer	$7,000	20	$140,000		-	$140,000
Fifth Wheel RV	$45,398	2	$90,796		-	$90,796
Equipment Trailer	$5,000	1	$5,000		-	$5,000
Vehicle Trailer	$9,950	1	$9,950		-	$9,950
Utility Trailer	$9,284	1	$9,284		-	$9,284
Subtotal -- Equipment			**$10,644,098**		**$5,502,894**	**$5,141,204**
Total			**$106,176,620**		**$80,111,017**	**$26,065,603**

1) Source: Brevard County
2) Source: Brevard County
3) Unit value (Item 1) multiplied by units (Item 2)
4) Portion of vehicle/equipment utilized for fire rescue services (55.49%)
5) Portion of vehicle/equipment utilized for emergency medical services (44.57%)

Service Area and Demand Component

As mentioned previously, Brevard County provides fire rescue services to the unincorporated portions of the county as well as the Towns of Grant-Valkaria, Melbourne Village, Palm Shores, and the City of West Melbourne. Given this, the appropriate service area for fire rescue services is unincorporated county plus these municipalities. Brevard County provides emergency medical services countywide and thus the appropriate service area is countywide.

In this technical study, the 2026 permanent and functional population estimates are used to measure level of service and the demand component. Because simply using permanent population estimates does not fully address daily workers and visitors who also benefit from fire rescue and emergency medical services, the “functional” weekly 24-hour population approach is used to establish a common unit of demand across different land uses. Functional population accounts for residents, visitors, and workers traveling in and out of the service area throughout the day and calculates the presence of population at the different land uses during the day, which represents the demand component of the impact fee equation. Appendix A provides further detail on the population analysis conducted.

Level of Service

Table II-3 presents the calculation of the current LOS included in the inventory as well as Brevard County's adopted LOS standards according to the County's Code of Ordinances. As presented, Brevard County's current level of service is 11,700 permanent residents per station or 0.085 station per 1,000 permanent residents for fire rescue services. The LOS for EMS is 29,400 permanent residents per station or 0.034 station per 1,000 permanent residents.

In order to calculate the impact fees, the LOS needs to be calculated in terms of functional residents. As shown in Table II-3, the current achieved LOS is 11,000 functional residents per station or 0.091 station per 1,000 functional residents for fire services. For EMS, these figures are 29,000 functional residents per station or 0.035 station per 1,000 functional residents.

Table II-3 also presents the adopted LOS standard. For fire rescue, the adopted LOS is 10,000 population per station, which equates to 0.1 station per 1,000 permanent residents and 0.106 station per 1,000 functional residents. For EMS, the adopted LOS is 21,000 population per station or 0.048 station per 1,000 permanent residents. This figure is then converted to 0.049 station per 1,000 functional residents. While the achieved LOS indicates the investment made by the community, the adopted LOS standard provides the intended/goal LOS. For impact fee calculations, the lower of the two measures is used to ensure new development is not overcharged. In this study, the achieved LOS is used for impact fee calculation purposes.

Table II-3
Current Achieved and Adopted Level of Service (2026)

Variable	Year 2026	
	Permanent Population	Functional Population
Fire Rescue		
Fire Rescue Service Area Population (1)	281,403	264,983
Number of County-Owned Stations (2)	24	24
Population per Station (3)	11,725	11,041
Achieved LOS (Stations per 1,000 Population) (4)	**0.085**	**0.091**
Adopted LOS (Stations per 1,000 Population) (5)	**0.100**	**0.106**
Emergency Medical Services		
Countywide Population (1)	676,449	666,506
Number of County-Owned Stations (2)	23	23
Population per Station (3)	29,411	28,979
Achieved LOS (Stations per 1,000 Population) (4)	**0.034**	**0.035**
Adopted LOS (Stations per 1,000 Population) (5)	**0.048**	**0.049**

1) Source: Appendix A, Tables A-13 and A-14 for permanent population and Table A-9 for functional population
2) Source: Table II-1
3) Source: Service area population (Item 1) is divided by the number of stations (Item 2)
4) Number of stations (Item 2) divided by the population (Item 1) multiplied by 1,000
5) Source: Brevard County Code of Ordinances. LOS standard per permanent population is converted to LOS standard per functional resident using the ratio of permanent to functional population.

Table II-4 compares the fire rescue/EMS levels of service for other select Florida counties to the level of service of Brevard County. The station number reflects the total number of fire rescue and EMS stations. The LOS is displayed in terms of permanent population for 2025 for the service area of all entities since this is the most recent population data available for all jurisdictions. If a jurisdiction's service area differs for fire rescue and EMS, then the larger service area is reflected in the table.

Table II-4
Level of Service Comparison (2025)

Jurisdiction	Service Area Population (2025)[1]	Number of Fire Rescue/EMS Stations[2]	Residents per Station[3]	LOS (Stations) per 1,000 Residents)[4]
Pasco County	648,369	27	24,014	0.042
Orange County	967,806	45	21,507	0.046
St. Lucie County	394,074	18	21,893	0.046
Polk County	846,896	42	20,164	0.050
Brevard County[5]	**667,900**	**34**	**19,644**	**0.051**
Osceola County	326,009	18	18,112	0.055
Seminole County	350,733	21	16,702	0.060
Indian River County	168,502	15	11,233	0.089
Volusia County	128,416	20	6,421	0.156

1) Source: BEBR: April 1, 2025 Final Population Estimates. If fire rescue and EMS service area differ, population estimate reflects the larger service area.
2) Source: County/department websites
3) Service area population (Item 1) divided by the number of stations (Item 2)
4) Number of stations (Item 2) divided by the service area population (Item 1) divided by 1,000
5) Number of stations reflect all stations (29 County-owned stations and 5 non-County owned stations)

Cost Component

The cost component of the study evaluates the cost of all capital assets, including buildings, land, and vehicles and equipment. **Table II-5** provides a summary of all capital costs, which amounts to approximately $183.7 million for fire rescue related services and $83.2 million for EMS. The County has capital reimbursement agreements with the Viera Company for Station 48 and Station 49 that are planned to be paid with future impact fee revenues. These amounts are excluded from the total capital asset value resulting in a net capital asset value of $179.5 million for fire rescue and $79.8 million for EMS.

The total impact cost per functional resident is calculated by multiplying the net capital asset value per station by the achieved LOS and dividing it by 1,000. As shown, the total impact cost is calculated at $681 per functional resident for fire rescue facilities and $121 per functional resident for EMS facilities.

Table II-5
Total Impact Cost per Functional Resident

Description	Fire Rescue			EMS	
	Figure	Percent of Total(11)		Figure	Percent of Total(11)
Building Value(1)	$98,051,200	53%		$54,643,225	66%
Land Value(2)	$5,505,000	3%		$2,451,000	3%
Vehicle & Equipment Value(3)	$80,111,017	44%		$26,065,603	31%
Total Capital Asset Value(4)	**$183,667,217**	**100%**		**$83,159,828**	**100%**
Less: Portion Not Owned(5)	$4,162,669			$3,338,987	
Net Capital Asset Value(6)	**$179,504,548**			**$79,820,841**	
Number of Stations(7)	24			23	
Net Capital Asset Value per Station(8)	**$7,479,356**			**$3,470,471**	
Achieved LOS (Stations per 1,000 Functional Residents)(9)	0.091			0.035	
Total Impact Cost per Functional Resident(10)	**$680.62**			**$121.47**	

1) Source: Table II-1
2) Source: Table II-1
3) Source: Table II-2
4) Sum of building, land, and vehicle/equipment value (Items 1, 2, and 3)
5) Source: Brevard County. Figure reflects the outstanding capital contribution reimbursement amounts for Station 48 and 49 to be paid with future impact fees.
6) Total capital asset value (Item 4) less the portion not yet owned (Item 5)
7) Source: Brevard County
8) Net capital asset value (Item 6) divided by number of stations (Item 7)
9) Source: Table II-3
10) Net capital asset value per station (Item 8) multiplied by the achieved LOS (Item 9) divided by 1,000
11) Distribution of total asset value

Credit Component

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

<u>Capital Expansion "Cash" Credit</u>

To calculate the capital expansion "cash" credit per functional resident, funding sources used over the past and future five years are reviewed. Between FY 2023 and FY 2032, the County has allocated an average annual non-impact fee funding of $723,900 towards fire rescue and $677,600 towards EMS facilities utilizing revenues from the public safety fund, EMS Fund, Fire Assessments/MSTU revenues, and grants. The annual capital expansion expenditures were divided by the average annual functional residents of the service areas for the same period to calculate the average annual capital expansion credit per functional resident. As presented in **Table II-6**, the result is approximately $2.68 per functional resident for fire rescue capital facilities and $0.50 per functional resident for EMS facilities.

Once the capital expansion "cash" credit per resident is calculated, a credit adjustment is necessary to account for the expenditures being funded through ad valorem tax revenues. This adjustment accounts for the fact that new homes tend to pay higher property taxes compared to older homes due to the "Save Our Homes" assessment cap. This adjustment factor is estimated based on a comparison of the average taxable value of newer homes to that of all homes. As presented, the adjusted capital expansion "cash" credit per population amounts to $3.23 per functional resident for fire rescue facilities and $0.68 per functional resident for EMS facilities.

Table II-6
Capital Expansion "Cash" Credit

Description[1]	Allocation % Fire[2]	Allocation % EMS[3]	Expansion Portion[4]	FY 2023 to FY 2032	Fire Rescue	EMS
Public Safety Fund						
FS 49 Generator and Convault	55.49%	44.51%	100%	$110,318	$61,215	$49,103
Station 86 - Replacement Station	55.49%	44.51%	45%	$2,162,106	$1,199,753	$962,353
Drill Yard Classroom with Bathrooms	55.49%	44.51%	50%	$300,000	$166,470	$133,530
Subtotal -- Public Safety Fund				**$2,572,424**	**$1,427,438**	**$1,144,986**
EMS Fund						
Station 23 - Modular Replacement	0.00%	100.00%	29%	$377,000	-	$377,000
Station 88 - New Modular	0.00%	100.00%	42%	$1,019,164	-	$1,019,164
Station 67 - New Modular with Canopy	0.00%	100.00%	30%	$876,211	-	$876,211
Subtotal -- EMS Fund				**$2,272,375**	**-**	**$2,272,375**
Fire Assessment/MSTU						
Station 40	100.00%	0.00%	40%	$1,780,883	$1,780,883	-
Station 40 Land Purchase	100.00%	0.00%	100%	$283,200	$283,200	-
Station 42	100.00%	0.00%	47%	$2,089,614	$2,089,614	-
Burn Building & Tower replacement	100.00%	0.00%	100%	$1,429,170	$1,429,170	-
Subtotal -- Fire Assessment/MSTU				**$5,582,867**	**$5,582,867**	**-**
Grants						
Station 40	100.00%	0.00%	40%	$229,094	$229,094	-
Subtotal -- Grants				**$229,094**	**$229,094**	**-**
Total Capital Expansion "Cash" Expenditures					**$7,239,399**	**$3,417,361**
Average Annual Capital Expansion Expenditures[5]					$723,940	$341,736
Average Annual Functional Population[6]					269,764	677,592
Annual Capital Expansion "Cash" Expenditures per Functional Resident[7]					**$2.68**	**$0.50**
- Portion Funded with Ad Valorem Tax Revenues[8]					$0.78	$0.25
- Portion Funded with Other Revenue Sources[9]					$1.90	$0.25
Residential Credit Adjustment Factor[10]					1.70	1.70
Adjusted Annual Capital Expansion "Cash" Credit per Functional Resident[11]					**$3.23**	**$0.68**

1) Source: Brevard County
2) Source: Brevard County. Percent dedicated to fire rescue facilities.
3) Source: Brevard County. Percent dedicated to emergency medical services facilities.
4) Source: Brevard County. Reflects the capacity expansion percent of the project.
5) Average annual capital expansion expenditures over the 10-year period
6) Source: Appendix A, Table A-9
7) Average annual capital expansion expenditures (Item 5) divided by the average annual functional population (Item 6)
8) Capital expansion expenditures per functional resident (Item 7) multiplied by the ad valorem portion of total expenditures (29% for fire rescue and 50% for EMS)
9) Expenditures per functional resident (Item 7) less portion funded with ad valorem tax revenues (Item 8)
10) Adjustment factor to reflect higher ad valorem taxes paid by new homes
11) Portion funded with ad valorem revenue sources (Item 8) multiplied by credit adjustment factor (Item 10) plus portion funded with other revenue sources (Item 9)

Net Impact Cost

Table II-7 summarizes the net impact cost per functional resident, which is the difference between the cost component and the credit component. As presented, the net fire rescue impact cost per functional resident amounts to approximately $633 for residential land uses and $641 for non-residential land uses. The net EMS impact cost per functional resident is approximately $111 for residential land uses and $114 for non-residential land uses.

Table II-7
Net Impact Cost per Functional Resident

Description	Fire Rescue	EMS
Total Impact Cost		
Total Impact Cost per Functional Resident[1]	**$680.62**	**$121.47**
Total Revenue Credit		
Capital Expansion "Cash" Credit per Functional Resident[2]		
- Residential Land Uses	$3.23	$0.68
- Non-residential Land Uses	$2.68	$0.50
Capitalization Rate	4.50%	4.50%
Capitalization Period (years)	25	25
Total Capital Expansion Credit per Functional Resident[3]		
- Residential Land Uses	**$47.90**	**$10.08**
- Non-residential Land Uses	**$39.74**	**$7.41**
Net Impact Cost		
Net Impact Cost per Functional Resident[4]		
- Residential Land Uses	**$632.72**	**$111.39**
- Non-residential Land Uses	**$640.88**	**$114.06**

1) Source: Table II-5
2) Source: Table II-6
3) Annual capital expansion "cash" credit per functional resident (Item 2) over a 25-year period with a capitalization rate of 4.5%. The capitalization rate is based on information provided by Brevard County.
4) Total impact cost per functional resident (Item 1) total capital expansion credit per functional resident (Item 3)

Calculated Fire Rescue and EMS Impact Fee Schedule

Table II-8 presents the calculated fire rescue and EMS impact fee schedule for Brevard County for both residential and non-residential land uses, based on the net impact cost per functional resident previously presented in Table II-7. The table also presents the current adopted impact fee and the maximum allowable impact fees per Florida Statue 163.31801.

Table II-8

Calculated Fire Rescue and EMS Impact Fee Schedule

ITE LUC	Land Use	Impact Unit	Fire Rescue						Emergency Medical Services						Fire Rescue and EMS	
			Functional Residents per Unit[1]	Calculated Impact Fee[2]	Current Adopted Impact Fee[3]	Percent Change[4]	F.S. 163.31801 Maximum Impact Fee[5]	Percent Change[6]	Functional Residents per Unit[7]	Calculated Impact Fee[8]	Current Adopted Impact Fee[9]	Percent Change[10]	F.S. 163.31801 Maximum Impact Fee[11]	Percent Change[12]	Fire Rescue & EMS Calculated Impact Fee[13]	Fire Rescue & EMS Maximum Calculated Impact Fee[14]
	RESIDENTIAL:															
210	Single Family	du	1.69	**$1,069.30**	$54.08	1877%	**$81.12**	50%	1.73	**$192.70**	$38.65	399%	**$57.97**	50%	**$1,262.00**	**$139.09**
220 /221 / 222	Duplex, Townhouse, Condo (1 to 2 stories)	du	1.00	**$632.72**	$49.29	1184%	**$73.93**	50%	1.02	**$113.62**	$35.22	223%	**$52.83**	50%	**$746.34**	**$126.76**
	Duplex, Townhouse, Condo (3+ stories)	du	1.00	**$632.72**	$32.41	1852%	**$48.61**	50%	1.02	**$113.62**	$23.16	391%	**$34.74**	50%	**$746.34**	**$83.35**
	Apartment (1 to 2 stories)	du	1.00	**$632.72**	$47.13	1242%	**$70.69**	50%	1.02	**$113.62**	$33.68	237%	**$50.52**	50%	**$746.34**	**$121.21**
	Apartment (3+ stories)	du	1.00	**$632.72**	$30.99	1942%	**$46.48**	50%	1.02	**$113.62**	$22.15	413%	**$33.22**	50%	**$746.34**	**$79.70**
240	Mobile Home	du	0.98	**$620.07**	$42.56	1357%	**$63.84**	50%	0.94	**$104.71**	$30.41	244%	**$45.61**	50%	**$724.78**	**$109.45**
251	Senior Adult Housing (Single Family)	du	1.02	**$645.37**	$54.08	1093%	**$81.12**	50%	1.04	**$115.85**	$38.65	200%	**$57.97**	50%	**$761.22**	**$139.09**
252	Senior Adult Housing (Multi-Family)	du	0.60	**$379.63**	$30.99	1125%	**$46.48**	50%	0.61	**$67.95**	$22.15	207%	**$33.22**	50%	**$447.58**	**$79.70**
	TRANSIENT, ASSISSTED, GROUP:															
253	Congregate Care Facility	du	1.02	**$653.70**	$45.46	1338%	**$68.19**	50%	1.01	**$115.20**	$32.49	255%	**$48.73**	50%	**$768.90**	**$116.92**
310	Hotel	room	1.21	**$775.46**	$15.19	5005%	**$22.78**	50%	1.21	**$138.01**	$10.86	1171%	**$16.29**	50%	**$913.47**	**$39.07**
320	Motel	room	1.10	**$704.97**	$15.19	4541%	**$22.78**	50%	1.10	**$125.47**	$10.86	1055%	**$16.29**	50%	**$830.44**	**$39.07**
330	Resort Hotel	room	1.21	**$775.46**	$15.19	5005%	**$22.78**	50%	1.21	**$138.01**	$10.86	1171%	**$16.29**	50%	**$913.47**	**$39.07**
620	Nursing Home	bed	1.05	**$672.92**	$35.31	1806%	**$52.96**	50%	1.05	**$119.76**	$25.23	375%	**$37.84**	50%	**$792.68**	**$90.80**
	RECREATION:															
416	RV Park	site	0.45	**$288.40**	$42.56	578%	**$63.84**	50%	0.45	**$51.33**	$30.41	69%	**$45.61**	50%	**$339.73**	**$109.45**
420	Marina	berth	0.12	**$76.91**	$8.37	819%	**$12.55**	50%	0.12	**$13.69**	$5.98	129%	**$8.97**	50%	**$90.60**	**$21.52**
430	Golf Course	hole	0.80	**$512.70**	$144.12	256%	**$216.18**	50%	0.80	**$91.25**	$102.99	-11%	**$91.25**	-11%	**$603.95**	**$307.43**
445	Movie Theater	screen	4.13	**$2,646.83**	$466.79	467%	**$700.18**	50%	4.13	**$471.07**	$333.57	41%	**$471.07**	41%	**$3,117.90**	**$1,171.25**
491	Racquet/Tennis Club	court	1.75	**$1,121.54**	$80.36	1296%	**$120.54**	50%	1.75	**$199.61**	$57.42	248%	**$86.13**	50%	**$1,321.15**	**$206.67**
492	Health/Fitness Club	1,000 sf	1.87	**$1,198.45**	$45.23	2550%	**$67.84**	50%	1.87	**$213.29**	$32.32	560%	**$48.48**	50%	**$1,411.74**	**$116.32**
	INSTITUTIONS:															
520	Elementary School (Private)	student	0.10	**$64.09**	$3.91	1539%	**$5.86**	50%	0.10	**$11.41**	$2.79	309%	**$4.18**	50%	**$75.50**	**$10.04**
522	Middle School (Private)	student	0.09	**$57.68**	$5.51	947%	**$8.26**	50%	0.09	**$10.27**	$3.93	161%	**$5.89**	50%	**$67.95**	**$14.15**
525	High School (Private)	student	0.08	**$51.27**	$6.80	654%	**$10.20**	50%	0.08	**$9.12**	$4.86	88%	**$7.29**	50%	**$60.39**	**$17.49**
540	University/Junior College (7,500 or fewer students) (Private)	student	0.10	**$64.09**	$3.07	1988%	**$4.60**	50%	0.10	**$11.41**	$2.20	419%	**$3.30**	50%	**$75.50**	**$7.90**
550	University/Junior College (more than 7,500 students) (Private)	student	0.08	**$51.27**	$5.26	875%	**$7.89**	50%	0.08	**$9.12**	$3.76	143%	**$5.64**	50%	**$60.39**	**$13.53**
560	Church	1,000 sf	0.42	**$269.17**	$12.34	2081%	**$18.51**	50%	0.42	**$47.91**	$8.81	444%	**$13.21**	50%	**$317.08**	**$31.72**
565	Day Care Center	1,000 sf	0.69	**$442.21**	$275.25	61%	**$412.87**	50%	0.69	**$78.70**	$196.74	-60%	**$78.70**	-60%	**$520.91**	**$491.57**
	MEDICAL:															
610	Hospital	1,000 sf	1.32	**$845.96**	$34.42	2358%	**$51.63**	50%	1.32	**$150.56**	$24.60	512%	**$36.90**	50%	**$996.52**	**$88.53**
640	Animal Hospital/Veterinary Clinic	1,000 sf	1.36	**$871.60**	$39.03	2133%	**$58.54**	50%	1.36	**$155.12**	$27.88	456%	**$41.82**	50%	**$1,026.72**	**$100.36**
	OFFICE:															
710	General Office less than 10,000 sq ft	1,000 sf	0.67	**$429.39**	$43.80	880%	**$65.70**	50%	0.67	**$76.42**	$31.30	144%	**$46.95**	50%	**$505.81**	**$112.65**
	General Office 10,000 sq ft or more	1,000 sf	0.67	**$429.39**	$25.67	1573%	**$38.50**	50%	0.67	**$76.42**	$18.35	316%	**$27.52**	50%	**$505.81**	**$66.02**
720	Medical Office 10,000 sq ft or less	1,000 sf	0.99	**$634.47**	$42.98	1376%	**$64.47**	50%	0.99	**$112.92**	$30.72	268%	**$46.08**	50%	**$747.39**	**$110.55**
	Medical Office greater than 10,000 sq ft	1,000 sf	1.38	**$884.41**	$42.98	1958%	**$64.47**	50%	1.38	**$157.40**	$30.72	412%	**$46.08**	50%	**$1,041.81**	**$110.55**
750	Office Park	1,000 sf	0.80	**$512.70**	$20.06	2456%	**$30.09**	50%	0.80	**$91.25**	$14.33	537%	**$21.49**	50%	**$603.95**	**$51.58**
	RETAIL:															
822	Retail/Shopping Center less than 10,000 sfgla	1,000 sfgla	1.97	**$1,262.53**	$183.31	589%	**$274.96**	50%	1.97	**$224.70**	$130.99	72%	**$196.48**	50%	**$1,487.23**	**$471.44**
	Retail/Shopping Center 10,001 to 39,999 sfgla	1,000 sfgla	1.97	**$1,262.53**	$120.54	947%	**$180.81**	50%	1.97	**$224.70**	$86.13	161%	**$129.19**	50%	**$1,487.23**	**$310.00**
821	Retail/Shopping Center 40,000 to 100,000 sfgla	1,000 sfgla	2.65	**$1,698.33**	$120.54	1309%	**$180.81**	50%	2.65	**$302.26**	$86.13	251%	**$129.19**	50%	**$2,000.59**	**$310.00**
	Retail/Shopping Center 100,001 to 150,000 sfgla	1,000 sfgla	2.65	**$1,698.33**	$75.26	2157%	**$112.89**	50%	2.65	**$302.26**	$53.78	462%	**$80.67**	50%	**$2,000.59**	**$193.56**
820	Retail/Shopping Center 150,001 to 1,000,000 sfgla	1,000 sfgla	1.85	**$1,185.63**	$75.26	1475%	**$112.89**	50%	1.85	**$211.01**	$53.78	292%	**$80.67**	50%	**$1,396.64**	**$193.56**
	Retail/Shopping Center greater than 1,000,000 sfgla	1,000 sfgla	1.85	**$1,185.63**	$63.69	1762%	**$95.53**	50%	1.85	**$211.01**	$45.51	364%	**$68.26**	50%	**$1,396.64**	**$163.79**
840/841	New/Used Auto Sales	1,000 sf	1.47	**$942.09**	$64.16	1368%	**$96.24**	50%	1.47	**$167.67**	$45.85	266%	**$68.77**	50%	**$1,109.76**	**$165.01**
850	Supermarket	1,000 sf	2.27	**$1,454.80**	$165.16	781%	**$247.74**	50%	2.27	**$258.92**	$118.03	119%	**$177.04**	50%	**$1,713.72**	**$424.78**
851	Convenience Store	1,000 sf	5.26	**$3,371.03**	$351.72	858%	**$527.58**	50%	5.26	**$599.96**	$251.34	139%	**$377.01**	50%	**$3,970.99**	**$904.59**
890	Furniture/Flooring Store	1,000 sf	0.42	**$269.17**	$10.07	2573%	**$15.10**	50%	0.42	**$47.91**	$7.20	565%	**$10.80**	50%	**$317.08**	**$25.90**

Table II-8 (Continued)
Calculated Fire Rescue and EMS Impact Fee Schedule

ITE LUC	Land Use	Impact Unit	Fire Rescue						Emergency Medical Services						Fire Rescue and EMS	
			Functional Residents per Unit(1)	Calculated Impact Fee(2)	Current Adopted Impact Fee(3)	Percent Change(4)	F.S. 163.31801 Maximum Impact Fee(5)	Percent Change(6)	Functional Residents per Unit(7)	Calculated Impact Fee(8)	Current Adopted Impact Fee(9)	Percent Change(10)	F.S. 163.31801 Maximum Impact Fee(11)	Percent Change(12)	Fire Rescue & EMS Calculated Impact Fee(13)	Fire Rescue & EMS Maximum Calculated Impact Fee(14)
	SERVICES:															
911	Bank/Savings Walk-In	1,000 sf	1.08	**$692.15**	$67.90	919%	**$101.85**	50%	1.08	**$123.18**	$48.52	154%	**$72.78**	50%	**$815.33**	**$174.63**
912	Bank/Savings Drive-In	1,000 sf	1.40	**$897.23**	$61.22	1366%	**$91.83**	50%	1.40	**$159.68**	$43.74	265%	**$65.61**	50%	**$1,056.91**	**$157.44**
930	Fast Casual Restaurant	1,000 sf	7.62	**$4,883.51**	$324.72	1404%	**$487.08**	50%	7.62	**$869.14**	$232.04	275%	**$348.06**	50%	**$5,752.65**	**$835.14**
931	Fine Dining Restaurant	1,000 sf	5.65	**$3,620.97**	$263.51	1274%	**$395.26**	50%	5.65	**$644.44**	$188.30	242%	**$282.45**	50%	**$4,265.41**	**$677.71**
932	High-Turnover Restaurant	1,000 sf	5.29	**$3,390.26**	$324.72	944%	**$487.08**	50%	5.29	**$603.38**	$232.04	160%	**$348.06**	50%	**$3,993.64**	**$835.14**
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	9.36	**$5,998.64**	$321.84	1764%	**$482.76**	50%	9.36	**$1,067.60**	$229.99	364%	**$344.98**	50%	**$7,066.24**	**$827.74**
942	Automobile Care Center	1,000 sf	1.30	**$833.14**	$49.77	1574%	**$74.65**	50%	1.30	**$148.28**	$35.56	317%	**$53.34**	50%	**$981.42**	**$127.99**
944	Gas Station w/Convenience Market <2,000 sq ft	fuel pos.	1.32	**$845.96**	$79.38	966%	**$119.07**	50%	1.32	**$150.56**	$56.73	165%	**$85.09**	50%	**$996.52**	**$204.16**
945	Gas Station w/Convenience Market 2,000+ sq ft	fuel pos.	1.63	**$1,044.63**	$79.38	1216%	**$119.07**	50%	1.63	**$185.92**	$56.73	228%	**$85.09**	50%	**$1,230.55**	**$204.16**
947	Self-Service Car Wash	wash stall	0.79	**$506.30**	$292.42	73%	**$438.63**	50%	0.79	**$90.11**	$208.96	-57%	**$90.11**	-57%	**$596.41**	**$528.74**
948	Automated Car Wash	1,000 sf*	2.65	**$1,698.33**	$53.58	3070%	**$80.37**	50%	2.65	**$302.26**	$38.29	689%	**$57.43**	50%	**$2,000.59**	**$137.80**
	INDUSTRIAL:															
110	General Light Industrial	1,000 sf	0.27	**$173.04**	-	-	**N/A**	-	0.27	**$30.80**	-	-	**N/A**	-	**$203.84**	**N/A**
140	Manufacturing	1,000 sf	0.45	**$288.40**	-	-	**N/A**	-	0.45	**$51.33**	-	-	**N/A**	-	**$339.73**	**N/A**
150	Warehousing	1,000 sf	0.09	**$57.68**	-	-	**N/A**	-	0.09	**$10.27**	-	-	**N/A**	-	**$67.95**	**N/A**
151	Mini-Warehouse	1,000 sf	0.03	**$19.23**	-	-	**N/A**	-	0.03	**$3.42**	-	-	**N/A**	-	**$22.65**	**N/A**

1) Source: Appendix A, Table A-11 for residential land uses and Table A-12 for non-residential land uses
2) Source: Net impact cost per functional resident from Table II-8 multiplied by the functional residents per unit (Item 1)
3) Source: Brevard County
4) Percent change from current adopted impact fee (Item 3) to the calculated impact fee (Item 2)
5) Maximum impact fee in compliance with 50 percent increase per F.S. 163.31801
6) Percent change from the current adopted impact fee (Item 3) to the F.S. 163.31801 maximum impact fee (Item 5)
7) Source: Appendix A, Table A-10 for residential land uses and Table A-12 for non-residential land uses
8) Source: Net impact cost per functional resident from Table II-7 multiplied by the functional residents per unit (Item 7)
9) Source: Brevard County
10) Percent change from current adopted impact fee (Item 9) to the calculated impact fee (Item 8)
11) Maximum impact fee in compliance with 50 percent increase per F.S. 163.31801
12) Percent change from the current adopted impact fee (Item 9) to the F.S. 163.31801 maximum impact fee (Item 11)
13) Sum of the fire rescue calculated impact fees (Item 2) and the EMS calculated impact fees (Item 8)
14) Sum of the fire rescue maximum calculated impact fees (Item 5) and the EMS maximum calculated impact fees (Item 11)

*Indicates that the current rate has been converted to a different unit of measure (automated car wash).

Fire Rescue and EMS Impact Fee Schedule Comparison

As part of the work effort in developing Brevard County impact fee schedule, the County's calculated impact fee schedule is compared to the adopted fee schedules of other select Florida counties. **Table II-9** presents the comparison.

Table II-9
Fire Rescue and EMS Impact Fee Schedule Comparison

Land Use	Unit[2]	Brevard County			Osceola County[6]	Pasco County[7]	Volusia County[8]	St. Lucie County[9]	Polk County[10]	Seminole County[11]	Orange County[12]	Indian River County[13]
		Calculated[3]	Maximum[4]	Current Adopted[5]								
Date of Last Update		**2026**	**2026**	**2000**	2024	2024	2022	2022	2024	2023	2022	2025
Assessed Portion of Calculated[1]		**N/A**	**N/A**	**100%**	100%	100%	100%	100%	100%	Varies - SF@89%	100%	N/A
Residential:												
Single Family (2,000 sf)	du	**$1,262.00**	**$139.09**	**$92.73**	$780	$674	$667	$650	$530	$497	$462	$417
Non-Residential:												
Office (50,000 sq ft)	1,000 sf	**$505.81**	**$66.02**	**$44.02**	$414	$586	$450	$702	$306	$290	$427	$231
Retail (125,000 sq ft)	1,000 sf	**$2,000.59**	**$193.56**	**$129.04**	$639	$586	$1,210	$621	$607	$491	$481	$430
Fast Food Restaurant w/Drive-Thru	1,000 sf	**$7,066.24**	**$827.74**	**$551.83**	$3,145	$586	$4,250	$621	$607	$3,156	$481	$2,767

1) Represents the portion of the maximum calculated fee for each respective jurisdiction that is actually charged. Fee may have been lowered/increased through annual indexing or policy discounts. Does not account for moratorium/suspensions.
2) du = dwelling unit
3) Source: Table II-8
4) Maximum impact fee in compliance with 50 percent increase per F.S. 163.31801
5) Source: Brevard County Planning and Development. Brevard County exempts industrial land uses from impact fees.
6) Source: Osceola County Building and Permit. Fast food restaurant w/ drive-thru fee shown reflects "restaurant/bar."
7) Source: Pasco County Municode, Chapter 1300, Section 1302, 1302.6
8) Source: Volusia County Departments and Divisions, Growth and Resource Management
9) Source: St. Lucie County Departments and Services, County Administration. Fast food restaurant w/ drive-thru fee shown reflects "retail."
10) Source: Polk County Building Division. Fast food restaurant w/ drive-thru fee shown reflects "retail/commercial."
11) Source: Seminole County Development Services, Fees Calculators, Building Permit Impact Fees
12) Source: Orange County Permits and Licenses. Fast food restaurant w/ drive-thru fee shown reflects "commercial/retail/assembly."
13) Source: Indian River County Impact Fee Draft Study, September 2025. Fees shown reflect maximum fees consistent with F.S. 163.31801 and are not yet adopted.

III. Correctional Facilities

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

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

These elements are summarized throughout this section.

Facility Inventory

The inventory for the County's correctional facilities includes land, buildings, vehicles and equipment. According to information provided by Brevard County, building and land related capital assets for correctional facilities include 391,700 square feet of building space and approximately 128 acres of land. **Table III-1** presents this information. A more detailed inventory is provided in Appendix C, Table C-2.

The cost estimate for buildings is based primarily on upcoming construction costs, information obtained from other jurisdictions for similar facilities, and input from the County. Land values are based on estimated value of land where existing facilities are located, vacant land sales of similarly sized parcels based on information obtained from the Brevard County Property Appraiser and input from the County. Appendix B provides additional details on unit cost estimates.

Based on this data and analysis, building value is estimated at $600 per square foot for primary jail buildings and $200 per square foot for support buildings. The land value is estimated at $20,000 per acre. Using these cost estimates results in a total correctional facilities building and land value of approximately $205.3 million; of which, $202.8 million is for buildings and $2.5 million is for land.

Table III-1

Correctional Facilities Building and Land Inventory

Building Type	Land	Square Feet(1)	Building Value per Square Foot(2)	Total Building and Land Value(3)
Primary Buildings		311,138	$600	$186,682,800
Support Buildings		80,559	$200	$16,111,800
Total		**391,697**	-	**$202,794,600**
Acres(4)	127.62			
Land Value per Acre(5)	$20,000			$2,552,400
Total Building and Land Value(6)				**$205,347,000**

1) Source: Appendix C, Table C-2
2) Source: Appendix B
3) For building value, square feet (Item 1) multiplied by the building value per square foot (Item 2); for land value, acres (Item 4) multiplied by land value per acre (Item 5)
4) Source: Appendix C, Table C-2
5) Source: Appendix B for unit cost
6) Sum of building and land value

In addition to land and buildings, the correctional facilities impact fee inventory includes the necessary vehicles and equipment required to provide services. Equipment included in this list follows the County's definition of capital assets, which includes items that have a minimum value of $1,000 and five years of useful life. As presented in **Table III-2**, the total vehicle and equipment value is approximately $7.6 million for correctional facilities.

Table III-2

Correctional Facilities Vehicle and Equipment Inventory

Description	Average Unit Value(1)	Units(2)	Total Value(3)
Vehicles			
Armored Vehicle	$366,929	1	$366,929
Sedan	$58,528	4	$234,112
SUV	$86,775	4	$347,100
Truck	$18,362	5	$91,812
Utility Vehicle	$7,603	5	$38,013
Van	$23,032	2	$46,064
Subtotal -- Vehicles and Related Equipment			**$1,124,030**
Weapons			
Handgun 9 MM	$558	306	$170,748
Lease - Taser	$1,806	77	$139,062
Subtotal -- Weapons			**$309,810**

Table III-2 (Continued)
Correctional Facilities Vehicle and Equipment Inventory

Description	Average Unit Value(1)	Units(2)	Total Value(3)
Equipment			
2U Video Recorder	$3,185	3	$9,555
4U Video Recorder	$12,007	1	$12,007
AED Powerheart	$1,420	22	$31,240
Air Compressor	$1,219	1	$1,219
Amplifier	$6,634	2	$13,268
Assembly Network	$24,585	1	$24,585
Biometric Fingerprint Scanner	$175,056	1	$175,056
Broadcast Decimator	$1,269	1	$1,269
Broiler	$9,602	1	$9,602
Camera	$1,300	1	$1,300
Cargo Trailer	$2,200	1	$2,200
Carport	$1,045	1	$1,045
Channel Rack	$26,931	7	$188,518
Coin Counter Machine	$3,140	1	$3,140
Computer	$1,302	133	$173,123
Contraband Detection System	$14,995	3	$44,985
Cutting Machine	$1,327	3	$3,982
Cutting Table	$2,547	2	$5,094
DC Power Distribution	$9,835	5	$49,173
Dental Air Compressor	$5,162	1	$5,162
Dental Chair	$12,024	1	$12,024
Dental X-Ray Machine	$11,028	1	$11,028
Dishwasher	$128,097	1	$128,097
Drain Cleaner	$1,610	5	$8,052
Dryer	$13,426	5	$67,130
Drying Rack	$3,229	1	$3,229
Electric Feed Rail	$1,107	1	$1,107
Electrocardiograph	$1,415	1	$1,415
Electronic Key Lockbox	$11,351	4	$45,402
Embroidery Machine	$7,995	1	$7,995
Equipment Rack	$35,123	1	$35,123
Evacuation Chair	$2,048	1	$2,048
Fabric Saw	$2,620	1	$2,620
Falcon Fingerprint Scanner	$2,711	3	$8,134
Fire Alarm System	$315,154	1	$315,154
Floor Burnisher	$1,111	1	$1,111
Floor Scrubber	$2,106	2	$4,212

Table III-2 (Continued)
Correctional Facilities Vehicle and Equipment Inventory

Description	Average Unit Value(1)	Units(2)	Total Value(3)
Equipment			
Food Mixer	$14,281	1	$14,281
Food Processor	$9,145	1	$9,145
Fryer	$1,466	1	$1,466
Generator	$19,368	4	$77,472
Gym Equipment	$3,687	2	$7,373
Hot Food Station	$2,382	2	$4,764
Ice Machine	$8,604	2	$17,207
Incinerator	$2,557	1	$2,557
Intercom System	$2,133	1	$2,133
IP Radio	$5,000	1	$5,000
IT Equipment	$4,192	55	$230,578
Kettle	$28,238	6	$169,425
Kitchen Equipment	$5,131	17	$87,232
Lease - Copier	$9,645	1	$9,645
Lease - Switch	$1,906	2	$3,811
Lift Contractor	$2,460	3	$7,380
LiveScan Fingerprint System	$21,201	2	$42,402
Lockstitch Sewing Machine	$5,950	1	$5,950
Material Roll Lifter	$3,623	1	$3,623
Microwave Radio System	$56,585	2	$113,169
Miscellaneous	$52,125	26	$1,355,243
Mixer	$14,995	1	$14,995
Multiplexer Network	$64,860	1	$64,860
Network Security Firewall	$6,753	1	$6,753
Network Video Recorder	$20,368	1	$20,368
Oscillator	$9,120	2	$18,240
Oven	$17,350	5	$86,752
Ozone Treatment System	$18,679	7	$130,755
Packing System	$9,080	1	$9,080
Portable Air Filtration	$1,125	2	$2,250
Power Supply	$1,480	3	$4,441
Printer	$1,058	1	$1,058
Prisoner Transport System	$1,957	1	$1,957
Radio	$2,967	258	$765,484
Radio Mobile Test	$7,399	1	$7,399

Table III-2 (Continued)
Correctional Facilities Vehicle and Equipment Inventory

Description	Average Unit Value(1)	Units(2)	Total Value(3)
Equipment			
Radio Network Bridge	$2,100	2	$4,200
Radio Station Master	$28,529	11	$313,819
Range Simulator Computer	$9,950	1	$9,950
Restraint Carry Cart	$2,438	1	$2,438
Restraint Chair	$2,741	5	$13,703
Restraint Wrap	$1,599	5	$7,994
Router	$2,842	2	$5,683
Scanner	$1,404	1	$1,404
Scissor Lift	$13,315	1	$13,315
Security Vestibule	$44,100	1	$44,100
Server	$7,620	3	$22,860
Sewing Machine	$2,514	9	$22,622
Shredder	$1,248	1	$1,248
Slicer	$2,003	1	$2,003
Station Master	$15,747	13	$204,713
Sterilizer	$13,166	1	$13,166
Switch	$2,575	8	$20,597
Table Roll Winder	$1,220	1	$1,220
Tray Drying Rack	$2,750	6	$16,500
Vacuum Sealer	$10,080	1	$10,080
Vehicle Fuel Tank	$30,997	2	$61,994
Washer	$26,310	4	$105,241
Washer Extractor	$8,319	2	$16,638
Welder	$1,199	1	$1,199
Wilmore Converter	$1,259	8	$10,071
X-Ray Body Scanner	$155,000	3	$465,000
X-Ray Scanner	$18,022	1	$18,022
Subtotal -- Equipment			**$6,123,432**
Grand Total			**$7,557,272**

1) Total value (Item 3) divided by units (Item 2)
2) Source: Brevard County Sheriff's Office
3) Source: Brevard County Sheriff's Office

Service Area and Demand Component

Brevard County provides correctional services countywide and as such, the proper service area for correctional facilities is countywide.

In this technical study, the current 2026 permanent and functional population estimates are used. Because simply using permanent population estimates does not fully address daily workers and visitors who also benefit from correctional services, the "functional" weekly 24-hour population approach is used to establish a common unit of demand across different land uses. Functional population accounts for residents, visitors, and workers traveling in and out of the service area throughout the day and calculates the presence of population at the different land uses during the day, which represents the demand component of the impact fee equation. Appendix A provides further detail on the population analysis conducted.

Level of Service

Table III-3 presents the calculation of the current LOS included in the inventory as well as Brevard County's adopted LOS standards according to the County's Comprehensive Plan. As presented, Brevard County's current level of service is 2.73 beds per 1,000 permanent residents.

While the current LOS is 2.73 beds per 1,000 permanent residents, in order to calculate the correctional facilities impact fee, the LOS needs to be calculated in terms of beds per 1,000 functional residents. As shown in Table III-3, the current achieved LOS is 2.77 beds per 1,000 functional residents.

Table III-3 also presents the adopted LOS standard, which is 3 beds per 1,000 permanent residents or 3.04 beds per 1,000 functional residents. While the achieved LOS indicates the investment made by the community, the adopted LOS standard provides the intended/goal LOS. For impact fee calculations, the lower of the two measures is used to ensure new development is not overcharged.

Table III-3

Current Achieved and Adopted Level of Service (2026)

Variable	Year 2026	
	Permanent Population	Functional Population
Population[(1)]	676,449	666,506
Number of Beds[(2)]	1,849	1,849
Population per Bed[(3)]	366	360
Achieved LOS (beds per 1,000 residents)[(4)]	**2.73**	**2.77**
Adopted LOS Standard (beds per 1,000 residents)[(5)]	**3.00**	**3.04**

1) Source: Appendix A, Table A-9 and Table A-13
2) Source: Brevard County
3) Population (Item 1) divided by number of beds (Item 2)
4) Number of beds (Item 2) divided by the population (Item 1), multiplied by 1,000
5) Source: Brevard County Comprehensive Plan, Capital Improvements Element, Policy 1.3

Table III-4 compares the correctional facilities levels of service for other select Florida counties to the level of service of Brevard County. The LOS is displayed in terms of permanent population for 2025 for the service area of all entities since this is the most recent population data available for all jurisdictions. The number of beds for all jurisdictions presented in the following table is based on total available beds. As presented below, Brevard County correctional facilities LOS falls in the mid-range of counties shown.

Table III-4

Level of Service Comparison (2025)

Jurisdiction	Countywide Population (2025)[(1)]	Total Available Beds[(2)]	LOS (Beds per 1,000 Residents)[(3)]
Osceola County	484,915	911	1.88
Pasco County	648,369	1,432	2.21
Orange County	1,536,045	3,797	2.47
Brevard County	**667,900**	**1,849**	**2.77**
Seminole County	495,106	1,396	2.82
Volusia County	604,533	1,722	2.85
Polk County	846,896	2,581	3.05
St. Lucie County	394,074	1,370	3.48
Indian River County	173,013	712	4.12

1) Source: University of Florida, Bureau of Economic & Business Research (BEBR) Florida Estimates of Population, April 1, 2025
2) Source: Sheriff Office websites / discussions with the offices
3) Total available beds (Item 2) divided by countywide population (Item 1) multiplied by 1,000

Cost Component

The cost component of the study evaluates the cost of all capital assets, including buildings, land, vehicles and equipment. **Table III-5** provides a summary of all capital costs for correctional facilities. Capital costs for correctional facilities amounts to approximately $212.9 million or $115,100 per bed.

In addition, Table III-5 also provides the correctional facilities impact cost per functional resident. As shown, this calculation amounts to $319 per functional resident for correctional facilities.

Table III-5
Total Impact Cost per Functional Resident

Description	Figure	Percent of Total[9]
Building Value[1]	$202,794,600	95%
Land Value[2]	$2,552,400	1%
Vehicle and Equipment Value[3]	$7,557,272	4%
Total Capital Asset Value[4]	**$212,904,272**	**100%**
Number of Beds[5]	1,849	
Total Capital Asset Value per Bed[6]	$115,146	
LOS (beds per 1,000 functional residents)[7]	2.77	
Total Impact Cost per Functional Resident[8]	**$318.95**	

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

Credit Component

To avoid overcharging new development, a review of the capital funding allocation for correctional facilities is completed. The purpose of this review is to determine any potential non-impact fee revenue generated by future development that is likely to be used for correctional facilities capacity expansion. The County has not used non-impact fee revenue for capacity projects in recent years and has no programmed capacity projects over the next five years, which suggests that a capital expansion credit is not needed. However, to provide the County with some level of flexibility to use other funds, a 10-percent credit is incorporated. If the County allocates a greater level of non-impact fee funding toward capacity projects in the future, these calculations should be revised.

Net Impact Cost

The net impact cost per functional resident is the difference between the cost component and the credit component. **Table III-6** summarizes the calculation of the net impact cost that amounts to $287 per functional resident.

Table III-6
Net Impact Cost per Functional Resident

Variable	Figure
Total Impact Cost	
Total Impact Cost per Functional Resident(1)	$318.95
Total Revenue Credit	
Capital Expansion Credit Percentage(2)	10%
Capital Expansion Credit Amount per Functional Resident(3)	$31.90
Net Impact Cost	
Net Impact Cost per Functional Resident(4)	**$287.05**

1) Source: Table III-5
2) An estimated 10% credit is provided to give the County the flexibility to use other revenue sources.
3) Capital expansion credit percentage (Item 2) multiplied by total impact cost per functional resident (Item 1)
4) Total impact cost per functional resident (Item 1) less the capital expansion credit amount per functional resident (Item 3)

Calculated Correctional Facilities Impact Fee Schedule

Table III-7 presents the calculated correctional facilities impact fee schedule for both residential and non-residential land uses, based on the net impact cost per functional resident previously presented in Table III-6. The table also presents the current adopted impact fee and the maximum allowable impact fees per Florida Statue 163.31801.

Table III-7

Calculated Correctional Facilities Impact Fee Schedule

ITE LUC	Land Use	Impact Unit	Functional Residents per Unit(1)	Calculated Impact Fee(2)	Current Adopted Impact Fee(3)	Percent Change(4)	F.S. 163.31801 Maximum Impact Fee(5)	Percent Change(6)
	RESIDENTIAL:							
210	Single Family	du	1.73	**$496.60**	$71.99	590%	**$107.98**	50%
220 /221 / 222	Duplex, Townhouse, Condo (1 to 2 stories)	du	1.02	**$292.79**	$65.61	346%	**$98.41**	50%
	Duplex, Townhouse, Condo (3+ stories)	du	1.02	**$292.79**	$43.13	579%	**$64.69**	50%
	Apartment (1 to 2 stories)	du	1.02	**$292.79**	$62.73	367%	**$94.09**	50%
	Apartment (3+ stories)	du	1.02	**$292.79**	$41.25	610%	**$61.87**	50%
240	Mobile Home	du	0.94	**$269.83**	$56.65	376%	**$84.97**	50%
251	Senior Adult Housing (Single Family)	du	1.04	**$298.53**	$71.99	315%	**$107.98**	50%
252	Senior Adult Housing (Multi-Family)	du	0.61	**$175.10**	$41.25	324%	**$61.87**	50%
	TRANSIENT, ASSISSTED, GROUP:							
253	Congregate Care Facility	du	1.01	**$289.92**	$60.52	379%	**$90.78**	50%
310	Hotel	room	1.21	**$347.33**	$20.22	1618%	**$30.33**	50%
320	Motel	room	1.10	**$315.76**	$20.22	1462%	**$30.33**	50%
330	Resort Hotel	room	1.21	**$347.33**	$20.22	1618%	**$30.33**	50%
620	Nursing Home	bed	1.05	**$301.40**	$47.00	541%	**$70.50**	50%
	RECREATION:							
416	RV Park	site	0.45	**$129.17**	$56.65	128%	**$84.97**	50%
420	Marina	berth	0.12	**$34.45**	$11.15	209%	**$16.72**	50%
430	Golf Course	hole	0.80	**$229.64**	$191.83	20%	**$229.64**	20%
445	Movie Theater	screen	4.13	**$1,185.52**	$621.34	91%	**$932.01**	50%
491	Racquet/Tennis Club	court	1.75	**$502.34**	$106.95	370%	**$160.42**	50%
492	Health/Fitness Club	1,000 sf	1.87	**$536.78**	$60.20	792%	**$90.30**	50%
	INSTITUTIONS:							
520	Elementary School (Private)	student	0.10	**$28.71**	$5.20	452%	**$7.80**	50%
522	Middle School (Private)	student	0.09	**$25.83**	$7.33	252%	**$10.99**	50%
525	High School (Private)	student	0.08	**$22.96**	$9.05	154%	**$13.57**	50%
540	University/Junior College (7,500 or fewer students) (Private)	student	0.10	**$28.71**	$4.09	602%	**$6.13**	50%
550	University/Junior College (more than 7,500 students) (Private)	student	0.08	**$22.96**	$7.00	228%	**$10.50**	50%

Table III-7 (Continued)
Calculated Correctional Facilities Impact Fee Schedule

ITE LUC	Land Use	Impact Unit	Functional Residents per Unit(1)	Calculated Impact Fee(2)	Current Adopted Impact Fee(3)	Percent Change(4)	F.S. 163.31801 Maximum Impact Fee(5)	Percent Change(6)
	INSTITUTIONS:							
560	Church	1,000 sf	0.42	**$120.56**	$16.42	634%	**$24.63**	50%
565	Day Care Center	1,000 sf	0.69	**$198.06**	$366.39	-46%	**$198.06**	-46%
	MEDICAL:							
610	Hospital	1,000 sf	1.32	**$378.91**	$45.81	727%	**$68.71**	50%
640	Animal Hospital/Veterinary Clinic	1,000 sf	1.36	**$390.39**	$51.94	652%	**$77.91**	50%
	OFFICE:							
710	General Office less than 10,000 sq ft	1,000 sf	0.67	**$192.32**	$58.30	230%	**$87.45**	50%
	General Office 10,000 sq ft or more	1,000 sf	0.67	**$192.32**	$34.17	463%	**$51.25**	50%
720	Medical Office 10,000 sq ft or less	1,000 sf	0.99	**$284.18**	$57.21	397%	**$85.81**	50%
	Medical Office greater than 10,000 sq ft	1,000 sf	1.38	**$396.13**	$57.21	592%	**$85.81**	50%
750	Office Park	1,000 sf	0.80	**$229.64**	$26.69	760%	**$40.03**	50%
	RETAIL:							
822	Retail/Shopping Center less than 10,000 sfgla	1,000 sfgla	1.97	**$565.49**	$244.00	132%	**$366.00**	50%
	Retail/Shopping Center 10,001 to 39,999 sfgla	1,000 sfgla	1.97	**$565.49**	$160.44	252%	**$240.66**	50%
821	Retail/Shopping Center 40,000 to 100,000 sfgla	1,000 sfgla	2.65	**$760.68**	$160.44	374%	**$240.66**	50%
	Retail/Shopping Center 100,001 to 150,000 sfgla	1,000 sfgla	2.65	**$760.68**	$100.18	659%	**$150.27**	50%
820	Retail/Shopping Center 150,001 to 1,000,000 sfgla	1,000 sfgla	1.85	**$531.04**	$100.18	430%	**$150.27**	50%
	Retail/Shopping Center greater than 1,000,000 sfgla	1,000 sfgla	1.85	**$531.04**	$84.78	526%	**$127.17**	50%
840/841	New/Used Auto Sales	1,000 sf	1.47	**$421.96**	$85.41	394%	**$128.11**	50%
850	Supermarket	1,000 sf	2.27	**$651.60**	$219.85	196%	**$329.77**	50%
851	Convenience Store	1,000 sf	5.26	**$1,509.88**	$468.17	223%	**$702.25**	50%
890	Furniture/Flooring Store	1,000 sf	0.42	**$120.56**	$13.41	799%	**$20.11**	50%
	SERVICES:							
911	Bank/Savings Walk-In	1,000 sf	1.08	**$310.01**	$90.38	243%	**$135.57**	50%
912	Bank/Savings Drive-In	1,000 sf	1.40	**$401.87**	$81.48	393%	**$122.22**	50%
930	Fast Casual Restaurant	1,000 sf	7.62	**$2,187.32**	$432.22	406%	**$648.33**	50%
931	Fine Dining Restaurant	1,000 sf	5.65	**$1,621.83**	$350.75	362%	**$526.12**	50%

Table III-7 (Continued)

Calculated Correctional Facilities Impact Fee Schedule

ITE LUC	Land Use	Impact Unit	Functional Residents per Unit(1)	Calculated Impact Fee(2)	Current Adopted Impact Fee(3)	Percent Change(4)	F.S. 163.31801 Maximum Impact Fee(5)	Percent Change(6)
	SERVICES:							
932	High-Turnover Restaurant	1,000 sf	5.29	**$1,518.49**	$432.22	251%	**$648.33**	50%
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	9.36	**$2,686.79**	$428.40	527%	**$642.60**	50%
942	Automobile Care Center	1,000 sf	1.30	**$373.17**	$66.24	463%	**$99.36**	50%
944	Gas Station w/Convenience Market <2,000 sq ft	fuel pos.	1.32	**$378.91**	$105.67	259%	**$158.50**	50%
945	Gas Station w/Convenience Market 2,000+ sq ft	fuel pos.	1.63	**$467.89**	$105.67	343%	**$158.50**	50%
947	Self-Service Car Wash	wash stall	0.79	**$226.77**	$389.23	-42%	**$226.77**	-42%
948	Automated Car Wash	1,000 sf*	2.65	**$760.68**	$71.32	967%	**$106.98**	50%
	INDUSTRIAL:							
110	General Light Industrial	1,000 sf	0.27	**$77.50**	-	-	**N/A**	-
140	Manufacturing	1,000 sf	0.45	**$129.17**	-	-	**N/A**	-
150	Warehousing	1,000 sf	0.09	**$25.83**	-	-	**N/A**	-
151	Mini-Warehouse	1,000 sf	0.03	**$8.61**	-	-	**N/A**	-

1) Appendix A, Table A-10 for residential land uses and Table A-12 for non-residential land uses.
2) Source: Net impact cost per functional resident from Table III-6 multiplied by the functional residents per unit (Item 1)
3) Source: Brevard County
4) Percent change from current adopted impact fee (Item 3) to the calculated impact fee (Item 2)
5) Maximum impact fee in compliance with 50 percent increase per F.S. 163.31801
6) Percent change from the current adopted impact fee (Item 3) to the F.S. 163.31801 maximum impact fee (Item 5)

*Indicates that the current rate has been converted to a different unit of measure (automated car wash).

Correctional Facilities Impact Fee Schedule Comparison

As part of the work effort in developing Brevard County impact fee schedule, the County's calculated impact fee schedule is compared to the adopted fee schedules of other select Florida counties. **Table III-8** presents this comparison.

Table III-8
Correctional Facilities Impact Fee Schedule Comparison

Land Use	Unit[2]	Brevard County			Polk County[6]	Collier County[7]	Charlotte County[8]	Hendry County[9]
		Calculated[3]	Maximum[4]	Current Adopted[5]				
Date of Last Update		**2026**	**2026**	**2000**	2024	2025	2021	2024
Assessed Portion of Calculated[1]		**N/A**	**N/A**	**100%**	100%	Varies - SF@100%	100%	25%
Residential:								
Single Family (2,000 sf)	du	**$496.60**	**$107.98**	**$71.99**	$662	$578	$284	$97
Non-Residential:								
Office (50,000 sq ft)	1,000 sf	**$192.32**	**$51.25**	**$34.17**	$367	$222	$211	$49
Retail (125,000 sq ft)	1,000 sf	**$760.68**	**$150.27**	**$100.18**	$727	$880	$442	$140
Fast Food Restaurant w/Drive-Thru	1,000 sf	**$2,686.79**	**$642.60**	**$428.40**	$727	$3,106	$1,089	$493

1) Represents the portion of the maximum calculated fee for each respective county that is actually charged. Fee may have been lowered/increased through annual indexing or policy discounts.
2) du = dwelling unit
3) Source: Table III-7
4) Maximum impact fee in compliance with 50 percent increase per F.S. 163.31801
5) Source: Brevard County Planning and Development. Brevard County current policy is to exempt industrial land uses from impact fees.
6) Source: Polk County Building Division. Fast food restaurant w/ drive-thru fee reflects “retail/commercial.”
7) Source: Collier County Growth Management Department. Fees adopted in compliance with 50 percent increase per F.S. 163.31801. Fees shown reflect fully phased fees effective April 1, 2029.
8) Source: Charlotte County Planning and Zoning Department. Fees shown include a 2.55% administration fee
9) Source: Hendry County Planning Department

IV. Library Facilities

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

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

These elements are summarized throughout this section.

Facility Inventory

Brevard County operates 17 libraries throughout the county and owns 14 of these locations. According to the information provided by Brevard County, the inventory associated with library facilities includes 319,400 square feet of buildings and 57 acres of land. **Table IV-1** presents this information.

The cost for buildings is based primarily on cost trends since the last study, estimated cost of planned libraries, information obtained from other Florida jurisdictions for similar facilities, and input from the County. Land values are based primarily on vacant land sales of similarly sized parcels obtained from the Brevard County Property Appraiser and discussions with the County. Appendix B provides additional details on unit cost estimates.

Based on this data and analysis, building value is estimated at $500 per square foot for library buildings. The land value is estimated at $75,000 per acre. Using these cost estimates results in a total library building and land value of approximately $163.9 million; of which, $159.7 million is for buildings and the remaining $4.2 million is for land.

Table IV-1

Library Facilities Building and Land Inventory

Description	Address	Square Feet(1)	Acres(2)	Building Value(3)	Land Value(4)	Total Building and Land Value(5)
Cocoa Beach Library	550 North Brevard Avenue, Cocoa Beach	25,625	3.05	$12,812,500	$228,750	$13,041,250
Catherine Schweinberg Rood Library	308 Forrest Avenue, Cocoa	96,586	5.81	$48,293,000	$435,750	$48,728,750
Dr. Martin Luther King Library	955 E. University Boulevard, Melbourne	9,503	1.05	$4,751,500	$78,750	$4,830,250
Franklin T. DeGroodt Library	6475 Minton Road. S.E., Palm Bay	22,213	4.46	$11,106,500	$334,500	$11,441,000
Melbourne Beach Library	324 Ocean Avenue, Melbourne Beach	14,900	1.33	$7,450,000	$99,750	$7,549,750
Melbourne Library(6)	540 E. Fee Avenue, Melbourne	26,084	4.00	$13,042,000	$300,000	$13,342,000
Mims/Scottsmoor Library(7)	3615 Lionel Road, Mims	8,239	N/A	$4,119,500	N/A	$4,119,500
Palm Bay Library	1520 Port Malabar Boulevard NE, Palm Bay	8,601	3.02	$4,300,500	$226,500	$4,527,000
Port St. John Library	6500 Carole Avenue, Port St. John	16,115	3.11	$8,057,500	$233,250	$8,290,750
Satellite Beach Library	751 Jamaica Boulevard, Satellite Beach	19,623	5.00	$9,811,500	$375,000	$10,186,500
South Mainland/Micco Library	7921 Ron Beatty Boulevard, Micco	10,788	2.33	$5,394,000	$174,750	$5,568,750
Suntree/Viera Library	902 Jordan Blass Drive, Melbourne	14,863	14.56	$7,431,500	$1,092,000	$8,523,500
North Brevard Library	2121 S. Hopkins Avenue, Titusville	29,755	3.94	$14,877,500	$295,500	$15,173,000
West Melbourne Library	2755 Wingate Boulevard, West Melbourne	16,473	5.00	$8,236,500	$375,000	$8,611,500
Total		**319,368**	**56.66**	**$159,684,000**	**$4,249,500**	**$163,933,500**
Building Value per Square Foot(8)				**$500**		
Land Value per Acre(9)					**$75,000**	

1) Source: Brevard County
2) Source: Brevard County
3) Square feet (Item 1) multiplied by building value per square foot (Item 8)
4) Acres (Item 2) multiplied by the estimated land value per acre (Item 9)
5) Sum of building and land value (Items 3 and 4)
6) Although the land is owned by the City, it is dedicated to the County for library services. The building was built by the County and is under the control of the County as long as it provides library services.
7) Land associated with the Mims/Scottsmoor library is owned by the School District and is excluded from the inventory. Community Education Center (5,420 square feet) is also excluded.
8) Source: Appendix B
9) Source: Appendix B

In addition to buildings and land, the Brevard County Library System houses library materials that are owned by the County and are available to the public. Equipment included in this list follows the County's definition of capital assets, which includes items that have a minimum value of $1,000 and five years of useful life. As shown in **Table IV-2**, the total library facilities materials inventory is valued at almost $29.4 million.

Table IV-2

Library Materials and Equipment Inventory

Description	Unit Value(1)	Units(2)	Total Value(3)
Materials			
Books	$25	827,053	$20,676,325
Movies/Documentaries (Dvds)	$28	135,409	$3,791,452
Audio Books, Music CDs,Other A-V	$48	45,935	$2,204,880
Subtotal -- Materials		**1,008,397**	**$26,672,657**
Equipment			
Vehicles and Trailer			
Van 2019 E450 Super Duty Ford	$179,043	1	$179,043
Van 2018 Express 2500 Cargo Chevrolet	$45,000	1	$45,000
Trailer 2020 Utility Continental Cargo	$3,625	1	$3,625
Computers			
Computer	$2,150	3	$6,450
Computer Peripherals			
Appliance Security	$4,500	4	$18,000
Fax machine	$1,129	1	$1,129
Firewall	$7,710	2	$15,420
Generator	$49,100	1	$49,100
IBOSS Web Filter	$14,500	1	$14,500
Network Appliance	$15,200	1	$15,200
Power Connect Switch	$1,250	1	$1,250
Printer	$2,050	7	$14,350
Rackstation	$3,480	1	$3,480
Server	$5,950	7	$41,650
Switch Catalyst	$7,200	20	$144,000
Tester Linkrunner At-2000 Netally	$2,550	1	$2,550
Scanners			
Scanner	$6,100	22	$134,200
Power Supplies			
UPS XPC M90S	$22,550	1	$22,550
APC Smart-UPS X 2000VA Rack/Tower	$2,740	6	$16,440
Router	$4,480	7	$31,360
UPS Smart 3000 LCD APC	$2,740	9	$24,660
UPS Smart X 2000VA APC	$2,740	6	$16,440
UPS SMART X2000 APC	$2,740	2	$5,480
UPS Smart X2000 RACK TOWER APC	$2,740	6	$16,440
UPS Smart X2000VA RCK/TWR LCD APC	$2,740	8	$21,920

Table IV-2 (Continued)

Library Materials and Equipment Inventory

Description	Unit Value(1)	Units(2)	Total Value(3)
Equipment			
Payment Equipment			
Acceptor Coin and Bill Envisionware	$2,580	20	$51,600
Credit Card Machine	$1,125	9	$10,125
People Counters			
Counter People 2D Video Spectrum	$1,470	1	$1,470
Sensor Thermal People Counter Gazelle	$1,470	20	$29,400
Software			
Computer Software Automated Library System	$390,000	1	$390,000
Software Commvault	$32,350	1	$32,350
Software Wi-Fi Authentication And Control System	$36,500	1	$36,500
Additional Technology			
Braille Embosser	$3,495	1	$3,495
Camera	$1,982	2	$3,964
Engraver Laser Cutter	$3,995	1	$3,995
Laminator	$3,462	1	$3,462
Letter Machine	$1,132	1	$1,132
PA System	$1,009	1	$1,009
Projector	$3,400	5	$17,000
Reading Edge	$5,186	2	$10,372
Scribe Duplication System Keystone	$1,900	1	$1,900
Shredder	$2,613	1	$2,613
Television	$3,062	2	$6,124
Video Tape Modular Unit Std VHS	$1,160	1	$1,160
Furniture and Shelving			
Alidade Standard Gurley	$1,084	1	$1,084
Atlas Stand	$1,298	3	$3,894
Book Cart	$1,367	3	$4,101
Book Return/Kingsley	$1,551	1	$1,551
Cabinet	$2,676	9	$24,084
Chair/Table	$1,497	6	$8,982
Circulation Desk	$6,787	1	$6,787
Conference Table	$6,167	1	$6,167
Desk	$1,402	1	$1,402
Desk TV Youth Services Elegance By Design	$8,625	1	$8,625
Dictionary Stand	$1,227	1	$1,227

Table IV-2 (Continued)
Library Materials and Equipment Inventory

Description	Unit Value(1)	Units(2)	Total Value(3)
Equipment			
Furniture and Shelving			
Display Case	$1,696	27	$45,792
Display Shelving	$3,173	1	$3,173
Equipment Rack	$5,658	2	$11,316
Executive Desk	$3,048	2	$6,096
Kiosk Information Oak	$2,618	1	$2,618
Metal Shelving	$32,480	1	$32,480
PA System Portable Sunex	$1,069	1	$1,069
Painting 1920`S Cocoa Beach Mural	$8,431	1	$8,431
Reference Area Desk	$17,342	2	$34,684
Sculpture Silver/Copper	$15,000	1	$15,000
Shelving	$7,434	11	$81,774
Sofa	$1,465	3	$4,395
Storage	$2,978	5	$14,890
Table	$1,836	13	$23,868
Table Café Charging Station	$2,463	3	$7,389
Wall Unit 7Open Box 5Open Cube E&K	$1,664	1	$1,664
Work Station	$3,102	2	$6,204
Workstation Table	$3,776	1	$3,776
Security Gates			
Security Gate	$52,900	17	$899,300
Cleaning & Maintenance Equipment			
Floor Scrubber	$6,000	1	$6,000
Vacuum	$1,800	1	$1,800
Sprayer Airless Linelazer	$4,000	1	$4,000
Subtotal -- Equipment		**318**	**$2,735,531**
Grand Total			**$29,408,188**

1) Source: Brevard County
2) Source: Brevard County
3) Unit value (Item 1) multiplied by units (Item 2)

Service Area and Demand Component

Brevard County provides library facilities and services throughout all of Brevard County. Therefore, the proper service area is countywide. Appendix A, Table A-13, provides the estimated permanent population for 2026 and the projected population through 2040. Library facilities impact fees are charged only to residential land uses. As such, the permanent population per housing unit is used to measure demand from each residential land use, which is presented in Appendix A.

Level of Service

Table IV-3 provides a summary of the current LOS for library buildings and materials in Brevard County. As presented, the County's current LOS is calculated as 0.47 square feet per resident for library buildings, 1.49 items per resident for library materials, and 0.47 equipment items per 1,000 residents.

Table IV-3
Current Achieved Level of Service (2026)

Description	Year 2026			Adopted Level of Service Standard(4)
	Square Feet/ Count(1)	Permanent Population(2)	Achieved Level of Service(3)	
Library Buildings (Square Feet)	319,368	676,449	**0.47**	0.60
Library Materials (Items)	1,008,397		**1.49**	2.16
Library Equipment (per 1,000 Items)	318		**0.47**	-

1) Source: Brevard County
2) Source: Appendix A, Table A-13
3) For library buildings and materials, square feet/items (Item 1) divided by population (Item 2). For library equipment, items divided by countywide population multiplied by 1,000.
4) Source: Brevard County Comprehensive Plan, Capital Improvements Element, Policy 1.3. Library materials adopted level of service standard reflects volumes per capita (2.16).

Brevard County Library System's current achieved LOS was compared to LOS of other counties with similar population levels as well as the suggested State standards, as presented in **Table IV-4**. The Brevard County's current achieved LOS for buildings is below the Florida Library Association's (FLA) recommended essential standard. The current achieved LOS for library materials is lower than the enhanced standards established by the State.

Table IV-4
Level of Service Comparison (2025)

Category	Brevard County (2025)			Average of Other FL Jurisdictions (2025)[4]	FL Public Library Standards[5]
	Square Feet/ Items[1]	Permenant Population[2]	Achieved Level of Service[3]		
Library Buildings	380,981	667,744	0.57	0.35	0.60
Library Physical Materials	982,261	667,744	1.47	1.05	2.00

1) Source: Florida Department of State (Department), Division of Library and Information Services preliminary 2025 Public Library Statistics; square footage includes libraries owned by the cities that are part of the Brevard County Library System
2) Source: Florida Department of State (Department), Division of Library and Information Services preliminary 2025 Public Library Statistics
3) Square feet/items (Item 1) divided by population (Item 2)
4) Source: Florida Department of State (Department), Division of Library and Information Services preliminary 2025 Public Library Statistics. Includes jurisdictions with a service area population of 400,001-900,000.
5) Source: Florida Library Association Standards for Florida Public Libraries 2015. Standards reflect jurisdictions with a service area population of more than 25,000.

Cost Component

The cost component of the study evaluates the cost of capital items, including buildings, land, and materials/equipment. **Table IV-5** provides a summary of all capital costs, which amounts to approximately $193.3 million.

Table IV-5 also presents the cost per resident for the impact fee analysis. The cost per resident is calculated separately for buildings and land, materials, and equipment to reflect the related LOS. As shown, the cost is calculated by multiplying the total building and land value per square foot and total material value per unit by the current LOS of 0.47 square feet per resident for buildings and land, 1.49 material items per resident, and 0.47 for 1,000 equipment items per resident. As shown, these calculations result in $241 per resident for buildings and land, $39 per resident for materials, and $4 per resident for equipment totaling $285 per resident for all library assets considered in the impact fee calculations.

Table IV-5

Total Impact Cost per Resident

Variable	Figure	Percent of Total[21]
Total Capital Asset Value		
Building Value[1]	$159,684,000	83%
Land Value[2]	$4,249,500	2%
Materials and Equipment Value[3]	$29,408,188	15%
Total Capital Asset Value[4]	**$193,341,688**	**100%**
Total Building and Land Value per Resident		
Total Building and Land Value[5]	$163,933,500	
Total Building Square Feet[6]	319,368	
Total Building and Land Value per Square Foot[7]	$513.31	
Achieved Level of Service (Square Feet per Resident)[8]	0.47	
Total Building and Land Value per Resident[9]	**$241.26**	
Materials Value per Resident		
Materials Value[10]	$26,672,657	
Materials (Items)[11]	1,008,397	
Materials Value per Item[12]	$26.45	
Achieved Level of Service (Items per Resident)[13]	1.49	
Materials Value per Resident[14]	**$39.41**	
Equipment Value per Resident		
Equipment Value[15]	$2,735,531	
Equipment Items[16]	318	
Equipment Value per Item[17]	$8,602.30	
Achieved Level of Service (Items per 1,000 Residents)[18]	0.47	
Equipment Value per Resident[19]	**$4.04**	
Total Impact Cost per Resident		
Total Impact Cost per Resident[20]	**$284.71**	

1) Source: Table IV-1
2) Source: Table IV-1
3) Source: Table IV-2
4) Sum of building value, land value, and materials/equipment value (Items 1, 2, and 3)
5) Sum of building value and land value (Items 1 and 2)
6) Source: Brevard County
7) Total building and land value (Item 5) divided by building square feet (Item 6)
8) Source: Table IV-3
9) Total building and land value per square foot (Item 7) multiplied by achieved level of service (Item 8)
10) Source: Table IV-2
11) Source: Brevard County
12) Materials value (Item 10) divided by material items (Item 11)
13) Source: Table IV-3
14) Materials value per item (Item 12) multiplied by achieved level of service (Item 13)

15) Source: Table IV-2
16) Source: Brevard County
17) Equipment value (Item 15) divided by equipment items (Item 16)
18) Source: Table IV-3
19) Equipment value per item (Item 17) multiplied by achieved level of service (Item 18), divided by 1,000
20) Sum of building and land value per resident (Item 9), materials value per resident (Item 14), and equipment value per resident (Item 19)
21) Distribution of capital asset value

Credit Component

To avoid overcharging new development, a review of the capital funding allocation for library facilities is completed. The purpose of this review is to determine any potential non-impact fee revenue generated by future development that is likely to be used for library facilities capacity expansion. The County has not used non-impact fee revenues for capacity projects in recent years and has no programmed capacity projects over the next five years, which suggests that a capital expansion credit is not needed. However, to provide the County with some level of flexibility to use other funds, a 10-percent credit is incorporated. If the County allocates a greater level of non-impact fee funding toward capacity projects in the future, these calculations should be revised.

Net Impact Cost

The net library facilities impact cost per resident is the difference between the cost component and the credit component. **Table IV-6** summarizes the calculation of the net library facilities impact cost per resident. As presented, the net impact cost amounts to approximately $256 per resident.

Table IV-6

Net Impact Cost per Resident

Variable	Figure
Total Impact Cost	
Total Impact Cost per Resident(1)	$284.71
Total Revenue Credit	
Capital Expansion Credit Percent(2)	10%
Capital Expansion Credit per Functional Resident(3)	$28.47
Net Impact Cost	
Net Impact Cost per Resident(4)	**$256.24**

1) Source: Table IV-5
2) An estimated 10% credit is provided to give the County the flexibility to use other revenue sources.
3) Total impact cost per resident (Item 1) multiplied by capital expansion credit percent (Item 2)
4) Total impact cost per resident (Item 1) less capital expansion credit per resident (Item 3)

Calculated Library Facilities Impact Fee Schedule

Table IV-7 presents the calculated library facilities impact fee schedule for Brevard County for residential land uses, based on the net impact cost per resident previously presented in Table IV-6. The table also presents the current adopted impact fee and the maximum allowable impact fees per Florida Statue 163.31801.

Table IV-7

Calculated Library Facilities Impact Fee Schedule

ITE LUC	Land Use	Impact Unit	Residents per Unit(1)	Calculated Impact Fee(2)	Current Adopted Impact Fee(3)	Percent Change(4)	F.S. 163.31801 Maximum Impact Fee(5)	Percent Change(6)
	RESIDENTIAL:							
210	Single Family	du	2.38	**$609.85**	$63.84	855%	**$95.76**	50%
220/221/222	Duplex, Townhome, Condo	du	1.40	**$358.74**	$55.39	548%	**$83.08**	50%
	Apartment	du	1.40	**$358.74**	$37.91	846%	**$56.86**	50%
240	Mobile Home	du	1.30	**$333.11**	$46.45	617%	**$69.67**	50%
251	Senior Adult Housing (Single Family)	du	1.43	**$366.42**	$63.84	474%	**$95.76**	50%
252	Senior Adult Housing (Multi-Family)	du	0.84	**$215.24**	$37.91	468%	**$56.86**	50%

1) Source: Appendix A, Table A-2
2) Residents per unit (Item 1) multiplied by net impact cost per resident from Table IV-6
3) Source: Brevard County
4) Percent change from current adopted impact fee (Item 3) to the calculated impact fee (Item 2)
5) Maximum impact fee in compliance with 50 percent increase per F.S. 163.31801
6) Percent change from the current adopted impact fee (Item 3) to the F.S. 163.31801 maximum impact fee (Item 5)

Note: Current adopted impact fee for senior adult housing (multi-family) reflects apartment fee.

Library Facilities Impact Fee Schedule Comparison

As part of the work effort in updating Brevard County's library facilities impact fee program, a comparison of the County's calculated library facilities impact fee schedule to fees schedules of other select Florida counties was completed. **Table IV-8** presents this comparison.

Table IV-8
Library Facilities Impact Fee Schedule Comparison

Land Use	Unit[2]	Brevard County			Indian River County[6]	St. Lucie County[7]	Seminole County[8]	Polk County[9]	Pasco County[10]
		Calculated[3]	Maximum[4]	Current Adopted[5]					
Date of Last Update		**2026**	**2026**	**2000**	2025	2022	2021	2024	2002
Assessed Portion of Calculated[1]		**N/A**	**N/A**	**29%**	N/A	Varies-SF@100%	100%	100%	100%
Residential:									
Single Family (2,000 sf)	du	**$609.85**	**$95.76**	**$63.84**	$543	$396	$395	$188	$145
Multi-Family (1,300 sf)	du	**$358.74**	**$56.86**	**$37.91**	$309	$296	$269	$141	$97
Mobile Home (1,300 sf)	du	**$333.11**	**$69.67**	**$46.45**	$376	$254	$280	$129	$97

1) Represents the portion of the maximum calculated fee for each respective county that is actually charged. Fee may have been lowered/increased through annual indexing or policy discounts.
2) du = dwelling unit
3) Source: Table IV-7
4) Maximum impact fee in compliance with 50 percent increase per F.S. 163.31801
5) Source: Brevard County
6) Source: Indian River County Impact Fee Draft Study, September 2025. Fees shown are not yet adopted.
7) Source: St. Lucie County Planning & Development Services Department. Multi-family fee shown reflects fee for 3+ stories.
8) Source: Seminole County Development Services
9) Source: Polk County Building & Construction Department
10) Source: Pasco County Municode, Chapter 1300, Section 1302, 1302.5

V. Solid Waste

This section addresses the analysis used in updating the solid waste facilities impact fee. Several elements addressed in the section include:

- Facility Inventory
- Service Area and Demand Component
- Cost Component
- Credit Component
- Net Impact Cost
- Calculated Solid Waste Facilities Impact Fee Schedule
- Solid Waste Facilities Impact Fee Schedule Comparison

These elements are summarized throughout this section.

Facility Inventory

Solid waste impact fees are not very common and there is limited literature. Solid waste operations are typically an Enterprise Fund and tend to be funded through assessments, tipping fees, and other similar charges. In addition, the landfill component is used by both existing and new growth on a continuous basis, and new landfills need to be constructed even without any new growth. Because of this, it is difficult to establish dual rational nexus that is directly tied to new growth. In this study, the impact fee calculations are based on the transfer stations, recycling and mulching facilities, hazardous waste storage facilities, and other similar structures which tend to be added/expanded with additional growth.

The County's current solid waste impact fee was last updated in 1991, through a study that addressed both the solid waste rate structure and impact fees. The 1991 study included a portion of the landfill assets in the impact fee calculations, which was balanced with the calculated rate levels. Because this update study addresses only the impact fee component, the inventory includes only those facilities that are directly related to growth and creates a more conservative impact fee. If the County decides to adopt this update study, it is recommended that a separate rate study is conducted to calculate the necessary solid waste rates to incorporate the entire capital cost associated with the landfills.

Brevard County Solid Waste Management Department has two landfill sites and operates transfer stations, recycling and mulching facilities, household hazardous waste collection facilities, among others, throughout the County across approximately 78 acres of land. The Titusville Transfer Station is being replaced with a new facility, which is expected to be operational in July 2026, which is included in the inventory. The County intends to shut down and sell the original facility, and therefore it is excluded from the inventory. The inventory that is directly related to the new growth is summarized in **Table V-1**.

The facility values are based on the recently built facilities, cost trends since the last impact fee study, and insurance values. The land values are based on the land values of existing properties, vacant land values, and recent vacant land sales. A more detailed explanation is provided in Appendix B. Based on this data and analysis, total facility value is estimated at $57.24 million. The land value is estimated at $35,000 per acre. Using these cost estimates results in a total solid waste facilities building and land value of approximately $60 million; of which, $3 million is for land and the remaining $57 million is for buildings.

Table V-1
Solid Waste Building and Land Inventory(1)

Facility Description	Address	Acres(1)	Facility Value(2)	Land Value(3)	Total Building & Land Value(4)
Titusville Transfer Station Replacement	3600 South Street, Titusville	32.00	$21,800,000	$1,120,000	$22,920,000
Mockingbird Way Mulching Facility			$2,400,000		$2,720,000
Storage Facility			$320,000		
Sarno Transfer Station	3379 Sarno Road, Melbourne	17.32	$21,800,000	$606,200	$23,196,200
Sarno Hazardous Facility Waste Facility			$790,000		
Central Disposal Facility: Scale House	2060 Adamson Road, Cocoa	1.60	$3,300,000	$56,000	$3,356,000
Hazardous Waste Storage		3.00	$360,000	$105,000	$465,000
Central Disposal Facility: Vehicle Maintenance Building		3.50	$2,700,000	$122,500	$2,822,500
Central Disposal Facility: Fuel Storage and Pump Station		1.40	$500,000	$49,000	$549,000
Central Disposal Facility: Fuel Island		N/A	$200,000	N/A	$200,000
Central Disposal Facility: Operations Office		2.50	$900,000	$87,500	$987,500
Central Disposal Facility: Yard Waste Mulching		15.00	$2,100,000	$525,000	$2,625,000
Hazardous Materials Building Storage		2.00	$70,000	$70,000	$140,000
Total		**78.32**	**$57,240,000**	**$2,741,200**	**$59,981,200**
Land Value per Acre(5)				**$35,000**	

1) Source: Brevard County
2) Source: Appendix B
3) Acres (Item 1) multiplied by the land value per acre (Item 5)
4) Sum of facility value (Item 2) and land value (Item 3)
5) Source: Appendix B

Service Area and Demand Component

Solid waste facilities are provided on a countywide basis, and as such, a countywide service area is utilized.

In this technical study, the current 2026 weighted and functional population estimates are used. Because simply using weighted (permanent, plus weighted seasonal) population estimates does not fully address daily workers and visitors who also benefit from solid waste services, the "functional" weekly 24-hour population approach is used to establish a common unit of demand across different land uses. Functional population accounts for residents, visitors, and workers traveling in and out of the service area throughout the day and calculates the presence of population at the different land uses during the day, which represents the demand component of the impact fee equation. Appendix A provides further detail on the population analysis conducted.

Cost Component

The cost component of the study evaluates the cost of all capital assets, including buildings and land. **Table V-2** provides a summary of all capital costs for solid waste facilities. The total capital asset value for solid waste facilities amounts to approximately $60 million. The County is using a bond issue with outstanding debt service to fund the new Titusville Transfer Station project. There will contributions from the impact fee account to fund the expansion portion of this project. These amounts are excluded from the total capital asset value resulting in a net capital asset value of $50.1 million.

In addition, Table V-2 also provides solid waste impact cost per functional resident. As shown, this calculation amounts to $75 per functional resident for solid waste facilities.

Table V-2

Total Impact Cost per Functional Resident

Description	Figure	Percent of Total[8]
Building Value[1]	$57,240,000	95%
Land Value[2]	$2,741,200	5%
Total Capital Asset Value[3]	**$59,981,200**	**100%**
Less: Portion Not Yet Owned[4]	$9,881,000	
Net Capital Asset Value[5]	**$50,100,200**	
2026 Functional Population[6]	666,506	
Total Impact Cost per Functional Resident[7]	**$75.17**	

1) Source: Table V-1
2) Source: Table V-1
3) Sum of the building value (Item 1) and land value (Item 2)
4) Source: Brevard County. Portion of Titusville Transfer Station Replacement Project to be repaid with future impact fee revenues.
5) Total capital asset value (Item 3) less the portion not yet owned (Item 4)
6) Source: Appendix A, Table A-9
7) Net capital asset value (Item 5) divided by the 2026 functional population (Item 6)
8) Distribution of asset value

Credit Component

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

<u>Capital Expansion "Cash" Credit</u>

To calculate the capital expansion "cash" credit per functional resident, funding sources used over the past five years are reviewed. Between FY 2022 and FY 2026, the County has allocated an average annual non-impact fee funding of $125,800 towards the expansion portions of Titusville Transfer Station and Mockingbird Way Pad expansion projects utilizing revenues from the operating funds. The annual capital expansion expenditures were divided by the average annual functional residents for the same period to calculate the average annual capital expansion credit per functional resident. As presented in **Table V-3**, the result is approximately $0.20 per functional resident for solid waste facilities.

Table V-3
Capital Expansion "Cash" Credit

Description[1]	FY 2022 to FY 2026
Operating Funds	
Titusville Transfer Station Replacement and Mockingbird Way Pad Expansion	$628,888
Total Capital Expansion "Cash" Expenditures	**$628,888**
Average Annual Capital Expansion Expenditures[2]	$125,778
Average Annual Functional Population[3]	643,520
Annual Capital Expansion "Cash" Expenditures per Functional Resident[4]	**$0.20**

1) Source: Brevard County
2) Average annual capital expansion expenditures over the 5-year period
3) Source: Appendix A, Table A-9
4) Average annual capital expansion expenditures (Item 2) divided by the average annual functional population (Item 3)

Capital Expansion "Debt Service" Credit

Any outstanding bond issues/promissory notes related to the expansion of solid waste facilities will also result in a credit to the impact fee. Brevard County uses the Solid Waste System Revenue Funds, Series 2016 and 2023, and a Commercial Paper Loan to fund several expansionary projects such as the new Titusville Transfer Station project. The outstanding payments are divided by the functional population during the same period to determine the debt service credit per functional resident. **Table V-4** presents these calculations. The resulting credit for the solid waste facilities related debt is approximately $9 per functional resident

Table V-4
Capital Expansion "Debt Service" Credit

Description	Funding Source[1]	Number of Remaining FY Payments[2]	Total Remaining Debt Service[3]	Present Value of Payments Remaining[4]	Average Annual Functional Population[5]	Debt Service Credit per Functional Resident[6]
Capacity Projects						
2025 Commercial Paper Loan	Non-Ad Valorem Assessments	N/A	$2,241,134	$2,241,134	666,506	$3.36
Series 2023 - Solid Waste System Revenue Funds	Non-Ad Valorem Assessments	27	$674,009	$344,023	752,113	$0.46
Series 2016 - Solid Waste Management System Revenue Bond	Non-Ad Valorem Assessments	4	$3,458,825	$3,260,786	688,451	$4.74
Total Debt Service Credit per Functional Resident						**$8.56**

1) Source: Brevard County
2) Source: Brevard County
3) Source: Brevard County
4) Total value of remaining payments in 2027 dollars
5) Source: Appendix A, Table A-9
6) Present value of payments remaining (Item 4) divided by the average annual functional population during the remaining periods (Item 5)

Net Impact Cost

The net impact cost per functional resident is the difference between the cost and credit components. **Table V-5** summarizes the calculation of the net impact cost for the solid waste facilities impact fee. As presented, the net impact cost amounts to approximately $64 per functional resident.

Table V-5

Net Impact Cost per Functional Resident

Variable	Figure
Total Impact Cost	
Total Impact Cost per Functional Resident[(1)]	$75.17
Total Revenue Credit	
Annual Capital Expansion "Cash" Credit per Functional Resident[(2)]	$0.20
Capitalization Rate	4.5%
Capitalization Period (in years)	25
Capital Expansion "Cash" Credit per Functional Resident[(3)]	$2.97
Capital Expansion "Debt Service" Credit per Functional Resident[(4)]	$8.56
Total Capital Expansion Credit per Functional Resident[(5)]	**$11.53**
Net Impact Cost	
Net Impact Cost per Functional Resident[(6)]	**$63.64**

1) Source: Table V-2
2) Source: Table V-3
3) Annual capital expansion "cash" credit per functional resident (Item 2) over a 25-year period with a capitalization rate of 4.5%. The capitalization rate is based on information provided by Brevard County.
4) Source: Table V-4
5) Sum of capital expansion "cash" credit (Item 3) and capital expansion "debt service" credit (Item 4) per functional resident
6) Total impact cost per functional resident (Item 1) less total capital expansion credit per functional resident (Item 5)

Solid Waste Facilities Impact Fee Schedule

Table V-6 presents the solid waste facilities impact fee schedule for residential and non-residential land uses, based on the net impact cost per resident presented in Table V-5. The table also presents the current adopted impact fee and the maximum allowable impact fees per Florida Statue 163.31801 for residential land uses. As mentioned previously, the current adopted fee includes a portion of capital costs associated with landfills while the calculated fee is based only on facilities that are directly related to new growth. At this time, Brevard County calculates the solid waste impact fee for non-residential land uses on a case-by-case basis based on similar facilities. As such, a comparison for these fees was not available.

Table V-6
Calculated Solid Waste Facilities Impact Fee Schedule

ITE LUC	Land Use	Impact Unit	Functional Residents per Unit(1)	Calculated Impact Fee(2)	Current Adopted Impact Fee(3)	Percent Change(4)	F.S. 163.31801 Maximum Impact Fee(5)	Percent Change(6)
	RESIDENTIAL:							
210	Single Family	du	1.73	**$110.10**	$160	-31%	**$110.10**	-31%
220	Multi-Family	du	1.02	**$64.91**	$120	-46%	**$64.91**	-46%
240	Mobile Home on a Single Lot	du	0.94	**$59.82**	$160	-63%	**$59.82**	-63%
	Mobile Home Park	du	0.94	**$59.82**	$120	-50%	**$59.82**	-50%
251	Senior Adult Housing (Single Family)	du	1.04	**$66.19**	$160	-59%	**$66.19**	-59%
252	Senior Adult Housing (Multi-Family)	du	0.61	**$38.82**	$120	-68%	**$38.82**	-68%
	TRANSIENT, ASSISSTED, GROUP:							
253	Congregate Care Facility	du	1.01	**$64.28**	**	-	**	-
310	Hotel	room	1.21	**$77.00**	**	-	**	-
320	Motel	room	1.10	**$70.00**	**	-	**	-
330	Resort Hotel	room	1.21	**$77.00**	**	-	**	-
620	Nursing Home	bed	1.05	**$66.82**	**	-	**	-
	RECREATION:							
416	RV Park	site	0.45	**$28.64**	**	-	**	-
420	Marina	berth	0.12	**$7.64**	**	-	**	-
430	Golf Course	hole	0.80	**$50.91**	**	-	**	-
445	Movie Theater	screen	4.13	**$262.83**	**	-	**	-
491	Racquet/Tennis Club	court	1.75	**$111.37**	**	-	**	-
492	Health/Fitness Club	1,000 sf	1.87	**$119.01**	**	-	**	-
	INSTITUTIONS:							
520	Elementary School (Private)	student	0.10	**$6.36**	**	-	**	-
522	Middle School (Private)	student	0.09	**$5.73**	**	-	**	-
525	High School (Private)	student	0.08	**$5.09**	**	-	**	-
540	University/Junior College (7,500 or fewer students) (Private)	student	0.10	**$6.36**	**	-	**	-
550	University/Junior College (more than 7,500 students) (Private)	student	0.08	**$5.09**	**	-	**	-
560	Church	1,000 sf	0.42	**$26.73**	**	-	**	-
565	Day Care Center	1,000 sf	0.69	**$43.91**	**	-	**	-
	MEDICAL:							
610	Hospital	1,000 sf	1.32	**$84.00**	**	-	**	-
640	Animal Hospital/Veterinary Clinic	1,000 sf	1.36	**$86.55**	**	-	**	-

Table V-6 (Continued)
Calculated Solid Waste Facilities Impact Fee Schedule

ITE LUC	Land Use	Impact Unit	Functional Residents per Unit(1)	Calculated Impact Fee(2)	Current Adopted Impact Fee(3)	Percent Change(4)	F.S. 163.31801 Maximum Impact Fee(5)	Percent Change(6)
	OFFICE:							
710	Office	1,000 sf	0.67	**$42.64**	**	-	**	-
720	Medical Office 10,000 sq ft or less	1,000 sf	0.99	**$63.00**	**	-	**	-
	Medical Office greater than 10,000 sq ft	1,000 sf	1.38	**$87.82**	**	-	**	-
750	Office Park	1,000 sf	0.80	**$50.91**	**	-	**	-
	RETAIL:							
822	Retail/Shopping Center less than 40,000 sfgla	1,000 sfgla	1.97	**$125.37**	**	-	**	-
821	Retail/Shopping Center 40,000 to 150,000 sfgla	1,000 sfgla	2.65	**$168.65**	**	-	**	-
820	Retail/Shopping Center greater than 150,000 sfgla	1,000 sfgla	1.85	**$117.73**	**	-	**	-
840/841	New/Used Auto Sales	1,000 sf	1.47	**$93.55**	**	-	**	-
850	Supermarket	1,000 sf	2.27	**$144.46**	**	-	**	-
851	Convenience Store	1,000 sf	5.26	**$334.75**	**	-	**	-
890	Furniture/Flooring Store	1,000 sf	0.42	**$26.73**	**	-	**	-
	SERVICES:							
911	Bank/Savings Walk-In	1,000 sf	1.08	**$68.73**	**	-	**	-
912	Bank/Savings Drive-In	1,000 sf	1.40	**$89.10**	**	-	**	-
930	Fast Casual Restaurant	1,000 sf	7.62	**$484.94**	**	-	**	-
931	Fine Dining Restaurant	1,000 sf	5.65	**$359.57**	**	-	**	-
932	High-Turnover Restaurant	1,000 sf	5.29	**$336.66**	**	-	**	-
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	9.36	**$595.67**	**	-	**	-
942	Automobile Care Center	1,000 sf	1.30	**$82.73**	**	-	**	-
944	Gas Station w/Convenience Market <2,000 sq ft	fuel pos.	1.32	**$84.00**	**	-	**	-
945	Gas Station w/Convenience Market 2,000+ sq ft	fuel pos.	1.63	**$103.73**	**	-	**	-
947	Self-Service Car Wash	wash stall	0.79	**$50.28**	**	-	**	-
948	Automated Car Wash	1,000 sf	2.65	**$168.65**	**	-	**	-
	INDUSTRIAL:							
110	General Light Industrial	1,000 sf	0.27	**$17.18**	**	-	**	-
140	Manufacturing	1,000 sf	0.45	**$28.64**	**	-	**	-
150	Warehousing	1,000 sf	0.09	**$5.73**	**	-	**	-
151	Mini-Warehouse	1,000 sf	0.03	**$1.91**	**	-	**	-

1) Source: Appendix A, Table A-10 for residential land uses and Table A-12 for non-residential land uses

2) Source: Net impact cost per functional resident from Table V-5 multiplied by the functional residents per unit (Item 1)
3) Source: Brevard County
4) Percent change from current adopted impact fee (Item 3) to the calculated impact fee (Item 2)
5) Maximum impact fee in compliance with 50 percent increase per F.S. 163.31801
6) Percent change from the current adopted impact fee (Item 3) to the F.S. 163.31801 maximum impact fee (Item 5)

** Individually calculated on a project-by-project basis

Solid Waste Facilities Impact Fee Schedule Comparison

As part of the work effort in updating Brevard County's solid waste facilities impact fee schedule, the County's calculated and adopted impact fee schedules were compared to the adopted fee schedules of select Florida jurisdictions. **Table V-7** presents this comparison.

Table V-7
Solid Waste Facilities Impact Fee Comparison

Land Use	Unit[2]	Brevard County		City of North Port[5]	Indian River County[6]
		Calculated[3]	Current Adopted[4]		
Date of Last Update		**2026**	**2000**	2022	2005
Adoption Percentage[1]		**N/A**	**100%**	100%	N/A
Residential:					
Single Family (2,000 sf)	du	**$110.10**	**$160.00**	$399	$75
Non-Residential:					
Light Industrial	1,000 sf	**$17.18**	**	$845	$75
Office	1,000 sf	**$42.64**	**	$463	$94
Retail (125,000 sf)	1,000 sf	**$168.65**	**	$984	$319

1) Represents the portion of the maximum calculated fee for each respective county that is actually charged.
2) du = dwelling unit
3) Source: Table V-6
4) Source: Brevard County. Brevard County calculates solid waste fees for non-residential land uses individually for each proposed development.
5) Source: Code of the City of North Port, Chapter 58-Planning and Development, Article III.-Impact Fees
6) Source: Indian River County. Fees are currently suspended

** Individually calculated on a project-by-project basis

VI. Transportation

This section summarizes the analysis used to develop Brevard County's transportation impact fee schedule and includes the following subsections:

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

As mentioned previously, the methodology used for the impact fee study follows a consumption-based approach. In the case of transportation impact fees, new development is charged based upon the proportion of vehicle-miles of travel (VMT) that each unit of new development is expected to consume of the transportation network.

Under this methodology, the fees assess a proportionate share cost for the entire transportation network in the county, including classified City, County and State roadways, with the exception of local/neighborhood roads and interstate highways/toll facilities. Generally, neighborhood roads are the obligation of the developers and are part of the site/subdivision approvals. Toll facilities are funded by toll revenues through Florida Turnpike Enterprise or local toll authorities and interstate highways are funded with earmarked federal and statewide strategic intermodal systems funds and planned for at the state level with minimal local input and funding.

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

[Demand x Cost] – Credit = Fee

The "demand" for travel placed on a transportation system is expressed in units of Vehicle-Miles of Travel (VMT) (daily vehicle-trip generation rate x the trip length (in miles) x the percent new trips [of total trips] for each land use contained in the impact fee schedule. Trip generation represents the average daily rates to provide a stable measure of new development's impact.

The “cost” of building new capacity typically is expressed in units of dollars per vehicle-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 a lane-mile of capacity that is directly related to the amount of capacity consumed by each unit of land use contained in the impact fee schedule, that is not paid for by future tax revenues generated by the new development. These credits are required under the supporting case law for the calculation of impact fees where a new development activity must be reasonably assured that they are not paying, or being charged, twice for the same level of service.

Demand Component

Travel Demand

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

- Number of daily trips generated (Trip Generation Rate = TGR)
- Average length of those trips (Trip Length = TL)
- Proportion of travel that is new travel, rather than travel that is already traveling on the road system and is captured by new development (Percent New Trips = PNT)
- Interstate/toll facility adjustment factor

Trip characteristics variables were obtained primarily from two sources:

- Trip characteristics studies previously conducted throughout Florida (Florida Studies Database). This database was used to determine trip length, percent new trips, and the trip generation rate for several land uses.
- Institute of Transportation Engineers’ (ITE) Trip Generation reference report (12th Edition), which is used primarily for trip generation rates.

Interstate and Toll Facility Adjustment Factor

This variable is used to recognize that interstate highway and toll facility improvements are funded using earmarked State and Federal funds and toll revenues. 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[1] file was generated using the Central Florida Regional Planning Model (CFRPM) v7. A select zone analysis was run for all traffic analysis zones located within Brevard County to differentiate trips with an origin and/or destination within the county versus trips that simply passed through the county.

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

Based on the information from the CFRPM, the interstate and toll (I/T) facility adjustment factor is calculated at 35.0 percent. After being reduced by this factor, the final VMT used in the fee calculations is representative of only the transportation facilities that are eligible to be funded by impact fees. Appendix D, Table D-1 provides further detail on this calculation.

Cost Component

<u>County Roadway Cost</u>

This section examines the right-of-way (ROW), construction and other cost components associated with county roads with respect to transportation capacity expansion improvements in Brevard County. For this purpose, recent bid data for recently completed/ongoing local projects and recent construction bid data from roadway projects throughout Florida were used to identify and provide supporting cost data for county roadway improvements. The cost for each roadway capacity project was separated into four phases: design, construction/engineering inspection (CEI), ROW, and construction.

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

Design and CEI

The design cost factor for county roads is estimated as a percentage of the construction cost per lane mile. This factor is determined based on a review of design-to-construction cost ratios from local improvements and from other jurisdictions throughout Florida. For purposes of this study, the design cost for county roads is estimated as **six (6) percent** of the construction cost per lane mile based on local projects. Additional details are provided in Appendix E, Tables E-2 and E-3.

The CEI cost factor for county roads is estimated as a percentage of the construction cost per lane mile. This factor is determined based on a review of CEI-to-construction cost ratios from local improvements and from other jurisdictions throughout Florida. For purposes of this study, the CEI cost for county roads is estimated as **nine (9) percent** of the construction cost per lane mile, which reflects the local cost factors. Additional details are provided in Appendix E, Tables E-10 and E-11.

Right-of-Way

The ROW cost reflects the total cost of the acquisitions along a corridor that were necessary to have sufficient cross-section width to widen an existing road or, in the case of new construction, to build a new road. This factor was determined through a review of recent ROW-to-construction ratios observed in Brevard County (average of 54 percent with a range of 18 percent to 140 percent) and in other jurisdictions throughout Florida (average of 33 percent). For purposes of the transportation impact fee calculation, a **35 percent** ROW-to-construction factor was used for county roadways based on these datasets and input from Brevard County. Additional details are provided in Appendix E, Tables E-4 and E-5.

Construction

The construction cost for county roads was based on a review of local and statewide projects. A review of recent/ongoing projects and future estimates identified three (3) improvements with construction costs ranging from $5.5 million per lane mile to $19.0 million per lane-mile, with a weighted average cost of approximately $16.6 million per lane mile. Additional details are provided in Appendix E, Table E-6.

In addition to local projects, recent improvements from other counties in Florida were reviewed. This review included over 210 lane miles of lane addition and new road construction improvements throughout the state, averaging $5.3 million per lane mile for construction. When improvements in suburban/rural counties (similar to Brevard County) were isolated, the average construction cost was approximately $4.7 million per lane mile. Additional details are provided in Appendix E, Table E-7.

Based on this review and discussions with Brevard County, a roadway construction cost of **$8.0 million** per lane mile (curb and gutter design) was used in the transportation impact fee calculation for county roads. This reflects a conservative estimate when compared to the recent local projects.

To determine the cost per lane mile for county roads with rural-design characteristics (open drainage), the relationship between urban and rural roadway costs from the FDOT District 7[2] Long Range Estimates (LRE) was reviewed. Based on those estimates, the cost for a roadway with rural-design characteristics was estimated at approximately 74 percent of the costs for a roadway with urban-design characteristics. Additional detail is provided in Appendix E, Table E-1.

As shown in **Table VI-1** a total county road cost of $11.5 million per lane mile was used in the transportation impact fee calculation.

Table VI-1
Estimated Total Cost per Lane Mile for County Roads

Cost Phase	Cost per Lane Mile		
	Curb & Gutter (Urban) Design	Open Drainage (Rural) Design(5)	Weighted Average(6)
Design(1)	$480,000	$355,000	$459,000
Right-of-Way(2)	$2,800,000	$2,072,000	$2,676,000
Construction(3)	**$8,000,000**	$5,920,000	$7,646,000
CEI(4)	$720,000	$533,000	$688,000
Total Cost	**$12,000,000**	**$8,880,000**	**$11,469,000**
Lane Mile Distribution(7)	83%	17%	100%

1) Design cost is estimated at 6% of construction costs
2) Right-of-Way cost is estimated at 35% of construction costs
3) Source: Based on Appendix E, Tables E-6 and E-7
4) CEI cost is estimated at 9% of construction costs
5) Open drainage costs are estimated at 74% of the curb and gutter costs (Appendix E, Table E-1)
6) Design, right-of-way, construction, and CEI phase costs for curb and gutter and open drainage projects are weighted by the lane mile distribution (Item 7)
7) Source: Appendix E, Table E-12; Items (c) and (d)

Note: All figures rounded to nearest $000

State Roadway Cost

This section examines the right-of-way, construction and other cost components associated with state roads with respect to transportation capacity expansion improvements in Brevard County.

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

For this purpose, recent bid data for recently completed/ongoing local projects and recent construction bid data from roadway projects throughout Florida were used to identify and provide supporting cost data for state roadway improvements. The cost for each roadway capacity-expansion project was separated into four phases: design, CEI, ROW, and construction.

Design and CEI

The design and CEI cost factors for state roads were estimated as a percentage of the construction cost per lane mile. These factors were determined based on a review of design/CEI-to-construction cost ratios from other jurisdictions throughout Florida. For purposes of this study, design and CEI costs for state roads were each estimated at **11 percent** of construction phase costs. Additional details are provided in Appendix E, Tables E-3 (design) and E-11 (CEI).

Right-of-Way

Given the limited data on ROW costs for state roads in Brevard County and based on experience in other jurisdictions, the ROW cost factor for county roads was also applied to state roads. Using this ROW-to-construction ratio of **35 percent**, the ROW cost for state roads is approximately $3.3 million per lane mile (urban design).

Construction

The construction cost for state roads was based on a review of local and statewide projects. A review of recent/ongoing projects and future estimates identified three (3) improvements in Brevard County with construction costs ranging from $5.1 million to $15.6 million per lane-mile, with a weighted average cost of approximately $9.8 million per lane mile. Additional details are provided in Appendix E, Table E-8.

In addition to local projects, recent improvements from other counties in Florida were reviewed. This review included approximately 373 lane miles of lane addition and new road construction improvements with a weighted average construction cost of approximately $6.9 million per lane mile. However, when more recent improvements (2020+) located in suburban/rural counties (similar to Brevard County) were evaluated, the average construction cost increases to $9.5 million per lane mile. Additional details are provided in Appendix E, Table E-9.

Based on this review and discussions with Brevard County, a roadway construction cost of **$9.5 million** per lane mile was used in the transportation impact fee calculation for state roads.

To determine the cost per lane mile for state roads with rural-design characteristics (open drainage), the relationship between urban and rural roadway costs from the FDOT District 7[3] Long Range Estimates (LRE) was reviewed. Based on those estimates, the cost for a roadway with rural-design characteristics was estimated at approximately 74 percent of the costs for a roadway with urban-design characteristics. Additional details are provided in Appendix E, Table E-1.

As shown in **Table VI-2** a total state cost of $12.2 million per lane mile was used in the transportation impact fee calculation.

Table VI-2
Estimated Total Cost per Lane Mile for State Roads

Cost Phase	Cost per Lane Mile		
	Curb & Gutter (Urban) Design	Open Drainage (Rural) Design[5]	Weighted Average[6]
Design[1]	$1,045,000	$773,000	$855,000
Right-of-Way[2]	$3,325,000	$2,461,000	$2,720,000
Construction[3]	**$9,500,000**	$7,030,000	$7,771,000
CEI[4]	$1,045,000	$773,000	$855,000
Total Cost	**$14,915,000**	**$11,037,000**	**$12,201,000**
Lane Mile Distribution[7]	30%	70%	100%

1) Design cost is estimated at 11% of construction costs
2) Right-of-Way cost is estimated at 35% of construction costs
3) Source: Based on Appendix E, Tables E-8 and E-9
4) CEI cost is estimated at 11% of construction costs
5) Open drainage costs are estimated at 74% of the curb and gutter costs (Appendix E, Table E-1)
6) Design, right-of-way, construction, and CEI phase costs for curb and gutter and open drainage projects are weighted by the lane mile distribution (Item 7)
7) Source: Appendix E, Table E-12; Items (e) and (f)

Note: All figures rounded to nearest $000

Summary of Costs (Blended Cost Analysis)

The weighted average cost per lane mile for county and state roads is presented in **Table VI-3**. The resulting weighted average cost of approximately $11.7 million per lane mile was utilized as the unit cost input in the calculation of the transportation impact fee schedule. The weighted average cost per lane mile includes county and state roads and is based on the lane-mile distribution from the Space Coast Transportation Planning Organization's (TPO) Long Range Transportation Plan (LRTP) as presented in Appendix E, Table E-12.

[3] Similar data was not available for FDOT District 5

Table VI-3

Estimated Cost per Lane Mile for County and State Roadway Projects

Cost Phase	County Roads(1)	State Roads(2)	County and State Roads(3)
Design	$459,000	$855,000	**$598,000**
Right-of-Way	$2,676,000	$2,720,000	**$2,691,000**
Construction	$7,646,000	$7,771,000	**$7,690,000**
CEI	$688,000	$855,000	**$746,000**
Total Cost	**$11,469,000**	**$12,201,000**	**$11,725,000**
Lane Mile Distribution(4)	65%	35%	100%

1) Source: Table V-1
2) Source: Table V-2
3) County/State roadway lane miles construction distribution (Item 4) multiplied by the individual cost components and added together to develop a weighted average cost per lane-mile
4) Source: Appendix E, Table E-12 ; Items (a) and (b)

Vehicle-Miles of Capacity Added per Lane Mile

An additional component of the transportation impact fee equation is the capacity added per lane-mile of roadway constructed. The vehicle-miles of capacity (VMC) is an estimate of capacity added per lane mile from planned improvements in Brevard County as documented in the Space Coast TPO's 2050 LRTP (cost feasible plan). As shown in **Table VI-4**, each lane mile will add approximately 8,000 VMC.

Table VI-4

Weighted Average Capacity Added per Lane Mile

Road Type	Lane Miles Added(1)	Vehicle-Miles of Capacity Added(1)	VMC Added per Lane Mile(2)
County Roads	56.64	471,080	**8,317**
State Roads	30.82	232,135	**7,532**
Total	**87.46**	**703,215**	
Weighted Average VMC Added per Lane Mile(3)			**8,000**

1) Source: Appendix E, Table E-12
2) Vehicle-miles of capacity added divided by lane miles added
3) Total vehicle-miles of capacity added for county and state roads divided by the total lane miles added

Cost per Vehicle-Mile of Capacity

The transportation cost per unit of development is assessed based on the cost per vehicle-mile of capacity. As shown in Tables VI-3 and VI-4, the cost and capacity for roadways in Brevard

County have been calculated based on typical roadway improvements that are likely to be built in the future.

The cost per VMC figure presented in **Table VI-5** is used in the transportation impact fee calculation to determine the total cost per unit of development based on vehicle-miles of travel consumed. For each vehicle-mile of travel that is added to the transportation system, approximately $1,466 of capacity is consumed.

Table VI-5
Cost per Vehicle-Mile of Capacity Added

Source	Cost per Lane Mile(1)	Average VMC Added per Lane Mile(2)	Cost per VMC(3)
County Roads	$11,469,000	8,317	$1,378.98
State Roads	$12,201,000	7,532	$1,619.89
Weighted Average	$11,725,000	8,000	
Weighted Average Cost per VMC Added(4)			**$1,465.63**

1) Source: Table VI-3
2) Source: Table VI-4
3) Cost per lane mile (Item 1) divided by the average VMC added per lane mile (Item 2)
4) Weighted average cost per lane-mile divided by the weighted average VMC added

Credit Component

Capital Improvement Credit

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

County

A review of the County's funding allocation for recent and planned capacity projects indicated that impact fees, fuel taxes, and grants are the primary revenue sources for transportation capital improvements. As shown in **Table VI-6**, the County spends an average of $4.3 million per year, or the equivalent of 1.1 pennies, on transportation capacity-expansion projects funded with non-impact fee revenues. Additional details are provided in Appendix F, Tables F-2.

Additionally, the County is using fuel tax revenues to repay debt service on several bond issues, which are being used at least partially to fund capacity expansion improvements. As shown in **Table VI-6**, the remaining debt service on these bonds is equivalent to 1.9 pennies of impact fee credit.

State

As shown in Table VI-6, State expenditures in Brevard County were reviewed and a credit for the transportation capacity-expansion portion attributable to state projects was estimated (excluding expenditures on limited access facilities). This review, which included 10 years of historical expenditures, as well as five (5) years of planned expenditures, indicated that FDOT spending amounts to approximately $25.4 million per year and generates an equivalent gas tax credit of 6.3 pennies annually. The use of a 15-year period for developing a state credit results in a reasonably stable cash credit for Brevard County, since it accounts for the volatility in FDOT spending in the county over short time periods.

In summary, for transportation improvements, Brevard County allocates an average of 3.0 equivalent pennies, while FDOT is spending an average of 6.3 equivalent pennies for state transportation projects in Brevard County. A total credit of 9.3 pennies was included in the transportation impact fee calculation to recognize future capital revenues that are expected to be generated by new development from all non-impact fee revenues.

Table VI-6
Equivalent Pennies of Gas Tax Revenue

Credit	Average Annual Expenditures	Value per Penny(4)	Equivalent Dollars per Gallon(5)
County Revenues(1)	$4,271,295	$4,023,456	$0.011
County Debt Service(2)	$7,485,859	$4,023,456	$0.019
State Revenues(3)	$25,367,163	$4,023,456	$0.063
Total	**$37,124,317**		**$0.093**

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

Present Worth Variables

Facility Life
The facility life used in the impact fee analysis is 25 years, which represents the reasonable life of a roadway.

Interest Rate
This is the discount rate at which gasoline tax revenues might be bonded. It is used to compute the present value of the gasoline taxes generated by new development. The discount rate of 4.5 percent was used in the transportation impact fee calculation based on information provided by Brevard County.

Fuel Efficiency
The fuel efficiency (i.e., the average miles traveled per gallon of fuel consumed) of the fleet of motor vehicles was estimated using the quantity of gasoline consumed by travel associated with a particular land use. This variable is used in the calculation of the credit component of the transportation impact fee.

Appendix F, Table F-11 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 2024*. Based on the calculation completed in Appendix F, Table F-11, the fuel efficiency rate to be used in the impact fee equation is 20.10 miles per gallon.

Effective Days per Year

An effective 365 days per year of operations 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 Transportation Impact Fee Schedule

Detailed transportation impact fee calculations for each land use are included in Appendix G, 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 G illustrates the following:

- Demand component variables (trip rate, trip length, percent new trips, interstate/toll facility adjustment factor)
- Total transportation impact fee cost
- Annual capital improvement credit
- Present value of the capital improvements credit
- Net transportation impact fee rates

For clarification purposes, it may be useful to walk through the calculation of an impact fee for one of the land use categories. In the following example, the net transportation impact fee rate is calculated for the single family residential land use category using information from the impact fee schedule included in Appendix G. For each land use category, the following equations are utilized to calculate the net impact fee:

Net Impact Fee = Total Impact Cost – All Capital Improvement Credits

<u>Where:</u>

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

Capital Improvement Credit = Present Value (Annual Capital Improvement Credit), given 4.50% interest rate and a 25-year facility life

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

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:

- *Trip Rate* = the average daily trip generation rate, in vehicle-trips/day (7.81)
- *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* = adjustment factor to account for travel demand occurring on interstate highways and/or toll facilities (35.0%)
- *Cost per Lane Mile* = unit cost to construct one lane mile of roadway, in $/lane-mile ($11,725,000)
- *Average Capacity Added per Vehicle*-Mile = represents the average daily traffic on one travel lane at capacity for one lane mile of roadway (8,000)
- *Cost per Vehicle-Mile of Capacity* = unit of vehicle-miles of capacity consumed per unit of development. Cost per vehicle-mile divided by average capacity added per lane mile ($1,465.63)
- *Effective Days per Year* = 365 days
- *$/Gallon to Capital* = the amount of equivalent gas tax revenue per gallon of fuel that is used for capital improvements, in $/gallon ($0.093)
- *Fuel Efficiency* = average fuel efficiency of vehicles, in vehicle-miles/gallon (20.10)
- *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 4.50% interest and a 25-year facility life, the uniform series present worth factor is 14.8282

Transportation Impact Fee Calculation

Using these inputs and the formula below, a transportation impact fee can be calculated for the single family detached residential land use category in the following manner:

Single Family (Detached); Table G-1

Total Impact Cost = ([7.81 * 6.62 * 1.0] /2) * (1 – 35.0%) * ($1,465.63) = $24,627

Annual Cap. Improv. Credit = ([7.81 * 7.12 * 1.0] /2) * 365 * ($0.093/20.10) = $47

Capital Improvement Credit = $47 * 14.8282 = $697

Net Transportation Impact Fee = $24,627 - $697 = **$23,930**

Table VI-7 presents the full calculated rates for the transportation impact fee. This table also includes the maximum allowable rates, consistent with F.S. 163.31801 requirements. Additional details are provided in Appendix G, Table G-1.

Table VI-7

Calculated Transportation Impact Fee Rates

ITE LUC	Land Use	Unit	Calculated Impact Fee[(2)]	Current Adopted Impact Fee[(1)]	Percent Change	F.S. 163.31801 Maximum Allowable Rates[(3)]	Percent Change
	RESIDENTIAL:						
210	Single Family (Detached)	du	**$23,930**	$4,353	449.7%	**$6,529**	50.0%
215	Single Family (Attached)	du	**$18,133**	$4,353	316.6%	**$6,529**	50.0%
220	Multi-Family (Low-Rise, 1-3 Levels)	du	**$14,966**	$2,677	459.1%	**$4,015**	50.0%
221	Multi-Family (Mid-Rise, 4-10 Levels)	du	**$10,742**	$2,381	351.2%	**$3,571**	50.0%
240	Mobile Home on a Single Lot	du	**$23,930**	$1,642	1357.4%	**$2,463**	50.0%
	Mobile Home Park	du	**$8,870**	$1,642	440.2%	**$2,463**	50.0%
251	Senior Adult Housing (Single Family)	du	**$8,732**	$4,353	100.6%	**$6,529**	50.0%
252	Senior Adult Housing (Multi-Family)	du	**$6,044**	$2,677	125.8%	**$4,015**	50.0%
253	Congregate Care Facility	du	**$2,679**	$378	608.7%	**$567**	50.0%
	LODGING:						
310	Hotel	room	**$10,192**	$2,735	272.7%	**$4,102**	50.0%
320	Motel	room	**$5,170**	$1,480	249.3%	**$2,220**	50.0%
330	Resort Hotel	room	**$13,791**	$6,522	111.5%	**$9,783**	50.0%
	RECREATION:						
416	RV Park	site	**$2,220**	$1,642	35.2%	**$2,220**	35.2%
420	Marina*	berth	**$6,646**	$740	798.1%	**$1,110**	50.0%
430	Golf Course	hole	**$83,785**	$11,501	628.5%	**$17,251**	50.0%
445	Movie Theater*	screen	**$91,973**	$7,211	1175.5%	**$10,816**	50.0%
491	Racquet/Tennis Club	court	**$62,058**	$9,535	550.8%	**$14,302**	50.0%
492	Health/Fitness Club	1,000 sf	**$67,221**	$5,761	1066.8%	**$8,641**	50.0%
	INSTITUTIONS:						
520	Elementary School (Private)	student	**$2,774**	$273	916.1%	**$409**	49.8%
522	Middle School (Private)	student	**$2,562**	$307	734.5%	**$460**	49.8%
530	High School (Private)	student	**$2,664**	$430	519.5%	**$645**	50.0%
540	University/Junior College (7,500 or fewer students) (Private)	student	**$5,513**	$842	554.8%	**$1,263**	50.0%
550	University/Junior College (more than 7,500 students) (Private)	student	**$4,138**	$1,236	234.8%	**$1,854**	50.0%
560	Church	1,000 sf	**$11,082**	$2,532	337.7%	**$3,798**	50.0%
565	Day Care Center	1,000 sf	**$29,282**	$11,769	148.8%	**$17,653**	50.0%
	MEDICAL:						
610	Hospital	1,000 sf	**$25,576**	$5,354	377.7%	**$8,031**	50.0%
620	Nursing Home	bed	**$3,212**	$472	580.5%	**$708**	50.0%
640	Animal Hospital/Veterinary Clinic	1,000 sf	**$14,827**	$3,552	317.4%	**$5,328**	50.0%

Table VI-7 (continued)
Calculated Transportation Impact Fee Rates

ITE LUC	Land Use	Unit	Calculated Impact Fee(2)	Current Adopted Impact Fee(1)	Percent Change	F.S. 163.31801 Maximum Allowable Rates(3)	Percent Change
	OFFICE:						
710	General Office less than 10,000 sq ft	1,000 sf	**$17,167**	$8,630	98.9%	**$12,945**	50.0%
	General Office 10,000 sq ft or more	1,000 sf	**$17,167**	$5,058	239.4%	**$7,587**	50.0%
720	Medical Office 10,000 sq ft or less	1,000 sf	**$54,467**	$13,024	318.2%	**$19,536**	50.0%
	Medical Office greater than 10,000 sq ft	1,000 sf	**$75,710**	$13,024	481.3%	**$19,536**	50.0%
750	Office Park	1,000 sf	**$36,172**	$6,228	480.8%	**$9,342**	50.0%
	RETAIL:						
822	Retail/Shopping Center less than 40,000 sfgla	1,000 sfgla	**$17,773**	$5,804	206.2%	**$8,706**	50.0%
821	Retail/Shopping Center 40,001 to 49,999 sfgla	1,000 sfgla	**$33,295**	$5,804	473.7%	**$8,706**	50.0%
	Retail/Shopping Center 50,000 to 99,999 sfgla	1,000 sfgla	**$33,295**	$6,396	420.6%	**$9,594**	50.0%
	Retail/Shopping Center 100,000 to 150,000 sfgla	1,000 sfgla	**$33,295**	$5,270	531.8%	**$7,905**	50.0%
820	Retail/Shopping Center 150,001 to 299,999 sfgla	1,000 sfgla	**$33,550**	$5,270	536.6%	**$7,905**	50.0%
	Retail/Shopping Center 300,000 to 499,999 sfgla	1,000 sfgla	**$33,550**	$5,833	475.2%	**$8,749**	50.0%
	Retail/Shopping Center 500,000 sfgla or more	1,000 sfgla	**$33,550**	$5,834	475.1%	**$8,751**	50.0%
840/841	New/Used Auto Sales	1,000 sf	**$41,301**	$10,933	277.8%	**$16,399**	50.0%
850	Supermarket	1,000 sf	**$49,940**	$11,258	343.6%	**$16,887**	50.0%
851	Convenience Store	1,000 sf	**$134,772**	$34,542	290.2%	**$51,813**	50.0%
890	Furniture/Flooring Store	1,000 sf	**$9,618**	$1,332	622.1%	**$1,998**	50.0%
	SERVICES:						
911	Bank/Savings Walk-In	1,000 sf	**$29,756**	$13,766	116.2%	**$20,649**	50.0%
912	Bank/Savings Drive-In	1,000 sf	**$53,293**	$23,331	128.4%	**$34,996**	50.0%
930	Fast Casual Restaurant	1,000 sf	**$123,752**	$23,213	433.1%	**$34,819**	50.0%
931	Fine Dining Restaurant	1,000 sf	**$94,808**	$16,898	461.1%	**$25,347**	50.0%
932	High-Turnover Restaurant	1,000 sf	**$105,540**	$23,213	354.7%	**$34,819**	50.0%
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	**$254,180**	$35,791	610.2%	**$53,686**	50.0%
942	Automobile Care Center	1,000 sf	**$28,437**	$7,703	269.2%	**$11,554**	50.0%
944	Gas Station w/Convenience Market <2,000 sq ft	fuel pos.	**$34,619**	$4,269	710.9%	**$6,403**	50.0%
945	Gas Station w/Convenience Market 2,000+ sq ft	fuel pos.	**$41,742**	$4,269	877.8%	**$6,403**	50.0%
947	Self-Service Car Wash	wash stall	**$26,571**	$11,530	130.5%	**$17,295**	50.0%
948	Automated Car Wash*	1,000 sf	**$173,223**	$2,113	8098.0%	**$3,169**	50.0%
	INDUSTRIAL:						
110	General Light Industrial	1,000 sf	**$7,888**	$0	-	**N/A**	-
140	Manufacturing	1,000 sf	**$9,355**	$0	-	**N/A**	-
150	Warehousing	1,000 sf	**$3,454**	$0	-	**N/A**	-
151	Mini-Warehouse	1,000 sf	**$2,048**	$0	-	**N/A**	-

1) Source: Brevard County; current rates for new uses are based off similar uses already in the impact fee schedule and in some cases required a unit of measure conversion
2) Source: Appendix G, Table G-1
3) Rate increases capped at 50% per Florida Statutes 163.31801

*Indicates that the current rate has been converted to a different unit of measure

Transportation Impact Fee Comparison

As part of the work effort in updating the Brevard County transportation impact fee program, a comparison of calculated fees to transportation impact fee schedules adopted in other jurisdictions was completed, as shown in **Table VI-8**.

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

Table VI-8

Transportation Impact Fee Comparison

Land Use	Unit[2]	Brevard County			Osceola County[6]	Pasco County[7]			Seminole County[8]			Indian River County[9]	Indian River County[9]	St. Lucie County[10]	Volusia County[11]	Polk County[12]		
		Calculated[3]	Maximum Allowable[4]	Current Adopted[5]		Urban	Suburban	Rural	Core	Suburban	Rural					Zone A	Zone B	Zone C
Date of Last Update		**2026**	**2026**	2000	2024	2021			2020			2025	2025	2022	2022	2023		
Assessed Portion of Calculated[1]		**N/A**	**N/A**	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	Varies; SF@75%	100%	100%	100%	100%
Residential:																		
Single Family (2,000 sf)	du	**$23,930**	**$6,529**	$4,353	$21,710	$6,567	$9,646	$11,030	$1,811	$2,714	$7,312	$11,410	$9,948	$5,771	$5,464	$4,103	$4,000	$3,185
Non-Residential:																		
Office (50,000 sq ft)	1,000 sf	**$17,167**	**$7,587**	$5,058	$10,056	$0	$0	$0	$1,470	$1,840	$3,614	$8,156	$5,295	$4,183	$5,400	$4,069	$3,969	$3,160
Retail (125,000 sq ft)	1,000 sfgla	**$33,295**	**$7,905**	$5,270	$24,603	$8,462	$10,577	$13,220	$2,523	$3,819	$7,369	$15,526	$8,404	$7,133	$6,320	$6,157	$6,002	$4,778
Fast Food w/Drive-Thru	1,000 sf	**$254,180**	**$53,686**	$35,791	$166,448	$61,425	$70,068	$76,467	$5,261	$9,031	$17,783	$118,717	$63,103	$3,925	$52,410	$6,157	$6,002	$4,778

1) Represents the portion of the maximum calculated fee for each respective county that is actually charged. Fee may have been lowered/increased through annual indexing or policy discounts. Does not account for moratorium/suspensions.
2) Du = dwelling unit
3) Source: Table V-7
4) Source: Table V-8; Maximum allowable impact fee in compliance with 50% increase per F.S. 163.31801
5) Source: Brevard County Planning and Development Department. The County currently exempts industrial uses
6) Source: Osceola County Building and Permits; "All Other Areas" rates are shown
7) Source: Pasco County Building Construction Department
8) Source: Seminole County Development Services
9) Source: Indian River County Planning & Development Services Department
10) Source: St. Lucie County Administration Department; "Unincorporated" rates are shown
11) Source: Volusia County Growth and Resource Management Department
12) Source: Polk County Building Division. Fast food w/ drive-thru fee reflects "retail/commercial".

VII. Impact Fee Benefit Districts

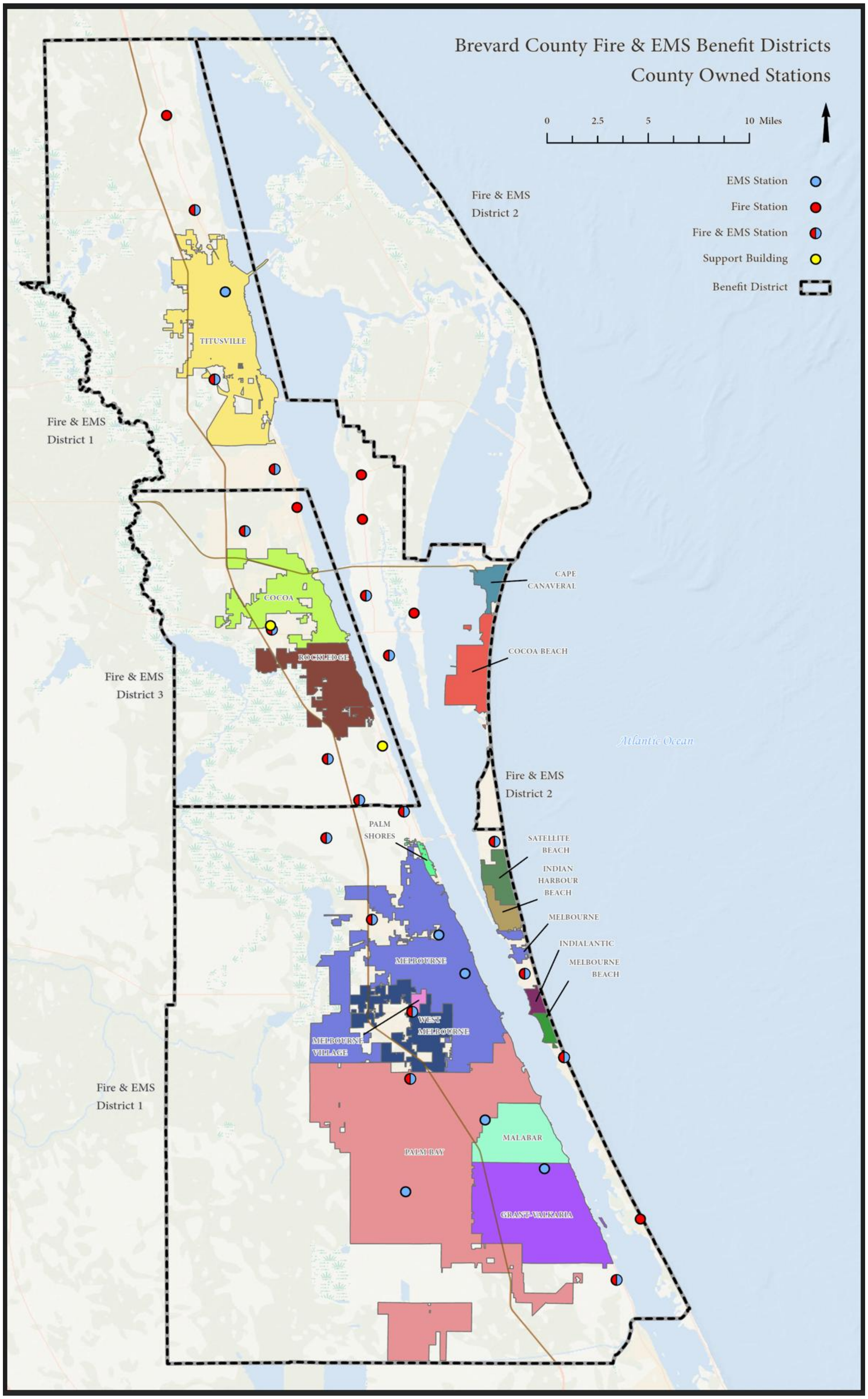
As part of this study, the existing impact fee benefit districts for fire rescue/EMS and transportation were reviewed. As discussed previously, the dual rational nexus test requires that the fee payer receives a proportionate benefit. Establishing benefit districts enhances the County's ability to meet this requirement, showing a close connection to the fee-payer and their resulting benefit, by restricting revenues to specific areas of the county where the fee is collected. Benefit district boundaries are typically influenced by geographic (i.e., lakes and rivers) or man-made boundaries/barriers (i.e., roads, highways, municipal limits) that in some way restrict traffic, travel patterns, growth patterns and other similar variables. When there are too many benefit districts, a situation can occur where projects in certain districts cannot be funded for long periods of time until sufficient impact fee revenues accumulate.

For this study, a review of the need for benefit districts was completed for each service area. In the case of libraries, correctional facilities, and solid waste facilities, residents/visitors travel around the county to use these facilities. Given this, a single countywide benefit district is recommended for these service areas.

Fire Rescue and EMS

As shown in **Map VII-1**, fire rescue and EMS currently has three (3) benefit districts with District 2 being the Cape Canaveral area where impact fees are not collected. District 1 spans the entire county north to south (including barrier islands, but goes around the cities of Cocoa and Rockledge, which comprise District 3 (along with a portion of the unincorporated County). In the case of fire rescue and EMS, capital assets tend to be used throughout the service areas. For example, fire rescue stations support each other, and vehicles are used based on availability and proximity to a given incident throughout the service area. Given this, a single, countywide district is recommended for fire rescue and EMS impact fees in Brevard County.

Map VII-1: Existing Fire Rescue and EMS Impact Fee Benefit Districts



Transportation

In the case of transportation, capital assets are used in a more localized manner and given this, a single countywide district is not recommended.

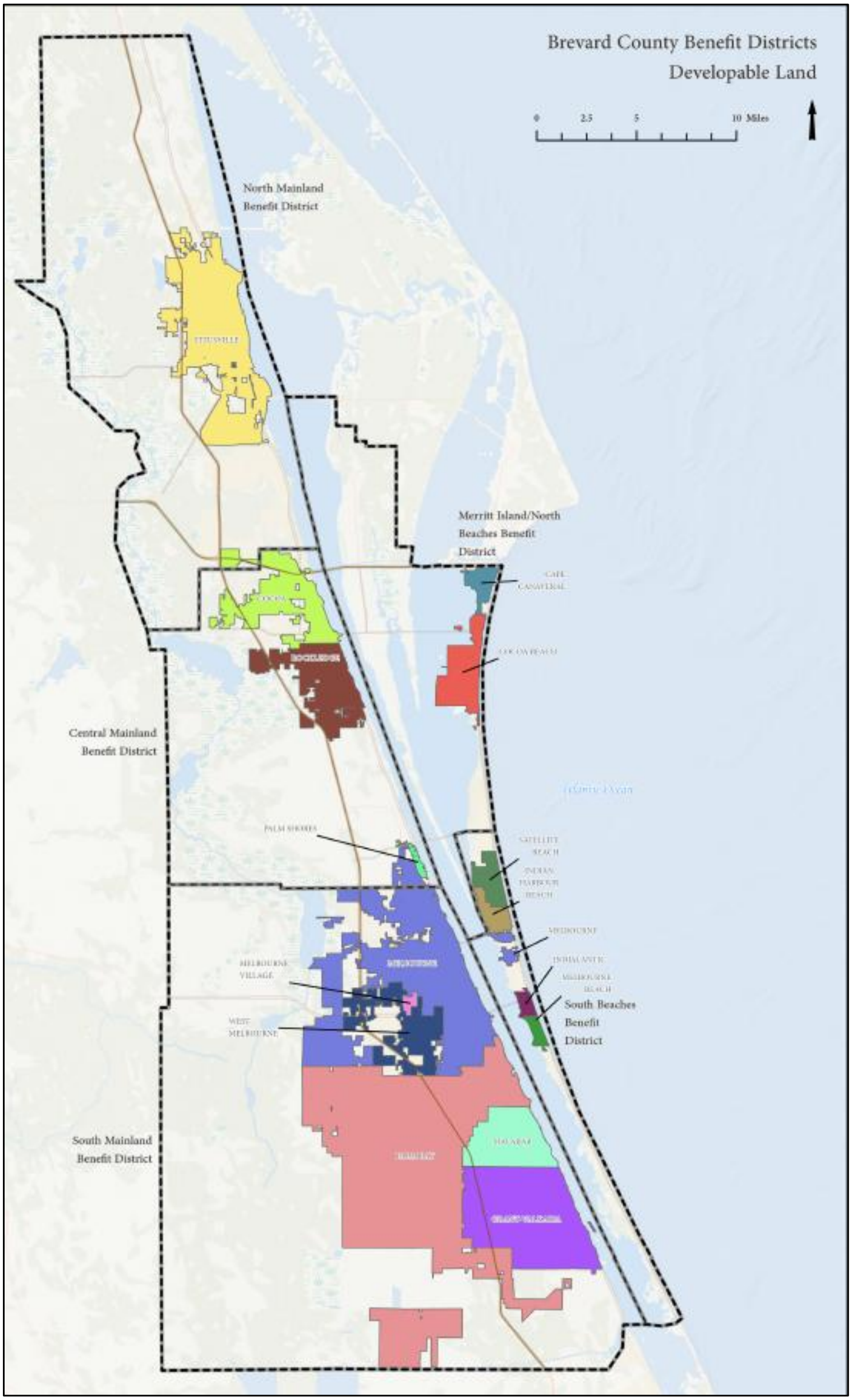
This section provides a review of the existing transportation impact fee benefit districts, as shown in **Map VII-2**. Brevard County currently has five (5) transportation impact fee benefit districts:

- North Mainland
- Central Mainland
- South Mainland
- Merritt Islands/North Beaches
- South Beaches

Other than the separation of the mainland and the islands, these districts are not based on geographical boundaries and follow roads or city limits (generally). These districts range in size from approximately 14.8 square miles to 223.8 square miles of developable land[4]. In the case of districts located on the mainland only, the range of developable land is 81.9 square miles to 223.8 square miles with the south district being larger than the north and central districts combined. Although the south district is the largest, the central district has generated more impact fee revenues over the past nine years. Excluding the Cities of Palm Bay and Melbourne, which do not collect the County impact fee, the central district has also shown the most residential growth.

[4] "Developable Land" measurements exclude conservation land, bodies of water, and wetlands.

Map VII-2: Existing Transportation Impact Fee Benefit Districts



The first step in the analysis was to review municipal boundaries and any natural barriers to travel. Brevard County's mainland has several cities, a few of which are located in two different benefit districts. With no natural barriers indicating clear district breaks on the mainland, the recommended alternative district alignments shift the boundaries so that cities are not divided into multiple districts. For the initial alternate alignment, the north and central mainland districts were combined into a single district and the north boundary of the south district was moved up to North Wickham Road, no longer cutting off a portion of the City of Melbourne. Additionally, the Merritt Island/North Beaches district was combined with the new "north" district and the South Beaches district was combined with the new "south" district based on their primary access points to the mainland, as shown in **Map VII-3**. With the initial alignment established, additional analyses were conducted.

Map VII-3: Proposed Transportation Impact Fee Benefit Districts

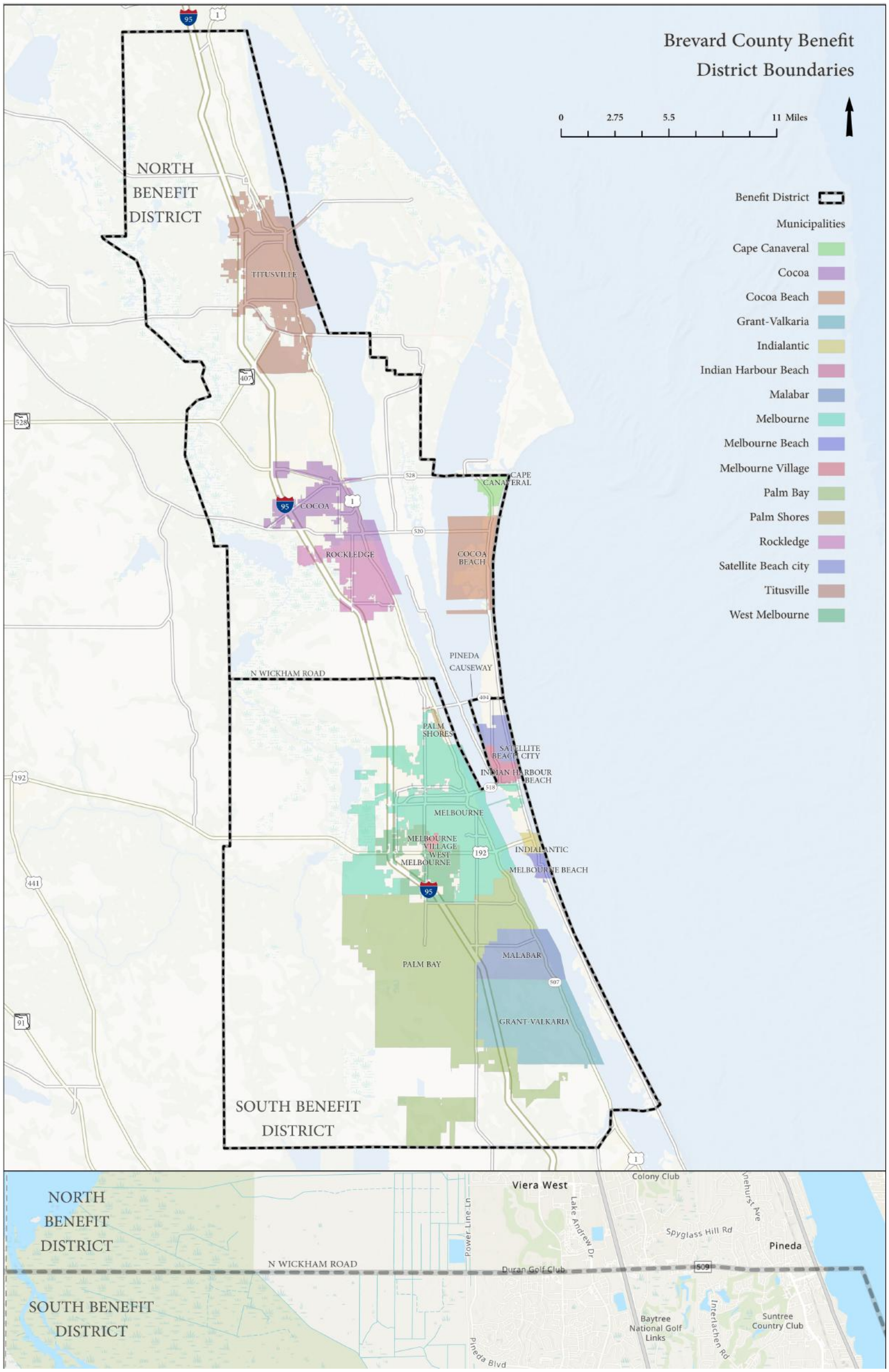


Table VII-1 and Map VII-4 show the distribution of developable land across the current and alternate districts. Developable land is defined as the total land area less bodies of water (including wetlands) and conservation land. Based on a review of other communities throughout Florida, zones of this size are not uncommon, in-line with such counties as Indian River, Orange, Marion and Manatee Counties in which district sizes can measure over 400 square miles. The alternate alignment provides more balanced benefit district sizes.

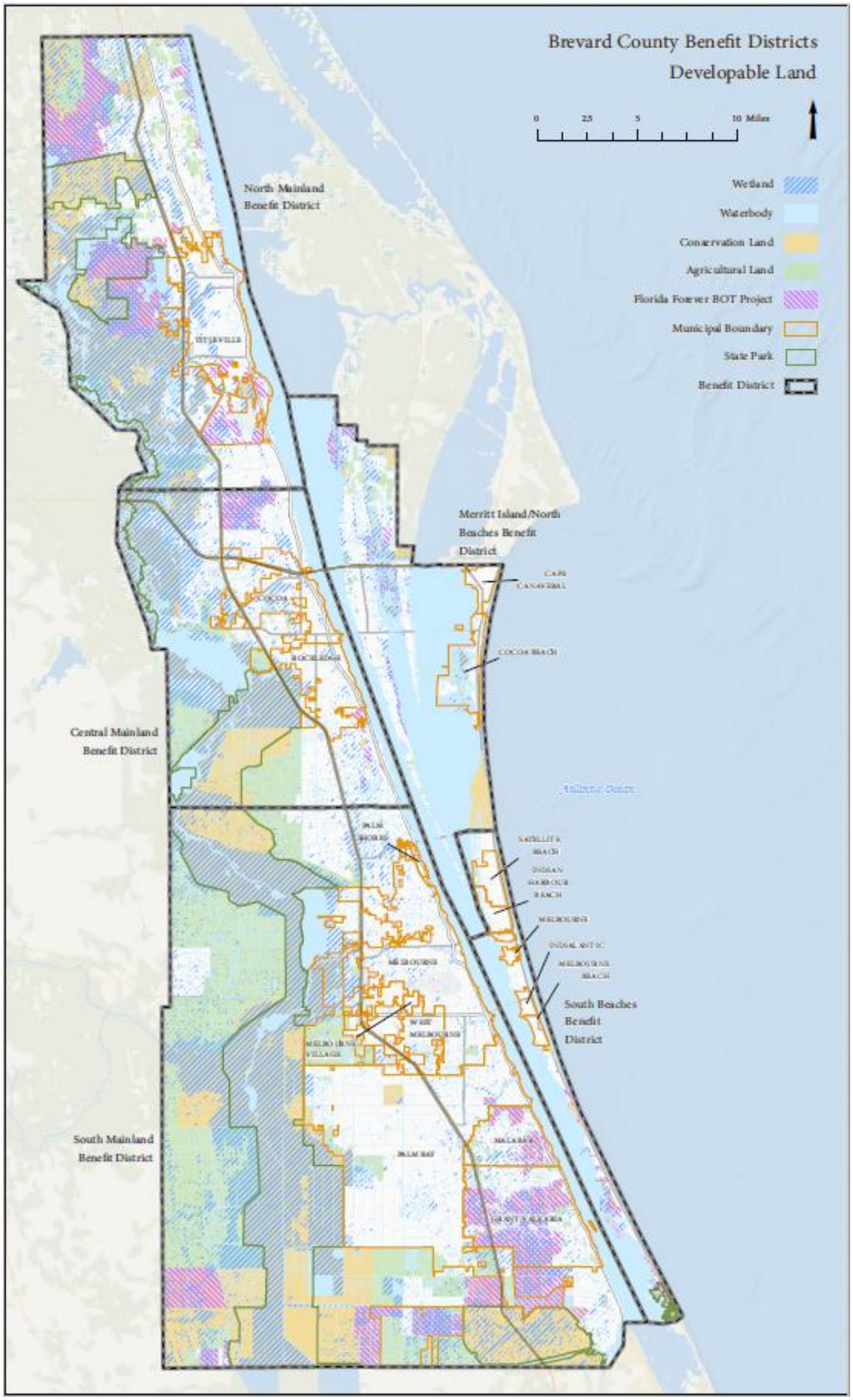
Table VII-1

Developable Land in Brevard County

District	Sq. Miles*	% of Total
Current Benefit Districts		
North Mainland	84.8	19.5%
Central Mainland	81.9	18.8%
South Mainland	223.8	51.4%
Merritt Island/North Beaches	30.0	6.9%
South Beaches	14.8	3.4%
Total	**435.3**	-
Alternative Benefit Districts		
North District	173.5	39.9%
South District	261.8	60.1%
Total	**435.3**	-

Source: Brevard County Open Data Portal; GIS

Map VII-4: Developable Land in Brevard County



Next, the flow of travel between districts was reviewed using Replica. Replica is a subscription-based data platform that uses multiple data points to model mobility, land use, demographics and economic data to better understand travel characteristics and trip making patterns. New data is captured, updated weekly, and summarized on a quarterly basis, allowing for the analysis of real time data and trends over time. For transportation planning, the trip origins and destinations (O/D), mode choice and trip purpose from Replica were used to observe trip distribution in Brevard County's current and alternate benefit districts, as shown in **Table VII-2**.

A review of travel within recommended alternative district boundaries suggests that most of the travel in each new district remains in the district, indicating fee payers will benefit from roadway improvements.

Table VII-2
Trip Distribution Between Benefit Districts

Origin	Destination	Count	%
Alternate Benefit Districts			
North District	North District	910,425	89.4%
North District	South District	108,488	10.6%
Total		**1,018,913**	**-**
South District	North District	107,742	8.2%
South District	South District	1,202,045	91.8%
Total		**1,309,787**	**-**

Source: Replica Origin-Destination Analysis; Spring 2025, Typical Thursday

In addition to the size and travel characteristics, a review of the location of recent residential permitting was completed, as shown in **Table VII-3**. This review indicated that recent development is concentrated in the central mainland district. The development in the cities of Melbourne and Palm Bay is excluded for the south district since the County does not collect the transportation impact fee in these cities. The alternate alignments suggest that each proposed district has had substantial development, therefore, if development patterns continue, there should be balanced revenue generation in each district.

Table VII-3

Residential Permitting (2015+)

District	Residential Units	% of Total
Current Benefit Districts		
North Mainland	4,052	16.4%
Central Mainland	11,653	47.1%
South Mainland	6,638	26.8%
Merritt Island/North Beaches	1,255	5.1%
South Beaches	1,125	4.6%
Total	**24,723**	-
Alternative Benefit Districts		
North District	11,148	45.1%
South District	13,575	54.9%
Total	**24,723**	-

Source: Florida Department of Revenue 2025 (Final) NAL for Brevard County

<u>The Use of Impact Fee Funds</u>

For certain projects, revenues from adjacent districts can be pooled together:

- In those instances where the boundary line between two fee benefit districts lies along the center line of a roadway segment.
- The Board may allow the allocation of impact fee revenues for use in a fee district adjacent to the district in which they were collected, if the Board establishes a rational nexus between the expenditure of the revenues and the benefits accruing to the developments within the district generating the impact, as required by law.

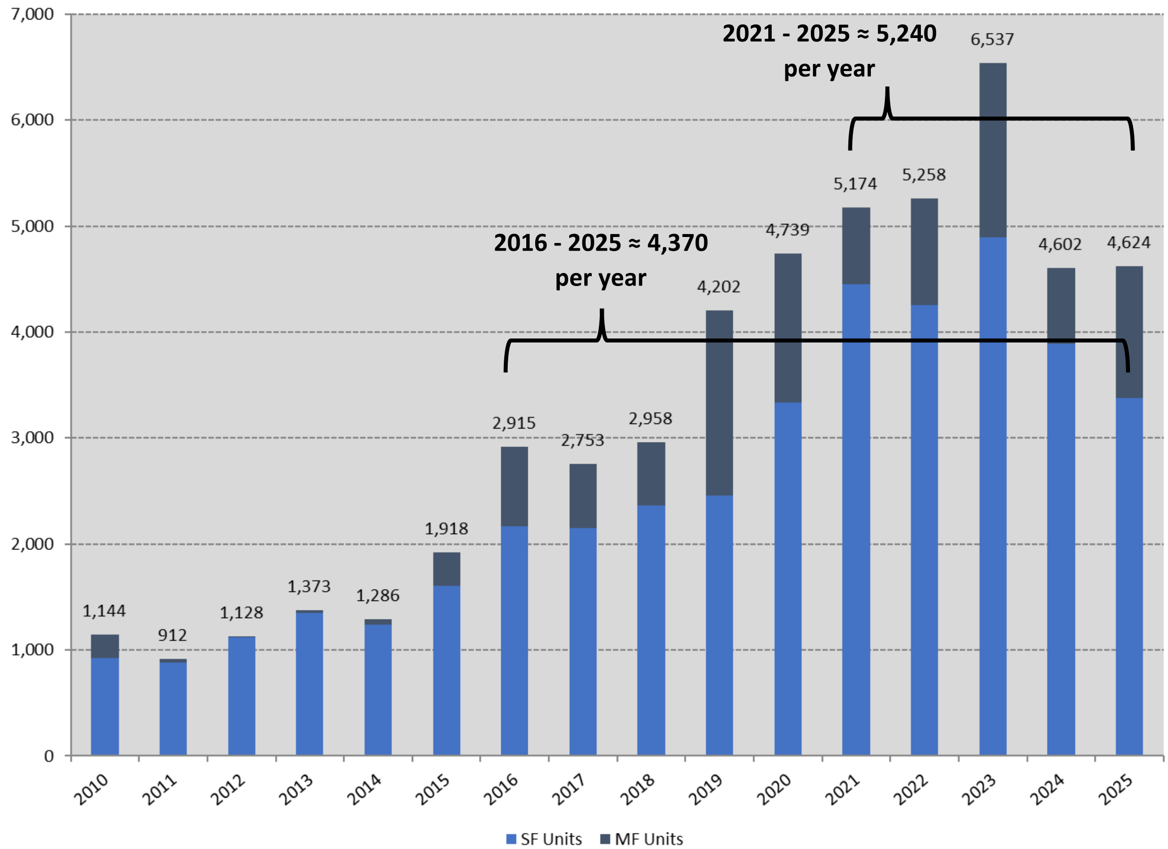
<u>Impact Fee Benefit Districts Recommendation</u>

Based on a review of geographic characteristics, travel patterns, and discussions with Brevard County, it is recommended that two benefit districts be established as shown in Map VII-3. A review of the Space Coast TPO's 2050 LRTP's Cost Feasible Plan indicated significant transportation needs in each proposed district, ensuring that fee payers will benefit from nearby transportation capacity improvement projects.

VIII. Impact Fee Revenue Projections

The impact fee revenue projections presented in this report are based on recent residential permitting levels in Brevard County. As shown in **Figure VIII-1**, Brevard County has experienced increases in residential permitting since 2018.

Figure VIII-1
Countywide Residential Permitting



Source: U.S. Census Bureau

Given fluctuations in permitting levels, a range of projection scenarios was developed. Countywide residential permitting was estimated at 4,370 permits for the low-end and 5,240 permits for the high-end. Based on the available data, the fire rescue and transportation service areas had comparable levels of residential permitting. For fire rescue these permitting figures were estimated at 1,600 permits for the low-end and 2,200 permits for the high-end. For transportation, permitting estimates included 2,200 permits for the low-end and 3,000 permits for the high-end.

Additional assumptions/estimates reflected in the projections:

- All impact fees implemented at the maximum allowable rates per F.S. 163.31801 and the increases will be phased over four years.
- Residential permitting is primarily for “Single Family” and “Multi-Family” land uses.
- Non-residential revenues account for approximately 15 percent of total revenue collected. This estimate is based on the average tax base distribution in Brevard County (excluding agricultural land).
- Estimates do not account for developer credits or development that may be exempt from impact fees.

Table VIII-1 presents the impact fee revenue projections. With the maximum allowable impact fee levels, the County has the potential to generate $75.9 million to $102.2 million in total impact fee revenues over a five-year period if the fees are adopted in compliance with F.S. 163.31801.

For impact fee purposes, revenue projections serve only as an overall guideline in planning future infrastructure needs. In their simplest form, impact fees charge each unit of new growth for the net cost (total cost less credits) of infrastructure needed to serve that unit of growth. If the growth rates remain high, the County will have more impact fee revenues to fund growth related projects sooner rather than later. If the growth rate slows down, less revenue will be generated, and the timing and need for future infrastructure improvements will be later rather than sooner.

Table VIII-1
Impact Fee Revenue Projections

Service Area	Average Annual			5-Year Total	
	Low	High		Low	High
F.S. 163.31801 Maximum Impact Fees					
Fire Rescue	$130,000	$180,000		$650,000	$900,000
Emergency Medical Services	$260,000	$310,000		$1,300,000	$1,550,000
Correctional Facilities	$480,000	$580,000		$2,400,000	$2,900,000
Solid Waste	$510,000	$620,000		$2,550,000	$3,100,000
Library Facilities	$340,000	$410,000		$1,700,000	$2,050,000
Transportation	$13,450,000	$18,340,000		$67,250,000	$91,700,000
Total	**$15,170,000**	**$20,440,000**		**$75,850,000**	**$102,200,000**

Source: Based on recent residential permitting levels and calculated fee rates from this report

Appendix A
Population - Supplemental Information

Appendix A: Population

Except for the transportation impact fee, all impact fee programs included in this report require the use of population data in calculating current levels of service, performance standards, and demand and credit calculations. With this in mind, a consistent approach to developing population estimates and projections is an important component of the data compilation process. To accurately determine demand for services, not only the residents, or permanent population of the county, but also the seasonal residents and visitors were considered. Seasonal residents include visitors and part-time residents, which are defined as living in Brevard County for less than six months each year. In addition, functional population estimates were developed to reflect employees in addition to residents and visitors. Functional population calculates the equivalent number of people in a community on a 24-hour-day, 7-days-a week basis and is utilized to distribute capital costs among residential and non-residential land uses.

Brevard County provides emergency medical services, correctional facilities, library facilities, and solid waste facilities services on a countywide basis. The service area for fire rescue is the unincorporated portions of the county as well as the Towns of Grant-Valkaria, Melbourne Village, Palm Shores, and the City of West Melbourne. Given the differences in services areas, population estimates are provided separately for countywide and the fire rescue service area.

Table A-1 presents the weighed seasonal population trends countywide and for the fire rescue service area. The projections indicate that the current weighted seasonal population countywide is approximately 723,900 countywide and is estimated to increase to 825,000 (increase of 101,100) by 2040.

Table A-1
Weighted Seasonal Population Trends and Projections

Year	Countywide(1)	Fire Rescue Service Area(2)
2010	581,983	247,115
2011	585,041	249,784
2012	587,101	252,531
2013	591,122	255,310
2014	596,074	258,118
2015	604,567	260,958
2016	612,587	263,828
2017	620,300	266,730
2018	628,860	269,664
2019	638,796	272,630
2020	649,209	274,079
2021	660,013	279,240
2022	671,572	283,714
2023	685,730	288,272
2024	699,567	293,061
2025	714,760	297,656
2026	**723,908**	**301,382**
2027	733,175	305,240
2028	742,560	309,148
2029	752,064	313,104
2030	761,633	317,087
2031	768,716	320,037
2032	775,865	323,014
2033	783,080	326,016
2034	790,362	329,049
2035	797,911	332,193
2036	803,258	334,417
2037	808,639	336,658
2038	814,057	338,913
2039	819,512	341,185
2040	824,986	343,464

1) Source: Table A-13
2) Source: Table A-14

Apportionment of Demand by Residential Unit Type and Size

Tables A-2 and **A-3** present the residents per housing unit for the residential categories for the countywide and the fire rescue service area. The tables present the residents per housing unit based on permanent and weighted seasonal population. This analysis includes all housing units, both occupied and vacant.

Table A-2
Population per Housing Unit by Housing Type (Countywide)

Housing Type	Permanent Population(1)	Weighted Seasonal Population(2)	Housing Units(3)	Permanent Population per Housing Unit(4)	Weighted Population per Housing Unit(5)
Single Family	502,355	537,520	211,066	2.38	2.55
Multi-Family	92,550	99,029	66,045	1.40	1.50
Mobile Home	27,990	29,949	21,557	1.30	1.39
Senior Adult Housing (Single Family)(6)	301,413	322,512	211,066	1.43	1.53
Senior Adult Housing (Multi-Family)(7)	55,530	59,417	66,045	0.84	0.90

1) Source: 2024 American Community Survey (ACS); 5-Yr. Estimates, Table B25033
2) Permanent population (Item 1) adjusted to include seasonal residents (7%) based on analysis shown in Table A-13
3) Source: 2024 American Community Survey (ACS); 5-Yr. Estimates, Table DP04
4) Permanent population (Item 1) divided by housing units (Item 3)
5) Weighted seasonal population (Item 2) divided by housing units (Item 3)
6) Estimate for senior adult housing (single family) is based on people per household figures for single family homes, adjusted for the residents over 55 years of age based on information obtained from the 2017 National Household Travel Survey, prepared by the US Department of Transportation.
7) Estimate for senior adult housing (multi-family) is based on people per household figures for multi-family homes, adjusted for the residents over 55 years of age based on information obtained from the 2017 National Household Travel Survey, prepared by the US Department of Transportation.

Notes: Excludes boats, RVs, vans, etc.

Table A-3
Population per Housing Unit by Housing Type (Fire Rescue Service Area)

Housing Type	Permanent Population(1)	Weighted Seasonal Population(2)	Housing Units(3)	Weighted Population per Housing Unit(4)
Single Family	217,064	232,258	93,184	2.49
Multi-Family	24,881	26,623	18,018	1.48
Mobile Home	21,285	22,775	15,842	1.44
Senior Adult Housing (Single Family)(5)	130,238	139,355	93,184	1.50
Senior Adult Housing (Multi-Family)(6)	14,929	15,974	18,018	0.89

1) Source: 2024 American Community Survey (ACS); 5-Yr. Estimates, Table B25033
2) Permanent population (Item 1) adjusted to include seasonal residents (7%) based on analysis shown in Table A-14
3) Source: 2024 American Community Survey (ACS); 5-Yr. Estimates, Table DP04
4) Weighted seasonal population (Item 2) divided by housing units (Item 3)
5) Estimate for senior adult housing (single family) is based on people per household figures for single family homes, adjusted for the residents over 55 years of age based on information obtained from the 2017 National Household Travel Survey, prepared by the US Department of Transportation.
6) Population per housing unit for multi-family homes, adjusted for the residents over 55 years of age based on information obtained from the 2017 National Household Travel Survey, prepared by the US Department of Transportation.

Notes: Excludes boats, RVs, vans, etc.

Functional Population

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

Functional population is the equivalent number of people occupying space within a community on a 24-hour-day, 7-days-a-week basis. A person living and working in the community will have the functional population coefficient of 1.0. A person living in the community but working elsewhere may spend only 16 hours per day in the community on weekdays and 24 hours per day on weekends for a functional population coefficient of 0.68 (128-hour presence divided by 168 hours in one week). A person commuting into the county to work five days per week would have a functional population coefficient of 0.32 (50-hour presence divided by 168 hours in one week). Similarly, a person traveling into the community to shop at stores, perhaps averaging 8 hours per week, would have a functional population coefficient of 0.05.

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

This form of adjusting population to help measure real facility needs replaces the population approach of merely weighting residents two-thirds and workers one-third (Nelson and Nicholas 1992)[5]. By estimating the functional and weighted population per unit of land use across all major land uses in a community, an estimate of the demand for certain facilities and services in the present and future years can be calculated. The following paragraphs explain how functional population is calculated for residential and non-residential land uses.

Residential Functional Population

Developing the residential component of functional population is simpler than developing the non-residential component. It is generally estimated that people spend one-half to three-fourths of their time at home and the rest of each 24-hour day away from their place of residence. In developing the residential component of Brevard County's functional population, an analysis of the county's population and employment characteristics was conducted. **Tables A-4** and **A-5** present this analysis. Based on this analysis, Brevard County residents, on average, spend 16.3 hours each day at their place of residence. This corresponds to approximately 68 percent of each 24-hour day at their place of residence and the other 32 percent away from home.

It is important to note that these calculations were reviewed on a countywide basis as well as for the fire rescue area. There was no significant difference between the estimated residential functional population coefficients. As such, the countywide figure is utilized for all service areas.

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

Table A-4

Population and Employment Characteristics

Variable	Year 2023
Total workers living in Brevard County[1]	266,792
Total Population[2]	620,533
Total workers as a percent of population[3]	**43.0%**
School age population (5-17 years)[4]	85,374
School age population as a percent of population[5]	**13.8%**
Population net of workers and school age population[6]	268,367
Other population as a percent of total population[7]	**43.2%**

1) Source: Census OnTheMap 2023
2) Source: 2023 ACS 5-Yr Estimates, Table S0101
3) Total workers (Item 1) divided by population (Item 2)
4) Source: 2023 ACS 5-Yr Estimates, Table S0101
5) Total school age population (Item 4) divided by total population (Item 2)
6) Total population (Item 2) less total workers (Item 1) and school age population (Item 4)
7) Population net of workers and school age population (Item 6) divided by total population (Item 2)

Table A-5

Residential Coefficient for 24-Hour Functional Population

Population Group	Hours at Residence[1]	Percent of Population[2]	Effective Hours[3]
Workers	13	43.0%	5.6
Students	15	13.8%	2.1
Other	20	43.2%	8.6
Total Hours at Residence[4]			16.3
Residential Functional Population Coefficient[5]			**67.9%**

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

The resulting percentage from Table A-5 is used in the calculation of the residential coefficient for the 24-hour functional population, presented in **Table A-6**.

Non-Residential Functional Population

Given the varying characteristics of non-residential land uses, developing the estimates of functional residents for non-residential land uses is more complicated than developing estimated functional residents for residential land uses. Nelson and Nicholas originally introduced a method for estimating functional resident population, which is now widely used in the industry. This method uses trip generation data from the Institute of Transportation Engineers' (ITE) Trip Generation Manual (12th Edition) and Benesch's Trip Characteristics Database, information of passengers per vehicle, workers per vehicle, length of time spent at the land use, and other variables.

Specific calculations include:

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

Table A-6 shows the functional population coefficients for residential and non-residential uses in Brevard County, which are used to estimate the 2026 functional population in **Table A-7** and **Table A-8** for each service area.

Table A-6
General Functional Population Coefficients

Population/Employment Category	ITE LUC	Employee Hours In-Place(1)	Trips per Employee(2)	One-Way Trips per Employee(3)	Journey-to-Work Occupants per Trip(4)	Daily Occupants per Trip(5)	Visitors per Employee(6)	Visitor Hours per Trip(1)	Days per Week(7)	Functional Population Coefficient(8)
Population									7.00	**0.679**
Natural Resources	N/A	9.00	4.02	2.01	1.32	1.38	0.12	1.00	7.00	**0.380**
Construction	110	9.00	4.02	2.01	1.32	1.38	0.12	1.00	5.00	**0.271**
Manufacturing	140	9.00	2.67	1.34	1.32	1.38	0.08	1.00	5.00	**0.270**
Transportation, Communication, Utilities	110	9.00	4.02	2.01	1.32	1.38	0.12	1.00	5.00	**0.271**
Wholesale Trade	150	9.00	5.05	2.53	1.32	1.38	0.15	1.00	5.00	**0.272**
Retail Trade	820	9.00	56.10	28.05	1.24	1.73	13.74	1.50	7.00	**1.234**
Finance, Insurance, Real Estate	710	9.00	3.44	1.72	1.24	1.73	0.84	1.00	5.00	**0.293**
Services(9)	N/A	9.00	20.34	10.17	1.24	1.73	4.98	1.00	6.00	**0.499**
Government(10)	730	9.00	7.45	3.73	1.24	1.73	1.83	1.00	7.00	**0.451**

(1) Estimated

(2) Trips per employee represents all trips divided by the number of employees and is based on Trip Generation 12th Edition (Institute of Transportation Engineers 2025) as follows:

ITE Code 110 at 4.02 weekday trips per employee, General Urban/Suburban and Rural (Land Uses 000-399), page 59

ITE Code 140 at 2.67 weekday trips per employee,General Urban/Suburban and Rural (Land Uses 000-399), page 93

ITE Code 150 at 5.05 weekday trips per employee, General Urban/Suburban and Rural (Land Uses 000-399), page 119

ITE Code 710 at 3.44 weekday trips per employee, General Urban/Suburban and Rural (Land Uses 400-799), page 683

ITE Code 730 at 7.45 weekday trips per employee, General Urban/Suburban and Rural (Land Uses 400-799), page 751

ITE Code 820 (Volume 5, page 90) based on blended average of trips by retail center size calculated below.

Trips per retail employee from the following table:

Retail Scale	*Trip Rate*	*Sq Ft per Employee (11)*	*Trips per Employee*	*Share*	*Weighted Trips*
Retail (Less than 40k sq. ft.)	54.45	890	48	50.0%	24.00
Retail (40k to 150k sq. ft.)	65.38	1,152	75	35.0%	26.25
Retail (greater than 150k sq. ft.	36.39	1,070	39	15.0%	5.85
Sum of Weighted Trips/1k sq.ft.					56.10

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

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

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

1.24 occupants per Retail Trade, FIRE, and Services trip

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

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

1.73 occupants per Retail Trade, FIRE, and Services trip

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

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

(8) Table A-5 for residential and the equation below to determine the Functional Population Coefficient per Employee for all land-use categories except residential includes the following:

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

(9) Trips per employee for the services category is the average trips per employee for the following service related land use categories: quality restaurant, high-turnover restaurant, supermarket, hotel, motel, elementary school, middle school, high school, hospital, medical office, and church. Source for the trips per employee figure from ITE, 12th ed., when available, or else derived from the square feet per employee for the appropriate land use category from the Energy Information Administration from Table B-1 of the Commercial Energy Building Survey, 2003.

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

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

Table A-7

Functional Population – Countywide (2026)

Population Category	Countywide Baseline Data(1)	Functional Resident Coefficient(2)	Countywide Functional Population(3)
2026 Weighted Population	723,908	0.679	491,534
Employment Category			
Natural Resources	1,360	0.380	517
Construction	23,343	0.271	6,326
Manufacturing	33,695	0.270	9,098
Transportation, Communication, and Utilities	17,936	0.271	4,861
Wholesale Trade	6,561	0.272	1,785
Retail Trade	35,394	1.234	43,676
Finance, Insurance, and Real Estate	35,923	0.293	10,525
Services	167,936	0.499	83,800
Government Services	31,894	0.451	14,384
Total Employment by Category Population(4)			**174,972**
2026 Total Functional Population(5)			**666,506**

1) Source: Table A-1 for population and 2025 Woods & Poole for employment data (2026 estimate)
2) Source: Table A-6
3) Functional population is calculated by multiplying the baseline data (Item 1) multiplied by the functional resident coefficient (Item 2)
4) The total employment population by category is the sum of the employment figures from the nine employment categories (e.g., natural resources, construction, etc.)
5) The total functional population is the sum of the residential functional population and the employment functional population

Table A-8

Functional Population – Fire Rescue Service Area (2026)

Population Category	Fire Rescue Service Area Baseline Data[(1)]	Functional Resident Coefficient[(2)]	Fire Rescue Functional Population[(3)]
2026 Weighted Population	301,382	0.679	204,638
Employment Category			
Natural Resources	861	0.380	327
Construction	9,127	0.271	2,473
Manufacturing	9,738	0.270	2,629
Transportation, Communication, and Utilities	8,645	0.271	2,343
Wholesale Trade	1,870	0.272	509
Retail Trade	14,547	1.234	17,951
Finance, Insurance, and Real Estate	14,046	0.293	4,115
Services	52,564	0.499	26,229
Government Services	8,356	0.451	3,769
Total Employment by Category Population[(4)]			**60,345**
2026 Total Functional Population[(5)]			**264,983**

1) Source: Table A-1 for population. Employment data is 2025 Woods & Poole (2026 estimates) for countywide estimates adjusted by the industry distribution in the service area from Census OnTheMap 2023
2) Source: Table A-6
3) Functional population is calculated by multiplying the service area data (Item 1) multiplied by the functional resident coefficient (Item 2)
4) The total employment population by category is the sum of the employment figures from the nine employment categories (e.g., natural resources, construction, etc.)
5) The total functional population is the sum of the residential functional population and the employment functional population

Table A-9 presents the County's functional population trends countywide and for the fire rescue service area. The functional population estimates are based on the 2026 functional population figures from Tables A-7 and A-8, and the annual population growth rates from the population figures previously presented in Table A-1.

Table A-9
Functional Population (2010-2040)

Year	Countywide[(1)]	Fire Rescue Service Area[(2)]
2010	535,276	217,023
2011	537,952	219,410
2012	540,104	221,824
2013	543,885	224,264
2014	548,236	226,731
2015	555,911	229,225
2016	563,138	231,746
2017	570,459	234,295
2018	578,445	236,872
2019	587,700	239,478
2020	597,103	240,675
2021	607,254	245,248
2022	618,185	249,172
2023	631,167	253,159
2024	643,790	257,463
2025	657,953	261,582
2026	**666,506**	**264,983**
2027	675,171	268,428
2028	683,948	271,918
2029	692,839	275,453
2030	701,846	279,034
2031	708,163	281,545
2032	714,536	284,079
2033	720,967	286,636
2034	727,456	289,216
2035	734,731	292,108
2036	739,874	294,153
2037	745,053	296,212
2038	750,268	298,285
2039	755,520	300,373
2040	760,809	302,476

1) Source: Tables A-7, 8 for 2026. Remaining years are based on growth rates of the weighted seasonal population; Table A-1

Functional Residents by Specific Land Use Category

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

Residential and Transient Land Uses

As mentioned previously, functional population estimates by land use need to be developed for each impact fee service area to be analyzed. For residential and transient land uses, these coefficients are displayed in **Tables A-10** and **A-11**. The transient land uses include, hotel, motel, resort hotel, nursing home, and congregate care facility. Information from the Florida Department of Elderly Affairs is used to determine the occupancy rate for nursing home and congregate care facility. Visitor data from Florida's Space Coast Office of Tourism is used to determine the occupancy rate for hotels, motels, and resort hotels.

Non-Residential Land Uses

A similar approach is used to estimate functional residents per unit for non-residential land uses. **Table A-12** presents basic assumptions and calculations, such as trips per unit, trips per employee, employees per impact unit, one-way trips per impact unit, worker hours, occupants per vehicle trip, visitors (patrons, etc.) per impact unit, visitor hours per trip, and days per week for non-residential land uses. The final column shows the estimated functional residents by land use. These coefficients by land use create the demand component for certain impact fee programs and will be used in the calculation of the impact fee per unit for each land use category.

Table A-10

Functional Residents per Unit for Residential and Transient Land Uses (Countywide)

Residential Land Use	Impact Unit	ITE LUC(1)	Residents/ Visitors Per Unit(2)	Occupancy Rate(3)	Adjusted Residents Per Unit(4)	Visitor Hours at Place(5)	Workers Per Unit(6)	Work Day Hours(7)	Days Per Week(8)	Functional Residents per Unit(9)
RESIDENTIAL:										
Single Family	du	210	2.55	-	-	-	-	-	-	1.73
Multi-Family	du	220/221/222	1.50	-	-	-	-	-	-	1.02
Mobile Home	du	240	1.39	-	-	-	-	-	-	0.94
Senior Adult Housing (Single Family)	du	251	1.53	-	-	-	-	-	-	1.04
Senior Adult Housing (Multi-Family)	du	252	0.90	-	-	-	-	-	-	0.61
TRANSIENT, ASSISTED, GROUP:										
Congregate Care Facility	du	253	1.38	84%	1.16	16	0.62	9	7	1.01
Hotel	room	310	3.15	67%	2.11	12	0.41	9	7	1.21
Motel	room	320	3.15	67%	2.11	12	0.13	9	7	1.10
Resort Hotel	room	330	3.15	67%	2.11	12	0.41	9	7	1.21
Nursing Home	bed	620	1.00	84%	0.84	20	0.92	9	7	1.05

(1) Land use code from the Institute of Transportation Engineers (ITE) Trip Generation Handbook, 12th Edition

(2) Estimates for the residential land uses from Table A-2; congregate care facility residents per unit is population per housing unit for single family and multi-family homes, adjusted for the residents over 55 years of age based on information obtained from the 2017 National Household Travel Survey, prepared by the US Department of Transportation; hotel/motel/resort hotel visitors per room is estimated based on average party size (2023-2024) from Florida's Space Coast Office of Tourism; nursing home estimate based on 1 person per bed.

(3) Estimate for hotel/motel occupancy is the average hotel/motel occupancy rate (2023-2024) from Florida's Space Coast Office of Tourism; estimate for congregate care facility and nursing home occupancy is the average occupancy rate (2022-2025) for skilled nursing facilities from the Department of Elder Affairs.

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

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

(6) Adapted from ITE Trip Generation Handbook, 12th Edition

(9) For residential land uses, calculated as residents per unit times the functional population coefficient (0.679 from Table A-5). For transient, assisted, and group land uses, calculated as

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

Table A-11

Functional Residents per Unit for Residential and Transient Land Uses (Fire Rescue Service Area)

Residential Land Use	Impact Unit	ITE LUC(1)	Residents/ Visitors Per Unit(2)	Occupancy Rate(3)	Adjusted Residents Per Unit(4)	Peak Visitor Hours at Place(5)	Workers Per Unit(6)	Work Day Hours(7)	Days Per Week(8)	Functional Residents per Unit(9)
RESIDENTIAL:										
Single Family	du	210	2.49	-	-	-	-	-	-	1.69
Multi-Family	du	220/221/222	1.48	-	-	-	-	-	-	1.00
Mobile Home	du	240	1.44	-	-	-	-	-	-	0.98
Senior Adult Housing (Single Family)	du	251	1.50	-	-	-	-	-	-	1.02
Senior Adult Housing (Multi-Family)	du	252	0.89	-	-	-	-	-	-	0.60
TRANSIENT, ASSISTED, GROUP:										
Congregate Care Facility	du	253	1.40	84%	1.18	16	0.62	9	7	1.02
Hotel	room	310	3.15	67%	2.11	12	0.41	9	7	1.21
Motel	room	320	3.15	67%	2.11	12	0.13	9	7	1.10
Resort Hotel	room	330	3.15	67%	2.11	12	0.41	9	7	1.21
Nursing Home	bed	620	1.00	84%	0.84	20	0.92	9	7	1.05

(1) Land use code from the Institute of Transportation Engineers (ITE) Trip Generation Handbook, 12th Edition

(2) Estimates for the residential land uses from Table A-2; congregate care facility residents per unit is population per housing unit for single family and multi-family homes, adjusted for the residents over 55 years of age based on information obtained from the 2017 National Household Travel Survey, prepared by the US Department of Transportation; hotel/motel/resort hotel visitors per room is estimated based on average party size (2023-2024) from Florida's Space Coast Office of Tourism; nursing home estimate based on 1 person per bed.

(3) Estimate for hotel/motel occupancy is the average hotel/motel occupancy rate (2023-2024) from Florida's Space Coast Office of Tourism; estimate for congregate care facility and nursing home occupancy is the average occupancy rate (2022-2025) for skilled nursing facilities from the Department of Elder Affairs.

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

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

(6) Adapted from ITE Trip Generation Handbook, 12th Edition

(9) For residential land uses, calculated as residents per unit times the functional population coefficient (0.679 from Table A-5). For transient, assisted, and group land uses, calculated as

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

Table A-12
Functional Residents per Unit for Non-Residential Land Uses

ITE LUC[(1)]	Land Use	Impact Unit	Trips Per Unit[(2)]	Trips Per Employee[(3)]	Employees Per Unit[(4)]	One-Way Factor @ 50%[(5)]	Worker Hours[(6)]	Occupants Per Trip[(7)]	Visitors[(8)]	Visitor Hours Per Trip[(9)]	Days Per Week[(10)]	Functional Residents per Unit[(11)]
	RECREATION:											
416	RV Park	site	1.04	N/A	1.20	0.52	9	1.64	0.00	1.50	7	**0.45**
420	Marina	berth	2.41	20.52	0.12	1.21	9	1.64	1.86	1.00	7	**0.12**
430	Golf Course	hole	30.38	20.52	1.48	15.19	9	1.64	23.43	0.25	7	**0.80**
445	Movie Theater	screen	102.12	53.12	1.92	51.06	9	1.64	81.82	1.00	7	**4.13**
491	Racquet/Tennis Club	court	27.71	N/A	1.06	13.86	9	1.64	21.67	1.50	7	**1.75**
492	Health/Fitness Club	1,000 sf	30.02	N/A	1.06	15.01	9	1.64	23.56	1.50	7	**1.87**
	INSTITUTIONS:											
520	Elementary School (Private)	student	2.27	22.50	0.10	1.14	9	1.11	1.17	2.00	5	**0.10**
522	Middle School (Private)	student	2.09	23.41	0.09	1.05	9	1.11	1.08	2.00	5	**0.09**
525	High School (Private)	student	1.94	21.95	0.09	0.97	9	1.11	0.99	2.00	5	**0.08**
540	University/Junior College (7,500 or fewer students) (Private)	student	2.00	11.75	0.17	1.00	9	1.11	0.94	2.00	5	**0.10**
550	University/Junior College (more than 7,500 students) (Private)	student	1.50	11.75	0.13	0.75	9	1.11	0.70	2.00	5	**0.08**
560	Church	1,000 sf	6.78	20.64	0.33	3.39	9	2.16	6.99	1.00	7	**0.42**
565	Day Care Center	1,000 sf	42.89	19.30	2.22	21.45	9	1.11	21.59	0.15	5	**0.69**
	MEDICAL:											
610	Hospital	1,000 sf	10.70	3.57	3.00	5.35	9	1.44	4.70	1.00	7	**1.32**
640	Animal Hospital/Veterinary Clinic	1,000 sf	24.20	12.69	1.91	12.10	9	1.44	15.51	1.00	7	**1.36**
	OFFICE:											
710	General Office	1,000 sf	7.83	3.44	2.28	3.92	9	1.09	1.99	1.00	5	**0.67**
720	Medical Office 10,000 sq ft or less	1,000 sf	23.83	11.78	2.02	11.92	9	1.44	15.14	1.00	5	**0.99**
	Medical Office greater than 10,000 sq ft	1,000 sf	33.13	11.78	2.81	16.57	9	1.44	21.05	1.00	5	**1.38**
750	Office Park	1,000 sf	12.35	4.70	2.63	6.18	9	1.09	4.11	0.75	5	**0.80**
	RETAIL:											
822	Retail/Shopping Center less than 40,000 sfgla	1,000 sfgla	54.45	17.42	3.13	27.23	9	1.52	38.26	0.50	7	**1.97**
821	Retail/Shopping Center 40,000 to 150,000 sfgla	1,000 sfgla	65.38	17.42	3.75	32.69	9	1.52	45.94	0.65	7	**2.65**
820	Retail/Shopping Center greater than 150,000 sfgla	1,000 sfgla	36.39	17.42	2.09	18.20	9	1.52	25.57	1.00	7	**1.85**
840/841	New/Used Auto Sales	1,000 sf	24.58	11.84	2.08	12.29	9	1.52	16.60	1.00	7	**1.47**
850	Supermarket	1,000 sf	93.03	41.17	2.26	46.52	9	1.52	68.45	0.50	7	**2.27**
851	Convenience Store	1,000 sf	670.85	243.38	2.76	335.43	9	1.52	507.09	0.20	7	**5.26**
890	Furniture/Flooring Store	1,000 sf	6.32	6.98	0.91	3.16	9	1.52	3.89	0.50	7	**0.42**
	SERVICES:											
911	Bank/Savings Walk-In	1,000 sf	57.02	32.73	1.74	28.51	9	1.52	41.60	0.35	6	**1.08**
912	Bank/Savings Drive-In	1,000 sf	102.09	32.73	3.12	51.05	9	1.52	74.48	0.15	6	**1.40**
930	Fast Casual Restaurant	1,000 sf	225.89	21.26	10.63	112.95	9	2.30	249.16	0.35	7	**7.62**
931	Fine Dining Restaurant	1,000 sf	84.91	17.90	4.74	42.46	9	2.30	92.92	1.00	7	**5.65**
932	High-Turnover Restaurant	1,000 sf	101.53	21.26	4.78	50.77	9	2.30	111.99	0.75	7	**5.29**
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	463.96	44.52	10.42	231.98	9	2.30	523.13	0.25	7	**9.36**
942	Automobile Care Center	1,000 sf	23.61	14.30	1.65	11.81	9	1.52	16.30	1.00	7	**1.30**

Table A-12 (Continued)

Functional Residents per Unit for Non-Residential Land Uses

ITE LUC(1)	Land Use	Impact Unit	Trips Per Unit(2)	Trips Per Employee(3)	Employees Per Unit(4)	One-Way Factor @ 50%(5)	Worker Hours(6)	Occupants Per Trip(7)	Visitors(8)	Visitor Hours Per Trip(9)	Days Per Week(10)	Functional Residents per Unit(11)
	SERVICES:											
944	Gas Station w/Convenience Market <2,000 sq ft	fuel pos.	172.01	275.78	0.62	86.01	9	1.52	130.12	0.20	7	**1.32**
945	Gas Station w/Convenience Market 2,000+ sq ft	fuel pos.	207.44	241.21	0.86	103.72	9	1.52	156.79	0.20	7	**1.63**
947	Self-Service Car Wash	wash stall	38.89	n/a	0.50	19.45	9	1.52	29.06	0.50	7	**0.79**
948	Automated Car Wash	1,000 sf	253.51	n/a	1.75	126.76	9	1.52	190.93	0.25	7	**2.65**
	INDUSTRIAL:											
110	General Light Industrial	1,000 sf	3.60	4.02	0.90	1.80	9	1.08	1.04	1	5	**0.27**
140	Manufacturing	1,000 sf	4.27	2.67	1.60	2.14	9	1.08	0.71	1	5	**0.45**
150	Warehousing	1,000 sf	1.48	5.05	0.29	0.74	9	1.08	0.51	0.75	5	**0.09**
151	Mini-Warehouse	1,000 sf	1.37	61.90	0.02	0.69	9	1.08	0.73	0.75	7	**0.03**

Sources:
1) Land use code found in the Institute of Transportation Engineers (ITE) Trip Generation Handbook, 12th Edition
2) Source: Appendix G, Table G-1
3) Trips per employee from ITE Trip Generation Handbook, 12th Edition, when available
4) Trips per unit (Item 2) divided by trips per person (usually employee). When trips per person are not available, the employees per unit is estimated
5) Trips per unit (Item 2) multiplied by 50 percent
6) Estimated
7) Source: 2022 National Household Travel Survey (FHWA 2022)
8) [(One-way Trips/Unit X Occupants/Trip) - Employees]
9) Estimated
10) Estimated
11) [(Workers X Hours/Day X Days/Week) + (Visitors X Hours/Visit X Days/Week)]/(24 Hours x 7 Days)

Table A-13

Weighted Seasonal Population Projections (Countywide)

Year	Permanent Population(1)	Seasonal Population(2)	Total Weighted Seasonal Population(3)
2010	543,376	38,607	581,983
2011	546,257	38,784	585,041
2012	548,180	38,921	587,101
2013	551,934	39,188	591,122
2014	556,558	39,516	596,074
2015	564,489	40,078	604,567
2016	571,976	40,611	612,587
2017	579,178	41,122	620,300
2018	587,170	41,690	628,860
2019	596,449	42,347	638,796
2020	606,612	42,597	649,209
2021	616,742	43,271	660,013
2022	627,544	44,028	671,572
2023	640,773	44,957	685,730
2024	653,703	45,864	699,567
2025	667,900	46,860	714,760
2026	**676,449**	**47,459**	**723,908**
2027	685,108	48,067	733,175
2028	693,877	48,683	742,560
2029	702,759	49,305	752,064
2030	711,700	49,933	761,633
2031	718,319	50,397	768,716
2032	724,999	50,866	775,865
2033	731,741	51,339	783,080
2034	738,546	51,816	790,362
2035	745,600	52,311	797,911
2036	750,596	52,662	803,258
2037	755,625	53,014	808,639
2038	760,688	53,369	814,057
2039	765,785	53,727	819,512
2040	770,900	54,086	824,986

1) Source: 2010 through 2025 is the U.S. Census and the Bureau of Economic and Business Research (BEBR). For 2026 through 2045, BEBR, Volume 59, Bulletin 203, February 2026 (Medium-Level Projections). Interim years were interpolated.
2) Source: Seasonal Population based on information from 2010 and 2020 U.S. Census. The figures are weighed by 0.42 to account for seasonal residents residing in the county less than six month (assume five months; 5 months divided by 12 months = 0.42). Hotel/motel visitors estimated based on information provided by Florida's Space Coast Office of Tourism.
3) Sum of permanent population (Item 1) and seasonal population (Item 2)

Table A-14

Weighted Seasonal Population Projections (Fire Rescue Service Area)

Year	Permanent Population(1)	Seasonal Population(2)	Total Weighted Seasonal Population(3)
2010	230,236	16,879	247,115
2011	232,769	17,015	249,784
2012	235,329	17,202	252,531
2013	237,918	17,392	255,310
2014	240,535	17,583	258,118
2015	243,181	17,777	260,958
2016	245,856	17,972	263,828
2017	248,560	18,170	266,730
2018	251,294	18,370	269,664
2019	254,058	18,572	272,630
2020	255,905	18,174	274,079
2021	260,729	18,511	279,240
2022	264,906	18,808	283,714
2023	269,162	19,110	288,272
2024	273,633	19,428	293,061
2025	277,924	19,732	297,656
2026	**281,403**	**19,979**	**301,382**
2027	285,005	20,235	305,240
2028	288,653	20,495	309,148
2029	292,348	20,756	313,104
2030	296,067	21,020	317,087
2031	298,821	21,216	320,037
2032	301,600	21,414	323,014
2033	304,404	21,612	326,016
2034	307,235	21,814	329,049
2035	310,170	22,023	332,193
2036	312,248	22,169	334,417
2037	314,340	22,318	336,658
2038	316,446	22,467	338,913
2039	318,567	22,618	341,185
2040	320,694	22,770	343,464

1) Source: 2010 and 2020 is the U.S. Census with interim years interpolated based on average annual growth rate. For 2021 through 2025, U.S. Census and the Bureau of Economic and Business Research (BEBR). For 2026 through 2040, BEBR, Volume 59, Bulletin 203, February 2026 (Medium-Level Projections) adjusted by the 2025 population ratio of the service area to countywide. Interim years were interpolated.
2) Source: Seasonal Population based on information from 2010 and 2020 U.S. Census. The figures are weighed by 0.42 to account for seasonal residents residing in the county less than six month (assume five months; 5 months divided by 12 months = 0.42). Hotel/motel visitors estimated based on information provided by Florida's Space Coast Office of Tourism.
3) Sum of permanent population (Item 1) and seasonal population (Item 2)

Appendix B:
Building and Land Values – Supplemental Information

Appendix B: Building and Land Values

This Appendix provides a summary of building and land value estimates for fire rescue and EMS, correctional facilities, library facilities, and solid waste facilities impact fees. Information related to cost estimates for transportation is included in Appendix E.

Building Values

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

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

The following paragraphs provide a summary for each service area**.**

Fire Rescue and EMS

The fire rescue and EMS building inventory includes fire rescue and EMS stations, as well as the fleet maintenance shop and supply facility. As part of the cost estimates the following was considered:

- The County has completed construction projects for eight stations in the past five years, with construction costs ranging from approximately $400 per square foot to $800 per square foot with an average of about $670 per square foot.
- The County plans to build several new facilities through FY 2031, including eight new stations, a fleet facility, and a new headquarters/training facility. In future dollars, the average cost of these facilities is estimated at up to $1,000 per square foot or $600 per square foot to $700 per square foot in 2026 dollars.
- Insurance values are approximately $270 per square foot for fire rescue/EMS stations, and $140 per square foot for support buildings. The insurance values are considered conservative estimates because the value of the foundation and other more permanent parts of the structure are typically excluded since they would not have to be rebuilt if the structure was damaged.

- Benesch supplemented local data with cost data obtained from other Florida jurisdictions. Construction cost estimates obtained from other Florida jurisdictions between 2022 and 2026 ranged from $325 per square foot to $800 per square foot for fire stations.

Given this information, the building construction cost is estimated at **$650 per square foot** for stations and **$325 per square foot** for support buildings.

Table B-1
Fire Rescue and EMS Building Cost Analysis

Description	Year	Cost per Square Foot(1)	ENR Index(2)	Indexed Cost per Square Foot(3)
Recent Construction				
Station 88 - Replacement	2023	$393	8%	$425
Station 67/68	2023	$489	8%	$528
Station 49	2024	$759	5%	$796
Station 23	2026	$502	0%	$502
Station 40	2026	$652	0%	$652
Station 42	2026	$635	0%	$635
Station 86	2026	$605	0%	$605
Station 64(4)	2027	$786	0%	$786
Total / Weighted Average				**$669**
Planned Construction				
Average for Planned Facilities(4)	2026 - 2031			**$650**
Insurance Values				
Stations	2026	$269		
Support Buildings	2026	$140		
Other Florida Jurisdictions (5)				
Fire Stations	2022-2026	$325-$800		
Estimates Used in the Study				
- Fire Stations	**2026**	**$650**		
- Support Buildings		**$325**		

1) Source: Brevard County
2) Source: Engineering News-Record (ENR), Building Cost Index
3) Cost per square foot adjusted based on the ENR Index (Item 2)
4) Cost adjusted down to 2026 dollars using an inflation factor of 6% per year as provided by Brevard County
5) Source: Information from other Florida jurisdictions

Correctional Facilities

The correctional facilities building inventory includes approximately 391,700 square feet, of which 311,100 square feet is for primary buildings and 80,600 is for support buildings. As part of the cost estimates, the following analysis was completed:

- Cost estimates from the prior technical study indexed to 2026 dollars based on the Engineering News Record Building Cost Index suggest an average cost of $380 per square foot for primary buildings and $120 per square foot for support buildings.
- The County plans to build a kitchen connector hallway which is estimated to cost $865 per square foot.
- The insurance values of existing buildings averaged $200 per square foot for primary buildings and $70 per square foot for support buildings. As previously mentioned, the insurance values are considered conservative estimates because the value of the foundation and other more permanent parts of the structure are typically excluded since they would not have to be rebuilt if the structure was damaged.
- Benesch supplemented local data with cost data obtained from other Florida jurisdictions. Construction cost estimates obtained from other Florida jurisdictions between 2023 and 2026 averaged $460 per square foot with a range of $300 per square foot to $600 per square foot for primary buildings and an average of $170 per square foot with a range of $125 per square foot to $250 per square foot for support buildings.
- In terms of some of the more recent construction projects, in June 2026, Highlands County expects to complete their county jail expansion for approximately $700 per square foot. In Alabama, a correctional complex is expected to be completed in October 2026 for approximately $800 per square foot.

Given this information, a building construction cost of **$600 per square foot** for primary buildings and **$200 per square foot** for support buildings are considered reasonable estimates for impact fee calculation purposes.

Library Facilities

The library facilities inventory includes approximately 319,400 square feet of library building space. As part of the cost estimates the following was considered:

- Cost estimates from the prior technical study indexed to 2026 dollars based on the Engineering News Record Building Cost Index suggest an average cost of $370 per square foot.
- The County is planning to construct a new library as well as a library extension. The average construction cost for these two projects is estimated at $750 per square foot.

- The insurance values of existing buildings averaged $140 per square foot. Insurance values are considered conservative estimates because the value of the foundation and other more permanent parts of the structure are typically excluded since they would not have to be rebuilt if the structure was damaged.
- Benesch supplemented local data with cost data obtained from other Florida jurisdictions. Cost estimated obtained from other Florida jurisdictions between 2020 and 2025 averaged $340 per square foot with a range of $250 per square foot to $500 per square foot.

Given this information, the building cost is estimated at **$500 per square foot** for library buildings.

<u>Solid Waste Facilities</u>

The solid waste impact fee inventory includes several transfer stations, recycling and mulching facilities, hazardous waste facilities, among others. Due to the limited information on these facilities from other jurisdictions, the value is based on facility costs from the prior study indexed to 2026 dollars (Engineering News Record Building Cost Index), recent construction, insurance values, and estimates obtained from the Brevard County Solid Waste Management Department.

Land Values

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

- Recent land purchases or appraisals for the related infrastructure (if applicable);
- Value of land where existing facilities are located based on estimates provided by the Brevard County Property Appraiser;
- Vacant land sales from 2021 to 2025 throughout the service area by size and by land use as reported by the Brevard County Property Appraiser;
- Value of vacant land of similar size properties by land use in the service area as estimated by the Brevard County Property Appraiser; and
- Input from the County.

<u>Fire Rescue and EMS</u>

The following was considered in estimating the land value for fire rescue and emergency medical services.

- In 2023, the County purchased a site for future Station 40 for a purchase price of $99,000 per acre.

- According to the information provided by the FDOR, vacant land values in Brevard County increased by approximately 132 percent since the 2015 interim technical study which suggests a land value of approximately $174,000 per acre.
- The value of parcels where current fire rescue and EMS facilities are located ranges from $10,000 per acre to $653,400 per acre. The weighted average land value is approximately $111,500 per acre, with a median value of $72,700 per acre. Property Appraiser land value estimates for governmental entities tend to be on the low end since these properties are not subject to property tax and the values are not always updated to reflect the market conditions.
- The countywide vacant land sales of similarly sized parcels (0.5 acre to 15 acres) between 2021 and 2025 averaged $125,000 per acre with a median value of $61,500 per acre. Vacant land sales for commercial properties were higher, averaging $253,200 per acre with a median value of $160,500 per acre. The fire rescue service area vacant land sales of similarly sized parcels (0.5 acre to 15 acres) between 2021 and 2025 averaged $103,000 per acre with a median value of $50,300 per acre. Vacant land sales for commercial properties were higher, averaging $264,500 per acre with a median value of $158,300 per acre.
- Value of vacant land countywide (0.5 acre to 15 acres) estimated by the Property Appraiser averaged $85,800 per acre with a median value of $42,000 per acre for all vacant properties. The vacant land value for commercial properties was higher, averaging $127,200 per acre with a median value of $93,200 per acre. The value of vacant land in the fire rescue service area (0.5 acre to 15 acres) reported by the Property Appraiser averaged $84,500 per acre with a median value of $39,000 per acre for all vacant properties. The vacant land value for commercial properties was higher, averaging $127,200 per acre with a median value of $85,000 per acre.

Given this information, an average land value of **$150,000 per acre** is determined to be a reasonable estimate for the fire rescue and EMS impact fee calculation.

<u>Correctional Facilities</u>

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

- The County has not purchased land within the past five years and there are no upcoming programmed land acquisitions at this time.
- The weighted average value of parcels where current correctional facilities are located is $20,000 per acre. Property Appraiser land value estimates for governmental entities tend

to be on the low end since these properties are not subject to property tax and the values are not always updated to reflect the market conditions.

- The countywide vacant land sales of similarly sized parcels (greater than 25 acres) between 2021 and 2025 averaged $53,500 per acre with a median value of $47,200 per acre. Vacant land sales for residential properties were similar, averaging $55,600 per acre with a median value of $33,800 per acre. Vacant land sales for agricultural lands were in the same range, averaging $52,700 per acre with a median value of $53,300 per acre.
- Similarly, the value of vacant land countywide (greater than 25 acres) reported by the Property Appraiser averaged $28,000 per acre with a median value of $15,000 per acre for all vacant properties. The vacant land value for commercial properties was higher, averaging $31,900 per acre with a median value of $22,900 per acre. The vacant land value for agricultural lands was lower, averaging $14,900 per acre with a median value of $7,500 per acre

Given this information, an average land value of **$20,000 per acre** is determined to be a reasonable estimate for the correctional facilities impact fee calculation.

Library Facilities

The following was considered in estimating the land value for library facilities.

- The County has not purchased land within the past five years and there are no upcoming programmed land acquisitions at this time.
- According to the information provided by the FDOR, vacant land values in Brevard County increased by approximately 132 percent since the 2015 interim technical study which suggests a land value of approximately $116,100 per acre.
- The value of parcels where current library facilities are located ranges from $12,000 per acre to $609,000 per acre, with a weighted average land value of approximately $87,200 per acre. Property Appraiser land value estimates for governmental entities tend to be on the low end since these properties are not subject to property tax and the values are not always updated to reflect the market conditions.
- The countywide vacant land sales of similarly sized parcels (0.5 acre to 15 acres) between 2021 and 2025 averaged $125,000 per acre with a median value of $61,500 per acre. Vacant land sales for residential properties were lower, averaging $95,100 per acre with a median value of $53,900 per acre.
- Value of vacant land countywide (0.5 acre to 15 acres) estimated by the Property Appraiser averaged $85,800 per acre with a median value of $42,000 per acre for all vacant properties. The vacant land value for residential properties was lower, averaging

$58,600 per acre with a median value of $38,900 per acre. The value of vacant land countywide for inland parcels (0.5 acre to 15 acres) reported by the Property Appraiser averaged $55,000 per acre with a median value of $38,400 per acre for all vacant properties. The vacant land value for inland residential properties was lower, averaging $40,500 per acre with a median value of $33,900 per acre.

Given this information, an average land value of **$75,000 per acre** is determined to be a reasonable estimate for impact fee calculations.

Solid Waste Facilities

The following was considered in estimating the land value for solid waste facilities.

- The County has not purchased land within the past five years and there are no upcoming programmed land acquisitions at this time.
- According to the information provided by the FDOR, vacant land values in Brevard County increased by approximately 132 percent since the 2015 interim technical study, which suggests a land value of approximately $46,400 per acre.
- The value of parcels where current solid waste facilities are located ranges from $1,500 per acre to $22,300 per acre. The weighted average land value is approximately $12,100 per acre, with a median value of $11,000 per acre. Property Appraiser land value estimates for governmental entities tend to be on the low end since these properties are not subject to property tax and the values are not always updated to reflect the market conditions.
- The countywide vacant land sales of similarly sized parcels (10 acres to 40 acres) between 2021 and 2025 averaged $105,200 per acre with a median value of $60,300 per acre. Vacant land sales for agricultural properties were lower, averaging $37,600 per acre with a median value of $33,500 per acre
- Value of vacant land countywide (10 acres to 40 acres) estimated by the Property Appraiser averaged $51,300 per acre with a median value of $28,000 per acre for all vacant properties. The vacant land value for agricultural properties was lower, averaging $16,100 per acre with a median value of $11,100 per acre.

Given this information, an average land value of **$35,000 per acre** is determined to be a reasonable estimate for solid waste facilities impact fee calculations.

Appendix C
Detailed Inventories: Supplemental Information

Appendix C: Detailed Inventories – Supplemental Information

This appendix presents the inventory of county-owned fire rescue and EMS facilities and correctional facilities in Brevard County.

The current inventory of fire rescue and EMS facilities is presented in **Table C-1.** The current inventory of correctional facilities is presented in **Table C-2.**

Table C-1
Fire Rescue and EMS Building and Land Inventory

Description	Building Type	Address	Bays[1]	Allocation		Building Square Feet			Bay Square Feet			Total Square Feet			Allocated Acres		
				% Fire[2]	% EMS[3]	Fire[4]	EMS[5]	Total[6]	Fire[7]	EMS[8]	Total[9]	Fire[10]	EMS[11]	Total[12]	Fire[13]	EMS[14]	Total[15]
Station 21	Station	4940 U.S. Highway #1, Mims 32754	3	100.00%	0.00%	7,548	-	7,548	1,800	-	1,800	9,348	-	9,348	3.02	-	3.02
Station 22	Station	2475 Taylor Avenue, Mims 32754	4	55.49%	44.51%	3,189	2,558	5,747	1,800	600	2,400	4,989	3,158	8,147	0.34	0.27	0.61
Station 23	Station	770 S. Park Avenue, Titusville 32780	0	0.00%	100.00%	-	2,592	2,592	-	-	-	-	2,592	2,592	-	0.50	0.50
Station 24	Station	2280 Columbia Boulevard, Titusville 32780	3	55.49%	44.51%	1,998	1,602	3,600	1,200	600	1,800	3,198	2,202	5,400	0.77	0.62	1.39
Station 26	Station	6655 Carole Avenue, Port St. John 32927	3	55.49%	44.51%	2,065	1,657	3,722	800	400	1,200	2,865	2,057	4,922	0.80	0.65	1.45
Station 28	Station	4870 N. U.S. #1, Frontenac 32927	5	100.00%	0.00%	8,932	-	8,932	3,600	-	3,600	12,532	-	12,532	8.00	-	8.00
Station 29	Station	3950 Canaveral Groves Boulevard, Cocoa 32926	3	55.49%	44.51%	2,832	2,272	5,104	1,600	800	2,400	4,432	3,072	7,504	0.58	0.46	1.04
Station 40	Station	4615 North Courtenay Parkway, Merritt 32953	4	100.00%	0.00%	3,575	-	3,575	2,649	-	2,649	6,224	-	6,224	2.86	-	2.86
Station 41	Station	300 Alma Boulevard, Merritt Island 32953	4	55.49%	44.51%	4,856	3,895	8,751	2,250	750	3,000	7,106	4,645	11,751	0.97	0.78	1.75
Station 42	Station	840 N. Banana River Drive, Merritt Island 32952	4	100.00%	0.00%	3,575	-	3,575	6,224	-	6,224	9,799	-	9,799	0.76	-	0.76
Station 43	Station	902 Airport Road, Merritt Island 32952	4	55.49%	44.51%	5,677	4,553	10,230	2,250	750	3,000	7,927	5,303	13,230	0.97	0.78	1.75
Station 44	Station	3780 W. King Street, Cocoa 32926	4	55.49%	44.51%	5,219	4,186	9,405	2,250	750	3,000	7,469	4,936	12,405	4.79	3.85	8.64
Station 47	Station	7225 Murrell Road, Viera 32940	3	55.49%	44.51%	3,056	2,452	5,508	1,267	633	1,900	4,323	3,085	7,408	0.91	0.73	1.64
Station 48	Station	5550 Porada Drive, Viera 32940	5	55.49%	44.51%	4,839	3,881	8,720	2,560	640	3,200	7,399	4,521	11,920	1.00	0.80	1.80
Station 49	Station	8588 Bower Lane, Melbourne 32940	3	55.49%	44.51%	4,839	3,881	8,720	2,133	1,067	3,200	6,972	4,948	11,920	1.11	0.89	2.00
Station 62	Station	299 Sea Park Boulevard, Satellite Beach 32937	2	55.49%	44.51%	1,998	1,602	3,600	900	900	1,800	2,898	2,502	5,400	0.69	0.56	1.25
Station 63	Station	2602 N. AlA, Indialantic 32903	4	55.49%	44.51%	2,996	2,404	5,400	2,250	750	3,000	5,246	3,154	8,400	0.17	0.13	0.30
Station 64	Station	2550 S. A1A, Melbourne Beach 32951	3	55.49%	44.51%	2,331	1,869	4,200	2,000	1,000	3,000	4,331	2,869	7,200	0.42	0.33	0.75
Station 65	Station	7400 S. A1A, Melbourne Beach 32951	0	100.00%	0.00%	3,315	-	3,315	-	-	-	3,315	-	3,315	0.59	-	0.59
Station 66	Station	1695 Aurora Road, Melbourne 32935	0	0.00%	100.00%	-	1,600	1,600	-	-	-	-	1,600	1,600	N/A	N/A	N/A
Station 67/68	Station	11 N. Nieman Avenue, Melbourne 32901	0	0.00%	100.00%	-	1,792	1,792	-	-	-	-	1,792	1,792	N/A	N/A	N/A
Station 80	Station	400 Pineda Court, Melbourne 32940	3	55.49%	44.51%	4,839	3,881	8,720	2,133	1,067	3,200	6,972	4,948	11,920	1.04	0.84	1.88
Station 81	Station	4630 Lake Washington Road, Melbourne 32934	4	55.49%	44.51%	2,996	2,404	5,400	1,875	625	2,500	4,871	3,029	7,900	1.55	1.25	2.80
Station 82	Station	109 N.W. Pine Street, West Melbourne 32904	4	55.49%	44.51%	2,497	2,003	4,500	1,800	600	2,400	4,297	2,603	6,900	0.29	0.23	0.52
Station 83	Station	5148 Minton Road, Palm Bay 32907	2	55.49%	44.51%	2,224	1,784	4,008	750	750	1,500	2,974	2,534	5,508	0.33	0.27	0.60
Station 86	Station	301 Barefoot Boulevard., Barefoot Bay 32958	6	55.49%	44.51%	4,800	3,768	8,466	2,034	3,042	3,666	6,834	6,810	13,644	0.64	0.51	1.15
Station 87	Station	2855 Valkaria Road, Grant/Valkaria, FL 32950	0	100.00%	0.00%	7,155	-	7,155	-	-	-	7,155	-	7,155	1.75	-	1.75
Station 88	Station	175 Medplex Parkway, Palm Bay 32907	0	0.00%	100.00%	-	2,592	2,592	-	-	-	-	2,592	2,592	N/A	N/A	N/A
Station 89	Station	2051 De Groodt Avenue SW, Palm Bay 32908	0	0.00%	100.00%	-	3,200	3,200	-	-	-	-	3,200	3,200	N/A	N/A	N/A
Fleet Maintenance Shop	Support	351 Wenner Way, Cocoa 32926	0	55.49%	44.51%	5,570	4,468	10,038	-	-	-	5,570	4,468	10,038	1.25	1.00	2.25
Supply Facility Fire Rescue	Support	300 Ansin Road, Rockledge 32955	0	55.49%	44.51%	9,174	7,359	16,533	-	-	-	9,174	7,359	16,533	1.10	0.89	1.99
Total			**80**			**112,095**	**74,256**	**186,248**	**46,125**	**15,724**	**60,439**	**158,220**	**89,980**	**248,199**	**36.70**	**16.34**	**53.04**
Station						**97,350**	**62,429**	**159,677**	**46,125**	**15,724**	**60,439**	**143,476**	**78,153**	**221,628**	**34.35**	**14.45**	**48.80**
Modular						**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**	**0.00**	**0.00**
Support						**14,744**	**11,827**	**26,571**	**0**	**0**	**0**	**14,744**	**11,827**	**26,571**	**2.35**	**1.89**	**4.24**

1) Source: Brevard County
2) Source: Brevard County. Percent dedicated to fire rescue facilities.
3) Source: Brevard County. Percent dedicated to emergency medical services facilities.

4) Total building square feet (Item 6) multiplied by the fire percent (Item 2)
5) Total building square feet (Item 6) multiplied by the EMS percent (Item 3)
6) Source: Brevard County
7) Source: Brevard County
8) Source: Brevard County
9) Source: Brevard County
10) The sum of fire building square feet (Item 4) and fire bay square feet (Item 7)
11) The sum of EMS building square feet (Item 5) and EMS bay square feet (Item 8)
12) The sum of the total fire square feet (Item 10) and the total EMS square feet (Item 11)
13) Total acres (Item 15) multiplied by the fire percent (Item 2)
14) Total acres (Item 15) multiplied by the EMS percent (Item 3)
15) Source: Brevard County

Table C-2
Correctional Facilities Building Inventory

Facility Description	Address	Year Acquired/ Built	Square Feet
Primary Buildings			
Support and Service Area	806 Camp Road, Cocoa	1986	42,114
BCDC, POD A Jail	806 Camp Road, Cocoa	1986	31,828
BCDC, POD B Jail	806 Camp Road, Cocoa	1986	31,677
BCDC, POD C Jail	806 Camp Road, Cocoa	1986	31,734
BCDC, POD D Jail	806 Camp Road, Cocoa	1986	32,031
Minimum Security Jail (Womens Annex)	806 Camp Road, Cocoa	1988	28,800
Visitation Building	806 Camp Road, Cocoa	1996	1,440
Central Feeding Building	806 Camp Road, Cocoa	1999	2,380
Sprung Structure - Tent 1	806 Camp Road, Cocoa	2006	10,273
Sprung Structure - Tent 2	806 Camp Road, Cocoa	2006	10,273
Sprung Structure - Tent 3	806 Camp Road, Cocoa	2006	10,273
Sprung Structure - Tent 4	806 Camp Road, Cocoa	2006	10,273
Laundry Building	806 Camp Road, Cocoa	2006	3,420
Mental Health/Medical Facility	806 Camp Road, Cocoa	2008	54,622
Kitchen Building	806 Camp Road, Cocoa	2011	10,000
Subtotal -- Primary Buildings			**311,138**
Support Buildings			
Building Sheriff Jail Transport	855 Camp Road, Cocoa	1976	2,600
Building Paws And Stripes	855 Camp Road, Cocoa	1990	9,598
Central Portion Connecting Pods	806 Camp Road, Cocoa	1996	1,440
Central Logistics Building	806 Camp Road, Cocoa	2013	2,210
Sheriffs's Garage	850 Earle Petty Way, Cocoa	1990	6,600
Auto Processing Garage	806 Camp Road, Cocoa	1995	5,720
Kennel	806 Camp Road, Cocoa	1996	800
Jail Warehouse	806 Camp Road, Cocoa	1997	7,550
Warehouse/Office Facilities Management	806 Camp Road, Cocoa	1997	3,750
Detention Center Warehouse Expansion	806 Camp Road, Cocoa	2007	202
Modular Building - Detention Center Expansion	806 Camp Road, Cocoa	2007	1,344
Storage Trailer	806 Camp Road, Cocoa	1999	672
Building Sheriff Bam	855 Camp Road, Cocoa	1990	4,799
Building Sheriff Storage	855 Camp Road, Cocoa	1990	3,055
Building Sheriff Community Services	855 Camp Road, Cocoa	1990	2,544
Building Sheriff K9	855 Camp Road, Cocoa	1990	1,040
Building Fleet Maintenance Facility / Evidence	-	2024	26,635
Subtotal -- Support Buildings			**80,559**
Total			**391,697**

Source: Brevard County

Appendix D
Transportation Impact Fee:
Demand Component

Appendix D: Transportation Demand Component

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

Interstate and Toll Facility Adjustment Factor

Table D-1 presents the interstate and toll facility adjustment factor used in the calculation of the transportation impact fee. This variable is based on data from the Central Florida Regional Planning Model v7, specifically the 2045 projected vehicle-miles of travel of all county-generated trips on all in-county roadways. It should be noted that the adjustment factor excludes all external-to-external trips, which represents traffic that goes through Brevard County but does not necessarily stop in the county. This traffic is excluded from the analysis since it does not come from development within the county. The I/T adjustment factor is used to reduce the VMT that the transportation impact fee charges for each land use.

Table D-1
Interstate/Toll Facility Adjustment Factor

Roadway Jurisdiction	VMT (2045)	% VMT
Interstate/Toll Facilities	6,621,772	**35.0%**
Other Roads	12,288,250	65.0%
Total (All Roads)	**18,910,022**	**100.0%**

Source: CFRPM v7; 2045 Cost Feasible Scenario

Florida Studies Trip Characteristics Database

The Florida Studies Trip Characteristics Database includes approximately 340 studies on 42 different residential and non-residential land uses collected over the last 35 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 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 (12th edition). In instances, when both ITE *Trip Generation* reference report (12th edition) and Florida Studies trip generation rate (TGR) data are available for a particular land use, the data is typically blended to increase the sample size and provide a more valid estimate of the average number of trips generated per unit of development. If no Florida Studies data is available, only TGR data from the ITE reference report is used in the fee calculation.

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

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

The percent new trip variable is based on assigning each trip surveyed 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 D-2

Land Use 150: Warehouse

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Polk Co, FL	319.8	2024	-	-	7.34	-	-	-	-	Benesch
Polk Co, FL	969.2	2024	-	-	1.20	-	-	-	-	Benesch
Polk Co, FL	431.4	2024	-	-	1.59	-	-	-	-	Benesch
Polk Co, FL	2285.2	2024	-	-	1.77	-	-	98.0	-	Benesch
Polk Co, FL	839.2	2024	-	-	1.77	-	20.47	97.0	-	Benesch
Polk Co, FL	308.2	2024	-	-	5.78	-	-	-	-	Benesch
Polk Co, FL	297.6	2024	-	-	1.34	-	-	-	-	Benesch
Polk Co, FL	420.0	2024	-	-	2.92	-	-	-	-	Benesch
Polk Co, FL	200.2	2024	-	-	2.48	-	-	-	-	Benesch
Total Size	6,070.8	9				**Average Trip Length:**	**20.47**			
ITE	44,874.0	81				**Weighted Average Trip Length:**	**20.47**			
Blended total	50,944.8					Weighted Percent New Trip Average:		97.7		
									Weighted Average Trip Generation Rate:	2.25
									ITE Average Trip Generation Rate:	1.38
									Blend of FL Studies and ITE Average Trip Generation Rate:	**1.48**

Table D-3

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	704.0	11				**Weighted Average Trip Length:**	**n/a**			
Blended total	1,249.0					Weighted Percent New Trip Average:		-		
									Weighted Average Trip Generation Rate:	1.47
									ITE Average Trip Generation Rate:	1.29
									Blend of FL Studies and ITE Average Trip Generation Rate:	**1.37**

Table D-4

Land Use 210: Single Family - Detached

Location	Size / Units	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Sarasota Co, FL	76	Jun-93	70	70	10.03	-	6.00	-	60.18	Sarasota County
Sarasota Co, FL	79	Jun-93	86	86	9.77	-	4.40	-	42.99	Sarasota County
Sarasota Co, FL	135	Jun-93	75	75	8.05	-	5.90	-	47.50	Sarasota County
Sarasota Co, FL	152	Jun-93	63	63	8.55	-	7.30	-	62.42	Sarasota County
Sarasota Co, FL	193	Jun-93	123	123	6.85	-	4.60	-	31.51	Sarasota County
Sarasota Co, FL	97	Jun-93	33	33	13.20	-	3.00	-	39.60	Sarasota County
Sarasota Co, FL	282	Jun-93	146	146	6.61	-	8.40	-	55.52	Sarasota County
Sarasota Co, FL	393	Jun-93	207	207	7.76	-	5.40	-	41.90	Sarasota County
Hernando Co, FL	76	May-96	148	148	10.01	9a-6p	4.85	-	48.55	Tindale Oliver
Hernando Co, FL	128	May-96	205	205	8.17	9a-6p	6.03	-	49.27	Tindale Oliver
Hernando Co, FL	232	May-96	182	182	7.24	9a-6p	5.04	-	36.49	Tindale Oliver
Hernando Co, FL	301	May-96	264	264	8.93	9a-6p	3.28	-	29.29	Tindale Oliver
Charlotte Co, FL	135	Oct-97	230	-	5.30	9a-5p	7.90	-	41.87	Tindale Oliver
Charlotte Co, FL	142	Oct-97	245	-	5.20	9a-5p	4.10	-	21.32	Tindale Oliver
Charlotte Co, FL	150	Oct-97	160	-	5.00	9a-5p	10.80	-	54.00	Tindale Oliver
Charlotte Co, FL	215	Oct-97	158	-	7.60	9a-5p	4.60	-	34.96	Tindale Oliver
Charlotte Co, FL	257	Oct-97	225	-	7.60	9a-5p	7.40	-	56.24	Tindale Oliver
Charlotte Co, FL	345	Oct-97	161	-	7.00	9a-5p	6.60	-	46.20	Tindale Oliver
Charlotte Co, FL	368	Oct-97	152	-	6.60	9a-5p	5.70	-	37.62	Tindale Oliver
Charlotte Co, FL	383	Oct-97	516	-	8.40	9a-5p	5.00	-	42.00	Tindale Oliver
Charlotte Co, FL	441	Oct-97	195	-	8.20	9a-5p	4.70	-	38.54	Tindale Oliver
Charlotte Co, FL	1,169	Oct-97	348	-	6.10	9a-5p	8.00	-	48.80	Tindale Oliver
Collier Co, FL	90	Dec-99	91	-	12.80	8a-6p	11.40	-	145.92	Tindale Oliver
Collier Co, FL	400	Dec-99	389	-	7.80	8a-6p	6.40	-	49.92	Tindale Oliver
Lake Co, FL	49	Apr-02	170	-	6.70	7a-6p	10.20	-	68.34	Tindale Oliver
Lake Co, FL	52	Apr-02	212	-	10.00	7a-6p	7.60	-	76.00	Tindale Oliver
Lake Co, FL	126	Apr-02	217	-	8.50	7a-6p	8.30	-	70.55	Tindale Oliver
Pasco Co, FL	55	Apr-02	133	-	6.80	8a-6p	8.12	-	55.22	Tindale Oliver
Pasco Co, FL	60	Apr-02	106	-	7.73	8a-6p	8.75	-	67.64	Tindale Oliver
Pasco Co, FL	70	Apr-02	188	-	7.80	8a-6p	6.03	-	47.03	Tindale Oliver
Pasco Co, FL	74	Apr-02	188	-	8.18	8a-6p	5.95	-	48.67	Tindale Oliver
Pasco Co, FL	189	Apr-02	261	-	7.46	8a-6p	8.99	-	67.07	Tindale Oliver
Marion Co, FL	102	Apr-02	167	-	8.02	7a-6p	5.10	-	40.90	Kimley-Horn & Associates
Marion Co, FL	105	Apr-02	169	-	7.23	7a-6p	7.22	-	52.20	Kimley-Horn & Associates
Marion Co, FL	124	Apr-02	170	-	6.04	7a-6p	7.29	-	44.03	Kimley-Horn & Associates
Marion Co, FL	132	Apr-02	171	-	7.87	7a-6p	7.00	-	55.09	Kimley-Horn & Associates
Marion Co, FL	133	Apr-02	209	-	8.04	7a-6p	4.92	-	39.56	Kimley-Horn & Associates
Citrus Co, FL	111	Oct-03	273	-	8.66	7a-6p	7.70	-	66.68	Tindale Oliver
Citrus Co, FL	231	Oct-03	155	-	5.71	7a-6p	4.82	-	27.52	Tindale Oliver
Citrus Co, FL	306	Oct-03	146	-	8.40	7a-6p	3.94	-	33.10	Tindale Oliver
Citrus Co, FL	364	Oct-03	345	-	7.20	7a-6p	9.14	-	65.81	Tindale Oliver
Citrus Co, FL	374	Oct-03	248	-	12.30	7a-6p	6.88	-	84.62	Tindale Oliver
Lake Co, FL	42	Dec-06	122	-	11.26	-	5.56	-	62.61	Tindale Oliver
Lake Co, FL	51	Dec-06	346	-	18.22	-	9.46	-	172.36	Tindale Oliver
Lake Co, FL	59	Dec-06	144	-	12.07	-	10.79	-	130.24	Tindale Oliver
Lake Co, FL	90	Dec-06	194	-	9.12	-	5.78	-	52.71	Tindale Oliver
Lake Co, FL	239	Dec-06	385	-	7.58	-	8.93	-	67.69	Tindale Oliver
Hernando Co, FL	232	Apr-07	516	-	8.02	7a-6p	8.16	-	65.44	Tindale Oliver
Hernando Co, FL	95	Apr-07	256	-	8.08	7a-6p	5.88	-	47.51	Tindale Oliver
Hernando Co, FL	90	Apr-07	338	-	7.13	7a-6p	5.86	-	41.78	Tindale Oliver
Hernando Co, FL	58	Apr-07	153	-	6.16	7a-6p	8.39	-	51.68	Tindale Oliver
Collier Co, FL	74	Mar-08	503	-	12.81	7a-6p	3.05	-	39.07	Tindale Oliver
Collier Co, FL	97	Mar-08	512	-	8.78	7a-6p	11.29	-	99.13	Tindale Oliver
Collier Co, FL	315	Mar-08	1,347	-	6.97	7a-6p	6.55	-	45.65	Tindale Oliver
Collier Co, FL	42	Mar-08	314	-	9.55	7a-6p	10.98	-	104.86	Tindale Oliver
Total Size	10,380	55	13,130			**Average Trip Length:**	**6.83**			
						Weighted Average Trip Length:	**6.62**			
									Weighted Average Trip Generation Rate:	**7.81**

Table D-5

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	4.98	-	30.48	Tindale Oliver
Hernando Co, FL	128	May-96	198	198	6.47	9a-6p	5.18	-	33.51	Tindale Oliver
Pasco Co, FL	229	Apr-02	198	198	4.77	9a-6p	12.09	-	57.67	Tindale Oliver
Pasco Co, FL	248	Apr-02	353	353	4.24	9a-6p	3.53	-	14.97	Tindale Oliver
Total Size	636	4	780			**Average Trip Length:**	**6.45**			
ITE	924	11				**Weighted Average Trip Length:**	**7.01**			
Blended total	1,560								Weighted Average Trip Generation Rate:	4.97
									ITE Average Trip Generation Rate:	6.57
									Blend of FL Studies and ITE Average Trip Generation Rate:	**5.92**

Table D-6

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 D-7

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 D-8

Land Use 251: Senior Adult Housing - Single Family

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	10,166	17		**Weighted Average Trip Length:**			**5.42**			
Blended total	19,643								Weighted Average Trip Generation Rate:	2.75
									ITE Average Trip Generation Rate:	4.16
									Blend of FL Studies and ITE Average Trip Generation Rate:	**3.48**

Table D-9

Land Use 252: Senior Adult Housing - Multi-Family

Location	Size / Units	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Sun City Center, FL	208	Oct-91	726	726	2.46	24hr.	3.28	-	8.07	Tindale Oliver
Total Size	208	1		**Average Trip Length:**			**3.28**			
ITE	486	6		**Weighted Average Trip Length:**			**3.28**			
Blended total	694								Weighted Average Trip Generation Rate:	2.46
									ITE Average Trip Generation Rate:	3.25
									Blend of FL Studies and ITE Average Trip Generation Rate:	**3.01**

Table D-10

Land Use 252: Senior Adult Housing - Multi-Family

Location	Size / Units	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Sun City Center, FL	208	Oct-91	726	726	2.46	24hr.	3.28	-	8.07	Tindale Oliver
Total Size	208	1		**Average Trip Length:**			**3.28**			
ITE	486	6		**Weighted Average Trip Length:**			**3.28**			
Blended total	694								Weighted Average Trip Generation Rate:	2.46
									ITE Average Trip Generation Rate:	3.25
									Blend of FL Studies and ITE Average Trip Generation Rate:	**3.01**

Table D-11

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
Orange Co, FL	123	1997	-	-	6.32	-	-	-	-	Orange County
Orange Co, FL	120	1997	-	-	5.27	-	-	-	-	Orange County
Orange Co, FL	146	1997	-	-	7.61	-	-	-	-	Orange County
Orange Co, FL	252	1997	-	-	5.63	-	-	-	-	Orange County
Orange Co, FL	172	1997	-	-	6.36	-	-	-	-	Orange County
Orange Co, FL	170	1997	-	-	6.06	-	-	-	-	Orange County
Orange Co, FL	128	1997	-	-	6.10	-	-	-	-	Orange County
Orange Co, FL	200	1997	-	-	4.56	-	-	-	-	Orange County
Orange Co, FL	112	1998	-	-	2.78	-	-	-	-	Orange County
Orange Co, FL	130	1998	-	-	9.12	-	-	-	-	Orange County
Orange Co, FL	106	1998	-	-	7.34	-	-	-	-	Orange County
Orange Co, FL	98	1998	-	-	7.32	-	-	-	-	Orange County
Orange Co, FL	120	1998	-	-	5.57	-	-	-	-	Orange County
Orange Co, FL	70	1999	-	-	1.85	-	-	-	-	Orange County
Orange Co, FL	123	1999	-	-	4.81	-	-	-	-	Orange County
Orange Co, FL	123	1999	-	-	3.70	-	-	-	-	Orange County
Orange Co, FL	211	2000	-	-	2.23	-	-	-	-	Orange County
Orange Co, FL	144	2000	-	-	7.32	-	-	-	-	Orange County
Orange Co, FL	105	2001	-	-	5.25	-	-	-	-	Orange County
Orange Co, FL	891	2005	-	-	5.69	-	-	-	-	Orange County
Orange Co, FL	1,584	2005	-	-	5.88	-	-	-	-	Orange County
Orange Co, FL	210	2006	-	-	4.88	-	-	-	-	Orange County
Orange Co, FL	1,499	2006	-	-	4.69	-	-	-	-	Orange County
Orange Co, FL	144	-	-	-	4.74	-	-	-	-	Orange County
Orange Co, FL	148	-	-	-	7.61	-	-	-	-	Orange County
Orange Co, FL	160	-	-	-	6.19	-	-	-	-	Orange County
Orange Co, FL	130	-	-	-	4.29	-	-	-	-	Orange County
Orange Co, FL	130	-	-	-	3.40	-	-	-	-	Orange County
Orange Co, FL	144	-	-	-	7.66	-	-	-	-	Orange County
Orange Co, FL	100	-	-	-	7.37	-	-	-	-	Orange County
Orange Co, FL	190	-	-	-	4.71	-	-	-	-	Orange County
Orange Co, FL	1,501	2011	-	-	3.50	-	-	-	-	Tindale Oliver
Orange Co, FL	174	2011	-	-	7.03	-	-	-	-	Tindale Oliver
Orange Co, FL	238	2014	-	-	4.05	-	-	-	-	Tindale Oliver
Total Size	10,184	36	164			**Average Trip Length:**	**6.25**			
ITE	<u>286</u>	2				**Weighted Average Trip Length:**	**6.26**			
Blended total	10,470					Weighted Percent New Trip Average:		66.3		
									Weighted Average Trip Generation Rate:	5.31
									ITE Average Trip Generation Rate:	5.84
									Blend of FL Studies and ITE Average Trip Generation Rate:	**5.33**

Table D-12

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 D-13

Land Use 330: Resort 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	207	Sep-89	118	110	-	9a-7p	2.70	93.3	-	Tindale Oliver
Pinellas Co, FL	390	Sep-89	116	90	-	10a-7p	7.90	78.0	-	Tindale Oliver
Total Size	597	2	234			**Average Trip Length:**	**5.30**			
						Weighted Average Trip Length:	**6.10**			
						Weighted Percent New Trip Average:		83.3		

Table D-14

Land Use 445: Movie Theater

Location	Size (Screens)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Pinellas Co, FL	8	Oct-89	151	116	113.10	2p-8p	2.70	77.0	235.13	Tindale Oliver
Pinellas Co, FL	12	Sep-89	122	116	63.40	2p-8p	1.90	95.0	114.44	Tindale Oliver
Total Size	20	2	273			**Average Trip Length:**	**2.30**			
ITE	<u>13</u>	8				**Weighted Average Trip Length:**	**2.22**			
Blended total	33					Weighted Percent New Trip Average:		87.8		
									Weighted Average Trip Generation Rate:	83.28
									ITE Average Trip Generation Rate (Adjusted):	131.10
									Blend of FL Studies and ITE Average Trip Generation Rate:	**102.12**

Table D-15

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	6	1								
						Percent New Trip Average:		94.0		

Table D-16

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	105.0	21				Weighted Average Trip Length:	2.03			
Blended total	120.6					Weighted Percent New Trip Average:		73.2		
									Weighted Average Trip Generation Rate:	66.99
									ITE Average Trip Generation Rate:	39.30
									Blend of FL Studies and ITE Average Trip Generation Rate:	**42.89**

Table D-17

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	120	1	74			Average Trip Length:	2.59			
ITE	480	3				Weighted Average Trip Length:	2.59			
Blended total	600					Weighted Percent New Trip Average:		89.0		
									Weighted Average Trip Generation Rate:	2.86
									ITE Average Trip Generation Rate:	3.06
									Blend of FL Studies and ITE Average Trip Generation Rate:	**3.02**

Table D-18

Land Use 640: Animal Hospital/Veterinary Clinic

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	4.0	-	-	-	21.50	-	-	-	-	Tindale Oliver
Clearwater, FL	3.0	Sep-89	-	-	44.00	-	1.90	70.0	-	Tindale Oliver
Clearwater, FL	2.0	Aug-89	-	-	-	-	1.90	70.0	-	Tindale Oliver
Total Size	7.0	3	0			Average Trip Length:	1.90			
ITE	18.0	6				Weighted Average Trip Length:	1.90			
	25.0					Weighted Percent New Trip Average:		70.0		
									Weighted Average Trip Generation Rate:	31.14
									ITE Average Trip Generation Rate:	21.50
									Blend of FL Studies and ITE Average Trip Generation Rate:	**24.20**

Table D-19

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	742.1	5	736			Average Trip Length:	6.46			
ITE	2,772.0	22				Weighted Average Trip Length:	5.15			
						Weighted Percent New Trip Average:		92.3		

Table D-20

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 D-21

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
Total Size	298.6	13	763			Average Trip Length:	5.07			
ITE	176.0	16				Weighted Average Trip Length:	5.55			
Blended total	474.6					Weighted Percent New Trip Average:		88.9		
									Average Trip Generation Rate:	32.59
									ITE Average Trip Generation Rate:	34.03
									Blend of FL Studies and ITE Average Trip Generation Rate:	**33.13**

Table D-22

Land Use 750: Office Park

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	30	Jun-93	10	10	9.10	-	9.00	-	81.90	Sarasota County
Sarasota Co, FL	36	Jun-93	17	17	20.50	-	8.30	-	170.15	Sarasota County
Sarasota Co, FL	45	Jun-93	42	42	37.00	-	4.90	-	181.30	Sarasota County
Total Size	111.0	3	69			Average Trip Length:	7.40			
ITE	5,144.0	4				Weighted Average Trip Length:	7.11			
Blended total	5,255.0					Weighted Percent New Trip Average:		-		
									Weighted Average Trip Generation Rate:	24.11
									ITE Average Trip Generation Rate (adjusted):	12.10
									Blend of FL Studies and ITE Average Trip Generation Rate:	**12.35**

Table D-23

Land Use 770: Business Park

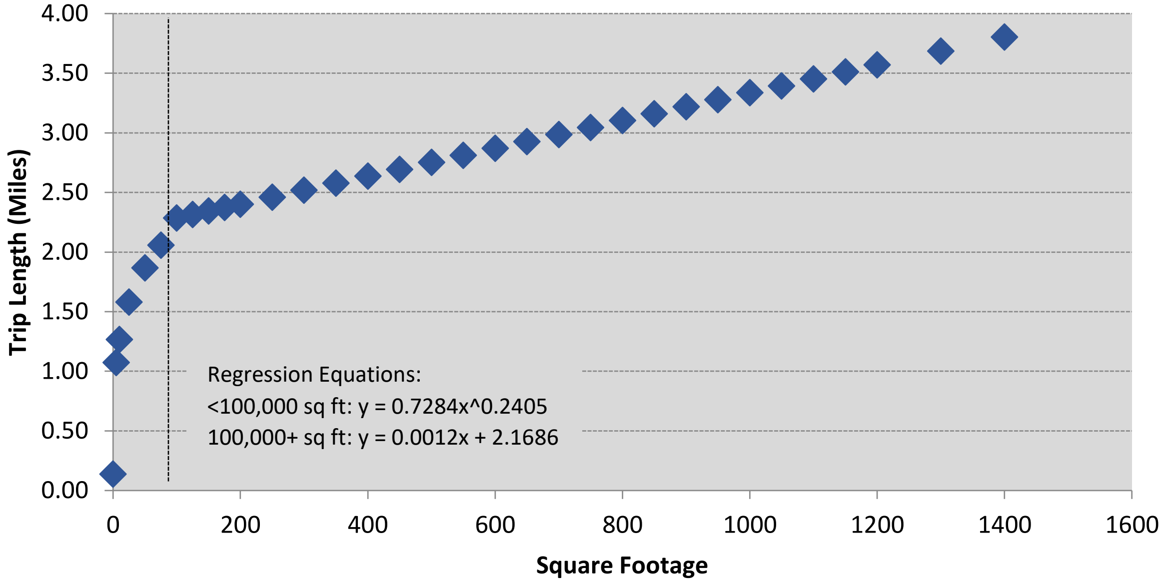
Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Collier Co, FL	14.1	May-99	-	55	33.48	8a-6p	3.60	72.7	87.62	Tindale Oliver
Collier Co, FL	66.0	May-99	-	43	11.53	8a-6p	5.70	79.0	51.92	Tindale Oliver
Collier Co, 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	892.0	4				Weighted Average Trip Length:	5.38			
Blended total	1,183.2					Weighted Percent New Trip Average:		88.8		

Table D-24

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

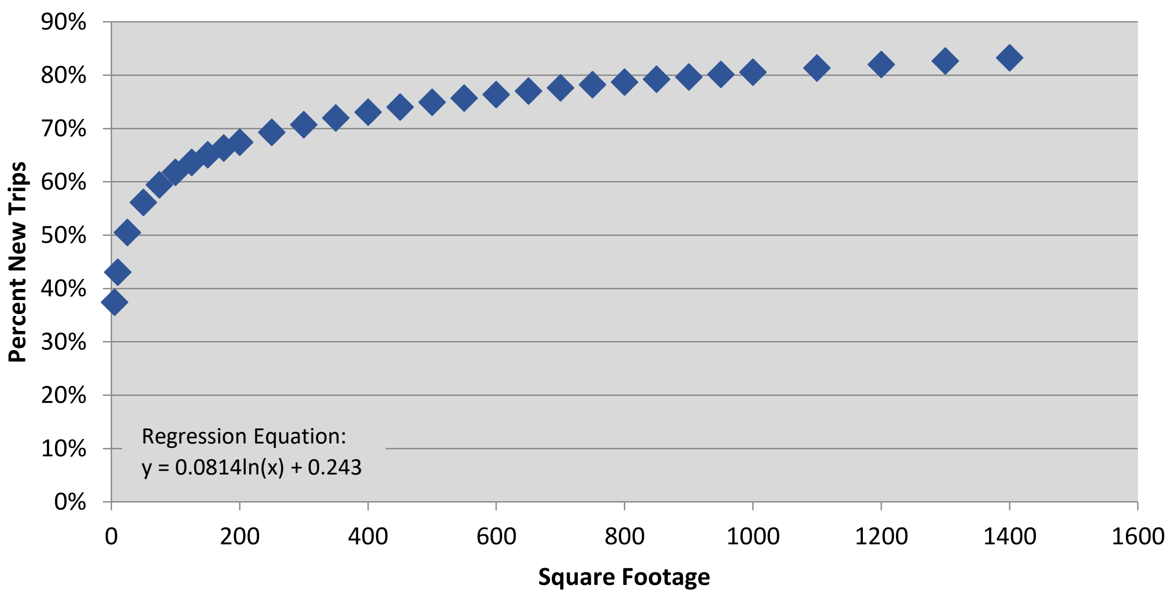
Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Tampa, FL	-	Mar-86	527	348	-	-	-	66.0	-	Kimley-Horn & Associates
Tampa, FL	-	Mar-86	170	-	-	-	1.70	-	-	Kimley-Horn & Associates
Tampa, FL	-	Mar-86	354	269	-	-	-	76.0	-	Kimley-Horn & Associates
Tampa, FL	-	Mar-86	144	-	-	-	2.50	-	-	Kimley-Horn & Associates
St. Petersburg, FL	1,192.0	Aug-89	384	298	-	11a-7p	3.60	78.0	-	Tindale Oliver
St. Petersburg, FL	132.3	Sep-89	400	368	77.00	10a-7p	1.80	92.0	127.51	Tindale Oliver
Largo, FL	425.0	Aug-89	160	120	26.73	10a-6p	2.30	75.0	46.11	Tindale Oliver
Dunedin, FL	80.5	Sep-89	276	210	81.48	9a-5p	1.40	76.0	86.69	Tindale Oliver
Pinellas Park, FL	696.0	Sep-89	485	388	-	9a-6p	3.20	80.0	-	Tindale Oliver
Seminole, FL	425.0	Oct-89	674	586	-	-	-	87.0	-	Tindale Oliver
Hillsborough Co, FL	134.0	Jul-91	-	-	-	-	1.30	74.0	-	Tindale Oliver
Hillsborough Co, FL	151.0	Jul-91	-	-	-	-	1.30	73.0	-	Tindale Oliver
Collier Co, FL	-	Aug-91	68	64	-	-	3.33	94.1	-	Tindale Oliver
Collier Co, FL	-	Aug-91	208	154	-	-	2.64	74.0	-	Tindale Oliver
Sarasota/Bradenton, FL	109.0	Sep-92	300	185	-	12a-6p	-	61.6	-	King Engineering Associates, Inc.
Ocala, FL	133.4	Sep-92	300	192	-	12a-6p	-	64.0	-	King Engineering Associates, Inc.
Sarasota Co, FL	110.0	Jun-93	58	58	122.14	-	3.20	-	-	Sarasota County
Sarasota Co, FL	146.1	Jun-93	65	65	51.53	-	2.80	-	-	Sarasota County
Sarasota Co, FL	157.5	Jun-93	57	57	79.79	-	3.40	-	-	Sarasota County
Sarasota Co, FL	191.0	Jun-93	62	62	66.79	-	5.90	-	-	Sarasota County
Hernando Co, FL	107.8	May-96	608	331	77.60	9a-6p	4.68	54.5	197.85	Tindale Oliver
Charlotte Co, FL	88.0	Oct-97	-	-	73.50	9a-5p	1.80	57.1	75.56	Tindale Oliver
Charlotte Co, FL	191.9	Oct-97	-	-	72.00	9a-5p	2.40	50.9	87.97	Tindale Oliver
Charlotte Co, FL	51.3	Oct-97	-	-	43.00	9a-5p	2.70	51.8	60.08	Tindale Oliver
Lake Co, FL	67.8	Apr-01	246	177	102.60	-	3.40	71.2	248.37	Tindale Oliver
Lake Co, FL	72.3	Apr-01	444	376	65.30	-	4.50	59.0	173.37	Tindale Oliver
Pasco Co, FL	65.6	Apr-02	222	-	145.64	9a-5p	1.46	46.9	99.62	Tindale Oliver
Pasco Co, FL	75.8	Apr-02	134	-	38.23	9a-5p	2.36	58.2	52.52	Tindale Oliver
Citrus Co, FL	185.0	Oct-03	-	784	55.84	8a-6p	2.40	88.1	118.05	Tindale Oliver
Citrus Co, FL	91.3	Nov-03	-	390	54.50	8a-6p	1.60	88.0	76.77	Tindale Oliver
Total Size	5,079.5	35	6,346			Average Trip Length:	2.71			

Figure D-1: Retail/Shopping Center (LUC 820-822)
Florida Curve Trip Length Regression



Source: Regression analysis based on FL Studies data for LUC 820-822. This curve, along with the average development size presented in the ITE 12th Edition Handbook, was used to estimate the trip length for retail land uses

Figure D-2: Retail/Shopping Center (LUC 820-822)
Florida Curve Percent New Trips Regression



Source: Regression analysis based on FL Studies data for LUC 820-822. This curve, along with the average development size presented in the ITE 12th Edition Handbook, was used to estimate the percent new trips for retail land uses

Table D-25

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 D-26

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	1,113.0	21				**Weighted Average Trip Length:**	**2.08**			
Blended total	1,175.0					Weighted Percent New Trip Average:		56.0		
									Weighted Average Trip Generation Rate:	106.26
									ITE Average Trip Generation Rate:	92.29
									Blend of FL Studies and ITE Average Trip Generation Rate:	**93.03**

Table D-27

Land Use 851: Convenience 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	-	Mar-86	80	-	-	-	1.10	-	-	Kimley-Horn & Associates
Largo, FL	2.5	8/15,25/89	171	116	634.80	-	1.20	68.0	518.00	Tindale Oliver
Clearwater, FL	2.5	Aug-89	237	64	690.80	-	1.60	27.0	298.43	Tindale Oliver
Clearwater, FL	2.1	Nov-89	143	50	635.24	24hr.	1.60	35.0	355.73	Tindale Oliver
Marion Co, FL	2.5	Jun-91	94	43	787.20	48hrs.	1.52	46.2	552.80	Tindale Oliver
Marion Co, FL	2.5	Jun-91	74	20	714.00	48hrs.	0.75	27.0	144.59	Tindale Oliver
Collier Co, FL	-	Aug-91	146	36	-	-	2.53	24.7	-	Tindale Oliver
Collier Co, FL	-	Aug-91	148	38	-	-	1.08	25.7	-	Tindale Oliver
Collier Co, FL	-	Aug-91	148	84	-	-	1.11	56.8	-	Tindale Oliver
Total Size	12.1	11	1,241			**Average Trip Length:**	**1.39**			
ITE	15.0	5				**Weighted Average Trip Length:**	**1.07**			
Blended total	27.1					Weighted Percent New Trip Average:		40.8		
	27.1								Weighted Average Trip Generation Rate:	694.30
									ITE Average Trip Generation Rate:	651.94
									Blend of FL Studies and ITE Average Trip Generation Rate:	**670.85**

Table D-28

Land Use 890: Furniture/Flooring 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	275.0	11				**Weighted Average Trip Length:**	**6.09**			
Blended total	306.90					Weighted Percent New Trip Average:		54.2		

Table D-29

Land Use 912: Drive-In Bank

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	120.0	20				**Weighted Average Trip Length:**	**2.46**			
Blended total	145.2					Weighted Percent New Trip Average:		46.2		
	122.7								Weighted Average Trip Generation Rate:	246.66
									ITE Average Trip Generation Rate:	98.85
									Blend of FL Studies and ITE Average Trip Generation Rate:	**102.09**

Table D-30

Land Use 931: Fine Dining Restaurant

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Tampa, FL	-	Mar-86	76	62	-	-	2.10	82.0	-	Kimley-Horn & Associates
St. Petersburg, FL	7.5	Oct-89	177	154	-	11a-2p/4-8p	3.50	87.0	-	Tindale Oliver
Clearwater, FL	8.0	Oct-89	60	40	110.63	10a-2p/5-9p	2.80	67.0	207.54	Tindale Oliver
Total Size	15.5	3	313			**Average Trip Length:**	**2.80**			
ITE	35.0	5				**Weighted Average Trip Length:**	**3.14**			
Blended total	50.5					Weighted Percent New Trip Average:		76.7		
	43.0								Weighted Average Trip Generation Rate:	110.63
									ITE Average Trip Generation Rate:	79.03
									Blend of FL Studies and ITE Average Trip Generation Rate:	**84.91**

Table D-31

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

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Hernando Co, FL	6.2	1996	242	175	187.51	9a-6p	2.76	72.5	375.00	Tindale Oliver
Hernando Co, FL	8.2	1996	154	93	102.71	9a-6p	4.15	60.2	256.43	Tindale Oliver
St. Petersburg, FL	5.0	1989	74	68	132.60	1130-7p	2.00	92.0	243.98	Tindale Oliver
Kenneth City, FL	5.2	1989	236	176	127.88	4p-730p	2.30	75.0	220.59	Tindale Oliver
Pasco Co, FL	5.2	2002	114	88	82.47	9a-6p	3.72	77.2	236.81	Tindale Oliver
Pasco Co, FL	5.8	2002	182	102	116.97	9a-6p	3.49	56.0	228.77	Tindale Oliver
Orange Co, FL	5.0	1996	-	-	135.68	-	-	-	-	Orange County
Orange Co, FL	9.7	1996	-	-	132.32	-	-	-	-	Orange County
Orange Co, FL	11.2	1998	-	-	18.76	-	-	-	-	Orange County
Orange Co, FL	7.0	1998	-	-	126.40	-	-	-	-	Orange County
Orange Co, FL	4.6	1998	-	-	129.23	-	-	-	-	Orange County
Orange Co, FL	7.4	1998	-	-	147.44	-	-	-	-	Orange County
Orange Co, FL	6.7	1998	-	-	82.58	-	-	-	-	Orange County
Orange Co, FL	11.3	2000	-	-	95.33	-	-	-	-	Orange County
Orange Co, FL	7.2	2000	-	-	98.06	-	-	-	-	Orange County
Orange Co, FL	11.4	2001	-	-	91.67	-	-	-	-	Orange County
Orange Co, FL	5.6	2001	-	-	145.59	-	-	-	-	Orange County
Orange Co, FL	5.5	-	-	-	100.18	-	-	-	-	Orange County
Orange Co, FL	11.3	-	-	-	62.12	-	-	-	-	Orange County
Orange Co, FL	10.4	-	-	-	31.77	-	-	-	-	Orange County
Orange Co, FL	5.9	-	-	-	147.74	-	-	-	-	Orange County
Orange Co, FL	8.9	2008	-	-	52.69	-	-	-	-	Orange County
Orange Co, FL	9.7	2010	-	-	105.84	-	-	-	-	Orange County
Orange Co, FL	9.5	2013	-	-	40.46	-	-	-	-	Orange County
Orange Co, FL	11.0	2015	-	-	138.39	-	-	-	-	Orange County
Total Size	194.9	25	1,102			**Average Trip Length:**	**3.07**			
ITE	250.0	50				**Weighted Average Trip Length:**	**3.17**			
Blended total	444.9					Weighted Percent New Trip Average:		70.8		
									Weighted Average Trip Generation Rate:	98.67
									ITE Average Trip Generation Rate:	103.75
									Blend of FL Studies and ITE Average Trip Generation Rate:	**101.53**

Table D-32

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

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Tampa, FL	-	Mar-86	61	-	-	-	2.70	-	-	Kimley-Horn & Associates
Tampa, FL	-	Mar-86	306	-	-	-	-	65.0	-	Kimley-Horn & Associates
Pinellas Co, FL	2.20	Aug-89	81	48	502.80	11a-2p	1.70	59.0	504.31	Tindale Oliver
Pinellas Co, FL	4.30	Oct-89	456	260	660.40	1 day	2.30	57.0	865.78	Tindale Oliver
Tarpon Springs, FL	-	Oct-89	233	114	-	7a-7p	3.60	49.0	-	Tindale Oliver
Marion Co, FL	1.60	Jun-91	60	32	962.50	48hrs.	0.91	53.3	466.84	Tindale Oliver
Marion Co, FL	4.00	Jun-91	75	46	625.00	48hrs.	1.54	61.3	590.01	Tindale Oliver
Collier Co, FL	-	Aug-91	66	44	-	-	1.91	66.7	-	Tindale Oliver
Collier Co, FL	-	Aug-91	118	40	-	-	1.17	33.9	-	Tindale Oliver
Hernando Co, FL	5.43	May-96	136	82	311.83	9a-6p	1.68	60.2	315.27	Tindale Oliver
Hernando Co, FL	3.13	May-96	168	82	547.34	9a-6p	1.59	48.8	425.04	Tindale Oliver
Orange Co, FL	8.93	1996	-	-	377.00	-	-	-	-	Orange County
Lake Co, FL	2.20	Apr-01	376	252	934.30	-	2.50	74.6	1742.47	Tindale Oliver
Lake Co, FL	3.20	Apr-01	171	182	654.90	-	-	47.8	-	Tindale Oliver
Lake Co, FL	3.80	Apr-01	188	137	353.70	-	3.30	70.8	826.38	Tindale Oliver
Pasco Co, FL	2.66	Apr-02	100	46	283.12	9a-6p	-	46.0	-	Tindale Oliver
Pasco Co, FL	2.96	Apr-02	486	164	515.32	9a-6p	2.72	33.7	472.92	Tindale Oliver
Pasco Co, FL	4.42	Apr-02	168	120	759.24	9a-6p	1.89	71.4	1024.99	Tindale Oliver
Total Size	48.8	18	4,463			**Average Trip Length:**	**2.11**			
ITE	204.0	68				**Weighted Average Trip Length:**	**2.05**			
Blended total	252.8						Weighted Percent New Trip Average:	57.9		
	34.0								Weighted Average Trip Generation Rate:	530.19
									ITE Average Trip Generation Rate:	448.12
									Blend of FL Studies and ITE Average Trip Generation Rate:	**463.96**

Table D-33

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	7.0	1				**Weighted Average Trip Length:**	**3.62**			
Blended total	93.2						Weighted Percent New Trip Average:	72.2		
	56.1								Weighted Average Trip Generation Rate:	22.14
									ITE Average Trip Generation Rate:	33.89
									Blend of FL Studies and ITE Average Trip Generation Rate:	**23.61**

Table D-34

Land Use 944: Convenience Store/Gas Station

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Largo, FL	0.6	Nov-89	70	14	-	8am-5pm	1.90	23.0	-	Tindale Oliver
Collier Co, FL	-	Aug-91	168	40	-	-	1.01	23.8	-	Tindale Oliver
Total Size	0.6	2	238			**Average Trip Length:**	**1.46**			
ITE	48					**Weighted Average Trip Length:**	**1.90**			
ITE	5						Weighted Percent New Trip Average:	23.0		

Land Use 945: Convenience Store/Gas Station - Combined

ITE	48	Conv. Store 2,000 to 3,999 sf:	211.05
ITE	20	Conv. Store 4,000 to 5,499 sf:	203.49
ITE	23	Conv. Store 5,500 to 10,000 sf:	203.35
	91	**Blend of ITE Average Trip Generation Rates for Convenience Store/Gas Station 2,000+ sf:**	**207.44**

Table D-35

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	28	4					Weighted Percent New Trip Average:	67.7		
Blended total	47								Weighted Average Trip Generation Rate:	27.09
									ITE Average Trip Generation Rate (adjusted):	46.90
									Blend of FL Studies and ITE Average Trip Generation Rate:	**38.89**

Appendix E:
Transportation Impact Fee:
Cost Component

Appendix E: Transportation Cost Component

This appendix presents detailed calculations for the cost component of the transportation impact fee. Backup data and assumptions are provided for all cost variables, including:

- Design
- Right-of-Way
- Construction
- Construction engineering/inspection
- Roadway capacity

Urban-Design vs. Rural-Design

Due to limited construction cost data for roadways with rural-design (open drainage) characteristics, the cost per lane mile for these types of roads was calculated using an adjustment factor. This factor was based on the rural-to-urban (curb and gutter) cost ratio from the most recent District 7[6] Long Range Estimates (LRE) provided by the Florida Department of Transportation (FDOT). As shown in **Table E-1**, the costs for rural-design roadway capacity expansion (new road construction or lane addition) are approximately 74 percent of the construction costs for urban-design roadway improvements.

Table E-1
Urban/Rural-Design Cost Factor

Improvement	Construction Cost per Lane Mile		
	Open Drainage Rural Design	Curb & Gutter Urban Design	Ratio
0-2 Lanes	$8,040,837	$12,896,928	62%
0-4 Lanes	$6,521,835	$8,863,950	74%
0-6 Lanes	$5,549,719	$7,139,555	78%
2-4 Lanes	$8,968,662	$11,310,240	79%
4-6 Lanes	$9,483,663	$12,095,015	78%
Average	**$7,712,943**	**$10,461,138**	**74%**

Source: FDOT District 7 Long Range Estimates, 2025

[6] Similar information was not available for FDOT District 5

Design

County Roadways

The design cost factor for county roads was estimated as a percentage of the construction cost per lane mile. As shown in Table E-1, local design-to-construction cost ratios ranged from three (3) percent to 19 percent with a weighted average of approximately six (6) percent. In addition to local data a review of the design-to-construction cost ratios from other jurisdictions throughout Florida was conducted. For county roadways from throughout Florida, the design cost factors ranged from six (6) percent to 14 percent of the construction costs, with a weighted average of 10 percent. Based on these data sets and discussions with Brevard County, the design cost for county roads is estimated at **six (6) percent** of the construction cost per lane mile. Tables E-1 and E-2 provide further detail.

State Roadways

Similarly, the design cost factor for state roads was estimated as a percentage of the construction cost per lane mile. With limited local data available, this factor was determined through a review of the design-to-construction cost ratios for state road costs from other jurisdictions throughout Florida. For state roadways, 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 E-3 provides further details.

Table E-2
Design Cost Factor – Local Improvements

Project Name	From/To	Improvement	Length	Lanes Added	Lane Miles Added	Design	Construction	Design-to-Construction Ratio
Recent/Ongoing Projects/Planned								
St. Johns Heritage Pkwy Ext.	US 192 to Ellis Rd/I-95 Interchange	0 to 4 Lanes	1.15	4	4.60	$2,112,072	$11,437,178	18.5%
Hollywood Blvd	US 192 to Palm Bay Rd	Widen to 4 Lanes	3.00	2	6.00	$3,847,902	$113,717,234	3.4%
St. Johns Heritage Pkwy & Ellis Rd	John Rodes to Wickham Rd	Widen to 4 Lanes	1.70	2	3.40	$4,286,002	$49,632,557	8.6%
Suntree Blvd & Wickham Rd	Intersection Expansion	Widen to 4 Lanes	0.35	2	0.70	$409,136	$3,827,930	10.7%
Total						**$10,655,112**	**$178,614,899**	**6.0%**

Source: Brevard County

Table E-3
Design Cost Factor for County and State Roads – Other Florida Jurisdictions

Year	County	County Roadways (Cost per Lane Mile)			State Roadways (Cost per Lane Mile)		
		Design	Constr.	Design Ratio	Design	Constr.	Design Ratio
2015	Collier	$270,000	$2,700,000	10%	$270,000	$2,700,000	10%
2015	Brevard	$242,000	$2,023,000	12%	$316,000	$2,875,000	11%
2015	Sumter	$210,000	$2,100,000	10%	$276,000	$2,505,000	11%
2015	Marion	$167,000	$2,668,000	6%	$227,000	$2,060,000	11%
2015	Palm Beach	$224,000	$1,759,000	13%	$333,000	$3,029,000	11%
2017	St. Lucie	$220,000	$2,200,000	10%	$341,000	$3,100,000	11%
2017	Clay	$239,000	$2,385,000	10%	-	-	-
2019	Collier	$385,000	$3,500,000	11%	-	-	-
2019	Sumter	$315,000	$2,862,000	11%	$370,000	$3,365,000	11%
2020	Indian River	$291,000	$2,647,000	11%	$395,000	$3,593,000	11%
2020	Hillsborough	$484,000	$4,036,000	12%	$486,000	$4,421,000	11%
2020	Hernando	$232,000	$2,108,000	11%	$348,000	$3,163,000	11%
2021	Manatee	$308,000	$2,800,000	11%	-	-	-
2021	Flagler	$258,000	$2,582,000	10%	-	-	-
2022	Lake	$215,000	$2,145,000	10%	-	-	-
2022	Volusia	$188,000	$2,350,000	8%	-	-	-
2023	Manatee	$546,000	$3,900,000	14%	-	-	-
2024	Hendry	$220,000	$2,000,000	11%	-	-	-
2025	St. Johns	$257,000	$2,573,000	10%	-	-	-
2025	Marion	$297,000	$2,700,000	11%	$440,000	$4,000,000	11%
2025	Putnam	-	-	-	$550,000	$5,000,000	11%
2025	Manatee	$540,000	$6,000,000	9%	-	-	-
2025	Indian River	$440,000	$4,000,000	11%	$550,000	$5,000,000	11%
2025	St. Lucie	$360,000	$4,000,000	9%	$715,000	$6,500,000	11%
2025	Bay	$440,000	$4,000,000	11%	$660,000	$6,000,000	11%
2025	Hillsborough	$736,000	$7,355,000	10%	$671,000	$6,710,000	10%
2026	Highlands	$286,000	$2,600,000	11%	$770,000	$7,000,000	11%
Average		**$322,000**	**$3,077,000**	**10%**	**$454,000**	**$4,178,000**	**11%**

Source: Each respective jurisdiction

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.

<u>County Roadways</u>

For impact fee purposes, the ROW cost for county roads was estimated as a percentage of the construction cost per lane mile. This factor was determined through a review of the ROW-to-construction cost ratios from recent local projects and from other jurisdictions throughout Florida.

As shown in Table E-4, the ROW-to-construction cost ratio for recent local projects ranged from 18 percent to 140 percent with a weighted average of approximately 54 percent. As shown in Table E-5, the ROW-to-construction factor from other jurisdictions throughout Florida range from 10 percent to 60 percent for county roads with an average of 33 percent.

Due to the drastic variation seen in the local projects, a ROW-to-construction factor of **35 percent** was used in the transportation impact fee calculation, primarily based on the average of other jurisdictions throughout Florida. This factor provides a conservative estimates and is within the range of local improvements.

<u>State Roadways</u>

Similar to county roads, the ROW cost for state roads was estimated as a percentage of the construction cost per lane mile. As shown in Table E-5, the ROW-to-construction factor for state roads in other jurisdictions also ranged from 10 percent to 60 percent with a weighted average of 33 percent. Based on a review of this data a ROW-to-construction factor of **35 percent** was estimated for state roads.

Table E-4
Right-of-Way Cost Factor – Local Improvements

Project	From/To	Improvement	Length	Lanes Added	Lane Miles Added	Right-of-Way	Construction	ROW-to-Construction Ratio
Recent/Ongoing Projects/Planned								
St. Johns Heritage Pkwy Ext.	US 192 to Ellis Rd/I-95 Interchange	0 to 4 Lanes	1.15	4	4.60	$15,949,399	$11,437,178	139.5%
Hollywood Blvd	US 192 to Palm Bay Rd	Widen to 4 Lanes	3.00	2	6.00	$20,816,410	$113,717,234	18.3%
St. Johns Heritage Pkwy & Ellis Rd	John Rodes to Wickham Rd	Widen to 4 Lanes	1.70	2	3.40	$57,000,000	$49,632,557	114.8%
Total						**$93,765,809**	**$174,786,969**	**53.6%**

Source: Brevard County

Table E-5

Right-of-Way Cost Factor for County and State Roads – Other Florida Jurisdictions

Year	County	County Roadways (Cost per Lane Mile)			State Roadways (Cost per Lane Mile)		
		ROW	Constr.	ROW Ratio	ROW	Constr.	ROW Ratio
2015	Collier	$863,000	$2,700,000	32%	$863,000	$2,700,000	32%
2015	Brevard	$708,000	$2,023,000	35%	$1,006,000	$2,785,000	36%
2015	Sumter	$945,000	$2,100,000	45%	$1,127,000	$2,505,000	45%
2015	Marion	$1,001,000	$1,668,000	60%	$1,236,000	$2,060,000	60%
2015	Palm Beach	$721,000	$1,759,000	41%	$1,333,000	$3,029,000	44%
2017	St. Lucie	$990,000	$2,200,000	45%	$1,395,000	$3,100,000	45%
2017	Clay	$954,000	$2,385,000	40%	-	-	-
2018	Collier	$1,208,000	$3,500,000	35%	$1,208,000	$3,500,000	35%
2019	Sumter	$1,202,000	$2,862,000	42%	$1,447,000	$3,365,000	43%
2020	Indian River	$529,000	$2,647,000	20%	$718,000	$3,593,000	20%
2020	Hillsborough	$1,448,000	$2,897,000	50%	$1,448,000	$2,897,000	50%
2020	Hernando	$844,000	$2,108,000	40%	$1,265,000	$3,163,000	40%
2021	Manatee	$1,120,000	$2,800,000	40%	-	-	-
2021	Flagler	$258,000	$2,582,000	10%	-	-	-
2022	Lake	$1,073,000	$2,145,000	50%	-	-	-
2022	Volusia	$470,000	$2,350,000	20%	-	-	-
2023	Manatee	$741,000	$3,900,000	19%	-	-	-
2024	Hendry	$400,000	$2,000,000	20%	-	-	-
2025	St. Johns	$900,000	$2,573,000	35%	-	-	-
2025	Marion	$1,080,000	$2,700,000	40%	$1,600,000	$4,000,000	40%
2025	Putnam	-	-	-	$1,000,000	$5,000,000	20%
2025	Manatee	$1,500,000	$6,000,000	25%	-	-	-
2025	Indian River	$1,000,000	$4,000,000	25%	$1,250,000	$5,000,000	25%
2025	St. Lucie	$1,400,000	$4,000,000	35%	$2,275,000	$6,500,000	35%
2025	Bay	$800,000	$4,000,000	20%	$1,200,000	$6,000,000	20%
2025	Hillsborough	$2,942,000	$7,355,000	40%	$2,684,000	$6,710,000	40%
2026	Highlands	$260,000	$2,600,000	10%	$700,000	$7,000,000	10%
Average		**$975,000**	**$2,994,000**	**33%**	**$1,320,000**	**$4,050,000**	**33%**

Source: Each respective jurisdiction

Construction

To determine the average construction cost per lane mile for roadway capacity-expansion in Brevard County, information from the County, the Florida Department of Transportation, and other communities throughout Florida was reviewed.

<u>County Roadways</u>

A review of construction cost data for recent county roadway capacity expansion projects identified six planned improvements in Brevard County. As shown in Table E-6, the construction cost estimates for these improvements range from $5.5 million to $19.0 million per lane mile with a weighted average cost of approximately $16.6 million per lane mile.

In addition to local data, a review of recently bid projects located throughout Florida was conducted. As shown in Table E-7, a total of 46 projects from 16 different counties were identified with a weighted average cost of approximately $5.3 million per lane mile. From this dataset, the counties that are suburban/rural in nature (similar to Brevard County) were isolated. This subset of suburban/rural counties had a weighted average construction cost of $4.7 million per lane mile.

Based on a review of local data, statewide data, and discussions with Brevard County, a construction cost of **$8.0 million per lane mile** was utilized for county road improvements for transportation impact fee calculations. This figure is a conservative estimate when compared to the average costs estimated in Brevard County but still higher than the average costs seen in other Florida counties. Brevard County indicated that construction costs have increased significantly in recent years, bids are continuing to be higher than in previous years, and that the three local projects represent typical future projects. For purposes of the transportation impact fee calculations, the cost estimate for county roads leans more towards the costs seen statewide and is more in line with the costs for state roads discussed in the next section of this appendix.

Table E-6

Construction Cost – Local Improvements; County Roads

Project Name	From/To	Improvement	Bid Date	Const. Start Date	Length	Lanes Added	Lane Miles Added	Curb & Gutter vs Open Drainage	Construction	Construction INDEXED	Construction Cost per Lane Mile
Recent/Ongoing Projects/Planned											
St. Johns Heritage Pkwy & Ellis Rd	John Rodes to Wickham Rd	Widen to 4 Lanes	2026	2026	1.70	2	3.40	C&G	$49,632,557	$49,632,557	**$14,598,000**
Hollywood Blvd	US 192 to Palm Bay Rd	Widen to 4 Lanes	TBD	TBD	3.00	2	6.00	C&G	$113,717,234	$113,717,234	**$18,953,000**
Suntree Blvd & Wickham Rd	Intersection Expansion	Widen to 4 Lanes	TBD	TBD	0.35	2	0.70	C&G	$3,827,930	$3,827,930	**$5,468,000**
Total							**10.10**		**$167,177,721**	**$167,177,721**	**$16,552,000**

Source: Brevard County

Table E-7

Construction Cost – County Road Improvements from Other Florida Jurisdictions

County	County Classification	District	Description	From	To	Year	Feature	Design	Length	Lanes Added	Lane Miles Added	Construcrion Cost (Indexed)[1]	Construction Cost per Lane Mile
URBAN Counties; Curb & Gutter													
Orange	Urban	5	International Dr	Westwood Blvd	Westwood Blvd	2015	4 to 6	Curb & Gutter	2.20	2	4.40	$28,855,000	$6,558,000
Orange	Urban	5	Reams Rd	Delmar Ave	Taborfield Ave	2017	2 to 4	Curb & Gutter	0.36	2	0.72	$5,864,000	$8,144,000
Orange	Urban	5	Destination Pkwy 1B/2A	Tradeshow Blvd	Lake Cay	2017	2 to 4	Curb & Gutter	0.78	2	1.56	$10,510,000	$6,737,000
Hillsborough	Urban	7	Bruce B. Downs Blvd, Seg. A	Bearss Ave	Palm Springs Blvd	2017	4 to 8	Curb & Gutter	3.56	4	14.24	$63,906,000	$4,488,000
Hillsborough	Urban	7	Bruce B. Downs Blvd, Seg. D	Pebble Creek Dr	Pasco Co. Line	2018	4 to 8	Curb & Gutter	1.36	4	5.44	$28,409,000	$5,222,000
Hillsborough	Urban	7	Bell Shoals Rd	Bloomingdale Ave	Boyette Rd	2018	2 to 4	Curb & Gutter	2.75	2	5.50	$64,304,000	$11,692,000
Palm Beach	Urban	4	Roebuck Rd	Jog Rd	Haverhill Rd	2018	2 to 5	Curb & Gutter	1.03	3	3.10	$8,246,000	$2,660,000
Palm Beach	Urban	4	Lyons Rd	Clint Moore Rd	N of LWDD L-39 Canal	2018	2 to 4	Curb & Gutter	0.70	2	1.40	$5,061,000	$3,615,000
Hillsborough	Urban	7	Citrus Park Dr Ext.	Sheldon Dr	Counttryway Blvd	2019	0 to 4	Curb & Gutter	2.82	4	11.28	$73,904,000	$6,552,000
Hillsborough	Urban	7	CR 580 (Sam Allen Rd)	SR 39A (Paul Buchman Hwy)	Park Rd	2019	2 to 4	Curb & Gutter	2.00	2	4.00	$35,728,000	$8,932,000
Orange	Urban	5	Holden Ave	John Young Pkwy	Orange Blossom Tr	2019	0/2 to 4	Curb & Gutter	1.24	2/4	3.50	$28,950,000	$8,271,000
Orange	Urban	5	Boggy Creek Rd N	South Access Rd	Wetherbee Rd	2019	2 to 4	Curb & Gutter	1.29	2	2.58	$13,222,000	$5,125,000
Palm Beach	Urban	4	Hood Rd	E. of FL Turnpike	W. of Central Blvd	2019	2 to 4	Curb & Gutter	0.95	2	1.90	$19,538,000	$10,283,000
Palm Beach	Urban	4	Silver Beach Rd	E. of Congress Ave	Old Dixie/Pre. Barack Obama Hwy	2019	2 to 3	Curb & Gutter	0.90	1	0.90	$6,897,000	$7,663,000
Hillsborough	Urban	7	Turkey Creek Rd	MLK Jr Blvd	Sydney Rd	2025	2 to 3	Curb & Gutter	1.40	1	1.40	$13,416,000	$9,583,000
Hillsborough	Urban	7	Big Bend Rd	US 41	Covington Gardens Dr	2026	4 to 6	Curb & Gutter	0.75	2	1.50	$22,900,000	$15,267,000
Total (2015-2026); Urban Counties ONLY									**Count:**	**16**	**63.42**	**$429,710,000**	**$6,776,000**
SUBURBAN/RURAL Counties; Curb & Gutter													
Polk	Suburban/Rural	1	Ernie Caldwell Blvd	Pine Tree Tr	US 17/92	2015	0 to 4	Curb & Gutter	2.41	4	9.64	$33,601,000	$3,486,000
Flagler	Suburban/Rural	5	Old Kings Rd Ext.	Forest Grove Dr	Matanzas Woods Pkwy	2015	0 to 4	Curb & Gutter	0.52	4	2.08	$8,310,000	$3,995,000
Manatee	Suburban/Rural	1	44th Ave E	15th St E	19th St Ct E	2015	2 to 4	Curb & Gutter	0.45	2	0.90	$9,382,000	$10,424,000
Hendry	Suburban/Rural	1	Helms Rd Ext.	SR 29	SR 80	2015	0 to 4	Curb & Gutter	2.60	4	10.40	$23,344,000	$2,245,000
Volusia	Suburban/Rural	5	LPGA Blvd	Jimmy Ann Dr/Grand Reserve	Derbyshire Rd	2016	2 to 4	Curb & Gutter	0.68	2	1.36	$6,615,000	$4,864,000
St. Lucie	Suburban/Rural	4	W Midway Rd (CR 712)	25th St	US 1	2016	2 to 4	Curb & Gutter	1.60	2	3.20	$55,411,000	$17,316,000
Lake	Suburban/Rural	5	CR 466A, Ph. I	US 27/441	Sunny Ct	2016	2 to 4	Curb & Gutter	0.44	2	0.88	$5,698,000	$6,475,000
Manatee	Suburban/Rural	1	44th Ave E	19th St Ct E	30th St E	2016	0 to 4	Curb & Gutter	0.90	4	3.60	$20,703,000	$5,751,000
Lake	Suburban/Rural	5	CR 466A, Ph. IIIA	Poinsettia Ave	Century Ave	2018	2 to 4	Curb & Gutter	0.42	2	0.84	$5,390,000	$6,417,000
Lake	Suburban/Rural	5	North Hancock Rd	CR 561A	Minneola Interchange	2018	0 to 2	Curb & Gutter	1.20	2	2.40	$4,644,000	$1,935,000
Lee	Suburban/Rural	1	Alico Rd	Ben Hill Griffin Pkwy	E. of Airport Haul Rd	2018	2 to 4	Curb & Gutter	1.78	2	3.56	$28,900,000	$8,118,000
Lee	Suburban/Rural	1	Homestead Rd	S. of Sunrise Blvd	N. of Alabama Rd	2018	2 to 4	Curb & Gutter	2.25	2	4.50	$22,467,000	$4,993,000
Volusia	Suburban/Rural	5	Williamson Blvd	LPGA Blvd	Strickland Range Rd	2019	2 to 4	Curb & Gutter	0.93	2	1.86	$7,922,000	$4,259,000
Lake	Suburban/Rural	5	Citrus Grove Rd, Ph. I	W. of Grassy Lake Rd	Hancock Rd	2019	0 to 4	Curb & Gutter	0.87	4	3.48	$8,857,000	$2,545,000
Lake	Suburban/Rural	5	Education Ave	Grassy Lake Rd	US 27	2019	0 to 2	Curb & Gutter	1.22	2	2.44	$5,120,000	$2,098,000
Hernando	Suburban/Rural	7	Cortez Blvd Frontage Rd @ I-75			2020	0 to 2	Curb & Gutter	0.62	2	1.24	$3,200,000	$2,581,000
Volusia	Suburban/Rural	5	Howland Blvd	Providence Blvd	Elkcam Blvd	2020	2 to 4	Curb & Gutter	2.38	2	4.76	$17,500,000	$3,676,000
Volusia	Suburban/Rural	5	Orange Camp Rd	MLK Blvd	I-4	2020	2 to 4	Curb & Gutter	2.23	2	4.46	$13,550,000	$3,038,000
Volusia	Suburban/Rural	5	10th St	Myrtle Ave	US-1	2020	0/2 to 4	Curb & Gutter	0.47	2/4	1.42	$14,657,000	$10,322,000
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	$9,974,000	$6,157,000
Marion	Suburban/Rural	5	SW 49th Ave - South Seg. A & E	0.7 miles S. of CR 484	Marion Oaks Trail	2020	0 to 4	Curb & Gutter	1.38	4	5.52	$10,311,000	$1,868,000
Marion	Suburban/Rural	5	FL Crossroads Commerce Park Rd	South Terminus	Hwy 484	2020	0 to 2	Curb & Gutter	1.10	2	2.20	$4,958,000	$2,254,000
Marion	Suburban/Rural	5	CR 484	Marion Oaks Pass	Marion Oaks Course	2020	2 to 4	Curb & Gutter	1.50	2	3.00	$10,439,000	$3,480,000
Manatee	Suburban/Rural	1	45th Ave E	45th St E	44th Ave Plaza E	2021	2 to 4	Curb & Gutter	3.00	2	6.00	$68,338,000	$11,390,000
St. Lucie	Suburban/Rural	4	Midway Rd	Arterial A	I-95	2021	2 to 4	Curb & Gutter	0.66	2	1.32	$5,759,000	$4,363,000
St. Lucie	Suburban/Rural	4	Glades Cut-Off Rd	Arterial A	I-95	2021	2 to 4	Curb & Gutter	1.42	2	2.84	$12,031,000	$4,236,000

Table E-7 (continued)

Construction Cost – County Road Improvements from Other Florida Jurisdictions

County	County Classification	District	Description	From	To	Year	Feature	Design	Length	Lanes Added	Lane Miles Added	Constructrion Cost (Indexed)(1)	Construction Cost per Lane Mile
SUBURBAN/RURAL Counties; Curb & Gutter													
Sumter	Suburban/Rural	5	Buena Vista Blvd	SR 44	Meggison Rd	2022	0 to 4	Curb & Gutter	0.89	4	3.56	$18,332,000	$5,149,000
Manatee	Suburban/Rural	1	Ft. Hamer Rd	US 301	Erie Rd	2022	0 to 4	Curb & Gutter	1.40	4	5.60	$12,987,000	$2,319,000
Manatee	Suburban/Rural	1	Moccasin Wallow (S1)	W. of 115th Ave E	US 301	2023	2 to 4	Curb & Gutter	1.30	2	2.60	$22,446,000	$8,633,000
Manatee	Suburban/Rural	1	Moccasin Wallow (S4)	US 41	Gateway Blvd	2023	2 to 4	Curb & Gutter	1.95	2	3.90	$35,781,000	$9,175,000
St. Johns	Suburban/Rural	2	CR 210	Trinity Way	Beachwalk Blvd	2023	2 to 6	Curb & Gutter	0.70	4	2.80	$9,731,000	$3,475,000
St. Johns	Suburban/Rural	2	Longleaf Pine Pkwy	Veterans Pkwy	Roberts Rd	2023	2 to 4	Curb & Gutter	4.08	2	8.16	$15,495,000	$1,899,000
Indian River	Suburban/Rural	4	58th Ave	49th St	53rd St	2023	2 to 4	Curb & Gutter	0.50	2	1.00	$5,678,000	$5,678,000
Indian River	Suburban/Rural	4	58th Ave	53rd St	57th St	2023	2 to 4	Curb & Gutter	0.50	2	1.00	$6,152,000	$6,152,000
Indian River	Suburban/Rural	4	66th Ave	49th St	69th St	2023	2 to 4	Curb & Gutter	2.50	2	5.00	$34,133,000	$6,827,000
St. Lucie	Suburban/Rural	4	Range Line Rd	Crosstown Pkwy	Glades Cut-Off Rd	2023	2 to 4	Curb & Gutter	0.61	2	1.22	$9,432,000	$7,731,000
St. Lucie	Suburban/Rural	4	Glades Cut-Off Rd	Rangeline Rd	Loop Rd	2023	2 to 4	Curb & Gutter	0.93	2	1.86	$9,823,000	$5,281,000
St. Lucie	Suburban/Rural	4	Crosstown Pkwy	Rangeline Rd	North/South A	2023	0 to 4	Curb & Gutter	0.85	4	3.40	$12,335,000	$3,628,000
St. Lucie	Suburban/Rural	4	Range Line Rd N	Glades Cut-Off Rd	Loop Rd	2023	0 to 2	Curb & Gutter	0.83	2	1.66	$6,208,000	$3,740,000
Volusia	Suburban/Rural	5	Blue Lake Ave Ext.	Blue Lake Ave	SR 472	2024	0 to 2	Curb & Gutter	0.35	2	0.70	$1,605,000	$2,293,000
Volusia	Suburban/Rural	5	Williamson Blvd	Strickland Range Rd	Hand Ave	2024	2 to 4	Curb & Gutter	1.39	2	2.78	$7,000,000	$2,518,000
Manatee	Suburban/Rural	1	Moccasin Wallow (S2)	Sawgrass Rd	W. of 115th St	2024	2 to 4	Curb & Gutter	1.90	2	3.80	$32,584,000	$8,575,000
Indian River	Suburban/Rural	4	66th Ave	69th St	85th St	2024	2 to 4	Curb & Gutter	2.00	2	4.00	$17,844,000	$4,461,000
Indian River	Suburban/Rural	4	26th St	43rd Ave	58th Ave	2024	2 to 5	Curb & Gutter	1.00	3	3.00	$3,640,000	$1,213,000
Indian River	Suburban/Rural	4	Aviation Ext.	US Hwy 1	41st St	2024	2 to 4	Curb & Gutter	1.00	2	2.00	$5,711,000	$2,856,000
St. Lucie	Suburban/Rural	4	Crosstown Pkwy	North/South A	Village Pkwy	2024	2 to 4	Curb & Gutter	1.85	2	3.70	$9,738,000	$2,632,000
Total (2015-2024); Suburban/Rural Counties ONLY									**Count:**	**46**	**147.26**	**$693,736,000**	**$4,711,000**
Total (2020-2024); Suburban/Rural Counties ONLY									**Count:**	**31**	**96.12**	**$447,372,000**	**$4,654,000**
URBAN & SUBURBAN/RURAL Counties; Curb & Gutter													
Total (2015-2024); Urban & Suburban/Rural Counties									**Count:**	**62**	**210.68**	**$1,123,446,000**	**$5,332,000**

Source: Data obtained from each respective jurisdiction

State Roadways

A review of construction cost data for recent state roadway capacity expansion projects identified three ongoing and planned improvements in Brevard County. As shown in Table E-8, the estimated construction costs for these improvements ranged from $5.1 million to $15.6 million with a weighted average cost of $9.8 million per lane mile.

In addition to local data, a review of recently bid projects located throughout Florida was conducted. Looking at the counties that are more suburban/rural in nature (similar to Brevard County) there were 41 projects and over 265 lane miles of improvements. This subset of suburban/rural counties has a weighted average construction cost of approximately $7.2 million per lane mile. When considering only the more recent improvements (2020+), the construction cost increases to $9.5 million per lane mile.

Based on a review of local data, statewide data, and discussions with Brevard County, construction cost of state roads is estimated at **$9.5 million per lane mile** for transportation impact fee calculation purposes.

Table E-8
Construction Cost – Local Improvements; State Roads

ID	Project	From	To	Improvement	Bid Date	Length	Lanes Added	Lane Miles Added	Construction	Construction INDEXED	Construction Cost per Lane Mile
-	Space Commerce Way	NASA Pkwy West	Kennedy Pkwy	2 to 4 Lanes	2023	2.67	2	5.34	$26,159,982	$27,206,381	$5,095,000
426905-4	Ellis Rd	W of John Rodes Blvd	W of Wickham Rd	2 to 4 Lanes	TBD	1.83	2	3.66	$57,000,000	$57,000,000	$15,574,000
433605-1	SR 501 (Clearlake Rd)	S of Michigan Ave	W of Industry Rd	2 to 4 Lanes	TBD	1.12	2	2.24	$26,500,000	$26,500,000	$11,830,000
Total								**11.24**	**$109,659,982**	**$110,706,381**	**$9,849,000**

Source: Florida Department of Transportation

Table E-9

Construction Cost – State Road Improvements from Other Florida Jurisdictions

County	County Classification	District	Description	From	To	Year	Feature	Design	Length	Lanes Added	Lane Miles Added	Constructrion Cost (Indexed)(1)	Construction Cost per Lane Mile
URBAN Counties; Curb & Gutter													
Orange	Urban	5	SR 15 (Hofner Rd)	Lee Vista Blvd	Conway Rd	2015	2 to 4	Curb & Gutter	3.81	2	7.62	$63,794,000	$8,372,000
Miami-Dade	Urban	6	SR 977/Krome Ave/SW 177th Ave	S of SW 136th St	S. of SR 94 (SW 88th St/Kendall Dr)	2016	0 to 4	Curb & Gutter	3.50	4	14.00	$56,547,000	$4,039,000
Broward	Urban	4	SW 30th Ave	Griffin Rd	SW 45th St	2016	2 to 4	Curb & Gutter	0.24	2	0.48	$2,295,000	$4,781,000
Hillsborough	Urban	7	SR 43 (US 301)	SR 674	S. of CR 672 (Balm Rd)	2016	2 to 6	Curb & Gutter	3.77	4	15.08	$76,721,000	$5,088,000
Miami-Dade	Urban	6	NW 87th Ave/SR 25 & SR 932	NW 74th St	NW 103rd St	2016	0 to 4	Curb & Gutter	1.93	4	7.72	$49,418,000	$6,401,000
Hillsborough	Urban	7	SR 60 (Adamo Dr)	E of US 301	W of Falkenburg Rd	2017	4 to 6	Curb & Gutter	0.96	2	1.92	$36,292,000	$18,902,000
Hillsborough	Urban	7	US 301	Sun City Center Blvd	Balm Rd	2017	2 to 6	Curb & Gutter	3.80	4	15.20	$87,376,000	$5,748,000
Orange	Urban	5	SR 423 (John Young Pkwy)	SR 50 (Colonial Dr)	Shader Rd	2017	4 to 6	Curb & Gutter	2.35	2	4.70	$47,733,000	$10,156,000
Palm Beach	Urban	4	SR 80	W. of Lion County Safari Rd	Forest Hill Blvd	2018	4 to 6	Curb & Gutter	7.20	2	14.40	$52,479,000	$3,644,000
Miami-Dade	Urban	6	SR 847 (NW 47th Ave)	SR 860 (NW 183rd St)	N. of NW 199th St	2018	2 to 4	Curb & Gutter	1.31	2	2.62	$30,030,000	$11,462,000
Miami-Dade	Urban	6	SR 847 (NW 47th Ave)	N. of NW 199th St and S of NW 203 St	Premier Pkwy and N of S Snake CR Canal	2018	2 to 4	Curb & Gutter	1.09	2	2.18	$17,256,000	$7,916,000
Orange	Urban	5	SR 414 (Maitland Blvd)	E. of I-4	E. of CR 427 (Maitland Ave)	2018	4 to 6	Curb & Gutter	1.39	2	2.78	$11,419,000	$4,108,000
Miami-Dade	Urban	6	SR 997 (Krome Ave)	SW 312 St	SW 232nd St	2019	2 to 4	Curb & Gutter	3.64	2	7.28	$46,776,000	$6,425,000
Miami-Dade	Urban	6	SR 25 (Okeechobee Rd)	Broward Co. Line	W of Heft	2021	4 to 6	Curb & Gutter	4.59	2	9.18	$58,387,000	$6,360,000
Broward	Urban	4	University Dr	SR 834 (Sample Rd)	Sawgrass Expwy	2022	4 to 6	Curb & Gutter	1.50	2	3.00	$14,180,000	$4,727,000
Total (2015-2023); Urban Counties ONLY									**Count:**	**15**	**108.16**	**$650,703,000**	**$6,016,000**
SUBURBAN/RURAL Counties; Curb & Gutter													
Hendry	Suburban/Rural	1	SR 82 (Immokalee Rd)	Lee County Line	Collier County Line	2015	2 to 4	Curb & Gutter	1.27	2	2.54	$13,061,000	$5,142,000
Clay	Suburban/Rural	2	SR 21	S. of Branan Field	Old Jennings Rd	2015	4 to 6	Curb & Gutter	1.45	2	2.90	$27,326,000	$9,423,000
Putnam	Suburban/Rural	2	SR 15 (US 17)	Horse Landing Rd	N. Boundary Rd	2015	2 to 4	Curb & Gutter	1.99	2	3.98	$23,856,000	$5,994,000
Osceola	Suburban/Rural	5	SR 500 (US 192/441)	Eastern Ave	Nova Rd	2015	4 to 6	Curb & Gutter	3.18	2	6.36	$27,842,000	$4,378,000
Osceola	Suburban/Rural	5	SR 500 (US 192/441)	Aeronautical Blvd	Budinger Ave	2015	4 to 6	Curb & Gutter	3.94	2	7.88	$58,921,000	$7,477,000
Lake	Suburban/Rural	5	SR 25 (US 27)	N. of Boggy Marsh Rd	N. of Lake Louisa Rd	2015	4 to 6	Curb & Gutter	6.52	2	13.03	$64,506,000	$4,951,000
Seminole	Suburban/Rural	5	SR 15/600	Shepard Rd	Lake Mary Blvd	2015	4 to 6	Curb & Gutter	3.63	2	7.26	$73,466,000	$10,119,000
Sarasota	Suburban/Rural	1	SR 45A (US 41) (Venice Bypass)	Gulf Coast Blvd	Bird Bay Dr W	2015	4 to 6	Curb & Gutter	1.14	2	2.28	$28,525,000	$12,511,000
St. Lucie	Suburban/Rural	4	SR 614 (Indrio Rd)	W. of SR 9 (I-95)	E. of SR 607 (Emerson Ave)	2016	2 to 4	Curb & Gutter	3.80	2	7.60	$40,082,000	$5,274,000
Seminole	Suburban/Rural	5	SR 46	Mellonville Ave	E. of SR 415	2016	2 to 4	Curb & Gutter	2.83	2	5.66	$46,596,000	$8,233,000
Citrus	Suburban/Rural	7	SR 55 (US 19)	W. Green Acres St	W. Jump Ct	2016	4 to 6	Curb & Gutter	2.07	2	4.14	$49,049,000	$11,848,000
Walton	Suburban/Rural	3	SR 30 (US 98)	Emerald Bay Dr	Tang-o-mar Dr	2016	4 to 6	Curb & Gutter	3.37	2	6.74	$74,166,000	$11,004,000
Duval	Suburban/Rural	2	SR 201	S. of Baldwin	N. of Baldwin (Bypass)	2016	0 to 4	Curb & Gutter	4.11	4	16.44	$89,716,000	$5,457,000
Hardee	Suburban/Rural	1	SR 35 (US 17)	S. of W. 9th St	N. of W. 3rd St	2016	0 to 4	Curb & Gutter	1.11	4	4.44	$24,758,000	$5,576,000
Alachua	Suburban/Rural	2	SR 20 (SE Hawthorne Rd)	E. of US 301	E. of Putnam Co. Line	2017	2 to 4	Curb & Gutter	1.70	2	3.40	$19,114,000	$5,622,000
Bay	Suburban/Rural	3	SR 390 (St. Andrews Blvd)	E. of CR 2312 (Baldwin Rd)	Jenks Ave	2017	2 to 6	Curb & Gutter	1.33	4	5.32	$25,012,000	$4,702,000
Okaloosa	Suburban/Rural	3	SR 30 (US 98)	CR 30F (Airport Rd)	E. of Walton Co. Line	2017	4 to 6	Curb & Gutter	3.85	2	7.70	$57,309,000	$7,443,000
Pasco	Suburban/Rural	7	SR 54	E. of CR 577 (Curley Rd)	E. of CR 579 (Morris Bridge Rd)	2017	2 to 4/6	Curb & Gutter	4.50	2/4	11.80	$71,121,000	$6,027,000
Lake	Suburban/Rural	5	SR 46 (US 441)	W. of SR 500	E. of Round Lake Rd	2017	2 to 6	Curb & Gutter	2.23	4	8.92	$47,606,000	$5,337,000
Putnam	Suburban/Rural	2	SR 15 (US 17)	N. of Dunns Creek	Horse Landing Rd	2018	2 to 4	Curb & Gutter	2.00	2	4.00	$41,126,000	$10,282,000
Wakulla	Suburban/Rural	3	SR 369 (US 19)	N. of SR 267	Leon Co. Line	2018	2 to 4	Curb & Gutter	2.24	2	4.48	$25,035,000	$5,588,000
St. Lucie	Suburban/Rural	4	SR 713 (Kings Hwy)	S. of SR 70	SR 9 (I-95) Overpass	2018	2 to 4	Curb & Gutter	3.42	2	6.84	$72,260,000	$10,564,000
Citrus	Suburban/Rural	7	SR 55 (US 19)	W. Jump Ct	CR 44 (W Fort Island Tr)	2018	4 to 6	Curb & Gutter	4.81	2	9.62	$80,711,000	$8,390,000
Sarasota	Suburban/Rural	1	SR 45A (US 41) (Venice Bypass)	Center Rd	Gulf Coast Blvd	2018	4 to 6	Curb & Gutter	1.19	2	2.38	$25,376,000	$10,662,000
Bay	Suburban/Rural	3	SR 390 (St. Andrews Blvd)	SR 368 (23rd St)	E of CR 2312 (Baldwin Rd)	2019	2 to 6	Curb & Gutter	2.47	4	9.88	$64,236,000	$6,502,000
Seminole	Suburban/Rural	5	SR 46	Orange Blvd	N. Oregon St (Wekiva Section 7B)	2019	4 to 6	Curb & Gutter	1.30	2	2.60	$27,487,000	$10,572,000
Duval	Suburban/Rural	2	Jax National Cemetery Access Rd	Lannie Rd	Arnold Rd	2019	0 to 2	Curb & Gutter	3.26	2	6.52	$17,230,000	$2,643,000
Pasco	Suburban/Rural	7	SR 52	W. of Suncoast Pkwy	E. of SR 45 (US 41)	2019	4 to 6	Curb & Gutter	4.64	2	9.28	$69,773,000	$7,519,000
Hernando	Suburban/Rural	7	SR 50	Windmere Rd	E of US 301	2019	4 to 6	Curb & Gutter	5.60	2	11.20	$81,214,000	$7,251,000

Table E-9 (continued)

Construction Cost – State Road Improvements from Other Florida Jurisdictions

County	County Classification	District	Description	From	To	Year	Feature	Design	Length	Lanes Added	Lane Miles Added	Constructrion Cost (Indexed)[1]	Construction Cost per Lane Mile
SUBURBAN/RURAL Counties; Curb & Gutter													
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	$31,039,000	$5,208,000
Putnam	Suburban/Rural	2	SR 20	Alachua/Putnam Co. Line	SW 56th Ave	2019	2 to 4	Curb & Gutter	6.95	2	13.90	$69,748,000	$5,018,000
Putnam	Suburban/Rural	2	SR 20	SW 56th Ave	CR 315	2019	2 to 4	Curb & Gutter	3.70	2	7.40	$37,986,000	$5,133,000
Lake	Suburban/Rural	5	SR 500 (US 441)	Lake Ella Rd	Avenida Central	2020	4 to 6	Curb & Gutter	4.08	2	8.16	$69,688,000	$8,540,000
Polk	Suburban/Rural	1	SR 542 (Dundee Rd)	MP 2.685	MP 6.211	2020	2 to 4	Curb & Gutter	3.52	2	7.04	$67,523,000	$9,591,000
St. Lucie	Suburban/Rural	4	Port St. Lucie Blvd	S of Alcantarra Blvd	S of Darwin Blvd	2021	2 to 4	Curb & Gutter	0.71	2	1.42	$15,694,000	$11,052,000
Seminole	Suburban/Rural	5	SR 426/CR 419	Pine Ave	Avenue B	2021	2 to 4	Curb & Gutter	1.39	2	2.78	$27,597,000	$9,927,000
Leon	Suburban/Rural	3	SR 263 (Capital Circle)	CR 2203 (Springhill Rd)	SR 371 (Orange Ave)	2022	2 to 6	Curb & Gutter	2.34	4	9.36	$71,979,000	$7,690,000
Bay	Suburban/Rural	3	SR 30A (US 98)	Mandy Ln	E of Nautilus St	2023	4 to 6	Curb & Gutter	2.27	2	4.54	$51,719,000	$11,392,000
Bay	Suburban/Rural	3	SR 30A (US 98)	E of Nautilus St	E of R Jackson Blvd	2023	4 to 6	Curb & Gutter	2.29	2	4.58	$62,359,000	$13,616,000
Volusia	Suburban/Rural	5	SR 15 (US 17)	S of Spring St	Lake Winona Rd	2023	2 to 4	Curb & Gutter	1.55	2	3.10	$15,355,000	$4,953,000
St. Lucie	Suburban/Rural	4	CR 712 (Midway Rd)	W. of Jenkins Rd	Selvitz Rd	2023	2 to 4	Curb & Gutter	0.79	2	1.58	$23,845,000	$15,092,000
Total (2015-2023); Suburban/Rural Counties ONLY									**Count:**	**41**	**265.01**	**$1,911,012,000**	**$7,211,000**
Total (2020-2023); Suburban/Rural Counties ONLY									**Count:**	**9**	**42.56**	**$405,759,000**	**$9,534,000**

Source: Florida Department of Transportation

Construction Engineering/Inspection

County Roadways

The CEI cost factor for county roads was estimated as a percentage of the construction cost per lane mile. As shown in Table E-10, local CEI-to-construction cost ratios ranged from eight (8) percent to 10 percent with a weighted average of approximately nine (9) percent. In addition to local data a review of the CEI-to-construction cost ratios from other jurisdictions throughout Florida was conducted. For county roadways from throughout Florida, the design factors ranged from three (3) percent to 17 percent with a weighted average of nine (9) percent. Based on these data sets and input from Brevard County, the CEI cost for county roads is estimated at **nine (9) percent** of the construction cost per lane mile. Tables E-10 and E-11 provide further detail.

State Roadways

Similar to County roadways, the CEI cost factor for state roads was estimated as a percentage of the construction cost per lane mile based primarily on the CEI-to-construction cost ratios for state road costs obtained from other Florida jurisdictions. For state roadways, 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 E-11 provides additional information.

Table E-10

Construction Engineering/Inspection Cost Factor – Local Improvements

Project	From/To	Improvement	Length	Lanes Added	Lane Miles Added	Construction Engineering/ Inspection	Construction	CEI-to-Construction Ratio
Recent/Ongoing Projects/Planned								
Hollywood Blvd	US 192 to Palm Bay Rd	Widen to 4 Lanes	3.00	2	6.00	$11,371,723	$113,717,234	10.0%
St. Johns Heritage Pkwy & Ellis Rd	John Rodes to Wickham Rd	Widen to 4 Lanes	1.70	2	3.40	$3,900,000	$49,632,557	7.9%
Suntree Blvd & Wickham Rd	Intersection Expansion	Widen to 4 Lanes	0.35	2	0.70	$382,793	$3,827,930	10.0%
Total						**$15,654,516**	**$167,177,721**	**9.4%**

Source: Brevard County

Table E-11

CEI Cost Factor for County and State Roads – Other Florida Jurisdictions

Year	County	County Roadways (Cost per Lane Mile)			State Roadways (Cost per Lane Mile)		
		CEI	Constr.	CEI Ratio	CEI	Constr.	CEI Ratio
2015	Collier	$270,000	$2,700,000	10%	$270,000	$2,700,000	10%
2015	Brevard	$344,000	$2,023,000	17%	$316,000	$2,875,000	11%
2015	Sumter	$147,000	$2,100,000	7%	$250,000	$2,505,000	10%
2015	Marion	$50,000	$1,668,000	3%	$227,000	$2,060,000	11%
2015	Palm Beach	$108,000	$1,759,000	6%	$333,000	$3,029,000	11%
2017	St. Lucie	$198,000	$2,200,000	9%	$341,000	$3,100,000	11%
2017	Clay	$191,000	$2,385,000	8%	-	-	-
2019	Collier	$315,000	$3,500,000	9%	$385,000	$3,500,000	11%
2019	Sumter	$258,000	$2,862,000	9%	$370,000	$3,365,000	11%
2020	Indian River	$238,000	$2,647,000	9%	$395,000	$3,593,000	11%
2020	Hillsborough	$363,000	$4,036,000	9%	$486,000	$4,421,000	11%
2020	Hernando	$189,000	$2,108,000	9%	$348,000	$3,163,000	11%
2021	Manatee	$252,000	$2,800,000	9%	-	-	-
2021	Flagler	$232,000	$2,582,000	9%	-	-	-
2022	Lake	$172,000	$2,145,000	8%	-	-	-
2022	Volusia	$259,000	$2,350,000	11%	-	-	-
2023	Manatee	$429,000	$3,900,000	11%	-	-	-
2024	Hendry	$180,000	$2,000,000	9%	-	-	-
2025	St. Johns	$257,000	$2,573,000	10%	-	-	-
2025	Marion	$243,000	$2,700,000	9%	$440,000	$4,000,000	11%
2025	Putnam	-	-	-	$550,000	$5,000,000	11%
2025	Manatee	$480,000	$6,000,000	8%	-	-	-
2025	Indian River	$360,000	$4,000,000	9%	$550,000	$5,000,000	11%
2025	St. Lucie	$440,000	$4,000,000	11%	$715,000	$6,500,000	11%
2025	Bay	$360,000	$4,000,000	9%	$660,000	$6,000,000	11%
2025	Hillsborough	$662,000	$7,355,000	9%	$738,000	$6,710,000	11%
2026	Highlands	$234,000	$2,600,000	9%	$770,000	$7,000,000	11%
Average		**$278,000**	**$3,038,000**	**9%**	**$452,000**	**$4,140,000**	**11%**

Source: Each respective jurisdiction

Roadway Capacity

As shown in Table E-12, the average capacity per lane mile was based on the projects in the Space Coast TPO's Advance 2050 Long Range Transportation Plan (Cost Feasible) Plan. This list of projects reflects the mix of improvements that will yield the vehicle-miles of capacity (VMC) that will be built in Brevard County. The weighted average capacity per lane-mile of approximately 8,000 was used in the transportation impact fee calculation.

Table E-12

Space Coast TPO's Advance 2050 Long Range Transportation Plan

Jurisdiction	Description	From	To	Improvement	Length	Lanes Added	Lane Miles Added	Section Design	Initial Capacity	Future Capacity	Added Capacity	Vehicle Miles of Capacity Added
Cost Feasible Plan												
State	SR 50	I-95	SR 405	Widen to 6 Lanes	3.50	2	7.00	C&G	38,430	56,805	18,375	64,313
State	SR 524	London Blvd	SR 524 (Industry Rd)	Widen to 4 Lanes	0.45	2	0.90	OD	23,870	40,260	16,390	7,376
State	SR 524	Cox Rd	London Blvd	Widen to 4 Lanes	1.28	2	2.56	OD	23,870	40,260	16,390	20,979
State	SR 501 (Clearlake Rd)	Michigan Ave	SR 524 (Industry Rd)	Widen to 4 Lanes	1.11	2	2.22	C&G	17,600	36,100	18,500	20,535
State	SR 405 (South St)	SR 50 (Cheney Hwy)	US 1	Widen to 4 Lanes	5.44	2	10.88	OD	17,360	29,280	11,920	64,845
State	SR 514 (Malabar Rd)	SR 507 (Babcock St)	US 1	Widen to 4 Lanes	3.63	2	7.26	OD	21,700	36,600	14,900	54,087
City	Malabar Rd	St. Johns Heritage Pkwy	Minton Rd	Widen to 4 Lanes	3.96	2	7.92	C&G	20,160	33,570	13,410	53,104
County	Babcock St	Convair St SE	Malabar Rd SE	Widen to 4 Lanes	0.50	2	1.00	C&G	17,360	29,280	11,920	5,960
City	Babcock St	Valkaria Rd	Convair St SE	Widen to 4 Lanes	2.61	2	5.22	C&G	20,160	33,570	13,410	35,000
County	Babcock St	Mara Loma Blvd SE	Valkaria Rd	Widen to 4 Lanes	3.29	2	6.58	C&G	20,160	33,570	13,410	44,119
City	Babcock St	Micco Rd/Deer Run Rd	Mara Loma Blvd SE	Widen to 4 Lanes	2.19	2	4.38	C&G	12,600	50,130	37,530	82,191
County	Washingtonia Ext.	St. Johns Heritage Pkwy	Beginning of Lake Andrew Dr	New Roadway	1.40	4	5.60	C&G	0	32,940	32,940	46,116
Developer	Stadium Pkwy	Pineda Blvd	Judge Fran Jamieson Way	Widen to 4 Lanes	2.95	2	5.90	C&G	20,160	33,570	13,410	39,560
Developer	Williamson Blvd	Brevard-Farmton Mixed Use	Volusia County Line	New Roadway	2.47	4	9.88	OD	0	32,940	32,940	81,362
City	Norfolk Pkwy Ext.	St. Johns Heritage Pkwy	Beginning of Norfolk Pkwy	New Roadway	2.54	4	10.16	C&G	0	32,940	32,940	83,668
Total (All Roads):							**87.46**					703,215
City, County, Developer Roads:							56.64		**65%**	**(a)**		471,080
State Roads:							30.82		**35%**	**(b)**		232,135
											VMC Added per Lane Mile:	**8,000**
Curb & Gutter (City, County, Developer):							46.76		**83%**	**(c)**		-
Open Drainage (City, County, Developer):							9.88		**17%**	**(d)**		-
Curb & Gutter (State):							9.22		**30%**	**(e)**		-
Open Drainage (State):							21.60		**70%**	**(f)**		-

Source: Space Coast TPO's Advance 2050 Long Range Transportation Plan & Brevard County

Appendix F
Transportation Impact Fee:
Credit Component

Appendix F: Transportation Credit Component

This appendix presents the detailed calculations for the credit component. Currently, in addition to the capital funding received from State fuel tax revenues, Brevard County also receives financial benefit from several other funding sources. Of these, the fuel taxes collected in Brevard 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 rights-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.

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.
   - Brevard County has adopted all six pennies of this local option tax.

Each year, the Florida Legislature's Office of Economic and Demographic Research 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 2025-26 data represent projected fuel tax distributions to Brevard County for the current fiscal year. In the table, the fuel tax revenue data are used to calculate the value per penny (per gallon of fuel) that should be used to estimate the "equivalent pennies" of other revenue sources. **Table F-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 revenue generated for the various types of gas tax revenues. The weighted average figure of approximately $4.0 million represents the estimated annual revenue that one penny of fuel tax generates in Brevard County.

Table F-1
Estimated Fuel Tax Distributions Allocated to Capital Program of Brevard County & Municipalities, FY 2025-26(1)

Tax	Amount of Levy per Gallon	Total Distribution	Distribution per Penny
Constitutional Fuel Tax	$0.02	$7,850,854	$3,925,427
County Fuel Tax	$0.01	$3,459,023	$3,459,023
Municipal	$0.01	$3,442,184	$3,442,184
1st Local Option (1-6 cents)	$0.06	$25,482,496	$4,247,083
Total	**$0.10**	**$40,234,557**	
Weighted Average per Penny(2)			**$4,023,456**

1) Source: Florida Legislature's Office of Economic and Demographic Research; Local Government Financial Information Handbook
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 transportation capacity expansion projects in Brevard County is presented below. The components of the credit are as follows:

- County funding
- State 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.

<u>County Capital Project Funding and Debt Service</u>

A review of the County's recent and planned capacity expansion expenditures indicated impact fees, fuel tax, and grants as the primary revenue sources for transportation capital improvements. As shown in Table F-2, Brevard County allocates approximately 1.1 equivalent pennies annually to transportation capacity expansion improvements.

Table F-2
County Fuel Tax Equivalent Pennies

Source	Cost of Projects	Number of Years	Revenue from 1 Penny[3]	Equivalent Pennies[4]	Avg. Annual Expenditures
Brevard Co. Historical Expenditures (FY 2020-2024)[1]	$13,915,775	5	$4,023,456	$0.007	$2,783,155
Brevard Co. Planned Expenditures (FY 2026-2030)[2]	$28,797,170	5	$4,023,456	$0.014	$5,759,434
Total	**$42,712,945**	**10**	**$4,023,456**	**$0.011**	**$4,271,295**

1) Source: Table F-5
2) Source: Table F-6
3) Source: Table F-1
4) Funding allocation divided by number of years divided by revenue from 1 penny (Item 2) divided by 100

Additionally, the County is currently using local option fuel tax revenues to retire debt service on several bonds that are being used to fund capacity expansion improvements. As shown in Table F-3, a credit of 1.9 pennies is allocated toward outstanding debt service in Brevard County.

Table F-3
County Debt Service Fuel Tax Equivalent Pennies

Source	Cost of Projects	Number of Years	Revenue from 1 Penny[4]	Equivalent Pennies[5]	Avg. Annual Expenditures
Non-Ad Valorem Refunding Rev. Note, Series 2020A[1]	$6,923,865	9	$4,023,456	$0.002	$769,318
Non-Ad Valorem Refunding Rev. Note, Series 2020B[2]	$2,399,862	1	$4,023,456	$0.006	$2,399,862
Local Option Fuel Tax Refunding Bond, Series 2016[3]	$51,800,148	12	$4,023,456	$0.011	$4,316,679
Total	**$61,123,875**			**$0.019**	**$7,485,859**

1) Source: Table F-7
2) Source: Table F-8
3) Source: Table F-9
4) Source: Table F-1
5) Funding allocation divided by number of years divided by revenue from 1 penny (Item 3) divided by 100

State Capital Project Funding

In the calculation of the equivalent pennies of gas tax from the State, expenditures on transportation capacity expansion spanning a 15-year period (from FY 2016 to FY 2030) were reviewed. This period represents past FDOT Work Program expenditures from FY 2016-2025 and also includes the projected FDOT Work Program expenditures from FY 2026 to FY 2030. From these, a list of capacity expansion improvements was developed, including lane additions, intersection improvements, interchanges, traffic signal projects, and other capacity-addition projects. The use of a 15-year period accounts for the volatility in FDOT spending in a county over short periods of time, and results in more stable credit for purposes of impact fee calculations.

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

- FY 2016-2020 work plan equates to 4.5 pennies
- FY 2021-2025 work plan equates to 7.5 pennies
- FY 2026-2030 work plan equates to 6.9 pennies

The combined weighted average over the 15-year period of state expenditure for capacity-adding transportation projects results in a total of 6.3 equivalent pennies. **Table F-4** documents this calculation.

Table F-4

State Fuel Tax Equivalent Pennies

Source	Cost of Projects	Number of Years	Revenue from 1 Penny[2]	Equivalent Pennies[3]	Avg. Annual Expenditures
Projected Work Program, FY 2026 to 2030[1]	$138,688,934	5	$4,023,456	$0.069	$27,737,787
Historical Work Program, FY 2021 to 2025[1]	$151,608,775	5	$4,023,456	$0.075	$30,321,755
Historical Work Program, FY 2016 to 2020[1]	$90,209,740	5	$4,023,456	$0.045	$18,041,948
Total	**$380,507,449**	**15**	**$4,023,456**	**$0.063**	**$25,367,163**

1) Source: Table F-10
2) Source: Table F-1
3) Funding allocation divided by number of years divided by revenue from 1 penny (Item 4) multiplied by 0.01

Table F-5

Brevard County Historical Transportation Capacity Expenditures

Project Name	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	Total
SR 520 & Sykes Creek Parkway Signalization	$436,681	$43,509	$0	$0	$0	**$480,190**
St. Johns Heritage Parkway Road Extension	$3,907,401	$666,595	$0	$0	$0	**$4,573,996**
Hollywood Blvd. Widening Project	$219,741	$789,020	$320,047	$805,069	$1,274,863	**$3,408,740**
SJHP & Ellis Road Widening	$1,017,843	$353,624	$199,435	$1,760,764	$63,256	**$3,394,922**
Valkaria and Wyoming Intersection Imp.	$707,399	-$39,819	$0	$0	$0	**$667,580**
John Rodes Blvd. Sidewalk	$58,929	$75,088	$398,559	$0	$0	**$532,576**
Friday Road & SR 524 Intersection Imp.	$0	$47,129	$51,781	$188,039	$59,960	**$346,909**
Suntree Blvd. & Wickham Intersection Imp.	$0	$108,594	$34,320	$8,044	$255,674	**$406,632**
Wickham Rd. & Aurora Rd. Intersection	$0	$4,508	$329	$6,298	$43,733	**$54,868**
Wickham Rd. & Lake Washington Intersection	$0	$0	$5,900	$0	$43,462	**$49,362**
Total	**$6,347,994**	**$2,048,248**	**$1,010,371**	**$2,768,214**	**$1,740,948**	**$13,915,775**

Source: Brevard County

Table F-6

Brevard County Planned Capacity Expansion Projects

Project Name	5-Yr Total
Funded	
S. Courtenay Pkwy Widening	**$2,000,000**
Wickham Rd and Suntree Blvd Intersection	**$2,200,000**
Ellis Rd Widening	**$11,081,170**
W. Central Ave Bridge Replacement	**$3,516,000**
Partially/Unfunded	
Hollywood 4-Lane Widening from Palm Bay Rd to Eber	**$10,000,000**
Total	**$28,797,170**

Source: Brevard County

Table F-7
Non-Ad Valorem Refunding Revenue Note, Series 2020A

Period Ending	Principal	Interest Rate	Interest	Debt Service	Annual Debt Service
FY 2025	$995,000	1.520%	$143,374	$1,138,374	$1,138,374
FY 2026	$1,035,000	1.520%	$128,060	$1,163,060	$1,163,060
FY 2027	$1,075,000	1.520%	$112,176	$1,187,176	$1,187,176
FY 2028	$1,110,000	1.520%	$95,722	$1,205,722	$1,205,722
FY 2029	$1,150,000	1.520%	$78,698	$1,228,698	$1,228,698
FY 2030	$1,195,000	1.520%	$61,028	$1,256,028	$1,256,028
FY 2031	$1,235,000	1.520%	$42,750	$1,277,750	$1,277,750
FY 2032	$1,280,000	1.520%	$23,788	$1,303,788	$1,303,788
FY 2033	$605,000	1.520%	$4,598	$609,598	$609,598
Totals	**$9,680,000**	**1.520%**	**$690,194**	**$10,370,194**	**$10,370,194**
Payments Remaining (2026-2033)					**$9,231,820**
% Dedicated to Roadway Capacity Expansion Projects					**75%**
Portion Dedicated to Roadway Capacity Expansion					**$6,923,865**
Number of Years of Remaining Payments					**9**

Source: Brevard County

Table F-8
Non-Ad Valorem Refunding Revenue Note, Series 2020B

Period Ending	Principal	Interest Rate	Interest	Debt Service	Annual Debt Service
FY 2025	$3,130,000	1.260%	$79,254	$3,209,254	$3,209,254
FY 2026	$3,160,000	1.260%	$39,816	$3,199,816	$3,199,816
Totals	**$6,290,000**	**1.260%**	**$119,070**	**$6,409,070**	**$6,409,070**
Payments Remaining (2026)					$3,199,816
% Dedicated to Roadway Capacity Expansion Projects					**75%**
Portion Dedicated to Roadway Capacity Expansion					**$2,399,862**
Number of Years of Remaining Payments					**1**

Source: Brevard County

Table F-9

Non-Ad Valorem Refunding Revenue Note, Series 2020B

Period Ending	Principal	Interest Rate	Interest	Debt Service	Annual Debt Service
FY 2025	$85,000	5.000%	$2,119,219	$2,204,219	$2,204,219
FY 2026	$90,000	3.000%	$2,114,969	$2,204,969	$2,204,969
FY 2027	$3,500,000	4.000%	$2,112,268	$5,612,268	$5,612,268
FY 2028	$3,675,000	4.000%	$1,937,269	$5,612,269	$5,612,269
FY 2029	$3,860,000	4.000%	$1,753,519	$5,613,519	$5,613,519
FY 2030	$4,050,000	4.000%	$1,560,519	$5,610,519	$5,610,519
FY 2031	$4,255,000	4.000%	$1,358,019	$5,613,019	$5,613,019
FY 2032	$4,425,000	4.000%	$1,187,818	$5,612,818	$5,612,818
FY 2033	$4,605,000	4.000%	$1,010,819	$5,615,819	$5,615,819
FY 2034	$4,785,000	4.000%	$826,619	$5,611,619	$5,611,619
FY 2035	$4,975,000	4.000%	$635,219	$5,610,219	$5,610,219
FY 2036	$5,180,000	4.125%	$436,219	$5,616,219	$5,616,219
FY 2037	$5,395,000	4.125%	$222,543	$5,617,543	$5,617,543
Totals	**$48,880,000**	**4.019%**	**$17,275,019**	**$66,155,019**	**$66,155,019**
Payments Remaining (2026-2033)					**$63,950,800**
% Dedicated to Roadway Capacity Expansion Projects					**81%**
Portion Dedicated to Roadway Capacity Expansion					**$51,800,148**
Number of Years of Remaining Payments					**12**

Source: Brevard County

Table F-10

Brevard County FDOT Work Program; FY 2016 to FY 2030

ItemSeg	Description	Wkmx Description	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total
237592-1	SR 5 (US 1) FROM ROSA L JONES DR TO PINE STREET	ADD LANES & RECONSTRUCT	$5,307	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$5,307**
237592-2	SR 5 (US 1) FROM N OF PINE STREET TO N OF CIDCO ROAD	ADD LANES & RECONSTRUCT	$1,824,085	$558,177	$483,774	$593,205	$304	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$3,459,545**
237650-2	SR 507 (BABCOCK ST) FROM MELBOURNE AVE TO FEE AVE	INTERSECTION IMPROVEMENT	$12,282	$88	$46	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$12,416**
237650-3	SR 507/SR 514 (MALABAR) INTERSECTION RECONSTRUCTION IMPROVE	ADD LANES & RECONSTRUCT	$8,219	$1,026	$215	$0	$0	$50	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$9,510**
237650-6	SR 507 BABCOCK ST FROM MALABAR RD TO PALM BAY RD	ADD LANES & RECONSTRUCT	$7,210	$109,217	$483,657	$1,896,184	$333,215	$28,802	$567	$350	$1,566	$1,506	$10,506	$0	$0	$0	$0	**$2,872,780**
241241-1	APOLLO BLVD FROM SARNO RD TO EAU GALLIE BLVD	ADD LANES & RECONSTRUCT	$519,096	$6,810	$9,832	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$535,738**
407402-1	SR 528 PD&E STUDY FROM SR 520 TO SR A1A	PD&E/EMO STUDY	$0	$186,508	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$186,508**
407402-3	SR 528 FROM E OF SR 524 (INDUSTRY RD) TO EAST OF SR 3	ADD LANES & RECONSTRUCT	$10,083,361	$74,575	$134,475	$649,624	$321,931	$519,954	$104,447	$86,653	$354,367	$4,253,829	$2,924,851	$2,475,248	$1,360,000	$1,219,650	$0	**$24,562,965**
407402-4	SR 528 FROM EAST OF SR 3 TO PORT CANAVERAL INTERCHANGE	ADD LANES & RECONSTRUCT	$9,043,898	$89,142	$107,195	$36,114	$19,003	$45,751	$54,359	$38,284	$15,224	$7,094,465	$516,522	$905,000	$613,260	$58,350	$0	**$18,636,567**
413019-1	BREVARD TRAFFIC ENGINEERING CONTRACTS	TRAFFIC SIGNALS	$809,551	$1,035,659	$1,081,909	$1,048,274	$1,193,574	$1,222,685	$1,258,039	$1,300,359	$1,409,817	$1,764,738	$1,846,311	$1,940,043	$0	$0	$0	**$15,910,959**
413761-1	SR 514 FROM WEBER RD TO COREY ROAD	ADD LEFT TURN LANE(S)	$44,653	$48,018	$405,465	$512,253	$1,843,731	$76,697	$70,554	$66,634	$96,278	$0	$0	$0	$0	$0	$0	**$3,164,283**
422920-1	SR 46 AT I-95 NB RAMPS MAST ARM REPLACEMENT	TRAFFIC SIGNALS	$0	$0	$0	$124	$511	$1,006	$2,683	$382	$461	$0	$0	$0	$0	$0	$0	**$5,167**
426905-2	ST JOHNS HERITAGE PKWY @ ELLIS RD FROM JOHN RHODES TO W OF WICKHAM RD	ADD LANES & RECONSTRUCT	$5,476	$41,371	$152,221	$21,900	$98,458	$323,953	$94,845	$34,187	$11,722	$0	$0	$0	$0	$0	$0	**$784,133**
426905-4	ST JOHNS HERITAGE PKWY/ELLIS RD (JOHN RODES BLVD TO W OF WICKHAM RD)	ADD LANES & RECONSTRUCT	$0	$0	$0	$0	$0	$0	$1,799,512	$1,370,127	$4,156,341	$23,105,258	$66,597,067	$16,724,571	$3,750,000	$3,750,000	$3,750,000	**$125,002,876**
427492-1	SR 519 (FISKE BLVD) FROM BARNES BLVD (CR502) TO SR 520 (KING ST)	PRELIMINARY ENGINEERING	$0	$0	$33	$188	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$221**
428346-1	PALM BAY PARKWAY FROM MALABAR RD. TO N OF PALM BAY LIMITS	NEW ROAD CONSTRUCTION	$506	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$506**
428346-2	ST JOHNS HERITAGE PKWY FROM N PALM BAY LIMI TS TO I-95/ELLIS INTCHG	RIGHT OF WAY ACQUISITION	$20,088	$788	$8,949	$1,484	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$31,309**
428346-4	ST JOHNS HERITAGE PKWY FROM US 192 TO ELLIS RD INTERCHANGE	NEW ROAD CONSTRUCTION	$0	$4,651,131	$1,067,456	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$5,718,587**
428930-1	BREVARD COUNTY ITS OPERATIONAL SUPPORT	ITS COMMUNICATION SYSTEM	$0	$224,709	$0	$225,000	$0	$224,999	$225,000	$300,000	$0	$600,000	$0	$0	$0	$0	$0	**$1,799,708**
428930-2	BREVARD COUNTY ITS OPERATIONAL SUPPORT	ITS COMMUNICATION SYSTEM	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$300,000	$300,000	$0	$0	**$600,000**
428930-3	BREVARD COUNTY ITS OPERATIONAL SUPPORT	ITS COMMUNICATION SYSTEM	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$300,000	$300,000	**$600,000**
430136-1	SR 514 (MALABAR RD) FROM BABCOCK ST TO US 1	ADD LANES & RECONSTRUCT	$74,795	$69,196	$23,925	$338	$138	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$168,392**
430202-4	SR A1A @ SR520 INTERSECTION IMPROVEMENTS	INTERSECTION IMPROVEMENT	$0	$552,120	$13,151	$2,347,225	$425,554	$35,379	$9,373	$119	$0	$0	$0	$0	$0	$0	$0	**$3,382,921**
431139-2	SR 520 SYKES CREEK INTERSECTION	TRAFFIC SIGNALS	$57,218	$54	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$57,272**
431139-3	SR 520 FROM ERIK COURT TO BANANA RV BR # 700208	TRAFFIC SIGNALS	$237,629	$1,537	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$239,166**
431164-1	SR 520 AT RIVEREDGE BLVD	TRAFFIC SIGNALS	$62,165	$8,524	$0	$76	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$70,765**
432412-1	SR 406 W OF SINGLETON AVE TO E OF SINGLETON AVE	TRAFFIC SIGNAL UPDATE	$949,439	$52,651	$173	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$1,002,263**
433604-1	US 1 SR 404/PINEDA CAUSEWAY TO PARK AVENUE	PD&E/EMO STUDY	$0	$0	$0	$262,734	$705	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$263,439**
433605-1	SR 501 FROM MICHIGAN AVENUE TO INDUSTRY ROAD	ADD LANES & RECONSTRUCT	$1,577,626	$230,500	$204,582	$54,771	$4,392	$12,938	$774	$1,066,297	$1,005,242	$253	$945	$0	$0	$0	$0	**$4,158,320**
433654-1	SR 500/US 192 AT WICKHAM RD	ADD TURN LANE(S)	$837,479	$16,997	$1,711,221	$129,100	$11,783	$23	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$2,706,603**
433655-1	SR 500/US 192 AT HOLLYWOOD BLVD	ADD TURN LANE(S)	$1,178,399	$36,360	$60,248	$196,830	$1,103,768	$2,277,165	$1,305,822	$6,104,735	$25,499	$1,253,462	$57,099	$0	$0	$0	$0	**$13,599,387**
434423-1	WICKHAM ROAD AT STADIUM PARKWAY	TRAFFIC SIGNALS	$555,474	$2,301	$163	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$557,938**
434816-1	SR 5 (US 1) AT SARNO RD	ADD RIGHT TURN LANE(S)	$278	$0	$1,220	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$1,498**
435647-1	SR A1A/ASTRONAUT BLVD FROM MCKINLEY/HOLMAN TO ATLANTIC AVE	TRAFFIC SIGNALS	$10,119	$413,843	$1,084,306	$82,573	$24,327	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$1,615,168**
435651-1	SR 5/US 1 FROM SR 508 (NASA) TO CHERRY ST	TRAFFIC SIGNALS	$1,691	$291,523	$635,261	$53,232	$1,291	$57	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$983,055**
435652-1	SR 5/US 1 AT HIBISCUS, BALLARD AND US 192 INTERSECTIONS	TRAFFIC SIGNAL UPDATE	$17,068	$33,935	$243,231	$1,398,865	$164,452	$274,536	$24,051	$38,798	$754	$0	$0	$0	$0	$0	$0	**$2,195,690**
435655-1	SR 5/US 1 FROM PROSPECT AVE TO NEW HAVEN AVE	TRAFFIC SIGNALS	$12,961	$23,619	$696,657	$12,569	$254	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$746,060**
436122-1	SR 405 SPACEPORT CONNECTOR SIS INTERSECTION IMPROVEMENTS	ADD LEFT TURN LANE(S)	$363	$895,200	$37,782	$18,276	$4,051,969	$248,225	$215,677	$6,290	$1,903	$602	$1,078	$0	$0	$0	$0	**$5,477,365**
436123-1	SR 405 AT SISSON RD SPACEPORT CONNECTOR SIS INTERSECTION IMPROVEMENTS	ADD LEFT TURN LANE(S)	$23,540	$97,991	$181,453	$781,867	$1,253,543	$11,419	$2,557	$0	$0	$0	$0	$0	$0	$0	$0	**$2,352,370**
436125-1	WICKHAM RD AT I-95 RAMP IMPROVEMENTS AND MAST ARMS	ADD LEFT TURN LANE(S)	$0	$0	$5,753	$712,963	$17,365	$26,434	$5,044,419	$116,173	$254,510	$2,850	$16,044	$0	$0	$0	$0	**$6,196,511**
436237-1	SR 5 (US 1) @ SUNTREE BOULEVARD	INTERSECTION IMPROVEMENT	$605,571	$55,136	$1,733,442	$128,635	$293,197	$98,273	$17,600	$0	$0	$0	$0	$0	$0	$0	$0	**$2,931,854**
437109-1	BREVARD COUNTY ADVANCED ACQUISITION	RIGHT OF WAY ACQUISITION	$441,673	$0	$227,860	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$669,533**
437204-1	BABCOCK ST FROM SOUTH OF MICCO RD/DEER RUN RD TO MALABAR RD	ADD LANES & RECONSTRUCT	$0	$0	$1,535,196	$333,475	$51,925	$11,215	$1,116	$0	$0	$0	$0	$0	$0	$0	$0	**$1,932,927**
437210-1	MALABAR RD FROM ST JOHNS HERITAGE PKWY TO MINTON RD	PD&E/EMO STUDY	$0	$0	$0	$0	$1,355,971	$3,130	$5,557	$1,096	$453	$0	$3,047,455	$0	$0	$0	$0	**$4,413,662**
437983-1	SR 524 FROM FRIDAY ROAD TO INDUSTRY ROAD	PD&E/EMO STUDY	$181,559	$0	$20,909	$1,657,317	$22,361	$97,712	$51,874	$23,257	$54,511	$3,136,054	$9,581	$0	$0	$0	$0	**$5,255,135**
439123-1	SR 519/FISKE BLVD FROM PROSPERITY PLACE TO I-95 NB RAMPS/BARNES BLVD	ADD LEFT TURN LANE(S)	$0	$0	$0	$1,413,913	$28,344	$9,534,247	$260,583	$355,397	$567,782	$4,226	$1,556	$0	$0	$0	$0	**$12,166,048**
439130-1	US 192 AT MCCLAIN-REBUILD MAST ARM	TRAFFIC SIGNAL UPDATE	$0	$0	$2,751	$0	$313,557	$10,176	$757,864	$90,231	$41,163	$0	$4,806	$0	$0	$0	$0	**$1,220,548**
439135-1	SR 5054 AT WICKHAM RD MAST ARMS	TRAFFIC SIGNAL UPDATE	$0	$134	$6,247	$1,231	$299,105	$15,190	$802,006	$9,477	$3,273	$0	$476	$0	$0	$0	$0	**$1,137,139**
439146-1	SR A1A/S ATLANTIC AVE JUPITER ST/PATRICK AIR FORCE BASE MAIN GATE	TRAFFIC OPS IMPROVEMENT	$0	$545	$141,731	$2,846	$0	$0	$38	$0	$0	$0	$0	$0	$0	$0	$0	**$145,160**
439777-1	SR 520/MERRITT ISL CSWY-W OF NEWFOUND HARBOR DR TO E OF S BANANA RIV DR	TRAFFIC OPS IMPROVEMENT	$0	$0	$355,998	$6,955	$593,932	$6,739	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$963,624**
439778-1	SR 518/W EAU GALLIE BLVD - E OF I-95 NB OFF RAMP TO W OF INT @ SARNO RD	TRAFFIC OPS IMPROVEMENT	$0	$3,785	$571,108	$5,763	$14,652	$2,633,408	$189,251	$16,009	$0	$0	$0	$0	$0	$0	$0	**$3,433,976**
439779-1	SR 518/W EAU GALLIE BLVD-JONES ROAD TO 200FT E OF I-95 INTERCHG RAMPS	TRAFFIC OPS IMPROVEMENT	$0	$4,492	$701,127	$2,919	$6,753	$4,530,564	$341,958	$87,806	$354	$0	$9,507	$0	$0	$0	$0	**$5,685,480**
439853-1	SR 507 (BABCOCK STREET) FROM PALM BAY RD TO NASA BLVD	ITS COMMUNICATION SYSTEM	$0	$0	$0	$137,414	$782,370	$71,706	$31,338	$0	$0	$0	$0	$0	$0	$0	$0	**$1,022,828**
439856-1	SR 500 (US 192)-NEW HAVEN AVENUE FROM DAIRY ROAD TO US 1	ITS COMMUNICATION SYSTEM	$0	$0	$0	$138,281	$411,265	$32,309	$25,783	$28	$0	$0	$0	$0	$0	$0	$0	**$607,666**
439857-1	SR 5 (US 1-HARBOR CITY BLVD) FROM UNIVERSITY BLVD TO BABCOCK STREET	ITS COMMUNICATION SYSTEM	$0	$0	$0	$176,443	$793,366	$70,276	$27,037	$0	$0	$0	$0	$0	$0	$0	$0	**$1,067,122**
440424-2	SPACE COMMERCE WAY	ADD LANES & REHABILITATE PVMNT	$0	$0	$0	$0	$0	$0	$4,629	$25,044,746	$251,850	$782,020	$30,824	$0	$0	$0	$0	**$26,114,069**
441000-1	US 1 / S 5 FROM 110' S OF JORDAN BLVD TO 85' N OR JORDAN	TRAFFIC SIGNAL UPDATE	$0	$0	$0	$225,503	$12,362	$819,399	$34,479	$123	$0	$0	$0	$0	$0	$0	$0	**$1,091,866**
441023-1	US 192 (SR 500) AT WAVERLY PLACE -SIGNAL REBUILDS/MAST ARMS	TRAFFIC SIGNAL UPDATE	$0	$0	$0	$400,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$400,000**
441412-1	ST JOHNS HERITAGE PKWY FROM BABCOCK STREET TO MALABAR ROAD	PD&E/EMO STUDY	$0	$0	$0	$0	$1,083,648	$2,614	$11,320	$6,872	$0	$0	$0	$0	$0	$0	$0	**$1,104,454**
441584-1	BREVARD TRAFFIC MANAGEMENT CENTER	TRAFFIC MANAGEMENT CENTERS	$0	$0	$3,477	$164	$0	$0	$0	$0	$8,100,000	$0	$453,705	$0	$0	$0	$0	**$8,557,346**
441945-1	SR 5 (US 1) AT SR 404 EB RAMPS SIGNALIZATION	TRAFFIC SIGNALS	$0	$0	$0	$462,791	$40,028	$1,998,589	$79,744	$6,478	$4,153	$0	$500	$0	$0	$0	$0	**$2,592,283**
443731-1	MALABAR RD FROM ST JOHN'S HERITAGE PKWY TO SAN FILIPPO BLVD	ITS COMMUNICATION SYSTEM	$0	$0	$0	$0	$0	$0	$266,199	$933	$0	$120	$2,330	$0	$0	$0	$0	**$269,582**
443731-2	MALABAR RD FROM ST JOHN'S HERITAGE PKWY TO SAN FILIPPO BLVD	ITS COMMUNICATION SYSTEM	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$4,131,666	$0	**$4,131,666**
443732-1	SAN FILIPPO DR FROM WACO BLVD TO MALABAR RD	ITS SURVEILLANCE SYSTEM	$0	$0	$0	$0	$0	$0	$136,482	$25	$16	$28	$1,928	$0	$0	$0	$0	**$138,479**

Table F-10 (continued)

Brevard County FDOT Work Program; FY 2016 to FY 2030

ItemSeg	Description	Wkmx Description	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total
443733-1	EMERSON DR FROM WALDEN BLVD. TO MALABAR ROAD	ITS COMMUNICATION SYSTEM	$0	$0	$0	$0	$0	$0	$130,726	$224	$360	$28	$1,385	$0	$0	$0	$0	**$132,723**
443768-1	COURTENAY PKWY (SR 3) FROM CONE RD TO SR 528	ITS COMMUNICATION SYSTEM	$0	$0	$0	$79,962	$1,680,869	$142,374	$3,955	$109	$0	$0	$0	$0	$0	$0	$0	**$1,907,269**
444176-1	SR 518 EAU GALLE BLVD FROM W OF MOSSWOOD DR TO E OF STEWARD AVE	ADD LEFT TURN LANE(S)	$0	$19,564	$0	$15,933	$919,583	$35,479	$5,001	$513	$94	$600	$673	$0	$0	$0	$0	**$997,440**
445183-1	SR 518 EAU GALLIE BLVD AT TURTLE MOUND ROAD	INTERSECTION IMPROVEMENT	$0	$404	$1,125	$390,580	$41,054	$97,966	$431,915	$38,260	$4,117	$3,229	$500	$0	$0	$0	$0	**$1,009,150**
445286-1	BREVARD COUNTY ATSPM TRAFFIC CONTROL DEVICES	TRAFFIC CONTROL DEVICES/SYSTEM	$0	$0	$0	$499,566	$0	$416,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$915,566**
445287-1	CITY OF MELBOURNE ATSPM TRAFFIC CONTROL DEVICES	TRAFFIC CONTROL DEVICES/SYSTEM	$0	$0	$0	$297,937	$0	$246,218	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$544,155**
445587-1	SR 5 (US 1) FROM SOUTH OF FAY BLVD TO NORTH OF FAY BLVD	TRAFFIC SIGNALS	$0	$0	$0	$0	$0	$1,524	$475,302	$21,075	$144,442	$33,132	$1,292,459	$0	$49,820	$0	$0	**$2,017,754**
445813-1	SR 518 EAU GALLE BLV @ WICKHAM RD	TRAFFIC SIGNALS	$0	$0	$0	$0	$0	$470,222	$22,141	$1,776,994	$49,953	$52,346	$7,177	$0	$0	$0	$0	**$2,378,833**
445835-1	SR 518, EAU GALLE BLV, AT CROTON RD	TRAFFIC SIGNALS	$0	$0	$0	$0	$0	$385,713	$20,792	$972,390	$25	$8,934	$10,138	$0	$0	$0	$0	**$1,397,992**
445855-1	SR-A1A @ SR 518 / E EAU GALLIE BLVD.	TRAFFIC SIGNALS	$0	$0	$0	$0	$0	$503,158	$265,020	$11,637	$3,964,524	$330,246	$144,969	$0	$0	$0	$0	**$5,219,554**
445858-1	NASA BOULEVARD FROM WICKHAM ROAD TO US-1	ITS COMMUNICATION SYSTEM	$0	$0	$0	$0	$0	$0	$160,549	$1,824,182	$24,777	$2,836	$9,458	$0	$0	$0	$0	**$2,021,802**
446600-1	SR 519 AT ROY WALL BLVD	TRAFFIC OPS IMPROVEMENT	$0	$0	$0	$0	$0	$0	$0	$1,108	$816,361	$9,884	$1,898	$0	$0	$0	$0	**$829,251**
447688-1	SR 5 SIGNALIZATION IMPROVEMENTS AT CIDCO RD	TRAFFIC CONTROL DEVICES/SYSTEM	$0	$0	$0	$0	$0	$0	$468,491	$19,369	$1,630,589	$41,107	$6,667	$0	$0	$0	$0	**$2,166,223**
447699-1	SR-405 FROM SR-50 TO ANGELA LANE	ADD LANES & RECONSTRUCT	$0	$0	$0	$0	$0	$0	$0	$0	$574,999	$0	$0	$0	$0	$0	$0	**$574,999**
447994-1	CAPE CANAVERAL SPACEPORT INDIAN RIVER BRIDGE ITS IMPROVEMENTS	TRAFFIC SIGNALS	$0	$0	$0	$0	$0	$0	$0	$0	$600,658	$54	$4,286	$0	$0	$0	$0	**$604,998**
450417-1	SR 519/FISKE BLVD AT LEVITT PARKWAY/LAKEMOUR BLVD SIGNALIZATION	TRAFFIC CONTROL DEVICES/SYSTEM	$0	$0	$0	$0	$0	$0	$0	$9,224	$417,457	$7,590	$2,146,277	$0	$0	$0	$0	**$2,580,548**
450627-2	SR A1A AT OAK STREET TRAFFIC SIGNAL RECONSTRUCTION	TRAFFIC SIGNALS	$0	$0	$0	$0	$0	$0	$0	$0	$0	$131,129	$1,033,959	$0	$0	$0	$0	**$1,165,088**
450627-3	SR A1A FROM OAK ST TO US-192	TRAFFIC SIGNALS	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$15,000	$0	$0	$0	**$15,000**
453453-2	RAILROAD CROSSING SAFETY IMPROVEMENTS & MONITORING SYSTEMS	ADV TRAVELER INFORMATION SYSTM	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,290,598	$4,792,987	$0	$0	$0	**$6,083,585**
453481-1	NORFOLK PARKWAY EXTENSION	NEW ROAD CONSTRUCTION	$0	$0	$0	$0	$0	$0	$0	$0	$0	$750,000	$0	$0	$0	$0	$0	**$750,000**
454250-1	US 1 AT VALKARIA RD	TRAFFIC SIGNALS	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$461,438	$1,315,445	$0	$0	$0	**$1,776,883**
454251-1	US 1 AT 1ST ST	TRAFFIC SIGNALS	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$521,515	$2,220,406	$0	$0	$0	**$2,741,921**
455103-1	BREVARD COUNTY TSMCA	TRAFFIC SIGNALS	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,216,000	$1,252,000	$0	**$2,468,000**
455103-2	CITY OF MELBOURNE TSMCA	TRAFFIC SIGNALS	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$293,000	$302,000	$0	**$595,000**
455103-3	CITY OF PALM BAY TSMCA	TRAFFIC SIGNALS	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$39,000	$40,000	$0	**$79,000**
455103-4	CITY OF TITUSVILLE TSMCA	TRAFFIC SIGNALS	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$152,000	$157,000	$0	**$309,000**
456988-1	DOWNTOWN CORE STREETSCAPE	INTERSECTION IMPROVEMENT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,000,000	$0	$0	$0	$0	**$1,000,000**
457428-1	BREVARD COUNTY AREAWIDE STUDY ANALYSIS	PD&E/EMO STUDY	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,500,000	$0	$0	$0	$0	**$1,500,000**
Total			**$29,208,779**	**$9,837,630**	**$14,135,324**	**$17,413,397**	**$19,614,610**	**$27,564,274**	**$15,241,429**	**$40,846,951**	**$24,585,595**	**$43,370,526**	**$84,966,488**	**$30,688,700**	**$7,773,080**	**$11,210,666**	**$4,050,000**	**$380,507,449**
Sub-Totals						**5-Year Subtotal:**	**$90,209,740**				**5-Year Subtotal:**	**$151,608,775**				**5-Year Subtotal:**	**$138,688,934**	-

Source: Florida Department of Transportation

Table F-11

Average Motor Vehicle Fuel Efficiency – Excluding Interstate Travel

Travel Vehicle Miles of Travel (VMT) @			
	23.4	**7.5**	
Other Arterial Rural	346,432,000,000	53,342,000,000	399,774,000,000
Other Rural	311,167,000,000	32,101,000,000	343,268,000,000
Other Urban	1,562,510,000,000	100,948,000,000	1,663,458,000,000
Total	***2,220,109,000,000***	***186,391,000,000***	***2,406,500,000,000***

Percent VMT

@ 23.4 mpg	@ 7.5 mpg
87%	13%
91%	9%
94%	6%
92%	**8%**

Fuel Consumed	Gallons @ 23.4 mpg	Gallons @ 7.5 mpg	
Other Arterial Rural	14,804,786,325	7,112,266,667	21,917,052,992
Other Rural	13,297,735,043	4,280,133,333	17,577,868,376
Other Urban	66,773,931,624	13,459,733,333	80,233,664,957
Total	***94,876,452,992***	***24,852,133,333***	***119,728,586,325***

Total Mileage and Fuel	
2,406,500	**miles (millions)**
119,729	**gallons (millions)**
20.10	**mpg**

Source: Table F-12; U.S. Department of Transportation, Federal Highway Administration, *Highway Statistics 2024* , Section V, Table VM-1 Annual Vehicle Distance Traveled in Miles and Related Data - 2024 by Highway Category and Vehicle Type http://www.fhwa.dot.gov/policyinformation/statistics.cfm

Table F-12
Annual Vehicle Distance Travelled in Miles and Related Data – 2024[1]
By Highway Category and Vehicle Type

Updated: February 2026 — 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 LIGHT VEHICLES[2]	SUBTOTALS: SINGLE-UNIT 2-AXLE 6-TIRE OR MORE AND COMBINATION TRUCKS	ALL MOTOR VEHICLES
	Motor-Vehicle Travel (millions of vehicle-miles):									
2024	Interstate Rural	146,051	1,069	1,502	51,572	12,274	59,367	**197,623**	**71,641**	271,834
2024	Other Arterial Rural	240,923	2,416	2,407	105,509	20,329	33,014	**346,432**	**53,342**	404,598
2024	Other Rural	211,026	2,966	2,179	100,141	19,011	13,090	**311,167**	**32,101**	348,413
2024	All Rural	598,000	6,451	6,088	257,221	51,613	105,471	855,221	157,084	1,024,845
2024	Interstate Urban	396,092	2,279	2,356	110,284	21,600	49,968	**506,376**	**71,568**	582,579
2024	Other Urban	1,228,322	13,510	9,639	334,188	63,867	37,081	**1,562,510**	**100,948**	1,686,607
2024	All Urban	1,624,415	15,789	11,995	444,471	85,467	87,048	2,068,886	172,516	2,269,186
2024	Total Rural and Urban[5]	2,222,415	22,241	18,083	701,693	137,080	192,520	2,924,107	329,600	3,294,031
2024	Number of motor vehicles registered[2]	205,550,881	9,261,249	1,096,335	65,534,861	12,599,614	3,482,896	271,085,742	16,082,510	297,525,836
2024	Average miles traveled per vehicle	10,812	2,401	16,494	10,707	10,880	55,276	10,787	20,494	11,071
2024	Person-miles of travel (millions)[4]	3,412,169	22,806	383,365	1,035,822	137,080	192,520	4,447,991	329,600	5,183,762
2024	Fuel consumed (thousand gallons)	86,861,446	505,870	2,419,327	37,936,823	17,022,466	27,066,130	124,798,269	44,088,596	171,812,062
2024	Average fuel consumption per vehicle (gallons)	423	55	2,207	579	1,351	7,771	460	2,741	577
2024	Average miles traveled per gallon of fuel consumed	25.6	44.0	7.5	18.5	8.1	7.1	**23.4**	**7.5**	19.2

(1) The FHWA estimates national trends by using State reported Highway Performance and Monitoring System (HPMS) data, fuel consumption data (MF-21), vehicle registration data (MV-1), other data such as the R.L. Polk vehicle data, and a host of modeling techniques.

(2) Light Duty Vehicles Short WB - passenger cars, light trucks, vans and sport utility vehicles with a wheelbase (WB) equal to or less than 121 inches. Light Duty Vehicles Long WB - large passenger cars, vans, pickup trucks, and sport/utility vehicles with wheelbases (WB) larger than 121 inches. All Light Duty Vehicles - passenger cars, light trucks, vans and sport utility vehicles regardless of wheelbase.

(3) Single-Unit - single frame trucks that have 2-Axles and at least 6 tires or a gross vehicle weight rating exceeding 10,000 lbs.

(4) The vehicle occupancy is estimated by the FHWA from the 2022 National Household Travel Survey (NHTS) and the annual R.L. Polk Vehicle registration data; For single unit truck and heavy trucks, 1 motor vehicle mile traveled = 1 person-mile traveled.

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

Appendix G

Transportation Impact Fee:

Calculated Impact Fee Schedule

Appendix G: Calculated Transp. Impact Fee Schedule

This appendix presents the detailed impact fee calculations for each land use in the Brevard County transportation impact fee schedule.

Table G-1
Calculated Transportation Impact Fee Schedule

				Unit Cost per Lane Mile:	$11,725,000
$$ per gallon to capital:	$0.093	County Revenues:	$0.030	Average VMC per Lane Mile:	8,000
Facility life (years):	25	State Revenues:	$0.063	Fuel Efficiency:	20.10 mpg
Interest rate:	4.50%			Effective days per year:	365

Interstate/Toll Facility Adjustment Factor: 35.0%
Cost per VMC: $1,465.63

ITE LUC	Land Use	Unit	Trip Rate	Trip Rate Source	Assessable Trip Length	Total Trip Length	Trip Length Source	Percent New Trips	% New Trips Source	Net VMT(1)	Total Impact Cost	Annual Capital Impr. Tax	Capital Improvement Credit	Net Transportation Impact Fee
	RESIDENTIAL:													
210	Single Family (Detached)/Mobile Home on a Single Lot	du	7.81	Appendix D: LUC 210	6.62	7.12	Appendix D: LUC 210	100%	n/a	16.80	**$24,627**	$47	$697	**$23,930**
215	Single Family (Attached)	du	5.92	Appendix D: LUC 215	6.62	7.12	Same as LUC 210	100%	n/a	12.74	**$18,667**	$36	$534	**$18,133**
220	Multi-Family (Low-Rise, 1-3 Levels)	du	6.21	ITE 12th Edition	5.21	5.71	Appendix D: LUC 220/221/222	100%	n/a	10.52	**$15,411**	$30	$445	**$14,966**
221	Multi-Family (Mid-Rise, 4-10 Levels)	du	4.46	ITE 12th Edition	5.21	5.71	Appendix D: LUC 220/221/222	100%	n/a	7.55	**$11,068**	$22	$326	**$10,742**
240	Mobile Home Park	du	4.17	Appendix D: LUC 240	4.60	5.10	Appendix D: LUC 240	100%	n/a	6.23	**$9,137**	$18	$267	**$8,870**
251	Senior Adult Housing (Single Family)	du	3.48	Appendix D: LUC 251	5.42	5.92	Appendix D: LUC 251	100%	n/a	6.13	**$8,984**	$17	$252	**$8,732**
252	Senior Adult Housing (Multi-Family)	du	3.01	Appendix D: LUC 252	4.34	4.84	Based on LUC 251(2)	100%	n/a	4.25	**$6,222**	$12	$178	**$6,044**
253	Congregate Care Facility	du	2.62	Appendix D: LUC 253	3.08	3.58	Appendix D: LUC 253	72%	Appendix D: LUC 253	1.89	**$2,768**	$6	$89	**$2,679**
	LODGING:													
310	Hotel	room	5.33	Appendix D: LUC 310	6.26	6.76	Appendix D: LUC 310	66%	Appendix D: LUC 310	7.16	**$10,489**	$20	$297	**$10,192**
320	Motel	room	3.35	ITE 12th Edition	4.34	4.84	Appendix D: LUC 320	77%	Appendix D: LUC 320	3.64	**$5,333**	$11	$163	**$5,170**
330	Resort Hotel	room	5.55	ITE 12th Edition	6.10	6.60	Appendix D: LUC 330	88%	Appendix D: LUC 330	9.68	**$14,191**	$27	$400	**$13,791**
	RECREATION:													
416	RV Park	site	1.04	ITE 12th Edition	4.60	5.10	Same as LUC 240	100%	Same as LUC 210	1.55	**$2,279**	$4	$59	**$2,220**
420	Marina	berth	2.41	ITE 11th Edition	6.62	7.12	Same as LUC 210	90%	Based on LUC 710	4.67	**$6,839**	$13	$193	**$6,646**
430	Golf Course	hole	30.38	ITE 12th Edition	6.62	7.12	Same as LUC 210	90%	Based on LUC 710	58.83	**$86,217**	$164	$2,432	**$83,785**
445	Movie Theater	screen	102.12	Appendix D: LUC 445	2.22	2.72	Appendix D: LUC 445	88%	Appendix D: LUC 445	64.84	**$95,028**	$206	$3,055	**$91,973**
491	Racquet/Tennis Club	court	27.71	ITE 12th Edition	5.15	5.65	Same as LUC 710	94%	Same as LUC 491	43.60	**$63,897**	$124	$1,839	**$62,058**
492	Health/Fitness Club	1,000 sf	30.02	ITE 12th Edition	5.15	5.65	Same as LUC 710	94%	FL Studies	47.23	**$69,223**	$135	$2,002	**$67,221**
	INSTITUTIONS:													
520	Elementary School (Private)	student	2.27	ITE 12th Edition	3.31	3.81	50% of LUC 210: Travel Demand Model	80%	Based on LUC 710 (adjusted)(3)	1.95	**$2,863**	$6	$89	**$2,774**
522	Middle School (Private)	student	2.09	ITE 12th Edition	3.31	3.81	50% of LUC 210: Travel Demand Model	80%	Based on LUC 710 (adjusted)(3)	1.80	**$2,636**	$5	$74	**$2,562**
525	High School (Private)	student	1.94	ITE 12th Edition	3.31	3.81	50% of LUC 210: Travel Demand Model	90%	Based on LUC 710	1.88	**$2,753**	$6	$89	**$2,664**

Table G-1 (continued)
Calculated Transportation Impact Fee Schedule

ITE LUC	Land Use	Unit	Trip Rate	Trip Rate Source	Assessable Trip Length	Total Trip Length	Trip Length Source	Percent New Trips	% New Trips Source	Net VMT[1]	Total Impact Cost	Annual Capital Impr. Tax	Capital Improvement Credit	Net Transportation Impact Fee
	INSTITUTIONS:													
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	3.87	**$5,676**	$11	$163	**$5,513**
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	2.90	**$4,257**	$8	$119	**$4,138**
560	Church	1,000 sf	6.78	ITE 12th Edition	3.93	4.43	Midpoint of LUC 710 & LUC 820 (App. D)	90%	Based on LUC 710	7.79	**$11,423**	$23	$341	**$11,082**
565	Day Care Center	1,000 sf	42.89	Appendix D: LUC 565	2.03	2.53	Appendix D: LUC 565	73%	Appendix D: LUC 565	20.66	**$30,275**	$67	$993	**$29,282**
	MEDICAL:													
610	Hospital	1,000 sf	10.70	ITE 12th Edition	6.62	7.12	Same as LUC 210	78%	Midpoint of LUC 310 & LUC 720	17.96	**$26,317**	$50	$741	**$25,576**
620	Nursing Home	bed	3.02	Appendix D: LUC 620	2.59	3.09	Appendix D: LUC 620	89%	Appendix D: LUC 620	2.26	**$3,316**	$7	$104	**$3,212**
640	Animal Hospital/Veterinary Clinic	1,000 sf	24.20	Appendix D: LUC 640	1.90	2.40	Appendix D: LUC 640	70%	Appendix D: LUC 640	10.46	**$15,331**	$34	$504	**$14,827**
	OFFICE:													
710	General Office	1,000 sf	7.83	ITE 12th Edition	5.15	5.65	Appendix D: LUC 710	92%	Appendix D: LUC 710	12.06	**$17,671**	$34	$504	**$17,167**
720	Medical Office 10,000 sq ft or less	1,000 sf	23.83	Appendix D: LUC 720 (10,000 sq ft or less)	5.55	6.05	Appendix D: LUC 720	89%	Appendix D: LUC 720	38.26	**$56,068**	$108	$1,601	**$54,467**
720	Medical Office greater than 10,000 sq ft	1,000 sf	33.13	Appendix D: LUC 720	5.55	6.05	Appendix D: LUC 720	89%	Appendix D: LUC 720	53.18	**$77,949**	$151	$2,239	**$75,710**
750	Office Park	1,000 sf	12.35	Appendix D: LUC 750	7.11	7.61	Appendix D: LUC 750	89%	Same as LUC 770 (Appendix D)	25.40	**$37,225**	$71	$1,053	**$36,172**
	RETAIL:													
822	Retail/Shopping Center less than 40,000 sfgla	1,000 sfgla	54.45	ITE 12th Edition	1.48	1.98	Appendix D: Fig. D-1 (19k sfgla)	48%	Appendix D: Fig. D-2 (19k sfgla)	12.57	**$18,425**	$44	$652	**$17,773**
821	Retail/Shopping Center 40,000 to 150,000 sfgla	1,000 sfgla	65.38	ITE 12th Edition	1.94	2.44	Appendix D: Fig. D-1 (59k sfgla)	57%	Appendix D: Fig. D-2 (59k sfgla)	23.50	**$34,437**	$77	$1,142	**$33,295**
820	Retail/Shopping Center greater than 150,000 sfgla	1,000 sfgla	36.39	ITE 12th Edition	2.70	3.20	Appendix D: Fig. D-1 (459k sfgla)	74%	Appendix D: Fig. D-2 (459k sfgla)	23.63	**$34,632**	$73	$1,082	**$33,550**
840/ 841	New/Used Auto Sales	1,000 sf	24.58	Appendix D: LUC 840/841	4.60	5.10	Appendix D: LUC 840/841	79%	Appendix D: LUC 840/841	29.03	**$42,547**	$84	$1,246	**$41,301**
850	Supermarket	1,000 sf	93.03	Appendix D: LUC 850	2.08	2.58	Appendix D: LUC 850	56%	Appendix D: LUC 850	35.22	**$51,616**	$113	$1,676	**$49,940**
851	Convenience Store	1,000 sf	670.85	Appendix D: LUC 851	1.07	1.57	Appendix D: LUC 851	41%	Appendix D: LUC 851	95.65	**$140,184**	$365	$5,412	**$134,772**
890	Furniture/Flooring Store	1,000 sf	6.32	ITE 12th Edition	6.09	6.59	Appendix D: LUC 890	54%	Appendix D: LUC 890	6.75	**$9,900**	$19	$282	**$9,618**
	SERVICES:													
911	Bank/Savings Walk-In	1,000 sf	57.02	ITE 12th Edition (Adjusted)[4]	2.46	2.96	Same as LUC 912	46%	Same as LUC 912	20.97	**$30,735**	$66	$979	**$29,756**
912	Bank/Savings Drive-In	1,000 sf	102.09	Appendix D: LUC 912	2.46	2.96	Appendix D: LUC 912	46%	Appendix D: LUC 912	37.55	**$55,028**	$117	$1,735	**$53,293**
930	Fast Casual Restaurant	1,000 sf	225.89	ITE 12th Edition	2.05	2.55	Same as LUC 934	58%	Same as LUC 934	87.29	**$127,934**	$282	$4,182	**$123,752**

Table G-1 (continued)
Calculated Transportation Impact Fee Schedule

ITE LUC	Land Use	Unit	Trip Rate	Trip Rate Source	Assessable Trip Length	Total Trip Length	Trip Length Source	Percent New Trips	% New Trips Source	Net VMT(1)	Total Impact Cost	Annual Capital Impr. Tax	Capital Improvement Credit	Net Transportation Impact Fee
	SERVICES:													
931	Fine Dining Restaurant	1,000 sf	84.91	Appendix D: LUC 931	3.14	3.64	Appendix D: LUC 931	77%	Appendix D: LUC 931	66.72	**$97,788**	$201	$2,980	**$94,808**
932	High-Turnover Restaurant	1,000 sf	101.53	Appendix D: LUC 932	3.17	3.67	Appendix D: LUC 932	71%	Appendix D: LUC 932	74.27	**$108,847**	$223	$3,307	**$105,540**
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	463.96	Appendix D: LUC 934	2.05	2.55	Appendix D: LUC 934	58%	Appendix D: LUC 934	179.29	**$262,766**	$579	$8,586	**$254,180**
942	Automobile Care Center	1,000 sf	23.61	Appendix D: LUC 942	3.62	4.12	Appendix D: LUC 942	72%	Appendix D: LUC 942	20.00	**$29,312**	$59	$875	**$28,437**
944	Gas Station w/Convenience Market <2,000 sq ft	fuel pos.	172.01	ITE 12th Edition	1.90	2.40	Appendix D: LUC 944	23%	Appendix D: LUC 944	24.43	**$35,805**	$80	$1,186	**$34,619**
945	Gas Station w/Convenience Market 2,000+ sq ft	fuel pos.	207.44	ITE 12th Edition (Adjusted)(5)	1.90	2.40	Same as LUC 944	23%	Same as LUC 944	29.46	**$43,180**	$97	$1,438	**$41,742**
947	Self-Service Car Wash	wash stall	38.89	Appendix D: LUC 947	2.18	2.68	Appendix D: LUC 947	68%	Appendix D: LUC 947	18.74	**$27,461**	$60	$890	**$26,571**
948	Automated Car Wash	1,000 sf	253.51	ITE 12th Edition	2.18	2.68	Same as LUC 947	68%	Same as LUC 947	122.14	**$179,006**	$390	$5,783	**$173,223**
	INDUSTRIAL:													
110	General Light Industrial	1,000 sf	3.60	ITE 12th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	5.54	**$8,125**	$16	$237	**$7,888**
140	Manufacturing	1,000 sf	4.27	ITE 12th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	6.58	**$9,637**	$19	$282	**$9,355**
150	Warehousing	1,000 sf	1.48	Appendix D: LUC 150	5.15	5.65	Same as LUC 710	98%	Appendix D: LUC 150	2.43	**$3,558**	$7	$104	**$3,454**
151	Mini-Warehouse	1,000 sf	1.37	Appendix D: LUC 151	3.51	4.01	Average of LUC 710 and LUC 820 (50k sq ft)	92%	Same as LUC 710	1.44	**$2,107**	$4	$59	**$2,048**

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) The assessable trip length was based on the LUC 251 base trip length (5.42) but adjusted by the ratio of single family (LUC 210) base trip length (6.62) to the multi-family (LUC 220) base trip length (5.21). Adj = 5.21 / 6.62 = 80%. TL = 80% × 5.42 = 4.34
3) 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 typically dropped off by parents/guardians on their way to another destination
4) The ITE 11th Edition trip generation rate for PM Peak Hour of Adjacent traffic was adjusted by the ratio of Daily to PM Peak Hour for LUC 912 to approximate a daily TGR
5) Due to only slight variation, the trip generation rates for LUC 945 2,000 to 3,999 sq ft, 4,000 to 5,499 sq ft and 5,500 to 10,000 sq ft were combined into a weighted average trip generation rate for a single land use tier of 2,000 sq ft or more