



Hernando County

Board of County Commissioners

Workshop

John Law Ayers Commission Chambers, Room 160
20 North Main Street, Brooksville, FL 34601

Impact Fees

Agenda

Tuesday, April 2, 2024 - 9:00 A.M.

IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT, PERSONS WITH DISABILITIES NEEDING A SPECIAL ACCOMMODATION TO PARTICIPATE IN THIS PROCEEDING SHOULD CONTACT COLLEEN CONKO, HERNANDO COUNTY ADMINISTRATION, 15470 FLIGHT PATH DRIVE, BROOKSVILLE, FLORIDA 34604, (352) 754-4002. IF HEARING IMPAIRED, PLEASE CALL 1-800-676-3777.

If a person decides to appeal any quasi-judicial decision made by the Hernando County Board of County Commissioners with respect to any matter considered at such hearing or meeting, he or she will need a record of the proceeding, and that, for such purpose, he or she may need to ensure that a verbatim record of the proceeding is made, which record includes the testimony and evidence upon which the appeal is to be based.

UPCOMING MEETINGS:

The Board of County Commissioners' next regular meeting is scheduled for Tuesday, April 9, 2024, beginning at 9:00 A.M., in the John Law Ayers County Commission Chambers, Room 160.

A. CALL TO ORDER

1. Invocation
2. Pledge of Allegiance

B. APPROVAL OF WORKSHOP AGENDA (Limited to Board and Staff)

C. COUNTY ADMINISTRATOR JEFFREY ROGERS

* Entry of Proof of Publication into the Record

[13910](#) Impact Fee Discussion

D. CITIZENS' COMMENTS (Yellow sheets are required for speakers.)

E. ADJOURNMENT



**Board of County Commissioners
Workshop**

Meeting: 04/02/2024
Department: Administration
Prepared By: Colleen Conko
Initiator: Jeffrey Rogers
DOC ID: 13910
Legal Request Number:
Bid/Contract Number:

AGENDA ITEM

TITLE

Impact Fee Discussion

BRIEF OVERVIEW

It is recommended that the Board have discussion regarding impact fees in Hernando County.

FINANCIAL IMPACT

NA

LEGAL NOTE

NA

RECOMMENDATION

It is recommended that the Board have discussion regarding Hernando County impact fees and provide staff with direction.

REVIEW PROCESS

Peter Schwarz	Approved	03/27/2024 4:12 PM
Toni Brady	Approved	03/28/2024 8:45 AM
Colleen Conko	Approved	03/28/2024 10:07 AM



Hernando County Impact Fee Update Study

FINAL REPORT

April 4, 2022



Prepared for:

Hernando County Government

20 North Main Street
Brooksville, Florida 34601
ph (352) 754-4057

Prepared by:

Benesch

1000 N. Ashley Dr., Suite 400
Tampa, Florida 33602
ph (813) 224-8862
E-mail: nkamp@benesch.com

Hernando County Impact Fee Update Study

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Appendices:

Appendix A: Demand Component -- Population: Supplemental Information

Appendix B: Cost Component -- Building and Land Values: Supplemental Information

I. Introduction

Hernando County is continuing to experience growth and is projected to add approximately 52,000 permanent residents by 2045, which is a 25 percent increase in population. To address infrastructure costs associated with new growth, the County implemented impact fees for nine service areas. Seven of these impact fees were last updated in 2012, including:

- Fire
- EMS
- Public Buildings
- Jail
- Law
- Libraries
- Parks

To comply with the legal requirements and to reflect most recent data, the County retained Benesch (formerly Tindale Oliver) to update the impact fee technical studies for these program areas. This report serves as the technical study to support the calculation of updated impact fees.

Methodology

In updating the County’s impact fee program, a consumption-based impact fee methodology is utilized, which is commonly used throughout Florida. A consumption-based impact fee charges new development based upon the burden placed on services from each land use (demand). The demand component is measured in terms of population per unit in the case of all impact fee program areas included in this study.

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 does not generate sufficient revenues to correct existing deficiencies. As such, 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. The Act did specify procedural and methodological prerequisites, such as the requirement of the fee being based on most recent and localized data, a 90-day requirement for fee changes, and other similar requirements, most of which were common to the practice already.

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

- **HB 227 in 2009:** The Florida legislation statutorily clarified that in any action challenging an impact fee, the government has the burden of proving by a preponderance of the evidence that the imposition or amount of the fee meets the requirements of state legal precedent or the Impact Fee Act and that the court may not use a deferential standard.
- **SB 360 in 2009:** Allowed fees to be decreased without the 90-day notice period required to increase the fees and purported to change the standard of legal review associated with impact fees. SB 360 also required the Florida Department of Community Affairs (now the Department of Economic Opportunity) and Florida Department of Transportation (FDOT) to conduct studies on "mobility fees," which were completed in 2010.
- **HB 7207 in 2011:** Required a dollar-for-dollar credit, for purposes of concurrency compliance, for impact fees paid and other concurrency mitigation required.

- **HB 319 in 2013:** Applied mostly to concurrency management authorities, but also encouraged local governments to adopt alternative mobility systems using a series of tools identified in section 163.3180(5)(f), Florida Statutes.
- **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 will operate prospectively. This bill also allowed local governments to waive/reduce impact fees for affordable housing projects without having to offset the associated revenue loss.
- **SB 1066 in 2020:** Added language allowing impact fee credits to be assignable and transferable at any time after establishment from one development or parcel to another that is within the same impact fee zone or impact fee district or that is within an adjoining impact fee zone or district within the same local government jurisdiction. In addition, added language indicating any new/increased impact fee not being applicable to current or pending permit applications submitted prior to the effective date of an ordinance or resolution imposing new/increased fees.
- **HB 1339 in 2020:** Requires reporting of various impact fee related data items within the annual financial audit report submitted to the Department of Financial Services.
- **HB 337 in 2021:** Placed limits on the amount and frequency of fee increases, but also included a clause to exceed these restrictions if the local governments can demonstrate extraordinary circumstances, hold two public workshops discussing these circumstances and the increases are approved by two-thirds of the governing body. This act is retroactive to January 1, 2021.

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

Impact Fee Definition

- An impact fee is a one-time capital charge levied against new development.

- An impact fee is designed to cover the portion of the capital costs of infrastructure capacity consumed by new development.
- The principle purpose of an impact fee is to assist in funding the implementation of projects identified in the Capital Improvements Element (CIE) and other capital improvement programs for the respective facility/service categories.
- Examples of impact fee eligible projects include new/additional buildings, land, vehicles, equipment, as well as expansion of existing capital assets. In the case of assets that are currently rented or otherwise not-owned by the County, constructing or buying a similar asset that will be owned by the County is considered impact fee funding eligible project since the rented/leased assets are not included in the capital inventories used to calculate the fees.

Impact Fee vs. Tax

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

This technical report has been prepared to support legal compliance with existing case law and statutory requirements and documents the methodology used for impact fee calculations for each fee in the following sections, including an evaluation of the inventory, service area, level of service (LOS), cost, credit, and demand components. Information supporting this analysis was obtained primarily through September of 2020 from the County and other sources, as indicated.

The land use categories included in fee schedules in this report follow those included in the recently updated transportation impact fee schedule.

II. Fire Rescue & EMS

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

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

These elements are summarized in the remainder of this section.

Facility Inventory

Table II-1 presents the buildings and land inventory associated with the fire/EMS impact fee for Hernando County. Included in the inventory are County-owned stations and other buildings.

Cost estimates for buildings are based primarily on the estimates for upcoming construction as well as costs observed in other Florida jurisdictions. Land values are based on a review of recent purchases, appraisals/estimates for upcoming purchases, current value of land where existing facilities are located based on information obtained from the Hernando County Property Appraiser as well as vacant land sales and values of similarly sized and located parcels.

Based on this review and analysis, the building value is estimated at \$325 per square foot for buildings and the land value is estimated at \$62,500 per acre. These unit cost estimates result in a total building and land value of approximately \$28.4 million, of which \$26.7 million is for buildings and the remaining \$1.7 million is for land. A more detailed explanation of building and land value estimates is included in Appendix B.

In addition to land and buildings, the Hernando County fire/EMS impact fee inventory includes the necessary vehicles and equipment required to perform its services. As presented in Table II-2, the total vehicle and equipment value is approximately \$18.1 million. Of this amount, approximately \$4 million reflects the EMS vehicle and equipment value, which will be used to calculate an EMS impact fee schedule that will be used in the City of Brooksville. A more detailed explanation of this approach is provided later in this report.

**Table II-1
Fire Rescue Buildings and Land Inventory**

Description	Address	Number of Bays ⁽¹⁾	Year Built ⁽²⁾	Square Footage ⁽³⁾	Acres ⁽⁴⁾	Building Value ⁽⁵⁾	Land Value ⁽⁶⁾	Building & Land Value ⁽⁷⁾
Fire Rescue Headquarters	60 Veterans Ave, Brooksville, FL 34601	2	1965	8,997	0.20	\$2,924,025	\$12,500	\$2,936,525
Fire Station 1	1479 Parker Ave, Spring Hill, FL 34606	2	1994	5,386	1.30	\$1,750,450	\$81,250	\$1,831,700
Fire Station 2	3445 Bob Hartung Ct, Spring Hill, FL 34606	2	1976	5,850	2.30	\$1,901,250	\$143,750	\$2,045,000
Fire Rescue Training Office		N/A	1990	3,735		\$1,213,875		\$1,213,875
Warehouse		3	2000	4,800		\$768,000		\$768,000
Fire Station 3	13240 Spring Hill Dr, Spring Hill, FL 34609	3	1985	7,510	1.50	\$2,440,750	\$93,750	\$2,534,500
Fire Station 4	5083 Mariner Blvd, Spring Hill, FL 34608	2	1991	5,694	1.40	\$1,850,550	\$87,500	\$1,938,050
Fire Station 5 ⁽⁸⁾	9490 Eldridge Rd, Spring Hill, FL 34608	N/A	2005	1,659	N/A	\$539,175	N/A	\$539,175
Fire Station 6	3451 Shoal Line Blvd, Hernando Beach, FL 34607	4	1981/2011	5,000	4.00	\$1,625,000	\$250,000	\$1,875,000
Fire Station 7	26671 Mondon Hill Rd, Brooksville, FL 34601	3	1993	6,114	2.10	\$1,987,050	\$131,250	\$2,118,300
Fire Station 8	32409 Cortez Blvd, Ridge Manor, FL 33523	2	1997	4,980	1.10	\$1,618,500	\$68,750	\$1,687,250
Fire Station 9	24064 Lake Lindsey Rd, Brooksville, FL 34601	2	2004	3,456	2.00	\$1,123,200	\$125,000	\$1,248,200
Fire Station 11	6388 Barclay Ave, Brooksville, FL 34613	3	1997	5,956	2.50	\$1,935,700	\$156,250	\$2,091,950
Fire Station 12	6335 Ovenbird Rd, Brooksville, FL 34613	2	1991	4,890	5.70	\$1,589,250	\$356,250	\$1,945,500
Fire Station 13	15370 Centralia Rd, Brooksville, FL 34614	2	1991	4,679	2.30	\$1,520,675	\$143,750	\$1,664,425
Fire Station 14 ⁽⁹⁾	3001 Broad St, Brooksville, FL 34604	2	1996	6,003	N/A	\$1,950,975	N/A	\$1,950,975
Total				84,709	26.40	\$26,738,425	\$1,650,000	\$28,388,425
Weighted Average Building Value per Square Foot⁽¹⁰⁾						\$325		
Land Value per Acre⁽¹¹⁾							\$62,500	

1) Source: Hernando County

2) Source: Hernando County

3) Source: Hernando County

4) Source: Hernando County

5) Square footage (Item 3) multiplied by the estimated building value per square foot of \$325 (Item 10). Appendix B provides further detail on unit cost estimate.

6) Acres (Item 4) multiplied by the estimated land value per acre (Item 11). Appendix B provides further detail on unit cost estimate.

7) Sum of building and land values (Items 5 and 6)

8) Station is co-located at Hernando County Utility Department site. Acreage is excluded from impact fee calculations

9) The land is leased from the Airport while the building is owned and maintained by the County Fire Rescue Department

10) Source: Appendix B

11) Source: Appendix B

**Table II-2
Fire Rescue Vehicle and Equipment Inventory**

Description	Unit Value ⁽¹⁾	Unit Count ⁽²⁾	Total Value ⁽³⁾
Vehicles⁽⁴⁾			
ATV	\$16,921	1	\$16,921
Boat	\$29,675	1	\$29,675
Brush Truck	\$150,219	6	\$901,314
Car	\$27,362	3	\$82,086
Engine	\$563,975	17	\$9,587,575
Express Van	\$180,210	1	\$180,210
Heavy Duty Truck	\$57,797	2	\$115,594
Ladder Truck	\$638,847	1	\$638,847
Medics ⁽⁵⁾	\$212,870	12	\$2,554,440
Medium Size Truck	\$45,021	5	\$225,105
Pickup Truck	\$36,242	5	\$181,210
SUV	\$33,925	7	\$237,475
Tanker Truck	\$185,504	3	\$556,512
Van	\$31,934	2	\$63,868
Total Vehicle Value			\$15,370,832
Additional Equipment⁽⁶⁾			
Antenna System	\$11,080	1	\$11,080
Breathing Air Compressor ⁽⁵⁾	\$28,600	1	\$28,600
Breathing Air System ⁽⁵⁾	\$21,548	1	\$21,548
Breathing Module ⁽⁵⁾	\$27,532	1	\$27,532
Chest Compression System ⁽⁵⁾	\$13,719	7	\$96,033
Control Station	\$7,740	11	\$85,140
Decontamination System	\$12,249	1	\$12,249
Defibrillator ⁽⁵⁾	\$27,966	31	\$866,946
Engine	\$5,286	6	\$31,716
Fuel Tank	\$10,932	1	\$10,932
Generator	\$18,273	10	\$182,730
Lift	\$8,638	6	\$51,828
Manikin	\$8,328	1	\$8,328
Mask Fit Test Machine	\$8,390	1	\$8,390
Medical Supply Vending Machine ⁽⁵⁾	\$14,720	8	\$117,760
MSA Packs	\$5,364	116	\$622,224
Page System	\$5,743	2	\$11,486
Patient Stimulator ⁽⁵⁾	\$36,729	1	\$36,729
Portable Ventilator ⁽⁵⁾	\$12,072	6	\$72,432
Pump	\$11,400	1	\$11,400
Radio	\$5,392	6	\$32,352
SCBA Testing Equipment	\$5,936	1	\$5,936
Spreader	\$5,258	10	\$52,580
Stretcher ⁽⁵⁾	\$18,812	8	\$150,496
Thermal Imaging Camera	\$7,900	17	\$134,300
Trailer	\$5,719	2	\$11,438
Twin Power Unit	\$5,790	5	\$28,950
Vehicle Maintenance Equipment	\$5,000	1	\$5,000
Washer/Extractor	\$10,000	2	\$20,000
Total Equipment Value			\$2,756,135
Total Vehicle & Equipment Value⁽⁷⁾			\$18,126,967
EMS Related Vehicle & Equipment Value⁽⁵⁾			\$3,972,516

1) Source: Hernando County Fire Rescue Department

2) Source: Hernando County Fire Rescue Department

3) Unit value (Item 1) multiplied by unit count (Item 2)

4) Represents "fully equipped" vehicle cost

5) Indicates EMS related items and associated total value

6) Represents additional equipment not included in value of vehicle fleet

7) Sum of vehicle and additional equipment value (Items 4 and 6)

Service Area and Demand Component

Hernando County Fire & Emergency Services provides EMS services throughout all of Hernando County. Fire rescue services are provided primarily countywide, excluding the City of Brooksville. The City has a separate fire department. However, given the integrated nature of fire/EMS infrastructure in terms of stations and the fact that the County Fire & Emergency Services Department also assists the City, countywide service area is used in this study. In addition, EMS vehicle/equipment value is separated to develop an “EMS only” impact fee to be collected in the City of Brooksville.

Because simply using weighted (permanent, plus weighted seasonal) population estimates does not fully address daily workers and visitors that also benefit from fire/EMS services, the “functional” weekly 24-hour population approach is used to establish a common unit of demand across different land uses. Functional population accounts for residents, visitors, and workers traveling in and out of the county throughout the day and calculates the presence of population at the different land uses during the day, which represents the demand component of the impact fee equation. Appendix A provides further detail on the population analysis and demand calculations.

Level of Service

Hernando County is served by 14 stations, which results in a current level of service (LOS) of 14,150 weighted seasonal residents per station or 0.071 stations per 1,000 weighted seasonal residents. In terms of functional residents, the County’s achieved LOS is 12,624 functional residents per station or 0.079 stations per 1,000 functional residents. Use of the current LOS in the impact fee calculations assumes that the County will continue to provide this LOS in the future.

Table II-3
Current Level of Service (2020)

Variable	2020	
	Weighted Population	Functional Population
Population ⁽¹⁾	198,124	176,733
Number of Stations ⁽²⁾	14	14
Population per Station ⁽³⁾	14,152	12,624
Current LOS (Stations per 1,000 Residents)⁽⁴⁾	0.071	0.079

1) Source: Appendix A, Table A-1 for weighted population and Table A-7 for functional population

2) Source: Table II-1

3) Population (Item 1) divided by the number of owned stations (Item 2)

4) Number of owned stations (Item 2) divided by the population (Item 1), multiplied by 1,000

Table II-4 compares the levels of service for other select Florida counties to the level of service of Hernando County. The LOS is displayed in terms of permanent population for 2020 for the service area of all entities.

Table II-4
Level of Service Comparison (2020)

Community	2020 Service Area Population ⁽¹⁾	Number of Stations ⁽²⁾	Residents per Station ⁽³⁾	LOS (Stations per 1,000 Residents) ⁽⁴⁾
Hillsborough County	1,019,128	44	23,162	0.043
Pasco County	505,564	26	19,445	0.051
Sumter County	141,422	9	15,714	0.064
Hernando County	183,203	14	13,086	0.076
Citrus County	138,818	14	9,916	0.101
Marion County	306,112	31	9,875	0.101
Polk County	447,335	45	9,941	0.101
Lake County	187,278	25	7,491	0.133

1) Source: University of Florida, Bureau of Economic & Business Research, April 1, 2020 Final Population Estimates

2) Source: County websites and the US Fire Administration, National Fire Department Census

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) 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 II-5 provides a summary of all capital costs, amounting to approximately \$46.5 million.

In addition, Table II-5 also provides the impact cost per functional resident, which is calculated by multiplying the net asset value per station of \$3.3 million by the current LOS (stations per 1,000 functional residents) of 0.079 and dividing by 1,000. As shown, this calculation results in approximately \$262 per functional resident.

As mentioned previously, EMS vehicle/equipment value is separated to develop an “EMS only” impact fee to be collected in the City of Brooksville. As shown in Table II-5, the EMS portion amounts to 8.5 percent of all assets.

Table II-5
Total Impact Cost per Functional Resident

Variable	Figure	Percent of Total ⁽¹⁰⁾
Building Value ⁽¹⁾	\$26,738,425	57.5%
Land Value ⁽²⁾	\$1,650,000	3.5%
Vehicle & Equipment Value ⁽³⁾	\$18,126,967	39.0%
Total Asset Value ⁽⁴⁾	\$46,515,392	100.0%
Number of Stations ⁽⁵⁾	14	
Total Asset Value per Station ⁽⁶⁾	\$3,322,528	
Current LOS (Stations per 1,000 Functional Residents) ⁽⁷⁾	0.079	
Total Impact Cost per Functional Resident ⁽⁸⁾	\$262.48	
EMS Asset Value ⁽⁹⁾	\$3,972,516	8.5%

1) Source: Table II-1

2) Source: Table II-1

3) Source: Table II-2

4) Sum of building value (Item 1), land value (Item 2), and vehicle/equipment value (Item 3)

5) Source: Table II-1

6) Net asset value (Item 4) divided by the number of stations (Item 5)

7) Source: Table II-3

8) Net asset value per station (Item 6) multiplied by the current LOS (Item 7) divided by 1,000

9) Source: Table II-2

10) Distribution of total asset value

Credit Component

To avoid overcharging new development for the fire/EMS impact fee, a review of the capital funding program for fire rescue and EMS services was completed. The purpose of this review was to determine any potential revenue credits generated by new development that are being used for expansion of capital facilities, land, vehicles, and equipment included in the inventory. It should be noted that the credit component does not include any capital renovation, maintenance, or operational expenses, as these types of expenditures cannot be funded with impact fee revenue.

Capital Expansion Credit

To calculate the capital expansion credit per functional resident, funding sources used for historical capacity projects and those programmed in the CIP are reviewed. During the time period from 2016 through 2025, the County has allocated an average annual non-impact fee funding of \$345,000 toward fire/EMS capital facilities utilizing revenues from the Hernando County Consolidate Fire and EMS Funds and other contributions. The annual capital expansion expenditures were divided by the average annual functional residents for the same period to calculate the average annual capital expansion credit per functional resident. As presented in Table II-6, the result is approximately \$2 per functional resident. The credit calculations also includes an adjustment for the residential credit that takes into account higher property taxes paid by new homes.

**Table II-6
Capital Expansion Credit**

Description ⁽¹⁾	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	Total 2016-2025
HC Consolidated Fire/Grants											
Fire Station No. 9 Relocation	\$0	\$0	\$0	\$0	\$0	\$192,000	\$2,400,000	\$0	\$0	\$0	\$2,592,000
Equipment/Vehicle	\$0	\$0	\$0	\$29,675	\$0	\$0	\$0	\$0	\$0	\$0	\$29,675
Station 6 Renovations	\$0	\$0	\$0	\$0	\$0	\$132,000	\$0	\$0	\$0	\$0	\$132,000
Subtotal	\$0	\$0	\$0	\$29,675	\$0	\$324,000	\$2,400,000	\$0	\$0	\$0	\$2,753,675
HC Consolidated EMS											
Equipment/Vehicle	\$67,955	\$0	\$0	\$86,955	\$12,249	\$0	\$0	\$0	\$0	\$0	\$167,159
State Appropriations											
Station 6 Renovations	\$0	\$0	\$0	\$0	\$0	\$528,000	\$0	\$0	\$0	\$0	\$528,000
Total Capital Expenditures	\$67,955	\$0	\$0	\$116,630	\$12,249	\$852,000	\$2,400,000	\$0	\$0	\$0	\$3,448,834
Average Annual Capital Expansion Expenditures⁽²⁾											\$344,883
Average Annual Functional Population⁽³⁾											177,476
Capital Expansion Credit per Functional Resident⁽⁴⁾											\$1.94
- Portion Funded with Ad Valorem Tax Revenue ⁽⁵⁾											\$0.05
- Portion Funded with Other Sources ⁽⁶⁾											\$1.89
Credit Adjustment Factor (Residential Land Uses) ⁽⁷⁾											1.50
Adjusted Capital Expansion Credit per Functional Resident (Residential Land Uses) ⁽⁸⁾											\$0.08
Total Capital Expansion Credit per Functional Resident (Residential Land Uses)⁽⁹⁾											\$1.97

1) Source: Hernando County

2) Source: Average annual capital expansion expenditures over the 10-year period

3) Source: Appendix A, Table A-7

4) Average annual capital expansion expenditures (Item 2) divided by average annual functional population (Item 3)

5) Portion of total capital expansion expenditures funded by ad valorem tax revenue. Figure represents approximately 2.5% of total expenditures.

6) Capital expansion credit per functional resident (Item 4) less portion funded with ad valorem tax revenue (Item 5)

7) Adjustment factor to reflect higher ad valorem taxes paid by new homes

8) Portion funded with ad valorem tax revenue (Item 5) multiplied by the credit adjustment factor (Item 7)

9) Sum of the adjusted capital expansion credit per functional resident (Item 8) and the portion funded with other sources (Item 6)

Debt Service Credit

Any outstanding bond issues related to the fire/EMS facilities also will result in a credit to the impact fee. Hernando County used bond proceeds for several projects. In addition, the County is planning to issue bonds or notes for several upcoming projects. The capital expansion portion of the remaining payments of debt service are divided by the population during the same period to determine the debt service credit per resident. Table II-7 presents these calculations for individual bonds/notes.

Table II-7
Debt Service Credit

Description ⁽¹⁾	Funding Source ⁽¹⁾	Years of Remaining Payments ⁽¹⁾	Present Value of Remaining Payments ⁽²⁾	Average Annual Functional Population ⁽³⁾	Credit per Functional Resident ⁽⁴⁾
MSA Equipment	HC Consolidated Fire	FY 21-26	\$667,102	185,535	\$3.60
County Radio System	General Fund	FY 21-23	\$593,251	181,728	\$3.26
Station 5	HC Consolidated Fire	FY 22-51	\$1,452,886	210,485	\$6.90
Station 5	HC Consolidated EMS	FY 22-51	\$968,591	210,485	\$4.60
Ladder Engine	HC Consolidated Fire	FY 22-41	\$1,500,000	202,506	\$7.41
Station 2	HC Consolidated Fire	FY 23-52	\$658,867	212,228	\$3.10
Station 2	HC Consolidated EMS	FY 23-52	\$439,245	212,228	\$2.07
Admin/Training Complex	HC Consolidated Fire	FY 24-43	\$1,765,205	206,313	\$8.56
Admin/Training Complex	HC Consolidated EMS	FY 24-43	\$1,176,803	206,313	\$5.70

1) Source: Hernando County

2) Present value of remaining payments in 2020 dollars, adjusted to reflect capacity expansion portion

3) Source: Appendix A, Table A-7. Average annual functional population over remaining years of payments.

4) Present value of remaining payments (Item 2) divided by the average annual functional population (Item 3)

Because the payment periods of these bonds/notes are different, Table II-8 presents the payment schedule by year. This results in an average debt service credit of \$33 per resident for residential land uses and \$30 per resident for non-residential land uses.

Table II-8
Consolidated Debt Service Payment Schedule

Year	Debt Service Payment per Fn. Resident ⁽¹⁾	Ad Valorem Portion of Debt Service Payment ⁽²⁾	Calculation
FY 2021	\$6.86	\$2.15	
FY 2022	\$25.77	\$4.54	
FY 2023	\$30.94	\$5.62	
FY 2024	\$41.94	\$6.43	
FY 2025	\$41.94	\$6.43	
FY 2026	\$41.94	\$6.43	
FY 2027	\$38.34	\$6.43	
FY 2028	\$38.34	\$6.43	
FY 2029	\$38.34	\$6.43	
FY 2030	\$38.34	\$6.43	
FY 2031	\$38.34	\$6.43	
FY 2032	\$38.34	\$6.43	
FY 2033	\$38.34	\$6.43	
FY 2034	\$38.34	\$6.43	
FY 2035	\$38.34	\$6.43	
FY 2036	\$38.34	\$6.43	
FY 2037	\$38.34	\$6.43	
FY 2038	\$38.34	\$6.43	
FY 2039	\$38.34	\$6.43	
FY 2040	\$38.34	\$6.43	
FY 2041	\$38.34	\$6.43	
FY 2042	\$30.93	\$6.43	
FY 2043	\$30.93	\$6.43	
FY 2044	\$16.67	\$3.47	
FY 2045	\$16.67	\$3.47	
FY 2046	\$16.67	\$3.47	
FY 2047	\$16.67	\$3.47	
FY 2048	\$16.67	\$3.47	
FY 2049	\$16.67	\$3.47	
FY 2050	\$16.67	\$3.47	
FY 2051	\$16.67	\$3.47	
FY 2052	\$5.17	\$1.08	
Average Annual Payment	\$30.15	\$5.30	
Portion Funded with Non-Ad Valorem Sources ⁽³⁾			\$24.85
Credit Adjustment Factor (Residential Land Uses) ⁽⁴⁾			1.50
Adjusted Debt Service Credit per Functional Resident (Residential Land Uses) ⁽⁵⁾			\$7.95
Total Capital Expansion Credit per Functional Resident (Residential Land Uses)⁽⁶⁾			\$32.80

1) Source: Table II-7

2) Portion of debt service paid with ad valorem taxes (66% of the General Fund and 52% of the Hernando County Consolidated EMS Fund)

3) Average annual payment less portion paid with ad valorem taxes

4) Adjustment factor to reflect higher ad valorem taxes paid by new homes

5) Portion funded with ad valorem tax revenue (\$5.30) multiplied by credit adjustment factor (Item 4)

6) Sum of the adjusted debt service credit per functional resident (Item 5) and the portion funded with other sources (Item 3)

Net Fire/EMS Impact Cost

Table II-9 summarizes the net impact cost per functional resident, which is the difference between the cost component and the credit component. The resulting net impact cost is \$195 per functional resident for residential land uses and \$199 per resident for non-residential land uses.

Table II-9
Net Impact Cost per Resident

Variable	Impact Cost	Revenue Credits
Impact Cost		
Total Impact Cost per Functional Resident⁽¹⁾	\$262.48	
Revenue Credit		
Average Annual Capital Expenditure Credit per Functional Resident⁽²⁾		
- Residential Land Uses		\$1.97
- Non-Residential Land Uses		\$1.94
Capitalization Rate		3.00%
Capitalization Period (in years)		25
Total Capital Expenditure Credit per Functional Resident⁽³⁾		
- Residential Land Uses		\$34.30
- Non-Residential Land Uses		\$33.78
Debt Service Credit per Functional Resident⁽⁴⁾		
- Residential Land Uses		\$32.80
- Non-Residential Land Uses		\$30.15
Total Revenue Credit per Functional Resident⁽⁵⁾		
- Residential Land Uses		\$67.10
- Non-Residential Land Uses		\$63.93
Net Impact Cost		
Net Impact Cost per Functional Resident⁽⁶⁾		
- Residential Land Uses	\$195.38	
- Non-Residential Land Uses	\$198.55	

1) Source: Table II-5

2) Source: Table II-6

3) Present Value of annual credit per resident (Item 2) over a 25-year period with a capitalization rate of 3.0%. Interest rate estimate is provided by Hernando County.

4) Source: Table II-8

5) Sum of total capital expenditure credit per functional resident (Item 3) and total debt service credit per functional resident (Item 4)

6) Total impact cost per functional resident (Item 1) less total revenue credit per functional resident (Item 5)

Calculated Fire/EMS Impact Fee Schedule

Table II-10 presents the calculated fire rescue/EMS impact fee schedule for Hernando County for both residential and non-residential land uses, based on the net impact cost per functional resident previously presented in Table II-9. Also presented is a comparison to the County's current adopted fee and percent change from the current fee.

Table II-10
Fire Rescue/EMS Impact Fee Schedule

ITE LUC	Land Use	Impact Unit	Functional Resident Coefficient ⁽¹⁾	Calculated Impact Fee ⁽²⁾	Adopted Impact Fee ⁽³⁾	Percent Change ⁽⁴⁾
Residential:						
210	Single Family (detached)	du	1.64	\$320	\$235	36.2%
220/221/222	Multi-Family (Apartment/Condominium/Townhouse)	du	1.20	\$234	\$177	32.2%
240	Mobile Home	du	1.25	\$244	\$196	24.5%
251	Senior Housing (Detached)	du	1.26	\$246	\$235	4.7%
252	Senior Housing (Attached)	du	0.91	\$178	\$165	7.9%
Transient, Assisted, Group:						
253/255	Congregate Care Facility/Continuing Care Retirement Center	du	1.26	\$250	N/A	N/A
254	Assisted Living	bed	0.98	\$195	N/A	N/A
310	Hotel	room	1.16	\$230	\$109	111.0%
320	Motel	room	0.99	\$197	\$109	80.7%
620	Nursing Home	bed	1.10	\$218	N/A	N/A
Recreational:						
416	RV Park	occupied site	0.47	\$93	\$109	-14.7%
420	Marina	boat berth	0.13	\$26	N/A	N/A
430	Golf Course	acre	0.10	\$20	N/A	N/A
445	Movie Theater	screen	5.19	\$1,030	N/A	N/A
492	Health/Fitness Club	1,000 sf	2.41	\$479	\$328	46.0%
Institutional:						
520	Elementary School (Private)	student	0.10	\$20	N/A	N/A
522	Middle School (Private)	student	0.09	\$18	N/A	N/A
525	High School (Private)	student	0.08	\$16	N/A	N/A
540	University 7,500 or fewer students (Private)	student	0.10	\$20	N/A	N/A
550	University greater than 7,500 students (Private)	student	0.08	\$16	N/A	N/A
560	Public Assembly	1,000 sf	0.41	\$81	N/A	N/A
565	Day Care Center	1,000 sf	0.81	\$161	\$168	-4.2%
Medical:						
610	Hospital	1,000 sf	1.30	\$258	\$290	-11.0%
630	Clinic	1,000 sf	1.50	\$298	\$290	2.8%
Office:						
710	Office	1,000 sf	0.98	\$195	\$171	14.0%
720	Medical Office 10,000 sq ft or less	1,000 sf	1.20	\$238	\$290	-17.9%
720	Medical Office greater than 10,000 sq ft	1,000 sf	1.72	\$342	\$290	17.9%
Retail:						
812	Building Materials/Lumber Store	1,000 sf	0.54	\$107	\$328	-67.4%
813	Discount Superstore, Free-Standing	1,000 sf	1.72	\$342	\$328	4.3%
816	Hardware/Paint Store	1,000 sf	0.25	\$50	\$328	-84.8%
822	Retail/Shopping Center 40,000 sf gla or less	1,000 sf gla	2.08	\$413	\$328	25.9%
821	Retail/Shopping Center 40,001 to 150,000 sf gla	1,000 sf gla	2.58	\$512	\$328	56.1%
820	Retail/Shopping Center greater than 150,000 sf gla	1,000 sf gla	1.41	\$280	\$328	-14.6%
840/841	New/Used Auto Sales	1,000 sf	1.57	\$312	\$328	-4.9%
850	Supermarket	1,000 sf	2.45	\$486	\$328	48.2%
862	Home Improvement Superstore	1,000 sf	1.94	\$385	\$328	17.4%
880/881	Pharmacy/Drug Store with & without Drive-Thru	1,000 sf	1.84	\$365	\$328	11.3%
890	Furniture Store	1,000 sf	0.32	\$64	\$328	-80.5%

Table II-10 (Continued)
Fire Rescue/EMS Impact Fee Schedule

ITE LUC	Land Use	Impact Unit	Functional Resident Coefficient ⁽¹⁾	Calculated Impact Fee ⁽²⁾	Adopted Impact Fee ⁽³⁾	Percent Change ⁽⁴⁾
Services:						
912	Bank/Savings Drive-In	1,000 sf	1.48	\$294	\$328	-10.4%
931	Fine Dining/Quality Restaurant	1,000 sf	5.76	\$1,144	\$510	124.3%
932	High-Turnover (Sit-Down) Restaurant	1,000 sf	5.42	\$1,076	\$510	111.0%
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	9.77	\$1,940	\$510	280.4%
942	Automobile Care Center	1,000 sf	1.67	\$332	\$328	1.2%
944	Gas Station w/Convenience Market <2,000 sq ft	fuel pos.	1.46	\$290	N/A	N/A
945	Gas Station w/Convenience Market 2,000-2,999 sq ft	fuel pos.	2.30	\$457	N/A	N/A
	Gas Station w/Convenience Market 3,000+ sq ft	fuel pos.	3.00	\$596	N/A	N/A
947	Self-Service Car Wash	service bay	0.96	\$191	N/A	N/A
n/a	Convenience/Gasoline/Fast Food Restaurant	1,000 sf	7.97	\$1,582	\$328	382.3%
Industrial:						
110	General Light Industrial	1,000 sf	0.48	\$95	\$84	13.1%
130	Industrial Park	1,000 sf	0.35	\$69	\$84	-17.9%
140	Manufacturing	1,000 sf	0.55	\$109	\$84	29.8%
150	Warehouse	1,000 sf	0.11	\$22	\$62	-64.5%
151	Mini-Warehouse	1,000 sf	0.04	\$8	\$62	-87.1%

1) Source: Appendix A, Tables A-8 and A-9

2) Net impact cost per functional resident from Table II-9 multiplied by the functional resident coefficient (Item 1) for each land use

3) Source: Hernando County Planning & Development Department

4) Percent change from the adopted impact fee (Item 3) to the calculated impact fee (Item 2)

Note: "N/A" indicates a new land use category and/or a unit change from current impact fee schedule

Table II-11 presents a separate EMS impact fee calculated based on portion of the asset value associated with EMS vehicles and equipment. This fee is calculated to be used in the City of Brooksville since the City has a separate Fire Department and is in the process of implementing its own fire rescue fee.

Table II-11
EMS Impact Fee Schedule

ITE LUC	Land Use	Impact Unit	Functional Resident Coefficient ⁽¹⁾	Calculated EMS Impact Fee Only ⁽²⁾	Adopted EMS Impact Fee ⁽³⁾	Percent Change ⁽⁴⁾
Residential:						
210	Single Family (detached)	du	1.64	\$27	\$26	3.8%
220/221/222	Multi-Family (Apartment/Condominium/Townhouse)	du	1.20	\$20	\$19	5.3%
240	Mobile Home	du	1.25	\$21	\$21	0.0%
251	Senior Housing (Detached)	du	1.26	\$21	\$26	-19.2%
252	Senior Housing (Attached)	du	0.91	\$15	\$18	-16.7%
Transient, Assisted, Group:						
253/255	Congregate Care Facility/Continuing Care Retirement Center	du	1.26	\$21	N/A	N/A
254	Assisted Living	bed	0.98	\$17	N/A	N/A
310	Hotel	room	1.16	\$20	\$12	66.7%
320	Motel	room	0.99	\$17	\$12	41.7%
620	Nursing Home	bed	1.10	\$19	N/A	N/A
Recreational:						
416	RV Park	occupied site	0.47	\$8	\$12	-33.3%
420	Marina	boat berth	0.13	\$2	N/A	N/A
430	Golf Course	acre	0.10	\$2	N/A	N/A
445	Movie Theater	screen	5.19	\$88	N/A	N/A
492	Health/Fitness Club	1,000 sf	2.41	\$41	\$36	13.9%
Institutional:						
520	Elementary School (Private)	student	0.10	\$2	N/A	N/A
522	Middle School (Private)	student	0.09	\$2	N/A	N/A
525	High School (Private)	student	0.08	\$1	N/A	N/A
540	University 7,500 or fewer students (Private)	student	0.10	\$2	N/A	N/A
550	University greater than 7,500 students (Private)	student	0.08	\$1	N/A	N/A
560	Public Assembly	1,000 sf	0.41	\$7	N/A	N/A
565	Day Care Center	1,000 sf	0.81	\$14	\$18	-22.2%
Medical:						
610	Hospital	1,000 sf	1.30	\$22	\$32	-31.3%
630	Clinic	1,000 sf	1.50	\$25	\$32	-21.9%
Office:						
710	Office	1,000 sf	0.98	\$17	\$18	-5.6%
720	Medical Office 10,000 sq ft or less	1,000 sf	1.20	\$20	\$32	-37.5%
720	Medical Office greater than 10,000 sq ft	1,000 sf	1.72	\$29	\$32	-9.4%
Retail:						
812	Building Materials/Lumber Store	1,000 sf	0.54	\$9	\$36	-75.0%
813	Discount Superstore, Free-Standing	1,000 sf	1.72	\$29	\$36	-19.4%
816	Hardware/Paint Store	1,000 sf	0.25	\$4	\$36	-88.9%
822	Retail/Shopping Center 40,000 sfgla or less	1,000 sfgla	2.08	\$35	\$36	-2.8%
821	Retail/Shopping Center 40,001 to 150,000 sfgla	1,000 sfgla	2.58	\$44	\$36	22.2%
820	Retail/Shopping Center greater than 150,000 sfgla	1,000 sfgla	1.41	\$24	\$36	-33.3%
840/841	New/Used Auto Sales	1,000 sf	1.57	\$27	\$36	-25.0%
850	Supermarket	1,000 sf	2.45	\$41	\$36	13.9%
862	Home Improvement Superstore	1,000 sf	1.94	\$33	\$36	-8.3%
880/881	Pharmacy/Drug Store with & without Drive-Thru	1,000 sf	1.84	\$31	\$36	-13.9%
890	Furniture Store	1,000 sf	0.32	\$5	\$36	-86.1%
Services:						
912	Bank/Savings Drive-In	1,000 sf	1.48	\$25	\$36	-30.6%
931	Fine Dining/Quality Restaurant	1,000 sf	5.76	\$97	\$56	73.2%
932	High-Turnover (Sit-Down) Restaurant	1,000 sf	5.42	\$91	\$56	62.5%
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	9.77	\$165	\$56	194.6%
942	Automobile Care Center	1,000 sf	1.67	\$28	\$36	-22.2%
944	Gas Station w/Convenience Market <2,000 sq ft	fuel pos.	1.46	\$25	N/A	N/A
945	Gas Station w/Convenience Market 2,000-2,999 sq ft	fuel pos.	2.30	\$39	N/A	N/A
	Gas Station w/Convenience Market 3,000+ sq ft	fuel pos.	3.00	\$51	N/A	N/A
947	Self-Service Car Wash	service bay	0.96	\$16	N/A	N/A
n/a	Convenience/Gasoline/Fast Food Restaurant	1,000 sf	7.97	\$134	\$36	272.2%
Industrial:						
110	General Light Industrial	1,000 sf	0.48	\$8	\$9	-11.1%
130	Industrial Park	1,000 sf	0.35	\$6	\$9	-33.3%
140	Manufacturing	1,000 sf	0.55	\$9	\$9	0.0%
150	Warehouse	1,000 sf	0.11	\$2	\$7	-71.4%
151	Mini-Warehouse	1,000 sf	0.04	\$1	\$7	-85.7%

1) Source: Appendix A, Tables A-8 and A-9

- 2) Net impact cost per functional resident from Table II-9 multiplied 8.5% to represent EMS portion, which is then multiplied by the functional resident coefficient (Item 1) for each land use
- 3) Source: Hernando County Planning & Development Department
- 4) Percent change from the adopted impact fee (Item 3) to the calculated impact fee (Item 2)

Fire/EMS Impact Fee Schedule Comparison of Select Land Uses

As part of the work effort in updating the Hernando County fire/EMS impact fee schedule, the County's calculated and adopted impact fee schedules were compared to the adopted fee schedules of other select Florida counties. Table II-11 presents this comparison.

Table II-12
Fire Rescue Impact Fee Schedule Comparison of Select Land Uses

Land Use	Unit ⁽²⁾	Hernando County		Citrus County ⁽⁵⁾	Hillsborough County ⁽⁶⁾	Lake County ⁽⁷⁾	Pasco County ⁽⁸⁾	Polk County ⁽⁹⁾
		Existing ⁽³⁾	Calculated ⁽⁴⁾					
Date of Last Update		2012	2020	2021	2018	2003	2003	2019
Adoption percentage ⁽¹⁾		100%	N/A	100%	100%	95%	100%	100%
Residential:								
Single Family (2,000 sq ft)	du	\$235	\$320	\$343	\$335	\$390	\$420	\$358
Multi-Family (1,300 sq ft)	du	\$177	\$234	\$264	\$249	\$244	\$420	\$265
Non-Residential:								
Light Industrial	1,000 sf	\$86	\$95	\$89	\$57	\$104	\$549	\$97
Office (50,000 sq ft)	1,000 sf	\$171	\$195	\$206	\$158	\$1,301	\$549	\$229
Retail (125,000 sq ft)	1,000 sf/gla	\$334	\$512	\$433	\$313	\$1,301	\$549	\$366
Bank w/Drive-Thru	1,000 sf	\$328	\$294	\$433	\$313	\$1,301	\$549	\$366
Fast Food w/Drive-Thru	1,000 sf	\$510	\$1,940	\$433	\$313	\$1,301	\$549	\$366

- 1) Represents that portion of the maximum calculated fee for each respective county adopted. Fees may have been lowered through indexing or policy discounts. Does not account for moratoriums/suspensions.
- 2) Du = dwelling unit
- 3) Source: Hernando County Planning & Development Department (sum of fire and EMS fees is shown)
- 4) Source: Table II-10
- 5) Source: Citrus County Growth Management Department. Fees represent sum of fire and EMS impact fees.
- 6) Source: Hillsborough County Permits and Records Department. Fee shown represents a combined Fire/EMS "Fire Rescue Service" fee.
- 7) Source: Lake County Planning and Zoning Office. Fees shown represent fire impact fee only.
- 8) Source: Pasco County Central Permitting Department. Fee shown represents the sum of fire and EMS fees.
- 9) Source: Polk County. Rates shown represent the sum of fire and EMS impact fees.

Table II-13
EMS Impact Fee Schedule Comparison of Select Land Uses

Land Use	Unit ⁽²⁾	Hernando County		Citrus County ⁽⁵⁾	Manatee County ⁽⁶⁾	Pasco County ⁽⁷⁾	Polk County ⁽⁸⁾
		Existing ⁽³⁾	Calculated ⁽⁴⁾				
Date of Last Update		2012	2020	2021	2020	2003	2019
Adoption percentage ⁽¹⁾		100%	N/A	100%	N/A	100%	100%
Residential:							
Single Family (2,000 sq ft)	du	\$26	\$27	\$62	\$174	\$172	\$76
Multi-Family (1,300 sq ft)	du	\$19	\$20	\$48	\$113	\$172	\$56
Non-Residential:							
Light Industrial	1,000 sf	\$9	\$8	\$16	\$61	\$224	\$21
Office (50,000 sq ft)	1,000 sf	\$18	\$17	\$37	\$108	\$224	\$49
Retail (125,000 sq ft)	1,000 sf	\$36	\$44	\$78	\$184	\$224	\$78
Bank w/Drive-Thru	1,000 sf	\$36	\$25	\$78	\$184	\$224	\$78
Fast Food w/Drive-Thru	1,000 sf	\$56	\$165	\$78	\$184	\$224	\$78

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: Hernando County Planning & Development Department

4) Source: Table II-10

5) Source: Citrus County Growth Management Department

6) Source: Manatee County Administration Department; Fee shown is for EMS only and represents the calculated fee by the on-going study.

7) Source: Pasco County Central Permitting Department. Fee shown is "Rescue" fee.

8) Source: Polk County

III. Public Buildings

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

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

These elements are summarized in the remainder of this section.

Facility Inventory

Table III-1 presents the buildings and land inventory associated with the public buildings impact fee for Hernando County. Included in the inventory general government buildings, law enforcement facilities and correctional facilities.

Cost estimate for buildings is based primarily on the insurance values of current buildings, estimates for upcoming buildings, and cost information from other jurisdictions. Land values are based on a review of appraisals/estimates for upcoming purchases, current value of land where existing facilities are located based on information obtained from the Hernando County Property Appraiser as well as vacant land sales and values of similarly sized and located parcels.

Based on this review and analysis, the building value is estimated at \$230 per square foot for primary buildings, \$80 per square foot for support buildings, and the land value is estimated at \$50,000 per acre. These unit cost estimates result in a total building and land value of approximately \$136.8 million, of which \$131.2 million is for buildings and the remaining \$5.6 million is for land. A more detailed explanation of building and land value estimates is included in Appendix B.

**Table III-1
Public Buildings and Land Inventory**

Description ⁽¹⁾	Address	Building Type	Year Built ⁽²⁾	Square Footage ⁽³⁾	Acres ⁽⁴⁾	Building Value ⁽⁵⁾	Land Value ⁽⁶⁾	Total Building and Land Value ⁽⁷⁾
Courthouse	20 N Main St # 362, Brooksville, FL 34601	Primary	1913	52,885	3.26	\$12,163,550	\$163,000	\$12,326,550
Government Center		Primary	1988	137,301		\$31,579,230		\$31,579,230
Records Center Building	234 E Jefferson St., Brooksville, FL 34601	Primary	1971	12,978	3.10	\$2,984,940	\$155,000	\$3,139,940
Westside Complex	7499 Forest Oaks Blvd, Brooksville, FL 34601	Primary	1987	32,934	3.55	\$7,574,820	\$177,500	\$7,752,320
Public Works/Fleet Complex	1525 E Jefferson St, Brooksville, FL 34601	Primary	N/A	36,655	24.00	\$8,430,650	\$1,200,000	\$9,630,650
Animal Control Building - Administration	19450 Oliver St, Brooksville, FL 34601	Primary	2001	2,419	22.80	\$556,370	\$1,140,000	\$1,696,370
Animal Control Building - Kennel		Support	2001	11,240		\$899,200		\$899,200
Animal Control Building - Barn		Support	2001	1,116		\$89,280		\$89,280
Emergency Operations Center/HCSO Complex	18900 Cortez Blvd, Brooksville, FL 34601	Primary	1991	89,768	14.70	\$20,646,640	\$735,000	\$21,381,640
Surplus Yard Building	1545 E Jefferson St, Brooksville, FL 34601	Support	1986	1,650	1.02	\$132,000	\$51,000	\$183,000
Public Works Warehouse	603 Union St, Brooksville, FL 34601	Support	1976	5,000	2.00	\$400,000	\$100,000	\$500,000
Health Department	7551 Forest Oaks Blvd, Spring Hill, FL 34606	Primary	2011	56,947	3.46	\$13,097,810	\$173,000	\$13,270,810
Aeriform Property Building	700 Aeriform Dr, Brooksville, FL 34601	Primary	1992	1,440	1.00	\$331,200	\$50,000	\$381,200
Aeriform Property Warehouse		Support	2017	625		\$50,000		\$50,000
Health Department	300 S Main Street	Primary	1992	17,620	5.10	\$4,052,600	\$255,000	\$4,307,600
Old Airport Admin Building (Extension Office) ⁽⁸⁾	16110 Aviation Loop Dr.	Primary	1985	4,800	N/A	\$1,104,000	N/A	\$1,104,000
Peterson Port Authority Building ⁽⁹⁾	6340 Shoal Line Blvd	Primary	N/A	1,232	N/A	\$283,360	N/A	\$283,360
Rock Cannery	15487 Citrus Way	Primary	1941	2,645	0.40	\$608,350	\$20,000	\$628,350
County Jail Facilities								
County Jail	16425 Spring Hill Dr, Brooksville, FL 34601	Primary	1988	96,249	25.40	\$22,137,270	\$1,270,000	\$23,407,270
Jail Work Release Building		Primary	2005	10,346		\$2,379,580		\$2,379,580
Jail Maintenance Building		Primary	2013	960		\$220,800		\$220,800
Jail Infirmary		Primary	2013	4,480		\$1,030,400		\$1,030,400
Jail Modular Building		Support	2002	1,380		\$110,400		\$110,400
HCSO @ South Brooksville Community Center	601 E Dr MLK Jr Blvd, Brooksville, FL 34601	Primary	2009	1,600	1.13	\$368,000	\$56,500	\$424,500
Total				584,270	110.92	\$131,230,450	\$5,546,000	\$136,776,450
Primary				563,259				
Support				21,011				
Building Value per Sq. Ft.⁽¹⁰⁾						\$225		
Land Value per Acre⁽¹¹⁾							\$50,000	

1) Source: Hernando County

2) Source: Hernando County and the Hernando County Property Appraiser

3) Source: Hernando County and the Hernando County Property Appraiser

4) Source: Hernando County and the Hernando County Property Appraiser

- 5) Estimated building value of \$230 per square foot multiplied by building square feet (Item 3) for primary buildings and \$80 per square foot for support buildings.
- 6) Number of acres (Item 4) multiplied by the estimated land value per acre (Item 11)
- 7) Sum of building and land value (Items 5 and 6)
- 8) Land is leased by the County and is excluded from the impact fee
- 9) Facility is co-located at Linda Pederson Park. Acreage is included in the parks and recreation impact fee.
- 10) Total building value (Item 5) divided by total square feet (Item 2)
- 11) Source: Appendix B

Service Area and Demand Component

Hernando County provides public buildings countywide. As such, the proper benefit district is the entire county. In this technical study, the current 2020 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 public buildings services, the “functional” weekly 24-hour population approach is used to establish a common unit of demand across different land uses. Functional population accounts for residents, visitors, and workers traveling in and out of the county throughout the day and calculates the presence of population at the different land uses during the day, which represents the demand component of the impact fee equation. Appendix A provides further detail on the population analysis and demand calculations.

Level of Service

Hernando County is served by 584,270 square feet of public buildings, which results in a current level of service (LOS) of 2,950 square feet per 1,000 weighted population. In terms of functional residents, the County’s achieved LOS is approximately 3,300 square feet per 1,000 functional residents. Although the County has an adopted LOS standard that requires a minimum of 1,500 square feet per 1,000 residents, this is a standard that reflects the minimum level of public buildings needed. For impact fee calculations, the achieved LOS is used instead, which assumes that the County will continue to provide the current achieved LOS instead of the minimum adopted LOS standard in the future.

Table III-2
Current Level of Service (2020)

Variable	2020	
	Weighted Population	Functional Population
Population ⁽¹⁾	198,124	176,733
Public Buildings Square Footage ⁽²⁾	584,270	584,270
Current LOS (Square Feet per 1,000 Residents)⁽³⁾	2,949	3,306
Adopted LOS Standard (Square Feet per 1,000 Residents)⁽⁴⁾	1,500	1,682

1) Source: Appendix A, Tables A-1 and A-7

2) Source: Table III-1

3) Total square footage (Item 2) divided by population (Item 1) divided by 1,000

4) Source: Hernando County Future Land Use Element. The adopted LOS Standard in terms of functional population is calculated by multiplying the adopted LOS standard of 1,500 (Item 4) by weighted population and dividing it by functional population (Item 1).

Cost Component

The cost component of the study evaluates the cost of all capital assets, including buildings and land. Table III-3 provides a summary of all capital costs, amounting to approximately \$136.8 million.

In addition, Table III-3 also provides the impact cost per functional resident, which is calculated by multiplying the net asset value of \$234 per square foot by the current LOS (square feet per 1,000 functional residents) of 3,306 and dividing by 1,000. As shown, this calculation results in approximately \$774 per functional resident.

Table III-3
Public Building Total Impact Cost per Functional Resident

Variable	Figure	Percent of Total ⁽⁸⁾
Total Building Value ⁽¹⁾	\$131,230,450	96%
Total Land Value ⁽²⁾	\$5,546,000	4%
Total Building and Land Value ⁽³⁾	\$136,776,450	100%
Building Square Footage ⁽⁴⁾	584,270	
Total Building and Land Value per Square Foot ⁽⁵⁾	\$234.10	
Achieved LOS - Bldg. Sq. Ft. per 1,000 Functional Resident ⁽⁶⁾	3,306	
Total Impact Cost per Functional Resident⁽⁷⁾	\$773.93	

1) Source: Table III-1

2) Source: Table III-1

3) Sum of building value (Item 1) and land value (Item 2)

4) Source: Table III-1

5) Total building and land value (Item 3) divided by building square footage (Item 4)

6) Source: Table III-2

7) Building and land value per square foot (Item 5) multiplied by the achieved LOS (Item 6) multiplied by 1,000

8) Distribution of total capital asset value

Credit Component

To avoid overcharging new development, a review of the capital funding program for public buildings was completed. The purpose of this review was to determine any potential revenue credits generated by new development that are being used for expansion of capital facilities, land, vehicles, and equipment included in the inventory. It should be noted that the credit component does not include any capital renovation, maintenance, or operational expenses, as these types of expenditures cannot be funded with impact fee revenue.

Capital Expansion Credit

To calculate the capital expansion credit per functional resident, funding sources used for historical capacity projects and those programmed in the CIP are reviewed. Between 2016 through 2025, the County has allocated an average non-impact fee funding of \$337,000 per year toward public buildings facilities utilizing revenues from the General Fund, Local Option Gas Tax, Court Fees, and Inmate Revenue Fund. The annual capital expansion expenditures were divided by the average annual functional residents for the same period to calculate the average annual capital expansion credit per functional resident. As presented in Table III-4, the result is approximately \$2 per functional resident.

**Table III-4
Capital Expansion Credit**

Description ⁽¹⁾	Total 2016-2025
General Fund	
Transit Metal Operations Bldg	\$80,431
Local Option Gas Tax	
Transit Metal Operations Bldg	\$1,963
Inmate Revenue Fund	
Heavy Security Fence and Concrete Apron	\$385,000
Mental Health Unit	\$2,500,000
Warehouse Construction	\$400,000
Subtotal - Inmate Revenue Fund	\$3,285,000
Total Capital Expenditures	\$3,367,394
Average Annual Capital Expansion Expenditures ⁽²⁾	\$336,739
Average Annual Functional Population ⁽³⁾	177,476
Capital Expansion Credit per Functional Resident⁽⁴⁾	\$1.90

1) Source: Hernando County

2) Source: Average annual capital expansion expenditures over the 10-year period

3) Source: Appendix A, Table A-7

4) Average annual capital expansion expenditures (Item 2) divided by average annual functional population (Item 3)

Net Public Buildings Impact Cost

Table III-5 summarizes the net impact cost per functional resident, which is the difference between the cost component and the credit component. The resulting net impact cost is \$741 per functional resident.

Table III-5
Net Impact Cost per Resident

Variable	Impact Cost	Revenue Credits
Impact Cost		
Total Impact Cost per Functional Resident ⁽¹⁾	\$773.93	
Revenue Credit		
Average Annual Capital Expenditure Credit per Functional Resident ⁽²⁾		
- Residential/Non-Residential Land Uses		\$1.90
Capitalization Rate		3.00%
Capitalization Period (in years)		25
Total Capital Expenditure Credit per Functional Resident ⁽³⁾		\$33.08
Net Impact Cost		
Net Impact Cost per Functional Resident ⁽⁴⁾	\$740.85	

1) Source: Table III-3

2) Source: Table III-4

3) Present value of annual credit per resident (Item 2) over a 25-year period with a capitalization rate of 3.00%. Interest rate estimate is provided by Hernando County.

4) Total impact cost per functional resident (Item 1) less total revenue credit per functional resident (Item 3)

Calculated Public Buildings Impact Fee Schedule

Table III-6 presents the calculated public buildings impact fee schedule for Hernando County for both residential and non-residential land uses, based on the net impact cost per functional resident previously presented in Table III-5. Also presented is a comparison to the County's current adopted fee and percent change from the current fee.

**Table III-6
Public Buildings Impact Fee Schedule**

ITE LUC	Land Use	Impact Unit	Functional Resident Coefficient ⁽¹⁾	Calculated Impact Fee ⁽²⁾	Adopted Impact Fee ⁽³⁾	Percent Change ⁽⁴⁾
Residential:						
210	Single Family (detached)	du	1.64	\$1,215	\$466	160.7%
220/221/222	Multi-Family (Apartment/Condominium/Townhouse)	du	1.20	\$889	\$352	152.6%
240	Mobile Home	du	1.25	\$926	\$390	137.4%
251	Senior Housing (Detached)	du	1.26	\$933	\$466	100.2%
252	Senior Housing (Attached)	du	0.91	\$674	\$327	106.1%
Transient, Assisted, Group:						
253/255	Congregate Care Facility/Continuing Care Retirement Center	du	1.26	\$933	\$576/1,000 sf	N/A
254	Assisted Living	bed	0.98	\$726	N/A	N/A
310	Hotel	room	1.16	\$859	\$217	295.9%
320	Motel	room	0.99	\$733	\$217	237.8%
620	Nursing Home	bed	1.10	\$815	\$576/1,000 sf	N/A
Recreational:						
416	RV Park	occupied site	0.47	\$348	\$217	60.4%
420	Marina	boat berth	0.13	\$96	\$335/1,000 sf	N/A
430	Golf Course	acre	0.10	\$74	\$651/1,000 sf	N/A
445	Movie Theater	screen	5.19	\$3,845	\$651/1,000 sf	N/A
492	Health/Fitness Club	1,000 sf	2.41	\$1,785	\$651	174.2%
Institutional:						
520	Elementary School (Private)	student	0.10	\$74	\$335/1,000 sf	N/A
522	Middle School (Private)	student	0.09	\$67	\$335/1,000 sf	N/A
525	High School (Private)	student	0.08	\$59	\$335/1,000 sf	N/A
540	University 7,500 or fewer students (Private)	student	0.10	\$74	\$335/1,000 sf	N/A
550	University greater than 7,500 students (Private)	student	0.08	\$59	\$335/1,000 sf	N/A
560	Public Assembly	1,000 sf	0.41	\$304	N/A	N/A
565	Day Care Center	1,000 sf	0.81	\$600	\$335/1,000 sf	N/A
Medical:						
610	Hospital	1,000 sf	1.30	\$963	\$576	67.2%
630	Clinic	1,000 sf	1.50	\$1,111	\$576	92.9%
Office:						
710	Office	1,000 sf	0.98	\$726	\$335	116.7%
720	Medical Office 10,000 sq ft or less	1,000 sf	1.20	\$889	\$576	54.3%
720	Medical Office greater than 10,000 sq ft	1,000 sf	1.72	\$1,274	\$576	121.2%
Retail:						
812	Building Materials/Lumber Store	1,000 sf	0.54	\$400	\$651	-38.6%
813	Discount Superstore, Free-Standing	1,000 sf	1.72	\$1,274	\$651	95.7%
816	Hardware/Paint Store	1,000 sf	0.25	\$185	\$651	-71.6%
822	Retail/Shopping Center 40,000 sf gla or less	1,000 sf gla	2.08	\$1,541	\$651	136.7%
821	Retail/Shopping Center 40,001 to 150,000 sf gla	1,000 sf gla	2.58	\$1,911	\$651	193.5%
820	Retail/Shopping Center greater than 150,000 sf gla	1,000 sf gla	1.41	\$1,045	\$651	60.5%
840/841	New/Used Auto Sales	1,000 sf	1.57	\$1,163	\$651	78.6%
850	Supermarket	1,000 sf	2.45	\$1,815	\$651	178.8%
862	Home Improvement Superstore	1,000 sf	1.94	\$1,437	\$651	120.7%
880/881	Pharmacy/Drug Store with & without Drive-Thru	1,000 sf	1.84	\$1,363	\$651	109.4%
890	Furniture Store	1,000 sf	0.32	\$237	\$651	-63.6%
Services:						
912	Bank/Savings Drive-In	1,000 sf	1.48	\$1,096	\$651	68.4%
931	Fine Dining/Quality Restaurant	1,000 sf	5.76	\$4,267	\$1,012	321.6%
932	High-Turnover (Sit-Down) Restaurant	1,000 sf	5.42	\$4,015	\$1,012	296.7%
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	9.77	\$7,238	\$1,012	615.2%
942	Automobile Care Center	1,000 sf	1.67	\$1,237	\$651	90.0%
944	Gas Station w/Convenience Market <2,000 sq ft	fuel pos.	1.46	\$1,082	\$651/1,000 sf	N/A
945	Gas Station w/Convenience Market 2,000-2,999 sq ft	fuel pos.	2.30	\$1,704	\$651/1,000 sf	N/A
	Gas Station w/Convenience Market 3,000+ sq ft	fuel pos.	3.00	\$2,223	\$651/1,000 sf	N/A
947	Self-Service Car Wash	service bay	0.96	\$711	\$651/1,000 sf	N/A
n/a	Convenience/Gasoline/Fast Food Restaurant	1,000 sf	7.97	\$5,905	\$651	807.1%

**Table III-6
Public Buildings Impact Fee Schedule (Continued)**

ITE LUC	Land Use	Impact Unit	Functional Resident Coefficient ⁽¹⁾	Calculated Impact Fee ⁽²⁾	Adopted Impact Fee ⁽³⁾	Percent Change ⁽⁴⁾
Industrial:						
110	General Light Industrial	1,000 sf	0.48	\$356	\$168	111.9%
130	Industrial Park	1,000 sf	0.35	\$259	\$168	54.2%
140	Manufacturing	1,000 sf	0.55	\$407	\$168	142.3%
150	Warehouse	1,000 sf	0.11	\$81	\$124	-34.7%
151	Mini-Warehouse	1,000 sf	0.04	\$30	\$124	-75.8%

1) Source: Appendix A, Table A-8 and Table A-9

2) Net impact cost per functional resident from Table III-5 is multiplied by the functional resident coefficient (Item 1) for each land use

3) Source: Hernando County Planning & Development Department

4) Percent change from the adopted impact fee (Item 3) to the calculated impact fee (Item 2)

Note: "N/A" indicates a new land use category and/or a unit change from current impact fee schedule

Public Buildings Impact Fee Schedule Comparison of Select Land Uses

As part of the work effort in updating Hernando County's public buildings impact fee schedule, the County's calculated and adopted impact fees for select land uses were compared to the adopted fee schedules of several Florida counties. Table III-7 presents this comparison.

Table III-7
Public Buildings Impact Fee Schedule Comparison of Select Land Uses

Land Use	Unit ⁽²⁾	Hernando County		Charlotte County ⁽⁵⁾	Citrus County ⁽⁶⁾	Collier County ⁽⁷⁾	Indian River County ⁽⁸⁾	Palm Beach County ⁽⁹⁾
		Existing ⁽³⁾	Calculated ⁽⁴⁾					
Date of Last Update		2012	2020	2014	2021	2016	2020	2012
Assessed Portion of Calculated ⁽¹⁾		100%	N/A	51%	100%	100%	50%/26%	27%
Residential:								
Single Family (2,000 sq ft)	du	\$466	\$1,215	\$374	\$298	\$934	\$415	\$223
Multi-Family (1,300 sq ft)	du	\$352	\$889	\$198	\$229	\$444	\$225	\$171
Non-Residential:								
Light Industrial	1,000 sf	\$168	\$356	\$182	\$77	\$359	\$68	\$74
Office (50,000 sq ft)	1,000 sf	\$335	\$726	\$314	\$179	\$620	\$121	\$131
Retail (125,000 sq ft)	1,000 sf	\$651	\$1,911	\$559	\$377	\$1,275	\$205	\$327
Bank w/Drive-In	1,000 sf	\$651	\$1,096	\$601	\$377	\$1,187	\$202	\$382
Fast Food w/Drive-Thru	1,000 sf	\$1,012	\$7,238	\$2,346	\$377	\$4,633	\$1,316	\$604

- 1) Represents that portion of the maximum calculated fee for each respective county adopted. Fees may have been lowered through indexing or policy discounts. Does not account for moratoriums/suspensions.
- 2) Du = dwelling unit
- 3) Source: Hernando County Planning & Development Department
- 4) Source: Table III-6
- 5) Source: Charlotte County Community Development Department
- 6) Source: Citrus County Growth Management Department
- 7) Source: Collier County Capital Project Planning
- 8) Source: Indian River County Planning Division
- 9) Source: Palm Beach County Administration Division

IV. Correctional Facilities

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

- Vehicle and Equipment Inventory
- Service Area and Demand Component
- Cost Component
- Credit Component
- Net Correctional Facilities Impact Cost
- Calculated Correctional Facilities Impact Fee Schedule
- Impact Fee Schedule Comparison of Select Land Uses

These elements are summarized in the remainder of this section.

Vehicle and Equipment Inventory

Table IV-1 presents the vehicle and equipment inventory associated with the correctional facilities impact fee for Hernando County. Because jail buildings and land are included as part of the public buildings inventory, they are not shown in this section. As presented, the total vehicle and equipment value is approximately \$1.7 million.

Table IV-1
Correctional Facilities Vehicle and Equipment Inventory

Description	Unit Count ⁽¹⁾	Unit Value ⁽²⁾	Total Value ⁽³⁾
Vehicles			
ATV	2	\$14,508	\$29,016
Bus	1	\$52,080	\$52,080
Car	10	\$18,777	\$187,772
SUV	4	\$32,702	\$130,808
Truck	3	\$34,339	\$103,018
Van	10	\$32,945	\$329,448
Subtotal - Vehicle Value	30	-	\$832,142
Additional Equipment Inventory			
Alarm System	1	\$8,341	\$8,341
Badge/Card Reader	2	\$5,812	\$11,624
Camera/Camera System	3	\$7,191	\$21,572
Clothing Storage System	1	\$8,274	\$8,274
Computer Equipment - Copier/Scanner/Printer	1	\$7,708	\$7,708
Computer Equipment - Server	7	\$12,680	\$88,762
Computer Equipment - Voice Stress Analyzer	1	\$8,605	\$8,605
Contraband Detector	5	\$7,645	\$38,225
Dish Washer	1	\$26,220	\$26,220
DVR Equipment	4	\$9,647	\$38,588
Electronics - Software	2	\$66,282	\$132,563
Forklift	1	\$11,445	\$11,445
Greenhouse	1	\$11,031	\$11,031
Jail Management Software	1	\$183,310	\$183,310
Key Watch Equipment	3	\$9,793	\$29,379
Kitchen Equipment	3	\$7,808	\$23,424
Lawn Mower	3	\$8,304	\$24,913
Lift	1	\$19,850	\$19,850
Livescan Equipment	3	\$28,451	\$85,353
Inmate Cage Unit	1	\$8,272	\$8,272
Morpho Trak Live Scan Desktop/Software	1	\$6,720	\$6,720
Pallet Jack	1	\$5,450	\$5,450
Panic Alert System/Control Panel	1	\$6,615	\$6,615
Property Storage	2	\$35,352	\$70,703
Property/Evidence Pack. System	1	\$7,114	\$7,114
Shelter	1	\$5,964	\$5,964
Sterilizer	1	\$5,769	\$5,769
Subtotal - Equipment Value	53	-	\$895,794
Total Vehicle and Equipment Value	83	-	\$1,727,936

1) Source: Hernando County Sheriff's Office

2) Total value (Item 3) divided by unit count (Item 1)

3) Source: Hernando County Sheriff's Office

Service Area and Demand Component

Hernando County provides correctional facilities countywide. As such, the proper benefit district is the entire county. In this technical study, the current 2020 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 correctional facility services, the “functional” weekly 24-hour population approach is used to establish a common unit of demand across different land uses. Functional population accounts for residents, visitors, and workers traveling in and out of the county throughout the day and calculates the presence of population at the different land uses during the day, which represents the demand component of the impact fee equation. Appendix A provides further detail on the population analysis and demand calculations.

Cost Component

The cost component of the study evaluates the cost of capital assets per functional resident. As presented in Table IV-2, the correctional facility vehicle and equipment capital asset value is almost \$10 per resident. Given that the correctional facilities impact fee includes only the vehicles and equipment, the LOS is measured in terms of asset value per resident and assumes that the County will continue the same investment levels going forward.

Table IV-2
Total Impact Cost per Functional Resident

Variable	Figure
Vehicle and Equipment Value ⁽¹⁾	\$1,727,936
Total Functional Population-Countywide ⁽²⁾	176,733
Total Impact Cost per Functional Resident ⁽³⁾	\$9.78

1) Source: Table IV-1

2) Source: Appendix A, Table A-7

3) Vehicle and equipment value (Item 1) divided by number of beds (Item 2)

Credit Component

To avoid overcharging new development for the correctional facilities impact fee, a review of the capital funding program was completed. The purpose of this review was to determine any potential revenue credits generated by new development that are being used for expansion of

vehicles and equipment inventory included in the inventory. It should be noted that the credit component does not include any capital replacement, maintenance, or operational expenses.

Capital Expansion Credit

To calculate the capital expansion credit per functional resident, funding sources used for historical capacity projects and those programmed in the CIP are reviewed. Although there were no capacity projects related to vehicles and equipment over the past five years, the Sheriff is planning to purchase security equipment over the next five years using Inmate Revenue Fund. The annual capital expansion expenditures were divided by the average annual functional residents for the same period in order to calculate the average annual capital expansion credit per functional resident. As presented in Table IV-3, the result is approximately \$0.03 per functional resident.

Table IV-3
Capital Expansion Credit

Description ⁽¹⁾	2021	2022	2023	2024	2025	Total
<i>Inmate Revenue Fund</i>						
Jail Security Bollards	\$25,000	\$0	\$0	\$0	\$0	\$25,000
Total Capital Expenditures	\$25,000	\$0	\$0	\$0	\$0	\$25,000
Average Annual Capital Expansion Expenditures ⁽²⁾						\$5,000
Average Annual Functional Population ⁽³⁾						184,296
Capital Expansion Credit per Functional Resident⁽⁴⁾						\$0.03

1) Source: Hernando County Sheriff's Office

2) Source: Average annual capital expansion expenditures over the 5-year period

3) Source: Appendix A, Table A-7

4) Average annual capital expansion expenditures (Item 2) divided by average annual functional population (Item 3)

Net Correctional Facilities Impact Cost

Table IV-4 summarizes the net impact cost per functional resident, which is the difference between the cost component and the credit component. The resulting net impact cost is \$9 per functional resident.

Table IV-4
Net Impact Cost per Resident

Variable	Impact Cost	Revenue Credits
Impact Cost		
Total Impact Cost per Functional Resident ⁽¹⁾	\$9.78	
Capital Expansion Credit		
Capital Expansion Credit per Functional Resident ⁽²⁾		\$0.03
Capitalization Rate		3.00%
Capitalization Period (in years)		25
Present Value of Capital Expenditure Credit per Functional Resident ⁽³⁾		\$0.52
Net Impact Cost		
Net Impact Cost per Functional Resident ⁽⁴⁾	\$9.26	

1) Source: Table IV-2

2) Source: Table IV-3

3) Present value of annual credit per resident (Item 2) over a 25-year period with a capitalization rate of 3.00%. Interest rate estimate is provided by Hernando County.

4) Total impact cost per functional resident (Item 1) less the present value capital expenditure credit per functional resident (Item 3)

Calculated Correctional Facilities Impact Fee Schedule

Table IV-5 presents the calculated correctional facilities impact fee schedule for Hernando County for both residential and non-residential land uses, based on the net impact cost per functional resident previously presented in Table IV-4. Also presented is a comparison to the County's current adopted fee and percent change from the current fee.

Table IV-5
Calculated Correctional Facilities Impact Fee Schedule

ITE LUC	Land Use	Impact Unit	Functional Resident Coefficient ⁽¹⁾	Calculated Impact Fee ⁽²⁾	Adopted Impact Fee ⁽³⁾	Percent Change ⁽⁴⁾
Residential:						
210	Single Family (detached)	du	1.64	\$15.19	\$7	117.0%
220/221/222	Multi-Family (Apartment/Condominium/Townhouse)	du	1.20	\$11.11	\$5	122.2%
240	Mobile Home	du	1.25	\$11.58	\$6	93.0%
251	Senior Housing (Detached)	du	1.26	\$11.67	\$7	66.7%
252	Senior Housing (Attached)	du	0.91	\$8.43	\$5	68.6%
Transient, Assisted, Group:						
253/255	Congregate Care Facility/Continuing Care Retirement Center	du	1.26	\$11.67	\$9	29.7%
254	Assisted Living	bed	0.98	\$9.07	N/A	N/A
310	Hotel	room	1.16	\$10.74	\$3	258.0%
320	Motel	room	0.99	\$9.17	\$3	205.7%
620	Nursing Home	bed	1.10	\$10.19	\$9/1,000 sf	N/A
Recreational:						
416	RV Park	occupied site	0.47	\$4.35	\$3	45.0%
420	Marina	boat berth	0.13	\$1.20	\$5/1,000 sf	N/A
430	Golf Course	acre	0.10	\$0.93	\$10/1,000 sf	N/A
445	Movie Theater	screen	5.19	\$48.06	\$10/1,000 sf	N/A
492	Health/Fitness Club	1,000 sf	2.41	\$22.32	\$10	123.2%
Institutional:						
520	Elementary School (Private)	student	0.10	\$0.93	\$5/1,000 sf	N/A
522	Middle School (Private)	student	0.09	\$0.83	\$5/1,000 sf	N/A
525	High School (Private)	student	0.08	\$0.74	\$5/1,000 sf	N/A
540	University 7,500 or fewer students (Private)	student	0.10	\$0.93	\$5/1,000 sf	N/A
550	University greater than 7,500 students (Private)	student	0.08	\$0.74	\$5/1,000 sf	N/A
560	Public Assembly	1,000 sf	0.41	\$3.80	N/A	N/A
565	Day Care Center	1,000 sf	0.81	\$7.50	\$5	50.0%
Medical:						
610	Hospital	1,000 sf	1.30	\$12.04	\$9	33.8%
630	Clinic	1,000 sf	1.50	\$13.89	\$9	54.3%
Office:						
710	Office	1,000 sf	0.98	\$9.07	\$5	81.4%
720	Medical Office 10,000 sq ft or less	1,000 sf	1.20	\$11.11	\$9	23.4%
720	Medical Office greater than 10,000 sq ft	1,000 sf	1.72	\$15.93	\$9	77.0%
Retail:						
812	Building Materials/Lumber Store	1,000 sf	0.54	\$5.00	\$10	-50.0%
813	Discount Superstore, Free-Standing	1,000 sf	1.72	\$15.93	\$10	59.3%
816	Hardware/Paint Store	1,000 sf	0.25	\$2.32	\$10	-76.8%
822	Retail/Shopping Center 40,000 sfgla or less	1,000 sfgla	2.08	\$19.26	\$10	92.6%
821	Retail/Shopping Center 40,001 to 150,000 sfgla	1,000 sfgla	2.58	\$23.89	\$10	138.9%
820	Retail/Shopping Center greater than 150,000 sfgla	1,000 sfgla	1.41	\$13.06	\$10	30.6%
840/841	New/Used Auto Sales	1,000 sf	1.57	\$14.54	\$10	45.4%
850	Supermarket	1,000 sf	2.45	\$22.69	\$10	126.9%
862	Home Improvement Superstore	1,000 sf	1.94	\$17.96	\$10	79.6%
880/881	Pharmacy/Drug Store with & without Drive-Thru	1,000 sf	1.84	\$17.04	\$10	70.4%
890	Furniture Store	1,000 sf	0.32	\$2.96	\$10	-70.4%
Services:						
912	Bank/Savings Drive-In	1,000 sf	1.48	\$13.70	\$10	37.0%
931	Fine Dining/Quality Restaurant	1,000 sf	5.76	\$53.34	\$16	233.4%
932	High-Turnover (Sit-Down) Restaurant	1,000 sf	5.42	\$50.19	\$16	213.7%
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	9.77	\$90.47	\$16	465.4%
942	Automobile Care Center	1,000 sf	1.67	\$15.46	\$10	54.6%
944	Gas Station w/Convenience Market <2,000 sq ft	fuel pos.	1.46	\$13.52	\$10/1,000 sf	N/A
945	Gas Station w/Convenience Market 2,000-2,999 sq ft	fuel pos.	2.30	\$21.30	\$10/1,000 sf	N/A
	Gas Station w/Convenience Market 3,000+ sq ft	fuel pos.	3.00	\$27.78	\$10/1,000 sf	N/A
947	Self-Service Car Wash	service bay	0.96	\$8.89	\$10/1,000 sf	N/A
n/a	Convenience/Gasoline/Fast Food Restaurant	1,000 sf	7.97	\$73.80	\$10	638.0%

Table IV-5
Calculated Correctional Facilities Impact Fee Schedule (Continued)

ITE LUC	Land Use	Impact Unit	Functional Resident Coefficient ⁽¹⁾	Calculated Impact Fee ⁽²⁾	Adopted Impact Fee ⁽³⁾	Percent Change ⁽⁴⁾
Industrial:						
110	General Light Industrial	1,000 sf	0.48	\$4.44	\$3	48.0%
130	Industrial Park	1,000 sf	0.35	\$3.24	\$3	8.0%
140	Manufacturing	1,000 sf	0.55	\$5.09	\$3	69.7%
150	Warehouse	1,000 sf	0.11	\$1.02	\$2	-49.0%
151	Mini-Warehouse	1,000 sf	0.04	\$0.37	\$2	-81.5%

1) Source: Appendix A, Tables A-8 and A-9

2) Net impact cost per functional resident from Table IV-4 multiplied by the functional resident coefficient (Item 1) for each land use

3) Source: Hernando County Planning & Development Department

4) Percent change from the adopted impact fee (Item 3) to the calculated impact fee (Item 2)

Note: "N/A" indicates a new land use category and/or a unit change from current impact fee schedule.

Correctional Facilities Impact Fee Schedule Comparison of Select Land Uses

As part of the work effort in updating Hernando County's correctional facilities impact fee schedule, the County's calculated and adopted impact fees for select land uses were compared to the adopted fee schedules of several Florida counties. Table IV-6 presents this comparison. In the case of some of the jurisdictions, the adopted fees include the value of jail buildings and land.

Table IV-6

Correctional Facilities Impact Fee Schedule Comparison of Select Land Uses

Land Use	Unit ⁽²⁾	Hernando County		Brevard County ⁽⁵⁾	Collier County ⁽⁶⁾	Polk County ⁽⁷⁾
		Existing ⁽³⁾	Calculated ⁽⁴⁾			
Date of Last Update		2012	2020	2000	2015	2019
Assessed Portion of Calculated ⁽¹⁾		100%	N/A	100%	100%	100%
Residential:						
Single Family (2,000 sq ft)	du	\$7	\$15	\$72	\$499	\$220
Multi-Family (1,300 sq ft)	du	\$5	\$11	\$63	\$229	\$163
Non-Residential:						
Light Industrial	1,000 sf	\$3	\$4	N/A	\$190	\$59
Office (50,000 sq ft)	1,000 sf	\$5	\$9	\$34	\$328	\$141
Retail (125,000 sq ft)	1,000 sf gla	\$10	\$19	\$100	\$621	\$224
Bank w/Drive-Thru	1,000 sf	\$10	\$14	\$81	\$629	\$224
Fast Food w/Drive-Thru	1,000 sf	\$16	\$90	\$428	\$2,455	\$224

- 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: Hernando County Planning & Development Department
- 4) Source: Table IV-5
- 5) Source: Brevard County Planning & Development
- 6) Source: Collier County Capital Project Planning
- 7) Source: Polk County Building Division

V. Law Enforcement

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

- Vehicle and Equipment Inventory
- Service Area and Demand Component
- Cost Component
- Credit Component
- Net Law Enforcement Impact Cost
- Calculated Law Enforcement Impact Fee Schedule
- Impact Fee Schedule Comparison of Select Land Uses

These elements are summarized throughout this section.

Vehicle and Equipment Inventory

Table V-1 presents the vehicle and equipment inventory associated with the law enforcement impact fee for Hernando County. Because law enforcement buildings and land are included as part of the public buildings inventory, they are not shown in this section. As presented, the total vehicle and equipment value is approximately \$17.7 million.

Table V-1	
Law Enforcement Vehicle and Equipment Value	
Description	Total Value⁽¹⁾
Vehicles	\$12,825,317
Equipment	\$4,880,458
Total Vehicle & Equipment Value	\$17,705,775

1) Source: Hernando County Sheriff's Office

Service Area and Demand Component

Hernando County provides law enforcement countywide. As such, the proper benefit district is the entire county. In this technical study, the current 2020 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 law enforcement services, the “functional” weekly 24-hour population approach is used to establish

a common unit of demand across different land uses. Functional population accounts for residents, visitors, and workers traveling in and out of the county throughout the day and calculates the presence of population at the different land uses during the day, which represents the demand component of the impact fee formula. Appendix A provides further detail on the population analysis and demand calculations.

Cost Component

The cost component of the study evaluates the cost of capital assets per functional resident. As presented in Table V-2, the law enforcement vehicle and equipment capita asset value is almost \$100 per resident. Given that the law enforcement impact fee includes only the vehicles and equipment, the LOS is measured in terms of asset value per resident and assumes that the County will continue the same investment levels going forward.

**Table V-2
Total Impact Fee per Functional Resident**

Variable	Figure
Vehicle and Equipment Value ⁽¹⁾	\$17,705,775
Countywide Functional Population ⁽²⁾	176,733
Total Asset Value per Functional Resident ⁽³⁾	\$100.18

1) Source: Table V-1

2) Source: Appendix A, Table A-7

3) Vehicle and equipment value (Item 1) divided by population (Item 2)

Credit Component

To avoid overcharging new development for the law enforcement impact fee, a review of the capital funding program was completed. The purpose of this review was to determine any potential revenue credits generated by new development that are being used for expansion of vehicles and equipment inventory included in the inventory. It should be noted that the credit component does not include any capital replacement, maintenance, or operational expenses.

Capital Expansion Credit

To calculate the capital expansion credit per functional resident, funding sources used for historical capacity projects and those programmed in the CIP are reviewed. 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 \$0.09 per functional resident.

Table V-3
Capital Expansion Credit

Description ⁽¹⁾	Funding Source	2016	2017	2018	2019	2020	Total
Equipment	General Fund	\$0	\$0	\$5,375	\$34,025	\$0	\$39,400
Equipment	Grants	\$0	\$0	\$0	\$35,115	\$0	\$35,115
Total Capital Expenditures		\$0	\$0	\$5,375	\$69,140	\$0	\$74,515
Average Annual Capital Expansion Expenditures ⁽²⁾							\$14,903
Average Annual Functional Population ⁽³⁾							170,656
Capital Expansion Credit per Functional Resident⁽⁴⁾							\$0.09

1) Source: Hernando County Sheriff's Office

2) Source: Average annual capital expansion expenditures over the 5-year period

3) Source: Appendix A, Table A-7

4) Average annual capital expansion expenditures (Item 2) divided by average annual functional population (Item 3)

Debt Service Credit

Any outstanding bond issues related to the law enforcement capital assets also will result in a credit to the impact fee. Hernando County used bond proceeds to fund the County radio system. The capital expansion portion of the remaining payments of debt service are divided by the population during the same period to determine the debt service credit per resident. Table V-4 presents these calculations.

Table V-4
Debt Service per Credit

Description ⁽¹⁾	Funding Source ⁽¹⁾	Number of Remaining Payments ⁽¹⁾	Present Value of Remaining Payments ⁽²⁾	Average Annual Functional Population ⁽³⁾	Credit per Functional Resident ⁽⁴⁾
County Radio System	General Fund	3	\$593,251	179,219	\$3.31

1) Source: Hernando County

2) Present value of remaining payments in 2020 dollars

3) Source: Appendix A, Table A-7. Average annual weighted population over remaining years of payments

4) Present value of remaining payments (Item 2) divided by the average annual weighted population (Item 3)

Net Law Enforcement Impact Cost

Table V-5 summarizes the net impact cost per functional resident, which is the difference between the cost component and the credit component. The resulting net impact cost is approximately \$95 per functional resident.

Table V-5
Net Impact per Functional Resident

Variable	Impact Cost	Revenue Credits
Impact Cost		
Total Impact Cost per Functional Resident⁽¹⁾	\$100.18	
Capital Expansion Credit		
Annual Capital Expansion Credit per Functional Resident ⁽²⁾		\$0.09
Capitalization Rate		3.00%
Capitalization Period (in years)		25
Present Value of Capital Expenditure Credit per Functional Resident⁽³⁾		\$1.57
Debt Service Credit per Functional Resident⁽⁴⁾		\$3.31
Total Revenue Credit per Functional Resident⁽⁵⁾		\$4.88
Net Impact Cost		
Net Impact Cost per Functional Resident⁽⁶⁾	\$95.30	

1) Source: Table V-2

2) Source: Table V-3

3) Present value of annual credit per resident (Item 2) over a 25-year period with a capitalization rate of 3.00%. Interest rate provided by Hernando County.

4) Source: Table V-4

5) Sum of present value of capital expenditure credit per functional resident (Item 3) and debt service credit per functional resident (Item 4)

6) Total impact cost per functional resident (Item 1) less total revenue credit per functional resident (Item 5)

Calculated Law Enforcement Impact Fee Schedule

Table V-6 presents the calculated law enforcement impact fee schedule for Hernando County for both residential and non-residential land uses, based on the net impact cost per functional resident previously presented in Table V-5. Also presented is a comparison to the County's current adopted fee and percent change from the current fee.

Table V-6
Law Enforcement Impact Fee Schedule

ITE LUC	Land Use	Impact Unit	Functional Resident Coefficient ⁽¹⁾	Calculated Impact Fee ⁽²⁾	Adopted Impact Fee ⁽³⁾	Percent Change ⁽⁴⁾
Residential:						
210	Single Family (detached)	du	1.64	\$156	\$86	81.4%
220/221/222	Multi-Family (Apartment/Condominium/Townhouse)	du	1.20	\$114	\$65	75.4%
240	Mobile Home	du	1.25	\$119	\$72	65.3%
251	Senior Housing (Detached)	du	1.26	\$120	\$86	39.5%
252	Senior Housing (Attached)	du	0.91	\$87	\$61	42.6%
Transient, Assisted, Group:						
253/255	Congregate Care Facility/Continuing Care Retirement Center	du	1.26	\$120	\$107 / 1,000 sf	N/A
254	Assisted Living	bed	0.98	\$93	N/A	N/A
310	Hotel	room	1.16	\$111	\$40	177.5%
320	Motel	room	0.99	\$94	\$40	135.0%
620	Nursing Home	bed	1.10	\$105	\$107 / 1,000 sf	N/A
Recreational:						
416	RV Park	occupied site	0.47	\$45	\$40	12.5%
420	Marina	boat berth	0.13	\$12	\$62 / 1,000 sf	N/A
430	Golf Course	acre	0.10	\$10	\$121 / 1,000 sf	N/A
445	Movie Theater	screen	5.19	\$495	\$121 / 1,000 sf	N/A
492	Health/Fitness Club	1,000 sf	2.41	\$230	\$121 / 1,000 sf	N/A
Institutional:						
520	Elementary School (Private)	student	0.10	\$10	\$62 / 1,000 sf	N/A
522	Middle School (Private)	student	0.09	\$9	\$62 / 1,000 sf	N/A
525	High School (Private)	student	0.08	\$8	\$62 / 1,000 sf	N/A
540	University 7,500 or fewer students (Private)	student	0.10	\$10	\$62 / 1,000 sf	N/A
550	University greater than 7,500 students (Private)	student	0.08	\$8	\$62 / 1,000 sf	N/A
560	Public Assembly	1,000 sf	0.41	\$39	N/A	N/A
565	Day Care Center	1,000 sf	0.81	\$77	\$62	24.2%
Medical:						
610	Hospital	1,000 sf	1.30	\$124	\$107	15.9%
630	Clinic	1,000 sf	1.50	\$143	\$107	33.6%
Office:						
710	Office	1,000 sf	0.98	\$93	\$62	50.0%
720	Medical Office 10,000 sq ft or less	1,000 sf	1.20	\$114	\$107	6.5%
720	Medical Office greater than 10,000 sq ft	1,000 sf	1.72	\$164	\$107	53.3%
Retail:						
812	Building Materials/Lumber Store	1,000 sf	0.54	\$51	\$121	-57.9%
813	Discount Superstore, Free-Standing	1,000 sf	1.72	\$164	\$121	35.5%
816	Hardware/Paint Store	1,000 sf	0.25	\$24	\$121	-80.2%
822	Retail/Shopping Center 40,000 sf gla or less	1,000 sf gla	2.08	\$198	\$121	63.6%
821	Retail/Shopping Center 40,001 to 150,000 sf gla	1,000 sf gla	2.58	\$246	\$121	103.3%
820	Retail/Shopping Center greater than 150,000 sf gla	1,000 sf gla	1.41	\$134	\$121	10.7%
840/841	New/Used Auto Sales	1,000 sf	1.57	\$150	\$121	24.0%
850	Supermarket	1,000 sf	2.45	\$233	\$121	92.6%
862	Home Improvement Superstore	1,000 sf	1.94	\$185	\$121	52.9%
880/881	Pharmacy/Drug Store with & without Drive-Thru	1,000 sf	1.84	\$175	\$121	44.6%
890	Furniture Store	1,000 sf	0.32	\$30	\$121	-75.2%
Services:						
912	Bank/Savings Drive-In	1,000 sf	1.48	\$141	\$121	16.5%
931	Fine Dining/Quality Restaurant	1,000 sf	5.76	\$549	\$187	193.6%
932	High-Turnover (Sit-Down) Restaurant	1,000 sf	5.42	\$517	\$187	176.5%
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	9.77	\$931	\$187	397.9%
942	Automobile Care Center	1,000 sf	1.67	\$159	\$121	31.4%
944	Gas Station w/Convenience Market <2,000 sq ft	fuel pos.	1.46	\$139	\$121 / 1,000 sf	N/A
945	Gas Station w/Convenience Market 2,000-2,999 sq ft	fuel pos.	2.30	\$219	\$121 / 1,000 sf	N/A
945	Gas Station w/Convenience Market 3,000+ sq ft	fuel pos.	3.00	\$286	\$121 / 1,000 sf	N/A
947	Self-Service Car Wash	service bay	0.96	\$91	\$121 / 1,000 sf	N/A
n/a	Convenience/Gasoline/Fast Food Restaurant	1,000 sf	7.97	\$760	\$121	N/A
Industrial:						
110	General Light Industrial	1,000 sf	0.48	\$46	\$31	48.4%
130	Industrial Park	1,000 sf	0.35	\$33	\$31	6.5%
140	Manufacturing	1,000 sf	0.55	\$52	\$31	67.7%
150	Warehouse	1,000 sf	0.11	\$10	\$23	-56.5%
151	Mini-Warehouse	1,000 sf	0.04	\$4	\$23	-82.6%

1) Source: Appendix A, Table A-10 and Table A-12

- 2) Net impact cost per functional resident from Table 6 multiplied by the functional resident coefficient (Item 1) for each land use
 - 3) Hernando County impact fee schedule adopted at the time of publication of this study
 - 4) Percent change from the adopted impact fee (Item 3) to the calculated impact fee (Item 2)
- Note: "N/A" indicates a new land use category and/or a unit change from current impact fee schedule

Law Enforcement Impact Fee Schedule Comparison of Select Land Uses

As part of the work effort in updating Hernando County's law enforcement impact fee schedule, the County's calculated and adopted impact fees for select land uses were compared to the adopted fee schedules of several Florida counties. Table V-7 presents this comparison. In some cases, building and land value are included in the shown fees.

Table V-7
Law Enforcement Impact Fee Schedule Comparison of Select Land Uses

Land Use	Unit ⁽²⁾	Hernando County		Citrus County ⁽⁵⁾	Manatee County ⁽⁶⁾	Polk County ⁽⁷⁾
		Existing ⁽³⁾	Calculated ⁽⁴⁾			
Date of Last Update		2012	2020	2021	2020	2019
Assessed Portion of Calculated ⁽¹⁾		100%	N/A	N/A	N/A	100%
Residential:						
Single Family (2,000 sq ft)	du	\$86	\$156	\$416	\$599	\$283
Multi-Family (1,300 sq ft)	du	\$65	\$114	\$320	\$386	\$209
Non-Residential:						
Light Industrial	1,000 sf	\$31	\$46	\$108	\$197	\$76
Office (50,000 sq ft)	1,000 sf	\$62	\$93	\$250	\$351	\$181
Retail (125,000 sq ft)	1,000 sfgla	\$121	\$198	\$526	\$595	\$289
Bank w/Drive-Thru	1,000 sf	\$121	\$141	\$526	\$595	\$289
Fast Food w/Drive-Thru	1,000 sf	\$187	\$931	\$526	\$595	\$289

- 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: Hernando County Planning & Development Department
- 4) Source: Table V-6
- 5) Source: Citrus County Growth Management Department
- 6) Source: Manatee County, fees shown represent the 2020 technical study results that are going through the implementation process
- 7) Source: Polk County

VI. Library Facilities

This section discusses the analysis used in updating 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 Library Facilities Impact Cost
- Calculated Library Facilities Impact Fee Schedule
- Impact Fee Schedule Comparison of Select Land Uses

These elements are summarized throughout this section.

Facility Inventory

Hernando County owns and operates four library facilities throughout the county and a book store. The inventory associated with library facilities includes 43,300 square feet of buildings and 19 acres of land.

As shown in Table VI-1, the total value of library facilities is estimated at \$12.8 million, of which \$12.2 million is the building value and the remaining \$600,000 represents the land value. The building value is estimated at \$300 per square foot for libraries and \$50 per square foot for Little Red Schoolhouse, which are based primarily on insurance values of existing facilities, cost estimates obtained from other Florida jurisdictions and discussions with the representatives from Hernando County. Land value estimate is based on current value of land where existing facilities are located as well as vacant land sales and values of similarly sized and located parcels based on information obtained from the Hernando County Property Appraiser, and input from the County staff. Land value for library facilities is estimated at \$30,000 per acre. Appendix B provides additional information.

Table VI-1
Library Facilities Building and Land Inventory

Description	Address	Year Built ⁽¹⁾	Square Footage ⁽²⁾	Acres ⁽³⁾	Building Value ⁽⁴⁾	Land Value ⁽⁵⁾	Building & Land Value ⁽⁶⁾
Main Library ⁽⁷⁾	238 Howell Avenue, Brooksville, FL 34601	1960	9,091	N/A	\$2,727,300	N/A	\$2,727,300
Little Red Schoolhouse ⁽⁷⁾	1208 Kenlake Ave, Spring Hill, FL	1972	3,027	N/A	\$151,350	N/A	\$151,350
West Hernando Branch	6335 Blackbird Avenue, Brooksville, FL 34613	1985	13,076	5.00	\$3,922,800	\$150,000	\$4,072,800
Spring Hill Branch	9220 Spring Hill Drive, Spring Hill, FL 34608	2005	10,055	7.60	\$3,016,500	\$228,000	\$3,244,500
East Hernando Branch	6457 Windmere Road, Brooksville, FL 34602	2005	8,033	6.80	\$2,409,900	\$204,000	\$2,613,900
Total			43,282	19.40	\$12,227,850	\$582,000	\$12,809,850
Weighted Average Building Value per Square Foot⁽⁸⁾					\$283		
Land Value per Acre⁽⁹⁾						\$30,000	

1) Source: Hernando County

2) Source: Hernando County

3) Source: Hernando County Property Appraiser

4) Square footage (Item 2) multiplied by the estimated building value per square foot of \$300 for libraries and \$50 for Little Red Schoolhouse. Appendix B provides further detail on unit cost estimates.

5) Acres (Item 3) multiplied by the estimated land value per acre (Item 8). Appendix B provides further detail on land value estimates.

6) Sum of building and land values (Items 4 and 5)

7) Library facility is co-located with County parks. Acreage is included in the parks and recreation impact fee.

8) Total building value (Item 4) divided by total square footage (Item 2)

9) Source: Appendix B

In addition to buildings and land, the Hernando County Public Library System houses library collections/materials that are owned by the County and are available to the public. Table VI-2 presents the inventory of library materials with an estimated value of \$7.1 million.

Table VI-2⁽¹⁾

Library Facilities Material Inventory

Description	Unit Count	Unit Cost	Total Value
Materials			
Print Material			
Books / print materials	136,163	\$31	\$4,208,798
Periodical	1,753	\$81	\$141,415
Subtotal - Print Material	137,916	-	\$4,350,213
Audio Visual Materials			
DVDs	9,928	\$32	\$320,873
Audiobooks	5,910	\$50	\$296,091
Subtotal - Audio Visual Materials	15,838		\$616,964
Ebook/Eaudio Materials			
Ebook/Eaudio	34,236	\$55	\$1,897,701
Total Materials	187,990	-	\$6,864,878
Equipment			
Electronic Access			
Electronic Databases	9	\$7,717	\$69,451
Technology Related Devices			
Public Computer	107	\$1,049	\$112,190
Launchpads	29	\$146	\$4,245
Chromebooks	13	\$387	\$5,032
Hotspots	18	\$149	\$2,684
Subtotal - Technology Related Devices	167		\$124,151
Other			
STEM Kit	22	\$68	\$1,489
Total Equipment	198	-	\$195,091
Total Value - All Materials and Equipment			\$7,059,969

1) Source: Hernando County

Service Area and Demand Component

Hernando County provides library facilities and services throughout all of Hernando County. Therefore, the proper benefit district is countywide. Appendix A, Table A-1, provides the estimated population for 2020 and the projected population through 2045. Library impact fees are charged only to residential land uses. As such, the weighted seasonal population per housing unit is used to measure demand from each residential land use, which is presented in Appendix A.

Level of Service

Table VI-3 provides a summary of the current LOS as well as the adopted LOS standards for library buildings and materials in Hernando County. As presented, the County's current LOS is below the adopted LOS standards for library materials. Given this, for impact fee calculations, the current LOS is used to ensure new development is not overcharged. Because there are no

adopted LOS standards for buildings and equipment, the current LOS is also used for these assets, which assumes that the County will continue to provide this LOS going forward.

Table VI-3
Current Level of Service (2020)

Variable	2020 Population ⁽¹⁾	Square Footage/Count ⁽²⁾	Current LOS ⁽³⁾	Adopted LOSS ⁽⁴⁾
Hernando County	198,124			
Library Buildings		43,282	0.22	N/A
Materials		187,990	0.95	1.5
Equipment		198	0.0010	N/A

1) Source: Appendix A, Table A-1

2) Source: Table 1 for square footage of building and Table 2 for remaining items

3) Square footage/county (Item 2) divided by population (Item 1)

4) Source: Hernando County Comprehensive Plan

Table VI-4 provides a comparison of the current Hernando County LOS, the adopted LOS standard, the LOS of the other Florida counties, and State standards. The comparison includes counties with a population of 100,000 to 750,000 and is based on the information obtained from the Library Directory with Statistics, published by the Department of State, Division of Library and Information Services. State standards are obtained from the Florida Library Association.

Table VI-4
Level of Service Comparison

Category	2018			Adopted Level of Service ⁽⁴⁾	2018			
	Square Footage/Count ⁽¹⁾	Service Area Population ⁽²⁾	Achieved Level of Service ⁽³⁾		Average of Other FL Counties per Capita ⁽⁵⁾	FLA Public Library Standards per Capita ⁽⁶⁾		
						Essential	Enhanced	Exemplary
Library Buildings	40,255	185,604	0.22	N/A	0.42	0.60	0.70	1.00
Library Materials	175,525	185,604	0.95	1.50	1.84	2.00	3.00	4.00
Library Computers (Public)	107	185,604	0.0006	N/A	0.0007	0.0003	0.0005	0.0010

1) Source: Table VI-3

2) Source: Florida Department of State (Department), Division of Library and Information Services 2017-2018 Public Library Statistics

3) Square footage/county (Item 1) divided by service area population (Item 2)

4) Source: Hernando County Comprehensive Plan

5) Source: Florida Department of State (Department), Division of Library and Information Services 2017-2018 Public Library Statistics. Includes counties in the service population level of 100,001 to 750,000 as reported by the Department.

6) Source: Florida Library Association Standards for Florida Public Libraries 2004, 2006 Revision - Standard 52 updated April, 2013

Cost Component

The cost component of the study evaluates the cost of capital items, including buildings, land, and materials. Table VI-5 provides a summary of all capital costs, which amounts to approximately \$19.9 million.

Table VI-5 also presents the cost per resident for the impact fee analysis. This cost is calculated by multiplying the total building and land value per square foot and total material value per unit by their current LOS of 0.22 square feet per resident and 0.95 material per resident. As shown, these calculations result in \$65 per resident for buildings and land, and \$35 per resident for materials, totaling approximately \$100 per resident for all library assets considered in the impact fee calculations.

Table VI-5
Total Capital Asset Value per Resident

Variable	Figure	Percent of Total ⁽¹³⁾
Building Value ⁽¹⁾	\$12,227,850	61.6%
Land Value ⁽²⁾	\$582,000	2.9%
Materials/Equipment Value ⁽³⁾	<u>\$7,059,969</u>	<u>35.5%</u>
Total Capital Asset Value	\$19,869,819	100.0%
<i>Total Building and Land Value per Resident</i>		
Total Building and Land Value ⁽⁴⁾	\$12,809,850	
Total Gross Square Footage ⁽¹⁾	43,282	
Total Building and Land Value per Square Foot ⁽⁵⁾	\$295.96	
Current Level of Service (Sq. Ft. per Resident) ⁽⁶⁾	0.22	
Total Building and Land Value per Resident⁽⁷⁾	\$65.11	
<i>Materials/Equipment Value per Weighted Resident</i>		
Total Materials/Equipment Value	\$7,059,969	
Total Materials/Equipment Count ⁽⁸⁾	188,188	
Total Materials/Equipment Value per Unit ⁽⁹⁾	\$37.52	
Current Level of Service (Material/Equipment Count per Resident) ⁽¹⁰⁾	0.95	
Total Materials/Equipment Value per Weighted Resident⁽¹¹⁾	\$35.64	
Total Capital Asset Value		
Total Impact Cost per Resident⁽¹²⁾	\$100.75	

1) Source: Table VI-1

2) Source: Table VI-1

3) Source: Table VI-2

4) Sum of building and land value (Items 1 and 2)

5) Total building and land value (Item 4) divided by total gross square footage

6) Source: Table VI-3

7) Total building and land value per square foot (Item 5) multiplied by the current level of service (Item 6)

8) Source: Table VI-2

9) Total materials/equipment value divided by the total count of materials/equipment (Item 8)

10) Source Table VI-3

11) Total materials/equipment value per unit (Item 9) multiplied by the current level of service (Item 10)

12) Sum of building and land value per resident and material/equipment value per resident (Items 7 and 11)

13) Distribution of asset value (Items 1 through 3)

Credit Component

To avoid overcharging new development, a review of funding for library capital expansion projects over the past five years and those programmed for the next five years was completed. The purpose of this review was to determine any potential revenues generated by new development, other than impact fees, that are being used or will be used to fund the expansion

of capital facilities, land, and materials for the County's libraries program. As mentioned previously, the credit component does not include any capital renovation, maintenance, or operational expenses, as these types of expenditures do not add capacity and should not be considered for impact fee credit.

Capital Expansion Credit

There were no capacity projects funded with non-impact fee revenues over the past five years. Capital expansion expenditure credits per resident were calculated based on non-impact fee revenue funding for capital expansion projects programmed for next five years. To calculate the capital expenditure per resident, the average annual capital expansion expenditures are divided by average annual population for the same period.

As shown in Table VI-6, the average project funding over this five-year period amounts to approximately \$60,000 per year or approximately \$0.30 per resident per year.

Table VI-6
Capital Expansion Credit⁽¹⁾

Description	FY 2021-2025
Grants	
Library Equipment	\$300,000
Average Annual Capital Expansion Expenditures⁽²⁾	\$60,000
Average Annual Population⁽³⁾	206,660
Capital Expansion Credit per Resident⁽⁴⁾	\$0.29

1) Source: Hernando County

2) Average annual capital expansion expenditures over the 5-year period

3) Source: Appendix A, Table A-1

4) Average annual capital expansion expenditures (Item 2) divided by average annual population (Item 3)

Net Library Facilities Impact Cost

The net library facilities impact cost per resident is the difference between the cost component and the credit component. Table VI-7 summarizes the calculation of the net library facilities impact cost per resident. As presented, the net impact cost amounts to approximately \$96 per resident.

Table VI-7
Net Library Facilities Impact Cost

Variable	Impact Cost	Revenue Credits
Impact Cost		
Total Impact Cost per Resident ⁽¹⁾	\$100.75	
Impact Credit		
Average Annual Capital Improvement Credit ⁽²⁾		\$0.29
Capitalization Rate		3.0%
Capitalization Period (in years)		25
Capital Improvement Credit per Resident ⁽³⁾		\$5.05
Net Impact Cost		
Net Impact Cost per Resident ⁽⁴⁾	\$95.70	

1) Source: Table VI-5

2) Source: Table VI-6

3) Present Value of annual credit per resident (Item 2) over a 25-year period with a capitalization rate of 3.00%. Interest rate provided by Hernando County.

4) Total impact cost per resident (Item 1) less capital improvement credit per resident (Item 3)

Calculated Library Facilities Impact Fee Schedule

Table VI-8 presents the calculated library facilities impact fee schedule for Hernando County for residential land uses, based on the net impact cost per resident previously presented in Table VI-7. Also presented is a comparison to the County's current adopted fee and percent change from the current fee.

Library Facilities Impact Fee Schedule Comparison of Select Land Uses

As part of the work effort in updating Hernando County's library facilities impact fee program, a comparison of the County's calculated and adopted library facilities impact fee schedules to fees schedules of other select Florida counties was completed. Table VI-9 presents this comparison.

Table VI-8
Calculated Library Facilities Impact Fee Schedule

Residential Land Use	Impact Unit	ITE LUC	Residents per Unit ⁽¹⁾	Calculated Impact Fee ⁽²⁾	Current Adopted Fee ⁽³⁾	% Change from Adopted ⁽⁴⁾
Residential:						
Single Family (detached)	du	210	2.32	\$222	\$107	107%
Multi-Family (Apartment/Condo/Townhouse)	du	220/221/222	1.69	\$162	\$81	100%
Mobile Home	du	240	1.77	\$169	\$90	88%
Senior Housing (Detached)	du	251	1.78	\$170	\$107	59%
Senior Housing (Attached)	du	252	1.29	\$123	\$75	64%

- 1) Source: Appendix A, Table A-2
- 2) Net impact cost per functional resident from Table VI-7 multiplied by residents per unit (Item 1) for each residential category
- 3) Source: Hernando County Planning & Development Department
- 4) Percent change from the adopted impact fee (Item 3) to the calculated impact fee (Item 2)

Table VI-9
Calculated Library Facilities Impact Fee Schedule Comparison of Select Land Uses

Land Use	Unit ⁽²⁾	Hernando County		Citrus County ⁽⁵⁾	Lake County ⁽⁶⁾	Manatee County ⁽⁷⁾	Pasco County ⁽⁸⁾	Polk County ⁽⁹⁾
		Existing ⁽³⁾	Calculated ⁽⁴⁾					
Date of Last Update		2012	2020	2021	2003	2020	2002	2019
Assessed Portion of Calculated ⁽¹⁾		100%	N/A	100%	95%	N/A	100%	100%
Residential:								
Single Family (2,000 sq ft)	du	\$107	\$222	\$308	\$191	\$265	\$145	\$169
Multi-Family (1,300 sq ft)	du	\$81	\$162	\$237	\$146	\$172	\$97	\$125
Mobile Home (1,300 sq ft)	du	\$90	\$169	\$293	\$152	\$172	\$97	\$123

- 1) Represents the portion of the maximum calculated fee 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: Hernando County Planning & Development Department
- 4) Source: Table VI-8
- 5) Source: Citrus County Growth Management Department
- 6) Source: Lake County Planning and Zoning Office
- 7) Source: Manatee County Administration Department – represents the fees calculated by the on-going update study, which is going through the implementation process.
- 8) Source: Pasco County Central Permitting Department
- 9) Source: Polk County

VII. Parks & Recreation Facilities

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

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

These elements are summarized throughout this section.

Park Land and Recreation Facilities Inventory

According to information provided by Hernando County, the County's land and recreation facilities inventory utilized for impact fee purposes includes 25 parks totaling nearly 1,500 acres. The inventory excludes park land that is not owned by the County and parks that are operated by another entity and generate revenue. Table VII-1 presents a summary of the inventory included in the parks and recreation facilities impact fee.

**Table VII-1
Park Land and Recreation Facility Inventory**

Description	Classification	Acreage	Band Shell/ Stage	Boardwalk (sq. ft.)	Boat Ramp/ Canoe/ Kayak Launch (lanes)	Community/ Activity Center (sq. ft.)	Concession (sq. ft.)	Courts: Basketball	Courts: Bocce Ball	Courts: Shuffleboard	Courts: Tennis	Courts: Volleyball	Dog Park	Field: Baseball/ Softball (Lighted)	Field: Baseball/ Softball (Not Lighted)
Alfred McKethan / Pine Island Park	Community	7.60					286					1			
Anderson Snow Park	Community	100.00					3,299							6	
Bayport Park	Community	1.50		2,520	2										
Cypress Lake Preserve	Preserve	331.00													
Delta Woods Park	Community	19.50				1,440	806	4	4	6	8	1			
Ernie Wever Youth Park	Community	113.00					1,420	2						4	1
Fickett Hammock Preserve	Preserve	154.80													
Hernando Park	Community	2.40	1			4,800					4				
Hernando Beach Boat Ramp	Community	0.30			4										
Hill N Dale Park	Community	9.10						2							
Jenkins Creek Park	Community	2.30			1										
Kennedy Park	Community	25.00				2,640	948	4						2	
Lake Townsen Regional Park	Regional	375.00			1			1				1			1
Linda Pedersen Park @ Jenkins Creek	Community	135.00		1,600	1										
Nobleton Wayside Park	Community	3.00			1			0.5							
Peck Sink Preserve	Preserve	112.00													
Pioneer Park / Stewy's Skate Park	Community	7.60					640	1				1			
Ridge Manor Community Park	Community	40.00					1,200	1				1		3	
Rogers Park	Community	3.80			2							1			
Rotary Centennial Park	Community	7.80											1		
Veterans Memorial Park	Community	24.40					2,120							1	
Calienta St. Parking	Community	0.29													
Istachatta	Community	0.56				2,800									
Ken Lake Property & Boat Ramp	Community	17.00	1		1	3,640									
Spring Lake Community Center	Community	0.50				2,336									
Total	-	1,493.45	2	4,120	13	17,656	10,719	15.50	4	6	12	6	1	16	2
Community		520.65	2	4,120	12	17,656	10,719	14.50	4	6	12	5	1	16	1
Preserve		597.80	0	0	0	0	0	0.00	0	0	0	0	0	0	0
Regional		<u>375.00</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1.00</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>
Total		1,493.45	2	4,120	13	17,656	10,719	15.50	4	6	12	6	1	16	2

Table VII-1 (Continued)
Park Land and Recreation Facility Inventory

Description	Classification	Acreage	Field: Multi-Purpose (Not Lighted)	Field: Soccer/Football (Lighted)	Field: Soccer/Football (Not Lighted)	Field: Tee-Ball (Not Lighted)	Fishing Pier	Gazebo	Horseshoes (pits)	Observation Deck	Observation Tower	Parking (spaces)	Pavilions	Picnic Shelters	Playgrounds	Restrooms (sq. ft.)	Skateboard Park	Walking/Bike Trail (paved) - mile of trail	Walking/Bike Trail (unpaved) - mile of trail
Alfred McKethan / Pine Island Park	Community	7.60								1		145	5	2	1	520			
Anderson Snow Park	Community	100.00		6		2						667	2	12	1	1,284		0.60	2.20
Bayport Park	Community	1.50					1					62	5	2		525			
Cypress Lake Preserve	Preserve	331.00																	2.50
Delta Woods Park	Community	19.50		2				1	6			143	1	20	1	530		0.60	
Ernie Wever Youth Park	Community	113.00		3	1	3						118	2	18	1	1,257			
Fickett Hammock Preserve	Preserve	154.80																	2.36
Hernando Park	Community	2.40										4			1	135			
Hernando Beach Boat Ramp	Community	0.30										76				165			
Hill N Dale Park	Community	9.10	1									23	6	5	1	192			
Jenkins Creek Park	Community	2.30					1					78		2		150			
Kennedy Park	Community	25.00										26		5	1	252			
Lake Townsen Regional Park	Regional	375.00					1		1			3	3	19	1	780			5.00
Linda Pedersen Park @ Jenkins Creek	Community	135.00									1	133	3	8	1	858			
Nobleton Wayside Park	Community	3.00												4					
Peck Sink Preserve	Preserve	112.00																	
Pioneer Park / Stewy's Skate Park	Community	7.60										51		3		276	1		
Ridge Manor Community Park	Community	40.00				1						129	1	6	1	340		0.60	
Rogers Park	Community	3.80										81		5	1	540			
Rotary Centennial Park	Community	7.80										49		3		180			
Veterans Memorial Park	Community	24.40		2	2							223		8	1	400		0.60	
Calienta St. Parking	Community	0.29										92							
Istachatta	Community	0.56																	
Ken Lake Property & Boat Ramp	Community	17.00										85							
Spring Lake Community Center	Community	0.50																	
Total	-	1,493.45	1	13	3	6	3	1	7	1	1	2,188	28	122	12	8,384	1	2.40	12.06
Community		520.65	1	13	3	6	2	1	6	1	1	2,185	25	103	11	7,604	1	2.40	2.20
Preserve		597.80	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	4.86
Regional		375.00	0	0	0	0	1	0	1	0	0	3	3	19	1	780	0	0.00	5.00
Total		1,493.45	1	13	3	6	3	1	7	1	1	2,188	28	122	12	8,384	1	2.40	12.06

Source: Hernando County Parks and Recreation Department

Service Area and Demand Component

Based on a review of the park type definitions included in the County's Comprehensive Plan and amenities included at each park, it was determined service area of all parks included in the impact fee inventory is countywide. Therefore, the appropriate benefit district is countywide and a countywide service area is utilized in the impact fee calculations. Appendix A, Table A-1, provides the estimated population for 2020 and the projected population through 2045. Parks and recreation impact fees are charged only to residential land uses. As such, the weighted seasonal population per housing unit is used to measure demand from each residential land use, which is presented in Appendix A.

Level of Service

The current LOS for all County-owned and maintained parks is presented in Table VII-2. To determine the current LOS, the total acreage of each park type is divided by the countywide population for 2020 and multiplied by 1,000. As shown, the total achieved LOS in Hernando County of 7.54 acres per 1,000 weighted seasonal residents, while the adopted LOS standard is 4 acres per 1,000 residents. While the current achieved LOS measures the available inventory, adopted LOS standard indicates the LOS the County intends to provide going forward. Given this, the adopted LOS standard is used in the impact fee calculations, which results in a conservative fee.

Table VII-2
Current Level of Service (2020)

Park Classification/Variable	2020 Weighted Population ⁽¹⁾	Park Acreage ⁽²⁾	Achieved LOS ⁽³⁾	Adopted LOS ⁽⁴⁾
Hernando County	198,124			
Level of Service (Acres per 1,000 Residents)				
Community		520.65	2.63	4.00
Preserve		597.80	3.02	
Regional		375.00	1.89	
Total Park Acreage/LOS - All Parks		1,493.45	7.54	

1) Source: Appendix A, Table A-1

2) Source: Table VII-1

3) Park acreage (Item 2) divided by population (Item 1) divided by 1,000

4) Source: Hernando County, Recreation and Open Space Element

Table VII-3 presents a comparison of the parks and recreation adopted LOS standards of other select Florida counties to Hernando County's adopted LOS standard in terms of acreage per

population. As shown, the County's adopted LOS standard is in the low end of the adopted LOS standards of the other counties reviewed.

Table VII-3
Level of Service Comparison

Community	LOS Standard (Acres per 1,000 Residents)
Marion County ⁽¹⁾	2.00
Hernando County⁽²⁾	4.00
Pasco County ⁽³⁾	4.20
Polk County ⁽⁴⁾	6.95
Lake County ⁽⁵⁾	10.00
Citrus County ⁽⁶⁾	13.00
Pinellas County ⁽⁷⁾	14.00
Hillsborough County ⁽⁸⁾	26.80
Manatee County ⁽⁹⁾	N/A
Sumter County ⁽¹⁰⁾	N/A

- 1) Source: Marion County 2035 Comprehensive Plan, Recreation and Open Space Element, Goal 1, Objective 1.1, Policy 1.1.1.
- 2) Source: Hernando County 2040 Comprehensive Plan, Section A. Chapter 7
- 3) Source: Pasco County 2025 Comprehensive Plan, Chapter 5 - Recreation and Open Space Element
- 4) Source: Polk County Comprehensive Plan, Chapter 3: Public Facilities Policies - Division 3.500 Recreation & Open Space Element
- 5) Source: Lake County
- 6) Source: Citrus County Comprehensive Plan, Chapter 2 - Recreation and Open Space Element
- 7) Source: Pinellas County Comprehensive Plan, Recreation, Open Space & Culture Element
- 8) Source: Comprehensive Plan for Unincorporated Hillsborough County Florida, Recreation and Open Space Element
- 9) Source: Manatee County Comprehensive Plan, Element 8- Recreation and Open Space – the standards are based on population per park.
- 10) Source: Unified Sumter County/Center Hill/Coleman/Webster Comprehensive Plan – within the unincorporated area the County is exempt from adopting a parks LOS standard.

Cost Component

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

Land Cost

The park land value per acre for the County's park inventory is calculated based on value of current park land by type, vacant land sales of similar size parcels over the past four years, value of similar size vacant parcels based on information obtained from the Hernando County Property Appraiser's database, and discussions with Hernando County representatives. This analysis resulted in an estimated average land value of \$25,000 per acre for non-preserve park land and \$5,000 per acre for preserve land as presented in Table VII-4. Appendix B provides further detail regarding the land value estimates.

The cost of land for parks and recreation facilities includes more than just the purchase cost of the land. Landscaping, site improvement, and parking costs are also considered. These costs can vary greatly, depending on the type of park. Based on information provided by Hernando County and other Florida jurisdictions, the estimated cost for landscaping, site preparation, and parking is \$10,000 per acre for all parks except for preserves. These figures result in overall land value of \$34 million or \$23,000 per acre. This figure is converted to land value of \$92 per resident using the adopted LOS standard for acreage.

Table VII-4
Land Cost per Resident

Variable	Park Type			
	Community	Preserve	Regional	Total
Land Purchase Cost per Acre ⁽¹⁾	\$25,000	\$5,000	\$25,000	
Landscaping, Site Prep., and Irrigation Cost per Acre ⁽²⁾	\$10,000	\$0	\$10,000	
Total Land Cost per Acre⁽³⁾	\$35,000	\$5,000	\$35,000	
Total Acres ⁽⁴⁾	520.65	597.80	375.00	1,493.45
Total Land Value⁽⁵⁾	\$18,222,750	\$2,989,000	\$13,125,000	\$34,336,750
Total Land Value per Acre⁽⁶⁾				\$22,992
Current LOS (Acres per 1,000 Residents) ⁽⁷⁾				4.00
Total Land Cost per Resident⁽⁸⁾				\$91.97

1) Source: Appendix B

2) Based on information from Hernando County and other jurisdictions

3) Sum of land purchase cost per acre and landscaping, site prep., and irrigation cost per acre (Items 1 and 2)

4) Source: Table VII-1

5) Total land cost per acre (Item 3) multiplied by total acres (Item 4)

6) Total land value (Item 5) divided by total acres (Item 4)

7) Source: Table VII-2

8) Total land value per acre (Item 6) multiplied by the achieved LOS (Item 6), divided by 1,000

Recreational Facility Value

To estimate current recreational facility value, multiple sources were reviewed to determine the unit cost of each recreational facility type, including insured values of the facilities, recent cost

information obtained for similar facilities from other jurisdictions and input from Hernando County representatives.

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

As shown in Table VII-5, the total recreational facility value for all parks is \$36 million, which equates to an average of nearly \$25,000 per acre and \$183 per resident.

**Table VII-5
Recreational Facility Values**

Description	Unit	Unit Cost ⁽¹⁾	Unit Count by Park Classification ⁽²⁾				Total Value by Park Type ⁽³⁾			
			Community	Preserve	Regional	All	Community	Preserve	Regional	All
Band Shell/ Stage	shell/stage	\$100,000	2	0	0	2	\$200,000	\$0	\$0	\$200,000
Boardwalk	sq. ft.	\$175	4,120	0	0	4,120	\$721,000	\$0	\$0	\$721,000
Boat Ramp/ Canoe/ Kayak Launch	lane	\$165,000	12	0	1	13	\$1,980,000	\$0	\$165,000	\$2,145,000
Community/ Activity Center	sq. ft.	\$130	17,656	0	0	17,656	\$2,295,280	\$0	\$0	\$2,295,280
Concession ⁽⁴⁾	sq. ft.	\$130	926	0	0	926	\$120,380	\$0	\$0	\$120,380
Courts:										
Basketball	court	\$50,000	14.5	0.0	1.0	15.5	\$725,000	\$0	\$50,000	\$775,000
Bocce Ball	court	\$11,000	4	0	0	4	\$44,000	\$0	\$0	\$44,000
Shuffleboard	court	\$13,500	6	0	0	6	\$81,000	\$0	\$0	\$81,000
Tennis	court	\$65,000	12	0	0	12	\$780,000	\$0	\$0	\$780,000
Volleyball	court	\$7,300	5	0	1	6	\$36,500	\$0	\$7,300	\$43,800
Dog Park	park	\$135,000	1	0	0	1	\$135,000	\$0	\$0	\$135,000
Fields:										
Baseball/Softball (Lighted)	field	\$310,000	16	0	0	16	\$4,960,000	\$0	\$0	\$4,960,000
Baseball/Softball (Not Lighted)	field	\$150,000	1	0	1	2	\$150,000	\$0	\$150,000	\$300,000
Mutli-Purpose (Not Lighted)	field	\$110,000	1	0	0	1	\$110,000	\$0	\$0	\$110,000
Soccer/Football (Lighted)	field	\$220,000	13	0	0	13	\$2,860,000	\$0	\$0	\$2,860,000
Soccer /Football (Not Lighted)	field	\$170,000	3	0	0	3	\$510,000	\$0	\$0	\$510,000
Tee-Ball (Not Lighted)	field	\$280,000	6	0	0	6	\$1,680,000	\$0	\$0	\$1,680,000
Fishing Pier	pier	\$375,000	2	0	1	3	\$750,000	\$0	\$375,000	\$1,125,000
Gazebo	gazebo	\$15,000	1	0	0	1	\$15,000	\$0	\$0	\$15,000
Horseshoes	pits	\$1,400	6	0	1	7	\$8,400	\$0	\$1,400	\$9,800
Observation Deck	deck	\$75,000	1	0	0	1	\$75,000	\$0	\$0	\$75,000
Observation Tower	tower	\$200,000	1	0	0	1	\$200,000	\$0	\$0	\$200,000
Parking	space	\$2,000	2,185	0	3	2,188	\$4,370,000	\$0	\$6,000	\$4,376,000
Pavilions	pavilion	\$75,000	25	0	3	28	\$1,875,000	\$0	\$225,000	\$2,100,000
Picnic Shelters	shelter	\$18,000	103	0	19	122	\$1,854,000	\$0	\$342,000	\$2,196,000
Playgrounds	playground	\$200,000	11	0	1	12	\$2,200,000	\$0	\$200,000	\$2,400,000
Restrooms ⁽⁴⁾	sq. ft.	\$130	3,349	0	0	3,349	\$435,370	\$0	\$0	\$435,370
Skateboard Park	skatepark	\$570,000	1	0	0	1	\$570,000	\$0	\$0	\$570,000
Walking/Bike Trail (paved)	mile of trail	\$453,000	2.40	0.00	0.00	2.40	\$1,087,200	\$0	\$0	\$1,087,200
Walking/Bike Trail (un-paved)	mile of trail	\$56,000	2.20	4.86	5.00	12.06	\$123,200	\$272,160	\$280,000	\$675,360
Facilities and Equipment Value							\$30,951,330	\$272,160	\$1,801,700	\$33,025,190
Architecture, Engineering, and Inspection @ 10%⁽⁵⁾										\$3,302,519
Total Facilities and Equipment Value⁽⁶⁾										\$36,327,709
Total Number of Acres⁽⁷⁾										1,493.45
Total Recreational Facility Cost per Acre⁽⁸⁾										\$24,325
Total Weighted Seasonal Population⁽⁹⁾										198,124
Total Facilities and Equipment Cost per Resident⁽¹⁰⁾										\$183.36

- 1) Estimates based on recent construction costs, insured values of the facilities, information provided by Hernando County representatives, and recent cost information obtained for similar facilities from other jurisdictions.
- 2) Source: Table VII-1
- 3) Inventory count by park type (Item 2) multiplied by the estimated unit cost (Item 1)
- 4) Concession and restroom facilities located at ballparks/fields are excluded since the cost of fields incorporates these facilities.
- 5) Facility and equipment value multiplied by 10% based on information provided by Hernando County and industry standards.
- 6) Sum of the facilities and equipment value and the architecture, engineering, and inspection cost (Item 5)
- 7) Source: Table VII-1
- 8) Total facilities and equipment value (Item 6) divided by total number of acres (Item 7)
- 9) Source: Appendix A, Table A-1
- 10) Total facilities and equipment value (Item 6) divided by the total weighted seasonal population (Item 9)

Total Impact Cost per Resident

Table VII-6 presents the total park land and recreation facilities value per resident as well as the distribution of asset value. As presented, the total park land and recreation facilities impact cost amounts to \$275 per resident, of which \$92 is for land and \$183 is for recreational facilities.

Table VII-6
Total Impact Cost per Resident

Variable	Per Weighted Resident	% of Total ⁽⁴⁾
Total Land Cost ⁽¹⁾	\$91.97	33.4%
Facility & Equipment Cost ⁽²⁾	\$183.36	66.6%
Total Impact Cost⁽³⁾	\$275.33	100.0%

1) Source: Table VII-4

2) Source: Table VII-5

3) Sum of land and facility and equipment cost per resident (Items 1 and 2)

4) Percentage of total parks and recreation facility cost per resident

Credit Component

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

Capital Expansion Credit

Capital expansion expenditure credits per resident were calculated based on non-impact fee revenue funding for capital expansion projects over the past five years and programmed over the next five years. To calculate the capital expenditure per resident, the average annual capital expansion expenditures are divided by average population for the same period. As shown in Table VII-7, the average expenditures over this period amounts to approximately \$550,000 per year and approximately \$4 per resident per year, which takes into account higher property taxes paid by new homes.

**Table VII-7
Capital Expansion Credit**

Description ⁽¹⁾	Fiscal Year										Total
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	
General Fund											
Ernie Wever Park Improvements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$637,000	\$0	\$637,000
Pine Island - Stem Wall	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$300,000
Anderson Snow Sports Plex	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$1,800,000	\$3,800,000
Lake Townsen - ADA Access Road	\$0	\$0	\$0	\$0	\$0	\$40,000	\$20,000	\$125,000	\$0	\$0	\$185,000
Cypress Lakes Trailhead Parking	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$0	\$0	\$0	\$60,000
Cypress Lakes Preserve Pavilion	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$75,000	\$0	\$0	\$75,000
Cypress Lakes Preserve Observation Platform	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$100,000
Cypress Lakes Kayak Launch	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$75,000	\$75,000
Fickett Hammock Pavilion	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$75,000	\$75,000
Pine Island Shed	\$0	\$6,732	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,732
Playground Equipment Lake Townsen Regional Park	\$0	\$0	\$60,029	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,029
Subtotal - General Fund	\$0	\$6,732	\$60,029	\$0	\$0	\$100,000	\$20,000	\$200,000	\$2,637,000	\$2,350,000	\$5,373,761
Non-General Fund/Non-Ad Valorem (FL Boating Improvement Program/Grants/Other)											
Lake Townsen Park Boat Ramp	\$0	\$0	\$0	\$0	\$122,000	\$0	\$0	\$0	\$0	\$0	\$122,000
Rogers Park Curbing And Ramps	\$0	\$0	\$17,023	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,023
Subtotal - Other Revenue Sources	\$0	\$0	\$17,023	\$0	\$122,000	\$0	\$0	\$0	\$0	\$0	\$139,023
Total Capital Expenditures	\$0	\$6,732	\$77,052	\$0	\$122,000	\$100,000	\$20,000	\$200,000	\$2,637,000	\$2,350,000	\$5,512,784
Average Annual Capital Expansion Expenditures ⁽²⁾											\$551,278
Average Annual Weighted Seasonal Population ⁽³⁾											198,949
Average Annual Capital Expansion Credit per Weighted Seasonal Resident ⁽⁴⁾											\$2.77
- Portion Funded with Ad Valorem Tax Revenue ⁽⁵⁾											\$1.77
- Portion Funded with Other Sources ⁽⁶⁾											\$1.00
Credit Adjustment Factor ⁽⁷⁾											1.50
Adjusted Capital Expansion Credit per Weighted Seasonal Resident ⁽⁸⁾											\$2.66
Total Adjusted Capital Expansion Credit per Weighted Seasonal Resident ⁽⁹⁾											\$3.66

1) Source: Hernando County

2) Source: Average annual capital expansion expenditures over the 10-year period

3) Source: Appendix A, Table A-1

4) Average annual capital expansion expenditures (Item 2) divided by average annual population (Item 3)

5) Portion of total capital expansion expenditures funded by ad valorem tax revenue. Figure represents approximately 66 percent of total expenditures.

6) Capital expansion credit per resident (Item 4) less portion funded with ad valorem tax revenue (Item 5)

7) Adjustment factor to reflect higher ad valorem taxes paid by new homes

8) Portion funded with ad valorem tax revenue (Item 5) multiplied by the credit adjustment factor (Item 7)

9) Sum of the adjusted capital expansion credit per functional resident (Item 8) and the portion funded with other sources (Item 6)

Net Parks & Recreational Facilities Impact Cost

The net parks and recreational facilities impact cost per resident is the difference between the cost component and the credit component. Table VII-8 summarizes the calculation of the net library facilities impact cost per resident. As presented, the net impact cost amounts to approximately \$212 per resident.

Table VII-8
Net Impact Cost per Resident

Variable	Impact Cost	Revenue Credits
Impact Cost		
Total Impact Cost per Resident ⁽¹⁾	\$275.33	
Revenue Credit		
Avg Annual Capital Expansion Credit per Resident ⁽²⁾		\$3.66
Capitalization Rate		3.00%
Capitalization Period (in years)		25
Present Value Capital Improvement Credit per Resident ⁽³⁾		\$63.73
Net Impact Cost		
Net Impact Cost per Resident ⁽⁴⁾	\$211.60	

1) Source: Table VII 6

2) Source: Table VII-7

3) Present value of annual credit per resident (Item 2) over a 25-year period with a capitalization rate of 3.00%. Interest rate provided by Hernando County.

4) Total impact cost per resident (Item 1) less the present value capital improvement credit per resident (Item 3)

Calculated Parks & Recreation Facilities Impact Fee Schedule

Table VII-9 presents the calculated parks and recreation facilities impact fee schedule for Hernando County for residential land uses, based on the net impact cost per resident previously presented in Table VII-8. Also presented is a comparison to the County's current adopted fee and percent change from the current fee.

Parks & Recreation Facilities Impact Fee Schedule Comparison of Select Land Uses

As part of the work effort in updating Hernando County's parks and recreation impact fee schedule, the County's calculated and adopted impact fee schedule was compared to the adopted fee schedules of select Florida counties. Table VII-9 presents this comparison.

Table VII-9
Calculated Parks & Recreation Facilities Impact Fee Schedule

Residential Land Use	Impact Unit	ITE LUC	Residents per Unit ⁽¹⁾	Calculated Impact Fee ⁽²⁾	Current Adopted Fee ⁽³⁾	% Change from Adopted ⁽⁴⁾
Residential:						
Single Family (detached)	du	210	2.32	\$491	\$411	20%
Multi-Family (Apartment/Condominium/Townhouse)	du	220/221/222	1.69	\$358	\$311	15%
Mobile Home	du	240	1.77	\$375	\$344	9%
Senior Housing (Detached)	du	251	1.78	\$377	\$411	-8%
Senior Housing (Attached)	du	252	1.29	\$273	\$288	-5%

1) Source: Appendix A, Table A-2

2) Net impact cost per resident from Table VII-8 multiplied by residents per unit (Item 1) for each land use

3) Source: Hernando County Planning and Development Department

4) Percent change from the adopted impact fee (Item 3) to the calculated impact fee (Item 2)

Table VII-10
Parks & Recreation Facilities Impact Fee Schedule Comparison of Select Land Uses

Land Use	Unit ⁽²⁾	Hernando County		Citrus County ⁽⁵⁾	Hillsborough County ⁽⁶⁾	Lake County ⁽⁷⁾	Manatee County ⁽⁸⁾	Pasco County ⁽⁹⁾	Polk County ⁽¹⁰⁾
		Existing ⁽³⁾	Calculated ⁽⁴⁾						
Date of Last Update		2012	2020	2021	2020	2003	2020	2015	2019
Assessed Portion of Calculated ⁽¹⁾		100%	N/A	100%	55%	95%	N/A	56%	100%
Residential:									
Single Family (2,000 sq ft)	du	\$411	\$491	\$661	\$1,815	\$222	\$2,470	\$892	\$417
Multi-Family (1,300 sq ft)	du	\$311	\$358	\$509	\$1,447	\$171	\$1,603	\$627	\$309
Mobile Home (1,300 sq ft)	du	\$411	\$375	\$628	\$1,147	\$177	\$1,603	\$627	\$304

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: Hernando County Planning & Development Department

4) Source: Table VII-9

5) Source: Citrus County Growth Management Department

6) Source: Hillsborough County Development Services Department

7) Source: Lake County Planning and Zoning Office

8) Source: Tindale Oliver Manatee County Impact Fee Study Update, December 2020. Fees shown are proposed fees that are going through the implementation process.

9) Source: Pasco County Central Permitting Department

10) Source: Polk County Fees

Appendix A
Demand Component
Population: Supplemental Information

Appendix A: Population

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. A consistent approach to developing population estimates and projections is an important component of the data compilation process. This report includes three types of population:

- Permanent residents, which represent year-round residents of Hernando County. These figures are obtained from the University of Florida, Bureau of Economic & Business Research (BEBR).
- Seasonal residents, which represents part-time residents of Hernando County, defined as those live in the county less than 6 months per year. In addition, this group also includes visitors that typically stay at hotels or with family and friends for shorter time frames. It is important to include this population in the calculations since they benefit from government infrastructure. Weighted seasonal population accounts for the fact that seasonal residents and visitors are in the county only part of the year.
- Functional population adds worker flow in and out of the county to arrive to annual population. It also distributes residents, visitors, and workers time among residential and non-residential land uses throughout the day. It is used for fees charged to both residential and non-residential land uses, such as fire/EMS, public buildings, etc. A more detailed explanation of functional population calculations is included later in this Appendix.

Hernando County provides countywide service for fire/EMS, law enforcement, correctional facilities, library and parks and recreation facilities. Although the City of Brooksville has a Fire Department, the County Fire Department assists the City.

Table A-1 presents the countywide weighted seasonal population trend. The projections indicate that the 2020 weighted seasonal population of the County is approximately 198,000 and is estimated to increase to 252,000 (increase of 54,000) by 2045. Based on these estimates, the projected population growth rate averages 1.0 percent per year between 2020 and 2045.

Table A-1
Weighted Seasonal Population Trends and Projections

Year	Hernando County ⁽¹⁾
2000	135,227
2001	138,175
2002	142,155
2003	147,067
2004	153,074
2005	160,148
2006	167,511
2007	173,861
2008	177,113
2009	177,695
2010	178,083
2011	178,426
2012	178,453
2013	179,179
2014	180,361
2015	182,283
2016	185,050
2017	187,502
2018	191,339
2019	194,179
2020	198,124
2021	200,918
2022	203,751
2023	206,624
2024	209,537
2025	212,468
2026	215,040
2027	217,642
2028	220,275
2029	222,940
2030	225,664
2031	227,695
2032	229,744
2033	231,812
2034	233,898
2035	235,973
2036	237,648
2037	239,335
2038	241,035
2039	242,746
2040	244,529
2041	245,996
2042	247,473
2043	248,958
2044	250,451
2045	251,952

1) Source: Table A-10

Apportionment of Demand by Residential Unit Type and Size

Table A-2 presents the population per housing unit (PPH) for the residential categories countywide based on 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	Population ⁽¹⁾	Housing Units ⁽²⁾	Population per Housing Unit ⁽³⁾
Single Family (detached)	153,530	66,043	2.32
Multi-Family	9,967	5,887	1.69
Mobile Home	26,186	14,814	1.77
Total/Weighted Average	189,683	86,744	2.19
Senior Housing (Detached) ⁽⁴⁾	117,404	66,043	1.78
Senior Housing (Attached) ⁽⁵⁾	7,622	5,887	1.29
Congregate Care Facility/Continuing Care Retirement Center ⁽⁶⁾	125,026	71,930	1.74

1) Source: 2019 American Community Survey (ACS); 5-Yr. Estimates, Table B25033 (adjusted for seasonal population)

2) Source: 2019 ACS, 5-Year Estimates, Table DP04

3) Population (Item 1) divided by housing units (Item 2)

4) Estimate for Senior Housing (Detached) 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

5) Estimate for Senior Housing (Attached) 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

6) Estimate for congregate care facility is based on people per household figures for single 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

Note: 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 0.76 (128-hour presence divided by 168 hours in one week). A person commuting into the county to work five days per week would have a functional population coefficient of 0.30 (50-hour presence divided by 168 hours in one week). Similarly, a person traveling into the community to shop at stores, perhaps averaging 8 hours per week, would have a functional population coefficient of 0.05.

Functional population thus tries to capture the presence of all people within the community, whether residents, workers, or visitors, to arrive at 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)¹. 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 Hernando County's functional population, an analysis

¹ Arthur C. Nelson and James C. Nicholas, "Estimating Functional Population for Facility Planning," *Journal of Urban Planning and Development* 118(2): 45-58 (1992)

of the County's population and employment characteristics was conducted. Tables A-3 and A-4 present this analysis for the County. Based on this analysis, Hernando County residents, on average, spend 16.8 hours each day at their place of residence. This corresponds to approximately 70 percent of each 24-hour day at their place of residence and the other 30 percent away from home.

Table A-3
Population & Employment Characteristics

Calculation Step	Figure
Total workers living in Hernando County ⁽¹⁾	59,332
Total Population (2016) ⁽²⁾	179,503
Total workers as a percent of population ⁽³⁾	33%
School age population (5-17 years) (2016) ⁽⁴⁾	25,445
School age population as a percent of population ⁽⁵⁾	14%
Population net of workers and school age population ⁽⁶⁾	94,726
Other population as a percent of total population ⁽⁷⁾	53%

1) Source: Census Transportation Planning Package (CTPP), 2010

2) Source: 2016 ACS 5-Yr Estimates, B01001

3) Total workers (Item 1) divided by population (Item 2)

4) Source: 2016 ACS 5-Yr Estimates, B01001

5) Total school age population (Item 4) divided by 2016 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 2016 population (Item 2)

Table A-4
Residential Coefficient for 24-Hour Functional Population

Population Group	Hours at Residence ⁽¹⁾	Percent of Population ⁽²⁾	Effective Hours ⁽³⁾
Workers	13	33%	4.3
Students	15	14%	2.1
Other	20	53%	10.6
Total Hours at Residence ⁽⁴⁾			17.0
Residential Functional Population Coefficient⁽⁵⁾			70.8%

1) Estimated

2) Source: Table A-3

3) Hours at residence (Item 1) multiplied by the percent of population (Item 2)

4) Sum of effective hours (Item 3)

5) Sum of effective hours (Item 4) divided by 24

The resulting percentage from Table A-4 is used in the calculation of the residential coefficient for the 24-hour functional population. These actual calculations are presented in Table A-5.

Non-Residential Functional Population

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

Specific calculations include:

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

Table A-5 shows the functional population coefficients for residential and non-residential uses in Hernando County, which are used to estimate the 2020 functional population for the countywide service area in Tables A-6.

Table A-5
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	0.708																														
Natural Resources	N/A	9.00	3.10	1.55	1.32	1.38	0.09	1.00	7.00	0.379																														
Construction	110	9.00	3.10	1.55	1.32	1.38	0.09	1.00	5.00	0.271																														
Manufacturing	140	9.00	2.51	1.26	1.32	1.38	0.08	1.00	5.00	0.270																														
Transportation, Communication, Utilities	110	9.00	3.10	1.55	1.32	1.38	0.09	1.00	5.00	0.271																														
Wholesale Trade	150	9.00	5.05	2.53	1.32	1.38	0.15	1.00	5.00	0.272																														
Retail Trade	820	9.00	50.50	25.25	1.24	1.73	12.37	1.50	7.00	1.148																														
Finance, Insurance, Real Estate	710	9.00	3.33	1.67	1.24	1.73	0.82	1.00	5.00	0.292																														
Services ⁽⁹⁾	N/A	9.00	20.32	10.16	1.24	1.73	4.98	1.00	6.00	0.499																														
Government ⁽¹⁰⁾	730	9.00	7.45	3.73	1.24	1.73	1.83	1.00	7.00	0.451																														
(1) Estimated																																								
(2) Trips per employee represents all trips divided by the number of employees and is based on Trip Generation 11th Edition (Institute of Transportation Engineers 2017) as follows:																																								
ITE Code 110 at 3.10 weekday trips per employee, Volume 2 - Industrial Land Uses, page 39																																								
ITE Code 140 at 2.51 weekday trips per employee, Volume 2 - Industrial Land Uses, page 76																																								
ITE Code 150 at 5.05 weekday trips per employee, Volume 2 - Industrial Land Uses, page 104																																								
ITE Code 710 at 3.33 weekday trips per employee, Volume 2 Office Land Uses, page 716																																								
ITE Code 730 at 7.45 weekday trips per employee, Volume 2 Office Land Uses, page 795																																								
ITE Code 820 (page 186) based on blended average of trips by retail center size calculated below.																																								
Trips per retail employee from the following table:																																								
<table><tr><td>Retail Scale</td><td>Trip Rate</td><td>Sq Ft per Employee⁽¹¹⁾</td><td>Trips per Employee</td><td>Share</td><td>Weighted Trips</td></tr><tr><td>Less than 40k sq. ft.</td><td>54.45</td><td>802</td><td>44</td><td>50.0%</td><td>22.00</td></tr><tr><td>Retail (40k to 150k sq. ft.)</td><td>67.52</td><td>975</td><td>66</td><td>35.0%</td><td>23.10</td></tr><tr><td>Retail (greater than 150k sq. ft.</td><td>37.01</td><td>963</td><td>36</td><td>15.0%</td><td>5.40</td></tr><tr><td>Sum of Weighted Trips/1k sq.ft.</td><td></td><td></td><td></td><td></td><td>50.50</td></tr></table>											Retail Scale	Trip Rate	Sq Ft per Employee⁽¹¹⁾	Trips per Employee	Share	Weighted Trips	Less than 40k sq. ft.	54.45	802	44	50.0%	22.00	Retail (40k to 150k sq. ft.)	67.52	975	66	35.0%	23.10	Retail (greater than 150k sq. ft.	37.01	963	36	15.0%	5.40	Sum of Weighted Trips/1k sq.ft.					50.50
Retail Scale	Trip Rate	Sq Ft per Employee⁽¹¹⁾	Trips per Employee	Share	Weighted Trips																																			
Less than 40k sq. ft.	54.45	802	44	50.0%	22.00																																			
Retail (40k to 150k sq. ft.)	67.52	975	66	35.0%	23.10																																			
Retail (greater than 150k sq. ft.	37.01	963	36	15.0%	5.40																																			
Sum of Weighted Trips/1k sq.ft.					50.50																																			
(3) Trip per employee (Item 2) multiplied by 0.5.																																								
(4) Journey-to-Work Occupants per Trip from 2001 Nationwide 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 Nationwide 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-7 for residential and the equation below to determine the Functional Population Coefficient per Employee for all land-use categories except residential includes the following:																																								
$\frac{((\text{Days per Week} \times \text{Employee Hours in Place}) + (\text{Visitors per Employee} \times \text{Visitor Hours per Trip} \times \text{Days per Week}))}{(24 \text{ Hours per Day} \times 7 \text{ Days per Week})}$																																								
(9) Trips per employee for the services category is the average trips per employee for the following service related land use categories: fine dining, high-turnover restaurant, supermarket, hotel, motel, elementary school, middle school, high school, hospital, medical office, and church. Source for the trips per employee figure from ITE, 11th ed., when available.																																								
(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, 2003																																								

Table A-6
Countywide Functional Population (2020)

Population Category	Hernando County Baseline Data ⁽¹⁾	Functional Resident Coefficient ⁽²⁾	Functional Population ⁽³⁾
2020 Weighted Population	198,124	0.708	140,272
Employment Category			
Natural Resources	1,146	0.379	434
Construction	4,662	0.271	1,263
Manufacturing	2,770	0.270	748
Transportation, Communication, and Utilities	4,242	0.271	1,150
Wholesale Trade	949	0.272	258
Retail Trade	9,801	1.148	11,252
Finance, Insurance, and Real Estate	6,137	0.292	1,792
Services	33,529	0.499	16,731
Government Services	6,282	0.451	2,833
Total Employment by Category Population ⁽⁴⁾			36,461
2020 Total Functional Population⁽⁵⁾			176,733

1) Source: Table A-1 for population and 2019 Woods & Poole for employment data (2020 estimates)

2) Source: Table A-5

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-7 presents the County's annual functional population figures from 2000 through 2045, based on the 2020 functional population figure from Table A-6, and the annual population growth rates from the population figures previously presented in Table A-1.

Table A-7
Functional Population (2000 - 2045)

Year	Hernando County ⁽¹⁾
2000	120,595
2001	123,248
2002	126,822
2003	131,261
2004	136,643
2005	142,929
2006	149,504
2007	155,185
2008	158,134
2009	158,608
2010	158,925
2011	159,243
2012	159,243
2013	159,880
2014	160,999
2015	162,770
2016	165,212
2017	167,360
2018	170,707
2019	173,268
2020	176,733
2021	179,207
2022	181,716
2023	184,260
2024	186,840
2025	189,456
2026	191,729
2027	194,030
2028	196,358
2029	198,714
2030	201,099
2031	202,909
2032	204,735
2033	206,578
2034	208,437
2035	210,313
2036	211,785
2037	213,267
2038	214,760
2039	216,263
2040	217,777
2041	219,084
2042	220,399
2043	221,721
2044	223,051
2045	224,389

Source: Tables A-6 for 2020. Remaining years are based on growth rates of the weighted seasonal population from Table A-1

Functional Residents by Specific Land Use Category

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

Residential and Transient Land Uses

As mentioned previously, different functional population coefficients need to be developed for each impact fee service area to be analyzed. For residential and transient land uses, these coefficients are displayed in Table A-8. In the case of transient land uses, secondary sources, such as Florida's Adventure Coast, Brooksville-Weeki Wachee and the Florida Department of Elderly Affairs, are used to determine the occupancy rate for hotels, motels, congregate care facilities (CCF), and nursing homes.

Non-Residential Land Uses

A similar approach is used to estimate functional residents for non-residential land uses. Table A-9 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 resident coefficients by land use. These coefficients by land use create the demand component for the select impact fee programs and will be used in the calculation of the impact fee per unit for each land use category in the select impact fee schedules.

Table A-8
Functional Residents 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⁾	Functiona Residents Per Unit ⁽⁹⁾
Residential:										
Single Family (detached)	du	210	2.32	-	-	-	-	-	-	1.64
Multi-Family (Apartment/Condominium/Townhouse)	du	220/221/222	1.69	-	-	-	-	-	-	1.20
Mobile Home	du	240	1.77	-	-	-	-	-	-	1.25
Senior Housing (Detached)	du	251	1.78	-	-	-	-	-	-	1.26
Senior Housing (Attached)	du	252	1.29	-	-	-	-	-	-	0.91
Transient, Assisted, Group:										
Congregate Care Facility/Continuing Care Retirement Center	du	253/255	1.74	90%	1.57	16	0.56	9	7	1.26
Assisted Living	bed	254	1.00	90%	0.90	20	0.61	9	7	0.98
Hotel	room	310	3.00	63%	1.89	12	0.56	9	7	1.16
Motel	room	320	3.00	63%	1.89	12	0.13	9	7	0.99
Nursing Home	bed	620	1.00	90%	0.90	20	0.92	9	7	1.10
<p>(1) Land use code from the Institute of Transportation Engineers (ITE) Trip Generation Handbook, 11th Edition</p> <p>(2) Estimates for the residential land uses and congregate care facility/continuing care retirement center from Table A-2; estimates for the hotel/motel land use is based on data obtained from Florida's Adventure Coast, Brooksville-Weeki Wachee; and the estimate used for assisted living facility/nursing home is based on 1 person per bed.</p> <p>(3) Source for hotel/motel occupancy: Florida's Adventure Coast, Brooksville-Weeki Wachee. Average hotel/motel occupancy rate for 2016 through 2019. Source for assisted living facility/nursing home occupancy rate is the Florida Department of Elder Affairs, Hernando County Profile. Average occupancy rate for 2016-2018.</p> <p>(4) Residents per unit times occupancy rate (Item 3)</p> <p>(5), (7), (8) Estimated</p> <p>(6) Adapted from ITE Trip Generation Handbook, 11th Edition</p> <p>(9) For residential this is Residents Per Unit times 0.708. For Transient, Assisted, and Group it is:</p> <p style="text-align: center;">$\frac{[(\text{Adjusted Residents per Unit} \times \text{Hours at Place} \times \text{Days per Week}) + (\text{Workers Per Unit} \times \text{Work Hours Per Day} \times \text{Days per Week})]}{(24 \text{ Hours per Day} \times 7 \text{ Days per Week})}$</p>										

Table A-9
Functional Resident Coefficients for Non-Residential Land Uses

ITE LUC ⁽¹⁾	Land Use	Impact Unit	Trips Per Unit ⁽²⁾	Trips Per Employee ⁽³⁾	Employees Per Unit ⁽⁴⁾	One-Way Factor @ 50% ⁽⁵⁾	Worker Hours ⁽⁶⁾	Occupants Per Trip ⁽⁷⁾	Visitors ⁽⁸⁾	Visitor Hours Per Trip ⁽⁹⁾	Days Per Week ⁽¹⁰⁾	Functional Resident Coefficient ⁽¹¹⁾
RECREATIONAL:												
416	RV Park	occupied site	1.62	n/a	1.20	0.81	9	1.87	0.31	1.50	7	0.47
420	Marina	boat berth	2.41	20.52	0.12	1.21	9	1.87	2.14	1.00	7	0.13
430	Golf Course	acre	3.74	20.52	0.18	1.87	9	1.87	3.32	0.25	7	0.10
445	Movie Theater	screen	114.83	53.12	2.16	57.42	9	1.87	105.22	1.00	7	5.19
492	Health/Fitness Club	1,000 sf	34.50	27.25	1.27	17.25	9	1.87	30.99	1.50	7	2.41
INSTITUTIONAL:												
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	2.10	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 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 greater 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	Public Assembly	1,000 sf	7.60	20.64	0.37	3.80	9	1.79	6.43	1.00	7	0.41
565	Day Care Center	1,000 sf	49.63	21.38	2.32	24.82	9	1.79	42.11	0.15	5	0.81
MEDICAL:												
610	Hospital	1,000 sf	10.77	3.77	2.86	5.39	9	1.54	5.44	1.00	7	1.30
630	Clinic	1,000 sf	37.39	13.90	2.69	18.70	9	1.54	26.11	1.00	5	1.50
OFFICE:												
710	Office	1,000 sf	10.84	3.33	3.26	5.42	9	1.27	3.62	1.00	5	0.98
720	Medical Office 10,000 sq ft or less	1,000 sf	23.83	8.71	2.74	11.92	9	1.54	15.62	1.00	5	1.20
	Medical Office greater than 10,000 sq ft	1,000 sf	34.21	8.71	3.93	17.11	9	1.54	22.42	1.00	5	1.72
RETAIL:												
812	Building Materials/Lumber Store	1,000 sf	17.05	25.77	0.66	8.53	9	1.72	14.01	0.50	7	0.54
813	Discount Superstore, Free-Standing	1,000 sf	50.58	21.90	2.31	25.29	9	1.72	41.19	0.50	7	1.72
816	Hardware/Paint Store	1,000 sf	8.07	27.69	0.29	4.04	9	1.72	6.66	0.50	7	0.25
822	Retail/Shopping Center 40,000 sf gla or less	1,000 sf gla	54.45	17.42	3.13	27.23	9	1.72	43.71	0.50	7	2.08
821	Retail/Shopping Center 40,001 to 150,000 sf gla	1,000 sf gla	67.52	17.42	3.88	33.76	9	1.72	54.19	0.50	7	2.58
820	Retail/Shopping Center greater than 150,000 sf gla	1,000 sf gla	37.01	17.42	2.12	18.51	9	1.72	29.72	0.50	7	1.41
840/841	New/Used Auto Sales	1,000 sf	24.58	11.84	2.08	12.29	9	1.72	19.06	1.00	7	1.57
850	Supermarket	1,000 sf	94.48	43.86	2.15	47.24	9	1.72	79.10	0.50	7	2.45
862	Home Improvement Superstore	1,000 sf	30.74	n/a	2.50	15.37	9	1.72	23.94	1.00	7	1.94
880/881	Pharmacy/Drug Store with & without Drive-Thru	1,000 sf	103.86	69.17	1.50	51.93	9	1.72	87.82	0.35	7	1.84
890	Furniture Store	1,000 sf	6.30	10.93	0.58	3.15	9	1.72	4.84	0.50	7	0.32
SERVICES:												
912	Bank/Savings Drive-In	1,000 sf	103.73	32.73	3.17	51.87	9	1.72	86.05	0.15	6	1.48
931	Fine Dining/Quality Restaurant	1,000 sf	86.03	17.90	4.81	43.02	9	2.32	95.00	1.00	7	5.76
932	High-Turnover (Sit-Down) Restaurant	1,000 sf	103.46	21.26	4.87	51.73	9	2.32	115.14	0.75	7	5.42
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	481.99	44.52	10.83	241.00	9	2.32	548.29	0.25	7	9.77
942	Automobile Care Center	1,000 sf	28.19	14.30	1.97	14.10	9	1.72	22.28	1.00	7	1.67

Table A-9 (Continued)

Functional Resident Coefficients for Non-Residential Land Uses

ITE LUC ⁽¹⁾	Land Use	Impact Unit	Trips Per Unit ⁽²⁾	Trips Per Employee ⁽³⁾	Employees Per Unit ⁽⁴⁾	One-Way Factor @ 50% ⁽⁵⁾	Worker Hours ⁽⁶⁾	Occupants Per Trip ⁽⁷⁾	Visitors ⁽⁸⁾	Visitor Hours Per Trip ⁽⁹⁾	Days Per Week ⁽¹⁰⁾	Functional Resident Coefficient ⁽¹¹⁾
SERVICES:												
944	Gas Station w/Convenience Market <2,000 sq ft	fuel pos.	172.01	275.78	0.62	86.01	9	1.72	147.32	0.20	7	1.46
945	Gas Station w/Convenience Market 2,000-2,999 sq ft	fuel pos.	264.38	241.21	1.10	132.19	9	1.72	226.27	0.20	7	2.30
	Gas Station w/Convenience Market 3,000+ sq ft	fuel pos.	345.75	241.21	1.43	172.88	9	1.72	295.92	0.20	7	3.00
947	Self-Service Car Wash	service bay	43.94	n/a	0.50	21.97	9	1.72	37.29	0.50	7	0.96
n/a	Convenience/Gasoline/Fast Food Restaurant	1,000 sf	984.59	n/a	2.50	492.30	9	1.72	844.26	0.20	7	7.97
INDUSTRIAL:												
110	General Light Industrial	1,000 sf	4.87	3.10	1.57	2.44	9	1.46	1.99	1.00	5	0.48
130	Industrial Park	1,000 sf	3.37	2.91	1.16	1.69	9	1.46	1.31	1.00	5	0.35
140	Manufacturing	1,000 sf	4.75	2.51	1.89	2.38	9	1.46	1.58	1.00	5	0.55
150	Warehouse	1,000 sf	1.71	5.05	0.34	0.86	9	1.46	0.92	0.75	5	0.11
151	Mini-Warehouse	1,000 sf	1.46	61.90	0.02	0.73	9	1.46	1.05	0.75	7	0.04

Sources:

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

(2) Land uses and trip generation rates consistent with those included in the Roads Impact Fee Update Study, FINAL June 29, 2020

(3) Trips per employee from ITE Trip Generation Handbook, 11th Edition, when available

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

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

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

(7) Nationwide Personal Transportation Survey

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

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

Table A-10
Weighted Seasonal Population Projections Countywide

Year	Permanent Population ⁽¹⁾	Seasonal Population ⁽²⁾	Total Weighted Season Population ⁽³⁾
2000	130,802	4,425	135,227
2001	133,652	4,523	138,175
2002	137,502	4,653	142,155
2003	142,254	4,813	147,067
2004	148,063	5,011	153,074
2005	154,905	5,243	160,148
2006	162,028	5,483	167,511
2007	168,170	5,691	173,861
2008	171,316	5,797	177,113
2009	171,878	5,817	177,695
2010	172,778	5,305	178,083
2011	173,078	5,348	178,426
2012	173,104	5,349	178,453
2013	173,808	5,371	179,179
2014	174,955	5,406	180,361
2015	176,819	5,464	182,283
2016	179,503	5,547	185,050
2017	181,882	5,620	187,502
2018	185,604	5,735	191,339
2019	188,358	5,821	194,179
2020	192,186	5,938	198,124
2021	194,896	6,022	200,918
2022	197,644	6,107	203,751
2023	200,431	6,193	206,624
2024	203,257	6,280	209,537
2025	206,100	6,368	212,468
2026	208,594	6,446	215,040
2027	211,118	6,524	217,642
2028	213,673	6,602	220,275
2029	216,258	6,682	222,940
2030	218,900	6,764	225,664
2031	220,870	6,825	227,695
2032	222,858	6,886	229,744
2033	224,864	6,948	231,812
2034	226,888	7,010	233,898
2035	228,900	7,073	235,973
2036	230,525	7,123	237,648
2037	232,162	7,173	239,335
2038	233,810	7,225	241,035
2039	235,470	7,276	242,746
2040	237,200	7,329	244,529
2041	238,623	7,373	245,996
2042	240,055	7,418	247,473
2043	241,495	7,463	248,958
2044	242,944	7,507	250,451
2045	244,400	7,552	251,952

- 1) Source: 2000 through 2020 is the U.S. Census and the Bureau of Economic and Business Research (BEBR).
- 2) Seasonal population is estimated by multiplying permanent population (Item 1) by the ratio of seasonal to permanent population from the 2000 U.S. Census for years 2001-2009 and the 2010 U.S. Census for years 2011-2045. The figures are weighed by 0.42 to account for seasonal residents only residing in the County for a portion of the year (assume 5 months; 5 months divided by 12 months = 0.42). Hotel/motel visitors are estimated based on information obtained from Florida's Adventure Coast, Brooksville-Weeki Wachee.
- 3) Sum of permanent population (Item 1) and seasonal population (Item 2)

Appendix B
Cost Component
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/EMS, public buildings, libraries, and parks and recreation facilities impact fees.

Building Values

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

- Recent construction by Hernando County, as applicable;
- Cost estimates for future facilities;
- Insurance values of existing facilities;
- Data from other jurisdictions; and
- Discussions with the representatives from Hernando County.

The following paragraphs provide a summary for each service area.

Fire/EMS Stations and Buildings

Fire/EMS building inventory includes stations as well as other support facilities. As part of the cost estimates the following was considered:

- The County has not built any new station over the past five years.
- The 2012 study used a building cost of \$300 per square foot. Bringing this cost to 2020 dollars using the Engineering News-Records (ENR) Building Cost Index results in \$360 per square foot.
- The insured values of the stations average \$130 per square foot while the warehouse is insured for \$90 per square foot. Insurance values tend to be conservative estimates because insurance companies exclude the value of the foundation and other more permanent parts of the structure since they would not have to be rebuilt if the structure was damaged or lost.
- Cost estimates for future stations ranges from \$275 per square foot to \$422 per square foot.
- Benesch supplemented the local data with cost estimates utilized in recently completed fire/EMS impact fee studies. This analysis reviewed data from studies conducted between 2016 and 2020, which ranged from \$250 per square foot to \$465 per square foot for building construction only.

Given this information an average construction cost of \$325 per square foot is used for all buildings, except for the warehouse, which is valued at \$160 per square foot. Table B-1 provides a summary of this information.

Table B-1
Fire Rescue Building Value Estimates

Facility/Source	Year	Cost per Square Foot
2012 Study ⁽¹⁾		
Estimated Cost	2012	\$300
Indexed Value	2020	\$357
Upcoming Construction ⁽²⁾		
Station 2	2021	\$364
Station 5	2021	\$276
Station 9	2022	\$390
Station 15	2024	\$422
Admin/Training Complex	2022	\$321
Insurance Values ⁽³⁾		
- Fire Stations	2020	\$128
- Warehouse	2020	\$90
Other Florida Jurisdictions ⁽⁴⁾		
- Fire Stations	2016 - 2020	\$250 to \$465
Estimates Used in the Study		
- Fire Stations	2020	\$325
- Warehouse/Support		\$160

- 1) Source: Hernando County. 2012 cost is indexed using Engineering News-Records' Building Cost Index
- 2) Source: Hernando County
- 3) Source: Hernando County
- 4) Source: Recent impact fee studies

Public Buildings

Public buildings inventory include general government buildings, law enforcement buildings and correctional facilities. For public buildings cost estimates, the following analysis was used.

- The County has not built any new government buildings over the past five years.
- The insured values of the primary buildings averaged \$200 per square foot while the support buildings averaged \$20 per square foot. Insurance values are viewed as conservative estimates since not all component of a building is insured.
- Cost estimate for the new Government Center is \$400 per square foot.

- Building cost data from other jurisdictions ranged from \$155 per square foot to \$300 per square foot.

Given this information an average construction cost of \$230 per square foot is used for primary buildings and \$80 per square foot for support buildings. Table B-2 provides a summary of this information.

Table B-2
Public Buildings -- Building Value Estimates

Facility/Source	Year	Cost per Square Foot
<i>Upcoming Construction</i> ⁽¹⁾		
New Government Center	FY 21-23	\$397
<i>Insurance Values</i> ⁽²⁾		
- Primary Buildings	2020	\$203
- Support Buildings	2020	\$19
<i>Other Florida Jurisdictions</i> ⁽³⁾		
- Public Buildings	2016 - 2020	\$155 to \$300
<i>Estimates Used in the Study</i>		
- Primary Buildings	2020	\$230
- Support Buildings		\$80

1) Source: Hernando County

2) Source: Hernando County

3) Source: Recent impact fee studies

Libraries

The following analysis was conducted for library cost estimates:

- Hernando County has not built any new libraries over the past five years and there are no estimates available for future libraries.
- The 2012 study estimate was \$260 per square foot. With indexing based on ENR Building Cost Index, the cost would be \$310 in 2020 dollars.
- The insurance values of the existing libraries averaged \$235 per square foot. Insurance values tend to be conservative estimates because insurance companies exclude the value of the foundation and other more permanent parts of the structure since they would not have to be rebuilt if the structure was damaged or lost.
- Benesch supplemented the local data with cost estimates utilized in recently completed library impact fee studies. This analysis reviewed data from studies conducted between

2014 and 2020, which ranged from \$230 per square foot to \$370 per square foot for building construction only.

Given this information, library building cost is estimated at \$300 per square foot for impact fee calculation purposes.

Recreational Facilities

Similar to other facilities, recreational facility values are based on the following:

- Insurance values of existing facilities;
- Facility values obtained from other jurisdictions; and
- Discussions with the County representatives.

The resulting estimates are presented in Table VII-5, earlier in this report.

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 any);
- Land value of current inventory as reported by the Hernando County Property Appraiser (HCPA);
- Value of vacant land by size and by land use;
- Vacant land sales between 2017 and 2020 by size and by land use; and
- Discussions with the County representatives.

Fire/EMS

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

- The County estimates the cost of purchasing land for the Administrative/Training Facility at \$62,500 per acre.
- The value of parcels where current stations are located averages \$37,000 per acre, with a range of \$8,200 per acre to \$194,000 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.
- Vacant land sales of similarly sized parcels (1 to 6 acres) between 2017 and 2020 averaged \$48,000 per acre with a median value of \$36,000 per acre for all vacant land use types.

These prices were higher for commercial properties, with an average of \$139,000 per acre and a median value of \$106,000 per acre.

- Similarly, the value of vacant land reported by the Property Appraiser averaged \$40,000 per acre with a median value of \$16,000 per acre for all vacant properties. For commercial properties, the average value is estimated at \$112,000 per acre with a median value of \$96,000 per acre.

Given this information, the average land value of **\$62,500 per acre** is determined to be a reasonable estimate for fire/EMS impact fee calculation purposes.

Public Buildings

The land value estimate for public buildings is based on the following:

- Land cost for the new government center is estimated at \$100,000 per acre based on a recent appraisal.
- The value of parcels where current public buildings are located averages \$43,000 per acre, with a range of \$8,000 per acre to \$131,000 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.
- Vacant land sales of similarly sized parcels (1 to 25 acres) between 2017 and 2020 averaged \$41,000 per acre with a median value of \$35,000 per acre for all vacant land use types. These prices were lower for residential properties, with an average of \$25,000 per acre and a median value of \$26,000 per acre.
- Similarly, the value of vacant land reported by the Property Appraiser averaged \$38,000 per acre with a median value of \$17,000 per acre for all vacant properties. For residential properties, the average value is estimated at \$18,000 per acre with a median value of \$14,000 per acre.

Given this information and based on discussions with representatives from Hernando County, an average land value of **\$50,000 per acre** is determined to be a reasonable estimate for public buildings impact fee calculation purposes.

Libraries

The land value estimate for libraries is based on the following:

- Value of land where existing libraries are located averages \$43,000 per acre, with a range of \$16,000 per acre to \$150,000 per acre. When the high end of this range (\$150,000 per

acre associated with the Main Library) is excluded, the average value decreases to \$28,000 per acre. As mentioned previously, 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.

- Vacant land sales of similarly sized parcels (5 acres to 10 acres) between 2017 and 2020 averaged \$15,000 per acre, which is also the median value for all vacant land use types.
- The value of vacant land reported by the Property Appraiser averaged \$39,000 per acre with a median value of \$30,000 per acre for all vacant properties.

Given this information and based on discussions with representatives from Hernando County, an average land value of **\$30,000 per acre** is determined to be a reasonable estimate for library impact fee calculation purposes.

Parks

The park land value estimate is based on the following:

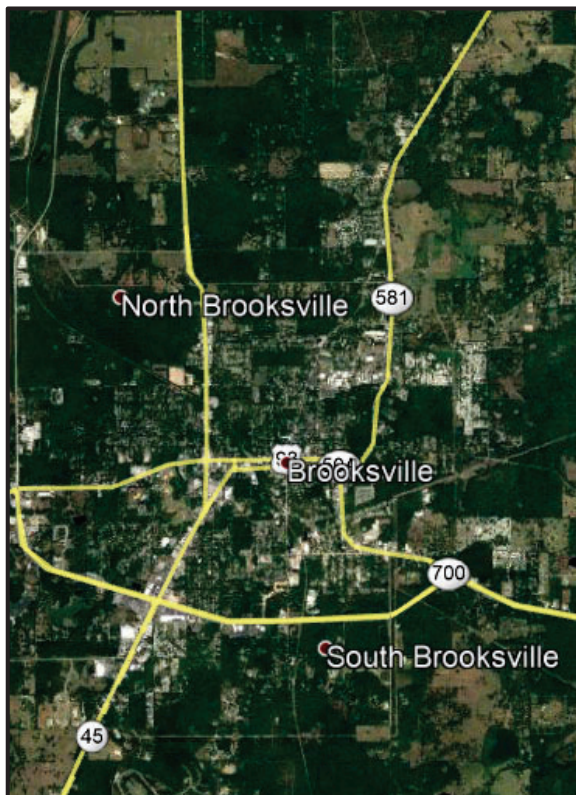
- The value of parcels where current parks are located averages \$10,000 per acre. However, depending on park type, there is a variation in land value. For example, while land value of preserves averages \$5,000 per acre while non-preserve park land is valued at \$13,000 per acre. Property Appraiser 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.
- Vacant land sales of similarly sized parcels between 2017 and 2020 averaged \$58,000 per acre with a median value of \$46,000 per acre. In the case of residential properties, the average sales price was \$50,000 per acre with a median of \$44,000 per acre.
- Similarly, the value of non-preserve land reported by the Property Appraiser averaged \$42,000 per acre with a median value of \$37,000 per acre for all vacant land. In the case of residential properties, the average land value was \$27,000 per acre and the median was \$35,000 per acre.

Given this information, an average land value of **\$25,000 per acre** is determined to be a reasonable estimate for non-preserve park land and **\$5,000 per acre** for preserve park land for impact fee calculation purposes.



Hernando County Roads Impact Fee Update Study

Final Report
April 7, 2022



Prepared for:

**Hernando County and
Hernando/Citrus MPO**
20 North Main Street
Brooksville, FL 34601
ph (352) 754-4057

Prepared by:

Benesch
1000 N. Ashley Dr., #400
Tampa, Florida 33602
ph (813) 224-8862
fax (813) 226-2106
E-mail: nkamp@benesch.com
122095-06.19

Hernando County Roads Impact Fee Update Study

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Introduction

Hernando County's Roads Impact Fee Ordinance was originally adopted and went into effect in 1986 to assist the County in providing adequate roadway facilities for expected growth. The fee has since been updated multiple times, with the most recent update occurring in 2013. The current rates are based on the Hernando County Board of County Commission's policy decision to adopt the 2013 study at 22 percent of the full calculated fee levels. To reflect most recent and localized data, the County retained Benesch (formerly Tindale Oliver) to update the technical study that will be the basis for the updated fee schedule. The figures included in this study represent the technically calculated level of impact fees that the County could charge; however, the Board of County Commission may choose to discount the fees as a policy decision.

The data and information in this report was collected primarily in 2019; however, the calculations were reviewed and updated recently to reflect Institute of Transportation Engineers Trip Generation Handbook 11th Edition that was published in September 2021. Other variables were also reviewed; however, variations from the original data were not at a level to require additional changes in the fee calculations.

Methodology

Consistent with the County's current adopted methodology, the methodology used for the roads impact fee study continues to follow a consumption-based impact fee approach in which new development is charged based upon the proportion of vehicle-miles of travel (VMT) that each unit of new development is expected to consume of a lane mile of roadway network.

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

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

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

The “cost” of building new capacity is typically expressed in units of dollars per vehicle-mile of roadway capacity. Consistent with the current adopted methodology, the cost is based on recent roadway costs for county and state facilities.

The “credit” is an estimate of future non-impact fee revenues generated by new development that are allocated to provide roadway 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 activity over the next 25 years. These credits are required under the supporting case law for the calculation of impact fees where a new development activity must be reasonably assured that they are not paying, or being charged, twice for the same level of service.

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

Demand Variables:

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

Cost Variables:

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

Credit Variables:

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

Legal Overview

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

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

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

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

- **HB 227 in 2009:** The Florida legislation statutorily clarified that in any action challenging an impact fee, the government has the burden of proving by a preponderance of the evidence that the imposition or amount of the fee meets the requirements of state legal precedent or the Impact Fee Act and that the court may not use a deferential standard.
- **SB 360 in 2009:** Allowed fees to be decreased without the 90-day notice period required to increase the fees and purported to change the standard of legal review associated with impact fees. SB 360 also required the Florida Department of Community Affairs (now the Department of Economic Opportunity) and Florida Department of Transportation (FDOT) to conduct studies on "mobility fees," which were completed in 2010.
- **HB 7207 in 2011:** Required a dollar-for-dollar credit, for purposes of concurrency compliance, for impact fees paid and other concurrency mitigation required. The payment must be reduced by the percentage share the project's traffic represents of the added capacity of the selected improvement (up to a maximum of 20 percent or to an

amount specified by ordinance, whichever results in a higher credit). The courts have not yet taken up the issue of whether a local government may still charge an impact/mobility fee in lieu of proportionate share if the impact/mobility fee is higher than the calculated proportionate share contribution.

- **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 163.31801(5)(f), Florida Statutes.

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 served as the basis for the fee. Finally, under HB 319, an alternative mobility system, that is not mobility fee-based, must not impose upon new development any responsibility for funding an existing transportation deficiency.

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

- **HB 1339 in 2020:** Requires reporting of various impact fee related data items within the annual financial audit report submitted to the Department of Financial Services.
- **HB 337 in 2021:** Placed limits on the amount and frequency of fee increases, but also included a clause to exceed these restrictions if the local governments can demonstrate extraordinary circumstances, hold two public workshops discussing these circumstances and the increases are approved by two-thirds of the governing body. This act is retroactive to January 1, 2021.

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

Impact Fee Definition

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

Impact Fee vs. Tax

- An impact fee is generally regarded as a regulatory function established based upon the specific benefit to the user related to a given infrastructure type and is not established for the primary purpose of generating revenue for the general benefit of the community, as are taxes.
- Impact fee expenditures must convey a proportional benefit to the fee payer. This is accomplished through the establishment of benefit districts, 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. Information supporting this analysis was obtained from the County and other sources, as indicated.

Demand Component

Travel Demand

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

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

As part of this update, the trip characteristics variables were primarily obtained from two sources: (1) trip characteristics studies previously conducted throughout Florida (Florida Studies Database) and (2) the Institute of Transportation Engineers' (ITE) *Trip Generation Handbook* (11th Edition). The Florida Studies Database (included in Appendix A) was used to determine trip length, percent new trips, and the trip generation rate for several land uses. In addition, Tables A-35 through A-38 provide a comparison of the changes to the demand variables used in the 2013 study and this update study.

Land Use Changes

As part of this update study, several land uses were revised/added/removed from the Hernando County fee schedule to reflect the most recent ITE Trip Generation Handbook data or to provide additional land uses that the County may be permitting.

ITE Trip Generation Handbook Adjustments

Hernando County's 2013 study was based on the ITE 9th Edition data. The 10th Edition was published in 2017 and included significant changes, such as removal of all trip characteristics studies conducted prior to 1980, addition of new studies, and regrouping of certain land uses. In fall 2021, the 11th Edition was published and included several minor adjustments and re-alignment of a handful of land uses. The following paragraphs summarize resulting changes to the land uses that are included in the County's fee schedule.

Residential Condominium/Townhouse

The current roads impact fee schedule includes a “residential condominium/townhouse” land use. ITE 11th Edition has re-worked this land use slightly and changed the description to “Single Family Attached Housing. This land use includes duplexes and townhouses/rowhouses that are joined side-by-side, each with an outside entrance.

Multi-Family Housing

The current roads impact fee schedule includes a single “multi-family (apartment)” land use. ITE 11th Edition has re-worked this land use, with differentiation in trip generation rate based on the number of stories. This change is incorporated into the impact fee schedule, shown by Land Use Code (LUC) used by ITE:

- LUC 220 (multi-family, low-rise, 1-3 floors) – includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have two or three levels (floors).
- LUC 221 (multi-family, mid-rise, 4-10 floors) – includes apartments and condominiums located in a building that has between four and 10 levels (floors). Access to individual dwelling units is through an outside building entrance, a lobby, elevator, and a set of hallways.
- LUC 222 (multi-family, high-rise, >10 floors) – includes apartments, townhouses, and condominiums. Each building has more than 10 floors of living space and access to individual dwelling units is through an outside building entrance, a lobby, elevators, and a set of hallways.

Due to similar trip generation rate data, the mid-rise and high-rise land uses were combined into a single land use category (Multi-Family Mid/High Rise, 4 or more floors) for the road impact fee study.

While the Hernando County Code of Ordinances states that no multi-family building shall exceed three stories, it is possible to receive height deviations for mid-rise multi-family development through the planned development process (PDP).

Senior Adult Housing (Detached)

This land use appears in the current roads impact fee schedule as “Retirement Community/Age-Restricted (Detached)” and was renamed to “Senior Adult Housing (Detached)” to correspond with the ITE 11th Edition definition and to differentiate from the other similar land uses. Senior adult housing consists of detached independent living developments, including retirement

communities, age-restricted housing, and active adult communities. These developments may include amenities such as golf courses, swimming pools, 24-hour security, transportation, and common recreational facilities. However, they generally lack centralized dining and on-site health facilities. Detached senior adult housing communities may or may not be gated. Residents in these communities live independently, are typically active (requiring little to no medical supervision) and may or may not be retired.

General Office

For the general office land use, the updated trip generation rate data in ITE 11th Edition indicate that there is little variation in the trip generation rate as the square footage of the facility increases. Therefore, the updated impact fee schedule includes a single office fee rate as opposed to current roads impact fee schedule, which includes three office rate tiers (100,000 sq ft or less; 100,001-200,000 sq ft; greater than 200,000 sq ft).

Retail (General Commercial)

The current roads impact fee schedule includes two general commercial tiers (50,000 sfgla or less; greater than 50,000 sfgla). ITE 11th Edition has divided this land use into three separate categories based on the size of development. The updated configurations are reflected in the impact fee schedule:

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

Gas Station w/Convenience Market

The current roads impact fee schedule includes a “service station” land use (LUC 944). ITE 11th Edition has realigned this use with other similar uses and added tiering to account for variation in the size of the convenience market:

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

This re-alignment eliminates the need for a similar use in the existing roads impact fee schedule, LUC 853 (convenience market w/gasoline), and therefore, LUC 853 was removed to simplify the County’s roads impact fee schedule and reduce any potential confusion in terms of classifying new development.

General Heavy Industrial

ITE 10th and 11th Editions have removed older trip characteristics studies that were conducted before 1980. As a result, certain land uses, including “General Heavy Industrial” are not present in the trip generation rate manual any longer. Therefore, this land use has also been removed from the transportation impact fee schedule. If the City receives any applications for this type of development, the “Manufacturing” fee rate should be applied.

Significant ITE Adjustments

As previously mentioned, the ITE 10th and 11th Editions included significant changes, which affect the impact fee rates. Below is a listing of several land uses that show significant trip generation rate variation when compared to the previous update study. Additional detail is provided in Appendix A, Table A-36.

- Multi-Family (Mid/High-Rise): -31%
- Motel: -40%
- Golf Course: -26%
- Elementary School: +76%
- Middle School: +30%
- Day Care Center: -31%
- Building Materials/Lumber Store: -62%
- Hardware/Paint Store: -84%
- Retail/Shopping Center less than 40,000 sfgla: -37%
- Retail/Shopping Center 40,000 to 150,000 sfgla: +86%
- Furniture Store: +25%
- Bank/Savings with Drive-Thru: -35%
- Gas Station w/Convenience Market 2,000 to 5,499 sq ft: +57%
- Gas Station w/Convenience Market 5,500+ sq ft: +105%
- General Light Industrial: -30%
- Industrial Park: -51%
- Manufacturing: +24%
- Warehouse: -52%
- Mini-Warehouse: -32%

Additional Land Uses for Consideration

Discussions with Hernando County representatives suggested that the addition of following land uses may be beneficial as the permitting of these types of land uses seems to be increasing.

Senior Adult Housing (Attached)

This land use was added to the land use schedule for consideration. Senior adult housing consists of attached independent living developments, including retirement communities, age-restricted housing, and active adult communities. These developments may include limited social or recreational services. However, they generally lack centralized dining and on-site medical facilities. Residents in these communities live independently, are typically active (requiring little to no medical supervision) and may or may not be retired.

Assisted Living

An assisted living complex is a residential setting that provides either routine general protective oversight or assistance with activities necessary for independent living to mentally or physically limited persons. It commonly has separate living quarters for residents. Its services typically include dining, housekeeping, social and physical activities, medication administration, and transportation. Alzheimer's and ALS care are commonly offered by these facilities, though the living quarters for these patients may be located separately from the other residents. Assisted care commonly bridges the gap between independent living and nursing homes. Staff may be available at an assisted care facility 24 hours a day, but skilled medical care – which is limited in nature – is not required.

Continuing Care Retirement Center

This land use was added to the land use schedule for consideration. A continuing care retirement center (CCRC) is a land use that provides multiple elements of senior adult living. CCRCs combine aspects of independent living with increased care, as lifestyle needs change with time. Housing options may include various combinations of senior adult (detached), senior adult (attached), congregate care, assisted living, and skilled nursing care – aimed at allowing the residents to live in one community as their medical needs change. The communities may also contain special services such as medical, dining, recreational, and some limited, supporting retail facilities. CCRCs are usually self-contained villages.

Public Assembly

This land use was added to the land use schedule for consideration. Examples of this land use include, but are not limited to gathering places used by religious, fraternal or other non-profit organizations, such as Veterans of Foreign Wars (VFW), Rotary Club, etc.

Interstate & Toll Facility Adjustment Factor

This variable is used to recognize that interstate highway and toll facility improvements are funded by the State (specifically, the Florida Department of Transportation) using earmarked State and Federal funds. Typically, roads impact fees are not used to pay for these improvements and the portion of travel occurring on the interstate/toll facility system is usually eliminated from the total travel for each use.

To calculate the interstate and toll (I/T) facility adjustment factor, the loaded highway network file was generated using the Tampa Bay Regional Planning Model (TBRPM v8.2a). A select zone analysis was run for all traffic analysis zones located within the Hernando County in order 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 Hernando County, including, Interstate 75 and the Suncoast Parkway. The limited access vehicle-miles of travel (Limited Access VMT) for county-generated trips with an origin and/or destination within county was calculated for the identified limited access facilities. Next, the total VMT was calculated for all county-generated trips with an origin and/or destination within Hernando County for all roads, including limited access facilities.

The I/T adjustment factor of 8.1 percent was determined by dividing the total limited access VMT by the total countywide VMT. Total county VMT reduced by this factor is representative of only the roadways that are eligible to be funded with roads impact fee revenues. Appendix A, Table A-1 provides further detail on this calculation.

Cost Component

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

County Roadway Cost

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

Design and CEI

Design costs for county roads were estimated at 11 percent of construction phase costs based on a review of recent roads/transportation impact fee studies throughout Florida. Additional detail is provided in Appendix B, Table B-2.

CEI costs for county roads were estimated at nine (9) percent of construction phase costs based on a review of recent roads/transportation impact fee studies throughout Florida. Additional detail is provided in Appendix B, Table B-8.

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. Due to limited recent local acquisition data, this factor was determined through a review of the ROW-to-construction cost ratios for county road unit costs in previously completed impact fee studies throughout Florida. For county roadways, the ROW factors ranged from 32 percent to 60 percent with an average of 42 percent. For purposes of this update study and based on discussions with County representatives, the ROW cost for county roads is estimated at 40 percent of the construction cost per lane mile. Additional detail is provided in Appendix B, Table B-3.

Construction

The construction cost for county roads was based on recently bid projects and future estimates in Hernando County and in other communities in Florida. A review of construction cost of improvements in Hernando County since 2013 identified two capacity expansion projects:

- Cortez Blvd Frontage Rd @ I-75
- Barclay Ave from San Antonio Rd to Powell Rd/Elgin Blvd

The Cortez Blvd improvement features a curb & gutter design with a construction cost of \$1.67 million per lane mile, which is reflective of lower costs associated with frontage roads. The Barclay Ave project features an open drainage design with a construction cost estimate of \$2.73 million per lane mile.

Curb & Gutter Design

In addition to the Cortez Blvd project in Hernando County, recent improvements from other suburban/rural counties throughout Florida were reviewed to increase the sample size. This review included over 98 lane miles of lane addition and new road construction improvements with a weighted average cost of approximately \$2.80 million per lane mile. Additional data is provided in Appendix B, Table B-4.

Based on a review of these data sets and discussions with County representatives, construction cost is estimated at **\$2.80 million** per lane mile for curb & gutter county road improvements.

Open Drainage Design

Due to the small sample of open drainage capacity projects, the cost per lane mile for county roads with open drainage-design characteristics was calculated based on the relationship between curb & gutter and open drainage roadway costs from the FDOT District 7 Long Range Estimates (LRE). Based on these cost estimates, the costs for roadways with open drainage-design characteristics were estimated at approximately 74 percent of the costs for roadways with curb & gutter-design characteristics. Additional detail is provided in Appendix B, Tables B-1 and B-5.

To determine the weighted average cost for county roadways, the cost for curb & gutter and open drainage roadways were weighted based on the distribution of Hernando County roadways included in the Hernando-Citrus MPO's 2045 Long Range Transportation Plan's (LRTP) Cost Feasible Plan. As shown in Table 1, the weighted average county roadway construction cost was

calculated at approximately \$2.11 million per lane mile, with a total weighted average cost of \$3.37 million per lane mile for county roadways.

Table 1
Estimated Total Cost per Lane Mile for County Roads

Cost Phase	Cost per Lane Mile		
	Curb & Gutter	Open Drainage ⁽⁵⁾	Weighted Average ⁽⁶⁾
Design ⁽¹⁾	\$308,000	\$228,000	\$232,000
Right-of-Way ⁽²⁾	\$1,120,000	\$829,000	\$844,000
Construction ⁽³⁾	\$2,800,000	\$2,072,000	\$2,108,000
CEI ⁽⁴⁾	\$252,000	\$186,000	\$189,000
Total Cost	\$4,480,000	\$3,315,000	\$3,373,000
Lane Mile Distribution ⁽⁷⁾	5%	95%	100%

1) Design is estimated at 11% of construction costs

2) Right-of-Way is estimated at 40% of construction costs

3) Source: Appendix B, Table B-4

4) CEI is estimated at 9% of construction costs

5) Open drainage costs are estimated at 74% of the curb & gutter costs

6) Lane mile distribution (Item 7) multiplied by the design, right-of-way, construction, and CEI phase costs by jurisdiction to develop a weighted average cost per lane mile

7) Source: Appendix B, Table B-9; Items (c) and (d)

Note: All figures rounded to nearest \$000

State Roadway Cost

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

Design and CEI

Design costs for state roads were estimated at 11 percent of construction phase costs based on a review of recent roads/transportation impact fee studies throughout Florida. Additional detail is provided in Appendix B, Table B-2.

CEI costs for state roads were estimated at 11 percent of construction phase costs based on a review of recent roads/transportation impact fee studies throughout Florida. Additional detail is provided in Appendix B, Table B-8.

Right-of-Way

The ROW cost factor for state roads was estimated as a percentage of the construction cost per lane mile. Due to limited recent local acquisition data, this factor was determined through a review of the ROW-to-construction cost ratios for state road unit costs in previously completed impact fee studies throughout Florida. For state roadways, the ROW factors ranged from 32 percent to 60 percent with an average of 43 percent. For purposes of this update study, the ROW costs for state roads was estimated at 40 percent of the construction cost per lane mile. Additional detail is provided in Appendix B, Table B-3.

Construction

The construction cost for state roads (and other roadways built by FDOT) was based on recently bid projects in Hernando County and in other communities in Florida. A review of construction cost data for improvements in Hernando County since 2013 identified three capacity expansion projects:

- SR 50 from Windmere Rd to E. of US 301 (curb & gutter/open drainage)
- CR 578 (County Line Rd) from Suncoast Pkwy to US 41 @ Ayers Rd (curb & gutter)
- CR 578 (County Line Rd) from Springtime St to E. of Mariner Blvd (open drainage)

The SR 50 improvement includes a mix of curb & gutter/open drainage design with a construction cost of \$4.71 million per lane mile, while the CR 578 project (Suncoast to Ayers) features a curb & gutter design with a construction cost of \$3.38 million per lane mile. Combined, the curb & gutter improvements result in a weighted average construction cost of \$4.25 million per lane mile. The CR 578 project (Springtime to Mariner) has an open drainage design on a very short roadway segment, resulting in a construction cost of \$6.28 million per lane mile.

Curb & Gutter

In addition to the local projects, recent improvements from other suburban/rural counties throughout Florida were reviewed to increase the sample size. This review included approximately 247 lane miles of lane addition and new road construction improvements with a weighted average cost of approximately \$3.97 million per lane mile. Additional data is provided in Appendix B, Table B-6.

Based on a review of these data sets and discussions with County representatives, a construction cost of **\$4.20 million** per lane mile was used in the impact fee calculation for curb & gutter state road improvements. This estimate reflects local costs in Hernando County along with inclusion of certain amenities, such as shared-use paths, etc.

Open Drainage Design

Due to the small sample of open drainage improvements, the cost per lane mile for state roads with rural-design characteristics (open drainage) was calculated based on the relationship between urban and rural roadway costs from the FDOT District 7 Long Range Estimates (LRE). Based on these cost estimates, the costs for roadways with rural-design characteristics were estimated at approximately 74 percent of the costs for roadways with urban-design characteristics. Additional detail is provided in Appendix B, Tables B-1 and B-7.

To determine the weighted average cost for state roadways, the cost for curb & gutter and open drainage roadways were weighted based on the distribution of Hernando County roadways included in the Hernando-Citrus MPO's 2045 LRTP's Cost Feasible Plan. As shown in Table 2, the weighted average state roadway construction cost was calculated at approximately \$3.16 million per lane mile, with a total weighted average cost of \$5.12 million per lane mile for state roadways.

Table 2
Estimated Total Cost per Lane Mile for State Roads

Cost Phase	Cost per Lane Mile		
	Curb & Gutter	Open Drainage ⁽⁵⁾	Weighted Average ⁽⁶⁾
Design ⁽¹⁾	\$462,000	\$342,000	\$348,000
Right-of-Way ⁽²⁾	\$1,680,000	\$1,243,000	\$1,265,000
Construction ⁽³⁾	\$4,200,000	\$3,108,000	\$3,163,000
CEI ⁽⁴⁾	\$462,000	\$342,000	\$348,000
Total Cost	\$6,804,000	\$5,035,000	\$5,124,000
Lane Mile Distribution ⁽⁷⁾	5%	95%	100%

1) Design is estimated at 11% of construction costs

2) Right-of-Way is estimated at 40% of construction costs

3) Source: Appendix B, Table B-6

4) CEI is estimated at 11% of construction costs

5) Open drainage costs are estimated at 74% of the curb & gutter costs

6) Lane mile distribution (Item 7) multiplied by the design, right-of-way, construction, and CEI phase costs by jurisdiction to develop a weighted average cost per lane mile

7) Source: Appendix B, Table B-9; Items (c) and (d)

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 3. The resulting weighted average cost of approximately \$3.95 million per lane mile was utilized as the roadway cost input in the calculation of the roads impact fee rates. The weighted average cost per lane-mile includes county and state roads and is based on the lane miles distribution of the LRTP's Cost Feasible Plan (Appendix B, Table B-9).

It should be noted that the cost estimates developed for this impact fee study reflect a large sample size from several communities over the past seven years. When compared to the smaller sample of improvements observed over the last two to three years, the data and estimates used in this study represent a conservative approach. Additionally, these estimates account for Hernando County's suburban/rural nature, which tends to moderate roadway costs compared to some of the larger, more urbanized counties that are experiencing higher construction and land acquisition costs.

Table 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	\$232,000	\$348,000	\$270,000
Right-of-Way	\$844,000	\$1,265,000	\$983,000
Construction	\$2,108,000	\$3,163,000	\$2,456,000
CEI	\$189,000	\$348,000	\$241,000
Total Cost	\$3,373,000	\$5,124,000	\$3,950,000
Lane Mile Distribution ⁽⁴⁾	67%	33%	100%

1) Source: Table 1

2) Source: Table 2

3) Lane mile distribution (Item 4) multiplied by the individual component costs for county and state roads and then added together to develop a weighted average cost per lane-mile

4) Source: Appendix B, Table B-9

Vehicle-Miles of Capacity Added per Lane Mile

An additional component of the roads impact fee equation is the capacity added per lane-mile of roadway constructed. The VMC is an estimate of capacity added per lane mile, for county, developer, and state roadway improvements in the Hernando-Citrus MPO's 2045 LRTP (projects in Hernando only). As shown in Table 4, each lane mile will add approximately 11,200 vehicles.

Additional detail is provided in Appendix B, Table B-9.

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

Road Type	Lane Miles Added ⁽¹⁾	Vehicle-Miles of Capacity Added ⁽²⁾	VMC Added per Lane Mile ⁽³⁾
County/Dev. Roads	64.80	729,444	11,257
State Roads	31.22	346,721	11,106
Total	96.02	1,076,165	
Weighted Average VMC Added per Lane Mile⁽⁴⁾			11,200

1) Source: Appendix B, Table B-9

2) Source: Appendix B, Table B-9

3) Vehicle-miles of capacity added (Item 2) divided by lane miles added (Item 1)

4) Total VMC added (Item 2) divided by total lane miles added (Item 1)

Cost per Vehicle-Mile of Capacity

The roadway cost per unit of development is assessed based on the cost per vehicle-mile of capacity. As shown in Tables 3 and 4, the cost and capacity for roadways in Hernando County have been calculated based on recent statewide improvements. As shown in Table 5, the cost per VMC for travel within the county is approximately **\$353**.

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

Table 5
Weighted Average Cost per Vehicle-Mile of Capacity Added

Road Type	Cost per Lane Mile ⁽¹⁾	Average VMC Added per Lane Mile ⁽²⁾	Cost per VMC ⁽³⁾
County Roads	\$3,373,000	11,257	\$299.64
State Roads	\$5,124,000	11,106	\$461.37
Total	\$3,950,000	11,200	
Weighted Average VMC Added per Lane Mile⁽⁴⁾			\$352.68

1) Source: Table 3

2) Source: Table 4

3) Average VMC added per lane mile (Item 2) divided by cost per lane mile (Item 1)

Credit Component

Capital Improvement Credit

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

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

County Credit

A review of the County's recent historical expenditures and the FY 2020-2024 Capital Improvement Plan indicates that the majority of capacity expansion improvements are being funded through local option fuel tax and roads impact fees. As shown in Table 6, a total gas tax equivalent revenue credit of 0.2 pennies was calculated for the average annual non-impact fee funding of capacity expansion projects.

State Credit

As shown in Table 6, State expenditures in Hernando County were reviewed and a credit for the capacity-expansion portion attributable to state projects was estimated (excluding expenditures on limited access facilities). This review, which included ten years of historical expenditures, as well as five years of planned expenditures, indicated that FDOT's roadway spending generates a credit of 23.2 pennies of equivalent gas tax revenue, annually. Additional detail is provided in Appendix C, Table C-3.

In summary, Hernando County contributes 0.2 pennies while the State spends an average of 23.2 pennies, annually, for roadway capacity projects in the County. A total credit of 23.4 pennies is expected to be generated by new development from all non-impact fee revenues. These credit figures reflect the most recent available data for roadway expenditures from County and State sources.

Table 6
Equivalent Pennies of Gas Tax Revenue

Credit	Average Annual Expenditures	Value per Penny ⁽³⁾	Average Annual Equivalent Pennies per Gallon ⁽⁴⁾
County Revenue ⁽¹⁾	\$144,199	\$830,883	\$0.002
State Revenue ⁽²⁾	\$19,252,150	\$830,883	\$0.232
Total	\$19,396,349		\$0.234

1) Source: Appendix C, Table C-2

2) Source: Appendix C, Table C-3

3) Source: Appendix C, Table C-1

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

Present Worth Variables

- **Facility Life:** The roadway facility life used in the impact fee analysis is 25 years, which represents the reasonable life of a roadway. This variable is used to calculate the present worth of the capital improvement credit.
- **Interest Rate:** This is the discount rate at which gasoline tax revenues might be bonded. It is used to compute the present value of the gasoline taxes generated by new development. The discount rate of 3.0 percent was used in the impact fee calculation based on estimates provided by the County.

Fuel Efficiency

The fuel efficiency (i.e., the average miles traveled per gallon of fuel consumed) of the fleet of motor vehicles was estimated using the quantity of gasoline consumed annually (over 25 years) by travel associated with a particular land use.

Appendix C, Table C-7 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 2018*. Based on the calculation completed in Appendix C, Table C-7, the fuel efficiency rate to be used in the updated impact fee equation is 19.08 miles per gallon. The fuel efficiency has been increasing over time, which may be partially due to alternative fuels. However, this estimate is based on historical data and does not attempt to estimate future impact of alternative fuels.

Effective Days per Year

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

Calculated Roads Impact Fee Schedule

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

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

It should be noted that the net impact fee illustrated in Appendix D is not necessarily a recommended fee, but instead represents the technically calculated impact fee per unit of land use that could be charged in Hernando County. The Board of County Commission may choose to discount the fees across-the-board as a policy decision.

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

$$\text{Net Impact Fee} = \text{Total Impact Cost} - \text{Capital Improvement Credit}$$

Where:

Total Roads Impact Cost = $([\text{Trip Rate} \times \text{Assessable Trip Length} \times \text{Percent New Trips}] / 2) \times (1 - \text{Interstate/Toll Facility Adjustment Factor}) \times (\text{Cost per Vehicle-Mile of Capacity})$

Capital Improvement Credit = Present Value (Annual Capital Improvement Credit), given 3.0 percent interest rate & a 25-year facility life

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

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) (excluding local neighborhood roads).
- *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 ($6.62 + 0.50 = 7.12$)
- *Percent New Trips* = adjustment factor to account for trips that are already on the roadway (100 percent)
- *Divide by 2* = the total daily miles of travel generated by a particular category (i.e., rate*length*percent new trips) is divided by two to prevent the double-counting of travel generated between two land use codes since every trip has an origin and a destination
- *Interstate/Toll Facility Adjustment Factor* = discount factor to account for travel demand occurring on interstate highways and/or toll facilities (8.1 percent)
- *Cost per Lane Mile* = unit cost to construct one lane mile of roadway, in \$/lane-mile (\$3,950,000)
- *Average Capacity Added per Lane Mile* = represents the average daily traffic on one travel lane at capacity for one lane mile of roadway, in vehicles/lane-mile/day (11,200)
- *Cost per Vehicle-Mile of Capacity* = unit of vehicle-miles of capacity consumed per unit of development (\$352.68)
- *Present Value* = calculation of the present value of a uniform series of cash flows, gas tax payments in this case, given an interest rate, “i,” and a number of periods, “n;” for 3.00 percent interest and a 25-year facility life, the uniform series present worth factor is 17.4131
- *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 = \$0.234
- *Fuel Efficiency* = average fuel efficiency of vehicles, in vehicle-miles/gallon (19.08)

Roads Impact Fee Calculation

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

Roads Impact Fee:

$$\text{Total Impact Cost} = ([7.81 * 6.62 * 1.0] / 2) * (1 - 0.081) * (\$352.68) = \mathbf{\$8,379}$$

$$\text{Annual Cap. Improv. Credit} = ([7.81 * 7.12 * 1.0] / 2) * 365 * (\$0.234 / 19.08) = \$124$$

$$\text{Capital Improvement Credit} = \$124 * 17.4131 = \$2,159$$

$$\text{Net Impact Fee} = \$8,379 - \$2,159 = \mathbf{\$6,220}$$

Roads Impact Fee Comparison

As part of the work effort in developing Hernando County's roads impact fee program, a comparison of calculated fees to roads/transportation impact fee schedules adopted in other jurisdictions was completed, as shown in Table 8.

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

When comparing the full calculated rates in this study to the full calculated rates from the 2013 Hernando County Transportation Impact Fee Update Study, the changes in cost and credit variables account for up to 4 percent increase. Additional increases and all of the decreases are due to the changes in the demand variables, as explained previously and detailed in Appendix A, Tables A-35 through A-38.

Table 8
Roads/Transportation Impact Fee Comparison

Land Use	Unit ⁽²⁾	Hernando County			Citrus County ⁽⁶⁾	Pasco County ⁽⁷⁾			Polk County ⁽⁸⁾	Sumter County ⁽⁹⁾	Lake County ⁽¹⁰⁾		Collier County ⁽¹¹⁾	Volusia County ⁽¹²⁾	Osceola County ⁽¹³⁾		Orange County ⁽¹⁴⁾		
		Full Calculated ⁽³⁾	Full Calculated ⁽⁴⁾	Current Adopted ⁽⁵⁾		Urban	Suburban	Rural			Central	South			Urban	Rural	Urban	Non-Urban/Suburban	Rural
Date of Last Update		2022	2013	2013	2014/20	2018	2018	2018	2019	2019	2019	2019	2019	2018	2020	2020	2020	2020	2020
Assessed Portion of Calculated ⁽¹⁾		100%	100%	22%	n/a	n/a	n/a	n/a	100%	40%	26%	70%	100%	100%	100%	100%	100%	100%	100%
Residential:																			
Single Family Detached (2,000 sq ft)	du	\$6,220	\$5,767	\$1,269	\$1,815	\$5,835	\$8,570	\$9,800	\$2,380	\$2,666	\$1,000	\$2,706	\$8,090	\$5,432	\$9,999	\$15,941	\$8,218	\$10,138	\$11,586
Non-Residential:																			
Light Industrial	1,000 sf	\$2,746	\$3,662	\$806	\$506	\$0	\$0	\$0	\$855	\$1,204	\$638	\$1,728	\$4,584	\$2,040	\$2,274	\$2,274	\$3,117	\$3,857	\$4,410
Office (50,000 sq ft)	1,000 sf	\$6,129	\$6,889	\$1,516	\$1,435	\$0	\$0	\$0	\$2,356	\$2,367	\$935	\$2,531	\$8,605	\$4,020	\$6,025	\$6,025	\$8,132	\$10,037	\$11,473
Retail (125,000 sq ft)	1,000 sf	\$8,443	\$8,565	\$1,884	\$1,204	\$5,641	\$7,051	\$8,813	\$3,536	\$3,774	\$1,095	\$2,964	\$13,774	\$6,450	\$25,943	\$13,849	\$11,052	\$11,763	\$12,569
Bank w/Drive-In	1,000 sf	\$13,519	\$19,349	\$4,257	\$1,204	\$12,730	\$14,384	\$15,582	\$3,536	\$5,805	\$7,589	\$20,537	\$21,254	\$9,850	\$10,718	\$10,718	\$14,868	\$17,571	\$18,719
Fast Food w/Drive-Thru	1,000 sf	\$79,511	\$79,079	\$17,397	\$1,204	\$40,950	\$46,712	\$50,978	\$3,536	\$28,394	\$7,589	\$20,537	\$104,272	\$47,840	\$14,802	\$14,802	\$74,592	\$86,876	\$92,547

- 1) Represents the portion of the maximum calculated fee for each respective county that is actually charged. Fees may have been lowered/raised through indexing or policy discounts. Does not account for moratoriums/suspensions
- 2) Du = dwelling unit
- 3) Source: Appendix D, Table D-2
- 4) Source: *Hernando County Transportation Revenue Alternatives, March 2013*
- 5) Source: Hernando County Zoning Department
- 6) Source: Citrus County Department of Growth Management, Land Development Division. Retail/Commercial rate is applied to bank and fast food restaurant
- 7) Source: Pasco County Planning and Development Department. Pasco County rates reflect local buy-down policy used to reduce fee rates for certain types of development
- 8) Source: Polk County Planning and Development. Retail/Commercial rate is applied to bank and fast food restaurant. The Polk County impact fee only assesses the portion of travel occurring on the county road system
- 9) Source: Sumter County Impact Fee Division
- 10) Source: Lake County Office of Planning and Zoning. Rates for "Central Benefit District" are shown. Per the 2019 transportation impact fee study, the "convenience retail" rate is shown for bank w/drive-thru and fast food w/drive-thru. CENTRAL rates also apply to the NORTH CENTRAL district and SOUTH rates also apply to the NORTHEAST/WEKIVA district.
- 11) Source: Collier County Growth Management Division, Planning and Regulation
- 12) Source: Volusia County Growth and Resource Management Department
- 13) Source: Osceola County Community Development Department. Non-mixed use fees are shown. Single family fee shown is the non-rural rate and the bank w/drive-thru land use is measured per lane. Warehouse rate is shown for light industrial
- 14) Source: Orange County Planning and Development

Appendix A

Demand Component

Appendix A: Demand Component

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

Interstate & Toll Facility Adjustment Factor

Table A-1 presents the interstate and toll facility adjustment factor used in the calculation of the roads impact fee. This variable is based on data from the Tampa Bay Regional Planning Model v8.2, specifically the 2040 projected vehicle-miles of travel of all county-generated trips on all in-county roadways. It should be noted that the adjustment factor excludes all external-to-external trips, which represent traffic that goes through Hernando 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 impact fee charges for each land use.

Table A-1
Interstate/Toll Facility Adjustment Factor

Roadway	VMT (2040)	% VMT
Interstate/Toll Facilities	393,377	8.1%
Other Roads	4,447,122	91.9%
Total (All Roads)	4,840,499	100.0%

Source: TBRPM v8.2, 2040

Florida Studies Trip Characteristics Database

The Florida Studies Trip Characteristics Database includes over 345 studies on 40 different residential and non-residential land uses collected over the last 30 years. Data from these studies include trip generation, trip length, and percent new trips for each land use. This information has been used in the development of impact fees and the creation of land use plan category trip characteristics for communities throughout Florida and the U.S. Trip characteristics studies for land uses included in the Hernando County Roads Impact Fee Schedule are included in this Appendix.

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

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

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

The percent new trip variable is based on assigning each trip collected through the origin-destination survey process a trip type (primary, secondary, diverted, and captured). The percent new trip variable is then calculated as 1 minus the percentage of trips that are captured.

Table A-2

Land Use 151: Mini-Warehouse

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	VTM	Source
Orange Co, FL	89.6	2006	-	-	1.23	-	-	-	-	Orange County
Orange Co, FL	84.7	2006	-	-	1.39	-	-	-	-	Orange County
Orange Co, FL	93.0	2006	-	-	1.51	-	-	-	-	Orange County
Orange Co, FL	107.0	2007	-	-	1.45	-	-	-	-	Orange County
Orange Co, FL	77.0	2009	-	-	2.18	-	-	-	-	Tindale Oliver
Orange Co, FL	93.7	2012	-	-	1.15	-	-	-	-	Tindale Oliver
Total Size	545.0	6	Average Trip Length:					n/a		
ITE	880.0	16	Weighted Average Trip Length:					n/a		
Blended total	1,425.0		Weighted Percent New Trip Average:					-		
								Weighted Average Trip Generation Rate:		1.47
								ITE Average Trip Generation Rate:		1.45
								Blend of FL Studies and ITE Average Trip Generation Rate:		1.46

Table A-3

Land Use 210: Single Family - Detached

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

Table A-4

LUC 215: Single Family Attached Housing

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

Table A-5

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

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

Table A-6

Land Use 240: Mobile Home Park

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

Weighted Average Trip Generation Rate: 4.17

Table A-7

Land Use 251: Senior Adult Housing - Detached

Location	Size / Units	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Lakeland, FL	67	3/28-4/2/90	26	24	3.50	9am-4pm	2.44	-	8.54	Tindale Oliver
Marion Co, FL	778	Apr-02	175	-	2.96	24hr.	3.49	-	10.33	Kimley-Horn & Associates
Marion Co, FL	877	Apr-02	209	-	2.91	24hr.	5.90	-	17.17	Kimley-Horn & Associates
Marion Co, FL	1,054	Apr-02	173	-	3.65	24hr.	6.00	-	21.90	Kimley-Horn & Associates
Marion Co, FL	3,076	Apr-02	198	-	2.63	24hr.	5.16	-	13.57	Kimley-Horn & Associates
Marion Co, FL	3,625	Apr-02	164	-	2.50	24hr.	5.83	-	14.58	Kimley-Horn & Associates
Total Size	9,477	6	945	Average Trip Length:				4.80		
ITE	9,690	15		Weighted Average Trip Length:				5.42		
Blended total	19,167	Weighted Average Trip Generation Rate:								2.75

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

Table A-8

Land Use 252: Senior Adult Housing - Attached

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

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

Table A-9

Land Use 253: Congregate Care Facility

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

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

Table A-10

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	1,036	7		Weighted Average Trip Length: 6.26						
Blended total	11,220			Weighted Percent New Trip Average: 66.3						
Weighted Average Trip Generation Rate:										5.31
ITE Average Trip Generation Rate:										7.99
Blend of FL Studies and ITE Average Trip Generation Rate:										5.56

Table A-11

Land Use 320: Motel

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

Table A-12

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	6		1		Weighted Average Trip Length:			2.22		
Blended total	26				Weighted Percent New Trip Average:			87.8		
					Weighted Average Trip Generation Rate:				83.28	
					ITE Average Trip Generation Rate:				220.00	
					Blend of FL Studies and ITE Average Trip Generation Rate:				114.83	

Table A-13

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	VTM	Source
Tampa, FL	-	Mar-86	33	31	-	-	7.90	94.0	-	Kimley-Horn & Associates
Total Size			1	33	Average Trip Length: n/a					
ITE	37		8		Percent New Trip Average: 94.0					

Table A-14

Land Use 565: Day Care Center

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

Table A-15

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 A-16

Land Use 630: Clinic

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source	
Largo, FL	103.9	Aug-89	614	572	37.03	7a-430p	5.10	93.0	175.63	Tindale Oliver	
St. Petersburg, FL	-	Oct-89	280	252	-	9a-5p	4.10	90.0	-	Tindale Oliver	
Total Size	103.9	2	894	Average Trip Length:			4.60				
ITE	180.0	9		Weighted Average Trip Length:			5.10				
	283.9						Weighted Percent New Trip Average: 93.0				
										Weighted Average Trip Generation Rate:	37.03
										ITE Average Trip Generation Rate:	37.60
										Blend of FL Studies and ITE Average Trip Generation Rate:	37.39

Table A-17

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	9,617.0	59		Weighted Average Trip Length:				5.15		
Weighted Percent New Trip Average:									92.3	

Table A-18

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

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

Table A-19

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	270.0	18		Weighted Average Trip Length:			5.55			
Blended total	568.6			Weighted Percent New Trip Average:			88.9			
Average Trip Generation Rate:										32.59
ITE Average Trip Generation Rate:										36.00
Blend of FL Studies and ITE Average Trip Generation Rate:										34.21

Table A-20

Land Use 812: Building Materials and Lumber Store

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VTMT	Source
Tampa, FL	86.9	Jun-93	40	-	-	7a-430p	6.58	73.0	-	Tindale Oliver
Tampa, FL	98.5	Jun-93	40	-	-	7a-430p	6.00	-	-	Tindale Oliver
Tampa, FL	-	Jun-93	40	-	-	7a-430p	5.87	75.7	-	Tindale Oliver
Total Size	185.4	3	120	Average Trip Length:		6.15				
ITE	234.0	13		Weighted Average Trip Length:		6.27				
				Weighted Percent New Trip Average:		74.4				

Table A-21

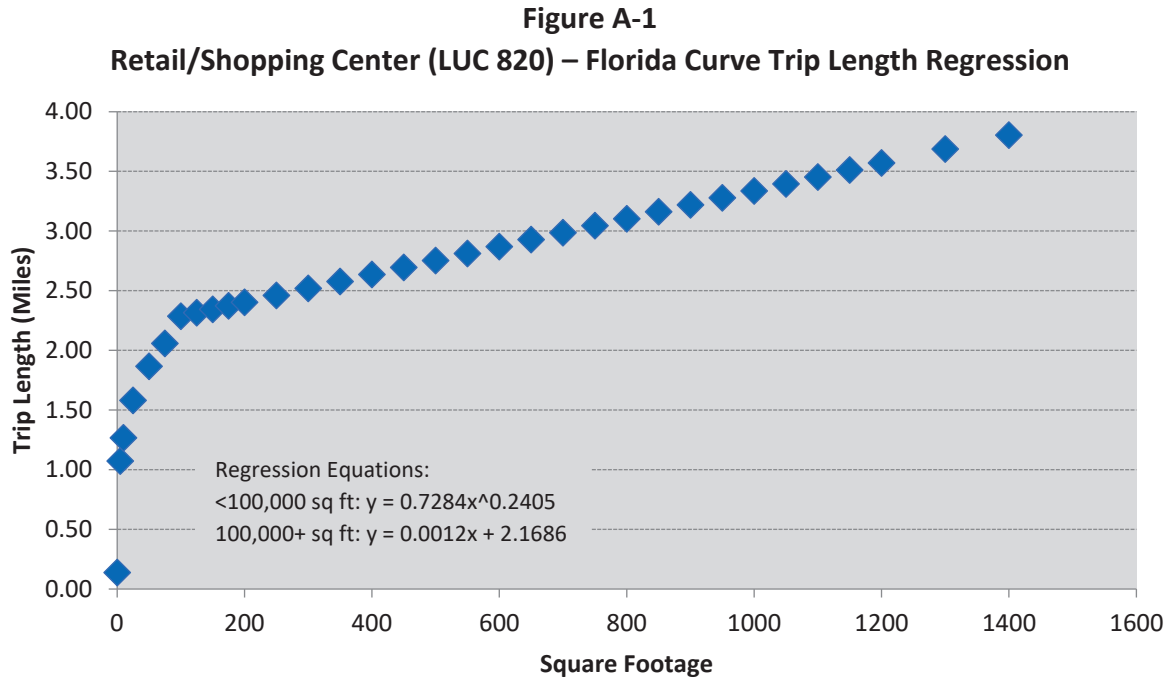
Land Use 813: Free-Standing Discount Superstore

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

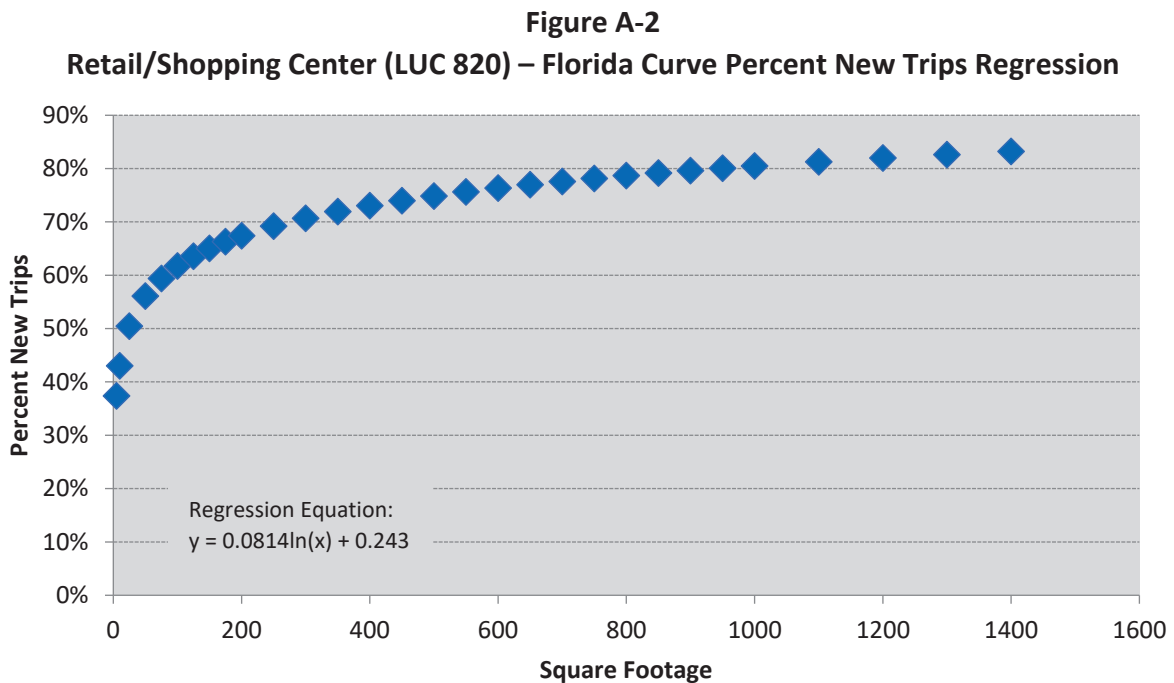
Table A-22

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

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VTMT	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.
Gwinnett Co, GA	99.1	Dec-92	-	-	46.00	-	3.20	70.0	103.04	Street Smarts
Gwinnett Co, GA	314.7	Dec-92	-	-	27.00	-	-	84.0	-	Street Smarts
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
Bozeman, MT	104.3	Dec-06	359	359	46.96	-	3.35	49.0	77.08	Tindale Oliver
Bozeman, MT	159.9	Dec-06	502	502	56.49	-	1.56	54.0	47.59	Tindale Oliver
Bozeman, MT	35.9	Dec-06	329	329	69.30	-	1.39	74.0	71.28	Tindale Oliver
Total Size	5,757.5	35	7,536	Average Trip Length:		2.66				



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



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

Table A-23

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

Table A-24

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	VTMT	Source
Palm Harbor, FL	62.0	Aug-89	163	62	106.26	9a-4p	2.08	56.0	123.77	Tindale Oliver
Total Size	62.0		1	163	Average Trip Length: 2.08					
ITE	1,144.0		22		Weighted Average Trip Length: 2.08					
Blended total	1,206.0				Weighted Percent New Trip Average: 56.0					
					Weighted Average Trip Generation Rate: 106.26					
					ITE Average Trip Generation Rate: 93.84					
					Blend of FL Studies and ITE Average Trip Generation Rate: 94.48					

Table A-25

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

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

Table A-26

Land Use 890: Furniture Store

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

Table A-27

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

Table A-28

Land Use 931: Fine-Dining/Quality Restaurant

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

Table A-29

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

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

Table A-30

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
Hernando Co, FL	2.70	Apr-07	520	-	640.74	7a-6p	2.52	79.0	1275.59	Tindale Oliver
Hernando Co, FL	2.40	Apr-07	115	-	594.58	7a-6p	3.14	81.0	1512.25	Tindale Oliver
Hernando Co, FL	2.43	Apr-07	318	-	541.98	7a-6p	2.91	77.0	1214.41	Tindale Oliver
Hernando Co, FL	4.47	Apr-07	261	-	458.17	7a-6p	3.47	72.0	1144.69	Tindale Oliver
Total Size	60.8	22	4,463	Average Trip Length: 2.31						
ITE	213.0	71		Weighted Average Trip Length: 2.32						
Blended total	273.8			Weighted Percent New Trip Average: 62.2						
	46.0			Weighted Average Trip Generation Rate: 532.81						
				ITE Average Trip Generation Rate: 467.48						
				Blend of FL Studies and ITE Average Trip Generation Rate: 481.99						

Table A-31

Land Use 942: Automobile Care Center

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

Table A-32

Land Use 944/945: Gasoline/Service Station

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

Table A-33

Land Use 947: Self-Service Car Wash

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

Table A-34

Land Use N/A: Gasoline/Fast Food/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
Volusia Co, FL	-	-	-	-	918.00	-	2.40	33.0	727.06	Tindale Oliver
Indian River Co, FL	2.5	Mar-98	132	52	748.30	8a-6p	3.70	19.7	545.44	Tindale Oliver
Indian River Co, FL	3.0	Mar-98	107	84	563.10	8a-6p	2.00	39.3	442.60	Tindale Oliver
Indian River Co, FL	3.1	Mar-98	132	110	1,396.00	8a-6p	1.80	41.7	1,047.84	Tindale Oliver
Collier Co, FL	2.4	Nov-99	-	128	1,399.58	8a-6p	4.10	13.3	763.19	Tindale Oliver
Collier Co, FL	3.3	Nov-99	-	144	862.56	8a-6p	2.20	39.6	751.46	Tindale Oliver
Total Size	14.3		6	371	Average Trip Length: 2.70					
					Weighted Average Trip Length: 2.65					
					Weighted Percent New Trip Average: 32.1					
					Weighted Average Trip Generation Rate: 984.59					

Demand Variable Changes

Since the last demand component update in 2013, the trip generation rate (TGR), trip length (TL), and percent new trips (PNT) has changed for several land uses. Tables A-35 through A-38 present the change in each variable for each land use for the 2022 update.

Table A-35
Percent Change in Gross VMT of Impact Fee Land Uses

LUC	Land Use	Unit	GVMt 2013	GVMt 2022	% Change	Explanation
RESIDENTIAL:						
210	Single Family (Detached)	du	25.85	25.85	0%	No change
215	Single Family (Attached/Townhouse)	du	14.69	22.41	53%	TGR & TL update, see Tables A-36 and A-37
220	Multi-Family (Low-Rise); 1-3 levels	du	16.83	17.56	4%	TGR update, see Table A-36
221/222	Multi-Family (Mid/High-Rise); 4 Levels or more	du	16.83	11.83	-30%	TGR update, see Table A-36
240	Mobile Home Park	du	9.59	9.59	0%	No change
251	Senior Adult Housing - Detached	du	8.46	9.59	13%	TGR update, see Table A-36
252	Senior Adult Housing - Attached	du	-	6.49	-	New land use
253	Congregate Care Facility	du	2.49	2.58	4%	No change
254	Assisted Living	bed	-	2.88	-	New land use
255	Continuing Care Retirement Center	du	-	2.74	-	New land use
LODGING:						
310	Hotel	room	13.14	11.49	-13%	TGR update, see Table A-36
320	Motel	room	9.41	5.60	-40%	TGR update, see Table A-36
RECREATION:						
416	RV Park	occ. site	3.73	3.73	0%	No change
420	Marina	berth	8.82	7.18	-19%	TGR update, see Table A-36
430	Golf Course	acre	15.01	11.14	-26%	TGR update, see Table A-36
445	Movie Theater	screen	104.16	112.17	8%	TGR update, see Table A-36
492	Health Club	1,000 sf	79.71	83.51	5%	TGR update, see Table A-36
INSTITUTIONS:						
520	Elementary School (Private)	student	2.22	3.01	36%	TGR & TL update, see Tables A-36 and A-37
522	Middle School (Private)	student	3.13	2.78	-11%	TGR, TL, & PNT update, see Tables A-36, A-37, and A-38
525	High School (Private)	student	3.31	2.89	-13%	TGR & TL update, see Tables A-36 and A-37
540	University/Junior College (7,500 or fewer students) (Private)	student	5.96	5.96	0%	No change
550	University/Junior College (more than 7,500 students) (Private)	student	4.47	4.47	0%	No change
560	Public Assembly	1,000 sf	-	13.37	-	New land use
565	Day Care Center	1,000 sf	53.26	36.77	-31%	TGR update, see Table A-36
MEDICAL:						
610	Hospital	1,000 sf	33.69	27.81	-17%	TGR & PNT update, see Tables A-36 and A-38
620	Nursing Home	bed	3.18	3.48	9%	TGR update, see Table A-36
630	Clinic	1,000 sf	78.78	88.67	13%	TGR update, see Table A-36
OFFICE:						
710	General Office 100,000 sq ft or less	1,000 sf	31.10	28.17	-9%	TGR update, see Table A-36
	General Office 100,001-200,000 sq ft	1,000 sf	26.34	28.17	7%	TGR update, see Table A-36
	General Office greater than 200,000 sq ft	1,000 sf	22.29	28.17	26%	TGR update, see Table A-36
	Medical Office 10,000 sq ft or less	1,000 sf	58.85	58.85	0%	No change
720	Medical Office greater than 10,000 sq ft	1,000 sf	85.75	84.49	-1%	TGR update, see Table A-36
RETAIL:						
812	Building Materials/Lumber Store	1,000 sf	104.77	39.55	-62%	TGR update, see Table A-36
813	Discount Superstore; Free-Standing	1,000 sf	138.16	40.50	-71%	TGR, TL, & PNT update, see Tables A-36, A-37, and A-38
816	Hardware/Paint Store	1,000 sf	26.86	2.31	-91%	TGR, TL, & PNT update, see Tables A-36, A-37, and A-38
822	Retail/Shopping Center less than 40,000 sf/gla	1,000 sf/gla	45.32	19.34	-57%	TGR, TL, & PNT update, see Tables A-36, A-37, and A-38
821	Retail/Shopping Center 40,000 to 150,000 sf/gla	1,000 sf/gla	39.56	37.33	-6%	TGR, TL, & PNT update, see Tables A-36, A-37, and A-38
820	Retail/Shopping Center greater than 150,000 sf/gla	1,000 sf/gla	39.56	38.86	-2%	TGR, TL, & PNT update, see Tables A-36, A-37, and A-38
840/841	New/Used Auto Sales	1,000 sf	49.28	44.66	-9%	TGR update, see Table A-36
850	Supermarket	1,000 sf	60.21	55.03	-9%	TGR update, see Table A-36
853	Convenience Market w/Gas Pumps	1,000 sf	201.40	-	-	Land use removed from schedule
862	Home Improvement Superstore	1,000 sf	24.71	22.92	-7%	TL & PNT update, see Tables A-37 and A-38
880/881	Pharmacy/Drug Store with & without Drive-Thru	1,000 sf	31.94	34.56	8%	TGR update, see Table A-36
890	Furniture Store	1,000 sf	8.32	10.36	25%	TGR update, see Table A-36
SERVICES:						
912	Bank/Savings Drive-In	1,000 sf	90.15	58.69	-35%	TGR update, see Table A-36
931	Fine Dining/Quality Restaurant	1,000 sf	110.13	104.00	-6%	TGR update, see Table A-36
932	High-Turnover Restaurant	1,000 sf	131.22	116.43	-11%	TGR update, see Table A-36
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	369.78	346.65	-6%	TGR update, see Table A-36
942	Automobile Care Center	1,000 sf	40.96	36.74	-10%	TGR update, see Table A-36
944	Gas Station w/Convenience Market <2,000 sq ft	fuel pos.	36.83	37.58	2%	TGR update, see Table A-36
945	Gas Station w/Convenience Market 2,000-5,499 sq ft	fuel pos.	36.83	57.77	57%	TGR update, see Table A-36
945	Gas Station w/Convenience Market 5,500+ sq ft	fuel pos.	36.83	75.55	105%	TGR update, see Table A-36
947	Self-Service Car Wash	service bay	32.57	32.57	0%	No change
n/a	Convenience/Gasoline/Fast Food Restaurant	1,000 sf	417.47	417.47	0%	No change
INDUSTRIAL:						
110	General Light Industrial	1,000 sf	16.51	11.54	-30%	TGR update, see Table A-36
120	General Heavy Industrial	1,000 sf	3.55	-	-	Land use removed from schedule
130	Industrial Park	1,000 sf	16.18	7.98	-51%	TGR update, see Table A-36
140	Manufacturing	1,000 sf	9.05	11.25	24%	TGR update, see Table A-36
150	Warehouse	1,000 sf	8.43	4.05	-52%	TGR update, see Table A-36
151	Mini-Warehouse	1,000 sf	3.07	2.36	-23%	TGR & TL update, see Tables A-36 and A-37

- Gross VMT = TGR * TL * PNT / 2
- Individual variables are shown in Tables A-36 through A-38

Table A-36
Percent Change in Trip Generation Rate of Impact Fee Land Uses

LUC	Land Use	Unit	Trip Rate 2013	Trip Rate 2022	% Change	Explanation
RESIDENTIAL:						
210	Single Family (Detached)	du	7.81	7.81	0%	No change
215	Single Family (Attached/Townhouse)	du	5.76	6.77	18%	Updated TGR in ITE 11th Edition
220	Multi-Family (Low-Rise); 1-3 levels	du	6.60	6.74	2%	Re-alignment of multi-family uses in ITE 11th Ed.
221/222	Multi-Family (Mid/High-Rise); 4 Levels or more	du	6.60	4.54	-31%	Re-alignment of multi-family uses in ITE 11th Ed.
240	Mobile Home Park	du	4.17	4.17	0%	No change
251	Senior Adult Housing - Detached	du	3.12	3.54	13%	Updated TGR in ITE 11th Edition
252	Senior Adult Housing - Attached	du	-	2.99	-	New land use
253	Congregate Care Facility	du	2.25	2.33	4%	Updated TGR in ITE 11th Edition
254	Assisted Living	bed	-	2.60	-	New land use
255	Continuing Care Retirement Center	du	-	2.47	-	New land use
LODGING:						
310	Hotel	room	6.36	5.56	-13%	Additional FL Studies added and updated TGR in ITE 11th Edition
320	Motel	room	5.63	3.35	-40%	Updated TGR in ITE 11th Edition
RECREATION:						
416	RV Park	occ. site	1.62	1.62	0%	No change
420	Marina	berth	2.96	2.41	-19%	Updated TGR in ITE 11th Edition
430	Golf Course	acre	5.04	3.74	-26%	Updated TGR in ITE 11th Edition
445	Movie Theater	screen	106.63	114.83	8%	Updated TGR in ITE 11th Edition
492	Health Club	1,000 sf	32.93	34.50	5%	Updated TGR in ITE 11th Edition (peak hour adjusted for daily)
INSTITUTIONS:						
520	Elementary School (Private)	student	1.29	2.27	76%	Updated TGR in ITE 11th Edition
522	Middle School (Private)	student	1.62	2.10	30%	Updated TGR in ITE 11th Edition
525	High School (Private)	student	1.71	1.94	13%	Updated TGR in ITE 11th Edition
540	University/Junior College (7,500 or fewer students) (Private)	student	2.00	2.00	0%	No change
550	University/Junior College (more than 7,500 students) (Private)	student	1.50	1.50	0%	No change
560	Public Assembly	1,000 sf	-	7.60	-	New land use
565	Day Care Center	1,000 sf	71.88	49.63	-31%	Updated TGR in ITE 11th Edition
MEDICAL:						
610	Hospital	1,000 sf	13.22	10.77	-19%	Updated TGR in ITE 11th Edition
620	Nursing Home	bed	2.76	3.02	9%	Updated TGR in ITE 11th Edition
630	Clinic	1,000 sf	33.22	37.39	13%	Updated TGR in ITE 11th Edition
OFFICE:						
710	General Office 100,000 sq ft or less	1,000 sf	13.13	10.84	-17%	Updated TGR in ITE 11th Edition, removal of tiering
	General Office 100,001-200,000 sq ft	1,000 sf	11.12	10.84	-3%	Updated TGR in ITE 11th Edition, removal of tiering
	General Office greater than 200,000 sq ft	1,000 sf	9.41	10.84	15%	Updated TGR in ITE 11th Edition, removal of tiering
720	Medical Office 10,000 sq ft or less	1,000 sf	23.83	23.83	0%	No change
720	Medical Office greater than 10,000 sq ft	1,000 sf	34.72	34.21	-1%	Updated TGR in ITE 11th Edition
RETAIL:						
812	Building Materials/Lumber Store	1,000 sf	45.16	17.05	-62%	Updated TGR in ITE 10th Edition
813	Discount Superstore; Free-Standing	1,000 sf	50.82	50.58	0%	Updated TGR in ITE 10th Edition
816	Hardware/Paint Store	1,000 sf	51.29	8.07	-84%	Updated TGR in ITE 10th Edition
822	Retail/Shopping Center less than 40,000 sf/gla	1,000 sf/gla	86.56	54.45	-37%	Re-alignment of Retail/Shopping Center use in ITE 11th Ed.
821	Retail/Shopping Center 40,000 to 150,000 sf/gla	1,000 sf/gla	36.27	67.52	86%	Re-alignment of Retail/Shopping Center use in ITE 11th Ed.
820	Retail/Shopping Center greater than 150,000 sf/gla	1,000 sf/gla	36.27	37.01	2%	Re-alignment of Retail/Shopping Center use in ITE 11th Ed.
840/841	New/Used Auto Sales	1,000 sf	27.12	24.58	-9%	Updated TGR in ITE 11th Edition. Blend of LUC 840 and 841
850	Supermarket	1,000 sf	103.38	94.48	-9%	Updated TGR in ITE 11th Edition
853	Convenience Market w/Gas Pumps	1,000 sf	772.23	-	-	Use removed from schedule. Use LUC 944 or 945 for Gas w/ Conv. Market
862	Home Improvement Superstore	1,000 sf	30.74	30.74	0%	No change
880/881	Pharmacy/Drug Store with & without Drive-Thru	1,000 sf	95.96	103.86	8%	Updated TGR in ITE 11th Edition. Blend of LUC 880 and 881
890	Furniture Store	1,000 sf	5.06	6.30	25%	Updated TGR in ITE 11th Edition
SERVICES:						
912	Bank/Savings Drive-In	1,000 sf	159.34	103.73	-35%	Updated TGR in ITE 11th Edition
931	Fine Dining/Quality Restaurant	1,000 sf	91.10	86.03	-6%	Updated TGR in ITE 11th Edition
932	High-Turnover Restaurant	1,000 sf	116.60	103.46	-11%	Updated TGR in ITE 11th Edition
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	514.15	481.99	-6%	Updated TGR in ITE 11th Edition
942	Automobile Care Center	1,000 sf	31.43	28.19	-10%	Updated TGR in ITE 11th Edition
944	Gas Station w/Convenience Market <2,000 sq ft	fuel pos.	168.56	172.01	2%	Re-alignment of Gas Station w/Convenience Market land uses in ITE 11th Ed.
945	Gas Station w/Convenience Market 2,000-5,499 sq ft	fuel pos.	168.56	264.38	57%	Re-alignment of Gas Station w/Convenience Market land uses in ITE 11th Ed.
945	Gas Station w/Convenience Market 5,500+ sq ft	fuel pos.	168.56	345.75	105%	Re-alignment of Gas Station w/Convenience Market land uses in ITE 11th Ed.
947	Self-Service Car Wash	service bay	43.94	43.94	0%	No change
n/a	Convenience/Gasoline/Fast Food Restaurant	1,000 sf	984.59	984.59	0%	No change
INDUSTRIAL:						
110	General Light Industrial	1,000 sf	6.97	4.87	-30%	Updated TGR in ITE 11th Edition
120	General Heavy Industrial	1,000 sf	1.50	-	-	Use removed from ITE 11th Edition, see LUC 140
130	Industrial Park	1,000 sf	6.83	3.37	-51%	Updated TGR in ITE 11th Edition
140	Manufacturing	1,000 sf	3.82	4.75	24%	Updated TGR in ITE 11th Edition
150	Warehouse	1,000 sf	3.56	1.71	-52%	Updated TGR in ITE 11th Edition
151	Mini-Warehouse	1,000 sf	2.15	1.46	-32%	Updated TGR in ITE 11th Edition

- See Appendix D for additional information

Table A-37
Percent Change in Trip Length of Impact Fee Land Uses

LUC	Land Use	Unit	Trip Length 2013	Trip Length 2022	% Change	Explanation
RESIDENTIAL:						
210	Single Family (Detached)	du	6.62	6.62	0%	No change
215	Single Family (Attached/Townhouse)	du	5.10	6.62	30%	Updated to be comparable to Single Family
220	Multi-Family (Low-Rise); 1-3 levels	du	5.10	5.21	2%	Update to FL Studies database
221/222	Multi-Family (Mid/High-Rise); 4 Levels or more	du	5.10	5.21	2%	Update to FL Studies database
240	Mobile Home Park	du	4.60	4.60	0%	No change
251	Senior Adult Housing - Detached	du	5.42	5.42	0%	No change
252	Senior Adult Housing - Attached	du	-	4.34	-	New land use
253	Congregate Care Facility	du	3.08	3.08	0%	No change
254	Assisted Living	bed	-	3.08	-	New land use
255	Continuing Care Retirement Center	du	-	3.08	-	New land use
LODGING:						
310	Hotel	room	6.26	6.26	0%	No change
320	Motel	room	4.34	4.34	0%	No change
RECREATION:						
416	RV Park	occ. site	4.60	4.60	0%	No change
420	Marina	berth	6.62	6.62	0%	No change
430	Golf Course	acre	6.62	6.62	0%	No change
445	Movie Theater	screen	2.22	2.22	0%	No change
492	Health Club	1,000 sf	5.15	5.15	0%	No change
INSTITUTIONS:						
520	Elementary School (Private)	student	4.30	3.31	-23%	Updated to use 50% of LUC 210 per review of travel demand models
522	Middle School (Private)	student	4.30	3.31	-23%	Updated to use 50% of LUC 210 per review of travel demand models
525	High School (Private)	student	4.30	3.31	-23%	Updated to use 50% of LUC 210 per review of travel demand models
540	University/Junior College (7,500 or fewer students) (Private)	student	6.62	6.62	0%	No change
550	University/Junior College (more than 7,500 students) (Private)	student	6.62	6.62	0%	No change
560	Public Assembly	1,000 sf	-	3.91	-	New land use
565	Day Care Center	1,000 sf	2.03	2.03	0%	No change
MEDICAL:						
610	Hospital	1,000 sf	6.62	6.62	0%	No change
620	Nursing Home	bed	2.59	2.59	0%	No change
630	Clinic	1,000 sf	5.10	5.10	0%	No change
OFFICE:						
710	General Office 100,000 sq ft or less	1,000 sf	5.15	5.65	10%	No change
	General Office 100,001-200,000 sq ft	1,000 sf	5.15	5.65	10%	No change
	General Office greater than 200,000 sq ft	1,000 sf	5.15	5.65	10%	No change
720	Medical Office 10,000 sq ft or less	1,000 sf	5.55	5.55	0%	No change
720	Medical Office greater than 10,000 sq ft	1,000 sf	5.55	5.55	0%	No change
RETAIL:						
812	Building Materials/Lumber Store	1,000 sf	6.27	6.27	0%	No change
813	Discount Superstore; Free-Standing	1,000 sf	5.91	2.39	-60%	Updated to reflect the average size in ITE 11th Edition (193k sq ft)
816	Hardware/Paint Store	1,000 sf	1.87	1.30	-30%	Updated to reflect the average size in ITE 11th Edition (11k sq ft)
822	Retail/Shopping Center less than 40,000 sf/gla	1,000 sf/gla	1.87	1.48	-21%	Updated to reflect the average size in ITE 11th Edition (19k sq ft)
821	Retail/Shopping Center 40,000 to 150,000 sf/gla	1,000 sf/gla	2.87	1.94	-32%	Updated to reflect the average size in ITE 11th Edition (59k sq ft)
820	Retail/Shopping Center greater than 150,000 sf/gla	1,000 sf/gla	2.87	2.80	-2%	Updated to reflect the average size in ITE 11th Edition (538k sq ft)
840/841	New/Used Auto Sales	1,000 sf	4.60	4.60	0%	No change
850	Supermarket	1,000 sf	2.08	2.08	0%	No change
853	Convenience Market w/Gas Pumps	1,000 sf	1.63	-	-	Use removed from schedule. Use LUC 944 or 945 for Gas w/ Conv. Market
862	Home Improvement Superstore	1,000 sf	2.40	2.33	-3%	Updated to reflect the average size in ITE 11th Edition (135k sq ft)
880/881	Pharmacy/Drug Store with & without Drive-Thru	1,000 sf	2.08	2.08	0%	No change
890	Furniture Store	1,000 sf	6.09	6.09	0%	No change
SERVICES:						
912	Bank/Savings Drive-In	1,000 sf	2.46	2.46	0%	No change
931	Fine Dining/Quality Restaurant	1,000 sf	3.14	3.14	0%	No change
932	High-Turnover Restaurant	1,000 sf	3.17	3.17	0%	No change
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	2.32	2.32	0%	No change
942	Automobile Care Center	1,000 sf	3.62	3.62	0%	No change
944	Gas Station w/Convenience Market <2,000 sq ft	fuel pos.	1.90	1.90	0%	No change
945	Gas Station w/Convenience Market 2,000-5,499 sq ft	fuel pos.	1.90	1.90	0%	No change
945	Gas Station w/Convenience Market 5,500+ sq ft	fuel pos.	1.90	1.90	0%	No change
947	Self-Service Car Wash	service bay	2.18	2.18	0%	No change
n/a	Convenience/Gasoline/Fast Food Restaurant	1,000 sf	2.65	2.65	0%	No change
INDUSTRIAL:						
110	General Light Industrial	1,000 sf	5.15	5.15	0%	No change
120	General Heavy Industrial	1,000 sf	5.15	-	-	Land use no longer in fee schedule
130	Industrial Park	1,000 sf	5.15	5.15	0%	No change
140	Manufacturing	1,000 sf	5.15	5.15	0%	No change
150	Warehouse	1,000 sf	5.15	5.15	0%	No change
151	Mini-Warehouse	1,000 sf	3.10	3.51	13%	Updated to use the midpoint of LUC 710 and LUC 820 (<50k sq ft)

- See Appendix D for additional information

Table A-38
Percent Change in Percent New Trips of Impact Fee Land Uses

LUC	Land Use	Unit	% New Trips 2013	% New Trips 2022	% Change	Explanation
RESIDENTIAL:						
210	Single Family (Detached)	du	100%	100%	0%	No change
215	Single Family (Attached/Townhouse)	du	100%	100%	0%	No change
220	Multi-Family (Low-Rise), 1-3 levels	du	100%	100%	0%	No change
221/222	Multi-Family (Mid/High-Rise), 4 Levels or more	du	100%	100%	0%	No change
240	Mobile Home Park	du	100%	100%	0%	No change
251	Senior Adult Housing - Detached	du	100%	100%	0%	No change
252	Senior Adult Housing - Attached	du	-	100%	-	New land use
253	Congregate Care Facility	du	72%	72%	0%	No change
254	Assisted Living	bed	-	72%	-	New land use
255	Continuing Care Retirement Center	du	-	72%	-	New land use
LODGING:						
310	Hotel	room	66%	66%	0%	No change
320	Motel	room	77%	77%	0%	No change
RECREATION:						
416	RV Park	occ. site	100%	100%	0%	No change
420	Marina	berth	90%	90%	0%	No change
430	Golf Course	acre	90%	90%	0%	No change
445	Movie Theater	screen	88%	88%	0%	No change
492	Health Club	1,000 sf	94%	94%	0%	No change
INSTITUTIONS:						
520	Elementary School (Private)	student	80%	80%	0%	No change
522	Middle School (Private)	student	90%	80%	-11%	Updated to be the same as LUC 520
525	High School (Private)	student	90%	90%	0%	No change
540	University/Junior College (7,500 or fewer students) (Private)	student	90%	90%	0%	No change
550	University/Junior College (more than 7,500 students) (Private)	student	90%	90%	0%	No change
560	Public Assembly	1,000 sf	-	90%	-	New land use
565	Day Care Center	1,000 sf	73%	73%	0%	No change
MEDICAL:						
610	Hospital	1,000 sf	77%	78%	1%	Updated to use the midpoint of LUC 310 and LUC 710
620	Nursing Home	bed	89%	89%	0%	No change
630	Clinic	1,000 sf	93%	93%	0%	No change
OFFICE:						
710	General Office 100,000 sq ft or less	1,000 sf	92%	92%	0%	No change
	General Office 100,001-200,000 sq ft	1,000 sf	92%	92%	0%	No change
	General Office greater than 200,000 sq ft	1,000 sf	92%	92%	0%	No change
720	Medical Office 10,000 sq ft or less	1,000 sf	89%	89%	0%	No change
720	Medical Office greater than 10,000 sq ft	1,000 sf	89%	89%	0%	No change
RETAIL:						
812	Building Materials/Lumber Store	1,000 sf	74%	74%	0%	No change
813	Discount Superstore; Free-Standing	1,000 sf	92%	67%	-27%	Updated to reflect the average size in ITE 11th Edition (193k sq ft)
816	Hardware/Paint Store	1,000 sf	56%	44%	-21%	Updated to reflect the average size in ITE 11th Edition (11k sq ft)
822	Retail/Shopping Center less than 40,000 sf/gla	1,000 sf/gla	56%	48%	-14%	Updated to reflect the average size in ITE 11th Edition (19k sq ft)
821	Retail/Shopping Center 40,000 to 150,000 sf/gla	1,000 sf/gla	76%	57%	-25%	Updated to reflect the average size in ITE 11th Edition (59k sq ft)
820	Retail/Shopping Center greater than 150,000 sf/gla	1,000 sf/gla	76%	75%	-1%	Updated to reflect the average size in ITE 11th Edition (538k sq ft)
840/841	New/Used Auto Sales	1,000 sf	79%	79%	0%	No change
850	Supermarket	1,000 sf	56%	56%	0%	No change
853	Convenience Market w/Gas Pumps	1,000 sf	32%	-	-	Use removed from schedule. Use LUC 944 or 945 for Gas w/ Conv. Market
862	Home Improvement Superstore	1,000 sf	67%	64%	-4%	Updated to reflect the average size in ITE 11th Edition (135k sq ft)
880/881	Pharmacy/Drug Store with & without Drive-Thru	1,000 sf	32%	32%	0%	No change
890	Furniture Store	1,000 sf	54%	54%	0%	No change
SERVICES:						
912	Bank/Savings Drive-In	1,000 sf	46%	46%	0%	No change
931	Fine Dining/Quality Restaurant	1,000 sf	77%	77%	0%	No change
932	High-Turnover Restaurant	1,000 sf	71%	71%	0%	No change
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	62%	62%	0%	No change
942	Automobile Care Center	1,000 sf	72%	72%	0%	No change
944	Gas Station w/Convenience Market <2,000 sq ft	fuel pos.	23%	23%	0%	No change
945	Gas Station w/Convenience Market 2,000-5,499 sq ft	fuel pos.	23%	23%	0%	No change
945	Gas Station w/Convenience Market 5,500+ sq ft	fuel pos.	23%	23%	0%	No change
947	Self-Service Car Wash	service bay	68%	68%	0%	No change
n/a	Convenience/Gasoline/Fast Food Restaurant	1,000 sf	32%	32%	0%	No change
INDUSTRIAL:						
110	General Light Industrial	1,000 sf	92%	92%	0%	No change
120	General Heavy Industrial	1,000 sf	92%	-	-	Land use no longer in fee schedule
130	Industrial Park	1,000 sf	92%	92%	0%	No change
140	Manufacturing	1,000 sf	92%	92%	0%	No change
150	Warehouse	1,000 sf	92%	92%	0%	No change
151	Mini-Warehouse	1,000 sf	92%	92%	0%	No change

- See Appendix D for additional information

Appendix B

Cost Component

Appendix B: Cost Component

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

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

It should be noted that the cost estimates developed for this impact fee study reflect a large sample size from several communities for projects bid/completed since 2013. When compared to the smaller sample of improvements observed over the last two to three years, the data and estimates used in this study represent a conservative approach. Additionally, these estimates account for Hernando County's suburban/rural nature, which tends to moderate roadway costs compared to some of the larger, more urbanized counties that are experiencing higher construction and land acquisition costs.

Curb & Gutter vs. Open Drainage

To determine the weighted average cost per lane mile for open drainage designed roadways, an adjustment factor was applied to the curb & gutter cost estimate. This factor was based on the design cost ratio from the most recent District 7 Long Range Estimates (LRE) provided by FDOT. Based on the LRE, the cost for open drainage-design roadway capacity expansion (new road construction or lane addition) is approximately 74 percent of the cost of curb & gutter-design roadway improvements.

Table B-1
Curb & Gutter vs. Open Drainage Design Cost Factor

Improvement	Construction Cost per Lane Mile		
	Open Drainage Rural Design	Curb & Gutter Urban Design	Ratio
0-2 Lanes	\$3,190,321	\$5,001,730	64%
0-4 Lanes	\$2,571,116	\$3,517,494	73%
0-6 Lanes	\$2,182,686	\$2,843,061	77%
2-4 Lanes	\$3,707,679	\$4,601,110	81%
4-6 Lanes	\$4,072,695	\$5,179,613	79%
Average	\$3,144,899	\$4,228,602	74%

Source: FDOT District 7 Long Range Estimates, 2019

Design

County Roadways

The design cost factor for county roads was estimated as a percentage of the construction cost per lane mile. This factor was determined based on a review of design-to-construction cost ratios from previously completed roads/transportation impact fee studies throughout Florida. As shown in Table B-2, recent design factors ranged from 10 percent to 13 percent with a weighted average of 11 percent. For purposes of this study, the design cost for county roads was calculated at 11 percent of the construction cost per lane mile.

State Roadways

Similarly, the design cost factor for state roads was estimated as a percentage of the construction cost per lane mile. This factor was determined based on a review of design-to-construction cost ratios from previously completed roads/transportation impact fee studies throughout Florida. As shown in Table B-2, recent design factors ranged from 10 percent to 11 percent with a weighted average of 11 percent. For purposes of this study, the design cost for state roads was calculated at 11 percent of the construction cost per lane mile.

Table B-2

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

Year	County	County Roadways (Cost per Lane Mile)				State Roadways (Cost per Lane Mile)		
		Design	Constr.	Design Ratio		Design	Constr.	Design Ratio
2013	Hernando	\$198,000	\$1,980,000	10%		\$222,640	\$2,024,000	11%
2013	Charlotte	\$220,000	\$2,200,000	10%		\$240,000	\$2,400,000	10%
2014	Indian River	\$159,000	\$1,598,000	10%		\$196,000	\$1,776,000	11%
2015	Collier	\$270,000	\$2,700,000	10%		\$270,000	\$2,700,000	10%
2015	Brevard	\$242,000	\$2,023,000	12%		\$316,000	\$2,875,000	11%
2015	Sumter	\$210,000	\$2,100,000	10%		\$276,000	\$2,505,000	11%
2015	Marion	\$167,000	\$1,668,000	10%		\$227,000	\$2,060,000	11%
2015	Palm Beach	\$224,000	\$1,759,000	13%		\$333,000	\$3,029,000	11%
2016	Hillsborough	\$348,000	\$2,897,000	12%		\$319,000	\$2,897,000	11%
2017	St. Lucie	\$220,000	\$2,200,000	10%		\$341,000	\$3,100,000	11%
2017	Clay	\$239,000	\$2,385,000	10%		-	-	n/a
2018	Collier	\$385,000	\$3,500,000	11%		\$385,000	\$3,500,000	11%
Average		\$240,167	\$2,250,833	11%		\$288,553	\$2,660,500	11%

Source: Recent impact fee studies conducted throughout Florida

Right-of-Way

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

County Roadways

Given the limited data for ROW costs on county roads in Hernando County, the ROW-to-construction ratio was based on several recently completed roads/transportation impact fee studies throughout Florida. As shown in Table B-3, ratios for county roads ranged from 32 percent to 60 with an average of 42 percent. For purposes of this update study, the ROW cost was estimated at 40 percent of the construction cost per lane mile for county roadways.

State Roadways

Similar to county roads, the ROW-to-construction ratio for state roads was based on several recently completed roads/transportation impact fee studies throughout Florida. As shown in Table B-3, ratios for state roads ranged from 32 percent to 60 percent with an average of 43 percent. For purposes of this update study, the ROW cost was estimated at 40 percent of the construction cost per lane mile for state roadways.

Table B-3

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

Year	County	County Roadways (Cost per Lane Mile)				State Roadways (Cost per Lane Mile)		
		ROW	Constr.	ROW Ratio		ROW	Constr.	ROW Ratio
2013	Hernando	\$811,800	\$1,980,000	41%		\$890,560	\$2,024,000	44%
2013	Charlotte	\$1,034,000	\$2,200,000	47%		\$1,128,000	\$2,400,000	47%
2014	Indian River	\$656,000	\$1,598,000	41%		\$781,000	\$1,776,000	44%
2015	Collier	\$863,000	\$2,700,000	32%		\$863,000	\$2,700,000	32%
2015	Brevard	\$708,000	\$2,023,000	35%		\$1,006,000	\$2,785,000	36%
2015	Sumter	\$945,000	\$2,100,000	45%		\$1,127,000	\$2,505,000	45%
2015	Marion	\$1,001,000	\$1,668,000	60%		\$1,236,000	\$2,060,000	60%
2015	Palm Beach	\$721,000	\$1,759,000	41%		\$1,333,000	\$3,029,000	44%
2016	Hillsborough	\$1,448,000	\$2,897,000	50%		\$1,448,000	\$2,897,000	50%
2017	St. Lucie	\$990,000	\$2,200,000	45%		\$1,395,000	\$3,100,000	45%
2017	Clay	\$954,000	\$2,385,000	40%		-	-	n/a
2018	Collier	\$1,208,000	\$3,500,000	35%		\$1,208,000	\$3,500,000	35%
Average		\$944,983	\$2,250,833	42%		\$1,128,687	\$2,616,000	43%

Source: Recent impact fee studies conducted throughout Florida

Construction

County Roadways

A review of construction cost data for local county roadway capacity expansion projects included two improvements provided by Hernando County. These improvements include a recently bid improvement and an estimate for future consideration:

- Cortez Blvd Frontage Rd @ I-75
- Barclay Ave from San Antonio Rd to Powell Rd/Elgin Blvd

The Cortez Blvd improvement includes a curb & gutter design with a construction cost of \$1.67 million per lane mile, which reflects the lower costs associated with frontage roads. The Barclay Ave project features an open drainage design with a construction cost estimate of \$2.73 million per lane mile. These local projects were supplemented with recent improvements from other communities in Florida to increase the sample size in estimating the construction cost for impact fee purposes.

Curb & Gutter Design

As shown in Table B-4, this review included approximately 155 lane miles of improvements across 13 different counties (including Hernando). These improvements were summarized based on the county land use and demographic characteristics (urban vs rural in nature). For purposes of this analysis, Hernando County was considered a “rural” county with urban counties consisting of Broward, Hillsborough, Miami-Dade, Orange, and Palm Beach Counties. The rural counties

experienced a weighted average cost of \$2.80 million (excluding Hernando County), or \$2.78 million (including Hernando County), for curb & gutter improvements.

Based on a review of the local projects, statewide projects, and discussions with County representatives, a construction cost of **\$2.80 million per lane mile** for county roads (curb & gutter) was utilized for the roads impact fee calculation.

Open Drainage Design

As shown in Table B-5, this review included approximately 7.60 lane miles of improvements, one project from Hernando County and one project from Sarasota County. As previously mentioned, the Hernando County project had an estimated construction cost of \$2.73 million per lane mile, while the Sarasota improvement had a construction cost of \$2.17 million per lane mile. Combined, these improvements averaged approximately \$2.34 million per lane mile. Due to this small sample size, the construction cost per lane mile estimate for open drainage improvements was based on the FDOT LRE ratio presented in Table B-1. This ratio (74 percent) was applied to the estimated construction cost of curb & gutter projects, which resulted in a construction cost estimate of **\$2.07 million per lane mile** for open drainage county projects.

Table B-4

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

County	County Classification	District	Description	From	To	Year	Feature	Design	Length	Lanes Added	Lane Miles Added	Construction Cost	Construction Cost per Lane Mile
URBAN Counties, Curb and Gutter													
Orange	Urban	5	Rouse Rd	Lake Underhill Rd	SR 50	2013	2 to 4	Urban	1.55	2	3.10	\$7,592,408	\$2,449,164
Orange	Urban	5	Lake Underhill Rd	Goldenrod Rd	Chickasaw Tr	2013	2 to 4	Urban	0.69	2	1.38	\$6,371,855	\$4,617,286
Hillsborough	Urban	7	Bruce B. Downs Blvd, Seg. B/C	Palm Springs Blvd	Pebble Creek Dr	2013	4 to 8	Urban	3.36	4	13.44	\$51,855,535	\$3,858,299
Orange	Urban	5	CR 535 Seg. F	Overstreet Rd	Fossick Rd	2014	2 to 4	Urban	0.60	2	1.20	\$3,263,746	\$2,719,788
Hillsborough	Urban	7	Boyette Rd, Ph. III	Donneymoor Dr	Bell Shoals Rd	2014	2 to 4	Urban	1.84	2	3.68	\$25,720,068	\$6,989,149
Orange	Urban	5	International Dr	Westwood Blvd	Westwood Blvd	2015	4 to 6	Urban	2.20	2	4.40	\$16,775,875	\$3,812,699
Orange	Urban	5	Reams Rd	Delmar Ave	Taborfield Ave	2017	2 to 4	Urban	0.36	2	0.72	\$3,409,584	\$4,735,533
Orange	Urban	5	Destination Pkwy 1B/2A	Tradeshow Blvd	Lake Cay	2017	2 to 4	Urban	0.78	2	1.56	\$6,110,403	\$3,916,925
Hillsborough	Urban	7	Bruce B. Downs Blvd, Seg. A	Bearss Ave	Palm Springs Blvd	2017	4 to 8	Urban	3.56	4	14.24	\$37,155,153	\$2,609,210
Hillsborough	Urban	7	Bruce B. Downs Blvd, Seg. D	Pebble Creek Dr	Pasco Co. Line	2018	4 to 8	Urban	1.36	4	5.44	\$17,755,778	\$3,263,930
Orange	Urban	5	Holden Ave	John Young Pkwy	Orange Blossom Tr	2019	0/2 to 4	Urban	1.24	2/4	3.50	\$18,798,771	\$5,371,077
Orange	Urban	5	Boggy Creek Rd N	South Access Rd	Wetherbee Rd	2019	2 to 4	Urban	1.29	2	2.58	\$8,585,774	\$3,327,819
Total (2013-2019); Urban Counties ONLY									Count:	12	55.24	\$203,394,950	\$3,682,023
RURAL Counties, Curb and Gutter													
Brevard	Rural	5	Babcock St	S. of Foundation Park Blvd	Malabar Rd	2013	2 to 4	Urban	12.40	2	24.80	\$56,000,000	\$2,258,065
Collier	Rural	1	Collier Blvd (CR 951)	Golden Gate Blvd	Green Blvd	2013	4 to 6	Urban	2.00	2	4.00	\$17,122,640	\$4,280,660
Marion	Rural	5	SW 110th St	US 41	SW 200th Ave	2013	0 to 2	Urban	0.11	2	0.22	\$438,765	\$1,994,386
Marion	Rural	5	NW 35th St	NW 35th Avenue Rd	NW 27th Ave	2013	0 to 4	Urban	0.50	4	4.60	\$8,616,236	\$1,873,095
Marion	Rural	5	NW 35th St	NW 27th Ave	US 441	2013	2 to 4	Urban	1.30	2			
Sumter	Rural	5	C-466A, Ph. III	US 301 N	Powell Rd	2013	2 to 3/4	Urban	1.10	2	2.20	\$4,283,842	\$1,947,201
Collier	Rural	1	Golden Gate Blvd	Wilson Blvd	Desoto Blvd	2014	2 to 4	Urban	2.40	2	4.80	\$16,003,504	\$3,334,063
Brevard	Rural	5	St. Johns Heritage Pkwy	SE of I-95 Intersection	US 192 (Space Coast Pkwy)	2014	0 to 2	Sub-Urb	3.11	2	6.22	\$16,763,567	\$2,695,107
Sarasota	Rural	1	Bee Ridge Rd	Mauna Loa Blvd	Iona Rd	2014	2 to 4	Urban	2.68	2	5.36	\$14,066,523	\$2,624,351
St. Lucie	Rural	4	W Midway Rd (CR 712)	Selvitiz Rd	South 25th St	2014	2 to 4	Urban	1.00	2	2.00	\$6,144,000	\$3,072,000
Lake	Rural	5	N. Hancock Rd Ext.	Old 50	Gatewood Dr	2014	0/2 to 4	Urban	1.50	2/4	5.00	\$8,185,574	\$1,637,115
Polk	Rural	1	CR 655 & CR 559A	Pace Rd & N of CR 559A	N. of CR 559A & SR 599	2014	2 to 4	Urban	2.60	2	5.20	\$10,793,552	\$2,075,683
Volusia	Rural	5	Howland Blvd	Courtland Blvd	N. of SR 415	2014	2 to 4	Urban	2.08	2	4.16	\$11,110,480	\$2,670,788
Polk	Rural	1	Ernie Caldwell Blvd	Pine Tree Tr	US 17/92	2015	0 to 4	Urban	2.41	4	9.64	\$19,535,391	\$2,026,493
Volusia	Rural	5	LPGA Blvd	Jimmy Ann Dr/Grand Reserve	Derbyshire Rd	2016	2 to 4	Urban	0.68	2	1.36	\$3,758,279	\$2,763,440
St. Lucie	Rural	4	W Midway Rd (CR 712)	W. of South 25th St	E. of SR 5 (US 1)	2016	2 to 4	Urban	1.77	2	3.54	\$24,415,701	\$6,897,091
Marion	Rural	5	NW/NE 35th St, Ph. 1a	US 441	600' E. of W Anthony Rd	2016	2 to 4	Urban	0.30	2	0.60	\$1,770,250	\$2,950,417
Volusia	Rural	5	Howland Blvd	Providence Blvd	Elkcam Blvd	2017	2 to 4	Urban	2.15	2	4.30	\$10,850,000	\$2,523,256
Volusia	Rural	5	Orange Camp Rd	MLK Blvd	I-4 in DeLand	2017	2 to 4	Urban	0.75	2	1.50	\$10,332,000	\$6,888,000
Lake	Rural	5	CR 466A, Ph. IIIA	Poinsettia Ave	Century Ave	2018	2 to 4	Urban	0.42	2	0.84	\$3,062,456	\$3,645,781
Lee	Rural	1	Alico Rd	Ben Hill Griffin Pkwy	E. of Airport Haul Rd	2018	2 to 4	Urban	1.78	2	3.56	\$18,062,562	\$5,073,753
Lee	Rural	1	Homestead Rd	S. of Sunrise Blvd	N. of Alabama Rd	2018	2 to 4	Urban	2.25	2	4.50	\$14,041,919	\$3,120,426
Hernando	Rural	7	Cortez Blvd Frontage Rd @ I-75			2020	0 to 2	Urban	0.62	2	1.24	\$2,064,688	\$1,665,071
Total (2013-2019); Rural Counties ONLY									Count:	23	99.64	\$277,421,929	\$2,784,243
Total (2013-2019); Rural Counties ONLY, Excluding Hernando County									Count:	22	98.40	\$275,357,241	\$2,798,346

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

Table B-5

Construction Cost – County Road Improvements from Hernando County and Other Jurisdictions throughout Florida (Open Drainage Design)

County	County Classification	District	Description	From	To	Year	Feature	Design	Length	Lanes Added	Lane Miles Added	Construction Cost	Construction Cost per Lane Mile
RURAL Counties, Open Drainage													
Sarasota	Rural	1	Honore Ave/Pinebrook Rd Ext.	SR 681	Laurel Rd	2013	0 to 2	Rural	2.70	2	5.40	\$11,699,059	\$2,166,492
Hernando	Rural	7	Barclay Ave	San Antonio Rd	Powell Rd/Elgin Blvd	2020	2 to 4	Rural	1.10	2	2.20	\$6,000,000	\$2,727,273
Total (2013+); Rural Counties ONLY									Count:	2	7.60	\$17,699,059	\$2,328,824

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

State Roadways

A review of construction cost data for recent state (and other roads built by FDOT) roadway capacity expansion projects identified three (3) improvements in Hernando County:

- SR 50 from Windmere Rd to E. of US 301 (curb & gutter)
- CR 578 (County Line Rd) from Suncoast Pkwy to US 41 @ Ayers Rd (curb & gutter)
- CR 578 (County Line Rd) from Springtime St to E. of Mariner Blvd (open drainage)

For the curb & gutter projects, these improvements range from \$3.18 million per lane mile to \$4.72 million per lane mile with a weighted average cost of \$4.25 million per lane mile. For the open drainage improvement, the construction cost is approximately \$6.28 million per lane mile. Note that this is a very short segment with a high cost figure. It should be noted that the costs for both CR 578 improvements include the associated shared-use paths.

Curb & Gutter Design

In addition to the two local improvements (curb & gutter), a review of recently bid projects located throughout Florida identified 60 curb & gutter improvements from 30 different counties (see Table B-6). These improvements were then grouped into “urban” and “rural” counties, with the urban counties including Broward, Hillsborough, Miami-Dade, Orange, and Palm Beach Counties. The rural counties (excluding Hernando County) experienced a weighted average construction cost of approximately \$3.97 million per lane mile. Based on a review of the local projects, statewide projects, and discussions with County representatives, a construction of **\$4.20 million per lane mile** for state roads (curb & gutter) was utilized for the roads impact fee calculation, which reflects local cost factors in Hernando County and the inclusion of certain amenities, such as shared-use paths.

Open Drainage Design

In addition to the local improvement (open drainage), a review of recently bid projects located throughout the state of Florida identified 15 open drainage improvements from 8 different counties. These improvements were then grouped into “urban” and “rural” counties, with Hernando County being considered a “rural” county. The open drainage improvements for urban counties averaged \$3.73 million per lane mile, and the rural counties averaged \$2.21 million per lane mile (excluding Hernando County). Due to the small sample size and high variation of the open drainage improvement costs, the construction cost for these improvements was calculated based on the roadway design cost ratio estimates obtained from the FDOT District 7 LRE (74 percent of curb & gutter project cost, see Table B-1). Applying this 74-percent ratio resulted in a construction cost estimate of **\$3.11 million per lane mile** for open drainage projects.

Table B-6

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

County	County Classification	District	Description	From	To	Year	Feature	Design	Length	Lanes Added	Lane Miles Added	Construction Cost	Construction Cost per Lane Mile
URBAN Counties, Curb and Gutter													
Broward	Urban	4	Andrews Ave Ext.	NW 18th St	Copans Rd	2013	2 to 4	Urban	0.50	2	1.00	\$6,592,014	\$6,592,014
Hillsborough	Urban	7	SR 41 (US 301)	S. of Tampa Bypass Canal	N. of Fowler Ave	2013	2 to 4	Sub-Urb	1.81	2	3.62	\$15,758,965	\$4,353,305
Orange	Urban	5	SR 50 (Colonial Dr)	E. of CR 425 (Dean Rd)	E. of Old Cheney Hwy	2013	4 to 6	Urban	4.91	2	9.82	\$66,201,688	\$6,741,516
Broward	Urban	4	SR 7 (US 441)	N. of Hallandale Beach	N. of Fillmore St	2014	4 to 6	Urban	1.79	2	3.58	\$30,674,813	\$8,568,384
Broward	Urban	4	Andrews Ave Ext.	Pompano Park Place	S. of Atlantic Blvd	2014	2 to 4	Urban	0.36	2	0.72	\$3,177,530	\$4,413,236
Miami-Dade	Urban	6	SR 823/NW 57th Ave	W. 65th St	W. 84th St	2014	4 to 6	Urban	1.00	2	2.00	\$17,896,531	\$8,948,266
Miami-Dade	Urban	6	SR 823/NW 57th Ave	W. 53rd St	W. 65th St	2014	4 to 6	Urban	0.78	2	1.56	\$14,837,466	\$9,511,196
Orange	Urban	5	SR 50	SR 429 (Western Beltway)	E. of West Oaks Mall	2014	4 to 6	Urban	2.56	2	5.12	\$34,275,001	\$6,694,336
Orange	Urban	5	SR 15 (Hofner Rd)	Lee Vista Blvd	Conway Rd	2015	2 to 4	Urban	3.81	2	7.62	\$37,089,690	\$4,867,413
Miami-Dade	Urban	6	SR 977/Krome Ave/SW 177th Ave	S of SW 136th St	S. of SR 94 (SW 88th St/Kendall Dr)	2016	0 to 4	Urban	3.50	4	14.00	\$32,129,013	\$2,294,930
Broward	Urban	4	SW 30th Ave	Griffin Rd	SW 45th St	2016	2 to 4	Urban	0.24	2	0.48	\$1,303,999	\$2,716,665
Hillsborough	Urban	7	SR 43 (US 301)	SR 674	S. of CR 672 (Balm Rd)	2016	2 to 6	Urban	3.77	4	15.08	\$43,591,333	\$2,890,672
Miami-Dade	Urban	6	NW 87th Ave/SR 25 & SR 932	NW 74th St	NW 103rd St	2016	0 to 4	Urban	1.93	4	7.72	\$28,078,366	\$3,637,094
Orange	Urban	5	SR 423 (John Young Pkwy)	SR 50 (Colonial Dr)	Shader Rd	2017	4 to 6	Urban	2.35	2	4.70	\$27,752,000	\$5,904,681
Palm Beach	Urban	4	SR 80	W. of Lion County Safari Rd	Forest Hill Blvd	2018	4 to 6	Urban	7.20	2	14.40	\$32,799,566	\$2,277,748
Miami-Dade	Urban	6	SR 847 (NW 47th Ave)	SR 860 (NW 183rd St)	N. of NW 199th St	2018	2 to 4	Urban	1.31	2	2.62	\$18,768,744	\$7,163,643
Miami-Dade	Urban	6	SR 847 (NW 47th Ave)	N. of NW 199th St and S of NW 203 St	Premier Pkwy and N of S Snake CR Canal	2018	2 to 4	Urban	1.09	2	2.18	\$10,785,063	\$4,947,277
Hillsborough	Urban	7	CR 580 (Sam Allen Rd)	W. of SR 39 (Paul Buchman Hwy)	E. of Park Rd	2018	2 to 4	Urban	2.02	2	4.04	\$23,444,444	\$5,803,080
Orange	Urban	5	SR 414 (Maitland Blvd)	E. of I-4	E. of CR 427 (Maitland Ave)	2018	4 to 6	Urban	1.39	2	2.78	\$7,136,709	\$2,567,162
Miami-Dade	Urban	6	SR 997 (Krome Ave)	SW 312 St	SW 232nd St	2019	2 to 4	Urban	3.64	2	7.28	\$30,374,141	\$4,172,272
Total (2013-2019): Urban Counties ONLY									Count:	20	110.32	\$482,667,076	\$4,375,155
RURAL Counties, Curb and Gutter													
Lee	Rural	1	SR 78 (Pine Island)	Burnt Store Rd	W. of Chiquita Blvd	2013	2 to 4	Urban	1.94	2	3.88	\$8,005,048	\$2,063,157
Brevard	Rural	5	SR 507 (Babcock St)	Melbourne Ave	Fee Ave	2013	2 to 4	Urban	0.55	2	1.10	\$5,167,891	\$4,698,083
Lee	Rural	1	US 41 Business	Littleton Rd	SR 739	2013	2 to 4	Urban	1.23	2	2.46	\$8,488,393	\$3,450,566
Brevard	Rural	5	Apollo Blvd	Sarno Rd	Eau Gallie Blvd	2013	2 to 4	Urban	0.74	2	1.48	\$10,318,613	\$6,972,036
Okeechobee	Rural	1	SR 70	NE 34th Ave	NE 80th Ave	2014	2 to 4	Urban	3.60	2	7.20	\$23,707,065	\$3,292,648
Martin	Rural	4	CR 714/Indian St	Turnpike/Martin Downs Blvd	W. of Mapp Rd	2014	2 to 4	Urban	1.87	2	3.74	\$14,935,957	\$3,993,571
Pinellas	Rural	7	43rd St Extension	S. of 118th Ave	40th St	2014	0 to 4	Urban	0.49	4	1.96	\$4,872,870	\$2,486,158
Nassau	Rural	2	SR 200 (A1A)	W. of Still Quarters Rd	W. of Ruben Ln	2014	4 to 6	Urban	3.05	2	6.10	\$18,473,682	\$3,028,472
Charlotte	Rural	1	US 41 (SR 45)	Enterprise Dr	Sarasota County Line	2014	4 to 6	Urban	3.62	2	7.24	\$31,131,016	\$4,299,864
Duval	Rural	2	SR 243 (JIA N Access)	Airport Rd	Pelican Park (I-95)	2014	0 to 2	Urban	2.60	2	5.20	\$14,205,429	\$2,731,813
Desoto	Rural	1	US 17	CR 760A (Nocatee)	Heard St	2014	2 to 4	Urban	4.40	2	8.80	\$29,584,798	\$3,361,909
Hendry	Rural	1	SR 82 (Immokalee Rd)	Lee County Line	Collier County Line	2015	2 to 4	Urban	1.27	2	2.54	\$7,593,742	\$2,989,662
Sarasota	Rural	1	SR 45A (US 41) (Venice Bypass)	Gulf Coast Blvd	Bird Bay Dr W	2015	4 to 6	Urban	1.14	2	2.28	\$16,584,224	\$7,273,782
Clay	Rural	2	SR 21	S. of Branan Field	Old Jennings Rd	2015	4 to 6	Urban	1.45	2	2.90	\$15,887,487	\$5,478,444
Putnam	Rural	2	SR 15 (US 17)	Horse Landing Rd	N. Boundary Rd	2015	2 to 4	Urban	1.99	2	3.98	\$13,869,804	\$3,484,875
Osceola	Rural	5	SR 500 (US 192/441)	Eastern Ave	Nova Rd	2015	4 to 6	Urban	3.18	2	6.36	\$16,187,452	\$2,545,197
Osceola	Rural	5	SR 500 (US 192/441)	Aeronautical Blvd	Budinger Ave	2015	4 to 6	Urban	3.94	2	7.88	\$34,256,621	\$4,347,287
Lake	Rural	5	SR 25 (US 27)	N. of Boggy Marsh Rd	N. of Lake Louisa Rd	2015	4 to 6	Sub-Urb	6.52	2	13.03	\$37,503,443	\$2,878,238
Seminole	Rural	5	SR 15/600	Shepard Rd	Lake Mary Blvd	2015	4 to 6	Urban	3.63	2	7.26	\$42,712,728	\$5,883,296
St. Lucie	Rural	4	SR 614 (Indrio Rd)	W. of SR 9 (I-95)	E. of SR 607 (Emerson Ave)	2016	2 to 4	Urban	3.80	2	7.60	\$22,773,660	\$2,996,534
Seminole	Rural	5	SR 46	Mellonville Ave	E. of SR 415	2016	2 to 4	Urban	2.83	2	5.66	\$26,475,089	\$4,677,578
St. Lucie	Rural	4	CR 712 (Midway Rd)	W. of S. 25th St	E. of SR 5 (US 1)	2016	2 to 4	Urban	1.77	2	3.54	\$24,415,701	\$6,897,091
Citrus	Rural	7	SR 55 (US 19)	W. Green Acres St	W. Jump Ct	2016	4 to 6	Urban	2.07	2	4.14	\$27,868,889	\$6,731,616
Walton	Rural	3	SR 30 (US 98)	Emerald Bay Dr	Tang-o-mar Dr	2016	4 to 6	Urban	3.37	2	6.74	\$42,140,000	\$6,252,226
Duval	Rural	2	SR 201	S. of Baldwin	N. of Baldwin (Bypass)	2016	0 to 4	Urban	4.11	4	16.44	\$50,974,795	\$3,100,657
Hardy	Rural	1	SR 35 (US 17)	S. of W. 9th St	N. of W. 3rd St	2016	0 to 4	Urban	1.11	4	4.44	\$14,067,161	\$3,168,280
Alachua	Rural	2	SR 20 (SE Hawthorne Rd)	E. of US 301	E. of Putnam Co. Line	2017	2 to 4	Urban	1.70	2	3.40	\$11,112,564	\$3,268,401

Table B-6 (continued)

Construction Cost – State Road Improvements (and Other Roads Built by FDOT) from Hernando County and Other Jurisdictions throughout Florida (Curb & Gutter Design), continued

County	County Classification	District	Description	From	To	Year	Feature	Design	Length	Lanes Added	Lane Miles Added	Construction Cost	Construction Cost per Lane Mile
RURAL Counties, Curb and Gutter													
Okaloosa	Rural	3	SR 30 (US 98)	CR 30F (Airport Rd)	E. of Walton Co. Line	2017	4 to 6	Urban	3.85	2	7.70	\$33,319,378	\$4,327,192
Bay	Rural	3	SR 390 (St. Andrews Blvd)	E. of CR 2312 (Baldwin Rd)	Jenks Ave	2017	2 to 6	Urban	1.33	4	5.32	\$14,541,719	\$2,733,406
Pasco	Rural	7	SR 54	E. of CR 577 (Curley Rd)	E. of CR 579 (Morris Bridge Rd)	2017	2 to 4/6	Urban	4.50	2/4	11.80	\$41,349,267	\$3,504,175
Lake	Rural	5	SR 46 (US 441)	W. of SR 500	E. of Round Lake Rd	2017	2 to 6	Urban	2.23	4	8.92	\$27,677,972	\$3,102,912
Wakulla	Rural	3	SR 369 (US 19)	N. of SR 267	Leon Co. Line	2018	2 to 4	Urban	2.24	2	4.48	\$15,646,589	\$3,492,542
St. Lucie	Rural	4	SR 713 (Kings Hwy)	S. of SR 70	SR 9 (I-95) Overpass	2018	2 to 4	Urban	3.42	2	6.84	\$45,162,221	\$6,602,664
Citrus	Rural	7	SR 55 (US 19)	W. Jump Ct	CR 44 (W Fort Island Tr)	2018	4 to 6	Urban	4.81	2	9.62	\$50,444,444	\$5,243,705
Sarasota	Rural	1	SR 45A (US 41) (Venice Bypass)	Center Rd	Gulf Coast Blvd	2018	4 to 6	Urban	1.19	2	2.38	\$15,860,000	\$6,663,866
Seminole	Rural	5	SR 46	Orange Blvd	N. Oregon St (Wekiva Section 7B)	2019	4 to 6	Urban	1.30	2	2.60	\$17,848,966	\$6,864,987
Duval	Rural	2	Jax National Cemetery Access Rd	Lannie Rd	Arnold Rd	2019	0 to 2	Urban	3.26	2	6.52	\$11,188,337	\$1,716,003
Pasco	Rural	7	SR 52	W. of Suncoast Pkwy	E. of SR 45 (US 41)	2019	4 to 6	Urban	4.64	2	9.28	\$45,307,439	\$4,882,267
Hernando	Rural	7	CR 578 (County Line Rd)	Suncoast Pkwy	US 41 @ Ayers Rd	2017	0 to 4	Urban	1.49	4	5.96	\$20,155,312	\$3,381,764
Hernando	Rural	7	SR 50	Windmere Rd	E of US 301	2019	4 to 6	Urb/Rural	5.60	2	11.20	\$52,736,220	\$4,708,591
Putnam	Rural	2	SR 20	Alachua/Putnam Co. Line	SW 56th Ave	2019	2 to 4	Urban	6.95	2	13.90	\$45,290,778	\$3,258,329
Bay	Rural	3	SR 390 (St. Andrews Blvd)	SR 368 (23rd St)	E of CR 2312 (Baldwin Rd)	2019	2 to 6	Urban	2.47	4	9.88	\$41,711,427	\$4,221,804
Total (2013-2019); Rural Counties ONLY										Count:	42	263.75	\$1,051,554,191
Total (2013-2019); Hernando County ONLY										Count:	2	17.16	\$72,891,532
Total (2013-2019); Rural Counties ONLY, Excluding Hernando County										Count:	40	246.59	\$978,662,659

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

Table B-7

Construction Cost – State Road Improvements (and Other Roads Built by FDOT) from Hernando County and Other Jurisdictions throughout Florida (Open Drainage Design)

County	County Classification	District	Description	From	To	Year	Feature	Design	Length	Lanes Added	Lane Miles Added	Construction Cost	Construction Cost per Lane Mile
URBAN Counties, Open Drainage													
Miami-Dade	Urban	6	SR 997 (Krome Ave)	SR 94/Kendall Dr	1 mile N. of 8th St	2014	2 to 4	Rural	5.72	2	11.44	\$55,164,057	\$4,822,033
Miami-Dade	Urban	6	SR 997 (Krome Ave)	MP 8.151	MP 10.935	2015	2 to 4	Rural	2.78	2	5.56	\$17,715,916	\$3,186,316
Miami-Dade	Urban	6	SR 997 (Krome Ave)	MP 5.122	MP 8.151	2015	2 to 4	Rural	3.03	2	6.06	\$18,903,175	\$3,119,336
Miami-Dade	Urban	6	SR 997	N of SW 8th St	MP 5.122	2015	2 to 4	Rural	2.10	2	4.20	\$26,217,745	\$6,242,320
Miami-Dade	Urban	6	SR 997/Krome Ave/NW 177th Ave	MP 10.935	MP 14.184/Okeechobee Rd	2015	2 to 4	Rural	3.10	2	6.20	\$17,492,235	\$2,821,328
Miami-Dade	Urban	6	SR 997 (Krome Ave) (SW 177th Ave)	S of SW 23rd St	S of SW 136th St (Howard Dr)	2018	2 to 4	Rural	6.28	2	12.56	\$35,977,083	\$2,864,417
Total (2013-2019); Urban Counties ONLY										Count:	6	46.02	\$171,470,211
RURAL Counties, Open Drainage													
Desoto	Rural	1	US 17 (SR 35)	SW Collins St	S. of CR 760A	2013	2 to 4	Rural	6.00	2	12.00	\$12,312,349	\$1,026,029
Marion	Rural	5	SR 40	CR 328	SW 80th Ave (CR 225A)	2014	2 to 4	Rural	4.04	2	8.08	\$12,324,444	\$1,525,302
Okaloosa	Rural	3	SR 123	N of Toms Creek	N of Turkey Creek	2014	2 to 4	Rural	1.67	2	3.34	\$11,745,896	\$3,516,735
Okaloosa	Rural	3	SR 123	N of Turkey Creek	SR 85 N	2014	2 to 4	Rural	2.89	2	5.77	\$10,424,530	\$1,806,678
Santa Rosa	Rural	3	SR 87	Eglin Air Force Base Boundary	2 miles S. of Yellow River Br	2015	2 to 4	Rural	5.43	2	10.86	\$18,411,475	\$1,695,348
Santa Rosa	Rural	3	SR 87	2 Mi S of Yellow River	CR 184	2015	2 to 4	Rural	3.26	2	6.52	\$15,764,843	\$2,417,921
Hardee	Rural	1	SR 35 (US 17)	Desoto County Line	CR 634 (Sweetwater Rd)	2016	2 to 4	Rural	4.88	2	9.76	\$19,770,518	\$2,025,668
Hendry	Rural	1	SR 80	Dalton Lane	CR 833	2017	2 to 4	Rural	11.13	2	22.26	\$48,642,463	\$2,185,196
Hernando	Rural	7	CR 578 (County Line Rd)	Springtime St	E of Mariner Blvd	2017	2 to 4	Rural	0.67	2	1.34	\$8,414,444	\$6,279,436
Bay	Rural	3	SR 388	SR 79	E of NW Florida Beaches Int. Airport	2018	2 to 4	Rural	3.95	2	7.90	\$41,598,533	\$5,265,637
Total (2013-2019); Rural Counties ONLY										Count:	10	87.83	\$199,409,496
Total (2013-2019); Hernando County ONLY										Count:	1	1.34	\$8,414,444
Total (2013-2019); Rural Counties ONLY, Excluding Hernando County										Count:	9	86.49	\$190,995,052

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

Construction Engineering/Inspection

County Roadways

The CEI cost factor for county roads was estimated as a percentage of the construction cost per lane mile. This factor was determined based on a review of CEI-to-construction cost ratios from previously completed roads/transportation impact fee studies throughout Florida. As shown in Table B-8, recent CEI factors ranged from 3 percent to 17 percent with a weighted average of 9 percent. For purposes of this study, the CEI cost for county roads was calculated at 9 percent of the construction cost per lane mile.

State Roadways

The CEI cost factor for state roads was estimated as a percentage of the construction cost per lane mile. This factor was determined based on a review of CEI-to-construction cost ratios from previously completed roads/transportation impact fee studies throughout Florida. As shown in Table B-8, recent CEI factors ranged from 10 percent to 11 percent with a weighted average of 11 percent. For purposes of this study, the CEI cost for state roads was calculated at 11 percent of the construction cost per lane mile.

Table B-8
CEI Cost Factor for County and State Roads – Recent Impact Fee Studies

Year	County	County Roadways (Cost per Lane Mile)			State Roadways (Cost per Lane Mile)		
		CEI	Constr.	CEI Ratio	CEI	Constr.	CEI Ratio
2013	Hernando	\$178,200	\$1,980,000	9%	\$222,640	\$2,024,000	11%
2013	Charlotte	\$220,000	\$2,200,000	10%	\$240,000	\$2,400,000	10%
2014	Indian River	\$143,000	\$1,598,000	9%	\$196,000	\$1,776,000	11%
2015	Collier	\$270,000	\$2,700,000	10%	\$270,000	\$2,700,000	10%
2015	Brevard	\$344,000	\$2,023,000	17%	\$316,000	\$2,875,000	11%
2015	Sumter	\$147,000	\$2,100,000	7%	\$250,000	\$2,505,000	10%
2015	Marion	\$50,000	\$1,668,000	3%	\$227,000	\$2,060,000	11%
2015	Palm Beach	\$108,000	\$1,759,000	6%	\$333,000	\$3,029,000	11%
2016	Hillsborough	\$261,000	\$2,897,000	9%	\$319,000	\$2,897,000	11%
2017	St. Lucie	\$198,000	\$2,200,000	9%	\$341,000	\$3,100,000	11%
2017	Clay	\$191,000	\$2,385,000	8%	-	-	n/a
2018	Collier	\$315,000	\$3,500,000	9%	\$385,000	\$3,500,000	11%
Average		\$202,100	\$2,250,833	9%	\$3,099,640	\$28,866,000	11%

Source: Recent impact fee studies conducted throughout Florida

Roadway Capacity

As shown in Table B-9, the average capacity per lane miles was based on the projects in the Hernando-Citrus MPO's 2040 Long Range Transportation Plan (Cost Feasible Plan). The listing of projects reflects the mix of improvements that will yield the vehicle-miles of capacity (VMC) that will be built in Hernando County. The resulting weighted average capacity per lane mile of approximately 11,200 was used in the roads impact fee calculation. Based on discussions with County representatives, the planned improvements will primarily feature an "uninterrupted flow" roadway classification, resulting in a higher VMC per lane mile of improvement than many other jurisdictions in Florida.

Table B-9

Hernando County Planned Improvements – Long Range Transportation Plan

Jurisdiction	Description	From	To	Improvement	Length	Lanes Added	Lane Miles Added	Section Design ⁽¹⁾	Initial Capacity	Future Capacity	Added Capacity	Vehicle Miles of Capacity Added
Cost Feasible Plan												
County	Barclay Rd	Elgin Blvd	San Antonio Blvd	2 to 4 Lanes	1.03	2	2.06	OD	15,930	35,820	19,890	20,487
County	Barclay Rd	San Antonio Rd	Lucky Ln	2 to 4 Lanes	1.62	2	3.24	OD	15,930	35,820	19,890	32,222
County	Barclay Rd	Lucky Ln	Cortez Blvd (SR 50)	2 to 4 Lanes	0.28	2	0.56	OD	15,930	35,820	19,890	5,569
County	California St	Cortez Blvd (SR 50)	Sam C	0 to 2 Lanes	0.51	2	1.02	OD	0	15,930	15,930	8,124
County	County Line Rd	East Rd	Mariner Blvd	2 to 4 Lanes	2.70	2	5.40	OD	15,930	35,820	19,890	53,703
County	Deltona Blvd	Northcliffe Blvd	Elgin Blvd	2 to 4 Lanes	0.95	2	1.90	OD	15,930	35,820	19,890	18,896
County	Deltona Blvd	Elgin Blvd	Cortez Blvd (SR 50)	2 to 4 Lanes	0.53	2	1.06	OD	15,930	35,820	19,890	10,542
County	Downy Woodpecker Rd	Thrasher Ave	Velvet Scooter Ave	0 to 2 Lanes	0.09	2	0.18	OD	0	24,400	24,400	2,196
County	Emerson Rd	Jefferson St (SR 50)	Mondon Hill Rd	0 to 2 Lanes	0.78	2	1.56	OD	0	24,200	24,200	18,876
County	Emerson Rd	Mondon Hill Rd	Broad St	0 to 2 Lanes	0.56	2	1.12	OD	0	24,200	24,200	13,552
County	Sunshine Grove Rd Ext.	Velvet Scooter Ave	Sunshine Grove Rd Ext.	0 to 2 Lanes	0.38	2	0.76	OD	0	24,400	24,400	9,272
County	Sunshine Grove Rd Ext.	Sunshine Grove Rd Ext.	N Suncoast Pkwy (SR 589)	0 to 2 Lanes	0.35	2	0.70	OD	0	24,400	24,400	8,540
County	Cortez Blvd (SR 50 EB Frontage)	Highpoint Blvd	Mariner Blvd	0 to 2 Lanes	0.99	2	1.98	C&G	0	12,100	12,100	11,979
County	Cortez Blvd (SR 50 WB Frontage)	Mariner Blvd	Highpoint Blvd	0 to 2 Lanes	0.99	2	1.98	C&G	0	12,100	12,100	11,979
County	Powell Rd	Barclay Ave	California St	2 to 4 Lanes	1.67	2	3.34	OD	15,930	35,820	19,890	33,216
State	Broad St (US 41/SR 45)	County Line Rd	Ayers Rd	2 to 4 Lanes	1.37	2	2.74	OD	17,700	39,800	22,100	30,277
State	Broad St (US 41/SR 45)	Spring Hill Dr	Powell Rd	4 to 6 Lanes	0.86	2	1.72	OD	39,800	59,900	20,100	17,286
County	Cobb Rd	Cortez Blvd (SR 50)	Fort Dade Ave	2 to 4 Lanes	0.26	2	0.52	C&G	24,200	65,600	41,400	10,764
County	Cobb Rd	Fort Dade Ave	Yontz Rd	2 to 4 Lanes	1.50	2	3.00	OD	24,200	65,600	41,400	62,100
County	Cobb Rd	Yontz Rd	Ponce De Leon Blvd (US 98/SR 700)	2 to 4 Lanes	2.72	2	5.44	OD	15,930	35,820	19,890	54,101
State	Cortez Blvd (SR 50)	Treiman Blvd (US 301/SR 35)	Sumter County Line	2 to 4 Lanes	5.01	2	10.02	OD	16,400	40,700	24,300	121,743
State	Cortez Blvd (SR 50)	N Suncoast Pkwy (SR 589)	Cobb Rd	4 to 6 Lanes	3.98	2	7.96	OD	39,800	59,900	20,100	79,998
State	Ponce De Leon Blvd (US 98/SR 700)	Broad St (US 41/SR 45)	Jefferson St (SR 50A)	2 to 4 Lanes	0.36	2	0.72	OD	18,585	41,790	23,205	8,354
State	Ponce De Leon Blvd (US 98/SR 700)	Yontz Rd	Cobb Rd	2 to 4 Lanes	2.54	2	5.08	OD	17,700	39,800	22,100	56,134
State	Ponce De Leon Blvd (US 98/SR 700)	Cobb Rd	Lake Lindsey Rd	2 to 4 Lanes	1.49	2	2.98	OD	17,700	39,800	22,100	32,929
County	Dashbach Rd	Lockhart Rd	I-75	0 to 2 Lanes	0.29	2	0.58	OD	0	24,400	24,400	7,076
County	Dashbach Rd	I-75	Spine Rd	0 to 2 Lanes	0.72	2	1.44	OD	0	24,400	24,400	17,568
County	Dashbach Rd	Spine Rd	Sunrise Rd	0 to 2 Lanes	0.53	2	1.06	OD	0	24,400	24,400	12,932
County	Dashbach Rd	Sunrise Rd	Kettering Rd	0 to 2 Lanes	0.49	2	0.98	OD	0	24,400	24,400	11,956
Developer	Exile Rd	Cortez Blvd (SR 50)	Flock Ave	2 to 4 Lanes	1.27	2	2.54	OD	15,930	35,820	19,890	25,260
Developer	Hospital Rd	Cortez Blvd (SR 50)	Fort Dade Ave	0 to 2 Lanes	1.03	2	2.06	OD	0	24,400	24,400	25,132
County	Lockhart Rd	Dashbach Rd	Cortez Blvd (SR 50)	2 to 4 Lanes	2.04	2	4.08	OD	24,400	62,900	38,500	78,540
Developer	New Road C	Lockhart Rd	Cortez Blvd (US 98/SR 50)	0 to 2 Lanes	1.00	2	2.00	OD	0	24,400	24,400	24,400
Developer	Spine Rd	Powerline Rd	Dashbach Rd	0 to 2 Lanes	1.00	2	2.00	OD	0	24,400	24,400	24,400
County	Sunshine Grove Rd Ext.	N Suncoast Pkwy (SR 589)	Ponce De Leon Blvd (US 98/SR 700)	0 to 2 Lanes	1.27	2	2.54	OD	0	24,400	24,400	30,988
County	Sunrise Rd	Dashbach Rd	Cortez Blvd (US 98/SR 50)	2 to 4 Lanes	2.07	2	4.14	OD	13,320	29,160	15,840	32,789
County	Powerline Rd	Lockhart Rd	Kettering Rd	2 to 4 Lanes	2.02	2	4.04	OD	15,930	35,820	19,890	40,178
County	Star Rd	Exile Rd	Weeping Willow St	0 to 2 Lanes	0.76	2	1.52	OD	0	15,930	15,930	12,107
Total (All Roads):							96.02					1,076,165
County/Developer Roads:							64.80		67% (a)			729,444
State Roads:							31.22		33% (b)			346,721
Curb & Gutter:							4.48		5% (c)			-
Open Drainage:							91.54		95% (d)			-
									VMC Added per Lane Mile:			11,200

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

Source: Hernando-Citrus MPO Long Range Transportation Plan, Cost Feasible Plan. Improvements in Hernando County only

Appendix C

Credit Component

Appendix C: Credit Component

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

1. Constitutional Fuel Tax (2¢/gallon)

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

2. County Fuel Tax (1¢/gallon)

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

3. Ninth-Cent Fuel Tax (1¢/gallon)

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

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

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

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

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

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

Each year, the Florida Legislature's Office of Economic and Demographic Research (EDR) produces the *Local Government Financial Information Handbook*, which details the estimated local government revenues for the upcoming fiscal year. Included in this document are the estimated distributions of the various fuel tax revenues for each county in the state. The 2019-20 data represent projected fuel tax distributions to Hernando County for the current fiscal year. Table C-1 shows the distribution per penny for each of the fuel levies, and then the calculation of the weighted average for the value of a penny of fuel tax. The weighting procedure takes into account the differing amount of revenues generated for the various types of fuel taxes. It is estimated that approximately \$0.83 million of annual revenue will be generated for the County from one penny of fuel tax in Hernando County.

Table C-1
Estimated Fuel Tax Distribution Allocated to Capital Programs for
Hernando County & Municipalities, FY 2019-20⁽¹⁾

Tax	Amount of Levy per Gallon	Total Distribution	Distribution per Penny
Constitutional Fuel Tax	\$0.02	\$1,900,811	\$950,406
County Fuel Tax	\$0.01	\$836,214	\$836,214
9th Cent Fuel Tax	\$0.01	\$921,669	\$921,669
1st Local Option (1-6 cents)	\$0.06	\$5,202,168	\$867,028
2nd Local Option (1-5 cents)	\$0.05	\$3,602,382	\$720,476
Total	\$0.15	\$12,463,244	
Weighted Average per Penny⁽²⁾			\$830,883

1) Source: Florida Legislature's Office of Economic and Demographic Research, <http://edr.state.fl.us/content/local-government/reports/> --

2) The weighted average distribution per penny is calculated by taking the sum of the total distribution and dividing that value by the sum of the total levies per gallon (multiplied by 100).

Capital Improvement Credit

For the calculated impact fee, the capital improvement credit includes capacity-expansion expenditures for roadway improvements in Hernando County.

County Capital Project Funding

A review of the County's FY 2015-2019 historical funding and the FY 2020-2024 Capital Improvement Plan indicates that fuel tax revenues and impact fee revenues are the primary funding sources for roadway capacity expansion improvements. As shown in Table C-2, Hernando County allocates funding equivalent of approximately 0.2 pennies for the portion of non-impact fee revenues dedicated to capacity expansion projects such as new road construction, lane additions, and intersection improvements.

Table C-2
County Fuel Tax Equivalent Pennies

Source	Cost of Projects	Number of Years	Revenue from 1 Penny ⁽³⁾	Equivalent Pennies ⁽⁴⁾
Hernando County CIP FY 2020-2024 ⁽¹⁾	\$313,000	5	\$830,883	\$0.001
Historical Expenditures FY 2015-2019 ⁽²⁾	\$1,128,992	5	\$830,883	\$0.003
Total	\$1,441,992	10	\$830,883	\$0.002

1) Source: Table C-5

2) Source: Table C-4

3) Source: Table C-1

4) Cost of projects divided by number of years divided by revenue from 1 penny (Item 3) divided by 100

State Capital Project Funding

In the calculation of the equivalent pennies of fuel tax from the State, expenditures on roadway capacity-expansion spanning a 15-year period (from FY 2010 to FY 2024) were reviewed. From these, a list of improvements was developed, including lane additions, new road construction, intersection improvements, interchanges, and traffic signal projects, etc. The use of a 15-year period, for purposes of developing a State credit for road capacity expansion projects, results in a stable credit, as it accounts for the volatility in FDOT spending in the county over short periods of time.

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

- FY 2010-2014 work plan equates to 15.1 pennies
- FY 2015-2019 work plan equates to 19.7 pennies
- FY 2020-2024 work plan equates to 34.7 pennies

The combined weighted average over the 15-year period of state expenditure for capacity-expansion roadway projects results in a total of 23.2 equivalent pennies. Table C-3 documents this calculation and the specific projects that were used in the equivalent penny calculations are summarized in Table C-6.

Table C-3
State Fuel Tax Equivalent Pennies

Source	Cost of Projects	Number of Years	Revenue from 1 Penny ⁽⁴⁾	Equivalent Pennies ⁽⁵⁾
Projected Work Program (FY 2020-2024) ⁽¹⁾	\$144,204,019	5	\$830,883	\$0.347
Historical Work Program (FY 2015-2019) ⁽²⁾	\$81,960,261	5	\$830,883	\$0.197
Historical Work Program (FY 2010-2014) ⁽³⁾	<u>\$62,617,964</u>	<u>5</u>	\$830,883	\$0.151
Total	\$288,782,244	15	\$830,883	\$0.232

1) Source: Table C-6

2) Source: Table C-6

3) Source: Table C-6

4) Source: Table C-1

5) Cost of projects divided by number of years divided by revenue from 1 penny (Item 3) divided by 100

Tables C-4 through C-8 provide additional detail for the summaries included previously in the report and in Appendix C, Tables C-1 through C-3.

Table C-4
Hernando County – Historical Roadway Expenditures

Project #	Project Name	Improvement	2015	2016	2017	2018	2019	Total
107110	Deltona-Forest Oaks Intersection Improvements	Intersection improvements to add turn lanes and sidewalks	\$0	\$0	\$0	\$1,874	\$672,484	\$674,358
107490	Forest Oaks @ US19 Intersection Improvements	Intersection improvements to add turn lanes and sidewalks	\$0	\$0	\$4,899	\$21,957	\$0	\$26,856
105800	Powell Road Widening West	Multi-laning roadway	\$7,451	\$0	\$0	\$0	\$0	\$7,451
105860	SR50 Frontage Road E of I75	Two lane frontage road with sidewalks east of I-75 located on north and south side of SR 50	\$0	\$0	\$0	\$0	\$934	\$934
108520	Sunshine Grove @ Jacqueline Traffic Signal	Design and construct traffic signal on Sunshine Grove @ Jacqueline and install concrete separator on Sunshine Grove @ Chamboard St	\$0	\$0	\$60,975	\$54,656	\$727	\$116,358
107480	West Landover Traffic Management	Construct traffic signal at Landover @ Mariner	\$0	\$0	\$261,912	\$41,123	\$0	\$303,035
Total			\$7,451	\$0	\$327,786	\$119,610	\$674,145	\$1,128,992

Source: Hernando County Department of Public Works

Table C-5
Hernando County – FY 2020-2024 Capital Improvement Plan: Capacity Expansion Improvements

CIP #	Project Name	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Total
Public Works Department							
109850	Cobblestone @ Spring Hill Intersection Improvements	\$63,000	\$175,000	\$0	\$0	\$0	\$238,000
107870	Howell Ave @ US 41 Intersection Improvements	\$75,000	\$0	\$0	\$0	\$0	\$75,000
Total		\$138,000	\$175,000	\$0	\$0	\$0	\$313,000

Source: Hernando County Office of Management & Budget

Table C-6
Hernando County FDOT Work Program, FY 2010 to FY 2024

Item	Item Description	Work Mix Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Total
416734-1	SR 50 (CORTEZ BLVD) FROM CALIFORNIA ST TO EAST OF COBB RD	ADD LANES & RECONSTRUCT	\$0	\$397	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$397
407951-2	SR 50 (CORTEZ BLVD) FROM CR587 (MARINER BLVD) TO SR589(SUNCOAST PARKWY	ADD LANES & RECONSTRUCT	\$895,578	\$383,222	\$65,195	\$15,623,391	\$13,177	\$85,905	\$222,361	\$83,813	\$397	\$31	\$0	\$0	\$0	\$0	\$0	\$17,373,070
416732-1	SR 50 (CORTEZ BLVD) FROM LOCKHART ROAD TO KETTERING ROAD	ADD LANES & RECONSTRUCT	\$0	\$0	\$613	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$613
407951-3	SR 50 (CORTEZ BLVD) FROM US 19 (SR 55) TO W OF CR587/MARINER BVD	ADD LANES & REHABILITATE PVMNT	\$326,666	\$6,503,212	\$471,775	\$23,896,542	\$239,007	\$233,412	\$112,646	\$45,249	\$63,693	\$344	\$124	\$0	\$0	\$0	\$0	\$31,892,670
416732-4	SR 50 FM WINDMERE RD/BRONSON BL TO E OF US 98/MCKETHAN RD	ADD LANES & REHABILITATE PVMNT	\$0	\$0	\$0	\$0	\$348	\$3,030,539	\$35,221	\$79,201	\$1,340,679	\$1,717,524	\$1,561,072	\$36,914,262	\$0	\$0	\$0	\$44,678,846
430051-1	SR 50 FROM BROOKSVILLE BYPASS TO WEST OF I-75	PD&E/EMO STUDY	\$0	\$0	\$0	\$0	\$1,007,846	\$9,520	\$6,839	\$6,181	\$2,114	\$9,901	\$8,380	\$0	\$0	\$0	\$0	\$1,050,781
416732-3	SR 50 FROM E OF US 98/MCKETHAN RD TO E OF US 301	ADD LANES & REHABILITATE PVMNT	\$0	\$0	\$0	\$510	\$2,985,124	\$507,853	\$120,212	\$957,777	\$3,028,819	\$1,824,042	\$23,416,004	\$0	\$0	\$0	\$0	\$32,850,340
430051-2	SR 50 FROM LOCKHART RD TO E OF REMINGTON RD	ADD LANES & REHABILITATE PVMNT	\$0	\$0	\$0	\$0	\$26,586	\$951,491	\$36,571	\$16,992	\$40,447	\$158,863	\$5,456,413	\$0	\$0	\$0	\$0	\$6,687,363
416732-2	SR 50 FROM LOCKHART RD TO US 301	PD&E/EMO STUDY	\$0	\$0	\$4,061	\$47,626	\$5,821	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$57,508
435859-2	SR 50 FROM SR 35 (US 301) TO HERNANDO/SUMTER COUNTY LINE	PRELIMINARY ENGINEERING	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,209,622	\$1,038,446	\$421,284	\$0	\$0	\$0	\$0	\$4,669,352
442835-1	SR 50 FROM US 301/SR 35 TO HERNANDO/SUMTER COUNTY LINE	ADD LANES & RECONSTRUCT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$34	\$1,553	\$1,440,000	\$5,966,000	\$54,317,918	\$0	\$0	\$61,725,505
416733-2	SR 50/CORTEZ BLVD FROM COBB RD TO W OF BUCK HOPE RD	ADD LANES & RECONSTRUCT	\$0	\$0	\$0	\$0	\$23,668	\$1,112,026	\$1,393,625	\$31,225	\$935,588	\$653,943	\$491,232	\$0	\$144,974	\$11,192,916	\$0	\$15,979,197
416735-1	SR 50/CORTEZ BLVD FROM W OF BUCK HOPE RD TO W OF JEFFERSON STREET	ADD LANES & REHABILITATE PVMNT	\$0	\$0	\$0	\$0	\$53,316	\$2,055,284	\$33,438	\$73,900	\$47,743	\$2,211,672	\$568,235	\$0	\$0	\$111,446	\$0	\$5,155,034
433244-1	SR 50A/JEFFERSON ST @ SR 700/PONCE DE LEON BL	TRAFFIC ENGINEERING STUDY	\$0	\$0	\$0	\$0	\$162,880	\$2,907	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$165,787
405920-3	TRAFFIC SIGNAL MAINTENANCE AND OPERATION FOR LOCAL GOVERNMENT	TRAFFIC SIGNALS	\$81,344	\$85,083	\$87,646	\$90,734	\$92,339	\$95,096	\$158,080	\$182,179	\$188,378	\$197,121	\$6,881	\$0	\$0	\$0	\$0	\$1,264,881
439448-1	US 98/SR 700/PONCE DE LEON FR N OF CITRUS WAY/CR491 TO S OF CITRUS WAY	ROUNDABOUT	\$0	\$0	\$0	\$0	\$0	\$0	\$118,276	\$0	\$19,284	\$79,511	\$157,531	\$2,981,756	\$0	\$0	\$0	\$3,356,358
254823-1	US 41/SR 45/BROAD ST FROM HVIEZDOSLAV ST TO S OF SWFWMD ENTRANCE	ADD LANES & RECONSTRUCT	\$0	\$22,269	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,269
431842-1	BARCLAY AT SR 50	ADD LEFT TURN LANE(S)	\$0	\$0	\$0	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000
257298-3	CR 578 (CO LINE RD) FROM E OF EAST RD TO SPRING TIME ST	ADD LANES & RECONSTRUCT	\$759,086	\$665,828	\$457,874	\$15,203	\$3,002	\$6,270	\$8,635	\$5,249	\$3,011	\$1,499	\$5,112	\$0	\$0	\$0	\$0	\$1,930,769
257298-4	CR 578 (CO LINE RD) FROM E OF MARINER BLVD TO W OF SUNCOAST PARKWAY	ADD LANES & RECONSTRUCT	\$13,643	\$7,063	\$5,304	\$299	\$455	\$1,256	\$702	\$904	\$2,735	\$1,622	\$7,868	\$0	\$0	\$0	\$0	\$41,851
257298-5	CR 578 (CO LINE RD) FROM SUNCOAST PARKWAY TO US41 AT AYERS RD	NEW ROAD CONSTRUCTION	\$31,556	\$48,382	\$915,130	\$564,249	\$152,282	\$5,795,049	\$1,326,342	\$25,467	\$835,063	\$20,105,327	\$411,059	\$0	\$0	\$0	\$0	\$30,209,896
257298-2	CR 578 (CO LINE RD) FROM US 19 TO EAST OF EAST RD	ADD LANES & RECONSTRUCT	\$16,215	\$225,080	\$4,857	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$246,132
257298-6	CR 578 @ MARINER INT FM SPRINGTIME STREET TO EAST OF MARINER BLVD	INTERSECTION IMPROVEMENT	\$0	\$0	\$0	\$337,048	\$984,944	\$10,997,422	\$2,975,427	\$10,294,339	\$418,339	\$747,513	\$184,624	\$0	\$0	\$0	\$0	\$26,939,656
424156-1	ELGIN/DELTONA-POWELL FROM MARINER BLVD TO VILLAGE VAN GOGH	ADD LANES & RECONSTRUCT	\$0	\$1,083,949	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,083,949
443369-1	CYRIL DR BYPASS FROM KETTERING RD TO CYRIL DR	NEW ROAD CONSTRUCTION	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,300,000	\$0	\$0	\$0	\$0	\$0	\$1,300,000
Total			\$2,124,088	\$9,024,485	\$2,012,455	\$40,675,950	\$8,780,986	\$21,888,711	\$6,592,355	\$13,063,954	\$10,522,781	\$29,892,460	\$69,489,009	\$8,947,756	\$54,462,892	\$11,304,362	\$0	\$288,782,244
Sub-Totals						Total 2010-2014:	\$62,617,964			Total 2015-2019:	\$81,960,261			Total 2020-2024:	\$144,204,019			-

Source: Florida Department of Transportation

Table C-7

Average Motor Vehicle Fuel Efficiency – Excluding Interstate Travel

Travel			
Vehicle Miles of Travel (VMT) @			
	22.5	6.6	
Other Arterial Rural	326,771,000,000	47,822,000,000	374,593,000,000
Other Rural	305,549,000,000	31,615,000,000	337,164,000,000
Other Urban	1,572,316,000,000	97,594,000,000	1,669,910,000,000
Total	2,204,636,000,000	177,031,000,000	2,381,667,000,000

Percent VMT	
@ 22.5 mpg	@ 6.6 mpg
87%	13%
91%	9%
94%	6%
93%	7%

Fuel Consumed			
	Gallons @ 22.5 mpg	Gallons @ 6.6 mpg	
Other Arterial Rural	14,523,155,556	7,245,757,576	21,768,913,132
Other Rural	13,579,955,556	4,790,151,515	18,370,107,071
Other Urban	69,880,711,111	14,786,969,697	84,667,680,808
Total	97,983,822,223	26,822,878,788	124,806,701,011

Total Mileage and Fuel	
2,381,667	miles (millions)
124,807	gallons (millions)
19.08	mpg

Source: U.S. Department of Transportation, Federal Highway Administration, *Highway Statistics 2018*, Section V, Table VM-1
 Annual Vehicle Distance Traveled in Miles and Related Data - 2018 by Highway Category and Vehicle Type
<http://www.fhwa.dot.gov/policyinformation/statistics.cfm>

Table C-8
Annual Vehicle Distance Travelled in Miles and Related Data – 2018⁽¹⁾
By Highway Category and Vehicle Type

Revised: March 2020								TABLE VM-1		
YEAR	ITEM	LIGHT DUTY VEHICLES SHORT WB ⁽²⁾	MOTOR- CYCLES	BUSES	LIGHT DUTY VEHICLES LONG WB ⁽²⁾	SINGLE-UNIT TRUCKS ⁽³⁾	COMBINATION TRUCKS	SUBTOTALS		ALL MOTOR VEHICLES
								ALL LIGHT VEHICLES ⁽²⁾	SINGLE-UNIT 2-AXLE 6-TIRE OR MORE AND COMBINATION TRUCKS	
	Motor-Vehicle Travel (millions of vehicle-miles):									
2018	Interstate Rural	147,065	1,312	1,664	46,092	10,418	50,688	193,158	61,106	257,240
2018	Other Arterial Rural	233,941	2,667	2,271	92,830	17,656	30,166	326,771	47,822	379,531
2018	Other Rural	212,919	2,786	2,081	92,630	17,339	14,277	305,549	31,615	342,031
2018	All Rural	593,925	6,765	6,016	231,553	45,413	95,130	825,478	140,543	978,802
2018	Interstate Urban	398,748	2,606	2,793	100,541	19,427	47,300	499,289	66,727	571,415
2018	Other Urban	1,239,915	10,705	9,494	332,401	55,859	41,735	1,572,316	97,594	1,690,110
2018	All Urban	1,638,663	13,311	12,287	432,942	75,286	89,035	2,071,605	164,321	2,261,525
2018	Total Rural and Urban ⁽⁵⁾	2,232,588	20,076	18,303	664,495	120,699	184,165	2,897,083	304,864	3,240,327
2018	Number of motor vehicles registered(2)	192,856,211	8,666,185	992,152	57,853,642	10,327,899	2,906,011	250,709,853	13,233,910	273,602,100
2018	Average miles traveled per vehicle	11,576	2,317	18,448	11,486	11,687	63,374	11,556	23,037	11,843
2018	Person-miles of travel (millions) ⁽⁴⁾	3,729,610	23,297	388,032	1,119,644	120,699	184,165	4,849,254	143,996	5,565,447
2018	Fuel consumed (thousand gallons)	91,585,334	456,657	2,493,815	37,189,350	16,080,122	30,325,060	128,774,684	46,405,182	178,130,339
2018	Average fuel consumption per vehicle (gallons)	475	53	2,514	643	1,557	10,435	514	3,507	651
2018	Average miles traveled per gallon of fuel consumed	24.4	44.0	7.3	17.9	7.5	6.1	22.5	6.6	18.2
(1) The FHWA estimates national trends by using State reported Highway Performance and Monitoring System (HPMS) data, fuel consumption data (MF-21 and MF-27), vehicle registration data (MV-1, MV-9, and MV-10), other data such as the R.L. Polk vehicle data, and a host of modeling techniques.										
(2) Light Duty Vehicles Short WB - passenger cars, light trucks, vans and sport utility vehicles with a wheelbase (WB) equal to or less than 121 inches. Light Duty Vehicles Long WB - large passenger cars, vans, pickup trucks, and sport/utility vehicles with wheelbases (WB) larger than 121 inches. All Light Duty Vehicles - passenger cars, light trucks, vans and sport utility vehicles regardless of wheelbase.										
(3) Single-Unit - single frame trucks that have 2-Axles and at least 6 tires or a gross vehicle weight rating exceeding 10,000 lbs.										
(4) For 2017 and 2018, the vehicle occupancy is estimated by the FHWA from the 2017 National Household Travel Survey (NHTS) and the annual R.L. Polk Vehicle registration data; For single unit truck and heavy trucks, 1 motor vehicle mile traveled = 1 person-mile traveled.										
(5) VMT data are based on the latest HPMS data available; it may not match previous published results.										

Appendix D

Calculated Roads Impact Fee Schedule

Appendix D: Calculated Roads Impact Fee Schedule

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

- Table D-1 – Comparison of calculated fee rates to the full calculated fee rates from the 2013 transportation impact fee study.
- Table D-2 – Detailed calculations for the updated transportation impact fee rates.

Table D-1
Hernando County – Transportation Impact Fee Rate Comparison

ITE LUC	Land Use	Unit	2013 Full Calculated Rate (100%) ⁽¹⁾	2022 Full Calculated Rate (100%) ⁽²⁾	Percent Change	Current Rate (22% Adoption) ⁽³⁾
RESIDENTIAL:						
210	Single Family (Detached)	du	\$5,767	\$6,220	8%	\$1,269
215	Single Family (Attached/Townhouse)	du	\$3,254	\$5,382	65%	\$716
220	Multi-Family (Low-Rise); 1-3 Levels	du	*	\$4,193	-	*
221/222	Multi-Family (Mid/High-Rise); 4 Levels or more	du	*	\$2,823	-	*
240	Mobile Home Park	du	\$2,123	\$2,273	7%	\$467
251	Senior Adult Housing - Detached	du	\$1,881	\$2,291	22%	\$414
252	Senior Adult Housing - Attached	du	**	\$1,546	-	**
253	Congregate Care Facility	du	\$550	\$611	11%	\$121
254	Assisted Living	bed	**	\$673	-	**
255	Continuing Care Retirement Center	du	**	\$644	-	**
LODGING:						
310	Hotel	room	\$2,927	\$2,748	-6%	\$644
320	Motel	room	\$2,069	\$1,326	-36%	\$455
RECREATION:						
416	RV Park	occupied site	\$821	\$895	9%	\$181
420	Marina	boat berth	\$1,969	\$1,718	-13%	\$433
430	Golf Course	acre	\$3,350	\$2,671	-20%	\$737
445	Movie Theater	screen	\$22,199	\$25,645	16%	\$4,884
492	Health/Fitness Club	1,000 sf	\$17,675	\$19,927	13%	\$3,889
INSTITUTIONS:						
520	Elementary School (Private)	student	\$487	\$713	46%	\$107
522	Middle School (Private)	student	\$683	\$657	-4%	\$150
525	High School (Private)	student	\$734	\$676	-8%	\$161
540	University 7,500 or fewer students (Private)	student	\$1,330	\$1,426	7%	\$293
550	University greater than 7,500 students (Private)	student	\$1,002	\$1,065	6%	\$220
560	Public Assembly	1,000 sf	**	\$3,150	-	**
565	Day Care Center	1,000 sf	\$11,273	\$8,349	-26%	\$2,480
MEDICAL:						
610	Hospital	1,000 sf	\$7,522	\$6,679	-11%	\$1,655
620	Nursing Home	bed	\$678	\$797	18%	\$149
630	Clinic	1,000 sf	\$17,457	\$21,147	21%	\$3,841
OFFICE:						
710	Office	1,000 sf	***	\$6,129	-	***
720	Medical Office 10,000 sq ft or less	1,000 sf	\$13,066	\$14,077	8%	\$2,875
720	Medical Office greater than 10,000 sq ft	1,000 sf	\$19,047	\$20,210	6%	\$4,190
RETAIL:						
812	Building Materials/Lumber Store	1,000 sf	\$23,336	\$9,494	-59%	\$5,134
813	Discount Superstore, Free-Standing	1,000 sf	\$30,733	\$9,313	-70%	\$6,761
816	Hardware/Paint Store	1,000 sf	\$5,656	\$504	-91%	\$1,244
822	Retail/Shopping Center less than 40,000 sfgla	1,000 sfgla	\$9,545	\$4,249	-55%	\$2,100
821	Retail/Shopping Center 40,000 to 150,000 sfgla	1,000 sfgla	\$8,565	\$8,443	-1%	\$1,884
820	Retail/Shopping Center greater than 150,000 sfgla	1,000 sfgla	\$8,565	\$9,025	5%	\$1,884
840/841	New/Used Auto Sales	1,000 sf	\$10,892	\$10,609	-3%	\$2,396
850	Supermarket	1,000 sf	\$12,783	\$12,506	-2%	\$2,812
862	Home Improvement Superstore	1,000 sf	\$5,303	\$5,252	-1%	\$1,167
880/881	Pharmacy/Drug Store with & without Drive-Thru	1,000 sf	\$6,783	\$7,860	16%	\$1,492
890	Furniture Store	1,000 sf	\$1,859	\$2,487	34%	\$409
SERVICES:						
912	Bank/Savings Drive-In	1,000 sf	\$19,349	\$13,519	-30%	\$4,257
931	Fine Dining/Quality Restaurant	1,000 sf	\$23,957	\$24,305	1%	\$5,271
932	High-Turnover (Sit-Down) Restaurant	1,000 sf	\$28,560	\$27,236	-5%	\$6,283
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	\$79,079	\$79,511	1%	\$17,397
942	Automobile Care Center	1,000 sf	\$8,960	\$8,651	-3%	\$1,971
944	Gas Station w/Convenience Market <2,000 sq ft	fuel pos.	*	\$8,472	-	*
945	Gas Station w/Convenience Market 2,000-5,499 sq ft	fuel pos.	*	\$13,029	-	*
945	Gas Station w/Convenience Market 5,500+ sq ft	fuel pos.	*	\$17,050	-	*
947	Self-Service Car Wash	service bay	\$6,933	\$7,439	7%	\$1,525
n/a	Convenience/Gasoline/Fast Food Restaurant	1,000 sf	\$90,019	\$96,631	7%	\$19,804
INDUSTRIAL:						
110	General Light Industrial	1,000 sf	\$3,662	\$2,746	-25%	\$806
130	Industrial Park	1,000 sf	\$3,583	\$1,909	-47%	\$788
140	Manufacturing	1,000 sf	\$2,001	\$2,689	34%	\$440
150	Warehouse	1,000 sf	\$1,874	\$965	-49%	\$412
151	Mini-Warehouse	1,000 sf	\$662	\$555	-16%	\$146

1) Source: *Hernando County Transportation Revenue Alternatives, March 2013*

2) Source: Table D-2

3) Source: Hernando County Zoning Department

* These land uses have been realigned for the updated schedule. These developments are currently charged, but in a slightly different manner that does not create a meaningful comparison

** Represents a new land use added to the schedule. These land uses are currently charged the rate of a similar land use

*** Office land use is currently charged several different rates using a tiered schedule based on square footage. The updated schedule charges a single rate for each tier

Table D-2
Hernando County – Calculated Roads Impact Fee Schedule

Equivalent Gasoline Tax \$\$ per gallon to capital: Facility life (years): Interest rate:		\$0.234 25 3.00%	County Revenues: State Revenues:		\$0.002 \$0.232	Unit Cost per Lane Mile: Average VMC per Lane Mile: Fuel Efficiency: Effectivedays per year:		\$3,950,000 11,200 19.08 mpg 365	Interstate/Toll Facility Adjustment Factor: Cost per VMC:		8.1% \$352.68			
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 Road Impact Fee (Full, 100%)
RESIDENTIAL:														
210	Single Family (Detached)	du	7.81	FL Studies	6.62	7.12	FL Studies	100%	n/a	23.76	\$8,379	\$124	\$2,159	\$6,220
215	Single Family (Attached/Townhouse)	du	6.77	Blend ITE 11th & FL Studies	6.62	7.12	Same as LUC 210	100%	n/a	20.59	\$7,263	\$108	\$1,881	\$5,382
220	Multi-Family (Low-Rise); 1-3 Levels	du	6.74	ITE 11th Edition	5.21	5.71	FL Studies (LUC 220/221/222)	100%	n/a	16.14	\$5,691	\$86	\$1,498	\$4,193
221/ 222	Multi-Family (Mid/High-Rise); 4 Levels or more	du	4.54	ITE 11th Edition	5.21	5.71	FL Studies (LUC 220/221/222)	100%	n/a	10.87	\$3,833	\$58	\$1,010	\$2,823
240	Mobile Home Park	du	4.17	FL Studies	4.60	5.10	FL Studies	100%	n/a	8.81	\$3,109	\$48	\$836	\$2,273
251	Senior Adult Housing - Detached	du	3.54	Blend ITE 11th & FL Studies	5.42	5.92	FL Studies	100%	n/a	8.82	\$3,109	\$47	\$818	\$2,291
252	Senior Adult Housing - Attached	du	2.99	Blend ITE 11th & FL Studies	4.34	4.84	Same as LUC 251 (Adjusted) ⁽²⁾	100%	n/a	5.96	\$2,103	\$32	\$557	\$1,546
253	Congregate Care Facility	du	2.33	Blend ITE 11th & FL Studies	3.08	3.58	FL Studies	72%	FL Studies	2.37	\$837	\$13	\$226	\$611
254	Assisted Living	bed	2.60	ITE 11th Edition	3.08	3.58	Same as LUC 253	72%	Same as LUC 253	2.65	\$934	\$15	\$261	\$673
255	Continuing Care Retirement Center	du	2.47	ITE 11th Edition	3.08	3.58	Same as LUC 253	72%	Same as LUC 253	2.52	\$888	\$14	\$244	\$644
LODGING:														
310	Hotel	room	5.56	Blend ITE 11th & FL Studies	6.26	6.76	FL Studies	66%	FL Studies	10.56	\$3,723	\$56	\$975	\$2,748
320	Motel	room	3.35	ITE 11th Edition	4.34	4.84	FL Studies	77%	FL Studies	5.14	\$1,814	\$28	\$488	\$1,326
RECREATION:														
416	RV Park	occupied site	1.62	ITE 11th Edition (Adjusted) ⁽³⁾	4.60	5.10	Same as LUC 240	100%	Same as LUC 240	3.42	\$1,208	\$18	\$313	\$895
420	Marina	boat berth	2.41	ITE 11th Edition	6.62	7.12	Same as LUC 210	90%	Based on LUC 710	6.60	\$2,327	\$35	\$609	\$1,718
430	Golf Course	acre	3.74	ITE 11th Edition	6.62	7.12	Same as LUC 210	90%	Based on LUC 710	10.24	\$3,611	\$54	\$940	\$2,671
445	Movie Theater	screen	114.83	Blend ITE 11th & FL Studies	2.22	2.72	FL Studies	88%	FL Studies	103.08	\$36,354	\$615	\$10,709	\$25,645
492	Health/Fitness Club	1,000 sf	34.50	ITE 11th Edition (Adjusted) ⁽⁴⁾	5.15	5.65	Same as LUC 710	94%	FL Studies	76.74	\$27,066	\$410	\$7,139	\$19,927
INSTITUTIONS:														
520	Elementary School (Private)	student	2.27	ITE 11th Edition	3.31	3.81	50% of LUC 210: Tavel Demand Model	80%	Based on LUC 710 (adjusted) ⁽⁵⁾	2.76	\$974	\$15	\$261	\$713
522	Middle School (Private)	student	2.10	ITE 11th Edition	3.31	3.81	50% of LUC 210: Tavel Demand Model	80%	Based on LUC 710 (adjusted) ⁽⁵⁾	2.56	\$901	\$14	\$244	\$657

Table D-2 (continued)
Hernando County – Calculated Roads 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 Road Impact Fee (Full, 100%)
INSTITUTIONS:														
525	High School (Private)	student	1.94	ITE 11th Edition	3.31	3.81	50% of LUC 210: Tavel Demand Model	90%	Based on LUC 710	2.66	\$937	\$15	\$261	\$676
540	University 7,500 or fewer students (Private)	student	2.00	ITE Regression Analysis	6.62	7.12	Same as LUC 210	90%	Based on LUC 710	5.48	\$1,931	\$29	\$505	\$1,426
550	University greater than 7,500 students (Private)	student	1.50	ITE Regression Analysis	6.62	7.12	Same as LUC 210	90%	Based on LUC 710	4.11	\$1,448	\$22	\$383	\$1,065
560	Public Assembly	1,000 sf	7.60	ITE 11th Edition	3.91	4.41	Midpoint of LUC 710 & LUC 820 (App. A)	90%	Based on LUC 710	12.29	\$4,334	\$68	\$1,184	\$3,150
565	Day Care Center	1,000 sf	49.63	Blend ITE 11th & FL Studies	2.03	2.53	FL Studies	73%	FL Studies	33.79	\$11,919	\$205	\$3,570	\$8,349
MEDICAL:														
610	Hospital	1,000 sf	10.77	ITE 11th Edition	6.62	7.12	Same as LUC 210	78%	Midpoint of LUC 310 & LUC 720	25.55	\$9,012	\$134	\$2,333	\$6,679
620	Nursing Home	bed	3.02	Blend ITE 11th & FL Studies	2.59	3.09	FL Studies	89%	FL Studies	3.20	\$1,128	\$19	\$331	\$797
630	Clinic	1,000 sf	37.39	Blend ITE 11th & FL Studies	5.10	5.60	FL Studies	93%	FL Studies	81.49	\$28,739	\$436	\$7,592	\$21,147
OFFICE:														
710	Office	1,000 sf	10.84	ITE 11th Edition	5.15	5.65	FL Studies	92%	FL Studies	23.60	\$8,323	\$126	\$2,194	\$6,129
720	Medical Office 10,000 sq ft or less	1,000 sf	23.83	FL Studies	5.55	6.05	FL Studies	89%	FL Studies	54.09	\$19,075	\$287	\$4,998	\$14,077
720	Medical Office greater than 10,000 sq ft	1,000 sf	34.21	Blend ITE 11th & FL Studies	5.55	6.05	FL Studies	89%	FL Studies	77.65	\$27,384	\$412	\$7,174	\$20,210
RETAIL:														
812	Building Materials/Lumber Store	1,000 sf	17.05	ITE 11th Edition	6.27	6.77	FL Studies	74%	FL Studies	36.35	\$12,820	\$191	\$3,326	\$9,494
813	Discount Superstore, Free-Standing	1,000 sf	50.58	Blend ITE 11th & FL Studies	2.39	2.89	Appendix A: Fig. A-1 (193k sf gla)	67%	Appendix A: Fig. A-2 (193k sf gla)	37.22	\$13,126	\$219	\$3,813	\$9,313
816	Hardware/Paint Store	1,000 sf	8.07	ITE 11th Edition	1.30	1.80	Appendix A: Fig. A-1 (11k sf gla)	44%	Appendix A: Fig. A-2 (11k sf gla)	2.12	\$748	\$14	\$244	\$504
822	Retail/Shopping Center less than 40,000 sf gla	1,000 sf gla	54.45	ITE 11th Edition	1.48	1.98	Appendix A: Fig. A-1 (19k sf gla)	48%	Appendix A: Fig. A-2 (19k sf gla)	17.77	\$6,269	\$116	\$2,020	\$4,249
821	Retail/Shopping Center 40,000 to 150,000 sf gla	1,000 sf gla	67.52	ITE 11th Edition	1.94	2.44	Appendix A: Fig. A-1 (59k sf gla)	57%	Appendix A: Fig. A-2 (59k sf gla)	34.31	\$12,100	\$210	\$3,657	\$8,443
820	Retail/Shopping Center greater than 150,000 sf gla	1,000 sf gla	37.01	ITE 11th Edition	2.80	3.30	Appendix A: Fig. A-1 (538k sf gla)	75%	Appendix A: Fig. A-2 (538k sf gla)	35.71	\$12,595	\$205	\$3,570	\$9,025
840/ 841	New/Used Auto Sales	1,000 sf	24.58	Blend ITE 11th & FL Studies	4.60	5.10	FL Studies	79%	FL Studies	41.04	\$14,475	\$222	\$3,866	\$10,609
850	Supermarket	1,000 sf	94.48	Blend ITE 11th & FL Studies	2.08	2.58	FL Studies	56%	FL Studies	50.57	\$17,834	\$306	\$5,328	\$12,506
862	Home Improvement Superstore	1,000 sf	30.74	ITE 11th Edition	2.33	2.83	Appendix A: Fig. A-1 (135k sf gla)	64%	Appendix A: Fig. A-2 (135k sf gla)	21.06	\$7,429	\$125	\$2,177	\$5,252
880/ 881	Pharmacy/Drug Store with & without Drive-Thru	1,000 sf	103.86	Blend ITE 11th & FL Studies	2.08	2.58	FL Studies	32%	FL Studies	31.76	\$11,203	\$192	\$3,343	\$7,860

Table D-2 (continued)
Hernando County – Calculated Roads 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 Road Impact Fee (Full, 100%)
RETAIL:														
890	Furniture Store	1,000 sf	6.30	ITE 11th Edition	6.09	6.59	FL Studies	54%	FL Studies	9.52	\$3,358	\$50	\$871	\$2,487
SERVICES:														
912	Bank/Savings Drive-In	1,000 sf	103.73	Blend ITE 11th & FL Studies	2.46	2.96	FL Studies	46%	FL Studies	53.94	\$19,022	\$316	\$5,503	\$13,519
931	Fine Dining/Quality Restaurant	1,000 sf	86.03	Blend ITE 11th & FL Studies	3.14	3.64	FL Studies	77%	FL Studies	95.58	\$33,708	\$540	\$9,403	\$24,305
932	High-Turnover (Sit-Down) Restaurant	1,000 sf	103.46	Blend ITE 11th & FL Studies	3.17	3.67	FL Studies	71%	FL Studies	107.00	\$37,736	\$603	\$10,500	\$27,236
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	481.99	Blend ITE 11th & FL Studies	2.32	2.82	FL Studies	62%	FL Studies	318.57	\$112,352	\$1,886	\$32,841	\$79,511
942	Automobile Care Center	1,000 sf	28.19	Blend ITE 11th & FL Studies	3.62	4.12	FL Studies	72%	FL Studies	33.76	\$11,907	\$187	\$3,256	\$8,651
944	Gas Station w/Convenience Store <2,000 sq ft	fuel pos.	172.01	ITE 11th Edition	1.90	2.40	FL Studies (LUC 944/945)	23%	FL Studies (LUC 944/945)	34.54	\$12,181	\$213	\$3,709	\$8,472
945	Gas Station w/Convenience Store 2,000-5,499 sq ft	fuel pos.	264.38	ITE 11th Edition (Adjusted) ⁽⁶⁾	1.90	2.40	FL Studies (LUC 944/945)	23%	FL Studies (LUC 944/945)	53.09	\$18,723	\$327	\$5,694	\$13,029
945	Gas Station w/Convenience Store 5,500+ sq ft	fuel pos.	345.75	ITE 11th Edition	1.90	2.40	FL Studies (LUC 944/945)	23%	FL Studies (LUC 944/945)	69.43	\$24,485	\$427	\$7,435	\$17,050
947	Self-Service Car Wash	service bay	43.94	Blend ITE 11th & FL Studies	2.18	2.68	FL Studies	68%	FL Studies	29.93	\$10,556	\$179	\$3,117	\$7,439
n/a	Convenience/Gasoline/Fast Food Restaurant	1,000 sf	984.59	FL Studies	2.65	3.15	FL Studies	32%	FL Studies	383.65	\$135,306	\$2,221	\$38,675	\$96,631
INDUSTRIAL:														
110	General Light Industrial	1,000 sf	4.87	ITE 11th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	10.60	\$3,739	\$57	\$993	\$2,746
130	Industrial Park	1,000 sf	3.37	ITE 11th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	7.34	\$2,588	\$39	\$679	\$1,909
140	Manufacturing	1,000 sf	4.75	ITE 11th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	10.34	\$3,647	\$55	\$958	\$2,689
150	Warehouse	1,000 sf	1.71	ITE 11th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	3.72	\$1,313	\$20	\$348	\$965
151	Mini-Warehouse	1,000 sf	1.46	Blend ITE 11th & FL Studies	3.51	4.01	Average of LUC 710 & LUC 820 (50k sq ft)	92%	Same as LUC 710	2.17	\$764	\$12	\$209	\$555

- 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 ITE 10th Edition trip generation rate was adjusted to reflect the average occupancy rate of 60 percent based on data provided by the Florida Association of RV Parks and Campgrounds
- 3) The ITE 10th Edition trip generation rate for PM Peak Hour of Adjacent traffic was adjusted by a factor of 10 to approximate the Daily TGR
- 4) The trip length for Senior Adult Housing Detached was based on the trip length for LUC 252, but was then adjusted by 80% based on the relationship of the trip lengths for LUC 210 (Single Family Detached) and LUC 220 (Multi-Family)
- 5) The percent new trips for schools was estimated at 90% based on LUC 710, but was then adjusted to 80% to provide a conservative fee rate. This adjustment reflects the nature of elementary and middle school uses where attendees are unable to drive and are typically dropped off by parents on their way to another destination
- 6) The trip generation rate represents a blend of the 2,000 to 3,999 sf and 4,000 to 5,499 sf tiered presented in the ITE 11th Edition Trip Generation Rate Manual



Hernando County School District School Impact Fee Study

FINAL REPORT

August 12, 2022



Prepared for:

Hernando County School District
919 North Broad Street
Brooksville, FL 34601
Ph. (352) 797-7000

Prepared by:

Benesch (formerly Tindale Oliver)
1000 N. Ashley Dr., #400
Tampa, Florida, 33602
Ph. (813) 224-8862
Fax (813) 226-2106
E-mail: nkamp@benesch.com



**Hernando County School District
School Impact Fee Study Update
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Appendix A – Hernando County School District Inventory

Appendix B – Building and Land Cost Analysis

Introduction

With a population of almost 200,000 residents, Hernando County continues to experience growth. The county's projected annual growth rate of 0.81 percent (2020 through 2050) ranks it in the mid-range of Florida Counties (24th out of 67 counties). Hernando County School District (HCSD) provides PreK through 12 education from 22 traditional school to approximately 22,800 students.

To help fund school infrastructure needs due to new growth, the Hernando County Education Facilities Impact Fee was originally adopted in 1987. In 2011, the County suspended the school impact fee. Although a technical study to update Hernando County's educational impact fee was completed in 2013, the County decided to continue the suspension of the fee. In 2016, the suspension was lifted and the previous fee schedule that was based on a 2005 study was re-adopted at a reduced rate. The technical study that is the basis of the current school impact fee ordinance was last updated in 2019 by Tindale Oliver and the calculated fees were adopted at 50 percent.

Impact fees are especially significant in the case of educational facilities because of requirements mandated by the State of Florida through the Class Size Amendment legislation, which imposes limits on the number of students that can be accommodated in a classroom. For most other public infrastructure programs, local governments have the discretion to adjust level of service standards to address funding limitations for capital projects. In the case of schools, School Districts have to provide public education to all school-age children and build schools that comply with the Class Size Amendment requirements. As the County experiences increased levels of development, impact fees will offer additional revenue in parallel with development levels to fund the infrastructure needs.

Given the changes in variables affecting the impact fee as well as to fulfill legal requirements, Hernando County School District retained Benesch (formerly Tindale Oliver) to update the school impact fee technical study.

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

Legal Overview

An impact fee is a one-time capital charge levied against new development to fund infrastructure capacity demanded by new growth. Impact fee revenues can only be used for capacity expansion projects and not for expenses related to replacement, maintenance or operations. In Florida, legal requirements related to impact fees have primarily been established through case law since the 1980's. Generally speaking, 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 a list of capacity-adding projects included in the School District's Capital Improvement Plan, or another planning document/Master Plan.

In 2006, the Florida legislature passed the "Florida Impact Fee Act," which recognized impact fees as "an outgrowth of home rule power of a local government to provide certain services within its jurisdiction." § 163.31801(2), Fla. Stat. The statute – concerned with mostly procedural and methodological limitations – did not expressly allow or disallow any particular public facility type from being funded with impact fees. The Act did specify procedural and methodological prerequisites, such as the requirement of the fee being based on most recent and localized data, a 90-day requirement for fee changes, and other similar requirements, most of which were common to the practice already. In 2009, the Act was amended to clarify 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. Since then the following changes were made:

- **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. This bill also allowed local governments to waive/reduce impact fees for affordable housing projects without having to offset the associated revenue loss.
- **SB 1066 in 2020:** Added language allowing impact fee credits to be assignable and transferable at any time after establishment from one development or parcel to another that is within the same impact fee zone or impact fee district or that is within an adjoining impact fee zone or district within the same local government jurisdiction. In the case of school impact fees, the benefit districts tend to be countywide, which is also the case for Hernando County's school impact fee. In addition, this bill 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. This act is retroactive to January 1, 2021.

This technical report has been prepared to support legal compliance with existing case law and statutory requirements. The study methodology is documented in the following 10 sections of this technical report:

- Methodology
- Inventory
- Service Area and Enrollment
- Facility Service Delivery
- Cost Component
- Credit Component
- Net Impact Cost per Student

- Student Generation Rates
- Calculated School Impact Fee Schedule
- School Impact Fee Schedule Comparison

Information utilized in this analysis was obtained from HCSD, as well as, other sources, as indicated.

Methodology

The methodology used to update the school impact fee is a consumption-based impact fee methodology, which has also been used to calculate the current adopted school impact fee for Hernando County as well as several school impact fees throughout Florida, including, but not limited to fees in Orange, Lake, Collier, Hillsborough, Palm Beach and Broward Counties. A consumption-based impact fee charges new development based upon the student generation rate (demand), or the number of students a dwelling unit is expected to generate over the life of the home. A consumption-based impact fee is intended to charge new growth the proportionate share of the cost of providing a new student station available for use by new growth.

A consumption-based methodology has been used for this study.

The impact fee calculations contained in this report are based on the most current and localized data available, consistent with the Florida Impact Fee Act. Should one or more variables affecting the impact fee change significantly, a recalculation of the impact fee would be necessary prior to the scheduled update of the study. Changes that could potentially trigger a recalculation of the impact fee include, but are not limited to, significant changes in the student generation rate, a considerable change in the cost per student station, a change in amount or source of revenue available for capital expansion, or a decision to incur additional debt to fund new capacity.

Inventory

HCSD's current inventory includes 22 traditional schools, which are included in the impact fee calculations. The breakdown of school types follows:

- 10 elementary schools
- 3 multi-level schools
- 4 middle schools
- 5 high schools

A list of these schools is provided in Appendix A, Table A-1. In addition, HCSD also operates several alternative learning facilities. Alternative learning facilities as well as charter schools are not included in the impact fee calculations.

Service Area and Enrollment

HCSD provides public education facilities for all school-age residents of Hernando County. Therefore, this analysis includes all traditional public schools located throughout Hernando County and operated by HCSD. Attendance boundaries can be redrawn to balance school enrollment with available school capacity and can serve different geographic areas over time. In addition, the Florida Department of Education (FDOE) has been increasing its support of Choice programs where students can attend schools outside of their designated districts. Given this, the appropriate impact fee district for public schools is countywide.

Table 1 presents historical student enrollment for the past 20 years and enrollment for the 2021/22 school year. To be consistent with the inventory used in the impact fee analysis, the enrollment figures presented in this table include only those students attending the schools listed in Appendix A, Table A-1, and exclude students attending alternative schools, charter schools, or private schools.

Table 1
Hernando School District Enrollment Summary

School Year	Traditional Enrollment ⁽¹⁾	Annual Percent Change ⁽²⁾	3-Year Average ⁽³⁾	Population (BEBR-M) ⁽⁴⁾	Annual Percent Change ⁽⁵⁾	3-Year Average ⁽⁶⁾
2000-01	17,006	-	-	130,802	-	-
2001-02	17,736	4.3%	-	133,652	2.2%	-
2002-03	18,373	3.6%	-	137,502	2.9%	-
2003-04	19,399	5.6%	4.5%	142,254	3.5%	2.9%
2004-05	20,415	5.2%	4.8%	148,063	4.1%	3.5%
2005-06	21,527	5.4%	5.4%	154,905	4.6%	4.1%
2006-07	22,292	3.6%	4.7%	162,028	4.6%	4.4%
2007-08	22,667	1.7%	3.6%	168,170	3.8%	4.3%
2008-09	22,546	-0.5%	1.6%	171,316	1.9%	3.4%
2009-10	22,682	0.6%	0.6%	171,878	0.3%	2.0%
2010-11	22,464	-1.0%	-0.3%	172,778	0.5%	0.9%
2011-12	22,393	-0.3%	-0.2%	173,661	0.5%	0.4%
2012-13	21,981	-1.8%	-1.0%	174,364	0.4%	0.5%
2013-14	21,649	-1.5%	-1.2%	175,575	0.7%	0.5%
2014-15	21,654	0.0%	-1.1%	177,060	0.8%	0.6%
2015-16	21,570	-0.4%	-0.6%	179,155	1.2%	0.9%
2016-17	21,693	0.6%	0.1%	181,921	1.5%	1.2%
2017-18	21,914	1.0%	0.4%	184,603	1.5%	1.4%
2018-19	22,260	1.6%	1.1%	188,020	1.9%	1.6%
2019-20	22,446	0.8%	1.1%	190,941	1.6%	1.7%
2020-21	20,449	-8.9%	-2.2%	194,515	1.9%	1.8%
2021-22	22,797	11.5%	1.1%	196,540	1.0%	1.5%
2022-23	23,150	1.5%	1.4%	199,252	1.4%	1.4%
2023-24	23,425	1.2%	4.7%	202,002	1.4%	1.3%
2024-25	23,608	0.8%	1.2%	204,790	1.4%	1.4%
2025-26	23,809	0.9%	1.0%	207,600	1.4%	1.4%
2026-27	23,852	0.2%	0.6%	209,821	1.1%	1.3%
2027-28	23,969	0.5%	0.5%	212,066	1.1%	1.2%
2028-29	24,120	0.6%	0.4%	214,335	1.1%	1.1%
2029-30	24,231	0.5%	0.5%	216,628	1.1%	1.1%
2030-31	24,585	1.5%	0.9%	219,000	1.1%	1.1%
2031-32	24,855	1.1%	1.0%	220,840	0.8%	1.0%
2032-33	25,079	0.9%	1.2%	222,695	0.8%	0.9%
2033-34	25,305	0.9%	1.0%	224,566	0.8%	0.8%
2034-35	25,533	0.9%	0.9%	226,452	0.8%	0.8%

1) Source: Hernando County School District (HCS D) for historical October counts and a review of EDR COFTE projections for future year growth rates.

2) Annual percentage change of enrollment

- 3) Three-year average of annual percent change of enrollment
- 4) Source: Bureau of Economic and Business Research (BEER), Volume 54, Bulletin 189, April 2021 (Medium-Level Projections)
- 5) Annual percentage change of population
- 6) Three-year average of annual percent change of population

Facility Service Delivery

For educational facilities impact fee calculation purposes, service delivery is measured in terms of Florida Inventory of School Houses (FISH) net permanent square footage per permanent station. Discussions with District staff indicated that future schools are likely to have similar square footage levels per station as the schools built in the past. The District's current inventory is in line with prototype school characteristics used by other Florida School Districts.

Table 2 illustrates the facility service delivery in Hernando County, which is 135.0 FISH net square feet per permanent student station for elementary schools, 130.0 FISH net square feet per permanent student station for middle schools, and 145.0 FISH net square feet per permanent student station for high schools.

Existing school facilities are used to measure the service delivery levels.

Table 2
Facility Service Delivery⁽¹⁾

Description	School Type		
	Elementary	Middle	High
Net Square Feet per Student Station	135.0	130.0	145.0

1) Based on current inventory shown in Appendix A, Table A-1

Cost Component

The capital costs of providing educational facilities includes several components, such as the schools facility cost, transportation cost, and ancillary facility costs. This section addresses each of these components.

Facility Cost per Student Station

The first step in determining the cost of providing public schools in Hernando County is to calculate the facility cost per student station. Several cost components must be considered when calculating the total cost of constructing a school, including planning and site preparation costs; construction costs; furniture, fixtures, and equipment (FF&E) costs; and the cost of land. The facility cost per student station for each type of school is developed based on these cost components, which are described in more detail in the following subsections.

The cost of a school includes various components, such as facility cost (buildings and land), transportation costs, and ancillary facility costs.

Construction, Non-Construction, and FF&E

To determine the construction, non-construction, and FF&E costs associated with building a new school in Hernando County, the following information was evaluated:

- Insurance values of the existing schools;
- School cost information for other Florida counties; and
- Discussions with architects/contractors involved in school construction.

Based on this review, a construction cost estimate of \$225 per net square foot is utilized. Architectural/site improvement and FF&E cost are calculated based on the ratio of these costs to the construction cost. These figures are estimated at 16 percent of construction for architectural/design and site improvement costs and 8 percent for FF&E costs. Detailed information on costs estimates is included in Appendix B.

Table 3 on page 11 presents the cost per FISH square foot figures for the non-construction, construction, and FF&E cost components for each school type. Table 3 also presents the

weighted average figure for each cost component, based on the distribution of the existing inventory.

Land Cost

For each school type, the land cost per square foot is based on a value of \$15,000 per acre. This cost per acre is based primarily on the following:

- A review of recent purchases by the School District;
- A review of current market value of land from the Property Appraiser database where the existing schools are located;
- An analysis of vacant residential land sales in Hernando County over the past five years for parcels of similar size; and
- An analysis of market value of vacant residential land from the Property Appraiser database for parcels of similar size to the current inventory.

Appendix B documents the results of land value analysis in further detail. The land cost per square foot by school type was developed based on acres per 1,000 square feet for the development of future schools. The resulting land cost figures for each school type are also presented in Table 3.

In 2016, the Florida Legislature passed House Bill 7029, requiring that beginning July 1, 2017, schools districts may not use funds from any other sources for new construction of educational plant space that exceeds the statutory maximum cost per student station. The legislation also required the Office of Economic and Demographic Research (EDR) to conduct a study of the cost per student station. EDR report was completed in January 2017; however, the Legislation has not yet adjusted the cost per station based on the findings of the study. In the absence of any adjustments, existing Student Station Cost Factors published by the Florida Department of Education (FDOE) are used to develop alternative cost estimates. These cost figures include construction, architectural/design, and FF&E costs but exclude land and site preparation costs. The FDOE cost factors were last updated in 2006 and have been indexed since.¹ **Table 4** presents a comparison of the student station cost estimates presented in Table 3 against the maximum cost per student station published by the FDOE. As shown, the weighted facility cost per student station estimate is 20 percent greater than the weighted cost obtained using FDOE cost figures.

¹ Office of Demographic and Economic Research, "Student Station Cost Factors", published December 2021

To be conservative and compliant with HB 7029, this study utilizes the FDOE student station cost estimates, adjusted for land and site preparation costs, in the calculation of the impact fee. As presented, the total facility cost per student station amounts to almost \$32,000.

Table 3
School Facility Cost per Student Station

Cost Component	Elementary School	Middle & K-8 School	High School	Weighted Average
Net Square Feet per Student Station ⁽¹⁾	135.0	130.0	145.0	136.3
Existing Permanent Stations ⁽²⁾	8,757	10,276	8,712	27,745
<i>School Facility Cost Components:</i>				
Architect/Site Improvement Cost per Net Sq Ft ⁽³⁾	\$36.00	\$36.00	\$36.00	\$36.00
Construction Cost per Net Sq Ft ⁽⁴⁾	\$225.00	\$225.00	\$225.00	\$225.00
FF&E Cost per Net Sq Ft ⁽⁵⁾	\$18.00	\$18.00	\$18.00	\$18.00
Land Cost per Net Sq Ft ⁽⁶⁾	<u>\$2.03</u>	<u>\$1.67</u>	<u>\$2.16</u>	<u>\$1.94</u>
Total Facility Cost per Net Sq Ft ⁽⁷⁾	\$281.03	\$280.67	\$281.16	\$280.94
Total Facility Cost per Student Station⁽⁸⁾	\$37,939	\$36,487	\$40,768	\$38,292

1) Source: Table 2

2) Source: Appendix A, Table A-1

3) Source: Appendix B

4) Source: Appendix B

5) Source: Appendix B

6) The land cost per square foot for each school type is based on the acreage per 1,000 permanent square feet of current schools at a cost of \$15,000 per acre. Further information is included in Appendix B.

7) Sum of the school facility cost per net square foot (Items 3 thru 6)

8) The net square feet per student station (Item 1) multiplied by the total school facility cost per net square foot (Item 7) for each school level. Weighted average is based on the distribution of existing stations by school level (Item 2).

Table 4
Student Station Cost (Excluding Land)

Variable	Elementary School	Middle & K-8 School	High School	Weighted Average
FISH Net Square Feet per Student Station ⁽¹⁾	135.0	130.0	145.0	136.3
Existing Permanent Stations ⁽²⁾	8,757	10,276	8,712	27,745
Total Facility Cost per Net Square Foot (Excl. Site Prep & Land) ⁽³⁾	\$261.00	\$261.00	\$261.00	\$261.00
Total Facility Cost per Student Station (Excl. Site Prep & Land)⁽⁴⁾	\$35,235	\$33,930	\$37,845	\$35,574
FDOE Costs per Permanent Student Station ⁽⁵⁾	\$25,293	\$27,314	\$35,478	\$29,240
Percent Difference ⁽⁶⁾	39.3%	24.2%	6.7%	21.7%
Total Facility Cost per Student Station (Adjusted for FDOE Figures)⁽⁷⁾	\$27,997	\$29,871	\$38,401	\$31,958

1) Source: Table 2

2) Source: Table 3

3) Source: Table 3, total facility cost per net square foot (Item 7) less land and site preparation cost per net square foot

4) FISH net square feet per student station (Item 1) multiplied by the total facility cost per net square foot excluding site preparation and land cost (Item 3)

5) Source: Florida Department of Education (FDOE), published December 2021. Represents estimates for June 2022.

6) Percent difference between the total facility cost per student station excluding land and site preparation costs (Item 4) and the FDOE cost per student station (Item 5)

7) FDOE Costs per student station (Item 5) adjusted to account for the cost of land and site preparation costs in Hernando County

Total Facility Impact Cost per Student

The total facility impact cost per student for each school type is based on the facility cost per student station figures derived in Table 4 and is typically calculated by multiplying the cost per student station by the ratio of number of total permanent stations to current student enrollment. This adjustment of multiplying the cost per student station by the ratio of available capacity to current student enrollment converts the cost per student station to a cost per student. In addition, this calculation accounts for the current availability or shortage in permanent capacity and adjusts the costs accordingly. If there is available capacity (e.g., currently more permanent student stations than students), then the total facility cost per student increases to reflect that more than one station is being built for each student to allow for operational capacity. Similarly, if there are currently more students enrolled than available capacity, the cost per student is adjusted downward.

In the case of HCSD, on a districtwide basis, there is approximately 15 percent of available capacity for all school levels combined. As shown in **Table 5**, the District currently has available capacity at all the school levels: 11 percent for elementary schools, 23 percent for middle schools, and 16 percent for high schools. These figures are based on 2021-22 enrollment.

The District's current adopted LOS standard requires an enrollment to permanent capacity of 100 percent for all school levels. While achieved LOS reflects the community's investment into educational facilities infrastructure, the adopted LOS standard reflects HCSD's intended service level in the future. Impact fee calculations use the adopted LOS standards and related policies, which result in more conservative impact fee levels. As shown in Table 5, utilizing the achieved LOS results in a weighted average total facility impact cost per student of \$36,848 versus \$31,958 utilizing the adopted standards.

Table 5
Total Facility Impact Cost per Student

Calculation Step	Elementary School	Middle School	High School	Weighted Average / Total
Facility Impact Cost per Student				
Facility Cost per Student Station ⁽¹⁾	\$27,997	\$29,871	\$38,401	\$31,958
Existing (2021-22) Permanent Capacity ⁽²⁾	11,770	6,235	8,277	26,282
Existing (2021-22) Student Enrollment ⁽³⁾	10,591	5,073	7,133	22,797
Achieved LOS (Ratio of Existing Permanent Stations to Enrollment) ⁽⁴⁾	111%	123%	116%	115%
Adopted LOS Standards ⁽⁵⁾	100%	100%	100%	100%
Final Ratio of Permanent Capacity to Enrollment Used for Impact Fee Calculations ⁽⁶⁾	100%	100%	100%	100%
Total Facility Impact Cost per Student Based on Achieved LOS⁽⁷⁾	\$31,077	\$36,741	\$44,545	\$36,848
Total Facility Impact Cost per Student Based on Adopted LOS Standards⁽⁸⁾	\$27,997	\$29,871	\$38,401	\$31,958

1) Source: Table 4

2) Source: Appendix A, Table A-1. K-8 school capacity is distributed between elementary and middle schools based on the enrollment distribution.

3) Source: Hernando County School District

4) Existing (2022) permanent capacity (Item 2) divided by 2021-22 student enrollment (Item 3)

5) Source: Hernando County School District

6) Based on the lower of the achieved LOS (Item 4) and adopted LOS standards (Item 5)

7) Facility cost per student station (Item 1) is multiplied by ratio of existing permanent capacity to enrollment (Item 4)

8) Facility cost per student station (Item 1) multiplied by final ratio of permanent capacity to enrollment (Item 6)

Total Cost per Student

In addition to the facility cost per student calculated in Table 5, the total facility cost per student includes two additional cost components: the capital costs associated with providing transportation services and ancillary facilities. Both cost components are calculated on a per-student basis and are not dependent on school type. Each of these additional cost components is discussed in further detail below.

Transportation Costs

The first additional cost component is the cost of providing transportation to students. HCSD currently owns 139 buses used for student transportation. Based on information provided by the HCSD staff, the current cost of a conventional bus averages \$119,000, which is within the range of school bus cost observed in other jurisdictions. In addition to buses, HCSD owns and operates 92 support vehicles. The average cost of a support vehicle was estimated by the HCSD staff at approximately \$42,000 per vehicle. The result is a total fleet value of \$20.4 million, of which \$3.8 million is for the support vehicles and \$16.6 million is for buses. Transportation cost per student was calculated by dividing the total value of the transportation fleet by the 2021-2022 student enrollment, including charter schools and the Endeavor Academy since the District provides transportation to these schools as well. As shown in **Table 6**, the total transportation capital asset value amounts to \$875 per student.

Ancillary and Administrative Facilities Costs

The other capital cost component is for the ancillary facilities that are necessary for the District to provide support services for students, schools, transportation services, and administrative personnel. The District currently has approximately 222,800 square feet of ancillary facilities for transportation, maintenance, warehouse, and administrative functions. Based on a review of the insurance values and cost information from other jurisdictions, the total ancillary building value is estimated at \$46.8 million.

The cost of land for ancillary facilities also is included in the ancillary facility values. Land value associated with ancillary facilities is estimated at \$1.5 million based on a unit value of \$15,000 per acre.

As presented in Table 6, the total ancillary facility cost totals \$2,071 per student, which is calculated by dividing the total ancillary facility value by the 2021-2022 enrollment.

Table 6
Transportation and Ancillary Facility Cost per Student

Description	Figure
<i>Transportation Services Cost per Student</i>	
Total Current Value of Transportation Services ⁽¹⁾	\$20,396,163
Current Enrollment (Including Charter & Endeavor Students) ⁽²⁾	23,317
Total Transportation Services Cost per Student⁽³⁾	\$875
<i>Ancillary Facility Cost per Student</i>	
Building Value for Ancillary Facilities ⁽⁴⁾	\$46,796,610
Land Value for Ancillary Facilities ⁽⁵⁾	<u>\$1,500,000</u>
Total Current Value for Ancillary Facilities ⁽⁶⁾	\$48,296,610
Total Ancillary Facility Cost per Student⁽⁷⁾	\$2,071

- 1) Source: Hernando County School District
- 2) Source: District enrollment from Table 1 (which includes students from the schools listed in Appendix A, Table A-1) plus additional 118 students at the Endeavor Academy and 402 charter school students who are provided transportation services. The total value of the District's transportation fleet is divided by this larger enrollment figure to account for the total student population that benefits from services provided by the District's transportation fleet
- 3) Total value of transportation capital assets (Item 1) divided by the current enrollment (Item 2)
- 4) Ancillary facility value is estimated based on insurance values and cost data obtained from other Florida jurisdictions for similar facilities.
- 5) Land value is estimated to be same as the land value for schools at \$15,000 per acre
- 6) Sum of the building value (Item 4) and land value (Item 5) of the inventory of ancillary facilities
- 7) Total value for ancillary facilities (Item 6) divided by the current enrollment (Item 2)

Credit Component

To avoid overcharging new development, a review of the capital funding allocation for schools is completed. The purpose of this review is to determine any potential revenues generated by future development that is likely to be used for expansion of school facilities. Revenue credits are then applied against the total impact cost per student so that new development is not charged twice for capital revenue contributions used to expand the school facilities. A review of the District's historical capacity expansion expenditures and planned expenditures over the next five years indicated that the HCSD has outstanding debt related to the expansion of educational facilities. Therefore, a debt service credit is calculated for the outstanding payments associated with capacity projects.

Debt Service Credit per Student

As mentioned previously, HCSD has utilized Certificates of Participation (COPs) to pay for a portion of the capacity expansion projects and given that there is still an outstanding debt service, a credit is calculated for the future payments related to capacity expansion projects. Based on the information provided by the District, the debt service will be paid with ad valorem tax revenues.

To calculate the debt service credit per student, the remaining payments associated with capacity expansion projects were brought back to present value, based on the number of years and annual interest rate of each COP issue. This present value of remaining payments is then divided by the average annual enrollment for the same time period.

Because the debt service is being paid back with ad valorem tax revenues, an adjustment was made to account for the fact that new homes tend to pay higher property taxes than existing homes due to Save Our Homes cap on taxable values of homesteaded properties. As presented in **Table 7**, the adjusted total debt service credit per student amounts to \$5,690.

Table 7
Debt Service Credit per Student

Description	Funding Source ⁽¹⁾	Number of Years of Remaining Payments ⁽¹⁾	Remaining Payments Due for Expansion ⁽¹⁾	Present Value of Total Remaining Payments ⁽²⁾	Average Annual Enrollment ⁽³⁾	Debt Service Credit per Student ⁽⁴⁾
<i>Certificates of Participation</i>						
Series 2013	Ad Valorem Tax	2	\$6,457,428	\$6,391,649	22,974	\$278
Series 2016A	Capital Outlay Funds (AdVal Tax)	14	\$113,885,100	\$84,941,097	24,166	<u>\$3,515</u>
Total Debt Service Credit per Student						\$3,793
Credit Adjustment Factor ⁽⁵⁾						1.50
Adjusted Total Debt Service Credit per Student ⁽⁶⁾						\$5,690

1) Source: Hernando County School District

2) Present value of the total remaining payments due, based on the interest rate of each payment and the number of years of remaining payments

3) Source: Table 1. Represents the estimated average annual enrollment over the life of remaining payments.

4) Present value of total remaining payments (Item 2) divided by the average annual enrollment over the life of the remaining payments (Item 3)

5) Adjustment factor to reflect higher ad valorem taxes paid by new homes

6) Total debt service credit per student multiplied by the credit adjustment factor (Item 5)

Net Impact Cost per Student

The net impact fee per student is the difference between the cost component and the credit component. **Table 8** summarizes the three-step process used to calculate the net impact cost per student for traditional schools in Hernando County. In addition, Table 8 presents the figures calculated in the 2019 technical study and the percent change to the 2022 calculated figures.

First, the total impact cost per student is determined, which is the sum of the total facility impact cost per student from Table 5 and the transportation and ancillary facility cost components per student from Table 6. As previously mentioned, the transportation and ancillary cost components are calculated on a per-student basis and do not differ by type of school.

Second, the total revenue credit per student is determined. This is the debt service credit per student calculated in Table 7.

Third, the net impact cost per student is determined, which is the difference between the total impact cost per student and total revenue credit per student and is calculated at \$29,214 per student. As presented, changes in the cost and credit components account for almost 40 percent increase in the school impact fees compared to full calculated fees in 2019.

Table 8
Net Impact Cost per Student

Description	2022 Study	2019 Study ⁽⁸⁾	% Change ⁽⁹⁾
Total Impact Cost per Student			
Facility Impact Cost ⁽¹⁾	\$31,958	\$26,028	23%
Transportation Impact Cost ⁽²⁾	\$875	\$805	9%
Ancillary Facility Cost ⁽³⁾	<u>\$2,071</u>	<u>\$1,733</u>	20%
Total Impact Cost⁽⁴⁾	\$34,904	\$28,566	22%
Revenue Credit per Student			
Capital Improvement Credit ⁽⁵⁾	-	\$1,750	-100%
Debt Service Credit ⁽⁶⁾	<u>\$5,690</u>	<u>\$5,851</u>	-3%
Total Revenue Credit	\$5,690	\$7,601	-25%
Net Impact Cost per Student			
Net Impact Cost⁽⁷⁾	\$29,214	\$20,965	39%

1) Source: Table 5

2) Source: Table 6

3) Source: Table 6

4) Sum of the total facility impact cost per student (Item 1), transportation service cost per student (Item 2), and ancillary facility cost per student (Item 3)

5) HCSD did not allocate funding for cash expenditures in the past five years

6) Source: Table 7

7) Total impact cost per student (Item 4) less the debt service credit (Item 5)

8) Source: *Educational Facilities Impact Fee Update Study for Hernando County School District, April 11, 2019*

9) Percent change from the 2019 calculated figure to the 2022 calculated figure (Item 2)

Student Generation Rates

Similar to the 2013 and 2019 technical studies conducted by Tindale Oliver, this study employs a methodology that uses Geographic Information Systems (GIS) to develop the student generation rate for Hernando County. Specifically, GIS was used to link student addresses to parcels in the Hernando County Property Appraiser's database to generate the number of students per unit by school type and land use. This process is described in more detail below.

First, the Hernando County School District provided geocoded addresses of students who attend the schools listed in Appendix A, Table A-1. Based on this information, 97 percent of traditional students attending schools in Hernando County could be matched to a parcel in the Hernando County Property Appraiser's database. Once the students were matched to a parcel, the count of students by residential categories were determined.

Next, using the Property Appraiser database, parcels were grouped by residential categories. This provided the total count of units. Once the total number of units was determined, units designated as age restricted (limited to those 55 years of age or older) were excluded as these units should not house students and do not pay school impact fees.

Finally, the number of students by residential category were divided by the total number of units. The results of this analysis are provided in **Table 9**.

Table 9
Student Generation Rates

Residential Land Use	Total Students ⁽¹⁾	Total Housing Units ⁽²⁾	2022 Students per Unit ⁽³⁾	2019 Study Students per Unit ⁽⁴⁾	% Change ⁽⁵⁾
Traditional Schools					
Single Family Detached/Mobile Home	20,902	69,733	0.300	0.303	-1%
Townhouse/Condominium	475	2,993	0.159	0.139	14%
Multi-Family	969	5,144	0.188	0.305	-38%
Mobile Home Park	77	1,901	0.041	0.084	-51%
Total/Weighted Average	22,423	79,771	0.281	0.292	-4%

1) Source: Hernando County School District

2) Source: Hernando County Property Appraiser

3) Number of students (Item 1) divided by the number of units (Item 2) for each residential type

4) Source: *Educational Facilities Impact Fee Update Study for Hernando County School District, April 11, 2019*

5) Percent change from the 2019 calculated students per unit (Item 4) to the 2022 calculated students per unit (Item 3)

Calculated School Impact Fee Schedule

To determine the proposed school impact fee for each residential tier, the net impact cost per student from Table 8 was multiplied by the SGR from Table 9. The resulting net impact fees are presented in the calculated impact fee schedule in **Table 10**. In addition to the calculated fee, the current adopted fee and the adopted fee at 100 percent are also shown for comparison purposes.

Table 10
Calculated School Impact Fee Schedule

Residential Land Use	Unit	Students per Unit ⁽¹⁾	Net Impact Cost per Student ⁽²⁾	Calculated Impact Fee ⁽³⁾	Current Adopted Fee ⁽⁴⁾	% Change ⁽⁵⁾	Adopted Fee @ 100% ⁽⁶⁾	% Change ⁽⁷⁾
Single Family Detached/Mobile Home	du	0.300	\$29,214	\$8,764	\$3,176	176%	\$6,352	38%
Townhouse/Condominium	du	0.159	\$29,214	\$4,645	\$2,914	59%	\$2,914	59%
Multi-Family	du	0.188	\$29,214	\$5,492	\$3,197	72%	\$6,394	-14%
Mobile Home Park	du	0.041	\$29,214	\$1,198	\$1,761	-32%	\$1,761	-32%

1) Source: Table 9

2) Source: Table 8

3) Net impact cost per student (Item 2) multiplied by the students per unit (Item 1)

4) Source: Hernando County

5) Percent change from the current adopted fee (Item 4) to the calculated impact fee (Item 3)

6) Source: *Hernando County School District Educational Facilities Impact Fee Update Study, April 11, 2019*

7) Percent change from the 2019 calculated impact fee (Item 6) to the 2022 calculated impact fee (Item 3)

School Impact Fee Schedule Comparison

As part of the work effort in updating Hernando County's schools impact fee program, a comparison of the adopted and calculated single family (2,000 square feet) school impact fee for Hernando County to school impact fees adopted by other counties throughout Florida has been prepared. Table 11 presents this comparison. For those where information was available, the impact fee adoption percentage and the full rate are also shown.

*Approximately 40%
of Florida counties
implemented a
school impact fee.*

Table 11
School Impact Fee Schedule Comparison

County	Date of Last Update ⁽¹⁾	Adoption Percent ⁽¹⁾	Single Family (per du)	
			Adopted Fee ⁽¹⁾	Fee @ 100% ⁽²⁾
Miami-Dade County	1995	100%	\$2,448	\$2,448
Marion County ⁽³⁾	2006	100%	\$3,967	\$3,517
Citrus County	2021	50%	\$2,059	\$4,117
Volusia County	2013	66%	\$2,942	\$4,483
Indian River County	2020	28%	\$1,310	\$4,680
St. Johns County	2018	100%	\$5,312	\$4,725
Flagler County	2004	76%	\$3,600	\$4,756
Baker County	2005	52%	\$2,592	\$5,000
Nassau County	2017	100%	\$5,431	\$5,431
St. Lucie County	2009	100%	\$6,786	\$5,447
Lee County	2018	53%	\$2,879	\$5,484
Martin County	2012	100%	\$5,567	\$5,567
Manatee County	2017	100%	\$6,127	\$6,127
Hernando County - Adopted	2019	50%	\$3,176	\$6,352
Palm Beach County	2015	95%	\$6,608	\$6,956
Sarasota County	2015	26%	\$2,032	\$7,835
Hillsborough County	2020	100%	\$8,227	\$8,227
Hernando County - Calculated	2022	100%	N/A	\$8,764
Lake County	2019	100%	\$8,927	\$8,927
Pasco County	2017	92%	\$8,328	\$9,028
Clay County	2009	77%	\$7,034	\$9,096
Orange County	2020	96%	\$9,148	\$9,513
Broward County	2017	93%	\$8,809	\$9,516
Brevard County	2015	50%	\$5,097	\$10,193
Collier County	2015	67%	\$8,790	\$11,164
Polk County	2019	65%	\$7,798	\$11,997
Seminole County	2017	73%	\$9,000	\$12,322
Osceola County	2021	96%	\$12,373	\$12,923

1) Source: Published impact fee schedules and discussions with representatives from each County

2) Represents the full calculated fee from each respective technical study

3) Educational system impact fee suspended through December 31, 2022.

Appendix A
Hernando County School District Inventory

Appendix A – Inventory

This Appendix includes an inventory of traditional schools that are owned and operated by HCSD and included in the impact fee calculations.

Table A-1
School Inventory

Schools	Grades Served	Year Acq.	Acreage	Permanent & Modular Student Stations	Permanent/ Modular Capacity (after FISH capacity adjustment)	FISH Permanent/ Modular Net Square Footage
Elementary Schools						
Brooksville Elementary	PK 05	1948	33.0	751	751	118,217
Chocachatti Elementary	PK 05	1997	20.0	737	737	111,288
Deltona Elementary	PK 05	1987	17.0	991	991	132,721
Eastside Elementary	PK 05	1973	20.0	736	736	93,669
J.D. Floyd Elementary	PK 05	1985/2017	40.0	1,203	1,203	138,669
Moton Elementary	PK 05	1987	32.0	755	755	95,943
Pine Grove Elementary	PK 05	1987	24.8	1,174	1,174	147,043
Spring Hill Elementary	PK 05	1979	21.0	804	804	107,674
Suncoast Elementary	PK 05	1992	17.0	1,016	1,016	155,113
Westside Elementary	PK 05	1972	17.0	590	590	83,917
Subtotal - Elementary Schools			241.8	8,757	8,757	1,184,254
K-8 Schools						
Challenger K-8	PK-8	2003	38.0	1,741	1,567	241,418
Explorer K-8	PK-8	2005	33.0	2,076	1,868	277,548
Winding Waters K-8	PK-8	2006	21.0	1,581	1,423	182,216
Subtotal - K-8 Schools			92.0	5,398	4,858	701,182
Middle Schools						
D.S. Parrott Middle School	06-8	1985	40.0	1,156	1,040	147,522
Fox Chapel Middle School	06-8	1977	21.0	1,142	1,028	123,502
Powell Middle School	06-8	1983	20.0	1,259	1,133	157,398
West Hernando Middle School	06-8	1992	30.8	1,321	1,189	198,184
Subtotal - Middle Schools			111.8	4,878	4,390	626,606
High Schools						
Central High School	09-12	1987	68.8	2,263	2,150	285,590
Hernando High School	09-12	1932/1948	66.0	1,661	1,578	253,146
F.W. Springstead High School	09-12	1973/1987	33.0	1,683	1,599	239,826
Nature Coast Technical High School	09-12	1997	42.0	1,440	1,368	255,290
Weeki Wachee High School	09-12	2006	51.0	1,665	1,582	211,964
Subtotal - High Schools			260.8	8,712	8,277	1,245,816
Grand Total - All Schools			706.4	27,745	26,282	3,757,858

Source: Hernando County School District

Appendix B

Building and Land Cost Analysis

Appendix B – Building and Land Cost

This Appendix provides additional information on the data and analysis used to estimate building and land values for the Hernando County school impact fee.

Building Construction Costs

To determine the architect/site improvement, construction, FF&E, and other costs associated with building a new school in Hernando County, the following information was evaluated:

- Recently built schools in Hernando County;
- Insurance values of the existing schools;
- School cost information for other Florida counties; and
- Discussions with industry architects/contractors.

The following paragraphs provide further detail on this research and analysis.

Construction Cost

There has been no new schools built in Hernando County over the past five years. The District is currently working on adding capacity to Winding Waters K-8, but this expansion is still in preliminary stages.

The insurance values of the existing schools average approximately \$175 per square foot for buildings only and \$210 per square foot when contents are included. It is important to note insurance values typically do not include the full cost of constructing a school since certain components of a building, such as the foundation, are excluded from these values. Given this, insurance values are considered to be conservative estimates.

As part of this analysis, cost information from other Florida School Districts for recent construction was analyzed. Based on this review, the construction cost ranged from \$185 per net square foot to \$415 per net square foot, with an average of \$240 per net square foot.

In addition, construction cost data reported by school districts to the FDOE was reviewed. This

review indicated that the construction cost of schools built since 2019 has averaged \$225 per square foot. Table B-1 presents a table summary of this information.

Finally, cost estimates were reviewed with industry architects/contracts that are active in Hernando County.

Given this information, the construction cost estimate of \$225 per square foot were considered reasonable estimates for impact fee calculation purposes. Table B-1 provides the summary and detail of this information.

Table B-1
Construction Cost Analysis – Hernando County

Description/Item	Construction Cost per Net Sq. Ft.	
	Average	Range
Insurance Values ⁽¹⁾		
Student Station Cost per Permanent Sq. Ft.	\$175	
Contents at 18%	<u>\$32</u>	
Total Insured Value per Permanent Sq. Ft.	\$207	
Recent/Ongoing Construction Estimates ⁽²⁾		
Orange County (2020-2022)	\$222	\$184 - \$278
Hillsborough County (2020)	\$244	\$227 - \$260
Volusia County (2021-2022)	\$309	\$238 - \$413
Seminole County (2020-2021)	\$245	\$228 - \$262
Average	\$240	\$184 - \$413
Recent Construction Cost per Net Sq. Ft. ⁽³⁾		
FDOE Database (2019 - 2021)	\$225	\$141-\$455
Estimate Used in Study ⁽⁴⁾	\$225	

1) Source: Hernando County School District

2) Source: Individual School Districts

3) Source: Florida Department of Education Construction Cost Reports since 2019, supplemented by additional local data available

4) Construction cost estimate utilized in the impact fee calculation

Table B-2
Construction Cost analysis – Other Florida Jurisdictions

Year Opened	District	Type	Facility Name	Construction Cost	Net SF	Construction Cost per NSF
Elementary Schools:						
2011	Charlotte	Elem	Meadow Park Elementary	\$12,696,116	89,652	\$142
2011	Duval	Elem	Waterleaf Elementary	\$14,882,021	82,062	\$181
2011	Escambia	Elem	Global Learning Academy	\$17,019,155	120,015	\$142
2011	Orange	Elem	Wetherbee Elementary	\$11,795,072	99,704	\$118
2011	Pasco	Elem	Connerton Elementary "R"	\$11,598,590	84,972	\$136
2012	Alachua	Elem	Meadowbrook Elementary	\$12,388,973	97,000	\$128
2012	Indian River	Elem	Vero Beach Elementary	\$17,243,103	110,495	\$156
2012	Lee	Elem	Tortuga Preserve	\$16,021,554	129,936	\$123
2012	Orange	Elem	SunRidge Elementary	\$10,031,097	66,645	\$151
2012	St. Johns	Elem	Palencia Elementary	\$12,677,682	102,314	\$124
2012	Volusia	Elem	Citrus Grove Elementary	\$13,854,183	98,842	\$140
2013	Orange	Elem	Sun Blaze Elementary	\$10,269,207	64,410	\$159
2013	Orange	Elem	Hackney Prairie Road Area Elementary	\$11,261,094	75,189	\$150
2013	Palm Beach	Elem	Gove Elementary	\$28,528,459	129,500	\$220
2013	Palm Beach	Elem	Galaxy Elementary	\$22,515,045	108,674	\$207
2014	Orange	Elem	Shingle Creek ES (Replacement)	\$8,633,484	79,038	\$109
2014	Orange	Elem	John Young ES (Replacement)	\$8,810,724	79,038	\$111
2014	Orange	Elem	Pineloch ES	\$9,343,280	82,167	\$114
2014	Orange	Elem	Dr. Phillips ES	\$8,150,993	69,297	\$118
2014	Orange	Elem	Spring Lake ES	\$9,768,510	70,056	\$139
2014	Orange	Elem	Washington Shores ES (Replacement)	\$10,068,768	77,692	\$130
2014	Orange	Elem	Little River ES	\$8,202,194	61,570	\$133
2014	Orange	Elem	Wheatley ES (Replacement)	\$9,153,883	77,207	\$119
2014	Palm Beach	Elem	The Conservatory School of North Palm Beach	\$21,499,851	117,529	\$183
2014	Pasco	Elem	Schrader Elementary	\$10,620,622	75,826	\$140
2015	Hillsborough	Elem	Thompson Elementary	\$13,630,632	94,121	\$145
2015	Orange	Elem	Eagle Creek Elementary	\$9,248,244	79,374	\$117
2015	Orange	Elem	Independence Elementary	\$9,394,386	81,664	\$115
2015	Orange	Elem	Ocoee ES (Replacement)	\$9,286,970	82,167	\$113
2015	Orange	Elem	Clay Springs Elementary	\$11,675,199	83,149	\$140
2015	Orange	Elem	Lake Weston Elementary	\$10,026,192	85,716	\$117
2015	Orange	Elem	Lovell Elementary	\$10,246,051	81,129	\$126
2015	Palm Beach	Elem	Glade View Elementary	\$14,554,646	64,153	\$227
2015	Palm Beach	Elem	Rosenwald Elementary	\$11,841,132	51,261	\$231
2015	Pasco	Elem	Sanders Memorial Elementary	\$17,016,823	84,005	\$203
2016	Hillsborough	Elem	Lamb Elementary	\$13,673,880	92,876	\$147
2016	Orange	Elem	Millennia Gardens Elementary	\$10,659,959	87,011	\$123
2016	Orange	Elem	Tangelo Park ES	\$10,966,573	76,035	\$144
2016	Pasco	Elem	Wiregrass Elementary School (Elem "W")	\$14,362,434	69,308	\$207
2016	Washington	Elem	Kate Smith Elementary School	\$20,670,897	107,316	\$193
2017	Orange	Elem	Bay Lake Elementary	\$12,290,816	90,383	\$136
2017	Orange	Elem	Engelwood Elementary	\$12,340,163	87,296	\$141
2017	Orange	Elem	Ivy Lane Elementary	\$12,088,430	81,488	\$148
2017	Orange	Elem	Laureate Park Elementary	\$12,791,307	93,174	\$137
2017	Orange	Elem	Meadow Woods Elementary	\$13,397,484	94,502	\$142
2017	Orange	Elem	Mollie Ray ES	\$11,683,841	78,726	\$148
2017	Orange	Elem	Oak Hill ES	\$12,427,300	79,888	\$156
2017	Orange	Elem	Rock Lake ES	\$13,247,608	79,968	\$166
2017	Orange	Elem	Ventura ES	\$13,342,673	94,753	\$141
2017	Orange	Elem	Westpointe ES	\$9,667,395	41,456	\$233
2017	St Johns	Elem	Picolata Crossing Elementary	\$19,392,791	82,066	\$236
2017	Pasco	Elem	Bexley Elementary	\$16,714,559	76,260	\$219
2017	Nassau	Elem	Wildlight Elementary School	\$16,099,092	77,837	\$207
2017	Broward	Elem	Riverglades Elementary	\$4,671,335	27,889	\$167
2017	Hamilton	Elem	Hamilton County Elementary School	\$17,500,400	139,413	\$126
2018	Escambia	Elem	Kingsfield Elementary School	\$28,770,985	118,093	\$244
2018	Hillsborough	Elem	Dawson Elementary School	\$16,268,915	94,358	\$172
2018	Orange	Elem	William Frangus Elementary	\$15,189,190	88,288	\$172
2018	Orange	Elem	Hidden Oaks Elementary	\$11,937,801	76,813	\$155
2018	Orange	Elem	Hungerford Elementary School	\$12,267,221	60,993	\$201
2018	Orange	Elem	Maxey Elementary School	\$12,279,442	80,744	\$152
2018	Orange	Elem	Pine Hills Elementary School	\$15,276,786	86,556	\$176
2018	Volusia	Elem	Pierson Elementary School	\$16,796,841	90,791	\$185
2018	Clay	Elem	Discovery Oaks Elementary School	\$19,802,549	88,207	\$225
2019	Manatee	Elem	Barbara Harvey Elementary School	\$15,273,839	75,979	\$201
2019	Monroe	Elem	Gerald Adams Elementary School	\$28,979,762	95,835	\$302
2019	Orange	Elem	Deerwood Elementary School	\$15,049,370	71,937	\$209
2019	Orange	Elem	Water Spring Elementary School	\$15,607,674	83,067	\$188
2019	Orange	Elem	Castleview Elementary School	\$15,655,568	84,311	\$186
2019	Taylor	Elem	Taylor County Primary School	\$14,710,412	104,296	\$141

Table B-2 (Continued)
Construction Cost analysis – Other Florida Jurisdictions

Year Opened	District	Type	Facility Name	Construction Cost	Net SF	Construction Cost per NSF
Elementary Schools:						
2019	Volusia	Elem	Chisholm Elementary School	\$20,025,951	77,130	\$260
2020	Monroe	Elem	Stanley Switlik Elementary School	\$26,029,130	58,025	\$449
2020	Orange	Elem	Summerlake Elementary School	\$15,296,551	82,710	\$185
2020	Orange	Elem	Sunshine Elementary School	\$15,219,483	81,637	\$186
2020	Orange	Elem	Vista Pointe Elementary School	\$16,228,961	81,530	\$199
2020	Pinellas	Elem	Melrose Elementary School	\$11,504,168	75,408	\$153
2020	Seminole	Elem	Pine Crest School of Innovation	\$19,027,902	92,021	\$207
2020	Walton	Elem	Dune Lakes Elementary School	\$28,740,110	106,782	\$269
2021	Orange	Elem	Village Park Elementary School	\$16,947,645	81,180	\$209
Total/Weighted Average -- Elementary Schools				\$1,134,829,128	6,729,905	\$169
Total/Weighted Average -- Elementary Schools (2015 - 2021)				\$807,795,468	4,481,075	\$180
Total/Weighted Average -- Elementary Schools (2019 - 2021)				\$274,296,526	\$1,251,848	\$219
Middle Schools:						
2011	Hernando	Middle	Winding Waters K-8	\$21,182,866	183,190	\$116
2011	Polk	Middle	Boone Middle	\$17,900,963	69,921	\$256
2011	Walton	Middle	Emerald Coast Middle	\$15,918,884	126,770	\$126
2012	Collier	Middle	Bethune Education Center	\$5,538,155	34,581	\$160
2012	Dade	Middle	North Dade Middle	\$18,921,534	94,660	\$200
2012	Lee	Middle	Hams Marsh Middle	\$23,750,925	164,662	\$144
2012	Orange	Middle	Lake Nona Middle	\$16,923,455	149,897	\$113
2012	Orange	Middle	SunRidge Middle	\$23,617,116	152,436	\$155
2013	Monroe	Middle	Horace O'Bryant	\$30,596,297	196,598	\$156
2015	St Johns	Middle	Patriot Oaks Academy	\$21,224,724	144,356	\$147
2015	St Johns	Middle	Valley Ridge Academy	\$21,116,642	144,356	\$146
2016	Orange	Middle	Wedgfield K-8 School	\$20,111,884	126,697	\$159
2016	Polk	Middle	Citrus Ridge: A Civics Academy	\$33,560,797	139,764	\$240
2017	Orange	Middle	OCPS Academic Center for Excellence	\$30,678,582	247,297	\$124
2017	Orange	Middle	Innovation	\$22,320,667	174,939	\$128
2017	Orange	Middle	Timber Springs Middle	\$24,333,075	173,016	\$141
2017	Orange	Middle	Carver Middle	\$22,812,870	184,815	\$123
2017	Calhoun	Middle	Atha Public School	\$19,084,925	92,830	\$206
2017	Hillsborough	Middle	Sulphur Springs K-8	\$5,312,830	12,538	\$424
2017	Holmes	Middle	Bonifay PK-8	\$32,270,798	148,030	\$218
2018	Escambia	Middle	Beulah Middle School	\$32,408,450	175,560	\$185
2018	Orange	Middle	Audubon Park School K-8	\$26,388,243	169,935	\$155
2018	Orange	Middle	Lake Como School K-8	\$24,193,636	160,336	\$151
2018	Seminole	Middle	New Millenium Middle School	\$41,807,137	173,543	\$241
2018	St Johns	Middle	Freedom Crossing Academy ("LL") K-8	\$31,540,253	153,676	\$205
2018	St Johns	Middle	Palm Valley Academy ("KK") K-8	\$33,888,445	153,676	\$221
2019	Manatee	Middle	Mona Jain Middle School	\$25,209,315	108,082	\$233
2019	Orange	Middle	Horizon West Middle School	\$24,142,598	159,701	\$151
2019	Orange	Middle	Pershing School K-8	\$25,939,347	145,204	\$179
2019	Osceola	Middle	Harmony Middle School	\$29,966,931	125,573	\$239
2020	Jackson	Middle	Marianna K-8 School	\$52,087,045	304,648	\$171
2020	Monroe	Middle	Plantation Key School	\$36,558,507	80,414	\$455
2020	Palm Beach	Middle	Verde K-8 School	\$26,973,780	126,994	\$212
2020	Pasco	Middle	Cypress Middle School "HH"	\$33,722,701	140,404	\$240
Total/Weighted Average -- Middle Schools				\$872,004,377	4,939,099	\$177
Total/Weighted Average -- Middle Schools: Excluding Hernando County				\$850,821,511	\$4,755,909	\$179
Total/Weighted Average -- Middle Schools (2015-2021)				\$697,654,182	3,766,384	\$185
Total/Weighted Average -- Middle Schools (2019-2021)				\$254,600,224	1,191,020	\$214
High Schools:						
2011	Broward	High	Lanier James Education Center	\$8,889,147	42,608	\$209
2011	Calhoun	High	Blountstown High	\$19,407,910	100,366	\$193
2011	Charlotte	High	Charlotte High	\$61,755,842	258,700	\$239
2011	Lake	High	Lake Minneola High	\$46,988,193	294,664	\$159
2011	Okeechobee	High	Okeechobee Achievement Academy	\$5,499,975	43,024	\$128
2011	Orange	High	Evans High Replacement	\$55,507,691	289,061	\$192
2011	Polk	High	Winter Haven Senior	\$26,374,234	140,940	\$187
2011	Polk	High	Auburndale Senior	\$19,522,053	101,466	\$192
2011	Polk	High	Davenport School of the Arts	\$29,136,512	157,446	\$185
2011	Polk	High	Kathleen Senior	\$24,323,662	112,017	\$217
2012	Dade	High	International Studies SHS	\$7,192,325	35,137	\$205
2012	Dade	High	Medical Academy or Science and Technology	\$9,303,705	78,845	\$118
2012	St. Lucie	High	Lincoln Park Academy	\$10,928,736	93,703	\$117
2013	Martin	High	Martin County High	\$7,623,316	63,601	\$120
2016	Charlotte	High	Lemon Bay High School	\$51,569,511	220,839	\$234
2017	Dade	High	Miami Carol City Senior High	\$62,462,106	343,261	\$182
2017	Levy	High	Williston Middle High School	\$33,542,921	166,282	\$202

Table B-2 (Continued)
Construction Cost analysis – Other Florida Jurisdictions

Year Opened	District	Type	Facility Name	Construction Cost	Net SF	Construction Cost per NSF
High Schools:						
2017	Pasco	High	Cypress Creek High	\$41,025,203	195,271	\$210
2017	Dade	High	Maritime & Science Technology Academy	\$13,994,875	51,815	\$270
2017	Osceola	High	Poinciana High	\$4,553,211	19,212	\$237
2017	Pinellas	High	Palm Harbor University High	\$9,983,642	46,650	\$214
2017	St Johns	High	Nease High	\$10,658,296	48,081	\$222
2017	Orange	High	Windermere HS	\$54,879,598	375,515	\$146
2018	Dixie	High	Dixie County High School	\$26,000,000	156,249	\$166
2018	Osceola	High	Tohopekaliga High School	\$66,540,379	276,921	\$240
2018	Pinellas	High	Largo High School	\$39,857,982	207,947	\$192
2019	Lee	High	Bonita Springs High School	\$44,285,000	179,769	\$246
2019	Manatee	High	Parrish Community High School	\$55,477,768	204,369	\$271
2019	Osceola	High	NeoCity Academy	\$11,757,909	42,497	\$277
2020	Orange	High	Magnolia School	\$19,071,524	68,545	\$278
2021	Orange	High	Lake Buena Vista High School	\$76,594,637	316,763	\$242
2021	Orange	High	Horizon High School	\$69,452,548	318,827	\$218
Total/Weighted Average -- High Schools				\$1,024,160,411	5,050,391	\$203
Total/Weighted Average -- High Schools (2015-2021)				\$691,707,110	3,238,813	\$214
Total/Weighted Average -- High Schools (2019-2021)				\$276,639,386	1,130,770	\$245
Total/Weighted Average -- All Schools				\$3,030,993,916	16,719,395	\$181
Total/Weighted Average -- All Schools: Excluding Hernando County				\$3,009,811,050	\$16,536,205	\$182
Total/Weighted Average -- All Schools (2015-2021)				\$2,197,156,760	\$11,486,272	\$191
Total/Weighted Average -- All Schools (2019-2021)				\$805,536,136	\$3,573,638	\$225

Source: Florida Department of Education, additional cost information obtained by Benesch, when available

Architectural, Design, Site Preparation, Furniture, Fixture and Equipment Costs

The architectural, design, site preparation (including on-site improvement and traffic control costs), and FF&E costs (including technology) are calculated based on the ratio of these costs to the construction costs observed in Hernando County and other jurisdictions. These figures are estimated at 16 percent of construction cost for facility planning and 8 percent for FF&E costs. Table B-3 provides a summary of this information.

**Table B-3
Other Building Costs**

Component	2019 Report ⁽¹⁾	Other Florida Jurisdictions (2015-2021) ⁽²⁾		Estimate of Impact Fee Calculations ⁽³⁾
		Average	Range	
A/E - Design	16%	7%	1% to 13%	8%
Site Prep		11%	0% to 27%	8%
FF&E	8%	8%	0% to 17%	8%
Total	24%	26%		24%

1) Source: *Educational Facilities Impact Fee Update Study for Hernando County School District*, April 11, 2019

2) Source: Florida Department of Education and additional cost information obtained by Benesch, when available

3) Final estimate used in the 2022 school impact fee study

Tables B-4 and B-5 provide further detail on the cost experienced in other Florida jurisdictions.

Table B-4

Architectural/Civil Design and FF&E Cost Analysis - Hernando County and Other Florida Jurisdictions

Year Opened	District	Type	Facility Name	Architect & Eng. Fees	Ratio of Architect & Eng. Fees to Construction Cost	Furniture & Equipment	Ratio of FF&E to Construction Cost
2011	Broward	High	Lanier James Education Center	\$1,075,459	12%	\$1,304,137	15%
2011	Calhoun	High	Blountstown High	\$1,968,893	10%	\$994,719	5%
2011	Charlotte	Elem	Meadow Park Elementary	\$944,273	7%	\$674,842	5%
2011	Charlotte	High	Charlotte High	\$6,502,129	11%	\$2,676,408	4%
2011	Duval	Elem	Waterleaf Elementary	\$1,621,628	11%	\$1,899,236	13%
2011	Escambia	Elem	Global Learning Academy	\$1,682,415	10%	\$2,861,931	17%
2011	Hernando	Middle	Winding Waters K-8	\$880,709	4%	\$4,279,500	20%
2011	Lake	High	Lake Minneola High	\$3,030,934	6%	\$6,483,383	14%
2011	Okeechobee	High	Okeechobee Achievement Academy	\$453,761	8%	\$427,114	8%
2011	Orange	High	Evans High Replacement	\$3,568,884	6%	\$3,743,130	7%
2011	Orange	Elem	Wetherbee Elementary	\$812,505	7%	\$1,081,762	9%
2011	Pasco	Elem	Connerton Elementary "R"	\$858,671	7%	\$1,298,389	11%
2011	Polk	High	Winter Haven Senior	\$853,483	3%	\$2,360,389	9%
2011	Polk	High	Auburndale Senior	\$1,462,146	7%	\$3,124,050	16%
2011	Polk	High	Davenport School of the Arts	\$1,042,674	4%	\$2,330,971	8%
2011	Polk	High	Kathleen Senior	\$875,094	4%	\$2,267,250	9%
2011	Polk	Middle	Boone Middle	\$1,080,157	6%	\$1,331,348	7%
2011	Walton	Middle	Emerald Coast Middle	\$1,709,689	11%	\$700,000	4%
2012	Alachua	Elem	Meadowbrook Elementary	\$1,010,997	8%	\$1,974,896	16%
2012	Collier	Middle	Bethune Education Center	\$561,233	10%	\$734,057	13%
2012	Dade	High	International Studies SHS	\$684,965	10%	\$757,496	11%
2012	Dade	Middle	North Dade Middle	\$867,900	5%	\$1,122,762	6%
2012	Dade	High	Medical Academy or Science and Technology	\$762,932	8%	\$919,966	10%
2012	Indian River	Elem	Vero Beach Elementary	\$1,476,006	9%	\$1,342,512	8%
2012	Lee	Middle	Hams Marsh Middle	\$721,076	3%	\$1,814,273	8%
2012	Lee	Elem	Tortuga Preserve	\$214,042	1%	\$1,487,461	9%
2012	Orange	Elem	SunRidge Elementary	\$580,395	6%	\$951,358	9%
2012	Orange	Middle	Lake Nona Middle	\$1,277,253	8%	\$1,795,567	11%
2012	Orange	Middle	SunRidge Middle	\$1,137,698	5%	\$1,591,755	7%
2012	St. Johns	Elem	Palencia Elementary	\$956,170	8%	\$1,500,000	12%
2012	St. Lucie	High	Lincoln Park Academy	\$1,623,543	15%	\$3,246,193	30%
2012	Volusia	Elem	Citrus Grove Elementary	\$1,098,766	8%	\$1,555,729	11%
2013	Marion	Elem	Legacy Elementary	\$675,267	7%	\$1,680,825	17%
2013	Martin	High	Martin County High	\$1,274,200	17%	\$419,893	6%
2013	Monroe	Middle	Horace O'Bryant	\$3,221,414	11%	\$1,320,362	4%
2013	Orange	Elem	Sun Blaze Elementary	\$587,445	6%	\$1,035,369	10%
2013	Orange	Elem	Hackney Prairie Road Area Elementary	\$890,931	8%	\$1,057,127	9%
2013	Palm Beach	Elem	Gove Elementary	\$1,871,815	7%	\$917,852	3%
2013	Palm Beach	Elem	Galaxy Elementary	\$1,595,664	7%	\$790,823	4%
2014	Orange	Elem	Shingle Creek ES (Replacement)	\$636,833	7%	\$1,235,140	14%
2014	Orange	Elem	John Young ES (Replacement)	\$644,485	7%	\$1,037,820	12%
2014	Orange	Elem	Pineloch ES	\$632,269	7%	\$1,048,977	11%
2014	Orange	Elem	Dr. Phillips ES	\$837,933	10%	\$835,624	10%
2014	Orange	Elem	Spring Lake ES	\$646,909	7%	\$874,049	9%
2014	Orange	Elem	Washington Shores ES (Replacement)	\$591,793	6%	\$964,395	10%
2014	Orange	Elem	Little River ES	\$1,212,762	15%	\$705,810	9%
2014	Orange	Elem	Wheatley ES (Replacement)	\$740,790	8%	\$803,731	9%
2014	Palm Beach	Elem	The Conservatory School of North Palm Beach	\$1,746,723	8%	\$781,394	4%
2014	Pasco	Elem	Schrader Elementary	\$741,224	7%	\$781,652	7%
2015	Hillsborough	Elem	Thompson Elementary	\$1,117,623	8%	\$1,614,056	12%
2015	Orange	Elem	Eagle Creek Elementary	\$503,008	5%	\$1,168,200	13%
2015	Orange	Elem	Independence Elementary	\$454,954	5%	\$1,168,200	12%
2015	Orange	Elem	Ocoee ES (Replacement)	\$669,660	7%	\$1,039,087	11%
2015	Orange	Middle	Clay Springs Elementary	\$619,675	5%	\$1,265,087	11%
2015	Orange	High	Lake Weston Elementary	\$557,676	6%	\$1,395,286	14%
2015	Orange	Elem	Lovell Elementary	\$532,470	5%	\$1,258,788	12%
2015	Palm Beach	Middle	Glade View Elementary	\$1,142,611	8%	\$661,409	5%
2015	Palm Beach	High	Rosenwald Elementary	\$942,748	8%	\$593,229	5%
2015	Pasco	Elem	Sanders Memorial Elementary	\$1,442,401	8%	\$2,095,402	12%
2015	St Johns	Middle	Patriot Oaks Academy	\$1,492,491	7%	\$2,200,000	10%
2015	St Johns	Middle	Valley Ridge Academy	\$856,884	4%	\$2,200,000	10%
2016	Charlotte	High	Lemon Bay High School	\$6,486,215	13%	\$3,010,405	6%
2016	Hillsborough	Elem	Lamb Elementary	\$1,159,221	8%	\$1,494,022	11%
2016	Orange	Elem	Bay Lake Elementary	\$715,680	6%	\$1,414,425	12%
2016	Orange	Elem	Tangelo Park Elementary	\$766,295	7%	\$1,115,037	10%
2016	Pasco	Elem	Wiregrass Elementary School (Elem "W")	\$993,089	7%	\$1,594,261	11%
2016	Polk	Middle	Citrus Ridge: A Civics Academy	\$1,235,864	4%	\$3,060,826	9%
2016	Washington	Elem	Kate Smith Elementary School	\$1,799,321	9%	\$1,567,022	8%
2017	Orange	Elem	Millenia Gardens Elementary	\$660,780	6%	\$1,129,925	11%
2017	Orange	K8	Wedgfield	\$2,153,131	11%	\$1,787,827	9%
2017	Orange	Elem	Laureate Park Elementary	\$636,009	5%	\$1,365,945	11%
2017	Orange	Elem	Engelwood ES	\$659,183	5%	\$1,284,730	10%
2017	Orange	Elem	Ivey Lane ES	\$599,596	5%	\$1,204,983	10%
2017	Orange	Elem	Meadow Woods ES	\$782,369	6%	\$1,110,974	8%
2017	Orange	Elem	Mollie Ray ES	\$693,404	6%	\$1,226,272	10%
2017	Orange	Elem	Oak Hill ES	\$581,863	5%	\$972,235	8%
2017	Orange	Elem	Rock Lake ES	\$672,601	5%	\$1,235,894	9%
2017	Orange	Elem	Ventura ES	\$780,745	6%	\$1,262,836	9%
2017	Orange	K8	OCPS Academic Center for Excellence	\$2,342,381	8%	\$2,174,838	7%

Table B-4 (Continued)
Architectural/Civil Design and FF&E Cost Analysis - Hernando County and Other Florida Jurisdictions

Year Opened	District	Type	Facility Name	Architect & Eng. Fees	Ratio of Architect & Eng. Fees to Construction Cost	Furniture & Equipment	Ratio of FF&E to Construction Cost
2017	Orange	Middle	Innovation Middle	\$1,954,764	9%	\$1,789,440	8%
2017	Orange	Middle	Timber Springs Middle	\$2,460,335	10%	\$1,776,313	7%
2017	Orange	Middle	Carver Middle	\$1,519,638	7%	\$1,743,238	8%
2017	St Johns	Elem	Picolata Crossing Elementary	\$711,881	4%	\$1,613,190	8%
2017	Pasco	Elem	Bexley Elementary	\$1,176,816	7%	\$1,795,991	11%
2017	Nassau	Elem	Wildlight Elementary School	\$1,649,044	10%	\$2,457,873	15%
2017	Broward	Elem	Riverglades Elementary	\$303,332	6%	\$412,293	9%
2017	Hamilton	Elem	Hamilton County Elementary School	\$1,677,527	10%	\$1,825,273	10%
2017	Calhoun	Middle	Atha Public School	\$1,436,603	8%	\$1,205,972	6%
2017	Hillsborough	Middle	Sulphur Springs K-8	\$417,315	8%	\$304,755	6%
2017	Holmes	Middle	Bonifay PK-8	\$2,870,562	9%	\$2,616,795	8%
2017	Dade	High	Miami Carol City Senior High	\$5,273,339	8%	\$4,534,318	7%
2017	Levy	High	Williston Middle High School	\$1,849,055	6%	\$672,515	2%
2017	Pasco	High	Cypress Creek High	\$2,712,972	7%	\$4,004,683	10%
2017	Dade	High	Maritime & Science Technology Academy	\$1,052,669	8%	\$815,189	6%
2017	Osceola	High	Poinciana High	\$267,393	6%	\$507,388	11%
2017	Pinellas	High	Palm Harbor University High	\$1,034,481	10%	\$825,000	8%
2017	St Johns	High	Nease High	\$828,000	8%	\$898,000	8%
2017	Orange	High	Windermere HS	\$4,993,625	9%	\$3,600,435	7%
2017	Orange	Elem	Westpointe Elementary	\$860,457	9%	\$1,549,090	16%
2018	Escambia	Elem	Kingsfield Elementary School	\$2,421,087	8%	\$1,500,000	5%
2018	Hillsborough	Elem	Dawson Elementary School	\$712,947	4%	\$1,494,667	9%
2018	Orange	Elem	William Frangus Elementary	\$642,656	4%	\$1,176,891	8%
2018	Orange	Elem	Hidden Oaks Elementary	\$640,642	5%	\$1,069,297	9%
2018	Orange	Elem	Hungerford Elementary School	\$650,486	5%	\$898,313	7%
2018	Orange	Elem	Maxey Elementary School	\$626,928	5%	\$1,115,173	9%
2018	Orange	Elem	Pine Hills Elementary School	\$693,105	5%	\$1,222,976	8%
2018	Volusia	Elem	Pierson Elementary School	\$1,459,238	12%	\$1,320,570	11%
2018	Clay	Elem	Discovery Oaks Elementary School	\$869,100	4%	\$2,115,666	11%
2018	Escambia	Middle	Beulah Middle School	\$3,394,057	10%	\$2,100,000	6%
2018	Orange	Middle	Audubon Park School K-8	\$2,972,528	11%	\$1,891,815	7%
2018	Orange	Middle	Lake Como School K-8	\$2,050,230	8%	\$1,389,540	6%
2018	Seminole	Middle	New Millenium Middle School	\$2,892,045	7%	\$2,420,357	6%
2018	St Johns	Middle	Freedom Crossing Academy ("LL") K-8	\$1,247,321	4%	\$2,552,409	8%
2018	St Johns	Middle	Palm Valley Academy ("KK") K-8	\$1,342,410	4%	\$2,552,409	8%
2018	Dixie	High	Dixie County High School	\$2,055,000	8%	\$190,000	1%
2018	Osceola	High	Tohopekaliga High School	\$3,360,740	5%	\$7,554,619	11%
2018	Pinellas	High	Largo High School	\$3,606,122	9%	\$2,672,069	7%
2019	Manatee	Elem	Barbara Harvey Elementary School	\$1,104,274	7%	\$1,421,736	9%
2019	Monroe	Elem	Gerald Adams Elementary School	\$2,151,000	7%	\$741,878	3%
2019	Orange	Elem	Deerwood Elementary School	\$679,669	5%	\$1,053,641	7%
2019	Orange	Elem	Water Spring Elementary School	\$673,077	4%	\$1,216,334	8%
2019	Orange	Elem	Castleview Elementary School	\$781,914	5%	\$1,228,879	8%
2019	Taylor	Elem	Taylor County Primary School	\$1,216,820	8%	\$956,924	7%
2019	Volusia	Elem	Chisholm Elementary School	\$206,670	2%	\$1,081,721	9%
2019	Manatee	Middle	Mona Jain Middle School	\$1,580,528	6%	\$1,719,916	7%
2019	Orange	Middle	Horizon West Middle School	\$1,357,152	6%	\$1,837,875	8%
2019	Orange	Middle	Pershing School K-8	\$2,114,313	8%	\$1,803,900	7%
2019	Osceola	Middle	Harmony Middle School	\$1,552,230	5%	\$2,909,828	10%
2019	Lee	High	Bonita Springs High School	\$2,178,000	5%	\$5,654,899	13%
2019	Manatee	High	Parrish Community High School	\$2,436,800	4%	\$3,103,578	6%
2019	Osceola	High	NeoCity Academy	\$1,436,484	12%	\$1,701,403	14%
2020	Jackson	Middle	Marianna K-8 School	\$4,686,265	9%	\$0	0%
2020	Monroe	Middle	Plantation Key School	\$276,122	1%	\$1,460,039	4%
2020	Monroe	Elem	Stanley Switlik Elementary School	\$1,762,172	7%	\$960,545	4%
2020	Orange	High	Magnolia School	\$1,468,970	8%	\$783,281	4%
2020	Orange	Elem	Summerlake Elementary School	\$717,175	5%	\$1,111,507	7%
2020	Orange	Elem	Sunshine Elementary School	\$748,162	5%	\$998,043	7%
2020	Orange	Elem	Vista Pointe Elementary School	\$600,440	4%	\$1,132,166	7%
2020	Palm Beach	Middle	Verde K-8 School	\$2,411,658	9%	\$1,750,237	6%
2020	Pasco	Middle	Cypress Middle School "HH"	\$2,073,215	6%	\$2,810,008	8%
2020	Pinellas	Elem	Melrose Elementary School	\$1,129,923	10%	\$101,749	1%
2020	Seminole	Elem	Pine Crest School of Innovation	\$1,718,290	9%	\$3,187,873	17%
2020	Walton	Elem	Dune Lakes Elementary School	\$3,049,104	11%	\$1,790,828	6%
2021	Orange	High	Lake Buena Vista High School	\$2,477,598	3%	\$3,701,040	5%
2021	Orange	High	Horizon High School	\$3,140,805	5%	\$3,313,398	5%
2021	Orange	Elem	Village Park Elementary School	\$727,857	4%	\$1,413,023	8%
Total/Weighted Average				\$209,138,022	7%	\$242,725,399	8%
Total/Weighted Average (Excluding Hernando County)				\$208,257,313	7%	\$238,445,899	8%
Total/Weighted Average (2015-2021)				\$147,193,085	7%	\$165,801,972	8%
Total/Weighted Average (2019-2021)				\$46,456,687	6%	\$50,946,249	6%

Source: Florida Department of Education, Orange County Public Schools and previous Benesch school impact fee studies, when available

Table B-5
Site Development Cost Analysis - Hernando County and Other Florida Jurisdictions

Year Opened	District	Type	Facility Name	Site Development	Ratio of Site Development to Construction
2011	Broward	High	Lanier James Education Center	\$918,943	10%
2011	Calhoun	High	Blountstown High	\$1,362,604	7%
2011	Charlotte	Elem	Meadow Park Elementary	\$1,802,689	14%
2011	Charlotte	High	Charlotte High	\$7,904,370	13%
2011	Duval	Elem	Waterleaf Elementary	\$1,361,500	9%
2011	Escambia	Elem	Global Learning Academy	\$200,000	1%
2011	Hernando	Middle	Winding Waters K-8	\$0	0%
2011	Lake	High	Lake Minneola High	\$454,710	1%
2011	Okeechobee	High	Okeechobee Achievement Academy	\$1,300	0%
2011	Orange	High	Evans High Replacement	\$2,151,931	4%
2011	Orange	Elem	Wetherbee Elementary	\$0	0%
2011	Pasco	Elem	Connerton Elementary "R"	\$2,313,586	20%
2011	Polk	High	Winter Haven Senior	\$0	0%
2011	Polk	High	Auburndale Senior	\$0	0%
2011	Polk	High	Davenport School of the Arts	\$0	0%
2011	Polk	High	Kathleen Senior	\$0	0%
2011	Polk	Middle	Boone Middle	\$0	0%
2011	Walton	Middle	Emerald Coast Middle	\$1,717,116	11%
2012	Alachua	Elem	Meadowbrook Elementary	\$86,278	1%
2012	Indian River	Elem	Vero Beach Elementary	\$1,196,000	7%
2012	Collier	Middle	Bethune Education Center	\$479,652	9%
2012	Dade	High	International Studies SHS	\$0	0%
2012	Dade	Middle	North Dade Middle	\$0	0%
2012	Dade	High	Medical Academy or Science and Technology	\$0	0%
2012	Lee	Middle	Hams Marsh Middle	\$2,100,258	9%
2012	Lee	Elem	Tortuga Preserve	\$1,367,613	9%
2012	Orange	Elem	SunRidge Elementary	\$1,296,632	13%
2012	Orange	Middle	Lake Nona Middle	\$0	0%
2012	Orange	Middle	SunRidge Middle	\$1,051,252	4%
2012	St. Johns	Elem	Palencia Elementary	\$0	0%
2012	St. Lucie	High	Lincoln Park Academy	\$7,901,452	72%
2012	Volusia	Elem	Citrus Grove Elementary	\$415,026	3%
2013	Martin	High	Martin County High	\$536,994	7%
2013	Monroe	Middle	Horace O'Bryant	\$2,740,572	9%
2013	Orange	Elem	Sun Blaze Elementary	\$658,487	6%
2013	Orange	Elem	Hackney Prairie Road Area Elementary	\$657,635	6%
2014	Orange	Elem	Shingle Creek ES (Replacement)	\$1,188,410	14%
2014	Orange	Elem	John Young ES (Replacement)	\$1,438,471	16%
2014	Orange	Elem	Washington Shores ES (Replacement)	\$1,395,463	14%
2014	Orange	Elem	Wheatley ES (Replacement)	\$1,083,517	12%
2014	Orange	Elem	Pineloch ES	\$1,409,183	15%
2014	Orange	Elem	Dr. Phillips ES	\$1,850,611	23%
2014	Orange	Elem	Spring Lake ES	\$1,276,130	13%
2014	Orange	Elem	Little River ES	\$1,142,327	14%
2014	Pasco	Elem	Schrader Elementary	\$1,217,102	11%
2015	Hillsborough	Elem	Thompson Elementary	\$1,020,579	8%
2015	Orange	Elem	Clay Springs Elementary	\$2,096,813	18%
2015	Orange	High	Lake Weston Elementary	\$1,719,879	17%
2015	Orange	Elem	Lovell Elementary	\$851,121	8%
2015	Orange	Elem	Eagle Creek Elementary	\$1,934,060	21%
2015	Orange	Elem	Independence Elementary	\$1,649,461	18%
2015	Orange	Elem	Ocoee ES (Replacement)	\$1,470,388	16%
2015	Palm Beach	Middle	Glade View Elementary	\$1,652,065	11%
2015	Palm Beach	High	Rosenwald Elementary	\$1,853,846	16%
2015	Pasco	Elem	Sanders Memorial Elementary	\$1,478,220	9%
2015	St Johns	Middle	Patriot Oaks Academy	\$0	0%
2015	St Johns	Middle	Valley Ridge Academy	\$0	0%
2016	Charlotte	High	Lemon Bay High School	\$7,169,846	14%
2016	Hillsborough	Elem	Lamb Elementary	\$3,980	0%
2016	Orange	Elem	Bay Lake Elementary	\$2,371,208	19%
2016	Orange	Elem	Tangelo Park Elementary	\$1,682,616	15%
2016	Pasco	Elem	Wiregrass Elementary School (Elem "W")	\$1,213,282	8%
2016	Polk	Middle	Citrus Ridge: A Civics Academy	\$0	0%
2016	Washington	High	Kate Smith Elementary School	\$2,568,867	12%
2017	Orange	Elem	Millenia Gardens Elementary	\$1,802,063	17%
2017	Orange	K8	Wedgfield School K-8	\$3,151,392	16%
2017	Orange	Elem	Laureate Park Elementary	\$1,229,287	10%
2017	Orange	Elem	Engelwood ES	\$1,389,126	11%
2017	Orange	Elem	Ivey Lane ES	\$1,526,111	13%
2017	Orange	Elem	Meadow Woods ES	\$1,358,748	10%
2017	Orange	Elem	Mollie Ray ES	\$1,525,138	13%

Table B-5 (Continued)
Site Development Cost Analysis - Hernando County and Other Florida Jurisdictions

Year Opened	District	Type	Facility Name	Site Development	Ratio of Site Development to Construction
2017	Orange	Elem	Oak Hill ES	\$1,629,450	13%
2017	Orange	Elem	Rock Lake ES	\$2,685,941	20%
2017	Orange	Elem	Ventura ES	\$2,458,354	18%
2017	Orange	K8	OCPS Academic Center for Excellence	\$1,503,611	5%
2017	Orange	Middle	Innovation Middle	\$1,856,965	8%
2017	Orange	Middle	Timber Springs Middle	\$3,047,594	13%
2017	Orange	Middle	Carver Middle	\$3,648,736	16%
2017	Orange	High	Windermere HS	\$8,003,699	15%
2017	Pasco	Elem	Bexley Elementary	\$1,481,772	9%
2017	Nassau	Elem	Wildlight Elementary School	\$4,423,526	27%
2017	Broward	Elem	Riverglades Elementary	\$671,049	14%
2017	Hamilton	Elem	Hamilton County Elementary School	\$1,241,320	7%
2017	Calhoun	Middle	Atha Public School	\$1,389,719	7%
2017	Hillsborough	Middle	Sulphur Springs K-8	\$0	0%
2017	Holmes	Middle	Bonifay PK-8	\$1,489	0%
2017	Dade	High	Miami Carol City Senior High	\$7,753,194	12%
2017	Levy	High	Williston Middle High School	\$1,773,603	5%
2017	Pasco	High	Cypress Creek High	\$8,217,342	20%
2017	Dade	High	Maritime & Science Technology Academy	\$335,946	2%
2017	Osceola	High	Poinciana High	\$414,907	9%
2017	Pinellas	High	Palm Harbor University High	\$2,306,147	23%
2017	St Johns	High	Nease High	\$0	0%
2017	Orange	Elem	Westpointe Elementary	\$1,422,408	15%
2018	Hillsborough	Elem	Hope Dawson Elementary	\$0	0%
2018	Escambia	Elem	Kingsfield Elementary School	\$1,835,262	6%
2018	Orange	Elem	William Frangus Elementary	\$2,529,474	17%
2018	Orange	Elem	Hidden Oaks Elementary	\$1,686,521	14%
2018	Orange	Elem	Hungerford Elementary School	\$1,490,730	12%
2018	Orange	Elem	Maxey Elementary School	\$1,103,308	9%
2018	Orange	Elem	Pine Hills Elementary School	\$1,026,205	7%
2018	Volusia	Elem	Pierson Elementary School	\$2,081,652	18%
2018	Clay	Elem	Discovery Oaks Elementary School	\$1,668,705	8%
2018	Escambia	Middle	Beulah Middle School	\$7,401,440	23%
2018	Orange	Middle	Audubon Park School K-8	\$1,787,707	7%
2018	Orange	Middle	Lake Como School K-8	\$1,747,202	7%
2018	Seminole	Middle	New Millenium Middle School	\$1,714,394	4%
2018	St Johns	Middle	Freedom Crossing Academy ("LL") K-8	\$0	0%
2018	St Johns	Middle	Palm Valley Academy ("KK") K-8	\$0	0%
2018	Dixie	High	Dixie County High School	\$1,500,000	6%
2018	Osceola	High	Tohopekaliga High School	\$9,186,709	14%
2018	Pinellas	High	Largo High School	\$10,741,728	27%
2019	Manatee	Elem	Barbara Harvey Elementary School	\$1,055,565	7%
2019	Monroe	Elem	Gerald Adams Elementary School	\$0	0%
2019	Orange	Elem	Deerwood Elementary School	\$2,253,796	15%
2019	Orange	Elem	Water Spring Elementary School	\$1,844,486	12%
2019	Orange	Elem	Castleview Elementary School	\$1,587,126	10%
2019	Taylor	Elem	Taylor County Primary School	\$2,266,867	15%
2019	Volusia	Elem	Chisholm Elementary School	\$0	0%
2019	Manatee	Middle	Mona Jain Middle School	\$3,674,825	15%
2019	Orange	Middle	Horizon West Middle School	\$2,924,349	12%
2019	Orange	Middle	Pershing School K-8	\$1,866,230	7%
2019	Osceola	Middle	Harmony Middle School	\$4,005,510	13%
2019	Lee	High	Bonita Springs High School	\$11,339,000	26%
2019	Manatee	High	Parrish Community High School	\$8,097,183	15%
2019	Osceola	High	NeoCity Academy	\$2,227,396	19%
2020	Jackson	Middle	Marianna K-8 School	\$0	0%
2020	Monroe	Middle	Plantation Key School	\$208,401	1%
2020	Monroe	Elem	Stanley Switlik Elementary School	\$0	0%
2020	Orange	High	Magnolia School	\$2,328,178	12%
2020	Orange	Elem	Summerlake Elementary School	\$1,713,260	11%
2020	Orange	Elem	Sunshine Elementary School	\$3,074,502	20%
2020	Orange	Elem	Vista Pointe Elementary School	\$4,458,820	27%
2020	Palm Beach	Middle	Verde K-8 School	\$3,336,287	12%
2020	Pasco	Middle	Cypress Middle School "HH"	\$6,161,935	18%
2020	Pinellas	Elem	Melrose Elementary School	\$1,108,393	10%
2020	Seminole	Elem	Pine Crest School of Innovation	\$1,770,059	9%
2020	Walton	Elem	Dune Lakes Elementary School	\$1,914,262	7%
2021	Orange	High	Lake Buena Vista High School	\$12,970,995	17%
2021	Orange	High	Horizon High School	\$12,948,899	19%
2021	Orange	Elem	Village Park Elementary School	\$2,404,612	14%

Table B-5 (Continued)
Site Development Cost Analysis - Hernando County and Other Florida Jurisdictions

Year Opened	District	Type	Facility Name	Site Development	Ratio of Site Development to Construction
Total/Weighted Average				\$268,380,149	10%
Total/Weighted Average (Excluding Hernando)				\$268,380,149	10%
Total/Weighted Average (2015-2021)				\$244,026,841	11%
Total/Weighted Average (2018-2021)				\$97,540,936	12%

Source: Florida Department of Education, Orange County Public Schools and previous Benesch school impact fee studies, when available.

Land Value Analysis

To estimate the current land value, the following analysis is conducted:

- Recent land purchases;
- A review of the current market value of land from the Property Appraiser database where the existing schools are located;
- An analysis of vacant residential land sales in Hernando County since 2017 for parcels of similar size; and
- An analysis of market value of vacant residential land from the Property Appraiser database for parcels of similar size to the current inventory.

HCSD purchased a 2.4-acre parcel in 2020 at a cost of \$140,600 per acre.

The value of parcels where the existing schools are located, as estimated by the Hernando County Property Appraiser, indicates an average land value of \$14,300 per acre. Property Appraiser estimates tend to be on the conservative side for publicly owned land.

Vacant residential and agricultural land sales of similar size in Hernando County between 2017 and 2021 averaged \$38,000 per acre with a median value of \$21,000 per acre.

Given this information, an average cost of \$15,000 per acre is for impact fee calculation purposes, which represents a conservative estimate.

Florida State Statute 163.31801

Impact Fees

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

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

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

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

(a) “Infrastructure” means a fixed capital expenditure or fixed capital outlay, excluding the cost of repairs or maintenance, associated with the construction, reconstruction, or improvement of public facilities that have a life expectancy of at least 5 years; related land acquisition, land improvement, design, engineering, and permitting costs; and other related construction costs required to bring the public facility into service. The term also includes a fire department vehicle, an emergency medical service vehicle, a sheriff’s office vehicle, a police department vehicle, a school bus as defined in s. 1006.25, and the equipment necessary to outfit the vehicle or bus for its official use. For independent special fire control districts, the term includes new facilities as defined in s. 191.009(4).

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

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

(a) Ensure that the calculation of the impact fee is based on the most recent and localized data.

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

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

(d) Provide notice at least 90 days before the effective date of an ordinance or resolution imposing a new or increased impact fee. A local government is not required to wait 90 days to decrease, suspend, or eliminate an impact fee. Unless the result is to reduce the total mitigation

costs or impact fees imposed on an applicant, new or increased impact fees may not apply to current or pending permit applications submitted before the effective date of a new or increased impact fee.

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

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

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

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

(i) Ensure that revenues generated by the impact fee are not used, in whole or in part, to pay existing debt or for previously approved projects unless the expenditure is reasonably connected to, or has a rational nexus with, the increased impact generated by the new residential or nonresidential construction.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(9) In any action challenging an impact fee or the government's failure to provide required dollar-for-dollar credits for the payment of impact fees as provided in s. 163.3180(6)(h)2.b., the government has the burden of proving by a preponderance of the evidence that the imposition or

amount of the fee or credit meets the requirements of state legal precedent and this section. The court may not use a deferential standard for the benefit of the government.

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

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

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

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

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

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

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

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

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

Impact Fee Discussion

Historical Purposes Only

Jeff Rogers
County
Administrator

Aaron Pool
Development
Services

Board Options and Recommendations

The two options available to the County are to either adopt impact fees consistent with Florida State Statute 163.31801 up to a maximum increase of 50 percent of the current impact fee rate OR designate, by study, a need in excess of the statutory 50 percent maximum increase and adopt consistent with State Statute procedures.

Staff requests that the BOCC provide direction on the preparation of updated impact fees following the completion of the County's impact fee study.

FL Statute 163.31801 “Impact Fees”

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

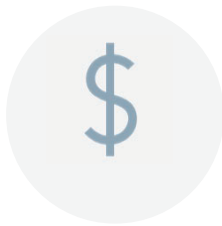
- a. An impact fee may be increased only pursuant to a plan for the imposition, collection, and use of the increased impact fees which complies with this section.
- b. An increase to a current impact fee rate of not more than 25 percent of the current rate must be implemented in two equal annual increments beginning with the date on which the increased fee is adopted.
- c. An increase to a current impact fee rate which exceeds 25 percent but is not more than 50 percent of the current rate must be implemented in four equal installments beginning with the date the increased fee is adopted.**
- d. An impact fee increase may not exceed 50 percent of the current impact fee rate.
- e. An impact fee may not be increased more than once every 4 years.
- f. An impact fee may not be increased retroactively for a previous or current fiscal or calendar year.

FL Statute 163.31801 “Impact Fees”

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

1. A demonstrated-need study justifying any increase in excess of those authorized in paragraph (b), paragraph (c), paragraph (d), or paragraph (e) has been completed within the 12 months before the adoption of the impact fee increase and expressly demonstrates the extraordinary circumstances necessitating the need to exceed the phase-in limitations.
2. The local government jurisdiction has held not less than two publicly noticed workshops dedicated to the extraordinary circumstances necessitating the need to exceed the phase-in limitations set forth in paragraph (b), paragraph (c), paragraph (d), or paragraph (e).
3. The impact fee increase ordinance is approved by at least a two-thirds vote of the governing body.

Use of Impact Fees



IMPACT FEES SHALL BE USED EXCLUSIVELY FOR THE PURPOSE OF CAPITAL IMPROVEMENTS, EQUIPMENT AND FACILITIES.



IMPACT FEES MAY BE USED TO PAY DEBT SERVICE TO THE EXTENT THAT THE FACILITIES PROVIDED ARE AN ELIGIBLE EXPENSE.



CREDITS MAY BE OBTAINED TO THE EXTENT THAT THE FEE PAYER PROVIDES AN ELIGIBLE CAPITAL IMPROVEMENT (LAND FACILITIES, EQUIPMENT, OTHER IMPROVEMENTS)



IMPACT FEES SHOULD BE REVIEWED PERIODICALLY FOR ACCURACY (EVERY 5 YEARS PER CODE)

Florida Statute 161.31801

- The calculation of the impact fee must be based upon the most recent and localized data.
- Collection of the impact fee may be no earlier than the date of the issuance of a building permit (not prepaid).
- The impact fee must be proportional and reasonably connected to or have a rational nexus with the need for capital facilities generated by new growth, and the benefit accrued to new growth.
- Credits must be applied on a dollar-for-dollar basis for any contributions made by the fee payer.
- If any challenge, the local government has the burden of providing by a preponderance of evidence that the impact fee meets the legal precedent that the fee is correct.

Updated Impact Fee Studies

IMPACT FEE STUDY

- Board Presentation 5-4-21; Finalized Report Provided 7-13-22
- Covered Fire, EMS, Public Buildings, Jail, Law Enforcement, Library, Parks.
- Consolidated Fire/EMS into one fee
- Included a list of updated land use categories
- The updated land use categories included a small number of fees that were reduced (i.e., warehouse, mini storage, furniture store).

ROADS IMPACT FEE STUDY

- Finalized Report Dated 4-7-2022
- Updated land use categories

Updated Land Use Classification	Current Land Use Classification	Unit	Effect on Demand
Senior Housing (detached)	Single Family (detached)	du	-
Senior Housing (attached)	Single Family (attached)	du	-
Industrial Park	Industrial Buildings	1,000 sf	-
Manufacturing		1,000 sf	-
Medical Office 10,000 sq ft or less	Medical Offices	1,000 sf	-
Hospital		1,000 sf	-
Clinic		1,000 sf	+
Public Assembly	General Offices	1,000 sf	-
Day Care Center		1,000 sf	-
Automobile Care Center		1,000 sf	+
Bank/Savings Drive-In		1,000 sf	+
Health/Fitness Club	Retail	1,000 sf	+
Building Materials/Lumber Store		1,000 sf	-
Discount Superstore, Free-Standing		1,000 sf	+
Hardware/Paint Store		1,000 sf	-
New/Used Auto Sales		1,000 sf	+
Supermarket		1,000 sf	+
Home Improvement Superstore		1,000 sf	+
Pharmacy/Drug Store with & without Drive-Thru		1,000 sf	-
Furniture Store		1,000 sf	-
Convenience/Gasoline/Fast Food Restaurant		1,000 sf	+

Updated Land Use Classification	Current Land Use Classification	Unit
Quality Restaurant	Restaurant	1,000 sf
Fast Food Restaurant w/Drive-Thru		1,000 sf
Assisted Living Facility	Unit Updates	bed
Nursing Home		bed
RV Park		occupied site
Marina		boat berth
Golf Course		acre
Movie Theater		screen
Elementary School (Private)		student
Middle School (Private)		student
High School (Private)		student
University 7,500 or fewer students (Private)		student
University greater than 7,500 students (Private)		student
Gas Station w/Convenience Market <2,000 sq ft		fuel pos.
Gas Station w/Convenience Market 2,000-2,999 sq ft		fuel pos.
Gas Station w/Convenience Market 3,000+ sq ft		fuel pos.
Self-Service Car Wash		service bay

Updated Land Use Categories

Identified Areas of Need

Public Building Financing

Park maintenance and
expansion to create new
recreation space

Roadway expansion to relieve
congestion on roads

Sample of Current Impact Fees Charged

Single Family	\$5,757
Multi-Family	\$5,010
Medical (10,000 sq. ft. or greater)	\$5,172
Fast Food with drive through	\$19,122
Retail/Shopping Center	\$3,027

Component Breakdown of Single Family Impact Fee

Total: \$5,757

- Fire/EMS: \$235
- Public Buildings: \$466
- Correctional Facilities: \$6.99
- Law Enforcement: \$86
- Library Facilities: \$107
- Parks and Rec: \$411
- Education: \$3,176
- Transportation: \$1,269

Example of impact
fee increase at
statutory maximum

Public buildings 75%

Parks and
Recreation
100%

Remainder to
Transportation

Existing Single Family (Sample)

Single Family \$5,757

Public Buildings \$466

Parks and Recreation \$411

Transportation \$1,269

New Single Family (Sample)

Single Family \$8,635

Public Buildings \$911

Parks and Recreation \$491

Transportation \$3,650

Increase of Impact Fee to Maximum 50% Increase

Four Equal Annual Installments

Land Use	Current Fee Paid	Annual Increase	Year 1	Year 2	Year 3	Year 4
Single Family	\$5,757	\$719	\$6,476	\$7,195	\$7,914	\$8,633
Assisted Living (Under 30,000 sq. ft.)	\$1,130	\$141	\$1,271	\$1,412	\$1,553	\$1,694
Mobile Home	\$5,757	\$719	\$6,476	\$7,195	\$7,914	\$8,633
Fast Food with drive through	\$19,122	\$2,390	\$21,512	\$23,902	\$26,292	\$28,682
Medical Office greater than 10,000 sq. ft.	\$5,172	\$646.5	\$5,818.5	\$6,465	\$7,111.5	\$7,758
Warehouse	\$623	\$77.875	\$700.875	\$778.75	\$856.625	\$934.5

LAND USE	ALL RATES AT 100%
Single Family	\$17, 403
Multi-family (Low-Rise) 1-3 Levels	\$11,453
Medical (Clinic)	\$22,713
Fast Food with Drive Through	\$89,710
Retail/Shopping (Under 40,000 sqft)	\$6,420

**Maximum Impact Fee Rates (Per Study)
Components of Impact Fee At Maximum (100%)**

Impact Fee Options

Single Family (detached) Example

% of Total Fee	Fire/EMS	Public Buildings	Correctional Facility	Law Enf.	Library Services	Parks & Rec	Educational Facility	Transportation	Total
Existing	\$235	\$466	\$7	\$68	\$107	\$411	\$3,176	\$1,269	\$5,757
100%	\$320	\$1,215	\$15	\$156	\$222	\$491	\$8,764	\$6,220	\$17,403
OPTIONS FOR INCREASE OF IMPACT FEE									
65%	\$208	\$790	\$10	\$101	\$144	\$319	\$5,697	\$4,043	\$11,312
75%	\$240	\$911	\$11	\$117	\$167	\$368	\$6,573	\$4,665	\$13,052
80%	\$256	\$972	\$12	\$125	\$178	\$393	\$7,011	\$4,976	\$13,923
INCREASE FROM EXISTING FEE									
65%	-\$27	\$324	\$3	\$15	\$37	-\$92	\$2,521	\$2,774	\$5,555
75%	\$5	\$445	\$4	\$31	\$60	-\$43	\$3,397	\$3,396	\$7,296
80% _s	\$21	\$506	\$5	\$39	\$71	-\$18	\$3,835	\$3,707	\$8,166

BOCC will provide staff direction on the preparation of updated impact fees. Two options are available to the County.

1. Prepare an impact fee update consistent with Florida State Statute 163.31801 up to a maximum increase of 50 percent of the current impact fee rate, phased in over 4 years.
2. Designate a need in excess of the statutory 50 percent maximum increase and adopt consistent with State Statute procedures.

Recommended
Actions and
Policy
Direction

HERNANDO COUNTY STAFF REPORT

TOPIC: Impact Fee Direction Discussion

HEARINGS: Board of County Commissioners: August 23, 2022

STAFF REQUEST: BOCC Provide Direction for Staff Update of Impact Fees

STAFF REQUEST: Staff requests that the BOCC provide direction on the preparation of updated impact fees following the completion of the County's impact fee study. The two options available to the County are to either adopt impact fees consistent with Florida State Statute 163.31801 up to a maximum increase of 50 percent of the current impact fee rate or designate, by study, a need in excess of the statutory 50 percent maximum increase and adopt consistent with State Statute procedures.

FL STATE STATUTE:

Florida State Statute 163.31801

Impact Fee Increase:

Florida State Statute 163.31801(6)

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

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

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

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

- (d) An impact fee increase may not exceed 50 percent of the current impact fee rate.
- (e) An impact fee may not be increased more than once every 4 years.
- (f) An impact fee may not be increased retroactively for a previous or current fiscal or calendar year.

**Impact Fee
Increase above**

Statutory Maximum: Florida State Statute 163.31801(6)(g)

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

1. A demonstrated-need study justifying any increase in excess of those authorized in paragraph (b), paragraph (c), paragraph (d), or paragraph (e) has been completed within the 12 months before the adoption of the impact fee increase and expressly demonstrates the extraordinary circumstances necessitating the need to exceed the phase-in limitations.
2. The local government jurisdiction has held not less than two publicly noticed workshops dedicated to the extraordinary circumstances necessitating the need to exceed the phase-in limitations set forth in paragraph (b), paragraph (c), paragraph (d), or paragraph (e).
3. The impact fee increase ordinance is approved by at least a two-thirds vote of the governing body.

**Notable Impact Fee
Requirements:**

- The calculation of the impact fee must be based upon the most recent and localized data.

- Collection of the impact fee may be no earlier than the date of the issuance of a building permit (not prepaid).
- The impact fee must be proportional and reasonably connected to, or have a rational nexus with the need for capital facilities generated by new growth, and the benefit accrued to new growth.
- Credits must be applied on a dollar-for-dollar basis for any contributions made by the fee payer.
- If any challenge, the local government has the burden of providing by a preponderance of evidence that the impact fee meets the legal precedent that the fee is correct.
- Impact fees shall be used exclusively for the purpose of capital improvements, equipment and facilities.
- Impact fees may be used to pay debt service to the extent that the facilities provided are an eligible expense.
- Credits may be obtained to the extent that the fee payer provides an eligible capital improvement (land facilities, equipment, other improvements)
- Impact fees should be reviewed periodically for accuracy (Every 5 Years per Code)

IMPACT FEE STUDY:

- Board Presentation 5-4-21; Report Final provided by Benesch 7-13-22
 - Final Report Provided in agenda attachments.
- Covered Fire; EMS, Public Buildings, Jail, Law Enforcement, Library, Parks.
- Consolidated Fire/EMS into one fee
- Included a list of updated land use categories
- The updated land use categories included a small number of fees that were reduced (i.e., warehouse, mini storage, furniture store).

CURRENT IMPACT FEE EXAMPLES:

- Single Family - \$5,757
- Multi Family - \$5,010
- Medical (10,000 sq. ft. or greater) - \$5,172
- Fast Food with drive through - \$19,122
- Retail/Shopping Center - \$3,027

OPTION 1 STATUTORY MAXIMUM IMPACT FEE EXAMPLES:

This option is in conformance with FI State Statute 161.31801(6). An increase to a current impact fee rate which exceeds 25 percent but is not more than 50 percent of the current rate must be implemented in four equal installments beginning with the date the increased fee is adopted.

- Single Family - \$8,635
- Multi Family - \$7,515
- Medical (10,000 sq. ft. or greater) - \$7,758
- Fast Food with drive through - \$28,683
- Retail/Shopping Center - \$4,540

The recommended components of the option one impact fee increase include funding Public Building at 75% of study findings, Parks and Recreation at 100% of study findings, and the remainder of the increase allocated to Transportation.

OPTION 2 IMPACT FEES EXCEEDING STATUTORY MAXIMUM EXAMPLES:

This option would need to be adopted in strict adherence to FI State Statute 161.31801(6)(g). The Statute requires a demonstrated-need study justifying any increase exceeding those outlined in option 1. Additionally, the increase must be shown to be the result of extraordinary circumstances with two publicly noticed workshops dedicated to the extraordinary circumstances necessitating the need.

The increase of each component in the resulting Impact fee may not exceed 100% of the study findings. The components of the over all impact fee include areas such as Fire, EMS, Public Buildings, Jail, Law Enforcement, Library, Parks, education, transportation, etc.

- Single Family - \$14,970
- Multi Family - \$12,595
- Medical (10,000 sq. ft. or greater) - \$21,929
- Fast Food with drive through - \$90,115
- Retail/Shopping Center - \$10,270

STAFF RECOMMENDATION:

BOCC provide staff direction on the preparation of updated impact fees. Two options are available to the County.

1. Prepare an impact fee update consistent with Florida State Statute 163.31801 up to a maximum increase of 50 percent of the current impact fee rate.
2. Designate a need in excess of the statutory 50 percent maximum increase and adopt consistent with State Statute procedures.