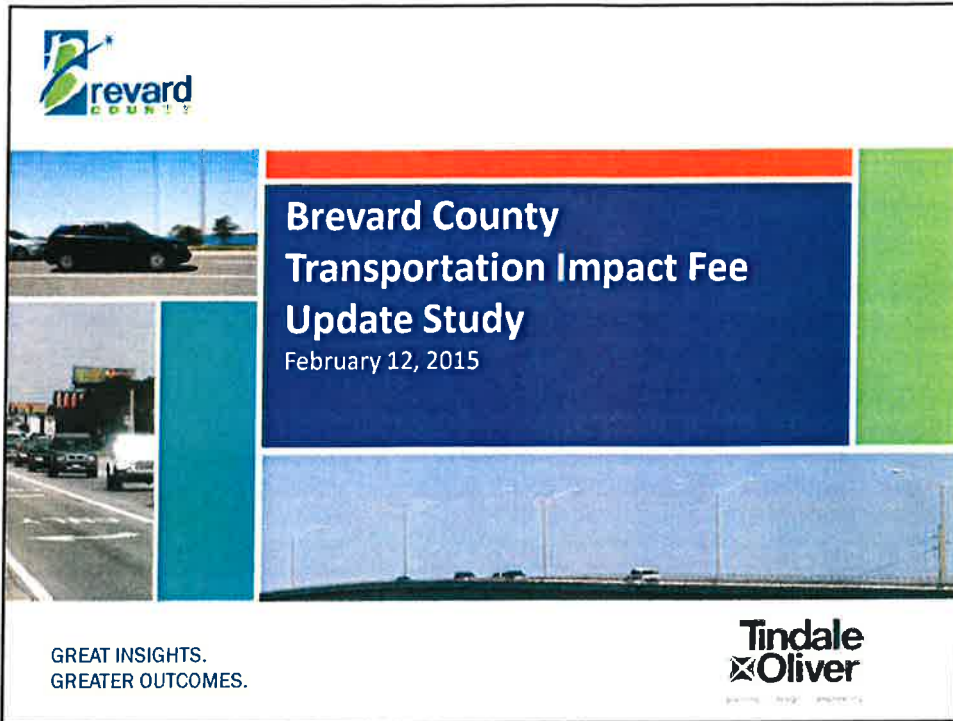






F.B.



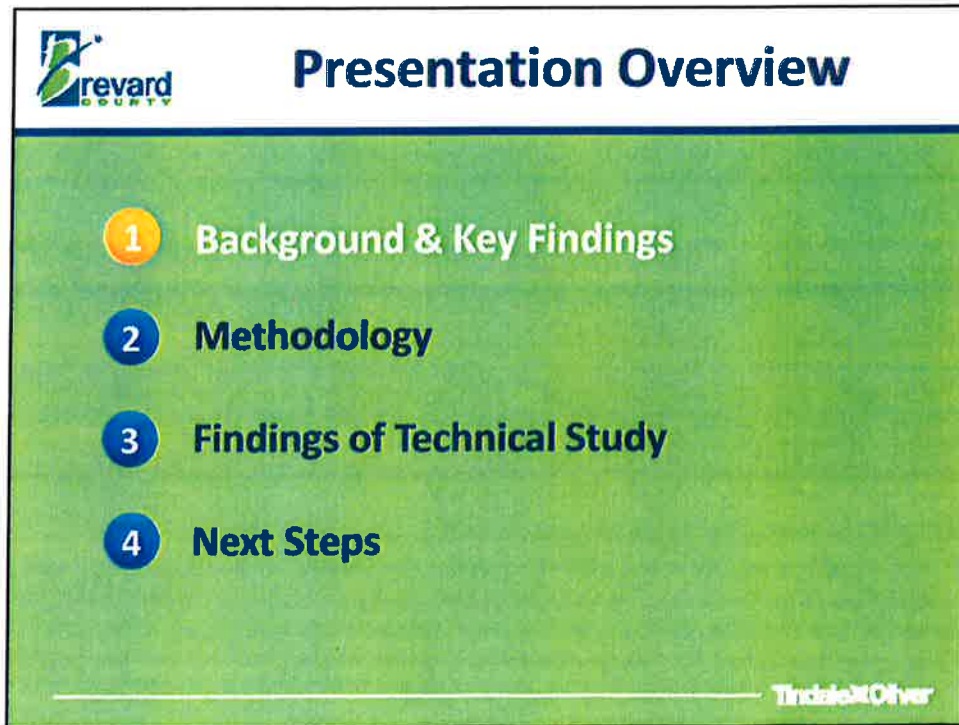
 **Brevard County**




**Brevard County
Transportation Impact Fee
Update Study**
February 12, 2015

GREAT INSIGHTS.
GREATER OUTCOMES.


**Tindale
Oliver**
PLANNING DESIGN CONSTRUCTION



 **Brevard County**

Presentation Overview

- 1 Background & Key Findings**
- 2 Methodology**
- 3 Findings of Technical Study**
- 4 Next Steps**





Background

Impact Fee Definition:

- One-time capital charge to new development
- Covers the cost of the new capital facility capacity
- Implements the CIE and CIP

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Background

Why Impact Fees?

- Maintain current Level-of-Service (LOS)
- Calculate cost of growth
- Potential large developments
- Most needed when:
 - High growth
 - Limited funding

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Background

Brevard County:

- Most recent update in 2000
- Moratorium implemented in 2009 and remains in effect through end of 2016

Update Study:

- Update input variables
- Review benefit district boundaries

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Background

Current Impact Fee Rates

Fee Area	Single Family Res. (per du)	Retail (100k sf per 1,000 sf)
Transportation	\$4,353	\$5,270
Schools	\$4,445	n/a
Fire/Rescue	\$54	\$121
EMS	\$39	\$86
Correctional	\$72	\$160
Library	\$64	n/a
Solid Waste	\$160	Variable
Total	\$9,187	\$5,637

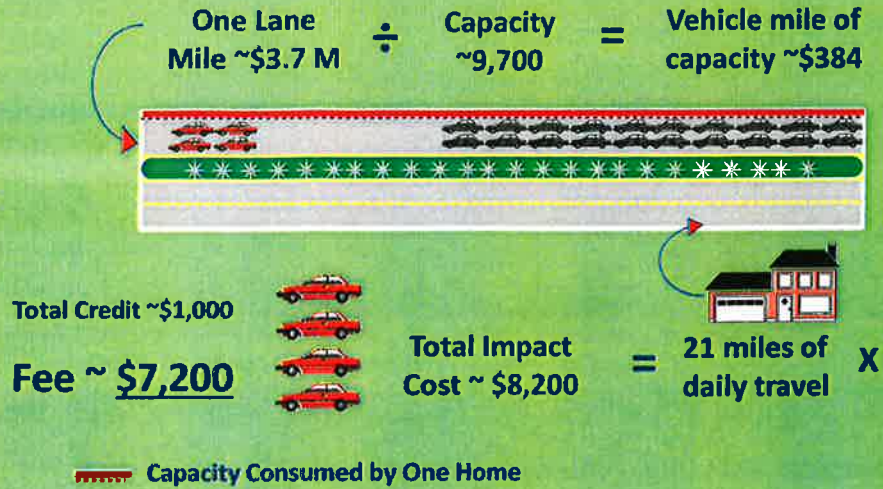
96% of Residential Fee (Transp. & Schools)

93% of Non-Residential Fee (Transp. Only)

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Key Findings



Key Findings

Transportation Impact Fee:

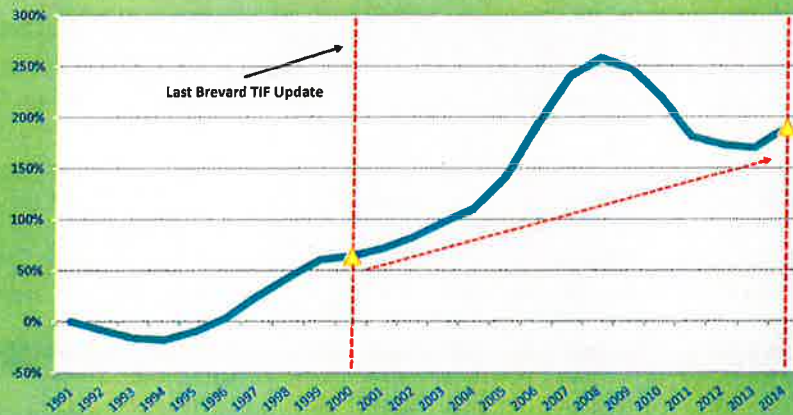
- Will never meet current LOS
- Full fee rate at \$15,000+ per du
- Congestion will occur regardless of fee
- Calculated fee will help slow rate of congestion

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Key Findings

Trend in Construction Costs:



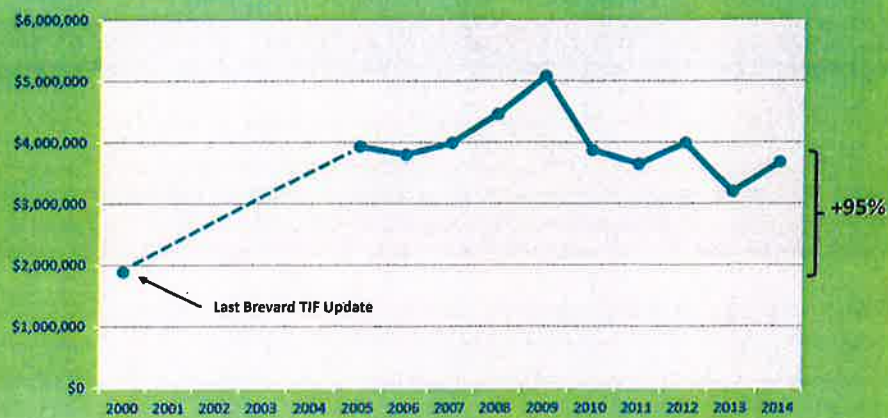
Source: FDOT Long Range Estimates

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Key Findings

Trend in Roadway Costs (per Lane Mile):



Source: Recent Impact Fee Studies conducted by Tindale Oliver

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Key Findings

Input Variable Changes – Single Family Land Use

Input Variable	Recommended Change	Effect on Final Fee Rate
Demand (TGR, TL, PNT, I/T)	↓	↓
Cost per VMC	↑	↑
Credit (Pennies)	↑	↓
Net Impact Fee	-	↑

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Background

Recent Impact Fee Improvements:

- Canaveral Groves Blvd @ Grissom Pkwy
- Camp Rd @ Grissom Pkwy
- Bridge St @ Grissom Pkwy
- Hall Rd & SR 3
- Range Rd – Lake Dr to Terri Lane
- Pineda Causeway Extension & I-95 Interchange
- St. Andrews Extension

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Background

Planned Improvements (FY 2014-2018 CIP):

- Fortenberry Rd @ Plumosa St
- Murrell Rd @ Viera Blvd

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Methodology

Transportation Impact Fee Variables:

- Demand Component
 - Trip Generation Rate, Trip Length, % New Trips
- Cost Component
 - County and State Roads, Roadway Capacity
- Credit Component
 - Non-impact fee roadway capacity expenditures

$$\underline{\text{Demand} \times \text{Cost} - \text{Credit} = \text{Impact Fee}}$$

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Methodology

Demand Component:

- Sources:
 - National ITE Reference
 - Florida Studies Database
- Demand Calculation:
 - Trip Gen. Rate x Trip Length x % New Trips

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Methodology

Demand per Unit of Development:

- Trip Gen. Rate = Number per day
- Trip Length = Travel A to B
- % New Trips = Accounts for trips already on the roadway
- Interstate/Toll Discount = Accounts for interstate & toll trips (not charged)

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Methodology

Single Family Residential Example:

- Trip Gen. Rate = 7.81
- Trip Length = 6.62
- % New Trips = 100%
- Interstate/Toll Discount = 17.3%

Vehicle trips per mile

$$(7.81 * 6.62 * 100\% / 2) * (1 - 17.3\%) = \underline{21.38}$$

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Methodology

Cost Component:

- Sources
 - Local roadway improvements
 - Recent new construction/lane addition projects throughout Florida
 - FDOT Long Range Estimates (LRE)

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Methodology

Cost Component:

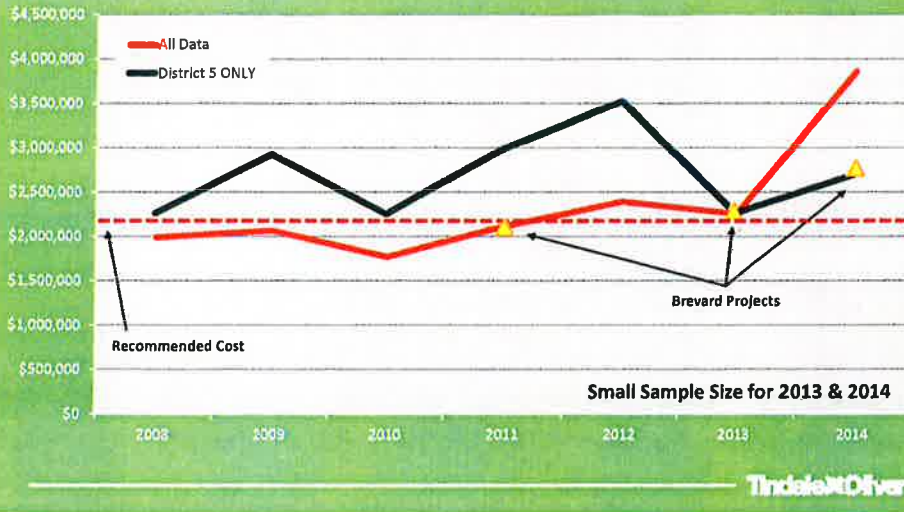
- Local Improvements
 - Pineda Causeway Extension (I-95 to Wickham Rd)
 - Babcock St (Foundation Park Blvd to Malabar Rd)
 - St. Johns Heritage Pkwy (I-95 to US 192)
 - SR 5/US 1 (Pine St to Cidco Rd)
 - SR 507/Babcock St (Melbourne Ave to Fee Ave)

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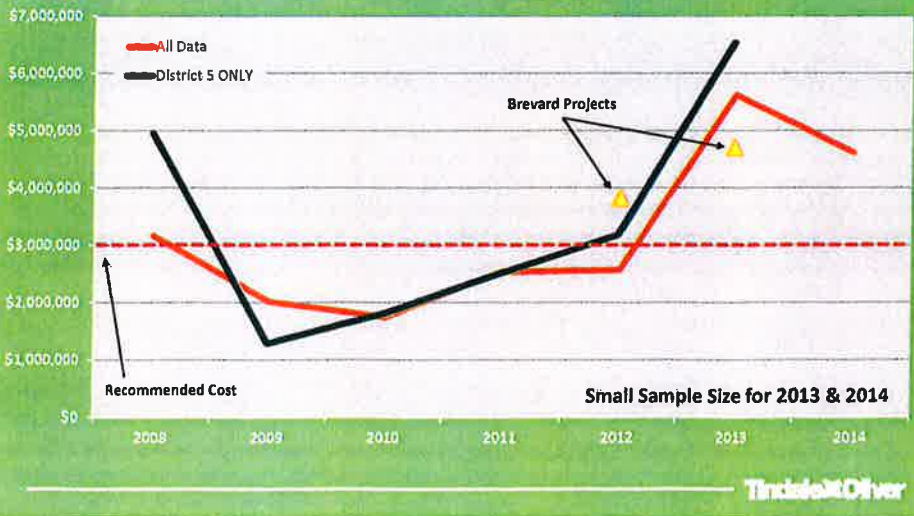
Methodology

Construction Cost per Lane Mile – COUNTY Roads



Methodology

Construction Cost per Lane Mile – STATE Roads





Methodology

Credit Component:

- Revenue Sources
 - State funding
 - County funding (fuel tax, grants, debt service)
 - This is NOT a developer credit for construction

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Methodology

Credit Component:



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Methodology

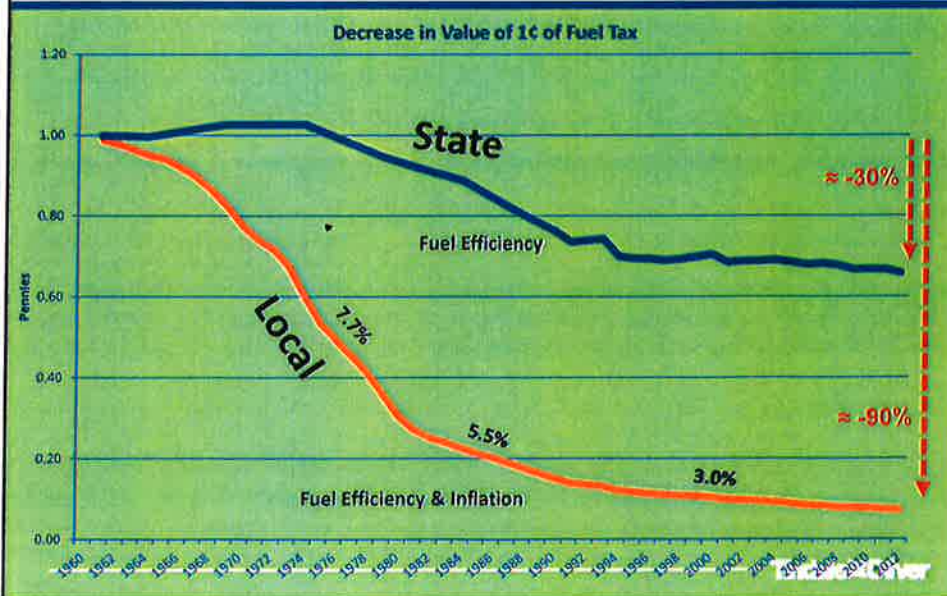
Credit Component – Transportation Funding

- State tax indexed and trends
- Local tax not indexed and impact
- Other revenues are indexed

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Methodology





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Findings of Technical Study

Single Family Residential Land Use:

- Demand (VMT) = 21.38
- Cost (Cost per VMC) = \$384.18
- Credit (\$\$ per gallon to capital) = \$0.101
- **Net Impact Fee = \$7,238**

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Findings of Technical Study

Transportation Impact Fee Rate Comparison

Land Use	Unit	Brevard*	Brevard	Volusia	Seminole	Indian River	Orange
Study Date	-	2000	2014	2003	1995	2014	2012
Adoption %	-	100%	100%	82%	100%	100%/45%	42%
Single Family	Du	\$4,353	\$7,238	\$2,174	\$1,025	\$4,248	\$2,873
Light Industrial	Du	n/a	\$4,619	\$1,220	\$762	\$1,206	\$1,594
Office (50k)	1,000 sf	\$5,058	\$10,256	\$2,310	\$2,247	\$1,916	\$4,105
Retail (125k)	1,000 sf	\$5,270	\$11,416	\$3,080	\$2,741	\$2,862	\$4,022
Bank (Drive-In)	1,000 sf	\$23,331	\$24,865	\$10,960	\$8,372	\$6,219	\$8,466
Fast Food	1,000 sf	\$35,791	\$83,355	\$23,010	\$13,710	\$20,459	\$28,227

*Fees currently suspended

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Findings of Technical Study

Transportation Impact Fee Rate Comparison

Land Use	Unit	Brevard*	Brevard	Pasco**	Okeechobee	St. Lucie	Polk*
Study Date	-	2000	2014	2014	2012	2009	2009
Adoption %	-	100%	100%	0 to 88%	100%	100%	100%
Single Family	Du	\$4,353	\$7,238	\$8,570	\$963	\$4,303	\$4,895
Light Industrial	Du	n/a	\$4,619	\$0	\$473	\$396	\$675
Office (50k)	1,000 sf	\$5,058	\$10,256	\$0	\$1,091	\$1,307	\$5,310
Retail (125k)	1,000 sf	\$5,270	\$11,416	\$7,051	\$1,194	\$2,549	\$6,754
Bank (Drive-In)	1,000 sf	\$23,331	\$24,865	\$14,384	\$1,194	\$2,511	\$14,377
Fast Food	1,000 sf	\$35,791	\$83,355	\$46,712	\$2,829	\$2,511	\$65,096

*Fees currently suspended

**Fees shown are for the "suburban district"

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Findings of Technical Study

Impact Fee Benefit Districts:

- Where impact fee revenues spent
- 6 districts, currently
- No change recommended



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Next Steps

Next Steps:

- BOCC Input
- Final Technical Report
- Public Hearing

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Questions?



Thank You



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