Coconut Creek
Request for Proposals

Development Impact Fee Services

RFP No. 07-14-21-10
July 14, 2021

GREAT INSIGHTS.
GREATER OUTCOMES.

Tindale Oliver

planning | design | engineering

DEVELOPMENT IMPACT FEE SERVICES

CITY OF COCONUT CREEK
RFP # 07-14-21-10
Development Impact Fee Services

CONSULTANT NAME & ADDRESS

Tindale Oliver
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DESIGNATED CONTACTS

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Role: Project Manager
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President/Chief Executive Officer
Role: Principal-in-Charge
Phone: (813) 224-8862
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SUBCONSULTANT

White & Smith, LLC
Charleston, SC
Legal Services

July 14th, 2021

City of Coconut Creek
Procurement Division
4800 West Copans Road
Coconut Creek, FL 33063
Attention: Ms. Asha Benjamin, Procurement Analyst

RE: RFP # 07-14-21-10 – Development Impact Fee Services

Dear Ms. Benjamin:

Tindale-Oliver & Associates, Inc., dba Tindale Oliver, is pleased to submit this proposal as an expression of interest in the City of Coconut Creek Development Impact Fee Services Contract. Included on our team for the provision of legal services is White & Smith, LLC. Our team of professionals has extensive experience and knowledge in preparing impact fee studies for all program areas specified in your RFP, as well as several other public infrastructure areas.

Located in northern central portion of Broward County, the City of Coconut Creek has a population of approximately 60,000 within 12 square miles and supports a diverse, growing business community. The City has been developed primarily for residential purposes and has been experiencing consistent population growth over the past 15 years. The City has various economic development initiatives, partners, and networks to encourage new businesses to locate within the City as well as initiatives to encourage development of affordable/work force housing. To address infrastructure needs, the City implemented impact fees for parks and recreation, fire and rescue, police and affordable housing linkage. To reflect the most recent data, the City is requesting responses from qualified consultants to prepare an Impact Fee Study to update its existing development impact fee program, as well as to explore additional impact fees that may be beneficial to the City.

In terms of philosophy and general approach, Tindale Oliver differentiates itself in the following three categories, and we have prepared this proposal based on these differentiators:

> Institutional Knowledge
> Insight
> Outcomes

Institutional Knowledge and Insight

Throughout our history, Tindale Oliver has earned a national reputation as a leader in impact fee studies and, more importantly, in their acceptance and implementation. We are a national firm that has successfully completed more than 350 impact fee studies throughout Florida and the United States. We are currently working with multiple communities on their impact fee programs, and we continuously and closely follow recent and potential legislative changes. As such, we have a strong understanding of conditions and legal requirements relevant to each jurisdiction.

It is important to note that no impact fee study conducted by Tindale Oliver has ever been successfully challenged in any court system. Tindale Oliver is unique in that most of our principals and senior professional staff are experienced in impact fees. **The founders and subsequent leaders of the firm come from public sector backgrounds and have operated multiple departments, with experience that translates into a practical understanding of**

issues that government officials face in planning, designing, financing and implementing capital projects. In addition, the Tindale Oliver Team includes engineers, economists, planners, and GIS specialists. This substantial experience ensures the dedication of resources that will result in a project that is completed on time and supported by reliable and accurate information.

White & Smith attorneys are unique in that both Mark White and Tyson Smith have advanced planning degrees in addition to their law degrees. W&S specializes in impact fee legal requirements and ordinance preparation and has extensive experience related to Florida impact fees.

Included in our proposal is a map presenting numerous Florida jurisdictions served by Tindale Oliver for impact fee studies, as well as several references. We encourage you to contact our clients. Tindale Oliver not only has significant Florida experience, including studies performed for municipalities in Broward County, but we have been **involved in impact fees since our inception and have addressed issues related to impact fees, growth management, and economic development goals through various economic and demographic cycles**. Studies developed by Tindale Oliver not only calculate impact fee rates, but also document cost of growth that can be used during pre-negotiations with large developments, even during sporadic growth cycles. The institutional knowledge gained from our experience cannot be matched by any other firm in the industry.

Insight and Outcomes

Our proposal describes an exceptional insight that has produced especially effective outcomes for our clients over the past 32 years. Our approach and the related project descriptions included herein provide examples of insight offered and effective outcomes achieved through Tindale Oliver's work for several of our clients to help them reach their growth management and economic development goals. With our dedicated Public Finance Group, we are able to meet most desired time frames while still providing high-quality products.

The City has requested professional services related to the update of its impact fee program. Our approach and the related projects included in this proposal indicate our unique insight in performing these services and the effective outcomes that have provided significant results for our clients. In addition, given recent restrictions due to COVID-19, Tindale Oliver started offering multiple virtual meeting options to its clients to ensure that the projects remain on schedule. We have had much success conducting different types of meetings using various platforms, including staff meetings/presentations, public open houses, various Advisory/Stakeholder Committee presentations, and Council presentations/adoption hearings.

In conclusion, we would like to emphasize the personal commitment of our team to perform a study of the highest quality within the City's desired time frame. The study will **address your objectives and focus on impact fee strategies that result in accurate and equitable impact fee programs that fulfill all the legal requirements**. We look forward to the opportunity to provide our services to the City of Coconut Creek.

Sincerely,

Steven A. Tindale, P.E., FAICP
President/Chief Executive Officer

Nilgün Kamp, AICP
Director of Public Finance

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QUALIFICATIONS AND EXPERIENCE

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Photo courtesy of
www.facebook.com/pg/CoconutCreekGov/photos

QUALIFICATIONS AND EXPERIENCE

section 1

TEAM OVERVIEW

Tindale Oliver

Tindale-Oliver & Associates, Inc. (dba Tindale Oliver) is an "S" corporation founded in the state of Florida 32 years ago in February 1989. Since its establishment, Tindale Oliver has provided industry-leading public finance, community planning, multimodal transportation and transit solutions to public sector clients throughout the U.S. By combining creativity and insight with technical expertise and national and regional knowledge, the firm delivers quality, innovative finance and infrastructure planning and engineering services that have led to a national reputation for exceptional client service and insightful, actionable solutions to issues that government officials face in planning, designing, financing, and implementing projects and policies.

Headquartered in Tampa, Florida, its 75 staff include professional engineers, certified planners, LEED and GIS professionals, and ADA accessibility inspectors, as well as numerous planners, economists, GIS analysts, and graphics specialists. Tindale Oliver has supported clients in 22 states, the District of Columbia, and Puerto Rico.

Tindale Oliver has successfully provided services on numerous similar projects in various locations throughout the State of Florida, including jurisdictions in Broward County and Broward County School Board.

Public Finance & Infrastructure Experience

Tindale Oliver's Public Finance & Infrastructure Planning Team specializes in impact fee studies, user fees, assessments, alternative funding studies as well as infrastructure plans. We are very familiar with various methodologies used to prepare fees and know how to apply each methodology correctly to ensure that the fee payer is not overcharged and that the fees are technically defensible.

Differentiating Features

The following paragraphs provide a summary of the Tindale Oliver Team's unique qualifications, experience, and innovations upon which we will draw in preparing the impact fee study for the City of Coconut Creek.

Impact Fee Methodology – Tindale Oliver principals have published articles on technical approach to developing impact fee programs. These articles discussed and compared various methodologies available, such as consumption based and improvements based methodologies, set the standard for impact fee studies and have been used by many agencies across the US to develop impact fee programs, including work by other consultants.

Trip Characteristics Studies for Impact Fees – Tindale Oliver has extensive experience in conducting trip characteristics studies for impact fees. Our trip characteristics database includes 345 studies on 40 different land uses. 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 or update of impact fees and the creation of land use plan category trip characteristics for communities in Florida and other states. All of the firm's principals have managed, supervised, and/or conducted trip characteristic studies.

ITE Trip Length Subcommittee – Steve Tindale was the chair of the ITE Trip Length Subcommittee that developed trip length data for more than 30 land uses. He participated on the panel that introduced this information at the 67th Annual Meeting of the ITE.

Fire/EMS Impact Fee Methodologies – Tindale Oliver staff are very knowledgeable about different methodologies used to calculate fire/EMS impact fees and have used fire-flow, call-based, and functional population-based approaches in our impact fee work. We have worked with incident data through impact fee and fire assessment fee studies and are very familiar with National Fire Incident Reporting System (NFIRS) and National Fire Protection Association (NFPA) standards and ISO requirements and ratings that tend to influence decisions on the timing and location of capital assets.

Economic Growth Impact Fee Methodology – Tindale Oliver developed a methodology that allows impact fees to be sensitive to the growth rate of the jurisdiction or variation in the growth rate in subareas within a jurisdiction. We have directly tied the rate of growth in the impact fee equation and are now using this concept in our current impact fee studies. The methodology has been applied in impact fee studies completed for and adopted by the City of Albuquerque, NM, the City of Orlando, FL, and the Florida counties of Indian River, Pasco, and Marion.

Comparative Databases – Tindale Oliver has compiled a cost database that includes unit costs for several infrastructure program areas, including fees that will be evaluated as part of this study. This database supplements local information, which tends to have a small sample size and serves as a quality-control mechanism to determine whether the local costs are out of the range of what other jurisdictions experience. Similarly, our revenue credit database compares non-impact fee funding levels between jurisdictions and serves as a quality-control tool to ensure that the data used for impact fee calculations are accurate.

Economic and Demographic Analysis — Tindale Oliver maintains a database of demographic and economic characteristics of multiple counties and cities, historical trends, current rank of each jurisdiction in terms of each variable and the variation in this rank over time. Some of the variables included in the database are population (current, historical, projected), growth rates (rates and absolute growth), tax base distribution, permitting levels, employment, wages, income, taxable revenue per capita (property, fuel, sales, etc.), among others. This database and information enable Tindale Oliver to provide a perspective to each jurisdiction about their historical, current, and future conditions to make informed policy decisions.

Affordable Housing Incentives & In-Lieu Fees—Tindale Oliver has extensive experience in addressing incentives available for affordable housing and workforce housing development ranging from fee reductions to in-lieu and linkage fees. In addition, we are familiar with the affordable/work force housing requirements implemented by Broward County as well as incentives provided by the County and the School Board. We prepared several in-lieu fee studies for jurisdictions in Broward County that addressed the County's requirements regarding affordable housing.

Public Involvement/Presentations – Principals of Tindale Oliver have prepared and made more than 700 presentations on fees during the last 30 years. Our staff are qualified to prepare materials for impact fee adoption hearings, respond to questions from citizens and technical committees, and develop strategies that result in the successful implementation of new and updated ordinances. We also have worked very closely with fee evaluation and review committees and have been successful in building consensus among people with different opinions on a variety of fee-related topics.

Given on-going concerns due to COVID-19, Tindale Oliver currently offers multiple virtual meeting options to its clients to ensure that the projects remain on schedule. Examples of these options include GoToMeeting, GoToWebinar, MSTeams, and Zoom. Depending on the scope of the meeting and number of participants, certain platforms perform better than others. We have had much success conducting different types of meetings using these platforms, including staff meetings/presentations, public open houses, various Advisory/Stakeholder Committee presentations, and Board/Council presentations/adoption hearings.

Infrastructure Planning/Master Plans – Tindale Oliver has prepared Parks Master Plans, Fire Station Master Plans, Long Range Transportation Plans, Transit Development Plans, traffic impact analyses, School Master Plans, and other planning documents for local governments. We understand the relationship between fees, master plans, and economic development and growth management goals. With this experience, we address differential needs and funding on a citywide versus subarea basis, and this combination of providing infrastructure planning and funding services is one of the unique capabilities Tindale Oliver offers.

Expert Testimony – Steve Tindale has provided expert testimony and research on impact fee-related matters in

several cases. Testimony has included a discussion that a development's impact fees did not constitute "adequate provision" to mitigate all traffic impacts associated with an overpass, demonstration that a developer's traffic study was flawed and incomplete, and parking testimony in an eminent domain case concerning the use of land for a parking garage. His testimony in these cases was key to winning an across-the-board victory for government clients in each of these cases.

Nationally Recognized – Nilgün Kamp is a member of the Growth and Infrastructure Consortium (GIC) (formerly National Impact Fee Roundtable), serving on the Board of Directors. She, Steve Tindale and Tyson Smith routinely make presentations and moderate sessions at annual GIC meetings.

Institutional Knowledge, Insight, and Outcomes – Our knowledge and insight, as described in this section, provide our clients with informative outcomes relevant to their specific needs.

Tindale Oliver Documents and 508 Expertise - Tindale Oliver has prepared ADA-compliant PDFs for our public sector clients and follows the principles and associated guidelines in the Web Content Accessibility Guidelines (WCAG) 2.0 Level AA. Our in-house expert has extensive experience in preparing accessible documents, ranging from complex technical documents to graphically-intensive executive summaries.

In summary, Tindale Oliver specializes in the development of impact fees and other funding methods and their successful implementation, as evidenced in our previous work for many jurisdictions throughout Florida.

Awards and Recognition

Tindale Oliver's Long Range Planning and Impact Fee Study for Sarasota County School Board won the Award of Merit in Comprehensive Plan Large Jurisdiction category from the Florida Chapter of American Planning Association (APA). Similarly, our Long Range School Planning and Business Plan study for the Hillsborough County School Board received Honorable Mention from the Suncoast APA.

White & Smith, LLC

White & Smith attorneys are unique in that both Mark White and Tyson Smith have advanced planning degrees in addition to their law degrees. W&S specializes in impact fee legal requirements and ordinance preparation and has extensive experience related to impact fees. The firm also provides high quality plan implementation and urban planning strategies and tools for public and private sector clients. W&S has consistently demonstrated the ability to work with staff, development community, citizen groups and governing bodies to develop strategies and alternatives, and to achieve consensus. This involves preparing and leading committee workshops, charrettes, public meetings, and private focus groups.

White & Smith will prepare the legal opinion letter under this contract and is available for additional services under a separate budget. Tindale Oliver has worked with White & Smith on several projects in the State of Florida.

PROJECT MANAGEMENT TEAM

Key management staff for the City of Coconut Creek Impact Fee Update are indicated below. The Principal-in-Charge and Project Manager will not be changed without the express permission of the City.

Steve Tindale, P.E., FAICP will serve as the **Principal-in-Charge** for this project. He will provide the overall direction of the study, review analysis and reports, and attend meetings and presentations. For over 50 years, Steve's primary work activities have involved public finance studies and their implementation. He also has written papers on public finance methodologies and introduced new concepts. As the Public Works Director for the City of Tampa, he was responsible for several departments and has an in-depth understanding of operating budgets and capital infrastructure programs.

Nilgün Kamp, AICP will serve as the **Project Manager** for this project. Nilgün has 28 years of public finance experience and has managed over 330 impact fee and infrastructure planning studies. With a graduate degree in economics, she offers significant experience with annual budgets, capital improvement programs, and project expenditures to develop or update the demand, cost, and revenue components for assessments, user and impact fees. Nilgün will be responsible for the day-to-day management of the study and will serve as the key contact for the Tindale Oliver Team.

Tyson Smith, Esq., AICP (W&S) will be responsible for preparing the legal opinion letter. Tyson has a diversity of experience in local government and land use planning law, with particular focus on "facilities-based" growth management techniques, including impact fees, concurrency, adequate public facilities ordinances, and rate of growth ordinances. Since 2003, Tyson has worked with Tindale Oliver to provide legal services on several impact fee projects, including projects for several jurisdictions in Florida.

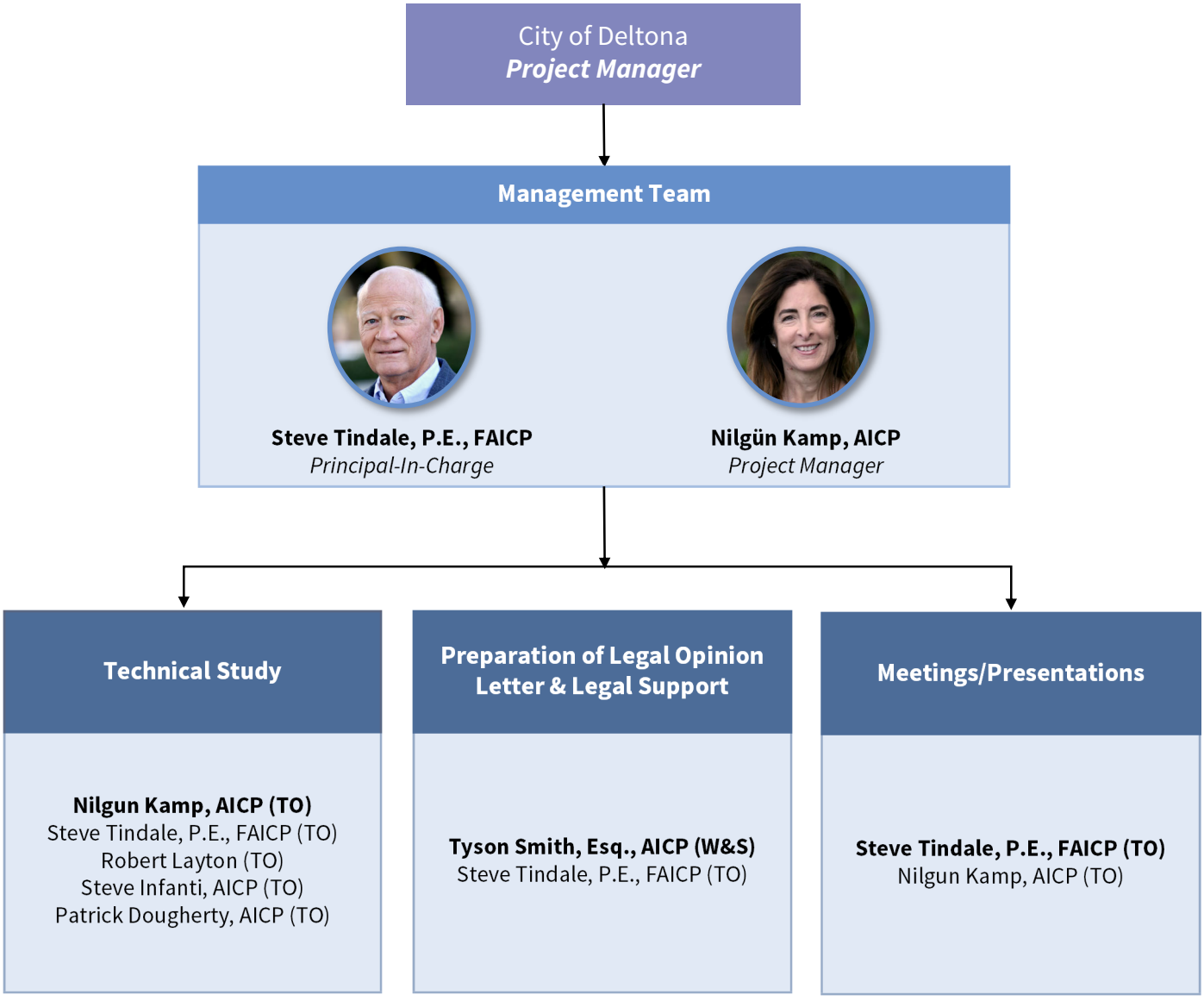
In addition to this management team, Tindale Oliver staff includes individuals with extensive database and analytical skills. This type of capability is highly important for impact fee studies in terms of being able to extract the necessary data, test the accuracy of the data, and conduct a high-quality and accurate analysis that is explained clearly to the community through the use of easy-to-follow graphs, charts, and tables.

Team Organization Chart and Resumes

Our team organization chart is below, followed by detailed resumes for the key personnel and support staff proposed for this project. These resumes provide additional information on the education, professional certifications and affiliations, related project experience, and pertinent skill sets for all Tindale Oliver Team key staff, and also include the percentage of time each is available for this project.

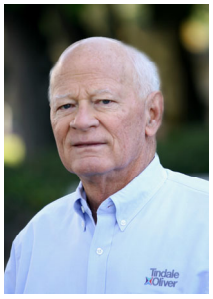
City of Coconut Creek Development Impact Fee Services

Tindale Oliver Team Organizational Chart



TO—Tindale Oliver
W&S—White & Smith, LLC

Bold names indicate Task Leader



Steven A. Tindale, P.E., FAICP

Principal/President and Chief Executive Officer

Role: Principal-in-Charge

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Office Location
Tampa, FL

Education
> MS, Business Administration/ Management, University of South Florida (1976)
> BS, Engineering, University of South Florida (1970)

Years of Experience
52

Years with Tindale Oliver
32

Staff Availability
10%

Certifications
> Florida P.E. #16434 (1977)
> AICP #014432 (1999)

Professional Affiliations
> College of Fellows, American Institute of Certified Planners (AICP)
> American Planning Association (APA)
> American Public Works Association (APWA)
> Institute of Transportation Engineers (ITE)
> Urban Traffic Engineers Council (UTEC)

Steve's primary work activities over the last 52 years have involved public funding studies and implementation of related ordinances. He has been involved in the development of impact fees, assessments, and user fees for a variety of infrastructure types, including fire/EMS, schools, parks and recreation, law enforcement, libraries, solid waste, government buildings, and transportation. Prior to this, he was the Public Works Director for the City of Tampa. At this capacity, he worked with several departments, addressing operating and capital budgets and balancing revenues with the level of service provided. His involvement includes studies for the Cities of Oviedo, Bartow, Tampa, Lakeland, Parkland, Hallandale Beach, and Palm Beach Gardens, as well as Collier, Orange, Brevard, Broward, Palm Beach, Marion, Hernando and Charlotte counties. Steve introduced the concepts of "marginal costs" and "value added" to impact fee analysis. This was accomplished through the use of extensive database and spreadsheet analysis allowing sophisticated calculations to be made for complete systems and system improvements.

Furthermore, in 1991, Steve was awarded "Most Outstanding Paper" from the Planning Council of the Institute of Transportation Engineers for a paper entitled "Impact Fees—Issues, Concepts, and Approaches." He presented a paper entitled "Smart Growth" at the Impact Fee Symposium in Atlanta and regularly speaks at the Growth & Infrastructure Consortium (GIC, formerly known as National Impact Fee Roundtable).

Impact Fee Studies

Transportation/Mobility

> Palm Beach County (2014, 2021)
> St. Lucie County (2016, 2021)
> City of Orlando (2012, 2021)
> City of Brooksville (2021)
> City of Hollywood (2020)
> Flagler County (2020)
> Manatee County (2020)
> Martin County (2020)
> Hernando County (2013, 2019)
> Indian River County (2004, 2013, 2019)
> Hillsborough County (2016, 2019)
> City of Apopka (2019)
> City of Lakeland (1991, 2008, 2014, 2019)
> City of Tampa (2007, 2014, 2018)
> Sumter County (2008, 2014, 2018)
> Collier County (2005, 2008, 2010, 2013, 2018)
> City of Mount Dora (2018)
> City of Tamarac (2018)
> City of Oviedo (2005, 2013, 2018)
> City of Hallandale Beach (2018)
> Orange County (2013, 2017)
> City of Bozeman, MT (2007, 2017)
> City of Sarasota (2016)
> City of St. Cloud (2003, 2006, 2016)
> City of Palm Beach Gardens (2016)
> Village of Royal Palm Beach (2016)
> Marion County (2014)
> Brevard County (1990, 1999, 2014)
> Charlotte County (1997, 2013)
> Pasco County (2001, 2006, 2013)
> Osceola County (2011)
> City of North Port (2011)
> City of Haines City (2009)
> Leon County (2008)
> Panama City (2008)
> City of Helena, MT (2007, 2009)
> Lewis & Clark County, MT (2007, 2009)
> Highlands County (2006)
> City of Deltona (2006)
> City of Ft. Pierce (2006)

- Polk County (2005, 2009)
- City of Palm Coast (2004)
- City of Kissimmee (2003, 2006)
- Pasco County (2001, 2006, 2013)
- City of Casselberry (2013)
- Lake County (2001, 2007)
- Pinellas County (1990)
- City of Plant City (1989, 2001, 2002)

Law Enforcement

- Palm Beach County (2014, 2021)
- City of Hollywood (2020)
- Village of Palm Springs (2020)
- Hernando County (2020)
- Flagler County (2020)
- Martin County (2020)
- Manatee County (2020)
- City of Lakeland (2006, 2009, 2014, 2019)
- Indian River County (2004, 2013, 2019)
- City of Mount Dora (2018)
- City of Oviedo (2005, 2013, 2018)
- City of Hallandale Beach (2018)
- Orange County (2017)
- City of Palm Beach Gardens (2016)
- Collier County (2005, 2006, 2010, 2015)
- City of Casselberry (2013)
- Charlotte County (2013)
- City of North Port (2011)
- Panama City (2008)
- City of Bozeman, MT (2007)
- City of Helena, MT (2007)
- Lewis & Clark County, MT (2007)
- City of St. Pete Beach (2006, 2007)
- Highlands County (2006)
- City of Tavares (2006)
- Citrus County (2006)
- City of Plant City (1989, 2006)

Fire/EMS

- Palm Beach County (2014, 2021)
- City of Brooksville (2021)
- Hardee County (2021)
- City of Ocala (2018, 2020, 2021)
- Hernando County (2015, 2021)
- Lake County (2007, 2011, 2013, 2015, 2016, 2017, 2018, 2019, 2020, 2021)
- Seminole County (2020)
- City of Hollywood (2013, 2020)
- Charlotte County (2020)
- Martin County (2020)
- City of Lakeland (2006, 2009, 2014, 2019)
- City of Lake City (2008, 2009, 2014, 2015, 2017, 2019)
- Indian River County (2004, 2013, 2019)
- City of Mount Dora (2019)
- City of Lauderdale Lakes (2018)
- City of Oviedo (2005, 2013, 2018)
- North Collier Fire District (2004, 2015, 2017, 2019)
- City of Bartow (2010, 2015, 2016, 2017, 2018, 2019)
- City of Hallandale Beach (2018)
- City of Bozeman, MT (2018)
- Collier County (2005, 2010, 2014,2018)
- Columbia County (2013, 2017)
- Orange County (2005, 2013, 2017)
- City of Palm Beach Gardens (2016)
- Greater Naples Fire District (2004, 2015)
- Brevard County (2014)
- City of Casselberry (2013)
- City of Palm Bay (2011)
- City of North Port (2011)
- City of Palm Bay (2011)
- City of Helena, MT (2007, 2009)
- Sumter County (2009)
- Volusia County (2008)
- Panama City (2007-2008)
- St. Lucie County (2007)
- City of St. Pete Beach (2006, 2007)
- City of Tavares (2006)
- City of Plant City (1999, 2006)

Parks and Recreation

- Palm Beach County (2014, 2021)
- City of Brooksville (2021)
- Lake County (2021)
- Hernando County (2020)
- Flagler County (2020)
- Village of Palm Springs (2020)
- City of Hollywood (2020)
- Martin County (2020)
- Manatee County (2020)
- Indian River County (2013, 2019)
- City of Lakeland (2006, 2009, 2014, 2019)

- Collier County (2009, 2013, 2018)
- City of Mount Dora (2018)
- City of Tamarac (2018)
- City of Oviedo (2005, 2013, 2018)
- City of Hallandale Beach (2018)
- Orange County (2012, 2017)
- Town of Wake Forest, NC (2017)
- City of Palm Beach Gardens (2016)
- City of Largo (2016)
- Charlotte County (2013)
- City of Casselberry (2013)
- City of North Port (2011)
- Panama City (2008)
- City of St. Pete Beach (2006, 2007)
- City of Ft. Pierce (2006)
- City of Tavares (2006)
- City of Deland (2004)
- City of Plant City (1989, 2002)
- Brevard County (1999)

Public Library

- Palm Beach County (2014, 2021)
- Seminole County (2020)
- Martin County (2020)
- Manatee County (2020)
- Flagler County (2020)
- City of Lakeland (2014, 2019)
- City of Mount Dora (2018)
- Brevard County (2014)
- Collier County (2004, 2006, 2010, 2014)
- Indian River County (2004, 2013)
- City of Parkland (2011)
- Lake County (2007)
- Highlands County (2006)
- Citrus County (2006)
- City of St. Pete Beach (2006, 2007)

Schools

- Palm Beach County (2014, 2021)
- Seminole County (2015, 2017, 2020, 2021)
- Orange County (2007, 2009, 2016, 2018, 2020)
- Hillsborough County (2017, 2020)
- Broward County (2017, 2020)
- Collier County (2006, 2010, 2014, 2018)
- Indian River County (2013, 2019)
- Lake County (2015, 2018)
- Volusia County (2013, 2018)
- Hernando County (2013, 2018)
- Osceola County (2009, 2012, 2014, 2017)
- Sarasota County (2015)
- Brevard County (2014)
- Pasco County (2005)

Government Buildings

- Palm Beach County (2014, 2021)
- Town of Pembroke Park (2021)
- City of Brooksville (2021)
- City of Hollywood (2020)
- Flagler County (2020)
- Martin County (2020)
- Hernando County (2020)
- City of Tamarac (2018)
- City of Oviedo (2005, 2013, 2018)
- Village of Royal Palm Beach (2017)
- City of Palm Beach Gardens (2016)
- Collier County (2003, 2006, 2010, 2015)
- Indian River County (2013)
- City of Parkland (2011)
- City of North Port (2011)
- Highlands County (2006)
- Citrus County (2003, 2006)
- City of DeBary (2006)
- City of Deland (2004)
- City of Deltona (2004)
- City of Inverness (2004)

Correctional Facilities

- Collier County (2009, 2013, 2018)
- Brevard County (1999, 2014)
- Indian River County (2013)

Solid Waste/Stormwater

- Town of Pembroke Park (2021)
- Brevard County (2014)
- Indian River County (2004, 2013)
- City of North Port (2011)
- Panama City (2008)
- City of Ft. Pierce (2006)

Office Location
Tampa, FL

Education
- MA, Economics, University of South Florida (1995)
- MA, International Relations & Pacific Studies, University of California San Diego (1992)
- BA, Economics, University of California San Diego (1990)

Years of Experience
28

Years with Tindale Oliver
18

Staff Availability
20%

Certifications
AICP #019238 (2004)

Professional Affiliations
- American Planning Association (APA)
- American Institute of Certified Planners (AICP)
- Women's Transportation Seminar Board Member, Tampa Bay Chapter
- Growth and Infrastructure Consortium, Board of Directors

A. Nilgün Kamp, AICP
Principal/Director of Public Finance

Role: Project Manager

Tindale Oliver
planning | design | engineering

Nilgün has been involved in public infrastructure financing for more than 28 years, serving as project manager for 300+ impact fee, assessment, and user fee development and implementation studies for transportation, fire, EMS, schools, law enforcement, correctional facilities, government buildings, solid waste, libraries, and parks & recreation facilities.

Nilgün's experience also includes demographic and travel behavior analysis, demographic and population projections for funding studies, travel behavior analysis, economic and fiscal impact studies, demand components, demand analysis, and other related assessment and impact fee support activities. She is regularly invited to make presentations at the industry conferences.

Impact Fee Studies

Transportation/Mobility
- Palm Beach County (2014, 2021)
- St. Lucie County (2016, 2021)
- City of Orlando (2012, 2021)
- City of Brooksville (2021)
- City of Hollywood (2020)
- Flagler County (2020)
- Manatee County (2020)
- Martin County (2020)
- Hernando County (2013, 2019)
- Indian River County (2004, 2013, 2019)
- Hillsborough County (2016, 2019)
- City of Apopka (2019)
- Sumter County (2008, 2014, 2018)
- Collier County (2005, 2008, 2010, 2013, 2018)
- City of Mount Dora (2018)
- City of Tamarac (2018)
- City of Oviedo (2005, 2013, 2018)
- City of Hallandale Beach (2018)
- Orange County (2013, 2017)
- City of Bozeman, MT (2007, 2017)
- City of Sarasota (2016)
- City of St. Cloud (2003, 2006, 2016)
- City of Palm Beach Gardens (2016)
- Village of Royal Palm Beach (2016)
- City of Tampa (2007, 2014)
- Marion County (2014)
- Brevard County (2014)
- City of Lakeland (2008, 2014)
- Charlotte County (2013)
- Osceola County (2011)
- City of North Port (2011)
- City of Haines City (2009)
- Leon County (2008)
- Panama City (2008)
- City of Helena, MT (2007, 2009)
- Lewis & Clark County, MT (2007, 2009)
- Highlands County (2006)
- City of Deltona (2006)
- City of Ft. Pierce (2006)
- Polk County (2005, 2009)
- City of Palm Coast (2004)
- City of Kissimmee (2003, 2006)
- Pasco County (2006)
- Lake County (2007)

Law Enforcement
- Palm Beach County (2014, 2021)
- City of Hollywood (2020)
- Village of Palm Springs (2020)
- Hernando County (2020)
- Flagler County (2020)
- Martin County (2020)
- Manatee County (2020)
- City of Lakeland (2006, 2009, 2014, 2019)
- Indian River County (2004, 2013, 2019)
- City of Mount Dora (2018)
- City of Oviedo (2005, 2013, 2018)
- City of Hallandale Beach (2018)

- Orange County (2017)
- City of Palm Beach Gardens (2016)
- Collier County (2005, 2006, 2010, 2015)
- Indian River County (2004, 2013)
- City of Casselberry (2013)
- City of North Port (2011)
- Panama City (2008)
- City of Helena, MT (2007)
- Lewis & Clark County, MT (2007)
- City of St. Pete Beach (2006, 2007)
- Highlands County (2006)
- City of Tavares (2006)
- Citrus County (2006)
- City of Plant City (2006)
- City of Fruitland Park (2005)
- City of Deltona (2005)

Fire/EMS

- Palm Beach County (2014, 2021)
- City of Ocala (2018, 2021)
- City of Brooksville (2021)
- Hardee County (2021)
- Hernando County (2015, 2020)
- Seminole County (2020)
- City of Hollywood (2013, 2020)
- Charlotte County (2020)
- Lake County (2007, 2011, 2013, 2015, 2016, 2018, 2019, 2020)
- Martin County (2020)
- City of Lakeland (2006, 2009, 2014, 2019)
- Indian River County (2004, 2013, 2019)
- Manatee County (2019)
- City of Mount Dora (2019)
- North Collier Fire District (2004, 2015, 2017, 2019)
- City of Lake City (2008, 2009, 2014, 2015, 2017, 2019)
- City of Bartow (2010, 2015, 2016, 2017, 2018, 2019)
- City of Lauderdale Lakes (2018)
- City of Oviedo (2005, 2013, 2018)
- City of Hallandale Beach (2018)
- City of Bozeman, MT (2018)
- Collier County (2005, 2010, 2014, 2018)
- Columbia County (2013, 2017)
- Orange County (2005, 2013, 2017)
- City of Palm Beach Gardens (2016)
- City of Clermont (2015)
- Greater Naples Fire District (2004, 2015)
- Brevard County (2014)
- City of Casselberry (2013)
- City of North Port (2011)
- City of Palm Bay (2011)
- City of Helena, MT (2007, 2009)
- Sumter County (2009)
- Lewis & Clark County, MT (2007, 2009)
- Volusia County (2008)
- Panama City (2007-2008)
- St. Lucie County (2007)
- City of St. Pete Beach (2006, 2007)
- City of Tavares (2006)
- Highlands County (2006)
- Citrus County (2006)
- City of Plant City (2006)
- City of Deltona (2005)

Parks and Recreation

- Palm Beach County (2014, 2021)
- City of Brooksville (2021)
- City of Hollywood (2020)
- Village of Palm Springs (2020)
- Hernando County (2020)
- Martin County (2020)
- Flagler County (2020)
- Manatee County (2020)
- Indian River County (2004, 2013, 2019)
- Collier County (2009, 2013, 2018)
- City of Mount Dora (2018)
- City of Tamarac (2018)
- City of Hallandale Beach (2018)
- City of Oviedo (2005, 2013, 2018)
- Town of Wake Forest, NC (2017)
- Orange County (2004, 2012, 2017)
- Village of Royal Palm Beach (2017)
- City of Largo (2016)
- Brevard County (2014)
- City of Casselberry (2013)
- City of North Port (2011)
- Volusia County (2008)
- Panama City (2008)
- Lake County (2007)
- City of Kissimmee (2007)
- City of St. Pete Beach (2006, 2007)

- City of Ft. Pierce (2006)
- City of Tavares (2006)
- City of Apopka (2006)
- City of DeBary (2006)
- Highlands County (2006)
- City of Helena, MT (2007, 2009)
- Lewis & Clark County, MT (2007, 2009)
- City of Deltona (2005)

Schools

- Seminole County (2015, 2017, 2020, 2021)
- Palm Beach County (2014, 2021)
- Orange County (2006, 2009, 2016, 2018, 2020)
- Hillsborough County (2017, 2020)
- Broward County (2017, 2020)
- Indian River County (2013, 2019)
- Collier County (2006, 2010, 2014, 2018)
- Lake County (2015, 2018)
- Volusia County (2013, 2018)
- Hernando County (2013, 2018)
- Osceola County (2009, 2012, 2014, 2017)
- Sarasota County (2015)
- Brevard County (2014)
- Highlands County (2006)
- Citrus County (2003, 2006)

Public Libraries

- Palm Beach County (2014, 2021)
- Hernando County (2020)
- Seminole County (2020)
- Martin County (2020)
- Manatee County (2020)
- Flagler County (2020)
- City of Lakeland (2014, 2019)
- City of Mount Dora (2018)
- Brevard County (2014)
- Collier County (2004, 2006, 2010, 2014)
- Indian River County (2004, 2013)
- City of Parkland (2011)
- Lake County (2007)
- City of St. Pete Beach (2006, 2007)
- Highlands County (2006)
- Citrus County (2006)

Government Buildings

- Palm Beach County (2014, 2021)
- Town of Pembroke Park (2021)
- City of Brooksville (2021)
- City of Hollywood (2020)
- Martin County (2020)
- Flagler County (2020)
- Hernando County (2020)
- City of Tamarac (2018)
- City of Oviedo (2005, 2013, 2018)
- Village of Royal Palm Beach (2017)
- City of Palm Beach Gardens (2016)
- Collier County (2003, 2006, 2010, 2015)
- Indian River County (2004, 2013)
- City of Parkland (2011)
- City of North Port (2011)
- Highlands County (2006)
- Citrus County (2003, 2006)
- City of DeBary (2006)
- City of Ft. Pierce (2006)
- City of Deland (2004)
- City of Deltona (2004)
- City of Inverness (2004)

Correctional Facilities

- Hernando County (2020)
- Collier County (2009, 2013, 2018)
- Brevard County (2014)
- Indian River County (2004, 2013)
- Highlands County (2006)

Solid Waste/Stormwater

- Town of Pembroke Park (2021)
- Brevard County (2014)
- Indian River County (2004, 2013)
- City of North Port (2011)
- Panama City (2008)
- City of Ft. Pierce (2006)

E. Tyson Smith, Esq., AICP

White & Smith Planning and Law Group

255 King Street
Charleston, South Carolina 29401
(843) 937-0201
tsmith@planningandlaw.com
www.planningandlaw.com

Role: Legal Services

Tyson Smith has been working in local government law and land use planning since 1992, first, as an in-house planner and, since 2000, as a planning consultant and attorney. Mr. Smith has served over fifty jurisdictions around the country on matters related to impact fees and other public facility tools, including concurrency/APF, tax increment financing, development agreements, and exactions. Mr. Smith is the former chairman of the board for the Growth & Infrastructure Consortium. Mr. Smith also is certified mediator (SC) and holds law licenses in Florida and South Carolina.

RECENT IMPACT FEE CLIENTS

Florida: Apopka, Aventura, Casselberry, Citrus County, Brevard County, Collier County, Coral Springs, Deltona, Escambia County, Flagler County, Ft. Pierce, Hernando County, Hillsborough County, Indian River County, Inverness, Kissimmee, Lakeland, Manatee County, Marion County, Orange County, Orlando, Osceola County, Oviedo, Palm Beach County, Palm Coast, Panama City, Pasco County, Sarasota, Sarasota County, St. Johns County, St. Lucie County, and Tavares.

Nationwide: Washoe County (Reno, NV), Nye County (NV), Missoula (MT), Bozeman (MT), Georgetown County (SC), Aiken County (SC), Anderson County (SC), Cheyenne (WY), Helena (MT), Queen Anne's County (MD), Sunbury (OH), Delaware (OH), Fairfield (OH), Garden City (GA), Cary (NC), Salt River Pima Indian Community, Avondale (AZ), Flagstaff (AZ), Queen Creek (AZ), Maricopa County (AZ), Goodyear (AZ), Yuma (AZ).

STAFF AVAILABILITY

20%

EDUCATION BACKGROUND

> Juris Doctor, University of Florida (2000)
> Master of Arts (Urban and Regional Planning), University of Florida (1995)
> Bachelor of Arts (Economics), University of North Carolina at Chapel Hill (1991)

EXPERT WITNESS

For Monroe County, Guitierrez v. Florida Department of Community Affairs and Monroe County, DCA 07-OR-263; June 2008.

SPEAKING ENGAGEMENTS & KEYNOTES

> The U.S. Supreme Court Decision in Koontz: What it means for Planners, Growth and Infrastructure Consortium, Phoenix, AZ (October 2013)
> Koontz v. St. Johns River Water Management District: A Legal Analysis, South Carolina Chapter of the American Planning Association, Greenville, SC (October 2013)

AFFILIATIONS

> **Member**, Growth and Infrastructure Consortium, Board of Directors
> **Member**, Mediation and Meeting Center of Charleston
> **Member,** American Planning Association
> **Member**, Institute of Municipal Lawyers Association

LICENSES AND CERTIFICATIONS

> **Member,** American Institute of Certified Planners
> **Member**, South Carolina Bar
> **Member**, Florida Bar
> **Certified**, Family Court Mediator (SC)

Robert Layton

Project Manager

Role: Project Planner

Tindale Oliver

planning | design | engineering

Office Location
Tampa, FL

Education
BA, Economics/Business Administration, University of Florida (2007)

Years of Experience
13

Years with Tindale Oliver
13

Staff Availability
40%

Professional Affiliations
American Planning Association (APA)

Robert's primary experience is in public finance studies, including impact fee and assessment studies for fire, EMS, schools, law enforcement, correctional facilities, government buildings, transportation, solid waste, libraries, and parks & recreation facilities. His background in economics enables him to work effectively with economic/demographic variables, capital improvement programs, expenditure and revenue figures, and other financial material. He also has an extensive experience with property appraiser databases and has been involved in the preparation of administrative manuals for several jurisdictions.

Impact Fee Studies

Transportation/Mobility

> City of Hollywood (2020)
> Manatee County (2020)
> Martin County (2020)
> Hernando County (2013, 2020)
> Hillsborough County (2016, 2019)
> City of Apopka (2019)
> Indian River County (2013, 2019)
> Sumter County (2008, 2014, 2018)
> Collier County (2008, 2010, 2013, 2018)
> City of Tamarac (2018)
> City of Mount Dora (2018)
> City of Hallandale Beach (2018)
> City of Bozeman, MT (2017, 2018)
> Clay County (2017)
> Orange County (2013, 2017)
> City of Sarasota (2016)
> City of St. Cloud (2016)
> St. Lucie County (2016)
> City of Palm Beach Gardens (2016)
> Palm Beach County (2015)
> City of Tampa (2009, 2014)
> Pasco County (2014)
> Brevard County (2014)
> Marion County (2014)
> Osceola County (2011, 2014)
> City of Lakeland (2014)
> Charlotte County (2013)
> City of Oviedo (2013)
> City of Casselberry (2013)
> City of Orlando (2012)
> City of North Port (2011)
> City of Haines City (2009)
> City of Helena (MT) (2007, 2009)
> Polk County (2009)
> Lewis & Clark County (MT) (2007, 2009)
> Leon County (2008)
> Panama City (2008)

Law Enforcement

> City of Mount Dora (2018)

Fire/EMS

> City of Mount Dora (2018)
> City of Bozeman, MT (2017)
> City of Lakeland (2013)
> Collier County (2013)

Parks and Recreation

> City of Tamarac (2018)
> City of Mount Dora (2018)
> Collier County (2013)

Public Libraries

> City of Mount Dora (2018)

Government Buildings

> City of Tamarac (2018)

Schools

> Orange County (2013, 2018, 2020)
> Collier County (2008, 2013, 2020)
> Broward County (2017, 2020)
> Palm Beach County (2014, 2020)
> Hillsborough County (2016, 2017, 2020)
> Indian River County (2013, 2019)

- Lake County (2015, 2018)
- Hernando County (2013, 2018)
- Sarasota County (2015)
- Osceola County (2011, 2014)
- Sumter County (2008, 2014)
- Charlotte County (2013)

Correctional Facilities

- Collier County (2013)

Other

- Orange County Fiscal Sustainability Study (2015)
- City of Clermont User Fees (2015)
- City of Bartow Financial Services (2014)
- Orange County Alternative Road Impact Fee Studies (2007-2010)
- Hillsborough MPO Alternative Funding Study (2011)
- Osceola County Transportation Funding Study (2011)
- Collier County Fair Share Funding (2009)

Transit/Planning

- Ocala Marion TPO 2040 LRTP
- Pasco County MPO 2040 LRTP
- Collier County MPO 2040 LRTP
- Hernando/Citrus MPO 2040 LRTP
- Pinellas County MPO 2040 LRTP
- St. Lucie County 2040 LRTP
- Broward County Transit TDP
- Pasco County MPO TDP
- City of Edgewater Community Redevelopment Plan Update

Steve Infanti, AICP

Assistant Project Manager/ Senior Planner

Role: Planning Support

Tindale Oliver
planning | design | engineering

Steve is a certified planning professional with experience in transportation planning and GIS applications, including travel demand modeling using Cube Voyager models and mapping, geodatabase design and geospatial analysis using ESRI ArcGIS. He has conducted numerous traffic impact studies, general traffic analysis, freight corridor screenings, crash data analysis and other similar projects.

Impact Fee Studies

> City of Hollywood Impact Fee Study (2020)
> Martin County Mobility Plan & Fee Study (2020)
> Manatee County Mobility Plan & Fee Study (2020)
> Flagler County Impact Fee Study (2020)
> Hernando County Transportation Impact Fee Update (2013, 2019)
> Collier County (2010, 2013, 2018)
> Orange County Transportation Impact Fee (2013, 2017)
> Apopka Transportation Impact Fee Study (2019)
> City of Sarasota Citywide Mobility Plan (2015)
> Pasco County Mobility Fee Update (2015)
> City of Tampa Transportation Impact Fee Update Study (2014)
> City of Lakeland Impact Fee Update (2014)
> Indian River County Impact Fee Update (2013)

Office Location

Tampa, FL

Education

> Graduate Certificate, GIS Applications Specialist, Sault College, ON (2000)
> BA, Geography, Laurentian University (1994)

Years of Experience

18

Years with Tindale Oliver

7

Staff Availability

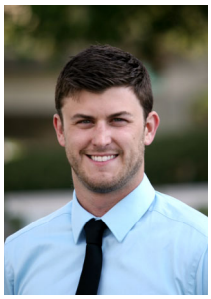
25%

Certifications

> AICP #022648 (2008)

Professional Affiliations

> American Planning Association, American Institute of Certified Planners
> Florida Statewide Modeling Taskforce
> Tampa Bay Transportation Applications Group



Patrick Dougherty, AICP

Senior Planner/GIS Analyst

Role: Planning & GIS Support

Tindale Oliver
planning | design | engineering

Office Location
Tampa, FL

Education
> Masters of Urban and Regional Planning, The University of South Florida (2016)
> BS, Human Geography/GIS, The Pennsylvania State University (2014)

Years of Experience
6

Years with Tindale Oliver
6

Staff Availability
20%

Certifications
AICP #31949 (2019)

Professional Affiliations
American Planning Association (APA)
American Association of Geographers (AAG)

Patrick has a background in human geography, geographic information systems, spatial analysis, and data management, providing expertise in visualizing and analyzing data for a wide array of projects. He has experience and expertise in community planning and design and public finance projects, as well as various other transportation-related projects.

Impact Fee Studies

> Collier County Impact Fee Updates (2021)
> City of Sarasota Multimodal Impact Fee Discount Analysis (2019)
> Hillsborough County Schools Long Range Plan (2017, 2021)
> City of Hallandale Beach Financial Study (2018)
> Broward County Schools Student Generation Rate/School Impact Fee (2018)
> City of Palm Beach Gardens Impact Fee Study (2015-2016)
> Sarasota County Schools Long Range Plan (2015)
> Naples Fire Department - Impact Fee Update (2015)
> North Collier Fire District - Impact Fee Update (2015)
> Martin County (2020)
> Manatee County (2020)
> Flagler County(2020)
> City of Hollywood (2020)
> Broward County Schools (2018, 2020)
> Hillsborough County Schools (2017, 2020)
> Collier County (2018-Ongoing)
> Hillsborough County (2018)
> Orange County (2017, 2020)
> City of Tampa (2019)
> City of Sarasota (2020)
> City of Hallandale Beach (2018)
> City of Palm Beach Gardens (2016)
> Sarasota County Schools (2015)
> Greater Naples Fire District (2015)
> North Collier Fire District(2015)

RESOURCES AND AVAILABILITY

2

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www.facebook.com/pg/CoconutCreekGov/photos

RESOURCES AND AVAILABILITY

section 2

This section starts with providing a background review, work plan and an explanation of methodology to perform the services requested by the City of Coconut Creek. It continues with addressing resources and availability, including a project schedule.

BACKGROUND REVIEW

Located in northern central portion of Broward County, the City of Coconut Creek has a population of approximately 60,000 within 12 square miles and supports a diverse, growing business community. The City's Mainstreet Project, home to the Seminole Casino Coconut Creek and the Coconut Creek Promenade and an upscale shopping and restaurant center, has received the "Award of Excellence" for its design standards by the Florida Chapter of American Planning Association. Approximately 8,000 new residents are anticipated at full build-out.

As shown in Figure 1 on the next page, the City population increased at an average annual rate of almost 1 percent over the past 15 years. This growth continued even during the great recession, at times through annexations.

In terms of taxable values per capita, Coconut Creek experienced a strong increase between 2000 and 2007, followed by a decline until 2012, as shown in Figure 2. Since then, the City's tax base has continued to increase and its growth rate averaged almost 7 percent per year.

The City has been developed primarily for residential purposes with a mix of singles, families, and retirees. Consistent with this development pattern, approximately 75% of the City's current tax base value comes from residential properties. To reduce the tax burden on residential properties, the City has various economic development initiatives, partners, and networks to encourage new businesses to locate within the City. In 2020, the City's commercial tax base increased by $31 million through the development of seven commercial projects. There are several projects progressing in 2021, including Leder Office Building, Johnson Technology Park III, First Sawgrass Center, and a Wendy's.

As the City continues to attract more non-residential development, tax base will become more balanced and the City will be in better position to handle economic fluctuations that affect the ad valorem tax revenues.

One of the City's focus areas is the availability of affordable/workforce housing in the city. According to a report prepared by Florida International University (FIU) for Broward County, Coconut Creek has some available owner-occupied housing for low income owners, but has a shortage for moderate income households compared to demand. In the case of renter-occupied units, there is a shortage for all income groups below moderate income households.

To diversify revenue sources and address infrastructure needs due to new growth and to address affordable/workforce housing needs, the City has implemented impact/linkage fees for the following service areas:

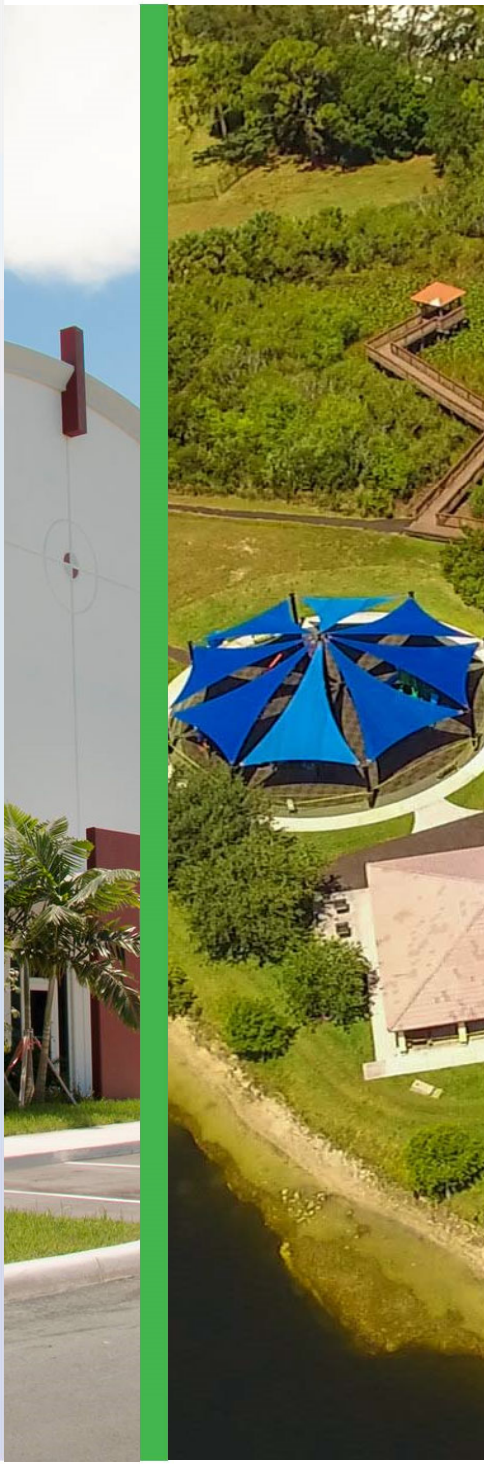
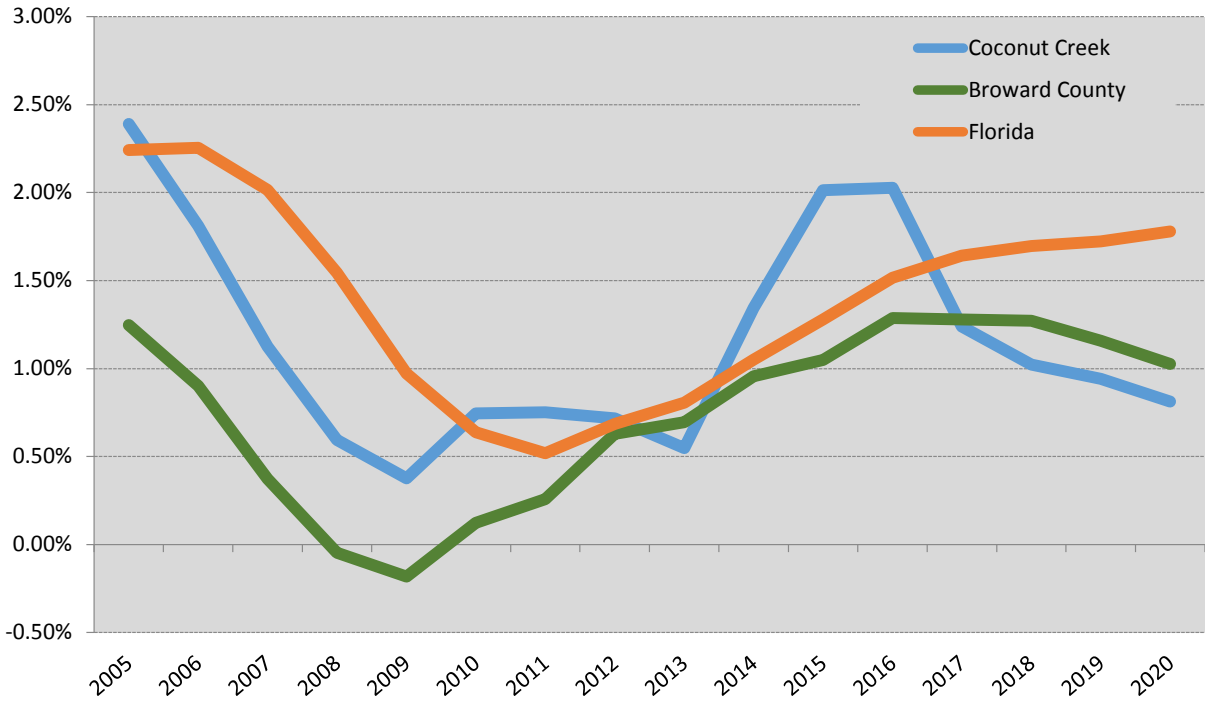
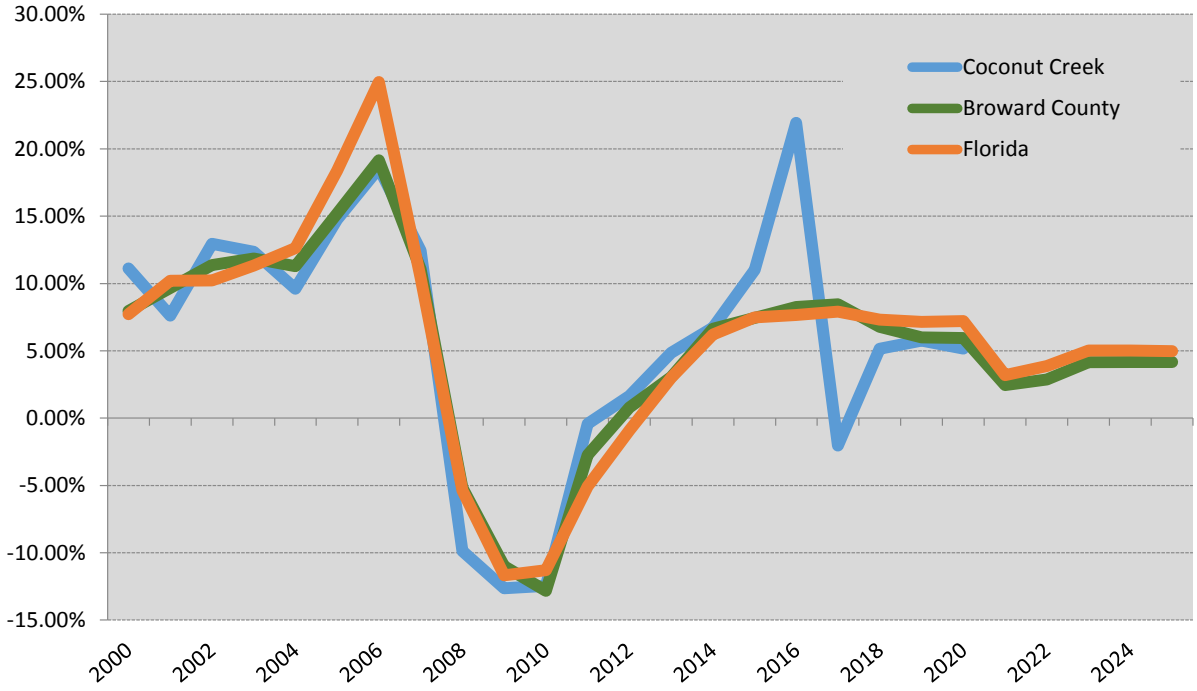


Figure 1: Annual Population Growth Rate (3-Year Average)



Source: Bureau of Economic & Business Research (BEBR)

Figure 2: Taxable Value per Capita Growth Rate



Source: Florida Property Valuations and Tax Databook

- Parks and Recreation
- Fire and Rescue
- Police
- Affordable Housing Linkage

Technical studies supporting these fees were last updated in 2005-2006. To reflect the most recent data, the City requested proposals from qualified firms to update its current impact fees. In addition, the City is interested in exploring additional impact fees that may be beneficial for the City, including:

- Transportation Mobility Fee
- Sustainability Impact Fee
- Stormwater Impact Fee
- Government Facilities Impact Fee

The City is also requesting an evaluation of the City's Public Art Requirement ordinance.

The Tindale Oliver Team includes planners, engineers, economists, attorneys, and GIS specialists with in-depth experience in planning and impact fee studies for a wide range of program areas, including those listed by the City.

In addition, the Tindale Oliver Team has prepared Parks and Fire Master Plans, Long Range Transportation Plans, Transit Development Plans, and other planning studies and understands the relationship between impact fees, master plans, and economic development and growth management goals.

The Tindale Oliver Team completed several impact fee studies for municipalities in Broward and Palm Beach Counties as well as Broward County School Board and Palm Beach County. Through this work, we have a strong understanding of local conditions as well as Broward County's requirements regarding affordable/workforce housing, which brings efficiencies to the fee study for the City of Coconut Creek.

The remainder of this section includes the approach and methodology that will be used to update the City's impact/linkage fee program.

PROJECT APPROACH/WORK PLAN

The scope of services requested by the City includes updating impact/linkage fees for the previously listed service areas as well as exploring additional impact fee service areas. The study will comply with all legal requirements related to impact/linkage fees and the calculations will demonstrate the legal nexus between fee levels and the impact created by new development. The scope of services include five primary tasks, which are described in the following paragraphs.

TASK 1: Background and Methodology Review

Immediately upon receipt of the Notice to Proceed, Tindale Oliver will coordinate with the City of Coconut Creek for the identification and collection of specific studies, data, any technical reports, Comprehensive Plan, Land Development Code, Capital Improvement Plan, any Master Plans, current ordinances, policies and procedures, and other related information necessary to complete the impact fee study.

Tindale Oliver will review the background information and facilitate a kickoff meeting with key City staff to confirm study objectives, identify and discuss major technical, legal, and policy issues, coordinate staff/Consultant responsibilities, and refine the project schedule as necessary. Some of the technical and policy issues that will be discussed include the following:

- Capital improvement plans, master plans, and projects and associated funding sources and levels;
- The City's growth patterns and levels, including rate of growth in population and tax base and diversity of tax base;
- Relation of City and County impact fees;
- Impact fee variables that need to be updated/developed;
- Consumption-based vs. needs-based methodologies;
- Recent trends in land and construction costs experienced by the City;
- Methodology used to measure demand for each impact fee program area, such as call based vs. functional population approach for police and fire; and
- Other related issues, as applicable.

The input received during this meeting will be incorporated into the remaining tasks.

TASK 2: Impact Fee and Linkage Fee Technical Analysis

Based on the results of the Task 1 review, this task will review future growth projections, level of service for each service area and develop impact fee calculations.

Subtask 2.1: Future Growth Projections and Level of Service (LOS) Analysis

Tindale Oliver will work with the City staff and document the City's historical population growth patterns and projections for future growth using data available from the Census, University of Florida Bureau of Economic and Business Research (BEBR), City's Comprehensive Plan and City Departments, and available development data/information. A review of recent permitting trends by land use as well as vacant land areas will be completed as data available.

Any changes to growth patterns (location, land use, etc.) will be documented.

The City's current, achieved LOS, its adopted LOS standards, and any Master Plan recommendations regarding LOS standards will be used to determine the appropriate LOS for each service area. This analysis will provide a foundation for determining whether existing facilities are sufficient to accommodate upcoming growth or there is a need to build additional facilities.

Subtask 2.2: Inventory of Existing and Planned Facilities

The City will provide information on the inventory of the existing capital facilities within the city. Planned facilities will be documented based on the information in the Capital Improvement Plan (CIP) and other documents collected as part of the Task 1 effort, as well as discussions with City staff. In addition to the CIP, any long range and/or master plans the City has prepared for the impact fee service areas, such as the recently completed Parks Master Plan, will be reviewed.

The parks and recreation facility inventories will include park land and recreational facilities. Fire and rescue and police facility inventories will include the stations and other buildings, land, vehicles and equipment. A summary of the capital asset inventory, as well as planned facilities for each program area, will be developed.

Subtask 2.3: Demand Component

The Tindale Oliver Team will calculate the demand component for each impact fee program area.

Parks and recreation facility impact fees are typically charged only to residential land uses and the demand is measured in terms of persons per housing unit. The latest data available for Coconut Creek from American Community Survey (ACS) will be used for this component.

In the case of fire and rescue and police, Tindale Oliver typically uses functional population per unit of land use. Functional population measures the benefit to each land use based on the presence of people at that land use throughout the day. In other words, land uses are charged for the availability of these services based on full-time equivalent persons present at each land use throughout the day. We also have extensive experience with incident data and developed impact fees using call data. Both approaches will be discussed with the City early in the study to determine the appropriate approach.

Subtask 2.4: Cost Component

The cost component for each impact fee program area will be estimated to reflect the current cost of for each program area. Cost elements reviewed will include design and engineering inspection, construction, land purchase, vehicle and equipment purchase and other related costs.

The Tindale Oliver Team will review the Capital Improvement Program, annual budgets/reports, recent bids, recently-completed local projects (past five years), recent land purchases or appraisals, and other relevant documents to identify capital service improvement costs that may be considered in the calculation of the cost component of the impact fee formula for the City.

This unit cost information will be compared to and/or supplemented with Tindale Oliver's cost databases that include information from other jurisdictions.

Subtask 2.5: Credit Component

Tindale Oliver will review historical and projected capital improvement funding sources and expenditures for land, construction, design, and engineering inspection and other related costs in the City of Coconut Creek. Funding sources may include taxes, grants, assessments, user fees, among others. Debt service for any bond proceeds used for capacity expansion projects will be reviewed and documented as appropriate. These calculations will reflect any recent and/or anticipated changes in how the capital assets are funded. This information will be used to prepare the credit component of the impact fee formula to avoid "double recovery" of costs as part of the impact fees and user fees and/or taxes.

Subtask 2.6: Calculated Impact Fee Schedules and Revenue Estimates

Based on the analysis conducted in previous tasks, this task will develop fee schedules for each of the existing program areas. The analysis will establish the necessary nexus of fees for different property use types. In addition, the increase in fee levels will be compared to the limits established by HB 337 that was signed into law in 2021 to determine the best approach for the City to adopt updated fees. A comparison of fees implemented in a minimum of three surrounding and/or similar jurisdictions will also be shown.

Subtask 2.7: Update of the Affordable Housing Linkage Fee

The City's linkage fee was prepared in 2006. House Bill 7103 that passed in 2019 includes language that requires local governments to offset all costs to developers of its affordable housing contributions, which should be incorporated to linkage fees. Tindale Oliver will review the City's program and prepare an update study that complies with all legal requirements. The update study will review the employment patterns in the city, portion of workers living in the city vs. commuting to the city, average wage rates by industry, and other related variables.

Subtask 2.8: Review of the City's Public Art Requirement Ordinance

Tindale Oliver will review the City's Public Art Requirement ordinance in Section 13-143 of the City's Code of Ordinances to determine any changes are needed based on current law and practices used by other jurisdictions.

TASK 3: Additional Impact Fee Areas

The City is interested in determining if impact fees for any additional service areas should be implemented, with primary focus on the following service areas:

- Transportation Mobility Fee
- Sustainability Impact Fee
- Stormwater Impact Fee
- Government Facilities Impact Fee

Tindale Oliver will review capital needs in these and additional service areas and compare these to available funding based on information provided by the City. In addition, current LOS of these services will be compared to the adopted LOS standards as well as future estimated LOS given the population rates to further identify need for additional facilities. Results of this analysis will assist the City to identify impact fee areas for additional public facilities. Once the City determines additional areas that need to be implemented, Tindale Oliver will provide a separate scope to develop impact fees for selected areas.

TASK 4: Technical Report and Ordinance Update

The Tindale Oliver Team will prepare a draft technical report, which will be submitted to the City of Coconut Creek for review. The technical report will include legal considerations, all information, estimates, projections, and data analysis, as well as any assumptions made and methodologies employed to complete these tasks.

Upon receipt of the City's comments, a final report will be prepared, which will include:

- Background information;
- Impact fee study results;
- Calculations that demonstrate the legal nexus; and
- Comparison of fees.

A separate legal opinion letter will be prepared by White & Smith and submitted with the final report.

The Tindale Oliver Team will review ordinance changes prepared by the City Attorney and provide example ordinances/language. If desired, White & Smith can provide a separate scope of services for additional legal services.

TASK 5: Meetings and Presentations

As part of this study, the following meetings and presentations will be conducted:

- Kick-off/organizational meeting with City staff (virtual);
- Draft report review meeting with City staff and Administration (virtual); and
- Three public meetings (in-person).

For all presentations, Tindale Oliver will prepare user-friendly, easy-to-follow materials in PowerPoint and provide drafts to City staff for review prior to each meeting/ presentation. In addition to these formal meetings, Tindale Oliver will be in close contact with the City's Project Manager to ensure that the City is aware of the study's progress.

PROJECT MANAGEMENT PLAN AND COMMUNICATION WITH CITY STAFF

The Tindale Oliver Team has a reputation for completing projects on time while meeting or exceeding the clients' expectation of quality. This is accomplished through the development of detailed tasks, time management practices, project staff meetings with assigned personnel, and regular communication with the client project manager.

The daily tasks and communication for this project will be conducted by the Project Manager, Nilgün Kamp. As Principal-In-Charge, Steve Tindale will provide the overall direction of the study, review calculations and reports, and attend meetings and presentations. White & Smith will provide the legal opinion letter and is available to provide additional legal services under a separate budget, if needed.

Other Tindale Oliver staff will provide support for daily tasks. It is our policy that each study be reviewed by two principals to ensure the quality of the final product.

To ensure that the study stays on schedule, the Tindale Oliver Team conducts weekly internal project meetings to communicate on the progress of this project to ensure that we continue to meet the project schedule.

In terms of communicating with the City staff, in addition to the periodic meetings outlined under the Scope of Services, the Tindale Oliver Team will be in contact with the City staff on a regular basis through virtual meetings and e-mails regarding any questions about the data, progress of the study, and other related issues. Tindale Oliver has offices in Tampa and in Fort Lauderdale, enabling us to be easily available in person when necessary.

Tindale Oliver has been consistently successful in keeping its clients informed of the progress of their studies.

SAMPLE REPORT

In accordance with the RFP, sample reports for the City of Hallandale Beach Impact Fee Study and Affordable Housing In-Lieu Fee Study are included with our proposal submittal.

PROJECT SCHEDULE

A preliminary timeline which follows the City's request of completion within one-year from notice to proceed is provided below. Upon selection, this schedule will be reviewed with the City's Project Manager and, if needed, will be modified to better accommodate the City's needs. With a dedicated Public Finance Group and other staff experienced in public finance-related analyses, Tindale Oliver has the necessary resources to meet most desired time frames and still provide a high-quality product.

WORKLOAD AND AVAILABILITY

Tindale Oliver Team members have availability to dedicate the necessary time to complete this project. Our Project Manager and Public Finance staff recently completed several projects, and others will be in the final stages by the time this project conducts its kickoff meeting. Given the availability of this level of staffing and based on a review of our current workload and upcoming potential work, we can meet the desired time frames and provide a high- quality product. The estimated percent availability of each staff member assembled for this project is included on their respective resume in Section 1.

PROJECT COST

The professional fees and expenses associated with the City of Coconut Creek Development Impact Fee Services are estimated at $99,900. This is a lump sum budget which includes all services and two virtual and three in-person meetings, and the City will be invoiced monthly for the portion of the work completed. A detailed breakdown of the budget is included on the following page. Tindale Oliver will be happy to respond to any questions from City staff to clarify our proposed cost and/or provide additional information as necessary.

City of Coconut Creek Development Impact Fee Services
Tindale Oliver Proposed Project Timeline

Task Description	Date
Receipt of Notice to Proceed	September 9, 2021
Submittal of Data Needs Memo	September 14, 2021
Kick-off Meeting (Virtual)	Week of September 27, 2021
Receipt of All Requested Data	October 14, 2021
Technical Study	September 2021 - August 2022
Submittal of Draft Technical Report	May 16, 2022
Draft Report Review Meeting (Virtual)	Week of May 23, 2022
City Commission Workshop	June, 2022
Planning & Zoning Board Presentation	June/July, 2022
Submittal of Final Report	2 Weeks After Receipt of All Comments
Public Hearing	August, 2022

City of Coconut Creek Development Impact Fee Services
Tindale Oliver Proposed Project Budget

SUB TASK #	SUBTASK DESCRIPTION	Project Director $195.00	Project Manager $175.00	Legal Attorney $250.00	Senior Eng/Pln $135.00	Planner/ Engineer $80.00	Sr Planning/ GIS Tech $75.00	Admin/ Clerical $70.00	TOTAL TASK HOURS	BURDENED COST/ TASK
TASK 1	**BACKGROUND & METHODOLOGY REVIEW**	**6.0**	**9.0**	**0.0**	**5.0**	**2.0**	**0.0**	**2.0**	**24.0**	**$3,720**
1.1	Send Data Request Memorandum	1.0	2.0		1.0			1.0	5.0	$750
1.2	Review Background Materials	1.0	3.0		2.0	1.0			7.0	$1,070
1.3	Review Study Methodology/Approach	1.0	1.0		1.0				3.0	$505
1.4	Kick-off Meeting (Virtual)	3.0	3.0		1.0	1.0		1.0	9.0	$1,395
TASK 2	**IMPACT FEE & LINKAGE FEE TECHNICAL ANALYSIS**									
2.A	**UPDATE PARKS AND RECREATION IMPACT FEE**	**5.0**	**22.0**	**0.0**	**31.0**	**23.0**	**4.0**	**1.0**	**86.0**	**$11,220**
2.A1	Inventory	1.0	5.0		8.0	6.0	2.0	1.0	23.0	$2,850
2.A2	LOS Analysis	1.0	2.0		3.0	1.0			7.0	$1,030
2.A3	Demand Component and Land Uses	1.0	3.0		4.0	2.0			10.0	$1,420
2.A4	Cost Component	1.0	7.0		9.0	8.0	2.0		27.0	$3,425
2.A5	Credit Component	1.0	5.0		7.0	6.0			19.0	$2,495
2.B	**UPDATE FIRE AND RESCUE IMPACT FEE**	**5.0**	**18.0**	**0.0**	**31.0**	**24.0**	**2.0**	**1.0**	**81.0**	**$10,450**
2.B1	Inventory	1.0	3.0		5.0	4.0	1.0	1.0	15.0	$1,860
2.B2	LOS Analysis	1.0	2.0		3.0	1.0			7.0	$1,030
2.B3	Demand Component and Land Uses	1.0	3.0		6.0	7.0			17.0	$2,090
2.B4	Cost Component	1.0	6.0		9.0	8.0	1.0		25.0	$3,175
2.B5	Credit Component	1.0	4.0		8.0	4.0			17.0	$2,295
2.C	**UPDATE POLICE IMPACT FEE**	**5.0**	**15.0**	**0.0**	**29.0**	**25.0**	**2.0**	**1.0**	**77.0**	**$9,735**
2.C1	Inventory	1.0	3.0		5.0	6.0	1.0	1.0	17.0	$2,020
2.C2	LOS Analysis	1.0	2.0		3.0	1.0			7.0	$1,030
2.C3	Demand Component and Land Uses	1.0	3.0		6.0	7.0			17.0	$2,090
2.C4	Cost Component	1.0	4.0		8.0	7.0	1.0		21.0	$2,610
2.C5	Credit Component	1.0	3.0		7.0	4.0			15.0	$1,985
2.D	**UPDATE LINKAGE FEE**	**13.0**	**32.0**	**0.0**	**40.0**	**55.0**	**2.0**	**1.0**	**143.0**	**$18,155**
2.D1	Review of Housing Inventory	3.0	6.0		6.0	10.0	2.0	1.0	28.0	$3,465
2.D2	Employment Characteristicis & Levels	3.0	8.0		12.0	14.0			37.0	$4,725
2.D3	Demand Component	2.0	6.0		9.0	12.0			29.0	$3,615
2.D4	Wages & Salaries	2.0	7.0		8.0	15.0			32.0	$3,895
2.D5	Review of Legal Requirements	3.0	5.0		5.0	4.0			17.0	$2,455
2.E	**REVIEW OF PUBLIC ART REQUIREMENT ORDINANCE**	**10.0**	**16.0**	**0.0**	**20.0**	**31.0**	**0.0**	**1.0**	**78.0**	**$10,000**
2.E1	Ordinance Review	6.0	8.0		5.0	6.0		1.0	26.0	$3,795
2.E2	Practices of Other Jurisdictions	4.0	8.0		15.0	25.0			52.0	$6,205
TASK 3	**ADDITIONAL IMPACT FEE AREAS**	**9.0**	**16.0**	**0.0**	**22.0**	**37.0**	**0.0**	**1.0**	**85.0**	**$10,555**
3.1	Inventories/LOS	4.0	6.0		6.0	12.0		1.0	29.0	$3,670
3.2	Capital Project Needs	4.0	6.0		8.0	15.0			33.0	$4,110
3.3	Funding Availability	1.0	4.0		8.0	10.0			23.0	$2,775
TASK 4	**DEVELOPMENT OF FEE SCHEDULES**	**6.0**	**12.0**	**30.0**	**13.0**	**11.0**	**0.0**	**1.0**	**73.0**	**$13,475**
3.1	Draft & Final Technical Reports	4.0	10.0		13.0	11.0			38.0	$5,165
3.2	Preparation of Legal Opinion Letter	2.0	2.0	30.0				1.0	35.0	$8,310
TASK 5	**MEETINGS & PRESENTATIONS**	**29.0**	**29.0**	**0.0**	**8.0**	**8.0**	**0.0**	**2.0**	76.0	**$12,590**
5.1	Draft Report Review Meeting (Virtual)	5.0	5.0		2.0	2.0		1.0	15.0	$2,350
5.3	Public Meetings (3)	24.0	24.0		6.0	6.0		1.0	61.0	$10,240
	TOTAL PROJECT BUDGET	**88.0**	**169.0**	**30.0**	**199.0**	**216.0**	**10.0**	**11.0**	**723**	**$99,900**

REFERENCES

3

Photo courtesy of
www.facebook.com/pg/CoconutCreekGov/photos

REFERENCES

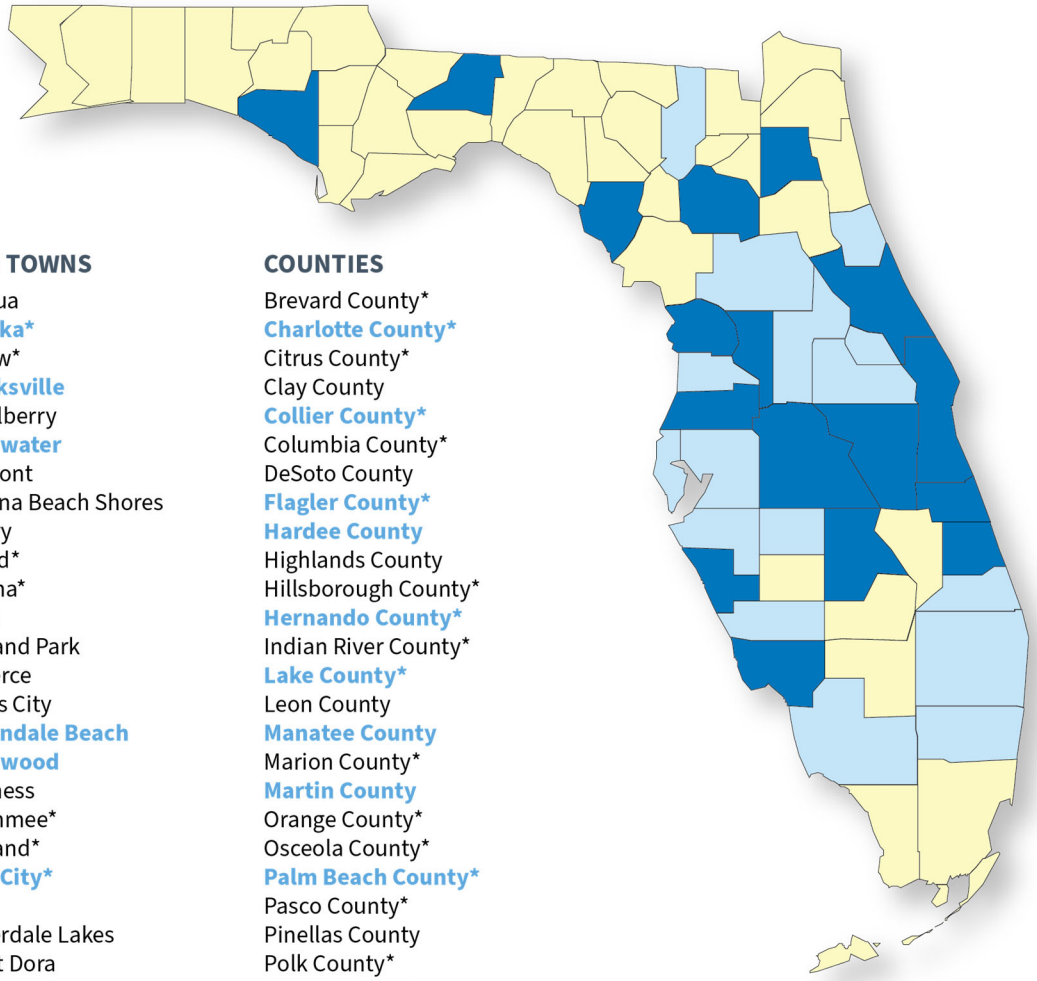
section 3

Relevant Projects and References

A map illustrating our Florida impact fee experience and the public agencies for which we have performed similar services is shown on the next page, followed by summaries for relevant projects to further highlight our past performance in terms of work quality, schedule adherence, and cost control. These projects demonstrate our ability to perform work relevant to the RFP's scope of services and represent the kind of effort and support that the City of Coconut Creek can expect from our team.

For each project, current contact information is noted for the respective clients. We recognize that successful execution on similar jobs is best demonstrated through client references of individuals who can attest to our performance, and we encourage you to contact any of these references about the quality of our staff and work.

Tindale Oliver
Florida Impact Fee Experience



CITIES AND TOWNS

City of Alachua
City of Apopka*
City of Bartow*
City of Brooksville
City of Casselberry
City of Clearwater
City of Clermont
City of Daytona Beach Shores
City of DeBary
City of Deland*
City of Deltona*
City of Eustis
City of Fruitland Park
City of Ft. Pierce
City of Haines City
City of Hallandale Beach
City of Hollywood
City of Inverness
City of Kissimmee*
City of Lakeland*
City of Lake City*
City of Largo
City of Lauderdale Lakes
City of Mount Dora
City of North Port*
City of Ocala*
City of Orlando
City of Oviedo*
City of Palm Bay
City of Palm Beach Gardens
City of Palm Coast
City of Panama City
City of Parkland
City of Plant City*
City of Sanibel
City of Sarasota*
City of St. Cloud*
City of St. Pete Beach*
City of Tallahassee
City of Tampa*
City of Tamarac
City of Tavares
Town of Horseshoe Beach
Town of Pembroke Park
Village of Palm Springs
Village of Royal Palm Beach

COUNTIES

Brevard County*
Charlotte County*
Citrus County*
Clay County
Collier County*
Columbia County*
DeSoto County
Flagler County*
Hardee County
Highlands County
Hillsborough County*
Hernando County*
Indian River County*
Lake County*
Leon County
Manatee County
Marion County*
Martin County
Orange County*
Osceola County*
Palm Beach County*
Pasco County*
Pinellas County
Polk County*
Sarasota County
Seminole County
St. Lucie County
Sumter County*
Volusia County*

FIRE DISTRICTS

North Collier Fire District*
Greater Collier Fire District

SCHOOL DISTRICTS

Broward County Schools
Hernando County Schools*
Hillsborough County Schools*
Lake County Schools*
Orange County Schools*
Osceola County Schools*
Sarasota County Schools
Seminole County Schools*
Volusia County Schools*

Public Finance Experience
*Repeat clients

On-going Studies

Impact Fee and In-Lieu Fee Study

City of Hallandale Beach

Tindale Oliver was retained in 2017 by the City of Hallandale Beach to prepare an impact fee for four service areas and in-lieu fees for affordable housing and parking. This ongoing study will address all variables of impact fees and review Broward County's regulatory land use requirements for affordable housing and the City's parking requirements and inventory in developing the in-lieu fees.

Knowledge

> Changing demographics with increase in younger population and significant seasonal population.

> County requirement to provide affordable housing for certain significant land use/zoning changes.

> Need to develop funding for necessary infrastructure.

Insights

> Limited vacant property, suggesting need for high level of redevelopment in future.

> Significance of City's CRA and Activity Centers in the Land Use Plan.

> Fluctuations in cost of providing housing along waterfront vs. rest of city.

> High level of construction activity in southeast Florida, resulting in high construction costs.

Outcomes

> Developed impact fees for multimodal transportation, parks and recreation, fire rescue, and law enforcement service areas.

> For multimodal transportation impact fee, developed alternative scenarios measuring all travel vs. travel on city roads.

> Provided parameters needed to establish parking in-lieu fee.

> Conducted research on practices used by other jurisdictions in Broward County and Florida on parking and affordable housing in-lieu fees.

> Provided options in adopting in-lieu fees for affordable housing mitigation to respond to County regulations and assist in increasing future affordable housing units.

Tindale Oliver was retained to develop impact fees for four services areas and in-lieu fees for affordable housing and parking.

Contract Duration:
8/2017 – 4/2019

Project Cost:
$203,921

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Principal/Director of Public Finance
1000 N. Ashley Drive, Suite 400
Tampa, FL 33602
(813) 224-8862
NKamp@tindaleoliver.com

Client Contact:

Keven Klopp
Director of Development Services
400 South Federal Highway
Hallandale Beach, FL 33009
Ph: (954) 457-1375; Fax: N/A
KKlopp@hallandalebeachfl.gov

City of Hollywood User Fee/Impact Fee Studies

City of Hollywood, FL

The City of Hollywood Fire Prevention & Life Safety Division is responsible for fire inspections of existing properties and for evaluating and approving all plans of new or renovation construction in partnership with the Building Department and other related City Departments. The City of Hollywood retained Tindale Oliver in 2013, and then 2015 again to update the City's fire user fees. In addition, the City retained Tindale Oliver in 2020 to update its parks impact fee and develop additional impact fees.

Knowledge

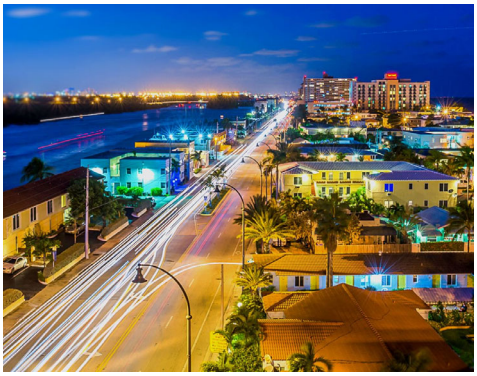
> The City's growth is primarily through redevelopment projects.
> Need to update the parks impact fee and develop impact fees for multimodal transportation, general government buildings, law enforcement and fire rescue services.

Insights

> Lack of vacant land resulting in high land values.
> Variation in needs by program area and need to demonstrate future revenues in relation to the capital needs.
> Determination of appropriate LOS to use for impact fee calculations.
> Impact of HB 337 on the adoption process.

Outcomes

> Developed impact fee schedules for each service area.
> Calculated phased fee levels in relation to HB 337 requirements.
> Presented study results and responded to questions.
> The impact fee study is in the implementation stages.



Tindale Oliver was retained to update the City of Hollywood's fire inspection fees and develop impact fees.

Contract Duration:
1/2020 - Ongoing *(est. 12/2022 - impact fee study)*

Project Cost:
$141,815

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1000 N. Ashley Drive, Suite 400
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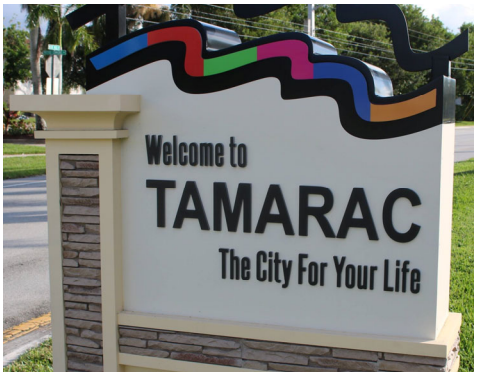
Client Contact:
Mark Johnson, Project Manager
City of Hollywood
Department of Development Services
2600 Hollywood Boulevard, Room 422
Hollywood, FL 33021
Ph: (954) 921-3991; Fax: N/A
mljohnson@hollywoodfl.org

Development Impact Fee Services

City of Tamarac

The City of Tamarac has been experiencing continuing growth and is projected to increase its population by 20% by 2045. To address the funding needs for additional facilities, the City retained Tindale Oliver to develop a government buildings impact fee, update the City's parks and recreation impact fee, and convert the City's Fair Share Contribution for Road Improvement fees to a multi-modal transportation impact fee. In addition, to address affordable housing needs and comply with related Broward County regulations, the study developed an in-lieu fee for affordable housing requirements.



Knowledge:

> Needing to coordinate with any County impact fee programs.
> The City was interested in protecting available affordable housing supply and providing assistance.
> The City needed flexibility in terms of transportation impact fee spending.

Insights:

> Calculation of travel on local collector roads to determine the City's portion of the multimodal fee.
> The City is entering into redevelopment stage in terms of non-residential developments being converted to housing projects.
> Variations in land values due to limited supply of available vacant land.

Outcomes:

> The study developed/updated the three impact fee areas and developed an in-lieu fee.
> Study results were presented to the City Commission and the general public.
> The City adopted the impact fee studies and decided to postpone the decision on the in-lieu fee.

Contract Duration:

7/2/2018 – 1/2019

Project Cost:

$82,563

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Client Contact:

Maxine Calloway, Director
Community Development Department
City of Tamarac
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Impact Fee Study

Village of Royal Palm Beach

The Village of Royal Palm Beach has been experiencing a continuous population growth since 2000. Although the growth rate decreased during the economic downturn, it started to increase again as of 2014. In the early 1990s, the Village implemented an impact fee program for transportation, public buildings, parks and recreation, fire rescue, and police protection facilities to help fund growth related infrastructure. Since the initial implementation of the fees, fire and police services have been contracted out to the County and the Sheriff's Office. The Village retained Tindale Oliver in 2016 to update public buildings and recreational facilities impact fees.

Knowledge

> Royal Palm Beach experienced high growth levels in early 2000s (average annual growth rate of 6%). Although this rate decreased to 2% per year, it is still considered significant compared to statewide average growth.

> The Village's impact fee studies were last updated in 1996.

> Park land was addressed separately through land dedication and/or in-lieu fees.

Insights

> Significant changes to each variable due to time lapsed since the last impact fee studies.

> Need to measure recreational facility level of service in terms of dollar value of the investment.

Outcomes

> Prepared a comprehensive update to reflect current data.

> Prepared user-friendly presentations to explain these changes and resulting fees.

> The studies were successfully adopted by the Village Council.

Tindale Oliver was retained to update public buildings and recreational facilities impact fees.

Contract Duration:
6/2016 – 5/2017

Project Cost:
$32,479

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rliggins@royalpalmbeach.com

Impact Fee Studies

City of Oviedo, Florida

Oviedo has been experiencing significant growth since 1980. The City retained Tindale Oliver in 2004 to update its **fire/EMS**, transportation, **police**, and **parks and recreation facilities** impact fees and to develop a new government buildings impact fee. Since then, Tindale Oliver continued to work with the City and provided various impact fee support services, including a 2013 update of the 2004 Technical Study for all five program areas, development of a mobility fee, incorporation of Smart Growth application, and development of an Administrative Manual. Tindale Oliver was retained once more in 2018 to update the City's impact fee studies.

Tindale Oliver was contracted by the City of Oviedo to update several impact fees.

Knowledge:

> Oviedo's population of 34,965 has experienced an annual growth rate of 2.2% since 2000.

> Seminole County collects roadway impact fees in Oviedo for County roads. City wanted to collect local roadway fee to maintain level of service on City roads that would be collected in addition to County fee.

> City interested in multimodal transportation fee to provide more flexibility on type of infrastructure on which transportation impact fee revenue could be expended.

> City interested in providing incentives (reduced fees) to attract target land uses to certain areas within the city.

Insights:

> Questions regarding legality of City's current impact fees during initial update study performed by Tindale Oliver.

> Need to separate travel demand on road network by jurisdiction to determine impact fee specific to local collector road system to provide City with defensible local roadway fee.

> City had Multimodal Transportation Plan that would help provide framework for developing new multimodal fee.

Outcomes:

> Prepared legally-sound technical study that resulted in fee decrease for some land uses in some program areas. Study successfully adopted.

> Updated roadway fee and produced multimodal fee that was implemented.

> All fees were successfully implemented.

Contract Duration:

2/2018 – 6/2019 *(most recent updates)*

Project Cost:

$89,994 *(most recent updates)*

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Oviedo, FL 32765
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Tcorrea@cityofoviedo.net

Fire, Law Enforcement, and Parks Impact Fee Update

City of Lakeland, Florida

The City of Lakeland has been experiencing high population growth over the last several years, and more development is expected in the future. Tindale Oliver was originally retained by the City in 1991 to update its **transportation impact fee**. In 2006, 2008, 2009, 2014, and 2019, the City again contracted Tindale Oliver to update several impact fee programs, including law enforcement, fire protection, and **parks and recreation**, as well as indexing studies.

Knowledge

> Lakeland has a population of 98,773 with an annual growth rate of 1.8% since 2000.

> Lakeland has one of the most progressive parks program in Florida providing a very high quality of service.

> Since 1989, when the City won an award from the Florida Chapter of the American Planning Association for it outstanding impact fee program, impact fees have been used to ensure a continuation of outstanding quality of service for it citizens.

Insights

> A higher-than-average parks and recreation impact fee resulted from the city's extensive parks inventory and high quality of service.

> The City has one of the most diverse revenue programs, including revenues from ownership of its electric utility and other unique sources.

> The City has a significant downtown development program and has developed exemptions of fees in this area.

Outcomes

> Originally provided the City with various adoption scenarios, including combinations of both phasing and indexing of impact fee schedules.

> Originally guided the City in development of master plans for fire protection and law enforcement program areas.

> Converted roadway fee to a multimodal fee, which was successfully adopted.

> Originally developed an administrative manual for the City's impact fee program and continue to assist the City in updating its policies and procedures.

A higher-than-average parks and recreation impact resulted from the City's extensive inventory.

Contract Duration:
3/2019 – 6/2020 *(most recent updates)*

Project Cost:
$87,165 *(most recent updates)*

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stindale@tindaleoliver.com

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Community & Economic Development
City of Lakeland
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Lakeland, FL 33801
Ph: (863) 834-6258; Fax: N/A
Brian.rewis@lakelandgov.net

Impact Fee Update Study

Palm Beach County, Florida

With a population of 1.3 million, Palm Beach County is the third largest county in Florida. The County implemented its roadway impact fee in 1979, which was followed by the adoption of impact fees for six additional program areas, including schools, libraries, **fire/EMS**, **law enforcement**, **parks**, and public buildings. To comply with the legal requirements and reflect the most recent data, the County retained Tindale Oliver to update these fees in 2014 and then again in 2021.

Knowledge

> Large population with several cities.

> Variation in service areas by program area.

> Interest in new approaches that reflect the full cost of providing infrastructure.

Insights

> Large fluctuations in infrastructure costs over the past several years.

> Fluctuations in available funding.

> Changes in demand and service areas.

Outcomes

> Evaluation of long-term trends in all cost-demand components.

> Evaluation of available historical and projected funding to determine available non-impact fee funding in the future.

> Development of multiple scenarios as needed to address changing demographics, development patterns, and policies.

> Development of student generation rates by residential category and by size of home.

> Adoption of updated Impact Fee Schedules.

Tindale Oliver was retained to update impact fees for seven program areas.

Contract Duration:
1/2021 – Ongoing *(est. 1/2022 - most recent updates)*

Project Cost:
$199,844 *(most recent updates)*

Tindale Oliver Contact:

Nilgün A. Kamp, AICP
Principal/Director of Public Finance
1000 N. Ashley Drive, Suite 400
Tampa, FL 33602
(813) 224-8862
nkamp@tindaleoliver.com

County Client Contact:

Willie M. Swoope
Impact Fee Manager
Palm Beach County Government
2300 N. Jog Road
West Palm Beach, FL 33411-2741
Ph: (561) 233-5025; Fax: N/A
wswoope@pbcgov.org

Comprehensive Impact Fee Study

Indian River County, Florida

In 1998, Tindale Oliver updated the Fair Share Roadway Impact Fee Ordinance for Indian River County (IRC). IRC retained Tindale Oliver again in 2004 to evaluate and develop studies for nine impact fee program areas, including roads, law enforcement, correctional facilities, schools, fire & EMS, libraries, public buildings, parks, and solid waste impact fee programs. In 2014, Tindale Oliver was retained to update the County's impact fee program. As part of this study, the County also adopted Tindale Oliver's Affordable Growth Strategy with a reduced fee schedule for non-residential development. Tindale Oliver was contracted again in 2019 and completed the update of the County's impact fee program in 2020.

Tindale Oliver developed and updated the County's impact fee program in eight program areas.

Knowledge

> Since 2000, the County has averaged annual population growth of 1.6%. Looking forward, Indian River is projected to grow at approximately 1.1% annually through 2040.

> The County has used both property and sales tax initiatives to fund capital needs created by growth.

> The County has a history of managing growth and balancing who pays for growth and the quality of service provided to its citizens.

Insights

> The County needed to update impact fee variables per requirements of recent State legislation.

> The County was very interested economic development goals of supporting job-generating land uses while still having the necessary funding to provide high-quality service.

> The County coordinated the school impact fee program with the School Board to ensure proper implementation and management of the program.

Outcomes

> Updated all impact fee variables to meet new state legislation using most recent and localized data, supplemented by statewide cost databases when needed.

> Prepared Economic Growth calculations to address goal of providing incentives to non-residential land uses while still maintaining level of service.

> Assisted in update of Impact Fee Ordinance and recommended wording for appropriate changes to County's Comprehensive Plan.

> County has adopted new fee schedule using Tindale Oliver's Economic Growth Strategy.

Contract Duration:
3/2019 – 3/2020 *(most recent updates)*

Project Cost:
$147,705 *(most recent updates)*

Tindale Oliver Contact:

Nilgün Kamp, AICP
Principal/Director of Public Finance
1000 N. Ashley Drive, Suite 400
Tampa, FL 33602
(813) 224-8862
nkamp@tindaleoliver.com

Client Contact:

Phillip J. Matson, AICP
Community Development Director
Indian River County Community Development Department
1801 27th Street
Vero Beach, FL 32960
Ph: (772) 226-1243; Fax: N/A
pmatson@ircgov.com

REQUIRED FORMS

4

Photo courtesy of
www.facebook.com/pg/CoconutCreekGov/photos

REQUIRED FORMS AND LICENSES

section 4

Required Forms, Licenses and Attachments

In accordance with RFP No. 07-14-21-10, the following forms, licenses and attachments are included in this section:

- Proposer Information
- Proposal Confirmation
- Schedule of Proposal Prices
- Payment Methods
- Indemnification Clause
- Non-Collusive Affidavit
- Proposer's Qualification Statement & Acknowledgement
- Drug-Free Workplace Form
- Sworn Statement on Public Entity Crimes
- Scrutinized Companies Certification
- E-Verify Form
- Exceptions to the RFP
- Addendum No. 1
- Tindale Oliver Certificate of Corporate Status
- Tindale Oliver Hillsborough County and City of Tampa Business Tax Receipts
- Staff Licenses/Certifications
- Tindale Oliver Certificate of Liability Insurance

PROPOSER INFORMATION

Communications concerning this proposal shall be addressed to:

Company Name: Tindale-Oliver & Associates, Inc., dba Tindale Oliver

Social Security/Federal Tax I.D. No.: 59-2929811

Proposer's Name (Print): William L. Ball, AICP Title: Chief Operating Officer

Address: 1000 N. Ashley Drive, Suite 400

City/State/Zip: Tampa, FL 33602

Phone: (813) 224-8862 Fax: (813) 226-2106

Email: BBall@tindaleoliver.com

ACKNOWLEDGEMENT OF ADDENDA

Instructions: Complete Part I or Part II, Whichever Applies

Part I:

Proposer has examined copies of all the Contract Documents and of the following Addenda (receipt of all which is hereby acknowledged).

Addendum No: 1	Dated: June 29, 2021
Addendum No:	Dated:
Addendum No:	Dated:
Addendum No:	Dated:
Addendum No:	Dated:

Part II:

☐ No Addendum was received in connection with this RFP.

It is understood and agreed by Proposer that the City reserves the right to reject any and all proposals, to make awards on all items or any items according to the best interest of the City, and to waive any irregularities in the proposal or in the proposals received as a result of the RFP. It is also understood and agreed by the Proposer that by submitting a proposal, Proposer shall be deemed to understand and agree that no property interest or legal right of any kind shall be created at any point during the aforesaid evaluation/selection process until and unless a contract has been agreed to and signed by both parties.

William L Ball
Proposer's Authorized Signature

July 12, 2021
Date

William L. Ball, AICP, Chief Operating Officer
Proposer's Printed Name

PROPOSAL CONFIRMATION

In accordance with the requirements to provide **Development Impact Fee Services** pursuant to **RFP No. 07-14-21-10**, the undersigned submits the attached proposal.

Proposer accepts and hereby incorporates by reference in this proposal all of the terms and conditions of the scope of work, including EPA Standards, Motor Vehicle Safety Standards and required warranty and guarantee certificates.

Proposer is fully aware of the scope of work based on these requirements, the legal requirements (federal, state, county and local laws, ordinances, rules and regulations) and the conditions affecting cost, progress or performance of the work and has made such independent investigation as Proposer deems necessary.

This proposal is genuine and not made in the interest of or on behalf of any undisclosed person, firm or corporation and is not submitted in conformity with any agreement or rules of any group, association, organization or corporation; Proposer has not directly or indirectly induced or solicited any other Proposer to submit a false or sham proposal; Proposer has not solicited or induced any person; firm or a corporation to refrain from proposing and Proposer has not sought by collusion to obtain for himself any advantage over any other Proposer or over City.

The Proposer shall acknowledge this Proposal by signing and completing the spaces provided. I hereby submit this Proposal Package for **Development Impact Fee Services, RFP No. 07-14-21-10** to the City of Coconut Creek with the full understanding of the Request for Proposal, General Terms and Conditions, Special Terms and Conditions, Detailed Requirements, and the entire Proposal Package.

William L. Ball, AICP, Chief Operating Officer — Proposer's Name

William L Ball — Signature

July 12, 2021 — Date

State of: Florida

County of: Hillsborough

The foregoing instrument was acknowledged before me this 12 day of July, 2021, by William L. Ball, AICP, Chief Operating Officer, who is (who are) personally known to me or who has produced _____ as identification and who did (did not) take an oath.

Ingris Grimaldo
Notary Public Signature

Ingris Grimaldo
Notary Name, Printed, Typed or Stamped

Notary Public State of Florida
Ingris Grimaldo
My Commission HH 025388
Expires 07/30/2024

Commission Number: HH 025388

My Commission Expires: June 22, 2023

CITY OF COCONUT CREEK
Development Impact Fee Services
RFP NO. 07-14-21-10

SCHEDULE OF PROPOSAL PRICES

PROPOSER SHALL SUBMIT PRICES ELECTRONICALLY THROUGH THE EBID SYSTEM "LINE ITEMS" TAB

WWW.COCONUTCREEK.NET/PURCHASING

****

PAYMENT METHODS

VISA PURCHASING CARD (reference informational flyer on following page):

The City of Coconut Creek has implemented a Visa Procurement Card (P-Card) Program through SunTrust Bank. The City's preference is to pay for goods/services with the P-Card. This program allows the City to expedite payment to our vendors. Some of the benefits of the P-Card Program to the vendor are: payment received within 72 hours of receipt and acceptance of goods, reduced paperwork, issue receipts instead of generating invoices, resulting in fewer invoice problems, and deal directly with the cardholder (in most cases).

Vendors accepting payment by the P-Card may not require the City (Cardholder) to pay a separate or additional convenience fee, surcharge or any part of any contemporaneous finance charge in connection with a transaction. Such charges are allowable, however must be included in the total cost of the bid. Vendors are not to add notations such as "+3% service fee" in their bid response. All bid responses shall be inclusive of any and all fees associated with the acceptance of the P-Card.

Vendors agreeing to accept payment by P-Card must presently have the capability to accept Visa or take whatever steps necessary to implement the ability before the start of the agreement term.

EFT

The City of Coconut Creek's Electronic Funds Transfer (EFT) Program allows the City to process payments to vendors electronically, directly to their financial institution of choice. With EFT payments, funds are deposited to vendor's bank account and are available the date the bank receives them. There will be no more waiting to receive payments in the mail, and no trips to the bank to make deposits. EFT payments also reduced the risk of misrouting, theft, and forgery. Additionally, an automated e-mail of the remittance advice will be sent to the e-mail specified by the vendor.

PAPER CHECK

Paper checks can also be processed by the City for vendor payments.

Purchasing Card Acceptance

SUNTRUST
Live Solid. Bank Solid.

Why You Should Accept City of Coconut Creek's Purchasing Card

The Challenge

To optimize working capital, buying organizations are requesting that their suppliers accept purchasing cards for payment. By replacing their paper-based accounts payable process with an electronic purchasing card solution, buyers reduce their overall payables cost and suppliers reduce their collection expenses. As a supplier you will be able to accept credit card payments while minimizing your acceptance costs.

The Solution

We would like for you to begin accepting the SunTrust Purchasing Card. Payments made with a purchasing card provide faster receipt of funds, as they are deposited electronically to your checking account. We have partnered with SunTrust to negotiate preferred product and pricing solutions that fit the needs of Business-to-Business (B2B) purchasing card acceptance.

Here's How It Works

SunTrust will provide a computer-based solution that allows you to get the best effective rate for B2B card acceptance. A computer-based application is necessary to authorize and settle transactions at the best available interchange rate, as typical point-of-sale terminals do not have the capability to send the additional required enhanced data with the purchasing card transactions.

What's In It For You

With our B2B solution you will receive payments quicker than through the manual paper-based process. You can also:

- Achieve cost reductions in mail handling, depositing payments and collection
- Have your funds deposited electronically
- Receive payments faster and improved cash flow
- Gain greater visibility to manage cash flow through online reporting
- Increase accounting efficiency
- Receive competitive processing rates and fees
- Eliminate returned or lost checks processing and related expenses
- Experience reduced potential for fraud than with check payments
- Decrease days sales outstanding

City of Coconut Creek Preferred Supplier Acceptance Pricing

We have created a program to allow you to qualify at the best effective rates either by software or through a web-based solution.

Visa® Rate	Purchase Card Level 2	Purchase Card Level 3	Large Ticket Rate
*Interchange Rate	2.00% + $0.05	1.80% + $0.10	1.45% + $35.00
*Assessment Fee	0.0925%	0.0925%	0.0925%
SunTrust Merchant Services Fee	0.20%	0.20%	0.20%
*Effective Rate	2.33%	2.13%	1.78%

*Rate provided by Visa

Purchase Level 2
To qualify for the Visa Level 2 Interchange Rates, the sales tax amount must be reported and the value must be greater than zero.

Purchase Level 3
To qualify for the Visa Level 3 Interchange Rate, Level 3 data (item description, product code, quantity, unit of measure and commodity code) must be reported. If the Sales tax is not applied, a value of zero (0.00) is required.

Purchase Large Ticket
To qualify for the Visa Large Ticket Interchange Rate, Level 2 and Level 3 data must be reported. Any transaction greater than $6,980 that has the required data elements will qualify for the Visa Large Ticket Rate.

City of Coconut Creek Preferred Product Solution Pricing

Type	Solution Name	Price
Software-based Application	Payment Software	Set-up (one-time): Waived Monthly Access: $0.00 Per Transaction:$0.00
Internet-based Solution	Global Gateway e4	Set-up (one-time): Waived Monthly Access: $9.95 Per Transaction:$0.05

Value-Added Services
- Preferred Supplier status
- Set preferred processing fees for B2B acceptance
- No cost computer application
- No set-up fee
- No early termination fees
- Online reporting

Supplier Sign-Up:
To begin the supplier enrollment process, please call 855.468.0317.

INDEMNIFICATION CLAUSE

(Page 1 of 1)

The parties agree that one percent (1%) of the total compensation paid to Contractor for the work of the contract shall constitute specific consideration to Contractor for the indemnification to be provided under the Contract. The Contractor shall indemnify and hold harmless the City Commission, the City of Coconut Creek, and its agents and employees from and against all claims, damages, losses and expenses including attorney's fees arising out of or resulting from the performance of the work provided that any such claim, damage, loss or expense (1) is attributable to bodily injury, sickness, disease or death, or to injury to or destruction of tangible property (other than the work itself) including the loss of use resulting therefrom, and (2) is caused in whole or in part by any negligent act or omission of the Contractor, any subcontractor, anyone directly or indirectly employed by any of them or anyone for whose acts any of them may be liable, regardless of whether or not it is caused in part by a party indemnified hereunder.

In any and all claims against the City, or any of their agents or employees by any employee of the Contractor, any subcontractor, anyone directly or indirectly employed by any of them or anyone for whose acts any of them may be liable, the indemnification obligation under this Paragraph shall not be limited in any way by any limitation on this amount or type of damages compensation or benefits payable by or for the Contractor or any subcontractor under Workers' Compensation Acts, Disability Benefit Acts or other Employee Benefit Acts. Nothing in this section shall affect the immunities of the City pursuant to Chapter 768, Florida Statutes, as amended from time to time, nor shall it constitute an agreement by the City to indemnify Contractor, its officers, employers, subcontractors or agents against any claim or cause of action. This section shall not be construed as consent to be sued by any third parties in any matter arising out of this Agreement. The foregoing indemnification and release shall survive the termination of this Agreement.

Tindale-Oliver & Associates, Inc., dba Tindale Oliver — Contractor's Name

William J Ball — Signature William L. Ball, AICP, Chief Operating Officer

July 12, 2021 — Date

State of: Florida

County of: Hillsborough

The foregoing instrument was acknowledged before me this 12 day of July, 2021, by William L. Ball, AICP, Chief Operating Officer, who is (who are) personally known to me or who has produced _____ as identification and who did (did not) take an oath.

Tanya Archer

Notary Public Signature

Tanya Archer

Notary Name, Printed, Typed or Stamped

Notary Public State of Florida
Tanya Archer
My Commission HH 046070
Expires 09/23/2024

Commission Number: HH 46070

My Commission Expires: September 23, 2024

NON-COLLUSIVE AFFIDAVIT

State of Florida)
)ss.
County of Hillsborough)

William L. Ball, AICP being first duly sworn, deposes and says that:

(1) He/she is the Chief Operating Officer
(Owner, Partner, Officer, Representative or Agent)
of Tindale-Oliver & Associates, Inc., dba Tindale Oliver the Proposer that has submitted the attached proposal;

(2) He/she is fully informed respecting the preparation and contents of the attached proposal and of all pertinent circumstances respecting such proposal;

(3) Such proposal is genuine and is not a collusive or sham proposal;

(4) Neither the said Proposer nor any of its officers, partners, owners, agents, representatives, employees or parties in interest, including this affiant, have in any way colluded, conspired, connived or agreed, directly or indirectly, with any other Proposer, firm, or person to submit a collusive or sham proposal in connection with the work for which the attached proposal has been submitted; or to refrain from bidding in connection with such work; or have in any manner, directly or indirectly, sought by agreement or collusion, or communication, or conference with any Proposer, firm or person to fix the price or prices in the attached proposal of any other Proposer, or to fix an overhead, profit, or cost elements of the proposal price or the proposal price of any other Proposer, or to secure through any collusion, conspiracy, connivance, or unlawful agreement any advantage against (Recipient), or any person interested in the proposed work;

(5) The price or prices quoted in the attached proposal are fair and proper and are not tainted by any collusion, conspiracy, connivance, or unlawful agreement on the part of the Proposer or any other of its agents, representatives, owners, employees or parties in interest, including this affiant.

Signed, sealed and delivered
in the presence of:

Christina Bowers

Ingris Grimaldo

By: William L Ball

William L. Ball, AICP
(Printed Name)

Chief Operating Officer
(Title)

ACKNOWLEDGEMENT

State of Florida

County of Hillsborough

The foregoing instrument was acknowledged before me this 12 day of July, 2021,

by William L. Ball, AICP, Chief Operating Officer, who is personally known to me or who has produced

_____ as identification and who did (did not) take an oath.

WITNESS my hand and official seal

Ingris Grimaldo
NOTARY PUBLIC

Notary Public State of Florida
Ingris Grimaldo
My Commission HH 025388
Expires 07/30/2024

Ingris Grimaldo
(Name of Notary Public: Print, Stamp, or
Type as Commissioned.)

PROPOSER'S QUALIFICATION STATEMENT

In order to properly evaluate the proposal submittals, Proposers are expected to complete the questionnaire and include the following documentation. By attesting to this submittal, Proposer guarantees the truth and accuracy of all statements and answers herein contained.

SUBMITTED TO: City of Coconut Creek
Procurement Division
4800 West Copans Road
Coconut Creek, FL 33063

Submitted By: Tindale-Oliver & Associates, Inc., dba Tindale Oliver
Name: William L. Ball, AICP, Chief Operating Officer
Address: 1000 N. Ashley Drive, Suite 400
City, State, Zip Tampa, FL 33602
Telephone No. (813) 224-8862
Fax No. (813) 226-2106

Check One
☒ Corporation
☐ Partnership
☐ Individual
☐ Other

1. State the true, exact, correct and complete name of the partnership, corporation, trade or fictitious name under which you do business and the address of the place of business.

   The correct name of the Proposer is: Tindale-Oliver & Associates, Inc., dba Tindale Oliver

   The address of the principal place of business is: 1000 N. Ashley Drive, Suite 400, Tampa, FL 33602

2. If Proposer is a corporation, answer the following:
   a. Date of Incorporation: January 13, 1989
   b. State of Incorporation: Florida
   c. President's Name: Steven A. Tindale, P.E., FAICP
   d. Vice President's Name: William L. Ball, AICP; Joel R. Rey, P.E., AICP
   e. Secretary's Name: Steven A. Tindale, P.E., FAICP
   f. Treasurer's Name: A. Nilgün Kamp, AICP
   g. Name and Address of Resident Agent: Tindale-Oliver & Associates, Inc., dba Tindale Oliver
      1000 N. Ashley Drive, Suite 400, Tampa, FL 33602

3. If Proposer is an individual or a partnership, answer the following: N/A
   a. Date of Organization:
   b. Name, Address and Ownership Units of all Partners:
   c. State whether general or limited partnership:

4. If Proposer is other than an individual, corporation or partnership, describe the organization and give the name and address of principals:

N/A

5. If Proposer is operating under a fictitious name, submit evidence of compliance with the Florida Fictitious Name Statute.

6. How many years has your organization been in business under its present business name? 32

a. Under what other former name has your organization operated?

Tindale Oliver

7. Indicate registration, license numbers or certificate numbers for the businesses or professions, which are the subject of this proposal. Please attach certificate of competency and/or state registration.

Certificate of Corporate Status K58299; Corporate License-CA5249

8. Litigation/Judgments/Settlements/Debarments/Suspensions:
Submit information on any pending litigation and any judgments and settlements of court cases relative to providing the Development of Impact Fee Services that have occurred within the last three (3) years. Also indicate if your firm has been debarred or suspended from bidding or proposing on a procurement project by any government during the last five (5) years.

No pending litigation, judgments or settlements. Firm has not been debarred or suspended from bidding or proposing by any government during the last five years.

9. Have you ever failed to complete any work awarded to you? If so, state when, where and why?

No

10. List the pertinent experience of the key individuals of your organization (continue on insert sheet, if necessary). *Full resumes included in Section 1

Nilgün Kamp has 28 years of Florida impact fee experience and has managed over 330 impact fee, assessment, and user fee development and implementation studies.

Steven A. Tindale has 52 years of Florida impact fee experience. Expert witness experience related to impact fees and published papers on impact fee methodologies.

See additional insert sheet.

11. State the name of the individual(s) and titles who will personally supervise the work:

Nilgün Kamp, AICP, Principal/Director of Public Finance; Steven A. Tindale, P.E., FAICP, Principal/President and Chief Executive Officer

12. State the name and address of the attorney, if any, for the business of the Proposer:

FOLEY & LARDNER LLP, 111 North Orange Ave, Suite 1800, Orlando, FL 32801

13. State the names and addresses of all businesses and/or individuals who own an interest of more than five percent (5%) of the Proposer's business and indicate the percentage owned of each such business and/or individual:

Steven A. Tindale, P.E., 1000 N. Ashley Drive, Suite 400, Tampa, FL 33602; William L. Ball, AICP, 1000 N. Ashley Drive, Suite 400, Tampa, FL 33602; A. Nilgün Kamp, AICP, 1000 N. Ashley Drive, Suite 400, Tampa, FL 33602; Demian Miller, AICP, 1000 N. Ashley Drive, Suite 400, Tampa, FL 33602; Asela Silva, AICP, 1000 N. Ashley Drive, Suite 400, Tampa, FL 33602

14. State the names, addresses and the type of business of all firms that are partially or wholly owned by Proposer:

N/A

15. State the name of Surety Company which will be providing the bond, and the name and address of agent:

N/A

16. List the following information concerning all Proposer's contracts in progress as of the date of submission and completed projects over the last five (5) years. (In case of any co-venture, list the information for all co-ventures.)

Name of Project	Owner	Total Contract Value	Contracted Date of Completion	% of Completion to Date
See additional insert sheet.				

17. Have you personally inspected the site of the proposed work? N/A

Yes ☐ No ☐

18. Do you have a complete set of documents, including drawings and addenda, if applicable?

Yes ☒ No ☐

19. Did you attend the pre-proposal conference if any such conference was held?

Yes ☐ No ☐ No Conference Held ☒

20. Bank References:

Bank	Address/City/State/Zip	Telephone
Bank of Tampa	4400 N. Armenia Ave, Tampa, FL 33609	813-872-1365

21. Attach a financial statement including Proposer's latest balance sheet and income statement showing the following items:

a) Current Assets (e.g. cash, joint venture accounts, accounts receivable, notes, receivable, accrued income, deposits, materials, real estate, stocks and bonds, equipment, furniture and fixtures, inventory and prepaid expenses)

b) Net Fixed Assets

c) Other Assets

d) Current Liabilities (e.g. accounts payable, notes payable, accrued expenses, provision for income taxes, advances, accrued salaries, real estate encumbrances and accrued payroll taxes)

e) Other Liabilities (e.g. capital, capital stock, authorized and outstanding shares par values, earned surplus, and retained earnings)

22. State the name of the firm preparing the financial statement and date thereof:

Tindale-Oliver & Associates, Inc., dba Tindale Oliver, date 01/13/1989

23. Is this financial statement for the identical organization named on page one? Yes ☒ No ☐

24. If not, explain the relationship and financial responsibility of the organization whose financial statement is provided (e.g. parent-subsidiary).

N/A

The Proposer acknowledges and understands that the information contained in response to this Qualification Statement shall be relied upon by City in awarding the contract and such information is warranted by Proposer to be true. The discovery of any omission or misstatement that materially affects the Proposer's qualifications to perform under the contract shall cause the City to reject the proposal, and if after the award, to cancel and terminate the award and /or contract.

William J Ball

Proposer's Signature

July 12, 2021

Date

ACKNOWLEDGEMENT
PROPOSER'S QUALIFICATION STATEMENT

State of Florida

County of Hillsborough

On this the 12 day of July, 2021, before me, the undersigned Notary Public of the State of Florida, Personally appeared

William L. Ball, AICP, Chief Operating Officer And

(Name(s) of individual(s) who appeared before notary)

whose name(s) is/are Subscribed to within the instrument, and he/she/they acknowledge that he/she/they executed it.

WITNESS my hand and official seal.

NOTARY PUBLIC, STATE OF FLORIDA

NOTARY PUBLIC

SEAL OF OFFICE:

Ingris Grimaldo

(Name of Notary Public: Print, Stamp, or Type as Commissioned)

☒ Personally known to me, or
☐ Produced identification

N/A

(Type of Identification Produced)

☒ DID take an oath, or
☐ DID NOT take an oath

10. Pertinent experience of the key individuals

Robert Layton has 13 years of Florida impact fee experience and has extensive experience with economic and demographic data analysis, Property Appraiser databases and fire incident data.

Patrick Dougherty has 6 years of experience in human geography, geographic information systems, spatial analysis, and data management and has assisted in multiple impact fees and master plans.

Steve Infanti has 18 years of experience in transportation planning and GIS applications, including travel demand modeling using Cube Voyager models and mapping, geodatabase design, and geospatial analysis using ESRI ArcGIS. He has been involved in multiple transportation impact fee studies.

16. List of all Proposer's contracts in progress as of the date of submission and completed projects over the last five (5) years.

Name of Project	Owner	Total Contract Value	Contracted Date of Completion	% of Completion to Date
Collier County School IF Update Study	Collier County	79,469.00	9/12/2020	67%
Collier County Parks IF Update Study	Collier County	72,320.00	9/12/2020	75%
Collier County Jail IF Update Study	Collier County	61,214.00	9/12/2020	77%
Martin County Impact Fee Study	Martin County BOCC	108,083.00	5/28/2022	69%
Apopka Transportation Impact Fee Update	City of Apopka	121,820.00	7/13/2020	73%
HCPS Concurrency Database Support	School Board of Hillsborough County	11,284.00	7/11/2021	57%
HCPS Comp Plan Language Review	School Board of Hernando County	25,000.00	11/15/2018	86%
Hernando Schools Long Range Plan	School Board of Hernando County	82,663.00	12/23/2019	96%
Manatee County Impact Fee Update Study	Manatee County	198,222.00	6/1/2022	91%
Hallandale Beach Financial Study	City of Hallandale Beach	203,921.00	5/11/2018	99%
Mount Dora Impact Fee Study	Raftelis Financial Consultants, Inc.	28,440.73	9/7/2021	100%
Hillsborough County Capital Plan Review	Hillsborough County	21,423.07	8/22/2021	100%
North Collier Fire Impact Fee Update	North Collier Fire Control & Rescue District	33,326.00	12/5/2020	100%
Collier County Road IF Update Study	Collier County	129,322.06	9/12/2020	100%
Orange County Transportation Impact Fee	Orange County	194,392.30	7/17/2020	100%
City of Lakeland Impact Fee Update Study	City of Lakeland	87,164.89	6/25/2020	100%
Osceola County School Impact Fee Update	School District of Osceola County	87,780.25	5/2/2020	100%
Indian River County Impact Fee Update	Indian River County	147,705.13	3/30/2020	100%
Lakeland Transportation Impact Fee Study	City of Lakeland	55,040.00	3/25/2020	100%
Hillsborough County Mobility Fee Update	Hillsborough County	98,090.43	2/25/2020	100%
City of Oviedo Impact Fee Update Study	City of Oviedo	89,993.95	2/8/2020	100%
City of Orlando TOD Research	Kittelson & Associates, Inc.	26,000.00	1/7/2020	100%
Orange County School Impact Fee Update	Orange County Public Schools	97,618.00	12/31/2019	100%
Sumter County TIF Update Study	Sumter County	55,211.52	11/29/2019	100%
Lake County School IF Update Study	Lake County School Board	57,850.00	11/11/2019	100%

Name of Project	Owner	Total Contract Value	Contracted Date of Completion	% of Completion to Date
Impact Fee Implementation Assistance	Palm Beach County	14,520.43	9/30/2019	100%
LCS -- Debt Service Calculations	Lake County School Board	3,165.00	9/7/2019	100%
Funding Analysis for Whippoorwill Lane	Collier County	6,880.00	6/30/2019	100%
City of Inverness Financial Analysis	City of Inverness	16,460.00	6/30/2019	100%
Seminole County School Impact Fee Update	School Board Of Seminole County	58,368.35	6/30/2019	100%
Volusia County School IF Update Study	Volusia County Schools	72,382.00	6/19/2019	100%
NNFD Fire IF Indexing Study	North Collier Fire Control & Rescue District	5,385.00	6/10/2019	100%
Lauderdale Lakes Fire Rescue Assessment	City of Lauderdale Lakes	22,427.00	5/22/2019	100%
Sumter County Building Srvcs Fee Study	Sumter County	61,524.08	5/19/2019	100%
Orange County User Fee Wage Rate Update	Orange County	4,500.00	5/18/2019	100%
City of Sarasota Multimodal IF Discounts	City of Sarasota	14,706.00	5/12/2019	100%
HCPS Concurrency Review Assistance	School Board of Hillsborough County	11,268.00	5/4/2019	100%
Collier Co School IF Alt Study Meeting	Collier County	4,700.00	4/30/2019	100%
Tampa MMTIF Update Phase 2	City of Tampa	59,506.00	4/4/2019	100%
City of Tamarac Impact Fee Study	City of Tamarac	82,562.50	1/13/2019	100%
Orange County Fire Impact Fee Update	Orange County	47,050.00	12/29/2018	100%
Orange County Law Impact Fee Update	Orange County	42,500.00	12/29/2018	100%
Broward County School Impact Fee	The School Board of Broward County, Florida	117,475.00	11/30/2018	100%
City of Bartow Assessment Roll Update	City of Bartow	7,335.00	10/15/2018	100%
Collier Mixed Use Analysis	Collier County	24,132.00	9/30/2018	100%
Collier - Wilson Benfield Imprv Funding	Collier County	6,880.00	9/30/2018	100%
Collier County RLSA Fiscal Impact Wrkshp	Collier County	5,328.00	9/30/2018	100%
Clay County Roadway IF Calculation	Clay County	122,375.00	9/30/2018	100%
North Collier FD Impact Fee Review	North Collier Fire Control & Rescue District	14,735.00	9/14/2018	100%

Name of Project	Owner	Total Contract Value	Contracted Date of Completion	% of Completion to Date
Collier Fuel Tax Distribution Calc	Collier County	7,155.40	9/12/2018	100%
Impact Fee Funding for Transp Capacity	Collier County	16,993.00	9/12/2018	100%
LCS - Alternative Study Review	Lake County School Board	3,232.50	8/11/2018	100%
Bozeman Impact Fee Study	City of Bozeman	130,735.80	8/1/2018	100%
Collier County 2018 Indexing Study	Collier County	10,531.50	6/23/2018	100%
Tampa MMTIF Update	City of Tampa	40,292.00	6/1/2018	100%
DeSoto County Law Enforcement MSTU Study	Desoto County Board of County Commissioners	25,431.50	5/12/2018	100%
Hillsborough Co Mobility Fee Indexing St	Hillsborough County	16,588.01	5/2/2018	100%
Collier County Funding Diversity	Collier County	19,209.20	4/10/2018	100%
North Port Impact Fee Agreement Review	City of North Port	16,565.00	4/7/2018	100%
Wake Forest Parks Impact Fee Study	Town of Wake Forest	34,460.00	2/17/2018	100%
Collier BOCC Meeting	Collier County	5,369.00	12/31/2017	100%
City of Oviedo -- 2017 Indexing Study	City of Oviedo	4,365.00	11/30/2017	100%
Orange County Parks IF Update Study	Orange County	55,395.00	9/30/2017	100%
Collier County IF Annual Reports	Collier County	9,117.00	9/12/2017	100%
Collier County Arena Fee Calculations	Collier County	2,947.00	9/12/2017	100%
Collier County Indexing Calculation	Collier County	6,477.66	9/12/2017	100%
Collier County - Affordable Housing	Collier County	13,037.00	9/12/2017	100%
Collier County Benefit District Map	Collier County	5,130.00	8/16/2017	100%
Collier Tree Farm Road	Collier County	5,972.00	7/25/2017	100%
City of Sarasota MMTIF Update Study	City of Sarasota	79,142.80	7/21/2017	100%
St. Lucie County TIF Update	Culpepper & Terpening, Inc.	74,255.16	7/6/2017	100%
Collier County Meeting with Staff	Collier County	3,177.00	6/30/2017	100%
Collier County Indexing for Jails	Collier County	3,002.00	6/30/2017	100%
Collier County Indexing for Roads	Collier County	3,466.00	6/30/2017	100%

Name of Project	Owner	Total Contract Value	Contracted Date of Completion	% of Completion to Date
City of Clermont User Fee Study	City of Clermont	111,958.28	6/30/2017	100%
Largo Parks IF Update Ph. 2	City of Largo	12,303.30	6/1/2017	100%
City of Oviedo 2016 Indexing Update	City of Oviedo	4,238.26	5/31/2017	100%
Village of Royal Palm Beach IF Study	Village of Royal Palm Beach	32,479.00	5/1/2017	100%
Collier County BOCC Adoption Hearing	Collier County	6,288.00	4/30/2017	100%
City of St. Cloud MMTIF Study	City of St. Cloud	64,053.00	4/8/2017	100%
City of Largo Parks Impact Fee Update	City of Largo	24,694.17	3/1/2017	100%

DRUG-FREE WORKPLACE FORM

The undersigned vendor in accordance with Section 287.087, Florida Statutes as may be amended from time to time, hereby certifies that Tindale-Oliver & Associates, Inc., dba Tindale Oliver does:
(Name of Business)

1) Publish a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the workplace and specifying the actions that will be taken against employees for violations of such prohibition.

2) Inform employees about the dangers of drug abuse in the workplace, the business's policy of maintaining a drug-free workplace, any available drug counseling, rehabilitation, and employee assistance programs, and the penalties that may be imposed upon employees for drug abuse violations.

3) Give each employee engaged in providing the commodities or contractual services that are under bid a copy of the statement specified in subsection (1).

4) In the statement specified in subsection (1), notify the employees that, as a condition of working on the commodities or contractual services that are under bid, the employee will abide by the terms of the statement and will notify the employer of any conviction of, or plea of guilty or nolo contendere to, any violation of *Florida Statutes*, Chapter 893 or of any controlled substance law of the United States or any state, for a violation occurring in the workplace no later than five (5) days after such conviction.

5) Impose a sanction on, or require the satisfactory participation in a drug abuse assistance or rehabilitation program if such is available in the employee's community, by any employee who is so convicted.

6) Make a good faith effort to continue to maintain a drug-free workplace through implementation of this section.

As the person authorized to sign the statement, I certify that this firm complies fully with the above requirements.

William L. Ball	Tindale-Oliver & Associates, Inc., dba Tindale Oliver	July 12, 2021
Proposer's Signature	Company Name	Date
William L. Ball, AICP, Chief Operating Officer		

SWORN STATEMENT
ON PUBLIC ENTITY CRIMES
UNDER FLORIDA STATUTES CHAPTER 287.133(3)(a).

THIS FORM MUST BE SIGNED IN THE PRESENCE OF A NOTARY PUBLIC OR OTHER OFFICER AUTHORIZED TO ADMINISTER OATHS.

1. This sworn statement is submitted with RFP No. 07-14-21-10 for Development Impact Fee Services.

2. This sworn statement is submitted by Tindale-Oliver & Associates, Inc., dba Tindale Oliver (name of entity submitting sworn statement) whose business address is 1000 N. Ashley Drive, Suite 400, Tampa, FL 33602 and (if applicable) its Federal Employer Identification Number (FEIN) is 59-2929811. (If the entity has no FEIN, include the Social Security Number of the individual signing this sworn statement: _____.)

3. My name is William L. Ball, AICP and my
(Please print name of individual signing)

   relationship to the entity named above is Chief Operating Officer.

4. I understand that a "public entity crime" as defined in Paragraph 287.133(1)(g), Florida Statutes, means a violation of any state or federal law by a person with respect to and directly related to the transaction of business with any public entity or with an agency or political subdivision of any other state or with the United States, including, but not limited to, any bid or contract for goods or services to be provided to any public entity or an agency or political subdivision of any other state or of the United States and involving antitrust, fraud, theft, bribery, collusion, racketeering, conspiracy, or material misrepresentation.

5. I understand that a "convicted" or "conviction" as defined in Paragraph 287.133(1)(b), Florida Statutes, means a finding of guilt or a conviction of a public entity crime, with or without an adjudication of guilt, in any federal or state trial court of record relating to charges brought by indictment or information after July 1, 1989, as a result of a jury verdict, nonjury trial, or entry of a plea of guilty or nolo contendere.

6. I understand that an "affiliate" as defined in Paragraph 287.133(1)(a), Florida Statutes, includes but is not limited to:

   1. A predecessor or successor of a person convicted of a public entity crime: or

   2. An entity under the control of any natural person who is active in the management of the entity and who has been convicted of a public entity crime. The term "affiliate" includes those officers, directors, executives, partners, shareholders, employees, members, and agents who are active in the management of an affiliate. The Ownership by one person of shares constituting a controlling interest in another person, or a pooling of equipment or income among persons when not for fair market value under an arm's length agreement, shall be a prima facie case that one person controls another person. A person who knowingly enters into a joint venture with a person who has been convicted of a public entity crime in Florida during the preceding thirty-six (36) months shall be considered an affiliate.

7. I understand that a "person" as defined in Paragraph 287.133(1)(e), Florida Statutes, means any natural person or entity organized under the laws of any state or of the United States with the legal

power to enter into a binding contract and which bids or applies to bid on contracts for the provision of goods or services let by a public entity, or which otherwise transacts or applies to transact business with a public entity. The term "person" includes those officers, who are active, or who have been active, directors, executives, partners, shareholders, employees, members, and agents who are active in management of an entity within the last five (5) years of this sworn statement.

8. Based on information and belief, the statement which I have marked below is true in relation to the entity submitting this sworn statement. **Please check all statements that are applicable.**

☒ Neither the entity submitting this sworn statement, nor any officers, directors, executives, partners, shareholders, employees, members, or agents who are active in management of the entity, nor any affiliate of the entity have been charged with and convicted of a public entity crime subsequent to July 1, 1989.

☐ The entity submitting this sworn statement, or one or more of the officers, directors, executives, partners, shareholders, employees, members, or agents who are active in management of the entity, or an affiliate of the entity has been charged with and convicted of a public entity crime subsequent to July 1, 1989, AND (Please indicate which additional statement applies.)

☐ There has been a proceeding concerning the conviction before a hearing officer of the State of Florida, Division of Administrative Hearings. The final order entered by the hearing officer did not place the person or affiliate on the convicted vendor list. (Please attach a copy of the final order.)

☐ The person or affiliate was placed on the convicted vendor list. There has been a subsequent proceeding before a hearing officer of the State of Florida, Division of Administrative Hearings. The final order entered by the hearing officer determined that it was in the public interest to remove the person or affiliate from the convicted vendor list. (Please attach a copy of the final order.)

9. Based on information and belief, the statement that I have marked below is true in relation to the entity submitting this sworn statement. **Please check if statement is applicable.**

☒ The person or affiliate has not been placed on the convicted vendor list.
(If the box is not checked, please describe any action taken by or pending with the Department of General Services.)

10. The herein sworn statement shall be subject to and incorporate all the terms and conditions contained in Section 287.133 of the Florida Statutes.

11. Conviction of a public entity crime shall be cause for disqualification.

William L. Ball, AICP, Chief Operating Officer
Proposer's Name

William L Ball
Signature

Date: July 12, 2021

State of: Florida

County of : Hillsborough

The foregoing instrument was acknowledged before me this 12 day of July, 2021, by William L. Ball, AICP, Chief Operating Officer, who is (who are) personally known to me or who has produced _____ as identification and who did (did not) take an oath.

Ingris Grimaldo
Notary Public Signature

Ingris Grimaldo
Notary Name, Printed, Typed or Stamped

Commission Number: HH 025388

My Commission Expires: July 30, 2024

SCRUTINIZED COMPANIES CERTIFICATION PURSUANT TO FLORIDA STATUTE § 215.4725 AND § 215.473

I, William L. Ball, AICP, Chief Operating Officer (Print Name), on behalf of Tindale-Oliver & Associates, Inc., dba Tindale Oliver (Company Name),

certifies that Tindale-Oliver & Associates, Inc., dba Tindale Oliver (Company Name) does not:

1. Participate in a boycott of Israel; and
2. Is not on the Scrutinized Companies that Boycott Israel list; and
3. Is not on the Scrutinized Companies with Activities in Sudan List; and
4. Is not on the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List; and
5. Has not engaged in business operations in Cuba or Syria.

William L Ball

Signature William L. Ball, AICP

Chief Operating Officer

Title

(813) 224-8862

Phone

July 12, 2021

Date

E-VERIFY FORM

Project Name:	City of Coconut Creek Development Impact Fee Services
Project No.:	RFP No. 07-14-21-10

ACKNOWLEDGEMENT

Definitions:

"Contractor" means a person or entity that has entered or is attempting to enter into a contract with a public employer to provide labor, supplies, or services to such employer in exchange for salary, wages, or other remuneration.

"Subcontractor" means a person or entity that provides labor, supplies, or services to or for a contractor or another subcontractor in exchange for salary, wages, or other remuneration.

Effective January 1, 2021, public and private employers, contractors and subcontractors will begin required registration with, and use of the E-verify system in order to verify the work authorization status of all newly hired employees. Vendor/Consultant/Contractor acknowledges and agrees to utilize the U.S. Department of Homeland Security's E-Verify System to verify the employment eligibility of:

(a) All persons employed by Vendor/Consultant/Contractor to perform employment duties within Florida during the term of the contract; and

(b) All persons (including subvendors/subconsultants/subcontractors) assigned by Vendor/Consultant/Contractor to perform work pursuant to the contract with the Department. The Vendor/Consultant/Contractor acknowledges and agrees that use of the U.S. Department of Homeland Security's E-Verify System during the term of the contract is a condition of the contract with the City of Coconut Creek; and

Should vendor become successful Contractor awarded for the above-named project, by entering into this Contract, the Contractor becomes obligated to comply with the provisions of Section 448.095, Fla. Stat., "Employment Eligibility," as amended from time to time. This includes but is not limited to utilization of the E-Verify System to verify the work authorization status of all newly hired employees, and requiring all subcontractors to provide an affidavit attesting that the subcontractor does not employ, contract with, or subcontract with, an unauthorized alien. The contractor shall maintain a copy of such affidavit for the duration of the contract. Failure to comply will lead to termination of this Contract, or if a subcontractor knowingly violates the statute, the subcontract must be terminated immediately. Any challenge to termination under this provision must be filed in the Circuit Court no later than 20 calendar days after the date of termination. If this contract is terminated for a violation of the statute by the Contractor, the Contractor may not be awarded a public contract for a period of 1 year after the date of termination.

COMPANY CONTACT INFORMATION

Company Name:	Tindale-Oliver & Associates, Inc., dba Tindale Oliver
Authorized Signature:	William L Ball
Print Name:	William L. Ball, AICP
Title	Chief Operating Officer
Date:	July 12, 2021
Phone:	(813) 224-8862
Email:	BBall@tindaleoliver.com
Website:	www.tindaleoliver.com

EXCEPTIONS TO THE RFP

NOTE: Proposals that are exceptions to that which are specified and outlined below. (Additional sheets may be attached.) However, all alterations or omissions of required information or any change in proposal requirements is done at the risk of the Proposer presenting the proposal and may result in the rejection thereof.

No exceptions.

CITY OF COCONUT CREEK

FINANCE AND ADMINISTRATIVE SERVICES
PROCUREMENT DIVISION
4800 WEST COPANS ROAD
COCONUT CREEK, FLORIDA 33063

ADDENDUM NO. 1

June 29, 2021

RFP No.: 07-14-21-10
RFP Name: Development Impact Fee Services
Due Date/Time: July 14, 2021 at 10:00 a.m. EST

Our records indicate that your firm is in receipt of proposal documents for the above referenced proposal. This Addendum is hereby made part of the specifications and shall be included with all contract documents.

- The following information is being transmitted to address a question to the RFQ.
  "Can you provide a copy of your most recent technical studies that are the basis of existing fees (parks & recreation, fire rescue, police and affordable housing linkage)?"

- ADDED EXHIBITS: "A" and "B" in response to the question above.

This addendum acknowledgment sheet must be submitted electronically with your response through the eBid System by the due date and time indicated above. Failure to return this sheet may disqualify Proposer.

William L. Ball
Proposer's Signature William L. Ball, AICP, Chief Operating Officer

July 12, 2021
Date

Tindale-Oliver & Associates, Inc., dba Tindale Oliver
Company Name

1000 N. Ashley Drive, Suite 400, Tampa, FL 33602
Company Address

(813) 224-8862
Phone Number

(813) 226-2106
Fax Number

State of Florida
Department of State

I certify from the records of this office that TINDALE-OLIVER & ASSOCIATES, INC. is a corporation organized under the laws of the State of Florida, filed on January 13, 1989.

The document number of this corporation is K58299.

I further certify that said corporation has paid all fees due this office through December 31, 2021, that its most recent annual report/uniform business report was filed on January 29, 2021, and that its status is active.

I further certify that said corporation has not filed Articles of Dissolution.

Given under my hand and the Great Seal of the State of Florida at Tallahassee, the Capital, this the Twenty-ninth day of January, 2021

Secretary of State

Tracking Number: 8566379466CC

To authenticate this certificate,visit the following site,enter this number, and then follow the instructions displayed.

https://services.sunbiz.org/Filings/CertificateOfStatus/CertificateAuthentication

2020 - 2021 HILLSBOROUGH COUNTY BUSINESS TAX RECEIPT **EXPIRES SEPTEMBER 30, 2021**

ACCOUNT NO. 35266
RENEWAL

OCC. CODE
260.026000 OFFICE

Receipt Fee	30.00
Hazardous Waste Surcharge	0.00
Law Library Fee	0.00

BUSINESS TINDALE-OLIVER & ASSOCIATES INC
1000 N ASHLEY DR 400
TAMPA, FL 33602

2020 - 2021

NAME TINDALE-OLIVER & ASSOCIATES INC
MAILING ADDRESS 1000 N ASHLEY DR
SUITE 400
TAMPA, FL 336020000

Paid 19-0-444297
08/25/2020 30.00

BUSINESS TAX RECEIPT

HAS HEREBY PAID A PRIVILEGE TAX TO ENGAGE IN BUSINESS, PROFESSION, OR OCCUPATION SPECIFIED HEREON

DOUG BELDEN, TAX COLLECTOR
813-635-5200
THIS BECOMES A TAX RECEIPT WHEN VALIDATED.

Receipt # 1170116 | Control No. 0011626

For Period Commencing JULY 1ST, 2020 | and ending September 30, 2021

Total: 241.52 | Dated 08/27/2020 | Application No.

This Business Tax Receipt does not permit the holder to operate in violation of any City Law or Ordinance including, but not limited to, Zoning and other land use regulations. If in doubt, the holder should verify that he or she has the appropriate zoning by calling the Office of Land Development Coordination at 274-3100. This Business Tax Receipt must be conspicuously posted in place of business.

Classification	Description	Amount
107041	ENGINEER	$231.52
993000	ADMIN HANDLING FEE	$10.00

2021

CITY OF TAMPA
TAX RECEIPT
BUSINESS
TAX
DIVISION

By: WEB

Business Name and Address
TINDALE OLIVER & ASSOCIATES INC
ATTN: K SMITH
1000 N ASHLEY DR #400
TAMPA FL 33602

Business Name and Location
STEVEN A TINDALE
1000 N ASHLEY DR 400
TAMPA FL 33602-3716

Ron DeSantis, Governor

FBPE
FLORIDA BOARD OF PROFESSIONAL ENGINEERS

STATE OF FLORIDA

BOARD OF PROFESSIONAL ENGINEERS

THE PROFESSIONAL ENGINEER HEREIN IS LICENSED UNDER THE PROVISIONS OF CHAPTER 471, FLORIDA STATUTES

TINDALE, STEVEN A.
1000 NORTH ASHLEY DRIVE
SUITE 400
TAMPA FL 336020000

LICENSE NUMBER: PE16434
EXPIRATION DATE: FEBRUARY 28, 2023
Always verify licenses online at MyFloridaLicense.com

Do not alter this document in any form.

This is your license. It is unlawful for anyone other than the licensee to use this document.

American Institute of Certified Planners
declares

Steven A. Tindale

A Member of the College of Fellows of AICP

In recognition of exemplary leadership, high standards, outstanding achievements, and distinguished contributions to the advancement of the art and science of the planning profession.

James M. Drinan, JD
Chief Executive Officer

Glenn E. Larson, AICP
AICP President

APA
AICP
The American Planning Association's Professional Institute
American Institute of Certified Planners
Making Great Communities Happen

The American Institute of Certified Planners

The Professional Institute of the American Planning Association

hereby qualifies

A. Nilgun Kamp

as a member
with all the benefits
of a Certified Planner and
responsibility to the
AICP Code of Ethics
and Professional Conduct.

Certified Planner Number: 019238

October 1, 2004

PRESIDENT

EXECUTIVE DIRECTOR

This certificate hereby qualifies

Steven B. Infanti, AICP

as a member with all the benefits of a Certified Planner
and a commitment to the AICP Code of Ethics and Professional Conduct.

Certified Planner Number 022648

Paul Farmer, FAICP
Executive Director and CEO

Graham Billingsley, AICP
President

This certificate hereby qualifies

Patrick Dougherty, AICP

as a member with all the benefits of a Certified Planner and a commitment to the AICP Code of Ethics and Professional Conduct.

Certified Planner Number: 31949

Joel Albizo, FASAE, CAE
Chief Executive Officer
American Planning Association

Deborah Lawlor, FAICP, PP
AICP President
American Institute of Certified Planners

AICP
American Institute
of Certified Planners
Creating Great Communities for All

APA
AICP
The American Planning Association's Professional Institute
American Institute of Certified Planners
Making Great Communities Happen

South Carolina Bar **MEMBERSHIP CARD**

Edward Tyson Smith, Jr.

STATUS: Regular

BAR #: 77142

This card is evidence of membership status at the time of issuance. To verify membership status at any time call the South Carolina Bar at (803) 799-6653, option 6.

Client#: 1048400 TINDAOLI1

ACORD™ CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY) 04/21/2021

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer any rights to the certificate holder in lieu of such endorsement(s).

PRODUCER	CONTACT NAME:	
USI Insurance Services, LLC 2502 N Rocky Point Drive Suite 400 Tampa, FL 33607	PHONE (A/C, No, Ext): 813 321-7500	FAX (A/C, No):
	E-MAIL ADDRESS:	
	INSURER(S) AFFORDING COVERAGE	NAIC #
	INSURER A : Travelers Property Cas. Co. of America	25674
INSURED Tindale-Oliver & Associates, Inc. 1000 N Ashley Dr., Suite 400 Tampa, FL 33602	INSURER B : National Union Fire Ins Pittsburgh, PA	19445
	INSURER C : Phoenix Insurance Company	25623
	INSURER D : XL Specialty Insurance Company	37885
	INSURER E : Travelers Indemnity Company of CT	25682
	INSURER F :	

COVERAGES CERTIFICATE NUMBER: REVISION NUMBER:

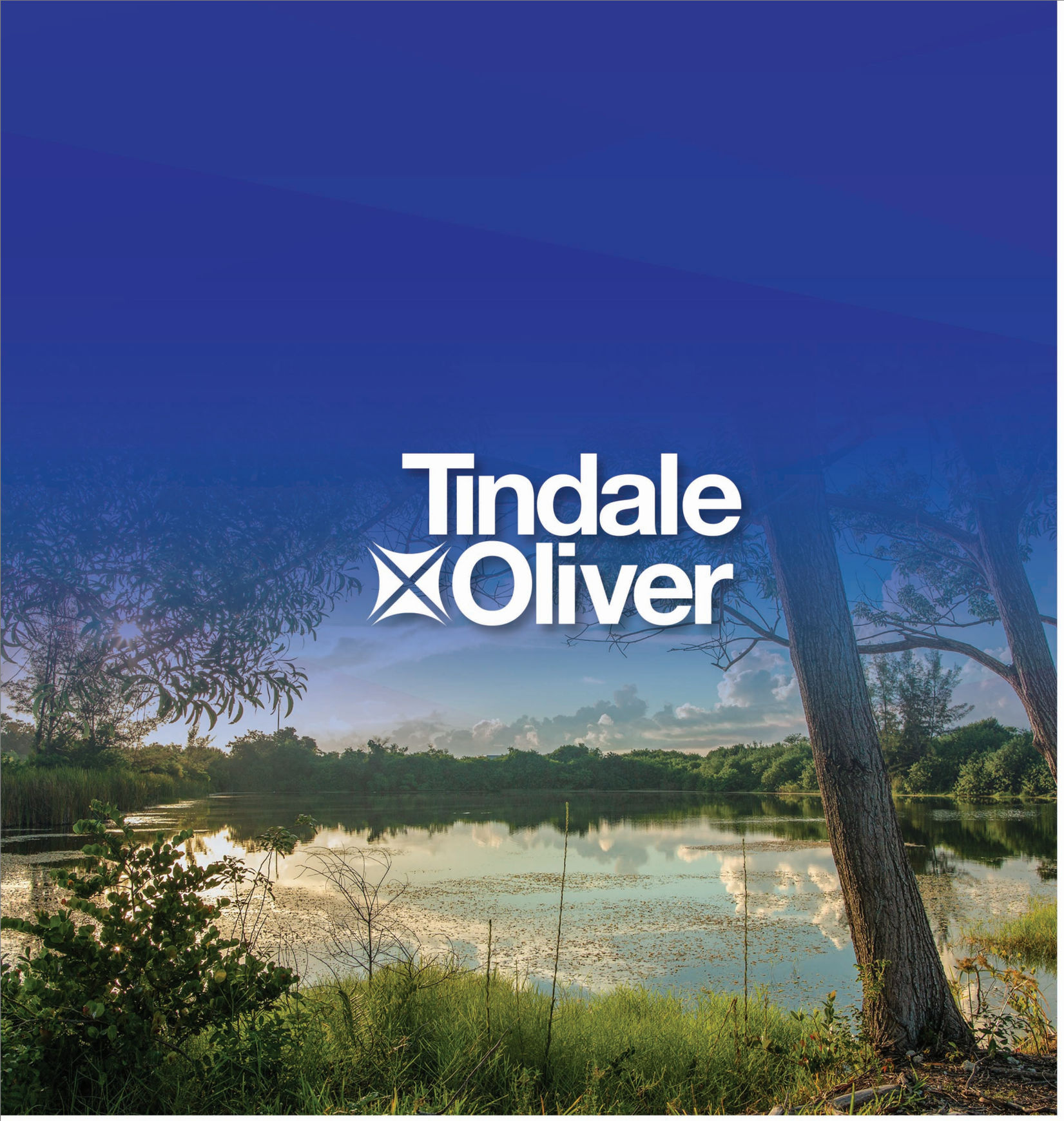
THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSR	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X COMMERCIAL GENERAL LIABILITY CLAIMS-MADE X OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: POLICY X PRO-JECT LOC OTHER:	X	X	6807H273337	02/24/2021	02/24/2022	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG	$1,000,000 $1,000,000 $10,000 $1,000,000 $2,000,000 $2,000,000
E	AUTOMOBILE LIABILITY ANY AUTO OWNED AUTOS ONLY X HIRED AUTOS ONLY SCHEDULED AUTOS X NON-OWNED AUTOS ONLY	X	X	BA4R266265	02/24/2021	02/24/2022	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)	$1,000,000 $ $ $
B	X UMBRELLA LIAB X OCCUR EXCESS LIAB CLAIMS-MADE DED X RETENTION $0	X	X	EBU086445539	02/24/2021	02/24/2022	EACH OCCURRENCE AGGREGATE	$9,000,000 $9,000,000
C	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? Y / N (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	N / A	X	UB9M947350	02/24/2021	02/24/2022	X PER STATUTE OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	 $1,000,000 $1,000,000 $1,000,000
D	Professional Liability			DPR9976610	04/20/2021	04/20/2022	$5,000,000 per claim $5,000,000 annl aggr.	

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

Professional Liability coverage is written on a claims-made basis.

CERTIFICATE HOLDER	CANCELLATION
FOR PROPOSAL PURPOSES	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE



wwww.tindaleoliver.com

City of Hallandale Beach

Impact Fee Study

FINAL Report
November 30, 2020
(Based on data collected in 2017 & 2018)

Prepared for:

City of Hallandale Beach
400 South Federal Highway
Hallandale Beach, FL 33009

Prepared by:
Tindale Oliver
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City of Hallandale Beach
Impact Fee Study

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I. Introduction

The City of Hallandale Beach is experiencing growth with a projected population increase of 15 percent through 2045. To address the need for additional facilities due to new growth and to continue to provide high quality service to its residents, the City is interested in developing impact fees in the following service areas:

- Fire Rescue
- Law Enforcement
- Parks and Recreation
- Multi-Modal Transportation

The City retained Tindale Oliver to prepare a technical study that would document current cost, credit, and demand components associated with providing capital facilities mentioned previously along with resulting fee schedules. It should be noted that figures calculated in this study are based on data collected and analysis completed in 2017 and 2018 and represent the technically defensible level of impact fees that the City could charge; however, the City Commission may choose to discount the fees as a policy decision.

Methodology

In developing the City'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 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 existing deficiencies cannot be corrected with impact fee revenues. As such, the City 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 the new development toward any capacity expansion projects through other revenue sources. Contributions used to calculate the credit component include estimates of future non-impact fee revenues generated by the new development that will be used toward capacity expansion projects. In other words, case law requires that the new development should not be charged twice for the same service.

Finally, 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 with the exception of transportation. In the case of multi-modal transportation, person-miles of travel is used.

Legal Overview

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

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

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

- **HB 227 in 2009:** The Florida legislation statutorily clarified that in any action challenging an impact fee, the government has the burden of proving by a preponderance of the evidence that the imposition or amount of the fee meets the requirements of state legal precedent or the Impact Fee Act and that the court may not use a deferential standard.
- **SB 360 in 2009:** Allowed fees to be decreased without the 90-day notice period required to increase the fees and purported to change the standard of legal review associated with impact fees. SB 360 also required the Florida Department of Community Affairs (now the

Department of 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% 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 3180(5)(f), Florida Statutes, including:

    1. Adoption of long-term strategies to facilitate development patterns that support multi-modal solutions, including urban design, and appropriate land use mixes, including intensity and density.
    2. Adoption of an area-wide level of service not dependent on any single road segment function.
    3. Exempting or discounting impacts of locally desired development, such as development in urban areas, redevelopment, job creation, and mixed use on the transportation system.
    4. Assigning secondary priority to vehicle mobility and primary priority to ensuring a safe, comfortable, and attractive pedestrian environment, with convenient interconnection to transit.
    5. Establishing multi-modal level of service standards that rely primarily on non-vehicular modes of transportation where existing or planned community design will provide adequate level of mobility.
    6. Reducing impact fees or local access fees to promote development within urban areas, multi-modal transportation districts, and a balance of mixed-use development in certain areas or districts, or for affordable or workforce housing.

    Also, under HB 319, a mobility fee funding system expressly must comply with the dual rational nexus test applicable to traditional impact fees. Furthermore, any mobility fee revenues collected must be used to implement the local government's plan, which 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 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.

The following paragraphs provide further detail on the generally applicable legal standards related to impact fees.

<u>Impact Fee Definition</u>

- An impact fee is a one-time capital charge levied against new development.
- An impact fee is designed to cover the portion of the capital costs of infrastructure capacity consumed by new development.
- The 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 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. The technical report also documents the methodology components for each of the impact fee areas in the following sections, including an evaluation of the inventory, service area, level of service (LOS), cost, credit, and demand components. As mentioned previously, **information supporting this analysis was obtained primarily in 2017 and 2018, from the City and other sources, as indicated**.

II. Fire Rescue Impact Fee

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

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

These elements are summarized in the remainder of this section.

It is important to understand the differences between fire rescue impact fees and fire assessments. While impact fees are a one-time charge to new development to fund new/additional capital infrastructure, fire assessments are typically used for annual recurring operational and capital expenses and collected from all residents. Fire assessments are levied based on the benefit received by property, such as fire protection of property, rather than the value of the property such as ad valorem taxes. Impact fees are charged based on new development's potential need/use of the fire/EMS infrastructure.

In 2019, the City entered into a contractual agreement with the Broward Sheriff's Office (BSO) for the BSO to provide emergency medical, fire protection and fire prevention services in Hallandale Beach. This agreement covers mostly operational expenses. The ownership of fire stations and primary vehicles remain with the City while some of the equipment is transferred to the BSO. The inventory used in the impact fee calculations represents capital assets that are continued to be owned by the City.

Facility Inventory

The City of Hallandale Beach's Fire Rescue Department provides fire rescue services from 3 stations that are owned by the City. In total, the City's fire rescue facilities include 39,600 square feet of station space and 2.5 acres of land associated with fire rescue related services.

Table II-1 presents the fire rescue building and land inventory owned by City. The building value estimates are based on the recent reconstruction and expansion of Station 7, insurance values of the existing fire facilities, and information from other Florida jurisdictions. This review resulted in an estimated building value of $325 per square foot for fire rescue stations.

The land value per acre estimates are based on land values of the existing facilities and vacant land sales and values of parcels with similar characteristics to that of the existing facilities. This analysis resulted in an estimated value of $500,000 per acre.

As presented, the total building and land value associated with fire rescue facilities amounts to $14.1 million, of which $12.9 million is for buildings and the remaining $1.3 million is land. A more detailed explanation of building and land value estimates is included in Appendix B.

Table II-1

Fire Rescue Land & Buildings Inventory

Facility[1]	Address[1]	# of Bays[1]	Year Built/ Acquired[1]	Fire Rescue Related Square Footage[1]	Fire Rescue Related Acres[1]	Building Value[2]	Land Value[3]	Total Building and Land Value[4]
Station 7	111 Foster Rd, HB, FL 33009	4	2018	25,000	1.40	$8,125,000	$700,000	$8,825,000
Station 60[5]	2801 E Hallandale Beach Blvd HB, FL 33009	2	2006	11,348	0.36	$3,688,100	$180,000	$3,868,100
Station 90[6]	101 Three Islands Boulevard, HB, FL 33009	1	1990	3,247	0.77	$1,055,275	$385,000	$1,440,275
Total				**39,595**	**2.53**	**$12,868,375**	**$1,265,000**	**$14,133,375**
Building Value per Square Foot[7]						**$325**	-	-
Land Value per Acre[8]							**$500,000**	-

1) Source: City of Hallandale Beach and Broward County Property Appraiser
2) Square footage multiplied by the estimated building value per square foot (Item 7)
3) Fire rescue related acres multiplied by the land value per acre (Item 8)
4) Sum of building value (Item 2) and land value (Item 3)
5) Square footage and acreage figures shown represent the fire rescue portion (60%) of the parcel's square footage and acreage.
6) Acreage shown is associated with the fire station. The parcel's remaining 0.62 acres is included as part of the park's inventory associated with the City Marina.
7) Total building value (Item 2) divided by total fire rescue related square footage
8) Source: Appendix B

In addition to land and buildings, Hallandale Beach's Fire Rescue Department capital assets include the necessary vehicles to perform its services. As presented in Table II-2, the total value of vehicles is approximately $4.4 million.

Table II-2
Vehicle Value

Description[1]	Total Units[1]	Unit Value[2]	Total Value[1]
Vehicles			
Ambulance	5	$326,800	$1,634,000
Fire Truck, Aerial	1	$899,700	$899,700
Fire Truck, Pumper	3	$620,000	$1,860,000
Total Vehicle Value			**$4,393,700**

1) Source: City of Hallandale Beach
2) Total value divided by total units

Service Area and Population

The City of Hallandale Beach Fire Rescue Department provides fire rescue services throughout all of Hallandale Beach. As such, the proper benefit district is the entire city. In this technical study, the current 2018 weighted and functional population estimates are used. Because simply using weighted (permanent, plus weighted seasonal) population estimates does not fully address all of the benefactors of fire rescue 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 city throughout the day and calculates the presence of population at different land uses during the day. Appendix A provides further detail on the population analysis conducted.

Level of Service

Although fire departments measure level of service (LOS) in terms of response time, for impact fee calculation purposes, the LOS is measured in terms of stations per 1,000 population. As shown in Table II-3, the City of Hallandale Beach has 1 fire station per 14,640 weighted seasonal residents or 0.068 stations per 1,000 residents.

As mentioned previously, the LOS needs to be measured using the functional population to capture all residents, workers, and visitors that benefit from fire rescue services. In terms of functional population, the City's LOS is calculated at 0.074 stations per 1,000 functional residents.

Table II-3

Level of Service (2018)

Calculation Step	Year 2018	
	Weighted Seasonal Population	Functional Population
Population[(1)]	43,925	40,776
Number of Stations[(2)]	3	3
Population per Station[(3)]	14,642	13,592
LOS (Stations per 1,000 Population)[(4)]	**0.068**	**0.074**

1) Source: Appendix A, Table A-1 for weighted seasonal population and Appendix A, Table A-7 for functional population
2) Source: Table II-1
3) Population (Item 1) divided by the number of stations (Item 2)
4) Number of stations (Item 2) divided by the population (Item 1) multiplied by 1,000

Table II-4 presents a comparison of the City of Hallandale Beach's LOS to that of other Florida municipalities that are near the City or of similar size in population. The LOS comparison is based on permanent population for 2017, as this is the most recent population data available for all jurisdictions at the time of this study. As presented, Hallandale Beach has the second highest LOS when compared to nearby or similar sized population jurisdictions.

Table II-4

Level of Service Comparison

Jurisdiction	Service Area Population (2017)[(1)]	Number of Stations[(2)]	Residents per Station[(3)]	LOS (Stations) per 1,000 Residents)[(4)]
City of Miramar	136,246	5	27,249	0.037
City of Pembroke Pines	163,103	6	27,184	0.037
City of Hollywood	147,212	6	24,535	0.041
City of Margate and Coconut Creek[(5)]	115,356	5	23,071	0.043
City of North Lauderdale	44,408	2	22,204	0.045
City of Oakland Park	44,409	3	14,803	0.068
City of Hallandale Beach	**38,746**	**3**	**12,915**	**0.077**
City of Parkland	31,476	3	10,492	0.095

1) Source: Bureau of Economic and Business Research (BEBR), University of Florida, April 1, 2017 Final Population Estimates
2) Source: Discussions with and review of each of the jurisdiction's fire departments and website
3) Service area population (Item 1) divided by the number of stations (Item 2)
4) Number of stations (Item 2) divided by the service area population (Item 1) divided by 1,000
5) Source: City of Margate-Coconut Creek Fire Rescue Department. The Department is a consolidated fire rescue department that provides services to both cities and the population shown is the sum of the two cities.

Cost Component

Table II-5 summarizes the total current asset value of land, buildings, and equipment for fire rescue services, including:

- $12.9 million for buildings;
- $1.3 for land; and
- $4.4 million for vehicles, for a total asset value of $18.5 million.

Table II-5 also presents the total impact cost per functional resident for fire rescue services in the City of Hallandale Beach. This cost figure is calculated by multiplying the total cost per station by the level of service and dividing by 1,000. As shown, this calculation amounts to a total impact cost of $457 per resident.

Table II-5

Total Impact Cost

Variable	Figure	Percent of Total Value[9]
Building Value[1]	$12,868,375	69%
Land Value[2]	$1,265,000	7%
Vehicle Value[3]	$4,393,700	24%
Total Asset Value[4]	**$18,527,075**	**100%**
Number of Stations[5]	3	
Cost per Station[6]	**$6,175,692**	
LOS (Stations/1,000 Functional Residents)[7]	0.074	
Total Impact Cost per Functional Resident[8]	**$457.00**	

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 and equipment value (Item 3)
5) Source: Table II-1
6) Total asset value (Item 4) divided by the number of stations (Item 5)
7) Source: Table II-3
8) Cost per station (Item 6) multiplied by the LOS (Item 7) divided by 1,000
9) Distribution of building, land, and vehicle and equipment values

Credit Component

To avoid overcharging new development, a review of the capital financing 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 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 do not add capacity and should not be considered for impact fee credit.

Capital Expansion Expenditure Credit

To calculate the capital expansion expenditure credit per functional resident, capital expansion projects completed over the past five years were reviewed. The City recently finished constructing a new fire station which replaced and expanded the previous Station 7. The expansion portion of this project (approximately 63 percent) is subject to the capital expansion credit of the fire rescue impact fee. The cash expenditures related to the construction of this portion was $315,000 over the past five years, or $63,000 per year.

Next, the total capital expansion expenditure per functional resident is calculated by dividing the average annual expenditure of $63,000 by the average annual functional population over the past five years. This calculation results in $1.57 per functional resident and is presented in Table II-6.

Once the capital expansion credit is calculated, because the project was partially funded with ad valorem tax revenues, an adjustment is made to account for the fact that new homes tend to pay higher taxes per dwelling unit. This adjustment factor was estimated based on a comparison of the average taxable value of new homes to that of all homes. As shown, the adjusted capital expansion credit is $2.18 per resident, which is used for credit calculations of residential land uses.

Table II-6

Fire Rescue Capital Expansion Credit

Description[1]	Funding Source	Total (2013-2017)
New Fire Station 7	General Fund	$315,000
Total Capital Expansion Expenditures		**$315,000**
Average Annual Capital Expansion Expenditure[2]		$63,000
Average Annual Functional Population (2013-2017)[3]		40,155
Total Capital Expansion Expenditure per Functional Resident[4]		**$1.57**
- Portion Funded with Ad Valorem Tax Revenue[5]		$0.61
- Portion Funded with Other Sources[6]		$0.96
Credit Adjustment Factor for Residential Land Uses[7]		2.00
Residential Land Uses - Adjusted Capital Improvement Credit per Functional Resident[8]		$1.22
Residential Land Uses - Total Capital Improvement Credit per Functional Resident[9]		**$2.18**

1) Source: City of Hallandale Beach
2) Average annual capital expenditures over the five-year period
3) Source: Appendix A, Table A-7
4) Average annual capital expansion expenditures (Item 2) divided by the average annual functional population (Item 3)
5) Portion of total capital expansion expenditures funded by ad valorem tax revenue. Figure represents approximately 39 percent of total expenditures repaid with general fund dollars.
6) Total capital expansion expenditure 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 per functional resident (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 debt service issues related to the expansion of fire rescue facilities, vehicles, and equipment also will result in a credit to the impact fee. Currently, the City of Hallandale Beach is paying for debt service on a bond used to fund the construction of the new Fire Station 7.

To calculate the credit of the outstanding loan, the present value of the total remaining payments is divided by the average annual functional population estimated over the remaining life of the bond issue. Additionally, similar to the capital expansion credit, only 63 percent of the total present value of remaining payments is used in the debt service credit calculation as it represents the portion of the project that is expansionary. As presented in Table II-7, the resulting credit is $113 per resident.

Similar to the capital expansion credit, the portion of the bond that is being repaid with ad valorem tax revenues is adjusted to account for the fact that new homes tend to pay more in property taxes. As presented, the adjusted debt service credit is $158 per resident, which is used for credit calculations of residential land uses.

Table II-7

Fire Rescue Debt Service Credit

Description[1]	Funding Source[1]	Number of Remaining Payments[1]	Present Value of Payments Remaining[1]	Avg Annual FN. Population During Remaining Issue Period[2]	Credit per Resident[3]
Series 2016, Fire Station 7	General Fund	18	$4,896,697	43,167	$113.44
Total Debt Service Credit					**$113.44**
- Portion Funded with Ad Valorem Tax Revenue[4]					$44.24
- Portion Funded with Other Sources[5]					$69.20
Credit Adjustment Factor for Residential Land Uses[6]					2.00
Residential Land Uses - Adjusted Debt Service Credit per Functional Resident[7]					$88.48
Residential Land Uses - Total Debt Service Credit per Functional Resident[8]					**$157.68**

1) Source: City of Hallandale Beach. The total present value of remaining payments is adjusted for the portion of the fire station that is expansion (approximately 63 percent of the total square footage is new).
2) Source: Appendix A, Table A-7. Represents the average annual functional population of the remaining issue period.
3) Present value of payments remaining (Item 1) divided by the average annual functional population (Item 2)
4) Portion of total debt service credit per functional resident funded by ad valorem tax revenue. Figure represents approximately 39 percent of total expenditures repaid with general fund dollars.
5) Total debt service credit per resident (Item 3) less portion funded with ad valorem tax revenue (Item 4)
6) Adjustment factor to reflect higher ad valorem taxes paid by new homes
7) Portion funded with ad valorem tax revenue per functional resident (Item 4) multiplied by the credit adjustment factor (Item 6)
8) Sum of the adjusted debt service credit per functional resident (Item 7) and the portion funded with other sources (Item 5)

Net Fire Rescue Impact Cost

Table II-8 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 $261 per resident for residential land uses and $316 per resident for non-residential land uses.

Table II-8

Net Fire Rescue Impact Cost

Impact Cost / Credit Element	Per Functional Resident
Impact Cost per Resident	
Total Impact Cost[1]	**$457.00**
Revenue Credit per Resident	
Average Annual Capital Improvement Credit[2]:	
- Residential Land Uses	$2.18
- Non-residential Land Uses	$1.57
Capitalization Rate	3.00%
Capitalization Period (in years)	25
Total Capital Improvement Credit[3]	
- Residential Land Uses	$37.96
- Non-residential Land Uses	$27.34
Debt Service Credit[4]:	
- Residential Land Uses	$157.68
- Non-residential Land Uses	$113.44
Total Revenue Credit[5]:	
- Residential Land Uses	$195.64
- Non-residential Land Uses	$140.78
Net Impact Cost per Resident	
Net Impact Cost[6]:	
- Residential Land Uses	**$261.36**
- Non-residential Land Uses	**$316.22**

1) Source: Table II-5
2) Source: Table II-6
3) Average annual capital improvement credit (Item 2) for a capitalization rate of 3.00% over 25 years
4) Source: Table II-7
5) Sum of total capital improvement credit (Item 3) and the debt service credit (Item 4)
6) Total impact cost (Item 1) less total revenue credit (Item 5)

Calculated Fire Rescue Impact Fee

Table II-9 presents the calculated fire rescue impact fee schedule developed for the City of Hallandale Beach for both residential and non-residential land uses, based on the net impact cost per functional resident previously shown in Table II-8.

Fire Rescue Impact Fee Comparison

As part of the work effort in developing the City of Hallandale Beach's fire rescue impact fee schedule, the City's calculated impact fee schedule was compared to the adopted fee schedule of those in similar or nearby jurisdictions. Table II-10 presents this comparison.

Table II-9

Calculated Fire Rescue Impact Fee Schedule

LUC	Land Use	Impact Unit	Functional Population Coefficient[(1)]	Net Impact Fee per Unit[(2)]
Residential:				
210	Single Family (detached):			
	- Less than 1,500 sf	du	1.86	**$486**
	- 1,500 to 2,499 sf	du	2.09	**$546**
	- 2,500 sf or greater	du	2.34	**$612**
220/221 222/240	Multi-Family/Mobile Home:			
	- Duplex	du	1.54	**$402**
	- Multi-Family (3 to 9 units)/Townhouse/Mobile Home	du	1.20	**$314**
	- Multi-Family (10 or more units)	du	0.75	**$196**
Transient, Assisted, Group:				
320	Hotel/Motel	room	0.78	**$247**
253	Congregate Care Facility	du	0.84	**$266**
254	Assisted Living	bed	0.93	**$294**
620	Nursing Home	bed	1.09	**$345**
Recreational:				
416	Campground/RV Park	site	0.49	**$155**
420	Marina	boat berth	0.16	**$51**
430	Golf Course	hole	0.90	**$285**
444	Movie Theater	screen	6.22	**$1,967**
492	Health/Fitness Club	1,000 sf	2.88	**$911**
Institutions:				
520	Elementary School (Private)	student	0.08	**$25**
522	Middle/Junior High School (Private)	student	0.09	**$28**
530	High School (Private)	student	0.09	**$28**
540	University/Junior College (7,500 or fewer students) (Private)	student	0.10	**$32**
550	University/Junior College (more than 7,500 students) (Private)	student	0.08	**$25**
560	Church	1,000 sf	0.38	**$120**
565	Day Care Center	1,000 sf	0.81	**$256**
610	Hospital	1,000 sf	1.29	**$408**
630	Clinic	1,000 sf	1.82	**$576**
Office & Financial:				
710	Office Building	1,000 sf	0.87	**$275**
Retail:				
820	Shopping Center/Retail	1,000 sfgla	1.51	**$477**
840/841	New/Used Auto Sales	1,000 sf	1.58	**$500**
862	Home Improvement Superstore	1,000 sf	1.95	**$617**
880/881	Pharmacy with & without Drive-Through Window	1,000 sf	1.87	**$591**
890	Furniture Store	1,000 sf	0.32	**$101**
912	Drive-In Bank	1,000 sf	1.50	**$474**
931	Restaurant, non-Fast Food	1,000 sf	5.33	**$1,685**
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	9.10	**$2,878**
942	Automobile Care Center	1,000 sf	1.68	**$531**
944	Gas Station w/Convenience Market <2,000 sq ft	fuel pos.	1.47	**$465**
945	Gas Station w/Convenience Market 2,000-2,999 sq ft	fuel pos.	1.80	**$569**
960	Gas Station w/Convenience Market 3,000+ sq ft	fuel pos.	2.04	**$645**
947	Self-Service Car Wash	service bay	0.97	**$307**
Industrial:				
110	Light Industrial	1,000 sf	0.48	**$152**
140	Manufacturing	1,000 sf	0.45	**$142**
151	Mini-Warehouse/Warehouse	1,000 sf	0.04	**$13**

1) Source: Appendix A, Table A-8 for residential land uses and Appendix A, Table A-9 for non-residential land uses
2) Source: Net impact cost per functional resident from Table II-8 multiplied by the functional population coefficient for each land use

Table II-10

Fire Rescue Impact Fee Schedule Comparison

Land Use	Unit[2]	Hallandale Beach Calculated[3]	Coconut Creek[4]	Cooper City[5]	Dania Beach[6]	Margate[7]	Miramar[8]	Oakland Park[9]	Parkland[10]	Pembroke Park[11]
Date of Last Update		2018	2005	1990	2005	1993	2016	N/A	2010	N/A
Adoption Percentage[1]		N/A	100%	100%	100%	N/A	77%	N/A	N/A	N/A
Residential:										
Single Family (2,000 sf)	du	$546	$586	$91	$778	$415	$442	$150	$462	$178
Multi-Family (1,300 sf)	du	$314	$381	$91	$506	$415	$442	$150	$273	$178
Non-Residential:										
Light Industrial	1,000 sf	$152	$293	$37	$389	$823	$440	$980/acre	$410	$0.01/ cubic ft.
Office (50,000 sq. ft.)	1,000 sf	$275	$293	$37	$389	$823	$440	$980/acre	$930	$0.01/ cubic ft.
Retail (125,000 sq. ft.)	1,000 sf	$477	$293	$37	$389	$823	$440	$980/acre	$1,500	$0.01/ cubic ft.
Bank w/Drive-Thru	1,000 sf	$474	$293	$37	$389	$823	$440	$980/acre	$1,930	$0.01/ cubic ft.
Fast Food w/Drive-Thru	1,000 sf	$2,878	$293	$37	$389	$823	$440	$980/acre	$1,930	$0.01/ cubic ft.

1) Represents the portion of the maximum calculated fee for each respective jurisdiction that was adopted. Fees may have been lowered/increased through annual indexing or policy discounts. Does not account for moratorium/suspensions.
2) du = dwelling unit
3) Source: Table II-9. Multi-family (3 to 9 units) shown for the multi-family category.
4) Source: City of Coconut Creek Sustainable Development Department. Fees shown include a 3 percent administrative fee.
5) Source: City of Cooper City Growth and Management Department. Public safety impact fee shown and includes both fire and police services.
6) Source: City of Dania Beach Community Development Department.
7) Source: City of Margate Economic Development Department
8) Source: City of Miramar Community and Economic Development Department
9) Source: City of Oakland Park. Assessment for public safety west of interstate 95 is shown.
10) Source: City of Parkland, Building Division. Fees are indexed annually based on the Engineering News-Record (ENR) Construction Cost Index.
11) Source: Town of Pembroke Parks Public Works Department

III. Law Enforcement Impact Fee

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

- Facility Inventory
- Service Area and Population
- Level of Service
- Cost Component
- Credit Component
- Net Law Enforcement Impact Cost
- Calculated Law Enforcement Impact Fee Schedule
- Law Enforcement Impact Fee Schedule Comparison

These elements are summarized in the remainder of this section.

Facility Inventory

The City of Hallandale Beach provides its law enforcement related services from the City's police station which is co-located with the City Hall. The building space associated with the police station is 16,900 square feet. The ratio of building area suggests that 1.5 acres of the total acreage is associated with the station. Table III-1 presents this information.

The building value estimate is based on insurance values of the existing facility and information from other Florida jurisdictions. This review resulted in an estimated building value per square foot of $200. The land value estimate is based on land value of the existing facility and vacant land sales and values of parcels with similar characteristics. This analysis resulted in an estimated land value per acre of $500,000. Using these cost estimates results in total building and land value of $4.1 million.

A more detailed explanation of building and land value estimates is included in Appendix B.

Table III-1

Law Enforcement Buildings and Land Inventory

Facility[1]	Address[1]	Year Built/ Acquired[1]	Law Enforcement Related Square Footage[1]	Law Enforcement Related Acres[1]	Building Value[2]	Land Value[3]	Total Building and Land Value[4]
Police Station at City Hall[5]	400 S. Federal Hwy, HB, FL 33009	1994	16,926	1.48	$3,385,200	$740,000	$4,125,200
Building Value per Square Foot[6]					**$200**	-	-
Land Value per Acre[7]						**$500,000**	-

1) Source: City of Hallandale Beach Police Department and Broward County Property Appraiser (BCPA)
2) Square footage multiplied by the building value per square foot (Item 6)
3) Law enforcement related acres multiplied by the land value per acre (Item 7)
4) Sum of building value (Item 2) and land value (Item 3)
5) Square footage and acreage figures shown represent the portion associated with law enforcement related services, approximately 22% of the parcel's total square footage and acreage
6) Source: Appendix B
7) Source: Appendix B

In addition to the land and buildings inventory, the City of Hallandale Beach's Police Department also has vehicles and equipment necessary to perform its law enforcement duties. Table III-2 summarizes the equipment and vehicle inventory. As shown, the total value associated with vehicles and equipment amounts to $5.8 million. To determine the total value, the average cost to outfit an officer of $44,500 was multiplied by the total number of sworn officers and added to the total value of additional vehicles and equipment not included in the cost to outfit an officer.

Table III-2

Vehicle and Equipment Value

Item	Count[1]	Value per Officer[2]	Total Value[3]
Number of Sworn Officers (2017)	109		
Average Cost of Field Personnel			
Total Vehicle Cost per Officer		$31,450	$3,428,050
Total Uniform/Equipment Cost per Officer		$13,072	$1,424,848
Total Cost of Field Personnel		**$44,522**	**$4,852,898**
Additional Vehicle and Equipment Value [4]			
Vehicle Value			**$910,318**
Equipment Value			**$36,200**
Total Vehicle and Equipment Value[5]			**$5,799,416**

1) Source: City of Hallandale Beach Police Department
2) Source: City of Hallandale Beach Police Department
3) Count of sworn officers (Item 1) multiplied by the value per officer (Item 2)
4) Source: City of Hallandale Beach Police Department. Figures shown represent the total value of equipment and vehicles that are not included in the cost to outfit an officer.
5) Sum of the total cost of field personnel and the additional vehicle and equipment value (Item 4)

Service Area and Population

The City of Hallandale Beach Police Department provides law enforcement services throughout Hallandale Beach. As such, the proper benefit district is the entire city. In this technical study, the current 2018 weighted and functional population estimates are used. Because simply using weighted (permanent plus weighted seasonal) population estimates does not fully address all of the benefactors of 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 city throughout the day and calculates the presence of population at different land uses during the day. Appendix A provides further explanation of the population analysis conducted.

Level of Service

Based on sworn officer counts provided by the City of Hallandale Beach, as well as, population estimates produced in Appendix A, the 2018 level of service (LOS) is 2.48 sworn officers per 1,000 weighted seasonal residents. Table III-3 presents the calculation of the existing LOS.

While the 2018 LOS is 2.48 sworn officers per 1,000 weighted residents, in order to calculate the law enforcement impact fee, the LOS needs to be calculated in terms of sworn officers per 1,000 functional residents. As shown in Table III-3, the current LOS of law enforcement services is 2.67 sworn officers per 1,000 functional residents, which is used in the calculation of the law enforcement impact fee.

Table III-3
Level of Service (2018)

Calculation Step	Year 2018	
	Weighted Seasonal Population	Functional Population
Population[(1)]	43,925	40,776
Number of Sworn Officers (2017)[(2)]	109	109
Residents per Officer[(3)]	403	374
LOS (Officers per 1,000 Residents)[(4)]	**2.48**	**2.67**

1) Source: Appendix A, Table A-1 for weighted seasonal population and Appendix A, Table A-7 for functional population
2) Source: Table III-2
3) Population (Item 1) divided by number of officers (Item 2)
4) Number of officers (Item 2) divided by the population (Item 1) and multiplied by 1,000

Table III-4 presents a comparison of the City of Hallandale Beach's LOS to that of other Florida municipalities that are nearby or possess similar population levels. The LOS comparison is based on the permanent population for 2016, as this is the most recent population and officer count data available for all jurisdictions at the time of this study. For consistency purposes, all data was retrieved from the Florida Department of Law Enforcement (FDLE) Criminal Justice Agency Profile Report. As reported by the FDLE, the City of Hallandale Beach has the highest LOS among the communities reviewed.

Table III-4

Level of Service Comparison

Jurisdiction	Service Area Population (2016)[1]	Number of Sworn Officers[1]	LOS (Officers per 1,000 Residents)[2]
City of Miramar	134,037	203	1.52
City of Pembroke Pines	161,799	246	1.52
City of Coconut Creek	57,116	95	1.66
City of Margate	57,226	107	1.87
City of Aventura	37,611	78	2.07
City of Hollywood	146,155	308	2.11
City of Hallandale Beach	**38,621**	**102**	**2.64**

1) Source: FDLE Criminal Justice Agency Profile Report; PD Ratios, 2016. Population figures are consistent with BEBR 2016.
2) Source: FDLE Criminal Justice Agency Profile Report; PD Ratios, 2016.
3) Permanent population (Item 1) divided by the number of officers (Item 2) and multiplied by 1,000

Cost Component

The cost component of the law enforcement impact fee evaluates the cost of capital items, including buildings, land, and vehicles and equipment. Table III-5 presents this summary of all capital costs, which amounts to approximately $9.9 million or $91,000 per sworn officer.

In addition, Table III-5 also presents the cost per functional resident used in the impact fee analysis. This cost was calculated as the total capital cost of approximately $91,000 per officer multiplied by the LOS of 2.67 officers per 1,000 functional residents divided by 1,000. As shown, the total impact cost is $243 per resident.

Table III-5

Unit Cost per Functional Resident

Variable	Cost	Percent of Total Value[8]
Building Value[1]	$3,385,200	34%
Land Value[1]	$740,000	8%
Vehicle and Equipment Value[2]	$5,799,416	58%
Total Asset Value[3]	**$9,924,616**	**100.0%**
Number of Sworn Officers[4]	109	
Total Asset Value per Officer[5]	**$91,052**	
Level-of-Service (Officers/1,000 Func. Residents)[6]	2.67	
Total Impact Cost per Functional Resident[7]	**$243.11**	

1) Source: Table III-1
2) Source: Table III-2
3) Sum of building, land, and vehicle and equipment value (Items 1 and 2)
4) Source: Table III-2
5) Total asset value (Item 3) divided by the number of police officers (Item 4)
6) Source: Table III-3
7) Total asset value per officer (Item 5) multiplied by the LOS (Item 6) divided by 1,000
8) Distribution of building, land, and vehicle/equipment values as part of the total asset value

Credit Component

To avoid overcharging new development, 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 is being used for facility (building, land, vehicles and equipment) expansion of the law enforcement program. It should be noted that 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 Expenditure Credit

To calculate the capital expansion expenditure credit per functional resident, the historical capital expansion projects and those programmed in the CIP were reviewed. During the time period from 2012 through 2021, the City allocated an average annual non-impact fee funding of $118,000 toward law enforcement capital facilities. The annual capital expansion expenditures for law enforcement services was divided by the average annual functional residents for the same time period. As shown, in Table III-6 the average capital expansion cost is calculated as $2.92 per resident.

Because law enforcement capacity projects were partially funded with ad valorem revenues, an adjustment was made to account for the fact that new homes tend to pay higher taxes per dwelling unit. This adjustment factor was estimated based on a comparison of the average taxable value of newer homes to that of all homes. As shown, the adjusted capital expansion credit is $3.52 per resident, which is used for credit calculations of residential land uses.

Table III-6

Law Enforcement Capital Expansion Credit

Description[1]	Funding Source	Total (FY 2012-2021)
Police Body Cameras	General Fund	$623,793
Police Body Cameras	Police Equitable Sharing Funds	$252,857
New Report Management Software System	Radio Communication Reserve account	$306,255
Total Capital Expansion Expenditures		**$1,182,905**
Average Annual Capital Expansion Expenditure[2]		$118,291
Average Annual Functional Population (2012-2021)[3]		40,535
Total Capital Expansion Expenditure per Functional Resident[4]		**$2.92**
- Portion Funded with Ad Valorem Tax Revenue[5]		$0.60
- Portion Funded with Other Sources[6]		$2.32
Credit Adjustment Factor for Residential Land Uses[7]		2.00
Residential Land Uses - Adjusted Capital Improvement Credit per Functional Resident[8]		$1.20
Residential Land Uses - Total Capital Improvement Credit per Functional Resident[9]		**$3.52**

1) Source: City of Hallandale Beach Police Department and the 2018 City Manager's Recommended Budget
2) Average annual capital expenditures over the ten-year period
3) Source: Appendix A, Table A-7
4) Average annual capital expansion expenditures (Item 2) divided by the average annual functional population (Item 3)
5) Portion of total capital expansion expenditures funded by ad valorem tax revenue. Figure represents approximately 39 percent of total expenditures repaid with general fund dollars.
6) Total capital expansion expenditure 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 per functional resident (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 Law Enforcement Impact Cost

Table III-7 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 $182 per resident for residential land uses and $192 per resident for non-residential land uses.

Table III-7
Law Enforcement Net Impact Cost

Impact Cost / Credit Element	Per Functional Resident
Impact Cost per Resident	
Total Impact Cost[1]	$243.11
Revenue Credit per Resident	
Average Annual Capital Improvement Credit[2]:	
- Residential Land Uses	$3.52
- Non-Residential Land Uses	$2.92
Capitalization Rate	3.0%
Capitalization Period (in years)	25
Total Capital Improvement Credit[3]:	
- Residential Land Uses	$61.29
- Non-Residential Land Uses	$50.85
Net Impact Cost per Resident	
Net Impact Cost[4]:	
- Residential Land Uses	**$181.82**
- Non-Residential Land Uses	**$192.26**

1) Source: Table III-5
2) Source: Table III-6
3) Average annual capital improvement credit (Item 2) for a capitalization rate of 3% over 25 years
4) Total impact cost (Item 1) less total capital improvement credit (Item 3)

Calculated Law Enforcement Impact Fee

Table III-8 presents the calculated law enforcement impact fee schedule developed for the City of Hallandale Beach for both residential and non-residential land uses, based on the net impact cost per functional resident previously presented in Table III-7.

Law Enforcement Impact Fee Comparison

As part of the work effort in developing the City of Hallandale Beach's law enforcement impact fee schedule, the City's calculated impact fee schedule was compared to the adopted fee schedule of those similar in population level or nearby jurisdictions. Table III-9 presents this comparison.

Table III-8

Calculated Law Enforcement Impact Fee Schedule

LUC	Land Use	Impact Unit	Functional Population Coefficient[1]	Net Impact Fee per Unit[2]
Residential:				
210	Single Family (detached):			
	- Less than 1,500 sf	du	1.86	**$338**
	- 1,500 to 2,499 sf	du	2.09	**$380**
	- 2,500 sf or greater	du	2.34	**$425**
220/221 222/240	Multi-Family/Mobile Home:			
	- Duplex	du	1.54	**$280**
	- Multi-Family (3 to 9 units)/Townhouse/Mobile Home	du	1.20	**$218**
	- Multi-Family (10 or more units)	du	0.75	**$136**
Transient, Assisted, Group:				
320	Hotel/Motel	room	0.78	**$150**
253	Congregate Care Facility	du	0.84	**$161**
254	Assisted Living	bed	0.93	**$179**
620	Nursing Home	bed	1.09	**$210**
Recreational:				
416	Campground/RV Park	site	0.49	**$94**
420	Marina	boat berth	0.16	**$31**
430	Golf Course	hole	0.90	**$173**
444	Movie Theater	screen	6.22	**$1,196**
492	Health/Fitness Club	1,000 sf	2.88	**$554**
Institutions:				
520	Elementary School (Private)	student	0.08	**$15**
522	Middle/Junior High School (Private)	student	0.09	**$17**
530	High School (Private)	student	0.09	**$17**
540	University/Junior College (7,500 or fewer students) (Private)	student	0.10	**$19**
550	University/Junior College (more than 7,500 students) (Private)	student	0.08	**$15**
560	Church	1,000 sf	0.38	**$73**
565	Day Care Center	1,000 sf	0.81	**$156**
610	Hospital	1,000 sf	1.29	**$248**
630	Clinic	1,000 sf	1.82	**$350**
Office & Financial:				
710	Office Building	1,000 sf	0.87	**$167**
Retail:				
820	Shopping Center/Retail	1,000 sfgla	1.51	**$290**
840/841	New/Used Auto Sales	1,000 sf	1.58	**$304**
862	Home Improvement Superstore	1,000 sf	1.95	**$375**
880/881	Pharmacy with & without Drive-Through Window	1,000 sf	1.87	**$360**
890	Furniture Store	1,000 sf	0.32	**$62**
912	Drive-In Bank	1,000 sf	1.50	**$288**
931	Restaurant, non-Fast Food	1,000 sf	5.33	**$1,025**
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	9.10	**$1,750**
942	Automobile Care Center	1,000 sf	1.68	**$323**
944	Gas Station w/Convenience Market <2,000 sq ft	fuel pos.	1.47	**$283**
945	Gas Station w/Convenience Market 2,000-2,999 sq ft	fuel pos.	1.80	**$346**
960	Gas Station w/Convenience Market 3,000+ sq ft	fuel pos.	2.04	**$392**
947	Self-Service Car Wash	service bay	0.97	**$186**
Industrial:				
110	Light Industrial	1,000 sf	0.48	**$92**
140	Manufacturing	1,000 sf	0.45	**$87**
151	Mini-Warehouse/Warehouse	1,000 sf	0.04	**$8**

1) Source: Appendix A, Table A-8 for residential land uses and Appendix A, Table A-9 for non-residential land uses
2) Source: Net impact cost per functional resident from Table III-7 multiplied by the functional population coefficient for each land use

Table III-9

Law Enforcement Impact Fee Schedule Comparison

Land Use	Unit[2]	Hallandale Beach Calculated[3]	Aventura[4]	Coconut Creek[5]	Cooper City[6]	Dania Beach[7]	Margate[8]	Miramar[9]	Oakland Park[10]	Parkland[11]
Date of Last Update		2018	1996	2005	1990	2005	1993	2016	N/A	2010
Adoption Percentage[1]		N/A	N/A	50%	100%	100%	N/A	65%	N/A	N/A
Residential:										
Single Family (2,000 sf)	du	$380	$96	$312	$91	$368	$372	$479	$150	$170
Multi-Family (1,300 sf)	du	$218	$96	$203	$91	$239	$372	$479	$150	$101
Non-Residential:										
Light Industrial	1,000 sf	$92	$140	$911	$37	$184	$994	$370	$980/acre	$160
Office (50,000 sq. ft.)	1,000 sf	$167	$140	$911	$37	$184	$994	$370	$980/acre	$360
Retail (125,000 sq. ft.)	1,000 sf	$290	$140	$648	$37	$184	$994	$370	$980/acre	$590
Bank w/Drive-Thru	1,000 sf	$288	$140	$648	$37	$184	$994	$370	$980/acre	$760
Fast Food w/Drive-Thru	1,000 sf	$1,750	$140	$648	$37	$184	$994	$370	$980/acre	$760

1) Represents the portion of the maximum calculated fee for each respective jurisdiction that was adopted. Fees may have been lowered/increased through annual indexing or policy discounts. Does not account for moratorium/suspensions.
2) du = dwelling unit
3) Source: Table III-8. Multi-family (3 to 9 units) shown for the multi-family land use category.
4) Source: City of Aventura Community Development Department. Fees were adopted by ordinance in 1996 at the amounts established by Miami-Dade County until the City adopts its own impact fee study. No changes have been made since the 1996 ordinance.
5) Source: City of Coconut Creek Sustainable Development Department. Police impact fees were adopted at 100 percent and have since been reduced to 50 percent of the fully calculated rate. Fees shown include a 3 percent administrative fee.
6) Source: City of Cooper City Growth and Management Director. Public safety impact fee shown and includes both fire and police services.
7) Source: City of Dania Beach Community Development Department.
8) Source: City of Margate Economic Development Department
9) Source: City of Miramar Community and Economic Development Department
12) Source: City of Oakland Park. Assessment for public safety west of interstate 95 is shown.
10) Source: City of Parkland, Building Division. Fees are indexed annually based on the Engineering News-Record (ENR) Construction Cost Index.

IV. Parks and Recreation Impact Fee

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

- Facility Inventory
- Service Area and Population
- Level of Service
- Cost Component
- Credit Component
- Net Parks and Recreation Impact Cost
- Calculated Parks and Recreation Impact Fee Schedule
- Parks and Recreation Impact Fee Schedule Comparison

These elements are summarized throughout this section, with the result being the proposed parks and recreation impact fee schedule for the City of Hallandale Beach.

Facility Inventory

The City of Hallandale Beach currently owns and maintains several parks located throughout the City, which are classified into three different types, including: community, neighborhood (small and large), and special. The following provides a brief description of the various park types included in the impact fee study, as defined in the Hallandale Beach City Wide Parks Master Plan, updated in February 2012.

- **Community Parks** – Are generally 15 acres or more and are designed to provide lighted athletic fields, large playgrounds, recreation centers, picnic areas and swimming pools. Parks serve a one- to three-mile radius.
- **Small Neighborhood Parks** – Are generally less than 5 acres and focus mainly on passive use, but can have limited recreational actives. Parks serve a one-quarter to one-half mile radius.
- **Large Neighborhood Parks** – Are generally 6 acres to 14 acres in size and are designed to provide neighborhood-based play fields for baseball, soccer, and football, playgrounds, courts, and picnic areas. Parks serve a one-half to one-mile radius.
- **Special Facility** – Offer unique facilities such as swimming pools, nature/interpretative center, dog parks, tennis center, etc.

Table IV-1 provides an inventory of all parks and recreation facilities that are owned by the City and included in the impact fee analysis, along with the facilities that are available at each park location. The parks and recreation inventory used as the basis for the impact fee analysis is comprised of 18 parks, including:

- 1-community park;
- 4-large neighborhood parks;
- 5-small neighborhood parks; and
- 8-special facility parks.

Service Area and Population

The City of Hallandale Beach provides parks and recreation facilities and services to all city residents. As such, the service area for the parks included in the impact fee calculations is citywide. To accurately determine demand for services, this impact fee study utilizes the City's permanent residents, which is consistent with the adopted level of service of parks, as discussed in the subsequent sub-section. Therefore, the parks and recreation impact fee analysis uses the permanent population for all population estimates and projections, unless otherwise noted. Appendix A, Table A-10 provides the permanent population estimate for 2018 and the projected permanent population through 2045 for use in the parks and recreation impact fee analysis.

Level of Service

Table IV-2 presents the parks and recreation facility adopted and the current level of service (LOS). As shown in Table IV-2, the current LOS for all city-owned and maintained parks included in the impact fee study is 2.37 acres per 1,000 permanent residents. The current LOS ranges from a low of 0.40 acres per 1,000 permanent residents for community parks to 1.28 acres per 1,000 permanent residents for specialty parks. The City's current adopted LOS standard for all park types is 4.0 acres per 1,000 permanent residents.

The inventory used for impact fee calculations includes only the active parks and excludes stand-alone waterways that are not part of active parks. The Broward County Land Use Plan, Broward Next, allows the City to include waterway acreage in determining the current level of service. When including the acreage associated with waterways that is accounted for in the LOS standard, the City's total park acreage increases to approximately 120 acres, thus increasing the level of service to over 3 acres per 1,000 permanent residents. To reflect the City's current investment in active parks and recreation facilities and ensure the impact fee is not over charging new development, the City's current achieved LOS of 2.37 acres per 1,000 residents is used in calculating the parks and recreation facilities impact fee.

Table IV-1

Hallandale Beach Parks and Recreation Facilities Inventory [1]

Park	Address	Park Type	Park Acreage	Baseball Field	Basketball Court	Boat Slip	Bocce Court	Center (sf)	Concessions (sf)	Dog Park	Field House (sf)	Fitness Trail (paved) miles of trail	Gazebo	Historic Curci House (sf)	Historic Moffit House (sf)	Historic Schoolhouse (sf)	Hyde Building (Restaurant, etc.) (sf)
Peter Bluesten Park [2]	*501 SE 1st Avenue*	*Community*	*15.61*	*2*	*2*			*3,000*	*1,500*			*0.10*	*1*				
B. F. James Park	777 NW 1st Ave	Neighborhood	2.35		2							0.22					
Ingalls Park	735 SW 1st Street	Neighborhood	4.63					2,985				0.26	1				
Joseph Scavo Park	900 Three Islands Boulevard	Neighborhood	7.00		1					2		0.29					
Oreste Blake Johnson Park	1000 NW 8th Avenue	Neighborhood	6.30					41,984			1,350	0.49					
Foster Park and Foster Park Plaza	609 NW 6th Avenue	Neighborhood	1.82					9,000				0.12	1				
Foster Plaza Park	-	Neighborhood	0.70														
Golden Isles Park	424 Layne Boulevard	Neighborhood	1.62		1		2					0.15					
Sunrise Park	800 NE 5th Street	Neighborhood	2.28									0.07					
Sunset Park	814 SW 6th Avenue	Neighborhood	0.47									0.07					
City Marina [3]	101 Three Islands Blvd	Special	0.62			30							1				
Chaves Lake Park	NW 8 Avenue	Special	36.92														
Cultural Community Center	410 SE 3rd Street	Special	1.95					10,600									
Golden Isles Tennis Complex	500 Egret Drive	Special	4.80														
Historic Hallandale School House	648 NW 2nd Street	Special	0.33													1,100	
Historic Village	318/324 SW 2nd Avenue	Special	0.70											4,752	3,000		
North City Beach Park	111 South Surf Rd	Special	1.09					6,000									4,000
South City Beach Park	1870 S Ocean Dr.	Special	3.52				2		954			0.18					
Grand Total		-	**92.71**	**2**	**6**	**30**	**4**	**73,569**	**2,454**	**2**	**1,350**	**1.95**	**4**	**4,752**	**3,000**	**1,100**	**4,000**
Community		1	15.61	2	2	0	0	3,000	1,500	0	0	0.1	1	0	0	0	0
Neighborhood		9	27.17	0	4	0	2	53,969	0	2	1,350	1.67	2	0	0	0	0
Special		8	49.93	0	0	30	2	16,600	954	0	0	0.18	1	4,752	3,000	1,100	4,000
Grand Total		18	**92.71**	**2**	**6**	**30**	**4**	**73,569**	**2,454**	**2**	**1,350**	**1.95**	**4**	**4,752**	**3,000**	**1,100**	**4,000**

Table IV-1 (Continued)

Hallandale Beach Parks and Recreation Facilities Inventory [1]

Park	Address	Park Type	Park Acreage	Multipurpose Field	Office (sf)	Parking Garage	Pavilion	Pickleball Court	Picnic Shelter	Playground	Pool	Racquetball Court	Support / Restroom Facility (sf)	Tennis Center (sf)	Tennis Court	Volleyball (Sand) Court
Peter Bluesten Park [2]	*501 SE 1st Avenue*	*Community*	*15.61*		*300*					*1*	*1*	*2*	*2,500*		*2*	
B. F. James Park	777 NW 1st Ave	Neighborhood	2.35		759				1	1	1		3,240			
Ingalls Park	735 SW 1st Street	Neighborhood	4.63				2			1			1,500			
Joseph Scavo Park	900 Three Islands Boulevard	Neighborhood	7.00						2	1			735			
Oreste Blake Johnson Park	1000 NW 8th Avenue	Neighborhood	6.30	1						1					2	
Foster Park and Foster Park Plaza	609 NW 6th Avenue	Neighborhood	1.82							1						
Foster Plaza Park	-	Neighborhood	0.70													
Golden Isles Park	424 Layne Boulevard	Neighborhood	1.62				1			1						
Sunrise Park	800 NE 5th Street	Neighborhood	2.28							1						
Sunset Park	814 SW 6th Avenue	Neighborhood	0.47						1	1						
City Marina[3]	101 Three Islands Blvd	Special	0.62		100								400			
Chaves Lake Park	NW 8 Avenue	Special	36.92													
Cultural Community Center	410 SE 3rd Street	Special	1.95													
Golden Isles Tennis Complex	500 Egret Drive	Special	4.80					1						2,000	13	
Historic Hallandale School House	648 NW 2nd Street	Special	0.33													
Historic Village	318/324 SW 2nd Avenue	Special	0.70													
North City Beach Park	111 South Surf Rd	Special	1.09			1										1
South City Beach Park	1870 S Ocean Dr.	Special	3.52				1		3	1			1,391			1
Grand Total		-	**92.71**	**1**	**1,159**	**1**	**4**	**1**	**7**	**10**	**2**	**2**	**9,766**	**2,000**	**17**	**2**
Community	1		15.61	0	300	0	0	0	0	1	1	2	2,500	0	2	0
Neighborhood	9		27.17	1	759	0	3	0	4	8	1	0	5,475	0	2	0
Special	8		49.93	0	100	1	1	1	3	1	0	0	1,791	2,000	13	2
Grand Total	18		**92.71**	**1**	**1,159**	**1**	**4**	**1**	**7**	**10**	**2**	**2**	**9,766**	**2,000**	**17**	**2**

1) Source: City of Hallandale Beach Parks and Recreation Department
2) Peter Bluesten Park is currently under construction and is expected to be completed by October 2019.
3) Park acreage excludes the portion associated with Fire Station 90, 0.77 acres.

Table IV-2

Current Level of Service (2018)

Park Land Category	City of Hallandale Beach		
	Inventory (Acres)[1]	Current LOS (Acres per 1,000 residents)[2]	Adopted LOS (Acres per 1,000 residents)[3]
Community	15.61	0.40	-
Neighborhood	27.17	0.69	-
Special	49.93	1.28	-
Total	**92.71**	**2.37**	**3.25**
2018 Permanent Population[4]	**39,114**		

1) Source: Table IV-1
2) Acres divided by the 2018 City of Hallandale Population (Item 4) multiplied by 1,000
3) City of Hallandale Beach Comprehensive Plan, Recreation and Open Space Element
4) Source: Appendix A, Table A-10

Table IV-3 presents a comparison of the parks and recreation adopted LOS standards of other Florida jurisdictions to the City of Hallandale Beach's adopted LOS. Based on this comparison, the City's adopted LOS standard is within the range of the standards adopted by other communities.

Table IV-3
Comparison of Adopted
Level of Service Standards

Community	LOS Standard (Acres per 1,000 Residents)
City of Aventura[1]	2.75
City of Coconut Creek[2]	3.00
City of Hollywood[3]	3.00
City of Lauderdale Lakes[4]	3.00
City of Margate[5]	3.00
City of North Lauderdale[6]	3.00
City of Oakland Park[7]	3.00
Town of Pembroke Park[8]	3.00
City of Hallandale Beach[9]	**3.25**
City of Miramar[10]	4.00
City of Parkland[11]	5.00
City of Cooper City[12]	6.00
City of Pembroke Pines[13]	7.00

1) Source: City of Aventura Comprehensive Plan, Parks and Recreation Element, Policy 4.1 - 2.75 acres of net usable park land per 1,000 people
2) Source: City of Coconut Creek Comprehensive Plan; Parks, Recreation, Open Space, and Conservation Uses Element, Policy II-4.1.2 - 3.00 community park acres per 1,000 people
3) Source: City of Hollywood Comprehensive Plan, Recreation and Open Space Element, Policy 1.6 - 3.00 park and open space acres per 1,000 people
4) Source: City of Lauderdale lakes Comprehensive Plan, Recreation and Open Space Element, Policy 1.2.1 - 3.00 park acres per 1,000 people
5) Source: City of Margate Comprehensive Plan, Recreation and Open Space Element, Policy 1.6 - 3.00 local park acres per 1,000 people
6) Source: City of North Lauderdale Comprehensive Plan, Recreation and Open Space Element, Policy 7.4 - 3.00 park acres per 1,000 people
7) Source: City of Oakland Park Comprehensive Plan; Volume 1, Recreation and Open Space Element, Policy 7.1.2 - 2.00 local park acres and 1.00 community park acres per 1,000 people
8) Source: Discussions with City Staff
9) Source: Table 2
10) Source: City of Miramar Comprehensive Plan, Recreation and Open Space Element, Policy 1.1.5 - 4.00 park and open space acres per 1,000 people
11) Source: City of Parkland Comprehensive Plan; Parks, Recreation, and Open Space Element, Policy 8.1.11 - 5.00 acres of park, recreation, and open space per 1,000 people
12) Source: City of Cooper City Comprehensive Plan, Recreation and Open Space Element, Policy 6.3.1 - 6.00 community park acres per 1,000 people
13) Source: City of Pembroke Pines Comprehensive Plan, Recreation and Open Space Element, Policy 3.1 - 7.00 neighborhood and community park acres per 1,000 people

Cost Component

The total cost per resident for parks and recreation facilities consists of two components: the cost of purchasing land and the cost of facilities and equipment.

Land Cost

An analysis of land values was conducted to develop an estimated value of park land. This analysis included an evaluation of current park inventory land value, an analysis of recent vacant land sales and value of similar characteristics to the City's inventory of parks. More specifically, the following analysis was conducted:

- A review of most recent park land purchases;
- A review of the current value of existing park land based on information included in the Broward County Property Appraiser's (BCPA) Database;
- A review of vacant land sales of similar size to the City's park inventory between 2014 and 2017 included in the BCPA Database; and
- A review of the current appraised value of vacant residential land of similar size to the City's park inventory, obtained from the BCPA Database.

This analysis resulted in a land value estimate of $500,000 per acre. To account for site development costs, a review of recent impact fee studies was conducted. This review indicated that site development costs for similar park types are approximately $40,000 per acre, which amounts to 13 percent of the estimated land value per acre.

As shown in Table IV-4, the total park land value is approximately $50 million or $1,280 per resident.

Facility and Equipment Cost

The second step in calculating the total cost for parks and recreation facilities in the City of Hallandale Beach involves estimating the current value of recreation facilities and equipment. To complete this evaluation, a review of facility cost of recently completed parks, cost associated with planned/proposed facilities, and insurance values of the City's recreational facilities was completed. As shown in Table IV-5, the City recently upgraded/built new facilities at four parks. In addition, in 2016, the City issued a General Obligation (GO) bond. Proceeds from this bond issue are dedicated to parks facilities outlined in the City's Parks Master Plan. For recreational facility value at remaining existing parks, insurance values were used. As shown in Table IV-5, the total recreational facility value amounts to $92.7 million or $2,370 per resident.

Table IV-4

Land Cost per Resident

Variable	Park Land Value
Land Value:	
Land Purchase Cost per Acre[(1)]	$500,000
Site Development Cost per Acre[(2)]	$40,000
Total Land Cost per Acre[(3)]	**$540,000**
Total Acres[(4)]	92.71
Total Land Value[(5)]	$50,063,400
Current Level of Service[(6)]	2.37
Total Land Value per Resident[(7)]	**$1,279.80**

1) Source: Appendix B
2) Source: Discussions with City of Hallandale Beach representatives and a review of recently completed impact fee studies
3) Sum of land purchase cost per acre (Item 1) and site development cost per acre (Item 2)
4) Source: Table IV-1
5) Total land cost per acre (Item 3) multiplied by total acres (Item 4)
6) Source: Table IV-2
7) Total land cost per acre (Item 3) multiplied by the current LOS (Item 6) divided by 1,000

Table IV-5

Parks and Recreation Facility and Equipment Value per Resident

Variable	Recreational Facility Value
Insured Value of Existing Parks[1]	$6,165,600
Recently Completed Parks[2]:	
Oreste Blake Johnson Park	*$17,000,000*
B. F. James Park	*$5,500,000*
Joseph Scavo Park	*$2,900,000*
South City Beach Park	*$4,900,000*
GO Bond Projects[3]	$56,243,653
Total Recreational Facility Value[4]	**$92,709,253**
Total Acres[5]	92.71
Total Recreational Facility Value per Acre[6]	**$999,992**
Current Level of Service[7]	2.37
Total Recreational Facility Value per Resident[8]	**$2,369.98**

1) Source: City of Hallandale Beach. Excludes value of recently completed parks and projects that will be built with GO Bond since the value at these facilities is addressed separately under Items (2) and (3).
2) Source: City of Hallandale Beach
3) Source: City of Hallandale Beach. Citywide Parks Master Plan General Obligation Bond.
4) Sum of insured value of existing facilities, recently completed parks, and programmed facilities with GO Bond funding (Items 1-3)
5) Source: Table 1
6) Total recreational facility value (Item 4) divided by total acres (Item 5)
7) Source: Table 2
8) Total recreational facility value per acre (Item 6) multiplied by the current LOS (Item 7) divided by 1,000

Table IV-6 presents a summary of the total impact cost per resident, which is calculated by summing the total land value per resident and recreational facility value per resident previously presented in Tables IV-4 and IV-5. As shown, the total impact cost amounts to $3,650 per resident.

Table IV-6

Total Impact Cost per Resident

Variable	Figure	Percent of Total Asset Value[4]
Land Cost per Resident[1]	$1,279.80	35%
Recreational Facility Cost per Resident[2]	$2,369.98	65%
Total Impact Cost per Resident[3]	**$3,649.78**	**100%**

1) Source: Table IV-4
2) Source: Table IV-5
3) Sum of land cost per resident (Item 1) and recreational facility cost per resident (Item 2)
4) Distribution of total asset value 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 was 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 City of Hallandale Beach'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.

Debt Service Credit

As previously mentioned, the City of Hallandale Beach is paying for debt service on a General Obligation (GO) bond used for parks capacity expansion projects related to the Citywide Parks Master Plan.

To calculate the credit of the outstanding loan, the present value of the total remaining payments of the bond issue is calculated and then divided by the average annual permanent population estimated over the remaining life of the bond. As presented in Table IV-7, the resulting credit is $1,373 per resident.

Once the debt service credit per resident is calculated, because the City is using ad valorem tax revenues to re-pay the debt service, an adjusted credit figure is calculated. The adjustment

accounts for the fact that new homes tend to pay higher property taxes per dwelling unit than older homes. As shown, the adjusted debt service credit amounts to $2,747 per resident.

Table IV-7

Parks and Recreation Debt Service Credit

Issue	Funding Source[1]	Number of Remaining Payments[1]	Present Value of Remaining Payments[1]	Average Annual Population During Remaining Issue Period[2]	Debt Service Credit per Resident[3]
General Obligation Bonds, Series 2016	Ad Valorem Tax	29	$58,558,460	42,636	**$1,373.45**
Credit Adjustment Factor[4]					2.0
Adjusted Debt Service Credit per Resident[5]					**$2,746.90**

1) Source: City of Hallandale Beach
2) Source: Appendix A, Table A-10. Average annual permanent population over the remaining issue period.
3) Present value of remaining payments divided by average annual permanent population during remaining issue period (Item 2)
4) Adjustment factor to reflect higher ad valorem taxes paid by new homes
5) Debt service credit per resident (Item 3) multiplied by the credit adjustment factor (Item 4)

Net Parks and Recreation Impact Cost

The net impact cost per resident is the difference between the Cost Component and the Credit Component. Table IV-8 summarizes the calculation of the net impact cost which amounts to $903 per resident.

Table IV-8

Net Parks & Recreation Impact Cost per Resident

Impact Cost / Credit Element	Figure
Impact Cost:	
Total Impact Cost per Resident[1]	$3,649.78
Impact Credit:	
Adjusted Debt Service Credit per Resident[2]	$2,746.90
Net Impact Cost:	
Net Impact Cost per Resident[3]	**$902.88**

1) Source: Table IV-6
2) Source: Table IV-7
3) Total impact cost per resident (Item 1) less adjusted debt service credit per resident (Item 2)

Calculated Parks and Recreation Impact Fee

Table IV-9 presents the calculated parks and recreation impact fee schedule, based on the net impact cost per resident figures presented in Table IV-8 and the residential demand (population per housing unit), which is developed in Appendix A. As presented, the calculated fees range from $975 per dwelling unit in the case of multi-family homes with 10 or more units to $2,727 per home in the case of single family detached homes.

Table IV-9

Parks and Recreation Impact Fee Schedule

Residential Category	Impact Unit	Persons per Unit[1]	Net Cost per Person[2]	Net Impact Fee per Unit[3]
Single Family (detached):				
- Less than 1,500 sf	du	2.69	$902.88	**$2,429**
- 1,500 to 2,499 sf	du	3.02	$902.88	**$2,727**
- 2,500 sf or greater	du	3.38	$902.88	**$3,052**
Multi-Family/Mobile Home:				
Duplex	du	2.23	$902.88	**$2,013**
Multi-Family (3 to 9 units)/Townhouse/Mobile Home	du	1.73	$902.88	**$1,562**
Multi-Family (10 or more units)	du	1.08	$902.88	**$975**

1) Source: Appendix A, Table A-2
2) Source: Table IV-8
3) Persons per unit (Item 1) multiplied by the net cost per resident (Item 2)

Parks and Recreation Impact Fee Comparison

As part of the work effort in calculating the parks and recreation impact fee schedule for the City of Hallandale Beach, the City's calculated impact fee schedule was compared to the adopted fee schedule of similar or nearby jurisdictions. Table IV-10 presents this comparison.

Table IV-10

Parks and Recreation Impact Fee Comparison

Land Use	Unit[2]	Hallandale Beach Calculated[3]	Aventura[4]	Cooper City[5]	Dania Beach[6]	Hollywood[7]	Miramar[8]	Oakland Park[9]	Pembroke Park[10]
Date of Last Update		2018	N/A	1990	2014	N/A	2016	N/A	N/A
Adoption Percentage[1]		N/A	N/A	100%	N/A	N/A	100%	N/A	N/A
Residential:									
Single Family (2,000 sf)	du	$2,727	$1,352	$1,280	$1,825	$2,375	$3,302	$1,500	$251
Multi-Family (1,300 sf)	du	$1,562	$690	$1,280	$1,364	$2,175	$2,265	$1,500	$251
Mobile Home (1,300 sf)	du	$1,562	$1,352	$1,280	$1,140	$2,175	$2,265	$1,500	$251

1) Represents the portion of the maximum calculated fee for each respective jurisdiction that was adopted. Fees may have been lowered/increased through annual indexing or policy discounts. Does not account for moratorium/suspensions.
2) du = dwelling unit
3) Source: Table 9. Multi-family (3 to 9 units) is shown for the multi-family land use category.
4) Source: City of Aventura Community Development Department. Single family detached impact fee shown for mobile home. The City's park impact fee was adopted on incorporation of the City in 1997 at the levels assessed by the County. No changes have been made since the 1997 ordinance.
5) Source: City of Cooper City Growth and Management Director. Park improvement impact fee shown which excludes the cost of land.
6) Source: City of Dania Beach Community Development Department
7) Source: City of Hollywood Department of Development Services. Park impact fee rates shown. The City conducted an "in-house" review of other Broward County communities to determine the 2013 adopted rates.
8) Source: City of Miramar Community and Economic Development Department. The rates shown combine the recreation impact fee and the community parks land dedication impact fee. The three bedroom rate is used as a proxy for the single family impact fee and the two bedroom rate is used as a proxy for both the multi-family and mobile home impact fees.
9) Source: City of Oakland Park
10) Source: Town of Pembroke Parks Public Works Department. The Town's parks and acquisition impact fees were adopted in 2003.

V. Multi-Modal Transportation Impact Fee

This section details the calculation of a multi-modal transportation impact fee (MMTIF) for the City of Hallandale Beach. Revenues from this one-time fee for new development must be spent on capacity expansion improvements to the City's transportation network, including roadway, bicycle/pedestrian, and transit modes. Examples of projects include roadway land addition/new roadway, intersection improvements, sidewalk/bicycle lane addition (either in conjunction with roadway expansion or stand-alone), and transit amenities on the City's classified roadway network (collectors and above, and not on neighborhood/local streets).

As discussed previously, the methodology used for the multi-modal transportation impact fee study follows a consumption-based impact fee approach in which new development is charged based upon the proportion of person-miles of travel (PMT) that each unit of new development is expected to consume of a lane-mile of the transportation network. The MMTIF incorporates the entire network of transportation within the city, including city, county and state roads, but excludes limited access facilities and rail, which require large scale investments and are not typically funded with impact fees.

Currently, the City of Hallandale Beach does not have a transportation impact fee program. Broward County has a roadway impact fee ranging from $39 to $1,585 per trip for residential uses. However, Hallandale Beach is located in an impact fee exemption area, and therefore, is not subject to the County roadway impact fee. Because the multi-modal fee calculations include all roads in the city, the resulting fee represents cost associated with travel on city, county and state roads. Given that Broward County is not collecting a transportation impact fee in Hallandale Beach, the City can keep the entire fee. Alternatively, the City could collect a fee only for the travel on city roads. Fee schedules reflecting both alternatives are included in this report.

In addition, Broward County collects a concurrency fee. The county is divided into 10 districts for concurrency purposes and Hallandale Beach is in the Southeast Area/District. If the City decides to adopt the full fee, concurrency payments made by new development would be subject to impact fee credits. This issue will be addressed in the impact fee ordinance.

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

[Demand x Cost] – Credit = Fee

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

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

The "credit" is an estimate of future non-impact fee revenues generated by new development that are allocated to provide transportation capacity expansion. The impact fee is considered to be an "up front" payment for a portion of the cost of building a person-mile of capacity that is directly related to the amount of capacity consumed by each unit of land use contained in the impact fee schedule, that is not paid for by future tax revenues generated by the new development activity. These credits are required under the supporting case law for the calculation of impact fees where a new development activity must be reasonably assured that they are not being charged twice for the same level of service. The input variables used in the fee equation are as follows:

Demand Variables:

- Trip generation rate
- Trip length
- Percent new trips

Cost Variables:

- Transportation cost per lane-mile
- Transportation capacity per person-mile

Credit Variables:

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

Demand Component

Travel Demand

The amount of transportation system consumed by a unit of new land development is calculated using the following variables and is a measure of the person-miles of new travel a unit of development places on the existing transportation system:

- Number of daily trips generated;
- Average length of those trips; and
- Proportion of travel that is new travel, rather than travel that is already on the transportation system.

The trip characteristics variables were primarily obtained from two sources: (1) similar studies conducted throughout Florida (Florida Studies Database) and (2) the Institute of Transportation Engineers' (ITE) Trip Generation reference report (10th Edition). The Florida Trip Characteristics Studies Database is included in Appendix C. This database was used to determine trip length, percent new trips, and the trip generation rate for several land uses.

Conversion of Vehicle-Trips to Person-Trips

For the multi-modal transportation impact fee, it is necessary to estimate travel in units of person-miles. Vehicle-trips were converted to person-trips by applying a vehicle-trip to person-trip conversion factor of 1.40. This factor was derived from a review of the Southeast Regional Planning Model (SERPM) v7 model and is supported by nationwide travel data and vehicle occupancy levels observed in other communities throughout Florida.

Interstate & Toll Facility Adjustment Factor

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

To calculate the interstate and toll (I/T) facility adjustment factor, the loaded highway network file was generated for the SERPM v7. A select zone analysis was run for all traffic analysis zones located within the City of Hallandale Beach in order to differentiate trips with an origin and/or destination within the city versus trips that simply passed through the city.

The analysis reviewed trips on all interstate and toll facilities within Broward County, including Interstate 95, Interstate 75, Interstate 595, the Everglades Parkway, the Sawgrass Expressway, and the Florida Turnpike. The limited access vehicle-miles of travel (Limited Access VMT) for city-generated trips with an origin and/or destination within city was calculated for the identified limited access facilities. Next, the total VMT was calculated for all city-generated trips with an origin and/or destination within Hallandale Beach for all roads, including limited access facilities. The I/T discount factor of 38.4 percent was determined by dividing the total limited access VMT by the total City VMT. Total City VMT reduced by this factor is representative of only the roadways that are eligible to be funded with multi-modal impact fee revenues. Appendix C, Table C-1 provides further detail on this calculation.

Local Collector Road Adjustment Factor

As mentioned previously, the impact fee calculations reflect cost associated with all roads (city, county, state) in the city. Using the SERPM model data, a local adjustment factor was developed to identify percentage of travel that occurs on city's classified roads. The local collector road adjustment factor of 30.8 percent was determined by dividing the VMT on City roads by the total City VMT and includes a network of local roads that are proposed to be re-classified as collector roads. This figure is applied to the calculated multi-modal fee to determine the City's portion of the impact fee. Additional information is included in Appendix C, Table C-2.

The multi-modal impact fee rates calculated with the local collector travel adjustment factor are presented as an additional scenario to the rates calculated without the factor. The inclusion of this factor depends on the County's collection of the transportation impact fee within the City of Hallandale Beach. Currently, the City of Hallandale Beach lies within the County's transportation impact fee exemption area.

Cost Component

Cost information from Broward 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. Additionally, cost information for bicycle/pedestrian and transit facilities was reviewed and included in the cost component calculations presented in this section. Appendix D provides the data and other support information utilized in these analyses.

City/County Roadway Cost

This section examines the right-of-way (ROW), construction, and other cost components associated with city/county roads with respect to transportation capacity expansion

improvements in Broward County and the City of Hallandale Beach. In addition to local (Broward County) data, bid data for recently completed/ongoing local projects and recent construction bid data from roadway projects throughout Florida were used to supplement the cost data for local city/county roadway improvements. The cost for each roadway capacity project was separated into four phases: design, construction engineering/inspection (CEI), ROW, and construction.

Design and CEI

Design costs for city/county roads were estimated at 10 percent of construction phase costs based on a review of recent transportation impact fee studies throughout Florida. Additional detail is provided in Appendix D, Table D-2.

CEI costs for city/county roads were estimated at nine (9) percent of construction phase costs based on a review of recent transportation impact fee studies throughout Florida. Additional detail is provided in Appendix D, Table D-5.

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. Since the 1960's Broward County has implemented the Trafficways Plan for ultimate right-of-way preservation on all roads included on the Trafficways Map. Given this, ROW for road construction/expansion is already available for the majority of future improvements. As such, for impact fee purposes, ROW cost is not included.

Construction

The construction cost for city/county roads was based on recently bid/completed projects in Broward County and in other communities in Florida. A review of construction cost data for projects built in Broward County since 2009 identified a single improvement on Bailey Road (from NW 64th Avenue/SW 81st Avenue to SR 7/US 441) with a construction cost of approximately $1.58 million per lane mile.

In addition to local projects, recent improvements from other counties in FDOT District 4 and throughout Florida were reviewed to increase the sample size. This review included over 390 lane miles of lane addition and new road construction improvements with a weighted average cost of approximately $2.26 million per lane mile. Projects in FDOT District 4 included over 84 lane miles of improvements with a weighted average construction cost of approximately $1.90 million per lane mile.

Based on a review of these data sets, a construction cost of $1.9 million per lane mile was used in the impact fee calculation for urban-design (curb & gutter) improvements. This figure reflects that city/county roadway improvements in FDOT District 4 are slightly less expensive than the statewide average. Additional detail is provided in Appendix D, Table D-3.

To determine the cost per lane mile for county roads with rural-design characteristics (open drainage), the relationship between urban and rural roadway costs from the FDOT District 7 Long Range Estimates (LRE)[1] was reviewed. Similar LRE data was not available for District 4. Based on this information, the costs for roadways with open drainage were estimated at approximately 75 percent of the costs for curb & gutter roadways. Additional detail is provided in Appendix D, Table D-1.

To determine the weighted average cost for city/county roadways, the cost for curb & gutter and open drainage roadways were weighted based on the distribution of improvements included in the Broward County 2040 LRTP's Affordable Roadways list (Appendix D, Table D-6). As shown in Table V-1, the weighted average city/county roadway cost was calculated at approximately $2.03 million per lane mile.

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

Cost Phase	Cost per Lane Mile		
	Curb & Gutter	Open Drainage(5)	Weighted Average(6)
Design(1)	$190,000	$143,000	$171,000
Construction(2)	$1,900,000	$1,425,000	$1,710,000
CEI(3)	$171,000	$128,000	$154,000
Total Cost	**$2,261,000**	**$1,696,000**	**$2,035,000**
Lane Mile Distribution(4)	60%	40%	100%

1) Design is estimated at 10% of construction costs.
2) Source: Appendix D, Table D-3
3) CEI is estimated at 9% of construction costs
4) Source: Appendix D, Table D-6, Items (c) and (d)
5) Open drainage costs are estimated as 75% of curb & gutter costs
6) Lane mile distribution (Item 6) multiplied by the design, construction, and CEI phase costs by road type to develop a weighted average cost per lane mile
Note: All figures rounded to nearest $000

[1] http://www.fdot.gov/planning/Policy/To%20Delete/costs/

State Roadway Cost

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

Design and CEI

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

CEI costs for state roads were estimated at 10 percent of construction phase costs based on a review of recent transportation impact fee studies throughout Florida. Additional detail is provided in Appendix D, Table D-5.

Right-of-Way

As mentioned previously, ROW for road construction/expansion has been preserved through the Broward County Trafficways Preservation Plan. Therefore, for impact fee purposes, ROW cost is not included.

Construction

The construction cost for state roads was based on recently bid/completed projects in Broward County and in other communities in Florida. A review of construction cost data for projects built in Broward County since 2009 identified four improvements in Broward County with a weighted average cost of $7.22 million per lane mile.

- Andrews Avenue Extension from NW 18th Street to Copans Road
- SR 7 (US 441) from N. of Hallandale Beach to N. of Fillmore Street
- Andrews Avenue Extension from Pompano Park Place to S. of Atlantic Boulevard
- SW 30th Avenue from Griffin Road t SE 45th Street

In addition to local projects, recent improvements from other counties in FDOT District 4 and throughout Florida were reviewed to increase the sample size. This review included over 490 lane miles of lane addition and new road construction improvements with a weighted average

cost of approximately $3.26 million per lane mile. Of these, 50 lane miles of improvements were in the FDOT District 4, with a weighted average construction cost of approximately $3.40 million per lane mile. This figure was used in the impact fee calculation for curb & gutter (urban-design) improvements. Additional detail is provided in Appendix D, Table D-4.

To determine the cost per lane mile for state roads with open drainage (rural-design), the relationship between urban (curb & gutter) and rural roadway costs from the FDOT District 7 Long Range Estimates (LRE)[2] was reviewed. As mentioned previously, the LRE data was not available for District 4. Based on this information, the costs for open drainage roadways were estimated at approximately 75 percent of the costs for curb & gutter roadways. Additional detail is provided in Appendix D, Table D-1.

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 lane miles included in the Broward County 2040 Long Range Transportation Plan (Appendix D, Table D-6). As shown in Table V-2, the weighted average county roadway cost was calculated at approximately $3.7 million per lane mile.

Table V-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)	$374,000	$281,000	$337,000
Construction(2)	$3,400,000	$2,550,000	$3,060,000
CEI(3)	$340,000	$255,000	$306,000
Total Cost	**$4,114,000**	**$3,086,000**	**$3,703,000**
Lane Mile Distribution(4)	60%	40%	100%

1) Design is estimated at 11% of construction costs.
2) Source: Appendix D, Table D-4
3) CEI is estimated at 10% of construction costs
4) Source: Appendix D, Table D-6, Items (c) and (d)
5) Open drainage costs are estimated as 75% of curb & gutter costs
6) Lane mile distribution (Item 6) multiplied by the design, construction, and CEI phase costs by road type to develop a weighted average cost per lane mile
Note: All figures rounded to nearest $000

[2] http://www.fdot.gov/planning/Policy/To%20Delete/costs/

Summary of Costs (Blended Cost Analysis)

The weighted average cost per lane mile for county and state roads is presented in Table V-3. The resulting weighted average cost of approximately $2.12 million per lane mile was utilized as the roadway cost input in the calculation of the multi-modal fee schedule. The weighted average cost per lane-mile includes city/county and state roads and is based on weighting the lane miles of roadway improvements in the County's 2040 Long Range Transportation Plan's Affordable and Unfunded Roadway Projects Plan.

Table V-3
Estimated Cost per Lane Mile for City/County and State Roadway Projects

Cost Type	City/County Roads[1]	State Roads[2]	City/County & State Roads[3]
Design	$171,000	$337,000	$179,000
Construction	$1,710,000	$3,060,000	$1,778,000
CEI	$154,000	$306,000	$162,000
Total	**$2,035,000**	**$3,703,000**	**$2,119,000**
Lane Mile Distribution[4]	95%	5%	100%

1) Source: Table V-1
2) Source: Table V-2
3) Lane mile distribution (Item 4) multiplied by the design, construction, and CEI phase costs by jurisdiction to develop a weighted average cost per lane-mile. This distribution is based on the current roadway jurisdiction of planned improvements in the 2040 LRTP Cost Affordable and Unfunded Needs Project List
4) Appendix D, Table D-6, Items (a) and (b). Percentages reflect the distribution of roadway projects only, not all projects included in the Long Range Transportation Plan.

Person-Miles of Capacity per Lane Mile

An additional component of the multi-modal 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 city/county and state roadway improvements in the Broward County 2040 LRTP Cost Affordable and Unfunded Roadways Plan. As shown in Table V-4, each lane mile will add approximately 8,400 vehicles. The VMC figure was then multiplied by the person-trip factor (1.40) to calculate the PMC for use in the multi-modal fee calculation. Additional detail is provided in Appendix D, Table D-6.

Table V-4
Weighted Average Capacity per Lane Mile

Source	Lane Mile Added[1]	Vehicle-Miles of Capacity Added[1]	VMC Added per Lane Mile[2]
City/County Roads	92.20	766,962	8,318
State Roads	4.52	45,426	10,050
Total	**96.72**	**812,388**	
Weighted Average VMC Added per Lane Mile[3]			**8,400**
Vehicle-Trip to Person-Trip Factor[4]			**1.40**
Weighted Average PMC Added per Lane Mile[5]			**11,760**

1) Source: Appendix D, Table D-6
2) Vehicle-miles of capacity added divided by lane miles added
3) VMC Added per lane mile (Item 2) rounded to nearest 100
4) Source: Based on a review of SERPM v7, nation-wide vehicle occupancy data, and peer jurisdictions
5) VMC added per lane mile multiplied by the person-trip factor, rounded to the nearest 100

Cost per Person-Mile of Capacity

The transportation cost per unit of development is assessed based on the cost per person-mile of capacity. As shown in Tables V-1 through V-4, the cost and capacity for transportation in Hallandale Beach have been calculated based on recent statewide improvements. As shown in Table V-5, the cost per PMC for travel within the city is approximately **$180**.

The cost per PMC figure is used in the multi-modal transportation impact fee calculation to determine the total cost per unit of development based on person-miles of travel consumed. For each person-mile of travel that is added to the transportation system, approximately $180 of capacity is consumed.

Table V-5
Weighted Average Cost per Person-Mile of Capacity Added

Source	Cost per Lane Mile[1]	Average PMC Added per Lane Mile[2]	Cost per PMC[3]
City/County Roads	$2,035,000	11,645	$174.75
State Roads	$3,703,000	14,070	$263.18
Weighted Average	**$2,119,000**	**11,760**	**$180.19**

1) Source: Table V-3 (weighted 95% City/County and 5% State based on 2040 LRTP roadway projects)
2) Source: Table V-4
3) Average PMC added per lane mile (Item 2) divided by cost per lane mile (Item 1)

Bicycle and Pedestrian Facility Costs

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

Transit Capital Cost per Person-Mile of Travel

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

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

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

Transit Capital Cost = Bus Infrastructure Cost + Road Capacity Cost

Taking into account the infrastructure costs and the decline in potential vehicle-capacity that comes with adding transit, it was determined that the roadway-with-transit cost per PMC is approximately seven (7) percent higher per lane-mile than the cost to simply construct a road without transit amenities. This adjustment is shown in Table V-6. Additional information regarding the transit capital cost calculation is included in Appendix D, Tables D-7 and D-8.

Table V-6
Transportation Cost per Person-Mile of Capacity

Item	Cost per PMC
Roadway/Bike/Ped Cost[1]	$180.19
Transit Cost Adjustment[2]	7.15%
Total Transportation Cost per PMC[3]	**$193.07**

1) Source: Table V-5
2) Source: Appendix D, Table D-8
3) Road/Bike/Ped cost (Item 1) increased by transit cost adjustment (Item 2)

Credit Component

Capital Improvement Credit

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

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

City Credit

As shown in Table V-7, the City of Hallandale Beach allocates the equivalent of 0.2 pennies on roadway capacity-expansion projects funded with non-impact fee revenues. Additional detail is provided in Appendix E, Table E-5.

County Credit

As shown in Table V-7, Broward County dedicates the equivalent of 2.1 pennies on roadway capacity-expansion projects funded primarily with fuel tax revenues. This amount is based on the improvements included in the County's 5-year Capital Improvements Program. Additional detail is provided in Appendix E, Table E-6.

In addition, in November 2018, Broward County adopted a one-percent charter county surtax as part of the "Penny for Transportation" campaign. This local option surtax will be available for a wide variety of transportation-related improvements, including bike lanes, sidewalks, intersection improvements, road capacity expansion, and other capacity and maintenance projects. The Broward County website provides a map of potential improvements along with preliminary cost estimates. For purposes of this impact fee calculation, the capacity-expansion projects located within Hallandale Beach were identified and included in the credit component. Capacity projects related to light rail are excluded since multi-modal impact fee calculations do not include rail in any of the fee components. Based on these improvements, it was estimated that the surtax will generate 0.3 equivalent pennies, annually, for capacity expansion. This estimate can be refined as more detailed project information becomes available. Additional detail is provided in Appendix E.

State Credit

Similarly, State expenditures in Broward County were reviewed and a credit for the capacity-expansion portion attributable to state projects was estimated (excluding expenditures on limited access facilities). The review, which included 11 years of historical expenditures, as well as six (6) years of planned expenditures, indicated that FDOT's funding allocation generates a credit of 10.6 pennies of equivalent gas tax revenue, annually. The use of a 17-year period for developing the State credit results in a reasonably stable credit for Broward County, accounting for the volatility in FDOT spending in the county over short time periods. Additional detail is provided in Appendix E, Table E-7.

In summary, for multi-modal transportation, the City of Hallandale Beach contributes approximately 0.2 pennies and Broward County contributes 2.4 pennies, while the State allocates an average of 10.6 pennies, annually. A total credit of 13.2 pennies was included in the multi-modal transportation impact fee calculation to recognize the future capital revenues that are expected to be generated by new development from all non-impact fee revenues. This credit reflects the most recent available data for transportation expenditures from City, County, and State sources.

Table V-7

Equivalent Pennies of Gas Tax Revenue

Credit	Average Annual Expenditures	Value per Penny[4]	Equivalent Pennies per Gallon[5]
City Revenues[1]	$1,381,213	$8,294,643	$0.002
County Revenues[2]	$20,676,205	$8,294,643	$0.024
State Revenues[3]	$87,832,719	$8,294,643	$0.106
Total	**$109,890,137**		**$0.132**

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

Present Worth Variables

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

- Interest Rate: This is the discount rate at which gasoline tax revenues might be bonded. It is used to compute the present value of the gasoline taxes generated by new development. The discount rate of 3.0 percent was used in the impact fee calculation based on recent GO bond rates observed within the City.

Fuel Efficiency

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

Appendix E, Table E-9 documents the calculation of fuel efficiency value based on the following equation, where "VMT" is vehicle miles of travel and "MPG" is fuel efficiency in terms of miles per gallon.

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

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

The combined total VMT for the vehicle types is then divided by the combined total gallons of fuel consumed to calculate, in effect, a "weighted" fuel efficiency value that reflects the existing fleet mix of traffic on non-interstate roadways. The VMT and average fuel efficiency data were obtained from the most recent Federal Highway Administration's *Highway Statistics 2016*. Based on the calculation completed in Appendix E, Table E-9, the fuel efficiency rate to be used in the updated impact fee equation is 18.74 miles per gallon.

Effective Days per Year

An effective 365 days per year of operation 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, provides a conservative estimate, ensuring that non-impact fee contributions are adequately credited against the fee.

Calculated Multi-Modal Transportation Impact Fee

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

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

It should be noted that the net impact fee illustrated in Appendix F is not necessarily a recommended fee, but instead represents the technically calculated impact fee per unit of land use that could be charged in the City of Hallandale Beach.

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 F. For each land use category, the following equations are utilized to calculate the net impact fee:

Net Impact Fee = Total Impact Cost – Capital Improvement Credit

Where:

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

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

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

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

- *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)
- *% New Trips* = adjustment factor to account for trips that are already on the roadway (100%)
- *Divide by 2* = the total daily miles of travel generated by a particular category (i.e., rate*length*% new trips) is divided by two to prevent the double-counting of travel generated between two land use codes since every trip has an origin and a destination

- *Interstate/Toll Facility Adjustment Factor* = discount factor to account for travel demand occurring on interstate highways and/or toll facilities (38.4%)
- *Person-Trip Factor* = converts vehicle-miles of travel to person-miles of travel (1.40)
- *Cost per Person-Mile of Capacity* = unit of person-miles of capacity consumed per unit of development ($193.07)
- *Present Value* = calculation of the present value of a uniform series of cash flows, gas tax payments in this case, given an interest rate, "i," and a number of periods, "n;" for 3.00% interest and a 25-year facility life, the uniform series present worth factor is 17.4131
- *Effective Days per Year* = 365 days
- *$/Gallon to Capital* = the amount of equivalent gas tax revenue per gallon of fuel that is used for capital improvements, in $/gallon ($0.132)
- *Fuel Efficiency* = average fuel efficiency of vehicles, in vehicle-miles/gallon (18.74)

Multi-Modal Transportation Impact Fee Calculation

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

Multi-Modal Transportation Impact Fee:

Total Impact Cost = ([7.81 * 6.62 * 1.0] /2) * (1 - 0.384) * 1.40 * ($193.07) = **$4,304**

Annual Cap. Improv. Credit = ([7.81 * 7.12 * 1.0] /2) * 365 * ($0.132 / 18.74) = $71
Capital Improvement Credit = $71 * 17.4131 = $1,236

Net Impact Fee = $4,304 - $1,236 = **$3,068**

City Collector Roads ONLY = $3,068 * 30.8% = **$945**

Multi-Modal Transportation Impact Fee Comparison

As part of the work effort in developing the City of Hallandale Beach's multi-modal transportation impact fee program, a comparison of calculated fees to mobility/multi-modal/roadway impact fee scheduled adopted in other jurisdictions was completed, as shown in Table V-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.

Table V-8

Multi-Modal Transportation Impact Fee Comparison

Land Use	Unit[2]	City of Hallandale Beach		Broward County[5]	Collier County[6]	Glades County[7]	Hillsborough County[8]	Martin County[9]	Miami-Dade County[10]	Orange County[11]	Palm Beach County[12]	St. Lucie County[13]	City of Riviera Beach[14]	Village of Royal Palm Beach[15]	City of Palm Beach Gardens[16]	Village of Wellington[17]
		Full Calculated[3]	City Collector Only[4]													
Date of Last Update		**2018**	**2018**	n/a	2015	2008	2016	2012	2006	2012	2012	2009	2005	n/a	2016	2004
Adoption Percentage[1]		**100%**	**100%**	n/a	100%	100%	50%	n/a	100%	56%	n/a	100%	100%	n/a	100%	n/a
Residential:																
Single Family (2,000 sf)	du	**$3,068**	**$945**	$407	$7,444	$5,716	$3,184	$2,815	$9,164	$3,761	$7,281	$4,988	$1,494	$1,079	$1,779	$1,330
Multi-Family (1-2 floors)	du	**$2,185**	**$673**	$407	$5,542	$4,026	$2,059	$2,815	$6,435	$2,435	$4,842	$3,637	$1,139	$672	$1,107	$916
Non-Residential:																
Light Industrial	1,000 sf	**$1,381**	**$425**	$455	$5,700	$3,644	$2,025	$1,857	$3,700	$2,088	$1,522	$849	$374	$246	$1,135	$441
Office (50,000 sq ft)	1,000 sf	**$2,710**	**$835**	$419	$10,249	$4,831	$4,496	$2,198	$14,931	$5,374	$3,418	$2,861	$841	$550	$2,531	$1,055
Retail (125,000 sq ft)	1,000 sf	**$4,253**	**$1,310**	$387	$14,354	$8,636	$5,057	$5,183	$19,434	$5,246	$9,831	$5,526	$4,894	$1,447	$2,941	$1,999
Bank w/Drive-Thru	1,000 sf	**$6,537**	**$2,013**	$387	$28,961	$10,428	$10,653	$6,841	$24,221	$11,050	$19,056	$5,340	$8,201	$5,322	$6,180	$6,303
Fast Food w/Drive-Thru	1,000 sf	**$31,796**	**$9,793**	$387	$96,567	$11,877	$35,413	$15,693	$48,750	$36,809	$30,702	$5,340	$7,808	$4,117	$20,811	$9,286

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 F, Table F-1
4) Source: Appendix F, Table F-2
5) Source: Broward County Planning & Development Management Division. Average of 46 zones. Hallandale Beach is located within the impact fee exemption area. In practice, Broward charges a concurrency fee and not these impact fees.
6) Source: Collier County Growth Management Division, Planning and Regulation. Road impact fees shown were adopted at 100 percent in 2015 and have since been indexed.
7) Source: Glades County Planning and Zoning Department. Road impact fees shown are currently suspended through February 14, 2019 and include the County's 3% administrative fee.
8) Source: Hillsborough County Public Works Department. Mobility fees shown are for the Urban Assessment District and are being phased in over a five-year period. The current fees shown are 50 percent (effective January 1, 2018) of the maximum rates calculated in the 2016 Mobility Fee Study.
9) Source: Martin County Growth Management Department
10) Source: Miami-Dade County Development Services Division. Fees shown are the non-urban infill rates. The County conducted an "in-house" review to calculate the base year (2006) rates. Since 2009, the County has utilized a "Present Day Cost Multiplier" to calculate the yearly rate change to account for inflation.
11) Source: Orange County Planning and Development Department. Fees shown are the alternative mobility area (AMA) multi-modal rates. Fees were adopted at 42 percent in 2012 and phased to 56 percent in 2014.
12) Source: Palm Beach County Department of Planning, Zoning, and Building
13) Source: St. Lucie County Planning and Development service Department. Fees shown are for mainland development and reflect indexing that has been applied annually since 2010 implementation.
14) Source: City of Riviera Beach Planning Zoning and Building Division
15) Source: Village of Royal Palm Beach Building Department
16) Source: City of Palm Beach Gardens Unified Services Division
17) Source: Village of Wellington; Municode, Light Industrial land use is charged "per service position."

VI. Indexing

In many cases, impact fee rates are reviewed periodically (every three to five years, etc.) as opposed to being updated on an annual basis. If no adjustment to the impact fee schedule is made during this period, a situation can be created where major adjustments to the impact fee schedule likely become necessary due to the time between adjustments. During periods of cost increases, the need for significant adjustments also creates major concerns for the development community. To address this issue, the calculated fees included in this report could be indexed annually for construction, land, and equipment cost increases, as appropriate.

The remainder of this section details the method for developing an index for each of the fee areas in Hallandale Beach. Cost trends and indices over the past five years are used for illustrative purposes, but it is important to update this analysis annually and ensure that recent purchases and construction cost trends indicate a similar trend, as available.

Land Cost

As shown in Table VI-1, between 2014 and 2019, the change in just value over the past five years averaged 5.3 percent citywide. This index is used for the land component of each fee.

Table VI-1

City of Hallandale Beach Property Value Increase

Year	Just Value (All Property)	Percent Change
2014	$5,608,922,106	-
2015	$6,137,093,258	9.4%
2016	$6,656,141,990	8.5%
2017	$6,891,543,931	3.5%
2018	$7,012,166,648	1.8%
2019	$7,260,783,532	3.5%
Average (2014-2019)		**5.3%**

Source: Florida Property Valuations and Tax Databook. Real Property Only

FDOT Project Cost

The Florida Department of Transportation (FDOT) provides projected inflation rates for transportation project costs, which are presented in Table VI-2. These inflation rates were applied to the design, construction, and construction engineering/inspection components of the multi-modal transportation impact fee unit construction cost.

Table VI-2

FDOT Project Cost Inflation Index

Year	Inflation Factor
2019	Base
2020	2.6%
2021	2.6%
2022	2.7%
2023	2.8%
2024	2.9%
Avg.	**2.7%**

Source: FDOT Policy Planning Department, April 2019

Building Construction Cost

For building construction costs, a common index is the building cost index provided by Engineering-News Record. Table VI-3 presents the annual construction cost change over the past five years, which averages 2.6 percent per year.

Table VI-3

Building Construction Cost Index

Year	Annual Avg Cost Index	Percent Change
2014	5,387	
2015	5,518	2.4%
2016	5,645	2.3%
2017	5,831	3.3%
2018	6,019	3.2%
2019	6,136	2.0%
Average (2014-2019)		**2.6%**

Source: Engineering News-Record (ENR) historical building cost indices

Equipment Cost

For equipment costs, it is recommended that the Consumer Price Index (CPI) provided by the US Department of Labor, Bureau of Labor Statistics, be used for indexing purposes. Table VII-4 presents the annual CPI cost increase over the last five years, which averages 1.2 percent per year.

Table VI-4
Equipment Cost Index – South Region

Year	Annual Avg Cost Index	Percent Change
2014	146.55	
2015	145.93	-0.4%
2016	147.31	0.9%
2017	150.33	2.1%
2018	153.45	2.1%
2019	155.49	1.3%
Average (2014-2019)		**1.2%**

Source: Bureau of Labor Statistics (BLS), Consumer Price Index (CPI); South Region

Application

The following sub-sections present the calculated indices for each fee area previously presented in this study.

Indexing for the Fire Rescue Impact Fee Schedule

To index Hallandale Beach's fire rescue impact fee schedule, a combined index needs to be calculated. Table VI-5 presents the distribution of the City's inventory of land, building, and equipment costs for fire rescue facilities. The land cost index (Table VI-1), the building construction cost index (Table VI-3), and the equipment cost index (Table VI-4) were then weighted by this distribution to develop the total applicable index for the fire rescue impact fee. To calculate the indexed fees, the fire rescue impact fees should be increased by 2.5 percent annually. As discussed previously, it is important to update this index annually using the methodology described in this section to reflect most recent cost trends.

Table VI-5

Public Safety Indexing Application

Calculation Step	Distribution of Inventory[1]	Percent of Total Cost[2]	Annual Increase[3]	Index[4]
Land Value	$1,265,000	7%	5.3%	0.4%
Building Value	$12,868,375	69%	2.6%	1.8%
Vehicle/Equipment Value	$4,393,700	24%	1.2%	0.3%
Total Asset Value	**$18,527,075**			
Total Applicable Index[5]				**2.5%**

1) Source: Table II-5
2) Distribution of the land, building, and vehicle/equipment values as part of the total asset value
3) Source: Table VI-1 for land, Table VI-3 for buildings, and Table VI-4 for vehicles/equipment
4) Percent of total cost (Item 2) multiplied by the annual increase (Item 3)
5) Sum of the index components (Item 4) for land, building, and vehicles/equipment

Indexing for the Law Enforcement Impact Fee Schedule

Similar to the fire rescue impact fees, a combined index was calculated for the law enforcement impact fee schedule. Table VI-6 presents the distribution of the City's inventory of land, building, and vehicle/equipment costs for these facilities. The land cost index (Table VI-1), the building construction cost index (Table VI-3), and the equipment cost index (Table VI-4) were then weighted by this distribution to develop the total applicable index for the law enforcement impact fee. To calculate the indexed fees, the law enforcement impact fees should be increased by 2.0 percent per year.

Table VI-6

Law Enforcement/Correctional Facility Indexing Application

Calculation Step	Distribution of Inventory[1]	Percent of Total Cost[2]	Annual Increase[3]	Index[4]
Land Value	$740,000	8%	5.3%	0.4%
Building Value	$3,385,200	34%	2.6%	0.9%
Vehicle/Equipment Value	$5,799,416	58%	1.2%	0.7%
Total Asset Value	**$9,924,616**			
Total Applicable Index[5]				**2.0%**

1) Source: Tables III-5
2) Distribution of land, building, and vehicle/equipment value as part of the total asset value
3) Source: Table VI-1 for land, Table VI-3 for buildings, and Table VI-4 for vehicles/equipment
4) Percent of total cost (Item 2) multiplied by the annual increase (Item 3)
5) Sum of the index components (Item 4) for land, building, and vehicles/equipment

Indexing for the Parks & Recreation Impact Fee Schedule

Table VI-7 presents the calculation of a combined index for the parks & recreation impact fee schedule. The table includes the distribution of the City's inventory of land and recreational facility costs for parks & recreation facilities. The land cost index (Table VI-1) and the construction cost index (Table VI-3) were then weighted by this distribution to develop the total applicable index for the Parks & Recreation impact fee. To calculate the indexed fees, the parks and recreation impact fees should be increased by 3.6 percent per year.

Table VI-7

Parks & Recreation Indexing Application

Calculation Step	Distribution of Inventory[1]	Percent of Total Cost[2]	Annual Increase[3]	Index[4]
Land Value	$50,063,400	35%	5.3%	1.9%
Recreational Facility Value	$92,709,253	65%	2.6%	1.7%
Total Asset Value	**$142,772,653**			
Total Applicable Index[5]				**3.6%**

1) Source: Tables V-4 and V-5
2) Distribution of the land and facility/equipment values as part of the total asset value
3) Source: Table VI-1 for land and Table VI-3 for facilities
4) Percent of total cost (Item 2) multiplied by the annual increase (Item 3)
5) Sum of the index components (Item 4) for land and facilities/equipment

Indexing for the Multi-Modal Transportation Impact Fee Schedule

The multi-modal transportation impact fee schedule uses a single index from the FDOT project cost index (Table VI-2). To calculate the indexed impact fee, the total impact fee should be increased by 2.7 percent annually.

Table VI-8

Multi-Modal Transportation Indexing Application

Calculation Step	Distribution of Phase Costs[1]	Percent of Total Cost[2]	Annual Increase[3]	Index[4]
Design/Construction/CEI	$2,119,000	100.0%	2.7%	2.7%
Total Unit Construction Cost	**$2,119,000**			
Total Applicable Index				**2.7%**

1) Source: Table VI-3
2) Distribution of phase costs as part of the total unit construction cost
3) Source: Table VI-2 for design/construction/CEI
4) Percent of total cost (Item 2) for each component multiplied by the annual increase (Item 3)

APPENDIX A
Population

Appendix A: Population

With the exception of the transportation impact fee, all impact fee programs included in this report require the use of population data in calculating current levels of service, performance standards, and credit calculations. With this in mind, a consistent approach to developing population estimates and projections is an important component of the data compilation process. To accurately determine demand for services, not only the residents, or permanent population of the City, but also the seasonal residents and visitors were considered. Seasonal residents include visitors to hotel and motel facilities, RV parks, visitors that stay with relatives and friends, and part-time residents, which are defined as living in the City of Hallandale Beach for less than six months each year. Therefore, for purposes of calculating future demand for capital facilities for each impact fee program area, the weighted seasonal population will be used in all population estimates and projections. References to population contained in this report pertain to the weighted seasonal population, unless otherwise noted.

Table A-1 presents the population trend for Hallandale Beach. The projections indicate that the current weighted seasonal population of the City is approximately 44,000 and is estimated to increase to 51,000 by 2045. Based on these estimates, the City's population average annual growth rate amounts to 0.5 percent.

Table A-1
Weighted Seasonal Population Trends and Projections

Year	Hallandale Beach
2000	38,023
2001	38,111
2002	38,206
2003	38,782
2004	39,060
2005	39,641
2006	39,630
2007	41,785
2008	41,952
2009	41,320
2010	41,674
2011	41,808
2012	42,373
2013	43,114
2014	42,980
2015	43,150
2016	43,372
2017	43,512
2018	**43,925**
2019	44,342
2020	44,769
2021	44,966
2022	45,164
2023	45,362
2024	45,562
2025	45,771
2026	46,184
2027	46,598
2028	47,018
2029	47,441
2030	47,872
2031	48,112
2032	48,352
2033	48,593
2034	48,836
2035	49,085
2036	49,247
2037	49,410
2038	49,572
2039	49,736
2040	49,895
2041	50,055
2042	50,214
2043	50,375
2044	50,537
2045	50,687

Source: Appendix A, Table A-10

Apportionment of Demand by Residential Unit Type and Size

The residential land uses to be used for the impact fee calculations are the following:

- Single Family detached;
- Multi-Family (duplex/apartment/condominium/townhouse); and
- Mobile Homes.

Table A-2 presents the number of persons per housing type for the residential categories identified above in Hallandale Beach. This analysis includes all housing units, both occupied and vacant.

Based on direction from the City, the single family land use is tiered by size and multi-family land use is tiered based on the number of dwelling units in terms of duplexes, three to nine units and 10 units or more. The single family tiering is based on data obtained from the American Housing Survey. For the multi-family residential land use category, an analysis was completed based on the number of persons per housing unit. This analysis utilized U.S. Census data from the 2000 Census and data from the 2016 American Community Survey (ACS), 5-Yr Estimates to examine this relationship.

Table A-2

Persons per Housing Unit by Housing Type (Hallandale Beach, 2016)

Housing Type	Population[1]	Housing Units[2]	Ratio[3]	Residents / Housing Units[4]
Single Family (detached)	12,593	4,170		3.02
- Less than 1,500 sf			89%	2.69
- 1,500 to 2,499 sf			100%	3.02
- 2,500 sf or greater			112%	3.38
Multi-Family/Mobile Home	31,022	24,692		1.26
- Duplex			177%	2.23
- Multi-Family (3 to 9 units)/Townhouse/Mobile Home			137%	1.73
- Multi-Family (10 or more units)			86%	1.08
Congregate Care Facility[5]	32,654	28,146		1.16

1) Source: 2016 ACS, Table B25033 (adjusted for seasonal population)
2) Source: 2016 ACS, Table DP04
3) Ratios developed based on data derived from the 2017 American Housing Survey for single family units and the 2000 U.S. Census for multi-family units
4) Population (Item 1) divided by housing units (Item 2). For the multi-family/mobile home land uses, residents per housing unit of 1.26 multiplied by the ratios developed in Item 3.
5) 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.
Notes: Excludes boats, RVs, vans, etc.

Functional Population

Functional population, in addition to permanent and seasonal residents, also accounts for employees, and is a generally accepted methodology for several impact fee areas. It 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 city 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)[3]. 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.

<u>Residential Functional Population</u>

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 the City of Hallandale Beach's functional population, an

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

analysis of the City's population and employment characteristics was conducted. Tables A-3 and A-4 present this analysis for Hallandale Beach. Based on this analysis, people in the city, on average, spend 16.6 hours each day at their place of residence. This corresponds to approximately 69 percent of each 24-hour day at their place of residence and the other 31 percent away from home.

Table A-3

Population & Employment Characteristics

Item/Calculation Step	Figure
Total Workers Living in Hallandale Beach[1]	15,150
Total Census Population (2010)[2]	37,113
Total Workers as a Percent of Population[3]	**40.8%**
School Age Population (5-17 years) (2010)[4]	3,803
School Age Population as a Percent of Population[5]	**10.2%**
Population Net of Workers and School Age Population[6]	18,160
Other Population as a Percent of Total Population[7]	**49.0%**

1) Source: Census Transportation Planning Package (CTPP), 2010
2) Source: 2010 U.S Census, Table P-1
3) Total workers (Item 1) divided by population (Item 2)
4) Source: 2010 U.S Census, Table QT-P1
5) Total school age population (Item 4) divided by 2010 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 2010 population (Item 2)

Table A-4

Residential Coefficient for 24-Hour Functional Population

Pop. Group	Hours at Residence[1]	Percent of Population[2]	Effective Hours[3]
Workers	13	40.8%	5.3
Students	15	10.2%	1.5
Other	20	49.0%	9.8
Total Hours at Residence[4]			16.6
Residential Functional Population Coefficient[5]			**69.2%**

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 Tindale Oliver'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 the City of Hallandale Beach. The functional population coefficients in Table A-5 were used to estimate the City's 2018 functional population in Table 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	**0.692**
Natural Resources	N/A	9.00	3.05	1.53	1.32	1.38	0.09	1.00	7.00	**0.379**
Construction	110	9.00	3.05	1.53	1.32	1.38	0.09	1.00	5.00	**0.271**
Manufacturing	140	9.00	2.47	1.24	1.32	1.38	0.07	1.00	5.00	**0.270**
Transportation, Communication, Utilities	110	9.00	3.05	1.53	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	48.90	24.45	1.24	1.73	11.98	1.50	7.00	**1.124**
Finance, Insurance, Real Estate	710	9.00	3.28	1.64	1.24	1.73	0.80	1.00	5.00	**0.292**
Services[9]	N/A	9.00	28.38	14.19	1.24	1.73	6.95	1.00	6.00	**0.570**
Government[10]	730	9.00	7.45	3.73	1.24	1.73	1.83	1.00	7.00	**0.451**

(1) Assumed

(2) Trips per employee represents all trips divided by the number of employees and is based on Trip Generation 10th Edition (Institute of Transportation Engineers 2017) as follows:

ITE Code 110 at 3.05 weekday trips per employee, Volume 2 - Industrial Land Uses, page 11

ITE Code 140 at 2.47 weekday trips per employee, Volume 2 - Industrial Land Uses, page 58

ITE Code 150 at 5.05 weekday trips per employee, Volume 2 - Industrial Land Uses, page 77

ITE Code 710 at 3.28 weekday trips per employee, Volume 2 Office Land Uses, page 12

ITE Code 730 at 7.45 weekday trips per employee, Volume 2 Office Land Uses, page 180

ITE Code 820 based on blended average of trips by retail center size calculated below, adapted from Volume 2 - Retail Land Uses, page 138.

Trips per retail employee from the following table:

Retail Scale	*Assumed Center Size*	*Trip Rate*	*Sq Ft per Employee[11]*	*Trips per Employee*	*Share*	*Weighted Trips*
Neighborhood <50k sq.ft.	50	75.05	802	60	45.0%	27.00
Community 50k-250k sq.ft.	250	44.84	975	44	35.0%	15.40
Regional 250k-500k sq.ft.	500	35.92	1,043	37	15.0%	5.55
Super Reg. 500k-1000k sq.ft.	1,000	28.78	676	19	5.0%	0.95
Sum of Weighted Trips/1k sq.ft.						48.90

(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: quality restaurant, high-turnover restaurant, supermarket, hotel, motel, elementary school, middle school, high school, hospital, medical office, and church. Source for the trips per employee figure from ITE, 10th ed., when available, or else derived from the square feet per employee for the appropriate land use category from the Energy Information Administration from Table B-1 of the Commercial Energy Building Survey, 2003.

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

(11) Square feet per retail employee from the Energy Information Administration from Table B-1 of the Commercial Energy Building Survey, 2003

Table A-6

Citywide Functional Population (2018)

Population Category	Hallandale Beach Baseline Data[1]	Functional Resident Coefficient[2]	Functional Population[3]
2018 Weighted Population	43,925	0.692	30,396
Employment Category			
Natural Resources	189	0.379	72
Construction	1,130	0.271	306
Manufacturing	361	0.270	97
Transportation, Communication, and Utilities	815	0.271	221
Wholesale Trade	649	0.272	177
Retail Trade	1,884	1.124	2,118
Finance, Insurance, and Real Estate	2,625	0.292	767
Services	10,907	0.570	6,217
Government Services	898	0.451	405
Total Employment by Category Population[4]			10,380
2018 Total Functional Population[5]			**40,776**

1) Source: Table A-1 for population and 2017 Woods & Poole for employment data
2) Source: Table A-5
3) Functional population is calculated by multiplying the Hallandale Beach baseline data (Item 1) 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 City's annual functional population figures from 2000 through 2045, based on the 2018 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	Hallandale Beach
2000	35,348
2001	35,419
2002	35,490
2003	36,022
2004	36,274
2005	36,818
2006	36,818
2007	38,806
2008	38,961
2009	38,377
2010	38,722
2011	38,838
2012	39,382
2013	40,051
2014	39,931
2015	40,091
2016	40,291
2017	40,412
2018	**40,776**
2019	41,143
2020	41,554
2021	41,720
2022	41,887
2023	42,055
2024	42,223
2025	42,434
2026	42,816
2027	43,201
2028	43,590
2029	43,982
2030	44,378
2031	44,600
2032	44,823
2033	45,047
2034	45,272
2035	45,498
2036	45,634
2037	45,771
2038	45,908
2039	46,046
2040	46,184
2041	46,323
2042	46,462
2043	46,601
2044	46,741
2045	46,881

Source: Table A-6 for 2018. Other years are based on growth rates of the weighted seasonal population; Table A-1

Functional Residents by Specific Land Use Category

When a wide range of land uses impact services, an estimate of that impact is needed for each land use. This section presents functional population 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. The average number of persons per housing unit in Hallandale Beach was calculated for the single family, multi-family, and mobile home land uses, based on information obtained from the 2016 ACS and the 2000 U.S. Census. Besides the residential land uses, Table A-8 also includes transient land uses, such as hotels, motels, congregate care facilities (CCF), and nursing homes. Secondary sources, such as the Visit Greater Fort Lauderdale Convention & Visitors Bureau and the Florida Department of Elderly Affairs, are used to determine the occupancy rate for hotels, motels, CCF, and nursing home land uses.

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 in the tables 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 cost per unit for each land use category in the select impact fee schedules.

Table A-8

Functional Residents for Residential and Transient Land Uses

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]	Work Week Residents Per Unit[9]
Residential:										
Single Family (detached):										
- Less than 1,500 sf	du	210	2.69	-	-	-	-	-	-	1.86
- 1,500 to 2,499 sf	du	210	3.02	-	-	-	-	-	-	2.09
- 2,500 sf or greater	du	210	3.38	-	-	-	-	-	-	2.34
Multi-Family/Mobile Home:										
- Duplex	du	220/221 222/240	2.23	-	-	-	-	-	-	1.54
- Multi-Family (3 to 9 units)/Townhouse/Mobile Home	du		1.73	-	-	-	-	-	-	1.20
- Multi-Family (10 or more units)	du		1.08	-	-	-	-	-	-	0.75
Transient, Assisted, Group:										
Hotel/Motel	room	320	1.87	78%	1.46	12	0.13	9	7	0.78
Congregate Care Facility	du	253	1.16	84%	0.97	16	0.51	9	7	0.84
Assisted Living	bed	254	1.00	84%	0.84	20	0.61	9	7	0.93
Nursing Home	bed	620	1.00	84%	0.84	20	1.05	9	7	1.09

(1) Land use code from the Institute of Transportation Engineers (ITE) Trip Generation Handbook, 10th Edition

(2) Estimates for the single family, multi-family, mobile home, and congregate care facility land use from Table A-2; estimates for the hotel/motel land use is based on data obtained from Greater Fort Lauderdale Convention & Visitors Bureau; and the estimate used for assisted living and nursing home is based on 1 person per bed.

(3) Source for hotel/motel occupancy: Greater Fort Lauderdale Convention & Visitors Bureau. Average hotel/motel occupancy rate for 2014 through 2016. Source for assisted living and nursing home occupancy rate is the Florida Department of Elderly Affairs, Broward County Profile. Average occupancy rate for 2015 and 2016 projection.

(4) Residents per unit times occupancy rate (Item 3)

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

(6) Adapted from ITE Trip Generation Handbook, 10th Edition

(9) For residential this is Residents Per Unit times 0.692. For Transient, Assisted, and Group it is:

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

Table A-9

Functional Residents 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	Campground/RV Park[12]	site	1.62	n/a	1.20	0.81	9	2.30	0.66	1.50	7	0.49
420	Marina	boat berth	2.41	20.52	0.12	1.21	9	2.30	2.66	1.00	7	0.16
430	Golf Course	hole	30.38	20.52	1.48	15.19	9	2.30	33.46	0.25	7	0.90
444	Movie Theater	screen	114.83	53.12	2.16	57.42	9	2.30	129.91	1.00	7	6.22
492	Health/Fitness Club	1,000 sf	34.50	27.25	1.27	17.25	9	2.30	38.41	1.50	7	2.88
	INSTITUTIONS:											
520	Elementary School (Private)	student	1.89	21.00	0.09	0.95	9	1.11	0.96	2.00	5	0.08
522	Middle/Junior High School (Private)	student	2.13	25.15	0.08	1.07	9	1.11	1.11	2.00	5	0.09
530	High School (Private)	student	2.03	22.25	0.09	1.02	9	1.11	1.04	2.00	5	0.09
540	University/Junior College (7,500 or fewer students) (Private)	student	2.00	11.75	0.17	1.00	9	1.11	0.94	2.00	5	0.10
550	University/Junior College (more than 7,500 students) (Private)	student	1.50	11.75	0.13	0.75	9	1.11	0.70	2.00	5	0.08
560	Church	1,000 sf	6.95	20.04	0.35	3.48	9	1.80	5.91	1.00	7	0.38
565	Day Care Center	1,000 sf	49.63	21.38	2.32	24.82	9	1.80	42.36	0.15	5	0.81
610	Hospital	1,000 sf	10.72	3.79	2.83	5.36	9	1.54	5.42	1.00	7	1.29
630	Clinic	1,000 sf	37.46	9.25	4.05	18.73	9	1.54	24.79	1.00	5	1.82
	OFFICE & FINANCIAL:											
710	Office Building	1,000 sf	9.74	3.28	2.97	4.87	9	1.13	2.53	1.00	5	0.87
	RETAIL:											
820	Shopping Center/Retail	1,000 sfgla	37.75	16.11	2.34	18.88	9	1.74	30.51	0.50	7	1.51
840/841	New/Used Auto Sales	1,000 sf	24.58	11.84	2.08	12.29	9	1.74	19.30	1.00	7	1.58
862	Home Improvement Superstore	1,000 sf	30.74	n/a	2.50	15.37	9	1.74	24.24	1.00	7	1.95
880/881	Pharmacy with & without Drive-Through Window	1,000 sf	104.37	69.17	1.51	52.19	9	1.74	89.30	0.35	7	1.87
890	Furniture Store	1,000 sf	6.30	10.93	0.58	3.15	9	1.74	4.90	0.50	7	0.32
912	Drive-In Bank	1,000 sf	102.66	31.79	3.23	51.33	9	1.74	86.08	0.15	6	1.50
931	Restaurant, non-Fast Food	1,000 sf	86.03	17.90	4.81	43.02	9	2.08	84.67	1.00	7	5.33
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	482.53	45.49	10.61	241.27	9	2.08	491.23	0.25	7	9.10
942	Automobile Care Center	1,000 sf	28.19	14.30	1.97	14.10	9	1.74	22.56	1.00	7	1.68
944	Gas Station w/Convenience Market <2,000 sq ft	fuel pos.	172.01	275.78	0.62	86.01	9	1.74	149.04	0.20	7	1.47
945	Gas Station w/Convenience Market 2,000-2,999 sq ft	fuel pos.	205.36	243.86	0.84	102.68	9	1.74	177.82	0.20	7	1.80
960	Gas Station w/Convenience Market 3,000+ sq ft	fuel pos.	230.52	230.91	1.00	115.26	9	1.74	199.55	0.20	7	2.04
947	Self-Service Car Wash	service bay	43.94	n/a	0.50	21.97	9	1.74	37.73	0.50	7	0.97

Table A-9 (continued)

Functional Residents 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]
	INDUSTRIAL:											
110	Light Industrial	1,000 sf	4.96	3.05	1.63	2.48	9	1.26	1.49	1.00	5	0.48
140	Manufacturing	1,000 sf	3.93	2.47	1.59	1.97	9	1.26	0.89	1.00	5	0.45
151	Mini-Warehouse/Warehouse	1,000 sf	1.49	61.90	0.02	0.75	9	1.26	0.93	0.75	7	0.04

Sources:
(1) Land use code found in the Institute of Transportation Engineers (ITE) Trip Generation Handbook, 10th Edition
(2) Land uses and trip generation rates consistent with those included in the Transportation Impact Fee Update Study
(3) Trips per employee from ITE Trip Generation Handbook, 10th 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)
(12) 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

Table A-10
Weighted Seasonal Population Projections

Year	Permanent Population[1]	Seasonal Population[2]	Total Weighted Season Pop.[3]
2000	34,282	3,741	38,023
2001	34,361	3,750	38,111
2002	34,447	3,759	38,206
2003	34,966	3,816	38,782
2004	35,216	3,844	39,060
2005	35,740	3,901	39,641
2006	35,731	3,899	39,630
2007	37,673	4,112	41,785
2008	37,824	4,128	41,952
2009	37,254	4,066	41,320
2010	37,113	4,561	41,674
2011	37,229	4,579	41,808
2012	37,732	4,641	42,373
2013	38,391	4,723	43,114
2014	38,273	4,707	42,980
2015	38,424	4,726	43,150
2016	38,621	4,751	43,372
2017	38,746	4,766	43,512
2018	**39,114**	**4,811**	**43,925**
2019	39,486	4,856	44,342
2020	39,866	4,903	44,769
2021	40,041	4,925	44,966
2022	40,217	4,947	45,164
2023	40,394	4,968	45,362
2024	40,572	4,990	45,562
2025	40,758	5,013	45,771
2026	41,125	5,059	46,184
2027	41,495	5,103	46,598
2028	41,868	5,150	47,018
2029	42,245	5,196	47,441
2030	42,629	5,243	47,872
2031	42,842	5,270	48,112
2032	43,056	5,296	48,352
2033	43,271	5,322	48,593
2034	43,487	5,349	48,836
2035	43,709	5,376	49,085
2036	43,853	5,394	49,247
2037	43,998	5,412	49,410
2038	44,143	5,429	49,572
2039	44,289	5,447	49,736
2040	44,430	5,465	49,895
2041	44,572	5,483	50,055
2042	44,715	5,499	50,214
2043	44,858	5,517	50,375
2044	45,002	5,535	50,537
2045	45,135	5,552	50,687

1) Source: 2000 through 2017 is the U.S. Census and the Bureau of Economic and Business Research (BEBR). Population projections for 2018 through 2045 are based on the Broward County 2017 Municipal Population Forecast Model (PFAM).
2) Source: 2000 and 2010 U.S. Census and the Greater Fort Lauderdale Convention & Visitors Bureau
3) Sum of permanent population (Item 1) and seasonal population (Item 2)

Appendix B
Building and Land Value
Supplemental Information for
Fire Rescue, Law Enforcement, and Parks and Recreation

Appendix B: Building and Land Value Supplemental Information

This Appendix provides a summary of building and land value estimates for fire rescue, law enforcement, and parks and recreation impact fees. Information related to cost estimates for transportation is included in Appendix D.

Building Values

For the fire rescue and law enforcement program areas, the following information was reviewed to estimate building values:

- Recent construction by the City of Hallandale Beach (fire rescue Station 7);
- Insurance values of existing facilities; and
- Data from other jurisdictions for recently completed facilities.

The following paragraphs provide a summary for the fire rescue and law enforcement program areas**.**

Fire Rescue

The City of Hallandale Beach recently finished construction of a new fire station is that is replacing Station 7 with a larger facility. This expansion is estimated to cost approximately $340 per square foot.

The insurance value of Fire Station 60 (built in 2006) is almost $300 per square foot, including contents, but excluding site preparation and landscaping cost, permits, fees and other similar expenses. It should be noted that insurance values are considered to be a conservative estimate 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.

Tindale Oliver supplemented the local data with cost estimates utilized in recently completed fire rescue impact fee studies. This analysis reviewed cost data from studies conducted between 2015 and 2017, which ranged from $300 to $350 per square foot for fire station construction.

Given this information, an average building value of $325 per square foot is used for the current station value. This figure is representative of the local design characteristics and cost.

Table B-1 provides a summary of information considered in determining this figure for station cost.

Table B-1
Fire Rescue Building Cost

Source	Value per Square Foot
Recent Cost to Construct Station 7[1]	$340
Insurance Values [1] ***:***	
- All Stations[2]	$242
- Station 60	$302
Other Florida Jurisdictions (2015 - 2017)	$300-$350
Value Used in Study	**$325**

1) Source: City of Hallandale Beach
2) Included the old Station 7

Law Enforcement

The City of Hallandale Beach has one police station which is located within the City Hall. The current insurance value of the entire facility is $195 per square foot. In addition to the insurance values, cost estimates utilized in recently (2014 – 2017) completed law enforcement impact fee studies were reviewed. This review suggested a range of $155 per square foot to $325 per square foot for law enforcement building construction. Given this information, a unit value of $200 per square foot is used for the police stations.

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 Broward County Property Appraiser (BCPA);
- Value of vacant land by size and by land use; and
- Vacant land sales between 2014 and 2017 by size and by land use.

Fire Rescue and Law Enforcement

The following information is considered in estimating land values for both fire rescue and law enforcement facilities:

- The 2014 land purchase for Fire Station 7 was completed for $91,000 per acre. The current land value of this parcel, as reported by the BCPA, is $350,000 per acre.
- As reported by the BCPA, the average value of parcels where the current stations are located is $315,000 per acre with a range of $250,000 per acre to $480,000 per acre.
- The current land value associated with City Hall, where the City's police station is located is $262,000 per acre.
- Vacant land sales of similarly sized parcels between 2014 and 2017 averaged over $500,000 per acre for all vacant land use types. The values ranged from a low of $91,000 per acre for vacant governmental land to $900,000 per acre for commercial land.
- Similarly, the value of vacant land reported by the Property Appraiser averaged approximately $360,000 per acre. Additionally, the values ranged from $231,000 per acre for vacant residential land to $534,000 per acre for vacant commercial land.

Given this information, an average value of $500,000 per acre is determined to be a reasonable estimate, taking into consideration that fire and police stations tend to be located on a combination of residential and commercial parcels. This analysis is presented in Table B-2.

Table B-2
Fire Rescue and Law Enforcement Land Cost

Source	Vacant Land Value/Sale Price per Acre		
	W. Avg.	Range	
Current Land Values[1]			
- Fire Rescue	$314,950	$249,000 - $481,500	
- Law Enforcement	$261,500	N/A	N/A
Recent Land Purchases[2]			
Land for Fire Station 7; Year 2014	$90,580	N/A	N/A
- Current Land Value of Parcel (Based on BCPA Land Values)	$348,940	N/A	N/A

Source	Vacant Land Value/Sale Price per Acre					
	Residential		Commercial		Government	
	W. Avg	Median	W. Avg	Median	W. Avg	Median
Recent Land Sales (2014-2017)[1]						
0.5 to 2 acres	$453,780	$504,590	$902,240	$898,510	$90,580	$90,580
2.01 to 4 acres	N/A	N/A	N/A	N/A	N/A	N/A
Counts						
0.5 to 2 acres	3		2		1	
2.01 to 4 acres	0		0		0	
All	**3**		**2**		**1**	
Vacant Land Values[1]						
0.5 to 2 acres	$231,300	$217,710	$533,900	$497,590	$330,610	$348,790
2.01 to 4 acres	N/A	N/A	$261,350	$261,350	$158,320	$145,260
All	**$231,300**	**$217,710**	**$396,480**	**$436,840**	**$213,280**	**$261,550**
Counts						
0.5 to 2 acres	4		4		5	
2.01 to 4 acres	0		1		4	
All	**4**		**5**		**9**	
Value Used in Study						***$500,000***

1) Source: Broward County Property Appraiser (BCPA)
2) Source: City of Hallandale Beach and BCPA

Parks

The following information is considered in estimating land values for parks facilities:

- The most recent park land purchases occurred in 2011 and 2012, as reported by the BCPA, and were for land associated with Sunset Park. These two purchases included small parcels and the cost ranged from $615,000 per acre to $1.5 million per acre.
- As reported by the BCPA, the average value of parcels where the current parks are located is $460,000 per acre with a range of $130,000 per acre to $3 million per acre.
    - Community park average land value per acre amounted to $180,000.
    - Neighborhood parks average land value per acre amounted to $334,000 and ranged from $192,000 per acre to $995,000 per acre.

    - Specialty parks average land value per acre amounted to $768,000 and ranged from $130,000 per acre to $3 million per acre.
- Vacant residential parcel sales between 2014 and 2017 were limited to 3 properties, with an average of $455,000 per acre and a median value of $505,000 per acre. Because parks are unlikely to be located on commercial properties, commercial land sales and values are not included in this analysis. In terms of government properties, there was only one sale for $91,000 per acre.
- The value of vacant land reported by the Property Appraiser for residential and government parcels with similar size to the park inventory averaged approximately $215,000 per acre to $225,000 per acre.

Given this information, similar to fire rescue and law enforcement, an average value of $500,000 per acre is determined to be a reasonable, if not conservative estimate for impact fee calculation purposes. Table B-3 presents this analysis.

Table B-3
Parks and Recreation Land Cost

Source	Vacant Land Value/Sale Price per Acre		
	W. Avg	Range	
Recent Land Purchases[1]			
Sunrise Park; Year: 2011 - 0.15 acres	$615,380	N/A	N/A
Sunrise Park; Year: 2012 - 1.95 acres	$1,466,670	N/A	N/A
Current Values of Existing Park Land[2]			
- Community	$181,000		N/A
- Neighborhood	$333,990		$191,710 - $994,570
- Special	$767,880		$128,880 - $3,048,370
All	**$458,900**		**$128,880 - $3,048,370**

Source	Vacant Land Value/Sale Price per Acre			
	Residential		Government	
	W. Avg	Median	W. Avg	Median
Recent Land Sales (2014-2017)[2]				
0.5 to 5 acres	$453,780	$504,590	$90,580	$90,580
5.01 to 10 acres	N/A	N/A	N/A	N/A
10.01 to 15 acres	N/A	N/A	N/A	N/A
15.01 to 40 acres	N/A	N/A	N/A	N/A
All	**$453,780**	**$504,590**	**$90,580**	**$90,580**
Counts				
0.5 to 5 acres	3		1	
5.01 to 10 acres	0		0	
10.01 to 15 acres	0		0	
15.01 to 40 acres	0		0	
All	**3**		**1**	
Residential and Government Vacant Land Values[2]				
0.5 to 5 acres	$148,490	$175,400	$213,280	$261,550
5.01 to 10 acres	N/A	N/A	N/A	N/A
10.01 to 15 acres	$291,990	$291,990	N/A	N/A
15.01 to 40 acres	N/A	N/A	N/A	N/A
All	**$225,830**	**$217,710**	**$213,280**	**$261,550**
Counts				
0.5 to 5 acres	5		9	
5.01 to 10 acres	0		0	
10.01 to 15 acres	1		0	
15.01 to 40 acres	0		0	
All	**6**		**9**	

Value Used in Study	***$500,000***	-	-

1) Source: City of Hallandale Beach Source: BCPA
2) Source: and Broward County Property Appraiser (BCPA)

Appendix C
Multi-Modal Transportation Impact Fee
Demand Component

Appendix C: MMTIF – Demand Component

This appendix presents the detailed calculations for the demand component of the multi-modal transportation impact fee study.

Interstate & Toll Facility Adjustment Factor

Table C-1 presents the interstate and toll facility adjustment factor used in the calculation of the multi-modal impact fee. This variable is based on data from the Southeast Regional Planning Model v7 (SERPM v7), specifically the 2040 projected vehicle-miles of travel of all city-generated trips on all in-county roadways. It should be noted that the adjustment factor excludes all external-to-external trips, which represent traffic that goes through Hallandale Beach, but does not necessarily stop in the city. This traffic is excluded from the analysis since it does not come from development within the city. The I/T adjustment factor is used to reduce the PMT that the multi-modal fee charges for each land use.

Table C-1

Interstate/Toll Facility Adjustment Factor

Facility Type	Total	
	VMT	%
Interstate/Toll	347,655	38.4%
Other Roads	557,893	61.6%
Total	**905,548**	**100.0%**
Interstate/Toll	347,655	**38.4%**

Source: SERPM v7, 2040

Local Collector Road Adjustment Factor

Table C-2 presents the local collector adjustment factor used in the calculation of the multi-modal impact fee. Tindale Oliver reviewed the City's existing classified roadway network and identified additional roads that could be re-classified as collector roads. This reclassification was based on the segments identified as part of the Relief Grid for Congested Roadways from the City of Hallandale Beach Multimodal Mobility Plan, roadways that connect neighborhoods, and roadways that connect to other major roadways to enable smaller roads to connect. A map of the proposed classified transportation network is included in this appendix. It is important for the City to incorporate the updated roadway network classifications into the Comprehensive Plan

during the next update cycle as multi-modal impact fee revenues can only be used for facilities on the classified transportation network. Based on data from the Southeast Regional Planning Model v7 (SERPM v7) and using this expanded City collector road network, local travel adjustment factor of almost 31% is calculated.

Table C-2

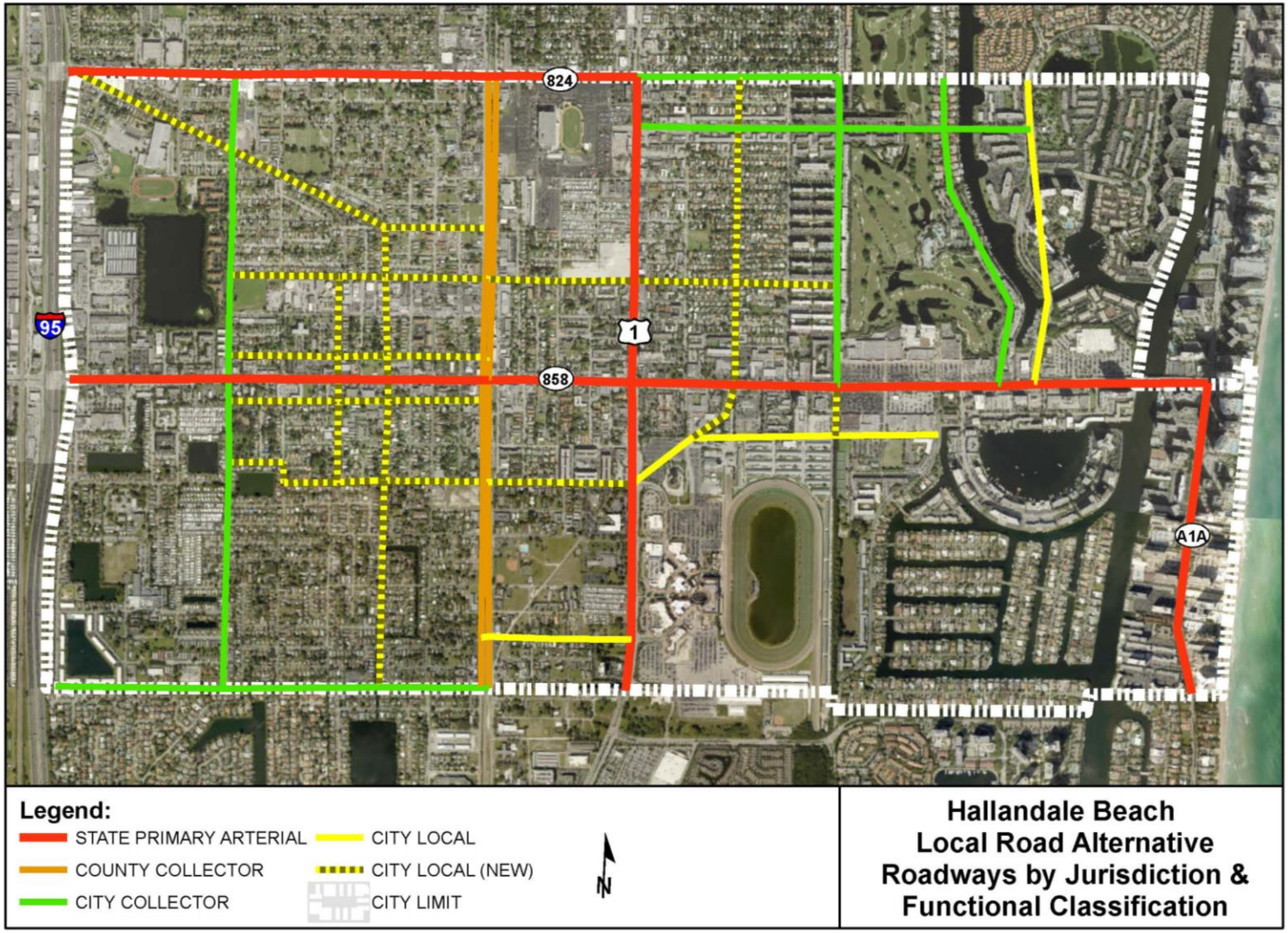
Interstate/Toll Facility Adjustment Factor

Facility Jurisdiction	Total	
	VMT	%
State (Principal Arterial)	306,564	60.7%
County (Collector)	42,756	8.5%
City (Collector)	51,576	10.2%
City (Proposed Collector)	104,044	20.6%
Total	**504,940**	**100.0%**
City Total	155,620	**30.8%**

Source: SERPM v7, 2040

Map C-1

Existing and Proposed City Collector Road Network



Source: Based on the City of Hallandale Beach Multimodal Mobility Plan, Fig. III.A.4, with some segments added

Florida Studies Trip Characteristics Database

The Florida Studies Trip Characteristics Database includes over 200 studies on 40 different residential and non-residential land uses collected over the last 25 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.

Tindale Oliver estimates trip generation rates for all land uses in a roadway impact fee schedule using data from studies in the Florida Studies Database and the Institute of Transportation Engineers' (ITE) *Trip Generation* reference report (10th edition). In instances, when both ITE *Trip Generation* reference report (10th edition) and Florida Studies trip generation rate (TGR) data are available for a particular land use, the data is typically blended to increase the sample size and provide a more valid estimate of the average number of trips generated per unit of development. If no Florida Studies data is available, only TGR data from the ITE reference report is used in the fee calculation.

The trip generation rate for each respective land use is calculated using machine counts that record daily traffic into and out of the site studied. The traffic count hoses 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.

Land Use 151: Mini-Warehouse

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Orange Co, FL	89.6	2006	-	-	1.23	-	-	-	-	Orange County
Orange Co, FL	84.7	2006	-	-	1.39	-	-	-	-	Orange County
Orange Co, FL	93.0	2006	-	-	1.51	-	-	-	-	Orange County
Orange Co, FL	107.0	2007	-	-	1.45	-	-	-	-	Orange County
Orange Co, FL	77.0	2009	-	-	2.18	-	-	-	-	Tindale Oliver
Orange Co, FL	93.7	2012	-	-	1.15	-	-	-	-	Tindale Oliver
Total Size	545.0	5					**Average Trip Length:**	**n/a**		
ITE	780.0	15					**Weighted Average Trip Length:**	**n/a**		
Blended total	1,325.0									

Weighted Percent New Trip Average: -

Weighted Average Trip Generation Rate: 1.47

ITE Average Trip Generation Rate: 1.51

Blend of FL Studies and ITE Average Trip Generation Rate: 1.49

Land Use 210: Single Family - Detached

Location	Size / Units	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Gwinnett Co, GA	-	12/13-18/92	-	-	5.80	-	5.40	-	31.32	Street Smarts
Gwinnett Co, GA	-	12/13-18/92	-	-	5.40	-	6.10	-	32.94	Street Smarts
Sarasota Co, FL	76	Jun-93	70	70	10.03	-	6.00	-	60.18	Sarasota County
Sarasota Co, FL	79	Jun-93	86	86	9.77	-	4.40	-	42.99	Sarasota County
Sarasota Co, FL	135	Jun-93	75	75	8.05	-	5.90	-	47.50	Sarasota County
Sarasota Co, FL	152	Jun-93	63	63	8.55	-	7.30	-	62.42	Sarasota County
Sarasota Co, FL	193	Jun-93	123	123	6.85	-	4.60	-	31.51	Sarasota County
Sarasota Co, FL	97	Jun-93	33	33	13.20	-	3.00	-	39.60	Sarasota County
Sarasota Co, FL	282	Jun-93	146	146	6.61	-	8.40	-	55.52	Sarasota County
Sarasota Co, FL	393	Jun-93	207	207	7.76	-	5.40	-	41.90	Sarasota County
Hernando Co, FL	76	May-96	148	148	10.01	9a-6p	4.85	-	48.55	Tindale Oliver
Hernando Co, FL	128	May-96	205	205	8.17	9a-6p	6.03	-	49.27	Tindale Oliver
Hernando Co, FL	232	May-96	182	182	7.24	9a-6p	5.04	-	36.49	Tindale Oliver
Hernando Co, FL	301	May-96	264	264	8.93	9a-6p	3.28	-	29.29	Tindale Oliver
Charlotte Co, FL	135	Oct-97	230	-	5.30	9a-5p	7.90	-	41.87	Tindale Oliver
Charlotte Co, FL	142	Oct-97	245	-	5.20	9a-5p	4.10	-	21.32	Tindale Oliver
Charlotte Co, FL	150	Oct-97	160	-	5.00	9a-5p	10.80	-	54.00	Tindale Oliver
Charlotte Co, FL	215	Oct-97	158	-	7.60	9a-5p	4.60	-	34.96	Tindale Oliver
Charlotte Co, FL	257	Oct-97	225	-	7.60	9a-5p	7.40	-	56.24	Tindale Oliver
Charlotte Co, FL	345	Oct-97	161	-	7.00	9a-5p	6.60	-	46.20	Tindale Oliver
Charlotte Co, FL	368	Oct-97	152	-	6.60	9a-5p	5.70	-	37.62	Tindale Oliver
Charlotte Co, FL	383	Oct-97	516	-	8.40	9a-5p	5.00	-	42.00	Tindale Oliver
Charlotte Co, FL	441	Oct-97	195	-	8.20	9a-5p	4.70	-	38.54	Tindale Oliver
Charlotte Co, FL	1,169	Oct-97	348	-	6.10	9a-5p	8.00	-	48.80	Tindale Oliver
Collier Co, FL	90	Dec-99	91	-	12.80	8a-6p	11.40	-	145.92	Tindale Oliver
Collier Co, FL	400	Dec-99	389	-	7.80	8a-6p	6.40	-	49.92	Tindale Oliver
Lake Co, FL	49	Apr-02	170	-	6.70	7a-6p	10.20	-	68.34	Tindale Oliver
Lake Co, FL	52	Apr-02	212	-	10.00	7a-6p	7.60	-	76.00	Tindale Oliver
Lake Co, FL	126	Apr-02	217	-	8.50	7a-6p	8.30	-	70.55	Tindale Oliver
Pasco Co, FL	55	Apr-02	133	-	6.80	8a-6p	8.12	-	55.22	Tindale Oliver
Pasco Co, FL	60	Apr-02	106	-	7.73	8a-6p	8.75	-	67.64	Tindale Oliver
Pasco Co, FL	70	Apr-02	188	-	7.80	8a-6p	6.03	-	47.03	Tindale Oliver
Pasco Co, FL	74	Apr-02	188	-	8.18	8a-6p	5.95	-	48.67	Tindale Oliver
Pasco Co, FL	189	Apr-02	261	-	7.46	8a-6p	8.99	-	67.07	Tindale Oliver
Marion Co, FL	102	Apr-02	167	-	8.02	7a-6p	5.10	-	40.90	Kimley-Horn & Associates
Marion Co, FL	105	Apr-02	169	-	7.23	7a-6p	7.22	-	52.20	Kimley-Horn & Associates
Marion Co, FL	124	Apr-02	170	-	6.04	7a-6p	7.29	-	44.03	Kimley-Horn & Associates
Marion Co, FL	132	Apr-02	171	-	7.87	7a-6p	7.00	-	55.09	Kimley-Horn & Associates
Marion Co, FL	133	Apr-02	209	-	8.04	7a-6p	4.92	-	39.56	Kimley-Horn & Associates
Citrus Co, FL	111	Oct-03	273	-	8.66	7a-6p	7.70	-	66.68	Tindale Oliver
Citrus Co, FL	231	Oct-03	155	-	5.71	7a-6p	4.82	-	27.52	Tindale Oliver
Citrus Co, FL	306	Oct-03	146	-	8.40	7a-6p	3.94	-	33.10	Tindale Oliver
Citrus Co, FL	364	Oct-03	345	-	7.20	7a-6p	9.14	-	65.81	Tindale Oliver
Citrus Co, FL	374	Oct-03	248	-	12.30	7a-6p	6.88	-	84.62	Tindale Oliver
Lake Co, FL	42	Dec-06	122	-	11.26	-	5.56	-	62.61	Tindale Oliver
Lake Co, FL	51	Dec-06	346	-	18.22	-	9.46	-	172.36	Tindale Oliver
Lake Co, FL	59	Dec-06	144	-	12.07	-	10.79	-	130.24	Tindale Oliver
Lake Co, FL	90	Dec-06	194	-	9.12	-	5.78	-	52.71	Tindale Oliver
Lake Co, FL	239	Dec-06	385	-	7.58	-	8.93	-	67.69	Tindale Oliver
Hernando Co, FL	232	Apr-07	516	-	8.02	7a-6p	8.16	-	65.44	Tindale Oliver
Hernando Co, FL	95	Apr-07	256	-	8.08	7a-6p	5.88	-	47.51	Tindale Oliver
Hernando Co, FL	90	Apr-07	338	-	7.13	7a-6p	5.86	-	41.78	Tindale Oliver
Hernando Co, FL	58	Apr-07	153	-	6.16	7a-6p	8.39	-	51.68	Tindale Oliver
Collier Co, FL	74	Mar-08	503	-	12.81	7a-6p	3.05	-	39.07	Tindale Oliver
Collier Co, FL	97	Mar-08	512	-	8.78	7a-6p	11.29	-	99.13	Tindale Oliver
Collier Co, FL	315	Mar-08	1,347	-	6.97	7a-6p	6.55	-	45.65	Tindale Oliver
Collier Co, FL	42	Mar-08	314	-	9.55	7a-6p	10.98	-	104.86	Tindale Oliver
Total Size	10,380	55	13,130				**Average Trip Length:**	**6.79**		
							Weighted Average Trip Length:	**6.62**		

Note: Georgia studies are not included in summary statistics

Weighted Average Trip Generation Rate: **7.81**

Land Use 220/221/222: Multi-Family (Low-, Mid-, High-Rise)

Location	Size / Units	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Sarasota Co, FL	212	Jun-93	42	42	5.78	-	5.20	-	30.06	Sarasota County
Sarasota Co, FL	243	Jun-93	36	36	5.84	-	-	-	-	Sarasota County
Marion Co, FL	214	Apr-02	175	175	6.84	-	4.61	-	31.53	Kimley-Horn & Associates
Marion Co, FL	240	Apr-02	174	174	6.96	-	3.43	-	23.87	Kimley-Horn & Associates
Marion Co, FL	288	Apr-02	175	175	5.66	-	5.55	-	31.41	Kimley-Horn & Associates
Marion Co, FL	480	Apr-02	175	175	5.73	-	6.88	-	39.42	Kimley-Horn & Associates
Marion Co, FL	500	Apr-02	170	170	5.46	-	5.94	-	32.43	Kimley-Horn & Associates
Lake Co, FL	250	Dec-06	135	135	6.71	-	5.33	-	35.76	Tindale Oliver
Lake Co, FL	157	Dec-06	265	265	13.97	-	2.62	-	36.60	Tindale Oliver
Lake Co, FL	169	Dec-06	212	-	8.09	-	6.00	-	48.54	Tindale Oliver
Lake Co, FL	226	Dec-06	301	-	6.74	-	2.17	-	14.63	Tindale Oliver
Hernando Co, FL	312	Apr-07	456	-	4.09	-	5.95	-	24.34	Tindale Oliver
Hernando Co, FL	176	Apr-07	332	-	5.38	-	5.24	-	28.19	Tindale Oliver
Orange Co, FL	364	Nov-13	-	-	9.08	-	-	-	-	Orange County
Orange Co, FL	108	Aug-14	-	-	5.51	-	-	-	-	Orange County
Hernando Co, FL	31	May-96	31	31	6.12	9a-6p	4.98	-	30.48	Tindale Oliver
Hernando Co, FL	128	May-96	128	128	6.47	9a-6p	5.18	-	33.51	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	3.53	-	14.97	Tindale Oliver
Total Size	4,575						**Average Trip Length:**	**4.27**		
Total Size (TL)	3,631						**Weighted Average Trip Length:**	**5.10**		

Land Use 240: Mobile Home Park

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

Weighted Average Trip Generation Rate: **4.17**

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	388	2					**Weighted Average Trip Length:**	**3.08**		
Blended total	660						Weighted Percent New Trip Average:	71.6		
	460							Weighted Average Trip Generation Rate:		3.50
								ITE Average Trip Generation Rate:		2.02
								Blend of FL Studies and ITE Average Trip Generation Rate:		**2.25**

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		
								ITE Average Trip Generation Rate:		**3.35**

Land Use 444: 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**

Land Use 492: Health/Fitness Club

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Tampa, FL	-	Mar-86	33	31	-	-	7.90	94.0	-	Kimley-Horn & Associates
Total Size			33				**Average Trip Length:**	**n/a**		
ITE	37	8					Percent New Trip Average:	94.0		
								Average Trip Generation Rate:		-
								ITE Average Trip Generation Rate (adjusted):		**34.50**

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	2	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**

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**

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	1	894				**Average Trip Length:**	**4.60**		
ITE	63.0	3					**Weighted Average Trip Length:**	**5.10**		
	166.9						Weighted Percent New Trip Average:	93.0		

Weighted Average Trip Generation Rate: 37.03
ITE Average Trip Generation Rate: 38.16
Blend of FL Studies and ITE Average Trip Generation Rate: 37.46

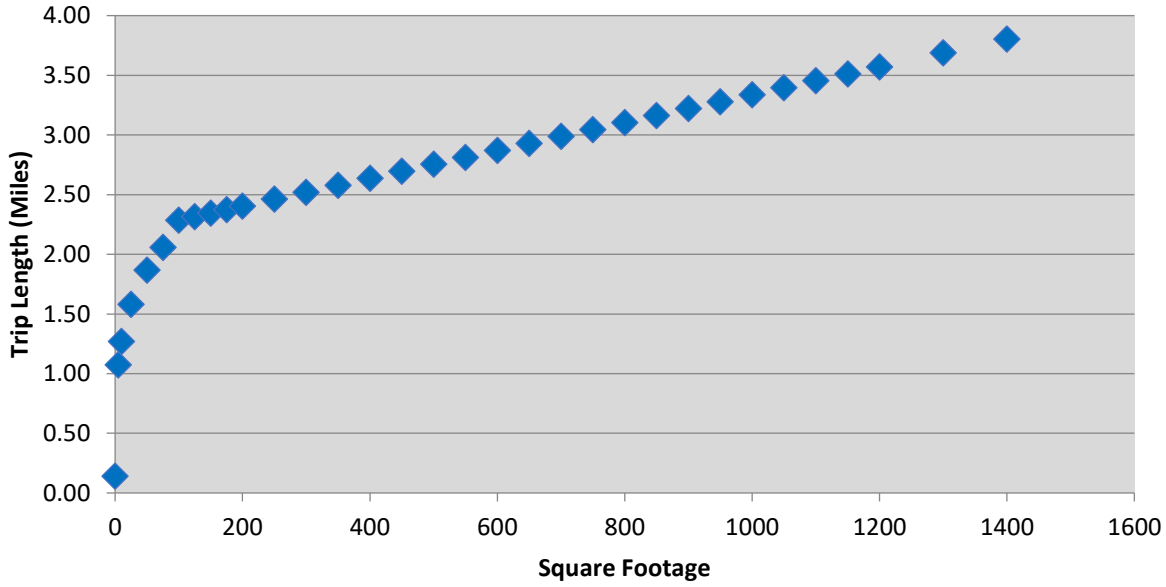
Land Use 710: Office Building

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	11,286.0	66					**Weighted Average Trip Length:**	**5.15**		
							Weighted Percent New Trip Average:	92.3		

Land Use 820: Shopping Center

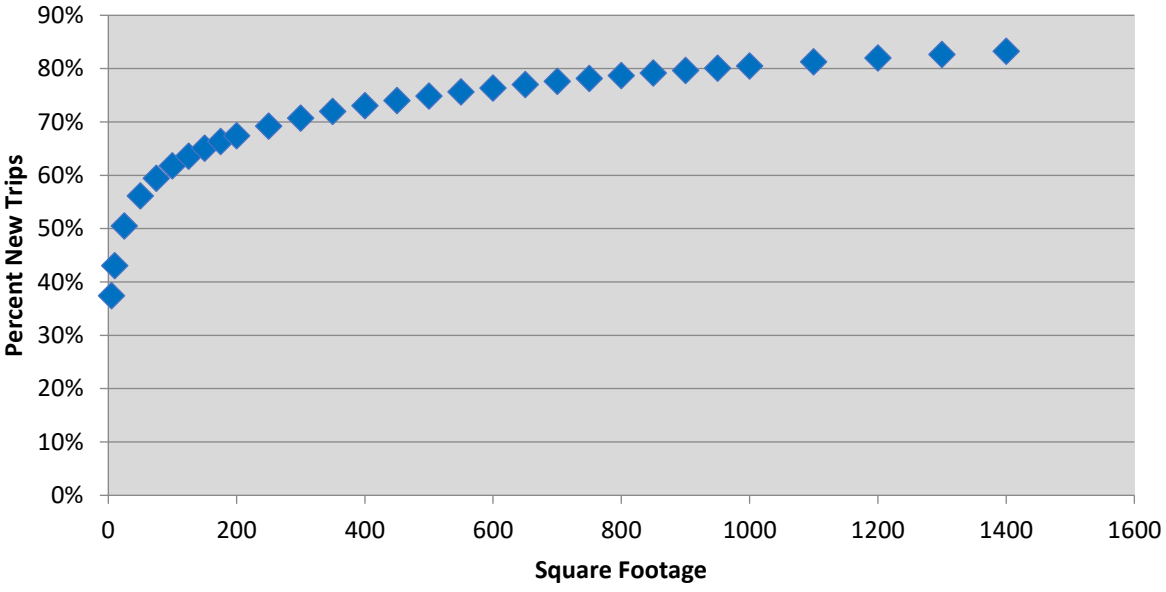
Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Tampa, FL	-	Mar-86	527	348	-	-	-	66.0	-	Kimley-Horn & Associates
Tampa, FL	-	Mar-86	170	-	-	-	1.70	-	-	Kimley-Horn & Associates
Tampa, FL	-	Mar-86	354	269	-	-	-	76.0	-	Kimley-Horn & Associates
Tampa, FL	-	Mar-86	144	-	-	-	2.50	-	-	Kimley-Horn & Associates
St. Petersburg, FL	1,192.0	Aug-89	384	298	-	11a-7p	3.60	78.0	-	Tindale Oliver
St. Petersburg, FL	132.3	Sep-89	400	368	77.00	10a-7p	1.80	92.0	127.51	Tindale Oliver
Largo, FL	425.0	Aug-89	160	120	26.73	10a-6p	2.30	75.0	46.11	Tindale Oliver
Dunedin, FL	80.5	Sep-89	276	210	81.48	9a-5p	1.40	76.0	86.69	Tindale Oliver
Pinellas Park, FL	696.0	Sep-89	485	388	-	9a-6p	3.20	80.0	-	Tindale Oliver
Seminole, FL	425.0	Oct-89	674	586	-	-	-	87.0	-	Tindale Oliver
Hillsborough Co, FL	134.0	Jul-91	-	-	-	-	1.30	74.0	-	Tindale Oliver
Hillsborough Co, FL	151.0	Jul-91	-	-	-	-	1.30	73.0	-	Tindale Oliver
Collier Co, FL	-	Aug-91	68	64	-	-	3.33	94.1	-	Tindale Oliver
Collier Co, FL	-	Aug-91	208	154	-	-	2.64	74.0	-	Tindale Oliver
Sarasota/Bradenton, FL	109.0	Sep-92	300	185	-	12a-6p	-	61.6	-	King Engineering Associates, Inc.
Ocala, FL	133.4	Sep-92	300	192	-	12a-6p	-	64.0	-	King Engineering Associates, Inc.
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		7,536				**Average Trip Length:**	**2.66**		

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



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

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



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

Land Use 840/841: New/Used Automobile Sales

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
St.Petersburg, FL	43.0	Oct-89	152	120	-	9a-5p	4.70	79.0	-	Tindale Oliver
Clearwater, FL	43.0	Oct-89	136	106	29.40	9a-5p	4.50	78.0	103.19	Tindale Oliver
Orange Co, FL	13.8	1997	-	-	35.75	-	-	-	-	Orange County
Orange Co, FL	34.4	1998	-	-	23.45	-	-	-	-	Orange County
Orange Co, FL	66.3	2001	-	-	28.50	-	-	-	-	Orange County
Orange Co, FL	39.1	2002	-	-	10.48	-	-	-	-	Orange County
Orange Co, FL	116.7	2003	-	-	22.18	-	-	-	-	Orange County
Orange Co, FL	51.7	2007	-	-	40.34	-	-	-	-	L-TEC
Orange Co, FL	36.6	-	-	-	15.17	-	-	-	-	Orange County
Orange Co, FL	216.4	2008	-	-	13.45	-	-	-	-	Orange County
Total Size	618.0	8	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**

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

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Pasco Co, FL	11.1	Apr-02	138	38	88.97	-	2.05	27.5	50.23	Tindale Oliver
Pasco Co, FL	12.0	Apr-02	212	90	122.16	-	2.04	42.5	105.79	Tindale Oliver
Pasco Co, FL	15.1	Apr-02	1192	54	97.96	-	2.13	28.1	58.69	Tindale Oliver
Total Size	38.2	3	1,542				**Average Trip Length:**	**2.07**		
ITE (LUC 880)	66.0	6					**Weighted Average Trip Length:**	**2.08**		
ITE (LUC 881)	208.0	16					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):		109.16
								Blend of FL Studies and ITE Average Trip Generation Rate:		**104.37**

Land Use 890: Furniture Store

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Largo, FL	15.0	7/28-30/92	64	34	-	-	4.63	52.5	-	Tindale Oliver
Tampa, FL	16.9	Jul-92	68	39	-	-	7.38	55.7	-	Tindale Oliver
Total Size	31.90	2	132				**Average Trip Length:**	**6.01**		
ITE	779.0	19					**Weighted Average Trip Length:**	**6.09**		
Blended total	810.90						Weighted Percent New Trip Average:	54.2		
								ITE Average Trip Generation Rate:		**6.30**

Land Use 912: Drive-In Bank

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Tampa, FL	-	Mar-86	77	-	-	-	2.40	-	-	Kimley-Horn & Associates
Tampa, FL	-	Mar-86	211	-	-	-	-	54.0	-	Kimley-Horn & Associates
Clearwater, FL	0.4	Aug-89	113	52	-	9a-6p	5.20	46.0	-	Tindale Oliver
Largo, FL	2.0	Sep-89	129	94	-	-	1.60	73.0	-	Tindale Oliver
Seminole, FL	4.5	Oct-89	-	-	-	-	-	-	-	Tindale Oliver
Marion Co, FL	2.3	Jun-91	69	29	-	24hr.	1.33	42.0	-	Tindale Oliver
Marion Co, FL	3.1	Jun-91	47	32	-	24hr.	1.75	68.1	-	Tindale Oliver
Marion Co, FL	2.5	Jul-91	57	26	-	48hrs.	2.70	45.6	-	Tindale Oliver
Collier Co, FL	-	Aug-91	162	96	-	24hr.	0.88	59.3	-	Tindale Oliver
Collier Co, FL	-	Aug-91	116	54	-	-	1.58	46.6	-	Tindale Oliver
Collier Co, FL	-	Aug-91	142	68	-	-	2.08	47.9	-	Tindale Oliver
Hernando Co, FL	5.4	May-96	164	41	-	9a-6p	2.77	24.7	-	Tindale Oliver
Marion Co, FL	2.4	Apr-02	70	-	-	24hr.	3.55	54.6	-	Kimley-Horn & Associates
Marion Co, FL	2.7	May-02	50	-	246.66	24hr.	2.66	40.5	265.44	Kimley-Horn & Associates
Total Size	25.2	9	1,407				**Average Trip Length:**	**2.38**		
ITE	147.0	21					**Weighted Average Trip Length:**	**2.46**		
Blended total	172.2						Weighted Percent New Trip Average:	46.2		
	149.7							Weighted Average Trip Generation Rate:		246.66
								ITE Average Trip Generation Rate:		100.03
								Blend of FL Studies and ITE Average Trip Generation Rate:		**102.66**

Land Use 931: Restaurant, non-Fast Food

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	2	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**

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

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

Total Size	48.8	13	4,463	**Average Trip Length:**	**2.11**	
ITE	201.0	67		**Weighted Average Trip Length:**	**2.05**	
Blended total	249.8			Weighted Percent New Trip Average:	57.9	
	34.0			Weighted Average Trip Generation Rate:		530.19
				ITE Average Trip Generation Rate:		470.95
				Blend of FL Studies and ITE Average Trip Generation Rate:		**482.53**

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	6	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**

Land Use 944/945: Gasoline/Service Station with and without Convenience Market

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

Total Size	0.6	1	238	**Average Trip Length:**	**1.46**	
ITE LUC 944 (vfp)	144.0	18		**Weighted Average Trip Length:**	**1.90**	
ITE LUC 945 (vfp)	90.0	5		Weighted Percent New Trip Average:	23.0	

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	3	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**

Single Family Residential Trip Generation Rate Tiering

As part of this study, the single family residential trip generation rate tiering was included to reflect a three-tier analysis to ensure equity by the size of a home. To facilitate this, an analysis was completed on the comparative relationship between housing size and household travel behavior. This analysis utilized data from the 2009 National Household Travel Survey (NHTS) and

the 2015 American Housing Survey (AHS) to examine overall trip-making characteristics of households in the United States.

Table C-3 presents that trip characteristics being utilized in the proposed multi-modal transportation impact fee schedule for the single family (detached) land use. The 2009 NHTS database was used to assess average annual household vehicle miles of travel (VMT) for various annual household income levels. In addition, the 2015 AHS database was used to compare median annual family/household incomes with housing unit size. It is important to recognize that the use of the income variable in each of these databases is simply to provide a convenient linking mechanism between household VMT from the NHTS and housing unit size from the AHS.

Table C-3
Calculated Single Family Trip Characteristics

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

Source: Florida Studies TCS Database, Land Use 210: Single Family Residential

The results of the NHTS and AHS analyses are included in Tables C-4 and C-5. First, the data shown in Table C-4 indicates that the average income in the U.S. for families/households living in housing units smaller than 1,500 square feet in size ($48,880) is lower than the overall average income for the U.S. ($63,584). In Table C-5, annual average household VMT was calculated from the NHTS database for a number of different income levels and ranges related to the resulting AHS income data in Table C-4.

Table C-4
Annual Income by Housing Size

2015 AHS Average Income Data by Housing Size (Single Family, detached)	Annual Income[(1)]
Less than 1,500 sf	$48,880
1,500 to 2,499 sf	$70,371
2,500 sf or more	$87,897
Average of All Houses	$63,584

Source: American Housing Survey for the United State in 2015
1) Weighted average of annual income for each tier

Table C-5

NHTS VMT Annual VMT by Income Category

2009 NHTS Travel Data by Annual HH Income	Annual VMT/HH	Days	Daily VMT	Ratio to Mean	Normalized to 1.061
Average of $48,880	20,736	365	56.81	0.847	0.798
Total (All Homes)	24,496	365	67.11	1.000	
Average of $70,371	25,995	365	71.22	1.061	1.000
Average of $87,897	29,347	365	80.40	1.198	1.129

Source: 2009 National Household Travel Survey Database, Federal Highway Administration

To calculate a corresponding trip rate for the new tiers it was necessary to rely on comparative ratios. As an example, consider the $48,880 annual income category. First, it was determined that the average annual household VMT for this income level is 20,736 miles. This figure was then compared to the overall average annual VMT per household in the U.S. and normalized to the average of the $70,371 (24,496 miles) category to derive a ratio of 0.798. It should be noted that the tiers are normalized to the $70,371 (1,500-2,499 sq ft) figure because the average home size in Hallandale Beach (approximately 2,200 sq ft for houses built from 2000-present) falls within these square footage parameters.

Next, the normalized ratio was applied to the daily VMT for the average single family housing unit size (less than 1,500 sq ft) to generate a daily VMT of 41.26 for the new tier, as shown in Table C-6. This daily VMT figure was then divided by the proposed assessable trip length of 6.62 miles to obtain a trip generation rate of 6.23 trips per day.

Table C-6

Trip Generation Rate by Single Family Land Use Tier

Estimation of Trip Rate by Tier	Trip Rate[(1)]	Assessable Trip Length[(2)]	Daily VMT[(3)]	Ratio to Mean[(4)]
Single Family (Detached)				
Less than 1,500 sf	**6.23**	6.62	41.26	0.798
1,500 to 2,499 sf	**7.81**	6.62	51.70	1.000
2,500 sf or larger	**8.82**	6.62	58.37	1.129

1) Daily VMT (Item 3) divided by assessable trip length (Item 2) for each tier
2) Source: Table C-2
3) Ratio to the mean (Item 4) multiplied by the total daily VMT for the 1,500 to 2,499 sq tier
4) Source: Table C-4

Table C-7 illustrates the impact that the trip generation rate tiers for the single family (detached) land use have on the City's calculated multi-modal fee rate.

Table C-7

Net Impact Fee by Single Family Land Use Tier

Impact of Tiering on Fee Schedule	Trip Rate[1]	Assessable Trip Length[2]	Daily VMT[3]	Net Fee[2]
Single Family (Detached)				
Less than 1,500 sf	**6.23**	6.62	41.26	**$2,459**
1,500 to 2,499 sf	**7.81**	6.62	51.70	**$3,085**
2,500 sf or larger	**8.82**	6.62	58.37	**$3,485**

1) Source: Table C-5, Item 1
2) Source: Appendix F, Table F-1

Appendix D
Multi-Modal Transportation Impact Fee
Cost Component

Appendix D: MMTIF – Cost Component

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

- Design
- Construction
- Construction Engineering & Inspection
- Roadway Capacity
- Transit Capital Costs

Urban-Design vs. Rural-Design

Due to a lack of available roadway construction data for open drainage (rural-design) roadways, the cost per lane mile for these types of roads was calculated using and adjustment factor. This factor was based on the rural-to-urban design cost ratio from the most recent District 7 Long Range Estimates[4] provided by FDOT. Based on the LRE, the costs for roadway capacity expansion (new road construction or lane addition) with open drainage is approximately 75 percent of the construction costs for roadway improvements with curb & gutter. For all subsequent tables, costs are presented for curb & gutter (urban-design) roadways with the rural-design roadway costs being calculated using the cost ratio in Table D-1.

Table D-1

Urban/Rural-Design Cost Factor

Improvement	Cost per Lane Mile		
	Rural Design	Urban Design	Ratio
0-2 Lanes	$2,878,590	$4,387,394	66%
0-4 Lanes	$2,328,452	$3,126,905	74%
0-6 Lanes	$1,976,888	$2,536,724	78%
2-4 Lanes	$3,429,601	$4,255,585	81%
4-6 Lanes	$3,762,445	$4,783,600	79%
Average	**$2,875,195**	**$3,818,042**	**75%**

Source: FDOT District 7 Long Range Estimates, 2017

[4] Data not available for FDOT District 4

Design

City/County Roadways

The design cost factor for city/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 transportation impact fee studies throughout Florida. As shown in Table D-2, recent design factors ranged from 6 to 14 percent with a weighted average of 10 percent. For purposes of this study, the design cost for city/county roads was calculated at 10 percent of the construction cost per lane mile.

State Roadways

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 transportation impact fee studies throughout Florida. As shown in Table D-2, recent design factors ranged from 10 to 12 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 D-2

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

Year	Study	City/County Roads (Cost per Lane Mile)			State Roads (Cost per Lane Mile)		
		Design	Constr.	Ratio	Design	Constr.	Ratio
2009	Collier	$217,000	$3,100,000	7%	$320,000	$3,200,000	10%
2009	Polk	$95,400	$1,590,000	6%	$217,000	$2,170,000	10%
2009	Hillsborough/Tampa	$308,000	$2,800,000	11%	$420,000	$3,500,000	12%
2010	Collier	$119,560	$1,708,000	7%	$241,800	$2,418,000	10%
2012	Osceola	$371,196	$2,651,400	14%	$313,258	$2,847,800	11%
2012	Orange	$264,000	$2,400,000	11%	-	-	n/a
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
2017	Orange	$203,000	$2,542,000	8%	-	-	n/a
Average		**$226,398**	**$2,238,967**	**10%**	**$283,513**	**$2,633,453**	**11%**

Source: Recent impact fee studies conducted throughout Florida

Right-of-Way

Since the 1960's Broward County has implemented the Trafficways Plan for ultimate right-of-way preservation and due to this, ROW for road construction/expansion is already available for the majority of future improvements. Therefore, for impact fee purposes, ROW cost is not included.

Construction

City/County Roadways

A review of construction cost data for recent county roadway capacity expansion improvements identified a single improvement in Broward County:

- Bailey Rd from NW 64th Ave/SW 81st Ave to SR 7 (US 441)

As shown in Table D-3, this improvements has a weighted average construction cost of approximately $1.58 million per lane mile. This cost is relatively low compared to other similar improvements from around the state.

In addition to the Broward data, county improvements from other Florida counties were also reviewed. As shown in Table D-3, a total of 84 projects from 19 different counties were identified (including the one Broward improvement), totaling over 394 lane miles of improvements with a weighted average cost of $2.26 million per lane mile. When only the improvements in FDOT District 4 was considered, the sample is reduced to 23 improvements totaling over 84 lane miles and a weighted average cost of $1.90 million per lane mile.

For purposes of the multi-modal transportation impact fee, a county roadway construction cost of **$1.90 million per lane mile** (curb & gutter) was used in the fee calculation. This figure represents a conservative estimate and is based on a reasonable sample of District 4 improvements.

State Roadways

A review of construction cost data for recent state roadway capacity expansion improvements identified four (4) improvements in Broward County:

- Andrews Ave Extension from NW 18th St to Copans Rd
- SR 7 (US 441) from N. of Hallandale Beach to N. of Fillmore St
- Andrews Ave Extension from Pompano Park Pl to S. of Atlantic Blvd
- SW 30th Ave from Griffin Rd to SW 45th St

As shown in Table D-4, these improvements have a weighted average construction cost of approximately $7.22 million per lane mile. This cost is significant due to two very expensive segments along Andrews Avenue Extension and SR 7 which are over $6.00 million per lane mile.

In addition to Broward County data, state improvements from other Florida counties were also reviewed. As show in Table D-4, a total of 89 projects from 40 different counties were identified (including the four Broward improvements), totaling over 490 lane miles of improvements with a weighted average cost of $3.26 million per lane mile. When projects located in FDOT District 4 are considered, the sample is reduced to 12 improvements totaling over 50 lane miles of improvements and a weighted average cost of $3.40 million per lane mile.

For purposes of the multi-modal transportation impact fee, a state roadway construction cost of **$3.40 million per lane mile** (curb & gutter) was used in the fee calculation.

Table D-3

Construction Cost – County Road Improvements from Other Jurisdictions throughout Florida

County	District	Description	From	To	Year	Status	Feature	Design	Length	Lanes Added	Lane Miles Added	Construction Cost	Construction Cost per Lane Mile
Orange	5	CR 535 (Segments C and E)	Ficquette Rd	Butler Ridge Dr	2009	Bid	2 to 4	Urban	1.10	2	2.20	$3,301,137	$1,500,517
Orange	5	Woodbury Rd	S. of SR 50	Challenger Pkwy	2009	Bid	2 to 4	Urban	0.65	2	1.30	$3,993,488	$3,071,914
Orange	5	Sand Lake Rd	President's Dr	FL Mall	2009	Bid	2 to 4	Urban	1.00	2	2.00	$6,020,755	$3,010,378
Orange	5	Taft-Vineland Rd Extension	Central Florida Pkwy	John Young Pkwy	2009	Bid	2 to 4	Urban	0.50	2	1.00	$4,317,525	$4,317,525
Orange	5	Narcoossee Rd	Osceola Co. Line	SR 417	2009	Bid	2 to 6	Urban	3.80	4	15.20	$17,093,872	$1,124,597
Osceola	5	Narcoossee Rd	US 192	Orange Co. Line	2009	Bid	2 to 4	Urban	7.40	2	14.80	$47,360,000	$3,200,000
Osceola	5	Osceola Pkwy (Ph. I)	FL Turnpike	Buenaventura Blvd	2009	Bid	4 to 6	Urban	1.57	2	3.14	$5,966,000	$1,900,000
Osceola	5	Poinciana Blvd (Ph. II)	Crescent Lakes	US 17/92	2009	Bid	2 to 4	Urban	2.50	2	5.00	$16,000,000	$3,200,000
Osceola	5	Old Lake Wilson Rd (Ph. I)	Livingston Rd	Sinclair Rd	2009	Bid	2 to 4	Urban	2.30	2	4.60	$14,720,000	$3,200,000
Hillsborough	7	Boyette Rd, Ph. III	Donneymoor Dr	Bell Shoals Rd	2009	Bid	2 to 4	Urban	1.84	2	3.68	$20,814,450	$5,656,101
Hillsborough	7	Race Track Rd, Ph. IV	Douglas Rd	Hillsborough Ave	2009	Bid	2 to 6	Urban	0.69	4	2.76	$5,375,855	$1,947,774
Sarasota	1	Fruitville Rd (Ph. I)	Tatum Rd	Debrecen Rd	2009	Bid	2 to 4	Urban	0.72	2	1.44	$4,355,796	$3,024,858
Sarasota	1	Fruitville Rd (Ph. II)	Coburn Rd	Tatum Rd	2009	Bid	2 to 4	Urban	1.26	2	2.52	$8,557,904	$3,395,994
Lee	1	Colonial Blvd (CR 884)	I-75	SR 82	2009	Bid	4 to 6	Urban	2.70	2	5.40	$14,576,393	$2,699,332
Indian River	4	College Lane Rd	Extension IRSC	66th Ave	2009	Bid	0 to 2	Urban	0.50	2	1.00	$1,700,000	$1,700,000
Indian River	4	16th St	66th Ave	74th Ave	2009	Bid	0 to 2	Urban	1.27	2	2.54	$3,109,321	$1,224,142
Polk	1	Pine Tree Trail	Ernie Caldwell Blvd	CR 54/Reagan Pkwy	2009	Bid	0 to 2	Urban	1.40	2	2.80	$3,442,332	$1,229,404
Polk	1	Lakeland Highlands Rd	Polk Pkwy	CR 540A	2009	Bid	2 to 4	Urban	3.01	2	6.02	$13,603,672	$2,259,746
Palm Beach	4	Alt. A1A	S. of Frederick Small Rd	Center St	2009	Bid	4 to 6	Urban	4.40	2	8.80	$6,364,139	$723,198
Palm Beach	4	Lyons Rd	Glades Rd	Yamato Rd	2009	Bid	4 to 6	Urban	1.80	2	3.60	$5,967,464	$1,657,629
Palm Beach	4	Hypoluxo Rd	Jog Rd	Military Tr	2009	Bid	4 to 6	Urban	2.00	2	4.00	$4,054,386	$1,013,597
Palm Beach	4	Lawrence Rd	S. of C. Stanley Weaver Canal	N. of C. Stanley Weaver Canal	2009	Bid	2 to 4	Urban	0.20	2	0.40	$1,051,680	$2,629,200
Collier	1	Oil Well Rd (Segment 2)	Immokalee Rd	E. of Everglades Blvd	2009	Bid	2 to 4/6	Urban	5.05	2/4	10.92	$15,091,068	$1,381,966
Collier	1	Oil Well Rd (Segment 4A)	W. of Oil Well Grade Rd	W. of Camp Keais Rd	2009	Bid	2 to 6	Urban	4.72	4	18.88	$15,875,782	$840,878
Marion	5	CR 200A	US 441	NE 35th St	2009	Bid	2 to 4	Urban	1.73	2	3.46	$6,451,296	$1,864,536
Marion	5	NW 44th Ave	US 27	NW 60th St	2009	Bid	2 to 4	Urban	2.63	2	5.26	$5,910,189	$1,123,610
Marion	5	SE 31st St	SE 19th Ave	SE 36th Ave	2009	Bid	2 to 4	Urban	1.50	2	4.20	$5,544,524	$1,320,125
Marion	5		SE 36th Ave	SR 464	2009	Bid	0 to 4	Urban	0.30	4			
Clay	2	Old Jennings Rd	SR 21	Brananfield Rd	2009	Bid	2 to 4	Urban	1.10	2	2.20	$4,807,479	$2,185,218
Clay	2	Henley	CR 218	Black Creek Bridge	2009	Bid	2 to 4	Urban	4.00	2	8.00	$22,737,553	$2,842,194
Clay	2	CR 209	Black Creek Bridge	CR 200	2009	Bid	2 to 4	Urban	0.95	2	1.90	$5,962,899	$3,138,368
Broward	4	Bailey Rd	NW 64th Ave / SW 81st Ave	SR 7 (US 441)	2010	Bid	2 to 4	Urban	2.00	2	4.00	$6,330,297	$1,582,574
Lee	1	Six Mile Cypress Pkwy	Daniels Pkwy	S. of Winkler Rd Ext.	2010	Bid	2 to 4	Urban	3.09	2	6.18	$6,711,242	$1,085,961
Charlotte	1	Piper Rd	Henry St	Jones Loop Rd	2010	Bid	2 to 4	Sub-Urb	2.10	2	4.20	$8,627,803	$2,054,239
Indian River	4	53rd St	Kings Hwy	Lateral H Canal	2010	Bid	0 to 4	Urban	2.04	4	8.16	$7,000,000	$857,843
Indian River	4	53rd St	Lateral H Canal	Indian River Blvd	2010	Bid	0 to 4	Urban	0.50	4	2.00	$7,605,993	$3,802,997
Palm Beach	4	45th St	Jog Rd	E. of Haverhill Rd	2010	Bid	2 to 4	Urban	1.50	2	3.00	$12,423,103	$4,141,034
Palm Beach	4	Jog Rd	S. of 45th St	N. of 45th St	2010	Bid	0 to 4	Urban	0.50	4	2.00	$4,960,399	$2,480,200
Palm Beach	4	Congress Ave	Lantana Rd	Melaluca Ln	2010	Bid	4 to 6	Urban	1.30	2	2.60	$6,130,698	$2,357,961
Palm Beach	4	Seminole Pratt Whitney Rd	SR 80	Sycamore Dr	2010	Bid	2 to 4	Urban	4.20	2	8.40	$9,930,460	$1,182,198
Palm Beach	4	Seminole Pratt Whitney Rd	S. of M Canal	S. of Orange Blvd	2010	Bid	2 to 4	Urban	1.40	2	2.80	$2,820,892	$1,007,461
Brevard	5	Pineda Cswy Extension	I-95	W. of Wickham Rd	2010	Bid	0 to 4	Urban	2.10	4	8.40	$17,238,865	$2,052,246
Orange	5	Valencia College Ln	Goldenrod Rd	OOCEA	2010	Bid	2 to 4	Urban	0.90	2	1.80	$5,016,171	$2,786,762
Sarasota	1	North Cattlemen Rd	Richardson Rd	Desoto Rd	2011	Bid	2 to 4	Urban	2.55	2	5.10	$11,101,990	$2,176,861
Lee	1	Daniels Pkwy	Chamberlin Pkwy	Gateway Blvd	2011	Bid	4 to 6	Urban	2.05	2	4.10	$2,906,553	$708,915
Orange	5	Alafaya Tr	Avalon Park Blvd	Mark Twain Blvd	2011	Bid	2 to 4	Urban	3.83	2	7.66	$18,947,695	$2,473,589

Table D-3 (continued)

Construction Cost – County Road Improvements from Other Jurisdictions throughout Florida

County	District	Description	From	To	Year	Status	Feature	Design	Length	Lanes Added	Lane Miles Added	Construction Cost	Construction Cost per Lane Mile
Orange	5	CR 535 Seg. A	Magnolia Park Ct	SR 429	2011	Bid	2 to 4	Urban	1.37	2	2.74	$7,484,816	$2,731,685
Osceola	5	Goodman Rd	Tri-County	Sand Mine Rd	2011	Bid	0 to 2	Urban	3.53	2	7.06	$7,060,000	$1,000,000
Pinellas	1	Bryan Dairy Rd	Starkey Rd (CR 1)	72nd St	2011	Bid	4 to 6	Urban	1.47	2	2.94	$10,327,383	$3,512,715
Hernando	7	Elgin Blvd	Mariner Blvd	East 3900'	2011	Bid	2 to 4	Urban	0.74	2	1.48	$2,684,566	$1,813,896
Hernando	7	Sunshine Grove Rd	SR 50	Ken Austin Pkwy	2011	Bid	2 to 4	Urban	2.10	2	4.20	$4,646,801	$1,106,381
Palm Beach	4	Lyons Rd	N. of West Atlantic Ave	S. of Boynotno Beach Blvd	2011	Bid	0 to 2	Urban	3.20	2	6.40	$5,329,359	$832,712
Charlotte	1	Burnt Store Rd (Ph. I)	US 41	Notre Dame Blvd	2011	Bid	2 to 4	Urban	2.40	2	4.80	$13,512,394	$2,815,082
Hillsborough	7	Madison Ave	US 41	78th St	2011	Bid	2 to 4	Urban	2.29	2	4.58	$7,000,000	$1,528,384
Indian River	4	Oslo Rd Ph. II	43rd Ave	27th Ave	2011	Bid	2 to 4D	Urban	1.20	3	3.60	$4,531,822	$1,258,839
Indian River	4	Oslo Rd Ph. III	43rd Ave	58th Ave	2012	Bid	2 to 4	Urban	1.15	2	2.30	$3,812,202	$1,657,479
Indian River	4	66th Ave	SR 60	49th St	2012	Bid	2 to 4	Urban	3.05	2	6.10	$20,773,389	$3,405,474
Polk	1	Kathleen Rd (CR35A) Ph. II	Galloway Rd	Duff Rd	2012	Bid	2 to 4	Urban	3.00	2	6.00	$17,813,685	$2,968,948
Polk	1	Bartow Northern Connector Ph. I	US 98	US 17	2012	Bid	0 to 4	Urban	2.00	4	8.00	$11,255,736	$1,406,967
Volusia	5	Tymber Creek Rd	SR 40	Peruvian Ln	2012	Bid	2 to 4	Urban	0.75	2	1.50	$5,276,057	$3,517,371
Palm Beach	4	Jog Rd	N. of SR 710	N. of Florida's Turnpike	2012	Bid	0 to 4	Urban	0.70	4	2.80	$3,413,874	$1,219,241
Palm Beach	4	West Atlantic Ave	W. of Lyons Rd	Starkey Rd	2012	Bid	2 to 4	Urban	0.80	2	1.60	$8,818,727	$5,511,704
Palm Beach	4	60th St N & SR 7 Ext.	E. of Royal Palm Beach Blvd	SR 7	2012	Bid	0 to 2	Urban	1.50	2	3.00	$3,821,404	$1,273,801
Orange	5	Clarcona-Ocoee Rd	Ocoee-Apopka Rd	Hiawassee Rd	2012	Bid	2 to 4	Urban	5.08	2	10.16	$19,831,058	$1,951,876
Orange	5	John Young Pkwy	SR 528	FL Turnpike	2012	Bid	4 to 6	Urban	2.34	2	4.68	$13,722,494	$2,932,157
Orange	5	Econlockhatchee Tr	SR 408	SR 50	2012	Bid	2 to 4	Urban	1.38	2	2.76	$8,621,445	$3,123,712
Brevard	5	Babcock St	S. of Foundation Park Blvd	Malabar Rd	2013	Bid	2 to 4	Urban	12.40	2	24.80	$56,000,000	$2,258,065
Collier	1	Collier Blvd (CR 951)	Golden Gate Blvd	Green Blvd	2013	Bid	4 to 6	Urban	2.74	2	5.48	$23,295,924	$4,251,081
Marion	5	SW 110th St	US 41	SW 200th Ave	2013	Bid	0 to 2	Urban	0.11	2	0.22	$438,765	$1,994,386
Marion	5	NW 35th St	NW 35th Avenue Rd	NW 27th Ave	2013	Bid	0 to 4	Urban	0.50	4	4.60	$8,616,236	$1,873,095
Marion	5	NW 35th St	NW 27th Ave	US 441	2013	Bid	2 to 4	Urban	1.30	2			
Sumter	5	C-466A, Ph. III	US 301 N	Powell Rd	2013	Bid	2 to 3/4	Urban	1.10	2	2.20	$4,283,842	$1,947,201
Orange	5	Rouse Rd	Lake Underhill	Corporate Blvd	2013	Bid	2 to 4	Urban	4.15	2	8.30	$35,075,000	$4,225,904
Orange	5	Lake Underhill	Goldenrod Rd	Chickasaw Tr	2013	Bid	2 to 4	Urban	0.69	2	1.38	$6,629,620	$4,804,072
Collier	1	Golden Gate Blvd	Wilson Blvd	Desoto Blvd	2014	Bid	2 to 4	Urban	5.71	2	11.42	$51,402,161	$4,501,065
Brevard	5	St. Johns Heritage Pkwy	SE of I-95 Intersection	US 192 (Space Coast Pkwy)	2014	Bid	0 to 2	Sub-Urb	3.11	2	6.22	$16,763,567	$2,695,107
Hillsborough	7	Turkey Creek Rd	Dr. MLK Blvd	Sydney Rd	2014	Bid	2 to 4	Urban	1.40	2	2.80	$3,166,000	$1,130,714
Sarasota	1	Bee Ridge Rd	Mauna Loa Blvd	Iona Rd	2014	Bid	2 to 4	Urban	2.68	2	5.36	$14,066,523	$2,624,351
St. Lucie	4	W Midway Rd (CR 712)	Selvitz Rd	South 25th St	2014	Bid	2 to 4	Urban	1.00	2	2.00	$6,144,000	$3,072,000
Orange	5	CR 535 Seg. F	Overstreet Rd	Fossick Rd	2014	Bid	2 to 4	Urban	0.60	2	1.20	$3,836,448	$3,197,040
Orange	5	Wetherbee Rd	Balcombe Rd	Orange Ave	2014	Bid	2 to 4	Urban	1.50	2	3.00	$9,234,873	$3,078,291
Orange	5	International Dr	N Westwood Blvd	S Westwood Blvd	2015	Bid	4 to 6	Urban	2.20	2	4.40	$18,802,148	$4,273,215
St. Lucie	4	W Midway Rd (CR 712)	W. of South 25th St	E. of SR 5 (US 1)	2016	Bid	2 to 4	Urban	1.77	2	3.54	$24,415,701	$6,897,091
Orange	5	Reams Rd	Delmar Ave	Taborfield Ave	2017	Bid	2 to 4	Urban	0.60	2	1.20	$5,487,872	$4,573,227
Total									**Count:**	**84**	**394.24**	**$889,275,012**	**$2,255,669**
Broward ONLY									**Count:**	**1**	**4.00**	**$6,330,297**	**$1,582,574**
District 4 ONLY									**Count:**	**23**	**84.64**	**$160,509,310**	**$1,896,377**

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

Table D-4

Construction Cost – State Road Improvements from Other Jurisdictions throughout Florida

County	District	Description	From	To	Year	Status	Feature	Design	Length	Lanes Added	Lane Miles Added	Construction Cost	Construction Cost per Lane Mile
Leon	3	SR 10 (Mahan Drive)	Dempsey Mayo Rd	Walden Rd	2009	Bid	2 to 4	Urban	3.10	2	6.20	$18,083,410	$2,916,679
Indian River	4	SR 60 (Osceola Blvd)	W. of I-95	W. of 82nd Ave/CR 609	2009	Bid	4 to 6	Urban	3.07	2	6.14	$7,134,452	$1,161,963
Sarasota	1	US 301	Wood St	Myrtle Ave	2009	Bid	4 to 6	Urban	2.60	2	5.20	$14,666,593	$2,820,499
Pasco	7	US 41 (SR 45)	Tower Rd	Ridge Rd	2009	Bid	2 to 4	Urban	2.84	2	5.68	$12,685,027	$2,233,279
Lee	1	SR 739	US 41 (S. of Alico)	Six Mile Cypress Pkwy	2009	Bid	0 to 6	Urban	2.77	6	16.62	$20,552,627	$1,236,620
Marion	5	SR 35 (US 301)	Sumter County Line	529' S. of CR 42	2009	Bid	2 to 4	Urban	1.40	2	2.80	$3,596,000	$1,284,286
Miami-Dade	6	Perimeter Rd	NW 72 Avenue	NW 57 Avenue	2009	Bid	2 to 4	Urban	1.50	2	3.00	$4,855,070	$1,618,357
Polk	1	US 27	N. of CR 546	S. of SR 544	2009	Bid	2 to 4	Urban	1.56	2	3.12	$4,100,069	$1,314,125
Santa Rosa	3	SR 281 (Avalon Blvd)	N. of CSX R/R Bridge	S. of Commerce Rd	2009	Bid	2 to 4	Urban	0.98	2	1.96	$5,621,006	$2,867,860
Santa Rosa	3	SR 281 (Avalon Blvd)	Gulf Rd	SR 10 (US 90)	2009	Bid	2 to 4	Urban	1.78	2	3.56	$9,150,583	$2,570,388
St. Lucie	4	SR 70	MP 5.860	MP 10.216	2009	Bid	2 to 4	Urban	4.36	2	8.72	$12,426,020	$1,425,002
Sumter	5	SR 35 (US 301)	N. of CR 204	Marion County Line	2009	Bid	2 to 4	Urban	1.51	2	3.02	$3,856,688	$1,277,049
Washington	3	SR 79	N. Environmental Rd	Strickland Rd	2009	Bid	2 to 4	Sub-Urb	1.72	2	3.44	$8,877,323	$2,580,617
Lake	5	SR 50	E. of Grand Hwy	W. of Hancock Rd	2010	Bid	4 to 6	Urban	1.30	2	2.60	$4,689,633	$1,803,705
Polk	1	SR 559 Extension	SR 655 (Recker Hwy)	Derby Ave	2010	Bid	0 to 2	Urban	0.69	2	1.38	$2,751,592	$1,993,907
Santa Rosa	3	SR 281 (Avalon Blvd)	SR 8 (I-10)	S. of Moor's Lodge	2010	Bid	2 to 4	Urban	0.85	2	1.70	$5,378,226	$3,163,662
Santa Rosa	3	SR 281 (Avalon Blvd)	S. of Moor's Lodge	N. of CSX R/R Bridge	2010	Bid	2 to 4	Urban	1.48	2	2.96	$7,120,212	$2,405,477
Lee	1	US 41	Corkscrew Rd	San Carlos Blvd	2010	Bid	4 to 6	Urban	4.48	2	8.96	$12,468,224	$1,391,543
Polk	1	US 98	S. of Manor Dr	N. of CR 540A	2010	Bid	4 to 6	Urban	3.32	2	6.64	$11,092,909	$1,670,619
St. Lucie	4	SR 70	Okeechobee County Line	MP 5.871	2010	Bid	2 to 4	Urban	5.87	2	11.74	$18,782,629	$1,599,883
Polk	1	US 98 (Bartow Hwy)	Brooks St	Edgewood Dr	2011	Bid	4 to 6	Urban	0.72	2	1.44	$4,341,917	$3,015,220
Hillsborough	7	CR 39/Alexander St	N. of I-4	N. of Knights Griffin	2011	Bid	0 to 4	Urban	3.19	4	12.76	$14,782,862	$1,158,532
Pinellas	7	SR 688 (Ulmerton Rd)	E. of 119th St	W. of Seminole Bypass	2011	Bid	4 to 6	Urban	1.50	2	3.00	$16,908,928	$5,636,309
Polk	1	SR 60 (Van Fleet)	W. of US 98/Broadway	W. of US 17 (SR 555)	2011	Bid	2 to 4	Urban	0.86	2	1.72	$9,460,591	$5,500,344
Lake	5	SR 500 (US 441)	Martin Luther King Jr. Blvd	Lake Ella Rd	2011	Bid	4 to 6	Urban	3.25	2	6.50	$16,278,889	$2,504,444
Hillsborough	7	SR 574 (MLK Blvd)	W. of Highview Rd	E. of Parsons Ave	2011	Bid	3 to 5	Urban	0.91	2	1.82	$7,147,510	$3,927,203
Collier	1	SR 84 (Davis Blvd)	E. of Santa Barbara Blvd	W. of Radio Rd	2012	Bid	2 to 6	Urban	1.77	4	7.08	$10,663,287	$1,506,114
Volusia	5	SR 415	Seminole Co. Line	Reed Ellis Rd	2012	Bid	2 to 4	Urban	2.26	2	4.53	$18,718,637	$4,132,149
Volusia	5	SR 415	Reed Ellis Rd	0.3 miles N. of Acorn Lake	2012	Bid	2 to 4	Urban	5.07	2	10.13	$18,388,845	$1,815,286
Pinellas	7	US 19 (SR 55)	N. of CR 576/Sunset Pnt	S. of Countryside Blvd	2012	Bid	4 to 6	Urban	1.76	2	3.52	$17,196,050	$4,885,241
Miami-Dade	6	SR 823/NW 57th Ave	W. 23rd St	W. 46th St	2012	Bid	4 to 6	Urban	1.48	2	2.96	$13,942,533	$4,710,315
Hernando	7	SR 50 (Cortez Blvd)	US 19 (SR 55)	W. of CR 587/Mariner Blvd	2012	Bid	4 to 6	Urban	6.02	2	12.04	$39,444,222	$3,276,098
Orange	5	SR 50	E. of West Oaks Mall	W. of Good Homes Rd	2012	Bid	4 to 6	Urban	0.45	2	0.90	$8,694,472	$9,660,524
Clay	2	SR 23	Oakleaf Plantation Pkwy	Old Jennings	2012	Bid	0 to 2	Urban	3.14	2	6.28	$13,231,111	$2,106,865
Hendry	1	SR 80	Birchwood Pkwy	Dalton Lane	2012	Bid	2 to 4	Urban	5.00	2	10.00	$12,855,092	$1,285,509
Hendry	1	SR 80	CR 833	US 27	2012	Bid	2 to 4	Urban	2.90	2	5.80	$8,117,039	$1,399,489
Lee	1	SR 739	Winkler Ave	Hanson St	2012	Bid	0 to 6	Urban	1.34	6	8.04	$14,025,932	$1,744,519
Seminole	5	SR 434	I-4	Rangeline Rd	2012	Bid	4 to 6	Urban	1.80	2	3.60	$10,111,333	$2,808,704
Palm Beach	4	SR 710/Beeline Hwy	W. of Congress Ave	W. of Australian Ave	2012	Bid	2 to 4	Urban	0.84	2	1.68	$12,189,533	$7,255,674
Polk	1	US 27	N. of Ritchie Rd	S. of Barry Rd	2012	Bid	4 to 6	Urban	3.20	2	6.40	$14,242,918	$2,225,456
Polk	1	US 98 (SR 35/SR 700)	N. of CR 540A	SR 540	2012	Bid	4 to 6	Urban	3.45	2	6.90	$17,707,436	$2,566,295
Brevard	5	SR 5 (US 1)	N. of Pine St	N. of Cidco Rd	2012	Bid	4 to 6	Urban	3.84	2	7.68	$28,089,660	$3,657,508
Broward	4	Andrews Ave Ext.	NW 18th St	Copans Rd	2013	Bid	2 to 4	Urban	0.50	2	1.00	$6,592,014	$6,592,014
Lee	1	SR 78 (Pine Island)	Burnt Store Rd	W of Chiquita Blvd	2013	Bid	2 to 4	Urban	1.94	2	3.88	$8,005,048	$2,063,157
Brevard	5	SR 507 (Babcock St)	Melbourne Ave	Fee Ave	2013	Bid	2 to 4	Urban	0.55	2	1.10	$5,167,891	$4,698,083
Hillsborough	7	SR 41 (US 301)	S. of Tampa Bypass Canal	N. of Fowler Ave	2013	Bid	2 to 4	Sub-Urb	1.81	2	3.62	$15,758,965	$4,353,305

Table D-4 (continued)

Construction Cost – State Road Improvements from Other Jurisdictions throughout Florida

County	District	Description	From	To	Year	Status	Feature	Design	Length	Lanes Added	Lane Miles Added	Construction Cost	Construction Cost per Lane Mile
Lee	1	US 41 Business	Littleton Rd	SR 739	2013	Bid	2 to 4	Urban	1.23	2	2.46	$8,488,393	$3,450,566
Brevard	5	Apollo Blvd	Sarno Rd	Eau Gallie Blvd	2013	Bid	2 to 4	Urban	0.74	2	1.48	$10,318,613	$6,972,036
Orange	5	SR 50 (Colonial Dr)	E. of CR 425 (Dean Rd)	E. of Old Cheney Hwy	2013	Bid	4 to 6	Urban	4.91	2	9.82	$66,201,688	$6,741,516
Okeechobee	1	SR 70	NE 34th Ave	NE 80th Ave	2014	Bid	2 to 4	Urban	3.60	2	7.20	$23,707,065	$3,292,648
Martin	4	CR 714/Indian St	Turnpike/Martin Downs Blvd	W. of Mapp Rd	2014	Bid	2 to 4	Urban	1.87	2	3.74	$14,935,957	$3,993,571
Pinellas	7	43rd St Extension	S. of 118th Ave	40th St	2014	Bid	0 to 4	Urban	0.49	4	1.96	$4,872,870	$2,486,158
Broward	4	SR 7 (US 441)	N. of Hallandale Beach	N. of Fillmore St	2014	Bid	4 to 6	Urban	1.79	2	3.58	$30,674,813	$8,568,384
Nassau	2	SR 200 (A1A)	W. of Still Quarters Rd	W. of Ruben Ln	2014	Bid	4 to 6	Urban	3.05	2	6.10	$18,473,682	$3,028,472
Broward	4	Andrews Ave Ext.	Pompano Park Place	S. of Atlantic Blvd	2014	Bid	2 to 4	Urban	0.36	2	0.72	$3,177,530	$4,413,236
Miami-Dade	6	SR 823/NW 57th Ave	W. 65th St	W. 84th St	2014	Bid	4 to 6	Urban	1.00	2	2.00	$17,896,531	$8,948,266
Miami-Dade	6	SR 823/NW 57th Ave	W. 53rd St	W. 65th St	2014	Bid	4 to 6	Urban	0.78	2	1.56	$14,837,466	$9,511,196
Charlotte	1	US 41 (SR 45)	Enterprise Dr	Sarasota County Line	2014	Bid	4 to 6	Urban	3.62	2	7.24	$31,131,016	$4,299,864
Duval	2	SR 243 (JIA N Access)	Airport Rd	Pelican Park (I-95)	2014	Bid	0 to 2	Urban	2.60	2	5.20	$14,205,429	$2,731,813
Desoto	1	US 17	CR 760A (Nocatee)	Heard St	2014	Bid	2 to 4	Urban	4.40	2	8.80	$29,584,798	$3,361,909
Pinellas	7	SR 688 (Ulmerton Rd)	E. of 49th St	W. of 38th St N	2014	Bid	4 to 6	Urban	0.76	2	1.52	$19,306,771	$12,701,823
Orange	5	SR 50	SR 429 (Western Beltway)	E. of West Oaks Mall	2014	Bid	4 to 6	Urban	2.56	2	5.12	$34,275,001	$6,694,336
Hendry	1	SR 82 (Immokalee Rd)	Lee County Line	Collier County Line	2015	Bid	2 to 4	Urban	1.27	2	2.54	$7,593,742	$2,989,662
Sarasota	1	SR 45A (US 41) (Venice Bypass)	Gulf Coast Blvd	Bird Bay Dr W	2015	Bid	4 to 6	Urban	1.14	2	2.28	$16,584,224	$7,273,782
Clay	2	SR 21	S. of Branan Field	Old Jennings Rd	2015	Bid	4 to 6	Urban	1.45	2	2.90	$15,887,487	$5,478,444
Putnam	2	SR 15 (US 17)	Horse Landing Rd	N Boundary Rd	2015	Bid	2 to 4	Urban	1.99	2	3.98	$13,869,804	$3,484,875
Palm Beach	4	SR 710 (Beeline Hwy)	W. of Australian Ave	Old Dixie Hwy	2015	Bid	2 to 4	Urban	0.82	2	1.64	$17,423,228	$10,623,920
Osceola	5	SR 500 (US 192/441)	Eastern Ave	Nova Rd	2015	Bid	4 to 6	Urban	3.18	2	6.36	$16,187,452	$2,545,197
Orange	5	SR 15 (Hofner Rd)	Lee Vista Blvd	Conway Rd	2015	Bid	2 to 4	Urban	3.81	2	7.62	$37,089,690	$4,867,413
Osceola	5	SR 500 (US 192/441)	Aeronautical Blvd	Budinger Ave	2015	Bid	4 to 6	Urban	3.94	2	7.88	$34,256,621	$4,347,287
Lake	5	SR 25 (US 27)	N of Boggy Marsh Rd	N of Lake Louisa Rd	2015	Bid	4 to 6	Sub-Urb	6.52	2	13.03	$37,503,443	$2,878,238
Seminole	5	SR 15/600	Shepard Rd	Lake Mary Blvd	2015	Bid	4 to 6	Urban	3.63	2	7.26	$42,712,728	$5,883,296
St. Lucie	4	SR 614 (Indrio Rd)	W of SR 9 (I-95)	E of SR 607 (Emerson Ave)	2016	Bid	2 to 4	Urban	3.80	2	7.60	$22,773,660	$2,996,534
Seminole	5	SR 46	Mellonville Ave	E of SR 415	2016	Bid	2 to 4	Urban	2.83	2	5.66	$26,475,089	$4,677,578
Miami-Dade	6	SR 977/Krome Ave/SW 177th Ave	S of SW 136th St	S of SR 94 (SW 88th St/Kendall Dr)	2016	Bid	0 to 4	Urban	3.50	4	14.00	$32,129,013	$2,294,930
Broward	4	SW 30th Ave	Griffin Rd	SW 45th St	2016	Bid	2 to 4	Urban	0.24	2	0.48	$1,303,999	$2,716,665
St. Lucie	4	CR 712 (Midway Rd)	W. of S. 25th St	E. of SR 5 (US 1)	2016	Bid	2 to 4	Urban	1.77	2	3.54	$24,415,701	$6,897,091
Hillsborough	7	SR 43 (US 301)	SR 674	S. of CR 672 (Balm Rd)	2016	Bid	2 to 6	Urban	3.77	4	15.08	$43,591,333	$2,890,672
Citrus	7	SR 55 (US 19)	W. Green Acres St	W. Jump Ct	2016	Bid	4 to 6	Urban	2.07	2	4.14	$27,868,889	$6,731,616
Walton	3	SR 30 (US 98)	Emerald Bay Dr	Tang-o-mar Dr	2016	Bid	4 to 6	Urban	3.37	2	6.74	$42,140,000	$6,252,226
Duval	2	SR 201	S. of Baldwin	N. of Baldwin (Bypass)	2016	Bid	0 to 4	Urban	4.11	4	16.44	$50,974,795	$3,100,657
Hardee	1	SR 35 (US 17)	S. of W. 9th St	N. of W. 3rd St	2016	Bid	0 to 4	Urban	1.11	4	4.44	$14,067,161	$3,168,280
Miami-Dade	6	NW 87th Ave/SR 25 & SR 932	NW 74th St	NW 103rd St	2016	Bid	0 to 4	Urban	1.93	4	7.72	$28,078,366	$3,637,094
Alachua	2	SR 20 (SE Hawthorne Rd)	E of US 301	E of Putnam Co. Line	2017	Bid	2 to 4	Urban	1.70	2	3.40	$11,112,564	$3,268,401
Okaloosa	3	SR 30 (US 98)	CR 30F (Airport Rd)	E. of Walton Co. Line	2017	Bid	4 to 6	Urban	3.85	2	7.70	$33,319,378	$4,327,192
Bay	3	SR 390 (St. Andrews Blvd)	E of CR 2312 (Baldwin Rd)	Jenks Ave	2017	Bid	2 to 6	Urban	1.33	4	5.32	$14,541,719	$2,733,406
Pasco	7	SR 54	E of CR 577 (Curley Rd)	E of CR 579 (Morris Bridge Rd)	2017	Bid	2 to 4/6	Urban	4.50	2/4	11.80	$41,349,267	$3,504,175
Lake	5	SR 46 (US 441)	W of SR 500	E of Round Lake Rd	2017	Bid	2 to 6	Urban	2.23	4	8.92	$27,677,972	$3,102,912
Orange	5	SR 423 (John Young Pkwy)	SR 50 (Colonial Dr)	Shader Rd	2017	Bid	4 to 6	Urban	2.35	2	4.70	$27,752,000	$5,904,681
Total									**Count:**	**89**	**491.49**	**$1,600,717,956**	**$3,256,868**
Broward ONLY									**Count:**	**4**	**5.78**	**$41,748,356**	**$7,222,899**
District 4 ONLY									**Count:**	**12**	**50.58**	**$171,829,536**	**$3,397,183**

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

Construction Engineering/Inspection

City/County Roadways

The CEI cost factor for city/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 transportation impact fee studies throughout Florida. As shown in Table D-5, recent CEI factors ranged from 3 to 17 percent with a weighted average of 9 percent. For purposes of this study, the CEI cost for city/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 transportation impact fee studies throughout Florida. As shown in Table D-5, recent CEI factors ranged from 9 to 11 percent with a weighted average of 10 percent. For purposes of this study, the CEI cost for state roads was calculated at 10 percent of the construction cost per lane mile.

Table D-5

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

Year	Study	City/County Roads (Cost per Lane Mile)			State Roads (Cost per Lane Mile)		
		CEI	Constr.	Ratio	CEI	Constr.	Ratio
2009	Collier	$186,000	$3,100,000	6%	$320,000	$3,200,000	10%
2009	Polk	$111,300	$1,590,000	7%	$217,000	$2,170,000	10%
2009	Hillsborough/Tampa	$308,000	$2,800,000	11%	$315,000	$3,500,000	9%
2010	Collier	$119,560	$1,708,000	7%	$241,800	$2,418,000	10%
2012	Osceola	$265,140	$2,651,400	10%	$313,258	$2,847,800	11%
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
Average		**$193,763**	**$2,209,963**	**9%**	**$274,780**	**$2,633,453**	**10%**

Source: Recent impact fee studies conducted throughout Florida

Roadway Capacity

As shown in Table D-6, the average capacity per lane miles was based on the projects in the Broward County Long Range Transportation's affordable and unfunded roadway projects lists. The listing of projects reflects the mix of improvements that will yield the vehicle-miles of capacity (VMC) that will be built in Broward County. The resulting weighted average capacity per lane mile of 8,400 was used in the multi-modal transportation impact fee calculation.

Table D-6

Broward County 2040 Long Range Transportation Plan

Jurisdiction	Description	From	To	Improvement	Length	Lanes Added	Lane Miles Added	Section Design*	Initial Capacity	Future Capacity	Added Capacity	Vehicle Miles of Capacity Added
Affordable Roadway Projects												
State Principal Arterial	SR 7/US 441	Fillmore St	Stirling Rd	Widen 4 to 6 Lanes	2.26	2	4.52	C&G	39,800	59,900	20,100	45,426
City Minor Arterial	Andrews Ave	NW 18th St	Copans Rd	Widen 2 to 4 Lanes	0.50	2	1.00	C&G	15,045	33,830	18,785	9,393
County Major Collector	SW 30th Ave	SR 818/Griffin Rd	SW 45th St	Widen 2 to 4 Lanes	0.25	2	0.50	C&G	13,320	29,160	15,840	3,960
County Minor Arterial	Andrews Ave	Pompano Park Pl	SR 814/Atlantic Blvd	Widen 2 to 4 Lanes	0.37	2	0.74	C&G	15,045	33,830	18,785	6,950
County Minor Arterial	SR 818/Griffin Rd	I-75	SR 823/Flamingo	Widen 4 to 6 Lanes	2.27	2	4.54	C&G	37,810	56,905	19,095	43,346
City Principal Arterial	SR 817/University Dr	SR 869/Sawgrass Expwy	NW 40th St (Cardinal)	Widen 4 to 6 Lanes	1.56	2	3.12	C&G	32,400	50,000	17,600	27,456
City Major Collector	Pembroke Rd	SW 200th Ave	SW 184th Ave	New 4-Lane Road	1.50	4	6.00	OD	0	33,830	33,830	50,745
City Major Collector	Pembroke Rd	SW 184th Ave	SW 160th Ave	Widen 2 to 4 Lanes	1.90	2	3.80	OD	15,045	33,830	18,785	35,692
Local Street	SR 817/University Dr	Holmberg Rd	County Line Rd	Widen 2 to 4 Lanes	1.65	2	3.30	C&G	13,320	29,160	15,840	26,136
City Major Collector	SW 148th Ave	Bass Creek Rd	SR 858/Miramar Pkwy	Widen 2 to 4 Lanes	1.00	2	2.00	C&G	13,320	29,160	15,840	15,840
Local Street	SE 2nd St	SR 5/US 1	Layne Blvd	New 2-Lane Road	0.52	2	1.04	C&G	0	13,320	13,320	6,926
City Major Collector	SW 196th Ave	SR 858/Miramar Pkwy	SR 820/Pines Blvd	Widen 2 to 4 Lanes	1.20	2	2.40	OD	13,320	29,160	15,840	19,008
City Major Collector	NE 3rd Ave	Sample Rd	SW 10th St	Widen 2 to 4 Lanes	2.20	2	4.40	C&G	13,320	29,160	15,840	34,848
City Minor Arterial	SW 184th Ave	SR 822/Sheridan St	SR 818/Griffin Rd	New 2-Lane Road	2.23	2	4.46	OD	0	16,815	16,815	37,497
City Minor Arterial	Pembroke Rd	Douglas Rd	SR 817/University Dr	Widen 4 to 6 Lanes	1.00	2	2.00	C&G	35,820	53,910	18,090	18,090
City Major Collector	Pembroke Rd	SW 200th Ave	US 27	New 4-Lane Road	1.00	4	4.00	OD	0	35,820	35,820	35,820
Unfunded Roadway Projects												
County Local	Hillsboro Blvd	University Dr	Current Hillsboro Blvd	New 4-Lane Road	2.00	4	8.00	C&G	0	29,160	29,160	58,320
City/County Principal Arterial	SR 822/Sheridan St	SW 148th Ave	Douglas St	Widen 4 to 6 Lanes	5.00	2	10.00	OD	39,800	59,900	20,100	100,500
Local Street	Oakes Rd	Davie Rd	SR 7/US 441	New 4-Lane Road	1.72	4	6.88	C&G	0	29,160	29,160	50,155
City Minor Arterial	SW 184th Ave	SR 822/Sheridan St	SR 858/Miramar Pkwy	Widen 4 to 6 Lanes	3.50	2	7.00	OD	33,830	50,915	17,085	59,798
City Major Collector	Bass Creek Rd	172nd Ave	SW 148th Ave	Widen 2 to 4 lanes	2.11	2	4.22	OD	13,320	29,160	15,840	33,422
City Major Collector	Blount Rd	Hammondville Rd	Copans Rd	Widen 2 to 4 Lanes	1.00	2	2.00	OD	13,320	29,160	15,840	15,840
Local Street	Bass Creek Rd	SW 184th Ave	SW 172nd Ave	New 4-Lane Road	1.00	4	4.00	OD	0	29,160	29,160	29,160
Local Street	Trails End Rd	SR 817/University Dr	County Line Rd	New 4-Lane Road	1.10	4	4.40	C&G	0	29,160	29,160	32,076
Local Street	SW 210th Terrace	SR 848/Stirling Rd	SW 54th St	New 2-Lane Road	1.20	2	2.40	OD	0	13,320	13,320	15,984
Total (All Roads):							**96.72**					812,388
City/County Roads:							92.20		**95%**	**(a)**		766,962
State Roads:							4.52		**5%**	**(b)**		45,426
Affordable Projects - Curb & Gutter:							27.16		**60%**	**(c)**		-
Affordable Projects - Open Drainage:							20.66		**40%**	**(d)**		-
Lane Addition:							55.54		**57%**	**(e)**		-
New Road Construction:							41.18		**43%**	**(f)**		-
										VMC Added per Lane Mile:		**8,400**

Sources: Broward County 2040 Long Range Transportation Plan
Broward County Road Jurisdiction & Functional Classification Map, February 2017
Comprehensive Plan Transportation Element Supporting Document, Appendix D
*"C&G" = Curb & Gutter, "OD" = Open Drainage

Transit Capital Costs

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

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

Next, Table D-8 combines the roadway VMC and the transit PMC to calculate the marginal change in cost per PMC. First, the roadway characteristics, including cost and capacity, were used to calculate the roadway cost per VMC for a generic 30-mile roadway segment. Then, an adjustment factor was applied to recognize that incorporating transit along a segment of roadway decreases the vehicle-capacity as the bus makes intermittent stops and interrupts the free-flowing traffic. As shown in Table D-8, the bus blockage adjustment factor is much higher for a 2-lane roadway than for a 4-lane roadway. On a 2-lane road, all cars get caught behind the bus during a stop, while on a 4-lane roadway, there is an unobstructed travel lane that cars can use to pass-by or maneuver around the slower transit vehicle. This adjusted VMC was then converted to PMC using the vehicle-miles to person-miles adjustment factor previously discussed in this report. The additional person-capacity from the buses was added to the adjusted roadway PMC. The person-miles of capacity that a transit system would add to the stretch of roadway (Table D-7) mitigates the decrease in vehicle-miles of capacity due to the bus blockage adjustments.

Next, the capital cost of transit infrastructure was added to the capital cost of the roadway expansion for both new road construction (0 to 2 lanes) and lane addition (2 to 4 lanes). With the transit infrastructure included, the updated cost per PMC was calculated, which now reflects the total cost of building a new road with transit, or expanding a roadway and adding transit amenities. When compared to the cost per PMC for simply building/expanding a roadway without transit, the added cost of transit is between six (6) percent and eight (8) percent.

As a final step, the increased costs were then weighted by the lane mile distribution of new road construction and lane addition improvements in the Broward County 2040 Long Range

Transportation Plan. As shown, the plan calls for a slightly higher number of lane addition improvements through 2040. When the marginal cost of transit is included and weighted by this ratio, the resulting percent change is approximately 7.15 percent. Essentially, adding transit results in a slight increase to the cost per person-mile of capacity for new road construction and lane addition improvements.

As it is currently structured, the transit model detailed in Tables D-7 and D-8 assumes that transit-miles and road-miles will be added to the system at the same rate. If the City/County builds more transit-miles, this would increase the bus traffic on existing roads, adding more stops, higher stop frequency, and creating additional bus blockage. As a result, the capital cost per person-mile for a roadway with transit would increase in relation to the ratio of added transit-miles vs. roadway-miles. For example, if the transit-mile investment was double that of roadway construction/expansion, the 7.15 percent change calculated in Table D-8 would increase to approximately 14.3 percent. The annual construction figures for transit-miles and road-miles should be tracked by the City and adjusted for in subsequent multi-modal fee update studies.

Table D-7

Multi-Modal Cost per Person-Mile of Capacity

Input	Local Transit	
Transit Person-Miles of Capacity Calculation		**Source:**
Vehicle Capacity[1]	53	1) Source: Local transit averages 42 seats with an assumed 25 percent standing room capacity equivalent
Number of Vehicles (20% fleet margin)[2]	8	2) Cycle time (Item 9) divided by headway time (Item 6) increased by 20 percent to accommodate the required fleet margin
Service Span (hours)[3]	17	3) Source: Assumption based on current BCT routes
Cycles/Hour (aka Peak Vehicles)[4]	3.00	4) Headway time (Item 6) divided by 60
Cycles per Day[5]	51	5) Service span (Item 3) multiplied by the cycles/hour (Item 4)
Headway Time (minutes)[6]	20	6) Source: Assumption based on current BCT routes
Speed (mph)[7]	14	7) Source: Integrated National Transit Database Analysis System (INTDAS). 6-yr average
Round Trip Length (miles)[8]	30.0	8) Source: Average trip length of current BCT routes
Cycle Time (minutes)[9]	129	9) Round trip length (Item 8) divided by speed (Item 7) multiplied by 60
Total Person-Miles of Capacity[10]	81,090	10) Vehicle capacity (Item 1) multiplied by the cycles per day (Item 5) multiplied by the round trip length (Item 8)
Load Factor/System Capacity[11]	30%	11) Source: Optimistic assumption based on future goals
Adjusted Person-Miles of Capacity[12]	**24,327**	12) Total person-miles of capacity (Item 10) multiplied by the load factor (Item 11)
Capital Cost Variables		
Stops per Mile (w/o Shelter)[13]	3	13) Source: Model assumes 3 bench stops per mile
Shelters per Mile[14]	1	14) Source: Model assumes 1 shelter stop per mile
Vehicle Cost[15]	$800,000	15) Source: 2013 TDP Major Update, approximate cost of 42' Hybrid vehicle from the 2013 BCT TDP
Simple Bus Stop[16]	$12,000	16) Source: 2013 TDP Major Update, includes pad, bench, receptacle, and sign
Sheltered Bus Stop[17]	$35,000	17) Source: 2013 TDP Major Update

Table D-8

Multi-Modal Transportation Impact Fee: Transit Component Model

Item	New Road Construction		Lane Additions		
	Roadway	Transit	Roadway	Transit	
Roadway Characteristics:					**Source:**
Roadway Cost per Mile[(1)]	$4,238,000		$4,238,000		1) Source: Table 1, adjusted to cost "per mile"
Roadway Segment Length (miles)[(2)]	30.0		30.0		2) Source: Average length of BCT route
Roadway Segment Cost[(3)]	$127,140,000	**PMC**	$127,140,000	**PMC**	3) Roadway cost per mile (Item 1) multiplied by the roadway segment length (Item 2)
Average Capacity Added (per mile)[(4)]	16,800	23,520	16,800	23,520	4) Source: Table 2, adjusted to capacity "per mile"
VMC/PMC Added (entire segment)[(5)]	504,000	705,600	504,000	705,600	5) Roadway segment length (Item 2) multiplied by the average capacity added (Item 4) for both VMC and PMC
Roadway Cost per VMC/PMC[(6)]	$252.26	**$180.19**	$252.26	**$180.19**	6) Roadway segment cost (Item 3) divided by the VMC/PMC added (Item 5) individually
Transit Capacity:					
Adjustment for Bus Blockage[(7)]	3.2%	-	1.6%	-	7) Source: 2010 Highway Capacity Manual, Equation 18-9
VMC/PMC Added (transit deduction)[(8)]	16,128	22,579	8,064	11,290	8) VMC added (Item 5) multiplied by the adjustment for bus blockage (Item 7). For PMC, multiply the VMC by 1.40 persons per vehicle
VMC/PMC Added (less transit deduction)[(9)]	487,872	683,021	495,936	694,310	9) VMC/PMC added (entire segment) (Item 5) less the VMC/PMC added (transit deduction) (Item 8) for VMC and PMC individually
PMC Added (transit addition ONLY)[(10)]		24,327		24,327	10) Source: Table D-7, Adjusted Person-Miles of Capacity (Item 12)
Net PMC Added (transit effect included)[(11)]		707,348		718,637	11) PMC added (less transit deduction) (Item 9) plus the PMC added (transit addition ONLY) (Item 10)
Road/Transit Cost per PMC (Road Capital)[(12)]		$179.74		$176.92	12) Road segment cost (Item 3) divided by the net PMC added (transit effect included) (Item 11)
Transit Infrastructure:					
Buses Needed[(13)]	8	$6,400,000	8	$6,400,000	13) Number of vehicles (see Table D-8, Item 2) multiplied by the vehicle cost (see Table D-7, Item 15)
Stops per mile (both sides of street)[(14)]	3	$2,160,000	3	$2,160,000	14) Stops per mile (3) multiplied by the roadway segment length (Item 2) multiplied by the cost per stop (Table D-7, Item 16)
Shelters per mile (both sides of street)[(15)]	1	$2,100,000	1	$2,100,000	15) Shelters per mile (1) multiplied by the roadway segment length (Item 2) multiplied by the cost per shelter (Table D-7, Item 17)
Total infrastructure[(16)]		$10,660,000		$10,660,000	16) Sum of buses needed (Item 13), stops needed (Item 14), and shelters needed (Item 15)
Multi-Modal Cost per PMC:					
Road/Transit Cost per PMC[(17)]		**$194.81**		**$191.75**	17) Sum of the roadway segment cost (Item 3) and the total transit infrastructure cost (Item 16) divided by the net PMC added (Item 11)
Percent Change[(18)]		**8.12%**		**6.42%**	18) Percent difference between the road/transit cost per PMC (Item 17) and the Roadway cost per PMC (Item 6)
Weighted Multi-Modal Cost per PMC:					
Lane Mile Distribution[(19)]		43%		57%	19) Source: Estimate based on mix of Affordable and Unfunded Needs Plan improvements (Table D-6, Items e and f)
Weighted Roadway Cost per PMC[(20)]		$77.48		$102.71	20) Roadway cost per PMC (Item 6) multiplied by the lane mile distribution (Item 19)
Weighted Road/Transit Cost per PMC[(21)]		$83.77		$109.30	21) Road/Transit cost per PMC (Item 17) multiplied by the lane mile distribution (Item 19)
Weighted Average Multi-Modal Cost per PMC:					
Weighted Average Roadway Cost per PMC (new road construction and lane additions)[(22)]				$180.19	22) Sum of the weighted roadway cost per PMC (Item 20) for new road construction and lane additions
Weighted Average Road/Transit Cost per PMC (new road construction and lane additions)[(23)]				$193.07	23) Sum of the weighted road/transit cost per PMC (Item 21) for new road construction and lane additions
Percent Change[(24)]				**7.15%**	24) Percent difference between the weighted average road/transit cost per PMC (Item 23) and the weighted average roadway cost per PMC (Item 22)

Appendix E
Multi-Modal Transportation Impact Fee
Credit Component

Appendix E: MMTIF – Credit Component

This appendix presents the detailed calculations for the credit component. County fuel taxes that are collected in Broward 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 2017-18 data represent projected fuel tax distributions to Broward County for the current fiscal year. Table E-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 $8.3 million of annual revenue will be generated for the County from one penny of fuel tax in Broward County.

Table E-1

Estimated Fuel Tax Distribution Allocated to Capital Programs for Broward County & Municipalities, FY 2017-18[1]

Tax	Amount of Levy per Gallon	Total Distribution	Distribution per Penny
Constitutional Fuel Tax	$0.02	$15,601,312	$7,800,656
County Fuel Tax	$0.01	$6,886,023	$6,886,023
9th Cent Fuel Tax	$0.01	$9,468,139	$9,468,139
1st Local Option (1-6 cents)	$0.06	$52,980,664	$8,830,111
2nd Local Option (1-5 cents)	$0.05	$39,483,506	$7,896,701
Total	**$0.15**	**$124,419,644**	
Weighted Average per Penny[2]			**$8,294,643**

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 multi-modal improvements in Hallandale Beach and Broward County.

City Capital Project Funding

A review of Hallandale Beach's future transportation financing programs indicate that the City is primarily funding capacity-expansion improvements with fuel tax and CRA revenues. As shown in Table E-2, a City credit of 0.2 pennies was included in the impact fee calculation.

Table E-2

City Fuel Tax Equivalent Pennies

Source	Cost of Projects	Number of Years	Revenue from 1 Penny[2]	Equivalent Pennies[3]
Projected CIP Expenditures (FY 2018-2022)[1]	$6,906,066	5	$8,294,643	$0.002
Total	**$6,906,066**	**5**	**$8,294,643**	**$0.002**

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

County Capital Project Funding

As shown in Table E-3, a review of Broward County's future transportation expenditures indicates that transportation capacity improvements are primarily funded through fuel tax revenue. However, in November 2018, Broward County adopted a one-percent charter county surtax specifically for transportation improvements, as part of the "Penny for Transportation" campaign. Using the preliminary project lists developed by Broward County, improvements within Hallandale Beach were identified and included in the credit component. Additionally, a portion of the costs for bus-rapid transit improvements passing through Hallandale Beach were included (using a generous credit of 50%, resulting in a conservative fee). While initial plans show a portion of the sales tax revenues will go to light rail, the impact fee credit in this report does not include any light rail funding. Based on these assumptions, an equivalent credit of approximately 0.3 pennies was calculated for use in the impact fee equation. These assumptions and allocations can be refined at a later date as more detailed project information becomes available. As shown in Table E-3, a county credit of 2.4 pennies was included in the impact fee calculation.

Table E-3

County Fuel Tax Equivalent Pennies

Source	Cost of Projects	Number of Years	Revenue from 1 Penny[3]	Equivalent Pennies[4]
Projected CIP Expenditures (FY 2017-2021)[1]	$89,013,523	5	$8,294,643	$0.021
Charter County Surtax (2019-2048)[2]	$86,205,000	30	$8,294,643	$0.003
Total				**$0.024**

1) Source: Table E-6
2) Source: Table E-7
3) Source: Table E-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 transportation capacity-expansion spanning a 17-year period (from FY 2007 to FY 2023) were reviewed. From these, a list of improvements was developed, including lane additions, new road construction, intersection improvements, interchanges, traffic signal projects, vehicle acquisition, capital for fixed route service, sidewalks etc. The use of a 17-year period, for purposes of developing a State credit for multi-modal capacity expansion projects, results in a stable credit, as it accounts for volatility in FDOT spending in the County over short periods of time.

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

- FY 2007-2011 work plan equates to 8.3 pennies
- FY 2012-2017 work plan equates to 11.4 pennies
- FY 2018-2023 work plan equates to 11.7 pennies

The combined weighted average over the 17-year period of state expenditure for capacity-expansion roadway projects results in a total of 10.6 equivalent pennies. Table E-4 documents this calculation. The specific projects that were used in the equivalent penny calculations are summarized in Table E-8.

Table E-4

State Fuel Tax Equivalent Pennies

Source	Cost of Projects	Number of Years	Revenue from 1 Penny[4]	Equivalent Pennies[5]
Historical Work Program (FY 2007-2011)[1]	$343,197,014	5	$8,294,643	$0.083
Historical Work Program (FY 2012-2017)[2]	$569,376,543	6	$8,294,643	$0.114
Projected Work Program (FY 2018-2023)[3]	$580,582,662	6	$8,294,643	$0.117
Total	**$1,493,156,219**	**17**	**$8,294,643**	**$0.106**

1) Source: Table E-8
2) Source: Table E-8
3) Source: Table E-8
4) Source: Table E-1
5) Cost of projects divided by number of years divided by revenue from 1 penny (Item 3) divided by 100

Table E-5
City of Hallandale Beach Capital Improvement Plan – Capacity Projects

ID	Description	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	Total
Right-of-Way Projects							
-	Diana Dr	$0	$1,100,000	$0	$0	$0	**$1,100,000**
-	NW 14th Ave Roadway & Streetscape Improvements	$300,000	$0	$0	$0	$0	**$300,000**
-	Complete Streets Roadway Improvements	$0	$0	$500,000	$500,000	$500,000	**$1,500,000**
-	Atlantic Shores Roadway Improvement Projects	$506,066	$0	$1,000,000	$1,250,000	$1,250,000	**$4,006,066**
Total		$806,066	$1,100,000	$1,500,000	$1,750,000	$1,750,000	**$6,906,066**

Source: City of Hallandale Beach Budget Department

Table E-6
Broward County FY 2017-2021 Capital Improvement Program – Capacity Projects

ID	Description	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total
Road Projects							
-	Davie Rd Extension, Stirling to University	$3,654,000	$0	$0	$0	$0	**$3,654,000**
-	Wiles Rd, Riverside to Rock Island	$6,300,000	$0	$0	$0	$0	**$6,300,000**
-	Wiles Rd, University to Riverside	$1,200,000	$0	$6,250,000	$0	$0	**$7,450,000**
-	Wiles Rd, Rock Island to SR 7	$790,000	$0	$0	$0	$0	**$790,000**
-	Pembroke Rd, Dykes to Silver Shore	$3,686,023	$0	$0	$0	$0	**$3,686,023**
-	Ravenswood Rd, Griffin to Stirling	$557,000	$0	$0	$0	$0	**$557,000**
-	Loxahatchee Rd, Parkside Dr to Wildlife Refuge	$0	$0	$3,765,000	$0	$0	**$3,765,000**
-	Sheridan St and Dykes Rd	$120,000	$0	$2,160,000	$0	$0	**$2,280,000**
Maintenance and Improvement Projects							
-	Sidewalks/ADA	$1,200,000	$1,200,000	$1,200,000	$1,200,000	$1,200,000	**$6,000,000**
-	Bike Lane Construction	$500,000	$500,000	$500,000	$500,000	$500,000	**$2,500,000**
Traffic Engineering Projects							
-	Traffic Control Devices & Equipment	$4,107,000	$4,312,350	$4,528,000	$4,754,000	$4,992,000	**$22,693,350**
-	Mast Arms	$3,090,000	$3,090,000	$3,090,000	$3,090,000	$3,090,000	**$15,450,000**
-	Communication System Maintenance & Enhancement	$300,000	$400,000	$400,000	$400,000	$400,000	**$1,900,000**
Capital Program Support							
-	Capital Cost Allocation	$688,540	$688,540	$688,540	$688,540	$688,540	**$3,442,700**
-	Capital Project Highway Construction & Engineering Support	$1,367,050	$1,367,050	$1,367,050	$1,025,300	$769,000	**$5,895,450**
Reserves and Transfers							
-	Transfer to Transit Capital Fund for Concurrency Projects	$3,150,000	$0	$0	$0	$0	**$3,150,000**
Capital Expenditures:		$30,709,613	$11,557,940	$23,948,590	$11,657,840	$11,639,540	$89,513,523
Impact Fee Funding for "Road Projects":		-	-	-	-	-	$500,000
Non-Impact Fee Funded Expenditures:		-	-	-	-	-	**$89,013,523**

Source: Broward County FY 2017-2021 CIP

Table E-7
Charter County Surtax Capacity Addition Projects in Hallandale Beach

Jurisdiction	Project ID	Project Name	Amount
City Projects			
Hallandale Beach	HALL-006	South Old Dixie Highway 2-way Conversion Project	$5,000,000
Hallandale Beach	HALL-005	City-Wide Bus Shelter Improvements	$3,000,000
Hallandale Beach	HALL-007	SE 1st Ave Lane Elimination and Complete Street	$395,000
Hallandale Beach	HALL-008.2	NE 1st Ave Lane Elimination and Complete Street	$2,700,000
Hallandale Beach	HALL-009	Diana Drive Extension Project	$900,000
Hallandale Beach	HALL-010	Church Drive Complete Street Project	$1,100,000
Hallandale Beach	HALL-013	Hallandale Beach Boulevard, US1, Pembroke Road & A1A	$780,000
Hallandale Beach	HALL-014	NW 3rd Street Expansion Complete Street Project	$1,450,000
Hallandale Beach	HALL-015	Old Federal Highway & SE 3rd Street Safety Project	$25,000
Hallandale Beach	HALL-016	SE/SW 3rd Street	$405,000
Hallandale Beach	HALL-020	Three Islands Boulevard	$215,000
Hallandale Beach	HALL-025	Community Bus Fleet Trolley Modernization	$600,000
Hallandale Beach	HALL-024	Community Bus Service	$2,200,000
Hallandale Beach	HALL-017	SE 4th Street Facility Extension	$260,000
Hallandale Beach	HALL-023	County Line Road/ SW 11th St	$200,000
Hallandale Beach	HALL-018	SE 9th Street FEC Rail Crossing Realignment	$1,700,000
Hallandale Beach	HALL-027	Hallandale Beach Coastal Link Station	$5,000,000
Hallandale Beach	HALL-026	City-wide Bus Stops Digital Signage	$520,000
Hallandale Beach	HALL-022	Parkview Drive	$75,000
Hallandale Beach	HALL-019	NW/SW 8th Ave Complete Street Project	$1,500,000
Hallandale Beach	HALL-021	Diplomat Parkway	$395,000
Hallandale Beach	HALL-008.1	Diana Drive Complete Street Project	$2,500,000
Hallandale Beach	HALL-001	Atlantic Shores Blvd. Roadway Improvement	$335,000
County Projects			
Broward County	345	Dixie Hwy Bike Lanes	$7,525,000
Broward County	394	Foster Rd and NW 2nd Ave Mast Arms	$600,000
Broward County	630	Hallandale Beach Blvd Adaptive Signal Control	$1,275,000
Broward County	640	US-1 Adaptive Signal Control	$5,550,000
Broward County	734	US 1 Rapid Bus*	$40,000,000
Total			**$86,205,000**

Source: Broward County

*Portion of BRT located in Hallandale Beach was estimated at 50 percent for credit purposes

Table E-8

Broward County FDOT Work Program, FY 2007 to FY 2023

Item No.	Project Description	Work Type	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total
227708-1	CR-818/GRIFFIN SR-93/I-75(148AVE) W OF FLAMINGO/124AVE	ADD LANES & RECONSTRUCT	$18,304,412	$710,705	$499,303	$630,261	$1,180	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$20,145,861
227773-1	SR-7/US-441 FROM S. OF DADE CO LINE TO N. OF HALLANDALE BCH	ADD LANES & RECONSTRUCT	$28,485,879	$3,779,043	$4,297,771	$684,077	$799,382	$71,737	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$38,117,889
227774-1	SR-7/US-441 FROM N OF HALLANDALE BCH TO N. OF FILLMORE STREET	ADD LANES & RECONSTRUCT	$2,443,514	$696,705	$2,727,156	$9,750,224	$9,702,518	$24,846,735	$25,107,194	$37,142,448	$4,261,358	$7,280,151	$1,928,536	$3,040,395	$0	$0	$0	$0	$0	$128,926,934
227775-1	SR-7/US-441 FROM N. OF FILLMORE TO S OF STIRLING RD	ADD LANES & RECONSTRUCT	$158	$0	$4,144	$272,771	$1,090,584	$4,796,231	$6,242,938	$60,376,096	$28,772,946	$14,850,899	$12,043,903	$5,739,969	$0	$0	$0	$0	$0	$134,190,639
227776-1	SR-7/US-441 FROM .6 MI S OF GRIFFIN TO .3 MI S OF GRIFFIN RD	ADD LANES & RECONSTRUCT	$86,092	$1,197,951	$81,202	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,365,245
227776-2	SR-7/US-441 FROM S. OF STIRLING RD TO .6 MI S. OF GRIFFIN RD	ADD LANES & RECONSTRUCT	$0	$15,962,906	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$15,962,906
228047-1	BROWARD CO//JPA INSTALL TRAFFIC DEVICES W/BROWARD CO	TRAFFIC CONTROL DEVICES/SYSTEM	$100,000	$100,000	$99,292	$0	$10,754	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$310,046
228047-2	BROWARD COUNTY SCHOOL ZONE FLASHER MAINTENANCE JPA	TRAFFIC CONTROL DEVICES/SYSTEM	$0	$0	$0	$0	$155	$25,000	$11,932	$0	$21,135	$17,546	$0	$0	$0	$0	$0	$0	$0	$75,768
228047-3	BROWARD COUNTY SCHOOL ZONE FLASHER MAINTENANCE JPA	TRAFFIC CONTROL DEVICES/SYSTEM	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$25,000	$25,000	$25,000	$25,000	$25,000	$0	$0	$125,000
228047-4	BROWARD COUNTY SCHOOL ZONE FLASHER MAINTENANCE JPA	TRAFFIC CONTROL DEVICES/SYSTEM	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$25,000	$25,000	$50,000
228056-2	BROWARD COUNTY COMPUTER SIGNAL OPERATIONS	TRAFFIC CONTROL DEVICES/SYSTEM	$610,000	$641,003	$673,000	$706,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,630,003
228056-3	BROWARD COUNTY COMPUTER SIGNALS OPERATIONS	TRAFFIC CONTROL DEVICES/SYSTEM	$0	$0	$0	$0	$741,000	$778,000	$817,000	$858,017	$524,926	$0	$0	$0	$0	$0	$0	$0	$0	$3,718,943
228089-1	BROWARD COUNTY ATMS DESIGN GROUP 1 ON SHS	TRAFFIC CONTROL DEVICES/SYSTEM	$5,479,215	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$5,479,215
228098-2	SR-822/SHERIDAN ST @ SR-5/US-1	TRAFFIC OPS IMPROVEMENT	$0	$0	$0	$0	$0	$92,643	$54,167	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$146,810
228098-3	SR-822/SHERIDAN ST @ DIXIE HIGHWAY	TRAFFIC OPS IMPROVEMENT	$0	$0	$0	$0	$0	$66,125	$12,621	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$78,746
228103-1	BROWARD CO SIGNAL RETIMING CONTRACTS	PRELIMINARY ENGINEERING	$150,610	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$150,610
228135-1	SR-7/US-441 FROM BARRY RD TO ROYAL PALM BLV/MARGATE	INTERSECTION (MAJOR)	$36,846	$272	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$37,118
228222-1	WESTERN BROW/PBC X FROM SAWGRASS EXPRESSWAY TO PALM BEACH COUNTY LINE	PD&E/EMO STUDY	$102,019	$26,734	$14,381	$97	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$143,231
228223-1	SR-814/ATLANTIC BLVD @I-95/SR-9 INTERCHANGE IMPROVEMENT	TRAFFIC OPS IMPROVEMENT	$28,399	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$28,399
228259-2	BROWARD COUNTY PUSH BUTTON RENEWABLE TRAFFIC SIGNAL CONST	TRAFFIC CONTROL DEVICES/SYSTEM	$22,208	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$22,208
228259-3	BROWARD COUNTY PUSH BUTTON RENEWABLE TRAFFIC SIGNAL CONST	TRAFFIC CONTROL DEVICES/SYSTEM	$504,256	$8,192	$19,439	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$531,887
228259-4	BROWARD COUNTY PUSH BUTTON CONTRACT TRAFFIC SIGNAL CONST	TRAFFIC CONTROL DEVICES/SYSTEM	$0	$906,991	$16,650	$44,085	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$967,726
228259-5	BROWARD COUNTY PUSH BUTTON CONTRACT TRAFFIC SIGNAL CONST	TRAFFIC CONTROL DEVICES/SYSTEM	$0	$0	$158	$633,495	$182,055	$11,197	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$826,905
228259-6	BROWARD COUNTY PUSH BUTTON CONTRACT TRAFFIC SIGNAL CONST	TRAFFIC CONTROL DEVICES/SYSTEM	$0	$0	$0	$0	$28,474	$812,191	$96,958	$94,006	$5,059	$0	$0	$0	$0	$0	$0	$0	$0	$1,036,688
228259-7	BROWARD COUNTY PUSH BUTTON CONTRACT TRAFFIC SIGNAL CONST	TRAFFIC CONTROL DEVICES/SYSTEM	$0	$0	$0	$0	$0	$0	$52,315	$840,427	$663,927	$16,965	$725	$0	$0	$0	$0	$0	$0	$1,574,359
228259-8	BROWARD COUNTY PUSH BUTTON CONTRACT TRAFFIC SIGNAL CONSTRUCTION	TRAFFIC CONTROL DEVICES/SYSTEM	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,321,742	$375,848	$3,513	$0	$0	$0	$0	$0	$1,701,103
228259-9	BROWARD COUNTY PUSH BUTTON CONTRACT TRAFFIC SIGNAL CONST	TRAFFIC CONTROL DEVICES/SYSTEM	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,192,334	$0	$0	$0	$0	$0	$1,192,334
230337-1	R/W REVENUE FROM LEASES BROWARD CO	RIGHT OF WAY ACTIVITIES	$0	$0	$5	$0	$0	$0	$0	$0	$0	$0	$0	$1,414	$0	$0	$0	$0	$0	$1,419
230619-1	ANDREWS AVE EXT FROM N APPROACH RR BR TO NW 18 STREET	NEW ROAD CONSTRUCTION	$827	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$827
230622-1	ANDREWS AVE EXT BRIDGE OVER CSX RR & ROADWAY APPROACHES	NEW ROAD CONSTRUCTION	$390,552	$353,279	$1,961,103	$12,257	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,717,191
230656-1	CR-811/DIXIE HWY FROM SR-810 TO BROWARD/PALM BCH C/L	ADD LANES & RECONSTRUCT	$970,184	$5,658,365	$351,022	$40,912,534	$1,228,681	$812,552	$117,537	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$50,050,875
230724-1	ANDREWS AVE EXT FROM POMPANO PARK PLACE TO S. OF ATLANTIC BLVD	ADD LANES & RECONSTRUCT	$0	$0	$0	$735,700	$75,383	$5,627,058	$3,130,067	$12,642,884	$2,378,339	$1,054,342	$535,431	$6,083,064	$0	$0	$0	$0	$0	$32,262,268
230725-1	ANDREWS AVE EXT FROM S OF ATLANTIC BLVD TO S OF RR BR APPROACH	ADD LANES & RECONSTRUCT	$906,880	$196,843	$357,449	$36,506	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,497,678
230730-1	ANDREWS AVE EXT FROM NW 18TH STREET TO COPANS RD	ADD LANES & RECONSTRUCT	$28,495	$95,050	$28,543	$2,896,125	$1,471,112	$6,089,827	$8,374,254	$2,415,678	$499,067	$217,765	$111,024	$148,345	$0	$0	$0	$0	$0	$22,375,285
231654-2	ITS EQUIPMENT REPLAC MENT CONSULTANT/GRANT	ITS COMMUNICATION SYSTEM	$0	$33,217	$430,487	$190,172	$360,787	$4,640,696	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$5,655,359
231654-3	BROWARD CO ITS ITS FACILITY-OPERATIONS	TRAFFIC MANAGEMENT CENTERS	$2,193,438	$2,293,284	$2,193,721	$926,518	$46,665	$34,724	$12,514	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$7,700,864
231654-7	BROWARD CO ITS ITS FACILITY-OPERATIONS	TRAFFIC MANAGEMENT CENTERS	$0	$0	$0	$440,992	$2,981,347	$3,006,336	$3,843,849	$79,168	$5,597	$0	$0	$0	$0	$0	$0	$0	$0	$10,357,289
403635-1	SR-5/US-1 @ FT LAUDERDALE AIRPORT RECONSTRUCT INTERCHANGE	INTERCHANGE IMPROVEMENT	$8,000,000	$2,000,000	$2,000,000	$2,000,000	$2,000,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$16,000,000
403984-1	ELLER DR/ICTF ICTF OVERPASS	NEW ROAD CONSTRUCTION	$28,814	$2,507,191	$1,165,680	$3,908,300	$45,940,881	$2,373,410	$2,187,977	$2,431,220	$1,622,844	$443,932	$2,023	$675	$0	$0	$0	$0	$0	$62,612,947
404738-1	BROWARD CO JPA SIGNAL MAINTENANCE & OP ON SHS	TRAFFIC SIGNALS	$1,079,582	$1,118,016	$1,153,204	$1,194,940	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$4,545,742
404817-1	BROWARD COUNTY REGIONAL ATIS PROJECT (DADE/BROWARD PALM BCH)	TRAFFIC CONTROL DEVICES/SYSTEM	$175,000	$175,000	$47,563	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$397,563
404817-2	BROWARD COUNTY REGIONAL ATIS PROJECT (DADE/BROWARD PALM BCH)	TRAFFIC CONTROL DEVICES/SYSTEM	$0	$0	$450,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$450,000
407481-2	TRANSIT BRIDGE ENGINEERING (STUDY)	PTO STUDIES	$0	$100,233	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$100,233
407704-2	SR-5/US-1 AT SR-818/GRIFFIN ROAD	PRELIMINARY ENGINEERING	$0	$0	$0	$0	$0	$0	$0	$0	$136,330	$0	$0	$5,000	$0	$0	$0	$0	$0	$141,330
408046-1	SR-820/PINES BLVD. @ SR-823/FLAMINGO RD GRADE SEPARATION	PD&E/EMO STUDY	$4,365	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$4,365
408426-1	DOUBLE TRACK SEG#5 FULL FUNDING GRANT AGREE	INTERMODAL HUB CAPACITY	$1,125,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,125,000
408527-2	BROWARD COUNTY ADA RETROFITS	SIDEWALK	$299,985	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$299,985
408527-3	BROWARD COUNTY ADA RETROFITS	SIDEWALK	$0	$300,711	$299,997	$299,794	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$900,502
409419-1	ROCK ISLAND ROAD FROM ROYAL PALM BLVD TO ATLANTIC BLVD	SIDEWALK	$0	$0	$0	$153,120	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$153,120
409423-1	NW 19TH STREET FROM 55TH AVENUE TO 51ST AVENUE	BIKE PATH/TRAIL	$0	$0	$0	$0	$257,606	$1,753	$542	$59	$0	$0	$0	$0	$0	$0	$0	$0	$0	$259,960
409706-1	POMPANO BEACH NEIGHBORHOOD TRANSIT HUB	TRANSIT IMPROVEMENT	$136,520	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$136,520
410369-1	TRANSIT MOBILITY TRANSIT IMPROVEMENTS/SR-7	TRANSIT IMPROVEMENT	$1,683,981	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,683,981
411189-3	WAVE STREETCAR FR DOWNTOWN FT LAUDERDALE TO BROWARD CONVENTION CENTE	TRANSIT IMPROVEMENT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$150,000	$0	$0	$0	$0	$150,000
411190-1	BROWARD COUNTY VANPOOL PROGRAM VAN LEASE SUBSIDY	PURCHASE VEHICLES/EQUIPMENT	$350,000	$540,000	$485,000	$25,000	$100,000	$100,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,600,000
411752-4	PEMBROKE ROAD FROM SILVER SHORES BLVD. TO SW 145TH AVE	NEW ROAD CONSTRUCTION	$0	$0	$0	$6,784,971	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$6,784,971
411752-5	PEMBROKE ROAD FROM WEST OF DYKES ROAD TO EAST OF SILVER SHORES BLVD.	ADD LANES & RECONSTRUCT	$0	$0	$0	$0	$0	$0	$0	$0	$228,850	$0	$1,432,351	$2,881,626	$0	$0	$0	$0	$0	$4,542,827
411893-1	MIRAMAR BIKE LANE PROJECT	BIKE PATH/TRAIL	$0	$0	$0	$104,519	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$104,519
411902-1	SW 10TH STREET FROM 6TH AVE TO DIXIE HIGHWAY	BIKE PATH/TRAIL	$0	$0	$0	$206,600	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$206,600
412300-1	BROWARD COUNTY COMMERCIAL BLVD PARK & RIDE LOT	PARK AND RIDE LOTS	$1,062	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,062
412309-1	BROWARD COUNTY INTERMODAL ACCESS	PUBLIC TRANSPORTATION SHELTER	$0	$1,177,219	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,177,219
413282-1	SR-862/I-595 FROM WB I-595 TO WB SR-84	NEW ROAD CONSTRUCTION	$4,230,291	$66,677	$886,087	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$5,183,055
413729-1	BROWARD COUNTY SECTION 5303	PTO STUDIES	$701,080	$720,264	$746,277	$198,745	$798,424	$1,424,443	$820,955	$560,084	$0	$0	$0	$0	$0	$0	$0	$0	$0	$5,970,272
413729-2	BROWARD MPO SECTION "5305D" TRANSIT PLANNING STUDIES	PTO STUDIES	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,325,856	$968,061	$993,305	$713,370	$693,370	$0	$0	$0	$5,693,962
413729-3	BROWARD MPO SECTION "5305D" TRANSIT PLANNING STUDIES	PTO STUDIES	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$759,724	$782,515	$812,969	$2,355,208
414043-1	BROWARD BCT BUSES PURCHASE 12 BUSES ROUTE 18 & 11	PURCHASE VEHICLES/EQUIPMENT	$0	$4,279,136	$740,789	$949,775	$261,202	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$6,230,902
414069-1	NW 82ND STREET SW CORNER OF SOUTHGATE BL & SR-817/UNIVERSITY DR	SIDEWALK	$0	$80,500	$0	$1,961	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$82,461
414071-1	SR-811/DIXIE HWY FROM NE 51ST STREET TO NE 62ND STREET	PRELIMINARY ENGINEERING	$0	$283,242	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$283,242
414072-1	SR-811/DIXIE HWY FROM SR-816/OAKLAND PK BL TO CITY LIMITS	PRELIMINARY ENGINEERING	$0	$95,300	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$95,300
414073-1	SUNSET STRIP FROM NW 68TH AVE TO SR-817/UNIVERSITY DR	PRELIMINARY ENGINEERING	$45,000	$455,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$500,000
414155-1	SR-817/UNIVERSITY DR FROM SR-862/I-595 TO SR-838/SUNRISE BLVD	TRANSIT IMPROVEMENT	$0	$0	$0	$233,053	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$233,053
415187-3	BIA RT1281(SNAKE RD) FR N OF I-75 TO MICCOSSUK EE/SEMINOLE TRIBAL BORD	PRELIMINARY ENGINEERING	$0	$195,272	$398	$107	$1,037	$1,092	$58	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$197,964
415267-1	SR-A1A/17TH ST CAUSE @ 23 RD AVE	ADD TURN LANE(S)	$18,016	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$18,016
415272-1	SR-736/DAVIE BLVD FROM 25 TH AVE TO E OF SW 17TH AVE	ADD TURN LANE(S)	$1,314,233	$57,290	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,371,523

Table E-8 (continued)

Broward County FDOT Work Program, FY 2007 to FY 2023

Item No.	Project Description	Work Type	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total
416319-1	COCONUT CREEK EDUCATIONAL CORRIDOR	PRELIMINARY ENGINEERING	$500,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$500,000
416404-1	BROWARD COUNTY POMPANO STATION PARKING EXPANSION	PARK AND RIDE LOTS	$0	$500,000	$155,261	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$655,261
416405-1	SR-84/TRAIL/GREENWAY FROM MARKHAM PARK TO 136TH AVE	BIKE PATH/TRAIL	$0	$0	$1,970,021	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,970,021
416405-2	SR-84/TRAIL/GREENWAY FROM 136TH AVE TO UNIVERSITY DRIVE	BIKE PATH/TRAIL	$0	$0	$0	$0	$401,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$401,000
416527-1	BROWARD CO SEC 5309 CLEAN AIR COOPERATIVE ALT FUEL VEHICLES	TRANSIT IMPROVEMENT	$0	$2,475,073	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,475,073
416582-1	BROWARD COUNTY SIDEWALKS @ VARIOUS SPOTS	SIDEWALK	$30,977	$0	$504	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$31,481
416871-2	SR-842/LAS OLAS BLVD FR SE 16TH AVE TO W. OF ICWW BRIDGE	PRELIMINARY ENGINEERING	$0	$0	$0	$0	$0	$0	$28,168	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$28,168
417059-1	SR-84 @ ANDREWS AVE	ADD TURN LANE(S)	$21,594	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$21,594
417060-1	SR-84 @SW 4TH AVE	ADD TURN LANE(S)	$2,444	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,444
417980-1	SFRTA FT.LAUD A/P TRI-RAIL STATION PARKING CAPACITY IMPROVEMENTS	INTERMODAL HUB CAPACITY	$0	$0	$3,526,000	$800,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$4,326,000
418048-1	SR-838/SUNRISE BLVD FROM E. OF SR-7 TO NW 34TH AVE	SIDEWALK	$1,288,682	$66,204	$511	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,355,397
418048-2	SR-823/FLAMINGO RD FROM PINES BLVD TO TAFT STREET	SIDEWALK	$0	$0	$2,388	$4,776	$259,490	$1,869	$0	$465	$0	$0	$0	$0	$0	$0	$0	$0	$0	$268,988
418930-1	CENTRAL CITY LINEAR PARK TRAIL - PHASE II IN PLANTATION	BIKE PATH/TRAIL	$0	$0	$0	$406,712	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$406,712
419059-2	FEC R/R LEASE @ 48TH STREET IN POMPANO BCH	RIGHT OF WAY ACTIVITIES	$0	$0	$1	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1
419675-1	SR-811/DIXIE HWY @ NE 38TH STREET INTERSECTION IMPROVEMENT	INTERCHANGE IMPROVEMENT	$0	$0	$0	$979,252	$0	$76	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$979,328
420328-1	SW 50 AVE/CC CIRCLE FROM PETERS ROAD SW 6 COURT	BIKE PATH/TRAIL	$0	$0	$0	$0	$505,368	$1,715	$792	$128	$0	$0	$0	$0	$0	$0	$0	$0	$0	$508,003
420329-1	N.E. 3 RD STREET FROM CR-811/DIXIE HIGHWAY TO 5TH AVENUE	BIKE PATH/TRAIL	$0	$0	$0	$0	$436,530	$9,202	$64	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$445,796
420332-1	SW 48TH AVE FROM CITY LIMITS TO HALLANDALE BEACH BLVD	SIDEWALK	$0	$0	$0	$58,712	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$58,712
420336-1	NE 44TH STREET CITY OF LIGHTHOUSE POINT SIDEWALKS	SIDEWALK	$0	$0	$130,000	$51,073	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$181,073
420416-1	RELIEVER ROAD/A1A FROM A1A/HILLSBORO BLVD TO A1A/NE 7TH STREET	PD&E/EMO STUDY	$785,000	$0	$375,068	$67	$103,203	$569,677	$2,830	$5,061	$1,532	$3,086	$232	$0	$0	$0	$0	$0	$0	$1,845,756
420490-1	COCONUT CREEK BUS SHELTER CONSTRUCTION	TRANSIT IMPROVEMENT	$24,598	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$24,598
421182-1	PARK & RIDE LOT BROWARD MALL - PLANTATION	PARK AND RIDE LOTS	$142,889	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$142,889
421183-1	PARK & RIDE LOT TRI-RAIL LOT POMPANO BEACH	PARK AND RIDE LOTS	$174,982	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$174,982
421261-1	SR-818/GRIFFIN RD @ SW 106TH AVE	TRAFFIC SIGNALS	$174,125	$24,769	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$198,894
421390-4	DOWNTOWN FORT LAUDERDALE WAVE STREETCAR	TRANSIT IMPROVEMENT	$0	$0	$0	$0	$0	$0	$0	$23,360,000	$11,536,868	$0	$1,140,000	$0	$0	$0	$0	$0	$0	$36,036,868
421390-7	DOWNTOWN FORT LAUDERDALE WAVE STREETCAR	TRANSIT IMPROVEMENT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$105,486,102	$1,308,400	$2,770,712	$2,752,252	$1,184,990	$0	$113,502,456
421390-8	DOWNTOWN FORT LAUDERDALE WAVE STREETCAR	TRANSIT IMPROVEMENT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,725,360	$0	$0	$0	$0	$0	$1,725,360
421501-1	BROWARD COUNTY JOINT PUBLIC/PRIVATE BICYCLE STATION	TRANSIT IMPROVEMENT	$150,000	$161,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$311,000
421866-1	BROWARD CO BCT TRIP BUS STOPS/BUS BAYS	TRANSIT IMPROVEMENT	$0	$750,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$750,000
422211-1	HOLMBERG ROAD PEDESTRIAN/BICYCLE FACILITIES & LANDSCAPING	SIDEWALK	$0	$0	$0	$202,473	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$202,473
422213-1	US-441/OAKES ROAD GATEWAY ENHANCEMENT PROJ.	SIDEWALK	$0	$0	$0	$112,977	$0	$206	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$113,183
422265-1	GOOLSBY BLVD W ENTRANCE TO TRI-RAIL	SIDEWALK	$0	$0	$359,670	$42,120	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$401,790
422276-1	SR-A1A FROM N OF COUNTYLINE RD TO HALLANDALE BCH BLVD	SIDEWALK	$0	$0	$0	$0	$1,190	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,190
422778-1	NOVA SOUTHEASTERN UNIVERSITY, INTERACTIVE SIGNAGE, TRANSIT INFO	TRANSIT IMPROVEMENT	$150,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$150,000
422821-1	SR-A1A/N. OCEAN BLVD @ ATLANTIC BLVD/MP 9.78 TO MP 9.85	INTERSECTION IMPROVEMENT	$38,963	$300	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$39,263
422871-1	BLOUNT ROAD FROM HAMMONDVILLE ROAD TO COPANS ROAD	SIDEWALK	$0	$0	$0	$230,530	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$230,530
423183-1	SOUTH MIAMI RD FROM SE 12TH STREET TO SE 17TH STREET	SIDEWALK	$0	$0	$0	$0	$75,298	$1,149	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$76,447
423184-1	SE 10TH AVE FROM SE 12TH STREET TO SE 17TH STREET	SIDEWALK	$0	$0	$0	$98,058	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$98,058
423185-1	NW 7TH TERRACE FROM NW 12TH STREET TO NW 13TH STREET	SIDEWALK	$0	$0	$0	$28,365	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$28,365
423223-1	SFRTA CYPREES CREEK PARK & RIDE LOT PLATFORM IMPROVEMENTS	PARK AND RIDE LOTS	$0	$61,853	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$61,853
423393-1	BROWARD/I-95 EXPRESS BUS PURCHASE & STATION IMPROVEMENTS	INTERMODAL HUB CAPACITY	$0	$0	$0	$0	$0	$0	$106,616	$1,977,833	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,084,449
423393-2	BROWARD/I-95 EXPRESS BUS PURCHASE & STATION IMPROVEMENTS	INTERMODAL HUB CAPACITY	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,843,206	$1,748,392	$1,748,392	$1,748,392	$1,748,392	$874,196	$0	$10,710,970
423976-1	I-595/SR-862/P3 BCT PURCHASE BUSES AND OPERATIONS	PURCHASE VEHICLES/EQUIPMENT	$0	$0	$0	$13,783,806	$1,540,000	$0	$1,810,000	$2,100,000	$934,214	$0	$0	$0	$0	$0	$0	$0	$0	$20,168,020
423976-2	I-595/SR-862/P3 BCT PURCHASE BUSES AND OPERATIONS	INTERMODAL HUB CAPACITY	$0	$0	$0	$0	$0	$0	$0	$100,000	$0	$50,000	$0	$0	$0	$0	$0	$0	$0	$150,000
423976-3	I-595/SR-862/P3 BCT PURCHASE BUSES AND OPERATIONS	INTERMODAL HUB CAPACITY	$0	$0	$0	$0	$0	$0	$5,070	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$5,070
424139-1	PALM AVE FROM STIRLING ROAD TO GRIFFIN ROAD	ADD LANES & RECONSTRUCT	$0	$0	$4,114,216	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$4,114,216
424311-1	SR-7/US-441 @ 11 TH PLACE CITY OF LAUDERHILL	INTERCHANGE IMPROVEMENT	$0	$0	$0	$0	$0	$698,887	$1,104	$1,453	$135	$0	$0	$0	$0	$0	$0	$0	$0	$701,579
424523-1	SR-820/PINES BLVD @ HIATUS ROAD JPA FOR MAST ARMS	TRAFFIC SIGNALS	$0	$87,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$87,000
424528-1	BROWARD COUNTY BCT OAKLAND PRK BLVD CORRIDOR PURCHASE ARTICULATED BUS	PURCHASE VEHICLES/EQUIPMENT	$0	$2,481,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,481,000
424745-1	SR-5/US-1 @ NE 21ST STREET FT LAUDERDALE	TRAFFIC SIGNALS	$0	$0	$45,957	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$45,957
425120-1	WESTON BUS SHELTERS	INTERMODAL HUB CAPACITY	$0	$0	$0	$100,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$100,000
425122-1	CITY OF PLANTATION BUS SHELTERS	INTERMODAL HUB CAPACITY	$0	$0	$0	$8,085	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$8,085
425123-1	CITY FT LAUDERDALE PROGRESSO NEIGHBORHOOD TRANSIT PED CORRIDOR	INTERMODAL HUB CAPACITY	$0	$0	$0	$0	$0	$300,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$300,000
425124-1	CITY FT LAUDERDALE SISTRUNK PEDESTRIAN CORRIDORS	INTERMODAL HUB CAPACITY	$0	$0	$0	$375,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$375,000
425125-1	CITY FT LAUDERDALE NW FT LAUDERDALE PEDESTRIAN CORRIDORS	INTERMODAL HUB CAPACITY	$0	$0	$0	$0	$268,405	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$268,405
425417-2	PINE ISLAND ROAD AT NW 57TH STREET AND NW 67TH COURT	TRAFFIC SIGNALS	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$5,000	$285,357	$0	$0	$0	$0	$290,357
425534-1	COCONUT CREEK PRKWY FROM BANKS RD TO FL TPKE	SIDEWALK	$0	$0	$0	$0	$0	$3,579	$2,275,216	$3,207	$5,446	$467	$0	$0	$0	$0	$0	$0	$0	$2,287,915
425535-1	TAMARAC BIKEWAY/ WALKWAY SYSTEM (PHASE 2) VARIOUS LOCATION	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$767,752	$16,400	$581	$1,955	$1,675	$0	$0	$0	$0	$0	$0	$0	$788,363
425535-2	TAMARAC BIKEWAY/ WALKWAY SYSTEM (PHASE 3) VARIOUS LOCATION	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$649	$929,657	$297	$401	$243	$3,546	$0	$0	$0	$0	$0	$934,793
425538-1	NW 39 STREET GREENWY FROM NW 29TH AVE TO NW 21ST AVE	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$744,706	$517	$101	$0	$0	$0	$0	$0	$0	$0	$0	$0	$745,324
425606-1	SR-A1A/DANIA BEACH @ ICWW BRIDGE LOOP RAMP	SIDEWALK	$0	$0	$88,891	$143,709	$20,388	$618	$1,010	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$254,616
425769-1	SR-822/SHERIDAN ST FROM WEST LAKE PARK TO ANNE KOLB NATURE CTR ENTR	SIDEWALK	$0	$0	$0	$17,263	$64,465	$544,689	$14,980	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$641,397
425816-1	SR-25/US-27 FROM S. OF PINES BLVD TO N. OF GRIFFIN ROAD	OTHER ITS	$0	$0	$570	$4,378	$1,311,550	$98,666	$18,396	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,433,560
425859-1	WILES ROAD FROM ROCK ISLAND ROAD TO SR-7/US-441	ADD LANES & REHABILITATE PVMNT	$0	$0	$0	$0	$0	$501,885	$0	$5,625,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$6,126,885
425861-2	COLLEGE AVE-PHASE 1 FROM 30TH STREET TO NOVA DRIVE	ADD LANES & REHABILITATE PVMNT	$0	$0	$0	$0	$947,890	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$947,890
425861-3	COLLEGE AVENUE PHASE 2 FROM NOVA DRIVE TO SR-84	ADD LANES & REHABILITATE PVMNT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,705,312	$0	$0	$0	$0	$1,705,312
426202-1	ARRA BROWARD COUNTY CNTYWDE PASNGER SHELTERS VARIOUS LOCATIONS	PUBLIC TRANSPORTATION SHELTER	$0	$0	$0	$2,670,298	$12,990	$18,633	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,701,921
426382-1	PEMBROKE RD & 196TH AVE; CITY-PEMBROKE PINES MULTI-USE PATHS	BIKE PATH/TRAIL	$0	$0	$519,215	$40,365	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$559,580
426851-1	SR-838/SUNRISE BLVD @ NW 27 AVE	TRAFFIC SIGNALS	$0	$0	$0	$92,149	$15,645	$179,313	$23,900	$92	$0	$0	$0	$0	$0	$0	$0	$0	$0	$311,099
427004-2	SR-870/COMMERCIAL BL @ ROCK ISLAND ROAD	INTERSECTION IMPROVEMENT	$0	$0	$0	$0	$0	$0	$6,050	$21,865	$556,699	$52,042	$14,290	$9,746	$0	$10,800	$0	$0	$0	$671,492
427011-1	SR-811/DIXIE HWY @ MCNAB RD AND 3RD STREET	TRAFFIC SIGNAL UPDATE	$0	$0	$0	$87,837	$46,151	$109,888	$735,933	$52,179	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,031,988
427591-1	I-595/SR-862 COMMUNITY MOBILITY HUB IN DAVIE	PARK AND RIDE LOTS	$0	$0	$0	$13,900	$62,035	$2,997,882	$1,294,562	$388,669	$79,788	$0	$0	$0	$0	$0	$0	$0	$0	$4,836,836
427763-1	SR-816/OAKLND PK BLV FROM CITY LIMITS TO NW 68TH AVE	PUBLIC TRANSPORTATION SHELTER	$0	$0	$0	$0	$0	$0	$862	$911,210	$11,361	$97	$0	$0	$0	$0	$0	$0	$0	$923,530

Table E-8 (continued)

Broward County FDOT Work Program, FY 2007 to FY 2023

Item No.	Project Description	Work Type	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total
427769-1	SW 56 AVENUE FROM COUNTYLINE ROAD TO PEMBROKE ROAD	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$5,070	$590,731	$3,593	$1,204	$0	$0	$1,056	$0	$0	$0	$0	$0	$601,654
427801-1	BROWARD COUNTY JPA SIGNAL MAINTENANCE & OPS ON SHS	TRAFFIC SIGNALS	$0	$0	$0	$0	$1,243,904	$1,281,793	$1,319,766	$1,366,791	$1,423,106	$1,468,822	$1,495,361	$3,484,530	$3,579,420	$3,676,914	$3,777,085	$3,883,618	$3,988,476	$31,989,586
427858-1	DAVIE ROAD FROM NOVA DRIVE TO SR-84	ADD LANES & RECONSTRUCT	$0	$0	$0	$0	$0	$0	$49,164	$0	$0	$418,835	$0	$0	$0	$0	$0	$0	$0	$467,999
427927-1	SR-824/PEMBROKE ROAD @ SW 31ST AVE	TRAFFIC SIGNALS	$0	$0	$0	$1,464	$133,640	$15,645	$370,514	$24,845	$0	$0	$0	$0	$0	$0	$0	$0	$0	$546,108
427937-1	SR-7/US-441 FROM SOUTH OF SR-834/SAMPLE ROAD TO BROWARD/PB COUNTYLINE	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$1,791,722	$31,569	$21,623	$21,422	$521,604	$421,233	$13,231,553	$176,743	$0	$0	$0	$0	$0	$16,217,469
427937-2	SR-7/US-441 FROM SR-870/COMMERCIAL BOULEVARD TO SR-834/SAMPLE ROAD	ITS COMMUNICATION SYSTEM	$0	$0	$0	$0	$0	$0	$0	$0	$565	$54,940	$2,501,125	$152,323	$0	$0	$0	$0	$0	$2,708,953
427960-1	LYONS RD/31ST AVE FROM FL TURNPIKE TO FERN FOREST NATURE CENTER	SIDEWALK	$0	$0	$0	$0	$0	$0	$526	$298,468	$1,944	$305	$0	$0	$0	$0	$0	$0	$0	$301,243
427971-1	ATMS INSTALLATION IN CENTRAL BROWARD COUNTY	TRAFFIC CONTROL DEVICES/SYSTEM	$0	$0	$0	$0	$78,177	$10,455,873	$32,848	$37,528	$0	$0	$0	$0	$0	$0	$0	$0	$0	$10,604,426
428009-1	SR-9/I-95 FROM MIAMI-DADE/BROW CL TO DAVIE BLVD.	ITS COMMUNICATION SYSTEM	$0	$0	$0	$0	$24,606	$532,396	$431	$351	$670,707	$1,049	$79	$6,491	$0	$0	$0	$0	$0	$1,236,110
428273-1	SR-7/US-441 @ SOUTHGATE BLVD	TRAFFIC SIGNAL UPDATE	$0	$0	$0	$0	$148,606	$41	$6,104	$856,548	$21,618	$0	$0	$0	$0	$0	$0	$0	$0	$1,032,917
428274-1	SR-845/POWERLINE RD @ NW 40TH COURT	TRAFFIC SIGNALS	$0	$0	$0	$1,542	$126,299	$9,340	$327,621	$98,821	$0	$0	$0	$0	$0	$0	$0	$0	$0	$563,623
428275-1	SR-820/HOLLYWOOD BLV @ 35TH AVE	TRAFFIC SIGNAL UPDATE	$0	$0	$0	$1,516	$94,557	$7,820	$249,728	$41,928	$0	$109	$0	$0	$0	$0	$0	$0	$0	$395,658
428449-1	SR-25/US-27 FROM N. OF GRIFFIN ROAD TO BROWARD/PB COUNTY LINE	ITS COMMUNICATION SYSTEM	$0	$0	$0	$140,412	$17,089	$2,902,711	$14,293	$96,178	$37,372	$51,018	$17,829	$0	$0	$0	$0	$0	$0	$3,276,902
428727-2	SR-A1A/SOUTH OCEAN DR FR COUNTYLINE RD TO SR-858/HALLANDALE BEACH BLVD	SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$83,390	$1,554,665	$9,998	$127,619	$0	$0	$0	$0	$0	$1,775,672
429366-1	SR-817/UNIVERSITY DR @ NOVA DRIVE	INTERSECTION IMPROVEMENT	$0	$0	$0	$0	$0	$302,171	$316,983	$130,378	$2,806,340	$33,640	$363	$83,643	$0	$0	$0	$0	$0	$3,673,518
429367-1	SADDLE CLUB ROAD @ LAKEVIEW DRIVE	ROUNDABOUT	$0	$0	$0	$0	$0	$2,298	$464,520	$617	$1,347	$0	$0	$0	$0	$0	$0	$0	$0	$468,782
429569-5	SR-816/OAKLAND PARK BLV TRANSIT & MOBILITY PROJECTS @ VARIOUS ROADWAYS	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$4,378,307	$0	$0	$4,378,307
429575-1	SR-5/US-1 FROM THE MIAMI-DADE COUNTY LINE TO SR-842/BROWARD BLVD	PTO STUDIES	$0	$0	$0	$0	$0	$0	$149,981	$0	$0	$0	$589,193	$19,317	$0	$0	$0	$0	$0	$758,491
429576-2	SR-7/US-441 TRANSIT CORRIDOR IMPROVEMENTS GROUP/PRIORITY 1	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$480,000	$0	$0	$2,382,034	$0	$2,862,034
429576-3	SR-7/US-441 TRANSIT CORRIDOR IMPROVEMENTS GROUP/PRIORITY 2	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$605,000	$0	$0	$0	$5,280,125	$5,885,125
429576-4	SR-7/US-441 TRANSIT CORRIDOR IMPROVEMENTS GROUP/PRIORITY 4	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$591,000	$0	$0	$4,144,380	$4,735,380
429576-5	SR-7/US-441 TRANSIT CORRIDOR IMPROVEMENTS GROUP/PRIORITY 5	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$500,000	$0	$0	$3,217,665	$3,717,665
429653-1	HARLEM MCBRIDE/NE 34 CT FROM NE 2ND AVE TO DIXIE HIGHWAY	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$2,324	$993,045	$4,414	$1,148	$0	$0	$0	$0	$0	$0	$0	$1,000,931
429655-1	SR-817/UNIVERSITY DR FROM NW 44 ST TO COMMERCIAL BLVD	PUBLIC TRANSPORTATION SHELTER	$0	$0	$0	$0	$0	$0	$469	$183,065	$0	$0	$0	$0	$0	$0	$0	$0	$0	$183,534
429656-1	ANSIN BLVD FROM HALLANDALE BCH BLVD TO FOSTER ROAD	SIDEWALK	$0	$0	$0	$0	$0	$0	$522	$335,976	$30,872	$2,136	$0	$0	$0	$0	$0	$0	$0	$369,506
429686-1	BROWARD COUNTY ATMS MAINTENANCE	OTHER ITS	$0	$0	$0	$0	$0	$0	$0	$0	$997,184	$1,062,632	$1,124,504	$1,145,160	$0	$0	$0	$0	$0	$4,329,480
429686-2	BROWARD COUNTY ATMS MAINTENANCE	OTHER ITS	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,170,165	$1,170,165	$1,170,165	$1,170,165	$1,170,165	$5,850,825
429686-4	BROWARD COUNTY ATMS MAINTENANCE	OTHER ITS	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,145,160	$1,145,160	$1,148,160	$1,145,160	$1,145,160	$5,728,800
429739-1	SR-822/SHERIDAN ST FROM ICWW BRIDGE TO SR-A1A	INTERSECTION IMPROVEMENT	$0	$0	$0	$0	$0	$226,053	$33,651	$2,187,776	$189,345	$1,353	$41	$106	$0	$0	$0	$0	$0	$2,638,325
429740-1	SR-848/STIRLING RD @ OAKWOOD BLVD	TRAFFIC SIGNAL UPDATE	$0	$0	$0	$0	$0	$150,243	$18,453	$8,773	$539,666	$5,502	$456	$19,321	$0	$0	$0	$0	$0	$742,414
429741-1	SR-814/ATLANTIC BLVD @ NB TURNPIKE OFF-RAMP	TRAFFIC SIGNAL UPDATE	$0	$0	$0	$0	$0	$144,636	$6,681	$22,731	$547,746	$22,919	$0	$57,064	$0	$0	$0	$0	$0	$801,777
429783-1	PINE ISLAND ROAD FROM NOVA DRIVE TO I-595	ADD LANES & RECONSTRUCT	$0	$0	$0	$0	$0	$0	$0	$4,825,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$4,825,000
430196-1	SR-838/SUNRISE BLVD @ NW 24 AVENUE	TRAFFIC SIGNAL UPDATE	$0	$0	$0	$0	$0	$156,227	$47,417	$9,850	$455,915	$4,893	$0	$0	$0	$0	$0	$0	$0	$674,302
430295-1	BROWARD CO. TRANSIT CB SMITH PARK & RIDE EXPANSION	PARK AND RIDE LOTS	$0	$0	$0	$0	$0	$912,722	$0	$233,223	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,145,945
430295-2	BROWARD CO. TRANSIT CB SMITH PARK & RIDE EXPANSION	PARK AND RIDE LOTS	$0	$0	$0	$0	$0	$41,748	$127,565	$0	$90	$0	$0	$805	$0	$0	$0	$0	$0	$170,208
430298-1	SFRTA BROWARD COUNTY TRANSIT CORRIDOR	CAPITAL FOR FIXED ROUTE	$0	$0	$0	$0	$0	$0	$0	$0	$0	$500,000	$0	$0	$0	$0	$0	$0	$0	$500,000
430590-2	SR-824/PEMBROKE ROAD FR. W. OF DIXIE HWY. TO E. OF S. 21ST AVE/NE 1ST	TRAFFIC SIGNAL UPDATE	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$184,433	$107,531	$787,587	$0	$0	$0	$0	$1,079,551
430613-1	US-1 FEDERAL HIGHWAY KINNEY TUNNEL, INDEPTH INSPECTION & TESTING	PRELIMINARY ENGINEERING	$0	$0	$0	$0	$0	$0	$445,141	$18,241	$40,664	$13,734	$0	$0	$0	$0	$0	$0	$0	$517,780
430763-4	SR-93/I-75 FROM MIAMI-DADE/BROWARD CL TO I-595	PURCHASE VEHICLES/EQUIPMENT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$4,090,000	$0	$1,300,000	$1,339,000	$1,379,170	$1,420,545	$1,463,161	$1,463,161	$12,455,037
430798-1	SR-816/OAKLND PK BLV @ NW 56 AVE/INVERRARY BLV	INTERSECTION IMPROVEMENT	$0	$0	$0	$0	$0	$143,912	$14,754	$551,529	$99,725	$0	$0	$0	$0	$0	$0	$0	$0	$809,920
430801-1	SR-7/US-441 @ SR-818/GRIFFIN ROAD (PROJECT B/C RATIO = 6.7)	TRAFFIC SIGNAL UPDATE	$0	$0	$0	$0	$0	$7,434	$116,527	$757,064	$66,021	$2,382	$0	$0	$0	$0	$0	$0	$0	$949,428
430947-1	ITS EQUIPMENT REPLACEMENT CONSULTANT / GRANT	ITS COMMUNICATION SYSTEM	$0	$0	$0	$0	$0	$0	$0	$0	$2,138,708	$0	$0	$5,000	$0	$0	$0	$0	$0	$2,143,708
430947-2	ITS EQUIPMENT REPLACEMENT CONSULTANT / GRANT	ITS COMMUNICATION SYSTEM	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$920,135	$0	$0	$0	$0	$0	$0	$920,135
430947-3	ITS EQUIPMENT REPLACEMENT CONSULTANT / GRANT	ITS COMMUNICATION SYSTEM	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,964,960	$0	$0	$0	$0	$0	$1,964,960
430947-4	ITS EQUIPMENT REPLACEMENT CONSULTANT / GRANT	ITS COMMUNICATION SYSTEM	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,969,000	$0	$0	$0	$0	$1,969,000
430947-5	ITS EQUIPMENT REPLACEMENT CONSULTANT / GRANT	ITS COMMUNICATION SYSTEM	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$7,594,000	$0	$0	$0	$7,594,000
430947-6	ITS EQUIPMENT REPLACEMENT CONSULTANT/ GRANT	ITS COMMUNICATION SYSTEM	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$710,000	$0	$0	$710,000
430947-7	ITS EQUIPMENT REPLACEMENT CONSULTANT/ GRANT	ITS COMMUNICATION SYSTEM	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,121,000	$0	$1,121,000
430947-8	ITS EQUIPMENT REPLACEMENT CONSULTANT/ GRANT	ITS COMMUNICATION SYSTEM	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$3,019,000	$3,019,000
431148-1	SR-811/DIXIE HWY NB RTL @ NE 48 STREET	RIGHT OF WAY ACTIVITIES	$0	$0	$0	$0	$0	$112,976	$21,273	$21,912	$18,185	$18,000	$18,000	$25,750	$28,623	$25,000	$25,000	$25,000	$0	$339,719
431148-3	SR-811/DIXIE HWY NB RTL @ NE 48 STREET	RIGHT OF WAY ACTIVITIES	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$20,000	$125,000	$0	$0	$145,000
431204-1	SR-A1A FR. SR-816/OAKLAND PARK BLVD. TO FLAMINGO AVE.	BIKE PATH/TRAIL	$0	$0	$0	$0	$0	$13,029	$1,000,077	$171,329	$10,625,311	$168,937	$761,496	$77,502	$0	$0	$0	$0	$0	$12,817,681
431590-1	ATMS FOR 3 CORRIDORS @ SR-817, SR-818 & SR-7	ATMS - ARTERIAL TRAFFIC MGMT	$0	$0	$0	$0	$0	$0	$119,755	$5,725,342	$70,728	$172,496	$141,935	$574	$0	$0	$0	$0	$0	$6,230,830
431657-1	SR-811/DIXIE HWY/NE 4 AVE FR SR-838/SUNRISE BLVD TO NE 26TH STREET	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$547,581	$334,584	$4,358,650	$0	$0	$0	$0	$0	$5,240,815
431665-1	NW 19TH STREET FROM SR-7 TO SR-845/POWERLINE ROAD	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$566,137	$81,867	$23,888	$2,029,930	$0	$0	$0	$0	$0	$2,701,822
431666-1	SUNSET STRIP FROM NOB HILL ROAD TO SR-838/SUNRISE BLVD	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$426,123	$284,367	$4,048,910	$216,820	$0	$0	$0	$0	$0	$4,976,220
431669-1	LAS OLAS BLVD FROM ANDREWS AVENUE TO SE 15TH AVENUE	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$186,348	$753,000	$10,000	$1,055,074	$0	$0	$0	$2,004,422
431672-1	NE 6TH AVENUE FROM SR-816/OAKLAND PARK BLVD TO SR-870/COMMERCIAL BLVD	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$276,465	$464,783	$91,724	$0	$0	$0	$0	$0	$832,972
431674-1	NW 29TH STREET FROM CORAL SPRINGS DR TO CORAL HILLS DRIVE	SIDEWALK	$0	$0	$0	$0	$0	$0	$485	$1,394	$413,222	$29,885	$526	$0	$0	$0	$0	$0	$0	$445,512
431678-1	SE 3RD AVENUE FROM SE 17TH STREET TO SE 6TH STREET	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$379,460	$21,932	$2,866	$4,315	$0	$0	$0	$0	$0	$408,573
431678-2	SE 3 AVE FROM SE 17 ST TO SE 6 ST	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$460,000	$0	$460,000
431679-1	NW 38TH STREET FROM PARK DRIVE TO SR-845/POWERLINE RD	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$138	$4,872	$940,978	$3,184	$7,259	$0	$0	$0	$0	$0	$0	$956,431
431687-1	COMMODORE DRIVE FROM NORTH OF SR-84 TO NW 8TH STREET	SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$125,218	$332,514	$48,997	$0	$0	$0	$0	$0	$506,729
431698-1	PETERS ROAD FROM PINE ISLAND ROAD TO SR-817/UNIVERSITY DRIVE	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$7,551	$427,059	$100,728	$1,954,753	$0	$0	$0	$0	$0	$2,490,091
431715-1	SW 36 AVENUE FROM 600' N OF MCNAB RD TO W PALM AIRE DRIVE	SIDEWALK	$0	$0	$0	$0	$0	$0	$2,166	$1,309	$544,438	$2,908	$1,413	$2,715	$0	$0	$0	$0	$0	$554,949
431717-1	NW NEIGHBORHOOD PHASE III FROM NW 6 ST TO NW 7 STREET	SIDEWALK	$0	$0	$0	$0	$0	$0	$106	$203,388	$1,383,502	$84,329	$6,438	$9,319	$0	$0	$0	$0	$0	$1,687,082
431756-1	UNIVERSITY DRIVE FROM NW 40TH ST TO SAWGRASS EXPRESSWAY	ADD LANES & RECONSTRUCT	$0	$0	$0	$0	$0	$0	$251,076	$40,346	$1,918,979	$38,495	$24,152	$79,482	$30,000	$293,604	$606,733	$1,200,000	$20,717,388	$25,200,255
431756-2	UNIVERSITY DR FROM SR-834/SAMPLE RD TO NW 40TH ST	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$225,000	$0	$0	$0	$1,067,161	$1,292,161
431757-1	SW 30TH AVENUE FROM GRIFFIN ROAD TO SW 45TH STREET	ADD LANES & RECONSTRUCT	$0	$0	$0	$0	$0	$0	$26,973	$752,671	$32,060	$1,679,698	$58,798	$92,008	$0	$0	$0	$0	$0	$2,642,208
431770-1	SR-820/HOLLYWOOD BLVD/PINES BLVD FR SR-93/I-75 TO SR-5/US-1/YOUNG CIR	PTO STUDIES	$0	$0	$0	$0	$0	$0	$0	$420,822	$1,016,650	$13,884	$673,936	$857,645	$0	$0	$0	$0	$0	$2,982,937
431770-2	SR-820/HOLLYWOOD BLVD/PINES BLVD & SR-823/FLAMINGO RD	BIKE PATH/TRAIL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,568,466	$0	$0	$0	$0	$0	$2,568,466
431770-3	WASHINGTON STREET & 72 AVENUE - MOBILITY IMPROVEMENTS	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$10,000	$0	$6,197,657	$0	$0	$6,207,657
431770-4	DYKES ROAD; 196 AVE; NW 10 STREET MOBILITY IMPROVEMENTS	BIKE PATH/TRAIL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$748,368	$0	$5,646,576	$0	$6,394,944

Table E-8 (continued)

Broward County FDOT Work Program, FY 2007 to FY 2023

Item No.	Project Description	Work Type	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total
431770-5	CITY OF HOLLYWOOD MOBILITY IMPROVEMENTS @ VARIOUS LOCATIONS	BIKE PATH/TRAIL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$10,000	$3,016,098	$0	$0	$0	$0	$3,026,098
431802-1	BROWARD COUNTY INSTALL PIVOTAL HANGERS ON TRAFFIC SIGNALS	TRAFFIC SIGNALS	$0	$0	$0	$0	$0	$34,253	$773,346	$98,630	$0	$0	$0	$0	$0	$0	$0	$0	$0	$906,229
432066-3	SR-817/UNIVERSITY DR FR SR-858/HALLANDALE BCH BLVD TO SR-834/SAMPLE RD	PRELIMINARY ENGINEERING	$0	$0	$0	$0	$0	$0	$0	$0	$1,275,848	$105,806	$1,723,702	$66,135	$0	$0	$0	$0	$0	$3,171,491
432066-4	SR-817/UNIVERSITY DR FROM S OF MCNAB RD TO N OF NW 78TH ST	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$3,116,573	$0	$0	$0	$0	$0	$3,116,573
432066-5	SR-817/UNIVERSITY DRIVE FROM S OF SPRINGTREE DRIVE TO NW 45TH COURT	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$3,646,860	$0	$0	$0	$0	$3,646,860
432066-6	SR-817/UNIVERSITY DRIVE FROM NW 45TH COURT TO N OF NW 57TH STREET	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$200,000	$3,937,909	$0	$0	$0	$0	$4,137,909
432066-7	SR-817/UNIVERSITY DR FROM NW 28TH STREET TO N OF SR-834/SAMPLE ROAD	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$323,000	$0	$0	$2,213,870	$0	$2,536,870
432066-8	SR-817/UNIVERSITY DRIVE FROM N OF RIVIERA BLVD TO N SR-824/PEMBROKE RD	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,115,000	$0	$7,748,910	$0	$8,863,910
432066-9	SR-817/UNIVERSITY DRIVE FROM N OF WB SR-84 TO N OF NW 1ST STREET	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,215,000	$0	$8,769,441	$0	$9,984,441
432724-1	SR-838/SUNRISE BLVD FR SR-869/SAWGRASS EXPWY TO SR-A1A	PTO STUDIES	$0	$0	$0	$0	$0	$0	$0	$0	$225,000	$260,784	$187	$0	$0	$0	$0	$0	$0	$485,971
432759-1	SR-7/US-441 SEMINOLE WAY TO LUCKY STREET	TRAFFIC SIGNALS	$0	$0	$0	$0	$0	$0	$62,154	$404,361	$28,101	$0	$0	$0	$0	$0	$0	$0	$0	$494,616
432786-1	SR-834/SAMPLE RD FROM WEST OF SR-817 TO SR-811/DIXIE HWY	PTO STUDIES	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$224,938	$255,000	$0	$0	$0	$0	$0	$479,938
432949-1	OLD DIXIE HWY FROM NE 13 STREET TO S END OF BRIDGE OVER MIDDLE RIVER	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$101,600	$306,174	$337,246	$3,324,890	$187,749	$0	$0	$0	$0	$0	$4,257,659
433062-1	WILES ROAD FROM RIVERSIDE DRIVE TO ROCK ISLAND ROAD	ADD LANES & RECONSTRUCT	$0	$0	$0	$0	$0	$0	$0	$494,489	$0	$5,750,500	$0	$0	$0	$0	$0	$0	$0	$6,244,989
433165-1	BROWARD COUNTY MOBILITY PROJECTS SIDEWALK & BIKE LANE	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$229,099	$16,914,452	$98,614	$122,931	$181,920	$243,039	$0	$0	$0	$0	$0	$17,790,055
433182-1	SW 145TH AVE @ PINES BLVD. INTERSECTION IMPROVEMENT	INTERSECTION IMPROVEMENT	$0	$0	$0	$0	$0	$0	$0	$15,283	$0	$107,363	$0	$0	$0	$0	$0	$0	$0	$122,646
433199-1	RAVENSWOOD RD FROM STIRLING RD TO GRIFFIN RD	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$139	$669	$1,008,445	$37,024	$13,649	$0	$0	$0	$0	$0	$1,059,926
433207-1	NW 9TH AVENUE FROM BROWARD BLVD. TO SOUTH OF SISTRUNK BLVD.	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$277,351	$63,093	$1,203,349	$181,971	$53,733	$0	$0	$0	$0	$0	$1,779,497
433209-1	NW 44TH STREET FROM 11500 BLOCK TO PINE ISLAND ROAD	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$542	$1,208	$1,045,423	$363,874	$6,939	$0	$0	$0	$0	$0	$1,417,986
433974-1	CYPRESS CREEK PARK AND RIDE LOT REPLACE BUS SHELTERS	PUBLIC TRANSPORTATION SHELTER	$0	$0	$0	$0	$0	$0	$0	$18,252	$108,180	$6,281	$0	$0	$0	$0	$0	$0	$0	$132,713
434004-1	SR-842/BROWARD BLVD. @ NW 9TH AVE INTERSECTION	TRAFFIC SIGNALS	$0	$0	$0	$0	$0	$0	$0	$44,111	$441,213	$32,213	$40	$0	$0	$0	$0	$0	$0	$517,577
434005-1	SR-870/COMMERCIAL BLVD. @ N.E. 15TH AVE	TRAFFIC SIGNALS	$0	$0	$0	$0	$0	$0	$0	$42,218	$21,115	$992	$39	$0	$0	$0	$0	$0	$0	$64,364
434449-1	SR-A1A SOUTHEAST 17TH STREET AT SOUTHEAST 15TH AVENUE	TRAFFIC SIGNALS	$0	$0	$0	$0	$0	$0	$0	$36,892	$133,707	$220,381	$521,169	$32,801	$0	$0	$0	$0	$0	$944,950
434481-1	CITY OF FT.LAUDERDAL E TRANSIT CORRIDOR DOWNTOWN ROUTE	CAPITAL FOR FIXED ROUTE	$0	$0	$0	$0	$0	$0	$0	$250,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$250,000
434666-1	HOLLYWOOD BLVD. FROM CITY HALL CIRCLE TO DIXIE HIGHWAY	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$203,100	$327,486	$7,801,316	$454,714	$0	$0	$0	$0	$0	$8,786,616
434669-1	PERIMETER ROAD FROM GRIFFIN ROAD TO SW 4TH AVE	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$21,414	$154,614	$0	$0	$0	$0	$0	$0	$0	$176,028
434672-1	JOHNSON STREET FROM EAST OF N 31ST AVENUE TO N 8TH AVENUE	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$153,539	$129,911	$145,220	$5,483	$0	$0	$0	$0	$0	$434,153
434674-1	BROWARD MOBILITY PROJECT - POMPANO BEACH BIKE LANES	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$326,489	$44,949	$2,238,937	$0	$0	$0	$0	$2,610,375
434679-1	BROWARD COUNTY HOLLYWOOD GARDENS	SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$820,028	$50,658	$83,971	$3,607,622	$0	$0	$0	$0	$0	$4,562,279
434686-1	NE BROWARD MOBILITY PROJECT-POMPANO BCH/ DEERFIELD BCH	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$926,550	$157,667	$5,331,068	$0	$0	$0	$0	$6,415,285
434690-1	BROWARD MOBILITY HOLLYWOOD	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$974,704	$45,009	$3,422,895	$0	$0	$0	$0	$4,442,608
434695-1	SR-5/US-1 FROM SR-834/SAMPLE ROAD TO BR/PB COUNTY LINE	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$386,501	$31,661	$10,067,124	$0	$0	$0	$0	$10,485,286
434697-1	BROWARD MOBILITY MIRAMAR/HOLLYWOOD	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,591,591	$25,322	$10,872,580	$0	$0	$0	$0	$12,489,493
434699-1	BROWARD MOBILITY PROJECT - POMPANO BEACH SIDEWALKS	SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$366,091	$33,792	$675,148	$0	$0	$0	$0	$1,075,031
434726-1	SR-834/SAMPLE ROAD FROM W. OF MILITARY TRAIL TO E. OF MILITARY TRAIL	INTERSECTION IMPROVEMENT	$0	$0	$0	$0	$0	$0	$0	$196,948	$1,341,361	$118,675	$27,010	$39	$0	$0	$0	$0	$0	$1,684,033
434829-1	SR-820/PINES BLVD FROM DYKES RD TO SR-823/FLAMINGO RD	ATMS - ARTERIAL TRAFFIC MGMT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$202,205	$3,348,360	$163,651	$0	$0	$0	$0	$0	$3,714,216
435088-1	NW 110 AVENUE FROM SAMPLE ROAD TO WILES ROAD	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$419	$1,953	$1,534,624	$106,947	$0	$0	$0	$0	$0	$1,643,943
435091-1	SR-834/SAMPLE ROAD AT SR-811/DIXIE HIGHWAY	TRAFFIC SIGNAL UPDATE	$0	$0	$0	$0	$0	$0	$0	$0	$175,099	$617,102	$40,221	$96,503	$0	$0	$0	$0	$0	$928,925
435093-1	SR-7/US-441 AT NW 29TH STREET	TRAFFIC SIGNAL UPDATE	$0	$0	$0	$0	$0	$0	$0	$0	$135,519	$332,529	$28,919	$50,898	$0	$0	$0	$0	$0	$547,865
435095-1	SR-824/PEMBROKE ROAD AT OLEANDER DRIVE	TRAFFIC SIGNALS	$0	$0	$0	$0	$0	$0	$0	$0	$212,020	$78,122	$736,582	$144,360	$0	$0	$0	$0	$0	$1,171,084
435143-1	DAVIE RD EXTENSION FROM SR-817/UNIVERSITY DR. TO SR-848/STIRLING RD.	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$191	$2,550	$992,616	$204,223	$0	$0	$0	$0	$0	$1,199,580
435145-1	NW 7TH AVE. FROM ATLANTIC BLVD. TO NW 8TH STREET	SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$546	$2,815	$177	$0	$0	$0	$0	$0	$0	$3,538
435690-1	SR-A1A FROM CLEVELAND STREET TO SHERIDAN STREET	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,000	$0	$0	$0	$0	$0	$2,000
435703-1	BROWARD COUNTY PUSH BUTTON FOR TRAFFIC SIGNAL CONSTRUCTION	TRAFFIC CONTROL DEVICES/SYSTEM	$0	$0	$0	$0	$0	$0	$0	$75,567	$518,437	$224,777	$1,297	$0	$0	$0	$0	$0	$0	$820,078
435706-1	SR-5/US-1 FROM SR-820/HOLLYWOOD BLV TO SR-822/SHERIDAN STREET	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,000	$0	$0	$0	$0	$0	$2,000
435728-1	NORTH WEST 136TH AVE FROM S. OF 14TH ST. TO S. OF YELLOW TOUCAN RD	ADD TURN LANE(S)	$0	$0	$0	$0	$0	$0	$0	$700,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$700,000
435767-1	WEST PARK VARIOUS OFF SYSTEM LOCATIONS	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$602,916	$4,880	$2,986	$0	$0	$0	$0	$0	$610,782
435781-1	BROWARD COUNTYWIDE MOBILITY HUBS VARIOUS LOCATIONS ON SHS	INTERMODAL HUB CAPACITY	$0	$0	$0	$0	$0	$0	$0	$0	$1,504,850	$22,335	$459,578	$23,960	$0	$0	$0	$0	$0	$2,010,723
435781-2	LAUDERDALE LAKES MOBILITY IMPROVEMENTS	INTERMODAL HUB CAPACITY	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$25,000	$2,941,084	$0	$0	$0	$0	$2,966,084
435855-1	MIRAMAR BLVD AND HIATUS RD	PARK AND RIDE LOTS	$0	$0	$0	$0	$0	$0	$0	$45,942	$215,885	$35,426	$40,575	$126,752	$650,000	$1,624,593	$0	$0	$0	$2,739,173
435855-2	MIRAMAR PARK AND RIDE CONSTRUCTION	PARK AND RIDE LOTS	$0	$0	$0	$0	$0	$0	$0	$0	$1,046,787	$0	$0	$0	$0	$0	$0	$0	$0	$1,046,787
435925-1	PROSPECT RD. FROM COMMERCIAL BLVD. TO SR-811/DIXIE HWY	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,115,731	$0	$4,907,916	$0	$0	$0	$6,023,647
436037-1	190TH STREET EXTENSION FROM SW 49TH STREET TO GRIFFIN ROAD	NEW ROAD CONSTRUCTION	$0	$0	$0	$0	$0	$0	$0	$0	$243,000	$0	$0	$0	$0	$0	$0	$0	$0	$243,000
436039-1	NE 3RD AVE/SW 11TH WAY FROM SR-834/SAMPLE ROAD TO SR-869/SW 10TH ST.	ADD LANES & RECONSTRUCT	$0	$0	$0	$0	$0	$0	$0	$0	$500,000	$0	$0	$0	$0	$0	$0	$0	$0	$500,000
436111-1	SR-858/HALLANDALE BCH BLVD E OF RR XING #628290-Y TO W OF ANSIN BLVD	ADD RIGHT TURN LANE(S)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$252,474	$54,089	$2,775,773	$0	$0	$0	$0	$3,082,336
436196-1	SW 40TH AVENUE FROM STIRLING ROAD TO GRIFFIN ROAD	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$355,000	$20,000	$1,820,967	$0	$0	$0	$2,195,967
436226-1	COPANS ROAD FROM NW 36TH AVE. TO FLORIDA TURNPIKE	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$234,518	$24,146	$978,653	$0	$0	$0	$0	$1,237,317
436308-1	EASTBOUND SR-84 TO SOUTHBOUND SR-93/I-75 ON-RAMP	INTERCHANGE RAMP (NEW)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,140,800	$276,320	$5,690,239	$0	$0	$0	$7,107,359
436319-1	LYONS ROAD FROM C-14 CANAL TO SAWGRASS EXPRESSWAY	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$973,710	$193,753	$0	$10,022,895	$0	$0	$0	$11,190,358
436339-1	BROWARD COUNTY PUSH BUTTON CONTRACT TRAFFIC SIGNAL CONST	TRAFFIC CONTROL DEVICES/SYSTEM	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,183,505	$0	$0	$0	$1,183,505
436339-2	BROWARD COUNTY PUSH BUTTON CONTRACT TRAFFIC SIGNAL CONST	TRAFFIC CONTROL DEVICES/SYSTEM	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,060,000	$0	$1,060,000
436414-1	SR-5/US-1 FROM 30TH ST. TO DAVIE BLVD & A1A/17TH ST. FROM US-1 TO ICWW	ATMS - ARTERIAL TRAFFIC MGMT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$393,740	$2,845	$70,669	$0	$0	$0	$0	$0	$467,254
436418-1	I-95 EXPRESS BUS PURCHASES	PURCHASE VEHICLES/EQUIPMENT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,828,249	$0	$0	$0	$0	$0	$2,828,249
436418-2	I-595 EXPRESS BUS FROM SUNRISE TO MIAMI CENTRAL BUSINESS DISTRICT	PURCHASE VEHICLES/EQUIPMENT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,300,000	$0	$0	$0	$0	$0	$0	$1,300,000
436544-1	OLD GRIFFIN ROAD FROM GRIFFIN ROAD TO US-1/FEDERAL HIGHWAY	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$550,000	$5,000	$2,593,768	$0	$0	$0	$3,148,768
436685-1	NW 21ST AVE FROM OAKLAND PARK BLVD. TO COMMERCIAL BLVD.	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,350,623	$104,807	$7,539,852	$0	$0	$0	$0	$8,995,282
436876-1	MILITARY TRAIL FROM GOOLSBY BLVD. TO SOUTH OF HILLSBORO BLVD.	SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$538	$1,959	$419,266	$0	$0	$0	$0	$0	$421,763
436921-1	COLBERT ELEMENTARY SAFE ROUTES TO SCHOOL	SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$40	$1,235	$912,482	$0	$0	$0	$0	$0	$913,757
436922-1	NW 70TH AVE/BROOKWOOD BLVD. FROM NW 57TH ST. TO UNIVERSITY DRIVE	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$39	$1,742	$787,389	$0	$0	$0	$0	$0	$789,170
436980-1	PEMBROKE ROAD FROM DOUGLAS ROAD (SW 89 AV) TO SR-817/UNIVERSITY DRIVE	PD&E/EMO STUDY	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$215,000	$1,710,000	$0	$1,505,000	$0	$3,430,000
436997-1	NW 64TH AVE FROM SUNSET STRIP TO OAKLAND PARK BLVD	SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$78	$991,962	$6,415	$0	$0	$0	$0	$0	$998,455
437163-1	BROWARD COUNTYWIDE ATMS PUSHBUTTON FOR ITS REPAIRS/DAMAGES	ATMS - ARTERIAL TRAFFIC MGMT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$50,000	$0	$0	$0	$0	$0	$0	$0	$50,000
437282-1	I-95 EXPRESS BUS PURCHASE FOR PHASES 1 AND 2	CAPITAL FOR FIXED ROUTE	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$7,800,000	$0	$0	$0	$0	$0	$7,800,000

Table E-8 (continued)

Broward County FDOT Work Program, FY 2007 to FY 2023

Item No.	Project Description	Work Type	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total
437702-1	SR-7/US-441 NORTHWEST 36TH STREET TO NORTHWEST 41ST STREET	TRAFFIC SIGNALS	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$154,416	$18,191	$646,556	$0	$0	$0	$0	$819,163
437707-1	SR-736/DAVIE BLVD AT I-95 INTERCHANGE	TRAFFIC SIGNALS	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$295,073	$1,613	$1,434,193	$0	$0	$0	$0	$1,730,879
437708-1	SR-838/SUNRISE BLVD. FROM NW 10TH AVE. TO NE 2ND AVE	TRAFFIC SIGNALS	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$217,647	$15,094	$0	$625,767	$0	$0	$0	$858,508
437785-1	POMPANO BEACH MOBILITY SIDEWALKS	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$248,345	$20,000	$393,879	$0	$0	$0	$662,224
437786-1	EL MAR DRIVE FROM PALM AVENUE TO PINE AVENUE	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$710,000	$25,000	$1,979,006	$0	$0	$0	$2,714,006
437793-1	POMPANO PARK PL/SW 3RD STREET FROM POWERLINE RD TO CYPRESS CREEK RD	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,310,000	$35,000	$4,746,404	$0	$0	$6,091,404
437795-1	MIRAMAR BIKE AND PEDESTRIAN MOBILITY IMPROVEMENTS	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$350,451	$0	$350,451
437796-1	CORAL RIDGE DRIVE FROM ROYAL PALM BLVD. TO HOLMBERG ROAD	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,417,000	$10,000	$0	$7,433,615	$0	$0	$8,860,615
437798-1	CORAL RIDGE DRIVE FROM SOUTHGATE BLVD. TO ROYAL PALM BLVD.	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$760,000	$0	$0	$3,795,449	$0	$0	$4,555,449
437830-1	TURTLE CREEK DRIVE (VARIOUS LOCATIONS)	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$827,000	$30,000	$4,836,026	$0	$0	$0	$5,693,026
437847-1	SR A1A/DANIA BEACH BLVD FROM OCEAN DRIVE TO GULFSTREAM ROAD	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$306,154	$393,384	$5,524,270	$0	$0	$0	$0	$6,223,808
437851-1	NW 136TH AVE @ SR-84, SIS FACILITY IMPROVEMENTS	ADD TURN LANE(S)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,073,782	$9,114	$1,434,265	$5,722,746	$0	$0	$0	$0	$8,239,907
437865-1	SR-84/MARINA MILE BLVD. WEST OF SW 15TH AVE TO EAST OF SW 15TH AVE	ADD LEFT TURN LANE(S)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$20,000	$371,595	$101,453	$0	$0	$0	$0	$0	$493,048
437866-1	SW 4TH AVE FROM S. OF SW 28TH ST TO N OF SW 28TH ST.	TRAFFIC SIGNALS	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$876,066	$38,504	$0	$0	$0	$0	$0	$914,570
438069-1	SR-7/US-441 BETWEEN LAUDERHILL MALL AND SANDALFOOT BLVD	PURCHASE VEHICLES/EQUIPMENT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,600,000	$0	$0	$0	$1,600,000
438117-1	SR-84 FROM GLADES PARKWAY TO WESTON ROAD	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,400,000	$20,000	$4,804,339	$0	$0	$6,224,339
438118-1	BAYVIEW DRIVE FROM SR-838/SUNRISE BLVD TO SR-870/COMMERCIAL BLVD	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$605,000	$20,000	$2,054,947	$0	$2,679,947
438122-1	NE 26 STREET FROM ANDREWS AVENUE TO DIXIE HIGHWAY	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$475	$4,525	$999,595	$0	$0	$0	$0	$1,004,595
438123-1	SUNSET STRIP FROM NW 109 AVE TO NOB HILL ROAD	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$454	$4,546	$346,252	$0	$0	$0	$0	$351,252
438281-1	CORDOVA RD FROM SE 17 ST/SR-A1A TO SE 15 ST	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$305,000	$20,000	$1,021,745	$0	$0	$1,346,745
438285-1	NW 10TH AVE FROM NW 38TH ST TO PROSPECT RD	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$703	$4,297	$1,150,874	$0	$0	$0	$0	$1,155,874
438292-1	WILES ROAD FROM UNIVERSITY DRIVE TO RIVERSIDE DRIVE	ADD LANES & RECONSTRUCT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$600,000	$6,250,000	$0	$0	$0	$0	$6,850,000
438533-1	GRIFFIN RD FROM SW 148 AVE/VOLUNTEER RD TO SR-823/FLAMINGO RD	PD&E/EMO STUDY	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,655,000	$0	$0	$2,655,000
439159-1	SR-838/SUNRISE BLVD @ NW 16 AVE	TRAFFIC SIGNALS	$0	$0	$0	$0	$0	$0	$0	$0	$0	$10,120	$150,256	$497,993	$143,064	$709,464	$0	$0	$0	$1,510,897
439409-1	NW 31ST AVE CORRIDOR IMPROVEMENTS	SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,000,000	$0	$0	$0	$0	$0	$0	$1,000,000
439410-1	LAUDERDALE LAKES SIDEWALK REPAIR & REPLACEMENT	SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$200,000	$0	$0	$0	$0	$0	$0	$200,000
439420-1	CITY OF TAMARAC BIKEWAY PROJECT - PHASES 5 & 6	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$422,000	$0	$0	$0	$0	$0	$422,000
439757-1	SR-84/RAMP U9 FROM I-595 C-D ROAD EB TO I-595 EB AND SR-84 EB	INTERCHANGE - ADD LANES	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$295,119	$69,936	$2,963,183	$0	$0	$0	$0	$3,328,238
439776-1	PARK & RIDE DAVIE ROAD @ SR-862/I-595	CAPITAL FOR FIXED ROUTE	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$106,913	$888,058	$0	$0	$0	$0	$0	$994,971
439910-1	SR-834/SAMPLE ROAD FROM MILITARY TRAIL TO I-95 NORTHBOUND EXIT RAMP	TRAFFIC SIGNAL UPDATE	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$510,611	$30,000	$4,220,740	$0	$0	$4,761,351
439911-1	SR-820/HOLLYWOOD BLVD AT SR-9/I-95 INTERCHANGE AND SOUTH 28TH AVENUE	INTERCHANGE IMPROVEMENT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$470,000	$10,000	$3,002,950	$0	$0	$3,482,950
439939-1	SR-25/US-27 @ BOAT RAMPS	ADD SPECIAL USE LANE	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$156,922	$15,000	$720,596	$0	$0	$892,518
439990-1	CITY OF OAKLAND PARK SIDEWALKS - VARIOUS LOCATIONS	SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$435,000	$0	$2,936,689	$0	$3,371,689
439991-1	SR-5/US-1/FEDERAL HWY FROM JOHNSON ST TO SR-822/SHERIDAN ST	SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,099,000	$0	$3,675,419	$0	$4,774,419
439992-1	NE 26 ST FROM SR-811/DIXIE HWY TO SR-5/US-1/FEDERAL HWY	SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$355,000	$50,000	$1,666,600	$0	$2,071,600
439993-1	SW 148 AVE FROM SW 52ND DR TO SW 48TH CT/BASS CREEK RD	SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$335,000	$15,000	$781,194	$0	$1,131,194
439994-1	WESTON RD FROM INDIAN TRACE BLVD TO SR-84	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$465,000	$0	$2,196,270	$0	$2,661,270
439995-1	HOLMBERG RD FROM HERON BAY BLVD TO PINE ISLAND RD	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$244,000	$0	$693,306	$0	$937,306
439996-1	CITY OF OAKLAND PARK LAKESIDE SIDEWALKS - VARIOUS LOCATIONS	SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$473,000	$15,000	$1,406,397	$0	$1,894,397
440570-1	SR-817/UNIVERSITY DR @ SHERIDAN ST	ADD TURN LANE(S)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$75,000	$0	$452,500	$0	$527,500
440746-1	HAMMONDVILLE ROAD FROM POWERLINE ROAD TO EAST OF SR-9/I-95	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$156,420	$3,551,054	$0	$0	$0	$3,707,474
440746-2	NORTHWEST 31ST AVENUE FROM COMMERICAL BOULEVARD TO MCNAB ROAD	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$106,420	$3,027,477	$0	$0	$0	$3,133,897
440746-3	SR-845/POWERLINE RD FR SR-816/OAKLAND PK BV TO SR-870/COMMERCIAL BV	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$156,420	$654,190	$0	$0	$0	$810,610
440746-4	LAUDERDALE LAKES GREENWAY FROM NW 29TH AVENUE TO NW 31ST AVENUE	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$106,420	$290,755	$0	$0	$0	$397,175
440746-5	RIVERLAND ROAD FROM SR-7/US-441 TO BROWARD BOULEVARD	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$106,420	$3,287,792	$0	$0	$0	$3,394,212
440872-1	CITY OF FT LAUDERDALE/TMA ELECTRONIC DATA COLLECTION SYSTEM- CAPITAL	CAPITAL FOR FIXED ROUTE	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$25,000	$0	$0	$0	$0	$0	$25,000
441360-1	A1A FROM SOUTHERN CITY LIMIT OF HILLSBORO BEACH TO SOUTHEAST 3RD ST.	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,560,000	$0	$0	$6,456,925	$0	$8,016,925
441381-1	SR-845/POWERLINE ROAD AT NW 59TH COURT	PRELIMINARY ENGINEERING	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$170,000	$105,000	$569,249	$0	$0	$0	$844,249
441381-2	SR-845/POWERLINE ROAD AT NW 59TH COURT	TRANSIT IMPROVEMENT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$265,000	$0	$0	$0	$265,000
441573-1	NW 29TH STREET FROM SR-845/POWERLINE ROAD TO ANDREWS AVENUE	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$297,000	$0	$0	$801,691	$1,098,691
441578-1	SW 64TH AVE FROM SW 35TH STREET TO PEMBROKE ROAD	BIKE PATH/TRAIL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$436,000	$0	$1,559,427	$0	$1,995,427
441579-1	SW 184TH AVE./MIRAMAR PKWY FROM BASS CREEK ROAD TO SW 172ND AVE	BIKE PATH/TRAIL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$446,000	$0	$1,596,559	$0	$2,042,559
441580-1	PARKSIDE DRIVE FROM HOLMBERG ROAD TO LOXAHATCHEE ROAD	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$330,999	$0	$330,999
441581-1	FLORANADA ROAD FROM SR-811/DIXIE HWY TO SR-5/US-1/FEDERAL HWY	SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$304,000	$0	$304,000
441582-1	SR-5/US-1/FEDERAL HWY FROM SR-824/PEMBROKE ROAD TO JOHNSON STREET	BIKE LANE/SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,090,000	$0	$5,409,539	$0	$6,499,539
441721-1	SR-838/SUNRISE BLVD FROM SR-5/US-1/SEARSTOWN TO SR-5/US-1/GATEWAY	ITS COMMUNICATION SYSTEM	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$183,372	$0	$851,213	$0	$1,034,585
441727-1	SR-845/POWERLINE RD. FROM NW 29TH ST. TO SR-816/OAKLAND PARK BLVD.	ROAD RECONSTRUCTION - 2 LANE	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$131,000	$25,000	$432,406	$0	$0	$0	$588,406
441733-1	A1A MULITMODAL STUDY	PD&E/EMO STUDY	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$800,000	$800,000
441754-1	SR-A1A ATMS DEPLOYMENT	ATMS - ARTERIAL TRAFFIC MGMT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$880,315	$0	$0	$6,384,857	$7,265,172
441761-1	AVANT GARDE ACADEMY MULTIPLE LOCATIONS	SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$5,000	$0	$978,394	$0	$983,394
441763-1	HALLANDALE MAGNET HIGH SCHOOL MULTIPLE LOCATIONS	SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$5,000	$0	$389,749	$0	$0	$394,749
441770-1	SR-822/SHERIDAN STREET AT NORTH 46TH AVENUE	TRAFFIC SIGNAL UPDATE	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$190,194	$0	$906,544	$0	$1,096,738
441771-1	SR-838/SUNRISE BOULEVARD AT SR-845/POWERLINE ROAD	TRAFFIC SIGNAL UPDATE	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$193,200	$0	$973,488	$0	$1,166,688
441925-1	PINE ISLAND ROAD FROM SR-818/GRIFFIN ROAD TO NOVA DRIVE	ADD LANES & RECONSTRUCT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,025,017	$0	$6,303,431	$7,328,448
441944-1	SR-870/COMMERCIAL BLVD FROM ROCK ISLAND ROAD TO SR-5/US-1	ATMS - ARTERIAL TRAFFIC MGMT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$675,000	$0	$675,000
441955-1	SR-5/US-1 @ SR-838/SUNRISE BOULEVARD	PD&E/EMO STUDY	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$500,000	$1,500,000	$2,000,000
441956-1	PEMBROKE ROAD FROM US-27 TO SW 160TH AVE	PD&E/EMO STUDY	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$210,000	$0	$0	$0	$210,000
442125-1	SR-858/HALLANDALE BEACH BOULEVARD FROM SR-A1A TO SR-7/US-441	OTHER ITS	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$150,000	$0	$0	$0	$0	$150,000
442355-1	CITY OF HOLLYWOOD - DOWNTOWN TRAM CIRCULATOR	CAPITAL FOR FIXED ROUTE	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$210,000	$0	$0	$0	$0	$210,000
442692-1	I-75 EXPRESS PARK AND RIDE LEASE	PARK AND RIDE LOTS	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$182,088	$182,088	$182,088	$182,088	$182,088	$910,440
Total			**$83,521,167**	**$53,418,790**	**$33,018,094**	**$95,429,538**	**$77,809,425**	**$80,652,102**	**$64,440,982**	**$193,081,491**	**$91,066,661**	**$55,978,711**	**$84,156,596**	**$185,602,261**	**$108,535,541**	**$85,881,846**	**$58,941,712**	**$79,598,585**	**$62,022,717**	**$1,493,156,219**

Source: Florida Department of Transportation

Table E-9

Average Motor Vehicle Fuel Efficiency – Excluding Interstate Travel

Travel Vehicle Miles of Travel (VMT) @			
	22.0	**6.4**	
Other Arterial Rural	317,691,000,000	45,164,000,000	362,855,000,000
Other Rural	302,483,000,000	27,939,000,000	330,422,000,000
Other Urban	1,553,636,000,000	93,910,000,000	1,647,546,000,000
Total	***2,173,810,000,000***	***167,013,000,000***	***2,340,823,000,000***

Percent VMT

@ 22.0 mpg	@ 6.4 mpg
88%	12%
92%	8%
94%	6%
93%	**7%**

Fuel Consumed			
	Gallons @ 22.0 mpg	Gallons @ 6.4 mpg	
Other Arterial Rural	14,440,500,000	7,056,875,000	21,497,375,000
Other Rural	13,749,227,273	4,365,468,750	18,114,696,023
Other Urban	70,619,818,182	14,673,437,500	85,293,255,682
Total	***98,809,545,455***	***26,095,781,250***	***124,905,326,705***

Total Mileage and Fuel	
2,340,823	**miles (millions)**
124,905	**gallons (millions)**
18.74	**mpg**

Source: U.S. Department of Transportation, Federal Highway Administration, *Highway Statistics 2016* , Section V, Table VM-1
Annual Vehicle Distance Traveled in Miles and Related Data - 2016 by Highway Category and Vehicle Type
http://www.fhwa.dot.gov/policyinformation/statistics.cfm

Table E-10

Annual Vehicle Distance Travelled in Miles and Related Data – 2016[1]

By Highway Category and Vehicle Type

Published December 2017 — 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)									
2016	Interstate Rural	139,460	1,095	1,740	44,086	9,905	50,430	**183,546**	**60,335**	246,716
2016	Other Arterial Rural	226,036	2,633	2,116	91,655	16,371	28,794	**317,691**	**45,164**	367,605
2016	Other Rural	212,457	2,856	1,946	90,026	15,563	12,375	**302,483**	**27,939**	335,224
2016	All Rural	577,954	6,583	5,802	225,768	41,839	91,599	803,721	133,439	949,545
2016	Interstate Urban	392,838	2,939	2,542	99,523	18,555	41,991	**492,361**	**60,546**	558,388
2016	Other Urban	1,220,973	10,923	8,006	332,663	52,944	40,966	**1,553,636**	**93,910**	1,666,475
2016	All Urban	1,613,810	13,862	10,548	432,186	71,499	82,958	2,045,997	154,456	2,224,863
2016	Total Rural and Urban[5]	2,191,764	20,445	16,350	657,954	113,338	174,557	2,849,718	287,895	3,174,408
2016	Number of motor vehicles registered[2]	192,774,508	8,679,380	976,161	54,870,473	8,746,518	2,752,043	247,644,981	11,498,561	268,799,083
2016	Average miles traveled per vehicle	11,370	2,356	16,749	11,991	12,958	63,428	11,507	25,037	11,810
2016	Person-miles of travel[4] (millions)	3,045,205	22,022	346,610	878,994	113,338	174,557	3,924,199	287,895	4,580,725
2016	Fuel consumed (thousand gallons)	91,487,810	465,802	2,225,795	37,818,755	15,338,479	29,554,641	129,306,565	44,893,120	176,891,283
2016	Average fuel consumption per vehicle (gallons)	475	54	2,280	689	1,754	10,739	522	3,904	658
2016	Average miles traveled per gallon of fuel consumed	24.0	43.9	7.3	17.4	7.4	5.9	**22.0**	**6.4**	17.9

(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. Starting with the 2009 VM-1, an enhanced methodology was used to provide timely indicators on both travel and travel behavior changes.

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

(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) Vehicle occupancy is estimated by the FHWA from the 2009 National Household Travel Survey (NHTS); For single unit truck and heavy trucks, 1 motor vehicle mile travelled = 1 person-mile traveled.

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

Appendix F
Multi-Modal Transportation Impact Fee
Calculated Fee Schedule

Appendix F: MMTIF – Calculated Fee Schedule

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

Table F-1 presents the full calculated multi-modal transportation impact fee rates while Table F-2 presents the same rates with the local collector road adjustment factor applied.

Table F-1

City of Hallandale Beach - Multi-Modal Transportation Impact Fee Schedule

	Gasoline Tax						Cost per PMC (Roads/Bike/Ped):	$180.19						Interstate/Toll Facility Adjustment Factor:	38.4%	
	$$ per gallon to capital:	$0.132		City Revenues:	$0.002		Cost per PMC (including Transit):	$193.07								
	Facility life (years):	25		County Revenues:	$0.024		Fuel Efficiency:	18.74 mpg								
	Interest rate:	3.00%		State Revenues:	$0.106		Effectivedays per year:	365								

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]	Person-Trip Factor	Net PMT	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Net Multi-Modal Fee
	RESIDENTIAL:															
210	Single Family (Detached) - Less than 1,500 sf	du	6.23	Appendix C: Table C-7	6.62	7.12	Appendix C: LUC 210	100%	n/a	12.70	1.40	17.78	$3,434	$57	$993	**$2,441**
	Single Family (Detached) - 1,500 to 2,499 sf	du	7.81	Appendix C: Table C-7	6.62	7.12	Appendix C: LUC 210	100%	n/a	15.92	1.40	22.29	$4,304	$71	$1,236	**$3,068**
	Single Family (Detached) - 2,500 sf and greater	du	8.82	Appendix C: Table C-7	6.62	7.12	Appendix C: LUC 210	100%	n/a	17.98	1.40	25.17	$4,861	$81	$1,410	**$3,451**
220	Multi-Family, Low-Rise (1-2 levels)	du	7.32	ITE 10th Edition	5.10	5.60	Appendix C: LUC 220/221/222	100%	n/a	11.50	1.40	16.10	$3,108	$53	$923	**$2,185**
221	Multi-Family, Mid-Rise (3-10 levels)	du	5.44	ITE 10th Edition	5.10	5.60	Appendix C: LUC 220/221/222	100%	n/a	8.55	1.40	11.97	$2,310	$39	$679	**$1,631**
222	Multi-Family, High-Rise (>10 levels)	du	4.45	ITE 10th Edition	5.10	5.60	Appendix C: LUC 220/221/222	100%	n/a	6.99	1.40	9.79	$1,889	$32	$557	**$1,332**
240	Mobile Home Park	du	4.17	Appendix C: LUC 240	4.60	5.10	Appendix C: LUC 240	100%	n/a	5.91	1.40	8.27	$1,597	$27	$470	**$1,127**
253	Congregate Care Facility	du	2.25	Appendix C: LUC 253	3.08	3.58	Appendix C: LUC 253	72%	Appendix C: LUC 253	1.54	1.40	2.16	$415	$7	$122	**$293**
254	Assisted Living	du	2.60	ITE 10th Edition	3.08	3.58	Same as LUC 253	72%	Same as LUC 253	1.78	1.40	2.49	$480	$9	$157	**$323**
	LODGING:															
320	Hotel/Motel	room	3.35	ITE 10th Edition	4.34	4.84	Appendix C: LUC 320	77%	Appendix C: LUC 320	3.45	1.40	4.83	$932	$16	$279	**$653**
	RECREATION:															
416	Campground/RV Park[2]	site	1.62	ITE 10th Edition (Adjusted)	4.60	5.10	Same as LUC 240	100%	Same as LUC 240	2.30	1.40	3.22	$620	$11	$192	**$428**
420	Marina	boat berth	2.41	ITE 10th Edition	6.62	7.12	Same as LUC 210	90%	Based on LUC 710	4.42	1.40	6.19	$1,195	$20	$348	**$847**
430	Golf Course	hole	30.38	ITE 10th Edition	6.62	7.12	Same as LUC 210	90%	Based on LUC 710	55.75	1.40	78.05	$15,069	$250	$4,353	**$10,716**
444	Movie Theater	screen	114.83	Appendix C: LUC 444	2.22	2.72	Appendix C: LUC 444	88%	Appendix C: LUC 444	69.09	1.40	96.73	$18,676	$353	$6,147	**$12,529**
492	Health/Fitness Club	1,000 sf	34.50	ITE 10th Edition (Adjusted)	5.15	5.65	Same as LUC 710	94%	Appendix C: LUC 492	51.44	1.40	72.02	$13,904	$236	$4,110	**$9,794**
	INSTITUTIONS:															
520	Elementary School (Private)	student	1.89	ITE 10th Edition	3.31	3.81	50% of LUC 210: Travel Demand Model	80%	Based on LUC 710 (adjusted)[3]	1.54	1.40	2.16	$417	$7	$122	**$295**
522	Middle/Junior High School (Private)	student	2.13	ITE 10th Edition	3.31	3.81	50% of LUC 210: Travel Demand Model	80%	Based on LUC 710 (adjusted)[3]	1.74	1.40	2.44	$470	$8	$139	**$331**
530	High School (Private)	student	2.03	ITE 10th Edition	3.31	3.81	50% of LUC 210: Travel Demand Model	90%	Based on LUC 710	1.86	1.40	2.60	$503	$9	$157	**$346**
540	University/Junior College (7,500 or fewer students) (Private)	student	2.00	ITE Regression Analysis	6.62	7.12	Same as LUC 210	90%	Based on LUC 710	3.67	1.40	5.14	$992	$16	$279	**$713**
550	University/Junior College (more than 7,500 students) (Private)	student	1.50	ITE Regression Analysis	6.62	7.12	Same as LUC 210	90%	Based on LUC 710	2.75	1.40	3.85	$744	$12	$209	**$535**
560	Church	1,000 sf	6.95	ITE 10th Edition	3.91	4.41	Midpoint of LUC 710 & LUC 820 (App. C)	90%	Based on LUC 710	7.53	1.40	10.54	$2,036	$35	$609	**$1,427**
565	Day Care Center	1,000 sf	49.63	Appendix C: LUC 565	2.03	2.53	Appendix C: LUC 565	73%	Appendix C: LUC 565	22.65	1.40	31.71	$6,123	$118	$2,055	**$4,068**
610	Hospital	1,000 sf	10.72	ITE 10th Edition	6.62	7.12	Same as LUC 210	78%	Midpoint of LUC 310 & LUC 720	17.05	1.40	23.87	$4,608	$77	$1,341	**$3,267**

Table F-1 (continued)

City of Hallandale Beach - Multi-Modal Transportation Impact Fee Schedule

ITE LUC	Land Use	Unit	Trip Rate	Trip Rate Source	Assessable Trip Length	Total Trip Length	Trip Length Source	Percent New Trips	% New Trips Source	Net VMT[1]	Person-Trip Factor	Net PMT	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Net Multi-Modal Fee
	INSTITUTIONS:															
620	Nursing Home	bed	3.02	Appendix C: LUC 620	2.59	3.09	Appendix C: LUC 620	89%	Appendix C: LUC 620	2.14	1.40	3.00	$580	$11	$192	**$388**
630	Clinic	1,000 sf	37.46	Appendix C: LUC 630	5.10	5.60	Appendix C: LUC 630	93%	Appendix C: LUC 630	54.72	1.40	76.61	$14,792	$251	$4,371	**$10,421**
	OFFICE:															
710	Office Building	1,000 sf	9.74	ITE 10th Edition	5.15	5.65	Appendix C: LUC 710	92%	Appendix C: LUC 710	14.21	1.40	19.89	$3,842	$65	$1,132	**$2,710**
	RETAIL:															
820	Shopping Center/Retail	1,000 sfgla	37.75	ITE 10th Edition	2.69	3.19	Appendix C: Fig. C-1 (450k sfgla)	74%	Appendix C: Fig. C-2 (450k sfgla)	23.14	1.40	32.40	$6,256	$115	$2,003	**$4,253**
840/841	New/Used Auto Sales	1,000 sf	24.58	Appendix C: LUC 840/841	4.60	5.10	Appendix C: LUC 840/841	79%	Appendix C: LUC 840/841	27.51	1.40	38.51	$7,436	$127	$2,211	**$5,225**
862	Home Improvement Superstore	1,000 sf	30.74	ITE 10th Edition	2.40	2.90	Appendix C: Fig. C-1 (200k sfgla)	67%	Appendix C: Fig. C-2 (200k sfgla)	15.22	1.40	21.31	$4,115	$77	$1,341	**$2,774**
880/881	Pharmacy with & without Drive-Through Window	1,000 sf	104.37	Appendix C: LUC 880/881	2.08	2.58	Appendix C: LUC 880/881	32%	Appendix C: LUC 880/881	21.40	1.40	29.96	$5,783	$111	$1,933	**$3,850**
890	Furniture Store	1,000 sf	6.30	ITE 10th Edition	6.09	6.59	Appendix C: LUC 890	54%	Appendix C: LUC 890	6.38	1.40	8.93	$1,725	$29	$505	**$1,220**
912	Drive-In Bank	1,000 sf	102.66	Appendix C: LUC 912	2.46	2.96	Appendix C: LUC 912	46%	Appendix C: LUC 912	35.78	1.40	50.09	$9,671	$180	$3,134	**$6,537**
931	Restaurant, non-Fast Food	1,000 sf	86.03	Appendix C: LUC 931	3.14	3.64	Appendix C: LUC 931	77%	Appendix C: LUC 931	64.07	1.40	89.70	$17,317	$310	$5,398	**$11,919**
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	482.53	Appendix C: LUC 934	2.05	2.55	Appendix C: LUC 934	58%	Appendix C: LUC 934	176.71	1.40	247.39	$47,764	$917	$15,968	**$31,796**
942	Automobile Care Center	1,000 sf	28.19	Appendix C: LUC 942	3.62	4.12	Appendix C: LUC 942	72%	Appendix C: LUC 942	22.63	1.40	31.68	$6,117	$107	$1,863	**$4,254**
944	Gas Station w/Convenience Market <2,000 sq ft	fuel pos.	172.01	ITE 10th Edition	1.90	2.40	Appendix C: LUC 944/945	23%	Appendix C: LUC 944/945	23.15	1.40	32.41	$6,258	$122	$2,124	**$4,134**
945	Gas Station w/Convenience Market 2,000-2,999 sq ft	fuel pos.	205.36	ITE 10th Edition	1.90	2.40	Appendix C: LUC 944/945	23%	Appendix C: LUC 944/945	27.64	1.40	38.70	$7,471	$146	$2,542	**$4,929**
960	Gas Station w/Convenience Market 3,000+ sq ft	fuel pos.	230.52	ITE 10th Edition	1.90	2.40	Same as LUC 945	23%	Same as LUC 945	31.03	1.40	43.44	$8,387	$164	$2,856	**$5,531**
947	Self-Service Car Wash	service bay	43.94	Appendix C: LUC 947	2.18	2.68	Appendix C: LUC 947	68%	Appendix C: LUC 947	20.06	1.40	28.08	$5,423	$103	$1,794	**$3,629**
	INDUSTRIAL:															
110	Light Industrial	1,000 sf	4.96	ITE 10th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	7.24	1.40	10.14	$1,956	$33	$575	**$1,381**
140	Manufacturing	1,000 sf	3.93	ITE 10th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	5.74	1.40	8.04	$1,550	$26	$453	**$1,097**
151	Mini-Warehouse/Warehouse	1,000 sf	1.49	Appendix C: LUC 151	3.51	4.01	Midpoint of LUC 710 & Fig. C-1 (50k sq ft)	92%	Same as LUC 710	1.48	1.40	2.07	$401	$7	$122	**$279**

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 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 the elementary and middle school uses where attendees are unable to drive and are typically dropped off by parents on their way to another destination

Table F-2

City of Hallandale Beach - Multi-Modal Transportation Impact Fee Schedule (Local Collector Road Adjustment)

Gasoline Tax				Cost per PMC (Roads/Bike/Ped):	$180.19	Interstate/Toll Facility Adjustment Factor:	38.4%
$$ per gallon to capital:	$0.132	City Revenues:	$0.002	Cost per PMC (including Transit):	$193.07	Local Collector Road Adjustment Factor:	30.8%
Facility life (years):	25	County Revenues:	$0.024	Fuel Efficiency:	18.74 mpg		
Interest rate:	3.00%	State Revenues:	$0.106	Effectivedays per year:	365		

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]	Person-Trip Factor	Net PMT	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Net Multi-Modal Fee	Net MMTIF Local Rds[2]
	RESIDENTIAL:																
210	Single Family (Detached) - Less than 1,500 sf	du	6.23	Appendix C: Table C-7	6.62	7.12	Appendix C: LUC 210	100%	n/a	12.70	1.40	17.78	$3,434	$57	$993	$2,441	**$752**
	Single Family (Detached) - 1,500 to 2,499 sf	du	7.81	Appendix C: Table C-7	6.62	7.12	Appendix C: LUC 210	100%	n/a	15.92	1.40	22.29	$4,304	$71	$1,236	$3,068	**$945**
	Single Family (Detached) - 2,500 sf and greater	du	8.82	Appendix C: Table C-7	6.62	7.12	Appendix C: LUC 210	100%	n/a	17.98	1.40	25.17	$4,861	$81	$1,410	$3,451	**$1,063**
220	Multi-Family, Low-Rise (1-2 levels)	du	7.32	ITE 10th Edition	5.10	5.60	Appendix C: LUC 220/221/222	100%	n/a	11.50	1.40	16.10	$3,108	$53	$923	$2,185	**$673**
221	Multi-Family, Mid-Rise (3-10 levels)	du	5.44	ITE 10th Edition	5.10	5.60	Appendix C: LUC 220/221/222	100%	n/a	8.55	1.40	11.97	$2,310	$39	$679	$1,631	**$502**
222	Multi-Family, High-Rise (>10 levels)	du	4.45	ITE 10th Edition	5.10	5.60	Appendix C: LUC 220/221/222	100%	n/a	6.99	1.40	9.79	$1,889	$32	$557	$1,332	**$410**
240	Mobile Home Park	du	4.17	Appendix C: LUC 240	4.60	5.10	Appendix C: LUC 240	100%	n/a	5.91	1.40	8.27	$1,597	$27	$470	$1,127	**$347**
253	Congregate Care Facility	du	2.25	Appendix C: LUC 253	3.08	3.58	Appendix C: LUC 253	72%	Appendix C: LUC 253	1.54	1.40	2.16	$415	$7	$122	$293	**$90**
254	Assisted Living	bed	2.60	ITE 10th Edition	3.08	3.58	Same as LUC 253	72%	Same as LUC 253	1.78	1.40	2.49	$480	$9	$157	$323	**$99**
	LODGING:																
320	Hotel/Motel	room	3.35	ITE 10th Edition	4.34	4.84	Appendix C: LUC 320	77%	Appendix C: LUC 320	3.45	1.40	4.83	$932	$16	$279	$653	**$201**
	RECREATION:																
416	Campground/RV Park[3]	site	1.62	ITE 10th Edition (Adjusted)	4.60	5.10	Same as LUC 240	100%	Same as LUC 240	2.30	1.40	3.22	$620	$11	$192	$428	**$132**
420	Marina	boat berth	2.41	ITE 10th Edition	6.62	7.12	Same as LUC 210	90%	Based on LUC 710	4.42	1.40	6.19	$1,195	$20	$348	$847	**$261**
430	Golf Course	hole	30.38	ITE 10th Edition	6.62	7.12	Same as LUC 210	90%	Based on LUC 710	55.75	1.40	78.05	$15,069	$250	$4,353	$10,716	**$3,301**
444	Movie Theater	screen	114.83	Appendix C: LUC 444	2.22	2.72	Appendix C: LUC 444	88%	Appendix C: LUC 444	69.09	1.40	96.73	$18,676	$353	$6,147	$12,529	**$3,859**
492	Health/Fitness Club	1,000 sf	34.50	ITE 10th Edition (Adjusted)	5.15	5.65	Same as LUC 710	94%	Appendix C: LUC 492	51.44	1.40	72.02	$13,904	$236	$4,110	$9,794	**$3,017**
	INSTITUTIONS:																
520	Elementary School (Private)	student	1.89	ITE 10th Edition	3.31	3.81	50% of LUC 210: Travel Demand Model	80%	Based on LUC 710 (adjusted)[3]	1.54	1.40	2.16	$417	$7	$122	$295	**$91**
522	Middle/Junior High School (Private)	student	2.13	ITE 10th Edition	3.31	3.81	50% of LUC 210: Travel Demand Model	80%	Based on LUC 710 (adjusted)[3]	1.74	1.40	2.44	$470	$8	$139	$331	**$102**
530	High School (Private)	student	2.03	ITE 10th Edition	3.31	3.81	50% of LUC 210: Travel Demand Model	90%	Based on LUC 710	1.86	1.40	2.60	$503	$9	$157	$346	**$107**
540	University/Junior College (7,500 or fewer students) (Private)	student	2.00	ITE Regression Analysis	6.62	7.12	Same as LUC 210	90%	Based on LUC 710	3.67	1.40	5.14	$992	$16	$279	$713	**$220**
550	University/Junior College (more than 7,500 students) (Private)	student	1.50	ITE Regression Analysis	6.62	7.12	Same as LUC 210	90%	Based on LUC 710	2.75	1.40	3.85	$744	$12	$209	$535	**$165**
560	Church	1,000 sf	6.95	ITE 10th Edition	3.91	4.41	Midpoint of LUC 710 & LUC 820 (App. C)	90%	Based on LUC 710	7.53	1.40	10.54	$2,036	$35	$609	$1,427	**$440**
565	Day Care Center	1,000 sf	49.63	Appendix C: LUC 565	2.03	2.53	Appendix C: LUC 565	73%	Appendix C: LUC 565	22.65	1.40	31.71	$6,123	$118	$2,055	$4,068	**$1,253**
610	Hospital	1,000 sf	10.72	ITE 10th Edition	6.62	7.12	Same as LUC 210	78%	Midpoint of LUC 310 & LUC 720	17.05	1.40	23.87	$4,608	$77	$1,341	$3,267	**$1,006**
620	Nursing Home	bed	3.02	Appendix C: LUC 620	2.59	3.09	Appendix C: LUC 620	89%	Appendix C: LUC 620	2.14	1.40	3.00	$580	$11	$192	$388	**$120**

Table F-2 (continued)

City of Hallandale Beach - Multi-Modal Transportation Impact Fee Schedule (Local Collector Road Adjustment)

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]	Person-Trip Factor	Net PMT	Total Impact Cost	Annual Gas Tax	Gas Tax Credit	Net Multi-Modal Fee	Net MMTIF Local Rds[2]
	INSTITUTIONS:																
630	Clinic	1,000 sf	37.46	Appendix C: LUC 630	5.10	5.60	Appendix C: LUC 630	93%	Appendix C: LUC 630	54.72	1.40	76.61	$14,792	$251	$4,371	$10,421	**$3,210**
	OFFICE:																
710	Office Building	1,000 sf	9.74	ITE 10th Edition	5.15	5.65	Appendix C: LUC 710	92%	Appendix C: LUC 710	14.21	1.40	19.89	$3,842	$65	$1,132	$2,710	**$835**
	RETAIL:																
820	Shopping Center/Retail	1,000 sfgla	37.75	ITE 10th Edition	2.69	3.19	Appendix C: Fig. C-1 (450k sfgla)	74%	Appendix C: Fig. C-2 (450k sfgla)	23.14	1.40	32.40	$6,256	$115	$2,003	$4,253	**$1,310**
840/841	New/Used Auto Sales	1,000 sf	24.58	Appendix C: LUC 840/841	4.60	5.10	Appendix C: LUC 840/841	79%	Appendix C: LUC 840/841	27.51	1.40	38.51	$7,436	$127	$2,211	$5,225	**$1,609**
862	Home Improvement Superstore	1,000 sf	30.74	ITE 10th Edition	2.40	2.90	Appendix C: Fig. C-1 (200k sfgla)	67%	Appendix C: Fig. C-2 (200k sfgla)	15.22	1.40	21.31	$4,115	$77	$1,341	$2,774	**$854**
880/881	Pharmacy with & without Drive-Through Window	1,000 sf	104.37	Appendix C: LUC 880/881	2.08	2.58	Appendix C: LUC 880/881	32%	Appendix C: LUC 880/881	21.40	1.40	29.96	$5,783	$111	$1,933	$3,850	**$1,186**
890	Furniture Store	1,000 sf	6.30	ITE 10th Edition	6.09	6.59	Appendix C: LUC 890	54%	Appendix C: LUC 890	6.38	1.40	8.93	$1,725	$29	$505	$1,220	**$376**
912	Drive-In Bank	1,000 sf	102.66	Appendix C: LUC 912	2.46	2.96	Appendix C: LUC 912	46%	Appendix C: LUC 912	35.78	1.40	50.09	$9,671	$180	$3,134	$6,537	**$2,013**
931	Restaurant, non-Fast Food	1,000 sf	86.03	Appendix C: LUC 931	3.14	3.64	Appendix C: LUC 931	77%	Appendix C: LUC 931	64.07	1.40	89.70	$17,317	$310	$5,398	$11,919	**$3,671**
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	482.53	Appendix C: LUC 934	2.05	2.55	Appendix C: LUC 934	58%	Appendix C: LUC 934	176.71	1.40	247.39	$47,764	$917	$15,968	$31,796	**$9,793**
942	Automobile Care Center	1,000 sf	28.19	Appendix C: LUC 942	3.62	4.12	Appendix C: LUC 942	72%	Appendix C: LUC 942	22.63	1.40	31.68	$6,117	$107	$1,863	$4,254	**$1,310**
944	Gas Station w/Convenience Market <2,000 sq ft	fuel pos.	172.01	ITE 10th Edition	1.90	2.40	Appendix C: LUC 944/945	23%	Appendix C: LUC 944/945	23.15	1.40	32.41	$6,258	$122	$2,124	$4,134	**$1,273**
945	Gas Station w/Convenience Market 2,000-2,999 sq ft	fuel pos.	205.36	ITE 10th Edition	1.90	2.40	Appendix C: LUC 944/945	23%	Appendix C: LUC 944/945	27.64	1.40	38.70	$7,471	$146	$2,542	$4,929	**$1,518**
960	Gas Station w/Convenience Market 3,000+ sq ft	fuel pos.	230.52	ITE 10th Edition	1.90	2.40	Same as LUC 945	23%	Same as LUC 945	31.03	1.40	43.44	$8,387	$164	$2,856	$5,531	**$1,704**
947	Self-Service Car Wash	service bay	43.94	Appendix C: LUC 947	2.18	2.68	Appendix C: LUC 947	68%	Appendix C: LUC 947	20.06	1.40	28.08	$5,423	$103	$1,794	$3,629	**$1,118**
	INDUSTRIAL:																
110	Light Industrial	1,000 sf	4.96	ITE 10th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	7.24	1.40	10.14	$1,956	$33	$575	$1,381	**$425**
140	Manufacturing	1,000 sf	3.93	ITE 10th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	5.74	1.40	8.04	$1,550	$26	$453	$1,097	**$338**
151	Mini-Warehouse/Warehouse	1,000 sf	1.49	Appendix C: LUC 151	3.51	4.01	Midpoint of LUC 710 & Fig. C-1 (50k sq ft)	92%	Same as LUC 710	1.48	1.40	2.07	$401	$7	$122	$279	**$86**

1) Net VMT calculated as ((Trip Generation Rate* Trip Length* % New Trips)*(1-Interstate/Toll Facility Adjustment Factor)/2). This reflects the unit of vehicle-miles of capacity consumed per unit of development and is multiplied by the cost per vehicle
2) Net multi-modal fee multiplied by the local collector road adjustment factor
3) 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
4) The percent new trips for schools was estimated at 90%, based on LUC 710, but was then adjusted to 80% to provide a conservative fee rate. This adjustment reflects the nature of the elementary and middle school uses where attendees are unable to drive and are typically dropped off by parents on their way to another destination

City of Hallandale Beach

Affordable Housing In-Lieu Fee Study

FINAL Report

April 19, 2018

Prepared for:

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Tindale Oliver

planning | design | engineering

GREAT INSIGHTS. GREATER OUTCOMES.

April 19, 2018

Ms. Marie Gouin
Director of Budget & Program Monitoring
City of Hallandale Beach
400 South Federal Highway
Hallandale Beach, Florida 33009

Re: City of Hallandale Beach Affordable Housing In-Lieu Fee Study

Dear Ms. Gouin:

Enclosed is the Final Technical Report for the City of Hallandale Beach Affordable Housing In-Lieu Fee Study. If you have any questions or comments concerning this report, please do not hesitate to contact me or Nilgün Kamp.

It has been our pleasure to have worked with the City staff on this important project.

Sincerely,

Steven A. Tindale

Steven A. Tindale, P.E., AICP
President

Headquarters 1000 N. Ashley Dr. | Suite 400 | Tampa, FL 33602 | (813) 224-8862 | Fax (813) 226-2106

City of Hallandale Beach
Affordable Housing In-Lieu Fee Study

Table of Contents

I. Introduction

In-lieu fees are established to provide new development an alternative method to meet local governments' requirements for the provision of a given infrastructure. In-lieu fees are not used to create additional requirements, but rather they provide an option to address land use/zoning requirements that are already in place. In the case of affordable housing, in-lieu fees refer to monies paid to the local governments by developers when affordable housing is not included on-site in a development. Establishment of in-lieu fees facilitate the provisions of required facilities for the new development without having to provide land or build facilities. On the local governments' side, the resulting pool of revenues may increase the flexibility in terms of construction of facilities and/or provision of additional housing related assistance, such as construction assistance, rehabilitation assistance, etc.

In response to affordable/workforce housing requirements established by Broward County and Broward County Planning Council, the City of Hallandale Beach is interested in developing an affordable housing in-lieu fee. This report provides the calculations of the affordable housing in-lieu fee and includes the following sections:

- Background and requirements;
- Local housing availability and practices;
- In-lieu fee calculations;
- In-lieu fee comparison; and
- Use of in-lieu fee funds.

It is highly important that the City has a program in place that identifies how the collected revenues will be used.

II. Background and Requirements

Broward County Land Use Plan (BCLUP) was most recently amended in 2017 through the BrowardNext process. Policy 2.16 of the BCLUP addresses Affordable Housing and requires that all local governments establish programs to provide, encourage, or enable low and moderate income housing to meet the needs of the County's existing and future residential population and economic activities. Local governments with planned population of less than 15,000 are exempt from this requirement.

Further, Policy 2.16.2 of BCLUP requires the following:

- For amendments that propose to add 100 or more residential dwelling units to the existing densities approved by the BCLUP, Broward County and affected municipalities shall coordinate and cooperate to implement the affected municipality's chosen policies, methods and programs to achieve and maintain a sufficient supply of affordable housing.

- Some of the methods/strategies suggested in Policy 2.16.2 include:
    - Programs and policies, involving mechanisms such as, but not limited to, impact fees, in-lieu fees, and/or public funds to provide for the construction or supply of affordable housing or facilitate the affordable purchase or renting of housing;
    - Programs and policies to facilitate the maintenance of the existing supply of affordable housing stock, if any;
    - Property tax abatement programs aimed at preserving or creating affordable housing;
    - Streamlined and reduced-cost permitting procedures for affordable housing;
    - Specific minimum set-aside requirements for new affordable housing construction;
    - Use of appropriate public lands, or public land-banking, to facilitate an affordable housing;
    - Programs and policies to facilitate the development and use of municipal and/or Broward County affordable housing density bonus provisions;
    - Land development regulations such as reduced lot size and floor area for dwelling units, construction of zero lot line and cluster housing, vertical integration of residential units with non-residential uses, and the allowance of accessory dwelling units; and
    - The existing supply of affordable housing.

To comply with the requirements of Policy 2.16, the City of Hallandale Beach is interested in determining the appropriate level of an in-lieu fee.

In addition to the County policies, the Future Land Use and Housing Elements of the City's Comprehensive Plan discuss and serve as guides in the development of plans and policies aimed at meeting identified and projected deficits in the supply of affordable housing.

Policy 1.8.10 of the Future Land Use Element of the City's Comprehensive Plan states that the City shall actively promote the provision of affordable housing opportunities within Local Activity Centers by favoring urban development patterns characterized by:

- Reduced lot sizes;
- Construction of zero lot lines and cluster housing;
- Vertical integration of residential units with non-residential uses;
- Allowance of accessory dwelling units; and/or
- Other similar mechanisms.

Similarly, Policy 1.9.7 of the Future Land Use Element requires that Regional Activity Centers include opportunities to address affordable/workforce housing needs of the city.

The Housing Element recognizes the difficulty in increasing affordable housing supply outside of publicly funded construction, and emphasizes the need to incentivize private sector through public/private partnership and other means.

Some of these incentives are provided through the City's Community Redevelopment Agency (CRA). The goals of the affordable workforce housing program, as stated within the 2012 Community Redevelopment Agency Implementation Plan include:

- To create affordable workforce housing opportunities for homebuyers and the elderly;
- To provide financial opportunities to area residents to improve their living conditions by creating incentives for additional private investment; and
- To facilitate the rehabilitation of existing housing and the creation of new affordable/workforce housing.

Examples of strategies that are discussed in the CRA's Implementation Plan that align with the County suggested programs include:

- Provide subsidies to assist income qualified buyers in obtaining affordable housing;
- Make funding available for renovation and rehabilitation of existing affordable units; and

- Acquire property for the construction of new affordable/workforce housing, to be developed either privately or by a competitive bid process or by the CRA in partnership with other housing providers.

III. Local Housing Availability and Practices

Under Policy 2.16 of BCLUP, the supply of affordable housing needs to be determined based on the data and methodology referenced within the "Administrative Rules Document: Broward County Land Use." This document requires that the methodology to estimate the supply of affordable housing should follow that included in *"Recommended Methodology for Supply and Demand Analysis for Broward County's Affordable Housing Market,"* prepared by Meridian Appraisal Group, dated June 9, 2015. Based on this methodology, **Table 1** provides a summary of the City's current affordable housing supply and demand.

Table 1 [1]

City of Hallandale Beach Affordable Housing Supply and Demand Analysis

									2016 Total Housing Unit Count[2]	28,872
2016 Med. Inc. $60,900		Hallandale Beach, Florida								Total[3]
		Owner				Renter				
Bands		Inc. Band	Demand(D)	Supply(S)	No Gap/(Gap) S-D	Rent Band	Demand(D)	Supply(S)	No Gap/(Gap) S-D	
			3,867	2,828	(1,039)		4,109	1,697	(2,412)	(3,451)
0.0%	50.0%	$0				$0				
		$30,450	40.3%	29.4%		$761	48.6%	20.7%		
			1,615	2,357	742		1,680	2,804	1,124	1,866
50.1%	80.0%	$30,511				$763				
		$48,720	16.8%	24.5%		$1,218	19.9%	34.2%		
			1,558	1,954	396		1,424	2,768	1,344	1,740
80.1%	120.0%	$48,781				$1,220				
		$73,080	16.2%	20.3%		$1,827	16.8%	33.8%		
										154

Courtesy of: Robert Von, Meridian Appraisal Group, Inc.
Source: 2016 American Community Survey, U.S. Census Bureau

1) Source: Broward County Planning Council. Figures represent the 2016 supply/demand analysis based on the 2012-16 American Community Estimates and follow the "Recommended Methodology for Supply and Demand Analysis for Broward County's Affordable Housing Market," prepared by Meridian Appraisal Group, dated June 9, 2015.
2) Source: 2016 American Community Survey, 5-Yr Estimates, Table DP04
3) Sum of No Gap/(Gap) for both owner and renter

As shown, overall, the City has sufficient supply of affordable housing, and the County policy addresses the aggregate supply of available affordable housing, and not necessarily each band. In terms of individual income bands, the City is estimated to have a shortage of owner-occupied and rental housing for the 0% to 50% income band, for a total of 3,451 units (1,039 owner occupied units and 2,412 rental units). For the low to moderate income bands, 50.1% to 120%, the City is estimated to have a surplus of homes, totaling 3,605 units; of which, 1,866 are within the 50.1% to 80% income band and the remaining 1,740 units are within the 80.1% to 120% income band.

Level of Service

Administrative Rules Document states that the County will use a requirement of 15% of additional project housing units as a default guideline for an affordable housing standard within proposed residential development subject to Policy 2.16.2. The municipalities have the option to adopt different standards; however, if the standard is lower than 15%, the local government must make evident that the proposed standard can accommodate demand in the applicable area.

Based on calculations shown in Table 1, total available supply of affordable homes, including both owner and renter-occupied housing, amounts to 14,407 units, or approximately 50% of the total housing stock in the city. It is important to note that this ratio is not sustained in the case of recently built homes. Of the homes built since 2010, only about 5% qualify under the affordable housing criteria, which will be discussed in more detail later in this report. This suggests that in the absence of City policies and requirements, the supply of affordable housing is likely to be depleted in the future. The City's current policy is to require 15% of all units to be set aside for affordable housing in the case of developments determined to be subject to the City's affordable housing requirements, which are typically larger developments and/or those located in local or regional activity centers. This ratio is between that observed in the case of new homes (5%) and existing housing stock (47%) in Hallandale Beach, and is also consistent with Broward County's default guideline. As such, it can be considered a reasonable requirement for the City to implement for all development that qualifies under Broward County requirements.

Current Charges/Fees

As outlined in Article 5 of the "Administrative Rules Document: Broward County Land Use Plan," Broward County uses one dollar **$1 per gross square foot** (gross floor area) of the residential dwelling unit as a default guideline in the review of in-lieu methodologies for all additional market rate units within a project; however, a local government may officially approve, as part of their affordable housing report and strategy, a different standard and program utilizing professionally accepted methodologies, policies and best available data and analysis.

Table 2 provides a summary of the City's approved and active negotiated development orders in terms of affordable housing requirements, in-lieu fees, and a summary of total fees collected. As shown, the current fee for affordable housing is $8,833 per required unit, or $1,325 per unit if all units developed are considered. Since 2003, the fee for all units ranged from a low of $90 per unit (Ocean Marine development agreement) to a high of $3,570 per unit (Beachwalk development agreement). Total fees collected since June 2003 amounted to $510,000. Based on existing development agreements, the City may collect up to $1.7 million of additional fees in the future as development occurs, totaling $2.2 million.

Using the average size of condo/multi-family (apartments) units built since 2010 (1,140 sf), the total fee per square foot ranged from $0.10 to $3.15. This average size is also consistent with average size of condo/multi-family homes built between 2014 and 2017.

Table 2 [1]

Hallandale Beach Summary of Active Affordable Housing Development Agreements

Development Agreement	Agreement Date	Affordable Housing Fee Requirements									
		Residential Development Type	Total Residential Units	Fee per Unit	Set Aside %	Required Units	Total Fee	Total Fee/Total Units	Total Fee per Square Foot[2]	Paid	Located in CRA (Y/N)
Active Agreements											
Hallandale Village (Shanco)	N/A	Townhouse	14	***N/A***	N/A	N/A	$15,000	***$1,071***	***$0.94***	Yes	Y
Ocean Marine	Jun-03	Condos	283	***N/A***	N/A	N/A	$25,000	***$88***	***$0.08***	Yes	Y
Cornerstone / Harbor Cove	Jun-03	Apartments	212	***N/A***	N/A	N/A	$150,000	***$708***	***$0.62***	Yes	Y
Gulfstream Park Tower	Feb-07	N/A	182	***N/A***	N/A	N/A	$136,500	***$750***	***$0.66***	No	Y
Domus 804 S Federal Highway	Feb-08	N/A	N/A	***N/A***	N/A	N/A	$50,000	***N/A***	***N/A***	No	N
Wal-Mart Parcel at Seawalk Pointe	Mar-11	N/A	N/A	***N/A***	N/A	N/A	$20,000	***N/A***	***N/A***	Yes	N
Beachwalk	Jul-12	Condos	84	***N/A***	N/A	N/A	$300,000	***$3,571***	***$3.13***	Yes	N
2000 S. Ocean Drive	Jun-14	Condos	64	***N/A***	N/A	N/A	$100,000	***$1,563***	***$1.37***	No	N
Diplomat Golf Course	Mar-16	Condos	250	***$8,833.33***	15%	38	$331,250	***$1,325***	***$1.16***	No	Y
Hallandale Oasis	May-16	Condos	500	***$8,833.33***	15%	75	$662,500	***$1,325***	***$1.16***	No	Y
Nine Hundred	Aug-16	Condos	320	***$8,833.33***	15%	48	$424,000	***$1,325***	***$1.16***	No	Y
Total			**1,909**			**161**	**$2,214,250**				
- Fee Paid							**$510,000**				
- Fee Not Paid							**$1,704,250**				

1) Source: City of Hallandale Beach
2) Total fee divided by the average size of a condo/MFR unit built since 2010 (1,140 sf)

The following sub-section presents the affordable housing in-lieu fee calculations completed as part of this study.

IV. In-Lieu Fee Calculations

To develop the City of Hallandale Beach's affordable housing in-lieu fee, the Market Affordability Gap approach is used. The Market Affordability Gap approach calculates the difference between the current price of a market rate unit (including both owner occupied homes and rentals) and the price that is affordable for low to moderate income level households.

Affordable Housing In-Lieu Fee = [Market Price of Home] - [Affordable Home Price]

To develop the in-lieu fee, data published by the U.S. Department of Housing and Urban Development (HUD) and property sale data recorded in the Broward County Property Appraiser's (BCPA) Database is utilized.

Use of data from these sources allows for regularly updating the results easily. In addition, property sale data accounts for changes in market conditions as they are inherent in the sale price of a home.

The following steps were completed in developing the affordable housing in-lieu fee for the City of Hallandale Beach:

1) Calculation of the home price that households in the target income category can afford;
2) Estimation of the current market price for housing, including both owner-occupied and rental units based on recent sales recorded in the BCPA database; and
3) Calculation of the difference between the current market price for housing and the price that is affordable to targeted income levels.

1. Calculation of Affordable Home Price

To calculate the affordable home price, first the targeted household income level need to be developed. Then, using the targeted household income level, an affordable home price can be calculated. The proceeding sub-sections outline this process.

Household Income Target Level

Consistent with Broward County accepted methods, the household income target level is developed based on a review of the 2017 Broward County Median Family Income (MFI) as reported by HUD for the Fort Lauderdale HUD Metro Fair Market Rent Area and a review of the City's population per household (PPHH) as reported by the 2016 American Community Survey (ACS) 5-Yr sample.

The current MFI in Broward County is $64,100 and the City's current PPHH as reported by the 2016 ACS is 2.16. Both figures, as well as, the MFI adjusted for family size for Broward County are shown in **Table 3**.

The next step in developing the household income target level for the City involves adjusting the County's reported MFI to the City level by utilizing the persons per household (PPHH) of the City. As shown in Table 3, the MFI adjusted for the average household size in the City of 2.16 people ranges from the $18,668 to $74,659.

Table 3
2017 HUD MFI for Broward County Adjusted for the City of Hallandale Beach

2017 Broward County Median Income[1]	**$64,100**				
Hallandale Beach, 2016 Persons per Household[2]	**2.16**				
Median Family Income	**Persons per Household**				
	1.0	**2.0**	**2.16[3]**	**3.0**	**4.0**
Extremely Low (30%)	$16,000	$18,300	$18,668	$20,600	$26,600
Very Low (50%)	$26,700	$30,500	$31,108	$34,300	$38,100
60%	$32,040	$36,600	$37,330	$41,160	$45,720
Low (80%)	$42,700	$48,800	$49,776	$54,900	$60,950
100%	$53,400	$61,000	$62,216	$68,600	$76,200
Moderate (120%)	$64,080	$73,200	$74,659	$82,320	$91,440

1) Source: Broward County Income Category Chart which is based on the U.S. Department of Housing and Urban Development (HUD) Income Limits Documentation System
2) Source: 2012-2016 American Community Survey 5-Year Estimates, Tables B25033 (Population in Occupied Housing Units) and Table S2501 (Occupancy Characteristics)
3) Income determined by (3-person-MFI - 2-person MFI) * 0.16 + 2-person MFI

The targeted median family income category used in the affordable housing in-lieu fee calculation for the City of Hallandale Beach is 60%. This category is used because although the City's programs are designed to serve the full range of income levels, on average they are likely to serve the mid-point, 60% (households earning 60% of the MFI).

Affordable Home Price

To calculate the affordable home price, key assumptions regarding the mortgage interest rate, loan term, and down payment percentage need to be considered. To be consistent with the BCLUP Administrative Rules Document, Article 5.4, the assumptions consistent with the *"Recommended Methodology for Supply and Demand Analysis for Broward County's Affordable Housing Market,"* prepared by Meridian Appraisal Group, dated June 9, 2015, are used, including:

- Fixed-rate mortgage term of 30 years;
- Affordable housing payment as a percentage of income = 22%;
- Annual mortgage interest rate in the amount of 4.5%; and
- Down payment of 3%.

Table 4 provides the affordable home price calculation, using the 60% MFI household income category and the assumptions mentioned previously. As shown, the resulting affordable home price is approximately $139,000.

Table 4
Affordable Home Price Calculation

Affordable Home Price Calculation Steps	Value
Target Income	
Maximum Income - Moderate MFI (2.16 PPHH)(1)	$74,659
Midpoint/Target Income (60% MFI)(2)	$37,330
Affordable Home Price	
Affordable Monthly Payment (22% of Monthly Target Income)(3)	$684
Mortgage Interest Rate (Annual)(4)	4.5%
Maximum Mortgage(5)	$134,995
- Down Payment (3%)(6)	$4,050
Maximum Affordable Home Price (With Down Payment)(7)	**$139,045**

1) Source: Table 3
2) Calculated by dividing the maximum income by two
3) Midpoint/target income (Item 2) multiplied by 22% and divided by 12 to calculate a monthly amount
4) Assumption based on County's Supply and Demand Analysis as prepared by the Meridian Group
5) Present value of affordable monthly payment at an annual interest rate of 4.5% over 30 years
6) Assumption based on County's Supply and Demand Analysis as prepared by the Meridian Group. Maximum mortgage (Item 5) multiplied by 3%
7) Sum of maximum mortgage (Item 5) and the down payment (Item 6)

2. Determination of Market Price per Unit

The next step in calculating the City's affordable housing in-lieu fee is to determine the current market price of an affordable unit. To do so, an analysis was conducted that reviewed home sales as reported by the BCPA. Specifically, this analysis included:

- Housing sales throughout Hallandale Beach, which included single family attached and detached homes, multi-family homes, and condominiums. Mobile homes were excluded from the analysis due to limited data.
- Sale records were limited to qualified sales only. The analysis excluded short sales, foreclosures, non-monetary transactions, multiple property sales, etc.
- The review analyzed all home sales over the past three years (2015-2017).

This analysis resulted in an average sale price per square foot of $220 which is used in the determination of the market price of an affordable unit.

To determine the average size, the same sale records were analyzed for homes sold at prices affordable to 120% MFI households. This review indicated the home size of units sold at prices below the 120% MFI averages 1,000 square feet, which remained stable over the past three years and is also consistent with the median size (950 square feet). The majority (90%) of these homes are multifamily units, with a limited number of single family units within this price range.

Finally, the affordable home price is determined by multiplying the market price per square foot of $220 by the average affordable home size of 1,000 square feet, which amounts to **$220,000 per unit**.

3. Calculation of Affordable Housing In-Lieu Fee (Calculation of Gap)

To calculate the Market-Affordable price gap, the difference between the market price per unit and the affordable home price is calculated. As shown in **Table 5**, this price gap in Hallandale Beach is **$80,955 per affordable unit** or **$80.96 per square foot of affordable unit**. Based on the City's current policy of a 15% set-aside, affordable housing cost is **$12,143 per home** or **$12.43 per square foot**. Finally, if the City follows the County's guideline of applying 15% requirement only to additional units obtained through the land use amendment, the cost per unit will vary when all units being developed are considered, depending on the development size. An example of this option is provided in **Table 6.**

Table 5
Calculation of In-Lieu Fee (Market-Affordability Gap)

Market Affordability Gap Calculation Steps	Value
Max Affordable Home Price (With Down Payment)[1]	$139,045
Past Three Years of Sales	
Market Price per Sq. Ft.[2]	$220
Average Sq. Ft. per Affordable Unit (120% MFI and Below)[3]	1,000
Market Price of Affordable Unit[4]	**$220,000**
Affordability Gap	
Gap per Affordable Unit[5]	**$80,955**
Gap per Sq. Ft. per Affordable Unit[6]	**$80.96**
- Gap per All Homes Subject to Aff. Housing Requirement (Based on 15% Inclusionary Requirement)[7]	$12,143
- Gap per Sq. Ft. of All Homes Subject to Aff. Housing Requirement (Based on 15% Inclusionary Requirement)[7]	$12.14

1) Source: Table 4
2) Source: Broward County Property Appraiser's Database. Figure represents the average sale price per square foot of homes sold over the past three years (2015-2017)
3) Source: Broward County Property Appraiser's Database. Figure represents the average home size of an affordable unit based on homes sold over the past three years (2015-2017)
4) Market price per square foot (Item 2) multiplied by the average square feet of an affordable unit (Item 3)
5) Market price of affordable unit (Item 4) less max affordable home price (Item 1)
6) Gap per affordable unit (Item 5) divided by the average size of an affordable unit (Item 3)
7) Gap per affordable unit or square foot (Items 5 and 6) multiplied by 15%

Table 6
Example – Total Fee Calculation

Item	Scenario
Example Development	
Housing Units Allowed under Existing Zoning/Land Use[(1)]	500
Housing Units Requested to be Developed[(2)]	800
Units Subject to Affordable Housing Requirement[(3)]	201
Calculated Fee	
Inclusionary Units (Requirement of 15%)[(4)]	30
Fee per Unit with 15% requirement[(5)]	$12,143
Total Fee[(6)]	**$2,440,743**
Fee per Unit Developed[(7)]	$3,051
Current Fee	
Fee Currently Charged per Affordable Unit[(8)]	$8,833
Fee Currently Charged per Unit Developed[(9)]	$1,325

1) Assumed
2) Assumed
3) Housing units requested (Item 2) less housing units allowed (Item 1) and 99 units (to account for land use amendments of 100 or more units)
4) Units subject to affordable housing (Item 3) multiplied by the inclusionary requirement of 15% (based on the County's guideline)
5) Source: Table 5
6) Units subject to affordable housing requirement (Item 3) multiplied by the fee per unit (Item 5)
7) Total fee (Item 6) divided by housing units developed (Item 2)
8) Source: Table 2
9) Source: Table 2

V. Affordable Housing In-Lieu Fee Comparison

A review of affordable housing in-lieu fee programs implemented in several communities in South Florida, as well as, the City of Tallahassee, suggests that the fees vary as some jurisdictions charge on a per square foot basis vs. a fixed fee per unit; some apply the fee to all residential units in the subject development while others charge per required unit.

Information related to each of the community's programs, including requirements, results, and additional affordable housing strategies/incentives are included in Appendix A.

VI. Use of Affordable Housing In-Lieu Fee Revenues

When implementing in-lieu fees, it is important to identify how the collected revenues will be used. Fee revenue generated from housing in-lieu fees can be used in several ways to promote and incentivize affordable housing. As mentioned previously under the BCLUP Policy 2.16.2, potential programs include assistance for new construction and/or rehabilitation, property tax abatement, expedited permitting, among others. Also, funds can be leveraged with other federal and state grants to allow for a more diverse range of programs.

The City of Hallandale Beach is currently in the process of developing impact fees for multi-modal transportation, fire rescue, law enforcement, and parks and recreation facilities. The revenue collected from affordable housing in-lieu fees could potentially be used to buy down impact fees to encourage new development to provide affordable housing units. The School District of Broward County has a program in effect to buy down school impact fees for very low income certified projects countywide, and the District is in the process of expanding this program, which should help support affordable housing programs in Hallandale Beach.

As mentioned previously, the City's Community Redevelopment Agency (CRA) includes a number of goals/policies designed to promote and incentivize affordable housing, which also align with the County's suggested programs. The Housing Element of the Comprehensive Plan recognizes that the properties located within the Hallandale Beach CRA offer the greatest opportunities to meet the City's very low and moderate income housing needs.

Goals and strategies of the CRA are important to the City's affordable housing program because the high valued home development along the waterfront is not likely to lead to affordable housing units. Instead, affordable housing units are likely be developed within the CRA, where land cost and market conditions are more favorable for lower priced homes. We understand that the City is in the process of updating the CRA Plan, which provides an opportunity to coordinate affordable housing goals/policies within CRA with the in-lieu fee revenue use.

Table 7 presents the median, average, minimum, and maximum just value per unit for all homes, as well as, single family/townhouse, and multi-family/condominiums as reported by the BCPA Database. As shown, the average home value per unit is much greater for each type of home outside the CRA (or along the waterfront) compared to those within the CRA.

Table 7 (1)

Hallandale Beach, Just Value per Unit Summary

Statistic	All Homes			Single Family/Townhouse			Condominium/Multi-Family		
	Citywide	CRA	Outside CRA	Citywide	CRA	Outside CRA	Citywide	CRA	Outside CRA
Count	26,992	10,315	16,677	2,846	2,203	643	24,146	8,112	16,034
Median	$163,610	$98,540	$202,860	$166,950	$140,485	$414,695	$162,730	$86,557	$196,990
Average	$225,953	$109,398	$276,915	$326,903	$157,552	$896,537	$212,435	$88,837	$251,839
Minimum	$15,840	$15,840	$22,230	$20,230	$20,230	$123,100	$15,840	$15,840	$22,230
Maximum	$3,792,700	$509,580	$3,792,700	$3,792,700	$509,580	$3,792,700	$2,274,630	$244,800	$2,274,630

1) Source: Broward County Property Appraiser's (BCPA) Database

Tables 8 through 10 includes a summary of housing unit counts that are affordable by residential type (All, SFR/TH, and Condo/MFR) and are based on the reported just value per unit within the BCPA. This analysis suggests that a larger portion of affordable homes are multi-family units rather than single family/townhouse units. Further, given the market conditions, going forward, this trend is likely to continue.

To develop the maximum affordable home price, the methodology used to determine the citywide affordable home price was adjusted for the occupancy of single family/townhomes and condo/multi-family units.

As presented in **Table 8**, 47% of all homes citywide are affordable at the 60% MFI category. However, for homes built since 2010, this number decreases to 5%. Within the CRA, the figures are 86% and 20% respectively, while outside the CRA, the number falls to 23% and 0%. This data suggest that most of the City's housing stock that is affordable are older homes. In comparison, new development includes a more limited number of homes that are affordable. As mentioned previously, given this range, the City's current requirement of 15% is a reasonable target for the City to continue to use for development that qualify under the County regulations.

Tables 9 and 10 replicate the same analysis for single family/townhomes and condo/multi-family units.

Table 8
Count of All Homes by Affordability and Geographical Location

Income Category	Max Affordable Home Price (w/Down Payment)[1]	Count of Units by Just Value per Unit[2]			Count of Units by Just Value per Unit[2] Built 2010 or after		
		Citywide	CRA	Outside CRA	Citywide	CRA	Outside CRA
Count of Homes[3]		**26,992**	**10,315**	**16,677**	**427**	**108**	**319**
Extremely Low (30%)	$69,523	3,458	3,304	154	0	0	0
Very Low (50%)	$115,871	9,810	7,475	2,335	12	12	0
60%	**$139,045**	**12,702**	**8,871**	**3,831**	**22**	**22**	**0**
Low (80%)	$185,597	17,410	9,688	7,722	100	100	0
100%	$231,945	19,997	9,988	10,009	100	100	0
Moderate (120%)	$278,293	22,007	10,192	11,815	106	106	0
Portion of All Homes[4]							
Extremely Low (30%)	$69,523	12.8%	32.0%	0.9%	0.0%	0.0%	0.0%
Very Low (50%)	$115,871	36.3%	72.5%	14.0%	2.8%	11.1%	0.0%
60%	**$139,045**	**47.1%**	**86.0%**	**23.0%**	**5.2%**	**20.4%**	**0.0%**
Low (80%)	$185,597	64.5%	93.9%	46.3%	23.4%	92.6%	0.0%
100%	$231,945	74.1%	96.8%	60.0%	23.4%	92.6%	0.0%
Moderate (120%)	$278,293	81.5%	98.8%	70.8%	24.8%	98.1%	0.0%

1) Source: Developed using the MFI of Broward County for all homes at an occupancy level of 2.16 people per household, as well as, the assumptions included in the Recommended Methodology for Supply and Demand Analysis for Broward County prepared by the Meridian Appraisal Group.
2) Source: Broward County Property Appraiser's Database (BCPA). Figures presented represent the total count of residential units that their just value per unit is less than or equal to the max affordable home price (Item 1) and include single family, townhomes, multi-family, and condominium units.
3) Source: Broward County Property Appraiser's Database (BCPA)
4) Count of units (Item 2) divided by the count of all homes (Item 3)

Table 9 presents the count of affordable single family/townhouse units. As shown, the portion of homes affordable at the 60% MFI citywide is 44%. This figure falls to 5% for homes built since 2010. Within the CRA, 57% of all single family/townhouse units are affordable at the 60% MFI. This figure falls to 21% for homes built since 2010. In terms of homes outside the CRA, the same figures amount to 0.5% of all single family/townhomes and 0% of homes built since 2010.

Table 9
Count of SFR/Townhouse Units by Affordability and Geographical Location

Income Category	Max Affordable Home Price (w/Down Payment)[1]	Count of Units by Just Value per Unit[2]			Count of Units by Just Value per Unit[2] Built 2010 or after		
		Citywide	CRA	Outside CRA	Citywide	CRA	Outside CRA
Count of Homes[3]		**2,846**	**2,203**	**643**	**427**	**108**	**319**
Extremely Low (30%)	$76,637	210	210	0	0	0	0
Very Low (50%)	$127,457	972	971	1	16	16	0
60%	**$153,071**	**1,249**	**1,246**	**3**	**23**	**23**	**0**
Low (80%)	$204,096	1,719	1,710	9	43	43	0
100%	$255,119	2,124	2,024	100	44	44	0
Moderate (120%)	$306,143	2,359	2,146	213	45	45	0
Portion of SFR/Townhomes [4]							
Extremely Low (30%)	$76,637	7.4%	9.5%	0.0%	0.0%	0.0%	0.0%
Very Low (50%)	$127,457	34.2%	44.1%	0.2%	3.7%	14.8%	0.0%
60%	**$153,071**	**43.9%**	**56.6%**	**0.5%**	**5.4%**	**21.3%**	**0.0%**
Low (80%)	$204,096	60.4%	77.6%	1.4%	10.1%	39.8%	0.0%
100%	$255,119	74.6%	91.9%	15.6%	10.3%	40.7%	0.0%
Moderate (120%)	$306,143	82.9%	97.4%	33.1%	10.5%	41.7%	0.0%

1) Source: Developed using the MFI of Broward County for SFR/Townhomes at an occupancy level of 2.98 people per household, as well as, the assumptions included in the Recommended Methodology for Supply and Demand Analysis for Broward County prepared by the Meridian Appraisal Group.
2) Source: Broward County Property Appraiser's Database (BCPA). Figures presented represent the total count of residential units that their just value per unit is less than or equal to the max affordable home price (Item 1) and include single family and townhome units
3) Source: Broward County Property Appraiser's Database (BCPA)
4) Count of units (Item 2) divided by the count of all homes (Item 3)

Table 10 presents the same type of analysis for condominium/multifamily units. As shown, the portion of homes affordable at the 60% MFI citywide is 48%. This figure falls to 2% for homes built since 2010. Within the CRA, 96% of condo/multifamily homes are affordable at the 60% MFI. This figure falls to 10% for homes built since 2010. In terms of homes outside the CRA, the same figures amount to 24% and 0% respectively.

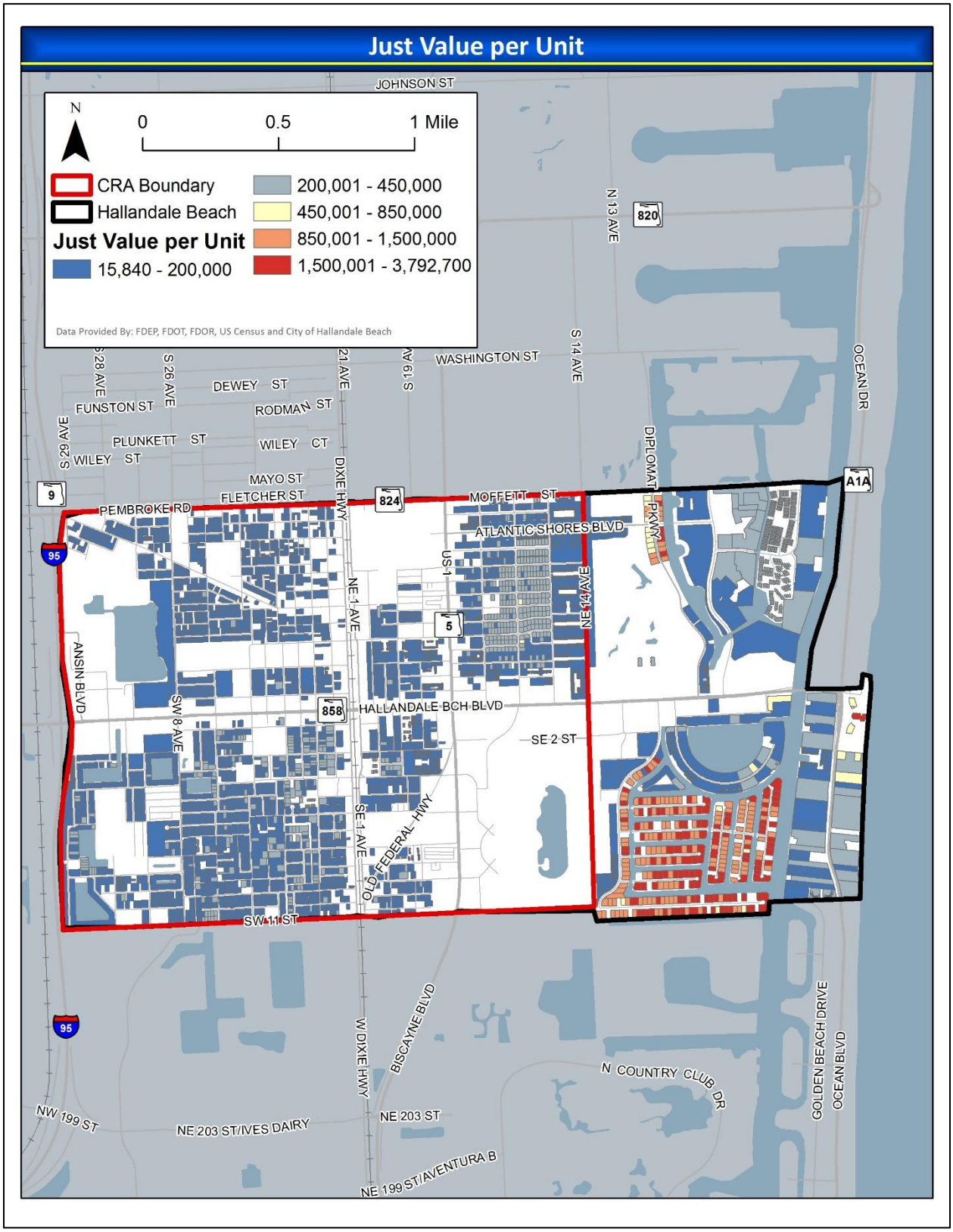
Table 10
Count of Condo/MFR Units by Affordability and Geographical Location

Income Category	Max Affordable Home Price (w/Down Payment)[1]	Count of Units by Just Value per Unit[2]			Count of Units by Just Value per Unit[2] Built 2010 or after		
		Citywide	CRA	Outside CRA	Citywide	CRA	Outside CRA
Count of Homes[3]		**24,146**	**8,112**	**16,034**	**361**	**61**	**300**
Extremely Low (30%)	$67,693	3,356	3,202	154	0	0	0
Very Low (50%)	$112,821	9,013	6,678	2,335	4	4	0
60%	**$135,386**	**11,589**	**7,759**	**3,830**	**6**	**6**	**0**
Low (80%)	$180,515	15,750	8,034	7,716	57	57	0
100%	$225,643	18,623	8,109	10,514	58	58	0
Moderate (120%)	$270,772	19,977	8,112	11,865	61	61	0
Portion of Condo/MFR Homes [4]							
Extremely Low (30%)	$67,693	13.9%	39.5%	1.0%	0.0%	0.0%	0.0%
Very Low (50%)	$112,821	37.3%	82.3%	14.6%	1.1%	6.6%	0.0%
60%	**$135,386**	**48.0%**	**95.6%**	**23.9%**	**1.7%**	**9.8%**	**0.0%**
Low (80%)	$180,515	65.2%	99.0%	48.1%	15.8%	93.4%	0.0%
100%	$225,643	77.1%	100.0%	65.6%	16.1%	95.1%	0.0%
Moderate (120%)	$270,772	82.7%	100.0%	74.0%	16.9%	100.0%	0.0%

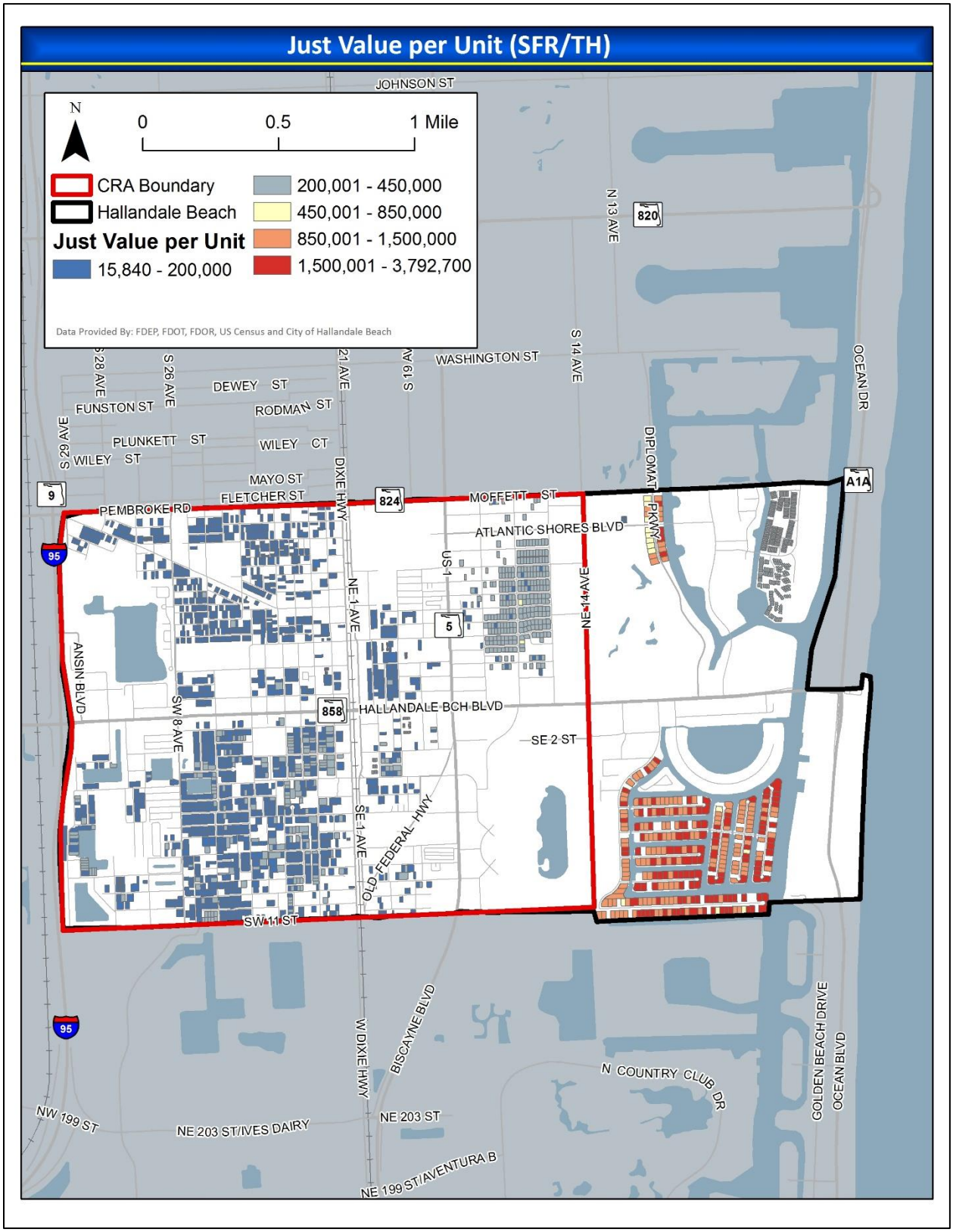
1) Source: Developed using the MFI of Broward County for Condo/MFR homes at an occupancy level of 1.94 people per household, as well as, the assumptions included in the Recommended Methodology for Supply and Demand Analysis for Broward County prepared by the Meridian Appraisal Group.
2) Source: Broward County Property Appraiser's Database (BCPA). Figures presented represent the total count of residential units that their just value per unit is less than or equal to the max affordable home price (Item 1) and include multi-family and condominium units.
3) Source: Broward County Property Appraiser's Database (BCPA)
4) Count of units (Item 2) divided by the count of all homes (Item 3)

Maps 1 through 3 on the following pages present the just value per unit homes by type. Sectioned off within each map is the CRA, as well as, section of the city outside the CRA (or along the waterfront). As expected, homes along the waterfront tend to have higher value than those within the CRA, especially for single family/townhomes.

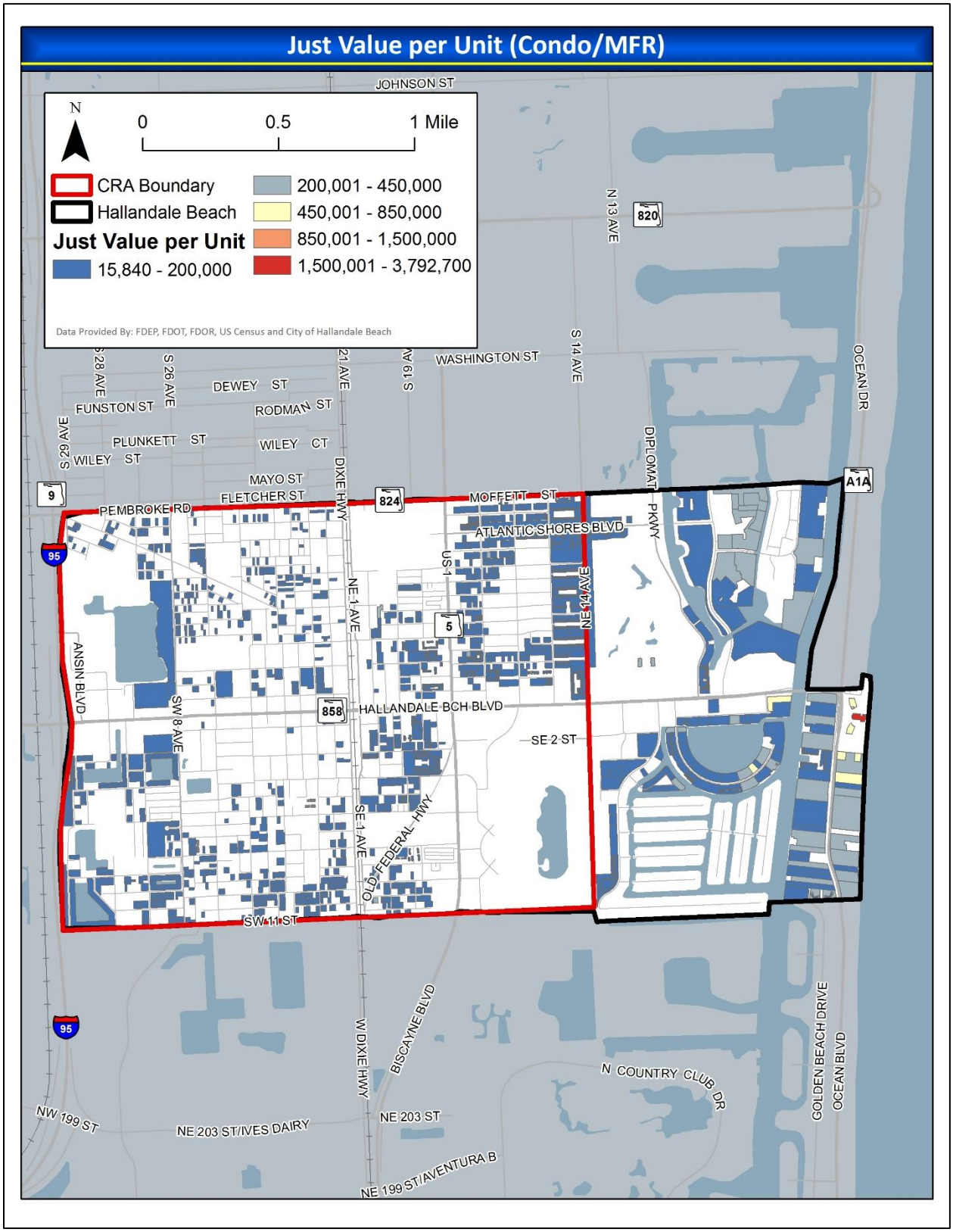
Map 1
Just Value per Unit of All Homes – City of Hallandale Beach



Map 2
Just Value per Unit of Single Family/Townhomes – City of Hallandale Beach

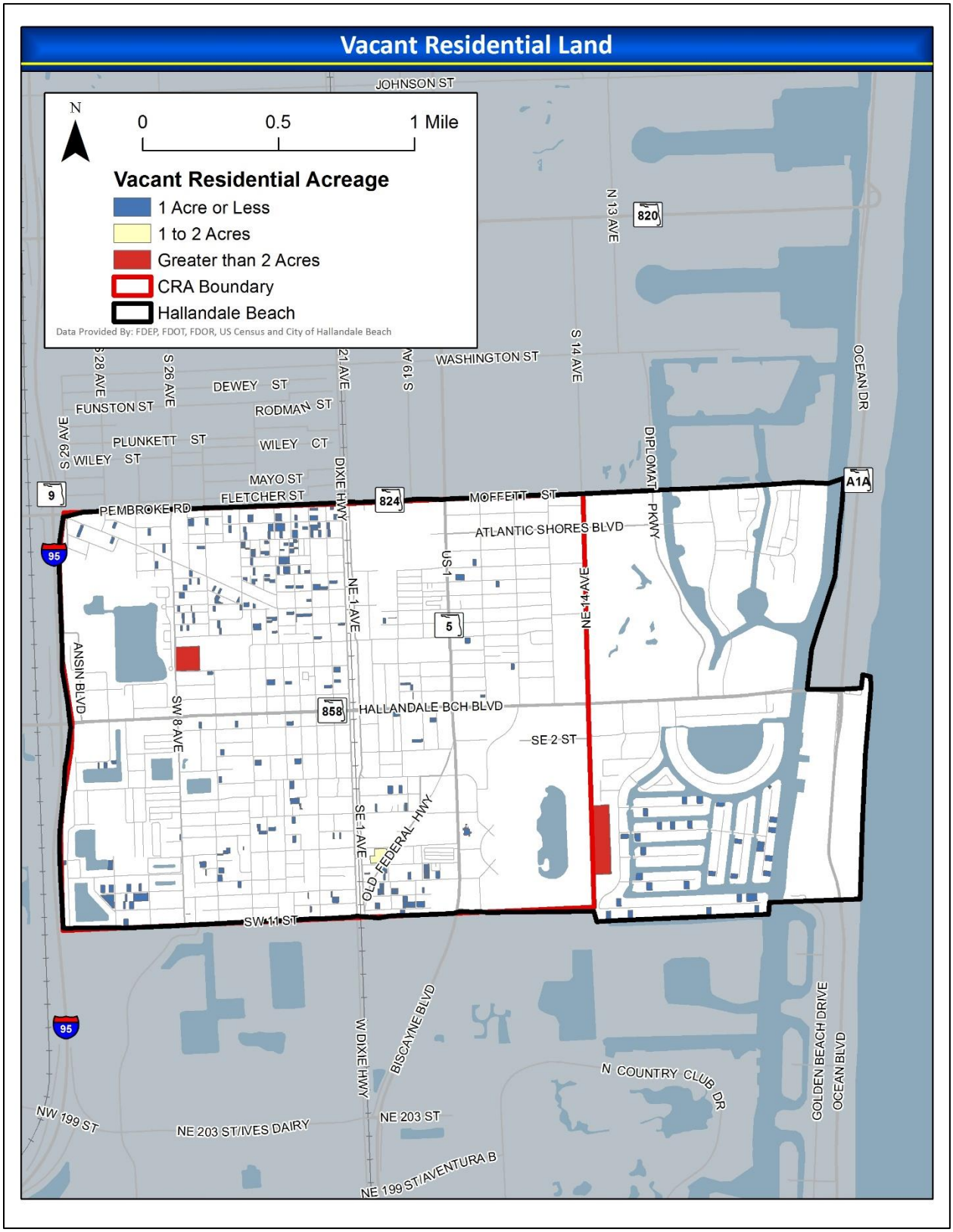


Map 3
Just Value per Unit of Condominium/Multifamily – City of Hallandale Beach



Map 4 presents the available vacant residential land by size within the City. Similar to the previous maps, the CRA boundary is sectioned off. As shown, available vacant residential land is mostly within the CRA and are smaller in size. The City's two largest vacant residential parcels include one within the CRA with 5.0 acres in size and one outside the CRA with approximately 10.2 acres in size. Almost all of the remaining available vacant residential parcels (272 parcels out of 274 parcels) are 1.0 acre or smaller in size. As such, it is highly likely that larger developments that will trigger the land use amendment will be multifamily homes, and will be in the form of redevelopment.

Map 4
Vacant Residential Land – City of Hallandale Beach



VII. Summary and Conclusions

The following provides a summary of key findings of this study:

- Policy 2.16 of the BCLUP requires that land use amendments that propose to add 100 or more residential units to the existing approved densities will require affected municipalities to demonstrate that the necessary level of affordable housing is being provided.
- The County's Administrative Rules Document offers 15% of additional project housing units or $1 per gross square foot as default guidelines, although local governments may approve different standards.
- At this time, the City of Hallandale Beach is requiring 15% of all units for developments subject to affordable housing requirements. These are typically larger developments and may be located in activity centers.
- Using the guidelines approved by the Broward County Planning Council and Broward County, the home price that qualifies as affordable housing is almost $140,000 in Hallandale Beach.
- Approximately 50% of all existing homes are valued at or below this value and qualify as affordable housing. When the price of recent construction (homes built since 2010) is reviewed, the qualified inventory decreases to 5% of those units that were constructed over the past eight years.
- Given this range, the City's current requirement of 15% of all units appears to be a reasonable standard for the City to adopt for development that will require a land use amendment to add 100 or more residential units.
- Under this percentage, the calculated fee in-lieu per unit is $12,143, which would be applied to all units of the development that triggers the affordable housing requirement.
- It is important for the City to develop a program that identifies how the collected revenues will be used. Examples may include assistance for new construction/rehabilitation, property tax abatement, impact fee buy down, down payment assistance program, among others.
- A review of vacant residential parcels in the city suggests that there is a limited number of vacant property (276 parcels) and most of these are small in size (272 parcels are 1 acre or smaller in size). As such, it is likely that developments that will trigger affordable housing will be of multi-family nature and part of a redevelopment project.
- Most of the future affordable housing is likely to be developed in the CRA since land values and market conditions outside of the CRA make it not feasible to develop homes

valued at $140,000 or less. It is our understanding that the City is in the process of updating its CRA Plan, which provides an opportunity to incorporate the use of in-lieu fee revenues and/or affordable housing requirements into this revised Plan.

Appendix A

Affordable Housing In-Lieu Fee Case Studies

As part of this study, Tindale Oliver obtained information from seven communities and summarized their affordable housing in-lieu fee programs. More specifically, the following was reviewed:

- Structure of inclusionary requirements and fee in-lieu;
- Program's historical results; and
- Other affordable housing programs and/or incentives.

The communities surveyed include:

- City of Coral Springs, Broward County
- Town of Davie, Broward County
- City of Pompano Beach, Broward County
- City of Delray Beach, Palm Beach County
- Town of Jupiter, Palm Beach County
- Palm Beach County
- City of Tallahassee, Leon County

Throughout this summary, the following terminology is used:

- Very low income – 50% or less of the community's median household income, adjusted for family size;
- Low income – 51% to 80% of the community's median household income, adjusted for family size; and
- Moderate income – 81% to 120% of the community's median household income, adjusted for family size.
- Workforce income – 121% to 140% of the community's median household income, adjusted for family size.

City of Coral Springs (Broward County)

Structure of In-Lieu Fee

The City of Coral Springs requires that any residential development requiring a Comprehensive Plan amendment to add 100 units or more to the existing allowed densities to provide at least 10 percent of the units as inclusionary units restricted to occupancy by eligible households for a period of no less than 30 years. Eligible households include the full range of affordable income levels, very low to workforce housing income.

The payment of fee in-lieu of inclusionary units may be paid to the City and is currently $1 per gross floor area of all proposed residential dwelling units. The fee is due at time of building permit issuance. Lastly, should the owner occupied inclusionary unit become non-homestead property, the inclusionary unit shall be considered the same as a unit that has been sold and the City shall be paid the shared equity.

Program Results

Discussions with the City staff indicated that since 2006, the City has had one instance of fees paid in-lieu of providing inclusionary units. The County charged and collected the fees and dispersed the revenue to the City in 2017 in the amount of $286,000. City staff indicated that this revenue will likely be used to leverage additional programs offered by the City, such as mortgage assistance and rehabilitation assistance.

Other Housing Programs/Incentives

In addition to the City's inclusionary requirement of providing affordable housing units or payment in-lieu of, the City has a number of programs/incentives in place to incentivize the development and preservation of affordable housing.

In addition to local dollars, some of the programs are funded with state or federal dollars such as the State Housing Initiative Partnership (SHIP) and the Community Development Block Grant (CDBG). Examples of the additional programs offered by the City include:

- Expedited review of plans;
- Density bonuses;
- Second Mortgage Assistance (eligible household may receive up to 25 percent, not to exceed $50,000);
- Rehabilitation assistance;
- Special assistance (designed to remove barriers and improve accessibility); and
- Disaster relief assistance.

Town of Davie (Broward County)

Structure of In-Lieu Fee

The Town of Davie requires all new residential development of 100 or more units to provide inclusionary units as follows:

- Within the Transit Oriented Corridor (TOC) Future Land Use designation, the minimum rate of inclusionary units shall be 15 percent.
- In all areas of the town outside of the Transit Oriented Corridor, the minimum rate of inclusionary units shall be 20 percent.

Eligible households include the full range of affordable income levels, very low to workforce housing income (which is up to 120% in the Town).

The payment of fee in lieu of inclusionary units may be paid to the City and is currently $1 per gross floor area of all proposed residential dwelling units. The fee must be paid in one of the following methods:

1) Single lump sum, paid prior to the issuance of a certificate of occupancy for the first new residential unit.
2) For-sale units only: Incremental payments, pro-rated on a building-by-building basis as established at the time of site plan approval.
3) Rental units only: Incremental payments, based on an agreement acceptable to the Town attorney, providing for graduated payments based on expected project income within a period of no more than three (3) years after issuance of a certificate of occupancy.
4) Other such agreement approved pursuant to Article XVII Affordable Housing Incentive Program, Section 12-579 (alternative compliance).

Lastly, should the owner-occupied inclusionary unit become non-homestead property, the inclusionary unit will be considered the same as a unit that has been sold and the Town shall be paid the shared equity as if the unit were sold. If the shared equity is not paid to the Town within ninety (90) days after notice to the owner of record, the Town may place a lien against the property.

Program Results

Based on discussions with Town Staff, since 2012, the Town had three proposed developments that elected to pay a fee in-lieu of providing inclusionary units. However, discussions with the Town indicated that the projects are yet to be started, and as such, the fees have not been collected.

Other Housing Programs/Incentives

In addition to the Town's inclusionary requirement of providing affordable housing units or payment in-lieu of, the Town has several programs/incentives in place to encourage the development of affordable housing.

Some of these programs are funded with state or federal dollars such as the State Housing Initiative Partnership (SHIP) and the Community Development Block Grant (CDBG). The following provides some examples of these programs:

- Expedited review of plans;
- Density bonuses;
- Purchase and rental assistance programs;
- Parking and setback flexibility; and
- Construction/Rehabilitation assistance.

City of Pompano Beach (Broward County)

Structure of In-Lieu Fee

Based on BCLUP Policy 2.16.2, the City of Pompano Beach requires that any residential development that necessitates a Comprehensive Plan amendment to add 100 units or more to provide at least 15% of the units as inclusionary units. Furthermore, the units must be held by eligible households for a period of no less than 30 years through the use of restrictive covenants.

Additionally, the City requires applications for the use of residential flexibility or redevelopment units to provide affordable housing units or pay a fee-lieu of. The number of workforce housing units required varies by the level of income (low, moderate, or workforce (120% AMI)) and by the number of proposed units, except infill development of 1 acre or less, which are exempt.

Off-site units may be built if on-site construction is not determined to be feasible, subject to the off-site location not causing incompatibility with neighboring land uses and any future potential development patterns.

The City conducted an affordable housing fee methodology study in 2013 to develop the City's current in-lieu fee of $15,600 per affordable unit or $2,333 per all units subject to affordable housing requirement. The fee is to be paid to the City at the time of building permit.

Program Results

Based on discussions with the City staff and a review of available data, between 2007 and November 8, 2016, approximately $608,000 of in-lieu fees has been collected which has contributed to the City developing 4 owner occupied homes, totaling approximately $341,100. The remaining balance of fees collected is placed in the City's Housing Trust Fund to be used for future assistance.

Discussions with the City indicated that they believe the program has been a success and the in-lieu fee revenue allowed the City to expand/preserve affordable housing to its residents. Furthermore, the current balance and future revenue will continue to allow the City to leverage local funds with State and Federal dollars to provide a complete program of affordable housing strategies.

Other Housing Programs/Incentives

In addition to the City's inclusionary requirement of providing affordable/workforce housing units or payment in-lieu of, the City has additional strategies in place to incentivize and support the development and preservation of affordable/workforce housing. Similar to other jurisdictions, the City is currently leveraging state and federal funds such as the Home Investment Partnership Program (HOME), Community Development Block Grant (CDBG), and State Housing Initiatives Partnership (SHIP) to assist with their affordable housing strategies. The following list provides examples of the programs currently used by the City:

- Housing rehabilitation;
- Purchase assistance;
- New construction assistance;
- Emergency rehabilitation assistance;
- Rental and security deposit assistance; and
- Density flexibility/bonus.

City of Delray Beach (Palm Beach County)

Structure of In-Lieu Fee

The City of Delray Beach's workforce housing program requires developments to provide workforce units depending on the type of building request. The specific number of required units vary by request (increase in height allowance, increasing density, or obtaining maximum density)

as well as by sub-area. The following provides a summary of the specific requirements by building request and area:

- **Increase in height allowance** – Requires developments within the Southwest Neighborhood Overlay District, Carver Estates Overlay District, and the Infill Workforce Housing Area to provide 20% of residential units on the top floor as workforce housing units.
- **Increase in density** – Requires developments seeking an increase in density within the Central Business District from the base amount allowed in the West Atlantic Neighborhood Sub-district to provide 20% of the bonus units as workforce housing units.
- **Maximum density** - To obtain the maximum density within the Southwest 10th Street, Mixed Residential, Office, and Commercial (MROC), I-95/CSX Railroad Corridor, and Silver Terrace Courtyards Overlay Districts, the City requires that the development provide workforce housing units. The specific requirements include:
    - Within the Southwest 10th Street, MROC, and Silver Terrace Courtyards Overlay Districts, a minimum of 20% of residential units must be developed as workforce housing.
    - Within the I-95/CSX Railroad Corridor Overlay, a minimum of 25% of residential units must be developed as workforce housing.

In each case, workforce housing units can be provided within the development onsite, offsite, or through monetary contributions. The workforce housing units need to be at the low or moderate income levels (61% to 120% of County's AMI adjusted for family size).

For each required workforce housing unit, the developer may make a monetary contribution in the amount of $160,000 per required unit in lieu of providing the workforce housing unit within the development.

Finally, the City requires that the units developed shall remain affordable for a period of no less than 40 years commencing from the date of initial occupancy. Deed restrictions or restrictive covenants are placed in legally binding agreements and must be approved by the City Attorney prior to recording.

Program Results

Discussions with the City indicated that since the program's 2006 inception, a total of 352 units have been developed under the inclusionary requirements. Of the 352 units, 20 were owner occupied homes and the remaining 332 units were rentals. Furthermore, the City has 5 additional owner occupied homes proposed to be built.

The City had one case where the developer paid fees in-lieu of developing units for a total of $1.4 million. This revenue is currently within City's Housing Trust Fund and is expected to be supplemented with SHIP funds to assist with the City's workforce housing strategies.

The City staff indicated that the program has been successful in meeting some needs, but currently demand is greater than supply. Additionally, staff indicated that it is important to develop partnerships (such as with Habitat for Humanity) for continued success.

Other Housing Programs/Incentives

In addition to the City's inclusionary requirement of providing workforce housing units or payment in-lieu of, the City has several strategies in place to incentivize and support the development and preservation of workforce housing. The following list provides examples of these programs:

- Expedited permitting;
- Density bonus;
- Parking and setback flexibility;
- Housing assistance (rehabilitation and purchase);
- Land acquisition;
- Disaster relief assistance;
- Foreclosure assistance;
- Rental assistance;
- Waiver of building permit fees;
- Reservation of infrastructure capacity; and
- Acquisition and/or rehabilitation of bank-owned foreclosure properties (through the Neighborhood Stabilization Program (NSP)). Program funds have been exhausted, but City Staff indicated the funds have helped with the acquisition of and/or rehabilitation of nearly 42 homes.

In addition to local funds, the City is utilizing federal and state grants, such as the Community Development Block Grant (CDBG), State Housing Initiatives Partnership (SHIP), Residential Construction Mitigation Program (RCMP) and Disaster Recovery Initiatives (DRI) Programs for its funding.

Town of Jupiter (Palm Beach County)

Structure of In-Lieu Fee

The Town of Jupiter's inclusionary housing program requires that any residential development of ten dwelling units or more to provide 6% or more of units as workforce housing units. In addition, any residential development that is applying for a land use amendment and/or rezoning to increase density is required to develop 20% of the dwelling units associated with the increased density as workforce housing dwelling units. The Town indicated that an ordinance has recently been passed allowing for the required units to be built off site to address developers' concerns with producing on-site workforce housing units alongside market rate units selling for $1,000,000 or more.

Development may make a payment of fee or donation of land in lieu of developing units. The fee in lieu is currently $200,000 for each workforce housing dwelling unit offered for-sale, or $150,000 for each rental workforce housing dwelling unit. All fees collected are deposited into the Town's Housing Trust Fund and must be paid prior to issuance of the first building permit. In the case of land donation, the value of land must be equal in value to the applicable in-lieu fee.

The Town requires a covenant to be recorded in the public records of Palm Beach County for any real property which has been developed as for-sale workforce housing or rentals.

For sale housing must be owned by low (60-80% of AMI), moderate (80-120% of AMI), or middle (120-140% of AMI) income households for a period of 99 years.

Rental housing must be rented to low, moderate-low (80-100% of AMI), or moderate-high (100-120% of AMI) income eligible households for a minimum period of 30 years.

Program Results

Discussions with the Town indicated that since the program's inception in 2015, three developments triggered the obligation to build workforce housing units or pay a fee-lieu of. Of the three developments, one opted to develop three off-site housing units. The other two developments have the option of either developing two workforce housing units each or pay a total in-lieu fee of $400,000 each, but no action has taken place to date.

Other Housing Programs/Incentives

In addition to the City's inclusionary requirement of providing workforce housing units or payment in-lieu of, the City has a number of additional strategies in place to incentivize and support the development and preservation of workforce housing.

Of the communities reviewed, the Town of Jupiter is unique in that it is the only one with both a mandatory workforce housing program and a non-residential development linkage fee. In addition to local funds generated, the Town is also using the Community Development Block Grant (CDBG) for funding of workforce housing programs. The following list provides some examples of the programs currently used by the City.

- Linkage Fees - All new commercial and industrial development exceeding 10,000 square feet of gross floor area, or development which expands or redevelops existing commercial or industrial development by more than 10,000 square feet of new gross floor area is required to pay a linkage fee of $1 per square foot. Discussions with the Town indicated that since 2015, a total of $25,650 from linkage fees has been collected and $181,710 are yet to be paid.
- Density bonus.
- Homeowner and homebuyer assistance program which include:
    - Purchase assistance;
    - Grants or loans to assist in rehabilitation; and
    - Grants for minor exterior rehabilitation.
- Flexible traffic performance standards.

Palm Beach County

Structure of In-Lieu Fee

Palm Beach County's mandatory inclusionary workforce housing program requires developments of 10 or more dwelling units located within the Urban/Suburban Tier in Unincorporated Palm Beach County to set-aside a number of workforce housing units or make a cash contribution in-lieu of or donate land of equal value to the fee. The specific number of workforce housing units required varies by the number of bonus units pursued, type of development (standard or planned unit development), and the level of density allowed by zoning.

Currently, the County's in-lieu fee is set at $81,500 per required owner-occupied unit and $50,000 per required rental unit. The County's in-lieu fee was determined by a combination of a technical study conducted in 2006 and discussions between the Board of County Commission and local developers.

Eligible households include those with income ranges between 60 percent and 140 percent of the County AMI, adjusted for family size.

Lastly, the County requires a 7-year or 15-year affordability period for owner-occupied units, depending on if bonus density is sought, and a 30-year period for rental units. A deed restriction is placed on the property to guarantee affordability.

Program Results

Discussions with County representatives indicated that since the program's inception in 2006, approximately 1,300 rental units were developed for workforce housing income eligible families. Additionally, the County indicated that there are a number of apartment and townhome units on the verge of producing more workforce housing units, totaling approximately 750 rental units and townhomes.

Furthermore, the County accumulated approximately $4 million of fund balance. Although the fund balance has not yet been used, it is intended to be used of repurchase assistance and possibly fee reductions in the future.

Other Housing Programs/Incentives

There are several other incentive programs to promote and preserve affordable/workforce housing offered by Palm Beach County. Some of the programs available are funded with federal and state dollars such as State Housing Initiatives Partnership (SHIP), Community Development Block Grant (CDBG), and the Home Investment Partnerships (HOME) program. The following list provides some examples of the additional programs offered by Palm Beach County.

- Impact fee discounts (County pays portion of road, public buildings, and parks impact fees);
- Expedited permitting;
- Density flexibility which allows greater density levels that would encourage the creation of affordable housing;
- Transfer of development rights program;
- Purchase assistance;
- Rehabilitation assistance;
- Replacement housing assistance; and
- Emergency repairs assistance.

City of Tallahassee (Leon County)

Structure of In-Lieu Fee

The City of Tallahassee passed an ordinance in 2005 that requires developments within the urban services area, selected census tracts, zoning districts that implement the planned development

future land use category, and developments of regional impact (DRI) with 50 or more residential dwelling units to set aside 10 percent of their units at an affordable price.

The City also requires that all inclusionary housing units meet the following requirements:

1) All housing units produced to satisfy the inclusionary requirement shall be sold for no more than the maximum purchase price established in the Local Housing Assistance Plan (LHAP) adopted by the City Commission; and
2) The average sales price of all units produced to satisfy the inclusionary requirements shall not exceed the average sales price ($159,379) established by the City Commission.

Eligible households include those earning 70 percent to 100 percent of the Tallahassee Metropolitan Statistical Area (TMSA) AMI, adjusted for size, based upon the most recently published Census or HUD data. Multifamily units constructed for rental purposes are not subject to the City's inclusionary requirements; however, multifamily units constructed for rental purposes may be provided to satisfy certain requirements for inclusionary housing.

As an alternative to developing the inclusionary units, an owner or developer may pay a fee in-lieu to the City. The fee rate varies by the following criteria:

- For developments where the average sales price of all housing units is greater than 100 percent of the average sales price (ASP) but less than 110 percent of ASP, the fee is $10,000 per required unit;
- For the developments where the average sales price of all housing units is greater than 110 percent of ASP and less than or equal to 175 percent of ASP, the fee is $15,000 per required unit;
- For the developments where the average sales price of all housing units is greater than 175 percent of ASP and less than or equal to 225 percent of ASP, the fee is $20,000 per required unit; and
- For developments where the average sales price of all housing units is greater than 225 percent of the ASP, the fee is $25,000 per required unit.

Additionally, as opposed to developing inclusionary units or paying the fee in-lieu of, the developer or owner may also provide multi-family rental units at a rate of 1.5 rental units per owner occupied unit or provide residential lots in-lieu of the inclusionary requirements.

Program Results

Discussions with the City indicated that their program has not recently been used. The most recent available data that could be provided indicated that between 2005 and 2008, the inclusionary program required 1,016 homes to be built, of which 406 were owner occupied and

610 were renter occupied. Of the total units, 1,006 of them were developed as part of two large developments, one being a Planned Unit Development (PUD) of more than 1,500 homes and the other a Development of Regional Impact (DRI) with 2,800 homes.

Other Affordable Housing Programs

In addition to the City's inclusionary requirement of providing affordable/workforce housing units or payment in-lieu of, the City has a number of additional programs currently in place to incentivize and support the development and preservation of affordable/workforce housing. Currently, the City is utilizing the Community Development Block Grant (CDBG), Home Investments Partnership Programs Grant (HOME), and State Housing Initiatives Partnership (SHIP) along with their local funds to fund their housing programs. Some of the programs/incentives currently employed by the City include:

- Purchase assistance;
- Owner occupied rehabilitation assistance;
- Assistance for persons with disabilities;
- Acquisition rehabilitation program (rehab of vacant single family homes);
- Acquisition and new construction program;
- Disaster relief assistance;
- Disaster mitigation program;
- Emergency repair program;
- Ongoing review process;
- Water and sewer fee exemption;
- Density bonus for providing inclusionary housing; and
- Allowance of accessory dwelling units in residential districts.

RFP No. 07-14-21-10 Addendum 1
Tindale-Oliver & Associates, Inc.
Supplier Response

Event Information

Number: RFP No. 07-14-21-10 Addendum 1
Title: Development Impact Fee Services
Type: Request for Proposals
Issue Date: 6/13/2021
Deadline: 7/14/2021 10:00 AM (ET)
Notes: The City of Coconut Creek, Florida is actively seeking proposals from qualified Proposers to provide consulting services related to the creation and implementation of Development Impact Fee Services which may be assessed as required to the City in full accordance with the scope of services, terms, and conditions contained in this Request for Proposals (RFP).

Contact Information

Contact: Asha Benjamin Procurement Analyst
Address: A/P - Finance & Administrative Services
Government Center
4800 West Copans Road
Coconut Creek, FL 33063
Phone: (1) 954-956-1499
Fax: (1) 954-973-6754
Email: abenjamin@coconutcreek.net

Tindale-Oliver & Associates, Inc. Information

Contact:	Susan Boda
Address:	1000 N. Ashley Drive Suite 400 Tampa, FL 33602
Phone:	(813) 224-8862
Fax:	(813) 226-2106
Email:	sboda@tindaleoliver.com
Web Address:	www.tindaleoliver.com

By submitting your response, you certify that you are authorized to represent and bind your company.

Susan Boda
Signature

sboda@tindaleoliver.com
Email

Submitted at 7/14/2021 8:37:42 AM

Response Attachments

RFP No. 07-14-21-10_Tindale Oliver Response.pdf

Tindale Oliver Response to RFP No. 07-14-21-10

Bid Attributes

1	**Section I - General Terms and Conditions** I acknowledge reading and understanding the General Terms and Conditions. ☑ Yes (Yes)
2	**Section III - Detailed Requirements - Scope of Services** I acknowledge reading and understanding the Detailed Requirements - Scope of Services. ☑ Yes (Yes)
3	**Section IV - Required Documents** I acknowledge and understand that all forms shall be completed and notarized (if applicable) and submitted as a requirement of this solicitation. ☑ Yes (Yes)
4	**Insurance Requirements** I acknowledge reading and understanding the Insurance Requirements and shall upload with my response a copy of a current Certificate of Insurance as a requirement of this solicitation. ☑ Yes (Yes)

5 **Visa Credit Card - Preferred Method of Payment**

The City of Coconut Creek has implemented a Visa Procurement Card (P-Card) Program through SunTrust Bank. The City's preference is to pay for goods/services with the P-Card. This program allows the City to expedite payment to our vendors. Some of the benefits of the P-Card Program to the vendor are: payment received within 72 hours of receipt and acceptance of goods, reduced paperwork, issue receipts instead of generating invoices, resulting in fewer invoice problems, deal directly with the cardholder (in most cases). Vendors accepting payment by the P-Card may not require the City (Cardholder) to pay a separate or additional convenience fee, surcharge or any part of any contemporaneous finance charge in connection with a transaction. Such charges are allowable, however must be included in the total cost of their response. Vendors are not to add notations such as "+3% service fee" in their response. All responses shall be inclusive of any and all fees associated with the acceptance of the P-Card. Vendors agreeing to accept payment by P-Card must presently have the capability to accept Visa or take whatever steps necessary to implement the ability before the start of the agreement term.

Yes

6 **Purchase by other Governmental Agencies**

Please indicate if you will permit other governmental entities to purchase from your agreement with the City of Coconut Creek.

No

7 **Section II - Special Terms and Conditions**

I acknowledge reading and understanding the Special Terms and Conditions.

☑ Yes (Yes)

Bid Lines

1 Lump sum proposal price for Development Impact Fee Services

Quantity: 1 UOM: EA Unit Price: $99,900.00 Total: $99,900.00

2 Submit Detailed Itemization of Cost (price sheet) of all services that apply

Quantity: 1 UOM: EA Unit Price: $99,900.00 Total: $99,900.00

Response Total: $199,800.00