Manatee County

Impact Fee Update Study

Final Report

May 8, 2025

Prepared for:

Manatee County Government
1112 Manatee Avenue West
3rd Floor
Bradenton, FL 34205
ph (941) 748-4501

Prepared by:

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

Manatee County
Impact Fee Update Study

Table of Contents

Appendices:

Executive Summary

Manatee County implemented transportation, parks, public safety and law enforcement impact fees in July 1986 in response to high growth levels. In 2016, the County updated the impact fee schedules and adopted a library impact fee. The most recent technical study for these fees was completed in 2023, which was adopted at reduced rates in compliance with the 50-percent increase limit required by the Florida Impact Fee Act (F.S. 163.31801). Given continuing growth and cost increases, Manatee County retained Benesch to prepare an update study to reflect changes to the cost, credit, and demand components since the 2023 study.

This report serves as the technical study to support the calculation of updated impact fees for the following service areas:

- Public Safety;
- Law Enforcement;
- Libraries Facilities;
- Parks and Recreation Facilities; and
- Multi-Modal Transportation.

Of these, multi-modal transportation impact fees serve as an alternative transportation system (ATS) funding mechanism for Manatee County.

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

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

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

This study uses a consumption-based impact fee methodology, which is commonly used throughout Florida. A consumption-based impact fee charges new development based upon the burden placed on services from each land use (demand). The demand component is measured in terms of population per unit in the case of all impact fee program areas in this study except for transportation. In the case of multi-modal transportation impact fee, person miles of travel are used to measure demand.

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

- Development of the cost component through estimation of the current value of capital assets (roadways, land/right-of-way (ROW), buildings, recreational facilities, vehicles, equipment, etc.);
- Development of the credit component through a review of funding sources allocated for capital expansion projects;
- Calculation of the demand component; and
- Calculation of the impact fees.

The figures calculated in this study represent the technically defensible level of impact fees that the County could charge; however, the Board of County Commissioners may choose to discount the fees as a policy decision. **Table ES-1** presents the technically defensible level of impact fee for each service area as calculated within this report, as well as the total for all the service areas included in this study. The total fee shown excludes the educational facilities impact fee, which was not updated as part of this study. In addition, administrative fees are not included in Table ES-1, and instead, are addressed in Appendix G separately.

Table ES-1
Calculated Impact Fee Schedule

LUC	Land Use	Unit[1]	Calculated Impact Fee					
			Public Safety[2]	Law[3]	Libraries [4]	Parks[5]	Multi-Modal[6]	Total[7]
	RESIDENTIAL:							
210	Single Family Detached; 750 sq ft or less	du	$200	$566	$242	$2,544	$7,439	**$10,991**
	Single Family Detached; 751 - 1,000 sq ft	du	$206	$583	$249	$2,614	$9,648	**$13,300**
	Single Family Detached; 1,001 - 1,300 sq ft	du	$210	$600	$255	$2,684	$12,226	**$15,975**
	Single Family Detached; 1,301 - 1,700 sq ft	du	$244	$695	$295	$3,105	$15,628	**$19,967**
	Single Family Detached; 1,701 sq ft or more	du	$345	$986	$419	$4,404	$19,768	**$25,922**
215	Single Family Attached/Townhome; 750 sq ft or less	du	$200	$566	$242	$2,544	$6,843	**$10,395**
	Single Family Attached/Townhome; 751 - 1,000 sq ft	du	$206	$583	$249	$2,614	$8,862	**$12,514**
	Single Family Attached/Townhome; 1,001 - 1,300 sq ft	du	$210	$600	$255	$2,684	$11,223	**$14,972**
	Single Family Attached/Townhome; 1,301 - 1,700 sq ft	du	$244	$695	$295	$3,105	$14,333	**$18,672**
	Single Family Attached/Townhome; 1,701 sq ft or more	du	$345	$986	$419	$4,404	$18,117	**$24,271**
220	Multi-Family; 750 sq ft or less	du	$160	$510	$194	$2,035	$5,184	**$8,083**
	Multi-Family; 751 - 1,000 sq ft	du	$166	$527	$200	$2,105	$6,704	**$9,702**
	Multi-Family; 1,001 - 1,300 sq ft	du	$170	$538	$205	$2,158	$8,504	**$11,575**
	Multi-Family; 1,301 sq ft or more	du	$198	$622	$239	$2,509	$13,749	**$17,317**
240	Mobile Home Park	du	$160	$454	$194	$2,035	$6,693	**$9,536**
253	Congregate Care/Assisted Living Facility	du	$187	$542	-	-	$1,788	**$2,517**
	NON-RESIDENTIAL:							
110	Light Industrial	1,000 sf	$93	$254	-	-	$8,059	**$8,406**
140	Manufacturing	1,000 sf	$110	$299	-	-	$7,867	**$8,276**
150	Warehouse	1,000 sf	$25	$68	-	-	$3,385	**$3,478**
151	Mini-Warehouse	1,000 sf	$6	$17	-	-	$1,641	**$1,664**
320	Lodging	room	$216	$587	-	-	$3,911	**$4,714**
565	Day Care Center	1,000 sf	$176	$480	-	-	$25,301	**$25,957**
610	Hospital	1,000 sf	$265	$722	-	-	$19,490	**$20,477**
620	Nursing Home	1,000 sf	$535	$1,456	-	-	$5,385	**$7,376**
710	Office & Other Services	1,000 sf	$197	$536	-	-	$17,953	**$18,686**
822	Commercial/Shopping Center less than 40,000 sflga	1,000 sfgla	$409	$1,112	-	-	$13,174	**$14,695**
821	Commercial/Shopping Center 40,000 to 150,000 sfgla	1,000 sfgla	$568	$1,546	-	-	$25,660	**$27,774**
820	Commercial/Shopping Center greater than 150,000 sfgla	1,000 sfgla	$390	$1,061	-	-	$26,929	**$28,380**
944	Gas Station w/Convenience Store <2,000 sq ft	fuel pos.	$274	$745	-	-	$25,812	**$26,831**
945	Gas Station w/Convenience Store 2,000 to 5,499 sq ft	fuel pos.	$431	$1,174	-	-	$39,673	**$41,278**
	Gas Station w/Convenience Store 5,500+ sq ft	fuel pos.	$562	$1,529	-	-	$51,887	**$53,978**

1) Du = dwelling unit; SFGLA = square footage gross leasable area; “per 1,000 sf/sfgla” = “per 1,000 sf/sfgla or portion thereof
2) Source: Table II-8
3) Source: Table III-9
4) Source: Table IV-8
5) Source: Table V-9
6) Source: Table VI-5
7) Sum of calculated impact fees (Item 2 through Item 6)

I. Introduction

Manatee County implemented transportation, parks, public safety and law enforcement impact fees in July 1986 in response to high growth levels. In 2016, the County updated the impact fee schedules and implemented a library impact fee. The most recent technical study was completed in 2023, which was adopted at reduced rates in compliance with the 50-percent increase limit required by the Florida Impact Fee Act (F.S. 163.31801). Given continuing growth and cost increases, Manatee County retained Benesch to prepare an update study to reflect changes to the cost, credit, and demand components since the 2023 study. This report serves as the technical study to support the calculation of updated impact fees.

Methodology

This study uses a consumption-based impact fee methodology, which is the County's current adopted methodology and is commonly used throughout Florida. A consumption-based impact fee charges new development based upon the burden placed on services from each land use (demand). The demand component is measured in terms of population per unit in the case of all impact fee program areas in this study except for multi-modal transportation. For the multi-modal transportation impact fee, person-miles of travel are used to measure demand.

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

Legal Overview

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

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

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

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

- **HB 227 in 2009**: Florida legislation statutorily clarified that in any action challenging an impact fee, the government has the burden of proving by a preponderance of the evidence that the imposition or amount of the fee meets the requirements of state legal precedent or the Impact Fee Act and that the court may not use a deferential standard.
- **SB 360 in 2009**: Allowed fees to be decreased without the 90-day notice period required to increase the fees and purported to change the standard of legal review associated with impact fees. SB 360 also required the Florida Department of Community Affairs (now the Department of Commerce) and Florida Department of Transportation (FDOT) to conduct studies on "mobility fees," which were completed in 2010.
- **HB 7207 in 2011**: Required a dollar-for-dollar credit, for purposes of concurrency compliance, for impact fees paid and other concurrency mitigation required.
- **HB 319 in 2013:** Applied mostly to concurrency management authorities, but also encouraged local governments to adopt alternative mobility systems using a series of tools identified in section 163.3180(5)(f), Florida Statutes, including:

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

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

- **HB 207 in 2019**: Included the following changes to the Impact Fee Act along with additional clarifying language:
    1. Impact fees cannot be collected prior to building permit issuance; and
    2. Impact fee revenues cannot be used to pay debt service for previously approved projects unless the expenditure is reasonably connected to, or has a rational nexus with, the increased impact generated by the new residential and commercial construction.
- **HB 7103 in 2019**: Addressed multiple issues related to affordable housing/linkage fees, impact fees, and building services fees. In terms of impact fees, the bill required that when local governments increase their impact fees, the outstanding impact fee credits for developer contributions should also be increased. This requirement was to operate prospectively; however, HB 337 that was signed in 2021 deleted that clause and making

all outstanding credits eligible for this adjustment. HB 7103 also allowed local governments to waive/reduce impact fees for affordable housing projects without having to offset the associated revenue loss.

- **SB 1066 in 2020**: Added language allowing impact fee credits to be assignable and transferable at any time after establishment from one development or parcel to another that is within the same impact fee zone or impact fee district or that is within an adjoining impact fee zone or district within the same local government jurisdiction, and which receives benefit from the improvement or contribution that generated the credits. Added language indicating any new/increased impact fee not being applicable to current or pending permit applications submitted prior to the effective date of an ordinance or resolution imposing new/increased fees.
- **HB 1339 in 2020**: Required reporting of various impact fee related data items within the annual financial audit report submitted to the Department of Financial Services.
- **HB 337 in 2021**: Placed limits on the amount and frequency of fee increases, but also included a clause to exceed these restrictions if the local governments can demonstrate extraordinary circumstances, hold two public workshops discussing these circumstances and the increases are approved by two-thirds of the governing body.
- **HB 479 in 2024**: Required interlocal agreements between counties and municipalities when both entities collect a transportation impact fee. Placed limits on timing of impact fee study completion and adoption and data used in the studies.

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

<u>Impact Fee Definition</u>

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

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

- An impact fee is generally regarded as a regulatory function established based upon the specific benefit to the user related to a given infrastructure type and is not established for the primary purpose of generating revenue for the general benefit of the community, as are taxes.

- Impact fee expenditures must convey a proportional benefit to the fee payer. This is accomplished through the establishment of benefit districts as needed, where fees collected in a benefit district are spent in the same benefit district.
- An impact fee must be tied to a proportional need for new infrastructure capacity created by new development.

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

II. Public Safety

This section provides the results of the public safety impact fee analysis. Manatee County Government provides EMS services countywide. In Manatee County, fire prevention, suppression and rescue services are provided by independent fire districts, which are not part of this analysis. Several elements addressed in this section include:

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

These elements are summarized in the remainder of this section.

Facility Inventory

Table II-1 presents the buildings and land inventory associated with the public safety impact fee for Manatee County. Included in the inventory are County-owned EMS stations and other public safety buildings, such as the emergency operations center, beach patrol, animal shelter, and cat shelter. Although the County provides EMS services out of 18 stations, the inventory used for impact fee purposes includes only the six stations that are owned by the County. The remaining 12 stations are leased, and therefore are not included in the inventory. When the County decides to purchase or build a station to replace one of the rented stations, impact fee funding can be used since rented stations were considered operational expenses and not included in the capital inventory.

Building value is based primarily on cost estimates for on-going and upcoming projects. This estimate takes into consideration cost associated with fiber optics, utilities, roadways, and other amenities that will be needed for undeveloped properties that are likely to be used for future buildings. Land values are based on a review of recent purchases and land value trends over the past several years.

Based on this review and analysis, the building value is estimated at $500 per square foot and the land value is estimated at $215,000 per acre. These unit cost estimates result in a total building and land value of approximately $109.2 million; of which, $99.2 million is for buildings and the remaining $10 million is for land.

Table II-1

Public Safety Buildings and Land Inventory

Description	Address	Year Acquired/ Built[1]	Square Feet[2]	Total Square Footage on Site[3]	Acres[4]	Allocated Acreage[5]	Building Value[6]	Land Value[7]	Total Building and Land Value[8]
EMS Stations									
EMS Station 5	1505 Dam Road, Bradenton	1980	1,196	7,538	4.96	0.79	$598,000	$169,850	$767,850
EMS Station 6[9]	5034 US Highway 301 N, Bradenton	2018	1,304	4,011	N/A	N/A	$652,000	N/A	$652,000
EMS Station 10[10]	2901 59th Street West, Bradenton	2021	864	N/A	N/A	N/A	$432,000	N/A	$432,000
EMS Station 15/17	10311 Malachite Drive, Bradenton	2020	6,504	6,504	1.25	1.25	$3,252,000	$268,750	$3,520,750
EMS Station 16/19	202 6th Avenue East, Bradenton	2018	3,197	21,663	2.88	0.43	$1,598,500	$92,450	$1,690,950
EMS Station 20	11721 69th Street East, Parrish	2020	3,540	3,540	5.00	5.00	$1,770,000	$1,075,000	$2,845,000
Other Public Safety Buildings									
Emergency Operations Center	2101 47th Terrace E., Bradenton	2007	104,282	104,282	22.55	22.55	$52,141,000	$4,848,250	$56,989,250
Beach Patrol[11]	2651 Gulf Dr S, Bradenton Beach	2012	10,189	10,189	N/A	N/A	$5,094,500	N/A	$5,094,500
Community Paramedicine	202 6th Avenue East, Bradenton	2018	3,053	21,663	2.88	0.40	$1,526,500	$86,000	$1,612,500
Palmetto Animal Shelter	305 25th St W, Palmetto	1990	15,590	15,590	1.53	1.53	$7,795,000	$328,950	$8,123,950
Bishop Animal Shelter	5718 21st Ave W, Bradenton	2022	46,005	46,005	14.42	14.42	$23,002,500	$3,100,300	$26,102,800
Cat Town (Cat Shelter)	216 6th Ave E, Bradenton	2019	2,712	21,663	2.88	0.36	$1,356,000	$77,400	$1,433,400
Total			**198,436**			**46.73**	**$99,218,000**	**$10,046,950**	**$109,264,950**
Building Value per Square Foot[12]							**$500**		
Land Value per Acre[13]								**$215,000**	

1) Source: Manatee County
2) Source: Manatee County
3) Source: Manatee County and Manatee County Property Appraiser
4) Source: Manatee County
5) Square feet (Item 2) divided by total square footage on site (Item 3) multiplied by acres (Item 4)
6) Estimated building value per square foot (Item 12) multiplied by square feet (Item 2)
7) Allocated acreage (Item 5) multiplied by the estimated land value per acre (Item 13)
8) Sum of building and land value (Items 6 and 7)
9) Land is owned by the State of Florida and is excluded from the impact fee inventory.
10) Land is owned by the City of Bradenton and is excluded from the impact fee inventory.
11) Station is located at Coquina Beach Park. Acreage is included in the parks and recreation impact fee inventory.
12) Source: Appendix B
13) Source: Appendix B

In addition to land and buildings, the Manatee County public safety impact fee inventory includes the necessary vehicles and equipment required to perform its services. As presented in **Table II-2**, the total vehicle and equipment value is approximately $27.1 million.

Table II-2

Public Safety Vehicle and Equipment Inventory

Description	Unit Count[1]	Unit Value[2]	Total Value[3]
ALS Transport Units	30	$620,000	$18,600,000
BLS Transport Units	5	$250,000	$1,250,000
Forklift	1	$95,000	$95,000
Jet Ski's	2	$18,365	$36,730
Off Road Medical Ambulance	2	$130,000	$260,000
Command Vehicles	3	$127,220	$381,660
Quick Response Vehicles	19	$129,186	$2,454,534
Sedans	2	$25,000	$50,000
Support Pickup	6	$63,000	$378,000
Support SUV's	5	$58,000	$290,000
Support Van	12	$35,000	$420,000
Trailers	10	$20,000	$200,000
Medical Tent Trailers	3	$90,910	$272,730
Raptor Bus	1	$250,000	$250,000
Boat and Motor	2	$75,000	$150,000
John Deere Gator for EMS	3	$16,850	$50,550
John Deere Gator for Beach Patrol	12	$21,431	$257,172
Code Enforcement Pickup	24	$63,000	$1,512,000
Code Enforcement Trailers	6	$13,956	$83,736
Code Enforcement 4 wheelers	10	$14,255	$142,550
Total	**158**		**$27,134,662**

1) Source: Manatee County
2) Source: Manatee County. Unit value reflects fully equipped vehicle cost.
3) Units (Item 1) multiplied by unit value (Item 2)

Service Area and Demand Component

Manatee County provides public safety services throughout all of Manatee County. As such, the proper benefit district is the entire county. In this technical study, the current 2025 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 public

safety services, the "functional" weekly 24-hour population approach is used to establish a common unit of demand across different land uses. Functional population accounts for residents, visitors, and workers traveling in and out of the county throughout the day and calculates the presence of population at the different land uses during the day. Appendix A provides further detail on the population analysis conducted.

Level of Service

Manatee County is served by 18 EMS stations, which results in a current level of service (LOS) of 27,200 weighted seasonal residents per EMS station or 0.037 EMS stations per 1,000 weighted seasonal residents. However, of these 18 stations, 12 are leased. For impact fee calculation purposes, only the County-owned six EMS stations are utilized. As presented, based on the County-owned EMS stations, the current LOS is 81,700 weighted seasonal residents per station or 0.012 stations per 1,000 weighted residents.

In terms of functional residents, the County's achieved LOS is 75,100 functional residents per County-owned station or 0.013 stations per 1,000 functional residents.

Table II-3

Current Achieved Level of Service (2025)

Variable	Year 2025	
	Weighted Population	Functional Population
Population[1]	490,425	450,689
Number of Owned EMS Stations[2]	6	6
Population per Station[3]	81,738	75,115
LOS (Stations per 1,000 Residents)[4]	**0.012**	**0.013**
Owned and Leased EMS Stations[5]	18	18
Population per Station[6]	27,246	25,038
LOS (Stations per 1,000 Residents)[7]	**0.037**	**0.040**

1) Source: Appendix A, Table A-1 for weighted population and Table A-15 for functional population
2) Source: Manatee County. Includes only county owned EMS stations.
3) Population (Item 1) divided by the number of owned stations (Item 2)
4) Number of owned stations (Item 2) divided by the population (Item 1), multiplied by 1,000
5) Source: Manatee County. All EMS stations operated by County, including leased stations.
6) Population (Item 1) divided by the total number of EMS stations (Item 5)
7) Owned and leased EMS station (Item 5) divided by the population (Item 1), multiplied by 1,000

Although the LOS is measured in terms of population per station for capital planning purposes, for impact fee calculation purposes, a more appropriate LOS measure is the level of investment or dollar value of capital assets per resident, which reflects the investment made by the community to date. For impact fee calculation purposes, the County's achieved LOS is $202 per resident for residential land uses for public safety infrastructure, which is presented later in this section in Table II-7.

Table II-4 compares the levels of service for other select Florida counties to the level of service of Manatee County. The LOS is displayed in terms of permanent population for 2024 for the service area of all entities.

Table II-4
EMS Level of Service Comparison (2024)

Jurisdiction	Station Type	Service Area Population (2024)[1]	Number of Stations[2]	Residents per Station[3]	LOS (Stations) per 1,000 Residents)[4]
Manatee County[5]	**EMS**	**455,356**	**18**	**25,298**	**0.040**
Polk County	EMS	826,090	35	23,603	0.042
Hillsborough County	Fire & EMS	1,081,381	48	22,529	0.044
Pasco County	Fire & EMS	633,029	29	21,829	0.046
Lee County	EMS	823,351	41	20,082	0.050
Osceola County	Fire & EMS	300,116	17	17,654	0.057
Collier County	EMS	408,381	26	15,707	0.064
Charlotte County	Fire & EMS	210,645	16	13,165	0.076
Volusia County	Fire & EMS	125,795	21	5,990	0.167

1) Source: BEBR: April 1, 2024 Final Population Estimates. Service area population reflects approximate estimate based on available BEBR data. If service area for fire and EMS differs, population reflects the EMS service area.
2) Source: County/department websites
3) Service area population (Item 1) divided by the number of stations (Item 2)
4) Number of stations (Item 2) divided by the service area population (Item 1) divided by 1,000
5) Station count includes owned and leased stations

Cost Component

The cost component of the study evaluates the cost of all capital assets, including buildings, land, vehicles and equipment. **Table II-5** provides a summary of all capital costs, amounting to approximately $136.4 million.

In addition, Table II-5 also provides the impact cost per functional resident, which is calculated by multiplying the total asset value per station of $22.7 million by the current LOS (stations per 1,000 functional residents) of 0.013 and dividing by 1,000. As shown, this calculation results in approximately $296 per functional resident.

Table II-5

Total Impact Cost per Functional Resident

Variable	Figure	Percent of Total[9]
Building Value[1]	$99,218,000	72.7%
Land Value[2]	$10,046,950	7.4%
Vehicle & Equipment Value[3]	$27,134,662	19.9%
Total Asset Value[4]	**$136,399,612**	**100.0%**
Number of Owned Stations[5]	6	
Total Asset Value per Station[6]	**$22,733,269**	
Achieved LOS (Stations per 1,000 Functional Residents)[7]	0.013	
Total Impact Cost per Functional Resident[8]	**$295.53**	

1) Source: Table II-1
2) Source: Table II-1
3) Source: Table II-2
4) Sum of building value (Item 1), land value (Item 2), and vehicle/equipment value (Item 3)
5) Source: Table II-1
6) Total asset value (Item 4) divided by the number of owned stations (Item 5)
7) Source: Table II-3
8) Total asset value per station (Item 6) multiplied by the current achieved LOS (Item 7) divided by 1,000
9) Distribution of total asset value

Credit Component

To avoid overcharging new development for the public safety impact fee, a review of the capital funding program for public safety services was completed. The purpose of this review was to determine any potential revenue credits generated by new development that are being used for expansion of capital facilities, land, vehicles, and equipment included in the inventory. It should

be noted that the credit component does not include any capital renovation, maintenance, or operations expenses, as these types of expenditures cannot be funded with impact fee revenue.

Capital Expansion "Cash" Credit

To calculate capital expansion credit per functional resident, funding sources used for historical capacity projects and those programmed in the CIP are reviewed. During the time period from 2020 through 2029, the County has allocated an average annual non-impact fee funding of $2.56 million toward public safety services capital facilities utilizing revenues from the Infrastructure Sales Tax, General Fund, and American Rescue Plan Act. The annual capital expansion expenditures were divided by the average annual functional residents for the same period to calculate the average annual capital expansion credit per functional resident. As presented in **Table II-6**, the result is approximately $5.79 per functional resident.

Once the revenue credit per resident is calculated, a credit adjustment is necessary to account for the expenditures being funded through ad valorem tax revenues. This adjustment accounts for the fact that new homes tend to pay higher property taxes compared to older homes due to the "Save Our Homes" assessment cap. This adjustment factor is estimated based on a comparison of the average taxable value of newer homes to that of all homes. As presented, the adjusted revenue credit per population amounts to $6.15 per year.

Table II-6

Capital Expansion "Cash" Credit

Description[1]	FY 2020 to FY 2024	FY 2025 to FY 2029	Total
American Rescue Plan Act			
Moccasin Wallow Rd EMS Station w Ambulance	$48,142	$2,850,216	**$2,898,358**
Subtotal -- American Rescue Plan Act	**$48,142**	**$2,850,216**	**$2,898,358**
General Fund			
Animal Community Center	-	$1,915,000	**$1,915,000**
Lake Manatee EMS Base Bldg	$62,028	$3,573,988	**$3,636,016**
Lake Manatee EMS Base Parking	$808	$560,782	**$561,590**
Lake Manatee EMS Base Sidewalk	$783	$301,611	**$302,394**
Next Generation 911	$513,872	-	**$513,872**
North County EMS Base Station[2]	$132,741	$842,359	**$975,100**
Relocation of EMS Station 10	$3,024,876	-	**$3,024,876**
Ellenton Station 6 Renovation[3]	$616,400	-	**$616,400**
Subtotal -- General Fund	**$4,351,508**	**$7,193,740**	**$11,545,248**
Infrastructure Sales Tax			
Next Generation 911	$1,570,643	-	**$1,570,643**
Moccasin Wallow Rd EMS Station w Ambulance	$284,793	$2,515,795	**$2,800,588**
Ambulance - Myakka	$357,295	-	**$357,295**
Bishop Animal Shelter	$1,569,713	$4,380,287	**$5,950,000**
Public Safety Parking Expansion	-	$500,000	**$500,000**
Subtotal -- Infrastucture Sales Tax	**$3,782,444**	**$7,396,082**	**$11,178,526**
Total Capital Expansion Expenditures			**$25,622,132**
Average Annual Capital Expansion Expenditures[4]			$2,562,213
Average Annual Functional Population[5]			442,667
Annual Capital Expansion "Cash" Expenditure per Functional Resident[6]			**$5.79**
- Portion Funded with Ad Valorem Tax Revenues[7]			$1.79
- Portion Funded with Other Revenue Sources[8]			$4.00
Credit Adjustment Factor[9]			1.20
Adjusted Annual Capital Expansion "Cash" Credit per Functional Resident[10]			**$6.15**

1) Source: Manatee County
2) The amount shown is 98% of the total project cost, reflecting the expansion portion of the project.
3) The amount shown is 67% of the total project cost, reflecting the expansion portion of the project.
4) Average capital expansion expenditures over the 10-year period
5) Source: Appendix A, Table A-15. Average annual functional population over the 10-year period.
6) Average annual capital expansion expenditures (Item 4) divided by average annual functional population (Item 5)
7) Annual capital expansion "cash" expenditures per functional resident (Item 6) multiplied by the ad valorem portion of total expenditures (31%)

8) Annual capital expansion "cash" expenditures per functional resident (Item 6) less the portion funded with ad valorem tax revenues (Item 7)
9) Adjustment factor to reflect higher ad valorem taxes paid by new homes
10) Portion funded with ad valorem tax revenues (Item 7) multiplied by the credit adjustment factor (Item 9) plus portion funded with other revenue sources (Item 8)

Net Public Safety Impact Cost

Table II-7 summarizes the net impact cost per functional resident, which is the difference between the cost component and the credit component. The resulting net impact cost is $202 per functional resident for residential land uses, and $207 per functional resident for non-residential land uses, which also represent the LOS measure for impact fee calculation purposes.

Table II-7
Net Impact Cost

Variable	Figure
Total Impact Cost	
Total Impact Cost per Functional Resident[1]	**$295.53**
Total Revenue Credit	
Annual Capital Expansion "Cash" Credit per Functional Resident[2]	
- Residential Land Uses	$6.15
- Non-Residential Land Uses	$5.79
Capitalization Rate	4.25%
Capitalization Period (in years)	25
Capital Expansion "Cash" Credit per Functional Resident[3]	
- Residential Land Uses	$93.59
- Non-Residential Land Uses	$88.11
Net Impact Cost	
Net Impact Cost per Functional Resident[4]	
- Residential Land Uses	**$201.94**
- Non-Residential Land Uses	**$207.42**

1) Source: Table II-5
2) Source: Table II-6
3) Present value of the capital expansion “cash” credit per functional resident at a capitalization rate of 4.25%. The estimated capitalization rate was provided by Manatee County.
4) Total impact cost per functional resident (Item 1) less the capital expansion “cash” credit per functional resident (Item 3)

Calculated Public Safety Impact Fee Schedule

Table II-8 presents the calculated public safety impact fee schedule for Manatee County for both residential and non-residential land uses, based on the net impact cost per functional resident previously presented in Table II-7. Also presented is a comparison to the County's current adopted fee and percent change from the current fee.

Table II-8

Calculated Public Safety Impact Fee Schedule

ITE LUC	Land Use	Impact Unit[1]	Functional Residents per Unit[2]	Calculated Impact Fee[3]	Current Adopted Impact Fee[4]	Percent Change[5]
Residential:						
Single Family Detached:						
210	750 sq ft or less	du	0.99	**$200**	$121.50	65%
	751 - 1,000 sq ft	du	1.02	**$206**	$121.50	70%
	1,001 - 1,300 sq ft	du	1.04	**$210**	$179.50	17%
	1,301 - 1,700 sq ft	du	1.21	**$244**	$239.00	2%
	1,701 sq ft or more	du	1.71	**$345**	$298.50	16%
Multi-Family:						
220, 221, 222	750 sq ft or less	du	0.79	**$160**	$120.75	33%
	751 - 1,000 sq ft	du	0.82	**$166**	$121.50	37%
	1,001 - 1,300 sq ft	du	0.84	**$170**	$172.00	-1%
	1,301 sq ft or more	du	0.98	**$198**	$228.00	-13%
240	Mobile Home	du	0.79	**$160**	$119.75	34%
Transient, Assisted, Group:						
253	Congregate Care/Assisted Living Facility	du	0.90	**$187**	$121.50	54%
320	Lodging	room	1.04	**$216**	$33.75	540%
620	Nursing Home	1,000 sf	2.58	**$535**	$178.75	199%
Non-Residental:						
110	Light Industrial	1,000 sf	0.45	**$93**	$94.00	-1%
140	Manufacturing	1,000 sf	0.53	**$110**	$109.00	1%
150	Warehouse	1,000 sf	0.12	**$25**	$22.00	14%
151	Mini-Warehouse	1,000 sf	0.03	**$6**	$9.00	-33%
565	Day Care Center	1,000 sf	0.85	**$176**	$152.00	16%
610	Hospital	1,000 sf	1.28	**$265**	$178.75	48%
710	Office & Other Services	1,000 sf	0.95	**$197**	$164.50	20%
822	Commercial/Shopping Center less than 40,000 sflga	1,000 sfgla	1.97	**$409**	$150.75	171%
821	Commercial/Shopping Center 40,000 to 150,000 sfgla	1,000 sfgla	2.74	**$568**	$150.75	277%
820	Commercial/Shopping Center greater than 150,000 sfgla	1,000 sfgla	1.88	**$390**	$150.75	159%
944	Gas Station w/Convenience Store <2,000 sq ft	fuel pos.	1.32	**$274**	$77.50	254%
945	Gas Station w/Convenience Store 2,000 to 5,499 sq ft	fuel pos.	2.08	**$431**	$77.50	456%
	Gas Station w/Convenience Store 5,500+ sq ft	fuel pos.	2.71	**$562**	$77.50	625%

1) Du = dwelling unit; SFGLA = square footage gross leasable area; "per 1,000 sf/sfgla" = "per 1,000 sf/sfgla or portion thereof
2) Source: Appendix A, Table A-16 or residential and transient, assisted, group land uses and Table A-18 for non-residential land uses

3) Net impact cost per functional resident from Table II-7 multiplied by the functional residents per unit (Item 2) for each land use
4) Source: Manatee County Administration Department. Fees adopted in compliance with the 50% limit phasing requirements per F.S. 163.31801. Fees shown reflect phase 1 effective January 1st, 2025.
5) Percent change from the current adopted impact fee (Item 4) to the calculated impact fee (Item 3)

Public Safety Impact Fee Schedule Comparison

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

Table II-9

Public Safety Impact Fee Schedule Comparison

Land Use	Unit[2]	Manatee County		Charlotte County[5]	Collier County[6]	Lee County[7]	Osceola County[8]	Pasco County[9]	Polk County[10]	Sarasota County[1]	Volusia County[12]
		Calculated[3]	Current Adopted[4]								
Date of Last Update		**2025**	**2022**	2021	2016	2018	2024	2003	2024	2016	2022
Assessed Portion of Calculated[1]		**N/A**	**Varies - SF @91%**	100%	100%	100%	100%	N/A	100%	100%	100%
Residential:											
Single Family (2,000 sq ft)	du	**$345**	**$299**	$75	$142	$55	$224	$172	$153	$171	$70
Non-Residential:											
Light Industrial	1,000 sf	**$93**	**$94**	$19	$54	$10	$10	$224	$50	$35	$22
Office (50,000 sq ft)	1,000 sf	**$197**	**$165**	$56	$93	$29	$144	$224	$90	$129	$44
Retail (125,000 sq ft)	1,000 sfgla	**$568**	**$151**	$116	$192	$59	$183	$224	$179	$224	$116

1) Represents the portion of the maximum calculated fee for each respective county that is actually charged. Fee may have been lowered/increased through annual indexing or policy discounts. Does not account for moratorium/suspensions.
2) du = dwelling unit; SFGLA = square footage gross leasable area; "per 1,000 sf/sfgla" = "per 1,000 sf/sfgla or portion thereof"
3) Source: Table II-8
4) Source: Manatee County Administration Department; Fees adopted in compliance with the 50% limit phasing requirements per F.S. 163.31801. Fees shown reflect phase 1 effective January 1st, 2025.
5) Source: Charlotte County Planning & Zoning Department. Fee shown excludes a 2.55% administrative fee.
6) Source: Collier County Capital Project Planning, Impact Fees and Program Management Division
7) Source: Lee County Community Development Department
8) Source: Osceola County Impact and Mobility Fees Office. Osceola County has a combined fire/EMS fee. Only the EMS portion is shown.
9) Source: Pasco County, Florida - Land Development Code, Chapter 1300 - Concurrency and Impact Fees, Section 1302.-Mobility, Impact And Connection Fees, 1302.6. - Fire Combat And Rescue Service Impact Fees
10) Source: Polk County Building and Permitting
11) Source: Sarasota County Planning and Development Services Department
12) Source: Volusia County Growth and Resource Management Department

III. Law Enforcement

This section discusses the analysis used in developing the law enforcement impact fee. 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 throughout this section.

Facility Inventory

The facility inventory for the County's law enforcement services includes land, buildings, vehicles and equipment. According to information provided by Manatee County, law enforcement building and land related capital assets include approximately 336,400 square feet of building space and approximately 39 acres of land. **Table III-1** presents this information.

Cost estimate for buildings is based primarily on estimates for upcoming projects and recent cost trends. This cost estimate takes into consideration use of undeveloped property for future buildings, which requires bringing in fiber optics, utilities, roadways, and other amenities. Land values are based primarily on a review of recent appraisals/estimates for upcoming purchases and recent land value increases estimated by the Manatee County Property Appraiser.

Based on this data and analysis, building values are estimated at $425 per square foot and the land value is estimated at $200,000 per acre. These cost estimates result in a total building and land value of approximately $150.9 million; of which, $143.0 million is for buildings and the remaining $7.9 million is for land. A more detailed explanation of building and land value estimates is included in Appendix B.

Table III-1

Law Enforcement Building and Land Inventory

Description	Address	Square Footage[1]	Acres[2]	Building Value[3]	Land Value[4]	Total Building and Land Value[5]
Desoto Center - Sheriff's Headquarters	600 301 Blvd W	237,500	25.28	$100,937,500	$5,056,000	$105,993,500
Juvenile Assessment	401 17th Ave W	41,766	5.95	$17,750,550	$1,190,000	$18,940,550
Offender Work Program	1640 60th Ave Dr E	12,081	0.86	$5,134,425	$172,000	$5,306,425
Sheriffs Office South County	1508 Florida Blvd	6,826	1.03	$2,901,050	$206,000	$3,107,050
MSO District II	616 67th St Circle E	17,192	2.08	$7,306,600	$416,000	$7,722,600
MSO Forensics	2317 2nd Ave W	21,049	4.17	$8,945,825	$834,000	$9,779,825
Total		**336,414**	**39.37**	**$142,975,950**	**$7,874,000**	**$150,849,950**
Building Value per Square Foot[6]				**$425**		
Land Value per Acre[7]					**$200,000**	

1) Source: Manatee County
2) Source: Manatee County
3) Estimated building value per square foot (Item 6) multiplied by square footage (Item 1)
4) Acres (Item 2) multiplied by the estimated land value per acre (Item 7)
5) Sum of building and land value (Items 3 and 4)
6) Source: Appendix B
7) Source: Appendix B

In addition to land and buildings, the Manatee County law enforcement impact fee inventory includes the necessary vehicles and equipment required to perform law enforcement services. As presented in **Table III-2**, the total vehicle and equipment value is approximately $73.9 million.

Table III-2
Law Enforcement Vehicle and Equipment Inventory

Description	Unit Count[1]	Unit Value[2]	Total Value[3]
All Terrain Vehicles	28	$14,699	$411,572
Boats	7	$600,000	$4,200,000
Bomb Squad Truck	1	$424,032	$424,032
Buses	4	$184,005	$736,020
Mobile Command Unit	1	$991,536	$991,536
Helicopters	2	$5,125,000	$10,250,000
Large Trucks	8	$77,960	$623,680
Motorcycles	7	$22,288	$156,016
Pickup Trucks	92	$74,432	$6,847,744
Sedans	220	$30,487	$6,707,140
SUVs	554	$67,050	$37,145,700
SWAT Armored Truck	1	$351,000	$351,000
Tractor/Trailer for Jail	3	$250,240	$750,720
Vans	45	$64,394	$2,897,730
Trailers	83	$16,799	$1,394,317
Total	**1,056**		**$73,887,207**

1) Source: Manatee County Sheriff's Office
2) Source: Manatee County Sheriff's Office
3) Units (Item 1) multiplied by unit value (Item 2)

Service Area and Demand Component

Manatee County provides law enforcement services to the unincorporated areas of the county. Municipalities within the county have their own police departments. As such, the proper benefit district for law enforcement is the unincorporated county. In this technical study, the current 2025 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 county 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 Manatee County Sheriff's Office (MCSO), as well as, population estimates produced in Appendix A, the 2025 current level of service (LOS) is calculated at 1.57 sworn officers per 1,000 weighted seasonal residents. **Table III-3** presents the calculation of the current achieved LOS.

While the 2025 LOS is 1.57 sworn officers per 1,000 weighted seasonal residents, to calculate the law enforcement impact fee, the LOS needs to be calculated in terms functional residents. As shown, the current LOS is 1.81 sworn officers per 1,000 functional residents, which is utilized in calculating the law enforcement impact fee for Manatee County.

Table III-3
Current Achieved Level of Service (2025)

Variable	Year 2025	
	Weighted Population	Functional Population
Population[1]	396,926	345,164
Number of Sworn Officers[2]	625	625
LOS (Officers per 1,000 Residents)[3]	**1.57**	**1.81**

1) Source: Appendix A, Table A-1 for weighted population and Appendix A, Table A-15 for functional population
2) Source: Manatee County Sheriff's Office
3) Number of sworn officers (Item 2) divided by population (Item 1), multiplied by 1,000

Although the LOS is measured in terms of officers per population for operational purposes, for impact fee calculation purposes, a more appropriate LOS measure is the level of investment or dollar value of capital assets per resident, which reflects the investment made by the community to date. For impact fee calculation purposes, the County's achieved LOS is $560 per resident for residential land uses for law enforcement infrastructure, which is presented later in this section in Table III-8.

Table III-4 summarizes a LOS comparison between Manatee County and other Florida counties. The LOS is displayed in terms of permanent population for all jurisdictions because a functional

population analysis has not been completed for these entities. As presented in this table, Manatee County's LOS is in the mid-range of the communities reviewed.

Table III-4
Level of Service Comparison (2024)

Jurisdiction	Service Area Population (2024)[1]	Number of Officers[2]	LOS (Officers per 1,000 Residents)[3]
Collier County	372,703	334	0.90
Lee County	500,029	495	0.99
Hillsborough County	1,081,381	1,290	1.19
Polk County	523,278	632	1.21
Sarasota County	294,927	354	1.20
Charlotte County	190,202	237	1.25
Pasco County	583,460	735	1.26
Manatee County[4]	**396,926**	**625**	**1.57**
Osceola County	300,116	476	1.59
Volusia County	245,082	457	1.86
Pinellas County	392,147	728	1.86

1) Source: Florida Department of Law Enforcement (FDLE) Criminal Justice Agency Profile Report, 2023/2024.
2) Source: Florida Department of Law Enforcement (FDLE) Criminal Justice Agency Profile Report, 2023/2024.
3) Number of officers (Item 2) divided by the service area population (Item 1) multiplied by 1,000
4) Source: Table III-3. Manatee County figures reflect the current weighted seasonal population and law enforcement officers for 2025.

Cost Component

The cost component of the study evaluates the cost of all capital assets, including buildings, land and equipment/vehicles. **Table III-5** provides a summary of all capital costs, which amounts to approximately $224.7 million. Given that a portion of the assets were funded through bonds, the remaining principal associated with outstanding debt service that is being paid with impact fee revenues is subtracted from the total asset value. This is to ensure that the new development will not be overcharged for a given infrastructure. The resulting net asset value amounts to $223.2 million or $357,100 per sworn officer.

In addition, Table III-5 also provides the impact cost per functional resident, which is calculated by multiplying the net asset value per sworn officer of $357,100 by the current achieved LOS (sworn officers per 1,000 functional residents) of 1.81 and dividing by 1,000. As shown, this calculation amounts to $646 per functional resident.

Table III-5

Total Impact Cost per Functional Resident

Variable	Figure	Percent of Total[11]
Building Value[1]	$142,975,950	63.6%
Land Value[2]	$7,874,000	3.5%
Vehicle & Equipment Value[3]	$73,887,207	32.9%
Total Asset Value[4]	**$224,737,157**	**100.0%**
Less: Portion Not Owned[5]	$1,542,210	
Net Asset Value[6]	**$223,194,947**	
Number of Sworn Officers[7]	625	
Net Asset Value per Sworn Officer[8]	**$357,112**	
Current LOS (Sworn Officers per 1,000 Functional Residents)[9]	1.81	
Total Impact Cost per Functional Resident[10]	**$646.37**	

1) Source: Table III-1
2) Source: Table III-1
3) Source: Table III-2
4) Sum of building value (Item 1), land value (Item 2), and vehicle/equipment value (Item 3)
5) Source: Manatee County; represents the principal associated with the portion of remaining debt service that is being paid with impact fees
6) Total asset value (Item 4) less portion not owned (Item 5)
7) Source: Manatee County Sheriff's Office
8) Net asset value (Item 6) divided by the number of sworn officers (Item 7)
9) Source: Table III-3
10) Net asset value per sworn officer (Item 8) multiplied by the LOS (Item 9) divided by 1,000
11) Distribution of total asset value

Credit Component

To avoid overcharging new development, a review of the capital funding allocation for law enforcement services is completed. The purpose of this review is to determine any potential revenue generated by future development that is likely to be used for capital facilities, land, vehicle, and equipment expansion of the law enforcement program. Revenue credits are then applied against the total impact cost per functional resident so that new development is not charged twice for capital revenue contributions used to expand the law enforcement program.

Capital Expansion "Cash" Credit

To calculate the capital expansion credit per functional resident, funding sources used for historical capacity projects are reviewed. Over the past five years, the County has programmed an average annual non-impact fee funding of $1.4 million toward law enforcement capital facilities utilizing revenue from the Infrastructure Sales Tax and General Fund. The annual capital expansion expenditures were divided by the average annual functional residents for the same period to calculate the average annual capital expansion credit per functional resident. As presented in **Table III-6**, the result is $4.47 per functional resident per year.

Once the revenue credit per resident is calculated, a credit adjustment is necessary to account for the expenditures being funded through ad valorem tax revenues. This adjustment accounts for the fact that new homes tend to pay higher property taxes compared to older homes due to the "Save Our Homes" assessment cap. This adjustment factor is estimated based on a comparison of the average taxable value of newer homes to that of all homes. As presented, the adjusted revenue credit per population amounts to $4.73 per year.

Table III-6

Capital Expansion "Cash" Credit

Description[1]	FY 2020 to FY 2024
Infrastructure Sales Tax	
MSO Boat Storage Building at Fort Hamer	$24,248
MCSO - Fleet Facility[2]	$2,997,889
MSO Fleet Facility Fuel Site	$16,855
MCSO - Evidence Building	$100
Mosquito Building Renovation - Laboratory and Administration	$402,880
Mosquito Building Renovation - Morgue	$19,124
Mosquito Building Renovation - Garage	$606,113
Subtotal -- Infrastructure Sales Tax	**$4,067,209**
General Fund	
Mosquito District Facility Property Purchase for MCSO	$3,018,926
Subtotal -- General Fund	**$3,018,926**
Total Capital Expansion Expenditures	**$7,086,135**
Average Annual Capital Expansion Expenditures[3]	$1,417,227
Average Annual Functional Population[4]	316,739
Capital Expansion Annual "Cash" Credit per Functional Resident[5]	**$4.47**
- Portion Funded with Ad Valorem Tax Revenues[6]	$1.30
- Portion Funded with Other Revenue Sources[7]	$3.17
Credit Adjustment Factor[8]	1.20
Adjusted Annual Capital Expansion "Cash" Credit per Functional Resident[9]	**$4.73**

1) Source: Manatee County
2) The amount shown is 50% of the total expenditures, reflecting the expansion portion of the project.
3) Average annual capital expenditures over the 5-year period
4) Source: Appendix A, Table A-15. Average annual population over the 5-year period.
5) Average annual capital expansion expenditures (Item 3) divided by average annual population (Item 4)
6) Annual capital expansion "cash" expenditures per functional resident (Item 5) multiplied by the ad valorem portion of total expenditures (29%)
7) Annual capital expansion "cash" expenditures per functional resident (Item 5) less the portion funded with ad valorem tax revenues (Item 6)
8) Adjustment factor to reflect higher ad valorem taxes paid by new homes
9) Portion funded with ad valorem tax revenues (Item 6) multiplied by the credit adjustment factor (Item 8) plus portion funded with other revenue sources (Item 7)

Capital Expansion "Debt Service" Credit

Any outstanding bond issues related to the law enforcement facilities will result in a credit to the impact fee. Manatee County used bond proceeds for law enforcement facility expansion projects. **Table III-7** summarizes the outstanding debt service related to law enforcement capital expansion projects. To calculate the credit of the current debt obligations, the present value of the total remaining payments is calculated and then divided by the average annual functional population estimated over the remaining life of the bond issue. As shown in Table III-7, the resulting credit for law enforcement facilities-related debt is approximately $14 per resident.

Table III-7

Capital Expansion "Debt Service" Credit

Description	Years Remaining[1]	Remaining Law Debt Service (Capacity Expansion)[1]	Present Value of Payments Remaining (Capacity Expansion)[2]	Avg Annual Functional Population During Remaining Bond Issue Period[3]	Debt Service Credit per Functional Resident[4]
Revenue Refunding and Improvement Bonds, Series 2022	28	$10,527,276	$5,826,901	415,287	$14.03
Total Debt Service Credit per Functional Resident					**$14.03**

1) Source: Manatee County
2) Present value of remaining payments in 2025 dollars
3) Appendix A, Table A-15. Years 2046-2052 based on 0.75 percent annual growth rate.
4) Present value of payments remaining capacity expansion (Item 2) divided by average annual functional population during remaining bond issue period (Item 3)

Net Law Enforcement Impact Cost

The net impact cost per resident is the difference between the Cost Component and the Credit Component. **Table III-8** summarizes the calculation of the net impact cost that amounts to approximately $560 per functional resident for residential land uses and $564 per functional resident for non-residential land uses. These figures also represent the LOS measure for impact fee calculation purposes.

Table III-8

Net Impact Cost

Variable	Figure
Total Impact Cost	
Total Impact Cost per Functional Resident[1]	**$646.37**
Total Revenue Credit	
Annual Capital Expansion "Cash" Credit per Functional Resident[2]	
- Residential Land Uses	$4.73
- Non-Residential Land Uses	$4.47
Capitalization Rate	4.25%
Capitalization Period (in years)	25
Capital Expansion "Cash" Credit per Functional Resident[3]	
- Residential Land Uses	$71.98
- Non-Residential Land Uses	$68.02
Capital Expansion "Debt Service" Credit per Functional Resident[4]	
- Residential Land Uses	$14.03
- Non-Residential Land Uses	$14.03
Total Capital Expansion Credit per Functional Resident[5]	
- Residential Land Uses	**$86.01**
- Non-Residential Land Uses	**$82.05**
Net Impact Cost	
Net Impact Cost per Functional Resident[6]	
- Residential Land Uses	**$560.36**
- Non-Residential Land Uses	**$564.32**

1) Source: Table III-5
2) Source: Table III-6
3) Present value of the capital expansion credit per functional resident at a capitalization rate of 4.25%.
4) Source: Table III-7
5) Sum of present value of capital expansion "cash" credit per functional resident (Item 3) and "debt service" credit per functional resident (Item 4)
6) Total impact cost per functional resident (Item 1) less the total capital expansion credit per functional resident (Item 5)

Calculated Law Enforcement Impact Fee Schedule

Table III-9 presents the calculated law enforcement impact fee schedule for Manatee County for both residential and non-residential land uses, based on the net impact cost per functional resident previously presented in Table III-8. Also presented is a comparison to the County's current adopted fee and percent change from the current fee.

Table III-9

Calculated Law Enforcement Impact Fee Schedule

ITE LUC	Land Use	Impact Unit[1]	Functional Residents per Unit[2]	Calculated Impact Fee[3]	Current Adopted Impact Fee[4]	Percent Change[5]
Residential:						
Single Family Detached:						
210	750 sq ft or less	du	1.01	**$566**	$225.00	152%
	751 - 1,000 sq ft	du	1.04	**$583**	$225.00	159%
	1,001 - 1,300 sq ft	du	1.07	**$600**	$349.75	72%
	1,301 - 1,700 sq ft	du	1.24	**$695**	$479.25	45%
	1,701 sq ft or more	du	1.76	**$986**	$602.75	64%
Multi-Family:						
220, 221, 222	750 sq ft or less	du	0.91	**$510**	$225.00	127%
	751 - 1,000 sq ft	du	0.94	**$527**	$225.00	134%
	1,001 - 1,300 sq ft	du	0.96	**$538**	$349.75	54%
	1,301 sq ft or more	du	1.11	**$622**	$477.75	30%
240	Mobile Home	du	0.81	**$454**	$225.00	102%
Transient, Assisted, Group:						
253	Congregate Care/Assisted Living Facility	du	0.96	**$542**	$225.00	141%
320	Lodging	room	1.04	**$587**	$119.25	392%
620	Nursing Home	1,000 sf	2.58	**$1,456**	$160.75	806%
Non-Residental:						
110	Light Industrial	1,000 sf	0.45	**$254**	$147.25	72%
140	Manufacturing	1,000 sf	0.53	**$299**	$81.00	269%
150	Warehouse	1,000 sf	0.12	**$68**	$54.00	26%
151	Mini-Warehouse	1,000 sf	0.03	**$17**	$22.00	-23%
565	Day Care Center	1,000 sf	0.85	**$480**	$216.00	122%
610	Hospital	1,000 sf	1.28	**$722**	$280.00	158%
710	Office & Other Services	1,000 sf	0.95	**$536**	$234.00	129%
822	Commercial/Shopping Center less than 40,000 sflga	1,000 sfgla	1.97	**$1,112**	$598.50	86%
821	Commercial/Shopping Center 40,000 to 150,000 sfgla	1,000 sfgla	2.74	**$1,546**	$598.50	158%
820	Commercial/Shopping Center greater than 150,000 sfgla	1,000 sfgla	1.88	**$1,061**	$558.25	90%
944	Gas Station w/Convenience Store <2,000 sq ft	fuel pos.	1.32	**$745**	$310.50	140%
945	Gas Station w/Convenience Store 2,000 to 5,499 sq ft	fuel pos.	2.08	**$1,174**	$310.50	278%
	Gas Station w/Convenience Store 5,500+ sq ft	fuel pos.	2.71	**$1,529**	$310.50	392%

1) Du = dwelling unit; SFGLA = square footage gross leasable area; "per 1,000 sf/sfgla" = "per 1,000 sf/sfgla or portion thereof
2) Source: Appendix A, Table A-17 for residential and transient, assisted, group land uses and Table A-18 for non-residential land uses
3) Net impact cost per functional resident from Table III-8 multiplied by the functional residents per unit (Item 2) for each land use
4) Source: Manatee County Administration Department. Fees adopted in compliance with the 50% limit phasing requirements per F.S. 163.31801. Fees shown reflect phase 1 effective January 1, 2025.
5) Percent change from the current adopted impact fee (Item 4) to the calculated impact fee (Item 3)

Law Enforcement Impact Fee Schedule Comparison

As part of the work effort in updating Manatee County's law enforcement impact fee schedule, the County's calculated and adopted impact fees for select land uses were compared to the adopted fee schedules of several Florida counties. **Table III-10** presents this comparison.

Table III-10

Law Enforcement Impact Fee Schedule Comparison

Land Use	Unit[2]	Manatee County		Charlotte County[5]	Collier County[6]	Polk County[7]	Sarasota County[8]
		Calculated[3]	Current Adopted[4]				
Date of Last Update		**2025**	**2022**	2021	2016	2024	2016
Assessed Portion of Calculated[1]		**N/A**	**Varies-SF @75%**	100%	100%	100%	100%
Residential:							
Single Family (2,000 sq ft)	du	**$986**	**$603**	$282	$587	$578	$281
Non-Residential:							
Light Industrial	1,000 sf	**$254**	**$147**	$72	$215	$182	$57
Office	1,000 sf	**$536**	**$234**	$210	$371	$326	$211
Retail (125,000 sq ft)	1,000 sfgla	**$1,546**	**$599**	$439	$765	$645	$368

1) Represents the portion of the maximum calculated fee for each respective county that is collected. Fee may have been lowered/increased through annual indexing or policy discounts. Does not account for moratorium/suspensions.
2) du = dwelling unit; SFGLA = square footage gross leasable area; "per 1,000 sf/sfgla" = "per 1,000 sf/sfgla or portion thereof"
3) Source: Table III-9
4) Source: Manatee County Administration Department; Fees adopted in compliance with the 50% limit phasing requirements per F.S. 163.31801. Fees shown reflect phase 1 effective January 1st, 2025.
5) Source: Charlotte County Planning & Zoning Department. Fee shown excludes jail portion and 2.55% administrative fee.
6) Source: Collier County Capital Project Planning, Impact Fees, And Program Management Division Office fee reflects fee for office 6,001 to 100,000 square feet
7) Source: Polk County Building and Permitting. Fees shown reflect fully-phased impact fees effective in January 2026.
8) Source: Sarasota County Planning and Development Services Department

IV. Library Facilities

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

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

These elements are summarized throughout this section.

Facility Inventory

Manatee County owns and operates seven library facilities throughout the county. According to the information provided by Manatee County, the inventory associated with library facilities includes 167,000 square feet of buildings and 17 acres of land.

As shown in **Table IV-1**, the total value of library facilities is estimated at $86.83 million; of which, $83.48 million represents the building value and the remaining $3.35 million is the land value. The building value is estimated at $500 per square foot based primarily on the estimates provided by Manatee County for upcoming construction and recent cost increases observed over the past three years. The land value estimate is based primarily on land value trends as estimated by the Manatee County Property Appraiser and recent vacant land sales. Land value for library facilities is estimated at $200,000 per acre. Appendix B provides additional information.

Table IV-1

Library Building and Land Inventory

Description	Address	Year Built/ Acquired[1]	Square Footage[2]	Acres[3]	Building Value[4]	Land Value[5]	Total Building and Land Value[6]
Central Library	1301 Barcarrota Blvd W	1978	57,732	2.35	$28,866,000	$470,000	$29,336,000
Central Library: Discovery Center	321 15th St W	N/A	5,173	0.29	$2,586,500	$58,000	$2,644,500
Braden River Library	4915 53rd Ave E	1981	21,161	5.82	$10,580,500	$1,164,000	$11,744,500
Bayshore/South Manatee Library	6081 26th St W	1996	13,044	0.88	$6,522,000	$176,000	$6,698,000
Anna Maria/Island Library Branch[7]	5701 Marina Dr	1990	8,460	N/A	$4,230,000	N/A	$4,230,000
Palmetto Library	926 6th St W	1972	6,776	1.06	$3,388,000	$212,000	$3,600,000
Rocky Bluff Library	6750 US Hwy 301 N	1999	10,393	4.36	$5,196,500	$872,000	$6,068,500
Lakewood Ranch Library	16410 Rangeland Pkwy	2024	44,216	2.00	$22,108,000	$400,000	$22,508,000
Total			**166,955**	**16.76**	**$83,477,500**	**$3,352,000**	**$86,829,500**
Building Value per Square Foot[8]					$500		
Land Value per Acre[9]						$200,000	

1) Source: Manatee County
2) Source: Manatee County
3) Source: Manatee County
4) Square footage (Item 2) multiplied by the estimated building value per square foot (Item 8)
5) Acres (Item 3) multiplied by the estimated land value per acre (Item 9)
6) Sum of land value and building value (Items 4 and 5)
7) Land is owned by the City of Holmes Beach and is excluded from impact fee calculations.
8) Source: Appendix B
9) Source: Appendix B

In addition to buildings and land, the Manatee County Public Library System houses library collections/materials that are owned by the County and are available to the public. **Table IV-2** presents the inventory of library materials with an estimated value of $11.2 million.

Table IV-2
Library Materials Inventory

Description	Number of Units[1]	Total Value[1]
Collection Materials		
Catalogued	386,946	$10,222,167
Digital Resources	112,438	$951,719
Periodicals	146	$6,231
Total Material Count/Value	**499,530**	**$11,180,117**
2025 Weighted Population[2]		490,425
Materials per Population[3]		**1.02**

1) Source: Manatee County
2) Source: Appendix A, Table A-1
3) Total material count divided by 2025 weighted population (Item 3)

Service Area and Demand Component

Manatee County provides library facilities and services throughout all of Manatee County. Therefore, the proper benefit district is countywide. Appendix A, Table A-1, provides the estimated population for 2025 and the projected population through 2045. Library impact fees are charged only to residential land uses. As such, the weighted seasonal population per housing unit is used to measure demand from each residential land use, which is presented in Appendix A.

Level of Service

Table IV-3 provides a summary of the current LOS as well as the adopted LOS standards for library buildings and materials in Manatee County. As presented, the County's current LOS is below the adopted LOS standards for both library buildings and materials. Given this, for impact fee calculations, the current LOS is used to ensure new development is not overcharged.

Also included in the following table is a comparison of the current Manatee County LOS, the adopted LOS standard, the LOS of the other Florida counties, and State standards. The comparison includes counties with a population of 100,001 to 900,000.

Table IV-3

Current Achieved Level of Service (2025), Adopted Level of Service Standard, and Comparison

Category	2025				Average of Other FL Counties per Capita (2022-2023)[5]	FLA Public Library Standards per Capita[6]		
	Square Footage/ Count[1]	Weighted Population[2]	Current Level of Service[3]	Adopted Level of Service[4]		Essential	Enhanced	Exemplary
Library Buildings	166,955	490,425	0.34	0.60	0.42	0.60	0.70	1.00
Library Materials	499,530	490,425	1.02	2.00	2.27	2.00	3.00	4.00

1) Source: Manatee County
2) Source: Appendix A, Table A-1
3) Square footage/count (Item 1) divided by population (Item 2)
4) Source: Manatee County Comprehensive Plan, Policy 7.2.1.1 & 7.2.2.1
5) Source: Florida Department of State (Department), Division of Library and Information Services 2022-2023 Public Library Statistics. Includes counties in the service population level of 100,001 to 900,000 as reported by the Department.
6) Source: Florida Library Association Standards for Florida Public Libraries 2004, 2006 Revision - Standard 52 updated April 2013

Although the LOS measures shown in Table IV-3 are appropriate for capital asset planning purposes, for impact fee calculation purposes, a more appropriate LOS measure is the level of investment or dollar value of capital assets per resident, which reflects the investment made by the community to date. For impact fee calculation purposes, the County's achieved LOS is $167 per resident for library infrastructure, which is presented later in this section in Table IV-7.

Cost Component

The cost component of the study evaluates the cost of capital items, including buildings, land, and materials. **Table IV-4** provides a summary of all capital costs, which amounts to approximately $98 million.

Table IV-4 also presents the cost per resident for the impact fee analysis. This cost is calculated by multiplying the total building and land value per square foot and total material value per unit by the current achieved LOS of 0.34 square feet per resident and 1.02 material units per resident. As shown, these calculations result in $177 per resident for buildings and land, and $23 per resident for materials, totaling approximately $200 per resident for all library assets considered in the impact fee calculations.

Table IV-4

Total Impact Cost per Resident

Variable	Figure	Percent of Total[15]
Total Building Value [1]	$83,477,500	85.2%
Total Land Value[2]	$3,352,000	3.4%
Total Material Value[3]	$11,180,117	11.4%
Total Asset Value[4]	**$98,009,617**	**100.0%**
Building and Land Value		
Total Building and Land Value[5]	$86,829,500	
Total Building Square Footage[6]	166,955	
Total Building and Land Value per Square Foot[7]	$520.08	
Current LOS (Square Feet per Resident)[8]	0.34	
Total Building and Land Cost per Resident[9]	**$176.83**	
Material Value		
Total Material Value	$11,180,117	
Total Count[10]	499,530	
Total Material Value per Unit[11]	$22.38	
Current LOS (Material Count per Resident)[12]	1.02	
Total Material Cost per Resident[13]	**$22.83**	
Total Capital Asset Value		
Total Impact Cost per Resident[14]	**$199.66**	

1) Source: Table IV-1
2) Source: Table IV-1
3) Source: Manatee County
4) Sum of building value, land value, and material value (Items 1, 2, and 3)
5) Sum of building and land values (Items 1 and 2)
6) Source: Manatee County
7) Total building and land value (Item 5) divided by building square footage (Item 6)
8) Source: Table IV-3
9) Total building and land value per square foot (Item 7) multiplied by the current level of service (Item 8)
10) Source: Manatee County
11) Total material value (Item 3) divided by total material count (Item 10)
12) Source: Table IV-3
13) Total material value per unit (Item 11) multiplied by the current level of service (Item 12)
14) Sum of total building and land cost per resident (Item 9) and total material cost per resident (Item 13)
15) Distribution of total asset value

Credit Component

To avoid overcharging new development, a review of funding for library capital expansion projects from FY 2018 to FY 2027 was completed. The purpose of this review was to determine any potential revenues generated by new development, other than impact fees, that are being used or will be used to fund the expansion of capital facilities, land, and materials for the County's libraries program. As mentioned previously, the credit component does not include any capital renovation, maintenance, or operations expenses, as these types of expenditures do not add capacity and should not be considered for impact fee credit.

Capital Expansion "Cash" Credit

Capital expansion expenditure credits per resident were calculated based on non-impact fee revenue funding for capital expansion projects over a ten-year period. To calculate the capital expenditure per resident, the average annual capital expansion expenditures are divided by average annual population for the same period. As shown in **Table IV-5**, the average annual expenditure over this ten-year period amounts to approximately $628,300 or $1.37 per resident per year.

Once the revenue credit per resident is calculated, a credit adjustment is necessary to account for the expenditures being funded through ad valorem tax revenues. This adjustment accounts for the fact that new homes tend to pay higher property taxes compared to older homes due to the "Save Our Homes" assessment cap. This adjustment factor is estimated based on a comparison of the average taxable value of newer homes to that of all homes. As presented, the adjusted revenue credit per population amounts to $1.57 per year.

Table IV-5

Capital Expansion "Cash" Credit

Description[1]	FY 2018 to FY 2027
Infrastructure Sales Tax	
Braden River Library Expansion[2]	$193,645
East County Library	$1,352,600
Subtotal -- Infrastructure Sales Tax	**$1,546,245**
General Fund	
East County Library	$324,575
Subtotal -- General Fund	**$324,575**
Ad Valorem	
East County Library	$4,322,504
Braden River Expansion[2]	$89,846
Subtotal - Ad Valorem	**$4,412,350**
Total Capital Expansion "Cash' Expenditures	**$6,283,170**
Average Annual Capital Expansion "Cash" Expenditures[3]	$628,317
Average Annual Weighted Seasonal Population[4]	458,970
Annual Capital Expansion "Cash" Expenditure per Resident[5]	**$1.37**
- Portion Funded with Ad Valorem Tax Revenues[6]	$1.01
- Portion Funded with Other Revenue Sources[7]	$0.36
Credit Adjustment Factor[8]	1.20
Adjusted Annual Capital Expansion "Cash" Credit per Resident[9]	**$1.57**

1) Source: Manatee County
2) Amount shown is 22% of the total expenditures, reflecting the expansion portion of the project.
3) Average annual capital expenditures over the 10-year period
4) Source: Appendix A, Table A-1. Average annual population over the 10-year period.
5) Average annual capital expansion expenditures (Item 3) divided by average annual population (Item 4)
6) Annual capital expansion "cash" expenditures per resident (Item 5) multiplied by percentage funded with ad-valorem tax revenues (74%)
7) Annual capital expansion "cash" expenditures per resident (Item 5) less portion funded with ad valorem revenues (Item 6)
8) Adjustment factor to reflect higher ad valorem taxes paid by new homes
9) Portion funded with ad valorem tax revenues (Item 6) multiplied by the credit adjustment factor (Item 8) plus the portion funded with other revenue sources (Item 7)

Capital Expansion "Debt Service" Credit

Any outstanding bond issues related to the library facilities will result in a credit to the impact fee. Manatee County used bond proceeds for the construction of East County Library. **Table IV-6** summarizes the outstanding debt service related to this library capital expansion project. To calculate the credit of the current debt obligations, the present value of the total remaining payments is calculated and then divided by the average annual population estimated over the remaining life of the bond issue. As shown in Table IV-6, the resulting credit for library facilities-related debt is approximately $9 per resident.

Table IV-6

Capital Expansion "Debt Service" Credit

Description	Funding Source	Fiscal Years Remaining[(1)]	Remaining Libraries Debt Service (Capacity Expansion)[(1)]	Present Value of Payments Remaining (Capacity Expansion)[(2)]	Avg Annual Population During Remaining Bond Issue Period[(3)]	Debt Service Credit per Resident[(4)]
Revenue Refunding and Improvement Bonds, Series 2022	Infrastructure Sales Tax	27	$9,540,343	$5,280,629	593,725	$8.89
Total Debt Service Credit per Resident						**$8.89**

1) Source: Manatee County
2) Present value of remaining payments in 2025 dollars
3) Appendix A, Table A-1. Population figures for years 2046-2052 are based on an estimate of 0.75 percent annual growth rate.
4) Present value of payments remaining (Item 2) divided by average annual population (Item 3)

Net Library Facilities Impact Cost

The net library facilities impact cost per resident is the difference between the cost component and the credit component. **Table IV-7** summarizes the calculation of the net library facilities impact cost per resident. As presented, the net impact cost per resident amounts to approximately $167, which also represents the LOS measure for impact fee calculation purposes.

Table IV-7
Net Impact Cost

Variable	Figure
Total Impact Cost	
Total Impact Cost per Resident[(1)]	**$199.66**
Total Revenue Credit	
Annual Capital Expansion "Cash" Credit per Resident[(2)]	$1.57
Capitalization Rate	4.25%
Capitalization Period (in years)	25
Capital Expansion "Cash" Credit per Resident[(3)]	$23.89
Capital Expansion "Debt Service" Credit per Resident[(4)]	$8.89
Total Capital Expansion Credit per Resident[(5)]	**$32.78**
Net Impact Cost	
Net Impact Cost Per Resident[(6)]	**$166.88**

1) Source: Table IV-4
2) Source: Table IV-5
3) Present value of the capital expansion "cash" credit per resident at a capitalization rate of 4.25%.
4) Source: Table IV-6
5) Sum of present value of capital expansion "cash" credit per resident (Item 3) and debt service credit per resident (Item 4)
6) Total impact cost per resident (Item 1) less the total credit per resident (Item 5)

Calculated Library Facilities Impact Fee Schedule

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

Table IV-8

Calculated Library Facilities Impact Fee Schedule

ITE LUC	Land Use	Impact Unit	Residents per Unit[1]	Calculated Impact Fee[2]	Current Adopted Impact Fee[3]	Percent Change[4]
Residential:						
Single Family:						
210	750 sq ft or less	du	1.45	**$242**	$120.25	101%
	751 - 1,000 sq ft	du	1.49	**$249**	$120.25	107%
	1,001 - 1,300 sq ft	du	1.53	**$255**	$185.75	37%
	1,301 - 1,700 sq ft	du	1.77	**$295**	$244.75	21%
	1,701 sq ft or more	du	2.51	**$419**	$306.00	37%
Multi-Family:						
220, 221, 222	750 sq ft or less	du	1.16	**$194**	$120.25	61%
	751 - 1,000 sq ft	du	1.20	**$200**	$120.25	66%
	1,001 - 1,300 sq ft	du	1.23	**$205**	$177.00	16%
	1,301 sq ft or more	du	1.43	**$239**	$234.75	2%
240	Mobile Home	du	1.16	**$194**	$120.25	61%

1) Source: Appendix A, Table A-8
2) Net impact cost per resident from Table IV-7 multiplied by residents per unit (Item 1) for each land use
3) Manatee County Administration Department. Fees adopted in compliance with the 50% limit phasing requirements per F.S. 163.31801. Fees shown reflect phase 1 effective January 1st, 2025.
4) Percent change from adopted impact fee (Item 3) to the calculated impact fee (Item 2)

Library Facilities Impact Fee Schedule Comparison

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

Table IV-9

Library Facilities Impact Fee Schedule Comparison

Land Use	Unit[2]	Manatee County		Collier County[5]	Pasco County[6]	Polk County[7]	Sarasota County[8]
		Calculated[3]	Current Adopted[4]				
Date of Last Update		**2025**	**2022**	2016	2002	2024	2016
Assessed Portion of Calculated[1]		**N/A**	**Varies - SF @ 84%**	100%	100%	100%	100%
Residential:							
Single Family (2,000 sq ft)	du	**$419**	**$306**	$336	$145	$188	$683
Multi-Family (1,300 sq ft)	du	**$205**	**$177**	$160	$97	$141	$554
Mobile Home (1,300 sq ft)	du	**$194**	**$120**	$270	$97	$129	$472

1) Represents the portion of the maximum calculated fee for each respective county that is collected. Fee may have been lowered/increased through annual indexing or policy discounts. Does not account for moratorium/suspensions.
2) du = dwelling unit
3) Source: Table IV-8
4) Source: Manatee County Administration Department; Fees adopted in compliance with the 50% limit phasing requirements per F.S. 163.31801. Fees shown reflect phase 1 effective January 1st, 2025.
5) Source: Collier County Capital Projects and Management Division
6) Source: Pasco County Land Development Code, Chapter 1300 Concurrency, Mobility & Impact Fees
7) Source: Polk County Ordinance No. 2024-062
8) Source: Sarasota County Planning and Development Services Department

V. Parks & Recreation Facilities

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

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

These elements are summarized throughout this section.

Park Land and Recreation Facilities Inventory

According to information provided by Manatee County, the County's land and recreation facilities inventory utilized for impact fee purposes includes 70 parks totaling nearly 3,580 acres. The inventory excludes park land that is not owned by the County and parks that are operated by another entity and generate revenue. **Table V-1** presents a summary of the inventory included in the parks and recreation facilities impact fee.

Table V-1

Park Land and Recreation Facility Inventory

Facility Description[1]	Address	Acreage	Type	Amphitheater	Boardwalks	Boat Launch	Canoe/Kayak Launch	Center: Community/ Recreational	Concession Stand	Court: Basketball	Court: Basketball (Lighted)	Court: Bocce	Court: Horseshoe	Court: Pickleball (Lighted)	Court: Racquetball	Court: Tennis (Lighted)	Court: Volleyball	Dock/Fishing Pier	Dog Park
Units				*amphitheater*	*square feet*	*lanes*	*launches*	*square feet*	*square feet*	*courts*	*courts*	*courts*	*courts*	*courts*	*courts*	*courts*	*courts*	*square feet*	*parks*
Alderwood Park	7028 Alderwood Dr	0.51	Local																
Anna Maria Bayfront Park	310 North Bay Boulevard	9.72	Beach																
Bennett Park	400 Cypress Boulevard	184.25	Regional				1										2		
Bishop Point	2020 72nd Street Northwest	0.21	Local																
Blackstone Park	2112 14th Avenue West	32.24	Local						4,150						2		3		1
Braden River Conservation	5201 51st St E	17.80	Preserve																
Braden River Park	5201 51st Street East	85.97	District				1		6,375										
Buffalo Creek Park	7550 69th Street East	41.89	District						2,978	1									
Bunker Hill Community Park	35600 State Road 62	75.83	Local				1												
Conservatory Park	8027 Conservatory Drive	55.00	Local	1														993	
Coquina Bayside	2651 Gulf Dr S	28.34	Regional			4													
Coquina Beach	2650 Gulf Drive	67.00	Beach														3		
Cortez Beach	1506 Gulf Dr S	13.09	Regional																
Country Club East Park	15015 Masters Avenue	14.48	Local																
Crane Park	37655 East State Road 70	27.68	Local																
Creekwood Park	7025 44th Avenue East	25.87	Local																2
Crooked River Preserve	2450 104th Ave E	65.00	Preserve																
Devil's Elbow Preserve	1455 136th St NE	10.00	Preserve																
East Bradenton Park	1119 13th Street East	7.41	Local								2								
Emerson Point Preserve	5801 17th Street West	240.49	Preserve				2												
Fort Hamer Park	1605 Ft. Hamer Road	7.32	Local			2	1	8,000											
Gateway North Park (Undeveloped)	5431 Buckeye Rd	26.52	Undetermined																
Greenbrook Park	6655 Greenbrook Boulevard	16.22	Local																
Greer Island	Beercan Island - N tip of Longboat Key	20.41	Regional																
GT Bray Park[2]	5502 33rd Avenue Drive West	N/A	District	1				40,632	8,990		3		20	20		8	3		2
Hidden Harbor Park (Undeveloped)	Ft. Hamer Rd	204.00	District																
Highlands Shores Boat	353 Shore Dr	0.89	Local			1													
Holmes Beach Tennis Courts	6200 Flotilla Drive	0.79	Local													3			
Jiggs Landing	6106 63rd Street East	5.10	Preserve		13,711	1	2		1,455									1,042	
John H (JH) Marble Park	3675 53rd Avenue East	6.71	Local					26,723				2							
Johnson Preserve at Braden River	6804 99TH ST E Bradenton	44.02	Preserve				1												
JP Miller Tennis Courts	4200 9th Avenue West	0.98	Local													4			
Kingfish Boat Ramp	752 Manatee Ave	7.01	Local			3													
Kinnan Park	7510 Prospect Rd	18.86	Local											2					2
Lake Manatee Boat	19001 E SR 64, Bradenton 34212	1.93	Local			1													
Lakewood Ranch Park	5350 Lakewood Ranch Boulevard	147.87	District						15,505		2			6	8	8			
Leffis Key	2351 Gulf Drive South	16.10	Preserve																
Lincoln Park	501 17th Street East	17.37	Local								2								
Manatee Beach Park	4000 State Road 64 and Gulf Drive	15.65	Beach														1		
Manatee Palms Park	6510 1st Avenue East	0.74	Local																
McArthur Park	455 McArthur Avenue	3.13	Local																
Myakka Community Park	10060 Wauchula Road	17.72	Local					4,450		1									
Neal Preserve	12301 Manatee Avenue West	120.00	Preserve		13,501		1												
Ola Mae Sims Park	11800 Erie Road	2.04	Local							1							1		2
Palma Sola Botanical	9800 17th Ave NW	9.22	Local																
Palma Sola Park	7915 40th Avenue West	23.01	Local						3,346										
Palma Sola Scenic Highway	501 Montezuma Drive	0.34	Local																
Palmetto Tennis Courts	1500 West 10th Street	0.70	Local													4			
Parrish Community Park	7550 Ft. Hamer Road Parrish 34219	11.16	Local	1	400														
Perico Preserve	11700 Manatee Avenue West	164.69	Preserve																
Portosueno Park	1206 Alcazar Drive	2.18	Local																
Premier Sports Complex - South	5895 Post BLVD, Bradenton 34211	161.80	County																
Premier Athletics and Aquatics Center - North	16350 Rangeland Pkwy Lakewood Ranch 342	74.28	Regional																
Pride Park	815 63rd Avenue East	12.48	Local								1						2		
Riverview Pointe	8250 Desoto Memorial Highway	11.70	Preserve																
Robinson Preserve	1704 99th Street Northwest	539.00	Preserve		29,721		3	1,942											
Rose Park	714 Palma Sola Boulevard	0.07	Local															1,067	
Rye Preserve	905 Rye Wilderness Trail	626.27	Preserve				1												
Senrab Park	7817 Senrab Drive	1.26	Local																
Seville Park	7823 Seville Circle	2.91	Local																
State Road 64 Boat	3020 Manatee Ave E	1.98	Local			2													
Sunny Shores Park	36th Avenue West 117th Street West	1.62	Local																
Sylvan Oaks Park	715th 17th Street East	4.18	Local																
Tara Park	6980 Linger Lodge Rd	6.33	Local																
Triple Oaks Preserve	30470 BETTS RD	82.80	Preserve																
Ungarelli Preserve	4000 Palma Sola Boulevard	35.01	Preserve																
University Place Community Park	7850 Cooper Creek Boulevard	9.54	Local													2			
Warners Bayou Park/Boat Ramp	5800 Riverview Blvd	2.19	Local			3													
Washington Borrow Pit Park (Undeveloped)	605 39th St E	81.12	Local																
Whitfield Park	7100 12th Street East	10.26	Local							1									

Summary	Count	Acreage		Amphitheater	Boardwalks	Boat Launch	Canoe/Kayak Launch	Center: Community/ Recreational	Concession Stand	Court: Basketball	Court: Basketball (Lighted)	Court: Bocce	Court: Horseshoe	Court: Pickleball (Lighted)	Court: Racquetball	Court: Tennis (Lighted)	Court: Volleyball	Dock/Fishing Pier	Dog Park
Units				*amphitheater*	*square feet*	*lanes*	*launches*	*square feet*	*square feet*	*courts*	*courts*	*courts*	*courts*	*courts*	*courts*	*courts*	*courts*	*square feet*	*parks*
Beach	3	92.37		0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0
County	1	161.80		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
District	5	479.73		1	0	0	1	40,632	33,848	1	5	0	20	26	8	16	3	0	2
Local	41	521.49		2	400	12	2	39,173	7,496	3	5	2	0	2	2	13	6	2,060	7
Preserve	14	1,977.98		0	56,933	1	10	1,942	1,455	0	0	0	0	0	0	0	0	1,042	0
Regional	5	320.37		0	0	4	1	0	0	0	0	0	0	0	0	0	2	0	0
Undetermined	1	26.52		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**70**	**3,580.26**		**3**	**57,333**	**17**	**14**	**81,747**	**42,799**	**4**	**10**	**2**	**20**	**28**	**10**	**29**	**15**	**3,102**	**9**

Table V-1 (Continued)

Park Land and Recreation Facility Inventory

Facility Description[1]	Address	Acreage	Type	Field: Baseball	Field: Baseball (Lighted)	Field: Football/ Multi/ Open/ Soccer	Field: Football/ Multi/ Open/ Soccer (Lighted)	Field: Little League/T-Ball	Field: Little League/T-Ball (Lighted)	Field: Softball	Field: Softball (Lighted)	Gazebo	Pavilion	Playground	Pool	Restroom	Skate Park (Lighted)	Splash Pad	Trail - Paved	Trail - Shell	Trail - unimproved
Units				*fields*	*fields*	*fields*	*fields*	*fields*	*fields*	*fields*	*fields*	*gazebos*	*pavilions*	*playground*	*pool*	*restroom*	*skate park*	*splash pad*	*miles*	*miles*	*miles*
Alderwood Park	7028 Alderwood Dr	0.51	Local																		
Anna Maria Bayfront Park	310 North Bay Boulevard	9.72	Beach										1	1		1					
Bennett Park	400 Cypress Boulevard	184.25	Regional			1							1	1		1		1	1.20		
Bishop Point	2020 72nd Street Northwest	0.21	Local																		
Blackstone Park	2112 14th Avenue West	32.24	Local				2		3		3		3	1		2	1				
Braden River Conservation	5201 51st St E	17.80	Preserve																		
Braden River Park	5201 51st Street East	85.97	District		2		3		5					1		1					
Buffalo Creek Park	7550 69th Street East	41.89	District		1		3		4				1	1		3			0.75		
Bunker Hill Community Park	35600 State Road 62	75.83	Local	1		1							1	1		1				1.20	
Conservatory Park	8027 Conservatory Drive	55.00	Local										2	1		1			0.82		
Coquina Bayside	2651 Gulf Dr S	28.34	Regional										1			2				0.50	
Coquina Beach	2650 Gulf Drive	67.00	Beach										3	1		4			1.39		
Cortez Beach	1506 Gulf Dr S	13.09	Regional																		
Country Club East Park	15015 Masters Avenue	14.48	Local			4							1	1		1					
Crane Park	37655 East State Road 70	27.68	Local										2	1		1					
Creekwood Park	7025 44th Avenue East	25.87	Local			2							2	1		1			0.40		
Crooked River Preserve	2450 104th Ave E	65.00	Preserve																		
Devil's Elbow Preserve	1455 136th St NE	10.00	Preserve																		
East Bradenton Park	1119 13th Street East	7.41	Local				1						3	1		1			0.25		
Emerson Point Preserve	5801 17th Street West	240.49	Preserve										3			6			1.46	6.69	
Fort Hamer Park	1605 Ft. Hamer Road	7.32	Local										2			1					
Gateway North Park (Undeveloped)	5431 Buckeye Rd	26.52	Undetermined																		
Greenbrook Park	6655 Greenbrook Boulevard	16.22	Local			3							1	1		1					
Greer Island	Beercan Island - N tip of Longboat Key	20.41	Regional																		
GT Bray Park[2]	5502 33rd Avenue Drive West	N/A	District		1		6	2	3		4		9	5	2	7	1	1	1.25		
Hidden Harbor Park (Undeveloped)	Ft. Hamer Rd	204.00	District																		
Highlands Shores Boat	353 Shore Dr	0.89	Local													1					
Holmes Beach Tennis Courts	6200 Flotilla Drive	0.79	Local										1								
Jiggs Landing	6106 63rd Street East	5.10	Preserve										2	1		8					
John H (JH) Marble Park	3675 53rd Avenue East	6.71	Local										1	1	1	3		1			
Johnson Preserve at Braden River	6804 99TH ST E Bradenton	44.02	Preserve										1							0.45	
JP Miller Tennis Courts	4200 9th Avenue West	0.98	Local										1								
Kingfish Boat Ramp	752 Manatee Ave	7.01	Local													2					
Kinnan Park	7510 Prospect Rd	18.86	Local			1							3	1		1				0.50	
Lake Manatee Boat	19001 E SR 64, Bradenton 34212	1.93	Local																		
Lakewood Ranch Park	5350 Lakewood Ranch Boulevard	147.87	District		2	2	8	2	4		4		1	2		6					
Leffis Key	2351 Gulf Drive South	16.10	Preserve										1								
Lincoln Park	501 17th Street East	17.37	Local			1	2						3	1	3	2		1	0.50		
Manatee Beach Park	4000 State Road 64 and Gulf Drive	15.65	Beach											1		1					
Manatee Palms Park	6510 1st Avenue East	0.74	Local											1							
McArthur Park	455 McArthur Avenue	3.13	Local																		
Myakka Community Park	10060 Wauchula Road	17.72	Local	2		1							1	1		1			0.50		
Neal Preserve	12301 Manatee Avenue West	120.00	Preserve										1			1			0.16	0.53	
Ola Mae Sims Park	11800 Erie Road	2.04	Local										3	1		1			0.20		
Palma Sola Botanical	9800 17th Ave NW	9.22	Local																		
Palma Sola Park	7915 40th Avenue West	23.01	Local		1		1	1			2		1	1		2					
Palma Sola Scenic Highway	501 Montezuma Drive	0.34	Local																		
Palmetto Tennis Courts	1500 West 10th Street	0.70	Local										1								
Parrish Community Park	7550 Ft. Hamer Road Parrish 34219	11.16	Local										2	1		1		1			
Perico Preserve	11700 Manatee Avenue West	164.69	Preserve													1				2.06	
Portosueno Park	1206 Alcazar Drive	2.18	Local																		
Premier Sports Complex - South	5895 Post BLVD, Bradenton 34211	161.80	County			7	15									2					
Premier Athletics and Aquatics Center - North	16350 Rangeland Pkwy Lakewood Ranch 342	74.28	Regional																		
Pride Park	815 63rd Avenue East	12.48	Local			1				1		1	3	2		2		1	0.30		
Riverview Pointe	8250 Desoto Memorial Highway	11.70	Preserve																	1.07	
Robinson Preserve	1704 99th Street Northwest	539.00	Preserve									2	1	1		16			2.37	10.70	0.91
Rose Park	714 Palma Sola Boulevard	0.07	Local																		
Rye Preserve	905 Rye Wilderness Trail	626.27	Preserve										1	1		1					9.91
Senrab Park	7817 Senrab Drive	1.26	Local			1															
Seville Park	7823 Seville Circle	2.91	Local			1															
State Road 64 Boat	3020 Manatee Ave E	1.98	Local													1					
Sunny Shores Park	36th Avenue West 117th Street West	1.62	Local																		
Sylvan Oaks Park	715th 17th Street East	4.18	Local			1							1	1							
Tara Park	6980 Linger Lodge Rd	6.33	Local																		
Triple Oaks Preserve	30470 BETTS RD	82.80	Preserve																		
Ungarelli Preserve	4000 Palma Sola Boulevard	35.01	Preserve										1							0.20	
University Place Community Park	7850 Cooper Creek Boulevard	9.54	Local			1							1	1		1					
Warners Bayou Park/Boat Ramp	5800 Riverview Blvd	2.19	Local													1					
Washington Borrow Pit Park (Undeveloped)	605 39th St E	81.12	Local																		
Whitfield Park	7100 12th Street East	10.26	Local			1				1			2	1		1					

Summary	Count	Acreage		Field: Baseball	Field: Baseball (Lighted)	Field: Football/ Multi/ Open/ Soccer	Field: Football/ Multi/ Open/ Soccer (Lighted)	Field: Little League/T-Ball	Field: Little League/T-Ball (Lighted)	Field: Softball	Field: Softball (Lighted)	Gazebo	Pavilion	Playground	Pool	Restroom	Skate Park (Lighted)	Splash Pad	Trail - Paved	Trail - Shell	Trail - unimproved
Units				*fields*	*fields*	*fields*	*fields*	*fields*	*fields*	*fields*	*fields*	*gazebos*	*pavilions*	*playground*	*pool*	*restroom*	*skate park*	*splash pad*	*miles*	*miles*	*miles*
Beach	3	92.37		0	0	0	0	0	0	0	0	0	4	3	0	6	0	0	1.39	0.00	0.00
County	1	161.80		0	0	7	15	0	0	0	0	0	0	0	0	2	0	0	0.00	0.00	0.00
District	5	479.73		0	6	2	20	4	16	0	8	0	11	9	2	17	1	1	2.00	0.00	0.00
Local	41	521.49		3	1	19	6	1	3	2	5	1	41	21	4	30	1	4	2.97	1.70	0.00
Preserve	14	1,977.98		0	0	0	0	0	0	0	0	2	11	3	0	33	0	0	3.99	21.70	10.82
Regional	5	320.37		0	0	1	0	0	0	0	0	0	2	1	0	3	0	1	1.20	0.50	0.00
Undetermined	1	26.52		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00
Total	**70**	**3,580.26**		**3**	**7**	**29**	**41**	**5**	**19**	**2**	**13**	**3**	**69**	**37**	**6**	**91**	**2**	**6**	**11.55**	**23.90**	**10.82**

1) Source: Manatee County

2) Land is leased from the City of Bradenton and is excluded from impact fee calculations. Facilities are owned, operated, and maintained by Manatee County.

Service Area and Demand Component

Based on a review of the park type definitions included in the County's Comprehensive Plan and amenities included at each park, it was determined service area of all parks included in the impact fee inventory is countywide, except for local parks. Given that use of a countywide service area and population for all parks would result in a more conservative fee, a countywide service area is utilized. Appendix A, Table A-1, provides the estimated population for 2025 and the projected population through 2045. Parks and recreation impact fees are charged only to residential land uses. As such, the weighted seasonal population per housing unit is used to measure demand from each residential land use, which is presented in Appendix A.

Level of Service

The current LOS for all County-owned and maintained parks is presented in **Table V-2**. To determine the current LOS, the total acreage of each park type is divided by the countywide population for 2025 and multiplied by 1,000. As shown, the total achieved LOS in Manatee County of 7.29 acres per 1,000 weighted seasonal residents, which is utilized in calculating the parks and recreation facilities impact fee.

Table V-2
Current Level of Service (2025)

Park Classification/ Variable	2025 Weighted Population[(1)]	Park Acreage[(2)]	Achieved LOS[(3)]
Manatee County	490,425		
Current Level of Service (Acres per 1,000 Residents)			
Beach		92.37	0.19
County		161.80	0.33
District		479.73	0.98
Local		521.49	1.06
Preserve		1,977.98	4.03
Regional		320.37	0.65
Undetermined		26.52	0.05
Total Park Acreage/LOS - All Parks		**3,580.26**	**7.29**

1) Source: Appendix A, Table A-1
2) Source: Manatee County
3) Park acreage (Item 2) divided by population (Item 1) multiplied by 1,000

Manatee County's current adopted LOS standards included in the Comprehensive Plan use a "parks per population" measure for local, district and regional parks. Given that the Comprehensive Plan language has not been reviewed recently, it may be appropriate to amend it to better reflect the current conditions. In terms of impact fee calculations, the final LOS used in the study is the net investment level per resident, as shown in Table V-8 ($1,754 per resident). If the County does not intend to continue to invest at that rate into parks infrastructure, the fee calculations should be revised accordingly.

Table V-3 presents a comparison of the parks and recreation adopted LOS standards of other select Florida counties to Manatee County's current LOS in terms of acreage per population. As shown, the County's current LOS is in the mid-range of the adopted LOS standards of the other counties reviewed.

Table V-3
Level of Service Comparison

Jurisdiction	Adopted LOS Standard (Acres per 1,000 Residents)[1]
Collier County[1]	3.90
Hillsborough County[2]	5.90
Lee County[3]	6.80
Polk County[4]	6.95
Volusia County[5]	7.00
Manatee County[6] (Current Achieved)	**7.29**
Osceola County[7]	10.00
Sarasota County[8]	12.00

1) Source: Collier County 2023 Annual Update & Inventory Report (AUIR); Parks and Recreation Facilities, 1.20 community park acres per 1,000 unincorporated county population and 2.70 regional park acres per 1,000 county population
2) Source: Comprehensive Plan for Unincorporated Hillsborough County Florida - Recreation and Open Space: 3 regional park acres per 1,000 people and 2.9 active park acres per 1,000 people
3) Source: Lee County 2024 Public Facilities Level of Service and Concurrency Report - 6.00 acres of developed regional park land per 1,000 seasonal county population and 0.80 acres of developed community park land per 1,000 permanent population
4) Source: Polk County Comprehensive Plan - Policy 3.502-E2, 6.95 acres per 1,000 persons
5) Source: Volusia County Comprehensive Plan - Recreation and Open Space Element, Policy 13.1.4.1; 2.0 local park acres per 1,000 population and 5.0 district per acres per 1,000 population
6) Source: Table V-2. Represents the sum of acres per 1,000 residents for each park type (local, district, regional, etc.)
7) Source: Osceola County Comprehensive Plan; Policy 14-1.1.4, 2025 standards are 6.0 acres for regional and 4.0 acres for community per 1,000 population
8) Source: Sarasota County Comprehensive Plan, Quality of Life Element, Policy 1.1.1 - 12.0 acres per 1,000 residents of developable park land

Cost Component

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

Recreational Facility Value

To estimate current recreational facility value, multiple sources were reviewed to determine the unit cost of each recreational facility type, including recent construction costs, insured values of the facilities, and recent cost information obtained for similar facilities from other jurisdictions.

In addition to the construction cost of recreational facilities, the architectural, engineering and inspection (AE&I) costs associated with developing this infrastructure are also included. The AE&I cost is estimated at 15 percent of the construction cost based on estimates obtained from Manatee County. This percentage is also consistent with information obtained from other jurisdictions.

As shown in **Table V-4**, the total recreational facility value for all parks is $573.8 million, which equates to an average of nearly $160,300 per acre and $1,170 per resident.

Table V-4

Recreational Facility Value

Description	Unit	Unit Cost[1]	Inventory Count by Park Type[2]							Total Value by Park Type[3]						
			Beach	County	District	Local	Preserve	Regional	All	Beach	County	District	Local	Preserve	Regional	All
Amphitheater	amphitheater	$275,600	0	0	1	2	0	0	**3**	$0	$0	$275,600	$551,200	$0	$0	**$826,800**
Boardwalks	sq. ft.	$110.50	0	0	0	400	56,933	0	**57,333**	$0	$0	$0	$44,200	$6,291,097	$0	**$6,335,297**
Boat Launch	lane	$1,316,900	0	0	0	12	1	4	**17**	$0	$0	$0	$15,802,800	$1,316,900	$5,267,600	**$22,387,300**
Canoe/Kayak Launch	launch	$131,300	0	0	1	2	10	1	**14**	$0	$0	$131,300	$262,600	$1,313,000	$131,300	**$1,838,200**
Community/Recreational Centers	sq. ft.	$546	0	0	40,632	39,173	1,942	0	**81,747**	$0	$0	$22,185,072	$21,388,458	$1,060,332	$0	**$44,633,862**
Concession Stand	sq. ft.	$975	0	0	33,848	7,496	1,455	0	**42,799**	$0	$0	$33,001,800	$7,308,600	$1,418,625	$0	**$41,729,025**
Courts																
Basketball	court	$315,900	0	0	1	3	0	0	**4**	$0	$0	$315,900	$947,700	$0	$0	**$1,263,600**
Basketball (Lighted)	court	$386,100	0	0	5	5	0	0	**10**	$0	$0	$1,930,500	$1,930,500	$0	$0	**$3,861,000**
Bocce	court	$18,200	0	0	0	2	0	0	**2**	$0	$0	$0	$36,400	$0	$0	**$36,400**
Horseshoe	court	$18,200	0	0	20	0	0	0	**20**	$0	$0	$364,000	$0	$0	$0	**$364,000**
Pickleball (Lighted)	court	$439,400	0	0	26	2	0	0	**28**	$0	$0	$11,424,400	$878,800	$0	$0	**$12,303,200**
Racquetball	court	$877,500	0	0	8	2	0	0	**10**	$0	$0	$7,020,000	$1,755,000	$0	$0	**$8,775,000**
Tennis (Lighted)	court	$386,100	0	0	16	13	0	0	**29**	$0	$0	$6,177,600	$5,019,300	$0	$0	**$11,196,900**
Volleyball	court	$18,200	4	0	3	6	0	2	**15**	$72,800	$0	$54,600	$109,200	$0	$36,400	**$273,000**
Dock/Fishing Pier	sq. ft.	$149.50	0	0	0	2,060	1,042	0	**3,102**	$0	$0	$0	$307,970	$155,779	$0	**$463,749**
Dog Park[4]	acre	$122,850	0.0	0.0	4.2	14.7	0.0	0.0	**18.9**	$0	$0	$515,970	$1,805,895	$0	$0	**$2,321,865**
Fields																
Baseball	field	$1,141,400	0	0	0	3	0	0	**3**	$0	$0	$0	$3,424,200	$0	$0	**$3,424,200**
Baseball (Lighted)	field	$1,579,500	0	0	6	1	0	0	**7**	$0	$0	$9,477,000	$1,579,500	$0	$0	**$11,056,500**
Football/ Multi/ Open/ Soccer	field	$877,500	0	7	2	19	0	1	**29**	$0	$6,142,500	$1,755,000	$16,672,500	$0	$877,500	**$25,447,500**
Football/ Multi/ Open/ Soccer (Lighted)	field	$1,316,900	0	15	20	6	0	0	**41**	$0	$19,753,500	$26,338,000	$7,901,400	$0	$0	**$53,992,900**
Little League/T-Ball	field	$877,500	0	0	4	1	0	0	**5**	$0	$0	$3,510,000	$877,500	$0	$0	**$4,387,500**
Little League/T-Ball (Lighted)	field	$1,316,900	0	0	16	3	0	0	**19**	$0	$0	$21,070,400	$3,950,700	$0	$0	**$25,021,100**
Softball	field	$1,141,400	0	0	0	2	0	0	**2**	$0	$0	$0	$2,282,800	$0	$0	**$2,282,800**
Softball (Lighted)	field	$1,579,500	0	0	8	5	0	0	**13**	$0	$0	$12,636,000	$7,897,500	$0	$0	**$20,533,500**
Gazebo	gazebo	$74,100	0	0	0	1	2	0	**3**	$0	$0	$0	$74,100	$148,200	$0	**$222,300**
Pavilion	pavilion	$96,200	4	0	11	41	11	2	**69**	$384,800	$0	$1,058,200	$3,944,200	$1,058,200	$192,400	**$6,637,800**
Playground	playground	$501,800	3	0	9	21	3	1	**37**	$1,505,400	$0	$4,516,200	$10,537,800	$1,505,400	$501,800	**$18,566,600**
Pool	pool	$8,450,000	0	0	2	4	0	0	**6**	$0	$0	$16,900,000	$33,800,000	$0	$0	**$50,700,000**
Restroom	restroom	$1,053,000	6	2	17	30	33	3	**91**	$6,318,000	$2,106,000	$17,901,000	$31,590,000	$34,749,000	$3,159,000	**$95,823,000**
Skate Park (Lighted)	park	$830,700	0	0	1	1	0	0	**2**	$0	$0	$830,700	$830,700	$0	$0	**$1,661,400**
Splash Pad	pad	$965,900	0	0	1	4	0	1	**6**	$0	$0	$965,900	$3,863,600	$0	$965,900	**$5,795,400**
Trail - Paved	mile of trail	$422,500	1.39	0.00	2.00	2.97	3.99	1.20	**11.55**	$587,275	$0	$845,000	$1,254,825	$1,685,775	$507,000	**$4,879,875**
Trail - Shell	mile of trail	$378,300	0.00	0.00	0.00	1.70	21.70	0.50	**23.90**	$0	$0	$0	$643,110	$8,209,110	$189,150	**$9,041,370**
Trail - Unimproved	mile of trail	$81,000	0.00	0.00	0.00	0.00	10.82	0.00	**10.82**	$0	$0	$0	$0	$876,420	$0	**$876,420**
Recreational Facility Value										**$8,868,275**	**$28,002,000**	**$201,200,142**	**$189,273,058**	**$59,787,838**	**$11,828,050**	**$498,959,363**
Architecture, Engineering, and Inspection @ 15%[5]																$74,843,904
Total Recreational Facility Value[6]																**$573,803,267**
Total Number of Acres[7]																3,580.26
Total Recreational Facility Value per Acre[8]																$160,269
Total Weighted Seasonal Population[9]																490,425
Total Recreational Facility Cost per Resident[10]																**$1,170.01**

1) Source: Appendix B
2) Source: Manatee County
3) Inventory count by park type (Item 2) multiplied by the estimated unit cost (Item 1)
4) Dog park acreage determined by multiplying the total number of dog parks by park type shown in Table V-1 by the average dog park size (2.1 acres, provided by Manatee County).
5) Recreational facility value multiplied by 15% based on information provided by Manatee County
6) Sum of the recreational facilities value and the architecture, engineering, and inspection cost (Item 5)
7) Source: Manatee County
8) Total recreational facility value (Item 6) divided by total number of acres (Item 7)
9) Source: Appendix A, Table A-1
10) Total recreational facility value (Item 6) divided by the total weighted seasonal population (Item 9)

Land Cost

The park land value per acre for the County's park inventory was estimated based primarily on land value trends since the 2023 study and vacant land sales of similar size parcels over the past several years based on information obtained from the Manatee County Property Appraiser's database. This review resulted in an estimated average land value of $90,000 per acre as presented in **Table V-5**. Appendix B provides further detail regarding the land value estimate.

The cost of land for parks and recreation facilities includes more than just the purchase cost of the land. Landscaping, site improvement, and parking costs are also considered. These costs can vary greatly, depending on the type of park. Based on information provided by the County, the estimated cost for landscaping, site preparation, and parking ranged from $5,000 per acre for preserves to $40,000 per acre for all other parks. Based on the current inventory mix of preserve land and all other park land, landscaping, site improvement, and parking costs is estimated at $20,000 per acre.

Total Impact Cost per Resident

Table V-5 presents land and recreation facilities value per resident, which amounts to $1,972 per resident; of which, $802 is for land and $1,170 is for recreational facilities.

Table V-5

Total Impact Cost per Resident

Variable	Figure
Land Value	
Estimated Land Value per Acre:	
Estimated Land Value[(1)]	$90,000
Landscaping, Site Preparation, and Parking Costs[(2)]	$20,000
Total Land Value[(3)]	**$110,000**
Current Achieved Level of Service[(4)]	7.29
Total Land Value per Resident[(5)]	**$801.90**
Recreational Facility Value	
Total Recreational Facility Value per Resident[(6)]	**$1,170.01**
Total Parks and Recreation Facilities Impact Cost per Resident[(7)]	**$1,971.91**

1) Source: Appendix B
2) Estimated based on information from Manatee County and other jurisdictions
3) Sum of estimated value per acre (Item 1) and landscaping, site preparation, and parking costs per acre (Item 2)
4) Source: Table V-2
5) Total land value per acre (Item 3) multiplied by the current achieved level of service (Item 4) divided by 1,000
6) Source: Table V-4
7) Sum of total land value per resident (Item 5) and recreational facility value per resident (Item 6)

Credit Component

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

Capital Expansion "Cash" Credit

Capital expansion expenditure credit per resident was calculated based on non-impact fee revenue funding for capital expansion projects over the past five years and programmed over the next five years. To calculate the capital expenditure per resident, the average annual capital

expansion expenditures are divided by average population for the same period. As shown in **Table V-6**, the average annual non-impact fee funding allocation over this ten-year period amounts to approximately $5.1 million and approximately $10.63 per resident per year.

Once the revenue credit per resident is calculated, an adjustment is necessary to account for the funding from ad valorem tax revenues. This adjustment accounts for the fact that new homes tend to pay higher property taxes compared to older homes due to the "Save Our Homes" assessment cap. This adjustment factor is estimated based on a comparison of the average taxable value of newer homes to that of all homes. As presented, the adjusted revenue credit per population amounts to $11.69 per year.

Table V-6

Capital Expansion "Cash" Credit

Description[1]	FY 2020 to FY 2024	FY 2025 to FY 2029	Total
General Fund			
Buffalo Creek Park Athletic Field Expansion	-	$6,000,000	**$6,000,000**
Lincoln Park Pool	$1,900,335	-	**$1,900,335**
John H. Marble Park - Gymnasium Removal/Replacement[2]	$1,455,992	$2,360,471	**$3,816,463**
Premier Sports Campus - Locker Rooms	$258,658	$391,342	**$650,000**
Premier Sports Campus Stadium Parking	$141,548	$58,452	**$200,000**
Premier Sports Soccer Multi Purpose Building	$871,182	$78,818	**$950,000**
Premier Sports Complex - Pickleball/Racket Center	-	$3,658,826	**$3,658,826**
Premier Sports Complex - Remote Parking - Parks	$250,609	$1,500	**$252,109**
Premier Sports Complex Swimming Pool	-	$115,773	**$115,773**
Washington Park Phase II	$5,675	$1,628,515	**$1,634,190**
Subtotal --General Fund	**$4,883,999**	**$14,293,697**	**$19,177,696**
Grants, UMSTU, and Miscellaneous Revenues			
Crooked River Restoration and Recreational Amenities - Site Improvements	-	$275,000	**$275,000**
Crooked River Restoration and Recreational Amenities - Pavilion	-	$275,000	**$275,000**
Crooked River Restoration and Recreational Amenities - Trails	-	$275,000	**$275,000**
Crooked River Restoration and Recreational Amenities - Observation Tower	-	$275,000	**$275,000**
Crooked River Restoration and Recreational Amenities - Fishing Pier	-	$275,000	**$275,000**
Crooked River Restoration and Recreational Amenities - Parking Area	-	$275,000	**$275,000**
Crooked River Restoration and Recreational Amenities - Restroom	-	$275,000	**$275,000**
Skyway Boat Ramp	-	$600,000	**$600,000**
Warner's Bayou Boat Ramp Dock Extension & Shoreline Stabilization	$1,513	$2,036,630	**$2,038,143**
Washington Park Picnic Shelters-CDBG funded	$40,000	-	**$40,000**
Washington Park Restrooms	$340,000	-	**$340,000**
Washington Park Site, Civil Infrastructure Improvements	$40,000	-	**$40,000**
Subtotal --Grants, UMSTU, and Miscellaneous Revenues	**$421,513**	**$4,561,630**	**$4,983,143**
Infrastructure Sales Tax			
Bennett Park FCT Site Development Splash Park	$24,454	$654,604	**$679,058**
East Bradenton Playground Equipment	$196,525	-	**$196,525**
East Bradenton Park Improvements[3]	$60,504	-	**$60,504**
G.T. Bray Bright Outlook Restroom	$199,866	$80,624	**$280,490**
G.T. Bray Recreation Center Playground	$503,501	-	**$503,501**
John H. Marble Park - Facility Retro Fit Phase I	$145,843	-	**$145,843**
John H. Marble Park - Gymnasium Removal/Replacement[2]	$431,395	-	**$431,395**
Lincoln Park Field Restrooms	$365,440	$111,720	**$477,160**
Lincoln Park Improvements - Amenities	$456,745	$385	**$457,130**
Lincoln Park Improvements - Bleachers	$10,567	$9,527	**$20,094**
Lincoln Park Improvements - Press Box	$765,419	$85,358	**$850,777**
Lincoln Park Pool	$2,021,136	-	**$2,021,136**
Robinson Preserve Improvements - Pavilions	$212,953	-	**$212,953**
Rye Preserve Scenic Trail & Amenities Improvement	-	$1,100,794	**$1,100,794**
Volunteer/Education Division Pre-Engineered Building	$299,105	$26,197	**$325,302**
Washington Park Phase II	$492,734	$2,059,289	**$2,552,023**
Washington Park Phase III	-	$287,500	**$287,500**
Subtotal -- Infrastructure Sales Tax	**$6,186,187**	**$4,415,998**	**$10,602,185**

Table V-6 (Continued)

Capital Expansion "Cash" Credit

Description[1]	FY 2020 to FY 2024	FY 2025 to FY 2029	Total
Parks and Recreation Fund			
66th Street Park - Dog Park	$3,181	$131,219	**$134,400**
66th Street Park - Lighting	-	$67,200	**$67,200**
Bennett Park FCT Site Development Splash Park	$2,850	$191,099	**$193,949**
Blackstone Softball Concession/Restroom	$949,454	-	**$949,454**
Blackstone Soccer Concession/Restroom	$858,738	-	**$858,738**
Gateway Greenway Trail	-	$850,000	**$850,000**
G.T. Bray Football Concession/Restroom Building	$1,094,410	-	**$1,094,410**
G.T. Bray Skate Park	$249,968	-	**$249,968**
G.T. Bray Soccer Concession/Restroom Building	$772,093	-	**$772,093**
G.T. Bray Softball Concession/Restroom	$776,206	-	**$776,206**
Lakewood Ranch Improvements	-	$537,000	**$537,000**
Lakewood Ranch Parking Expansion	-	$990,412	**$990,412**
Lincoln Park Pool	$1,650,152	-	**$1,650,152**
Parrish Community Park	-	$4,182,500	**$4,182,500**
Robinson Preserve Kayak Storage Units	$361,308	-	**$361,308**
Robinson Preserve Nature Discovery Zone	$1,153,281	-	**$1,153,281**
Robinson Preserve Restrooms	$1,002,651	-	**$1,002,651**
Robinson Preserve Sun/Shade Shelters	$113,987	-	**$113,987**
Warners Bayou Boat Ramp South Parking Lot	$457,183	-	**$457,183**
Subtotal - Parks & Recreation Fund	**$9,445,462**	**$6,949,430**	**$16,394,892**
Total Capital Expansion "Cash' Expenditures			**$51,157,916**
Average Annual Capital Expansion "Cash" Expenditures[4]			$5,115,792
Average Annual Weighted Seasonal Population[5]			481,435
Annual Capital Expansion "Cash" Expenditure per Resident[6]			**$10.63**
- Portion Funded with Ad Valorem Tax Revenues[7]			$5.32
- Portion Funded with Other Revenue Sources[8]			$5.31
Credit Adjustment Factor[9]			1.20
Adjusted Annual Capital Expansion "Cash" Credit per Resident[10]			**$11.69**

1) Source: Manatee County
2) Amount shown is 75% of the total expenditures, reflecting the expansion portion of the project.
3) Amount shown is 80% of the total expenditures, reflecting the expansion portion of the project.
4) Average annual capital expenditures over the 10-year period
5) Source: Appendix A, Table A-1. Average annual population over the 10-year period.
6) Average annual capital expansion expenditures (Item 4) divided by average annual population (Item 5)
7) Annual capital expansion "cash" expenditures per resident (Item 6) multiplied by the ad valorem portion of total expenditures (50%)
8) Annual capital expansion "cash" expenditures per resident (Item 6) less the portion funded with ad valorem tax revenues (Item 7)
9) Adjustment factor to reflect higher ad valorem taxes paid by new homes
10) Portion funded with ad valorem tax revenues (Item 7) multiplied by the credit adjustment factor (Item 9) plus portion funded with other revenue sources (Item 8)

Capital Expansion "Debt Service" Credit

Any outstanding bond issues related to the parks facilities will result in a credit to the impact fee. Manatee County used bond proceeds for park expansion projects. **Table V-7** summarizes the outstanding debt service related to parks and recreation capital expansion projects. To calculate the credit of the current debt obligations, the present value of the total remaining payments is calculated and then divided by the average annual population estimated over the remaining life of the bond issue. As shown in Table V-7, the resulting credit for park facilities-related debt is approximately $40 per resident.

Table V-7

Capital Expansion "Debt Service" Credit

Description	Years Remaining[(1)]	Remaining Park Debt Service (Capacity Expansion)[(1)]	Present Value of Payments Remaining (Capacity Expansion)[(2)]	Average Annual Population During Remaining Bond Issue Period[(3)]	Debt Service Credit per Resident[(4)]
Revenue Refunding and Improvement Bonds, Series 2022	27	$42,438,073	$23,489,692	593,725	$39.56
Total Debt Service Credit per Resident					**$39.56**

1) Source: Manatee County
2) Present value of remaining payments in 2025 dollars
3) Source: Appendix A, Table A-1
4) Present value of payments remaining capacity expansion (Item 2) divided by average annual population during remaining bond issue period (Item 3)

Net Parks & Recreation Facilities Impact Cost

The net impact cost per resident is the difference between the cost and credit components. **Table V-8** summarizes the calculation of the net impact cost for the parks and recreational facilities impact fee. As presented, the net impact cost amounts to approximately $1,754 per resident, which also represents the LOS measure for impact fee calculation purposes.

Table V-8

Net Impact Cost

Variable	Figure
Total Impact Cost	
Total Impact Cost per Resident[1]	**$1,971.91**
Total Revenue Credit	
Annual Capital Expansion "Cash" Credit per Resident[2]	$11.69
Capitalization Rate	4.25%
Capitalization Period (in years)	25
Capital Expansion "Cash" Credit per Resident[3]	$177.89
Capital Expansion "Debt Service" Credit per Resident[4]	$39.56
Total Capital Expansion Credit per Resident[5]	**$217.45**
Net Impact Cost	
Net Impact Cost per Resident[6]	**$1,754.46**

1) Source: Table V-5
2) Source: Table V-6
3) Present value of the capital expansion credit per resident at a capitalization rate of 4.25%
4) Source: Table V-7
5) Sum of present value of capital expansion "cash" credit per resident (Item 3) and capital expansion "debt service" credit per resident (Item 4)
6) Total impact cost per resident (Item 1) less the total capital expansion credit per resident (Item 5)

Calculated Parks & Recreation Facilities Impact Fee Schedule

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

Table V-9

Calculated Parks and Recreation Facilities Impact Fee Schedule

ITE LUC	Land Use	Impact Unit	Residents per Unit[1]	Calculated Impact Fee[2]	Current Adopted Impact Fee[3]	Percent Change[4]
Residential:						
Single Family Detached:						
210	750 sq ft or less	du	1.45	**$2,544**	$544.50	367%
	751 - 1,000 sq ft	du	1.49	**$2,614**	$544.50	380%
	1,001 - 1,300 sq ft	du	1.53	**$2,684**	$846.00	217%
	1,301 - 1,700 sq ft	du	1.77	**$3,105**	$1,158.75	168%
	1,701 sq ft or more	du	2.51	**$4,404**	$1,460.25	202%
Multi-Family:						
220, 221, 222	750 sq ft or less	du	1.16	**$2,035**	$544.50	274%
	751 - 1,000 sq ft	du	1.20	**$2,105**	$544.50	287%
	1,001 - 1,300 sq ft	du	1.23	**$2,158**	$846.00	155%
	1,301 sq ft or more	du	1.43	**$2,509**	$1,158.75	117%
240	Mobile Home	du	1.16	**$2,035**	$544.50	274%

1) Source: Appendix A, Table A-8
2) Net impact cost per resident from Table V-8 multiplied by residents per unit (Item 1) for each land use
3) Source: Manatee County Administration Department. Fees adopted in compliance with the 50% limit phasing requirements per F.S. 163.31801. Fees shown reflects Phase 1 effective January 1st, 2025.
4) Percent change from adopted impact fee (Item 3) to the calculated impact fee (Item 2)

Parks & Recreation Facilities Impact Fee Schedule Comparison

As part of the work effort in updating Manatee County's parks and recreation impact fee schedule, the County's calculated and adopted impact fee schedule was compared to the adopted fee schedules of select Florida counties. **Table V-10** presents this comparison

Table V-10

Parks and Recreation Facilities Impact Fee Schedule Comparison

Land Use	Unit[2]	Manatee County		Charlotte County[5]	Collier County[6]	Hillsborough County[7]	Lee County[8]	Osceola County[9]	Pasco County[10]	Polk County[11]	Sarasota County[12]	Volusia County[13]
		Calculated[3]	Current Adopted[4]									
Date of Last Update		2025	2022	2021	2015	2020	2018	2019	2022	2024	2016	2022
Assessed Portion of Calculated[1]		N/A	Varies - SF @44%	100%	100%	65%	53%	100%	100%	100%	100%	100%
Residential:												
Single Family (2,000 sq ft)	du	$4,404	$1,460	$312	$3,628	$2,145	$806	$2,305	$3,450	$1,864	$2,719	$1,028
Multi-Family (1,300 sq ft)	du	$2,158	$846	$246	$1,685	$1,710	$610	$1,118	$3,450	$1,396	$2,204	$968
Mobile Home (1,300 sq ft)	du	$2,035	$545	$249	$2,862	$1,710	$591	$1,699	$3,450	$1,276	$1,880	$968

1) Represents the portion of the maximum calculated fee for each respective county that is collected. Fee may have been lowered/increased through annual indexing or policy discounts. Does not account for moratorium/suspensions.
2) du = dwelling unit
3) Table V-9
4) Source: Manatee County Administration Department; Fees adopted in compliance with the 50% limit phasing requirements per F.S. 163.31801. Fees shown reflect phase 1 effective January 1st, 2025.
5) Source: Charlotte County Planning & Zoning Department. Fee shown is the community parks impact fee. County adopted the regional/specialty parks impact fee at 0%.
6) Source: Collier County Capital Project Planning, Impact Fees, And Program Management Division. Fee shown includes community and regional park impact fees.
7) Source: Hillsborough County Development Services Department
8) Source: Lee County Community Development Department. Fee shown is sum of community and regional park impact fees.
9) Source: Osceola County Impact and Mobility Fees Office. Fee shown excludes administrative fees.
10) Source: Pasco County Land Development Code, Ordinance No. 23-23
11) Source: Polk County Building and Permitting. Fees shown reflect fully-phased impact fees effective in January 2027.
12) Source: Sarasota County Planning and Development Services Department
13) Source: Volusia County Growth and Resource Management Department. Fees shown is sum of local and district park impact fees. Local park impact fee is implemented county-wide and district park impact fee is implemented in the unincorporated county.

VI. Multi-Modal Transportation

This section summarizes the analysis used to update Manatee County's multi-modal transportation impact fee schedule and includes the following subsections:

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

As in the case of the other impact fee program areas, the methodology used for the multi-modal transportation impact fee study follows a consumption-driven 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 multi-modal transportation impact fees serve as an alternative transportation system (ATS) funding mechanism for Manatee County.

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

The "cost" of building new capacity typically is expressed in units of dollars per person-mile of transportation capacity. To provide a conservative estimate, the cost is based on recent transportation costs for county facilities only as opposed to including cost of both county and state facilities.

The "credit" is an estimate of future non-impact fee revenues generated by new development that are allocated to provide transportation capacity expansion. The impact fee is considered to be an "up front" payment for a portion of the cost of a lane-mile of capacity that is directly related to the amount of capacity consumed by each unit of land use contained in the impact fee schedule, that is not paid for by future tax revenues generated by the new development activity over the next 25 years. These credits are required under the supporting case law for the calculation of impact fees where a new development activity must be reasonably assured that they are not paying, or being charged, twice for the same level of service.

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

Demand Variables:

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

Cost Variables:

- Cost per person-mile
- Capacity added per lane mile

Credit Variables:

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

Demand Component

Travel Demand

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

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

The trip characteristics variables were primarily obtained from two sources:

- Trip characteristics surveys conducted throughout Florida (Florida Studies Database). This database (included in Appendix C) was used to determine trip length, percent new trips, and the trip generation rate for several land uses.
- Institute of Transportation Engineers' (ITE) Trip Generation reference report (11th Edition), which is used primarily for trip generation rates.

Interstate & Toll Facility Adjustment Factor

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

To calculate the interstate and toll (I/T) facility discount factor, the loaded highway network[1] file was generated for the District 1 Regional Planning Model v2.1 (D1RPM v2.1). A select link analysis was conducted for all traffic analysis zones located within Manatee County to differentiate trips with an origin and/or destination within the county versus trips with no origin or destination within the county.

Currently, interstate facilities within the study area include Interstate 75 and Interstate 275 (portions of which are tolled). The limited access vehicle-miles of travel (Limited Access VMT) for trips with an origin and/or destination within the county was calculated for the identified limited access facilities. The total VMT was calculated for all trips with an origin and/or destination within the study area for all roads, including limited access facilities.

The I/T adjustment factor of 21.5 percent was determined by dividing the total limited access VMT by the total study area VMT for the 2045 Cost Feasible network. By applying this factor to

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

the VMT for each land use, the reduced VMT is then representative of only the roadways which can be funded by impact fees. Additional detail is provided in Appendix C.

Conversion of Vehicle-Trips to Person-Trips

In the case of the multi-modal 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 1.54. This value was derived from a review of the D1RPM v2.1. Given that a large portion of travel occurs via automobile, this approach is found to be reasonable.

Cost Component

County Roadway Cost

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

Design and CEI

Design costs for county roads were estimated at **nine (9) percent** of construction phase costs based on a review of recent local cost data. This percentage is also within the range of cost data obtained from other Florida jurisdictions. Additional details are provided in Appendix D, Tables D-1 and D-2.

CEI costs for county roads were estimated at **eight (8) percent** of construction phase costs based on a review of recent local cost data, which is consistent with data received from other Florida jurisdictions. Additional details are provided in Appendix D, Tables D-6 and D-7.

Right-of-Way

The ROW cost reflects the total cost of the acquisitions along a corridor that were necessary to have sufficient cross-section width to widen an existing road or, in the case of new construction, to build a new road. This factor was determined through a review of the ROW-to-construction cost ratios for recent county improvements in Manatee County. For county roadways, the ROW factors ranged from five (5) to 55 percent with an average of 26 percent. This factor is lower than ROW-to-construction ratios seen in other jurisdictions throughout Florida, which average

approximately 35 percent. For impact fee purposes, a **25 percent** factor was utilized based on local projects. Additional details are provided in Appendix D, Tables D-3 and D-4.

Construction

A review of construction cost data for local county roadway capacity expansion projects included 14 recent and planned improvements provided by Manatee County. However, four of the improvements were excluded from the analysis due to atypical design elements or circumstances that resulted or is resulting in very high construction per lane mile costs (e.g., wetlands impacts, floodplain compensation, bridge construction, etc). The remaining improvements ranged from $2.1 million to $16.0 million per lane mile, with a weighted average construction cost of approximately $7.2 million per lane mile. To be conservative, any improvements over $10.0 million per lane mile were also excluded from the analysis. When excluding these additional projects, the weighted average cost was re-calculated to $6.5 million per lane mile. Additional details are provided in Appendix D, Table D-5.

Based on this review and discussions with Manatee County Public Works Department, the construction cost for county roads (urban design; curb & gutter) was estimated at **$6.0 million** per lane mile for use in the multi-modal transportation impact fee calculation.

Note that the estimated cost per lane mile pertains to urban design (curb & gutter) county roadway improvements and is based on improvements listed in the Sarasota/Manatee MPO's "Transform 2045" Long Range Transportation Plan (LRTP). County representatives confirmed that future county road improvements will have urban design characteristics.

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

Cost Type	County Roads
Design[(1)]	$540,000
Right-of-Way[(2)]	$1,500,000
Construction[(3)]	$6,000,000
CEI[(4)]	$480,000
Total Cost	**$8,520,000**

1) Design is estimated at 9% of construction costs
2) Right-of-Way is estimated at 25% of construction costs
3) Source: Estimate based on a review of data in Appendix D, Table D-5
4) CEI is estimated at 8% of construction costs

Note: All figures rounded to nearest $000

Person-Miles of Capacity Added per Lane Mile

An additional component of the multi-modal transportation impact fee equation is the capacity added per lane-mile of roadway constructed. The vehicle-miles of capacity (VMC) is an estimate of capacity added per lane mile, for county roadway improvements in the 2045 LRTP. As shown in Table VI-2, each lane mile will add approximately 8,600 VMC. This figure was then converted to person-miles of capacity (PMC) using the person-trip factor (1.54 persons per vehicle) previously discussed, resulting in a weighted average PMC of 13,200 per lane mile.

Table VI-2

Weighted Average Capacity Added per Lane Mile

Source	Lane Mile Added[1]	Vehicle-Miles of Capacity Added[1]	VMC Added per Lane Mile[2]	Vehicle-Trip to Person-Trip Factor[3]	PMC Added per Lane Mile[4]
County Roads	70.30	604,007	8,600	1.54	**13,200**

1) Source: Appendix D, Table D-8
2) Vehicle-miles of capacity added divided by lane miles added
3) Source: Based on a review of the District 1 Regional Planning Model (D1RPM v2.1)
4) VMC added per lane mile (Item 2) multiplied by the vehicle-trip to person-trip factor (Item 3)

Cost per Person-Mile of Capacity (Roadways)

The transportation cost per unit of development is assessed based on the cost per person-mile of capacity. As shown in Tables VI-1 and VI-2, the cost and capacity for roadways in Manatee County have been calculated based on typical roadway improvements planned to be constructed in the future. As shown in Table VI-3, the cost for travel in Manatee County is approximately **$645** per PMC.

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 roadway system, approximately $645 of transportation capacity is consumed.

Table VI-3

Cost per Person-Mile of Capacity Added (Roadways)

Source	Cost per Lane Mile[1]	Average PMC Added per Lane Mile[2]	Cost per PMC[3]
County Roads	$8,520,000	13,200	**$645.45**

1) Source: Table VI-1
2) Source: Table VI-2
3) Cost per lane mile (Item 1) divided by the average PMC added per lane mile (Item 2)

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 small role in the urban travel scheme, they do not have a significant effect on evaluating the costs of providing for mobility. However, bike and pedestrian facilities are important and provide a source of travel for those who cannot drive or cannot afford to drive, and they are a standard part of the urban street and sometimes included in rural roadways. Their costs are included in the standard roadway cross-sections for which costs are estimated for safety and mobility reasons. Thus, the costs of these facilities on major roads are included in the multi-modal fee. The multi-modal fee provides funding for only those bike and pedestrian facilities associated with roadways on the classified road system (excluding local/neighborhood roads) and allows for facilities to be added to existing classified roadways or included in the construction of a new classified roadway or lane addition improvement.

Transit Capital Cost per Person-Mile of Travel

A model for transit service and cost was developed to establish both the capital cost per person-mile of capacity and the system operating characteristics in terms of system coverage, hours of service, and headways. The model developed for Manatee County was based on information from the Manatee County Area Transit (MCAT) 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 difference between constructing a lane mile of roadway (for cars only) versus constructing a roadway with transit is not significant. The

roadway with transit cost per PMC is approximately four (4) percent higher per lane mile than the cost to simply construct a road without transit amenities. Therefore, for the multimodal fee calculation, the cost per PMC of approximately $645 is representative of the cost to provide transportation capacity for all modes of travel. Additional information regarding the transit capital cost calculation is included in Appendix D, Tables D-9 and D-10.

Credit Component

Capital Improvement Credit

The credit component of the impact fee accounts for the non-impact fee funding sources that are being expended on roadway capacity expansion. This section summarizes the calculations utilized to develop the credit component of the impact fee. Additional details are provided in Appendix E.

The present value of the portion of non-impact fee revenues generated by new development over a 25-year period (estimated life of a structure as well as when roadways are likely to need significant maintenance/rehabilitation) that is expected to fund capacity expansion projects was credited against the cost and 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 VI-4, municipalities in Manatee County spend an average of $620,000 per year on multi-modal transportation capacity-expansion projects funded with non-impact fee revenues, which equate to revenues generated from **0.3 pennies** of one-cent per gallon tax on gasoline and diesel fuels. Revenue sources used include sales tax and fuel tax revenues. Additional details are provided in Appendix E, Table E-2.

County Credit

Manatee County allocates an average of $15.7 million per year or the equivalent of **8.1 pennies** on multi-modal transportation capacity-expansion projects funded with non-impact fee revenues, including sales tax, grants, and fuel tax. This information is summarized in Table VI-4 and additional detail is provided in Appendix E, Table E-3.

Manatee County also has an outstanding debt service related to transportation capacity expansion projects averaging $5.9 million per year, or approximately **3.0 pennies**. The transportation portion of this bond, the Revenue Refunding & Improvement Bond, Series 2022,

will primarily be refunded with non-ad valorem general fund and infrastructure sales tax revenues. Additional details are provided in Appendix E, Table E-4.

State Credit

As shown in Table VI-4, state funding for multi-modal transportation capacity projects in Manatee County were reviewed and a credit for the capacity-expansion portion attributable to state projects was estimated (excluding expenditures on limited access facilities). This review, which included 10 years of historical expenditures, as well as five (5) years of planned expenditures, indicated that FDOT's multi-modal transportation spending averages $27.7 million per year and generates a credit of **14.3 pennies** of equivalent gas tax revenue, annually. The use of a 15-year period for developing a state credit accounts for the volatility in FDOT spending in the county over short time periods. Additional details are provided in Appendix E, Table E-5.

In summary, for multi-modal transportation, municipalities allocate 0.3 pennies and Manatee County allocates 11.1 pennies, while the State spends an average of 14.3 pennies, annually. A total credit of 25.7 pennies or $50.0 million per year was included in the multi-modal transportation impact fee calculation to recognize the future capital revenues (25 years) that are expected to be generated by new development from all non-impact fee revenue sources. This credit reflects the most recent available data for multi-modal transportation project funding from City, County and State sources.

Table VI-4

Equivalent Pennies of Gas Tax Revenue

Credit	Average Annual Expenditures	Value per Penny[5]	Equivalent Pennies per Gallon[6]
City Revenues[1]	$621,577	$1,934,246	$0.003
County Revenues[2]	$15,749,970	$1,934,246	$0.081
County Debt[3]	$5,876,333	$1,934,246	$0.030
State Revenues[4]	$27,705,703	$1,934,246	$0.143
Total	**$49,953,583**		**$0.257**

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

Present Worth Variables

Facility Life

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

Interest Rate

This is the discount rate at which gasoline tax revenues might be bonded. It is used to compute the present value of the gasoline taxes generated by new development. The discount rate of 4.25 percent was used in the multi-modal transportation impact fee calculation based on information provided by the County.

Fuel Efficiency

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

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.

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

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

The combined total VMT for the vehicle types is then divided by the combined total gallons of fuel consumed to calculate, in effect, a "weighted" fuel efficiency value that reflects the existing fleet mix of traffic on non-interstate roadways. The VMT and average fuel efficiency data were obtained from the most recent Federal Highway Administration's *Highway Statistics 2023*. 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 19.30 miles per gallon.

Effective Days per Year

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

Calculated Multi-Modal Transportation Impact Fee

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 new trips);
- Total multi-modal impact fee cost;
- Annual capital improvement credit;
- Present value of the capital improvements credit;
- Net multi-modal transportation impact fee rates;
- Current adopted Manatee County impact fee rates; and
- Percent difference between the calculated impact fee and the current adopted 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 Manatee County.

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 Detached land use category (2,000 sq ft) 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 Impact Cost = ([Trip Rate × Assessable Trip Length × % New Trips] /2) × (1 – Interstate/Toll Facility Adjustment Factor) × (Person-Trip Factor) × (Cost per Person-Mile of Capacity)

Capital Improvement Credit = Present Value (Annual Capital Improvement Credit), given 4.25% 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 land use category (2,000 sq ft):

- *Trip Rate* = the average daily trip generation rate, in vehicle-trips/day (8.52)
- *Assessable Trip Length* = the average trip length on collector roads or above, for the category, in vehicle-miles (6.62)
- *Total Trip Length* = the assessable trip length plus an adjustment factor of half a mile, which is added to the trip length to account for the fact that gas taxes are collected for travel on all roads including local roads (6.62 + 0.50 = 7.12)
- *% New Trips* = adjustment factor to account for trips that are already on the roadway (100%)
- *Divide by 2* = the total daily miles of travel generated by a particular category (i.e., rate*length*% new trips) is divided by two to prevent the double-counting of travel generated between two land use codes since every trip has an origin and a destination
- *Interstate/Toll Facility Adjustment Factor* = adjustment factor to account for travel demand occurring on interstate highways and/or toll facilities (21.5%)
- *Person-Trip Factor* = Converts vehicle-miles of travel to person-miles of travel (1.54)
- *Cost per Lane Mile* = unit cost to construct one lane mile of roadway, in $/lane-mile ($8,520,000)
- *Average Vehicle-Capacity Added per Lane Mile* = represents the average daily traffic on one travel lane at capacity for one lane mile of roadway, in vehicles/lane-mile/day (8,600)
    - *Average Person-Miles of Capacity Added per Lane Mile* = 8,600 × 1.54 = 13,200
- *Cost per Person-Mile of Capacity =* unit of person-miles of capacity consumed per unit of development. Cost per person-mile divided by average capacity added per lane mile

- *Present Value* = calculation of the present value of a uniform series of cash flows, gas tax payments in this case, given an interest rate, "i," and a number of periods, "n;" for 4.25% interest and a 25-year facility life, the uniform series present worth factor is 15.2173
- *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 ($0.257)
- *Fuel Efficiency* = average fuel efficiency of vehicles, in vehicle-miles/gallon (19.30)

Multi-Modal Transportation Impact Fee Calculation

Using these inputs, a net impact fee can be calculated for the Single Family Detached land use category (2,000 sq ft) as follows:

Single Family Detached (2,000 sq ft) Multi-Modal Transp. Impact Fee Rate (Table F-1):

Total Impact Cost = ([8.52 * 6.62 * 1.0] /2) * (1 - 0.215) * 1.54 * ($8,520,000 /13,200) = **$22,005**

Annual Cap. Improv. Credit = ([8.52 * 7.12 * 1.0] /2) * 365 * ($0.257 /19.30) = $147
Capital Improvement Credit = $147 * 15.2173 = $2,237

Net Multi-Modal Transportation Impact Fee = $22,005 – $2,237 = **$19,768**

Table VI-5 presents the calculated multi-modal impact fee schedules and Table VI-6 presents a comparison of the existing rates and the calculated multi-modal impact fee rates, by district.

Table VI-5

Manatee County Multi-Modal Transportation Impact Fees

LUC	Land Use	Unit[1]	Calculated Rate[2]
	RESIDENTIAL:		
210	Single Family Detached; 750 sq ft or less	du	$7,439
	Single Family Detached; 751 - 1,000 sq ft	du	$9,648
	Single Family Detached; 1,001 - 1,300 sq ft	du	$12,226
	Single Family Detached; 1,301 - 1,700 sq ft	du	$15,628
	Single Family Detached; 1,701 sq ft or more	du	$19,768
215	Single Family Attached/Townhome; 750 sq ft or less	du	$6,843
	Single Family Attached/Townhome; 751 - 1,000 sq ft	du	$8,862
	Single Family Attached/Townhome; 1,001 - 1,300 sq ft	du	$11,223
	Single Family Attached/Townhome; 1,301 - 1,700 sq ft	du	$14,333
	Single Family Attached/Townhome; 1,701 sq ft or more	du	$18,117
220	Multi-Family; 750 sq ft or less	du	$5,184
	Multi-Family; 751 - 1,000 sq ft	du	$6,704
	Multi-Family; 1,001 - 1,300 sq ft	du	$8,504
	Multi-Family; 1,301 sq ft or more	du	$13,749
240	Mobile Home Park	du	$6,693
253	Congregate Care/Assisted Living Facility	du	$1,788
	NON-RESIDENTIAL:		
110	Light Industrial	1,000 sf	$8,059
140	Manufacturing	1,000 sf	$7,867
150	Warehouse	1,000 sf	$3,385
151	Mini-Warehouse	1,000 sf	$1,641
320	Lodging	room	$3,911
565	Day Care Center	1,000 sf	$25,301
610	Hospital	1,000 sf	$19,490
620	Nursing Home	1,000 sf	$5,385
710	Office & Other Services	1,000 sf	$17,953
822	Commercial/Shopping Center less than 40,000 sflga	1,000 sfgla	$13,174
821	Commercial/Shopping Center 40,000 to 150,000 sfgla	1,000 sfgla	$25,660
820	Commercial/Shopping Center greater than 150,000 sfgla	1,000 sfgla	$26,929
944	Gas Station w/Convenience Store <2,000 sq ft	fuel pos.	$25,812
945	Gas Station w/Convenience Store 2,000 to 5,499 sq ft	fuel pos.	$39,673
	Gas Station w/Convenience Store 5,500+ sq ft	fuel pos.	$51,887

1) Du = dwelling unit ; SFGLA = square footage gross leasable area; “per 1,000 sf/sfgla” = “per 1,000 sf/sfgla or portion thereof”
2) Source: Appendix F, Table F-1

Table VI-6

Manatee County Multi-Modal Transportation Impact Fee Comparison

LUC	Land Use	Unit[1]	Existing[2]				Calculated[3]	Percent Change			
			SOUTHWEST	SOUTHEAST	NORTHWEST	NORTHEAST		SW	SE	NW	NE
	RESIDENTIAL:										
210	Single Family Detached; 750 sq ft or less	du	$1,689	$2,133	$2,765	$2,899	**$7,439**	340.4%	248.8%	169.0%	156.6%
	Single Family Detached; 751 - 1,000 sq ft	du	$1,689	$2,133	$2,765	$2,899	**$9,648**	471.2%	352.3%	248.9%	232.8%
	Single Family Detached; 1,001 - 1,300 sq ft	du	$2,630	$3,319	$4,303	$4,511	**$12,226**	364.9%	268.4%	184.1%	171.0%
	Single Family Detached; 1,301 - 1,700 sq ft	du	$3,585	$4,541	$5,884	$6,168	**$15,628**	335.9%	244.2%	165.6%	153.4%
	Single Family Detached; 1,701 sq ft or more	du	$4,505	$5,706	$7,395	$7,752	**$19,768**	338.8%	246.4%	167.3%	155.0%
215	Single Family Attached/Townhome; 750 sq ft or less	du	$1,689	$2,133	$2,765	$2,899	**$6,843**	305.2%	220.8%	147.5%	136.0%
	Single Family Attached/Townhome; 751 - 1,000 sq ft	du	$1,689	$2,133	$2,765	$2,899	**$8,862**	424.7%	315.5%	220.5%	205.7%
	Single Family Attached/Townhome; 1,001 - 1,300 sq ft	du	$2,630	$3,319	$4,303	$4,511	**$11,223**	326.7%	238.1%	160.8%	148.8%
	Single Family Attached/Townhome; 1,301 - 1,700 sq ft	du	$3,585	$4,541	$5,884	$6,168	**$14,333**	299.8%	215.6%	143.6%	132.4%
	Single Family Attached/Townhome; 1,701 sq ft or more	du	$4,505	$5,706	$7,395	$7,752	**$18,117**	302.2%	217.5%	145.0%	133.7%
220	Multi-Family; 750 sq ft or less	du	$1,689	$2,133	$2,602	$2,692	**$5,184**	206.9%	143.0%	99.2%	92.6%
	Multi-Family; 751 - 1,000 sq ft	du	$1,689	$2,133	$2,765	$2,899	**$6,704**	296.9%	214.3%	142.5%	131.3%
	Multi-Family; 1,001 - 1,300 sq ft	du	$2,630	$3,319	$4,256	$4,395	**$8,504**	223.3%	156.2%	99.8%	93.5%
	Multi-Family; 1,301 sq ft or more	du	$3,585	$4,541	$5,614	$5,803	**$13,749**	283.5%	202.8%	144.9%	136.9%
240	Mobile Home Park	du	$1,689	$2,133	$2,765	$2,899	**$6,693**	296.3%	213.8%	142.1%	130.9%
253	Congregate Care/Assisted Living Facility	du	$1,149	$1,149	$1,149	$1,149	**$1,788**	55.6%	55.6%	55.6%	55.6%
	NON-RESIDENTIAL:										
110	Light Industrial	1,000 sf	$2,335	$2,404	$3,114	$3,265	**$8,059**	245.1%	235.2%	158.8%	146.8%
140	Manufacturing	1,000 sf	$1,280	$1,317	$1,706	$1,788	**$7,867**	514.6%	497.3%	361.1%	340.0%
150	Warehouse	1,000 sf	$1,192	$1,227	$1,514	$1,565	**$3,385**	184.0%	175.9%	123.6%	116.3%
151	Mini-Warehouse	1,000 sf	$820	$836	$1,006	$1,042	**$1,641**	100.1%	96.3%	63.1%	57.5%
320	Lodging	room	$1,885	$1,920	$2,304	$2,385	**$3,911**	107.5%	103.7%	69.7%	64.0%
565	Day Care Center	1,000 sf	$3,413	$3,512	$4,551	$4,771	**$25,301**	641.3%	620.4%	455.9%	430.3%
610	Hospital	1,000 sf	$4,431	$4,559	$5,908	$6,193	**$19,490**	339.9%	327.5%	229.9%	214.7%
620	Nursing Home	1,000 sf	$2,547	$2,608	$3,126	$3,235	**$5,385**	111.4%	106.5%	72.3%	66.5%
710	Office & Other Services	1,000 sf	$3,696	$3,803	$4,929	$5,168	**$17,953**	385.7%	372.1%	264.2%	247.4%
822	Commercial/Shopping Center less than 40,000 sflga	1,000 sfgla	$8,355	$8,355	$8,355	$8,355	**$13,174**	57.7%	57.7%	57.7%	57.7%
821	Commercial/Shopping Center 40,000 to 150,000 sfgla	1,000 sfgla	$9,446	$9,720	$12,480	$12,885	**$25,660**	171.6%	164.0%	105.6%	99.1%
820	Commercial/Shopping Center greater than 150,000 sfgla	1,000 sfgla	$9,446	$9,720	$12,596	$13,108	**$26,929**	185.1%	177.0%	113.8%	105.4%
944	Gas Station w/Convenience Store <2,000 sq ft	fuel pos.	$4,912	$5,054	$6,550	$6,866	**$25,812**	425.5%	410.7%	294.1%	275.9%
945	Gas Station w/Convenience Store 2,000 to 5,499 sq ft	fuel pos.	$4,912	$5,054	$6,550	$6,866	**$39,673**	707.7%	685.0%	505.7%	477.8%
	Gas Station w/Convenience Store 5,500+ sq ft	fuel pos.	$4,912	$5,054	$6,550	$6,866	**$51,887**	956.3%	926.7%	692.2%	655.7%

1) Du = dwelling unit ; SFGLA = square footage gross leasable area; “per 1,000 sf/sfgla” = “per 1,000 sf/sfgla or portion thereof”
2) Source: Manatee County
3) Source: Appendix F, Table F-1

Transportation Impact Fee Schedule Comparison

A comparison of calculated fee schedule to the current adopted fee by land use is presented in Table VI-7 for select land uses.

A summary of calculated impact fee rates for all land uses is presented in Appendix F, Tables F-1.

Table VI-7

Transportation Impact Fee Comparison

Land Use	Unit[2]	Manatee					Sarasota County[5]			Hillsborough County[6]		Pinellas County GENERAL[7]
		Calculated[3]	Existing/Adopted Rates[4]									
			Northeast	Northwest	Southeast	Southwest	Urban Infill	W. of I-75	E. of I-75	RURAL	URBAN	
Date of Last Update	-	**2025**	2023	2023	2023	2023	2022	2022	2022	2020	2020	1990
Assessed Portion of Calculated[1]	-	**N/A**	63%	60%	46%	37%	100%	100%	100%	100%	100%	n/a
Residential:												
Single Family Detached (2,000 sq ft)	du	**$19,768**	$7,752	$7,395	$5,706	$4,505	$2,074	$3,372	$4,636	$13,038	$9,183	$1,679
Non-Residential:												
Light Industrial	1,000 sf	**$8,059**	$3,265	$3,114	$2,404	$2,335	$701	$1,162	$1,737	$5,982	$4,230	$1,414
Office (50,000 sq ft)	1,000 sf	**$17,953**	$5,168	$4,929	$3,803	$3,696	$1,955	$3,240	$4,845	$11,777	$8,336	$2,767
Retail (125,000 sq ft)	1,000 sf	**$25,660**	$12,885	$12,480	$9,720	$9,446	$4,466	$6,972	$8,941	$15,962	$13,562	$3,627

1) Represents that portion of the maximum calculated fee for each respective county that is actually charged. Fees may have been lowered through indexing or policy discounts. Does not account for moratoriums/suspensions
2) Du = dwelling unit; SFGLA = square footage gross leasable area; "per 1,000 sf/sfgla" = "per 1,000 sf/sfgla or portion thereof"
3) Source: Appendix F, Table F-1
4) Source: Manatee County Administration Department. Fees are currently being phased-in over 4 years. These are the current fees effective through Dec. 31, 2025
5) Source: Sarasota Planning & Development Services Department
6) Source: Hillsborough County Department of Development Services
7) Source: Pinellas County Building Services; General County Fees

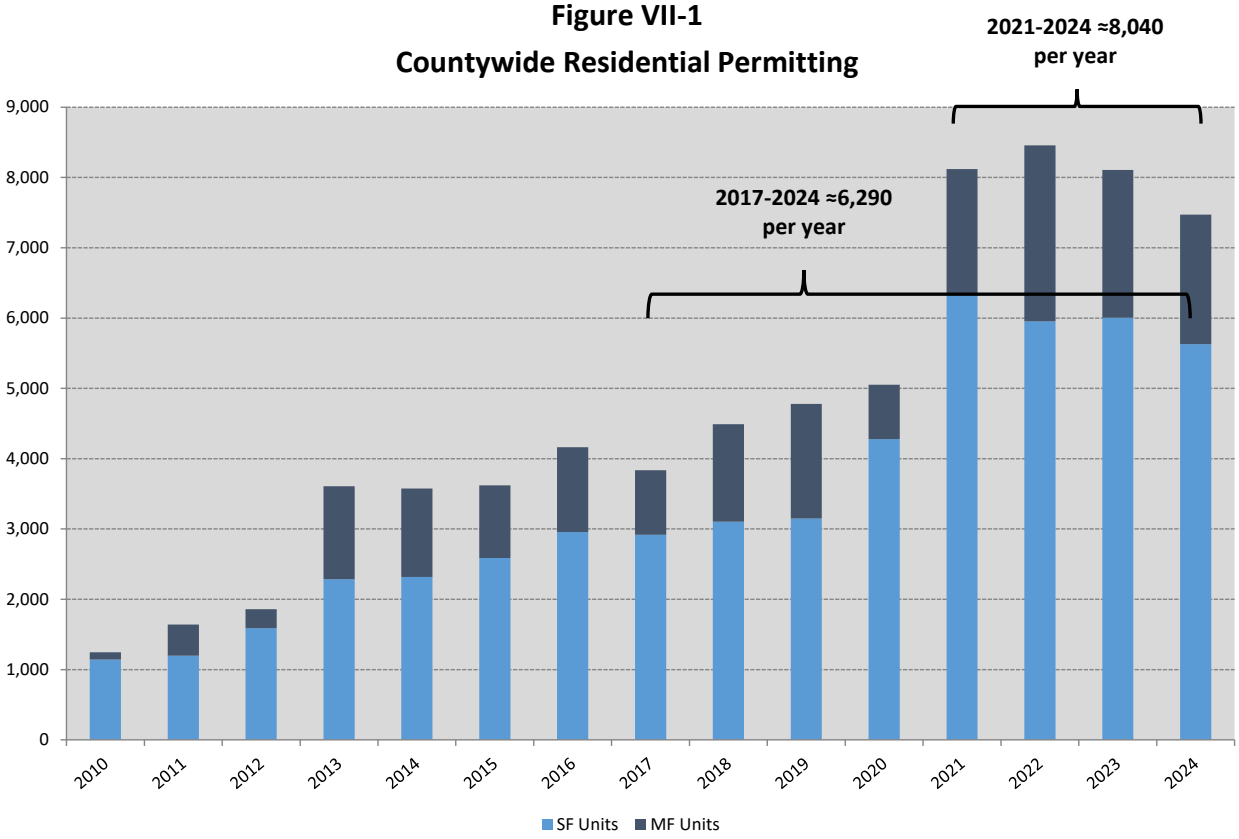
Land Use	Unit[2]	Manatee	Polk County[4]			Charlotte County[5]	Pasco County[6]			Lee County[7]	Collier County[8]	Osceola County[9]		Volusia County[10]
		Calculated[3]	District A	District B	District C		Urban	Suburban	Rural			Urban	Rural	
Date of Last Update	-	**2025**	2023	2023	2023	2021	2021	2021	2021	2018	2019	2020	2020	2022
Assessed Portion of Calculated[1]	-	**N/A**	100%	100%	100%	100%	100%	100%	100%	52.5%	100%	100%	100%	100%
Residential:														
Single Family Detached (2,000 sq ft)	du	**$19,768**	$4,103	$4,000	$3,185	$6,289	$6,567	$9,646	$11,030	$5,248	$8,090	$9,999	$15,941	$5,464
Non-Residential:														
Light Industrial	1,000 sf	**$8,059**	$639	$624	$497	$2,783	$0	$0	$0	$1,775	$4,584	$1,132	$1,132	$2,420
Office (50,000 sq ft)	1,000 sf	**$17,953**	$4,069	$3,969	$3,160	$5,228	$0	$0	$0	$3,997	$8,605	$6,025	$6,025	$5,400
Retail (125,000 sq ft)	1,000 sf	**$25,660**	$6,157	$6,002	$4,778	$7,509	$8,462	$10,577	$13,220	$6,025	$13,774	$25,943	$25,943	$6,320

1) Represents that portion of the maximum calculated fee for each respective county that is actually charged. Fees may have been lowered through indexing or policy discounts. Does not account for moratoriums/suspensions
2) Du = dwelling unit; SFGLA = square footage gross leasable area; "per 1,000 sf/sfgla" = "per 1,000 sf/sfgla or portion thereof"
3) Source: Appendix F, Table F-1
4) Source: Polk County Planning and Development. Fees shown reflect the fully phased-in rates, effective Jan. 1, 2027
5) Source: Charlotte County Planning & Zoning Department
6) Source: Pasco County Central Planning Department. Note that Pasco County uses other revenue sources to buy-down mobility fee rates for select land uses
7) Source: Lee County Community Development Department
8) Source: Collier County Growth Management Division, Planning and Regulation.
9) Source: Osceola County Community Development Department. Non-mixed use fees are shown. Warehouse rate is shown for light industrial
10) Source: Volusia County Growth and Resource Management Department

VII. Revenue Projections

The impact fee revenue projections presented in this report are based on recent residential permitting levels in Manatee County. As shown in Figure VII-1, Manatee County has been experiencing increases in permitting since 2010, which became more significant beginning in 2021.

Figure VII-1
Countywide Residential Permitting



Source: U.S. Census Bureau

Given fluctuations in permitting levels, a range of projection scenarios was developed. For the low-end, residential permitting was based on the average permitting levels for 2017 and 2024 (approximately 6,290 permits) and for the high-end, residential permitting was based on the average permitting levels of the last four years (approximately 8,040 permits). The revenue projections for law enforcement are based on residential permitting within unincorporated county for the same time periods (approximately 5,760 permits for the low-end and 7,550 permits for the high-end).

Other assumptions/estimates used in the projections include the following:

- All impact fees implemented at the full calculated rate;
- Non-residential revenues account for approximately 15 percent of total revenue collected. This estimate is based on the average tax base distribution in Manatee County over the past five years; and
- Benesch validated the revenue model by comparing the estimates to actual collections over the past five years. This resulted in an adjustment factor of 10 percent decrease for public safety, law enforcement, library facilities, and parks and recreation facilities, and 35 percent decrease for multi-modal transportation.

As shown in **Table VII-1**, Manatee County has the potential to generate between **$597 million and $765 million** in total impact fee revenues over the next five years. The distribution of the potential revenue is presented in Table VII-1.

Table VII-1

Impact Fee Revenue Projections

Service Area	Low-End		High-End	
	Average	5-Year Total	Average	5-Year Total
Calculated				
Public Safety	$2,050,000	$10,250,000	$2,620,000	$13,100,000
Law Enforcement	$5,530,000	$27,650,000	$7,210,000	$36,050,000
Libraries	$2,110,000	$10,550,000	$2,700,000	$13,500,000
Parks	$22,170,000	$110,850,000	$28,350,000	$141,750,000
Transportation	$87,630,000	$438,150,000	$112,060,000	$560,300,000
Total	**$119,490,000**	**$597,450,000**	**$152,940,000**	**$764,700,000**

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

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

Appendix A
Population: Supplemental Information

Appendix A: Population

Except for the multi-modal transportation impact fee, all impact fee programs included in this report require the use of population data in calculating current levels of service, performance standards, and demand and credit calculations. With this in mind, a consistent approach to developing population estimates and projections is an important component of the data compilation process. To accurately determine demand for services, as well as to be consistent with Manatee County's Comprehensive Plan, not only the residents, or permanent population of the County, but also the seasonal residents and visitors were considered. Seasonal residents include visitors and part-time residents, which are defined as living in Manatee County 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.

Manatee County provides countywide services for public safety, library facilities, and parks and recreation. Law enforcement services are provided in the unincorporated portions of the County. Given the differences in services areas, population estimates are provided separately for countywide and unincorporated Manatee County.

Table A-1 presents the countywide and unincorporated Manatee County population trend. The projections indicate that the current weighted seasonal population of the County is approximately 490,400 and is estimated to increase to 632,100 (increase of 141,600) by 2045. In the case of unincorporated Manatee County, the current weighted population is estimated at 396,900 and is estimated to increase to 511,600 (increase of 114,700) by 2045. Based on these estimates, the projected population growth rate averages 1.3 percent per year between 2025 and 2045.

Table A-1

Weighted Seasonal Population Trends and Projections

Year	Countywide[1]	Unincorporated County[2]
2000	282,531	200,994
2001	289,914	207,654
2002	297,528	214,637
2003	305,667	220,737
2004	314,711	229,008
2005	325,063	236,910
2006	334,339	243,631
2007	340,228	249,910
2008	342,444	252,033
2009	343,585	253,273
2010	343,989	264,107
2011	348,452	267,876
2012	353,942	272,329
2013	359,232	277,113
2014	366,065	282,997
2015	375,877	291,010
2016	385,190	298,623
2017	395,944	308,420
2018	405,335	315,932
2019	415,184	324,708
2020	426,632	340,373
2021	438,883	351,606
2022	450,153	362,021
2023	469,149	379,986
2024	486,002	396,426
2025	**490,425**	**396,926**
2026	499,399	404,189
2027	508,538	411,586
2028	517,845	419,118
2029	527,321	426,788
2030	536,959	434,588
2031	544,637	440,802
2032	552,425	447,106
2033	560,325	453,499
2034	568,338	459,984
2035	576,449	466,550
2036	582,329	471,309
2037	588,268	476,116
2038	594,268	480,972
2039	600,330	485,878
2040	606,333	490,737
2041	611,365	494,809
2042	616,439	498,917
2043	621,556	503,057
2044	626,716	507,234
2045	632,055	511,554

1) Source: Table A-19
2) Source: Table A-20

Residential Persons per Housing Unit Tiering

As part of this impact fee update, the current residential square footage tiers were updated to reflect the most recent data. This analysis utilizes average Persons per Housing Unit (PPHU) figures by bedroom size obtained from the 2023 5-year Public Use Microdata Sample (PUMS) and average home size by number of bedrooms reported in the Manatee County Property Appraiser's database to develop a relationship between number of persons in a home and the size of the home.

PUMS files allow for the use of census sample data collected in Manatee County to create custom tables that are otherwise unavailable. For this analysis, the 2023 PUMS files were utilized, which are the latest data available. The PUMS 5-year estimates incorporate 60 months of data, representing a 1-percent sample of the population for each year. To isolate the PUMS data specific to Manatee County, all Public Use Microdata Areas (PUMAs) within the County were identified. PUMAs are non-overlapping areas that partition each state into areas containing approximately 100,000 residents. These are the most detailed geographic area available within the PUMS data set. **Table A-2** summarizes the PUMS results for Manatee County.

Table A-2
PUMS Results Summary: Residential Structures

Bedrooms	Persons[(1)]	Housing Units[(2)]	Persons per Housing Unit[(3)]
0-1	23,482	22,964	1.02
2	110,046	81,265	1.35
3	180,291	78,545	2.30
4+	96,618	31,433	3.07
Total	**410,437**	**214,207**	**1.92**

1) Source: PUMS 2023 5-yr dataset; PUMAs 8101-8103
2) Source: PUMS 2023 5-yr dataset; PUMAs 8101-8104
3) Persons (Item 1) divided by housing units (Item 2)

Using the Manatee County Property Appraiser's Database, the average square footage per unit by bedroom tier was determined for residential structures, as shown in **Table A-3**. With these averages determined, the persons per housing unit were graphed per square footage to determine a line of best fit, as shown in Figure A-1.

Table A-3

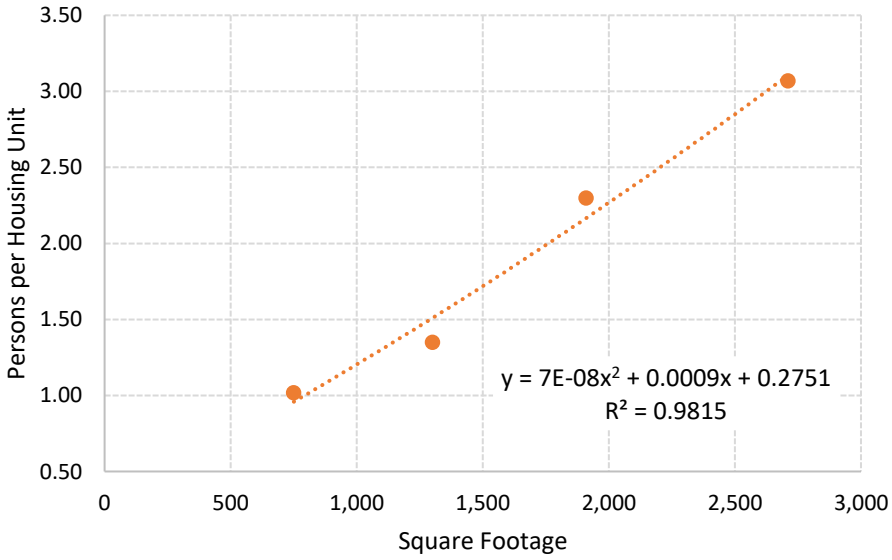
Bedrooms vs. Square Footage vs. PPHU

Bedrooms	Average Unit Size (Square Feet)[(1)]	Persons per Housing Unit[(2)]
0-1	750	1.02
2	1,300	1.35
3	1,910	2.30
4+	2,710	3.07
All	**1,800**	-

1) Source: Manatee County Property Appraiser's Parcel Database
2) Source: Table A-2

Figure A-1

Persons per Housing Unit by Square Footage



Using the resulting best-fit equation (as shown in Figure A-1), the PPHU for various square footage tiers were calculated using the end-point square footage for each tier. Next, the tiers were normalized to the average PPHU (Countywide and Unincorporated) from the ACS for Manatee County, as presented in **Table A-4**.

Table A-4

Persons per Housing Unit by Square Footage Tier

Tier	Square Feet Input[1]	Persons per Housing Unit[2]	PPHU Ratio[3]	Adjusted PPHU[4]
Countywide				
750 sq ft or less	750	0.99	34.9%	0.67
751 sq ft to 1,000 sq ft	1,000	1.25	44.0%	0.84
1,001 sq ft to 1,300 sq ft	1,300	1.56	54.9%	1.05
1,301 sq ft to 1,700 sq ft	1,700	2.01	70.8%	1.36
1,701 sq ft or more	2,400	2.84	100.0%	**1.92**
Unincorporated				
750 sq ft or less	-	-	-	0.72
751 sq ft to 1,000 sq ft	-	-	-	0.91
1,001 sq ft to 1,300 sq ft	-	-	-	1.13
1,301 sq ft to 1,700 sq ft	-	-	-	1.46
1,701 sq ft or more	-	-	-	**2.06**

1) End-point of each square footage tier that is entered into the best-fit equation from Figure 1.
2) Calculated using the square feet inputs (Item 1) and the line of best fit from Figure 1
3) Ratio of each tier to the 1,701 square feet or more tier. This tier represents the average size home in Manatee County (1,800 square feet, as shown in Table A-3)
4) The Countywide PPHU of 1.92 was applied to the average tier (1,701 or more) and then each tier was adjusted based on the ratios from Item 3. This calculation was replicated for the unincorporated County using an average PPHU of 2.06 (calculated using the 2023 American Community Survey 5-yr data)

The resulting analysis was then compared to a recent student generation rate (SGR) analysis completed by the School Board of Manatee County, specifically in regard to the smaller square footage tiers. As shown in the SGR analysis, all housing tiers were shown to generate students, and therefore the PPHU data for small tiers was adjusted to reflect the presence of students and at least one parent/guardian. In the case of larger tiers, the calculated PPHU values do not conflict with the SGR results and no adjustment was applied. **Table A-5** details this adjustment.

Table A-5

Persons per Housing Unit with Student Generation Rate Adjustment

Tier	PPHU[1]	SGR[2]	Adjusted PPHU[3]
Countywide			
750 sq ft or less	0.67	0.11	**1.11**
751 sq ft to 1,000 sq ft	0.84	0.14	**1.14**
1,001 sq ft to 1,300 sq ft	1.05	0.17	**1.17**
1,301 sq ft to 1,700 sq ft	1.36	-	**1.36**
1,701 sq ft or more	1.92	-	**1.92**
Unincorporated			
750 sq ft or less	0.72	-	**1.19**
751 sq ft to 1,000 sq ft	0.91	-	**1.22**
1,001 sq ft to 1,300 sq ft	1.13	-	**1.26**
1,301 sq ft to 1,700 sq ft	1.46	-	**1.46**
1,701 sq ft or more	2.06	-	**2.06**

1) Source: Table A-4
2) Source: School Impact Fee Study School District of Manatee County 2023
3) Adjusted PPHU for first three square footage tiers (1 person + SGR). Unincorporated values calculated using the ratio of adjusted countywide tiers

As a final step, the tiered persons per housing unit calculations were adjusted to differentiate between single family and multi-family land uses. This step brings in separate PPHU for each land use based on 2023 ACS 5-yr data as well as the average square footage per unit from the Manatee County Property Appraiser's database. **Tables A-6** and **A-7** detail these calculations.

Table A-6

Persons per Housing Unit: Single Family Land Use

Tier	PPHU[1]	Ratio[2]	Adjusted PPHU[3]
Countywide			
750 sq ft or less	**1.11**	57.8%	**1.36**
751 sq ft to 1,000 sq ft	**1.14**	59.4%	**1.40**
1,001 sq ft to 1,300 sq ft	**1.17**	60.9%	**1.43**
1,301 sq ft to 1,700 sq ft	**1.36**	70.8%	**1.66**
1,701 sq ft or more	**1.92**	-	**2.35**
Unincorporated			
750 sq ft or less	**1.19**	57.8%	**1.41**
751 sq ft to 1,000 sq ft	**1.22**	59.2%	**1.45**
1,001 sq ft to 1,300 sq ft	**1.26**	61.2%	**1.49**
1,301 sq ft to 1,700 sq ft	**1.46**	70.9%	**1.73**
1,701 sq ft or more	**2.06**	-	**2.44**

1) Source: Table A-5
2) Ratio of each square footage tier to the 1,701 sq ft or more tier. For single family land use, the county average home size falls within this tier (2,380 sq ft)
3) Source: 2023 ACS 5-yr estimates for PPHU (Countywide = 2.35, Unincorporated = 2.44). Each tier calculated using the ratio to average (Item 2)

Table A-7

Persons per Housing Unit: Multi-Family Land Use

Tier	PPHU[(1)]	Ratio[(2)]	Adjusted PPHU[(3)]
Countywide			
750 sq ft or less	**1.11**	81.6%	**1.09**
751 sq ft to 1,000 sq ft	**1.14**	83.8%	**1.12**
1,001 sq ft to 1,300 sq ft	**1.17**	86.0%	**1.15**
1,301 sq ft or more	**1.36**	-	**1.34**
Unincorporated			
750 sq ft or less	**1.19**	81.5%	**1.26**
751 sq ft to 1,000 sq ft	**1.22**	83.6%	**1.30**
1,001 sq ft to 1,300 sq ft	**1.26**	86.3%	**1.34**
1,301 sq ft or more	**1.46**	-	**1.55**

1) Source: Table A-5
2) Ratio of each square footage tier to the 1,001 to 1,300 sq footage tier. For multi-family land use, the county average home size falls within this tier (1,580 sq ft)
3) Source: 2023 ACS 5-yr estimates for PPHU (Countywide = 1.34, Unincorporated = 1.55). Each tier calculated using the ratio to average (Item 2)

Apportionment of Demand by Residential Unit Type and Size

Tables A-8 and **A-9** present the population per housing unit (PPH) for the residential categories by size for both countywide and unincorporated Manatee County. The tables present the PPH based on weighted seasonal population for each residential category. This analysis includes all housing units, both occupied and vacant.

Table A-8

Population per Housing Unit by Housing Type (Countywide)

Housing Type	Population[1]	Housing Units[2]	Population per Housing Unit[3]	Weighted Population per Housing Unit[4]
Single Family (Detached)				
750 sq ft or less			1.36	1.45
751 sq ft to 1,000 sq ft			1.40	1.49
1,001 sq ft to 1,300 sq ft			1.43	1.53
1,301 sq ft to 1,700 sq ft			1.66	1.77
1,701 sq ft or more			2.35	2.51
Multi-Family				
750 sq ft or less			1.09	1.16
751 sq ft to 1,000 sq ft			1.12	1.20
1,001 sq ft to 1,300 sq ft			1.15	1.23
1,301 sq ft or more			1.34	1.43
Mobile Home	32,540	29,911	1.09	1.16
Congregate Care Facility/Assisted Living Facility[5]	226,697	184,243	1.23	1.31

1) Source: 2023 American Community Survey (ACS); 5-Yr. Estimates, Table B25033
2) Source: 2023 American Community Survey (ACS); 5-Yr. Estimates, Table DP04
3) Source: Table A-6 and A-7 for single family and multi-family. Mobile home and congregate care facility/ assisted living facility calculated as population (Item 1) divided by housing units (Item 2)
4) Population per housing unit (Item 3) adjusted for seasonal population (6.7%)
5) Estimate is based on people per household figures for single and multi-family homes, adjusted for the residents over 55 years of age based on information obtained from the 2017 National Household Travel Survey, prepared by the US Department of Transportation.
   Note: Excludes boats, RVs, vans, etc

.

Table A-9

Population per Housing Unit by Housing Type (Unincorporated Manatee County)

Housing Type	Population[1]	Housing Units[2]	Population per Housing Unit[3]	Weighted Population per Housing Unit[4]
Single Family (Detached)				
750 sq ft or less			1.41	1.48
751 sq ft to 1,000 sq ft			1.45	1.53
1,001 sq ft to 1,300 sq ft			1.49	1.57
1,301 sq ft to 1,700 sq ft			1.73	1.82
1,701 sq ft or more			2.44	2.57
Multi-Family				
750 sq ft or less			1.26	1.33
751 sq ft to 1,000 sq ft			1.30	1.37
1,001 sq ft to 1,300 sq ft			1.34	1.41
1,301 sq ft or more			1.55	1.63
Mobile Home	29,186	26,020	1.12	1.18
Congregate Care Facility/Assisted Living Facility[5]	180,838	134,227	1.35	1.42

1) Source: 2023 American Community Survey (ACS); 5-Yr. Estimates, Table B25033
2) Source: 2023 American Community Survey (ACS); 5-Yr. Estimates, Table DP04
3) Source: Table A-6 and A-7 for single family and multi-family. Mobile home and congregate care facility/ assisted living facility calculated as population (Item 1) divided by housing units (Item 2)
4) Population per housing unit (Item 3) adjusted for seasonal population (5.3%)
5) Estimate is based on people per household figures for single and multi-family homes, adjusted for the residents over 55 years of age based on information obtained from the 2017 National Household Travel Survey, prepared by the US Department of Transportation.
   Note: Excludes boats, RVs, vans, etc

Functional Population

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

Functional population is the equivalent number of people occupying space within a community on a 24-hour-day, 7-days-a-week basis. A person living and working in the community will have the functional population coefficient of 1.0. A person living in the community but working elsewhere may spend only 16 hours per day in the community on weekdays and 24 hours per day on weekends for a functional population coefficient of 0.76 (128-hour presence divided by

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

Functional population thus tries to capture the presence of all people within the community, whether residents, workers, or visitors, to arrive at an estimate of effective population that needs 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)[2]. By estimating the functional and weighted population per unit of land use across all major land uses in a community, an estimate of the demand for certain facilities and services in the present and future years can be calculated. The following paragraphs explain how functional population is calculated for residential and non-residential land uses.

Residential Functional Population

Developing the residential component of functional population is simpler than developing the non-residential component. It is generally estimated that people spend one-half to three-fourths of their time at home and the rest of each 24-hour day away from their place of residence. In developing the residential component of Manatee County's functional population, an analysis of the County's population and employment characteristics was conducted. **Tables A-10** and **A-11** present this analysis for the County. Based on this analysis, Manatee County residents, on average, spend 16.4 hours each day at their place of residence. This corresponds to approximately 68 percent of each 24-hour day at their place of residence and the other 32 percent away from home.

It is important to note that these calculations were reviewed on a countywide basis as well as for unincorporated Manatee County. There was no change between the estimated residential functional population coefficient. As such, the countywide figure is utilized for both service areas.

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

Table A-10

Population & Employment Characteristics

Variable	Figure
Total workers living in Manatee County[1]	172,997
Total Population (2022)[2]	405,069
Total workers as a percent of population[3]	**42.7%**
School age population (5-17 years) (2021)[4]	53,701
School age population as a percent of population[5]	**13.3%**
Population net of workers and school age population[6]	178,371
Other population as a percent of total population[7]	**44.0%**

1) Source: U.S. Census Bureau, 2022 OnTheMap Application
2) Source: ACS 2022 5-Year Estimates, Table S0101
3) Total workers (Item 1) divided by population (Item 2)
4) Source: ACS 2022 5-Year Estimates, Table S0101
5) Total school age population (Item 4) divided by 2022 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 2022 population (Item 2)

Table A-11

Residential Coefficient for 24-Hour Functional Population

Population Group	Hours at Residence[1]	Percent of Population[2]	Effective Hours[3]
Workers	13	42.7%	5.6
Students	15	13.3%	2.0
Other	20	44.0%	8.8
Total Hours at Residence[4]			16.4
Residential Functional Population Coefficient[5]			**68.3%**

1) Estimated
2) Source: Table A-10
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-11** is used in the calculation of the residential coefficient for the 24-hour functional population. These actual calculations are presented in **Table A-12**.

Non-Residential Functional Population

Given the varying characteristics of non-residential land uses, developing the estimates of functional residents for non-residential land uses is more complicated than developing estimated

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

Specific calculations include:

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

Table A-12 shows the functional population coefficients for residential and non-residential uses in Manatee County, which are used to estimate the 2025 functional population for the countywide and unincorporated Manatee County service areas in **Tables A-13** and **A-14**.

Table A-12

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	**0.683**
Natural Resources	N/A	9.00	3.10	1.55	1.32	1.38	0.09	1.00	7.00	**0.379**
Construction	110	9.00	3.10	1.55	1.32	1.38	0.09	1.00	5.00	**0.271**
Manufacturing	140	9.00	2.51	1.26	1.32	1.38	0.08	1.00	5.00	**0.270**
Transportation, Communication, Utilities	110	9.00	3.10	1.55	1.32	1.38	0.09	1.00	5.00	**0.271**
Wholesale Trade	150	9.00	5.05	2.53	1.32	1.38	0.15	1.00	5.00	**0.272**
Retail Trade	820	9.00	57.30	28.65	1.24	1.73	14.04	1.50	7.00	**1.252**
Finance, Insurance, Real Estate	710	9.00	3.33	1.67	1.24	1.73	0.82	1.00	5.00	**0.292**
Services[9]	N/A	9.00	20.32	10.16	1.24	1.73	4.98	1.00	6.00	**0.499**
Government[10]	730	9.00	7.45	3.73	1.24	1.73	1.83	1.00	7.00	**0.451**

(1) Estimated

(2) Trips per employee represents all trips divided by the number of employees and is based on Trip Generation 11th Edition (Institute of Transportation Engineers 2021) as follows:

ITE Code 110 at 3.10 weekday trips per employee, Volume 2 - Industrial Land Uses, page 39

ITE Code 140 at 2.51 weekday trips per employee, Volume 2 - Industrial Land Uses, page 76

ITE Code 150 at 5.05 weekday trips per employee, Volume 2 - Industrial Land Uses, page 104

ITE Code 710 at 3.33 weekday trips per employee, Volume 2 Office Land Uses, page 716

ITE Code 730 at 7.45 weekday trips per employee, Volume 2 Office Land Uses, page 795

ITE Code 820 (page 186) based on blended average of trips by retail center size calculated below.

Trips per retail employee from the following table:

Retail Scale	***Trip Rate***	***Employee*** [11]	***Employee***	***Share***	***Trips***
Retail (Less than 40k sq. ft.)	54.45	890	48	50.0%	24.00
Retail (40k to 150k sq. ft.)	67.52	1,152	78	35.0%	27.30
Retail (greater than 150k sq. ft.	37.01	1,070	40	15.0%	6.00
Sum of Weighted Trips/1k sq.ft.					57.30

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

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

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

1.24 occupants per Retail Trade, FIRE, and Services trip

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

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

1.73 occupants per Retail Trade, FIRE, and Services trip

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

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

(8) Table A-11 for residential and the equation below to determine the Functional Population Coefficient per Employee for all land-use categories except residential includes the following:

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

(9) Trips per employee for the services category is the average trips per employee for the following service related land use categories: quality restaurant, high-turnover restaurant, supermarket, hotel, motel, elementary school, middle school, high school, hospital, medical office, and church. Source for the trips per employee figure from ITE, 11th ed., when available.

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

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

Table A-13

Functional Population (Countywide)

Population Category	Countywide Baseline Data[1]	Functional Resident Coefficient[2]	Functional Population[3]
2025 Weighted Population	490,425	0.683	334,960
Employment Category			
Natural Resources	4,104	0.379	1,555
Construction	17,367	0.271	4,706
Manufacturing	9,570	0.270	2,584
Transportation, Communication, and Utilities	12,745	0.271	3,454
Wholesale Trade	6,439	0.272	1,751
Retail Trade	26,797	1.252	33,550
Finance, Insurance, and Real Estate	35,150	0.292	10,264
Services	103,303	0.499	51,548
Government Services	14,006	0.451	6,317
Total Employment by Category Population[4]			115,729
2025 Total Functional Population[5]			**450,689**

1) Source: Table A-1 for population and 2024 Woods & Poole for employment data (2025 estimate)
2) Source: Table A-12
3) Baseline data (Item 1) multiplied by the functional resident coefficient (Item 2)
4) The total employment population 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-14

Functional Population (Unincorporated County)

Population Category	Unincorporated County Baseline Data[1]	Functional Resident Coefficient[2]	Functional Population[3]
2025 Weighted Population	396,926	0.683	271,100
Employment Category			
Natural Resources	1,572	0.379	596
Construction	14,519	0.271	3,935
Manufacturing	7,637	0.270	2,062
Transportation, Communication, and Utilities	8,450	0.271	2,290
Wholesale Trade	5,705	0.272	1,552
Retail Trade	20,098	1.252	25,163
Finance, Insurance, and Real Estate	23,375	0.292	6,826
Services	61,155	0.499	30,516
Government Services	2,493	0.451	1,124
Total Employment by Category Population[4]			74,064
2025 Total Functional Population[5]			**345,164**

1) Source: Table A-1 for population. Employment data from 2024 Woods & Poole (2025 estimate) for countywide estimates adjusted by the employment portion in unincorporated county from Census OnTheMap 2022
2) Source: Table A-12
3) Baseline data (Item 1) multiplied by the functional resident coefficient (Item 2)
4) The total employment population 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-15 presents the County's annual functional population figures for both countywide and unincorporated Manatee County from 2000 through 2045, based on the 2025 functional population figure from Tables A-13 and A-14, and the annual population growth rates from the population figures previously presented in Table A-1.

Table A-15
Functional Population (2000 - 2045)

Year	Countywide	Unincorporated County
2000	257,781	171,857
2001	264,483	177,528
2002	271,360	183,564
2003	278,687	188,704
2004	287,048	195,686
2005	296,521	202,535
2006	305,120	208,206
2007	310,612	213,619
2008	312,786	215,328
2009	313,724	216,405
2010	314,038	225,710
2011	318,120	228,870
2012	323,210	232,761
2013	328,058	236,951
2014	334,291	241,927
2015	343,317	248,701
2016	351,900	255,167
2017	361,753	263,588
2018	370,435	269,914
2019	379,325	277,472
2020	392,981	293,565
2021	403,984	302,959
2022	414,488	312,048
2023	431,147	330,409
2024	446,625	344,716
2025	**450,689**	**345,164**
2026	458,937	351,481
2027	467,336	357,913
2028	475,888	364,463
2029	484,597	371,133
2030	493,465	377,925
2031	500,522	383,329
2032	507,679	388,811
2033	514,939	394,371
2034	522,303	400,011
2035	529,772	405,731
2036	535,176	409,869
2037	540,635	414,050
2038	546,149	418,273
2039	551,720	422,539
2040	557,237	426,764
2041	561,862	430,306
2042	566,525	433,878
2043	571,227	437,479
2044	575,968	441,110
2045	580,864	444,859

Source: Tables A-13 & A-14 for 2025. Remaining years are based on growth rates of the weighted seasonal population; Table A-1

Functional Residents by Specific Land Use Category

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

Residential and Transient Land Uses

As mentioned previously, different functional population coefficients need to be developed for each impact fee service area to be analyzed. For residential and transient land uses, these coefficients are displayed in **Tables A-16** and **A-17**. The average number of persons per housing unit was calculated for the residential categories by size of home. The analysis is based on information obtained from the 2023 ACS, 2023 PUMS, and Manatee County Property Appraiser database. Besides the residential land uses, Tables A-16 and A-17 also include transient land uses, such as lodging, congregate care facility/assisted living facility and nursing home. Secondary sources, such as Bradenton Area Convention and Visitors Bureau and the Florida Department of Elderly Affairs, are used to determine the occupancy rate for hotels, motels, CCF, and nursing homes.

Non-Residential Land Uses

A similar approach is used to estimate functional residents for non-residential land uses. Table A-18 presents basic assumptions and calculations, such as trips per unit, trips per employee, employees per impact unit, one-way trips per impact unit, worker hours, occupants per vehicle trip, visitors (patrons, etc.) per impact unit, visitor hours per trip, and days per week for non-residential land uses. The final column shows the estimated functional residents per unit by land use. These coefficients by land use create the demand component for the select impact fee programs and will be used in the calculation of the impact fee per unit for each land use category in the select impact fee schedules.

Table A-16

Functional Residents for Residential and Transient Land Uses (Countywide)

Land Use	Impact Unit	ITE LUC[1]	Residents/ Visitors Per Unit[2]	Occupancy Rate[3]	Adjusted Residents Per Unit[4]	Visitor Hours at Place[5]	Workers Per Unit[6]	Work Day Hours[7]	Days Per Week[8]	Functional Residents per Unit[9]
Residential:										
Single Family Detached:										
750 sq ft or less	du	210	1.45	-	-	-	-	-	-	0.99
751 sq ft to 1,000 sq ft	du		1.49	-	-	-	-	-	-	1.02
1,001 sq ft to 1,300 sq ft	du		1.53	-	-	-	-	-	-	1.04
1,301 sq ft to 1,700 sq ft	du		1.77	-	-	-	-	-	-	1.21
1,701 sq ft or more	du		2.51	-	-	-	-	-	-	1.71
Multi-Family:										
750 sq ft or less	du	220, 221, 222	1.16	-	-	-	-	-	-	0.79
751 sq ft to 1,000 sq ft	du		1.20	-	-	-	-	-	-	0.82
1,001 sq ft to 1,300 sq ft	du		1.23	-	-	-	-	-	-	0.84
1,301 sq ft or more	du		1.43	-	-	-	-	-	-	0.98
Mobile Home	du	240	1.16	-	-	-	-	-	-	0.79
Transient, Assisted, Group:										
Congregate Care Facility/Assisted Living Facility	du	253	1.31	79%	1.03	16	0.56	9	7	0.90
Lodging	room	320	2.80	71%	1.99	12	0.13	9	7	1.04
Nursing Home	1,000 sf	620	2.76	79%	2.18	20	2.04	9	7	2.58

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

(2) Estimates for the residential land use is from Table A-8; estimates for the lodging land use is based on data obtained from the Bradenton Area Convention and Visitors Bureau; and the estimate used for nursing home is based on 1 person per bed and an average square footage of 363 per bed in a nursing home, based on information provided in the ITE Trip Generation Handbook, 11th Edition.

(3) Source for lodging occupancy: Bradenton Area Convention and Visitors Bureau. Average hotel/motel occupancy rate for 2018-2019 & 2021. Source for nursing home occupancy rate is the Florida Department of Elder Affairs, Manatee County Profile. Average occupancy rate for 2022 to 2024.

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

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

(6) Adapted from ITE Trip Generation Handbook, 11th Edition

(9) For residential land uses, calculated as residents per unit times the functional population coeffcient (0.683 from Table A-13). For transient, assisted, and group land uses, calculated as

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

Table A-17

Functional Residents for Residential and Transient Land Uses (Unincorporated County)

Residential Land Use	Impact Unit	ITE LUC[1]	Residents/ Visitors Per Unit[2]	Occupancy Rate[3]	Adjusted Residents Per Unit[4]	Visitor Hours at Place[5]	Workers Per Unit[6]	Work Day Hours[7]	Days Per Week[8]	Functional Residents per Unit[9]
Residential:										
Single Family Detached:										
750 sq ft or less	du	210	1.48	-	-	-	-	-	-	1.01
751 sq ft to 1,000 sq ft	du		1.53	-	-	-	-	-	-	1.04
1,001 sq ft to 1,300 sq ft	du		1.57	-	-	-	-	-	-	1.07
1,301 sq ft to 1,700 sq ft	du		1.82	-	-	-	-	-	-	1.24
1,701 sq ft or more	du		2.57	-	-	-	-	-	-	1.76
Multi-Family:										
750 sq ft or less	du	220, 221, 222	1.33	-	-	-	-	-	-	0.91
751 sq ft to 1,000 sq ft	du		1.37	-	-	-	-	-	-	0.94
1,001 sq ft to 1,300 sq ft	du		1.41	-	-	-	-	-	-	0.96
1,301 sq ft or more	du		1.63	-	-	-	-	-	-	1.11
Mobile Home	du	230	1.18	-	-	-	-	-	-	0.81
Transient, Assisted, Group:										
Congregate Care Facility/Assisted Living Facility	du	253	1.42	79%	1.12	16	0.56	9	7	0.96
Lodging	room	320	2.80	71%	1.99	12	0.13	9	7	1.04
Nursing Home	1,000 sf	620	2.76	79%	2.18	20	2.04	9	7	2.58

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

(2) Estimates for the residential land use is from Table A-9; estimates for the lodging land use is based on data obtained from the Bradenton Area Convention and Visitors Bureau; and the estimate used for nursing home is based on 1 person per bed and an average square footage of 363 per bed in a nursing home, based on information provided in the ITE Trip Generation Handbook, 11th Edition.

(3) Source for lodging occupancy: Bradenton Area Convention and Visitors Bureau. Average hotel/motel occupancy rate for 2018-2019 & 2021. Source for nursing home occupancy rate is the Florida Department of Elder Affairs, Manatee County Profile. Average occupancy rate for 2022 to 2024.

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

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

(6) Adapted from ITE Trip Generation Handbook, 11th Edition

(9) For residential land uses, calculated as residents per unit times the functional population coeffcient (0.683 from Table A-13). For transient, assisted, and group land uses, calculated as

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

Table A-18

Functional Resident Coefficients for Non-Residential Land Uses

ITE LUC[1]	Land Use	Impact Unit	Trips Per Unit[2]	Trips Per Employee[3]	Employees Per Unit[4]	One-Way Factor @ 50%[5]	Worker Hours[6]	Occupants Per Trip[7]	Visitors[8]	Visitor Hours Per Trip[9]	Days Per Week[10]	Functional Residents per Unit[11]
110	Light Industrial	1,000 sf	4.87	3.10	1.57	2.44	9	1.08	1.07	1.00	5	0.45
140	Manufacturing	1,000 sf	4.75	2.51	1.89	2.38	9	1.08	0.68	1.00	5	0.53
150	Warehouse	1,000 sf	1.93	5.05	0.38	0.97	9	1.08	0.67	0.75	5	0.12
151	Mini-Warehouse	1,000 sf	1.46	61.90	0.02	0.73	9	1.08	0.77	0.75	7	0.03
565	Day Care Center	1,000 sf	49.63	21.38	2.32	24.82	9	2.16	51.29	0.15	5	0.85
610	Hospital	1,000 sf	10.77	3.77	2.86	5.39	9	1.44	4.90	1.00	7	1.28
710	Office & Other Services	1,000 sf	10.84	3.33	3.26	5.42	9	1.09	2.65	1.00	5	0.95
822	Commercial/Shopping Center less than 40,000 sflga	1,000 sfgla	54.45	17.42	3.13	27.23	9	1.52	38.26	0.50	7	1.97
821	Commercial/Shopping Center 40,000 to 150,000 sfgla	1,000 sfgla	67.52	17.42	3.88	33.76	9	1.52	47.44	0.65	7	2.74
820	Commercial/Shopping Center greater than 150,000 sfgla	1,000 sfgla	37.01	17.42	2.12	18.51	9	1.52	26.02	1.00	7	1.88
944	Gas Station w/Convenience Store <2,000 sq ft	fuel pos.	172.01	275.78	0.62	86.01	9	1.52	130.12	0.20	7	1.32
945	Gas Station w/Convenience Store 2,000 to 5,499 sq ft	fuel pos.	264.38	241.21	1.10	132.19	9	1.52	199.83	0.20	7	2.08
	Gas Station w/Convenience Store 5,500+ sq ft	fuel pos.	345.75	241.21	1.43	172.88	9	1.52	261.35	0.20	7	2.71

Sources:

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

(2) Trip generation rates are from the ITE Trip Generation Handbook, 11th Edition and Florida Studies (presented in Appendix C)

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

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

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

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

7) Source: 2022 National Household Travel Survey (FHWA 2022)

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

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

Table A-19

Weighted Seasonal Population Projections (Countywide)

Year	Permanent Population[1]	Seasonal Population[2]	Total Weighted Seasonal Population[3]
2000	264,002	18,529	282,531
2001	270,887	19,027	289,914
2002	278,001	19,527	297,528
2003	285,606	20,061	305,667
2004	294,056	20,655	314,711
2005	303,729	21,334	325,063
2006	312,396	21,943	334,339
2007	317,899	22,329	340,228
2008	319,970	22,474	342,444
2009	321,035	22,550	343,585
2010	322,833	21,156	343,989
2011	326,995	21,457	348,452
2012	332,146	21,796	353,942
2013	337,111	22,121	359,232
2014	343,523	22,542	366,065
2015	352,731	23,146	375,877
2016	361,470	23,720	385,190
2017	371,562	24,382	395,944
2018	380,375	24,960	405,335
2019	389,617	25,567	415,184
2020	399,710	26,922	426,632
2021	411,209	27,674	438,883
2022	421,768	28,385	450,153
2023	439,566	29,583	469,149
2024	455,356	30,646	486,002
2025	**459,500**	**30,925**	**490,425**
2026	467,909	31,490	499,399
2027	476,472	32,066	508,538
2028	485,191	32,654	517,845
2029	494,070	33,251	527,321
2030	503,100	33,859	536,959
2031	510,294	34,343	544,637
2032	517,591	34,834	552,425
2033	524,993	35,332	560,325
2034	532,500	35,838	568,338
2035	540,100	36,349	576,449
2036	545,609	36,720	582,329
2037	551,174	37,094	588,268
2038	556,796	37,472	594,268
2039	562,475	37,855	600,330
2040	568,100	38,233	606,333
2041	572,815	38,550	611,365
2042	577,569	38,870	616,439
2043	582,363	39,193	621,556
2044	587,197	39,519	626,716
2045	592,200	39,855	632,055

1) Source: 2000 through 2024 is the U.S. Census and the Bureau of Economic and Business Research (BEBR). For 2025 through 2030 BEBR, Volume 57, Bulletin 198, January 2024 (Medium-Level Projections). Interim years were interpolated.
2) Source: Seasonal Population based on information obtained from the U.S. Census. The figures are weighed by 0.42 to account for seasonal residents only residing in the county for a portion of the year (assume 5 months; 5 months divided by 12 months = 0.42). Hotel/motel visitation is estimated based on data from Bradenton Area Convention and Visitors Bureau.
3) Sum of permanent population (Item 1) and seasonal population (Item 2)

Table A-20

Weighted Seasonal Population Projections (Unincorporated County)

Year	Permanent Population[1]	Seasonal Population[2]	Total Weighted Seasonal Population[3]
2000	191,074	9,920	200,994
2001	197,435	10,219	207,654
2002	204,074	10,563	214,637
2003	209,874	10,863	220,737
2004	217,738	11,270	229,008
2005	225,251	11,659	236,910
2006	231,641	11,990	243,631
2007	237,611	12,299	249,910
2008	239,630	12,403	252,033
2009	240,809	12,464	253,273
2010	251,773	12,334	264,107
2011	255,407	12,469	267,876
2012	259,653	12,676	272,329
2013	264,214	12,899	277,113
2014	269,824	13,173	282,997
2015	277,464	13,546	291,010
2016	284,723	13,900	298,623
2017	294,064	14,356	308,420
2018	301,226	14,706	315,932
2019	309,594	15,114	324,708
2020	323,057	17,316	340,373
2021	333,769	17,837	351,606
2022	343,656	18,365	362,021
2023	360,710	19,276	379,986
2024	376,316	20,110	396,426
2025	**376,790**	**20,136**	**396,926**
2026	383,685	20,504	404,189
2027	390,707	20,879	411,586
2028	397,857	21,261	419,118
2029	405,137	21,651	426,788
2030	412,542	22,046	434,588
2031	418,441	22,361	440,802
2032	424,425	22,681	447,106
2033	430,494	23,005	453,499
2034	436,650	23,334	459,984
2035	442,882	23,668	466,550
2036	447,399	23,910	471,309
2037	451,963	24,153	476,116
2038	456,573	24,399	480,972
2039	461,230	24,648	485,878
2040	465,842	24,895	490,737
2041	469,708	25,101	494,809
2042	473,607	25,310	498,917
2043	477,538	25,519	503,057
2044	481,502	25,732	507,234
2045	485,604	25,950	511,554

1) Source: 2000 through 2024 is the U.S. Census and the Bureau of Economic and Business Research (BEBR). For 2025 through 2030 BEBR, Volume 57, Bulletin 198, January 2024 (Medium-Level Projections) adjusted by average population ratio (2020-2024) of the unincorporated service area to countywide. Interim years were interpolated.
2) Seasonal Population based on information obtained from the U.S. Census. The figures are weighed by 0.42 to account for seasonal residents only residing in unincorporated county for a portion of the year (assume 5 months; 5 months divided by 12 months = 0.42). Hotel/motel visitation is estimated based on data from Bradenton Area Convention and Visitors Bureau.
3) Sum of permanent population (Item 1) and seasonal population (Item 2)

Appendix B
Building and Land Values:
Supplemental Information

Appendix B: Building and Land Values

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

Building Values

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

- Recent construction by Manatee County, as applicable;
- Cost estimates for future facilities;
- Insurance values of existing facilities;
- Data from other jurisdictions; and
- Construction cost indices over the past three years.

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

Public Safety

Public safety buildings include EMS stations, Emergency Operations Center, Beach Patrol building and animal shelters. Each type of building has varying costs depending on the design and amenities. As part of the cost estimates the following was considered:

- Cost estimates from the 2023 technical study indexed to 2025 dollars based on the Engineering News Record Building Cost Index suggest an average cost of $350 per square foot.
- The County plans to construct a new logistics storage facility/warehouse building which is estimated to cost $215 per square foot. In addition, the County is currently in the process of building the Lake Manatee EMS Base. The building construction cost is estimated at $3.64 million or $810 per square foot. The average cost of these projects is approximately $515 per square foot.
- Insurance values of existing buildings average $135 per square foot for EMS stations and $725 per square foot for the Emergency Operations Center, including building and contents. Insurance values are considered conservative estimates because the value of the foundation and other more permanent parts of the structure are typically excluded since they would not have to be rebuilt if the structure was damaged.

- Benesch supplemented local data with cost data obtained from other Florida jurisdictions. Recent cost estimates obtained from other Florida jurisdictions for EMS stations ranged from $250 per square foot to $460 per square foot for building construction only.

Given this information an average building value of **$500 per square foot** is used for all buildings. Although constructing a new EOC building would be more costly, given that the County has no plans to build another EOC building, it is valued at the same unit cost as the other buildings.

Law Enforcement Facilities

For law enforcement building cost estimates, the following analysis was used.

- Cost estimates from the 2023 technical study indexed to 2025 dollars based on the Engineering News Record Building Cost Index suggest an average cost of $430 per square foot.
- In the past five years, the County acquired two existing buildings for law enforcement services but has not built any new buildings.
- The County plans to build a property evidence building, which is estimated to cost $30 million or $667 per square foot.
- Insurance values of existing buildings average $140 per square foot, including building and contents. Insurance values are considered conservative estimates because the value of the foundation and other more permanent parts of the structure are typically excluded since they would not have to be rebuilt if the structure was damaged.
- County estimates for law enforcement buildings ranged from $310 per square foot for buildings only to $440 per square foot when site work, utilities, and design costs are included.
- Benesch supplemented local data with cost data obtained from other Florida jurisdictions. Cost estimates obtained from other Florida jurisdictions between 2023 and 2025 ranged from $300 per square foot to $450 per square foot for building construction only.

Given this information, building costs are estimated at **$425 per square foot** for law enforcement facilities.

Libraries

The following analysis was conducted for library cost estimates:

- Cost estimates from the 2023 technical study indexed to 2025 dollars based on the Engineering News Record Building Cost Index suggest an average cost of $485 per square foot.

- The insurance values of the existing libraries averaged $270 per square foot. Insurance values tend to be conservative estimates because insurance companies exclude the value of the foundation and other more permanent parts of the structure since they would not have to be rebuilt if the structure was damaged or lost.
- Currently, the County is in the second phase build-out of the Lakewood Ranch Library. Phase 1 of the project was completed in 2024. The estimated total project cost, excluding equipment purchases, is $530 per square foot.
- Benesch supplemented local data with cost data obtained from other Florida jurisdictions. Cost estimates obtained from other Florida jurisdictions between 2020 and 2025 ranged from $250 per square foot to $400 per square foot for building construction only.

Given this information, library building cost is estimated at **$500 per square foot** for impact fee calculation purposes.

Recreational Facilities

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

- Construction cost of recently built facilities;
- Recent cost increases;
- Insurance values of existing facilities; and
- Facility values obtained from other jurisdictions.

The resulting estimates are presented in Table V-4, earlier in this report.

Land Values

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

- Recent land purchases or appraisals/estimates for future land purchases (if any);
- Land value trends since the most recent technical study as reported by the Florida Department of Revenue (FDOR), Florida Property Valuations and Tax Databook;
- Value of land where existing facilities are located as reported by the Manatee County Property Appraiser (MCPA);
- Vacant land sales from 2019 to 2025 by size and by land use; and
- Estimated value of vacant land of similar size properties by land use obtained from MCPA.

Public Safety

The following was considered in estimating the land value for public safety buildings:

- Recent land purchases for Public Safety buildings averaged $160,000 per acre with a range of $87,000 per acre to $519,000 per acre. These sale prices indexed to 2024 according to information provided by the FDOR results in average price of $263,400 per acre.
- According to the information provided by the FDOR, vacant land values in Manatee County increased by approximately 34 percent since the last technical study, which suggests a land value of approximately $214,000 per acre.
- The value of parcels where current public safety buildings are located averages $128,000 per acre, with a range of $48,300 per acre to $311,300 per acre. Property Appraiser land value estimates for governmental entities tend to be on the low end since these properties are not subject to property tax and the values are not always updated to reflect the market conditions.
- Vacant land sales of similarly sized parcels (up to 10 acres) between 2019 and 2025 averaged $126,700 per acre with a median value of $116,900 per acre for all vacant land use types. These prices were higher for commercial properties, with an average of $466,400 per acre and a median value of $435,600 per acre.
- Similarly, the value of vacant land reported by the Property Appraiser averaged $80,800 per acre with a median value of $63,750 per acre for all vacant properties. For commercial properties, the average value is estimated at $225,100 per acre with a median value of $222,200 per acre.

Given this information, an average land value of **$215,000 per acre** is determined to be a reasonable estimate for public safety buildings impact fee calculation purposes.

Law Enforcement

The land value estimate for law enforcement facilities is based on the following:

- According to the information provided by the FDOR, vacant land values in Manatee County increased by approximately 34 percent since the last technical study, which suggests a land value of approximately $201,000 per acre.
- There are plans to purchase a parcel just east of I-75 where there is high level of activity. The appraised price of this property was $107,000 per acre in 2019 and the asking price at the time was $188,000 per acre.
- The value of parcels where current law enforcement buildings are located averages $160,000 per acre, with a range of $59,000 per acre to $216,000 per acre. Property Appraiser land value estimates for governmental entities tend to be on the low end since

these properties are not subject to property tax and the values are not always updated to reflect the market conditions.

- Vacant land sales of similarly sized parcels (up to 10 acres) in unincorporated county between 2019 and 2025 averaged $118,100 per acre with a median value of $105,600 per acre for all vacant land use types. These prices were higher for commercial properties, with an average of $477,900 per acre and a median value of $450,900 per acre.
- Similarly, the value of vacant land reported by the Property Appraiser averaged $77,000 per acre with a median value of $60,500 per acre for all vacant properties. For commercial properties, the average value is estimated at $218,900 per acre with a median value of $213,100 per acre.

Given this information, an average land value of **$200,000 per acre** is determined to be a reasonable estimate for law enforcement impact fee calculation purposes.

Libraries

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

- According to the information provided by the FDOR, vacant land values in Manatee County increased by approximately 34 percent since the last technical study, which suggests a land value of approximately $201,000 per acre.
- Value of land where existing libraries are located averages $241,300 per acre, with a range of $11,200 per acre to $659,600 per acre.
- Vacant land sales of similarly sized parcels (up to 10 acres) between 2019 and 2025 averaged $126,700 per acre with a median value of $116,900 per acre for all vacant land use types.
- Similarly, the value of vacant land reported by the Property Appraiser averaged $80,800 per acre with a median value of $63,800 per acre for all vacant properties.

Given this information, an average land value of **$200,000 per acre** is determined to be a reasonable estimate for library impact fee calculation purposes.

Parks

The park land value estimate is based on the following:

- According to the information provided by the FDOR, vacant land values in Manatee County increased by approximately 34 percent since the last technical study, which suggests a land value of approximately $94,000 per acre.

- The value of parcels where current parks are located averages $56,300 per acre. However, depending on park type, there is a variation in land value. For example, while land value of preserves averages $14,200 per acre, beach access areas average $1.97 million per acre. Property Appraiser land value estimates for governmental entities tend to be on the low end since these properties are not subject to property tax and the values are not always updated to reflect the market conditions.
- Vacant land sales of similarly sized parcels (up to 500 acres) between 2019 and 2025 averaged $116,000 per acre for all vacant land use types, with a median price of $103,000 per acre.
- Similarly, the value of vacant land reported by the Property Appraiser averaged $58,000 per acre with a median value of $58,000 per acre as well.

Given this information, an average land value of **$90,000 per acre** is determined to be a reasonable estimate for parks and recreational facilities impact fee calculation purposes.

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 update.

Interstate & Toll Facility Adjustment Factor

Table C-1 presents the interstate and toll facility adjustment factor used in the calculation of the multi-modal transportation impact fee. This variable is based on data from the District 1 Regional Planning Model (D1RPM) v2.1 model, specifically the 2045 vehicle-miles of travel. It should be noted that this adjustment factor excludes all external-to-external trips, which represent traffic that goes through the study area, but does not necessarily stop in the study area. This traffic is excluded from the analysis since it does not come from development within the county. The I/T adjustment factor is used to reduce the VMT that the multi-modal transportation impact fee charges for each land use.

Table C-1

Interstate/Toll Facility Adjustment Factor

Roadway	VMT (2045)	% VMT
Interstate/Toll Facilities	1,945,220	21.5%
Other Roads	7,116,976	78.5%
Total (All Roads)	**9,062,196**	**100.0%**
Total (Interstate/Toll Roads)	**1,945,220**	**21.5%**

Source: D1RPM v2.1, 2045 Cost Feasible Plan

Residential Trip Generation Rate Tiering

As part of this study, the demand component for residential homes was tiered by size to assist the County in its efforts to support affordable/workforce housing. Additionally, the County's current combined "residential" land use category was separated into the following residential categories:

- Single Family Detached
- Single Family Attached/Townhome
- Multi-Family

The tiering analysis uses the American Community Survey (ACS) Public Use Microdata Sample (PUMS) data files as the basis. PUMS files allow for the use of census sample data collected in Manatee County to create custom tables that are otherwise unavailable. For this analysis, the

2023 PUMS files were utilized, which are the latest data available. The PUMS 5-year estimates incorporate 60 months of data, representing a 1-percent sample of the population for each year. The 5-year sample represents the most recent figures of the PUMS datasets.

To isolate the PUMS data specific to Manatee County, all Public Use Microdata Areas (PUMAs) within the County were identified. PUMAs are non-overlapping areas that partition each state into areas containing approximately 100,000 residents. These are the most detailed geographic area available within the PUMS data set.

Using the PUMAs identified, the number of persons, number of buildings, and number of vehicles were extracted for residential buildings. Additionally, this data is grouped based on the number of bedrooms present in each building. The result of this analysis is a local sample of persons, residential buildings, and vehicles by bedroom count.

Table C-2

PUMS Result Summary: Residential Structures

Bedrooms	Persons	Vehicles	Buildings (Units)	Persons per Housing Unit	Vehicles per Housing Unit
0 to 1	23,482	16,235	22,964	1.02	0.71
2	110,046	78,648	81,265	1.35	0.97
3	180,291	132,403	78,545	2.30	1.69
4+	96,618	64,602	31,433	3.07	2.06
Total	**410,437**	**291,888**	**214,207**	**1.92**	**1.36**

Source: PUMS 2025 5-yr dataset; PUMAs 8101-8103

As shown in Table C-2, the persons per housing unit and vehicles per housing unit were calculated for each bedroom tier. With PUMS only representing a sample of the County, a normalization factor was applied to adjust for the entire county. As shown in Table C-3, the Manatee County persons-per-housing-unit (PPHU) was calculated using the 2023 5-year ACS data for Manatee County. A similar analysis is completed for vehicle per housing unit (VPHU) data, resulting in PPHU and VPHU data by bedroom, for Manatee County.

Table C-3

PPHU and VPHU for Manatee County

Item	Manatee County
Persons in Occupied Housing Units	410,369
Units in Structure	214,154
Persons per Housing Unit	**1.92**
Vehicles Available (Owner/Renter Occupied)	289,345
Units in Structure	214,154
Persons per Housing Unit	**1.35**

Source: 2021 5-yr ACS Estimates for Tables B25033, B25044, and B25024

Table C-4 illustrates the ratio-based adjustments made to the PUMS data based on the PPHU and VPHU calculated from the ACS data for Manatee County.

Table C-4

PPHU and VPHU Tiers Adjusted for PUMS vs ACS Data

Bedrooms	Persons per Housing Unit[(1)]	Vehicles per Housing Unit[(1)]	Vehicles per Housing Unit (Adjusted)[(2)]
0 to 1	1.02	0.71	0.71
2	1.35	0.97	0.96
3	2.30	1.69	1.68
4+	3.07	2.06	2.05
Total	**1.92**	**1.36**	**1.35**

1) Source: Table C-2
2) Each bedroom tier was based on the ratio of the total PPHU (or total VPHU, Item 2) vs. the total PPHU (or total VPHU) for all of Manatee County (Item 1)

The PPHU and VPHU per bedroom data was then converted to weighted average trip ends per person and per vehicles, respectively, using the ITE 11th Edition National averages. The resulting trip ends per persons and vehicles were then averaged, resulting in average trip ends, per bedroom tier, as shown in Table C-5.

Table C-5

Calculated Trip Ends per Bedroom

Bedrooms	Persons per Housing Unit (Uninc.)[1]	AWVTE per HU Based on Persons[2]	Vehicles per Housing Unit[1]	AWVTE per HU Based on Vehicles[3]	Avg. Weighted Vehicle Trip Ends per Housing Unit[4]
0 to 1	1.02	2.42	0.71	4.03	**3.23**
2	1.35	3.20	0.96	5.45	**4.33**
3	2.30	5.45	1.68	9.54	**7.50**
4+	3.07	7.28	2.05	11.64	**9.46**
ITE 11th Avg Trip Ends[5]		**2.37**	-	**5.68**	-

AWVTE = Average Weighted Vehicle Trip Ends

1) Source: Table C-4
2) PPHU (Item 1; PPHU) multiplied by the ITE 11th average trip ends per person (Item 5; 2.37)
3) VPHU (Item 1; VPHU) multiplied by the ITE 11th average trip ends per vehicle (Item 5; 5.68)
4) Average of AWVTE based on persons and AWVTE based on vehicles
5) Source: ITE 11th Edition Handbook, average of single family and multi-family land uses

Using the Manatee County Property Appraiser's Database, the average square footage per unit by bedroom tier was determined for residential structures, as shown in Table C-6. With these averages determined, the average trip ends were graphed per square footage to determine a line of best fit, as shown in Figure C-1.

Table C-6

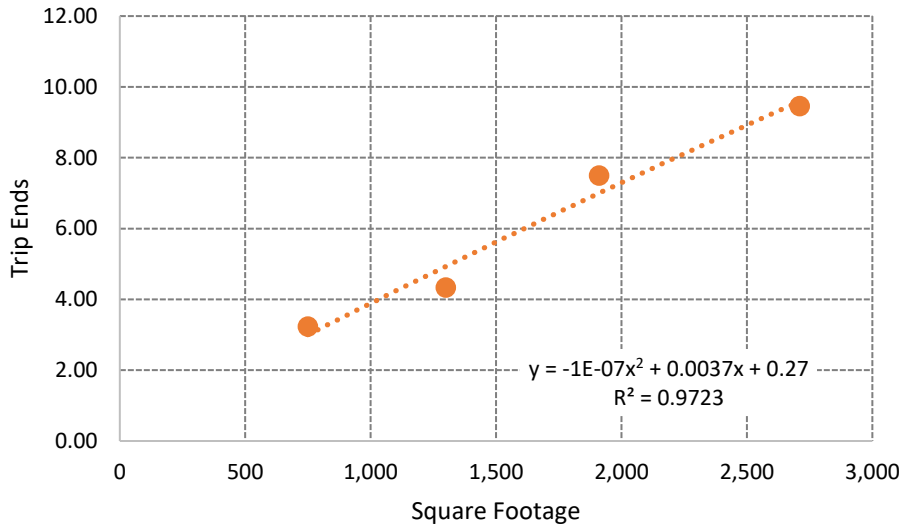
Trip Ends vs. Bedrooms vs. Square Footage

Bedrooms	Average Unit Size (Sq Ft)[1]	Avg. Weighted Vehicle Trip Ends per Housing Unit[2]
0 to 1	**750**	3.23
2	**1,300**	4.33
3	**1,910**	7.50
4+	**2,710**	9.46

1) Source: Manatee County Property Appraiser's Parcel Database
2) Source: Table C-5

Figure C-1

Average Trip Ends per Square Footage



Using the resulting best-fit equation (as shown in Figure C-1), the trip generation rates for various square footage tiers were calculated using the end-point square footage for each tier. Next, the tiers were normalized to the trip generation rate for each different residential land use. As a final adjustment, the resulting trip generation rates were adjusted to account for the differences between the national ITE 11th Edition average trip generation rate and the Florida Studies Trip Characteristics Database average trip generation rates. Tables C-7 through C-10 provide additional detail.

Table C-7

Trip Generation Rates by Tier – Single Family Detached

Residential Tier	Sq Ft Input[(1)]	TGR[(2)]	TGR Adj.[(3)]
Single Family Det. 750 sq ft or less	750	2.99	**3.21**
Single Family Det. 751 to 1,000 sq ft	1,000	3.87	**4.16**
Single Family Det. 1,001 to 1,300 sq ft	1,300	4.91	**5.27**
Single Family Det. 1,301 to 1,700 sq ft	1,700	6.27	**6.74**
Single Family Det. 2,000 sq ft	2,000	7.27	**7.81**
Single Family Det. 1,701 sq ft or more	2,200	7.93	**8.52**
Total	**2,380**	**8.51**	**-**

1) End-point of each square footage tier that is entered into the best-fit equation from Figure C-1. The "total" value is the average square footage for single family homes (2015+) from the Manatee County Property Appraiser's Database
2) Calculated using the sq ft inputs (Item 1) and the line of best fit from Figure C-1
3) TGR (Item 2) adjusted from National data to Florida data. The ratio between the calculated TGR for the 2,000 sq ft value (7.27) and the FL studies average TGR (7.81) was applied to all other sq ft tiers. Note that the Florida Studies value of 7.81 is approximately 83% of the ITE 11th TGR of 9.43

Table C-8

Trip Generation Rates by Tier – Single Family Attached/Townhome

Residential Tier	Sq Ft Input[(1)]	TGR[(2)]	Ratio to Total[(3)]	Adjusted TGR[(4)]
Single Family Att./Townhome 750 sq ft or less	750	2.99	49.3%	**2.95**
Single Family Att./Townhome 751 to 1,000 sq ft	1,000	3.87	63.8%	**3.82**
Single Family Att./Townhome 1,001 to 1,300 sq ft	1,300	4.91	80.9%	**4.84**
Single Family Att./Townhome 1,301 to 1,700 sq ft	1,700	6.27	103.3%	**6.18**
Single Family Att./Townhome 1,701 sq ft or more	2,200	7.93	130.6%	**7.81**
Total	**1,640**	**6.07**		**5.98**

1) End-point of each square footage tier that is entered into the best-fit equation from Figure C-1. The "total" value is the average square footage for single family attached/townhomes (2015+) from the Manatee County Property Appraiser's Database
2) Calculated using the sq ft inputs (Item 1) and the line of best fit from Figure C-1
3) Ratio of the TGR for each tier (Item 2) to the total TGR (6.07)
4) The ratio to total (Item 3) multiplied by the total adjusted TGR of 5.98 for each tier. The total TGR of 5.98 was calculated by multiplying the ITE 11th Edition TGR (7.20) by the ratio of Florida-to-National data for Single Family Detached land use (7.81/9.43 = 83%). This adjustment reflects that Florida TGR data for residential uses is lower than national ITE data.

Table C-9

Trip Generation Rates by Tier – Multi-Family

Residential Tier	Sq Ft Input[1]	TGR[2]	Ratio to Total[3]	Adjusted TGR[4]
Multi-Family 750 sq ft or less	750	2.99	50.9%	**2.85**
Multi-Family 751 to 1,000 sq ft	1,000	3.87	65.9%	**3.68**
Multi-Family 1,001 to 1,300 sq ft	1,300	4.91	83.6%	**4.67**
Multi-Family 1,301 sq ft or more	2,200	7.93	135.1%	**7.55**
Total	**1,580**	**5.87**		**5.59**

1) End-point of each square footage tier that is entered into the best-fit equation from Figure C-1. The "total" value is the average square footage for multi-family homes (2015+) from the Manatee County Property Appraiser's Database
2) Calculated using the sq ft inputs (Item 1) and the line of best fit from Figure C-1
3) Ratio of the TGR for each tier (Item 2) to the total TGR (5.87)
4) The ratio to total (Item 3) multiplied by the total adjusted TGR of 5.59 for each tier. The total TGR of 5.59 was calculated by multiplying the ITE 11th Edition TGR (6.74) by the ratio of Florida-to-National data for Single Family Detached land use (7.81/9.43 = 83%). This adjustment reflects that Florida TGR data for residential uses is lower than national ITE data.

Florida Studies Trip Characteristics Database

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

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

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

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

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

Table C-10

Land Use 150: Warehousing

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Polk Co, FL	319.8	2024	-	-	7.34	-	-	-	-	Benesch
Polk Co, FL	969.2	2024	-	-	1.20	-	-	-	-	Benesch
Polk Co, FL	431.4	2024	-	-	1.59	-	-	-	-	Benesch
Polk Co, FL	2285.2	2024	-	-	1.77	-	-	98.0	-	Benesch
Polk Co, FL	839.2	2024	-	-	1.77	-	20.47	97.0	-	Benesch
Polk Co, FL	308.2	2024	-	-	5.78	-	-	-	-	Benesch
Polk Co, FL	297.6	2024	-	-	1.34	-	-	-	-	Benesch
Polk Co, FL	420.0	2024	-	-	2.92	-	-	-	-	Benesch
Polk Co, FL	200.2	2024	-	-	2.48	-	-	-	-	Benesch
Total Size	6,070.8	9					**Average Trip Length:**	**20.47**		
ITE	9,052.0	31					**Weighted Average Trip Length:**	**20.47**		
Blended total	15,122.8									

Weighted Percent New Trip Average: 97.7

Weighted Average Trip Generation Rate: 2.25

ITE Average Trip Generation Rate: 1.71

Blend of FL Studies and ITE Average Trip Generation Rate: 1.92

Table C-11

Land Use 151: Mini-Warehouse

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

Weighted Percent New Trip Average: -

Weighted Average Trip Generation Rate: 1.47

ITE Average Trip Generation Rate: 1.45

Blend of FL Studies and ITE Average Trip Generation Rate: 1.46

Table C-12

Land Use 210: Single Family - Detached

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

Weighted Average Trip Generation Rate: **7.81**

Table C-13

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
Total Size	3,467	13	2,648				**Average Trip Length:**	**4.91**		
							Weighted Average Trip Length:	**5.21**		

Table C-14

Land Use 240: Mobile Home Park

Location	Size / Units	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Marion Co, FL	67	Jul-91	22	22	5.40	48hrs.	2.29	-	12.37	Tindale Oliver
Marion Co, FL	82	Jul-91	58	58	10.80	24hr.	3.72	-	40.18	Tindale Oliver
Marion Co, FL	137	Jul-91	22	22	3.10	24hr.	4.88	-	15.13	Tindale Oliver
Sarasota Co, FL	996	Jun-93	181	181	4.19	-	4.40	-	18.44	Sarasota County
Sarasota Co, FL	235	Jun-93	100	100	3.51	-	5.10	-	17.90	Sarasota County
Marion Co, FL	188	Apr-02	147	-	3.51	24hr.	5.48	-	19.23	Kimley-Horn & Associates
Marion Co, FL	227	Apr-02	173	-	2.76	24hr.	8.80	-	24.29	Kimley-Horn & Associates
Marion Co, FL	297	Apr-02	175	-	4.78	24hr.	4.76	-	22.75	Kimley-Horn & Associates
Hernando Co, FL	1,892	May-96	425	425	4.13	9a-6p	4.13	-	17.06	Tindale Oliver
Total Size	4,121	9	1,303				**Average Trip Length:**	**4.84**		
							Weighted Average Trip Length:	**4.60**		
								Weighted Average Trip Generation Rate:		**4.17**

Table C-15

Land Use 253: Assisted Living (Congregate Care Facility)

Location	Size / Units	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Pinellas Park, FL	72	Aug-89	25	19	3.50	9am-5pm	2.20	79.0	7.70	Tindale Oliver
Palm Harbor, FL	200	Oct-89	58	40	-	9am-5pm	3.40	69.0	-	Tindale Oliver
Total Size	272	2	83				**Average Trip Length:**	**2.80**		
ITE	720	4					**Weighted Average Trip Length:**	**3.08**		
Blended total	992						Weighted Percent New Trip Average:	71.6		
	792							Weighted Average Trip Generation Rate:		3.50
								ITE Average Trip Generation Rate:		2.21
								Blend of FL Studies and ITE Average Trip Generation Rate:		**2.33**

Table C-16

Land Use 310: Hotel

Location	Size (Rooms)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Pinellas Co, FL	174	Aug-89	134	106	12.50	7-11a/3-7p	6.30	79.0	62.21	Tindale Oliver
Pinellas Co, FL	114	Oct-89	30	14	7.30	12-7p	6.20	47.0	21.27	Tindale Oliver
Orange Co, FL	123	1997	-	-	6.32	-	-	-	-	Orange County
Orange Co, FL	120	1997	-	-	5.27	-	-	-	-	Orange County
Orange Co, FL	146	1997	-	-	7.61	-	-	-	-	Orange County
Orange Co, FL	252	1997	-	-	5.63	-	-	-	-	Orange County
Orange Co, FL	172	1997	-	-	6.36	-	-	-	-	Orange County
Orange Co, FL	170	1997	-	-	6.06	-	-	-	-	Orange County
Orange Co, FL	128	1997	-	-	6.10	-	-	-	-	Orange County
Orange Co, FL	200	1997	-	-	4.56	-	-	-	-	Orange County
Orange Co, FL	112	1998	-	-	2.78	-	-	-	-	Orange County
Orange Co, FL	130	1998	-	-	9.12	-	-	-	-	Orange County
Orange Co, FL	106	1998	-	-	7.34	-	-	-	-	Orange County
Orange Co, FL	98	1998	-	-	7.32	-	-	-	-	Orange County
Orange Co, FL	120	1998	-	-	5.57	-	-	-	-	Orange County
Orange Co, FL	70	1999	-	-	1.85	-	-	-	-	Orange County
Orange Co, FL	123	1999	-	-	4.81	-	-	-	-	Orange County
Orange Co, FL	123	1999	-	-	3.70	-	-	-	-	Orange County
Orange Co, FL	211	2000	-	-	2.23	-	-	-	-	Orange County
Orange Co, FL	144	2000	-	-	7.32	-	-	-	-	Orange County
Orange Co, FL	105	2001	-	-	5.25	-	-	-	-	Orange County
Orange Co, FL	891	2005	-	-	5.69	-	-	-	-	Orange County
Orange Co, FL	1,584	2005	-	-	5.88	-	-	-	-	Orange County
Orange Co, FL	210	2006	-	-	4.88	-	-	-	-	Orange County
Orange Co, FL	1,499	2006	-	-	4.69	-	-	-	-	Orange County
Orange Co, FL	144	-	-	-	4.74	-	-	-	-	Orange County
Orange Co, FL	148	-	-	-	7.61	-	-	-	-	Orange County
Orange Co, FL	160	-	-	-	6.19	-	-	-	-	Orange County
Orange Co, FL	130	-	-	-	4.29	-	-	-	-	Orange County
Orange Co, FL	130	-	-	-	3.40	-	-	-	-	Orange County
Orange Co, FL	144	-	-	-	7.66	-	-	-	-	Orange County
Orange Co, FL	100	-	-	-	7.37	-	-	-	-	Orange County
Orange Co, FL	190	-	-	-	4.71	-	-	-	-	Orange County
Orange Co, FL	1,501	2011	-	-	3.50	-	-	-	-	Tindale Oliver
Orange Co, FL	174	2011	-	-	7.03	-	-	-	-	Tindale Oliver
Orange Co, FL	238	2014	-	-	4.05	-	-	-	-	Tindale Oliver
Total Size	10,184	36	164				**Average Trip Length:**	**6.25**		
ITE	1,036	7					**Weighted Average Trip Length:**	**6.26**		
Blended total	11,220						Weighted Percent New Trip Average:	66.3		

Table C-17

Land Use 320: Motel/Lodging

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

Table C-18

Land Use 565: Day Care Center

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

Weighted Average Trip Generation Rate: 66.99
ITE Average Trip Generation Rate: 47.62
Blend of FL Studies and ITE Average Trip Generation Rate: 49.63

Table C-19

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
		1	74				**Average Trip Length:**	**2.59**		
							Weighted Average Trip Length:	**2.59**		
							Weighted Percent New Trip Average:	89.0		

Table C-20

Land Use 710: General Office Building

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Sarasota Co, FL	14.3	Jun-93	14	14	46.85	-	11.30	-	529.41	Sarasota County
Gwinnett Co, GA	98.0	Dec-92	-	-	4.30	-	5.40	-	-	Street Smarts
Gwinnett Co, GA	180.0	Dec-92	-	-	3.60	-	5.90	-	-	Street Smarts
Pinellas Co, FL	187.0	Oct-89	431	388	18.49	7a-5p	6.30	90.0	104.84	Tindale Oliver
St. Petersburg, FL	262.8	Sep-89	291	274	-	7a-5p	3.40	94.0	-	Tindale Oliver
		5	736				**Average Trip Length:**	**6.46**		
							Weighted Average Trip Length:	**5.15**		
							Weighted Percent New Trip Average:	92.3		

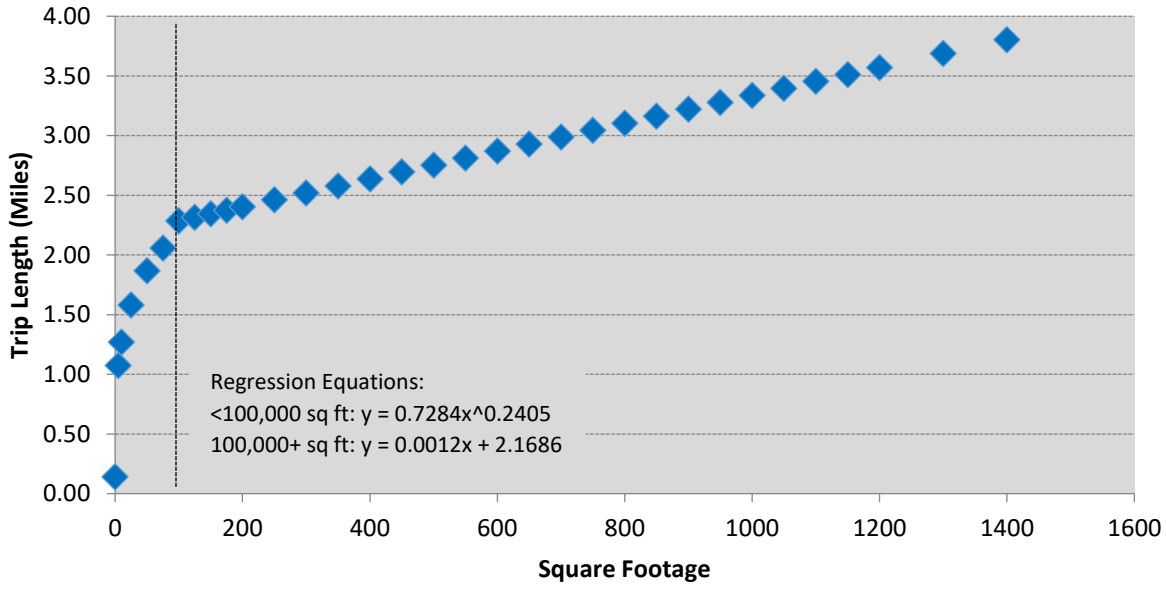
Table C-21

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

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

Figure C-2

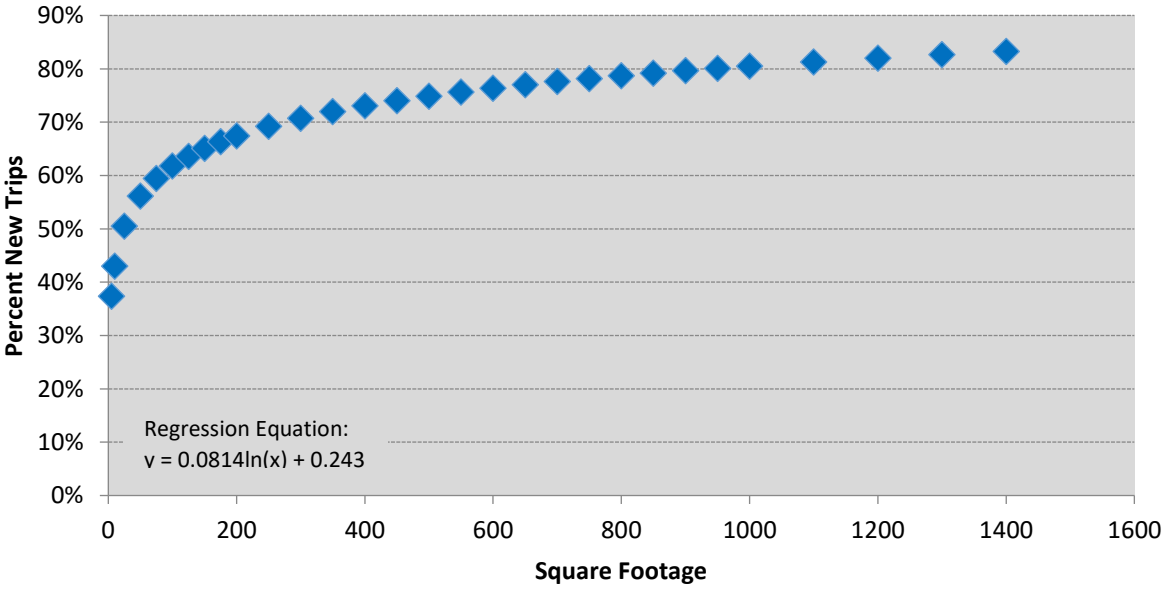
LUC 820: Retail/Shopping Center – Florida Curve Trip Length Regression



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

Figure C-3

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



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

Table C-22

Land Use 944/945: Convenience Store/Gas Station

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

Convenience Store/Gas Station (ITE LUC 945) - Mid-Size Blend

ITE	48	Conv. Store 2,000 to 3,999 sf:		265.12
ITE	5	Conv. Store 4,000 to 5,499 sf:		257.13
	53	**Blend of ITE Average Trip Generation Rates for Convenience Store/Gas Station 2,000 to 5,499 sf:**		**264.38**

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 update. To provide a conservative approach, cost estimates are based on county road projects only as opposed to both county and state projects. Supporting data and estimates are provided for all cost variables, including:

- Design
- Right-of-Way
- Construction
- Construction Engineering & Inspection
- Roadway Capacity
- Transit Capital Costs

Design

The design cost factor is estimated as a percentage of the construction cost per lane mile. This factor is determined based on a review of design-to-construction cost ratios from recent projects in Manatee County and from other jurisdictions throughout Florida. For local estimates, the design-to-construction ratios ranged from three (3) percent to 36 percent, with a weighted average of nine (9) percent, as shown in Table D-1. For county roadways throughout Florida, the design factors ranged from six (6) percent to 14 percent with a weighted average of 11 percent, as shown in Table D-2. For impact fee purposes, the design cost for county roads is estimated at **nine (9) percent** of the construction cost per lane mile based on local projects.

Table D-1

Design Cost Factor – Manatee County Local Roadway Improvements

Project #	Description	From	To	Feature	Start Constr.	Road Design	Length	Lanes Added	Lane Miles Added	Design	Construction	Design-to-Construction Ratio
PJ6086960	44th Ave E	45th St E	44th Ave Plaza E	2 to 4	2021	C&G	3.00	2	6.00	$894,318	$49,520,229	2%
PJ6054765	Ft Hamer Rd	US 301	Erie Rd	0 to 4	2022	C&G	1.40	4	5.60	$4,153,306	$11,595,405	36%
PJ6071261	Moccasin Wallow Rd (S1)	W of 115th Ave E	US 301	2 to 4	2023	C&G	1.30	2	2.60	$763,365	$21,582,406	4%
PJ6092560	Moccasin Wallow Rd (S4)	US 41	Gateway Blvd	2 to 4	2023	C&G	1.95	2	3.90	$3,914,107	$34,404,568	11%
PJ6071262	Moccasin Wallow Rd (S2)	Sawgrass Rd	W of 115th Ave E	2 to 4	2024	C&G	1.90	2	3.80	$4,331,039	$32,583,780	13%
PJ6115660	Moccasin Wallow Rd (S3)	Buffalo Rd	Sawgrass Rd	2 to 4	2025	C&G	1.90	2	3.80	$723,950	$22,263,831	3%
PJ6107860	63rd Ave E	US 301	Tuttle Ave	2 to 4	2025	C&G	1.00	2	2.00	$2,437,690	$21,168,255	12%
PJ6108260	75th St W	20th Ave W	Manatee Ave W	2 to 4	2025	C&G	1.00	2	2.00	$1,587,481	$19,847,024	8%
PJ6108662	Erie Rd	Martha Rd	US 301	2 to 4	2026	C&G	1.05	2	2.10	$1,961,332	$33,552,069	6%
PJ6111360	Erie Rd	69th St E	Martha Rd	2 to 4	2029	C&G	2.35	2	4.70	$3,024,038	$18,048,118	17%
Total									**36.50**	**$23,790,626**	**$264,565,685**	**9%**

Source: Manatee County

Table D-2

Design Cost Factor for County Roads – Other Florida Counties

Year	County	County Roadways (Cost per Lane Mile)		
		Design	Constr.	Design Ratio
2015	Collier	$270,000	$2,700,000	10%
2015	Brevard	$242,000	$2,023,000	12%
2015	Sumter	$210,000	$2,100,000	10%
2015	Marion	$167,000	$2,668,000	6%
2015	Palm Beach	$224,000	$1,759,000	13%
2017	St. Lucie	$220,000	$2,200,000	10%
2017	Clay	$239,000	$2,385,000	10%
2019	Collier	$385,000	$3,500,000	11%
2019	Sumter	$315,000	$2,862,000	11%
2020	Indian River	$291,000	$2,647,000	11%
2020	Hillsborough	$484,000	$4,036,000	12%
2020	Hernando	$232,000	$2,108,000	11%
2021	Manatee	$308,000	$2,800,000	11%
2021	Flagler	$258,000	$2,582,000	10%
2022	Lake	$215,000	$2,145,000	10%
2022	Volusia	$188,000	$2,350,000	8%
2023	Manatee	$546,000	$3,900,000	14%
2023	Marion	$264,000	$2,400,000	11%
2024	Hendry	$220,000	$2,000,000	11%
2024	St. Johns	$257,000	$2,573,000	10%
Average		**$277,000**	**$2,587,000**	**11%**

Source: Each respective County

Right-of-Way

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

For impact fee purposes, the ROW cost for county roads is estimated as a percentage of the construction cost per lane mile. To determine the ROW cost factor, Benesch conducted a review of recent local ROW acquisitions along capacity expansion projects in Manatee County and reviewed ROW-to-construction cost ratios from other counties in Florida. As shown in Table D-3, ROW cost estimates from 10 Manatee County improvements ranged from five (5) percent to 55 percent with a weighted average ROW-to-construction ratio of approximately 26 percent.

As shown in Table D-4, the ROW-to-construction factor for other jurisdictions in Florida ranged from 10 percent to 60 percent with an average of 35 percent.

Based on a review of these two data sets and discussion with County staff, ROW costs were estimated at approximately **25 percent** of the construction costs based on local projects.

Table D-3

Right-of-Way Cost Factor – Manatee County Local Roadway Improvements

Project #	Description	From	To	Feature	Start Constr.	Road Design	Length	Lanes Added	Lane Miles Added	ROW	Construction	ROW-to-Construction Ratio
PJ6086960	44th Ave E	45th St E	44th Ave Plaza E	2 to 4	2021	C&G	3.00	2	6.00	$17,525,234	$49,520,229	35%
PJ6054765	Ft Hamer Rd	US 301	Erie Rd	0 to 4	2022	C&G	1.40	4	5.60	$4,784,573	$11,595,405	41%
PJ6071261	Moccasin Wallow Rd (S1)	W of 115th Ave E	US 301	2 to 4	2023	C&G	1.30	2	2.60	$1,642,314	$21,582,406	8%
PJ6092560	Moccasin Wallow Rd (S4)	US 41	Gateway Blvd	2 to 4	2023	C&G	1.95	2	3.90	$5,871,269	$34,404,568	17%
PJ6071262	Moccasin Wallow Rd (S2)	Sawgrass Rd	W of 115th Ave E	2 to 4	2024	C&G	1.90	2	3.80	$1,644,192	$32,583,780	5%
PJ6115660	Moccasin Wallow Rd (S3)	Buffalo Rd	Sawgrass Rd	2 to 4	2025	C&G	1.90	2	3.80	$3,605,070	$22,263,831	16%
PJ6107860	63rd Ave E	US 301	Tuttle Ave	2 to 4	2025	C&G	1.00	2	2.00	$11,737,500	$21,168,255	55%
PJ6108260	75th St W	20th Ave W	Manatee Ave W	2 to 4	2025	C&G	1.00	2	2.00	$9,763,800	$19,847,024	49%
PJ6108662	Erie Rd	Martha Rd	US 301	2 to 4	2026	C&G	1.05	2	2.10	$5,311,794	$33,552,069	16%
PJ6111360	Erie Rd	69th St E	Martha Rd	2 to 4	2029	C&G	2.35	2	4.70	$6,277,780	$18,048,118	35%
Total									**36.50**	**$68,163,526**	**$264,565,685**	**26%**

Source: Manatee County

Table D-4

Right-of-Way Cost Factor for County Roads – Other Florida Counties

Year	County	County Roadways (Cost per Lane Mile)		
		ROW	Constr.	ROW Ratio
2015	Collier	$863,000	$2,700,000	32%
2015	Brevard	$708,000	$2,023,000	35%
2015	Sumter	$945,000	$2,100,000	45%
2015	Marion	$1,001,000	$1,668,000	60%
2015	Palm Beach	$721,000	$1,759,000	41%
2017	St. Lucie	$990,000	$2,200,000	45%
2017	Clay	$954,000	$2,385,000	40%
2018	Collier	$1,208,000	$3,500,000	35%
2019	Sumter	$1,202,000	$2,862,000	42%
2020	Indian River	$529,000	$2,647,000	20%
2020	Hillsborough	$1,448,000	$2,897,000	50%
2020	Hernando	$844,000	$2,108,000	40%
2021	Manatee	$1,120,000	$2,800,000	40%
2021	Flagler	$258,000	$2,582,000	10%
2022	Lake	$1,073,000	$2,145,000	50%
2022	Volusia	$470,000	$2,350,000	20%
2023	Manatee	$741,000	$3,900,000	19%
2023	Marion	$840,000	$2,400,000	35%
2024	Hendry	$400,000	$2,000,000	20%
2024	St. Johns	$900,000	$2,573,000	35%
Average		**$861,000**	**$2,480,000**	**35%**

Source: Each respective County

Construction

A review of construction cost data for local county roadway capacity expansion projects included 14 recent improvements/estimates provided by Manatee County, as shown in Table D-5. As shown, four of the improvements were excluded from the analysis due to atypical design elements or circumstances that resulted or is resulting in very high construction per lane mile costs (e.g. wetlands impacts, floodplain compensation, bridge construction, etc). Excluding these improvements, the remaining projects ranged from $2.1 million to $16.0 million per lane mile with a weighted average construction cost of approximately $7.2 million per lane mile. To provide a conservative estimate, remaining projects with a construction cost greater than $10 million per lane mile were also excluded from the construction cost summary. After excluding these projects, the construction cost averaged $6.5 million per lane mile.

Based on this review, the construction cost for county roads (urban design; curb & gutter) was estimated at **$6.0 million** per lane mile for use in the multi-modal transportation impact fee calculation, which represents a conservative estimate.

Table D-5

Construction Cost – Manatee County Local Roadway Improvements

Project #	Description	From	To	Feature	Start Constr.	Status	Length	Lanes Added	Lane Miles Added	Construction	Construction Cost per Lane Mile
Recent Local Construction Improvements											
PJ6086960	44th Ave E	45th St E	44th Ave Plaza E	2 to 4	2021	Complete	3.00	2	6.00	$49,520,229	$8,253,000
PJ6054765	Ft Hamer Rd	US 301	Erie Rd	0 to 4	2022	Complete	1.40	4	5.60	$11,595,405	$2,071,000
PJ6071261	Moccasin Wallow Rd (S1)	W of 115th Ave E	US 301	2 to 4	2023	Complete	1.30	2	2.60	$21,582,406	$8,301,000
PJ6092560	Moccasin Wallow Rd (S4)	US 41	Gateway Blvd	2 to 4	2023	Complete	1.95	2	3.90	$34,404,568	$8,822,000
PJ6071262	Moccasin Wallow Rd (S2)	Sawgrass Rd	W of 115th Ave E	2 to 4	2024	Awarded	1.90	2	3.80	$32,583,780	$8,575,000
PJ6115660	Moccasin Wallow Rd (S3)	Buffalo Rd	Sawgrass Rd	2 to 4	2025	Estimate	1.90	2	3.80	$22,263,831	$5,859,000
PJ6107860	63rd Ave E	US 301	Tuttle Ave	2 to 4	2025	Estimate	1.00	2	2.00	$21,168,255	$10,584,000
PJ6108260	75th St W	20th Ave W	Manatee Ave W	2 to 4	2025	CMAR Bid	1.00	2	2.00	$19,847,024	$9,924,000
PJ6108662	Erie Rd	Martha Rd	US 301	2 to 4	2026	Estimate	1.05	2	2.10	$33,552,069	$15,977,000
PJ6111360	Erie Rd	69th St E	Martha Rd	2 to 4	2029	Estimate	2.35	2	4.70	$18,048,118	$3,840,000
Total									**36.50**	**$264,565,685**	**$7,248,000**
Total (excluding >$10 million)									**32.40**	**$209,845,361**	**$6,477,000**
Recent Local Construction Improvements with Atypical Features											
PJ6045662	44th Ave E	44th Ave Plaza E	Lakewood Ranch Blvd	0 to 4	2023	Ongoing	1.60	4	6.40	$177,208,646	$27,689,000
PJ6094360	Canal Rd	US 301	17th St E	2 to 4	2023	CMAR Bid	0.55	2	1.10	$49,952,147	$45,411,000
PJ6107760	Upper Manatee River Rd	N of SR 64	Ft Hamer Bridge	2 to 4	2024	Bid	1.83	2	3.66	$70,425,597	$19,242,000
PJ60983163	Buffalo Rd	Mendoza Rd	N of FPL Rail Line	0 to 2	2025	Estimate	1.20	2	2.40	$29,858,443	$12,441,000
Total									**13.56**	**$327,444,833**	**$24,148,000**

Source: Manatee County

Note: Light yellow highlight = outlier

Construction Engineering/Inspection

County Roadways

The CEI cost factor is estimated as a percentage of the construction cost per lane mile. This factor is determined based on a review of CEI-to-construction cost ratios from recent projects in Manatee County and from other jurisdictions throughout Florida. For local estimates, the CEI-to-construction ratios ranged from less than zero (0) percent to 21 percent, with a weighted average of eight (8) percent, as shown in Table D-6. For county roadways throughout Florida, the CEI factors ranged from three (3) percent to 17 percent with a weighted average of nine (9) percent, as shown in Table D-7. For purposes of this study, the CEI cost for county roads is calculated at **eight (8) percent** of the construction cost per lane mile based on local projects.

Table D-6

CEI Cost Factor – Manatee County Local Roadway Improvements

Project #	Description	From	To	Feature	Start Constr.	Road Design	Length	Lanes Added	Lane Miles Added	CEI/Project Management	Construction	CEI-to-Construction Ratio
PJ6086960	44th Ave E	45th St E	44th Ave Plaza E	2 to 4	2021	C&G	3.00	2	6.00	$264,425	$49,520,229	1%
PJ6054765	Ft Hamer Rd	US 301	Erie Rd	0 to 4	2022	C&G	1.40	4	5.60	$451,194	$11,595,405	4%
PJ6071261	Moccasin Wallow Rd (S1)	W of 115th Ave E	US 301	2 to 4	2023	C&G	1.30	2	2.60	$680,000	$21,582,406	3%
PJ6092560	Moccasin Wallow Rd (S4)	US 41	Gateway Blvd	2 to 4	2023	C&G	1.95	2	3.90	$5,272,313	$34,404,568	15%
PJ6071262	Moccasin Wallow Rd (S2)	Sawgrass Rd	W of 115th Ave E	2 to 4	2024	C&G	1.90	2	3.80	$0	$32,583,780	0%
PJ6115660	Moccasin Wallow Rd (S3)	Buffalo Rd	Sawgrass Rd	2 to 4	2025	C&G	1.90	2	3.80	$4,087,883	$22,263,831	18%
PJ6107860	63rd Ave E	US 301	Tuttle Ave	2 to 4	2025	C&G	1.00	2	2.00	$4,500,867	$21,168,255	21%
PJ6108260	75th St W	20th Ave W	Manatee Ave W	2 to 4	2025	C&G	1.00	2	2.00	$1,912,116	$19,847,024	10%
PJ6108662	Erie Rd	Martha Rd	US 301	2 to 4	2026	C&G	1.05	2	2.10	$2,987,695	$33,552,069	9%
PJ6111360	Erie Rd	69th St E	Martha Rd	2 to 4	2029	C&G	2.35	2	4.70	$1,184,835	$18,048,118	7%
Total									**36.50**	**$21,341,328**	**$264,565,685**	**8%**

Source: Manatee County

Table D-7

CEI Cost Factor for County Roads – Other Florida Counties

Year	County	County Roadways (Cost per Lane Mile)		
		CEI	Constr.	CEI Ratio
2015	Collier	$270,000	$2,700,000	10%
2015	Brevard	$344,000	$2,023,000	17%
2015	Sumter	$147,000	$2,100,000	7%
2015	Marion	$50,000	$1,668,000	3%
2015	Palm Beach	$108,000	$1,759,000	6%
2017	St. Lucie	$198,000	$2,200,000	9%
2017	Clay	$191,000	$2,385,000	8%
2019	Collier	$315,000	$3,500,000	9%
2019	Sumter	$258,000	$2,862,000	9%
2020	Indian River	$238,000	$2,647,000	9%
2020	Hillsborough	$363,000	$4,036,000	9%
2020	Hernando	$189,000	$2,108,000	9%
2021	Manatee	$252,000	$2,800,000	9%
2021	Flagler	$232,000	$2,582,000	9%
2022	Lake	$172,000	$2,145,000	8%
2022	Volusia	$259,000	$2,350,000	11%
2023	Manatee	$429,000	$3,900,000	11%
2023	Marion	$216,000	$2,400,000	9%
2024	Hendry	$180,000	$2,000,000	9%
2024	St. Johns	$257,000	$2,573,000	10%
Average		**$233,000**	**$2,537,000**	**9%**

Source: Each respective County

Roadway Capacity

As shown in Table D-8, the average capacity per lane mile is based on the projects in the "Transform 2045" Long Range Transportation Plan's Cost Feasible Plan, including partially funded improvements. This listing of projects reflects the mix of improvements that will yield the vehicle-miles of capacity (VMC) that will be built in Manatee County. The resulting weighted average capacity per lane mile of approximately 8,600 was used in the multi-modal transportation impact fee calculation.

Table D-8

Sarasota/Manatee County MPO's Transform 2045 Long Range Transportation Plan

Jurisdiction	Description	From	To	Improvement	Length	Lanes Added	Lane Miles Added	Initial Capacity	Future Capacity	Added Capacity	Vehicle Miles of Capacity Added
Cost Feasible Plan											
County	44th Ave E Extension	45th St E	E of 44th Ave Plaza E	New Road Construction	2.91	2	5.82	0	15,930	15,930	46,356
County	University Pkwy	Lorraine d	Bourneside Blvd	Widen to 4 Lanes	2.83	2	5.66	15,930	35,820	19,890	56,289
County	University Pkwy	I-75	Lorraine Rd	Widen to 6 Lanes	2.93	2	5.86	35,820	53,910	18,090	53,004
County	Moccasin Wallow Rd	Carter Rd	US 301	Widen to 4 Lanes	3.58	2	7.16	14,580	31,950	17,370	62,185
County	Commerce Connector	US 41	Fort Hamer Rd	New 2-Lane Road	4.57	2	9.14	0	12,780	12,780	58,405
County	Upper Manatee River Rd	SR 64	Fort Hamer Rd	Widen to 4 Lanes	2.10	2	4.20	15,930	35,820	19,890	41,769
County	Fort Hamer Rd	Buckeye Rd	County Line Rd	New 2-Lane Road	1.27	2	2.54	0	12,780	12,780	16,231
County	Upper Manatee River Rd	Fort Hamer Rd	Rye Rd	Widen to 4 Lanes	3.92	2	7.84	15,930	35,820	19,890	77,969
County	University Pkwy	Bourneside Blvd	SR 70	New 4-Lane Road	4.63	4	18.52	0	35,820	35,820	165,847
Partially Funded and Boxed Funded Projects											
County	Buckeye Rd	I-75	Fort Hamer Rd	Widen to 4 Lanes	1.78	2	3.56	12,780	27,360	14,580	25,952
Total:							**70.30**				**604,007**
Vehicle Miles of Capacity Added per Lane Mile:											**8,600**
Lane Addition Improvements:							34.28	**49%**	**(a)**		245,002
New Road Construction:							36.02	**51%**	**(b)**		359,005

Source: Sarasota/Manatee MPO's Transform 2045 LRTP and the Manatee County Transportation Planning Division

Transit Capital Costs

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

First, Table D-9 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-10 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 24-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-10, 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-9) 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 three (3) percent and five (5) percent.

As a final step, the increased costs were then weighted by the lane mile distribution of new road construction and lane addition improvements in the Sarasota/Manatee MPO's Transform 2045 Long Range Transportation Plan. As shown, the plan calls for an almost even number of new road construction and lane addition improvements through 2045. When the marginal cost of transit is included and weighed by this ratio, the resulting percent change is approximately 3.96 percent. Essentially, adding transit does not have a significant effect on the cost per person-mile of capacity for new road construction and lane addition improvements.

As it is currently structured, the transit model detailed in Tables D-9 and D-10 assumes that transit-miles and road-miles will be added to the system at the same rate. If the County builds more transit-miles, this will increase the bus traffic on existing roads, adding more stops, higher stop frequency, and creating additional bus blockage. As a result, the capital cost per person-mile for a roadway with transit would increase in relation to the ratio of added transit-miles vs. roadway-miles. For example, if the transit-mile investment was double that of roadway construction/expansion, the 3.96 percent change calculated in Table D-10 would increase to approximately 7.92 percent. The annual construction figures for transit-miles and road-miles should be tracked by the County and adjusted for in subsequent multi-modal fee update studies.

Table D-9

Multi-Modal Cost per Person-Mile of Capacity

Input	Local Transit	
Transit Person-Miles of Capacity Calculation		**Source:**
Vehicle Capacity[1]	42	1) Source: Local transit is assumed to have 30 seats with a 40 percent standing room capacity equivalent
Number of Vehicles (20% fleet margin)[2]	2	2) Cycle time (Item 9) divided by headway time (Item 6) increased by 20 percent to accommodate the required fleet margin
Service Span (hours)[3]	13	3) Source: Assumption based on current MCAT routes
Cycles/Hour (aka Peak Vehicles)[4]	1.00	4) Headway time (Item 6) divided by 60
Cycles per Day[5]	13	5) Service span (Item 3) multiplied by the cycles/hour (Item 4)
Headway Time (minutes)[6]	60	6) Source: Assumption based on current MCAT routes
Speed (mph)[7]	15	7) Source: Urban Integrated National Transit Database (UrbaniNTD). 6-yr average
Round Trip Length (miles)[8]	24.0	8) Source: Average trip length of current MCAT routes
Cycle Time (minutes)[9]	96	9) Round trip length (Item 8) divided by speed (Item 7) multiplied by 60
Total Person-Miles of Capacity[10]	13,104	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]	**3,931**	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]	$600,000	15) Source: 2024-2033 Manatee Connect Transit Development Plan (Large Bus)
Simple Bus Stop[16]	$25,000	16) Source: Estimate based on local characteristics and industry knowledge
Sheltered Bus Stop[17]	$80,000	17) Source: Estimate based on local characteristics and industry knowledge

Table D-10

Multi-Modal Fee: Transit Component Model

Item	New Road Construction		Lane Addtions		
	Roadway	Transit	Roadway	Transit	
Roadway Characteristics:					**Source:**
Roadway Cost per Mile[(1)]	$17,040,000		$17,040,000		1) Source: Table VI-1, adjusted to cost "per mile"
Roadway Segment Length (miles)[(2)]	24.0		24.0		2) Source: Average length of MCAT route
Roadway Segment Cost[(3)]	$408,960,000	**PMC**	$408,960,000	**PMC**	3) Roadway cost per mile (Item 1) multiplied by the roadway segment length (Item 2)
Average Capacity Added (per mile)[(4)]	17,200	26,400	17,200	26,400	4) Source: Table VI-2, adjusted to capacity "per mile"
VMC/PMC Added (entire segment)[(5)]	412,800	633,600	412,800	633,600	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)]	$990.70	**$645.45**	$990.70	**$645.45**	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: 2022 Highway Capacity Manual, Equation 19-12
VMC/PMC Added (transit deduction)[(8)]	13,210	20,343	6,605	10,172	8) VMC added (Item 5) multiplied by the adjustment for bus blockage (Item 7). For PMC, multiply the VMC by 1.54 persons per vehicle
VMC/PMC Added (less transit deduction)[(9)]	399,590	613,257	406,195	623,428	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)]		3,931		3,931	10) Source: Table D-9, Adjusted Person-Miles of Capacity (Item 12)
Net PMC Added (transit effect included)[(11)]		617,188		627,359	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)]		$662.62		$651.88	12) Road segment cost (Item 3) divided by the net PMC added (transit effect included) (Item 11)
Transit Infrastructure:					
Buses Needed[(13)]	2	$1,200,000	2	$1,200,000	13) Number of vehicles (see Table D-9, Item 2) multiplied by the vehicle cost (see Table D-9, Item 15)
Stops per mile (both sides of street)[(14)]	3	$3,600,000	3	$3,600,000	14) Stops per mile (3) multiplied by the roadway segment length (Item 2) multiplied by the cost per stop (Table D-10, Item 16)
Shelters per mile (both sides of street)[(15)]	1	$3,840,000	1	$3,840,000	15) Shelters per mile (1) multiplied by the roadway segment length (Item 2) multiplied by the cost per shelter (Table D-10, Item 17)
Total infrastructure[(16)]		$8,640,000		$8,640,000	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)]		**$676.62**		**$665.65**	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)]		**4.83%**		**3.13%**	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)]		49%		51%	19) Source: Table D-8, Items (a) and (b)
Weighted Roadway Cost per PMC[(20)]		$316.27		$329.18	20) Roadway cost per PMC (Item 6) multiplied by the lane mile distribution (Item 19)
Weighted Road/Transit Cost per PMC[(21)]		$331.54		$339.48	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)]				$645.45	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)]				$671.02	23) Sum of the weighted road/transit cost per PMC (Item 21) for new road construction and lane additions
Percent Change[(24)]				**3.96%**	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. Local fuel taxes that are collected in Manatee 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 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 ratio, 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 2023-24 data represent projected fuel tax distributions to Manatee County for the 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 $1.93 million of annual revenue will be generated for the County from one penny of fuel tax in Manatee County. For use in the impact fee calculation, the fuel tax revenue data is used to calculate the value per penny (per gallon of fuel) that is used to estimate the "equivalent pennies" of other revenue sources used to fund transportation.

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

Table E-1

Estimated Fuel Tax Distribution Allocated to Capital Programs for Manatee County & Municipalities, FY 2023-24[1]

Tax	Amount of Levy per Gallon	Total Distribution	Distribution per Penny
Constitutional Fuel Tax	$0.02	$4,002,999	$2,001,500
County Fuel Tax	$0.01	$1,770,157	$1,770,157
9th Cent Fuel Tax	$0.01	$2,189,034	$2,189,034
1st Local Option (1-6 cents)	$0.06	$12,215,450	$2,035,908
2nd Local Option (1-5 cents)	$0.05	$8,836,054	$1,767,211
Total	**$0.15**	**$29,013,694**	
Weighted Average per Penny[2]			**$1,934,246**

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 Expansion Credit

A revenue credit for the annual expenditures on roadway capacity-expansion projects in Manatee County is presented below. The components of the credit are as follows:

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

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

City Capital Project Funding

A review of the Capital Improvement Plans and budget documents for municipalities in Manatee County identified minor expenditures for capacity expansion. These improvements included:

- City of Palmetto Road Improvements (intersections and road extension)
- Town of Longboat Key Streets Projects (roundabout and center turn lanes)

As shown in Table E-2, a total capital improvement credit of 0.3 pennies was given for multi-modal transportation capacity expansion projects funded with non-impact fee revenues.

Table E-2

City Fuel Tax Equivalent Pennies

Source	Cost of Projects	Number of Years	Annual Average	Revenue from 1 Penny[3]	Equivalent Pennies[4]
City of Palmetto Road Improvements[1]	$1,207,884	5	$241,577	$1,934,246	$0.001
Longboat Key Streets Projects (FY 2025-2029)[2]	$1,900,000	5	$380,000	$1,934,246	$0.002
Total			**$621,577**		**$0.003**

1) Source: City of Palmetto FY 2025 Budget
2) Source: Town of Longboat Key 2025-2029 Capital Improvements Plan
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

County Capital Project Funding

A review of Manatee County's 5-year planned expenditures shows that multi-modal transportation projects are primarily being funded by infrastructure sales tax, grant funds and fuel tax revenues. As shown in Table E-3, a total fuel tax equivalent revenue credit of 8.5 pennies was given for multi-modal transportation capacity-expansion projects funded with non-impact fee revenues.

Table E-3

County Fuel Tax Equivalent Pennies

Source	Cost of Projects	Number of Years	Annual Average	Revenue from 1 Penny[2]	Equivalent Pennies[3]
Projected CIP Expenditures (FY 2025-2029)[1]	$78,749,848	5	$15,749,970	$1,934,246	$0.081
Total	**$78,749,848**	**5**	**$15,749,970**	**$1,934,246**	**$0.081**

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

Additional County credit is recognized for outstanding debt service on bonds used to fund capacity expansion improvements. The Revenue Refunding & Improvement Bond, Series 2022 contributes a large amount of non-ad valorem general fund and infrastructure sales tax revenues to a variety of transportation improvements (e.g. intersection & road improvements, lane additions, etc.).

Table E-4

County Debt Service Equivalent Pennies

Source	Cost of Projects	Number of Years	Annual Average	Revenue from 1 Penny[2]	Equivalent Pennies[3]
Rev Refunding & Improv. Bond, Series 2022[1]	$164,537,328	28	$5,876,333	$1,934,246	$0.030
Total	**$164,537,328**	**28**	**$5,876,333**	**$1,934,246**	**$0.030**

1) Source: Table E-7

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

State Capital Project Funding

In the calculation of the equivalent pennies of fuel tax from the State, funding on multi-modal transportation capacity-expansion projects spanning a 15-year period (from FY 2015 to FY 2029) were reviewed. This included capacity expansion projects such as lane additions, new road construction, intersection improvements, interchanges, traffic signal projects, sidewalks, bike lanes, transit, and other capacity-addition projects. The use of a 15-year period, for purposes of developing a state credit for roadway capacity expansion projects, results in a stable credit, as it accounts for the volatility in FDOT spending in the county over short periods of time.

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

- FY 2015-2019 work plan equates to 8.1 pennies
- FY 2020-2024 work plan equates to 26.2 pennies
- FY 2025-2029 work plan equates to 10.5 pennies

The combined weighted average over the 15-year period of state expenditure for capacity-expansion roadway projects results in a total of 14.9 equivalent pennies. Table E-5 documents this calculation. The specific projects that were used in the equivalent penny calculations are summarized in Table E-8.

Table E-5

State Fuel Tax Equivalent Pennies

Source	Cost of Projects	Number of Years	Annual Average	Revenue from 1 Penny[4]	Equivalent Pennies[5]
Projected Work Program (FY 2025-2029)[1]	$97,468,815	5	$19,493,763	$1,934,246	$0.101
Historical Work Program (FY 2020-2024)[2]	$243,165,662	5	$48,633,132	$1,934,246	$0.251
Historical Work Program (FY 2015-2019)[3]	$74,951,067	5	$14,990,213	$1,934,246	$0.077
Total	**$415,585,544**	**15**	**$27,705,703**	**$1,934,246**	**$0.143**

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 2) divided by 100

Table E-6

Manatee County – Adopted Capital Improvement Plan, FY 2025-2029

ID	Project Title	Improvement	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
Intersections								
PJ6048562	53rd Ave W at US 41	Add Turn Lane(s)	$1,374,779	$0	$0	$0	$0	**$1,374,779**
PJ6092660	Ellenton Gillette Rd - Mendoza Rd (37th St East)	Intersection Improvements	$2,372,118	$0	$0	$0	$0	**$2,372,118**
PJ6095061	Verna Bethany Rd and SR 70	Roundabout	$19,985	$0	$0	$0	$0	**$19,985**
PJ6105160	Creekwood Blvd Improvements SR 70 -73rd Street E	Intersection Improvements	$5,115,115	$0	$0	$0	$0	**$5,115,115**
PJ6107861	63rd Ave E @ 9th St E	Add Turn Lane(s)	$0	$0	$0	$245,000	$735,000	**$980,000**
PJ6117860	15th St E @ 57th Ave E	Roundabout	$2,500,000	$0	$0	$0	$0	**$2,500,000**
PJTR01872	53rd Avenue W at 26th Street W	Add Turn Lane(s)	$0	$0	$0	$847,250	$0	**$847,250**
Road Improvements								
PJ6071263	Moccasin Wallow Rd Seg. 5 from US 301 to SR 62	New Road Construction	$10,000,000	$0	$0	$0	$0	**$10,000,000**
PJ6083163	60th Ave E (Buffalo Rd) - Mendoza Rd to Buffalo Rd Terminus - Seg. 2	Road Extension	$10,000,000	$0	$0	$0	$0	**$10,000,000**
PJ6094362	Canal Rd - 37th St E - 49th St E - Segment 3	Lane Addition	$0	$0	$0	$2,486,483	$0	**$2,486,483**
PJ6102460	9th Ave NW - 92nd St NW - 99th St NW	Sidewalk & Multi-Use Trail	$10,002,237	$0	$0	$0	$0	**$10,002,237**
PJ6108260	75th St W - 20th Ave W to Manatee Ave W	Lane Addition	$3,882,355	$0	$0	$0	$0	**$3,882,355**
PJ6108662	Erie Rd - Martha Rd to US 301 in Parrish	Lane Addition	$16,065,079	$1,096,461	$0	$0	$0	**$17,161,540**
PJ6111360	Erie Rd - 69th St E to Martha Rd	Road Extension	$0	$6,717,225	$0	$0	$0	**$6,717,225**
PJ6115660	Moccasin Wallow Rd Seg. 3 - W of Sawgrass Rd to Buffalo Rd	Lane Addition	$1,500,000	$0	$0	$0	$0	**$1,500,000**
PJ6118060	Fort Hamer Rd - Moccasin Wallow Rd to Fort Hamer Bridge	Lane Addition	$2,082,648	$0	$0	$0	$0	**$2,082,648**
PJTP25034	49th Ave E - Mendoza Rd to 69th St E Ext	PD&E Study	$0	$455,484	$0	$0	$0	**$455,484**
Sidewalks								
PJ6093961	Moccasin Wallow Rd from Gillet Dr to Buffalo Rd	Shared Use Path	$595,222	$0	$0	$0	$0	**$595,222**
PJ6107264	59th St W - Manatee Ave W - 6th Ave NW	Sidewalk	$58,950	$334,050	$0	$0	$0	**$393,000**
PJ6107265	Wilmerling Ave (65th Ave E) from 5th St E to End of Rd	Sidewalk	$22,950	$130,050	$0	$0	$0	**$153,000**
Other Transporation								
PJ6106761	ITS Fiber 15th St E Seg. 2A 63rd Ave E to 60th Ave Dr E	Align ITS with FDOT	$111,407	$0	$0	$0	$0	**$111,407**
TOTAL (Capacity Expansion)			**$65,702,845**	**$8,733,270**	**$0**	**$3,578,733**	**$735,000**	**$78,749,848**

Source: Manatee County Adopted Capital Improvement Plan, FY 2025-2029

Table E-7

Debt Service Fund 221 – Revenue Refunding & Improvement Bond, Series 2022

Year	Principal	Interest Rate	Interest Payment	Total Payment	Impact Fee Portion	Total Less Impact Fees
2025	$6,040,000	5.000%	$9,858,400	$15,898,400	$2,089,627	$13,808,773
2026	$6,650,000	5.000%	$9,556,400	$16,206,400	$2,090,072	$14,116,328
2027	$6,950,000	5.000%	$9,223,900	$16,173,900	$2,089,923	$14,083,977
2028	$6,985,000	5.000%	$8,876,400	$15,861,400	$2,089,034	$13,772,366
2029	$7,460,000	5.000%	$8,527,150	$15,987,150	$2,087,254	$13,899,896
2030	$9,950,000	5.000%	$8,154,150	$18,104,150	$2,087,403	$16,016,747
2031	$10,365,000	5.000%	$7,656,650	$18,021,650	$2,089,182	$15,932,468
2032	$6,405,000	5.000%	$7,138,400	$13,543,400	$2,089,330	$11,454,070
2033	$3,165,000	5.250%	$6,818,150	$9,983,150	$0	$9,983,150
2034	$4,440,000	5.250%	$6,651,988	$11,091,988	$0	$11,091,988
2035	$4,675,000	5.250%	$6,418,888	$11,093,888	$0	$11,093,888
2036	$4,915,000	5.250%	$6,173,450	$11,088,450	$0	$11,088,450
2037	$5,175,000	5.250%	$5,915,413	$11,090,413	$0	$11,090,413
2038	$5,445,000	5.000%	$5,643,725	$11,088,725	$0	$11,088,725
2039	$5,715,000	5.000%	$5,371,475	$11,086,475	$0	$11,086,475
2040	$6,005,000	5.000%	$5,085,725	$11,090,725	$0	$11,090,725
2041	$6,305,000	5.250%	$4,785,475	$11,090,475	$0	$11,090,475
2042	$6,640,000	4.000%	$4,454,463	$11,094,463	$0	$11,094,463
2043	$6,900,000	4.000%	$4,188,863	$11,088,863	$0	$11,088,863
2044	$7,175,000	5.250%	$3,912,863	$11,087,863	$0	$11,087,863
2045	$7,550,000	5.250%	$3,536,175	$11,086,175	$0	$11,086,175
2046	$7,950,000	5.250%	$3,139,800	$11,089,800	$0	$11,089,800
2047	$8,370,000	5.250%	$2,722,425	$11,092,425	$0	$11,092,425
2048	$8,810,000	4.000%	$2,283,000	$11,093,000	$0	$11,093,000
2049	$9,165,000	4.000%	$1,930,600	$11,095,600	$0	$11,095,600
2050	$12,525,000	4.000%	$1,564,000	$14,089,000	$0	$14,089,000
2051	$13,025,000	4.000%	$1,063,000	$14,088,000	$0	$14,088,000
2052	$13,550,000	4.000%	$542,000	$14,092,000	$0	$14,092,000
Totals	**$219,335,000**	**4.850%**	**$172,240,304**	**$391,575,304**	**$20,888,746**	**$370,686,557**
Total Remaining (2025-2052); excluding Impact Fees						**$342,786,101**
Years Remaining (2025-2052)						**28**
Portion for Transportation Capacity					**48%**	**$164,537,328**

Source: Manatee County

Table E-8

Florida Department of Transportation, District 1 – Manatee County Work Program FY 2015 to FY 2029

ItemSeg	Description	Wkmx Description	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	Total
196022-5	SR 64 @ RYE ROAD	ROUNDABOUT	$0	$1,133,978	$40,938	$5,199,507	$135,560	$328,764	$328,677	$0	$0	$0	$0	$0	$0	$0	$0	**$7,167,424**
196022-6	SR 64 AT LORRAINE ROAD	ROUNDABOUT	$0	$47,227	$0	$0	$1,065,081	$6,459	$4,378	$79,320	$297,870	$7,493,095	$425,163	$0	$0	$0	$0	**$9,418,593**
196022-7	SR 64 AT GREYHAWK BLVD	INTERSECTION IMPROVEMENT	$0	$0	$0	$10,093	$1,148,125	$4,978,889	$249,654	$122,712	$0	$0	$0	$0	$0	$0	$0	**$6,509,473**
196022-8	SR 64 ROUNDABOUT @ GREYHAWK BLVD	ROUNDABOUT	$0	$0	$0	$0	$659	$30,586	$0	$157,097	$1,107	$0	$0	$0	$0	$0	$0	**$189,449**
196114-3	SR 45 (US 41/TAMIAMI TRAIL) AT PINEY POINT RD AND DOCK ST(PORT MANATEE	INTERSECTION IMPROVEMENT	$9,307,611	$450,351	$408,034	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$10,165,996**
410895-1	MANATEE COUNTY AREA TRANSIT - OPERATING ASSISTANCE - CORRIDOR	URBAN CORRIDOR IMPROVEMENTS	$478,775	$484,220	$756,831	$729,074	$813,451	$794,707	$0	$0	$88,713	$453,308	$453,308	$453,308	$453,308	$453,308	$453,308	**$6,865,619**
412673-1	MANATEE COUNTY TSMCA	TRAFFIC CONTROL DEVICES/SYSTEM	$159,527	$292,752	$435,829	$453,672	$476,819	$510,106	$536,993	$566,380	$625,670	$761,327	$1,183,563	$826,782	$864,844	$95,708	$0	**$7,789,972**
413639-1	CITY OF BRADENTON TSMCA	TRAFFIC CONTROL DEVICES/SYSTEM	$62,808	$123,120	$185,604	$190,926	$197,608	$202,778	$205,159	$225,546	$263,992	$279,073	$289,146	$302,033	$315,899	$34,682	$0	**$2,878,374**
413640-1	HOLMES BEACH TRAFFIC SIGNALS REIMBURSEMENT	TRAFFIC SIGNALS	$2,706	$6,080	$13,700	$14,042	$14,468	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$50,996**
413642-1	CITY OF PALMETTO TSMCA	TRAFFIC CONTROL DEVICES/SYSTEM	$20,116	$32,832	$49,631	$50,876	$52,952	$54,341	$55,763	$57,298	$65,215	$80,852	$82,977	$86,188	$89,630	$93,274	$0	**$871,945**
414506-2	SR 70 FROM LORRAINE RD TO CR 675/WATERBURY ROAD	PD&E/EMO STUDY	$0	$0	$5,305,831	$20,645	$60,864	$2,768,358	$178,249	$660,018	$19,743,895	$1,699,359	$1,770,568	$0	$0	$0	$0	**$32,207,787**
414506-7	SR 70 FROM LORRAINE ROAD TO BOURNESIDE BLVD	ADD LANES & RECONSTRUCT	$0	$0	$0	$0	$0	$22,251	$1,226	$6,751	$72,979,801	$435,041	$284,287	$0	$0	$0	$0	**$73,729,357**
414506-8	SR 70 FROM BOURNESIDE BLVD TO WATERBURY RD	ADD LANES & RECONSTRUCT	$0	$0	$0	$0	$0	$0	$2,077	$3,586	$0	$36,228,517	$8,835,299	$0	$0	$0	$0	**$45,069,479**
416120-1	SR 64 FR W OF CARLTON ARMS BLVD TO I-75	ADD LANES & RECONSTRUCT	$2,117	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$2,117**
416120-3	SR 64 FROM CARLTON ARMS BLVD TO I-75	SIGNING/PAVEMENT MARKINGS	$110,400	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$110,400**
424436-1	SR64 (MANATEE AVE) FROM SR 789 TO EAST OF SR 64 BRIDGE	PD&E/EMO STUDY	$0	$9,686	$176	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$9,862**
427298-1	US 41 AT SR 70 (53RD AVENUE W)	TRAFFIC SIGNAL UPDATE	$28,490	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$28,490**
427995-1	SR43 (US301) FROM CR 675 TO MOCCASIN WALLOW RD	ADD LANES & RECONSTRUCT	$7,537,256	$434,133	$52,282	$47,583	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$8,071,254**
429496-1	US 41/SR 45 AT 69TH AVENUE W	TRAFFIC SIGNAL UPDATE	$1,575	$24,432	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$26,007**
429499-2	SR 70 FROM 26TH AVE EAST TO 24TH AVE EAST	SIDEWALK	$218,668	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$218,668**
429503-1	US 41/SR 45 AT 60TH AVE W	TRAFFIC SIGNAL UPDATE	$118,408	$1	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$118,409**
429504-1	US 41/SR 45 AT BAYSHORE PKWY	TRAFFIC SIGNAL UPDATE	$611,074	$1,205	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$612,279**
429526-1	US 41/SR 45 AT SR 684 (CORTEZ RD)	INTERSECTION IMPROVEMENT	$99,377	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$99,377**
429866-1	14TH AVENUE WEST AT 17TH STREET WEST	INTERSECTION IMPROVEMENT	$0	$279,532	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$279,532**
429871-1	57TH ST E AT SR 64	INTERSECTION IMPROVEMENT	$0	$274,735	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$274,735**
430204-1	SR 684 FROM SR 789 (GULF DRIVE) TO 123RD STREET WEST	PD&E/EMO STUDY	$0	$494,951	$99,357	$130,008	$1,528	$0	$0	$0	$0	$39,259	$0	$0	$0	$0	$0	**$765,103**
430861-1	SR 64 AT 66TH STREET COURT E	INTERSECTION IMPROVEMENT	$380,301	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$380,301**
431350-2	15TH ST E/301 BLVD E FROM TALLEVAST RD TO US 41	ADD LANES & RECONSTRUCT	$0	$5,250,000	$0	$0	$1,036,850	$781,340	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$7,068,190**
431350-7	15TH ST E / 301 BLVD E FROM S OF 59TH AVE E TO S OF 56TH AVE DR E	ADD LANES & RECONSTRUCT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$4,500,000	$0	$0	$0	$0	**$4,500,000**
432661-1	SR 45 (US 41) AT MOCCASIN WALLOW ROAD	TRAFFIC SIGNALS	$785	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$785**
433142-1	10TH AVENUE FROM RIVERSIDE DRIVE TO 17TH STREET	PD&E/EMO STUDY	$0	$0	$998,008	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$998,008**
433142-3	10TH AVE FROM RIVERSIDE DRIVE TO 17TH STREET	URBAN CORRIDOR IMPROVEMENTS	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,700,000	$0	$0	$0	$0	**$1,700,000**
433142-6	10TH AVE FROM 11TH ST TO 17TH ST	URBAN CORRIDOR IMPROVEMENTS	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$5,258,473	$0	$0	**$5,258,473**
433213-1	MORGAN JOHNSON ROAD FROM RIVERSIDE TERRACE TO SR 64	SIDEWALK	$0	$129,269	$52,776	$0	$1,435	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$183,480**
433213-2	MORGAN JOHNSON FROM 18TH AVENUE EAST TO 13TH AVENUE EAST	SIDEWALK	$0	$0	$0	$0	$455,841	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$455,841**
433369-1	US 301 AT 25TH DRIVE EAST	INTERSECTION IMPROVEMENT	$262,676	$265	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$262,941**
433372-1	SR 70 FROM 6TH STREET EAST TO 9TH STREET EAST	INTERSECTION IMPROVEMENT	$423,469	$322	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$423,791**
433547-1	US 41 BUSINESS AT 3RD AVENUE WEST	ADD RIGHT TURN LANE(S)	$0	$151,753	$8,159	$410	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$160,322**
433547-2	3RD AVENUE WEST AT US 41 BUSINESS	ADD RIGHT TURN LANE(S)	$0	$0	$0	$232,392	$4,419	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$236,811**
433549-1	US 41 AT US 301 (10TH STREET E) IN PALMETTO	SIDEWALK	$43,029	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$43,029**
433592-1	SR 45 (US 41) FROM 69TH AVE (BAY DRIVE) TO CORTEZ ROAD	SIDEWALK	$0	$670,246	$951,282	$157,193	$1,288,063	$3,170,558	$2,662,541	$723,867	$403,364	$303,134	$1,576,923	$0	$0	$0	$0	**$11,907,171**
433592-4	SR 45 (US 41) FROM 69TH AVE (BAY DRIVE) TO CORTEZ ROAD	SIDEWALK	$0	$0	$0	$0	$27,363	$17,162	$9,088	$0	$50	$0	$0	$0	$0	$0	$0	**$53,663**
433592-5	SR 45 (US 41) FROM 69TH AVE (BAY DR) TO 63 AVE	SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$3,399,803	$0	$0	**$3,399,803**
433592-6	SR 45 (US 41) FROM 53RD AVE TO CORTEZ RD	SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$5,332,621	**$5,332,621**
433593-1	US 41 BUSINESS FROM GREEN BRIDGE TO RIVERSIDE DRIVE	BIKE LANE/SIDEWALK	$216,890	$1,212,853	$28,449	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$1,458,192**
434505-1	US 301 AT SR 70	INTERSECTION IMPROVEMENT	$26,603	$136,264	$711,032	$6,619	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$880,518**
434943-1	SR 789 FROM 27TH ST TO SR 64	SIDEWALK	$467,300	$2,025	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$469,325**
435090-1	SR 70 (15TH STREET E) AT 9TH AVE E	ROUNDABOUT	$318,198	$331,485	$560,899	$2,658,604	$5,783	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$3,874,969**
435113-1	63RD AVE E AT 33RD STREET E	ADD LEFT TURN LANE(S)	$250,523	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$250,523**
435120-1	ELLENTON GILLETTE RD AT 69TH ST E	ADD LEFT TURN LANE(S)	$214,814	$0	$762,377	$13,243	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$990,434**
435136-1	SR 64 FROM MARTINIQUE DR TO EAST OF 107TH CT WEST	BIKE LANE/SIDEWALK	$0	$14,109	$21,717	$584,903	$846	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$621,575**
435286-1	US 301 AT ERIE RD/OLD TAMPA HWY	ADD LEFT TURN LANE(S)	$0	$0	$6,953	$247,136	$690,337	$2,372	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$946,798**
435369-1	MOCCASIN WALLOW ROAD AT US 41	ADD TURN LANE(S)	$218,655	$0	$27,602	$54	$332,076	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$578,387**
435834-1	UNIVERSITY PARKWAY FROM LAKEWOOD RANCH TO SARASOTA AIRPORT ENTRANCE	TRAFFIC OPS IMPROVEMENT	$160,340	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$160,340**
436509-1	US 41 BUSINESS (9TH STREET WEST) FROM 3RD AVENUE TO MANATEE AVE (SR64)	ADD RIGHT TURN LANE(S)	$0	$298,484	$24,713	$865,046	$65,906	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$1,254,149**
436514-1	CITY OF BRADENTON SIDEWALKS TO SCHOOLS VARIOUS LOCATIONS	SIDEWALK	$850,110	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$850,110**
436546-1	SR 70 FROM US 41 TO 540' EAST OF US 41	INTERSECTION IMPROVEMENT	$0	$51,019	$7,038	$147,222	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$205,279**
436551-2	SR 684 FROM EAST OF 123RD ST WEST TO EAST OF 119TH ST WEST	INTERSECTION IMPROVEMENT	$0	$0	$1,588	$125,099	$3,193,073	$13,351	$103,925	$0	$0	$0	$0	$0	$0	$0	$0	**$3,437,036**
436676-1	SR 789 (LONGBOAT KEY) FROM NORTH SHORE RD TO COQUINA PARK ENT	PD&E/EMO STUDY	$0	$0	$0	$0	$1,129	$2,125,000	$0	$0	$0	$0	$174,690	$0	$0	$0	$0	**$2,300,819**
436802-1	ATMS BLUETOOTH SYSTEM AT VARIOUS LOCATIONS THROUGHOUT THE COUNTY	ATMS - ARTERIAL TRAFFIC MGMT	$0	$473,368	$1,747	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$475,115**
436954-1	ATMS PROJECT TRAVELER INFORMATION WEBSITE FOR THE RTMC	ATMS - ARTERIAL TRAFFIC MGMT	$0	$300,000	$0	$11,990	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$311,990**
436982-1	51ST STREET WEST AT 53RD AVENUE WEST	ADD TURN LANE(S)	$0	$0	$0	$204,436	$0	$422,586	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$627,022**
436983-1	BLACKSTONE PARK AT 14TH AVE W, 23RD ST W & BUSINESS 41 (VALENCIA DR)	SIDEWALK	$0	$160,662	$0	$387,960	$7,334	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$555,956**
436986-1	SR 789/GULF OF MEXICO DR FROM BROADWAY ST TO LONGBOAT PASS BRIDGE	SIDEWALK	$220	$169,328	$265	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$169,813**
437145-1	SR 684 (CORTEZ ROAD) AT 43RD STREET WEST	ADD TURN LANE(S)	$0	$0	$2,381	$240,300	$0	$0	$220,926	$0	$0	$0	$0	$0	$0	$0	$0	**$463,607**
438086-1	13TH AVENUE WEST AT US 301/US 41	ADD RIGHT TURN LANE(S)	$0	$0	$0	$152,612	$0	$39,831	$966,634	$0	$0	$0	$0	$0	$0	$0	$0	**$1,159,077**
438870-1	MANATEE COUNTY SR 70 ASCT	ATMS - ARTERIAL TRAFFIC MGMT	$0	$210,000	$608,228	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$818,228**
438992-1	SOUTHERN PARKWAY WEST FROM 43RD STREET WEST TO 26TH STREET WEST	SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$914,416	$0	$0	$0	$0	**$914,416**
438992-2	SOUTHERN PARKWAY WEST FROM 43RD STREET WEST TO 26TH STREET WEST	SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$77,836	$0	$0	$0	$0	**$77,836**

Table E-8 (continued)

Florida Department of Transportation, District 1 – Manatee County Work Program FY 2015 to FY 2029

ItemSeg	Description	Wkmx Description	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	Total
440324-1	ATMS FROM NORTHERN PART OF MANATEE COUNTY AT VARIOUS LOCATIONS	ATMS - ARTERIAL TRAFFIC MGMT	$0	$0	$0	$772,085	$0	$0	$24,003	$0	$0	$1,832,710	$0	$0	$0	$0	$0	**$2,628,798**
440411-1	SARASOTA/MANATEE BARRIER ISLAND STUDY	TRAFFIC ENGINEERING STUDY	$0	$0	$942,405	$0	$28,100	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$970,505**
440682-1	ELLENTON GILLETTE RD AT MENDOZA RD	TRAFFIC SIGNALS	$0	$0	$0	$79,089	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$79,089**
440688-1	SR 684 (CORTEZ RD) FROM 86TH/PALMA SOLA BLVD TO CAPE VISTA DR	ADD LEFT TURN LANE(S)	$0	$0	$0	$122,778	$97,643	$16,117	$12,756	$689,349	$4,948	$94	$0	$0	$0	$0	$0	**$943,685**
441479-1	MANATEE ELEMENTARY	SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$659,101	$0	$0	$0	$0	**$659,101**
441479-2	MANATEE ELEMENTARY	SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$75,000	$0	$0	$0	$0	**$75,000**
442118-1	SR 45 (USB 41) AT 26TH STREET	INTERSECTION IMPROVEMENT	$0	$0	$0	$1,975	$151,788	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$153,763**
442630-1	DESOTO (US41) BRIDGE FROM NORTH OF SR64 TO HABEN BLVD BRIDGE #13005	PD&E/EMO STUDY	$0	$0	$0	$0	$0	$0	$892	$0	$3,000,000	$0	$0	$0	$0	$0	$0	**$3,000,892**
444049-1	US 41 FROM 63RD AVE W TO 53RD AVE W	TRAFFIC OPS IMPROVEMENT	$0	$0	$0	$0	$266,741	$36,644	$0	$1,558,545	$11,489	$10,255	$0	$0	$0	$0	$0	**$1,883,674**
444210-1	SR 683 (US 301) AT 51ST AVENUE EAST	INTERSECTION IMPROVEMENT	$0	$0	$0	$0	$0	$1,498	$36,635	$212,496	$2,531,432	$0	$121,280	$0	$0	$0	$0	**$2,903,341**
444211-1	SR 683 (US 301) AT 63RD AVE E	INTERSECTION IMPROVEMENT	$0	$0	$0	$0	$0	$1,276	$35,472	$240,705	$3,239,396	$77,365	$97,857	$0	$0	$0	$0	**$3,692,071**
444273-1	MANATEE HIGH SCHOOL - SRTS	SIDEWALK	$0	$0	$0	$0	$0	$0	$296,300	$0	$0	$0	$0	$0	$0	$0	$0	**$296,300**
444273-2	MANATEE HIGH SCHOOL - SRTS	SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$44,416	$36,702	$0	$0	$0	$0	$0	$0	**$81,118**
444429-1	SR 62 AT US 301 - REALIGNMENT STUDY	PD&E/EMO STUDY	$0	$0	$0	$423	$77,686	$69,051	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$147,160**
444807-1	TRAFFIC OPERATIONS IMPROVEMENTS IN DOWNTOWN BRADENTON	TRAFFIC OPS IMPROVEMENT	$0	$0	$0	$0	$0	$1,389,504	$72,248	$76,877	$33,263	$644,002	$625,000	$0	$0	$0	$0	**$2,840,894**
444807-2	US 41 FROM 10TH AVE TO MANATEE AVE E	TRAFFIC OPS IMPROVEMENT	$0	$0	$0	$0	$0	$0	$2,921	$334	$1,299	$186	$0	$3,878,169	$0	$0	$0	**$3,882,909**
444807-3	SR 45 (US 41 BUSINESS) FROM 6TH AVE W TO MANATEE AVE W	TRAFFIC OPS IMPROVEMENT	$0	$0	$0	$0	$0	$333	$3,780	$0	$1,251	$1,442,683	$0	$0	$0	$0	$0	**$1,448,047**
444807-6	3RD ST E AND 3RD ST W ONE-WAY PAIR	TRAFFIC OPS IMPROVEMENT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,220,287	$0	$0	$0	**$2,220,287**
444843-1	BRADENTON-PALMETTO CONNECTOR	PD&E/EMO STUDY	$0	$0	$0	$56,724	$24,056	$3,000,000	$1,453	$0	$0	$0	$2,500,000	$0	$0	$0	$0	**$5,582,233**
444857-1	PALMETTO TRAILS NETWORK PLAN	PD&E/EMO STUDY	$0	$0	$0	$0	$0	$1,000,000	$0	$83,773	$0	$799,641	$359	$0	$0	$0	$0	**$1,883,773**
445308-1	SR 43 (US 301) AT SR 62	ADD LANES & RECONSTRUCT	$0	$0	$0	$0	$3,424	$471	$1,430	$2,100,000	$0	$0	$0	$0	$0	$0	$0	**$2,105,325**
445848-1	44TH AVE E EXTENSION FROM 45TH ST E TO EAST OF 44TH AVE PLAZA EAST	NEW ROAD CONSTRUCTION	$0	$0	$0	$0	$0	$10,000,000	$10,000,000	$0	$0	$0	$0	$0	$0	$0	$0	**$20,000,000**
446681-1	BARRIER ISLAND COMPLETE STREETS IMPROVEMENTS	PD&E/EMO STUDY	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,745,506	$0	$0	$0	$0	$0	**$1,745,506**
446685-1	US 41 UPGRADE ATSPM COMPATIBILITY	TRAFFIC CONTROL DEVICES/SYSTEM	$0	$0	$0	$0	$0	$0	$1,539	$0	$154,000	$1,277,046	$1,061,765	$242,000	$0	$0	$0	**$2,736,350**
447300-1	MOCCASIN WALLOW ROAD EXPANSION	NEW ROAD CONSTRUCTION	$0	$0	$0	$0	$0	$0	$3,600,000	$3,600,000	$0	$0	$0	$0	$0	$0	$0	**$7,200,000**
447300-2	MANATEE COUNTY - MOCCASIN WALLOW ROAD EXPANSION SEGMENT 2	NEW ROAD CONSTRUCTION	$0	$0	$0	$0	$0	$0	$0	$0	$7,500,000	$0	$0	$0	$0	$0	$0	**$7,500,000**
447300-3	MANATEE COUNTY - MOCCASIN WALLOW RD EXPANSION - SEGMENT 3	ADD LANES & RECONSTRUCT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$8,000,000	$6,668,121	$0	$0	$0	$0	**$14,668,121**
447300-5	MANATEE COUNTY - MOCCASIN WALLOW RD EXPANSION PROJECT SEGMENT 5	ADD LANES & RECONSTRUCT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$6,000,000	$0	$0	$0	$0	**$6,000,000**
448716-1	MANATEE COUNTY AREA TRANSIT - OPERATING CORRIDOR - PILOT PROJECT	URBAN CORRIDOR IMPROVEMENTS	$0	$0	$0	$0	$0	$0	$0	$525,100	$0	$432,159	$432,159	$432,159	$432,159	$432,159	$432,159	**$3,118,054**
449483-1	PRINE ELEMENTARY SCHOOL - SAFE ROUTES TO SCHOOL	SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$402,000	$0	$0	**$402,000**
449720-1	SIGNAL AND PED FACILITY INSTALLATIONS ON US 41 AT I-275	INTERCHANGE IMPROVEMENT	$0	$0	$0	$0	$0	$0	$1,571	$2,285,362	$94,234	$24,691	$0	$0	$0	$0	$0	**$2,405,858**
452849-1	51ST STREET WEST FROM 53RD AVENUE WEST TO EL CONQUISTADOR PARKWAY	NEW ROAD CONSTRUCTION	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,500,000	$0	$0	$0	$0	**$2,500,000**
452849-2	51ST STREET FROM 53RD AVENUE WEST TO EL CONQUISTADOR PARKWAY	NEW ROAD CONSTRUCTION	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$3,500,000	$0	$0	$0	**$3,500,000**
452852-1	FORT HAMER ROAD 4-LANE DESIGN - MANATEE COUNTY	ADD LANES & RECONSTRUCT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,500,000	$0	$0	$0	$0	$0	**$2,500,000**
453103-1	15TH ST E AT 30TH AVE E ROUNDABOUT	ROUNDABOUT	$0	$0	$0	$0	$0	$0	$0	$361	$0	$0	$0	$0	$0	$0	$0	**$361**
453216-1	44TH AVENUE EAST CONNECTION - MANATEE COUNTY	NEW ROAD CONSTRUCTION	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$5,000,000	$0	$0	$0	$0	**$5,000,000**
453422-1	MORGAN JOHNSON FROM 13TH AVENUE EAST TO SR64	SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$61,100	$0	$7,500	$0	**$68,600**
453730-1	SR 789 GULF OF MEXICO DRIVE ROUNDABOUT AT BROADWAY	ROUNDABOUT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$5,917,112	$0	$0	$0	**$5,917,112**
454032-1	SR 684 AT ROYAL PALM DRIVE (SAN REMO SHORES SUBDIVISION)	TRAFFIC SIGNALS	$0	$0	$0	$0	$0	$0	$0	$1,299	$3,854	$102,999	$1,377,524	$0	$0	$0	$0	**$1,485,676**
454649-1	SR 64 FROM LORRAINE ROAD TO VERNA BETHANY ROAD	PD&E/EMO STUDY	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,200,000	$0	$0	$0	$0	**$1,200,000**
454977-1	GATEWAY GREENWAY FROM LINCOLN PARK TO PARRISH	PD&E/EMO STUDY	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,000,000	$0	$0	$0	**$1,000,000**
455742-1	US301 FROM 9TH ST TO TALLEVAST ATSPM/CV UPGRADE	ATMS - ARTERIAL TRAFFIC MGMT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$300,000	$0	$0	$0	**$300,000**
455925-1	SR 684 CORTEZ RD FROM 26TH ST W TO 301 BLVD E ATSPM/CV UPGRADE	ATMS - ARTERIAL TRAFFIC MGMT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$475,000	$3,000,000	$0	$0	$0	**$3,475,000**
456007-1	PORT MANATEE TRUCK PARKING	PD&E/EMO STUDY	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,732,500	$0	$0	**$2,732,500**
456042-1	SR 789 LONGBOAT KEY SIDEWALK REPLACEMENT - VARIOUS LOCATIONS	SIDEWALK	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$405,000	$0	$0	$0	$0	**$405,000**
456052-2	TRAFFIC SIGNAL ITS EQUIPMENT PURCHASE	TRAFFIC CONTROL DEVICES/SYSTEM	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,500,000	$0	$0	$0	$0	**$2,500,000**
Total			**$22,592,821**	**$13,650,687**	**$13,065,832**	**$13,914,719**	**$11,727,008**	**$31,784,333**	**$19,616,290**	**$14,021,192**	**$111,081,545**	**$66,662,302**	**$53,966,342**	**$22,219,138**	**$13,948,616**	**$1,116,631**	**$6,218,088**	**$415,585,544**
						5-Year Subtotal:	**$74,951,067**				**5-Year Subtotal:**	**$243,165,662**				**5-Year Subtotal:**	**$97,468,815**	

Source: Florida Department of Transportation, District 1

Table E-9

Average Motor Fuel Efficiency – Excluding Interstate Travel

Travel Vehicle Miles of Travel (VMT) @			
	22.6	**7.1**	
Other Arterial Rural	337,046,000,000	53,426,000,000	390,472,000,000
Other Rural	307,564,000,000	32,321,000,000	339,885,000,000
Other Urban	1,542,820,000,000	100,366,000,000	1,643,186,000,000
Total	***2,187,430,000,000***	***186,113,000,000***	***2,373,543,000,000***

Percent VMT

@ 22.6 mpg	@ 7.1 mpg
86%	14%
90%	10%
94%	6%
92%	**8%**

Fuel Consumed			
	Gallons @ 22.6 mpg	Gallons @ 7.1 mpg	
Other Arterial Rural	14,913,539,823	7,524,788,732	22,438,328,555
Other Rural	13,609,026,549	4,552,253,521	18,161,280,070
Other Urban	68,266,371,681	14,136,056,338	82,402,428,019
Total	***96,788,938,053***	***26,213,098,591***	***123,002,036,644***

Total Mileage and Fuel	
2,373,543	**miles (millions)**
123,002	**gallons (millions)**
19.30	**mpg**

Source: U.S. Department of Transportation, Federal Highway Administration, *Highway Statistics 2023* , Section V, Table VM-1
Annual Vehicle Distance Traveled in Miles and Related Data - 2023 by Highway Category and Vehicle Type
http://www.fhwa.dot.gov/policyinformation/statistics.cfm

Table E-10

Annual Vehicle Distance Traveled in Miles and Related Data (2023) – By Highway Category and Vehicle Type[1]

Updated: December 2024 **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):									
2023	Interstate Rural	141,502	1,014	1,576	53,228	11,957	59,441	**194,729**	**71,398**	268,717
2023	Other Arterial Rural	232,915	2,258	2,327	104,131	19,890	33,536	**337,046**	**53,426**	395,057
2023	Other Rural	209,061	2,757	2,144	98,503	18,432	13,888	**307,564**	**32,321**	344,786
2023	All Rural	583,478	6,029	6,047	255,862	50,279	106,865	839,340	157,144	1,008,560
2023	Interstate Urban	383,568	2,189	2,348	113,349	21,451	50,897	**496,917**	**72,348**	573,802
2023	Other Urban	1,206,510	11,963	9,306	336,310	62,370	37,996	**1,542,820**	**100,366**	1,664,454
2023	All Urban	1,590,077	14,152	11,654	449,659	83,822	88,892	2,039,737	172,714	2,238,257
2023	Total Rural and Urban[5]	2,173,555	20,181	17,701	705,521	134,101	195,758	2,879,076	329,858	3,246,817
2023	Number of motor vehicles registered[2]	197,134,299	9,516,910	967,525	62,103,995	11,567,428	3,324,112	259,238,294	14,891,540	284,614,269
2023	Average miles traveled per vehicle	11,026	2,121	18,295	11,360	11,593	58,890	11,106	22,151	11,408
2023	Person-miles of travel (millions)[4]	3,337,839	20,695	375,257	1,040,166	134,101	195,758	4,378,005	329,858	5,103,815
2023	Fuel consumed (thousand gallons)	88,145,179	459,065	2,396,495	39,334,720	17,162,839	29,296,989	127,479,899	46,459,828	176,795,288
2023	Average fuel consumption per vehicle (gallons)	447	48	2,477	633	1,484	8,813	492	3,120	621
2023	Average miles traveled per gallon of fuel consumed	24.7	44.0	7.4	17.9	7.8	6.7	**22.6**	**7.1**	18.4

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

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

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

(4) For 2023 and 2022, the vehicle occupancy is estimated by the FHWA from the 2022 National Household Travel Survey (NHTS) and the annual R.L. Polk Vehicle registration data; For single unit truck and heavy trucks, 1 motor vehicle mile traveled = 1 person-mile traveled.

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

Appendix F
Multi-Modal Transportation Impact Fee:
Calculated Impact Fee Schedules

Appendix F: MMTIF - Calculated Impact Fee Schedules

This Appendix presents the detailed impact fee calculations for each land use in the Manatee County multi-modal transportation impact fee schedule.

- Table F-1: Calculated Multi-Modal Transportation Impact Fee Schedule

Table F-1

Calculated Multi-Modal Transportation Impact Fee Schedule

	Equivalent Gasoline Tax						Unit Cost per Lane Mile:	$8,520,000				Interstate/Toll Facility Adjustment Factor:	21.5%		
	$$ per gallon to capital:	$0.257		City Revenues:	$0.003		Average PMC per Lane Mile:	13,200				Cost per PMC:	$645.45		
	Facility life (years):	25		County Revenues:	$0.111		Fuel Efficiency:	19.30 mpg							
	Interest rate:	4.25%		State Revenues:	$0.143		Effectivedays per year:	365							

ITE LUC	Land Use	Unit[1]	Trip Rate	Trip Rate Source	Assessable Trip Length	Total Trip Length	Trip Length Source	Percent New Trips	% New Trips Source	Net VMT[2]	Person-Trip Factor	Net PMT	Total Multi-Modal Cost	Annual Capital Improvement Tax	Capital Improvement Credit	Net Multi-Modal Impact Fee
	RESIDENTIAL:															
210	Single Family Detached; 750 sq ft or less	du	3.21	Tiering Analysis (Appendix C)	6.62	7.12	FL Studies	100%	n/a	8.34	1.54	12.84	$8,291	$56	$852	**$7,439**
	Single Family Detached; 751 - 1,000 sq ft	du	4.16	Tiering Analysis (Appendix C)	6.62	7.12	FL Studies	100%	n/a	10.81	1.54	16.65	$10,744	$72	$1,096	**$9,648**
	Single Family Detached; 1,001 - 1,300 sq ft	du	5.27	Tiering Analysis (Appendix C)	6.62	7.12	FL Studies	100%	n/a	13.69	1.54	21.08	$13,611	$91	$1,385	**$12,226**
	Single Family Detached; 1,301 - 1,700 sq ft	du	6.74	Tiering Analysis (Appendix C)	6.62	7.12	FL Studies	100%	n/a	17.51	1.54	26.97	$17,408	$117	$1,780	**$15,628**
	Single Family Detached; 1,701 sq ft or more	du	8.52	Tiering Analysis (Appendix C)	6.62	7.12	FL Studies	100%	n/a	22.14	1.54	34.10	$22,005	$147	$2,237	**$19,768**
215	Single Family Attached/Townhome; 750 sq ft or less	du	2.95	Tiering Analysis (Appendix C)	6.62	7.12	Same as LUC 210	100%	n/a	7.67	1.54	11.81	$7,619	$51	$776	**$6,843**
	Single Family Attached/Townhome; 751 - 1,000 sq ft	du	3.82	Tiering Analysis (Appendix C)	6.62	7.12	Same as LUC 210	100%	n/a	9.93	1.54	15.29	$9,866	$66	$1,004	**$8,862**
	Single Family Attached/Townhome; 1,001 - 1,300 sq ft	du	4.84	Tiering Analysis (Appendix C)	6.62	7.12	Same as LUC 210	100%	n/a	12.58	1.54	19.37	$12,501	$84	$1,278	**$11,223**
	Single Family Attached/Townhome; 1,301 - 1,700 sq ft	du	6.18	Tiering Analysis (Appendix C)	6.62	7.12	Same as LUC 210	100%	n/a	16.06	1.54	24.73	$15,961	$107	$1,628	**$14,333**
	Single Family Attached/Townhome; 1,701 sq ft or more	du	7.81	Tiering Analysis (Appendix C)	6.62	7.12	Same as LUC 210	100%	n/a	20.29	1.54	31.25	$20,171	$135	$2,054	**$18,117**
220	Multi-Family; 750 sq ft or less	du	2.85	Tiering Analysis (Appendix C)	5.21	5.71	FL Studies	100%	n/a	5.83	1.54	8.98	$5,793	$40	$609	**$5,184**
	Multi-Family; 751 - 1,000 sq ft	du	3.68	Tiering Analysis (Appendix C)	5.21	5.71	FL Studies	100%	n/a	7.53	1.54	11.60	$7,480	$51	$776	**$6,704**
	Multi-Family; 1,001 - 1,300 sq ft	du	4.67	Tiering Analysis (Appendix C)	5.21	5.71	FL Studies	100%	n/a	9.55	1.54	14.71	$9,493	$65	$989	**$8,504**
	Multi-Family; 1,301 sq ft or more	du	7.55	Tiering Analysis (Appendix C)	5.21	5.71	FL Studies	100%	n/a	15.44	1.54	23.78	$15,347	$105	$1,598	**$13,749**
240	Mobile Home Park	du	4.17	FL Studies	4.60	5.10	FL Studies	100%	n/a	7.53	1.54	11.60	$7,484	$52	$791	**$6,693**
253	Congregate Care/Assisted Living Facility	du	2.33	Blend ITE 11th & FL Studies	3.08	3.58	FL Studies	72%	FL Studies	2.03	1.54	3.13	$2,016	$15	$228	**$1,788**
	NON-RESIDENTIAL:															
110	Light Industrial	1,000 sf	4.87	ITE 11th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	9.06	1.54	13.95	$9,002	$62	$943	**$8,059**
140	Manufacturing	1,000 sf	4.75	ITE 11th Edition	5.15	5.65	Same as LUC 710	92%	Same as LUC 710	8.83	1.54	13.60	$8,780	$60	$913	**$7,867**
150	Warehouse	1,000 sf	1.92	Blend ITE 11th & FL Studies	5.15	5.65	Same as LUC 710	98%	FL Studies	3.80	1.54	5.85	$3,781	$26	$396	**$3,385**
151	Mini-Warehouse	1,000 sf	1.46	Blend ITE 11th & FL Studies	3.51	4.01	Average of LUC 710 & Fig. C-2 (50k sq ft)	92%	Same as LUC 710	1.85	1.54	2.85	$1,839	$13	$198	**$1,641**

Table F-1 (continued)

Calculated Multi-Modal Transportation Impact Fee Schedule

ITE LUC	Land Use	Unit[1]	Trip Rate	Trip Rate Source	Assessable Trip Length	Total Trip Length	Trip Length Source	Percent New Trips	% New Trips Source	Net VMT[2]	Person-Trip Factor	Net PMT	Total Multi-Modal Cost	Annual Capital Improvement Tax	Capital Improvement Credit	Net Multi-Modal Impact Fee
	NON-RESIDENTIAL:															
320	Lodging	room	3.35	ITE 11th Edition	4.34	4.84	FL Studies	77%	FL Studies	4.39	1.54	6.76	$4,368	$30	$457	**$3,911**
565	Day Care Center	1,000 sf	49.63	Blend ITE 11th & FL Studies	2.03	2.53	FL Studies	73%	FL Studies	28.87	1.54	44.46	$28,694	$223	$3,393	**$25,301**
610	Hospital	1,000 sf	10.77	ITE 11th Edition	6.62	7.12	Same as LUC 210	78%	Midpoint of LUC 310 & LUC 720 (App. C)	21.83	1.54	33.62	$21,697	$145	$2,207	**$19,490**
620	Nursing Home	1,000 sf	6.75	ITE 11th Edition	2.59	3.09	FL Studies	89%	FL Studies	6.11	1.54	9.41	$6,070	$45	$685	**$5,385**
710	Office & Other Services	1,000 sf	10.84	ITE 11th Edition	5.15	5.65	FL Studies	92%	FL Studies	20.16	1.54	31.05	$20,038	$137	$2,085	**$17,953**
822	Commercial/Shopping Center less than 40,000 sflga	1,000 sfgla	54.45	ITE 11th Edition	1.48	1.98	Appendix C: Fig. C-2 (19k sfgla)	48%	Appendix C: Fig. C-3 (19k sfgla)	15.18	1.54	23.38	$15,091	$126	$1,917	**$13,174**
821	Commercial/Shopping Center 40,000 to 150,000 sfgla	1,000 sfgla	67.52	ITE 11th Edition	1.94	2.44	Appendix C: Fig. C-2 (59k sfgla)	57%	Appendix C: Fig. C-3 (59k sfgla)	29.31	1.54	45.14	$29,130	$228	$3,470	**$25,660**
820	Commercial/Shopping Center greater than 150,000 sfgla	1,000 sfgla	37.01	ITE 11th Edition	2.80	3.30	Appendix C: Fig. C-2 (538k sfgla)	75%	Appendix C: Fig. C-3 (538k sfgla)	30.51	1.54	46.99	$30,322	$223	$3,393	**$26,929**
944	Gas Station w/Convenience Store <2,000 sq ft	fuel pos.	172.01	ITE 11th Edition	1.90	2.40	FL Studies (LUC 944/945)	23%	FL Studies (LUC 944/945)	29.50	1.54	45.43	$29,327	$231	$3,515	**$25,812**
945	Gas Station w/Convenience Store 2,000 to 5,499 sq ft	fuel pos.	264.38	ITE 11th Edition (Adjusted)[3]	1.90	2.40	FL Studies (LUC 944/945)	23%	FL Studies (LUC 944/945)	45.35	1.54	69.84	$45,075	$355	$5,402	**$39,673**
	Gas Station w/Convenience Store 5,500+ sq ft	fuel pos.	345.75	ITE 11th Edition	1.90	2.40	FL Studies (LUC 944/945)	23%	FL Studies (LUC 944/945)	59.30	1.54	91.32	$58,948	$464	$7,061	**$51,887**

1) Du = dwelling unit; SFGLA = square footage gross leasable area; "per 1,000 sf/sfgla" = "per 1,000 sf/sfgla or portion thereof"
2) 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
3) Due to only slight variation, the trip generation rates for LUC 945 2,000 to 3,999 sq ft and 4,000 to 5,499 sq ft were combined into a weighted average trip generation rate for a single land use tier of 2,000 to 5,499 sq ft

Appendix G
Administrative Fee

Appendix G: Administrative Fee

The Florida Impact Fee Act (section 163.31801(3)(c), Florida Statutes) allows local governments to collect an administrative fee related to impact fee administration at actual cost. To determine this cost, Manatee County's expenses related to administering the impact fee program in relation to impact fee revenues generated were reviewed. As shown in Table G-1, over the past three years, the County's administrative expense to impact fee revenue ratio ranged from 0.6 percent to 1.1 percent, with an average of 0.9 percent. This percentage is applied to the fee schedule as shown in Tables G-2 and G-3 to determine the administrative surcharge.

Table G-1

Manatee County Impact Fee Administration Expenses vs. Impact Fee Revenues

Variable	FY 2022	FY 2023	FY 2024	Total / Weighted Average
Impact Fee Administration Cost[1]	$854,883	$950,455	$613,994	**$2,419,332**
Impact Fee Revenues[2]	$76,806,074	$95,006,541	$110,367,889	**$282,180,504**
Cost Percentage[3]	1.1%	1.0%	0.6%	**0.9%**

1) Source: Manatee County
2) Source: Manatee County
3) Impact fee administrative cost (Item 1) divided by impact fee revenues (Item 2)

Table G-2
Impact Fee Schedule with Administrative Surcharge

LUC	Land Use	Unit[1]	Educational Facilities[2]	Multi-Modal[3]	Parks & Recreation[4]	Law[5]	Public Safety[6]	Libraries[7]	Subtotal Fee	Admin Surcharge[8]	Total Fee
	RESIDENTIAL:										
210	Single Family Detached; 750 sq ft or less	du	$2,218	$7,439	$2,544	$566	$200	$242	**$13,209**	$119	**$13,328**
	Single Family Detached; 751 - 1,000 sq ft	du	$3,940	$9,648	$2,614	$583	$206	$249	**$17,240**	$155	**$17,395**
	Single Family Detached; 1,001 - 1,300 sq ft	du	$6,591	$12,226	$2,684	$600	$210	$255	**$22,566**	$203	**$22,769**
	Single Family Detached; 1,301 - 1,700 sq ft	du	$6,689	$15,628	$3,105	$695	$244	$295	**$26,656**	$240	**$26,896**
	Single Family Detached; 1,701 sq ft or more	du	$6,893	$19,768	$4,404	$986	$345	$419	**$32,815**	$295	**$33,110**
215	Single Family Attached/Townhome; 750 sq ft or less	du	$2,218	$6,843	$2,544	$566	$200	$242	**$12,613**	$114	**$12,727**
	Single Family Attached/Townhome; 751 - 1,000 sq ft	du	$3,940	$8,862	$2,614	$583	$206	$249	**$16,454**	$148	**$16,602**
	Single Family Attached/Townhome; 1,001 - 1,300 sq ft	du	$6,591	$11,223	$2,684	$600	$210	$255	**$21,563**	$194	**$21,757**
	Single Family Attached/Townhome; 1,301 - 1,700 sq ft	du	$6,689	$14,333	$3,105	$695	$244	$295	**$25,361**	$228	**$25,589**
	Single Family Attached/Townhome; 1,701 or more sq ft	du	$6,893	$18,117	$4,404	$986	$345	$419	**$31,164**	$280	**$31,444**
220	Multi-Family; 750 sq ft or less	du	$2,218	$5,184	$2,035	$510	$160	$194	**$10,301**	$93	**$10,394**
	Multi-Family; 751 - 1,000 sq ft	du	$3,940	$6,704	$2,105	$527	$166	$200	**$13,642**	$123	**$13,765**
	Multi-Family; 1,001 - 1,300 sq ft	du	$6,591	$8,504	$2,158	$538	$170	$205	**$18,166**	$163	**$18,329**
	Multi-Family; 1,301 - 1,700 sq ft	du	$6,689	$13,749	$2,509	$622	$198	$239	**$24,006**	$216	**$24,222**
	Multi-Family; 1,701 sq ft or more	du	$6,893	$13,749	$2,509	$622	$198	$239	**$24,210**	$218	**$24,428**
240[9]	Mobile Home; 750 sq ft or less	du	$2,218	$6,693	$2,035	$454	$160	$194	**$11,754**	$106	**$11,860**
	Mobile Home; 751 - 1,000 sq ft	du	$3,940	$6,693	$2,035	$454	$160	$194	**$13,476**	$121	**$13,597**
	Mobile Home; 1,001 - 1,300 sq ft	du	$6,591	$6,693	$2,035	$454	$160	$194	**$16,127**	$145	**$16,272**
	Mobile Home; 1,301 - 1,700 sq ft	du	$6,689	$6,693	$2,035	$454	$160	$194	**$16,225**	$146	**$16,371**
	Mobile Home; 1,701 sq ft or more	du	$6,893	$6,693	$2,035	$454	$160	$194	**$16,429**	$148	**$16,577**
253	Congregate Care/Assisted Living Facility	du	-	$1,788	-	$542	$187	-	**$2,517**	$23	**$2,540**
	NON-RESIDENTIAL:										
110	Light Industrial	1,000 sf	-	$8,059	-	$254	$93	-	**$8,406**	$76	**$8,482**
140	Manufacturing	1,000 sf	-	$7,867	-	$299	$110	-	**$8,276**	$74	**$8,350**
150	Warehouse	1,000 sf	-	$3,385	-	$68	$25	-	**$3,478**	$31	**$3,509**
151	Mini-Warehouse	1,000 sf	-	$1,641	-	$17	$6	-	**$1,664**	$15	**$1,679**
320	Lodging	room	-	$3,911	-	$587	$216	-	**$4,714**	$42	**$4,756**
565	Day Care Center	1,000 sf	-	$25,301	-	$480	$176	-	**$25,957**	$234	**$26,191**
610	Hospital	1,000 sf	-	$19,490	-	$722	$265	-	**$20,477**	$184	**$20,661**
620	Nursing Home	1,000 sf	-	$5,385	-	$1,456	$535	-	**$7,376**	$66	**$7,442**
710	Office & Other Services	1,000 sf	-	$17,953	-	$536	$197	-	**$18,686**	$168	**$18,854**
822	Commercial/Shopping Center less than 40,000 sflga	1,000 sfgla	-	$13,174	-	$1,112	$409	-	**$14,695**	$132	**$14,827**
821	Commercial/Shopping Center 40,000 to 150,000 sfgla	1,000 sfgla	-	$25,660	-	$1,546	$568	-	**$27,774**	$250	**$28,024**
820	Commercial/Shopping Center greater than 150,000 sfgla	1,000 sfgla	-	$26,929	-	$1,061	$390	-	**$28,380**	$255	**$28,635**
944	Gas Station w/Convenience Store <2,000 sq ft	fuel pos.	-	$25,812	-	$745	$274	-	**$26,831**	$241	**$27,072**
945	Gas Station w/Convenience Store 2,000 to 5,499 sq ft	fuel pos.	-	$39,673	-	$1,174	$431	-	**$41,278**	$372	**$41,650**
	Gas Station w/Convenience Store 5,500+ sq ft	fuel pos.	-	$51,887	-	$1,529	$562	-	**$53,978**	$486	**$54,464**

1) Du = dwelling unit; Land uses with square feet as the unit assessed = “fee per 1,000 square feet or portion thereof”
2) Source: Manatee County
3) Source: Table VI-5
4) Source: Table V-9
5) Source: Table III-9
6) Source: Table II-8
7) Source: Table IV-8
8) Source: Total of all fee areas multiplied by the administrative fee percentage (0.9%) presented in Table G-1
9) Mobile Home Park (MMTIF)/Mobile Home (non-transportation)

Administrative Surcharge Comparison

A comparison of administrative surcharges for Manatee County and other communities in Florida is presented in Table G-3 for select land uses.

Table G-3

Administrative Surcharge Comparison

Land Use	Unit[1]	Manatee County		Charlotte County[4]	Indian River County [5]	Lake County [6]	Lee County [7]	Martin County[8]	Osceola County [9]
		Calculated[2]	Current Adopted[3]						
Residential:									
Single Family (2,000 sq ft)	du	**$295**	**$141**	$194	$193	$100 per permit	$293	$135	$20
Multi Family (1,300 sq ft)	du	**$163**	**$108**	$130	$125	$100 per permit	$193	$89	$20
Non-Residential:									
Light Industrial	1,000 sf	**$76**	**$26**	$77	$40	$100 per permit	$58	$47	$20 per permit
Office	1,000 sf	**$168**	**$41**	$152	$79	$100 per permit	$133	$61	$20 per permit
Retail (125,000 sq ft)	1,000 sfgla	**$250**	**$102**	$233	$126	$100 per permit	$207	$142	$20 per permit

1) Du = dwelling unit ; SFGLA = square footage gross leasable area; "per 1,000 sf/sfgla" = "per 1,000 sf/sfgla or portion thereof
2) Source: Table G-2
3) Source: Manatee County Administration
4) Source: Charlotte County Impact Fee Planning and Zoning. Administrative fee is calculated at 2.55% of the adopted fees. Unincorporated county fees are shown. Fee for multi-family reflects 1-2 stories.
5) Source: Indian River County Community Development. Fees shown is for unincorporated Indian River County. Unincorporated County administrative fee is 2%. The City of Fellsmere, Town of Orchid, City of Sebastian, City of Vero Beach, and Town of Indian River Shores charge a county administrative fee of 1% and a city administrative fee of 2%. Fee shown for multi-family reflects 1-2 levels.
6) Source: Lake County Planning and Zoning Office. Administrative fee is 3% of the impact fee due, with a cap of $100 for all land uses except for Active Adult Community, which is capped at $36 to $67 per permit, depending on the fee district.
7) Source: Lee County Community Development. Administrative fee of 3% is collected on all impact fee assessments. Multi-family fee shown reflects 1-2 stories.
8) Source: Martin County Growth Management Department. Administrative fee is 1.5%. Fees adopted in compliance with the 50% limit phasing requirements per F.S. 163.31801. Fees shown reflect fully phased-in fees effective January 1, 2028.
9) Source: Osceola County Community Development Department. Administrative fee only assessed for fire impact fee.