City of Lake Worth Beach FLORIDA℠

MOBILITY FEE TECHNICAL REPORT

FEBRUARY 2026

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CITY OF LAKE WORTH BEACH
MOBILITY FEE
TECHNICAL REPORT

FEBRUARY 2026

Produced for: City of Lake Worth Beach

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February 10th, 2026

William Waters
Community Sustainability Director
City of Lake Worth Beach
1900 Second Ave North
Lake Worth Beach, FL 33461

Re: City of Lake Worth Beach Mobility Fee Technical Report

Dear William:

Enclosed is the City of Lake Worth Beach Mobility Fee Technical Report dated February 2026. The City Mobility Fees are based on mobility projects identified in the City of Lake Worth Beach Mobility Plan. The mobility projects included in the Mobility Plan are intended to meet future travel demand needs within the City of Lake Worth Beach. The mobility projects in the City's Mobility Plan have been updated by WGI, Inc. to reflect the most recent and localized data as required by Florida Statute. This Technical Report has been prepared by NUE Urban Concepts, in conjunction with WGI and City Staff, for consideration by the City Commission as it reviews the implementing Mobility Fee Ordinance.

The development of a City Mobility Fee is the first step in a multi-step process to replace transportation concurrency and road impact fees implemented by Palm Beach County with an alternative transportation system based on a mobility plan and mobility fee as provided for in Florida Statute Section 163.3180. The recently adopted House Bill 479 amendment to Florida Statute Section 163.3180 reinforced the ability of the City, and municipalities throughout the State of Florida, to adopt an alternative transportation system to replace transportation concurrency and to adopt a mobility fee system as the only fee to mitigate transportation capacity impacts to be collected within the City.

Upon adoption of the Mobility Fee, the City will also need to make best efforts to negotiate an interlocal agreement with Palm Beach County to address funding impacts on County Roads within the City consistent with the guidance provided in House Bill 479 and the Mobility Plan.

The City Mobility Fee, documented in the enclosed Technical Report, is consistent with legal and statutory requirements and meets the dual rational nexus test and the rough proportionality test, consistent with Florida Statute Sections 163.3164, 163.3180, 163.31801, and Florida Statute Chapter 380.

WGI and NUE Urban Concepts look forward to continuing to work with City staff on finalize the City's Mobility Fee, consistent with direction provided by the City Commission.

Sincerely,

Jonathan B. Paul

Jonathan B. Paul, AICP
Principal

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EXECUTIVE SUMMARY

In 1985, the Florida Legislature passed the Growth Management Act that required all local governments in Florida to adopt Comprehensive Plans to guide future development and mandated that adequate public facilities be provided "concurrent" with the impacts of new development. Transportation concurrency became the measure used by local governments to ensure that adequate public facilities, in the form of road capacity, was available to meet the transportation demands from new development.

By 1993, the Florida Legislature recognized that an unintended consequence of transportation concurrency is that it discouraged development in urban areas where road capacity was constrained and pushed development to suburban and rural areas where road capacity was either available or was cheaper to construct. In 2007, the Legislature introduced the concept of mobility plans and mobility fees as an alternative to transportation concurrency, proportionate share, and road impact fees. Mobility fees are a way for new development to mitigate its impact (i.e., traffic) through a streamlined and transparent one-time payment to local governments.

In 2011, the Legislature eliminated state mandated transportation concurrency and made it optional for any local government. In 2013, the Legislature encouraged local governments to adopt alternative mobility funding systems, such as a mobility fee, based on a plan of improvements. In 2019, the Legislature required mobility fees follow the same statutory process as impact fees. **In 2024, the Legislature, through HB 479, defined mobility fees and mobility plans and reaffirmed that any local government can adopt an alternative transportation system (fka alternative mobility funding systems), such as a mobility fee based on a mobility plan.**

The Lake Worth Beach Mobility Fee has been developed to fund mobility projects identified in the Mobility Plan. The Mobility Fee will: (1) establish a new Mobility Fee collected by the City; (2) replace the existing County Road Impact Fees assessed within the City; and (3) be the only fee to mitigate transportation impacts collected within the City.

The Mobility Fee system features a single Assessment Area where mobility fees are equally assessed on new development within Lake Worth Beach based on the type of land use. The Mobility Fee features a single Benefit District to ensure Mobility Fees paid to Lake Worth Beach are spent on mobility projects identified in the Mobility Plan that provide a mobility benefit to the new development that paid the Mobility Fee. **The Mobility Fee Technical Report, dated February 2026, documents the data and methodology used to develop a mobility fee, to mitigate the impact of new development based on the Mobility Plan, that meets legally established dual rational nexus and rough proportionality tests, and is consistent with the requirements of Florida Statute Sections 163.3180, 163.31801, and Florida Statute Chapter 380.**

LAKE WORTH BEACH MOBILITY FEE SCHEDULE		
USE CATEGORIES, USE CLASSIFICATIONS, & REPRESENTATIVE USES	**UNIT OF MEASURE (UOM)**	**MOBILITY FEE**
Residential Uses		
Dwelling, single-family (attached, detached, duplex, townhouse, two-family, ADU)	per Sq. Ft.	$3.80
Dwelling, multifamily (apartment, boarding, efficiency, micro-units, three (3) or more attached units, timeshare)	per Sq. Ft.	$5.17
Long Term Care (assisted living center or facility, nursing or retirement homes)	per Sq. Ft.	$3.01
Mobile Residence (manufactured home, mobile home, RV, travel trailer, mobile park or subdivision)	per Lot or Space	$3,357
Other Residence (community residence type I - IV, recovery residence)	per Employee plus per Room	$1,825
Non-Residential Uses		
Administrative and professional office	per 400 Square Feet	$2,062
Commercial recreation uses, indoor	per 200 Square Feet	$1,986
Commercial recreation uses, outdoor	per Acre	$11,051
Industrial (brewery, distillery, fabrication, nursery, storage, trades, utility, warehouse)	per 1,000 Square Feet	$1,631
Institutional, assembly (cultural and artisanal uses, places of assembly or worship, private club or lodge)	per 200 Square Feet	$493
Institutional, education (day care, pre-school, private education K-12 or any grade combo)	per 200 Square Feet	$560
Institutional (hospital, college, trade-school, university, schools of arts, instruction, modeling, music)	per 200 Square Feet	$811
Lodging facility (B&B, inn, hotel, motel, vacation rental)	per Room	$6,143
Medical office (clinic, dental, health care, medical, urgent care)	per 250 Square Feet	$2,658
Restaurant (counter service, fast food, sit-down, table service, take-out, pick-up, quick service)	per 150 Square Feet	$3,025
Retail (commercial uses, multiple occupancy, personal services, retail sales)	per 500 Square Feet	$3,770
Single-destination commercial uses (commercial/single destination retail/stand alone retail)	per 250 Square Feet	$3,063
Auto Oriented Non-Residential Uses		
Automotive/vehicular uses (parts, sales, uses not otherwise listed)	per 150 Square Feet	$1,674
Drive-through facility (bank, commercial, dry cleaner, grocery, retail, pharmacy)	per Drive-Through	$20,140
Drive-in and drive-through restaurant (beverage, coffee, fast food, fast casual, quick service)	per Drive-Through plus per ten (10) spaces	$47,982
Parking (pay parking garages or lots, vehicle or equipment auction, storage, rental, towing, transitional lots)	per Space	$1,304
Vehicle charging stations (commercial / retail use)	per Position	$12,971
Vehicle fueling	per Position	$16,422
Vehicle service and repair (facilities—major or minor, or repair and maintenance services—major, sales)	per Bay plus per 300 Square Feet	$9,451
Vehicle washing (automated, manual, detail wash and wax)	per 1,000 Square Feet	$24,750

CITY OF LAKE WORTH BEACH
MOBILITY FEE
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INTRODUCTION

The City of Lake Worth Beach intends for the Mobility Fee to provide an alternative transportation system to replace transportation concurrency for all new development within municipal limits that has land uses approvals consistent with the currently adopted Comprehensive Plan. The City's Mobility Fee is based on a Mobility Plan that establishes **mobility projects "needed"** to meet growth in travel demand and enhance the City's transportation system by providing residents, employees, businesses, students, and visitors with safe and convenient mobility options to travel within the City and surrounding areas.

Mobility Projects consist of **improvements, programs, and services that include intersection improvements to enhance visibility and manage speed such as high visibility crosswalks, pedestrian lighting, ADA improvements, pedestrian signage, pedestrian detections, pedestrian hybrid beacons (PHB), speed cameras; corridor improvements including access management, roadway extensions, shared-use paths, traffic calming, sidewalks sharrows, bike lanes; services including microtransit, transportation demand management, e-bike program, and more.**

Mobility Fees are not: ***(1) a reoccurring tax; (2) assessed to existing residential or non-residential property; or (3) deposited into general revenue funds of the City.***

Mobility Fees are: ***(1) a streamlined one-time assessment on new development within the Mobility Fee Assessment Area; (2) intended to offset the travel demand impact of new development; and (3) deposited into special revenue fund for mobility fees to be expended within the Mobility Fee Benefit District.***

New Development is defined as ***"new residential and non-residential construction, any new land development or site preparation activity, any new construction of buildings or structures, any modification, reconstruction, redevelopment, or upgrade of buildings or structures, any change of use of a building, land, or structure, and any special exception approval, variance, or special use permit that results in an increase in an impact to the transportation system."***

Impact is defined as ***"any new development that results in an increase in person travel demand above the demand generated by the existing use of property, including submerged lands."***

The Mobility Fee system features a single **Assessment Area** that includes all property located within the City and any adjacent areas that are annexed into the City **(Map A).** The assessment area defines where new development is assessed a mobility fee. The mobility fee system has been developed to assess a uniform mobility fee rate per land use established on the mobility fee schedule. Mobility fees are assessed at the time of building permit application and are paid at the time a building permit is issued by the City.

The Mobility Fee system features a single **Benefit District** that covers the entire City, along with adjacent areas outside City limits **(Map B).** The Benefit District extends beyond current City limits as people walking, bicycling, riding transit, and driving vehicles do not stop at City limits. There may be instances where it makes sense to extend a mobility project beyond City limits or contribute to a mobility project outside City limits to enhance access to the extent there is a mobility benefit provided to new development. The Benefit District also enables the City to address extra jurisdictional impacts as required by Florida Statute.

When mobility fees are paid by new development, they are deposited into a special revenue fund established by the City. Mobility fees are legally and statutorily required to be spent on mobility projects identified in the Mobility Plan to provide a mobility **"benefit"** to new development that paid the mobility fee. The City Commission determines how mobility fee revenues are allocated and expended on mobility projects through annual development and update to the Capital Improvements Program (CIP).

The mobility projects in the Mobility Plan have been updated by WGI, Inc to reflect the latest planning level cost based on the most recent and localized data within Palm Beach County and FDOT District Four. The mobility fee schedule has specifically designed to work in conjunction with the off-street parking requirements for development within Lake Worth Beach.

Once adopted, the Mobility Fee will be the only transportation mitigation fee collected from new development within municipal limits consistent with Florida Statute. Lake Worth Beach has already updated its Comprehensive Plan to establish a Mobility Plan and Mobility Fee consistent with requirements of Florida Statute Sections 163.3164, 163.3177, 163.3180, and 163.31801. After adoption of the Mobility Fee, Lake Worth Beach will make best efforts to negotiate an interlocal agreement with Palm Beach County to address transportation mitigation consistent with H.B. 479. Those negotiations will be based on the adopted Lake Worth Beach Mobility Plan.

The Mobility Fee is based on mobility projects established in the **Mobility Plan** that are **"needed"** over the next 24 years to meet projected growth in travel demand. The **Mobility Fee Technical Report** has been developed to document the data and methodology to develop an alternative transportation system to replace transportation concurrency, consistent with Florida Statute Section 163.3180. The Mobility Fee Technical Report has been developed consistent with the **"needs"** and **"benefits"** requirements of the **"dual rational nexus test"** and the calculated mobility fee is **"roughly proportionate"** to the impacts of new development as required by Florida Statute Section 163.3180 and 163.31801.

LEGISLATIVE BACKGROUND

The State of Florida passed the Growth Management Act of 1985 that required all local governments in Florida adopt Comprehensive Plans to guide future development. The Act mandated that adequate public facilities must be provided "concurrent" with the impacts of new development. State mandated "concurrency" was adopted to ensure the health, safety, and general welfare of the public by ensuring that adequate public facilities would be in place to accommodate the demand for public facilities created by new development.

Transportation concurrency became the measure used by the Florida Department of Community Affairs (DCA), Florida Department of Transportation (FDOT), Regional Planning Councils (RPCs), and local governments to ensure that adequate public facilities, in the form of road capacity, was available to meet the transportation demands from new development. To meet the travel demand impacts of new development and be deemed "concurrent", transportation concurrency was primarily addressed by constructing new roads and widening existing roads.

Traditional transportation concurrency allowed governmental entities to deny development where road capacity was not available to meet the travel demands from new development. Transportation concurrency also allowed governmental entities to require that developments be timed or phased concurrent with the addition of new road capacity. In addition, transportation concurrency also allowed governmental entities to require new development to improve (widen) roads that were already overcapacity (aka "deficient" or "backlogged').

In urban areas throughout Florida, traditional transportation concurrency had the unintended consequence of limiting and stopping growth in urban areas. This occurred because roads were often over capacity based on traffic already on the roads or the combination of that traffic and trips from approved developments. Further, the ability to add road capacity in urban areas was more limited as right-of-way was often constrained by existing development and utilities, physical barriers, and environmental protections.

Stopping development in urban areas encouraged suburban sprawl by forcing new development to suburban and rural areas where road capacity was either readily available or cheaper to construct. In the late 90's, as the unintended impact of transportation concurrency became more apparent, the Legislature adopted Statutes to provide urban areas with alternatives to address the impact of new development through Transportation Concurrency Exception Areas (TCEA) and Transportation Concurrency Management Areas (TCMA).

The intent of TCEAs and TCMAs was to allow local governments alternative solutions to provide mobility within urban areas by means other than providing road capacity and to allow infill and redevelopment in urban areas. In the mid 2000's, Florida experienced phenomenal growth that strained the ability of local governments to provide the necessary infrastructure to accommodate that growth. Many communities across the State started to deny new developments, substantially raise impact fees, and require significant transportation capacity improvements.

In 2005, the Legislature enacted several laws that weakened the ability of local governments to implement transportation concurrency by allowing new development to make proportionate share payments to mitigate its travel demand. The Legislature also introduced Multi-Modal Transportation Districts (MMTD) for areas that did qualify for TCEAs or TCMAs.

In 2007, the Florida Legislature introduced the concept of mobility plans and mobility fees to allow development to equitably mitigate its impact and placed additional restrictions on the ability of local governments to charge new development for over capacity roadways. The Legislature directed the Florida Department of Community Affairs (DCA) and the Florida Department of Transportation (FDOT) to evaluate mobility plans and fees and report the findings to the Legislature in 2009.

In 2009, the Legislature designated Dense Urban Land Areas (DULA), which are communities with a population greater than 1,000 persons per square mile, as TCEA's. The Legislature accepted the findings of the DCA and FDOT analysis for mobility plans and mobility fees but did not take any formal action as the State was in the great recession. The Legislature also placed further restrictions on local government's ability to implement transportation concurrency, by adding direction on how to calculate proportionate share and how overcapacity roads are addressed.

In 2011, the Florida Legislature through House Bill (HB) 7207 adopted the "Community Planning Act" which implemented the most substantial changes to Florida's growth management laws since the 1985 "Local Government Comprehensive Planning and Land Development Regulation Act," which had guided comprehensive planning in Florida for decades.

The 2011 legislative session eliminated State mandated concurrency, made concurrency optional for local governments, and eliminated the Florida Department of Community Affairs (DCA) and replaced it with the Florida Department of Economic Opportunity (DEO). The Act essentially removed the DEO, Florida Department of Transportation (FDOT), and Regional Planning Councils (RPC) from the transportation concurrency review process.

Although local governments are still required to adopt and implement a comprehensive plan, the requirements changed significantly and shifted more discretion to local governments to plan for mobility within their community and enacted further restrictions on the implementation of transportation concurrency, proportionate share, and backlogged roads.

The Florida Legislature did not include any provisions in House Bill 7207 exempting local governments existing transportation concurrency system, when it elected to abolish statewide transportation concurrency, made transportation concurrency optional for local governments, and enacted further restrictions on the implementation of transportation concurrency.

House Bill 319, passed by the Florida Legislature in 2013, amended the Community Planning Act and brought about more changes in how local governments could implement transportation concurrency and further recognized the ability of local governments to adopt an alternative mobility funding system, such as mobility fees based on a plan of improvements, to allow development, consistent with an adopted Comprehensive Plan, to equitably mitigate its travel demand impact.

Prior to the passage of the Florida Community Planning Act by the Legislature on June 2, 2011, transportation concurrency was mandatory for local governments statewide, except those with approved TCEAs or MMTDs. After adoption of the Community Planning Act, transportation concurrency became optional for any local government. The Legislature encouraged local governments to adopt alternative mobility funding systems and specifically referenced mobility fees, based on a plan for mobility improvements.

Figure 1: Concurrency Cycle

The Community Planning Act enabled local governments to break the transportation concurrency cycle by transitioning away from regulating road capacity and toward planning for mobility **(**Figure 1**)**. Florida Commerce, which replaced the Department of Economic Opportunity (DEO), which replaced the Department of Community Affairs (DCA), provides direction to local governments related to elimination of transportation concurrency and adoption of a mobility fee-based plan, in accordance with Florida Statute 163.3180 **(**Appendix A**)**.

In 2019, the Florida Legislature, through House Bill 7103, amended the Community Planning Act and required mobility fees to be governed by the same procedures as impact fees. This amendment further confirmed that mobility fees are an equivalent form of mitigation to impact fees that allow development activity to mitigate its impact to the transportation system consistent with the needs identified in the local governments adopted mobility plan per Florida Statute Section 163.3180(5)(i).

In 2024, the Florida Legislature, through House Bill 479, amended the Community Planning Act to reaffirm that any local government can repeal transportation concurrency. The legislature replaced the term **"alternative mobility funding systems"** with **"alternative transportation systems"** in recognition that there are local governments in Florida with alternative systems that where not explicitly required to follow the processes and procedures required under Florida Statute Section 163.31801. The following is the amended version of Florida Statute Section 163.3180(5)(i) related to an alternative transportation system **(Appendix B).**

"(i) ***If a local government elects to repeal transportation concurrency, the local government may adopt an alternative transportation system that is mobility-plan and fee-based*** *or an alternative transportation system that is not mobility-plan and fee-based. The local government may not use an alternative transportation system to deny, time, or phase an application for site plan approval, plat approval, final subdivision approval, building permits, or the functional equivalent of such approvals provided that the developer agrees to pay for the development's identified transportation impacts via the funding mechanism implemented by the local government.* ***The revenue from the funding mechanism used in the alternative transportation system must be used to implement the needs of the local government's plan which serves as the basis for the fee imposed.*** *An alternative transportation system must comply with s. 163.31801 governing impact fees. An alternative transportation system may not impose upon new development any responsibility for funding an existing transportation deficiency as defined in paragraph (h)."* ***(emphasis added)***

For the first time since the terms mobility fees and mobility plans were introduced in 2007, the Florida Legislature, through HB 479, defined both terms in the Community Planning Act. The following are the recently adopted definitions for a mobility fee and a mobility plan per Florida Statute Section 163.3164 **(Appendix B)**:

"(32) "Mobility fee" means a local government fee schedule established by ordinance and based on the projects included in the local government's adopted mobility plan.

(33) "Mobility plan" means an alternative transportation system mobility study developed by using a plan-based methodology and adopted into a local government comprehensive plan that promotes a compact, mixed use, and interconnected development served by a multimodal transportation system in an area that is urban in character, or designated to be urban in character, as defined in s. 171.031."

One of the most significant amendments under HB 479 was the recognition that where a county and a municipality both charge a fee for transportation capacity impacts, that only one fee may be assessed to mitigate impacts of on new development. The amendment requires a county and a municipality to negotiate an interlocal agreement to establish that only one fee is to be collected by the local government issuing building permits.

The interlocal agreement is also required to address negotiations between the county and municipality related to distribution of collected revenue from development activity to mitigate transportation impacts. The following are the recent additions to Florida Statute 163.3180(5)(j):

"1. If a county and municipality charge the developer of a new development or redevelopment a fee for transportation capacity impacts, the county and municipality must create and execute an interlocal agreement to coordinate the mitigation of their respective transportation capacity impacts.

2. The interlocal agreement must, at a minimum:

a. Ensure that any new development or redevelopment is not charged twice for the same transportation capacity impacts.

b. Establish a plan-based methodology for determining the legally permissible fee to be charged to a new development or redevelopment.

c. Require the county or municipality issuing the building permit to collect the fee, unless agreed to otherwise.

d. Provide a method for the proportionate distribution of the revenue collected by the county or municipality to address the transportation capacity impacts of a new development or redevelopment, or provide a method of assigning responsibility for the mitigation of the transportation capacity impacts belonging to the county and the municipality.

3. By October 1, 2025, if an interlocal agreement is not executed pursuant to this paragraph:

a. The fee charged to a new development or redevelopment shall be based on the transportation capacity impacts apportioned to the county and municipality as identified in the developer's traffic impact study or the mobility plan adopted by the county or municipality.

b. The developer shall receive a 10 percent reduction in the total fee calculated pursuant to sub subparagraph a.

c. The county or municipality issuing the building permit must collect the fee charged pursuant to sub-subparagraphs a. and b. and distribute the proceeds of such fee to the county and municipality within 60 days after the developer's payment.

4. This paragraph does not apply to:

a. A county as defined in s. 125.011(1).

b. A county or municipality that has entered into, or otherwise updated, an existing interlocal agreement, as of October 1, 2024, to coordinate the mitigation of transportation impacts. However, if such existing interlocal agreement is terminated, the affected county and municipality that have entered into the agreement shall be subject to the requirements of this paragraph unless the county and municipality mutually agree to extend the existing interlocal agreement before the expiration of the agreement."

The requirement for an interlocal agreement and collection of a single fee applies to all local governments in Florida, except for Miami Dade County under Florida Statute Section 125.011(1). A county and a municipality with an interlocal agreement, where both collect a fee as of October 1st, 2024, are also exempt until the interlocal agreement expires or is terminated. No local government is prohibited from adopting an alternative transportation system, even municipalities within a Charter County that requires transportation concurrency. Further, a municipality within a County that is exempted under Florida Statute Section 125.011(1) does not preclude the municipality from negotiating an interlocal agreement with the exempted County to address mitigation or even a reduction in fees based on and adopted mobility plan and fee.

ROAD IMPACT FEE & MOBILITY FEE COMPARISON

The Florida Constitution grants local governments broad home rule authority to establish special assessments, impact fees, mobility fees, franchise fees, user fees, and service charges as revenue sources to fund specific governmental functions and capital infrastructure. Payment of impact fees or mobility fees are one of the primary ways local governments can require new development, along with redevelopment or expansion of existing land uses that generate additional transportation demand, to mitigate its impact to a local governments transportation system. While road impact fees and mobility fees are both intended to be a means in which a development can mitigate its transportation impact, the following are the major differences between the two fees:

Road Impact Fees

- Partially or fully fund road capacity improvements, including new roads, the widening of existing roads, and the addition or extension of turn lanes at intersections to move people driving vehicles (i.e., cars, trucks, SUVs, motorcycles).
- Are based on increases in trip generation, vehicle trip length, and road capacity, along with the cost of road capacity improvements and the projected vehicle miles of travel from development.
- May be based on either an adopted LOS standard (aka standards or consumption-based fee) or on future road improvements (aka plan or improvements-based fee).

Mobility Fees

- Pay for the cost associated with adding new multimodal capacity to move people walking, bicycling, scooting, riding transit, driving vehicles, or using shared mobility technology.
- Partially or fully fund mobility projects, including sidewalks, paths, trails, bike lanes, streetscape and landscape, complete and low speed streets, micromobility (i.e., electric bikes, electric scooters) devices, programs, and services, microtransit (i.e., golf carts, neighborhood electric vehicles, autonomous transit shuttles, trolleys) circulators, services and vehicles, new roads, the widening of existing roads, and turn lanes, signals, and ADA upgrades at intersections.
- Are based on increases in person trips, person trip lengths, and person miles of capacity from mobility projects, along with projected person miles of travel from new development.
- Assessment areas may include all or portions of a municipality or county, and may vary based on geographic location (e.g., downtown) or type of development (e.g., mixed-use).
- Must be based on future mobility projects adopted as part of a mobility plan and incorporated or referenced in the local governments Comprehensive Plan.

THE IMPACT FEE ACT & CASE LAW OVERVIEW

In the late 1970's and early 1980's local governments throughout Florida began adopting road impact fees as a means for new development to pay for its traffic impact and generate revenue to fund transportation infrastructure improvements. Counties, especially Charter Counties, began requiring that municipalities collect road impact fees on their behalf to fund improvements to the county road system. Throughout the 1980's, 1990's, and 2000's, municipalities throughout Florida challenged the ability of counties to compel them to collect road impact fees for new development. The opposition stemmed in part from an unintended consequence of transportation concurrency which was that it essentially stopped development in urban areas (aka "municipalities"). Both municipalities and development activity were constrained in their ability to add road capacity due to the cost of acquiring developed land and receiving opposition from existing residents concerned about increased traffic and the impact new road capacity would have on their neighborhoods.

The inability of development activity in urban areas to meet transportation concurrency resulted in development moving to suburban and rural areas (aka "urban sprawl"), where fewer residents were likely to oppose new road capacity improvements and where road capacity was either available or cheaper to construct. Municipalities found themselves in the unenviable position of sending road impact fees to counties when development activity met concurrency requirements, only to watch road impact fees being spent on new road capacity projects outside of urban areas, which ultimately facilitated sprawl beyond municipal boundaries.

Furthermore, the courts often ruled in favor of counties, as municipalities that challenged being compelled to collect impact fees failed to present alternative solutions for addressing the traffic impacts of new development. These challenges all occurred prior to the Florida Legislature adopting the "Impact Fee Act" through Florida Statute 163.31801. Additionally, these challenges existed prior to the introduction of mobility plans and mobility fees and the adoption of the "Community Planning Act" through Florida Statute 163.3180.

Before the Florida "Impact Fee Act" was adopted, many local governments had already developed impact fees through their home rule powers. In 2006, the Legislature adopted the "Impact Fee Act" to provide process requirements for the adoption of impact fees and formally recognized the authority of local governments to adopt impact fees. Prior to 2006, the Florida Legislature, unlike many States throughout the U.S. that had already adopted enabling legislation, elected to defer to the significant case law that was developed in both Florida and throughout the U.S. to provide guidance to local governments to adopt impact fees.

In 2009, the Legislature made several changes to the "Impact Fee Act", the most significant of which was placing the burden of proof on local governments, through a preponderance of the evidence, that the imposition of the fee meets legal precedent and the requirements of Florida Statute Section 163.31801. Prior to the 2009 amendment, Courts generally deferred to local governments as to the validity of an imposed impact fee and placed the burden of proof, that an imposed impact fee was invalid or unconstitutional on the plaintiff.

In 2019, the Legislature, through HB 207 and HB 7103, made several changes to the "Impact Fee Act", the most significant of which was the requirement that fees cannot be collected prior to building permit issuance. The changes also expanded on the requirements of the dual rational nexus test, the collection and expenditure of fees, credits, and administrative cost.

In 2020, the Legislature, through SB 1066, made several additional changes to the Impact Fee Act to clarify that new or updated impact fees cannot be assessed on a permit if the permit application was pending prior to the new or updated fee. The bill also made credits assignable and transferable to third parties.

In 2021, the Legislature, through HB 337 made significant amendments to the "Impact Fee Act", which the Governor subsequently approved. The amendments require that impact fees be based on planned improvements and that there is a clear nexus between the need for improvements and the impact from new development.

The amendments have a greater impact on increases to existing impact fees and have phasing requirements for increases to existing fees. There are provisions that allow a local government to fully implement updated fees based on a finding of extraordinary circumstances, holding public hearings, and requiring a super majority approval by elected officials.

In 2024, the Legislature, through HB 479 made amendments to the "Impact Fee Act" that requires fee studies be completed and adopted within 12 months from the date of initiation of the study. The amendment also stipulated that data used in fee studies should not be older than four years. The amendment also requires alternative transportation systems recognize transportation or road impact fee credits granted prior to adoption of the alternative transportation systems. The most recently enacted version of Florida Statute Section 163.31801 is provided in **Appendix C**.

One of the purposes of this Technical Report, consistent with Florida Statute Section 163.31801(4)(f) and (g), is to demonstrate that the City of Lake Worth Beach' Mobility Fee is proportional and reasonably connected to, or has a rational nexus with, both the **"need"** for

mobility projects and the mobility **"benefits"** provided to those who pay the fee, otherwise known as the "dual rational nexus test", herein further described as:

The "Need" for additional (new) capital facilities (mobility projects) to accommodate the increase in demand (impact) from growth (new development), and

The "Benefit" that the new growth (new development) receives from the payment and expenditure of fees to construct the new capital facilities (mobility projects).

In addition to the "dual rational nexus test", the U.S. Supreme Court in Dolan v. Tigard also established a "rough proportionality test" to address the relationship between the amount of a fee imposed on development activity and the impact of the development activity. The "rough proportionality test" requires that there be a reasonable relationship (proportional and reasonably connected) between the impact fee and the impact of development activity based upon the applicable unit of measure for residential and non-residential uses. The "rough proportionality test" further requires that the variables used to calculate a fee are reasonably assignable and attributable to the impact of development activity.

The Courts recognized the authority of a municipality to impose "impact fees" in Florida occurred in 1975 in the case of City of Dunedin v. Contractors and Builders Association of Pinellas County, 312 So.2d 763 (2d DCA. Fla., 1975), where the court held: "that the so-called impact fee did not constitute taxes but was a charge using the utility services under Ch. 180, F. S." The Court set forth the following criteria to validate the establishment of an impact fee:

"…where the growth patterns are such that an existing water or sewer system will have to be expanded in the near future, a municipality may properly charge for the privilege of connecting to the system a fee which is in excess of the physical cost of connection, if this fee does not exceed a proportionate part of the amount reasonably necessary to finance the expansion and is earmarked for that purpose." 312 So.2d 763, 766, (1975).

The case was appealed to the Florida Supreme Court and a decision rendered in the case of Contractors and Builders Association of Pinellas County v. City of Dunedin 329 So.2d 314 (Fla. 1976), in which the Second District Court's decision was reversed. The Court held that "impact fees" did not constitute a tax; that they were user charges analogous to fees collected by privately owned utilities for services rendered.

However, the Court reversed the decision, based on the finding that the City did not create a separate fund where impact fees collected would be deposited and earmarked for the specific purpose for which they were collected, finding:

"The failure to include necessary restrictions on the use of the fund is bound to result in confusion, at best. City personnel may come and go before the fund is exhausted, yet there is nothing in writing to guide their use of these moneys, although certain uses, even within the water and sewer systems, would undercut the legal basis for the fund's existence. There is no justification for such casual handling of public moneys, and we therefore hold that the ordinance is defective for failure to spell out necessary restrictions on the use of fees it authorizes to be collected. Nothing we decide, however prevents Dunedin from adopting another sewer connection charge ordinance, incorporating appropriate restrictions on use of the revenues it produces. Dunedin is at liberty, moreover, to adopt an ordinance restricting the use of moneys already collected. We pretermit any discussion of refunds for that reason." 329 So.2d 314 321, 322 (Fla. 1976)

The case tied impact fees directly to growth and recognized the authority of a local government to impose fees to provide capacity to accommodate new growth and basing the fee on a proportionate share of the cost of the needed capacity. The ruling also established the need for local government to create a separate account to deposit impact fee collections to help ensure those funds are expended on infrastructure capacity.

The Utah Supreme Court had ruled on several cases related to the imposition of impact fees by local governments before hearing Banberry v. South Jordan. In the case, the Court held that: "the fair contribution of the fee-paying party should not exceed the expense thereof met by others. To comply with this standard a municipal fee related to service like water and sewer must not require newly developed properties to bear more than their equitable share of the capital costs in relation to the benefits conferred" (Banberry Development Corporation v. South Jordan City, 631 P. 2d 899 (Utah 1981). To provide further guidance for the imposition of impact fees, the court articulated seven factors which must be considered (Banberry Development Corporation v. South Jordan City, 631 P. 2d 904 (Utah 1981):

"(1) the cost of existing capital facilities;

(2) the manner of financing existing capital facilities (such as user charges, special assessments, bonded indebtedness, general taxes or federal grants);

(3) the relative extent to which the newly developed properties and the other properties in the municipality have already contributed to the cost of existing capital facilities (by such means as user charges, special assessments, or payment from the proceeds of general taxes);

(4) the relative extent to which the newly developed properties in the municipality will contribute to the cost of existing capital facilities in the future;

(5) the extent to which the newly developed properties are entitled to a credit because the municipality is requiring their developers or owners (by contractual arrangement or otherwise) to provide common facilities (inside or outside the proposed development) that have been provided by the municipality and financed through general taxation or other means (apart from user fees) in other parts of the municipality;

(6) extraordinary costs, if any, in servicing the newly developed properties; and

(7) the time-price differential inherent in fair comparisons of amounts paid at different times."

The Court rulings in Florida, Utah and elsewhere in the U.S. during the 1970's and early 1980's led to the first use of what ultimately became known as the "dual rational nexus test" in Hollywood, Inc. v. Broward County; which involved a Broward County ordinance that required a developer to dedicated land or pay a fee for the County park system. The Florida Fourth District Court of Appeal found to establish a reasonable requirement for dedication of land or payment of an impact fee that:

"… the local government must demonstrate a reasonable connection, or rational nexus between the need for additional capital facilities and the growth of the population generated by the subdivision. In addition, the government must show a reasonable connection, or rational nexus, between the expenditures of the funds collected and the benefits accruing to the subdivision. In order to satisfy this latter requirement, the ordinance must specifically earmark the funds collected for the use in acquiring capital facilities to benefit new residents." (Hollywood, Inc. v. Broward County, 431 So. 2d 606 (Fla. 4th DCA), rev. denied, 440 So. 2d 352 (Fla. 1983).

In 1987, the first of two major cases were heard before the U.S. Supreme Court that have come to define what is now commonly referred to as the "dual rational nexus test". The first case was Nollan v. California Coastal Commission which involved the Commission requiring the Nollan family to dedicate a public access easement to the beach in exchange for permitting the replacement of a bungalow with a larger home which the Commission held would block the public's view of the beach.

Justice Scalia delivered the decision of the Court: "The lack of nexus between the condition and the original purpose of the building restriction converts that purpose to something other than what it was...Unless the permit condition serves the same governmental purpose as the development ban, the building restriction is not a valid regulation of land use but an out-and-out plan of extortion (Nollan v. California Coastal Commission, 483 U. S. 825 (1987)". The Court found that there must be an essential nexus between an exaction and the government's legitimate interest being advanced by that exaction (Nollan v. California Coastal Commission, 483 U. S. 836, 837 (1987).

The second case, Dolan v. Tigard, heard by the U.S. Supreme Court in 1994 solidified the elements of the "dual rational nexus test". The Petitioner Dolan, owner, and operator of a Plumbing & Electrical Supply store in the City of Tigard, Oregon, applied for a permit to expand the store and pave the parking lot of her store. The City Planning Commission granted conditional approval, dependent on the property owner dedicating land to a public greenway along an adjacent creek and developing a pedestrian and bicycle pathway to relieve traffic congestion. The decision was affirmed by the Oregon State Land Use Board of Appeal and the Oregon Supreme Court. The U.S. Supreme Court overturned the ruling of the Oregon Supreme Court and held:

"Under the well-settled doctrine of "unconstitutional conditions," the government may not require a person to give up a constitutional right in exchange for a discretionary benefit conferred by the government where the property sought has little or no relationship to the benefit. In evaluating Dolan's claim, it must be determined whether an "essential nexus" exists between a legitimate state interest and the permit condition. Nollan v. California Coastal Commission, 483 U. S. 825, 837. If one does, then it must be decided whether the degree of the exactions demanded by the permit conditions bears the required relationship to the projected impact of the proposed development." Dolan v. City of Tigard, 512 U.S. 383, 386 (1994)

The U.S. Supreme Court in addition to upholding the "essential nexus" requirement from Nollan also introduced the "rough proportionality" test and held that:

"In deciding the second question-whether the city's findings are constitutionally sufficient to justify the conditions imposed on Dolan's permit-the necessary connection required by the Fifth Amendment is "rough proportionality." No precise mathematical calculation is required, but the city must make some sort of individualized determination that the required dedication is related both in nature and extent to the proposed development's impact. This is essentially the "reasonable relationship" test adopted by the majority of the state courts. Dolan v. City of Tigard, 512 U.S. 388, 391 (1994)"

An often-overlooked component of Dolan v. City of Tigard is the recognition that while multimodal facilities may off-set traffic congestion there is a need to demonstrate or quantify how the dedication of a pedestrian / bicycle pathway would offset the traffic demand generated. per the following excerpt from the opinion of the Court delivered by Chief Justice Rehnquist:

"The city made the following specific findings relevant to the pedestrian/bicycle pathway: "In addition, the proposed expanded use of this site is anticipated to generate additional vehicular traffic thereby increasing congestion on nearby collector and arterial streets. Creation of a convenient, safe pedestrian/bicycle pathway system as an alternative means of transportation could offset some of the traffic demand on these nearby streets and lessen the increase in traffic congestion." We think a term such as "rough proportionality" best encapsulates what we hold to be the requirement of the Fifth Amendment. No precise mathematical calculation is required, but the city must make some sort of individualized determination that the required dedication is related both in nature and extent to the impact of the proposed development.

With respect to the pedestrian/bicycle pathway, we have no doubt that the city was correct in finding that the larger retail sales facility proposed by petitioner will increase traffic on the streets of the Central Business District. The city estimates that the proposed development would generate roughly 435 additional trips per day. Dedications for streets, sidewalks, and other public ways are generally reasonable exactions to avoid excessive congestion from a proposed property use. But on the record before us, the city has not met its burden of demonstrating that the additional number of vehicle and bicycle trips generated by the petitioner's development reasonably relate to the city's requirement for a dedication of the pedestrian/bicycle pathway easement. The city simply found that the creation of the pathway "could offset some of the traffic demand . . . and lessen the increase in traffic congestion."
"As Justice Peterson of the Supreme Court of Oregon explained in his dissenting opinion, however, "[t]he findings of fact that the bicycle pathway system could offset some of the traffic demand' is a far cry from a finding that the bicycle pathway system will, or is likely to, offset some of the traffic demand."

317 Ore., at 127, 854 P. 2d, at 447 (emphasis in original). No precise mathematical calculation is required, but the city must make some effort to quantify its findings in support of the dedication for the pedestrian/bicycle pathway beyond the conclusory statement that it could offset some of the traffic demand generated." Dolan v. City of Tigard, 512 U.S. 687 (1994).

The U.S. Supreme Court recently affirmed, through Koontz vs. St. Johns River Water Management District, that the "dual rational nexus" test equally applies to monetary exactions in the same manner as a governmental regulation requiring the dedication of land. Justice Alito described:

"Our decisions in Nollan v. California Coastal Commission, 483 U. S. 825 (1987), and Dolan v. City of Tigard, 512 U. S. 374 (1994), provide important protection against the misuse of the power of land-use regulation. In those cases, we held that a unit of government may not condition the approval of a land-use permit on the owner's relinquishment of a portion of his property unless there is a "nexus" and "rough proportionality" between the government's demand and the effects of the proposed land use. In this case, the St. Johns River Water Management District (District) believes that it circumvented Nollan and Dolan because of the way in which it structured its handling of a permit application submitted by Coy Koontz, Sr., whose estate is represented in this Court by Coy Koontz, Jr. The District did not approve his application on the condition that he surrender an interest in his land. Instead, the District, after suggesting that he could obtain approval by signing over such an interest, denied his application because he refused to yield." Koontz v. St. Johns River Water Management District 1333 S. Ct. 2586 (2013).

"That carving out a different rule for monetary exactions would make no sense. Monetary exactions—particularly, fees imposed "in lieu" of real property dedications—are "commonplace" and are "functionally equivalent to other types of land use exactions." To subject monetary exactions to lesser, or no, protection would make it "very easy for land-use permitting officials to evade the limitations of Nollan and Dolan." Furthermore, such a rule would effectively render Nollan and Dolan dead letters "because the government need only provide a permit applicant with one alternative that satisfies the nexus and rough proportionality standard, a permitting authority wishing to exact an easement could simply give the owner a choice of either surrendering an easement or making a payment equal to the easement's value." Koontz v. St. Johns River Water Management District 1333 S. Ct. 2599 (2013).

The Florida First District Court of Appeals recently affirmed, through The BoCC of Santa Rosa County vs. the Builders Association of West Florida, that impact fees are required to meet the "dual rational nexus" test to avoid being found to be an unconstitutional tax. The Court cited the following sections of Florida Statute:

"Second, the Florida Impact Fee Act sets forth the minimum statutory requirements for a valid impact fee. § 163.31801(3), Fla. Stat. (2019). The Act requires impact fees to be based on the "most recent and localized data." § 163.31801(3)(a), Fla. Stat." The Board of County Commissioners v. Home Builders Assoc. of West Florida, Inc., 325 So. 3d 981, 985 (Fla. Dist. Ct. App. 2021).

The Court cited expert testimony that the County's school impact fee did not recognize differences in growth or needs that would be the basis for different fees based on geographic location and needs due to new growth:

"the impact fees failed the dual rational nexus test because they did not account for the differences between the northern and southern parts of the county. This resulted in impact fees that were disproportionate to the growth in these geographical regions." The Board of County Commissioners v. Home Builders Assoc. of West Florida, Inc., 325 So. 3d 981, 985 (Fla. Dist. Ct. App. 2021).

The U.S. Supreme Court in April 2024 issued a unanimous decision in Sheetz v. County of El Dorado, California (144 S.Ct. 893) where the Court narrowly determined that legislatively enacted impact fees are not exempt from the requirements set forth in two previous property rights cases (Nollan v. California Coastal Commission and Dolan v. City of Tigard, Oregon). Thus, local governments that impose impact fees will now be subjected to a standard requiring them to demonstrate the relationship and relative impact of the development on the community. Specifically, local governments will have to show that conditions (impact fees) to obtain a land-use permit have an "essential nexus" (relationship) to the government's land-use interest and a "rough proportionality" between the weight on the property owner and the development's effects of the proposed land use.

The Impact Fee Act already requires imposed impact fees and mobility fees demonstrate an "essential nexus" between the fee and the impact from development activity. The Supreme Court ruling reinforces prior impact fee case law that the amount of impact fees or mobility fees imposed must be "rough proportionality" to the impact from development activity. The ruling also stipulated that required monetary payments in the form of impact fees are an exaction just like requiring development activity to dedicate land for a governmental purpose and could be subject to takings claim if the impact fees imposed do not demonstrate an "essential nexus" between the amount and imposition and the impact from new development.

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DEVELOPMENT OF A MOBILITY PLAN & MOBILITY FEE

The development of a Mobility Plan and Mobility Fee for the City of Lake Worth Beach involved several steps. The following is an overview of the process used to develop a Mobility Plan and Mobility Fee consistent with statutory requirements **(Figure 2)**.

Figure 2: Development of a Mobility Plan & Mobility Fee

[LR1.1]

GROWTH

The first requirement of the **"dual rational nexus"** for the City's Mobility Fee is to demonstrate that there is a need for Mobility Projects to accommodate projected growth in population, employment, vehicle miles of travel (VMT), and person miles of travel (PMT). An evaluation of the existing and projected population and employment was conducted for the City of Lake Worth Beach Mobility Study Area **(Map C).** The Mobility Study Area includes all areas of Lake Worth Beach, enclaves, portions of unincorporated County and municipalities adjacent to the City to ensure roadways are evaluated to logical endpoints.

The existing population (2025) and employment (2023) data were taken from the University of Florida Bureau of Economic and Business Research (BEBR) and the US Census Bureau OnTheMap. The 2050 population and employment data were obtained from the Southeast Regional Planning Model (SERPM) used for the 2050 Palm Beach Long Range Transportation Plan (LRTP). The population and employment analysis demonstrates that there is projected to be an increase in population and employment for the Mobility Study Area **(Table 1)**.

Lake Worth Beach is projected to add **6,544** residents and **4,397** employees by 2050 **(Table 1)**. The projected increase in population and employment will generate growth in vehicle miles of travel (VMT), person miles of travel (PMT), and additional person travel demand (PTD) from new development that will create a need for mobility projects within the Mobility Study Area.

TABLE 1. PROJECTED GROWTH

	City of Lake Worth		Palm Beach County	
Year	**Population**	**Employees**	**Population**	**Employees**
2025 / 2023	**43,596**	**9,916**	**1,556,161**	**635,546**
2050	**50,140**	**14,313**	**1,828,700**	**1,078,933**
Increase	**6,544**	**4,397**	**272,539**	**443,387**

Source: *2025 Population was derived from the University of Florida Bureau of Economic and Business Research (BEBR) 2025 Florida Estimates of Population. 2023 Employment based on the US Census Bureau OnTheMap. 2050 Population and Employment based on the 2025/2050 Southeast Regional Planning Model (SERMP 8.543) Data.*

VEHICLE MILES OF TRAVEL (VMT)

The growth in vehicle miles of travel (VMT) is one of the factors evaluated to determine the need for future mobility projects within the Mobility Study Area. The evaluation of future vehicle miles of travel (VMT) includes minor and major collectors as well as arterials.

The VMT analyses includes City, County, and State Roads within the Mobility Study Area **(Map C)**. The growth rate of 1.00% per year, based on the Southeast Regional Planning Model, was used to calculate growth in VMT of **436,150** between 2025 and 2050 **(Table 2)**.

Table 1: Growth in Vehicle Miles of Travel (VMT)

Year	VMT Arterials & Collectors	VMT Limited Access (I-95)	VMT All
2025 (Mobility Plan base year)	495,020	1,049,280	1,544,300
2050 (Model & Plan future year)	634,820	1,345,630	1,980,450
VMT increase (2025 to 2050)	139,800	296,350	436,150

Source: *Lake Worth Beach Traffic Characteristics Data* ***(Appendix D)****. The Vehicle Miles of Travel (VMT) for Interstate 95 is taken from the portions of I-95 between Forrest Hills Blvd and Lantana Rd (CR 812).*

The VMT data for limited access facilities (i.e., Interstate 95) will be used to adjust the travel demand for land uses established in the mobility fee schedule. Travel on limited access facilities is excluded from both road impact fee and mobility fee studies as the limited access facilities serve intercity and regional travel. Further, improvements to Interstate 95 would be funded through federal and state gas tax revenues and other sources, not funds from development.

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PERSON MILES OF TRAVEL (PMT)

The growth in vehicle miles of travel (VMT) is often used in road impact fees to evaluate the need for road capacity improvements to move vehicles. Mobility Fees utilize person miles of travel (PMT) to evaluate the need for mobility projects to move people. To account for trips made by people walking, biking, riding transit, and the number of people per vehicle (aka vehicle occupancy), the projected increase in vehicle miles of travel (VMT) demand is converted into person miles of travel (PMT) demand for arterial and collector roads.

The conversion is based on person trips, vehicle trips, person trip length and vehicle trip length data obtained from the 2022 National Household Travel Survey (NHTS). The NHTS data is used to calculate a person mile of travel factor (PMTf) based on vehicle miles of travel (VMT) and person miles of travel (PMT) per trip purpose. The evaluation of the vehicle and person travel data from the 2022 NHTS resulted in a person mile of travel factor (PMTf) of **1.62 (Appendix E)**. The increase in PMT is based on the projected increase in VMT multiplied by the applicable person miles of travel factor (PMTf) illustrated in further detail on **Figure 3**.

Figure 3: Person Miles of Travel Increase (PMTi)

Person Miles of Travel increase (PMTi)

∑ VMTtp = (∑ VTtp x VTLtp)
∑ PMTtp = (∑ PTtp x PTLtp)
PMTf = (∑ of PMTtp / ∑ of VMTtp)
VMTi = (2050 VMT - 2025 VMT)
PMTi = (VMTi x PMTf)

Where:

∑ VTtp	=	Sum of Vehicle Trips by trip purpose (Appendix E)
∑ PTtp	=	Sum of Person Trips by trip purpose (Appendix E)
VTLtp	=	Average Vehicle Trip Length by trip purpose (Appendix E)
PTLtp	=	Average Person Trip Length by trip purpose (Appendix E)
VMT	=	Vehicle Miles of Travel
PMT	=	Person Miles of Travel
∑ VMTtp	=	Sum of Vehicle Miles of Travel by trip purpose (Appendix E)
∑ PMTtp	=	Sum of Person Miles of Travel by trip purpose (Appendix E)
PMTf	=	Person Miles of Travel factor of 1.62 (Appendix E)
VMTi	=	Vehicle Miles of Travel Increase (Table 2)
PMTi	=	Person Miles of Travel increase (Table 3)

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The projected increase in PMT within the Mobility Fee Study Area, excluding limited access facilities, between the Mobility Plan base year of 2025 and the future year of 2050 is **226,476** **(Table 3)**. The increase was calculated as follows per the formula illustrated in **Figure 3**:

(2050 VMT) 634,820 - (2025 VMT) 495,020 = (VMTi) 139,800

(VMTi) 139,800 x (PMTf) 1.62 = 226,476

The projected person miles of travel (PMT) increase of **226,476** demonstrates that there are future person miles of travel demand projected by 2050 that will result in the **"need"** for mobility projects to accommodate the increase in person travel demand **(Table 3)**. The documented increase in PMT and the identification of needed mobility projects, via the Mobility Plan, is consistent with the **"needs"** test of the dual rational nexus test.

Table 2: Increase in Person Miles of Travel (PMT)

Vehicle & Person Miles of Travel	(VMT & PMT)
2025 Mobility Plan Base Year	
Vehicle Miles of Travel (VMT)	495,020
Person Miles of Travel factor (PMTf)	1.62
Person Miles of Travel (PMT)	801,932
2050 Mobility Plan Future Year	
Vehicle Miles of Travel (VMT)	634,820
Person Miles of Travel factor (PMTf)	1.62
Person Miles of Travel (PMT)	1,028,408
Increase in VMT & PMT	
Vehicle Miles of Travel increase (VMTi)	139,800
Total Increase in Person Miles of Travel (PMTi)	226,476

Source: *The 2050 VMT increase was obtained from **Table 2**. PMTi obtained by multiplying VMTi by 1.62 (**Figure 3**).*

LAKE WORTH BEACH MOBILITY FEE

The basis for the City of Lake Worth Beach Mobility Fee is the mobility projects identified in the Mobility Plan needed to meet future travel demand from new development, consistent with Florida Statutes 163.3180 and 163.31801. **Mobility Projects consist of improvements, programs, and services that include intersection improvements to enhance visibility and manage speed such as high visibility crosswalks, pedestrian lighting, ADA improvements, pedestrian signage, pedestrian detections, pedestrian hybrid beacons (PHB), speed cameras; corridor improvements including access management, roadway extensions, shared-use paths, traffic calming, sidewalks sharrows, bike lanes; services including microtransit, transportation demand management, e-bike program, and more.**

The mobility projects identified in the Mobility Plan are intended to provide the person miles of capacity needed to meet future person miles of travel demand, consistent with the **"needs"** requirement of the dual rational nexus test. The mobility fees collected from new development are to be used to fund mobility projects that provide a mobility benefit to new development and accommodate the increase in person travel demand from that new development, consistent with the **"benefits"** requirement of the dual rational nexus test. The mobility fee collected from new development will be used to fund the mobility projects identified in the Mobility Plan **(**Figure 4**)**.

Figure 4: Mobility Plan and Mobility Fee

EXISTING CONDITIONS EVALUATION (ECE)

Florida Statute prohibits local governments from charging new development for an existing transportation deficiency (aka over capacity or backlogged roads). An existing conditions evaluation has been conducted to ensure that new development is not being charged for existing transportation deficiencies. The evaluation includes a system-wide analysis of all arterials and collectors within the Mobility Study Area **(Map C)**.

The existing conditions evaluation (ECE) is achieved by dividing the vehicle miles of travel (VMT) by the vehicle miles of capacity (VMC). The arterials and collectors within the Mobility Study Area include City, County, and State roads **(Appendix D)**. A VMT/VMC ratio greater than **1.00** indicates that there are system-wide deficiencies. The VMT/VMC ratio in 2025 is **0.85** based on the existing conditions evaluation **(Table 4)**.

Table 3: 2025 Existing Conditions Evaluation (ECE)

Functional Classification	Length (miles)	2025 VMT	2025 VMC	VMT to VMC Ratio
Minor Collector	5.88	46,720	52,910	0.88
Major Collector	7.76	69,490	84,300	0.82
Minor Arterial	12.62	283,540	362,020	0.78
Principal Arterial	2.35	95,270	112,230	0.85
Limited Access	4.09	1,049,280	1,195,730	0.88
Total	32.70	1,544,300	1,807,190	0.85

Source: *Lake Worth Beach Traffic Characteristics Data* ***(Appendix D)****. The Vehicle Miles of Travel (VMT) for Interstate 95 is taken from the portions of I-95 between City Limits North and W Lantana Rd (CR 812).*

The mobility fee calculation includes an existing conditions evaluation factor (ECEf) to adjust mobility fee cost for system-wide deficiencies for arterials and collectors within the Mobility Study Area. The existing conditions evaluation factor (ECEf) is determined by dividing the vehicle miles of capacity (VMC) by the vehicle miles of travel (VMT) as illustrated in **Figure 5**.

Figure 5: Existing Conditions Evaluation Factor (ECEf)

Existing Conditions Evaluation factor (ECEf)

$\sum VMC = (\sum VMCmic + \sum VMCmac + \sum VMCmia + \sum VMCpa)$

$\sum VMT = (\sum VMTmic + \sum VMTmac + \sum VMTmia + \sum VMTpa)$

$ECEf = (\sum VMC / \sum VMT)$

If ECEf > 1.00, then the ECEf is set at 1.00

Where:

$\sum VMC$	=	Sum of Vehicle Miles of Capacity (Appendix D)
$\sum VMT$	=	Sum of Vehicle Miles of Travel (Appendix D)
mic	=	Minor Collector
mac	=	Major Collector
mia	=	Minor Arterial
pa	=	Principal Arterial
ECEf	=	Existing Conditions Evaluation factor (Table 5)

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VMC / VMT ratio greater than **1.00** indicates that the current system has adequate capacity to accommodate existing traffic. The VMC / VMT ratio is **1.24** based on the existing conditions evaluation **(Table 5)**. Thus, development activity is not being assessed for any system-wide deficiencies. For the Mobility Fee calculation, the ECEf will be set to **1.00**.

Table 4: 2025 Existing Conditions Evaluation Factor (ECEf)

Functional Classification	Length (miles)	2025 VMC	2025 VMT	ECEf
Minor Collector	5.88	52,910	46,720	1.13
Major Collector	7.76	84,300	69,490	1.21
Minor Arterial	12.62	362,020	283,540	1.28
Principal Arterial	2.35	112,230	95,270	1.18
Total	28.61	611,460	495,020	1.24

Source: *Lake Worth Beach Traffic Characteristics Data* ***(Appendix D)****. The Vehicle Miles of Travel (VMT) for Interstate 95 that is taken from the portions of I-95 between City Limits North and W Lantana Rd (CR 812) is excluded from the existing conditions evaluation factor (ECEf).*

MOBILITY PLAN SUMMARY

The Mobility Plan identifies the mobility projects needed to meet the projected growth in travel demand over the next 24 years on the City's transportation system. The Mobility Plan is comprised of the following plans: (1) Intersections Plan **(Appendix G)**; (2) Corridors Plan **(Appendix H)**; (3) Mobility Implementation **(Appendix I)**. The Plans includes detailed descriptions of mobility projects that serves as the basis for development of the mobility fee. The Plans includes existing funded mobility projects, as well as projects needed to meet future travel demand needs.

Planning level cost (PLC) estimates are established for each mobility project identified in the Plans based on cost data from the City, FDOT District Four, and the Palm Beach County Metropolitan Planning Organization (MPO). The PLC estimates for each mobility project are subject to change as the projects move from design to engineering and ultimately onto construction. Multimodal capacities (MC) have also been developed for each type of mobility project**.**

The establishment of these multimodal capacities has been used to calculate a person mile of capacity (PMC) for each of the mobility projects. These multimodal capacities account for the capacity of sidewalks, bike lanes, multi-use paths/trails, and roads. The following is a summary of the total length, and the planning level cost (PLC) and person miles of capacity increase (PMCi) for mobility projects that are not currently programmed or under construction **(Table 6)**.

Table 5: Mobility Plan Summary

Plans & Programs	Total Miles or Number of Projects	Planning Level Cost (PLC)	Person Miles of Capacity Increase (PMCi)
Intersections Plan	20	$22,299,000	45,238
Corridors Plan	4.41	$31,717,000	55,928
Mobility Implementation	11	$4,300,000	6,120
Total	20 Intersections 4.41 miles 11 programs	$58,316,000	107,286

Source: *Intersections Plan* ***(Appendix G).*** *Corridors Plan* ***(Appendix H).*** *Mobility Implementation* ***(Appendix I).***

REASONABLY ANTICIPATED FUNDING

The availability of funding for the Mobility Plan over the next 24 years is projected to come from a variety of funding sources. These sources include the City, new development, the federal government, Palm Beach County, partnerships, the State of Florida, and various transit providers. The Mobility Plan is the first step in a multi-step process to fund mobility within the City. Proactively collaborating with new development is a way to advance mobility projects through partnerships to extend these projects beyond development boundaries.

Palm Beach County and Lake Worth Beach could allocate a portion of gas taxes and infrastructure sales tax towards the Mobility Plan. However, gas taxes have been declining locally, statewide, and nationally as vehicles have become more fuel efficient and the percentage of electric vehicles and hybrid vehicles increase. The federal government has not raised gas taxes in several years. The State of Florida annually adjusts gas taxes on the first day of the year based on the prior year Consumer Price Index to adjust for inflation. Most gas taxes at all levels of government are largely earmarked for maintenance and operations of the existing transportation system, leaving minimal revenues available for new capacity and multimodal improvements.

The Palm Beach MPO has available federal and state funding identified through the 2050 Cost Feasible Long Range Transportation Plan (LRTP). A large portion of projected funding is allocated towards improvements on the Strategic Intermodal System (SIS), with a significant amount of the funds allocated toward the Florida Turnpike and Interstate 95. Historically, the Palm Beach MPO has funding opportunities through grants and various pool of funds identified in the LRTP to allocate towards mobility projects. Funding for mobility projects on state roads is allocated through the LRTP and the FDOT State Transportation Improvement Program (STIP). Over the next 20 plus years, it is reasonably anticipated that roughly **$19,035,900** in funding will be available to fund road and intersection improvements **(Table 7)** based on at least 90% of the funding for mobility projects on State Roads through federal and state funds.

Table 6: Reasonably Anticipated Funding Summary

Intersections Plan Funding	**$13,395,600**
Corridors Plan Funding	**$5,640,300**
Mobility Implementation Funding	**$0**
Total	**$19,035,900**

Source: *Intersections Plan (**Appendix G**). Corridors Plan (**Appendix H**). Mobility Implementation (**Appendix I**)*

NEW GROWTH EVALUATION (NGE)

A new growth evaluation has been conducted to ensure that new development is not paying for more than its attributable share of the cost of the mobility projects identified in the Mobility Plan, as required by case law and Florida Statute. The new growth evaluation factor (NGEf) is based on the increase in person miles of travel (PMT) and the increase in person miles of capacity (PMC) from the mobility projects Figure 6.

Figure 6: New Growth Evaluation Factor (NGEf)

New Growth Evaluation factor (NGEf)

NGEf = (PMTi / PMCi)

If NGEf > 1.00, then the NGEf is set at 1.00

Where:

PMTi = Person Miles of Travel increase (Table 3)

PMCi = Person Miles of Capacity increase (Table 6)

NGEf = New Growth Evaluation factor (Table 8)

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The new growth evaluation factor (NGEf) is **2.11** (Table 8). A NGEf ratio that is less than 1.00 indicates that more capacity is being provided than what is needed to meet future demand. The NGEf ratio is greater than 1.00. Thus, the Mobility Fee is not assessing new development for more person miles of capacity (PMC) than is what is needed to accommodate projected increases in person miles of travel (PMT). For purposes of the calculation of the Mobility Fee rate, the new growth evaluation factor (NGEf) is set to **1.00**.

Table 7: New Growth Evaluation Factor (NGE)

Increase in Person Miles of Travel (PMTi)	**226,476**
Increase in Person Miles of Capacity (PMCi)	**107,286**
New Growth Evaluation factor (NGEf)	**2.11**

Source: *The increase in person miles of travel is based on Table 3. The increase in person miles of capacity is based on Table 6. The new growth evaluation calculation is based on the formula in Figure 6.*

PERSON MILES OF CAPACITY RATE (PMCR)

The first component for calculating a Mobility Fee is the calculation of a person miles of capacity rate (PMCr). The attributable planning level cost (PLCa) is based on the planning level cost (PLC) for the updated Mobility Plan Projects less the reasonably anticipated funding (AF). The assignable Mobility Plan Project cost (MPCa) is calculated by multiplying the planning level cost (PLCa) by the existing conditions evaluation factor (ECEf) and the new growth evaluation factor (NGEf). The assignable Mobility Plan cost (MPCa) is then divided by the increase in person miles of capacity (PMCi) to determine the person miles of capacity rate (PMCr) **(**Figure 7**)**.

Figure 7: Person Miles of Capacity Rate (PMCr)

Person Miles of Capacity rate (PMCr)

$\sum PLC = (\sum IPc + \sum CPc + \sum MIPc)$

$\sum AF = (\sum IPf + \sum CPf + \sum MIPf)$

$PLCa = (\sum PLC - \sum AF)$

$MPCa = ((PLCa \times ECEf) \times NGEf)$

$PMCr = (MPCa / PMCi)$

Where:

PLC	=	Planning Level Cost (Table 6)
AF	=	Anticipated Funding (Table 7)
c	=	Cost
f	=	Funding
IP	=	Intersections Plan (Appendix G)
CP	=	Corridors Plan (Appendix H)
MIP	=	Mobility Implementation (Appendix I)
PLCa	=	Attributable Cost of Mobility Plan Projects (Table 9)
ECEf	=	Existing Conditions Evaluation factor of 1.00 (Table 5)
NGEf	=	New Growth Evaluation factor of 1.00 (Table 8)
MPCa	=	Assignable Cost of Mobility Plan Projects (Table 9)
PMCi	=	Person Miles of Capacity increase (Table 6)

Prepared by NUE Urban Concepts, LLC

The following is the calculation for the Person Miles of Capacity Rate (PMCr) illustrated in **Figure 7**:

PLC of $58,316,000 = ($22,299,000 + $31,717,000 + $4,300,000)

AF of $19,035,900 = ($13,395,600 + $5,640,300 + $0)

PLCa of $39,280,100 = ($58,316,000 - $19,035,900)

MPCa of $39,280,100 = ($39,280,100 x 1.00) x 1.00)

PMCr of $366.13 = ($39,280,100 / 107,286)

With an assignable Mobility Plan Cost (MPCa) of **$39,280,100** and a Person Miles of Capacity increase (PMCi) of **107,286** the calculated Person Miles of Capacity PMC rate (PMCr) is **$366.13** **(Table 9)**. The PMCr will be multiplied by the Person Travel Demand per land use on the Mobility Fee schedule to calculate the Mobility Fee rate per land use.

Table 8: Person Miles of Capacity Rate (PMCr)

Planning Level Cost (PLC)	**$58,316,000**
Anticipated Funding (AF)	**$19,035,900**
Attributable Planning Level Cost (PLCa)	**$39,280,100**
Existing Conditions Evaluation Factor (ECEf)	**1.00**
New Growth Evaluation Factor (NGEf)	**1.00**
Assignable Mobility Plan Cost (MPCa)	**$39,280,100**
Increase in Person Miles of Capacity (PMCi)	**107,286**
Person Miles of Capacity Rate (PMCr)	**$366.13**

Source: *Intersections Plan* ***(Appendix G).*** *Corridors Plan* ***(Appendix H).*** *Mobility Implementation* ***(Appendix I).*** *The Planning Level Cost (PLC) of mobility projects per* ***Table 6****. The anticipated funding per* ***Table 7****. The Existing Conditions Evaluation factor (ECEf) is obtained from* ***Table 5.*** *The New Growth Evaluation factor (NGEf) is obtained from* ***Table 8.*** *Person Miles of Capacity increase (PMCi) per* ***Table 6****. The Person Miles of Capacity Rate (PMCr) was determined per* ***Figure 7.***

PERSON TRAVEL DEMAND PER USE (PTDU)

The second component for calculating a Mobility Fee for land uses in the Mobility Fee schedule is the calculation of person travel demand (PTD) for each use. The factors utilized in the calculation of person travel demand (PTD) for each use are the principal means to achieve the "rough proportionality" test established by the courts and Florida Statute 163.31801.

Trip Generation

Trip generation rates are based on daily trip information published in the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 12th edition. The detail for the daily trip generation rates for each land use is included in **Appendix J.** For uses where daily trips are not provided or there are only a few studies, the AM and PM Peak hours of adjacent street traffic were averaged and divided by a peak-to-daily ratio to derive daily trips.

The Mobility Fee schedule requires that trip generation rates for non-residential uses be based on multiple land uses. The trip generation for Mobility Fee schedule land uses such as long-term care, administrative and professional office, and commercial recreation uses are based on weighted AM and PM trip generation data to develop the daily trip generation rates. Additional detail is provided in **Appendix J.**

The simplest way to calculate the daily trip generation rate for a use, where trip generation is based on multiple trip generation rates, would be to simply average the trip rates. The issue with a simple average is that the ITE Manual may only have one (1) or two (2) studies for a given land use and 50 studies for another use. Generally, the greater the number of studies, the more accurate the trip generation rate is for a given use. To ensure that a trip generation rate based on one (1) study does not have the same weight as a trip generation rate based on 30 studies, a weighted trip generation rate is calculated for each Land Use where daily trips are based on more than one ITE land use code.

% New Trips

The percentage of new trips is based on a combination of the various pass-by analyses provided in ITE's Trip Generation Handbook, 3rd edition and various traffic studies conducted throughout Florida. The percentage of new trips differs slightly from the commonly used pass-by trip term as it is the percentage difference in trips after pass-by trips are deducted. While ITE's Trip Generation Handbook does not recognize pass-by rates for uses other than retail, pass-by rates are utilized for uses such as medical offices, day care, and recreation use to reflect how people move about the community. The detail for the % new trips is included in **Appendix K**. The concept is better understood based on the following example:

(10 trips x (100% - 30% pass-by rate)) = 7 trips or 70% new trips).

Vehicle Trip Length (VTl)

The vehicle trip length (VTl) is used to calculate the vehicle miles of travel for land uses in the mobility fee schedule. Vehicle trip lengths are based on the 2022 National Household Travel Survey (NHTS). The NHTS vehicle trip length data is based on travel surveys collected for the South Atlantic Region of the U.S., which includes Florida.

The travel surveys are from metropolitan statistical areas with a population of more than 1,000,000 with heavy rail service, which includes the central portions of Palm Beach County **(Appendix L)**. Vehicle trip lengths vary by trip purpose. Several trip purposes have been combined to more accurately reflect trip characteristics of the uses established in the Mobility Fee schedule. The travel survey data utilized are for trips of 5.0 miles or less.

Limited Access Evaluation Factor (LAEf[LR2.1][JP2.2])

Travel on Interstate 95 (I-95), which is a limited access facility, is excluded from Mobility Fee calculations as I-95 is principally funded and maintained by the Federal Government in coordination with FDOT. To ensure development that generates new person travel demand is not charged for travel on I-95, a limited access factor has been developed based on 2025 VMT.

The limited access VMT is based on the on and off ramp volumes at the I-95 Interchanges at 6th and 10th Avenues. The VMT is based on the ramp volume multiplied by the length between the interchange and the first interchange outside City limits on I-95: Forest Hills Blvd north of City and Lantana Avenue south of City. The VMT of **82,562** attributable to Lake Worth Beach is based on the daily traffic traveling along 10th Avenue on the east side of I-95 **(Table 10)**.

Table 9: Interstate 95 & 6th Avenue Interchange Vehicle Miles of Travel (VMT)

I-95 Ramp Movement	Daily Ramp Volume	I-95 Length (miles)	1-95 RAMP VMT	VMT East of I-95
North Bound Off	14,500	1.49	21,605	15,571
South Bound On	13,000	3.19	41,470	29,888
North Bound On	11,000	3.19	35,090	25,290
South Bound Off	11,000	1.49	16,390	11,813
Total	49,500	9.36	114,55	82,562

Source: *FDOT Online Traffic Counts (2024). I-95 Ramp VMT is Daily Ramp Volumes x I-95 length. The VMT East of I-95 is based on a factor of (0.721) x I-95 Ramp VMT. VMT factor based on 6th Ave AADT (12,400 AADT 6th Ave west of I-95 + 32,000 AADT = 44,400 AADT; 32,000 / 44,400 = 0.721 rounded).*

The VMT of **51,637** attributable to Lake Worth Beach is based on the daily traffic traveling along 10th Avenue on the east side of I-95 **(Table 11)**. The volumes on 10th Avenue are higher headed to and from the west, than towards Lake Worth Beach. The 10th Avenue interchange also serves traffic to and from Greenacres, Lake Clarke Shores, Palm Springs, Wellington, and unincorporated areas on the west side of I-95. While there is some City development west of I-95, the overall land area within incorporated Lake Worth Beach west of I-95 is minor compared to the land area of these surrounding communities.

Table 11: Interstate 95 & 10th Avenue Interchange Vehicle Miles of Travel (VMT)

I-95 Ramp Movement	Daily Ramp Volume	I-95 Length (miles)	1-95 RAMP VMT	VMT East of I-95
North Bound Off	11,000	2.79	30,690	13,708
South Bound On	11,000	1.89	20,790	9,286
North Bound On	14,000	1.89	26,460	11,819
South Bound Off	13,500	2.79	37,665	16,824
Total	49,500	9.36	115,605	51,637

Source: *FDOT Online Traffic Counts (2024). I-95 Ramp VMT is Daily Ramp Volumes x I-95 length. The VMT East of I-95 is based on a factor of (0.447) x I-95 Ramp VMT. VMT factor based on 10th Ave AADT (41,500 AADT 10th Ave west of I-95 + 33,500 AADT = 75,000 AADT; 33,500 / 75,000 = 0.447 rounded).*

The limited access evaluation factor (LAEf) of **0.787** is based on just over 21% of VMT to and from Lake Worth Beach occurring on I-95 **(Table 12).** The LAEf adjustment is applied to the VMT per land use **(Appendix K)** and is used in the calculation of person travel demand per land use **(Appendix K).**

The following is the calculation for the Limited Access Evaluation factor (LAEf):

I-95 at 6th Ave VMT + I-95 at 10th Ave VMT = Limited Access VMT

Limited Access VMT + Arterial & Collector Roads VMT = Total VMT

Limited Access Evaluation factor = 1- (Arterial & Collector Roads VMT divided by Total VMT)

82,562 + 51,637 = 134,199; 134,199 + 495,020 = 629,219;

1 - (134,199 / 629,219) = 0.787

Table 12: Limited Access Evaluation Factor (LAEf[JP3.1])

Facility	2025
Interstate 95 & 6th Ave VMT	82,562
Interstate 95 & 10th Ave VMT	51,637
Limited Access VMT	134,199
Arterial & Collector Roads VMT	495,020
Total VMT	629,219
Limited Access Evaluation Factor (LAEf)	0.787

Source: *Growth in Vehicle Miles of Travel (Table 2).*

Origin Destination Factor (ODf)

Trip generation rates represent trip-ends at the site of a land use. Thus, a single origin trip from home to work counts as one trip-end for the residence and from work to the residence as one trip-end, for a total of two trip ends. This distributes the impact of travel between origins and destinations of trips based on the overall share of travel by trip purpose. The application of the origin and destination factor (ODf) eliminates double charging new development for the same trip. The ODf is used in the calculation of PTDu (**Appendix K**).

Vehicle Miles of Travel (VMT)

The vehicle miles of travel are calculated based on trip generation, percent new trips, vehicle trip length, the limited access evaluation factor, and the origin and destination factor (**Appendix K**). The vehicle miles of travel (VMT) for land uses in the mobility fee schedule are then converted into person travel demand (PTD) based on the person miles of travel (PMT) factor.

Person Miles of Travel Factor (PMTf)

The person miles of travel factor (PMTf) are used to convert the vehicle miles of travel (VMT) to person travel demand (PTD) for land uses in the mobility fee schedule. The PMTf allows for the conversion of vehicle travel to person travel by accounting for people walking, bicycling, riding transit, and for vehicle occupancy. The person miles of travel factor (PMTf) are based on the 2022 National Household Travel Survey (NHTS).

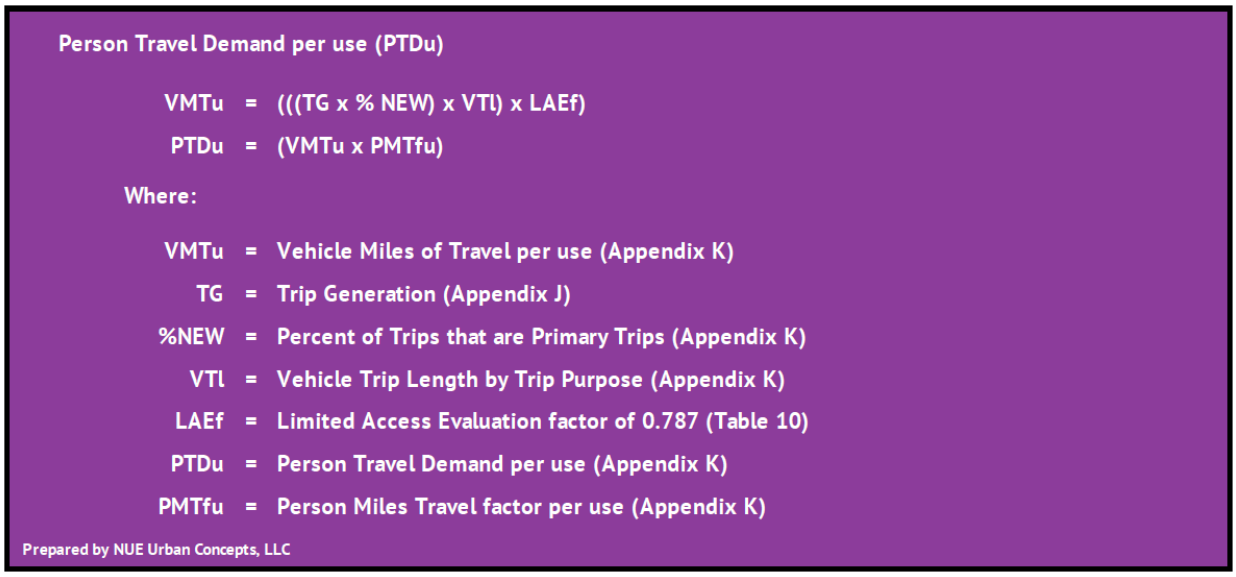
The NHTS vehicle trip length data is based on travel surveys collected for the South Atlantic Region of the U.S., which includes Florida. The travel surveys are from metropolitan statistical areas with a population of more than 1,000,000 people with heavy rail service, which includes the central portions of Palm Beach County **(Appendix L)**.

The person miles of travel factor (PMTf) vary by trip purpose. Several trip purposes have been combined to more accurately reflect trip characteristics of the uses established in the Mobility Fee schedule. The assigned PMTf per land use is established in **Appendix K.**

Person Travel Demand per Land Use (PTDu)

The result of multiplying vehicle miles of travel (VMT) by the person miles of travel factor (PMTf) is the establishment of a Person Travel Demand per land use (PTDu) **(Appendix K)**. The PTD per land use reflects projected person travel during an average weekday for the various land uses in the Mobility Fee schedule. The calculation for Person Travel Demand (PTD) is illustrated in **Figure 8**:

Figure 8: Person Travel Demand per Use (PTDu)



The following is an example of the calculation of the Person Travel Demand (PTD) for a single-family detached residential land use per 1,000 sq. ft. **(Appendix K).**

Trip Generation (TG): 6.25
% New Trips (%NT): 1.00
Vehicle Trip Length (VTl): 2.59
Limited Access Adjustment factor (LAEF): 0.787
Origin & Destination Factor (ODf): 0.50
Vehicle Miles of Travel (VMT): 6.37
Person Miles of Travel factor (PMTF): 1.63
Person Travel Demand (PTD): 10.38

((((TG x % NT) x VTl) x LAEf) x ODf) = VMT; (VMT x PMTf) = PTDu
((((6.25 x 1.00) x 2.59) x 0.787) x 0.50) = 6.37; (6.37 x 1.63) = 10.38

The following is an example of the calculation of the Person Travel Demand (PTD) for an administrative and professional office per 1,000 sq. ft. **(Appendix K).**

Trip Generation (TG): 10.97
% New Trips (%NT): 0.85
Vehicle Trip Length (VTl): 3.07
Limited Access Adjustment factor (LAEF): 0.787
Origin & Destination Factor (ODf): 0.50
Vehicle Miles of Travel (VMT): 11.26
Person Miles of Travel factor (PMTF): 1.25
Person Travel Demand (PTD): 14.08

((((TG x % NT) x VTl) x LAEf) x ODf) = VMT; (VMT x PMTf) = PTDu
((((10.97 x 0.85) x 3.07) x 0.787) x 0.50) = 11.26; (11.26 x 1.25) = 14.08

MOBILITY FEE ASSESSMENT AREA

There are two kinds of geographic areas in mobility fee systems: assessment areas and benefit districts. Assessment areas are based on either a physical location, such as a downtown, or a type of development pattern, such as a traditional neighborhood development (TND). New development within the City only pays the mobility fee rate applicable to the assessment area in which the new development is located.

The establishment of different assessment areas is done in recognition that certain geographic locations or types of developments will result in shorter trips, more people walking and bicycling, and higher levels of internal capture; thus, minimizing impact to the external roadway network. Multiple assessment areas are established for mobility fees to reflect differences dues to internal capture or external distribution of trips.

Multiple assessment area options within the City were considered based on a review of the Future Land Use Element (FLUE), Future Land Use Map (FLUM), and current development patterns. The FLUE, FLUM and current development patterns for the City do not feature enough variation to warrant Mobility Fees that vary by assessment area.

The Lake Worth Beach mobility fee features a single **Assessment Area** for the City (**Map A**). The Lake Worth Beach mobility fee also identifies areas that would be subject to a mobility fee assessment if those areas were annexed into the City in the future. The assessment area defines where a mobility fee is assessed and collected from new development. The mobility fee is assessed at the time of building permit application and is paid at the time a building permit is issued, or equivalent approval is granted by the City.

The Mobility Fee Ordinance will address assessment and imposition of the mobility fee on new development. The Mobility Fee Ordinance may either incorporate the Assessment Area map by reference or include the map as an exhibit to the Ordinance.

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MOBILITY FEE SCHEDULE

To ensure the rough proportionality test is addressed, the person travel demand of individual land uses is used to calculate the mobility fee rate per use (MFru) in the mobility fee schedule **(Appendix M)**. The mobility fee rate is based on the person travel demand for each use (PTDu) listed on the mobility fee schedule multiplied by the person miles of capacity rate (PMCr).

The calculated person travel demand for each use (PTDu) represents the full person travel demand impact of that land use within the Mobility Study Area **(Appendix K)**. The mobility fee rate per use (MFru) has been developed to fund the mobility projects needed on City, County, and State Roads to address growth in future travel demand. Payment of the mobility fee based on land uses in the mobility fee schedule allows new development to equitably mitigate its impact to the City's transportation system.

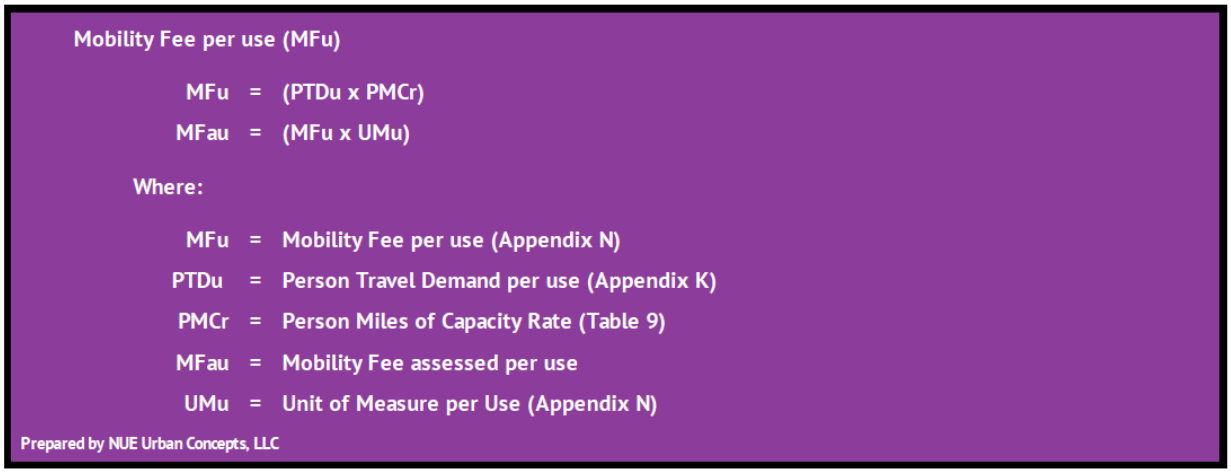
The Mobility Fee schedule provides fee rates on a per square foot or applicable unit of measure basis **(Appendix M)**. New development is assessed a mobility fee per use (MFau) at the time of building permit application on a per square foot basis or applicable unit of measure. The calculations for determining the mobility Fee are illustrated in **Figure 9.** The following is an example of the mobility fee calculation for a 1,500 sq. ft. single-family detached residential dwelling where the unit of measure (UM) is per 1,000 sq. ft.:

(PTDu x PMCr) = MFu; (MFu / 1,000) x UMu = MFau

(10.38 x $366.13) = $3,801; ($3,801 / 1,000) = 3.80 (rounded)

($3.80 x 1,500) = $5,700

[LR4.1]Figure 9: Mobility Fee Calculation



The mobility fee schedule seeks to strike a balance between the City's Comprehensive Plan and current market trends. The uses included on the mobility fee schedule enable the City of Lake Worth Beach to use the Mobility Fee as an additional tool to further integrate land use and transportation planning consistent with the City's Comprehensive Plan. The calculated mobility fee per land use is provided in **Appendix M**.

The mobility fee schedule of uses is broken down into five (5) components that are further described below the figure: (1) category of land uses; (2) individual land use classifications; (3) representative land uses; (4) Assessment Area; and (5) the mobility fee rates per land use. The following is an example the five (5) components of the mobility fee schedule **(Figure 10).**

Figure 10: Mobility Fee Schedule Components

Five (5) Components of a Mobility Fee Schedule	
Use Categories, Uses Classifications, & Representative Uses	**(Assessment Area)**
	City-wide
(1st Use Category) = Institutional Uses	
(2nd Use Classification) = Community Serving **(3rd Representative Use) = (Center, Club, Clubhouse, Lodge, Museum, Performance Venues, Place of Assembly or Worship)**	**(5th Mobility Fee Rates)**

The first (1st) component is overall **land use category**, such as residential, non-residential, and auto-oriented non-residential uses. or office. Under each overall category there are multiple uses for which a mobility fee is calculated. These overall categories are generally consistent with the City Comprehensive Plan and the ITE Trip Generation Manual.

The second (2nd) component is individual **land use classifications**, such as Long-Term Care or Administrative and professional office. These individual land use classifications have similar person travel demand characteristics and / or similar functions to the overall land use category. The mobility fee schedule is consistent with the City's parking schedule for non-residential land uses. Residential uses are also consistent with the City's parking schedule, except the fees are calculated on a per square foot basis. These individual land use classifications are generally consistent with the ITE Trip Generation Manual classification under a given category of land uses. The individual land use classifications will specify the unit of measure. The units of measure, to the greatest extent feasible, are consistent with how requirements for the number of off-street parking spaces are required for a development.

The third (3rd) component is **representative land uses** under the individual land use classifications. These representative land uses are shown in brackets such as (brewery, distillery, fabrication, nursery, storage, trades, utility, warehouse) after the individual land use classification of Industrial. These representative land uses have similar person travel demand characteristics and functions to the individual land use classification.

These land uses are not exhaustive and are intended to serve as a guide to describe the types of use that would be assessed a mobility fee based on the rate for the individual land use classification. The definition of each individual land use classification provides further detail on the types of representative land uses that would fall under an individual land use classification. These representative land uses are generally consistent with the ITE Trip Generation Manual classification under a give category of land uses and individual land use classifications.

The fourth (4th) component is the **Assessment Area**. The mobility fee schedule includes a single assessment area. In the future, the City could consider additional assessment areas. The fifth (5th) component is the **Mobility Fee rates** per land use classification. The Mobility Fee rates are illustrated for each land use. The Mobility Fee for an individual land use is determined by multiplying the mobility fee rate by the applicable unit of measure.

An applicant should consult the City's land development regulations for specific allowable uses per land use classification. Inclusion of a land use classification or representative land use on the mobility fee schedule in no way implies a use is allowed or permitted. Land use allowances are based on the City's Comprehensive Plan and Zoning regulations.

Residential[LR5.1][JP5.2] Land Uses

The Mobility Fee schedule includes five (5) residential uses:

1. Single Family
2. Multifamily
3. Long Term Care
4. Mobile Residence
5. Other Residence (community residence type I-IV, recovery residence)

The first three – single family, multifamily, and long-term care – are assessed on a per square foot basis. Mobile Residence is based on a per lot or space. Other Residence is based on per employee plus per room. The square footage for single family, multifamily, and long-term care exclude parking garages, parking structures, and areas for pick-up, delivery and refuse removal.

The Mobility Fee for single family, multifamily is calculated such that a 600 sq. ft. studio pays for 600 sq. ft., a 1,200 sq. ft. two-bedroom apartment pays for 1,200 sq. ft., and a 2,000 sq. ft. single-family detached dwelling pays for 2,000 sq. ft. There is a direct correlation between the size of a residential unit and the Mobility Fee to be paid.

The calculation of Mobility Fees per sq. ft. is consistent with how the building industry prices permits and is a tool available to the City to address affordability. The transition to a flat residential Mobility Fee rate, regardless of the type of residential use, reflects that as the size of a residential dwelling unit increases, there is a corresponding increase in the number of bedrooms and vehicles per household **(Appendix J)**.

An analysis of data from the 2022 National Household Survey illustrates that as the number of vehicles increases and household size increases, so does the corresponding vehicle miles of travel **(Appendix N).** Thus, like the trip generation rates for non-residential land uses, as the size of a dwelling unit increases, so does the number of associated vehicle trips.

Other residences are recognized by Florida Statute with varying regulations per type of residence. These differ from single-family and multifamily homes in terms of occupancy and duration of stays. These uses are occupied on a per room basis and often feature shared common facilities and one or more caregiver(s) or employees that provide oversight of the residents. The traffic impact of these uses is measured on a per room basis and the number of employees on a typical day.

Non-Residential Uses[LR6.1]

The Mobility Fee schedule features for non-residential uses is unique to Lake Worth Beach. Most impact fee and mobility fee schedules use units of measure on either a per 1,000 square foot basis or per square foot basis for most non-residential land uses. Non-residential uses such as overnight lodging or commercial recreation are based on a specific unit of measure such as the number of rooms or acres.

City staff requested development of a mobility fee schedule that is consistent with the requirements for determining off-street parking spaces required. The land use classifications are consistent with the land development regulations for off-street parking requirements to the maximum extent feasible. The representative uses identified in brackets have similar trip generation and trip length characteristics and have been allocated to the closest land use classification on the mobility fee schedule.

Office Uses

The Mobility Fee schedule features two office use categories. The first use is administrative and professional office uses such as accounting or real estate with mobility fees determined on a per 400 square foot basis. The second use is medical, such as clinics, dentist, medical doctors, emergency care, and veterinary. Medical office uses generate more trips than non-medical office use, with mobility fees assessed on a per 250 square foot basis.

Recreational Uses

The Mobility Fee schedule includes two recreational use classifications: (1) commercial recreation uses, indoor; and (2) commercial recreation uses, outdoor. Commercial denotes these uses require some type of financial payment or membership and are typically private business operations, not publicly owned parks. Indoor recreation uses included uses such as gyms, health clubs, yoga, and dance studios and are calculated on a per 200 square foot basis. Outdoor recreation uses consist of uses such as golf courses, tennis courts, and multipurpose recreation facilities, and the mobility fee is based on the number of acres.

Industrial Uses

The Mobility Fee schedule features one industrial use category. The industrial category includes general industrial uses such as heavy industrial, assembly, manufacturing, microbreweries, and trades, as well as commercial storage uses such as mini-warehouses, outdoor storage, and warehouses. Mobility fees are assessed on a per 1,000 square foot basis.

Institutional Uses

The Mobility Fee schedule features three institutional uses. The first are assembly type uses such as places of worship, social clubs, cultural and civic uses. The second are private educational uses such as day care, pre-school, private primary school (K to 12) and tutoring uses. The third institutional use are hospitals, secondary education such as colleges and universities, along with educational uses beyond primary school. Mobility fees for all institutional uses are assessed on a per 200 square foot basis. The mobility fee rates for institutional uses do differ across the three classifications based on trip generation, trip length and person miles of travel factors.

Lodging Facility

The Mobility Fee schedule features one lodging or overnight accommodations category. This includes hotels, motels, inns, resorts, bed and breakfast, and vacation rentals. Mobility fees are assessed on a per room basis. Any spaces leased to a third party that are open to the public would pay the applicable mobility fee rate for that use, such as a restaurant or retail use.

Retail Land Uses

The Mobility Fee schedule includes three retail use classifications: (1) restaurant; (2) retail; (3) and single destination commercial uses. A significant update in the 12th edition of the ITE Trip Generation Manual is the addition of several multi-tenant retail center use classifications. The first classification includes restaurants. These can be fast food, sit down, table service or take-out uses. Mobility fees are assessed per 150 square feet. Restaurants with one or more drive-thru lanes would also pay a fee per drive-thru lane or plus per ten (10) parking spaces.

The second classification includes retail uses. These uses are generally located with other tenants in a building or provide personal services such as salon, spa, or nails. Mobility fees are assessed per 500 square feet. The third classification includes single destination commercial uses. These are typically characterized as big box retailers that attract the predominate number of trips to a use. Mobility fees are assessed per 250 square feet. An applicant should have the allowable use and designation determined by City staff consistent with land development regulations that further define allowable and permitted uses.

Auto Oriented Non-Residential Uses

The Mobility Fee schedule includes eight non-residential uses that are primarily auto oriented in nature. These auto-oriented non-residential land uses include: (1) automotive/vehicular uses; (2) drive-through facility; (3) drive-in and drive-through restaurant; (4) parking; (5) vehicle charging stations; (6) vehicle fueling; (7) vehicle service and repair; and (8) vehicle washing.

Auto and vehicular uses such as parts stores or vehicle sales would have mobility fees based on a per 150 square foot basis. Any portion of the use used for vehicle service or repair would pay per bay or stall, in addition to per 300 square feet for areas associated with the repair or service of vehicles.

Most auto oriented non-residential uses are considered additive mobility fees. They would be assessed a mobility fee for the square footage of buildings plus the mobility fee associated with a unique unit of measure. As more land uses downsize, a Mobility Fee based solely on building size does not fully capture the travel demand impact of certain high travel demand uses.

Banks and pharmacies have long had drive-through facilities. Increasingly grocery storers, dry cleaners, and big-box retail uses are also starting to provide drive-through facilities. These retail uses would pay additive mobility fees based on the number of drive-through facilities, plus the square footage of the building at the applicable mobility fee rate.

Fast food restaurant uses are experiencing a transformation where buildings are getting smaller, while the number of drive-thru lanes and delivery services are increasing. Due to their high travel demand impact, an additive fee has been calculated per fast food drive-thru lane and per ten (10) spaces to capture the impact of fast food uses that offer one or more drive-through lanes or drive-in parking spots. Some fast-food uses are migrating to walk-up ordering, outdoor seating only, with two drive-thru lanes and one delivery pick-up lane, further increasing travel demand. This impact is not captured by simply evaluating the building. The mobility fee where there are drive-through lanes or drive-in service shall be based on the number of lanes at ordering and per every 10 spaces dedicated to dine-in vehicle service or online orders are filled.

Commercial parking for nonpublic parking lots or parking garages, towing and storage, rental car lots, outdoor storage or outdoor auction shall be assessed a mobility fee per parking space.

Convenience uses have primarily been uses with vehicle fueling. Increasingly superstores, supermarkets, variety stores, and wholesale clubs have started to add vehicle fueling and vehicle charging. The additive mobility fees will be assessed to any use that offers commercial vehicle charging and fueling and is accessible to the public or through a membership club. The mobility fee is assessed per commercial charging position or fueling position. Any vehicle charging station that does not charge for service will not be assessed a mobility fee, such as charging stations provided in a public or private garage that do not charge for use.

Uses with a car wash shall be required to pay a mobility fee per 1,000 sq. ft. Vehicle service and repair shall be required to pay a mobility fee per service bay, plus per 300 sq. ft. associated with any building spaces that are not captured as part of a bay. These uses would include vehicle repair or service, quick lube, tire stores, as well as any vehicle accessories or modifications.

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MOBILITY FEE COMPARISON[LR7.1]

A comparison between the City of Lake Worth Beach Mobility Fee and the existing Palm Beach Gardens mobility fee has been prepared **(Appendix O).** The comparison is a useful metric given both local governments base their mobility fee on a mobility plan and both use similar mobility fee methodologies. The Palm Beach Gardens Mobility fee was adopted in 2025.

A comparison has also been prepared between Lake Worth Beach and Palm Beach County. It should be noted that there are fundamental difference between the City's Mobility Fee and the County's Road Impact Fee, such as the fees: (1) are not based on the same improvements; (2) use very different methodologies; (3) do not have the same land uses; (4) were calculated by different consultants; and (5) were prepared at different times.

The Palm Beach County Road impact fee uses a consumption-based methodology based on an adopted level of service standard, rather than specific road projects that the County intends to construct. The Lake Worth Beach Mobility Fee uses a plan-based methodology where the Mobility Fee is based on the cost to construct specific mobility projects. The County's road impact fee uses vehicle miles of travel and trip lengths to determine its road impact fee based on studies completed in the 1990's and 2000's. The City Mobility Fee uses person miles of travel, person miles of capacity, person travel demand, and trip lengths based on the 2022 National Household Travel Survey (NHTS).

The schedule of uses and units of measure also differ when comparing the City's Mobility Fee and the County's Road impact fee. The City Mobility Fee schedule is more streamlined with a total of 25 mobility fee rates, compared to 49 different County Road impact fee rates. The City's Mobility Fee was calculated by NUE Urban Concepts, which specializes in plan-based mobility fees. The County's road impact fee was calculated by Tindale Oliver that primarily does consumption-based fees. The County's road impact fee is based on rates from 2021, or earlier, based on their 2022 road impact fee study. The City Mobility Fee is based on the most recent and localized data as of 2026.

The City's Mobility Fee for residential land uses is based on the habitable square footage for single-family residential uses and total square footage under roof for multi-family residential uses. The Palm Beach County Road impact fee for residential land uses is calculated per dwelling unit, regardless of the square footage. On a per 1,000 sq. ft. basis, Lake Worth Beach Mobility Fee is lower than the County Road impact fee per dwelling unit **(Appendix P)**. The comparison denotes when City mobility fees are higher of lower compared to the County's road impact fee.

MOBILITY FEE BENEFIT DISTRICT

The benefit test of the dual rational nexus test requires that local governments establish defined areas or districts within which mobility fees collected are earmarked for expenditure. The geographic limits of the proposed Mobility Fee Benefit District include the current City limits, enclaves, and portions of unincorporated Palm Beach County **(Map B).** The extension of a Mobility Fee Benefit District beyond current City limits was done in recognition that travel demand does not start or stop at City limits **(Map B)**.

Having a Mobility Fee Benefit District that extends beyond municipal limits ensures that Lake Worth Beach can expend Mobility Fees on projects identified in the Mobility Plan outside municipal limits that cross enclaves or terminate at logical endpoints. It also allows Lake Worth Beach to address extra jurisdictional impacts and to work in a cooperative manner with adjacent municipalities, the County, and FDOT to partially fund mobility projects that would provide a mobility benefit to new development that pays the mobility fee. The extended boundaries allow for the expenditure of mobility fees to fund mobility projects across enclaves and in surrounding areas to provide for continuity and connectivity.

To advance mobility projects and to form public / private partnerships, the City may elect to establish a development specific mobility fee benefit district. A development specific benefit district would accommodate instances where new development advances mobility projects within a defined area. The benefit district could be a tool to collect mobility fees from various end users within a defined development and reimburse the new development that advanced the mobility project with mobility fees collected within the benefit district.

The benefit district could also include unaffiliated third-party development activity within a defined area that would pay its mobility fee, and Lake Worth Beach would reimburse the development that provided a mobility benefit outside of the limits of its development boundary. Any development specific benefit district would be established through a developer agreement between the City and the new development. The agreement would address the limits of the district and any development specific collection of mobility fees, utilization of credit, or reimbursement to the developer.

The City will be required to establish a mobility fee special revenue account. Special revenue fund accounts ensure that mobility fees are expended within the Benefit District in which they are collected and are appropriately accounted for to address annual State mandated audit requirements for Mobility Fee collections and expenditures.

DEFINITIONS

Any defined term in this Technical Report does not supersedes definitions in the City's Comprehensive Plan or Land Development Regulations.

Administrative and Professional Office means corporate headquarters, research & development, business parks, and other general office uses that include professional activities primarily involving the provision of professional or skilled services, including but not limited to accounting, legal, real estate, insurance, financial, engineering, architecture, accounting, and technology.

Amenities and Ancillary Uses means buildings, structures, and lands with a clubhouse, meeting spaces, laundry facilities, guard houses, fields, courts, indoor or outdoor recreation uses, garages, parking structures, barns, sheds, landscape maintenance facilities that do not generate additional person travel demand, are not open to the public, are not a commercial use. These amenities are generally associated with residential developments and overnight lodging. These uses are not assessed a mobility fee unless they are open to the public and charge for use either through cash or electronic payment or through membership or club dues.

Assessment Area means a geographic area of the City or a specific development pattern where mobility fees are assessed on new development.

Automotive/vehicular uses means a land use with a mobility fee rate based on a unit of measure that generates the manufacture, sale, installation, maintenance, operation, or support of vehicles and vehicle-related systems**,** covering parts, accessories, and uses not otherwise explicitly listed.

Auto Oriented Non-Residential Uses means a land use with a mobility fee rate based on a unit of measure that generates high levels of impact per unit such as service bays, car wash lanes, fueling positions for motor vehicles, and drive-thru lanes for banks, quick service restaurants, and retail uses. These mobility fees per unit of measure are assessed in addition to mobility fees assessed per land use based on square footage of buildings and structures or the applicable unit of measure for the land use. These auto oriented non-residential uses fees may be referred to additive fees or additive mobility fees.

Benefit District means areas a geographic area of the City where mobility fees paid by new development are expended on mobility projects.

Capacity means the maximum sustainable flow rate, at a service standard, at which persons or vehicles reasonably can be expected to traverse a point or a uniform section of a bicycle facility, pedestrian facility, roadway, or shared-use multimodal facility during a given time-period under prevailing conditions. For transit, the capacity is the maximum number of persons reasonably accommodated riding a transit vehicle, along with the frequency and duration of transit service.

Commercial recreation uses, indoor means facilities that primarily focus on individual or group fitness, exercise, training or provide recreational activities. The uses typically provide exercise, dance or cheerleading classes, weightlifting, yoga, Pilates, cross-fit training, fitness, and gymnastics equipment. Indoor commercial recreation also includes uses such as bowling, pool, darts, arcades, video games, batting cages, trampolines, laser tag, bounce houses, skating, climbing walls, and performance centers. Food, beverages, equipment, and services may be offered for ancillary sales.

Commercial recreation uses, outdoor means outdoor recreational activity including land uses with miniature golf, batting cages, video arcade, bumper boats, go-carts, golf driving ranges, tennis, racquet or basketball courts, soccer, baseball and softball fields, paintball, skating, cycling or biking that require paid admittance, membership or some other type of fee for use. Buildings for refreshments, bathrooms, changing and retail may be included. The fee shall be based upon the total acreage of the facility for active uses outside of buildings and all buildings used to carry out a primary function of the land use activity. Areas for parking, buffers and stormwater that are not active features of the land use are excluded from the fee acreage. The use would generally fall under the ITE Land Use Code Series 400.

Drive-in and drive-through restaurant means a delivery lane of beverage, coffee, fast food, fast casual, quick service where an order is picked-up by a customer that placed an order at a call box, window, or screen, or via a mobile device or an on-line application or portal. The number of drive-thru lanes shall be based on the total number of lanes, not the number of windows where an order is picked-up. Some drive-thru lanes may be opened longer than the restaurant is open. Food may be obtained from a pick-up window, locker, station, or functional equivalent after the order has been placed. For uses with designated parking areas for delivery pick-up where food is brought to the parking location, every ten (10) designated spaces shall be considered the equivalent to a drive-thru lane. The mobility fee per drive-in and drive-through is assessed in addition to the mobility fee assessed for the building where there is indoor or outdoor seating or a walk-up window to pick up food or beverages

Drive-through facility means any business or service use such as bank, commercial, dry cleaner, grocery, retail, pharmacy that provides goods or services to customers while they remain in their vehicle, through a designated drive-through lane or window**,** regardless of whether the service involves a teller, employee, automated system, or order pickup. This use also includes free standing drive-thru lanes, freestanding walk-up or drive-thru machines. The fee shall be based upon the total number of drive-thru lanes with a service window, pneumatic device, or ATM and/or the total number of free-standing walk-up or feature drive-thru lanes.

Dwelling, single-family residential means a residential use including single-family attached, single-family detached, duplex, townhouse, two-family, ADU, as a self-contained living space intended for residential occupancy by one or more individuals, including permanent facilities for living, sleeping, eating, cooking, and sanitation.

Dwelling, multifamily means a multi-residential unit, including apartment, boarding, efficiency, micro-units, three (3) or more attached units and timeshare intended for residential occupancy by one or more individuals, including permanent facilities for living, sleeping, eating, cooking, and sanitation.

Impact shall mean any new development that results in an increase in person travel demand above the demand generated by the existing use of property, including submerged properties.

Industrial means those activities which are predominantly engaged in building and construction trades, the assembly, distribution, finishing, packaging, processing, production, fabrication, nursery, utility, trades, warehouse and/or storage of goods or products, utilities, recycling, waste management and uses that include brewing and distilling that may have taps, sampling or tasting rooms, and include those uses specified in the ITE Trip Generation Manual under Land Use Code Series 000 and 100 excluding governmental uses and commercial storage uses. Industrial uses typically have ancillary office space and may have display or merchandise display areas for various trades and industries that are not open to the general public. Industrial uses are also located in land uses and zoning districts intended for industrial uses. Industrial

Institutional means hospitals and those uses related to and higher education including colleges, trade-schools, universities, schools of arts, instruction, modeling, and music. These uses are in ITE Trip Generation Manual under Land Use Code Series 500.

Institutional, assembly means those uses that are operated by non-profit civic organizations, governmental entities, foundations, or fraternal organizations, including places of assembly or worship, private club or lodge. Institutional, assembly also includes uses such as YMCA, cultural and artisanal uses, museum, art studio, gallery, cultural center, community meeting spaces, community theater, library, or a fraternal or masonic lodge or club, or any community and civic based uses that do not sell retail goods or services for profit and that participates in community and public activities. Food, beverages, goods, and services may be offered for ancillary fundraising and sales to support the community serving use.

Institutional, education means building or buildings used for pre-school, private education, childcare, or day care where students are educated by a non-governmental entity with grades ranging from pre-kindergarten to 12th grade. Private schools do not include Charter Schools, which are exempt from local government fees per Florida Statute. Childcare and day care shall mean a facility where care for young children is provided, normally during the daytime hours. Day care facilities generally include classrooms, offices, eating areas and playgrounds. Postsecondary education falls under office uses. These uses are in ITE Trip Generation Manual under Land Use Code Series 500.

Institutional Uses means those quasi-public uses that serve one or more community's social, educational, hospital, college, trade-school, university, schools of arts, instruction, modeling, music, health, cultural, and religious needs and which include those uses specified in the ITE Trip Generation Manual under the Land Use Code Series 500, and includes Land Use Codes 540, 550, 610, and 760. Federal, state, and local government institutional uses, except for community development districts, are exempt from payment of mobility fees.

ITE Trip Generation Manual means and refers to the latest edition of the report entitled "Trip Generation" produced by the Institute of Transportation Engineers (ITE), and any official updates.

Level of Service (LOS) means a quantitative stratification of the level of service provided to a facility, roadway, or service stratified into six letter grade levels, with "A" describing the highest level and "F" describing the lowest level; a discrete stratification of a level of service continuum.

Lodging Facility means places of accommodations, such as bed and breakfast, inns, motels, hotels, resorts and vacation rental that provide places for sleeping and bathing and may include supporting facilities such as restaurants, cocktail lounges, meeting and banquet rooms or convention facilities, and limited recreational facilities (pool, fitness room) intended for primary use by guest(s) and which include those uses specified in the ITE Trip Generation Manual under the Land Use Code Series 300. It also includes timeshares under Land Use Code 265.

Long Term Care means communities designed for long term care of on-site residents, such as assisted living facilities or center, congregate care facilities and nursing or retirement homes, with common dining and on-site health facilities for residents that is not a general retail or commercial use open to the public. This use includes ITE Trip Generation Manual Land Use Codes 253, 254, 255, and 620.

Medical Office means a building or buildings that provide clinic, medical, dental, or veterinary services, health care and urgent care. Medical office shall also include any clinics, emergency care uses, and any uses specified in the ITE Trip Generation Manual under Land Use Code Series 600, including Land Use Code 720. Land Use Code 620 (nursing home) is included under Long Term Care land uses.

Micromobility means electric powered personal mobility devices such as electric bicycles, electric scooters, hoverboards, One-Wheel, Unicycle, electric skateboards, and other electric assisted personal mobility devices. Low speed vehicles such as golf carts or mopeds are not considered personal micromobility devices.

Microtransit means electric powered low speed vehicles autonomous transit shuttles, golf carts, neighborhood electric vehicles, and transit circulators that seat less than 15 passengers.

Mobile Residence means land uses for the temporary or permanent placement of Mobile Homes RVs, Tiny Homes on Wheels, or Travel Trailers, manufactured home within predefined lots or spaces that have connections for communications, electric, water, and wastewater. Mobile residential parks may have common amenities and building with recreational uses, laundry, mobile park or subdivision and park offices.

Mobility means the ability to move people and goods from an origin (beginning point) to a destination (end point) by multiple modes of travel in a timely (speed) manner.

Mobility Fee means a monetary exaction imposed on new development to fund mobility projects identified in the most recently adopted mobility plan.

Mobility Fee Expenses means expenditures for: (a) the repayment of principal and interest or any redemption premium for loans, advances, bonds, bond anticipation notes, and any other form of indebtedness then outstanding consistent with statutory allowances and used to advance mobility projects identified in the mobility plan; (b) reasonable administrative and overhead expenses necessary or incidental to expanding and improving mobility projects; (c) crosswalks, elevated crossings, bridges, traffic control and crossing warning devices, landscape, trees, way finding, irrigation, hardscape, streetscape, and lighting related to projects; (d) micromobility devices, microtransit vehicles, programs and services, (e) mobility hubs, rail stations with parking structures, transit circulators, facilities, programs, shuttles, services and vehicles; (f) reasonable expenses for engineering studies, stormwater reports, soil borings, tests, surveys, construction plans, and legal and other professional advice or financial analysis relating to projects; (g) the acquisition of right-of-way and easements for the improvements, including the costs incurred in connection with the exercise of eminent domain; (h) the clearance and preparation of any site, including the demolition of structures on the site and relocation of utilities; (i) floodplain compensation, wetland mitigation and stormwater management facilities; (j) all expenses incidental to or connected with the issuance, sale, redemption, retirement, or purchase of bonds, bond anticipation notes, or other forms of indebtedness, including funding of any reserve, redemption, or other fund or account provided for in the ordinance or resolution authorizing such bonds, notes, or other form of indebtedness consistent with statutory allowances and used to advance mobility projects identified in the mobility plan; (k) reasonable costs of planning, design, survey, engineering, and construction, including mobilization, maintenance of traffic during construction and CEI (construction engineering and inspection) services of mobility projects, (l) City administration, implementation updates to the mobility plan and mobility fee, including any analysis, assessments, counts, data collection, plans, programs or studies needed for mobility projects, (m), local match for federal, state and county funded projects.

Mobility Fee Schedule means the land uses for which a mobility fee is to be assessed on new development. The schedule includes the mobility fee rates per unit of measure for each land use.

Mobility Fee Technical Report shall mean the City of Lake Worth Beach Mobility Fee Technical Report prepared by NUE Urban Concepts, LLC that documents the analysis, data and methodology used to develop a mobility fee and is adopted pursuant to an implementing ordinance which authorizes imposition of the mobility fee.

Mobility Plan shall mean the Intersections Plan, Corridors Plan, and Mobility Implementation included in the City of Lake Worth Beach Mobility Plan and prepared by WGI Engineering, Inc that identifies mobility projects within and adjacent to the City to meet future person travel demand from new development and serves as the basis for the City's mobility fee.

Mobility Implementation means initiatives identified in the Mobility Plan intended to implement the Mobility Plan. The mobility implementation includes a variety of programs and services that Lake Worth Beach will undertake as part of implementation of the mobility plan and expenditure of the mobility fees.

Mobility Project means improvements such as bike lanes, buffered bike lanes, protected bike lanes, cycle tracks, raised bike lanes, intersections, interchanges, roundabouts, boardwalks, pathways, shared-use paths, multi-use paths/trails, sidewalks, traffic calming, elevated crossings, pedestrian bridges, overpasses or underpasses, roads, streets, and streetscape. Mobility projects also include policies, programs and services, wayfinding, micromobility devices, and transit vehicles, circulators, lanes, stops, and facilities, along with mobility hubs and corridor studies. Projects can include new or additional travel lanes and turn lanes, upgrade of roads that results in a change in functionally classification of the road, complete and low speed streets, curbless shared streets, new or upgraded traffic signals, traffic synchronization, mobilization, maintenance of traffic, survey, geotechnical and engineering, utilities, construction, PD&E, planning, engineering and inspection, utility relocation, right-of-way, easements, land acquisition, stormwater management facilities. These projects may also be referred to as mobility plan projects or multimodal projects.

Mode means the choice of travel that a person undertakes and can include walking, jogging, running, bicycling, paddling, scooting, flying, driving a vehicle, riding a boat, transit, taxi or using a new mobility technology.

Multimodal means travel outside of travel lanes, beyond the outside edges of pavement or curbs, on sidewalks, pathways, shared-use paths, boardwalks, or trails primarily by walking, jogging, running, rollerblading, or non-motorized bicycling, skating, scootering, or use of a device for mobility impaired persons, and where allowed use of micromobility devices. Multimodal also means travel on designated lanes, shoulders or travel lanes by bicycling, rollerblading, skating, scootering, using a personal electric micromobility device, where allowed by City ordinance, and riding microtransit.

New Development means new residential and non-residential construction, any new land development or site preparation activity, any new construction of buildings or structures, any modification, reconstruction, redevelopment, or upgrade of buildings or structures, any change of use of a building, land, or structure, and any special exception approval, variance, or special use permit that results in an impact to the transportation system.

Non-Residential Square Feet means the sum of the gross floor area (in square feet) of the area of each floor level under cover, including cellars, basements, mezzanines, penthouses, corridors, lobbies, stores, and offices, that are within the principal outside faces of exterior walls, not including architectural setbacks or projections. Included are all areas that have floor surfaces with clear standing head room (six feet six inches, minimum) and are used as part of primary use of the property of their use. If an area within or adjacent to the principal outside faces of the exterior walls is not enclosed, such as outdoor restaurant seating, areas used for storage of goods and materials, or merchandise display, and is determined to be a part of the primary use of property, this gross floor area is considered part of the overall square footage of the building. Areas for parking, circulation, ingress, egress, buffers, conservation, walkways, landscape, stormwater management, and easements or areas granted for transit stops or multimodal parking are not included in the calculation of square feet.

Other Residence means a residential use consisting of a dwelling or group of dwellings occupied by unrelated individuals living together under a structured or supportive housing arrangement, including Community Residence Types I, II, III, and IV, and Recovery Residences**,** as defined or recognized by applicable state or local regulations. It includes recovery residences providing a substance-free living environment and community residences providing supportive or supervised living.

Parking means an auto oriented non-residential use of land or structures primarily dedicated to the temporary or long-term parking garages or lots, storage, renting, staging, movement, or disposition of vehicles or equipment**,** towing or transitional lots whether operated for a fee or as part of a commercial enterprise.

Person Miles of Capacity (PMC) means the number of persons "capacity" that can be accommodated, at a determined standard, on a facility while walking, bicycling, riding transit, driving, or using a mobility assisted device over a defined distance.

Person Miles of Travel (PMT) means a unit used to measure person travel made by one person where each mile traveled is counted as one person mile. PMT is calculated by multiplying person trip length by the number of person trips. The increase in future person miles of travel is used to plan mobility project needs that form the basis for a mobility fee.

Person Miles of Travel Factor (PMTf) means the factor utilized to convert vehicle miles of travel to person miles of travel based on the 2022 National Household Travel Survey.

Person Travel Demand (PTD) means travel demand from new development based on trip generation, pass-by trips, vehicle trip lengths, limited access travel, origin and destination factors, vehicle miles of travel, and person miles of travel factors. The resulting mobility fees are roughly proportional to the person travel demand per use and assessment area provided on the mobility fee schedule.

Person Trip (PT) means a trip by one person by one or more modes of travel including, but not limited to, driving a motor vehicle or low speed electric vehicle, riding transit, walking, bicycling or form of person powered, electric powered or gasoline powered device.

Person Trip Length (PTl) means the length, in miles, of a person trip per trip purpose.

Residential Square Feet means the sum of the area (in square feet) of each dwelling measured from the exterior surface of the exterior walls and under roof. This square footage includes all common areas and an attached garage for individual Residential Dwelling means a dwelling unit, including single-family attached, single-family detached, multi-family, student housing, or active adult as a self-contained living space intended for residential occupancy by one or more individuals, including permanent facilities for living, sleeping, eating, cooking, and sanitation units. This square footage does not include garages, car-ports, parking structures, ingress and egress, deliveries or refuse storage or removal as part of parking structures, or detached garages for condos or multifamily uses.

Residential Uses means residential uses shall include those uses specified in the ITE Trip Generation Manual under the Land Use Code Series 200 for all Land Use Codes between 210 and 252.

Restaurant means a building or structure where an order for food is placed at a counter service, at a drive-thru or walk-up pick-up window, or via a mobile device or an on-line application or portal, or a designated delivery or parking area. These uses may or may not have indoor or outdoor seating and may or may not have a drive thru. These uses include fast casual, fast food, sit-down, table service, take-out, pick-up, quick service, food, and beverages, communal or ghost kitchens, delivery only services, food trucks, or shipping container facilities. Any use with a drive-thru lane or parking areas designated for delivery pick-ups shall be assessed an additive mobility fees per drive-thru lane.

Retail means commercial uses, multiple occupancy, personal services, and retail sales. This includes land uses under ITE Land Use Codes Series 800. Retail includes all uses that do not fall under Restaurant or Single-Destination Commercial Uses.

Single-destination commercial uses means entertainment, personal service, and retail uses in a single building where any single use under common ownership exceeds 75 percent of the total square footage of the building or as otherwise defined by land development regulations. Land Use Codes under the 800 and 900 series of the ITE Trip Generation Manual. This excludes sit-down restaurants, convenience stores with fuel sales, and self-serve car wash facilities.

Streetscape means hardscape elements such as pavers, benches, lighting, trash and recycling receptacles, fountains, seating, shade structure, crosswalks, landscape elements such as canopy and understory trees, shrubs, bushes, grasses and flowers, green infrastructure and architectural structures and projections that provide shade and protection from various weather conditions.

Trip means travel between locations, often between an origin, such as a home, to a destination, such as a business, but the trip can end and begin at the same location, such as walking a dog in the neighborhood where the home is both the origin and destination.

Transportation System means the right-of-way, easements, roads, streets, alleyways, curb-cuts, traffic control devices, stormwater management facilities, utilities, bridges, and multimodal facilities that allow for circulation, mobility, and parking within the City and accessibility to land uses, property, and modes of transportation within the City.

Travel Demand means the mode of transportation mobility that people choose to use, and how those choices result in trips of varying lengths on the transportation system.

Trip Length means the length of a trip per trip purpose.

Trip Purpose means the primary purpose at the destination of a trip such as travel to buy goods, services, or meals, entertainment, recreation, school, work, places of Institutional, assembly (cultural and artisanal uses, places of assembly or worship, private club or lodge), errands, medical, day care, or work related. Trip purpose may be either home based, meaning the trip originates at a residence, or non-home based, meaning the trip originates at a destination other than a residence.

Use means a use of land for residential or non-residential purposes. For Mobility Fee purposes the terms land use and use are interchangeable. The inclusion of a use on the mobility fee schedule does not mean that land use or use is permitted by the City's Comprehensive Plan or LDRs.

Vehicle means a car, SUV, truck, van, or motorcycle that is either electric powered, gasoline powered, a hybrid, or some other fuel source that propels the motor vehicle.

Vehicle Charging means the total number of vehicles that can be charged at one time (positions). Free standing vehicle charging stations that charge a fee for use and are not a requirement of the City as an ancillary use of a development shall be required to pay a mobility fee. The mobility fee rate per charging position would be in addition to any mobility fee per square foot under the applicable retail land use with vehicle charging. Motor vehicle charging stations that are not a primary use or function of a commercial or retail use and are either required by the City or provided as an ancillary use are exempt from payment of the mobility fee. The City shall have the ability to determine if a charging station is a commercial use.

Vehicle Fueling means the total number of vehicles that can be fueled at one time (positions). Increasingly, land uses such as superstores, (i.e., super Wal-Mart), variety stores, (i.e., Dollar General), and wholesale clubs (i.e., Costco) are also offering vehicle charging and fueling with or with/out small convenience stores. Outside of Florida, several grocery store chains are also starting to sell fuel. The mobility fee rate per fueling position would be in addition to any mobility fee per square foot under the applicable retail land use with vehicle fueling. The City shall have the ability to determine if a fueling station is a commercial use.

Vehicle service and repair shall mean a building, facility, bays, service bays, stalls, or stations for the routine repair and maintenance services — major or minor sales of motor vehicles including oil changes, cleaning, or replacing filters, replacing windshield wipers, changing tires, providing for maintenance, service, and repair, and changing and topping off vehicle, fluids and falls under the description of ITE Trip Generation Manual Land Use Code Series 800 and 900. Any building square footage associated with motor vehicle service would fall under retail uses and pay the applicable mobility fee per the square footage of the building not associated with the quick lube service.

Vehicle Washing means a building, stalls, stations, or tunnels for the cleaning, detailing, polishing, washing, or waxing of motor vehicles or boats which fall under the description of ITE Trip Generation Manual Land Use Code Series 900. This use includes full-service, partial service, and self-service uses. The unit of measure shall be the number of square feet under roof for manual, automated, semi-automated, or tunnel washes.

Vehicle Miles of Travel (VMT) means a unit to measure vehicle travel made by a motor vehicle where each mile traveled is counted as one vehicle mile regardless of the number of persons in the vehicle. VMT is calculated by multiplying the length of a road segment by the total number of vehicles on that road segment.

Vehicle Occupancy (VO) means the total number of persons in a single motor vehicle making a trip.

Vehicle Trip means a single motor vehicle trip, regardless of the number of persons in the motor vehicle.

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RECOMMENDED NEXT STEPS

The adoption of the Mobility Fee requires additional tasks to administer and implement the Mobility Fee. The following are recommended next steps that Lake Work Beach should consider:

(1) **Palm Beach County Interlocal Agreement:** HB 479 requires that municipalities and counites negotiate an interlocal agreement to address transportation mitigation consistent with the requirements of Florida Statute Section 163.3180. As part of the interlocal, the City should further evaluate travel to and from the City and the share of roadway capacity and mobility projects on County Road to establish baselines for use in the agreement. The interlocal should identify mobility projects, if applicable, where a share of mobility fees should be allocated for advancement of mobility projects on County Roads. The City should also evaluate road impact fee revenues collected by the County from development within the City over the last 20 years and summarize road and intersection projects constructed by the County during that time period.

(2) **FDOT, Palm Beach County Metropolitan Planning Organization (MPO) Coordination:** Lake Worth Beach should begin discussions with FDOT and the Palm Beach MPO on integrating the mobility projects into any subsequent updates of the 2050 LRTP. The coordination should also address the incorporation of mobility projects into existing funded and planned projects, and the pursuit of funding for mobility projects through existing or upcoming grant and funding request opportunities.

(3) **Annexation of Unincorporated Property**: The City should consider strategic pursuit of annexations of unincorporated Palm Beach County adjacent to or forming enclaves within the City. These areas are using the transportation system within the City and annexations allows the City to be better able to coordinate mobility projects and review the impacts from new development.

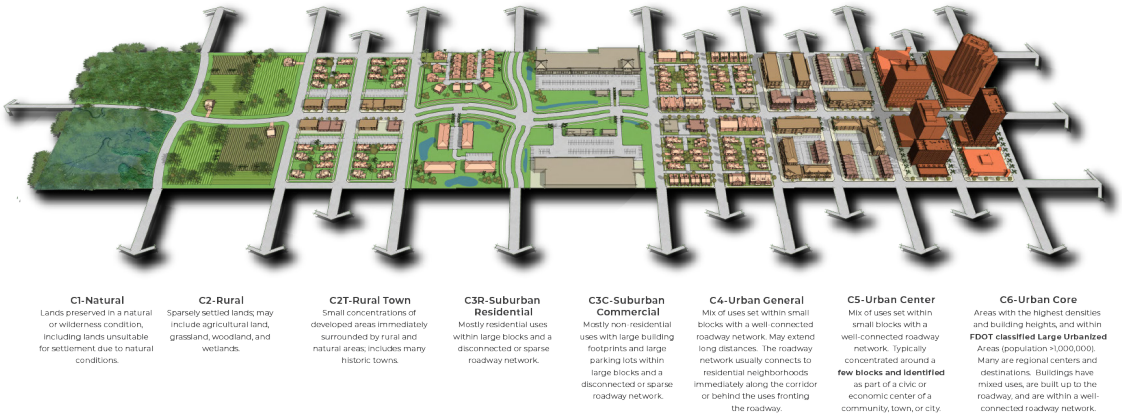
(4) **Service Charge Study:** Lake Worth Beach should also consider undertaking a service charge study for administering and implementing its mobility fee, along with its other impact fees. Florida Statute limits administrative charges to the cost of administering and implementing mobility fees. The service charge study would provide a factual basis for assessment of a service charge to offset administrative cost. The service charge would also address future updates and application fees for special studies, request for credits or offsets, and special assessments.

(5) **Administrative Manual:** Lake Worth Beach should consider developing an administrative manual that establishes administrative procedures to administer and implement the mobility plan, mobility fees, and impact fees. The mobility fee and impact fee ordinances address big picture legal and statutory requirements. The Administrative Manual would govern day to day administration and provide the City with continuity of service.

(6) **Traffic Count Program:** Lake Worth Beach should consider collecting traffic counts on collectors, minor collectors and major local roads through-out the City. Future County negotiations and the pursuit of funds and grants for safety and mobility will be further enhanced by having existing traffic count data.

(7) **Land Development Regulations:** The City should evaluate its Land Development Regulations and establish criteria to address site access assessments from new development. The LDRs may also need to be amended depending on the extent of Comprehensive Plan Amendments. The City should consider establishing street, multimodal, and transit quality of service (QOS) standards as performance measures and for development review. The City should also consider implementing FDOT's Context Classification and expand on the initial application of FDOT's Context Classification that has already been undertaken as part of the mobility plan **(Figure 11)**.

Figure 11: FDOT's Context Classification



CONCLUSION

The City of Lake Worth Beach Mobility Fee is based on the mobility projects identified in the City of Lake Worth Beach Mobility Plan. The Mobility Plan sets the framework for moving people, providing mobility choices, and meeting future travel demand. The future travel demand analysis provided in this Technical Report clearly demonstrates there is growth in travel demand projected between 2026 and 2050. The planned mobility projects over the next 24 years will expand the City's transportation system to meet projected travel demand.

The Mobility Fee is a streamlined, equitable way for all new development to mitigate its impact to the transportation system. The **Assessment Area** for the Mobility Fee will be uniform through-out Lake Worth Beach per type of land use. The Mobility Fee will replace County Road Impact Fee assessed on new development with municipal limits. The Mobility Fee would be the only transportation mitigation fee assessed on new development within municipal limits. After adoption of the Mobility Fee, Lake Worth Beach will make best efforts to negotiate an interlocal agreement with Palm Beach County to address transportation mitigation consistent with H.B. 479. Those negotiations will be based on the adopted City Mobility Plan.

Lake Worth Beach will determine how Mobility Fee revenues are allocated and expended through its annual Capital Improvements Program. Mobility Fee revenues may be expended on projects identified in the Mobility Plan and the City's Capital Improvements Program.

The Mobility Plan, based on growth in population and increases in person miles of travel, includes mobility projects that provide the person capacity **"needed"** to meet the travel demands of new development. The new growth evaluation demonstrates that new development is not being assessed more than its **"attributable and assignable"** share of the cost of the Mobility Plan.

The person travel demand for each use included in the Mobility Fee schedule meets the **"rough proportionality test"** established through case law. The establishment of a Mobility Fee Benefit District ensures that Mobility Fees will be expended to provide a mobility **"benefit"** to new development that pays a Mobility Fee. The Mobility Plan and the Mobility Fee meet the **"dual rational nexus test"** and is consistent with the requirements of Florida Statute Sections 163.3180, 163.31801 and Florida Statute Chapter 380.

City of
Lake Worth Beach
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MAPS

FEBRUARY 2026

Maps

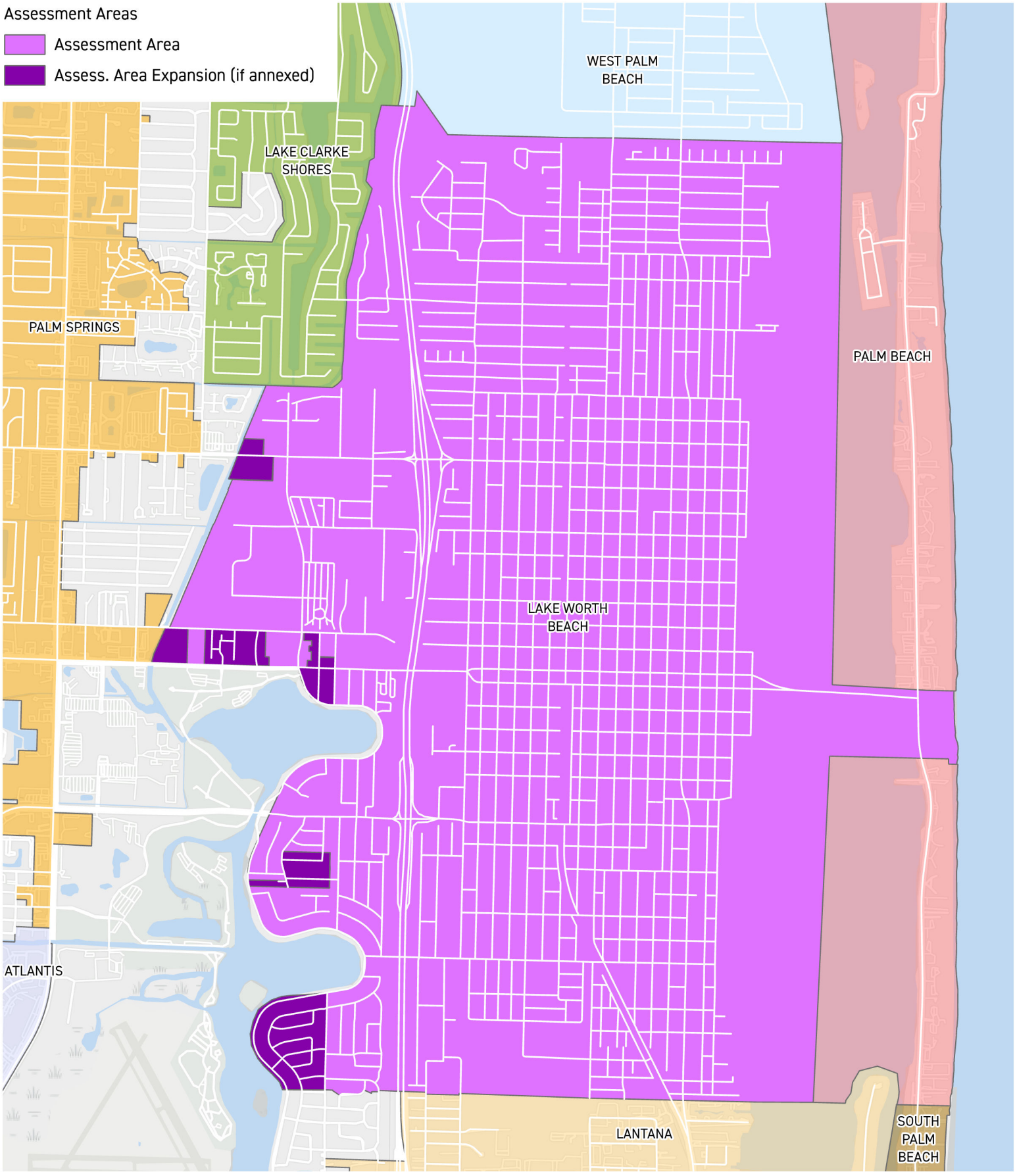
Map A. **Mobility Fee Assessment Area**
Map B. **Mobility Fee Benefit District**
Map C. **Mobility Study Area**

MAP A

Mobility Fee Assessment Area

Assessment Areas

City of Lake Worth Beach Mobility Fee



NUE URBAN CONCEPTS

LAND USE • MOBILITY • PARKING • FEES

N

0 0.25 0.5 Miles

Produced by: NUE Urban Concepts, LLC (2026).

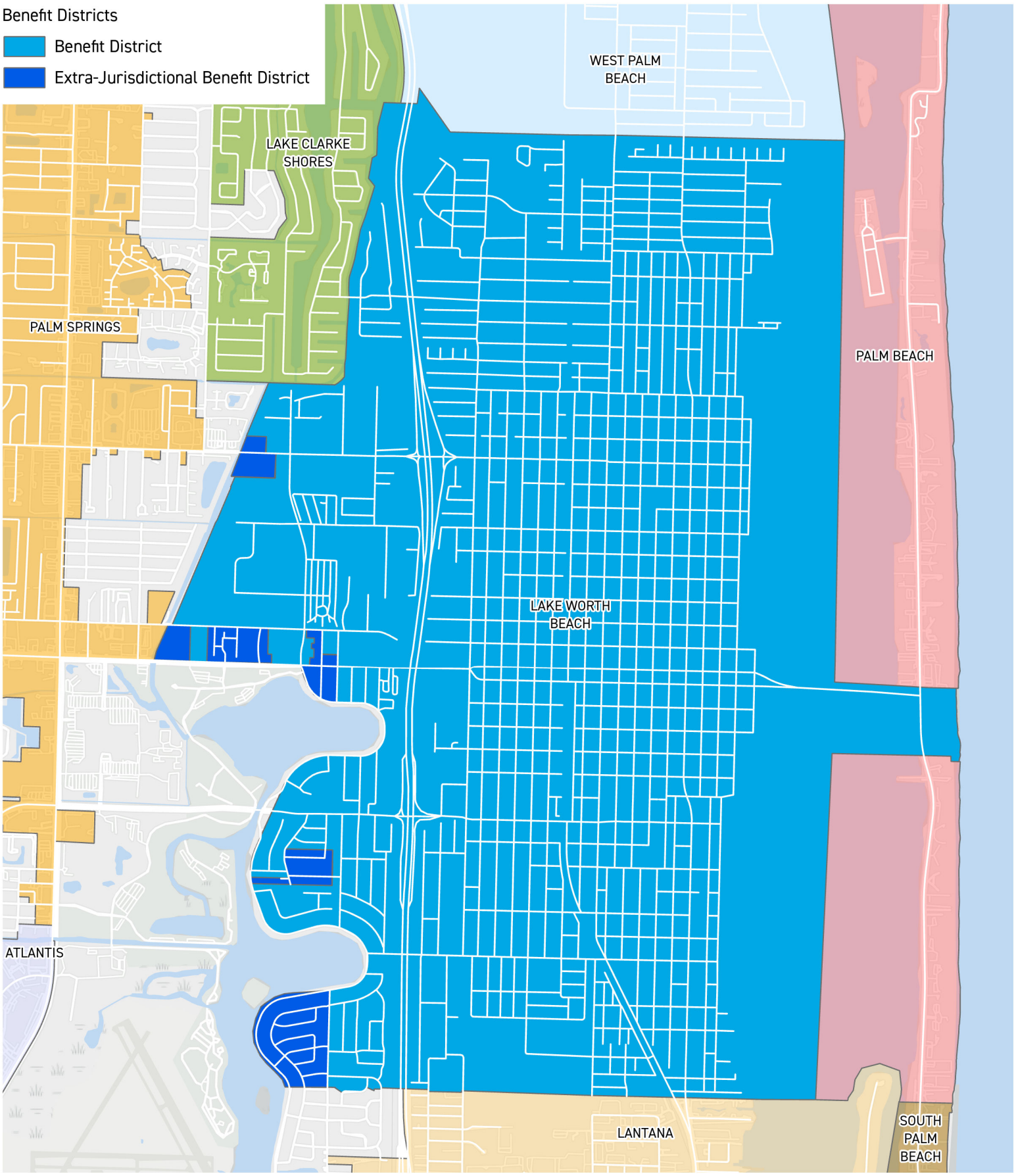
Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community. City of Lake Worth Beach & Palm Beach County GIS.

MAP B

Mobility Fee Benefit District

Benefit Districts

City of Lake Worth Beach Mobility Fee



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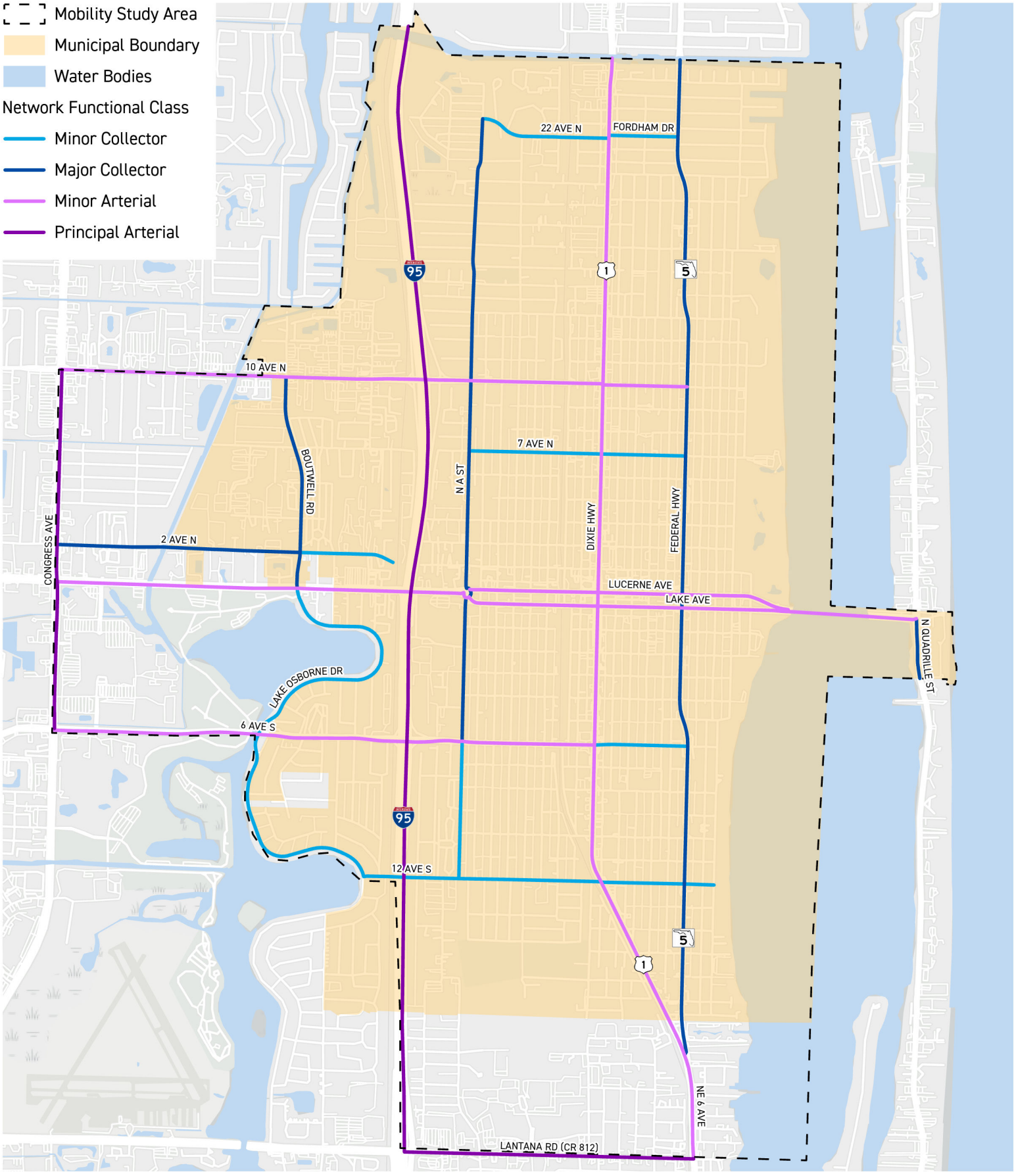
MAP C

Mobility Study Area

Mobility Study Area & Network

City of Lake Worth Beach Mobility Fee



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APPENDIX

FEBRUARY 2026

Appendices

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APPENDIX A

Florida Commerce

Transportation Planning Guidance

Transportation Planning

Community Planning

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- Accessing Comprehensive Plans and Plan Amendments (Florida Papers)
- ORC Reports and Notices of Intent
- Property Rights Element
- Evaluation and Appraisal Review of the Comprehensive Plan
- General Information About Developments of Regional Impact and Florida Quality Developments
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- List of Local Governments Qualifying as Dense Urban Land Areas
- Revitalization of Expired Homeowners Association Declarations and Covenants

Community Planning Staff Directory (Alphabetical)

- Community Planning Review Team Assignments

Community Services

Community Development Block Grants

Community Partnerships

Broadband

Rural Community Programs

Special Districts

Homeowner Assistance

Transportation Element

Section 163.3177(6)(b), Florida Statutes, establishes the requirements for transportation and mobility planning in local government comprehensive plans. Comprehensive plans must focus on providing a multimodal transportation system that emphasizes public transportation systems, where feasible, and encourages economic development through flexible transportation and mobility options for Florida communities. Links to transportation planning related issues and organizations are included below to help provide additional information on transportation mobility planning in Florida.

Multimodal Transportation

A multimodal transportation system recognizes the importance of providing mobility options through a variety of integrated travel modes, such as by bus or rail transit, bicycle, automobile, or foot. A well-designed multimodal transportation network minimizes impacts to the environment and enhances the livability of neighborhoods by increasing transportation options, expanding access, and increasing connectivity between destinations.

A well-designed and efficient transportation network can help create a sustainable development pattern that contributes to the community's prosperity, enhances transportation efficiency by minimizing vehicle trips and contributes to a healthier environment by reducing air pollution and greenhouse gas emissions.

The Transportation Element of a local government's comprehensive plan should contain policies that will create a well-connected multi-modal transportation network; support increased residential densities and commercial intensity; help walking become more practical for short trips; support bicycling for both short- and long-distance trips; improve transit to serve frequented destinations; conserve energy resources; reduce greenhouse gas emissions and air pollution; while maintaining vehicular access and circulation. Key multimodal transportation strategies can include the following:

- Create an interconnecting grid network of streets, connectors, arterials and sidewalks that provide a complete and accessible transportation network;
- Establish land use patterns that support a mixture of residential, commercial and retail uses, and dense populations and urban intensities, so that transit service may be provided more efficiently and economically;
- Increase the viability of pedestrian and bicycle travel;
- Integrate land use and transportation planning to create communities that provide transportation choice; and,
- Accommodate the flow of freight throughout the state so that the economy can continue to grow.

Other multimodal transportation planning efforts, such as transit-oriented developments, defined in section 163.3164(46), Florida Statutes, are being developed and planned by the Cities of Boca Raton, Clearwater, Gainesville, Jacksonville, Miami, Tampa and West Palm Beach, and in Broward, Miami-Dade, Palm Beach and Pinellas Counties and other locations. Below are a several examples of successful multimodal transportation planning efforts in Florida:

- **Alachua County, Department of Growth Management, Transportation Planning** - Alachua County's Mobility Plan includes transit-oriented development and multimodal transportation planning as one of several methods being implemented to provide mobility options.
- **City of Gainesville Comprehensive Planning** - The City of Gainesville comprehensive plan includes six mixed-use categories and eight Special Area Plans based on Traditional Neighborhood Development standards and an established Urban Infill and Redevelopment Area.

Complete Streets

Complete Streets is a transportation strategy to develop an integrated, connected networks of streets that are safe and accessible for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. According to Smart Growth America and the National Complete Streets Coalition, *Complete Streets* make active transportation such as walking and bicycling convenient, provide increased access to employment centers, commerce, and educational institutions, and allow greater choice in travel.

In Florida, complete streets are *context-sensitive*. For example, a street considered complete for use within a dense urban area would look and function very differently from one located in a rural area, and a complete suburban street would look and function differently from both the urban and rural complete streets. One way to think about what elements are necessary to create a complete street is to determine its context within the community and based upon that context, match the design and operation of that street with the direction and guidance provided in the local government's comprehensive plan.

As an example, some communities use an Urban-Rural Transect (or simply *Transect*) to assign portions of their community into approximately five or six "context zones" based on the degree of development intensity desired and geographic location, ranging from very low intensity rural context zones to more intense urban context zones. For each context zone, the community establishes a context in terms of appropriate public facility design, urban design, general spatial form, and appropriate street types.

This approach allows the local government to determine, in its comprehensive plan or other public planning document, which portions of the community fit within which context zone, and to provide guidance within the comprehensive plan as to what mobility functions (such as walking, biking, transit use) are most important in that context zone, and what design features and operational characteristics are appropriate for streets in that location.

Several examples of communities have initiated complete streets planning in Florida. Here are a few excellent examples:

- Model Design Manual for Living Streets - Los Angeles County, 2011
- Deerfield Beach Complete Street Guidelines
- Ft. Lauderdale Complete Streets

Transportation Concurrency

In accordance with the Community Planning Act, local governments may establish a system that assesses landowners the costs of maintaining specified levels of service for components of the local government's transportation system when the projected impacts of their development would adversely impact the system. This system, known as a concurrency management system, must be based on the local government's comprehensive plan. Specifically, the local government comprehensive plan must provide the principles, guidelines, standards, and strategies, including adopted levels of service, to guide the application of its transportation concurrency management system.

Prior to June 2, 2011, transportation concurrency was mandatory for local governments. Now that transportation concurrency is optional, if a local government chooses, it may eliminate the transportation concurrency provisions from its comprehensive plan and is encouraged to adopt a mobility fee based plan in its place (see below). Adoption of a mobility fee based plan must be accomplished by a plan amendment that follows the Expedited State Review Process. A plan amendment to eliminate transportation concurrency is not subject to state review.

It is important to point out that whether or not a local government chooses to use a transportation concurrency system, it is required to retain level of service standards for its roadways for purposes of capital improvement planning. The standards must be appropriate and based on professionally accepted studies, and the capital improvements that are necessary to meet the adopted levels of service standards must be included in the five-year schedule of capital improvements. Additionally, all local governments, whether implementing transportation concurrency or not, must adhere to the transportation planning requirements of section 163.3177(6)(b), Florida Statutes.

Mobility Fee Based Plans

If a local government elects to repeal transportation concurrency, it is encouraged to adopt an alternative mobility funding system that uses one or more of the tools and techniques identified in section 163.3180(5)(f), Florida Statutes:

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

Requirements for Transportation Concurrency

If a local government elects to use transportation concurrency, it must adhere to the following concurrency requirements in section 163.3180(5), Florida Statutes:

- Include principles, guidelines, standards, and strategies, including adopted levels of service, to guide the application of concurrency to transportation.
- Use professionally accepted studies to evaluate the appropriate levels of service.
- Adopt appropriate amendments to the capital improvements element of the comprehensive plan consistent with the requirements of section 163.3177(3), Florida Statutes.
- Allow for proportionate share contributions to mitigate transportation impacts for all developments, including developments of regional impact (DRIs), consistent with section 163.3180(5)(h), Florida Statutes.
- Consult with the Florida Department of Transportation when proposed amendments affect the Strategic Intermodal System.
- Exempt public transit facilities from concurrency.

In addition, local governments are encouraged to develop tools and techniques to complement the application of transportation concurrency consistent with section 163.3180(5)(f), Florida Statutes, and to coordinate with adjacent local governments for the purpose of using common methodologies for measuring impacts to transportation facilities.

Links

- Florida Department of Transportation - Florida Transportation Plan
- Model Regulations and Plan Amendments for Multimodal Transportation Districts
- Florida Metropolitan Planning Organizations
- Florida Department of Transportation - Forecasting and Trends Office
- Florida Scenic Highways
- Transportation Site Impact Handbook
- Florida Transit-Oriented Development
- A / Framework for Transit Oriented Development in Florida, published March 2011
- Florida Department of Transportation - Pedestrian and Bicycle Design
- Florida Department of Transportation, Public Transit Office
- Florida Safe Mobility for Life Coalition
- Florida Safe Mobility for Life Coalition's Aging in Place Checklist
- The Florida Greenbook
- Pasco County Mobility Fees

https://www.floridajobs.org/community-planning-and-development/programs/community-planning-table-of-contents/transportation-planning

APPENDIX B

Laws of Florida HB 479 (Chapter 2024 – 266)

CHAPTER 2024-266

Committee Substitute for House Bill No. 479

An act relating to alternative mobility funding systems and impact fees; amending s. 163.3164, F.S.; providing definitions; amending s. 163.3180, F.S.; revising requirements relating to agreements to pay for or construct certain improvements; authorizing certain local governments to adopt an alternative transportation system that is mobility-plan and fee-based in certain circumstances; prohibiting an alternative transportation system from imposing responsibility for funding an existing transportation deficiency upon new development; requiring counties and municipalities to create and execute interlocal agreements if a developer is charged a fee for transportation impacts for a new development or redevelopment; providing requirements for such agreements; providing requirements for when such interlocal agreements are not executed by a specified date; authorizing a local government that issues the building permit to collect a fee for transportation impacts under certain circumstances unless otherwise agreed; amending s. 163.31801, F.S.; revising requirements for the calculation of impact fees by certain local governments and special districts; requiring local governments transitioning to alternative transportation systems to provide holders of impact fee credits with full benefit of intensity and density of prepaid credit balances as of a specified date in certain circumstances; amending s. 212.055, F.S.; conforming a cross-reference; providing an effective date.

Be It Enacted by the Legislature of the State of Florida:

Section 1. Subsections (32) through (52) of section 163.3164, Florida Statutes, are renumbered as subsections (34) through (54), respectively, and new subsections (32) and (33) are added to that section, to read:

163.3164 Community Planning Act; definitions.—As used in this act:

(32) "Mobility fee" means a local government fee schedule established by ordinance and based on the projects included in the local government's adopted mobility plan.

(33) "Mobility plan" means an alternative transportation system mobility study developed by using a plan-based methodology and adopted into a local government comprehensive plan that promotes a compact, mixed use, and interconnected development served by a multimodal transportation system in an area that is urban in character, or designated to be urban in character, as defined in s. 171.031.

Section 2. Paragraphs (h) and (i) of subsection (5) of section 163.3180, Florida Statutes, are amended, and paragraph (j) is added to that subsection, to read:

163.3180 Concurrency.—

(5)

(h)1. Local governments that continue to implement a transportation concurrency system, whether in the form adopted into the comprehensive plan before the effective date of the Community Planning Act, chapter 2011-139, Laws of Florida, or as subsequently modified, must:

a. Consult with the Department of Transportation when proposed plan amendments affect facilities on the strategic intermodal system.

b. Exempt public transit facilities from concurrency. For the purposes of this sub-subparagraph, public transit facilities include transit stations and terminals; transit station parking; park-and-ride lots; intermodal public transit connection or transfer facilities; fixed bus, guideway, and rail stations; and airport passenger terminals and concourses, air cargo facilities, and hangars for the assembly, manufacture, maintenance, or storage of aircraft. As used in this sub-subparagraph, the terms "terminals" and "transit facilities" do not include seaports or commercial or residential development constructed in conjunction with a public transit facility.

c. Allow an applicant for a development-of-regional-impact development order, development agreement, rezoning, or other land use development permit to satisfy the transportation concurrency requirements of the local comprehensive plan, the local government's concurrency management system, and s. 380.06, when applicable, if:

(I) The applicant in good faith offers to enter into a binding agreement to pay for or construct its proportionate share of required improvements in a manner consistent with this subsection. The agreement must provide that after an applicant makes its contribution or constructs its proportionate share pursuant to this sub-sub-subparagraph, the project shall be considered to have mitigated its transportation impacts and be allowed to proceed if the applicant has satisfied all other local government development requirements for the project.

(II) The proportionate-share contribution or construction is sufficient to accomplish one or more mobility improvements that will benefit a regionally significant transportation facility. A local government may accept contributions from multiple applicants for a planned improvement if it maintains contributions in a separate account designated for that purpose. A local government may not prevent a single applicant from proceeding after the applicant has satisfied its proportionate-share requirement if the applicant has satisfied all other local government development requirements for the project.

d. Provide the basis upon which the landowners will be assessed a proportionate share of the cost addressing the transportation impacts resulting from a proposed development.

2. An applicant shall not be held responsible for the additional cost of reducing or eliminating deficiencies. When an applicant contributes or constructs its proportionate share pursuant to this paragraph, a local government may not require payment or construction of transportation facilities whose costs would be greater than a development's proportionate share of the improvements necessary to mitigate the development's impacts.

a. The proportionate-share contribution shall be calculated based upon the number of trips from the proposed development expected to reach roadways during the peak hour from the stage or phase being approved, divided by the change in the peak hour maximum service volume of roadways resulting from construction of an improvement necessary to maintain or achieve the adopted level of service, multiplied by the construction cost, at the time of development payment, of the improvement necessary to maintain or achieve the adopted level of service.

b. In using the proportionate-share formula provided in this subparagraph, the applicant, in its traffic analysis, shall identify those roads or facilities that have a transportation deficiency in accordance with the transportation deficiency as defined in subparagraph 4. The proportionate-share formula provided in this subparagraph shall be applied only to those facilities that are determined to be significantly impacted by the project traffic under review. If any road is determined to be transportation deficient without the project traffic under review, the costs of correcting that deficiency shall be removed from the project's proportionate-share calculation and the necessary transportation improvements to correct that deficiency shall be considered to be in place for purposes of the proportionate-share calculation. The improvement necessary to correct the transportation deficiency is the funding responsibility of the entity that has maintenance responsibility for the facility. The development's proportionate share shall be calculated only for the needed transportation improvements that are greater than the identified deficiency.

c. When the provisions of subparagraph 1. and this subparagraph have been satisfied for a particular stage or phase of development, all transportation impacts from that stage or phase for which mitigation was required and provided shall be deemed fully mitigated in any transportation analysis for a subsequent stage or phase of development. Trips from a previous stage or phase that did not result in impacts for which mitigation was required or provided may be cumulatively analyzed with trips from a subsequent stage or phase to determine whether an impact requires mitigation for the subsequent stage or phase.

d. In projecting the number of trips to be generated by the development under review, any trips assigned to a toll-financed facility shall be eliminated from the analysis.

e. The applicant shall receive a credit on a dollar-for-dollar basis for impact fees, mobility fees, and other transportation concurrency mitigation requirements paid or payable in the future for the project. The credit shall be

reduced up to 20 percent by the percentage share that the project's traffic represents of the added capacity of the selected improvement, or by the amount specified by local ordinance, whichever yields the greater credit.

3. This subsection does not require a local government to approve a development that, for reasons other than transportation impacts, is not qualified for approval pursuant to the applicable local comprehensive plan and land development regulations.

4. As used in this subsection, the term "transportation deficiency" means a facility or facilities on which the adopted level-of-service standard is exceeded by the existing, committed, and vested trips, plus additional projected background trips from any source other than the development project under review, and trips that are forecast by established traffic standards, including traffic modeling, consistent with the University of Florida's Bureau of Economic and Business Research medium population projections. Additional projected background trips are to be coincident with the particular stage or phase of development under review.

(i) If a local government elects to repeal transportation concurrency, the local government may ~~it is encouraged to~~ adopt an alternative transportation system that is mobility-plan and fee-based or an alternative transportation system that is not mobility-plan and fee-based. The local government ~~mobility funding system that uses one or more of the tools and techniques identified in paragraph (f). Any alternative mobility funding system adopted~~ may not use an alternative transportation system ~~be used~~ to deny, time, or phase an application for site plan approval, plat approval, final subdivision approval, building permits, or the functional equivalent of such approvals provided that the developer agrees to pay for the development's identified transportation impacts via the funding mechanism implemented by the local government. The revenue from the funding mechanism used in the alternative transportation system must be used to implement the needs of the local government's plan which serves as the basis for the fee imposed. An alternative transportation ~~A mobility fee-based funding~~ system must comply with s. 163.31801 governing impact fees. An alternative transportation system may not impose ~~that is not mobility fee-based shall not be applied in a manner that imposes~~ upon new development any responsibility for funding an existing transportation deficiency as defined in paragraph (h).

(j)1. If a county and municipality charge the developer of a new development or redevelopment a fee for transportation capacity impacts, the county and municipality must create and execute an interlocal agreement to coordinate the mitigation of their respective transportation capacity impacts.

2. The interlocal agreement must, at a minimum:

a. Ensure that any new development or redevelopment is not charged twice for the same transportation capacity impacts.

b. Establish a plan-based methodology for determining the legally permissible fee to be charged to a new development or redevelopment.

c. Require the county or municipality issuing the building permit to collect the fee, unless agreed to otherwise.

d. Provide a method for the proportionate distribution of the revenue collected by the county or municipality to address the transportation capacity impacts of a new development or redevelopment, or provide a method of assigning responsibility for the mitigation of the transportation capacity impacts belonging to the county and the municipality.

3. By October 1, 2025, if an interlocal agreement is not executed pursuant to this paragraph:

a. The fee charged to a new development or redevelopment shall be based on the transportation capacity impacts apportioned to the county and municipality as identified in the developer's traffic impact study or the mobility plan adopted by the county or municipality.

b. The developer shall receive a 10 percent reduction in the total fee calculated pursuant to sub-subparagraph a.

c. The county or municipality issuing the building permit must collect the fee charged pursuant to sub-subparagraphs a. and b. and distribute the proceeds of such fee to the county and municipality within 60 days after the developer's payment.

4. This paragraph does not apply to:

a. A county as defined in s. 125.011(1).

b. A county or municipality that has entered into, or otherwise updated, an existing interlocal agreement, as of October 1, 2024, to coordinate the mitigation of transportation impacts. However, if such existing interlocal agreement is terminated, the affected county and municipality that have entered into the agreement shall be subject to the requirements of this paragraph unless the county and municipality mutually agree to extend the existing interlocal agreement before the expiration of the agreement.

Section 3. Paragraph (a) of subsection (4), paragraph (a) of subsection (5), and subsection (7) of section 163.31801, Florida Statutes, are amended to read:

163.31801 Impact fees; short title; intent; minimum requirements; audits; challenges.—

(4) At a minimum, each local government that adopts and collects an impact fee by ordinance and each special district that adopts, collects, and administers an impact fee by resolution must:

(a) Ensure that the calculation of the impact fee is based on a study using the most recent and localized data available within 4 years of the current impact fee update. The new study must be adopted by the local government within 12 months of the initiation of the new impact fee study if the local government increases the impact fee.

(5)(a) Notwithstanding any charter provision, comprehensive plan policy, ordinance, development order, development permit, or resolution, the local government or special district that requires any improvement or contribution must credit against the collection of the impact fee any contribution, whether identified in a development order, proportionate share agreement, or any ~~other~~ form of exaction, related to public facilities or infrastructure, including monetary contributions, land dedication, site planning and design, or construction. Any contribution must be applied on a dollar-for-dollar basis at fair market value to reduce any impact fee collected for the general category or class of public facilities or infrastructure for which the contribution was made.

(7) If an impact fee is increased, the holder of any impact fee credits, whether such credits are granted under s. 163.3180, s. 380.06, or otherwise, which were in existence before the increase, is entitled to the full benefit of the intensity or density prepaid by the credit balance as of the date it was first established. If a local government adopts an alternative transportation system pursuant to s. 163.3180(5)(i), the holder of any transportation or road impact fee credits granted under s. 163.3180 or s. 380.06 or otherwise that were in existence before the adoption of the alternative transportation system is entitled to the full benefit of the intensity and density prepaid by the credit balance as of the date the alternative transportation system was first established.

Section 4. Paragraph (d) of subsection (2) of section 212.055, Florida Statutes, is amended to read:

212.055 Discretionary sales surtaxes; legislative intent; authorization and use of proceeds.—It is the legislative intent that any authorization for imposition of a discretionary sales surtax shall be published in the Florida Statutes as a subsection of this section, irrespective of the duration of the levy. Each enactment shall specify the types of counties authorized to levy; the rate or rates which may be imposed; the maximum length of time the surtax may be imposed, if any; the procedure which must be followed to secure voter approval, if required; the purpose for which the proceeds may be expended; and such other requirements as the Legislature may provide. Taxable transactions and administrative procedures shall be as provided in s. 212.054.

(2) LOCAL GOVERNMENT INFRASTRUCTURE SURTAX.—

(d) The proceeds of the surtax authorized by this subsection and any accrued interest shall be expended by the school district, within the county and municipalities within the county, or, in the case of a negotiated joint

county agreement, within another county, to finance, plan, and construct infrastructure; to acquire any interest in land for public recreation, conservation, or protection of natural resources or to prevent or satisfy private property rights claims resulting from limitations imposed by the designation of an area of critical state concern; to provide loans, grants, or rebates to residential or commercial property owners who make energy efficiency improvements to their residential or commercial property, if a local government ordinance authorizing such use is approved by referendum; or to finance the closure of county-owned or municipally owned solid waste landfills that have been closed or are required to be closed by order of the Department of Environmental Protection. Any use of the proceeds or interest for purposes of landfill closure before July 1, 1993, is ratified. The proceeds and any interest may not be used for the operational expenses of infrastructure, except that a county that has a population of fewer than 75,000 and that is required to close a landfill may use the proceeds or interest for long-term maintenance costs associated with landfill closure. Counties, as defined in s. 125.011, and charter counties may, in addition, use the proceeds or interest to retire or service indebtedness incurred for bonds issued before July 1, 1987, for infrastructure purposes, and for bonds subsequently issued to refund such bonds. Any use of the proceeds or interest for purposes of retiring or servicing indebtedness incurred for refunding bonds before July 1, 1999, is ratified.

1. For the purposes of this paragraph, the term "infrastructure" means:

a. Any fixed capital expenditure or fixed capital outlay associated with the construction, reconstruction, or improvement of public facilities that have a life expectancy of 5 or more years, any related land acquisition, land improvement, design, and engineering costs, and all other professional and related costs required to bring the public facilities into service. For purposes of this sub-subparagraph, the term "public facilities" means facilities as defined in s. 163.3164(41) ~~s. 163.3164(39)~~, s. 163.3221(13), or s. 189.012(5), and includes facilities that are necessary to carry out governmental purposes, including, but not limited to, fire stations, general governmental office buildings, and animal shelters, regardless of whether the facilities are owned by the local taxing authority or another governmental entity.

b. A fire department vehicle, an emergency medical service vehicle, a sheriff's office vehicle, a police department vehicle, or any other vehicle, and the equipment necessary to outfit the vehicle for its official use or equipment that has a life expectancy of at least 5 years.

c. Any expenditure for the construction, lease, or maintenance of, or provision of utilities or security for, facilities, as defined in s. 29.008.

d. Any fixed capital expenditure or fixed capital outlay associated with the improvement of private facilities that have a life expectancy of 5 or more years and that the owner agrees to make available for use on a temporary basis as needed by a local government as a public emergency shelter or a staging area for emergency response equipment during an emergency

officially declared by the state or by the local government under s. 252.38. Such improvements are limited to those necessary to comply with current standards for public emergency evacuation shelters. The owner must enter into a written contract with the local government providing the improvement funding to make the private facility available to the public for purposes of emergency shelter at no cost to the local government for a minimum of 10 years after completion of the improvement, with the provision that the obligation will transfer to any subsequent owner until the end of the minimum period.

e. Any land acquisition expenditure for a residential housing project in which at least 30 percent of the units are affordable to individuals or families whose total annual household income does not exceed 120 percent of the area median income adjusted for household size, if the land is owned by a local government or by a special district that enters into a written agreement with the local government to provide such housing. The local government or special district may enter into a ground lease with a public or private person or entity for nominal or other consideration for the construction of the residential housing project on land acquired pursuant to this sub-subparagraph.

f. Instructional technology used solely in a school district's classrooms. As used in this sub-subparagraph, the term "instructional technology" means an interactive device that assists a teacher in instructing a class or a group of students and includes the necessary hardware and software to operate the interactive device. The term also includes support systems in which an interactive device may mount and is not required to be affixed to the facilities.

2. For the purposes of this paragraph, the term "energy efficiency improvement" means any energy conservation and efficiency improvement that reduces consumption through conservation or a more efficient use of electricity, natural gas, propane, or other forms of energy on the property, including, but not limited to, air sealing; installation of insulation; installation of energy-efficient heating, cooling, or ventilation systems; installation of solar panels; building modifications to increase the use of daylight or shade; replacement of windows; installation of energy controls or energy recovery systems; installation of electric vehicle charging equipment; installation of systems for natural gas fuel as defined in s. 206.9951; and installation of efficient lighting equipment.

3. Notwithstanding any other provision of this subsection, a local government infrastructure surtax imposed or extended after July 1, 1998, may allocate up to 15 percent of the surtax proceeds for deposit into a trust fund within the county's accounts created for the purpose of funding economic development projects having a general public purpose of improving local economies, including the funding of operational costs and incentives related to economic development. The ballot statement must indicate the intention to make an allocation under the authority of this subparagraph.

Section 5. This act shall take effect October 1, 2024.

Approved by the Governor June 25, 2024.

Filed in Office Secretary of State June 25, 2024.

APPENDIX C

Impact Fee Act

(Florida Statute Section 163.31801)

Title XI COUNTY ORGANIZATION AND INTERGOVERNMENTAL RELATIONS

Chapter 163 INTERGOVERNMENTAL PROGRAMS

SECTION 31801 Impact fees; short title; intent; minimum requirements; audits; challenges.

163.31801 Impact fees; short title; intent; minimum requirements; audits; challenges.—

(1) This section may be cited as the “Florida Impact Fee Act.”

(2) The Legislature finds that impact fees are an important source of revenue for a local government to use in funding the infrastructure necessitated by new growth. The Legislature further finds that impact fees are an outgrowth of the home rule power of a local government to provide certain services within its jurisdiction. Due to the growth of impact fee collections and local governments’ reliance on impact fees, it is the intent of the Legislature to ensure that, when a county or municipality adopts an impact fee by ordinance or a special district adopts an impact fee by resolution, the governing authority complies with this section.

(3) For purposes of this section, the term:

(a) “Infrastructure” means a fixed capital expenditure or fixed capital outlay, excluding the cost of repairs or maintenance, associated with the construction, reconstruction, or improvement of public facilities that have a life expectancy of at least 5 years; related land acquisition, land improvement, design, engineering, and permitting costs; and other related construction costs required to bring the public facility into service. The term also includes a fire department vehicle, an emergency medical service vehicle, a sheriff’s office vehicle, a police department vehicle, a school bus as defined in s. 1006.25, and the equipment necessary to outfit the vehicle or bus for its official use. For independent special fire control districts, the term includes new facilities as defined in s. 191.009(4).

(b) “Public facilities” has the same meaning as in s. 163.3164 and includes emergency medical, fire, and law enforcement facilities.

(4) At a minimum, each local government that adopts and collects an impact fee by ordinance and each special district that adopts, collects, and administers an impact fee by resolution must:

(a) Ensure that the calculation of the impact fee is based on a study using the most recent and localized data available within 4 years of the current impact fee update. The new study must be adopted by the local government within 12 months of the initiation of the new impact fee study if the local government increases the impact fee.

(b) Provide for accounting and reporting of impact fee collections and expenditures and account for the revenues and expenditures of such impact fee in a separate accounting fund.

(c) Limit administrative charges for the collection of impact fees to actual costs.

(d) Provide notice at least 90 days before the effective date of an ordinance or resolution imposing a new or increased impact fee. A local government is not required to wait 90 days to decrease, suspend, or eliminate an impact fee. Unless the result is to reduce the total mitigation costs or impact fees imposed on an applicant, new or increased impact fees may not apply to current or pending permit applications submitted before the effective date of a new or increased impact fee.

(e) Ensure that collection of the impact fee may not be required to occur earlier than the date of issuance of the building permit for the property that is subject to the fee.

(f) Ensure that the impact fee is proportional and reasonably connected to, or has a rational nexus with, the need for additional capital facilities and the increased impact generated by the new residential or commercial construction.

(g) Ensure that the impact fee is proportional and reasonably connected to, or has a rational nexus with, the expenditures of the funds collected and the benefits accruing to the new residential or nonresidential construction.

(h) Specifically earmark funds collected under the impact fee for use in acquiring, constructing, or improving capital facilities to benefit new users.

(i) Ensure that revenues generated by the impact fee are not used, in whole or in part, to pay existing debt or for previously approved projects unless the expenditure is reasonably connected to, or has a rational nexus with, the increased impact generated by the new residential or nonresidential construction.

(5)(a) Notwithstanding any charter provision, comprehensive plan policy, ordinance, development order, development permit, or resolution, the local government or special district that requires any improvement or contribution must credit against the collection of the impact fee any contribution, whether identified in a development order, proportionate share agreement, or any form of exaction related to public facilities or infrastructure, including monetary contributions, land dedication, site planning and design, or construction. Any contribution must be applied on a dollar-for-dollar basis at fair market value to reduce any impact fee collected for the general category or class of public facilities or infrastructure for which the contribution was made.

(b) If a local government or special district does not charge and collect an impact fee for the general category or class of public facilities or infrastructure contributed, a credit may not be applied under paragraph (a).

(6) A local government, school district, or special district may increase an impact fee only as provided in this subsection.

(a) An impact fee may be increased only pursuant to a plan for the imposition, collection, and use of the increased impact fees which complies with this section.

(b) An increase to a current impact fee rate of not more than 25 percent of the current rate must be implemented in two equal annual increments beginning with the date on which the increased fee is adopted.

(c) An increase to a current impact fee rate which exceeds 25 percent but is not more than 50 percent of the current rate must be implemented in four equal installments beginning with the date the increased fee is adopted.

(d) An impact fee increase may not exceed 50 percent of the current impact fee rate.

(e) An impact fee may not be increased more than once every 4 years.

(f) An impact fee may not be increased retroactively for a previous or current fiscal or calendar year.

(g) A local government, school district, or special district may increase an impact fee rate beyond the phase-in limitations established under paragraph (b), paragraph (c), paragraph (d), or paragraph (e) by establishing the need for such increase in full compliance with the requirements of subsection (4), provided the following criteria are met:

1. A demonstrated-need study justifying any increase in excess of those authorized in paragraph (b), paragraph (c), paragraph (d), or paragraph (e) has been completed within the 12 months before the adoption of the impact fee increase and expressly demonstrates the extraordinary circumstances necessitating the need to exceed the phase-in limitations.

2. The local government jurisdiction has held not less than two publicly noticed workshops dedicated to the extraordinary circumstances necessitating the need to exceed the phase-in limitations set forth in paragraph (b), paragraph (c), paragraph (d), or paragraph (e).

3. The impact fee increase ordinance is approved by at least a two-thirds vote of the governing body.

(h) This subsection operates retroactively to January 1, 2021.

(7) If an impact fee is increased, the holder of any impact fee credits, whether such credits are granted under s. 163.3180, s. 380.06, or otherwise, which were in existence before the increase, is entitled to the full benefit of the intensity or density prepaid by the credit balance as of the date it was first established. If a local government adopts an alternative transportation system pursuant to s. 163.3180(5)(i), the holder of any transportation or road impact fee credits granted under s. 163.3180 or s. 380.06 or otherwise that were in existence before the adoption of the alternative transportation system is entitled to the full benefit of the intensity and density prepaid by the credit balance as of the date the alternative transportation system was first established.

(8) A local government, school district, or special district must submit with its annual financial report required under s. 218.32 or its financial audit report required under s. 218.39 a separate affidavit signed by its chief financial officer or, if there is no chief financial officer, its executive officer attesting, to the best of his or her knowledge, that all impact fees were collected and expended by the local government, school district, or special district, or were collected and expended on its behalf, in full compliance with the spending period provision in the local ordinance or resolution, and that funds expended from each impact fee account were used only to acquire, construct, or improve specific infrastructure needs.

(9) In any action challenging an impact fee or the government’s failure to provide required dollar-for-dollar credits for the payment of impact fees as provided in s. 163.3180(6)(h)2.b., the government has the burden of proving by a preponderance of the evidence that the imposition or amount of the fee or credit meets the requirements of state legal precedent and this section. The court may not use a deferential standard for the benefit of the government.

(10) Impact fee credits are assignable and transferable at any time after establishment from one development or parcel to any other that is within the same impact fee zone or impact fee district or that is within an adjoining impact fee zone or impact fee district within the same local government jurisdiction and which receives benefits from the improvement or contribution that generated the credits. This subsection applies to all impact fee credits regardless of whether the credits were established before or after June 4, 2021.

(11) A county, municipality, or special district may provide an exception or waiver for an impact fee for the development or construction of housing that is affordable, as defined in s. 420.9071. If a county, municipality, or special district provides such an exception or waiver, it is not required to use any revenues to offset the impact.

(12) This section does not apply to water and sewer connection fees.

(13) In addition to the items that must be reported in the annual financial reports under s. 218.32, a local government, school district, or special district must report all of the following information on all impact fees charged:

(a) The specific purpose of the impact fee, including the specific infrastructure needs to be met, including, but not limited to, transportation, parks, water, sewer, and schools.

(b) The impact fee schedule policy describing the method of calculating impact fees, such as flat fees, tiered scales based on number of bedrooms, or tiered scales based on square footage.

(c) The amount assessed for each purpose and for each type of dwelling.

(d) The total amount of impact fees charged by type of dwelling.

(e) Each exception and waiver provided for construction or development of housing that is affordable.

History.—s. 9, ch. 2006-218; s. 1, ch. 2009-49; s. 5, ch. 2009-96; s. 5, ch. 2011-14; s. 1, ch. 2011-149; s. 1, ch. 2019-106; s. 5, ch. 2019-165; s. 5, ch. 2020-27; s. 1, ch. 2020-58; ss. 1, 2, ch. 2021-63; s. 3, ch. 2024-2

APPENDIX D

Traffic Characteristics Data

APPENDIX: D CITY OF LAKE WORTH BEACH TRAFFIC CHARACTERISTICS DATA (MOBILITY STUDY AREA)

Limits, Classification, Ownership					Roadway Characteristics														Existing Vehicles Miles of Travel & Capacity			Future Vehicles Miles of Travel & Capacity		
Street Name	From Street	To Street	Functional Classification	Maintaining Entity	FDOT Context Classification	Travel Lanes	Speed Limit	Length (mi)	LOS Standard	FDOT AADT	Year of Count	Base Capacity	Non-State Rd Factor	Left Turn Lane Factor	Right Turn Lane Factor	Speed Limit Factor	One Way Factor	Daily Capacity	Growth Factor	2025 DAILY TRAFFIC	2025 VMT	2025 VMC	2050 DAILY TRAFFIC	2050 VMT	2050 VMC
22 AVE N	A ST N	DIXIE HWY (US 1)	Minor Collector	City	C4	2	25	0.48	D	2,500	2024	17,600	0.90	0.80	1.00	0.56	1.00	7,040	1.00%	2,530	1,210	3,380	3,240	1,560	3,380
10 AVE N	CONGRESS AVE (SR 807)	FLORIDA MANGO RD	Minor Arterial	County	C4	4	40	0.51	D	32,000	2024	36,100	0.90	1.00	1.05	0.89	1.00	30,324	1.00%	32,320	16,480	15,470	41,450	21,140	15,470
10 AVE N	FLORIDA MANGO RD	INTERSTATE 95	Minor Arterial	County	C4	4	40	0.74	D	41,500	2024	36,100	0.90	1.00	1.00	0.89	1.00	28,880	1.00%	41,920	31,020	21,370	53,750	39,780	21,370
10 AVE N	INTERSTATE 95	A ST N	Minor Arterial	City	C4	4	35	0.25	D	33,500	2024	36,100	0.90	1.00	1.00	0.78	1.00	25,270	1.00%	33,840	8,460	6,320	43,390	10,850	6,320
10 AVE N	A ST N	DIXIE HWY (US 1)	Minor Arterial	City	C4	4	35	0.47	D	23,500	2024	36,100	0.90	1.00	1.05	0.78	1.00	26,534	1.00%	23,740	11,160	12,470	30,440	14,310	12,470
10 AVE N	DIXIE HWY (US 1)	FEDERAL HWY (SR 5)	Minor Arterial	City	C4	2	35	0.31	D	23,500	2024	17,600	0.90	0.80	1.00	0.78	1.00	9,856	1.00%	23,740	7,360	3,060	30,440	9,440	3,060
7 AVE N	A ST N	FEDERAL HWY (SR 5)	Minor Collector	City	C4	2	25	0.79	D	3,900	2024	17,600	0.90	0.80	1.00	0.56	1.00	7,040	1.00%	3,940	3,110	5,560	5,050	3,990	5,560
2 AVE N	CONGRESS AVE (SR 807)	CITY LIMIT WEST	Major Collector	County	C4	2	35	0.41	D	7,900	2024	17,600	0.90	1.00	1.00	0.78	1.00	12,320	1.00%	7,980	3,270	5,050	10,230	4,190	5,050
2 AVE N	CITY LIMIT WEST	BOUTWELL RD	Major Collector	City	C4	2	35	0.47	D	7,900	2024	17,600	0.90	1.00	1.00	0.78	1.00	12,320	1.00%	7,980	3,750	5,790	10,230	4,810	5,790
2 AVE N	BOUTWELL RD	CURRENT TERMINUS	Minor Collector	City	C4	2	35	0.34	D	7,900	2024	17,600	0.90	1.00	1.00	0.78	1.00	12,320	1.00%	7,980	2,710	4,190	10,230	3,480	4,190
6 AVE S	CONGRESS AVE (SR 807)	LAKE OSBOURNE DR	Minor Arterial	County	C3R	4	45	0.75	D	34,000	2024	37,300	0.90	1.00	1.05	1.00	1.00	35,249	1.00%	34,340	25,760	26,440	44,040	33,030	26,440
6 AVE S	LAKE OSBOURNE DR	INTERSTATE 95	Minor Arterial	County	C3R	4	45	0.53	D	12,400	2024	37,300	0.90	1.00	1.00	1.00	1.00	33,570	1.00%	12,520	6,640	17,790	16,060	8,510	17,790
6 AVE S	INTERSTATE 95	A ST S	Minor Arterial	County	C3R	4	35	0.21	D	32,000	2024	37,300	0.90	1.00	1.00	0.78	1.00	26,110	1.00%	32,320	6,790	5,480	41,450	8,700	5,480
6 AVE S	A ST S	DIXIE HWY (US 1)	Minor Arterial	County	C4	4	35	0.48	E	27,500	2024	40,800	0.90	1.00	1.05	0.78	1.00	29,988	1.00%	27,780	13,330	14,390	35,620	17,100	14,390
6 AVE S	DIXIE HWY (US 1)	FEDERAL HWY (SR 5)	Minor Collector	City	C4	2	25	0.34	D	27,500	2024	17,600	0.90	0.80	1.00	0.56	1.00	7,040	1.00%	27,780	9,450	2,390	35,620	12,110	2,390
12 AVE S	LAKE OSBORNE DR	A ST S	Minor Collector	City	C4	2	25	0.35	D	5,300	2024	17,600	0.90	1.00	1.00	0.56	1.00	8,800	1.00%	5,350	1,870	3,080	6,860	2,400	3,080
12 AVE S	A ST S	DIXIE HWY (US 1)	Minor Collector	City	C4	2	25	0.53	D	8,400	2024	17,600	0.90	1.05	1.00	0.56	1.00	9,240	1.00%	8,480	4,490	4,900	10,880	5,770	4,900
12 AVE S	DIXIE HWY (US 1)	LAKESIDE DR	Minor Collector	City	C4	2	25	0.4	D	8,400	2024	17,600	0.90	0.80	1.00	0.56	1.00	7,040	1.00%	8,480	3,390	2,820	10,880	4,350	2,820
A ST N	22 AVE N	10 AVE N	Major Collector	City	C4	2	25	0.95	D	7,500	2024	17,600	0.90	0.80	1.00	0.56	1.00	7,040	1.00%	7,580	7,200	6,690	9,710	9,220	6,690
A ST N	10 AVE N	3 AVE N	Major Collector	City	C4	2	35	0.59	D	7,500	2024	17,600	0.90	0.80	1.00	0.78	1.00	9,856	1.00%	7,580	4,470	5,820	9,710	5,730	5,820
A ST N	3 AVE N	6 AVE S	Major Collector	City	C4	2	25	0.74	D	7,500	2024	17,600	0.90	0.80	1.00	0.56	1.00	7,040	1.00%	7,580	5,610	5,210	9,710	7,190	5,210
A ST S	6 AVE S	12TH AVE S	Minor Collector	City	C4	2	25	0.5	D	8,400	2024	17,600	0.90	1.00	1.00	0.56	1.00	8,800	1.00%	8,480	4,240	4,400	10,880	5,440	4,400
BOUTWELL RD	10 AVE N	LAKE WORTH RD (SR 802)	Major Collector	City	C4	2	35	0.77	D	11,000	2024	17,600	0.90	1.05	1.00	0.78	1.00	12,936	1.00%	11,110	8,550	9,960	14,250	10,970	9,960
CONGRESS AVE (SR 807)	10 AVE N	LAKE WORTH RD (SR 802)	Principal Arterial	FDOT	C4	6	40	0.77	D	46,000	2024	56,800	1.00	1.00	1.05	0.89	1.00	53,013	1.00%	46,460	35,770	40,820	59,580	45,880	40,820
CONGRESS AVE	LAKE WORTH RD (SR 802)	6 AVE S	Principal Arterial	County	C4	6	45	0.53	D	42,000	2024	56,800	1.00	1.00	1.05	1.00	1.00	59,640	1.00%	42,420	22,480	31,610	54,400	28,830	31,610
DIXIE HWY (US 1)	CITY LIMIT NORTH	FORDHAM DR	Minor Arterial	FDOT	C4	4	45	0.28	E	22,000	2024	40,800	1.00	1.00	1.00	1.00	1.00	40,800	1.00%	22,220	6,220	11,420	28,500	7,980	11,420
DIXIE HWY (US 1)	FORDHAM DR	10TH AVE N	Minor Arterial	FDOT	C4	4	35	0.9	E	21,000	2024	40,800	1.00	1.00	1.00	0.78	1.00	31,733	1.00%	21,210	19,090	28,560	27,200	24,480	28,560
DIXIE HWY (US 1)	10 AVE N	7 AVE N	Minor Arterial	FDOT	C4	4	35	0.25	E	19,000	2024	40,800	1.00	1.00	1.00	0.78	1.00	31,733	1.00%	19,190	4,800	7,930	24,610	6,150	7,930
DIXIE HWY (US 1)	7 AVE N	LAKE AVE	Minor Arterial	FDOT	C5	4	35	0.53	E	19,000	2024	43,000	1.00	1.00	1.00	1.00	1.00	43,000	1.00%	19,190	10,170	22,790	24,610	13,040	22,790

APPENDIX: D CITY OF LAKE WORTH BEACH TRAFFIC CHARACTERISTICS DATA (MOBILITY STUDY AREA)

Limits, Classification, Ownership					Roadway Characteristics														Existing Vehicles Miles of Travel & Capacity			Future Vehicles Miles of Travel & Capacity		
Street Name	From Street	To Street	Functional Classification	Maintaining Entity	FDOT Context Classification	Travel Lanes	Speed Limit	Length (mi)	LOS Standard	FDOT AADT	Year of Count	Base Capacity	Non-State Rd Factor	Left Turn Lane Factor	Right Turn Lane Factor	Speed Limit Factor	One Way Factor	Daily Capacity	Growth Factor	2025 DAILY TRAFFIC	2025 VMT	2025 VMC	2050 DAILY TRAFFIC	2050 VMT	2050 VMC
DIXIE HWY (US 1)	LAKE AVE	3 AVE S	Minor Arterial	FDOT	C5	4	35	0.28	E	19,400	2024	43,000	1.00	1.00	1.00	1.00	1.00	43,000	1.00%	19,590	5,490	12,040	25,130	7,040	12,040
DIXIE HWY (US 1)	3 AVE S	6 AVE S	Minor Arterial	FDOT	C4	4	35	0.25	E	19,400	2024	40,800	1.00	1.00	1.00	0.78	1.00	31,733	1.00%	19,590	4,900	7,930	25,130	6,280	7,930
DIXIE HWY (US 1)	6 AVE S	FEDERAL HWY (SR 5)	Minor Arterial	FDOT	C4	4	35	1.2	E	17,200	2024	40,800	1.00	1.00	1.00	0.78	1.00	31,733	1.00%	17,370	20,840	38,080	22,280	26,740	38,080
DIXIE HWY (US 1)	FEDERAL HWY (SR 5)	LANTANA RD (CR 812)	Minor Arterial	FDOT	C4	4	35	0.38	D	21,500	2024	36,100	1.00	1.00	1.00	0.78	1.00	28,078	1.00%	21,720	8,250	10,670	27,850	10,580	10,670
FEDERAL HWY (SR 5)	CITY LIMIT NORTH	11 AVE N	Major Collector	FDOT	C4	2	35	1.1	D	7,700	2024	17,600	1.00	0.80	1.00	0.78	1.00	10,951	1.00%	7,780	8,560	12,050	9,970	10,970	12,050
FEDERAL HWY (SR 5)	11 AVE N	LAKE AVE (SR802)	Major Collector	FDOT	C4	2	35	0.88	D	11,500	2024	17,600	1.00	1.00	1.00	0.78	1.00	13,689	1.00%	11,620	10,230	12,050	14,900	13,110	12,050
FEDERAL HWY (SR 5)	LAKE AVE (SR802)	DIXIE HWY (US 1)	Major Collector	FDOT	C4	2	35	1.63	D	9,400	2024	17,600	1.00	0.80	1.00	0.78	1.00	10,951	1.00%	9,490	15,470	17,850	12,180	19,850	17,850
FORDHAM DR	DIXIE HWY (US 1)	FEDERAL HWY (SR 5)	Minor Collector	City	C4	2	25	0.25	D	550	2024	17,600	0.90	0.80	1.00	0.56	1.00	7,040	1.00%	560	140	1,760	710	180	1,760
INTERSTATE 95	CITY LIMIT NORTH	10TH AVE N	Limited Access	FDOT	LA	12	65	1.24	D	257,000	2024	202,400	1.00	1.00	1.00	1.44	1.00	292,356	1.00%	259,570	321,870	362,520	332,880	412,770	362,520
INTERSTATE 95	10 AVE N	6TH AVE S	Limited Access	FDOT	LA	10	65	1.32	D	257,000	2024	202,400	1.00	1.00	1.00	1.44	1.00	292,356	1.00%	259,570	342,630	385,910	332,880	439,400	385,910
INTERSTATE 95	6 AVE S	W LANTANA RD (CR 812)	Limited Access	FDOT	LA	12	65	1.53	D	249,000	2024	202,400	1.00	1.00	1.00	1.44	1.00	292,356	1.00%	251,490	384,780	447,300	322,520	493,460	447,300
LAKE WORTH RD (SR 802)	CONGRESS AVE (SR 807)	INTERSTATE 95	Minor Arterial	FDOT	C4	4	40	1.28	D	31,500	2024	36,100	1.00	1.00	1.05	0.89	1.00	33,693	1.00%	31,820	40,730	43,130	40,800	52,220	43,130
LAKE WORTH RD (SR 802)	INTERSTATE 95	A ST S	Minor Arterial	FDOT	C4	4	35	0.22	E	30,500	2024	40,800	1.00	1.00	1.00	0.78	1.00	31,733	1.00%	30,810	6,780	6,980	39,510	8,690	6,980
LAKE AVE (SR 802)	A ST S	DIXIE HWY (US 1)	Minor Arterial	FDOT	C4	2	25	0.48	E	9,600	2024	24,000	1.00	0.80	1.00	0.56	0.60	10,667	1.00%	9,700	4,660	5,120	12,430	5,970	5,120
LAKE AVE (SR 802)	DIXIE HWY (US 1)	LAKE AVE ICWH BRIDGE	Minor Arterial	FDOT	C5	2	25	0.68	E	9,100	2024	21,800	1.00	0.80	1.00	0.71	0.60	12,457	1.00%	9,190	6,250	8,470	11,790	8,020	8,470
LAKE AVE ICWH BRIDGE	LAKE AVE ICWH BRIDGE	OCEAN BLVD (SR A1A)	Minor Arterial	FDOT	C5	4	35	0.48	D	14,500	2024	38,300	1.00	1.00	1.05	1.00	1.00	40,215	1.00%	14,650	7,030	19,300	18,780	9,010	19,300
LAKE OSBORNE DR	LAKE WORTH RD (SR 802)	12 AV S	Minor Collector	County	C3R	2	30	1.9	D	8,400	2024	22,400	0.90	0.80	1.00	0.67	1.00	10,752	1.00%	8,480	16,110	20,430	10,880	20,670	20,430
LANTANA RD W (CR 812)	INTERSTATE 95	BROADWAY ST N	Principal Arterial	County	C4	4	45	0.78	D	41,000	2024	36,100	1.00	1.00	1.05	1.00	1.00	37,905	1.00%	41,410	32,300	29,570	53,110	41,430	29,570
LANTANA RD W (CR 812)	BROADWAY ST N	DIXIE HWY (US 1)	Principal Arterial	County	C4	4	45	0.27	D	17,300	2024	36,100	1.00	1.00	1.05	1.00	1.00	37,905	1.00%	17,470	4,720	10,230	22,410	6,050	10,230
LUCERNE AVE (SR 802)	A ST N	H ST N	Minor Arterial	FDOT	C5	2	25	0.4	E	9,800	2024	21,800	1.00	0.80	1.00	0.71	0.60	12,457	1.00%	9,900	3,960	4,980	12,690	5,080	4,980
LUCERNE AVE (SR 802)	H ST S	LAKE AVE ICWH BRIDGE	Minor Arterial	FDOT	C5	2	25	0.76	E	9,600	2024	21,800	1.00	1.00	1.00	0.71	0.60	15,571	1.00%	9,700	7,370	11,830	12,430	9,450	11,830
OCEAN BLVD (SR A1A)	LAKE AVE (SR802)	CITY LIMIT SOUTH	Major Collector	FDOT	C3R	2	35	0.22	D	10,700	2024	22,400	1.00	1.00	1.00	0.78	1.00	17,422	1.00%	10,810	2,380	3,830	13,860	3,050	3,830

APPENDIX E

2022 National Household Travel Survey Data

APPENDIX E: NATIONAL HOUSEHOLD TRAVEL SURVEY (NHTS)									
TRIP PURPOSE	PERSON TRIPS (PT)	PERSON TRIP FACTOR (PTf)	PERSON MILES OF TRAVEL (PMT)	PERSON MILES OF TRAVEL FACTOR (PMTf)	PERSON TRIP LENGTH (PTL)	VEHICLE TRIPS (VT)	VEHICLE MILES OF TRAVEL (VMT)	VEHICLE TRIP LENGTH (VTL)	VEHICLE OCCUPANCY (VO)
HOME	3,008,761,875	1.79	7,115,466,007	1.63	2.36	1,681,930,073	4,357,752,695	2.59	1.35
WORK	557,888,916	1.26	1,709,879,508	1.25	3.06	444,183,115	1,363,963,121	3.07	1.22
PERSONAL ERRANDS	780,971,375	1.58	1,446,359,985	1.40	1.85	493,358,195	1,032,064,059	2.09	1.53
COMMUNITY SERVING	201,996,035	1.93	428,633,364	1.63	2.12	104,773,961	263,381,119	2.51	1.45
SOCIAL / VACATION	102,824,160	1.46	227,281,607	1.37	2.21	70,261,144	165,944,534	2.36	1.83
SCHOOL	334,006,538	1.90	586,592,072	1.67	1.76	176,230,008	350,622,252	1.99	2.00
FAMILY CARE	2,740,356	1.90	2,920,889	1.67	1.07	1,445,879	1,745,896	1.21	2.00
MEDICAL / DENTAL	112,018,810	1.44	321,893,495	1.57	2.87	77,763,748	204,807,978	2.63	1.42
BUY MEALS	698,533,696	1.70	1,510,139,596	1.59	2.16	410,263,225	952,282,573	2.32	1.48
BUY GOODS	1,233,057,936	1.71	2,214,302,536	1.48	1.80	721,661,345	1,493,101,012	2.07	1.52
EXERCISE	722,557,284	5.20	1,340,876,202	3.61	1.86	138,963,703	371,402,283	2.67	1.42
RECREATION / ENTERTAINMENT	213,611,246	3.48	553,582,529	2.71	2.59	61,463,776	204,156,791	3.32	2.11
TOTAL	7,968,968,227	1.82	17,457,927,790	1.62	2.19	4,382,298,172	10,761,224,312	2.46	2.11

Source: *2022 National Household Travel Survey (NHTS). Summary of Trip Purpose for South Atlantic MSA/CMSA with more than 1 million population and heavy rail. Average of trips based on trip lengths of 5 Miles or Less.*

APPENDIX F

Reserved

APPENDIX G

Intersections Plan

Project Number	Project Name	Jurisdiction / Control	Number	Project Type	Construction / Maintenance Entity	Project Description	Planning Level Cost (PLC)	PMC	Funding	Funding Source
	APPENDIX G: INTERSECTIONS PLAN									
1	Lake Worth Rd & Akron St	FDOT/ LWB	1	Intersection - Visibility	City/Developer	Intersection visibility improvements including enhancing crosswalk visibility through high-visibility markings, signage, and lighting. Lake Worth is a State Road, this site is a 4 leg intersection, work to extend approx. 100 ft along each street to bring intersection up to ADA standards (new curb ramps, new ped signals/detection), 2 new light poles, Milling and Resurfacing, etc. Note PBC/FDOT may require upgrading Signalization from strain pole to mast arm, this would address bringing signals up to standards the $600K cost is included in this fee.	$1,860,000	3,720	$ 1,674,000	90% to 100% State Match
2	6th Ave S & S Dixie Hwy (US-1)	PBC/ LWB/ FDOT	1	Intersection - Speed Management	City/County	Intersection improvements including crosswalk visibility upgrades, leading pedestrian intervals, backplates with retroreflective borders, yellow change intervals, lighting, and access management at Aragon. Lake Worth Road is a State Road, this site is a 4 leg intersection, work to extend 100 ft along each street to bring intersection up to ADA standards (new curb cut ramps, new ped signal/detection), new light poles, Milling and Resurfacing, flexible backplates, etc. Note PBC/FDOT may require upgrading signals to include 4-section flashers and upgrading signalization to current standards the $600K cost is included in this fee.	$2,080,000	4,160	$ 1,872,000	90% to 100% State Match
3	Barnett Dr & 10th Ave N	LWB/ PBC/ FDOT	1	Intersection - Targeted School	City/County	Roadway comments: Agree with project description. On the WB approach include signs and flashers for motorist to inform them to "Prepare to Stop When Flashing" due to vertical curvature over I-95. Note PBC/FDOT may require upgrading Signalization from strain pole to mast arm, the $600K cost is included in this fee. Utility relocation may be required, cost unknown.	$1,530,000	3,060	$ 1,377,000	90% to 100% State Match
4	6th Ave S & S F St	PBC/LWB	1	Intersection - Visibility	City/County	Intersection visibility improvements including enhancing crosswalk visibility through high-visibility markings, signage, and decorative lighting, as well as installing pedestrian hybrid beacons (PHBs). The project also includes installation of reduced left-turn conflict designs such as Restricted Crossing U-turns (RCUTs) or Median U-turns (MUTs). With this project being located roughly 300' from Project #6, consideration needs to be given to combine and/or coordinate projects. Note Project 4, 5, 6, 7, 8 should be studied to determine which options are best to build due to close proximity to each other.	$1,790,000	3,580		

Project Number	Project Name	Jurisdiction / Control	Number	Project Type	Construction / Maintenance Entity	Project Description	Planning Level Cost (PLC)	PMC	Funding	Funding Source
	APPENDIX G: INTERSECTIONS PLAN									
5	6th Ave S & S H St	PBC/LWB	1	Intersection - Speed Management	City/County	Intersection speed management improvements including enhancing crosswalk visibility through high-visibility markings, signage, and decorative lighting; installing proper medians or pedestrian islands; and implementing reduced left-turn conflict designs such as RCUTs or MUTs. Given most of the other option are present or would be included in cost of Project #2. With this project being located roughly 300' from Project #2, consideration needs to be given to combine projects. Note Project 4, 5, 6, 7, 8 should be studied to determine which options are best to build due to close proximity to each other. Price includes HAWK.	$1,380,000	2,760		
6	6th Ave S & S E St	PBC/LWB	1	Intersection - Visibility	City/County	Intersection pedestrian improvements including installing crosswalks with enhanced visibility through high-visibility markings, signage, and decorative lighting. With this project being located roughly 300' from Project #4, consideration needs to be given to combine and/or coordinate projects. Note Project 4, 5, 6, 7, 8 should be studied to determine which options are best to build due to close proximity to each other. Price includes HAWK.	$1,320,000	2,640		
7	6th Ave S & S C St	PBC/LWB	1	Intersection - Visibility	City/County	Intersection pedestrian improvements including installing a crosswalk with enhanced visibility through high-visibility markings, signage, and decorative lighting, as well as reduced left-turn conflict designs such as RCUTs or MUTs. With this project being located roughly 300' from Project #8, consideration needs to be given to combine and/or coordinate projects. Note Project 4, 5, 6, 7, 8 should be studied to determine which options are best to build due to close proximity to each other. Price includes HAWK.	$1,275,000	2,550		
8	6th Ave S & S D St	PBC/LWB	1	Intersection - Visibility	City/County	Intersection pedestrian improvements including installing a crosswalk with enhanced visibility through high-visibility markings, signage, and decorative lighting, combined with reduced left-turn conflict designs such as RCUTs or MUTs. With this project being located roughly 300' from Project #7, consideration needs to be given to combine and/or coordinate projects. Note Project 4, 5, 6, 7, 8 should be studied to determine which options are best to build due to close proximity to each other. Price includes HAWK.	$1,320,000	2,640		
9	6th Ave S & S K St	PBC/LWB	1	Intersection - Visibility	City	Improvements to crosswalk visibility and intersection safety through enhanced lighting.	$330,000	660		
10	S Dixie Hwy & 7th Ave S	FDOT/ LWB	1	Intersection - Targeted School	City	Intersection improvements including access management measures, enhanced crosswalks, and lighting.	$330,000	660	$ 297,000	90% to 100% State Match

Project Number	Project Name	Jurisdiction / Control	Number	Project Type	Construction / Maintenance Entity	Project Description	Planning Level Cost (PLC)	PMC	Funding	Funding Source
	APPENDIX G: INTERSECTIONS PLAN									
11	S Dixie Hwy & 8th Ave S	FDOT/ LWB	1	Intersection - Targeted School	City	Intersection improvements including the installation of speed safety cameras (includes pole for camera, stub pole for service point, ITS pole mounted cabinet, pull box, conduit, wire, etc.). For the installation of Speed Safety Camera the following items are anticipated to be needed; Pole for camera, stub pole for service point, ITS pole mounted cabinet installed on pole for camera, pull boxes, conduit (open trench and directional bore), service wire, FO Cable and splice to connect to City/County Fiber network, etc.	$320,000	640	$ 288,000	90% to 100% State Match
12	S Dixie Hwy & 2nd Ave S	FDOT/ LWB	1	Intersection - Visibility	City/Developer	Improvements including enhanced crosswalks and intersection access management. Pricing reflexs cost to restripe existing north/south crosswalk, installation of pedestrian hybrid beacons, and lighting. From a review of PBC Property Appraisers it appears R/W acquisition will be needed to install the HAWK Signals and the existing drainage will need to be modified. Note the additional cost for drainage and R/W Acquisition unknown and not included in this fee.	$908,000	1,816	$ 817,200	90% to 100% State Match
13	S Dixie Hwy & 1st Ave S	FDOT/ LWB	1	Intersection - Visibility	City/Developer	Intersection improvements including enhanced crosswalks, access management, median/pedestrian refuge upgrades, installation of pedestrian hybrid beacons, and lighting. From a review of PBC Property Appraisers it appears R/W acquisition will be needed to install the HAWK Signals and the existing drainage will need to be modified. Note the additional cost for drainage and R/W Acquisition unknown and not included in this fee.	$1,250,000	2,500	$ 1,125,000	90% to 100% State Match
14	N Dixie Hwy & 2nd Ave N	FDOT/ LWB	1	Intersection - Visibility	City	Intersection improvements including enhanced crosswalks, leading pedestrian hybrid intervals, and backplates with retroreflective borders. Note: City may be able to do this work as maintenance thus eliminating need for design and/or development of construction plans.	$26,000	52	$ 23,400	90% to 100% State Match
15	N Dixie Hwy & 10th Ave N	FDOT/ LWB	1	Intersection - Visibility	City	Intersection improvements including enhanced crosswalks, leading pedestrian hybrid intervals, backplates with retroreflective borders, upgrade pedestrian ramps and pedestrian signalization to be ADA compliant (current detection is too far from ramp, etc.), and replace the existing no left turn signs on the mast arm. Note PBC/FDOT may require upgrading Signalization. The $600K cost is included in this fee.	$1,100,000	2,200	$ 990,000	90% to 100% State Match
16	S B St & Lake Ave (SR-802) & N B St	LWB/ FDOT	1	Intersection - Visibility	City	Improvements to crosswalk visibility and roadway safety through rumble strips and enhanced lighting. Also incorporating enhanced sign assembly (ground mounted ped crossing signs with flashing beacons), and upgrade pedestrian ramp to be ADA compliant.	$550,000	1,100	$ 495,000	90% to 100% State Match

Project Number	Project Name	Jurisdiction / Control	Number	Project Type	Construction / Maintenance Entity	Project Description	Planning Level Cost (PLC)	PMC	Funding	Funding Source
	APPENDIX G: INTERSECTIONS PLAN									
17	S E St & Lake Ave (SR-802) & N E St	LWB/ FDOT	1	Intersection - Speed Management	City/County	Intersection speed management improvements including enhancing crosswalk visibility through high-visibility markings, signage, and lighting, along with the installation of a pedestrian hybrid beacon.	$810,000	1,620	$ 729,000	90% to 100% State Match
18	Lake Worth Rd & N I-95	FDOT	1	Intersection - Targeted School	City/County	Intersection improvements including the installation of school speed safety cameras, enhanced crosswalks, backplates with retroreflective borders, yellow change intervals, lighting, leading pedestrian intervals, installation of school speed safety cameras, enhanced crosswalks, add backplates with retroreflective borders, yellow change intervals, lighting, leading pedestrian intervals, upgrade pedestrian features to meet ADA standards (ramps, ped heads to countdown, ped detection, etc.). Note: It should be mentioned that cost assumes replacement of existing mast arms due to structural standards.	$1,240,000	2,480	$ 1,116,000	90% to 100% State Match
19	Lucene Ave & N Federal Hwy	FDOT	1	Intersection - Visibility	City	Intersection improvements including enhanced crosswalks, lighting, and access management, upgrade ped ramps to ADA, incorporate pedestrian signing, pedestrian detections, posts for detection, add flexible backplates, etc. Recommend upgrading Signalization mast arms to include luminaires due to limited r/w space, this is reflected in price of improvements.	$1,600,000	3,200	$ 1,440,000	90% to 100% State Match
20	Reserved									
21	Lucene Ave & N D St	FDOT/ LWB	1	Intersection - Visibility	City	Intersection speed management improvements including enhancing crosswalk visibility through high-visibility markings, signage, and lighting, along with the installation of a pedestrian hybrid beacon, add ped crossing signs and/or possibly flashers, and upgrade ramps to address ADA concerns.	$1,280,000	3,200	$ 1,152,000	90% to 100% State Match

APPENDIX H

Corridors Plan

Project Number	Project	Jurisdiction/ Control	From	To	Length (Miles)	Project Type	Construction / Maintenance Entity	Roadway Comments	Planning Level Cost (PLC)	PMC	Funding Source	Funding Source
	APPENDIX H: CORRIDORS PLAN											
24	10th Ave N	PBC/ FDOT/ LWB	Boutwell Rd	N Dixie Hwy	1.25	Corridor: HIN Top 20	City/Developer	Addition of an 8- to 10-foot separated, shared-use path on both sides of the corridor to support safe walking and biking. Providing an 8 to 10 foot shared-use path will need to be carefully coordinated due to R/W constraints, utilities, and existing vegetation. Note: Cost includes complete Milling and Resurfacing along corridor within the limits. To develop 8 to 10 foot shared-use path we carried cost to replace approximately 6000 FT of Curb and Gutter. Numerous deficiencies observed with existing Signalization, no cost to upgrade was carried, need to coordinate with PBC if existing can be maintained.	$5,250,000	9,000		
25	Barnett Dr	LWB	7th Ave N	10th Ave N	0.25	Corridor – HIN Top 20	City/Developer	Addition of an 8- to 10-foot separated, shared-use path on both sides of the corridor along with traffic calming measures to slow vehicle speeds and enhance safety. Note: per Palm Beach Property Appraiser website, it appears the existing R/W is only 50 FT. Not enough R/W to provide a 8 to 10 foot shared-use path on both sides. Cost shown is to offset the roadway to provide shared-use path on one side. Add 100k for the additional sidewalk	$510,000	1,800		
26	Lake Ave (SR-802)	FDOT	S Federal Hwy	S Palmway	0.12	Corridor – HIN Top 20	City/Developer	Corridor improvements focused on upgraded lighting to improve visibility and nighttime safety for all users. Cost includes misc. items such as removal of existing lighting, replace of sidewalk due to construction damage, etc.	$560,000	432	$ 504,000	90% to 100% State Match
27	6th Ave S	PBC/LWB	Wright Dr	S J St	1.00	Corridor – HIN Top 20	City/Developer	Construction of new walkways and installation of improved lighting to support pedestrian mobility and safety. Cost includes misc. items such as removal of existing lighting, replace of sidewalk due to construction damage, etc.	$4,580,000	3,600		
28	N G St	LWB	Lake Ave	13th Ave N	1.05	Corridor	City/Developer	Corridor upgrades including the addition of bike lanes and walkways to promote safe multimodal travel. Per Palm Beach Property Appraiser website, it appears there is limited R/W. Sidewalk will be limited to east side to ensure pedestrian movement is away from RR R/W. Roadway alignment will require minor adjustments and widening to provide bike lanes. On the north end the on-street parking will need to be eliminated to accommodate the bike lanes, and a chicane will need to be removed. Will need to evaluate horizontal clearance on the western side.	$6,210,000	6,300		

Project Number	Project	Jurisdiction/ Control	From	To	Length (Miles)	Project Type	Construction / Maintenance Entity	Roadway Comments	Planning Level Cost (PLC)	PMC	Funding Source	Funding Source
	APPENDIX H: CORRIDORS PLAN											
29	Lake Worth Rd (SR-802)	FDOT	Lake Osborne Dr	I-95	0.39	Corridor	City/Developer	Access management improvements including the addition of a shared-use path on the south side of the corridor, installation of median barriers, and upgraded lighting. The shared-use path improvements will need to be carefully coordinated with existing utilities and trees along the southern side of Lake Worth. The improvements would also require drainage updates to inlets, etc. Due to R/W and existing overhead utilities along the southern side of Lake Worth there is no room for standalone lighting, recommend coordinating with FPL to install luminaires on their utility poles when they harden the existing poles along the corridor. This work would be under an FPL lighting agreement, so cost would be unknown, however we carried cost of traditional poles for this estimate. As for the lighting on the northern side, it is not compliant with current standards and would need to be replaced also (carried in cost shown). Access management would be needed to be coordinated with FDOT for median closures, thus additional study included in cost to be conducted to ensure this would not adversely impact Lake Worth Road traffic.	$3,190,000	1,404	$ 2,871,000	90% to 100% State Match
30	Lucerne Ave	FDOT	S A St Roundabout	B St	0.77	Corridor	City/Developer	Sidewalk widening, ADA improvements, and utility relocations to improve pedestrian accessibility and provide safer walking environments.	$130,000	2,772	$ 117,000	90% to 100% State Match
31	Dixie Highway	FDOT	12th Ave S	2nd Ave N	1.15	Corridor	City/Developer	Decorative lighting upgrades and crosswalk improvements.	$2,387,000	4,140	$ 2,148,300	90% to 100% State Match
32	17th Ave N	LWB	W Terrace Dr	N Dixie Hwy	1.00	Corridor	City/Developer	Corridor upgrades including the addition sharrows to support safer and more visible bicycling routes. Project cost includes M&R, select sidewalk and curb repair, incorporating sharrows, etc.	$1,060,000	6,000		
33	Barnett Dr	LWB	10th Ave N	Barcelona Ave	0.25	Corridor	City/Developer	Addition of an 8- to 10-foot separated, shared-use path on both sides of the corridor along with traffic calming measures and shade trees to slow vehicle speeds and enhance safety.	$1,935,000	1,800		
34	Barnett Dr	LWB/Developer	2nd Ave N	7th Ave N	0.65	Corridor	City/Developer	Corridor extension for 50' r/w. Note: Cost does not include property acquisition.	$5,900,000	18,200		
35	W Terrace Dr	LWB	15th Ave N	17th Ave N	0.2	Corridor	City/Developer	Corridor upgrades include incorporating sharrows to improve bicycle travel and overall multimodal safety. Current pavt width along corridor is approximately 28'.There is well established vegetation along the western side, but could widen to the east if needed for dedicated bike lanes. Cost only includes sharrows.	$5,000	480		

APPENDIX I

Mobility Implementation

Project Number	Project	Jurisdiction / Control	Project Type	Project Description	Planning Level Cost (PLC)	PMC	Time Frame
APPENDIX I: MOBILITY PLAN IMPLEMENTATION							
36	Transportation Demand Management Program	Citywide	Mobility	The Palm Beach TPA is creating an umbrella TDM program for its member cities, Lake Worth Beach can coordinate to take advantage of regional tools and incentives. This collaboration and associated activities will consist of: • Participation in the TPA's TDM workshops and if necessary, appoint a TDM coordinator • Developing a working group of TDM stakeholders (TPA, South Florida Commuter Services, residential and commercial owners and property managers) • Targeting messaging and marketing to populations likely to shift from single occupancy vehicles • Identifying any parking demand management strategies that belong in Lake Worth Beach's TDM toolbox	$500,000	133	2025 to 2035
37	Vehicle Electrification Program Assessment Plan	Citywide	Mobility	Lake Worth Beach can benefit from an overarching plan and program for vehicle and fleet electrification. Such a plan would involve gathering key stakeholders, identifying plan, policy, and regulatory resources and barriers, identifying changes needed to facilitate infrastructure, developing a roadmap to update plans, as well as a phased approach to rolling out electric capacity and charging stations, and identifying grants for developing a readiness plan, city vehicles, charging station locations, and electricity infrastructure upgrades	$500,000	400	2025 to 2035
38	Integrate measures from the parking plan	Citywide	Mobility	The City has a parking study underway to update data and financial assumptions from the 2018 parking study.	$500,000	1,333	2025 to 2035
39	Park and Ride lots and pick up locations for microtransit providers	Citywide	Mobility	Initiating a park and ride involves: • Identifying underused parking (mostly public) that can serve as parking • Determining the need for employee or after-hours parking • Estimating costs and who pays • Launching a campaign to potential users • Integrating the park and ride into TDM programs • Integrate, if applicable, parking demand management strategies into the Transportation Demand Management program, and identifying locations for pick up and drop off locations. Capital expenses would be signage.	$500,000	400	2025 to 2035
40	Conduct rider surveys	Citywide	Mobility	Passenger experience is key to formulating successful transit systems, including microtransit. A survey would include The survey should be designed to: • Provide information that is pertinent to understanding microtransit services, passenger types, trip purpose, passenger sentiment, modes displaced, ease of use, service shortcomings, and other information that is difficult to gauge from ridership reports • Coordinate surveys with Circuit to see if passengers can take the survey through the mobile app • Conduct intercept surveys on board or as passengers wait for pick up	$50,000	40	2025 to 2035
41	Assessing, operating, and adjusting circulator services	Citywide	Mobility	As a new type of transit service, on-demand circulators tend to monitor and adjust services over time. In reviewing service, Lake Worth Beach should review and adjust the following program features: • Updated service goals (e.g., access, economic development, tourism) • Performance metrics (rides starting/ending at TriRail; Rides starting/ending in target neighborhoods; number or percent of pooled rides, and modes displaced by a circulator ride (e.g. a circulator trip that would have been a car trip). • Equity tracking • Number of vehicles leased by private entities such as hotels and resorts. • Marketing • Long-term and stable revenue - Assess and improve infrastructure on the routes	$500,000	933	2025 to 2035

Project Number	Project	Jurisdiction / Control	Project Type	Project Description	Planning Level Cost (PLC)	PMC	Time Frame
APPENDIX I: MOBILITY PLAN IMPLEMENTATION							
42	Assess and improve infrastructure for circulator services	Citywide	Mobility	Design Survey and Verification – Conduct topographic surveys and establish project control points; determine right-of-way; perform drainage surveys; extract 2D/3D data for intersections and stops; and collect check cross sections. Basis of Design Report (BODR) – Develop and maintain a report outlining design methodology, assumptions, criteria, and considerations across disciplines (geometry, ADA, stations, signals, ITS, signage, lighting, landscaping, environmental/permitting). It also defines concurrent activities and construction sequencing/phasing. Design Alternative Analysis / Concept Plans – Evaluate roadway and station alternatives by documenting routes, identifying deficiencies, developing typical sections, assessing drainage and signal infrastructure, evaluating ITS/communications, reviewing utility data, considering lighting needs, ensuring ADA/constructability, and determining environmental/permitting requirements.	$1,000,000	1,333	2025 to 2035
43	Citywide shade study and action plan	Citywide	Mobility	Attention to canopy is growing as climate change-related heat and storms pose higher risks. These risks extend to the mobility system, especially for those walking, cycling, and taking transit. The steps for creating a shaded mobility system include: Assess and improve infrastructure on the routes • Convene the range of public, private, and non-profit stakeholders with an interest in tree canopy and shade (e.g., County officials, climate and resiliency, health, parks, schools, transit, outdoor workers) • Determine the scope of work for documenting a tree and shade inventory, as well as urban heat mapping • Establish goals and priorities for adding shade with a focus on highly used sidewalks, first last mile to transit stops and schools. • Refer to shade funding programs namely through the Florida Urban and Community Forestry programs	$300,000	533	2025 to 2035
44	Alleyway improvements	Citywide	Mobility	Lake Worth Beach has an extensive, yet disjointed, network of alleys that serve multiple purposes, including as walk and bikeways. The city would like to identify and prioritize alley improvements for select segments. Those improvements include • Conducting an alleyway study to assess, rank, and prioritize improvements, including stakeholder engagement • Funding improvements including PD&E, grading, surfacing, and landscaping.	$200,000	533	2025 to 2035
45	E-bike incentive program	Citywide	Mobility	Cities across the nation are offering electric bike rebates, vouchers or tax credits to spur adoption of cycling. Steps for creating an e-bike incentive system are as follows: • Contact Tampa's Mobility Department to get details on their program • Research funding sources. Common mechanisms are foundations, climate and clean air programs, energy programs, local sources (general fund, parking fees), electric utility companies, private companies, and bicycle advocacy groups. • Assemble stakeholders and partners to design a program. Most program details include incentive type (mail-in rebate, voucher, tax credit), incentive value and tiers (e.g., low income), qualified bicycle types, qualified dealers, application materials, schedules, administration, and reporting.	$150,000	267	2025 to 2035
46	Additional bike racks	Citywide	Mobility	With the increase in cycling overall and interest in e-bikes, the city will need to add racks downtown. The city can explore the following strategies: • Replace current bike racks that only fit two bikes to larger rack where feasible • Crowdsource ideas from downtown visitors on the best locations for new bike racks • Convene downtown stakeholders to discuss new locations • Convert parking spaces in municipal lots to bike corrals • Turn to some of the smaller placemaking grant programs to install more racks • Include bike cages for TriRail and Lake Worth Beach High School as part of the E-Bike strategy	$100,000	213	2025 to 2035

APPENDIX J

Trip Generation

APPENDIX J: TRIP GENERATION			
USE CATEGORIES, USE CLASSIFICATIONS, & REPRESENTATIVE USES	UNIT OF MEASURE (UOM)	DAILY TRIP GENERATION (TG)	ITE Land Use Codes (12th Edition)
Residential Uses			
Dwelling, single-family (attached, detached, duplex, townhouse, two-family, ADU)	per Sq. Ft.	6.25	See Single-Family Residential
Dwelling, multifamily (apartment, boarding, efficiency, micro-units, three (3) or more attached units, timeshare)	per Sq. Ft.	8.50	See Multi-Family Residential
Long Term Care (assisted living center or facility, nursing or retirement homes)	per Sq. Ft.	5.82	See Long Term Care
Mobile Residence (manufactured home, mobile home, RV, travel trailer, mobile park or subdivision)	per Lot or Space	5.52	See Mobile Residence
Other Residence (community residence type I - IV, recovery residence)	per Employee plus per Room	3.00	Average of Two Trips per Room plus Prorated Employee Trip
Non-Residential Uses			
Administrative and professional office	per 400 Square Feet	10.97	See Office
Commercial recreation uses, indoor	per 200 Square Feet	35.70	See Commercial Recreation (Indoor)
Commercial recreation uses, outdoor	per Acre	39.74	See Commercial Recreation (Outdoor)
Industrial (brewery, distillery, fabrication, nursery, storage, trades, utility, warehouse)	per 1,000 Square Feet	2.95	See Industrial
Institutional, assembly (cultural and artisanal uses, places of assembly or worship, private club or lodge)	per 200 Square Feet	5.23	See Institutional (Assembly)
Institutional, education (day care, pre-school, private education K-12 or any grade combo)	per 200 Square Feet	9.80	See Institutional (Educational)
Institutional (hospital, college, trade-school, university, schools of arts, instruction, modeling, music)	per 200 Square Feet	12.55	See Institutional
Lodging facility (B&B, inn, hotel, motel, vacation rental)	per Room	6.02	See Overnight Lodging
Medical office (clinic, dental, health care, medical, urgent care)	per 250 Square Feet	28.68	See Medical Office
Restaurant (counter service, fast food, sit-down, table service, take-out, pick-up, quick service)	per 150 Square Feet	170.83	See Restaurant
Retail (commercial uses, multiple occupancy, personal services, retail sales)	per 500 Square Feet	49.58	See Retail
Single-destination commercial uses (commercial/single destination retail/stand alone retail)	per 250 Square Feet	62.66	See Single Destination Commercial
Auto Oriented Non-Residential Uses			
Automotive/vehicular uses (parts, sales, uses not otherwise listed)	per 150 Square Feet	34.25	See Automobile Uses
Drive-through facility (bank, commercial, dry cleaner, grocery, retail, pharmacy)	per Drive-Through	125.26	See Drive Thru Facility
Drive-in and drive-through restaurant (beverage, coffee, fast food, fast casual, quick service)	per Drive-Through plus per ten (10) spaces	507.99	See Quick Service Restaurant Drive Thru
Parking (pay parking garages or lots, vehicle or equipment auction, storage, rental, towing, transitional lots)	per Space	3.00	Average of three daily trips per space
Vehicle charging stations (commercial / retail use)	per Position	61.54	See Motor Vehicle Charging
Vehicle fueling	per Position	259.71	See Motor Vehicle Fueling
Vehicle service and repair (facilities—major or minor, or repair and maintenance services—major, sales)	per Bay plus per 300 Square Feet	36.25	See Motor Vehicle Service
Vehicle washing (automated, manual, detail wash and wax)	per 1,000 Square Feet	234.84	See Vehicle Washing

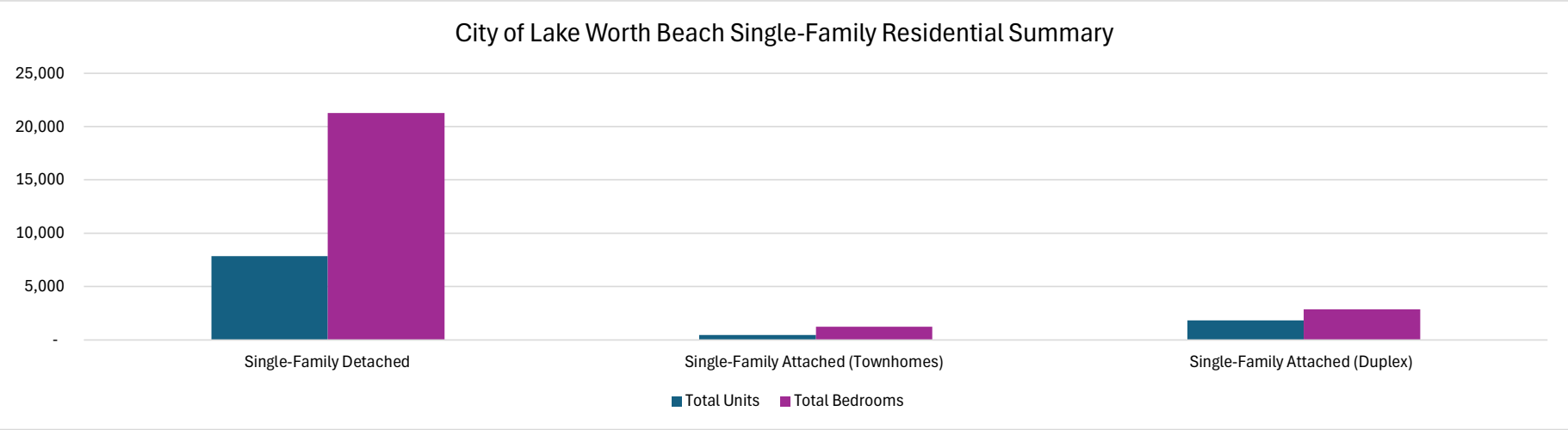
SINGLE-FAMILY DWELLING TRIP GENERATION

ITE LAND USE	ITE LAND USE CODE	UNIT OF MEASURE	AM PEAK (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES (TS)	CALCULATED DAILY TRIPS (DT)	AVERAGE SQUARE FOOTAGE	SQUARE FOOTAGE (PER 1,000 SQ. FT.)	TRIP GENERATION (PER 1,000 SQ. FT.)	TRIP STUDIED (WEIGHTED) (TSw)	TRIP GENERATION (WEIGHTED) (TGw)
SINGLE-FAMILY DETACHED	210	DWELLING UNIT	0.70	0.068	153	0.93	0.088	166	319	10.43	1,327	1.327	7.86	0.737	5.79
SINGLE-FAMILY ATTACHED (TOWNHOUSE)	215	DWELLING UNIT	0.47	0.079	26	0.51	0.094	31	57	5.69	1,622	1.622	3.51	0.132	0.46
SINGLE-FAMILY ATTACHED (DUPLEX)	215	DWELLING UNIT	0.47	0.079	26	0.51	0.094	31	57	5.69	738	0.738	7.71	0.132	1.01
TOTAL	--	--	--	--	205	--	--	228	433	--	--	--	--	1.000	6.25

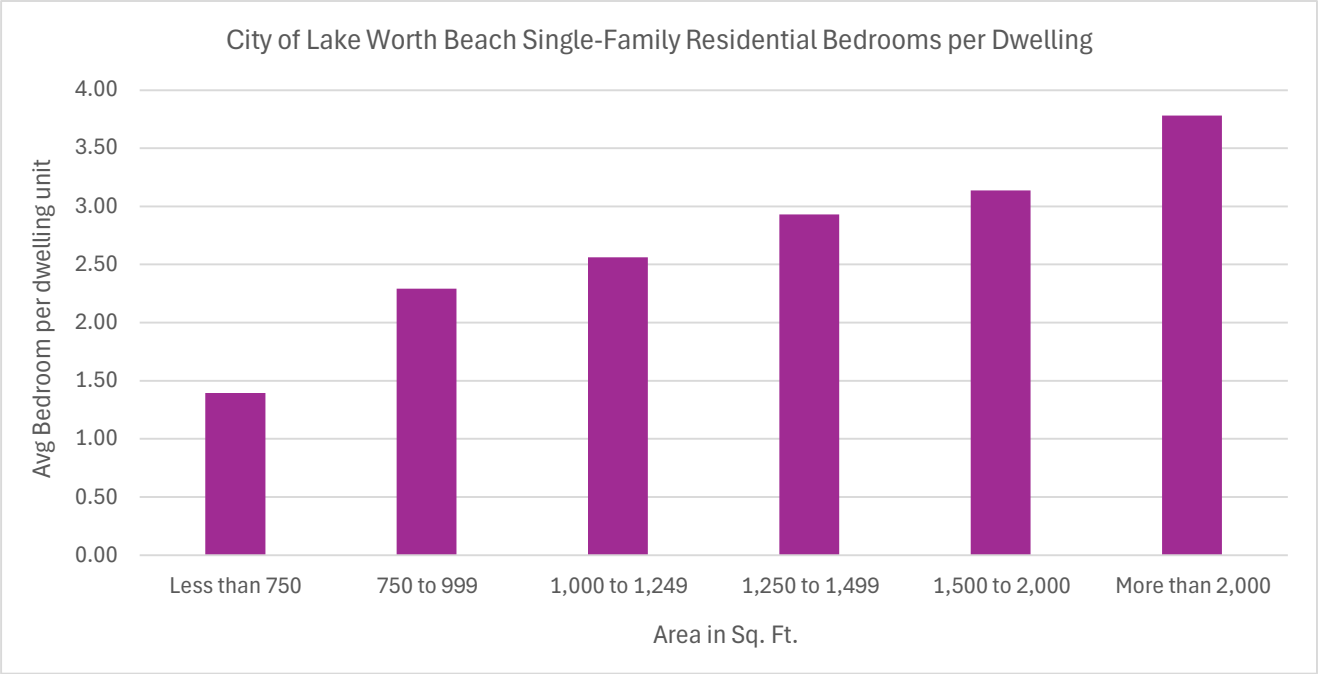
Notes: Single-Family Residential Trip Generation based on the AM and PM Peak of adjacent street traffic per room based on the 12th Edition of the ITE Trip Generation Manual. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Trip Study Weight (TSW). The Calculated Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 12th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles.

Calculated Daily Trips (DT) formula for a Single-Family Attached Residential Dwelling is as follows: AM Peak (0.47/0.079) = 5.949; PM Peak (0.51/0.094) = 5.426; (5.949 + 5.426) = 11.38; (11.38 / 2) = 5.69. The trip generation rates are converted into trip rates per 1,000 square feet. The first step in the conversion was assigning the average square footage by type of residential use in Lake Worth Beach based on data from the Palm Beach County Property Appraiser. The net square footage of each unit type is then divided by 1,000 (square footage per 1,000 sq. ft.). The trip generation rate is then divided by the square footage per 1,000 sq. ft. Single-Family Attached Residential example: (1,622 / 1,000) = 1.622; (5.69 / 1.622) = 3.51 trips per 1,000 square feet. The average square footage is based on livable enclosed square footage (doors, windows, walls) under roof.

The total number of studies (TS) conducted are used to calculate a Weighted Trip Study (TSw). The Weighted Trip Generation (TGw) is calculated based on Trip Generation (TG) per 1,000 sq. ft. multiplied by the Weighted Trip Study (TSw). The total trips per 1,000 SQ. FT. is the sum of the Weighted Trip Generation (TGw). Single-Family Attached example: TSw = (57 / 433) = 0.132; TGw = (3.51 x 0.132) = 0.46. Single-Family Residential Trip Generation is the sum of (5.79 + 0.46 + 1.01) = 6.34 trips per 1,000 square feet.



City of Lake Worth Beach Single-Family Residential Summary					
Residential Type	**Total Units**	**Total Square Footage**	**Total Bedrooms**	**Avg. Sq. Ft. per Unit**	**Avg. Bedrooms per Unit**
Single-Family Detached	**7,858**	**10,429,554**	**21,263**	**1,327**	**2.71**
Single-Family Attached (Townhomes)	**467**	**757,273**	**1,219**	**1,622**	**2.61**
Single-Family Attached (Duplex)	**1,828**	**1,349,338**	**2,875**	**738**	**1.57**
Total	**10,153**	**12,536,165**	**25,357**	**1,235**	**2.50**
Source: Palm Beach County Property Appriaser Data (2025)					



Single-Family Residential Bedrooms per Dwelling			
Square Footage Thresholds	**Dwelling Units**	**Bedrooms**	**Bedrooms per Dwelling**
Less than 750	**664**	**927**	**1.40**
750 to 999	**1,580**	**3,623**	**2.29**
1,000 to 1,249	**1,900**	**4,866**	**2.56**
1,250 to 1,499	**1,510**	**4,424**	**2.93**
1,500 to 2,000	**1,411**	**4,424**	**3.14**
More than 2,000	**793**	**2,999**	**3.78**
Total	**7,858**	**21,263**	**2.71**
Source: Palm Beach County Property Appriaser Data (2025)			

CITY OF LAKE WORTH BEACH VEHICLE AVAILABILITY & BEDROOMS BY TENURE					
VEHICLE AVAILABILITY BY HOUSEHOLD			**NUMBER OF BEDROOMS BY HOUSEHOLD**		
Owner occupied:	**7,119**	**Number of Bedrooms**	**Owner occupied:**	**7,119**	**Vehicles Available**
No vehicle available	561	0	No bedroom	62	0
1 vehicle available	2,727	2 & 3	1 bedroom	705	0
2 vehicles available	2,679	2 & 3	2 bedrooms	2,110	1 & 2
3 vehicles available	762	3 & 4	3 bedrooms	3,486	2 & 3
4 vehicles available	334	4	4 bedrooms	689	3 & 4
5 or more vehicles available	56	5 or More	5 or more bedrooms	67	4 or More
Renter occupied:	**8,374**	**Number of Bedrooms**	**Renter occupied:**	**8,374**	**Vehicles Available**
No vehicle available	1,475	0	No bedroom	504	0
1 vehicle available	4,286	1 & 2	1 bedroom	2,894	0 & 1
2 vehicles available	1,860	1 & 2	2 bedrooms	3,330	1 & 2
3 vehicles available	618	3 & 4	3 bedrooms	1,187	3 & 4
4 vehicles available	117	3 & 4	4 bedrooms	389	3 & 4
5 or more vehicles available	18	5	5 or more bedrooms	70	5

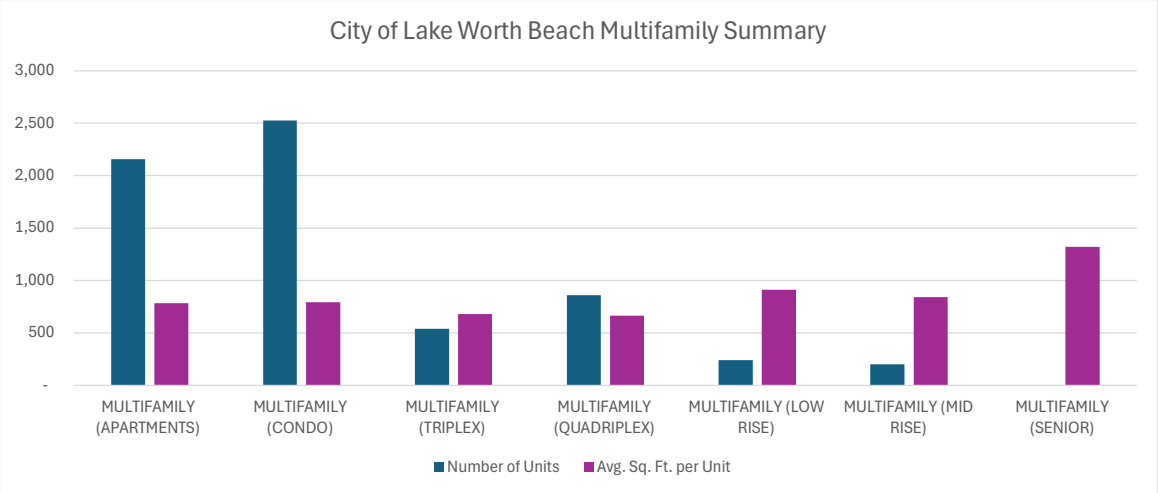
American Community Survey (2024) U.S. Census Bureau. Tenure by Vehicles Available (Table ID B25044; Dataset ACSDTS5Y2024) Tenure by Bedrooms (Table ID: B25042, Dataset ACSDT5Y2024)

MULTI-FAMILY DWELLING TRIP GENERATION															
ITE LAND USE	ITE LAND USE CODE	UNIT OF MEASURE	AM PEAK (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF UNITS	CALCULATED DAILY TRIPS (DT)	AVERAGE SQUARE FOOTAGE	SQUARE FOOTAGE (PER 1,000 SQ. FT.)	TRIP GENERATION (PER 1,000 SQ. FT.)	TOTAL UNITS (WEIGHTED) (TUw)	TRIP GENERATION (WEIGHTED) (TGw)
MULTIFAMILY (APARTMENTS)	220	DWELLING UNIT	0.47	0.066	25	0.62	0.095	24	2,157	6.82	782	0.782	8.73	0.321	2.80
MULTIFAMILY (CONDO)	220	DWELLING UNIT	0.47	0.066	25	0.62	0.095	24	2,526	6.82	792	0.792	8.62	0.376	4.00
MULTIFAMILY (TRI-PLEX)	220	DWELLING UNIT	0.47	0.066	25	0.62	0.095	24	540	6.82	679	0.679	10.05	0.080	0.81
MULTIFAMILY (QUADRIPLEX)	220	DWELLING UNIT	0.47	0.086	25	0.62	0.095	24	860	6.00	667	0.667	8.99	0.128	1.15
MULTIFAMILY (LOW RISE)	220	DWELLING UNIT	0.47	0.086	25	0.62	0.095	24	240	6.00	912	0.912	6.57	0.036	0.23
MULTIFAMILY (MID RISE)	221	DWELLING UNIT	0.38	0.086	20	0.38	0.094	21	200	4.23	842	0.842	5.02	0.030	0.15
MULTIFAMILY (SENIOR)	252	DWELLING UNIT	0.19	0.062	8	0.25	0.077	8	195	3.16	785	0.785	4.02	0.029	0.12
TOTAL	--	--	--	--	50	--	--	48	6,718	--	--	--	--	1.000	9.26

Notes: Multi-family Residential Trip Generation based on the AM and PM Peak of adjacent street traffic per dwelling unit based on the 12th Edition of the ITE Trip Generation Manual. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Trip Study Weight (TSW). The Calculated Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 12th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles.

Calculated Daily Trips (DT) formula for a Multifamily (Apartment) is as follows: (AM Peak (0.47/0.066) + PM Peak (0.62/0.095))/2 = 6.82. The trip generation rates are converted into trip rates per 1,000 square feet. The first step in the conversion was assigning the average square footage by type of residential use in Lake Worth Beach based on data from the Palm Beach County Property Appraiser. The net square footage of each unit type is then divided by 1,000 (square footage per 1,000 sq. ft.). The trip generation rate is then divided by the square footage per 1,000 sq. ft. Multi-family Residential (Apartment) example: (782 / 1,000) = 0.782; (6.82 / 0.782) = 8.73 trips per 1,000 square feet. The average square footage is based on livable enclosed square footage (doors, windows, walls) under roof.

The total number of dwelling units (TU) by ttype of multifamily are used to calculate a Weighted Total Units (TUw). The Weighted Trip Generation (TGw) is calculated based on Trip Generation (TG) per 1,000 sq. ft. multiplied by the Weighted Total Units (TUw). The total trips per 1,000 SQ. FT. is the sum of the Weighted Trip Generation (TGw). Multi-family Residential (Apartment) example: TUw = (2,157 / 6,713) = 0.321; TGw = (3.73 x 0.321) = 2.80. Multi-Family Residential Trip Generation is the sum of (2.80 + 3.24 + 0.81 + 1.15 + 0.24 + 0.15 + 0.12) = 8.50 trips per 1,000 square feet.



City of Lake Worth Beach Multifamily Summary			
Apartment Type	**Number of Units**	**Total Square Footage**	**Avg. Sq. Ft. per Unit**
MULTIFAMILY (APARTMENTS)	**2,157**	**1,687,355**	**782**
MULTIFAMILY (CONDO)	**2,526**	**1,999,493**	**792**
MULTIFAMILY (TRIPLEX)	**540**	**366,654**	**679**
MULTIFAMILY (QUADRIPLEX)	**860**	**572,999**	**667**
MULTIFAMILY (LOW RISE)	**240**	**218,885**	**912**
MULTIFAMILY (MID RISE)	**200**	**168,367**	**842**
MULTIFAMILY (SENIOR)	**2**	**2,640**	**1,320**
Grand Total	**6,525**	**5,016,393**	**769**
Source: Palm Beach County Property Appriaser Data (2025)			

LONG TERM CARE TRIP GENERATION												
ITE LAND USE	**ITE LAND USE CODE**	**VARIABLE**	**AM PEAK TRIPS (7 to 9)**	**AM PEAK FACTOR**	**AM NUMBER OF STUDIES**	**PM PEAK TRIPS (4 to 6)**	**PM PEAK FACTOR**	**PM NUMBER OF STUDIES**	**TOTAL NUMBER OF STUDIES**	**CALCULATED DAILY**	**TRIP STUDIED (WEIGHTED)**	**TRIP GENERATION (WEIGHTED)**
CONGREGATE CARE FACILITY	**253**	**DWELLING**	**0.10**	**0.073**	**6**	**0.18**	**0.081**	**7**	**13**	**1.80**	**0.19**	**0.34**
CONTINUING CARE RETIREMENT COMMUNITY	**255**	**UNITS**	**0.16**	**0.073**	**12**	**0.19**	**0.081**	**12**	**24**	**2.27**	**0.35**	**0.79**
LONG TERM CARE TRIP GENERATION PER 1,000 SQ. FT.												
CONGREGATE CARE FACILITY	**253**	**1000 SQ. FT.**	**0.33**	**0.073**	**8**	**0.59**	**0.081**	**9**	**17**	**5.93**	**0.25**	**1.46**
ASSISTED LIVING	**254**	**1000 SQ. FT.**	**0.32**	**0.093**	**6**	**0.38**	**0.088**	**6**	**12**	**3.88**	**0.17**	**0.67**
CONTINUING CARE RETIREMENT COMMUNITY	**255**	**1000 SQ. FT.**	**0.38**	**0.073**	**12**	**0.48**	**0.081**	**12**	**24**	**5.50**	**0.35**	**1.91**
NURSING HOME	**620**	**1000 SQ. FT.**	**0.55**	**0.075**	**8**	**0.59**	**0.074**	**8**	**16**	**7.65**	**0.23**	**1.77**
TOTAL / *AVERAGE*					**34**			**35**	**69**		**1.00**	**5.82**

Notes: Long Term Care Trip Generation based on the AM and PM Peak of adjacent street traffic based on the 12th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. Congregate Care Facilities and Continuing Care Retirement Community were converted from units to 1,000 sq. ft. based on unit sizes of 330 sq. ft. and 400 sq. ft. respectively. Congregate Care Facilities AM and PM Peak Trips were multiplied by 3.3 to convert 330 sq. ft. units to 1,000 sq. ft. Continuing Care Retirement Community AM and PM Peak Trips were multiplied by 2.5 to convert 400 sq. ft. units to 1,000 sq. ft. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Trip Study Weight (TSW). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 12th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles. The Trip Generation Weight (TGW) is calculated based on daily trips multiplied by Trip Study Weighting. The total trips per 1,000 sq. ft. is the sum of the weighted Trip Generation (TGW). Nursing Home Example: DT = ((0.55 / .075) + (0.59 / 0.074)) = 7.65; TSW = (16 / 69) = 0.23; TGW = (7.65 x 0.23) = 1.77. Long Term Care TG: Sum 1.46 + 0.67 + 1.91 + 1.77) = 5.82.

MOBILE RESIDENCE TRIP GENERATION												
ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK OF GENERATOR	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK OF GENERATOR	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES	CALCULATED DAILY	TRIP STUDIED (WEIGHTED)	TRIP GENERATION (WEIGHTED)
MOBILE HOME PARK	240	UNIT	0.53	0.079	6	0.71	0.080	6	12	7.79	0.39	3.02
RV PARK	416	LOT	0.25	0.064	6	0.41	0.080	3	9	4.52	0.29	1.31
RECREATIONAL HOME	260	ROOM	0.28	0.079	5	0.31	0.080	5	10	3.71	0.32	1.20
TOTAL	--	--	--	--	17	--	--	14	31	--	1.00	5.52

Notes: Mobile Residence Trip Generation based on the AM and PM Peak of Generator per variable based on the 12th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Trip Study Weight (TSW). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 12th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles. The Trip Generation Weight (TGW) is calculated based on daily trips multiplied by Trip Study Weighting. The total trips per variable is the sum of the weighted Trip Generation (TGW). RV Park Example: DT = ((0.25 / .064) + (0.41 / 0.080)) = 4.52; TSW = (9 / 31) = 0.29; TGW = (4.52 x 0.29) = 1.31. Mobile Residence Trip Generation: Sum (3.02 + 1.31 + 1.20) = 5.52.

ADMINISTRATIVE AND PROFFESSIONAL OFFICE TRIP GENERATION						
USE	**ITE**	**VARIABLE**	**DAILY TRIPS (DT)**	**NUMBER OF STUDIES (TS)**	**WEIGHTED TRIP STUDY (TSw)**	**WEIGHTED TRIP GENERATION (TGw)**
HOSPITAL	**610**	**1,000 SQ. FT.**	**10.7**	**6**	**0.10**	**1.07**
OFFICE	**710**	**1,000 SQ. FT.**	**7.83**	**22**	**0.37**	**2.87**
SMALL OFFICE	**712**	**1,000 SQ. FT.**	**14.39**	**21**	**0.35**	**5.04**
CORPORATE HEADQUATERS	**714**	**1,000 SQ. FT.**	**11.17**	**3**	**0.05**	**0.56**
SINGLE TENANT	**715**	**1,000 SQ. FT.**	**12.30**	**3**	**0.05**	**0.62**
RESEARCH & DEVELOPMENT	**760**	**1,000 SQ. FT.**	**9.47**	**1**	**0.02**	**0.16**
BUSINESS PARK	**770**	**1,000 SQ. FT.**	**9.97**	**4**	**0.07**	**0.66**
TOTAL				**60**	**1.00**	**10.97**

Notes: Office Trip Generation based on Daily Weekday Trip Generation per 1,000 squate feet (SQ. FT.) based on the 12th Edition of the ITE Trip Generation Manual. The total number of studies (TS) conducted are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on ITE Trip Generation Manual 12th edition. The Weighted Trip Generation (TGw) is calculated based on Daily Trips (DT) multiplied by the Weighted Trip Study (TSw). The total trips per 1,000 SQ. FT. is the sum of the Weighted Trip Generation (TGw). Office Example: TSw = (22 / 60) = 0.37; TGw = (7.83 x 0.37) = 2.87. Office Trip Generation is the sum of (1.07 + 2.87 + 5.04 + 0.56 + 0.62 + 0.16 + 0.66) = 10.97.

COMMERCIAL RECREATION USES (INDOOR) TRIP GENERATION

ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES	CALCULATED DAILY	TRIP STUDIED (WEIGHTED)	TRIP GENERATION (WEIGHTED)
ROCK CLIMBING GYM	434	1,000 SQ. FT.	1.40	0.068	1	1.64	0.123	1	2	16.96	0.03	0.50
MULTI-PURPOSE	435	1,000 SQ. FT.	0.00	0.068	0	3.44	0.123	6	6	27.97	0.09	2.47
TRAMPOLINE PARK	436	1,000 SQ. FT.	0.00	0.068	0	1.50	0.123	3	3	12.20	0.04	0.54
BOWLING ALLEY	437	1,000 SQ. FT.	1.48	0.068	1	1.30	0.123	5	6	16.17	0.09	1.43
HEALTH / FITNESS	492	1,000 SQ. FT.	1.79	0.068	7	3.77	0.073	10	17	38.98	0.25	9.75
ATHLETIC CLUB	493	1,000 SQ. FT.	1.96	0.068	3	3.38	0.073	3	6	37.56	0.09	3.31
BOUTIQUE FITNESS STUDIO	494	1,000 SQ. FT.	11.69	0.068	3	8.00	0.123	2	5	118.48	0.07	8.71
COMMUNITY CENTER	495	1,000 SQ. FT.	2.02	0.068	11	2.89	0.123	12	23	26.60	0.34	9.00
TOTAL	--	--	--	--	26	--	--	42	68	--	1.00	35.70

Notes: Indoor Commercial Recreation Trip Generation based on the AM and PM Peak of adjacent street traffic per 1,000 square feet (SQ. FT.) based on the 12th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Trip Study Weight (TSW). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 12th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles. The Trip Generation Weight (TGW) is calculated based on daily trips multiplied by Trip Study Weighting. The total trips per 1,000 SQ. FT. is the sum of the weighted Trip Generation (TGW). Community Center Example: DT = ((2.02 / .068) + (2.89 / 0.123)) = 26.60; TSW = (23 / 68) = 0.34; TGW = (26.60 x 0.34) = 9.00. Indoor Commercial Recreation Trip Generation is the sum of (0.50 + 2.47 + 0.54 + 1.43 + 9.75 + 3.31 + 8.71 + 9.00) = 35.70.

COMMERCIAL RECREATION USES (OUTDOOR) TRIP GENERATION												
ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK TRIPS (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK TRIPS (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES	CALCULATED DAILY	TRIP STUDIED (WEIGHTED)	TRIP GENERATION (WEIGHTED)
MINI GOLF	431	HOLES	--	--	--	0.33	0.094	1	1	3.51	0.03	0.11
GOLF DRIVING RANGE	432	TEES	0.40	0.043	1	1.25	0.094	7	8	11.30	0.26	2.92
SOCCER COMPLEX	488	FIELDS	0.99	0.043	5	16.43	0.094	5	10	98.91	0.32	31.90
PICKLEBALL COURTS	489	COURTS	1.93	0.043	3	4.39	0.094	5	8	45.79	0.26	11.82
TENNIS COURTS	490	COURTS	--	--	--	4.21	0.094	2	2	44.79	0.06	2.89
RACQUET / TENNIS CLUB	491	COURTS	--	--	--	3.82	0.094	2	2	40.64	0.06	2.62
TOTAL / AVERAGE					6			22	31		1.00	52.15
COMMERCIAL RECREATION USES (OUTDOOR) TRIP GENERATION PER ACRE												
PUBLIC PARK	410	ACRES	0.05	0.100	6	0.15	0.100	7	13	1.00	0.34	0.34
MINI GOLF	431	ACRES	--	--	--	11.88	0.100	1	1	118.80	0.03	3.13
GOLF DRIVING RANGE	432	ACRES	1.00	0.043	1	3.13	0.094	1	2	28.25	0.05	1.49
SOCCER COMPLEX	488	ACRES	0.25	0.043	5	4.11	0.094	5	10	24.73	0.26	6.51
PICKLEBALL COURTS	489	ACRES	3.86	0.043	3	8.78	0.094	5	8	91.59	0.21	19.28
TENNIS COURTS	490	ACRES	--	--	--	8.42	0.094	2	2	89.57	0.05	4.71
RACQUET / TENNIS CLUB	491	ACRES	--	--	--	7.64	0.094	2	2	81.28	0.05	4.28
TOTAL / *AVERAGE*		ACRES			15			23	38		1.00	39.74

Notes: Outdoor Commercial Recreation Trip Generation based on the AM and PM Peak of adjacent street traffic based on the 12th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The trip generation for golf driving ranges was converted from tees to acreage based on two and a half (2.5) tees per acre. The trip generation for a soccer complex was converted from fields to acreage based on four (4.0) acres per field plus amenities and sidelines. Mini-golf if based on 18 holes per 1/2 acre or 36 holes per acre. The trip generation for pickleball courts was converted from courts to acreage based on four (4) courts per acre. The trip generation for pickleball, tennis and racquet courts was converted from courts to acreage based on two (2) courts per acre plus amenities and common areas. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Trip Study Weight (TSW).

The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 12th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles. The Trip Generation Weight (TGW) is calculated based on daily trips multiplied by Trip Study Weighting. The total trips per acre is the sum of the weighted Trip Generation (TGW). Public Park Example: DT = ((0.05 / .100) + (0.15 / 0.100)) = 1.00; TSW = (13 / 38) = 0.034; TGW = (1.00 x 0.34) = 0.34. Outdoor Commercial Recreation TG is equal to the sum of the following: (0.34 + 3.13 + 1.49 + 6.51 + 19.28 + 4.71 + 4.28) = 39.74.

INDUSTRIAL TRIP GENERATION						
ITE LAND USE	ITE LAND USE CODE	UNIT OF MEASURE	DAILY TRIP GENERATION	TOTAL NUMBER OF STUDIES	TRIP STUDIED (WEIGHTED)	TRIP GENERATION (WEIGHTED)
LIGHT INDUSTRIAL	110	1,000 SQ. FT.	3.60	27	0.075	0.269
INDUSTRIAL PARK	130	1,000 SQ. FT.	2.68	27	0.075	0.200
MANUFACTURING	140	1,000 SQ. FT.	4.27	36	0.099	0.425
WAREHOUSE	150	1,000 SQ. FT.	1.38	81	0.224	0.309
MINI-WAREHOUSE	151	1,000 SQ. FT.	1.29	11	0.030	0.039
HIGH CUBE TRANSLOAD	154	1,000 SQ. FT.	1.40	91	0.251	0.352
HIGH CUBE FULFILLMENT	155	1,000 SQ. FT.	1.77	18	0.050	0.088
HIGH CUBE FULFILLMENT - SORTING	155	1,000 SQ. FT.	4.83	5	0.014	0.067
HIGH CUBE PARCEL HUB	156	1,000 SQ. FT.	4.85	11	0.030	0.147
HIGH CUBE COLD STORAGE	157	1,000 SQ. FT.	2.23	6	0.017	0.037
DATA CENTER	160	1,000 SQ. FT.	0.73	16	0.044	0.032
UTILITY	170	1,000 SQ. FT.	12.29	13	0.036	0.441
SPECIALTY TRADE	180	1,000 SQ. FT.	9.82	20	0.055	0.543
AVERAGE (STUDIES = TOTAL)			3.93	362	1.00	2.95

Notes: Industrial Trip Generation based on the Daily Rate from the 12th Edition of the ITE Trip Generation Manual. The total number of studies (TS) conducted for Daily Trips are used to calculate a Trip Study Weight (TSW). The Trip Generation Weight (TGW) is calculated based on daily trips multiplied by Trip Study Weighting. The total trips per 1,000 sq. ft. is the sum of the weighted Trip Generation (TGW). Light Industrial Example: TSW = (27 / 362) = 0.075; TGW = (3.60 x 0.075) = 0.269. Industrial TG: Sum (0.269 + 0.200 + 0.425 + 0.309 + 0.039 + 0.352 + 0.088 + 0.067 + 0.147 + 0.037 + 0.032 + 0.441 + 0.543) = 2.95.

INSTITUTIONAL (ASSEMBLY) TRIP GENERATION												
ITE LAND USE	**ITE LAND USE CODE**	**VARIABLE**	**AM PEAK (7 to 9)**	**AM PEAK FACTOR**	**AM NUMBER OF STUDIES**	**PM PEAK (4 to 6)**	**PM PEAK FACTOR**	**PM NUMBER OF STUDIES**	**TOTAL NUMBER OF STUDIES**	**CALCULATED DAILY TRIPS (TG)**	**TRIP STUDIED (WEIGHTED)**	**TRIP GENERATION (WEIGHTED)**
CHURCH	**560**	**1000 SF**	**0.37**	**0.070**	**2**	**0.43**	**0.07**	**6**	**8**	**5.71**	**0.80**	**4.57**
MUSEUM	**580**	**1000 SF**	**0.28**	**0.070**	**1**	**0.18**	**0.07**	**1**	**2**	**3.29**	**0.20**	**0.66**
TOTAL	**--**	**--**	**--**	**--**	**3**	**--**	**--**	**7**	**10**	**--**	**1.00**	**5.23**

Notes: Community Serving Trip Generation based on the AM and PM Peak of adjacent street traffic per room based on the 12th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Trip Study Weight (TSW). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on a peak to daily factor of 0.07. The Trip Generation Weight (TGw) is calculated based on daily trips multiplied by Trip Study Weight (TSw). The total trips per room is the sum of the weighted Trip Generation (TGw). Church Example: = ((0.32 / .07) + (0.49 / 0.07)) = 5.79; TSw = (17 / 19) = 0.89; TGw = (5.79 x 0.89) = 5.18. Community Serving Trip Generation is the sum of the weighted trip generation (5.18 + 0.35) = 5.52.

INSTITUTIONAL (EDUCATION) TRIP GENERATION										
ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK OF GENERATOR	NUMBER OF STUDIES	PM PEAK OF GENERATOR	TOTAL NUMBER OF STUDIES	CALCULATED DAILY	TOTAL NUMBER OF STUDIES	TRIP STUDIED (WEIGHTED)	TRIP GENERATION (WEIGHTED)
ELEMENTARY SCHOOL	520	STUDENTS	0.74	50	0.44	71	1.77	121	0.21	0.37
MIDDLE SCHOOL / JR HIGH SCHOOL	522	STUDENTS	0.75	27	0.34	39	1.64	66	0.11	0.19
HIGH SCHOOL	525	STUDENTS	0.53	56	0.31	68	1.26	124	0.22	0.27
PRIVATE K-8	530	STUDENTS	1.01	14	0.60	12	2.42	26	0.05	0.11
PRIVATE K-12	532	STUDENTS	0.75	6	0.50	5	1.88	11	0.02	0.04
PRIVATE HIGH SCHOOL	534	STUDENTS	0.66	4	0.40	4	1.59	8	0.01	0.02
CHARTER ELEMENTARY SCHOOL	536	STUDENTS	1.09	36	0.73	39	2.73	75	0.13	0.36
CHARTER SCHOOL (K - 12)	538	STUDENTS	0.84	7	0.60	8	2.16	15	0.03	0.06
CHARTER HIGH SCHOOL	539	STUDENTS	0.94	2	0.55	2	2.24	4	0.01	0.02
DAY CARE	565	STUDENTS	0.81	63	0.83	63	2.46	126	0.22	0.54
TOTAL								576	1.00	1.96
CALCULATED DAILY TRIP GENERATION RATE PER 1,000 SQ. FT. IS (1.96 x 5) = 9.80 PER 1,000 SQ. FT.										9.80

DAILY TRIP GENERATION RATE OF 9.82 PER 1,000 SQ. FT. BASED ON 1,000 SQ. FT. DIVIDED BY THE AVERAGE SQUARE FEET PER STUDENT OF 200 SQ. FT. MULTIPLIED BY WEIGHTED TRIP GENERATION PER STUDENT: (1,000 / 200 = 5.00); (1.96 X 5.00 = 9.80). TRIP GENERATION ROUNDED TO NEAREST 100TH PLACE. DAILY TRIPS BASED ON THE SUM OF THE AM AND PM PEAK HOUR OF GENERATOR TIMES A PEAK-TO-DAILY FACTOR OF 1.5: (E.G., CHARTER HIGH SCHOOL 0.94 + 0.73 = 1.67; 1.67 X 1.5 = 2.51). PEAK HOUR DATA HAD SIGNIFICANTLY MORE STUDIES THAN DAILY DATA. TOTAL NUMBER OF STUDIES BASED ON THE SUM OF THE NUMBER OF STUDIES FOR THE AM AND PM PEAK HOUR OF GENERATOR PER SCHOOL TYPE. ALL TRIP GENERATION DATA BASED ON THE ITE TRIP GENERATION MANUAL, 12TH EDITION.

AVERAGE SQUARE FEET PER STUDENT = 142.5 SQ. FT. BASED ON A WEIGHTED AVERAGE OF STUDENTS PER SCHOOL TYPE BASED ON TABLE 10 FROM THE FLORIDA DEPARTMENT OF EDUCATION REVIEW & ADJUSTMENT FOR FLORIDA'S COST PER STUDENT STATION (JANUARY 2020).

INSTITUTIONAL TRIP GENERATION												
ITE LAND USE	**ITE LAND USE CODE**	**VARIABLE**	**AM PEAK TRIPS (7 to 9)**	**AM PEAK FACTOR**	**AM NUMBER OF STUDIES**	**PM PEAK TRIPS (4 to 6)**	**PM PEAK FACTOR**	**PM NUMBER OF STUDIES**	**TOTAL NUMBER OF STUDIES (TS)**	**CALCULATED DAILY TRIPS (DT)**	**TRIP STUDIED WEIGHTED (TSW)**	**TRIP GENERATION WEIGHTED (TGW)**
JUNIOR / COMMUNITY COLLEGE	**540**	**STUDENTS**	**0.11**	**0.083**	**12**	**0.11**	**0.087**	**12**	**24**	**1.29**	**0.60**	**0.78**
UNIVERSITY / COLLEGE	**550**	**STUDENTS**	**0.15**	**0.069**	**7**	**0.15**	**0.048**	**9**	**16**	**2.65**	**0.40**	**1.06**
TOTAL / AVERAGE			***0.13***	***0.076***	**19**	***0.13***	***0.0675***	**21**	**40**	***1.97***	**1.00**	**1.84**
INSTITUTIONAL TRIP GENERATION PER 1,000 SQ. FT												
JUNIOR / COMMUNITY COLLEGE	**540**	**1,000 SQ. FT.**	**1.10**	**0.083**	**12**	**1.10**	**0.087**	**12**	**24**	**12.95**	**0.25**	**3.24**
UNIVERSITY / COLLEGE	**550**	**1,000 SQ. FT.**	**1.50**	**0.069**	**7**	**1.50**	**0.048**	**9**	**16**	**26.49**	**0.17**	**4.42**
HOSPITAL	**610**	**1,000 SQ. FT.**	**0.79**	**0.074**	**15**	**0.86**	**0.072**	**15**	**30**	**11.94**	**0.31**	**3.73**
RESEARCH & DEVELOPMENT PARK	**760**	**1,000 SQ. FT.**	**0.48**	**0.088**	**13**	**0.45**	**0.105**	**13**	**26**	**4.29**	**0.27**	**1.16**
TOTAL / *AVERAGE*		**ACRES**	***0.97***	***0.079***	**47**	***0.98***	***0.078***	**49**	**96**	***13.92***	**1.00**	**12.55**

Notes: Institutional Trip Generation based on the AM and PM Peak of adjacent street traffic based on the 12th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The trip generation for College and University was converted from students to 1,000 SQ. FT. based on 10 students per acre 1,000 SQ. FT. or 100 sq. ft. per student. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Trip Study Weight (TSW). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 12th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles. The Trip Generation Weight (TGW) is calculated based on daily trips multiplied by Trip Study Weighting. The total trips per acre is the sum of the weighted Trip Generation (TGW). Hospital Example: DT = ((0.79 / .074) + (0.86 / 0.072)) = 11.94; TSW = (30 / 96) = 0.31; TGW = (11.94 x 0.31) = 1.16. Institutional TG is equal to the sum of the following: (3.24 + 4.42 + 3.73 + 1.16) = 12.55. ***Average values in the last row are shown in italics for informational purposes only.***

LODGING FACILITY TRIP GENERATION												
ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES (NS)	CALCULATED DAILY	TRIP STUDIED (WEIGHTED)	TRIP GENERATION (WEIGHTED)
HOTEL	310	ROOM	0.34	0.053	17	0.47	0.077	20	37	6.26	0.25	1.56
ALL SUITES HOTEL	311	ROOM	0.26	0.052	7	0.34	0.077	8	15	4.71	0.10	0.48
BUSINESS HOTEL	312	ROOM	0.35	0.071	18	0.31	0.069	25	43	4.71	0.29	1.37
MOTEL	320	ROOM	0.33	0.066	9	0.37	0.071	14	23	5.11	0.16	0.79
RESORT HOTEL	330	ROOM	0.33	0.050	3	0.39	0.050	3	6	7.20	0.04	0.29
TIMESHARE	265	ROOM	0.48	0.053	12	0.75	0.077	12	24	9.40	0.16	1.52
TOTAL	--	--	--	--	66	--	--	82	148	--	1.00	6.02

Notes: Overnight Lodging Trip Generation based on the AM and PM Peak of adjacent street traffic per room based on the 12th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Trip Study Weight (TSW). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 12th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles. The Trip Generation Weight (TGW) is calculated based on daily trips multiplied by Trip Study Weighting. The total trips per room is the sum of the weighted Trip Generation (TGW). Hotel Example: DT = ((0.34 / .053) + (0.47 / 0.077)) = 6.26; TSW = (37 / 148) = 0.25; TGW = (6.26 x 0.25) = 1.56. Hotel Trip Generation: Sum (1.56 + 0.48 + 1.37 + 0.79 + 0.29 +1.52) = 6.02.

MEDICAL OFFICE TRIP GENERATION						
USE	**ITE**	**VARIABLE**	**DAILY TRIPS (DT)**	**NUMBER OF STUDIES (TS)**	**WEIGHTED TRIP STUDY (TSw)**	**WEIGHTED TRIP GENERATION (TGw)**
HOSPITAL	**610**	**1,000 SQ. FT.**	**10.70**	**6**	**0.15**	**1.57**
CLINIC	**630**	**1,000 SQ. FT.**	**37.60**	**9**	**0.22**	**8.25**
VETERINARY	**640**	**1,000 SQ. FT.**	**21.50**	**6**	**0.15**	**3.15**
EMERGENCY CARE	**650**	**1,000 SQ. FT.**	**24.94**	**4**	**0.10**	**2.43**
MEDICAL OFFICE	**720**	**1,000 SQ. FT.**	**34.03**	**16**	**0.39**	**13.28**
TOTAL				**41**	**1.00**	**28.68**

Notes: Medical Office Trip Generation based on Daily Weekday Trip Generation per 1,000 square feet (SQ. FT.) based on the 12th Edition of the ITE Trip Generation Manual. The total number of studies (TS) conducted are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on ITE Trip Generation Manual 12th edition. The Weighted Trip Generation (TGw) is calculated based on Daily Trips (DT) multiplied by the Weighted Trip Study (TSw). The total trips per 1,000 SQ. FT. is the sum of the Weighted Trip Generation (TGw). Medical Office Example: TSw = (16 / 41) = 0.39; TGw = (34.03 x 0.39) = 13.28. Medical Office Trip Generation is the sum of (1.57 + 8.25 + 3.15 + 2.43 + 13.28) = 29.33.

RESTAURANT TRIP GENERATION								
USE	ITE LAND USE CODE	UNIT OF MEASURE	DAILY TRIPS (DT)	DRIVE-THRU TRIPS	NET DAILY TRIPS (DTn)	NUMBER OF STUDIES (TS)	WEIGHTED TRIP STUDY (TSw)	WEIGHTED TRIP GENERATION (TGw)
HIGH VOLUME FAST FOOD RESTAURANT	929	1,000 SQ. FT.	653.22	507.99	145.23	7	0.05	6.82
FAST CASUAL RESTAURANT	930	1,000 SQ. FT.	225.89	--	225.89	4	0.03	6.06
FINE DINING RESTAURANT	931	1,000 SQ. FT.	79.03	--	79.03	5	0.03	2.65
HIGH TURN OVER RESTAURANT	932	1,000 SQ. FT.	103.75	--	103.75	50	0.34	34.82
FAST FOOD RESTAURANT WITHOUT DRIVE-THROUGH	933	1,000 SQ. FT.	413.41	211.66	201.75	5	0.03	6.77
FAST FOOD RESTAURANT WITH DRIVE-THROUGH	934	1,000 SQ. FT.	448.12	211.66	236.46	68	0.46	107.91
COFFEE / DONUT SHOP WITH DRIVE-THROUGH	937	1,000 SQ. FT.	600.50	507.99	92.51	8	0.05	4.97
BREWERY TAP ROOM	971	1,000 SQ. FT.	61.69	--	61.69	2	0.01	0.83
TOTAL	--	1,000 SQ. FT.	--	--	--	149	1.00	170.83

Notes: Restaurant Trip Generation based on Daily Weekday Trip (DT) Generation per 1,000 square feet (SQ. FT.) based on the 12th Edition of the ITE Trip Generation Manual. The simple average for daily trips is for information purposes only to illustrate the difference compared to weighted trips. The total number of studies (TS) conducted are used to calculate a Weighted Trip Study (TSw). The Weighted Trip Generation (TGw) is calculated based on Daily Trips (DT) multiplied by the Weighted Trip Study (TSw). The total trips per 1,000 SQ. FT. is the sum of the Weighted Trip Generation (TGw). ***Fast*** **Casual** Restaurant Example: TSw = (4 / 149) = 0.03; TGw = (225.89 x 0.03) = 6.06. Restaurant Trip Generation is the sum of (6.82 + 6.06 + 2.65 + 34.82 + 13.87 + 107.91 + 4.97 + 0.83) = 177.94. Trip generation rates in excess of 600 trips a day were reducded by the drive-thru trips total for restaurants. The Fast Food with and without drive-through data is older and not as representative of currenct trends, the drive-thru traffic associated with meals was used to reduce the overall trip generation for fast food restaurants without or without drive-thru in line with fast casual without drive-thru.

RETAIL TRIP GENERATION						
USE	**ITE LAND USE CODE**	**UNIT OF MEASURE**	**DAILY TRIPS (DT)**	**NUMBER OF STUDIES (TS)**	**WEIGHTED TRIP STUDY (TSw)**	**WEIGHTED TRIP GENERATION (TGw)**
MULTI-TENANT GREATER THAN 150K	**820**	**1,000 SQ. FT.**	**36.39**	**32**	**0.70**	**25.31**
MULTI-TENANT 40K to 150K WITHOUT SUPERMARKET	**821**	**1,000 SQ. FT.**	**65.38**	**6**	**0.13**	**8.53**
MULTI-TENANT 40K to 150K WITH SUPERMARKET	**821**	**1,000 SQ. FT.**	**101.43**	**4**	**0.12**	**11.00**
MULTI-TENANT UNDER 40K	**822**	**1,000 SQ. FT.**	**54.45**	**4**	**0.09**	**4.73**
TOTAL		**1,000 SQ. FT.**	**--**	**46**	**1.00**	**49.58**

Notes: Multi-Tenant Retail Trip Generation based on Daily Weekday Trip (DT) Generation per 1,000 square feet (SQ. FT.) based on the 12th Edition of the ITE Trip Generation Manual. The simple average for daily trips is for information purposes only to illustrate the difference compared to weighted trips. The total number of studies (TS) conducted are used to calculate a Weighted Trip Study (TSw). The Weighted Trip Generation (TGw) is calculated based on Daily Trips (DT) multiplied by the Weighted Trip Study (TSw). The total trips per 1,000 SQ. FT. is the sum of the Weighted Trip Generation (TGw). Multi-Tenant Under 40K Example: TSw = (4 / 46) = 0.09; TGw = (54.45 x 0.09) = 4.73. Retail Trip Generation is the sum of (25.31 + 8.53 + 11.00 + 4.73) = 49.58.

SINGLE DESTINATION COMMERCIAL USES TRIP GENERATION						
USE	ITE LAND USE CODE	UNIT OF MEASURE	DAILY TRIPS (DT)	NUMBER OF STUDIES (TS)	WEIGHTED TRIP STUDY (TSw)	WEIGHTED TRIP GENERATION (TGw)
BUILDING MATERIALS & LUMBER	812	1,000 SQ. FT.	11.70	9	0.03	0.38
FREE STANDING DISCOUNT SUPERSTORE	813	1,000 SQ. FT.	50.52	72	0.26	13.28
VARIETY STORE	814	1,000 SQ. FT.	63.66	29	0.11	6.74
FREE STANDING DISCOUNT STORE	815	1,000 SQ. FT.	53.87	21	0.08	4.13
SUPERMARKET	850	1,000 SQ. FT.	92.29	21	0.08	7.07
DISCOUNT CLUB	857	1,000 SQ. FT.	40.34	15	0.05	2.21
SPORTING GOODS SUPERSTORE	861	1,000 SQ. FT.	23.78	8	0.03	0.69
HOME IMPROVEMENT	862	1,000 SQ. FT.	30.65	18	0.07	2.01
ELECTRONIC SUPERSTORE	863	1,000 SQ. FT.	41.05	5	0.02	0.75
DISCOUNT HOME FURNISHINGS	869	,000 SQ. FT.G8:G17	20.00	8	0.03	0.58
DEPARTMENT STORE	875	1,000 SQ. FT.	22.88	5	0.02	0.42
PHARMACY WITH DRIVE-THRU	881	1,000 SQ. FT.	107.20	17	0.06	6.65
MARIJUANA DISPENSARY	882	1,000 SQ. FT.	227.76	10	0.04	8.31
FURNITURE / FLOORING STORE	890	1,000 SQ. FT.	6.32	11	0.04	0.25
LIQUOR STORE	899	1,000 SQ. FT.	107.21	5	0.02	1.96
BANK	912	1,000 SQ. FT.	98.95	20	0.07	7.22
TOTAL		1,000 SQ. FT.		274	1.00	62.66

Notes: Retail Trip Generation based on Daily Weekday Trip (DT) Generation per 1,000 square feet (SQ. FT.) based on the 12th Edition of the ITE Trip Generation Manual. The simple average for daily trips is for information purposes only to illustrate the difference compared to weighted trips. The total number of studies (TS) conducted are used to calculate a Weighted Trip Study (TSw). The Weighted Trip Generation (TGw) is calculated based on Daily Trips (DT) multiplied by the Weighted Trip Study (TSw). The total trips per 1,000 SQ. FT. is the sum of the Weighted Trip Generation (TGw). Variety Store Example: TSw = (29 / 274) = 0.11; TGw = (63.66 x 0.11) = 6.74. Retail Trip Generation is the sum of (0.38 + 13.28 + 6.74 + 4.13 + 7.07 + 2.21 + 0.69 + 2.01 + 0.75 + 0.58 + 0.42 + 6.65 + 8.31 + 0.25 + 1.96 + 7.22) = 62.66.

AUTOMOTIVE / VEHICULAR USES TRIP GENERATION						
USE	**ITE LAND USE CODE**	**UNIT OF MEASURE**	**DAILY TRIPS (DT)**	**NUMBER OF STUDIES (TS)**	**WEIGHTED TRIP STUDY (TSw)**	**WEIGHTED TRIP GENERATION (TGw)**
AUTO SALES NEW	**840**	**1,000 SQ. FT.**	**27.84**	**18**	**0.31**	**8.64**
AUTO SALES USED	**841**	**1,000 SQ. FT.**	**27.06**	**14**	**0.24**	**6.53**
AUTO PARTS SALES	**843**	**1,000 SQ. FT.**	**54.57**	**14**	**0.24**	**13.17**
TIRE STORE	**848**	**1,000 SQ. FT.**	**28.54**	**12**	**0.21**	**5.90**
TOTAL		**1,000 SQ. FT.**		**58**	**1.00**	**34.25**

Notes: Automotive / Vehicular Uses Trip Generation based on Daily Weekday Trip (DT) Generation per 1,000 square feet (SQ. FT.) based on the 12th Edition of the ITE Trip Generation Manual. The simple average for daily trips is for information purposes only to illustrate the difference compared to weighted trips. The total number of studies (TS) conducted are used to calculate a Weighted Trip Study (TSw). The Weighted Trip Generation (TGw) is calculated based on Daily Trips (DT) multiplied by the Weighted Trip Study (TSw). The total trips per 1,000 SQ. FT. is the sum of the Weighted Trip Generation (TGw). Auto Sales New Example: TSw = (18 / 58) = 0.31; TGw = (27.84 x 0.31) = 8.64. Automotive / Vehicular Uses Trip Generation is the sum of (8.64 + 6.53 + 13.17 + 5.90) = 34.25.

DRIVE-THRU FACILITY TRIP GENERATION

ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES (TS)	CALCULATED DAILY TRIPS (DT)	WEIGHTED TRIP STUDY (TSw)	WEIGHTED TRIP GENERATION (TGw)
FAST FOOD WITH DRIVE-THRU NO INDOOR SEATING	935	DRIVE-THRU	43.00	0.035	1	59.50	0.067	6	7	1058.32	0.04	40.26
COFFEE DONUT WITH DRIVE-THRU NO INDOOR SEATING	938	DRIVE-THRU	39.81	0.100	20	15.08	0.044	8	28	370.41	0.15	56.37
BANK WITH DRIVE-THRU	912	DRIVE-THRU	8.65	0.063	38	26.98	0.102	111	149	200.91	0.81	162.69
TOTAL		DRIVE-THRU	*30.49*	*0.066*	59	*33.85*	*0.071*	125	184	*543.21*	1.00	259.32
PHARMACY WITH-OUT DRIVE-THRU	880	1,000 SQ. FT.	2.94	0.033	7	8.51	0.094	13	20	89.81	0.24	21.38
PHARMACY WITH DRIVE-THRU	881	1,000 SQ. FT.	3.83	0.033	23	10.24	0.094	41	64	112.50	0.76	85.71
TOTAL	--	1,000 SQ. FT.	*3.39*	*0.033*	30	*9.38*	*0.094*	54	84	*101.15*	1.00	107.10
NET TRIP GENERATION BASED ON PHARMACY W/ DRIVE-THRU (DT) MINUS PHARMACY W/O DRIVE-THRU (DT) TIMES AVERAGE PHARMACY SQ. FT. PER 1,000: (112.50 - 89.81 = 22.69); (13,000 / 1,000 = 13); (22.69 x 13 = 294.93)												294.93
NET TRIP GENERATION BASED ON AVERAGE OF WEIGHTED DRIVE-THRU & WEIGHTED PHARMACY DRIVE-THRU: (259.32 + 294.93 = 554.25); (554.25 / 2 = 277.12)												277.12
NET TRIP GENERATION BASED ON AVERAGE OF FIVE (5) MINUTE WAIT TIME OVER ONE (1) HOUR DIVIDED BY A WEIGHTED AVERAGE PM PEAK HOUR FACTOR OF 0.0958: (60 / 5 = 12); (12 / 0.0958 = 125.26)												125.26

Notes: Drive-Thru Trip Generation based on the AM and PM Peak of adjacent street traffic per 1000 Sq Ft based on the 12th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for th AM and PM Peaks are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 12th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles. The Weighted Trip Generation Weight (TGw) is calculated based on Daily Trips multiplied by Weighted Trip Study. The total trips per drive-thru is the sum of the Weighted Tri Generation (WTG). Fast Food with Drive-Thru Example: DT = ((43.00 / .035) + (59.50 / 0.067)) = 1058.32; TSw = (7 / 184) = 0.04; TGw = (1058.32 x 0.04) = 40.26. Drive-Thru Trip Generation is the sum of (40.26 + 56.73 + 162.69) = 259.32. A trip generation per drive-thru was then calculated for pharmacies based on AM and PM peak hour trip generation for a pharmacy with and with-out a drive-thru. The difference in daily trip generation between a pharmacy with and with-out a drive-thru was then calculated. The difference was then calculated for a typically size pharmacy of 13,000 sq. feet. The average of the two drive-thru analysis was then calculated for an average weighted daily trip generation of 294.93 for a drive-thru. The land uses tend to be higher trip generator A trip generation rate was then calculated assuming 12 vehicles and hour using a drive-thru (5 minutes per vehicle). This average value was then converted to a daily trip generation rate based on the weighted average PM Peak Hour factor for all land uses (0.0958). The new trip generation result is a daily trip generation of 125.26 per drive-thru. This analysis was done to illustrate that the calculated rates did not exceed those of higher trip generating land uses. ***Average values in the last row are shown in italics for informational purposes only.***

DRIVE-IN AND DRIVE-THRU RESTAURANT TRIP GENERATION

ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES (TS)	CALCULATED DAILY TRIPS (DT)	WEIGHTED TRIP STUDY (TSw)	WEIGHTED TRIP GENERATION (TGw)
FAST FOOD WITH DRIVE-THRU NO INDOOR SEATING	935	PER DRIVE-THRU	43.00	0.035	1	59.50	0.067	6	7	1058.32	0.20	211.66
COFFEE DONUT WITH DRIVE-THRU NO INDOOR SEATING	938	PER DRIVE-THRU	39.81	0.100	20	15.08	0.044	8	28	370.41	0.80	296.33
TOTAL	--	PER DRIVE-THRU	*41.41*	*0.07*	21	*37.29*	*0.06*	14	35	*714.36*	1.00	507.99

Notes: Quick Service Restaurant Drive-Thru Trip Generation based on the AM and PM Peak of adjacent street traffic per 1000 Sq Ft based on the 12th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 12\th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles for ITE Land Use Codes 934 and 937. The Weighted Trip Generation Weight (TGw) is calculated based on Daily Trips multiplied by Weighted Trip Study. The total trips per drive-thru is the sum of the Weighted Trip Generation (WTG). Fast Food with Drive-Thru Example: DT = ((43.00 / .035) + (59.50 / 0.067)) = 1058.32; TSw = (7 / 35) = 0.20; TGw = (1058.32 x 0.20) = 211.66. Quick Service Restaurant Drive-Thru Trip Generation per lane is the sum of (211.66 + 296.33) = 507.99. ***Average values in the last row are shown in italics for informational purposes only.***

VEHICLE CHARGING STATION TRIP GENERATION							
ITE LAND USE	**ITE LAND USE CODE**	**UNIT OF MEASURE**	**ENTER TRIPS**	**EXIT TRIPS**	**PEAK HOUR TRP GENERATION**	**PEAK HOUR FACTOR**	**DAILY TRIP GENERATION (TG)**
MOTOR VEHICLE CHARGING	**n/a**	**CHARGING POSITION**	**2**	**2**	**4**	**0.065**	**61.54**

Notes: Estimated trip generation assumes each charging position averages 2 motor vehicles per hour spending an average of 30 minutes per charge. Current estimates range between 20 and 45 minutes per charge. The peak hour factor is based on the average AM (0.054) and PM (0.075) peak hour trips to ITE Land Use Code 944 for motor vehicle fueling stations. The peak hour trips are similar to that of ITE Land Use Code 945 Convenience Store with motor vehicle fueling. There is estimated to be an entering and exiting vehicle every 30 minutes for a total of 4 trip per hour. The peak hour factor is 0.065. The following is the calculation: (60 / 30 = 2); (2 x 2 = 4); (4 / 0.065 = 61.54). It should be recognized that this is a new land use and that any end user should be provided the opportunity to provide an alternative trip generation analysis.

VEHICLE FUELING TRIP GENERATION												
USE	ITE LAND USE CODE	UNIT OF MEASURE	AM PEAK (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES (TS)	DAILY TRIPS (DT)	WEIGHTED TRIP STUDY (TSw)	WEIGHTED TRIP GENERATION (TGw)
GASOLINE SERVICE STATION	944	PER FUEL POSITION	11.32	0.055	41	14.23	0.077	44	85	195.31	0.20	39.53
CONVENIENCE STORE WITH GAS (2-4K)	945	PER FUEL POSITION	13.65	0.062	71	15.85	0.071	79	150	221.70	0.36	79.18
CONVENIENCE STORE WITH GAS (4-5.5K)	945	PER FUEL POSITION	19.91	0.064	35	19.15	0.068	40	75	296.36	0.18	52.92
CONVENIENCE STORE WITH GAS (5.5-10K)	945	PER FUEL POSITION	23.21	0.064	55	21.08	0.068	55	110	336.33	0.26	88.09
TOTAL		PER FUEL POSITION	*17.02*	*0.061*	202	*17.58*	*0.071*	218	420	*262.42*	1.00	259.71

Notes: Motor Vehicle Fueling Trip Generation based on the AM and PM Peak of adjacent street traffic per the 12th Edition of the ITE Trip Generation Manual. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles for applicable ITE Land Use Codes. The Weighted Trip Generation Weight (TGw) is calculated based on Daily Trips multiplied by Weighted Trip Study. The total trips per unit of measure is the sum of the Weighted Trip Generation (WTG). Gasoline Service Station Example: DT = ((11.32 / .055) + (14.23 / 0.077)) = 195.31; TSw = (85/ 420) = 0.20; TGw = (195.31 x 0.20) = 39.53. Motor Vehicle Fueling Trip Generation per 1,000 sq. ft. is the sum of (39.53 + 79.18 + 52.92 + 88.09) = 259.71. ***Average values in the last row are shown in italics for informational purposes only.***

VEHICLE SERVICE AND REPAIR TRIP GENERATION

ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES (TS)	CALCULATED DAILY TRIPS (DT)	WEIGHTED TRIP STUDY (TSw)	WEIGHTED TRIP GENERATION (TGw)
AUTOMOBILE SALES NEW	840	SERVICE BAY	2.09	0.083	4	2.26	0.082	4	8	26.37	0.10	2.57
TIRE STORE	848	SERVICE BAY	2.69	0.066	21	3.85	0.091	24	45	41.53	0.55	22.79
TIRE SUPERSTORE	849	SERVICE BAY	1.34	0.066	11	2.11	0.091	12	23	21.74	0.28	6.10
QUICK LUBE VEHICLE SHOP	941	SERVICE BAY	5.80	0.083	1	8.70	0.115	1	2	72.77	0.02	1.77
AUTOMOBILE CARE CENTER	942	SERVICE BAY	3.87	0.049	2	4.90	0.110	2	4	61.76	0.05	3.01
TOTAL	--	--	*3.16*	*0.069*	39	*4.36*	*0.098*	43	82	*44.84*	1.00	36.25

Notes: Motor Vehicle Service Trip Generation based on the AM and PM Peak of adjacent street traffic per Service Bay based on the 12th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 12th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles for ITE Land Use Codes 848 and 941. The Weighted Trip Generation Weight (TGw) is calculated based on Daily Trips multiplied by Weighted Trip Study. The total trips per Service Bay is the sum of the Weighted Trip Generation (WTG). Tire Store Example: DT = ((2.69 / .066) + (3.85 / 0.091)) = 41.53; TSw = (45 / 82) = 0.55; TGw = (41.53 x 0.55) = 22.79. Motor Vehicle Service Trip Generation per bay is the sum of (2.57 + 22.79 + 6.10 + 1.77 + 3.01) = 36.25. ***Average values in the last row are shown in italics for informational purposes only.***

VEHICLE WASHING TRIP GENERATION								
PER 1,000 SQ. FT.								
SELF SERVICE CAR WASH	**947**	**1,000 SQ. FT.**	**14.07**	**0.087**	**4**	**161.72**	**0.20**	**32.34**
AUTOMATED CAR WASH	**948**	**1,000 SQ. FT.**	**24.40**	**0.094**	**15**	**259.57**	**0.75**	**194.68**
CAR WASH & DETAIL CENTER	**949**	**1,000 SQ. FT.**	**13.60**	**0.087**	**1**	**156.32**	**0.05**	**7.82**
TOTAL	**--**	**--**	**--**	**--**	**20**	**--**	**1.00**	**234.84**

Notes: Motor Vehicle and Boat Cleaning based on the PM Peak of adjacent street traffic per unit of measure based on the 12th Edition of the ITE Trip Generation Manual to provide for a uniform trip generation calculation across uses. The total number of studies (TS) conducted for the PM Peak are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on the PM Peak divided by the PM Peak factor. PM Peak factors based on the 12th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles. The Weighted Trip Generation Weight (TGw) is calculated based on Daily Trips multiplied by Weighted Trip Study. The total trips is the sum of the Weighted Trip Generation (WTG).

The 12th Edition provided updatd trip generation for automoated car washes per 1,000 sq. ft. Self serve car washes were converted to 1,000 sq. ft. based on 3 stall per 1,0000 sq. ft. That equates to 14.07 trips per 1,000 sq. ft. (4.69 x 3) = 14.07 PM Peak Trips per 1,000 sq. ft. The car wash & detail center was left at the current trip generation of 13.60 trips per structure which equates to 13.60 per 1,000 sq. ft.

Self-Service Car Wash Example: DT = ((14.07 / .087) = 161.72; TSw = (4 / 20) = 0.20; TGw = (161.72 x 0.20) = 32.34. Motor Vehicle and Boat Cleaning Trip Generation is the sum of (32.34 +194.68 + 7.82) = 234.84.

APPENDIX K

Person Travel Demand per Use (PTDu)

APPENDIX K: PERSON TRAVEL DEMAND PER USE (PTDu)											
USE CATEGORIES, USE CLASSIFICATIONS, & REPRESENTATIVE USES	UNIT OF MEASURE (UOM)	UNIT OF MEASURE (UOM) FOR CALCULATIONS	DAILY TRIP GENERATION (TG)	% NEW TRIPS (NT)	VEHICLE TRIP LENGTH (VTL)	LIMITED ACCESS EVALUATION FACTOR (LAEf)	ORIGIN DESTINATION FACTOR (ODf)	VEHICLE MILES OF TRAVEL (VMT)	PERSON MILES OF TRAVEL FACTOR (PMTf)	PERSON TRAVEL DEMAND (PTD)	TRIP PURPOSE ID
Residential Uses											
Dwelling, single-family (attached, detached, duplex, townhouse, two-family, ADU)	per Sq. Ft.	per 1,000 sq. ft.	6.25	1.00	2.59	0.787	0.50	6.37	1.63	10.38	5
Dwelling, multifamily (apartment, boarding, efficiency, micro-units, three (3) or more attached units, timeshare)	per Sq. Ft.	per 1,000 sq. ft.	8.50	1.00	2.59	0.787	0.50	8.66	1.63	14.12	5
Long Term Care (assisted living center or facility, nursing or retirement homes)	per Sq. Ft.	per 1,000 sq. ft.	5.82	0.85	2.59	0.787	0.50	5.04	1.63	8.22	5
Mobile Residence (manufactured home, mobile home, RV, travel trailer, mobile park or subdivision)	per Lot or Space	per Lot or Space	5.52	1.00	2.59	0.787	0.50	5.63	1.63	9.17	5
Other Residence (community residence type I - IV, recovery residence)	per Employee plus per Room	per Employee plus per Room	3.00	1.00	2.59	0.787	0.50	3.06	1.63	4.98	5
Non-Residential Uses											
Administrative and professional office	per 400 Square Feet	per 1,000 sq. ft.	10.97	0.85	3.07	0.787	0.50	11.26	1.25	14.08	10
Commercial recreation uses, indoor	per 200 Square Feet	per 1,000 sq. ft.	35.70	0.40	2.32	0.787	0.50	13.04	2.08	27.12	15
Commercial recreation uses, outdoor	per Acre	per Acre	39.74	0.40	2.32	0.787	0.50	14.51	2.08	30.18	15
Industrial (brewery, distillery, fabrication, nursery, storage, trades, utility, warehouse)	per 1,000 Square Feet	per 1,000 sq. ft.	2.95	1.00	3.07	0.787	0.50	3.56	1.25	4.45	10
Institutional, assembly (cultural and artisanal uses, places of assembly or worship, private club or lodge)	per 200 Square Feet	per 1,000 sq. ft.	5.23	0.80	2.51	0.787	0.50	4.13	1.63	6.74	20
Institutional, education (day care, pre-school, private education K-12 or any grade combo)	per 200 Square Feet	per 1,000 sq. ft.	9.80	0.60	1.98	0.787	0.50	4.58	1.67	7.65	25
Institutional (hospital, college, trade-school, university, schools of arts, instruction, modeling, music)	per 200 Square Feet	per 1,000 sq. ft.	12.55	0.60	2.75	0.787	0.50	8.15	1.36	11.08	30
Lodging facility (B&B, inn, hotel, motel, vacation rental)	per Room	per Room	6.02	0.90	2.58	0.787	0.50	5.50	1.62	8.91	35
Medical office (clinic, dental, health care, medical, urgent care)	per 250 Square Feet	per 1,000 sq. ft.	28.68	0.75	2.56	0.787	0.50	21.67	1.34	29.04	40
Restaurant (counter service, fast food, sit-down, table service, take-out, pick-up, quick service)	per 150 Square Feet	per 1,000 sq. ft.	170.83	0.25	2.20	0.787	0.50	36.97	1.49	55.09	45
Retail (commercial uses, multiple occupancy, personal services, retail sales)	per 500 Square Feet	per 1,000 sq. ft.	49.58	0.35	2.08	0.787	0.50	14.20	1.45	20.59	50
Single-destination commercial uses (commercial/single destination retail/stand alone retail)	per 250 Square Feet	per 1,000 sq. ft.	62.66	0.45	2.08	0.787	0.50	23.08	1.45	33.46	50
Auto Oriented Non-Residential Uses											
Automotive/vehicular uses (parts, sales, uses not otherwise listed)	per 150 Square Feet	per 1,000 sq. ft.	34.25	0.75	2.08	0.787	0.50	21.02	1.45	30.49	50
Drive-through facility (bank, commercial, dry cleaner, grocery, retail, pharmacy)	per Drive-Through	per Drive-Through	125.26	0.35	2.14	0.787	0.50	36.92	1.49	55.01	55
Drive-in and drive-through restaurant (beverage, coffee, fast food, fast casual, quick service)	per Drive-Through plus per ten (10) spaces	per Drive-Through plus per ten (10) spaces	507.99	0.20	2.20	0.787	0.50	87.95	1.49	131.05	45
Parking (pay parking garages or lots, vehicle or equipment auction, storage, rental, towing, transitional lots)	per Space	per Space	3.00	1.00	2.08	0.787	0.50	2.46	1.45	3.56	50
Vehicle charging stations (commercial / retail use)	per Position	per Position	61.54	0.50	2.09	0.787	0.50	25.31	1.40	35.43	60
Vehicle fueling	per Position	per Position	259.71	0.15	2.09	0.787	0.50	32.04	1.40	44.85	60
Vehicle service and repair (facilities—major or minor, or repair and maintenance services—major, sales)	per Bay plus per 300 Square Feet	per Bay plus per 1,000 Square Feet	36.25	0.60	2.08	0.787	0.50	17.80	1.45	25.81	50
Vehicle washing (automated, manual, detail wash and wax)	per 1,000 Square Feet	per 1,000 sq. ft.	234.84	0.25	2.09	0.787	0.50	48.28	1.40	67.60	60

Source: Trip Purpose ID Corresponds to 2022 National Household Travel Survey (NHTS) Trip Purpose

APPENDIX L

2022 National Household Travel Survey Data:

Trip Purpose

APPENDIX L: NATIONAL HOUSEHOLD TRAVEL SURVEY (NHTS): TRIP PURPOSE										
TRIP PURPOSE ID	TRIP PURPOSE	PERSON TRIPS (PT)	PERSON TRIP FACTOR (PTf)	PERSON MILES OF TRAVEL (PMT)	PERSON MILES OF TRAVEL FACTOR (PMTf)	PERSON TRIP LENGHT (PTL)	VEHICLE TRIPS (VT)	VEHICLE MILES OF TRAVEL (VMT)	VEHICLE TRIP LENGHT (VTL)	VEHICLE OCCUPANCY (VO)
5	HOME	3,008,761,875	1.79	7,115,466,007	1.63	2.36	1,681,930,073	4,357,752,695	2.59	1.35
10	WORK	557,888,916	1.26	1,709,879,508	1.25	3.06	444,183,115	1,363,963,121	3.07	1.22
15	EXERCISE / RECREATION / ERRANDS	1,717,139,905	2.48	3,340,818,716	2.08	1.95	693,785,674	1,607,623,132	2.32	1.69
20	COMMUNITY SERVING	201,996,035	1.93	428,633,364	1.63	2.12	104,773,961	263,381,119	2.51	1.45
25	SCHOOL / FAMILY CARE	336,746,894	1.90	589,512,961	1.67	1.75	177,675,887	352,368,148	1.98	2.00
30	WORK / SCHOOL / MEDICAL	1,003,914,264	1.44	2,618,365,075	1.36	2.61	698,176,871	1,919,393,351	2.75	1.55
35	SOCIAL / VACATION / HOME	3,111,586,035	1.78	7,342,747,614	1.62	2.36	1,752,191,217	4,523,697,229	2.58	1.59
40	WORK / MEDICAL / DENTAL / ERRAND	1,450,879,101	1.43	3,478,132,988	1.34	2.40	1,015,305,058	2,600,835,157	2.56	1.39
45	BUY MEALS / ERRANDS	1,479,505,071	1.64	2,956,499,581	1.49	2.00	903,621,420	1,984,346,632	2.20	1.51
50	BUY GOODS / ERRANDS	2,014,029,311	1.66	3,660,662,521	1.45	1.82	1,215,019,540	2,525,165,071	2.08	1.53
55	BUY GOODS / MEALS / ERRANDS	2,712,563,007	1.67	5,170,802,117	1.49	1.91	1,625,282,765	3,477,447,644	2.14	1.51
60	PERSONAL ERRANDS	780,971,375	1.58	1,446,359,985	1.40	1.85	493,358,195	1,032,064,059	2.09	1.53

Source: *2022 National Household Travel Survey (NHTS). Summary of Trip Purpose for South Atlantic MSA/CMSA with more than 1 million population and heavy rail (Appendix E). Average of trips based on trip lengths of 5 Miles or Less.*

APPENDIX M

Mobility Fee Schedule

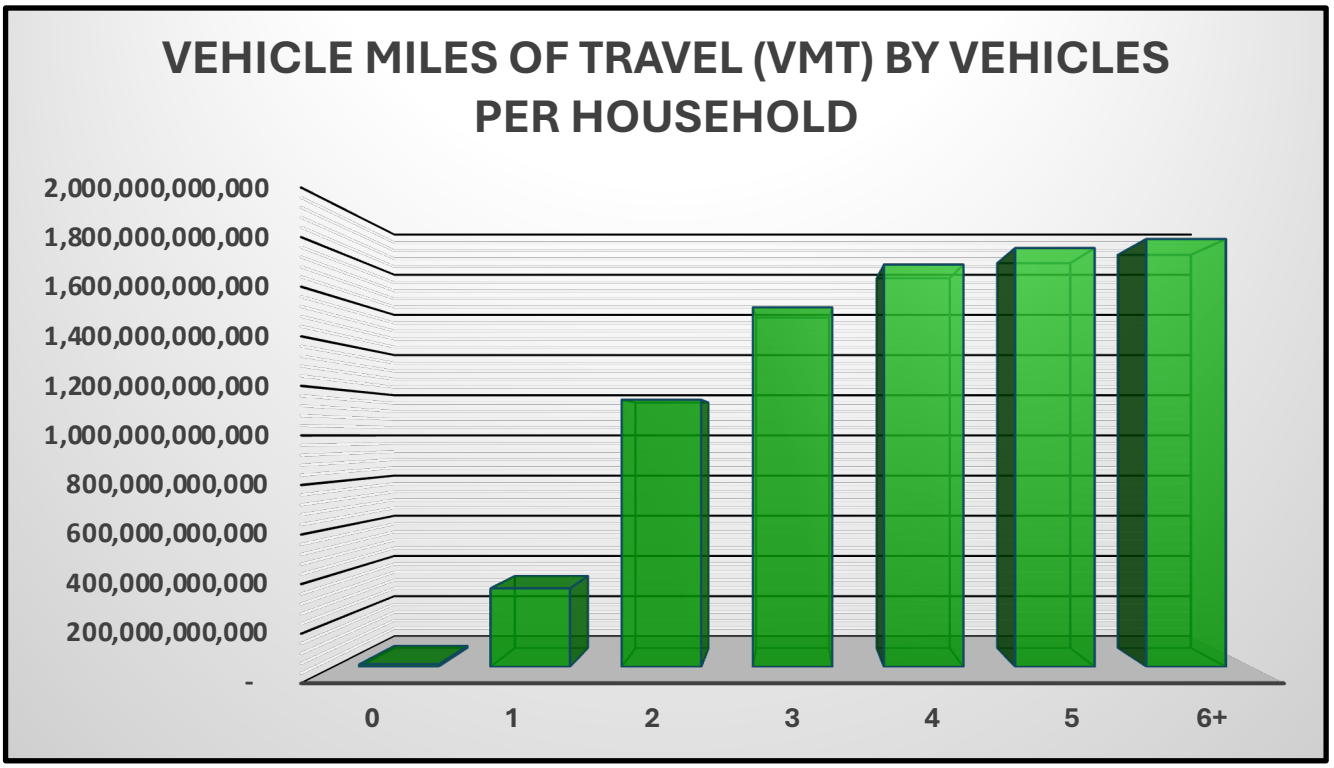
APPENDIX M: CITY OF LAKE WORTH BEACH MOBILITY FEE SCHEDULE		
USE CATEGORIES, USE CLASSIFICATIONS, & REPRESENTATIVE USES	**UNIT OF MEASURE (UOM)**	**MOBILITY FEE**
Residential Uses		
Dwelling, single-family (attached, detached, duplex, townhouse, two-family, ADU)	per Sq. Ft.	$3.80
Dwelling, multifamily (apartment, boarding, efficiency, micro-units, three (3) or more attached units, timeshare)	per Sq. Ft.	$5.17
Long Term Care (assisted living center or facility, nursing or retirement homes)	per Sq. Ft.	$3.01
Mobile Residence (manufactured home, mobile home, RV, travel trailer, mobile park or subdivision)	per Lot or Space	$3,357
Other Residence (community residence type I - IV, recovery residence)	per Employee plus per Room	$1,825
Non-Residential Uses		
Administrative and professional office	per 400 Square Feet	$2,062
Commercial recreation uses, indoor	per 200 Square Feet	$1,986
Commercial recreation uses, outdoor	per Acre	$11,051
Industrial (brewery, distillery, fabrication, nursery, storage, trades, utility, warehouse)	per 1,000 Square Feet	$1,631
Institutional, assembly (cultural and artisanal uses, places of assembly or worship, private club or lodge)	per 200 Square Feet	$493
Institutional, education (day care, pre-school, private education K-12 or any grade combo)	per 200 Square Feet	$560
Institutional (hospital, college, trade-school, university, schools of arts, instruction, modeling, music)	per 200 Square Feet	$811
Lodging facility (B&B, inn, hotel, motel, vacation rental)	per Room	$6,143
Medical office (clinic, dental, health care, medical, urgent care)	per 250 Square Feet	$2,658
Restaurant (counter service, fast food, sit-down, table service, take-out, pick-up, quick service)	per 150 Square Feet	$3,025
Retail (commercial uses, multiple occupancy, personal services, retail sales)	per 500 Square Feet	$3,770
Single-destination commercial uses (commercial/single destination retail/stand alone retail)	per 250 Square Feet	$3,063
Auto Oriented Non-Residential Uses		
Automotive/vehicular uses (parts, sales, uses not otherwise listed)	per 150 Square Feet	$1,674
Drive-through facility (bank, commercial, dry cleaner, grocery, retail, pharmacy)	per Drive-Through	$20,140
Drive-in and drive-through restaurant (beverage, coffee, fast food, fast casual, quick service)	per Drive-Through plus per ten (10) spaces	$47,982
Parking (pay parking garages or lots, vehicle or equipment auction, storage, rental, towing, transitional lots)	per Space	$1,304
Vehicle charging stations (commercial / retail use)	per Position	$12,971
Vehicle fueling	per Position	$16,422
Vehicle service and repair (facilities—major or minor, or repair and maintenance services—major, sales)	per Bay plus per 300 Square Feet	$9,451
Vehicle washing (automated, manual, detail wash and wax)	per 1,000 Square Feet	$24,750

APPENDIX N

Households and Vehicle Miles of Travel

APPENDIX W: VEHICLE TRAVEL BY VEHICLES PER HOUSEHOLD				
VEHICLES PER HOUSEHOLD	VEHICLE MILES OF TRAVEL (VMT)	NUMBER OF VEHICLES	VEHICLE MILES OF TRAVEL (VMT) BY VEHICLE	VEHICLE TRIPS
0	11,372,173,826	10,712,489	1,062	1,218,005,495
1	339,528,289,749	52,983,526	6,408	37,848,465,640
2	1,153,966,493,312	101,330,783	11,388	107,495,730,889
3	1,553,440,953,418	118,190,063	13,144	139,181,106,950
4	1,737,878,563,271	124,442,056	13,965	154,665,877,904
5	1,809,057,731,375	126,252,817	14,329	158,697,931,515
6+	1,848,031,458,832	127,544,707	14,489	160,953,195,395

Source: 2022 National Household Travel Survey (NHTS)



APPENDIX O

Mobility Fee Comparison:
PALM BEACH GARDENS

APPENDIX O: MOBILITY FEE COMPARISON: PALM BEACH GARDENS				
USE CATEGORIES, USE CLASSIFICATIONS, & REPRESENTATIVE USES	UNIT OF MEASURE (UOM) FOR COMPARISON CALCULATIONS	LAKE WORTH BEACH (LWB) MOBILITY FEE FOR COMPARISON	PALM BEACH GARDENS (PBG) MOBILITY FEE	NOTES
Residential Uses				
Dwelling, single-family (attached, detached, duplex, townhouse, two-family, ADU)	per 1,000 sq. ft.	$3,801	$2,862	LWB average: 1,300 sq. ft. PBG average: 3,750 sq. ft.
Dwelling, multifamily (apartment, boarding, efficiency, micro-units, three (3) or more attached units, timeshare)	per 1,000 sq. ft.	$5,170	$5,105	LWB average: 790 sq. ft. PBG average: 1,500 sq. ft.
Long Term Care (assisted living center or facility, nursing or retirement homes)	per 1,000 sq. ft.	$3,009	$4,335	Lower than PBG
Mobile Residence (manufactured home, mobile home, RV, travel trailer, mobile park or subdivision)	per Lot or Space	$3,357	--	Use not present in PBG
Other Residence (community residence type I - IV, recovery residence)	per Employee plus per Room	$1,825	--	Use not present in PBG
Non-Residential Uses				
Administrative and professional office	per 1,000 sq. ft.	$5,155	$7,187	Lower than PBG
Commercial recreation uses, indoor	per 1,000 sq. ft.	$9,928	$11,007	Lower than PBG
Commercial recreation uses, outdoor	per Acre	$11,051	$24,290	Lower than PBG
Industrial (brewery, distillery, fabrication, nursery, storage, trades, utility, warehouse)	per 1,000 sq. ft.	$1,631	$4,434	Lower than PBG
Institutional, assembly (cultural and artisanal uses, places of assembly or worship, private club or lodge)	per 1,000 sq. ft.	$2,466	$4,721	Lower than PBG
Institutional, education (day care, pre-school, private education K-12 or any grade combo)	per 1,000 sq. ft.	$2,801	$5,533	Lower than PBG
Institutional (hospital, college, trade-school, university, schools of arts, instruction, modeling, music)	per 1,000 sq. ft.	$4,057	$6,440	Lower than PBG
Lodging facility (B&B, inn, hotel, motel, vacation rental)	per Room	$3,263	$6,143	Lower than PBG
Medical office (clinic, dental, health care, medical, urgent care)	per 1,000 sq. ft.	$10,631	$14,794	Lower than PBG
Restaurant (counter service, fast food, sit-down, table service, take-out, pick-up, quick service)	per 1,000 sq. ft.	$20,169	$29,091	Lower than PBG
Retail (commercial uses, multiple occupancy, personal services, retail sales)	per 1,000 sq. ft.	$7,540	$11,662	Lower than PBG
Single-destination commercial uses (commercial/single destination retail/stand alone retail)	per 1,000 sq. ft.	$12,252	$17,811	Lower than PBG
Auto Oriented Non-Residential Uses				
Automotive/vehicular uses (parts, sales, uses not otherwise listed)	per 1,000 sq. ft.	$11,162	--	Use considered retail in PBG
Drive-through facility (bank, commercial, dry cleaner, grocery, retail, pharmacy)	per Drive-Through	$20,140	$30,975	Lower than PBG
Drive-in and drive-through restaurant (beverage, coffee, fast food, fast casual, quick service)	per Drive-Through plus per ten (10) spaces	$47,982	$94,407	Lower than PBG
Parking (pay parking garages or lots, vehicle or equipment auction, storage, rental, towing, transitional lots)	per Space	$1,304	--	Use not present in PBG
Vehicle charging stations (commercial / retail use)	per Position	$12,971	$21,258	Lower than PBG
Vehicle fueling	per Position	$16,422	$21,258	Lower than PBG
Vehicle service and repair (facilities—major or minor, or repair and maintenance services—major, sales)	per Bay plus per 1,000 Square Feet	$9,451	$13,642	Lower than PBG
Vehicle washing (automated, manual, detail wash and wax)	per 1,000 sq. ft.	$24,750	$24,431	PBG per Lane plus cleaning stations 3x higher than LWB

APPENDIX P

Mobility Fee Comparison:
PALM BEACH COUNTY

APPENDIX P: MOBILITY FEE COMPARISON: PALM BEACH COUNTY				
USE CATEGORIES, USE CLASSIFICATIONS, & REPRESENTATIVE USES	UNIT OF MEASURE (UOM) FOR COMPARISON CALCULATIONS	LAKE WORTH BEACH (LWB) MOBILITY FEE FOR COMPARISON	PALM BEACH COUNTY (PBC) MOBILITY FEE	NOTES
Residential Uses				
Dwelling, single-family (attached, detached, duplex, townhouse, two-family, ADU)	per 1,000 sq. ft.	$3,801	$5,597.40	Lower than PBC, PBC Per Dwelling
Dwelling, multifamily (apartment, boarding, efficiency, micro-units, three (3) or more attached units, timeshare)	per 1,000 sq. ft.	$5,170	$3,787.65	LWB Average: 790 sq. ft. = $4,084.26 PBC Per Dwelling
Long Term Care (assisted living center or facility, nursing or retirement homes)	per 1,000 sq. ft.	$3,009	$737.20	PBC per bed: 4 beds per 1,000 = $2,948.80
Mobile Residence (manufactured home, mobile home, RV, travel trailer, mobile park or subdivision)	per Lot or Space	$3,357	$2,075.75	Higher than PBC
Other Residence (community residence type I - IV, recovery residence)	per Employee plus per Room	$1,825	--	Use not listed by PBC
Non-Residential Uses				
Administrative and professional office	per 1,000 sq. ft.	$5,155	$4,870.65	Higher than PBC
Commercial recreation uses, indoor	per 1,000 sq. ft.	$9,928	$14,425.75	Lower than PBC
Commercial recreation uses, outdoor	per Acre	$11,051	$13,305.70	Lower than PBC
Industrial (brewery, distillery, fabrication, nursery, storage, trades, utility, warehouse)	per 1,000 sq. ft.	$1,631	$2,169.80	Lower than PBC
Institutional, assembly (cultural and artisanal uses, places of assembly or worship, private club or lodge)	per 1,000 sq. ft.	$2,466	$2,898.45	Lower than PBC
Institutional, education (day care, pre-school, private education K-12 or any grade combo)	per 1,000 sq. ft.	$2,801	$7,787.15	Lower than PBC
Institutional (hospital, college, trade-school, university, schools of arts, instruction, modeling, music)	per 1,000 sq. ft.	$4,057	$5,135.70	Lower than PBC
Lodging facility (B&B, inn, hotel, motel, vacation rental)	per Room	$3,263	$2,498.00	Higher than PBC
Medical office (clinic, dental, health care, medical, urgent care)	per 1,000 sq. ft.	$10,631	$11,245.15	Lower than PBC
Restaurant (counter service, fast food, sit-down, table service, take-out, pick-up, quick service)	per 1,000 sq. ft.	$20,169	$24,969.80	Lower than PBC
Retail (commercial uses, multiple occupancy, personal services, retail sales)	per 1,000 sq. ft.	$7,540	$7,906.85	Lower than PBC
Single-destination commercial uses (commercial/single destination retail/stand alone retail)	per 1,000 sq. ft.	$12,252	$8,318.20	Higher than PBC
Auto Oriented Non-Residential Uses				
Automotive/vehicular uses (parts, sales, uses not otherwise listed)	per 1,000 sq. ft.	$11,162	$9,639.65	Higher than PBC
Drive-through facility (bank, commercial, dry cleaner, grocery, retail, pharmacy)	per Drive-Through	$20,140	$12,504.85	Higher than PBC
Drive-in and drive-through restaurant (beverage, coffee, fast food, fast casual, quick service)	per Drive-Through plus per ten (10) spaces	$47,982	$43,750.35	Higher than PBC
Parking (pay parking garages or lots, vehicle or equipment auction, storage, rental, towing, transitional lots)	per Space	$1,304	--	Use not listed by PBC
Vehicle charging stations (commercial / retail use)	per Position	$12,971	--	Use not listed by PBC
Vehicle fueling	per Position	$16,422	$8,678.25	Higher than PBC
Vehicle service and repair (facilities—major or minor, or repair and maintenance services—major, sales)	per Bay plus per 1,000 Square Feet	$9,451	$6,916.95	Higher than PBC
Vehicle washing (automated, manual, detail wash and wax)	per 1,000 sq. ft.	$24,750	$6,913.15	Higher than PBC

This is the Last Page in the

City of Lake Worth Beach

Mobility Fee Technical Report

February 2026

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