

City of Port St. Lucie Phase One Mobility Plan & Mobility Fee

August 2021

Presented by:

Jonathan B. Paul, AICP
Louis C. Rotundo



© 2021 NUE Urban Concepts, LLC. All Rights Reserved. www.nueurbanconcepts.com



PHASE ONE MOBILITY PLAN & MOBILITY FEE

Mobility Plan is a vision
over the next **25 years**
For Moving People

Mobility Fee is a simple,
transparent way **for**
NEW development to
pay for ITS impact to
the transportation system.



MOBILITY PLAN: TWO PHASE PROCESS

PHASE ONE

- **Mobility Corridors = New Road Capacity + Complete Streets**
- **Multimodal Corridors = Complete Streets**
- **Mobility Intersections = New Road Capacity & Safety**
- **Multimodal Intersections = Multimodal Continuity & Safety**

PHASE TWO

- **Detailed Description & Identification of Improvements**
- **Interim Capacity Projects**
- **Creative Mobility Solutions**

WHY IS THE CITY DEVELOPING A MOBILITY PLAN & FEE?

- To ensure fees paid by new development in the City are expended (**spent**) in a timely manner within or adjacent to the City to provide mobility projects (**improvements & services**)
- To ensure the City has the ability to prioritize mobility projects that best meets the needs of the City
- To advance mobility projects through Bonding, Florida State Infrastructure Bank, public/private partnerships, etc.
- To replace transportation concurrency, proportionate share, City & County road impact fees



How to IMPLEMENT A MOBILITY FEE



LEGISLATIVE INTENT IN THE COMPREHENSIVE PLAN



MOBILITY PLAN



LAND USE TRANSPORTATION PARKING



Mobility Fee



IMPLEMENTING ORDINANCE



ADMINISTRATION & ASSESSMENT



UPDATE: 1. COMPREHENSIVE PLAN, 2. LAND DEVELOPMENT CODE, & 3. SITE ACCESS/IMPACT ASSESSMENT



CAPITAL IMPROVEMENTS ELEMENT & PROGRAM





CITY OF PORT ST. LUCIE DEVELOPING A MOBILITY PLAN & MOBILITY FEE



© 2021 NUE Urban Concepts, LLC.
All Rights Reserved.
www.nueurbanconcepts.com
@ @ @ @



TABLE 2. GROWTH IN VEHICLE MILES OF TRAVEL (VMT)

Year	Arterial & Collector Roads	Florida Turnpike & Interstate 95	Total
2015 (Model base year)	2,916,635	1,472,535	4,389,169
2020 (Mobility Plan base year)	3,199,390	1,605,044	4,804,435
2045 (Model and plan future year)	5,220,444	2,469,417	7,689,861
VMT increase (2020 to 2045)	2,021,054	864,372	2,885,427

Source: Projected growth in VMT prepared by NUE Urban Concepts, LLC. The 2015 base year and 2045 future year VMT were extracted using the Treasure Coast Regional Planning Model (TCRPM) Version 5 (May 2021). The model files were obtained from the St. Lucie County TPO. The 2020 mobility plan base year VMT was interpolated based on an annual growth rate of travel on arterial and collector roads of 1.30% east of the River, 1.83% between the River and I-95, 4.37% west of I-95, and 1.74% for the Florida Turnpike and Interstate 95 (Table 3). The VMT increase is based on the difference between 2020 and 2045. The model network includes unincorporated enclave areas within the City and portions of the regional road network that extend outside of the incorporated limits of the City (Appendix D).

TABLE 3. GROWTH IN VEHICLE MILES OF TRAVEL (VMT) BY AREA

Area (Location)	2015	2020	2045	Increase	% Growth
East of St. Lucie River	969,221	1,034,069	1,429,497	395,428	1.30%
Between St. Lucie River & I-95	1,713,910	1,876,185	2,949,264	1,073,079	1.83%
West of I-95	233,503	289,136	841,683	552,547	4.37%
Turnpike & I-95	1,472,535	1,605,044	2,469,417	864,372	1.74%
Total	4,389,169	4,804,435	7,689,861	2,885,427	1.89%

Source: See Table 3 above as the source information is the same.

TABLE 4. INCREASE IN PERSON MILES OF TRAVEL (PMT)

2020 Vehicle Miles of Travel (VMT) & Person Miles of Travel (PMT)	
2020 Vehicle Miles of Travel (VMT) for EOR Area	1,034,069
2020 Person Miles of Travel (PMT) for EOR Area	1,933,710
2020 Vehicle Miles of Travel (VMT) for WOR Area	2,165,321
2020 Person Miles of Travel (PMT) for WOR Area	3,962,537
2020 Person Miles of Travel (PMT)	5,896,247
2045 Vehicle Miles of Travel (VMT) & Person Miles of Travel (PMT)	
2045 Future Year Vehicle Miles of Travel (VMT) for EOR Area	1,429,497
2045 Future Year Person Miles of Travel (PMT) for EOR Area	2,673,160
2045 Future Year Vehicle Miles of Travel (VMT) for WOR Area	3,790,947
2045 Future Year Person Miles of Travel (PMT) for WOR Area	6,937,433
2045 Person Miles of Travel (PMT)	9,610,593
Increase in Person Miles of Travel (PMT) between 2020 & 2045	
Increase in Person Miles of Travel (PMT)	3,714,346

Source: Base and future year VMT data from [Table 3](#). PMT for EOR are obtained by multiplying VMT by 1.87. PMT for WOR are obtained by multiplying VMT by 1.83. The calculation for the increase in person miles of travel is illustrated in [Figure 3](#).

Figure 3: Person Miles of Travel (PMT) Increase

Increase in Person Miles of Travel (PMTI)

2020 PMTe = (2020 VMT x PMTfe)
 2020 PMTw = (2020 VMT x PMTfw)
 2020 PMT = (2020 PMTe + 2020 PMTw)
 2045 PMTe = (2045 VMT x PMTfe)
 2045 PMTw = (2045 VMT x PMTfw)
 2045 PMT = (2045 PMTe + 2045 PMTw)
 PMTI = (2045 PMT - 2020 PMT)

WHERE:

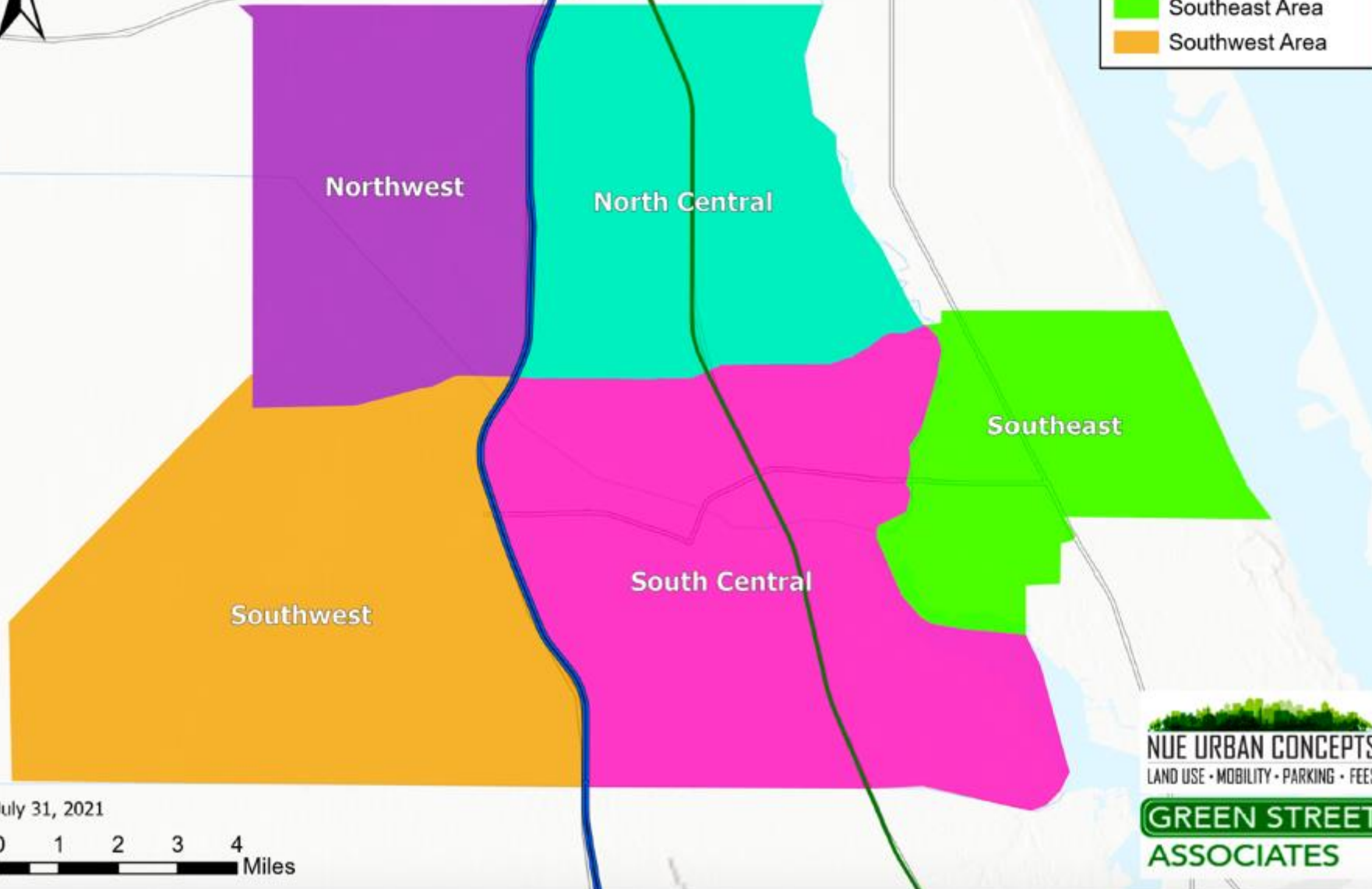
- PMT = Person Miles of Travel
- VMT = Vehicle Miles of Travel
- e = East of River (EOR)
- w = West of River (WOR)
- PMTfe = Person Miles of Travel factor of 1.87 (EOR)
- PMTfw = Person Miles of Travel factor of 1.83 (WOR)
- PMTf = Person Miles of Travel factor of 1.81
- PMTI = Person Miles of Travel Increase

City of Port St. Lucie
Phase One Mobility Plan: Areawide LOS

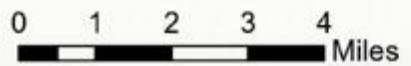


Legend

- North Central Area
- Northwest Area
- South Central Area
- Southeast Area
- Southwest Area



July 31, 2021



NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES
GREEN STREET ASSOCIATES

TABLE 5. 2020 AREAWIDE LEVEL OF SERVICE (LOS) ANALYSIS

Area	Length (miles)	2020 Vehicle Miles of Travel (VMT)	2020 Vehicle Miles of Capacity (VMC)	Volume to Capacity Ratio (V/C)
North Central	55.90	793,111	1,573,270	0.50
Northwest	23.60	122,249	488,257	0.25
South Central	67.72	908,239	1,657,186	0.55
Southeast	37.14	518,043	1,028,678	0.50
Southwest	20.59	177,687	635,079	0.28
Total	204.93	2,522,343	5,382,470	0.47

Source: Areawide LOS analysis is based on data from the Traffic Characteristics Report (**Appendix I**). The data used to develop the Traffic Characteristics Report was obtained from the City, County and FDOT. The LOS analysis was prepared by NUE Urban Concepts as of July 2021. VMT is based on AADT x length of a road segment. VMC is based on the daily capacity x length of a road segment.

TABLE 6. 2045 AREAWIDE LEVEL OF SERVICE (LOS) ANALYSIS

Area	Length (miles)	2045 Vehicle Miles of Travel (VMT)	2045 Vehicle Miles of Capacity (VMC)	Volume to Capacity Ratio (V/C)
North Central	55.90	1,254,941	1,573,270	0.80
Northwest	23.60	371,717	488,257	0.76
South Central	67.72	1,456,698	1,657,186	0.88
Southeast	37.14	724,789	1,028,678	0.70
Southwest	20.59	499,468	635,079	0.79
Total	204.93	4,307,614	5,382,470	0.80

Source: Same as **Table 5**



WALKING



BICYCLING

MOVING



TRANSIT & MICROTRANSIT

PEOPLE



MICROMOBILITY

PROVIDING CHOICES



SHARED MOBILITY

NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES

THE REPUBLIC
of
DESIGN



MOTOR VEHICLE

©2021 NUE Urban Concepts, LLC. All Rights Reserved. www.nueurbanconcepts.com



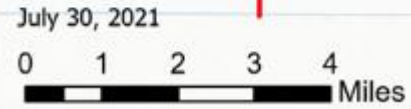
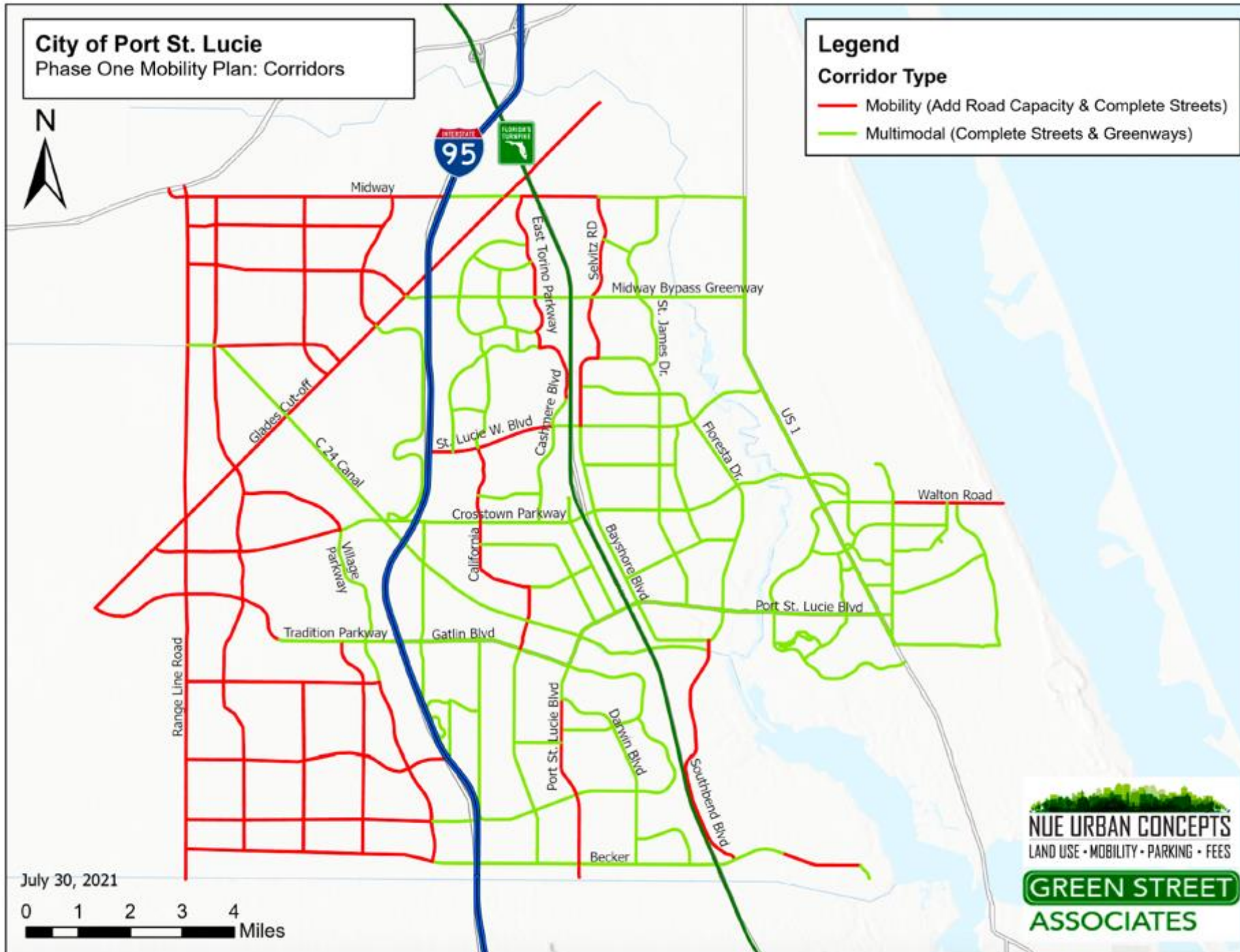
City of Port St. Lucie
Phase One Mobility Plan: Corridors



Legend

Corridor Type

- Mobility (Add Road Capacity & Complete Streets)
- Multimodal (Complete Streets & Greenways)



NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES

GREEN STREET ASSOCIATES

City of Port St. Lucie
Phase One Mobility Plan: Intersections



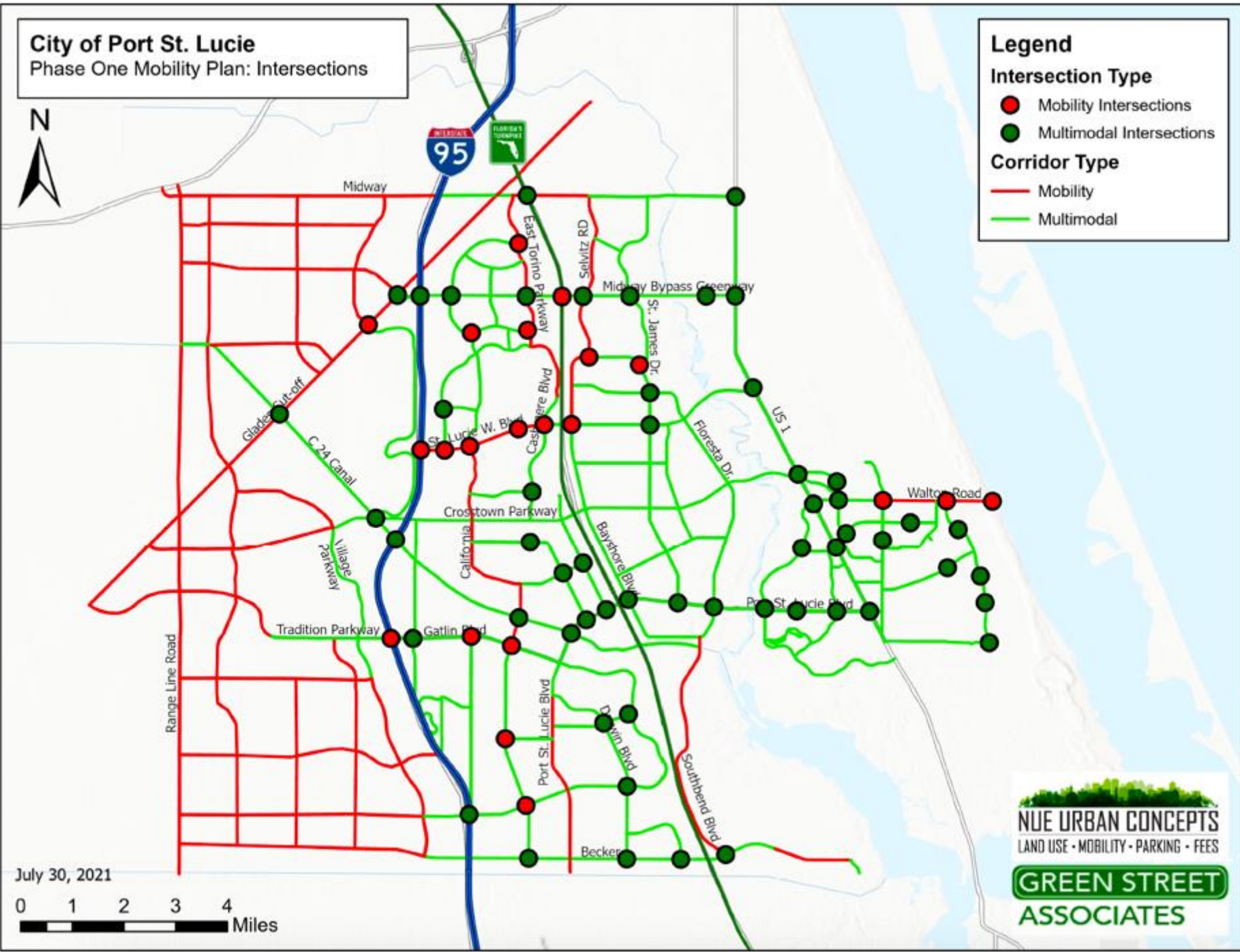
Legend

Intersection Type

- Mobility Intersections (Red circle)
- Multimodal Intersections (Green circle)

Corridor Type

- Mobility (Red line)
- Multimodal (Green line)



July 30, 2021

0 1 2 3 4 Miles

NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES

GREEN STREET ASSOCIATES

TABLE 12. PHASE ONE MOBILITY PLAN CORRIDOR & INTERSECTION IMPROVEMENTS

Improvements	Length or Number	Cost	Capacity
Mobility Plan Corridors			
Mobility Corridor	117.64 miles	\$697,273,830	2,591,658
Multimodal Corridor	170.93 miles	\$169,998,362	685,428
Total	288.57 miles	\$867,272,192	3,277,086
Mobility Plan Intersections			
Mobility Intersections	20 intersections	\$86,250,000	100,000
Multimodal Intersections	55 intersections	\$39,875,000	122,400
Total	75 intersections	\$126,125,000	222,400
Phase One Mobility Plan Total	288.57 miles & 75 intersections	\$993,397,192	3,499,486

Source: Phase One Mobility Plan Corridors ([Appendix K](#)). Phase One Mobility Plan Intersection ([Appendix L](#)).

City of Port St. Lucie
Phase One Mobility Plan: Corridor Improvements



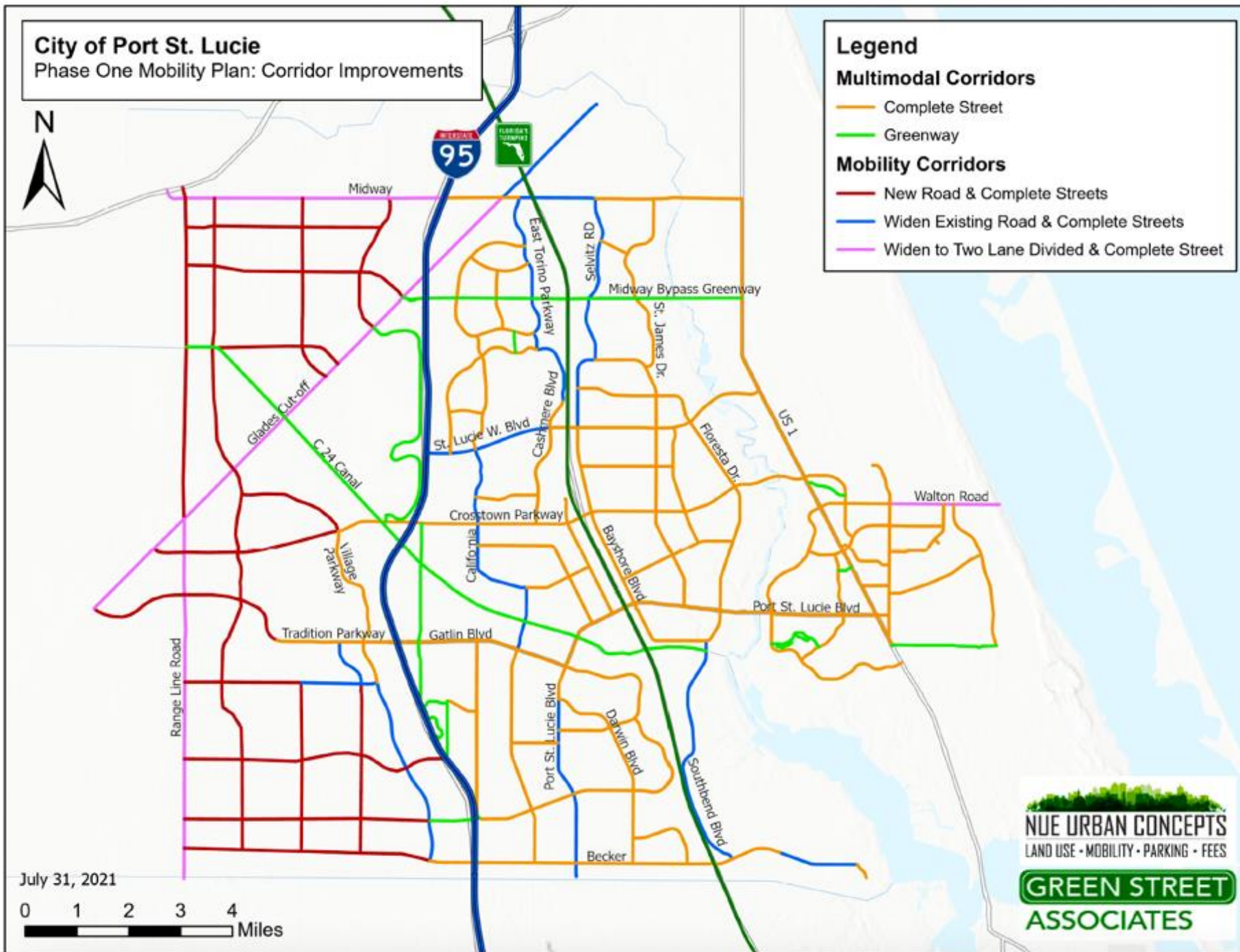
Legend

Multimodal Corridors

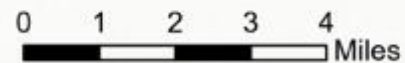
- Complete Street (orange line)
- Greenway (green line)

Mobility Corridors

- New Road & Complete Streets (red line)
- Widen Existing Road & Complete Streets (blue line)
- Widen to Two Lane Divided & Complete Street (purple line)



July 31, 2021



City of Port St. Lucie
Phase One Mobility Plan: Intersection Improvements



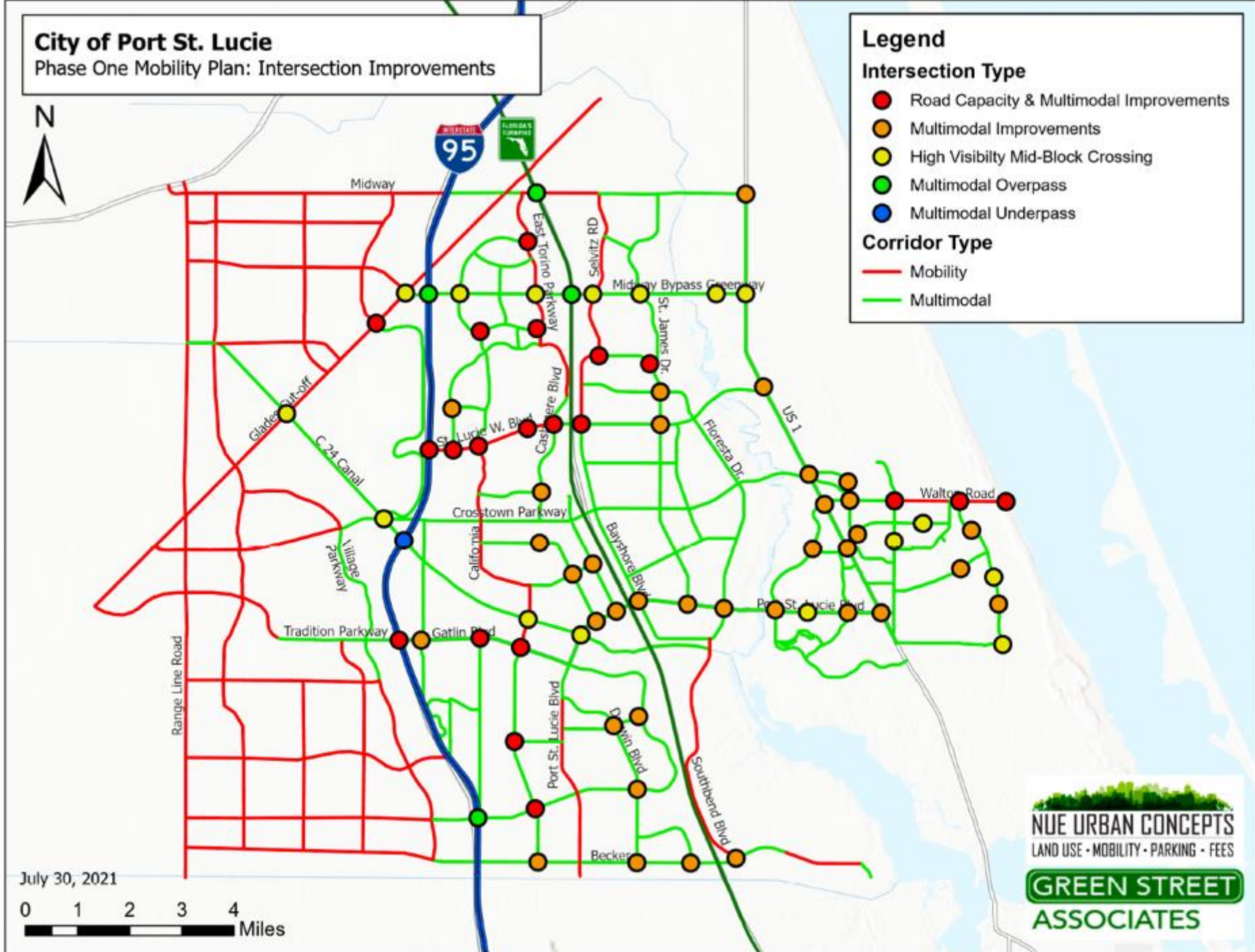
Legend

Intersection Type

- Road Capacity & Multimodal Improvements
- Multimodal Improvements
- High Visibility Mid-Block Crossing
- Multimodal Overpass
- Multimodal Underpass

Corridor Type

- Mobility
- Multimodal



July 30, 2021
0 1 2 3 4 Miles



TABLE 13. PHASE ONE MOBILITY PLAN CORRIDORS: DETAILED IMPROVEMENT

Improvements	Length (miles)	Cost	Capacity
Mobility Corridors			
New Roads	61.83	\$85,367,163	793,012
Widen Existing Roads	33.35	\$501,383,897	1,571,017
Widen to Two Lane Divided	22.46	\$110,522,770	227,629
Total	117.64	\$697,273,830	2,591,658
Multimodal Corridors			
Complete Street Retrofits	141.75	\$133,374,846	530,015
Greenways	29.18	\$36,623,516	155,413
Total	170.93	\$169,998,362	685,428
Phase One Mobility Plan Total	288.57	\$867,272,192	3,277,086

Source: Phase One Mobility Plan Corridors (Appendix K).

TABLE 14. ANTICIPATED AVAILABLE FUNDING

Phase One Mobility Plan Cost	\$993,397,192
Currently Funded Corridor Improvements	\$97,398,204
Projected Intersection Funding	\$87,350,000
Anticipated Available Funding (2026 to 2045)	\$156,800,000
Total Anticipated Funding	\$341,548,204
Unfunded Phase One Mobility Plan Cost	\$651,848,988

Source: Phase One Mobility Plan Cost **Table 12**. Funded corridor improvements (**Appendix K**). Funded intersection improvements (**Appendix L**). Anticipated available funding based on \$33.4 million in County road impact fees collected by the City on behalf of the County, \$11.4 million from various revenue sources between 2026 and 2028, and \$112 million in infrastructure sales tax and other revenue sources between 2029 and 2045. The unfunded Phase One Mobility Plan cost cost obtained by subtracting the total anticipated funding sources from the total Phase One Mobility Plan cost.

WHY IS THE CITY DEVELOPING A MOBILITY PLAN & FEE?

- To ensure fees paid by new development in the City are expended (**spent**) in a timely manner within or adjacent to the City to provide mobility projects (**improvements & services**)
- To ensure the City has the ability to prioritize mobility projects that best meets the needs of the City
- To advance mobility projects through Bonding, Florida State Infrastructure Bank, public/private partnerships, etc.
- To replace transportation concurrency, proportionate share, City & County road impact fees

MISCONCEPTIONS PROFFERED BY THE COUNTY, continued

- **Claim** - The City mobility plan does not identify needs
 - ✓ **Fact:** The mobility plan details the need for new roads, the widening of existing roads, and the improvement of 2 lane undivided to 2 lane divided roads, with complete streets.
 - ✓ The mobility plan identifies corridors in need of complete street retrofits, off-street greenways and trails, and five (5) types of intersection improvements.
 - ✓ The County road impact fee is not based on any specific road capacity improvements. The City is also implementing areawide level of service and multimodal quality of service as part of the mobility plan and fee, as encouraged by Florida Statute.

MISCONCEPTIONS PROFFERED BY THE COUNTY, continued

- **Claim** - City is increasing taxes
- ✓ **Fact:** Mobility plan is crafted to mitigate new growth impacts on City, County and State roads. There is no demonstrated need or additional mitigation.

MISCONCEPTIONS PROFFERED BY THE COUNTY

- **Claim** - The City is increasing the cost of development.
- ✓ **Fact:** The City mobility fee is less than the current County fee (except for multi-family above 1,000 sq. ft. & high impact uses)

MISCONCEPTIONS PROFFERED BY THE COUNTY

- **Claim** - The City is seeking to charge its fee against development outside the City limits.
- ✓ **Fact:** The City mobility fee is only charged against development within the City. Its revenues may be spent anywhere in the City benefit district, which is larger than the City limits to account for the impacts of City growth on nearby County roads.

MISCONCEPTIONS PROFFERED BY THE COUNTY, continued

- **Claim** - Development will pay the full County road impact fee
- ✓ **Fact:** The County cannot legally charge new development twice for the same impact. Without a new road impact fee study, the most the County could attempt to charge is the difference between the City's mobility fee and the County' road impact fee, adjusted by assessment area. If it can justify doing so: the County, not the City has the burden of proof.

MISCONCEPTIONS PROFFERED BY THE COUNTY, continued

- **Claim** – Development must pay County road impact fees no matter what
- ✓ **Fact:** St. Lucie County is not a charter county, and therefore cannot attempt to preempt the City from adopting a City fee. Also, the County cannot charge development twice for the same impact. Development must pay properly enacted road impact fees and City mobility fees.

MISCONCEPTIONS PROFFERED BY THE COUNTY, continued

- **Claim** – The City is not mitigating impact to County roads
- ✓ **Fact:** The Mobility Plan includes multiple improvements to County Roads, including Glades Cut-Off, Midway, and Range Line. County projects are 13% to 14% of the overall miles of improvements and capacity added, and ~ 23% of the cost.

MISCONCEPTIONS PROFFERED BY THE COUNTY, continued

- **Claim** – The County can collect its road impact fee no matter what the City does
- ✓ **Fact:** Per statute, the County has the burden of proof assessing its fee. The City methodology fully accounts for impact to City, County, and State facilities. The County can only charge for impact beyond the City mobility fee if it prepares *an updated study justifying that additional charge.* Also, it would have to increase road impact fees in unincorporated County & show that doing so meets the dual rational nexus test and new statutory requirements.

MISCONCEPTIONS PROFFERED BY THE COUNTY, continued

- **Claim** - The County can spend road impact fees where it wants
- ✓ **Fact:** St. Lucie County is required to meet the benefits test of the dual rational nexus test, something it is not currently doing. St. Lucie County may be the only County in Florida with one benefit district for the entire mainland of the County.

MISCONCEPTIONS PROFFERED BY THE COUNTY, continued

- **Claim** - The City mobility fee will result in a total loss of funding to the County road system.
- ✓ **Fact:** The mobility fee proposes that funding goes towards Midway and Glades, which are County roads. The City mobility fee will result in a reduction of funding of the overall County system.

MISCONCEPTIONS PROFFERED BY THE COUNTY, continued

- **Claim** – The County has significant needs
- ✓ **Fact:** County does have continuing maintenance needs which can not be paid by impact fees.
- ✓ Beyond Midway from Selvitz to East Torino and Glades from Midway to Selvitz, the six (6) roads in the current interlocal between the City & County don't need road capacity to address growth impacts.
- ✓ The mobility plan does propose complete streets improvements to two lane divided streets.

MISCONCEPTIONS PROFFERED BY THE COUNTY, continued

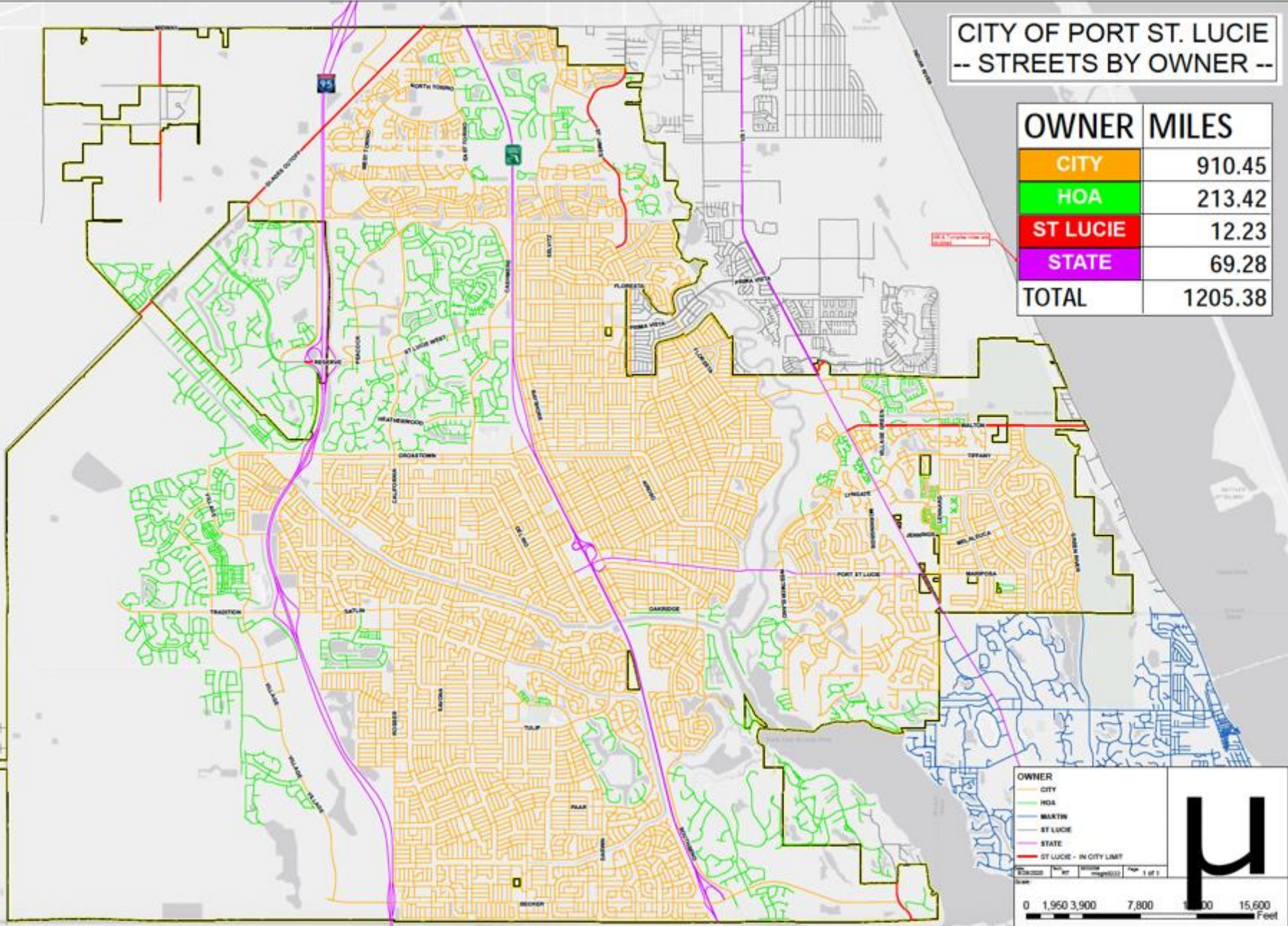
- **Claim** – Future development west of I-95 demands 4 lane roads

Fact:

- ✓ Future development in the City west of 95 has plans to provide a gridded network of 2 lane roads. The need for either 4 lanes or complete street improvements will be evaluated further in the Phase 2 mobility plan.
- ✓ Projected volumes do not support the number of 4 lane roads west of I-95. Future growth can be accommodated on planned parallel City roads to Glades Cut-off, Range Line and Midway west of I-95, without the need for any improvements beyond a center turn lane and complete street enhancements.

CITY OF PORT ST. LUCIE
-- STREETS BY OWNER --

OWNER	MILES
CITY	910.45
HOA	213.42
ST LUCIE	12.23
STATE	69.28
TOTAL	1205.38



OWNER
 CITY
 HOA
 MARTIN
 ST LUCIE
 STATE
 ST LUCIE - IN CITY LIMIT



LANE MILES & VEHICLE MILES OF TRAVEL (VMT)

Maintaining Entity	LANE MILES		2020 VMT	
	Total	Percentage	Total	Percentage
City	411.42	69.4%	1,761,077	69.8%
County	114.11	19.3%	336,747	13.4%
State	54.55	9.2%	403,923	16.0%
HOA	12.38	2.1%	20,597	0.8%
Total	592.46	100%	2,522,344	100%
County (East of I-95)	57.58	9.7%	223,671	10.0%
County (West of I-95)	56.53	9.5%	113,076	3.3%

Source: Areawide Lane Miles is based on data from the Traffic Characteristics Report ([Appendix I](#)). The data used to develop the Traffic Characteristics Report was obtained from the City, County and FDOT. The Lane Miles and VMT analysis was prepared by NUE Urban Concepts as of July 2021. Lane Miles is based on number of lanes x length of a road segment. VMT is based on AADT x length of a road segment. Total lane miles rounded to the nearest 100th Place. Percentages rounded to the nearest 10th Place. State roads excludes Interstate 95 and the Florida Turnpike.

TABLE 19. MOBILITY IMPROVEMENTS ON COUNTY ROADS

Road	Miles	Cost	PMC
Glades Cut-Off Road	12.04 (4.47%)	\$86,831,920 (11.28%)	195,063 (6.52%)
Midway Road	9.83 (3.65%)	\$47,720,619 (6.20%)	126,269 (4.22%)
Prima Vista Blvd	1.96 (0.73%)	\$1,471,988 (0.19%)	7,006 (0.24%)
Range Line Road	6.10 (2.27%)	\$29,280,000 (3.80%)	59,170 (1.98%)
St. James Road / 25 th Street	3.34 (1.24%)	\$1,919,849 (0.25%)	10,017 (0.33%)
Walton Road	3.10 (1.15%)	\$12,484,716 (1.62%)	31,741 (1.06%)
County Totals	36.65 (13.6%)	\$179,829,210 (23.3%)	429,833 (14.37%)
County Roads (East of I-95)	18.95 (7.04%)	\$96,093,092 (12.48%)	260,382 (8.70%)
County Roads (West of I-95)	27.42 (6.47%)	\$83,616,000 (10.86%)	168,974 (5.65%)
Unfunded Corridors	269.08 (100%)	\$769,873,987 (100%)	2,991,508 (100%)

Source: The data in table 19 was obtained from the Phase One Mobility Plan Corridors ([Appendix K](#)). The Phase One Mobility Plan also includes multimodal improvements on Gilson Road consisting of 0.28 miles, a cost of \$120,118, and a PMC of 509. The % for Gilson Road are minor, and the corridor is not specified in the current interlocal agreement with the County. Glades Cut-Off northeast of Commerce Center Drive was included in County Roads east of I-95.

SUMMARY OF FACTS, NOT MISCONCEPTIONS

- ✓ **New Development in the City will pay less, not more, except for high impact uses (such as fast food, car washes, gas stations)**
- ✓ **The most the County could attempt to charge is the difference between the City mobility fee and the existing County road impact fee, adjusted by assessment areas (The County would need an updated study to justify charging more)**
- ✓ **Statute does not have special rules for Counties; all fees assessed by the County or the City will need need to meet legal and statutory requirements**
- ✓ **It's debatable the County road impact fee meets the dual rational nexus test, particularly due to the County having only one mainland benefit district**
- ✓ **The mobility plan includes improvements on County roads. The mobility fee fully mitigates the impact of new development (City to provide letter stating such).**

**CITY OF PORT ST. LUCIE
PHASE ONE
MOBILITY PLAN & MOBILITY FEE
TECHNICAL REPORT
August 2021**

Prepared for:



Prepared by:



Figure 3: Person Miles of Travel (PMT) Increase

Increase in Person Miles of Travel (PMTI)

$$2020 \text{ PMTe} = (2020 \text{ VMT} \times \text{PMTfe})$$

$$2020 \text{ PMTw} = (2020 \text{ VMT} \times \text{PMTfw})$$

$$2020 \text{ PMT} = (2020 \text{ PMTe} + 2020 \text{ PMTw})$$

$$2045 \text{ PMTe} = (2045 \text{ VMT} \times \text{PMTfe})$$

$$2045 \text{ PMTw} = (2045 \text{ VMT} \times \text{PMTfw})$$

$$2045 \text{ PMT} = (2045 \text{ PMTe} + 2045 \text{ PMTw})$$

$$\text{PMTI} = (2045 \text{ PMT} - 2020 \text{ PMT})$$

WHERE:

- PMT = Person Miles of Travel
- VMT = Vehicle Miles of Travel
- e = East of River (EOR)
- w = West of River (WOR)
- PMTfe = Person Miles of Travel factor of 1.87 (EOR)
- PMTfw = Person Miles of Travel factor of 1.83 (WOR)
- PMTf = Person Miles of Travel factor of 1.81
- PMTI = Person Miles of Travel Increase

FIGURE 11. NEW GROWTH EVALUATION (NGE)

New Growth Evaluation (NGE)

$$\text{PMGI} = \sum (\text{LENmpc} \times \text{CAPmpc}) + \sum (\text{CAPmpc})$$

$$\text{D/C Ratio} = (\text{PMTI} / \text{PMGI})$$

Where:

- LENmpc = Length of Phase One Mobility Plan Corridor Improvements
- CAPmpc = Person Capacity of Phase One Mobility Plan Corridor Improvements
- CAPmpc = Person Capacity of Phase One Mobility Plan Intersection Improvements
- D/C Ratio = Demand-to-Capacity Ratio
- PMTI = Person Miles of Travel Increase
- PMGI = Person Miles of Capacity Increase

FIGURE 12. PERSON MILES OF CAPACITY RATE (PMCR)

Person Miles of Capacity Rate (PMCR)

$$\text{NCSTmp Formula} = (\text{GCSTmp} - \text{FUNmp}) \times \text{ECE}$$

$$\text{FCSTmp Formula} = (\text{NCSTmp} \times \text{NGE})$$

$$\text{PMCR Rate (PMCR) Formula} = (\text{FCSTmp} / \text{PMCI})$$

Where:

- GCSTmp = Gross Cost of Phase One Mobility Plan Improvements
- FUNmp = Total Anticipated Fueling for Phase One Mobility Plan Improvements
- ECE = Existing Conditions Evaluation factor of 1.00
- NCSTmp = Net Cost of Phase One Mobility Plan Improvements
- NGE = New Growth Evaluation factor of 1.00
- FCSTmp = Final Cost of Phase One Mobility Plan Improvements
- PMCI = Person Miles of Capacity Increase
- PMCR = Person Miles of Capacity Rate

FIGURE 13. PERSON TRAVEL DEMAND PER USE (PTDu)

Person Travel Demand per Use (PTDu)

$$\text{Tvmt} = (\sum \text{ACvmt} + \sum \text{LAvmt})$$

$$\text{LAEf} = 1 - (\sum \text{LAvmt} / \text{Tvmt})$$

$$\text{PTDue} = (((\text{TG} \times \% \text{NEW}) \times \text{PTfe}) \times (\text{PTle} \times \text{LAEf})) \times \text{ODAF}$$

$$\text{PTDuw} = (((\text{TG} \times \% \text{NEW}) \times \text{PTfw}) \times (\text{PTlw} \times \text{LAEf})) \times \text{ODAF}$$

Where:

- ACvmt = 2020 projected VMT for arterials and collectors
- LAvmt = 2020 projected VMT for the Florida Turnpike & Interstate 95
- Tvmt = Total vehicle miles of travel (VMT)
- LAEf = Limited Access Evaluation adjustment factor of 0.67
- e = East of River (EOR) Mobility Fee Assessment Area
- w = West of River (WOR) Mobility Fee Assessment Area
- PTDue = Person Travel Demand per Use EOR
- PTDuw = Person Travel Demand per Use WOR
- TG = Trip Generation
- % NEW = Percent of Trips that are Primary Trips
- PTfe = Person Trip Factor by Trip Purpose EOR
- PTle = Person Trip Length by Trip Purpose EOR
- PTfw = Person Trip Factor by Trip Purpose WOR
- PTlw = Person Trip Length by Trip Purpose WOR
- ODAF = Origin & Destination Adjustment factor of 0.50 to avoid double-counting

FIGURE 14. MOBILITY FEE CALCULATION

Mobility Fee per Use (MFu)

$$\text{MFue Formula} = \text{PTDue} \times \text{PMTr}$$

$$\text{MFuw Formula} = \text{PTDuw} \times \text{PMTr}$$



Where:

- e = East of River (EOR) Mobility Fee Assessment Area
- w = West of River (WOR) Mobility Fee Assessment Area
- PTDue = Person Travel Demand per Use EOR
- PTDuw = Person Travel Demand per Use WOR
- PMTr = Person Miles of Travel Rate
- MFue = Mobility Fee per Use
- MFuw = Mobility Fee per Use

City of Port St. Lucie
Mobility Fee Assessment Areas



Legend

-  East of St. Lucie River Assessment Area
-  West of St. Lucie River Assessment Area



July 31, 2021



Table 18: City of Port St. Lucie Mobility Fee Schedule

Use Categories, Use Classifications, and Representative Uses	East Of	West Of
	St. Lucie River	
Residential & Lodging Uses per sq. ft. or applicable unit of measure		
Single-Family Residential <i>per sq. ft. (Maximum 3,500 sq. ft.)</i>	\$1.456	\$1.775
Active Adult (55+) Residential <i>per sq. ft. (Maximum 3,500 sq. ft.)</i>	\$1.278	\$1.558
Multi-Family Residential <i>per sq. ft. (Maximum 2,500 sq. ft.)</i>	\$2.321	\$2.830
Overnight Lodging (Hotel, Inn, Motel, Resort) <i>per room</i>	\$1,797	\$2,192
Mobile Residence (Mobile Home, RV, Travel Trailer) <i>per space or lot</i>	\$1,477	\$1,801

Table 18: City of Port St. Lucie Mobility Fee Schedule

Use Categories, Use Classifications, and Representative Uses	East Of	West Of
	St. Lucie River	
Institutional Uses per sq. ft.		
Community Serving (Civic, Place of Assembly, Museum, Gallery)	\$1.670	\$2.083
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	\$1.336	\$1.560
Private Education (Child Care, Day Care, Private School K-12, Pre-K)	\$1.920	\$2.241
Industrial Uses per sq. ft.		
Industrial (Assembly, Fabrication, Manufacturing, R&D, Trades, Utilities)	\$0.782	\$1.083
Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Warehouse)	\$0.703	\$0.836
Distribution Center (Cold Storage, Fulfillment Centers, High-Cube)	\$0.574	\$0.682

Table 18: City of Port St. Lucie Mobility Fee Schedule

Use Categories, Use Classifications, and Representative Uses	East Of	West Of
	St. Lucie River	
Recreational Uses per sq. ft., <i>unless otherwise indicated</i>		
Marina (Including dry storage) <i>per berth</i>	\$570	\$741
Outdoor Commercial Recreation (Golf, Multi-purpose, Sports, Tennis) <i>per acre</i>	\$2.076	\$2.510
Indoor Commercial Recreation (Fitness, Gym, Health, Indoor Sports,	\$2.979	\$3.602
Office Uses per sq. ft.		
Office (Bank, Dental, General, Higher Education, Hospital, Medical, Professional)	\$2.590	\$3.585
Free-Standing Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	\$4.473	\$5.759

Table 18: City of Port St. Lucie Mobility Fee Schedule

Use Categories, Use Classifications, and Representative Uses	East Of	West Of
	St. Lucie River	
Commercial Services & Retail Uses per sq. ft.		
Local Retail [Non-Chain or Franchisee] (Entertainment, Restaurant, Retail, Services)	\$2.708	\$3.154
Multi-Tenant Retail (Entertainment, Restaurant, Retail, Services)	\$5.414	\$6.306
Free-Standing Retail (Entertainment, Restaurant, Retail, Services)	\$6.482	\$7.551
Furniture / Mattress Store	\$2.040	\$2.387
Quick Service Restaurant (Container, Fast Casual, Fast Food, Ghost Kitchen)	\$44.591	\$49.117

Table 18: City of Port St. Lucie Mobility Fee Schedule

Use Categories, Land Uses Classifications, and Representative Land Uses	East Of	West Of
	St. Lucie River	
Additive Fees for Commercial Services & Retail Uses <i>per applicable unit of measure</i>		
Bank Drive-Thru Lane or Free-Standing ATM <i>per lane or per ATM</i>	\$18,535	\$22,048
Motor Vehicle Quick Lube <i>per service-bay</i>	\$8,594	\$10,223
Motor Vehicle & Boat Cleaning (Detailing, Wash, Wax) <i>per lane or stall</i>	\$17,739	\$21,102
Motor Vehicle Charging or Fueling <i>per charging or fueling position</i>	\$16,524	\$18,687
Pharmacy drive-thru <i>per lane</i>	\$10,892	\$12,808
Quick Service Restaurant Drive-Thru Lane <i>per lane</i>	\$34,089	\$37,548

City of Port St. Lucie Mobility Fee Schedule

Use Categories, Land Uses Classifications, and Representative Land Uses	East Of	West Of
	St. Lucie River	
Full Mobility Fee Effective Jan 1st, 2022		
Multi-Family Residential <i>per sq. ft. (Maximum 2,500 sq. ft.)</i>	\$2.321	\$2.830
Quick Service Restaurant (Container, Fast Casual, Fast Food, Ghost Kitchen)	\$44.591	\$49.117
Bank Drive-Thru Lane or Free-Standing ATM <i>per lane or per ATM</i>	\$18,535	\$22,048
Motor Vehicle Quick Lube <i>per service-bay</i>	\$8,594	\$10,223
Motor Vehicle & Boat Cleaning (Detailing, Wash, Wax) <i>per lane or stall</i>	\$17,739	\$21,102
Motor Vehicle Charging or Fueling <i>per charging or fueling position</i>	\$16,524	\$18,687
Pharmacy drive-thru <i>per lane</i>	\$10,892	\$12,808
Quick Service Restaurant Drive-Thru Lane <i>per lane</i>	\$34,089	\$37,548

ROAD IMPACT FEE vs. MOBILITY FEE COMPARISON

- **County: Single-Family (3,500 sq. ft.) = \$6,365**
- ✓ **City: Single-Family (3,500 sq. ft.) = \$6,213**
- **Mobility Fee Difference = \$153 less than County**

- **County: Multi-Family (2 story 1,500 sq. ft.) = \$4,556**
- ✓ **City: Single-Family (3,500 sq. ft.) = \$4,245**
- **Mobility Fee Difference = \$311 less than County**

- **County: Hotel (per room) = \$2,222**
- ✓ **City: Hotel (per room) = \$2,192**
- ✓ **Mobility Fee Difference = \$30 less than County**

ROAD IMPACT FEE vs. MOBILITY FEE COMPARISON

- County: Industrial (per 1,000 sq. ft.) = \$1,103
- ✓ City: Industrial (per 1,000 sq. ft.) = \$1,082
- Mobility Fee Difference = **\$20 less than County**

- County: Office (per 1,000 sq. ft.) = \$3,718
- ✓ City: Office (per 1,000 sq. ft.) = \$3,585
- Mobility Fee Difference = **\$133 less than County**

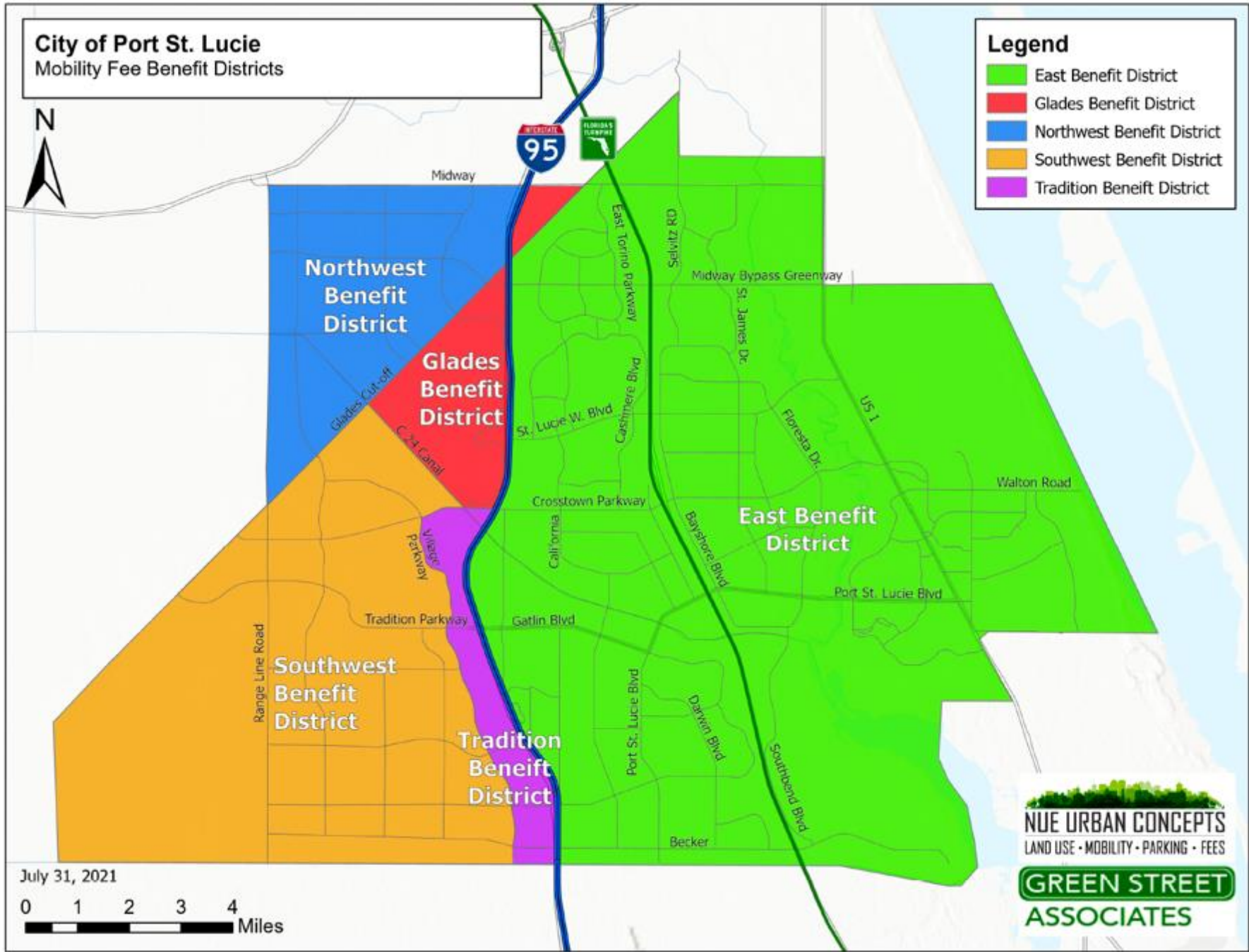
- County: Retail (per 1,000 sq. ft.) = \$6,341
- ✓ City: Retail (per 1,000 sq. ft.) = \$6,306
- ✓ Mobility Fee Difference = **\$35 less than County**

City of Port St. Lucie
Mobility Fee Benefit Districts



Legend

- East Benefit District
- Glades Benefit District
- Northwest Benefit District
- Southwest Benefit District
- Tradition Benefit District



July 31, 2021
0 1 2 3 4 Miles

NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES
GREEN STREET ASSOCIATES

ROAD IMPACT FEE vs. MOBILITY FEE DISTRICTS

- **County**
 - **One Benefit District**
 - **Claims it can spend road impact fees throughout the mainland of the county**
 - **Doubtful the road impact fee meets the benefits test of the dual rational nexus test**
- **City**
 - ✓ **Five Benefit Districts**
 - ✓ **Mobility Fees spent in District they are collected**
 - ✓ **Spent on corridors that border or cross multiple Districts**
 - ✓ **Clearly meets dual rational nexus test**

PAYMENT OF MOBILITY FEE

- **Without a Credit**
 - **Assessed per use and area at building permit application**
 - **One time payment to the City at building permit issuance**
 - **Receive letter confirming that the payment fully mitigates impact**

- **With a Credit (need to establish equivalent credit with the City)**
 - **Assessed per use and area at building permit (BP) application**
 - **Payment at BP issuance: Amount Equal to existing City road fee**
 - **Use of credit = Mobility Fee minus Payment to City**
 - **Receive letter confirming that the payment fully mitigates impact**

EQUIVALENT MOBILITY FEE CREDIT

- County has issued significant road impact fee credits**
- County credits used for County road impact fee only**
- Credits established before new statutory requirements**
- Credits provided primarily for internal improvements**
- New development still pays City road impact fee**
- City will recognize County credits**
- Development needs to establish equivalent credits with City**
- Development has 18 months to enter into agreement with City**
- May transfer credit to adjacent districts, except east district**

MOBILITY FEE PAYMENT TO CITY (USES WITH CREDIT)

- ❖ **Credit provided for County road impact fee credit**
- **Today new development pays a county road impact fee and a city road impact fee. Development with credit use it for county road impact fees and pay city road impact fees.**
- ✓ **Ordinance stipulates the amount paid for City road impact fees will now be paid for City mobility fees; otherwise, the City would be granting credits towards mobility fees, losing money that it would have collected staying with its current road impact fees. Development still pays the same or less & uses credit as follows:**

USE OF EQUIVALENT MOBILITY FEE CREDIT EXAMPLE

2,500 sq. ft. single family home (west of river)

- ❑ **Mobility Fee Assessed = \$4,438 plus service charge**
- ❑ **Amount equal to current City fee = \$1,495 ($\$0.598 \times 2,500$)**
- ❑ **Mobility Fee Amount paid to City = \$1,495 plus service charge**
- ❑ **Mobility Fee Credit Amount = \$2,943 ($\$4,438 - \$1,459$)**
- ❑ **Mobility Fee Credit Used = \$2,943 plus service charge**
- ❑ **Development can also use its credit for assessed County road impact fees, if applicable (both draw down on credit pool)**

MOBILITY FEE CREDIT UTILIZATION

- Credit provided mostly for internal improvements**
- Improvements mostly west of I-95 or internal to St. Lucie West**
- Improvements primarily do not address external impact**
- City was not the entity that issued credits**
- Most credits established before Impact Fee Act (F.S. 163.31801)**
- Credits largely do not address impact east of I-95**
- City has mobility needs not addressed by Credit**
- Credits maybe transferred, except to east district (east of I-95)**
- Credits could be used to satisfy future County road impact fees**

COUNTY ROAD OPTIONS

Set aside % of mobility fees for County improvements based on:

- **Total Lanes Miles (19.3%) , or**
- **Total Vehicle Miles of Travel (13.3%), or**
- **Phase One Mobility Plan Miles (13.6%), or**
- **Phase One Mobility Plan Cost (23.3%), or**
- **Phase One Mobility Plan Person Miles of Capacity (14.37%), or**
- **Percentage between 15% to 25%, or**
- **Percentage east of I-95 of 10% to 15% & west of I-75 of 5% to 10%, or**
- **Continue Negotiations**

COUNTY ROAD OPTIONS, continued

If the City elects to set aside a % of mobility fee revenue, it could:

- Remit that % to the County per a new interlocal, or**
- Remit % if and when County constructs improvement, or**
- Expend the % on County improvements it or FDOT constructs, or**
- Reimburse the % to a development that fronts an improvement on a County facility in the mobility plan at City's request to as a development order requirement, or**
- Some combination of the above, but the final decision in the City Council's to make on prioritizing and expended mobility fees**

NEXT STEPS

- (1) Provide Direction on any changes to Plan, Fee or Ordinance**
- (2) Concur with whereas clauses and findings of Ordinance**
- (3) One finding is extraordinary circumstances based on the need for improvements and the travel demand impact of certain uses requires the adoption of a higher fee for those used as of Jan 1st, 2022 as provided for in the ordinance.**
- (4) Concur with equivalent mobility fee credit use**
- (5) Direct staff to advertise 2nd reading of ordinance**

Questions or Comments?

Jonathan B. Paul, AICP

Louis C. Rotundo



nueurbanconcepts@gmail.com

www.nueurbanconcepts.com

833-NUC-8484