EXHIBIT D: EXTRAORDINARY CIRCUMSTANCES STUDY

City of Port St. Lucie

EXTRAORDINARY CIRCUMSTANCES STUDY

PORT ST. LUCIE
HEART OF THE TREASURE COAST

NOVEMBER 2025

NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES

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MOBILITY COHORT

Table of Contents

Tables

Figures

Appendices

EXECUTIVE SUMMARY

In 1985, the Florida Legislature passed the Growth Management Act that required all local governments in Florida to adopt Comprehensive Plans and mandated transportation concurrency. By 1993, the Florida Legislature recognized that an unintended consequence of transportation concurrency is that it discouraged development in urban areas and pushed development to suburban and rural areas.

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. Mobility fees are a way for new development to equitably mitigate its ***impact (i.e., traffic)*** through a streamlined and transparent one-time payment to local governments.

In 2019, the Legislature required mobility fees follow the same statutory process requirements as impact fees. The Legislature included caps on impact fee increases and phasing requirements for increased impact fees, unless there is a finding of extraordinary circumstances. In 2024, the Legislature, through HB 479, formally defined mobility fees and mobility plans and reenforced the ability of any local government to adopt an alternative transportation system (fka alternative mobility funding systems), such as a mobility fee based on a mobility plan.

In 2020, Port St. Lucie's population was **204,851**. In 2025, the population increased by **55,343** people, for a total population of **260,194**. By 2050, the population of the mobility study area, includes enclaves and surrounding mainland areas south of Midway, could be as high as **506,027**. That is roughly a 25% increase in population every five years between 2020 and 2050.

From the founding and incorporation of Port St. Lucie in 1961 to 2020, the population grew to 204,851 residents in roughly 60 years. In just the that past **five (5)** years since the City Council started to consider the idea of a mobility plan and mobility fee to this 2025 update, the City has grown more that 25%. To put that in perspective, Port St. Lucie roughly added 50,000 people every 15 years between its founding and 2020. In the past 5 years alone, it added over 50,000; meaning the rate of growth accelerated by roughly 200%.

Port St. Lucie has been experiencing extraordinary growth and that extraordinary growth shows no signs of slowing down over the next 25 years. This extraordinary growth, combined with the continued extraordinary growth in construction cost inflation are the two primary drivers behind the update of the mobility plan and mobility fee and the finding of extraordinary circumstances.

EXTRAORDINARY CIRCUMSTANCES

The Florida Legislature amended Florida Statute Section 163.31801, otherwise known as "The Impact Fee Act", in 2021 to include requirements for limiting the amount impact fees could be increased over existing rates and established phasing in any increases in impact fees over a multi-year period. The following are the phasing requirements and maximum percentage increase in fees per Florida Statute Section 163.31801(6):

- For any increase in an existing impact fee rate between 1% and 25%, the increase in impact fees is required to be phased-in over two (2) years.
- For any increase in an existing impact fee rate between 26% and 50%, the increase in impact fee rates is required to be phased-in over four (4) years.
- Any deviation in phasing from above requires a finding of extraordinary circumstances.
- Total increases are limited to 50% above existing impact fee rates.
- Any increases in existing impact fee rates above 50% requires a finding of extraordinary circumstances.
- Mobility fees, through Florida Statute Section 163.3180, are required to follow the same process procedures applicable to impact fees.

A finding of extraordinary circumstances requires: (1) a demonstrated need study, completed within 12 months from the date of adoption of the fee increase; (2) justification for the extraordinary circumstances that serve as a basis for a difference in phasing and an increase in fees above 50%; (3) two publicly noticed workshops to review extraordinary circumstances; and (4) a two-thirds vote of the City Council to approve extraordinary circumstances.

The data and analysis included in this Study is used to demonstrate a finding of extraordinary circumstances for the City of Port St. Lucie Mobility Fee to meet the demands from projected development. This Study was completed in July of 2025 and adoption is projected for no later than October 2025, within the required 12-month time frame required under the Impact Fee Act.

The City held a publicly noticed workshop on Thursday November 6th, 2025, at 6:00 P.M. and a second publicly noticed workshop on Friday November 7th, 2025, at 10:00 A.M. Both public workshops were recorded and covered the findings of extraordinary circumstances. The Friday workshop had more feedback from attendees, and the recorded meeting has been posted to the City's website. The finding of extraordinary circumstances will also require at least a two-thirds vote of the City Council, otherwise mobility fees will be phased-in and capped per Florida Statute.

The updated City of Port St. Lucie Mobility Fee results in increases in rates that exceed 50% for the majority of land uses within each of the three existing assessment areas. The west assessment area will feature the greatest increase over existing mobility fee rates **(Appendix A)**. The City Council will need to agree on making a finding of extraordinary circumstances in order to move forward with the proposed increase in the calculated mobility fee rates.

The Mobility Fee schedule included with this Extraordinary Circumstances Study reflect the maximum mobility fee rates per each assessment area **(Appendix B)**. Based on direction from the City Council, the projected increase in mobility fees is proposed to be phased in equal increments over a four (4) year period. The determination that rates exceed 50% for the majority of land uses over current rates is based on the calculated percentage increase in fees over current Port St. Lucie Mobility Fee rates **(Appendix C)**.

These rates have been updated based on feedback from the public workshops. Feedback includes updating the mobility fees based on the just released 12th Edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. The majority of the ITE updates resulted in removal of older trip generation studies rather than adding new trip study data. The updates also exclude the current County Road Impact Fee. The end result is the final 2029 mobility fee rate is roughly the same, while the 2026 and 2027 phased-in rates are lower.

The calculated mobility fees do not include County Road impact fees. The calculated mobility fee rates include a reduction in travel of **11.6% east of Interstate and 20.8% west of I-95** within the City of Port St. Lucie to account for current travel on County Roads within the City. The County is in the process of updating its road impact fees and it is proposing to charge new development in Port St. Lucie for travel greater than the **11.6% and 20.8% reductions in travel** included in the updated City mobility fee.

Port St. Lucie will determine what actions to undertake, should the County adopt increases in road impact fees that exceed the reductions included in mobility fees to exclude travel on County Roads. The interlocal agreement between the City and County expires in 2027. Upon expiration, the City would no longer collect a County road impact fee from development in the City.

An analysis with the existing County road impact fee and the updated City mobility fee, based on the 12th Edition of the ITE Trip Manual, have been included for reference purposes **(Appendix D)**. Therse rates had been provided with the County road impact fee to reflect current conditions and because the request to date had been to show the City and County rates to reflect the difference between current conditions.

The calculated mobility fee rates are based on funding assumptions, which are subject to change, that would result in either an increase or a decrease in the final mobility fee rates, depending on funding assumptions being increased or decreased. The updated City of Port St. Lucie Mobility Fee schedule is generally consistent with the existing mobility fee land use schedule, with the exception of adding a new assessment area west of Interstate 95, separating out golf courses from outdoor recreation, separating out motor vehicle charging from fueling, and migrating from pharmacy drive-thru to retail drive-thru to reflect current making conditions.

This finding of extraordinary circumstances is undertaken to provide an adequate funding source for the mobility projects that are needed to accommodate the extraordinary growth that is occurring and is projected to continue occur over the next 25 years. The update would not cap increases at 50%, as that would limit available funding to keep up with the extraordinary growth projected over the next 25 years.

The City Council has directed Staff to phase in the mobility fee increase over a four-year period, which is consistent with the phasing period in the Impact Fee Act. The phase in of mobility fees allows time for the City and County to determine the appropriate share of County Road impact fees to be collected in Port St. Lucie per the mobility fee methodology. The phase in of mobility fees also provides development entities with time to negotiate with the County on the appropriate County Road impact fee to be assessed within Port St. Lucie to ensure new development is not charged more than its impact.

In 2025, the Legislature adopted amendments to Florida Statute Section 163.31801 that require a unanimous vote of elected officials in order to make a finding of extraordinary circumstances as of January 1st, 2026. Further, any increase has to be phased in over at least a two-year period. The amendments also stipulate that If a local government has not updated its impact fees in the last five years, it would be unable to claim extraordinary circumstances.

There is a high likelihood that there will updates to Florida Statutes related to mobility impact fees in 2026. There have already been bills filed for the 2026 legislative session to further clarify interlocal agreements, require all fees be plan or improvement based, and add criteria for extraordinary circumstances with maximum allowable increases and required phasing.

Given the continued pre-emption by the Florida Legislature, there is no guarantee that Port St. Lucie will have the opportunity to ensure future mobility fee updates reflect the most localized conditions and the need for mobility projects attributable to new growth. The findings of extraordinary circumstances, detailed further in the following sections, is being claimed for the City of Port St. Lucie Mobility Fee based on the following findings:

(1) **Prior growth in population is at a higher rate than the State of Florida.**

(2) **Projected growth in population rates will be higher than the State of Florida.**

(3) **Projected growth in population has increased significantly between the adoption of the Phase Two Mobility Plan and Mobility Fee adopted in 2022 and the 2050 Mobility Plan and Mobility Fee updated in 2025.**

(4) **Projected growth in vehicle miles of travel has increased significantly between the adoption of the Phase Two Mobility Plan and Mobility Fee adopted in 2022 and the 2050 Mobility Plan and Mobility Fee updated in 2025.**

(5) **There has been an extraordinary increase in the number of needed roadway capacity projects intended to meet new growth between the adoption of the Phase Two Mobility Plan and Mobility Fee adopted in 2022 and the 2050 Mobility Plan and Mobility Fee updated in 2025.**

(6) **There has been an extraordinary increase in the number of corridor studies needed to identify parallel roadway capacity projects necessary to meet new growth between the adoption of the Phase Two Mobility Plan and Mobility Fee adopted in 2022 and the 2050 Mobility Plan and Mobility Fee updated in 2025.**

(7) **There has been an extraordinary increase in the cost of the Mobility Plan between the adoption of the Phase Two Mobility Plan and Mobility Fee adopted in 2022 and the 2050 Mobility Plan and Mobility Fee updated in 2025.**

(8) **Statewide inflation for transportation facilities over the past three years exceeded 100%, consistent with the cost increases experienced by Port St. Lucie between adoption of the Phase Two Mobility Plan and Mobility Fee in 2022 and the 2050 Mobility Plan and Mobility Fee updated in 2025.**

(9) **National inflation for transportation facilities continues to exceed 10% a year and have increased almost 40% between adoption of the Phase Two Mobility Plan and Mobility Fee in 2022 and the 2050 Mobility Plan and Mobility Fee updated in 2025.**

(10) **The City of Port St. Lucie has recognized over $500 million in reasonably anticipated revenue over the next 25 years to help offset the cost of the mobility fee increase. Only $150 million of the cost is currently programmed for expenditure.**

(11) **The City of Port St. Lucie 2050 Mobility Plan identifies a documented need for mobility projects to serve the travel demand of new development that exceeds two billion dollars as of the date of this Study.**

A comprehensive review of population growth has been undertaken that looks at both past growth and future projections based on information published by the University of Florida Bureau of Economic and Business Research (BEBR), the statewide resource for population data and population projections used by the Florida Legislature and the State of Florida. Over the last 70 years, the State of Florida has been one of the fastest growing States in the U.S. and likely will continue to be over the next 30 years. The percentage (%) of growth in Florida population can be considered extraordinary. Local governments growing faster than the State are experiencing extraordinary growth that will result in an extraordinary need for capital improvements.

(1) The evaluation of historic population growth for the State of Florida, St. Lucie County, and the City of Port St. Lucie for the time period between 2000 and 2024 illustrates that that City has experienced population growth rates higher than Florida. Over the 24-year period, the population growth for City of Port St. Lucie was significantly higher than the State of Florida and is higher than St. Lucie County for each time period evaluated **(Table 1)**:

TABLE 1. HISTORIC POPULATION GROWTH

GOVERNMENT	2014	2024	INCREASE	% GROWTH
State of Florida	19,507,369	23,014,551	3,507,182	17.98%
St. Lucie County	282,821	385,746	102,925	36.39%
Port St. Lucie	169,888	253,959	84,071	49.49%
GOVERNMENT	**2010**	**2020**	**INCREASE**	**% GROWTH**
State of Florida	18,801,332	21,538,187	2,736,855	14.56%
St. Lucie County	277,789	329,266	51,477	18.53%
Port St. Lucie	164,603	204,851	40,248	24.45%
GOVERNMENT	**2000**	**2010**	**INCREASE**	**% GROWTH**
State of Florida	15,982,824	18,801,332	2,818,508	17.63%
St. Lucie County	192,695	277,789	85,094	44.16%
Port St. Lucie	102,286	164,603	62,317	60.92%
GOVERNMENT	**2000**	**2024**	**INCREASE**	**% GROWTH**
State of Florida	15,982,824	23,014,551	7,031,727	44.00%
St. Lucie County	192,695	385,746	193,051	100.18%
Port St. Lucie	89,155	253,959	164,804	184.85%

Source: Bureau of Economic and Business Research (BEBR).

(2) The evaluation of projected population growth for the State of Florida, St. Lucie County, and the City of Port St. Lucie for the time period between 2025 and 2050 illustrates that City of Port St. Lucie is projected to continue experiencing population growth greater than the State of Florida. The analysis looked at medium projections for the State, high projections for St. Lucie County based on BEBR projected population data and the City of Port St. Lucie based on the future travel demand model **(Table 2)**:

TABLE 2. PROJECTED POPULATION GROWTH

GOVERNMENT	2025	2050	INCREASE	% GROWTH
State of Florida	23,358,500	28,174,900	4,816,400	20.62%
St. Lucie County	395,400	687,900	292,500	73.98%
Port St. Lucie	260,194	506,027	245,833	91.37%

Source: Bureau of Economic and Business Research (BEBR). The BEBR medium projections were used for the State of Florida. The BEBR high projections were used for St. Lucie County. The 2025 population data for Port St. Lucie was provided by BEBR. The 2050 Port St. Lucie population is from the Treasure Coast Regional Planning Model Version 6.0. for the mobility study area which includes enclaves and areas west of City limits that may annex within the West Assessment Area by 2050. BEBR does not provide population projections for municipalities.

(3) The City of Port St. Lucie, and by association St. Lucie County, was experiencing significant growth during development of the Phase One, Phase Two, and the 2045 Mobility Plan. What was not occurring during the development and update of those mobility plans was significant development in the northwest assessment area and the areas west of Range Line Road. The development of Wylder in Port St. Lucie on the west side of Glades Cut-Off and the approval of Oak Ridge Ranches by St. Lucie County west of Range Line Road has sparked a massive interest in development from long dormant developments in the northwest assessment area and new developments west of Range Line Road.

Concerned about the potential impact from this development, Port St. Lucie undertook a Planning and Infrastructure Study to evaluate the potential for development and future transportation impacts. The study gathered valuable information on development potential. That data has been reviewed and portions incorporated into version 6 of the Regional Travel Demand Model, in consultation with the St. Lucie Transportation Planning Organization (TPO) travel demand consultant developing the 2050 Long Range Transportation Plan. As part of the impact evaluation, the Planning and Infrastructure Study assumed the entire 2045 Cost Feasible Plan, including all developer obligated roads, was constructed. The reality, the majority of the 2045 Cost Feasible Plan projects are not funded, and the City of Port St. Lucie has had numerous meetings with request to reconsider developer obligations.

With this backdrop, the socio-economic data used for the travel demand model was updated from the data used in the Phase Two Mobility Plan developed in 2022. As part of evaluating future conditions in 2022, the mobility study area comprised of all areas south of Midway Road, west of the Intercoastal, east of the Range Line Road extension, north of Glades Cut-Off and Glades Cut-Off, and north of Martin County were evaluated **(Appendix E)**. This data was used to determine future vehicle miles of travel and population. This area also served as the basis for current assessment area boundaries and expansion areas, excluding the western assessment area **(Appendix A)**.

As part of evaluating future conditions in 2025, the Mobility Study Area included this same area as well as areas west of Range Line Road and Glades Cut-Off **(Appendix F).** The updated mobility study area served as the basis for the updated assessment area boundaries, including the new western assessment area **(Appendix A).** The updated socio-economic data, in addition to natural growth rates in the rest of the City and County, resulted in an increase in projected potential population of **136,760** new residents between 2045, as part of the Phase Two Mobility Plan, and 2050, as part of the 2050 Mobility Plan **(Table 3)**.

TABLE 3. POPULATION INCREASE

	PHASE TWO PLAN (2045) PROJECTIONS	2050 PLAN (2050) PROJECTIONS	POPULATION INCREASE 2045 to 2050	% INCREASE
St. Lucie County	525,100	693,335	168,235	32.0%
Port St. Lucie	369,267	506,027	136,760	37.0%

Source: Traffic Analysis Zones (TAZs) version 6.0 Regional Travel Demand Model update

This potential increase and percentages are even higher than what was expanded upon in the executive summary section of this Study. Population increases are subject to changing conditions and market demand. However, there is little doubt that the development potential in the northwest and west portions of Port St. Lucie is immense.

Further, before the population increase from model data is dismissed as overly aggressive, BEBR high projections for St. Lucie County in 2050 are **687,900**. That is only a difference of **5,435** people between the updated travel demand model and the entity (BEBR) authorized by the State of Florida to project future population projections for the State of Florida and all 67 counties in the State. BEBR does not provide population projections for municipalities in Florida

(4) The projected increase in vehicle miles of travel (VMT) is used as the baseline for development of the City of Port St. Lucie Mobility Plan and the identification of multimodal projects to serve the travel demand from new development **(Table 4)**. Three comparative analyses have been prepared: (1) 2050 Mobility Plan; (2) Phase Two Mobility Plan; and (3) Phase Two versus 2050 Mobility Plan **(Table 4)**. The increase in VMT includes travel with and without limited access roads, such as Interstate 95 and the Florida Turnpike. Limited access roads carry a substantial amount of traffic and increase the overall VMT for both the State and the County. However, the arterial and collector roads in the City of Port St. Lucie mobility study exceed the projected volumes on limited access roads **(Table 4).**

The projected increase in vehicle miles of travel over a **30-year** period is over **110%** for the 2050 Mobility Plan compared to **75%** for the Phase Two Mobility Plan **(Table 4).** The projected increases in vehicle miles of travel are 85% higher between the 2050 Mobility Plan and the Phase Two Mobility Plan **(Table 4).** The growth used for the Phase Two Mobility Plan before was substantial, the projected 2050 vehicle miles of increase is extraordinary.

TABLE 4. VEHICLE MILES OF TRAVEL GROWTH

2050 MOBILITY PLAN	2020	2050	INCREASE	% GROWTH
Mobility Study Area (MSA)	4,417,495	9,250,081	4,832,585	109.4%
Limited Access (LA)	1,483,352	2,992,775	1,509,423	101.8%
Mobility Study Area w/o LA	2,934,144	6,257,306	3,323,162	113.3%
PHASE TWO PLAN	**2015**	**2045**	**INCREASE**	**% GROWTH**
Mobility Study Area (MSA)	3,786,042	6,506,009	2,719,967	71.8%
Limited Access (LA)	1,391,300	2,324,065	932,765	67.0%
Mobility Study Area w/o LA	2,394,741	4,181,944	1,787,203	74.6%
2045 vs. 2050	**2045**	**2050**	**INCREASE**	**% GROWTH**
Mobility Study Area (MSA)	6,506,009	9,250,081	2,112,618	77.7%
Limited Access (LA)	2,324,065	2,992,775	576,658	61.8%
Mobility Study Area w/o LA	4,181,944	6,257,306	1,535,959	85.9%

Source: Treasure Coast Regional Planning Model Version 5.0 (2022) and Version 6.0 (2025) ***Appendix G****.*

(5) The updated mobility plan has resulted in a significant increase in the number of roadway projects and a corresponding increase in overall cost. The road cost in the 2050 Mobility Plan is 175% higher than the Phase Two Plan projected in 2022 **(Table 5).**

TABLE 5. MOBILITY PLAN COMPARISON: ROADS				
MOBILITY PLANS	**PHASE TWO**	**2050**	**INCREASE**	**% INCREASE**
Road Miles	**63.69**	**97.73**	**34.04**	**53.4%**
Road Capacity	**1,216,635**	**3,335,521**	**2,118,886**	**174.0%**
Road Cost	**$658,217,500**	**$1,807,200,001**	**$1,148,982,501**	**175.0%**
*Source: Phase Two Mobility Fee & 2050 Mobility Fee Technical Report Summary **(Appendix H)**.*				

The emphasis of the Phase One and Phase Two Mobility Plans was on multimodal facilities, roundabouts, and adding raised medians for traffic and multimodal flow. This emphasis is best illustrated with the design of Floresta Drive, which could have been a four (4) lane road, or a two (2) lane divided roadway with roundabouts at major intersections, a raised median to limit conflicting turning movements, on-street buffered bike lanes and wide landscaped sidewalks on both sides of the road.

The adoption of the 2045 Mobility Plan, which occurred after the last Mobility Fee update in 2022, started a transition towards a mixture of multimodal projects and road widening. The reality is that extraordinary population growth and the subsequent traffic that accompanies that growth goes beyond what two lane divided roads, roundabouts, and multimodal improvements can handle.

The 2050 Mobility Plan still places a strong emphasis on multimodal improvements with boardwalks, greenways, and shared-use paths in conjunction with the City's sidewalk Master Plan focusing sidewalks along minor collectors and major local roads. Port St. Lucie has made great headways on sidewalks, paths, and multimodal facilities since the adoption of the Phase One Mobility Plan. Further, the current Capital Improvements Plan includes numerous intersection improvements identified in the prior and current mobility plans.

The Phase Two Mobility Plan included implementation projects to add lanes as needed on existing roads and to negotiate with developments to add lanes three and four to existing developer constructed roads. The 2050 Mobility Plan further defines roads that need to be widened from two to four lanes and from four to six lanes.

For roadways, the 2050 Mobility Plan has more definition than the Phase Two Mobility Plan. For example, the total lane miles for adding lanes were 26 miles in the Phase Two Mobility Plan compared to zero miles in the 2050 Mobility Plan **(Table 6)**. Further, the total miles of two (2) lane divided roads decreased from 26.69 to 11.33 and the widening of roads from two (2) lanes to four (4) lanes increased from 8.76 to 64.43 miles **(Table 6).** The 2050 Mobility Plan is fundamentally different than the Phase Two Mobility Plan due to: (1) ongoing improvements in existing multimodal conditions; (2) the impacts of extraordinary growth; and (3) the subsequent traffic that comes from that growth.

TABLE 6. MILES OF ROAD IMPROVEMENTS

MOBILITY PLANS	PHASE TWO	2050	CHANGE	% CHANGE
New 2 Lane Roads	0.46	8.77	8.31	1,807%
Widen to 2 Lane Divided	26.69	11.33	(-15.36)	(-136%)
Widen 2 to 4 Lanes	8.76	64.43	55.67	636%
Widen 4 to 6 Lanes	1.78	6.70	4.92	276%

*Source: Miles of Road Improvement Comparison **(Appendix I)**.*

(6) The current growth in traffic and the projected growth in vehicle miles of travel is going to require more roadway improvements than what are currently included in the Mobility Plan. The early drafts of the 2050 Mobility Plan include a number of new roadway corridors intended to address projected traffic needs. One of these corridors identified in the northern part of Port St Lucie resulted in opposition from hundreds of residents.

The corridor was intended to function as an alternative to: (1) widen St. Lucie West to eight (8) lanes and Prima Vista to (6) lanes; (2) widen Midway Road to six (6) lanes; or (3) construct an elevated limited access roadway in the median similar to what the Tampa Bay Expressway Authority did on Gandy Blvd to connect to the Selmon Expressway. Given the opposition to the corridor, the northern portion of Port St Lucie has been shaded and indicated the need for a further corridor study to evaluate east-west travel **(Appendix J).**

Port St. Lucie may or may not have to explore a finding of extraordinary circumstances in the future once some of the corridor studies are completed, along with several proposed PD&E Studies. Similar to traffic demand in the northern portion of Port St. Lucie, the projected traffic along the Crosstown and Port St. Lucie / Gatlin corridors are going to require one of the following: (1) widen Port St. Lucie to eight (8) lanes; (2) widen Crosstown Parkway to eight (8) lanes; (3) construct an elevated two-lane limited access corridor on either road from US 1 to I-95; (4) or look at parallel improvements such as the extension of Lyngate over the St. Lucie River and Improvements to Thornhill and numerous parallel improvements along the Port St Lucie / Gatlin corridors from the Turnpike to I-95. The draft 2050 Mobility Plan had the Lyngate extension, Thornhill improvements, and parallel improvements in initial 2050 Mobility Plan Drafts **(Appendix J)**.

In total, 42.56 miles of needed roadway improvements, costing roughly $1.3 billion were removed from the draft 2050 Mobility Plan and included on a Corridor Study Plan **(Table 7).** Not all 42.56 miles of improvements maybe needed, however all of them were shown to carry over 10,000 cars a day and relieve parallel roads **(Appendix K).** None of these projects are easy projects. Many require right-of-way acquisition, or would occur over or parallel to canals, or would require bridges over the Turnpike, I-95 and railroad tracks.

TABLE 7. MILES OF CORRIDOR STUDIES

MOBILITY PLANS	Phase Two	2050	INCREASE	% INCREASE
Corridor Studies	1.41	42.56	41.15	2,918%

*Source: Miles of Road Improvement Comparison **(Appendix H)**.*

At this juncture in Port St. Lucie's development, most easy roadway improvements have been constructed. One phenomenon that occurs in Florida is that growth begets growth. While Miami-Dade, Broward, and Palm Beach Counties have slowed due to their overall populations and limited developable land, Orange and Hillsborough Counties have exploded in population growth. Right behind them in terms of extraordinary growth and Lee, Osceola, Pasco, Polk and Volusia, all of which except Lee are benefitting from Orlando and Tampa. The next wave includes Lake, Manatee, Marion, St. Johns, and St. Lucie counties. As residential growth continues, these communities show up on the radar of larger companies looking to expand and new capital looking to start new businesses. More jobs often times means even more residents drawn to the opportunities, with the only limitations being communities like Alachua, Seminole, and until recently Sarasota, that refused to move urban growth boundaries.

(7) The Port St. Lucie 2050 Mobility Plan is a vision over the next 25 years to continue moving towards providing residents with mobility freedom where they can choose to walk, bicycle, access transit, or drive their vehicle. However, freedom of mobility is not going to occur overnight, it is going to take time to transition from a system that still needs to move people by driving towards a multimodal system that allows freedom of mobility. The updated 2050 Mobility Plan has resulted in a significant increase in the in overall cost. The overall cost in the 2050 Mobility Plan is 90.7% higher than the Phase Two Plan **(Table 8).**

TABLE 8. MOBILITY PLAN COMPARISON: TOTAL

MOBILITY PLANS	Phase Two	2050	CHANGE	% CHANGE
Total Miles	384.47	295.94	-88.35	-23.0%
Total Capacity	2,548,883	4,024,497	1,475,614	57.9%
Total Cost	$1,163,629,125	$2,218,667,500	$1,055,038,375	90.7%

*Source: Phase Two Mobility Fee & 2050 Mobility Fee Technical Report Summary **(Appendix H)**.*

Port St. Lucie is making great progress is expanding multimodal improvements, constructing intersection improvements, and advancing road improvements. Continuing to do so is going to come at a cost, which is increasing consistently. The increase in mobility fees will help. However, it is only one piece of the overall funding puzzle. Communities that have been able to keep moving people are those who have an infrastructure sales tax, mobility or road impact fees, and pursue multiple federal and state sources. Moving forward, Port St. Lucie needs to still embrace multimodal transportation, pursue multiple funding options, and continue to encourage, plan for, and often times push for a mixture of non-residential land uses in proximity to residential uses, as well as new and wider roads, some of which may ultimately be controversial.

(8) The Florida Department of Transportation (FDOT) periodically publishes Long Range Estimates (LRE) for the per mile construction cost of transportation facilities. The data reflects a statewide average based on a roadway cross-section or transportation improvement. The cost per mile data is provided for urban cross-sections (i.e., curb and gutter, closed drainage), rural cross-sections (i.e., swales, open drainage), and free-standing multimodal facilities (i.e., trails, sidewalks).

A comparative analysis was conducted for the average statewide construction cost in 2021 and 2024. The per mile construction cost data illustrates that urban facilities increased roughly 113%, rural facilities increased roughly 124%, and multimodal facilities increased 90% **(Table 9)**. The overall average increase is roughly 115% for just construction cost.

TABLE 9. FDOT COMPARISON OF LONG-RANGE COST ESTIMATES

Facility Type	2021	2024	INCREASE	% INCREASE
Urban Cross-Sections	$43,643,222.01	$92,747,279.17	$49,104,057.16	113%
Rural Cross-Sections	$13,982,608.51	$31,276,225.07	$17,293,616.56	124%
Multimodal Facilities	$677,766.46	$1,316,524.77	$638,758.31	94%
Total	$58,303,596.68	$125,340,029.01	$67,036,432.03	115%

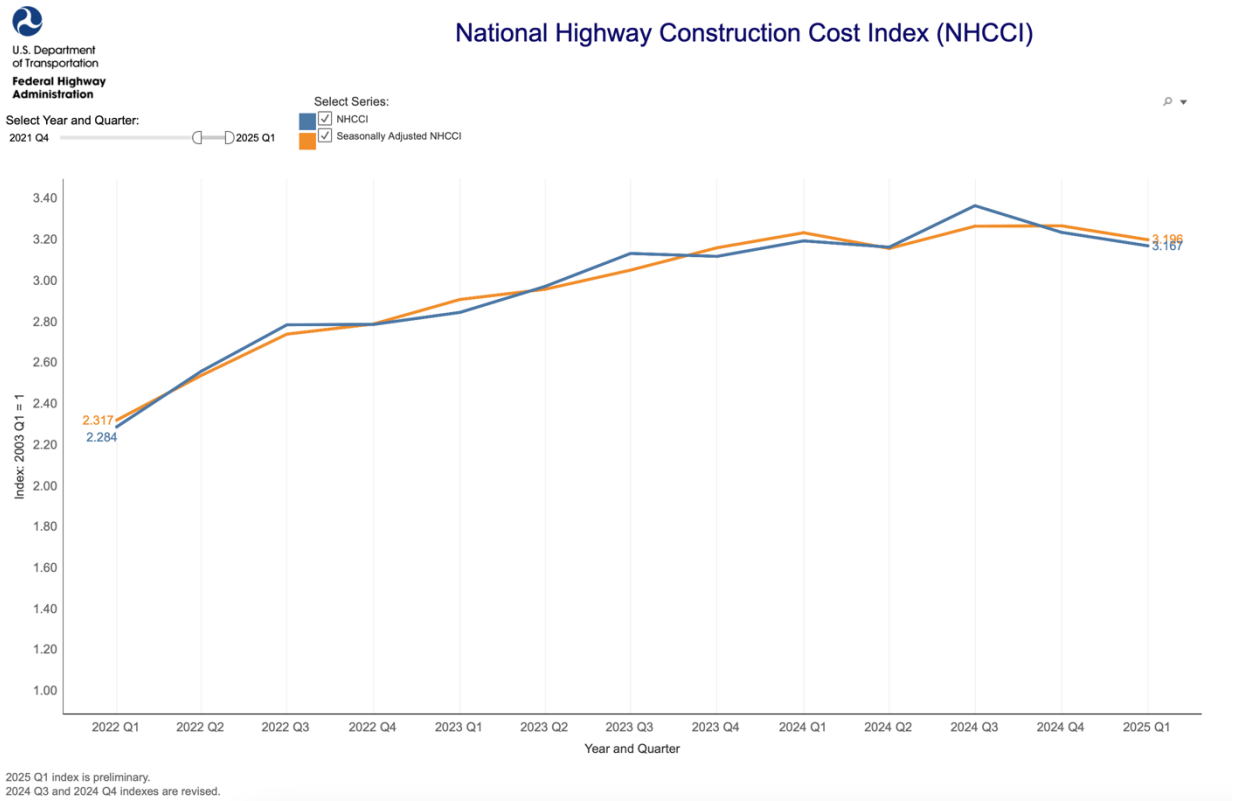
*Source: Florida Department of Transportation Cost Per Mile Comparison **(Appendix L)**.*

Impact fees and mobility fees that are being updated by counties and municipalities across Florida are starting to reflect the extraordinary inflation that has occurred since 2018. Recent updated of impact fees and mobility fees have ranged between $7,500 and $12,500 for an average 2,000 square foot residential unit. Recently Manatee County adopted a road impact fee for a similar size unit of $18,177 **(Appendix M).** Osceola County recently adopted a fee per single family detached dwelling unit of $21,710, the highest in Florida **(Appendix M)**. Palm Beach Gardens, which recently updated its mobility fee, features and average home size of 3,500 square feet, which translates to a mobility of $10,017 for a typical dwelling unit. **(Appendix M)**.

Osceola County again features the highest comparable retail impact fee of $24,603, followed by Hillsborough County at $13,562, Manatee County at $13,174 and Orange County at $13,065 **(Appendix M)**. The recently updated Palm Coast retail mobility fee rate is $9,992, followed by DeBary at $10,827 and Palm Beach Gardens coming in at $11,662 **(Appendix M).** There are a number of Florida communities seeking to implement fee increases before January 1st, 2026.

(9) Inflation is not just a statewide issue. The extraordinary inflation has also been experienced at the national level since 2020 and the Covid-19 Pandemic. The Federal Highway Administration (FHWA) maintains the National Highway Construction Cost Index (NHCCI) to track overall inflation cost for the construction of Highways and Streets. Between the 1st quarter of 2022 and the first quarter of 2025, the NHCCI has increased by 38.0%, or roughly 12.5% per year **(Figure 1)**.

Figure 1. National Highway Construction Cost Index: 2022 to 2025

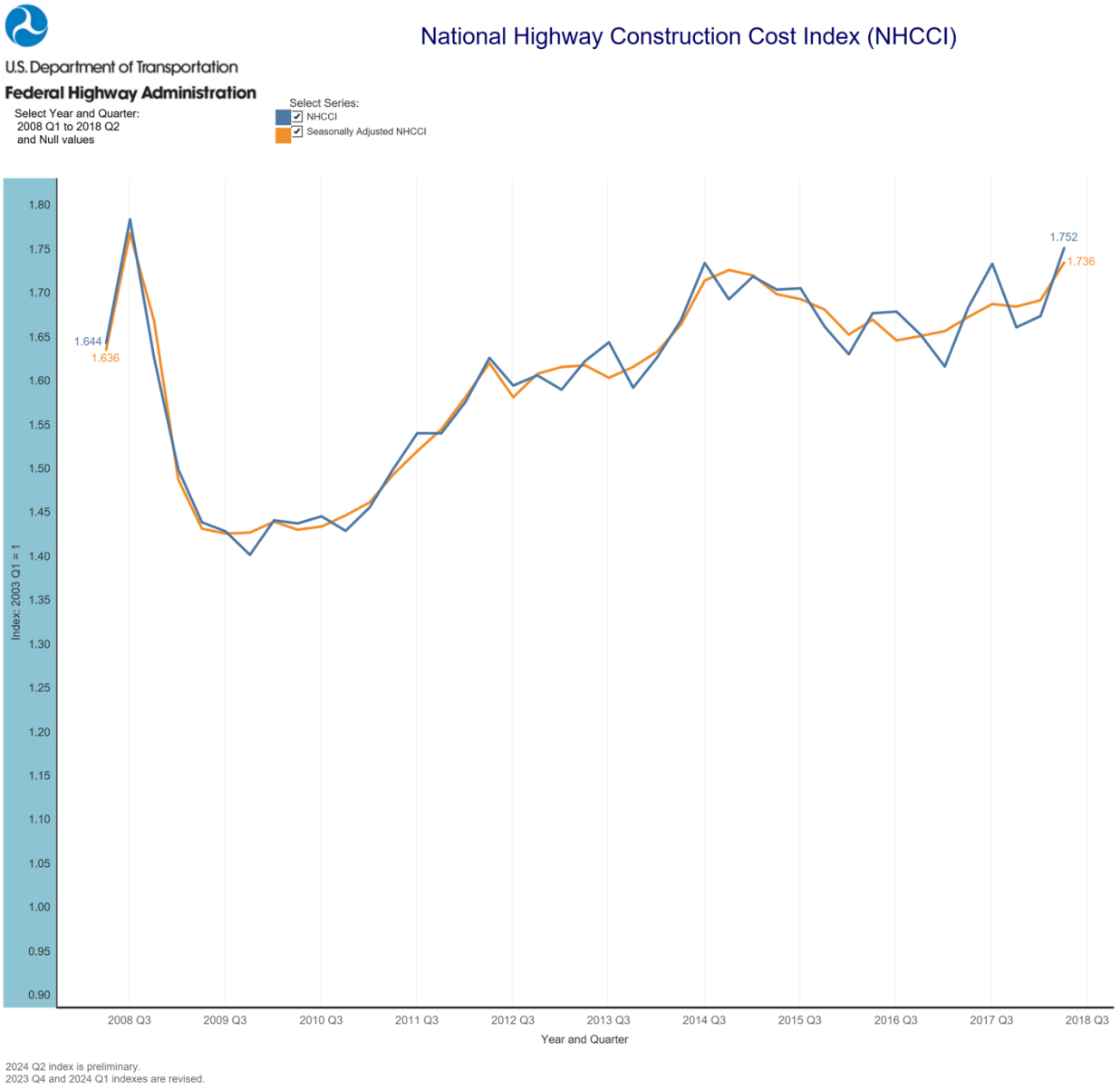


For the ten-year period between 2008 and 2018, the overall increase in construction cost was 6.6%, or roughly 0.66% per year **(Figure 2)**. The overall cost of construction fluctuated between 2018 and 2020 prior to the Covid-19 Pandemic. Since COVID-19, construction cost has increased by almost 100%. This is well above historic normal rates.

The National Highway Construction Cost Index tracks multiple components of Highway and Street cost and provides an interactive platform to review different time periods to evaluate construction cost inflation. The last update was in the 1st quarter of 2025. It will be interesting to note if the Federal Government takes a similar approach as Florida and will stop reporting the persistently high inflation.

Prior to 2023, FDOT use to publish data related to inflation. However, the last documentation of inflation available from FDOT's website was from 2023. Now FDOT publishes quarterly cost reports to reflect the latest overall cost. The data is available to measure inflation of a per unit cost based on specific items such as asphalt or mast arms, but it requires a significant amount of processing time.

Figure 2. National Highway Construction Cost Index: 2008 to 2018



(10) The City Council has been conscious of the overall impact of higher mobility fees and has attempted to limit that impact through the identification of reasonably anticipated funding. This funding includes existing funded projects, projects such as the Marshall Parkway Interchange which would be largely funded through federal and state sources, and the potential to receive funds through an extension of the infrastructure sales tax and federal and state funds through the TPO as part of the Long-Range Transportation Plan. The total anticipated funding offset is $514,250,000 **(Table 10).**

TABLE 10. MOBILITY PLAN FUDNING				
MOBILITY PLANS	**PHASE TWO**	**2050**	**CHANGE**	**% CHANGE**
Currently Programmed	**$86,465,984**	**$148,000,000**	**$61,534,016**	**71.2%**
State Road Share	**$149,012,500**	**$135,000,000**	**-$14,012,500**	**-9.40%**
Reasonably Anticipated	**$185,000,000**	**$231,250,000**	**$46,250,000**	**25.0%**
Total Cost	**$420,478,484**	**$514,250,000**	**$93,771,516**	**22.30%**
Source: Phase Two Mobility Fee and 2050 Mobility Fee Technical Reports.				

(11) The City of Port St. Lucie has taken an open and transparent approach to the update of the 2050 Mobility Plan and Mobility Fee. In the spring, the draft mobility plan and mobility fee were introduced at a workshop. The mobility plan was robust and included $3.3 billion in mobility projects, including projects on County Roads. A second mobility plan was also provided that included roughly included $1 billion dollars in developer access roads. Two mobility fee options were presented, one without developer roads and one with developer roads. The draft mobility fees without developer roads approached $20,000 a dwelling unit and with developer roads, upwards of $35,000 per dwelling units.

Feedback was received through the workshop and engagement with stakeholders. Another workshop was held in late spring that had refined mobility plan projects and a lower overall fee with and without developer roads. Some early phasing scenarios were shown as well as a comparison to other fees. The mobility plan projects were included online as part of an interactive web page. One particular corridor experienced significant opposition and that corridor was discussed at the 1st workshop with the City Council. They directed staff to remove the corridor and also provided additional feedback on projects, phasing, and the overall fees. It was decided that County Roads should be removed from the Mobility Plan to be addressed in the future as part of the interlocal agreement update.

Significant updates were made to the Mobility Plan and Mobility Fee. Several scenarios were presented with County Roads removed and with County and developer roads removed. Several phasing comparisons were provided with lower overall fees. The updates were presented, and direction was providing on phasing the fees in over four years, removing developer roads, moving roads that required further study to a corridor study plan and to make a recommendation on reasonably anticipated funding.

The overall cost of the 2050 Mobility Plan was reduced to $2.2 billion dollars, down from $3.3 billion without developer roads and $4.3 billion with developer roads. County Roads were removed from the Mobility Plan, many new projects were moved to the Corridor Studies Plan, reasonably anticipated funding was added, and mobility fees that once exceeded $20,000 were reduced to less than $10,000 in the east and southwest assessment areas for a 2,000 sq. ft. house, around $10,000 in the northwest assessment area and $12,000 in the west assessment area. The mobility fees have come down substantially from initial calculations. Per direction from the City Council, the increase in mobility fees has also been phased in over a four-year period starting in 2026, with the last phase-in occurring in 2029.

The Extraordinary Circumstances Study, along with the 2050 Mobility Plan and 2050 Mobility Fee Technical Report will be available for review by the community and stakeholders. Two extraordinary circumstance workshops were held on November 6th and 7th, 2025. The 1st reading is scheduled for December 1st, 2025. The 2050 Mobility Plan, Mobility Fee and Extraordinary Circumstances Study are all subject to change based on community feedback and direction from the City Council.

EXTRAORDINARY CIRCUMSTANCE OPTIONS

The City Council has five (5) options as it considers whether or not to vote for the finding of extraordinary circumstances to adopt the City of Port St. Lucie Mobility Fee:

(1) Accept the Final Technical Report. Do not vote for a finding of extraordinary circumstances. Do not vote to move forward with an increase in Mobility Fees at the present time.

(2) Amend the list of mobility projects in the Mobility Plan or identify additional funding. Increasing funding or lowering the cost will result in a decrease in mobility fee rates.

(3) Accept the Technical Report analysis and the finding of extraordinary circumstances. Determine a maximum mobility fee rate. Identify a time period to phase-in mobility fees. Then develop a mobility fee schedule that shows the phased-in mobility fee rates per year until the maximum mobility rate is achieved.

(4) Accept the Technical Report analysis and finding of extraordinary circumstances, adopting the calculated rates at 100%.

(5) Accept the Mobility Plan, the Technical Report analysis and the findings in the Extraordinary Circumstances Study. Agree to the fully calculated rates. Proceed with the direction provided to staff to phase-in the increase in fees over a four-year time frame.

FINDING OF EXTRAORDINARY CIRCUMSTANCES

At the direction of City Council, the Mobility Fee increase has been calculated and phased in equal increments over a four-year period starting in 2026. The mobility fees are currently being proposed to be adopted at the fully calculated rates by 2029. This phasing will provide the development community with a time frame to adjust to the full cost impact fee becoming effective as of 2029.

The final City of Port St. Lucie Mobility Plan and Mobility Fee Technical Report will document the data and methodology used to identify the need for future mobility projects to accommodate projected increases in travel demand. The following are the findings of extraordinary circumstances for the City of Port St. Lucie Mobility Fee:

(1) The City of Port St. Lucie over the past 30 years has experienced extraordinary population growth that has exceeded the extraordinary population growth of the State of Florida

(2) The City of Port St. Lucie is projected to continue experiencing extraordinary population growth by 2050 at a rate that will exceed the projected growth for the State of Florida.

(3) The City of Port St. Lucie is projected to continue experiencing extraordinary growth in population by 2050 that exceeds the prior estimates in the Phase Two Mobility Plan by more than 100,000 residents.

(4) The City of Port St. Lucie is projected to continue experiencing extraordinary growth in vehicle miles of travel (VMT) by 2050 that exceeds prior estimates in the Phase Two Mobility Plan by more than 80%.

(5) The updated mobility plan results in an increase in roadway projects and cost that are 175% higher than established in the Phase Two Mobility Plan.

(6) The updated mobility plan results in an increase in over 40 miles of corridor studies compared with the Phase Two Mobility Plan and reduced the overall cost of the 2050 Mobility Plan by roughly $1 billion by moving the mobility project from planned improvements to future corridor studies.

(7) The updated mobility plan results in an increase in overall cost that is 90% higher than established in the Phase Two Mobility Plan.

(8) **The Florida Department of Transportation (FDOT) Long Range Estimates for per mile construction cost of transportation facilities has increased by over 100% between 2021 and 2024 due to inflation, which equates to roughly 33% per year, or 30% a year higher than historic annual inflation rates of roughly 3.5% used by FDOT.**

(9) **The National Highway Construction Cost Index (NHCCI) has increased by 38% between 2022 and 2025 due to inflation, which equates to roughly 12.5% per year, or almost 12% a year higher than inflation rates between 2008 and 2018.**

(10) **The City Council has recognized $500 million in reasonably anticipated funding of mobility projects, $350 million of which is not currently programmed. The identification of reasonably anticipated funding will help offset the Mobility Fee increase on new development within Port St. Lucie.**

(11) **The City of Port St. Lucie has undertaken an open review process and has solicited and incorporated feedback from the community, stakeholders, and the City Council in the update of the Mobility Plan and Mobility Fee. Part of the feedback is that while not required under extraordinary circumstances, the City Council has directed that the increase in fees be phased in over a four (4) year period to mitigate the impact of the overall increases. This allows for ongoing negotiations between the City and the County related to the collection of the County's road impact fees and provides the development community time to budget and plan for the overall increased fees.**

APPENDIX

November 2025

Appendices

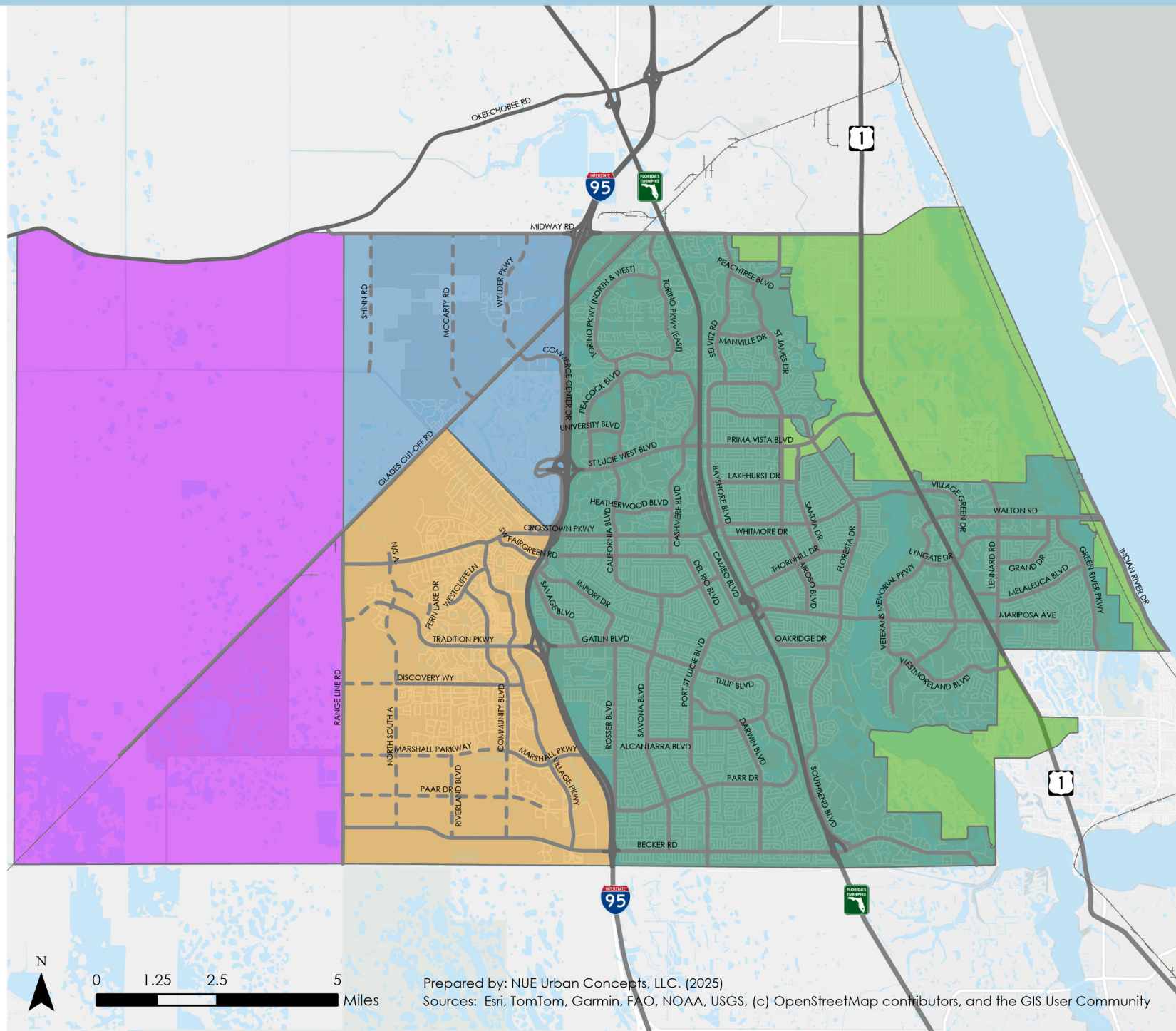
APPENDIX A

Mobility Fee Assessment Areas

Assessment Areas

City of Port St. Lucie Mobility Fee

Assessment Areas illustrate where Mobility Fees are assessed and collected.



- East Assessment Area
- East Expansion Assessment Area
- Southwest Assessment Area
- West Expansion Assessment Area
- Northwest Expansion Assessment Area

- Minor Roads
- Developer Access Roads
- Major Roads
- Limited Access Roads
- Railways
- City Boundary
- Water Bodies

NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES

Prepared by: NUE Urban Concepts, LLC. (2025)
Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community

APPENDIX B

Mobility Fee Schedule

EAST OF 95 MOBILITY FEE									
Use Categories, Use Classifications, and Representative Uses (Ordinance Controls Use, Classification & Representative Uses)	Unit of Measure for Comparative Purposes	Port St. Lucie East of 95 Mobility Fee							
		Existing Fees	Updated Mobility Fee (2025)	Total Increase	Annual Increase	2026 Mobility Fee	2027 Mobility Fee	2028 Mobility Fee	2029 Mobility Fee
Residential & Lodging Uses									
Single-Family Residential per sq. ft. (Maximum 3,500 sq. ft.)	per 1,000 sq. ft.	$1,600	$4,207	$2,607	$652	$2,252	$2,904	$3,556	$4,207
Multi-Family Residential per sq. ft. (Maximum 2,500 sq. ft.)	per 1,000 sq. ft.	$2,650	$4,931	$2,281	$570	$3,220	$3,790	$4,360	$4,931
Overnight Lodging (Hotel, Inn, Motel, Resort)	per room	$1,998	$3,878	$1,880	$470	$2,468	$2,938	$3,408	$3,878
Mobile Residence (Mobile Home, Recreational Vehicle, Travel Trailer)	per space / lot	$1,605	$4,390	$2,785	$696	$2,301	$2,997	$3,693	$4,390
Institutional Uses									
Community Serving (Civic, Place of Assembly, Clubhouse, Museum, Gallery)	per 1,000 sq. ft.	$1,990	$3,892	$1,902	$476	$2,466	$2,942	$3,418	$3,892
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per 1,000 sq. ft.	$1,110	$2,591	$1,481	$370	$1,480	$1,850	$2,220	$2,591
Private Education (Child Care, Day Care, Any Grade Combo K-12, Pre-K)	per 1,000 sq. ft.	$2,140	$4,212	$2,072	$518	$2,658	$3,176	$3,694	$4,212
Industrial Uses									
Industrial (Assembly, Fabrication, Manufacturing, R&D, Trades, Utilities)	per 1,000 sq. ft.	$700	$1,538	$838	$210	$910	$1,120	$1,330	$1,538
Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Warehouse)	per 1,000 sq. ft.	$560	$1,236	$676	$169	$729	$898	$1,067	$1,236
Distribution Center (Cold Storage, Fulfillment Centers, High-Cube)	per 1,000 sq. ft.	$450	$1,001	$551	$138	$588	$726	$864	$1,001
Recreation Uses									
Marina (Including dry storage) per berth	per berth	$663	$848	$185	$46	$709	$755	$801	$848
Golf Course (Open to Public or Non-Resident Membership)	per hole	--	$10,684	$10,684	$2,671	$2,671	$5,342	$8,013	$10,684
Outdoor Commercial Recreation (Driving Range, Multi-Purpose, Sports, Tennis)	per acre	$2,189	$10,386	$8,197	$2,049	$4,238	$6,287	$8,336	$10,386
Indoor Commercial Recreation (Fitness, Gym, Health, Indoor Sports, Recreation)	per 1,000 sq. ft.	$3,450	$6,583	$3,133	$783	$4,233	$5,016	$5,799	$6,583
Office Uses									
Office (General, Higher Education, Hospital, Model Home Sales, Professional)	per 1,000 sq. ft.	$2,660	$5,068	$2,408	$602	$3,262	$3,864	$4,466	$5,068
Free-Standing Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per 1,000 sq. ft.	$4,460	$10,219	$5,759	$1,440	$5,900	$7,340	$8,780	$10,219
Commercial Services & Retail Uses									
Local Retail [Non-Chain or Franchisee] (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	$2,390	$4,319	$1,929	$482	$2,872	$3,354	$3,836	$4,319
Multi-Tenant Retail (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	$4,780	$8,638	$3,858	$965	$5,745	$6,710	$7,675	$8,638
Free-Standing Retail (Bank, Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	$6,530	$11,422	$4,892	$1,223	$7,753	$8,976	$10,199	$11,422
Additive Fees for Commercial Services & Retail Uses									
Bank Drive-Thru Lane or Free-Standing ATM	per lane / ATM	$15,711	$20,987	$5,276	$1,319	$17,030	$18,349	$19,668	$20,987
Motor Vehicle & Boat Cleaning (Detailing, Wash, Wax)	per 1,000 sq. ft.	$13,857	$15,685	$1,828	$457	$14,314	$14,771	$15,228	$15,685
Motor Vehicle Charging	per position	$12,793	$16,441	$3,648	$912	$13,705	$14,617	$15,529	$16,441
Motor Vehicle Fueling	per position	$12,793	$17,346	$4,553	$1,138	$13,931	$15,069	$16,207	$17,346
Motor Vehicle Service (Maintenance, Quick Lube, Service, Tires)	per service bay	$5,993	$9,685	$3,692	$923	$6,916	$7,839	$8,762	$9,685
Retail Drive-Thru	per lane	$10,575	$14,873	$4,298	$1,075	$11,650	$12,725	$13,800	$14,873
Quick Service Restaurant Drive-Thru Lane	per lane	$30,012	$32,233	$2,221	$555	$30,567	$31,122	$31,677	$32,233

SOUTHWEST (SW) OF 95 MOBILITY FEE									
Use Categories, Use Classifications, and Representative Uses (Ordinance Controls Use, Classification & Representative Uses)	Unit of Measure for Comparative Purposes	Port St. Lucie Southwest (SW) of 95 Mobility Fee							
		Existing Fees	Updated Mobility Fee (2025)	Total Increase	Annual Increase	2026 Mobility Fee	2027 Mobility Fee	2028 Mobility Fee	2029 Mobility Fee
Residential & Lodging Uses									
Single-Family Residential per sq. ft. (Maximum 3,500 sq. ft.)	per 1,000 sq. ft.	$1,130	$3,478	$2,348	$587	$1,717	$2,304	$2,891	$3,478
Multi-Family Residential per sq. ft. (Maximum 2,500 sq. ft.)	per 1,000 sq. ft.	$1,870	$4,076	$2,206	$552	$2,422	$2,974	$3,526	$4,076
Overnight Lodging (Hotel, Inn, Motel, Resort)	per room	$1,409	$3,206	$1,797	$449	$1,858	$2,307	$2,756	$3,206
Mobile Residence (Mobile Home, Recreational Vehicle, Travel Trailer)	per space / lot	$1,132	$3,629	$2,497	$624	$1,756	$2,380	$3,004	$3,629
Institutional Uses									
Community Serving (Civic, Place of Assembly, Clubhouse, Museum, Gallery)	per 1,000 sq. ft.	$1,480	$3,217	$1,737	$434	$1,914	$2,348	$2,782	$3,217
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per 1,000 sq. ft.	$790	$2,142	$1,352	$338	$1,128	$1,466	$1,804	$2,142
Private Education (Child Care, Day Care, Any Grade Combo K-12, Pre-K)	per 1,000 sq. ft.	$1,600	$3,482	$1,882	$471	$2,071	$2,542	$3,013	$3,482
Industrial Uses									
Industrial (Assembly, Fabrication, Manufacturing, R&D, Trades, Utilities)	per 1,000 sq. ft.	$550	$1,272	$722	$181	$731	$912	$1,093	$1,272
Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Warehouse)	per 1,000 sq. ft.	$440	$1,022	$582	$146	$586	$732	$878	$1,022
Distribution Center (Cold Storage, Fulfillment Centers, High-Cube)	per 1,000 sq. ft.	$360	$828	$468	$117	$477	$594	$711	$828
Recreation Uses									
Marina (Including dry storage) per berth	per berth	$487	$701	$214	$54	$541	$595	$649	$701
Golf Course (Open to Public or Non-Resident Membership)	per hole	--	$8,831	$8,831	$2,208	$2,208	$4,416	$6,624	$8,831
Outdoor Commercial Recreation (Driving Range, Multi-Purpose, Sports, Tennis)	per acre	$1,692	$8,585	$6,893	$1,723	$3,415	$5,138	$6,861	$8,585
Indoor Commercial Recreation (Fitness, Gym, Health, Indoor Sports, Recreation)	per 1,000 sq. ft.	$2,670	$5,442	$2,772	$693	$3,363	$4,056	$4,749	$5,442
Office Uses									
Office (General, Higher Education, Hospital, Model Home Sales, Professional)	per 1,000 sq. ft.	$2,120	$4,189	$2,069	$517	$2,637	$3,154	$3,671	$4,189
Free-Standing Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per 1,000 sq. ft.	$3,610	$8,447	$4,837	$1,209	$4,819	$6,028	$7,237	$8,447
Commercial Services & Retail Uses									
Local Retail [Non-Chain or Franchisee] (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	$1,650	$3,570	$1,920	$480	$2,130	$2,610	$3,090	$3,570
Multi-Tenant Retail (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	$3,300	$7,140	$3,840	$960	$4,260	$5,220	$6,180	$7,140
Free-Standing Retail (Bank, Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	$4,500	$9,442	$4,942	$1,236	$5,736	$6,972	$8,208	$9,442
Additive Fees for Commercial Services & Retail Uses									
Bank Drive-Thru Lane or Free-Standing ATM	per lane / ATM	$10,868	$17,349	$6,481	$1,620	$12,488	$14,108	$15,728	$17,349
Motor Vehicle & Boat Cleaning (Detailing, Wash, Wax)	per 1,000 sq. ft.	$9,962	$12,966	$3,004	$751	$10,713	$11,464	$12,215	$12,966
Motor Vehicle Charging	per position	$9,197	$13,591	$4,394	$1,099	$10,296	$11,395	$12,494	$13,591
Motor Vehicle Fueling	per position	$9,197	$14,339	$5,142	$1,286	$10,483	$11,769	$13,055	$14,339
Motor Vehicle Service (Maintenance, Quick Lube, Service, Tires)	per service bay	$4,308	$8,006	$3,698	$925	$5,233	$6,158	$7,083	$8,006
Retail Drive-Thru	per lane	$7,603	$12,295	$4,692	$1,173	$8,776	$9,949	$11,122	$12,295
Quick Service Restaurant Drive-Thru Lane	per lane	$18,971	$26,645	$7,674	$1,919	$20,890	$22,809	$24,728	$26,645

NORTHWEST (NW) OF 95 MOBILITY FEE									
Use Categories, Use Classifications, and Representative Uses (Ordinance Controls Use, Classification & Representative Uses)	Unit of Measure for Comparative Purposes	Port St. Lucie Northwest (NW) of 95 Mobility Fee							
		Existing Fees	Updated Mobility Fee (2025)	Increase	Annual Increase	2026 Mobility Fee	2027 Mobility Fee	2028 Mobility Fee	2029 Mobility Fee
Residential & Lodging Uses									
Single-Family Residential per sq. ft. (Maximum 3,500 sq. ft.)	per 1,000 sq. ft.	$1,420	$4,755	$3,335	$834	$2,254	$3,088	$3,922	$4,755
Multi-Family Residential per sq. ft. (Maximum 2,500 sq. ft.)	per 1,000 sq. ft.	$2,340	$5,573	$3,233	$808	$3,148	$3,956	$4,764	$5,573
Overnight Lodging (Hotel, Inn, Motel, Resort)	per room	$2,340	$4,383	$2,043	$511	$2,851	$3,362	$3,873	$4,383
Mobile Residence (Mobile Home, Recreational Vehicle, Travel Trailer)	per space / lot	$1,422	$4,962	$3,540	$885	$2,307	$3,192	$4,077	$4,962
Institutional Uses									
Community Serving (Civic, Place of Assembly, Clubhouse, Museum, Gallery)	per 1,000 sq. ft.	$2,210	$4,307	$2,097	$524	$2,734	$3,258	$3,782	$4,307
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per 1,000 sq. ft.	$990	$2,921	$1,931	$483	$1,473	$1,956	$2,439	$2,921
Private Education (Child Care, Day Care, Any Grade Combo K-12, Pre-K)	per 1,000 sq. ft.	$1,890	$4,268	$2,378	$595	$2,485	$3,080	$3,675	$4,268
Industrial Uses									
Industrial (Assembly, Fabrication, Manufacturing, R&D, Trades, Utilities)	per 1,000 sq. ft.	$740	$1,731	$991	$248	$988	$1,236	$1,484	$1,731
Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Warehouse)	per 1,000 sq. ft.	$590	$1,391	$801	$200	$790	$990	$1,190	$1,391
Distribution Center (Cold Storage, Fulfillment Centers, High-Cube)	per 1,000 sq. ft.	$480	$1,127	$647	$162	$642	$804	$966	$1,127
Recreation Uses									
Marina (Including dry storage) per berth	per berth	$704	$1,194	$490	$123	$827	$950	$1,073	$1,194
Golf Course (Open to Public or Non-Resident Membership)	per hole	--	$15,055	$15,055	$3,764	$3,764	$7,528	$11,292	$15,055
Outdoor Commercial Recreation (Driving Range, Multi-Purpose, Sports, Tennis)	per acre	$2,327	$14,636	$12,309	$3,077	$5,404	$8,481	$11,558	$14,636
Indoor Commercial Recreation (Fitness, Gym, Health, Indoor Sports, Recreation)	per 1,000 sq. ft.	$3,670	$9,277	$5,607	$1,402	$5,072	$6,474	$7,876	$9,277
Office Uses									
Office (General, Higher Education, Hospital, Model Home Sales, Professional)	per 1,000 sq. ft.	$2,850	$5,703	$2,853	$713	$3,563	$4,276	$4,989	$5,703
Free-Standing Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per 1,000 sq. ft.	$4,690	$11,624	$6,934	$1,734	$6,424	$8,158	$9,892	$11,624
Commercial Services & Retail Uses									
Local Retail [Non-Chain or Franchisee] (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	$2,020	$4,710	$2,690	$673	$2,693	$3,366	$4,039	$4,710
Multi-Tenant Retail (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	$4,050	$9,420	$5,370	$1,343	$5,393	$6,736	$8,079	$9,420
Free-Standing Retail (Bank, Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	$5,530	$12,456	$6,926	$1,732	$7,262	$8,994	$10,726	$12,456
Additive Fees for Commercial Services & Retail Uses									
Bank Drive-Thru Lane or Free-Standing ATM	per lane / ATM	$12,234	$24,085	$11,851	$2,963	$15,197	$18,160	$21,123	$24,085
Motor Vehicle & Boat Cleaning (Detailing, Wash, Wax)	per 1,000 sq. ft.	$12,227	$18,000	$5,773	$1,443	$13,670	$15,113	$16,556	$18,000
Motor Vehicle Charging	per position	$11,288	$18,868	$7,580	$1,895	$13,183	$15,078	$16,973	$18,868
Motor Vehicle Fueling	per position	$11,288	$19,907	$8,619	$2,155	$13,443	$15,598	$17,753	$19,907
Motor Vehicle Service (Maintenance, Quick Lube, Service, Tires)	per service bay	$5,288	$11,114	$5,826	$1,457	$6,745	$8,202	$9,659	$11,114
Retail Drive-Thru	per lane	$9,331	$17,069	$7,738	$1,935	$11,266	$13,201	$15,136	$17,069
Quick Service Restaurant Drive-Thru Lane	per lane	$25,517	$37,295	$11,778	$2,945	$28,462	$31,407	$34,352	$37,295

WEST OF 95 MOBILITY FEE									
Use Categories, Use Classifications, and Representative Uses (Ordinance Controls Use, Classification & Representative Uses)	Unit of Measure for Comparative Purposes	Port St. Lucie West of 95 Mobility Fee							
		Based on NW of 95 Existing Fees	Updated Mobility Fee (2025)	Total Increase	Annual Increase	2026 Mobility Fee	2027 Mobility Fee	2028 Mobility Fee	2029 Mobility Fee
Residential & Lodging Uses									
Single-Family Residential per sq. ft. (Maximum 3,500 sq. ft.)	per 1,000 sq. ft.	$1,420	$5,394	$3,974	$994	$2,414	$3,408	$4,402	$5,394
Multi-Family Residential per sq. ft. (Maximum 2,500 sq. ft.)	per 1,000 sq. ft.	$2,340	$6,322	$3,982	$996	$3,336	$4,332	$5,328	$6,322
Overnight Lodging (Hotel, Inn, Motel, Resort)	per room	$2,340	$4,972	$2,632	$658	$2,998	$3,656	$4,314	$4,972
Mobile Residence (Mobile Home, Recreational Vehicle, Travel Trailer)	per space / lot	$1,422	$5,628	$4,206	$1,052	$2,474	$3,526	$4,578	$5,628
Institutional Uses									
Community Serving (Civic, Place of Assembly, Clubhouse, Museum, Gallery)	per 1,000 sq. ft.	$2,210	$4,648	$2,438	$610	$2,820	$3,430	$4,040	$4,648
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per 1,000 sq. ft.	$990	$3,305	$2,315	$579	$1,569	$2,148	$2,727	$3,305
Private Education (Child Care, Day Care, Any Grade Combo K-12, Pre-K)	per 1,000 sq. ft.	$1,890	$4,489	$2,599	$650	$2,540	$3,190	$3,840	$4,489
Industrial Uses									
Industrial (Assembly, Fabrication, Manufacturing, R&D, Trades, Utilities)	per 1,000 sq. ft.	$740	$1,904	$1,164	$291	$1,031	$1,322	$1,613	$1,904
Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Warehouse)	per 1,000 sq. ft.	$590	$1,529	$939	$235	$825	$1,060	$1,295	$1,529
Distribution Center (Cold Storage, Fulfillment Centers, High-Cube)	per 1,000 sq. ft.	$480	$1,239	$759	$190	$670	$860	$1,050	$1,239
Recreation Uses									
Marina (Including dry storage) per berth	per berth	$704	$1,375	$671	$168	$872	$1,040	$1,208	$1,375
Golf Course (Open to Public or Non-Resident Membership)	per hole	--	$17,333	$17,333	$4,333	$4,333	$8,666	$12,999	$17,333
Outdoor Commercial Recreation (Driving Range, Multi-Purpose, Sports, Tennis)	per acre	$2,327	$16,849	$14,522	$3,631	$5,958	$9,589	$13,220	$16,849
Indoor Commercial Recreation (Fitness, Gym, Health, Indoor Sports, Recreation)	per 1,000 sq. ft.	$3,670	$10,680	$7,010	$1,753	$5,423	$7,176	$8,929	$10,680
Office Uses									
Office (General, Higher Education, Hospital, Model Home Sales, Professional)	per 1,000 sq. ft.	$2,850	$6,271	$3,421	$855	$3,705	$4,560	$5,415	$6,271
Free-Standing Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per 1,000 sq. ft.	$4,690	$13,032	$8,342	$2,086	$6,776	$8,862	$10,948	$13,032
Commercial Services & Retail Uses									
Local Retail [Non-Chain or Franchisee] (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	$2,020	$4,879	$2,859	$715	$2,735	$3,450	$4,165	$4,879
Multi-Tenant Retail (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	$4,050	$9,758	$5,708	$1,427	$5,477	$6,904	$8,331	$9,758
Free-Standing Retail (Bank, Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	$5,530	$12,903	$7,373	$1,843	$7,373	$9,216	$11,059	$12,903
Additive Fees for Commercial Services & Retail Uses									
Bank Drive-Thru Lane or Free-Standing ATM	per lane / ATM	$12,234	$25,619	$13,385	$3,346	$15,580	$18,926	$22,272	$25,619
Motor Vehicle & Boat Cleaning (Detailing, Wash, Wax)	per 1,000 sq. ft.	$12,227	$19,147	$6,920	$1,730	$13,957	$15,687	$17,417	$19,147
Motor Vehicle Charging	per position	$11,288	$20,070	$8,782	$2,196	$13,484	$15,680	$17,876	$20,070
Motor Vehicle Fueling	per position	$11,288	$21,175	$9,887	$2,472	$13,760	$16,232	$18,704	$21,175
Motor Vehicle Service (Maintenance, Quick Lube, Service, Tires)	per service bay	$5,288	$11,822	$6,534	$1,634	$6,922	$8,556	$10,190	$11,822
Retail Drive-Thru	per lane	$9,331	$18,156	$8,825	$2,206	$11,537	$13,743	$15,949	$18,156
Quick Service Restaurant Drive-Thru Lane	per lane	$25,517	$40,782	$15,265	$3,816	$29,333	$33,149	$36,965	$40,782

APPENDIX C

Mobility Fee Percentage Increase

MOBILITY FEE PERCENTAGE INCREASE												
Use Categories, Use Classifications, and Representative Uses (Ordinance Controls Use, Classification & Representative Uses)	Unit of Measure for Comparative Purposes	Existing Port St. Lucie Mobility Fees			Updated 2025 Port St. Lucie Mobility Fees				Updated 2025 Port St. Lucie Mobility Fees % Increase (West of 95 using existing NW of 95 to determine increase)			
		East of 95	SW of 95	NW of 95	East of 95	SW of 95	NW of 95	West of 95	East of 95	SW of 95	NW of 95	West of 95
Residential & Lodging Uses												
Single-Family Residential per sq. ft. (Maximum 3,500 sq. ft.)	per 1,000 sq. ft.	$1,600	$1,130	$1,420	$4,207	$3,478	$4,755	$5,394	163%	208%	235%	280%
Multi-Family Residential per sq. ft. (Maximum 2,500 sq. ft.)	per 1,000 sq. ft.	$2,650	$1,870	$2,340	$4,931	$4,076	$5,573	$6,322	86%	118%	138%	170%
Overnight Lodging (Hotel, Inn, Motel, Resort)	per room	$1,998	$1,409	$2,340	$3,878	$3,206	$4,383	$4,972	94%	128%	87%	112%
Mobile Residence (Mobile Home, Recreational Vehicle, Travel Trailer)	per space / lot	$1,605	$1,132	$1,422	$4,390	$3,629	$4,962	$5,628	174%	221%	249%	296%
Institutional Uses												
Community Serving (Civic, Place of Assembly, Clubhouse, Museum, Gallery)	per 1,000 sq. ft.	$1,990	$1,480	$2,210	$3,892	$3,217	$4,307	$4,648	96%	117%	95%	110%
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per 1,000 sq. ft.	$1,110	$790	$990	$2,591	$2,142	$2,921	$3,305	133%	171%	195%	234%
Private Education (Child Care, Day Care, Any Grade Combo K-12, Pre-K)	per 1,000 sq. ft.	$2,140	$1,600	$1,890	$4,212	$3,482	$4,268	$4,489	97%	118%	126%	138%
Industrial Uses												
Industrial (Assembly, Fabrication, Manufacturing, R&D, Trades, Utilities)	per 1,000 sq. ft.	$700	$550	$740	$1,538	$1,272	$1,731	$1,904	120%	131%	134%	157%
Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Warehouse)	per 1,000 sq. ft.	$560	$440	$590	$1,236	$1,022	$1,391	$1,529	121%	132%	136%	159%
Distribution Center (Cold Storage, Fulfillment Centers, High-Cube)	per 1,000 sq. ft.	$450	$360	$480	$1,001	$828	$1,127	$1,239	122%	130%	135%	158%
Recreation Uses												
Marina (Including dry storage) per berth	per berth	$663	$487	$704	$848	$701	$1,194	$1,375	28%	44%	70%	95%
Golf Course (Open to Public or Non-Resident Membership)	per hole	--	--	--	$10,684	$8,831	$15,055	$17,333	100%	100%	100%	100%
Outdoor Commercial Recreation (Driving Range, Multi-Purpose, Sports, Tennis)	per acre	$2,189	$1,692	$2,327	$10,386	$8,585	$14,636	$16,849	374%	407%	529%	624%
Indoor Commercial Recreation (Fitness, Gym, Health, Indoor Sports, Recreation)	per 1,000 sq. ft.	$3,450	$2,670	$3,670	$6,583	$5,442	$9,277	$10,680	91%	104%	153%	191%
Office Uses												
Office (General, Higher Education, Hospital, Model Home Sales, Professional)	per 1,000 sq. ft.	$2,660	$2,120	$2,850	$5,068	$4,189	$5,703	$6,271	91%	98%	100%	120%
Free-Standing Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per 1,000 sq. ft.	$4,460	$3,610	$4,690	$10,219	$8,447	$11,624	$13,032	129%	134%	148%	178%
Commercial Services & Retail Uses												
Local Retail [Non-Chain or Franchisee] (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	$2,390	$1,650	$2,020	$4,319	$3,570	$4,710	$4,879	81%	116%	133%	142%
Multi-Tenant Retail (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	$4,780	$3,300	$4,050	$8,638	$7,140	$9,420	$9,758	81%	116%	133%	141%
Free-Standing Retail (Bank, Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	$6,530	$4,500	$5,530	$11,422	$9,442	$12,456	$12,903	75%	110%	125%	133%
Additive Fees for Commercial Services & Retail Uses												
Bank Drive-Thru Lane or Free-Standing ATM	per lane / ATM	$15,711	$10,868	$12,234	$20,987	$17,349	$24,085	$25,619	34%	60%	97%	109%
Motor Vehicle & Boat Cleaning (Detailing, Wash, Wax)	per lane or stall	$13,857	$9,962	$12,227	$15,685	$12,966	$18,000	$19,147	13%	30%	47%	57%
Motor Vehicle Charging	per position	$12,793	$9,197	$11,288	$16,441	$13,591	$18,868	$20,070	29%	48%	67%	78%
Motor Vehicle Fueling	per position	$12,793	$9,197	$11,288	$17,346	$14,339	$19,907	$21,175	36%	56%	76%	88%
Motor Vehicle Service (Maintenance, Quick Lube, Service, Tires)	per service bay	$5,993	$4,308	$5,288	$9,685	$8,006	$11,114	$11,822	62%	86%	110%	124%
Retail Drive-Thru	per lane	$10,575	$7,603	$9,331	$14,873	$12,295	$17,069	$18,156	41%	62%	83%	95%
Quick Service Restaurant Drive-Thru Lane	per lane	$30,012	$18,971	$25,517	$32,233	$26,645	$37,295	$40,782	7%	40%	46%	60%

APPENDIX D

Mobility Fee Percentage Increase with existing County Road Impact Fees

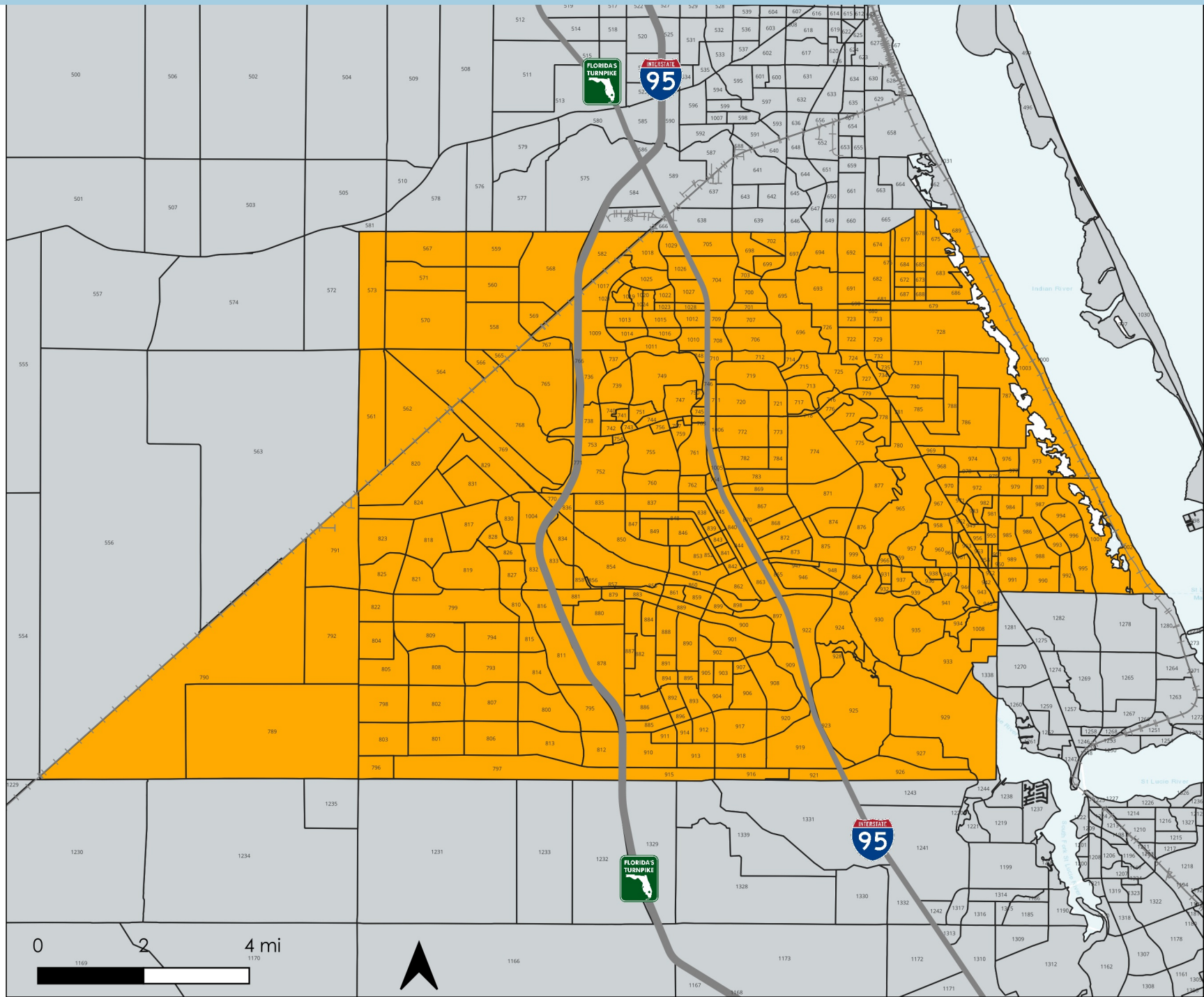
MOBILITY FEE PERCENTAGE INCREASE (WITH COUNTY ROAD IMPACT FEE FOR COMPARATIVE PURPOSES)												
Use Categories, Use Classifications, and Representative Uses (Ordinance Controls Use, Classification & Representative Uses)	Unit of Measure for Comparative Purposes	Combined Port St. Lucie Mobility Fee & St. Lucie County Road Impact Fee			Updated 2025 Port St. Lucie Mobility Fees				Updated 2025 Port St. Lucie Mobility Fees % Increase (West of 95 using existing NW of 95 to determine increase)			
		East of 95	SW of 95	NW of 95	East of 95	SW of 95	NW of 95	West of 95	East of 95	SW of 95	NW of 95	West of 95
Residential & Lodging Uses												
Single-Family Residential per sq. ft. (Maximum 3,500 sq. ft.)	per 1,000 sq. ft.	$3,660	$3,190	$3,480	$4,207	$3,478	$4,755	$5,394	15%	9%	37%	55%
Multi-Family Residential per sq. ft. (Maximum 2,500 sq. ft.)	per 1,000 sq. ft.	$4,239	$3,459	$3,929	$4,931	$4,076	$5,573	$6,322	16%	18%	42%	61%
Overnight Lodging (Hotel, Inn, Motel, Resort)	per room	$2,888	$2,299	$3,230	$3,878	$3,206	$4,383	$4,972	34%	39%	36%	54%
Mobile Residence (Mobile Home, Recreational Vehicle, Travel Trailer)	per space / lot	$2,412	$1,939	$2,229	$4,390	$3,629	$4,962	$5,628	82%	87%	123%	153%
Institutional Uses												
Community Serving (Civic, Place of Assembly, Clubhouse, Museum, Gallery)	per 1,000 sq. ft.	$2,982	$2,472	$3,202	$3,892	$3,217	$4,307	$4,648	31%	30%	35%	45%
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per 1,000 sq. ft.	$1,723	$1,403	$1,603	$2,591	$2,142	$2,921	$3,305	50%	53%	82%	106%
Private Education (Child Care, Day Care, Any Grade Combo K-12, Pre-K)	per 1,000 sq. ft.	$2,991	$2,451	$2,741	$4,212	$3,482	$4,268	$4,489	41%	42%	56%	64%
Industrial Uses												
Industrial (Assembly, Fabrication, Manufacturing, R&D, Trades, Utilities)	per 1,000 sq. ft.	$1,141	$991	$1,181	$1,538	$1,272	$1,731	$1,904	35%	28%	47%	61%
Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Warehouse)	per 1,000 sq. ft.	$913	$793	$943	$1,236	$1,022	$1,391	$1,529	35%	29%	48%	62%
Distribution Center (Cold Storage, Fulfillment Centers, High-Cube)	per 1,000 sq. ft.	$729	$639	$759	$1,001	$828	$1,127	$1,239	37%	30%	48%	63%
Recreation Uses												
Marina (Including dry storage) per berth	per berth	$663	$487	$704	$848	$701	$1,194	$1,375	28%	44%	70%	95%
Golf Course (Open to Public or Non-Resident Membership)	per hole	--	--	--	$10,684	$8,831	$15,055	$17,333	100%	100%	100%	100%
Outdoor Commercial Recreation (Driving Range, Multi-Purpose, Sports, Tennis)	per acre	$2,189	$1,692	$2,327	$10,386	$8,585	$14,636	$16,849	374%	407%	529%	624%
Indoor Commercial Recreation (Fitness, Gym, Health, Indoor Sports, Recreation)	per 1,000 sq. ft.	$3,955	$3,175	$4,175	$6,583	$5,442	$9,277	$10,680	66%	71%	122%	156%
Office Uses												
Office (General, Higher Education, Hospital, Model Home Sales, Professional)	per 1,000 sq. ft.	$4,149	$3,609	$4,339	$5,068	$4,189	$5,703	$6,271	22%	16%	31%	45%
Free-Standing Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per 1,000 sq. ft.	$6,843	$5,993	$7,073	$10,219	$8,447	$11,624	$13,032	49%	41%	64%	84%
Commercial Services & Retail Uses												
Local Retail [Non-Chain or Franchisee] (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	$3,682	$2,942	$3,312	$4,319	$3,570	$4,710	$4,879	17%	21%	42%	47%
Multi-Tenant Retail (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	$7,194	$5,714	$6,464	$8,638	$7,140	$9,420	$9,758	20%	25%	46%	51%
Free-Standing Retail (Bank, Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	$9,541	$7,511	$8,541	$11,422	$9,442	$12,456	$12,903	20%	26%	46%	51%
Additive Fees for Commercial Services & Retail Uses												
Bank Drive-Thru Lane or Free-Standing ATM	per lane / ATM	$15,711	$10,868	$12,234	$20,987	$17,349	$24,085	$25,619	34%	60%	97%	109%
Motor Vehicle & Boat Cleaning (Detailing, Wash, Wax)	per lane or stall	$13,857	$9,962	$12,227	$15,685	$12,966	$18,000	$19,147	13%	30%	47%	57%
Motor Vehicle Charging	per position	$12,793	$9,197	$11,288	$16,441	$13,591	$18,868	$20,070	29%	48%	67%	78%
Motor Vehicle Fueling	per position	$16,617	$13,021	$15,112	$17,346	$14,339	$19,907	$21,175	4%	10%	32%	40%
Motor Vehicle Service (Maintenance, Quick Lube, Service, Tires)	per service bay	$5,993	$4,308	$5,288	$9,685	$8,006	$11,114	$11,822	62%	86%	110%	124%
Retail Drive-Thru	per lane	$10,575	$7,603	$9,331	$14,873	$12,295	$17,069	$18,156	41%	62%	83%	95%
Quick Service Restaurant Drive-Thru Lane	per lane	$30,012	$18,971	$25,517	$32,233	$26,645	$37,295	$40,782	7%	40%	46%	60%

APPENDIX E

Traffic Analysis Zones

Phase Two Mobility Study Area

Traffic Analysis Zones (TAZs) for Phase Two Mobility Study Area (2022)



Mobility Study Area

Outside Mobility Study Area

Limited Access Roads

Railways

Treasure Coast Regional Planning Model Version 5.1 (TCRPM5.1)

NUE URBAN CONCEPTS

LAND USE • MOBILITY • PARKING • FEES

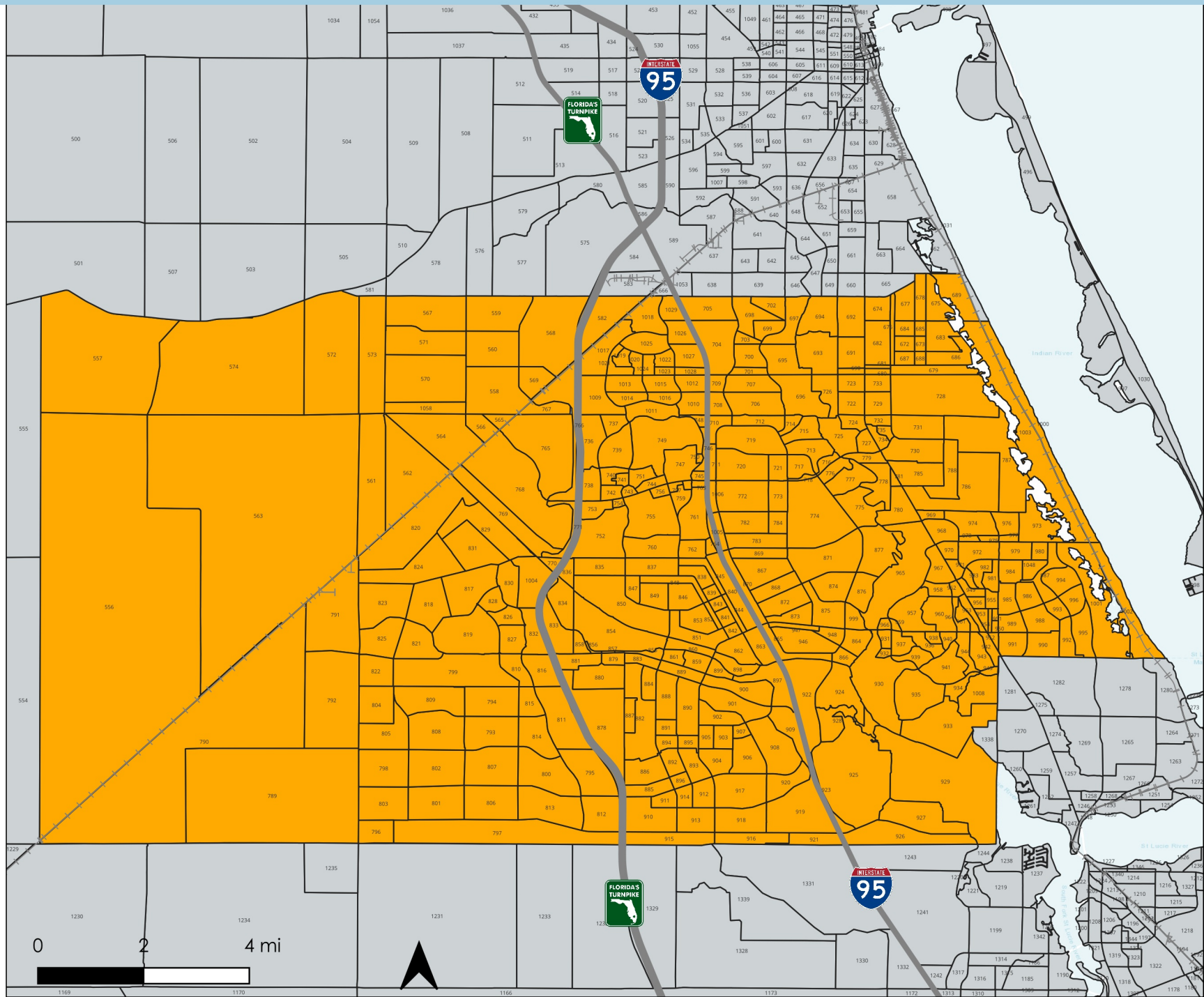
APPENDIX F

Traffic Analysis Zones

2050 Mobility Study Area

PORT ST. LUCIE
HEART OF THE TREASURE COAST

Traffic Analysis Zones (TAZs) for 2050 Mobility Study Area (2025)



Mobility Study Area

Outside Mobility Study Area

Limited Access Roads

Railways

Treasure Coast Regional Planning Model Version 6 (TCRPM56)

NUE URBAN CONCEPTS

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APPENDIX G

Vehicle Miles of Travel Comparison

VEHICLE MILES OF TRAVEL COMPARISON							
2050 MOBILITY FEE VEHICLE MILES OF TRAVEL				PHASE TWO MOBILITY FEE VEHICLE MILES OF TRAVEL			
	MSA	MSA no LA	LA		MSA	MSA no LA	LA
2020	4,417,495	2,934,144	1,483,352	2015	3,786,042	2,394,741	1,391,300
2021	4,527,673	3,009,157	1,518,466	2016	3,854,988	2,439,659	1,415,300
2022	4,640,599	3,086,089	1,554,412	2017	3,925,190	2,485,420	1,439,713
2023	4,756,342	3,164,987	1,591,209	2018	3,996,671	2,532,040	1,464,548
2024	4,874,971	3,245,903	1,628,876	2019	4,069,453	2,579,533	1,489,811
2025	4,996,559	3,328,887	1,667,436	2020	4,143,560	2,627,918	1,515,510
2026	5,121,179	3,413,993	1,706,908	2021	4,219,017	2,677,210	1,541,652
2027	5,248,908	3,501,274	1,747,315	2022	4,295,848	2,727,427	1,568,245
2028	5,379,822	3,590,787	1,788,678	2023	4,374,078	2,778,586	1,595,297
2029	5,514,002	3,682,588	1,831,020	2024	4,453,733	2,830,704	1,622,815
2030	5,651,528	3,776,737	1,874,365	2025	4,534,839	2,883,800	1,650,808
2031	5,792,485	3,873,292	1,918,735	2026	4,617,421	2,937,892	1,679,284
2032	5,936,957	3,972,316	1,964,157	2027	4,701,507	2,992,998	1,708,251
2033	6,085,032	4,073,871	2,010,653	2028	4,787,125	3,049,138	1,737,718
2034	6,236,800	4,178,023	2,058,250	2029	4,874,302	3,106,331	1,767,693
2035	6,392,354	4,284,838	2,106,974	2030	4,963,066	3,164,597	1,798,186
2036	6,551,787	4,394,383	2,156,851	2031	5,053,447	3,223,955	1,829,204
2037	6,715,197	4,506,729	2,207,909	2032	5,145,473	3,284,428	1,860,757
2038	6,882,683	4,621,947	2,260,175	2033	5,239,176	3,346,034	1,892,855
2039	7,054,346	4,740,111	2,313,679	2034	5,334,585	3,408,796	1,925,506
2040	7,230,290	4,861,296	2,368,449	2035	5,431,731	3,472,735	1,958,720
2041	7,410,623	4,985,579	2,424,516	2036	5,530,646	3,537,874	1,992,508
2042	7,595,453	5,113,039	2,481,910	2037	5,631,363	3,604,234	2,026,878
2043	7,784,893	5,243,758	2,540,663	2038	5,733,914	3,671,839	2,061,841
2044	7,979,058	5,377,819	2,600,807	2039	5,838,332	3,740,712	2,097,407
2045	8,178,066	5,515,307	2,662,374	2040	5,944,652	3,810,877	2,133,587
2046	8,382,037	5,656,310	2,725,399	2041	6,052,908	3,882,358	2,170,391
2047	8,591,096	5,800,919	2,789,916	2042	6,163,136	3,955,180	2,207,829
2048	8,805,369	5,949,224	2,855,960	2043	6,275,371	4,029,368	2,245,914
2049	9,024,986	6,101,320	2,923,567	2044	6,389,649	4,104,947	2,284,655
2050	9,250,081	6,257,306	2,992,775	2045	6,506,009	4,181,944	2,324,065
Increase	**4,832,585**	**3,323,162**	**1,509,423**	**Increase**	**2,719,967**	**1,787,203**	**932,765**

Source: Treasure Coast Regional Planning Model Version 6.0 (2025) & Version 5.0 (2022)

APPENDIX H

Mobility Plan Comparison

PHASE TWO MOBILITY PLAN (2022) vs 2050 MOBILITY PLAN (2025) COMPARISON			
	Road Miles	Road Cost	Road Capacity
Phase Two	63.69	$658,217,500	1,216,635
2050	97.73	$1,807,200,001	3,335,521
Change	34.04	$1,148,982,501	2,118,886
% Change	53.4%	175%	174%
	Multimodal Miles	Cost	Capacity
Phase Two	237.37	$273,511,625	875,248
2050	71.56	--	--
2050	77.84	$133,282,499	336,016
Change	-87.97	-$140,229,126	(539,232)
% Change	-37.1%	-51.3%	-61.6%
	Intersections	Cost	Capacity
Phase Two	137	$204,025,000	424,200
2050	19	--	--
2050	79	$225,275,000	279,300
Change	-39	$21,250,000	(144,900)
% Change	-28.5%	10.4%	-34.2%
	Transit	Cost	Capacity
Phase Two	82	$25,375,000	32,800
2050	9 projects	$22,075,000	42,825
Change	n/a	-$3,300,000	10,025
% Change	n/a	-13%	30.6%
	Corridors	Cost	Capacity
Phase Two	1.41	$2,500,000	--
2050	42.56	$30,835,000	30,835
Change	41.15	$28,335,000	30,835
% Change	2918%	1133%	100%
	Total	Cost	Capacity
Phase Two	384.47	$1,163,629,125	2,548,883
2050	295.94	$2,218,667,500	4,024,497
Change	-88.53	$1,055,038,375	1,475,614
% Change	-0.230	90.7%	57.9%

Source: Phase Two Mobility Fee Technical Report (2022). 2050 Draft Mobility Fee Technical Report (2025).

APPENDIX I

Miles of Road Improvement Comparison

MILES OF ROAD IMPROVEMENTS COMPARISON				
Improvement	2022 Mobility Plan	2025 Mobility Plan	Change	% Change
New Two (2) Lane Road	0.46	8.77	8.31	1807%
Widen to Two (2) Lane Divided	26.69	11.33	-15.36	-136%
Widen from Two (2) to Four (4) Lane	8.76	64.43	55.67	636%
Widen from Four (4) to Six (6) Lane	1.78	6.70	4.92	276%
Complete Street Upgrade	0.00	5.75	5.75	100%
Multilane Interchange	0.00	0.75	0.75	100%
Implementation: Add Lanes	26.00	0.00	-26.00	-100%
PD&E and Corridor Studies	1.41	42.56	41.15	2918%
Total Attributable Cost	65.10	140.29	75.19	115%

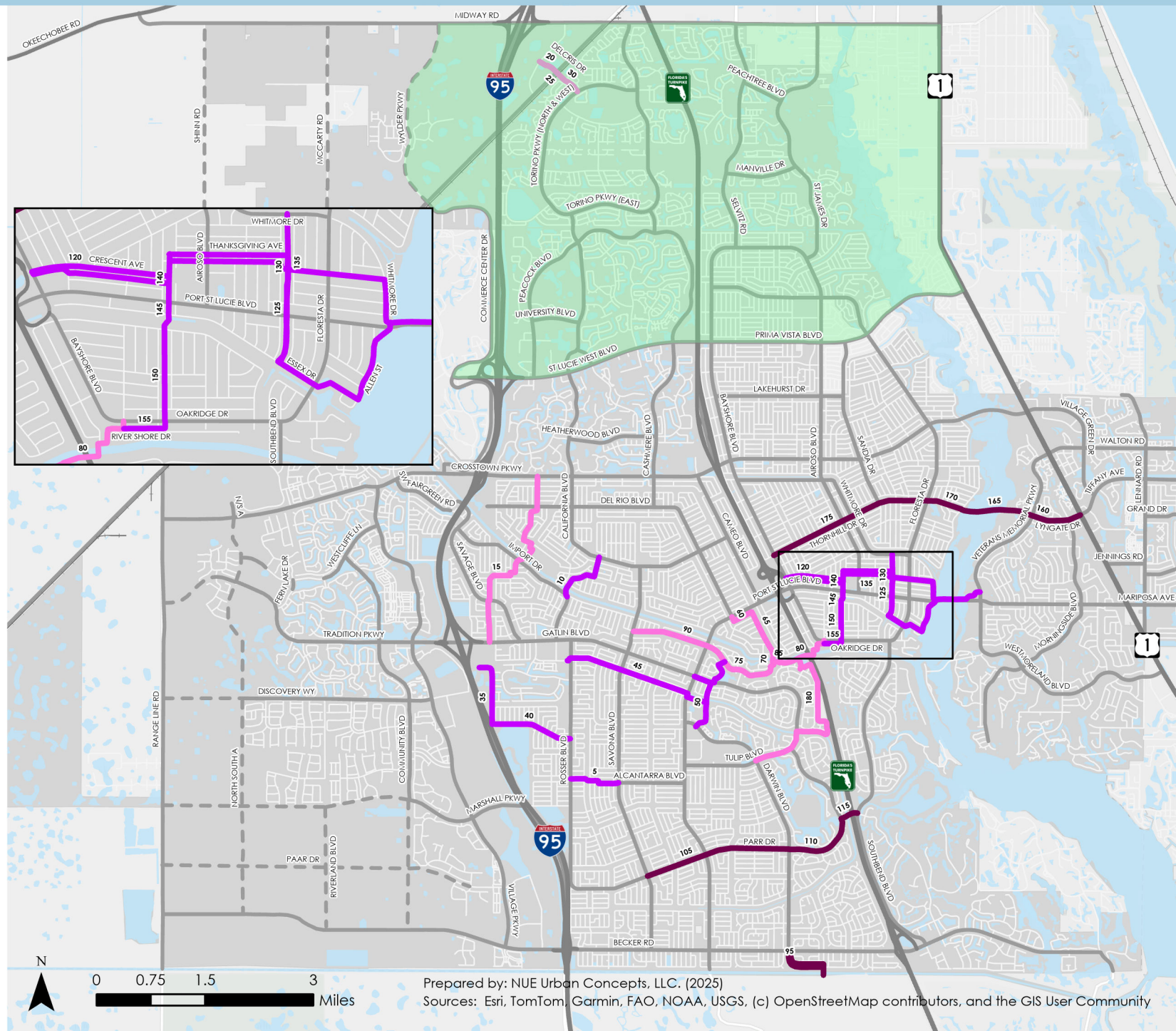
APPENDIX J

Corridor Studies Plan

Corridor Studies (2025 to 2040)

City of Port St. Lucie Mobility Plan

DRAFT



Corridor Studies

- 2025 to 2030
- 2030 to 2035
- 2035 to 2040
- NW Corridor Study Area

- Minor Roads
- Developer Access Roads
- Major Roads
- Limited Access Roads
- Railways
- City Boundary
- Water Bodies
- NW Corridor Study Area

N

0 0.75 1.5 3 Miles

Prepared by: NUE Urban Concepts, LLC. (2025)

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community

NUE URBAN CONCEPTS

LAND USE • MOBILITY • PARKING • FEES

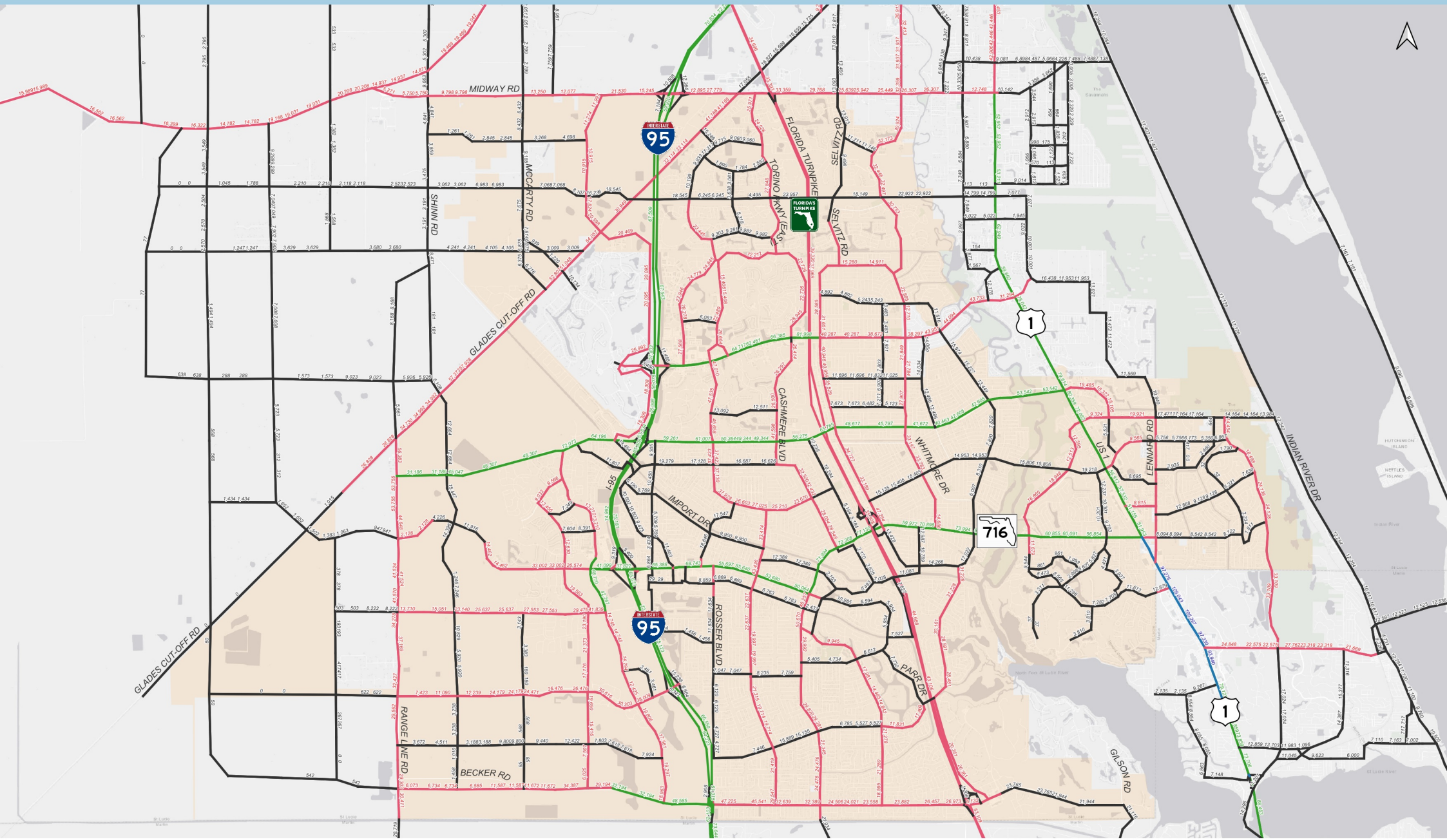
APPENDIX K

Future Daily Model Volumes for

2050 Mobility Plan

Future Daily Model Volumes for 2050 Mobility Plan (2025)

(Includes projects for Corridor and PD&E Studies)



2 lanes
4 lanes
6 lanes
8 lanes
City of Port St. Lucie

0 2 4 mi

Treasure Coast Regional Planning Model Version 6 (TCRPM6)

NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES

APPENDIX L

Florida Department of Transportation

Long Range Cost Estimates

Cost Per Mile Models Reports

Disclaimer: Cost per Mile (CpM) models are conceptual and posted for reference only. They have been created within the Long Range Estimating (LRE) application utilizing various Typical Sections available within LRE. Models are generic in nature, are modeled using formulas within LRE, and are not based on actual construction projects, past or present. Models presented may not match the scope, criteria, terrain, or other conditions of an actual construction project. They do not account for project-specific scope and characteristics, including, but not limited to the following:

- Additional earthwork volumes beyond initial values for terrain or stormwater management facilities
- Structures
- Intersections
- Driveway connections
- Signalization
- Right-of-way
- Safety upgrades

Project-specific characteristics must be considered when preparing estimates for construction projects. Unit Prices within the CPM models are quantity-weighted average awarded unit prices received in the previous approximate 18 months prior to updating the CPM models. Additional FDOT unit price data can be found on the Historical Cost page.

Information: For guidance on estimating bridge costs, see Vol. 1 Chapter 9 of the Structures Manual.

Model	Cost Per Mile	Report
Rural		
New Construction Undivided 2 Lane Rural Road with 5' Paved Shoulders: R01	$5,549,319.13	Report
New Construction Undivided 3 Lane Rural Road with 5' Paved Shoulders, Center Turn Lane: R02	$6,662,892.60	Report
New Construction Undivided 4 Lane Rural Road with 5' Paved Shoulders: R03	$7,688,490.95	Report
New Construction Divided 4 Lane Rural Road with 2' Paved Shoulders Inside and 5' Paved Shoulders Outside: R04	$10,836,671.74	Report
New Construction Divided 4 Lane Rural Interstate with Paved Shoulders 10' Outside and 4' Inside: R05	$13,614,948.15	Report
New Construction Undivided 5 Lane Rural Road with 5' Paved Shoulders, Center Turn Lane: R06	$9,173,014.74	Report
New Construction Divided 6 Lane Rural Road with 5' Paved Shoulders Inside and Out: R07	$12,962,811.19	Report
New Construction Divided 6 Lane Rural Interstate with 10' Paved Shoulders Inside and Out: R08	$15,613,376.17	Report
New Construction Extra Cost for 1 Single Additional Lane on Rural Arterial: R09	$1,168,629.05	Report
New Construction Extra Cost for 1 Single Additional Lane on a Rural Interstate: R10	$1,324,153.50	Report
Mill and Resurface 2 Lane Rural Road with 5' Paved Shoulders: R11	$799,143.09	Report
Mill and Resurface 3 Lane Rural Road with 5' Paved Shoulders and Center Turn Lane: R12	$1,108,282.20	Report
Mill and Resurface 4 Lane Rural Road with 5' Paved Shoulders: R13	$1,718,857.28	Report
Mill and Resurface 4 Lane Divided Rural Arterial with 5' Outside Shoulders and 2' Inside: R14	$1,810,288.74	Report
Mill and Resurface 4 Lane Divided Rural Interstate with Paved Shoulders 10' Outside and 4' Inside: R15	$2,168,129.73	Report
Mill and Resurface 5 Lane Rural Road with 5' Paved Shoulders and Center Turn Lane: R16	$2,076,827.91	Report
Mill and Resurface 6 Lane Divided Rural Arterial with 5' Paved Shoulders Inside and Out: R17	$2,592,985.71	Report
Mill and Resurface 6 Lane Divided Rural Interstate with 10' Paved Shoulders Inside and Out: R18	$3,102,601.84	Report
Mill and Resurface 1 Additional Lane Rural Interstate: R19	$511,792.17	Report
Mill and Resurface 1 Additional Lane Rural Arterial: R20	$410,713.87	Report
Widen Existing 2 Lane Arterial to 4 Lanes Undivided; Add 1 Lane to Each Side; 5' Paved Shoulders: R21	$5,265,909.31	Report
Widen Existing 2 Lane Arterial to 4 Lane Divided; Resurface Existing 2 Lanes; 5' Paved Shoulders Inside and Out: R22	$6,735,486.04	Report
Widen Existing 4 Lane Divided Arterial to 6 Lane Divided; Resurface Existing 4 Lanes; 5' Paved Shoulders Inside and Out: R23	$5,577,759.20	Report
Widen 4 Lane Interstate to 6 Lanes (In Median); Mill and Resurface Existing; 10' Paved Shoulders Inside and Out: R24	$8,887,313.04	Report
Widen 4 Lane Interstate to 6 Lanes (Outside); Mill and Resurface Existing; 10' Shoulders Outside; Widen Existing 4' Inside Shoulders to 10': R25	$8,380,928.04	Report
Widen Existing 6 Lane Divided Arterial to 8 Lane Divided; Resurface Existing 6 Lanes; 5' Paved Shoulders Inside and Out: R26	$6,053,110.88	Report
Widen 6 Lane Interstate to 8 Lanes (in Median); Mill and Resurface Existing; 10' Paved Shoulders Inside and Out: R27	$9,724,875.61	Report
Widen Divided Rural 4-Lane to Allow for Left Turn Lane, 300': R28	$313,430.61	Report
Widen Divided Rural 4-Lane for Right Turn Lane, 300': R29	$295,786.21	Report
Urban		
New Construction 2 Lane Undivided Urban Arterial with 4' Bike Lanes: U01	$9,116,872.25	Report
New Construction 3 Lane Undivided Urban Arterial with Center Lane and 4' Bike Lanes: U02	$10,231,945.36	Report
New Construction Undivided Urban Arterial with 4' Bike Lanes: U03	$11,091,016.64	Report
New Construction 4 Lane Urban Road with 22' Median and 4' Bike Lanes: U05	$17,017,368.36	Report
New Construction 4 Lane Divided Urban Interstate, Closed 22' Median with Barrier Wall, 10' Shoulders Inside and Out: U06	$23,894,351.64	Report
New Construction 5 Lane Undivided Urban Arterial with Center Turn Lane and 4' Bike Lanes: U07	$12,822,124.28	Report
New Construction 6 Lane Urban Road with 22' Median and 4' Bike Lanes: U08	$18,549,372.01	Report
New Construction 6 Lane Divided Urban Interstate with 22' Closed Median with Barrier Wall, 10' Shoulders Inside and Out: U09	$25,793,473.60	Report
New Construction Extra Cost for Additional Lane on Urban Arterial: U10	$4,420,437.82	Report
New Construction Extra Cost for Additional Lane on Urban Interstate: U11	$1,419,871.49	Report
Mill and Resurface 2 Lane Urban Road with 4' Bike Lanes: U12	$911,865.84	Report
Mill and Resurface 3 Lane Urban Road with Center Turn Lane and 4' Bike Lanes: U13	$1,186,248.73	Report
Mill and Resurface 4 Lane Undivided Urban Roadway with 4' Bike Lanes: U14	$1,606,864.17	Report
Mill and Resurface 4 Lane Divided Urban Roadway with 4' Bike Lanes: U15	$1,882,576.27	Report
Mill and Resurface 5 Lane Urban Roadway with Center Turn Lane and 4' Bike Lanes: U16	$1,888,808.08	Report
Mill and Resurface 6 Lane Divided Urban Arterial with 4' Bike Lanes: U17	$2,736,124.28	Report
Mill and Resurface 1 Additional Lane Urban Arterial: U18	$448,024.86	Report
Add 2 Lanes to Existing 2 Lane Undivided Arterial (1 Lane Each Side), with 4' Bike Lanes: U19	$9,540,676.51	Report
Widen 2 Lane Urban Arterial to 4 Lane Divided with 22' Median, 4' Bike Lanes: U20	$11,479,370.51	Report
Add 2 Lanes to Existing 3 Lane Undivided Arterial (1 Lane Each Side with Center Turn Lane and 4' Bike Lanes: U21	$9,847,437.67	Report
Widen 4 Lane Urban Divided Arterial to 6 Lane Urban Divided with 22' Median and 4' Bike Lanes: U22	$9,302,864.82	Report
Widen 4 Lane Urban Interstate with Closed Median to 6 Lanes (Outside), Mill and Resurface Existing, 10' Shoulders Outside: U23	$15,978,893.72	Report
Widen 6 Lane Urban Divided Arterial to 8 Lane Urban Divided with 4' Bike Lanes: U24	$11,415,171.18	Report
Widen 6 Lane Urban Interstate with Closed Median to 8 Lanes (Outside); Mill and Resurface Existing; 10' Shoulders Outside: U25	$17,127,313.20	Report
Suburban		
New Construction Suburban 4 Lane with Paved Shoulders Outside and Curb Median: S01	$10,458,281.48	Report
Widen Existing Rural Facility to the Inside with Addition of Closed Drainage System and Median Barrier Wall: S02	$6,274,731.41	Report
Widen 4 Lane Suburban Roadway with 6.5' Paved Shoulder and Convert to Curb and Gutter Out; Stripe for Bike Lane: S03	$5,312,531.89	Report
Add 2 Lanes with Curb and Gutter Out to Existing 4 Lane Urban or Suburban Roadway with Curb and Gutter Out: S04	$5,492,128.56	Report
Other		
Two Directional, 12' Shared Use Path: O01	$681,822.62	Report
Rails to Trails project (12' width): O02	$634,555.69	Report
Sidewalk construction; 5' one side, 4-inch depth: O03	$349,251.29	Report
Mid-Block Crossing: O05	$285,450.86	Report

For assistance, please contact FDOT-ESTSUP@dot.state.fl.us.

Cost Per Mile Models for Long Range Estimating

For the fastest response to technical questions or requesting assistance please contact Estimates Systems Support.

Disclaimer: These models are generic in nature, and not based on actual construction projects. They are for reference purposes only, and are not intended to predict or support future estimates.

Model Types/Groups: Rural, Urban, Suburban, Other, Bridges

Model	Cost per Mile	Composite Report
Rural		
New Construction Undivided 2 Lane Rural Road with 5' Paved Shoulders: R01	$2,546,993.64	Composite Report
New Construction Undivided 3 Lane Rural Road with 5' Paved Shoulders, Center Turn Lane: R02	$3,091,693.93	Composite Report
New Construction Undivided 4 Lane Rural Road with 5' Paved Shoulders: R03	$3,649,480.40	Composite Report
New Construction, 4 Lane Divided Rural Road with 2' Paved Shoulders Inside and 5' Paved Shoulders Outside: R04	$5,088,824.60	Composite Report
New Construction Divided Rural 4 Lane Interstate with Paved Shoulders 10' Outside and 4' Inside: R05	$6,433,556.63	Composite Report
New Construction Undivided 5 Lane Rural Road with 5' Paved Shoulders, Center Turn Lane : R06	$4,327,381.81	Composite Report
New Construction, 6 Lane Divided Rural Road with 5' Paved Shoulders Inside and Out: R07	$6,160,611.11	Composite Report
New Construction Divided Rural 6 Lane Interstate with 10' Paved Shoulders Inside and Out: R08	$7,529,958.11	Composite Report
New Construction Extra Cost for 1 Single Additional Lane on Rural Arterial: R09	$567,700.52	Composite Report
New Construction Extra Cost for 1 Single Additional Lane on a Rural Interstate: R10	$667,532.16	Composite Report
Milling and Resurfacing 2 Lane Rural Road with 5' Paved Shoulders: R11	$478,977.22	Composite Report
Milling and Resurfacing 3 Lane Rural Road with 5' Paved Shoulders and Center Turn Lane: R12	$668,889.65	Composite Report
Milling and Resurfacing 4 Lane Rural Road with 5' Paved Shoulders: R13	$1,034,518.59	Composite Report
Mill and Resurface 4 Lane Divided Rural Arterial with 5' Outside Shoulders and 2' Inside: R14	$1,088,878.27	Composite Report
Mill and Resurface 4 Lane Divided Rural Interstate with Paved Shoulders 10' Outside and 4' Inside: R15	$1,284,941.77	Composite Report
Milling and Resurfacing 5 Lane Rural Road with 5' Paved Shoulders and Center Turn Lane: R16	$1,245,664.51	Composite Report
Mill and Resurface 6 Lane Divided Rural Arterial with 5' Paved Shoulders Inside and Out: R17	$1,551,489.10	Composite Report
Mill and Resurface 6 Lane Divided Rural Interstate with 10' Paved Shoulders Inside and Out: R18	$1,829,087.24	Composite Report
Mill and Resurface 1 Additional Lane Rural Interstate: R19	$294,208.37	Composite Report
Mill and Resurface 1 Additional Lane Rural Arterial: R20	$240,698.62	Composite Report
Widen Existing 2 Lane Arterial to 4 Lanes Undivided; Add 1 Lane to Each Side; 5' Paved Shoulders: R21	$2,815,021.83	Composite Report
Widen Existing 2 Lane Arterial to 4 Lane Divided; Resurface Existing 2 Lanes; 5' Paved Shoulders Inside and Out: R22	$3,264,515.17	Composite Report
Widen Existing 4 Lane Divided Arterial to 6 Lane Divided; Resurface Existing 4 Lanes; 5' Paved Shoulders Inside and Out: R23	$3,133,423.67	Composite Report
Widen 4 Lane Interstate to 6 Lanes (In Median); Mill and Resurface Existing; 10' Paved Shoulders Inside and Out: R24	$4,695,688.41	Composite Report
Widen 4 Lane Interstate to 6 Lanes (Outside); Mill and Resurface Existing; 10' Shoulders Outside; Widen Existing 4' Inside Shoulders to 10': R25	$4,276,327.16	Composite Report
Widen Existing 6 Lane Divided Arterial to 8 Lane Divided; Resurface Existing 6 Lanes; 5' Paved Shoulders Inside and Out: R26	$3,434,380.44	Composite Report
Widen 6 Lane Interstate to 8 Lanes (In Median); Mill and Resurface Existing; 10' Paved Shoulders Inside and Out: R27	$5,173,763.91	Composite Report
Widen Divided Rural 4-Lane to Allow for Left Turn Lane, 300' :R28	$172,134.71	Composite Report
Widen Divided Rural 4-Lane for Right Turn Lane, 300' :R29	$169,383.18	Composite Report
Urban		
New Construction 2 Lane Undivided Urban Arterial with 4' Bike Lanes: U01	$4,285,161.73	Composite Report
New Construction 3 Lane Undivided Urban Arterial with Center Lane and 4' Bike Lanes: U02	$4,838,900.28	Composite Report
New Construction Undivided Urban Arterial with 4' Bike Lanes : U03	$5,263,198.95	Composite Report
New Construction 4 Lane Urban Road with 22' Median and 4' Bike Lanes: U05	$8,203,526.28	Composite Report
New Construction 4 Lane Divided Urban Interstate, Closed 22' Median with Barrier Wall, 10' Shoulders Inside and Out U06	$13,214,021.59	Composite Report
New Construction 5 Lane Undivided Urban Arterial with Center Turn Lane and 4' Bike Lanes: U07	$6,106,970.11	Composite Report
New Construction 6 Lane Urban Road with 22' Median and 4' Bike Lanes: U08	$9,009,892.98	Composite Report
New Construction Divided Urban 6 Lane Interstate with 22' Closed Median with Barrier Wall, 10' Shoulders Inside and Out: U09	$14,213,805.09	Composite Report
New Construction Extra Cost for Additional Lane on Urban Arterial: U10	$1,431,542.69	Composite Report
New Construction Extra Cost for Additional Lane on Urban Interstate: U11	$711,192.49	Composite Report
Mill and Resurface 2 Lane Urban Road with 4' Bike Lanes: U12	$553,956.74	Composite Report
Mill & Resurface 3 Lane Urban Road with Center Turn Lane and 4' Bike Lanes: U13	$726,874.96	Composite Report
Mill and Resurface 4 Lane Undivided Urban Roadway with 4' Bike Lanes: U14	$993,520.52	Composite Report
Mill and Resurface 4 Lane Divided Urban Roadway with 4' Bike Lanes: U15	$1,168,960.70	Composite Report
Mill and Resurface 5 Lane Urban Roadway with Center Turn Lane and 4' Bike Lanes: U16	$1,167,008.17	Composite Report
Mill & Resurface 6 Lane Divided Urban Arterial with 4' Bike Lanes: U17	$1,663,983.80	Composite Report
Mill and Resurface 1 Additional Lane Urban Arterial: U18	$277,126.24	Composite Report
Add 2 Lanes to Existing 2 Lane Undivided Arterial (1 Lane Each Side), with 4' Bike Lanes: U19	$4,884,812.98	Composite Report
Widen 2 Lane Urban Arterial to 4 Lane Divided with 22' Median, 4' Bike Lanes: U20	$5,480,586.42	Composite Report
Add 2 Lanes to Existing 3 Lane Undivided Arterial (1 Lane Each Side with Center Turn Lane and 4' Bike Lanes: U21	$5,038,671.14	Composite Report
Widen 4 Lane Urban Divided Arterial to 6 Lane Urban Divided with 22' Median and 4' Bike Lanes: U22	$4,954,841.91	Composite Report
Widen 4 Lane Urban Interstate with Closed Median to 6 Lanes (Outside), Mill and Resurface Existing, 10' Shoulders Outside: U23	$9,679,599.76	Composite Report
Widen 6 Lane Urban Divided Arterial to 8 Lane Urban Divided with 4' Bike Lanes: U24	$6,004,966.83	Composite Report
Widen 6 Lane Urban Interstate with Closed Median to 8 Lanes (Outside): Mill and Resurface Existing; 10' Shoulders Outside: U25	$10,361,654.99	Composite Report
Suburban		
New Construction Suburban 4 Lane with Paved Shoulders Outside and Curb Median: S01	$5,022,624.57	Composite Report
Widen Existing Rural Facility to the Inside with Addition of Closed Drainage System and Median Barrier Wall: S02	$3,423,890.81	Composite Report
Widen 4 Lane Suburban Roadway with 6.5' Paved Shoulder and Convert to C&G Out; Stripe for Bike Lane: S03	$2,942,935.76	Composite Report
Add 2 Lanes with C&G Out to Existing 4 Lane Urban or Suburban Roadway with C&G Out: S04	$3,046,554.11	Composite Report
Other		
Two Directional, 12' Shared Use Path: O01	$344,768.94	Composite Report
Rails to Trails project (12' width): O02	$324,466.71	Composite Report
Sidewalk construction; 5' one side, 4 inch depth: O03	$180,232.85	Composite Report
Mid-Block Crossing: O05	$152,764.67	Composite Report
Bridges	Varies	See Vol. 1 Chapter 9 of the Structures Design Guidelines for guidance on estimating Bridge costs.

LONG RANGE ESTIMATE (LRE) COST PER MILE MODELS: COMPARATIVE ANALYSIS				
URBAN CROSS-SECTION	**2021**	**2024**	**INCREASE**	**% INCREASE**
New Construction 2 Lane Undivided Urban Arterial with 4' Bike Lanes: U01	$4,285,161.73	$9,116,872.25	$4,831,710.52	113%
New Construction 3 Lane Undivided Urban Arterial with Center Lane and 4' Bike Lanes: U02	$4,838,900.28	$10,231,945.36	$5,393,045.08	111%
New Construction 4 Lane Urban Road with 22' Median and 4' Bike Lanes: U05	$8,203,526.28	$17,017,368.36	$8,813,842.08	107%
New Construction 6 Lane Urban Road with 22' Median and 4' Bike Lanes: U08	$9,009,892.98	$18,549,372.01	$9,539,479.03	106%
New Construction Extra Cost for Additional Lane on Urban Arterial: U10	$1,431,542.69	$4,420,437.82	$2,988,895.13	209%
Mill and Resurface 2 Lane Urban Road with 4' Bike Lanes: U12	$553,956.74	$911,865.84	$357,909.10	65%
Add 2 Lanes to Existing 2 Lane Undivided Arterial (1 Lane Each Side), with 4' Bike Lanes: U19	$4,884,812.98	$9,540,676.51	$4,655,863.53	95%
Widen 2 Lane Urban Arterial to 4 Lane Divided with 22' Median, 4' Bike Lanes: U20	$5,480,586.42	$11,479,370.51	$5,998,784.09	109%
Widen 4 Lane Urban Divided Arterial to 6 Lane Urban Divided with 22' Median and 4' Bike Lanes: U22	$4,954,841.91	$11,479,370.51	$6,524,528.60	132%
Total	**$43,643,222.01**	**$92,747,279.17**	**$49,104,057.16**	**113%**
RURAL CROSS-SECTION	**2021**	**2024**	**INCREASE**	**% INCREASE**
New Construction Undivided 2 Lane Rural Road with 5' Paved Shoulders: R01	$2,546,993.64	$5,549,319.13	$3,002,325.49	118%
New Construction Divided 4 Lane Rural Road with 2' Paved Shoulders Inside and 5' Paved Shoulders Outside: R04	$3,649,480.40	$10,836,671.74	$7,187,191.34	197%
New Construction Extra Cost for 1 Single Additional Lane on Rural Arterial: R09	$567,700.52	$1,168,629.05	$600,928.53	106%
Mill and Resurface 2 Lane Rural Road with 5' Paved Shoulders: R11	$478,977.22	$799,143.09	$320,165.87	67%
Widen Existing 2 Lane Arterial to 4 Lane Divided; Resurface Existing 2 Lanes; 5' Paved Shoulders Inside and Out: R22	$3,264,515.17	$6,735,486.04	$3,470,970.87	106%
Widen Existing 4 Lane Divided Arterial to 6 Lane Divided; Resurface Existing 4 Lanes; 5' Paved Shoulders Inside and Out: R23	$3,133,423.67	$5,577,759.20	$2,444,335.53	78%
Widen Divided Rural 4-Lane to Allow for Left Turn Lane, 300': R28	$172,134.71	$313,430.61	$141,295.90	82%
Widen Divided Rural 4-Lane for Right Turn Lane, 300': R29	$169,383.18	$295,786.21	$126,403.03	75%
Total	**$13,982,608.51**	**$31,276,225.07**	**$17,293,616.56**	**124%**
MULTIMODAL FACILITIES	**2021**	**2024**	**INCREASE**	**% INCREASE**
Two Directional, 12' Shared Use Path: O01	$344,768.94	$681,822.62	$337,053.68	98%
Sidewalk construction; 5' one side, 4-inch depth: O03	$180,232.85	$349,251.29	$169,018.44	94%
Mid-Block Crossing: O05	$152,764.67	$285,450.86	$132,686.19	87%
Total	**$677,766.46**	**$1,316,524.77**	**$638,758.31**	**94%**
TRANSPORTATION FACILITIES	**2021**	**2024**	**INCREASE**	**% INCREASE**
Total	**$58,303,596.98**	**$125,340,029.01**	**$67,036,432.03**	**115%**
Source: Florida Department of Transportation (FDOT) Long Range Estimates Cost Per Mile Models from 2021 and 2024. Calculations prepared by NUE Urban Concepts, LLC.				

APPENDIX M

Mobility Fee Comparison

with other local governments

RESIDENTIAL FEE COMPARISON

LOCAL GOVERNMENT	LAND USE	UNIT OF MEASURE	FEE RATE	LAST UPDATE OF FEE
EXISTING CITY MOBILITY FEE (EAST)	Single-Family Detached	2,000 SQ. FT.	$3,200	2022
Port St. Lucie (East Assessment Area)	Single-Family Detached	2,000 SQ. FT.	$8,414	Under Evaluation
Port St. Lucie (Southwest Assessment Area)	Single-Family Detached	2,000 SQ. FT.	$6,956	Under Evaluation
Port St. Lucie (Northwest Assessment Area)	Single-Family Detached	2,000 SQ. FT.	$9,510	Under Evaluation
Port St. Lucie (West Assessment Area)	Single-Family Detached	2,000 SQ. FT.	$10,788	Under Evaluation
Palm Beach Gardens	Single-Family Detached	(Average home 3,500 sq. ft.)	$10,017	2025
DeBary	Single-Family Detached	2,000 SQ. FT.	$7,443	2025
Palm Coast	Single Family Detached	2,000 SQ. FT.	$7,540	2025
Apopka	Single Family Detached	(1,500 to 2,499 sq. ft.)	$9,000	2023
Hillsborough County (Urban)	Single Family Detached	(1,500 to 2,499 sq. ft.)	$9,183	2022
Orange County	Single Family Detached	(1,201 to 2,000 sq. ft.)	$11,208	2024
Mantee County	Single Family Detached	(1,700 sq. ft. or more)	$18,177	2025
Osceola County	Single Family Detached	Dwelling Unit	$21,710	2024

MULTI-TENANT RETAIL COMPARISON

LOCAL GOVERNMENT	LAND USE	UNIT OF MEASURE	FEE RATE	LAST UPDATE OF FEE
EXISTING CITY MOBILITY FEE (EAST)	Multi-Tenant Retail	1,000 SQ. FT.	$4,780	2022
Port St. Lucie (East Assessment Area)	Multi-Tenant Retail	1,000 SQ. FT.	$8,638	Under Evaluation
Port St. Lucie (Southwest Assessment Area)	Multi-Tenant Retail	1,000 SQ. FT.	$7,140	Under Evaluation
Port St. Lucie (Northwest Assessment Area)	Multi-Tenant Retail	1,000 SQ. FT.	$9,420	Under Evaluation
Port St. Lucie (West Assessment Area)	Multi-Tenant Retail	1,000 SQ. FT.	$9,785	Under Evaluation
Palm Beach Gardens	Retail	1,000 SQ. FT.	$11,662	2025
DeBary	Retail	1,000 SQ. FT.	$10,827	2025
Palm Coast	Retail	1,000 SQ. FT.	$9,992	2025
Apopka	Retail	1,000 SQ. FT.	$10,774	2025
Hillsborough County	Shopping Center	1,000 SQ. FT.	$13,562	2022
Orange County	Retail (Under 50,000 Sq. Ft.)	1,000 SQ. FT.	$13,065	2024
Mantee County	Commercial (Under 40,000 Sq. Ft.)	1,000 SQ. FT.	$13,174	2025
Osceola County	Shopping Center	1,000 SQ. FT.	$24,603	2024

This is the Last Page in the

City of Port St. Lucie
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November 2025

NUE URBAN CONCEPTS

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