



City of Palm Beach Gardens

CITYWIDE MOBILITY FEE

EXTRAORDINARY CIRCUMSTANCES STUDY

MARCH 2025

PALM BEACH *Gardens*



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EXECUTIVE SUMMARY

In 1985, the Florida Legislature passed the Growth Management Act that required all local governments in Florida to adopt Comprehensive Plans 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.

In 2024, the Legislature, through HB 479, formally defined mobility fees and mobility plans and stated that any local government can adopt an alternative transportation system (fka alternative mobility funding systems), such as a mobility fee based on a mobility plan. HB 479 also stipulates that only one transportation mitigation fee maybe collected within a municipality and that the local government issuing building permits is the entity responsible for collection of the transportation mitigation fee.

Palm Beach Gardens Citywide Mobility Plan is a vision over the next 20 years to develop an efficient, safe, and connected transportation system that promotes compact, mixed-use, interconnected development. The Citywide Mobility Fee has been developed to fund mobility projects identified in the Citywide Mobility Plan. The Citywide Mobility Fee will: (1) update the existing City Mobility Fee east of the Beeline Highway; (2) replace the existing City and County Road Impact Fees assessed within the City west of the Beeline Highway; and (3) be the only transportation mitigation fee collected within the City.

The Citywide Mobility Plan, dated March 2025, documents future growth and the **“need”** for mobility projects. The Citywide Mobility Fee Technical Report, dated January 2025, documents the data and methodology used to develop a Mobility Fee to mitigate the impact of new development. The Citywide Mobility Fee Extraordinary Circumstances Study, dated March 2025, establishes the finding of extraordinary circumstances to adopt the Citywide Mobility Fee as the fully calculated rates. The Mobility Plan and Mobility Fee meet legally established dual rational nexus requirements for **“need”** and **“benefit”** and the Mobility Fee is rough proportionality to the impact of new development. The Mobility Plan and Mobility Fee have been developed consistent with the requirements of Florida Statute Sections 164.3164, 163.3180, 163.31801.



EXTRAORDINARY CIRCUMSTANCES

The Florida Legislature amended Florida Statute 163.31801 in 2021 to include requirements for phasing in increases in impact fees over a multi-year period and limiting the amount impact fees could be increased over existing rates. The legislative intent of the phase-in and limiting the overall is to limit increases was to provide some certainty related to mitigating impacts for new development. The following are the summarized phase-in and maximum percentage increase requirements per Florida Statute 163.31801(6):

- For any increase in an existing impact fee rates 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 rates between 26% and 50%, the increase in impact fee rates is required to be phased-in over four (4) years.
- Any difference in phasing from above requires a finding of extraordinary circumstances.
- 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.

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 Citywide Mobility Fee to meet the demands from projected growth in population and employment between 2025 and 2045 for the City of Palm Beach Gardens. This Study was completed in March 2025 and adoption is projected for not later than May of 2025, well within the required 12-month time period required under the Impact Fee Act.

Two (2) publicly noticed workshops are being held to discuss the update and the finding of extraordinary circumstances. The first publicly noticed in person workshop is to be held at 9:00 AM at the City of Palm Beach Gardens on March 18th, 2025. The second publicly noticed in person workshop is to be held at 6:00 PM at the City of Palm Beach Gardens on March 18th, 2025. The finding of extraordinary circumstances will also require at least a two-thirds vote of the City Council, otherwise the Citywide mobility fees will be phased-in and capped per Florida Statute.



The Citywide Mobility Fee results in an increase in rates between 20% and 50% for the majority of land uses. Based on the most recent and localized data specific to Palm Beach Gardens, the calculated increases for several land uses exceed 50%. Some of the increases are due to inflation. Others are based on changes to the underlying land uses for which the mobility fee is based. Finally, some differential in fees is based on replacement of road impact fees from the City and the County for areas of the City west of the Beeline Highway.

The finding of extraordinary circumstances is undertaken to fund the mobility projects needed in the City to accommodate the extraordinary growth that is occurring and is projected to continue to occur by 2045. The phasing-in of the increase in mobility fees would result in the City falling behind in providing the mobility projects needed for new growth in an inflationary environment where cost and needs are consistently increasing for the City.

There are no assurances that Florida Statutes will not be further amended in the future to limit the ability of local governments to implement fully calculated impact fees. Given the continued pre-emption of land development regulations by the Florida Legislature, there is no guarantee, that the City will have the opportunity to ensure future mobility fee updates will reflect localized conditions or the need for mobility projects attributable to new growth. The findings of extraordinary circumstances, detailed further in following sections, is being claimed for the Citywide Palm Beach Gardens Mobility Fee based on the following:

- (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 vehicle miles of travel rates will be higher than the State of Florida;**
- (4) The Technical Report recognizes reasonably anticipated funding of mobility projects;**
- (5) Inflation has significantly increased the cost of mobility projects;**
- (6) National inflation has been extraordinary over the last five (5) years;**
- (7) The establishment of a streamlined and updated mobility fee schedule of land uses that reflects the impacts of residential and non-residential land uses based on the most recent and localized data specific to Palm Beach Gardens; and**
- (8) The consolidation of three (3) transportation mitigation fee schedules into one Citywide mobility fee schedule will ensure consistency in implementation and address the need for new development to impact on City, County, and State Roads;**



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, Palm Beach County, and the City of Palm Beach Gardens for the time period between 1990 and 2024 illustrates that that City has experienced population growth rates higher than Florida for each of the four time periods evaluated (**Table 1**):

TABLE 1. HISTORIC POPULATION GROWTH COMPARISON				
GOVERNMENT	2024	2014	INCREASE	% GROWTH
State of Florida	23,014,551	19,507,369	3,507,182	17.98%
Palm Beach County	1,545,905	1,360,238	185,667	13.65%
Palm Beach Gardens	60,675	50,067	10,608	21.19%
GOVERNMENT	2020	2010	INCREASE	% GROWTH
State of Florida	21,538,187	18,801,310	2,736,877	14.6%
Palm Beach County	1,492,191	1,320,134	172,057	13.0%
Palm Beach Gardens	59,182	48,452	10,730	22.1%
GOVERNMENT	2010	2000	INCREASE	% GROWTH
State of Florida	18,801,310	15,982,824	2,818,486	17.6%
Palm Beach County	1,320,134	1,131,191	188,943	16.7%
Palm Beach Gardens	48,452	35,058	13,394	38.2%
GOVERNMENT	2000	1990	INCREASE	% GROWTH
State of Florida	15,982,824	12,937,926	3,044,898	23.53%
Palm Beach County	1,131,191	863,503	267,688	31.00%
Palm Beach Gardens	35,058	23,925	11,133	46.53%

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



(2) The evaluation of projected population growth for the State of Florida, Palm Beach County, and the City of Palm Beach Gardens for the time period between 2024 and 2045 illustrates that that City is projected to experience population growth greater than the State of Florida. The analysis looked at both medium projections for the State of Florida and Palm Beach County based on BEBR data and projected population growth based on the latest travel demand model for the City of Palm Beach Gardens (**Table 2**):

TABLE 2. PROJECTED POPULATION GROWTH COMPARISON				
MEDIUM PROJECTIONS	2045	2024	INCREASE	% GROWTH
State of Florida	27,409,400	23,014,551	4,394,849	19.1%
Palm Beach County	1,774,400	1,545,905	228,495	14.8%
Palm Beach Gardens	87,016	60,675	26,341	43.4%

Source: Bureau of Economic and Business Research (BEBR). The BEBR medium projections were used for the State of Florida and Palm Beach Gardens. For the City of Palm Beach Gardens, projected population growth based on the latest travel demand model (**Table 2**).

(3) An evaluation of projected increases in vehicle miles of travel was undertaken for the State of Florida, Palm Beach County, and the City of Palm Beach Gardens for the time period between 2015 and 2045. The analysis illustrates that that City is projected to experience projected growth in vehicle miles of travel that is greater than the State of Florida (**Table 3**):

TABLE 3. PROJECTED VEHICLE MILES OF TRAVEL GROWTH COMPARISON				
GOVERNMENT	2045	2015	INCREASE	% GROWTH
State of Florida	642,423,999	453,029,032	189,394,967	41.8%
Palm Beach County	41,353,000	31,933,000	9,420,000	29.5%
Palm Beach Gardens	2,184,642	1,301,078	883,564	67.9%

Source: Southeast Florida Regional Planning Model (SEFRPM) Version 8.511.

(4) The City has utilized a number of different funding sources for existing mobility projects. Given the City’s track record in securing funding for capital improvements, the update of the mobility fees assumes reasonably anticipated funding for the four plans that make up the overall mobility plan. The inclusion of reasonably anticipated, but not yet identified funding, reduces the overall cost of mobility projects assignable to new development. The following is the reasonably anticipated funding per plan (**Table 4**):

TABLE 4. REASONABLY ANTICIPATED FUNDING	
MOBILITY PLAN	FUNDING
Roads & Intersection Plan	\$117,089,050
Off-Street Multimodal Plan (fka Walking & Bicycling Plan)	\$33,920,000
On-Street Multimodal Plan (fka Bicycling Plan)	\$39,712,500
Transit Plan	\$12,500,000
Total	\$203,221,550

Source: Citywide Mobility Fee Technical Report (Table 7).

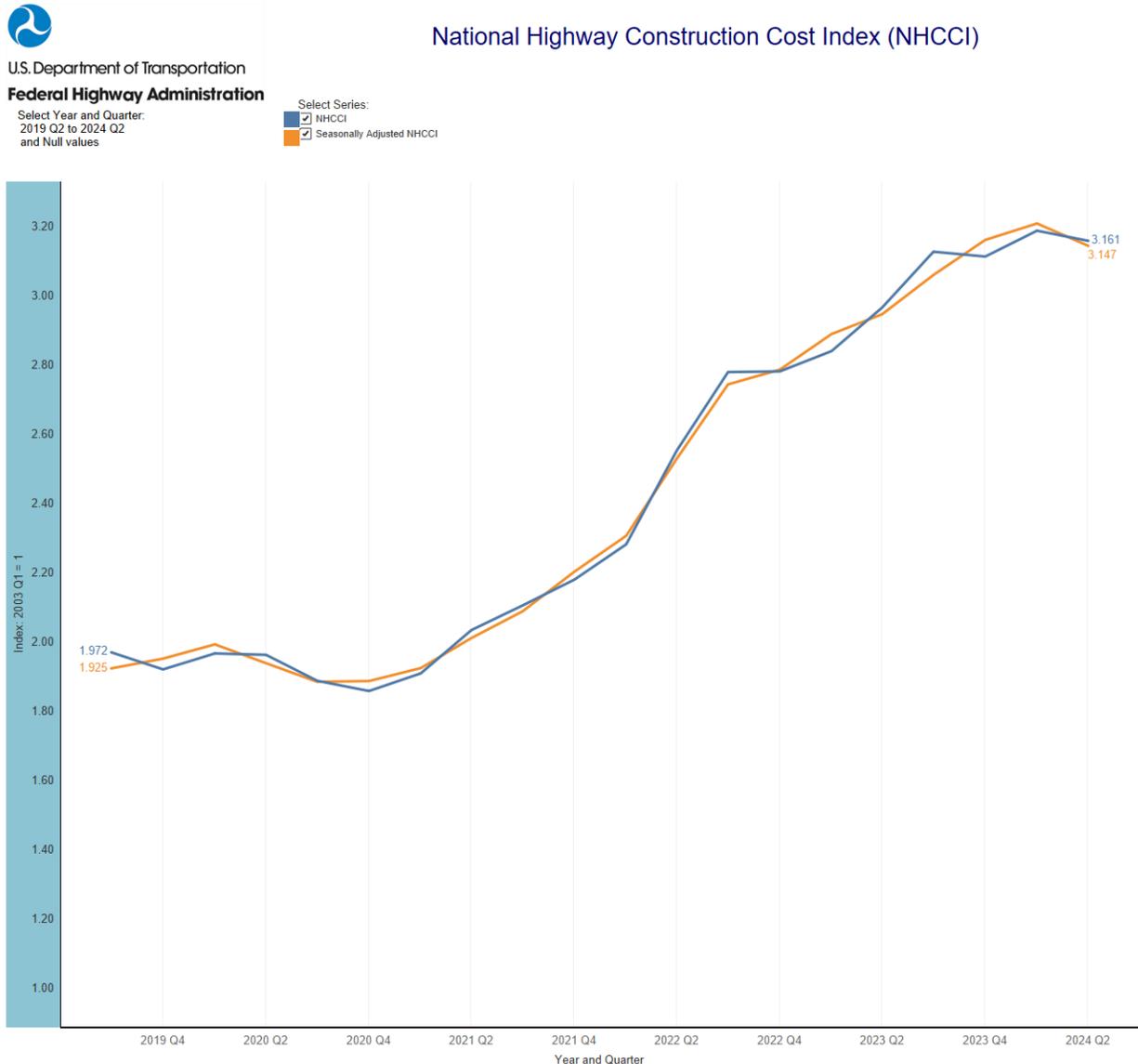
- (5) The City, like most governmental entities, has experienced significant increases in cost related to the construction of mobility projects. Inflation has substantially impacted all sectors of the economy. The overall cost of the portions of the mobility projects attributable to new development has increased by 162% between 2019 and 2024. The attributable cost of the mobility plan has increased from almost \$190 million to \$307 million. Some of this is due to expansion of the mobility plan from east of the Beeline Highway to the entire City. However, the majority of the increase is largely due to inflation (Table 5):

TABLE 5. MOBILITY PLAN COST				
MOBILITY PLAN	2024	2019	INCREASE	% INCREASE
Roads & Intersection Plan	\$87,635,550	\$34,438,943	\$53,196,607	154%
Off-Street Multimodal Plan	\$108,880,000	\$50,517,926	\$58,362,074	116%
Off-Street Multimodal Plan	\$83,342,000	\$18,287,737	\$65,054,263	356%
Transit Plan	\$27,180,000	\$14,000,000	\$13,180,000	94%
Total	\$307,037,550	\$117,244,606	\$189,792,944	162%

Source: Citywide Mobility Fee Technical Report (Table 6 & 7). The 2019 cost from the City of Palm Beach Gardens Mobility Fee Technical Report dated May 2019.

- (6) The calculated mobility fee utilizes a plan based (aka improvements driven) methodology based on a detailed list of mobility projects identified in the Mobility Plan to meet the increase in person travel demand of new development between 2025 and 2045. The cost of multimodal projects is based on the most recent and localized data as of 2024. The mobility fee was adopted in 2019.

During the time frame between the adoption of the City’s current mobility fee and the Citywide mobility fee, the U.S. economy has experienced significant inflation. The Federal Highway Administration (FHWA) maintains the National Highway Construction Cost Index (NHCCI) to track inflation cost (**Appendix A**). Between the second quarter of 2019 and the second quarter of 2024, the NHCCI has increased by 63.5% (see below seasonally adjusted):



While the NHCCI is based on nationalized data, it does reflect the significant increase in construction cost between the time frame that the City’s original mobility fee was adopted and the Citywide Mobility Fee. This extraordinary increase in construction cost due to inflation is one of the primary factors behind why the increase in the mobility fee rates are significantly above those of the City and the County’s existing fees.



- (7) The existing Palm Beach Gardens mobility fee was developed in 2019. The existing mobility fee, which is assessed east of the Beeline Highway, and the existing road impact fee, which is assessed west of the Beeline Highway, utilize the same land use schedules. In 2023, NUE Urban Concepts updated Palm Beach Gardens Police, Fire, Public Facility, and Park Impact Fees. The update included a significant streamlining of the land use schedule for impact fees.

The Citywide mobility fee will utilize the same land use schedule as the City's recently updated impact fees (**Appendix B**). The only new land use is the addition of a retail drive-thru category to capture an increasing market trend of retail uses adding various drive-thru services. The following is a summary of the major differences in land uses that explain some of the increase in mobility fees. Further detail is included in the Citywide Mobility Fee Technical Report dated January 2025.

Residential Dwellings

The most significant transition from the existing mobility fees and road impact fees to the Citywide mobility fees relates to residential land uses. Single-family detached residential uses are currently assessed per dwelling unit under the following three (3) square footage tiers:

- Less than 1,500 sq. ft.
- 1,500 to 2,499 sq. ft.
- 2,500 sq. ft. or more

Mobile homes are classified as separate land uses on the impact fee schedules and assessed on a per dwelling unit basis. Mobile homes will be included under single-family detached. Under the mobility fee schedule, there is a single-family detached land use that includes single-family detached and mobile homes per 1,000 sq. ft. The maximum square footage threshold for assessments of single-family detached land-uses will be 9,500 sq. ft. per dwelling unit.

Single-family attached and multifamily uses are currently assessed per dwelling unit under the following two (2) square footage tiers:

- Less than 1,000 sq. ft.
- 1,000 sq. ft. or more

Single-family residential attached dwelling units and multi-family residential dwelling units will be separated into their own land use categories. The types of residential uses and the maximum threshold for assessments will be different for single-family attached and multi-family land uses.



Single-family residential attached dwelling units will include condos, duplexes, townhomes, and villas, and will be assessed on a per 1,000 sq. ft. basis per dwelling unit. The maximum square footage threshold for assessments of single-family attached land-uses will be 4,500 sq. ft. per dwelling unit. Multi-family residential land uses include apartments and residential buildings with three (3) or more attached dwelling units that are for rent and under common ownership per building. The maximum square footage threshold for assessments of single-family attached land-uses will be 2,500 sq. ft. per dwelling unit.

The updated mobility fees reflect actual real time residential development patterns and household sizes that have been built within Palm Beach Gardens since 2000. The updated mobility fees transition away from tiered square footages towards a rate per square foot based on the type of residential use. A detailed analysis showing the relationship between bedrooms and square footage of residential uses was provided as part of the impact fee update and is included in Appendix Q of the Citywide Mobility Fee Technical Report.

Overnight Lodging per room

Hotels, which previously fell under non-residential uses are included under Residential and Lodging Uses and continue to be assessed per room. Overnight lodging includes motels, hotels, and resorts.

Institutional Uses

The current mobility fee and road impact fee schedule only identifies churches and synagogues as community serving uses and leaves civic and community uses such as clubs, lodges, galleries, non-profits, performing arts venues, and other places of assembly open to being classified as either office or retail uses, with higher impact fees. The mobility fee schedule establishes a new Community Serving land use that includes all these uses. The land use includes a broad place of worship description, versus limited types of religious buildings associated with a specific religion featured on the current impact fee schedules, in keeping with the Religious Land Use and Institutionalization Persons Act (RLUIPA). Community serving uses include civic uses, museums, performing arts venues, and places of assembly, such as clubs and lodges.

Congregate care facilities are currently classified as separate land uses on the mobility fee and road impact fee schedules and assessed on a per dwelling unit basis. Assisted living facilities are assessed per bed and nursing homes are assessed per 1,000 sq. ft. Congregate care facilities assisted living facilities, and nursing homes have been combined into a Long-Term Care land use classification and will now be included under Institutional Uses, with mobility fees assessed on a square foot basis.



The mobility fee and road impact fee schedule have separate land uses per student for private elementary, middle, and high schools and day cares per 1,000 sq. ft. The mobility fee combines day care, pre-kindergarten, and kindergarten thru 12th grade into a new Private Education per 1,000 sq. ft. land use. Charter and public schools are exempt from impact fees per Florida Statute.

Industrial Uses

The current impact fee schedule has separate land uses for warehouses and mini warehouses. Due to similarities travel characteristics, these two (2) uses are now combined into one (1) Commercial Storage land use as part of the update of the impact fees. The mobility fee schedule features two industrial use category. The industrial category includes general industrial uses such as assembly, manufacturing, and trades. The commercial storage category includes uses such as mini-warehouses, outdoor storage, and warehouses.

Recreational Uses

The current mobility fee and road impact fee schedule includes four (4) recreational uses that leave substantial room for interpretation and assessment of potentially higher retail fees. The uses are also not indicative of the types of recreational uses now being developed. The mobility fee schedule includes three recreational use classifications: (1) marina; (2) outdoor commercial recreation; and (3) indoor commercial recreation.

The term commercial denotes that a person needs to pay to use the recreational facility either through a one-time monetary transaction or on a membership or pass basis. Outdoor recreation and entertainment use consist of uses such as golf courses, tennis courts, and multipurpose recreation facilities, and the mobility fee is based on the number of acres. A separate indoor recreation and entertainment category is included and is based on a rate per sq. ft. for indoor uses such as gyms, health clubs, and dance studios.

Office Uses

The mobility fee and road impact fee schedule include five (5) different office use tiers, two (2) university tiers, and a separate hospital land use. The mobility schedule combines these into either: office 100,000 sq. ft. or less or office greater than 100,000 sq. ft. Hospitals and higher education would fall under either of the two office uses based on square footage.

The current impact fee schedule includes two (2) different medical office uses and a separate animal hospital / veterinary clinic. Due to similarities travel characteristics, these three (3) uses are now combined into one (1) Medical Office land use on the mobility fee schedule. Medical uses include clinics, dentist, medical doctors, and veterinary offices. Medical uses are separated from general office uses as they generate two to three times the number of trips as a non-medical office use.



Retail Land Uses

The current mobility fee and road impact fee schedule currently has 21 separate retail land uses. The updated impact fee schedule has a total of five (5) different land uses. The updated retail uses are combined into the following five (5) defined land uses with similar travel characteristics: (1) retail; (2) grocery & liquor store; (3) convenience store; (4) sit-down restaurant; and (5) quick service restaurant.

Retail land uses would include retail uses not otherwise specified on the mobility fee schedule and generating fewer than 125 daily trips. Retail uses would include auto sales, banks, personal and business services, variety stores, wholesale clubs, pharmacies, and most big box land uses such as superstores or home improvement stores.

Grocery and liquor stores would include supermarkets, grocery stores, package stores, and wine and spirit stores. These land uses tend to generate between 100 and 125 daily trips. Grocery stores tend to be anchor tenants for shopping centers and draw more traffic. Convenience stores often feature vehicle fueling. However, there may be instances where convenience stores are free standing. These land uses tend to generate over 300 daily trips per square foot.

Sit down restaurants are those where there is table service and patrons typically eat meals at the restaurant at tables or outdoor seating. This category would also include drinking establishments such as a bar or tap room for a brewery or a distillery. Sit down restaurants tend to generate around 100 to 125 trips per 1,000 sq. ft. Quick service restaurants are also referred to as fast food. These uses typically feature drive-thru's and meals or beverages are typically ordered as a drive-thru or at a counter. These restaurants tend to generate more than 250 trips per 1,000 square feet.

Non-Residential Uses

The Mobility Fee schedule has six non-residential uses where the mobility fee is based on a unit of measure other than per 1,000 sq. ft. These uses include: (1) financial service drive-thru; (2) motor vehicle and boat cleaning; (3) motor vehicle fueling; (4) motor vehicle service; (5) quick service drive-thru; and (6) retail drive-thru. These land uses reflect higher levels of travel demand that necessitate assessing additive mobility fees. As more land uses downsize, a mobility fee based solely on building square footage does not fully capture the travel demand impact of certain high travel demand uses. Land uses with a bank drive-thru, quick service restaurant drive-thru, car wash, vehicle fueling, or retail drive-thru will be assessed the applicable mobility fee rate for any retail building, along with the applicable mobility fee for the high impact use.



Non-Residential Use: Financial institutions per drive-thru or free-standing ATM

Some financial institutions, especially Credit Unions, are increasing their brick-and-mortar presence to attract additional customers. Other banks are eliminating branches entirely and just offering drive-thru or walk-up free-standing ATMs. For banks with drive-thru lanes, an additional mobility fee is assessed per drive-thru lane. A mobility fee is also assessed for any free-standing walk-up ATMs or ATMs accessed via drive-thru lanes.

Non-Residential Use: Motor vehicle & boat cleaning per lane, stall, bay & per 5 finishing stations

Uses with a car wash shall be required to pay a mobility fee per lane, stall, or bay for the use, plus any mobility fee associated with any building space that are not captured as part of a lane, stall, or bay. The uses would also pay per five (5) finishing stations, such as detailing, drying, vacuuming, or waxing. Any structure solely for maintenance or supply purposes that does not include spaces for personnel would not be required to pay a mobility fee for the structure.

Non-Residential Use: Motor vehicle charging or fueling per position

Convenience uses have primarily been uses with motor vehicle fueling. Increasingly superstores, supermarkets, variety stores, and wholesale clubs have started to add vehicle fueling. The additive mobility fees will be assessed to any use that offers commercial vehicle charging and fueling and is accessible to the public or through a membership club.

The mobility fee is assessed per commercial charging station or fueling position. If electric charging is provided as an accessory use, such as at a multi-family residential complex for residents or a retail center for customers and not a commercial or principal use of property, then additive mobility fees would not be assessed for the EV charging stations.

Non-Residential Use: Motor vehicle service per bay or stall

Uses with auto or boat repair or services shall be required to pay a mobility fee per bay or stall, plus any mobility fee associated with any building space that are not captured as part of a lane, stall, or bay. These uses would include repair or service, quick lube, tire stores, as well as any accessories or modifications.

Non-Residential Use: Quick service restaurant per drive-thru

Fast food restaurant uses have the highest impact of any retail land use and are experiencing a transformation where buildings are getting smaller, while the number of drive-thru lanes and delivery services are increasing. Due to their high travel demand impact, an additive fee has been calculated per fast food drive-thru lane to capture the impact of fast food uses that offer one or more drive-thru lanes.



Some fast food uses are migrating to walk-up ordering, outdoor seating only, with two drive-thru lanes and one delivery pick-up lane, further increasing travel demand. This impact is not captured by simply evaluating the building. The fast food space will continue to evolve to accommodate more vehicles as quickly as can be served.

Non-Residential Use: Retail drive-thru (New Land Use Category)

Covid ushered in ways for retail uses to still serve customers by bringing orders to their vehicles while stores were closed to customers. These retail uses have started to evolve to include drive-thru lanes to pick-up mobile or online orders. Increasingly grocery stores are starting to include a pharmacy drive-thru lane in newer stores.

Most stand-alone pharmacies provide a drive-thru lane. Further, uses such as dry cleaners have also provided drive-thru and pick-up lanes. As more customers place mobile or order on-line orders, retail uses will continue to accommodate either customers picking up orders from the vehicle or have a third-party service provider pick-up items and deliver them to the customer.

- (8) The Citywide mobility fee schedule, which is based on data specific to Palm Beach Gardens, has been streamlined, simplified, and reflects current market trends. The mobility fee schedule will also be consistent with the City's impact fee schedules. The only difference is the additional of a retail drive-thru land use category under additive mobility fees.

Due to changes in the unit of measure for residential, institutional, and recreational uses, existing mobility fee and road impact fee comparisons to the Citywide mobility fee are similar to comparing apples to oranges, they are not the same other than being a fruit or in the case of impact fees, a use of land. The percent change in Citywide mobility fees versus existing mobility fees and road impact fees will be detailed further under the extraordinary circumstances section of this Technical Report.

East of Beeline Hwy: Citywide mobility fee versus existing City mobility fee

The first comparison is between the updated mobility fee and the existing mobility fee for areas of the City east of the Beeline Highway (**Appendix C**). The most comparable residential and non-residential land uses were utilized in the analysis. Caution is required as this is not an apples-to-apples comparison. The Citywide land use schedule is fundamentally different from the currently adopted mobility fee land use schedule. The Citywide Mobility Plan also includes mitigation for transportation impacts to City, County, and State Roads.

Since residential updated mobility fees are illustrated on a per 1,000 sq. ft. basis and the existing mobility fees are assessed based on tiers, examples for single-family detached, single-family attached, and multi-family residential uses were included in the comparison. For single-family



detached and attached residential land uses, the per 1,000 sq. ft. mobility fee rate is lower than the existing mobility fees. The mobility fee for multi-family residential uses is higher on both a per 1,000 sq. ft. basis and in the example included in the comparison.

However, the examples provided are higher than existing rates. The percentage increase will ultimately vary based on the square footage of a residential land use. While some mobility fee rates may be higher for larger homes, they may also be lower for smaller homes. To ensure the full impact of residential uses is mitigated, it is necessary to establish extraordinary circumstances for all residential land uses as the percentage increase could exceed 50% above existing mobility fee rates.

For institutional land uses, the mobility fee rates exceed 50% due to differences in the calculation of travel demand impacts and the overall cost of the mobility projects. For private education, the existing mobility fee is per student and the updated mobility fee is per 1,000 sq. ft. The comparison includes an equivalency based on five (5) students per 1,000 sq. ft. Outdoor commercial recreation uses vary on the existing mobility fee schedule.

For industrial uses, the mobility fee increases by 38% for general industrial uses and roughly 65% for commercial storage uses. These increase reflect differences in the calculation of travel demand impacts and the overall cost of the mobility projects.

The current mobility fee schedule does not include a marina, so this would be a new land use. The existing mobility fee schedule does not include indoor and outdoor recreational uses. The mobility fee for outdoor recreation uses would increase by roughly 20% for two tennis courts, compared to the existing mobility fee. The indoor commercial recreation use would increase by just over 68% compared to the current rate for a similar land use. These increase reflect differences in the calculation of travel demand impacts and the overall cost of the mobility projects.

For office uses, the mobility fee increases between 60% and 80%. These increase reflect differences in the calculation of travel demand impacts and the overall cost of the mobility projects.

For retail uses, the mobility fee increases between 11% and 30%. These increase reflect differences in the calculation of travel demand impacts and the overall cost of the mobility projects. The one exception is for grocery store uses. The mobility fee rate increases by almost 100%. The 70% increase over the next highest retail land use rate is 100% due to the ITE Trip Generation Manual separating out grocery stores from other retail land uses and increasing the underlying trip generation rate.

There are currently no land uses for financial service drive-thru lanes, quick service restaurant drive-thru-lanes, or retail drive-thru lanes, thus, these are all new land uses. The fuel position rate increase is roughly 20% as the existing mobility fee rate captured significant changes in trip generation based



on the ITE Trip generation Manual, 10th edition. Thus, compared to other uses, the underlying travel demand metric did not change substantially. The mobility fee rates for motor vehicle service washing and service increased by 137% and 257% respectively as there were substantial changes to the travel demand for each land use.

East of Beeline Hwy: Citywide mobility fee versus existing City mobility fee + County impact fee

Prior to the effective date of House Bill 479, by order of the courts, Palm Beach Gardens was collecting both the existing City mobility Fee plus the Palm Beach County road impact fee from development east of the Beeline Highway. Collection of both the City mobility fee and County road impact fee result in very different results (**Appendix D**). For starters, all of the Citywide residential mobility fees, both on a per 1,000 sq. ft. basis and the included examples, are lower than the combined City mobility fee and County impact fee. Overnight lodging uses are 10% higher.

Institutional mobility fees are lower for community serving and private education uses based on the examples provided. Long term care is 39% higher. Both industrial and recreational land uses are lower comparing the Citywide mobility fee versus the City mobility fee and County road impact fee.

All three office land uses feature lower Citywide mobility fees versus the City mobility fee and County road impact fee. All four retail land use categories are lower when comparing the Citywide mobility fees to the combined rates for the City mobility fee and County road impact fee. The Citywide mobility fee rate is only 6% higher for grocery stores when comparing the Citywide mobility fee versus the City mobility fee and County road impact fee.

The motor vehicle cleaning and service are 42% higher and the vehicle fueling is 16% lower when comparing the Citywide mobility fee versus the City mobility fee and County road impact fee. Had the City kept collecting the County's road impact fee after October 1st, 2024, for areas of the City east of the Beeline Highway, then the City would likely not need to pursue a finding of extraordinary circumstances and could have just phased the handful of uses within increases per statute.

West of Beeline Hwy: Citywide mobility fee versus existing City mobility fee + County impact fee

The City still collects City and County road impact fees from development west of the Beeline Highway. The comparison of the Citywide mobility fee versus the City road impact fee and County road impact fee results in an increase in rates that falls between the Citywide mobility fee versus the existing mobility fee and the and Citywide mobility fee versus the City mobility fee plus the County road impact fee (**Appendix E**). The residential rates increase less than 50%. The overnight lodging rate is 90% higher.



The institutional rates increase around 33% to 40% when utilizing a more apples-to-apples comparison. The industrial rates increase between 36% and 51%. Indoor and outdoor commercial recreation land uses are both lower when utilizing a more apples-to-apples comparison. Office rates rate from a 3% reduction for medical uses to a 10% increase for offices greater than 100,000 sq. ft. Retail rates rate from a 3% reduction for sit down restaurants to a 15% increase for quick service restaurants. Grocery stores increase by 64% as the County rates reflect ITE Trip Generation rates that do not separate out grocery stores from other retail uses.

The mobility fee rates increase 46% for vehicle service, 118% for vehicle fueling, and 167% for vehicle cleaning. The differences would all decrease if the City and County road impact fee rates were using similar travel characteristics. The City road impact fee is based on the 9th edition of the ITE Trip Generation Manual, and the County road impact fee is based on the 10th edition of the ITE Trip Generation Manual. The Citywide Mobility Fee is based on the is based on the 11th edition. In fall of 2025, there is discussion of a 12th edition.

The pursuit of the finding of extraordinary circumstances allows the City to adopt a uniform Citywide mobility fee that replaces three different mitigation fees being collected in the City today. The pursuit of the finding of extraordinary circumstances allows the City to adopt a land use schedule that is compatible with the other impact fees collected by the City, all of which were adopted at fully calculated rates per a finding of extraordinary circumstances. The adoption of the Citywide mobility fee would also enable the City to contribute towards improvements on County Roads as the mobility fee rates reflect the cost to mitigate impacts on City, County, and State Roads.

The City Council has four (4) options as it considers whether or not to vote for the finding of extraordinary circumstances to adopt the fully calculated Citywide:

- (1) Accept the Technical Report. Do not vote for a finding of extraordinary circumstances. Phase-in increases consistent with Florida Statute. Limit increases to 50%.**
- (2) Amend the Mobility Plan. Identify additional funding, amend or remove needed projects. 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. Then develop an alternative phase-in to the fully calculated rates, even-those over 50%, so that by the time of the next update, the adopted fees reflect fully calculated rates. Assuming the legislature does not limit local governments from doing so as part of amendments to the Impact Fee Act. The legislature has added retroactive provisions in existing statute.**
- (4) Accept the Technical Report analysis and finding of extraordinary circumstances, adopting the calculated rates at 100%.**



FINDING OF EXTRAORDINARY CIRCUMSTANCES

The Citywide mobility fee will result in an increase in fees for land uses that exceed 50% of the current existing mobility fees assessed on development east of the Beeline Highway. The Citywide mobility fee will also result in an increase in fees for a number of land uses that exceed 50% of the current City road impact fee and County road impact fee assessed on development west of the Beeline Highway.

The Citywide Mobility Plan dated March 2025 identifies the need for future mobility projects to accommodate projected increases in travel demand. The Citywide Mobility Fee dated January 2025 includes a detailed analysis documenting the calculation of the mobility fee. The data and analysis from the Technical Report has been used to develop this study documenting a finding of extraordinary circumstances. Construction costs are continuing to increase.

Phasing in the calculated mobility fees over a multiyear period and capping increases to 50% will impact the ability of the City to collect adequate revenue to fund the mobility projects and to demonstrate that new development is mitigating its impact to City, County, and State Roads. The following are the findings of extraordinary circumstances for the Citywide Mobility Fee:

- (1) The City of Palm Beach Gardens 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 Palm Beach Gardens is projected to continue experiencing extraordinary population growth by 2045 at a rate that will exceed the extraordinary projected growth for the State of Florida;**
- (3) The City of Palm Beach Gardens is projected to experiencing extraordinary growth in vehicle miles of travel (VMT) between 2015 and 2045 that will exceed the extraordinary VMT growth projected for the State of Florida;**
- (4) The Citywide mobility fee includes reasonably anticipated funding revenues in excess of \$200 million, which have not yet been programmed, in recognition that the City has been very efficient and equitable in funding its mobility projects;**
- (5) The overall cost of the Citywide Mobility Plan has increased by 162% between 2019 and 2024 due to inflation and extension of the Mobility Plan to include all areas of the City;**



- (6) **The National Highway Construction Cost Index (NHCCI) has increased by 63.5% between 2019 and 2024 due to inflation, which equates to roughly 13% per year, or 10% a year higher than historic annual inflation rates of roughly 3%;**
- (7) **The Citywide mobility fee establishes a streamlined and updated mobility fee schedule, reducing the number of land uses that reflects the impacts of residential and non-residential land uses based on the most recent and localized data specific to Palm Beach Gardens;**
- (8) **The Citywide mobility fee consolidates three (3) transportation mitigation fee schedules into one Citywide mobility fee schedule to ensure that there is one mitigation fee collected from new development by the City and that the mobility address the need mitigation from new development for its impact on City, County, and State Roads;**
- (9) **The Citywide Mobility Plan dated March 2025 documents the need for mobility projects to accommodate future travel demand and the Citywide Mobility Fee Technical Report dated January 2025 details how the attributable cost of future mobility project needs has been equitably and transparently assigned to new development. The calculation for the Citywide mobility fees is based on the most recent and localized data as of 2024 and has resulted in increases in mobility fee rates that exceed multi-year phase in requirements and the 50% cap in Florida Statute. Limiting increases in fees will impact the ability of the City to fund mobility projects to ensure new development mitigates its transportation impacts to City, County, and State Roads. The Technical Report serves as the basis for the finding of extraordinary circumstances in support of adoption of the Citywide mobility fee at 100% of the calculated rates.**



City of Palm Beach Gardens

Appendices

March 2025





Appendices

- Appendix A. National Highway Construction Cost Index (NHCCI)**
- Appendix B. Existing City Mobility Fee & Existing City Road Impact Fee Land Use Schedule**
- Appendix C. Citywide Mobility Fee vs Existing Mobility Fee**
- Appendix D. Citywide Mobility Fee vs Existing Mobility Fee plus County Road Impact Fee**
- Appendix E. Citywide Mobility Fee vs Existing City and County Road Impact Fees**



APPENDIX A

National Highway Construction Cost Index (NHCCI)

National Highway Construction Cost Index 2024 Q2
December 6, 2024

NHCCI Outlook

For the second quarter of calendar year 2024 (2024 Q2), the Office of Transportation Policy Studies at the Federal Highway Administration (FHWA) calculated a decrease in the National Highway Construction Cost Index (NHCCI) compared to 2024 Q1. The 0.9 percent decline in construction costs is in stark contrast to the recent inflation, but is in line with the slowdown in the rate of inflation since 2022. There is an historically positive seasonal effect on highway construction prices during Q2 and Q3, so the decrease is even more striking. This brings the NHCCI closer to other indicators of general inflation such as the Consumer Price Index (CPI) and Producer Price Index (PPI), which respectively showed a 1.2 percent increase and 0.9 percent increase during 2024 Q2. The PPIs for Asphalt and Crude petroleum (domestic) showed a 13.9 and 6.1 percent increase during 2024 Q2, respectively, reversing the downward changes seen in 2023 Q4 and 2024 Q1. Some other construction related PPI showed similar changes to the NHCCI this quarter, with paving mixtures and blocks showing 5.3 percent decrease, construction materials showing a 1.5 percent decrease, fabricated structural metal showing a 7.8 percent decrease. Others differed, such as fabricated structural metal for bridges showing a 1.2 percent increase, concrete products showing a 0.5 percent increase, and concrete pavers showing a 1.4 percent increase. While many construction material cost indexes are showing a slowdown in inflation since 2022, the recent high volatility in highway related cost indexes makes it unclear if this trend will continue (see Table 3).

NHCCI Component Contributions

Comparing the component contributions to the change in the NHCCI from the previous quarter reveals the decrease in the NHCCI was mostly driven by asphalt and concrete, which contributed to a 0.98 and 0.81 percentage point decrease, respectively (see Table 1). Base stone and utilities also had considerable contributions of 0.34 and 0.27 percentage point decreases, respectively. Conversely, grading/excavation and bridge contributed to a 0.87 and 0.22 percentage point increase, respectively. The component contribution decline from asphalt contrasts with the increase in the PPI for asphalt and may reflect other aspects of asphalt provision beyond just the material input price. All NHCCI components include not only the material input prices but also the cost of labor, shipping, overhead, and profit.

Table 1. Component Contributions to Changes in NHCCI from Previous Quarter (2024 Q2)

NHCCI Component	Percentage Points Contribution
Asphalt	-0.98%
Base stone	-0.34%
Bridge	0.22%
Concrete	-0.81%
Drainage	-0.00%
Electrical	-0.11%
Grading/excavation	0.87%
Traffic control	-0.04%
Utilities, erosion control, clearing, painting, and equipment	0.27%

Source: FHWA, Office of Transportation Policy Studies, National Highway Construction Cost Index (NHCCI) 2024 Q2 Estimates.

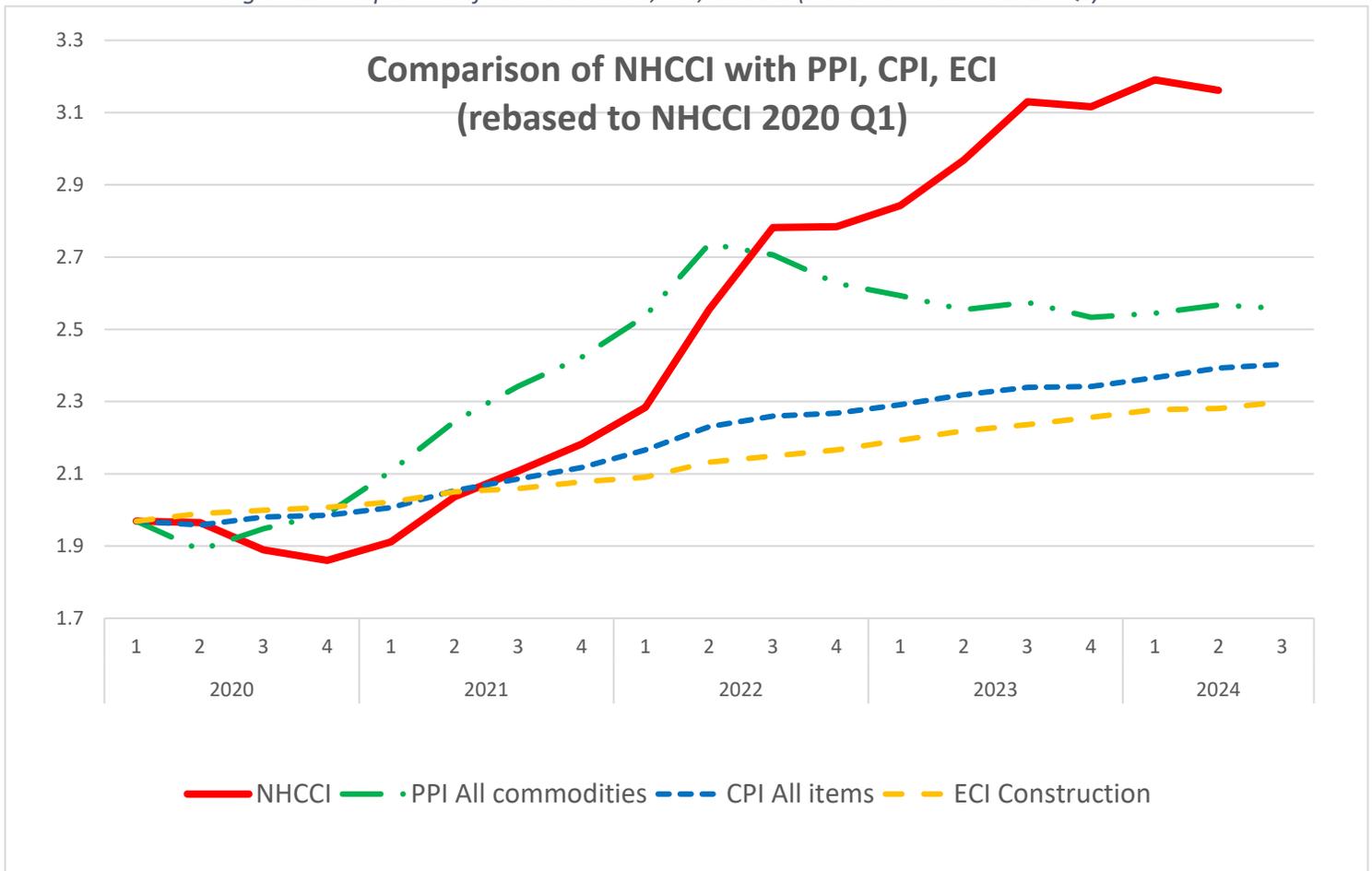
Note: The component contributions add up to the quarterly change in the NHCCI.

NHCCI Performance and Related Economic Indices

The 2024 Q2 decrease in the NHCCI, in addition to changes in other construction-related indexes, provide context for understanding the potential impact on the purchasing power of highway investments. The NHCCI decreased by 0.9 percent, while the PPI increased by 0.9 percent, the CPI increased by 1.2 percent, and the Employment Cost Index (ECI) for construction increased by 0.1 percent. The decrease in NHCCI represents an increase in purchasing power, meaning that what a dollar would have purchased in highway construction industry in 2024 Q1, purchases about 0.9 percent more in 2024 Q2. In other words, it costs 0.9 cents less in Q2 2024 to purchase the same amount of highway construction goods and services covered by the NHCCI that one dollar of investment would have purchased in Q1 2024.

As shown in Figure 1, the 2024 Q2 changes move the NHCCI closer to the other inflation indexes. However, it remains to be seen if the trends in each index will converge or continue the divergence observed since mid-2022. Compared to 2023 Q2, the NHCCI saw a year-over-year increase of 6.5 percent, while during the same time the PPI increased by 0.5 percent, the CPI increased by 3.2 percent, and the ECI for construction increased by 2.8 percent.

Figure 1. Comparison of NHCCI with PPI, CPI, and ECI (rebased to NHCCI 2020 Q1).



Sources: NHCCI: FHWA, Office of Transportation Policy Studies, National Highway Construction Cost Index (NHCCI) 2024 Q2 Estimates. CPI and PPI Indexes: BLS, Consumer Price Index, and Producer Price Indexes, available at <https://www.bls.gov>.

Adjusting to Inflation Expectations

Examining the year-over-year (YoY) growth trends in the NHCCI and related indices, as shown in Table 2, reveals that inflation appears to be declining, although it is still higher than historical levels. The 12.2 percent YoY increase in the NHCCI for 2024 Q1 is slightly higher than what was observed in 2019 Q1, and this is still higher than the all-time average of 6.0 percent. Notably, the YoY for NHCCI appears to have peaked in 2022 Q3, while related indices peak at similar or slightly earlier times, with the PPI for all commodities peaking around 2022 Q1, CPI in 2022 Q2, PPI for Asphalt in 2021 Q4, PPI for Fabricated Structural Metal in 2022 Q1, and PPI for Paving Mixtures and Blocks in 2022 Q3. Notably, the YoY for PPI Asphalt is 10.7 percent higher than it was in 2023 Q1, as the deflation in the second half of 2023 did not offset the initial inflation. Periods of sustained inflation can contribute to expectations that inflation will remain to persistent across all sectors, so it remains to be seen what the new “normal inflation” will be.

Table 2. Year-Over-Year Growth Rate in Percent

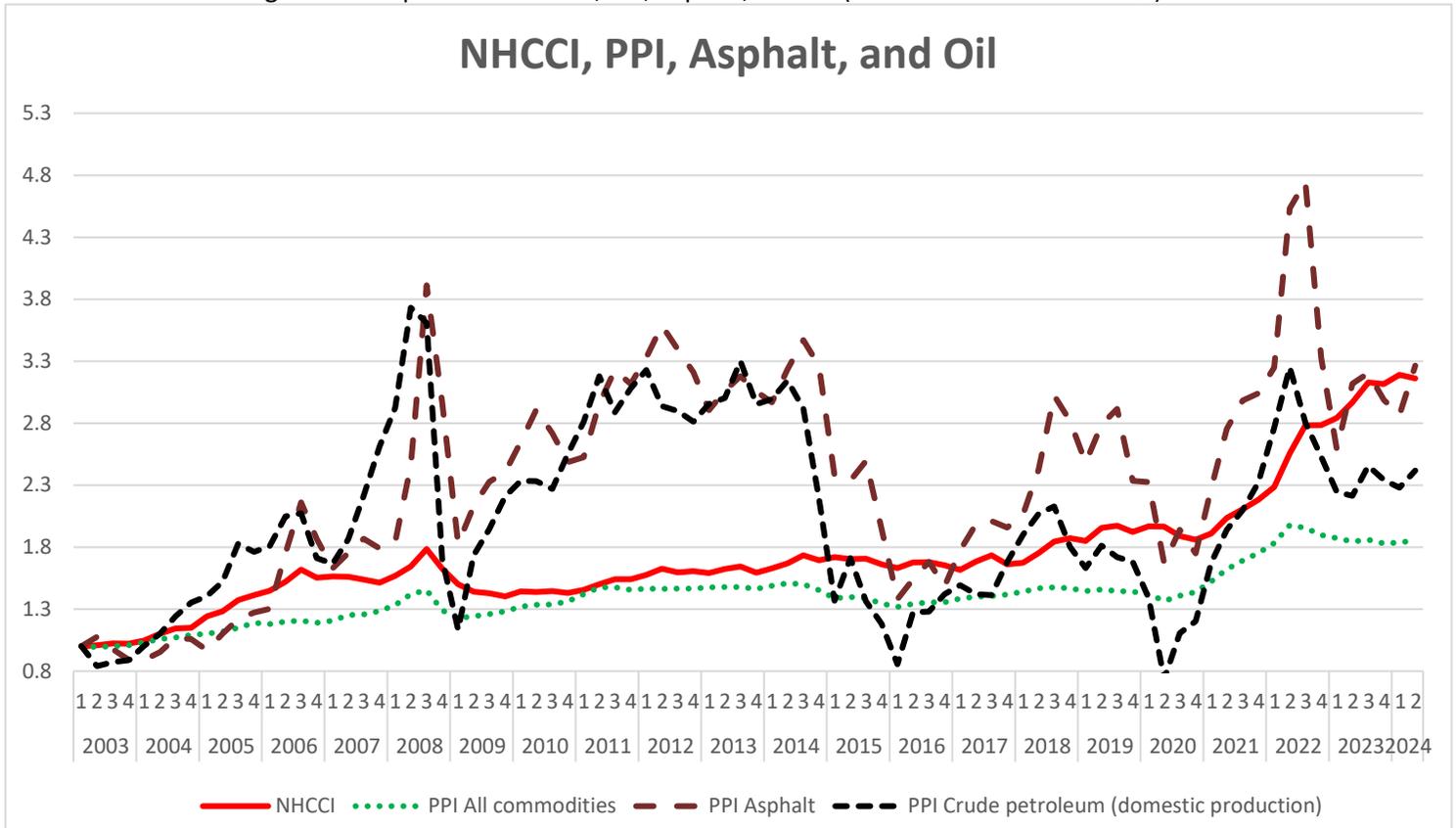
Year	Qtr	NHCCI	PPI All commodities	CPI All items	PPI Asphalt	PPI Fabricated structural metal	PPI Paving mixtures and blocks
2018	1	3.6%	4.0%	2.2%	16.3%	5.9%	3.5%
	2	4.0%	4.9%	2.7%	22.1%	11.0%	4.7%
	3	6.4%	5.0%	2.6%	50.4%	13.4%	8.7%
	4	12.7%	3.5%	2.2%	43.9%	13.0%	10.4%
2019	1	10.4%	0.4%	1.6%	20.3%	9.8%	5.7%
	2	11.6%	-0.6%	1.8%	14.9%	1.6%	5.4%
	3	6.9%	-2.1%	1.8%	-3.6%	1.1%	1.9%
	4	2.6%	-1.9%	2.0%	-17.1%	-2.3%	-1.1%
2020	1	6.5%	-1.7%	2.1%	-6.3%	-2.8%	1.0%
	2	0.5%	-6.4%	0.4%	-40.1%	-2.9%	-3.7%
	3	-4.2%	-2.6%	1.2%	-33.4%	-2.5%	-5.7%
	4	-3.3%	-0.2%	1.2%	-25.0%	-0.9%	-3.7%
2021	1	-2.9%	7.0%	1.9%	-2.2%	4.0%	0.1%
	2	3.6%	18.8%	4.8%	65.0%	20.5%	1.8%
	3	11.5%	20.3%	5.3%	53.7%	37.0%	5.7%
	4	17.3%	21.8%	6.7%	73.8%	45.4%	7.2%
2022	1	19.5%	20.4%	8.0%	42.9%	48.4%	8.5%
	2	25.5%	21.9%	8.6%	64.6%	38.9%	17.3%
	3	32.0%	15.5%	8.3%	59.2%	20.1%	22.3%
	4	27.6%	8.4%	7.1%	9.4%	10.8%	18.9%
2023	1	24.5%	2.2%	5.8%	-20.3%	3.5%	14.0%
	2	16.2%	-6.6%	4.0%	-31.2%	-3.5%	5.5%
	3	12.5%	-4.8%	3.5%	-32.5%	-2.6%	-1.5%
	4	11.9%	-3.6%	3.2%	-10.1%	1.0%	0.9%
2024	1	12.2%	-1.9%	3.2%	10.7%	-1.8%	2.1%
	2	6.5%	0.5%	3.2%	4.6%	-9.6%	2.6%

Sources: NHCCI: FHWA, Office of Transportation Policy Studies, National Highway Construction Cost Index (NHCCI) 2024 Q2 Estimates. CPI and PPI Indexes: BLS, Consumer Price Index, and Producer Price Indexes, available at <https://www.bls.gov>.

NHCCI, Asphalt, and Oil

While the timing of YoY increases and decreases of the PPI for Asphalt roughly align with the increases and decrease of the PPI for All Commodities, Figure 2 shows how the quarterly changes in the PPI for Asphalt show high volatility. The volatility in Asphalt prices reflect the volatility in petroleum prices as shown in Figure 2. This volatility, in addition to the actual increase in price, creates uncertainty which can heavily impact the price of long-term construction projects, and may partially explain some of the divergence in the NHCCI and PPI for All Commodities. Of note, the divergence in the NHCCI and PPI for All Commodities began around 2022 Q2, while the PPI for Asphalt was peaking during 2022 Q2 and Q3 amidst a period of extreme volatility. Also shown in Figure 2 is the PPI for Crude Petroleum (domestic production), which largely aligns with movements in the PPI for Asphalt going back to 2003. While the NHCCI is showing some indications of inflation slowdown, the 2024 Q2 large increase in PPI for Asphalt and PPI for Crude Petroleum alongside their recent volatility, makes the future impact on NHCCI unclear.

Figure 2. Comparison of NHCCI, PPI, Asphalt, and Oil (rebased to NHCCI 2003 Q1)

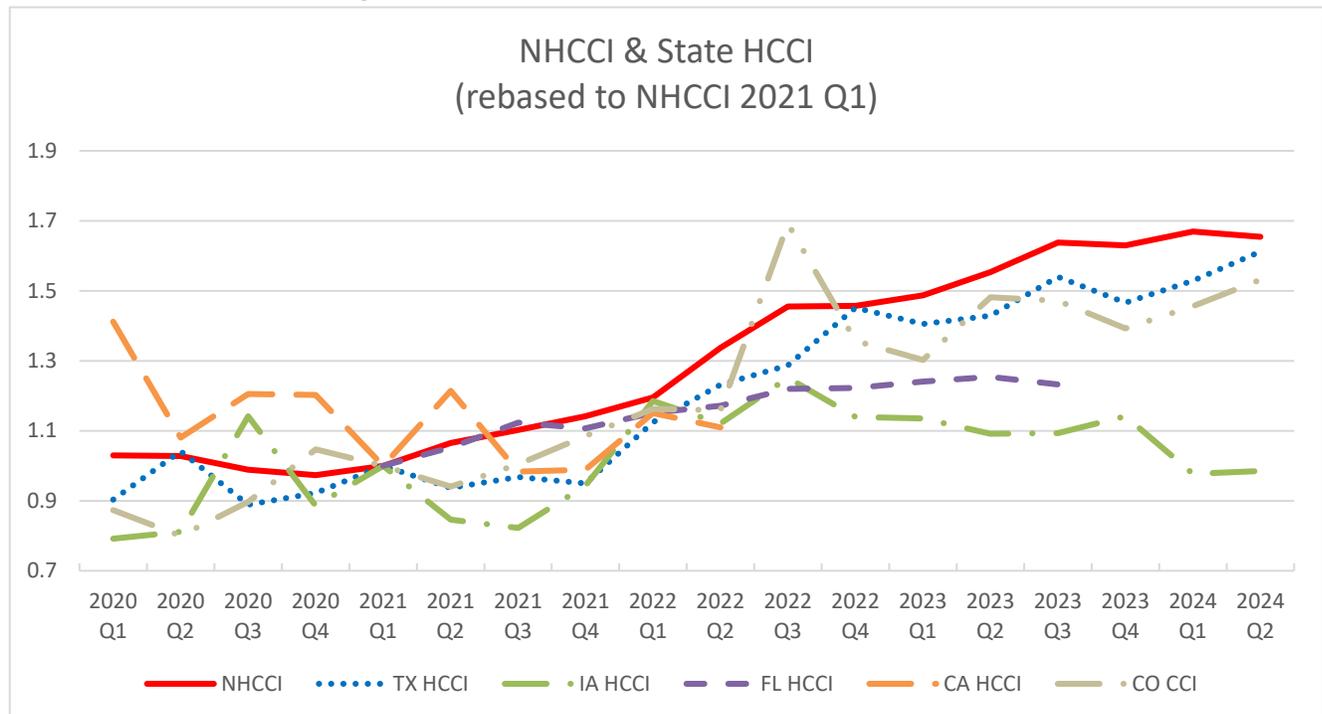


Sources: NHCCI: FHWA, Office of Transportation Policy Studies, National Highway Construction Cost Index (NHCCI) 2024 Q2 Estimates. CPI and PPI Indexes: BLS, Consumer Price Index, and Producer Price Indexes, available at <https://www.bls.gov>.

Analysis of State HCCI

Many States estimate their own Highway Construction Cost indexes, which can shed light on regional differences in cost trends and potentially national cost trends as well. Figure 3 shows the NHCCI alongside a handful of State HCCI rebased to the NHCCI 2021 Q1 value for comparison. Since 2021 Q1, the HCCI for Texas and Colorado have moved similarly to the NHCCI, while the HCCI for Florida and Iowa show notably low inflation. The data series for California was not complete enough to make a full comparison and the high volatility in each series makes a forecast unclear. To the extent the NHCCI uses the same source data and similar methodology, it is expected that the NHCCI is smoother overall compared to the regional variations.

Figure 3. Quarter to Quarter Growth Rate in Percent



Sources: NHCCI: FHWA, Office of Transportation Policy Studies, National Highway Construction Cost Index (NHCCI) 2024 Q2 Estimates. State HCCI's obtained from: TX-- <https://ftp.dot.state.tx.us/pub/txdot-info/cst/hci-binder.pdf>, IA-- <https://www.iowadot.gov/contracts/lettings/PriceTrendIndex.pdf>, FL-- https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/programmanagement/estimates/reports/construction-cost-indicator-reports/2023-09-cci-report.pdf?sfvrsn=52e8ff59_1, CA-- <https://ppmoe.dot.ca.gov/des/oe/contractor-info.html>, CO-- <https://www.codot.gov/business/eema/constructioncostindex>

Analysis of Construction-Related PPI

The PPI data in Table 3 reveal mixed trends across different materials. For instance, asphalt and crude petroleum experienced increases of 13.9 and 6.1 percent, respectively, from 2024 Q1 to 2024 Q2. Prices for paving mixtures and blocks, construction materials, and fabricated structural metal decreased during the same period, while concrete products, concrete pavers, and fabricated structural metal for bridges increased.

Table 3. Quarter to Quarter Growth Rate in Percent

Indexes	Quarter to quarter growth rate in percent												
	2021			2022				2023				2024	
	2	3	4	1	2	3	4	1	2	3	4	1	2
NHCCI	6.5%	3.5%	3.5%	4.7%	11.9%	8.9%	0.1%	2.1%	4.4%	5.8%	-0.5%	2.4%	-0.9%
PPI All Commodities	6.6%	4.4%	3.4%	4.7%	7.9%	-1.1%	-2.9%	-1.3%	-1.5%	0.8%	-1.6%	0.4%	0.9%
PPI Construction Materials	14.5%	3.3%	4.5%	5.0%	1.1%	-2.0%	-3.4%	-0.1%	1.9%	-0.8%	-1.7%	2.0%	-1.5%
PPI Paving Mixtures and Blocks	-5.8%	2.3%	1.1%	11.3%	1.8%	6.7%	-1.6%	6.7%	-5.8%	-0.4%	0.7%	8.0%	-5.3%
PPI Concrete Products	2.3%	2.3%	1.7%	3.5%	3.8%	4.2%	2.3%	3.4%	1.8%	1.6%	1.1%	2.4%	0.5%
PPI Fabricated Structural Metal	14.8%	14.2%	5.1%	7.7%	7.4%	-1.2%	-3.1%	0.7%	0.1%	-0.3%	0.6%	-2.2%	-7.8%
PPI Asphalt	21.1%	8.3%	1.9%	6.9%	39.5%	4.8%	-30.0%	-22.2%	20.5%	2.7%	-6.7%	-4.1%	13.9%
PPI Concrete Pavers	3.0%	0.7%	1.6%	6.0%	5.1%	2.0%	1.3%	4.7%	1.3%	0.0%	1.1%	2.4%	1.4%
PPI Fabricated Structural Metal for Bridges	8.6%	7.6%	3.2%	14.2%	3.1%	-2.9%	3.7%	-2.7%	0.4%	-3.1%	3.4%	-3.8%	1.2%
PPI Crude petroleum (domestic)	15.9%	8.1%	10.5%	19.1%	17.7%	-13.7%	-9.9%	-11.2%	-1.4%	10.9%	-4.6%	-2.8%	6.1%

Sources: NHCCI: FHWA, Office of Transportation Policy Studies, National Highway Construction Cost Index (NHCCI) 2024 Q2 Estimates. CPI and PPI Indexes: BLS, Consumer Price Index, and Producer Price Indexes, available at <https://www.bls.gov>.

Future Exploratory Research and Welcome Reader Input

Given the recent period of high inflation shown by the NHCCI, FHWA is interested in exploring research to better understand the sources of the cost increases and potential interactions with factors such as supply chain challenges, demand for highway construction, and highway financing considerations. Please reach out to nhcci@dot.gov to provide any feedback on the NHCCI, related data points and insights, or specific material cost changes.

NHCCI Point of Contact:

Dr. Thor Dodson, nhcci@dot.gov

Economist

Policy and Strategy Analysis Team

Office of Transportation Policy Studies

Federal Highway Administration



APPENDIX B

Existing City Mobility Fee & Existing City Road Impact Fee Land Use Schedule

LUC	Land Use	Impact Unit	Mobility Fees
Residential:			
210	Single Family (detached/attached):		
	- Less than 1,500 sf	du	\$4,991.00
	- 1,500 to 2,499 sf	du	5,823.00
	- 2,500 sf or more	du	6,655.00
220/230	Multi-Family (Apartment/Condo):		
	- Less than 1,000 sf	du	3,137.00
	- 1,000 sf or more	du	3,835.00
240	Mobile Home	du	3,525.00
Transient, Assisted, Group:			
253	Congregate Care Facility	du	573.00
254	Assisted Living Facility	bed	720.00
620	Nursing Home	1,000 sf	1,882.00
310	Hotel	room	3,164.00
Recreational:			
412	General Recreation	acre	285.00
443	Movie Theater	seat	643.00
491	Racquet/Tennis Club	court	10,124.00
495	Recreational Community Center	1,000 sf	6,536.00
Institution:			
520	Elementary School (Private)	student	1,161.00
522	Middle School (Private)	student	1,161.00
530	High School (Private)	student	1,161.00
540	University (7,500 or fewer students) (Private)	student	478.00
550	University (more than 7,500 students) (Private)	student	478.00
560	Place of Assembly/Worship	1,000 sf	2,832.00
565	Day Care Center	1,000 sf	6,105.00
566	Cemetery	acre	2,334.00

610	Hospital	1,000 sf	4,136.00
640	Animal Hospital/Veterinary Clinic	1,000 sf	8,295.00
n/a	Funeral Home	1,000 sf	2,334.00
Office:			
710	Office	1,000 sf	3,978.00
720	Medical Office	1,000 sf	9,250.00
Retail:			
820	Retail	1,000 sf	8,931.00
841	New/Used Car Sales	1,000 sf	9,741.00
853	Convenience Store w/Gas Pumps	1,000 sf	59,651.00
880	Pharmacy/Drugstore without Drive-Thru	1,000 sf	9,520.00
881	Pharmacy/Drugstore with Drive-Thru	1,000 sf	9,520.00
890	Furniture Store	1,000 sf	2,981.00
911	Bank/Savings Walk-In	1,000 sf	19,119.00
912	Bank/Savings Drive-In	1,000 sf	19,119.00
931	Quality Restaurant	1,000 sf	19,521.00
932	High-Turnover Restaurant	1,000 sf	26,119.00
934	Fast-Food Restaurant w/Drive-Thru	1,000 sf	58,589.00
941	Quick Lube	bay	3,823.00
942	Automobile Care Center	1,000 sf	5,255.00
944	Gas/Service Station	fuel pos.	18,032.00
945	Gas/Service Station with Convenience Market	fuel pos.	18,032.00
947	Car Wash	bay	10,321.00
Industrial:			
110	General Industrial	1,000 sf	3,213.00
150	Warehousing	1,000 sf	1,199.00
151	Mini-Warehouse	1,000 sf	649.00

LUC	Land Use	Impact Unit	Roads Calculated Impact Fee
Residential:			
210	Single Family (detached/attached):		
	- Less than 1,500 sf	du	\$1,493.00
	- 1,500 to 2,499 sf	du	1,779.00
	- 2,500 sf or more	du	2,097.00
220/230	Multi-Family (Apartment/Condo):		
	- Less than 1,000 sf	du	1,107.00
	- 1,000 sf or more	du	1,107.00
240	Mobile Home	du	662.00
Transient, Assisted, Group:			
253	Congregate Care Facility	du	176.00
254	Assisted Living Facility	bed	209.00
620	Nursing Home	1,000 sf	602.00
310	Hotel	room	896.00
Recreational:			
412	General Recreation	acre	372.00
443	Movie Theater	seat	122.00
491	Racquet/Tennis Club	court	6,442.00
495	Recreational Community Center	1,000 sf	5,368.00
Institution:			
520	Elementary School (Private)	student	158.00
522	Middle School (Private)	student	222.00
530	High School (Private)	student	217.00
540	University (7,500 or fewer students) (Private)	student	404.00
550	University (more than 7,500 students) (Private)	student	299.00
560	Place of Assembly/Worship	1,000 sf	1,097.00

565	Day Care Center	1,000 sf	3,640.00
566	Cemetery	acre	1,019.00
610	Hospital	1,000 sf	2,334.00
640	Animal Hospital/Veterinary Clinic	1,000 sf	1,487.00
n/a	Funeral Home	1,000 sf	428.00
Office:			
710	Office (50,000 sf and less)	1,000 sf	2,531.00
	Office (50,001—100,000 sf)	1,000 sf	2,132.00
	Office (100,001—200,000 sf)	1,000 sf	1,814.00
	Office (200,001—400,000 sf)	1,000 sf	1,544.00
	Office (greater than 400,000 sf)	1,000 sf	1,397.00
720	Medical Office (less than 10,000 sf)	1,000 sf	4,047.00
720	Medical Office (10,000 sf and greater)	1,000 sf	5,899.00
Retail:			
820	Retail 50,000 stand less	1,000 sf	3,095.00
	Retail 50,001—200,000 sf	1,000 sf	2,941.00
	Retail 200,001—400,000 sf	1,000 sf	2,777.00
	Retail 400,001—600,000 sf	1,000 sf	2,710.00
	Retail 600,001—800,000 sf	1,000 sf	2,771.00
	Retail greater than 800,000 sf	1,000 sf	2,816.00
841	New/Used Car Sales	1,000 sf	3,530.00
853	Convenience Store w/Gas Pumps	1,000 sf	11,172.00
880	Pharmacy/Drugstore without Drive-Thru	1,000 sf	2,047.00
881	Pharmacy/Drugstore with Drive-Thru	1,000 sf	2,388.00
890	Furniture Store	1,000 sf	572.00
911	Bank/Savings Walk-In	1,000 sf	4,711.00
912	Bank/Savings Drive-In	1,000 sf	6,180.00
931	Quality Restaurant	1,000 sf	7,581.00
932	High-Turnover Restaurant	1,000 sf	9,021.00

934	Fast-Food Restaurant w/Drive-Thru	1,000 sf	20,811.00
941	Quick Lube	bay	3,585.00
942	Automobile Care Center	1,000 sf	2,828.00
944	Gas/Service Station	fuel pos.	2,513.00
945	Gas/Service Station with Convenience Market	fuel pos.	2,442.00
947	Car Wash	bay	2,231.00
Industrial:			
110	General Industrial	1,000 sf	1,135.00
150	Warehousing	1,000 sf	580.00
151	Mini-Warehouse	1,000 sf	217.00



APPENDIX C

Citywide Mobility Fee vs Existing Mobility Fee

APPENDIX C: COMPARISON OF CITYWIDE MOBILITY FEE VERSUS EXISTING MOBILITY FEE

USE CATEGORIES, USE CLASSIFICATIONS, & REPRESENTATIVE USES	CITYWIDE MOBILITY FEE UNIT OF MEASURE	PERSON TRAVEL DEMAND (PTD)	CITYWIDE MOBILITY FEE	EXISTING CITY MOBILITY FEE UNIT OF MEASURE	EXISTING CITY MOBILITY FEE	DIFFERENCE CITYWIDE MOBILITY FEES VS EXISTING MOBILITY FEES
Residential & Lodging Uses per applicable unit of measure						
Single Family Detached (Single-Family Detached, Mobile Home) Maximum 9,500 Sq. Ft.	per 1,000 sq. ft.	7.76	\$2,862	dwelling unit 1,500 sq ft or less	\$4,991	-42.7%
<i>Single-Family Detached Example (3,500 sq. ft.)</i>	<i>per 1,000 sq. ft.</i>	<i>27.17</i>	<i>\$10,015</i>	<i>dwelling unit 2,500 sq ft or more</i>	<i>\$6,655</i>	<i>50.5%</i>
Single-Family Attached (Condo, Duplex, Townhome, Villa) Maximum 4,500 Sq. Ft.	per 1,000 sq. ft.	8.49	\$3,129	dwelling unit 1,000 sq ft or more	\$3,835	-18.4%
<i>Single-Family Attached Example (2,000 sq. ft.)</i>	<i>per 1,000 sq. ft.</i>	<i>16.98</i>	<i>\$6,258</i>	<i>dwelling unit 1,000 sq ft or more</i>	<i>\$3,835</i>	<i>63.2%</i>
Multi-Family Residential (Active Adult, 3 or more Units Attached) Maximum 2,500 Sq. Ft.	per 1,000 sq. ft.	13.85	\$5,105	dwelling unit 1,000 sq ft or more	\$3,835	33.1%
<i>Multi-Family Residential Example (900 sq. ft.)</i>	<i>per 1,000 sq. ft.</i>	<i>12.46</i>	<i>\$4,594</i>	<i>dwelling unit less than 1,000 sq ft</i>	<i>\$3,137</i>	<i>46.4%</i>
Overnight Lodging (Hotel, Inn, Motel, Resort)	per room	16.67	\$6,143	per room	\$3,164	94.2%
Institutional Uses per 1,000 square feet (sq. ft.)						
Community Serving (Arts, Civic, Clubhouse, Lodge, Place of Assembly or Worship)	per 1,000 sq. ft.	12.81	\$4,721	per 1,000 sq. ft.	\$2,823	67.2%
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per 1,000 sq. ft.	11.76	\$4,335	per 1,000 sq. ft.	\$1,882	130.3%
Private Education (Day Care, Private Primary School, Pre-K)	per 1,000 sq. ft.	15.01	\$5,533	per student	\$1,161	376.6%
<i>Private Education Example (5 students per 1,000 sq. ft.)</i>	<i>per 1,000 sq. ft.</i>	<i>15.01</i>	<i>\$5,533</i>	<i>5 students</i>	<i>\$5,805</i>	<i>-4.7%</i>
Industrial Uses per 1,000 square feet (sq. ft.)						
Industrial (Assembly, Fabrication, Manufacturing, Processing, Production, Trades, Utilities)	per 1,000 sq. ft.	12.03	\$4,434	per 1,000 sq. ft.	\$3,213	38.0%
Commercial Storage (Distribution, Mini-Warehouse, Outdoor Storage, Warehouse)	per 1,000 sq. ft.	5.35	\$1,973	per 1,000 sq. ft.	\$1,199	64.6%
Recreational Uses per applicable unit of measure						
Marina (any additional structures pay applicable fee per use)	per berth	5.47	\$2,018	--	--	--
Outdoor Commercial Recreation (Amusement, Golf, Multi-Purpose, Parks, Sports, Tennis)	per acre	65.90	\$24,290	per court	\$10,124	139.9%
<i>Outdoor Commercial Recreation Example (Two Courts = ~ 1 acre)</i>	<i>per acre</i>	<i>65.90</i>	<i>\$24,290</i>	<i>2 courts</i>	<i>\$20,248</i>	<i>20.0%</i>
Indoor Commercial Recreation (Fitness, Health, Indoor Sports, Kids Activities, Movies)	per 1,000 sq. ft.	29.86	\$11,007	per 1,000 sq. ft.	\$6,536	68.4%

APPENDIX C: COMPARISON OF CITYWIDE MOBILITY FEE VERSUS EXISTING MOBILITY FEE

USE CATEGORIES, USE CLASSIFICATIONS, & REPRESENTATIVE USES	CITYWIDE MOBILITY FEE UNIT OF MEASURE	PERSON TRAVEL DEMAND (PTD)	CITYWIDE MOBILITY FEE	EXISTING CITY MOBILITY FEE UNIT OF MEASURE	EXISTING CITY MOBILITY FEE	DIFFERENCE CITYWIDE MOBILITY FEES VS EXISTING MOBILITY FEES
Office Uses per 1,000 square feet (sq. ft.)						
Office 100,000 sq. ft. or less (General, Higher Education, Hospital, Professional, Tutoring)	per 1,000 sq. ft.	19.50	\$7,187	per 1,000 sq. ft.	\$3,978	80.7%
Office greater than 100,000 sq. ft. (General, Higher Education, Hospital, Professional)	per 1,000 sq. ft.	17.47	\$6,440	per 1,000 sq. ft.	\$3,978	61.9%
Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per 1,000 sq. ft.	40.14	\$14,794	per 1,000 sq. ft.	\$9,250	59.9%
Commercial & Retail Uses per 1,000 square feet (sq. ft.)						
Retail (Discount, Entertainment, Financial, Pharmacy, Repair, Retail, Sales, Services)	per 1,000 sq. ft.	31.64	\$11,662	per 1,000 sq. ft.	\$8,931	30.6%
Grocery & Liquor Store (Grocery, Package Store, Supermarket, Wine & Spirits)	per 1,000 sq. ft.	48.33	\$17,811	per 1,000 sq. ft.	\$8,931	99.4%
Convenience Store (With or Without Motor Vehicle Fueling)	per 1,000 sq. ft.	182.99	\$67,446	per 1,000 sq. ft.	\$59,561	13.2%
Sit-Down Restaurant (Drinking Establishment, Full Service, Quality, Table Service)	per 1,000 sq. ft.	78.93	\$29,091	per 1,000 sq. ft.	\$26,119	11.4%
Quick Service Restaurant (Casual, Delivery, Drive-up, Fast Casual, Fast Food, Take Away)	per 1,000 sq. ft.	178.94	\$65,950	per 1,000 sq. ft.	\$58,589	12.6%
Non-Residential Additive Uses per unit of measure (Fee in addition to Fee per 1,000 square feet (sq. ft.))						
Financial Service Drive-Thru Lane or Free-Standing ATM	per lane or ATM	131.66	\$48,525	--	--	--
Motor Vehicle & Boat Cleaning (Detailing Stations, Wash Tunnels, Wax)	per lane or stall, plus per five (5) stations	66.28	\$24,431	per bay	\$10,321	136.7%
Motor Vehicle Fueling (Commercial Charging or Fueling per vehicle position)	per position	57.68	\$21,258	per position	\$18,032	17.9%
Motor Vehicle Service (Maintenance, Repair, Service, Tires)	per bay or stall	37.01	\$13,642	per bay	\$3,823	256.8%
Quick Service Restaurant Drive-Thru	per lane	256.14	\$94,407	--	--	--
Retail Drive-Thru	per lane	84.04	\$30,975	--	--	--



APPENDIX D

Citywide Mobility Fee vs Existing Mobility Fee plus County Road Impact Fee

APPENDIX D: (EAST OF BEELINE HWY) CITYWIDE MOBILITY FEE VERSUS EXISTING PBG (CITY) MOBILITY FEE + EXISTING PBC (COUNTY) IMPACT FEE

USE CATEGORIES, USE CLASSIFICATIONS, & REPRESENTATIVE USES	UNIT OF MEASURE	PERSON TRAVEL DEMAND (PTD)	UPDATED PBG (CITY) MOBILITY FEE	EXISTING UNIT OF MEASURE	EXISTING PBG (CITY) MOBILITY FEE	EXISTING PBG (COUNTY) ROAD IMPACT FEE	COMBINED EXISTING PBG MOBILITY FEE + PBC IMPACT FEE	DIFFERENCE UPDATED PBG FEE VS EXISTING PBG + PBC FEES
Residential & Lodging Uses per applicable unit of measure								
Single Family Detached (Single-Family Detached, Mobile Home) Maximum 9,500 Sq. Ft.	per 1,000 sq. ft.	7.76	\$2,862	dwelling unit 1,500 sq ft or less	\$4,991	\$5,597.40	\$10,588.40	-73.0%
<i>Single-Family Detached Example (3,500 sq. ft.)</i>	<i>per 1,000 sq. ft.</i>	<i>27.17</i>	<i>\$10,015</i>	<i>dwelling unit 2,500 sq ft or more</i>	<i>\$6,655</i>	<i>\$5,597.40</i>	<i>\$12,252.40</i>	<i>-18.3%</i>
Single-Family Attached (Condo, Duplex, Townhome, Villa) Maximum 4,500 Sq. Ft.	per 1,000 sq. ft.	8.49	\$3,129	dwelling unit 1,000 sq ft or more	\$3,835	\$3,537.80	\$7,372.80	-57.6%
<i>Single-Family Attached Example (2,000 sq. ft.)</i>	<i>per 1,000 sq. ft.</i>	<i>16.98</i>	<i>\$6,258</i>	<i>dwelling unit 1,000 sq ft or more</i>	<i>\$3,835</i>	<i>\$3,537.80</i>	<i>\$7,372.80</i>	<i>-15.1%</i>
Multi-Family Residential (Active Adult, 3 or more Units Attached) Maximum 2,500 Sq. Ft.	per 1,000 sq. ft.	13.85	\$5,105	dwelling unit 1,000 sq ft or more	\$3,835	\$2,554.55	\$6,389.55	-20.1%
<i>Multi-Family Residential Example (900 sq. ft.)</i>	<i>per 1,000 sq. ft.</i>	<i>12.46</i>	<i>\$4,594</i>	<i>dwelling unit less than 1,000 sq ft</i>	<i>\$3,137</i>	<i>\$2,554.55</i>	<i>\$5,691.55</i>	<i>-19.3%</i>
Overnight Lodging (Hotel, Inn, Motel, Resort)	per room	16.67	\$6,143	per room	\$3,164	\$2,329.67	\$5,493.67	11.8%
Institutional Uses								
Community Serving (Arts, Civic, Clubhouse, Lodge, Place of Assembly or Worship)	per 1,000 sq. ft.	12.81	\$4,721	per 1,000 sq. ft.	\$2,823	\$2,673.60	\$5,496.60	-14.1%
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per 1,000 sq. ft.	11.76	\$4,335	per 1,000 sq. ft. / per bed (County)	\$1,882	\$615.27	\$2,497.27	73.6%
<i>Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)</i>	<i>per 1,000 sq. ft.</i>	<i>11.76</i>	<i>\$4,335</i>	<i>per 1,000 sq. ft. / 2 beds (County)</i>	<i>\$1,882</i>	<i>\$1,230.54</i>	<i>\$3,112.54</i>	<i>39%</i>
Private Education (Day Care, Private Primary School, Pre-K)	per 1,000 sq. ft.	15.01	\$5,533	per student	\$1,161	\$595.65	\$1,756.65	215%
<i>Private Education (Day Care, Private Primary School, Pre-K)</i>	<i>per 1,000 sq. ft.</i>	<i>15.01</i>	<i>\$5,533</i>	<i>5 students</i>	<i>\$5,805</i>	<i>\$2,978.25</i>	<i>\$8,783.25</i>	<i>-37.0%</i>
Industrial Uses								
Industrial (Assembly, Fabrication, Manufacturing, Processing, Production, Trades, Utilities)	per 1,000 sq. ft.	12.03	\$4,434	per 1,000 sq. ft.	\$3,213	\$1,807.25	\$5,020.25	-12%
Commercial Storage (Distribution, Mini-Warehouse, Outdoor Storage, Warehouse)	per 1,000 sq. ft.	5.35	\$1,973	per 1,000 sq. ft.	\$1,199	\$873.05	\$2,072.05	-5%
Recreational Uses per applicable unit of measure								
Marina (any additional structures pay applicable fee per use)	per berth	5.47	\$2,018	--	--	--	--	--
Outdoor Commercial Recreation (Amusement, Golf, Multi-Purpose, Parks, Sports, Tennis)	per acre	65.90	\$24,290	per court	\$10,214	\$11,087.75	\$21,301.75	14%
<i>Outdoor Commercial Recreation (Amusement, Golf, Multi-Purpose, Parks, Sports, Tennis)</i>	<i>per acre</i>	<i>65.90</i>	<i>\$24,290</i>	<i>2 courts</i>	<i>\$20,428</i>	<i>\$22,175.50</i>	<i>\$42,603.50</i>	<i>-43%</i>
Indoor Commercial Recreation (Fitness, Health, Indoor Sports, Kids Activities, Movies)	per 1,000 sq. ft.	29.86	\$11,007	per 1,000 sq. ft.	\$6,536	\$14,425.75	\$20,961.75	-47%

APPENDIX D: (EAST OF BEELINE HWY) CITYWIDE MOBILITY FEE VERSUS EXISTING PBG (CITY) MOBILITY FEE + EXISTING PBC (COUNTY) IMPACT FEE

USE CATEGORIES, USE CLASSIFICATIONS, & REPRESENTATIVE USES	UNIT OF MEASURE	PERSON TRAVEL DEMAND (PTD)	UPDATED PBG (CITY) MOBILITY FEE	EXISTING UNIT OF MEASURE	EXISTING PBG (CITY) MOBILITY FEE	EXISTING PBC (COUNTY) ROAD IMPACT FEE	COMBINED EXISTING PBG MOBILITY FEE + PBC IMPACT FEE	DIFFERENCE UPDATED PBG FEE VS EXISTING PBG + PBC FEES
Office Uses per square foot								
Office 100,000 sq. ft. or less (General, Higher Education, Hospital, Professional, Tutoring)	per 1,000 sq. ft.	19.50	\$7,187	per 1,000 sq. ft.	\$3,978	\$4,058.61	\$8,036.61	-11%
Office greater than 100,000 sq. ft. (General, Higher Education, Hospital, Professional)	per 1,000 sq. ft.	17.47	\$6,440	per 1,000 sq. ft.	\$3,978	\$4,058.61	\$8,036.61	-20%
Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per 1,000 sq. ft.	40.14	\$14,794	per 1,000 sq. ft.	\$9,250	\$9,379.80	\$18,629.80	-21%
Commercial & Retail Uses per square foot								
Retail (Discount, Entertainment, Financial, Pharmacy, Repair, Retail, Sales, Services)	per 1,000 sq. ft.	31.64	\$11,662	per 1,000 sq. ft.	\$8,931	\$7,906.85	\$16,837.85	-31%
Grocery & Liquor Store (Grocery, Package Store, Supermarket, Wine & Spirits)	per 1,000 sq. ft.	48.33	\$17,811	per 1,000 sq. ft.	\$8,931	\$7,906.85	\$16,837.85	6%
Convenience Store (With or Without Motor Vehicle Fueling)	per 1,000 sq. ft.	182.99	\$67,446	per 1,000 sq. ft.	\$59,561	\$48,334.10	\$107,895.10	-37%
Sit-Down Restaurant (Drinking Establishment, Full Service, Quality, Table Service)	per 1,000 sq. ft.	78.93	\$29,091	per 1,000 sq. ft.	\$26,119	\$20,839.90	\$46,958.90	-38%
Quick Service Restaurant (Casual, Delivery, Drive-up, Fast Casual, Fast Food, Take Away)	per 1,000 sq. ft.	178.94	\$65,950	per 1,000 sq. ft.	\$58,589	\$36,459.36	\$95,048.36	-31%
Non-Residential Additive Uses (Fee in addition to Fee per 1,000 sq. ft.)								
Financial Service Drive-Thru Lane or Free-Standing ATM	per lane or ATM	131.66	\$48,525	--	--	--	--	--
Motor Vehicle & Boat Cleaning (Detailing Stations, Wash Tunnels, Wax)	per lane or stall, plus per five (5) stations	66.28	\$24,431	per bay	\$10,321	\$6,913.15	\$17,234.15	42%
Motor Vehicle Fueling (Commercial Charging or Fueling per vehicle position)	per position	57.68	\$21,258	per position	\$18,032	\$7,231.40	\$25,263.40	-16%
Motor Vehicle Service (Maintenance, Repair, Service, Tires)	per bay or stall	37.01	\$13,642	per bay	\$3,823	\$5,764.32	\$9,587.32	42%
Quick Service Restaurant Drive-Thru	per lane	256.14	\$94,407	--	--	--	--	--
Retail Drive-Thru	per lane	84.04	\$30,975	--	--	--	--	--



APPENDIX E

Citywide Mobility Fee vs Existing City & County Road Impact Fees

APPENDIX E: (WEST OF BEELINE) CITYWIDE MOBILITY FEE VERSUS EXISTING PBG (CITY) ROAD IMPACT FEE + EXISTING PBC (COUNTY) ROAD IMPACT FEE

USE CATEGORIES, USE CLASSIFICATIONS, & REPRESENTATIVE USES	CITYWIDE MOBILITY FEE UNIT OF MEASURE	PERSON TRAVEL DEMAND (PTD)	UPDATED CITYWIDE MOBILITY FEE	EXISTING UNIT OF MEASURE	EXISTING PBG (CITY) ROAD IMPACT FEE WEST OF BEELINE	EXISTING PBC (COUNTY) ROAD IMPACT FEE	COMBINED EXISTING PBG IMPACT FEE + PBC IMPACT FEE	DIFFERENCE CITYWIDE FEE VS EXISTING FEES
Residential & Lodging Uses per applicable unit of measure								
Single Family Detached (Single-Family Detached, Mobile Home) Maximum 9,500 Sq. Ft.	per 1,000 sq. ft.	7.76	\$2,862	dwelling unit 1,500 sq ft or less	\$1,493.00	\$5,597.40	\$7,090.40	-60%
<i>Single-Family Detached Example (3,500 sq. ft.)</i>	<i>per 1,000 sq. ft.</i>	<i>27.17</i>	<i>\$10,015</i>	<i>dwelling unit 2,500 sq ft or more</i>	<i>\$2,097.00</i>	<i>\$5,597.40</i>	<i>\$7,694.40</i>	<i>30%</i>
Single-Family Attached (Condo, Duplex, Townhome, Villa) Maximum 4,500 Sq. Ft.	per 1,000 sq. ft.	8.49	\$3,129	dwelling unit 1,500 sq ft or less	\$1,493.00	\$3,286.50	\$4,779.50	-35%
<i>Single-Family Attached Example (2,000 sq. ft.)</i>	<i>per 1,000 sq. ft.</i>	<i>16.98</i>	<i>\$6,258</i>	<i>dwelling unit 1,000 sq ft or more</i>	<i>\$1,779.00</i>	<i>\$3,286.50</i>	<i>\$5,065.50</i>	<i>24%</i>
Multi-Family Residential (Active Adult, 3 or more Units Attached) Maximum 2,500 Sq. Ft.	per 1,000 sq. ft.	13.85	\$5,105	dwelling unit 1,000 sq ft or less	\$1,017.00	\$2,554.55	\$3,571.55	43%
<i>Multi-Family Residential Example (900 sq. ft.)</i>	<i>per 1,000 sq. ft.</i>	<i>12.46</i>	<i>\$4,594</i>	<i>dwelling unit 1,000 sq ft or less</i>	<i>\$1,017.00</i>	<i>\$2,554.55</i>	<i>\$3,571.55</i>	<i>29%</i>
Overnight Lodging (Hotel, Inn, Motel, Resort)	per room	16.67	\$6,143	per room	\$896.00	\$2,329.67	\$3,225.67	90%
Institutional Uses per 1,000 square feet (sq. ft.)								
Community Serving (Arts, Civic, Clubhouse, Lodge, Place of Assembly or Worship)	per 1,000 sq. ft.	12.81	\$4,720.70	per 1,000 sq. ft.	\$1,097.00	\$2,447.50	\$3,544.50	33%
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per 1,000 sq. ft.	11.76	\$4,334.70	per 1,000 sq. ft.	\$602.00	\$615.27	\$1,217.27	256%
<i>Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)</i>	<i>per 1,000 sq. ft.</i>	<i>11.76</i>	<i>\$4,335</i>	<i>per 1,000 sq. ft. / 2 beds (County)</i>	<i>\$1,882</i>	<i>\$1,230.54</i>	<i>\$3,112.54</i>	<i>39%</i>
Private Education (Day Care, Private Primary School, Pre-K)	per 1,000 sq. ft.	15.01	\$5,533.28	per student	\$222.00	\$595.65	\$817.65	577%
<i>Private Education Example (5 students per 1,000 sq. ft.)</i>	<i>per 1,000 sq. ft.</i>	<i>15.01</i>	<i>\$5,533.28</i>	<i>per 5 students</i>	<i>\$1,110.00</i>	<i>\$2,978.25</i>	<i>\$4,088.25</i>	<i>35%</i>
Industrial Uses per 1,000 square feet (sq. ft.)								
Industrial (Assembly, Fabrication, Manufacturing, Processing, Production, Trades, Utilities)	per 1,000 sq. ft.	12.03	\$4,434.25	per 1,000 sq. ft.	\$1,135.00	\$1,807.25	\$2,942.25	51%
Commercial Storage (Distribution, Mini-Warehouse, Outdoor Storage, Warehouse)	per 1,000 sq. ft.	5.35	\$1,973.09	per 1,000 sq. ft.	\$580.00	\$873.05	\$1,453.05	36%
Recreational Uses per applicable unit of measure								
Marina (any additional structures pay applicable fee per use)	per berth	5.47	\$2,017.57	--	--	--	--	--
Outdoor Commercial Recreation (Amusement, Golf, Multi-Purpose, Parks, Sports, Tennis)	per acre	65.90	\$24,289.70	per court	\$6,442.00	\$11,087.75	\$17,529.75	39%
<i>Outdoor Commercial Recreation Example (Two Courts = ~ 1 acre)</i>	<i>per acre</i>	<i>65.90</i>	<i>\$24,289.70</i>	<i>2 courts</i>	<i>\$12,884.00</i>	<i>\$22,175.50</i>	<i>\$35,059.50</i>	<i>-31%</i>
Indoor Commercial Recreation (Fitness, Health, Indoor Sports, Kids Activities, Movies)	per 1,000 sq. ft.	29.86	\$11,006.96	per 1,000 sq. ft.	\$5,368.00	\$14,425.75	\$19,793.75	-44%

APPENDIX E: (WEST OF BEELINE) CITYWIDE MOBILITY FEE VERSUS EXISTING PBG (CITY) ROAD IMPACT FEE + EXISTING PBC (COUNTY) ROAD IMPACT FEE

USE CATEGORIES, USE CLASSIFICATIONS, & REPRESENTATIVE USES	CITYWIDE MOBILITY FEE UNIT OF MEASURE	PERSON TRAVEL DEMAND (PTD)	UPDATED CITYWIDE MOBILITY FEE	EXISTING UNIT OF MEASURE	EXISTING PBG (CITY) ROAD IMPACT FEE WEST OF BEELINE	EXISTING PBC (COUNTY) ROAD IMPACT FEE	COMBINED EXISTING PBG IMPACT FEE + PBC IMPACT FEE	DIFFERENCE CITYWIDE FEE VS EXISTING FEES
Office Uses per 1,000 square feet (sq. ft.)								
Office 100,000 sq. ft. or less (General, Higher Education, Hospital, Professional, Tutoring)	per 1,000 sq. ft.	19.50	\$7,186.54	per 1,000 sq. ft.	\$2,531.00	\$4,058.61	\$6,589.61	9%
Office greater than 100,000 sq. ft. (General, Higher Education, Hospital, Professional)	per 1,000 sq. ft.	17.47	\$6,440.36	per 1,000 sq. ft.	\$1,814.00	\$4,058.61	\$5,872.61	10%
Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per 1,000 sq. ft.	40.14	\$14,794.37	per 1,000 sq. ft.	\$5,899.00	\$9,379.80	\$15,278.80	-3%
Commercial & Retail Uses per 1,000 square feet (sq. ft.)								
Retail (Discount, Entertainment, Financial, Pharmacy, Repair, Retail, Sales, Services)	per 1,000 sq. ft.	31.64	\$11,662.11	per 1,000 sq. ft.	\$3,095.00	\$7,906.85	\$11,001.85	6%
Grocery & Liquor Store (Grocery, Package Store, Supermarket, Wine & Spirits)	per 1,000 sq. ft.	48.33	\$17,811.37	per 1,000 sq. ft.	\$2,941.00	\$7,906.85	\$10,847.85	64%
Convenience Store (With or Without Motor Vehicle Fueling)	per 1,000 sq. ft.	182.99	\$67,445.84	per 1,000 sq. ft.	\$11,172.00	\$48,334.10	\$59,506.10	13%
Sit-Down Restaurant (Drinking Establishment, Full Service, Quality, Table Service)	per 1,000 sq. ft.	78.93	\$29,090.78	per 1,000 sq. ft.	\$9,021.00	\$20,839.90	\$29,860.90	-3%
Quick Service Restaurant (Casual, Delivery, Drive-up, Fast Casual, Fast Food, Take Away)	per 1,000 sq. ft.	178.94	\$65,950.46	per 1,000 sq. ft.	\$20,811.00	\$36,459.36	\$57,270.36	15%
Non-Residential Additive Uses per unit of measure (Fee in addition to Fee per 1,000 square feet (sq. ft.))								
Financial Service Drive-Thru Lane or Free-Standing ATM	per lane or ATM	131.66	\$48,525.36	--	--	--	--	--
Motor Vehicle & Boat Cleaning (Detailing Stations, Wash Tunnels, Wax)	per lane or stall, plus per five (5) stations	66.28	\$24,430.55	per bay	\$2,231.00	\$6,913.15	\$9,144.15	167%
Motor Vehicle Fueling (Commercial Charging or Fueling per vehicle position)	per position	57.68	\$21,258.42	per position	\$2,513.00	\$7,231.40	\$9,744.40	118%
Motor Vehicle Service (Maintenance, Repair, Service, Tires)	per bay or stall	37.01	\$13,641.75	per bay	\$3,585.00	\$5,764.32	\$9,349.32	46%
Quick Service Restaurant Drive-Thru	per lane	256.14	\$94,406.89	--	--	--	--	--
Retail Drive-Thru	per lane	84.04	\$30,975.32	--	--	--	--	--



This is the Last Page in the

**City of Palm Beach Gardens
Citywide Mobility Fee
Extraordinary Circumstances Study**

March 2025

Prepared By:



NUE URBAN CONCEPTS

LAND USE • MOBILITY • PARKING • FEES



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