

**SEMINOLE COUNTY GOVERNMENT
LPA/P&Z AGENDA MEMORANDUM**

SUBJECT: Proposed Ordinance Amending Road Impact Fee Chapter 120 of the Land Development Code

DEPARTMENTS: Public Works and Planning & Development

CONTACTS: *Pam Hastings*
Pam Hastings, Public Works; 407 665-5605
Jerry McCollum, P.E., Co. Eng.; 407 665-5651
Kent Cichon, Planning & Dev.; 407 665-7126

Agenda Date 07/10/02 Regular Consent Work Session Briefing
Public Hearing – 7:00 PM

MOTION/RECOMMENDATION:

Forward the proposed amendment of Land Development Code Chapter 120 to the Board of County Commissioners for their consideration for adoption as presented, including staff findings and recommendations outlined below.

AND/OR

with other findings and recommendations by the LPA/P&Z.

AND/OR

with such additional comment as the LPA/P&Z may wish to provide the Board of County Commissioners.

[Note: The Board of County Commissioners public hearing for adoption is scheduled for Tuesday, August 13, 2002, at 1:30 PM (or as soon thereafter as possible).]

BACKGROUND:

A staff review of Seminole County's Road Impact Fee program was recently finalized in conjunction with the Vision 2020 update to the Comprehensive Plan. On May 28, 2002 the Board of County Commissioners (BCC) authorized public hearing consideration of resulting proposals for amendment of Chapter 120 of the Seminole County Land Development Code, to include the establishment of future sunset dates.

KEY FINDINGS:

- As previously envisioned, the 1991 Local Option Sales Tax enabled this program to be advanced by forward-funding growth's impact fee share of these improvement costs.
- The 1990 Road Impact Fee program of improvements (affecting approximately 80 miles of County arterial and collector roadways) is in the final stages of implementation; the 50 phases of designated projects are either all completed or in progress.
- Repayment of the advance funding is programmed to occur consistent with concepts originally set forth in both the Road Impact Fee ordinance and the 1991 Sales Tax program.

- Repayment is also consistent with provisions of the Comprehensive Plan which call for growth to be responsible for covering its share of costs for various public facilities, including the major road network. [Relevant financing policies of the Vision 2020 Comprehensive Plan may be reviewed under the Capital Improvements Element/Objective 4 and Transportation Element/Objective 13.]
- Funds of the five Road Impact Fee Districts are now available to begin repayment of the advance funding.
- Schedules previously reviewed with the County Commission for the remaining Road Impact Fee projects can remain on-track so long as repayment occurs.
- No changes to Road Impact Fee rates are necessary to implement the repayments. However, the fee levied in each District should sunset at a projected future date based upon estimates of approximate time to accomplish repayment, with no Collector district extending beyond the Arterial sunset date.

The resulting proposed sunset dates are:

North Collector-	12/31/2002
East Collector-	12/31/2007
South Collector-	12/31/2021
West Collector-	12/31/2021
Arterial (Countywide) -	12/31/2021

- Since repayment is consistent with provisions of the current adopted Road Impact Fee, and no rate or other changes of significance are proposed, it was concluded that there are no pertinent matters of substance to place before two review committees which are currently provided for in the Code. Amendments are therefore proposed to not require convening of these committees unless fee increases were to be considered by a future BCC (see sections 10 and 11 of proposed ordinance).

SUPPLEMENTAL RECOMMENDATION:

It should be noted that uses of the repaid monies must be consistent with authorized purposes of the 1991 Local Option Sales Tax, and should not duplicate uses of the Renewed 2001 1¢ Sales tax. Staff therefore proposes to develop future recommendations for transportation capital improvements funded by the repayments based upon the following guideline:

- Projects should be new corridor roadways that would serve as arterials or serve to relieve arterials, or transit facilities of similar countywide benefit, and should be describable as being reasonably related to accommodating future growth. This type of project is a category of future need not met under the Renewed 2001 1¢ Sales Tax program, which largely focused on existing and near-term requirements.

Attachment: Public Hearing Information Document [includes Proposed Ordinance, Analysis of the Use of Road Impact Fees Study, and Economic Impact Statement and Property Rights Analysis]

**PROPOSED AMENDMENTS TO
SEMINOLE COUNTY
LAND DEVELOPMENT CODE
ROAD IMPACT FEE CHAPTER 120**

LPA/P&Z Public Hearing

Information Document

For July 10, 2002

Contents

- Amending Ordinance
- Analysis of The Use of Road Impact Fees
- Property Rights and Economic Impact Analyses

AN ORDINANCE AMENDING CHAPTER 120 OF THE LAND DEVELOPMENT CODE; PROVIDING FOR AN ADDITIONAL DEFINITION; ADOPTING AN ANALYSIS OF THE USE OF ROAD IMPACT FEES STUDY; PROVIDING SUNSET DATES; PROVIDING FOR THE USE OF ROAD IMPACT FEES ON ARTERIAL AND COLLECTOR ROADS; SPECIFYING THE USE OF A TECHNICAL ADVISORY COMMITTEE AND ROAD IMPACT FEE CITIZENS ADVISORY COMMITTEE; PROVIDING FOR SEVERABILITY; PROVIDING FOR CODIFICATION; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, transportation facility construction and improvement is an integral and vital element of the regulatory plan of growth management incorporated in the Seminole County Comprehensive Plan; and

WHEREAS, significant development in incorporated and unincorporated Seminole County has greatly increased the need and demand for transportation facility construction and improvement; and

WHEREAS, the Board of County Commissioners ("the Board") seeks to reasonably and fairly spread the cost of transportation construction and improvement among new development and redevelopment occurring in Seminole County; and

WHEREAS, Chapter 120, Land Development Code of Seminole County, entitled "Road Impact Fees," incorporates the 1990 transportation study entitled, "Road Impact Fees Update for Seminole County, Florida" which described what capital improvements and additions to Seminole County's Major Road System were necessary in 1990 and how best to allocate the projected

costs of those improvements and additions between existing development and Road Impact Construction; and

WHEREAS, in 1991, the Board initiated an accelerated transportation improvements program authorized and funded by the 1991 Local Option Infrastructure Sales Tax approved by voter referendum which created an additional one-cent sales tax to fund the Local Option Infrastructure Sales Tax Budgetary Fund and advance funding to capital improvements and additions identified in the 1990 transportation study; and

WHEREAS, said capital improvements and additions are being completed; and

WHEREAS, as required by Chapter 120 of the Land Development Code, a periodic review of the road impact fee structure of Seminole County was conducted in 2001, resulting in the creation of a study entitled, "Analysis of the Use of Road Impact Fees and Calculation of Amounts Available for Unrestricted Use FY 1991/92 through FY 2000/01" dated November, 2001; and

WHEREAS, as of September 30, 2001, the County had spent or committed to spend approximately \$413,590,945.00 constructing designated arterial or collector roads; and

WHEREAS, as of September 30, 2001, approximately \$208,775,949.00 is allocable to all Road Impact Construction as envisioned by the 1990 transportation study; and

WHEREAS, as of September 30, 2001, approximately \$159,354,019.00 is allocable to Arterial Road Impact Construction as envisioned by the 1990 transportation study; and

WHEREAS, approximately \$66,057,617.00 of the Arterial Impact Construction was paid for by impact fees actually collected and \$93,296,402.00 was advance funded by the County from other sources; and

WHEREAS, as of September 30, 2001, approximately \$7,188,005.00 is allocable to the North Collector Road Impact Construction as envisioned by the 1990 transportation study (the North District Collector Impact Construction); and

WHEREAS, approximately \$5,989,968.00 of the North District Collector Impact Construction was paid for by impact fees actually collected and approximately \$1,198,037.00 was advance funded by the County from other sources; and

WHEREAS, as of September 30, 2001, approximately \$17,118,226.00 is allocable to the South Collector Road Impact Construction as envisioned by the 1990 transportation study (the South District Collector Impact Construction); and

WHEREAS, approximately \$5,409,034.00 of the South District Collector Impact Construction was paid for by impact fees actually collected and approximately \$11,709,192.00 was advance funded by the County from other sources; and

WHEREAS, as of September 30, 2001, approximately \$5,232,985.00 is allocable to the East Collector Road Impact Construction as envisioned by the 1990 transportation study (the East District Collector Impact Construction); and

WHEREAS, approximately \$3,316,983.00 of the East District Collector Impact Construction was paid for by impact fees

actually collected and approximately \$1,916,002.00 was advance funded by the County from other sources; and

WHEREAS, as of September 30, 2001, approximately \$19,882,712.00 is allocable to the West Collector Road Impact Construction as envisioned by the 1990 transportation study (the West District Collector Impact Construction); and

WHEREAS, approximately \$8,088,564.00 of the West District Collector Impact Construction was paid for by impact fees actually collected and approximately \$11,794,148.00 was advance funded by the County from other sources; and

WHEREAS, the recommendation of the 2001 study is to use future impact fee collections to reimburse the County for the various Deficit Amounts specified herein; and

WHEREAS, Chapter 120, Land Development Code of Seminole County, identifies repayment of monies transferred or borrowed from any budgetary fund of the County as an eligible use of road impact fees; and

WHEREAS, it is the intent of the Board of County Commissioners to use the funds recovered as reimbursement of the Deficit Amounts for the purposes authorized for the 1991 Local Option Infrastructure Sales Tax; and

WHEREAS, the Seminole County Home Rule Charter requires that an Economic Impact Statement be prepared to address the potential fiscal impacts and economic costs of this Ordinance upon the public and taxpayers of Seminole County and such Economic Impact Statement has been prepared and has been made available for public review and copying prior to the enactment of this Ordinance in

accordance with the provisions of the Seminole County Home Rule Charter; and

WHEREAS, the Seminole County Comprehensive Plan requires that a property rights analysis be accomplished relative to any changes in land development regulations and such analysis has been accomplished; and

WHEREAS, the Board of County Commissioners of Seminole County (the "Board") hereby finds that this Ordinance is consistent with the objectives, goals and policies of the Seminole County Comprehensive Plan.

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF SEMINOLE COUNTY, FLORIDA:

Section 1. Legislative Findings. The recitals set forth above are hereby adopted as legislative findings relative to the enactment of this Ordinance and shall be codified.

Section 2. Amendment to Definitions. Section 120.1, Land Development Code of Seminole County is hereby amended to add the following definition:

Sec. 120.1 Definitions.

Arterial Road Deficit Amount: The amount of money which was advance funded as of September 30, 2001, plus any additional money advance funded after that date, for Arterial Road Construction.

East Collector Road Deficit Amount: The amount of money which was advance funded as of September 30, 2001, plus any additional money advance funded after that date, for East District Collector Road Construction.

North Collector Road Deficit Amount: The amount of money which was advance funded as of September 30, 2001, plus any additional money advance funded after that date, for North District Collector Road Construction.

South Collector Road Deficit Amount: The amount of money which was advance funded as of September 30, 2001, plus any additional money advance funded after that date, for South District Collector Road Construction.

Sunset Date: As applied to each Collector Road and Arterial Road District, the last day that road impact fees will be assessed or road impact fee statements issued.

West Collector Road Deficit Amount: The amount of money which was advance funded as of September 30, 2001, plus any additional money advance funded after that date, for West District Collector Road Construction.

Section 3. Amendment to Findings. Section 120.3, subsection (e), Land Development Code of Seminole County, is hereby amended, and subsection (1) is hereby added, to read as follows:

Sec. 120.3 Findings.

(e) The projected capital improvements and additions to the Major Road System of the County and the allocation of projected costs between those necessary to serve existing development and those required to accommodate traffic to be generated by Road Impact Construction as presented in the studies entitled "Road Impact Fees for Seminole County, Florida" and "Analysis of the Use of Road Impact Fees And Calculation of Amounts Available for Unrestricted Use." These studies are ~~is~~ hereby approved and

adopted by the County and such projections are hereby found to be in conformity with the Comprehensive Plan.

(1) Repayment of the 1991 Local Option Sales Tax funds in order to reduce or eliminate the Deficit Amounts created by advance funding of Road Impact Construction is a valid use of road impact fees and constitutes a public purpose.

Section 4. Amendment to Adoption of Impact Fee Study.

Section 120.4, Land Development Code of Seminole County, is hereby amended to read as follows:

Sec. 120.4 Adoption of Impact Fee Study.

The Board hereby adopts and incorporates by reference, the studies entitled "Road Impact Fees Update for Seminole County, Florida", dated March, 1990, and "Analysis of the Use of Road Impact Fees And Calculation of Amounts Available for Unrestricted Use," dated November, 2001 (herinafter referred to as the "Analysis of Road Impact Fees"), particularly the assumptions, conclusions and findings in such studies as to the allocation of anticipated costs of capital improvements and additions to the Major Road System of the County between those costs required to accommodate existing traffic and those costs required to accommodate traffic generated by growth contemplated in the Comprehensive Plan.

Section 5. Amendment to Arterial Road Impact Fees. Part 2, Section 120.14, subsections (f) and (g), Land Development Code of Seminole County, are hereby added to read as follows:

Section 120.14(f). Use of Monies.

(f) Notwithstanding anything in this Chapter to the contrary, from and after the effective date of this ordinance, all Arterial Road Impact Fees shall be used first to fund construction and improvements of Designated Arterial Roads; then to repay Seminole County for all amounts owed respective to the Arterial Road Deficit Amount.

(g) Any money used to repay the Arterial Road Deficit Amount may be deposited in or transferred to an unrestricted budgetary fund. The County may use all such funds for any purpose authorized for use of the 1991 Local Option Sales Tax proceeds.

Section 6. Amendment to Arterial Road Impact Fees. Part 2, Section 120.15, Land Development Code of Seminole County, is hereby added to read as follows:

Section 120.15. Sunset Date.

There is hereby created a Sunset Date for Arterial Road Impact Fees. The Sunset Date for Arterial Road Impact Fees shall be December 31, 2021.

Section 7. Amendment to Collector Road Impact Fees. Part 3, Section 120.24, subsections (f) and (g), Land Development Code of Seminole County are hereby added to read as follows:

Section 120.24(f). Use of Monies.

(f) Notwithstanding anything in this Chapter to the contrary, from and after the effective date of this ordinance, all Collector Road Impact Fees shall be used first to fund construction and improvements of the Collector Roads; then to

repay Seminole County for all amounts owing respective to the Collector Road Deficit Amount for the District in which the funds were generated.

(g) Any money used to repay the various Collector Road Deficit Amounts may be deposited in or transferred to an unrestricted budgetary fund. The County may use all such funds for any purpose authorized for use of the 1991 Local Option Sales Tax proceeds.

Section 8. Amendment to Collector Road Impact Fees. Part 3, Section 120.25, Land Development Code of Seminole County, is hereby added to read as follows:

Sec. 120.25 Sunset Date.

There are hereby created Sunset Dates for Collector Road District Impact Fees. The Sunset Dates are as follows:

<u>North Collector:</u>	<u>December 31, 2002</u>
<u>East Collector:</u>	<u>December 31, 2007</u>
<u>South Collector:</u>	<u>December 31, 2021</u>
<u>West Collector:</u>	<u>December 31, 2021</u>

Section 9. Amendment to Miscellaneous Provisions. Part 4, Section 120.30, Land Development Code of Seminole County, is hereby added to read as follows:

Section 120.30. Effect of Sunset Date.

Nothing in this Ordinance shall be construed to relieve any person, firm, corporation, other entity or property from: any lien for road impact fees; the obligation to pay in full a road impact fee statement; or the obligation to pay in full any road impact fee assessed on or before the Sunset Date.

Section 10. Amendment to Road Impact Fee Municipal Technical Advisory Committee. Part 4, Section 120.42, Land Development Code of Seminole County, subsection (a) is added to read as follows:

Sec. 120.42(a) The Technical Advisory Committee shall not be required unless the Board of County Commissioners increases the road impact fees in any Arterial or Collector Road District.

Section 11. Amendment to Road Impact Fee Citizens Advisory Committee. Part 4, Section 120.43, Land Development Code of Seminole County, subsection (a) is added to read as follows:

Sec. 120.43(a) The Road Impact Fee Citizen Advisory Committee will not be required unless the Board of County Commissioners increases the road impact fees in any Arterial or Collector Road District.

Section 12. Codification. It is the intention of the Board of County Commissioners that the provisions of this Ordinance shall become and be made a part of the Land Development Code of Seminole County, Florida and the word "Ordinance" may be changed to "Section," "Article," or other appropriate word or phrase and that the sections of this Ordinance may be renumbered or relettered to accomplish such intention; provided, however, that Sections 12, 13, and 14 shall not be codified.

Section 13. Severability. If any provision of this Ordinance or the application thereof to any person or circumstance is held invalid, it is the intent of the Board of County Commissioners that the invalidity shall not affect other provisions or applications of this Ordinance which can be given

effect without the invalid provision or application, and to this end the provisions of this Ordinance are declared severable.

Section 14. Effective Date. This Ordinance shall take effect upon filing a copy of this Ordinance with the Department of State by the Clerk of the Board of County Commissioners.

ENACTED this ____ day of _____, 2002.

BOARD OF COUNTY COMMISSIONERS
SEMINOLE COUNTY, FLORIDA

By: _____
DARYL G. MCLAIN, Chairman

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Seminole County, Florida
Public Works Department

Analysis of the Use of Road Impact Fees
And Calculation of Amounts Available for Unrestricted Use

FY 1991/92 through FY 2000/01

Prepared by
Burton & Associates, Inc.

November, 2001

Seminole County, Florida
Public Works Department

Analysis of the Use of Road Impact Fees

And Calculation of Amounts Available for Unrestricted Use

FY 1991/92 through FY 2000/01

Introduction

This analysis was carried out as part of Seminole County's update of the Consolidated Multi-Modal Transportation Element of its Comprehensive Plan. As part of that Plan, it is necessary to identify funding sources for planned capital expenditures. In order to ensure the appropriate inclusion of all sources of funding in that effort, it was necessary to evaluate the use of road impact fees by the County. A periodic review of the road impact fees was also required to be undertaken by the County's Land Development Code.

To fulfill the purposes described above, the analysis had to be structured to cover an extended historical period. In Fiscal Year 1991/92, the County initiated an accelerated transportation improvements program as a result of the implementation through referendum of an additional one-cent sales tax. The 1991 sales tax advanced the 20+ year road impact fee improvements program by a decade. This significant event was therefore chosen as the beginning point of the historical analysis.

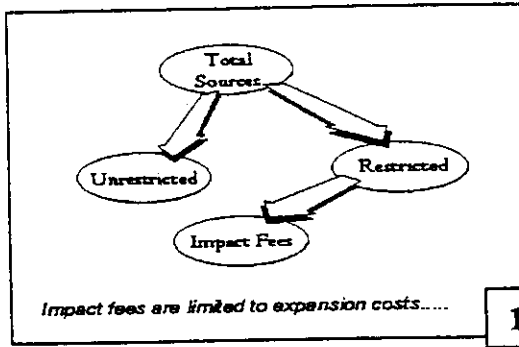
Burton & Associates, Inc. was retained to perform an analysis of the status and availability of road impact fee funding. This report sets forth the results of that analysis.

Scope and Objectives

The analysis included the following elements of scope:

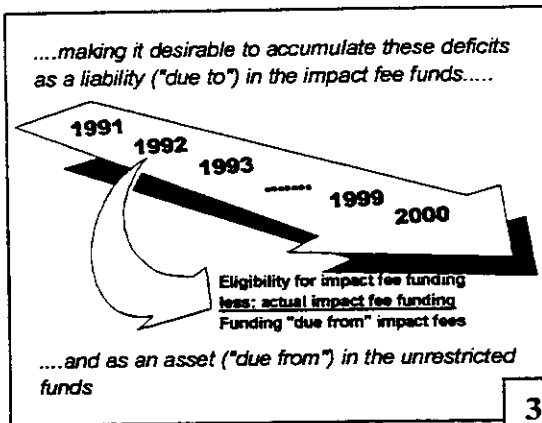
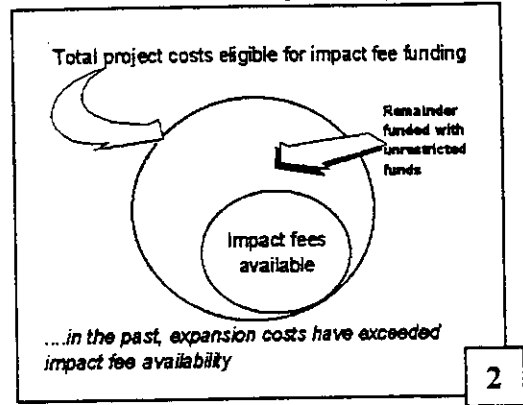
1. Determine the extent to which the 1991 sales tax (or other transportation revenues) advanced funding to cover impact fee eligible shares of costs for the road building program during the period FY 1991/92 through FY 2000/01.
2. Determine an appropriate methodology for impact fees to pay back these advances.
3. Prepare, using Microsoft Excel, a model showing the historical flow of funds in the road-building program. The model then needed to calculate the amount that should have been paid by impact fees if they had been available, thus determining the amount of current impact fee balances that could be reclassified as unrestricted funds for transportation improvement program purposes.
4. Prepare a report of the analysis with supporting schedules, and provide the Excel model to the County for its use.

Methodology



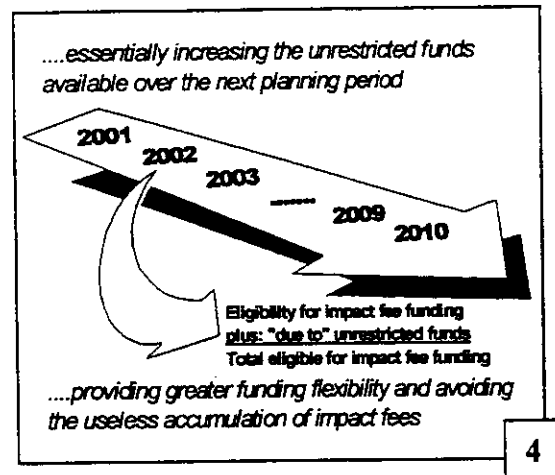
Under Florida case law, impact fees may be assessed to new development in order to fund the impact of growth on local government services. To levy an impact fee, a local government must demonstrate a "rational nexus"

(reasonable connection) between the growth caused by new development and the need for additional services. Once collected the impact fees are restricted to funding capital projects that provide these additional services.

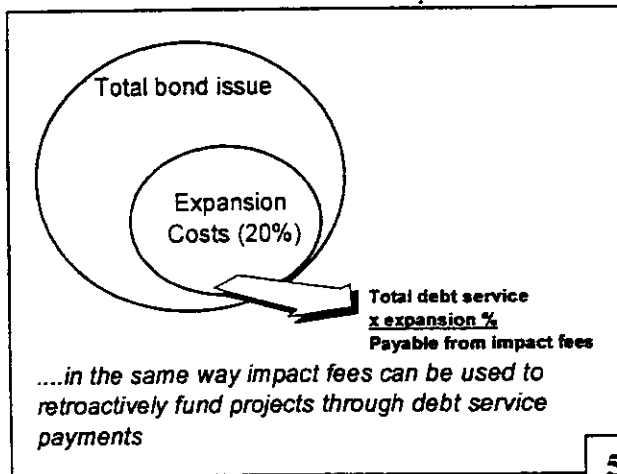


It is generally accepted that the reasonable connection between the use of impact fees and new growth can be established retrospectively. For instance, it is common to use impact fees to pay debt service on municipal bonds where it can be demonstrated that those bonds

funded capital projects that supported new growth. This well-established practice demonstrates that impact fees collected after a project is completed can be used to provide funding for the project by reimbursing the original source of funds. In the example given here, the original source of funds is the proceeds of a bond issue.



However, any other source of original funding should also be eligible for reimbursement, once the connection between the project and new growth has been established.



This connection is in fact already embodied in Seminole County's road impact fee ordinance. Specifically, Chapter 120 of the County Land Development Code defines as an eligible use of impact fees: "Repayment of monies transferred or borrowed from any budgetary fund of the county ..."

Based on the foregoing, a simplified approach was developed to determine the amount of impact fees eligible in each year to fund road projects. This approach is shown in the sample calculation.

Example: Method of Calculation

	1992
ARTERIAL	
Beginning Fund Balance Forward	3,522,164.76
Revenue for Year	4,073,911.20
Transfer from Fund 11500 (Sales Tax)	0.00
Refunds	-1,410.00
Pre-1992 Repayments	0.00
Ending Balance	-3,976.10
Expended for Projects	7,598,642.06
Eligible Project Costs	9,553,757.53
Under (over) expended	1,955,115.47
Advances from Sales Tax Fund	0.00
Total annual due to (from) other	1,955,115.47
Cumulative due to (from) other sources	1,955,115.47

- The beginning fund balance in each year is combined with revenue (including front-ending transfers-in from other funds) and uses of funds other than capital expenditures.
- This summation is compared to the ending fund balance to determine the amount expended for capital projects in that year.
- Capital expenditures are then compared

to eligibility for impact fee use in that year to determine amounts under- or over-expended on an annual basis.

- The under- or over-expenditure is combined with the front-ending received by the impact fee fund to calculate the total cumulative amount due to or from other funding sources.
- Eligibility in each year is determined by the portion of capital expenditures needed to serve new growth.

These calculations are repeated for each year as illustrated below, with the due to (from) being accumulated in each year to determine the final amount available for unrestricted road program use.

Example: Extension of Calculations from Year to Year

	1992	1993	1994	1995
ARTERIAL				
Beginning Fund Balance Forward	3,522,164.76	-3,976.10	111,424.61	1,089,316.13
Revenue for Year	4,073,911.20	3,394,145.59	4,238,456.59	8,460,117.83
Transfer from Fund 11500* (Sales Tax)	0.00	0.00	0.00	37,930,020.00
Refunds	-1,410.00	-1,018.00	0.00	0.00
Pre-1992 Repayments	0.00	0.00	0.00	0.00
Ending Balance	-3,976.10	111,424.61	1,089,316.13	31,917,782.35
Expended for Projects*	7,598,642.06	3,277,726.88	3,260,565.07	15,561,671.61
Eligible Project Costs*	9,553,757.53	13,036,699.39	11,310,703.28	15,135,590.63
Under (over) expended	1,955,115.47	9,758,972.51	8,050,138.21	-426,080.98
Advances from Sales Tax Fund	0.00	0.00	0.00	37,930,020.00
Total annual due to (from) other sources	1,955,115.47	9,758,972.51	8,050,138.21	37,503,939.02
Cumulative due to (from) other	1,955,115.47	11,714,087.98	19,764,226.19	57,268,165.21

*For FY2000/01, the revenues include budgeted transfers-in and capital costs reflect project-specific appropriations, as adopted by the Board of County Commissioners.

Design of the Analysis

The analysis is performed in a Microsoft Excel file with multiple worksheets. The cash flow and data described in the previous section is set up on one worksheet. The sources for data input to the worksheet, other than eligible project costs, are from County financial records.

To tabulate eligible project costs, a database is set up on another worksheet showing actual road project expenditures by project for each year from FY 1991/92 through FY 2000/01. On this worksheet, the "expansion percentage" (proportion of the project eligible for impact fee funding) is given for each project. The data is organized to distinguish arterial roads from collectors, and to assign each collector project to its appropriate geographical district. This allows assignment of eligible costs to the appropriate impact fee fund:

1. Arterial - funding arterial road projects County-wide.
2. North - funding collectors in the North district
3. West - funding collectors in the West district
4. East - funding collectors in the East district
5. South Central - funding collectors in the South Central district

Separate worksheets are created for each of these funds, based on the comprehensive database that includes all projects. Eligible funding is calculated by project and year for each impact fee fund.

Funding eligibility information is pulled from the capital expenditures data worksheets to the cash flow worksheet in order to complete the calculation. A graphical display of the results is included on the first sheet of the model so the results can be examined without reviewing the individual schedules.

Results of the Analysis

Complete schedules supporting the analysis are attached as an appendix to this report.

The following table summarizes the position of each impact fee fund at the end of FY 2000/01.

Impact Fee Fund	Due to other funds (millions)
Arterial	\$93.30
North	\$ 1.20
West	\$11.80
East	\$ 1.92
South Central	\$11.71
Total	\$119.93

This indicates that at the end of FY 2000/01, a total amount of approximately \$119.93 million can be made available in impact fee funds to be applied to any transportation capital projects.

Conclusions and Recommendations

Based on this analysis, we conclude that a total amount of \$119.93 million should be made available for transfer to unrestricted accounts available for transportation projects. The following steps are recommended to accomplish this:

1. Obtain appropriate concurrence within the County.
2. Transfer \$119.93 million, distributed as shown above, from impact fee funds showing an amount due to other funds to a fund designated for funding of any transportation project.
3. Continue to monitor impact fee expenditures using the model provided, and prepare a "true-up" analysis at the end of each year to ensure optimum use of impact fees for transportation projects.

APPENDICES

1. Bibliography of Data Sources
2. Road Impact Fee Analysis Schedule, FY 1991/92 thru FY 2000/01
3. Comprehensive Capital Expenditures Schedule with Expansion Percentages, FY 1991/92 through FY 2000/01
4. Eligible Impact Fee Expenditure Schedules for each District, FY 1991/92 through FY 2000/01

Bibliography of Data Sources

Annual Budget Fiscal Year 1996/1997, Seminole County Government.

Balance Sheet, GMBA/ 400 computer report, Fiscal Years 1991, 1992, 1993, 1994, 1995.

Balance Sheet, Pentamation computer report, Fiscal Years 1996, 1997, 1998, 1999, 2000, 2001.

Print screens, GMBA/AS 400 computer, various account lines in Fiscal Years 1992, 1993, 1994, 1995, 1996, 1997.

Revenue Report, GMBA/AS 400 computer report, Fiscal Years 1992, 1993, 1994, 1995.

Revenue Transaction Analysis, Pentamation computer report, Fiscal Years 1996, 1997, 1998, 1999, 2000, 2001.

Section/Fund Expenditure Status, Pentamation computer report, Fiscal Years 1996, 1997, 1998, 1999, 2000, 2001.

Revenue Audit Trail, Pentamation computer report, Fiscal Year 2001 , Periods 1 through 9

Summary, Budget/AS 400 Computer Report, Proposed Fiscal Year 2002 (including comparison to Fiscal Year 2001) at August, 2001

Road Impact Fee Ordinance & Technical Study, Chapter 120 of the Seminole County Land Development Code

Traffic Circulation Element Project Schedule Fiscal Years 1992 through 2001 (a.k.a. 10 Year Report), Seminole County Government.

IMPACT FEE ANALYSIS - FY 1991/92 THRU FY 2000/01

Fema CD#s (update 1993)	(AS400 #) PID	Roadway		ACTUAL ANNUAL COSTS								Arterial 13601 %	North 13692 %	West 13663 %	East 13604 %	South 13665 %	Total Expenditure 9192-9001		
		NAME	LOCATION	FY91/92	FY92/93	FY93/94	FY94/95	FY 95/96	FY 96/97	FY 97/98	FY 98/99							FY 99/00	FY 00/01
1	FE31301Z	0078	Uxalis Road	SR 46 to U.S. 17-92 pending amend						0	0	166,691	4,090,809	0%			4,257,500		
1	FE31011Z	0057	Airport Blvd Ph II	U.S. 17-92 to C.R. 46-A			163,972	248,585	1,500	73,525	843,088	8,923	7,651,835	51%			8,990,328		
1	FE31021Z	0061	Airport Blvd Ph III	C.R. 46-A to S.R. 46			153,570	365,416	565,354	66,429	501,625	894,901	11,971,324	69%			16,318,619		
5	FE33031Z	0062	Bunnell Rd	Eden Park Rd to S.R. 434							0	24,525	7,587,975		82%		7,612,500		
7	FE34011Z	0063	Chapman Rd	S.R. 426 to S.R. 434	367,552	6,353	41,147	61,735	645,177	215,587	13,864	43,915	3,874,641			41%	5,269,971		
201	FE34011Z/23Z	0064	Charlotte Bypass	C.R. 419 to Snowhill Rd				56,465	508,469	122,599	259,631	1,699,428	714,765	0%			3,261,357		
34	FE34021Z	0066	C.R. 419 Ph I	Lockwood Rd to E. Limas Orvedo					0	100,958	373,738	51,150	21,340			31%	6,850,000		
144	FE34023Z	0066	C.R. 419 Ph II	E. Limas Orvedo to Second St							1,81,666	32,975	2,885,359			31%	3,100,000		
17	FE31201Z	0424	C.R. 425/Sanford Ave	Airport Blvd to Lake Mary Blvd	116,368	966,422	541,964	795,786	3,041,663	1,462,092	427,182	314,847	1,099,815	683,204	64%		9,409,343		
19	FE31031Z/23Z	0067	C.R. 427 Ph I	S.R. 436 to Charlotte St	1,381,263	354,789	235,767	1,672,449	2,888,133	1,308,369	192,875	185,827	100,072	9,766,526	46%		18,076,570		
19	FE31041Z	0068	C.R. 427 Ph II	S.R. 434 to Longwood Hills Rd	244,562	251,648	594,844	2,532,787	2,117,104	942,832	1,023,359	729,567	53,961	964,123	53%		9,466,807		
19	FE31051Z	0069	C.R. 427 Ph III	Longwood Hills to Longwood/Lake Mary Rd	40,959	116,380	420,636	750,449	1,221,161	508,328	117,649	3,150	818,137	50%			4,190,849		
19	FE31061Z	05406070	C.R. 427 Ph III/IV	S.R. 434 to U.S. 17-92			7,174	83				784,652	3,332,544	9,802,143	62%		15,926,998		
19	CITYLONG		C.R. 427 Ph III-City of Longwood	S.R. 434 to U.S. 17-92								3,095	430,877	151,654	0%		585,628		
19	FE31061Z	0070	C.R. 427 Ph IV	Longwood/Lake Mary Rd to U.S. 17-92	222,086	452,210	1,558,294	2,559,018	3,672,793	83,225	155,199	514	0	0	71%		8,704,309		
19	FE31071Z	0071	C.R. 427 Ph V	U.S. 17-92 to Hester	77,115	120,390	13,353	181,681	1,675,425	111,859	145,750	169,731	321,068	658,072	72%		3,474,454		
19	FE31081Z	0071/0072	C.R. 427 Ph V/VI	U.S. 17-92 to Lake Mary Blvd									10,000	9,964,167	74%		9,974,167		
19	FE31081Z	0072	C.R. 427 Ph VI	Hester to Lake Mary Blvd	172,842	307,919	239,179	963,393	531,788	514,734	9,250	12,318	231,198	739,102	73%		3,723,623		
21	FE31111Z	0114	C.R. 46-A Ph I	Old Lake Mary Rd to C.R. 15/Country Club				71,790	416,140	439,202	320,587	460,949	8,299,469	79%			10,228,137		
21	FE31201Z	0753	C.R. 46-A Ph II	C.R. 15/Country Club to Rousharr Rd	104,719	831,110	654,375	1,164,443	507,297	1,693,747	973,588	239,478	7,561,112	82%			13,751,889		
21	CITYRDM1	1768-01	C.R. 46-A Ph II - City of Lake Mary	C.R. 15/Country Club to Rousharr Rd									330,247	0%			330,247		
21	FE32011Z	0074	C.R. 46-A Ph I	Rousharr Rd to C.R. 431/Orange Ave	172,145	28,309		83,535	151,207	2,270,911	496,224	113,594	146,412		73%		3,462,335		
24	FE33011Z	0075-01	Dodd Rd	Red Bug Lake Rd to Howell Branch Rd	425	141,229	21,912	445,647	154,400	99,459	289,433	6,531	0	0		34%	1,159,032		
24	FE33021Z	0075-02	Dodd Rd	Red Bug Lake Rd to Howell Branch Rd									62,103	11,349,916		34%	11,311,254		
25	FE31091Z	0076	Dog Track Rd/Seminole Blvd	C.R. 427 to U.S. 17-92	188,243	73,123	47,925	665,834	1,775,289			807,516		64%			3,557,930		
25	FE31101Z	0087	Dog Track Rd/Seminole Blvd	U.S. 17-92 to Lake Drive	410,143	1,896,342	2,623,935	1,440,886	2,709,195	1,690,939	1,872,332	134,088	758,197	1,224,433	56%		14,574,420		
25	CITYCASS		Dog Track/Seminole-City of Cass	U.S. 17-92 to Lake Drive									67,321	0%			67,321		
27	FE33041Z	0077	Eden Park	Bunnell Rd to Orange County								0	0	7,007,500	8%		7,007,500		
29	FE36231Z	0420	Orchard Rd	S.R. 46 to C.R. 46-A	505,090		194,984	111,077	128,614	389,141	191,563	158,161	139,715	0	0%		1,818,245		
29	FE36232Z	0420	Orchard Rd	S.R. 46 to C.R. 46-A							37,530	3,905	267,982	1,163,755	0%		2,718,691		
29	FE36233Z	0420	Kinnabon Rd	S.R. 46 to C.R. 46-A								2,980,924	3,519,076		16%		4,500,000		
32	FE31171Z	0427	Howell Branch Rd Ph II	Lake Howell Rd to S.R. 436	75,104	131,003	588,868	1,244,761	834,565	3,439,181	540,981	299,865	179,630	5,925,100	69%		13,259,058		
32	FE31211Z	0427	Howell Branch Rd Ph I	S.R. 436 to Eastbrook Dr	666,794	2,855,188	667,098	1,082,572	143,571	525	537,061	274,923	16,201	0	32%		6,294,333		
32	FE31221Z	0428	Howell Branch Rd Ph I	Eastbrook Dr to Dodd Rd	400,000	740,701	53,533	139,744			93,062		1,637	29,273	0	59%	1,457,935		
32	FE31331Z	0429	Howell Branch Rd Ph I	Dodd Rd to S.R. 426	1,136,194	873,299	1,224,332	644,801	2,061,406	16,713	300		0	0	62%		5,956,065		
32	FE31281Z	0541	Howell Branch Rd Ph I	S.R. 436 to S.R. 426		16,073	114,129	2,647,092	4,048,494	2,555,112	89,056	114,968	71,043	272,430	53%		9,919,396		
35	FE33021Z	0124	Lake Dr	Seminole Blvd to Tuskarville Rd				225,448	311,885	118,803	148,200	66,481	17,422,320				17,422,320		
36	FE37031Z	0541	Lake Emma Rd	Sand Pond Rd to Longwood Hills Rd				160,813	358,015	232,550	358,650	835,287	7,275,296		34%		9,217,211		
38		0538	Lake Mary Blvd	Marlham Woods Rd to I-4	468,437	408,837	10,882		265			0	0	0		63%	886,441		
38		0423	Lake Mary Blvd	I-4 to Rousharr Road	937,088	462,514	65,271					0	0	0	37%		1,464,673		
38		0426	Lake Mary Blvd	Rousharr Rd to C.R. 15/Country Club Rd	1,450,766	1,019,242	177,897					0	0	0	57%		2,647,905		
38	FE31231Z	0127	Lake Mary Blvd	C.R. 15/Country Club Rd to U.S. 17-92	890,453	3,174,757	5,372,370	5,155,336	1,002,349	954,696	5,782	0	150,000	63%			16,705,765		
39		1174-01	Lake Mary Blvd	Marlham Woods to I-4								0	0	0		63%	0		
43	FE36171Z/23Z	0129	Douglas/Marlham Woods Rd	Intersection at S.R. 434			50	86,480	934,482	1,236,691	91,202	2,106,080	3,781,112	0%			8,216,077		
43	CITYALT2	1764-01	Douglas/Marlham-City of Alt. Spr	Intersection at S.R. 434									94,788	0%			94,788		
43	FE34031Z	0432	McCulloch/Carlton Blvd	S.R. 434 to Lockwood Blvd		600	43,568					0	0			38%	44,168		
47	FE33031Z	0147	Montgomery Rd	S.R. 436 to Center St	186,495	2,730	376,830	1,294,542	195,379	161,472		118,484	313,945			59%	2,846,138		
47	FE33031Z	0148	Montgomery Rd	Center St to S.R. 434		288,043	361,563	2,311,224	279,583	379,328		1,078	235,733	313,688		39%	4,183,647		
47	FE33041Z	0504	Montgomery Rd	S.R. 436 to S.R. 434				4,719	2,808,842	5,297,688	773,899	29,392	1,449,432			47%	10,453,972		
47	CITYALT1		Montgomery Rd-City of Alt. Spr	S.R. 436 to S.R. 434								0	0	0		0%	89,540		
54	FE31311Z	0539	Red Bug Lake Rd	S.R. 436 to Eagle Cu								0	0	424,000	82%		424,000		

IMPACT FEE ANALYSIS - FY 1991/92 THRU FY 2000/01

Pena C/P# (unless 1991)	(AS/400 #) PID	Roadway NAME LOCATION		ACTUAL ANNUAL COSTS											Arterial 12601 %	North 12602 %	West 12603 %	East 12604 %	South 12605 %	Total Expenditures 9102-0001
				FY91/92	FY92/93	FY93/94	FY94/95	FY 95/96	FY 96/97	FY 97/98	FY 98/99	FY 99/00	FY 00/01							
54	PE31812WIZ	04200425	Red Bug Lake Rd	Eagle Cr to Tusawalla Rd	3,426,841	2,779,213	137,236	637,648	283,340	272,159	118,310		0	0	50%					7,655,269
54	PE31241Z	0438	Red Bug Lake Rd	Tusawalla Rd to S.R. 426	4,158,811	4,081,180	967,171	119,645	172,713	42,854	457,816		40,940	0	66%					10,020,930
55	PE32031Z	0431	Rinehart Rd	C.R. 46-A to S.R. 46									696,724	0	677,992	63%			0	
55		0421	Rinehart Rd	S.R. 46 to Expressway									0	0	0%				0	
55		0421	Rinehart Rd	Expressway to C.R. 46-A	1,733,416	41,846	30,352						0	0	0%				1,807,614	
56	PE33071Z	0137	Sand Lake Rd	Hunt Club Blvd to S.R. 434									0	0	0%				546,250	
59	PE34231Z	0181	Silver Lake Dr/Lake Mary Blvd	US 17-92 to Sanford Ave			237,164	635,055	385,916	9,422	12,000	78,195	454,265	3,288,696	0%				5,400,713	
59	PE34241Z	0184	Silver Lake Dr/Lake Mary Blvd	Sanford Ave to Ohio Ave					14,350	68,004	1,374,976	13,815	177,940	2,530,023	0%				4,179,108	
59	PE34251Z	0187	Silver Lake Dr/Lake Mary Blvd	Ohio Ave to SR46/SR413						23,396	1,796		235	8,336,420	0%				8,360,847	
202	PE34041Z	0441	Snowhill Rd Bridge Replacement	Snowhill Rd				1,396,776	624,930	54,934			0	0	0%				2,076,560	
62	PE31121Z	0139	Tusawalla Rd Ph I	S.R. 426 to Dike Rd	462,500	1,078,205	343,214	362,443	1,806,892	188,654	112,933	691,237	0	368,822	59%				5,414,900	
62		0141	Tusawalla Rd Ph I	Dike Rd to Red Bug Lake Rd	462,500	1,712,641							0	0	43%				2,175,141	
62	PE31061Z	0542	Tusawalla Rd Ph I	S.R. 426 to Red Bug Lake Rd			11,785	345,080	2,947,813	3,188,506	162,666		0	20,000	54%				6,575,850	
62	PE31141Z	0143	Tusawalla Rd Ph II	Red Bug Lake Rd to East Lake Dr	292,356	186,284	2,734,126	786,872	12,134		1,084,227	2,701,578	136,645	288,358	33%				7,622,880	
62	PE31141Z	0143	Tusawalla Rd Ph III	East Lake Dr to Winter Springs Blvd			129,531	16,260	2,160	101,615	23,287	165,320	0	1,036,730	55%				1,666,949	
62	PE31271Z	0543	Tusawalla Rd Ph (IZ/Y)	East Lake Dr to S.R. 434	69,508	113,075	73,387	266,184	80,166	3,509	3,509	12,991	2,918,114	4,602,881	69%				8,143,324	
62	CITYWSPR		Tusawalla Rd Ph (IZ/Y)-Cov W Spr	East Lake Dr to S.R. 434									388,486	887,035	0%				1,175,521	
62	PE31151Z	0144	Tusawalla Rd Ph IV	Winter Springs Blvd to S.R. 434				17,040	319,130	524,623	798,978	35,217	803,013	78%					2,500,001	
65	PE33011Z	0146	Wimore Rd	Orange County to S.R. 436			218,522	219,645	23,990	3,522			2,770,842	5,673,594	5%				8,410,145	
TOTAL					20,504,974	24,473,434	21,277,651	32,205,909	36,912,143	27,238,805	22,055,157	13,860,419	26,644,386	188,418,067						413,590,945
summary TOTAL FROM ORIGINAL					20,504,974	24,473,434	21,277,651	32,205,909	36,912,143	27,238,805	22,055,157	13,860,419	26,644,386	188,418,067						413,590,945
0 variance					0	0	0	0	0	0	0	0	0	0						0

ARTERIAL EXPANSION COSTS - FY 1991/92 THRU FY 2000/01

Penta CDW (year 1995)	(AS/400 #) RID	Roadway		ACTUAL ANNUAL COSTS											Arterial					Total Expenditures 61/92-00/01	
		NAME	LOCATION	FY 1991/92	FY 1992/93	FY 1993/94	FY 1994/95	FY 1995/96	FY 1996/97	FY 1997/98	FY 1998/99	FY 1999/00	FY 2000/01	12601	12602	12603	12604	12605			
														%	%	%	%	%			
54	PE511812/91Z	0422/0423	Red Bug Lake Rd	Eagle Cr to Tusawilla Rd	1,499,775	1,378,689	68,972	316,285	140,641	134,996	58,694	0	0	0	50%					3,797,121	
54	PE511241Z	0430	Red Bug Lake Rd	Tusawilla Rd to S.R. 426	2,732,613	2,481,605	622,354	78,483	113,484	28,158	300,815	0	26,900	0	66%					6,584,412	
55	PE52031Z	0431	Riochar Rd	C.R. 46-A to S.R. 46	0	0	0	0	0	0	0	0	0	0	0%	63%				0	
55		0421	Riochar Rd	S.R. 46 to Expressway	0	0	0	0	0	0	0	0	0	0	0%					0	
55		0421	Riochar Rd	Expressway to C.R. 46-A	0	0	0	0	0	0	0	0	0	0	0%					0	
56	PE33071Z	0137	Sand Lake Rd	Hunt Club Blvd to S.R. 434	0	0	0	0	0	0	0	0	0	0	0%		54%			0	
59	PE56231Z	0161/	Silver Lake Dr/Lake Mary Blvd	US 17-92 to Sandford Ave	0	0	0	0	0	0	0	0	0	0	0%					0	
59	PE56241Z	0164/	Silver Lake Dr/Lake Mary Blvd	Sandford Ave to Ohio Ave	0	0	0	0	0	0	0	0	0	0	0%					0	
59	PE56251Z	0167	Silver Lake Dr/Lake Mary Blvd	Ohio Ave to SR46/SR415	0	0	0	0	0	0	0	0	0	0	0%					0	
702	PE64011Z	0021	Snowhill Rd Bridge Replacement	Snowhill Rd	0	0	0	0	0	0	0	0	0	0	0%					0	
62	PE51131Z	0139	Tusawilla Rd Ph. I	S.R. 426 to Dike Rd	271,429	632,770	201,423	212,708	1,060,418	110,716	66,277	403,669	0	216,452	59%					3,177,864	
62		0141	Tusawilla Rd Ph. I	Dike Rd to Red Bug Lake Rd	207,374	767,907	0	0	0	0	0	0	0	0	0	45%					975,281
62	PE51241Z	0542	Tusawilla Rd Ph. I	S.R. 426 to Red Bug Lake Rd	0	0	6,378	186,757	1,595,356	1,725,619	88,025	0	0	10,824	54%					3,612,970	
62	PE51161Z	0145	Tusawilla Rd Ph. II	Red Bug Lake Rd to East Lake Dr	101,694	64,798	951,049	273,709	4,290	0	177,177	731,021	47,531	100,304	33%					2,651,573	
62	PE51141Z	0143	Tusawilla Rd Ph. III	East Lake Dr to Winter Springs Blvd	0	0	71,845	9,021	1,198	56,377	14,030	91,723	0	569,664	55%					813,881	
62	PE51271Z	0543	Tusawilla Rd Ph. III/V1	East Lake Dr to S.R. 434	48,145	78,322	50,812	184,379	55,527	2,421	2,421	8,998	2,021,243	3,188,204	69%					5,640,506	
62	CITYWSPR		Tusawilla Rd Ph. III/V1-City W. Spr	East Lake Dr to S.R. 434	0	0	0	0	0	0	0	0	0	0	0%					0	
62	PE51151Z	0144	Tusawilla Rd Ph. IV	Winter Springs Blvd to S.R. 434	0	0	0	0	13,243	248,027	407,735	620,963	27,371	623,653	78%					1,942,991	
62	PE52011Z	0146	Wymore Rd	Orange County to S.R. 430	0	0	0	0	0	0	0	0	0	0		55%				0	

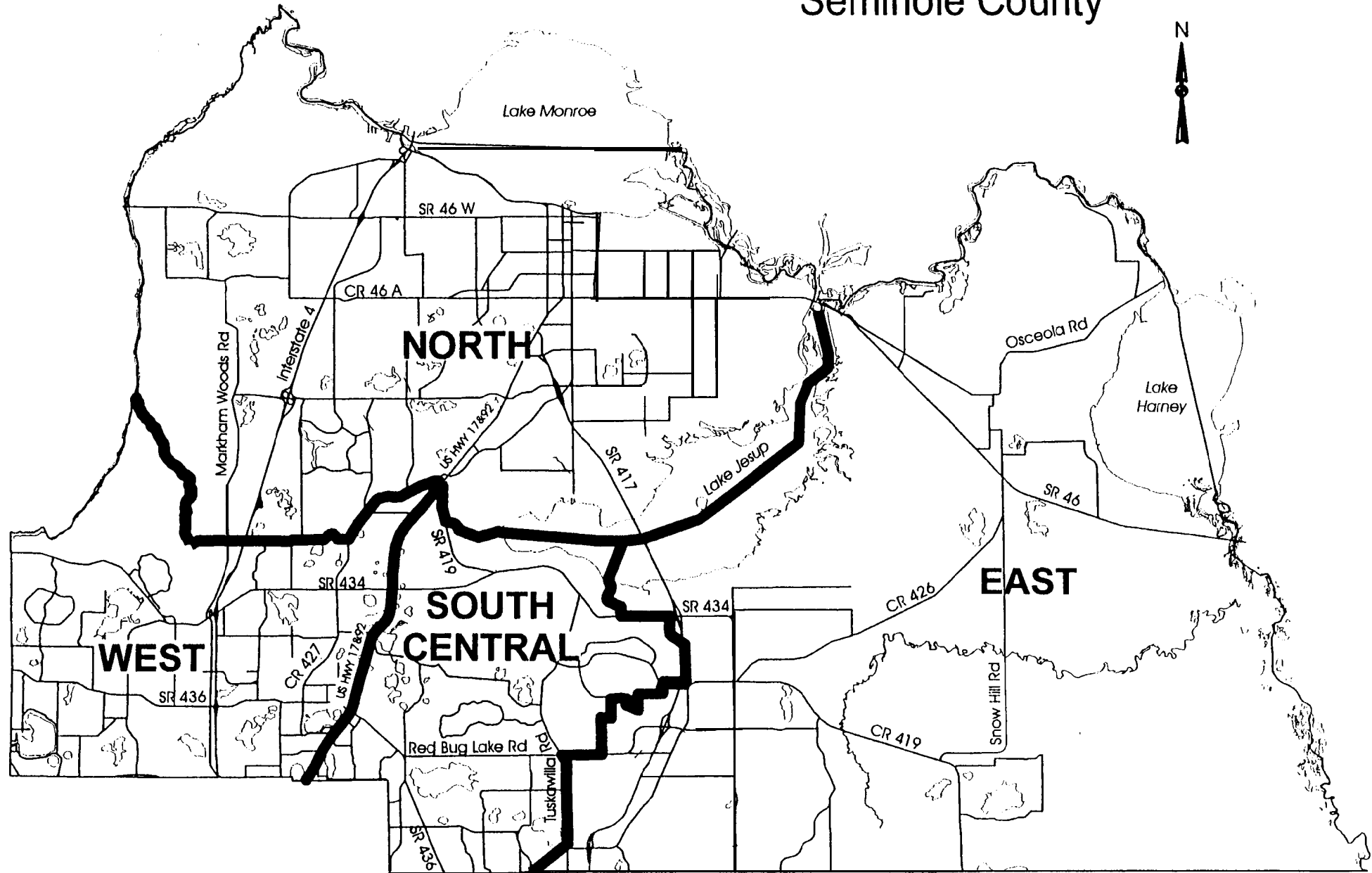
TOTAL 9,553,758 13,036,699 11,310,703 15,135,591 20,727,300 11,969,494 6,200,236 5,742,097 8,409,605 57,268,335 159,334,019 159,334,019

TOTAL EXPANSION COSTS - FY 1991/92 THRU FY 2000/01

LINE#	Pena CIP#	(AS/AGG #)	Roadway		ACTUAL ANNUAL COSTS										Arterial					TOTAL	SUM OF SHEETS	VARIANCE		
					TOTAL COSTS ELIGIBLE FOR IMPACT FEES										CALCULATED FROM ORIGINAL DATA									
					Sum from Impact Fee Areas										12601	12602	12603	12604	12605					
FY1991	FY1992	FY1993	FY1994	FY1995	FY1996	FY1997	FY1998	FY1999	FY2000	FY2001	%	%	%	%	%	91950001								
56	PE34071Z	0137	Sand Lake Rd	Hans Club Bldg to S.R. 434	0	0	0	0	0	0	0	0	0	0	0	0	293,615	0	0	293,615	0	0	0	
59	PE3411Z	01017	Silver Lake Dr/Lake Mary Blvd	US 17-92 to Sandford Ave	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
59	PE3412Z	01067	Silver Lake Dr/Lake Mary Blvd	Sandford Ave to Ohio Ave	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
59	PE3421Z	01097	Silver Lake Dr/Lake Mary Blvd	Ohio Ave to SR46/SR417	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
202	PE56011Z	0041	Snowhill Rd Bridge Replacement	Snowhill Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62	PE3114Z	0129	Taskovilla Rd Ph. I	S.R. 426 to Dike Rd	271,439	632,770	201,423	212,708	1,060,818	110,716	66,272	405,669	0	216,452	3,172,864	0	0	0	0	0	5,177,864	3,177,864	0	
62		0141	Taskovilla Rd Ph. I	Dike Rd to Red Bay Lake Rd	207,324	767,907	0	0	0	0	0	0	0	0	975,281	0	0	0	0	0	975,281	975,281	0	
62	PE3136Z	0542	Taskovilla Rd Ph. I	S.R. 426 to Red Bay Lake Rd	0	0	6,378	286,752	1,595,256	1,725,619	89,835	0	0	10,824	3,612,970	0	0	0	0	0	3,612,970	3,612,970	0	
62	PE3142Z	0145	Taskovilla Rd Ph. II	Red Bay Lake Rd to East Lake Dr	701,894	24,798	951,049	273,709	4,290	0	377,377	751,021	47,531	100,304	2,651,573	0	0	0	0	0	2,651,573	2,651,573	0	
62	PE3144Z	0143	Taskovilla Rd Ph. III	East Lake Dr to Water Springs Blvd	0	0	71,845	9,021	1,198	56,377	14,030	91,725	0	569,664	813,881	0	0	0	0	0	813,881	813,881	0	
62	PE3129Z	0545	Taskovilla Rd Ph. III/V	East Lake Dr to S.R. 434	48,145	78,222	50,832	184,375	55,527	2,431	2,431	8,908	2,021,243	3,188,204	3,640,506	0	0	0	0	0	5,640,506	5,640,506	0	
62	KTYW-9PR		Taskovilla Rd Ph. III/VI-Cur. W Spr	East Lake Dr to S.R. 434	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
62	PE3115Z	0144	Taskovilla Rd Ph. IV	Water Springs Blvd to S.R. 434	0	0	0	13,245	248,021	407,735	620,963	27,371	625,653	1,942,991	0	0	0	0	0	1,942,991	1,942,991	0		
65	PE3201Z	0146	Wycross Rd	Orange County to S.R. 434	0	0	120,536	121,141	11,231	1,942	0	0	1,252,442	3,129,169	0	0	4,638,464	0	0	4,638,464	4,638,464	0		
TOTAL					10,101,937	13,456,775	12,031,563	17,064,670	21,296,038	14,359,483	10,813,898	7,510,642	10,854,598	91,466,348	159,374,019	7,188,005	19,882,712	5,232,965	17,118,226	208,775,949	SUM DOWN	0		
SUM OF SHEET TOTALS					10,101,937	13,456,775	12,031,563	17,064,670	21,296,038	14,359,483	10,813,898	7,510,642	10,854,598	91,466,348	159,374,019	7,188,005	19,882,712	5,232,965	17,118,226	208,775,949	CHECK SUM ACROSS	0		

ROAD IMPACT FEE COLLECTOR DISTRICTS

Seminole County



SEMINOLE COUNTY ROAD IMPACT FEES

SUMMARY OF EFFECT OF SUNSET DATES FOR KEY EXAMPLE USES

Combined Arterial and Collector Fees by District
RATES AS BECAME EFFECTIVE 7/01/90, COUNTYWIDE

EXAMPLE USES	NORTH Thru' 12/31/2002	EAST Thru' 12/31/2007	NORTH 01/01/03- 12/31/21 EAST 01/01/08- 12/31/21	SOUTH CENTRAL Thru' 12/31/2021	WEST Thru' 12/31/2021
FEE PER DWELLING UNIT					
Single-Family	\$847	\$940	\$705	\$1,185	\$1,271
Apartments	\$566	\$628	\$471	\$792	\$849
FEE PER 1,000 SQUARE FEET					
Office 100K – 200K Square Feet	\$1,547	\$1,716	\$1,287	\$2,164	\$2,321
Retail 100K – 299,999 Square Feet	\$2,189	\$2,429	\$1,821	\$3,062	\$3,281
Warehousing	\$478	\$530	\$398	\$669	\$711

NOTES: Fees are assessed at the rate in effect at the time of building permit.
See Map for District Boundaries.
Consult Land Development Code, Appendix C for Complete Fee Schedule and Legal Descriptions of District Boundaries.
Consult Land Development Code, Chapter 120, regarding Special Calculations, etc.

PROPERTY RIGHTS ANALYSIS
For
An Ordinance amending Chapter 120
Of the Land Development Code of
Seminole County, Florida

June 2002

Amendment to the Land Development Code of Seminole County

- The County is proposing to amend the Land Development Code of Seminole County by amending Chapter 120 – Road Impact Fees, which will be incorporated into the land development regulations as codified in the Land Development Code of Seminole County. The proposed ordinance would, if enacted, provide for an additional definition; adopt an analysis of the use of road impact fees study; provide sunset dates; specify the use of a technical advisory committee and road impact fee citizens advisory committee; provide for severability; provide for codification; and provide an effective date.

- Among the reasons for proposing the amendment to Chapter 120 of the Land Development Code is that the 1990 Road Impact Fee improvements program is in the **final** stages of implementation; all designated projects are in progress. As previously envisioned, the 1991 Local Option Sales Tax enabled the program of widenings to major County roads to be advanced by forward-funding growth's impact fee share of these improvement costs. Repayment of the advance **funding** will be implemented to be consistent with concepts originally set forth in both the Road Impact Fee ordinance and the 1991 Sales Tax programs as funds of the five Road Impact Fee Districts become available. Sunset dates can now be forecasted based upon the projected time to accomplish repayment for each Fee District. The establishment of sunset dates requires an amendment to the Land Development Code.

Zoning Standards

- This ordinance does not change or alter the actual permitted, conditional, or prohibited uses within any zoning categories or change the actual zoning map designation of a lot, parcel or parcels of land.

Estimated Economic Impact on Individuals, Businesses or Government

Advantages:

- No changes to Road Impact Fee rates are necessary to implement the repayments. However, the fee levied in each District should sunset at a projected **future** date based upon estimates of approximate time to accomplish repayment, with no Collector district extending beyond the Arterial sunset date.

- Improvement schedules previously reviewed with the County Commission for the designated Road Impact Fee projects which are currently in progress through approximately 2005 can remain on-track so long as repayment occurs.

Disadvantages:

- At this time, the proposed Amendments appear to involve changes which do not introduce identifiable economic or property rights disadvantages to individuals, businesses or government.

Anticipated New, Increased, or Decreased Revenues

- Although Road Impact Fee revenues would decline as the individual Collector District fees sunset, the Arterial Road Impact Fee, which is the largest, will continue to apply Countywide through 2021.
- The monies repaid to the 1991 Sales Tax **fund** will be used first to complete various in-progress projects and to then proceed with meeting other future improvement needs, such as new corridor roadways that would serve as arterials or serve to relieve arterials, or transit facilities of similar countywide benefit. It should be noted that this type of project is a category of future need not met under the Renewed 2001 One Cent Sales Tax program and is also a category of improvement related to accommodating future growth.

Data and Method used in Determining Analysis

- Analysis of the Use of Road Impact Fees dated November, 2001
- Land Development Code and comprehensive Plan of Seminole County

Citation

- All land development regulations shall be evaluated prior to their enactment to determine the extent and scope of their impact upon property rights (Policy 2.12.3 Evaluation of New Land Development Regulations, Seminole County Comprehensive Plan, pages B-57, October 2000).

ECONOMIC IMPACT STATEMENT

DATE: June 2002

DEPT./DIVISION: Planning and Development

CONTACT PERSONS: Kent Cichon
Pam Hastings

EXTENSION: #7126
#5605

DESCRIBE PROJECT/PROPOSAL:

Revision of the Road impact Fee Land Development Code of Seminole County, Chapter 120, for the Department of Planning and Development to include the establishment of future sunset dates.

The Road Impact Fees levied in each district are recommended to sunset at a projected future date. These projections are based on the availability of revenue collections for repayment and estimates for the completion of those repayments.

The proposed sunset dates are as follows:

North Collector- 12/31/2002

East Collector- 12/31/2007

South Collector- 12/31/2021

West Collector- 12/31/2021

Arterial (Countywide) - 12/31/2021

DESCRIBE THE DIRECT ECONOMIC IMPACT OF THE PROJECT/PROPOSAL UPON THE OPERATION OF THE COUNTY:

The proposal to amend the existing Road impact Fee ordinance will have a direct economic impact upon the operation of the County. Since collections for road impact fees will ultimately cease, plans for long-range funding of future major road improvement/expansion projects will have to be made accordingly. By 2021, the County will eliminate a revenue stream representing six (6) to seven (7) million dollars a year for road improvements.

DESCRIBE THE DIRECT ECONOMIC IMPACT OF THE PROJECT/PROPOSAL UPON THE PROPERTY OWNERS/TAX PAYERS/CITIZENS WHO ARE EXPECTED TO BE AFFECTED:

The proposal will decrease the fees levied on future development in each impact fee district as the sunset date is attained, as outlined above.

IDENTIFY ANY POTENTIAL INDIRECT ECONOMIC IMPACTS, POSITIVE OR NEGATIVE WHICH MIGHT OCCUR AS A RESULT OF THE PROJECT PROPOSAL:

As road impact fees are eradicated, overall costs for development will be less expensive. In developable areas, the financial impact to potential property owners will be positive. In the long-term, however, if capacity expansion construction needs for the major road network exceed available funding levels, new revenue sources may have to be considered.