

**ROAD IMPACT FEE & 1991 INFRASTRUCTURE SALES TAX TRUE UP AS OF
OCTOBER 1, 2004**

STAFF BRIEFING:

As requested by the Local Planning Agency/Planning & Zoning Commission at their meeting on July 10, 2002, staff periodically provides the Commission with a review of the sunset provision and dates in Ordinance 2002-31 related to the Road Impact Fee Program. This briefing is designed to update the Commission on the current status of the Road Impact Fee Program as well as provide insight to funding issues and project schedule adjustments which have recently been presented to the Board of County Commissioners.

This is an informational briefing and requires no action by the Commission. Any comments and/or recommendations by the Commission will be forwarded by staff to the Board upon the Commission's request.

BACKGROUND:

On July 10, 2002, the Local Planning Agency/Planning & Zoning Commission (LPA/P&Z) conducted a public hearing and recommended the Board of County Commissioners (BCC) move forward with an ordinance for amending Chapter 120 of the Seminole County Land Development Code to:

- Adopt an "Analysis of the Use of Road Impact Fees" study which analyzed the time period from FY 1991/02 through FY 2000/01.
- Establish future sunset dates for Road Impact Fee Districts. The following sunset dates were based upon projections of the year by which Impact Fee payback to the 1991 Sales Tax for front ending growth's share of numerous Road Improvement Projects could be substantially accomplished:

| | |
|-------------------------|------------|
| > Arterial (Countywide) | 12/31/2021 |
| > West Collector | 12/31/2021 |
| > South Collector | 12/31/2021 |
| > East Collector | 12/31/2007 |
| > North Collector | 12/31/2005 |
- Establish an interfund loan policy between the 1991 Infrastructure Sales Tax Fund to the Transportation Impact Fee Funds with the requirement for repayment from unexpended impact fee fund revenues on an annual basis.

The LPA/P&Z also recommended that uses of the repaid monies be planned to address:

- Completion of the original 1991 Designated Improvements list of projects
- New corridor roadways that serve as arterials or serve to relieve arterials
- Transit facilities of countywide benefit, including Rail

In addition to the recommendation for the BCC to move forward with the proposed ordinance amendment to the Land Development Code, the LPA/P&Z requested that the sunset provisions and dates in this Ordinance be carefully and fully re-examined not less than every three (3) years.

RECOMMENDATIONS:

A staff review of the Seminole County Road Impact Fee program was recently finalized and findings presented to the Board of County Commissioners at their June 28, 2005, meeting. Based upon updated cost estimates and the status of right of way acquisition, it is anticipated that North District revenues from impact fee assessments issued through the current sunset date of 12/31/05 will substantially cover all eligible costs. Assuming no change to the adopted sunset date, there is a *potential* exposure of approximately \$300,000 for non-recovery of impact fee eligible costs. It should be noted, however, that this variance would not warrant a full year extension of the sunset date. Further, the cost estimates do include inflation and contingency allowances for the final road improvement project of Lake Emma, which is now programmed to be bid for construction in the spring of 2006. Based on how close to "break-even" the projections appear, staff does not find amending the sunset date to be necessary and recommends that the 12/31/05 date be honored.

Estimates for the East Collector, which has a sunset date of 12/31/07, will be significantly affected by future finalization of the (Chapman) Road Improvement timing and scope. If Chapman Road is pursued, preliminary cost estimates and projections indicate that the sunset date of 12/31/07 would need to be extended, tentatively to 12/31/20. Should the Board decide not to pursue Chapman Road, or a legally acceptable parallel road, the County will be in the posture of refunding fee collections, tentatively for approximately \$2.6M. If the County decides not to proceed with Chapman Road, staff and the Board will need to evaluate either the legal eligibility of alternative improvements or the refunding of fee collections.

Recently, the Florida Department of Transportation (FDOT) provided an accelerated schedule for the Commuter Rail Project and also preliminary cost estimates for the County's share of the project. The County's planned Rail-related capital funding source has been the 1st Generation 1991 Sales Tax Fund (by virtue of payback from impact fees). The Florida Department of Transportation is requesting the County's agreement to participate in the funding of the Commuter Rail System at a level up to \$39 Million, said amount being allocated as \$5 Million in December 2005 and \$34 Million in October 2006. The \$5 Million participation in 2005 includes a minimum \$1 Million credit for land owned by Seminole County, which will be used for the proposed Lake Mary Boulevard Station. The resulting net commitment for December 2005 would therefore, be budgeted at \$4 Million.

Under the "Worst Case Scenario", there is a gap in the next two years between what staff was projecting to make available for Rail from the 1991 Sales Tax Fund and the current FDOT schedule of need. Staff is working through FDOT and Metropolitan Planning Organization (MPO) to pursue three possible strategies to address this difference. The three strategies, in order of preference, are:

1. Use the State's Transportation Regional Impact Programs (TRIPs) funds to match the Local Share of Commuter Rail, thereby reducing the net local funding requirement by approximately \$20 Million. This is tentatively described as a 'match-the-match' strategy.

2. Use State Infrastructure Bank (SIB) loans to advance the Local Share. Contingent upon SIB repayment requirements (which are presently under development by FDOT), Seminole County's repayment source would still be the 1991 Sales Tax Fund. Currently, approximately \$4 Million is available and committed for rail. With adjustments to the 1st Generation Sales Tax Projects, an estimated \$10 Million is projected to be available for Rail in Fiscal Year 06/07. Another \$10 Million could also be available in Fiscal Years 07/08 and 08/09 which could be used for repayments under this SIB loan strategy. The necessary balance could be funded from the potential \$30 Million projected to be available after all other projects in the 2010 – 2021 timeframe.
3. Make an interfund advance from the 2nd Generation 2001 Sales Tax Fund to the 1st Generation 1991 Sales Tax Fund. At present, this internal loan strategy is anticipated to require a one year deferral of the Right-Of-Way phase of two segments of State Road 434 (presently scheduled for funding in Fiscal Year 06/07 under the 2nd Generation Sales Tax program). The extent of deferral could be mitigated if the County were to obtain State approval of various CIGP and/or TRIPs reimbursement grant proposals which will be submitted to FDOT over the course of this summer by Engineering Division staff.

As a summary and as shown in the attachment, the "Worst Case Scenario" impacts the County's proposed budget but in general only from a "cash flow" basis. Over the next 15 years all projects would still be completed.

SUMMARY OF FINDINGS:

- The 1991 Local Option Sales Tax enabled the 2010 Comprehensive Plan's program of needed major County road widening projects to be advanced by forward-funding growth's impact fee share of these improvement costs. This was over and above the use of the Sales Tax fund for the non-impact fee share of the projects.
- Repayment of advance funding is consistent with concepts originally set forth in both the 1990 Road Impact Fee ordinance and the 1991 Sales Tax program.
- Funds from across the five Road Impact Fee Districts are now or will be available to sustain repayment of the advance funding.
- As approved in 2002, no changes to Road Impact Fee rates are involved in implementing the repayments. The fee levied in each District sunsets at a projected future date based upon estimates of the approximate time to accomplish repayment, save that no Collector district extends beyond the countywide Arterial sunset date (set at 12/31/2021; no change to date needed).
- Uses of the repaid monies are consistent with authorized purposes of the 1991 Local Option Sales Tax, and do not duplicate uses of the Renewed 2001 1¢ Sales Tax. Specific guidelines and uses for the Pay Back are:

- Completion of 7 construction projects from the 1991 Improvements Program (i.e.; CR 46A/Phase III, C-15/Upsala Road, Lake Emma Road, Bunnell Road/Eden Park Drive, Sand Lake Road, Wymore Road, and Chapman Road).
- New corridor roadways that would serve as arterials or serve to relieve arterials (i.e.; Airport Blvd. Extension North of SR 46).
- Transit facilities of countywide benefit, reasonably related to accommodating future growth (i.e.; County portion of Commuter Rail).
- 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. Under the scenario proposed to accommodate Commuter Rail, however, two of the remaining (7) projects would begin construction in the 2010-2015 time frame.
- Approximately \$57.575M in road impact fee collections is projected from FY 09/10 through sunset of the fees at the end of calendar year 2021. These monies will be used to cover the future capital funding needs of the above projects.
 - The above project commitments are forecast to substantially consume the available revenue generated by this particular source.

CONCLUSION:

On June 28, 2005, the County's Fiscal Services office presented the Impact Fee/1991 Sales Tax Interfund Loan true-up as of October 1, 2004, to the BCC including an adjusted budget for FY 04/05 to provide the foundation for projections through the ultimate sunset date of December 31, 2021. As previously mentioned, estimates for the East Collector District confirm that finalization of the Chapman Road Improvement timing and scope must be addressed. If Chapman Road is pursued, projections indicate that the East District Collector fee should not expire 12/31/07 and the sunset date should be extended, tentatively to 2020. Although no adjustment to the sunset date for the East Collector is being recommended at this time, staff must revisit the Chapman Road improvement project and obtain final Board direction in the current calendar year.

For the Commission's information, the interfund loan will continue to be trued up annually and be evaluated by the Board during the budget process.

Attachments: Capital Projects Comparison for Timing Changes
 1991 Sales Tax/Impact Fee Capital Projects Schedule
 Interfund Loan: Infrastructure Sales Tax to Impact Fee Funds

CAPITAL PROJECTS COMPARISON FOR TIMING CHANGES

| 1 ST Generation Sales Tax Projects | | Prior Baseline Scenario | * Worst Case Alternate Scenario |
|---|--|--------------------------------------|--------------------------------------|
| Type | Road Widening / Extensions | Construction Phase Funding Year(s) | |
| Arterial | County Road 46A, Phase III (Old Lake Mary Road to C-15/Upsala Road) | FY 05/06 | FY 05/06 |
| N Collector | Lake Emma Road (Sand Pond Road to Longwood Hills Road) | FY 06/07 | FY 06/07 |
| W Collector | Bunnell and Eden Park Roads | FY 06/07 | FY 07/08 |
| W Collector | Wymore Road (Orange County to State Road 436) | FY 06/07 | FY 2010 – 2015 |
| W Collector | Sand Lake Road (Hunt Club Blvd. to State Road 434) | FY 06/07 | FY 2010 – 2015 |
| E Collector | Chapman Road (State Road 426 to State Road 434) | FY 08/09 | FY 07/08 |
| Sales Tax | County Road 15 (Upsala Road, North of State Road 46) | FY 07/08 | FY 06/07 |
| New Arterial | Airport Blvd. Extension (North from State Road 46) | FY 2010 – 2021 ROW & Construction | FY 2010 – 2021 ROW & Construction |
| 2nd Generation Sales Tax Projects | | | |
| | State Road 434 (From Montgomery Road to Rangeline Road) | FY 06/07 - ROW | FY 07/08 - ROW |
| Commuter Rail System Funding | | | |
| | Funding – 1 st Year | FY 05/06 - \$4 M | FY 05/06 -- \$4 M |
| | Funding – 2 nd Year | FY 08/09 - \$2 M | FY 06/07 - \$35 M |
| | Funding – 3 rd Year | FY 2010 – 2021- \$33 M | |

* No participation from Cities, No SIB Loans, No CIGP / TRIPS Funds and No Match the Match Program

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| W Collector | Bunnell and Eden Park Roads | FY 06/07 | FY 07/08 |
| W Collector | Wymore Road (Orange County to State Road 436) | FY 06/07 | FY 2010 – 2015 |
| W Collector | Sand Lake Road (Hunt Club Blvd. to State Road 434) | FY 06/07 | FY 2010 – 2015 |
| E Collector | Chapman Road (State Road 426 to State Road 434) | FY 08/09 | FY 07/08 |
| Sales Tax | County Road 15 (Upsala Road, North of State Road 46) | FY 07/08 | FY 06/07 |
| New Arterial | Airport Blvd. Extension (North from State Road 46) | FY 2010 – 2021 ROW & Construction | FY 2010 – 2021 ROW & Construction |
| 2nd Generation Sales Tax Projects | | | |
| | State Road 434 (From Montgomery Road to Rangeline Road) | FY 06/07 - ROW | FY 07/08 - ROW |
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| | Funding – 1 st Year | FY 05/06 - \$4 M | FY 05/06 -- \$4 M |
| | Funding – 2 nd Year | FY 08/09 - \$2 M | FY 06/07 - \$35 M |
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**1991 SALES TAX/IMPACT FEE
CAPITAL PROJECT EXPENSES / ALTERNATE SCENARIO**

The Difference between Impact Fee % and 100% Is Budgeted As A Cost Obligation of the County 1991 Sales Tax Fund

** 61=R-O-W; 67 = Construction; 68 = Design

| mp.Fee %* | Fiscal Year Ending September 30 | Project Description | ** | 2005 | | | | | Future Yrs. |
|-----------------------|---------------------------------|--|----|------------|-----------|------|------|------|-------------|
| | | | | Estimate | 2006 | 2007 | 2008 | 2009 | 2010/2021 |
| | | | | 14 | 15 | 16 | 17 | 18 | 19 |
| Arterial/12601 | | | | | | | | | |
| 51% | Arterial | Ph. IIFrom U.S. 17-92 To C.R. 46-A | 68 | 516,824 | 0 | 0 | 0 | 0 | 0 |
| 51% | Arterial | Ph. IIFrom U.S. 17-92 To C.R. 46-A | 61 | 0 | 0 | 0 | 0 | 0 | 0 |
| 51% | Arterial | Ph. IIFrom U.S. 17-92 To C.R. 46-A | 68 | 59,982 | 0 | 0 | 0 | 0 | 0 |
| 69% | Arterial | Ph. IIIFrom C.R. 46-A To S.R. 46 | 68 | 158,475 | 0 | 0 | 0 | 0 | 0 |
| 69% | Arterial | Ph. IIIFrom C.R. 46-A To S.R. 46 | 61 | 3,818,636 | 0 | 0 | 0 | 0 | 0 |
| 69% | Arterial | Ph. IIIFrom C.R. 46-A To S.R. 46 | 67 | 0 | 0 | 0 | 0 | 0 | 0 |
| 59% | Arterial | Ph. II & III (17-92 CR46A SR46) | 61 | 0 | 0 | 0 | 0 | 0 | 0 |
| 59% | Arterial | Ph. II & III (17-92 CR46A SR46) | 67 | 20,474,999 | 0 | 0 | 0 | 0 | 0 |
| 59% | Arterial | Ph. II & III (17-92 CR46A SR46) | 68 | 0 | 0 | 0 | 0 | 0 | 0 |
| 64% | C.R. | 425/From Airport Blvd. To Lake Mary Blvd | 61 | 0 | 0 | 0 | 0 | 0 | 0 |
| 64% | C.R. | 425/From Airport Blvd. To Lake Mary Blvd | 67 | 0 | 0 | 0 | 0 | 0 | 0 |
| 64% | C.R. | 425/From Airport Blvd. To Lake Mary Blvd | 68 | 0 | 0 | 0 | 0 | 0 | 0 |
| 46% | C.R. | 427 Ph IIFrom S.R. 436 To Charlotte St | 68 | 0 | 0 | 0 | 0 | 0 | 0 |
| 46% | C.R. | 427 Ph IIFrom S.R. 436 To Charlotte St | 61 | 1,318,549 | 0 | 0 | 0 | 0 | 0 |
| 46% | C.R. | 427 Ph IIFrom S.R. 436 To Charlotte St | 61 | 0 | 0 | 0 | 0 | 0 | 0 |
| 46% | C.R. | 427 Ph IIFrom S.R. 436 To Charlotte St | 67 | 0 | 0 | 0 | 0 | 0 | 0 |
| 46% | C.R. | 427 Ph IIFrom S.R. 436 To Charlotte St | 67 | 156,086 | 0 | 0 | 0 | 0 | 0 |
| 55% | C.R. | 427 Ph IIIFrom S.R. 434 To Longwood Hills | 61 | 0 | 0 | 0 | 0 | 0 | 0 |
| 55% | C.R. | 427 Ph IIIFrom S.R. 434 To Longwood Hills | 67 | 0 | 0 | 0 | 0 | 0 | 0 |
| 55% | C.R. | 427 Ph IIIFrom S.R. 434 To Longwood Hills | 68 | 0 | 0 | 0 | 0 | 0 | 0 |
| 50% | C.R. | 427 Ph IIIFrom Longwood Hills To Longwood-Lake | 61 | 0 | 0 | 0 | 0 | 0 | 0 |
| 50% | C.R. | 427 Ph IIIFrom Longwood Hills To Longwood-Lake | 67 | 0 | 0 | 0 | 0 | 0 | 0 |
| 50% | C.R. | 427 Ph IIIFrom Longwood Hills To Longwood-Lake | 68 | 0 | 0 | 0 | 0 | 0 | 0 |
| 62% | C.R. | 427 Ph III/IVFrom S.R. 434 To U.S. 17-92 | 61 | 0 | 0 | 0 | 0 | 0 | 0 |
| 62% | C.R. | 427 Ph III/IVFrom S.R. 434 To U.S. 17-92 | 67 | 0 | 0 | 0 | 0 | 0 | 0 |
| 62% | C.R. | 427 Ph III/IVFrom S.R. 434 To U.S. 17-92 | 68 | 0 | 0 | 0 | 0 | 0 | 0 |
| 70% | C.R. | 427 Ph. IVFrom Longwood-Lake Mary Road-US 1792 | 61 | 0 | 0 | 0 | 0 | 0 | 0 |
| 70% | C.R. | 427 Ph. IVFrom Longwood-Lake Mary Road-US 1792 | 67 | 97,715 | 0 | 0 | 0 | 0 | 0 |
| 70% | C.R. | 427 Ph. IVFrom Longwood-Lake Mary Road-US 1792 | 68 | 0 | 0 | 0 | 0 | 0 | 0 |
| 72% | C.R. | 427 Ph VFrom U.S. 17-92 To Hester | 68 | 0 | 0 | 0 | 0 | 0 | 0 |
| 72% | C.R. | 427 Ph VFrom U.S. 17-92 To Hester | 61 | 0 | 0 | 0 | 0 | 0 | 0 |
| 72% | C.R. | 427 Ph VFrom U.S. 17-92 To Hester | 67 | 0 | 0 | 0 | 0 | 0 | 0 |
| 74% | C.R. | 427 Ph V/VIFrom U.S. 17-92 To Lake Mary Blvd | 61 | 0 | 0 | 0 | 0 | 0 | 0 |
| 74% | C.R. | 427 Ph V/VIFrom U.S. 17-92 To Lake Mary Blvd | 67 | 0 | 0 | 0 | 0 | 0 | 0 |
| 74% | C.R. | 427 Ph V/VIFrom U.S. 17-92 To Lake Mary Blvd | 68 | 0 | 0 | 0 | 0 | 0 | 0 |
| 75% | C.R. | 427 Ph. VIFrom Hester To Lake Mary Blvd | 61 | 0 | 0 | 0 | 0 | 0 | 0 |
| 75% | C.R. | 427 Ph. VIFrom Hester To Lake Mary Blvd | 67 | 0 | 0 | 0 | 0 | 0 | 0 |
| 75% | C.R. | 427 Ph. VIFrom Hester To Lake Mary Blvd | 61 | 0 | 0 | 0 | 0 | 0 | 0 |
| 75% | C.R. | 427 Ph. VIFrom Hester To Lake Mary Blvd | 68 | 0 | 0 | 0 | 0 | 0 | 0 |
| 74% | C.R. | 427 Ph. V & VI ((17-92 to Lake Mary Blvd.)) | 61 | 0 | 0 | 0 | 0 | 0 | 0 |
| 74% | C.R. | 427 Ph. V & VI ((17-92 to Lake Mary Blvd.)) | 67 | 258,335 | 0 | 0 | 0 | 0 | 0 |
| 74% | C.R. | 427 Ph. V & VI ((17-92 to Lake Mary Blvd.)) | 68 | 0 | 0 | 0 | 0 | 0 | 0 |
| 79% | C.R. | 46-A Ph. IIIFrom Old Lake Mary Rd To C.R. 15/ | 61 | 249,806 | 0 | 0 | 0 | 0 | 0 |
| 79% | C.R. | 46-A Ph. IIIFrom Old Lake Mary Rd To C.R. 15/ | 67 | 1,274,386 | 7,948,848 | 0 | 0 | 0 | 0 |
| 79% | C.R. | 46-A Ph. IIIFrom Old Lake Mary Rd To C.R. 15/ | 68 | 193,457 | 0 | 0 | 0 | 0 | 0 |
| 82% | C.R. | 46-A Ph. IIFrom C.R. 15/Country Club | 61 | 66,845 | 0 | 0 | 0 | 0 | 0 |
| 82% | C.R. | 46-A Ph. IIFrom C.R. 15/Country Club | 67 | 327,024 | 0 | 0 | 0 | 0 | 0 |
| 82% | C.R. | 46-A Ph. IIFrom C.R. 15/Country Club | 68 | 0 | 0 | 0 | 0 | 0 | 0 |
| 82% | C.R. | 46-A Ph. IIFrom C.R. 15/Country Club | 61 | 0 | 0 | 0 | 0 | 0 | 0 |
| 64% | Dog Track Rd/From | C.R. 427 To U.S. 17-92 | 68 | 0 | 0 | 0 | 0 | 0 | 0 |
| 64% | Dog Track Rd/From | C.R. 427 To U.S. 17-92 | 61 | 0 | 0 | 0 | 0 | 0 | 0 |
| 64% | Dog Track Rd/From | C.R. 427 To U.S. 17-92 | 67 | 0 | 0 | 0 | 0 | 0 | 0 |
| 56% | Dog Track Rd/From | U.S. 17-92 To Lake Dr | 68 | 0 | 0 | 0 | 0 | 0 | 0 |
| 56% | Dog Track Rd/From | U.S. 17-92 To Lake Dr | 61 | 0 | 0 | 0 | 0 | 0 | 0 |
| 56% | Dog Track Rd/From | U.S. 17-92 To Lake Dr | 67 | 0 | 0 | 0 | 0 | 0 | 0 |
| 68% | Howell Branch From | Lake Howell Rd To S.R. 436 | 61 | 728,569 | 336,667 | 0 | 0 | 0 | 0 |
| 68% | Howell Branch From | Lake Howell Rd To S.R. 436 | 67 | 3,872 | 0 | 0 | 0 | 0 | 0 |
| 68% | Howell Branch From | Lake Howell Rd To S.R. 436 | 68 | 0 | 0 | 0 | 0 | 0 | 0 |
| 32% | Howell Branch From | S.R. 436 To Eastbrook Dr | 61 | 0 | 0 | 0 | 0 | 0 | 0 |
| 32% | Howell Branch From | S.R. 436 To Eastbrook Dr | 67 | 0 | 0 | 0 | 0 | 0 | 0 |
| 32% | Howell Branch From | S.R. 436 To Eastbrook Dr | 68 | 0 | 0 | 0 | 0 | 0 | 0 |
| 59% | Howell Branch From | Eastbrook Dr To Dodd Rd | 61 | 0 | 0 | 0 | 0 | 0 | 0 |
| 59% | Howell Branch From | Eastbrook Dr To Dodd Rd | 67 | 0 | 0 | 0 | 0 | 0 | 0 |
| 59% | Howell Branch From | Eastbrook Dr To Dodd Rd | 68 | 0 | 0 | 0 | 0 | 0 | 0 |

| Fiscal Year Ending September 30 | | | 2005 | 2006 | 2007 | 2008 | 2009 | Future Yrs. |
|--|---|----|-------------------|------------------|-------------------|---------------|---------------|-------------|
| | | | Estimate | | | | | 2010/2021 |
| mp.Fee %* | Project Description | ** | 14 | 15 | 16 | 17 | 18 | 19 |
| 62% | Howell Branch FromDodd RdToS.R. 426 | 61 | 0 | 0 | 0 | 0 | 0 | 0 |
| 62% | Howell Branch FromDodd RdToS.R. 426 | 67 | 0 | 0 | 0 | 0 | 0 | 0 |
| 62% | Howell Branch FromDodd RdToS.R. 426 | 68 | 0 | 0 | 0 | 0 | 0 | 0 |
| 53% | Howell Branch FromS.R. 436ToS.R. 426 | 61 | 0 | 0 | 0 | 0 | 0 | 0 |
| 53% | Howell Branch FromS.R. 436ToS.R. 426 | 67 | 0 | 0 | 0 | 0 | 0 | 0 |
| 53% | Howell Branch FromS.R. 436ToS.R. 426 | 68 | 0 | 0 | 0 | 0 | 0 | 0 |
| 37% | Lake Mary BlvdFromI-4ToRinehart Road | 61 | 0 | 0 | 0 | 0 | 0 | 0 |
| 37% | Lake Mary BlvdFromI-4ToRinehart Road | 67 | 0 | 0 | 0 | 0 | 0 | 0 |
| 37% | Lake Mary BlvdFromI-4ToRinehart Road | 68 | 0 | 0 | 0 | 0 | 0 | 0 |
| 57% | Lake Mary BlvdFromRinehart RdToC.R. 15/ | 61 | 0 | 0 | 0 | 0 | 0 | 0 |
| 57% | Lake Mary BlvdFromRinehart RdToC.R. 15/ | 67 | 0 | 0 | 0 | 0 | 0 | 0 |
| 57% | Lake Mary BlvdFromRinehart RdToC.R. 15/ | 68 | 0 | 0 | 0 | 0 | 0 | 0 |
| 63% | Lake Mary BlvdFromC.R. 15/Country Club Rd | 61 | 0 | 0 | 0 | 0 | 0 | 0 |
| 63% | Lake Mary BlvdFromC.R. 15/Country Club Rd | 67 | 0 | 0 | 0 | 0 | 0 | 0 |
| 63% | Lake Mary BlvdFromC.R. 15/Country Club Rd | 68 | 0 | 0 | 0 | 0 | 0 | 0 |
| 82% | Red Bug Lake RdFromS.R. 436ToEagle Cir | 61 | 112,982 | 0 | 0 | 0 | 0 | 0 |
| 82% | Red Bug Lake RdFromS.R. 436ToEagle Cir | 67 | 0 | 0 | 0 | 0 | 0 | 0 |
| 82% | Red Bug Lake RdFromS.R. 436ToEagle Cir | 68 | 221,647 | 0 | 0 | 0 | 0 | 0 |
| 50% | Red Bug Lake RdFromEagle CirToTuskawilla Rd | 61 | 0 | 0 | 0 | 0 | 0 | 0 |
| 50% | Red Bug Lake RdFromEagle CirToTuskawilla Rd | 61 | 0 | 0 | 0 | 0 | 0 | 0 |
| 50% | Red Bug Lake RdFromEagle CirToTuskawilla Rd | 67 | 0 | 0 | 0 | 0 | 0 | 0 |
| 66% | Red Bug Lake RdFromTuskawilla RdToS.R. 426 | 68 | 0 | 0 | 0 | 0 | 0 | 0 |
| 66% | Red Bug Lake RdFromTuskawilla RdToS.R. 426 | 61 | 0 | 0 | 0 | 0 | 0 | 0 |
| 66% | Red Bug Lake RdFromTuskawilla RdToS.R. 426 | 67 | 0 | 0 | 0 | 0 | 0 | 0 |
| 59% | Tuskawilla Rd Ph. IFromS.R. 426ToDike Rd | 61 | 0 | 0 | 0 | 0 | 0 | 0 |
| 59% | Tuskawilla Rd Ph. IFromS.R. 426ToDike Rd | 67 | 0 | 0 | 0 | 0 | 0 | 0 |
| 59% | Tuskawilla Rd Ph. IFromS.R. 426ToDike Rd | 68 | 0 | 0 | 0 | 0 | 0 | 0 |
| 45% | Tuskawilla Rd Ph. IFromDike RdToRed Bug Lake Rd | 61 | 0 | 0 | 0 | 0 | 0 | 0 |
| 45% | Tuskawilla Rd Ph. IFromDike RdToRed Bug Lake Rd | 67 | 0 | 0 | 0 | 0 | 0 | 0 |
| 45% | Tuskawilla Rd Ph. IFromDike RdToRed Bug Lake Rd | 68 | 0 | 0 | 0 | 0 | 0 | 0 |
| 35% | Tuskawilla Rd Ph. IIFromRed Bug Lake RdToEast Lake Dr | 61 | 0 | 0 | 0 | 0 | 0 | 0 |
| 35% | Tuskawilla Rd Ph. IIFromRed Bug Lake RdToEast Lake Dr | 67 | 0 | 0 | 0 | 0 | 0 | 0 |
| 35% | Tuskawilla Rd Ph. IIFromRed Bug Lake RdToEast Lake Dr | 68 | 0 | 0 | 0 | 0 | 0 | 0 |
| 55% | Tuskawilla Rd Ph. IIIFromEast Lake DrToWinter Springs | 61 | 0 | 0 | 0 | 0 | 0 | 0 |
| 55% | Tuskawilla Rd Ph. IIIFromEast Lake DrToWinter Springs | 67 | 0 | 0 | 0 | 0 | 0 | 0 |
| 55% | Tuskawilla Rd Ph. IIIFromEast Lake DrToWinter Springs | 68 | 0 | 0 | 0 | 0 | 0 | 0 |
| 69% | Tuskawilla Rd Ph. IIIIVFromEast Lake DrToS.R. 434 | 61 | 0 | 0 | 0 | 0 | 0 | 0 |
| 69% | Tuskawilla Rd Ph. IIIIVFromEast Lake DrToS.R. 434 | 67 | 0 | 0 | 0 | 0 | 0 | 0 |
| 69% | Tuskawilla Rd Ph. IIIIVFromEast Lake DrToS.R. 434 | 68 | 0 | 0 | 0 | 0 | 0 | 0 |
| 78% | Tuskawilla Rd Ph. IVFromWinter SpringsBlvd | 61 | 0 | 0 | 0 | 0 | 0 | 0 |
| 78% | Tuskawilla Rd Ph. IVFromWinter SpringsBlvd | 67 | 0 | 0 | 0 | 0 | 0 | 0 |
| 78% | Tuskawilla Rd Ph. IVFromWinter SpringsBlvd | 68 | 0 | 0 | 0 | 0 | 0 | 0 |
| Arterial District Totals | | | 30,038,189 | 8,285,515 | 0 | 0 | 0 | 0 |
| 12601/077521 Other Chgs & Oblg (Refunds) 530490 | | | 40,000 | 40,000 | 40,000 | 40,000 | 40,000 | 0 |
| Total Fund 12601/077521 Expenditures | | | 30,078,189 | 8,325,515 | 40,000 | 40,000 | 40,000 | 0 |
| North/12602 | | | | | | | | |
| 73% | C.R. 46-A Ph. IFromRinehart RdToC.R. 431 | 68 | 0 | 0 | 0 | 0 | 0 | 0 |
| 73% | C.R. 46-A Ph. IFromRinehart RdToC.R. 431 | 61 | 0 | 0 | 0 | 0 | 0 | 0 |
| 73% | C.R. 46-A Ph. IFromRinehart RdToC.R. 431 | 67 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16% | Grantline Rd From S.R. 46 To C.R. 46-A | 67 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23% | Lake Emma RdFromSand Pond RdToLongwood Hills | 61 | 676,280 | 2,000,000 | 0 | 0 | 0 | 0 |
| 23% | Lake Emma RdFromSand Pond RdToLongwood Hills | 67 | 664,253 | 0 | 14,329,506 | 0 | 0 | 0 |
| 23% | Lake Emma RdFromSand Pond RdToLongwood Hills | 68 | 116,776 | 0 | 0 | 0 | 0 | 0 |
| 63% | Lake Mary BlvdFromMarkham WoodsTol-4 | 61 | 0 | 0 | 0 | 0 | 0 | 0 |
| 63% | Lake Mary BlvdFromMarkham WoodsTol-4 | 67 | 0 | 0 | 0 | 0 | 0 | 0 |
| 63% | Lake Mary BlvdFromMarkham WoodsTol-4 | 68 | 0 | 0 | 0 | 0 | 0 | 0 |
| 63% | Lake Mary BlvdFromMarkham WoodsTol-4 | 61 | 0 | 0 | 0 | 0 | 0 | 0 |
| 63% | Lake Mary BlvdFromMarkham WoodsTol-4 | 67 | 0 | 0 | 0 | 0 | 0 | 0 |
| 63% | Lake Mary BlvdFromMarkham WoodsTol-4 | 68 | 0 | 0 | 0 | 0 | 0 | 0 |
| 63% | Rinehart RdFromC.R. 46-AToS.R. 46 | 68 | 0 | 0 | 0 | 0 | 0 | 0 |
| 63% | Rinehart RdFromC.R. 46-AToS.R. 46 | 61 | 0 | 0 | 0 | 0 | 0 | 0 |
| 63% | Rinehart RdFromC.R. 46-AToS.R. 46 | 67 | 0 | 0 | 0 | 0 | 0 | 0 |
| North District Totals | | | 1,457,309 | 2,000,000 | 14,329,506 | 0 | 0 | 0 |
| 12602/077522 Other Chgs & Oblg (Refunds) 530490 | | | 8,000 | 8,000 | 8,000 | 0 | 0 | 0 |
| Total Fund 12602/077522 Expenditures | | | 1,465,309 | 2,008,000 | 14,337,506 | 0 | 0 | 0 |

| Fiscal Year Ending September 30 | | | 2005 | 2006 | 2007 | 2008 | 2009 | Future Yrs. |
|--|--|----|-------------------|-------------------|-------------------|-------------------|---------------|-------------------|
| Imp.Fee | Project Description | ** | Estimate | 15 | 16 | 17 | 18 | 2010/2021 |
| %* | | | 14 | | | | | 19 |
| West/12603 | | | | | | | | |
| 82% | Bunnell Rd From Magnolia St | 67 | 0 | 0 | 0 | 0 | 0 | 0 |
| 82% | Bunnell Rd From Magnolia St | 68 | 95,101 | 0 | 0 | 0 | 0 | 0 |
| 82% | Bunnell Rd From Magnolia St | 61 | 17,810 | 0 | 0 | 0 | 0 | 0 |
| 54% | Bunnell Rd/Eden Park | 67 | 0 | 0 | 0 | 10,800,000 | 0 | 0 |
| 54% | Bunnell Rd/Eden Park | 68 | 0 | 0 | 0 | 0 | 0 | 0 |
| 54% | Bunnell Rd/Eden Park | 61 | 7,685,083 | 2,000,000 | 0 | 0 | 0 | 0 |
| 8% | Eden Park From Bunnell Rd To Orange County | 61 | 11,322 | 0 | 0 | 0 | 0 | 0 |
| 8% | Eden Park From Bunnell Rd To Orange County | 67 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8% | Eden Park From Bunnell Rd To Orange County | 68 | 97,909 | 0 | 0 | 0 | 0 | 0 |
| 38% | McCulloch/From S.R. 434 To Lockwood Blvd | 61 | 0 | 0 | 0 | 0 | 0 | 0 |
| 38% | McCulloch/From S.R. 434 To Lockwood Blvd | 67 | 0 | 0 | 0 | 0 | 0 | 0 |
| 38% | McCulloch/From S.R. 434 To Lockwood Blvd | 68 | 0 | 0 | 0 | 0 | 0 | 0 |
| 39% | Montgomery Rd From Center St To S.R. 434 | 61 | 0 | 0 | 0 | 0 | 0 | 0 |
| 39% | Montgomery Rd From Center St To S.R. 434 | 67 | 0 | 0 | 0 | 0 | 0 | 0 |
| 39% | Montgomery Rd From Center St To S.R. 434 | 68 | 0 | 0 | 0 | 0 | 0 | 0 |
| 55% | Montgomery Rd From S.R. 436 To Center St | 61 | 0 | 0 | 0 | 0 | 0 | 0 |
| 55% | Montgomery Rd From S.R. 436 To Center St | 67 | 0 | 0 | 0 | 0 | 0 | 0 |
| 55% | Montgomery Rd From S.R. 436 To Center St | 68 | 0 | 0 | 0 | 0 | 0 | 0 |
| 47% | Montgomery Rd From S.R. 436 To S.R. 434 | 61 | 369,149 | 0 | 0 | 0 | 0 | 0 |
| 47% | Montgomery Rd From S.R. 436 To S.R. 434 | 67 | 0 | 0 | 0 | 0 | 0 | 0 |
| 47% | Montgomery Rd From S.R. 436 To S.R. 434 | 68 | 0 | 0 | 0 | 0 | 0 | 0 |
| 54% | Sand Lake Rd From Hunt Club Blvd To S.R. 434 | 61 | 6,471,840 | 2,000,000 | 0 | 0 | 0 | 0 |
| 54% | Sand Lake Rd From Hunt Club Blvd To S.R. 434 | 67 | 0 | 0 | 0 | 0 | 0 | 12,400,000 |
| 54% | Sand Lake Rd From Hunt Club Blvd To S.R. 434 | 68 | 94,998 | 0 | 0 | 0 | 0 | 0 |
| 55% | Wymore Rd From Orange County To S.R. 436 | 61 | 1,042,735 | 3,000,000 | 0 | 0 | 0 | 0 |
| 55% | Wymore Rd From Orange County To S.R. 436 | 67 | 1,703 | 0 | 0 | 0 | 0 | 8,502,045 |
| 55% | Wymore Rd From Orange County To S.R. 436 | 68 | 77,669 | 0 | 0 | 0 | 0 | 0 |
| West District Totals | | | 15,965,319 | 7,000,000 | 0 | 10,800,000 | 0 | 20,902,045 |
| 12603/077523 Other Chgs & Oblg (Refunds) 530490 | | | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 0 |
| Total Fund 12603/077523 Expenditures | | | 15,980,319 | 7,015,000 | 15,000 | 10,815,000 | 15,000 | 20,902,045 |
| East/12604 | | | | | | | | |
| 41% | Chapman Rd From S.R. 426 To S.R. 434 | 67 | 0 | 0 | 0 | 10,000,000 | 0 | 0 |
| 41% | Chapman Rd From S.R. 426 To S.R. 434 | 61 | 3,136,641 | 0 | 3,000,000 | 0 | 0 | 0 |
| 41% | Chapman Rd From S.R. 426 To S.R. 434 | 68 | 0 | 300,000 | 0 | 0 | 0 | 0 |
| 31% | C.R. 419 Ph I From Lockwood Rd To E. Limits Oviedo | 61 | 0 | 0 | 0 | 0 | 0 | 0 |
| 31% | C.R. 419 Ph I From Lockwood Rd To E. Limits Oviedo | 67 | 0 | 0 | 0 | 0 | 0 | 0 |
| 31% | C.R. 419 Ph I From Lockwood Rd To E. Limits Oviedo | 68 | 0 | 0 | 0 | 0 | 0 | 0 |
| 31% | C.R. 419 Ph II From E. Limits Oviedo To Second St | 61 | 0 | 0 | 0 | 0 | 0 | 0 |
| 31% | C.R. 419 Ph II From E. Limits Oviedo To Second St | 67 | 607,950 | 0 | 0 | 0 | 0 | 0 |
| 31% | C.R. 419 Ph II From E. Limits Oviedo To Second St | 68 | 0 | 0 | 0 | 0 | 0 | 0 |
| 31% | C.R. 419 Ph I & II From Lockwood Rd To Second St | 61 | 0 | 0 | 0 | 0 | 0 | 0 |
| 31% | C.R. 419 Ph I & II From Lockwood Rd To Second St | 67 | 0 | 0 | 0 | 0 | 0 | 0 |
| 31% | C.R. 419 Ph I & II From Lockwood Rd To Second St | 68 | 0 | 0 | 0 | 0 | 0 | 0 |
| East District Totals | | | 3,744,591 | 300,000 | 3,000,000 | 10,000,000 | 0 | 0 |
| 12604/077524 Other Chgs & Oblg (Refunds) 530490 | | | 15,000 | 15,000 | 15,000 | 15,000 | 0 | 0 |
| Total Fund 12604/077524 Expenditures | | | 3,759,591 | 315,000 | 3,015,000 | 10,015,000 | 0 | 0 |
| South/12605 | | | | | | | | |
| 34% | Dodd Rd From Red Bug Lake Rd | 61 | 222,810 | 0 | 0 | 0 | 0 | 0 |
| 34% | Dodd Rd From Red Bug Lake Rd | 67 | 2,848,069 | 0 | 0 | 0 | 0 | 0 |
| 34% | Dodd Rd From Red Bug Lake Rd | 68 | 204,167 | 0 | 0 | 0 | 0 | 0 |
| 34% | Dodd Rd From Red Bug Lake Rd | 68 | 0 | 0 | 0 | 0 | 0 | 0 |
| 34% | Dodd Rd From Red Bug Lake Rd | 61 | 0 | 0 | 0 | 0 | 0 | 0 |
| 34% | Dodd Rd From Red Bug Lake Rd | 67 | 0 | 0 | 0 | 0 | 0 | 0 |
| 70% | Lake Dr From Seminola Blvd To Tuskawilla Rd | 61 | 5,478,235 | 0 | 0 | 0 | 0 | 0 |
| 70% | Lake Dr From Seminola Blvd To Tuskawilla Rd | 67 | 16,125,819 | 0 | 0 | 0 | 0 | 0 |
| 70% | Lake Dr From Seminola Blvd To Tuskawilla Rd | 68 | 86,899 | 0 | 0 | 0 | 0 | 0 |
| South District Totals | | | 24,965,999 | 0 | 0 | 0 | 0 | 0 |
| 12605/077525 Other Chgs & Oblg (Refunds) 530490 | | | 50,000 | 5,000 | 5,000 | 5,000 | 5,000 | 0 |
| Total Fund 12605/077525 Expenditures | | | 25,015,999 | 5,000 | 5,000 | 5,000 | 5,000 | 0 |
| Capital Total Split Funds | | | 76,171,407 | 17,585,515 | 17,329,506 | 20,800,000 | 0 | 20,902,045 |
| >Total Refunds | | | 128,000 | 83,000 | 83,000 | 75,000 | 60,000 | 0 |
| Total Split Funded | | | 76,299,407 | 17,668,515 | 17,412,506 | 20,875,000 | 60,000 | 20,902,045 |

| Fiscal Year Ending September 30 | | 2005 | | | | | Future Yrs. | |
|---------------------------------|---|------|------------|-----------|-----------|-----------|-------------|------------|
| Imp.Fee %* | Project Description | ** | Estimate | 2006 | 2007 | 2008 | 2009 | 2010/2021 |
| | | | 14 | 15 | 16 | 17 | 18 | 19 |
| 0% | Airport Blvd Ext (North From SR 46) | 61 | 0 | 0 | 0 | 0 | 0 | 4,000,000 |
| 0% | Airport Blvd Ext (North From SR 46) | 67 | 0 | 0 | 0 | 0 | 0 | 11,000,000 |
| 0% | Airport Blvd Ext (North From SR 46) | 68 | 1,000,000 | 0 | 0 | 0 | 0 | 0 |
| 0% | Altamonte Springs City Projects | 81 | 1,758,273 | 0 | 0 | 0 | 0 | 0 |
| 0% | C.R. 425/Sanford AveFromAirport Blvd.ToLake Mary Blvd | 61 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0% | C.R. 425/Sanford AveFromAirport Blvd.ToLake Mary Blvd | 67 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0% | C.R. 425/Sanford AveFromAirport Blvd.ToLake Mary Blvd | 68 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0% | C.R. 427 Ph IFromS.R. 436ToCharlotte St (City of Altamor | 61 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0% | C.R. 427 Ph IFromS.R. 436ToCharlotte St (City of Altamor | 67 | 224,985 | 0 | 0 | 0 | 0 | 0 |
| 0% | C.R. 427 Ph IFromS.R. 436ToCharlotte St (City of Altamor | 68 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0% | C.R. 427 Ph III/IVFromS.R. 434ToU.S. 17-92 | 61 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0% | C.R. 427 Ph III/IVFromS.R. 434ToU.S. 17-92 | 67 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0% | C.R. 427 Ph III/IVFromS.R. 434ToU.S. 17-92 | 68 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0% | C.R. 46-A Ph. IIFromC.R. 15/Country Club (City of Lake M:67 | 67 | 17,856 | 0 | 0 | 0 | 0 | 0 |
| 0% | C.R. 46-A Ph. IIFromC.R. 15/Country Club (City of Lake M:68 | 68 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0% | C.R. 46-A Ph. IIFromC.R. 15/Country Club (City of Lake M:61 | 61 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0% | Chuluota FromC.R. 419ToSnowhill Rd | 61 | 516,439 | 0 | 0 | 0 | 0 | 0 |
| 0% | Chuluota FromC.R. 419ToSnowhill Rd | 67 | 16,501 | 0 | 0 | 0 | 0 | 0 |
| 0% | Chuluota FromC.R. 419ToSnowhill Rd | 68 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0% | Lake Dr (City of Casselberry) | 67 | 990,000 | 0 | 0 | 0 | 0 | 0 |
| 0% | Commuter Rail - Capital Beyond The Transit Balance | 61 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0% | Commuter Rail - Capital Beyond The Transit Balance | 65 | 0 | 0 | 8,000,000 | 4,000,000 | 6,000,000 | 0 |
| 0% | Commuter Rail - Capital Beyond The Transit Balance | 68 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0% | Commuter Rail (Non-Bus Balance of Transit \$6.8M) | 61 | 0 | 2,000,000 | 0 | 0 | 0 | 0 |
| 0% | Commuter Rail (Non-Bus Balance of Transit \$6.8M) | 65 | 0 | 0 | 2,000,000 | 0 | 0 | 0 |
| 0% | Commuter Rail (Non-Bus Balance of Transit \$6.8M) | 68 | 200,000 | 2,000,000 | 0 | 0 | 0 | 0 |
| 0% | Contingency - Traffic Projects | 67 | 150,000 | 150,000 | 150,000 | 150,000 | 150,000 | 0 |
| 0% | CR 419 @ Snowhill | 67 | 119,941 | 0 | 0 | 0 | 0 | 0 |
| 0% | Douglas/MarkhamFromIntersection Toat S.R. 434 116 61 | 61 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0% | Douglas/MarkhamFromIntersection Toat S.R. 434 116 67 | 67 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0% | Douglas/MarkhamFromIntersection Toat S.R. 434 116 61 | 61 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0% | Douglas/MarkhamFromIntersection Toat S.R. 434 116 68 | 68 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0% | Douglas/MarkhamFromIntersection Toat S.R. 434 (City AL' 61 | 61 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0% | Douglas/MarkhamFromIntersection Toat S.R. 434 (City AL' 67 | 67 | 37,733 | 0 | 0 | 0 | 0 | 0 |
| 0% | Douglas/MarkhamFromIntersection Toat S.R. 434 (City AL' 68 | 68 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0% | E Lk Mary Blvd/Silver Lk Dr (Sanford Ave-Airport Entr Rd) | 61 | 418,290 | 0 | 0 | 0 | 0 | 0 |
| 0% | E Lk Mary Blvd/Silver Lk Dr (Sanford Ave-Airport Entr Rd) | 67 | 660,115 | 0 | 0 | 0 | 0 | 0 |
| 0% | E Lk Mary Blvd/Silver Lk Dr (Sanford Ave-Airport Entr Rd) | 68 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0% | ELMB II B/Silver Lake Drive (Airport Ent Rd. - SR 46) | 61 | 3,825,180 | 0 | 0 | 0 | 0 | 0 |
| 0% | ELMB II B/Silver Lake Drive (Airport Ent Rd. - SR 46) | 67 | 16,488,943 | 0 | 0 | 0 | 0 | 0 |
| 0% | ELMB II B/Silver Lake Drive (Airport Ent Rd. - SR 46) | 68 | 131,496 | 0 | 0 | 0 | 0 | 0 |
| 0% | Tusawilla Irrigation Retrofits | 67 | 200,000 | 200,000 | 0 | 0 | 0 | 0 |
| 0% | Red Bug Irrigation Retrofits | 67 | 200,000 | 200,000 | 0 | 0 | 0 | 0 |
| 0% | Grantline Rd From S.R. 46 To C.R. 46-A | 68 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0% | Grantline Rd From S.R. 46 To C.R. 46-A | 61 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0% | Grantline Rd From S.R. 46 To C.R. 46-A | 61 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0% | JPP/ELMB Sanford Util Construction | 67 | 2,782,316 | 0 | 0 | 0 | 0 | 0 |
| 0% | JPP/ELMB-SR 46 Resurface/Construction | 67 | 137,512 | 0 | 0 | 0 | 0 | 0 |
| 0% | Lake Mary Blvd Phase III (US 17/92 - CR 425) | 61 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0% | Lake Mary Blvd Phase III (US 17/92 - CR 425) | 67 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0% | Lake Mary Blvd Phase III (US 17/92 - CR 425) | 68 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0% | Landscaping Major Road Projects | 61 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0% | Landscaping Major Road Projects | 67 | 3,150 | 0 | 0 | 0 | 0 | 0 |
| 0% | Lighting I-4 Pedestrian Bridge | 65 | 240,000 | 0 | 0 | 0 | 0 | 0 |
| 0% | Lighting I-4 Pedestrian Bridge | 68 | 48,375 | 0 | 0 | 0 | 0 | 0 |
| 0% | Markham Wds Rd & Drainage Improvements | 61 | 120,000 | 0 | 0 | 0 | 0 | 0 |
| 0% | Markham Wds Rd & Drainage Improvements | 67 | 830,995 | 0 | 0 | 0 | 0 | 0 |
| 0% | Markham Wds Rd & Drainage Improvements | 68 | 275,000 | 0 | 0 | 0 | 0 | 0 |
| 0% | Montgomery RdFromS.R. 436ToS.R. 434 | 61 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0% | Montgomery RdFromS.R. 436ToS.R. 434 | 68 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0% | Montgomery RdFromS.R. 436ToS.R. 434 | 67 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0% | P&D LYNX (Bus Related- Accounts 63 & 82) | 82 | 240,309 | 0 | 0 | 0 | 0 | 0 |
| 0% | Rinehart RdFromExpresswayToC.R. 46-A | 61 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0% | Rinehart RdFromExpresswayToC.R. 46-A | 61 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0% | Rinehart RdFromExpresswayToC.R. 46-A | 67 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0% | Rinehart RdFromS.R. 46ToExpressway | 61 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0% | Rinehart RdFromS.R. 46ToExpressway | 67 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0% | Rinehart RdFromS.R. 46ToExpressway | 68 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0% | Seminola BlvdFromTo | 61 | 0 | 0 | 0 | 0 | 0 | 0 |

| Fiscal Year Ending September 30 | | | 2005 | 2006 | 2007 | 2008 | 2009 | Future Yrs. | |
|---------------------------------|---|----|--------------------|-------------------|-------------------|-------------------|------------------|-------------------|-----------|
| Imp. Fee %* | Project Description | ** | Estimate | 14 | 15 | 16 | 17 | 18 | 2010/2021 |
| 0% | Seminola BlvdFromTo | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0% | Seminola BlvdFromTo | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0% | Silver Lake Dr/FromUS.17-92/Sanf AveToSanford / Ohio / 61 | | 1,732,772 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0% | Silver Lake Dr/FromUS.17-92/Sanf AveToSanford / Ohio / 67 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0% | Silver Lake Dr/FromUS.17-92/Sanf AveToSanford / Ohio / 68 | | 4,412 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0% | Silver Lake Dr/FromUS.17-92/Sanf AveToSanford / Ohio / 61 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0% | Silver Lake Dr/FromUS.17-92/Sanf AveToSanford / Ohio / 67 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0% | Silver Lake Dr/FromUS.17-92/Sanf AveToSanford / Ohio / 68 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0% | Silver Lake Dr/FromUS.17-92/Sanf AveToSanford / Ohio / 61 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0% | Silver Lake Dr/FromUS.17-92/Sanf AveToSanford / Ohio / 67 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0% | Silver Lake Dr/FromUS.17-92/Sanf AveToSanford / Ohio / 68 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0% | Snowhill Rd FromTo | 61 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0% | Snowhill Rd FromTo | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0% | Snowhill Rd FromTo | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0% | Transport System Improvements | 67 | 42,279 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0% | Tuskawilla Rd Ph. III/IVFromEast Lake DrToS.R. 434 (City 61 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0% | Tuskawilla Rd Ph. III/IVFromEast Lake DrToS.R. 434 (City 67 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0% | Tuskawilla Rd Ph. III/IVFromEast Lake DrToS.R. 434 (City 68 | | 78,026 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0% | Upsala RoadFrom SR 46To U.S. 17-92 | 68 | 244,419 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0% | Upsala RoadFrom SR 46To U.S. 17-92 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0% | Upsala RoadFrom SR 46To U.S. 17-92 | 61 | 6,183,682 | 1,500,000 | 500,000 | 0 | 0 | 0 | 0 |
| 0% | Upsala RoadFrom SR 46To U.S. 17-92 | 67 | 0 | 0 | 7,800,000 | 0 | 0 | 0 | 0 |
| | Total 11500 Only Funded | | 39,918,999 | 6,050,000 | 18,450,000 | 4,150,000 | 6,150,000 | 15,000,000 | |
| | Capital Grand Total | | 116,090,406 | 23,635,515 | 35,779,506 | 24,950,000 | 6,150,000 | 35,902,045 | |
| | Total Refunds | | 128,000 | 83,000 | 83,000 | 75,000 | 60,000 | 0 | |
| | Grand Total | | 116,218,406 | 23,718,515 | 35,862,506 | 25,025,000 | 6,210,000 | 35,902,045 | |

Interfund Loan: Infrastructure Sales Tax to Impact Fee Funds (w/ proposed adjustments)

NOTE: Budgetary Projections are based on current collections of impact fees and projected capital project expenses at the alternate scenario, plus refunds and matching GovMax. Year end reserve balances are based on budgetary project costs and will be higher on an actual cost basis. Likewise the actual year end loan balance will be lower on an actual cost basis.

| | FY04 | FY05 Budget | | Budgetary Projections | | | | |
|-----------------------------------|---------------|---------------|---------------|-----------------------|---------------|---------------|---------------|---------------|
| | Actual | Current | Adjusted | 2006 | 2007 | 2008 | 2009 | Thereafter |
| ARTERIAL - 12601 | | | | | | | | 12/31/2021 |
| Beginning Fund Balance Forward | \$ 38,191,061 | \$ 28,428,567 | \$ 28,428,567 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Impact Fees | 4,721,110 | 4,960,000 | 4,960,000 | 4,750,000 | 4,750,000 | 4,750,000 | 4,750,000 | 49,000,000 |
| Interest | 711,879 | 500,000 | 500,000 | - | - | - | - | - |
| Other | 134,575 | - | - | - | - | - | - | - |
| Total Revenue | 5,567,564 | 5,460,000 | 5,460,000 | 4,750,000 | 4,750,000 | 4,750,000 | 4,750,000 | 49,000,000 |
| Project Costs & Refunds | (3,920,855) | (22,910,493) | (18,472,689) | (6,548,524) | (40,000) | (40,000) | (40,000) | - |
| Revenue over (under) Expenditure | 1,646,709 | (17,450,493) | (13,012,689) | (1,798,524) | 4,710,000 | 4,710,000 | 4,710,000 | 49,000,000 |
| Advance from Sales Tax Fund | - | - | 13,012,689 | 1,798,524 | - | - | - | - |
| Pay-Back to Sales Tax Fund | (11,409,203) | - | - | - | (4,710,000) | (4,710,000) | (4,710,000) | (49,000,000) |
| Transfer Back to Sales Tax Fund | - | (4,382,500) | (28,428,567) | - | - | - | - | - |
| Reserves | \$ 28,428,567 | \$ 6,595,574 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Beginning Balance: Interfund Loan | \$ 89,421,275 | \$ 78,012,072 | \$ 49,583,505 | \$ 62,596,194 | \$ 64,394,718 | \$ 59,684,718 | \$ 54,974,718 | \$ 50,264,718 |
| Plus Advances | - | - | 13,012,689 | 1,798,524 | - | - | - | - |
| Less Payback | (11,409,203) | - | - | - | (4,710,000) | (4,710,000) | (4,710,000) | (49,000,000) |
| Transfer Back to Sales Tax Fund | - | (4,382,500) | - | - | - | - | - | - |
| Ending Balance: Interfund Loan | \$ 78,012,072 | \$ 73,629,572 | \$ 62,596,194 | \$ 64,394,718 | \$ 59,684,718 | \$ 54,974,718 | \$ 50,264,718 | \$ 1,264,718 |

Interfund Loan: Infrastructure Sales Tax to Impact Fee Funds (w/ proposed adjustments)

NOTE: Budgetary Projections are based on current collections of impact fees and projected capital project expenses at the alternate scenario, plus refunds and matching GovMax. Year end reserve balances are based on budgetary project costs and will be higher on an actual cost basis. Likewise the actual year end loan balance will be lower on an actual cost basis.

| | FY04 | FY05 Budget | | Budgetary Projections | | | | |
|---------------------------------------|---------------------|---------------------|---------------------|-----------------------|-------------------|-------------------|-------------------|-------------------|
| | Actual | Current | Adjusted | 2006 | 2007 | 2008 | 2009 | Thereafter |
| NORTH - 12602 | | | | 12/31/2005 | | | | |
| Beginning Fund Balance Forward | \$ 3,556,304 | \$ 4,339,075 | \$ 4,339,075 | \$ 3,222,356 | \$ 2,943,356 | \$ - | \$ - | \$ - |
| Impact Fees | 567,993 | 492,000 | 492,000 | 139,000 | - | - | - | - |
| Interest | 77,368 | 50,000 | 50,000 | 50,000 | 25,000 | - | - | - |
| Other | 204,293 | - | - | - | - | - | - | - |
| Total Revenue | 849,654 | 542,000 | 542,000 | 189,000 | 25,000 | - | - | - |
| Project Costs & Refunds | (66,883) | (1,830,180) | (335,180) | (468,000) | (3,303,786) | - | - | - |
| Revenue over (under) Expenditure | 782,771 | (1,288,180) | 206,820 | (279,000) | (3,278,786) | - | - | - |
| Advance from Sales Tax Fund | - | - | - | - | 335,430 | - | - | - |
| Pay-Back to Sales Tax Fund | - | - | - | - | - | - | - | - |
| Transfer Back to Sales Tax Fund | - | (273,220) | (1,323,539) | - | - | - | - | - |
| Reserves | \$ 4,339,075 | \$ 2,777,675 | \$ 3,222,356 | \$ 2,943,356 | \$ - | \$ - | \$ - | \$ - |
| Beginning Balance: Interfund Loan | \$ 1,323,539 | \$ 1,323,539 | \$ - | \$ - | \$ - | \$ 335,430 | \$ 335,430 | \$ 335,430 |
| Plus Advances | - | - | - | - | 335,430 | - | - | - |
| Less Payback | - | - | - | - | - | - | - | - |
| Transfer Back to Sales Tax Fund | - | (273,220) | - | - | - | - | - | - |
| Ending Balance: Interfund Loan | \$ 1,323,539 | \$ 1,050,319 | \$ - | \$ - | \$ 335,430 | \$ 335,430 | \$ 335,430 | \$ 335,430 |

Interfund Loan: Infrastructure Sales Tax to Impact Fee Funds (w/ proposed adjustments)

NOTE: Budgetary Projections are based on current collections of impact fees and projected capital project expenses at the alternate scenario, plus refunds and matching GovMax. Year end reserve balances are based on budgetary project costs and will be higher on an actual cost basis. Likewise the actual year end loan balance will be lower on an actual cost basis.

| | FY04 | FY05 Budget | | Budgetary Projections | | | | |
|---------------------------------------|----------------------|----------------------|---------------------|-----------------------|----------------------|----------------------|----------------------|----------------------|
| | Actual | Current | Adjusted | 2006 | 2007 | 2008 | 2009 | Thereafter |
| WEST - 12603 | | | | | | | | 12/31/2021 |
| Beginning Fund Balance Forward | \$ 16,038,245 | \$ 19,086,430 | \$ 19,086,430 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Impact Fees | 378,449 | 335,000 | 335,000 | 350,000 | 350,000 | 350,000 | 350,000 | 4,287,500 |
| Interest | 332,740 | 250,000 | 250,000 | - | - | - | - | - |
| Other | - | - | - | - | - | - | - | - |
| Total Revenue | 711,189 | 585,000 | 585,000 | 350,000 | 350,000 | 350,000 | 350,000 | 4,287,500 |
| Project Costs & Refunds | (163,770) | (8,600,002) | (8,600,002) | (3,825,000) | (15,000) | (5,847,000) | (15,000) | (11,372,125) |
| Revenue over (under) Expenditure | 547,419 | (8,015,002) | (8,015,002) | (3,475,000) | 335,000 | (5,497,000) | 335,000 | (7,084,625) |
| Advance from Sales Tax Fund | 2,500,766 | - | 7,177,581 | 3,475,000 | - | 5,497,000 | - | 7,084,625 |
| Pay-Back to Sales Tax Fund | - | - | - | - | (335,000) | - | (335,000) | - |
| Transfer Back to Sales Tax Fund | - | (411,250) | (18,249,009) | - | - | - | - | - |
| Reserves | \$ 19,086,430 | \$ 10,660,178 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Beginning Balance: Interfund Loan | \$ 15,748,243 | \$ 18,249,009 | \$ - | \$ 7,177,581 | \$ 10,652,581 | \$ 10,317,581 | \$ 15,814,581 | \$ 15,479,581 |
| Plus Advances | 2,500,766 | - | 7,177,581 | 3,475,000 | - | 5,497,000 | - | 7,084,625 |
| Less Payback | - | - | - | - | (335,000) | - | (335,000) | - |
| Transfer Back to Sales Tax Fund | - | (411,250) | - | - | - | - | - | - |
| Ending Balance: Interfund Loan | \$ 18,249,009 | \$ 17,837,759 | \$ 7,177,581 | \$ 10,652,581 | \$ 10,317,581 | \$ 15,814,581 | \$ 15,479,581 | \$ 22,564,206 |

Interfund Loan: Infrastructure Sales Tax to Impact Fee Funds (w/ proposed adjustments)

NOTE: Budgetary Projections are based on current collections of impact fees and projected capital project expenses at the alternate scenario, plus refunds and matching GovMax. Year end reserve balances are based on budgetary project costs and will be higher on an actual cost basis. Likewise the actual year end loan balance will be lower on an actual cost basis.

| | FY04 | FY05 Budget | | Budgetary Projections | | | | |
|---------------------------------------|---------------------|---------------------|-------------------|-----------------------|-------------------|---------------------|---------------------|---------------------|
| | Actual | Current | Adjusted | 2006 | 2007 | 2008 | 2009 | Thereafter |
| EAST - 12604 | | | | | | 12/31/2007 | | |
| Beginning Fund Balance Forward | \$ 4,011,453 | \$ 6,035,454 | \$ 6,035,454 | \$ 974,181 | \$ 1,171,181 | \$ 261,181 | \$ - | \$ - |
| Impact Fees | 306,463 | 215,914 | 215,914 | 295,000 | 295,000 | 75,000 | - | - |
| Interest | 89,510 | 60,000 | 60,000 | 40,000 | 40,000 | 20,000 | - | - |
| Other | - | - | - | - | - | - | - | - |
| Total Revenue | 395,973 | 275,914 | 275,914 | 335,000 | 335,000 | 95,000 | - | - |
| Project Costs & Refunds | (128,430) | (1,470,288) | (1,470,288) | (138,000) | (1,245,000) | (4,115,000) | - | - |
| Revenue over (under) Expenditure | 267,543 | (1,194,374) | (1,194,374) | 197,000 | (910,000) | (4,020,000) | - | - |
| Advance from Sales Tax Fund | 1,756,458 | - | - | - | - | 3,758,819 | - | - |
| Pay-Back to Sales Tax Fund | - | - | - | - | - | - | - | - |
| Transfer Back to Sales Tax Fund | - | (317,775) | (3,866,899) | - | - | - | - | - |
| Reserves | \$ 6,035,454 | \$ 4,523,305 | \$ 974,181 | \$ 1,171,181 | \$ 261,181 | \$ - | \$ - | \$ - |
| Beginning Balance: Interfund Loan | \$ 2,110,441 | \$ 3,866,899 | \$ - | \$ - | \$ - | \$ - | \$ 3,758,819 | \$ 3,758,819 |
| Plus Advances | 1,756,458 | - | - | - | - | 3,758,819 | - | - |
| Less Payback | - | - | - | - | - | - | - | - |
| Transfer Back to Sales Tax Fund | - | (317,775) | - | - | - | - | - | - |
| Ending Balance: Interfund Loan | \$ 3,866,899 | \$ 3,549,124 | \$ - | \$ - | \$ - | \$ 3,758,819 | \$ 3,758,819 | \$ 3,758,819 |

Interfund Loan: Infrastructure Sales Tax to Impact Fee Funds (w/ proposed adjustments)

NOTE: Budgetary Projections are based on current collections of impact fees and projected capital project expenses at the alternate scenario, plus refunds and matching GovMax. Year end reserve balances are based on budgetary project costs and will be higher on an actual cost basis. Likewise the actual year end loan balance will be lower on an actual cost basis.

| | FY04 | FY05 Budget | | Budgetary Projections | | | | |
|---------------------------------------|----------------------|---------------------|----------------------|-----------------------|----------------------|----------------------|----------------------|---------------------|
| | Actual | Current | Adjusted | 2006 | 2007 | 2008 | 2009 | Thereafter |
| SOUTH CENTRAL - 12605 | | | | | | | | 12/31/2021 |
| Beginning Fund Balance Forward | \$ 16,519,959 | \$ 11,128,545 | \$ 11,128,545 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Impact Fees | 356,572 | 395,000 | 345,000 | 350,000 | 350,000 | 350,000 | 350,000 | 4,287,500 |
| Interest | 302,506 | 250,000 | 250,000 | - | - | - | - | - |
| Other | 4,099 | - | - | - | - | - | - | - |
| Total Revenue | 663,177 | 645,000 | 595,000 | 350,000 | 350,000 | 350,000 | 350,000 | 4,287,500 |
| Project Costs & Refunds | (4,025,053) | (10,220,211) | (16,376,212) | (5,000) | (5,000) | (5,000) | (5,000) | - |
| Revenue over (under) Expenditure | (3,361,876) | (9,575,211) | (15,781,212) | 345,000 | 345,000 | 345,000 | 345,000 | 4,287,500 |
| Advance from Sales Tax Fund | - | - | 14,233,425 | - | - | - | - | - |
| Pay-Back to Sales Tax Fund | (2,029,538) | - | - | (345,000) | (345,000) | (345,000) | (345,000) | (4,287,500) |
| Transfer Back to Sales Tax Fund | - | (570,000) | (9,580,758) | - | - | - | - | - |
| Reserves | \$ 11,128,545 | \$ 983,334 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Beginning Balance: Interfund Loan | \$ 11,610,296 | \$ 9,580,758 | \$ - | \$ 14,233,425 | \$ 13,888,425 | \$ 13,543,425 | \$ 13,198,425 | \$ 12,853,425 |
| Plus Advances | - | - | 14,233,425 | - | - | - | - | - |
| Less Payback | (2,029,538) | - | - | (345,000) | (345,000) | (345,000) | (345,000) | (4,287,500) |
| Transfer Back to Sales Tax Fund | - | (570,000) | - | - | - | - | - | - |
| Ending Balance: Interfund Loan | \$ 9,580,758 | \$ 9,010,758 | \$ 14,233,425 | \$ 13,888,425 | \$ 13,543,425 | \$ 13,198,425 | \$ 12,853,425 | \$ 8,565,925 |

Interfund Loan: Infrastructure Sales Tax to Impact Fee Funds (w/ proposed adjustments)

NOTE: Budgetary Projections are based on current collections of impact fees and projected capital project expenses at the alternate scenario, plus refunds and matching GovMax. Year end reserve balances are based on budgetary project costs and will be higher on an actual cost basis. Likewise the actual year end loan balance will be lower on an actual cost basis.

| | FY04 | FY05 Budget | | Budgetary Projections | | | | |
|-----------------------------------|----------------|----------------|---------------|-----------------------|---------------|---------------|---------------|---------------|
| | Actual | Current | Adjusted | 2006 | 2007 | 2008 | 2009 | Thereafter |
| COMPOSITE: 126XX | | | | | | | | |
| Beginning Fund Balance Forward | \$ 78,317,022 | \$ 69,018,071 | \$ 69,018,071 | \$ 4,196,537 | \$ 4,114,537 | \$ 261,181 | \$ - | \$ - |
| Impact Fees | 6,330,587 | 6,397,914 | 6,347,914 | 5,884,000 | 5,745,000 | 5,525,000 | 5,450,000 | 57,575,000 |
| Interest | 1,514,003 | 1,110,000 | 1,110,000 | 90,000 | 65,000 | 20,000 | - | - |
| Other | 342,967 | - | - | - | - | - | - | - |
| Total Revenue | 8,187,557 | 7,507,914 | 7,457,914 | 5,974,000 | 5,810,000 | 5,545,000 | 5,450,000 | 57,575,000 |
| Project Costs & Refunds | (8,304,991) | (45,031,174) | (45,254,371) | (10,984,524) | (4,608,786) | (10,007,000) | (60,000) | (11,372,125) |
| Revenue over (under) Expenditure | (117,434) | (37,523,260) | (37,796,457) | (5,010,524) | 1,201,214 | (4,462,000) | 5,390,000 | 46,202,875 |
| Advance from Sales Tax Fund | 4,257,224 | - | 34,423,695 | 5,273,524 | 335,430 | 9,255,819 | - | 7,084,625 |
| Pay-Back to Sales Tax Fund | (13,438,741) | - | - | (345,000) | (5,390,000) | (5,055,000) | (5,390,000) | (53,287,500) |
| Transfer Back to Sales Tax Fund | - | (5,954,745) | (61,448,772) | - | - | - | - | - |
| Reserves | \$ 69,018,071 | \$ 25,540,066 | \$ 4,196,537 | \$ 4,114,537 | \$ 261,181 | \$ - | \$ - | \$ - |
| Beginning Balance: Interfund Loan | \$ 120,213,794 | \$ 111,032,277 | \$ 49,583,505 | \$ 84,007,200 | \$ 88,935,724 | \$ 83,881,154 | \$ 88,081,973 | \$ 82,691,973 |
| Plus Advances | 4,257,224 | - | 34,423,695 | 5,273,524 | 335,430 | 9,255,819 | - | 7,084,625 |
| Less Payback | (13,438,741) | - | - | (345,000) | (5,390,000) | (5,055,000) | (5,390,000) | (53,287,500) |
| Transfer Back to Sales Tax Fund | - | (5,954,745) | - | - | - | - | - | - |
| Ending Balance: Interfund Loan | \$ 111,032,277 | \$ 105,077,532 | \$ 84,007,200 | \$ 88,935,724 | \$ 83,881,154 | \$ 88,081,973 | \$ 82,691,973 | \$ 36,489,098 |

