

Lake~Sumter MPO Transportation Concurrency Forum

Transportation Costs, Funding & Impact Fees

March 9, 2007



Presented by:

Bob Wallace, P.E., AICP

Tindale-Oliver & Associates, Inc.



Presentation Overview



1

Key Concepts

2

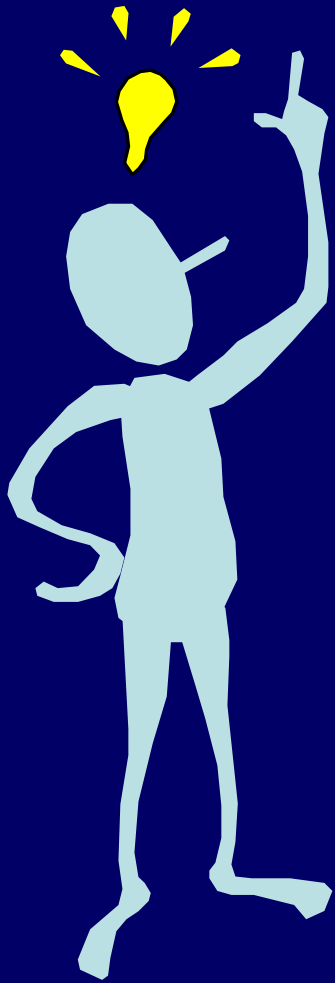
**Where We Are & Where We
Are Headed**

3

Construction Cost Increases

4

Updated Costs & Revenues



1

Key Concepts





Key Concepts

- Transportation Capacity Is An Asset
- Consumption & Replacement of Capacity
- Maximizing the Public Benefit





Key Concepts

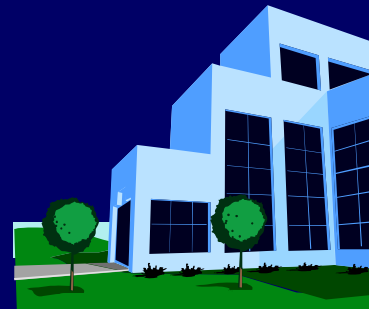


- **Transportation Capacity Is An Asset**

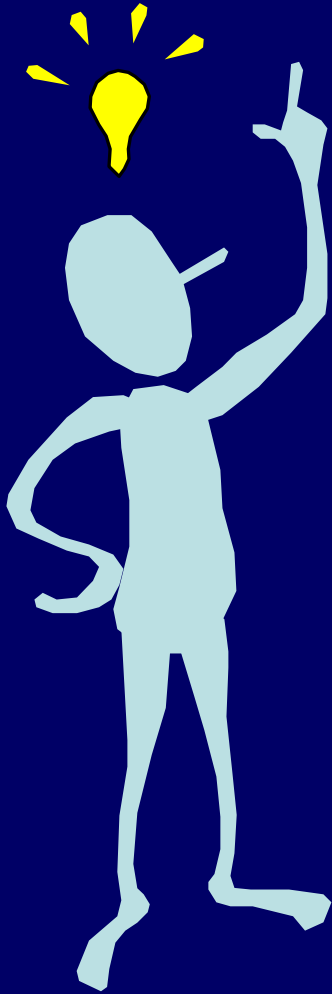
Local City Road (Not Improved)



County Road (Being Improved)

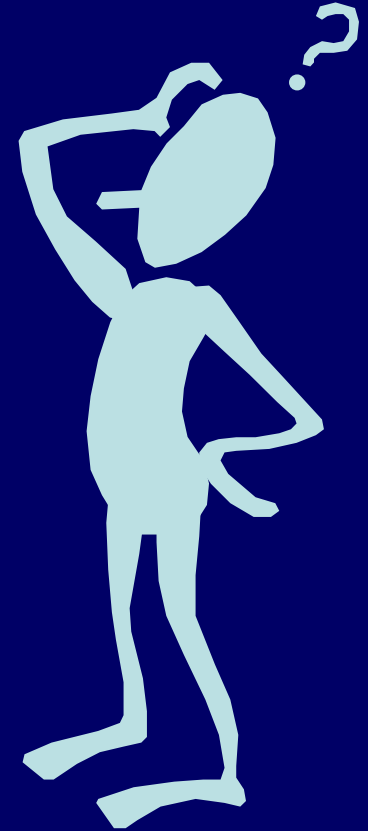


State Road (Not Improved)



2

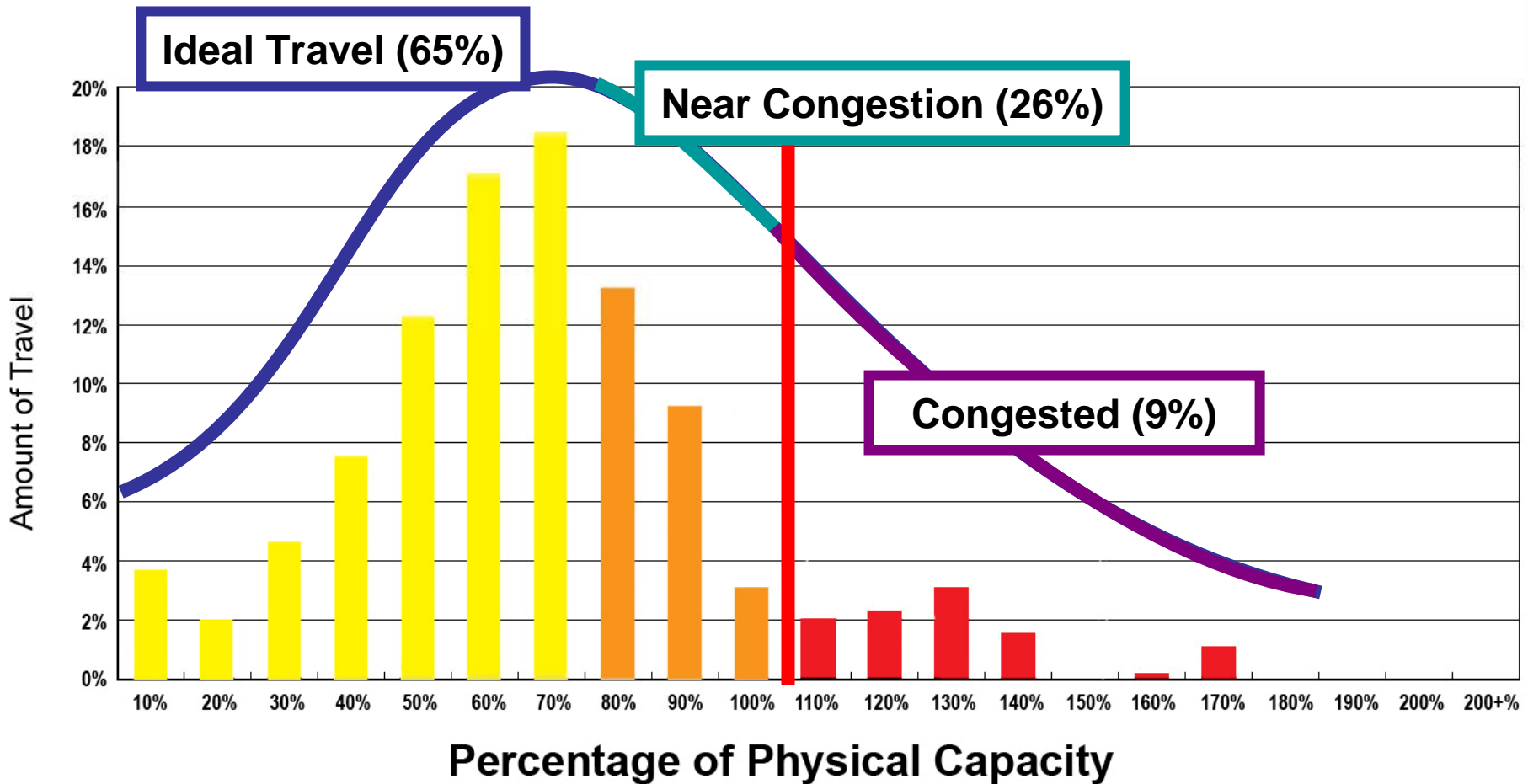
Where We Are & Where We Are Headed





2005 Transportation System

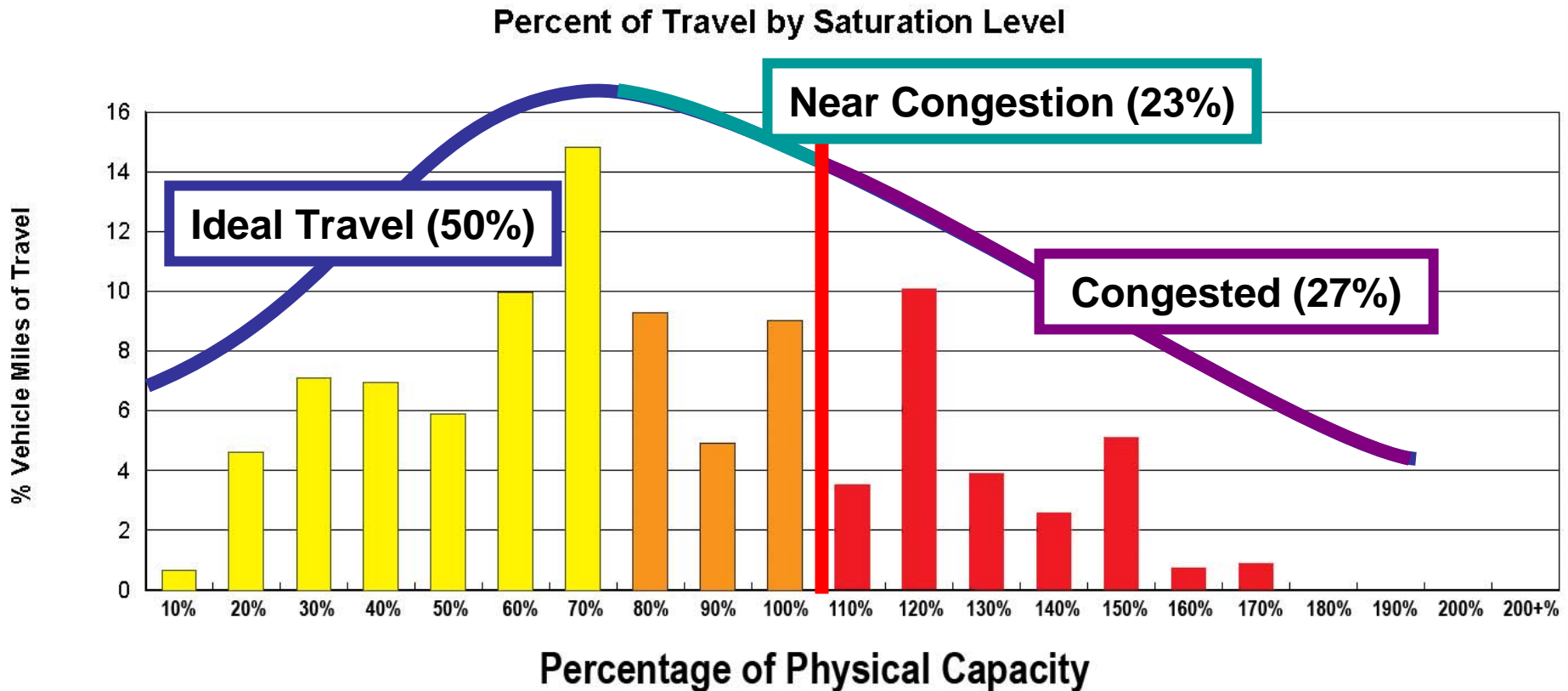
Lake County 2005 Evaluation of Congestion





2025 Transportation System

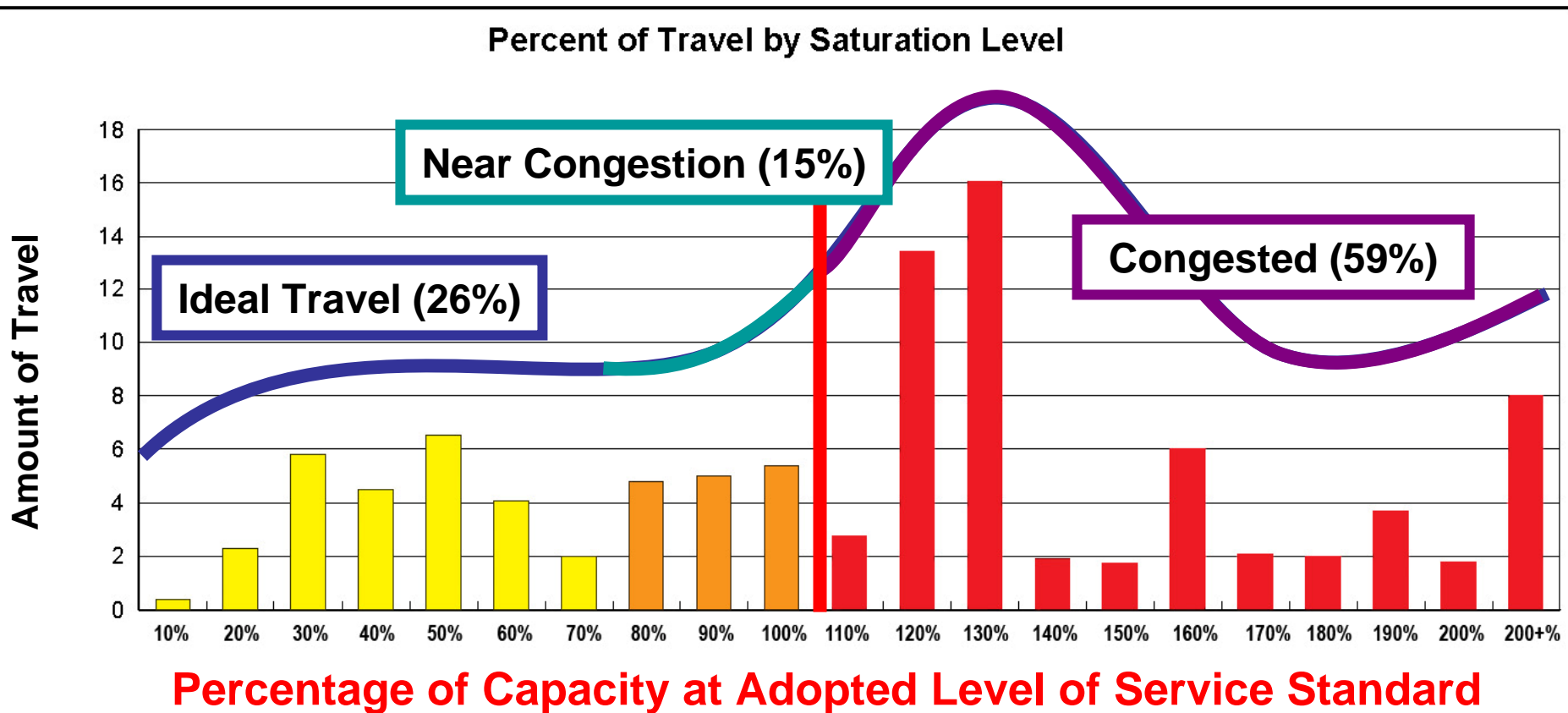
Lake County 2025 Cost Affordable Plan Evaluation of Congestion





2025 Transportation System

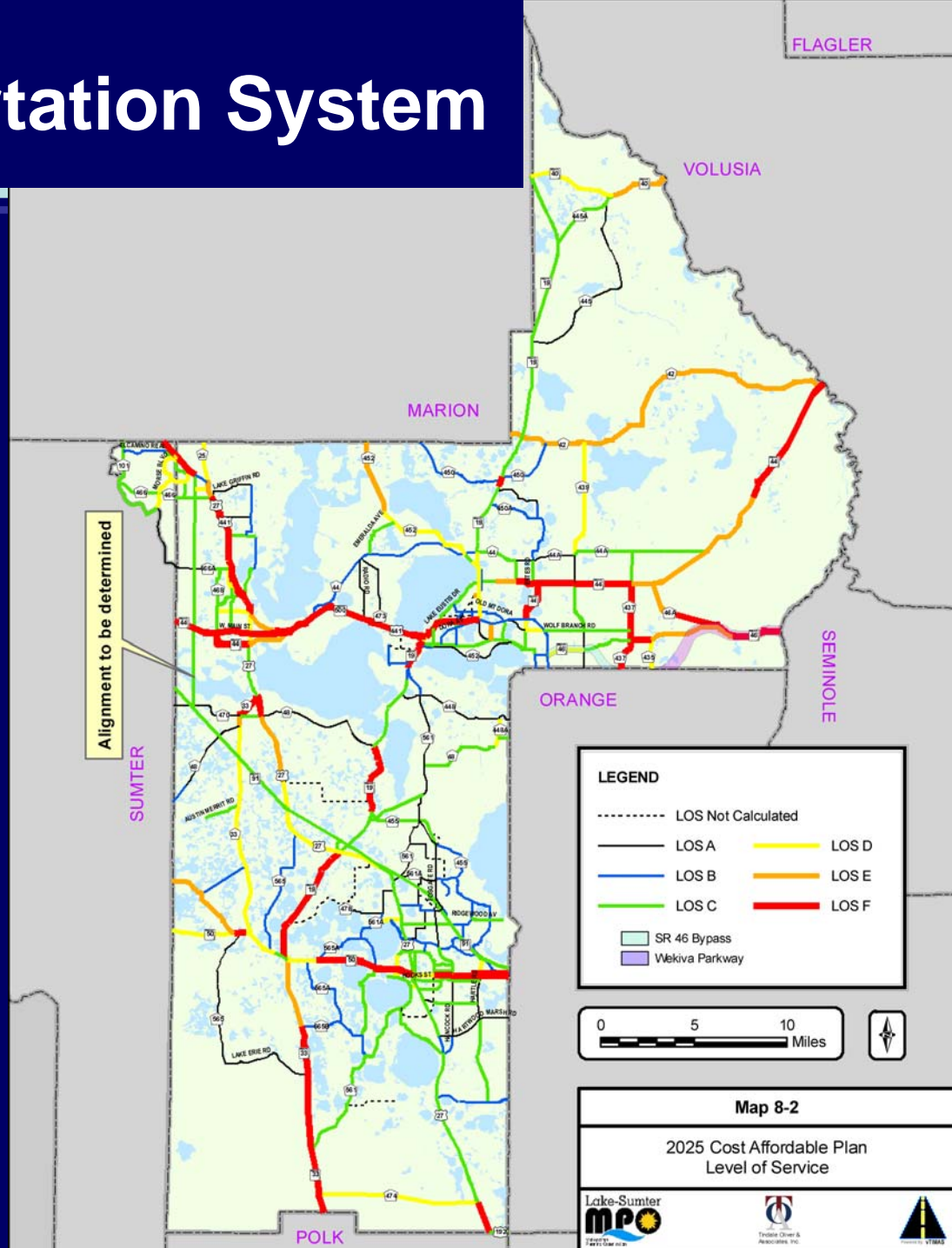
Lake County 2025 Cost Affordable Plan Evaluation of Congestion





2025 Transportation System

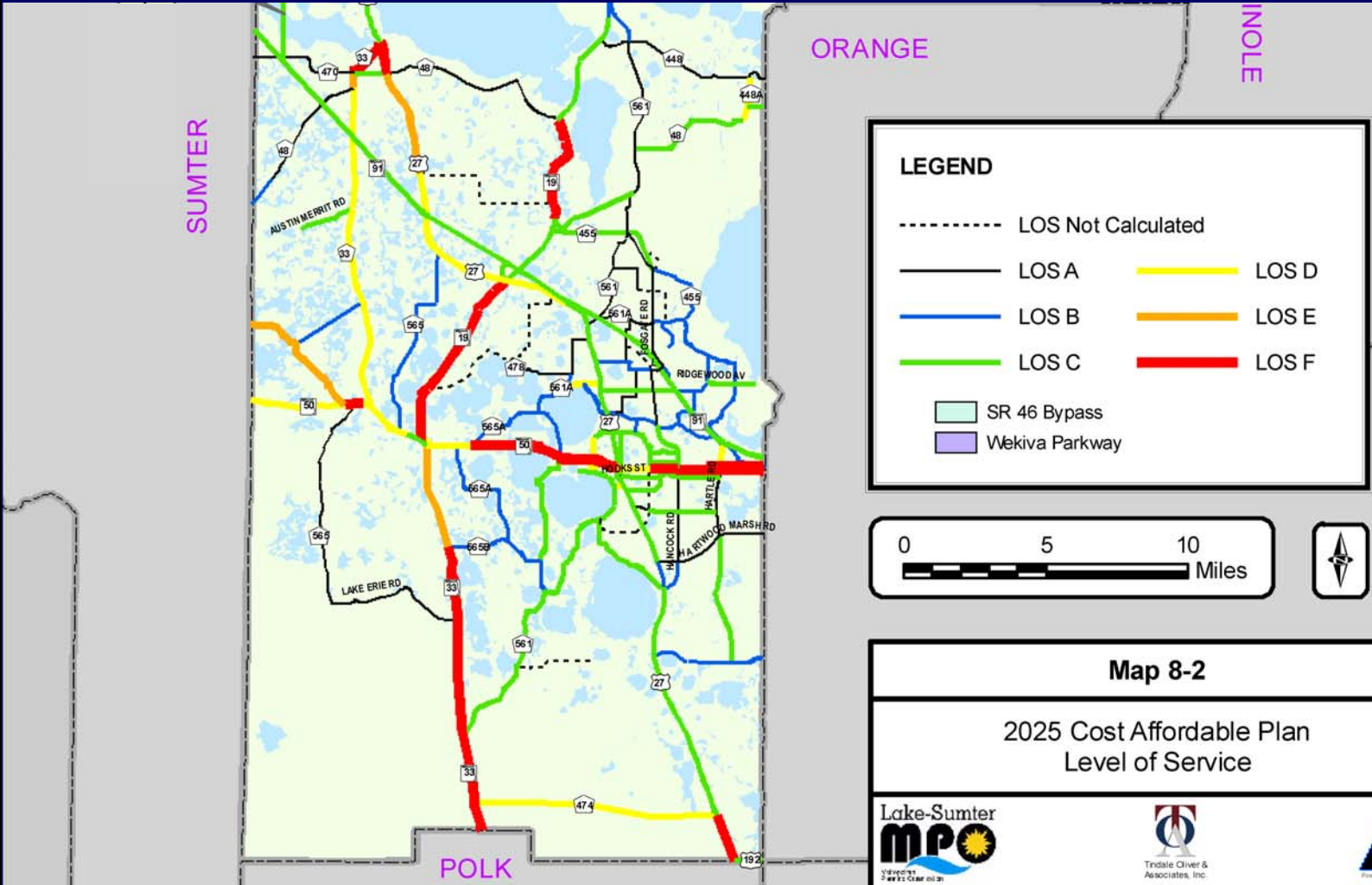
Projected Level of Service Conditions





2025 Transportation System

Lake – Sumter MPO 2025 LRTP - Level of Service

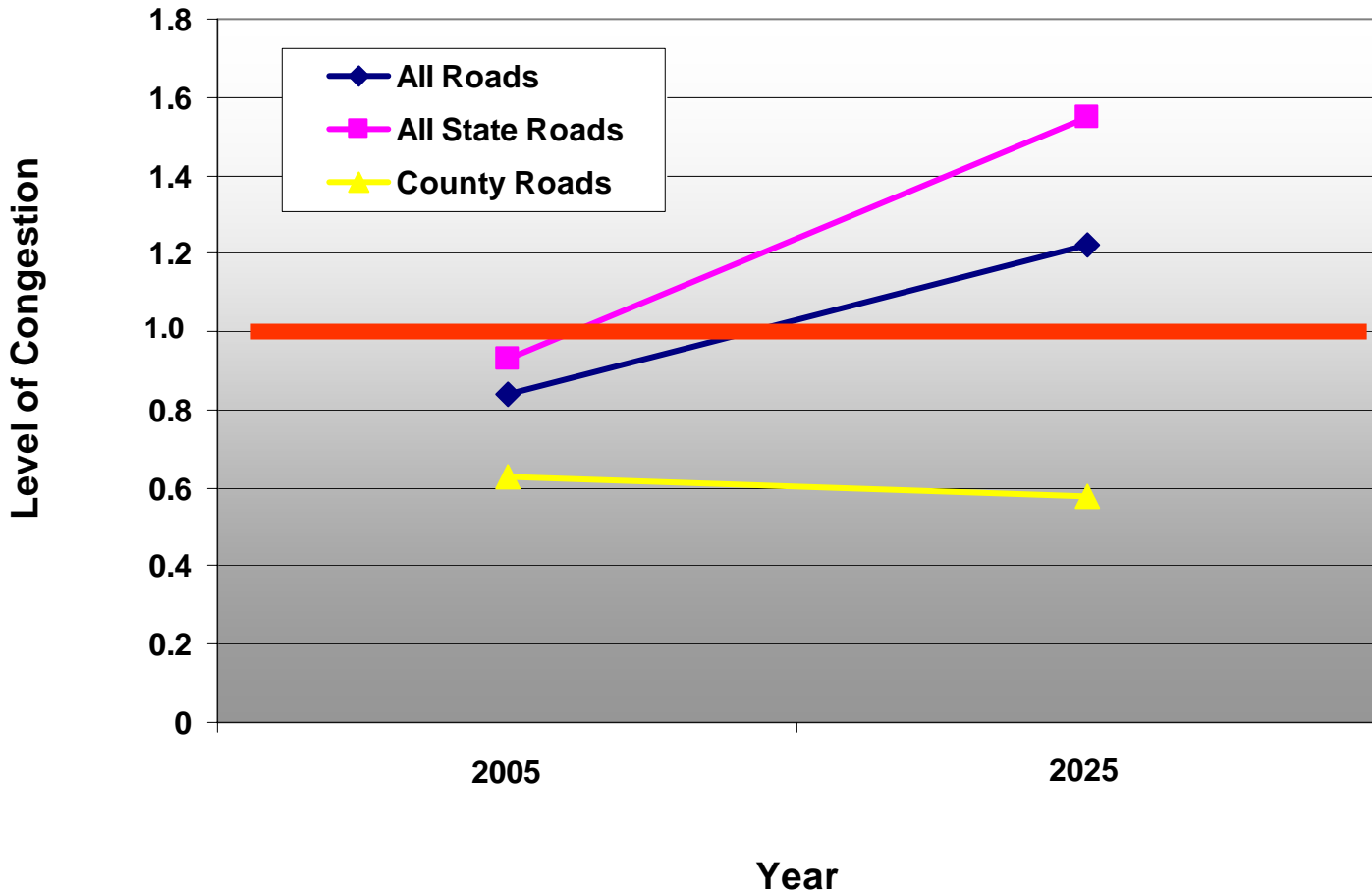




2025 Transportation System



Level of Congestion

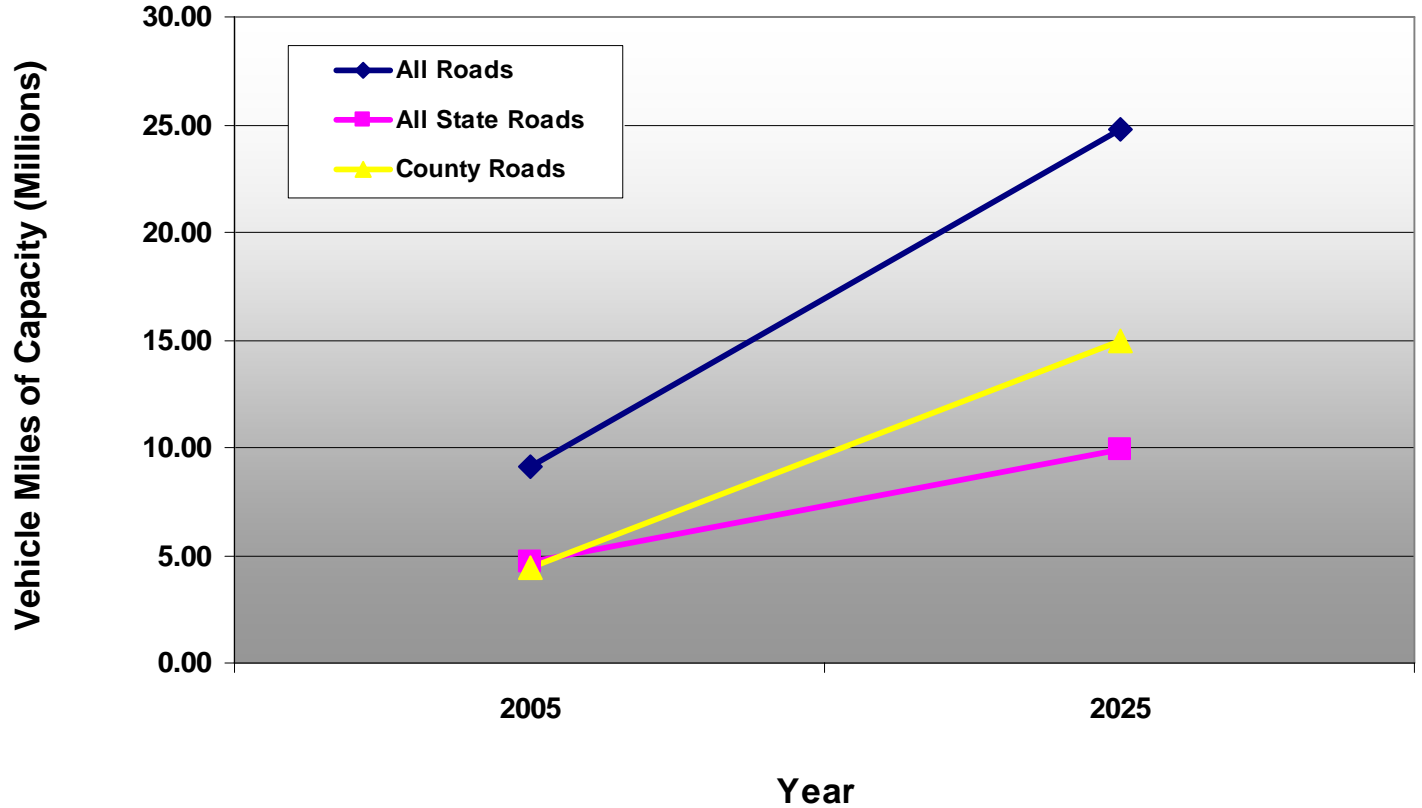




Lake County Transportation System Performance



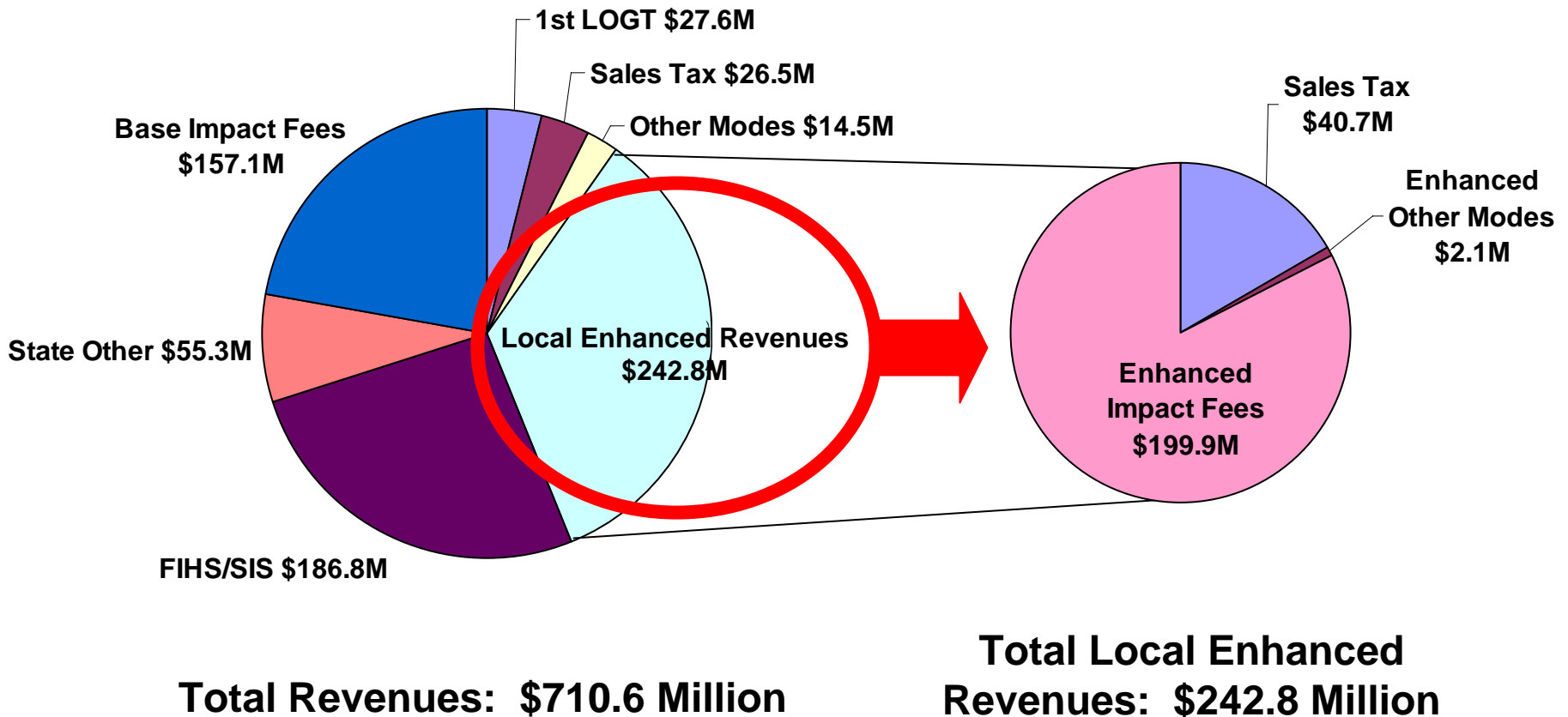
Vehicle Miles of Capacity





2025 Transportation System Revenues

**Total 2025 Cost Affordable Plan Enhanced Revenues:
\$710.6 Million**





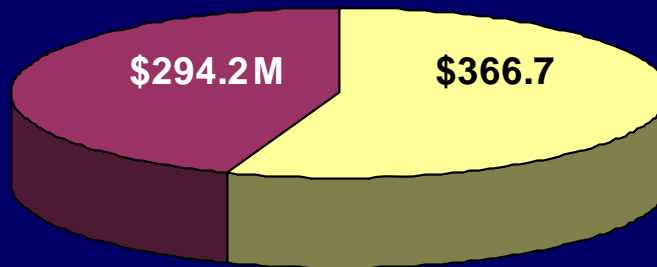
Lake 2025 Cost Feasible Plan Costs



County

State

Based on 2004
Costs (Millions)



Total = \$660.9M

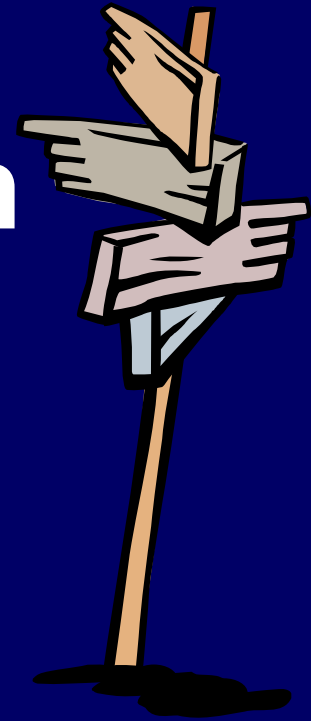
Road expansion or
new road construction projects only.



3



Construction Cost Increases

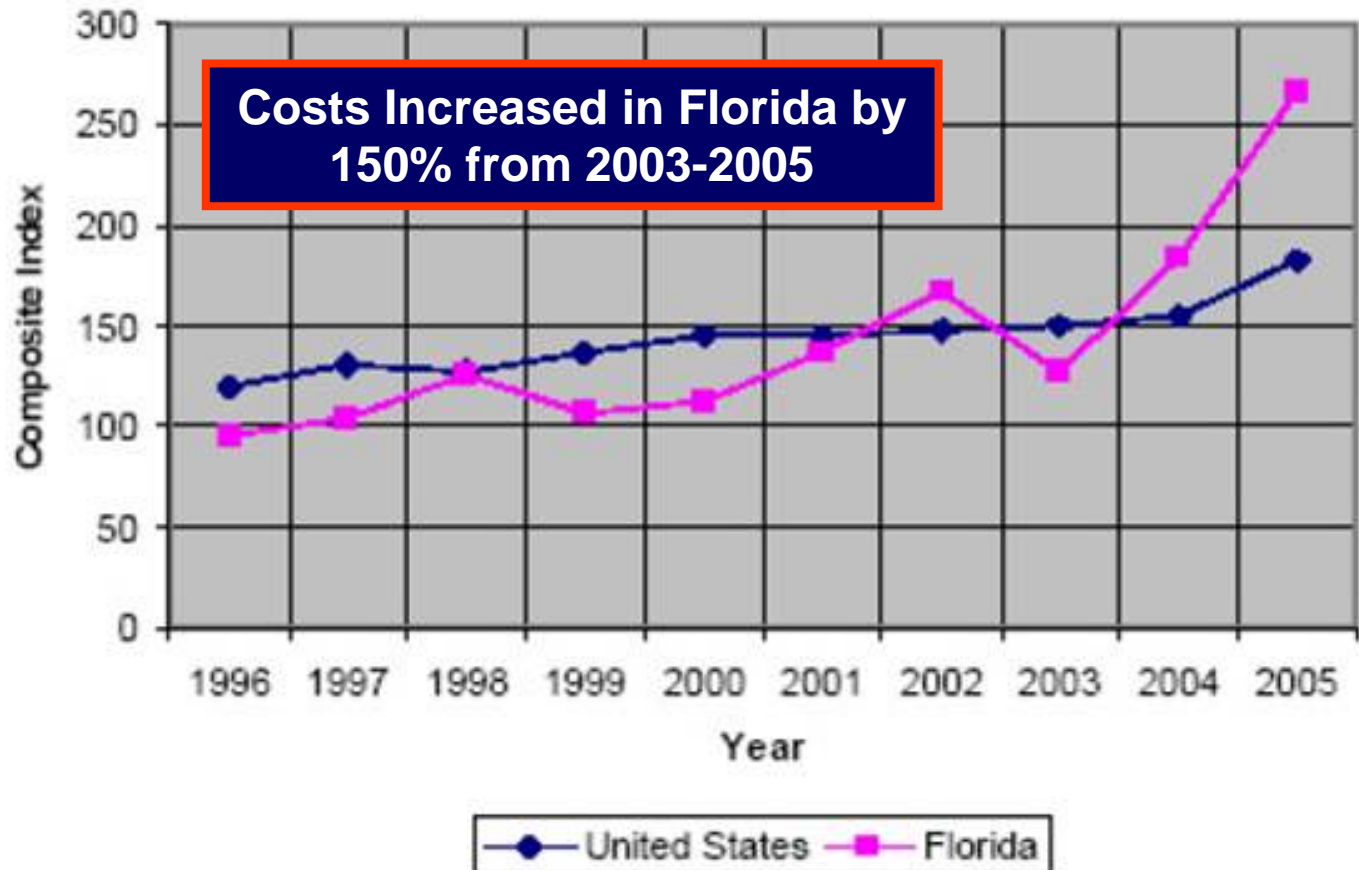




Construction Cost Increases

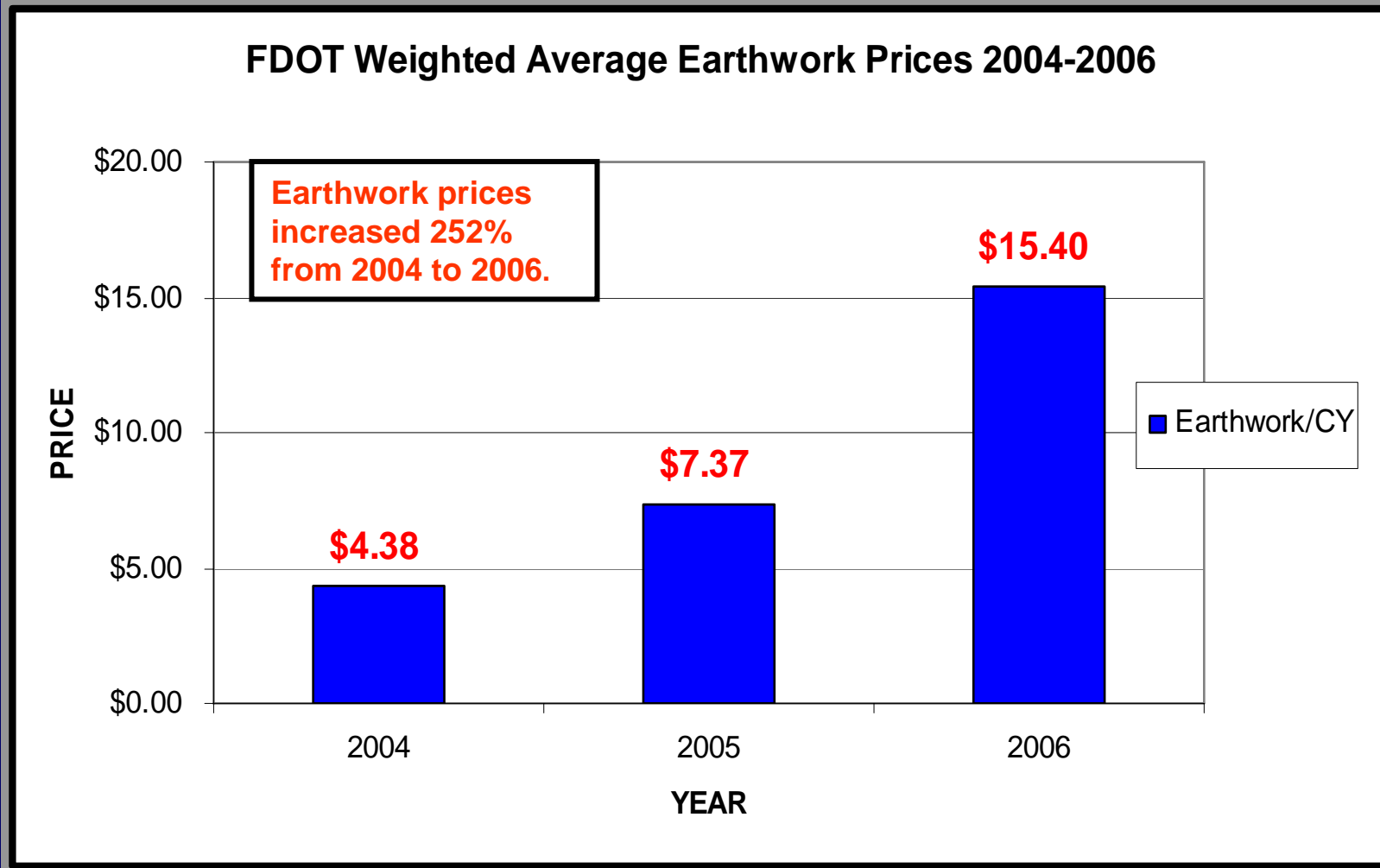


Price Trends for Federal-Aid Highway Construction





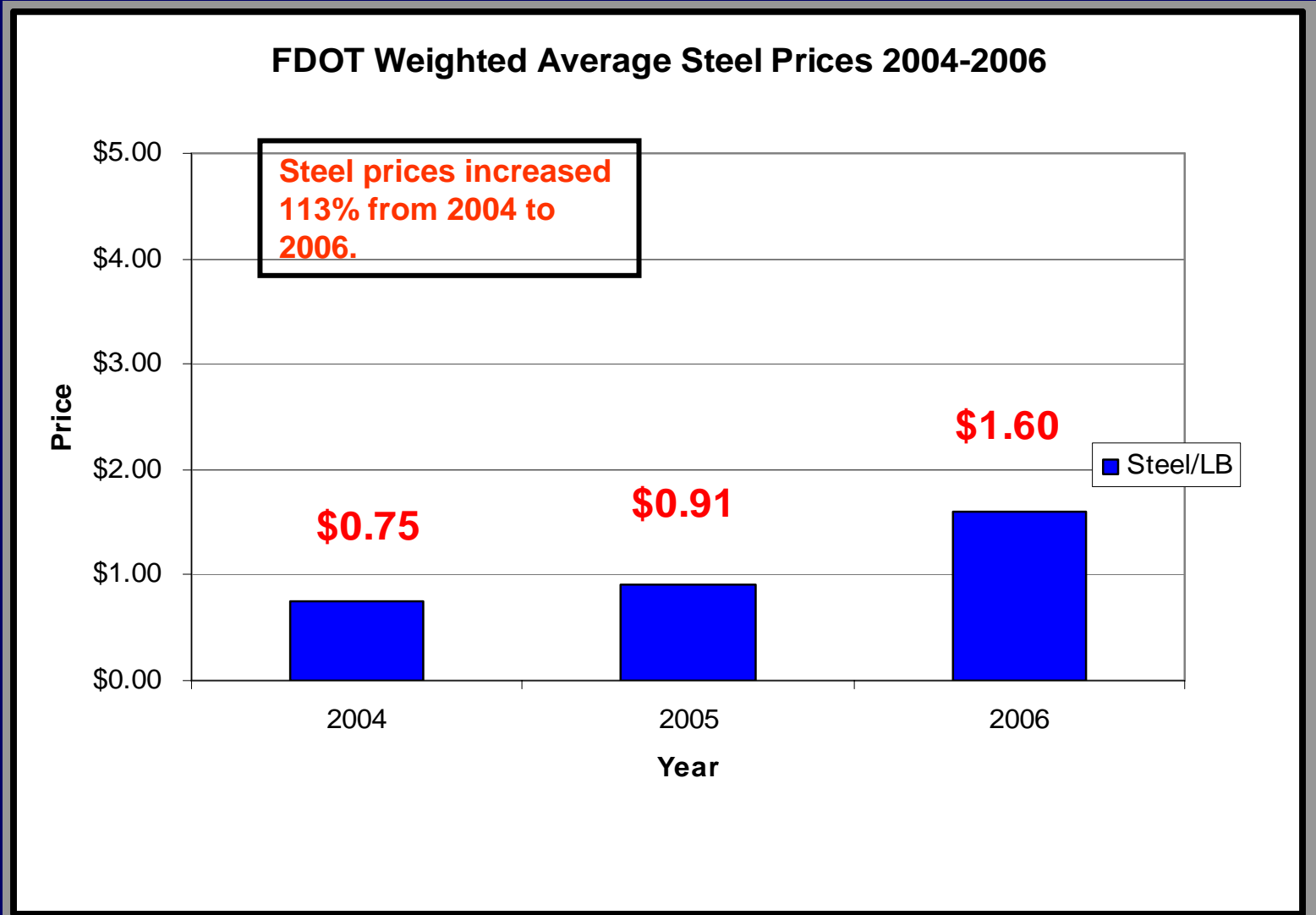
Cost Increases



Source: State of Florida DOT "A Summit to Address Delivering Improvements to Transportation Infrastructure"



Cost Increases

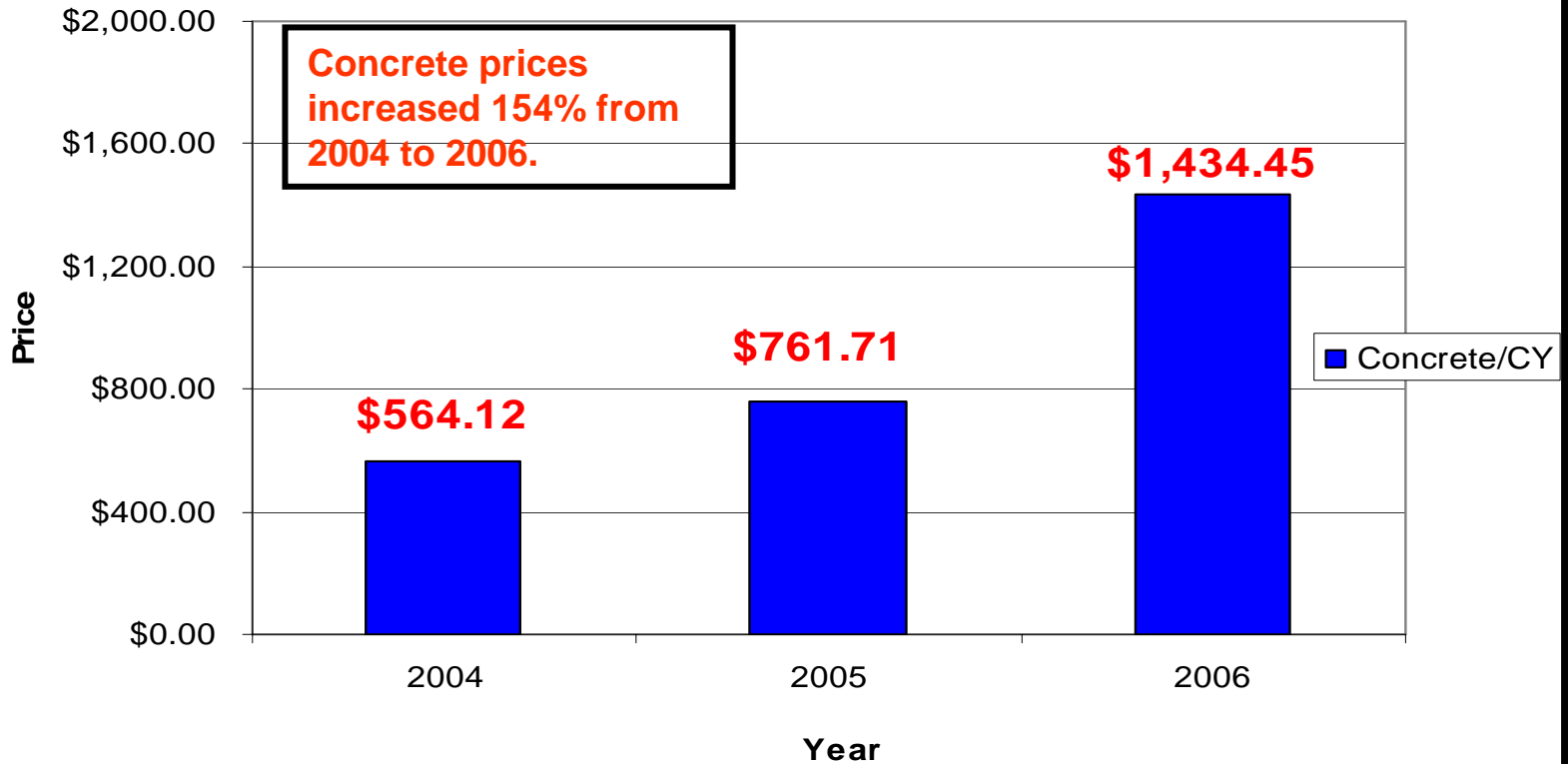




Cost Increases



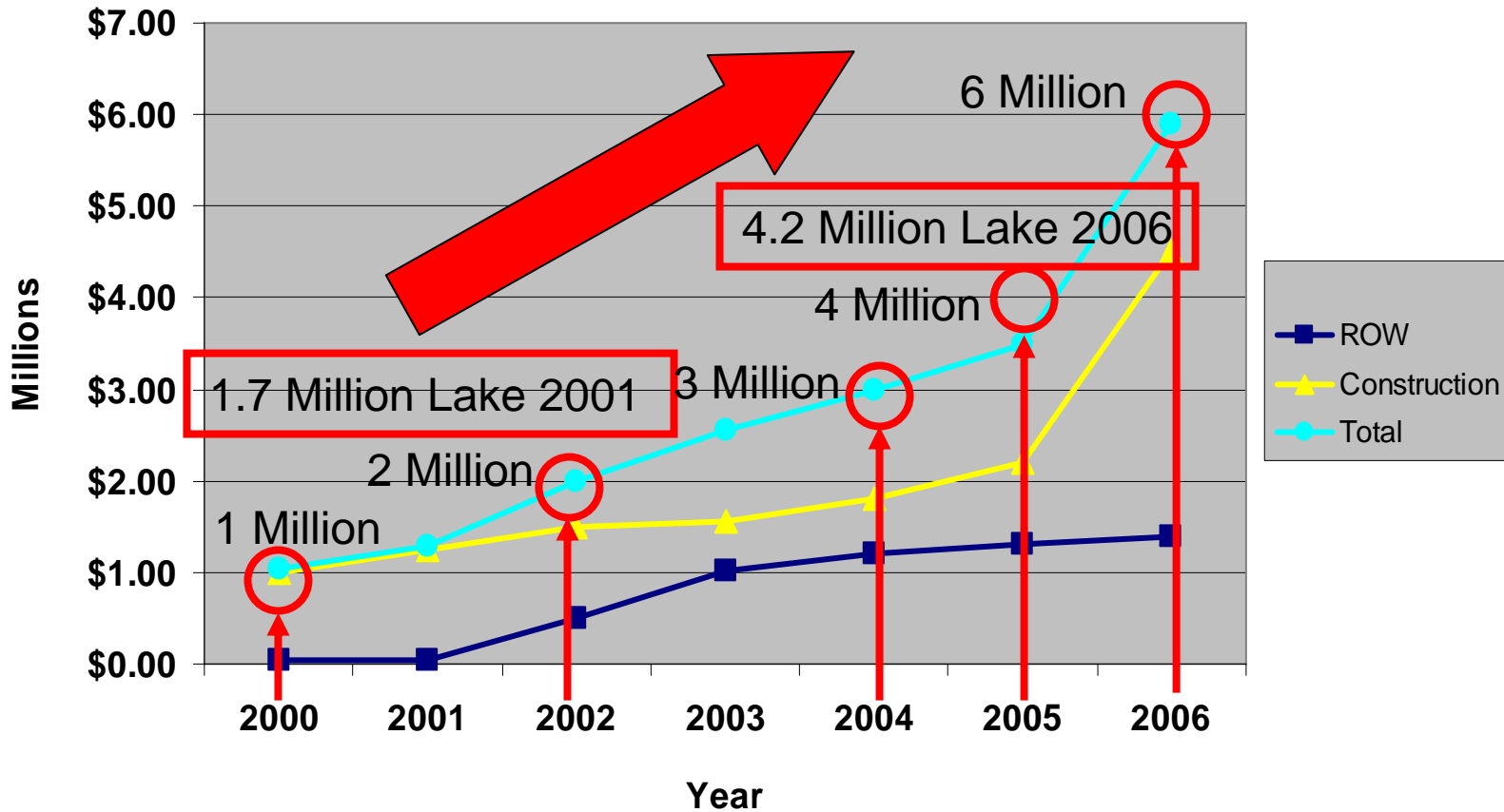
FDOT Weighted Average Concrete Prices 2004-2006



Source: State of Florida DOT "A Summit to Address Delivering Improvements to Transportation Infrastructure"



Cost Increases (cost per lane mile, millions)

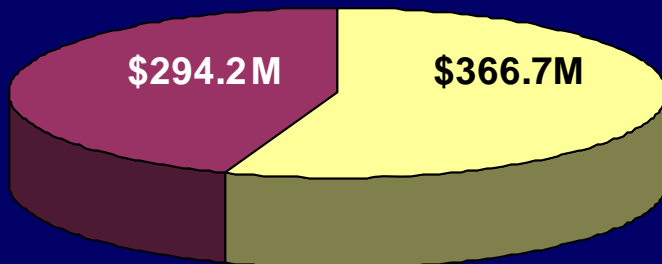




Lake 2025 Cost Feasible Plan Costs



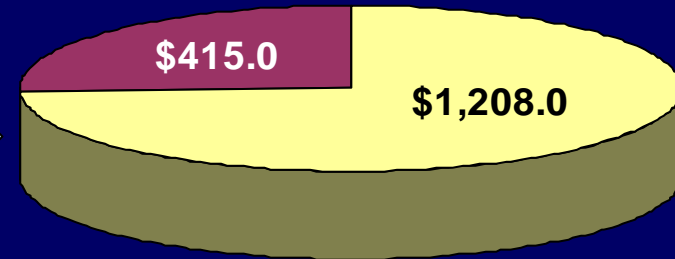
**Based on 2004
Costs (Millions)**



Total = \$660.9M

County
State

**Based on Impact Fee
Study Costs (Millions)**



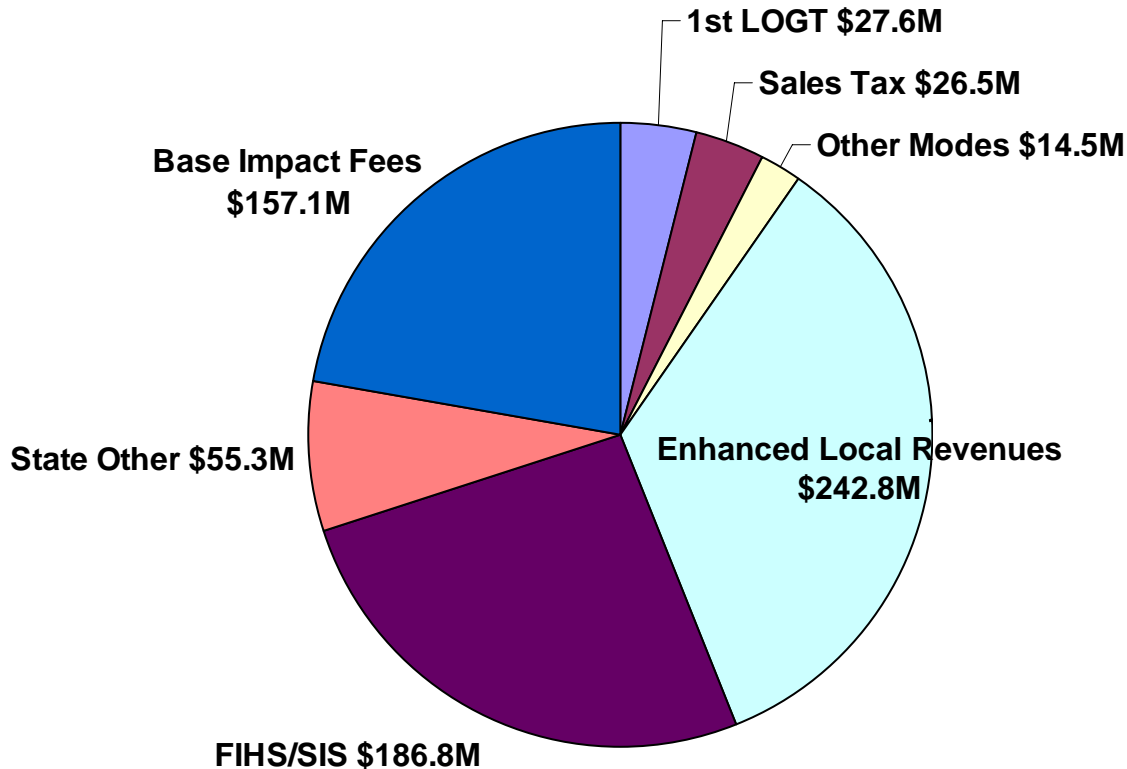
Total = \$1,623.0M

Road expansion or
new road construction projects only.



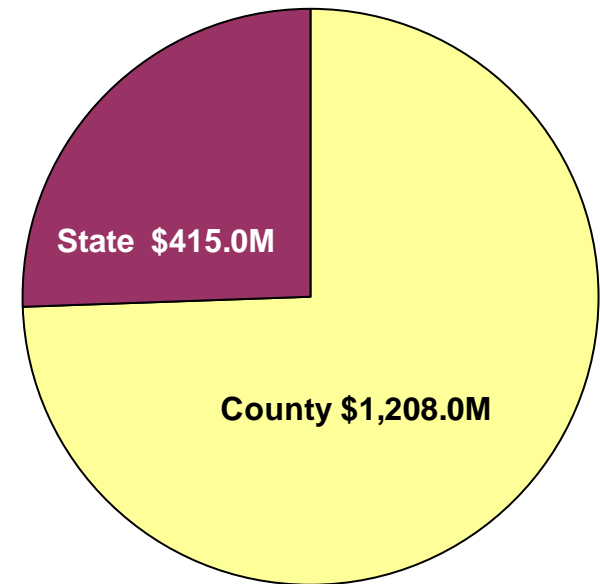
Revenues vs. Updated Costs

Enhanced Revenues



Total Revenues: \$710.6 Million

Updated Costs

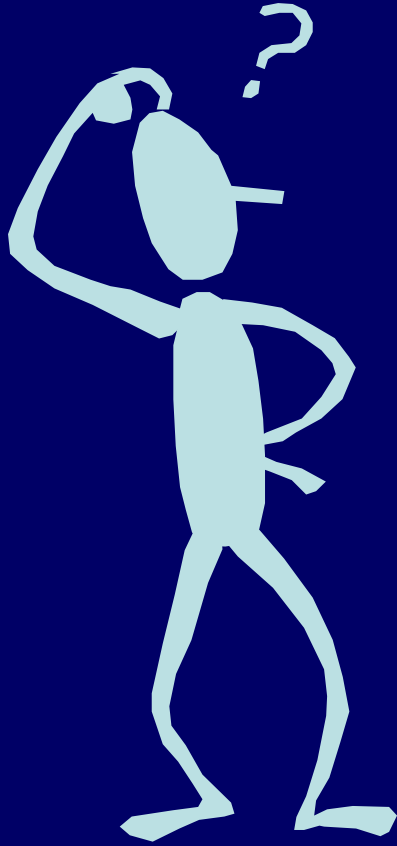


Total = \$1,623.0 Million

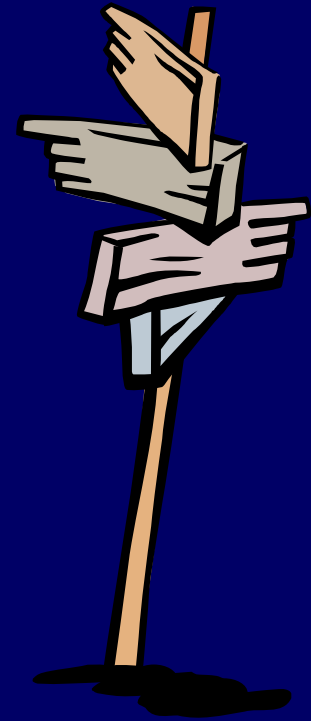
Shortfall = \$912.4 Million



4



Updated Costs and Revenues





TIF – Fee Comparison

Land Use	Impact Unit	Current Fee 2001	Proposed Fee 100%
Single Family (1,500 – 2,499 sq ft)	du	\$2,189	\$11,396
Gen. Light Industrial	1,000 sq ft	\$2,157	\$11,137
Office (50k sq ft)	1,000 sq ft	\$2,883	\$15,431
High Turnover Restaurant	1,000 sq ft	\$11,442	\$58,516
Retail (100k sq ft)	1,000 sq ft	\$2,177	\$13,549
Bank/Savings Drive-Thru	1,000 sq ft	\$12,207	\$65,620



Comparison of Transportation Impact Fees

Land Use	Unit	Lake Current Fee (2001)	Lake Updated Fee at 100% (2006)	Citrus at 50% (2006)	Polk at 100% (2005)	Marion At 100% (2005)	Sumter (2003) Being Updated
Single Family (1,501 to 2,499 sq ft)	du	\$2,189	\$11,396	\$4,853	\$6,048	\$5,462	\$2,582
Gen. Light Industrial	1,000 sq ft	\$2,157	\$11,137	\$2,909	\$1,409	\$3,294	\$1,690
Office (75k sq ft)	1,000 sq ft	\$2,883	\$15,431	\$6,322	\$9,768	\$8,883	\$2,670
High-Turnover Restaurant	1,000 sq ft	\$11,442	\$58,516	\$23,992	\$40,242	\$27,807	\$19,550
Retail (125k sq ft)	1,000 sq ft	\$2,177	\$13,549	\$5,847	\$8,278	\$7,055	\$7,650
Bank/Savings Drive-Thru	1,000 sq ft	\$12,207	\$65,620	\$26,800	\$51,800	\$31,731	\$35,250





Transportation Impact Fee Revenue Projection Methodology



Year	Population	Item
2007	295,201	
2025	472,471	
Population Growth (2007-2025)		177,270
Residents per Dwelling Unit		2.39
New Homes (2007-2025)		74,172



Revenue Projections Transportation Impact Fee Update Study



Transportation Impact Fee Revenue Categories	Amount of Projected Revenue 2007 to 2025 (Millions)
Residential Land Uses	\$642.0 M
Non-Residential Land Uses	\$160.5 M
Total Revenue	\$802.5M
Total Revenue from 2025 Transportation Plan	\$357.0M



Summary of Revised Revenues and Costs 2025 Transportation Plan



	Revenues and Costs (Millions)
Total Revenues with Updated Transportation Impact Fees	\$1,156.6 M
Total Updated Costs	\$1,623.0 M
Net Condition (Shortfall)	\$466.4M



What's the Funding Solution?

- Impact Fees Help Solve the Funding Shortfall; But
- Other Sources Needed
 - More Sales Tax for Transportation?
 - Second Local Option Gas Tax?
 - Assessments?
 - Proportionate Fair Share?





Proportionate Share and Impact Fees



CONCURRENCY PROPORTIONATE SHARE

Existing/
Future
Deficiency
on Existing
Roads

Solves
Concurrency
Timing
Problem

IMPACT FEE

New Capacity
to Serve New
Development

Not to Solve
Existing
Deficiencies



THE END