

Orange County's response to Transportation Committee Information Request

Transportation Impact Fees

- - What the fee is

The County's Transportation Impact Fee Program was developed to fund roadway needs created by new development, and operates according to the philosophy that growth should pay its own way. Most basically, these impact fees cover the cost of replacing roadway capacity that new developments consume. The fees are collected in four separate areas within Orange County and the fees collected in any given area must be used for the benefit of that area.

- - When the fee was implemented and dates it has been updated

The Transportation Impact Fee Ordinance was adopted in 1985 and implemented in 1986. It has been updated twice. Once in 1990, and again in 1998. Both updates dealt mainly with the formula inputs for the fee calculation.

- - Annual funding received from impact fees for the last three years:

2003 Transportation Impact Fee Collections - \$15.4 M

2004 Transportation Impact Fee Collections - \$19.8 M

2005 Transportation Impact Fee Collections - \$27.1 M

2003 Transportation Impact Fee Collections with Advance Impact Fee Payments - \$21.8 M

2004 Transportation Impact Fee Collections with Advance Impact Fee Payments - \$32.3 M

2005 Transportation Impact Fee Collections with Advance Impact Fee Payments - \$44.9 M

There are two sets of figures given above. The first set includes only "true" impact fees collected in the past three years. The second set of numbers

includes both "true" impact fees and "advance" impact fees. These "advance" impact fees allow developers to reserve road capacity for future projects and offset the final impact fee for the development once it actually moves forward.

Percentage of County road CIP that is funded through impact fees –

As of January 2006, impact fee funding accounted for approx. 72% of all non-grant road projects in the FY05-06 budget.

Information regarding Local Option Gas Tax

The unutilized tax referred to is a second Local Option Fuel Tax consisting of a one to five cent tax per gallon applied to motor fuel (not diesel fuel). Using the full five cents of this tax, total estimated additional revenue would be approximately \$27M annually. Of that, about \$17.6M would come to unincorporated Orange County, about \$5.6M would go to the City of Orlando, and the balance of \$3.8M to other municipalities.

Of the 67 counties in Florida, a total of 17 counties have levied some portion of the second local option gas tax: 14 have levied the full five cents; one county has levied three cents; and two counties have levied two cents.

Information re Lynx

- - **The following is the amount requested by Lynx over the past three years and the amount they have been given by the County.**

<u>Fiscal year</u>	<u>Funding Awarded</u>	<u>Funding Requested</u>
2005-2006	27,278,396	27,278,396
2004-2005	23,238,717	30,387,629
2003-2004	22,395,288	25,831,013