Lake County Transportation Alternative funding Task Force
August 25, 2008 Meeting

1st 5 months of 2008:

- 81% of single family home sales (928 of a total 1,147) were less than $250,000
- average sale price $194,727 (same as March 2005)
- inventory of unsold homes was 5,433 or 23.6 month supply
- single family building permits issued by County Building Dept from Jan through July: 306 (less than 1993)

Total Population 2007 estimate: 303,152
Total households: 124,197
75% of households earn less than $75,000 (max house affordable $250,000)
54% of households earn less than $50,000 (max house affordable $150,000)
24% of households earn less than $25,000 (can only rent)

MPO 2025 Long Range Transportation Plan (May 23, 2007)
See attached summary page

Lake County Increase in Gross Taxable Value Over Prior Year
See attached summary page

Lake County General Fund Revenues
See attached summary page

Lake County Impact Fees

Cherry Lake Road Project

Needs Plan Roadway Capital Costs - Using the cost assumptions presented above for PD&E, PE, CEI, ROW, and CST, the cost of the Adopted 2025 Needs Plan was developed. Table 6-6 summarizes the costs of the Adopted Needs Plan. Detailed information on the costs of the Adopted Needs Plan can be found in Chapter 7. The total projected cost of the Adopted 2025 Needs Plan is $1.2 billion. This is broken out as follows: $70 million for all design and inspection activities, $193.2 million for right of way acquisition costs, $974 million for construction costs, and $20.0 million in unique costs (interchanges, bridges, major utility relocation, etc.).

Table 6-6

Cost of the Adopted 2025 Needs Plan

(Costs in 2004 dollars for the period 2011 to 2025)

	Design Costs	ROW Costs	Construction Costs	Unique Costs	Total Costs
SIS (FIHS-Interstate)	$0	$5,057,523	$25,287,616	$20,000,000	$50,345,139
SIS (FIHS-intrastate)	$0	$47,945,816	$118,330,082	$0	$166,275,898
Other State Roads	$0	$55,543,956	$320,184,978	$0	$375,728,934
County Roads	$69,927,344	$84,609,905	$510,188,104	$0	$594,798,009
Other Roads	$0	$0	$0	$0	$0
TOTALS	$69,927,344	$193,157,200	$973,990,780	$45,000,000	$1,187,147,980

Notes: (1) Unique costs for SIS (FIHS-Interstate) are for the Interchange at Florida's Turnpike and Sullivan Rd. SIS (FIHS-Interstate) costs source is FDOT FIHS System Plan, 2003 Update

(2) Unique Costs for County Roads include bridges, and utility pipelines along reconstructed roadways or bridges. Source: Lake County Public Works

Table 7-1: 2025 Needs Plan Projects and Costs

	Street	From Street	To Street	2010 Road Type	2025 Needs Road Type	Design Cost	ROW Cost	Construction Cost	Total Cost
SIS	SR 91	SULLIVAN RD	ORANGE CO. LINE	4F	6F	$ 9,827,856	$ 5,057,523	$ 25,287,616	$ 57,172,795
	SR 25 (US 27)	CR 561A	O'BRIEN RD	4D	6D	$ 9,580,356	$ 33,358,301	$ 45,392,506	$ 88,254,163
	SR 25 (US 27)	CR 33	SR 44	4D	6D	$ 2,654,582	$ 1,999,297	$ 9,831,499	$ 14,452,289
	SR 25 (US 27)	MAIN ST	MAIN ST	4U	6D	$ 1,593,344	$ 1,180,255	$ 5,901,273	$ 8,674,872
	SR 46 BYPASS	SR 46	ORANGE COUNTY LINE	0D	4F	$ 5,610,237	$ 4,298,694	$ 21,493,469	$ 31,595,400
	US 27/US 441	WEST BOONE CT	POLK COUNTY	4D	6D	$ 789,542	$ 585,142	$ 2,925,710	$ 4,300,394
	VIENNA PKWY	ORANGE COUNTY LINE	SEMINOLE COUNTY LINE	0D	4F	$ 11,232,759	$ 8,329,582	$ 41,662,912	$ 61,225,253
State Roads	SR 19	SR 25 (US 27)	OBRIEN RD (N)	2U	4D	$ 1,573,569	$ 1,165,325	$ 5,826,623	$ 8,565,517
	SR 19	CR 48	CR 561	2U	6D	$ 15,406,283	$ 2,918,022	$ 57,068,307	$ 75,385,612
	SR 19	CR 561	SR 19 (NEWSB)	4D	6D	$ 3,146,352	$ 2,330,632	$ 11,653,162	$ 17,130,146
	SR 19	CR 450 (S)	CR 42	2U	4D	$ 1,840,656	$ 1,363,449	$ 6,817,245	$ 10,021,350
	SR 19	SR 50 (EB)	SR 25 (US 27)	2U	4D	$ 4,546,418	$ 3,367,717	$ 16,838,582	$ 24,752,717
	SR 19 / CR 561 CONNECTOR	SR 19	CR 561	0D	4D	$ 4,618,583	$ 3,421,173	$ 17,105,864	$ 25,145,620
	SR 33	LAKE ERIE RD	SR 50	2U	4D	$ 4,309,872	$ 3,191,756	$ 15,958,780	$ 23,459,410
	SR 408	SR 27	ORANGE COUNTY LINE	0D	4F	$ 6,136,848	$ 4,547,295	$ 22,736,473	$ 33,422,616
	SR 44	CR 44	VOLUSIA CO. LINE	2U	4D	$ 15,236,586	$ 11,289,359	$ 56,431,796	$ 82,954,741
	SR 46	SR 500 (US 441)	SEMINOLE CO LINE	2U	4D	$ 9,569,461	$ 7,088,267	$ 35,431,337	$ 52,084,065
	SR 50	SUMTER CO. LINE	SUNSET AV	2U	4D	$ 2,761,560	$ 2,045,897	$ 10,229,482	$ 15,037,339
	SR 50	CR 561	HANCOCK RD	4D	6D	$ 3,962,657	$ 2,936,301	$ 14,676,555	$ 21,574,493
	SR 500 (US 441)	CR 44A	WOLF BRANCH RD	4D	6D	$ 4,997,324	$ 3,701,648	$ 18,508,237	$ 27,207,109
I	BRIGHTON RD	CR 561	LAKESHORE DR	0D	2U	$ 193,922	$ 228,144	$ 1,140,720	$ 1,562,786
	CAPT. HIKINES	SR 19	DEAD RIVER RD	0D	2U	$ 209,769	$ 246,258	$ 1,231,288	$ 1,686,315
	CHERRY LAKE RD	CR 478	E APSHAWA RD	2U	4D	$ 716,447	$ 842,576	$ 4,214,394	$ 5,773,724
	CR 25	US 27/US 441 (S)	US 27/US 441 (N)	2U	2D	$ 74,594	$ 87,667	$ 438,403	$ 600,664
	CR 25A	THOMAS AV	ORANGE	2U	2D	$ 141,586	$ 166,476	$ 832,381	$ 1,140,443
	CR 25	US 27/US 441 (N)	MARION CO. LINE	2U	4D	$ 741,457	$ 872,273	$ 4,361,364	$ 5,975,094
	CR 33	CR 48	CR 478	2U	4D	$ 174,443	$ 205,227	$ 1,026,135	$ 1,405,805
	CR 33	CR 478	SR 25 (US 27)	2U	6D	$ 939,966	$ 1,105,843	$ 5,529,214	$ 7,575,023
	CR 437	SR 46	WOLF BRANCH RD	2U	4D	$ 167,552	$ 197,121	$ 985,606	$ 1,350,280
	CR 439	SR 44	CR 44A	2U	4D	$ 514,958	$ 605,833	$ 3,029,167	$ 4,149,958
	CR 44	SR 500 (US 441)	CR 473	2U	4D	$ 1,423,300	$ 1,674,470	$ 8,372,349	$ 11,470,119
	CR 44	CR 473	CR 44A (LEG)	2U	6D	$ 5,629,443	$ 6,622,873	$ 33,114,371	$ 45,366,687
	CR 44	CR 44A (LEG)	SR 44	2U	4D	$ 592,117	$ 447,187	$ 2,235,935	$ 3,063,239
	CR 441 (OLD)	SR 500 (US 441)	SR 19	2U	4D	$ 99,939	$ 117,576	$ 587,879	$ 805,394
	CR 441 (OLD)	SR 19	CR 44C	2U	2D	$ 486,926	$ 572,854	$ 2,864,270	$ 3,924,050
	CR 448	CR 561	ORANGE COUNTY LN	2U	4D	$ 1,763,171	$ 2,074,318	$ 10,371,591	$ 14,209,080
	CR 448	SR 500 (US 441)	SR 44	4D	6D	$ 1,898,852	$ 1,393,224	$ 6,966,119	$ 10,248,195
	CR 448A	CR 48	DUDA RD	2U	4D	$ 173,992	$ 204,697	$ 1,023,485	$ 1,402,174
	CR 44A	FISTES RD	CR 439	2U	6D	$ 1,493,367	$ 1,756,667	$ 8,783,333	$ 12,033,367
	CR 44A (LEG)	CR 44	CR 44A	2U	6D	$ 577,903	$ 679,886	$ 3,399,432	$ 4,657,221
	CR 452	SR 19 (NB)	CR 44	2U	4D	$ 316,110	$ 371,894	$ 1,859,470	$ 2,547,474
	CR 455	CR 561	SR 19	2U	4D	$ 938,561	$ 1,092,424	$ 5,462,121	$ 7,493,106
	CR 455B	FOGGATE RD	CR 561	0D	4D	$ 536,485	$ 619,384	$ 3,096,919	$ 4,342,849
	CR 460	CR 468	US 27/US 441	0D/2U	4D	$ 474,004	$ 557,651	$ 2,788,257	$ 3,819,912
	CR 466	CR 101	US 27/US 441	4D	6D	$ 1,320,445	$ 1,553,464	$ 7,767,321	$ 10,641,230
	CR 468A	SUMTER CO. LINE	US 27/US 441	2U	4D	$ 5,274,228	$ 9,429,825	$ 19,868,421	$ 34,572,474
	CR 468	SR 44	CR 466A	2U	4D	$ 1,155,064	$ 1,360,076	$ 6,800,379	$ 9,315,519
	CR 468A	ORLANDO BELTWAY	ORLANDO BELTWAY	2U	4D	$ 1,841,344	$ 2,166,286	$ 10,831,440	$ 14,839,072
	CR 470	SUMTER CO. LINE	SR 91	2U	4D	$ 315,144	$ 370,758	$ 1,853,788	$ 2,539,689
	CR 470	SR 91	SR 25 (US 27)	2U	6D	$ 2,510,611	$ 2,953,660	$ 14,768,300	$ 20,232,571
	CR 473	SR 500 (US 441)	CR 44	2U	4D	$ 1,269,875	$ 1,517,500	$ 7,587,500	$ 10,394,875
	CR 478	SR 19	CHERRY LAKE RD	2U	4D	$ 1,214,470	$ 1,428,788	$ 7,143,940	$ 9,787,198
	CR 48	SR 25 (US 27)	SR 19	2U	6D	$ 4,404,382	$ 5,181,638	$ 25,908,191	$ 35,494,202
	CR 48	N. AUSTIN MERRITT	CR 33	2U	4D	$ 1,459,811	$ 1,717,424	$ 8,587,121	$ 11,764,356
	CR 48	CR 561	CR 448A	2U	4D	$ 1,364,572	$ 1,605,379	$ 8,026,894	$ 10,996,845
	CR 50	LAKESHORE DR	SR 25 (US 27)	0D	2U	$ 48,834	$ 57,216	$ 286,080	$ 391,930
	CR 50	TURKEY FARMS RD	HANCOCK RD	2U	4D	$ 94,466	$ 111,136	$ 555,682	$ 761,284

$4,652,346,600
State & Regional Needs

	Street	From Street	To Street	2040 Road Type	2025 Needs Road Type	Design Cost	ROW Cost	Construction Cost	Total Cost
County	CR 561	SR 25 (US 27)	SR 19	2U	ND	$ 4,167,639	$ 4,993,197	$ 24,515,539	$ 33,586,376
	CR 561A	CR 561	FOSGATE RD	2U	ND	$ 684,580	$ 810,000	$ 4,050,000	$ 5,544,580
	CR 565A	SR 50	CR 561A	2U	2D	$ 348,642	$ 407,814	$ 2,009,072	$ 2,765,528
	CRITTENDEN RD	SR 50	SR 33	2U	2U	$ 65,059	$ 76,540	$ 382,699	$ 524,299
	DUDA RD	CR 448A	COUNTY LINE	2U	ND	$ 202,455	$ 238,182	$ 1,190,909	$ 1,631,546
	E. APSHAWA RD	CHERRY LAKE RD	SR25 (US 27)	2U	ND	$ 482,034	$ 578,864	$ 2,894,318	$ 3,965,216
	E. ORANGE AV	SR 19 (SR)	CR 44	2U/4U	ND	$ 1,427,216	$ 1,857,197	$ 5,285,986	$ 7,770,397
	EAGLESNEST RD	US 27/US 441	CR 44	2U/2U	2D	$ 954,794	$ 1,135,952	$ 119,594,503	$ 121,684,405
	EAST-WEST EXPRESSWAY	COUNTY LINE	SR 46	0D	NF	$ 2,857,155	$ 1,968,259	$ 9,841,295	$ 14,466,704
	EICHELBERGER	SR 19	CR 561	2U	ND	$ 733,109	$ 862,481	$ 4,312,405	$ 5,907,995
	FOSGATE RD	TURNPIKE INTERCHANGE RD	CR 455 (W)	0D	ND	$ 1,175,448	$ 1,382,879	$ 6,914,394	$ 9,472,721
	GOLF LINKS	KURT ST	SR 19	0D	2U	$ 59,855	$ 70,422	$ 352,110	$ 482,387
	GRASSY LAKE RD	TURKEY FARMS RD	SULLIVAN RD	2U	ND	$ 165,178	$ 194,318	$ 971,591	$ 1,331,087
	HANCOCK RD	LAKE LOUISA RD	SR 50	2U	ND	$ 1,263,666	$ 1,486,667	$ 7,433,333	$ 10,183,666
	HARTLE RD	SHELL POND RD	SR 50	0D/2U	ND	$ 2,321,722	$ 2,731,439	$ 13,657,195	$ 18,710,356
	HOOKS ST	LAKESHORE DR	SR 25 (US 27)	0D	2U	$ 55,371	$ 65,025	$ 325,123	$ 445,419
	HOOKS ST	HANCOCK RD	HARTLE RD	0D	ND	$ 499,761	$ 587,955	$ 2,939,773	$ 4,027,489
	JOHNS LAKE RD	HANCOCK RD	HARTLE RD	0D	2U	$ 218,854	$ 257,472	$ 1,287,358	$ 1,763,684
	KURT ST	SR 500 (US 441)	GOLF LINKS	2U	2D	$ 118,448	$ 139,939	$ 649,850	$ 890,829
	LAKE ELLA RD	NORTH-SOUTH CORRIDOR	PADGETT LN	0D	6D	$ 1,410,274	$ 1,659,146	$ 8,295,729	$ 11,365,149
	LAKE GRIFFIN RD	LENNON ST	GRAYS AIRPORT RD	2U	2D	$ 275,852	$ 324,531	$ 1,622,656	$ 2,223,039
	LAKE LOUISA RD	HANCOCK RD	SR 25 (US 27)	2U	ND	$ 225,956	$ 265,833	$ 1,329,167	$ 1,820,956
	LAKESHORE DR	CRESCENT LN	LAKE LOUISA RD	2U	2D	$ 262,836	$ 309,207	$ 1,546,037	$ 2,118,080
	LOG HOUSE RD	CR 561	LAKESHORE DR	0D	2U	$ 133,669	$ 157,254	$ 786,269	$ 1,077,192
	N. FRONTAGE RD	START	CR 50	0D	2U	$ 324,009	$ 381,186	$ 1,905,930	$ 2,611,125
	N. GRASSY LAKE RD	SR 25 (US 27)	TURKEY FARMS RD	0D	ND	$ 363,436	$ 427,576	$ 2,137,879	$ 2,928,891
	NORTH-SOUTH CORRIDOR	SR 91	US 27/US 441	0D	ND	$ 5,442,857	$ 5,539,955	$ 27,694,772	$ 38,677,584
	NORTH-SOUTH CORRIDOR	CR 466	OAK ST	2U	ND	$ 168,004	$ 197,652	$ 988,258	$ 1,353,914
	PADGETT LN	LAKE ELLA RD	US 27/US 441	0D	6D	$ 279,130	$ 328,377	$ 1,641,884	$ 2,249,391
	Q	CR 25A	SR 44	0D	ND	$ 455,008	$ 535,303	$ 2,676,515	$ 3,666,826
	RADIO RD	TREADWAY SCHOOL RD	CR 44	2U	ND	$ 584,568	$ 687,727	$ 3,438,636	$ 4,710,931
	RANCH RD	WOLF BRANCH RD	SR 44	0D	ND	$ 871,636	$ 1,025,455	$ 5,127,273	$ 7,024,364
	ROUND LAKE RD	ORANGE CO. LINE	WOLF BRANCH RD	2U	ND	$ 686,629	$ 810,152	$ 4,050,758	$ 5,548,539
	SHELL POND RD	SR 25 (US 27)	ORANGE CO. LINE	2D	ND	$ 1,331,924	$ 1,566,970	$ 7,834,848	$ 10,733,742
	SULLIVAN RD	GRASSY LAKE RD	TURKEY FARMS RD	2D	2U	$ 184,134	$ 216,629	$ 1,083,144	$ 1,483,907
	TURKEY FARMS RD	CR 50	SULLIVAN RD	2D	ND	$ 927,815	$ 1,089,606	$ 5,453,830	$ 7,470,851
	TURNPIKE INTERCHANGE RD	TURKEY FARM RD	FOSGATE RD	2D	ND	$ 435,798	$ 512,704	$ 2,563,518	$ 3,512,020
	WOLF BRANCH RD	SR 500 (US 441)	CR 437	2U	ND	$ 1,593,483	$ 1,874,686	$ 8,372,485	$ 12,841,075
Totals					SIS Facilities	$ 38,404,706	$ 54,766,774	$ 152,434,875	$ 265,606,445
					Other State Roads	$ 38,184,099	$ 49,361,841	$ 289,274,491	$ 416,740,331
					County Roads	$ 75,892,562	$ 89,008,585	$ 531,781,504	$ 696,702,651
					Plan Total	$ 152,481,447	$ 193,157,208	$ 973,490,780	$ 1,379,049,427

682.346,000

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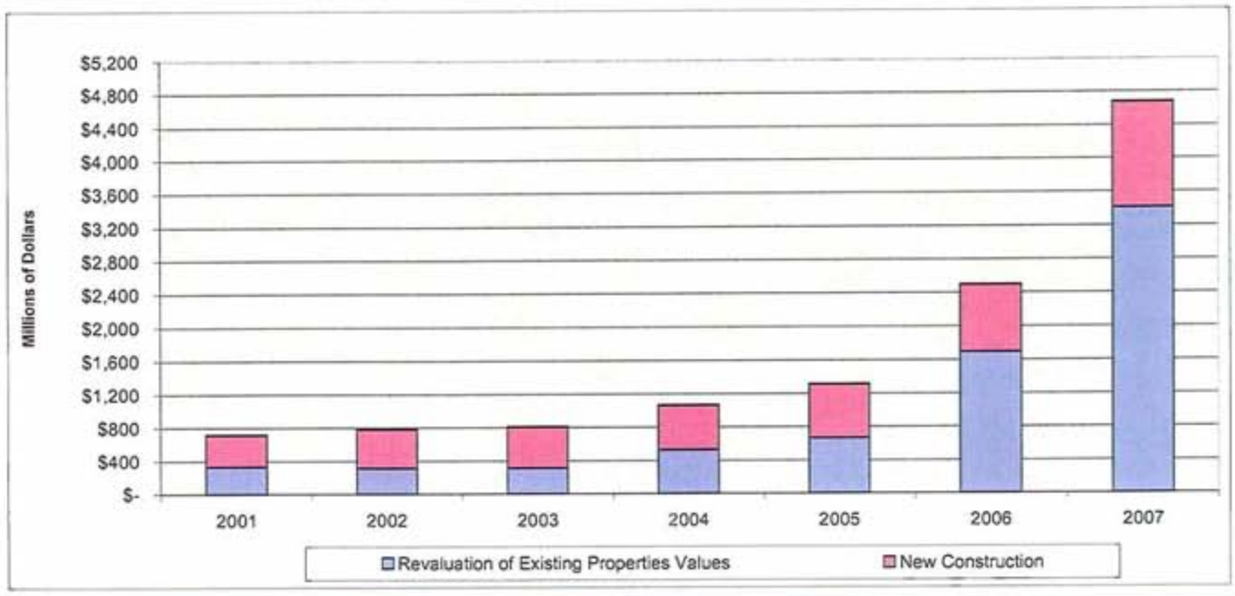
Table 7-2: Summary of Costs and Revenues for the 2025 Adopted Needs Plan

Mode of Travel	Revenue (X1,000)	Costs (X1,000)	Difference (x1,000)
FIHS/SIS	$186,827	$186,827	$0
State[2]	$55,297	$378,312	($323,015)
County [1]	$199,738	$634,051	($434,313)
Subtotal - Roads	*$453,336*	*$1,199,191*	*($757,329)*
Public Transportation	$4,792	$4,792	($0)
Bike / Pedestrian	$9,926	$380,864	($370,938)
Total	**$467,798**	**$1,584,848**	**($1,128,523)**

(1) Reflects 0.3 Million transfer to Public Transportation Capital and $11.3 Million Transfer to Public Transportation Operation

Increase in Gross Taxable Value Over Prior Year

LAKE COUNTY
FLORIDA

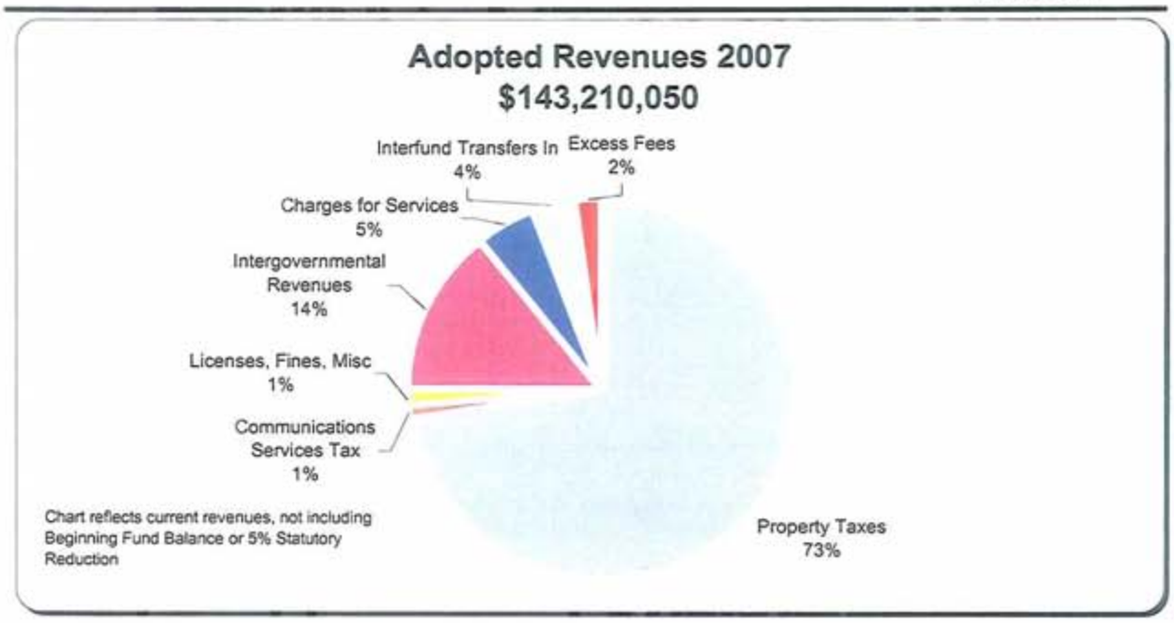


	2001	2002	2003	2004	2005	2006	2007
New Construction	$ 387,180,497	$ 473,821,526	$ 500,201,820	$ 535,689,696	$ 648,864,776	$ 809,784,473	$ 1,268,616,667
Revaluation of Existing Properties Values	330,381,473	310,401,441	312,551,038	530,602,523	667,230,827	1,688,279,164	3,409,204,435
Total Increase in Gross Taxable Value	$ 717,561,970	$ 784,222,967	$ 812,752,858	$ 1,066,292,219	$ 1,316,095,603	$ 2,498,063,637	$ 4,677,821,102

	2001	2002	2003	2004	2005	2006	2007
% Increase Due to New Construction	5.58%	6.17%	5.90%	5.76%	6.25%	6.92%	8.93%
% Increase Due to Revaluation	4.76%	4.04%	3.69%	5.70%	6.42%	14.43%	24.01%
Total % Increase	10.33%	10.21%	9.58%	11.46%	12.67%	21.35%	32.94%

	2001	2002	2003	2004	2005	2006	2007
Millage Rate	*5.117*	*5.117*	*5.917*	*5.917*	*5.817*	*5.797*	*5.747*
Ad Valorem Taxes	$ 37,587,262	$ 41,178,785	$ 52,239,608	$ 58,296,739	$ 64,673,998	$ 77,925,882	$ 103,073,567
Net New Dollars	$ 5,887,315	$ 3,591,523	$ 11,060,823	$ 6,057,131	$ 6,716,584	$ 13,251,883	$ 25,147,684

For FY 2007, 1 mill is expected to net $17,935,195



Historical General Fund Revenue Sources

	2000	*2004*	*2007 Budget*
Property Taxes	$32,093,752	$58,349,562	$108,748,491
Intergovernmental Revenues	$13,372,440	$16,886,460	$21,577,052
Charges for Services	$4,357,875	$4,865,093	$7,383,500
Interfund Transfers In	$4,952,339	$5,279,377	$5,296,811
Excess Fees	$2,044,858	$4,653,483	$3,495,893
Licenses, Fines, Misc	$6,909,805	$3,371,083	$2,082,900
Communications Services Tax	$0	$1,201,064	$1,700,000
5% Statutory Reduction	$0	$0	($7,074,597)
	$63,731,069	$94,606,122	$143,210,050

The most striking trend that emerges when looking at similar charts for the past seven years is the additional reliance upon Property Tax. In 2000, only 50% of the revenues were attributable to Property Taxes. This has steadily increased to 73% in the 2007 budget.

The reduction in Licenses, Fines, and Miscellaneous revenues is attributable to Growth Management transferring the building permit revenues to a separate fund dedicated to building services.

Another trend is the decrease in Intergovernmental Revenues. In 2000, these comprised 21% of the revenues, compared to 14% in the 2007 budget.

The other revenues have remained fairly constant as the budget and population of Lake County has increased.

Intro:

Good evening Commissioners my name is Jim Bible and I am the President of the Home Builders Association of Lake County. Thank you for this opportunity to present our issues related to the request before you to substantially increase the Transportation Impact Fees which are paid by all new businesses and homeowners who want to live and work in Lake County.

We have reviewed in detail the Study prepared by Tindale-Oliver & Associates and would like to take a few minutes to explain the four significant assumptions used by them to calculate and recommend to you the highest impact fees in the State of Florida.

(*Show Comparison Assumption Table*)

The four assumptions we dispute are:

Road Construction Costs, Reconstruction Costs, Trip Length and State Road Costs

Road Construction:

The Tindale-Oliver report recommended the County use a cost of $4.1million per lane mile. This cost was based on two proposed road projects: one was Hartle Rd, a ¼ mile road with major intersection improvements on SR 50. The other was an expansion road (CR466A).
We used two roads one which was just completed (Hooks and Citrus Tower Blvd) and one which is almost complete (Southern Connector). We added these costs to two county expansion projects and calculated a cost of $1.34 million per lane mile. This compares with the County's Public Works Department estimate of $1.3 million used in their adopted 2007-2011 Transportation Plan. In comparison the previous impact fee study completed at the end of 2001 used a cost of $830,000 per lane mile. As shown in our report the average road costs from other counties is $1.5 million.

Reconstruction Costs:

When the County expands a road from 2 lanes to 4 lanes, the typical construction includes not only building two more lanes but also ripping up the old road, which in all cases according to your Public Works Department is over 20 years old.

Reconstructing the road means new standards which typically include structural improvements like curb and gutter and other drainage improvements, sidewalks, bike paths, landscaping, lighting etc., where none exist today.

The Tindale-Oliver Study recommends that all those reconstruction costs associated with bringing that outdated road up to County standards should be paid for by impact fees. We think this is not a proportionate and fair allocation of those costs since new development should only have to pay for the road capacity it needs, not road capacity needed by the general public.

Also, all of those road upgrades do not create road capacity, they are important from a safety and beautification standpoint, but that is a benefit shared by everyone, not just new development. So we think that everyone should also share in paying for those upgrades, and not just new residences and businesses. This will effectively reduce by half, the road costs allocated to impact fees.

Trip Length:

TOA says that all trips in Lake County are 33% longer than the State average. They based this on a small survey sample, most of which was done in 2001.

They used subdivisions like Cross Tie Ranch off of SR 44 as one of the single family residential samples- the nearest grocery store is 11 miles away.

We believe the County should use the State database of average trip lengths or conduct its own diverse sample study around the County. That would give us all a better idea of the true average trip lengths here in Lake County.

In discussions with the Consultant they said they really should have increased the trip length by 200% for some of the land use categories- this is difficult to believe.

The 2001 study used 141% of the State average trip length and we think we have been overcharged since that study.

State Road Costs:

The TOA study included State Road costs even though very little impact fee revenue has gone to State roads, maybe 3% based on our review of County records. We think state roads should not be included in the impact fees just like it wasn't included in the 2002 adopted impact fees.

Mini Cost Conclusion:

If we adjust the impact fees for these four assumptions the numbers would be reduced from a 400 to 800% increase to about a 37% increase. There are other assumptions such as making an adjustment to trip length to discount local travel on state roads that would further reduce the impact fees proposed.

Benefit Districts:

Another major issue is the revisions to the Benefit Districts.

(Figures: District Boundaries).

The consultant has recommended that the benefit districts be reduced from 6 Districts to 3 Districts and none of the proposed district boundaries relate to any existing roadways.

This becomes an even bigger issue because the ordinance allows the transfer of impact fees from one district to an adjacent district which makes possible to collect impact fees in one district and use them in any of the 3 districts regardless of how far away the road improvements will be from the location of the new development.

Impact fees are supposed to pay for improvements that are both needed by new development and have a greater benefit to that new development than one shared generally with everyone else.

How can that happen if road improvements could be made 5, 10, 15 or maybe even more than 20 miles away from the new development paying the fees?

The proposed safeguard in the ordinance is that a majority of the municipalities must agree, however the requirement does not need to be unanimous. This safeguard may not be enough to protect the City where new development is occurring and there is a need for improvements there but a majority of the Cities think their priorities trump.

Economic Impact on Housing

The proposed transportation impact fees coupled with the proposed school impact fees will increase rent and mortgage payments by $200 per month effectively eliminating 7,000 additional Lake County families from being able to afford decent housing.

(*Show Comparison Table of Existing and Proposed Transportation Impact Fees*)

Single Family TIF:

Existing Lake County: $ 2,198
Proposed Lake County: $11,396 - highest in the State -25% higher than Collier & Lee – the current highest
State Average: $ 3,626 – Proposed Lake County TIF is over 200% more than

Economic Impact – New Business

(*Comparison Table of Existing and Proposed Transportation Impact Fees*)

As can be seen on this Table, the proposed transportation impact fees will significantly burden new business and in all likelihood will stifle if not eliminate new businesses and new jobs from coming to Lake County.

For example:

A doctor opening a new practice will be required to pay $544,230

A bank will pay $328,100

A day care center will pay $110,450

A fast food restaurant will pay $1,030,617

A gas convenience store will pay $322,505

Regardless of how the numbers fall, ultimately Lake County must be competitive with the surrounding counties. The County's existing impact fees are now competitive with most of the surrounding counties but with any increase it will not so remain. You will hear tonight many stories of how poorly our Lake County economy is performing and the loss of business, jobs, friends and family who have left the area or are trying to leave because they can not afford to stay.

We are requesting this Board to deny this increase in impact fees.

Just a housekeeping matter, the reports and letters we have previously provided you and your Staff and my presentation notes and charts referred to this evening have been given to the Clerk to be part of the public record on this Ordinance. Thank you, if you have any questions now or latter I am available.

Comparison of Existing and Proposed Transportation Impact Fees

Land Use Category	Existing	Proposed
Single Family	$2,189	$11,396
Medical Office	$100,755	$544,230
Bank	$61,035	$328,100
Day Care Center	$22,535	$110,450
Grocery Store	$247,600	$1,224,300
Gas/Convience Store	$74,170	$322,505
Fast Food Restaurant	$123,942	$1,030,617

Comparison of Assumptions for Transportation Impact Fee Analysis

	TOA	GS	County	
				2001 Study
Road Construction Cost	$4.1m	$1.34m	$1.31m	$0.83m
Reconstruction Cost	Charged to New Development	Split between New and Existing Development		Charged to New Development
Trip Length	133% of State Average	State Average		141% of State Average
State Road Costs	Included	Not Included		Not Included

Tab 21, Public Hearing
July 22, 2008 BCC
Impact Fee District 6

Executive Summary

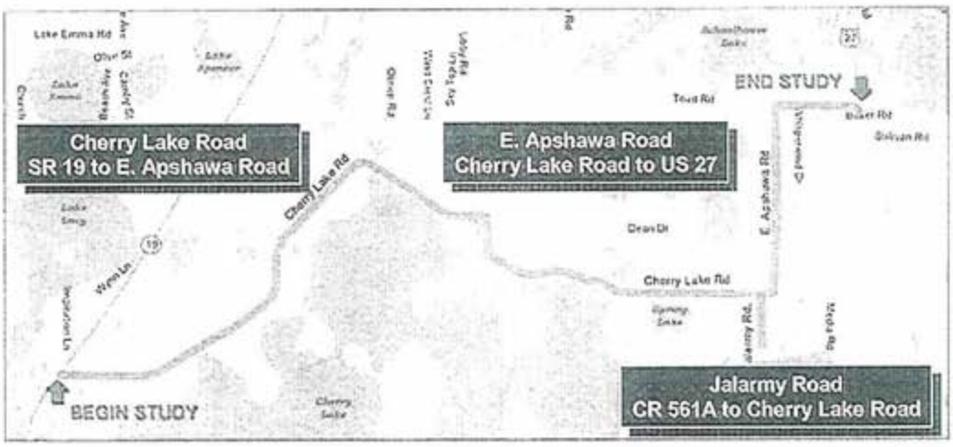
Purpose

The purpose of this study is to evaluate Cherry Lake Road, Jalarmy Road and East Apshawa Road within the project limits to determine short term and long term enhancements that will be beneficial to the roadway network. The Study process includes a comprehensive public involvement plan. The plan is essential to developing, evaluating, and implementing solutions that best serve the public interest.

The purpose of this study is to determine the number of lanes needed for vehicles and the facilities needed to accommodate bicycles and pedestrians within the project corridor.

Project Study Limits

The project study limits are generally defined as Cherry Lake Road (5.6 miles between SR 19 and East Apshawa Road); Jalarmy Road (0.4 miles between CR 561A and Cherry Lake Road); and East Apshawa Road (1.8 miles between Cherry Lake Road and US 27), see Figure 1.



• Figure 1 Project Overview Map

Need for Improvement

Along Cherry Lake Road and East Apshawa Road, geometric deficiencies are present that require improvement to keep a consistent design speed throughout. All three roads have a rural cross section without paved shoulders.

Major intersections on the project need to be evaluated for possible improvement. These intersections include Cherry Lake Road and SR 19, Cherry Lake Road and Jalarmy Road, Jalarmy Road and CR 561A, Cherry Lake Road and East Apshawa Road, and East Apshawa Road and US 27.

Also, the Lake-Sumter Metropolitan Planning Organization (MPO) Long Range Transportation Plan calls for Cherry Lake Road, Jalarmy Road and East Apshawa Road to accommodate bicycles and pedestrians.

Deficiencies

Along Cherry Lake Road and East Apshawa Road, there are numerous horizontal curves that require evaluation. With current conditions, the roadways' design speeds are needed to be reduced for safe travel.

Cherry Lake Road has insufficient horizontal curves at the 90° and 45° bend west of Lake Wilson Parkway and at the wetland crossing just west of West Apshawa Road.

East Apshawa Road has insufficient geometry at the 90° bend north of Tuscarora Lane, as well as just west of the intersection of US 27.

Crash History

Within the project limits there were 27 crashes reported by the Police and Sheriff's Departments in the last five full years: three in 2002; six in 2003; six in 2004; seven in 2005; five in 2006.

As shown in Figure 2, of those along Cherry Lake Road:

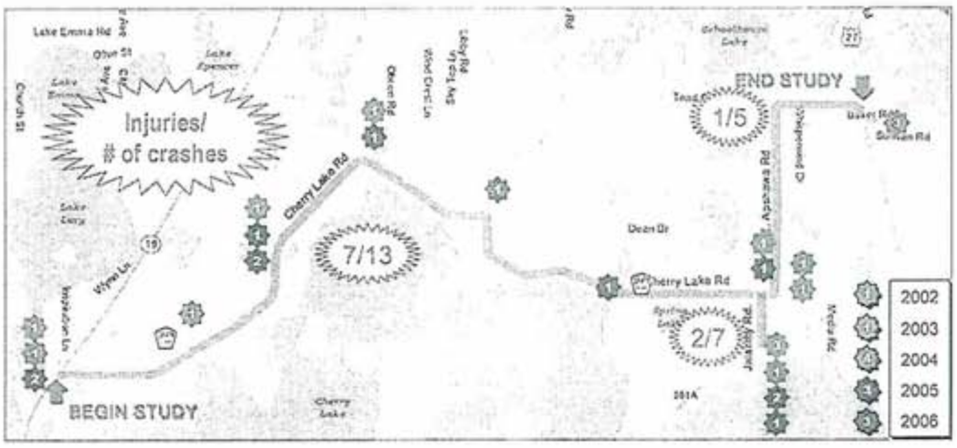
- Four at SR 19 & CR 478 (Cherry Lake Road), which is STOP-controlled for CR 478, see Picture 2-13.
- Four on CR 478 in the vicinity of the Cherry Lake Tree Farm, see picture 1-2.

On Jalarmy Road, during this period:

- Seven were at Jalarmy Rd and CR561A/Mineola Shores Drive, see picture 2-14.

Of the 13 crashes on Cherry Lake Road over that five-year period, there were injuries in seven of them. There were injuries in only one of the five crashes on East Apshawa Road. At Jalarmy Road & CR561A, there were injuries in two of the seven crashes.

There were no reported crashes involving bicycles or pedestrians in the calendar years 2004, 2005 or 2006.



• Figure 2 Five-Year Crash History

Geometric Design Criteria

Design and construction criteria for the proposed improvements to Cherry Lake Road adhere to the Florida DOT's Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways, also know as "The Florida Greenbook"; the FDOT Plans Preparation Manual and Lake County Standards listed in Table 1. The St. Johns River Water Management District (SJRWMD) claims jurisdiction over the surface water management of this project.

• Table 1 Roadway Design Criteria

	Design Element	E. Apshawa Rd. Jalarmy Rd. (Urban Condition)	Cherry Lake Rd. (Rural Condition)	Criteria Source
General	Functional Classification	Collector	Collector	(3) App 5A
		Minor Collector	Minor Collector	(2) Policy 4.3.2
	Design Speed	40 mph	40 mph	(4) Table 3-1
	Right-of-Way Width	70'	80'	(2) Policy 4.3.2
	Design Vehicle	WB-62	WB-62	(4) Table 3-2
Typical Section	Recommended lanes	2-3	2-3	(2) Policy 4.3.2
	Min. Through Lane Width	12'	12'	(2) Policy 4.3.2
	Min. Turn Lane Width	10'	10'	(4) Table 3-7
	Min. Queue, Turn Lane	100'	50'	(4) Fig. 3-13
	Median Width	15.5' Physical Median	22' Physical Median	(4) Table 3-11
		10' Painted Median	10' Painted Median	(4) Table 3-11
	Bicycle Lane Width	4'	4'	(4) Fig. 9-1
	Sidewalk Width	5'	5'	(4) Sect. 3.C.7.d
	Roadway Cross Slopes	0.02 ft/ft	0.02 ft/ft	(4) Ch.3, p.16
	Clear Zone Width	4' (min.)	10' (min.)	(4) Table 3-12
	Border Width	8'(min)	33'(min)	(5) Sect. 2.5
	Shared Use Path	10' (min.) (8' min. for bike only)	10' (min.) (8' min. for bike only)	(4) Sect. 9.C.2
Horizontal Alignment	Max. Curvature	10°45'	13°15'	(4) Table 3-3
	Min. Radius	535'	430'	(4) Table 3-3
	Min. Tangent Length	400'	400'	(1) p. II-7, 8
	Stopping Sight Distance	305'	305'	(4) Table 3-6
	Superelevation Rate	0.05 (max.)	0.10 (max.)	(4) Fig. 3-2 & 3-1
Vertical Alignment	Max. Grade	10.0%	8.0%	(4) Table 3-4
	Max. Grade Change w/o VC	0.80%	0.80%	(4) Table 3-5
	Min. Grade	0.30%	0.40%	(1) p. II-8
	Min. Length	100'	100'	(1) p. II-8
	Min. K Value (crest and sag)	70 crest / 64 sag	70 crest / 64 sag	(4) Table 3-6
Roadside Conveyance	Side Slopes	Max. 1:4 front and back		LC SWMDS V.E.4
	Minimum Bottom Width	4 feet		LC SWMDS V.E.5
	Min. Ditch Bottom Elevation	2 ft. above seasonal high		LC SWMDS VI.A.2

1) Transportation Planning, Design, and Construction Standards, 2000, Lake County
2) Lake County Comprehensive Plan Transportation Element, May 14, 2007
3) Lake County 2020 Transportation Plan, July 1999
4) Florida Green Book, 2007 Final Draft, FDOT
5) Plans Preparation Manual, 2007, FDOT

Existing Levels of Service

Existing level of service was found based on the existing AADT. These analyses of levels of service were done using the LOSPLAN2007 obtained by the FDOT. All segments of Cherry Lake Road, Jalarmy Road and East Apshawa Road operate at a LOS C. SR 19 operates at a LOS D, as does CR 561A to the west of Jalarmy Road. East of Jalarmy Road, CR 561A operates at a LOS of E, while US 27 currently operates at LOS A.

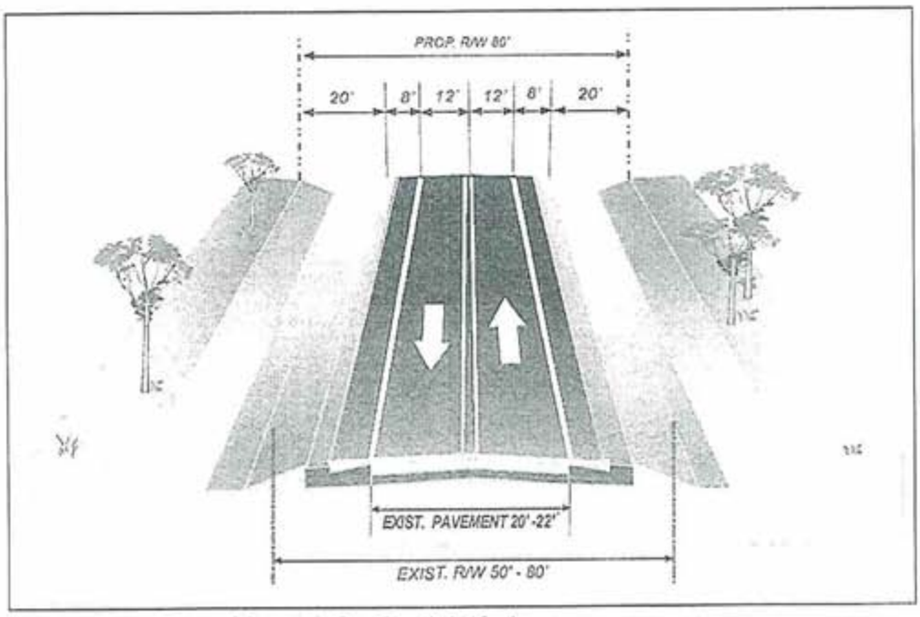
Future Requirements

Based on the projected traffic through the design year of 2025, there is no need to add any additional through lanes along the project. This is due to the fact that the existing AADT is so low that even a relatively high growth rate wouldn't yield a high enough future volume to lower the LOS below C on the studied County roads.

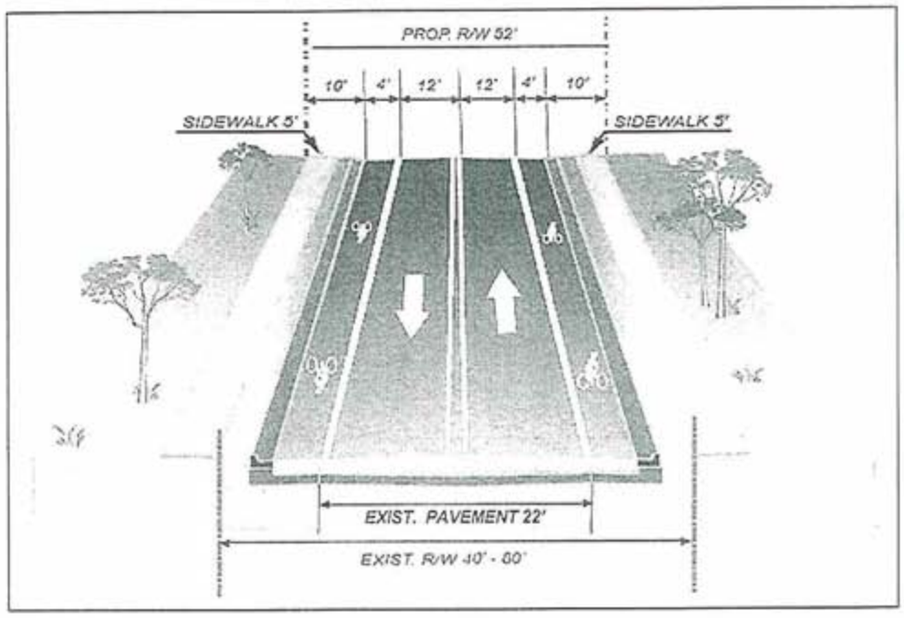
PRELIMINARY DESIGN ANALYSIS

The preliminary design is divided into nine projects. Projects 1 through 5, on Cherry Lake Road, will have a rural cross section with drainage swales along both sides of the road, see Figure 3. Projects 6 through 9, on E. Apshawa Road (Figure 4) and Jalarmy Road (Figure 5) will have an urban cross section with curbs and gutters to collect stormwater runoff for treatment before discharge into receiving waters. These improvements will correct the sub-standard geometric conditions previously noted.

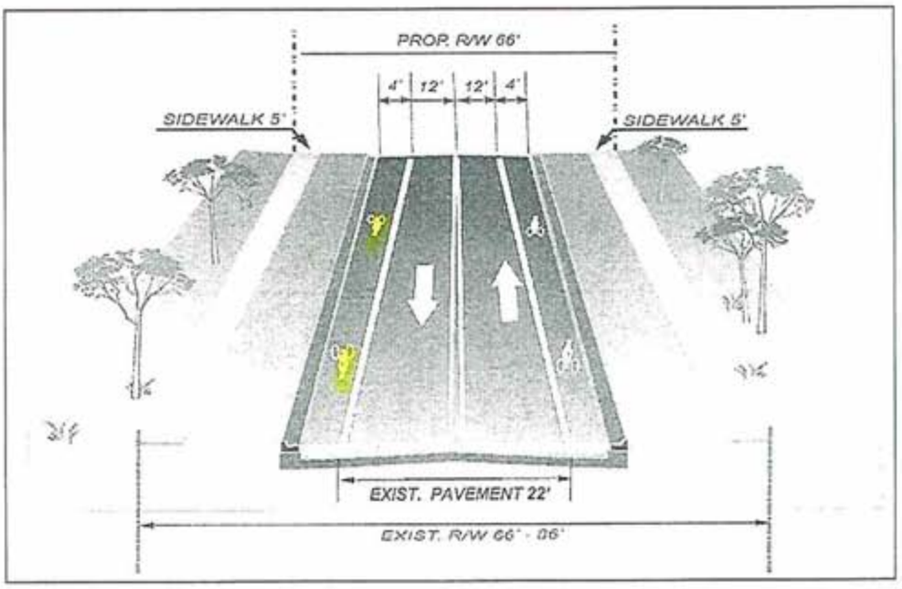
As shown in Figure 6, the recommended roadway improvements will minimize the need for additional right of way. Figure 6 also lists the Engineer's opinion of probable construction cost and estimated right of way needs on Cherry Lake Road, Jalarmy Road & East Apshawa Road for the roadway improvements considered, including storm water ponds.



• Figure 3 Cherry Lake Road Rural Typical Section



• Figure 4 East Apshawa Road Urban Typical Section



• Figure 5 Jalarmy Road Urban Typical Section

■ Figure 6: Recommended Improvements on Cherry Lake Road, Johnny Road & East Apshawa Road

Project	Limits	Length	Typical Section		# of crashes that could be mitigated	Sub-standard Geometry to be corrected	Engineer's Opinion of Probable Construction Cost	Roadway ROW	Pond ROW
1. Cherry Lake Rd / SR 19	Intersection	0.91 miles	#1 Rural, add left turn lanes at existing intersection	plus 1000 on SR 19		Skewed intersection	$ 570,000	0	0
ALTERNATIVE	Area alignment		#2 Rural, relocate intersection	plus 1500' on SR 19			ANC	8.7 acres	8.6 acres
2. Cherry Lake Rd rural	1900 DR for Cherry Lake Tree Farm (SR 19 to North Cherry Lake Groves Rd)	2.39 miles	#2 two-lane Rural		1	No gravel shoulders	$ 1,565,000	0	0
3. Cherry Lake Rd rural	North Cherry Lake Groves Rd to The Springs at Cherry Lake	1.62 miles	#2 two-lane Rural			No gravel shoulders	$ 842,000	0	0
4. Cherry Lake Rd 90° curve	The Springs at Cherry Lake to the Estates at Cherry Lake	0.73 miles	#2 two-lane Rural		1	35R advisory, 75R Rural	$ 456,000	The Springs	The Springs
5. Cherry Lake Rd wetland crossing	Between the Estates at Cherry Lake and Johnny Rd	1.45 miles	#2 two-lane Rural		1	horizontal sight distance	$ 1,690,000	0	0
6. Johnny Rd & CR 561A intersection	CR 561A to Cherry Lake Rd	0.36 miles	#5 two-lane urban		1	sight stopping distance	$ 712,000	0	gore area
7. East Apshawa Rd & Cherry Lake Rd	Johnny Rd to north of Oak Valley Blvd	0.13 miles	#3 two-lane urban		1	sight stopping distance	$ 656,000	1.4 acres	0.2 acres
8. East Apshawa Rd	Cherry Lake Rd to Zollanvo Circle (west)	1.33 miles	#3 two-lane urban (including "T" intersection)			horizontal sight distance	$ 2,960,000	1.9 acres	will limit 4 pre
9. East Apshawa Rd / US 27	Zollanvo Circle (west) to US 27	0.33 miles	#4 three lane urban (including 2 T-lanes and US 27 intersection)		1	sight stopping distance	$ 1,167,000	2.9 acres	0.7 acres
						Total for all projects:	$ 10,617,000