

Eligible Impact Fee Expenditures

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Overview of Impact Fee Changes

- *Recommending revisions to Land Development Code Chapters 11 (impact fees) and 2 (definitions)*
- *Recommending adopting Procedures Manual (by resolution) containing supplemental details and forms*
- *General reasons for changes*
 - *Housekeeping updates to clarify policies and procedures*
 - *Auditor items*
 - *Expenditure of “old money” within cities*
 - *Capping County fees at 90%*



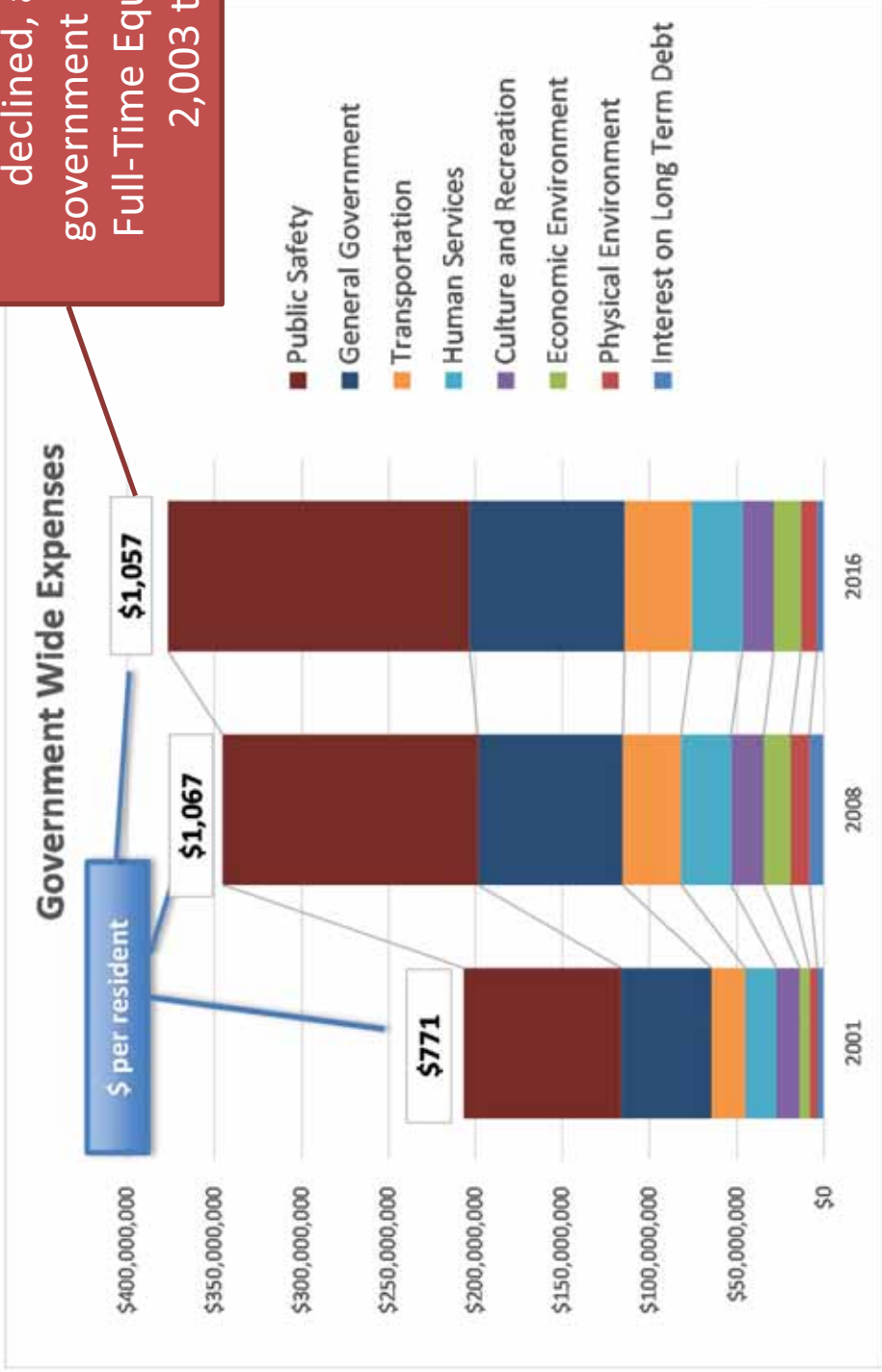
Impact Fee Administration

- *County Administration responsibilities*
 - *Management of impact fee program*
 - *Assessment and calculation of impact fees*
 - *Determination of credits for system improvements*
 - *Coordination of impact fee expenditures*
 - *Annual review and report*
 - *Fee collections, expenditures, fund balances, administrative changes and possible study updates*
- *Public Works (transportation credits and CIP)*
- *Property Management (land dedication and value for credits)*
- *Financial Management will conduct quarterly internal audit of impact fee collections*
- *Clerk of Circuit Court does periodic audit of impact fee collections and expenditures*

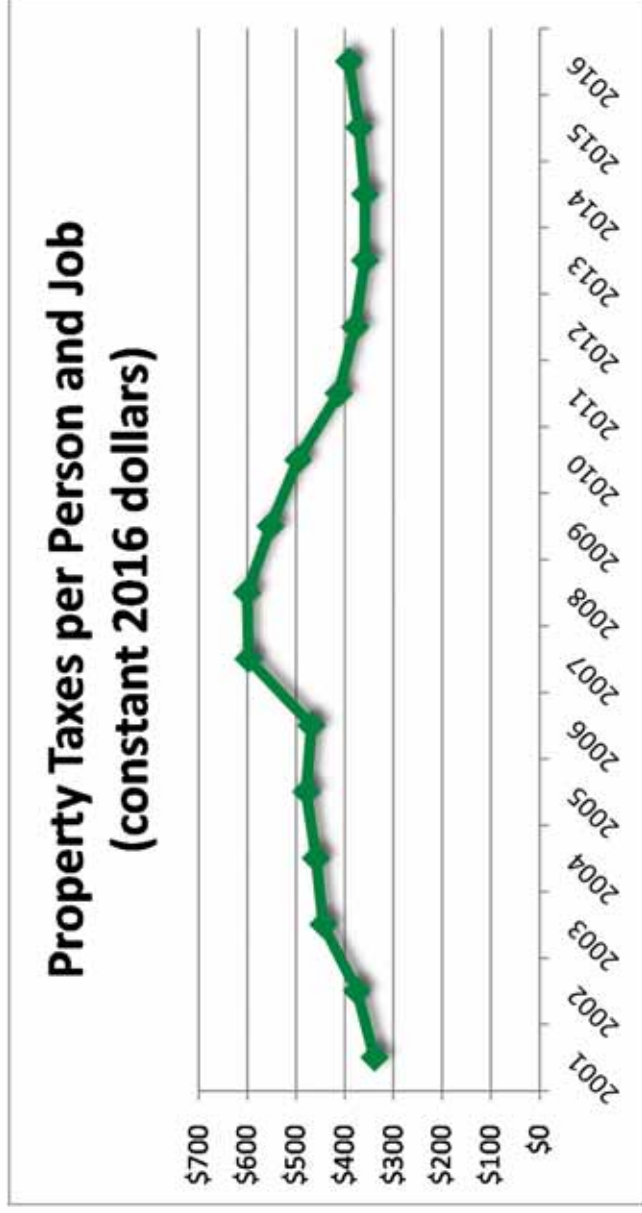


Manatee County Expenditures and Full Time Equivalents

From 2008 to 2016, expenditures per person declined, and County government has decreased Full-Time Equivalents from 2,003 to 1,835.



Property Tax Revenue



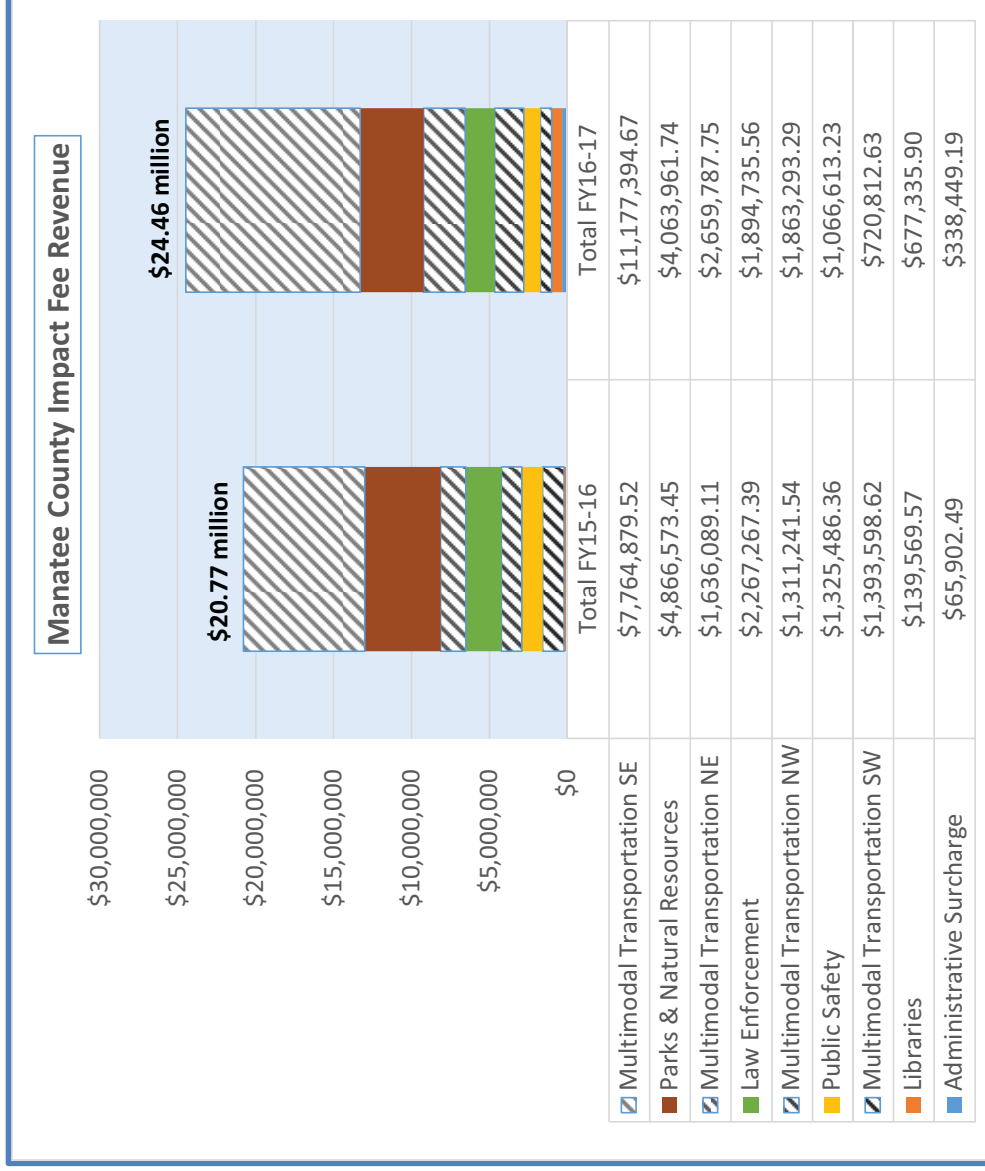
After controlling for inflation and community growth, Manatee County's major General Fund revenue has not returned to pre-recession levels. Property tax revenue is approximately the same as it was 16 years ago.



Data Sources: Manatee County Comprehensive Annual Financial Report, US Census Bureau Population and Job Estimates (OnTheMap), and Federal Reserve Gross Domestic Product Implicit Price Deflator.

Manatee County Impact Fees

- *Manatee County has utilized impact fees for approximately 30 years*
- *Essential revenue for infrastructure capacity*



What are eligible expenditures in the impact fee study?

Type of Fee	Service Area	Cost Recovery (past)	Incremental Expansion (present)	Plan-Based (future)	Cost Allocation
<i>Parks and Natural Resources</i>	Unincorporated Area		Aquatic Facilities, District Parks, Natural Resource Sites, Recreation Buildings, Sports Fields, and Trails		Year-Round Population
<i>Libraries (new)</i>	Unincorporated Area		Buildings and Collection Materials		Year-Round Population
<i>Law Enforcement</i>	Unincorporated Area	Judicial Center and MSO DeSoto Headquarters	MSO Vehicles & Equipment	District Office, Fleet Service Facility, and Jail Medical Wing	Functional Population and Vehicle Trips to Nonresidential Development
<i>Public Safety</i>	Unincorporated Area	Emergency Operations Center	EMS Stations & Vehicles	CAD Disaster Recovery System, Next Gen 911, and P-25 Radio System	Functional Population and Jobs
<i>Multimodal Transportation</i>	Unincorporated Area by Benefit District (NW, NE, SE, and SW)			Lane Miles of Complete Streets, Intersection Improvements and Multimodal Urban Corridors in SW	Vehicle Miles of Travel

Impact Fee Fund Balances

Impact Fee Fund Balances (in millions)	as of 3/31/17*
Parks	\$9.85
Law Enforcement	\$1.63
Public Safety	\$1.23
Library	\$0.37
NE Roads	\$5.38
NW Roads	\$5.38
SE Roads	\$13.77
SW Roads	\$2.35

* email from Dan Schlandt to BCC on 5/26/17
adjusted to account for appropriations.

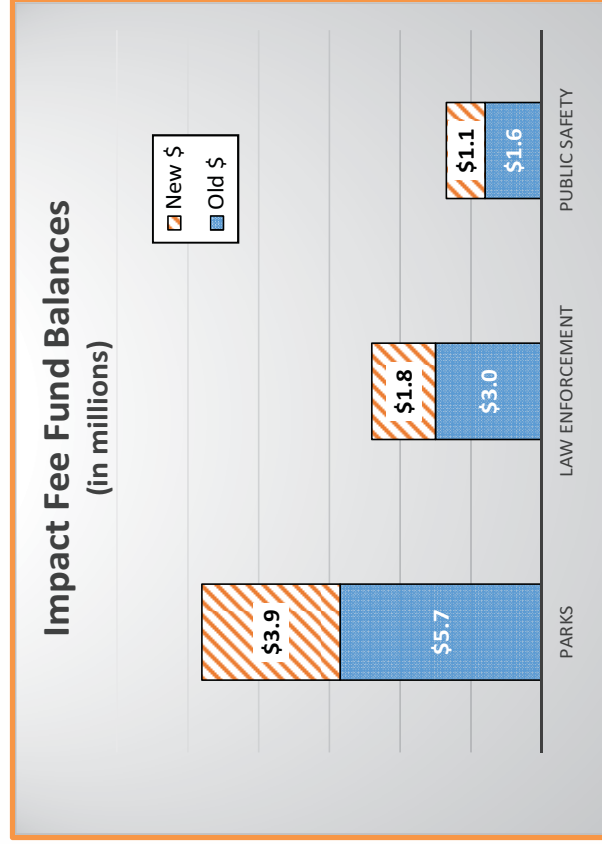
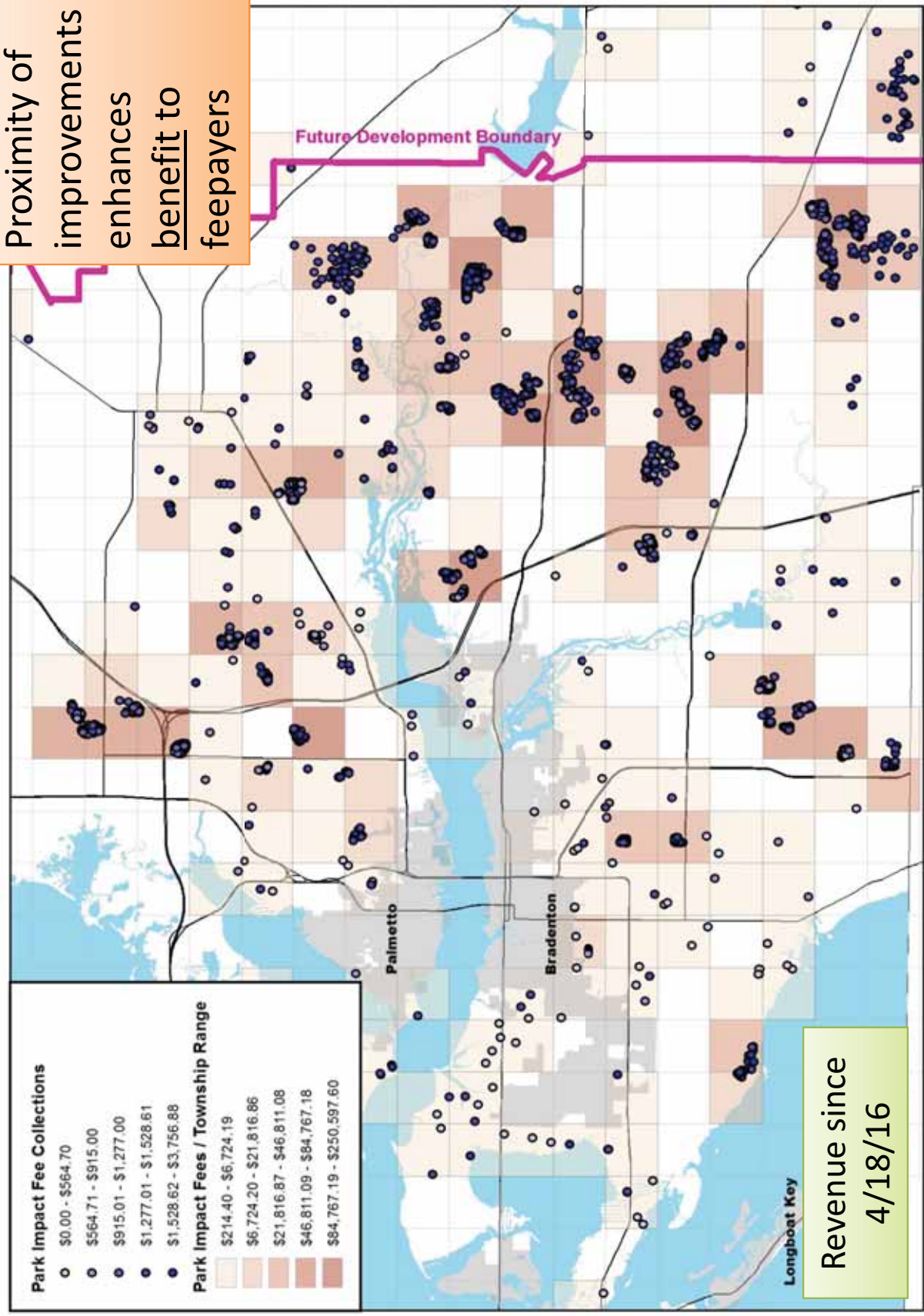


Chart from 4/4/17 work session indicating cash as of 3/13/17.



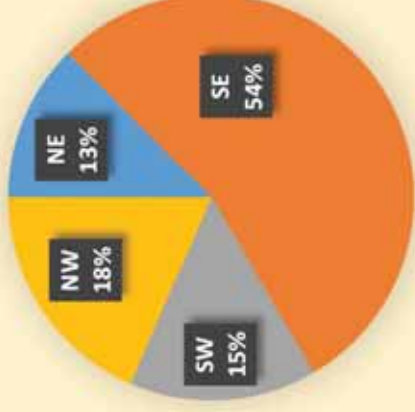
Park Impact Fees Collections



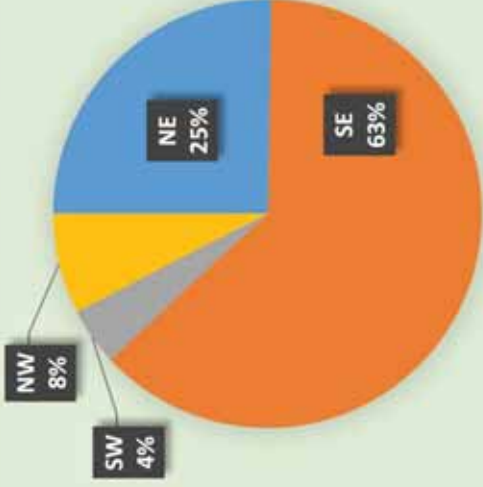
Revenues and Expenditures for Parks

Park Impact Fee Revenues and Expenditures		
FY2010 through FY2016		
	Revenues	Expenditures
NE	\$4,957,799	\$1,767,553
SE	\$12,334,116	\$7,592,493
SW	\$855,855	\$2,096,340
NW	\$1,489,040	\$2,603,978
Total	\$19,636,810	\$14,060,364

Park Impact Fee Expenditures FY 10-16



Park Impact Fee Revenues FY 10-16



Consider Dual Rational Nexus Test (need and benefit) when evaluating impact fee expenditures.

Preliminary Policy Framework for Park Impact Fees

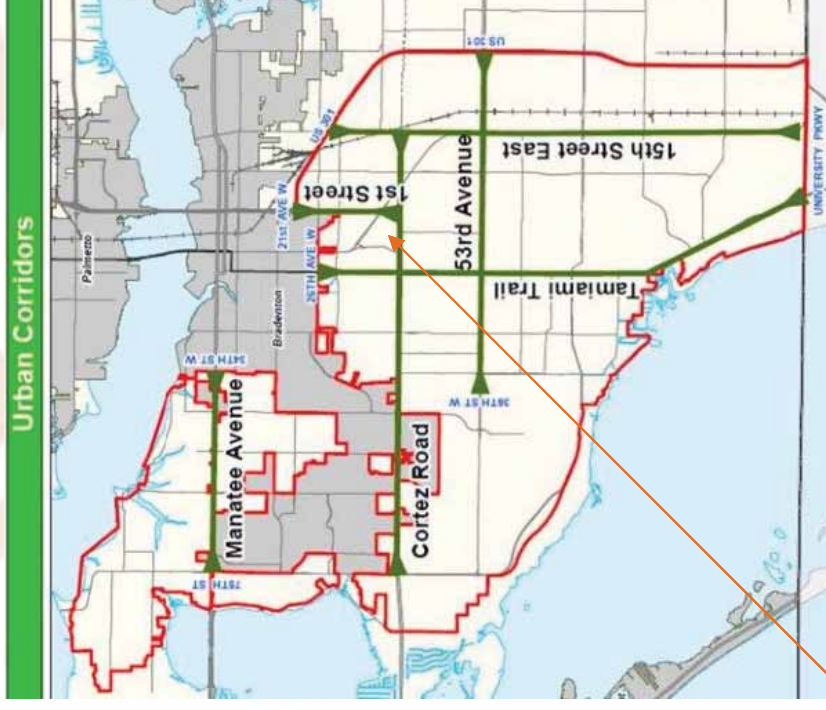
Countywide	Quadrants*
Natural Resources (beaches, preserves, boating facilities)	District Parks (basic amenities assumed cost of \$60,000 per acre)
External Trails (connecting places)	Recreation Buildings
	Sports Fields
	Aquatic Facilities

* Boundaries will match transportation Benefit Districts, but will include cities



Funding Options for Urban Corridors

- *Impact Fees*
 - 2015 study has a conservative 7.6% growth share
- *Municipal Service Benefit Unit (MSBU)*
 - Transform streetscape (improve multimodal transportation, stormwater management and utility lines)
 - “Benefit Unit” is the correct terminology for non-ad valorem cost allocations
 - Individual parcel assessment based on land and floor area
 - Parcels along corridors => high \$ from land area and low \$ from floor area
- *Business Improvement District*
 - Management and promotional functions
 - Operating and capital costs
 - Transportation Demand Management
 - Good option for sites like DeSoto Square Mall



“Off-The-Books” Expenditures

- *Impact fee credits for arterials and collectors that provide access to development and transportation capacity*
- *Share that is site-related vs. system improvement will be based on ROW width of local street and various options from Public Works Standards Manual*

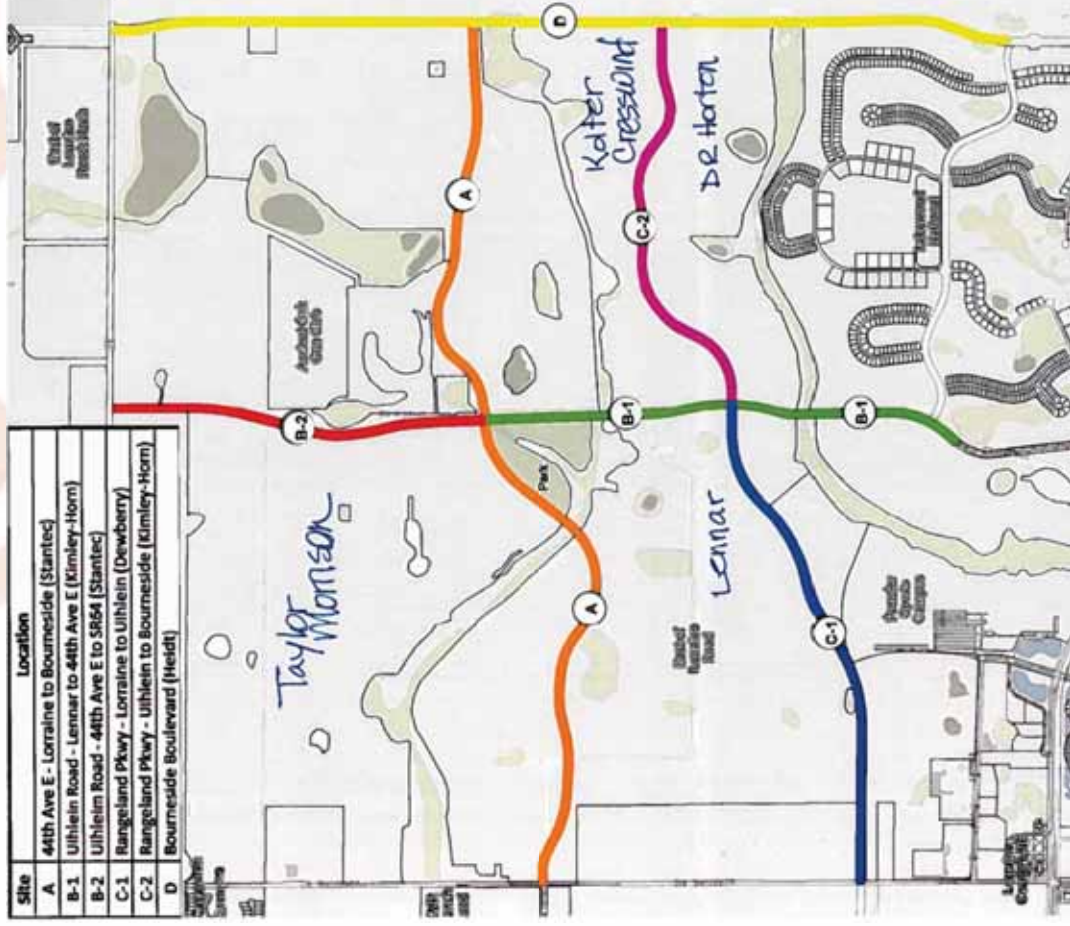


Area	Street Type	Recommended ROW Width (feet) *	Percent Site-Related	Percent System Improvement
Urban	Urban and Suburban Local (base for credit in urban and suburban area)	50	100%	0%
Urban	Main	74	68%	32%
Urban	Avenue	80	63%	37%
Urban	Option A Two Lane Divided Urban	84	60%	40%
Urban	Option B Complete Streets Collector	84	60%	40%
Urban	Option C Principal with Two Lanes	100	50%	50%
Urban	Option D Principal with Four Lanes	100	50%	50%
Suburban	Option E Two Lane Divided Suburban	120	42%	58%
Urban	Option F Urban Parkway	120	42%	58%
Urban	Option G Four Lane Divided	120	42%	58%
Urban	Option H Boulevard	124	40%	60%
Urban	Option I Six Lane Divided	150	33%	67%
Rural	Rural Local (base for credit in rural area)	72	100%	0%
Rural	Option J Rural Parkway	140	51%	49%

* Based on recommended standards from pages T-20, T-79, T-80, T-81, and T-82 in Manatee County Public Works Manual, November 2016.

Possible Credit Limitations

Significant portion of SE transportation fee is for debt service, which constrains future credits.



Multimodal Transportation Impact Fees

Unincorporated Manatee County

SE Inputs		Bond Principal (85.3%)		Bond Interest (85.3%)		VMT Increase Over 20 Years		Capital Cost per VMT		Proposed SE Fees		Current Fees		Increase/Decrease				
Average Miles per Trip	2.95	Bond Principal	\$79,186,600	Bond Interest	\$32,535,884	VMT Increase	432,294	Capital Cost	\$258.44	Proposed SE Fees	Current Fees	Increase/Decrease						
Ten-Year CIP Growth Share	\$14,488,000																	
VMT Increase Over 10 Years	216,698																	
Capital Cost per VMT	\$66.86																	
Development Type	Avg Wkdy Veh Trip Ends	Trip Rate Adjustment	Trip Length Adjustment	Residential (per dwelling unit) by Square Feet of Finished Living Space		Nonresidential (per 1,000 Square Feet except Lodging)												
				1000 or less	1001 to 1300	1301 to 1700	1701 to 2200	2201 or more	Commercial / Shop Ctr	Office & Other Services	Hospital	Mini-Warehouse	Warehouse	Manufacturing	Light Industrial	Nursing Home	Daycare / School	Lodging (per room)
				58%	58%	58%	58%	58%	33%	50%	50%	50%	50%	50%	50%	50%	33%	50%
				3.13	4.87	6.66	8.37	10.43	42.70	11.03	13.22	2.50	3.56	3.82	6.97	7.60	15.43	5.63
				121%	121%	121%	121%	121%	71%	71%	71%	71%	71%	71%	71%	71%	71%	71%
				\$2,107	\$3,279	\$4,485	\$5,636	\$7,024	\$9,600	\$3,757	\$4,503	\$851	\$1,212	\$1,301	\$2,374	\$2,589	\$3,469	\$1,917
				\$1,627	\$2,272	\$3,255	\$3,946	\$4,742	\$7,152	\$1,823	\$2,734	\$414	\$590	\$426	\$776	\$2,126	\$3,310	\$1,143
				\$480	\$1,007	\$1,230	\$1,690	\$2,282	\$2,448	\$1,934	\$1,769	\$627	\$622	\$875	\$1,598	\$463	\$159	\$774