



150938J

LOCAL OPTION GAS TAX

Discussion of Renewal

December 6, 2016

County Manager's Office
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Questions Raised at the November 14, 2016

- Street Lights – responsibility and payment history
- Traffic Signal Costs
- Cost of Maintaining Infrastructure
 - Lane mile cost, proportion of total budget.
 - Percent of County residents paying gas tax.
 - Miles maintained and volume on roads within City.
- Joint Projects/Efforts in the SWAG area.
- Annexation Impacts.



Questions: Street Lights

Street Light Agreement – Feb. 21, 1990

- References interlocal agreement resolving the Regional Electric, Water and Sewer Utilities Board (a.k.a “Board”) from 1979.
 - Provide hydrant and street lights service, with County payment, in exchange for benefits derived by City.
 - Considerations to use rights- of-way.
- Discusses numbers of lights and hydrants.
- Limits to quantity
- Agreements to GRU surcharges, franchise fees.



Questions: Street Lights

(within the City Limits)

- No agreement for street lights within the City.
- The County is responsible for 924 street lights in the incorporated areas of the County via agreement with FDOT. Actual maintenance is performed by either GRU or Clay Electric.
- No record of requests for street lights within the City on County Roads.



Questions: Traffic Signals

- Number of traffic signals in the unincorporated area of the County by the City of Gainesville on County roadways?
 - County: 12
 - FDOT: 26
- Payment made by the County to the City for these services?
 - \$5,474.93 per signal (\$208,047.34)



Questions: Traffic Signals

(within the City Limits)

- Number of traffic signals maintained with the City of Gainesville on County roadways?
 - 23 County Signals within the City of Gainesville.
 - Only 4 of these are intersections of two County roads.



Questions: Cost of Maintaining Infrastructure

- **County Roadway Maintenance responsibility?**
 - 1,283 Lane Miles Paved Road Countywide (including City Limits)
 - Annualized Capital Maintenance Responsibility of \$16 million (including capitalized costs for resurfacing, pavement markings, signals)
- **County Roadway Maintenance responsibility within the City limits?**
 - 89 Lane Miles within City of Gainesville limits
- **Cost to maintain roadways within the City limits?**
 - Annualized Capital Maintenance Responsibility of \$1.2 million
- **Percentage of collector/arterial roadway travel volumes within the City?**
 - 57.5% County / 42.5% City of Gainesville (VMT on Locally Maintained Arterials and Collectors)



Questions: SWAG area

- Transit Service opportunities.
 - There is room to improve transit service on Route 75 (increase frequency, expand hours of service, etc)
 - New Services will not fill budgetary holes created by reduced gas tax revenue.
 - County pays \$573,000 for Route 75 service
- Cost of roadway improvements for SW 8th Avenue.
 - \$7.5 million for 8th Ave connector project
 - \$4.0 million for 61st/24th intersection project



Questions: Annexation Impacts

- Theory that annexation lowers costs to County?
 - Annexations have some ability to reduce transit costs as equation puts more service inside City Limits.
 - Annexations impair the ability of the County to deal with roadway impacts and bicycle/pedestrian facility needs.

EXAMPLE: Henderson Annexations

- County MMTM = Approximately \$6 million under most likely development scenario. Could add multimodal capacity to Tower Road and/or 20th Avenue.
- City TMPA (rough equivalent to MMTM program) = Approximately \$2 million under most likely development scenario. No current proposals by the City to utilize that revenue on any County facilities. Off site impacts from development will remain and County will either have to address through other funding sources or multimodal level of service will be



Infrastructure/Services to Transfer:

- Roadways:
 - NW 16th Avenue (\$7.5 million resurfacing recently completed)
 - NW 43rd Avenue (\$7.5 million resurfacing pending)
 - Main Street (not currently maintained by City)
- Transit Service
 - City responsibility for current transit service (\$573,165 Route 75 Service, \$422,273 base service currently funded through MSTU)
 - Additional transit services/decrease headways



Key Dates:

- Can be renewed/levied at anytime by County Commission approval.
- Purpose and limitation current agreements:
 - 1st, 2nd & 3rd cents – expires December 31, 2018
County = 43.9% City = 43.9% Other = 12.1%
 - 4th, 5th, & 6th cents – expires December 31, 2017
County = 55.6% City = 38.6% Other = 5.8%
City portion dedicated to transit services by agreement.
 - ELMS 5 cents – expires December 31, 2018.
County = 52.1% City = 38.6% Other = 9.3%
County prioritized 5 roadway projects.