

001178

TRANSPORTATION WORKSHOP

Presented to:

Alachua County Commissioners

Presented by:

Public Works Department

April 9, 2001

Agenda

- Authorities
- Transportation Needs Plan
- Discussion of Board Priorities
- Policies & Procedures
- Funding Mechanisms
- Impact Fees
- Specific Project Discussions

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Authorities

- ◆ Florida Statutes Chapter 336 -
County Road System
- ◆ Alachua County Code Section
21.60 – *Department of Public
Works*
- ◆ Public Works Operating
Procedure ORB-43 – *Legal
Authority for Road Operations*

Transportation Needs

- ◆ Inputs
- ◆ Categories
- ◆ Needs
- ◆ Priorities

Inputs

- ◆ MTPO
- ◆ BOCC Advisory Committees
- ◆ Bicycle/Pedestrian Advisory Board
- ◆ Gainesville Traffic Department
- ◆ Public Works Staff
- ◆ Municipalities
- ◆ General Public

Categories

- ◆ Widening
- ◆ Capacity enhancements
- ◆ Road paving
- ◆ New roads
- ◆ Transportation system management (TSM)
- ◆ Bikeways
- ◆ Sidewalks
- ◆ Bridges
- ◆ Pavement management
- ◆ FDOT projects
- ◆ Special projects

Pavement Management

- ◆ Visual Inspections – 2 year cycle
 - District supervisors survey
 - Road Superintendent survey
 - APWD-Operations survey
 - “Meeting of the Minds”
- ◆ Current Cost Information
- ◆ Algorithmic Calculation
- ◆ Pavement Serviceability Index (PSI)

Road Paving

- ◆ 26 miles of unpaved collectors
- ◆ 200 miles of unpaved local roads
- ◆ Graded on two- or four-week cycle
 - \$260,000 annually
- ◆ Dust palliative applied sparingly
 - \$30,000 annually (\$60k in 2002)

Pavement Widening

- ◆ 120 roadway miles substandard
 - Design speed
 - Functional classification
 - Traffic volume
- ◆ Safety Considerations

Capacity Enhancements

- ◆ Roadways at 85% of MSV
- ◆ LOS Criteria
 - LOS "D" adopted
 - ◆ Determines MSV
 - Reserved trips tracked
 - Concurrency needed to issue a Development Order

Bridges

- ◆ 25 County-owned bridges/culverts are inspected biennially by FDOT
- ◆ Prioritization based on Sufficiency Rating
- ◆ Repairs become individual TIP projects

Bikeways

- ◆ Both on-street and off-road
- ◆ Recommendations from Bicycle/Pedestrian Advisory Board
- ◆ Response to citizen requests
- ◆ Intergovernmental cooperation (i.e. GRU)
- ◆ Bicycle/Pedestrian Master Plan

Sidewalks

- ◆ Recommendations from Bicycle/Pedestrian Advisory Board
- ◆ Supported by proximity to high pedestrian generators
 - Schools
 - Parks
 - Shopping
- ◆ Included in new development projects, where appropriate
- ◆ Respond to citizen requests

TSM

- ◆ Traffic signals/beacons
- ◆ Intersection realignments
- ◆ By-pass/turn lanes
- ◆ Based on
 - Accident rates
 - Engineering judgment
 - Proposed development

FDOT Projects-Outside MTPO

- ◆ Identified by Municipalities
 - (Outside MTPO area)
- ◆ Identified by staff, BPAB and CAC
 - Unincorporated Area
- ◆ Recommended Prioritization by DPW Staff
- ◆ Approved by BOCC
- ◆ Funded by FDOT
 - TEA-21 enhancement projects
 - Transportation Projects

FDOT Projects-Inside MTPO

- ◆ Identification is a joint project of City, County, MTPO staff, advisory committees and citizens
- ◆ Reviewed by committees
- ◆ Approved by MTPO
- ◆ Funded by FDOT
 - TEA-21 enhancement projects
 - Transportation Projects

Long Range Plan-Needs

◆ Pavement Mgmt.	\$40,000/2,000
◆ Widening	\$48,000/2,400
◆ Capacity	\$78,000/3,900
◆ Paving	\$44,000/2,200
◆ New Roads	\$55,000/2,750
◆ Other	<u>\$20,000/1,000</u>
◆ Total	\$285,000/14,250

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Thousands

Prioritization Methodology

- ◆ Based on advisory committee and staff recommendations
- ◆ Set by BOCC
- ◆ Unconstrained by funding
- ◆ May set unrealizable expectations
- ◆ Are priorities realistic?

Board Discussion

How does the Board wish to set priorities into the future, considering your Strategic Objectives, and the Livable Communities Reinvestment Plan ?

Policies & Procedures

- ◆ Maintenance grading of unpaved roads
- ◆ Dust control
- ◆ Subdivision Access
- ◆ County roads in municipalities

Policies & Procedures

- ◆ Speed humps
- ◆ Speed studies
- ◆ Amenities/signage/signals
- ◆ Road Ownership

Funding Mechanisms

- ◆ Gas Tax Revenue
- ◆ General Funds
- ◆ Special Assessment Districts
- ◆ MSTU/MSBU
- ◆ Other Funds
- ◆ Impact Fees
- ◆ Mitigation Exactions
- ◆ State Grants

Gas Tax Revenues-Uses

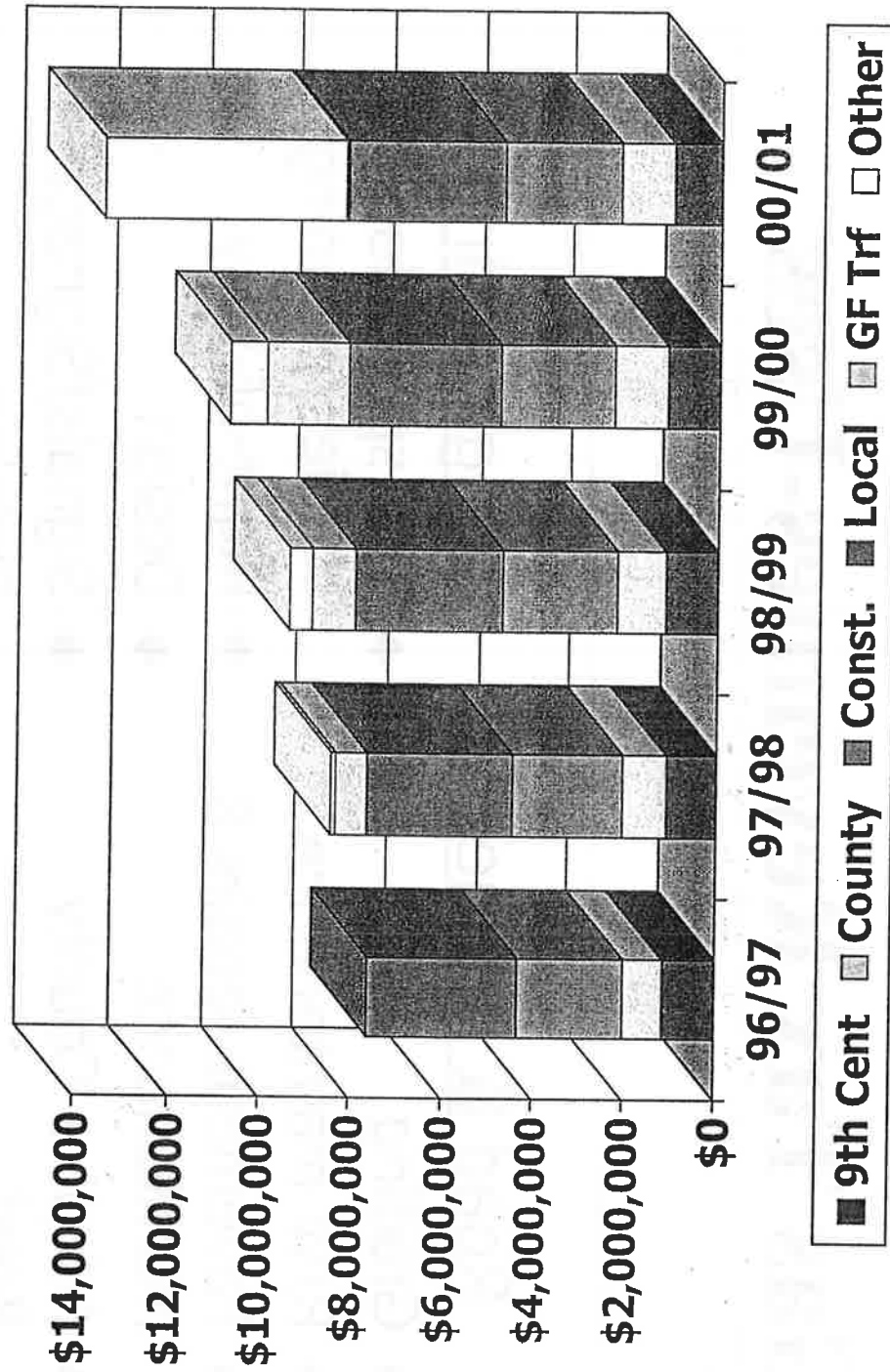
Road & Bridge

- ◆ Grading
- ◆ R/W maintenance
- ◆ Pavement repairs & maintenance
- ◆ Adopt-a-County Road
- ◆ Bridge repairs
- ◆ Drainage facility maintenance

Engineering

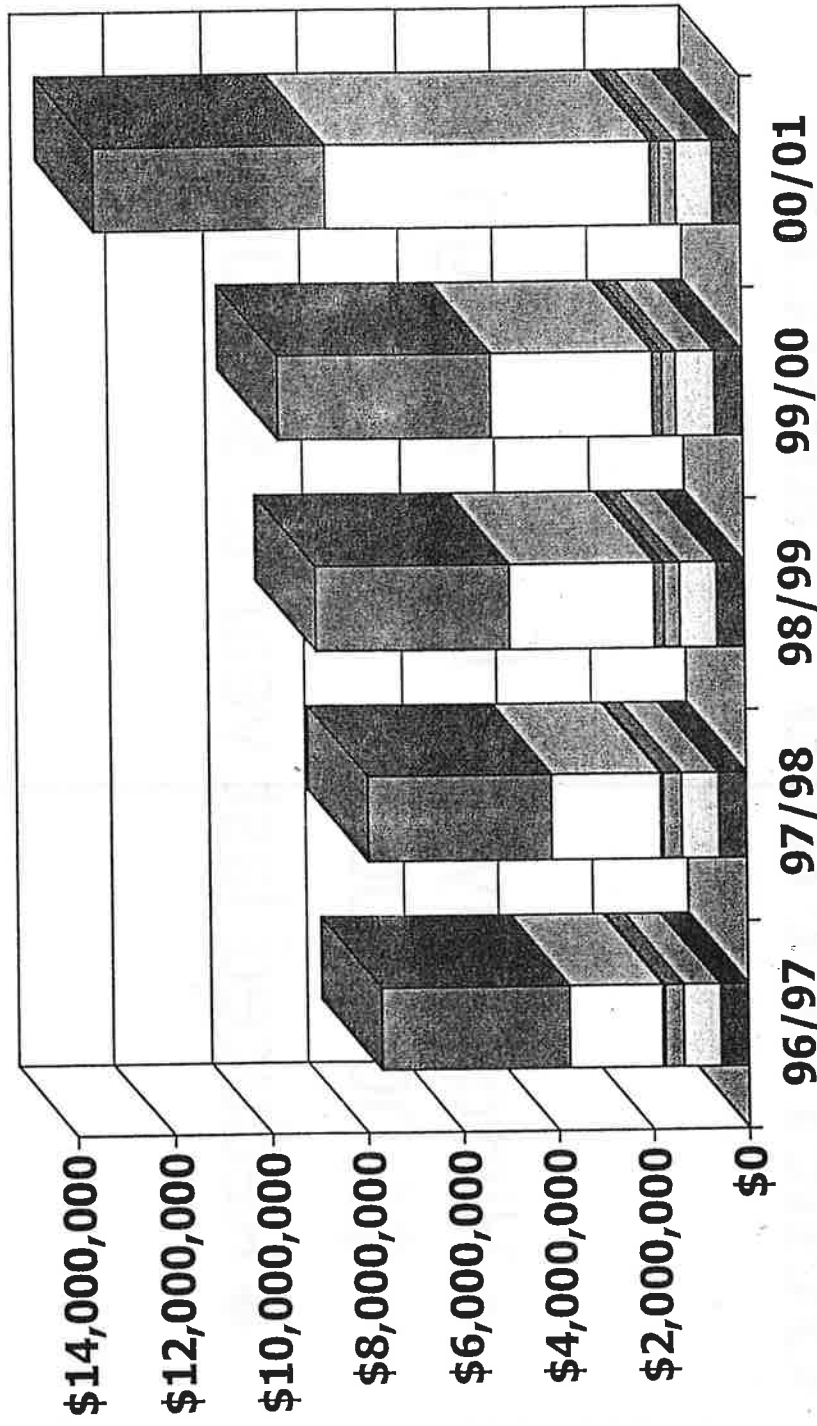
- ◆ Transportation studies/planning
- ◆ Right-of-Way
- ◆ Design
- ◆ Signals/Signage
- ◆ Striping
- ◆ Inspections
- ◆ Speed humps

Gas Tax Revenues-History



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Gas Tax Expenses-History



1992 Ref.
 SBA ef.
 RTS
 CTS
 MTPO
 TIP
 R&B

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General Fund Transfers

- ◆ Historically has been as high as \$1,000,000
- ◆ Reduced last year to \$59,000

Special Assessment Districts

- ◆ Requires buy-in of affected community



MSTU/MSBU

- ◆ Proposed by Springhills DRI
 - Funds generated address transportation needs within a specific, well-defined area
- ◆ Limited area of applicability
- ◆ Are funds to be generated adequate?
- ◆ Leads to proliferation of funds

Other Funds

- ◆ Transfer from Solid Waste Assessment fund
- ◆ CDBG Applications
- ◆ FDOT grant opportunities
- ◆ Federal grant opportunities

Impact Fees-What are they?

Impact fees are a financing tool to generate revenue for capital improvements required by new development

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What Can They Do?

- ◆ Provide additional funding for needed capital improvements
- ◆ Make new development responsible for growth instead of existing taxpayers
- ◆ Synchronize new construction with new development

What Can They Pay for?

- ◆ The full capital cost of transportation capacity improvements
- ◆ Capital improvements for transit and parking

Eligible Cost Components

- ◆ Construction
- ◆ Right-of-way and land
- ◆ Signalization, signage and pavement markings
- ◆ Design and permitting
- ◆ Related storm water improvements
- ◆ Environmental mitigation
- ◆ Construction administration & inspection

What Can't They Pay for?

- ◆ Pedestrian or bicycle facilities as stand-alone improvements
- ◆ Operations, maintenance, or replacement costs
- ◆ Transit system enhancements

Mitigation Exactions

- ◆ \$27/trip generated
- ◆ \$256,610 collected since 1998
- ◆ Money reserved for specific projects in proximity to source of funds
- ◆ Funds currently held in TIP

Specific Projects

- ◆ Tower Road
- ◆ Main Street (N 8th to N 16th)
- ◆ SW24th Avenue/62nd Blvd.
- ◆ Route 35 RTS Service

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