
ROAD FUNDING

March 16, 2010

Board of Sumter County
Commissioners Workshop

Current Revenue and Expenditures

CURRENT FUNDING:	FY 2009-2010 CTT REVENUE SUMMARY			
	ANNUAL REVENUE GENERATED	FUNDING AVAILABLE FOR ROAD MAINTENANCE PROJECTS	FUNDING USED FOR OPERATING EXPENSES	FUNDING ENCUMBERED THROUGH FISCAL YEAR
COUNTY NINTH-CENT VOTED (1 CENT)	\$650,728	\$0	\$618,192	2014
LOCAL OPTION FUEL TAX (6 CENTS)	\$3,682,640	\$969,300	\$3,418,855	2014
COUNTY FUEL TAX / 7th CENT	\$617,382	\$0	\$586,513	2014
CONSTITUTIONAL GAS TAX 20% PORTION	\$280,002	\$0	\$266,002	2014
ADVALOREM TAX	\$655,878	\$0	\$623,084	PER FY
OTHER REVENUE (FDOT Signal Maintenance and Interest)	\$119,438	\$0	\$119,438	PER FY
SUB TOTAL:	\$6,006,069	\$969,300	\$5,632,084	

CURRENT FUNDING:	FY 2009-2010 ST REVENUE SUMMARY			
	ANNUAL REVENUE GENERATED	FUNDING AVAILABLE FOR ROAD MAINTENANCE PROJECTS	FUNDING USED FOR OPERATING EXPENSES	FUNDING ENCUMBERED THROUGH FISCAL YEAR
CONSTITUTIONAL GAS TAX 80% PORTION	\$1,120,000	\$1,064,000	\$0	2014
OTHER REVENUE (Interest)	\$7,700	\$0	\$0	2014
SUB TOTAL:	\$1,120,000	\$1,064,000	\$0	

CTT AND ST TOTAL:	\$7,126,069	\$2,033,300	\$5,632,084	
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FY 2009-2010 CTT EXPENDITURE BUDGET SUMMARY			
ITEM	Personnel	Expenses	Projects
Road Surface Maintenance w/ Ass't. Dir. Operations (Also includes Local Resurfacing Contract)	\$819,256	\$300,011	\$957,100
Shop	\$288,456	\$76,666	
Fuel and Fuel Facility		\$253,805	
Traffic Signal/Signs/Temp Patching	\$157,223	\$142,960	
Engineering/Project Management w/ Ass't. Dir. Engineering	\$271,360	\$56,154	
Non-Road Surface ROW Maintenance	\$615,274	\$897,848	
General Admin and Overhead w/ Director	\$492,920	\$290,811	
Road Projects			\$2,969,800
Pavement Re-marking			\$460,000
Sub Total:	\$2,644,489	\$2,018,255	\$4,386,900

FY 2009-2010 ST EXPENDITURE BUDGET SUMMARY			
ITEM	Personnel	Expenses	Projects
Road Surface (R/W Acquisition)			\$1,500,000
Road Projects			\$1,340,600
Sub Total:	\$0	\$0	\$2,840,600

CTT & ST Total:	\$2,644,489	\$2,018,255	\$7,227,500
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Project Summary on Next Slide

FY 2009-2010 GRAND TOTAL: **\$11,890,244**

Current Project Summary

CTT	FY 2009 - 10 FUNDING
C-475 Widening from SR 44 to C-466 (<i>Completed</i>)	\$674,000
C-470 Phase II PD&E from I-75 to the Lake County Line	\$409,000
C-462 PD&E from CR 209 to C-466A	\$150,000
CR 528 Phase 1 from CR 526A to SR 471	\$389,000
CR 468 PD&E from Turnpike to US 301	\$70,000
C-470 Sidewalk from CR 459 to I-75 (CR 491) (<i>ARRA</i>)	\$65,800
Morse Phase 1 and 2 close out (<i>Completed</i>)	\$1,036,000
Buena Vista Boulevard SB to WB turn lane @ C 466E (North Leg)	\$130,000
C-466 from C-475N to US 301 (<i>Proposed 2015 SCRAP</i>) (<i>Remibursable</i>)	\$46,000
Local Resurfacing Contract 1	\$957,100
2009 Pavement Marking Contract	\$460,000
	\$4,386,900

ST	
Professional Services	\$16,000
Purchase R/W	\$300,000
C-468 from Turnpike to S/O SR 44 - Four Laning	\$1,200,000
C-48E from SR 471 to Center Hill (<i>ARRA</i>)	\$85,800
C-476W from CR 616 to Hernando County Line (<i>ARRA</i>)	\$120,700
C-470N from Outlet Bridge to SR 44 (<i>ARRA</i>)	\$188,600
C-476E from US 301 to SR 471 (<i>ARRA</i>)	\$146,500
C-476B from I-75 to C-476W (<i>Proposed ARRA</i>)	\$383,000
C-476B ingress improvement into the Florida National Cemetary (<i>Proposed ARRA</i>)	\$400,000
	\$2,840,600

F.Y. 2009 - 2010 GRAND TOTAL: \$7,227,500

Recommended Improvement Programs and Estimated Annual Funding Need

PROGRAM	MILES OF ROADWAYS	ESTIMATED TOTAL NEED	RECOMMENDED SERVICE LIFE CYCLE (YEARS) OR PROGRAM LIFE (YEARS)	ESTIMATED ANNUAL NEED
C "COLLECTOR" ROAD PROGRAM				
ROAD RESTORATION AND REHABILITATION	159.14	\$40,468,000	15	\$2,697,900
RE-MARKING	159.14	\$199,500	7	\$28,500
CR "LOCAL" ROAD RESURFACING PROGRAM				
RESURFACE EXISTING	478.81	\$41,359,500	30	\$1,378,600
RE-MARKING	478.81	\$486,600	7	\$69,500
OTHER COUNTY MAINTAINED ROADWAYS - TO BE ADDRESSED BY MSBU PROCESS				
LOCAL "LIMEROCK" ROADWAYS 750" OR GREATER	11.69	\$11,227,300	N/A	\$0
LOCAL "LIMEROCK" ROADWAYS 750" OR LESS	1.33	\$1,282,400	N/A	\$0
LOCAL "UNSTABILIZED" ROADWAYS 750' OR GREATER	0.83	\$796,035	N/A	\$0
LOCAL "UNSTABILIZED" ROADWAYS 750' OR LESS	0.76	\$730,000	N/A	\$0
LOCAL STABILIZED "MILLED ASPHALT" ROADWAYS	4.93	\$4,738,362	N/A	\$0
TOTAL:	657.49	\$101,287,697	ESTIMATED ANNUAL NEED:	\$4,174,500

ESTIMATED FUNDING AVAILABLE (FROM CURRENT REVENUE AND EXPENDITURES SLIDE) : \$2,033,300

ESTIMATED ANNUAL UNFUNDED NEED TO IMPLEMENT THE ABOVE: **(\$2,141,200)**

What the Estimates Include

■ “C” Collector Roads

- ❖ Reconstruction only when warranted.
- ❖ Resurfacing (when base and sub-grade are sufficient).
- ❖ Provide twelve (12) foot lanes whenever possible.
- ❖ Construct two foot wide paved shoulders wherever possible.
- ❖ Fifteen year program.
- ❖ Current inventory of 159.14 miles was amended to reflect October 1, 2009 Interlocal Agreement transfers (-8.59 miles) and “C” roads added into the inventory through the development process (+8.18 miles).
- ❖ Upgraded pavement markings to current FDOT standards.
 - *Average cost to mill, resurface and re-mark per mile is \$189,000.*
 - *Average cost to mill, resurface, add paved shoulders and re-mark per mile is \$216,000.*
 - *Average cost to reclaim, add paved shoulders, resurface and re-mark per mile is \$389,000.*

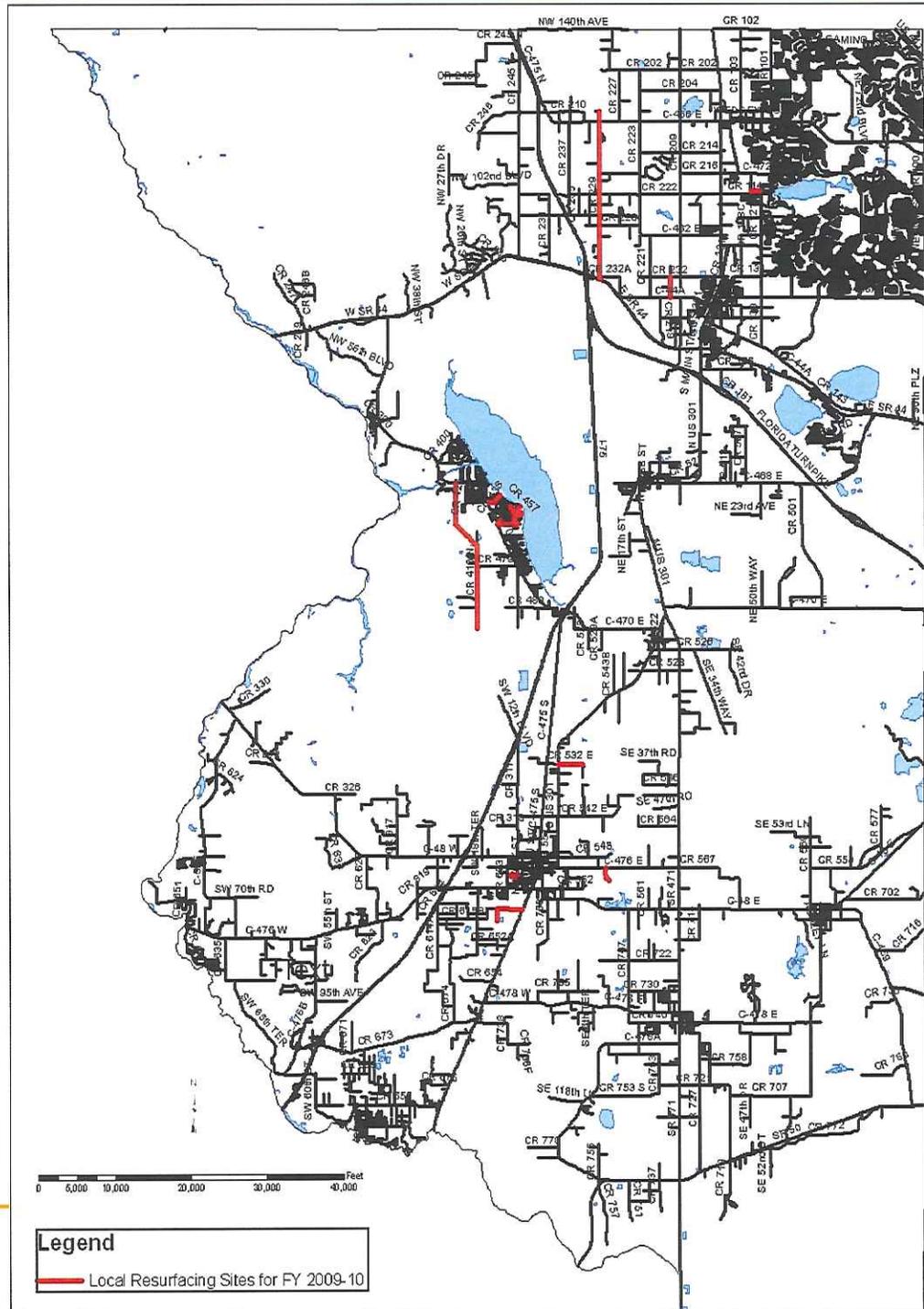
What the Estimates Include (Con't.)

- “CR” Local Resurfacing Program
 - ❖ Overlay of the existing traveled way only (311.81 miles).
 - ❖ Milling when sufficient base and sub grade exists (167 miles).
 - ❖ Will provide for an eighteen (18) foot traveled way in the majority of roadways. (Edge of pavement to edge of pavement).
 - ❖ Re-establishment of existing pavement markings.
 - ❖ Inventory amended for the October 1, 2009 Interlocal Agreement transfers: (-14.73 Miles) and (+ 48.43) local roads added into the inventory through the development process since the last local road update in 2007.
 - ❖ Thirty year program (16.0 miles annually resurfaced).
 - ❖ NOTE 1: We add, on average, 19.5 miles annually.
 - ❖ NOTE 2: Average cost for resurfacing per mile for CR is \$86,400.

Local Resurfacing Sites for FY 2009-10

SITE NUMBER	LOCAL RESURFACING INVENTORY PRIORITY	COUNTY ROAD NUMBER OR NAME	ROADWAY								MILL AND RESURFACE (1.5" MIN) LOCAL ROADWAYS TO MATCH CURRENT "EXISTING" WIDTH			COMMENTS	
			FROM	TO	VILLAGE COMMUNITY DEVELOPMENT DISTRICT NUMBER	INSPECTION DATE	TRAFFIC RATING	NO. OF ADJACENT STRUCTURES	PAVEMENT CONDITION (MAXIMUM 50 PTS)	EXISTING WIDTH (FEET)	LENGTH (MILES)	ESTIMATED COST (RESURFACE ONLY)	ESTIMATED COST (MILL AND RESURFACE)		RUNNING TOTAL
X	1	CR 209	CR 222	C-462E		26-Nov	H (R)	18	42	18	1.00	\$124,500	\$0	\$0	Hold per Mr. Arnold 12/09/2009 email
X	2	CR 209	C-466E	CR 222		26-Nov	H (R)	18	41	18	1.75	\$217,800	\$0	\$0	Hold per Mr. Arnold 12/09/2009 email
X	443	CR 209	C-462E	CR 232		26-Nov	L (R)	18	9	18	1	\$124,500	\$0	\$0	Hold per Mr. Arnold 12/09/2009 email
1	3	CR 455	CR 440	CR 457		20-Nov	L (R)	15	37	16	0.43	\$43,300	\$0	\$43,300	
2	4	CR 209	CR 202	C-466E		26-Nov	H (R)	9	36	18	1.25	\$155,600	\$0	\$0	Hold per Mr. Arnold 12/09/2009 email
X	5	CR 217	C-44A	CR 232		26-Nov	L (R)	9	36	19	0.5	\$50,300	\$0	\$93,600	
3	6	CR 438	CR 437	CR 439		20-Nov	L (R)	2	36	18	0.09	\$8,000	\$0	\$101,600	
4	7	CR 439	C-470N	CR 439C		20-Nov	M (R)	12	36	20	0.51	\$62,300	\$0	\$163,900	
X	8	CR 514	Coleman City Limits	Lake Panasoffkee		27-Nov	L (R)	0	36	18.5	1.37	\$0	\$0	\$163,900	Hold per review meeting 5-2009 with Mr. Arnold
5	9	CR 601A	Bushnell City Limits	Dead End		4-Dec	L (R)	7	36	16.25	0.2	\$20,300	\$0	\$184,200	
X	10	CR 528	US 301	CR 526A		28-Nov	M (R)	15	35	16	0.41	\$0	\$0	\$184,200	Future Roadway Project
6	11	CR 532E	US 301	CR 532S		28-Nov	L (R)	12	35	12.25	0.62	\$51,500	\$0	\$235,700	
7	12	CR 601B	CR 601A	Dead End		4-Dec	L (R)	4	35	18	0.08	\$8,100	\$0	\$243,800	
8	13	CR 650	US 301	Dead End		3-Dec	L (R)	19	35	18	0.92	\$90,900	\$0	\$334,700	
9	14	CR 229	SR 44	Dead End		26-Nov	H (R)	59	34	19.5	4.03	\$501,500	\$0	\$836,200	
10	15	CR 117A	CR 117	CR 114C		26-Nov	L (R)	17	33	18	0.2	\$20,300	\$0	\$856,500	
X	16	CR 139	C-466A	C-44A		27-Nov	H (R)	11	33	18	1.2	\$0	\$0	\$856,500	Under Construction by Developer
X	17	CR 156	WW City Limits	CR 179		27-Nov	L (R)	8	33	19	0.76	\$0	\$0	\$856,500	Developer to improve - permit issued by PWD expired
11	18	CR 416N	C-470N	CR 416S		20-Nov	L (R)	38	33	19	3.26	\$345,500	\$0	\$0	Insufficient funds to accomplish w / #16
12	19	CR 416S	CR 416N	Dead End		20-Nov	L (R)	10	32	20	0.49	\$49,300	\$0	\$0	Insufficient funds to accomplish w / #15
13	19	CR 452	CR 439	CR 453		20-Nov	L (R)	22	33	16	0.43	\$40,000	\$0	\$896,500	
X	20	CR 214	US 301	CR 209		26-Nov	L (R)	7	32	18	0.97	\$80,281	\$0	\$896,500	Transferred to WW 10-1-2009
14	21	CR 435	C-470N	Dead End		20-Nov	L (R)	47	32	18.5	0.37	\$35,000	\$0	\$896,501	
15	22	CR 555	C-476E	Dead End		28-Nov	L (R)	3	32	16.5	0.35	\$31,000	\$0	\$927,501	Available \$ 9957,100 in FY 2009-10 Budget

Local Resurfacing Contract Site(s) Location Map



Areas of Distressed Pavement



San Marino Drive - Pavement Failures

- Board Direction / Discussion.

Areas of Distressed Pavement

- Occurring on both “C” roads and “CR” local roads.
- Occurrence increasing with road age and severe weather (2010 freeze had a substantial impact).
- Isolated areas of distressed pavement.
- Repairs with cold patch make driving conditions worse.
- Entire roadway does not warrant resurfacing.
- The Road and Bridge Department’s Operational Budget will facilitate repairs to a limited number of sites which are in the worst condition.
- Costly repairs (\$9 ~ \$15 S.Y.) Example: 10 ft x 60 ft = 66.67 SY * \$15 = \$1,000 (*by contract*).

Example of a Full Roadway Improvement (multi-laning) Project (C-466 A)



TYPICAL BEFORE



TYPICAL AFTER

Example of a “C” Roadway Upgrade Project (C-475N) Full Depth Reclamation



TYPICAL BEFORE



TYPICAL AFTER

Example of a “CR” Upgrade (CR 616)



TYPICAL BEFORE
(CR 528)



TYPICAL AFTER
(CR 616)

“CR” Resurfacing Project (CR 227)



TYPICAL BEFORE



TYPICAL AFTER

Pavement Remarketing Program C-476E



Before



After

Road Funding - Why is it a concern?

- Level of Use Expectation
 - Safety
 - Industrial / commercial use
 - Residential use
- Growth Management
 - Growth paying its way
 - Paying to provide for growth
- Level of Maintenance / Upgrades

Revenue Sources – Road Funding

- **Developer Direct Contributions**
- **Impact Fees**
- **State/Federal Funding**
- **Gas Taxes**
- Municipal Services Benefit Unit (MSBU)
- Municipal Services Taxing Unit (MSTU)
- Utility Franchise Fees
- **Ad Valorem**

*** Bolded and underlined revenue sources are those now utilized**

Fuel Tax Revenue Sources

- **Local Option Gas Tax**

- ❖ Each Cent is estimated and generates \$376,800.
- ❖ Estimate was based on the November 2009 Florida Legislative Committee On Intergovernmental Relations - Issue Brief on the “Utilization of Local Option Fuel Taxes by Florida Counties”.

CENT	REVENUE GENERATED	RUNNING TOTAL
First	\$376,800	\$376,800
Second	\$376,800	\$753,600
Third	\$376,800	\$1,130,400
Fourth	\$376,800	\$1,507,200
Fifth	\$376,800	\$1,884,000

Developer Contributions

■ Proportionate Share

- Project funded by County & developer provides % of share.
 - ✓ Landstone – C-470 Roadway improvements.
 - ✓ Wildwood Springs – C 468 / C-470 Roadway improvements.

■ Direct work

- American Cement turn lane on C-470.

■ Direct funding contribution without reimbursement

- ACMS MOA regarding US 301/SR 471 intersection.
- CEMEX MOA for turn lane addition and resurfacing on CR 673
- C-475N ingress improvement with new RV Resort.
- Ingress improvement into the Bedrock Mine.

Impact Fees

- Previously Project Based
 - Countywide = US301
 - District One = C-466, C-466A, C-462, CR 139, C-468
 - District Two = C-48
 - Impact Fee Credit Agreements at capacity through 2015 for The Villages DRI
 - Countywide = US 301 4 lane (N/O CR 232 to – N/O NE 110 Street) [\$25,089,000], Intersection improvements on US 301 @ the Florida Turnpike, C-466, and SR 44 [\$1,392,974]
 - District One* = C-466/I-75 interchange [\$11,489,900], C-466A (Buena Vista to US 301) [\$10,042,780], CR 462 [\$5,939,150], CR 139 (C-466A to SR 44A) [\$8,780,860], Turnpike Interchange @ C-468 [\$12,149,200]
 - District Two = C-48 “Debt” and Future C-470 (CR 501 to Lake County Line)
 - **Now Consumption Based** (Exception – The Villages DRI).
-

State/Federal Funding

- ARRA (Federal Stimulus Funds)
 - C-48E resurfacing from C-471 to Center Hill
 - C-476W resurfacing CR 616 to the Withlacoochee River
 - C-476E resurfacing from US 301 to SR 471
 - C-470N resurfacing from Outlet Bridge to SR 44
 - Sidewalk on C-470
 - C-476B resurfacing from I-75 to C-476W (Pending)
 - Future?

- Work Program for State Facilities
 - Overpass at SR 44

- Direct Legislative Funding

- TRIP and other Federal Funding Programs
 - C-468 or C-470 (4-laning) project potential

Gas Taxes

- Constitutional Gas Tax (\$1,400,002/Yr)
- County Ninth-Cent Voted (\$ 650,728/Yr)
- County Fuel Tax (\$ 617,382/Yr)
- Local Option Fuel Tax (6 cent) (\$3,682,640/Yr)
- Current Total Gas Taxes = (\$6,350,752/Yr)
 - Shared with Cities \$433,683
- Additional Tax Available
 - 1 – 5 cent on Motor Fuel Only (\$ 376,800/Yr/1¢)
 - Shared with Cities (0.1%) / BOCC Receipt
- Total Maximum Gas Taxes = (\$8,234,752/Yr)

MSBU

- Program is in place for Capital Improvements
- Non-Ad Valorem Assessment (based on costs of improvement and fairly assessed on each property within benefit unit)
- Self assessing or County assessed
 - Some inquiries; no petitions filed to date
- Properties assessed based on benefit received (road improvement, sidewalks, lighting, etc.)
- Ideal for Subdivisions (well defined boundary)
 - Require for new subdivisions as part of acceptance if not CDD covered

MSTU

- Ad Valorem Taxes (based on value of property and millage rate adopted)
- Can be countywide or defined areas.
- If countywide or MSTU boundary includes municipal properties, city must consent
 - Why? The assigned millage counts against city's 10 mill cap
- Listed in detail on TRIM notice and tax bill
- Millage assigned affects millage cap voting levels

Utility Franchise Fee

- Function and uses.
- Ordinance drafted under grant.
- Precedent in Baker County.
- Contact made with Progress Energy, SECO, and TECO and their response to the concept.

Ad Valorem

- 1 mil of ad valorem in FY 2009/10 generates \$6,010,000 ~ \$5,740,000 (95%) for budget.
- Tax Shift as in FY 07/08 and FY08/09
 - FY 09/10 - \$696,668 (0.12 mills levied for road use) therefore portion of the millage dedicated to roads v. other county functions.
- Tax Increase
 - Additional millage added for roads without impact to other county functions.

Other Options

- Bond Issue
 - ❖ Short term revenue for expediting projects.

Summary

- No single revenue source is the solution to the road funding demand v. level of expectation.
- Significant backlog of maintenance and reconstruction is necessary to “play catch up”.
- Significant demands prepare for road concurrency to allow growth to continue.
- Decision in the short term in gaining additional or dropping levels of expectation is necessary to meet the demand.
- Direction from the BOCC regarding any or all of the revenue sources presented?