



## Legislation Details (With Text)

**File #:** 23-0357      **Version:** 1      **Name:**

**Type:** Presentation      **Status:** Agenda Ready

**File created:** 1/18/2023      **In control:** Board of County Commissioners

**On agenda:** 1/24/2023      **Final action:**

**Title:** Presentation Transportation Capital Improvement Program TCIP

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** 1. PRESENTATION 230118 PMP BoCC 220124 Meeting - Alachua County.pdf, 2. CIP 230116 Alachua County BoCC - Transportation (20% Inequity).pdf

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

### Agenda Item Name:

Presentation Transportation Capital Improvement Program TCIP

### Presenter:

Ramon Gavarette, Public Works Director 352-548-1214

### Description:

Presentation and Discussion on Transportation Capital Improvement Program to provide direction on incorporation into Annual Capital Budget and Financial Plan

### Recommended Action:

Provide direction to staff on Transportation Capital Improvement Program Projects

### Prior Board Motions:

N/A

### Fiscal Consideration:

Funding Sources include General Fund Transfer, Infrastructure Surtax (70% of ½), Grants, 5 Cent Local Option Gas Tax (ELM Nickel), Impact Fees, and Multi Modal Transportation

### Strategic Guide:

All Other Mandatory and Discretionary Services

### Background:

On September 14, 2021, Public Works presented the Pavement Management System to the Board of County Commissioners. At that time, the County's weighted average network condition or Pavement Condition Index (PCI) was 60. The net worth (or Asset Value) of the County roadway network was estimated to be approximately \$1.5 billion. This estimate is derived by multiplying the total number of

pavement square yards comprising the network (approximately 9.8 million square yards) by County's average square yard replacement cost of \$156.00. to the Board of County Commissioners. Adjusted for inflation to 2023, the current net worth (or Asset Value) of the County roadway network is estimated to be approximately \$1.9 billion.

Furthermore, in 2021, the estimated amount to Maintain Current Condition of PCI 60 or to Achieve a target PCI of 70 was approximately \$31.5M/Year and \$41.5M/Year, respectively. Adjusting these values to current year, the estimated amounts are \$33.4M/Year and \$44.0M/Year.

As instructed by the Board, Public Works worked with Mr. Chris Dawson, AICP, Transportation Planning Manager to include the Areas of Inequity within the Pavement Management System. An additional weight of 20% was given to roadways within Areas of Inequity. Mr. Dawson will be present at the meeting to explain the process that was followed.

The proposed Transportation Capital Improvement Program (TCIP) only includes projects that are fully funded as per current estimates and adjusted for inflation (3%) with revenues being projected to accumulate until such funds are allocated to projects.

Since the Infrastructure Surtax was approved by the voters for 10 years, the proposed TCIP includes 10-years of Roadway Improvements and 5-years for the following programs:

- Program - Signals
- Program - Bridge Rehabilitation / Construction
- Program - Bike/Ped Program

Public Works staff have been directed to prepare a 10-year program for the above programs which will be included in the TCIP for consideration in FY2024. Please note that additional funding has been assigned to the above three (3) programs with the intent to accumulate to be able to complete larger projects.

The proposed TCIP also assumes bonding the Infrastructure Surtax in the amount of \$30 million in 2023 for 10-years @ 4% APR and the 5-Cent Local Option Gas Tax in the amount of \$30 million in 2028 for 30-years @ 4% APR once the current bonds are satisfied. The estimated annual payments for the above bonds are estimated at approximately \$3.7 million for 10-years and \$1.7 million for 30-years.

The following revenues are proposed to be allocated to Roadway projects, not including the above programs. Such revenues include approximately \$7.6 million in General Fund Transfers, Infrastructure Surtax, Florida Department of Transportation (FDOT) Grants, 5-Cent Local Option Gas Tax, a portion of Transportation Impact Fees & Multi-Modal Transportation Mitigation (MMTM) fees, and the previously mentioned bonded amounts.

- 2023 - \$20,014,086
- 2024 - \$15,758,171
- 2025 - \$26,448,765
- 2026 - \$22,179,234
- 2027 - \$19,052,360
- 2028 - \$31,587,079

- 2029 - \$28,990,198
- 2030 - \$24,129,506
- 2031 - \$19,363,304
- 2032 - \$19,510,081

As previously stated, the annual investment required to Maintain Current Condition of PCI 60 or to Achieve a target PCI of 70 was approximately \$31.5M/Year and \$41.5M/Year, respectively if all road segments were to be treated by the horizon year of 2045. Adjusting these values to current year, the estimated amounts are \$33.4M/Year and \$44.0M/Year.

Additional Material Link

- MAP 20230117 CIP Year End 2032 Map Package All Streets (R).pdf
- MAP 20230117 CIP Year End 2032 Map Package Inequity Streets (R).pdf

<https://alachuacounty.sharefile.com/d-s578d8dfc058141afb516d7fe47f6f534>