



## Public Works Department

### • Presentation Key Points

- Infrastructure
- Funding Sources
- Identifying Maintenance Needs
- Projections





## Public Works Department

- **Infrastructure**
- Funding Sources
- Identifying Maintenance Needs
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## Public Works Department

- **Infrastructure**

### Infrastructure Inventory – Road & Bridge Program

**1113 Miles Paved Roads**

**80 Miles Unpaved Roads**

**275 Miles Open Ditches (Estimated)**

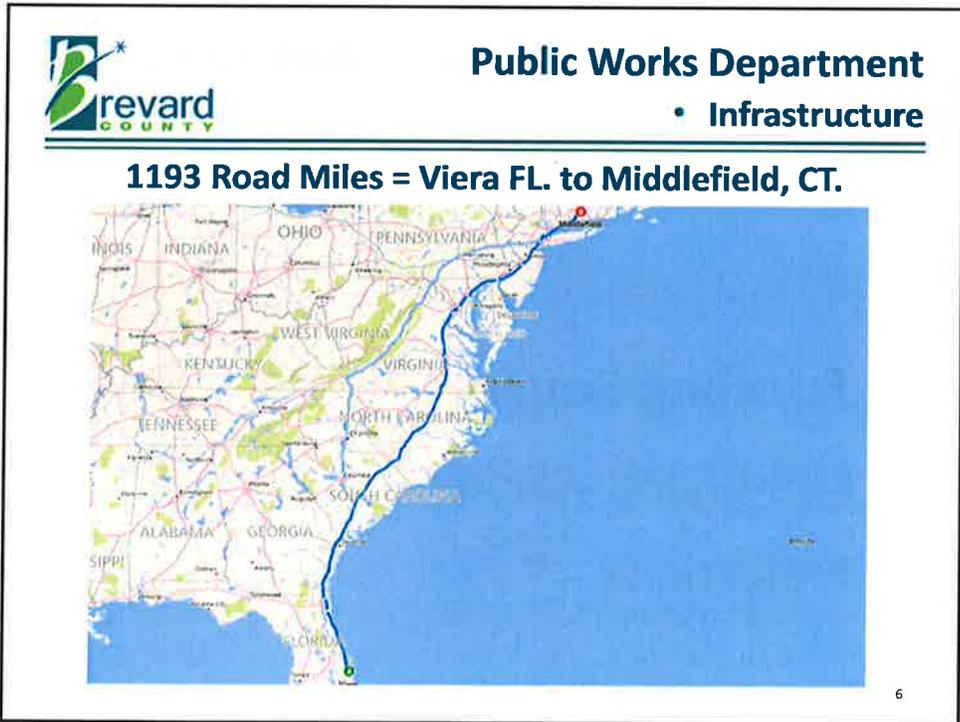
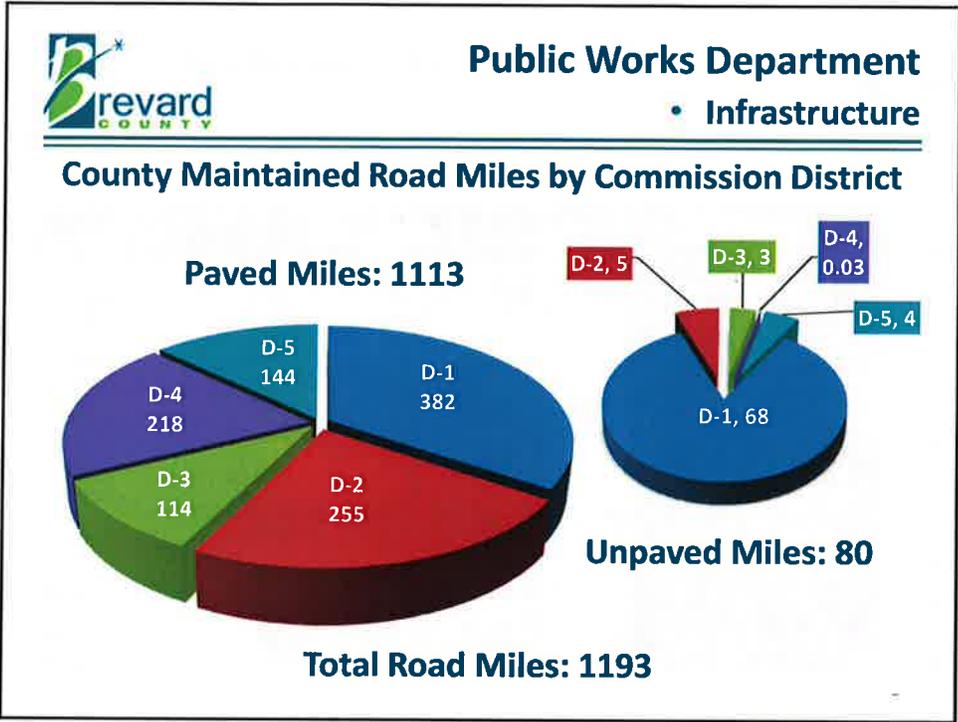
**1,040 Miles Swale Systems (Estimated)**

**587 Miles Sidewalks**

**105 Retention Ponds Maintained**

**Misc. Road Grading, Tree Trimming,  
Sidewalk Repair, Pot Holes, etc.**

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**Public Works Department**  
• Infrastructure

**County by County Road Centerline Miles Comparison**

County	Paved	Unpaved	Total
Brevard	1,113	80	1,193
Volusia	968	89	1,057
Osceola	905	108	1,013
Seminole	848	13	861
Polk	2,385	292	2,677
Orange	2,613	74	2,687
Indian River	327	373	700

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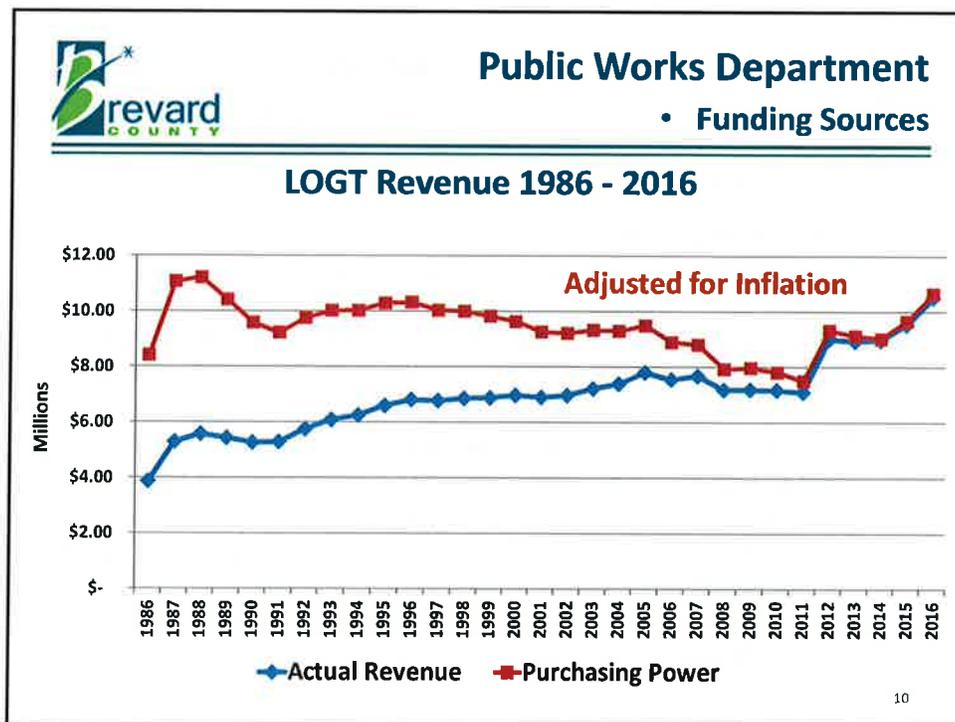
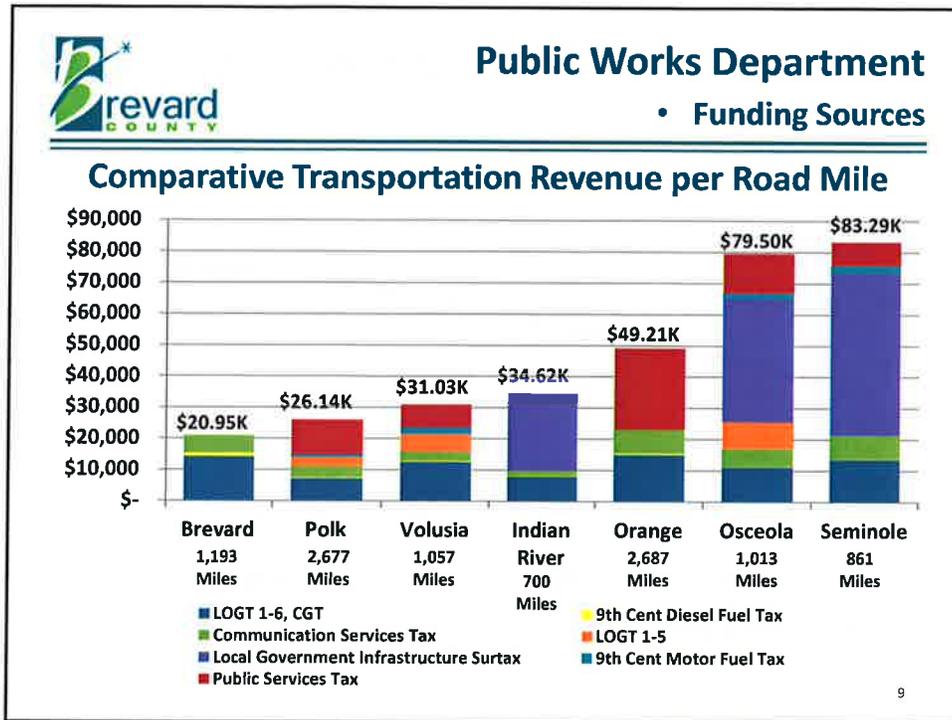


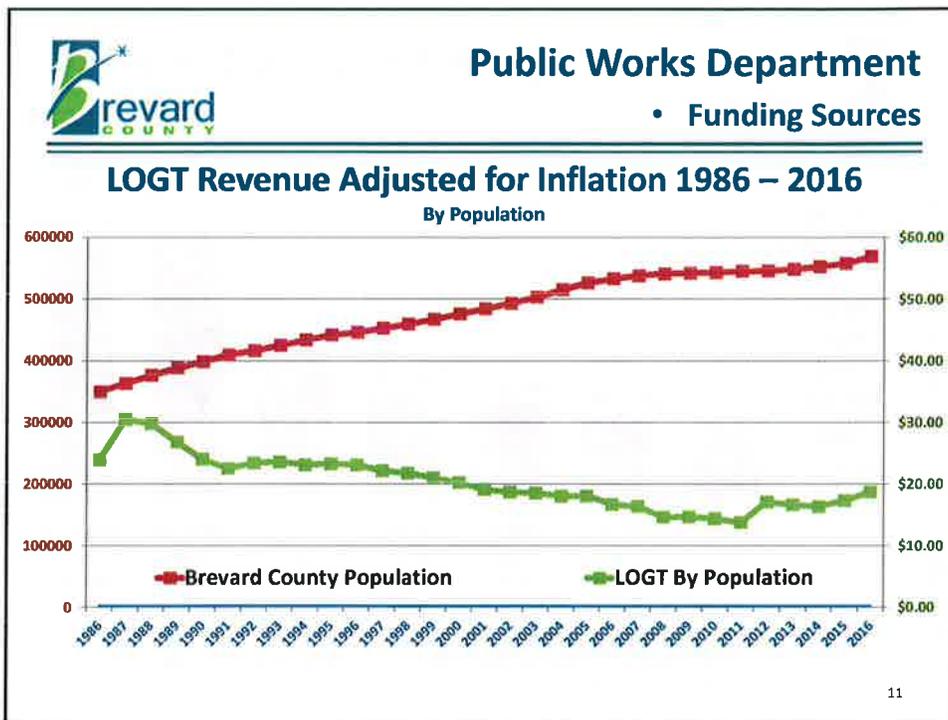
**Public Works Department**

- Infrastructure
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**FY 2012/13 LOGT Revenue Increase**

- Port Canaveral Fuel Tank Farm
- Increases to Brevard County (including cities) statewide LOGT share
- State Revenue Department hasn't assured duration of revenue increase or its stability – As an example in 2013 the increase actually went back down
- Since 2014 \$1.3M of LOGT has been transferred to Road & Bridge
- 2013 to Present - the increase has been treated as one time revenue but is now viewed as being more stable
- The additional LOGT revenue was included in mid-year allocations for transportation
- Next year (FY17/18) We will be able to budget \$1.5 M LOGT as recurring rather than in a mid-year allocation

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## Public Works Department

- Funding Sources

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### Mid-Year Allocations History

- Since 2011 the Board has directed staff to complete transportation related projects using mid-year allocations
- Most of these funds have been expended on maintenance (Road resurfacing & drainage pipe replacement/reconstruction)
- The funds have come from:
  - Low bid
  - Lower than expected project costs
  - Higher than projected revenues
  - Grant funds - reducing local fund requirements
  - Mandated developer contributions to transportation (mostly Viera DRI but others)

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## Public Works Department

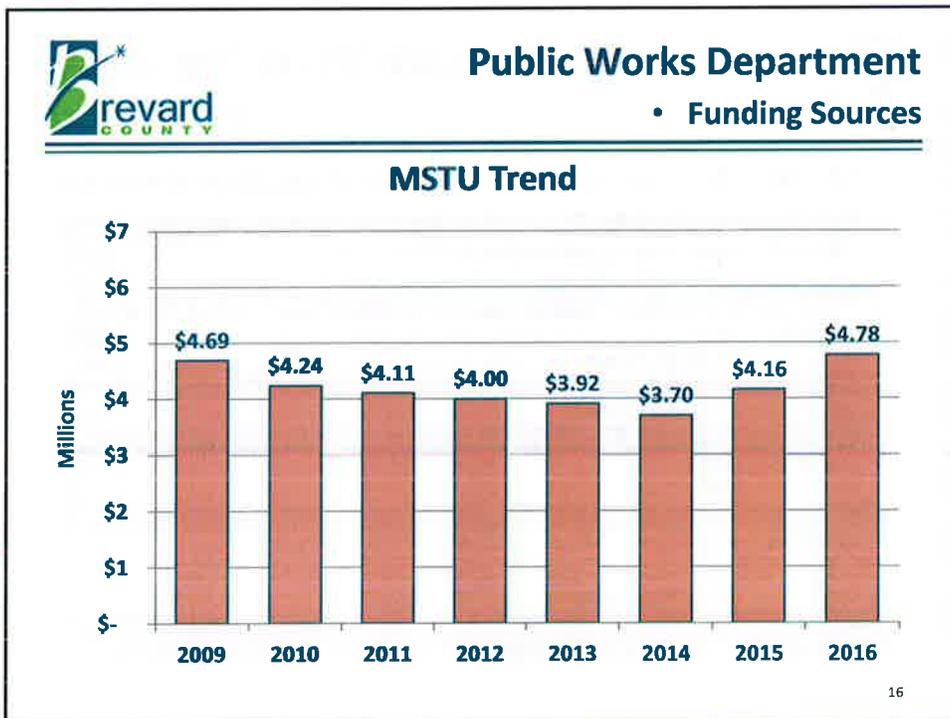
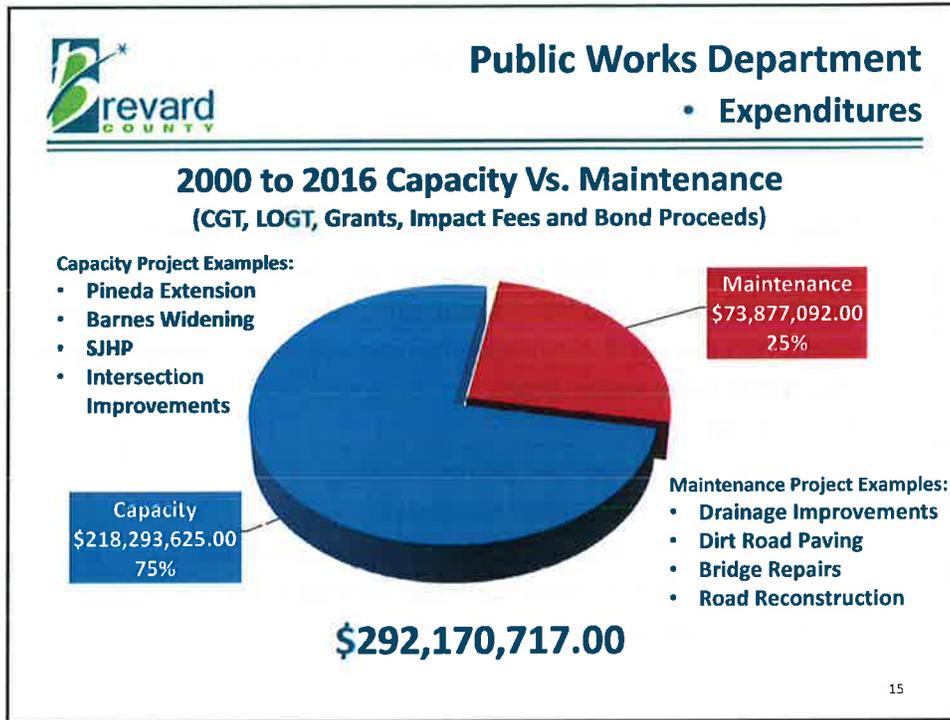
- Funding Sources

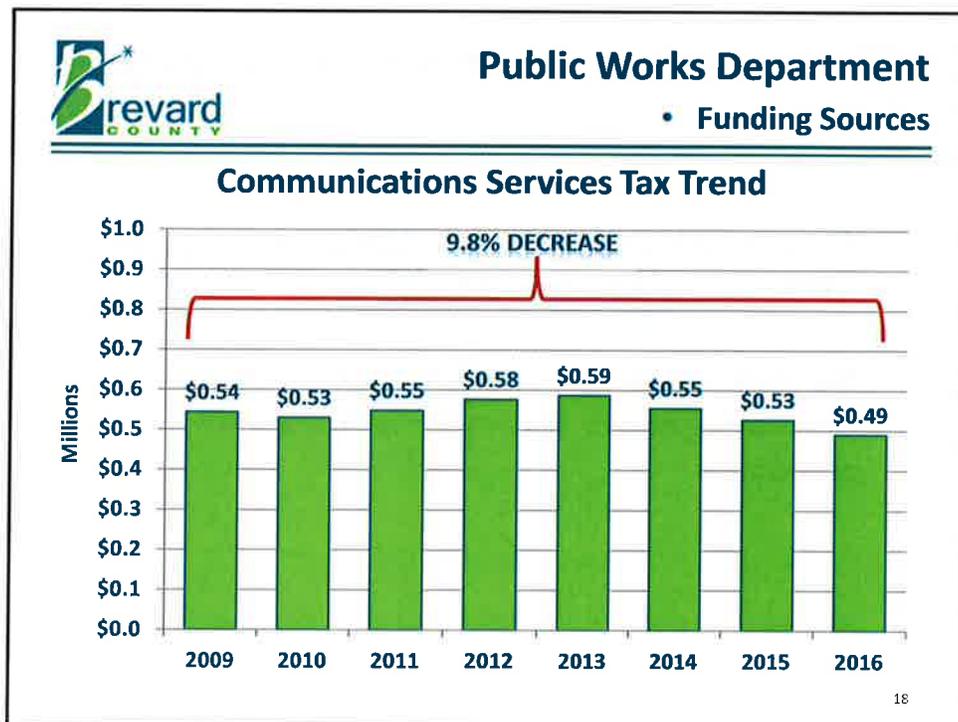
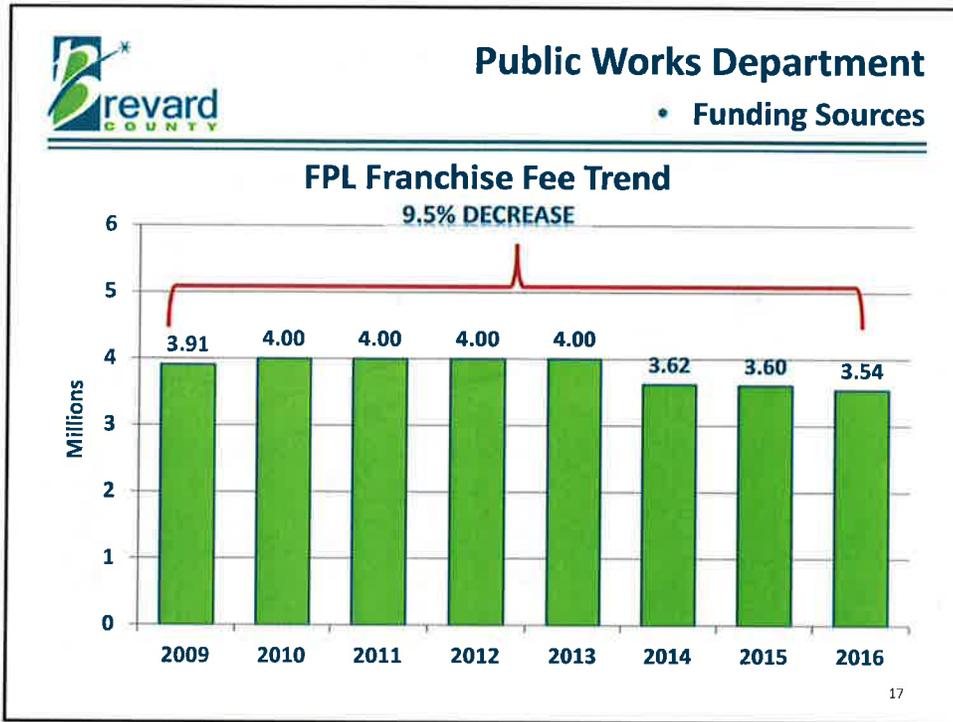
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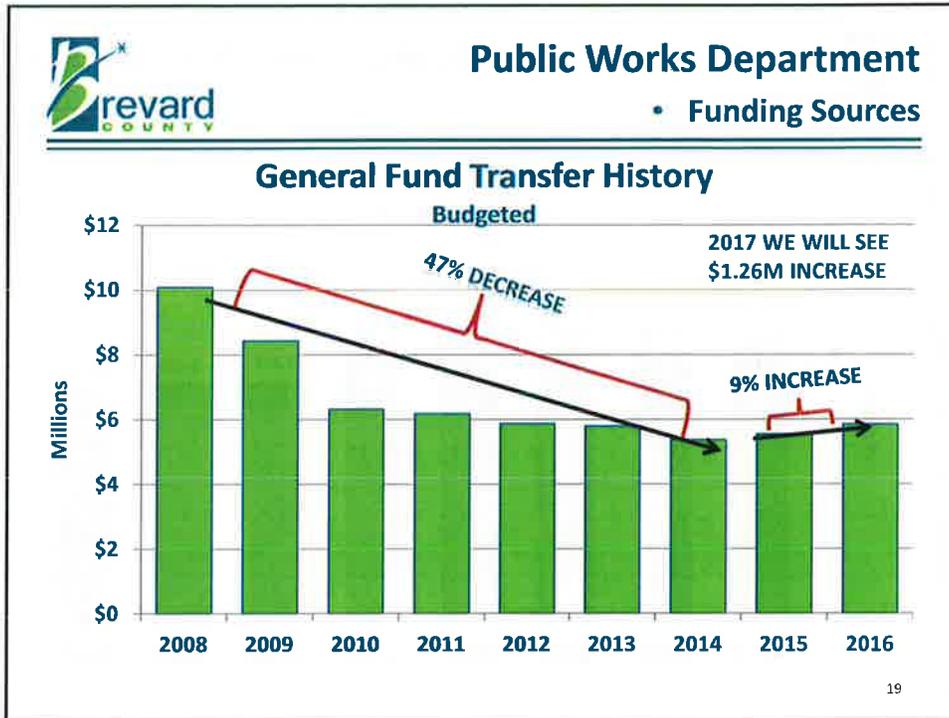
### One Time Non Recurring Mid-Year Allocation Amounts

Date	Funding Type	Amount Millions
10/28/10	Misc., Interest, Grant Reimbursements	\$13.7
	Bond Reallocation	\$15.3
	<b>Total</b>	<b>\$29.0</b>
12/12/12	LOGT	\$2.3
	Bond Reallocation	\$8.7
	<b>Total</b>	<b>\$11.0</b>
10/24/14	Bond Reallocation	\$8.4
	<b>Total</b>	<b>\$8.4</b>
04/06/15	LOGT	\$1.3
	CGT	\$1.9
	<b>Total</b>	<b>\$3.2</b>
07/08/16	LOGT	\$2.2
	CGT	\$4.1
	Viera Reimbursement	\$8.0
	<b>Total</b>	<b>\$12.1</b>
	<b>GRAND TOTAL</b>	<b>\$63.7</b>

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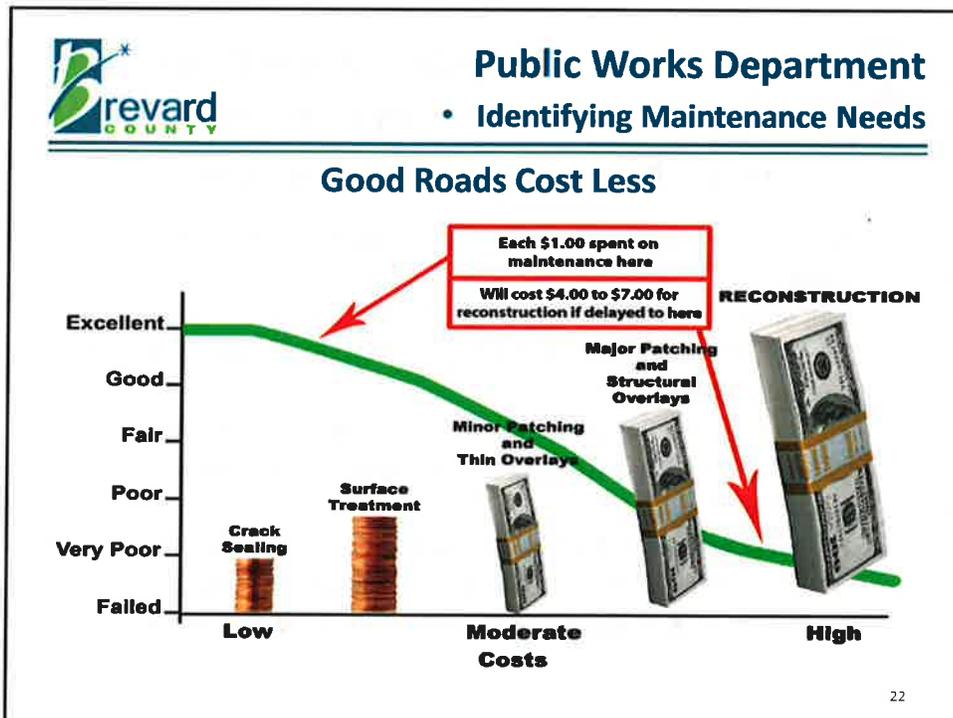
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- Public Works Department**  
• Funding Sources
- General Fund Transfer Budgeted**
- **FY 16/17 road resurfacing received additional \$1.26 Million from the general fund**
  - **No planned adjustments for inflation – thus purchasing power of transfer is diminishing gradually**
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 **Public Works Department**

- Infrastructure
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## Public Works Department

### • Identifying Maintenance Needs

#### Review Pavement Condition Assessment

- **2011 First time ever inventory & pavement assessment of County Road Network**
- **Prepared by a consultant**
- **Condition assessment is expressed as a Pavement Condition Index (PCI)**
- **PCI is mainly based on the condition of the surface asphalt, the type, number of & depth of cracks**
- **The consultant divided the County paved roads into over 9000 segments & assigned a PCI to each segment**
- **The consultant also advised that we should expect to see the PCI to decline by 2 to 3 points each year for planning purposes**

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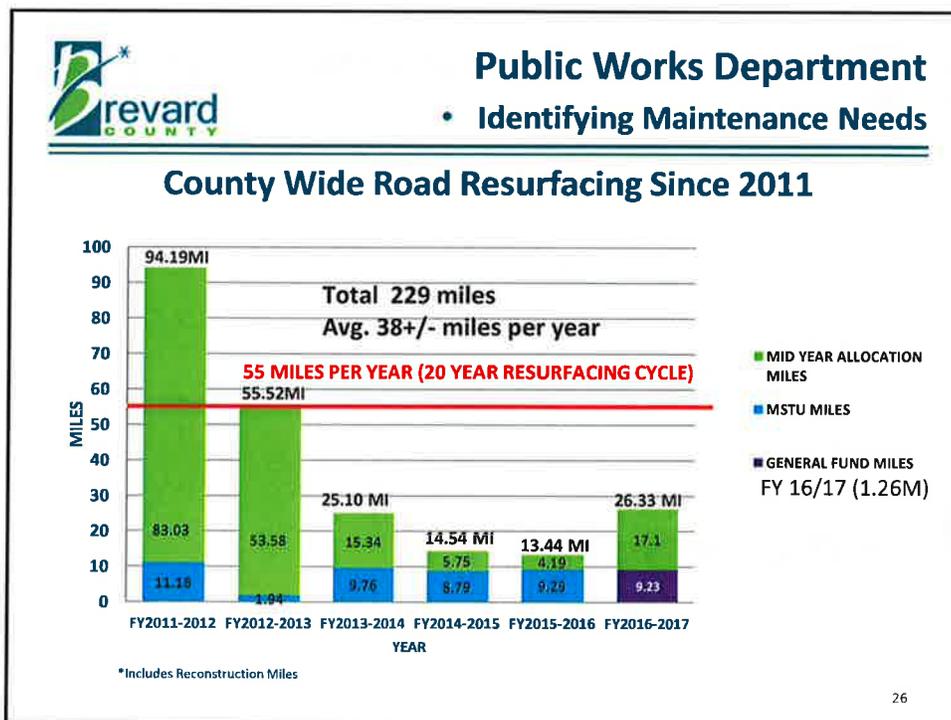
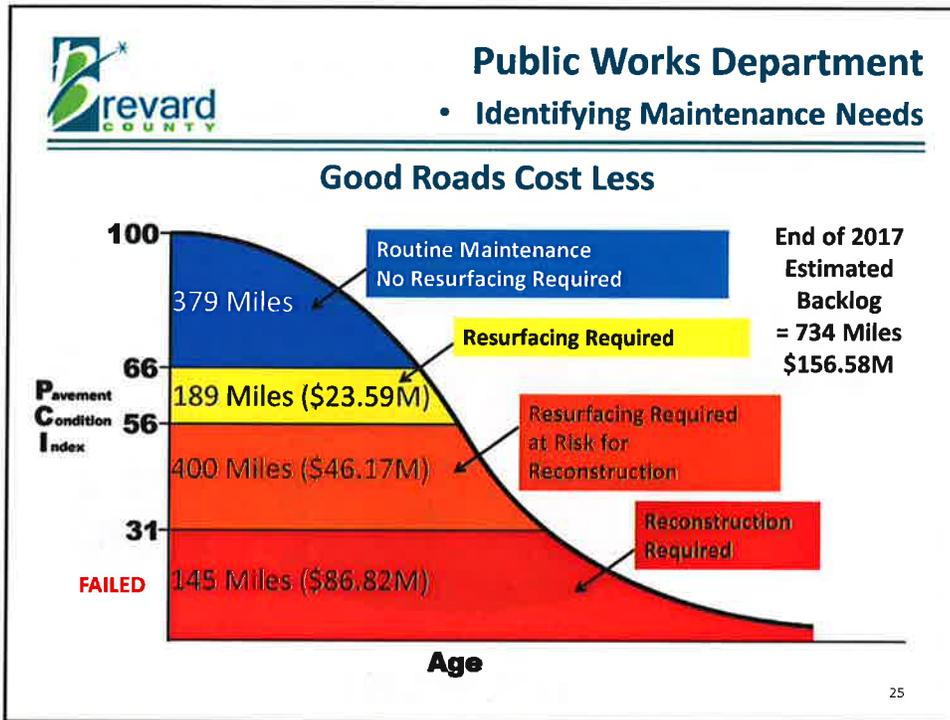
## Public Works Department

### • Identifying Maintenance Needs

#### Review Pavement Condition Assessment

- **Since 2011 we have resurfaced or reconstructed 229 miles of roads**
- **Call your attention to the large format binder at your desk**
- **To estimate the current PCI for each road we have taken the consultant report and:**
  1. **Assigned a PCI value to those resurfaced/reconstructed roads , a PCI value of 100 for the year they were rehabilitated**
  2. **All roads have had 3 PCI points per year deducted (since they were inspected in 2011 or since they were resurfaced if after 2011) from their 2011 PCI value**

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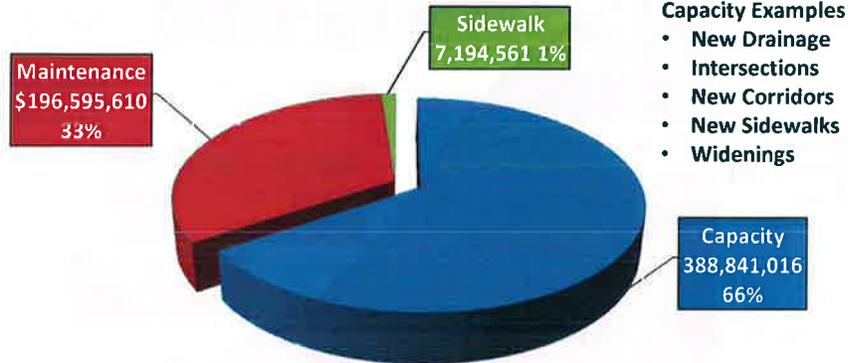




## Public Works Department

- Identifying Maintenance Needs

### Unfunded Transportation Projects



See handout for details

**\$592,631,187**

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**Public Works Department**

• Projections

**Periodic Road Maintenance Resources**

Current resurfacing/reconstruction recurring revenue includes the following:

- MSTU total \$ 635,000
- General Fund Transfer \$1,260,000
- Proposed LOGT Transfer \$1,500,000
- Total \$3,395,000

Constitutional Gas Tax Bonds are due to be retired August 2020

- Current debt service is approximately \$3M per year
- This revenue could be applied to road maintenance



**Public Works Department**

• Projections

**Recurring Periodic Road Maintenance**

	2016	2017	2018	2019	2020	2021
MSTU	\$0.635	\$0.635	\$0.635	\$0.635	\$0.635	\$0.635
G.F.	\$0	\$1.26	\$1.26	\$1.26	\$1.26	\$1.26
Gas Tax	\$0	\$0	\$1.50	\$1.50	\$1.50	\$1.50
CGT Debt Service Revenue	\$0	\$0	\$0	\$0	\$0	\$3.00
<b>Total</b>	<b>\$0.635M</b>	<b>\$1.895M</b>	<b>\$3.395M</b>	<b>\$3.395M</b>	<b>\$3.395M</b>	<b>\$6.395M</b>
Resurfacing Miles Accomplished (Approx.)	8	20	34	34	34	61
Estimated Backlog Miles	688	734	755	776	797	791

2017 One time reallocation opportunity \$6M



## Public Works Department

• Projections

### Recurring Periodic Road Maintenance

- Assume drainage concerns can be handled w/o using these revenue streams
- Does not account for general decline in gas tax revenues
- Assumed 20 Year cycle for full inventory (55 miles resurfacing per year to maintain backlog)
- Does not account for effect of inflation
- Does not correct for periodic inventory assessment updates (3 to 5 year cycle)
- Based on planning level resurfacing costs per mile
- Backlog grows faster if funds used to reconstruct rather than resurface unless more revenue is provided

	2016	2017	2018	2019	2020	2021
State	\$4,491	\$4,491	\$4,491	\$4,491	\$4,491	\$4,491
F.F.	\$0	\$2,295	\$2,295	\$2,295	\$2,295	\$2,295
Oil No.	\$0	\$0	\$0	\$0	\$0	\$0
Local Option Gas Tax	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$4,491</b>	<b>\$6,786</b>	<b>\$6,786</b>	<b>\$6,786</b>	<b>\$6,786</b>	<b>\$6,786</b>
Transportation Planning	\$	20	14	14	14	14
<b>Available</b>	<b>000</b>	<b>700</b>	<b>700</b>	<b>700</b>	<b>700</b>	<b>700</b>

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## Public Works Department

• Projections

### One Time Funds Available For Allocation

Projects - Previously Allocated	Type of Funding	Amount Available to Reallocate
Minton Road (US 192 and Eber) Resurfacing/Reconstruction	Bond	\$430,213
Washingtonia Ext. PD&E Study	Bond	\$1,559,244
Barnes Widening Project	Viera Development Order of Regional Impact Funds	\$1,478,500
Minton Road (US 192 and Eber) Resurfacing/Reconstruction	Local Option Gas Tax	\$350,000
Friday Road Improvements	Local Option Gas Tax	\$765,000
Local Option Gas Tax Funds	Available Gas Tax (reoccurring)	\$1,500,000
	<b>Total to be Allocated</b>	<b>\$6,082,957</b>

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## Public Works Department

### • Projections

### Other Counties & Cities Unmet Infrastructure Needs

- Manatee County – Voted Yes
- Bay County – Voted Yes
- Broward County – Voted No
- Palm Beach County (increase, already collecting) – Voted Yes
- St. Lucie County (increase, already collecting) – Voted No
- Indian River County – Voted Yes

Reference: [http://www.landlinemag.com/Story.aspx?StoryID=32192#.WL68XG\\_vtOQ](http://www.landlinemag.com/Story.aspx?StoryID=32192#.WL68XG_vtOQ)

**ELECTION 2016:** Voters in at least six Florida counties to vote on transportation aid

By Matt Esher | Land Line Staff Reporter | Tuesday, October 25, 2016



## Public Works Department

### • Projections

### Roadway Maintenance 2017

Current Budgeted Expenses Using Recurring Funding \$31M\*



Unfunded Additional Recurring Funding Requirement \$4.3M Annually



Unfunded Additional Backlog Funding Requirement \$613M



1. Costs are based on planning level estimates. Individual roads/infrastructure require individual evaluation
2. Costs have no adjustment for inflation
3. Conditions and costs require re-assessment based on actual road conditions
4. \*Assumes \$1.5M LOGT is permanently dedicated to periodic road maintenance
5. \*\* Impact Fees have recently (Jan. 2017) been re-implemented and are currently the only County funding source dedicated to capacity improvements, they are non-recurring and are unpredictable

**Unfunded Needs:**  
\$4.3M Per Year Permanently  
+\$14.93M Per Year for 15 Years  
\$19.23M Total

