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1000 N. Ashley Drive | Tel 813.620.4500
Suite 900 | Fax 813.221.4980
Tampa, Florida 33602-3718 | www.GenesisGroup.com

June 23, 2016

Ms. Crystal Feast
Finance Director
City of New Port Richey
5919 Main Street
New Port Richey, FL 34652

RE: STREET ASSESSMENT METHODOLOGY

Dear Ms. Feast:

The following analysis and recommendations are to be considered as supporting documentation to the Street Improvement Assessment Methodology Report previously prepared by New Port Richey staff. Over the last six months GENESIS worked City staff in the development of a pavement management program to include a plan to identify the necessary funding anticipated to implement the pavement management program.

In May 2015, GENESIS prepared a Roadway Needs Assessment Report (Report) for the City of New Port Richey that evaluated the general condition of approximately 69.4 miles of paved roadways owned and maintained by the City. This goal of this evaluation was to establish a baseline condition for the purposes of developing a future pavement management program that the City could implement. Pavement management is the science of conducting periodic pavement restoration in order to maintain the driving surface in a condition that supports a quality ride for the user. Roadway ride quality declines with age and when graphed vs. time begins nearly flat and grows increasingly steep (downward) as the pavement nears the end of its serviceable life (See Section IV of referenced Report). As indicated in Figure 4 of the Report, it is generally accepted that ride quality has dropped by 40% once the pavement reaches 75% of its lifespan. Pavement lifespan will vary from segment to segment because of variables including annual number of trips, percentage of heavy truck traffic, existing roadway pavement section (structural number), proximity to groundwater, etc. but is commonly designed for 20 years of service.

As indicated in the Report, restoration costs are anticipated to be \$479,850 per mile (assuming every roadway is 24' wide and 1/3 of the project requires milling and 2/3 is overlay only). In order to complete the maintenance cycle for all City maintained streets in 15 years, an average of 4.63 miles per year needs to be restored at an estimated cost of \$2.2 million (2016 dollars). After discussing City staff's experience with roadway lifespan, it was agreed that utilizing a more 'cost affordable' 20-year maintenance cycle is appropriate. The 20-year maintenance cycle reduces the annual length of roadway restoration to 3.47 miles and \$1.7 million.

Historically, it is our understanding that the roadway restoration projects within the City of New Port Richey were funded by levying a special assessment on the properties adjacent to the affected right-of-way. The special assessment for each property was based on the length of the right-of-way frontage of that property. Implementation of a viable citywide pavement management program requires a commitment to a continuing restoration effort which requires an ongoing funding source. In an effort to identify an equitable funding

methodology, GENESIS worked with City staff to develop a reoccurring non-ad valorem assessment fee to assist funding of the City's Capital Improvement Program (CIP). The team explored alternative cost allocation methodologies including length of property fronting public right-of-way, parcel area, computing Equivalent Residential Units based on the maximum number of single family residential units allowed under the predominant residential zoning requirements for the assessment area, and number of access points.

The recommended methodology for computing the required assessment consists of the Equivalent Assessment Unit (EAU) and the Equivalent Residential Unit (ERU), each contributing half of the total citywide non-ad valorem assessment. The EAU portion of the allocation is based on the referenced parcel's acreage compared to the total acreage within the assessment area. It should be noted that Right-of-Way Streets Ditch, Rivers and Lakes Submerged Lands, and Sewage Disposal Waste Lands Swamp (DOR codes 94, 95, and 96) were omitted from the assessment area.

The second half of the assessment fee has been identified as the ERU and is based on the vehicular trips generated by the parcel. This was accomplished by identifying land uses in the Institute of Transportation Engineers (ITE) Trip Generation Manual (9th Edition) that correspond to the DOR Code assigned to each parcel. Trip generation rates for various land uses could then be applied to compute the number of trips generated by each parcel within the City. Vacant parcels were computed based on the underlying land use and then discounted 100% based on the vacant status. Similarly, it was agreed that commercial parcels be discounted 50% to account for non-local customers that largely utilize State and County roadways to reach their destination.

As indicated above, implementation of the 'cost affordable' plan is anticipated to cost \$1.7 million per year. It is expected that the City will designate \$425,000 per year from the local option gas tax to the program leaving \$1,275,000 to be funded via non-ad valorem assessment. The EAU component is computed at a rate of \$264.52 per acre. Therefore, an average 0.186 acre single-family home will be assessed \$49.16. Likewise, the ERU is computed at a rate of \$3.81 per trip. An average single-family home generates 9.52 trips per day and will be assessed an ERU fee of \$36.26. The combined assessment for the average single-family home is \$85.42 per year. It should be noted that these cost estimates fluctuate based on material costs, labor, insurance, and events that may effect this estimate.

The ERU and EAU totals associated with each DOR classification is shown on the following summary table:

1 ERU = 9.52 trips/day = \$36.26 1 EAU = 0.185 acre = \$48.91											
Property Appraiser Data				Trip Fee (ERU)			Area Fee (EAU)			Total Fees	
Class	Class Desc (DOR Code)	Units Total	Parcels Total	Avg. ERU per parcel	Avg. Trip Fee Per parcel	Avg. Trip Fee Per unit	Avg. EAU per parcel	Avg. Area Fee per parcel	Avg. Area Fee Per Unit	Total Fees	Avg. Fee Per Unit
0	Vacant Residential	539	539	0.0	\$0.00	\$0.00	1.9	\$93.60	\$93.60	\$50,449.18	\$93.60
1	Single Family	4134	4113	1.0	\$36.44	\$36.26	1.0	\$49.16	\$48.91	\$352,065.22	\$85.16
2	Mobile Homes	259	259	1.0	\$36.26	\$36.26	0.4	\$22.00	\$22.00	\$15,088.78	\$58.26
3	Multi-Family -10 units or more	846	22	26.9	\$973.88	\$25.33	10.2	\$501.94	\$13.05	\$32,468.09	\$38.38
4	Condominium	1099	1099	0.6	\$22.13	\$22.13	0.0	\$0.08	\$0.08	\$24,401.60	\$22.20
8	Multi-Family -fewer than 10 units	1361	480	2.0	\$71.81	\$25.33	1.3	\$65.90	\$23.24	\$66,101.49	\$48.57
9	Residential Common Elements/Areas	24	24	0.2	\$5.45	\$5.45	4.1	\$200.29	\$200.29	\$4,937.88	\$205.74
10	Vacant Commercial	111	111	0.0	\$0.00	\$0.00	3.3	\$162.53	\$162.53	\$18,040.43	\$162.53
11	Retail Stores One Story	133	105	20.9	\$756.46	\$597.21	4.2	\$207.74	\$164.01	\$101,241.66	\$761.22

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12	Stores Office SFR -mixed use	98	91	3.8	\$136.27	\$126.54	1.1	\$53.46	\$49.65	\$17,265.80	\$176.18
13	Department Stores	2	2	116.2	\$4,213.14	\$4,213.14	46.9	\$2,304.33	\$2,304.33	\$13,034.93	\$6,517.46
14	Supermarkets	1	1	251.9	\$9,132.73	\$9,132.73	25.9	\$1,275.19	\$1,275.19	\$10,407.91	\$10,407.91
16	Shopping Centers Community	5	5	141.6	\$5,132.35	\$5,132.35	27.2	\$1,336.03	\$1,336.03	\$32,341.93	\$6,468.39
17	1 Story Office	73	57	2.7	\$96.17	\$75.09	2.5	\$121.33	\$94.73	\$12,397.36	\$169.83
18	Multi-Story Office	24	24	5.2	\$188.50	\$188.50	2.5	\$125.34	\$125.34	\$7,531.97	\$313.83
19	Professional Service Buildings	96	96	5.8	\$208.56	\$208.56	1.1	\$52.42	\$52.42	\$25,053.28	\$260.97
21	Restaurants cafeterias	21	21	32.6	\$1,181.63	\$1,181.63	4.4	\$213.92	\$213.92	\$29,306.42	\$1,395.54
22	Drive-In Restaurants	5	5	73.3	\$2,657.24	\$2,657.24	3.3	\$164.56	\$164.56	\$14,108.98	\$2,821.80
23	Financial Institutions (banks saving & loan mortgage credit co)	8	8	129.3	\$4,688.61	\$4,688.61	6.2	\$302.92	\$302.92	\$39,932.28	\$4,991.53
25	Service Shops Non-Automotive	14	14	14.2	\$514.36	\$514.36	3.5	\$172.34	\$172.34	\$9,613.81	\$686.70
27	Auto Sales Service etc.	22	22	13.5	\$488.53	\$488.53	5.3	\$262.28	\$262.28	\$16,517.76	\$750.81
28	Rental MH/RV Parks parking lots (commercial or patron)	655	13	0.3	\$9.67	\$0.19	48.9	\$2,403.64	\$47.71	\$31,373.02	\$47.90
30	Florist Greenhouses	1	1	3.1	\$112.41	\$112.41	1.2	\$60.85	\$60.85	\$173.26	\$173.26
32	Theaters auditoriums enclosed	2	2	25.6	\$926.91	\$926.91	1.3	\$66.14	\$66.14	\$1,986.11	\$993.05
33	Night Clubs Bars lounges	5	5	2.7	\$98.43	\$98.43	1.1	\$52.91	\$52.91	\$756.69	\$151.34
39	Hotels Motels	616	7	37.8	\$1,369.02	\$15.56	12.7	\$625.12	\$7.10	\$13,958.98	\$22.66
40	Vacant Industrial	3	3	0.0	\$0.00	\$0.00	3.7	\$184.31	\$184.31	\$552.93	\$184.31
41	Light Manufacturing	3	3	0.9	\$31.52	\$31.52	2.3	\$113.76	\$113.76	\$435.84	\$145.28
48	Warehousing (Block or Metal)	56	56	1.9	\$68.30	\$68.30	5.2	\$255.49	\$255.49	\$18,132.36	\$323.79
70	Vacant Institutional	11	11	0.0	\$0.00	\$0.00	4.9	\$242.19	\$242.19	\$2,664.13	\$242.19
71	Churches	26	24	8.0	\$289.91	\$267.61	23.3	\$1,144.01	\$1,056.01	\$34,414.07	\$1,323.62
72	Schools Colleges Private	9	9	5.3	\$193.42	\$193.42	2.2	\$107.59	\$107.59	\$2,709.05	\$301.01
73	Hospitals Private	390	1	200.8	\$7,281.37	\$18.67	31.6	\$1,555.62	\$3.99	\$8,836.99	\$22.66
74	Homes for the Aged	898	12	13.5	\$490.18	\$6.55	8.9	\$437.85	\$5.85	\$11,136.39	\$12.40
76	Mortuaries Cemeteries crematoriums	1	1	0.5	\$18.83	\$18.83	11.2	\$552.93	\$552.93	\$571.76	\$571.76
77	Clubs Lodges Union Halls	8	8	16.6	\$602.72	\$602.72	7.5	\$370.39	\$370.39	\$7,784.83	\$973.10
82	Forests Parks recreational areas	127	127	0.2	\$5.79	\$5.79	8.7	\$425.28	\$425.28	\$54,744.99	\$431.06
83	Schools Public	8	8	46.0	\$1,668.80	\$1,668.80	58.0	\$2,850.98	\$2,850.98	\$36,158.26	\$4,519.78
85	Hospitals Public	155	1	182.2	\$6,606.50	\$42.62	76.3	\$3,748.83	\$24.19	\$10,355.33	\$66.81
86	Other County	39	10	23.1	\$835.74	\$214.29	4.7	\$231.49	\$59.36	\$10,672.26	\$273.65
87	Other State	9	9	0.0	\$0.00	\$0.00	56.5	\$2,778.19	\$2,778.19	\$25,003.68	\$2,778.19
88	Other Federal	2	2	53.8	\$1,951.03	\$1,951.03	10.7	\$525.15	\$525.15	\$4,952.37	\$2,476.18
89	Other Municipal	151	63	24.7	\$894.10	\$373.03	9.9	\$488.64	\$203.87	\$87,112.37	\$576.90
91	Utilities	5	5	39.4	\$1,429.94	\$1,429.94	4.1	\$202.12	\$202.12	\$8,160.30	\$1,632.06
94	Right-of-Way Streets Ditch	7	7								
95	Rivers and Lakes Submerged Lands	6	6								
96	Sewage Disposal Waste Lands Swamp	26	26								
99	Non-AG (Over 20 Acres)	1	1	1.0	\$36.26	\$36.26	203.7	\$10,011.00	\$10,011.00	\$10,047.25	\$10,047.25

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	Grand Total									\$1,275,000	

Should you have any questions or need any additional information, please don't hesitate to contact me at (813) 331-0956.

Sincerely,

GENESIS



David B. Fleeman, P.E.
 Senior Project Manager

cc: File (5565-037)