**CITY COUNCIL WORK SESSION MEETING**

**CITY OF NEW PORT RICHEY**

**NEW PORT RICHEY CITY HALL COUNCIL CHAMBERS**

**5919 MAIN STREET, NEW PORT RICHEY, FLORIDA**

**June 20, 2017**

**5:00 PM**

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# AGENDA

**ANY PERSON DESIRING TO APPEAL ANY DECISION MADE BY THE CITY COUNCIL, WITH RESPECT TO ANY MATTER CONSIDERED AT ANY MEETING OR HEARING, WILL NEED A RECORD OF THE PROCEEDINGS AND MAY NEED TO ENSURE THAT A VERBATIM RECORD OF THE PROCEEDINGS IS MADE, WHICH INCLUDES THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS TO BE BASED. THE LAW DOES NOT REQUIRE THE CITY CLERK TO TRANSCRIBE VERBATIM MINUTES; THEREFORE, THE APPLICANT MUST MAKE THE NECESSARY ARRANGEMENTS WITH A PRIVATE REPORTER (OR PRIVATE REPORTING FIRM) AND BEAR THE RESULTING EXPENSE. (F.S.286.0105)**

## ORDER OF BUSINESS

1. Call to Order - Roll Call

## DISCUSSION ITEMS

2. Proposed Pavement Management Plan - Page 2
3. Adjournment

Agendas may be viewed on the City's website: www.citynpr.orgThis meeting is open to the public. In accordance with the Americans with Disabilities Act of 1990 and Section 286.26, Florida Statutes, all persons with disabilities needing special accommodations to participate in this meeting should contact the City Clerk, 727-853-1024, not later than four days prior to said proceeding.

NEW PORT RICHEY

5919 MAIN STREET . NEW PORT RICHEY, FL 34652 . 727.853.1016

**TO:** City of New Port Richey City Council

**FROM:** Robert M Rivera, Public Works Director

**DATE:** 6/20/2017

**RE:** Proposed Pavement Management Plan - Page 2

**SUMMARY:**

On August 23, 2016 a Special Meeting was held by City Council for the purpose of allowing public comments on the Final Assessment Resolution for the proposed Pavement Management Plan. Subsequent to public comments, City Council voted **not** to approve the final resolution and directed staff to consider all of the public comments, concerns, suggestions, and form a committee of residents to review the proposed plan and come back to City Council at a later date to discuss committee input and staff's recommendations for proceeding with a pavement management plan.

A request was made for volunteers to commit to a pavement management committee. Eight of the residents were selected to serve on the committee. Selections were based on professional experience, type, and quantities of properties owned. Five committee meetings were held; those in attendance were committee members, the Genesis Group, the City Manager, the Public Works Director and PW Administrative staff. Staff presented the proposed plan and received comments and suggestions from the committee. At the final meeting, staff compiled all of the comments and submitted a final street paving assessment methodology to the committee. Subsequent to the review, the committee voted and rated the three options for City Council to review at a scheduled City Council Work Session.

**REQUESTED ACTION:**

Staff requests City Council review the report, hear committee comments, and give staff a clear direction on how to proceed.

**ATTACHMENTS:**

| | Description | Type |
|---|---|---|
| 🗋 | Street Paving Assessment Methodology Report | Backup Material |
| 🗋 | Engineer’s Recommendation | Backup Material |
| 🗋 | Minutes | Backup Material |

## I. REPORT OBJECTIVE

This Assessment Methodology Report details the basis of the benefit allocation and assessment methodology to support the implementation of a pavement management plan consisting of a continuous process for maintaining high quality City Streets. The City has identified Street Paving Improvements in the City's Street Improvement Fund within its five-year Capital Improvement Plan. Those lands within the Assessment Area of the City of New Port Richey (City) are generally described as properties which are currently included or may in the future be included within the corporate boundaries of the City. The objective of this Report is to:

1. Identify the City's Capital Improvement Program ("CIP") needs for a continuous program that will preserve the existing City investment in paved streets and other functioning right of ways. The program will be deployed in a cyclical manner through an ongoing program of resurfacing and improvements appropriate for the sustainability of the transportation system within the City that is owned and or maintained by the City of New Port Richey. An annual budget will be recommended.

2. Determine a fair and equitable method of spreading the associated costs to the benefiting properties within the Citywide Assessment Area and ultimately to the individual real property parcels ~~therein; and~~

3. Calculate and recommend the appropriate fee to be placed on an annual non-ad valorem assessment on the assessable lands within the City.

4. Review previous street improvement project assessments and identify the methodology. Subsequent to the review, create a recommendation of an appropriate credit for property owners who have been assessed for street improvement project assessments based on the proposed pavement management plan that is based on a 20 year design criteria should the proposed plan/s contain a different methodology than the existing PMP.

5. Review existing alley maintenance program and provide input back to Council.

6. Collect input from the Citizens Advisory Committee (CAC), comprised of a diverse collection of City residents and business interests who will be affected differently under the proposed plan/s.

The basis of benefit received by properties within the City relates directly to the findings of the Roadway Needs Assessment Report (Engineer's Report), prepared by Genesis and issued in December of 2014. The Introduction Section of the report (attached as Exhibit A) states at the outset that; "High quality transportation systems are essential to a thriving community". The Engineer's Report identified the general condition of approximately 70 miles of paved roadways that are owned and maintained by the City. The methodology employed was based on the Pavement Surface Evaluation and Rating (PASER) system developed by the Transformation Information System of the University of Wisconsin - Madison. The PASER system focuses on the surface condition of roads using photographic standards as benchmarks for a ten point evaluation scale. The prevailing logic of Pavement Management (Street Paving Improvement) is to restore road surfaces before the ride quality drops below a good quality rating in order to reap the benefits of a consistently high quality pavement condition. The justification for the increased scheduling of periodic pavement restoration is not just for vehicle ride quality, but also to avoid the rapid decline that occurs as ~~roads begin~~ roadway conditions begin to drop from good to fair condition, resulting in a high corresponding increase in cost of rehabilitation maintenance (which can cost up to 10 times the cost of preventative maintenance). Therefore, benefits will be derived from the use and enjoyment of a well maintained road network. Additionally, property owners will benefit economically from expected maintenance cost savings and through the sustainability of private property values attributable to ~~the curb appeal~~ of a quality street system.

It is the City's CIP that will establish the Pavement Management schedule for maintenance of the public transportation infrastructure that will be deployed systematically within the Assessment Area. All property owners within the City will have the ability to utilize and benefit from the streets and multi-modal corridors developed, constructed and maintained by the City. The main objective of this Report is to establish a basis on which to quantify and allocate the special benefit provided by the Pavement Management component of the CIP to the various benefiting parcels of real property within the City.

The City does not anticipate the issuance of Bonds or indebtedness to finance the ~~Pavement Management~~ pavement management portion of the CIP which will be scheduled in a rotating fashion in the most efficient manner practicable while prioritizing streets whose condition has dropped below a good rating. Since Arterial/Collector (A/C) streets are critical to providing efficient commerce, emergency services, and municipal services, they shall have a priority status.

In summary, this Methodology Report will determine the benefit of maintaining the City's network of streets that insures to the properties within the City, the recommended method of apportionment of the benefits and the resulting non-ad valorem assessments to be levied on an annual basis. The assessments will provide the financial support required for the City to perform a pavement management program that will result in improved driving surfaces and provide for the periodic pavement restoration of all streets and improved transportation corridors controlled by the City.

## II. HISTORICAL CITY PAVEMENT ASSESSMENTS OVERVIEW

The City has historically maintained its residential streets by completing projects using funding from a combination of ~~City funds~~ sources. Accumulated funds collected from multiple years' Gas Tax proceeds have been combined with collections from special assessments which have been applied at various levels against benefiting properties~~ based on the front footage owned along the streets being repaved or reconstructed. Over the past 30 years, there have been 12 street paving projects using this method. Streets that are considered major arterials such as Main Street/Nebraska, portions of Grand Boulevard, Madison, Congress, Gulf, Adams, Marine Parkway and Cecelia were fully funded by the City in many cases. Recently, Pasco County conveyed the newly paved Plathe Road and the southern section of Grand Boulevard to the City along with the future maintenance responsibility~~. The 2009 Street Assessment Project used a calculation of three (3) assessment amounts (attached as Exhibit B). Property owners were classified into three classifications, Single-Family Home (SFH), Commercial/Multi-Family (CMF), and a Special Streets/Arterial/Collector Streets Class (SS/AC). The total cost for the project was divided by the number of properties associated with the SFH, CMF, and SS/AC classes resulting in the total dollar amount for each assessment per property. The City's Board of Equalization then approved funding contributions by the City for each class based on a percentage. SFH class had a 65% contribution by the City and a 35% cost share by the property owner. The CMF class had a 35% contribution by the City and a 65% cost share by the property owner. The SS/AC class had a 75% contribution by the City and a 25% cost share by the (SFH) property owners while the (CMF) percentage remained at the 35% contribution by the City and 65% contribution by the property owner. Over the past 30 years, there have been 12 street paving projects. Most of these projects were funded utilizing some form of assessment of directly affected property owners. However, this was not always the case, as streets that are considered arterial/collectors such as Main St., Madison St., Congress St., Gulf Dr., Plathe Rd., and most recently Circle Blvd. were paved at no cost to the affected property owners and funded at 100% by the City.

For the last 12 street paving projects, assessments were levied and liens recorded with payback terms of ten years to include interest and ~~direct~~ were directly billed by the City. ~~Assessments were levied with~~ The construction costs ~~supplemented by~~ of these paving project were subsidized to various degrees ~~of~~ by the City ~~financial assistance against~~ and property owners who were immediately adjacent to the improvements were assessed their difference based on ~~front~~ either road footage~~.~~ or classification. This direct benefit method has been problematic in two ways. First, the variance among property owners in the length of ~~front~~ footage adjacent to the pavement installed often resulted in perceptions that the distribution of costs under that method was not equitable. Second, property owners share their public streets with other vehicles and some streets incur more through traffic and as such those streets ~~may~~ deteriorate at a faster rate. While the City typically made adjustments for assessments on arterial/collector roads ~~and arterial roads~~, the resulting net charges to property owners over the past 30 years ~~lack~~ lacked consistency. The use of limited resources to finance the street improvements and the cumbersome steps involved in ~~forwarding~~ advancing paving projects have resulted in a decline in the in the overall quality of the ~~overall~~ street network and the need to change the City's process in order to ~~protect~~ preserve the transportation assets and provide a better ~~product~~ quality of life.

## III. EXISTING CITY PAVEMENT MANAGEMENT PLAN METHODOLOGY CONCLUSIONS & RECOMMENDATIONS (Option #1)

Should City Council choose to continue with the City's existing Pavement Management Plan the following staff and Citizen's Advisory Committee recommendations should be considered:

1. In an effort to reduce delinquent payment, all future street improvement special assessments shall be collected each year through the Pasco County Tax Collectors Office, as opposed to the City's current practice of direct billing.
2. City Council shall make a commitment to not change the percentage of contribution approved by City Council/Board of Equalization (BOE), for all future street special assessment projects in order to be fair and equitable to all assessed individuals regardless of which project their special assessment was part of.

3. City Council shall identify the standard percent contribution amount for all future street improvement projects and direct staff for implementation when submitting to the BOE. The program percentages historically contributed by the City are too high, making this program non-sustainable under the 20 year design criteria.
4. Footage Methodology should be eliminated for all future projects.
5. All future projects assessments methodology shall be based on the 2009 assessment method (Section II) or the proposed 20 year methodology (Section V).
6. Where applicable roadways designated (A/C) by the Public Works Department shall remain a priority.
7. Additional funding shall be identified by the City in addition to the existing Local Option Gas Tax (LOGT) dollars of $425,000 to meet the engineer's 20 year estimated design life-cycle for street improvements. (It should be noted that additional funding to meet the engineer's 20 year estimated design life-cycle might be met with the increase of LOGT dollars. The existing LOGT methodology is based on percent increases or decreases dependent on the previous 5 year expenditures by the City on street improvements. )
8. All property owners receiving a direct benefit, including schools, and government facilities shall be assessed.
9. Collection of outstanding unpaid balances and late payments shall become a Billing and Collection Division priority, as these outstanding balances cannot be placed on the Tax Collector Assessment Rolls.
10. It is understood that Federal Funds are available and administered through the County to assist low income residents and property owners. Guidelines should be reviewed to see if these funds are available for this type of assessment.
11. If the expected increase of funding isn't able to replace the dollars 'loaned' to Property Owners utilizing the 10-year payment plan, future years of pavement management projects can only be continued at a lower rate of project completion. While the rehabilitation of residential street improvements might be able to extend beyond the recommended 20 year design life-cycle, associated maintenance costs will escalate. Since (A/C) streets are integral to the City's roadway network and maintaining an acceptable ride quality of these streets is imperative, the rationing of maintenance may result in local residential streets being repaved significantly less frequently than

(A/C) streets. Finally, the extended time frame will also have an impact on construction costs associated with the street rehabilitation process for all streets included in the program.

***In conclusion, the CAC has ranked this option #1 the lowest of the three (3) options described in this report. The CAC voted unanimously not to recommend this option during the committee's April 24, 2017 meeting.***

## IV. PROPOSED PAVEMENT MANAGEMENT PLAN ~~IMPROVEMENTS~~ 20 YEAR DESIGN CRITERIA (Option #2)

A report issued in 2013 by IMS Infrastructure Management Services for the City of Dunwoody, GA addressed the importance and purpose of pavement management systems as follows;

Agencies implement pavement management systems for a variety of reasons:

- The agency desires to use analytical tools and technologies to more effectively manage their assets. This need often comes to the forefront due to rapidly increased costs and rapidly deteriorating pavements.
- In some cases a pavement management system is required in order to qualify for various types of funding.
- The Governmental Accounting Standards Board (GASB) Statement 34 now requires agencies that collect taxes for the purpose of managing a long-term, fixed infrastructure assets to either:
  - ~~Option #1~~ *(Standard Method)* - Implement financial-accounting controls to effectively depreciate and plan for replacement of fixed assets, or,
  - ~~Option #2~~ *(Modified Method)* - Implement an asset management system that provides a mechanism to gauge and budget for the long-term rehabilitation/maintenance of an asset.

The study completed on the City's roadway network may be used as the basis for achieving their GASB 34 compliance. In the case of ~~Option #1~~the *Standard Method*, this study may be used as the basis for the inventory and valuation of the roadway network. For ~~Option #2~~the *Modified Method*, once implemented the study recommendations may form the core of the GASB 34 compliance.

For New Port Richey, the Roadway Needs Assessment Report identified nearly ~~75~~70 miles of roadway in the City and completed a surface inspection of every roadway. The report identified the initial five (5) phases of capital improvements to be completed over a five year period at a cost estimate which includes only a portion of the street network of the City. The costs associated with the ~~capital improvements are derived from the Engineer's Report and are~~ first five (5) cycles were estimated to include both pavement overlay to refurbish road surfaces, and in cases where multiple layers have accumulated to an excess thickness or patching and other defects call for milling, the additional process to remove and replace surface materials. These costs have been projected based on current material pricing and ~~the~~ historical project total cost at $1,000,000.00. The frequency of repaving ~~has been~~ was targeted based on ~~an average cycle of twenty years.~~ staff's input during discussions with the engineer. It is not anticipated that the assessment will generate 100% of the street improvement costs as the City will continue to rely on other revenue sources such as local option gas taxes to supplement the assessment revenues. ~~The~~

Subsequent to the completion of the Roadway Needs Assessment Report, the Genesis Group assisted City staff with the creation of the Street Paving Assessment Methodology Report. In the report, the Engineer has estimated that an annual allocation of approximately $1,700,000 is a reasonable estimate of the cost to implement a resurface replacement program (the program) using a 20 year life-cycle to maintain the street network. In recognition that the original local option gas tax distribution to the City allows for street maintenance, the budgeted approximate $425,000 contribution from those funds has been recommended to be applied to the program. In addition, annual solid waste franchise fees in the amount of $75,000, annual general fund transfers in the amount of $200,000, and $200,000 from Penny for Pasco (2) Tax dollars, have been proposed to lower the annual non-ad valorem assessments to benefiting properties. The reduced annual assessments would total $~~1,275~~800,000 ~~if the full amount of the original gas tax allocation were to~~ should these funds be allocated to the program. A reduced annual assessment will also serve to assure that the ~~benefits assessed~~ assessment amounts do not exceed the benefits received to individual properties within the City. ~~Benefits~~ Assessments will ~~also accrue to~~ include local ~~school~~ schools, state and county governmental ~~or~~ and public purpose facilities ~~for which the~~ as they receive special benefits included in the proposed program. City ~~Council~~ facilities will ~~need to consider the appropriateness of assessing those properties.~~ not be charged as the City is contributing over 50% funding of the program.

## V. PROPOSED PAVEMENT MANAGEMENT PLAN ALLOCATION METHODOLOGY (Option #2)

The program costs and underlying benefit of a well paved road network provide two distinct types of benefits to the property owners within the City. The first benefit is the positive effect that a well maintained road system has on the value of all real estate parcels that exist within the City. The second benefit of a well maintained road system is in the actual provision of satisfactory trips that occur as a result of the active use of the system by the various types of real properties within the City. The existence of a well paved road network improves the value of all properties within the City irrespective of the frequency of use of the property whether vacant or fully developed. According to F.S. 170.02, the methodology by which valid special assessments are allocated to specifically benefited property must be determined and adopted by the governing body of the City. This authority alone gives the City latitude in determining how special assessments will be allocated to specifically benefited properties. The benefit and assessment allocation rationale recommended in this report is detailed below and provides a mechanism by which the costs, based on a determination of the estimated level of benefit conferred by the program are apportioned to the assessable lands within the City for levy and collection. The recommended assessment allocation methodology ~~includes two components which separately address~~ was developed after several meetings of the ~~two distinct benefits outlined above to be allocated to each property within~~ Citizen's Advisory Committee (CAC) where specific elements of prior assessment programs and proposed programs were evaluated. Reoccurring themes of the ~~City. This method of benefit~~ meetings included the recommendation that the final assessment allocation ~~is based on the benefit received from infrastructure improvements relative to the property's use and size in comparison to other properties within the City.~~ methodology should:

~~The allocation of benefits and assessments associated with the street maintenance program are demonstrated on Table 2.~~

~~EQUIVALENT ASSESSMENT UNITS (EAU) ALLOCATION:~~

~~The Equivalent Assessment Unit Allocation addresses the value enhancement type of benefit described in this report. The attached letter from the Pasco County Property Appraiser to the County Attorney (Exhibit B) included a calculation of the value enhancement to real estate for a newly paved surface (a well~~

~~maintained road) as opposed to real estate where the road network was not as well maintained. Based on the analysis performed by the Property Appraiser's office, the value enhancement to a single family residence resulting from newly repaved roads in 2002 was $5,000 to $6,000. All assessable land within the city has been evaluated based on the parcel sizes for the various classes of properties within the City. The EAU assessment component has been assigned 50% of the total costs to be assessed annually. This portion of the assessment covers all properties regardless of the state of development on the property. Vacant lots are assessed equally to developed lots as all properties enjoy the benefits of value enhancement. The average lot size for a single family residence in the City if approximately .185 acres. One EAU is .185 acres.~~

~~EQUIVALENT RESIDENTIAL UNITS (ERU) ALLOCATION:~~

~~The remaining 50% of the total costs to be allocated are assessed based on the frequency of usage attributed to each class of property. To determine the level of relative benefit among properties based on the intensity of use of the City's road network, this report has relied on the best available data specific to transportation. Average trip generation tables were utilized to establish "equivalent" units of measurement by product type to compare dissimilar development product types. This is accomplished through determining an estimate of the relationship between the product types, based on the transportation activity that is generated by each property class (product type) within the City's transportation network. A discount is applied to commercial properties in recognition of the location of a majority of commercial properties on major arterial roads which are not maintained by the City. As with U.S. Highway 19 and with other commercial arterial roads however, the City anticipates making investments in the transportation network along those corridors to include multi-modal trails and other safety improvements. More importantly however, the City's street network is impacted by the trips generated by commercial activities and the street improvement and maintenance program is intended to address the needs of the system at large and distribute those costs among all properties within the City fairly. The use of equivalent residential assessment unit methodologies is well established throughout the State as a fair and reasonable proxy for estimating the benefit received by properties within an assessment area. This methodology uses the number of daily trips generated by a single family residence to establish a single ERU and assigns ERUs to other classes of properties based on the ratio of adjusted daily trip counts to those of a single family residence. These calculations were~~

~~developed by the City's Engineering consultant subsequent to their completion of the Engineer's Report. A single family residential unit is assigned 9.52 average daily trips.~~

~~Therefore, with the calculated annual assessment amount estimated to be $1,275,000, one half of the assessment or $637,000 is recommended to be generated by an assessment of $36.26 for a single Equivalent Residential Unit (ERU). This ERU assessment is to be leveled on single family residential properties equally with some concessions for non traditional product types or underdeveloped residential parcels. Vacant lots are not assessed for this portion of the methodology. Commercial, Industrial and other product types are assigned unique ERUs based on the size and intensity of use of those parcels.~~

- ~~VI.~~ not be overly burdensome to neighborhood businesses;
- not be overly burdensome to neighborhood churches;
- consider the city as an interconnected network of streets;
- include every residential dwelling unit; and
- include consideration for parcels that are not contiguous to City maintained local roadways.

PROPERTY OWNER CLASSIFICATIONS:

In response to the CAC's desire to 'simplify' the assessment methodology, the City's property owners were divided into three classifications. The residential land uses are recommended to be assessed per individual dwelling unit. The non-residential land uses are proposed to be assessed on a per parcel basis with a distinction made for parcels containing buildings < 5,000 SF (Small Commercial) vs. parcels containing buildings ≥ 5,000 SF (Large Commercial). It should be noted that over 70% of the 'non-residential' parcels have buildings smaller than 5,000 SF allowing these neighborhood businesses to be classified as 'Small Commercial'. In response to CAC input, churches (DOR code 71) are proposed to be treated the same as residential property. Parcels owned by the City of New Port Richey as well as those that are exclusively ditches, wetlands, private right-of-way, etc. (DOR Codes 9, 91, 94, 95, and 96) were excluded from the dataset.

ARTERIAL / COLLECTOR ROADS

The recommended assessment allocation divides the City roadway network into two categories - 'Collector / Arterial Roads' and 'Local Roads'. Collector / Arterial (A/C) roads are generally higher volume roadways that connect to other (A/C), County, or State roadways. They encourage 'through traffic,' generally have higher speeds, increased degree of Access Control, and frequently make-up 20-35% of the roadway network. These roadways are commonly used by residents to make longer trips and are vital to providing timely public services throughout the community (i.e. police, fire, medical, public works, etc.) Since every parcel relies on the (A/C) roadway network (Exhibit C), each of the included parcels will be assessed based on its designated classification. The annual maintenance cost was established as 1/20 of the engineer's opinion of probable maintenance cost for the (A/C) network. After allowing for a $200,000 contribution by the City, the remainder of $230,100 per year must be raised by the network beneficiaries via assessment. After establishing the residential dwelling unit contribution at $15, the small commercial parcel assessment was computed to be $96.79 and the large commercial parcel $193.58.

## LOCAL ROADS

Local roads consist of all City owned roadways that are not part of the (A/C). These roadways discourage 'through traffic' and are characterized by lower speeds, limited connectivity, decreased Access Control and comprise the bulk of the network's lane miles. While local roads are an integral part of the overall roadway network, they provide special benefit to the residents that are physically located adjacent to the local roads. Therefore, the recommended assessment methodology begins with the (A/C) road roll and omits parcels that are not contiguous to a city owned / maintained local roadway. The members of the modified roll are then assessed based on the same three property owner classifications used to assess the (A/C) roadways. The annual maintenance cost was determined by subtracting the (A/C) maintenance cost from the $1.7 million dollar per year citywide maintenance estimate. After the City allocates Local Option Gas Tax, solid waste franchise fees, and general revenue transfers, the difference of $569,000 per year must be raised by the network beneficiaries via assessment. After establishing the residential dwelling unit contribution at $70, the small commercial parcel assessment was computed to be $160.44 and the large commercial parcel $320.87.

It should be noted that if a parcel is located adjacent to a local City owned roadway it would be responsible for paying both assessments. However, if the subject parcel is located adjacent to only (A/C), State / County, or privately owned / maintained roadways it would only be subject to the Arterial / Collector component of the assessment.

EXAMPLE:

Single family Residence on a local road:

$15 (Arterial / Collector)
$70 (Local Road)
$85 (Total)

Small Commercial contiguous to a local road:

$96.79 (Arterial / Collector)
$160.44 (Local Road)
$257.23 (Total)

Large Commercial contiguous to a local road:

$193.58 (Arterial / Collector)
$320.87 (Local Road)
$514.45 (Total)

## VI. PROPOSED PAVEMENT MANAGEMENT PLAN DETERMINATION OF THE ASSESSMENT – LEGAL QUALIFICATIONS (Option #2)

While the City has asserted that its Home Rule powers, pursuant to State ~~Statutes 125.01 and~~ Statute, 166.021, provide the legal basis for ~~the~~ a non-ad valorem assessment program for street ~~improvement and maintenance~~ improvements, there is other supplemental statutory authority which this report also considers in the development of the methodology. Florida Statute Chapter 197.3631 provides the non-ad valorem option for the collection of the assessments subject to the agreement of the County Property Appraiser and the County Tax Collector and Chapter 197.3632 establishes the need to provide timely notices and to hold a public hearing. The logic for "special assessments" that is encased in Chapter 170 of the Florida Statutes is also embraced in the application of the methodology with the caveat that the imposition of the assessments on a "city wide basis" is not considered in this analysis to conflict with the broad concept of 'special benefit'. While past assessments have been levied on the basis of linking improvements directly to adjacent properties on the basis of ~~front~~ road footage, and assessment categories, this assessment is being made once again on the benefit of the overall system of transportation improvements owned and/or maintained by the City. In considering special benefit, the question of geographic proximity must be considered. Specifically, "Can a special benefit be derived from the road project by all properties within the road network even if all properties are not adjacent to all of the specific reconstruction of roads to be funded by the assessment?" The answer is yes based in part upon the following Florida Supreme Court determination "Although a special assessment is typically imposed for a specific purpose designed to benefit a specific area or class of property owners, this does not mean that the cost of services can never be levied throughout a community as a whole. Rather, the validity of a special assessment turns on the benefits received by the recipients of the services and the appropriate apportionment of the cost thereof. This is true regardless of whether the recipients of the benefits are spread throughout an entire community or are merely located in a limited, specified area within the community."

There are three main requirements for valid special assessments under Chapter 170. The first requirement demands that the improvements to benefited properties, for which special assessments are levied, be implemented for an approved and assessable purpose (F.S. 170.01); as a second requirement, special assessments can only be levied on those properties specially benefiting from the improvements (F.S. 170.01). Thirdly, the special assessments allocated to each benefited property cannot exceed the proportional benefit to each parcel (F.S. 170.02).

The City's Street Improvement CIP contains a "system of improvements" including the funding, construction and/or acquisition of roadway improvements all of which are considered to be for an approved and assessable purpose (F.S. 170.01) which satisfies the first requirement for a valid special assessment, as described above. Additionally, the improvements will result in all properties within the Assessment Area receiving a direct and specific benefit, thereby making those properties legally subject to assessments (F.S.

170.01), which satisfies the second requirement, above. Finally, the specific benefit to the properties is equal to or exceeds the cost of the assessments levied on the benefited properties (F.S. 170.02), which satisfies the third requirement, above.

The first requirement for determining the validity a special assessment is plainly demonstrable; eligible improvements are found within the list provided in F.S. 170.01. However, the second and third requirements for a valid special assessment require a more analytical examination. As required by F.S. 170.02, and described in the preceding section entitled "Allocation Methodology," this approach involves identifying and assigning value to specific benefits being conferred upon the various benefitting properties, while confirming the value of these benefits exceed the cost of providing the improvements. These special benefits include, but are not limited to, the added use of the property, added enjoyment of the property and the probability of increased market ability and value of the property. The determination has been made that the duty to pay the non-ad valorem special assessments is valid based on the special benefits imparted upon the property. These benefits are derived from the resurface and replacement program which will result from the improvements in quality of the transportation system and the value enhancement that will result in a citywide high quality maintenance ~~program.~~ Pavement Management Plan.

## VI. PROPOSED PAVEMENT MANAGEMENT PLAN EXEMPTIONS AND APPEALS (Option #2)

Property within the City that currently is not, or upon future development, will not be subject to the special assessments include publicly owned (State/County/City/CDD) tax-exempt parcels such as: lift stations, road rights-of-way, waterway management systems, Rivers/Lakes, jurisdictional wetlands, common areas, and certain lands/amenities owned by HOA(s). To the extent it is later determined that a property no longer qualifies for an exemption, assessments will be apportioned and levied based on ~~calculated EAU and ERU factors as established in this~~ the methodology established in this option. Because the City still has undeveloped parcels which may cause the total number and class of participants to vary as time passes, the annual assessment charge for each class should be reviewed every 5 years to determine if the level should be adjusted. Finally, lands that may become annexed into the City will become assessable upon the annexation.

~~Because the City still has undeveloped parcels which may cause the total number of ERUs to vary as time passes, the annual assessment charge for an ERU should be reviewed every 5 years to determine if the level should be adjusted. In addition, fluctuations in material costs as well as changes in best practices should be factored into updates of the assessment methodology. Finally, lands that may become annexed into the City will become assessable upon the annexation.~~

All appeals shall be in writing addressed to the City Manager's Office 5919 Main St. New Port Richey Florida 34652. The City Manager or his/her designee shall have 30 business days to respond in writing to the appellant. The City Manager's or his/her designee's decision shall be final. Appeals shall be based solely on methodology application such as, but not limited to misclassification, exemption status, and mathematical errors. Requests for assessment exemption will not be permissible.

## VII. PAVEMENT MANAGEMENT PLAN CREDITS AND COLLECTIONS (Option #2)

In order to credit those residents that have already paid for previous street assessments, the City considered street improvements project assessments over the past 20 years. During this time, there have been six (6) street improvements project assessments.

To calculate a credit for previously paid street improvements project assessments, the City will identify the Assessment Amount each individual resident received and divide it by the Useful Life of the Improvement made to the street, which is based on a 20 year design life-cycle by the Genesis Group, to come up with an Annual Value of Assessment Paid.

$$\frac{\text{Assessment Amount}}{\text{Useful Life of Improvement (20 years)}} = \text{Annual Value of Assessment Paid}$$

The Annual Value of Assessment Paid will be multiplied by the Remaining Useful Life of the Improvement to come up with a credit.

Remaining Useful Life = 20 Year Useful Life of Improvement - (2017(Current Year) - First Year of Assessment)

Annual Value of Assessment Paid x Remaining Useful Life = ***Credit Amount***

As an example, let's assume that a resident was assessed $2,000 in the 2008 street improvements. Below is how the credit amount would be calculated:

$$\frac{\text{Assessment Amount (\$2,000)}}{\text{Useful Life of Improvement (20 years)}} = \underline{\$100}\text{ (Annual Value of Assessment Paid)}$$

20 Year Useful Life - (2017 (Current Year) - 2008 (First Year of Assessment) = 11 years (Remaining Useful Life)

$100 (Annual Value of Assessment Paid) x 11 years (Remaining Useful Life) = ***$1,100 Credit Amount***

For those property owners who have already paid their past street assessment, the calculated credit would be applied to the new annual Pavement Management Plan Street Assessment each year until the credit is exhausted. For those property owners who still owe the City for the past street assessments, the calculated credit would reduce the amount still owed to the City. The City would still collect any unpaid assessment.

***At the April 24, 2017 meeting, the CAC ranked Option #2 the highest of the three (3) options described in this report by a vote of six (6) to one (1) in favor of recommending this option to Council.***

## VIII. PROPOSED PAVEMENT MANAGEMENT PLAN 20 YEAR DESIGN CRITERIA (Option #3)

This proposed pavement management plan would take the option #2 pavement management plan and divide it into two (2) phases. The methodology assessment allocation would remain "network system" based and as stated in Option #2, the City's arterial/collector streets are to remain a priority. This proposed plan would designate all of the A/C streets as Phase 1 and all of the local residential streets as Phase 2. The annual proposed cost of $1.7 million dollar maintenance budget would be applied exclusively to the A/C streets (Phase 1) and the first phase would sunset after five (5) years (including assessments). This would allow the City to proceed toward the 20 year maintenance cycle incrementally while demonstrating the benefits of a well maintained roadway system to the residents of New Port Richey. At the conclusion of Phase 1, staff would survey the residents to determine support for continuing the network based system allocation for the Phase 2 residential street improvements.

As indicated in Option #2, the Collector / Arterial (A/C) roads are generally higher volume roadways that connect to other thoroughfares and are vital to providing timely public services throughout the community (i.e. police, fire, medical, public works, etc.) Since every parcel relies on the (A/C) roadway network (Exhibit C), each of the included parcels will be assessed based on its designated classification. The annual maintenance cost was established as 1/5 of the engineer's opinion of probable maintenance cost for the

(A/C) network. After allowing for a $900,000 contribution by the City, the remainder of $820,420 per year must be raised by the network beneficiaries via assessment, computed to be $197.30 for a small commercial parcel and $394.60 for a large commercial parcel.

***The Citizens Advisory Committee ranked Option #3 as an alternate to Option #2 described in this report by a six (6) to (1) vote at the committee's April 24, 2017 meeting.***

## VIV. ALLEYS

There are approximately 5.2 miles of alleyways located in the City Limits of which, two (2) miles are improved. The rehabilitation of these alleys would be performed on a case by case basis. Historically property owners adjacent to alleys have two types of opinions on the condition of their alleys. Some are in favor of improving them, due to the dust created by vehicles traveling in the alley which prevents the residents from opening their house windows to enjoy the weather at certain times of the year. These property owners also express the frustration of not being able to keep their vehicles clean because of the dust and mud. Other property owners are not in favor of improving their alleys and only want minimal maintenance performed. They feel as though if the alleys were improved, traffic volumes and speeds would increase greatly. It is therefore the recommendation of the Citizens Advisory Committee not to include alley improvements as part of the proposed options contained in this report and to separate the alley type of roadway category out of the proposed street improvements project assessment process. A policy addressing alley improvements should be approved by City Council and subsequent to the policy approval, the following standard operating procedure should be implemented:

- Staff should identify a total cost for alley rehabilitation. This will encompass all alleys within the City limits.
- An outreach program explaining all of the details of the proposed improvements shall be mailed out to all property owners adjacent to an alley. This outreach program shall include an outreach survey to determine which alleys property owners want improved. A public hearing shall be scheduled to hear input from the residents.
- Subsequent to the outreach survey completion by residents, staff will review and identify alleys the property owners want to improve.

- For the alley to be improved (51%) of the property owners shall have selected the request to improve box in the survey. The (51%) shall include the section of alley block to block.
- Once approved, the total cost of the alley to be paved would be divided by the number of property owners; however, since the alleys are used by the City for brush pick up and as well as garbage collection by private refuse haulers that pay an existing franchise fee to the City, a minimal contribution should be considered.
- Once the first alley improvement project is completed, alley improvements will be addressed on a case by case basis that will follow the same guidelines included in the first assessment project. For any alley to be improved a majority (51%), of the property owners shall sign a petition in favor of the improvement. The 51% would include the section of alley block to block. Because the alleys would be on a request base, if the required amount of property owners are in favor of the improvement then the project would be included in the following street improvement project as an alternate assessed differently than the street assessment.
- The City Manager or his/her designee shall have the right to deny a petition or approve a petition that does not meet the guidelines called out in this report should he or she determine it is in the best interest of the City. The decision shall be final.

## X. CONCLUSION

As stated previously in this report, the Citizens Advisory Committee voted at its April 24, 2017 meeting the following recommendation of options and ranking order to City Council:

1. Option #2 Six (6) to one (1) in favor of recommending this option for implementation to City Council.
2. Option #3 Six (6) to one (1) in favor as an alternate option should City Council not elect to approve Option #2 for implementation.
3. Option #1 Seven (7) to zero (0) Unanimous Vote not in favor of recommending this option to City Council.
4. An Alley Improvement Program should be created but not included in the assessment methodology contained in the proposed Pavement Management Plan.

# I INTRODUCTION

High quality transportation systems are essential to a thriving community. Suburban roadways allow residents to participate in commerce as well as facilitating the transportation of goods to local markets. Roadways are integrated into the fabric of America and their maintenance has become a significant responsibility of local government. In response to this obligation, the engineering community has developed pavement management systems to assist decision makers in finding optimum strategies for providing, evaluating, and maintaining pavements in a serviceable condition over a period of time.

The purpose of this Roadway Needs Assessment Report is to identify the general condition of the approximately 70 miles of paved roadways owned and maintained by the City of New Port Richey (City). The 5.2 miles of right-of-way without paved roads were omitted from this study. As indicated in the project Task Order, limitations in both schedule and budget mandated that the assessment be based on visual observations and is not an exhaustive analysis utilizing field measurements and empirical data collection.

It is understood that the City will utilize this report for:

- Updating the Geographic Information System (GIS) database
- Making decisions regarding funding / assessing roadway improvements
- Prioritizing roadway maintenance / improvement projects

# II METHODOLOGY

*Figure 1 - Typical Roadway Grade 8 (Grand Blvd.)*

The methodology employed for this evaluation was based on the Pavement Surface Evaluation and Rating (PASER) system developed by the Transportation Information System of the University of Wisconsin – Madison. The PASER system was developed as an alternative to empirical data intensive models to provide local agencies a simplified rating system focused on surface condition with which to evaluate their roads. PASER uses visual inspection to evaluate pavement surface conditions and rates the condition on a ten-point scale. The PASER manual provides photographic standards that serve as guides to identify both the distresses as well as the numerical rating (ten-point scale). A copy of the PASER manual is provided in **Appendix A**.

Exhibit B

**2009 Street Assessment Project Final Assessment Rolls - #88**
Calculation of the Three Separate Assessment Amounts

| | |
|---|---|
| Project Amount: | 945,662.49 |
| Total properties: | 450 |

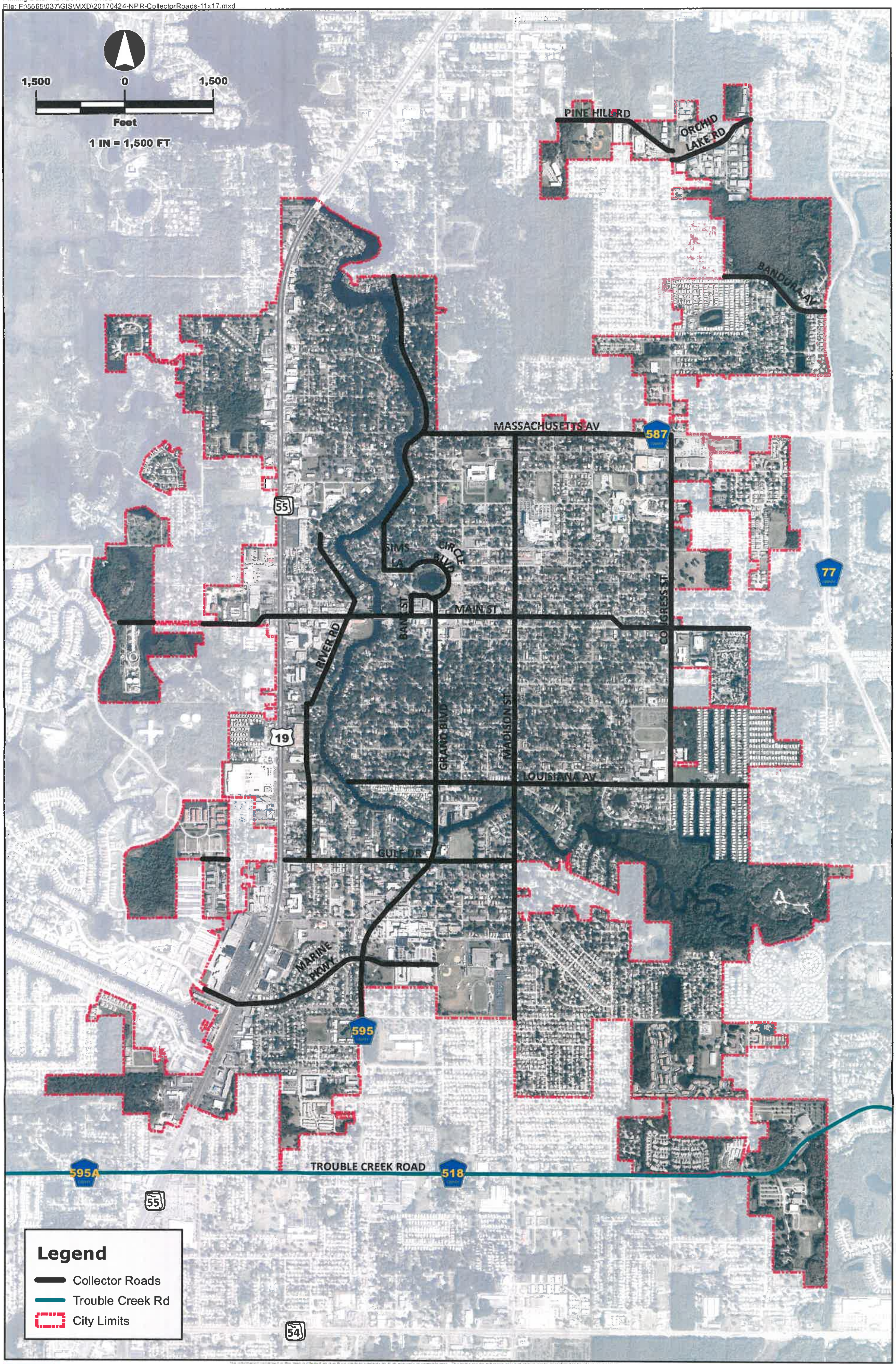
| Sub-Project Description | Total Project Cost [1] | x | # of Properties in This Portion of Project | ÷ | Total # of Properties | = | Portion of Project Based on # of Properties | x | % Borne By Property Owner | = | Total of Assess-ments for This Portion of Project | (L10 ÷ D10) Assessment For Each Property Owner in This Portion | Amount Remaining that City Must Pay | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Single-Family Home<br>65% City,<br>35% Owner | 945,662.49 | | 239 | | 450 | | 502,251.86 | | 35% | | 175,788.15 | $ 735.52 | 326,463.71 | 247 |
| 4 Special Streets<br>75 % City,<br>25% Owner | 945,662.49 | | 88 | | 450 | | 184,929.55 | | 25% | | 46,232.39 | $ 525.37 | 138,697.17 | 91 |
| Comm/Multi-Family<br>35% City,<br>65% Owner | 945,662.49 | | 123 | | 450 | | 258,481.08 | | 65% | | 168,012.70 | $ 1,365.96 | 90,468.38 | 129 |
| | | | | | | | | | | | | | | 467 |
| | | | | | | | 945,662.49 | | | | 390,033.24 | | 555,629.25 | |

[1] Total Project Cost is based on Engineer's estimate and can be changed later for actual finished cost. Just change above where it says "Project Amount".

The 4 special streets are Avery, Jasmine, River, & Marine Pkwy.

Exhibit C

Printing Date: 4/24/2017 11:51:22 AM
File: F:\5565\037\GIS\MXD\20170424-NPR-CollectorRoads-11x17.mxd

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April 27, 2017

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 year GENESIS worked with City staff in the development of a pavement management program. Included in this effort is a plan to identify the necessary funding program, to be approved by City Council, anticipated to implement the pavement management program.

In May 2015, GENESIS prepared a Roadway Needs Assessment Report (Report) for the City that evaluated the general condition of approximately 69.4 miles of paved roadways owned and maintained by the City. The 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 Figure 4 of the report illustrates, 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 the establishment of an on-going funding source to provide a continuing restoration effort. In an effort to identify this 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, and trip generation rates. Utilizing Equivalent Residential Units methodology was also explored, which is 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 is based on dividing the City's roadway network into two categories: Arterial/Collector (A/C) and Local roadways. The A/C network limits were developed together with City staff and it includes higher volume roadways that connect to other A/C, County, or State roadways (Exhibit A). These roadways are commonly used by residents to make longer trips and are vital to providing timely public services throughout the community (i.e., police, fire, medical, public works, etc.). Since every parcel relies on the A/C roadway network, each of the included participants will be assessed for the A/C roadway maintenance based on their designated classification. The local street portion of the network provides a special benefit to parcels that are located immediately adjacent to the local streets. Therefore, the annual maintenance assessment associated with the local streets will be limited to those participants located adjacent to the local street.

In an effort to provide a simple, easy to understand classification of the different property types located within the tax roll, the parcels were divided into three (3) categories. All residential property (DOR codes 0, 1, 2, 3, 4, 8, and 28) will be assessed on a per dwelling unit basis. The non-residential land uses are proposed to be assessed on a per parcel basis with a distinction made for parcels containing buildings <5,000 SF (Small Commercial/Neighborhood Serving) vs. parcels containing buildings ≥5,000 SF (Large Commercial). In response to the Citizen's Advisory Committee input, churches (DOR code 71) are proposed to be treated the same as residential property. It should be noted that right-of-way, streets, ditches, rivers and lakes/submerged lands, sewage disposal waste lands, swamp, parcels owned by the City of New Port Richey, and privately maintained right-of-way (DOR codes 9, 91, 94, 95, and 96) was omitted from the assessment roll.

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 $900,000 per year from a variety of sources including the local option gas tax, municipal franchise fees, etc., leaving $800,000 to be funded via non-ad valorem assessment. It should be noted that these cost estimates fluctuate based on material costs, labor, insurance, and events that may effect this estimate.

The resulting assessments include:

Single-Family Residence on a local road:
$15 (Arterial/Collector)
<u>$70 (Local Road)</u>
$85 (Total)

Small Commercial contiguous to a local road:
$96.79 (Arterial/Collector)
<u>$160.44 (Local Road)</u>
$257.23 (Total)

Large Commercial contiguous to a local road:
$193.58 (Arterial/Collector)
<u>$320.87 (Local Road)</u>
$514.45 (Total)

Detailed breakdown of the assessment calculations is provided in the following table:

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## COLLECTOR ROADWAY NETWORK

| Class | Class Description | Subtype | Residential Units | Small Commercial | Large Commercial | Assessment per Participant | Assessment per Category |
|---|---|---|---|---|---|---|---|
| 0 | Vacant Residential | All | 520 | | | $ 15.00 | $ 7,800.00 |
| 1 | Single Family | All | 4138 | | | $ 15.00 | $ 62,070.00 |
| 2 | Mobile Homes | All | 259 | | | $ 15.00 | $ 3,885.00 |
| 3 | Multi-Family -10 units or more | All | 846 | | | $ 15.00 | $ 12,690.00 |
| 4 | Condominium | All | 1113 | | | $ 15.00 | $ 16,695.00 |
| 8 | Multi-Family -fewer than 10 units | All | 1358 | | | $ 15.00 | $ 20,370.00 |
| 10 | Vacant Commercial | Small | | 111 | | $ 96.79 | $ 10,743.69 |
| 11 | Retail Stores One Story | Large | | | 56 | $ 193.58 | $ 10,840.48 |
| 11 | Retail Stores One Story | Small | | 49 | | $ 96.79 | $ 4,742.71 |
| 12 | Stores Office SFR -mixed use | Large | | | 1 | $ 193.58 | $ 193.58 |
| 12 | Stores Office SFR -mixed use | Small | | 88 | | $ 96.79 | $ 8,517.52 |
| 13 | Department Stores | Large | | | 2 | $ 193.58 | $ 387.16 |
| 14 | Supermarkets | Large | | | 1 | $ 193.58 | $ 193.58 |
| 16 | Shopping Centers Community | Large | | | 5 | $ 193.58 | $ 967.90 |
| 17 | 1 Story Office | Large | | | 14 | $ 193.58 | $ 2,710.12 |
| 17 | 1 Story Office | Small | | 44 | | $ 96.79 | $ 4,258.76 |
| 18 | Multi-Story Office | Large | | | 11 | $ 193.58 | $ 2,129.38 |
| 18 | Multi-Story Office | Small | | 13 | | $ 96.79 | $ 1,258.27 |
| 19 | Professional Service Buildings | Large | | | 17 | $ 193.58 | $ 3,290.86 |
| 19 | Professional Service Buildings | Small | | 78 | | $ 96.79 | $ 7,549.62 |
| 21 | Restaurants cafeterias | Large | | | 13 | $ 193.58 | $ 2,516.54 |
| 21 | Restaurants cafeterias | Small | | 8 | | $ 96.79 | $ 774.32 |
| 22 | Drive-In Restaurants | Small | | 5 | | $ 96.79 | $ 483.95 |
| 23 | Financial Institutions (bankssaving & loanmortgagecredit co) | Large | | | 5 | $ 193.58 | $ 967.90 |
| 23 | Financial Institutions (bankssaving & loanmortgagecredit co) | Small | | 3 | | $ 96.79 | $ 290.37 |
| 25 | Service Shops Non-Automotive | Large | | | 9 | $ 193.58 | $ 1,742.22 |
| 25 | Service Shops Non-Automotive | Small | | 5 | | $ 96.79 | $ 483.95 |
| 27 | Auto Sales Service etc. | Large | | | 13 | $ 193.58 | $ 2,516.54 |
| 27 | Auto Sales Service etc. | Small | | 9 | | $ 96.79 | $ 871.11 |
| 28 | Rental MH/RV Parks parking lots (commercial or patron) | Large | 85 | | | $ 15.00 | $ 1,275.00 |
| 28 | Rental MH/RV Parks parking lots (commercial or patron) | Small | 570 | | | $ 15.00 | $ 8,550.00 |
| 30 | Florist Greenhouses | Small | | 1 | | $ 96.79 | $ 96.79 |
| 32 | Theaters auditoriums enclosed | Large | | | 1 | $ 193.58 | $ 193.58 |
| 32 | Theaters auditoriums enclosed | Small | | 1 | | $ 96.79 | $ 96.79 |
| 33 | Night Clubs Bars lounges | Large | | | 1 | $ 193.58 | $ 193.58 |
| 33 | Night Clubs Bars lounges | Small | | 4 | | $ 96.79 | $ 387.16 |
| 39 | Hotels Motels | Large | | | 7 | $ 193.58 | $ 1,355.06 |
| 40 | Vacant Industrial | Small | | 3 | | $ 96.79 | $ 290.37 |
| 41 | Light Manufacturing | Large | | | 1 | $ 193.58 | $ 193.58 |
| 41 | Light Manufacturing | Small | | 2 | | $ 96.79 | $ 193.58 |
| 48 | Warehousing (Block or Metal) | Large | | | 38 | $ 193.58 | $ 7,356.04 |
| 48 | Warehousing (Block or Metal) | Small | | 18 | | $ 96.79 | $ 1,742.22 |
| 70 | Vacant Institutional | Large | | | 1 | $ 193.58 | $ 193.58 |
| 70 | Vacant Institutional | Small | | 10 | | $ 96.79 | $ 967.90 |
| 71 | Churches | Large | 19 | | | $ 15.00 | $ 285.00 |
| 71 | Churches | Small | 5 | | | $ 15.00 | $ 75.00 |
| 72 | Schools Colleges Private | Large | | | 2 | $ 193.58 | $ 387.16 |
| 72 | Schools Colleges Private | Small | | 7 | | $ 96.79 | $ 677.53 |
| 73 | Hospitals Private | Large | | | 1 | $ 193.58 | $ 193.58 |
| 74 | Homes for the Aged | Large | | | 9 | $ 193.58 | $ 1,742.22 |
| 74 | Homes for the Aged | Small | | 3 | | $ 96.79 | $ 290.37 |
| 76 | Mortuaries Cemeteries crematoriums | Large | | | 1 | $ 193.58 | $ 193.58 |
| 77 | Clubs Lodges Union Halls | Large | | | 7 | $ 193.58 | $ 1,355.06 |
| 77 | Clubs Lodges Union Halls | Small | | 1 | | $ 96.79 | $ 96.79 |
| 82 | Forests Parks recreational areas | Small | | 57 | | $ 96.79 | $ 5,517.03 |
| 83 | Schools Public | Large | | | 5 | $ 193.58 | $ 967.90 |
| 83 | Schools Public | Small | | 3 | | $ 96.79 | $ 290.37 |
| 85 | Hospitals Public | Large | | | 1 | $ 193.58 | $ 193.58 |
| 86 | Other County | Large | | | 4 | $ 193.58 | $ 774.32 |
| 86 | Other County | Small | | 7 | | $ 96.79 | $ 677.53 |
| 87 | Other State | Small | | 9 | | $ 96.79 | $ 871.11 |
| 88 | Other Federal | Large | | | 1 | $ 193.58 | $ 193.58 |
| 88 | Other Federal | Small | | 1 | | $ 96.79 | $ 96.79 |
| 89 | Other Municipal | Small | | 1 | | $ 96.79 | $ 96.79 |
| 99 | Non-AG (Over 20 Acres) | Small | | 1 | | $ 96.79 | $ 96.79 |
| | | | 8,913 | 542 | 227 | | $ 230,097.84 |

Total participants 9,682

| | |
|---|---|
| $ 430,100 | Citywide Estimated Annual Maintenance Cost |
| $ (200,000) | Local Option Gas Tax |
| $ - | Solid Waste Franchise Fee |
| $ - | General Fund Transfer |
| $ 230,100 | Required Annual Assessment |

Note:

Data set includes entire City except - (parcels owned by the City of New Port Richey, parcels with a DOR Code of 9, 91, 94, 95, and 96). Assessment is divided into three categories: Residential Unit, Small commercial parcel (<5,000 sf building), Large commercial parcel (>= 5,000 sf building).

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FROM VISION TO REALITY

## LOCAL ROADWAY NETWORK

| Class | Class Description | Subtype | Residential Units | Small Commercial | Large Commercial | Assessment per Participant | Assessment per Category |
|---|---|---|---|---|---|---|---|
| 0 | Vacant Residential | All | 304 | | | $ 70.00 | $ 21,280.00 |
| 1 | Single Family | All | 3,648 | | | $ 70.00 | $ 255,360.00 |
| 2 | Mobile Homes | All | 235 | | | $ 70.00 | $ 16,450.00 |
| 3 | Multi-Family -10 units or more | All | 503 | | | $ 70.00 | $ 35,210.00 |
| 4 | Condominium | All | 790 | | | $ 70.00 | $ 55,300.00 |
| 8 | Multi-Family -fewer than 10 units | All | 1,169 | | | $ 70.00 | $ 81,830.00 |
| 10 | Vacant Commercial | Small | | 76 | | $ 160.44 | $ 12,193.44 |
| 11 | Retail Stores One Story | Large | | | 23 | $ 320.87 | $ 7,380.01 |
| 11 | Retail Stores One Story | Small | | 23 | | $ 160.44 | $ 3,690.12 |
| 12 | Stores Office SFR -mixed use | Large | | | 1 | $ 320.87 | $ 320.87 |
| 12 | Stores Office SFR -mixed use | Small | | 74 | | $ 160.44 | $ 11,872.56 |
| 13 | Department Stores | Large | | | 1 | $ 320.87 | $ 320.87 |
| 14 | Supermarkets | Large | | | 1 | $ 320.87 | $ 320.87 |
| 16 | Shopping Centers Community | Large | | | 3 | $ 320.87 | $ 962.61 |
| 17 | 1 Story Office | Large | | | 9 | $ 320.87 | $ 2,887.83 |
| 17 | 1 Story Office | Small | | 27 | | $ 160.44 | $ 4,331.88 |
| 18 | Multi-Story Office | Large | | | 7 | $ 320.87 | $ 2,246.09 |
| 18 | Multi-Story Office | Small | | 13 | | $ 160.44 | $ 2,085.72 |
| 19 | Professional Service Buildings | Large | | | 13 | $ 320.87 | $ 4,171.31 |
| 19 | Professional Service Buildings | Small | | 61 | | $ 160.44 | $ 9,786.84 |
| 21 | Restaurants cafeterias | Large | | | 7 | $ 320.87 | $ 2,246.09 |
| 21 | Restaurants cafeterias | Small | | 7 | | $ 160.44 | $ 1,123.08 |
| 22 | Drive-In Restaurants | Small | | 1 | | $ 160.44 | $ 160.44 |
| 23 | Financial Institutions (bankssaving & loanmortgagecredit co) | Large | | | 1 | $ 320.87 | $ 320.87 |
| 23 | Financial Institutions (bankssaving & loanmortgagecredit co) | Small | | 1 | | $ 160.44 | $ 160.44 |
| 25 | Service Shops Non-Automotive | Large | | | 2 | $ 320.87 | $ 641.74 |
| 25 | Service Shops Non-Automotive | Small | | 4 | | $ 160.44 | $ 641.76 |
| 27 | Auto Sales Service etc. | Large | | | 4 | $ 320.87 | $ 1,283.48 |
| 27 | Auto Sales Service etc. | Small | | 2 | | $ 160.44 | $ 320.88 |
| 32 | Theaters auditoriums enclosed | Large | | | 1 | $ 320.87 | $ 320.87 |
| 32 | Theaters auditoriums enclosed | Small | | 1 | | $ 160.44 | $ 160.44 |
| 33 | Night Clubs Bars lounges | Large | | | 1 | $ 320.87 | $ 320.87 |
| 33 | Night Clubs Bars lounges | Small | | 3 | | $ 160.44 | $ 481.32 |
| 39 | Hotels Motels | Large | | | 3 | $ 320.87 | $ 962.61 |
| 40 | Vacant Industrial | Small | | 1 | | $ 160.44 | $ 160.44 |
| 41 | Light Manufacturing | Large | | | 1 | $ 320.87 | $ 320.87 |
| 41 | Light Manufacturing | Small | | 1 | | $ 160.44 | $ 160.44 |
| 48 | Warehousing (Block or Metal) | Large | | | 23 | $ 320.87 | $ 7,380.01 |
| 48 | Warehousing (Block or Metal) | Small | | 14 | | $ 160.44 | $ 2,246.16 |
| 70 | Vacant Institutional | Large | | | 1 | $ 320.87 | $ 320.87 |
| 70 | Vacant Institutional | Small | | 5 | | $ 160.44 | $ 802.20 |
| 71 | Churches | Large | 16 | | | $ 70.00 | $ 1,120.00 |
| 71 | Churches | Small | 5 | | | $ 70.00 | $ 350.00 |
| 72 | Schools Colleges Private | Large | | | 2 | $ 320.87 | $ 641.74 |
| 72 | Schools Colleges Private | Small | | 6 | | $ 160.44 | $ 962.64 |
| 73 | Hospitals Private | Large | | | 1 | $ 320.87 | $ 320.87 |
| 74 | Homes for the Aged | Large | | | 6 | $ 320.87 | $ 1,925.22 |
| 74 | Homes for the Aged | Small | | 3 | | $ 160.44 | $ 481.32 |
| 76 | Mortuaries Cemeteries crematoriums | Large | | | 1 | $ 320.87 | $ 320.87 |
| 77 | Clubs Lodges Union Halls | Large | | | 5 | $ 320.87 | $ 1,604.35 |
| 77 | Clubs Lodges Union Halls | Small | | 1 | | $ 160.44 | $ 160.44 |
| 82 | Forests Parks recreational areas | Small | | 49 | | $ 160.44 | $ 7,861.56 |
| 83 | Schools Public | Large | | | 4 | $ 320.87 | $ 1,283.48 |
| 83 | Schools Public | Small | | 1 | | $ 160.44 | $ 160.44 |
| 85 | Hospitals Public | Large | | | 1 | $ 320.87 | $ 320.87 |
| 86 | Other County | Large | | | 3 | $ 320.87 | $ 962.61 |
| 86 | Other County | Small | | 7 | | $ 160.44 | $ 1,123.08 |
| 87 | Other State | Small | | 9 | | $ 160.44 | $ 1,443.96 |
| 88 | Other Federal | Small | | 1 | | $ 160.44 | $ 160.44 |
| 89 | Other Municipal | Small | | 1 | | $ 160.44 | $ 160.44 |
| | | | 6670 | 392 | 125 | | $ 569,901.23 |

Total participants 7,187

| | |
|---|---|
| $1,700,000 | Citywide Estimated Annual Maintenance Cost |
| $ (430,100) | Collector / Arterial Annual Maintenance Cost |
| $ (225,000) | Local Option Gas Tax |
| $ (75,000) | Solid Waste Franchise Fee |
| $ (400,000) | General Fund Transfer |
| $ 569,900 | Required Annual Assessment |

Note:
Data set includes entire City except - (parcels that are not contiguous to City maintained local roadways, private subdivisions w/ HOA maintained local roads, parcels owned by the City of New Port Richey, parcels with a DOR Code of 9, 91, 94, 95, and 96). Assessment is divided into three categories: Residential Unit,

GENESIS
FROM VISION TO REALITY

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

GENESIS
FROM VISION TO REALITY

6132 PINE HILL ROAD • PORT RICHEY, FL 34652 • 727.841.4536

## Pavement Management Plan Committee Members

- Peter Altman
- Michael Beam
- Ronald Capalongo
- Heather Fiorentino
- John Gallagher
- Steve Halkias
- Anderson Hatcher
- Lois Robinson

## MINUTES OF THE PAVEMENT MANAGEMENT PLAN COMMITTEE

## CITY OF NEW PORT RICHEY

**NEW PORT RICHEY RECREATION & AQUATIC CENTER GAME ROOM**

**6630 VAN BUREN STREET, NEW PORT RICHEY, FL**

**February 14, 2017**

**10:00 AM**

**ORDER OF BUSINESS**

1. Call to Order – Sign In

The meeting was called to order by Robert Rivera at 10:00 am. Mr. Rivera greeted all in attendance and asked if all committee members could sign in. Mr. Gallagher asked if we were following the sunshine law and if everyone knew what it was. Mr. Rivera acknowledged that the sunshine law should be followed. Those on the committee and in attendance were, Steve Halkias, John Gallagher, Lois Robinson, Michael Beam, Peter Altman, Ronald Capalong, and Heather Fiorentino.

Also in attendance were PWD Director Robert Rivera, Finance Director Crystal Feast, PWD Acting Assistant Director Barret Doe, PWD GIS/Data Technician Samantha Hamilton, David Fleeman and Bruce Kaschyk from the Genesis Group.

Mr. Rivera began the meeting by asking the committee if a recap of everything that was already covered was necessary. The committee agreed that wouldn't be necessary. Mr. Rivera then brought up than instead of looking at the pros and cons of the old P.M.P., the committee should look at the new P.M.P and discuss what they liked, didn't like, etc. in a round table setting. Mr. Rivera then introduced Finance Director Crystal Feast.

Mr. Rivera then stated that another meeting will take place with all suggestions compiled into a new plan, and that City Manager Debbie Manns and Crystal Feast will be at the next meeting to discuss finances.

Mr. Gallagher then asked if the committee brings up any recommendations, will they even be acknowledged.

Mr. Rivera replied yes, and that it is up to the city council to make informed decisions. Mr. Rivera continued by saying that the committee is meant to represent what is best for the city, and will provide several outlooks. Mr. Rivera then introduced David Fleeman with Genesis Group.

Mr. Fleeman explained the methodology used by Genesis Group to come up with the P.M.P.

Mr. Capalong stated that he thought the plan was logical, factual, however he doesn't agree with it. He noted that he thought the city did a good job on coming up with the plan.

Mr. Beam asked if the analysis was based on 70 miles of roadways.

Mr. Rivera responded that the 70 miles excluded private and county roads.

Mr. Beam then asked if other P.M.P.'s were examined by the Genesis Group.

Mr. Fleeman responded no.

Mr. Rivera then stated that 90% of the other agencies are like the City's existing plan; assessments are done using linear feet. We are looking into examining the City of Northport's P.M.P. We have heard that it is network based.

Mr. Gallagher then brought up that the city allocate money from Penny for Pasco or gas taxes for this project.

Mr. Rivera then initiated the roundtable session portion of the meeting.

Ms. Fiorentino began by bringing up the lack of leadership from city council and the city manager, and that only having 12 roads done in 30 years is disgusting. Ms. Fiorentino then asked why we are going to charge schools and not county or state, or other government properties, and that the broken up phases of the project especially along Main St. does not make sense. Ms. Fiorentino stated that council should have added money over the years for this project, and that she is in favor of a flat tax rate. Ms. Fiorentino then asked if the city has the equipment and the man power to do our own roads. Ms. Fiorentino also had issues with the amount being evaluated annually.

Mr. Rivera responded that if the price for road repairs went down then council would evaluate the plan annually, and that the plan was designed on a 20 year criteria.

Ms. Fiorentino then added that it would be a problem if a new city council could come back, review the plan and make changes, and that the charges made to people should be a locked in rate for five years at least.

Mr. Halkias then spoke about how he was misquoted in the last meeting's minutes. Corrections have been made. Mr. Halkias then asked how the paving related to traffic, and brought up how bad the intersection of Grand Blvd. and Illinois Ave. looked. Mr. Halkias brought up that there are streets not on the P.M.P. that are in horrible shape, and that our alleys have been in need of maintenance for some time now. Mr. Halkias stated that he liked the idea of main roads being paved, however doesn't think the plan is fair for his neighborhood or dead end roads.

Mr. Rivera replied that the roads in the plan are ranked and that a cycle will be done annually. This is a living document.

Mr. Gallagher then brought up how the plan being a living document makes it worse.

Mr. Rivera replied by living document, that means the rankings of the roads can change in order, but the methodology will remain the same.

Mr. Gallagher thought the technical basis was OK, however recognized that some streets in need were not in the 20 year program. Mr. Gallagher then asked how this affects where you live, stated that he thinks council will change the plan in the future, and asked about those who have paid or made partial payments.

Mr. Rivera responded that those who have paid, made partial payments, credits, etc. have been brought up and that we need to look at this more.

Mr. Gallagher then requested a copy of the city's CIP from Ms. Feast, and after review stated that it seems paving roads is not a priority compared to other CIP projects.

Ms. Feast stated that funds from other sources, such as Penny for Pasco, help assist with some of the City's CIP's.

Mr. Gallagher then brought up that the city should use bonds, Penny for Pasco, and gas taxes for paving roads. Mr. Gallagher questioned the methodology of the plan, stating it has no direct benefit to him, and asked what happens if the plan changes every five years.

Mr. Rivera explained that in the five year plan some roads can jump in front of other roads based on needs.

Mr. Altman then stated that he enjoys the collaboration of the committee, but stressed the need for a benefit to come from the P.M.P. Mr. Altman brought up that he thinks city council has interfered with the staff's work on the P.M.P., and has put pressure on staff to modify it. Mr. Atman then said that the fees need to be kept the same, he would like to eliminate modifications due to political influence, and that we need to find multiple sources of funding for paving. Mr. Altman brought up the Department of Agriculture for example, and potentially going for a loan, and stated that he thinks commercial properties should have to contribute as well. Mr. Altman thought using Penny for Pasco and gas taxes would be a positive move.

Ms. Fiorentino then asked if council bonded money would that help with gas taxes.

Mr. Rivera replied that the city could look into that.

Mr. Altman then stated that if rates go up the residents will have to be notified, and that a new public hearing would have to happen. Mr. Altman finished with stating that it is key that we change the appearance of the city, and that the infrastructure is in poor condition.

Mr. Capalong then began by asking about sidewalks, if we have inventory, and priorities for repairing them.

Mr. Rivera replied yes and that they are ranked.

Mr. Capalong asked if the city does routine crack filling and if there is money allocated.

Mr. Rivera replied yes and the money comes out of the street division's budget.

Mr. Capalong then stated that in a sense he agrees with the priorities of the plan, and then asked about the result of delinquent payments.

Ms. Feast replied that a lean would be put on the home tied to a delinquent payment.

Mr. Capalong then asked why gas tax would go to anything else other than paving.

Mr. Altman replied that the County has one pot of gas tax money and delegates it accordingly.

Mr. Rivera agreed that there is only so much gas tax money to go around.

Mr. Capalong then asked where the gas money goes.

Mr. Altman replied that it is used for main corridors.

Mr. Capalong then brought up the question of why some properties were exempt.

Mr. River replied that the charges are made depending on location.

Mr. Capalong then brought up the Marine Parkway multi-use path, questioned what revenue it will bring to the city, and asked about new properties getting charged.

Mr. Rivera replied that the multi-use path would not increase revenue, but would add to the quality of life in the city, and that tax except parcels such as lift stations or R.O.W.'s would not get charged.

Mr. Capalong then brought up differences in the dollar amounts in the P.M.P. packet ("$85 and change") and thinks that all numbers should be the same. Mr. Capalong then asked if manholes are taken into consideration when paving.

Mr. Rivera replied yes.

Mr. Capalong then handed out a new proposal he put together for everyone to review.

Ms. Robinson began with stating that the public is not aware of things like Penny for Pasco, and that the mayor and city council need to be more responsible. Ms. Robinson then asked how much from Penny for Pasco goes into road repairs, and where does the gas tax money go.

Ms. Feast responded that Penny for Pasco Money rolls over and other grant funds are included in CIP's, not just Penny money.

Ms. Robinson then stated that she would like a breakdown of the Penny for Pasco money, and likes Mr. Altman's idea of getting a loan from the Department of Agriculture. Ms. Robinson said she thinks the plan needs to be consistent for years and not changed, that a break off point needs to be established pertaining to leans on properties due to delinquent payments, and that representatives of shopping centers and churches need to be at the committee meetings.

Mr. Rivera replied that he tried to get representatives from shopping centers and churches to attend with no luck.

Ms. Robinson finished by stating that politics need to come out of the P.M.P., and that residents really need to attend council meetings and workshops.

Mr. Gallagher then asked when the FY 2018 budget will be available for the public to review.

Ms. Feast replied that in June or July it would be available

Ms. Robinson added that simplifying the budget forms would be in the public's best interest, and that a commitment on a project like this needs to be set in stone for years.

Mr. Beam began by agreeing with Ms. Fiorentino's thoughts that government properties should be assessed. Mr. Beam continued by stating that double assessments are an issue, that decent rates need to be locked in, and that we need to get our roads back to municipal standards. Mr. Beam finished with stating that we could add fees to tax rolls.

Mr. Rivera then asked when would be best to meet again. The committee and other in the meeting agreed to meet on Tuesday, February 28th 2017 at the rec center in the game room.

Mr. Altman added that every residential lot should be treated the same.

Mr. Gallagher added that the assessment should be based off of using front footage using a tax roll.

Ms. Feast added that she would bring budget breakdowns for all to review at the next meeting.

Mr. Beam finished with noting two errors in the minutes for the last meeting. Corrections have been made.

The meeting then adjourned at 12:05 p.m.

# MINUTES OF THE PAVEMENT MANAGEMENT PLAN COMMITTEE

## CITY OF NEW PORT RICHEY

**NEW PORT RICHEY RECREATION & AQUATIC CENTER GAME ROOM**

**6630 VAN BUREN STREET, NEW PORT RICHEY, FL**

**February 28, 2017**

**10:00 AM**

**ORDER OF**

**BUSINESS**

1. Call to Order – Sign In

   The meeting was called to order by Robert Rivera at 10:03 am. Mr. Rivera greeted all in attendance and asked if all committee members could sign in. Those on the committee and in attendance were, Steve Halkias, John Gallagher, Lois Robinson, Michael Beam, Peter Altman, Ronald Capalongo, Andy Hatcher, and Heather Fiorentino.

   Also in attendance were City Manager Debbie Manns, PWD Director Robert Rivera, Finance Director Crystal Feast, PWD Acting Assistant Director Barret Doe, PWD GIS/Data Technician Samantha Hamilton, and David Fleeman from the Genesis Group.

   Mr. Rivera began the meeting by letting all committee members know that meeting minutes from the last meeting had been handed out and for them to please review and contact Sam by Friday (03/03/17) if any corrections needed to be made.

   Mr. Rivera then introduced Andy Hatcher, let the other committee members know that he has been unable to attend the last meetings due to an illness, gave Mr. Hatcher a recap and review of the last two meetings, and gave Mr. Hatcher the floor to speak to the rest of the committee on what he thinks of the pavement management plans.

Mr. Hatcher started by saying that assessments shouldn't be based on front footage, but on live in units. Mr. Hatcher used apartments as an example, and stated that everyone living in an apartment has a vehicle. Mr. Hatcher then used his property as an example of how front footage shouldn't be assessed, and finished with the concept of assessing $50 per year, per living unit.

Mr. River then brought up how at the last meeting the committee members wanted to discuss funding more in depth. Mr. Rivera then introduced City Manager Debbie Manns and Finance Director Crystal Feast.

Ms. Feast began by explaining that she had put together summaries of Penny for Pasco pot 1 and pot 2, local option gas taxes, and where those monies were to be spent.

Samantha Hamilton then handed out the packets prepared by Ms. Feast to all in attendance.

Ms. Feast then explained how the first page in the handout is a breakdown of Penny for Pasco pot 1, discussed where funds were going, and discussed the percentages of the categories in the handout that have been met.

Ms. Manns added that the City spends 45% of Penny pot 1 money on environmental improvements.

Mr. Capalongo asked what does that mean.

Ms. Manns explained that Penny pot 1 money is broken down into three categories for spending. 45% is used for environmental improvements, 35% is for transportation and road improvements, and 20% is for public improvements. Ms. Manns added that these percentages are set by the city council.

Mr. Gallagher mentioned that the County uses different percentages for spending.

Mr. Altman added that the police department benefitted from Penny for Pasco money as well.

Ms. Robinson asked what the city gets a year for Penny for Pasco.

Ms. Manns replied that 1.8 million is generated for Penny pot 1 and pot 2.

Ms. Feast added that Penny money has ranged from 1.6 to 2.2 million.

Ms. Manns continued by saying that city council has not yet distinguished where Penny pot 2 money will go, and that the decision will most likely be made in the next couple of months.

Mr. Capalongo asked who sets the percentages.

Ms. Manns replied that city council sets the percentages.

Mr. Beam asked if the percentage is set for 10 years.

Ms. Manns replied yes that it is set for 10 years.

Mr. Rivera added that the percentages are allocated, however an equal amount might not be spent right away, and that this is OK as long as the percentages are eventually met.

Ms. Robinson then asked about the past and future spending of the Penny monies.

Ms. Feast then explained the handout more in depth, how Penny pot 2 money (1.6 million) will roll forward, how that is money the city hasn't spent yet, how it is in reserve for FY 17 spending, and what projects it will be used on based on what has been voted on for spending. Ms. Feast then explained that there will be a total of 3.9 million of Penny money available for spending and then explained the city's fiscal year timeline and dates.

Mr. Hatcher then asked about street improvements.

Ms. Feast then gave a summary of the local option gas tax, street improvement fund, how money is rolled forward, etc. Ms. Feast also explained the handouts more in depth and that there is also special street assessment revenue money that we are still collecting over the course of 10 years. Ms. Feast then explained the planned spending and mentioned that no new assessments are planned for this year, and explained the breakdown of the local option gas tax in more detail.

Mr. Gallagher then asked what the 1.12 million in Street Improvements was for.

Mr. Rivera explained that it is for the design of collector roads, street paving, etc. and that Public Works will get a list of collector roads for the committee soon.

Ms. Robinson then asked why no money from Penny had been spent on paving.

Ms. Manns then explained the plans for the Marine Parkway overpass and the completion of the Marine Parkway multi-use path.

Mr. Gallagher asked is all items in the handout are staff recommended.

Ms. Manns replied no.

Mr. Capalongo then asked why we replaced the sidewalk on Marine Parkway.

Mr. Rivera responded by explaining the purpose of the multi-use path.

Mr. Gallagher asked if there were plans to connect it to anything.

Mr. Rivera responded yes and explained in more detail that a survey had been done, how the path improves quality of life elements, that staff and council reviewed, and eventually approved the project. Mr. Rivera then explained the plans for path tie-ins.

Mr. Halkias brought up that most people thought it would be like Dunedin.

Ms. Manns responded that is the plan, to extend the multi-use path and connect Grand Blvd. and Main St.

Ms. Fiorentino agreed with the multi-use path plan after looking at the handouts narrowly, however questioned the Oreto Industrial Park's assessment.

Mr. Rivera reiterated that we (the committee and the city) need to establish a plan and present it to council.

Ms. Fiorentino added that the whole city needs to be taken into account.

Mr. Capalongo then stated what we need to generate more revenue.

Mr. Rivera explained how quality of life projects will indirectly generate revenue, and that capital improvement projects will generate revenue in the long run.

Mr. Halkias then questioned the city's landscaping projects.

Ms. Fiorentino then mentioned how we need to work out needs vs. wants.

Mr. Gallagher then questioned the city's priorities.

Ms. Manns responded by stating that roads are a priority of the city council, that we need road improvements, improvements will have an effect on blighted neighborhoods, and that the purpose of this committee is to establish an effective plan.

Mr. Gallagher then asked where the gas tax money goes.

Ms. Manns responded that since she has been here that money has gone to roads and sidewalks.

Ms. Robinson then requested a breakdown of the percentages of street, environmental, and public improvements.

Ms. Fiorentino then explained the breakdown of Penny for Pasco funds and how funds were distributed. Ms. Fiorentino added that this committee needs to tell city council that roads and people's needs are a priority.

Mr. Hatcher asked if this assessment would sunset in five years.

Mr. Rivera answered that is not what we want to go with, and that plan has to go through a cycle of paving a network of roads.

Mr. Gallagher stated that's the plan we have now.

Mr. Rivera said that he was answering Mr. Hatcher's question, and that we need to look at the tax roll, and if the assessment was based on units then an assessment would have to be done annually. Mr. Rivera added that there would be no sunset clause, but the estimate would be reviewable.

Mr. Hatcher then brought up the stormwater tax as an example.

Mr. Altman then added that Penny for Pasco is a 10 year program, and if the monies from Penny were to go away the city would need to hunt for funds elsewhere.

Ms. Fiorentino then suggested using Penny money for improvements, then use gas tax for repairs, put money up front then switch.

Mr. Rivera added that revenue would generate from gas tax if the city did half in one cycle.

Mr. Gallagher then asked if there is a cap on the gas tax.

Mr. Altman answered that there is no cap.

Ms. Manns added that the climate of the city council is conservative.

Mr. Gallagher asked how apartments get assessed.

Mr. Hatcher expanded on that stating that there are too many rentals in the city and they should be paying as well.

Mr. Rivera used the 2011 Street Improvement plan as an example of high dollar amounts that can be adjusted due to the high amounts.

Mr. Altman then brought up Mr. Gallagher's taxes, and how the current plan lowers the tax millage. Mr. Altman added that the tax rate is too high.

Mr. Gallagher responded to Mr. Altman by telling him to let all know what his franchise fees are as well. Mr. Gallagher then advised that we put all the money together and spend, put money on a tax roll and the project would be done.

Ms. Fiorentino added that assessed properties need to be living units, that tax millage needs to be brought down, and that we need to sell that to council. Ms. Fiorentino also questioned the logic of bar and restaurant assessment.

Mr. Rivera responded that the plan needs to be network assessed evenly regardless of class, all pay the same amount, and explained his proposed "S.O.A.P." to the committee.

Mr. Gallagher agreed that Mr. Rivera's plan makes sense.

Mr. Rivera then went on to explain collector roads, peak hours, etc. to the committee and that we need to define roads.

Ms. Robinson brought up multi-family questions and concerns.

Ms. Fiorentino added that churches are paying way more than bars, and that we need equality.

Mr. Gallagher noted again that he liked Mr. Rivera's plan.

Ms. Robinson added again that she questions how bars, drive thru restaurants, and churches are assessed.

Mr. Gallagher then said that assessment should be based on trips and not lot size.

Mr. Fleeman then explained again the methodology of the assessment.

Mr. Rivera added that the plan that the city and the committee agree upon needs to be accepted by the public.

Mr. Gallagher suggested that we take a look at how much it would take to assess collector roads and get rid of land size assessment.

Mr. Altman added that we need to do something major quickly.

Ms. Fiorentino stated that the city needs to put money where it should be, and that council needs to put more money into the streets.

Mr. Gallagher noted the importance of building strong neighborhoods.

Mr. Rivera then stated that the next meeting would be in a month and the city would go over and present a proposed plan to the committee.

Ms. Fiorentino asked if the committee members could get the plan a week prior to the next meeting for review.

Mr. Rivera answered yes.

Mr. Capalongo then discussed his proposed plan that he had brought to the last meeting and handed out.

Mr. Gallagher stated that things not being locked in are worrisome.

Mr. Rivera brought up that any plan would need to defend a direct benefit.

Mr. Altman then asked why the old methodology is held onto with a "death grip."

Mr. Gallagher stated that when he was on the County Commission they stuck to the rules and that the city needs to do the same.

Mr. Altman continued that we need to come up with a plan and assess commercial properties.

Mr. Rivera then then reiterated that we need to present all proposed plans to city council.

Mr. Gallagher then stated that we should find out if Mr. Rivera's plan has merit with the city council.

Ms. Feast then wrote down three proposed plans on the yellow board.

Ms. Hamilton then passed out Mr. Rivera's Vision of Proposed Plan document.

Mr. Gallagher stated that he thinks gas taxes should be used in all plans.

Ms. Fiorentino questioned the percentage breakdowns in the plans.

Mr. Gallagher then requested that the committee vote now on a plan.

Mr. Rivera added that the original plan on the board would need to be modified.

After no votes for the 1st plan on the board, Mr. Rivera explained all plans and the dollar figures pertaining to each plan.

At this point in the meeting the committee discussed all facets of each of the three plans, and Ms. Manns, Ms. Feast, and Mr. Rivera assisted with clarifications and explanations of methodology.

Mr. Fleeman then brought up the idea of a 4th plan where every road would be done within a 20 year span.

Mr. Gallagher stated that there is no certainty to the 4th plan.

Mr. Rivera then explained the phases of the plans, and that the city would come back with summaries of plans 2 and 3 and that we would all meet again.

Mr. Beam asked if tables could be generated for each plan.

Ms. Manns and Mr. Rivera replied yes.

Ms. Feast the asked the committee if everyone was clear on plan 3.

Mr. Altman then summarized all plans for the committee again.

Ms. Fiorentino then stated that she wants to see all the plans broken down before a vote is taken.

Mr. Rivera then covered the elements of the plans again, how they would be 20 year plans, spoke of incremental stages, gas taxes, etc.

Mr. Gallagher suggested going with plan 2 and to not worry about those who have already been assessed.

Mr. Rivera then explained how we would go back 20 years to determine credits needing to be assessed.

Mr. Capalongo then brought up the CIP of having fire station 2 relocated.

Ms. Manns responded that there has been some thought on it and that a decision has not been made.

Mr. Rivera then advised that the next committee meeting would be help on Tuesday, March 28th at 10:00 a.m. at the same location.

Ms. Robinson then asked Ms. Feast about the status of the Penny 1 pot money.

Ms. Feast responded that Penny 1 pot money had been spent.

Mr. Rivera then concluded the meeting at 11:50 a.m. and asked all in the committee again to submit their changes to the last meeting's minutes to Ms. Hamilton by Friday (03/03/17)

The meeting was then adjourned.

# MINUTES OF THE PAVEMENT MANAGEMENT PLAN COMMITTEE

## CITY OF NEW PORT RICHEY

### NEW PORT RICHEY RECREATION & AQUATIC CENTER GAME ROOM

### 6630 VAN BUREN STREET, NEW PORT RICHEY, FL

**April 5, 2017**

**10:00 AM**

**ORDER OF**

**BUSINESS**

1. Call to Order – Sign In

The meeting was called to order by Robert Rivera at 10:01 am. Mr. Rivera greeted all in attendance and asked if all committee members could sign in. Those on the committee and in attendance were, Steve Halkias, John Gallagher, Lois Robinson, Michael Beam, Peter Altman, Ronald Capalong, Heather Fiorentino, and Andy Hatcher.

Also in attendance were PWD Director Robert Rivera, Finance Director Crystal Feast, PWD Acting Assistant Director Barret Doe, PWD GIS/Data Technician Samantha Hamilton, David Fleeman with the Genesis Group, Councilman Chopper Davis, and Mr. Hatcher's wife.

Mr. Rivera began the meeting by apologizing for not having the updated P.M.P. reports sent out to the committee earlier. He then suggested that this meeting be used to go over the reports. Mr. Rivera explained that all items changed were based on the committee's comments and that all changes made in the document handed out are in red. Mr. Rivera then explained some other changed in the documents that David Fleeman made, and that this plan isn't final, and that the committee needs to narrow it down. Mr. Rivera explained the engineer's comments on item four of page one, and that city council wanted include alleys in the report. Mr. Rivera added that a committee of residents would be able to discuss the alley plan at a city council work session meeting. Mr. Rivera then went over minor changes on page two of the report pertaining to bond issuances, and discussed the possibility of bonds for the P.M.P. Mr. Rivera discussed how new language was added regarding the CIPs on page three which contains a historical payment overview based on front footage of property, ERUs based on class of property, how each ERU was assessed to each property and that there was no bearing on the size of the home. Mr. Rivera then covered that there was added historical language on page three of the report. Mr. Rivera continued on by letting the committee know that on page four there were ten additional items inserted based on the committee's recommendations. Mr. River let the committee know that city council will be made aware of these new items on the report. Mr. Rivera than went over all other minor changes on the report and asked for the committee's feedback.

Mr. Hatcher asked that when the billing comes from the Pasco County Tax Collector, will everything be on the same bill.

Mr. Rivera responded by saying that it would depend on what P.M.P is decided upon.

Mr. Altman added that residents would receive a bill for the entire amount, and if it couldn't be paid in full it would be in a tax roll.

Ms. Fiorentino said that people can't afford to pay two thousand dollars extra today.

Ms. Feast responded by saying that there would be a grace period allowed if the current system remained the same.

Mr. Hatcher brought up stormdrain taxes to use as an example.

Mr. Capalongo asked how the City does streetlight taxes and if that plan can change.

Mr. River replied yes.

Mr. Altman added that with these proposed changes, letters would need to go out and a public hearing would need to take place.

Mr. Hatcher then made the point that no new stormdrains have gone in recently.

Mr. Rivera then explained the differences between stormdrain taxes and this P.M.P.

Mr. Gallagher added that the plan needs to be kept simple.

Ms. Robinson then brought up the issue of credits if the plan stayed the same.

Mr. Hatcher brought up how the U.S. Congress has proposed new road improvement plans and how the City should ask for money.

Mr. Rivera assured Mr. Hatcher that city council is looking into federal monies to assist the City.

Ms. Fiorentino then asked if we could invite the County in to help aid, and that the City needs to utilize the County, Federal monies, etc.

Mr. Rivera responded that we can add that into the objectives of the report, and then covered item two pertaining to Florida statutes.

Mr. Gallagher spoke up that if council changes the plan once it is in place, everyone should get a refund.

Mr. River then covered item four.

Mr. Gallagher then raised questions about multi-family trip rates and other ERU questions.

Mr. Rivera responded by going over ERU rates and data.

Mr. Fleeman added that this would all be covered later in the report.

Mr. River then went over items five through ten and reminded the committee that these items are not set in stone and are subject to change.

Ms. Robinson brought up that there will be a lot of flak from people who already owe money.

Ms. Feast then asked if the committee is suggesting forgiving fees that haven't been paid.

Mr. River then brought up that we are talking about people who haven't already paid.

Ms. Feast then answered that foreclosure proceedings would take place if no payments were made.

Mr. Rivera added that a policy approved by city council would need to be provided pertaining to putting a lean on a property.

Mr. Gallagher then said that money owed should be put on a tax bill.

Ms. Feast responded that she wasn't sure if we could do that.

Mr. Hatcher then brought up issues with the P.M.P pertaining to the Briar Patch community.

Mr. Fleeman again stated that all items the committee continued to bring up will be brought up later and covered in the document.

Mr. Gallagher asked if we had a consensus of arterial and collector roads.

Mr. Rivera responded yes.

Mr. Feast then added that what we went over was existing.

Mr. Rivera then moved on to the proposed plan on page six where he brought up additional language that was added, covered identified funds, statutes and benefits of the new P.M.P. Mr. River then suggested putting monies into collector roads and explained why.

Ms. Feast added that since the program is over the course of twenty years we should be conservative for the first ten years.

Robert then explained what would happen if the millage rate would change as an example.

Ms. Fiorentino agreed that the plan is better off by taking a conservative approach.

Mr. Rivera then brought up that city council would need to discuss the items on page six and explained how the money was moved around in the new plan.

Mr. Altman said to add language of "total amount going towards" to clarify the document.

Mr. Rivera then went over page seven and brought up how the City of North Port's P.M.P. compared to our proposed plan.

Then Mr. Rivera and Mr. Fleeman went over the changes on page eight, the changes in dollar amounts, and fractions.

Ms. Robinson asked where exhibit "B" was in the document.

Mr. Rivera replied that Mr. Fleeman would be updating the documents to show exhibit "B".

Mr. Rivera then went over the rest of page eight, covered more information on ERUs, and stated that we would begin only by paving collector roads. Mr. Rivera then covered page ten of the document, discussing added language, how the City Attorney preliminarily reviewed the document and how he would use the committee's comments to put together a draft of the P.M.P. to present to city council.

Mr. River then brought up different legal cases pertaining to P.M.P.s.

Mr. Beam asked for a copy of each case's documentation.

Mr. Rivera then noted that exception and appeals language, wetlands language, etc. was added to page eleven and then brought up credits. Mr. Rivera explained and called out language and credit changes and called out the discrepancies. Mr. Rivera then stated that Ms. Feast had come up with the methodology and went over the details of how people who haven't paid would be handled.

Mr. Gallagher stated that all this is creating more work.

Mr. Rivera then said that we will have the City Attorney approve whatever plan is decided upon and will make sure it legally sound.

Ms. Fiorentino then added that she likes the idea of assessing people who still haven't paid.

Ms. Robinson then asked if we could add examples using certain dollar amounts to the document.

Ms. Feast replied that she was planning on doing so.

Mr. Rivera confirmed that the final report will have examples, and then addressed how alleys were covered in the plan on page thirteen. Mr. Rivera then proposed how he thought we need to keep any alley plan separate from the plan we have been working on.

Ms. Fiorentino said she thinks that the City needs to look at alleys, tree debris, holes, alley improvements, etc.

Mr. Rivera replied to add all recommendations to the document.

Ms. Feast then gave a presentation and an example of credit application. This was followed by questions and answers with Ms. Feast and Mr. Rivera.

Mr. Fleeman then covered dollar figures for different classes, single family residences, trip counts, costs, local street components, etc. This was followed by questions and answers with Mr. Fleeman and Mr. Rivera.

Mr. Fleeman then presented several examples of what different properties would pay in the City depending on their location in relation to main collector road fronts, if there were two adjacent streets to the property, etc., and used properties on U.S. Highway 19 and Main St. as examples.

A consensus of the committee was made that all math needed to be done and broken down to see all dollar amounts. The discussion included excluding U.S. Highway 19 properties.

Mr. Rivera then began to bring the meeting to an end by asking all committee members to review what we have provided and to have all comments back to us by Thursday, the 13th of April.

Mr. Capalongo asked if meeting agendas could be provided.

Mr. Gallagher stated that we need to vote up or down and move on.

Mr. Rivera then set the schedule for the next meeting to be Monday, April 24th at 1:30 p.m. at the rec center.

Mr. Rivera adjourned the meeting at 12:03 p.m.

# MINUTES OF THE PAVEMENT MANAGEMENT PLAN COMMITTEE

## CITY OF NEW PORT RICHEY

### NEW PORT RICHEY RECREATION & AQUATIC CENTER GAME ROOM

### 6630 VAN BUREN STREET, NEW PORT RICHEY, FL

### April 24, 2017

### 1:30 PM

**ORDER OF**

**BUSINESS**

1. Call to Order – Sign In

The meeting was called to order by Robert Rivera at 1:37 pm. Mr. Rivera greeted all in attendance and asked if all committee members could sign in. Those on the committee and in attendance were, Steve Halkias, John Gallagher, Lois Robinson, Michael Beam, Peter Altman, Ronald Capalongo, and Heather Fiorentino.

Also in attendance were PWD Director Robert Rivera, PWD Acting Assistant Director Barret Doe, PWD GIS/Data Technician Samantha Hamilton, and David Fleeman with the Genesis Group

Mr. Rivera addressed the committee and let them know that this would be the final P.M.P. committee meeting. Mr. Rivera recapped the last meeting, and spoke on what things were added and removed to the proposed plans. Mr. Rivera let all know that all new comments added are in red on the documents received by the committee. Mr. Rivera then brought up the comments made about alleys and if the committee wanted alleys to be handled as streets are in the P.M.P.

Mr. Halkias brought up that alleys are the City's responsibility, and that the previous owner of his home stated that his alley hasn't been touched in years. Mr. Halkias then brought up that City trucks have been up and down his alley, and if alleys are handled as streets are to be in the P.M.P., would he have to take care of the alleys.

Mr. Rivera responded by stating that Mr. Doe will have City crews take a look at his alley and the area in question, and how the City performs minimal maintenance in the alleys. Mr. Rivera then covered how he outlined everyone's comments, that majority rules, but how all comments must be addressed. Mr. Rivera then explained the process of how the decided upon plan will need to be reviewed, will be presented to city council, that the P.M.P. committee will be invited to a council meeting to allow the committee to voice their opinions and concerns about the chosen P.M.P. and that at that meeting would be the appropriate time to speak to council on the issue of the alleys. Mr. Rivera then went over how the plan is a starting point, is a needs assessment, and that including alleys would require a complete plan overhaul of the study performed.

Ms. Fiorentino brought up how she understands there are issues with the alleys, and how paving all alleys would affect yard debris pickup. Ms. Fiorentino then brought up how her neighbors add throw down grass or sod that creates flooding, that City crews dig holes when performing pick up, and that the alleys need to be maintained and are contaminated.

Mr. Altman then stated that we have a consensus that alleys are not part of the original plan.

Mr. Gallagher added that all should just call Public Works for as needed alley maintenance.

Mr. Rivera then assured Mr. Halkias that his voice would be heard.

Mr. Halkias then brought up how he loves the yard debris program, however illegal dumping is an issue at Illinois Ave. and Lafayette St.

Mr. Rivera assured Mr. Halkias that Mr. Doe would look into the issue. Mr. Rivera then asked the committee to turn to page three, explained how the City looked at the 2009 assessment, used it as exhibit B, that it shows three different types of assessments, and explained the three different types to the committee. Mr. Rivera covered the details Re: contributions, special roads, etc.

Mr. Altman asked what the logic was for those plans.

Mr. Rivera answered that there was no logic, but more of a sense of what the City wanted to do.

Mr. Altman responded that logic is important.

Mr. Rivera then stated that the City needed to provide backup to city council on how the plan was done.

Mr. Gallagher then stated that this is not a sustainable system.

Mr. Rivera then responded that the City will give the committee three plans to vote on.

Ms. Robinson noted that she thought it was a fair assessment.

Mr. Altman brought up again the lack of logic.

Mr. Rivera then stated that city council will ask him what was done historically, hence bringing up the 2009 assessments. Mr. Rivera then covered how option one is to stay with the original plan in place, that old dues wouldn't be able to be added to a new tax roll, and that Crystal Feast spoke on this with the City Attorney. Mr. Rivera then noted that all things were added per the committee to page five.

Ms. Fiorentino stated that once city council votes, we need to start collecting.

Mr. Rivera answered by starting that city council would create a policy for collection and follow through with it.

There was then a general discussion on the options Re: leans on foreclosures on homes.

Mr. Gallagher stated that city council needs to approve a plan, and that City staff need to follow through with the plan.

Mr. Rivera noted that the residents as well as the committee have brought up the issue of leans and foreclosures.

There was then a general discussion on new bills versus old bills, and methods of collection.

Mr. Beam then asked if the collection of outstanding bills is being done correctly.

Mr. Rivera then covered item 8 in response, and how everyone pays.

Mr. Beam then asked what the collection limits are.

Mr. Rivera then covered the collection procedures, and how item ten will be changed in the document.

Mr. Altman then brought up questions pertaining to the collection methods.

Mr. Rivera asked the committee if they are all in agreement with item eight.

Mr. Gallagher asked what a direct benefit is.

Mr. Rivera responded by stating that it is if asphalt is directly adjacent to the property. Mr. Rivera then moved on to page seven and the second option. Mr. Rivera went over the methodology, the network system, how $200,000.00 was added from Penny for Pasco, and that assessments in red called out what the committee wanted added. Mr. Rivera added that the City would not charge themselves due to the City already paying for 50%. Mr. Rivera continued that plan two is passed on a 20 year plan, that it is based on land and trips, and has been modified. Mr. Rivera added that US Highway 19 is still in the plan, and at this point he introduce David Fleeman to speak.

Mr. Fleeman explained that we moved away from trip generation to establish a fee due to discourse of the committee.

Mr. Gallagher asked didn't the committee agree that residential properties would be assessed and charged for collector roads.

Ms. Fiorentino added that it was brought up.

Mr. Rivera then explained option two more in depth, covering collector roads, implementation process, how it would be similar to Penny for Pasco, and that staff would go to city council with their input. Mr. Rivera added that city council would have the choice if they wanted to implement phase two of that plan. Mr. Rivera finished that with stating that the bottom line is that we need to start something, and that we all agree that collector roads need to be handled, and that phase one and two of the plan would look at everything as network based.

Mr. Fleeman added to that by stating we would still treat the plan as a network, similar to the historic plan. Mr. Fleeman then explained that we created three categories of parcels, broke commercial properties into two pieces, explained collector road details, and how commercial parcels would contribute to arterial and collector roads.

Mr. Gallagher stated that this is arbitrary.

Mr. Fleeman then explained that $225,000.00 would need to be collected by the assessment to make this plan happen. Mr. Fleeman then moved on to page nine, where he covered local roads, explained details, exclusions, contributions, and again how much would be needed to be collected with the assessment plans.

Mr. Rivera then moved on to page twelve covering exceptions and appeals, comments on the City Manager hearing the appeals, and the topic of a pavement management committee.

Mr. Gallagher said to not come up with a P.M. committee.

Mr. Rivera answered that the committee consists of the City Manager, the City Attorney, and himself.

All of the P.M.P committee members then said to remove the P.M. committee.

Mr. Rivera then asked again and for a vote and all P.M.P. committee members asked for the P.M. committee to be removed.

Mr. Rivera then went on to cover option three, how the plan is divided into two phases, is network based, that the collector roads are the priority, went over annuals costs, and assessment expectation.

Mr. Altman then asked if this will be a ten year plan.

Mr. Rivera responded that the first five years will be spent on collector roads, and at the end of the five years we would go back to city council and say that it is time for phase two just like Penny for Pasco.

Mr. Gallagher stated that he thought doing the collector roads first is backwards and that residential roads need to be done first.

Mr. Fiorentino added to that by stating that something needs to get passed, but that city council is only hearing about the residential streets. Ms. Fiorentino then said that everyone agrees that the collector roads are the City's responsibility to maintain, and that we should divide the City into five sections where we combine the collector roads and the residential roads, how this would create a better perception, and that doing residential roads first would have the best perception.

Mr. Capalongo then mentioned that he thought we were going to fix the roads collectively.

Mr. Gallagher noted that he thinks we need to pick the worst residential roads first, then asked where Crystal Feast is getting the money to do this, and then stated that the plan is unsustainable.

Mr. Rivera then told the committee it was time to vote on a plan.

Ms. Robinson then asked for an explanation of the plans.

Mr. Rivera responded by explaining the main functions, points of all phases, what phases include, timelines, etc.

Ms. Robinson then asked for a more in depth explanation of plan two.

Mr. Rivera explained the plan and the changes made.

Mr. Halkias asked if plan two and three all have to pay something.

Mr. Rivera then explained the plans again, the phases, residential roads versus collector roads, etc.

There was then a general discussion on all three plans.

Mr. Altman stated that no residential roads would get done in five years with plan three.

Ms. Robinson then asked if we went with option three, would it be changed or would it be set in stone.

Mr. Rivera answered that council can change anything.

Ms. Fiorentino then asked for a timeline for residential streets in plan two.

Mr. Rivera responded that collector roads and residential roads would be included in the start of the plan.

Ms. Fiorentino then stated that whatever plan we chooses, we cannot forget about the residential streets.

Mr. Rivera answered that is option two.

Ms. Hamilton then added that based on the current plan, residential parcels would pay \$1,700.00 on original plan with a City contribution.

Mr. Gallagher then asked why River Rd. dead ended on the map that was handed out.

Mr. Rivera explained that it should have gone all the way to Sunset Rd., and that the County owns the rest of River Rd.

Mr. Gallagher then brought the map up to Mr. Rivera and Ms. Hamilton for more questioning.

Mr. Rivera then stated that we are doing traffic counts on River Rd. per city council, and that it was now time to vote on a P.M.P.

Mr. Gallagher said he would vote for option one, but would not vote because it is unsustainable.

The rest of the committee present all voted for option two.

Mr. Capalongo then began to go over his plan he presented in a past meeting.

Mr. Rivera ended with letting the committee know what we would put together a copy of the final report prior to the work session meeting, that we would contact the committee members individually about when that work session would be, and adjourned the meeting at 2:49 p.m.