Transportation Alternative Funding Task Force
APRIL 7, 2008

Lake-Sumter MPO
Metropolitan Planning Organization

LAKE COUNTY
FLORIDA

PROMOTING REGIONAL TRANSPORTATION PARTNERSHIPS

MPO’s Long Range Transportation Plan

- 2025 Plan is Adopted and in Effect
- Contains Needs Assessments through 2015 and through 2025
- In 2004 dollars, Plan shows $1.7 billion in needs and $727 million in revenues
- Many needs eliminated because they were not “cost feasible”

2025 Plan No Longer Cost Feasible

- If current plan was adjusted to 2007 dollars, needs would exceed $3 billion – revenues have not changed
- Current plan relies on increased impact fees – which have not been raised
- If we were to update today, planned projects would be removed

Updating the Transportation Plan

- *2035 Transportation Plan* is underway - will take two years to prepare
- Will be adopted in 2010
- Can target reasonably anticipated revenues – even if not yet adopted
- Many projects assumed to be planned will not be included in new plan without new revenues

Five-Year Funded Work Programs

- Lake County has a five-year Road Construction Work Program
- FDOT has a five-year Work Program
- The MPO annually adopts a five-year Transportation Improvement Program (TIP)
- TIP includes federal, state and local transportation projects that are funded through specified phases (Planning, Design, ROW & Construction)
- TIP also to include committed private sector dollars

Power of the MPO's TIP

- TIP has a binding effect regarding status of project – must be in TIP to receive state and federal dollars
- State law requires consistency between city and county comprehensive plans and MPO plans
- TIP is relied upon to determine what is and is not funded

List of Project Priorities

- Formal role of the MPO is to set regional transportation priorities
- Annual list of priorities is adopted by the MPO
- FDOT and Lake County utilize the priority list to determine which projects should receive federal/state and county funds
- List is based on need, as well as other contributing factors

Priorities vs. Funding Source

- Sometimes funding sources force priorities to shift – some projects eligible for certain pots of money
- When impact fee collections are down, smaller projects may be funded while larger needs are unmet
- Some funds have strings attached (capacity vs. maintenance)

Transportation Concurrency

- State law requires adequate public facilities must be in place within three years of development approval
- Roads must be built or funded for construction within three years of time of approval
- Major emphasis on five-year work programs and MPO’s TIP

Managing Transportation Concurrency

- MPO the first in the state to manage transportation concurrency for two counties
- Master tracking of all traffic data including traffic counts and approved (reserved) trips
- All local governments agreed to accept MPO reports on conditions of the network

Green, Yellow, or Red

- Roadway segments are: (1) adequate, (2) near capacity or (3) exceeding capacity
- If capacity is adequate, approval may occur and developer pays impact fees
- If segment(s) is nearing capacity, a plan should be implemented to solve concern
- If over capacity, local governments have three options…

Concurrency Failure

Local governments may do one of three <u>things when a roadway fails concurrency:</u>

- Deny the development
- Amend comprehensive plan to lower the adopted Level of Service – which means to approve an increase in congestion
- Require a Proportionate Fair Share payment by the developer to address the deficiency

New Era of Public-Private Partnerships

- Proportionate Fair Share may be the only means by which some developments are able to move forward
- Creates a new funding source that should be included in funding strategies
- If concurrency can only be met through a fair share agreement, development pays to correct concurrency problem and then pays impact fees (with limited credits)

Concurrency & Planning

- Some roads will not be included in MPO's or local government's plans due to lack of cost feasibility
- Developers will not be able to meet concurrency
- Proportionate Fair Share can only be accepted if project is in the Plan

Concurrency & Funding

- Lack of sufficient impact fees or other funding for transportation has led to multiple deficiencies around Lake County
- Development currently faces a modest transportation impact fee – but may face substantial fair share costs
- The greater the gap between needs and funding, the more concurrency problems Lake County will face

New Growth vs. Backlog

- MPO is currently looking at what needs would arise due to true “new growth”
- What needs already exist due to approvals under an insufficient impact fee – “backlog”
- Begs the question of tying funding source to the benefit

Connecting Purpose and Funding Source

- Impact fees intended for new road capacity due to growth
- Gas taxes often considered “user fees” and are used for multiple purposes (maintenance, capacity, safety, etc.)
- Sales tax for used by infrastructure (due to three-way split, less effective on large projects)
- Property tax (ad valorum) is used in limited fasion through MSTU

Clarifying Funding Needs

- No funding plan for regional county roads – thus the importance of the Task Force
- Current impact fee program cannot handle regional needs
- Impact fee program could effectively address minor county collector roads and could <u>assist</u> with major needs

Funding Needs

- Clay-to-paved road program requires separate funding approach
- Maintenance and resurfacing needs dedicated funding source
- Public transportation desperate needs dedicated funding rather than general fund
- Regional trails have no dedicated funding

NEXT STEPS

- Clarify approaches to funding needs by connecting need with appropriate funding source (capacity, maintenance)
- Differentiate funding approaches for new growth versus backlogged roads
- Differentiate funding approaches for clay roads, minor county roads and major county roads
- Clarify source for matching for state funds
- Clarify sources for public transportation and trails

Questions?

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