

City Commission Special Meeting- Transportation Workshop March 19, 2019

Brian Fields began the meeting by giving an overview of the proposed ½ cent sales tax which is needed for us to fulfill the Transportation Master Plan that deals with our major roadways, sidewalks, and trails. He also stated there will be public meetings in regard to the proposed tax increase that will be held around the city before the May 1st vote.

Lois Bollenbeck, Executive Director of River to Sea TPO was the first speaker. She began by explaining that the MPO (Metropolitan Planning Organization- there are 27 in our state) is the main force in planning city transportation. It is a federally funded policy making organization that helps local governments get all agencies together to coordinate their transportation needs and then determine the priorities. It is intended to meet regularly and help analyze problems and show how to address them both Long Term (25 years) and Short Term (5 years, pulled from the Long Term). Two studies have been done for NSB. The first involved **planning** which included tourism, trails, freight parking, and the technology masterplan. The second involved **project feasibility** which included the SR 44 and Mission Dr. intersection, school safety, the west NSB trail, and sidewalks.

Current areas of focus include the following:

- Transportation System Resiliency- sea level rise storm water, etc.
- Advanced Transportation Technology- driverless cars, automation, etc.
- Improving safety- changing human behavior to have 0 deaths
- Public Involvement in Planning

Projects of interest to NSB:

- I-95 and Pioneer Trail (nothing is noted as of yet)
- SR 44 adaptive signal control from 3rd Ave. to Airport Rd. (funded and will begin 2019-20)
- Sun Trail Projects- Myrtle to Canal to 10th Ave (funded)
- SR 44 and Mission Rd./ Canal (not funded yet)

All of this takes money, and one problem with getting funds is that the gas tax has not been adjusted since 1993. However, besides this, with more electric vehicles on the road, the gas tax is projected to decrease over time, hence the proposed sales tax increase for our locality as we cannot wait for federal assistance.

The second speaker was Heather Garcia from FDOT. She spoke about the SR 44 corridor refresh from 2011 (original plan was from 2006). All but one of the short-term improvements have been done due to that study, the remaining project proposes to add an eastbound right turn lane at SR44 and Mission Dr. Long-term improvements include, among many proposed:

- add an eastbound through and northbound left-turn lane at the SR44/ I-95 northbound ramp (this will be complete by 2021),
- add an exclusive southbound right-turn lane at SR 44/Sugar Mill Dr.,

- add northbound, eastbound, and southbound right-turn lanes at SR44/Mission/Wallace Dr. (not funded but on priority list).

She also reported on the status of Corbin Park Rd. Currently, a study shows that no signal is warranted, but it will be looked at again once the properties located around that intersection are developed.

Tony Otte, NSB Economic Development Director, was the third speaker. He discussed the Trolley Pilot Program, giving its background, requirements, funding, route, and both business (no businesses wanted it) and citizen input. After months of study and discussion, it was decided that the trolley would not be a good fit for NSB. **A motion was made to direct staff to decline the grant, and it was passed unanimously.**

The last speaker was Clancy Mullen, consultant from Duncan Associates, who gave a report to the city the day before, so there was not enough time for the Mayor and Commissioners to go over it. Mr. Mullen went over very technical information about impact fees, and how they are determined. An overview follows:

- Impact fees are a one-time fee that builders/developers must pay to the city for capital improvements such as major city roads (not those in developments) and sidewalks. It is not a tax.
- Our last impact fee ordinance was in 2006 and a lot has happened since then.
- NSB utilizes the Demand-driven Base methodology to calculate impact fees (multiply demand by unit cost) which can utilize two methods:
 - ✓ **consumption based** approach (based on the cost of vehicle capacity) is mostly used for roads that have already been built and the fee is based upon vehicle capacity on our city's major roads
 - ✓ **incremental expansion** approach (based on the cost of existing roads) used more for open spaces, but it is hard to measure

In 2006, we used Demand-driven Base fees to improve our roads. We need a new impact fee formula for the future. The incremental expansion could be used as it is legal. The next steps include the commissioners:

- ✓ looking at both methods closely to see how much money each would generate
- ✓ finalize and approve the impact fee study,
- ✓ adopt a new transportation impact fee ordinance and implement the new rates.

The city will have 60-90 days to make a decision about the new impact fee.

For Public Participation, there were four citizens who had comments/questions.

To view the meeting in its entirety, go the City Commission You tube channel at:

[City Commission YOU Tube Channel](#)