AGENDA ITEM NO. F-1(b)
3/3/14

CITY OF BROOKSVILLE
201 Howell Avenue
Brooksville, FL 34601

WORKSHOP MINUTES

April 23, 2013 **6:30 P.M.**

Brooksville City Council met in workshop session with Mayor Lara Bradburn, Vice Mayor Kevin Hohn and Council Members, Joe Bernardini and Joseph E. Johnston, III present. Also present were James Fisher, City Attorney; T. Jennene Norman-Vacha, City Manager; Janice L. Peters, City Clerk; Jim Delach, Assistant Finance Director, and Tim Mossgrove, Fire Chief. A member of the Hernando Times was in attendance.

The workshop was called to order by Mayor Bradburn.

ASPHALT MANAGEMENT PAVEMENT PROGRAM

Discussion of the City's pavement management plan and development of priorities.

Richard Radacky, Director of Public Works, introduced those in attendance, which included Dale Ravencraft, of GPI Southeast, Inc., which has merged with Civil-Tech, and Bob Titterington. He advised they have a very good asset management plan, the problem being how it will be paid for.

Bob Titterington advised the biggest difference from last report is that all three previous sections are now in one report. It is the asset management plan, which includes streets and sidewalks. He proceeded to review as follows:

Page 9 — The PCI priority list is now based upon usage, type, category and ride quality.

Page 44 — This is the alphabetically ordered list as requested by Council. The date to start was changed to 2014

Page 45 — Mr. Titterington reviewed costs allocated in this chart, with asphalt streets being the priority. He recommended, with interest being low at this time, that Council consider a loan to fund this.

Page 5 — Mr. Titterington reviewed page 5, advising brick streets are the priority and this is current for today, which will change annually over a 27-year period with an allocation of $300,000 per year.

He felt if Council could do bonding it would allow the project to be completed at today's dollars and staff could set up an asphalt pavement management system. If spread out over 27 years the cost will go up. Mr Ravencraft called that an impractical approach.

Mayor Bradburn reminded all that PCI is with 0 being the lowest and 100 being the highest.

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ON 3/3/14 INITIALS

Mr. Titterington advised these costs are for pavement improvements only. They do not include costs for curb replacement, drainage pipe replacements, engineering services for bids or other issues. He advised engineering services are normally 15% for everything but in their case, for the list or roads it may be as low in some cases as 5% of costs because a lot of the inventory is already done.

They have already looked at the first list of pavement repairs and recommended Council go ahead and get started with the engineering first. Estimated time frame for completion of the road improvement process is estimated at 10 months.

Referencing page 52, Mr. Titterington advised they put together important facts regarding the brick streets and estimated repairs at $1million per mile and should be done in sections. Costs are 4-5 times that of asphalt but will last 2-3 times longer, if properly constructed. They require less routine maintenance, add value to the community, slow down traffic and require no speed calming devices. The downside is they ride rough but the neighborhoods that have them love them and they stay cooler than asphalt in the summer.

He also advised Council could consider the creation of an assessment program for replacement of the brick streets for cost-sharing with the City. He advised the bricks on Early and Daniel Streets could be salvaged to make repairs on others, which Director Radacky advised is referenced on page 69. Director Geiger advised paving Early Street and using the bricks beyond the Oak tree that is growing through the bricks as inventory for repairs on other streets. He indicated Daniel Street is the same way.

Council Member Bernardini asked how much more quickly the project could be completed if more money could be allocated. Mr. Titterington wasn't sure he could put a number on that but felt the longer or more drawn out the project is, the more it will cost. Vice Mayor Hohn agreed that the longer we wait the more expensive the project will be. Mr. Ravencraft agreed that with interest rates low and construction prices this is a great opportunity to save 35-40% over five years ago, but prices are on their way back up.

City Manager Norman-Vacha reminded Council the $300,000 already set aside is red light camera money, no bank is going to accept that money as a bondable revenue source. She recommended identifying other revenue sources, either one already in existence and committed to general fund. Mayor Bradburn felt funding will be paramount during budget discussions this summer. Discussion continued of the priority list and the feasibility of fixing better conditioned roads to prevent further deterioration or beginning with the worst roads.

Mayor Bradburn advised FDOT has opened up a new pot of money specifically for sidewalks near schools and North Avenue should be a priority.

Vice Mayor Hohn pointed out the entire infrastructure has been neglected for 40 years and doesn't feel the city has 27 years to complete this. He is in favor of having brick crosswalks in downtown, which will add eye-appeal, require less maintenance, etc. He commended Civil-tech on a great job putting together this report. His priority is to find the funding source for a timely project, estimated at $10.5 Million. If not, it will never develop into the sustainable city the Vision Foundation envisions.

Council Member Johnston agreed with Vice Mayor Hohn and felt the project should get done as soon as possible, not over a 27-year period. As long as the red light camera money is available he would like to use it for this.

Mayor Bradburn agreed the project should be done sooner rather than later. She was not in favor of an assessment to people living on brick streets to keep them up, saying it amounts to double taxation. She advised that in her research of the costs to fix brick roads she came up with around $800,000 per mile versus the $1 Million projected. She felt Bell Avenue and Brooksville Avenue, which is the City's signature road, to be the main streets in Brooksville needing work. Rather than looking at paved roads, brick streets and sidewalks individually, they should all be looked at collectively for repairs concurrently thereby saving mobility costs and disruption of neighborhoods. She was in favor of the bricked crosswalks referenced by Vice Mayor Hohn as well as returning Russell Street to brick.

Council Member Johnston agreed but felt the problem may be finding a contractor that can do all three projects, the paved roads, brick streets and sidewalks.

Council Member Bernardini advised there was a lot of re-paving done in the past but it's always a money issue. He asked how much money 1 mil would generate. Staff will provide. Discussion continued of dedicating millage to the project. Vice Mayor Hohn advised he would support asking for a millage increase to fund the project.

Mayor Bradburn reviewed Hernando County Board of County Commissioners' action to postpone impact fees, which could have been used towards roads. She advised she and Director Geiger attended a stakeholders meeting in which the MPO Consultant floated an idea for transportation impact fees, giving discounted incentives to those developers choosing to develop in already developed areas, thereby reducing the cost of infrastructure and urban sprawl. The stakeholders unanimously supported the idea. However, the Hernando County Commissioners rejected the idea, postponing a decision on the matter of impact fees until no later than August 14th. The stakeholders also agreed unanimously that they would support a referendum for between ½ to $.01 sales tax increase to support transportation, which the Hernando County Commission also rejected. The fallback plan, discussed by the Commission was to combine that with a county-wide assessment for fire and law enforcement

It was consensus of all to figure out a way to finance the entire project.

City Manager Norman-Vacha felt the time to look at this is during the budget process; advising staff is trying to put together options for funding, such as bondable resources the City already has, or committing added millage. Vice Mayor Hohn advised trying to get the bond money.

Mayor Bradburn advised there are only a few experts that know how to repair brick streets. She also recommended review and set of priorities if funding for the whole project fails. It isn't the provided list per se, but the methodology used to create the list. City may want to begin with mid-range PCI roads rater than lower PCI roads. Discussion continued in which Vice Mayor Hohn pointed out that the roads are prioritized according to use.

Council Member Bernardini, referencing page 81, the equipment for sidewalks for $5-7,000. Mr. Titterington advised you'd need existing staff or inmate crews to use the equipment.

Council asked that staff look at what equipment would be needed and bring to Council at a future agenda for approval to purchase.

Director Radacky advised he's been pleasantly surprised by Civil-Tech's work and felt they've done a great job putting this together. He would like to keep them on as the Engineers for the project but they are already over budget so Council needs to consider that during budget. Council Member Bernardini stated Council will do something but felt the list needs to be looked at further. For example Chapman Drive is more traveled and far worse than Decatur.

Mayor Bradburn advised, since no bore sampling was done on the section of Bell from Broad to Jefferson to confirm if there are brick beneath the surface. The second thing, regarding the robbing of the brick on Highland between Pryor and Zoller, there may still be brick there.

ADJOURNMENT

There being no further business to bring before Council, the meeting adjourned at 8:07 p.m.

City Clerk

Attest: _____
Mayor