



Transit Funding Strategy City Council Workshop

February 12, 2018

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TischlerBise.com

- Impact fees
- Fiscal impact analysis
- Economic impact analysis
- Infrastructure financing strategies
- Market feasibility

- Susan Schoettle-Gumm
 - Local government revenue options
 - 30 year legal practice focused on assessments, fees, and impact fees



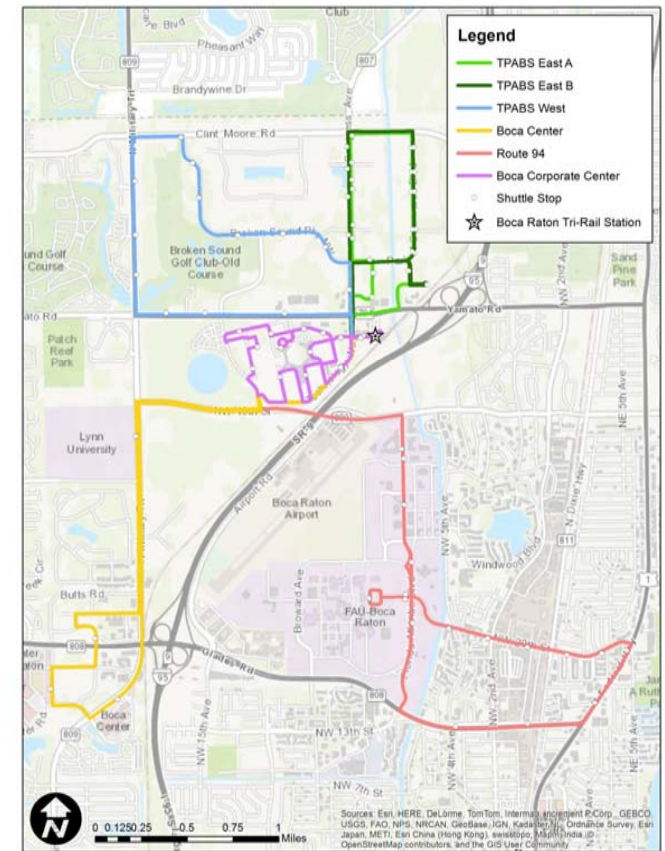


Current Funding Situation

- Current funding situation is not consistent, or sustainable
 - » Developer contributions
 - » State and Federal grants
 - » General Fund
- TischlerBise Team was charged with developing funding options:
 - » Develop options that can be implemented without participation from other governmental entities
 - » Focus on the Northwest Planning Area
 - » Avoid property tax, sales tax and other citywide revenue

Workshop Purpose

- Present options for transit funding in the Northwest Planning Area
- Obtain feedback from Council
- Obtain direction on next steps





Transit History in Boca Raton

- City approved Northwest Subdistrict Land Use and Urban Form Study (2008)/Boca Raton Transit Feasibility and Funding Study (2009):
- City received an FDOT grant in 2008 to purchase first series of shuttles
- Routes served Tri-Rail Station and the Park at Broken Sound
 - » Routes have been expanded over time
 - » No fares are currently charged
 - » 2016 ridership was estimated at 230,319
- Over 300 employers are participating in Tri-Rail's employer discount program

Current Funding Situation

- Current funding situation is not consistent, or sustainable
 - » Developer contributions from Planned Mobility District projects
 - » Campus development agreement (FAU)
 - » State and Federal grants
 - » General Fund
- Under status quo, cost are projected to increase from \$989,700 to \$1.6 million

	2016 Budget
APOC West Shuttle	\$226,000
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TDM- bus shelters	\$40,000
Total Cost of Service	\$492,000
APOC West Shuttle	\$154,700
APOC East Shuttle	\$52,200
Total Development Funding Contributions	\$206,900
Total Estimated Revenues	\$206,900
Total City Cost After Estimated Revenues	\$285,100



Funding Evaluation Criteria

■ Revenue yield

- » Revenue must be generated at times and in amounts necessary
- » Up-front costs and long-term costs (debt service and/or O&M) should be considered
- » Different revenue sources may be needed for construction vs. operations

■ Administrative ease

- » Ease or difficulty of imposing and collecting funds
- » Costs of implementing and maintaining system
- » Creation and maintenance of database for imposition of taxes or assessment



Funding Evaluation Criteria

- Mechanism must be legally feasible
 - » Specific constitutional or statutory authority
 - » Home rule & charter authority
 - » Established case law
- Mechanism must be politically feasible
 - » Benefits to community-at-large may need to overcome localized opposition



Funding Sources Considered

- Regional Transit District/Authority/Utility
- Sales tax
- Parking revenue
- Contract for service
- Advertising revenue
- Vehicle rental fees
- Vehicle registration fees
- Shuttle service area fees



Recommended Funding Options

- **Commercial Neighborhood Improvement District**
 - » Authorized under F.S. 163.511
 - » Requires voter approval, may levy tax and/or special assessment
 - » No special relationship is required between the tax levy and benefit/use
 - » Tax levy would affect the City's ad valorem millage cap and must be applied uniformly on all taxable properties in the District
 - » Special assessment must meet benefit and other legal standards
 - » Can be used for capital and operating costs
- **0.5 mill would generate \$586,630**
- **1.0 mill would generate \$1.173 million**



Recommended Funding Options

■ Special Assessment

- » Authorized under Home Rule Authority and/or F.S. Chapter 170
- » Adopted under ordinance and resolution
- » Assessment must fulfill legal requirements of “special benefit” and “logical relationship to assessed property”
- » Must show fair and reasonable cost apportionment
- » A few assessment programs in Florida exist to fund improvements/services similar to shuttle service but no judicial determinations
- » Northwest Planning Area has factors supporting findings of special benefit and logical relationship for shuttle system assessments for operations costs



Implementing Funding Options

■ Commercial Neighborhood District

- » Requires study under F.S. 163.511 (plan to improve safety), creation of district by City, and referendum approval by property owners
- » Earliest levy of millage – Nov. 2018 tax bill after referendum approval
- » Earliest levy of assessment – Nov. 2018 tax bill or separate mailing by City at any time

■ Special Assessment

- » Can be implemented at any time based on City actions
- » Can have stronger legal foundation if create a Chapter 170 Business District (property owner approval required)
- » Earliest levy of assessment – Nov. 2019 tax bill or separate mailing by City at any time