

AN ORDINANCE OF INDIAN RIVER COUNTY, FLORIDA, AMENDING THE TEXT OF THE COMPREHENSIVE PLAN'S CAPITAL IMPROVEMENTS ELEMENT BY UPDATING THE COUNTY'S 5 YEAR CAPITAL IMPROVEMENTS PROGRAM (CIP) SCHEDULE AND RELATED DATA AND ANALYSIS SECTIONS; AND PROVIDING SEVERABILITY AND EFFECTIVE DATE.

WHEREAS, the Board of County Commissioners adopted the Indian River County Comprehensive Plan on February 13, 1990, and

WHEREAS, F.S. 163.3177(3)(b) requires an annual review and update of the County's Capital Improvements Program; and

WHEREAS, F.S. 163.3177(3)(b) exempts amendments to the County's 5 year CIP from the standard comprehensive plan amendment process and instead allows the County to amend the County's 5 year CIP schedule and related data and analysis sections by ordinance through the County's standard ordinance adoption procedures, which involve holding only one public hearing; and

WHEREAS, the Board of County Commissioners of Indian River County, pursuant to F.S.125.66(2), advertised for a Public Hearing to Consider Adopting an Ordinance Amending the County's 5 year CIP schedule and related data and analysis sections of the Capital Improvements Element of the Comprehensive Plan; and

WHEREAS, the Board of County Commissioners of Indian River County held an Adoption Public Hearing on December 5, 2017, at which parties in interest and citizens were heard;

NOW, THEREFORE, BE IT ORDAINED by the Board of County Commissioners of Indian River County, Florida, that:

SECTION 1. Amendment to the Schedule of Capital Improvements Program

Indian River County hereby adopts the 5 year CIP schedule and related data and analysis section of the Capital Improvements Element; (Exhibit A).

SECTION 2. Financial Feasibility

The Board of County Commissioners finds that the proposed amendment of the 5

year CIP schedule and related data and analysis section of the Capital Improvements Element is financially feasible.

SECTION 3. Repeal of Conflicting Provisions

All previous ordinances, resolutions, or motions of the Board of County Commissioners of Indian River County, Florida, which conflict with the provisions of this ordinance are hereby repealed to the extent of such conflict.

SECTION 5. Severability

It is declared to be the intent of the Board of County Commissioners that, if any provision of this ordinance is for any reason finally held invalid or unconstitutional by any court of competent jurisdiction, such provision shall be deemed a separate, distinct and independent provision and such holding shall not affect the validity of the remaining provisions.

SECTION 6. Effective Date

A certified copy of this ordinance shall be filed with the Department of State by the clerk of the Board of County Commissioners within 10 days of enactment by the Board of County Commissioners and shall take effect upon filing with the Department of State.

This ordinance was advertised in the Press-Journal on the 20th day of November, 2017, for a public hearing held on the 5th day of December, 2017, at which time it was moved for adoption by Commissioner _____, seconded by Commissioner _____, and adopted by the following vote:

| | |
|----------------------------------|-------|
| Peter D. O'Bryan, Chairman | _____ |
| Bob Solari, Vice Chairman | _____ |
| Joseph E. Flescher, Commissioner | _____ |
| Tim Zorc, Commissioner | _____ |
| Susan Adams, Commissioner | _____ |

BOARD OF COUNTY COMMISSIONERS
OF INDIAN RIVER COUNTY

BY: _____
Peter D. O'Bryan, Chairman

ORDINANCE NO. 2017 - _____

ATTEST: Jeffrey R. Smith, Clerk of Court and Comptroller

BY: _____
Deputy Clerk

This ordinance was filed with the Department of State on the following date: _____

APPROVED AS TO FORM AND LEGAL SUFFICIENCY

Dylan Reingold, County Attorney

APPROVED AS TO PLANNING MATTERS

Stan Boling, AICP
Community Development Director



Indian River County 2030 Comprehensive Plan

Chapter 6

Capital Improvements Element

Indian River County Community Development Department
Supplement #___; Adopted December ___, 2017, Ordinance 2017-___

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Introduction

The Capital Improvements Element (CIE) summarizes the needed capital facilities identified in the county's comprehensive plan and describes the financial means by which identified needed facilities are to be funded. The CIE also demonstrates the economic feasibility of the entire comprehensive plan and prioritizes the funding of all the public facilities identified in the county's comprehensive plan based on the level of need and the availability of funds.

For purposes of this element, a capital improvement is a substantial facility (land, building, or major equipment) that costs at least \$100,000 and which is required to maintain adopted level-of-service standards or to meet objectives identified in the county's comprehensive plan.

Included in the CIE are an existing conditions section, an analysis section, a concurrency management section, a goals, objectives, and policies section, and an implementation section. While financial resources and existing local policies and practices are discussed in the existing conditions section, the fiscal condition of both the county and its comprehensive plan, as well as other issues concerning capital improvement projects, are assessed in the analysis section of this element. In the concurrency management section, the administrative framework for maintaining public facility service levels is addressed while the county's overall capital improvements strategy is discussed in the goals, objectives and policies section. Finally, a 5-Year Schedule of Capital Improvements, as well as monitoring and evaluation programs, can be found in the implementation section of this element.

Existing Conditions

Financial Resources

One of the chief functions of the Capital Improvements Element is to inventory the major sources of revenue available to the county. Those revenue sources determine the county's capability to fund needed capital improvements. Table 6.1 lists the county's local, state, and federal revenue sources and indicates the amount of revenue collected from each source during FY 2014~~5~~/156. Table 6.1 also shows the percentage distribution of total revenue received by Indian River County for each of the revenue sources.

| Federal Sources | | | State Sources | | | Local Sources | | |
|----------------------|--------------------|--------------------|---|---------------------|--------------------|----------------------------------|----------------------|--------------------|
| | Amount (\$1,000) | % of Total Revenue | | Amount (\$1,000) | % of Total Revenue | | Amount (\$1,000) | % of Total Revenue |
| Various Grants | <u>\$10,679</u> | <u>4.49%</u> | Local Government Half-Cent Sales Tax | <u>\$9,044</u> | <u>3.81%</u> | Ad Valorem Taxes | <u>\$84,714</u> | <u>35.64%</u> |
| | \$6,434 | 2.91% | | \$8,685 | 3.93% | | \$76,634 | 34.72% |
| Total Federal | <u>\$10,679</u> | <u>4.49%</u> | County Revenue Sharing | <u>\$3,431</u> | <u>1.44%</u> | Enterprise Funds | <u>\$51,072</u> | <u>21.49%</u> |
| | \$6,434 | 2.91% | | \$3,333 | 1.51% | | \$47,739 | 21.63% |
| | | | Constitutional Fuel Tax | <u>\$1,766</u> | <u>0.74%</u> | User Fees and Charges | <u>\$15,533</u> | <u>6.54%</u> |
| | | | | \$1,674 | 0.76% | | \$18,558 | 8.41% |
| | | | County Fuel Tax | <u>\$783</u> | <u>0.33%</u> | Special Assessments | <u>\$536</u> | <u>0.23%</u> |
| | | | | \$738 | 0.33% | | \$728 | 0.33% |
| | | | Alcoholic Beverage License Tax | <u>\$59</u> | <u>0.02%</u> | Impact Fees | <u>\$6,262</u> | <u>2.63%</u> |
| | | | | \$61 | 0.03% | | \$5,281 | 2.39% |
| | | | Distribution of Sales and Use Taxes to Counties | <u>\$447</u> | <u>0.19%</u> | Local Discretionary Sales Surtax | <u>\$16,859</u> | <u>7.09%</u> |
| | | | | \$447 | 0.20% | | \$16,190 | 7.33% |
| | | | Mobile Home License Tax | <u>\$110</u> | <u>0.05%</u> | Tourist Development Tax | <u>\$2,433</u> | <u>1.02%</u> |
| | | | | \$113 | 0.05% | | \$2,267 | 1.03% |
| | | | Various Grants | <u>\$5,609</u> | <u>2.36%</u> | Local Option Fuel Tax | <u>\$3,574</u> | <u>1.50%</u> |
| | | | | \$10,464 | 4.74% | | \$3,598 | 1.59% |
| | | | Total State | <u>\$21,249</u> | <u>8.94%</u> | Franchise Tax | <u>\$9,274</u> | <u>3.90%</u> |
| | | | | \$25,515 | 11.56% | | \$9,181 | 4.16% |
| | | | | | | Interest Income | <u>\$2,081</u> | <u>0.88%</u> |
| | | | | | | | \$1,655 | 0.75% |
| | | | | | | Other | <u>\$13,411</u> | <u>5.64%</u> |
| | | | | | | | \$7,050 | 3.19% |
| | | | | | | Total Local | <u>\$205,749</u> | <u>86.57%</u> |
| | | | | | | | \$188,791 | 85.53% |
| | | | | | | Total All Sources | <u>\$237,677</u> | <u>100.00%</u> |
| | | | | | | | \$220,740 | 100.00% |

Local Sources

Local sources consist of revenues that are levied, collected and disbursed at the local level solely at the discretion of Indian River County. Those local sources are shown in table 6.1, and are described in further detail below.

- Ad Valorem Taxes (Property Taxes)

Ad Valorem taxes are taxes levied on the assessed value (net of any exemptions) of real and personal property. This tax is commonly referred to as “property tax.” Ad valorem taxes are generally assessed in mills; that is, thousandths of a dollar of assessed value. The state mandated millage cap is 10 mills per local government, excluding voted millages. **In FY 20145/156, Indian River County imposed an aggregate millage rate of 5.54775.8001. According to County policy, ad valorem taxes may be used for both operating and capital project expenditures.**

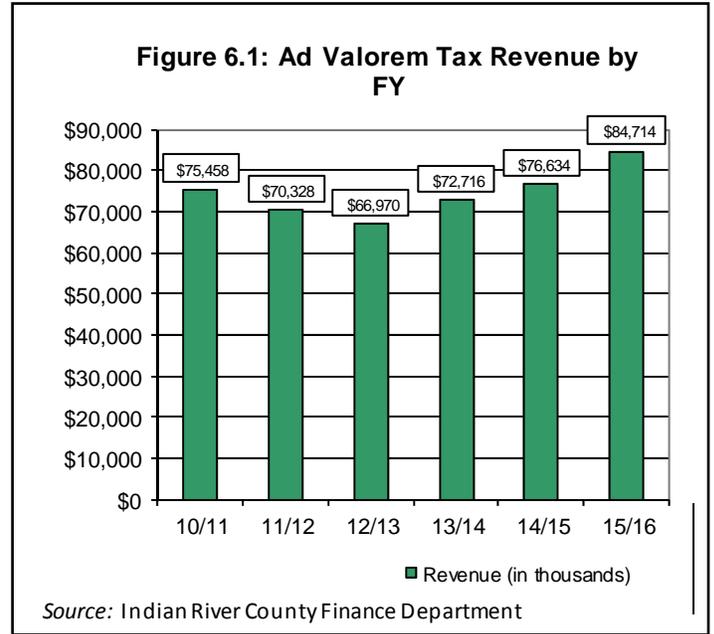
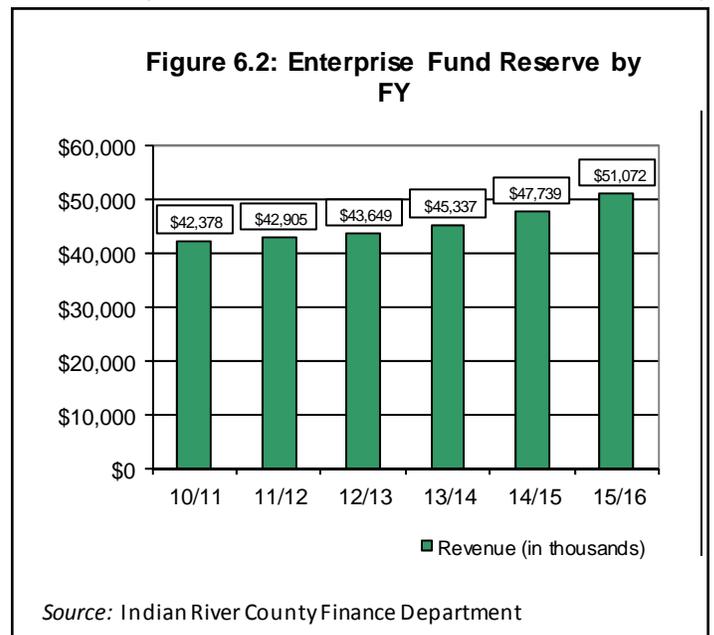


Table 6.1 shows that, in FY 20145/156, Indian River County collected approximately ~~\$76,634,000~~ **\$84,714,000** in ad valorem taxes. In FY 20145/156, ad valorem taxes represented ~~34.72~~ **35.64**% of all revenues collected by Indian River County.

Figure 6.1 displays the ad valorem tax revenue collected by Indian River County over the last six fiscal years. As shown, ad valorem tax revenue ~~peaked in 2010~~ **decreased in 2012/13**, and ~~declined through 2013~~ **has increased each year since then.** ~~The increase relates to~~ **With recent market data and trends showing an increase in the sales price of homes, Ad Valorem Tax Revenue increased in FY 2013/14 and again in FY 2014/15. a continually improving housing and property market.**



- Enterprise Funds

Within governmental entities, there are often various departments that provide goods and services to the public in a manner similar to the private sector. Such departments, classed under the general title “enterprise funds,” must raise revenues from outside the government sector. Generally, enterprise departments assess a fee to the customer using the goods or services provided by that department. In Indian River County, the Utility System, Solid Waste Disposal District, Golf Course, and Building Division are enterprise funds.

Table 6.1 shows that enterprise fund revenue represented ~~21.63~~21.49% of Indian River County’s total funds for FY 20145/~~15~~16. Figure 6.2 displays the enterprise fund revenue collected by Indian River County over the last six fiscal years. During that time period, enterprise fund revenue increased ~~14.92~~20.52%.

- User Fees and Charges

User fees and charges represent revenue received by the county for providing various general services.

Those fees and charges are necessary because taxes alone cannot totally keep up with the increasing costs of services. This category includes fees collected by the Tax Collector’s Office, the Clerk of the Circuit Court, the Property Appraiser’s Office, the Sheriff’s Department, and the Recreation and Parks Department. This category also includes other miscellaneous user fees charged by the county for general services not financed by other fund sources.

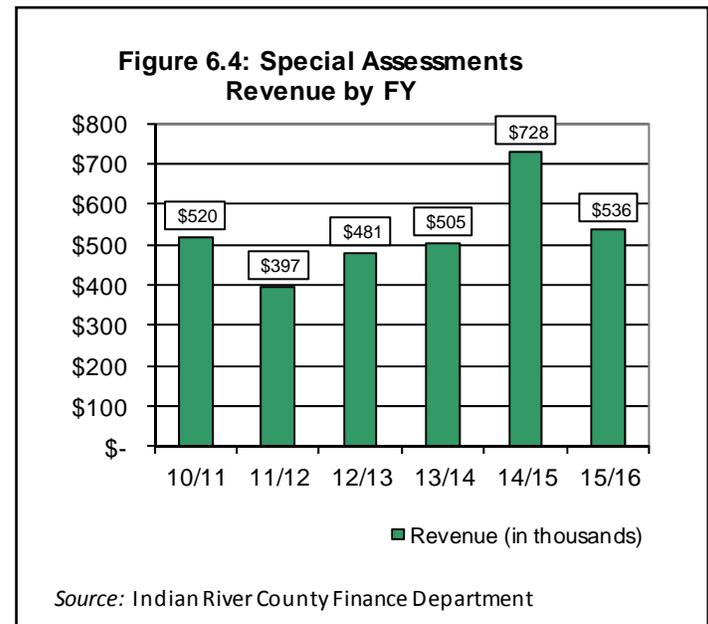
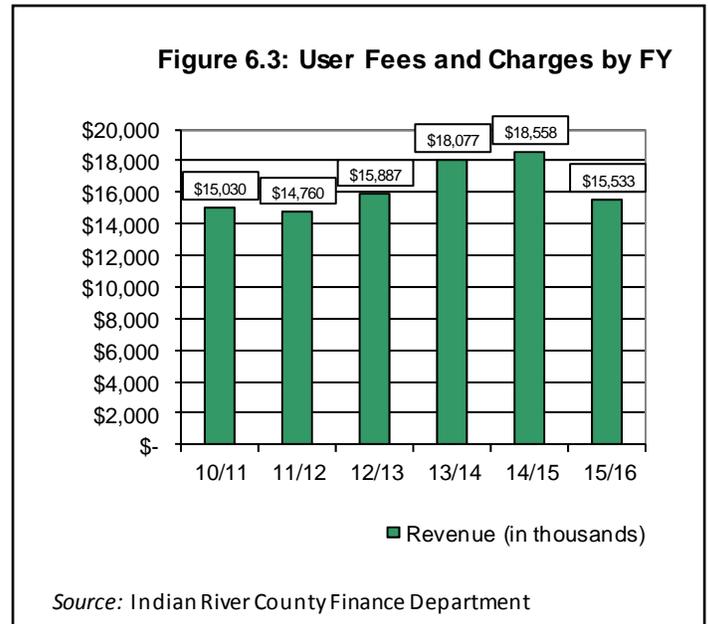
In FY 20145/~~15~~16, user fees and charges represented ~~8.41~~6.54% of all funds collected by Indian River County.

Figure 6.3 displays user fees and charges collected by Indian River County over the last six fiscal years.

During that time period, revenue from user fees and charges varied, but overall increased ~~26.54~~3.35%.

- Special Assessments

Special assessments are compulsory payments levied on real property for specific benefits generated by public investments or services. By law, the



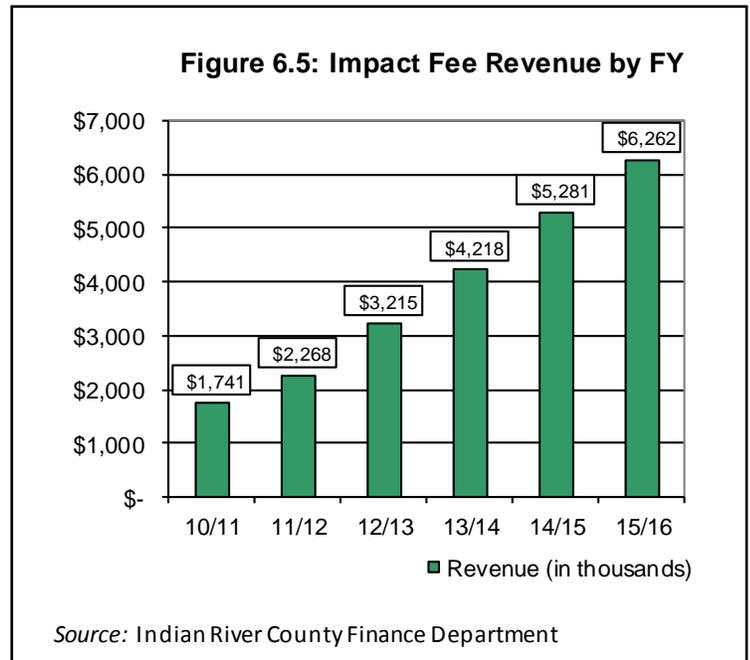
assessment levied must fairly reflect the actual costs of the improvements. County revenues which fall under the general category of special assessments consist of street paving assessments, street lighting district assessments, as well as assessments for water, sewer, and drainage improvements. Expenditures of special assessment revenue are restricted to public improvement projects that directly benefit the property owner or payee. For example, street paving assessment revenues must be spent on paving streets that directly benefit the payer of the assessment.

Special Assessment revenue represented ~~0.330.23~~ 0.23% of county funds for FY 2014~~5~~/15~~6~~ as shown in ~~table 6.1~~. Figure 6.4 displays the revenue collected by Indian River County through special assessments over the last six fiscal years.

- **Impact Fees**

An impact fee is a one-time charge, fee, or assessment levied as a condition of subdivision or site plan approval, building permit issuance, or other development or construction approval when the revenues collected are intended to fund the costs of capital improvements for public facilities.

Since 1986, Indian River County has levied traffic impact fees on new development projects. In June of 2005, Indian River County began to levy 8 new impact fees. At the same time, the County increased the existing traffic impact fee rates. The nine impact fees include: traffic, emergency services, parks and recreation, public schools, solid waste, correctional facilities, law enforcement, libraries, and public buildings.



On March 3, 2009, the Board of County Commissioners considered several alternatives to reduce impact fees for the purpose of stimulating economic development in the county. After discussion, the Board decided to suspend collection of five of the county’s nine impact fees for six months. The five suspended impact fees were: emergency services, correctional facilities, public buildings, law enforcement, and solid waste. On September 22, 2009 and again on March 16, 2010, the Board of County Commissioners voted to further extend the suspension of the five impact fees. At its March 16, 2010 vote, the Board of County Commissioners extended the suspension of the five impact fees to March 31, 2011. On March 15, 2011 and again on March 13, 2012, the Board of County Commissioners re-evaluated the impact fee suspension and ultimately voted to continue suspending three of the five previously suspended impact fees. Those three fees were: public buildings, correctional facilities, and solid waste facilities. The March 13, 2012 vote of the Board of County Commissioners suspended the three fees until March 31, 2014.

On March 11, 2014 the Board of County Commissioners voted to suspend the same three impact fees until March 31, 2015 or until the County could complete its most recent impact fee review and adopt a new impact fee schedule. By early April 2014 the County had completed the nonresidential portion of its impact fee review and on April 22, 2014 the Board of County Commissioners adopted a revised reduced nonresidential impact fee schedule with an effective date of May 5, 2014. The residential impact fee review was completed in September of 2014 and a revised residential impact fee schedule was adopted by the Board of County Commissioners on October 14, 2014 with an effective date of February 2, 2015. For both the nonresidential impact fee schedule and the residential impact fee schedule the Board of County Commissioners voted to not collect the correctional facilities, solid waste facilities, and libraries impact fees at this time.

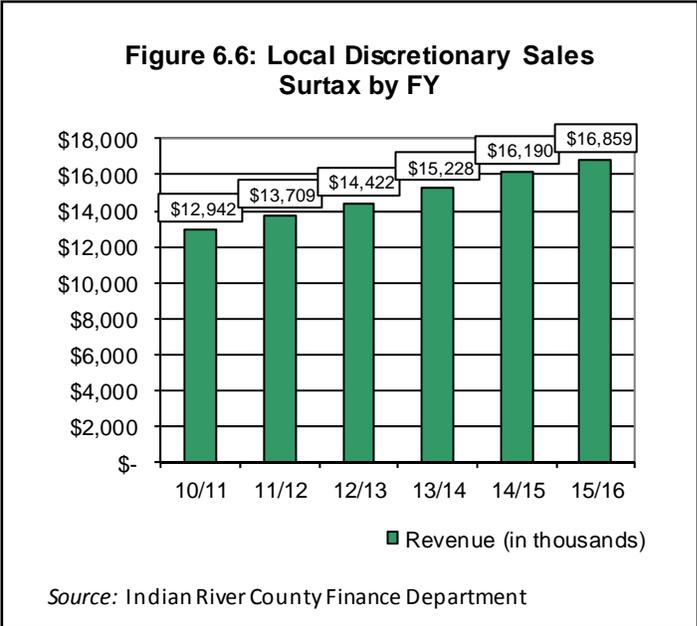
Figure 6.5 shows that over fivesix million dollars of impact fee revenue was collected in FY 2014/15. This is nearly-over four million dollars more than what was collected in FY 2009/10. Impact fee revenues decreased during the Great Recession and have gradually increased since FY 2009/10.

- Local Discretionary Sales Surtax

Pursuant to s. 212.055, F.S, local governments are authorized to levy numerous types of local discretionary sales surtaxes. Under the provisions of s. 212.054, F.S., the local discretionary sales surtaxes apply to all transactions subject to the state tax imposed on sales, use, services, rentals, admissions, and other authorized transactions. The surtax is computed by multiplying the rate imposed by the county where the sale occurs by the amount of the taxable sale. This sales tax can be levied on most transactions under \$5,000.

According to state law, Indian River County is eligible to impose a Local Government Infrastructure Surtax of either 0.5% or 1.0%.

Currently, Indian River County imposes the 1.0% Infrastructure Surtax.



Procedurally, the Local Government Infrastructure Surtax must be enacted by a majority vote of the Board of County Commissioners and approved by voters in a countywide referendum. That surtax, which may be imposed for a maximum period of fifteen years, was imposed by Indian River County in April, 1989, and was renewed by voters in November, 2002 and again in November 2016. Generally, the proceeds must be expended to finance, plan, and construct infrastructure; to acquire land for public recreation or conservation or protection of natural resources; or to finance the closure of local government-owned solid waste landfills that are already closed or are required to close by order of the Department of Environmental Protection.

Table 6.1 shows that local sales surtax revenue represented ~~7.33~~7.09% of all funds collected by Indian River County in FY ~~2014/15~~2015/16. Figure 6.6 displays the Local Discretionary Sales Surtax revenue received by Indian River County over the last six fiscal years. This local revenue source increased by ~~27.87~~30.27% over that period.

Distribution of surtax proceeds is based on the specifics of an interlocal agreement or through a formula based on population. In Indian River County, Local Infrastructure Surtax revenue is distributed to county government and municipal governments through a formula based on population.

Currently, ~~eighteen~~twenty-five of the sixty-seven Florida counties levy a Local Government Infrastructure Surtax. Within Indian River County’s region, ~~Brevard, Martin, Palm Beach,~~ and St. Lucie counties do not levy the surtax. While Okeechobee County is eligible to levy the infrastructure surtax, it instead levies a Small County Surtax of 1%. That is another local discretionary sales surtax.

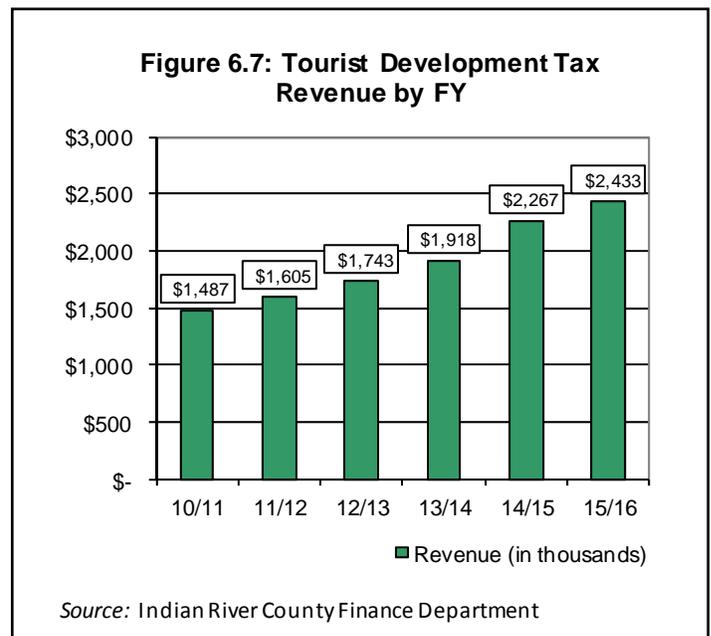
- Tourist Development Tax

Any county in the state may, subject to a vote of the citizenry, impose a Tourist Development Tax. The transient rental trade is the primary base for the levy of the tourist tax. Any lodging agreement for six months or less is subject to the tax.

Generally, the tourist tax levy is one or two percent. Counties, however, may set an additional one percent above the original tax through an extraordinary vote of the governing board or by referendum. Further, if a professional sports franchise facility is located within a county, an additional one to two percent tourist tax may also be levied. The first one percent professional sports franchise facility tax may be authorized by a majority vote of the governing board of the county, while the second one percent tax must be authorized by a majority plus one vote of the governing board of the county.

Currently, Indian River County imposes the original two percent tourist tax, the additional one percent tax, and an additional one percent professional sports franchise facility tax.

Out of Florida’s sixty-seven counties, sixty-~~two~~three currently levy a tourist tax. Of those sixty-~~two~~three counties, forty-eight counties, including Indian River County, impose an additional one percent tourist tax; ~~thirty-nine~~forty-one counties, including Indian River County, impose a one percent professional sports franchise tax, and twenty-~~four~~seven counties impose the second one



percent professional sports franchise tax.

Table 6.2 displays the tourist taxes imposed in counties that are geographically proximate to Indian River County. Compared to neighboring counties, Indian River County imposes a similar level of tourist taxes. Palm Beach County has the highest tourist tax levy of the six counties listed (6.0%), followed by Brevard, St. Lucie, and Martin Counties at 5.0%. While Indian River County has a tourist tax rate of 4.00%, Okeechobee County has the lowest tourist tax levy at 3.0%.

| Table 6.2: Optional Tourist Taxes on Transient Rental Facilities | | | | | | |
|---|----------------------|----------------|--|--|--------------------------|--------------|
| County | Original Tourist Tax | Additional Tax | Professional Sports Franchise Facility Tax | Additional Professional Sports Franchise Tax | Maximum Potential % Levy | Total % Levy |
| Brevard | 2.00% | 1.00% | 1.00% | 1.00% | 5.00% | 5.00% |
| Indian River | 2.00% | 1.00% | 1.00% | ----- | 5.00% | 4.00% |
| Martin | 2.00% | 1.00% | 1.00% | 1.00% | 5.00% | 5.00% |
| Okeechobee | 2.00% | 1.00% | ----- | ----- | 5.00% | 3.00% |
| Palm Beach | 2.00% | 1.00% | 1.00% | 1.00% | 6.00%* | 6.00%* |
| St. Lucie | 2.00% | 1.00% | 1.00% | 1.00% | 5.00% | 5.00% |

Note: Shading indicates those counties eligible to impose a particular tax
 *Palm Beach County is 1 out of 8 counties in the state that can also impose a 1% High Tourism Impact Tax, which it currently does levee.

Source: The Florida Legislature’s Office of Economic and Demographic Research website: November 2017.

The Local Option Tourist Tax can be used for the following purposes:

- (1) Acquire, construct, extend, enlarge, remodel, repair, improve, maintain, operate, and promote one or more publicly owned and operated convention centers, such as sports stadiums, coliseums, or auditoriums within the district that the tax is imposed;
- (2) Acquire, construct, extend, enlarge, remodel, repair, improve, maintain, operate, and promote aquariums, or museums that are publicly owned and operated or owned and operated by a not-for-profit organization and open to the public, within the boundaries of the county or subcounty special taxing district in which the tax is levied;
- (3) Promote zoological parks that are publicly owned and operated or owned and operated by not-for-profit organizations and open to the public;
- (4) Promote and advertise tourism nationally, internationally, and in the State of Florida;
- (5) Fund convention bureaus and other tourist information bureaus as county agencies or by contract with the Chamber of Commerce or similar associations in the county;

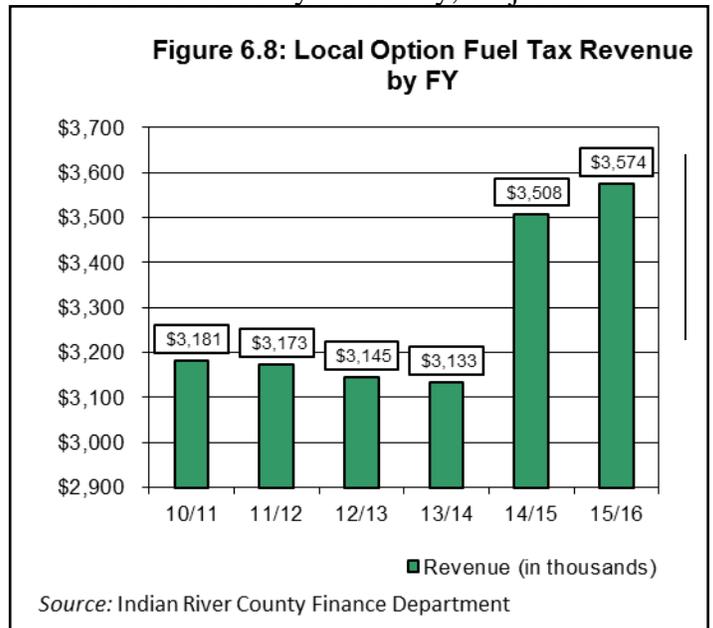
- (6) Finance beach development and restoration as well as shoreline protection and restoration of inland lakes and rivers to which there is public access;
- (7) Pledge the revenues to secure and liquidate revenue bonds issued by the county, subject to certain limitations.

Figure 6.7 shows the Tourist Development Tax revenue received by Indian River County over the last six fiscal years. Since FY ~~2009/10~~2010/11, Tourist Development Tax revenue has ~~gradually increased from \$1,325,000 in FY 2009/10 to \$2,267,000 in FY 2014/15. This is an overall increase of 71.0963.62% during that time frame.~~

➤ Local Option Fuel Tax

Local governments are authorized to levy up to twelve cents of local option fuel taxes in the form of three separate levies. Those levies are:

- a one to six cent local option fuel tax;
- a one to five cent local option fuel tax; and
- a ninth cent fuel tax.



Indian River County currently imposes the full six cents of the one to six cent fuel tax. That tax applies to every net gallon of motor and diesel fuel sold within the county. The one to six cent fuel tax may be authorized by an ordinance adopted by a majority vote of the governing body or voter approval in a county-wide referendum. Generally, the proceeds may be used to fund transportation expenditures.

Table 6.1 shows that local option fuel tax revenue represented ~~1.591.50%~~ of all funds collected by Indian River County for FY ~~2014/15~~2015/16. Figure 6.8 shows that, between FY ~~2009/10~~2010/11 and FY 2013/14 there has been a downward trend with local option fuel tax revenue for the county. That downward trend ended in FY 2014/15, when local option fuel tax revenue significantly increased. ~~The limited gas tax revenues between FY 2009/10 and FY 2013/14 can be attributed to high fuel prices, less traveling (less fuel consumption by consumers), and more fuel efficient vehicles.~~The more recent increase in local option fuel tax revenue can be attributed to an improving economy and lower fuel prices which have led to an increase in fuel consumption.

All sixty-seven Florida counties levy ~~a portion the full \$0.06~~ of the original local option fuel tax. ~~While sixty six counties levy the full \$0.06, one county levies only a portion of the tax.~~

Table 6.3 identifies the local fuel taxes levied in Indian River County and in other counties in the region. As shown in Table 6.3, Saint Lucie, Martin, Okeechobee, and Palm Beach counties all levy the highest allowable fuel taxes at \$0.12 per gallon. Those four counties impose both the Ninth Cent Fuel Tax and the One to Five Cent Local Option Fuel Tax. While Indian River County is eligible to levy the Ninth-Cent Fuel Tax and the One to Five Cent Local Option Fuel Tax either by extraordinary vote of the Board of County Commissioners or by voter approval in a countywide referendum, it does not currently levy either tax. At this time, fifty-three of the sixty-seven Florida counties levy the Ninth-Cent Fuel Tax, while thirty-one of the sixty-seven Florida counties impose at least a portion of the One to Five Cent Local Option Fuel Tax.

| County | One to Six Cent Local Option Fuel Tax | One to Five Cent Local Option Fuel Tax | Ninth Cent Fuel Tax | Total Local Fuel Tax |
|---------------------|---------------------------------------|--|---------------------|----------------------|
| Brevard | \$0.06 | ----- | ----- | \$0.06 |
| Indian River | \$0.06 | ----- | ----- | \$0.06 |
| Martin | \$0.06 | \$0.05 | \$0.01 | \$0.12 |
| Okeechobee | \$0.06 | \$0.05 | \$0.01 | \$0.12 |
| Palm Beach | \$0.06 | \$0.05 | \$0.01 | \$0.12 |
| St. Lucie | \$0.06 | \$0.05 | \$0.01 | \$0.12 |

Source: The Florida Legislature’s Office of Economic and Demographic Research website: ~~October 2016~~ November 2017.

- Franchise Fee/Tax

Counties and municipalities may exercise their home rule authority to impose a fee upon a utility for the grant of a franchise and the privilege of the utility using the local government’s rights-of-way to conduct the utility’s business. Franchise fees are typically levied through a franchise agreement negotiated between the local government and the utility provider. Indian River County receives franchise revenue from electric, water, sewer, garbage, and cable television franchises.

Table 6.1 shows that franchise fee revenue represented ~~4.16~~ 3.90% of all funds collected by Indian River County in FY ~~2014/15~~ 2015/16.

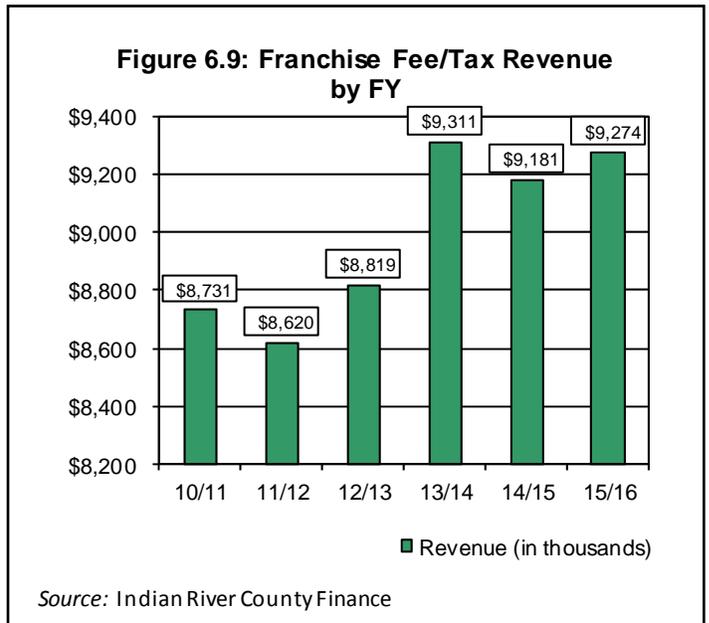


Figure 6.9 shows that over the last six fiscal years franchise fee revenue collected by Indian River County ~~de~~increased 0.806.22%.

- Other Miscellaneous Revenue

Included in this category are various administrative fees, licenses and permits, fines, interest income, rental income, private contributions, and other miscellaneous revenues. This source of revenue for Indian River County represented 3.195.64% of all funds collected in FY 2014/152015/16.

- Borrowing

As needed, the county uses borrowing as a financing vehicle to raise money for public purposes that are beyond the realm of current cash reserves, operating revenue and reasonable taxation. Currently, borrowing money to pay for capital improvements can be done through either short-term or long-term financing. Short term financing is usually accomplished by the use of bond pools, notes, private placements with banks, and the public placement of Voted General Obligation debt. Long term financing is usually achieved through the issuance of bonds sold on the public market.

According to state law, local governments may sell bonds for capital improvements without a referendum of the voters if the pledge used for the bond is a non-ad valorem revenue source. Conversely, any bond issue pledging ad valorem taxes requires approval through a voter referendum.

General Obligation Bonds are bonds that are secured by the full faith and credit of the issuing government. Those bonds are secured by a pledge of the issuer's ad valorem taxing power. According to state law, the amount of ad valorem taxes necessary to pay the debt service on general obligation bonds is not subject to the constitutional property tax millage limits. Such bonds constitute debts of the issuer and require approval through a voter referendum prior to issuance.

Revenue bonds are bonds payable from a specific source of revenue, where the full faith and credit of the issuer is not pledged to repay the bonds. Because revenue bonds are payable from identified sources of revenue, bond holders may not compel taxation or legislative appropriation of funds for payment of debt service. Pledged revenues may be derived from operation of financed projects, grants, or other specified non-ad valorem taxes. A public referendum is not required prior to issuance or validation of such obligations.

In the past, the county has issued revenue bonds to finance improvements to its sanitary sewer, potable water, and golf course facilities. Also, revenue bonds have been issued to finance the cost of construction of various capital improvement projects. Deposits from bond revenues are put into the respective bond fund accounts for those projects, whereby funds are specifically designated for a particular project, and user charges are used to pay off the debt.

Special assessment bonds are bonds issued to pay for capital improvements that impact specific areas or groups of property owners. Proceeds from the assessments levied against benefiting property owners are used to pay off the bond debt. The issuance of those bonds does not need to be approved by voter referendum.

Revenue bonds and special assessment bonds are similar in nature, except that special assessment bond debt is paid-off by assessments levied against benefiting property owners and not from ongoing user charges. The county has issued special assessment bonds for solid waste disposal.

The issuance of tax anticipation or bond anticipation notes is an example of a short-term (less than five years) method of financing. Notes usually have higher interest rates than bonds and have shorter maturity dates than bonds. Tax anticipation notes are issued in advance of a new fiscal year to cover gaps in the budget before property taxes are received, while bond anticipation notes are issued in anticipation of the receipt by the county of proceeds from the sale of corresponding future bond issues. The county currently has no outstanding tax or bond anticipation notes.

- **Additional Optional Local Revenue Sources**

Occasionally, the use of additional revenue sources may be necessary, depending on priorities mandated by the Board of County Commissioners and the availability of existing revenue sources. In such cases, Indian River County has two options to increase local revenues. One is to implement new taxes that are permitted by state regulation, while the other is to increase existing taxes and fees that are imposed by the county. Additional local revenue sources available to Indian River County include the Ninth Cent Fuel Tax, the One to Five Cent Local Option Fuel Tax, and the Professional Sports Franchise Facility Tax.

Both the Ninth Cent Fuel Tax and the One to Five Cent Local Option Fuel Tax are taxes on the purchase of fuel. With the Ninth Cent Fuel Tax, a one cent per gallon tax on motor fuel and special fuel can be levied on fuel purchases in the county. Revenue from the Ninth Cent Fuel Tax may be shared with municipalities, but counties are not required by law to share the proceeds. Authorized uses for revenue collected from the Ninth Cent Fuel Tax include paying the costs and expenses of establishing, operating, and maintaining a transportation system and related facilities. Additional uses include funding the acquisition, construction, reconstruction, and maintenance of roads.

The One to Five Cent Local Option Fuel Tax is a one to five cents tax that can be levied upon every gallon of motor fuel sold in Indian River County. Revenues from that fuel tax must be shared among all eligible jurisdictions in the county as a result of an interlocal agreement or by an historical transportation expenditures formula. Authorized uses for revenue collected from the One to Five

Cent Fuel Tax include transportation expenditures needed to meet the requirements of the Capital Improvements Element of the Comprehensive Plan.

A Professional Sports Franchise Facility Tax is a levy of up to 1% on any lodging agreement for six months or less. Revenue from this tax may be used to pay the debt service on bonds issued to finance the construction, reconstruction, or renovation of a professional sports franchise facility.

State Sources

Revenue classified as state sources may be generated locally but collected by the state and returned to the county. Table 6.1 displays the state revenue sources applicable to Indian River County. Those sources are described in further detail below.

- Local Government Half-Cent Sales Tax

The Local Government Half Cent Sales Tax Program allocates 8.9744% of net sales tax proceeds remitted by sales tax dealers in a county to a special account administered by the Department of Revenue; that account is the Local Government Half Cent Sales Tax Clearing Trust Fund. Those funds are then earmarked for distribution to the governing body of the county and each municipality within the county. Distribution of those monies within the county is determined by a formula that uses a weighting factor based on the population of the incorporated and unincorporated areas and multiplies that factor by 8.9744% of the sales tax proceeds received by the county. In FY ~~2014/15~~2015/16, Indian River County received ~~\$8,685,000~~\$9,044,000 through the half-cent sales tax. As shown in Table 6.1, that amount represented ~~3.93~~3.81% of all funds collected by Indian River County during the ~~2014/15~~2015/16 fiscal year.

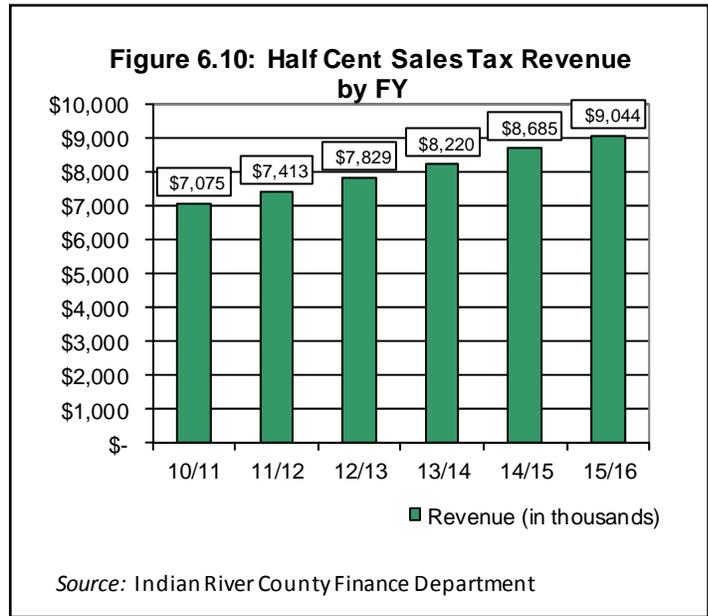


Figure 6.10 displays the funds made available to Indian River County through the half-cent local government sales tax over the last six fiscal years. Overall, Indian River County’s half-cent sales tax revenue increased between Fiscal Year ~~2009/10~~2010/11 and Fiscal Year ~~2014/15~~2015/16.

Occasionally, governments can receive supplemental distributions by meeting special eligibility criteria; however, in no case can the total supplemental and ordinary distribution exceed the maximum per capita amount allowed by law. Governments are allowed wide latitude in using the

half cent sales tax. For counties, the law provides only that half cent sales tax revenue be used for countywide tax relief or countywide programs.

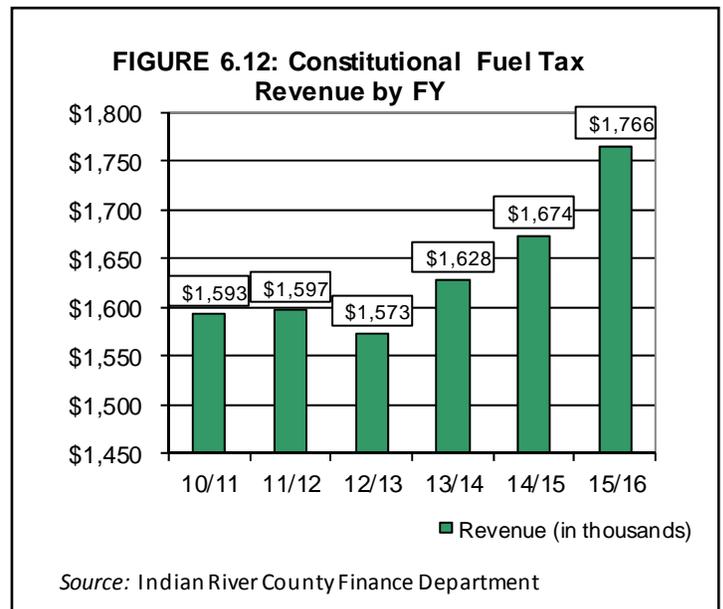
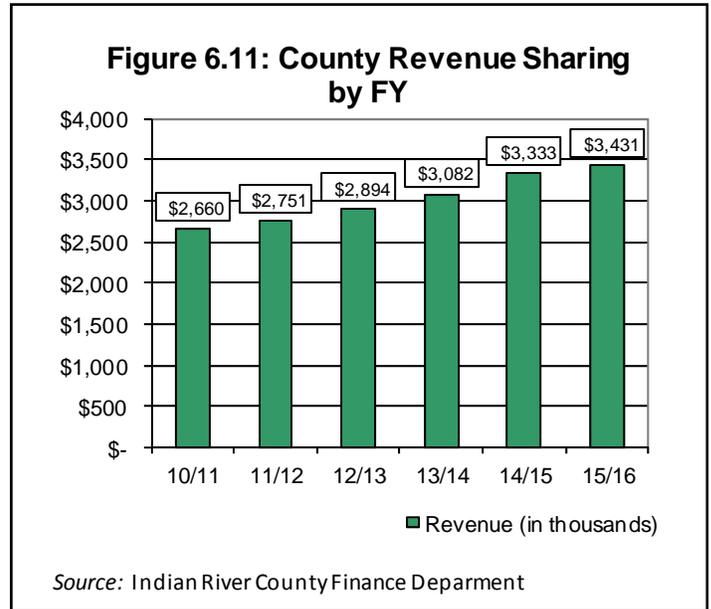
- County Revenue Sharing

The current structure of the county revenue sharing program consists of two revenue sources. Those sources include 2.90% of net cigarette tax collections and 2.0603% of sales and use tax collections. Proceeds are collected by the state and then distributed to eligible counties based on an allocation formula. There are no use restrictions on the distributed revenue; however, there are some statutory limitations regarding those funds being used as a pledge for indebtedness.

To receive distribution proceeds through the county revenue sharing program, counties must meet the following criteria:

- (1) Law enforcement officers and firefighters are certified and meet state requirements;
- (2) Certification of taxable value for a property tax levy is made in a timely and correct manner to the Department of Revenue;
- (3) The county’s most recent financial reports must have been sent to the Department of Financial Services, and post audits of those statements and accounts must have been provided.

Table 6.1 shows that county revenue sharing funds represented ~~1.51~~1.44% of all funds collected by Indian River County in FY ~~2014/15~~2015/16. Figure 6.11 shows that, between Fiscal Year ~~2009/10~~2010/11 and ~~2014/15~~2015/16, Indian River County’s revenue sharing gradually increased.



- Constitutional Fuel Tax

The constitutional fuel tax is defined as an excise or license tax of two cents per gallon of motor fuel, imposed upon the first sale or first removal from storage (after importation into Florida). Revenues from this levy become state funds at the time of collection by the refiner, importer or wholesaler.

In its current form, the constitutional fuel tax is a state-shared revenue source for counties only. Applying a distribution formula, the state allocates proceeds to counties to the extent necessary to comply with all obligations to or for the benefit of holders of bonds, revenue certificates, and tax anticipation certificates or any refunds secured by any portion of the tax proceeds. After complying with the necessary debt service obligations, the state distributes a county’s surplus funds to its governing body.

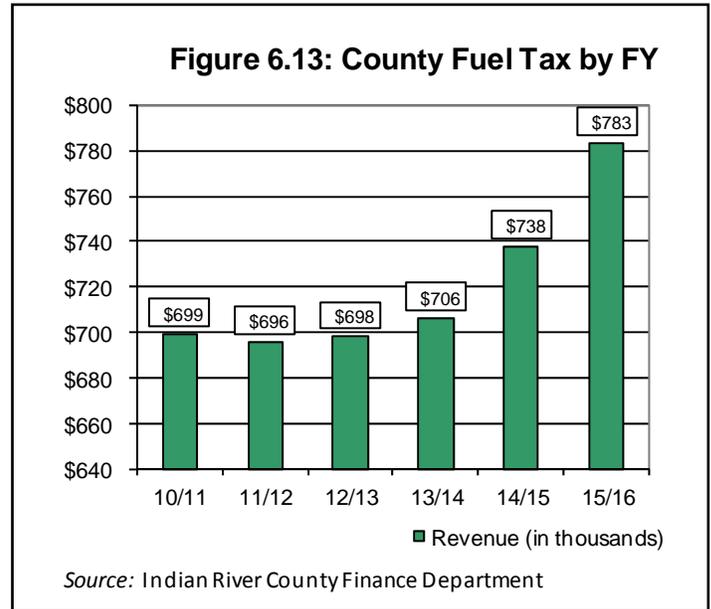
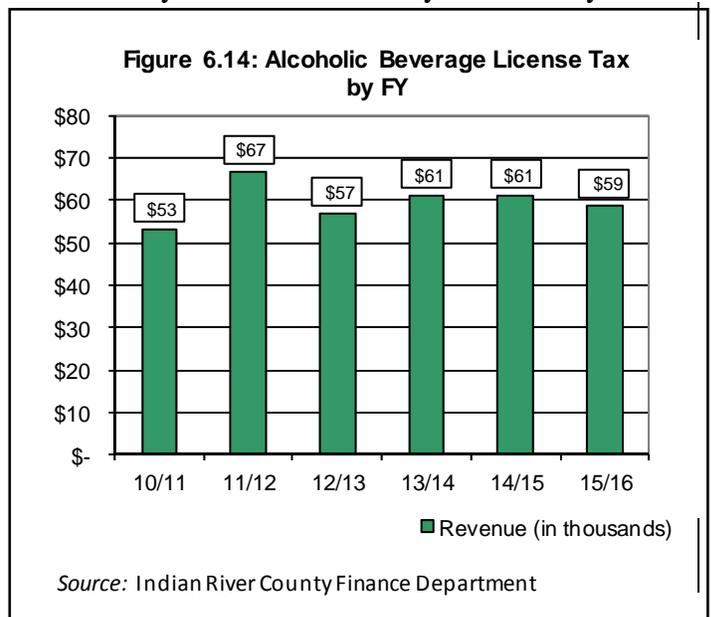


Table 6.1 shows that revenue received from the constitutional fuel tax levy represented 0.760.74% of total revenue received by Indian River County in FY 2014/15 2015/16. Figure 6.12 shows that, over the last six fiscal years, constitutional fuel tax revenue received by Indian River County increased by 5.95 10.86%.

- County Fuel Tax

The county fuel tax is levied on motor fuel at the rate of one cent per net gallon. The legislative intent of this tax is to reduce a county’s reliance on ad valorem taxes. Funds received from this tax can be used by a county for transportation-related expenses, including the reduction of bond indebtedness incurred for transportation purposes.

Table 6.1 shows that funds received through the county fuel tax levy represented 0.33% of all revenue collected by Indian River County in FY 2014/15 2015/16. Figure 6.13 shows that, over the last six fiscal years, county fuel tax revenue



received by Indian River County increased ~~6.19~~12.02%.

- Alcoholic Beverage License Tax

Alcoholic beverage license taxes are levied on manufacturers, distributors, vendors, and sales agencies of alcoholic beverages in Florida. The tax is administered, collected, enforced, and distributed to local governments by the Division of Alcoholic Beverages and Tobacco within the Department of Business and Professional Regulation.

Twenty-four percent of the license taxes imposed on the sale of beer, wine and liquor collected within a county is returned to the county Tax Collector. The remaining funds are used to operate the division and contribute to the operation of the Office of the Secretary of Business Regulation.

Table 6.1 shows that the county received approximately ~~\$61,000~~\$59,000 from this tax in FY ~~2014/15~~2015/16, ~~0.030~~0.02% of all revenue received by Indian River County. Figure 6.14 shows that, over the last six fiscal years, alcoholic beverage license tax revenue received by Indian River County fluctuated slightly.

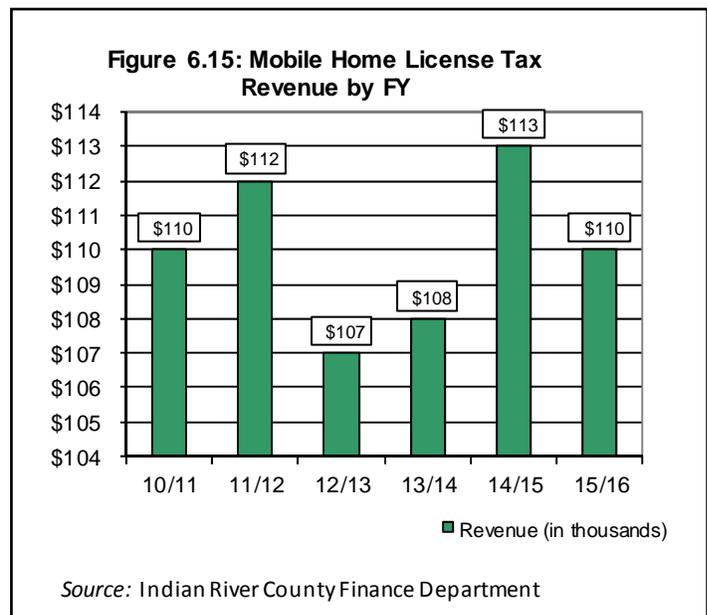
- Distribution of Sales and Use Taxes to Counties

According to Florida Statutes, a guaranteed entitlement of \$29,915,500 is equally distributed among Florida’s sixty-seven counties, providing each county’s general revenue fund with \$446,500. Table 6.1 shows that revenue received from the Distribution of Sales and Use Taxes represented ~~0.290~~0.19% of revenues received by Indian River County in FY ~~2014/15~~2015/16. Uses for this revenue are determined by the Board of County Commissioners.

- Mobile Home License Tax

An annual license tax is levied on all mobile homes and park trailers, and on all travel trailers and fifth-wheel trailers exceeding thirty-five feet in body length. The license taxes, ranging from \$20 to \$80 depending on body length, are collected in lieu of ad valorem taxes. The taxes are collected by county tax collectors and remitted to the Department of Highway Safety and Motor Vehicles.

From each license, two deductions are made. The first is a deduction of \$1.50 by the Department of Highway Safety and Motor



Vehicles, with proceeds deposited into the State General Revenue Fund. The second is a deduction of \$1.00, with proceeds deposited into the Florida Mobile Home Relocation Trust Fund. The remaining balance is deposited into the License Tax Collection Trust Fund for distribution to units of local government. A county government is eligible to receive proceeds from this tax if taxable mobile home units are located in its unincorporated area. An authorized use of the proceeds is not specified in the current law.

Table 6.1 shows that funds received through the mobile home license tax represented 0.05% of all revenue received by Indian River County in FY ~~2014/15~~2015/16. Figure 6.15 shows that, mobile home license tax revenue received by Indian River County fluctuated between FY ~~2009/10~~2010/11 and FY ~~2014/15~~2015/16.

- **Various Grants**

Table 6.1 shows that funds received in the form of state grants represented ~~4.744~~4.49% of funds received by the county in FY ~~2014/15~~2015/16. Those state grant funds received by the county originated from the Division of Emergency Management, the Florida Housing Finance Corporation, the Florida Department of State, the Florida Department of Environmental Protection, the Florida Department of Transportation, the Florida Department of Revenue, and the Florida Department of Health.

Federal Sources

Federal funds are either granted directly to local governments or passed through state agencies for administration and monitoring. Those grants are usually distributed on a competitive basis rather than by formula allocations, thereby making forecasts of future revenues difficult. For the purpose of revenue forecasts, those sources will be assumed to remain constant.

During FY 2015/16, the county received approximately ~~\$6,434,000~~\$10,679,000 in federal funds. Those funds represented ~~2.914~~4.49% of all funds received by Indian River County in FY ~~2014/15~~2015/16.

Overall Revenue Sources

As mandated by state statute, the financial resources of the county are categorized according to the state Chart of Accounts. The categories in the state Chart of Accounts are taxes, licenses and permits, intergovernmental revenue, charges for services, fines and forfeitures, and miscellaneous revenues. Table 6.4 identifies the total amount of historic revenue generated from those sources for fiscal years ~~2009/10~~2010/11 through ~~2014/15~~2015/16.

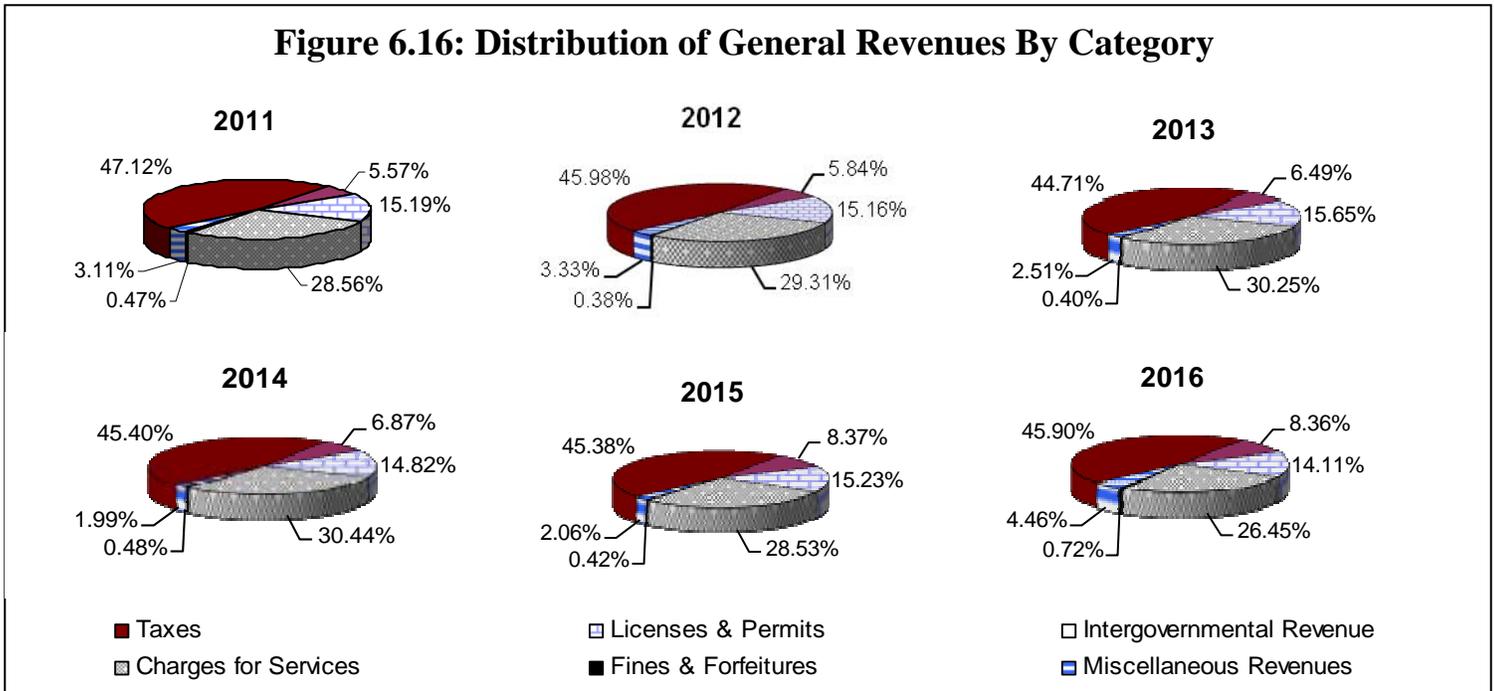
Table 6.4: Indian River County General Revenues By Source

| Fiscal Year | Taxes | Licenses & Permits | Intergovernmental Revenue | Charges for Services | Fines & Forfeitures | Miscellaneous Revenues | Totals |
|------------------|----------------------|---------------------|---------------------------|----------------------|---------------------|------------------------|----------------------|
| 2010/2011 | \$94,718,550 | \$11,189,393 | \$30,539,947 | \$57,408,464 | \$936,995 | \$6,243,099 | \$201,036,448 |
| 2011/2012 | \$90,472,569 | \$11,486,235 | \$29,832,306 | \$57,664,910 | \$739,275 | \$6,549,861 | \$196,745,156 |
| 2012/2013 | \$88,005,422 | \$12,769,844 | \$30,800,036 | \$59,536,566 | \$778,575 | \$4,934,481 | \$196,824,924 |
| 2013/2014 | \$94,585,345 | \$14,321,389 | \$30,873,889 | \$63,414,219 | \$1,004,374 | \$4,141,341 | \$208,340,557 |
| 2014/2015 | \$100,182,672 | \$18,471,625 | \$33,624,651 | \$62,987,961 | \$924,860 | \$4,548,434 | \$220,740,203 |
| 2015/2016 | \$109,101,602 | \$19,872,044 | \$33,535,027 | \$62,868,855 | \$1,708,273 | \$10,591,490 | \$237,677,291 |

Source: Indian River County Comprehensive Annual Financial Report, 2014-15 & Indian River County Finance Department

Figure 6.16 displays the distribution of revenue by the same categories listed in table 6.4 for each of the last six fiscal years.

Figure 6.16: Distribution of General Revenues By Category



Expenditures

In the previous sub-section, the various revenue and income sources currently utilized by Indian River County were reviewed. This sub-section of the Capital Improvements Element identifies how those monies are allocated to meet the County’s needs. Table 6.5 presents the County’s overall general expenditures by category for fiscal years ~~2009/10~~2010/11 through 2014/15 ~~2015/16~~.

| Fiscal Year | 2010/11 | 2011/12 | 2012/13 | 2013/14 | 2014/15 | 2015/16 |
|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| General Government | \$21,159,341 | \$22,039,065 | \$21,965,255 | \$21,517,147 | \$23,569,495 | \$23,028,473 |
| Public Safety | \$71,201,677 | \$69,190,096 | \$66,908,328 | \$70,368,651 | \$74,492,323 | \$81,251,970 |
| Physical Environment | \$45,781,309 | \$47,143,211 | \$46,668,122 | \$49,893,042 | \$48,474,272 | \$49,148,815 |
| Transportation | \$32,081,560 | \$32,734,532 | \$37,687,588 | \$34,859,058 | \$29,812,672 | \$30,991,899 |
| Economic Environment | \$2,099,698 | \$2,021,184 | \$2,581,401 | \$1,106,886 | \$436,320 | \$424,593 |
| Human Services | \$7,625,369 | \$6,888,883 | \$6,952,460 | \$7,178,542 | \$7,519,756 | \$7,868,392 |
| Culture/Recreation | \$18,165,989 | \$18,704,674 | \$14,613,121 | \$15,178,817 | \$19,857,345 | \$24,240,179 |
| Court Related | \$5,983,085 | \$5,860,925 | \$6,054,822 | \$6,487,906 | \$6,677,909 | \$6,605,682 |
| Debt Service | \$6,832,374 | \$10,486,083 | \$8,168,704 | \$5,684,616 | \$5,446,070 | \$5,215,007 |
| TOTAL | \$220,372,163 | \$210,930,402 | \$215,068,653 | \$211,599,801 | \$212,274,665 | \$228,775,010 |

Source: Indian River County Comprehensive Annual Financial Report, 2014-15-16

Figure 6.17: General Government Expenditures by Function

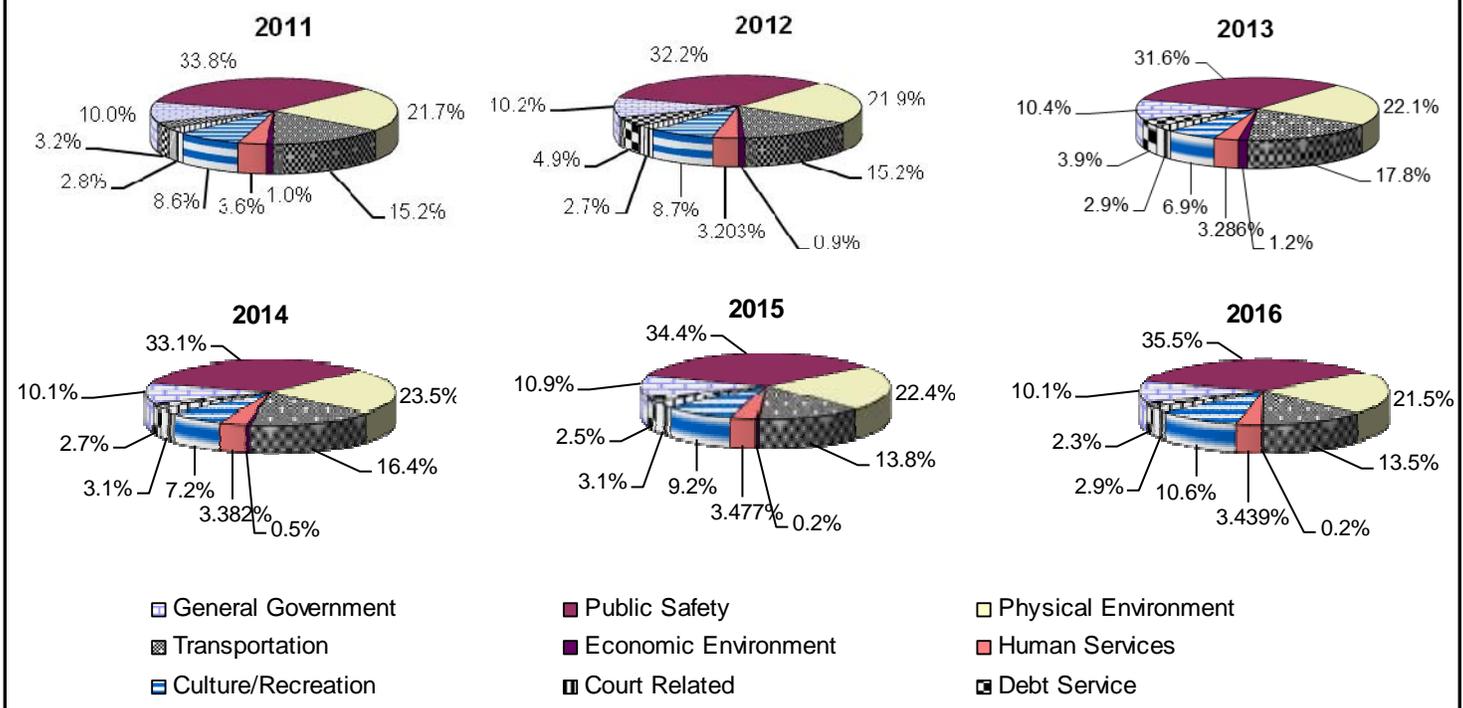


Table 6.5 shows expenditures in nine categories. Depending on the county’s activities in any given fiscal year, the level of expenditures may fluctuate for certain categories. Figure 6.17 displays the percentage distribution of Indian River County’s general expenditures over the last six fiscal years.

General Government

A major classification of services provided by Indian River County, the general government expenditure category, consists of activities undertaken by the legislative and administrative branches of the county government. Departments such as the Board of County Commissioners, County Administrator, Personnel, and Purchasing fall into this category, as do all Constitutional Officers, except the Sheriff. As shown in table 6.5, ~~\$23,569,495~~ \$23,028,473 was spent on general government services in FY ~~2014/15~~ 2015/16. Between fiscal years ~~2009/10~~ 2010/11 and ~~2014/15~~ 2015/16, general government expenditures decreased by ~~3.36~~ 2.3%. In FY ~~2014/15~~ 2015/16, general government services represented ~~10.90~~ 10.07% of all county expenses.

Public Safety

The Sheriff's Department, Fire Services, Advanced Life Support, Emergency Management, and the Medical Examiner fall under the category of Public Safety. As shown in table 6.5, the county, in FY ~~2014/15~~ 2015/16, spent ~~\$74,492,323~~ \$81,251,970 for public safety services. ~~Between fiscal years 2013/14 and 2014/15, public safety expenditures increased by 5.86%.~~ Since FY ~~2009/10~~ 2010/11, public safety expenditures have increased by ~~4.20~~ 14.12%. Public safety represented ~~34.44~~ 35.52% of all county expenses in FY ~~2014/15~~ 2015/16.

Physical Environment

The physical environment classification encompasses the county's water and waste water utilities, the Solid Waste Disposal District (SWDD), the Soil and Water Conservation District, and the Environmentally Sensitive Land Acquisition Fund. Table 6.5 shows that ~~\$48,474,272~~ \$49,148,815 was spent on these activities in FY ~~2014/15~~ 2015/16. ~~Between fiscal years 2013/14 and 2014/15, physical environment expenditures decreased by 2.84%.~~ Since FY ~~2009/10~~ 2010/11, physical environment expenditures have increased by ~~3.91~~ 17.36%. Physical environment services represented ~~22.41~~ 21.48% of all county expenses in FY ~~2014/15~~ 2015/16.

Transportation

Departments under the transportation category include Road and Bridge, County Engineering, Secondary Roads Construction, and Traffic Engineering. Those departments are responsible for designing, constructing, overseeing, and maintaining the county's roads and drainage systems. As shown in table 6.5, the county spent ~~\$29,812,672~~ \$30,991,899 on transportation facilities in FY ~~2014/15~~ 2015/16. Since FY ~~2009/10~~ 2010/11, transportation expenditures have decreased by ~~4.72~~ 3.4%. Transportation expenses represented ~~13.78~~ 13.55% of all county expenses in FY ~~2014/15~~ 2015/16.

Economic Environment

Included in the economic environment category are the costs of providing services which develop and improve the economic condition of the community and its citizens. Up to June 30, 2011, Veteran Services, the Housing Authority, and the Economic Development Division of the Indian River County Chamber of Commerce primarily undertook that function. On July 1, 2011, the Housing Authority was officially separated from the County; consequently, its expenditures are no longer reported here. Table 6.5 shows that ~~\$436,320~~\$424,593 was spent on economic environment services in FY ~~2014/15~~2015/16. ~~Between fiscal years 2013/14 and 2014/15, economic environment expenditures decreased by 60.58%.~~ Since FY ~~2009/10~~2010/11, economic environment expenditures have decreased by ~~82.69~~79.78%. Economic environment expenses represented ~~0.200~~0.19% of all county expenses in FY ~~2014/15~~2015/16. Higher expenses between FY ~~2009/10~~2010/11 and FY 2013/14 were the result of expenditure of Neighborhood Stabilization Program Community Development Block Grant funds, one time grants provided to lessen the negative effects of the economic downturn/recession and housing collapse.

Human Services

Human Services cover the cost of providing services for the care, treatment, and control of human illness, injury or disabilities, and for the welfare of the community as a whole and its individuals. The Health Department, Welfare, Medicaid, and Children's Services fall into this category. Table 6.5 shows that the County spent ~~\$7,519,756~~\$7,868,392 on human services in FY ~~2014/15~~2015/16. ~~Between fiscal years 2013/14 and 2014/15, human services expenditures increased by 4.75%.~~ Since FY ~~2009/10~~2010/11, human services expenditures have increased by ~~3.47~~3.19%. Human Services represented ~~3.48~~3.44% of all county expenses in FY ~~2014/15~~2015/16.

Culture/Recreation

All costs associated with providing and maintaining cultural and recreational facilities and activities for the benefit of citizens and visitors fit into this category. County libraries, parks, recreation operations, and the golf course are included here. As shown in table 6.5, the County spent ~~\$19,857,345~~\$24,240,179 on those services in FY ~~2014/15~~2015/16. ~~Between fiscal years 2013/14 and 2014/15, cultural/recreation expenditures increased by 30.82%.~~ Since FY ~~2009/10~~2010/11, cultural/recreation expenditures have ~~de~~increased by ~~11.65~~33.44%. Culture/recreation expenses represented ~~9.18~~10.60% of all County expenses in FY ~~2014/15~~2015/16.

Court Related

All costs of operating the judicial branch of Indian River County Government are classified here. That category includes the County Court, Circuit Court, State Attorney's Office and Public Defender. As shown in table 6.5, expenditures from that category totaled ~~\$6,677,909~~\$6,605,682 in FY

~~2014/15~~2015/16. Between fiscal years ~~2013/14~~2014/15 and ~~2014/15~~2015/16, Court Related expenditures increased by ~~2.93~~1.08%. Court Related costs represented ~~3.09~~2.89% of all county expenses in FY ~~2014/15~~2015/16.

Debt Service

Debt service consists of interest and payments made by the county on its debt. That figure includes principal retirement, interest and other miscellaneous debt service. As table 6.5 indicates, total County debt service expenditures were ~~\$5,446,070~~\$5,215,007 in FY ~~2014/15~~2015/16. ~~Between fiscal years 2013/14 and 2014/15, debt service expenditures decreased by 4.20%.~~ Since FY ~~2009/10~~2010/11, debt service expenditures have decreased by ~~32.54~~23.67%. Debt service expenses represented ~~2.52~~2.28% of all County expenses in FY ~~2014/15~~2015/16.

Existing Outstanding Debt

At the end of FY ~~2015/16~~2016/17, Indian River County's outstanding debt, comprised of revenue bonds and general obligation bonds, stood at ~~\$50,602,000~~\$46,747,000. That is shown in table 6.6. Currently, Enterprise Funds comprise ~~47.07~~44.6% of the overall debt (Utility Dept), leaving ~~\$26,784,000~~\$25,921,000 in bonds paid from general governmental funds. In November 2001, Indian River County issued the remaining \$11,000,000 of the \$26,000,000 Environmentally Sensitive Land Acquisition general obligation bonds originally approved by voters in 1992. Also in 2001, the County issued \$16,810,000 in Spring Training Facility Bonds to finance the acquisition and expansion of the Dodgertown spring training facility (now known as Historic Dodgertown).

In 2004, Indian River County voters approved the issuance of up to an additional \$50,000,000 in Environmentally Sensitive Land Acquisition general obligation bonds. As a result, Indian River County issued \$48,600,000 in Environmentally Sensitive Land Acquisition general obligation bonds in 2006. While the county refinanced its 1996 Series Water and Sewer Bonds in 2005 and the majority of its 1993 Series A Water and Sewer Bonds in 2009, the County retained a portion of the 1993 Series A Water and Sewer Bonds with a maturity of 2011 because it was more cost efficient than rolling the entire amount into the 2009 Water and Sewer Bonds. That portion of the water and sewer bond has since been paid off.

More recently, in 2015 the 2005 Series Water and Sewer Revenue Bonds and the 2006 Series Environmental Lands Acquisition Bonds were refinanced. Those bonds were refinanced to take advantage of better interest rates. This has substantially decreased the County's total bond debt.

| Table 6.6: Indian River County Existing Long Term Debt | | | | | | |
|--|----------------|--|-----------------------|----------------|--------------------|---------------------------|
| | Initial Amount | Amount Remaining @09/30/2016 ⁶⁷ | Average Interest Rate | Final Maturity | Bond Rating | Security Pledge |
| Water & Sewer Revenue Bonds: | | | | | | |
| 2015 Series | \$7,171,000 | \$6,198,000 <u>\$5,206,000</u> | 1.65% | 2022 | N/A | Water & Sewer Revenues |
| 2009 Series | \$26,370,000 | \$17,620,000 <u>\$15,620,000</u> | 3.68% | 2024 | AA+/AA | Water & Sewer Revenues |
| Recreation Revenue Bonds | | | | | | |
| 2001 Series Spring Training Facility | \$16,810,000 | \$6,735,000 <u>\$16,215,000</u> | 4.87% | 2031 | AAA/FGIC (Insured) | State Funds & Tourist Tax |
| Voted G.O. Bonds | | | | | | |
| Environmental Lands Acquisition 2015 Series | \$20,369,000 | \$20,049,000 <u>\$19,706,000</u> | 1.66% | 2021 | N/A | General Obligation |
| Total Bonds Outstanding | | \$50,602,000 <u>\$46,747,000</u> | | | | |

Source: Indian River County Budget ~~2016/17~~2017/18.

Local Policies and Practices

As part of the capital improvements planning process, it is important to do an inventory of current Indian River County policies and practices that guide the timing, location, expansion, or increase in capacity of capital facilities. Those policies and practices relate to the county's existing level-of-service standards, impact fee programs, comprehensive plan, and enterprise fund accounts.

Existing Level-of-Service Standards

Level-of-service (LOS) standards are indicators of the extent or degree of service provided by, or proposed to be provided by, a facility based on and related to the operational characteristics of the facility. Level-of-service standards indicate the capacity per unit of demand of each public facility.

Level-of-service standards can affect the timing and location of development by guiding development to areas where facilities may have excess capacity. Indian River County has level-of-service standards for capital facilities as follows:

- Correctional Facilities (Countywide)
 - 4.5 beds per 1,000 permanent plus weighted peak seasonal population
- Fire/EMS (Countywide, excluding Indian River Shores)
 - .089 Stations per 1,000 permanent plus weighted peak seasonal population

- Law Enforcement (Unincorporated County)
 - 2.09 officers per 1,000 permanent plus weighted peak seasonal population

- Libraries (Countywide)
 - 580 building square feet per 1,000 permanent plus weighted peak seasonal population
 - 3,200 library material items per 1,000 permanent plus weighted peak seasonal population
 - 0.7 computers per 1,000 permanent plus weighted peak seasonal population
 - 0.2 other library equipment items per 1,000 permanent plus weighted peak seasonal population

- Potable Water (County Service Area)
 - 250 gallons per day per equivalent residential unit

- Public Buildings (Countywide)
 - 1.99 building square feet per capita for permanent plus weighted peak seasonal population

- Parks/Recreation (Unincorporated County)
 - 6.61 acres per 1,000 permanent plus weighted peak seasonal population

- Sanitary Sewer (County Service Area)
 - 250 gallons per day per equivalent residential unit

- Schools (School Service Area):
 - 100 percent of Florida Inventory of School Houses (FISH) capacity for each public school type (elementary, middle, and high).

- Solid Waste (Countywide)
 - 2.2 tons per capita per year or 3.67 cubic yards per capita for permanent plus weighted peak seasonal population per year

- Stormwater Management
 - New drainage systems shall mitigate the impacts of a 25 year/24 hour design rainfall event
 - Minimum road crown elevation for existing roads shall be raised during resurfacing/rebuilding to the flood elevation resulting from the 2 year/24 hour storm event on local roads
 - The center two lanes of rebuilt roads must be at or above flood levels resulting from a 10 year/24 hour storm event on Arterial and Collector roads
 - All drainage basins will meet the following level-of-service standards:
 - By 2000 - 2 year/24 hour storm event
 - By 2005 - 5 year/24 hour storm event

- By 2010 - 10 year/24 hour storm event
- Transportation (Roadways)
 - Level-of-Service “D” during peak hour, peak season, and peak direction conditions on all TRIP grant funded roads as well as all freeway, arterial, and collector roadways, with the exception of the following two, which will operate at level of service “E” plus 20%:
 - 27th Ave – South County Line to SR 60
 - 43rd Ave - Oslo Road to 16th Street
 - For SIS/Florida Intrastate Highway System roadways, level of service “B” is adopted for rural areas, and level of service “C” is adopted for urban areas.
- Transit
 - One-hour headways shall be maintained on all fixed transit routes

Level-of-service standards are discussed in further detail in individual Comprehensive Plan Elements. Asset-based level of service standards for impact fee calculation purposes are provided in the Impact Fee Ordinance (Title X).

Capital Improvements Program

A capital improvements program (CIP) is a list of capital expenditures to be incurred each year over a fixed period of years to meet anticipated capital needs. In Indian River County, the CIP identifies the projects that the County plans to undertake in the next five years and presents an estimate of the costs and the resources needed to finance the projects. Revenue sources within the first year of the CIP reflect current fund balances as well as anticipated annual revenue collection. Within the first three years of the CIP, projects are funded entirely with “committed” revenue sources. “Committed” revenue sources are revenue sources that currently exist. Projects in years four and five of the CIP may be funded partially through “planned” revenue sources. “Planned” revenue sources are sources available to the County that have not been utilized.

The Capital Improvements Element (CIE) itself consolidates the capital improvements needs of all elements of the Comprehensive Plan into an overall five-year Capital Improvements Schedule. The overall program lists the needs, costs, timeframes, priorities, and the necessary financial resources to implement the identified capital improvement projects in the various elements of the plan in the next five years.

Impact Fees/Capacity Charges

Impact fees are charges to developers for off-site improvements that must be provided by the local government to serve new development. That financing technique is one strategy that the County uses to implement the CIE. Currently, the County has nine impact fees in place; those are traffic impact

fees, which became effective in 1986, and eight additional impact fees which became effective in June of 2005. Those eight impact fees are assessed for the following service delivery categories: solid waste, public schools, fire/ems, parks and recreation, correctional facilities, law enforcement, libraries, and public buildings. In 2009, the Board of County Commissioners (BCC) voted to suspend five of the nine impact fees for a period of six months. Their intent in doing so was to help encourage development during the economic recession. Since then, the BCC has voted several times to maintain the suspension of at least three of the impact fees. Most recently, the Board of County Commissioners completed a review of all impact fees, and on April 22, 2014 adopted a revised reduced nonresidential impact fee schedule with an effective date of May 5, 2014 and adopted a revised residential impact fee schedule on October 14, 2014 with an effective date of February 2, 2015. For the new impact fee schedule, the Board of County Commissioners voted to not collect the correctional facilities, solid waste facilities, and libraries impact fees at this time.

In October 1999, the county's water and sewer impact fees were reclassified as capacity charges. A capacity charge is a fee charged to the direct beneficiaries of water and sewer improvements in order to fund the capital cost incurred by the water and wastewater utility to provide capacity to serve new utility customers.

Enterprise Funds

Enterprise funds are used to account for operations financed and operated in a manner similar to private businesses, when the intent of the governing body is that the full costs of providing the service to the general public on a continuing basis be financed or recovered primarily through user charges. Currently, the County operates its solid waste services, golf course facility, building division services, and utility services as enterprise funds.

As a tool for affecting the timing and location of development, user charges may be designated to vary with the quantity and location of the service provided. Thus, charges could be greater for providing services further from urban areas and less for distances closer to urban areas. In this way, user charges could affect the economics of development locating further away from urban areas.

Analysis

The analysis section of this element assesses the County's historic and projected revenue and expenditure patterns to determine the County's fiscal ability to provide adequate capital improvements. Those capital improvements have been identified in other comprehensive plan elements and are needed to meet the demands of existing and future development.

As part of this analysis, revenue and expenditure projections are identified and analyzed, and a fiscal assessment of needs (costs) versus projected available revenue is included.

Analysis of the Timing and Location of Capital Improvements

Objectives and policies from the Future Land Use Element, Potable Water Sub-Element, Sanitary Sewer Sub-Element, Recreation and Open Space Element, Public School Facilities Element, and the Transportation Element, as well as policies followed by the Sheriff’s office and County departments such as Emergency Management, Corrections, Libraries, and Solid Waste, have the most direct effect on the timing and location of capital improvements.

Through planning for future improvements to the transportation system, the Transportation Element directly affects the development potential of property. Also affecting the development potential of property are the water and sewer connection requirements and the availability of parks, and public school capacity. Within the Future Land Use Element (FLUE), the assignment of land use density and intensity, as well as the urban service area regulations, affect the timing and location of capital improvements.

Consistent with the FLUE and urban service area requirements in the County’s comprehensive plan, the County provides public facilities and services to promote compact development by emphasizing infill development in urban areas and maximizing the efficiency of existing facilities and services in underutilized areas. The FLUE also limits urban sprawl and ensures that adequate facilities will be present to accommodate future growth. Maximizing the use of existing facilities and controlling urban sprawl will contribute to a cost-effective and efficient service delivery system.

Using the County’s official Future Land Use Map and Future Thoroughfare Plan Map, as well as the County’s water and wastewater connection matrix, in planning for future locations of facilities provides for efficient and orderly expansion of public facilities, provides for efficient growth in desired areas, discourages growth in undesirable areas, and protects environmentally sensitive lands. Consistent with that policy, development orders are issued only after a determination is made that adequate public facilities and services will be available to meet the demand of new development.

Overall, the objectives of the FLUE, Transportation Element, Parks and Recreation Element, Potable Water Sub-Element, Sanitary Sewer Sub-Element, and the Public School Facilities Element are furthered by the extension of facilities and services in a logical and efficient manner. That is accomplished by implementing the adopted Capital Improvements Element and its corresponding Schedule of Capital Improvements. Successful and efficient implementation of those items ensures that facilities and services will be in place concurrent with future demand.

If a capital improvements project is not included in the adopted Schedule of Capital Improvements and the improvement is required to maintain adopted level-of-service standards, future development will be prohibited until the necessary facilities are in place. That, in effect, indirectly controls the timing and location of future development and, in turn, furthers the implementation of the Future Land Use Element and Transportation Element objectives.

Appendix A constitutes the County’s five year schedule of capital improvements. The purpose of the CIP is to ensure that improvements to existing facilities and construction of new facilities are completed as needed. By implementing the five year schedule of capital improvements, the county will ensure that appropriate areas will be served by needed facilities, thus maintaining adopted levels of service.

Besides implementing the components of this element, the County coordinates with the St. Johns River Water Management District (SJRWMD) and the various state agencies, such as the Florida Department of Transportation, when those agencies program facility or service improvements within Indian River County. The continuation of that coordination will ensure that the plans of state agencies and the SJRWMD will be consistent with the Comprehensive Plan and the timing and location of capital improvements as identified in the CIE.

Forecasted Revenues

In order to develop a financially feasible schedule of capital improvements, projected revenues over the five-year CIP time period are calculated. Those revenues are then compared to anticipated expenditures on capital improvements. For the first three years of the plan, only committed and available revenue sources are utilized. In developing revenue estimates for that process, the County considers historic revenue trends, current and anticipated economic conditions, population and growth trends, legislative changes, and any other factors that may impact future revenue streams. That analysis is far more complex than projecting prior trends into the future. That is evident in the forecasted revenues shown in this section.

Since the start of the decline of the housing boom and throughout the economic recession that followed, there was a gradual decrease in most of the County’s revenue sources. With the ongoing economic recovery, forecasts show for all revenue sources except “Other Sources”, an increase in total revenue through FY ~~2020/21~~2021/22, of ~~2.62.5~~%. The “Other Sources” category included revenue sources such as grants that can vary year to year.

Many of the revenue sources identified in the CIP have unique characteristics. For example, sales taxes react differently than gas taxes to similar circumstances. The analysis accounts for such differences. Because gas taxes are levied on a per gallon basis rather than a price percentage basis like the sales tax, gas taxes do not increase as a result of rising prices the way that sales taxes do. Further, gas taxes do not typically decline as significantly as sales taxes during economic slowdowns. For property taxes, impact fees, user fees, interest earnings, and other revenues, additional behavioral characteristics were considered in forecasting future receipts. All such forecasts were developed with the use of professionally accepted methodologies. To ensure a financially balanced CIP (see Appendix A), scheduled expenditures were constrained by projected revenues.

As part of this capital improvements element, the County's general revenues were forecasted for fiscal years ~~2016/17~~2017/18 through ~~2020/21~~2021/22. This section addresses general revenues and earmarked projected revenues as well as the county's tax base and millage rate projections.

- Overall Forecasted Revenues

Table 6.7 summarizes the County's forecasted revenue for fiscal years ~~2016/17~~2017/18 through ~~2020/21~~2021/22. Those revenues include the County's general governmental funds, enterprise funds, and internal funds. As table 6.7 shows, general revenue collected by the County is forecast to **remain relatively level** ~~slightly increase~~ from fiscal year ~~2016/17~~2017/18 to fiscal year ~~2020/21~~2021/22 with revenues from “Other Sources” such as grants fluctuating.

| Table 6.7: Overall General Revenue Projection Summary | | | | | | |
|---|---|---|---|---|---|---|
| FY | 2017/18 2016/17 | 2018/19 2017/18 | 2019/20 2018/19 | 2020/21 2019/20 | 2021/22 2020/21 | TOTAL |
| Taxes | \$126,431,536 \$116,232,417 | \$129,592,000 \$119,138,000 | \$132,832,000 \$122,116,000 | \$136,153,000 \$125,169,000 | \$139,557,000 \$128,298,000 | \$664,565,536 \$599,189,167 |
| Permits, Fees & Special Assess. | \$29,879,997 \$29,035,576 | \$30,627,000 \$29,761,000 | \$31,393,000 \$30,505,000 | \$32,178,000 \$31,268,000 | \$32,982,000 \$32,050,000 | \$157,059,997 \$152,619,576 |
| Intergovernment | \$22,050,342 \$22,820,121 | \$22,602,000 \$23,391,000 | \$23,167,000 \$23,976,000 | \$23,746,000 \$24,575,000 | \$24,340,000 \$25,189,000 | \$115,905,342 \$119,951,121 |
| Charges for Services | \$72,628,674 \$71,413,730 | \$74,444,000 \$73,199,000 | \$76,305,000 \$75,029,000 | \$78,213,000 \$76,905,000 | \$80,168,000 \$78,828,000 | \$381,758,674 \$375,374,730 |
| Judgements, Fines & Forfeitures | \$434,490 \$449,525 | \$445,000 \$461,000 | \$456,000 \$473,000 | \$467,000 \$485,000 | \$479,000 \$497,000 | \$2,281,490 \$2,365,525 |
| Interest & Misc. | \$6,699,992 \$6,557,016 | \$6,867,000 \$6,721,000 | \$7,039,000 \$6,889,000 | \$7,215,000 \$7,061,000 | \$7,395,000 \$7,238,000 | \$35,215,992 \$34,466,016 |
| Other Sources | \$99,549,159 \$99,598,226 | \$90,572,097 \$97,531,154 | \$98,350,608 \$73,703,631 | \$63,715,949 \$89,748,893 | \$47,679,062 \$48,626,786 | \$399,866,875 \$420,972,939 |
| TOTAL | \$357,674,190 \$346,106,611 | \$355,149,097 \$350,202,154 | \$369,542,608 \$332,691,631 | \$341,687,949 \$355,211,893 | \$332,600,062 \$320,726,786 | \$1,756,653,906 \$1,704,939,074 |

Source: Indian River County Office of Management and Budget.

- Earmarked Projected Revenues

Earmarked revenues are revenues that are restricted in terms of use. Such revenues may be found in the Transportation Element, Sanitary Sewer Sub-Element, Potable Water Sub-Element, and Solid Waste Sub-Element.

Table 6.8 provides a summary of earmarked revenue forecasts by applicable comprehensive plan element for fiscal years ~~2016/17~~2017/18 through ~~2020/21~~2021/22. As shown in table 6.8, forecasted transportation revenues are broken down by their sources. Earmarked forecasted transportation

revenues are expected to increase by 9.916% over the next five fiscal years, from \$23,855,000\$26,110,000 in FY 2016/172017/18 to \$26,218,000\$27,770,590 in FY 2020/212021/22.

For potable water and sanitary sewer, earmarked revenue is expected to increase by 10.399.41% over the next five fiscal years, from \$32,495,167\$32,838,616 in FY 2016/172017/18 to \$35,870,000\$36,249,000 in FY 2020/212021/22. Over the next five years, earmarked revenue for solid waste is expected to increase by 10.399.40% from \$13,141,095\$14,048,177 in FY 2016/172017/18 to \$14,506,000\$15,506,000 in FY 2020/212021/22.

Table 6.8: Earmarked Projected Revenue by Comprehensive Plan Element

| Fiscal Year | Transportation | | | | | | | Potable Water & Sanitary Sewer | Solid Waste |
|--------------------|----------------------------|----------------------------|------------------------|----------------------------|------------------------------|----------------------|------------------------------|--------------------------------|------------------------------|
| | Local Option Gas Tax* | Constitutional Gas Tax | County Gas Tax | Traffic Impact Fee | 1 cent optional sales tax | Interest on Gas Tax | Total | | |
| 2017/18 2016/17 | \$3,600,000 \$3,550,000 | \$1,800,000 \$1,620,000 | \$785,000 \$760,000 | \$2,775,000 \$2,575,000 | \$17,100,000 \$15,300,000 | \$50,000 \$50,000 | \$26,110,000 \$23,855,000 | \$32,838,616 \$32,495,167 | \$14,048,177 \$13,141,095 |
| 2018/19 2017/18 | \$3,636,000 \$3,586,000 | \$1,818,000 \$1,636,000 | \$793,000 \$768,000 | \$2,775,000 \$2,750,000 | \$17,442,000 \$16,500,000 | \$50,000 \$50,000 | \$26,514,000 \$25,290,000 | \$33,660,000 \$33,308,000 | \$14,399,000 \$13,470,000 |
| 2019/20 2018/19 | \$3,672,000 \$3,622,000 | \$1,836,000 \$1,652,000 | \$801,000 \$776,000 | \$2,775,000 \$3,000,000 | \$17,790,840 \$16,995,000 | \$50,000 \$50,000 | \$26,924,840 \$26,095,000 | \$34,502,000 \$34,141,000 | \$14,759,000 \$13,807,000 |
| 2020/21 2019/20 | \$3,709,000 \$3,658,000 | \$1,854,000 \$1,669,000 | \$809,000 \$784,000 | \$2,775,000 \$3,000,000 | \$18,146,657 \$16,995,000 | \$50,000 \$50,000 | \$27,343,657 \$26,156,000 | \$35,365,000 \$34,995,000 | \$15,128,000 \$14,152,000 |
| 2021/22 2020/21 | \$3,746,000 \$3,695,000 | \$1,873,000 \$1,686,000 | \$817,000 \$792,000 | \$2,775,000 \$3,000,000 | \$18,509,590 \$16,995,000 | \$50,000 \$50,000 | \$27,770,590 \$26,218,000 | \$36,249,000 \$35,870,000 | \$15,506,000 \$14,506,000 |

Source: Indian River County Office of Management and Budget.

- Tax Base, Assessment Ratio, Millage Rate

Table 6.9 summarizes the county's tax base forecasts which are categorized by fund through FY 2020/212021/22. Overall, the countywide ad valorem tax base is the same as the general fund category identified in table 6.9.

Table 6.9: Indian River County Tax Base and Millage Projections

| Fiscal Year | General Fund | | M.S.T.U. | | Emergency Services District | | Environmental Land Acquisition | |
|--------------------|--------------------------------------|------------------|-------------------------------------|-----------------|--------------------------------------|------------------|--------------------------------------|------------------|
| | Tax Base | Millage | Tax Base | Millage | Tax Base | Millage | Tax Base | Millage |
| 2017/18 2016/17 | \$16,301,511,097 \$15,182,423,493 | 3.46043-3 602 | \$8,986,139,414 \$8,385,401,352 | 1.0733+0 733 | \$13,355,896,117 \$12,417,355,507 | 2.36552-3 010 | \$16,301,511,097 \$15,182,423,493 | 0.29550-3 143 |
| 2018/19 2017/18 | \$16,953,571,541 \$15,789,720,433 | 3.46043-3 602 | \$9,345,584,991 \$8,720,817,406 | 1.0733+0 733 | \$13,890,131,962 \$12,914,049,727 | 2.36552-3 010 | \$16,953,571,541 \$15,789,720,433 | 0.28370-3 017 |
| 2019/20 2018/19 | \$17,631,714,403 \$16,421,309,250 | 3.46043-3 602 | \$9,719,408,391 \$9,069,650,102 | 1.0733+0 733 | \$14,445,737,240 \$13,430,611,716 | 2.36552-3 010 | \$17,631,714,403 \$16,421,309,250 | 0.27230-2 897 |
| 2020/21 2019/20 | \$18,336,982,979 \$17,078,161,620 | 3.46043-3 602 | \$10,108,184,727 \$9,432,436,106 | 1.0733+0 733 | \$15,023,566,730 \$13,967,836,185 | 2.36552-3 010 | \$18,336,982,979 \$17,078,161,620 | 0.26140-2 781 |
| 2021/22 2020/21 | \$19,070,462,298 \$17,761,288,085 | 3.46043-3 602 | \$10,512,512,116 \$9,809,733,550 | 1.0733+0 733 | \$15,624,509,399 \$14,526,549,632 | 2.36552-3 010 | \$19,070,462,298 \$17,761,288,085 | 0.17570-2 669 |

Source: Indian River County Office of Management and Budget.

As shown in table 6.9, the county has a Municipal Service Taxing Unit (MSTU) and an emergency services district, each with a separate millage.

Changes to the Capital Improvements Program

~~With the gradual improving economy, County revenue increased in Fiscal Year 2015/16. For all funding sources, except “other sources”, County revenue for “Permits, Fees & Special Assessments”, “Judgements, Fines & Forfeitures”, and “Interest & Misc.” are is expected to continue to slowly increase through Fiscal Year 2020/21/2021/22 above what was previously forecasted in the prior year’s Capital Improvements Program. County revenue for “Intergovernmental”, “Charges for Services”, and “Other Sources” are expected to increase through Fiscal Year 2021/22, at the same rate as previously forecasted in the prior year’s Capital Improvements Program, however, the starting FY 2017/18 amount for each of these three categories is less than previously forecasted. With respect to the “Intergovernmental” funds, the lower amount for FY 2017/18 is due to a reduction in grant funds.~~

With this year’s update, some projects have had their timeframes extended and some have had their funding sources changed as priorities have shifted, and projects previously underfunded have been designated to receive additional projected funding from sources that have become available. This includes projected ~~revenue from the recent renewal of the one cent local option sales tax and projected~~ increased revenue from assessments and user fees, gas taxes, various impact fees, and developer funded construction projects ~~and the Florida Department of Transportation~~ due to projected increased development activity and continually improving market conditions. While some project time frames have been extended, none of the extensions will impact development project concurrency reservations.

With respect to transportation projects, available roadway capacity has recently increased because concurrency certificates for some development projects with vested trips have expired. These trips are now reflected as available in the County’s concurrency management system.

By extending the timeframe of transportation projects, the County can utilize its limited resources to complete priority concurrency related projects within the overall capital improvements program. In effect, the County needs to delay some projects so that other projects will remain fundable and so that additional priority projects may be funded. By funding necessary projects and other priority projects, and by extending the time frames for other projects, the County is maintaining a financially feasible capital improvements element.

- Priority Transportation Capital Improvements Program

The Priority Transportation Capital Improvements Program is a list of transportation projects for which a specific start date and a specific completion date are listed. As allowed by state law, the County considers the additional capacity to be produced by those roadway improvement projects as

being available now for concurrency purposes. As such, a development project impacting a deficient link can proceed despite the deficient link, where a roadway improvement project for the deficient link will be under construction no later than three years after issuance of the first building permit for the development project.

In 2010, because of lower demand and/or a slower increase in demand on area roadways from the depressed housing market and the pending expiration of concurrency certificates for previously approved developments, it was determined that the Priority Transportation Capital Improvements Program (PTCIP) was no longer needed, and was removed from the CIE. Given the increase in available road capacity from expired projects and moderate pace of development, the PTCIP has not been re-introduced at this time.

Needs Assessment

Based on public facility requirements identified in the other comprehensive plan elements, this needs assessment identifies the capital improvements required to provide sufficient infrastructure to meet proposed levels of service for existing and new development. For purposes of the CIE, a capital improvement is a substantial facility (land, building or major equipment) that costs at least \$100,000 and may be paid for in phases.

Table 6.10 identifies capital improvement needs through fiscal year 2020/21-2021/22 for conservation & aquifer recharge, emergency services, general services, law enforcement & corrections, recreation and open space, stormwater management, sanitary sewer and potable water, solid waste, transportation, and public schools. Appendix A provides a detailed list of projects associated with each of the comprehensive plan elements as well as those projects associated with individual department capital improvements programs. Not included in Appendix A are projects associated with the Public School Facilities Element. Those projects are found in Appendix C. Detailed capital improvement schedules, which list each improvement project, are provided in each applicable Comprehensive Plan Element or within individual master plans for the respective governmental service.

| Element or Category | <u>2017/18</u> 2016/17 | <u>2018/19</u> <u>2017/18</u> | <u>2019/20</u> <u>2018/19</u> | <u>2010/21</u> <u>2019/20</u> | <u>2021/22</u> <u>2010/21</u> | Total |
|---------------------------------|--|---------------------------------------|---------------------------------------|---------------------------------------|---------------------------------------|---|
| Conservation & Aquifer Recharge | \$1,700,000 \$917,519 | \$1,625,000 \$775,000 | \$625,000 \$725,000 | \$325,000 \$350,000 | \$175,000 \$515,000 | \$4,450,000 \$3,282,519 |
| Emergency Services | \$4,509,600 \$5,882,404 | \$4,673,635 \$4,046,600 | \$8,410,000 \$4,571,200 | \$1,310,000 \$8,526,200 | \$2,470,000 \$1,195,000 | \$21,373,235 \$24,221,404 |
| General Services | \$11,102,000 \$9,566,074 | \$2,025,000 \$971,892 | \$875,000 \$1,268,692 | \$575,000 \$200,000 | \$475,000 \$200,000 | \$15,052,000 \$12,206,658 |
| Law Enforcement & Corrections | \$170,000 \$1,950,000 | \$140,000 \$170,000 | \$3,300,000 \$0 | \$100,000 \$3,000,000 | \$1,500,000 \$2,573,000 | \$5,210,000 \$7,693,000 |
| Recreation & Open Space | \$1,902,296 \$2,877,440 | \$1,180,302 \$1,224,200 | \$691,317 \$245,302 | \$2,459,196 \$1,541,317 | \$575,000 \$609,196 | \$6,808,111 \$6,497,455 |

Table 6.10: Future Capital Improvement Expenditures for Indian River County & Indian River County School District

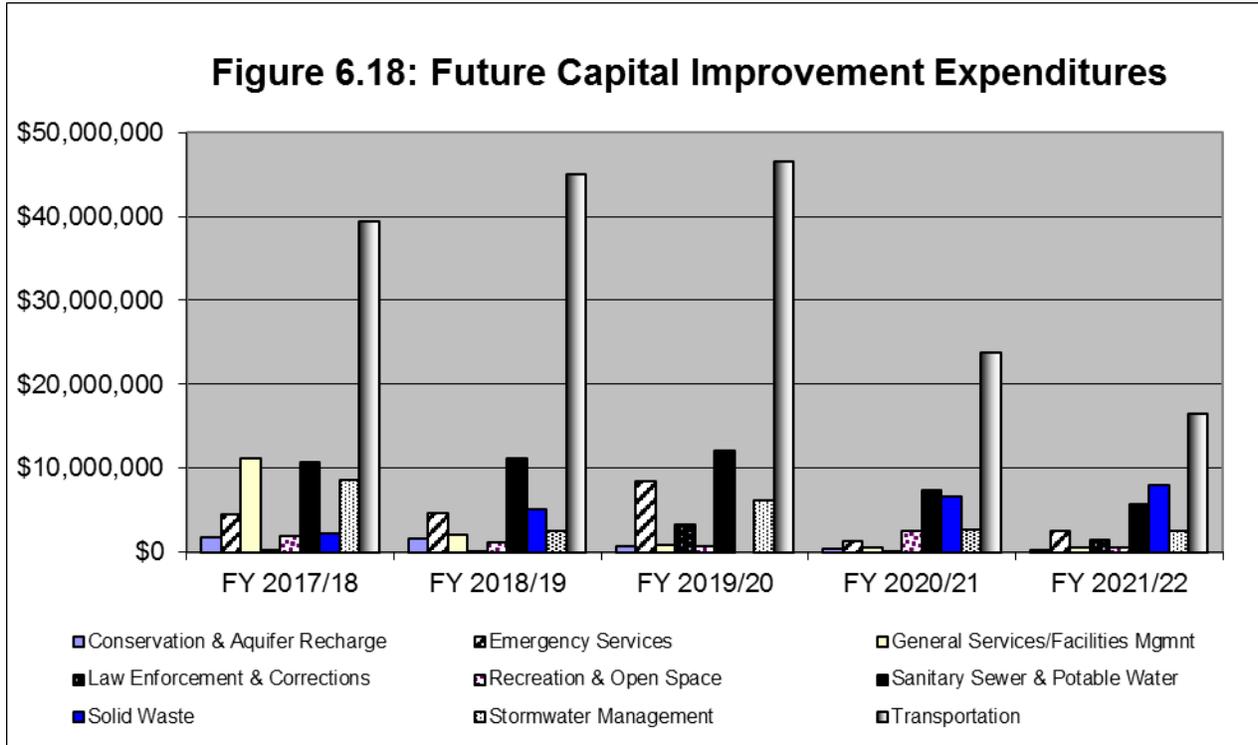
| Element or Category | <u>2017/18</u> 2016/17 | <u>2018/19</u> <u>2017/18</u> | <u>2019/20</u> <u>2018/19</u> | <u>2020/21</u> <u>2019/20</u> | <u>2021/22</u> <u>2020/21</u> | Total |
|----------------------------------|--|--|--|--|--|--|
| Sanitary Sewer & Potable Water | \$10,748,931 <u>\$10,142,395</u> | \$11,210,000 <u>\$12,090,590</u> | \$12,019,000 <u>\$7,750,000</u> | \$7,350,000 <u>\$6,800,000</u> | \$5,650,000 \$0 <u>\$8,000,000</u> | \$46,977,931 <u>\$36,782,985</u> |
| Solid Waste | \$2,252,500 <u>\$260,000</u> | \$5,052,500 <u>\$11,805,000</u> | \$0 | \$6,600,000 <u>\$1,070,000</u> | \$8,000,000 <u>\$8,415,000</u> | \$21,905,000 <u>\$21,550,000</u> |
| Stormwater Management | \$8,626,649 <u>\$7,195,978</u> | \$2,450,000 <u>\$2,255,000</u> | \$6,125,000 <u>\$2,300,000</u> | \$2,600,000 <u>\$5,600,000</u> | \$2,465,000 <u>\$1,400,000</u> | \$22,266,649 <u>\$18,750,978</u> |
| Transportation | \$39,470,809 <u>\$34,225,890</u> | \$45,016,945 <u>41,614,002</u> | \$46,505,311 <u>\$33,215,722</u> | \$23,751,229 <u>\$35,721,396</u> | \$16,440,884 <u>\$12,284,066</u> | \$171,185,178 <u>\$157,061,075</u> |
| Total | \$80,482,785 <u>\$73,017,700</u> | \$73,373,382 <u>\$74,952,284</u> | \$78,550,628 <u>\$50,075,916</u> | \$45,070,425 <u>\$62,808,913</u> | \$37,750,884 <u>\$27,191,262</u> | \$315,228,104 <u>\$288,046,074</u> |
| Public School Facilities* | \$11,154,118 <u>\$9,359,603</u> | \$11,614,135 <u>\$10,927,794</u> | \$625,000 <u>\$12,294,172</u> | \$325,000 <u>\$13,593,236</u> | \$175,000 <u>\$14,905,634</u> | \$4,450,000 <u>\$61,080,439</u> |

*The School District of Indian River County has the fiscal responsibility for capital improvement expenditures for public school facilities.

Figure 6.18 graphically displays the forecasted capital improvements expenditures for the County during the next five fiscal years. As indicated, the sum of the total projected costs for each of the elements for the five year period is ~~\$288,046,074~~\$315,228,104.

Some public facilities, such as public education and health systems, are provided countywide, but are not the fiscal responsibility of the County. The County, however, is required by state statutes to provide some funds to the Indian River County Health Department (IRCHD). Consistent with state law, the Secretary of the Florida Department of Health appoints the administrator of the IRCHD with the concurrence of the Board of County Commissioners. The IRCHD maintains its financial records, and prepares its own financial report separate from the county.

In the Public School Facilities Element of the County’s comprehensive plan, there is an analysis and description of public schools. Based on general locational criteria for public schools, it is assumed that any new facilities which may be constructed in the County by ~~2020/21~~2021/22 will be located within existing infrastructure service areas or designated expansion areas. Therefore, those systems may be considered to be adequately served by appropriate infrastructure.



Fiscal Assessment

This section examines the County's ability to fund the capital improvements listed in table 6.10, with the exception of public school facilities, and assesses whether sufficient revenue will be available within the existing budget framework utilized by the County to fund the needed improvements at the time that those improvements will be required. This assessment process consists of forecasting future revenue receipts and comparing those receipts to anticipated expenditures. With this process, it is possible to quantify annual revenue surpluses and shortfalls, providing a basis for examining opportunities for financing needed capital improvements. The expenditure estimates include operating costs.

For the public school facilities listed in table 6.10, the School District of Indian River County is responsible for funding the capital improvements. The School District’s adopted “Summary of Capital Improvements Program” (Appendix C) and “Summary of Estimated Revenue” (Appendix D) provide a detailed review of the financial feasibility of the School District’s Five Year Capital Plan.

Projected Expenditures

Table 6.11 shows the County's projected expenditures for fiscal years ~~2016/17~~2017/18 through ~~2020/21~~2020/21. By fiscal year ~~2020/21~~2021/22, the County is forecasted to have annual expenditures totaling ~~\$320,726,786~~\$332,600,062. In FY ~~2020/21~~2021/22, the category projected to have the largest expenditures is the Public Safety category. For the five-year period beginning in

fiscal year ~~2016/17~~2017/18 and ending in fiscal year ~~2020/21~~2021/22, the County's expenditures are forecast to decrease by 7.337.01%.

| Table 6.11: Indian River County Overall General Expenditures Projection Summary | | | | | |
|---|---|---|---|---|---|
| FY | 2017/18 2016/17 | 2018/19 2017/18 | 2019/20 2018/19 | 2020/21 2019/20 | 2021/22 2020/21 |
| General Gov't. Services | \$57,710,348 \$55,961,308 | \$50,769,000 \$48,526,892 | \$50,838,000 \$50,012,692 | \$51,787,000 \$50,163,000 | \$52,967,000 \$51,412,000 |
| Public Safety | \$98,136,363 \$92,404,965 | \$93,667,635 \$90,903,600 | \$102,785,000 \$93,425,200 | \$94,762,000 \$102,601,200 | \$99,656,000 \$97,120,000 |
| Physical Environment | \$77,074,453 \$71,183,075 | \$75,671,500 \$80,909,590 | \$74,936,000 \$66,109,000 | \$74,085,000 \$70,537,000 | \$73,663,000 \$68,465,000 |
| Transportation | \$51,093,482 \$55,717,739 | \$67,596,945 \$65,263,002 | \$69,650,311 \$56,635,722 | \$47,475,229 \$59,727,396 | \$40,757,884 \$36,890,066 |
| Economic Environment | \$459,863 \$432,221 | \$454,000 \$443,000 | \$465,000 \$454,000 | \$477,000 \$465,000 | \$489,000 \$477,000 |
| Human Services | \$9,238,113 \$8,751,671 | \$9,194,000 \$8,970,000 | \$9,424,000 \$9,194,000 | \$9,660,000 \$9,424,000 | \$9,902,000 \$9,660,000 |
| Culture/Recreation | \$21,650,111 \$19,182,994 | \$18,311,302 \$17,937,200 | \$18,250,317 \$17,376,302 | \$20,457,196 \$19,100,317 | \$19,023,000 \$18,607,196 |
| Debt Service | \$5,539,408 \$5,493,134 | \$5,290,715 \$5,246,870 | \$5,289,980 \$5,290,715 | \$5,293,524 \$5,289,980 | \$1,093,178 \$5,293,524 |
| Other | \$36,772,049 \$36,979,504 | \$34,194,000 \$32,002,000 | \$37,904,000 \$34,194,000 | \$37,691,000 \$37,904,000 | \$35,049,000 \$32,802,000 |
| TOTAL | \$357,674,190 \$346,106,611 | \$355,149,097 \$350,202,154 | \$369,542,608 \$332,691,631 | \$341,687,949 \$355,211,893 | \$332,600,062 \$320,726,786 |

Source: Indian River County Office of Management and Budget.

- Earmarked Projected Expenditures

Table 6.12 identifies the projected expenditures for the water, sewer, and solid waste enterprise funds for fiscal years ~~2016/17~~2017/18 through ~~2020/21~~2021/22. Those expenditures include operating expenses and other expenses for each year.

According to law, all revenues from capacity charges must be spent on infrastructure improvements that benefit the payer of the capacity charge. Therefore, capacity charge revenue and expenditure amounts increase and decrease with development. For that reason, forecasting capacity charge revenues and expenditures is difficult. That system, however, ensures that new development will not reduce levels of service below County minimums.

| Fiscal Year | Potable Water & Sanitary Sewer | Solid Waste |
|---------------------------------------|---|---|
| 2017/18 2016/17 | \$43,587,547 \$42,637,562 | \$16,300,677 \$13,401,095 |
| 2018/19 2017/18 | \$44,870,000 \$45,398,590 | \$19,451,500 \$25,275,000 |
| 2019/20 2018/19 | \$46,521,000 \$41,891,000 | \$14,759,000 \$13,807,000 |
| 2020/21 2019/20 | \$42,715,000 \$41,795,000 | \$21,728,000 \$15,222,000 |
| 2021/22 2020/21 | \$41,899,000 \$35,870,000 | \$23,506,000 \$22,921,000 |

Source: Indian River County Office of Management and Budget.

In FY ~~2020/21~~2021/22, the forecast expenses for potable water and sanitary sewer services are expected to be ~~-\$35,870,000~~\$41,899,000. That is a decrease of ~~15.87~~3.87% from the FY ~~2016/17~~2017/18 forecast expenses of ~~-\$42,637,562~~\$43,587,547. Table 6.12 shows that, in FY ~~2020/21~~2021/22, the projected expenses for solid waste services are expected to be ~~\$22,921,000~~\$23,506,000. That is an ~~an~~ increase of ~~71.04~~44.20% from the ~~2016/17~~2017/18 projected figure of ~~\$13,401,095~~\$16,300,677.

Operating Cost Projections

Table 6.13 provides forecasts of overall operating costs for the County for fiscal years ~~2016/17~~2017/18 through ~~2020/21~~2021/22. In fiscal year ~~2020/21~~2021/22, the County is forecast to incur approximately ~~\$260,733,524~~\$262,015,178 in operating costs. Based on the figures shown in table 6.13, the county's operating costs are forecast to increase ~~10.06~~8.51% between ~~2016/17~~2017/18 and ~~2020/21~~2021/22.

| Fiscal Year | Total Operating Costs |
|---------------------------------------|---|
| 2017/18 2016/17 | \$241,477,408 \$236,909,407 |
| 2018/19 2017/18 | \$247,581,715 \$242,004,870 |
| 2019/20 2018/19 | \$253,637,980 \$248,421,715 |
| 2020/21 2019/20 | \$259,851,524 \$254,498,980 |
| 2021/22 2020/21 | \$262,015,178 \$260,733,524 |

Source: Indian River County Office of Management and Budget

Projected Debt Capacity

Debt Financing is one way that the county has provided for its capital facility needs. The primary rationale for providing capital facilities through indebtedness is that it spreads the cost of a facility over its useful life and thus is paid for by those who will use the facility.

Table 6.14 identifies the amount of revenue that the County can raise by issuing revenue bonds. Those bonds can be issued without a public vote. That table identifies the County's bonding capacity for 10, 20, and 30 years. As table 6.14 indicates, the County's available bonding capacity for a 10 year issue is ~~\$215,300,000~~\$221,400,000, while its bonding capacity for a 30 year issue is ~~\$510,200,000~~\$487,300,000.

| Table 6.14: Indian River County Estimated Ability to Raise Bonds Without A Public Vote | | | |
|---|--|---|---|
| Pledge Sources | Ten Years (Bond Interest Rate @ 1.46 <u>1.85</u> %) | Twenty Years (Bond Interest Rate @ 1.98 <u>2.50</u> %) | Thirty Years (Bond Interest Rate @ 2.46 <u>2.70</u> %) |
| Half Cent Sales Tax | \$81,800,000 <u>\$76,800,000</u> | \$143,300,000 \$139,600,000 | \$188,300,000 \$190,100,000 |
| Gas Taxes | \$57,500,000 <u>\$56,000,000</u> | \$99,000,000 <u>\$99,500,000</u> | \$114,400,000 \$123,400,000 |
| Tourist Tax | \$16,800,000 <u>\$16,500,000</u> | \$28,900,000 <u>\$29,500,000</u> | \$37,800,000 <u>\$39,500,000</u> |
| County Revenue Program First Guaranteed Entitlement | <u>\$1,900,000</u> <u>\$1,900,000</u> | <u>\$3,200,000</u> <u>\$3,400,000</u> | <u>\$4,200,000</u> <u>\$4,500,000</u> |
| County Revenue Program Second Guaranteed Entitlement | <u>\$3,900,000</u> <u>\$3,900,000</u> | <u>\$6,600,000</u> <u>\$7,000,000</u> | <u>\$8,700,000</u> <u>\$9,300,000</u> |
| Sub-Total | \$161,900,000 \$155,100,000 | \$281,000,000 \$279,000,000 | \$353,400,000 \$366,800,000 |
| Possible Pledge Sources | | | |
| Franchise Fees | \$40,700,000 <u>\$42,600,000</u> | \$70,000,000 <u>\$75,700,000</u> | \$91,500,000 \$101,300,000 |
| Road Impact Fees | \$18,800,000 <u>\$17,600,000</u> | \$32,400,000 <u>\$31,400,000</u> | \$42,400,000 <u>\$42,100,000</u> |
| Sub-Total | \$59,500,000 <u>\$60,200,000</u> | \$102,400,000 \$107,100,000 | \$133,900,000 \$143,400,000 |
| TOTAL | \$221,400,000 \$215,300,000 | \$383,400,000 \$386,100,000 | \$487,300,000 \$510,200,000 |

*Rates are comparable term AAA rated municipal bond yields as of 9/2/2016/9/5/2017.

Source: Indian River County Office of Management and Budget.

- Debt Service Obligations

In table 6.15, the County's debt service obligations for current and anticipated bond issues are summarized. Debt service is payment of principal and interest on obligations resulting from the issuance of bonds. As table 6.15 indicates, the County's major anticipated outstanding debts are for water and sewer revenue bonds, environmentally sensitive land acquisition bonds, and spring training facility revenue bonds.

Table 6.15 Indian River County Bond Schedule

| FY Ending | | Water & Sewer Revenue Refunding Bonds | Environmentally Sensitive Land Acquisition | Water & Sewer Revenue Refunding Bonds | Spring Training Facility Revenue Bonds |
|-----------|-----------|---------------------------------------|--|---------------------------------------|--|
| | | 2009 Series 3.68% \$26,370,000 | 2015 Series 1.66% \$20,369,000 | 2015 Series 1.65% \$7,170,000 | 2001 Series 4.87% \$16,810,000 |
| 2015 | Interest | \$1,067,000 | | - | \$394,713 |
| | Principal | \$1,815,000 | | - | \$470,000 |
| | Total | \$2,882,000 | | - | \$864,713 |
| | Balance | \$19,525,000 | | \$7,171,000 | \$7,230,000 |
| 2016 | Interest | \$976,250 | \$77,017 | \$119,635 | \$370,038 |
| | Principal | \$1,905,000 | \$320,000 | \$973,000 | \$495,000 |
| | Total | \$2,881,250 | \$397,017 | \$1,092,635 | \$865,038 |
| | Balance | \$17,620,000 | \$20,049,000 | \$6,198,000 | \$6,735,000 |
| 2017 | Interest | \$881,000 | \$332,813 | \$102,267 | \$344,050 |
| | Principal | \$2,000,000 | \$343,000 | \$992,000 | \$520,000 |
| | Total | \$2,881,000 | \$675,813 | \$1,094,267 | \$864,050 |
| | Balance | \$15,620,000 | \$19,706,000 | \$5,206,000 | \$6,215,000 |
| 2018 | Interest | \$781,000 | \$327,120 | \$85,899 | \$316,750 |
| | Principal | \$2,100,000 | \$4,053,000 | \$1,007,000 | \$550,000 |
| | Total | \$2,881,000 | \$4,380,120 | \$1,092,899 | \$866,750 |
| | Balance | \$13,520,000 | \$15,653,000 | \$4,199,000 | \$5,665,000 |
| 2019 | Interest | \$676,000 | \$259,840 | \$69,284 | \$287,875 |
| | Principal | \$2,205,000 | \$4,158,000 | \$1,025,000 | \$585,000 |
| | Total | \$2,881,000 | \$4,417,840 | \$1,094,284 | \$872,875 |
| | Balance | \$11,315,000 | \$11,495,000 | \$3,174,000 | \$5,080,000 |
| 2020 | Interest | \$565,750 | \$190,817 | \$52,371 | \$257,163 |
| | Principal | \$2,315,000 | \$4,227,000 | \$1,042,000 | \$615,000 |
| | Total | \$2,880,750 | \$4,417,817 | \$1,094,371 | \$872,163 |
| | Balance | \$9,000,000 | \$7,268,000 | \$2,132,000 | \$4,465,000 |
| 2021 | Interest | \$450,000 | \$120,649 | \$35,178 | \$224,875 |
| | Principal | \$2,430,000 | \$4,298,000 | \$1,058,000 | \$650,000 |
| | Total | \$2,880,000 | \$4,418,649 | \$1,093,178 | \$874,875 |
| | Balance | \$6,570,000 | \$2,970,000 | \$1,074,000 | \$3,815,000 |
| 2022 | Interest | \$328,500 | \$49,302 | \$17,721 | \$190,750 |
| | Principal | \$2,550,000 | \$2,970,000 | \$1,074,000 | \$305,000 |
| | Total | \$2,878,500 | \$3,019,302 | \$1,091,721 | \$495,750 |
| | Balance | \$4,020,000 | \$0 | \$0 | \$3,510,000 |
| 2023 | Interest | \$201,000 | | | \$175,500 |
| | Principal | \$2,680,000 | | | \$320,000 |
| | Total | \$2,881,000 | | | \$495,500 |
| | Balance | \$1,340,000 | | | \$3,190,000 |
| 2024 | Interest | \$67,000 | | | \$159,500 |

| Table 6.15 Indian River County Bond Schedule | | | | | |
|--|-----------|---------------------------------------|--|---------------------------------------|--|
| FY Ending | | Water & Sewer Revenue Refunding Bonds | Environmentally Sensitive Land Acquisition | Water & Sewer Revenue Refunding Bonds | Spring Training Facility Revenue Bonds |
| | | 2009 Series 3.68% \$26,370,000 | 2015 Series 1.66% \$20,369,000 | 2015 Series 1.65% \$7,170,000 | 2001 Series 4.87% \$16,810,000 |
| | Principal | \$1,340,000 | | | \$340,000 |
| | Total | \$1,407,000 | | | \$499,500 |
| | Balance | \$0 | | | \$2,850,000 |
| 2025 | Interest | | | | \$142,500 |
| | Principal | | | | \$355,000 |
| | Total | | | | \$497,500 |
| | Balance | | | | \$2,495,000 |
| 2026 | Interest | | | | \$124,750 |
| | Principal | | | | \$375,000 |
| | Total | | | | \$499,750 |
| | Balance | | | | \$2,120,000 |
| 2027 | Interest | | | | \$106,000 |
| | Principal | | | | \$390,000 |
| | Total | | | | \$496,000 |
| | Balance | | | | \$1,730,000 |
| 2028 | Interest | | | | \$86,500 |
| | Principal | | | | \$410,000 |
| | Total | | | | \$496,500 |
| | Balance | | | | \$1,320,000 |
| 2029 | Interest | | | | \$66,000 |
| | Principal | | | | \$430,000 |
| | Total | | | | \$496,000 |
| | Balance | | | | \$890,000 |
| 2030 | Interest | | | | \$44,500 |
| | Principal | | | | \$455,000 |
| | Total | | | | \$499,500 |
| | Balance | | | | \$435,000 |
| 2031 | Interest | | | | \$21,750 |
| | Principal | | | | \$435,000 |
| | Total | | | | \$456,750 |
| | Balance | | | | \$0 |

Source: Indian River County Office of Management and Budget.

Fiscal Assessment Summary

This section provides an analysis of the County's revenues and expenditures for its capital improvement needs for the five-year period beginning in FY ~~2016/17~~2017/18 and ending in FY

~~2020/21~~2021/22. While Appendix A details all of the capital improvement projects for the next five fiscal years for each individual comprehensive plan element by cost, timeframe, and revenue source(s), Table 6.7 provides general revenue projections for the County through fiscal year ~~2020/21~~2021/22. As shown in Table 6.7, the County will generate ~~\$1,704,939,074~~\$1,756,803,906 in revenues from general funds, enterprise funds, and internal funds from fiscal year ~~2016/17~~2017/18 to fiscal year ~~2020/21~~2021/22. Sources of those funds include sales taxes, property taxes, grants, impact fees, and other revenues. The funding needed for the capital improvements listed within Appendix A will come from that ~~\$1,704,939,074~~\$1,756,803,906.

Overall, the County will have enough revenue to cover the costs associated with the five year capital improvements program. For all projects contained within the County’s Capital Improvements project list, the total estimated cost is ~~\$288,046,074~~\$311,688,104 for the next five fiscal years. This is ~~16.89~~17.74% of the overall general fund revenues for the same time period.

Concurrency Management Plan

To ensure that level-of-service standards are maintained, it is necessary to have a system in place that provides the criteria for measuring facility capacity, assessing development demand on applicable facilities, and monitoring service levels for applicable facilities. That system will set the parameters for issuing development orders consistent with level-of-service standards.

While this concurrency management plan sets policies and establishes a process, the specific application of this system is through the County's land development regulations. As per state requirements, those regulations define the details of the concurrency management system and establish its administrative requirements.

The major purpose of the concurrency management system is to detail the specifics of implementing the County's level-of-service standards. For that reason, the concurrency management system must apply to all development activity in the County. The system must then identify the applicable standards for each facility, the geographic scope of each facility, and the method of monitoring facility capacity changes. Most importantly, this system must specify when facilities are considered available.

Project Applicability

All development orders issued by the County must comply with the concurrency management plan and meet level-of-service standards. Development orders are County approvals for construction and/or land development activity. Specifically, development orders consist of the following: comprehensive plan amendments, rezonings, site plan approvals, preliminary plat approvals, development of regional impact (DRI) approvals, planned development preliminary approvals, and building permit approvals for single-family homes located in subdivisions which were approved after February 13, 1990, the original adoption date of the county’s comprehensive plan.

Within Indian River County, the impact from the construction of a single family home on an existing subdivision platted lot may constitute a de minimus impact on public facilities and thus be exempt from the concurrency requirement. Indian River County applies the single family de minimus allowance to single family building permits in subdivisions platted before February 13, 1990.

Service Standards

Level-of-service standards for concurrency related facilities are established in this plan for the following facilities: sanitary sewer, potable water, solid waste, stormwater management, recreation, public schools, and transportation. Those are explained in detail in the applicable comprehensive plan elements.

For each facility, level-of-service is a measure of the relationship between demand for the service and the capacity of the facility. Capacity, however, is measured differently for each type of facility. Table 6.16 identifies both the capacity and demand measures for each public facility. Those measures are addressed in detail, and existing capacities are identified in the applicable Comprehensive Plan Elements.

| Table 6.16: Service Level Measures for Concurrency Related Facilities | | | | |
|--|-----------------------|---|--|-------------------|
| Public Facility Category | Specific Facility | Capacity Measure | Demand Measure | Geographic Scope |
| Transportation | Roadway | Volume of cars accommodated over time | Peak Season/Peak Direction/Peak Hour Trips | Affected Roadways |
| Sanitary Sewer | Treatment Plant | Treatment design capacity (GPD) | Generation Rate (GPD) | Service Area |
| Potable Water | Treatment Plant | Treatment design capacity (GPD) | Generation Rate (GPD) | Service Area |
| Solid Waste | Landfill | Volume in active cell (cubic yards) | Generation Rate (tons per capita per year) | Entire County |
| Recreation | Parks | Acres of park land | Acres of parks per thousand population | Entire County |
| Stormwater Management | Drainage conveyances | Volume of water | Volume of stormwater outfalling for design storm | Basin |
| Education* | Public Schools (K-12) | Number of students accommodated over time | Enrolled Students/ Future Student Generation | Service Area |

*Limited to participating Schools owned and operated by the Indian River County School District

Concurrency requires that each facility within the geographic scope of a proposed project’s impact area have sufficient capacity to accommodate the project's demand. If that capacity is not available, the project cannot be approved. The principal function of the concurrency management system then is to provide a mechanism whereby demand and capacity measures can be compared on a project by project basis.

Table 6.16 provides the criteria for establishing a demand to capacity comparison for a proposed project. While most of the characteristics are self-explanatory, one needs clarification; that is the geographic scope for the traffic public facility category. For concurrency purposes, affected roadways are those roadways impacted by a project's traffic. Regardless of size, all projects impact the roadway on which the project fronts. In addition, other roadways further removed from the project may be impacted. For concurrency purposes, two lane roadways which are assigned 8 or more peak hour/peak season/peak direction project trips and four or more lane roadways that are assigned 15 or more peak hour/peak season/peak direction project trips are considered impacted roadways.

For transportation concurrency related facilities, level-of-service standards are applied to all impacted roadways. Those level-of-service standards range from A to F and are associated with peak hour/peak season/peak direction trips.

Demand

Demand is an important component of the concurrency management system. Essentially, demand is a measure of facility use. When compared to facility capacity, demand can indicate the level-of-service for the facility.

As depicted in Table 6.16, demand can be measured quantitatively for each public facility category. While the demand function for each facility consists of applying a rate to the number of facility users, estimation of total demand is more complex. For concurrency management purposes, demand can be divided into three types: existing, committed, and projected. Each must be considered separately for purposes of concurrency management.

Existing Demand

Existing demand is simply the current level of use for a facility. For a roadway, it is the number of peak hour/peak season/peak direction trips; for a school, it is the number of full-time enrolled students; for water and wastewater treatment plants, it is the existing flow volume measured in gallons per day. Those figures are included within applicable plan elements.

Existing demand then reflects the use of a facility by the current population. When compared to capacity, existing demand can show if the facility has unused capacity or if it is functioning over capacity.

Existing demand, however, is not static. As population increases and dwelling units come on-line, existing demand increases. Those increases in existing demand can be identified through facility use measurements. For example, regular traffic counts done on roads or treatment plant flow records are examples of facility use measurements indicating existing demand levels. As existing demand levels

for facilities are updated, committed demand levels must be reduced if projects representing committed demand have come on-line.

Committed Demand

Committed demand is a measure of the impact that approved development projects with reserved capacity will have on facilities. When added to existing demand for a facility, the committed demand for that facility will produce a more accurate estimate of unused capacity. That estimate of unused capacity represents the amount of capacity that can realistically be allocated to new projects.

Committed demand must be determined by identifying all projects for which capacity has been reserved through issuance of initial concurrency certificates which are still valid. Then the specific facilities that will be impacted by those projects with reserved capacities must be determined; those facilities will be roadways and the landfill, and they may be treatment plants, drainage conveyances, and recreation facilities. Finally, the total demand on each facility attributable to committed demand will be determined.

Applicable elements of the plan identify the rates to be applied to each project to determine facility demand. Traffic volumes, for example, can be derived by applying a trip rate to the size of the project. Sanitary sewer and potable water both have rates of 250 gallons per day per equivalent residential unit. Other public facility rates are discussed fully in their applicable Comprehensive Plan Element.

Like existing demand, committed demand must be determined on a facility by facility basis. For example, both existing demand and committed demand must be determined for each major roadway, each school, each treatment plant, each major drainage conveyance, and the active cell in the landfill. Also, like existing demand, committed demand estimates must be modified as projects are completed; committed demand estimates must also be modified as new development orders are approved and old development orders are terminated.

Projected Demand

The third type of demand is projected demand. This consists of two types. One is non-committed/non-reserved, single-family lot demand for all subdivisions platted after February 13, 1990, while the other is new project demand.

Non-committed/non-reserved single-family lot projected demand relates to the facility impacts associated with construction on single-family lots in subdivisions platted after February 13, 1990 and construction on single-family unplatted lots and acreage. Since that type of construction will impact facilities, the demand anticipated from that type of activity must be considered in facility expansion plans. For that reason, it is necessary to maintain an accurate inventory of unbuilt, platted lots and consider the impacts of construction on those lots.

The second type of projected demand is new project demand. For each new project, demand estimates must be made on a facility by facility basis. Only if sufficient available capacity exists for each facility to be impacted can the project be approved and a development order issued. Upon issuance of a development order, the estimated impacts on each facility would be considered as committed demand.

Availability of Capacity

Facility capacity can be assessed two different ways. First, facility capacity can be determined by facilities that are existing and available; examples would be existing treatment plants and existing roadways with a set number of lanes. The second manner for assessing facility capacity is to consider both existing, in-the-ground facilities as well as facility expansions or new facilities which are programmed but not yet existing.

As part of the concurrency review process, the capacity of existing, in-the-ground facilities will be considered in all cases. Programmed facilities will be considered in assessing capacity for each public facility category when the following conditions are met:

- For sanitary sewer, potable water, solid waste and drainage facilities:
 1. A development order or permit is issued subject to the condition that, at the time of the issuance of a certificate of occupancy or its functional equivalent, the necessary facilities and services are in place and available to serve the new development; or
 2. At the time the development order or permit is issued, the necessary facilities and services are guaranteed in an enforceable development agreement to be in place and available to serve new development at the time of the issuance of a certificate of occupancy or its functional equivalent.

- For parks and recreation facilities:
 1. At the time the development order or permit is issued, the necessary facilities and services are in place or under actual construction; or
 2. A development order or permit is issued subject to the condition that, at the time of the issuance of a certificate of occupancy or its functional equivalent, the acreage for the necessary facilities and services to serve the new development is dedicated or acquired by the local government, or funds in the amount of the developer's fair share are committed; and
 - a. A development order or permit is issued subject to a condition that the

necessary facilities and services needed to serve the new development are in place or under actual construction not more than one year after issuance of a certificate of occupancy or its functional equivalent; or

- b. At the time the development order or permit is issued, the necessary facilities and services are the subject of a binding executed agreement which requires the necessary facilities and services to serve the new development to be in place or under actual construction not more than one year after issuance of a certificate of occupancy or its functional equivalent; or
- c. At the time the development order or permit is issued, the necessary facilities and services are guaranteed in an enforceable development agreement, to be in place or under actual construction not more than one year after issuance of a certificate of occupancy or its functional equivalent.

➤ *Transportation supply (capacity).* Transportation supply shall be determined on a segment by segment basis. For concurrency purposes, all segments on the county's thoroughfare plan shall be considered. Capacity for segments will be based either on FDOT's generalized capacity tables or individual segment capacity studies approved by the public works director pursuant to the criteria specified in Chapter 952, Traffic. Transportation supply for each segment is:

- 1. The segment's existing peak hour, peak season, peak direction capacity; or
- 2. The segment's new roadway capacity if facility expansion for the segment is proposed and if:
 - a. At the time a development order or permit is issued, the necessary facilities and services are in place or under construction; or
 - b. A development order or permit is issued subject to a condition that the facility expansion needed to serve the new development is included in the county's adopted five-year schedule of capital improvements and is scheduled to be in place or under actual construction not more than three years after issuance of the project's first building permit or its functional equivalent. The schedule of capital improvements may recognize and include transportation projects included in the first three years of the adopted Florida Department of Transportation five year work program. In order to apply this provision to a facility expansion project, the Capital Improvements Element must include the following policies:
 - i. The estimated date of commencement of actual construction and the estimated date of project completion.

- ii. A provision that a plan amendment is required to eliminate, defer, or delay construction of any road or mass transit facility or service which is needed to maintain the adopted level of service standard and which is listed in the five-year schedule of capital improvements (for Indian River County, this is included in Policy 1.2 of this Element); or
- 3. The segment's new roadway capacity if, at the time a development order or permit is issued, the facility is the subject of a binding executed agreement which requires the facility to be in place or under actual construction no more than three years after the issuance of the project's first building permit or its functional equivalent; or
- 4. The segment's new roadway capacity if, at the time a development order or permit is issued, the facility is guaranteed in an enforceable development agreement, to be in place or under actual construction not more than three years after issuance of a building permit or its functional equivalent.
- 5. The segment's new roadway capacity if facility expansion for the segment is the subject of a proportionate fair-share agreement. In such case, the segment capacity increase reflected in the proportionate fair share agreement shall be available only to the party or parties to the proportionate fair share agreement.

➤ For school facilities:

A residential development order or permit shall be issued only if the needed capacity for the particular service area is available in one or more contiguous service areas.

Regulation

No development order shall be issued for any project where the project's demand in conjunction with existing demand and committed demand will exceed the capacity of a facility at the service level established in this plan. Level-of-service analysis will be undertaken during the review of each project for which development order approval is required.

Monitoring System

To effectively implement the concurrency requirement, it is necessary to maintain an estimate of available capacity for each public facility subject to level-of-service requirements. By maintaining an accurate and current available capacity estimate for each facility, projected demand from development applications can be compared to the available capacity for the facility to determine if the project can be approved. The purpose of the monitoring program is to maintain a current estimate of available capacity for each facility.

With the exception of public schools, the monitoring system portion of the concurrency management plan is maintained by the county’s planning division. Effective July 1, 2008, the School District initiated and now maintains the monitoring system portion of the concurrency management plan for public schools. Using a network computer system and database management software, records were developed and are maintained for each specific facility.

Based upon information in the specific comprehensive plan elements, total capacity figures for each applicable facility are maintained in database files established for each public facility category. Capacity figures are modified as facilities are expanded or as criteria specified in the availability of capacity section are met, thereby allowing a programmed expansion to be considered for capacity determination purposes. Through contact with other county departments, planning staff are able to modify capacity estimates as soon as facility characteristics are changed.

Table 6.17 depicts the general structure of the monitoring system database file for each public facility category. That table shows that available capacity for each specific facility is a function of total capacity less existing demand and less committed demand. The demand section of this concurrency management plan identifies the methodology for assessing demand.

| Table 6.17: Monitoring System Design | | | | | |
|---|----------------------|--|---|--|---|
| Public Facility Category | Specific Facilities | Total Capacity | Existing Demand | Committed Demand | Available Capacity |
| Traffic | Roadways | Peak season/ peak direction/ peak hour (LOS D) | Annual count (average) (peak season/peak direction/peak hour) | Volume estimated from approved Development Orders (DO) | (Total Capacity) - (Existing Demand) - (Committed Demand) |
| Sanitary Sewer | Treatment Plants | Design flows | Existing flows | Volume estimated from approved DO’s | (Total Capacity) - (Existing Demand) - (Committed Demand) |
| Potable Water | Treatment Plants | Design flows | Existing flows | Volume estimated from approved DO’s | (Total Capacity) - (Existing Demand) - (Committed Demand) |
| Solid Waste | Landfill | Active cell design capacity | Active cell volume used | Volume estimated from approved DO’s | (Total Capacity) - (Existing Demand) - (Committed Demand) |
| Recreation | Parks | Park Acreage | (Acres per thousand population) X (existing population) | (Acres per thousand population) X (projected population for approved DO’s) | (Total Capacity) - (Existing Demand) - (Committed Demand) |
| Drainage | Drainage conveyances | Volume | Existing flows | Volume of stormwater allowed to outfall for approved DO’s | (Total Capacity) - (Existing Demand) - (Committed Demand) |
| Education | Public Schools(K-12) | Permanent Student Stations (FISH) | Annual Enrollment Count (FTE) | Students estimated from approved residential Development Orders) | (Total Capacity) - (Existing Demand) - (Committed Demand) |

To implement the monitoring system, the following actions shown in table 6.18 will be necessary.

| Table 6.18: Monitoring System Tasks | | |
|---|-------------------------------|---------------|
| Action | Responsible Department | Timing |
| Do quarterly traffic counts for thoroughfare plan roads to determine existing demand | Engineering | Annually |
| Compile quarterly ridership statistics for all fixed routes | MPO | Annually |
| Identify existing flows for each water and sewer treatment plant | Utilities | Annually |
| Estimate Landfill (active cell) volume used | Utilities | Annually |
| Estimate population and apply park standard to determine park existing demand | Planning | Annually |
| Estimate existing flows for drainage conveyances | Engineering | Annually |
| Enter data received from other departments into computer | Planning | Ongoing |
| Do annual student counts (FTE) for public schools to determine existing demand | School District | Annually |
| Add estimated demand for new projects to committed demand total upon issuance of DO | Planning | Ongoing |
| Maintain records of units/projects receiving a certificate of occupancy, maintain demand estimates from those units/projects, subtract estimated demand for those units/projects for committed demand once existing demand is updated | Planning | Ongoing |

Applicability

The concurrency management plan monitoring system has applicability to more than just level-of-service measurement. It also provides the basis for assessing facility expansion needs and therefore capital improvements programming. By maintaining an accurate and up-to-date estimate of available capacity, the need for facility expansion can be recognized before all capacity is used. By incorporating the monitoring system into the capital improvements programming process, capital budgets can be prepared based on reliable information and valid estimates of need.

Goal, Objectives and Policies

Goal

It is the goal of Indian River County to provide needed capital improvements through the use of sound fiscal decision making.

Objectives and Policies

Objective 1: Construction of Capital Facilities

By 2021~~22~~, the county will have completed those capital improvements schedule projects that replace obsolete or worn-out facilities, eliminate existing deficiencies or accommodate desired future growth.

Policy 1.1: The county shall maintain a five-year capital improvement program and pursuant to Section 163.3177(3)(b) F.S. evaluate and update that program every year to reflect existing and future public facility needs of the county. This capital improvement program will ensure that the plan is financially feasible and that the adopted level-of-service standards are achieved and maintained.

Policy 1.2: The county and the School District shall undertake only those capital improvements included within this element’s adopted capital improvements program. Pursuant to Section 163.3177(3)(b) F.S., the Capital Improvements Element will be reviewed every year. If any facility identified in the Schedule of Capital Improvements is delayed or deferred in construction, or is eliminated from the capital improvements program, and this delay, deferral, or elimination will cause the level-of-service to deteriorate below the adopted minimum level of service standard for the facility, a comprehensive plan amendment will be required to adjust the Schedule of Capital Improvements. The annual update of the capital improvement element shall be done with a single public hearing before the Board of County Commissioners and a copy of the ordinance amending the Capital Improvements Element shall be transmitted to DEO.

Policy 1.3: The county shall evaluate and prioritize its capital improvement projects based on following criteria. These criteria are ranked in order of importance.

- Preservation of the health and safety of the public by eliminating public hazards;
- Compliance with all mandates and prior commitments;
- Elimination of existing deficiencies;
- Maintenance of adopted level-of-service standards;
- Provision of infrastructure concurrent with the impact of new development;
- Protection of prior infrastructure investments;
- Consistency with the county plan and plans of other agencies;
- Accommodation of new development and redevelopment facility demands;
- Consistency with plans of state agencies and water management districts that provide public facilities within the local government's jurisdiction;

- Promotion of compact development by discouraging growth outside of urban service areas;
- Demonstration of linkages between projected growth and facility location;
- Utilization of the economies of scale and timing of other improvements;
- Reduction of operating costs;
- Adjustment for unseen opportunities, situations, and disasters.

Policy 1.4: The county shall implement the policies of the Potable Water, Sanitary Sewer, and Solid Waste sub-elements of the Comprehensive Plan. Since these are enterprise account funded elements, capital expenditures identified in these elements shall be funded principally from revenues derived from the applicable systems.

Policy 1.5: The county shall prioritize and implement the programs identified in the Transportation, Recreation and Open Space, Stormwater Management, Conservation, and Future Land Use Elements of the Comprehensive Plan.

Policy 1.6: The county shall not eliminate or reallocate budgeted appropriations for road improvement projects required to meet the adopted level-of-service standards unless the applicable projects will be constructed by other means and remain concurrent with the county's Schedule of Capital Improvements.

Policy 1.7: The county shall continue to allocate funds for the replacement and the renewal of infrastructure in an amount which will minimize the operating costs of the infrastructure and maximize the life of the infrastructure.

Policy 1.8: The county shall manage its long-term general obligation debt in such a manner that the ratio of the debt service millage to the countywide operating millage does not exceed 20%.

Policy 1.9: The county hereby defines a capital improvement as an improvement with a cost that exceeds \$100,000.

Policy 1.10: The Schedule of Capital Improvements shall contain a mix of capital expenditures, including projects to eliminate existing deficiencies, to upgrade and replace existing facilities, and to construct new facilities.

Policy 1.11: The county shall maintain a procedure in its annual budget review requiring each county department to include in its annual budget request applicable expenditures as identified in the capital improvements program of the appropriate Comprehensive Plan Element as well as department's capital improvements.

Policy 1.12: The county hereby adopts the 201~~6~~7 – 201~~7~~8 through 202~~0~~1 - 202~~1~~2 Indian River County School District Five-Year Facilities Work Plan. The Indian River County School District

Five-Year Facilities Work Plan will be evaluated and updated annually to reflect existing and future public school facility needs of the county. This will ensure that the Indian River County School District Five-Year Facilities Work Plan is financially feasible and that the adopted level-of-service standard for public schools is achieved and maintained.

Objective 2: Development in Coastal High Hazard Areas

Through 2030, development in coastal high hazard areas will not increase beyond the density or intensity levels indicated on the current Future Land Use Map.

Policy 2.1: The coastal high hazard area is defined as the area of the county designated as evacuation zones for a category one hurricane.

Policy 2.2: The county shall not increase land use density and intensity, in the coastal high hazard area, beyond that reflected in the county’s current Future Land Use Map.

Policy 2.3: The county shall make appropriations for infrastructure in coastal high hazard areas only to maintain the adopted level-of-service standards.

Policy 2.4: The county shall ensure that the replacement of infrastructure in the coastal high hazard area will be limited to maintaining the adopted level-of-service standards.

Policy 2.5: The county shall require that all developments and all single-family units in coastal high hazard areas fully pay the cost for required infrastructure improvements through impact fees, capacity charges, developer dedications, assessments, and contributions.

Policy 2.6: The county shall not use public funds to subsidize increased density or intensity of urban development in coastal high hazard areas; however, public beach, shoreline access, resource restoration, or similar projects may be constructed.

Objective 3: Maintenance of Established Level-of-Service Standards

Through 2030, adopted levels-of-service will be maintained for all concurrency facilities.

Policy 3.1: The county hereby adopts the concurrency management system as described within this element. The county shall maintain Land Development Regulation (LDR) Chapter 910, Concurrency Management System, which implements the plan’s concurrency management system. In accordance with the concurrency management system of this plan and LDR Ch. 910, the county will not approve any development project where the impacts of such a project would lower the existing level-of-service on any facility below that facility’s adopted minimum level-of-service standard.

Policy 3.2: The county shall approve development only in accordance with the utility connection matrix identified in the Sanitary Sewer and Potable Water Sub-Elements.

Policy 3.3: The county shall, concurrent with the impact of new development, provide the infrastructure necessary to maintain the levels-of-service identified in the various elements of the Comprehensive Plan. Where development is proposed and is consistent with all applicable regulations but one or more public facilities is/are operating at an inadequate service level, the applicant may at his expense make facility improvements to increase facility capacity when such improvements are consistent with county plans and receive county approval.

Policy 3.4: The county shall make land use decisions based on the planned availability of facilities to maintain adopted level-of-service standards.

Policy 3.5: The county hereby adopts Concurrency Management level-of-service standards for public facilities that are established in the other Comprehensive Plan Elements and which are stated below:

➤ Stormwater Management:

The county hereby adopts the following level-of-service standard for all new drainage systems within the unincorporated county:

- New development requiring major site plan approval or subdivision platting shall construct a complete drainage system to mitigate the impacts of a 25 year/24 hour design rainfall event using the soil conservation service type 2 modified rainfall curves.
- Post development runoff for any drainage basin shall not exceed pre-development runoff unless a maximum discharge rate has been adopted and the discharge does not exceed that rate. If a maximum discharge rate has not been adopted for a basin, post development discharge may not exceed pre-development discharge.

By ~~2024~~22, all existing roadways in the county shall be improved to meet the following level-of-service standards:

- Minimum road crown elevation for existing roads shall be raised during resurfacing/rebuilding to the flood elevation resulting from the 2 year/24 hour storm event on local streets.
- The center two lanes of rebuilt roads must be at or above flood levels resulting from a 10 year 24 hour storm event on Arterial and Collector roads.
- All drainage basins will meet the following level of service standard:
10-Year/24 Hour Storm Event

The county hereby adopts the following water quality level-of-service standard:

- As a minimum, retention of the first one inch of rainfall is required prior to offsite discharge. An additional 50% treatment is required for all direct discharge into the Sebastian River and into the Indian River Lagoon due to its designation as an outstanding Florida water, as required by state law.

➤ Potable Water

The following level-of-service standard is adopted for the county's potable water facilities, and shall be utilized for determining the availability of facility capacity and demand generated by a development:

- Countywide level-of-service standard of 250 gallons per day per equivalent residential unit.

➤ Solid Waste

The following level-of-service standard is adopted for solid waste facilities in the county, and shall be used as the basis for determining the availability of facility capacity and demand generated by a development:

- Countywide level-of-service standard of 2.2 tons or 3.67 cubic yards per capita for permanent plus weighted peak seasonal population per year.

➤ Sanitary Sewer

The following level-of-service standard is adopted for the county's sanitary sewer facilities, and shall be utilized for determining the availability of facility capacity and demand generated by a development:

- Countywide level-of-service standard of 250 gallons per day per equivalent residential unit with a peak monthly flow factor of 1.25.

➤ Recreation & Open Space

The county adopts the following recreation level-of-service standard:

- County wide level-of-service standard of 6.61 recreation acres/1,000 permanent plus weighted peak seasonal population.

➤ Transportation

The county adopts traffic circulation level-of-service standards as follows:

- Level-of-Service “D” during peak hour, peak season, peak direction conditions, on all TRIP grant funded roads as well as all freeway, arterial, and collector roadways, with

the exception of the following two, which will operate at level of service “E” plus 20%.

- 27th Ave – South County Line to SR 60
- 43rd Ave – Oslo Road to 16th Street

For SIS/Florida Intrastate Highway System roadways, level of service “B” is adopted for rural areas, and level of service “C” is adopted for urban areas.

Policy 3.6: The county hereby adopts level-of-service standards for selected public facilities as follows:

➤ Correctional Facilities

The county adopts the following correctional facilities level-of-service standard:

- County wide level-of-service standard of 4.5 beds/1,000 permanent plus weighted peak seasonal population

➤ Fire/EMS

The county adopts the following Fire/EMS level-of-service standard:

- County wide (excluding Indian River Shores) level-of-service standard of .089 Stations per 1,000 permanent plus weighted peak seasonal population

➤ Law Enforcement

The county adopts the following Law Enforcement level-of-service standard:

- Unincorporated County level-of-service standard of 2.09 officers per 1,000 permanent plus weighted peak seasonal population

➤ Libraries

The county adopts the following Libraries level-of-service standards:

- County wide level-of-service standard of 580 building square feet per 1,000 permanent plus weighted peak seasonal population
- County wide level-of-service standard of 3,200 library material items per 1,000 permanent plus weighted peak seasonal population
- County wide level-of-service standard of 0.7 computers per 1,000 permanent plus weighted peak seasonal population
- County wide level-of-service standard of 0.2 other library equipment items per 1,000 permanent plus weighted peak seasonal population

➤ **Public Buildings**

The county adopts the following Public Buildings level-of-service standard:

- County wide level-of-service standard of 1.99 building square feet per capita for permanent plus weighted peak seasonal population.

➤ **Schools**

The county adopts the following Schools level-of-service standard:

Schools (School Service Areas):

- 100 percent of Florida Inventory of School Houses (FISH) capacity for each public school type (elementary, middle, and high).

➤ **Transit**

The County adopts the following transit level-of-service standard:

- One-hour headways shall be maintained on all fixed transit routes.

Objective 4: Future Development's Share of Capital Costs

Through 2030, new developments will bear a proportionate share of the cost required to maintain adopted level-of-service standards.

Policy 4.1: The county shall use impact fees, capacity charges, assessments, developer dedications and contributions, to pay for infrastructure improvements and services needed to satisfy future needs while maintaining adopted level-of-service standards.

Policy 4.2: The county shall conduct research to identify new sources of revenue for funding capital improvement projects.

Objective 5: Local Government's Ability to Provide Required Services and Facilities

Through 2030, the county will ensure that it is able to fund and provide required services and facilities.

Policy 5.1: The county shall not approve land use amendment requests unless those requests are consistent with the concurrency management system requirements of this element.

Policy 5.2: In the event that the planned capacity of public facilities is insufficient to serve all applicants for development orders, the county shall schedule capital improvements to serve developments in the following order of priority:

- Single-family units in existing platted subdivisions or on existing legal, buildable parcels
- Affordable housing projects
- New development orders permitting redevelopment
- New development orders permitting new developments where the applicant funds the infrastructure expansion in exchange for future reimbursement
- New development orders permitting new developments without developer participation

Policy 5.3: The county shall extend facilities and services to serve areas only within the existing Urban Service Area or as allowed by Policy 5.7 of the Potable Water Sub-Element and Policy 5.8 of the Sanitary Sewer Sub-Element of the Comprehensive Plan.

Policy 5.4: The county shall coordinate with other local, state, and federal agencies as well as private entities to create an efficient capital improvements schedule that provides the following general benefits while minimizing the financial burden of providing facilities and services:

- Reduction of overall capital and operating expenditures by the development of multi-use facilities;
- More efficient land use patterns and phasing;
- Reduction of overlapping, duplicating, and administrative procedures;
- Implementation of adopted physical, social, and economic goals and policies in a least-cost manner;
- Better coordination of public capital investment with private capital expenditures.

Policy 5.5: The county shall continue utilizing enterprise funds for the provision of Sanitary Sewer, Potable Water, and Solid Waste facilities. The debt for enterprise funds is to be paid by user fees, capacity charges, and other appropriate sources.

Policy 5.6: The county shall finance the capital cost of non-enterprise fund supported public facilities (e.g., roads, stormwater management, and parks) from current revenue, bond issues, impact fees, capacity charges, assessments, and other appropriate sources.

Policy 5.7: The county shall use general obligation bonds and other sources to raise the funding required to provide those public facilities that cannot be constructed with user fees, revenue bonds, impact fees, capacity charges, or other dedicated revenue sources.

Policy 5.8: Developments, which require public facility infrastructure improvements that will be financed by county debt, shall have their development orders conditioned on the issuance of the county debt or the substitution of a comparable amount of non-debt revenue.

Policy 5.9: Pursuant to state law, the Schedule of Capital Improvements may be adjusted by ordinance and not deemed to be an amendment to the Comprehensive Plan when the amendment relates to corrections, updates, or modifications concerning costs, revenue sources, acceptance of facilities pursuant to dedications which are consistent with the Comprehensive Plan, or the date of construction of any facility except transportation facilities enumerated in the Schedule of Capital Improvements. For transportation facilities, a delay in construction of a facility which causes the level-of-service of that facility to deteriorate below the adopted minimum level-of-service standard for the roadway will require a comprehensive plan amendment.

Policy 5.10: The county shall ensure that all capital improvements identified in the various elements of the Comprehensive Plan are completed according to schedule. The only acceptable delays will be those which are subject to one of the following:

- Projects providing capacity equal to, or greater than, the delayed project are accelerated within or added to the Schedule of Capital Improvements;
- Modification of development orders issued conditionally or subject to the concurrent availability of public facility capacity provided by the delayed project. Such modification shall restrict the allowable amount and schedule of development to that which can be served by the capacity of public facilities according to the revised schedule; or
- Amendment of the plan to reduce the adopted standard for the level-of-service for public facilities until the fiscal year in which the delayed project is scheduled to be completed.

Implementation, Evaluation, and Monitoring

Implementation

An important part of any plan is its implementation. Implementation involves execution of the plan's policies. It involves taking actions and achieving results.

For the Capital Improvements Element, implementation involves various activities. While some of these actions will be ongoing, others are activities that will be taken by certain points in time. For each policy in this element, table 6.20 identifies the type of action required, the responsible entity for taking the action, the timing, and whether or not the policy necessitates a capital expenditure.

To implement the Capital Improvements Element, several different types of actions must be taken. These include: development of mechanisms for funding new facilities, adoption of land development regulations and ordinances, execution of interlocal agreements, coordination, and preparation of studies and evaluation and monitoring reports.

Overall, the Capital Improvements Element implementation responsibility will rest with the Office of Management and Budget. Besides its responsibilities as identified in table 6.18, the planning department has the additional responsibility of ensuring that other entities discharge their responsibilities. This will entail notifying other applicable departments of capital expenditures to be included in their budgets, notifying other departments and groups of actions that must be taken, and assisting other departments and agencies in their plan implementation responsibilities.

As part of the Capital Improvements Element, the county has developed a Concurrency Management Plan, which ensures the maintenance of the adopted level-of-service standards. Through the Concurrency Management Plan, the county will measure facility capacity, assess development demand, and maintain a Capital Improvements Program which ensures that the level-of-service standards are maintained.

| Table 6.19: Capital Improvement Element Implementation Matrix | | | | |
|---|---|---------------------------------------|---------|---------------------|
| Policy | Type of Action | Responsibility | Timing | Capital Expenditure |
| 1.1 | Maintain the CIP | OMB/PD | Ongoing | No |
| 1.2 | Follow the CIP | PD | Ongoing | No |
| 1.3 | Prioritize capital improvement projects | OMB/PD/SD | Ongoing | No |
| 1.4 | Implement recommendations | Appropriate County Departments/SD | Ongoing | Yes |
| 1.5 | Prioritize and implement programs | Appropriate County Departments/SD | Ongoing | Yes |
| 1.6 | Maintain previous commitments | BCC/PWD/SD | Ongoing | No |
| 1.7 | Replacement and renewal of infrastructure | Appropriate County Departments/SD | Ongoing | No |
| 1.8 | Budget Management | OMB/SD | Ongoing | No |
| 1.9 | Define capital improvement | PD/OMB | Ongoing | No |
| 1.10 | Capital Budget Management | OMB/SD | Ongoing | No |
| 1.11 | Capital Improvements Management | OMB/SD | Ongoing | No |
| 2.1 | Define costal high hazard area | DCA | Ongoing | No |
| 2.2 | Maintain density and intensity levels of current FLU Map | PD | Ongoing | No |
| 2.3 | Budget management | Appropriate County Departments | Ongoing | Yes |
| 2.4 | Maintain LOS standards | Appropriate County Departments | Ongoing | Yes |
| 2.5 | Funding mechanisms | BCC/Private Developers | Ongoing | No |
| 2.6 | Infrastructure replacement strategy | Appropriate County Departments | Ongoing | No |
| 3.1 | Maintain concurrency management system | PD | Ongoing | No |
| 3.2 | Follow connection matrix of Comprehensive Plan Sub-Elements | Appropriate County Departments | Ongoing | No |
| 3.3 | Maintain adopted LOS standards | PD | Ongoing | No |
| 3.4 | Land use decisions | BCC | Ongoing | No |
| 3.5 | Adopt LOS standards | BCC/SD/Appropriate County Departments | Ongoing | No |
| 4.1 | Impose regulations | Appropriate County Departments | Ongoing | Yes |

| Table 6.19: Capital Improvement Element Implementation Matrix | | | | |
|--|---|---|-------------------|---------------------|
| Policy | Type of Action | Responsibility | Timing | Capital Expenditure |
| 4.2 | Conduct research | OMB/PD | Ongoing | No |
| 4.3 | Work with municipalities | BCC/SD/Other Local Governments in IRC | Ongoing | No |
| 5.1 | Approve land use changes only if infrastructure can support land use change | BCC | Ongoing | No |
| 5.2 | Prioritize capital improvements | BCC/SD/Appropriate County Departments | Ongoing | No |
| 5.3 | Extension of facilities and services | BCC/Appropriate County Departments | Ongoing | No |
| 5.4 | Create an efficient capital improvements schedule | Appropriate County Departments/Other Government Agencies | Ongoing | No |
| 5.5 | Utilize enterprise funds | OMB | Ongoing | No |
| 5.6 | Finance non-enterprise fund supported projects | OMB | Ongoing | No |
| 5.7 | Fund the construction of public facilities | OMB/SD | Ongoing | Yes |
| 5.8 | Permitting Requirements | BCC/Appropriate County Departments | Ongoing | No |
| 5.9 | Amending the Schedule of Capital Improvements | BCC/OMB/PD/SD | Ongoing | No |
| 5.10 | Complete the Schedule of Capital Improvements | BCC/SD/Appropriate County Departments | 2024 2 | No |
| 5.11 | Adopt a Priority Transportation Capital Improvements Schedule | BCC/PWD/MPO | Ongoing | No |
| BCC = Board of County Commissioners FDOT = Florida Department of Transportation OMB = Office of Management and Budget PWD = Public Works Department | | DCA = Department of Community Affairs MPO = Metropolitan Planning Organization PD = Planning Department SD = School District | | |

Evaluation and Monitoring Procedures

To be effective, a plan must not only provide a means for implementation; it must also provide a mechanism for assessing the plan's effectiveness. Generally, a plan's effectiveness can be judged by the degree to which the plan's objectives have been met. Since objectives are structured, as much as possible, to be measurable and to have specific timeframes, the plan's objectives are the benchmarks used as a basis to evaluate the plan.

Table 6.20 identifies each of the objectives of the Capital Improvements Element. It also identifies the measures to be used to evaluate progress in achieving these objectives. Most of these measures

are quantitative, such as adopting land development requirements, which ensure the maintenance of the level-of-service standards, adopting a capacity monitoring system and others. Besides the measures, table 6.20 also identifies timeframes associated with meeting the objectives.

The Planning Department staff will be responsible for monitoring and evaluating the Capital Improvement Element. This will involve collection of data and compilation of information regarding facility capacity, expansion, and new development permitted. This will be done on a regular basis. As part of the county's Concurrency Management System, the Planning Department will continually monitor the facility capacity to ensure that level-of-service standards will be maintained.

| Table 6.20: Capital Improvements Element Evaluation Matrix | | |
|---|---|-------------------|
| Objective | Measure | Timeframe |
| 1 | Existing deficiencies in county services and/or obsolete or worn-out facilities | 2024 ² |
| 2 | Land use density and intensity in Coastal High Hazard Area | 2030 |
| 3 | Level-of-service provided for county services | 2030 |
| 4 | Existence of appropriate Land Development Regulations | 2030 |
| 5 | Completion of the Schedule of Capital Improvements | 2030 |

While monitoring will occur on a continual basis, formal evaluation of the Capital Improvements Element will occur annually. The formal evaluation and appraisal of the entire Comprehensive Plan will occur every ten years (dependent upon the schedule adopted by the Florida Department of Community Affairs). Besides assessing progress, the evaluation and appraisal process will also be used to determine whether the Capital Improvements Element objectives should be modified or expanded based on revisions to state statutes and changing conditions not identified and addressed as part of the annual CIE update. In this way, the monitoring and evaluation of the Capital Improvements Element will not only provide a means of determining the degree of success of the plan's implementation; it will also provide a mechanism for evaluating needed changes to the plan element not otherwise addressed in the yearly update of the Capital Improvements Element.

As discussed in the above paragraphs, the evaluation and monitoring procedures identified for the Capital Improvements Element are basically the same for the entire Comprehensive Plan. These procedures have been used in the past to prepare the county's Evaluation and Appraisal Report and will be used by the county in subsequent Evaluation and Appraisal Reports.

The monitoring and evaluation of this plan is critical to ensure that the policies are effective in achieving the plan's goals and objectives. Each individual element of the plan contains provisions and measures to be used in the review of the element. Each element contains an Implementation and Evaluation Matrix and monitoring procedures, which are currently being used to prepare the current Evaluation and Appraisal Report and will be used to prepare future Evaluation and Appraisal Reports.

In addition, a great portion of the plan monitoring will be in conjunction with the concurrency management system which is designed to ensure that approved level-of-service standards are maintained and that sufficient capacity exists in the various services and facilities. Other evaluation of the plan or plan elements is likely to occur in the day to day application of the mandated regulations, which will result in plan amendments.

The formal Evaluation and Appraisal Report required by law is currently providing and in subsequent versions will provide a complete review of the plan and be conducted in compliance with the public participation procedures adopted for the development of this plan.

As part of the monitoring system, all appropriate baseline data is currently being updated and will be updated. Besides assessing progress, the evaluation and appraisal process is and will also be used to determine whether the objectives should be modified or expanded. In this way the monitoring and evaluation of the Comprehensive Plan Elements not only provides a means of determining the degree of success of the plan's implementation; it also provides a mechanism for evaluating needed changes to the plan element.

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APPENDIX A: FIVE-YEAR SCHEDULE OF CAPITAL IMPROVEMENTS

Indian River County Five Year Schedule of Improvements

| Conservation and Aquifer Recharge | | | | | | |
|--------------------------------------|--------------------|--------------------|------------------|------------------|------------------|--------------------|
| Revenue Sources | FY 2017/18 | FY 2018/19 | FY 2019/20 | FY 2020/21 | FY 2021/22 | Total |
| FIND Grant | \$100,000 | \$225,000 | \$0 | \$0 | \$0 | \$325,000 |
| Park Impact Fees | \$250,000 | \$225,000 | \$125,000 | \$0 | \$0 | \$600,000 |
| Secondary Roads | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Optional Sales Tax | \$600,000 | \$350,000 | \$175,000 | \$175,000 | \$175,000 | \$1,475,000 |
| DHR Historic Grant | \$0 | \$50,000 | \$0 | \$0 | \$0 | \$50,000 |
| Upland Mitigation Fund | \$150,000 | \$50,000 | \$0 | \$0 | \$0 | \$200,000 |
| Boating Improvement Funds | \$225,000 | \$0 | \$0 | \$0 | \$0 | \$225,000 |
| Land Acquisition Bond Proceeds | \$75,000 | \$25,000 | \$25,000 | \$0 | \$0 | \$125,000 |
| Windsor Properties Exchange Donation | \$300,000 | \$0 | \$0 | \$0 | \$0 | \$300,000 |
| Sebastian Harbor Preserve FCT Grant | \$0 | \$700,000 | \$300,000 | \$150,000 | \$0 | \$1,150,000 |
| Total Revenue | \$1,700,000 | \$1,625,000 | \$625,000 | \$325,000 | \$175,000 | \$4,450,000 |

| Expenditures | FY 2017/18 | FY 2018/19 | FY 2019/20 | FY 2020/21 | FY 2021/22 | Total | Revenue Source | Fully Funded? | Priority Ranking 1 = Highest Priority, 5 = Lowest Priority | Notes |
|--|------------|------------|------------|------------|------------|-----------|-------------------------------------|---------------|--|--|
| Archie Smith Fish House Restoration | \$100,000 | \$125,000 | \$0 | \$0 | \$0 | \$225,000 | FIND Grant | Yes | 1 | |
| Archie Smith Fish House Restoration | \$0 | \$50,000 | \$0 | \$0 | \$0 | \$50,000 | DHR Historic Grant | Yes | 1 | |
| Archie Smith Fish House Restoration | \$300,000 | \$200,000 | \$0 | \$0 | \$0 | \$500,000 | Optional Sales Tax | Yes | 1 | |
| Archie Smith Fish House Restoration | \$225,000 | \$0 | \$0 | \$0 | \$0 | \$225,000 | Boating Improvement Funds | Yes | 1 | |
| Conservation Areas - Miscell. Boardwalks/ Piers/Pavilions (See Notes) | \$250,000 | \$125,000 | \$125,000 | \$0 | \$0 | \$500,000 | Park Impact Fees | Yes | 2 | |
| Conservation Areas - Miscell. Boardwalks/ Piers/Pavilions (See Notes) | \$50,000 | \$25,000 | \$25,000 | \$0 | \$0 | \$100,000 | Land Acquisition Bond Proceeds | Yes | 2 | Boardwalks, overlooks, pavilions, and similar structures to fulfill FCT grant obligations at the Oyster Bar Marsh CA, Hallstrom Farmstead CA, South Oslo Riverfront CA, Harmony Oaks CA, Ansin Tract CA, Round Island South CA, Wabasso Scrub CA, Cypress Bend CA, and other FCT cost-share funded conservation area acquisitions. |
| Conservation Areas - Miscell. Boardwalks/ Piers/Pavilions (See Notes) | \$150,000 | \$50,000 | \$0 | \$0 | \$0 | \$200,000 | Upland Mitigation Fund | Yes | 2 | |
| Conservation Areas - Miscell. Boardwalks/ Piers/Pavilions (See Notes) | \$250,000 | \$150,000 | \$175,000 | \$175,000 | \$175,000 | \$925,000 | Optional Sales Tax | Yes | 2 | |
| Conservation Areas - Miscell. Boardwalks/ Piers/Pavilions (See Notes) | \$0 | \$200,000 | \$150,000 | \$150,000 | \$0 | \$500,000 | Sebastian Harbor Preserve FCT Grant | Yes | 2 | |

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Comprehensive Plan

Capital Improvements Element

| | | | | | | | | | | |
|---|--------------------|--------------------|------------------|------------------|------------------|--------------------|--------------------------------------|---|---|--|
| Oyster Bar Marsh Trail Parking and Boardwalk Improvements | \$50,000 | \$0 | \$0 | \$0 | \$0 | \$50,000 | Optional Sales Tax | 0 | 1 | Private Public Partnership project with Indian River Land Trust. IRLT has comitted \$100,000 towards the project, primarily for design and permitting. |
| Oyster Bar Marsh Trail Parking and Boardwalk Improvements | \$25,000 | \$0 | \$0 | \$0 | \$0 | \$25,000 | Land Acquisition Bond Proceeds | 0 | 1 | |
| Oyster Bar Marsh Trail Parking and Boardwalk Improvements | \$0 | \$100,000 | \$0 | \$0 | \$0 | \$100,000 | FIND Grant | 0 | 1 | |
| Oyster Bar Marsh Trail Parking and Boardwalk Improvements | \$0 | \$100,000 | \$0 | \$0 | \$0 | \$100,000 | Park Impact Fees | 0 | 1 | |
| Hallstrom Farmstead Parking and Restrooms | \$0 | \$150,000 | \$0 | \$0 | \$0 | \$150,000 | Sebastian Harbor Preserve FCT Grant | 0 | 2 | |
| Jones's Pier and South Prong Preserve Public Access Improvements | \$300,000 | \$0 | \$0 | \$0 | \$0 | \$300,000 | Windsor Properties Exchange Donation | 0 | 1 | Allocation (30% of \$1 million Windsor Properties Exchange Donation) as approved by BCC on 12/13/2016. |
| Jones's Pier and South Prong Preserve Public Access Improvements | \$0 | \$150,000 | \$0 | \$0 | \$0 | \$150,000 | Sebastian Harbor Preserve FCT Grant | 0 | 1 | |
| Sebastian Harbor Preserve Trails/ Pavilion/Observation Platform/ Stormwater Pond/ Kiosk/Signs | \$0 | \$200,000 | \$150,000 | \$0 | \$0 | \$350,000 | Sebastian Harbor Preserve FCT Grant | 0 | 1 | Required improvements per Florida Communities Trust (FCT) grant award for Sebastian Harbor Preserve |
| Total Expenditures | \$1,700,000 | \$1,625,000 | \$625,000 | \$325,000 | \$175,000 | \$4,450,000 | | | | |
| Comparison of Expenditures to Revenue | | | | | | | | | | |
| Total Revenue | \$1,700,000 | \$1,625,000 | \$625,000 | \$325,000 | \$175,000 | \$4,450,000 | | | | |
| Total Expenditures | \$1,700,000 | \$1,625,000 | \$625,000 | \$325,000 | \$175,000 | \$4,450,000 | | | | |
| Annual Balance | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | | | | |

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| Emergency Services | | | | | | |
|---------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------------|
| Revenue Sources | FY 2017/18 | FY 2018/19 | FY 2019/20 | FY 2020/21 | FY 2021/22 | Total |
| Emergency Services Dist | \$1,946,035 | \$2,080,000 | \$6,135,000 | \$835,000 | \$1,095,000 | \$12,091,035 |
| Optional Sales Tax | \$2,357,200 | \$2,418,635 | \$2,100,000 | \$300,000 | \$1,200,000 | \$8,375,835 |
| Impact Fees | \$206,365 | \$175,000 | \$175,000 | \$175,000 | \$175,000 | \$906,365 |
| Total Revenue | \$4,509,600 | \$4,673,635 | \$8,410,000 | \$1,310,000 | \$2,470,000 | \$21,373,235 |

| Expenditures | FY 2017/18 | FY 2018/19 | FY 2019/20 | FY 2020/21 | FY 2021/22 | Total | Revenue Source | Fully Funded? | Priority Ranking 1 = Highest Priority, 5 = Lowest Priority | Notes |
|---|--------------------|--------------------|--------------------|--------------------|--------------------|---------------------|-------------------------|---------------|--|-------|
| Emergency Svcs. Station 15 - Additional | \$0 | \$0 | \$175,000 | \$0 | \$0 | \$175,000 | Impact Fees | Yes | 5 | |
| Emergency Svcs. Station 15 - Additional | \$0 | \$0 | \$2,225,000 | \$0 | \$0 | \$2,225,000 | Emergency Services Dist | Yes | 1 | |
| Ambulance - Med Unit (Addition) | \$0 | \$300,000 | \$300,000 | \$0 | \$0 | \$600,000 | Optional Sales Tax | Yes | 4 | |
| Ambulance - Med Unit (Replacement) | \$582,400 | \$300,000 | \$300,000 | \$300,000 | \$300,000 | \$1,782,400 | Emergency Services Dist | Yes | 3 | |
| Ambulance - Med Unit (Replacement) | \$0 | \$0 | \$300,000 | \$300,000 | \$300,000 | \$900,000 | Optional Sales Tax | Yes | 2 | |
| Light Duty Platform Truck | \$1,035,000 | \$0 | \$0 | \$0 | \$0 | \$1,035,000 | Emergency Services Dist | Yes | 2 | |
| Fire Pumper (Addition) | \$328,635 | \$0 | \$505,000 | \$0 | \$0 | \$833,635 | Emergency Services Dist | Yes | 2 | |
| Fire Pumper (Addition) | \$206,365 | \$0 | \$0 | \$0 | \$0 | \$206,365 | Impact Fees | Yes | 2 | |
| Fire Pumper (Replacement) | \$0 | \$535,000 | \$535,000 | \$535,000 | \$550,000 | \$2,155,000 | Emergency Services Dist | Yes | 1 | |
| One Quint (Fire Apparatus) Replacement | \$0 | \$0 | \$0 | \$0 | \$900,000 | \$900,000 | Optional Sales Tax | Yes | 1 | |
| Emergency Services Station 7 Property | \$0 | \$1,000,000 | \$0 | \$0 | \$0 | \$1,000,000 | Emergency Services Dist | Yes | 3 | |
| Emergency Services Station 7 Construction | \$0 | \$0 | \$2,325,000 | \$0 | \$0 | \$2,325,000 | Emergency Services Dist | Yes | 3 | |
| Emergency Services Station 7 Construction | \$0 | \$0 | \$0 | \$175,000 | \$0 | \$175,000 | Impact Fees | Yes | 3 | |
| Brush Truck | \$231,200 | \$0 | \$0 | \$0 | \$0 | \$231,200 | Optional Sales Tax | Yes | 1 | |
| Brush Truck | \$0 | \$245,000 | \$245,000 | \$0 | \$245,000 | \$735,000 | Emergency Services Dist | Yes | 1 | |
| 800 MHz- Upgrade for P25 compliance | \$2,126,000 | \$1,500,000 | \$1,500,000 | \$0 | \$0 | \$5,126,000 | Optional Sales Tax | Yes | 1 | |
| St 15 Property | \$0 | \$618,635 | \$0 | \$0 | \$0 | \$618,635 | Optional Sales Tax | Yes | 3 | |
| St 15 Property | \$0 | \$175,000 | \$0 | \$0 | \$0 | \$175,000 | Impact Fees | Yes | 3 | |
| Future Emergency Services Expansion Needs | \$0 | \$0 | \$0 | \$0 | \$175,000 | \$175,000 | Impact Fees | Yes | 3 | |
| Total Expenditures | \$4,509,600 | \$4,673,635 | \$8,410,000 | \$1,310,000 | \$2,470,000 | \$21,373,235 | | | | |

| Comparison of Expenditures to Revenue | FY 2017/18 | FY 2018/19 | FY 2019/20 | FY 2020/21 | FY 2021/22 | Total |
|---------------------------------------|-------------|-------------|-------------|-------------|-------------|--------------|
| Total Revenue | \$4,509,600 | \$4,673,635 | \$8,410,000 | \$1,310,000 | \$2,470,000 | \$21,373,235 |
| Total Expenditures | \$4,509,600 | \$4,673,635 | \$8,410,000 | \$1,310,000 | \$2,470,000 | \$21,373,235 |
| Annual Balance | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

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| Facilities Management | | | | | | |
|------------------------------|---------------------|--------------------|-------------------|-------------------|-------------------|---------------------|
| | | | | | | |
| Revenue | FY 2017/18 | FY 2018/19 | FY 2019/20 | FY 2020/21 | FY 2021/22 | Total |
| Optional Sales Tax | \$10,700,000 | \$1,800,000 | \$650,000 | \$350,000 | \$250,000 | \$13,750,000 |
| Impact Fees-Public Bldgs. | \$278,000 | \$225,000 | \$225,000 | \$225,000 | \$225,000 | \$1,178,000 |
| Court Facility Surcharge | \$124,000 | \$0 | \$0 | \$0 | \$0 | \$124,000 |
| Total Revenue | \$11,102,000 | \$2,025,000 | \$875,000 | \$575,000 | \$475,000 | \$15,052,000 |

| Expenditures | FY 2017/18 | FY 2018/19 | FY 2019/20 | FY 2020/21 | FY 2021/22 | Total | Revenue Source | Fully Funded? | Priority Ranking 1 = Highest Priority, 5 = Lowest Priority | Notes |
|---|---------------------|--------------------|-------------------|-------------------|-------------------|---------------------|---------------------------|----------------------|---|--------------|
| New Courtroom Facilities | \$1,000,000 | \$0 | \$0 | \$0 | \$0 | \$1,000,000 | Optional Sales Tax | Yes | 1 | |
| New Courtroom Facilities | \$124,000 | \$0 | \$0 | \$0 | \$0 | \$124,000 | Court Facility Surcharge | Yes | 1 | |
| Displaced Courtroom | \$2,000,000 | \$0 | \$0 | \$0 | \$0 | \$2,000,000 | Optional Sales Tax | Yes | 1 | |
| Land for Future Public Bldgs. | \$278,000 | \$0 | \$0 | \$0 | \$0 | \$278,000 | Impact Fees-Public Bldgs. | Yes | 1 | |
| Future Public Building Expansion Needs | \$0 | \$225,000 | \$225,000 | \$225,000 | \$225,000 | \$900,000 | Impact Fees-Public Bldgs. | No | 3 | |
| New Roof Administration Buildings A&B | \$2,000,000 | \$0 | \$0 | \$0 | \$0 | \$2,000,000 | Optional Sales Tax | Yes | 1 | |
| New Roof North County Office Building | \$300,000 | \$0 | \$0 | \$0 | \$0 | \$300,000 | Optional Sales Tax | Yes | 2 | |
| Interior Renovations North County Office Building | \$400,000 | \$0 | \$0 | \$0 | \$0 | \$400,000 | Optional Sales Tax | Yes | 1 | |
| New HVAC Controls | \$250,000 | \$0 | \$0 | \$0 | \$0 | \$250,000 | Optional Sales Tax | Yes | 1 | |
| New Roofs at Dodgertown | \$450,000 | \$300,000 | \$300,000 | \$0 | \$0 | \$1,050,000 | Optional Sales Tax | Yes | 2 | |
| New Roof for Health Department | \$450,000 | \$0 | \$0 | \$0 | \$0 | \$450,000 | Optional Sales Tax | Yes | 1 | |
| New Roof Main Library | \$0 | \$250,000 | \$0 | \$0 | \$0 | \$250,000 | Optional Sales Tax | Yes | 3 | |
| New Roof Courthouse | \$750,000 | \$0 | \$0 | \$0 | \$0 | \$750,000 | Optional Sales Tax | Yes | 1 | |
| New Roof North County Office | \$350,000 | \$0 | \$0 | \$0 | \$0 | \$350,000 | Optional Sales Tax | Yes | 1 | |
| New Chiller Sheriff Office | \$0 | \$250,000 | \$0 | \$0 | \$0 | \$250,000 | Optional Sales Tax | Yes | 3 | |
| New Chillers for Administration Buildings | \$600,000 | \$0 | \$0 | \$0 | \$0 | \$600,000 | Optional Sales Tax | Yes | 2 | |
| Jail Roof | \$1,000,000 | \$0 | \$0 | \$0 | \$0 | \$1,000,000 | Optional Sales Tax | Yes | 1 | |
| LED Lighting | \$150,000 | \$0 | \$0 | \$0 | \$0 | \$150,000 | Optional Sales Tax | Yes | 1 | |
| New Fan Power Units for Courthouse HVAC | \$550,000 | \$550,000 | \$0 | \$0 | \$0 | \$1,100,000 | Optional Sales Tax | Yes | 2 | |
| Replacement of Stand Alone A/C Units 2-10 tons | \$200,000 | \$200,000 | \$200,000 | \$200,000 | \$100,000 | \$900,000 | Optional Sales Tax | Yes | 2 | |
| Fiber Optic Cable Interconnectivity | \$250,000 | \$250,000 | \$150,000 | \$150,000 | \$150,000 | \$950,000 | Optional Sales Tax | No | 2 | |
| Total Expenditures | \$11,102,000 | \$2,025,000 | \$875,000 | \$575,000 | \$475,000 | \$15,052,000 | | | | |

| Comparison of Expenditures to Revenue | FY 2017/18 | FY 2018/19 | FY 2019/20 | FY 2020/21 | FY 2021/22 | Total |
|--|-------------------|-------------------|-------------------|-------------------|-------------------|--------------|
| Total Revenue | \$11,102,000 | \$2,025,000 | \$875,000 | \$575,000 | \$475,000 | \$15,052,000 |
| Total Expenditures | \$11,102,000 | \$2,025,000 | \$875,000 | \$575,000 | \$475,000 | \$15,052,000 |
| Annual Balance | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

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Law Enforcement

| Revenue | FY 2017/18 | FY 2018/19 | FY 2019/20 | FY 2020/21 | FY 2021/22 | Total |
|-----------------------------|------------------|------------------|--------------------|------------------|--------------------|--------------------|
| Optional Sales Tax | \$170,000 | \$140,000 | \$2,550,000 | \$100,000 | \$1,500,000 | \$4,460,000 |
| Law Enforcement Impact Fees | \$0 | \$0 | \$750,000 | \$0 | \$0 | \$750,000 |
| Total Revenue | \$170,000 | \$140,000 | \$3,300,000 | \$100,000 | \$1,500,000 | \$5,210,000 |

| Expenditures | FY 2017/18 | FY 2018/19 | FY 2019/20 | FY 2020/21 | FY 2021/22 | Total | Revenue Source | Fully Funded? | Priority Ranking 1 = Highest Priority, 5 = Lowest Priority | Notes |
|--|------------------|------------------|--------------------|------------------|--------------------|--------------------|-----------------------------|---------------|--|-------|
| Sheriff Facility Expansion Needs Design/Construction | \$0 | \$0 | \$2,550,000 | \$0 | \$0 | \$2,550,000 | Optional Sales Tax | No | 1 | |
| Sheriff Facility Expansion Needs Design/Construction | \$0 | \$0 | \$750,000 | \$0 | \$0 | \$750,000 | Law Enforcement Impact Fees | No | 1 | |
| Inmate Laundry | \$170,000 | \$140,000 | \$0 | \$0 | \$0 | \$310,000 | Optional Sales Tax | Yes | 2 | |
| Corrections Medical Housing Design/Construction | \$0 | \$0 | \$0 | \$100,000 | \$1,500,000 | \$1,600,000 | Optional Sales Tax | Yes | 3 | |
| Total Expenditures | \$170,000 | \$140,000 | \$3,300,000 | \$100,000 | \$1,500,000 | \$5,210,000 | | | | |

| Comparison of Expenditures to Revenue | FY 2017/18 | FY 2018/19 | FY 2019/20 | FY 2020/21 | FY 2021/22 | Total |
|---------------------------------------|------------|------------|-------------|------------|-------------|-------------|
| Total Revenue | \$170,000 | \$140,000 | \$3,300,000 | \$100,000 | \$1,500,000 | \$5,210,000 |
| Total Expenditures | \$170,000 | \$140,000 | \$3,300,000 | \$100,000 | \$1,500,000 | \$5,210,000 |
| Annual Balance | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

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| Parks and Recreation | | | | | | |
|------------------------------|--------------------|--------------------|-------------------|--------------------|-------------------|--------------------|
| Revenue | FY 2017/18 | FY 2018/19 | FY 2019/20 | FY 2020/21 | FY 2021/22 | Total |
| Optional Sales Tax | \$400,000 | \$500,000 | \$100,000 | \$0 | \$0 | \$1,000,000 |
| Park/Recreation Impact Fees | \$335,000 | \$435,000 | \$200,000 | \$2,350,000 | \$375,000 | \$3,695,000 |
| Library Impact Fees | \$121,648 | \$245,302 | \$291,317 | \$109,196 | \$0 | \$767,463 |
| User Fees + Interfund Loan | \$0 | \$0 | \$0 | \$0 | \$200,000 | \$200,000 |
| Windsor Fund | \$700,000 | \$0 | \$0 | \$0 | \$0 | \$700,000 |
| Fairgrounds Improvement Fund | \$99,148 | \$0 | \$100,000 | \$0 | \$0 | \$199,148 |
| 16th Street Ballfield Sale | \$246,500 | \$0 | \$0 | \$0 | \$0 | \$246,500 |
| Total Revenue | \$1,902,296 | \$1,180,302 | \$691,317 | \$2,459,196 | \$575,000 | \$6,808,111 |

| Expenditures | FY 2017/18 | FY 2018/19 | FY 2019/20 | FY 2020/21 | FY 2021/22 | Total | Revenue Source | Fully Funded? | Priority Ranking 1 = Highest Priority, 5 = Lowest Priority | Notes |
|---|--------------------|--------------------|-------------------|--------------------|-------------------|--------------------|------------------------------|----------------------|---|--------------|
| Victor Hart Sr. Complex (Fka Gifford Park) Additional Restroom/Concession Bldg | \$0 | \$185,000 | \$0 | \$0 | \$0 | \$185,000 | Park/Recreation Impact Fees | Yes | 2 | |
| Victor Hart Sr. Complex (Fka Gifford Park) Drainage and Parking Improvements (GNP Action 13.2) | \$300,000 | \$350,000 | \$0 | \$0 | \$0 | \$650,000 | Optional Sales Tax | Yes | 2 | |
| West County Regional Park | \$0 | \$0 | \$0 | \$1,000,000 | \$0 | \$1,000,000 | Park/Recreation Impact Fees | Yes | 5 | |
| North County Soccer Lights | \$0 | \$0 | \$200,000 | \$0 | \$0 | \$200,000 | Park/Recreation Impact Fees | Yes | 5 | |
| North County/Restroom/Concession | \$0 | \$150,000 | \$0 | \$0 | \$0 | \$150,000 | Optional Sales Tax | Yes | 1 | |
| Improvements to Hosie-Schumann Park -(GNP Action 13.1) | \$100,000 | \$0 | \$0 | \$0 | \$0 | \$100,000 | Optional Sales Tax | Yes | 3 | |
| Blue Cypress Additional Restroom | \$150,000 | \$0 | \$0 | \$0 | \$0 | \$150,000 | Park/Recreation Impact Fees | Yes | 1 | |
| Hobart Park Restroom | \$185,000 | \$0 | \$0 | \$0 | \$0 | \$185,000 | Park/Recreation Impact Fees | Yes | 1 | |
| Sandridge Clubhouse Renovations to Kitchen and Seating Area | \$0 | \$0 | \$0 | \$0 | \$200,000 | \$200,000 | User Fees + Interfund Loan | Yes | 4 | |
| Library Collection Expansion Program | \$121,648 | \$245,302 | \$291,317 | \$109,196 | \$0 | \$767,463 | Library Impact Fees | Yes | 1 | |
| Fairgrounds Complex Lighting and Electrical Upgrades with Circulation Fans | \$99,148 | \$0 | \$0 | \$0 | \$0 | \$99,148 | Fairgrounds Improvement Fund | Yes | 1 | |
| Fairgrounds - RV Camping Expansion | \$0 | \$250,000 | \$0 | \$0 | \$0 | \$250,000 | Park/Recreation Impact Fees | Yes | 3 | |
| Fairgrounds Ag Pav. Handwashing stations, Improvements to Wastewater & Retractable Shade Screen | \$0 | \$0 | \$100,000 | \$0 | \$0 | \$100,000 | Fairgrounds Improvement Fund | Yes | 2 | |
| Fairgrounds - Open Air Pavillion Enclosure with add'l restroom facilities near Expo & Midway | \$0 | \$0 | \$0 | \$850,000 | \$0 | \$850,000 | Park/Recreation Impact Fees | Yes | 4 | |
| Fairgrounds - Expansion of 4H Parking (East side) | \$0 | \$0 | \$0 | \$0 | \$375,000 | \$375,000 | Park/Recreation Impact Fees | Yes | 5 | |
| KHP - Replacement of 1959 Restroom | \$0 | \$0 | \$100,000 | \$0 | \$0 | \$100,000 | Optional Sales Tax | Yes | 3 | |
| Future Park Facility Expansion Needs | \$0 | \$0 | \$0 | \$500,000 | \$0 | \$500,000 | Park/Recreation Impact Fees | No | 4 | |
| 58th Avenue Ballfields Renovation & Addition | \$700,000 | \$0 | \$0 | \$0 | \$0 | \$700,000 | Windsor Fund | Yes | 1 | |
| 58th Avenue Ballfields Renovation & Addition | \$246,500 | \$0 | \$0 | \$0 | \$0 | \$246,500 | 16th Street Ballfield Sale | Yes | 1 | |
| Total Expenditures | \$1,902,296 | \$1,180,302 | \$691,317 | \$2,459,196 | \$575,000 | \$6,808,111 | | | | |

| Comparison of Expenditures to Revenue | FY 2017/18 | FY 2018/19 | FY 2019/20 | FY 2020/21 | FY 2021/22 | Total |
|--|-------------------|-------------------|-------------------|-------------------|-------------------|--------------|
| Total Revenue | \$1,902,296 | \$1,180,302 | \$691,317 | \$2,459,196 | \$575,000 | \$6,808,111 |
| Total Expenditures | \$1,902,296 | \$1,180,302 | \$691,317 | \$2,459,196 | \$575,000 | \$6,808,111 |
| Annual Balance | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

| Sanitary Sewer & Potable Water | | | | | | |
|------------------------------------|---------------|---------------|---------------|--------------|--------------|---------------|
| Revenue | FY 2017/18 | FY 2018/19 | FY 2019/20 | FY 2020/21 | FY 2021/22 | Total |
| Cash Forward | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Capacity Charges (Fka Impact Fees) | \$ 1,750,000 | \$ 2,000,000 | \$ 2,065,000 | \$ 2,000,000 | \$ 3,500,000 | \$ 11,315,000 |
| User Fees | \$ 4,036,000 | \$ 9,210,000 | \$ 5,200,000 | \$ - | \$ - | \$ 18,446,000 |
| Optional Sales Tax | \$ 595,586 | \$ - | \$ - | \$ - | \$ - | \$ 595,586 |
| Grants | \$ 649,240 | \$ - | \$ 2,377,000 | \$ 4,275,000 | \$ 1,075,000 | \$ 8,376,240 |
| Assessments | \$ 3,718,105 | \$ - | \$ 2,377,000 | \$ 1,075,000 | \$ 1,075,000 | \$ 8,245,105 |
| Total Revenue | \$ 10,748,931 | \$ 11,210,000 | \$ 12,019,000 | \$ 7,350,000 | \$ 5,650,000 | \$ 46,977,931 |

| Expenditures | FY 2017/18 | FY 2018/19 | FY 2019/20 | FY 2020/21 | FY 2021/22 | Total | Revenue Source | Fully Funded? | Priority Ranking 1 = Highest Priority, 5 = Lowest Priority | Notes |
|--|-------------|-------------|-------------|-------------|-------------|--------------|------------------------------------|---------------|--|--|
| Misc. Water Improvements | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$5,000,000 | Capacity Charges (Fka Impact Fees) | Yes | 2 | |
| Misc. Sewer Improvements | \$750,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$4,750,000 | Capacity Charges (Fka Impact Fees) | Yes | 3 | |
| West Wabasso Sewer Project Phase II | \$0 | \$0 | \$0 | \$2,150,000 | \$0 | \$2,150,000 | Grants | No | 2 | |
| 2017 Sebastian Septic to Sewer Phase I Construction | \$649,240 | \$0 | \$0 | \$0 | \$0 | \$649,240 | Grants | Yes | 1 | |
| 2017 Sebastian Septic to Sewer Phase I Construction | \$595,586 | \$0 | \$0 | \$0 | \$0 | \$595,586 | Optional Sales Tax | Yes | 1 | Indirect benefit to the Indian River Lagoon: designed to eliminate septic systems currently located near the lagoon. |
| 2017 Sebastian Septic to Sewer Phase I Construction | \$1,733,105 | \$0 | \$0 | \$0 | \$0 | \$1,733,105 | Assessments | Yes | 1 | |
| 2018 North Sebastian Septic to Sewer Phase II (construction) | \$0 | \$0 | \$1,225,000 | \$0 | \$0 | \$1,225,000 | Grants | No | 3 | |
| 2018 North Sebastian Septic to Sewer Phase II (construction) | \$0 | \$0 | \$1,225,000 | \$0 | \$0 | \$1,225,000 | Assessments | No | 3 | |
| 2019 North Sebastian Water (construction) | \$0 | \$0 | \$960,000 | \$0 | \$0 | \$960,000 | Grants | No | 3 | |
| 2020 North Sebastian Water (construction) | \$0 | \$0 | \$960,000 | \$0 | \$0 | \$960,000 | Assessments | No | 3 | |
| Alternative Water Supply | \$0 | \$0 | \$0 | \$1,050,000 | \$0 | \$1,050,000 | Grants | No | 4 | |
| AMR/AMI Meter Conversion | \$1,400,000 | \$7,800,000 | \$5,200,000 | \$0 | \$0 | \$14,400,000 | User Fees | Yes | 2 | |
| Fischer Lake Island Water main | \$550,000 | \$0 | \$0 | \$0 | \$0 | \$550,000 | Assessments | Yes | 1 | |
| Collier Creek Water main | \$1,290,000 | \$0 | \$0 | \$0 | \$0 | \$1,290,000 | Assessments | Yes | 1 | |
| Westlake Water main | \$145,000 | \$0 | \$0 | \$0 | \$0 | \$145,000 | Assessments | Yes | 1 | |
| 58th Avenue Force main | \$225,000 | \$0 | \$0 | \$0 | \$0 | \$225,000 | User Fees | Yes | 1 | |

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| Solid Waste | | | | | | |
|-------------------------|--------------------|--------------------|-------------------|--------------------|--------------------|---------------------|
| Revenue | FY 2017/18 | FY 2018/19 | FY 2019/20 | FY 2020/21 | FY 2021/22 | Total |
| Assessments & User Fees | \$2,252,500 | \$5,052,500 | \$0 | \$6,600,000 | \$8,000,000 | \$21,905,000 |
| Optional Sales Tax | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Impact Fees | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total Revenue | \$2,252,500 | \$5,052,500 | \$0 | \$6,600,000 | \$8,000,000 | \$21,905,000 |

| Expenditures | FY 2017/18 | FY 2018/19 | FY 2019/20 | FY 2020/21 | FY 2021/22 | Total | Revenue Source | Fully Funded? | Priority Ranking 1 = Highest Priority, 5 = Lowest Priority | Notes |
|--|--------------------|--------------------|-------------------|--------------------|--------------------|---------------------|-------------------------|----------------------|---|--------------|
| Design, Permitting & Construction of Cell II of Segment 3 Class I Landfill | \$2,252,500 | \$2,252,500 | \$0 | \$0 | \$0 | \$4,505,000 | Assessments & User Fees | Yes | 1 | |
| Class I Landfill Closure Segment 3 - Cell I (closure funds) | \$0 | \$0 | \$0 | \$5,100,000 | \$0 | \$5,100,000 | Assessments & User Fees | Yes | 2 | |
| Design & Permitting of Cells 3 & 4 of Segment 3 Class I Landfill | \$0 | \$0 | \$0 | \$1,500,000 | \$0 | \$1,500,000 | Assessments & User Fees | Yes | 4 | |
| Construction of Cells 3 & 4 of Segment 3 Class I Landfill | \$0 | \$0 | \$0 | \$0 | \$8,000,000 | \$8,000,000 | Assessments & User Fees | Yes | 2 | |
| Single Stream Building (100 x 100) | \$0 | \$1,800,000 | \$0 | \$0 | \$0 | \$1,800,000 | Assessments & User Fees | Yes | 2 | |
| New Automated Scale System | \$0 | \$500,000 | \$0 | \$0 | \$0 | \$500,000 | Assessments & User Fees | Yes | 2 | |
| Emergency Access Roadways (Vegetation/C&D/Trash) | \$0 | \$300,000 | \$0 | \$0 | \$0 | \$300,000 | Assessments & User Fees | Yes | 2 | |
| Emergency Management/Fire Protection Improvements | \$0 | \$100,000 | \$0 | \$0 | \$0 | \$100,000 | Assessments & User Fees | Yes | 2 | |
| Site Drainage Improvements | \$0 | \$100,000 | \$0 | \$0 | \$0 | \$100,000 | Assessments & User Fees | Yes | 2 | |
| Total Expenditures | \$2,252,500 | \$5,052,500 | \$0 | \$6,600,000 | \$8,000,000 | \$21,905,000 | | | | |

| Comparison of Expenditures to Revenue | FY 2017/18 | FY 2018/19 | FY 2019/20 | FY 2020/21 | FY 2021/22 | Total |
|--|-------------------|-------------------|-------------------|-------------------|-------------------|--------------|
| Total Revenue | \$2,252,500 | \$5,052,500 | \$0 | \$6,600,000 | \$8,000,000 | \$21,905,000 |
| Total Expenditures | \$2,252,500 | \$5,052,500 | \$0 | \$6,600,000 | \$8,000,000 | \$21,905,000 |
| Annual Balance | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

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Stormwater Management

| Revenue | FY 2017/18 | FY 2018/19 | FY 2019/20 | FY 2020/21 | FY 2021/22 | Total |
|----------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------------|
| Optional Sales Tax | \$4,859,113 | \$2,450,000 | \$6,125,000 | \$2,400,000 | \$2,465,000 | \$18,299,113 |
| Transportation Fund | \$114,000 | \$0 | \$0 | \$0 | \$0 | \$114,000 |
| Grants | \$3,634,536 | \$0 | \$0 | \$0 | \$0 | \$3,634,536 |
| Stormwater MSBU | \$19,000 | \$0 | \$0 | \$0 | \$0 | \$19,000 |
| VLE Assessments | \$0 | \$0 | \$0 | \$200,000 | \$0 | \$200,000 |
| Total Revenue | \$8,626,649 | \$2,450,000 | \$6,125,000 | \$2,600,000 | \$2,465,000 | \$22,266,649 |

| Expenditures | FY 2017/18 | FY 2018/19 | FY 2019/20 | FY 2020/21 | FY 2021/22 | Total | Revenue Source | Fully Funded? | Priority Ranking 1 = Highest Priority, 5 = Lowest Priority | Notes |
|---|--------------------|--------------------|--------------------|--------------------|--------------------|---------------------|---------------------|---------------|--|--|
| PC North - North Relief Canal Treatment System - Managed Aquatic Plant System Pilot Plant Study | \$114,000 | \$0 | \$0 | \$0 | \$0 | \$114,000 | Transportation Fund | Yes | 1 | All projects are regional systems that treat stormwater and/or canal water and are designed to directly benefit the Indian River Lagoon. |
| PC North - North Relief Canal Treatment System - Full-Scale System Design | \$150,000 | \$50,000 | \$0 | \$0 | \$0 | \$200,000 | Optional Sales Tax | No | 1 | |
| PC North - North Relief Canal Treatment System - Construction | \$0 | \$2,000,000 | \$4,000,000 | \$0 | \$0 | \$6,000,000 | Optional Sales Tax | No | 1 | |
| PC North - North Relief Canal Treatment System - Miscellaneous Process Improvements | \$0 | \$0 | \$0 | \$50,000 | \$50,000 | \$100,000 | Optional Sales Tax | No | 1 | |
| Subregional Managed Aquatic Plant Systems | \$0 | \$0 | \$200,000 | \$200,000 | \$200,000 | \$600,000 | Optional Sales Tax | No | 2 | |
| Vero Lake Estates Phase II and III (design) | \$0 | \$0 | \$0 | \$200,000 | \$0 | \$200,000 | VLE Assessments | No | 4 | |
| PC Main Screening System - Upgrade Conveyor Systems No. 1 and 2 | \$400,000 | \$0 | \$0 | \$0 | \$0 | \$400,000 | Optional Sales Tax | Yes | 1 | |
| PC Main Screening System - Upgrade inlet channel hydraulics and Rehabilitate FlexRake No. 1 | \$200,000 | \$0 | \$0 | \$0 | \$0 | \$200,000 | Optional Sales Tax | Yes | 1 | |
| North and South Relief Canal Mechanical Vegetation/Debris Removal System | \$0 | \$300,000 | \$0 | \$0 | \$0 | \$300,000 | Optional Sales Tax | No | 1 | |
| Osprey Acres Flowway and Nature Preserve Construction | \$3,802,385 | \$0 | \$50,000 | \$50,000 | \$0 | \$3,902,385 | Optional Sales Tax | Yes | 1 | |
| Osprey Acres Flowway and Nature Preserve Grants | \$3,634,536 | \$0 | \$0 | \$0 | \$0 | \$3,634,536 | Grants | Yes | 1 | |
| East Gifford stormwater Improvements including outfall to 41st Street pond (GNP Action 11.2) | \$206,728 | \$0 | \$0 | \$0 | \$0 | \$206,728 | Optional Sales Tax | Yes | 1 | |
| East Gifford stormwater Improvements including outfall to 41st Street pond (GNP Action 11.2) | \$19,000 | \$0 | \$0 | \$0 | \$0 | \$19,000 | Stormwater MSBU | Yes | 1 | |
| Misc Lagoon Projects | \$100,000 | \$100,000 | \$1,875,000 | \$2,100,000 | \$2,215,000 | \$6,390,000 | Optional Sales Tax | No | 2 | |
| Total Expenditures | \$8,626,649 | \$2,450,000 | \$6,125,000 | \$2,600,000 | \$2,465,000 | \$22,266,649 | | | | |

| Comparison of Expenditures to Revenue | FY 2017/18 | FY 2018/19 | FY 2019/20 | FY 2020/21 | FY 2021/22 | Total |
|---------------------------------------|-------------|-------------|-------------|-------------|-------------|--------------|
| Total Revenue | \$8,626,649 | \$2,450,000 | \$6,125,000 | \$2,600,000 | \$2,465,000 | \$22,266,649 |
| Total Expenditures | \$8,626,649 | \$2,450,000 | \$6,125,000 | \$2,600,000 | \$2,465,000 | \$22,266,649 |
| Annual Balance | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

Transportation

| Revenue Sources | FY 2017/18 | FY 2018/19 | FY 2019/20 | FY 2020/21 | FY 2021/22 | Total | Notes |
|--|----------------------|----------------------|----------------------|----------------------|----------------------|-----------------------|-------|
| Gas Tax | \$ 12,077,996 | \$ 2,401,000 | \$ 2,437,000 | \$ 2,474,000 | \$ 2,511,403 | \$ 21,901,399 | |
| Interest | \$ 50,000 | \$ 50,000 | \$ 50,000 | \$ 50,000 | \$ 50,000 | \$ 250,000 | |
| Grant | \$ 7,802,820 | \$ 7,284,925 | \$ 2,736,995 | \$ 2,239,450 | \$ 2,716,134 | \$ 22,780,324 | |
| Traffic Impact Fees District 1 | \$ 5,330,354 | \$ 625,000 | \$ 625,000 | \$ 625,000 | \$ 625,000 | \$ 7,830,354 | |
| Traffic Impact Fees District 2 | \$ 5,124,869 | \$ 1,400,000 | \$ 1,400,000 | \$ 1,400,000 | \$ 1,400,000 | \$ 10,724,869 | |
| Traffic Impact Fees District 3 | \$ 2,807,190 | \$ 750,000 | \$ 750,000 | \$ 750,000 | \$ 750,000 | \$ 5,807,190 | |
| Optional Sales Tax (75%,75%,60%,60%,60%) | \$ 36,104,385 | \$ 13,081,500 | \$ 10,674,504 | \$ 10,887,994 | \$ 11,105,754 | \$ 81,854,137 | |
| Developer Funded Construction | \$ - | \$ 6,600,000 | \$ 1,400,000 | \$ 1,000,000 | \$ - | \$ 9,000,000 | |
| FDOT | \$ 4,966,867 | \$ 916,500 | \$ 1,548,160 | \$ 1,105,378 | \$ - | \$ 8,536,905 | |
| Street Lighting MSBU | \$ 145,000 | \$ - | \$ - | \$ - | \$ - | \$ 145,000 | |
| MPO | \$ - | \$ 200,000 | \$ - | \$ - | \$ - | \$ 200,000 | |
| VLE Assessments | \$ 1,151,000 | \$ 251,000 | \$ 251,000 | \$ 251,000 | \$ 251,000 | \$ 2,155,000 | |
| Total Revenue | \$ 75,560,481 | \$ 33,559,925 | \$ 21,872,659 | \$ 20,782,822 | \$ 19,409,291 | \$ 171,185,178 | |

| Expenditures | FY 2017/18 | FY 2018/19 | FY 2019/20 | FY 2020/21 | FY 2021/22 | Total | Notes |
|---------------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|-----------------------|-------|
| Gas Tax | \$ 5,366,164 | \$ 8,179,029 | \$ 3,432,357 | \$ 3,404,509 | \$ 1,581,750 | \$ 21,963,809 | |
| Grant | \$ 7,802,820 | \$ 7,284,925 | \$ 2,736,995 | \$ 2,239,450 | \$ 2,716,134 | \$ 22,780,324 | |
| Traffic Impact Fees- District 1 | \$ 100,000 | \$ 450,000 | \$ 450,000 | \$ 2,500,000 | \$ 4,331,000 | \$ 7,831,000 | |
| Traffic Impact Fees- District 2 | \$ 3,221,197 | \$ 4,616,500 | \$ 1,680,500 | \$ 920,147 | \$ 300,000 | \$ 10,738,344 | |
| Traffic Impact Fees- District 3 | \$ 3,441,920 | \$ 550,000 | \$ 900,000 | \$ 945,000 | \$ - | \$ 5,836,920 | |
| Optional Sales Tax | \$ 13,275,841 | \$ 15,968,991 | \$ 34,106,299 | \$ 11,385,745 | \$ 7,261,000 | \$ 81,997,876 | |
| Developer Funded Construction | \$ - | \$ 6,600,000 | \$ 1,400,000 | \$ 1,000,000 | \$ - | \$ 9,000,000 | |
| FDOT | \$ 4,966,867 | \$ 916,500 | \$ 1,548,160 | \$ 1,105,378 | \$ - | \$ 8,536,905 | |
| Street Lighting MSBU | \$ 145,000 | \$ - | \$ - | \$ - | \$ - | \$ 145,000 | |
| MPO | \$ - | \$ 200,000 | \$ - | \$ - | \$ - | \$ 200,000 | |
| VLE Assessments | \$ 1,151,000 | \$ 251,000 | \$ 251,000 | \$ 251,000 | \$ 251,000 | \$ 2,155,000 | |
| Total Expenses | \$ 39,470,809 | \$ 45,016,945 | \$ 46,505,311 | \$ 23,751,229 | \$ 16,440,884 | \$ 171,185,178 | |

| Expenses | FY 2017/18 | FY 2018/19 | FY 2019/20 | FY 2020/21 | FY 2021/22 | Total | Revenue Source | Fully Funded? | Priority Ranking 1 = Highest Priority, 5 = Lowest Priority | Notes |
|--|--------------|------------|--------------|------------|------------|--------------|---------------------------------|---------------|--|-------|
| 1st Street SW at 27th Ave -Left turn lane/traffic signal | \$ 1,591,920 | | | | | \$ 1,591,920 | Traffic Impact Fees- District 3 | | 1 | |
| Design & Engineering | | | | | | \$ - | | | | |
| Right-of-Way | | | | | | \$ - | | | | |
| Construction | \$ 1,591,920 | | | | | \$ 1,591,920 | | | | |
| 4th Street/82nd Ave. Intersection Improvements | | | | \$ 745,000 | | \$ 745,000 | Traffic Impact Fees- District 3 | Yes | 4 | |
| Design & Engineering | | | | | | \$ - | | | | |
| Right-of-Way | | | | \$ 645,000 | | \$ 645,000 | | | | |
| Construction | | | | \$ 100,000 | | \$ 100,000 | | | | |
| 6th Avenue Repaving U.S. Highway 1 to 20th Street | | | | \$ 294,324 | | \$ 294,324 | Gas Tax | Yes | 4 | |
| 6th Avenue Repaving U.S. Highway 1 to 20th Street | | | | \$ 414,995 | \$ 242,977 | \$ 657,972 | Grant | | | |
| Design & Engineering | | | | \$ 75,000 | | \$ 75,000 | | | | |
| Right-of-Way | | | | | | \$ - | | | | |
| Construction | | | | \$ 634,319 | \$ 242,977 | \$ 877,296 | | | | |
| 26th Street/43rd Avenue Intersection | \$ 500,000 | \$ 200,000 | | | | \$ 700,000 | Traffic Impact Fees- District 2 | Yes | 2 | |
| 26th Street/43rd Avenue Intersection | | \$ 50,000 | \$ 1,250,000 | | | \$ 1,300,000 | Gas Tax | | | |
| 26th Street/43rd Avenue Intersection | | \$ 250,000 | | | | \$ 250,000 | Developer Funded Construction | | | TBD |
| Design & Engineering | \$ 250,000 | | | | | \$ 250,000 | | | | |
| Right-of-Way | \$ 250,000 | \$ 250,000 | | | | \$ 500,000 | | | | |
| Construction | | \$ 250,000 | \$ 1,250,000 | | | \$ 1,500,000 | | | | |

| Expenses | FY 2017/18 | FY 2018/19 | FY 2019/20 | FY 2020/21 | FY 2021/22 | Total | Revenue Source | Fully Funded? | Priority Ranking 1 = Highest Priority, 5 = Lowest Priority | Notes |
|--|--------------|--------------|--------------|--------------|--------------|--------------|---------------------------------|---------------|--|---|
| 26th Street, 43rd Avenue to 58th Avenue, four/five lanes (1 mile) | | \$ 250,000 | \$ 50,000 | | | \$ 300,000 | Traffic Impact Fees- District 2 | No | 2 | |
| 26th Street, 43rd Avenue to 58th Avenue, four/five lanes (1 mile) | \$ 1,000,000 | \$ 750,000 | \$ 500,000 | \$ 3,500,000 | | \$ 5,750,000 | Optional Sales Tax | | | |
| 26th Street, 43rd Avenue to 58th Avenue, four/five lanes (1 mile) | | | | \$ 1,000,000 | | \$ 1,000,000 | Developer Funded Construction | | | |
| Design & Engineering | \$ 500,000 | \$ 250,000 | | | | \$ 750,000 | | | | |
| Right-of-Way | \$ 500,000 | \$ 750,000 | \$ 550,000 | | | \$ 1,800,000 | | | | |
| Construction | | | | \$ 4,500,000 | | \$ 4,500,000 | | | | |
| 26th Street, 58th Avenue to 66th Avenue, four/five lanes (1 mile) | \$ 500,000 | \$ 1,000,000 | \$ 1,000,000 | \$ 500,000 | \$ 1,000,000 | \$ 4,000,000 | Optional Sales Tax | No | 4 | |
| Design & Engineering | | \$ 500,000 | \$ 500,000 | \$ 500,000 | | \$ 1,500,000 | | | | |
| Right-of-Way | \$ 500,000 | \$ 500,000 | \$ 500,000 | | | \$ 1,500,000 | | | | |
| Construction | | | | | \$ 1,000,000 | \$ 1,000,000 | | | | |
| 27th Avenue /21st Street SW Signalization | \$ 700,000 | | | | | 700,000 | Traffic Impact Fees- District 3 | Yes | 1 | |
| Design & Engineering | | | | | | \$ - | Optional Sales Tax | | | |
| Right-of-Way | | | | | | \$ - | | | | |
| Construction | \$ 700,000 | | | | | \$ 700,000 | | | | |
| 27th Avenue from South County Line to Oslo Road, Four lanes | | | | | \$ 500,000 | \$ 500,000 | Gas Tax | No | 4 | Indirect benefit to the Indian River Lagoon: designed to treat stormwater that currently discharges into canals and indirectly into the lagoon. |
| 27th Avenue from South County Line to Oslo Road, Four lanes | | \$ 300,000 | \$ 650,000 | \$ 200,000 | | \$ 1,150,000 | Traffic Impact Fees- District 3 | | | |
| Design & Engineering | | \$ 300,000 | \$ 650,000 | \$ 200,000 | | \$ 1,150,000 | | | | |
| Right-of-Way | | | | | \$ 500,000 | \$ 500,000 | | | | |
| Construction | | | | | | \$ - | | | | |
| Pave 32nd Ave North of 43rd St., and 35th Ave north of 45th St. (GNP Action 8.6) | | | \$ 50,000 | | | \$ 50,000 | Gas Tax | No | 5 | Construction subject to right-of-way donation |
| Design & Engineering | | | \$ 50,000 | | | \$ 50,000 | | | | |
| Construction | | | | | | \$ - | | | | |
| 37th Street 5 lane Roadway- US 1 to IR Blvd | | \$ 1,500,000 | \$ 2,834,000 | \$ 2,216,000 | \$ 3,011,000 | \$ 9,561,000 | Optional Sales Tax | Yes | 2 | Indirect benefit to the Indian River Lagoon: designed to treat stormwater that currently discharges into canals and indirectly into the lagoon. |
| Design & Engineering | | \$ 750,000 | | | | \$ 750,000 | | | | |
| Right-of-Way | | \$ 750,000 | | | | \$ 750,000 | | | | |
| Construction | | | \$ 2,834,000 | \$ 2,216,000 | \$ 3,011,000 | \$ 8,061,000 | | | | |
| ALTERNATE PROJECT: | | | | | | | | | | November 14, 2017: BCC authorized staff to explore this alternative in lieu of 37th Street widening. |
| Aviation Extension US Highway 1 to 37th Street | | | | | | | | | | |
| 43rd Avenue, 12th Street to Oslo Road, four lanes (2.5 miles) | | | | \$ 250,000 | \$ 250,000 | \$ 500,000 | Gas Tax | No | 5 | R-O-W needed for intermodal improvements. Indirect benefit to the Indian River Lagoon: designed to treat stormwater that currently discharges into canals and indirectly into the lagoon. |
| 43rd Avenue, 12th Street to Oslo Road, four lanes (2.5 miles) | \$ 250,000 | \$ 250,000 | \$ 250,000 | | | \$ 750,000 | Traffic Impact Fees- District 3 | | | |
| Design & Engineering | | | | | | \$ - | | | | |
| Right-of-Way | \$ 250,000 | \$ 250,000 | \$ 250,000 | \$ 250,000 | \$ 250,000 | \$ 1,250,000 | | | | |
| Construction | | | | | | \$ - | | | | |
| 43rd Avenue, 12th Street to 18th Street, four lanes (1 mile) | | | \$ 300,000 | \$ 300,000 | \$ 300,000 | \$ 900,000 | Traffic Impact Fees- District 2 | No | 5 | R-O-W needed for intermodal improvements |
| 43rd Avenue, 12th Street to 18th Street, four lanes (1 mile) | \$ 250,000 | \$ 300,000 | | | | \$ 550,000 | Optional Sales Tax | | | |
| Design & Engineering | | \$ 50,000 | \$ 50,000 | \$ 50,000 | \$ 50,000 | \$ 200,000 | | | | |
| Right-of-Way | \$ 250,000 | \$ 250,000 | \$ 250,000 | \$ 250,000 | \$ 250,000 | \$ 1,250,000 | | | | |
| Construction | | | | | | \$ - | | | | |
| Continued on Next Page | | | | | | | | | | |

| Expenses | FY 2017/18 | FY 2018/19 | FY 2019/20 | FY 2020/21 | FY 2021/22 | Total | Revenue Source | Fully Funded? | Priority Ranking 1 = Highest Priority, 5 = Lowest Priority | Notes |
|--|--------------|--------------|--------------|------------|------------|---------------|---------------------------------|---------------|--|---|
| 43rd Avenue/SR 60 - 18th Street to 26th Street - 4 lanes | \$ 799,625 | \$ 4,532,435 | | | | \$ 5,332,060 | Gas Tax | Yes | 1 | Per FDOT, ROW acquisition costs have increased a total of \$8 million. Because of this, County's total cost share increased by \$4 million in FY 2017/18. FDOT to soon provide final numbers. |
| 43rd Avenue/SR 60 - 18th Street to 26th Street - 4 lanes | \$ 2,799,625 | \$ 1,467,565 | | | | \$ 4,267,190 | Grant | | | |
| 43rd Avenue/SR 60 - 18th Street to 26th Street - 4 lanes | \$ 4,966,867 | \$ 916,500 | \$ 330,500 | \$ 840,479 | | \$ 7,054,346 | FDOT | | | |
| 43rd Avenue/SR 60 - 18th Street to 26th Street - 4 lanes | \$ 3,945,670 | | | | | \$ 3,945,670 | Optional Sales Tax | | | |
| 43rd Avenue/SR 60 - 18th Street to 26th Street - 4 lanes | \$ 1,021,197 | \$ 916,500 | \$ 330,500 | | | \$ 2,268,197 | Traffic Impact Fees- District 2 | | | |
| Design & Engineering | \$ 1,000,000 | | | | | \$ 1,000,000 | | | | Construction Engineering Inspection Services |
| Right-of-Way | \$ 9,933,734 | \$ 1,833,000 | \$ 661,000 | \$ 840,479 | | \$ 13,268,213 | | | | |
| Construction | \$ 2,599,250 | \$ 6,000,000 | | | | \$ 8,599,250 | | | | |
| 43rd Avenue, 49th Street to 53rd Street, three lanes (.5 miles) | | \$ 1,000,000 | \$ 1,000,000 | | | \$ 2,000,000 | Developer Funded Construction | Yes | 2 | Includes signalization at 49th Street |
| Design & Engineering | | | | | | \$ - | | | | |
| Right-of-Way | | | | | | \$ - | | | | |
| Construction | | \$ 1,000,000 | \$ 1,000,000 | | | \$ 2,000,000 | | | | |
| 43rd Ave Sidewalks(Airport Dr W to 41st Street) (GNP Action 7.2) | | | \$ 458,463 | | | \$ 458,463 | Grant | Yes | 2 | |
| 43rd Ave Sidewalks(Airport Dr W to 41st Street) (GNP Action 7.2) | | \$ 40,000 | | | | \$ 40,000 | Gas Tax | | | |
| Design & Engineering | | \$ 40,000 | | | | \$ 40,000 | | | | |
| Construction | | | \$ 458,463 | | | \$ 458,463 | | | | |
| 45th Street lighting Construction (GNP Action 9.2) | \$ 75,000 | | | | | \$ 75,000 | Street Lighting MSBU | | | |
| Construction | \$ 75,000 | | | | | \$ 75,000 | | | | |
| 45th Street Beautification Phase II (GNP Action 7.3 and 9.3) | \$ 175,000 | \$ 500,000 | | \$ 500,000 | | \$ 1,175,000 | Gas Tax | Yes | 3 | Depending upon FDOT approval |
| 45th Street "West End" Culverting- Construction | | \$ 325,877 | \$ 956,682 | | | \$ 1,282,559 | Grant | | | Indirect benefit to the Indian River Lagoon: designed to treat stormwater that currently discharges into canals and indirectly into the lagoon. |
| Design & Engineering | \$ 175,000 | | | | | \$ 175,000 | | | | |
| Construction | | \$ 825,877 | \$ 956,682 | \$ 500,000 | | \$ 2,282,559 | | | | |
| 45th Street Improvements (43rd Avenue to 58th Avenue) | | | \$ 1,217,660 | \$ 264,899 | | \$ 1,482,559 | FDOT | | 4 | |
| 45th Street Improvements (43rd Avenue to 58th Avenue) | \$ 148,000 | \$ 200,000 | \$ 1,217,660 | \$ 264,899 | | \$ 1,830,559 | Gas Tax | | | |
| Design & Engineering | \$ 148,000 | \$ 200,000 | | | | \$ 348,000 | | | | |
| Construction | | | \$ 2,435,320 | \$ 529,798 | | \$ 2,965,118 | | | | |
| 45th Street/Left Turn Lane at US 1 (GNP Action 7.3) | \$ 2,114,290 | | | | | \$ 2,114,290 | Optional Sales Tax | Yes | 1 | |
| | | | | | | \$ - | Traffic Impact Fees- District 2 | | | |
| Design & Engineering | \$ 14,290 | | | | | \$ 14,290 | | | | |
| Right-of-Way | \$ 100,000 | | | | | \$ 100,000 | | | | |
| Construction | \$ 2,000,000 | | | | | \$ 2,000,000 | | | | \$750,000 for FEC Crossing Improvements |
| 49th Street & US 1 intersection Improvements | \$ 1,010,881 | \$ 1,000,000 | | | | \$ 2,010,881 | Optional Sales Tax | Yes | 2 | |
| | | | | | | \$ - | Traffic Impact Fees- District 2 | | | |
| Design & Engineering | \$ 10,881 | | | | | \$ 10,881 | | | | |
| Right-of-Way | \$ 250,000 | | | | | \$ 250,000 | | | | |
| Construction | \$ 750,000 | \$ 1,000,000 | | | | \$ 1,750,000 | | | | \$750,000 for FEC Crossing Improvements |

| Expenses | FY 2017/18 | FY 2018/19 | FY 2019/20 | FY 2020/21 | FY 2021/22 | Total | Revenue Source | Fully Funded? | Priority Ranking 1 = Highest Priority, 5 = Lowest Priority | Notes |
|---|---------------|--------------|---------------|------------|------------|--------------|---------------------------------|---------------|--|---|
| 49th Street Resurfacing , 58th Avenue to 31st Avenue | \$ 50,000 | \$ 20,747.33 | \$ 151,947.00 | | | \$ 222,694 | Gas Tax | Yes | 3 | |
| 49th Street Resurfacing , 58th Avenue to 31st Avenue | | \$ 62,242 | \$ 455,841 | | | \$ 518,083 | Grant | | | |
| Design & Engineering | \$ 50,000 | | | | | \$ 50,000 | | | | |
| Right-of-Way | | | | | | \$ - | | | | |
| Construction | | \$ 82,989 | \$ 607,788 | | | \$ 690,777 | | | | |
| 53rd Street widening, 58th Avenue to 66th Avenue 900 foot 4-lane Segment | | \$ 1,000,000 | | | | \$ 1,000,000 | Traffic Impact Fees- District 2 | Yes | 2 | Developer contribution 50% |
| 53rd Street widening, 58th Avenue to 66th Avenue 900 foot 4-lane Segment | | \$ 1,000,000 | | | | \$ 1,000,000 | Developer Funded Construction | | | County Contribution 50% |
| Design & Engineering | | | | | | \$ - | | | | |
| Right-of-Way | | | | | | \$ - | | | | Indirect benefit to the Indian River Lagoon: designed to treat stormwater that currently discharges into canals and indirectly into the lagoon. |
| Construction | | \$ 2,000,000 | | | | \$ 2,000,000 | | | | |
| 53rd Street widening west of 58th Avenue to 66th Avenue 1,545 foot 2-Lane Segment plus upgrade to 4 lanes | | \$ 1,300,000 | | | | \$ 1,300,000 | Traffic Impact Fees- District 2 | Yes | 2 | Developer contribution 37.5%, County Contribution 62.5%, County Contribution 4-lanes |
| 53rd Street widening west of 58th Avenue to 66th Avenue 1,545 foot 2-Lane Segment plus upgrade to 4 lanes | | \$ 650,000 | | | | \$ 650,000 | Developer Funded Construction | | | |
| 53rd Street widening west of 58th Avenue to 66th Avenue 1,545 foot 2-Lane Segment plus upgrade to 4 lanes | | \$ 1,900,000 | | | | \$ 1,900,000 | Optional Sales Tax | | | Indirect benefit to the Indian River Lagoon: designed to treat stormwater that currently discharges into canals and indirectly into the lagoon. |
| Design & Engineering | | \$ 300,000 | | | | \$ 300,000 | | | | |
| Right-of-Way | | | | | | \$ - | | | | |
| Construction | | \$ 3,550,000 | | | | \$ 3,550,000 | | | | |
| 53rd Street widening west of 58th Avenue to 66th Avenue 2,745 foot 4-Lane Segment | | \$ 950,000 | \$ 1,000,000 | \$ 620,147 | | \$ 2,570,147 | Traffic Impact Fees- District 2 | Yes | 4 | Indirect benefit to the Indian River Lagoon: designed to treat stormwater that currently discharges into canals and indirectly into the lagoon. |
| 53rd Street widening west of 58th Avenue to 66th Avenue 2,745 foot 4-Lane Segment | \$ 500,000 | | \$ 1,500,000 | | | \$ 2,000,000 | Optional Sales Tax | | | |
| Design & Engineering | | \$ 450,000 | | | | \$ 450,000 | | | | |
| Right-of-Way | \$ 500,000 | \$ 500,000 | | | | \$ 1,000,000 | | | | |
| Construction | | | \$ 2,500,000 | \$ 620,147 | | \$ 3,120,147 | | | | |
| Signalized 58th Ave at 49th St. (GNP Action 10.2) | | \$ 1,700,000 | | | | \$ 1,700,000 | Developer Funded Construction | Yes | 4 | |
| Signalized 58th Ave at 49th St. (GNP Action 10.2) | \$ 350,000 | | | | | \$ 350,000 | Gas Tax | | | |
| Design & Engineering | | | | | | \$ - | | | | |
| Right-of-Way | \$ 350,000 | | | | | \$ 350,000 | | | | |
| Construction | | \$ 1,700,000 | | | | \$ 1,700,000 | | | | |
| 58th Avenue / SR 60 Intersection | \$ 175,000 | \$ 500,000 | \$ 500,000 | \$ 500,000 | \$ 500,000 | \$ 2,175,000 | Optional Sales Tax | No | 4 | |
| Right-of-Way | \$ 175,000 | \$ 500,000 | \$ 500,000 | \$ 500,000 | \$ 500,000 | \$ 2,175,000 | | | | |
| 58th Avenue Resurfacing -26th St-49th St | \$ 1,523,097 | | | | | \$ 1,523,097 | Grant | Yes | 2 | |
| 58th Avenue Resurfacing -26th St-49th St | \$ 700,000.00 | \$ 823,097 | | | | \$ 1,523,097 | Gas Tax | | | |
| Construction | \$ 2,223,097 | \$ 823,097 | | | | \$ 3,046,194 | | | | |
| 58th Avenue - North of 26th Street Misc. Right of Way Acquisition | \$ 250,000 | \$ 250,000 | \$ 250,000 | \$ 250,000 | \$ 250,000 | \$ 1,250,000 | Optional Sales Tax | No | 4 | |
| Right-of-Way | \$ 250,000 | \$ 250,000 | \$ 250,000 | \$ 250,000 | \$ 250,000 | \$ 1,250,000 | | | | |

| Expenses | FY 2017/18 | FY 2018/19 | FY 2019/20 | FY 2020/21 | FY 2021/22 | Total | Revenue Source | Fully Funded? | Priority Ranking 1 = Highest Priority, 5 = Lowest Priority | Notes |
|--|--------------|--------------|---------------|--------------|--------------|---------------|---------------------------------|---------------|--|---|
| 58th Avenue - 33rd Street and 37th Street left turn lanes | | \$ 450,000 | \$ 850,000 | | | \$ 1,300,000 | Optional Sales Tax | Yes | 4 | |
| Design & Engineering | | \$ 100,000 | | | | \$ 100,000 | | | | |
| Right-of-Way | | \$ 350,000 | | | | \$ 350,000 | | | | |
| Construction | | | \$ 850,000 | | | \$ 850,000 | | | | |
| 58th Avenue 49th-53rd St - 4 lanes | | \$ 2,000,000 | | | | \$ 2,000,000 | Developer Funded Construction | Yes | 2 | Indirect benefit to the Indian River Lagoon: designed to treat stormwater that currently discharges into canals and indirectly into the lagoon. |
| 58th Avenue 49th-53rd St - 4 lanes | \$ 200,000 | | | | | \$ 200,000 | Traffic Impact Fees- District 2 | | | |
| Design & Engineering | | | | | | \$ - | | | | |
| Right-of-Way | \$ 200,000 | | | | | \$ 200,000 | | | | |
| Construction | | \$ 2,000,000 | | | | \$ 2,000,000 | | | | |
| 58th Avenue 53rd - 57th St - 4 lanes | \$ 230,000 | \$ 3,500,000 | | | | \$ 3,730,000 | Optional Sales Tax | Yes | 2 | |
| Design & Engineering | \$ 230,000 | | | | | \$ 230,000 | | | | |
| Right-of-Way | | | | | | \$ - | | | | |
| Construction | | \$ 3,500,000 | | | | \$ 3,500,000 | | | | |
| 58th Ave Resurfacing, 57th Street to CR 510 (includes left turn lanes at 69th Street) | \$ 939,267 | \$ 700,000 | | | | \$ 1,639,267 | Gas Tax | Yes | 2 | |
| 58th Ave Resurfacing, 57th Street to CR 510 (includes left turn lanes at 69th Street) | \$ 110,733 | \$ 1,785,885 | | | | \$ 1,896,618 | Grant | | | |
| Design & Engineering | \$ 400,000 | | | | | \$ 400,000 | | | | |
| Right-of-Way | \$ 350,000 | | | | | \$ 350,000 | | | | |
| Construction | \$ 300,000 | \$ 2,485,885 | \$ - | | | \$ 2,785,885 | | | | |
| 66th Avenue, 49th Street to 69th Street, four lanes(2.5 miles) Includes side streets & side street bridges | \$ 150,000 | \$ 2,568,991 | \$ 17,383,991 | | | \$ 20,102,982 | Optional Sales Tax | Yes | 1 | Indirect benefit to the Indian River Lagoon: designed to treat stormwater that currently discharges into canals and indirectly into the lagoon. |
| 66th Avenue, 49th Street to 69th Street, four lanes(2.5 miles) Includes side streets & side street bridges | | \$ 3,181,009 | \$ 866,009 | | | \$ 4,047,018 | Grant | | | |
| 66th Avenue, 49th Street to 69th Street, four lanes(2.5 miles) Includes side streets & side street bridges | \$ 1,500,000 | | | | | \$ 1,500,000 | Traffic Impact Fees- District 2 | | | |
| Design & Engineering | \$ 150,000 | \$ 500,000 | | | | \$ 650,000 | | | | |
| Right-of-Way | \$ 1,500,000 | \$ 750,000 | \$ 250,000 | | | \$ 2,500,000 | | | | |
| Construction | | \$ 4,500,000 | \$ 18,000,000 | | | \$ 22,500,000 | | | | |
| 66th Avenue, 69th Street to 85th Street four lanes (2.0 miles) Includes side streets & side street bridges | \$ 650,000 | \$ 250,000 | \$ 7,288,308 | \$ 2,919,745 | \$ 1,050,000 | \$ 12,158,053 | Optional Sales Tax | Yes | 2 | Indirect benefit to the Indian River Lagoon: designed to treat stormwater that currently discharges into canals and indirectly into the lagoon. |
| 66th Avenue, 69th Street to 85th Street four lanes (2.0 miles) Includes side streets & side street bridges | | | | | \$ 1,950,000 | \$ 1,950,000 | Traffic Impact Fees- District 1 | | | |
| 66th Avenue, 69th Street to 85th Street four lanes (2.0 miles) Includes side streets & side street bridges | | | \$ 400,000 | | | \$ 400,000 | Developer Funded Construction | | | Use traffic impact fees for 77th to to 85th street |
| Design & Engineering | \$ 150,000 | | | | | \$ 150,000 | | | | |
| Right-of-Way | \$ 500,000 | \$ 250,000 | \$ 250,000 | | | \$ 1,000,000 | | | | |
| Construction | | | \$ 7,438,308 | \$ 2,919,745 | \$ 3,000,000 | \$ 13,358,053 | | | | |
| 69th Street Repaving 66th Avenue to U.S. Highway 1 | | | \$ 75,000 | \$ 409,382 | | \$ 484,382 | Gas Tax | Yes | 4 | |
| 69th Street Repaving 66th Avenue to U.S. Highway 1 | | | | \$ 799,078 | \$ 429,070 | \$ 1,228,148 | Grant | | | |
| Design & Engineering | | | \$ 75,000 | | | \$ 75,000 | | | | |
| Right-of-Way | | | | | | \$ - | | | | |
| Construction | | | | \$ 1,208,460 | \$ 429,070 | \$ 1,637,530 | | | | |
| Continued on Next Page | | | | | | | | | | |

| Expenses | FY 2017/18 | FY 2018/19 | FY 2019/20 | FY 2020/21 | FY 2021/22 | Total | Revenue Source | Fully Funded? | Priority Ranking 1 = Highest Priority, 5 = Lowest Priority | Notes |
|--|--------------|--------------|--------------|--------------|--------------|--------------|---------------------------------|---------------|--|--|
| CR 510 - U.S. Highway 1 to Indian River, four lanes | | \$ 450,000 | \$ 450,000 | \$ 2,500,000 | \$ 2,381,000 | \$ 5,781,000 | Traffic Impact Fees- District 1 | Yes | 3 | Indirect benefit to the Indian River Lagoon: designed to treat stormwater that currently discharges into canals and indirectly into the lagoon. |
| CR 510 - U.S. Highway 1 to Indian River, four lanes | | | | | \$ 119,000 | \$ 119,000 | Gas Tax | | | Developer Funding available. Agreement pending. |
| Design & Engineering | | \$ 450,000 | \$ 450,000 | | | \$ 900,000 | | | | |
| Right-of-Way | | | | | | \$ - | | | | |
| Construction | | | | \$ 2,500,000 | \$ 2,500,000 | \$ 5,000,000 | | | | |
| CR 510, CR 512 to U.S. Highway 1, four lanes (6 miles) | | | | | | \$ - | FDOT | Yes | 2 | FDOT Funded project. Indirect benefit to the Indian River Lagoon: designed to treat stormwater that currently discharges into canals and indirectly into the lagoon. |
| CR 510, 58th Ave, southbound turnlane | \$ 100,000 | | | | | \$ 100,000 | Traffic Impact Fees- District 1 | Yes | 1 | Project is being transitioned to FDOT |
| Construction | \$ 100,000 | | | | | \$ 100,000 | | | | |
| CR 512 Resurfacing (Myrtle St-125th Ave) | \$ 265,101 | \$ 600,000 | | | | \$ 865,101 | Gas Tax | Yes | 2 | |
| CR 512 Resurfacing (Myrtle St-125th Ave) | \$ 265,101 | \$ 462,347 | | | | \$ 727,448 | Grant | | | |
| Design & Engineering | \$ 35,000 | | | | | \$ 35,000 | | | | |
| Construction | \$ 495,202 | \$ 1,062,347 | | | | \$ 1,557,549 | | | | |
| CR 512 Resurfacing : Easy Street to US1 , east bound (1.2 miles) and US 1 to Roseland Road, west bound (2.7 miles) | \$ 801,421 | | | | | \$ 801,421 | Gas Tax | No | 2 | |
| CR 512 Resurfacing : Easy Street to US1 , east bound (1.2 miles) and US 1 to Roseland Road, west bound (2.7 miles) | \$ 2,404,264 | | | | | \$ 2,404,264 | Grant | | | Existing 2 lanes |
| Construction | \$ 3,205,685 | | | | | \$ 3,205,685 | | | | |
| Indian River Blvd Sidewalk-37th to 53rd Street | \$ 75,000 | | | | | \$ 75,000 | Optional Sales Tax | Yes | 2 | |
| Indian River Blvd Sidewalk-37th to 53rd Street | \$ 700,000 | | | | | \$ 700,000 | Grant | | | |
| Design & Engineering | | | | | | \$ - | | | | |
| Right-of-Way | \$ 75,000 | | | | | \$ 75,000 | | | | |
| Construction | \$ 700,000 | | | | | \$ 700,000 | | | | |
| Indian River Blvd - Barber Bridge to 53rd St. Resurfacing and Bike Lanes | | | \$ 25,000 | \$ 1,023,154 | | \$ 1,048,154 | Gas Tax | Yes | 4 | |
| Indian River Blvd - Barber Bridge to 53rd St. Resurfacing and Bike Lanes | | | | \$ 1,025,377 | \$ 2,044,087 | \$ 3,069,464 | Grant | | | |
| Design & Engineering | | | \$ 25,000 | | | \$ 25,000 | | | | |
| Right-of-Way | | | | | | \$ - | | | | |
| Construction | | | | \$ 2,048,531 | \$ 2,044,087 | \$ 4,092,618 | | | | |
| Misc. Intersection Improvements | \$ 600,000 | \$ 600,000 | \$ 600,000 | \$ 600,000 | \$ 600,000 | \$ 3,000,000 | Optional Sales Tax | No | 3 | Ongoing |
| Design & Engineering | \$ 100,000 | \$ 100,000 | \$ 100,000 | \$ 100,000 | \$ 100,000 | \$ 500,000 | | | | |
| Right-of-Way | | | | | | \$ - | | | | |
| Construction | \$ 500,000 | \$ 500,000 | \$ 500,000 | \$ 500,000 | \$ 500,000 | \$ 2,500,000 | | | | |
| Misc. Right of Way Acquisition | \$ 1,000,000 | \$ 1,000,000 | \$ 1,000,000 | \$ 500,000 | \$ 500,000 | \$ 4,000,000 | Optional Sales Tax | No | 3 | Ongoing |
| Right-of-Way | \$ 1,000,000 | \$ 1,000,000 | \$ 1,000,000 | \$ 500,000 | \$ 500,000 | \$ 4,000,000 | | | | |
| Oslo Road/66th Ave Safety Improvements | | \$ 200,000 | | | | \$ 200,000 | MPO | Yes | | DOT Safety Audit |
| Design & Engineering | | \$ 200,000 | | | | \$ 200,000 | | | | |

| Expenses | FY 2017/18 | FY 2018/19 | FY 2019/20 | FY 2020/21 | FY 2021/22 | Total | Revenue Source | Fully Funded? | Priority Ranking 1 = Highest Priority, 5 = Lowest Priority | Notes |
|---|---------------|---------------|---------------|---------------|---------------|----------------|---------------------------------|---------------|--|------------------|
| Old Dixie/Highlands Intersection | \$ 900,000 | | | | | \$ 900,000 | Traffic Impact Fees- District 3 | Yes | 1 | Improve Drainage |
| | | | | | | \$ - | | | | |
| Design & Engineering | \$ 100,000 | | | | | \$ 100,000 | | | | |
| Construction | \$ 800,000 | | | | | \$ 800,000 | | | | |
| Pipe Replacement - Blue Cypress Road | \$ 150,000 | | | | | \$ 150,000 | Optional Sales Tax | Yes | 1 | |
| Construction | \$ 150,000 | | | | | \$ 150,000 | | | | |
| Pipe Replacement - 74th Avenue South of 1st Street SW | \$ 175,000 | | | | | \$ 175,000 | Optional Sales Tax | Yes | 1 | |
| Construction | \$ 175,000 | | | | | \$ 175,000 | | | | |
| Sidewalks along 2nd Street from Old Dixie Highway to 20th Avenue (1.25 miles) | | \$ 50,000 | | | | \$ 50,000 | Gas Tax | | 5 | |
| Design & Engineering | | \$ 50,000 | | | | \$ 50,000 | | | | |
| Traffic Controllers | \$ 300,000 | \$ 200,000 | \$ 200,000 | \$ 200,000 | \$ 250,000 | \$ 1,150,000 | Gas Tax | Yes | 1 | |
| Traffic Fiber Optic | \$ 250,000 | \$ 150,000 | \$ 150,000 | \$ 150,000 | \$ 100,000 | \$ 800,000 | Optional Sales Tax | | | |
| Road Stripe Replacement | \$ 300,000 | \$ 150,000 | \$ 150,000 | \$ 150,000 | \$ 150,000 | \$ 900,000 | Gas Tax | | | |
| Sidewalks and Designated Bicycle Lanes | \$ 250,000 | \$ 250,000 | \$ 250,000 | \$ 250,000 | \$ 250,000 | \$ 1,250,000 | Optional Sales Tax | Yes | 1 | |
| Sidewalks and Designated Bicycle Lanes | \$ 250,000 | \$ 250,000 | \$ 250,000 | \$ 250,000 | \$ 250,000 | \$ 1,250,000 | Gas Tax | | | |
| Design & Engineering | | | | | | \$ - | | | | |
| Right-of-Way | | | | | | \$ - | | | | |
| Construction | \$ 500,000 | \$ 500,000 | \$ 500,000 | \$ 500,000 | \$ 500,000 | \$ 2,500,000 | | | | |
| Street Lighting at 41st St/32nd Ave, 49th St, and 45th Street and 49th Street Corridors (GNP Action 12.2) | \$ 70,000 | | | | | \$ 70,000 | Street Lighting MSBU | Yes | 2 | |
| Construction | \$ 70,000 | | | | | \$ 70,000 | | | | |
| Vero Lake Estates 25% Petition Millings | \$ 287,750 | \$ 62,750 | \$ 62,750 | \$ 62,750 | \$ 62,750 | \$ 538,750 | Gas Tax | Yes | 1 | |
| Vero Lake Estates 25% Petition Millings | \$ 1,151,000 | \$ 251,000 | \$ 251,000 | \$ 251,000 | \$ 251,000 | \$ 2,155,000 | VLE Assessments | | | |
| Design & Engineering | | | | | | \$ - | | | | |
| Right-of-Way | | | | | | \$ - | | | | |
| Construction | \$ 1,438,750 | \$ 313,750 | \$ 313,750 | \$ 313,750 | \$ 313,750 | \$ 2,693,750 | | | | |
| Total Transportation | | | | | | \$ - | | | | |
| Design & Engineering | \$ 3,313,171 | \$ 4,240,000 | \$ 1,900,000 | \$ 925,000 | \$ 150,000 | \$ 10,528,171 | | | | |
| Right-of-Way | \$ 16,933,734 | \$ 8,183,000 | \$ 4,461,000 | \$ 3,235,479 | \$ 2,250,000 | \$ 35,063,213 | | | | |
| Construction | \$ 18,673,904 | \$ 32,243,945 | \$ 39,794,311 | \$ 19,240,750 | \$ 13,690,884 | \$ 123,643,794 | | | | |
| Traffic Controllers & Fiber Optic | \$ 550,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 1,950,000 | | | | |
| Total Transportation | \$ 39,470,809 | \$ 45,016,945 | \$ 46,505,311 | \$ 23,751,229 | \$ 16,440,884 | \$ 171,185,178 | | | | |

Revenue and Expenditure Summary

| Revenue Source | FY 2017/18 | FY 2018/19 | FY 2019/20 | FY 2020/21 | FY 2021/22 | Total |
|------------------------------------|----------------------|---------------------|---------------------|---------------------|---------------------|----------------------|
| 16th Street Ballfield Sale | \$246,500 | \$0 | \$0 | \$0 | \$0 | \$246,500 |
| Assesments | \$3,718,105 | \$0 | \$2,377,000 | \$1,075,000 | \$1,075,000 | \$8,245,105 |
| Assesments & User Fees | \$2,252,500 | \$5,052,500 | \$0 | \$6,600,000 | \$8,000,000 | \$21,905,000 |
| Boating Improvement Funds | \$225,000 | \$0 | \$0 | \$0 | \$0 | \$225,000 |
| Capacity Charges (Fka Impact Fees) | \$1,750,000 | \$2,000,000 | \$2,065,000 | \$2,000,000 | \$3,500,000 | \$11,315,000 |
| Cash Forward | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Court Facility Surcharge | \$124,000 | \$0 | \$0 | \$0 | \$0 | \$124,000 |
| Developer Funded Construction | \$0 | \$6,600,000 | \$1,400,000 | \$1,000,000 | \$0 | \$9,000,000 |
| Grants | \$12,186,596 | \$8,259,925 | \$5,413,995 | \$6,664,450 | \$3,791,134 | \$36,316,100 |
| Emergency Services Dist | \$1,946,035 | \$2,080,000 | \$6,135,000 | \$835,000 | \$1,095,000 | \$12,091,035 |
| Fairgrounds Improvement Fund | \$99,148 | \$0 | \$100,000 | \$0 | \$0 | \$199,148 |
| FDOT | \$4,966,867 | \$916,500 | \$1,548,160 | \$1,105,378 | \$0 | \$8,536,905 |
| Gas Tax | \$12,077,996 | \$2,401,000 | \$2,437,000 | \$2,474,000 | \$2,511,403 | \$21,901,399 |
| Impact Fees | \$1,191,013 | \$1,305,302 | \$1,766,317 | \$2,859,196 | \$775,000 | \$7,896,828 |
| Traffic Impact Fees District 1 | \$5,330,354 | \$625,000 | \$625,000 | \$625,000 | \$625,000 | \$7,830,354 |
| Traffic Impact Fees District 2 | \$5,124,869 | \$1,400,000 | \$1,400,000 | \$1,400,000 | \$1,400,000 | \$10,724,869 |
| Traffic Impact Fees District 3 | \$2,807,190 | \$750,000 | \$750,000 | \$750,000 | \$750,000 | \$5,807,190 |
| Interest | \$50,000 | \$50,000 | \$50,000 | \$50,000 | \$50,000 | \$250,000 |
| Land Acquisition Bond Proceeds | \$75,000 | \$25,000 | \$25,000 | \$0 | \$0 | \$125,000 |
| MPO | \$0 | \$200,000 | \$0 | \$0 | \$0 | \$200,000 |
| Optional Sales Tax | \$55,786,284 | \$20,740,135 | \$22,374,504 | \$14,212,994 | \$16,695,754 | \$129,809,671 |
| Secondary Roads | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Stormwater MSBU | \$19,000 | \$0 | \$0 | \$0 | \$0 | \$19,000 |
| Street Lighting MSBU | \$145,000 | \$0 | \$0 | \$0 | \$0 | \$145,000 |
| Transportation Fund | \$114,000 | \$0 | \$0 | \$0 | \$0 | \$114,000 |
| Upland Mitigation Fund | \$150,000 | \$50,000 | \$0 | \$0 | \$0 | \$200,000 |
| User Fees + Interfund Loan | \$0 | \$0 | \$0 | \$0 | \$200,000 | \$200,000 |
| User Fees | \$4,036,000 | \$9,210,000 | \$5,200,000 | \$0 | \$0 | \$18,446,000 |
| VLE Assessments | \$1,151,000 | \$251,000 | \$251,000 | \$451,000 | \$251,000 | \$2,355,000 |
| Windsor Fund | \$1,000,000 | \$0 | \$0 | \$0 | \$0 | \$1,000,000 |
| Total | \$116,572,457 | \$61,916,362 | \$53,917,976 | \$42,102,018 | \$40,719,291 | \$315,228,104 |

| Expenditures by Category | FY 2017/18 | FY 2018/19 | FY 2019/20 | FY 2020/21 | FY 2021/22 | Total |
|-----------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|
| Conservation and Aquifer Recharge | \$1,700,000 | \$1,625,000 | \$625,000 | \$325,000 | \$175,000 | \$4,450,000 |
| Emergency Services | \$4,509,600 | \$4,673,635 | \$8,410,000 | \$1,310,000 | \$2,470,000 | \$21,373,235 |
| Facilities Management | \$11,102,000 | \$2,025,000 | \$875,000 | \$575,000 | \$475,000 | \$15,052,000 |
| Law Enforcement | \$170,000 | \$140,000 | \$3,300,000 | \$100,000 | \$1,500,000 | \$5,210,000 |
| Parks and Recreation | \$1,902,296 | \$1,180,302 | \$691,317 | \$2,459,196 | \$575,000 | \$6,808,111 |
| Sanitary Sewer & Potable Water | \$10,748,931 | \$11,210,000 | \$12,019,000 | \$7,350,000 | \$5,650,000 | \$46,977,931 |
| Solid Waste | \$2,252,500 | \$5,052,500 | \$0 | \$6,600,000 | \$8,000,000 | \$21,905,000 |
| Stormwater Management | \$8,626,649 | \$2,450,000 | \$6,125,000 | \$2,600,000 | \$2,465,000 | \$22,266,649 |
| Transportation | \$39,470,809 | \$45,016,945 | \$46,505,311 | \$23,751,229 | \$16,440,884 | \$171,185,178 |
| Total | \$80,482,785 | \$73,373,382 | \$78,550,628 | \$45,070,425 | \$37,750,884 | \$315,228,104 |

| | | | | | | |
|--|---------------|---------------|---------------|--------------|--------------|---------------|
| Total Revenues All Categories | \$116,572,457 | \$61,916,362 | \$53,917,976 | \$42,102,018 | \$40,719,291 | \$315,228,104 |
| Total Expenditures All Categories | \$80,482,785 | \$73,373,382 | \$78,550,628 | \$45,070,425 | \$37,750,884 | \$315,228,104 |
| Difference | \$36,089,672 | -\$11,457,020 | -\$24,632,652 | -\$2,968,407 | \$2,968,407 | \$0 |

APPENDIX B: 2040 MPO COST FEASIBLE ROADWAY IMPROVEMENT PLAN

The Metropolitan Planning Organization (MPO) has adopted its 2040 Long Range Transportation Plan (LRTP). This plan prioritizes roadway improvements through a 25 year planning horizon. The table below lists these prioritized roadway improvements. Because the LRTP prioritizes long range roadway projects through 2040, or contains projects funded entirely by non-county sources, it includes some projects that are not in Appendix A, the Five Year Schedule of Capital Improvements. The LRTP is updated every five years; consequently, the next long range plan will be the 2045 LRTP.

Project Cost by Implementation Timeframe

SIS Funds

| Project | Description | 2021-2025 | 2026-2030 | 2031-2040 | Unfunded |
|-----------------------|---------------------------------------|---------------------|------------|------------|------------|
| Oslo Road Interchange | New interchange at Oslo Road and I-95 | \$37,800,000 | | | |
| | Total | \$37,800,000 | \$0 | \$0 | \$0 |

Non-SIS State and County Roads Expected to be Federalized Funds

| Project | Description | 2021-2025 | 2026-2030 | 2031-2040 | Unfunded |
|---|---------------------|---------------------|---------------------|---------------------|----------------------|
| CR 510 from CR 512 to 66th Avenue | Widen to 4L from 2L | \$27,100,000 | \$9,700,000 | | |
| 43rd Avenue from 26th Street to 16th Street | Widen to 4L from 2L | | \$16,000,000 | | |
| Oslo Road from I-95 to 58th Avenue | Widen to 4L from 2L | | | \$32,934,693 | |
| US 1 from 53rd Street to CR 510 | Widen to 6L from 4L | | | \$23,265,307 | \$122,009,293 |
| | Total | \$27,100,000 | \$25,700,000 | \$56,200,000 | \$122,009,293 |

County and Municipal Funds

| Project | Description | 2021-2025 | 2026-2030 | 2031-2040 | Unfunded |
|--|---------------------|---------------------|---------------------|----------------------|---------------------|
| CR 510 from CR 512 to 66th Avenue | Widen to 4L from 2L | | \$1,185,411 | | |
| CR 510 from 66th Avenue to 55th Avenue | Widen to 4L from 2L | \$22,088,854 | | | |
| CR 510 from 55th Avenue to ICWW | Widen to 4L from 2L | \$22,618,700 | | | |
| CR 512 from I-95 to Willow Street | Widen to 4L from 2L | | | \$39,470,354 | |
| CR 512 from I-95 to CR 510 | Widen to 6L from 4L | | | \$42,942,998 | |
| 43rd Avenue from 26th Street to 16th Street | Widen to 4L from 2L | | \$2,915,000 | | |
| 43rd Avenue from 16th Street to Oslo Road | Widen to 4L from 2L | | | \$48,226,503 | |
| 66th Avenue from 81st Street to 49th Street | Widen to 4L from 2L | \$42,926,000 | | | |
| 66th Avenue from Barber Street to 81st Street | Widen to 4L from 2L | | \$17,357,922 | | |
| 12th Street from 58th Avenue to 74th Avenue | New 2L | | | \$1,450,000 | \$29,303,027 |
| 26th Street/Aviation Boulevard from 43rd Avenue to 66th Avenue | Widen to 4L from 2L | | \$39,152,100 | | |
| 53rd Street from 58th Avenue to 66th Avenue | New 2L | | \$11,100,796 | | |
| 53rd Street from 66th Avenue to 82nd Avenue | New 2L | | | \$27,028,527 | |
| 74th Avenue from 12th Street to Oslo Road | New 2L | | | \$35,212,898 | |
| 82nd Avenue from 69th Street to 26th Street | New 2L | | | \$61,885,846 | |
| 82nd Avenue from Laconia Street to 69th Street | New 2L | | \$24,575,004 | | |
| Oslo Road from I-95 to 58th Avenue | Widen to 4L from 2L | | | \$15,963,087 | |
| | Total | \$87,633,554 | \$96,286,233 | \$272,180,213 | \$29,303,027 |

APPENDIX C: SCHOOL DISTRICT OF INDIAN RIVER COUNTY CAPITAL IMPROVEMENT SCHEDULE

Summary of Capital Improvement Program

| Project | Total | Prior to 2018 | FY 2018 - FY 2022 | 2017-2018 | 2018-2019 | 2019-2020 | 2020-2021 | 2021-2022 |
|---|-------------------|----------------|-------------------|------------------|------------------|------------------|------------------|------------------|
| Comprehensive Needs | | | | | | | | |
| Modernizations & Replacements | | | | | | | | |
| Glendale - Cafeteria Expansion/Renovation | 3,022,426 | 0 | 3,022,426 | | | | 205,221 | 2,817,205 |
| TCCAЕ New Construction/Renovation | 1,835,000 | 325,000 | 1,510,000 | 1,510,000 | | | | |
| Subtotal Modernizations & Replacements | 4,857,426 | 325,000 | 4,532,426 | 1,510,000 | 0 | 0 | 205,221 | 2,817,205 |
| Subtotal Comprehensive Needs | 4,857,426 | 325,000 | 4,532,426 | 1,510,000 | 0 | 0 | 205,221 | 2,817,205 |
| Other Items | | | | | | | | |
| Capital Maintenance | | | | | | | | |
| Building Improvements/Renovations - Districtwide | 1,575,000 | 0 | 1,575,000 | 50,000 | 150,000 | 1,375,000 | | |
| Capital Maintenance | 4,931,976 | 0 | 4,931,976 | 747,160 | 822,160 | 822,160 | 968,336 | 1,572,160 |
| Chiller Replacement | 5,744,160 | 0 | 5,744,160 | 750,000 | 1,345,000 | 799,160 | 1,950,000 | 900,000 |
| Flooring | 2,800,370 | 0 | 2,800,370 | 601,530 | 350,000 | 1,056,000 | 200,000 | 592,840 |
| HVAC Repair and Replace | 7,322,806 | 0 | 7,322,806 | 1,172,806 | | 250,000 | | 5,900,000 |
| Painting/Waterproofing - Districtwide | 2,261,000 | 0 | 2,261,000 | 50,000 | | 461,000 | 1,750,000 | |
| Paving, Covers & Sidewalks - Districtwide | 848,020 | 0 | 848,020 | 408,020 | 100,000 | 100,000 | | 240,000 |
| Roofing - Districtwide | 4,335,611 | 0 | 4,335,611 | 553,749 | 1,090,000 | 745,000 | 1,801,862 | 145,000 |
| Site Improvements - D/W | 438,389 | 0 | 438,389 | 15,000 | 300,389 | 123,000 | | |
| Subtotal Capital Maintenance | 30,257,332 | 0 | 30,257,332 | 4,348,265 | 4,157,549 | 5,731,320 | 6,670,198 | 9,350,000 |
| Safety, Security, and Environmental | | | | | | | | |
| ADA Compliance-Districtwide | 211,000 | 0 | 211,000 | 51,000 | | 160,000 | | |
| Dodgertown Elementary Kalwall Roof Replacement | 357,816 | 0 | 357,816 | | | 357,816 | | |
| Fire Alarm Upgrade - Districtwide | 1,735,000 | 0 | 1,735,000 | 310,000 | 200,000 | 425,000 | 800,000 | |
| Gifford Middle Kalwal Roof Replacement | 1,600,000 | 0 | 1,600,000 | | | 600,000 | 1,000,000 | |
| Health & Life Safety | 10,184,612 | 0 | 10,184,612 | 1,473,531 | 2,982,410 | 2,623,903 | 1,853,930 | 1,250,838 |
| Oslo Middle - Lockerroom Renovation | 654,176 | 0 | 654,176 | 200,000 | 454,176 | | | |

| Project | Total | Prior to 2018 | FY 2018 - FY 2022 | 2017-2018 | 2018-2019 | 2019-2020 | 2020-2021 | 2021-2022 |
|--|-------------------|----------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| Playground Equipment | 1,785,953 | 0 | 1,785,953 | 340,953 | 395,000 | 350,000 | 350,000 | 350,000 |
| SRHS - Stadium/Gym Locker Room Renovations | 2,415,105 | 0 | 2,415,105 | 52,113 | 1,500,000 | 862,992 | | |
| VBHS - Freshman Learning Center Locker/Bathroom Renovation | 776,736 | 200,000 | 576,736 | 576,736 | | | | |
| Wabasso School HVAC Renovation | 2,141,520 | 0 | 2,141,520 | 391,520 | | | 1,750,000 | |
| Subtotal Safety, Security, and Environmental | 21,861,918 | 200,000 | 21,661,918 | 3,395,853 | 5,531,586 | 5,379,711 | 5,753,930 | 1,600,838 |
| Relocatables | | | | | | | | |
| Relocatable Leasing | 2,200,000 | 0 | 2,200,000 | 600,000 | 400,000 | 400,000 | 400,000 | 400,000 |
| Subtotal Relocatables | 2,200,000 | 0 | 2,200,000 | 600,000 | 400,000 | 400,000 | 400,000 | 400,000 |
| Educational Technology | | | | | | | | |
| District Technology | 500,000 | 0 | 500,000 | | | | | 500,000 |
| Subtotal Educational Technology | 500,000 | 0 | 500,000 | | | | | 500,000 |
| Furniture & Equipment | | | | | | | | |
| Furniture, Fixtures & Equipment D/W | 1,325,000 | 0 | 1,325,000 | 250,000 | 250,000 | 325,000 | 250,000 | 250,000 |
| Performing Arts Allocation Districtwide | 100,000 | 0 | 100,000 | | 25,000 | 50,000 | 25,000 | |
| School Buses/Vehicles | 5,750,000 | 0 | 5,750,000 | 1,050,000 | 1,250,000 | 1,150,000 | 1,250,000 | 1,050,000 |
| Subtotal Furniture & Equipment | 7,175,000 | 0 | 7,175,000 | 1,300,000 | 1,525,000 | 1,525,000 | 1,525,000 | 1,300,000 |
| Subtotal Other Items | 61,994,250 | 200,000 | 61,794,250 | 9,644,118 | 11,614,135 | 13,036,031 | 14,349,128 | 13,150,838 |
| Total Projects | 66,851,676 | 525,000 | 66,326,676 | 11,154,118 | 11,614,135 | 13,036,031 | 14,554,349 | 15,968,043 |

APPENDIX D: SCHOOL DISTRICT OF INDIAN RIVER COUNTY SUMMARY OF ESTIMATED REVENUE

| SCHOOL DISTRICT OF INDIAN RIVER COUNTY, FLORIDA Capital Project Revenues & Other Financing Sources Projections for Fiscal Year 2018-2022 | | | | | | | | |
|--|--------------|--------------|--------------|--------------|--------------|--------------|---------------|--|
| Revenues & Other Financing Sources | 2016-2017 | 2017-2018 | 2018-2019 | 2019-2020 | 2020-2021 | 2021-2022 | Total | Notes |
| 1 Property Taxes | \$23,646,248 | \$25,456,752 | \$27,464,544 | \$28,891,440 | \$30,403,008 | \$31,817,952 | \$144,033,695 | 1) Updated property growth based on most recent projections 1.50 mills by Legislature. |
| 2 PECC - New Construction | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| 3 PECC - Maintenance | \$463,410 | 310,000 | 310,000 | 310,000 | 310,000 | 310,000 | 1,550,000 | PECC Maintenance funding estimate |
| 4 State Charter School Capital Outlay | \$652,675 | 436,245 | 436,245 | 436,245 | 436,245 | 436,245 | 2,181,225 | Charter School Capital Outlay set yearly by Legislature |
| 5 CO & DS | \$112,971 | 112,971 | 112,971 | 112,971 | 112,971 | 112,971 | 564,855 | Projections based on 5 year capital plan information FLDOE |
| 6 Interest | \$32,158 | 32,158 | 32,158 | 32,158 | 32,158 | 32,158 | 160,790 | Estimated interest |
| 7 Other | \$20,000 | 46,489 | 13,020 | 13,020 | 13,020 | 13,020 | 98,569 | State Fuel Tax Revenue, SRHS Band Tower Repair Donations |
| 8 2016B Certificates of Participation | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| 9 Transfer In - From General Fund | \$0 | 1,510,000 | \$0 | \$0 | \$0 | \$0 | 1,510,000 | TCCAE Relocation - Alternative Center Campus |
| 10 Impact Fees | \$0 | 1,100,000 | \$0 | \$0 | \$0 | \$0 | 1,100,000 | Impact fees will be budgeted upon notification of receipt from IRC |
| 11 Reallocation of Prior Year Revenue | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| 12 Total Revenues & Other Financing Sources | \$24,927,462 | \$29,004,614 | \$28,368,938 | \$29,795,834 | \$31,307,402 | \$32,722,346 | \$151,199,133 | |
| 13 Transfer to General Fund | \$3,500,000 | \$3,500,000 | \$3,500,000 | \$3,500,000 | \$3,500,000 | \$3,500,000 | 17,500,000 | General Fund Maintenance |
| 14 Transfer to Charter School Capital Outlay | \$652,675 | \$1,883,949 | \$1,883,949 | \$1,883,949 | \$1,883,949 | \$1,883,949 | 9,419,745 | State CSO and Local CSO 1.5 Millage |
| Debt Service | | | | | | | | |
| 15 QSCB Debt Service | \$1,304,854 | \$1,300,298 | \$1,304,854 | \$1,304,854 | \$1,304,854 | \$1,304,854 | 6,519,714 | Debt Service for VBE, TCE, Fellsmere QSCB net of the credit for Federal Subsidy. |
| 16 COP Debt Service (Existing COP) | \$10,110,352 | \$10,066,250 | \$10,066,000 | \$10,071,000 | \$10,064,250 | \$10,065,500 | 50,333,000 | Current Debt Service on 2014A Refunding, 2007 and 2016A&B COPs |
| 17 Total Debt Service Reduced By Federal Subsidy | \$11,415,183 | \$11,366,548 | \$11,370,854 | \$11,375,854 | \$11,369,104 | \$11,370,354 | 56,852,714 | |
| 18 Net Remaining Funding Sources before On-Going Commitments & Projects | \$9,359,604 | \$12,254,117 | \$11,614,135 | \$13,036,031 | \$14,554,349 | \$15,968,043 | \$67,426,674 | |
| 19 On-going Commitments | \$9,359,604 | \$9,644,117 | \$11,614,135 | \$13,036,031 | \$14,554,349 | \$15,968,043 | \$64,816,675 | Maintenance, modernizations, ET and other equipment, relocatables, safety, security and environmental, and school buses and other vehicles |
| 20 Project Commitments | \$0 | \$2,610,000 | \$0 | \$0 | \$0 | \$0 | \$2,610,000 | TCCAE Relocation - Alternative Center Campus |
| 21 Restricted Funds | | \$1,100,000 | | | | | | Impact fees will be budgeted upon notification of receipt from IRC |
| 21 Net Remaining Funding Sources after On-Going Commitments & Projects | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| 22 Property Tax Revenue Projection % | NA | 7.66% | 7.89% | 5.20% | 5.23% | 4.65% | | |
| 23 Value of 1 mill | \$15,764,165 | \$16,971,168 | \$18,309,696 | \$19,260,960 | \$20,268,672 | \$21,211,968 | | |
| 24 Millage Used for COP Debt Service | 0.72 | 0.67 | 0.62 | 0.59 | 0.56 | 0.54 | | Within Board approved self-imposed debt limit of 1 mill |
| 30 Millage Used for COP Debt Service Excluding Credit for Federal Subsidy | 0.81 | 0.75 | 0.70 | 0.66 | 0.63 | 0.60 | | Within Board approved self-imposed debt limit of 1 mill |
| 31 COP Debt Service as % Millage Revenue | 48.27% | 44.65% | 41.40% | 39.37% | 37.39% | 35.74% | | Within F.S. 1011.71 limit of 75% of levy |
| 32 COP Debt Service as % Millage Revenue Excluding Credit for Federal Subsidy | 54.28% | 50.23% | 46.58% | 44.28% | 42.06% | 40.21% | | Within F.S. 1011.71 limit of 75% of levy |
| 33 Outstanding COP End of FY | \$93,535,482 | \$86,083,112 | \$78,315,742 | \$70,213,372 | \$61,771,002 | \$52,963,632 | | |