

CAPITAL IMPROVEMENTS

9



CHARTING
PORT ST. LUCIE

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CHAPTER 9. CAPITAL IMPROVEMENTS ELEMENT

I. Introduction

The purpose of the Capital Improvements Element is to consider the need for and the location of public facilities in order to encourage the efficient use of such facilities and set forth: [The Element includes the following:](#)

- 1) ~~A component that outlines p~~Principles for construction, extension, or increase in capacity of public facilities, as well as a component that outlines principles for correcting existing public facility deficiencies, which are necessary to implement the comprehensive plan. The components shall cover at least a year period.
- 2) Estimated public facility costs, including a delineation of when facilities will be needed, the general location of the facilities, and projected revenue sources to fund the facilities.
- 3) Standards to ensure the availability of public facilities and the adequacy of those facilities to meet established acceptable levels of service.
- 4) ~~Standards for the management of debt.~~ [A schedule of capital improvements listing publicly funded projects \(federal, state, or local\) and privately funded projects for which the City has no fiscal responsibility. Projects necessary to ensure that any adopted level-of-service standards are achieved and maintained for a 5-year period are identified as either funded or unfunded and given a level of priority for funding](#)

The City maintains a minimum level of service for transportation, potable water and wastewater, solid waste, storm water management, and recreation and open space. [The City is transitioning from transportation concurrency to a mobility fee-based approach. This initiative emphasizes accommodating multimodal transportation options, including walking and bicycling, rather than focusing solely on vehicle movement.](#) The St. Lucie County School District maintains minimum level of service standards for public school facilities, in accordance with the adopted Interlocal Agreement.

The Capital Improvements ~~Program~~[Schedule](#), annually compiled by the Office of Management and Budget, identifies and funds those projects for which the City is the service provider, and which are required to maintain the minimum levels of service and satisfy other prioritization criteria. ~~The Capital Improvement Element tables include the capital projects contained in the Capital Improvement Program. The finalized expenditure projections are compared to the projections of existing revenues to verify the fiscal feasibility of the plan.~~

Generally speaking, the City is the entity responsible for the funding of capital improvements in the areas of the City platted by the original developer, the General Development Corporation. New development is expected to fund the improvements and infrastructure needed to support the development. ~~For e~~Capital improvements ~~that are funded by the developer, financial feasibility is demonstrated~~ [are formalized](#) through a development agreement, annexation agreement, other enforceable agreement, or binding condition of approval of a Development Order. These ~~capital improvements development agreements, annexation agreements, other enforceable agreements or binding conditions of approval of a Development Order shall be~~ [are](#) reflected in the schedule of capital improvements if the capital improvement is necessary to serve development within the five year schedule.

The schedule of capital improvements includes publicly funded projects of federal, state, or local government, and which may include privately funded projects for which the local government has no fiscal responsibility. Projects necessary to ensure that any adopted level-of-service standards are achieved and maintained for the 5-year period must be identified as either funded or unfunded and given a level of priority for funding.

Capital Assets and Capitalization Thresholds

A capital asset is real or personal property that has a cost equal to or greater (each individual item) than the cost noted by each class and has an estimated useful life of at least two years. When federal or state grant funds are used to purchase capital assets each individual item purchased that has a cost equal to or greater than \$5,000 shall be capitalized. The City of Port St. Lucie reports capital assets under the following categories:

1. Land and land improvements (\$100,000 capitalization threshold),
2. Buildings and building improvements (\$100,000 capitalization threshold),
3. Infrastructure and infrastructure improvements (\$100,000 capitalization threshold),
4. Improvements other than buildings (\$100,000 capitalization threshold),
5. Property under capital lease (\$100,000 capitalization threshold),
6. Construction work in progress (\$100,000 capitalization threshold),
7. Machinery and equipment (\$5,000 capitalization threshold),
8. Computer software (\$100,000 capitalization threshold)

~~SOURCE: City of Port St. Lucie 2020~~

II. Capital Improvement Facilities and Needs

Capital improvements are necessary to ensure the adopted level of service (LOS) standards, as outlined in other elements of this plan, are maintained. The following capital improvement projects are derived from the Transportation, Infrastructure, and Parks and Recreation Elements. ~~Additional detail regarding these projects is included in the respective elements.~~ The public facilities required to achieve and sustain these LOS standards include:

A. Transportation

The City of Port St. Lucie maintains approximately ~~917 centerline~~ 165.2 miles of roadway~~s~~. Transportation is coordinated with the County and regionally through Reimagine Mobility 2050, the ~~2040 Treasure Coast St. Lucie Transportation Planning Organization's Regional~~ Long Range Transportation Plan (~~RLRTP~~). Designated Strategic Intermodal System facilities in St. Lucie County include I-95, and the Florida's Turnpike.

Current transportation planning in Port St. Lucie focuses on east – west corridors, north-south corridors through St. Lucie West, connectors to Martin County, access to the Florida Turnpike and I-95, mass transit, bicycle paths, and pedestrian access. ~~The connection of Crosstown Parkway to US Highway 1 completed in the Fall of 2019 provided relief to the parallel east-west St. Lucie West Boulevard and Port St. Lucie Boulevard.~~ Several new roadways and extension of existing roadways have been identified in the Western Annexation area traffic study. The new annexation area roadway network will provide access and connection to the different areas through a grid network.

The City continues to transition from a transportation concurrency and road impact fee framework to a comprehensive multimodal system focused on safety, accessibility, and mobility choice. This transition builds upon the direction established through the adoption of the City's first Mobility Plan and Mobility Fee in 2021 and reflects the City's commitment to creating a more balanced and sustainable transportation network. As part of this effort, the City is adopting quality of service (QOS) standards that support slower speeds and encourage innovative street designs approaches. These approaches may include low-speed

streets, shared streets, complete streets, narrower travel lanes, and urban design principles that promote buildings and landscaping closer to travel lanes.

The City has a sidewalk program to install sidewalks throughout the City based on a City Council approved priority list. Through the sidewalk program alone, the City has installed ~~approximately 40.8~~ over 40 miles of sidewalks. The City is continuing to install more sidewalks in older General Development Corporation (GDC) neighborhoods.

The Transportation Element provides information of existing and projected ~~level-of-services~~ volume-to-capacity standards, existing quality of service standards, transportation improvement strategies, and long term transportation planning programs.

The following transportation improvements have been included in the City's 5-year CIP:

1. **Intersection improvements** at SW Rosser Blvd./Dreyfuss Blvd., California Blvd./Cameo Blvd., N Macedo Blvd./Selvitz Rd, and California Blvd/St. Lucie West Blvd.
2. **Bicycle and multimodal improvements** at Morningside Blvd/Port St. Lucie Blvd, NW Bayshore Blvd., Tradition & Village, and SE Veterans Memorial Pkwy/Lyngate Dr.
3. **Road widening** at NW Bayshore Blvd, Gatlin Blvd/Savona Blvd, St. Lucie West Blvd, and California Blvd.
4. **Improvements** to Port St. Lucie Blvd South and Floresta Dr.
5. **Peacock Trail**
6. **Citywide sidewalk and paving improvements**

B. Potable Water

The City of Port St. Lucie is served by two potable water service providers: ~~the responsible entity for the potable water treatment facilities and distribution system. The facilities are managed and operated by~~ the Port St. Lucie Utility Systems Department (PSLUSD), the St. Lucie West Services District (SLWSD), and The Reserve (which may be shifting responsibilities to SLWSD). The PSLUSD owns and operates three water treatment facilities that pump water from the surficial and Floridan aquifers, water storage and re-pump stations, and an extensive transmission and distribution infrastructure. The PSLUSD service area extends beyond the City's boundaries, particularly to the north. There are currently about 523 homes in the City that rely on private wells for potable water service. An average of 58 wells have been converted to City water annually for the past five years. The City of Port St. Lucie completed their Water Supply Facility Work Plan Work Plan ~~2017 U~~ update in December of 2018 (revised) 2024 ~~which will serve as the overall planning document for potable water facilities until further updates occur. Major regional facilities include the Port St. Lucie Utility Systems Department, St. Lucie West Services District and The Reserve. As of September 2019, approximately 3,415 homes have their own potable water wells.~~

According to the Water Supply Facilities Work Plan, the system had approximately 90,648 active water connections as of March 2023. While a quarter of the Utility Service Area remains undeveloped, several large planned development projects are currently under development. Short term improvements include the addition of Floridian wells, contributing approximately 2.65 million gallons per day (MGD) of raw water supply; the expansion of the reclaimed water system; and the McCarty Ranch Water Quality Impoundment to capture stormwater from the C-23 canal to feed the new Rangeline Water Treatment Facility. Long term

improvements include the new Rangeline Reverse Osmosis Water Treatment Facility. ~~There is sufficient capacity to serve Port St. Lucie residents in the short term and long term planning timeframes.~~

The following improvements have been added to the City's 5-year CIP:

1. Rangeline Road Reverse Osmosis Water Treatment Plant: to accommodate new development and future growth

- Design of a 10 million gallons per day (MGD) treatment plant
- Design and construction of two (2) injection wells and one (1) monitoring well.
- Design and construction of six (6) Floridan wells.
- Design of a raw water main to supply the plant.

2. Western Reverse Osmosis Wells:

- Design and construct three (3) Western Reverse Osmosis Floridan Wells.

3. Water Quality Restoration:

- McCarty Ranch: Design and construction of the final two areas (7A and 7B) for the St. Lucie River/C-23.

C. Wastewater

The City is currently served by ~~Major regional facilities include~~ the Port St. Lucie Utility Systems Department, and two private utility providers: the St. Lucie West Services Department ~~(private utility)~~ and The Reserve. In 2025, an agreement between the Reserve and St Lucie West was signed to eventually transfer the Reserve assets to St. Lucie West, this agreement is pending Reserve area improvements. (private utility.) ~~Two- There are also private~~ package plants and private individual septic tanks ~~also provide wastewater treatment.~~

The City-owned wastewater system had roughly 73,896 active wastewater connections in 2023. According to the City's Water Supply Facilities Work Plan, a new Wastewater Master plan is being developed to determine the timing for expanding the Glades facility, which will also support the growth of the reclaimed water system. Additionally the 2024 BMAP Wastewater Treatment and Onsite Sewage Treatment and Disposal Systems (OSTDS) Remediation Plan identified upgrades needed to Glades and Westport Wastewater Treatment facility to ensure meet total nitrogen and total phosphorus limits. The plan also identified that an additional 14 miles of force main piping will be needed in order to accommodate the conversion of over 16,000 septic systems. Future capital improvement schedules will need to accommodate wastewater quality improvements projects to meet target deadlines.

~~The wastewater utility providers have sufficient capacity to serve City of Port St. Lucie residents in the short term and long term planning timeframes.~~

~~The wastewater capital improvements anticipated to occur within the next five years can be separated into two categories; namely, expansion or modification of existing facilities, and construction of new facilities. Though the two cannot be uniquely separated, in general it can be said that the existing facilities will be expanded or modified to provide treatment sufficient to meet the demands of the remaining growth within the current Utility Service Areas (USAs). The following projects have been included in the City's 5-year CIP:~~

1. Septic to Sewer Conversion:

- Village Green Drive: Convert septic systems to sewer for commercial owners within the Hog Pen Hot Spot area.

2. Force Main Installation:

- [Westport South 16": Install a parallel force main along Becker Road and Darwin Boulevard.](#)

D. Solid Waste

[The City of Port St. Lucie ensures proper solid waste management through a franchise agreement with FCC Environmental Services Florida, which handles the collection of solid waste and recyclables. The current agreement runs until September 30, 2029, with a potential three-year extension. All solid waste including yard waste generated within the City is disposed of at the St. Lucie County Baling and Recycling Facility as per an interlocal agreement with the County. The City has one yard and bulk waste drop-off center. Recycling is collected weekly, also through FCC Environmental Services. However, this center is closing in January 2026.](#)

[While there are no hazardous waste disposal sites within the City, residents can drop off hazardous materials at the St. Lucie County Sanitary Landfill. Additionally, the City hosts two Household Hazardous Waste Collection Days annually and provides battery drop-off at all city buildings.](#)

[The ~~T~~total estimated capacity remaining of Class I Landfill is ~~11,971,202~~ ~~13,886,728~~ cubic yards \(per St. Lucie County Comprehensive Plan\). At the current rate of use, the landfill will be able to meet demand for Class I waste until ~~the year 2050~~ ~~2065~~ ~~based on the average generation rate of 3.88 pounds per capita per day.~~](#)

[The ~~T~~total estimated capacity of the C & D Debris landfill is ~~1,090,101~~ ~~628,080~~ pounds. At the current rate of use, the landfill will be able to meet demand for C & D Debris until ~~year 2042~~ ~~2035~~ ~~based on the average generation rate of 0.81 pounds per capita per day.~~ The City does not plan to implement any capital projects for solid waste. Instead, it will coordinate with the County on the issue of construction and demolition debris disposal beyond 2035.](#)

E. Drainage

[The City's drainage system was modified by the Army Corps of Engineers in the 1960s to improve drainage and irrigation. As urbanization increased, so did stormwater runoff, leading to higher flood risks. Over the ~~past ten~~ years, the City has completed ~~four~~ comprehensive drainage studies ~~using today's accepted and more conservative flood elevation protection levels rather than the permitted values.~~ As a result of the studies, the City has completed ~~three~~ ~~and~~ major stormwater construction projects. ~~These projects include the C-24 Emergency Relief Canal, Southbend Equalization Pipes, and the C-23 Emergency Relief Canal. The City purchased property and create additional stormwater management areas within the eastern part of the City. One of those projects was~~ This project, the Eastern Watershed Improvement Project \(EWIP\), which provides additional storage capacity, improves flood protection levels, and improves water quality prior to discharge to Howard Creek.](#)

[Level of Service \(LOS\) standards for drainage reflect South Florida Water Management District \(SFWMD\) and National Pollutant Discharge Elimination System \(NPDES\) Municipal Separate Storm Sewer System \(MS4\) permit and rules. The City mandates on-site stormwater retention and treatment for new developments, with runoff rates limited to 0.5 cubic feet per second per acre. Additionally, the City participates in the National Pollution Discharge Elimination System \(NPDES\) and the St. Lucie River and Estuary Basin Management Action Plan \(BMAP\) to enhance water quality. Major initiatives include the St. Lucie River/C-23 Water Quality Project, converting 1,871 acres of citrus groves into a water storage facility.](#)

[The following drainage projects have been added to the 5-year CIP:](#)

1. Water Quality Treatment Plans:

- [Hog Pen Drainage Basin: Develop and implement a water quality treatment plan to remove high levels of nutrients and bacteria.](#)
- [Veterans Memorial: Design and construct a new stormwater treatment structure to detain and treat stormwater before discharging into the North Fork.](#)
- [12 Baffle Boxes for C-24/Monterrey/Cameo Watershed: Design, permit, and construct 12 baffle boxes on the outfalls within the C-24/Monterrey and Cameo Watersheds to help water q](#)

2. Infrastructure Improvements:

- [A-14 Water Control Structure: Reconstruct the control structure located adjacent to SW Darwin Boulevard at the E-84 Canal.](#)
- [D-11 Canal: Perform improvements funded by \\$2.1 million from the American Rescue Plan Act \(ARPA\).](#)

3. Grant-Funded Projects:

- [SE Whitmore Drive: Install baffle boxes using funds from a State Water Quality Assistance grant to treat stormwater runoff from a 119-acre area.](#)
- [Watershed A & B: Implement watershed improvements supported by a \\$2 million Resilient Florida grant.](#)

F. Recreation and Open Space Parks

~~City of Port St. Lucie 10-Year Parks and Recreation System Master Plan~~

In July 2019, the City ~~contracted with Barth Associates to develop~~[ed](#) a 10-Year Parks and Recreation System Master Plan. In addition to identifying existing conditions and planning for future endeavors, the plan includes community health/wellness activities and community education opportunities. [The plan is currently undergoing an update.](#)

~~The Plan conducted an inventory of 828.32 acres of developed City recreation facilities and 1,472 acres of County and State-owned public recreation land. Strategies for acquiring new parkland included the dedication of park and recreation land as part of the annexation agreements for the western annexed lands; utilization of the City's Conservation Trust Fund, which is funded by mitigation fees paid by developers in lieu of on-site preservation; and through annexation agreements with property owners to set aside land for parks and open space.~~

~~According to the Master Plan, the City currently owns and manages approximately 3,960 acres of parkland including the golf course, preserves, and other open space. An additional 700 acres is available for public outdoor recreation at the City's McCarty Ranch Preserve, 53% of which is water. The City also owns 250 acres of undeveloped parkland, and an additional +/- 521 acres of parkland that will be provided through future developments. This equates to a total Acreage Level of Service (LOS) of approximately 28.2 acres per 1,000 residents, based on an estimated 2020 population of 192,380.~~

[The City of Port St. Lucie's parks system consists of 53 parks, encompassing a total of 1,632 acres. This inventory includes small and large neighborhood parks, community parks, citywide and regional parks, specialized facilities, and nature preserve areas \(see **Table 7-1** in the Recreation and Open Space Element\).](#)

The current LOS for developed parkland is ~~7.56.1~~ acres per 1,000 residents ~~based on the estimated 2020 population~~. If no additional parkland is acquired, the existing parkland will meet the established LOS of 5 acres per 1,000 through the ~~year 2030 long-term planning period~~. The population in ~~2040-2050~~ is estimated to be ~~302,261~~ 407,221 and will result in a demand of 2,036 acres. Over the 2025-2030 time frame the City is proposing to add an additional 817 acres of parks to meet the demand. resulting in a LOS of 5.01 acres per 1,000 residents. Additionally, although not included in the five-year budget, the City has designated areas for land acquisition for Tradition Regional Park and the District 4 Community Center in the fiscal year 2029-2030.

The following projects are included in the 5-year CIP.

1. **O.L. Peacock Sr. Park:** Complete Phase 2 & 3 construction
2. **Torino Regional Park:** Develop a conceptual design for Phase 2 of the park, ensuring alignment with the approved Parks and Recreation 10-Year Master Plan.
3. **Peacock Trail:** Construct an elevated boardwalk from SW Hayworth Ave. south to SW Dreyfuss Blvd and end at O.L. Peacock Sr. Park.

G. Public School Facilities

Public education is under the jurisdiction of the elected School Board of St. Lucie County. -The City of Port St. Lucie has two active signed the Interlocal Agreements with the school board, one -for Public School Facility Planning which shall be used for school capacity planning, the School Concurrency Service Areas (SCSA), and land use planning and the other one is for the mutual use of facilities for the benefit of the public. ~~Public education is under the jurisdiction of the elected School Board of St. Lucie County.~~

The public school system in St. Lucie County is based on a countywide district, encompassing all municipalities within the County and the unincorporated area. The School District notifies the City of needs pertaining to onsite or offsite improvements to support new facilities or the proposed expansion or redevelopment of existing schools within the jurisdiction of the City. -The Public School Facilities Element of this Plan further describes the roles and responsibilities of the City, County, and other municipalities and the School Board of St. Lucie County. ~~As of the FY 18-19 Public School Facilities Work Plan, there were no schools reported as overcapacity.~~

According to the Florida Department of Education, two high schools are currently over capacity – Fort Pierce Central High School and Treasure Coast High School. However, Legacy DDD High School opened in August 2025, the first new high school in the area in 20 years, and it is expected to ease overcrowding.

The St. Lucie School District plans the following projects:

1. Southern Grove K-Middle
2. Western Grove K-Middle
3. Legacy High School

Public Health

~~Both public health and public education in St. Lucie County are a function of the County. The public health system is under the jurisdiction of the elected St. Lucie County Board of Commissioners. To receive public health services, a City of Port St. Lucie resident may choose to go to any of the public health facilities located in the County. The St. Lucie Medical Center is a private facility that is located in the City of Port St.~~

Lucie. In 2013, Martin Health opened Tradition Medical Center, a 90-bed acute care hospital, opened in St. Lucie West. This facility expanded to 177 patient rooms in order to further meet community demand for inpatient and outpatient services. In 2019, Martin Health System became part of Cleveland Clinic.

INVENTORY OF REVENUE SOURCES AND CAPITAL PROJECTS FUNDS

Revenue for capital improvement projects in the City of Port St. Lucie are obtained from a number of sources. The primary revenue sources are the property tax (ad valorem), special assessments, impact fees, gas taxes, user fees, and debt financing. The City pursues federal, state, and regional funding for transportation and other infrastructure related projects. The City requires new development to fully fund the cost of facility improvements necessitated by the development in order to maintain adopted LOS standards. Revenue sources and capital project funds for the City of Port St. Lucie are listed below.

REVENUE SOURCES

A. Local Sources

1. ~~Property Tax (Ad Valorem): Property taxes are based on a millage rate (one mill is the equivalent of \$1 per \$1000 of assessed value of all real property and other tangible personal property. Revenues from ad valorem taxes may be used to fund operating expenses and capital improvements.~~
2. ~~Special Assessments: Special assessments are levied against properties which directly benefit from the new service. For example, a water and sewer extension program to a specific area of the community can be financed through a special assessment on property owners within the area versus being funded through the general fund. Within the City of Port St. Lucie, special assessment districts are formed to fund water and sewer projects and major roadway and other improvement projects.~~
3. ~~Franchise Fees: The City charges utilities which provide service to the City's residents a franchise fee. The utilities include the providers of water and sewer, gas, electric, telephone, and cable television.~~
4. ~~Impact Fees: Impact fees are levied on new construction to cover the cost of providing capital facilities, but not operating costs, needed to serve the new development. The City levies city impact fees for roads, parks and recreation, law enforcement, and public buildings. The City collects county impact fees for schools, libraries, county law enforcement, and fire and emergency services.~~
5. ~~Other Taxes, Fees, and Charges: This category includes revenues generated from licenses and permits, fines and forfeitures, interest, utilities and stormwater user fees and miscellaneous revenues and fees.~~
6. ~~Borrowing/Debt Management: It may be necessary for the City to borrow money to fund long term capital improvements. Long term bond issues are the most common type of financing for capital improvements.~~
 - a. ~~General Obligation Bonds—are bonds backed by the full faith and credit of the local government and are required to be approved by voter referendum due to the implied or expressed pledge of ad valorem taxes. General obligation bonds offer lower interest rates than other bonds, as they are, in effect, secured by the taxing power of the local government. Capital improvements financed through general obligation bonds should benefit the municipality as a whole rather than particular areas or groups.~~
 - b. ~~Revenue Bonds—are bonds financed by those directly benefiting from the capital improvement. Revenue obtained from the issuance of revenue bonds is generally used to finance publicly owned facilities. Charges collected from the users of these facilities are used to retire the bond obligations. Interest rates tend to be higher for revenue bonds than general obligation bonds. Issuance of the bonds may be approved by the City Council without voter referendum.~~

B. State and County Sources

1. ~~State Sources: The City depends on annual disbursements from the State to supplement its revenues. The City currently receives revenues from the Revenue Sharing Trust Fund, tobacco tax, half-cent sales~~

~~tax, alcoholic beverage tax, and mobile home licenses.~~

- ~~2. Florida Department of Transportation (FDOT): The Traffic Signal Enhancement Program provides funding for maintaining traffic signals on the State system. The Local Agency Program Agreement (LAP) provides funding for FDOT projects that are turned over to the local government to implement through a certification program that ensures the local government has the training and expertise to do the work pursuant to State guidelines and laws.~~
- ~~3. Metropolitan Planning Organization (MPO) Transportation Improvement Plan (TIP): The St. Lucie County Transportation Organization (TPO) is a countywide agency that is responsible for transportation planning, programming, and financing of state and federal transportation funds for the three municipalities and unincorporated areas of St. Lucie County. The TPO prepares the TIP to identify and prioritize transportation improvement projects over a five-year period with the TPO metropolitan planning consistent with the TPO Long Range Transportation Plan.~~
- ~~4. County Sources: St. Lucie County shares with the City revenues from the county occupational license fee and the local option gas tax as well as the millage rate established through the Municipal Services Taxing Unit (MTSU) for parks.~~

~~C. Federal and State Grants and Loans.~~

- ~~1. Community Development Block Grant (CDBG) Fund: federal entitlement block grant that is allocated to cities with a population over 50,000. The funding may be used for projects such as community service, infrastructure improvements, and housing for low income residents.~~
- ~~2. State Housing Initiative Program (SHIP): is used to assist low-income households with down payment and rehabilitation housing costs.~~
- ~~3. St. Lucie River Issues Team (SLRIT): The St. Lucie River Issues Team comprises representatives of 17 different agencies and organizations that procure federal and state funding for small projects that help clean Treasure Coast waterways.~~
- ~~4. Federal Emergency Management Agency's (FEMA) Grants and Assistance Programs: funding sources include the Hazardous Mitigation Grant Program (HMGP), Pre-Disaster Mitigation Grant Program (PDM), Flood Mitigation Assistance (FMA), Emergency Management Preparedness Assistance (EMAP), and the Public Assistance Grant Program (PA).~~

~~REVENUE AND EXPENSE PROJECTIONS~~

~~The City pays for all current expenditures with current revenues and avoids budgetary procedures that balance current expenditures at the expense of meeting future years' revenues, or rolling over short term debt. The City Charter authorizes the carrying forward of current year general fund balances into the following fiscal years' general fund budget.~~

Table 9-1

Revenue and Expense Projections

FY 17 – 21

	AUDITED 2017-18 *****	BUDGET 2018-19 *****	ESTIMATED 2018-19 *****	ADOPTED 2019-20 *****	PROJECTED 2020-21 *****
Beginning Undesignated Reserve		\$ 25,400,559		\$ 25,066,126	\$ 25,066,126
REVENUES & SOURCES:					
Property Taxes	\$ 40,809,984	\$ 44,040,739	\$ 44,035,739	\$ 48,452,966	\$ 52,339,708
Other Taxes	6,977,661	6,597,090	6,646,082	6,939,769	6,893,270
Utility Taxes	12,484,396	12,691,115	12,691,115	13,598,759	13,726,709
Franchise Fees	11,073,910	11,340,054	11,146,000	11,600,000	11,914,173
Licenses and Permits	1,737,135	1,419,800	1,810,000	1,568,024	1,694,585
Intergovernmental	15,466,056	13,147,168	13,697,326	13,583,701	13,833,015
Other	6,623,509	6,516,221	7,881,047	7,154,421	7,225,013
Use of Reserves (ART in Public Places)		2,385,007		517,000	500,000
Fund Transfer (Internal Charges)	10,000	9,207,475	9,207,475	7,981,880	7,981,880
TOTAL	\$ 95,182,651	\$ 107,344,669	\$ 107,114,784	\$ 111,396,520	\$ 116,108,353
EXPENDITURES:					
Personal Services	61,183,594	64,658,984	63,133,214	69,616,578	75,016,217
Operating Expenses	21,639,481	22,513,526	21,839,328	21,621,092	21,731,533
Capital Outlay	4,785,242	4,930,471	4,849,979	3,417,655	3,045,255
Debt Services (includes VGTT)	5,015,456	5,460,457	5,460,457	6,188,675	5,681,334
Admin. Credit	(6,962,184)	-	-	-	-
Fund Transfers (Includes Internal Charges)	4,907,359	9,781,232	9,781,232	10,552,521	10,634,014
TOTAL	\$ 90,568,948	\$ 107,344,669	\$ 105,064,210	\$ 111,396,520	\$ 116,108,353
SURPLUS <DEFICIT>	\$ 4,613,703	\$ -	\$ 2,050,574	\$ -	\$ -

Source: City of Port St. Lucie, CAFR 2018

Debt Capacity and Obligations

The City confines long term borrowing to those projects that cannot be financed with current revenues as the City attempts to keep the average maturity of general obligation bonds at or below 15 years. The primary rationale for becoming obligated for such facilities through indebtedness is that it spreads the cost of the facility over its useful life and thus is indeed paid for by those who are there to use it.

During fiscal year 2005, the City issued its first general obligation bonds. Ratings in 2019 were Aa3 from Moody's, AA- from Standard & Poor's, and A+ from Fitch. Obtaining an "Aa" category general obligation rating places the City in the top 30 rated cities in Florida. The City's non-ad valorem rating is also stable, and the rating agencies have praised the City's tight financial controls and ability to maintain adequate reserves.

Total debt service for general obligation debt will not exceed 15 percent of total annual locally generated operating revenue.

Table 9-2
Debt Service Projection

<u>September 30,</u>	<u>Total</u> <u>Principal</u>	<u>Total</u> <u>Interest</u>	<u>Total</u>
2019	\$ 16,735,000	\$ 13,871,113	\$ 30,606,113
2020	18,305,000	13,298,662	31,603,662
2021	18,505,000	12,527,130	31,032,130
2022	19,700,000	11,663,272	31,363,272
2023	20,555,000	10,809,521	31,364,521
2024	19,845,000	9,879,580	29,724,580
2025	20,705,000	9,005,650	29,710,650
2026	21,360,000	8,056,233	29,416,233
2027	16,280,000	7,276,525	23,556,525
2028	11,865,000	6,580,628	18,445,628
2029	11,505,000	6,117,254	17,622,254
2030	11,230,000	5,651,372	16,881,372
2031	18,445,000	5,176,248	23,621,248
2032	11,285,000	4,433,498	15,718,498
2033	17,665,000	3,962,015	21,627,015
2034	13,460,000	3,221,538	16,681,538
2035	13,970,000	2,711,388	16,681,388
2036	5,935,000	2,179,038	8,114,038
2037	6,120,000	1,991,688	8,111,688
2038	6,315,000	1,798,437	8,113,437
2039	6,515,000	1,598,938	8,113,938
2040	6,720,000	1,393,037	8,113,037
2041	6,945,000	1,169,738	8,114,738
2042	7,175,000	938,587	8,113,587
2043	7,430,000	684,400	8,114,400
2044	6,370,000	420,875	6,790,875
2045	6,580,000	213,850	6,793,850
	<u>\$ 347,520,000</u>	<u>\$ 146,630,215</u>	<u>\$ 494,150,215</u>

Source: City of Port St. Lucie, 2018 Annual CAFR

III. Monitoring and Evaluation

The role of monitoring and evaluation is vital to the effectiveness of any planning program and particularly for the CIE. This is largely because the City's revenue and expenditure streams are subject to fluctuations in the market and economy. It is the behavior of these streams which will be used to predict fiscal trends in order to maintain the City's adopted level of service for public facilities. Modifications to update the 5-year Capital Improvements Schedule will be completed by ordinance on an annual basis and ~~may~~are not ~~be~~ deemed to be amendments to the Local Comprehensive Plan. The annual review will include the following considerations in order to determine their continued appropriateness:

- Any corrections, updates, and modifications concerning costs; revenue sources; acceptance of facilities pursuant to dedications which are consistent with the element; or the date of construction of any facility enumerated in the element;
- The CIE's consistency with the other elements and its support of the Future Land Use Element;
- The criteria used to evaluate capital improvement projects in order to ensure that projects are being ranked in their appropriate order of priority;

- The City's effectiveness in maintaining the adopted LOS standards;
- The City's effectiveness in reviewing the impacts of plans and programs of state agencies, other entities and the water management district that provide public facilities within the City's jurisdiction;
- Assessing new developments their pro rata share of improvement costs which they generate;
- The ratio of outstanding indebtedness to the property tax base;
- Efforts made to secure grants or private funds, whenever available, to finance the provision of capital improvements;
- The criteria used to evaluate proposed plan amendments and requests for new development or redevelopment; and,
- Capital improvements needed for the latter part of the planning period, for inclusion in the 5-Year Schedule of Improvements.

IV. Implementation

The 5-Year Schedule of Improvements is the mechanism by which the City can effectively stage the timing, location, projected cost, and revenue sources for the capital improvements derived from the other Comprehensive Plan elements in support of the Future Land Use Element. The City's annual CIP incorporates those improvements as scheduled for appropriation in the City's 5-Year Schedule of Improvements. ~~The 5-Year Schedule of Improvements has been used to document the economic feasibility of the City's Comprehensive Plan, based upon the preceding sections of this element.~~

The following criteria are applied for determining the need for capital improvements:

- Regard for the Urban Service Area and provision of facilities in the most efficient and compact manner so as to discourage the proliferation of urban sprawl;
- Anticipated demand through growth;
- Coordination of County plans with those of State agencies and water management districts, school district, and other outside agencies;
- Demand for improvements created by facility breakdown or by life expectancy of the facility; and,
- Maintenance of level of service standards.

V. Capital Improvements Schedule

Table 9-1 is the Capital Improvement Schedule for the City of Port St. Lucie covering a five-year period from FY 2025-26 to FY 2029-30.

SCHEDULE OF CAPITAL IMPROVEMENTS

Description - Funding Source	Fiscal Year 2019-2020	Fiscal Year 2020-2021	Fiscal Year 2021-2022	Fiscal Year 2022-2023	Fiscal Year 2023-2024
Funding Source: Interfund Transfer					
General CIP Fund	\$ 3,153,500	\$ 7,048,613	\$ 1,399,000	\$ 2,630,000	1,480,000
Road and Bridge CIP Fund	300,000	-	-	-	-
Crosstown Parkway CIP Fund	250,000	138,000	-	-	-
Utilities CIP Fund	9,500,000	32,000,000	2,500,000	2,500,000	2,500,000
Subtotal	\$ 13,203,500	\$ 39,186,613	\$ 3,899,000	\$ 5,130,000	\$ 3,980,000
Funding Source: Cash Carryforward/Fund Balance					
General CIP Fund	\$ 1,637,487	\$ 1,257,187	\$ 1,130,000	\$ 1,130,000	\$ 1,480,000
Road & Bridge CIP Fund	3,198,444	3,372,230	42,085	486,394	1,130,503
Parks Impact Fee CIP Fund	1,598,759	2,067,469	103,056	1,959,129	2,386,323
Parks MSTU CIP Fund	556,560	923,057	1,354,602	1,744,884	3,225,374
Half Cent Sales Tax CIP Fund	2,613,343	2,395,235	1,054,919	3,474,142	772,953
Crosstown Parkway CIP Fund	1,342,057	1,125,032	1,153,032	1,093,032	1,064,592
Utilities CIP	11,045,699	19,824,417	17,308,041	7,262,044	-
Subtotal	\$ 21,992,349	\$ 30,964,627	\$ 22,145,735	\$ 17,149,625	\$ 10,059,745
Funding Source: Impact Fees					
Road & Bridge CIP Fund	\$ 2,424,000	\$ 2,496,720	\$ 2,446,786	\$ 2,397,850	\$ 2,349,893
Parks Impact Fee CIP Fund	4,216,402	2,005,925	2,056,073	2,097,195	2,139,138
Subtotal	\$ 6,640,402	\$ 4,502,645	\$ 4,502,859	\$ 4,495,045	\$ 4,489,031
Funding Source: Ad Valorem Revenue					
Road & Bridge CIP Fund	\$ -	\$ -	\$ -	\$ -	\$ -
Parks MSTU CIP Fund (County Distribution)	2,063,097	2,228,145	2,186,883	2,145,621	-
Subtotal	\$ 2,063,097	\$ 2,228,145	\$ 2,186,883	\$ 2,145,621	\$ -
Funding Source: Interest Income					
General CIP Fund	\$ 50,000	\$ 30,000	\$ -	\$ -	\$ -
Road & Bridge CIP Fund	110,000	110,000	110,000	110,000	200,000
Parks Impact Fee Fund	80,000	50,000	50,000	80,000	25,000
Parks MSTU CIP Fund	3,400	3,400	3,400	3,400	3,570
Crosstown Parkway CIP Fund	100,000	40,000	-	-	-
Subtotal	\$ 343,400	\$ 233,400	\$ 163,400	\$ 193,400	\$ 228,570
Funding Source: Gas Tax					
Road & Bridge CIP Fund	\$ 4,326,000	\$ 4,412,520	\$ 4,500,770	\$ 4,545,778	\$ 4,636,693
Subtotal	\$ 4,326,000	\$ 4,412,520	\$ 4,500,770	\$ 4,545,778	\$ 4,636,693
Funding Source: Half Cent Sales Tax					
Half Cent Sales Tax CIP Fund	\$ 7,653,300	\$ 7,921,469	\$ 8,199,038	\$ 8,486,336	\$ 8,783,694
Subtotal	\$ 7,653,300	\$ 7,921,469	\$ 8,199,038	\$ 8,486,336	\$ 8,783,694
Funding Source: FDOT Contribution					
Road & Bridge CIP Fund	\$ 613,756	\$ 2,455,000	\$ 648,795	\$ -	\$ -
Subtotal	\$ 613,756	\$ 2,455,000	\$ 648,795	\$ -	\$ -
Funding Source: Other Financing Sources					
General CIP Fund	\$ 969,700	\$ 319,700	\$ 250,000	\$ 250,000	-
Half Cent Sales Tax CIP Fund	5,000,000	4,500,000	-	3,000,000	-
Crosstown Parkway CIP Fund	-	-	-	-	-
Utilities CIP Fund	1,939,414	1,080,000	1,080,000	-	21,032,044
Subtotal	\$ 7,909,114	\$ 5,899,700	\$ 1,330,000	\$ 3,250,000	\$ 21,032,044
	\$ 64,744,918	\$ 97,804,119	\$ 47,576,480	\$ 45,395,805	\$ 53,209,777

CAPITAL IMPROVEMENTS



Table 9- 1. Capital Improvements Schedule

DEPT	PROJECT DESCRIPTION	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	5-Yr Total
General Fund		\$53,855,000.00	\$1,605,000.00	\$1,255,000.00	\$3,855,000.00	\$1,000,000.00	\$61,570,000.00
	Land Acquisition	\$2,000,000.00	\$1,000,000.00	\$1,000,000.00	\$1,000,000.00	\$1,000,000.00	\$6,000,000.00
	MIDFLORIDA Event Center Warehouse Expansion		\$350,000.00		\$2,600,000.00		\$2,950,000.00
	Riverland Paseo Park Parking Lot Expansion	\$1,600,000.00					\$1,600,000.00
	Neighborhood Green Spaces (4)	\$255,000.00	\$255,000.00	\$255,000.00	\$255,000.00		\$1,020,000.00
	Walton & One Recreation Center	\$50,000,000.00					\$50,000,000.00
Transportation		\$42,880,000.00	\$52,440,000.00	\$38,720,000.00	\$5,710,000.00	\$1,660,000.00	\$141,410,000.00
PW	Land Acquisition	\$160,000.00	\$160,000.00	\$160,000.00	\$160,000.00	\$160,000.00	\$800,000.00
PW	New Sidewalk Citywide	\$1,500,000.00	\$1,500,000.00	\$1,500,000.00	\$1,500,000.00	\$1,500,000.00	\$7,500,000.00
PW	Volucia Drive Sidewalk	\$1,000,000.00					\$1,000,000.00
PW	Peacock Trail	\$150,000.00	\$650,000.00				\$800,000.00
PW	SW Rosser/ Dreyfuss Intersection Improvements Roundabout		\$250,000.00	\$2,500,000.00			\$2,750,000.00
PW	California /Cameo Intersection Improvements Roundabout		\$200,000.00		\$2,000,000.00		\$2,200,000.00

CAPITAL IMPROVEMENTS



DEPT	PROJECT DESCRIPTION	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	5-Yr Total
PW	Morningside/Port St. Lucie Blvd. Safety Enhanced Bicycle Access	\$100,000.00					\$100,000.00
PW	NW Bayshore Blvd. Widening & Multimodal Improvements	\$16,000,000.00	\$9,000,000.00				\$25,000,000.00
PW	Tradition & Village Mobility Improvements	\$2,200,000.00					\$2,200,000.00
PW	Gatlin/Savona Phase II Widening (Girard to Dalton)	\$4,700,000.00					\$4,700,000.00
PW	Port St. Lucie Boulevard South Improvements Seg. 2.2 (Paar Dr to Alcantarra Blvd)	\$300,000.00					\$300,000.00
PW	St. Lucie West Blvd. Widening Peacock to Cashmere	\$2,200,000.00	\$26,400,000.00				\$28,600,000.00
PW	Port St. Lucie Blvd. South Seg. 1			\$20,000,000.00			\$20,000,000.00
PW	N Macedo Blvd. & Selvitz Rd. Raised Intersection		\$100,000.00				\$100,000.00
PW	SE Veterans Memorial at Lyngate		\$250,000.00				\$250,000.00

CAPITAL IMPROVEMENTS



DEPT	PROJECT DESCRIPTION	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	5-Yr Total
	Multimodal Bicycle Access						
PW	Citywide Sidewalk Improvements	\$1,100,000.00	\$1,100,000.00	\$960,000.00			\$3,160,000.00
PW	Citywide Paving Program	\$3,200,000.00	\$6,050,000.00	\$4,600,000.00	\$2,050,000.00		\$15,900,000.00
PW	Floresta Improvements Phase III	\$9,000,000.00					\$9,000,000.00
PW	California Widening	\$1,050,000.00	\$5,000,000.00	\$9,000,000.00			\$15,050,000.00
PW	California / St. Lucie West Blvd. Intersection Improvements	\$220,000.00	\$1,780,000.00				\$2,000,000.00
Potable Water		\$7,430,000.00	\$102,661,000.00	\$108,700,000.00	\$57,270,000.00	\$5,215,900.00	\$281,276,900.00
PW	Rangeline Rd Reverse Osmosis Water Treatment Plant		\$30,000,000.00	\$50,000,000.00	\$50,000,000.00		\$130,000,000.00
PW	Rangeline Rd Reverse Osmosis Injection (2) Well Systems and (1) Monitoring Well		\$25,000,000.00	\$15,000,000.00			\$40,000,000.00
PW	Rangeline Rd Reverse Osmosis Water Plant Floridian Wells (6)	\$5,600,000.00	\$5,844,000.00	\$11,200,000.00	\$5,600,000.00		\$28,244,000.00
PW	Rangeline Rd Raw Water Main		\$7,967,000.00				\$7,967,000.00
PW	Glades Wastewater Treatment Plant		\$10,000,000.00	\$10,000,000.00			\$20,000,000.00

CAPITAL IMPROVEMENTS



DEPT	PROJECT DESCRIPTION	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	5-Yr Total
	Expansion 18 or 24 MGD						
PW	Glades Equalization Tank		\$600,000.00	\$6,000,000.00			\$6,600,000.00
PW	Glades Injection Well System (1 Injection Well)	\$130,000.00		\$16,000,000.00			\$16,130,000.00
PW	James E. Anderson Rear Water Main Phase I (WA19)					\$320,000.00	\$320,000.00
PW	James E. Anderson Rear Water Main Phase II (WA11)					\$340,000.00	\$340,000.00
PW	Water Quality Restoration Area 7A		\$9,500,000.00				\$9,500,000.00
PW	Water Quality Restoration Area 7B				\$720,000.00		\$720,000.00
PW	Northport Booster Pump Force Main to Glades Wastewater Treatment	\$1,200,000.00	\$3,600,000.00		\$950,000.00	\$4,055,900.00	\$9,805,900.00
PW	Low Pressure Mains - Ductile Iron Pipe Replacement	\$500,000.00		\$500,000.00		\$500,000.00	\$1,500,000.00
PW	Westport South 16" Force Main Becker Road (WW11)		\$6,500,000.00				\$6,500,000.00
PW	Becker Road Water & Wastewater		\$850,000.00				\$850,000.00

CAPITAL IMPROVEMENTS



DEPT	PROJECT DESCRIPTION	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	5-Yr Total
	Improvements Phase 1-7						
PW	Glades Cutoff Road Parallel Water Main Phase 1		\$2,800,000.00				\$2,800,000.00
Drainage		\$1,900,000.00	\$1,880,000.00	\$710,000.00	\$3,084,000.00	\$2,060,000.00	\$9,634,000.00
PW	B1 & D21 Canal Slope Restoration				\$300,000.00	\$1,500,000.00	\$1,800,000.00
PW	Culvert Replacement Program	\$400,000.00	\$400,000.00	\$400,000.00	\$400,000.00	\$400,000.00	\$2,000,000.00
PW	Property Acquisition for Access to Water Control Structures	\$200,000.00	\$160,000.00	\$160,000.00	\$160,000.00	\$160,000.00	\$840,000.00
PW	Veteran's Memorial Quality Phase III		\$1,320,000.00				\$1,320,000.00
PW	Veteran's Memorial Water Quality Phase IV and V				\$1,694,000.00		\$1,694,000.00
PW	Hog Pen Slough Water Quality & (HPS-60) Structure Replacement (Prior FY Project)	\$1,300,000.00					\$1,300,000.00
PW	Emerson Street Water Quality Dry Pond			\$150,000.00	\$530,000.00		\$680,000.00
Recreation and Open Space		\$3,300,000.00	\$1,280,000.00	\$1,163,005.00	\$2,836,995.00	\$7,000,000.00	\$15,580,000.00
PR	Tradition Regional Park (Prior FY Project)	\$2,000,000.00					\$2,000,000.00

CAPITAL IMPROVEMENTS



DEPT	PROJECT DESCRIPTION	FY25-26	FY26-27	FY27-28	FY28-29	FY29-30	5-Yr Total
PR	O.L. Peacock Sr. Park (impact fee)	\$300,000.00		\$1,163,005.00	\$1,836,995.00		\$3,300,000.00
PR	Torino Regional Park (impact fee)	\$1,000,000.00	\$1,280,000.00				\$2,280,000.00
PR	Tradition Community Center				\$1,000,000.00	\$7,000,000.00	\$8,000,000.00
TOTAL		\$109,365,000.00	\$159,866,000.00	\$150,548,005.00	\$72,755,995.00	\$16,935,900.00	\$509,470,900.00

[PW: Public Works Department; PR: Parks and Recreation Department.](#)

VI. Future Considerations

The Capital Improvements Element is crucial for implementing the Port St. Lucie Comprehensive Plan. Its Capital Improvement Schedule must address current deficiencies and supporting future growth.

- **Effective Allocation of Resources.** The Transportation, Infrastructure, and Recreation and Open Space elements establish levels of service and forecast demand. This method helps identify necessary improvements and prevent deficiencies. However, limited revenue may hinder funding these improvements, making effective allocation of resources essential to maintain adopted service standards and the Five-Year Capital Improvements Schedule.
- **Short and Long-Term Adaptability.** The Capital Improvements Schedule is reviewed annually as part of the budget process to ensure it reflects changes in population, available funding, and shifting community needs. This regular update ensures that projects remain aligned with the city's most pressing priorities. While the Comprehensive Plan covers a 20-year horizon, recognizing the potential for changes in environmental, political, or social conditions is key. Monitoring trends and projections helps city leaders make informed decisions, ensuring the Capital Improvement Schedule addresses the community's evolving needs.