

HALF-CENT SALES TAX FY21 2ND QUARTER UPDATE

SPECIAL CITY COUNCIL MEETING - MAY 17, 2021

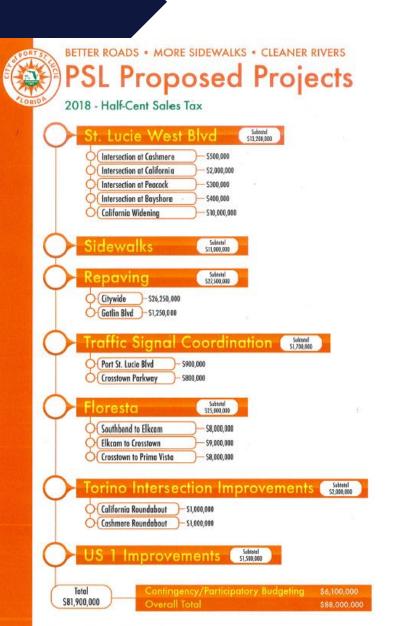
THANK YOU VOTERS!





S.T.A.T. TEAM & OVERSIGHT COMMITTEE

- ➤ Sales Tax Action Team (S.T.A.T.) members meet every 2 weeks to review projects and discuss progress
- Project team members meet every 2 weeks aside from STAT meetings to discus project-specific issues.
- ➤ FY21 2nd Quarterly Report was presented to and accepted by the Council-appointed Sales Tax Citizen Oversight Committee (COC) on April 23, 2021.

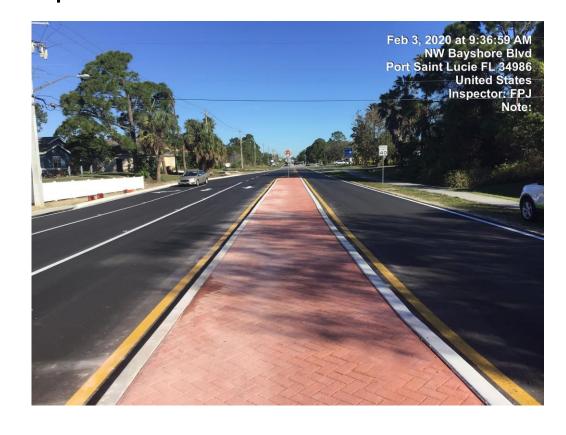


ST. LUCIE WEST BOULEVARD

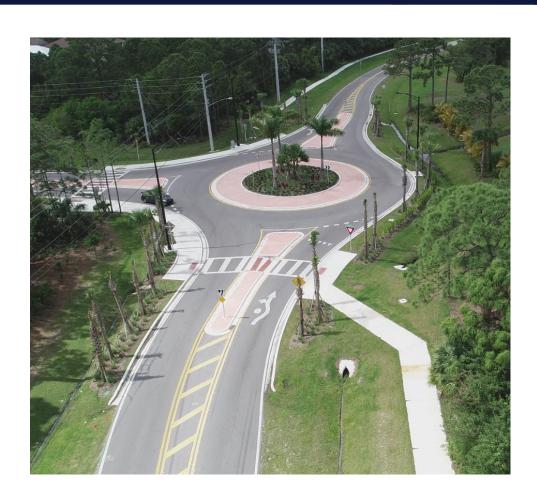


Project is complete!





TORINO BOULEVARD INTERSECTION IMPROVEMENTS



California Boulevard Roundabout

Project is complete. Closeout was completed in February.



TORINO BOULEVARD INTERSECTION IMPROVEMENTS

Cashmere Boulevard Roundabout



Project is complete. Closeout was completed in February.



FLORESTA DRIVE PHASE 1



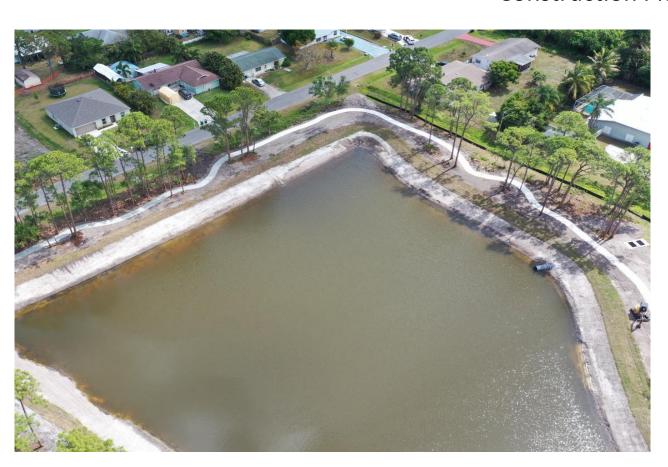


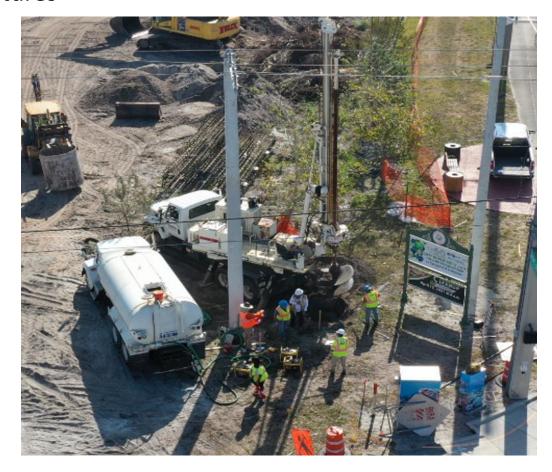
- Construction of Phase 1, Southbend Blvd. to the Elkcam Waterway, began on September 14, 2020.
- ➤ Groundbreaking ceremony was also held on September 14, 2020.
- ➤ Lane shifts, diversion, and temporary closures are ongoing. Speed limit has been reduced to 25 mph through construction zone.
- ➤ Including inclement weather and additional work, current estimate of completion is October 2021.

FLORESTA DRIVE PHASE 1



Construction Pictures

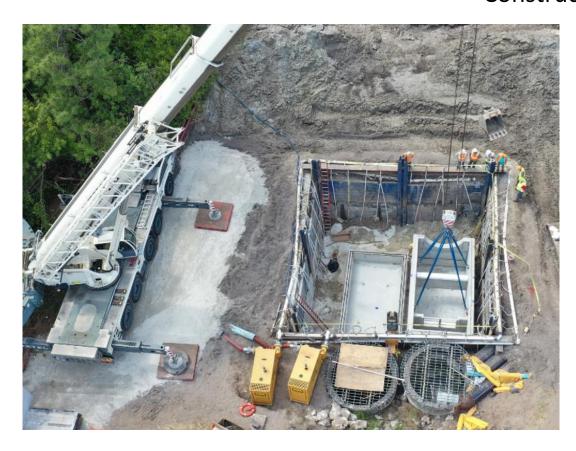




FLORESTA DRIVE PHASE 1



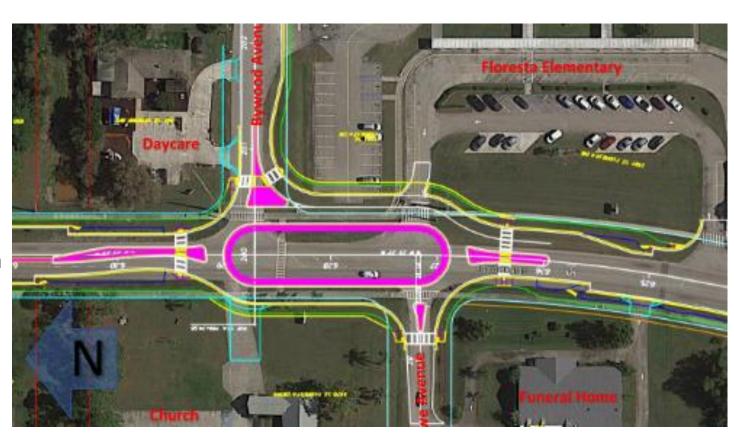
Construction Pictures





FLORESTA DRIVE PHASES 2 & 3

- ➤ Design of Phases 2 and 3, Elkcam Waterway to Prima Vista Blvd., including Prima Vista intersection will be complete by May 11.
- Expected to begin construction of Phases 2 and 3 in September 2021, pending funding.
- Future LFA will be executed to allow the County to fund their portion of construction also.
- > Staff has held meetings with residents around the pond sites in phases 2 & 3 (Thornhill & Harborview).



SIDEWALKS





Project Progress:

- ➤ Torino Eastern Loop: Viscaya Falls to North Dellwood; California to Cashmere; and Dellwood to Winterlakes Park Construction was completed in March 2021.
- ➤ NW Torino Boulevard: California Boulevard to Topaz Way Construction was completed in December.
- ➤ NW Selvitz Road: Peachtree Boulevard to Milner Drive Construction is complete

REPAVING FY21



Completed Projects

- > 5.74 miles of the 8.88 miles of roadways planned to be repaved in FY 20/21 have been completed (2.18 miles completed in 2nd quarter). The summary of neighborhoods and roadways completed with Sales Tax funds is as follows:
 - Paar Estates/Crane Landing (October/1st Quarter)

SW Paar Drive to SW Jeanne Avenue

Hidden Oaks (December/1st Quarter)

SW Harrison Avenue SW Altar Street to SW Ivory Road

SW Tampico Street Canal to SW Lance Avenue

SW Altara Street to SW Abner Road

SW Kasin Terrace SW Harrison Avenue to SW Tampico Street

SW Lance Avenue SW Indigo Lane to SW Abner Lane SW Justison Avenue SW Indigo Lane to SW Ivory Road

SW Abner Lane
SW Jaguar Avenue to SW Lance Avenue
SW Madrid Road
SW Savage Boulevard to SW Jaguar Avenue
SW Indigo Lane
SW Jaguar Avenue to SW Justinson Avenue
SW Sala Street
SW Justinson Avenue to SW Lance Avenue
SW Ivory Road
SW Harrison Avenue to SW Justinson Avenue

SW Bird Avenue SW Aaron Lane to SW Import Drive

SW Lance Avenue



REPAVING CONTINUED



Completed Projects Continued

Rosser Reserve (January/2nd Quarter)

SW Delos Avenue SW Rosser Boulevard to SW Endicott Street SW Alice Street SW Delos Avenue to SW Paar Drive **SW Crater Avenue** SW Bamberg Street to SW Rardin Street SW Chari Avenue SW Batavia Street to SW Daniff Street **SW Bamberg Street** SW Delos Avenue to Paar Drive SW Batavia Street SW Chari Avenue to SW Delos Avenue SW Daniff Street SW Chari Avenue to SW Delos Avenue SW Aler Street SW Chari Avenue to SW Crater Avenue **SW Rardin Street** SW Delos Avenue to SW Paar Drive SW Darien Street SW Delos Avenue to SW Paar Drive **SW Endicott Street** SW Delos Avenue to SW Paar Drive

SW Chari Avenue



TRAFFIC SIGNAL COORDINATION



Crosstown Parkway

- > Funded by savings from the Crosstown Parkway Extension project
- ➤ Anticipated savings to Sales Tax Budget, \$800,000, can be allocated to participatory/contingency balance to assist with other project costs
- ➤ Installation & Implementation was completed in May 2020.

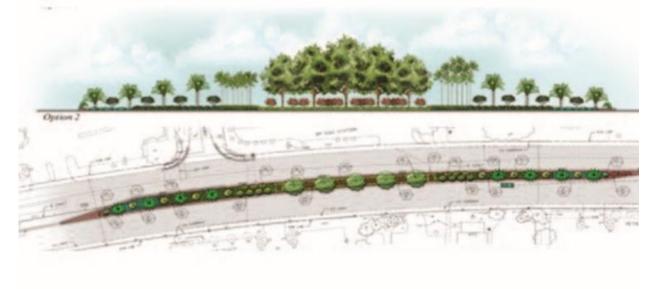
Port St. Lucie Blvd.

- ➤ Currently scheduled for installation in 2028
- Council is recommending including this with bond issuance, which would remove project from Sales Tax program.
- ➤ Anticipated savings to Sales Tax Budget, \$900,000, can be allocated to participatory/contingency balance to assist with other project costs

US 1 IMPROVEMENTS



- Funded the portion of landscaping within the US 1 and Crosstown Parkway Intersection Improvements as part of the Crosstown Parkway Extension project
- ➤ US 1 Landscaping and Irrigation Improvements are scheduled for installation after April 2022 following FDOT's Resurfacing, Restoration, and Rehabilitation (RRR) project. Attempted to coordinate with FDOT to install landscaping concurrently with RRR project, but timeframes did not align.



SLC PRIMA VISTA BLVD. IMPROVEMENTS



First Phase - Complete

Second Phase

- > Access Management
- ➤ Project is not yet programed into the County's three-year schedule (thru FY 23).
- ➤ Improvements to Prima Vista/Floresta intersection envelope will be included in Floresta Phase 3.



IMPLEMENTATION SCHEDULE



| Legend: | | Г | 2 | 019 | | | | 20 | 20 | | | 20 | 021 | | 1 | | 2022 | 2 | Т | | 202 | 3 | Т | | 202 | 4 | ı | | 20 | 25 | | | 20 | 026 | | • | 2 | 2027 | | Т | 7 | 2028 | | Т | 2029 |
|---|---------------|----|----------|-----|----------|--------------|---------|----------|----|----------|----|----|----------|---------|--------------|---------|---------|---------|--------|----------|---------------|---------------|---------|----------|----------|----------|-----|----------|----------|---------------|-------------------------------------|----------|----------|--------|----------|----|--------|------------------|--------------|--------------|---------|--------------|---------|--------------|---------|
| Contract, RFP or Bidding Cycle | | 10 | | |) 40 | 0 1 | 0 : | | | 40 | 1Q | | |) 40 | 0 1 | _ | Q 3 | _ | 10 1 | 0 : | | 3Q 4 | 10 1 | LQ 2 | | | 40 | 10 | | | 40 | 10 | | | 40 | 10 | | | 40 | 10 | Q 20 | |) 40 | | 1Q 2 |
| Planning & Design | | 10 | | | 4 | 4 | ٠, | | 30 | 40 | 10 | -~ | | 4 | - | ٠, ٠ | Q 3 | Q 1 | , to, | | | JQ - | ά, | | | 30 | 70, | 10 | ŁQ | 30 | 40 | 10 | 200 | - | . +0 | 10 | 1 20 | | 1 40 | 1 10 | 4 20 | 1 30 | ++0 | 4 | |
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| Cashmere Intersection - Design | \$ 55,000 | П | Т | Г | Т | ┰ | Т | ╗ | | | П | г | Т | Т | Т | ┰ | ┰ | ┰ | Т | \neg | \neg | \neg | ┰ | ┰ | Т | \neg | 7 | | | | | | | П | Т | г | Т | Т | Т | Т | Т | Т | Т | Т | Т |
| Cashmere Intersection - CEI | \$ 75,000 | Г | Т | | | Т | | 一 | | | Г | Г | Т | Т | Т | Т | Т | Т | Т | T | \neg | Т | 1 | T | T | T | 7 | | | | | | | Т | Т | П | \top | \top | \top | Т | \top | \top | \top | Т | Т |
| Cashmere Intersection - Construction | \$ 370,000 | | 1 | | | T | | T | | | | Г | T | T | T | T | 1 | T | _ | 丁 | ╅ | | 1 | | ╅ | | | | | | | | | T | 1 | T | \top | \top | \top | 1 | \top | T | 1 | T | \top |
| California Intersection - Design | \$ 220,000 | Г | Т | Т | Т | Т | T | T | | | П | г | Т | Т | Т | ┰ | ┰ | ┰ | Т | \neg | \neg | \neg | | | | \neg | 7 | | | | | | | Т | Т | Т | Т | Т | Т | Т | Т | Т | Т | Т | Т |
| California Intersection - CEI | \$ 300,000 | Г | т | Т | Т | ┰ | ╅ | ╗ | | | г | г | Т | Т | ┰ | ┰ | ┰ | ┰ | ┰ | ┰ | ┱ | \neg | Т | 一 | ┪ | \neg | ╗ | | \Box | | | | | | Т | | | Т | | Т | \top | \top | \top | Т | \neg |
| California Intersection - Construction | \$ 1,480,000 | Г | т | Т | ┰ | ┰ | ╅ | ╗ | | | г | г | Т | Т | ┰ | ┰ | T | ┰ | 7 | ヿ | \neg | \neg | 7 | ヿ | ┰ | ヿ | 7 | | | | | | | | т | Т | Т | Т | Т | Т | \top | \top | \top | Т | \top |
| Peacock Intersection - Design | \$ 33,000 | | t | t | + | + | + | ┪ | | | т | r | ✝ | + | + | + | \top | + | ╅ | T | \dashv | \neg | + | o | \dashv | _ | ┪ | | \vdash | | | | | | | т | | - | | 1 | + | + | + | + | \top |
| Peacock Intersection - CEI | \$ 45,000 | г | | | | + | + | ┪ | | Н | т | t | ✝ | + | ╈ | + | \top | + | ╅ | + | \dashv | \neg | + | \dashv | T | + | ┪ | \vdash | \vdash | | | Н | Н | ✝ | T | t | + | + | + | + | + | + | + | + | \pm |
| Peacock Intersection - Construction | \$ 222,000 | Н | ✝ | | + | + | + | ┪ | | \vdash | т | ۰ | ╈ | + | + | + | + | + | + | + | \dashv | \dashv | + | + | + | \dashv | ┪ | \vdash | \vdash | \neg | \vdash | \vdash | \vdash | ┰ | + | ✝ | + | + | + | ╈ | + | + | + | + | + |
| Bayshore Intersection - Design | \$ 44,000 | | | | | 1 | 1 | \dashv | | \vdash | 1 | 1 | + | + | + | + | + | + | + | + | + | \dashv | + | + | + | \dashv | ┪ | \vdash | \vdash | - | | \vdash | \vdash | ✝ | + | t | + | + | + | + | + | + | + | + | + |
| Bayshore Intersection - CEI | \$ 60,000 | Н | _ | | | - | + | ┪ | | _ | Н | - | + | + | ╈ | + | + | + | + | _ | _ | \dashv | + | \dashv | _ | _ | ┪ | - | Н | $\overline{}$ | - | \vdash | \vdash | + | + | 1 | + | + | + | + | + | + | + | + | + |
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| California Widening - Design | \$ 1,100,000 | ┢ | + | ┢ | - | - | + | ┪ | | _ | ┢ | - | + | + | ╈ | + | + | + | ╅ | + | - | $\overline{}$ | - | _ | | | | | | | | \vdash | _ | + | + | ╂- | + | + | + | + | + | + | 十 | + | + |
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| California Widening - Construction | \$ 7,400,000 | ⊢ | ┰ | ┿ | ┿ | ╋ | + | \dashv | | _ | ⊢ | ┢ | ┿ | ┿ | ╋ | + | + | + | + | - | - | + | + | + | + | - | ┥ | - | - | - | - | | | - | - | - | + | ┿ | + | - | + | ┿ | 十 | ┿ | + |
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| South and Eastern Torino Loop | \$1,840,000 | - | - | - | - | - | + | - | | | ⊢ | ▙ | ┿ | ┿ | ┿ | + | + | + | + | - | \rightarrow | + | + | + | - | \dashv | - | - | - | _ | | \vdash | _ | ⊢ | ⊢ | ╌ | + | + | ┿ | ╄ | + | ┿ | ┿ | + | + |
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| PSL Blvd - Install | \$900,000 | ⊢ | ╄ | ╄ | + | - | - | _ | | _ | ⊢ | ▙ | ╄ | ╄ | + | + | + | + | - | - | - | + | + | + | - | - | - | - | - | _ | | \vdash | _ | ⊢ | ╄ | ⊢ | + | 4 | 4 | + | 4 | ₩ | + | + | + |
| Crosstown - Install | \$800,000 | ₽ | ₩ | ╄ | + | - | 4 | _ | | _ | ⊢ | ▙ | ╄ | ╄ | + | - | - | - | - | - | - | - | 4 | - | - | - | - | - | - | _ | | \vdash | | ⊢ | ┺ | ┺ | ₩ | ╄ | ╄ | ┺ | — | ╄ | ╄ | + | — |
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| Southbend to Elkcam - CEI | \$1,200,000 | _ | ┺ | ┺ | | | 4 | | | | _ | L | ┺ | ┺ | 4 | 4 | + | 4 | 4 | 4 | 4 | + | 4 | 4 | 4 | 4 | 4 | | Щ | | Щ | Щ | _ | ┺ | ₽ | ┺ | + | + | ╀ | 4 | — | ╀ | + | + | + |
| Southbend to Elkcam - Construction | \$5,920,000 | _ | _ | 1 | ┸ | 4 | 4 | | | | | L | ┺ | ┺ | 4 | 4 | 4 | 4 | 4 | 4 | 4 | + | 4 | 4 | 4 | 4 | _ | Щ | Щ | | Щ | Щ | _ | ┺ | ₽ | ┺ | — | 4 | ╀ | 1 | — | + | + | + | + |
| Elkcam to Crosstown -Design | \$990,000 | | | | \perp | | 4 | | | | | | L | \perp | ┸ | 4 | _ | 4 | _ | 4 | 4 | _ | 4 | 4 | 4 | | | | Ш | | $ldsymbol{ldsymbol{ldsymbol{eta}}}$ | ш | _ | ┺ | ┺ | ┺ | 4 | 4 | 4 | 1 | — | 4 | 4 | 1 | \bot |
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| Crosstown to Prima Vista - Design | \$880,000 | | | | | | | | | | | | | L | L | _ | _ | _ | _ | _ | 4 | | _ | | 4 | _ | | | Ш | | \Box | \Box | _ | L | | L | _ | 上 | 1 | L | _ | _ | Т. | Ŧ | \perp |
| Crosstown to Prima Vista - CEI | \$1,200,000 | | | | Γ | \mathbf{I} | \perp | | | | | | | | | | | | | | | | \perp | \perp | \perp | \Box | | | | | | | | | | | | | | | \perp | | | \perp | \perp |
| Crosstown to Prima Vista - Construction | \$5,920,000 | | | | \perp | \perp | \perp | | | | | | | | | | | | | | | | \perp | \perp | \perp | \Box | ╝ | | | | | | | | | | | \perp | \perp | \perp | \perp | | \perp | \perp | \perp |
| Torino Blvd Intersection Improvem | | | | | Ι | \mathbf{I} | \perp | | | | | | \Box | | \mathbf{I} | \perp | \perp | \perp | | \perp | \Box | | \perp | | \perp | \Box | | | | | | | | | | | | | | | | | \perp | \mathbf{I} | |
| California Roundabout (RAB) - Design | \$110,000 | | | Ľ | Ι | Ι | I | | | | 匚 | | Γ | Γ | Ι | \perp | \perp | Ι | \Box | I | I | \Box | I | \Box | I | \Box | ┚ | | | | | | | \Box | | Г | | I | \perp | L | \perp | | | Ι | |
| California RAB - CEI | \$150,000 | | \Box | | Γ | Ι | I | | | | | | Г | Γ | Ι | T | T | Ι | \Box | I | J | \Box | I | \Box | I | | | | | | | | | Г | | Г | | \mathbf{I}^{-} | \mathbf{L} | I | \perp | \mathbf{I} | \perp | Τ | |
| California RAB - Construction | \$740,000 | | | | | Τ | Т | | | | | | Г | | Τ | Т | Т | Τ | | Т | Т | | T | Т | Т | T | T | | | | | | | | | | \Box | Т | | Т | \top | Т | Т | Т | |
| Cashmere Roundabout (RAB) - Design | \$110,000 | | | Г | Т | Т | Т | \neg | | | | Г | Т | Т | Т | Т | Т | Т | Т | Т | T | Т | Т | Т | Т | \neg | ╗ | | | | | | | Г | Т | Г | \top | \top | T | Т | \top | \top | \top | т | \top |
| Cashmere RAB - CEI | \$150,000 | | Т | | T | T | T | T | | | Г | Г | Т | Т | Т | ╅ | 十 | 十 | T | ヿ | す | \neg | T | ヿ | す | づ | ┪ | | П | | | П | | Т | Т | Т | \top | \top | \top | 1 | \top | \top | 1 | Т | \top |
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| US 1 Beautification - Installation \$1,5 | * | г | T | Г | | т | 7 | | | Т | т | г | t | t | t | 1 | | + | 十 | \dashv | \dashv | \neg | + | o | \dashv | _ | ┪ | | Н | | Т | Т | Т | т | T | т | \top | + | \top | 1 | + | \top | + | 十 | \top |
| | \$ 81,900,000 | - | - | - | - | - | - | _ | | _ | _ | • | _ | _ | | _ | _ | _ | _ | _ | _ | | _ | _ | _ | _ | _ | - | _ | _ | _ | _ | _ | - | - | - | — | _ | _ | _ | — | + | - | + | - |

BUDGET & EXPENDITURES



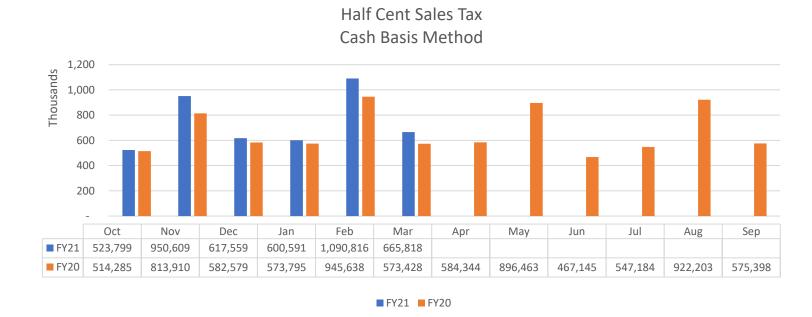
| OBJECT EXPENDITURES | TOTAL 10-YEAR ADVERTISED BUDGET | INVOICES TO DATE FY 20/21 ACTUAL | PRIOR FISCAL YEARS' EXPENDITURES | GRAND TOTAL SPENT/INVOICED TO DATE | ADVERTISED BUDGET REMAINING |
|--------------------------------------|------------------------------------|--|----------------------------------|--|-----------------------------------|
| ST LUCIE WEST BOULEVARD | 13,200,000 | - | 1,007,559 | 1,007,559 | 12,192,441 |
| SIDEWALKS | 11,000,000 | 555,336 | 1,258,139 | 1,813,475 | 9,186,525 |
| REPAVING | 27,500,000 | 560,049 | 986,355 | 1,546,404 | 25,953,596 |
| TRAFFIC SIGNAL COORDINATION | 900,000 | - | - | - | 900,000 |
| FLORESTA DRIVE | 25,000,000 | 2,687,572 | 1,766,374 | 4,453,946 | 20,546,054 |
| TORINO INTERSECTION IMPROVEMENTS | 2,000,000 | 91,114 | 1,945,639 | 2,036,753 | (36,753) |
| US 1 IMPROVEMENTS | 1,500,000 | - | - | - | 1,500,000 |
| MISCELLANEOUS | - | 91,233 | 830,195 | 921,428 | (921,428) |
| INTEREST ON INTERNAL BORROWING | 1,107,461 | - | - | - | 1,107,461 |
| CONTINGENCY/ PARTICIPATORY BUDGETING | 5,794,251 | - | - | - | 5,794,251 |
| TOTAL EXPENDITURES | \$ 88,001,712 | \$ 3,985,304 | \$ 7,794,261 | \$ 11,779,565 | \$ 76,222,147 |

REVENUE SUMMARY



Fiscal Years 20 & 21 Cash Accrual Summary

| | Cash | Cash |
|--------|-------------|-------------|
| Month | <u>FY21</u> | <u>FY20</u> |
| Oct | 523,799 | 514,285 |
| Nov | 950,609 | 813,910 |
| Dec | 617,559 | 582,579 |
| Jan | 600,591 | 573,795 |
| Feb | 1,090,816 | 945,638 |
| Mar | 665,818 | 573,428 |
| Apr | | 584,344 |
| May | | 896,463 |
| Jun | | 467,145 |
| Jul | | 547,184 |
| Aug | | 922,203 |
| Sep | | 575,398 |
| TOTAL | 4,449,193 | 7,996,371 |
| Budget | 7,921,469 | 7,653,300 |





HALF-CENT SALES TAX FY21 2ND QUARTER UPDATE

QUESTIONS OR COMMENTS?



