

Okaloosa County
Sales Surtax Project Reconciliation

Project Revenue and Expense Summary

Category	Revenue Summary			Expense Summary			
	Budget	YTD Collected	% Collected	Budget	Actual / Pending	Balance	% Spent
Surtax Revenues	\$10,521,745	\$10,226,282	97%	\$10,521,745	\$1,489,521	\$9,032,224	14%
Grant Revenues	\$1,801,474	\$24,757	1%	\$1,801,474	\$24,757	\$1,776,717	1%
Other Revenues	\$1,665,107	\$378,109	23%	\$1,665,107	\$378,109	\$1,286,998	23%
Pending					\$0	\$0	
Total	\$13,988,326	\$10,629,148	76%	\$13,988,326	\$1,892,387	\$12,095,939	14%

Project Summary

Title	Project	Category	Budget	Pending	Actuals	Balance	% Spent	% Complete
6th Street Area Stormwater	ST000001	Stormwater	\$750,750	\$0	\$1,863	\$748,887	0%	14%
Beachview Drive Drainage	ST000002	Stormwater	\$600,513	\$0	\$20,227	\$580,286	3%	8%
Commons Drive Signalization	ST000003	Transportation Capacity	\$500,000	\$0	\$75,364	\$424,636	15%	15%
John King Road Intersection Improvements	ST000004	Transportation Capacity	\$1,965,000	\$0	\$100,479	\$1,864,521	5%	6%
Redwood Avenue Intersection	ST000005	Transportation Capacity	\$350,000	\$0	\$18,471	\$331,529	5%	6%
Santa Rosa Boulevard Crosswalks	ST000006	Transportation Capacity	\$280,000	\$0	\$36,843	\$243,157	13%	15%
Standish Court Stormwater	ST000007	Stormwater	\$820,000	\$0	\$75,904	\$744,096	9%	15%
Sheriff's Office Training Facility	ST000008	Public Safety	\$2,400,000	\$0	\$891,545	\$1,508,455	37%	15%
Southwest Crestview Bypass	ST000009	Transportation Capacity	\$27,202,802	\$0	\$479,800	\$26,723,002	2%	5%
Carmel & Beal Intersection Improvements	ST000010	Transportation Safety	\$25,000	\$0	\$18,627	\$6,373	75%	5%
Overbrook Area Stormwater Improvements	ST000011	Stormwater	\$250,000	\$0	\$10,030	\$239,970	4%	4%
Lloyd Street/Mayflower Area Stormwater Improv	ST000012	Stormwater	\$66,516	\$0	\$21,903	\$44,613	33%	5%
Millside Roadway Improvements	ST000013	Transportation Capacity	\$39,000	\$0	\$18,996	\$20,004	49%	3%
Highway 2 Bridge and Roadway Improvements	ST000014	Transportation Capacity	\$200,000	\$0	\$96,320	\$103,680	48%	4%
Northwest Crestview Bypass	ST000015	Transportation Capacity	\$500,000	\$0	\$524	\$499,476	0%	0%
Fleet Improvements	ST000016	Public Safety	\$42,558	\$0	\$507	\$42,051	1%	20%
School Resource Officer Support	ST000017	Public Safety	\$1,843,093	\$0	\$24,984	\$1,818,109	1%	2%
Emergency Services Communications Equip.	ST000018	Public Safety	\$110,000	\$0	\$0	\$110,000	0%	
Reserve - Future Capital Outlay		Reserve	\$1,043,094			\$1,043,094		
Expenses by Project			\$38,988,326	\$0	\$1,892,387	\$37,095,939		
		Public Safety	\$4,395,651	\$0	\$917,036	\$3,478,615	21%	
		Transportation Capacity	\$31,036,802	\$0	\$826,797	\$30,210,005	3%	
		Transportation Safety	\$25,000	\$0	\$18,627	\$6,373	75%	
		Stormwater	\$2,487,779	\$0	\$129,927	\$2,357,852	5%	
		Reserve	\$1,043,094	\$0	\$0	\$1,043,094	0%	
Expenses by Category			\$38,988,326	\$0	\$1,892,387	\$37,095,939		

Title
6th Street Area Stormwater

Category
Stormwater

Project
ST000001

District
2

Project Summary

Stormwater piping along 6th Street and 9th Avenue in the area of Port Dixie (Shalimar) has exceeded its service life and the overall system is in need of improvements. Corrugated metal pipe that was placed in service over 35 years ago suffers from system-wide degradation resulting in multiple failures. Replacing the pipe with a modern smooth lined high density polyethylene pipe will improve the flow capacity, reduce the amount of sediment carried by stormwater runoff, and prevent the formation of ground level sinks due to vertical erosion.

Cost Estimate

Total Project Cost was originally estimated at \$750,750 pending design; however, that cost only covered pipe replacement on the west side of 6th Street. It's now apparent that pipes on the east side of 6th Street and interconnections are also in need of replacement, along with an unfunded CEI component. Staff considered phasing the construction. A phasing plan will require additional engineering and structures, and increase construction costs for completion of the entire project. Based on the bonding decision for the SW Crestview Bypass, additional funds are available in the near term, and it will be more efficient and cost effective to allocate funds for the complete project. As part of the FY19 CIP budget, \$128,750 was allocated; those funds will be utilized prior to seeking additional funding from the surtax budget.

Project Status

The project was tasked to a qualified Engineering consultant for design and permitting, and the design is very near 100% complete. The engineer is working with Okaloosa County Water & Sewer to resolve utility conflicts. Additional funding for the complete project will need to be requested, as noted above. We expect to go out for bids in October, with construction expected to begin in late fall.

<u>Revenues</u>	<u>Expenditures</u>	<u>Remaining</u>
\$622,000 Surtax Revenues	\$0 Pending	\$620,137 Surtax
\$0 Grant Revenues	\$1,863 Surtax	\$0 Grant
\$128,750 Other Revenues	\$0 Grant	\$128,750 Other
\$750,750 Total Revenues	\$0 Other	\$748,887 Total Remaining
	\$1,863 Total Expenses	
<u>Project Balance</u>	<u>% Funding Spent</u>	<u>% Project Complete</u>
\$748,887	0%	14%

Title	Category	Project	District
Beachview Drive Drainage	Stormwater	ST000002	2

Project Summary

When routine rainfall events occur it is not uncommon for stormwater to flood along Eglin Parkway and the northern end of Beachview Drive. There are stormwater collection systems in place; however, the conveyance and treatment of stormwater runoff from this location is inadequate, causing the water to flood the roadways.

This project will include the design and construction of a stormwater system that will properly collect, convey, and treat stormwater from the areas of Eglin Parkway and Beachview Drive to the current discharge point at the southeastern terminus of 3rd Avenue.

Cost Estimate

Total Project Cost is estimated at \$600,513 pending final design. This project was initiated in FY18 with CIP funds; remaining funds were reallocated in the FY19 budget, providing a total of \$144,513 in FY19 CIP for completion of design and initial construction activities.

Project Status

The project has been tasked to a qualified Engineering consultant for design and permitting. Some additional work in verifying the most appropriate outfall location has been identified by the consultant; therefore, 90% plans are now expected for review in late September; design completion is now anticipated in early fall, with construction to begin in winter, 2019/2020.

<u>Revenues</u>	<u>Expenditures</u>	<u>Remaining</u>
	\$0 Pending	
\$456,000 Surtax Revenues	\$1,947 Surtax	\$454,053 Surtax
\$0 Grant Revenues	\$0 Grant	\$0 Grant
\$144,513 Other Revenues	\$18,280 Other	\$126,233 Other
\$600,513 Total Revenues	\$20,227 Total Expenses	\$580,286 Total Remaining
 <u>Project Balance</u>	 <u>% Funding Spent</u>	 <u>% Project Complete</u>
\$580,286	3%	8%

Title	Category	Project	District
Commons Drive Signalization	Transportation Capacity	ST000003	5

Project Summary

Growth in the Destin area has caused the "back roads" to also be subjected to heavy traffic throughout the year. Serving as a secondary east-west road to US 98 on the east side of Destin, Commons Drive has seen significant development along its corridor and is in need of traffic capacity and safety improvements.

Congestion and heavy turning movements at the intersection of Commons Drive and Henderson Beach Drive (behind Wal-Mart) has grown to the point where installation of a traffic signal will bring safety and relief to those passing through. Improvements to turn lanes, intersection approaches, and pedestrian facilities are included as part of the overall project.

Cost Estimate

Project Cost is estimated at \$500,000 pending final design. Part of the funding (\$100,000) for this project is provided by the City of Destin through developer contributed funds. Staff has identified paving overlays that will likely be needed adjacent to the intersection on both Commons Drive and Henderson Beach Blvd. An additional \$500,000 has been included in the preliminary FY20 budget for the project from gas tax revenues to accomplish that additional work as part of the overall project.

Project Status

A qualified Engineering consultant has 100% plans, and they are advertised for bid. The bid opening date is scheduled for mid-november, construction is expected to begin in January.

<u>Revenues</u>	<u>Expenditures</u>	<u>Remaining</u>
\$400,000 Surtax Revenues	\$0 Pending	\$376,376 Surtax
\$0 Grant Revenues	\$23,624 Surtax	\$0 Grant
\$100,000 Other Revenues	\$0 Grant	\$48,260 Other
\$500,000 Total Revenues	\$51,740 Other	\$424,636 Total Remaining
	\$75,364 Total Expenses	
 <u>Project Balance</u>	 <u>% Funding Spent</u>	 <u>% Project Complete</u>
\$424,636	15%	15%

Title	Category	Project	District
John King Road Intersection Improvements	Transportation Capacity	ST000004	1

Project Summary

The termination of John King Road at SR 85 in Crestview has grown into one of the county's busiest intersections at nearly any time of day. The large number of southbound cars queuing to turn left on John King Road to get to the various residential areas causes a significant delay to the northbound flow of traffic along SR 85. Recent changes have been made to the pavement markings in an effort to reduce potential impacts, but capacity improvements are needed.

Proposed as part of this project is an increase in the number of lanes along John King Road from SR 85 to the intersection with Live Oak Church Road. In conjunction with planned improvements by the FDOT to add turn lanes along SR 85, the additional lanes will allow more cars to access John King Road and significantly reduce the length of the turn arrow – this will, in turn, allow for greater flow capacity along SR 85. Other improvements, such as turn lanes, sidewalks, medians, and intersection controls with Live Oak Church Road will also be considered as part of the overall project design.

Cost Estimate

Total Project Cost is estimated at \$2,280,000 pending final design.

\$550,000 was requested for FY 19. That amount has been approved in separate increments of \$100,000 in February and \$450,000 in March. A CIGP grant of \$1,115,000 is in the FDOT 5-year budget, and staff will attempt to get that moved up to 2021. An additional \$300,000 was budgeted for the project in the FY19 CIP.

Work to be completed under this funding includes:

- Completion of design and coordination with FDOT (supplement to prior approval)
- Acquisition of right of way (including stormwater treatment areas)

Project Status

The project has been tasked to a qualified Engineering consultant for design and permitting and design work is underway. Handling of stormwater needs while minimizing right-of-way impacts is a significant issue. The 30% plans have been completed and are under staff review. Anticipated time for design, right of way acquisition and permitting completion is the spring of 2020 with construction expected to begin in the spring of 2021.

<u>Revenues</u>	<u>Expenditures</u>	<u>Remaining</u>
\$550,000 Surtax Revenues	\$0 Pending	\$525,943 Surtax
\$1,115,000 Grant Revenues	\$24,057 Surtax	\$1,115,000 Grant
\$300,000 Other Revenues	\$0 Grant	\$223,578 Other
\$1,965,000 Total Revenues	\$76,422 Other	\$1,864,521 Total Remaining
	\$100,479 Total Expenses	

Project Balance

\$1,864,521

% Funding Spent

5%

% Project Complete

6%

Title
Redwood Avenue Intersection

Category
Transportation Capacity

Project
ST000005

District
5

Project Summary

Located within walking distance of Plew Elementary School and with signalized pedestrian access across SR 20, pedestrian traffic along Redwood Avenue has grown to the point where sidewalks are needed. Segments of sidewalks exist in the area, but linking those sections will dramatically improve pedestrian convenience and safety. Sidewalk improvements will tie into the existing facilities at the signalized intersection on SR 20 and extend south.

Survey information necessary for the design of this project will also include detailed information for future improvements to the Redwood Avenue approach to the intersection with SR 20. Additional improvements proposed as part of the project needs list includes roadway construction (such as turn lanes and lane reconfiguration) at the intersection with SR 20 to improve traffic flow and safety. Development of the roadway improvements will be under a separate project.

Cost Estimate

Sidewalk Improvements are estimated at \$350,000 pending final design.

Project Status

The project has been tasked to a qualified Engineering consultant for design and permitting. The survey work is substantially complete. Changes to the project scope are anticipated, as a development project may be advancing the need for the lane reconfiguration and additional turn lanes. Design and permitting completion is now expected to be delayed until spring of 2020 with construction to begin in the summer of 2020.

<u>Revenues</u>	<u>Expenditures</u>	<u>Remaining</u>
\$350,000 Surtax Revenues	\$0 Pending	\$331,529 Surtax
\$0 Grant Revenues	\$18,471 Surtax	\$0 Grant
\$0 Other Revenues	\$0 Grant	\$0 Other
\$350,000 Total Revenues	\$18,471 Total Expenses	\$331,529 Total Remaining
<u>Project Balance</u>	<u>% Funding Spent</u>	<u>% Project Complete</u>
\$331,529	5%	6%

Title
Santa Rosa Boulevard Crosswalks

Category
Transportation Capacity

Project
ST000006

District
2

Project Summary

In 2018 Okaloosa County was able to complete construction of the last three Beach Access Way parks on Okaloosa Island. Improvements provided a paved parking lot, picnic pavilion, restrooms, stormwater management facilities, and rinse/wash down stations as public access points to the beach. Due to the high level of non-vehicular traffic along Okaloosa Island, provisions for pedestrian access from the north side of Santa Rosa Boulevard to the beach access way parks along the south side are warranted for safety.

This particular improvement is one of several improvements proposed along Santa Rosa Boulevard as part of the project needs list.

Cost Estimate

Total Project Cost for all improvements included as part of the Santa Rosa Boulevard Stormwater & Roadway Improvements is estimated at \$2,800,000 pending final design. This particular phase of the project, Pedestrian Crosswalk Safety Improvements at the Beach Access Ways, is estimated at \$280,000 pending final design. LAP funding is earmarked for the design, construction and CEI for the stormwater and roadway portions of the project in FDOT's 5-year budget, and those future funds are not included in this status update.

Project Status

The project has been tasked to a qualified Engineering consultant for design and permitting. Design completion for crosswalks at beach access points is complete, and is being advertised for bid. The bid is crafted to minimize impacts to traffic along Santa Rosa Boulevard during the heavy tourism season, while advancing as much work as possible to have safety improvements in place.

<u>Revenues</u>	<u>Expenditures</u>	<u>Remaining</u>
\$280,000 Surtax Revenues	\$0 Pending	\$243,157 Surtax
\$0 Grant Revenues	\$36,843 Surtax	\$0 Grant
\$0 Other Revenues	\$0 Grant	\$0 Other
\$280,000 Total Revenues	\$36,843 Total Expenses	\$243,157 Total Remaining
 <u>Project Balance</u>	 <u>% Funding Spent</u>	 <u>% Project Complete</u>
\$243,157	13%	15%

Title
Standish Court Stormwater

Category
Stormwater

Project
ST000007

District
4

Project Summary

Stormwater discharged into Cinco Bayou in the vicinity of Standish Court and Lafitte Crescent collects runoff from a large number of surrounding roadways and residential properties. Underground systems comprised of pipes that have been in place for decades are failing due to the high levels of flow over the years. Pipe failures at joints and along the length of several pipe runs cause ground level vertical erosion in certain locations and cause the deposition of sediment into Cinco Bayou. Improving the failed system with the installation of a smooth lined high density polyethylene pipe network will mitigate future ground level impacts and prevent the related discharge of sediment into Cinco Bayou.

Implementation of this project as part of the project needs list will augment an already approved allocation from the State of Florida for similar improvements along the same pipe network reaching from Cinco Bayou northward nearly to Mayflower Avenue; largely along Standish Court.

Cost Estimate

Total Project Cost is currently estimated at \$820,000, which includes \$420,000 in Restore Act grant funds and \$400,000 in sales tax funds, pending final design.

Project Status

The project has been tasked to a qualified Engineering consultant for design and permitting. The plans are complete, additional survey work is complete and staff is negotiating for needed easements. Bidding and construction start is subject to resolution of any outstanding issues with easements and the Restore Act grant.

<u>Revenues</u>	<u>Expenditures</u>	<u>Remaining</u>
\$400,000 Surtax Revenues	Pending \$75,904 Surtax	\$324,096 Surtax
\$420,000 Grant Revenues	\$0 Grant	\$420,000 Grant
\$0 Other Revenues	\$0 Other	\$0 Other
\$820,000 Total Revenues	\$75,904 Total Expenses	\$744,096 Total Remaining
<u>Project Balance</u> \$744,096	<u>% Funding Spent</u> 9%	<u>% Project Complete</u> 15%

Title
Sheriff's Office Training Facility

Category
Public Safety

Project
ST000008

District
3

Project Summary

Sheriff Ashley outlined the needs: a new 10,000 sq/ft facility, the purchase of an adjoining 40 acres of property to prevent future encroachment, develop a driving pad to be used for the Teen Driver Program and the Physical Agility Training Course, and purchase of a new lead trap system, which will eliminate the need to excavate the berms every year for lead reclamation.

Cost Estimate

\$2,400,000 for:
Training center including classrooms, offices, and storage
Firing range with lead trap reclamation system
Purchase of adjoining 40 acres of property

Project Status

\$224,831.25 has been reimbursed for the new lead trap system. \$409,578.50 has been spent on the acquisition of approximately 40 acres together with survey and closing expenses. The civil and building plans have been out for bid with a bid opening date scheduled 10/23. It's anticipated that additional funds may be required.

<u>Revenues</u>	<u>Expenditures</u>	<u>Remaining</u>
\$2,400,000 Surtax Revenues	\$891,545 Pending Surtax	\$1,508,455 Surtax
\$0 Grant Revenues	\$0 Grant	\$0 Grant
\$0 Other Revenues	\$0 Other	\$0 Other
\$2,400,000 Total Revenues	\$891,545 Total Expenses	\$1,508,455 Total Remaining
<u>Project Balance</u>	<u>% Funding Spent</u>	<u>% Project Complete</u>
\$1,508,455	37%	15%

Title	Category	Project	District
Southwest Crestview Bypass	Transportation Capacity	ST000009	3

Project Summary

Originally planned as a rural bypass of Crestview, PJ Adams Parkway and Antioch Road have grown to be one of the larger residential hubs in Okaloosa County. Continued growth in the northwest portions of Crestview and Okaloosa County in general have rcreated a need for expansion of the existing roadway along with the development of a new north-south connection. An accepted alignment for that project was approved in 2010 with a PD&E, and portions of the project have already been designed. The City of Crestview and Okaloosa County are also partnering to develop a new east-west corridor between Antioch Road and SR 85 north of Interstate 10. The new alignment, dubbed "Five Prime," will connect from Physician's Drive to the new bypass and from the bypass to Antioch Road at its current connection with Arena Road. Overall planned improvements include:

- Widening of PJ Adams Parkway from 2 lanes to 4 from SR 85 to Interstate 10
- Construction of a new overpass and interchange with Interstate 10 (performed by FDOT in coordination with Okaloosa County)
- Construction of a 4 lane roadway from Interstate 10 to Highway 90
- Construction of an east-west corridor connecting Antioch Road to SR 85 north of Interstate 10

These improvements will be completed in phases and/or segments.

Cost Estimate

Total Project Cost is estimated at approximately \$220,000,000 pending final design; this includes design and construction of the interchange with I-10 by FDOT. Phases I-III are partially funded by FDOT LAP and TRIP Grants, which are not fully reflected in the revenue and cost summary below. FDOT is designing and constructing the I-10 interchange and its approaches; those funds are also not reflected below. Funding participation through the bonding effort, by the City of Crestview and by Triumph will be reflected below upon release of those funds to the County.

Project Status

Construction has begun for Phases I - III, the widening from SR 85 to Wildhorse Drive. A term sheet has been approved with Triumph for the requested \$64.1 million grant. Staff and the consultant continue conducting utility coordination meetings, coordination with with FDOT design consultants, and continue to work on advancing the project design.

<u>Revenues</u>		<u>Expenditures</u>		<u>Remaining</u>	
		\$0	Pending		
\$27,000,000	Surtax Revenues	\$366,469	Surtax	\$26,633,531	Surtax
\$16,474	Grant Revenues	\$16,474	Grant	\$0	Grant
\$186,328	Other Revenues	\$96,857	Other	\$89,471	Other
\$27,202,802	Total Revenues	\$479,800	Total Expenses	\$26,723,002	Total Remaining
<u>Project Balance</u>		<u>% Funding Spent</u>		<u>% Project Complete</u>	
\$26,723,002		2%		5%	

Title
Carmel & Beal Intersection Improvements

Category
Transportation Safety

Project
ST000010

District
4

Project Summary

The intersection between Carmel Drive and Beal Parkway has a commercial presence on the west and residential presence to the east. Capacity through the intersection can be improved with the addition of turn lanes, pavement markings, lane alignments, and potential signal modifications. Proposed modifications to SR 189 by FDOT may include median access changes that could impact the utilization of the existing Carmel & Beal intersection. Additional pedestrian improvements are also proposed along Carmel to improve neighborhood connectivity with nearby retail centers.

Due to the intersection involving a state roadway (Beal Parkway/SR 189) construction of the project is eligible for funding through the County Incentive Grant Program (CIGP) available through the Florida Department of Transportation. Annual applications require an engineering schematic accompany the application narrative.

Cost Estimate

Total Project Costs are to be determined based on the approved schematic, but are estimated at \$1,600,000 in total. The \$25,000 expense for developing the CIGP grant application has been approved.

Project Status

A qualified Engineering consultant has prepared the application documents and submitted for the CIGP grant match from FDOT, as approved at the 3/26/19 BCC meeting. Timing for additional funding and construction is subject to grant award results, which is entirely in FDOT hands.

<u>Revenues</u>	<u>Expenditures</u>	<u>Remaining</u>
\$25,000 Surtax Revenues	\$0 Pending	\$6,373 Surtax
\$0 Grant Revenues	\$18,627 Surtax	\$0 Grant
\$0 Other Revenues	\$0 Grant	\$0 Other
<hr/> \$25,000 Total Revenues	<hr/> \$18,627 Total Expenses	<hr/> \$6,373 Total Remaining
 <u>Project Balance</u>	 <u>% Funding Spent</u>	 <u>% Project Complete</u>
\$6,373	75%	5%

Title
Overbrook Area Stormwater Improvements

Category
Stormwater

Project
ST000011

District
4

Project Summary

Existing stormwater infrastructure does exist in the Overbrook Subdivision but is woefully inadequate. Flooding conditions have been exacerbated over the past decade as surrounding federal, public and private developments have reduced the amount of permeable surface available for stormwater percolation and increased runoff into the Overbrook area. Now, even moderate rainfall events can cause yards to flood to home foundations and into other portions of the home, especially garages that are below finished floor slab heights. In heavier rainfall events, many homes receive floodwater in their living spaces. At times, stormwater runoff is flowing so quickly that some residents open their doors to allow floodwater to flow through their homes. Stormwater eventually enters into the piped stormwater system on Overbrook Drive but it quickly reaches capacity, flooding the entire road. The stormwater system on Overbrook Drive discharges into Overbrook Pond and on to Gap Creek. Overbrook Pond was improved with grant funding a few years ago but the project had no effect on stormwater issues upstream. A general Florida Department of Environmental Protection (FDEP) grant in the amount of \$250,000 was signed on May 5, 2019 for Pre-Design Study, Design and Permitting. The grant does not require a match, and those funds will be used to implement the design phase of the project

Cost Estimate

The total estimated cost of the improvement project is \$1,750,000, including design, engineering and permitting. The design, engineering and permitting should be covered substantially by the FDEP grant. Sales tax funds are anticipated to be needed in the future for any excess engineering costs and construction.

Project Status

The project has been tasked to a qualified Engineering consultant for design and permitting. The consultant has begun gathering information for the preliminary design, identified as Task 1 in the grant and is finalizing a preliminary model based on coordination of a "base storm" condition with assistance from county stormwater engineering staff.

<u>Revenues</u>	<u>Expenditures</u>	<u>Remaining</u>
\$0 Surtax Revenues	\$0 Pending	
\$250,000 Grant Revenues	\$1,747 Surtax	(\$1,747) Surtax
\$0 Other Revenues	\$8,283 Grant	\$241,717 Grant
	\$0 Other	\$0 Other
\$250,000 Total Revenues	\$10,030 Total Expenses	\$239,970 Total Remaining
<u>Project Balance</u>	<u>% Funding Spent</u>	<u>% Project Complete</u>
\$239,970	4%	4%

Title	Category	Project	District
Lloyd Street/Mayflower Area Stormwater Improvements	Stormwater	ST000012	4

Project Summary

Lloyd Street sits near the middle of a drainage basin area that has experienced poor drainage due to aged stormwater infrastructure and an ineffective outfall. The proposed project will include stormwater modeling, pipe inspection, design and construction of stormwater infrastructure in the drainage basin that includes Lloyd Street and Mayflower Avenue and outfalls to Cinco Bayou.

Cost Estimate

The project has been tasked to a qualified Engineering consultant for geotechnical evaluation, subsurface utility engineering, and preliminary design. Once a preliminary design plan is developed, additional design work will be necessary to complete plans for permitting and construction. Preliminary design completion is anticipated in the fall of 2019.

Project Status

Total Project Cost is estimated at \$1,400,000 pending final design. As part of the FY19 stormwater division budget, \$66,516 was allocated for preliminary design activities. The consultant has completed subsurface utility engineering (SUE) and video pipe inspection and is scheduled to discuss next steps with county staff.

<u>Revenues</u>	<u>Expenditures</u>	<u>Remaining</u>
\$0 Surtax Revenues	\$0 Pending	
\$0 Grant Revenues	\$932 Surtax	(\$932) Surtax
\$66,516 Other Revenues	\$0 Grant	\$0 Grant
<u>\$66,516 Total Revenues</u>	<u>\$20,971 Other</u>	<u>\$45,545 Other</u>
	\$21,903 Total Expenses	\$44,613 Total Remaining
 <u>Project Balance</u>	 <u>% Funding Spent</u>	 <u>% Project Complete</u>
\$44,613	33%	5%

Title	Category	Project	District
Millside Roadway Improvements	Transportation Capacity	ST000013	1

Project Summary

Millside Road is an unpaved connector road between State Route 85 and Steel Mill Creek Road, and is one of the roads proposed for paving of unimproved roads within the County. The roadway primarily carries local residential, agricultural and silvicultural vehicles, but could see increased traffic volumes with paving improvements. At one time, Millside Road was considered a logical eastward extension of Highway 2 east of SR 85. The roadway scores near the top of the County's Dirt to Pave matrix. Staff has met with property owners along the roadway and has received positive feedback from residents with willingness to donate any needed right-of-way.

Cost Estimate

As part of the FY19 road division budget, \$39,000 was allocated for preliminary evaluation right-of-way needs, geotechnical report and preliminary design for the proposed improvement.

Project Status

The project has been tasked to a qualified Engineering consultant for evaluation of right-of-way needs, geotechnical investigation and preliminary design. A meeting with the preliminary design consultant was held on July 30th; work is underway to correlate predesign survey work with right-of-way acquisitions from early 1983.

<u>Revenues</u>	<u>Expenditures</u>	<u>Remaining</u>
	\$0 Pending	
\$0 Surtax Revenues	\$721 Surtax	(\$721) Surtax
\$0 Grant Revenues	\$0 Grant	\$0 Grant
\$39,000 Other Revenues	\$18,275 Other	\$20,725 Other
\$39,000 Total Revenues	\$18,996 Total Expenses	\$20,004 Total Remaining
<u>Project Balance</u>	<u>% Funding Spent</u>	<u>% Project Complete</u>
\$20,004	49%	3%

Title	Category	Project	District
Highway 2 Bridge and Roadway Improvements	Transportation Capacity	ST000014	1&3

Project Summary

County Road (CR) 2 between State Route 189 and State Route 85 consists of an approximately 20' width of asphalt comprised of 10' travel lanes with no paved shoulders. There is varied evidence of major pavement failure throughout the project limits between State Route 189 and State Route 85. There are two bridges within the project limits, Big Horse Creek Bridge and Yellow River Bridge. The latter was built in 1949, does not meet current design standards, and is currently posted for 31 tons. Funding to widen the existing asphalt width of roadway to 24', resurface from SR 189 to SR 85, and evaluate and upgrade the existing condition of the bridges is proposed with funding from the Infrastructure Surtax. Funds were previously allocated through the FY19 Capital Improvement Plan for preliminary survey and design, evaluation of bridges, geotechnical and other services related to the creation of concept plans for the widening and resurfacing of approximately 9.44 miles of CR 2 in the project area.

Cost Estimate

As part of the FY19 road division budget, \$200,000 was allocated for preliminary evaluation and design activities for both the road and bridges. \$7,500,000 is suggested as a placeholder for the total project cost, pending the preliminary evaluation of bridge conditions and final design.

Project Status

The project has been tasked to a qualified Engineering consultant for surveying, geotechnical, bridge evaluation and preliminary design. The survey and geotechnical work is complete. Concept and typical section alternatives have been vetted with the County Engineer, and a phasing plan is being considered. Additional design services for selected phase(s) should occur in the spring/summer of 2020 with construction to begin in fall of 2020.

<u>Revenues</u>	<u>Expenditures</u>	<u>Remaining</u>
	\$0 Pending	
\$0 Surtax Revenues	\$756 Surtax	(\$756) Surtax
\$0 Grant Revenues	\$0 Grant	\$0 Grant
\$200,000 Other Revenues	\$95,564 Other	\$104,436 Other
\$200,000 Total Revenues	\$96,320 Total Expenses	\$103,680 Total Remaining
 <u>Project Balance</u>	 <u>% Funding Spent</u>	 <u>% Project Complete</u>
\$103,680	48%	4%

Title	Category	Project	District
Northwest Crestview Bypass	Transportation Capacity	ST000015	1

Project Summary

Continued growth in the northwest portions of Crestview and Okaloosa County in general have created a need for expansion of existing roadways, along with the development of a new north-south connection. An accepted alignment for the southwest portion of that project was approved for the Southwest Crestview Bypass, and that project is fully underway, with portions of PJ Adams Parkway about to begin construction, and the portion north of PJ Adams, including an I-10 interchange, currently in design. The logical extension of this project is the Northwest Crestview Bypass, which is conceptually planned to follow the right-of-way of Old Bethel Road.

Cost Estimate

The total cost for the Project Development and Environment (PD&E), a preliminary design study, is estimated at approximately \$2,400,000, which is tentatively indicated as the total amount of a TRIP grant from the Florida Department of Transportation. That total includes a 50% match from the County. \$500,000 in CIP funding has been allocated to cover a portion of the County's match; the remaining \$700,000 is planned to be funded from Surtax.

Project Status

The first requirement for design of such an ambitious roadway project (and the "environment" portion of PD&E) is to meet the provisions of the National Environmental Policy Act (NEPA). The NEPA study is expected to be out for bid in the fall of 2019.

Revenues

\$0	Surtax Revenues
\$0	Grant Revenues
\$500,000	Other Revenues
\$500,000	Total Revenues

Expenditures

\$0	Pending
\$524	Surtax
\$0	Grant
\$0	Other
\$524	Total Expenses

Remaining

(\$524)	Surtax
\$0	Grant
\$500,000	Other
\$499,476	Total Remaining

Project Balance

\$499,476

% Funding Spent

0%

% Project Complete

0%

Title
Fleet Improvements

Category
Public Safety

Project
ST000016

District
All

Project Summary

The Sheriff's Office has identified Fleet Improvements for Improved Response as a need for the County, especially as it pertains to specialty vehicles and vessels. To that end, an expense for a prisoner transport van was approved by the Board at its regular meeting on July 9th.

Cost Estimate

Cost of a prisoner transport van was approved by the Board in the amount of \$42,558.

Project Status

Purchase of a 2019 Ford Transit prisoner transport van is pending.

Revenues

\$42,558	Surtax Revenues
\$0	Grant Revenues
\$0	Other Revenues
\$42,558	Total Revenues

Expenditures

	Pending
\$507	Surtax
\$0	Grant
\$0	Other
\$507	Total Expenses

Remaining

\$42,051	Surtax
\$0	Grant
\$0	Other
\$42,051	Total Remaining

Project Balance

\$42,051

% Funding Spent

1%

% Project Complete

20%

Title
School Resource Officer Support

Category
Public Safety

Project
ST000017

District
All

Project Summary

As part of the School Resource Officer Equipment and Support function, the Sheriff's Office has identified a need for improved communications and mass notification, together with video monitoring and tracking for forty public schools and buses. Initial proposed expenses include electronic equipment and fiber connection to initiate a live stream video system to the Emergency Operations Center. The system could provide significantly faster and more coordinated responses to any safety issues faced by the schools.

Cost Estimate

The cost of initial equipment was approved by the Board in the amount of \$44,778 at its regular meeting on July 9, 2019. An additional budget transfer of \$1,798,315 was approved by the Board at the meeting on September 3, 2019,

Project Status

Purchase of Mass Notification System improvements, radio systems for Communication Interoperability and Ballistic Protection equipment is underway.

Revenues

\$1,843,093 Surtax Revenues
\$0 Grant Revenues
\$0 Other Revenues

\$1,843,093 Total Revenues

Expenditures

Pending
\$24,984 Surtax
\$0 Grant
\$0 Other

\$24,984 Total Expenses

Remaining

\$1,818,109 Surtax
\$0 Grant
\$0 Other

\$1,818,109 Total Remaining

Project Balance

\$1,818,109

% Funding Spent

1%

% Project Complete

2%

Title	Category	Project	District
Emergency Services Communications Equipment	Public Safety	ST000018	All

Project Summary

The Sheriff's Office has identified a need for improved communications in order to bring the County-wide system up to date with the latest communication reach and technologies.

Cost Estimate

It was determined that hiring a consultant to assist with identifying needs and appropriate communication solutions would be the logical starting point for such a broad technological systems upgrade. The cost for consulting services was estimated at \$110,000.

Project Status

The estimated \$110,000 cost for consulting services was recommended by the infrastructure Surtax Advisory Committee and approved by the BCC at their regular meeting on August 20, 2019.

Revenues

\$110,000	Surtax Revenues
\$0	Grant Revenues
\$0	Other Revenues
\$110,000	Total Revenues

Expenditures

\$0	Pending
\$0	Surtax
\$0	Grant
\$0	Other
\$0	Total Expenses

Remaining

\$110,000	Surtax
\$0	Grant
\$0	Other
\$110,000	Total Remaining

Project Balance

\$110,000

% Funding Spent

0%

% Project Complete

1%