

Okaloosa County
Sales Surtax Project Reconciliation

Project Revenue and Expense Summary

| Revenue Summary | | | | Expense Summary | | | |
|-----------------|---------------------|----------------------|--------------------|---------------------|-------------------------|---------------------|----------------|
| <u>Category</u> | <u>Budget</u> | <u>YTD Collected</u> | <u>% Collected</u> | <u>Budget</u> | <u>Actual / Pending</u> | <u>Balance</u> | <u>% Spent</u> |
| Surtax Revenues | \$10,521,745 | \$3,665,377 | 35% | \$10,521,745 | \$902,102 | \$9,619,643 | 9% |
| Grant Revenues | \$1,785,000 | \$250,000 | 14% | \$1,785,000 | \$0 | \$1,785,000 | 0% |
| Other Revenues | \$673,263 | \$673,263 | 100% | \$673,263 | \$131,285 | \$541,978 | 19% |
| Pending | | | | | \$96,384 | -\$96,384 | |
| Total | \$12,980,008 | \$4,588,640 | 35% | \$12,980,008 | \$1,129,771 | \$11,850,237 | 9% |

Project Summary

| <u>Title</u> | <u>Project</u> | <u>Category</u> | <u>Budget</u> | <u>Pending</u> | <u>Actuals</u> | <u>Balance</u> | <u>% Spent</u> | <u>% Complete</u> |
|--|----------------|-------------------------|---------------------|-----------------|--------------------|---------------------|----------------|-------------------|
| 6th Street Area Stormwater | ST000001 | Stormwater | \$750,750 | \$0 | \$0 | \$750,750 | 0% | 13% |
| Beachview Drive Drainage | ST000002 | Stormwater | \$600,513 | \$0 | \$17,395 | \$583,118 | 3% | 4% |
| Commons Drive Signalization | ST000003 | Transportation Capacity | \$500,000 | \$0 | \$57,510 | \$442,490 | 12% | 14% |
| John King Road Intersection Improvements | ST000004 | Transportation Capacity | \$1,965,000 | \$0 | \$56,380 | \$1,908,620 | 3% | 4% |
| Redwood Avenue Intersection | ST000005 | Transportation Capacity | \$350,000 | \$0 | \$16,860 | \$333,140 | 5% | 4% |
| Santa Rosa Boulevard Crosswalks | ST000006 | Transportation Capacity | \$280,000 | \$0 | \$32,929 | \$247,071 | 12% | 1% |
| Standish Court Stormwater | ST000007 | Stormwater | \$820,000 | \$0 | \$25,930 | \$794,070 | 3% | 5% |
| Sheriff's Office Training Facility | ST000008 | Public Safety | \$2,400,000 | \$96,384 | \$634,410 | \$1,765,590 | 30% | 10% |
| Southwest Crestview Bypass | ST000009 | Transportation Capacity | \$2,000,000 | \$0 | \$178,340 | \$1,821,660 | 9% | 2% |
| Carmel & Beal Intersection Improvements | ST000010 | Transportation Safety | \$25,000 | \$0 | \$13,633 | \$11,367 | 55% | 2% |
| Overbrook Area Stormwater Improvements | ST000011 | Stormwater | \$250,000 | \$0 | \$0 | \$250,000 | 0% | 0% |
| Reserve - Future Capital Outlay | | Reserve | \$3,038,745 | | | \$3,038,745 | 0% | |
| Expenses by Project | | | \$12,980,008 | \$96,384 | \$1,033,387 | \$11,946,621 | | |
| | | Public Safety | \$2,400,000 | \$96,384 | \$634,410 | \$1,765,590 | 30% | |
| | | Transportation Capacity | \$5,095,000 | \$0 | \$342,019 | \$4,752,981 | 7% | |
| | | Transportation Safety | \$25,000 | \$0 | \$13,633 | \$11,367 | 55% | |
| | | Stormwater | \$2,421,263 | \$0 | \$43,325 | \$2,377,938 | 2% | |
| | | Reserve | \$3,038,745 | \$0 | \$0 | \$3,038,745 | 0% | |
| Expenses by Category | | | \$12,980,008 | \$96,384 | \$1,033,387 | \$11,946,621 | | |

| Title | Category | Project | District |
|----------------------------|------------|----------|----------|
| 6th Street Area Stormwater | Stormwater | ST000001 | 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 for approval to increase the overall surtax budget.

Project Status

The project was tasked to a qualified Engineering consultant for design and permitting, and the design progress currently stands at 90% complete; however, additional funding for the complete project will need to be considered, as noted above. Final design completion is anticipated by the end of June, 2019 with construction expected to begin in the fall.

| <u>Revenues</u> | <u>Expenditures</u> | <u>Remaining</u> |
|---------------------------------------|-----------------------------------|--------------------------------------|
| \$622,000 Surtax Revenues | \$0 Pending | \$622,000 Surtax |
| \$0 Grant Revenues | \$0 Surtax | \$0 Grant |
| \$128,750 Other Revenues | \$0 Grant | \$128,750 Other |
| <hr/> \$750,750 Total Revenues | <hr/> \$0 Total Expenses | <hr/> \$750,750 Total Rem |
| <u>Project Balance</u> | <u>% Funding Spent</u> | <u>% Project Complete</u> |
| \$750,750 | 0% | 13% |

| 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 appropriate outfall has been identified by the consultant; therefore, 30% plans are now expected for review by the end of June; design completion is still anticipated in the summer of 2019 with construction to begin in the fall of 2019.

| <u>Revenues</u> | <u>Expenditures</u> | <u>Remaining</u> |
|-----------------------------------|-----------------------------------|--------------------------------------|
| \$456,000 Surtax Revenues | \$0 Pending | \$456,000 Surtax |
| \$0 Grant Revenues | \$0 Surtax | \$0 Grant |
| \$144,513 Other Revenues | \$0 Grant | \$127,118 Other |
| \$600,513 Total Revenues | \$17,395 Other | \$583,118 Total Rem |
| | \$17,395 Total Expenses | |
| <u>Project Balance</u> | <u>% Funding Spent</u> | <u>% Project Complete</u> |
| \$583,118 | 3% | 4% |

| 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 may be added to the project from gas tax revenues to accomplish that additional work as part of the overall project.

Project Status

A qualified Engineering consultant is working on completing the design. The design work is currently 90% complete. Anticipated time for completion of design and permitting is the summer of 2019 with construction to begin in the winter of 2019.

| <u>Revenues</u> | <u>Expenditures</u> | <u>Remaining</u> |
|---------------------------------|--------------------------------|----------------------------------|
| \$400,000 Surtax Revenues | \$0 Pending | \$400,000 Surtax |
| \$0 Grant Revenues | \$0 Surtax | \$0 Grant |
| \$100,000 Other Revenues | \$57,510 Other | \$42,490 Other |
| \$500,000 Total Revenues | \$57,510 Total Expenses | \$442,490 Total Rem |
| | | |
| <u>Project Balance</u> | <u>% Funding Spent</u> | <u>% Project Complete</u> |
| \$442,490 | 12% | 14% |

| 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. The 30% plans are expected in early summer for 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> |
|-----------------------------------|--------------------------------|----------------------------------|
| | \$0 Pending | |
| \$550,000 Surtax Revenues | \$0 Surtax | \$550,000 Surtax |
| \$1,115,000 Grant Revenues | \$0 Grant | \$1,115,000 Grant |
| \$300,000 Other Revenues | \$56,380 Other | \$243,620 Other |
| \$1,965,000 Total Revenues | \$56,380 Total Expenses | \$1,908,620 Total Rem |
| <u>Project Balance</u> | <u>% Funding Spent</u> | <u>% Project Complete</u> |
| \$1,908,620 | 3% | 4% |

| Title | Category | Project | District |
|-----------------------------|-------------------------|----------|----------|
| Redwood Avenue Intersection | Transportation Capacity | ST000005 | 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. Anticipated time to design and permitting completion is the fall of 2019 with construction to begin in the spring of 2020.

| <u>Revenues</u> | <u>Expenditures</u> | <u>Remaining</u> |
|---------------------------------|--------------------------------|----------------------------------|
| \$350,000 Surtax Revenues | \$0 Pending | \$333,140 Surtax |
| \$0 Grant Revenues | \$16,860 Surtax | \$0 Grant |
| \$0 Other Revenues | \$0 Grant | \$0 Other |
| \$350,000 Total Revenues | \$16,860 Total Expenses | \$333,140 Total Rem |
| <u>Project Balance</u> | <u>% Funding Spent</u> | <u>% Project Complete</u> |
| \$333,140 | 5% | 4% |

| Title | Category | Project | District |
|---------------------------------|-------------------------|----------|----------|
| Santa Rosa Boulevard Crosswalks | Transportation Capacity | ST000006 | 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 anticipated in summer of 2019 with construction to begin in the winter of 2019. Modifications to the project construction schedule will be considered 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 | \$247,071 Surtax |
| \$0 Grant Revenues | \$32,929 Surtax | \$0 Grant |
| \$0 Other Revenues | \$0 Grant | \$0 Other |
| \$280,000 Total Revenues | \$32,929 Total Expenses | \$247,071 Total Rem |
| <u>Project Balance</u> | <u>% Funding Spent</u> | <u>% Project Complete</u> |
| \$247,071 | 12% | 1% |

| Title | Category | Project | District |
|---------------------------|------------|----------|----------|
| Standish Court Stormwater | Stormwater | ST000007 | 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. 30% plans are expected for staff review the first of May. Design completion is anticipated in the summer of 2019; construction start is subject to resolution of any outstanding issues with the Restore Act grant.

| <u>Revenues</u> | <u>Expenditures</u> | <u>Remaining</u> |
|---------------------------------|--------------------------------|----------------------------------|
| \$400,000 Surtax Revenues | \$0 Pending | \$374,070 Surtax |
| \$420,000 Grant Revenues | \$25,930 Surtax | \$420,000 Grant |
| \$0 Other Revenues | \$0 Grant | \$0 Other |
| \$820,000 Total Revenues | \$25,930 Total Expenses | \$794,070 Total Rem |
| | | |
| <u>Project Balance</u> | <u>% Funding Spent</u> | <u>% Project Complete</u> |
| \$794,070 | 3% | 5% |

| Title | Category | Project | District |
|------------------------------------|---------------|----------|----------|
| Sheriff's Office Training Facility | Public Safety | ST000008 | 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 90% building plans are expected to be submitted to the Sheriff's Office for review in June.

| <u>Revenues</u> | <u>Expenditures</u> | <u>Remaining</u> |
|-----------------------------------|---------------------------------|----------------------------------|
| \$2,400,000 Surtax Revenues | \$96,384 Pending | \$1,765,590 Surtax |
| \$0 Grant Revenues | \$634,410 Surtax | \$0 Grant |
| \$0 Other Revenues | \$0 Grant | \$0 Other |
| \$2,400,000 Total Revenues | \$634,410 Total Expenses | \$1,765,590 Total Rem |
| <u>Project Balance</u> | <u>% Funding Spent</u> | <u>% Project Complete</u> |
| \$1,765,590 | 26% | 10% |

| 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 \$200,000,000 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 reflected in the revenue and cost summary below. FDOT is wholly 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 for the widening from SR 85 to Wildhorse Drive is scheduled to begin this summer, pending only approval of the federal wetlands permit. Implementation of the full program management is under way. At the Triumph Committee meeting on 4/29, the request for \$64.1 million was unanimously (but conditionally) approved. Compelling conditions included the requirements that the entire project funding be committed by June 30, 2020, and the entire cost be guaranteed by December 31, 2020. This significantly advances the priority for the entire project, and requires that the County secure a bond for a substantial portion, if not all of its participation in the project. Staff is escalating its coordination with FDOT, the City of Crestview and the engineering consultants.

| <u>Revenues</u> | <u>Expenditures</u> | <u>Remaining</u> |
|-----------------------------------|-----------------------------------|--------------------------------------|
| | \$0 Pending | |
| \$2,000,000 Surtax Revenues | \$178,340 Surtax | \$1,821,660 Surtax |
| \$0 Grant Revenues | \$0 Grant | \$0 Grant |
| \$0 Other Revenues | \$0 Other | \$0 Other |
| \$2,000,000 Total Revenues | \$178,340 Total Expenses | \$1,821,660 Total Rem |
| <u>Project Balance</u> | <u>% Funding Spent</u> | <u>% Project Complete</u> |
| \$1,821,660 | 9% | 2% |

| Title | Category | Project | District |
|---|-----------------------|----------|----------|
| Carmel & Beal Intersection Improvements | Transportation Safety | ST000010 | 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 BCC meeting. Timing for additional funding and construction is subject to grant award results.

| <u>Revenues</u> | <u>Expenditures</u> | <u>Remaining</u> |
|-----------------------------------|-----------------------------------|--------------------------------------|
| \$25,000 Surtax Revenues | \$0 Pending | \$11,367 Surtax |
| \$0 Grant Revenues | \$13,633 Surtax | \$0 Grant |
| \$0 Other Revenues | \$0 Grant | \$0 Other |
| <hr/> | <hr/> | <hr/> |
| \$25,000 Total Revenues | \$13,633 Total Expenses | \$11,367 Total Rem |
| <u>Project Balance</u> | <u>% Funding Spent</u> | <u>% Project Complete</u> |
| \$11,367 | 55% | 2% |

| Title | Category | Project | District |
|--|------------|----------|----------|
| Overbrook Area Stormwater Improvements | Stormwater | ST000011 | 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. No timeframe for completion of the engineering has been set.

| <u>Revenues</u> | <u>Expenditures</u> | <u>Remaining</u> |
|-----------------------------------|-----------------------------------|--------------------------------------|
| | \$0 Pending | |
| \$0 Surtax Revenues | \$0 Surtax | \$0 Surtax |
| \$250,000 Grant Revenues | \$0 Grant | \$250,000 Grant |
| \$0 Other Revenues | \$0 Other | \$0 Other |
| \$250,000 Total Revenues | \$0 Total Expenses | \$250,000 Total Rem |
| <u>Project Balance</u> | <u>% Funding Spent</u> | <u>% Project Complete</u> |
| \$250,000 | 0% | 0% |