



CITY OF DELAND
REGULAR MEETING OF THE CITY COMMISSION
SEPTEMBER 6, 2023 AT 7:00 PM
CITY HALL, COMMISSION CHAMBERS
120 SOUTH FLORIDA AVENUE

AGENDA

CALL TO ORDER

INVOCATION-Pastor Wendell Raulerson, Greater Bethlehem Missionary Baptist Church

PLEDGE OF ALLEGIANCE

ROLL CALL

PUBLIC HEARING

1. Resolution Approving FY 2023-2024 Tentative Millage Rate.

First public hearing establishing a tentative operating millage rate to support the FY 2023-2034 budget at 6.4841 mills. The tentative operating millage rate of 6.4841 mills is 7.62% above the rolled-back millage rate of 6.0252 mills.

2. Resolution Approving FY 2023-2024 Tentative Budget.

First public hearing on the tentative FY 2023-2024 budget. The tentative FY 2023-2024 budget for the General Fund is \$44,992,298, while City-wide is \$102,438,510 excluding the Spring Hill and Downtown CRA's or \$103,977,731 including the Spring Hill and Downtown CRA's.

PRESENTATIONS

1. Presentation re Certificates of Participation, Employees' Kids Art.
2. Presentation re Quarterly Financial Report for the Period Ending June 30, 2023.

CONSENT AGENDA

1. Resolution Approving the Support of Vision Zero Plan to Eliminate Traffic Fatalities and Severe Injuries.

Resolution supporting Vision Zero Plan to eliminate traffic fatalities and severe injuries.

2. Resolution Approving Procurement for Melching Field Repair.

Resolution authorizing emergency purchase for field repairs.

3. Resolution Approving FAA Grant Award for Airport West Apron Rehabilitation Construction Project.

Staff recommends that the City Commission gives the Mayor and City Attorney pre-approval to accept the FAA Grant Number 3-12-0019-029-2023, once we receive it from the FAA and also

approve the accompanying resolution authorizing the Major-Commissioner to execute the grant on behalf of the City of DeLand.

4. Consideration re Change Order No. 2, Construction of T-Hangars and Box Hanger Facilities.

Staff recommends that the City Commission approve the Change order No. 2 to Crunch Construction in the amount of \$ 18,340.50.

5. Consideration re Utility Service Agreement and Fair Share Agreement for Spring Garden Townhomes Subdivision.

Staff recommends that the City Commission approve the Utility Service Agreement and Fair Share Agreement for the Spring Garden Townhomes.

6. Consideration re Utility Service Agreement for Otter Self Storage.

Staff recommends that the City Commission approve the Utility Service Agreement for the Otter Self Storage project.

7. Consideration re Request to Terminate Valencia Construction Group's Contract, Greenway Trail North Extension.

Staff recommend that the Commission:

1. Terminate Valencia Construction Group, Inc.'s contract to construct the Greenway Trail North Extension for convenience.
2. Authorize Staff to negotiate compensation for services prior to termination, subject to approval by the City Manager and the City Attorney.
3. Authorize Staff to start negotiation with the second lowest bidder, GPS Construction, as soon as possible.

8. Consideration re 2023 Tax Abatement for Total Renal Laboratories, Inc.

Consideration re approval of tax abatement for Tax Year 2023 for Total Renal Laboratories, Inc.

9. Consideration re Recommended Final Ranking of the Civil and Transportation Engineering, Final Plat and Site Plan Review Services Consultants.

Staff recommends that the City Commission approve the recommended final ranking of: Civil Engineering consultants in the order which follows: (1) CPH (2) Freese & Nichols, (3) Zev Cohen & Associates, and (4) EXP and authorize staff to begin negotiations with the top two ranked firms, CPH and Freese & Nichols.

Transportation Engineering Consultants in the order which follows: (1) LTG Engineering & Planning, and (2) CPH and authorize staff to begin negotiations with the top ranked firm, LTG Engineering & Planning and authorize staff to begin negotiations with the top ranked firm, LTG Engineering & Planning.

Site Plan Review Consultants in the order which follows: (1) CPH, and (2) Zev Cohen & Associates and authorize staff to begin negotiations with the top ranked firm, CPH.

And authorize staff to begin negotiations with Final Plat Review top ranked firm, CPH.

PETITIONS AND REQUESTS FROM THE PUBLIC PRESENT

OLD BUSINESS

1. Second Reading of Ordinance No. 2023-16, Amending Chapter 30 Related to Utilities.

Ordinance making housekeeping updates to the utility ordinance.

NEW BUSINESS

1. Update re Muddog Festival.

Update re the Muddog Festival.

CITY MANAGER REPORT

CITY ATTORNEY REPORT

CITY CLERK REPORT

CITY COMMISSION

ADJOURNMENT

The DeLand City Commission holds its regular meetings on the first and third Mondays of each month at 7:00 p.m. in the DeLand City Commission Chambers, 120 South Florida Avenue, DeLand. Notice of special meetings, workshops, changes in dates, times or locations are provided by separate Public Notices, which are posted at City Hall and on the City's web site.

The City of DeLand may take action on any matter during this meeting, including items that are not set forth within this agenda.

Public participation is encouraged on any matter on the agenda. If you desire to be recognized by the Mayor, please fill out a Speaker's Card and present it to the City Clerk.

Minutes of the DeLand City Commission meetings are not transcribed verbatim. If any person decides to appeal a decision made by the City Commission with respect to any matter considered at a public meeting or hearing, he/she will need a record of the proceedings including all testimony and evidence upon which the appeal is to be based. To that end, such person will want to ensure that a verbatim record of the proceedings is made by a court reporter, at the person's own expense.

In accordance with the American Disabilities Act, persons needing a special accommodation in order to participate in the proceedings should notify the City Clerk's Office at least 48 hours in advance of the meeting: 626-7132.

Assisted Listening System receivers are available for the hearing impaired, and can be obtained from the City Clerk.

If you wish to obtain information regarding the City Commission's Agenda, please call the City Clerk's Office: 626-7132.

We respectfully request that all pagers and cell phones be turned OFF during City Commission meetings.

Electronic Information! City Commission agendas and short form minutes are now available on the City's web page: www.deland.org.

CITY OF DELAND
Request for Commission Action
September 6, 2023

SUBJECT: Resolution Approving FY 2023-2024 Tentative Millage Rate.

DEPARTMENT: Finance

PREPARED BY: Daniel Stauffer, Finance Director

ATTACHMENTS: Resolution FY 23-24 Tentative Millage Rate

APPROVED BY: Michael Pleus, City Manager, August 28, 2023

SUMMARY/HIGHLIGHT:

This is the date set for the first public hearing on the tentative millage rate for the FY 2023-2024 budget. Notices were sent to all property owners by the Property Appraiser advising the date and time of this meeting and that an operating millage rate of 6.4841 will be considered by the City Commission for the 2023 tax year.

Since July budget workshops, staff identified corrections and other additional changes due to more accurate information received subsequent to the budget workshops. These changes are detailed in the corresponding budget agenda item included in this agenda. The net effect of the changes to the total General Fund budget does not change the tentative millage from the TRIM Millage of 6.4841.

A comparison of millage rates is provided below. The tentative operating millage rate of 6.4841 mills represents a 7.62% increase from the current year's rolled-back rate of 6.0252 mills.

	<u>FY 23</u>	<u>FY 24 Tentative</u>	<u>Net Change</u>
Operating Millage	6.5841	6.4841	-0.1000

After the public hearing, any changes to the FY 2023-2024 budget the City Commission would like to make should be directed to staff so they may be incorporated in the advertisement of the City Commissioner's intent to adopt a budget and in the presentation for final consideration on September 18, 2023.

STRATEGIC PLAN FOCUS AREA/ACTION STEP:

N/A

SUSTAINABILITY:

N/A

FISCAL IMPACT:

The FY 2023-2024 budget is in balance and establishes the programs and services the City will provide next fiscal year.

RECOMMENDATION:

Staff recommends the City Commission adopt the Resolution setting the tentative operating millage rate at 6.4841 mills for the FY 2023-2024 budget. The tentative operating millage rate of 6.4841 mills is 7.62% above the rolled-back millage rate of 6.0252 mills.

BACKGROUND/DISCUSSION:

There are two public hearings, September 6, 2023 and September 18, 2023, scheduled for the City Commission to modify and ultimately adopt the budget for FY 2023-2024. At either of these public hearings, the City Commission may reduce the operating millage, but increasing the rate will require notification to all property owners and will require an additional public hearing. The millage rate established by the City Commission at this meeting will be the rate advertised for the September 18th public hearing.

RESOLUTION NO. 2023 -

**A RESOLUTION OF THE CITY COMMISSION OF DELAND, FLORIDA,
ADOPTING A TENTATIVE MILLAGE RATE FOR FISCAL YEAR 2023-24 AND
PROVIDING AN EFFECTIVE DATE.**

WHEREAS, the City of DeLand is required by Florida Statute Section 200.065(2) to adopt a Resolution setting the millage rate to be levied; and

WHEREAS, the Statute further requires that the Resolution shall state the percent, if any, by which the millage rate to be levied exceeds the rolled-back rate as computed by the Office of the Property Appraiser of Volusia County; and

WHEREAS, the City Commission of the City of DeLand does intend to adopt a tentative operating millage rate of 6.4841 mills which is 7.62% more than the current year rolled-back rate of 6.0252 mills; and

WHEREAS, a tentative budget hearing on the millage rate has been scheduled for 7:00 p.m. at City Hall on September 6, 2023, and the final public hearing has been scheduled for 7:00 p.m. at City Hall on September 18, 2023; and

WHEREAS, it is necessary for the City to approve and adopt its tentative millage rate for the fiscal year 2023-24;

NOW, THEREFORE, BE IT RESOLVED BY THE COMMISSION OF THE CITY OF DELAND:

Section 1. The City Commission of the City of DeLand hereby adopts a 6.4841 tentative operating millage rate.

Section 2. The City Commission hereby finds and declares that the operating millage rate adopted by this Resolution is more than the current year rolled-back rate by 7.62%.

Section 3. Any resolution or part of resolution in conflict herewith is hereby repealed.

Section 4. This Resolution shall become effective upon its adoption.

PASSED AND DULY ADOPTED this 6th day of September 2023.

Christopher M. Cloudman
Mayor - Commissioner

ATTEST:

Julie A. Hennessy
City Clerk – Auditor

APPROVED IN FORM AND LEGALITY:

Darren J. Elkind
City Attorney

CITY OF DELAND
Request for Commission Action
September 6, 2023

SUBJECT: Resolution Approving FY 2023-2024 Tentative Budget.

DEPARTMENT: Finance

PREPARED BY: Daniel Stauffer, Finance Director

ATTACHMENTS: Resolution, Attachment A FY 23-24 , FY 23-24 Summary of Budget Adjustments

APPROVED BY: Michael Pleus, City Manager, August 28, 2023

SUMMARY/HIGHLIGHT:

This is the date set for the first public hearing on the tentative fiscal year 2023-2024 budget. Notices were sent to all property owners by the Property Appraiser advising the date and time of this meeting.

At the July budget workshops, the City Commission approved the addition of a few items to be included and the removal of a few items to be excluded from the FY 23-24 budget. Since the July budget workshops, staff has identified corrections or other additional changes due to more accurate information received subsequent to the budget workshops. These changes are detailed in an attached summary and further discussed in the background section below. The net effect of the changes to the total General Fund is a reduction of \$1,900,757 from what was originally presented in the proposed budget and during the budget workshops in July 2023.

After the public hearing, any changes to the FY 2023-2024 budget the City Commission would like to make should be directed to staff so they may be incorporated into the advertisement of the City Commission's intent to adopt a budget and in the presentation for final consideration on September 18, 2023.

STRATEGIC PLAN FOCUS AREA/ACTION STEP:

N/A

SUSTAINABILITY:

N/A

FISCAL IMPACT:

The FY 2023-2024 budget is in balance and establishes the programs and services the City will provide next fiscal year.

RECOMMENDATION:

Staff recommends the City Commission adopt the Resolution establishing the tentative budget for fiscal year 2023-2024.

BACKGROUND/DISCUSSION:

There are two public hearings, September 6, 2023 and September 18, 2023, scheduled for the City Commission to modify and ultimately adopt the budget for FY 2023-2024.

On June 17, 2011, the state legislature amended s. 166.241, F.S. adding the following language:

At a minimum, the adopted budget must show, for each fund, as required by law and sound financial practices, budgeted revenues and expenditures by organizational unit which are at least at the level of detail required for the annual financial report under s. 218.32(1).

Attachment "A" to the resolution adopting the tentative budget provides the information necessary to satisfy this requirement.

The following details the changes from the proposed budget to the tentative budget for the affected funds:

General Fund

The original proposed budget for the General Fund was \$46,893,055. At the July budget workshops, the City Commission approved increasing the budget \$857,703 for additional salary increases, \$16,837 for a new Administrative Services Intern, \$1,000 for a Commission Scholarship, and \$27,000 for additional Police Athletic League Funding.

Since the budget workshops, staff identified other budget changes including an increase in net personnel cost adjustments and corrections (\$28,714), mainly an increase in retirement contributions. Staff also identified an increase in operating cost adjustments and corrections (\$7,504) mainly related to increases in pavement management, professional services and rentals and leases . Transfers to the Capital Fund decreased \$2,074,444 due to funding projects in FY 2023. Reserve Contingency decreased \$814,946 mainly to fund the salary increases.

On the revenue side, Ad Valorem Taxes increased \$34,520 due to the increase in the taxable value from the pre-preliminary value to the preliminary value, as discussed at the budget workshop. Also discussed at the budget workshop, the City updated revenue estimates for the Local Business Tax (\$8,000). Since the budget workshops, the City received state revenue estimates which increased Communication Service Tax (\$102,928) and decreased State Sales Tax . However, staff believes that the updated estimate for State Sales Tax was too low. Using the City's estimates, staff decreased State Sales Tax by \$85,399 from it's original estimate, which is \$50,416 over the State's new revenue estimates. Staff believes the City's estimates are more in line with the current year's collections.

Contribution from the Water & Sewer Fund increased by \$4,892, Contribution from the Permits & Inspections Fund increased \$35,224, Contribution from the Airport Fund increased \$11,906, and Contribution from the Stormwater Fund increased \$11,616 all due to the increases in salaries that are partially paid for by other funds. The final tentative budget for the General Fund is now \$44,992,298.

Confiscated Trust Fund

The original proposed budget for the Confiscated Trust Fund was \$3,000. Staff has identified no changes, therefore, the final tentative budget remains the same.

Homeless Shelter Fund

The original proposed budget for the Homeless Shelter Fund was \$659,766. Staff has identified no changes, therefore, the final tentative budget remains the same.

Spring Hill CRA Fund

The original proposed budget for the Spring Hill CRA Fund was \$822,602. At the July budget workshops, the City Commission approved increasing the budget \$8,685 for additional salary increases. Ad Valorem Taxes decreased \$2,538 due to a decrease in the City's updated taxable value. To offset all of these changes, the

reserve contingency decreased by \$11,223. The final tentative budget for the Spring Hill CRA Fund is now \$820,064.

Governmental Impact Fee Trust (GIFT) Fund

The original proposed budget for the GIFT Fund was \$1,392,507. Since the budget workshops, staff has increased the allocation of a new computer for a new police officer (\$3,625). Staff has increased Police Impact Fees (\$68,287) and reduced Use of Reserves (\$64,662). The final tentative budget for the GIFT Fund is now \$1,396,132.

Downtown CRA Fund

The original proposed budget for the Downtown CRA Fund was \$713,903. Ad Valorem Taxes increased \$5,254 due to an increase in the City's updated taxable value. To offset this change, the reserve contingency increased by \$5,254. The final tentative budget for the Downtown CRA Fund is now \$719,157.

Grants & Special Revenue Fund

The original proposed budget for the Grants & Special Revenue Fund was \$335,304. Since the budget workshops, the City received a new ECHO Grant for ROW ADA Sidewalk Improvements (\$73,024). Also, the ECHO Grant for the new and replacement scoreboards at Chisholm increased by \$1,700. The final tentative budget for the Grants & Special Revenue Fund is now \$410,028.

Debt Service Fund

The original proposed budget for the Debt Service Fund was \$2,291,162. Staff has identified no changes; therefore, the final tentative budget remains the same.

Capital Fund

The original proposed budget for the Capital Fund was \$4,873,179. Since the budget workshops, staff moved the Engine Replacement 2007 Contender (\$736,776) and the Ladder Apparatus 75' Pierce Enforcer (\$1,288,603) into FY 2023. Staff moved the City Hall Parking Lot Sealing (\$50,000) from the Capital Fund to the General Fund. Staff identified an increase for the Axon In-Car Cameras (\$2,033). On the revenue side, Ad Valorem Taxes increased \$1,098 due to an increase in taxable value from pre-preliminary to preliminary. To offset all the changes, the transfer from the General Fund was decreased by \$2,074,444. The final tentative budget for the Capital Fund is now \$2,799,833.

Water & Sewer Fund

The original proposed budget for the Water & Sewer Fund was \$29,037,462. At the July budget workshops, the City Commission approved increasing the budget \$345,695 for additional salary increases. Since the budget workshops, staff identified an increase in operating cost adjustments and corrections (\$20,308) mainly related to an increase in chemical costs. A standby generator for Lift Station #34 (\$55,000) has been added that will be paid for by a CDBG Grant. Contribution to the General Fund increased \$4,892. These are offset by a decrease in reserve contingency (-\$370,895). The final tentative budget for the Water & Sewer Fund is now \$29,092,462.

Water Trust Fund

The original proposed budget for the Water Trust Fund was \$2,670,850. Staff identified no changes; therefore, the final tentative budget remains the same.

Wastewater Trust Fund

The original proposed budget for the Wastewater Trust Fund was \$1,800,000. Staff identified no changes; therefore, the final tentative budget remains the same.

Airport Fund

The original proposed budget for the Airport Fund was \$4,205,384. At the July budget workshops, the City Commission approved increasing the budget by \$20,154 for additional salary increases. Since the budget workshops, staff added budgets for T-Hangars Gutters (\$125,000), Design Taxiway E Lighting (\$100,000), Design Runway 5/23 Rehab (\$75,000) and the purchase of a new Schulte Batwing (\$47,396). Staff removed the Wildlife Fencing (\$1,390,000) and Maintenance Shop Paving (\$131,300). Grant revenue was decreased by \$1,129,200. Staff identified an increase in rental income (\$460). Contribution to the General Fund increased \$11,906 mainly due to allocations for increased salaries. To offset these changes, a decrease in the use of reserves (\$21,742) and a decrease in reserve contingency (\$8,638) were made. The final tentative budget for the Airport Fund is now \$3,054,902.

Refuse Fund

The original proposed budget for the Refuse Fund was \$5,160,000. Staff identified no changes; therefore, the final tentative budget remains the same.

Stormwater Fund

The original proposed budget for the Stormwater Fund was \$2,675,215. At the July budget workshops, the City Commission approved increasing the budget by \$56,573 for additional salary increases. Since the budget workshops, staff added Miscellaneous Citywide Pipelining Replacement (\$300,000) and removed the Wisconsin Avenue Pipeline Replacement (\$281,250). Contribution to the General Fund increased by \$11,616 mainly due to allocations for increase salaries. To offset these changes, a decrease in reserve contingency (\$34,123) and an increase in the use of reserves (\$52,816) were made. The final tentative budget for the Stormwater Fund is now \$2,728,031.

Permits & Inspections Fund

The original proposed budget for the Permits & Inspections Fund was \$3,761,595. At the July budget workshops, the City Commission approved increasing the budget by \$54,990 for additional salary increases. Contribution to the General Fund increased by \$35,224 mainly due to allocations for increased salaries. To offset these changes, a decrease in reserve contingency (\$48,104) and an increase in the use of reserves (\$42,110) were made. The final tentative budget for the Permits & Inspections Fund is now \$3,803,705.

Health Insurance Cost Containment (HICC) Fund

The original proposed budget for the HICC Fund was \$715,605. Staff has identified no changes; therefore, the final tentative budget remains the same.

Workers' Compensation Self Insurance Fund

The original proposed budget for the Workers' Compensation Self Insurance Fund was \$860,736. Staff has identified no changes; therefore, the final tentative budget remains the same.

RESOLUTION NO. 2023 -

**A RESOLUTION OF THE CITY COMMISSION OF DELAND,
FLORIDA, ADOPTING THE TENTATIVE BUDGET FOR THE
FISCAL YEAR 2023-24 AND PROVIDING AN EFFECTIVE DATE.**

WHEREAS, the City Commission of the City of DeLand, after holding several budget sessions and carefully considering the financial needs of the City of DeLand and the sources of revenue available to the City to meet such needs, is ready to adopt a tentative budget; and

WHEREAS, a public hearing to finalize the tentative budget was held on September 6, 2023; and

WHEREAS, it is necessary for the City to approve and adopt its budget for the fiscal year 2023-24; and

WHEREAS, the City Manager has recommended approval of the budget.

**NOW THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE
CITY OF DELAND:**

Section 1. The following budgets are hereby adopted: General Fund at \$44,992,298, Confiscated Trust Fund at \$3,000, Homelessness Fund at \$659,766, Governmental Impact Fees Trust Fund at \$1,396,132, Grants and Special Revenue Fund at \$410,028, Debt Service Fund at \$2,291,162, Capital Fund at \$2,799,833, Water and Sewer Revenue Fund at \$29,092,462, Water Trust Fund at \$2,670,850, Wastewater Trust Fund at \$1,800,000, Airport Fund at \$3,054,902, Refuse Collection Fund at \$5,160,000, Stormwater Fund at \$2,728,031, Permits and Inspections Fund at \$3,803,705, Health Insurance Cost Containment Fund at \$715,605, and Workers Compensation Self-Insurance Fund \$860,736 for fiscal year 2023-24 as detailed on Attachment 'A', in accordance with Section 166.241, Florida Statutes.

Section 2. Any resolution or part of a resolution in conflict herewith is hereby repealed.

Section 3. This resolution shall become effective immediately upon its adoption.

PASSED AND DULY ADOPTED this 6th day of September 2023.

Christopher M. Cloudman
Mayor - Commissioner

ATTEST:

Julie A. Hennessy
City Clerk - Auditor

APPROVED AS TO FORM AND LEGALITY:

Darren J. Elkind
City Attorney

ATTACHMENT 'A'

Account Code	Revenue Description	General	Special Revenue	Debt Service	Capital Projects	Enterprise	Internal Service	Total
311.000	Ad Valorem Taxes	17,640,976	-	-	560,491	-	-	18,201,467
312.410	First Local Option Gas Tax	400,587	-	-	-	-	-	400,587
312.430	Second Local Option Gas Tax	-	300,004	-	-	-	-	300,004
312.510	Fire Insurance Premium Tax (Firefighters' Pension)	200,423	-	-	-	-	-	200,423
312.520	Casualty Insurance Premium Tax (Police Officers' Retirement)	265,900	-	-	-	-	-	265,900
314.100	Utility Service Tax - Electricity	4,191,569	-	-	-	-	-	4,191,569
314.300	Utility Service Tax - Water	980,456	-	-	-	-	-	980,456
314.400	Utility Service Tax - Gas	193,389	-	-	-	-	-	193,389
314.800	Utility Service Tax - Propane	49,250	-	-	-	-	-	49,250
315.100	State Communications Service Tax (Chapter 202)	1,036,394	-	-	-	-	-	1,036,394
316.000	Local Business Tax (Chapter 205)	258,000	-	-	-	-	-	258,000
322.000	Building Permits	-	-	-	-	1,813,854	-	1,813,854
322.900	Permits - Other	-	-	-	-	5,000	-	5,000
323.100	Franchise Fee - Electricity	3,613,685	-	-	-	-	-	3,613,685
323.400	Franchise Fee - Gas	135,000	-	-	-	-	-	135,000
323.700	Franchise Fee - Solid Waste	521,620	-	-	-	-	-	521,620
324.110	Impact Fees - Residential - Public Safety	-	280,041	-	-	-	-	280,041
324.120	Impact Fees - Commercial - Public Safety	-	15,000	-	-	-	-	15,000
324.210	Impact Fees - Residential - Physical Environment	-	-	-	-	3,400,000	-	3,400,000
324.610	Impact Fees - Residential - Culture/Recreation	-	890,091	-	-	-	-	890,091
324.910	Impact Fees - Residential - Other	-	211,000	-	-	-	-	211,000
325.200	Special Assessments - Charges for Public Services	18,820	-	-	-	-	-	18,820
329.500	Other Permits, Fees & Special Assessments	31,600	-	-	-	5,000	-	36,600
331.200	Federal Grant - Public Safety	65,000	-	-	-	-	-	65,000
331.500	Federal Grant - Economic Environment	-	85,024	-	-	55,000	-	140,024
335.125	State Revenue Sharing - Proceeds	1,873,277	-	-	-	-	-	1,873,277
335.140	State Revenue Sharing - Mobile Home Licenses	22,500	-	-	-	-	-	22,500
335.150	State Revenue Sharing - Alcoholic Beverage Licenses	29,000	-	-	-	-	-	29,000
335.180	State Revenue Sharing - Local Government Half-Cent Sales Tax	2,748,818	-	-	-	-	-	2,748,818
335.210	State Revenue Sharing - Firefighter Supplemental Comp	14,040	-	-	-	-	-	14,040
335.230	State Revenue Sharing - Emergency Management Assistance	-	-	-	-	-	-	-
335.450	State Revenue Sharing - Fuel Tax Refunds and Credits	30,000	-	-	-	-	-	30,000
337.700	Local Government Unit Grant - Culture/Recreation	-	-	-	-	-	-	-
338.000	Shared Revenue From Other Local Units	36,000	-	-	-	-	-	36,000
339.000	Payments From Other Local Units In Lieu Of Taxes	84,325	-	-	-	-	-	84,325
341.200	Internal Service Fund Fees and Charges	-	-	-	-	-	1,576,341	1,576,341
341.300	Administrative Service Fees	10,500	-	-	-	205,000	-	215,500
342.100	Service Charge - Law Enforcement Services	161,397	-	-	-	-	-	161,397
342.200	Service Charge - Fire Protection	15,500	-	-	-	-	-	15,500
342.500	Service Charge - Protective Inspection Fees	25,000	-	-	-	35,000	-	60,000
342.900	Service Charge - Other Public Safety Charges and Fees	10,000	-	-	-	-	-	10,000

ATTACHMENT 'A'

Account Code	Revenue Description	General	Special Revenue	Debt Service	Capital Projects	Enterprise	Internal Service	Total
343.300	Service Charge - Water Utility	-	-	-	-	14,135,830	-	14,135,830
343.400	Service Charge - Garbage/Solid Waste	-	-	-	-	5,160,000	-	5,160,000
343.500	Service Charge - Sewer/Wastewater Utility	-	-	-	-	13,349,638	-	13,349,638
343.600	Service Charge - Water/Sewer Combination Utility	-	-	-	-	36,641	-	36,641
343.700	Service Charge - Conservation and Resource Management	-	25,000	-	-	-	-	25,000
343.900	Service Charge - Other Physical Environment Charges	1,500	-	-	-	2,555,000	-	2,556,500
347.200	Service Charge - Parks and Recreation	103,500	-	-	-	-	-	103,500
347.400	Service Charge - Special Events	150,000	-	-	-	-	-	150,000
347.500	Service Charge - Special Recreation Facilities	314,000	-	-	-	-	-	314,000
349.000	Other Charges for Services	290,000	-	-	-	413,853	-	703,853
351.900	Judgment and Fines - Other	75,000	-	-	-	-	-	75,000
356.000	State Fines & Forfeits	-	3,000	-	-	-	-	3,000
359.000	Other Judgments, Fines and Forfeits	35,000	-	-	-	-	-	35,000
361.100	Interest	400,000	-	-	-	700,000	-	1,100,000
362.000	Rents and Royalties	190,000	-	-	-	1,872,902	-	2,062,902
364.000	Disposition of Fixed Assets	5,000	-	-	-	-	-	5,000
366.000	Contributions and donations from Private Sources	19,500	109,766	-	-	-	-	129,266
369.900	Other Miscellaneous Revenues	454,714	-	-	-	135,000	-	589,714
380.000	Other Sources	2,442,550	-	-	-	3,176,232	-	5,618,782
381.000	Inter-Fund Group Transfers In	3,524,832	550,000	2,291,162	2,239,342	-	-	8,605,336
382.000	Contributions from Enterprise Operations	2,323,676	-	-	-	116,000	-	2,439,676
384.000	Debt Proceeds	-	-	-	-	-	-	-
388.100	Sale of General Capital Assets	-	-	-	-	3,000	-	3,000
389.200	Proprietary - Federal Grants and Donations	-	-	-	-	540,000	-	540,000
389.300	Proprietary - State Grants and Donations	-	-	-	-	597,000	-	597,000
Total FY 2023-2024 Revenues		44,992,298	2,468,926	2,291,162	2,799,833	48,309,950	1,576,341	102,438,510

ATTACHMENT 'A'

Account Code	Expenditure Description	General	Special Revenue	Debt Service	Capital Projects	Enterprise	Internal Service	Total
511	Legislative	155,948	-	-	-	-	-	155,948
512	Executive	831,931	-	-	-	-	-	831,931
513	Financial and Administrative	4,295,553	-	-	310,580	-	1,480,136	6,086,269
514	Legal counsel	541,965	-	-	-	-	-	541,965
515	Comprehensive Planning	1,031,566	-	-	-	-	-	1,031,566
517	Debt Service Payments	-	-	2,291,162	-	-	-	2,291,162
519	Other General Governmental Services	3,128,139	-	-	61,794	-	-	3,189,933
521	Law Enforcement	12,553,751	86,287	-	604,318	-	-	13,244,356
522	Fire Control	9,246,565	-	-	655,315	-	-	9,901,880
524	Protective Inspections	114,289	-	-	-	2,989,691	-	3,103,980
533	Water Utility Services	-	-	-	-	10,569,530	-	10,569,530
534	Garbage/Solid Waste Control Services	-	-	-	-	5,060,000	-	5,060,000
535	Sewer/Wastewater Services	-	-	-	-	12,201,205	-	12,201,205
536	Water-Sewer Combination Services	-	-	-	-	4,840,945	-	4,840,945
538	Flood Control/Stormwater Management	-	-	-	-	2,391,807	-	2,391,807
539	Other Physical Environment	1,738,421	25,000	-	271,248	2,249,576	-	4,284,245
541	Road and Street Facilities	2,400,391	373,028	-	101,032	-	-	2,874,451
542	Airports	-	-	-	-	2,449,119	-	2,449,119
549	Other Transportation Systems/Services	18,626	-	-	-	-	-	18,626
552	Industry Development	414,327	-	-	-	-	-	414,327
569	Other Human Services	-	659,766	-	-	-	-	659,766
572	Parks and Recreation	4,199,781	12,000	-	795,546	-	-	5,007,327
573	Cultural Services	13,993	-	-	-	-	-	13,993
574	Special Events	201,300	-	-	-	-	-	201,300
575	Special Recreation Facilities	159,296	-	-	-	-	-	159,296
579	Other Culture/Recreation	41,021	-	-	-	-	-	41,021
581	Inter-Fund Group Transfers Out	3,905,435	1,312,845	-	-	5,558,077	96,205	10,872,562
Total FY 2023-2024 Expenditures		44,992,298	2,468,926	2,291,162	2,799,833	48,309,950	1,576,341	102,438,510

FY 23-24 Summary of Budget Adjustments

	General Fund	Spring Hill CRA	GIFT Fund	Downtown CRA	Grants & Special Revenue	Capital Fund	Water & Sewer	Airport Fund	Stormwater Fund	Permits & Inspections	Total
REVENUES											
As presented in the Proposed Budget	46,893,055	822,602	1,392,507	713,903	335,304	4,873,179	29,037,462	4,205,384	2,675,215	3,761,595	108,871,325
Increased (Decreased) Ad Valorem Taxes	34,520	(2,538)		5,254		1,098					38,334
Increased Other Taxes (Communication Service Tax)	102,928										102,928
Increased Permits, Fees & Special Assessments (Local Business Tax)	8,000										8,000
Increased Permits, Fees & Special Assessments (Police Impact Fees)			68,287								68,287
Decreased Intergovernmental Revenue (State Sales Tax)	(85,399)										(85,399)
Increased (Decreased) Intergovernmental Revenue (CDBG, ECHO Grants)					74,724		55,000	(1,129,200)			(999,476)
Increased Misc Revenue (Rentals - Non Aviation)								460			460
Increased (Decreased) Transfers from Other Funds	63,638					(2,074,444)					(2,010,806)
Increased (Decreased) Use of Reserves	(2,024,444)		(64,662)					(21,742)	52,816	42,110	(2,015,922)
Total Revenue	44,992,298	820,064	1,396,132	719,157	410,028	2,799,833	29,092,462	3,054,902	2,728,031	3,803,705	103,977,731
EXPENDITURES											
As presented in the Proposed Budget	46,893,055	822,602	1,392,507	713,903	335,304	4,873,179	29,037,462	4,205,384	2,675,215	3,761,595	108,871,325
Net Personnel Adjustments / Corrections	903,254	8,685					345,695	20,154	56,573	54,990	1,389,351
Net Operating Adjustments / Corrections (Power, Supplies, etc)	35,379						20,308				55,687
Increased Operating - City Hall Parking Lot Seal Coating	50,000										50,000
Increased Operating - New Computer for PD			3,625								3,625
Increased Capital Outlay - ADA Improvements					73,024						73,024
Increased Capital Outlay - New & Upgrade Scoreboards at Chisholm					1,700						1,700
Decreased Capital Outlay - City Hall Parking Lot Sealing						(50,000)					(50,000)
Increased Capital Outlay - Axon In-Car Cameras						2,033					2,033
Decreased Capital Outlay - Engine Replacement 2007 Contender						(736,776)					(736,776)
Decreased Capital Outlay - Ladder Apparatus 75' Pierce Enforcer						(1,288,603)					(1,288,603)
Increased Capital Outlay - Standby Generator for L/S #34							55,000				55,000
Decreased Capital Outlay - Wildlife Fencing								(1,390,000)			(1,390,000)
Decreased Capital Outlay - Maintenance Shop Paving								(131,300)			(131,300)
Increased Capital Outlay - T-Hangars Gutters								125,000			125,000
Increased Capital Outlay - Design Taxiway E Lighting								100,000			100,000
Increased Capital Outlay - Design Runway 5/23 Rehab								75,000			75,000
Increased Capital Outlay - New Schulte Batwing								47,396			47,396
Increased Capital Outlay - Misc City Wide Pipelining Replacement									300,000		300,000
Decreased Capital Outlay - Wisconsin Ave Pipeline Replacement									(281,250)		(281,250)
Increased (Decreased) Transfers to Other Funds	(2,074,444)						4,892	11,906	11,616	35,224	(2,010,806)
Increased (Decreased) Reserve Contingency	(814,946)	(11,223)		5,254			(370,895)	(8,638)	(34,123)	(48,104)	(1,282,675)
Total Expenditures	44,992,298	820,064	1,396,132	719,157	410,028	2,799,833	29,092,462	3,054,902	2,728,031	3,803,705	103,977,731

FY 23-24 Summary of Budget Adjustments

	General Fund	Spring Hill CRA	GIFT Fund	Downtown CRA	Grants & Special Revenue	Capital Fund	Water & Sewer	Airport Fund	Stormwater Fund	Permits & Inspections	Total
REVENUES											
As presented in the Proposed Budget	46,893,055	822,602	1,392,507	713,903	335,304	4,873,179	29,037,462	4,205,384	2,675,215	3,761,595	108,871,325
<i>Commission Approved Adjustments from July Workshops</i>											
Increased (Decreased) Ad Valorem Taxes	34,520	(2,538)		5,254		1,098					38,334
Increased Permits, Fees & Special Assessments (Local Business Tax)	8,000										8,000
<i>Adjustments after July Workshops</i>											
Increased Other Taxes (Communication Service Tax)	102,928										102,928
Increased Permits, Fees & Special Assessments (Police Impact Fees)			68,287								68,287
Decreased Intergovernmental Revenue (State Sales Tax)	(85,399)										(85,399)
Increased (Decreased) Intergovernmental Revenue (CDBG, ECHO Grants)					74,724		55,000	(1,129,200)			(999,476)
Increased Misc Revenue (Rentals - Non Aviation)								460			460
Increased (Decreased) Transfers from Other Funds	63,638					(2,074,444)					(2,010,806)
Increased (Decreased) Use of Reserves	(2,024,444)		(64,662)					(21,742)	52,816	42,110	(2,015,922)
Total Revenue	44,992,298	820,064	1,396,132	719,157	410,028	2,799,833	29,092,462	3,054,902	2,728,031	3,803,705	103,977,731
EXPENDITURES											
As presented in the Proposed Budget	46,893,055	822,602	1,392,507	713,903	335,304	4,873,179	29,037,462	4,205,384	2,675,215	3,761,595	108,871,325
<i>Commission Approved Adjustments from July Workshops</i>											
Personnel Additions	874,540	8,685					345,695	20,154	56,573	54,990	1,360,637
Increased Operating - Commission Scholarship and PAL	28,000										28,000
Decreased Operating - Delta Sigma Theta	(125)										(125)
Decreased Reserve Contingency	(814,946)	(5,489)					(286,591)	(5,790)	(34,123)	(48,104)	(1,195,043)
<i>Adjustments after July Workshops</i>											
Net Personnel Adjustments / Corrections	28,714										28,714
Net Operating Adjustments / Corrections (Power, Supplies, etc)	7,504						20,308				27,812
Increased Operating - City Hall Parking Lot Seal Coating	50,000										50,000
Increased Operating - New Computer for PD			3,625								3,625
Increased Capital Outlay - ADA Improvements					73,024						73,024
Increased Capital Outlay - New & Upgrade Scoreboards at Chisholm					1,700						1,700
Increased Capital Outlay - City Hall Parking Lot Sealing						(50,000)					(50,000)
Increased Capital Outlay - Axon In-Car Cameras						2,033					2,033
Decreased Capital Outlay - Engine Replacement 2007 Contender						(736,776)					(736,776)
Decreased Capital Outlay - Ladder Apparatus 75' Pierce Enforcer						(1,288,603)					(1,288,603)
Increased Capital Outlay - Standby Generator for L/S #34							55,000				55,000
Decreased Capital Outlay - Wildlife Fencing								(1,390,000)			(1,390,000)
Decreased Capital Outlay - Maintenance Shop Paving								(131,300)			(131,300)
Increased Capital Outlay - T-Hangars Gutters								125,000			125,000
Increased Capital Outlay - Design Taxiway E Lighting								100,000			100,000
Increased Capital Outlay - Design Runway 5/23 Rehab								75,000			75,000
Increased Capital Outlay - New Schulte Batwing								47,396			47,396
Increased Capital Outlay - Misc City Wide Pipelining Replacement									300,000		300,000
Decreased Capital Outlay - Wisconsin Ave Pipeline Replacement									(281,250)		(281,250)
Increased (Decreased) Transfers to Other Funds	(2,074,444)						4,892	11,906	11,616	35,224	(2,010,806)
Increased (Decreased) Reserve Contingency		(5,734)		5,254			(84,304)	(2,848)			(87,632)
Total Expenditures	44,992,298	820,064	1,396,132	719,157	410,028	2,799,833	29,092,462	3,054,902	2,728,031	3,803,705	103,977,731

CITY OF DELAND
Request for Commission Action
September 6, 2023

SUBJECT: Presentation re Quarterly Financial Report for the Period Ending June 30, 2023.

DEPARTMENT: Finance

PREPARED BY: Heidi Vanetten, Asst. Finance Director

ATTACHMENTS: Quarterly Financial Report 06-30-23

APPROVED BY: Michael Pleus, City Manager, August 28, 2023

SUMMARY/HIGHLIGHT:

Attached is a copy of the City's Quarterly Financial Report for the quarter ended June 30, 2023. The Quarterly Financial Report is a supplemental report intended to provide information regarding the financial position of each fund and includes a review of balance sheets and schedules on revenues and expenditures.

The Quarterly Financial Report is an attempt to bring to you a concise and readable interim report, and is not a substitute for the Annual Comprehensive Financial Report issued at the end of each fiscal year after the independent audit of the City's financial records. This Quarterly Financial Report covers nine months of the fiscal year, a representation of seventy-five percent of the year. A brief presentation will be made regarding the financial position of each of the major funds of the City.

STRATEGIC PLAN FOCUS AREA/ACTION STEP:

N/A

SUSTAINABILITY:

N/A

FISCAL IMPACT:

N/A

RECOMMENDATION:

Staff recommends the City Commission acknowledge acceptance of the Quarterly Financial Report as presented.

BACKGROUND/DISCUSSION:

General Fund - Revenues of the General Fund are \$34,106,497 as of June 30, 2023 and represent 86% of revenues budgeted exclusive of those revenues considered non-revenues.

Property taxes are 101% realized due to the fact that the majority of property owners avail themselves of the discounts associated with paying their property taxes before the due date. This is compared to the same quarter last year which was at 102% realized property tax revenue. Other taxes include 1st Local Option Gas tax at 79% realized while Fire and Casualty Insurance Premium taxes are both at 0% realized due to timing of payments which come later in the fiscal year. Permits, Fees and Special Assessments are 98% realized mainly

due to Local Business Taxes that are collected early in the fiscal year. Operating grants include \$31,958 for VOCA and HIDTA police grants and \$127,071 of FEMA revenue collected for COVID-19 expenses spent in prior fiscal years. Hurricane Ian revenues will be realized once projects are obligated by FEMA. Other significant revenues are within expected ranges.

General Fund expenditures are at 66% of budgeted funds as of June 30, 2023. Expenditures by category as a percent of appropriated funds are personnel 67%, operating 68%, grants and aid 8%, contingencies 0%, and transfers to other funds 64%.

Contingencies include planned savings of \$200,000 for the Hurricane Reserve and \$12,500 for the Sanborn Center Reserve.

Undesignated Fund Balance - The City will manage its fiscal resources to ensure funding for the operation of the City is not disrupted. A reserve equivalent to two months' operating needs shall be maintained in the General Fund. The funds available for this reserve are estimated to be \$6,815,197 which represents a reserve surplus of \$102,413 above the required two-month Undesignated Reserve of \$6,712,785 at June 30, 2023.

Confiscated Trust Fund - Confiscated Trust Fund revenues are \$30,086 or 1003% of budget, while expenditures are \$0 or 0% of budget as of June 30, 2023.

Homeless Shelter Fund - Revenues of the Homeless Shelter Fund are \$129,070 as of June 30, 2023 and represent 34% of revenues budgeted. Revenues include \$37,500 or 75% of budgeted transfers from the General Fund. Expenditures are at \$464,180 or 71% as of June 30, 2023.

Spring Hill Community Redevelopment Trust Fund - Revenues realized at June 30, 2023 are \$758,940, which represents 99% of revenues budgeted. Revenues from all taxing agencies have been billed.

Spring Hill Community Redevelopment Trust Fund expenditures are \$187,127 or 52% of budgeted funds as of June 30, 2023. Expenditures by category as a percentage of appropriated funds are personnel 48%, operating 54%, grants and aid 0%, contingencies 0% and transfers to other funds 77%.

Governmental Impact Fees Trust Fund - Revenues realized at June 30, 2023 are \$1,640,342, which represents 125% of revenues budgeted. The Governmental Impact Fees Trust Fund was established to budget and account for projects using revenue collected from Police, Fire, Parks and Recreation, and General Government Building Impact Fees paid for by new construction.

Governmental Impact Fees Trust Fund expenditures are \$914,087 or 47% of budgeted funds as of June 30, 2023. 91% of budgeted expenditures are transfers to other funds.

Downtown Community Redevelopment Trust Fund - Revenues realized at June 30, 2023 are \$733,513, which represents 52% of the budget. Revenues from all taxing agencies have been billed while debt proceeds for the Voorhis Avenue Streetscape project have not been recognized to date.

Downtown Community Redevelopment Trust Fund expenditures are at 18% of budgeted funds as of June 30, 2023. Expenditures by category as a percentage of appropriated funds are operating 69%, capital outlay 0%, grants and aid 0%, contingencies 0% and transfers to other funds 31%.

Grant & Special Revenues Fund - Revenues realized at June 30, 2023 are \$6,310,537, which represents 47% of the budget. The Grant & Special Revenues Fund was established to budget and account for all capital projects and expenditures relating to grants which fund non-payroll operating expenses. As of June 30, 2023, \$4,314,791 or 79% was transferred from other funds mainly due to General Fund transfers of tree reserve balances (\$1,665,135) and Melching Field Improvements (\$2,569,138).

The Grant & Special Revenues Fund expenditures are at 46% of budgeted funds as of June 30, 2023. Expenditures in this fund are based on the timing of projects and will not always follow the normal benchmarks each quarter.

Debt Service Fund - Revenues for this fund consists of transfers from other funds used to pay debt payments for the current fiscal year. As of June 30, 2023, \$1,577,231 has been transferred, which represents 65% of the budget. Likewise, expenditures are at 65% as of June 30, 2023.

Capital Projects Fund - Revenues for this fund are \$2,123,616 or 23% of budgeted funds. Revenue includes .2 mills of advalorem taxes dedicated for capital expenses, debt proceeds, and transfers from other funds which are recognized when expenses are incurred for each project and will not always follow normal benchmarks for the quarter. Capital Projects Fund expenditures are \$1,359,965 or 15% of budgeted funds as of June 30, 2023.

Water & Sewer Fund - Revenues realized at June 30, 2023 are \$22,939,761, representing 84% of the budget for this year. Budgeted debt proceeds include State Revolving Loan funds for the construction of a new Waste Water treatment plant. An SRF funding agreement will be presented at an upcoming commission meeting.

Water & Sewer Fund expenditures are \$19,445,187 or 21% of budgeted funds as of June 30, 2023. Expenditures by category as a percentage of appropriated funds are personnel 67%, operating 68%, capital outlay 7%, services provided by the general government 75%, contingencies 0% and transfers to other funds 38%.

Water & Sewer Undesignated Reserves - The City will manage its fiscal resources to ensure funding for the operation of the City is not disrupted. A reserve equivalent to three month's operating needs shall be maintained in the Water & Sewer Fund. The funds available for this reserve are estimated to be \$6,441,151, which represents a reserve surplus of \$1,134,808 above the required three-month Undesignated Reserve of \$5,306,343 at June 30, 2023.

Municipal Airport Fund - Revenues realized at June 30, 2023 are \$2,936,807, which represents 30% of the budget. As of June 30, 2023, 10% of Federal or State grant monies have been received because grant related projects are either in their very early stages or have not started yet.

Municipal Airport Fund expenditures are \$3,090,799 or 28% of budgeted funds as of June 30, 2023. Expenditures by category as a percentage of appropriated funds are personnel 69%, operating 47%, capital outlay 23%, services provided by the general government 75%, and transfers to other funds 26%.

Refuse Collection Fund - Revenues realized at June 30, 2023 are \$3,862,726, which represents 93% of the budget. Refuse Collection Fund expenditures are at \$3,727,186 or 90% of budgeted funds as of June 30, 2023. This includes the contractual payments made to our solid waste hauler.

Stormwater Fund - Revenues realized at June 30, 2023 are \$1,969,230, which represents 86% of budgeted revenues. In addition to billing stormwater fees monthly for property within the City limits to owners of property that have separate water/sewer accounts, an annual stormwater fee is billed at the end of each calendar year for property within the City limits to owners of property that is leased or developed parcels that do not have separate water/sewer accounts.

Stormwater Fund expenditures are \$1,198,483 or 33% of budgeted funds as of June 30, 2023. Expenditures by category as a percentage of appropriated funds are personnel 56%, operating 46%, capital outlay 11%, services provided by the general government 75% and transfers to other funds 50%.

Permits & Inspections Fund - Revenues realized at June 30, 2023 are \$2,399,712, which represents 115% of the

budget. Permits & Inspections Fund expenditures are \$2,276,431 or 60% of budgeted funds as of June 30, 2023. Expenditures by category as a percentage of appropriated funds are personnel 63%, operating 64%, capital outlay 16%, services provided by the general government 79% and transfers to other funds 19%.

Cash Management - The investments held by the City at June 30, 2023 have a book value of \$40,145,218, a par value of \$40,165,000 and a market value of \$36,661,454. The blended rate of return as of June 30, 2023 was 0.83% with a weighted average maturity for the portfolio of 2.19. The Investment Policy sets a performance measurement for the City's portfolio with the objective of exceeding the average return on three-month US Treasury Bills or the average rate on federal funds, whichever is higher. The average return on three-month US Treasury Bills was 5.16%, while the average rate on federal funds was 5.08%. As of June 30, 2023, the City has an unrealized loss of \$3,483,764.

At June 30, 2023, 67% of the City's portfolio was in liquid assets (cash and commercial paper). The primary liquid investments include the Wells Fargo Pooled Cash account, a money market account at United Community Bank, and a money market account at US Bank.

The City of DeLand, Florida

QUARTERLY FINANCIAL REPORT



FOR THE PERIOD ENDING
June 30, 2023

MEMORANDUM

September 6, 2023

TO: HONORABLE MAYOR, CITY COMMISSIONERS AND CITY MANAGER

FROM: FINANCE DIRECTOR

SUBJECT: FINANCIAL REPORT, QUARTER ENDING JUNE 30, 2023

The Financial Report for quarter ending June 30, 2023, for the City of DeLand is submitted herewith. The Quarterly Financial Report is a supplemental report intended to provide information regarding the financial position of each fund and includes a review of balance sheets and schedules on revenues and expenditures.

The quarterly financial report is an attempt to bring to you a concise and readable interim report, and is not a substitute for the Annual Comprehensive Financial Report issued at the end of each fiscal year after the independent audit of the City's financial records. This quarterly report covers nine months of the fiscal year, a representation of seventy-five percent of the year.

To provide a more comparable and consistent presentation of fund balance reporting, the Governmental Accounting Standards Board Statement Number 54 – *Fund Balance Reporting and Government Fund Type Definitions* (Statement 54) has been implemented. Previously, fund balance for governmental funds was displayed in two broad components – Reserved and Unreserved. GASB 54 established five classifications comprising a hierarchy based primarily on the extent to which the government is bound to honor constraints for which monies can be spent. The classifications are: Non-spendable, Restricted, Committed, Assigned and Unassigned. This presentation only applies to Governmental Funds. The Proprietary Funds are presented in compliance with the GASB 34 balance sheet format: assets plus deferred outflows of resources equal liabilities plus deferred inflows of resources plus net investment in capital assets where net assets are displayed as Invested in Capital Assets – net of related liabilities, Restricted and Unrestricted.

Non-spendable Fund Balance includes amounts that cannot be spent because they are either not in a spendable form or contractually must be maintained intact. Inventories, prepaid amounts, property acquired for resale, and the principal of a permanent fund are all examples of this type of classification.

Restricted Fund Balance reflects amounts that have externally or legally imposed constraints on their use. This category naturally would include resources subject to externally imposed restrictions (creditors, grantors, contributors, laws/regulations of other governments, constitutional provisions). It also would normally, but not always, include resources resulting from enabling legislation (i.e., legislation authorizing the raising of resources for a specific purpose).

Committed Fund Balance consists of amounts that can only be used for specific purposes pursuant to constraints imposed by formal action of the City Commission, the highest level of decision making in the City. These committed amounts cannot be used for any other purpose unless the government removes or changes the specified use.

Assigned Fund Balance includes amounts that are constrained by the government's intent, but are neither restricted nor committed. The assignment conveys that the intended use of those amounts is for a specific purpose that is narrower than the general purposes of the governmental fund. Intent is not imposed by a formal commission action. Unassigned Fund Balance is the residual classification for the general fund. The General Fund should be the only fund that reports a positive unassigned fund balance, since expenditures associated with other funds are incurred for the specific activity for which the fund is reporting.

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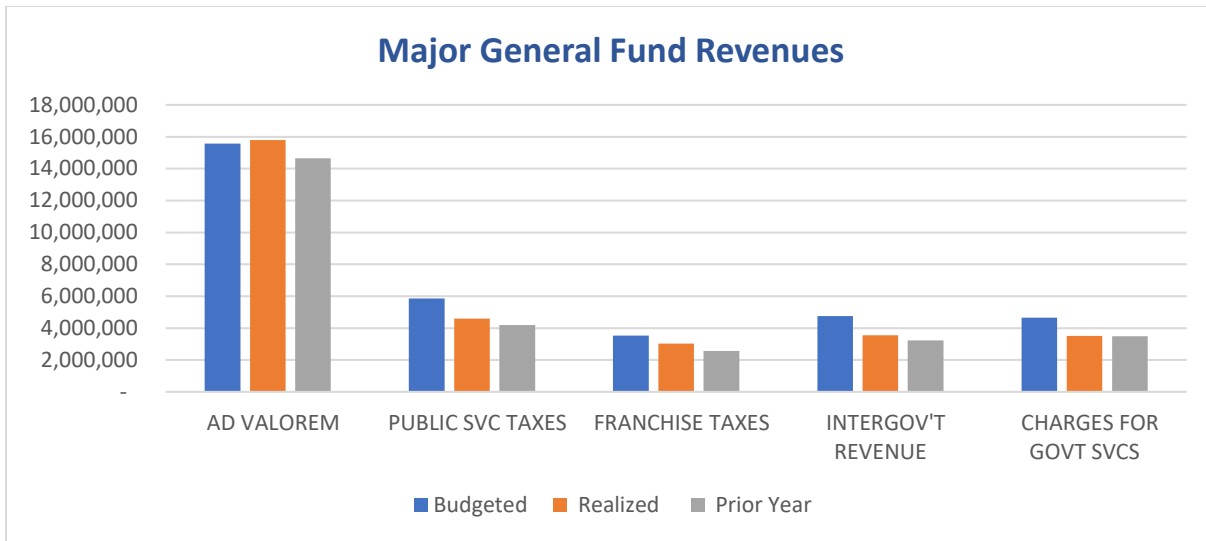
GENERAL FUND

REVENUES DISCUSSION REGARDING BUDGET VARIATIONS

Revenues of the General Fund are \$34,106,497 as of June 30, 2023 and represent 86% of revenues budgeted this fiscal year. Charges for government services represent allocated administrative costs charged out to other funds for governmental services provided. Transfers from other funds include transfers from the GIFT Fund for repayment of Hurricane Reserves, transfers from the Airport Fund for the repayment of debt and 10% PILOT transfers from the Water & Sewer Fund.

REVENUES BY CATEGORY	2022-23 AMENDED BUDGET	YTD QTR BALANCE 06/30/2023	% BDGT USED	YTD QTR BALANCE 06/30/2022
Fund 001 - GENERAL FUND				
AD VALOREM	15,573,192	15,792,226	101.41	14,655,107
OTHER TAXES	804,645	299,913	37.27	286,318
PUBLIC SERVICE TAXES	5,854,208	4,594,965	78.49	4,187,371
PERMITS, FEES, & SPECIAL ASSESSMENTS	299,220	293,802	98.19	276,265
FRANCHISE TAXES	3,535,369	3,021,389	85.46	2,557,604
OPERATING GRANTS	1,165,000	159,029	13.65	3,501,000
INTERGOVERNMENTAL REVENUE	4,747,965	3,555,098	74.88	3,229,233
CHARGES FOR GOVT SERVICES	4,650,528	3,512,491	75.53	3,494,134
CHARGES FOR SERVICES	894,810	746,831	83.46	1,423,698
FINES & FORFEITS	99,000	102,090	103.12	101,669
MISCELLANEOUS REVENUES	301,129	822,946	273.29	53,907
INTEREST REVENUES	60,000	626,517	1044.19	63,912
RENTAL INCOME	224,186	206,383	92.06	190,508
DEBT PROCEEDS	686,450	-	0.00	-
TRANSFERS FROM OTHER FUNDS	686,986	372,816	54.27	404,281
	39,582,688	34,106,497	86.17	34,425,006
USE OF RESERVES	10,632,261	-		-
TOTAL REVENUES	50,214,949	34,106,497	67.92	34,425,006

- Property taxes are at 101% realization due to the majority of property owners that take advantage of discounts associated with paying their property taxes before the due date. This same quarter last year was 102% realized.
- Other taxes include 1st Local Option Gas tax at 79% realized this quarter, Fire Insurance Premium tax and Casualty Insurance Premium tax both at 0% realized this quarter due to timing of payments which come later in the fiscal year.
- Permits, Fees & Special Assessments include local business tax renewals which were at 103% of budgeted revenues mainly due to the Local Business Taxes that are collected early in the year.
- Operating grants includes \$31,958 realized for VOCA and HIDTA grants, \$127,071 realized for FEMA COVID-19 revenue to cover expenses spent in prior fiscal years and \$1,100,000 budgeted for Hurricane Ian which has not been obligated or collected to date.
- Miscellaneous Revenues are 274% realized mainly due to unrealized gains on investments, disposition of fixed assets, and code enforcement liens which are significantly more than budget this quarter.
- Transfers from Other Funds is at 54% realized mainly due to contra revenues that are recorded to reclass principal payments to the asset balances for internal loan obligations.



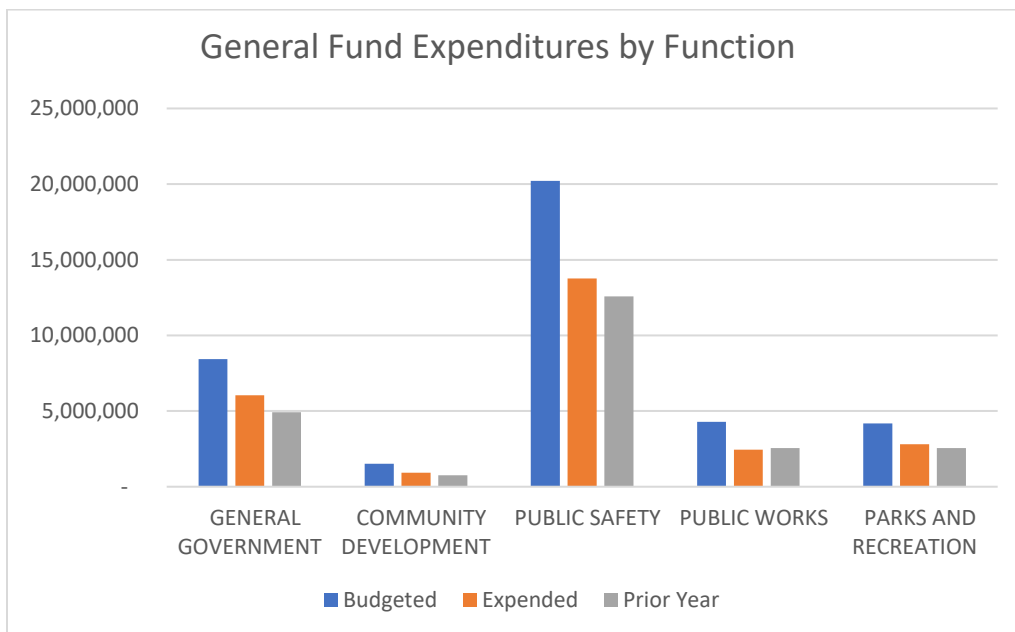
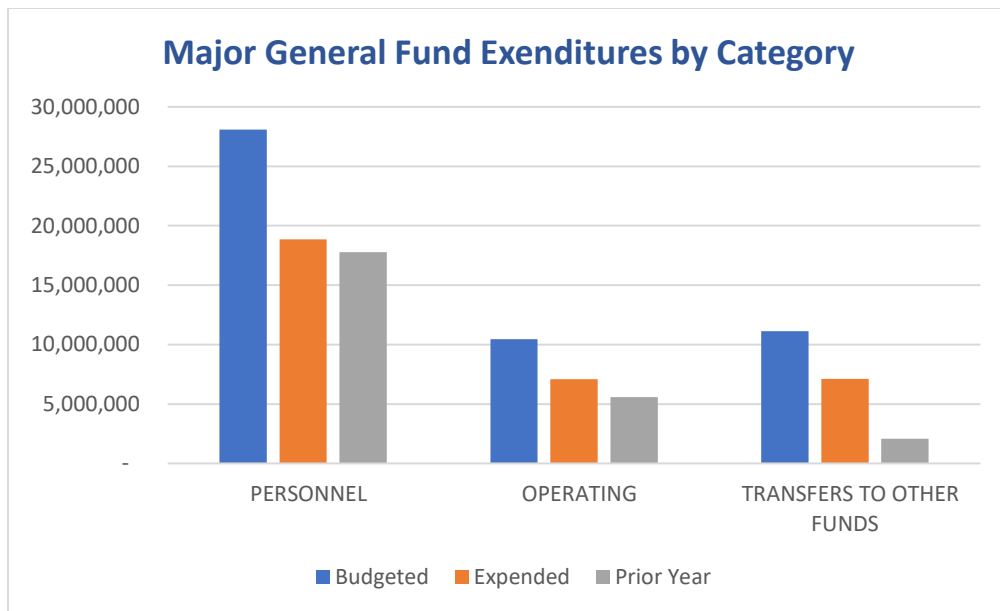
EXPENDITURES DISCUSSION REGARDING BUDGET VARIATIONS

General Fund expenditures are at \$33,081,507 or 66% of budgeted funds as of June 30, 2023. Expenditures by category as a percent of appropriated funds are personnel 67%, operating 68%, grants and aid 8%, contingencies 0%, and transfers to other funds 64%.

EXPENDITURES BY CATEGORY	2022-23 AMENDED BUDGET	YTD QTR BALANCE 06/30/2023	% BDGT USED	YTD QTR BALANCE 06/30/2022
Fund 001 - GENERAL FUND				
PERSONNEL	28,101,766	18,865,612	67.13	17,781,119
OPERATING	10,451,520	7,101,726	67.95	5,571,936
GRANTS & AID	95,000	8,000	8.42	-
CONTINGENCY	443,119	-	0.00	-
TRANSFERS TO OTHER FUNDS	11,123,544	7,106,169	63.88	2,067,894
TOTAL EXPENDITURES	50,214,949	33,081,507	65.88	25,420,949

EXPENDITURES BY FUNCTION	2022-23 AMENDED BUDGET	YTD QTR BALANCE 06/30/2023	% BDGT USED	YTD QTR BALANCE 06/30/2022
Fund 001 - GENERAL FUND				
GENERAL GOVERNMENT	8,440,189	6,035,718	71.51	4,928,318
COMMUNITY DEVELOPMENT	1,523,678	915,184	60.06	761,015
PUBLIC SAFETY	20,204,056	13,766,361	68.14	12,568,560
PUBLIC WORKS	4,293,384	2,447,501	57.01	2,550,241
PARKS AND RECREATION	4,186,980	2,810,574	67.13	2,544,920
CONTINGENCY	443,119	-	0.00	-
TRANSFERS	11,123,544	7,106,169	63.88	2,067,894
GENERAL FUND: TOTAL EXPENDITURES	50,214,949	33,081,507	65.88	25,420,949

- Contingency budget includes planned savings for the fiscal year for the Hurricane Reserve (\$200,000) and Sanborn Center Reserves (\$12,500). Also included is additional contingent funds for unplanned costs during the year.
- Budgeted transfers to other funds include transfers to Homelessness Fund (\$50,000), transfers to Grants & Special Revenue Fund (\$5,102,798), transfers to Debt Service Fund (\$1,347,802), transfers to Capital Projects Fund (\$3,977,437) and transfers to the Airport Fund of (\$645,507).



GENERAL FUND CAPITAL PROJECTS

The capital projects for the General Fund are recorded in the Grants & Special Revenues Fund and the Capital Projects Fund which are included in a separate section of this report.

GENERAL FUND RESERVE ANALYSIS

According to City policy, the City will manage its fiscal resources to ensure funding for City operations is not disrupted. A reserve equivalent to two month's operating needs shall be maintained in the General Fund. The funds available for this reserve are estimated to be \$6,815,197 which represents a reserve balance of \$102,413 above the two-month required Undesignated Reserve of \$6,712,785 at June 30, 2023.

Fiscal Year 2023 Undesignated Reserve Analysis

	1st QTR	2nd QTR	3rd QTR	4th QTR
Estimated Available Reserve Funds	\$ 6,815,197	\$ 6,815,197	\$ 6,815,197	
Required 2 Month Undesignated Reserve	6,483,361	6,483,361	6,712,785	
Surplus/Deficit	<u>\$ 331,836</u>	<u>\$ 331,836</u>	<u>\$ 102,413</u>	<u>\$ -</u>

CONFISCATED TRUST FUND

REVENUES DISCUSSION REGARDING BUDGET VARIATIONS

Confiscated Trust Fund revenues are \$30,086 or 1003% of total revenues budgeted this fiscal year. Revenues are budgeted to cover expenses and not based on revenue projections.

EXPENDITURES DISCUSSION REGARDING BUDGET VARIATIONS

Confiscated Trust Fund operating expenditures are at \$0 or 0% of the total budget of \$3,000 this fiscal year.

HOMELESS SHELTER FUND

REVENUES DISCUSSION REGARDING BUDGET VARIATIONS

The Homeless Shelter Fund operating revenues are at \$129,070 or 34% of total revenues budgeted this fiscal year. Operating revenues are comprised of private donations of \$88,443 and interest income of \$3,127. Transfers from the general fund total \$37,500 or 75% of budgeted funds which will be used towards operations of the facility.

EXPENDITURES DISCUSSION REGARDING BUDGET VARIATIONS

The Homeless Shelter Operating Expenditures are at \$464,180 or 71% of total expenses budgeted this fiscal year. Expenses include payments to the West Volusia Neighborhood Center for operation of the shelter, property insurance and building maintenance for the facility. The Homeless Shelter Fund had \$390,612 in reserve balances at the end of FY 2022 that will be budgeted to cover expenses this year.

SPRING HILL COMMUNITY REDEVELOPMENT FUND

REVENUES DISCUSSION REGARDING BUDGET VARIATIONS

Spring Hill Community Redevelopment Fund revenues realized at June 30, 2023 are \$758,940 or 99% of budgeted revenues. CRA revenues are comprised of ad valorem taxes, federal grants, miscellaneous revenues, interest revenue, and rental income.

REVENUES BY CATEGORY	2022-23 AMENDED BUDGET	YTD QTR BALANCE 06/30/2023	% BDGT USED	YTD QTR BALANCE 06/30/2022
Fund 160 - SPRING HILL CRA FUND				
AD VALOREM	732,532	719,115	98.17	325,492
OPERATING GRANTS	31,449	(0)	0.00	12,325
MISCELLANEOUS REVENUES	1,200	4,640	386.67	1,000
INTEREST REVENUES	-	25,185	100.00	872
RENTAL INCOME	-	10,000	100.00	-
	<u>765,181</u>	<u>758,940</u>	99.18	<u>339,689</u>
USE OF RESERVES	4,459	-		-
TOTAL REVENUES	<u>769,640</u>	<u>758,940</u>	98.61	<u>339,689</u>

- Ad Valorem Taxes are 98% realized due to revenues from all taxing agencies are billed and collected in the first quarter.
- Budgeted grants include CDBG funds for personnel expenses (\$31,449). Grant funding is recorded when received during the fiscal year and will not always follow normal benchmarks each quarter. The Notice to Proceed had not been issued for this grant prior to the end of third quarter which has caused delays in receiving reimbursements.
- Rental income is new this fiscal year and includes rental fees for the Resource Center.

EXPENDITURES DISCUSSION REGARDING BUDGET VARIATIONS

Spring Hill Community Redevelopment Fund expenditures are \$187,127 or 52% of budget as of June 30, 2023. Expenditures by category as a percent of appropriated funds are personnel 48%, operating 54%, grants & aid 0%, transfers to other funds 77%, and capital 0%.

EXPENDITURES BY CATEGORY	2022-23 AMENDED BUDGET	YTD QTR BALANCE 06/30/2023	% BDGT USED	YTD QTR BALANCE 06/30/2022
Fund 160 - SPRING HILL CRA FUND				
PERSONNEL	186,069	89,025	47.85	78,257
OPERATING	85,520	46,501	54.37	25,527
GRANTS & AID	20,000	-	0.00	-
TRANSFERS TO OTHER FUNDS	66,730	51,601	77.33	39,572
CAPITAL OUTLAY	-	-	0.00	4,878
	<u>358,319</u>	<u>187,127</u>	52.22	<u>148,234</u>
SAVINGS CONTINGENCY	411,321	-		-
TOTAL EXPENDITURES	<u>769,640</u>	<u>187,127</u>	24.31	<u>148,234</u>

- Personnel is 48% of budget due to position vacancies this year.
- Operating expenses are 54% of budget mainly due to other obligations, including \$20,000 for utility box art and \$5,500 for holiday lighting, which are significantly below budget this quarter.
- Budgeted transfers to other funds include transfers to the debt service fund (\$36,386), and transfers to the capital project fund for shared costs of Information Technology projects (\$30,344).

GOVERNMENTAL IMPACT FEES TRUST FUND

REVENUES DISCUSSION REGARDING BUDGET VARIATIONS

Governmental Impact Fees Trust Fund revenues realized at June 30, 2023 are \$1,640,342 or 125% of budgeted funds. The Governmental Impact Fees Trust Fund was established to budget and account for projects using revenue collected from Police, Fire, Parks and Recreation, and General Government Building Impact Fees paid by new customers. Revenues are budgeted to match expenses and do not reflect planned savings for the fiscal year.

REVENUES BY CATEGORY	2022-23 AMENDED BUDGET	YTD QTR BALANCE 06/30/2023	% BDGT USED	YTD QTR BALANCE 06/30/2022
Fund 170 - GIFT FUND				
PERMITS, FEES, & SPECIAL ASSESSMENTS				
IMPACT FEES - POLICE RESIDENTIAL	41,754	323,031	773.65	317,874
IMPACT FEES - FIRE RESIDENTIAL	170,000	140,188	82.46	152,790
IMPACT FEES - POLICE COMMERCIAL	-	19,089	100.00	15,835
IMPACT FEES - FIRE COMMERCIAL	-	25,111	100.00	7,643
IMPACT FEES - RECREATION RESIDENTIAL	890,074	745,370	83.74	714,330
IMPACT FEES - RECREATION COMMERCIAL	-	18,480	100.00	-
IMPACT FEES - GEN GOVT RESIDENTIAL	211,000	280,102	132.75	275,003
IMPACT FEES - GEN GOV'T COMMERCIAL	-	16,536	100.00	13,721
INTEREST REVENUES	-	72,436	100.00	3,039
	1,312,828	1,640,342	124.95	1,500,235
USE OF RESERVES	637,704	-		-
TOTAL REVENUES	1,950,532	1,640,342	84.10	1,500,235

EXPENDITURES DISCUSSION REGARDING BUDGET VARIATIONS

Governmental Impact Fees Trust Fund expenses as of June 30, 2023 are \$914,087 or 47% of budgeted funds. 91% of budgeted expenditures are transfers to other funds.

EXPENDITURES BY CATEGORY	2022-23 AMENDED BUDGET	YTD QTR BALANCE 06/30/2023	% BDGT USED	YTD QTR BALANCE 06/30/2022
Fund 170 - GIFT FUND				
OPERATING	7,500	-	0.00	13,684
TRANSFERS TO OTHER FUNDS				
TRANSFER TO GENERAL FUND	411,000	308,250	75.00	308,250
TRANSFER TO GRANTS & SPEC REV	392,915	246	0.06	-
TRANSFER TO DEBT SERVICE FUND	901,828	508,156	56.35	508,157
TRANSFER TO CAPITAL PROJECT FUND	75,502	47,502	62.91	209,722
CAPITAL OUTLAY	161,787	49,933	30.86	88,575
TOTAL EXPENDITURES	1,950,532	914,087	46.86	1,128,387

- Budgeted transfers to the General Fund include \$200,000 to repay the Hurricane Reserve and \$211,000 to repay the early repayment of Revenue Notes 2004A & B.
- Budgeted transfers to the Grants & Special Revenue Fund include \$392,915 for Alabama Greenway Trail.
- Budgeted transfers to the Debt Service Fund pay for debt funded impact projects such as Earl Brown Park, Sperling Sports Complex, construction of Fire Station #81 and Police Evidence Building. A detailed report of the Debt Service Fund is included in this report.
- Budgeted transfers to the Capital Projects Fund include \$75,502 for Fire Station# 81 Reserve Garage and \$28,000 for Sperling Sports Complex. Transfers are recorded when expenses are incurred and will not follow normal benchmarks each quarter.

GOVERNMENTAL IMPACT FEES TRUST FUND CAPITAL PROJECTS

PROJECT DESCRIPTION	2022-23 AMENDED BUDGET	QTR BALANCE 06/30/2023	ENCUMBERED YEAR-TO-DATE	UNENCUMBERED BALANCE	% BDGT REMAIN
NEW POLICE CAR FOR NEW OFFICER	67,800	-	35,573	32,227	47.53
NEW DUAL-PURPOSE K-9	24,000	14,950	-	9,050	37.71
ECHO - ALABAMA GREENWAY TRAIL DESIGN	69,987	34,983	35,004	-	0.00
	<u>161,787</u>	<u>49,933</u>	<u>70,577</u>	<u>41,277</u>	<u>25.51</u>

DOWNTOWN COMMUNITY REDEVELOPMENT FUND

REVENUES DISCUSSION REGARDING BUDGET VARIATIONS

Downtown Community Redevelopment Fund revenues are at \$733,513 or 52% of budgeted revenues this quarter. CRA revenues are comprised of ad valorem taxes, charges for services, miscellaneous revenues, interest revenue, and debt proceeds.

REVENUES BY CATEGORY	2022-23 AMENDED BUDGET	YTD QTR BALANCE 06/30/2023	% BDGT USED	YTD QTR BALANCE 06/30/2022
Fund 180 - DOWNTOWN CRA FUND				
AD VALOREM	607,480	599,264	98.65	528,729
CHARGES FOR SERVICES	58,105	54,898	94.48	51,804
MISCELLANEOUS REVENUES	44,604	35,388	79.34	12,331
INTEREST REVENUES	-	43,962	100.00	2,409
DEBT PROCEEDS	<u>707,300</u>	<u>-</u>	<u>0.00</u>	<u>-</u>
	1,417,489	733,513	51.75	595,273
USE OF RESERVES	<u>503,290</u>	<u>-</u>		<u>-</u>
TOTAL REVENUES	<u>1,920,779</u>	<u>733,513</u>	<u>38.19</u>	<u>595,273</u>

- Ad Valorem Taxes are 99% realized due to revenues from all taxing agencies billed and collected in the first quarter.
- Charges for Services are higher than budget due to timing of rental billings for the quarter.
- Debt proceeds are budgeted to fund the Voorhis Avenue Streetscape project which has not been started to date. The Finance Department has released an RFP for a 2023 revenue note which should be presented to Commission prior to fiscal year end.

EXPENDITURES DISCUSSION REGARDING BUDGET VARIATIONS

Downtown Community Redevelopment Fund expenditures are \$339,874 or 18% of total budgeted funds. Expenses by category as a percent of appropriated funds are operating expenses 69%, grants and aid 0%, transfers to other funds 31%, and capital outlay 0%.

EXPENDITURES BY CATEGORY	2022-23 AMENDED BUDGET	YTD QTR BALANCE 06/30/2023	% BDGT USED	YTD QTR BALANCE 06/30/2022
Fund 180 - DOWNTOWN CRA FUND				
OPERATING	436,199	298,989	68.54	267,458
GRANTS & AID	67,500	-	0.00	-
TRANSFERS TO OTHER FUNDS	125,679	38,434	30.58	40,796
CAPITAL OUTLAY	1,214,759	2,450	0.20	199,582
	1,844,137	339,874	18.43	507,836
SAVINGS CONTINGENCY	76,642	-		-
TOTAL EXPENDITURES	1,920,779	339,874	17.69	507,836

- Contingency represents planned savings to the Downtown Redevelopment Fund this fiscal year.
- Budgeted transfers to other funds include transfers to the debt service fund to cover loan payments for Downtown Parking Improvements and the Voorhis Avenue Streetscape projects. Debt payments will not follow normal benchmarks for any given quarter.
- Capital Outlay is at 0% of budget due to timing of capital project expenditures and will not follow normal benchmarks each quarter.

DOWNTOWN COMMUNITY REDEVELOPMENT FUND CAPITAL PROJECTS

PROJECT DESCRIPTION	2022-23 AMENDED BUDGET	QTR BALANCE 06/30/2023	ENCUMBERED YEAR-TO-DATE	UNENCUMBERED BALANCE	% BDGT REMAIN
REPLACE FRONT DOORS AT FISH BUILDING	16,509	-	-	16,509	100.00
PARKING LOT - 201 W. HOWRY AVE	498,250	2,450	-	495,800	99.51
VOOHRS AVENUE STREETScape	700,000	-	-	700,000	100.00
	1,214,759	2,450	-	1,212,309	99.80

GRANTS & SPECIAL REVENUES FUND

REVENUES DISCUSSION REGARDING BUDGET VARIATIONS

Grants and Special Revenues Fund revenues realized at June 30, 2023 are \$6,310,537 or 47% of total budgeted revenues. The Grants and Special Revenues Fund was established to budget and account for all capital projects and expenditures relating to grants and other specific revenues that fund non-payroll operating expenses. Revenues in this fund are based on timing of projects and will not always follow the normal benchmarks for each quarter.

REVENUES BY CATEGORY	2022-23 AMENDED BUDGET	YTD QTR BALANCE 06/30/2023	% BDGT USED	YTD QTR BALANCE 06/30/2022
Fund 190 - GRANT & SPECIAL REVENUE FUND				
OTHER TAXES	300,004	215,935	71.98	207,341
CHARGES FOR SERVICES	25,000	324,674	1298.70	-
MISCELLANEOUS REVENUES	1,532,964	1,352,357	88.22	-
INTEREST REVENUES	-	-	0.00	491
DEBT PROCEEDS	3,795,000	-	0.00	-
TRANSFERS FROM OTHER FUNDS	5,495,713	4,314,791	78.51	143,082
CAPITAL GRANTS	2,214,731	102,781	4.64	(6,558)
	13,363,412	6,310,537	47.22	344,356
USE OF RESERVES	1,004	-		-
TOTAL REVENUES	13,364,416	6,310,537	47.22	344,356

- Budgeted transfers include transfers from the General Fund \$5,102,798 (road resurfacing \$675,833, marquee board \$3,000, Chisholm shade structure \$14,603, playground equipment at Jackson Lane Park \$149,973, firefighter decontamination equipment \$13,034, FARO crime scene matching funds \$12,082, Tree Reserves \$1,665,135 and Melching Field improvements \$2,569,138) and transfers from the GIFT Fund of \$392,915 for the Alabama Greenway Trail. Transfers are recorded when expenses are incurred and will not always follow quarterly benchmarks.
- Budgeted debt includes \$3M for road resurfacing and \$795,000 for matching funds towards the Alabama Greenway Trail project. The Finance Department has released an RFP for a 2023 revenue note which should be presented to Commission prior to fiscal year end.
- Miscellaneous Revenues includes Stetson's 50% share for Melching Field renovations which has been completed and reimbursements have been received.
- Federal grant budgeted revenue includes JAG funds for Active Shooter and FARO Crime Scene Processing grants, CDBG funds for ADA right of way improvements and shade structure at the Chisholm Center, and EPA funds for the Brownfield Environmental projects. State grant revenue includes FDOT funds for firefighter decontamination equipment and Woodland Avenue lighting improvements. Local grant revenue includes ECHO funds for Alabama Greenway trail and playground equipment at Jackson Lane Park.

EXPENDITURES DISCUSSION REGARDING BUDGET VARIATIONS

Grants and Special Revenue Fund expenditures as of June 30, 2023 are \$5,989,813 or 46% of total budgeted funds. Expenses by category are operating 17% and capital outlay 59%. Operating expenses include brownfield grant professional services, road materials and supplies and tree department operating supplies. Expenditures in this fund are based on timing of projects and will not always follow normal benchmarks for a given quarter.

GRANTS & SPECIAL REVENUES FUND CAPITAL PROJECTS

PROJECT DESCRIPTION	2022-23 AMENDED BUDGET	QTR BALANCE 06/30/2023	ENCUMBERED YEAR-TO-DATE	UNENCUMBERED BALANCE	% BDGT REMAIN	
DEPT OF FS - FF DECONTAMINATION EQUIP	42,884	42,925	-	(41)	(0.09)	*
JAG 2023 - DELAND CRIME SCENE PROCESSING	68,469	68,468	-	1	0.00	
CDBG 2020 - ROW ADA IMPROV	25,123	25,808	-	(685)	(2.73)	*
CDBG 2021 - ROW ADA IMPROV	95,486	19,688	13,110	62,688	65.65	
FDOT WOODLAND BLVD LIGHTING IMPROV	1,929	-	1,866	63	3.28	
CDBG 2022 - ROW ADA IMPROV	120,000	59,802	-	60,198	50.16	
CDBG 2023 - ROW ADA SIDEWALK IMPROV	161,213	-	-	161,213	100.00	
ELECTRIC F150 FOR NURSERY	48,462	-	-	48,462	100.00	
NEW SOLAR CHARGING STATION FOR NURSERY	95,518	-	-	95,518	100.00	
LAKE MOORE	1,294,654	1,294,654	-	0	0.00	
MELCHING FIELD RENOVATION & EXPANSION	4,055,608	3,761,279	124,418	169,911	4.19	
CDBG 2022 - CHISHOLM SHADE STRUCTURE	42,668	43,718	-	(1,050)	(2.46)	*
ECHO - ALABAMA GREENWAY TRAIL	2,687,915	246	2,245,000	442,669	16.47	
ECHO - PLAYGROUND EQUIP JACKSON LANE PK	299,973	457	294,701	4,815	1.61	
CDBG 2023 - CHISHOLM MARQUEE BOARD	20,000	-	-	20,000	100.00	
	9,059,902	5,317,044	2,679,095	1,063,763	11.74	

*Project budgets will be adjusted on future budget amendment

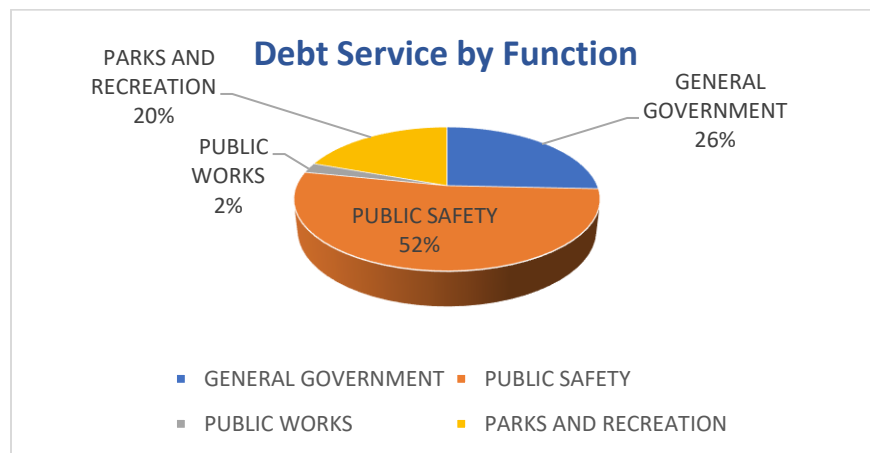
DEBT SERVICE FUND

REVENUES DISCUSSION REGARDING BUDGET VARIATIONS

Revenues for the Debt Service Fund consists of transfers from other funds which are used to pay debt payments for the current fiscal year. As of June 30, 2023, \$1,577,231 or 65% of budgeted funds were transferred from other funds to cover debt payments made by the end of the third quarter.

EXPENDITURES DISCUSSION REGARDING BUDGET VARIATIONS

Debt Service Fund expenditures are \$1,577,231 or 65% of budgeted funds at the end of the third quarter. Expenditures by department for governmental related debt payments include General Government (\$412,135), Public Safety (\$822,452), Public Works (\$35,382), and Parks and Recreation (\$307,262). Timing of debt payments are based on predetermined amortization schedules and will vary from quarterly benchmarks throughout the year.



Annual Debt Service Schedule – FY 2023

From Amortization Schedules				
Debt Instrument	Principal Payments	Interest Payments	Total Payment Due	Principal Bal Due
2013A Note BB&T - EB Park	127,815	52,029	179,843.18	1,452,342
2013B Note BB&T - EB Park	48,366	19,696	68,062.08	549,824
2018A Revenue Note BB&T - Non-taxable	388,795	74,013	462,808.17	2,050,593
2018B Revenue Note BB&T - Taxable	64,056	34,505	98,560.83	803,929
2019 Revenue Note - Chase Bank	602,436	135,802	738,238.28	7,788,602
	1,231,468	316,045	1,547,512.54	12,645,290

From Amortization Schedules				
Capital Leases	Principal Payments	Interest Payments	Total Payment Due	Principal Bal Due
2020 Truist Bank Lease - Ladder Truck	190,513	13,715	204,227.27	789,099
2020 Printer/Copiers - DEX Imaging	39,597	-	39,597.36	82,519
	230,110	13,715	243,824.63	871,617

CAPITAL PROJECTS FUND

REVENUES DISCUSSION REGARDING BUDGET VARIATIONS

Revenues for the Capital Projects Fund total \$2,123,616 or 23% of budgeted funds. Revenue includes .2 mills of advalorem taxes dedicated for capital expenses, insurance proceeds, interest earnings, debt proceeds and transfers from other funds which are recognized when expenses are incurred for each project and will not always follow normal benchmarks each quarter.

EXPENDITURES DISCUSSION REGARDING BUDGET VARIATIONS

Capital fund expenditures total \$1,359,965 or 15% of budgeted expenses. All expenses in this fund are for capital projects which are detailed in the section below.

CAPITAL PROJECTS FUND CAPITAL PROJECTS

PROJECT DESCRIPTION	2022-23 AMENDED BUDGET	QTR BALANCE 06/30/2023	ENCUMBERED YEAR-TO-DATE	UNENCUMBERED BALANCE	% BDGT REMAIN
CIVIC PLAZA PAVER LEVELING	5,200	-	-	5,200	100.00
CITY HALL CHRISTMAS TREE REPLACEMENT	6,500	-	-	6,500	100.00
GENERATOR FOR CITY HALL	291,000	-	291,000	-	0.00
REPLACE ERP SYSTEM	108,013	31,500	-	76,513	70.84
RECORD MGMT PLAN SERVICES	36,750	-	-	36,750	100.00
PANASONIC ARBITRATOR SYSTEM	19,900	-	-	19,900	100.00
FIREHOUSE INSPECTOR	3,661	-	-	3,661	100.00
FORTIGATE ENTERPRISE BUNDLE SERVICE PACK	26,094	-	-	26,094	100.00
LASERFICHE PROFESSIONAL AND WORKFLOW	41,299	26,206	3,206	11,887	28.78
CITY WEBSITE REDEVELOPMENT	795	-	795	0	0.01
UTILITIES GATE PASS	13,791	13,791	0	0	0.00
IT SQL LICENSES	16,872	13,061	-	3,811	22.59
IT NETWORK SWITCHES	150,000	121,408	-	28,592	19.06
IT OVERHEAD FIBER	103,000	-	-	103,000	100.00
POLICE IN-SYNC SOFTWARE	6,700	-	-	6,700	100.00
P&R CIVREC SOFTWARE	32,260	7,803	18,207	6,250	19.37
SANBORN CENTER AVI	11,111	-	-	11,111	100.00
CUSTOMER SERVICE PAYMENT KIOSK	15,000	15,000	-	-	0.00
COPIER FOR PUBLIC SERVICES	14,154	-	-	14,154	100.00
LARGE FORMAT PLOTTER	5,000	-	-	5,000	100.00
CLERK FUJITSU 7700 SCANNER	12,000	6,375	-	5,625	46.88
PW SIGN SHOP TRAFFIC JET PRINTER	63,063	34,850	-	28,213	44.74
MELCHING FIELD CAMERAS AND SERVER	28,702	28,702	-	0	0.00
VEHICLE FOR CODE ENFORCEMENT MANAGER	33,000	-	-	33,000	100.00
FIRE STATION #81 RESERVE GARAGE	273,146	273,146	-	0	0.00
FIRE STATION 82/83 IMPROVEMENTS	95,930	4,856	21,150	69,924	72.89
FIRE STATION GATE ENTRY	19,970	19,712	-	258	1.29
NEW VEHICLE FOR NEW DIVISION CHIEF	49,000	47,557	-	1,443	2.94
2022 FORD INTERCEPTOR	40,965	40,965	-	1	0.00
PD PERIMETER SECURITY FENCING AND WALL	181,000	-	-	181,000	100.00
WATER HEATER REPLACEMENT AT PD	20,550	20,543	-	7	0.03
CHEVROLET TAHOE - SENIOR COMMAND #1	47,550	47,427	123	0	0.00
CHEVROLET TAHOE - SENIOR COMMAND #2	47,913	47,913	-	0	0.00
CHEVROLET TAHOE - SENIOR COMMAND #3	47,550	47,217	333	0	0.00
CHEVROLET TAHOE - SENIOR COMMAND #4	50,047	49,834	213	-	0.00
CHEVROLET TAHOE - SENIOR COMMAND #5	37,549	24,655	-	12,894	34.34
FORD INTERCEPTOR SUV FOR PATROL #1	61,745	5,365	56,380	0	0.00
FORD INTERCEPTOR SUV FOR PATROL #2	61,745	5,365	56,380	0	0.00
FIRE ALARM SYSTEM PANEL & EQUIP REPLACE	70,528	-	-	70,528	100.00
HVAC CONTROL SYSTEM AND CHILLERS	597,931	-	597,931	0	0.00
UNMARKED CID VEHICLE	62,978	-	43,532	19,446	30.88
REPLACE 2015 PATHFINDER WITH TRUCK	45,091	-	45,091	-	0.00
CITY ENTRY FEATURE - DESIGN	252,510	16,629	44,901	190,981	75.63
NEW SIDEWALKS	103,000	-	-	103,000	100.00

BERESFORD EXT. MULTI USE PATH WITH VOLUS	120,000	-	-	120,000	100.00
HYDRAULIC TRUCK POST PULLER	6,650	-	-	6,650	100.00
NEW F250 CREW CAB	59,658	-	59,658	-	0.00
REPLACE 1320151 - F250 SUPER CAB	46,986	-	46,986	-	0.00
REPLACE LOWBOY TRAILER 132130T	127,783	-	119,893	7,890	6.17
A/C REPLACEMENT AT SIGN SHOP	6,669	6,669	-	1	0.01
NEW PROPAGATION GREENHOUSE	15,416	-	-	15,416	100.00
BUCKET TRUCK 1330145	250,344	222,859	-	27,485	10.98
NISSAN ROGUE NEW ARBORIST TECH	23,905	22,824	-	1,081	4.52
SCAG ZTURN 48' REPLACE 133-MO-27	9,038	-	-	9,038	100.00
54" ZTURN REPLACE 134-MOW-28	9,458	-	-	9,458	100.00
REPLACE 1340188 MINI SWEEPER	180,000	-	180,000	-	0.00
NEW HOT WATER COMMERCIAL PRESSURE WASHER	21,448	11,000	-	10,448	48.71
NEW A/C RECOVERY MACHINE	10,363	5,995	-	4,368	42.15
A/C REPLACEMENT AT VEHICLE MAINTENANCE	6,669	6,669	-	1	0.01
TRANSFER SWITCH	5,300	5,300	-	-	0.00
REPLACE ROOF MAIN ADMIN PARKS & REC DEPT	80,000	-	-	80,000	100.00
DELAND HOUSE FOUNDATION AND ROOF IMPROV	94,000	-	94,000	-	0.00
REPLACE CARPET THROUGHOUT WAYNE SANBORN	47,590	-	-	47,590	100.00
REPLACE ROOF AT P&R MAINT OFFICE	36,940	36,940	-	-	0.00
FLOORING IN LEARNING CENTER & GAME ROOM	15,860	15,858	-	2	0.01
CARPET IN MAINTENANCE OFFICE	7,560	-	7,559	2	0.02
LIGHTS AT SPERLING SOFTBALL FIELDS	11,286	-	11,286	-	0.00
SPEC MARTIN FACILITY IMPROVEMENTS	75,000	-	-	75,000	100.00
SKATE PARK LED LIGHTS	66,000	-	66,000	-	0.00
FOUNDATION IMPROVEMENTS AT SPEC MARTIN	105,230	-	-	105,230	100.00
DEVELOP ADDITIONAL PARKING AT SPERLING	150,000	-	-	150,000	100.00
REPLACE FENCE ON SOFTBALL FIELD #3	27,936	-	27,936	-	0.00
POLES AND NETTING NORTH END SPEC MARTIN	10,000	-	-	10,000	100.00
RECREATION FIELDS AT VICTORIA PARK	4,000,000	-	-	4,000,000	100.00
REPLACE COUNTERTOPS AND CABINETS IN SPEC	39,295	-	32,000	7,295	18.56
REPLACE SODCUTTER AT MELCHING FIELD	6,150	-	-	6,150	100.00
UPGRADE ELEVATOR EQUIPMENT AT STONE ST	10,200	-	-	10,200	100.00
REPLACE 2007 CHEVROLET IMPALA, 143-0019	31,902	30,897	85	921	2.89
REPLACE POOL FILTER AT CHISHOLM POOL	8,398	-	8,314	84	0.99
REPLACE 1999 KUBOTA TRACTOR #143-TRA-006	36,017	-	36,016	1	0.00
REPLACE HVAC SYSTEM IN CHISHOLM CENTER	46,542	45,077	-	1,465	3.15
SCOREBOARD COMPUTER SYSTEM AT SPEC	21,210	-	20,210	1,000	4.71
	9,037,366	1,359,965	1,889,184	5,788,217	64.05

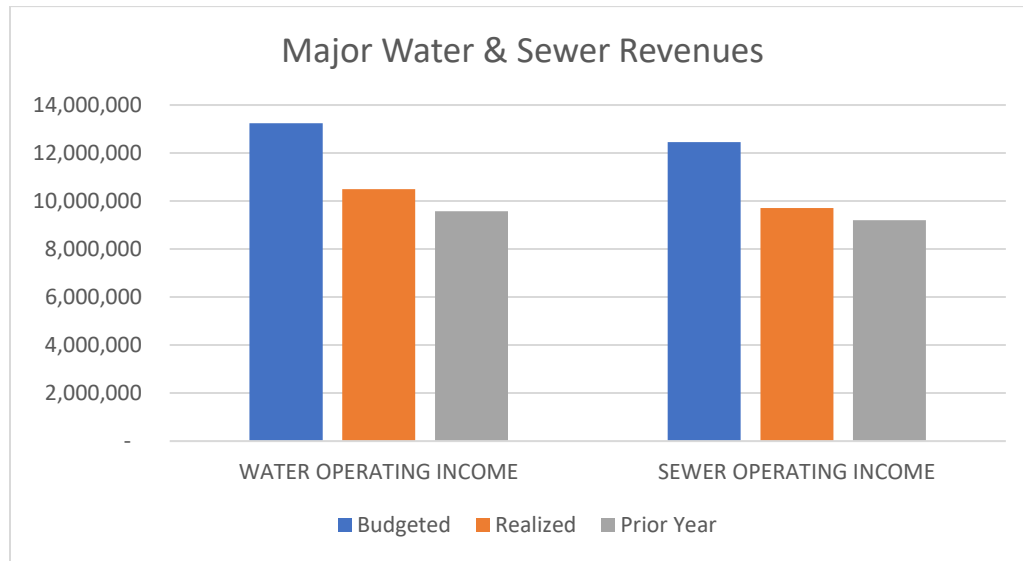
WATER & SEWER FUND

REVENUES DISCUSSION REGARDING BUDGET VARIATIONS

Water & Sewer revenues as of June 30, 2023 are \$22,939,761 or 84% of budgeted operating revenues for the year. Revenue by category as a percent of budget realized is charges for government services 75%, charges for services 81%, miscellaneous revenues 143%, interest revenues 739%, capital grants 17% and debt proceeds 0%.

REVENUES BY CATEGORY	2022-23 AMENDED BUDGET	YTD QTR BALANCE 06/30/2023	% BDGT USED	YTD QTR BALANCE 06/30/2022
Fund 401 - WATER & SEWER FUND				
CHARGES FOR GOVT SERVICES	16,000	12,000	75.00	12,000
CHARGES FOR SERVICES	26,064,489	21,081,356	80.88	19,426,488
MISCELLANEOUS REVENUES	626,446	898,180	143.38	(936,980)
INTEREST REVENUES	120,000	886,922	739.10	125,526
CAPITAL GRANTS	366,934	61,303	16.71	752,919
	27,193,869	22,939,761	84.36	19,379,953
DEBT PROCEEDS	40,640,000	-	0.00	-
USE OF RESERVES	26,820,850	-		-
TOTAL REVENUES	94,654,719	22,939,761	24.24	19,379,953

- Charges for services are 81% realized mainly due to Country Pure Foods billings to record a payment agreement executed this fiscal year to cover non-compliance issues with their industrial wastewater discharge permit.
- Miscellaneous revenues are 143% realized at the end of the third quarter mainly due to penalty charges which are at 111% realized and unrealized gains on investments which fluctuate with market value.
- Interest earnings have increased significantly this fiscal year due to rising interest rates and better rates of return on cash investments.
- Capital grant revenues includes funding from federal, state and local agencies for approved grant funded projects. Reimbursements are requested when project expenses are incurred and will not always follow normal benchmarks for any given quarter.



As of June 30, 2023, there are 25,780 water customers and 17,319 sewer customers billed each month. As reclaim lines are installed, irrigation accounts will decrease while reclaim accounts increase. There was 1,507 irrigation meters one year ago compared to 1,459 this quarter. Meter counts and consumption data are presented below for the third quarter for the last two years.

Meter Count and Consumption June 2023			Meter Count and Consumption June 2022		
Water Meters:	Potable	22,922	Water Meters:	Potable	22,164
	Irrigation	1,459		Irrigation	1,507
	Reclaim	1,398		Reclaim	1,291
	Hydrant	1		Hydrant	15
		<u>25,780</u>			<u>24,977</u>
Sewer:	Sewer	17,318	Sewer:	Sewer	16,628
	Total W & S	<u>43,098</u>		Total W & S	<u>41,605</u>
Consumption:	Water (Potable)	140,607,000	Consumption:	Water (Potable)	147,491,180
	Water (Reclaim)	<u>119,229,000</u>		Water (Reclaim)	<u>108,400,000</u>
	Total Water	259,836,000		Total Water	255,891,180
	Sewer	<u>100,237,000</u>		Sewer	<u>102,901,180</u>
	Total Consumption	<u>360,073,000</u>		Total Consumption	<u>358,792,360</u>

Due to high inflation rates and additional project costs, an updated Water, Wastewater, and Reclaimed Water Rate & Development Fee Study was performed by Raftelis Financial Consultants to determine the necessary water and sewer rate adjustments needed over the next five years in order to fund future capital projects including alternative water supply projects. Water rates will increase 4.5% a year and wastewater will increase 4.0% a year through FY 2026.

EXPENDITURES DISCUSSION REGARDING BUDGET VARIATIONS

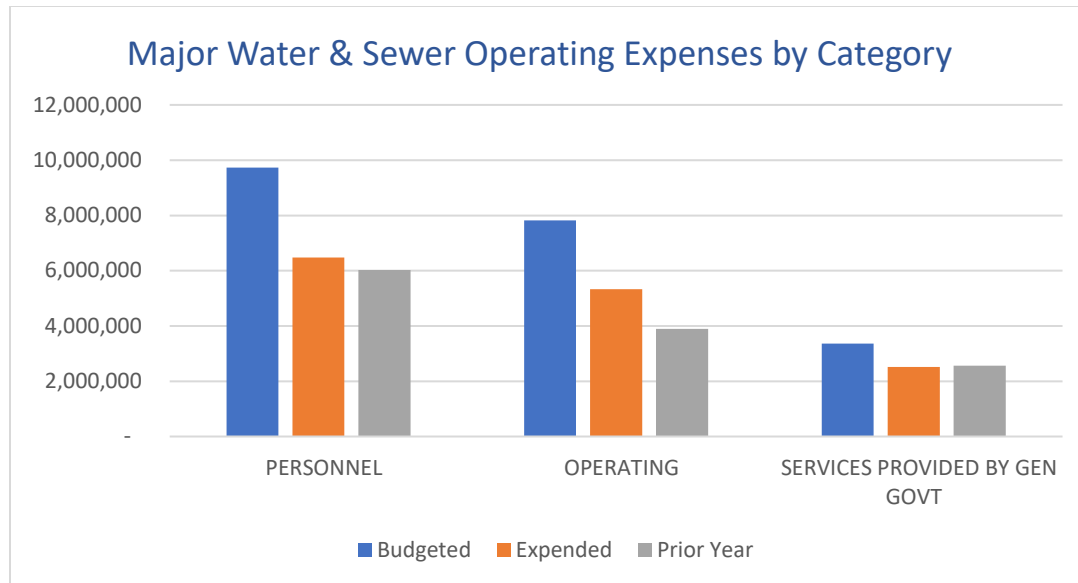
Water and Sewer Fund expenditures are at \$19,445,187 or 21% of budgeted expenses as of June 30, 2023. Expenditures by category as a percent of appropriated funds are personnel 67%, operating 68%, transfers to other funds 38%, capital outlay 7%, and services provided by general government 75%.

EXPENDITURES BY CATEGORY	2022-23 AMENDED BUDGET	YTD QTR BALANCE 06/30/2023	% BDGT USED	YTD QTR BALANCE 06/30/2022
Fund 401 - WATER & SEWER FUND				
PERSONNEL	9,736,889	6,479,689	66.55	6,029,296
OPERATING	7,820,238	5,330,700	68.16	3,892,796
CONTINGENCY	299,903	-	0.00	-
TRANSFERS TO OTHER FUNDS	316,837	121,191	38.25	140,382
CAPITAL OUTLAY	73,120,190	4,994,077	6.83	5,263,710
SERVICES PROVIDED BY GEN GOVT	3,360,662	2,519,530	74.97	2,568,665
TOTAL EXPENDITURES	94,654,719	19,445,187	20.54	17,894,848

- Transfers to other funds includes transfers to the debt service fund for printer leases (\$7,680) and transfers to the capital projects fund to cover allocated costs of governmental capital projects (\$309,157). Transfers are recorded when expenses are incurred and will not always follow normal benchmarks each quarter.
- Capital Outlay is at 7% of budget due to timing of project related expenses and will not always follow normal benchmarks for each quarter.

EXPENDITURES BY DEPARTMENT	2022-23 AMENDED BUDGET	YTD QTR BALANCE 06/30/2023	% BDGT USED	YTD QTR BALANCE 06/30/2022
4201 - UTILITIES ADMIN	22,965,582	4,210,803	18.33	3,122,085
4202 - ENGINEERING	1,001,413	640,109	63.92	647,310
4203 - WATER PRODUCTION	6,156,713	1,397,103	22.69	1,105,172
4204 - WATER DISTRIBUTION	5,975,127	2,943,813	49.27	2,819,072
4205 - WASTEWATER TREATMENT	44,690,142	5,161,582	11.55	5,012,607
4206 - UTILITIES MAINTENANCE	3,171,126	1,980,937	62.47	1,526,969
4208 - FACILITIES MAINTENANCE	1,159,015	726,147	62.65	542,463
4209 - CUSTOMER SERVICE	1,874,554	998,370	53.26	949,921
4210 - WASTEWATER COLLECTION	6,342,780	739,953	11.67	1,262,953
9990 - CONTINGENCY	299,903	-	0.00	-
9998 - CONTRIBUTIONS	701,527	525,179	74.86	765,914
9999 - TRANSFERS	316,837	121,191	38.25	140,382
TOTAL EXPENDITURES - FUND 401	94,654,719	19,445,187	20.54	17,894,848

- Expenses by department are lower than budget mainly due to the timing of capital projects and professional service expenses included in each departmental budget. Project expenses often cross several years and will not be fully expensed during one fiscal year.
- Contributions are budgeted annually and are based on an allocation of administrative and other shared operating cost of services provided by other departments to the water & sewer fund.



WATER & SEWER FUND CAPITAL PROJECTS

PROJECT DESCRIPTION	2022-23 AMENDED BUDGET	QTR BALANCE 06/30/2023	ENCUMBERED YEAR-TO-DATE	UNENCUMBERED BALANCE	% BDGT REMAIN	
UT ADMIN COMPLEX LAND ACQUISITIONS	407,433	408,033	-	(600)	(0.15)	*
UTILITIES ADMIN BLDG DESIGN	113,760	109,060	-	4,700	4.13	
UTILITIES ADMIN BUILDING CONSTRUCTION	16,997,975	286,645	16,496,813	214,517	1.26	
DOWNTOWN FAIR SHARE AGREEMENT	24,800	24,800	-	-	0.00	
VEHICLE # 298 - 2022 CHEVY TRAVERSE	42,200	-	42,199	1	0.00	
UTILITY ADMIN BLDG FFE	600,000	-	-	600,000	100.00	
NEW VEHICLE - DEPUTY CITY ENGINEER	31,535	-	-	31,535	100.00	
WTP #10 PROJECT A WELL SITE	567,570	10,130	157,632	399,808	70.44	
WTP#10 SUPPLY WELLS FG1-2	1,279,836	9,811	45,366	1,224,660	95.69	
WP#10 DESIGN	2,158,858	-	-	2,158,858	100.00	
WATER PLANT #2 PUMP & PIPING REPLACEMENT	141,521	141,520	-	1	0.00	
WTP #2 WELLS 3 & 4 MOTORS	100	80	-	20	19.72	
WATER PLANT #12 VFD (REPLACE 3 UNITS)	3,225	-	-	3,225	100.00	
WATER FLUORIDATION SYSTEM	36,115	27,512	-	8,603	23.82	
#279 VEHICLE REPLACEMENT - FORD F250	63,608	-	63,608	-	0.00	
WP#2 GENERATOR REPLACEMENT	146,680	-	130,333	16,347	11.14	
GROUND STORAGE TANKS SAFETY & REPAIRS	18,500	-	18,170	330	1.78	
SHED#1 POLE BARN ENCLOSURE	50,200	-	-	50,200	100.00	
WATER MAIN RELOCATION SR44	28,768	250	-	28,518	99.13	
AWNING FOR OUTSIDE SUPPLIES	15,300	-	-	15,300	100.00	
EDISON WATER MAIN	43,209	24,709	18,500	-	0.00	
WOODLAND & MANDARIN WATER MAIN	179,850	12,695	2,155	165,000	91.74	
AMELIA AVE ROUNDABOUT UTILITY RELOCATION	35,725	-	-	35,725	100.00	
NEW VALVE FOR 15A	17,150	-	-	17,150	100.00	
COUNTRY PURE WATER MAIN EXTENSION	-	1,500	-	(1,500)	0.00	
GRUNDOMAT BORING TOOL	5,900	-	-	5,900	100.00	
METER REPLACEMENT	480,000	-	-	480,000	100.00	
21-22 WATER METER REPLACEMENTS - EQUIP	480,000	-	-	480,000	100.00	
21-22 WATER METER REPLACE- METER BOXES	37,788	-	-	37,788	100.00	
3" WHEEL MOUNTED DIAPHRAGM	5,950	-	-	5,950	100.00	
F-250 REPLACEMENT FOR 204-5417; 204-94	44,000	-	40,157	3,843	8.73	
WATER METER REPLACEMENT	225,000	-	-	225,000	100.00	
TRIMBLE GPS DEVICE	15,350	12,676	-	2,674	17.42	
PORTABLE MESSAGE BOARD	19,574	18,460	-	1,114	5.69	
NASH WRF S. RECLAIM STATION CONST	2,770,167	1,509,458	1,260,707	1	0.00	
NASH WRF ENG, PLANNING & CONSTRUCTION	1,692,112	1,354,583	338,428	(899)	(0.05)	*
DIGESTER UPGRADES AND IMPR	321,281	141,245	179,981	54	0.02	
RECLAIM ADELLE AVE LOOP	4,563	-	4,562	1	0.03	
US92 RECLAIM STORAGE AND REPUM	278,674	-	2,538	276,136	99.09	
NORTH AMELIA GATE REPLACEMENT	7,131	-	-	7,131	100.00	
WMN CAPACITY EXPAN & AWT IMPR CONSTRUCT	35,940,000	5,000	-	35,935,000	99.99	

RECLAIM WATER EXPANSION PHASE 6 DESIGN	200,000	-	-	200,000	100.00	
22/23 WWTP FENCING - ADDITIONAL PROPERTY	64,000	-	12,461	51,539	80.53	
AUTOClave42	15,627	9,652	-	5,975	38.24	
TURBIDITY AND SUSPENDED SOLIDS ANALYZER	9,424	-	-	9,424	100.00	
WWTP ADMIN BUILD ROOF A/C REPLACEMENT #1	18,875	-	-	18,875	100.00	
SLUDGE BUILDING #2 A/C REPLACEMENT	22,796	-	10,800	11,996	52.62	
WWTP ADMIN BUILD ROOF A/C REPLACEMENT #2	16,875	-	-	16,875	100.00	
LAB FIELD ANALYZER	7,965	-	-	7,965	100.00	
ALUM CHEMICAL PUMP REPLACEMENT	42,525	35,157	2,134	5,234	12.31	
5HP VACUUM INDUCTION UNIT	14,989	14,989	-	-	0.00	
BIOSOLIDS DUMP TRUCK	220,000	-	198,424	21,576	9.81	
LATCHET SAMPLE PROCESSING MODULE	19,200	17,516	-	1,684	8.77	
WATER PURIFICATION SYSTEM	6,800	-	-	6,800	100.00	
INCLINE SCREW CONVEYOR REPLACEMENT PARTS	19,216	17,619	-	1,597	8.31	
RECLAIM JOCKEY PUMP REPLACEMENT	31,100	-	-	31,100	100.00	
FORD TRANSIT T-250 FOR NEW ELECTRICIAN	41,500	37,842	-	3,658	8.81	
CDBG 2022 - L/S#54 GENERATOR-492 MATHIS	41,530	41,400	-	130	0.31	
L/S #6 REPLACEMENT & PANEL BOX	70,580	3,114	68,138	(672)	(0.95)	*
L/S #7 REPLACEMENT & PANEL BOX	79,055	673	79,055	(673)	(0.85)	*
L/S #8 REPLACEMENT & PANEL BOX	73,083	5,670	68,138	(725)	(0.99)	*
L/S #10 REPLACEMENT & PANEL BOX	86,267	5,638	81,322	(693)	(0.80)	*
L/S #65 REPLACEMENT & PANEL BOX	70,233	692	70,233	(692)	(0.99)	*
6" DRI-PRIME DIESEL PUMP	65,250	-	63,963	1,287	1.97	
COMMERCIAL RIDING MOWER & MOWING DECK	9,900	9,878	1	21	0.22	
100KW TRAILER MOUNTED GENERATOR	104,215	106,389	-	(2,174)	(2.09)	*
L/S #26 GENERATOR & TRANSFER SWITCH	53,150	44,539	7,087	1,524	2.87	
GROUND PENETRATION RADAR CART LOCATER (2	38,500	33,536	-	4,964	12.89	
#269 F250 PICK UP WITH UTILITY BED	63,608	-	63,608	-	0.00	
DATA FLOW HIGH SPEED RADIO UPGRADES	165,690	146,633	23,794	(4,736)	(2.86)	*
BACKUP GENERATOR L/S #141	40,835	5,570	35,265	-	0.00	
ENCLOSE EXISTING POLE BARN	11,020	-	-	11,020	100.00	
GENIE 3- SINGLE MAN LIFT FOR GENIE AWP30	8,327	7,589	-	738	8.86	
CATERPILLAR 2CC40004 TIRE LIFT TRUCK	35,979	35,979	-	-	0.00	
FORD TRANSIT T-350 CARGO VAN	59,801	59,801	-	-	0.00	
NEW TZ50 TOW BEHIND	73,862	-	-	73,862	100.00	
BUILDING IMPROVEMENTS (OFFICES & CARPET)	24,000	2,980	-	21,020	87.58	
NEPTUNE AMI PILOT	300,000	-	78,851	221,149	73.72	
SPRING HILL SANITARY SEWER PH3	124,048	-	-	124,048	100.00	
UTILITY RELOCATION ORANGE CAMP	6,275	-	-	6,275	100.00	
MANHOLE REHAB (35-50)	15,245	-	-	15,245	100.00	
SEWER LINE REHABILITATION	174,944	173,671	999	274	0.16	
MANHOLE REHABILITATION	60,000	57,005	2,612	384	0.64	
EAST REGION FORCE MAIN PART A CONST	4,300,000	-	-	4,300,000	100.00	
EAST REGIONAL FORCE MAIN PART B DESIGN	400,000	-	-	400,000	100.00	
DOWNTOWN LIFT STATION & FM DESIGN	230,000	-	-	230,000	100.00	
NEW YORK AVE FORCE MAIN RELOCATION	16,000	16,000	-	-	0.00	
CONCRETE MIXER	4,193	-	-	4,193	100.00	
#275 VEHICLE REHABILITATION TRUCK	165,000	-	125,737	39,263	23.80	
TANDEM AXLE HD EQUIPMENT TRAILER	7,300	6,377	-	923	12.64	
NEW PICKUP TRUCK W/UTILITY BED	60,000	-	49,189	10,811	18.02	
	73,120,190	4,994,077	19,842,960	48,283,153	66.03	

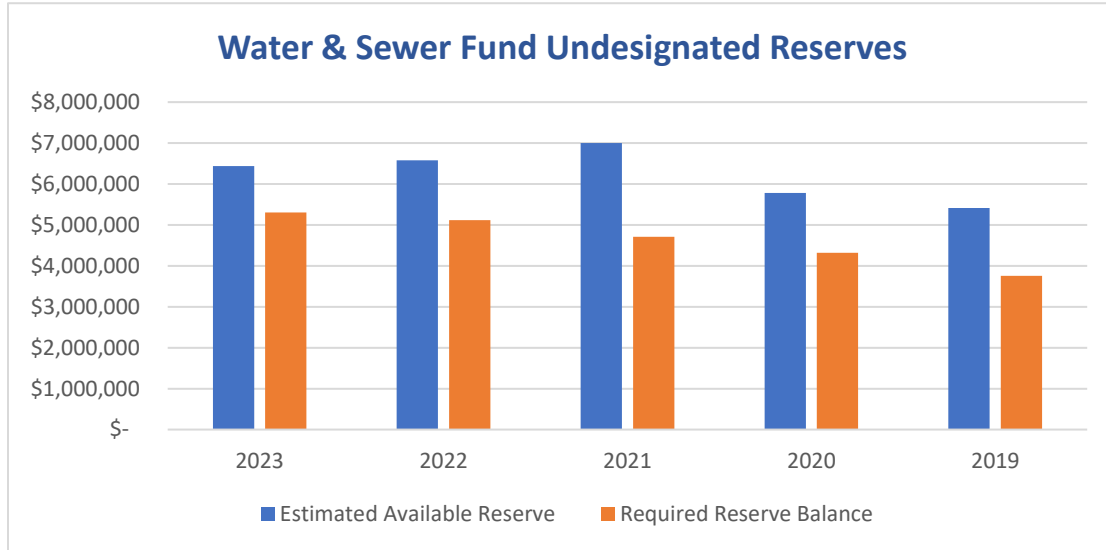
* Project budgets will be adjusted on future budget amendment

WATER & SEWER FUND RESERVE ANALYSIS

According to city policy, the city will manage its fiscal resources to ensure funding for city operations is not disrupted. A reserve equivalent to three month's operating needs shall be maintained in the Water & Sewer Fund. The funds available for this reserve are estimated to be \$6,441,151 which represents a reserve balance of \$1,134,808 above the three-month required Undesignated Reserve of \$5,306,343 at June 30, 2023.

Water & Sewer Fund
Fiscal Year 2023 Undesignated Reserve Analysis

	1st QTR	2nd QTR	3rd QTR	4th QTR
Estimated Available Reserve				
Funds	\$ 6,441,151	\$ 6,441,151	\$ 6,441,151	
Required 3 Month Undesignated Reserve	5,304,320	5,304,320	5,306,343	
Surplus/Deficit	\$ 1,136,831	\$ 1,136,831	\$ 1,134,808	\$ -



WATER TRUST FUND

REVENUES DISCUSSION REGARDING BUDGET VARIATIONS

The Water & Wastewater Trust Fund was separated into two funds in FY 2023 in order to segregate water connection revenues and expenses from wastewater connection revenues and expenses. Water Trust Fund revenues realized are \$1,438,180 or 90% of budget as of June 30, 2023.

EXPENDITURES DISCUSSION REGARDING BUDGET VARIATIONS

Water Trust Fund expenditures are \$142,351 or 2% of budget as of June 30, 2023. All budgeted expenses in this fund are for capital outlay which is detailed in the capital project section below.

WATER TRUST FUND CAPITAL PROJECTS

PROJECT DESCRIPTION	2022-23 AMENDED BUDGET	QTR BALANCE 06/30/2023	ENCUMBERED YEAR-TO-DATE	UNENCUMBERED BALANCE
2024 WATER MAIN IMPROVEMENTS	350,000	61,280	143,263	145,458
DOWNTOWN WATER IMPROVEMENTS DESIGN	79,925	-	-	79,925
BLUE SPRING WATER MAIN EXTENSION	450,000	-	399,540	50,460
2020 WATER MAIN IMPROVEMENT	39,981	-	8,437	31,544
2021 WATER MAIN IMPROVEMENTS	487,333	4,553	11,908	470,872
NORTHFIELD WELLFIELD ACQUISITION	998,100	-	-	998,100
2022 WATER MAIN IMPROVEMENTS	2,527,717	67,162	2,349,633	110,922
2022 DELEON SPRINGS WATER MAIN IMPROV	1,549,313	9,356	-	1,539,957
	6,482,369	142,351	2,912,781	3,427,238

WASTEWATER TRUST FUND

REVENUES DISCUSSION REGARDING BUDGET VARIATIONS

The Water & Wastewater Trust Fund was separated into two funds in FY 2023 in order to segregate water connection revenues and expenses from wastewater connection revenues and expenses. Wastewater Trust Fund revenues realized are \$1,816,632 or 45% of budget as of June 30, 2023.

EXPENDITURES DISCUSSION REGARDING BUDGET VARIATIONS

Water Trust Fund expenditures are \$253,921 or 5% of budget as of June 30, 2023. Operating expenses include investment fees of \$198 while all other budgeted expenses in this fund are for capital outlay which is detailed in the capital project section below.

WASTEWATER TRUST FUND CAPITAL PROJECTS

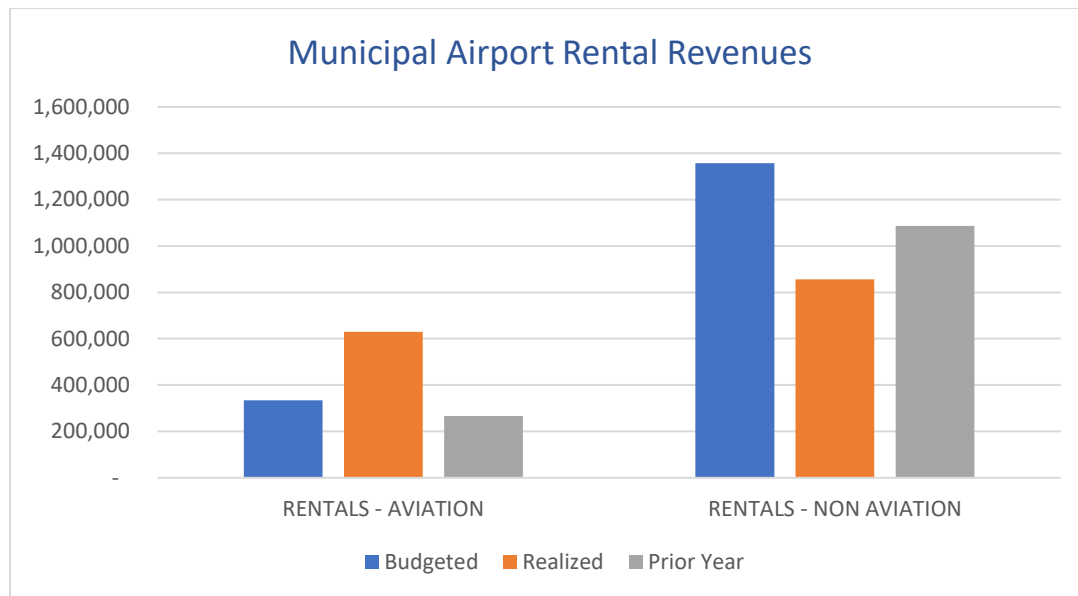
PROJECT DESCRIPTION	2022-23 AMENDED BUDGET	QTR BALANCE 06/30/2023	ENCUMBERED YEAR-TO-DATE	UNENCUMBERED BALANCE	% BDGT REMAIN
RECLAIM EXP PHASE 4 - DESIGN	54,166	-	-	54,166	100.00
SPRING HILL SANITARY SEWER PH	61,657	7,950	2,050	51,657	83.78
ALABAMA/AMELIA RECLAIM EXT	84,016	1,987	-	82,029	97.63
RECLAIM WATER EXP 4A & ADELLE	381,069	50,211	1,806	329,053	86.35
RECLAIM WATER EXPANSION PHASE #5 DESIGN	123,136	54,923	68,213	0	0.00
EAST REGIONAL FORCE MAIN SEWER DESIGN	171,594	136,613	34,980	1	0.00
SPRING HILL PHASE #4 SEWER DESIGN	200,000	-	-	200,000	100.00
RECLAIM WATER EXPANSION CONST PHASE 5	3,488,546	2,039	2,486,205	1,000,302	28.67
	4,564,184	253,723	2,539,749	1,770,712	38.80

MUNICIPAL AIRPORT FUND

REVENUES DISCUSSION REGARDING BUDGET VARIATIONS

Municipal Airport Fund revenues realized as of June 30, 2023 are \$2,936,807 or 30% of total revenues budgeted this fiscal year. Revenues by category are miscellaneous revenues 80%, interest revenues 950%, rental income 88%, transfers from other funds 99%, and capital grant revenue 10%.

REVENUES BY CATEGORY	2022-23 AMENDED BUDGET	YTD QTR BALANCE 06/30/2023	% BDGT USED	YTD QTR BALANCE 06/30/2022
Fund 430 - AIRPORT FUND				
CHARGES FOR SERVICES	-	-	0.00	56,154
MISCELLANEOUS REVENUES	5,000	3,978	79.56	1,467
INTEREST REVENUES	5,205	49,433	949.72	3,632
RENTAL INCOME	1,692,039	1,485,896	87.82	1,353,962
TRANSFERS FROM OTHER FUNDS	645,507	638,233	98.87	-
CAPITAL GRANTS	7,438,835	759,266	10.21	51,867
	9,786,586	2,936,807	30.01	1,467,082
USE OF RESERVES	1,253,745	-		-
TOTAL REVENUES	11,040,331	2,936,807	26.60	1,467,082



- Federal and State grant revenues are 10% realized due to the timing of grant funded revenues collected throughout the year. All airport grant revenues are collected after expenses are incurred and eligible for reimbursement.
- Budgeted transfers from the General Fund are \$638,233 or 99% for the airport access road. Transfers are recorded when project expenses are incurred and will not follow normal benchmarks for any given quarter.

EXPENDITURES DISCUSSION REGARDING BUDGET VARIATIONS

Municipal Airport Fund expenditures are \$3,090,799 or 28% of budget for fiscal year ending June 30, 2023. Expenditures by category are personnel 69%, operating expenses 47%, transfers to other funds 26%, capital outlay 23%, and services provided by general government 75%.

EXPENDITURES BY CATEGORY	2022-23 AMENDED BUDGET	YTD QTR BALANCE 06/30/2023	% BDGT USED	YTD QTR BALANCE 06/30/2022
Fund 430 - AIRPORT FUND				
PERSONNEL	526,349	364,973	69.34	414,334
OPERATING	577,237	268,852	46.58	334,360
TRANSFERS TO OTHER FUNDS	310,691	82,139	26.44	79,121
CAPITAL OUTLAY	9,341,718	2,161,745	23.14	241,527
SERVICES PROVIDED BY GEN GOVT	284,336	213,091	74.94	192,206
TOTAL EXPENDITURES	11,040,331	3,090,799	28.00	1,261,548

- Operating expenses are at 47% of budget mainly due to professional services, building maintenance and COVID-19 grant funded supplies which are significantly under budget at the end of the third quarter.
- Budgeted transfers to other funds include transfers to the general fund for repayment of debt (\$275,986), transfers to the debt service fund for copier lease (\$3,060) and transfers to the capital project fund for shared project cost of IT projects (\$31,645). Transfers occur when expenses are incurred and will not always follow normal benchmarks for any given period.
- Capital Outlay is at 23% of budget due to timing of capital projects which occur over multiple budget years and will not follow normal benchmarks for any given period.

MUNICIPAL AIRPORT FUND CAPITAL PROJECTS

PROJECT DESCRIPTION	2022-23 AMENDED BUDGET	QTR BALANCE 06/30/2023	ENCUMBERED YEAR-TO-DATE	UNENCUMBERED BALANCE	% BDGT REMAIN
T-HANGARS & ELEC GATE	3,603,276	646,494	2,912,581	44,201	1.23
EAST HANGAR COMPLEX - PHASE 1B	1,062,500	-	-	1,062,500	100.00
NW INDUSTRIAL BUS PK ACCESS RD	1,000,611	896,524	104,990	(903)	(0.09)
REPLACEMENT OF ELECTRICAL HOMERUNS	714,389	518,440	52,300	143,649	20.11
TAXIWAY A REHAB	39,692	39,692	-	-	0.00
AIRFIELD MARKINGS & TAXIWAY E LIGHT/SIGN	245,000	-	24,434	220,566	90.03
WEST APRON CONSTRUCTION	2,250,000	-	2,250,000	-	0.00
CONSTRUCT MID SECTION TAXIWAY A	300,000	-	-	300,000	100.00
NEW DIRECTIONAL SIGNS	35,000	-	-	35,000	100.00
DELAND NAVAL AIR STATION POND	20,000	-	-	20,000	100.00
FOREMAN TRUCK	38,207	38,207	-	-	0.00
16' ENCLOSED TRAILER	6,950	6,750	-	200	2.88
ZEROTURN MOWER	18,248	15,638	-	2,610	14.30
RUNWAY BLOWER WITH AIR DEFLECTOR	7,845	-	7,995	(150)	(1.91)
	9,341,718	2,161,745	5,652,300	1,527,674	16.35

REFUSE COLLECTION FUND

REVENUES DISCUSSION REGARDING BUDGET VARIATIONS

Refuse Collection Fund revenues realized on June 30, 2023 are \$3,862,726 or 93% of budgeted revenues for the fiscal year. Solicitations for a new contract were received and a contract was negotiated with GFL Corporation for FY 2023. New garbage rates were implemented on 10/01/22 per the new contract provisions. A CIP rate increase of 3.9% is expected for FY 2024.

EXPENDITURES DISCUSSION REGARDING BUDGET VARIATIONS

Refuse Collection Fund expenditures are \$3,727,186 or 90% of budgeted funds for the fiscal year. Operating expenses are paid when invoices are received during the year and the timing of payments does not always correlate to quarterly benchmarks until fiscal year end.

STORMWATER FUND

REVENUES DISCUSSION REGARDING BUDGET VARIATIONS

Stormwater Fund revenues are \$1,969,230 or 86% of budgeted revenues for the fiscal year ending June 30, 2023. An annual stormwater fee is billed each year for property within the City limits to owners of property that is leased or developed parcels that do not have separate water/sewer accounts. Stormwater fees are typically billed at the end of the calendar year. A rate study was performed during FY 2020 to determine the necessary rate adjustment needed over the next five years to fund future capital projects. Beginning in FY 2022, stormwater rates will increase 4% annually through fiscal year 2026.

REVENUES BY CATEGORY	2022-23 AMENDED BUDGET	YTD QTR BALANCE 06/30/2023	% BDGT USED	YTD QTR BALANCE 06/30/2022
Fund 450 - STORMWATER FUND				
CHARGES FOR SERVICES	2,092,387	1,878,254.98	89.77	1,777,729
MISCELLANEOUS REVENUES	2,500	49,089.26	1963.57	(78,730)
INTEREST REVENUES	8,000	41,886.00	523.58	7,645
CAPITAL GRANTS	200,000	0.00	0.00	-
	2,302,887	1,969,230	85.51	1,706,644
USE OF RESERVES	1,350,218	-		-
TOTAL REVENUES	3,653,105	1,969,230	53.91	1,706,644

- Miscellaneous revenue is 1964% of budget mainly due to the unrealized gain on investments and the sale of surplus property this quarter. Investments are recorded at fair value which fluctuates with current market conditions.
- Capital Grants includes 50% FDOT funding for the Fire Station Pump Design which has not been realized by the end of the third quarter.

EXPENDITURES DISCUSSION REGARDING BUDGET VARIATIONS

Stormwater Fund expenditures are \$1,198,483 or 33% of total budgeted funds for the year. Expenses by category are personnel 56%, operating 46%, transfers to other funds 50%, capital outlay 11%, and services provided by general government 75%.

EXPENDITURES BY CATEGORY	2022-23 AMENDED BUDGET	YTD QTR BALANCE 06/30/2023	% BDGT USED	YTD QTR BALANCE 06/30/2022
Fund 450 - STORMWATER FUND				
PERSONNEL	1,030,762	581,008	56.37	493,798
OPERATING	346,970	159,964	46.10	159,666
TRANSFERS TO OTHER FUNDS	33,407	16,650	49.84	7,852
CAPITAL OUTLAY	1,945,802	218,817	11.25	810,232
SERVICES PROVIDED BY GEN GOVT	296,164	222,043	74.97	198,838
TOTAL EXPENDITURES	3,653,105	1,198,483	32.81	1,670,387

- Operating expenses are 46% of budget mainly due to contractual services, rentals & leases, and operating capital which are significantly below budget this quarter.
- Budgeted transfers include \$31,511 of shared costs in the Capital Fund and \$1,896 for the copier lease in the Debt Service fund which will not always follow benchmarks for any given quarter.
- Services Provided by General Government represent shared administrative costs in the General Fund and Water & Sewer Fund.

STORMWATER FUND CAPITAL PROJECTS

PROJECT DESCRIPTION	2022-23 AMENDED BUDGET	QTR BALANCE 06/30/2023	ENCUMBERED YEAR-TO-DATE	UNENCUMBERED BALANCE	% BDGT REMAIN
NEW POLE BARN FOR SW DEPT	53,223	-	-	53,223	100.00
REPLACE K-MART PUMP STATION	307,944	-	-	307,944	100.00
CITY HALL DRAINAGE PIPE 24"	111,090	-	-	111,090	100.00
NEW HAMPSHIRE AVE POND ADDITION	35,413	-	970	34,443	97.26
BOSTON/RICH AVE DRAINAGE IMPRO	65,019	-	19,595	45,424	69.86
WATERFORD LAKES SW PIPE LINING	13,813	-	-	13,813	100.00
980 PENNSYLVANIA AVE DRAINAGE	61,223	49,544	-	11,679	19.08

HUBBARD AVE & HIGH ST DRAINAGE	82,000	-	-	82,000	100.00
MISC SW IMPROVEMENTS (NEIGHBORHOODS)	14,840	14,840	-	-	0.00
MISC CITY WIDE PIPE LINING REPLACEMENT	168,000	103,408	17,539	47,053	28.01
HUBBARD AVE & HIGH ST DRAINAGE IMPROV	250,000	-	250,000	-	0.00
BOSTON AVE & RICH AVE DRAINAGE IMPROV	125,000	-	-	125,000	100.00
MISC SW IMPROVEMENTS (NEIGHBORHOOD)	96,700	38,456	28,857	29,387	30.39
MISC SW IMPROVEMENTS (PONDS)	28,300	285	28,004	11	0.04
FIRE STATION PUMP STATION DESIGN	400,000	-	-	400,000	100.00
REPLACE 450163A - FORD F150 CREW CAB	45,214	-	45,091	123	0.27
REPLACE 450M104-SLOPE MOWER	71,318	-	56,964	14,354	20.13
REPLACE 450INM522 MOWER	16,705	12,284	-	4,421	26.46
	<u>1,945,802</u>	<u>218,817</u>	<u>447,021</u>	<u>1,279,964</u>	<u>65.78</u>

PERMITS & INSPECTIONS FUND

REVENUES DISCUSSION REGARDING BUDGET VARIATIONS

Permits & Inspections Fund revenue as of June 30, 2023 is \$2,399,712 or 115% of revenues budgeted this fiscal year.

REVENUES BY CATEGORY	2022-23 AMENDED BUDGET	YTD QTR BALANCE 06/30/2023	% BDGT USED	YTD QTR BALANCE 06/30/2022
Fund 480 - PERMITS & INSPECTIONS FUND				
PERMITS. FEES, & SPECIAL ASSESSMENTS	1,818,854	1,909,118	104.96	1,759,850
CHARGES FOR SERVICES	245,000	417,598	170.45	275,397
MISCELLANEOUS REVENUES	5,000	37,193	743.86	(135,512)
INTEREST REVENUES	10,000	35,802	358.02	10,022
	<u>2,078,854</u>	<u>2,399,712</u>	<u>115.43</u>	<u>1,909,756</u>
USE OF RESERVES	1,722,240	-		-
TOTAL REVENUES	<u>3,801,094</u>	<u>2,399,712</u>	<u>63.13</u>	<u>1,909,756</u>

- Charges for services are higher than budget mainly due to plan reviews which are significantly over budget at the end of the third quarter.
- Miscellaneous revenues are 744% realized at the end of the third quarter mainly due to unrealized gains on investments. Investments are recorded at market value and fluctuate with changes in market conditions.

EXPENDITURES DISCUSSION REGARDING BUDGET VARIATIONS

Permits & Inspections Fund expenditures are \$2,276,447 or 60% of budgeted funds at the end of the third quarter. Expenditures by category as a percentage of appropriated funds are personnel 63%, operating expenses 64%, transfers to other funds 19%, capital outlay 16%, and services provided by general government 79%.

EXPENDITURES BY CATEGORY	2022-23 AMENDED BUDGET	YTD QTR BALANCE 06/30/2023	% BDGT USED	YTD QTR BALANCE 06/30/2022
Fund 480 - PERMITS & INSPECTIONS FUND				
PERSONNEL	1,888,039	1,194,861	63.29	1,112,298
OPERATING	783,177	500,319	63.88	223,435
TRANSFERS TO OTHER FUNDS	107,138	20,197	18.85	38,813
CAPITAL OUTLAY	393,579	63,396	16.11	111,127
SERVICES PROVIDED BY GEN GOVT	629,161	497,674	79.10	474,271
TOTAL EXPENDITURES	<u>3,801,094</u>	<u>2,276,447</u>	<u>59.89</u>	<u>1,959,945</u>

- Budgeted transfers to other funds include \$103,082 for shared costs of capital expenses in the Capital Fund and \$4,056 for copier lease payments in the Debt Service Fund.
- Services Provided by General Government represent shared administrative costs and support services in the General Fund.

PERMITS & INSPECTIONS FUND CAPITAL PROJECTS

PROJECT DESCRIPTION	2022-23 AMENDED BUDGET	QTR BALANCE 06/30/2023	ENCUMBERED YEAR-TO-DATE	UNENCUMBERED BALANCE	% BDGT REMAIN
P&I OFFICE RENOVATIONS	87,076	8	78,145	8,923	10.25
ACCELA CIVIC PLATFORM ENHANCEMENTS	165,981	20,628	25,463	119,891	72.23
AGENCY COUNTER	55,000	-	-	55,000	100.00
NEW BUILDING INSPECTOR TRUCK 1 OF 2	42,761	42,761	-	-	0.00
NEW BUILDING INSPECTOR TRUCK 2 OF 2	42,761	-	42,761	-	0.00
	393,579	63,396	146,369	183,814	46.70

HEALTH INSURANCE COST CONTAINMENT FUND

The Health Insurance Cost Containment Fund (HICC) was created to account for the operation of a health center in an attempt to defray the rising costs of health insurance. The center provides free health care to all employees and dependents who are currently insured through the City's health plan. The HICC Fund results in reduced costs compared to regular health provider services and benefits employees by minimizing the annual increase in health insurance.

Total revenue as of June 30, 2023 is \$432,246 or 76% of budgeted revenues. The majority of revenue reflected in this fund represents transfers made from all other funds and totals \$426,978 or 750% of budget at the end of the third quarter.

Expended funds are \$357,997 or 63% of budget at the end of the third quarter. Expenditures by category as a percentage of appropriated funds are operating expenses 62% and services provided by general government 75%. The fund had a net position of \$148,927 at the end of FY 2022.

WORKERS' COMPENSATION SELF-INSURANCE FUND

Worker's Comp Revenue as of June 30, 2023 totals \$746,632 or 88% of budgeted revenues. Premium revenues reflected in the Workers' Compensation Self-Insurance Fund represent transfers made from all other funds and totals \$639,555 or 75% at the end of the third quarter. Interest income is \$46,694 and Miscellaneous revenue is \$60,383 at the end of the third quarter.

Expended funds are \$637,479 or 75% of budget at the end of the third quarter. Expenditures by category as a percentage of appropriated funds are operating 75% and services provided by general government 75%.

During the quarter ending September 30, 2021, the City received an updated actuarial report which increased the necessary reserve amount for FY 2023 to \$1,583,000 to maintain a confidence level of 85% with a \$150,000 deductible, as determined by the City's actuary, Cornerstone Actuarial Solutions. As of June 30, 2023, the fund had a recorded liability in the amount of \$1,399,037 for claims incurred but not reported, and a liability for reported losses of \$183,963.

CASH MANAGEMENT

The primary objectives of the City's investment activities are defined in the Investment Policy adopted by the City Commission. Those objectives are safety of principal, diversification to avoid incurring unreasonable risks and maintaining a portfolio sufficiently liquid to enable the City to meet all operating requirements, which may be reasonably anticipated.

The City's cash balance is \$74,943,109 which is 67% of the total cash and investment portfolio. The investments held by the City as of this reporting period have a par value of \$40,165,000, a book value of \$40,145,218 and a fair value of \$36,661,454. The blended rate of return at the end of this reporting period was .83% with a weighted average maturity

for the portfolio of 2.19. The Investment Policy sets a performance measurement for the City's portfolio with the objective of exceeding the average return on three-month US Treasury Bills or the average rate on federal funds, whichever is higher. The average three-month Treasury bill rate was 5.16% and the average rate on federal funds was 5.08%.

The City's investment portfolio is managed by Morgan Stanley. The primary liquid investments of the City are the Wells Fargo pooled cash account, money market accounts at United Community Bank, and a money market account at US Bank.

Governmental Accounting Standards Board (GASB) Statement No. 31 Accounting and Financial Reporting for Certain Investments and for External Investment Pools establish the accounting and financial reporting standards for governmental investments. Investments should be reported at fair value in the balance sheet and changes in the fair value of investments should be reported in the operating statement. As of June 30, 2023, the City has an unrealized loss of (\$3,483,764). An unrealized loss is defined as the decrease in fair value of investments under the book value. The investment policy requires investments be structured within portfolio percentage limitations. Below are those limitations, along with comparisons of investments held in the City's portfolio at June 30, 2023:

	Policy Limitations	Investment Percentages	Market Value of Investments
Us Treasuries & Agencies	70 - 80%	0%	-
Step Up / Callable Notes & Bonds	60 - 70%	32%	36,013,976
Single Index Variable Rate	20 - 30%	0%	-
Banker's Acceptances	15 - 25%	0%	-
Commercial Paper	15 - 25%	1%	647,478
CD's, CDARS and Other Time Deposits	60 - 70%	67%	74,943,109
Mutual Funds	20 - 30%	0%	-
Local Government Surplus Fund (SBA)	65 - 75%	0%	-
		100%	\$ 111,604,563

A list of the City 's investment portfolio as of June 30, 2023 is included in this report.

CONCLUSION

The attached Financial Report is a presentation of the City's financial position and results of operation through June 30, 2023. Revenues for all funds are within an acceptable range for this reporting period except for those where concern was specifically expressed in this report. Expenditures for all funds are in line with what we would anticipate for this reporting period except for those where concern was specifically expressed in this report.

Please contact Daniel Stauffer, Finance Director, at 386-626-7079 or staufferd@deland.org should you have any questions or comments regarding this memorandum or the enclosed financial report.

Cash & Investments Portfolio Summary
June 2023

Investment	Type	Maturity Date	Current Yield to Maturity	Par Value/ Face Value	Book Value	Fair Value	Market Adjustment	Settlement Date	
General Investments:									
Pooled Interest Bearing Checking Account		Next Day	4.65%	69,171,715	69,171,715	69,171,715	-	N/A	
Money Market - United Community Bank		Next Day	4.34%	5,652,762	5,652,762	5,652,762	-	N/A	
Money Market - US Bank		Next Day	4.34%	118,632	118,632	118,632	-	N/A	
Total General Investments				74,943,109	74,943,109	74,943,109	-		
Short Term Operating Investments:									
FHLMC	Call	3134GYJ78	02/24/25	5.294%	500,000.00	500,425.00	495,870.00	(4,555.00)	02/24/23
FNMA	Call	3135GA4V0	11/25/25	0.689%	2,000,000.00	2,000,000.00	1,814,060.00	(185,940.00)	11/25/20
FNMA	Call	3136G4ZP1	07/30/25	0.710%	2,000,000.00	2,000,000.00	1,830,860.00	(169,140.00)	07/30/20
FNMA	Call	3136G4S87	08/27/25	0.714%	2,000,000.00	2,000,000.00	1,821,040.00	(178,960.00)	08/27/20
FFCB	Call	3133EMSK9	03/02/26	0.932%	2,000,000.00	1,999,500.00	1,803,420.00	(196,080.00)	03/02/21
FFCB	Call	3133EMZ70	02/10/25	0.518%	2,000,000.00	1,998,000.00	1,854,960.00	(143,040.00)	08/10/21
FFCB	Call	3133EMPU0	02/04/26	0.558%	2,000,000.00	2,000,000.00	1,791,100.00	(208,900.00)	02/04/21
FFCB	Call	3133EL4W1	08/25/25	0.669%	2,000,000.00	1,999,500.00	1,824,460.00	(175,040.00)	08/25/20
FFCB	Call	3133EL2S2	08/04/25	0.736%	2,000,000.00	2,000,000.00	1,821,660.00	(178,340.00)	08/04/20
FFCB	Call	3133EL2U7	08/04/25	0.743%	2,000,000.00	2,000,000.00	1,830,800.00	(169,200.00)	08/04/20
FFCB	Call	3133ENDV9	11/17/25	1.124%	500,000.00	498,000.00	458,320.00	(39,680.00)	11/17/21
FHLB	Call	3130ALZA5	04/29/26	0.819%	2,000,000.00	2,000,000.00	1,830,740.00	(169,260.00)	04/29/21
FHLB	Call	3130AKA55	09/24/25	0.573%	2,000,000.00	2,000,000.00	1,816,080.00	(183,920.00)	09/24/20
FHLB	Call	3130AKC95	10/29/25	0.607%	2,000,000.00	2,000,000.00	1,812,120.00	(187,880.00)	10/29/20
FNMA	Call	3130AP4L6	03/28/25	0.649%	2,000,000.00	1,998,000.00	1,849,260.00	(148,740.00)	09/28/21
FHLB	Call	3130AMX49	12/30/24	0.644%	2,000,000.00	2,000,000.00	1,863,720.00	(136,280.00)	06/30/21
FHLB	Call	3130ANRU6	09/17/26	1.142%	1,000,000.00	1,000,000.00	893,470.00	(106,530.00)	09/17/21
FNMA	Call	3136G45P4	10/27/25	0.607%	2,000,000.00	2,000,000.00	1,812,440.00	(187,560.00)	10/27/20
Comm Paper		91282CCN9	07/31/23	0.130%	650,000.00	636,355.08	647,478.00	11,122.92	10/27/20
Total Short Term Operating Investments			0.763%	32,650,000.00	32,629,780.08	29,871,858.00	(2,757,922.08)		
Long Term Operating Reserve Investments:									
FHLMC	Call	3134GYJ78	02/24/25	5.294%	515,000.00	515,437.75	510,746.10	(4,691.65)	02/24/23
FNMA	Call	3136G4XV0	06/30/25	0.798%	1,000,000.00	1,000,000.00	914,590.00	(85,410.00)	06/30/20
FFCB	Call	3133EL4W1	08/25/25	0.669%	2,000,000.00	2,000,000.00	1,824,460.00	(175,540.00)	08/25/20
FFCB	Call	3133EL7D0	09/11/26	0.835%	2,000,000.00	2,000,000.00	1,771,500.00	(228,500.00)	09/11/20
FHLB	Call	3130AKC46	10/19/26	0.814%	2,000,000.00	2,000,000.00	1,768,300.00	(231,700.00)	10/19/20
Total Long Term Operating Reserve Investments			1.115%	7,515,000.00	7,515,437.75	6,789,596.10	(725,841.65)		
Total Investments including cash & paper				115,108,108.84	115,088,326.67	111,604,562.94	(3,483,763.73)		
Total L/T & S/T Investments Only				40,165,000.00	40,145,217.83	36,661,454.10	(3,483,763.73)		
Total Value - Morgan Stanley Assets						36,780,086.12			

GOVERNMENTAL FUND TYPES

GENERAL FUND

The General Fund serves as the primary reporting vehicle for current government operations. The General Fund, by definition, accounts for all current financial resources not required by law or administrative action to be accounted for in another fund.

Fund 001 GENERAL FUND

GL Number	Description	PERIOD ENDED 06/30/2022	PERIOD ENDED 06/30/2023
*** Assets ***			
101.000	CASH IN BANK	2,512,638.04	2,208,962.18
102.000	CASH ON HAND	5,525.00	4,225.00
104.000	EQUITY IN POOLED CASH	22,587,161.00	18,780,260.99
105.000	TAXES RECEIVABLE	8,119.13	6,422.74
107.000	DELINQUENT TAXES RECEIVABLE	57,563.00	47,015.00
115.100	ACCOUNTS RECEIVABLE	1,141,906.80	1,284,877.41
117.000	ALLOWANCE FOR UNCOLLECTIBLE AR	(39,844.44)	(20,461.94)
121.000	ASSESSMENTS RECEIVABLE	45,130.60	47,946.39
131.000	DUE FROM OTHER FUNDS	0.00	0.00
132.000	ADVANCES TO OTHER FUNDS	1,843,417.19	1,682,820.89
133.000	DUE FROM OTHER GOVERNMENTS	632,414.23	649,956.89
135.000	INTEREST & DIVIDENDS REC	9,335.61	10,297.32
141.000	INVENTORIES	58,083.41	65,902.17
142.000	INVENTORIES - FOR SALE	614.74	614.74
151.900	INVESTMENTS - NON-CURRENT	8,137,679.87	8,232,662.71
155.000	PREPAID ITEMS	760,861.11	817,045.44
156.900	OTHER ASSETS - NONCURRENT	0.00	773,086.28
Total Assets		37,760,605.29	34,591,634.21
*** Liabilities ***			
115.100	ACCOUNTS RECEIVABLE	0.00	0.00
201.000	VOUCHERS PAYABLE	597.15	597.15
202.000	ACCOUNTS PAYABLE	770,488.64	50,266.63
205.000	CONTRACTS PAYABLE	0.00	0.00
207.000	DUE TO OTHER FUNDS	0.00	0.00
208.000	DUE TO OTHER GOVERNMENTS	2,628.32	2,043.50
216.000	ACCRUED SALARIES & WAGES	0.00	0.00
220.000	DEPOSITS	160,908.59	154,297.90
223.000	DEFERRED REVENUE	103,406.73	76,103.41
229.000	OTHER CURRENT LIABILITIES	1,921.04	0.00
290.000	DEFERRED INFLOW	0.00	758,018.98
Total Liabilities		1,039,950.47	1,041,327.57
*** Fund Balance ***			
251.000	PRIOR PERIOD ADJUSTMENT	0.00	0.00
280.000	FUND BALANCE - NONSPENDABLE	2,070,526.33	1,933,568.47
281.000	FUND BALANCE - RESTRICTED	1,043,938.92	903,470.53
282.000	FUND BALANCE - COMMITTED	1,707,824.70	5,383,657.85
283.000	FUND BALANCE - ASSIGNED	16,728,798.94	17,607,209.04
284.000	FUND BALANCE - UNASSIGNED	6,165,508.70	6,697,410.70
Total Fund Balance		27,716,597.59	32,525,316.59
Beginning Fund Balance		27,716,597.59	32,525,316.59
Net of Revenues VS Expenditures		9,004,057.23	1,024,990.05
Ending Fund Balance		36,720,654.82	33,550,306.64
Total Liabilities And Fund Balance		37,760,605.29	34,591,634.21

Required Supplementary Information
City of DeLand, Florida
General Fund

Schedule of Revenue, Expenditures, and Changes in Fund Balances - Comparison with Budget and FY-2022 Actual

	2022-23 ORIGINAL BUDGET	2022-23 AMENDED BUDGET	YTD QTR BALANCE 06/30/2023	AVAILABLE BALANCE	YTD QTR BALANCE 06/30/2022
REVENUES					
AD VALOREM	15,573,192	15,573,192	15,792,226	(219,034)	14,655,107
OTHER TAXES	804,645	804,645	299,913	504,732	286,318
PUBLIC SERVICE TAXES	5,854,208	5,854,208	4,594,965	1,259,243	4,187,371
PERMITS, FEES, & SPECIAL ASSESSMENTS	299,220	299,220	293,802	5,418	276,265
FRANCHISE TAXES	3,535,369	3,535,369	3,021,389	513,980	2,557,604
OPERATING GRANTS	65,000	1,165,000	159,029	1,005,971	3,501,000
INTERGOVERNMENTAL REVENUE	4,747,965	4,747,965	3,555,098	1,192,867	3,229,233
CHARGES FOR GOVT SERVICES	2,659,135	2,659,135	1,994,351	664,784	1,802,751
CHARGES FOR SERVICES	859,810	894,810	746,831	147,979	1,423,698
FINES & FORFEITS	99,000	99,000	102,090	(3,090)	101,669
MISCELLANEOUS REVENUES	280,287	301,129	822,946	(521,817)	53,907
INTEREST REVENUES	60,000	60,000	626,517	(566,517)	63,912
RENTAL INCOME	224,186	224,186	206,383	17,803	190,508
USE OF RESERVES	2,652,337	10,632,261	-	10,632,261	-
DEBT PROCEEDS	686,450	686,450	-	686,450	-
CHARGES FOR GOVT SERVICES	1,766,093	1,991,393	1,518,139	473,254	1,691,383
TRANSFERS FROM OTHER FUNDS	864,969	686,986	372,816	314,170	404,281
TOTAL REVENUES	41,031,866	50,214,949	34,106,497	16,108,452	34,425,006
EXPENDITURES					
PERSONNEL	70,124	70,124	50,325	19,799	50,192
OPERATING	81,188	79,995	34,963	45,032	27,395
0100 - CITY COMMISSION	151,312	150,119	85,289	64,830	77,587
PERSONNEL	342,666	342,666	239,641	103,025	234,093
OPERATING	20,164	20,164	10,067	10,097	10,768
0101 - CITY MANAGER	362,830	362,830	249,708	113,122	244,862
PERSONNEL	335,692	353,192	248,629	104,563	226,151
OPERATING	58,154	58,154	33,405	24,749	51,617
0102 - CITY CLERK	393,846	411,346	282,034	129,312	277,767
PERSONNEL	868,553	870,701	616,887	253,815	601,844
OPERATING	188,235	188,235	53,434	134,801	70,151
0103 - FINANCE	1,056,788	1,058,936	670,321	388,615	671,995
PERSONNEL	85,897	85,897	60,005	25,893	58,643
OPERATING	423,555	423,555	243,221	180,334	251,264
0104 - LEGAL	509,452	509,452	303,226	206,227	309,907
PERSONNEL	658,084	791,214	580,431	210,783	418,081
OPERATING	849,957	2,317,972	1,972,509	345,463	576,178
0106 - ADMINISTRATIVE SERVICES	1,508,041	3,109,186	2,552,940	556,246	994,259
PERSONNEL	761,248	811,248	546,442	264,805	461,570
OPERATING	1,268,013	1,430,551	922,244	508,307	1,465,574
0110 - INFORMATION TECHNOLOGY	2,029,261	2,241,799	1,468,686	773,113	1,927,144
PERSONNEL	465,775	465,775	334,370	131,406	349,493
OPERATING	130,745	130,745	89,145	41,600	75,304
0115 - HUMAN RESOURCES	596,520	596,520	423,514	173,006	424,798
PERSONNEL	292,729	292,729	204,240	88,489	203,588
OPERATING	106,310	117,785	66,426	51,359	65,385
GRANTS & AID	-	95,000	8,000	87,000	-
1117 - COMMUNITY DEVELOPMENT	399,039	505,514	278,666	226,848	268,973
PERSONNEL	707,333	766,691	562,711	203,980	397,795
OPERATING	118,870	118,870	23,777	95,093	36,485
1118 - PLANNING	826,203	885,561	586,488	299,074	434,280
PERSONNEL	77,607	77,607	45,801	31,807	49,244
OPERATING	54,996	54,996	4,230	50,766	8,518
1119 - LICENCES & ENFORCEMENT	132,603	132,603	50,030	82,573	57,762
PERSONNEL	7,028,941	7,108,941	4,848,220	2,260,721	4,694,241
OPERATING	748,439	860,662	555,096	305,566	426,026
1222 - FIRE	7,777,380	7,969,603	5,403,316	2,566,286	5,120,267
PERSONNEL	316,251	402,163	252,924	149,239	-
OPERATING	39,715	45,215	17,881	27,334	-
1223 - FIRE PREVENTION	355,966	447,378	270,806	176,572	-
PERSONNEL	9,866,065	9,889,188	6,725,726	3,163,463	6,502,668
OPERATING	1,559,187	1,815,392	1,316,535	498,858	895,648

Required Supplementary Information
City of DeLand, Florida
General Fund

Schedule of Revenue, Expenditures, and Changes in Fund Balances - Comparison with Budget and FY-2022 Actual

	2022-23 ORIGINAL BUDGET	2022-23 AMENDED BUDGET	YTD QTR BALANCE 06/30/2023	AVAILABLE BALANCE	YTD QTR BALANCE 06/30/2022
1226 - POLICE	11,425,252	11,704,580	8,042,260	3,662,320	7,398,316
PERSONNEL	61,899	61,899	41,159	20,740	43,350
OPERATING	20,595	20,595	8,819	11,776	6,628
1228 - PARKING SERVICES	82,494	82,494	49,978	32,516	49,978
PERSONNEL	371,054	371,054	255,277	115,777	218,989
OPERATING	101,754	116,754	52,326	64,428	45,842
1301 - PUBLIC WORKS ADMIN	472,808	487,808	307,603	180,205	264,831
PERSONNEL	810,833	808,833	458,495	350,338	460,718
OPERATING	936,974	930,305	585,621	344,684	613,728
1302 - STREETS	1,747,807	1,739,138	1,044,116	695,022	1,074,445
PERSONNEL	442,759	442,759	229,950	212,809	264,490
OPERATING	160,096	160,096	67,170	92,926	59,178
1303 - TREES	602,855	602,855	297,121	305,734	323,668
PERSONNEL	719,165	719,165	407,322	311,843	421,874
OPERATING	189,935	189,935	99,150	90,785	77,791
1304 - URBAN BEAUTIFICATION	909,100	909,100	506,473	402,627	499,665
PERSONNEL	497,192	497,192	257,312	239,880	355,501
OPERATING	69,260	57,291	34,876	22,415	32,131
1306 - VEHICLE MAINTENANCE	566,452	554,483	292,188	262,294	387,632
PERSONNEL	323,872	323,872	209,614	114,259	225,127
OPERATING	26,465	52,789	31,166	21,623	16,980
1401 - PARKS & REC ADMIN	350,337	376,661	240,780	135,882	242,106
PERSONNEL	311,557	311,557	184,884	126,673	182,830
OPERATING	114,660	124,660	79,672	44,988	70,627
1402 - RECREATION	426,217	436,217	264,555	171,661	253,457
PERSONNEL	1,638,955	1,638,955	1,117,386	521,568	969,151
OPERATING	375,786	452,897	314,696	138,201	410,488
1403 - PARKS	2,014,741	2,091,852	1,432,082	659,769	1,379,639
OPERATING	18,319	18,319	10,227	8,092	8,493
1404 - INTERMODAL TRANSPORTATION	18,319	18,319	10,227	8,092	8,493
OPERATING	16,119	44,740	34,558	10,182	10,599
1405 - TRAILER PARK	16,119	44,740	34,558	10,182	10,599
OPERATING	13,816	13,816	9,395	4,421	6,741
1406 - DELAND HOUSE	13,816	13,816	9,395	4,421	6,741
PERSONNEL	307,628	307,628	201,481	106,147	207,762
OPERATING	128,033	137,863	92,891	44,972	87,727
1407 - SANBORN ACTIVITY CENTER	435,661	445,491	294,372	151,119	295,489
OPERATING	133,430	133,430	99,715	33,715	67,112
1408 - STADIUM	133,430	133,430	99,715	33,715	67,112
PERSONNEL	10,765	10,765	594	10,171	1,729
OPERATING	50,300	50,300	18,755	31,545	15,522
1409 - SPECIAL EVENTS	61,065	61,065	19,349	41,716	17,251
PERSONNEL	279,951	279,951	185,786	94,165	181,995
OPERATING	121,443	126,443	87,525	38,918	82,038
1410 - CHISHOLM CENTER	401,394	406,394	273,311	133,083	264,033
OPERATING	95,088	95,088	73,086	22,002	-
1411 - SPERLING SPORTS COMPLEX	95,088	95,088	73,086	22,002	-
OPERATING	33,250	63,908	59,143	4,765	-
1412 - CONRAD/MELCHING	33,250	63,908	59,143	4,765	-
CONTINGENCY	832,500	443,119	-	443,119	-
TRANSFERS TO OTHER FUNDS	4,293,920	11,123,544	7,106,169	4,017,375	2,067,894
TOTAL EXPENDITURES	41,031,866	50,214,949	33,081,507	17,133,442	25,420,949
TOTAL REVENUES - FUND 001	41,031,866	50,214,949	34,106,497	16,108,452	34,425,006
TOTAL EXPENDITURES - FUND 001	41,031,866	50,214,949	33,081,507	17,133,442	25,420,949
NET OF REVENUES & EXPENDITURES	-	-	1,024,990	(1,024,990)	9,004,057

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GOVERNMENTAL FUND TYPES

SPECIAL REVENUE FUNDS

A special revenue fund is used when legal requirements restrict specific resources to be expended for specified purposes, with the exception of trust, capital projects or debt service. The confiscated Fund accounts for the receipts and disbursements of forfeited funds for law enforcement purposes. The Spring Hill Community Redevelopment Fund accounts for the revenues and expenditures of the Spring Hill Tax Increment District. The Downtown Community Redevelopment Fund accounts for the revenues and expenditures of the Downtown Tax Increment District. The Governmental Impact Fees Trust Fund accounts for projects using revenue collected from Police, Fire, Parks & Recreation and General Government Building Impact Fees paid by new construction. The Grant & Other Special Revenues Fund accounts for all capital projects and expenditures relating to grants which fund non-payroll operating expenses.

Fund 109 CONFISCATED FUND

GL Number	Description	PERIOD ENDED 06/30/2022	PERIOD ENDED 06/30/2023
*** Assets ***			
104.000	EQUITY IN POOLED CASH	10,791.90	47,425.98
135.000	INTEREST & DIVIDENDS REC	0.00	0.00
156.900	OTHER ASSETS - NONCURRENT	0.00	0.00
Total Assets		10,791.90	47,425.98
*** Liabilities ***			
202.000	ACCOUNTS PAYABLE	0.00	0.00
Total Liabilities		0.00	0.00
*** Fund Balance ***			
281.000	FUND BALANCE - RESTRICTED	88,876.85	17,340.03
Total Fund Balance		88,876.85	17,340.03
Beginning Fund Balance		88,876.85	17,340.03
Net of Revenues VS Expenditures		(78,084.95)	30,085.95
Ending Fund Balance		10,791.90	47,425.98
Total Liabilities And Fund Balance		10,791.90	47,425.98

Required Supplementary Information
City of DeLand, Florida
Fund 109 - CONFISCATED FUND

Schedule of Revenue, Expenditures, and Changes in Fund Balances - Comparison with Budget and FY 2022 Actual

	2022-23 ORIGINAL BUDGET	2022-23 AMENDED BUDGET	YTD QTR BALANCE 06/30/2023	AVAILABLE BALANCE	YTD QTR BALANCE 06/30/2022
Fund 109 - CONFISCATED FUND					
REVENUES					
FINES & FORFEITS	3,000	3,000	28,894	(25,894)	-
INTEREST REVENUES	-	-	1,192	(1,192)	110
TOTAL REVENUES	<u>3,000</u>	<u>3,000</u>	<u>30,086</u>	<u>(27,086)</u>	<u>110</u>
EXPENDITURES					
CAPITAL OUTLAY	-	-	-	-	60,400
OPERATING	3,000	3,000	-	3,000	17,795
TOTAL EXPENDITURES	<u>3,000</u>	<u>3,000</u>	<u>-</u>	<u>3,000</u>	<u>78,195</u>
Fund 109 - CONFISCATED FUND:					
TOTAL REVENUES	3,000	3,000	30,086	(27,086)	110
TOTAL EXPENDITURES	<u>3,000</u>	<u>3,000</u>	<u>-</u>	<u>3,000</u>	<u>78,195</u>
NET OF REVENUES & EXPENDITURES	<u>-</u>	<u>-</u>	<u>30,086</u>	<u>(30,086)</u>	<u>(78,085)</u>

Fund 120 HOMELESSNESS FUND

GL Number	Description	PERIOD ENDED 06/30/2022	PERIOD ENDED 06/30/2023
*** Assets ***			
104.000	EQUITY IN POOLED CASH	455,431.46	(35,887.82)
115.100	ACCOUNTS RECEIVABLE	0.00	0.00
	Total Assets	455,431.46	(35,887.82)
*** Liabilities ***			
202.000	ACCOUNTS PAYABLE	(221.09)	1,576.78
	Total Liabilities	(221.09)	1,576.78
*** Fund Balance ***			
281.000	FUND BALANCE - RESTRICTED	627,433.88	297,645.02
	Total Fund Balance	627,433.88	297,645.02
	Beginning Fund Balance	627,433.88	297,645.02
	Net of Revenues VS Expenditures	(171,781.33)	(335,109.62)
	Ending Fund Balance	455,652.55	(37,464.60)
	Total Liabilities And Fund Balance	455,431.46	(35,887.82)

Required Supplementary Information
City of DeLand, Florida
Fund 120 - HOMELESSNESS FUND

Schedule of Revenue, Expenditures, and Changes in Fund Balances - Comparison with Budget and FY 2022 Actual

	2022-23 ORIGINAL BUDGET	2022-23 AMENDED BUDGET	YTD QTR BALANCE 06/30/2023	AVAILABLE BALANCE	YTD QTR BALANCE 06/30/2022
Fund 120 - HOMELESSNESS FUND					
REVENUES					
INTEREST REVENUES	-	-	3,127	(3,127)	897
MISCELLANEOUS REVENUES	325,000	325,000	88,443	236,557	157,613
USE OF RESERVES	246,308	274,308	-	274,308	-
TRANSFERS FROM OTHER FUNDS	50,000	50,000	37,500	12,500	37,500
TOTAL REVENUES	621,308	649,308	129,070	520,238	196,010
EXPENDITURES					
OPERATING	621,308	649,308	464,180	28,301	367,791
TOTAL EXPENDITURES	621,308	649,308	464,180	28,301	367,791
Fund 120 - HOMELESSNESS FUND:					
TOTAL REVENUES	621,308	649,308	129,070	520,238	196,010
TOTAL EXPENDITURES	621,308	649,308	464,180	28,301	367,791
NET OF REVENUES & EXPENDITURES	-	-	(335,110)	491,937	(171,781)

Fund 160 SPRING HILL CRA FUND

GL Number	Description	PERIOD ENDED 06/30/2022	PERIOD ENDED 06/30/2023
*** Assets ***			
104.000	EQUITY IN POOLED CASH	583,778.94	1,088,755.68
115.100	ACCOUNTS RECEIVABLE	106.50	10,106.50
133.000	DUE FROM OTHER GOVERNMENTS	57.28	0.00
135.000	INTEREST & DIVIDENDS REC	0.00	0.00
151.900	INVESTMENTS - NON-CURRENT	0.00	0.00
155.000	PREPAID ITEMS	0.00	0.00
Total Assets		583,942.72	1,098,862.18
*** Liabilities ***			
202.000	ACCOUNTS PAYABLE	3,277.22	5,860.03
205.000	CONTRACTS PAYABLE	0.00	0.00
208.000	DUE TO OTHER GOVERNMENTS	6.68	6.67
216.000	ACCRUED SALARIES & WAGES	0.00	0.00
236.900	ADVANCES FROM OTHER FUNDS	0.00	0.00
Total Liabilities		3,283.90	5,866.70
*** Fund Balance ***			
281.000	FUND BALANCE - RESTRICTED	389,203.36	521,182.59
Total Fund Balance		389,203.36	521,182.59
Beginning Fund Balance		389,203.36	521,182.59
Net of Revenues VS Expenditures		191,455.46	571,812.89
Ending Fund Balance		580,658.82	1,092,995.48
Total Liabilities And Fund Balance		583,942.72	1,098,862.18

Required Supplementary Information
City of DeLand, Florida
Fund 160 - SPRING HILL CRA FUND

Schedule of Revenue, Expenditures, and Changes in Fund Balances - Comparison with Budget and FY 2022 Actual

	2022-23 ORIGINAL BUDGET	2022-23 AMENDED BUDGET	YTD QTR BALANCE 06/30/2023	AVAILABLE BALANCE	YTD QTR BALANCE 06/30/2022
Fund 160 - SPRING HILL CRA FUND					
REVENUES					
INTEREST REVENUES	-	-	25,185	(25,185)	872
MISCELLANEOUS REVENUES	1,200	1,200	4,640	(3,440)	1,000
USE OF RESERVES	-	4,459	-	4,459	-
AD VALOREM	732,532	732,532	719,115	13,417	325,492
CAPITAL GRANTS	31,449	31,449	(0)	31,449	12,267
OPERATING GRANTS	-	-	-	-	57
RENTAL INCOME	-	-	10,000	(10,000)	-
TOTAL REVENUES	<u>765,181</u>	<u>769,640</u>	<u>758,940</u>	<u>10,700</u>	<u>339,689</u>
EXPENDITURES					
CAPITAL OUTLAY	-	-	-	-	4,878
OPERATING	68,870	85,520	46,501	37,462	25,527
PERSONNEL	186,069	186,069	89,025	97,044	78,257
GRANTS & AID	20,000	20,000	-	20,000	-
CONTINGENCY	427,971	411,321	-	411,321	-
TRANSFERS TO OTHER FUNDS	62,271	66,730	51,601	15,129	39,572
TOTAL EXPENDITURES	<u>765,181</u>	<u>769,640</u>	<u>187,127</u>	<u>580,956</u>	<u>148,234</u>
Fund 160 - SPRING HILL CRA FUND:					
TOTAL REVENUES	765,181	769,640	758,940	10,700	339,689
TOTAL EXPENDITURES	<u>765,181</u>	<u>769,640</u>	<u>187,127</u>	<u>580,956</u>	<u>148,234</u>
NET OF REVENUES & EXPENDITURES	<u>-</u>	<u>-</u>	<u>571,813</u>	<u>(570,256)</u>	<u>191,455</u>

Fund 170 GIFT FUND

GL Number	Description	PERIOD ENDED 06/30/2022	PERIOD ENDED 06/30/2023
*** Assets ***			
104.000	EQUITY IN POOLED CASH	2,209,440.79	3,172,733.71
115.100	ACCOUNTS RECEIVABLE	0.00	6,933.28
131.000	DUE FROM OTHER FUNDS	0.00	0.00
135.000	INTEREST & DIVIDENDS REC	0.00	0.00
155.000	PREPAID ITEMS	0.00	0.00
Total Assets		2,209,440.79	3,179,666.99
*** Liabilities ***			
202.000	ACCOUNTS PAYABLE	6,926.22	2,701.00
207.000	DUE TO OTHER FUNDS	0.00	0.00
Total Liabilities		6,926.22	2,701.00
*** Fund Balance ***			
281.000	FUND BALANCE - RESTRICTED	1,830,666.78	2,450,710.96
Total Fund Balance		1,830,666.78	2,450,710.96
Beginning Fund Balance		1,830,666.78	2,450,710.96
Net of Revenues VS Expenditures		371,847.79	726,255.03
Ending Fund Balance		2,202,514.57	3,176,965.99
Total Liabilities And Fund Balance		2,209,440.79	3,179,666.99

Required Supplementary Information
City of DeLand, Florida
Fund 170 - GIFT FUND

Schedule of Revenue, Expenditures, and Changes in Fund Balances - Comparison with Budget and FY 2022 Actual

	2022-23 ORIGINAL BUDGET	2022-23 AMENDED BUDGET	YTD QTR BALANCE 06/30/2023	AVAILABLE BALANCE	YTD QTR BALANCE 06/30/2022
Fund 170 - GIFT FUND					
REVENUES					
INTEREST REVENUES	-	-	72,436	(72,436)	3,039
USE OF RESERVES	492,215	637,704	-	637,704	-
PERMITS, FEES, & SPECIAL ASSESSMENTS	1,312,828	1,312,828	1,567,906	(255,078)	1,497,196
TOTAL REVENUES	1,805,043	1,950,532	1,640,342	310,190	1,500,235
EXPENDITURES					
CAPITAL OUTLAY	91,800	161,787	49,933	41,277	88,575
OPERATING	7,500	7,500	-	7,500	13,684
TRANSFERS TO OTHER FUNDS	1,705,743	1,781,245	864,154	917,091	1,026,129
TOTAL EXPENDITURES	1,805,043	1,950,532	914,087	965,868	1,128,387
Fund 170 - GIFT FUND:					
TOTAL REVENUES	1,805,043	1,950,532	1,640,342	310,190	1,500,235
TOTAL EXPENDITURES	1,805,043	1,950,532	914,087	965,868	1,128,387
NET OF REVENUES & EXPENDITURES	-	-	726,255	(655,678)	371,848

Fund 180 DOWNTOWN CRA FUND

GL Number	Description	PERIOD ENDED 06/30/2022	PERIOD ENDED 06/30/2023
*** Assets ***			
101.000	CASH IN BANK	0.00	0.00
104.000	EQUITY IN POOLED CASH	1,358,022.78	1,724,224.66
115.100	ACCOUNTS RECEIVABLE	5,503.61	5,882.40
133.000	DUE FROM OTHER GOVERNMENTS	0.00	0.00
135.000	INTEREST & DIVIDENDS REC	0.00	2,598.61
151.900	INVESTMENTS - NON-CURRENT	0.00	0.00
156.900	OTHER ASSETS - NONCURRENT	0.00	789,033.41
Total Assets		1,363,526.39	2,521,739.08
*** Liabilities ***			
202.000	ACCOUNTS PAYABLE	3,568.79	2,350.33
205.000	CONTRACTS PAYABLE	0.00	0.00
208.000	DUE TO OTHER GOVERNMENTS	0.00	0.07
216.000	ACCRUED SALARIES & WAGES	0.00	0.00
220.000	DEPOSITS	0.00	0.00
223.000	DEFERRED REVENUE	0.00	0.00
290.000	DEFERRED INFLOW	0.00	764,679.29
Total Liabilities		3,568.79	767,029.69
*** Fund Balance ***			
281.000	FUND BALANCE - RESTRICTED	1,272,520.05	1,361,070.21
Total Fund Balance		1,272,520.05	1,361,070.21
Beginning Fund Balance		1,272,520.05	1,361,070.21
Net of Revenues VS Expenditures		87,437.55	393,639.18
Ending Fund Balance		1,359,957.60	1,754,709.39
Total Liabilities And Fund Balance		1,363,526.39	2,521,739.08

Required Supplementary Information
City of DeLand, Florida
Fund 180 - DOWNTOWN CRA FUND

Schedule of Revenue, Expenditures, and Changes in Fund Balances - Comparison with Budget and FY 2022 Actual

	2022-23 ORIGINAL BUDGET	2022-23 AMENDED BUDGET	YTD QTR BALANCE 06/30/2023	AVAILABLE BALANCE	YTD QTR BALANCE 06/30/2022
Fund 180 - DOWNTOWN CRA FUND					
REVENUES					
INTEREST REVENUES	-	-	43,962	(43,962)	2,409
MISCELLANEOUS REVENUES	44,604	44,604	35,388	9,216	12,331
USE OF RESERVES	-	503,290	-	503,290	-
AD VALOREM	607,480	607,480	599,264	8,216	528,729
CHARGES FOR SERVICES	58,105	58,105	54,898	3,207	51,804
DEBT PROCEEDS	707,300	707,300	-	707,300	-
TOTAL REVENUES	<u>1,417,489</u>	<u>1,920,779</u>	<u>733,513</u>	<u>1,187,266</u>	<u>595,273</u>
EXPENDITURES					
CAPITAL OUTLAY	716,509	1,214,759	2,450	1,212,309	199,582
OPERATING	423,199	436,199	298,989	100,653	267,458
GRANTS & AID	67,500	67,500	-	67,500	-
CONTINGENCY	84,642	76,642	-	76,642	-
TRANSFERS TO OTHER FUNDS	125,639	125,679	38,434	87,245	40,796
TOTAL EXPENDITURES	<u>1,417,489</u>	<u>1,920,779</u>	<u>339,874</u>	<u>1,544,348</u>	<u>507,836</u>
Fund 180 - DOWNTOWN CRA FUND:					
TOTAL REVENUES	1,417,489	1,920,779	733,513	1,187,266	595,273
TOTAL EXPENDITURES	1,417,489	1,920,779	339,874	1,544,348	507,836
NET OF REVENUES & EXPENDITURES	<u>-</u>	<u>-</u>	<u>393,639</u>	<u>(357,082)</u>	<u>87,438</u>

Fund 190 GRANT & SPECIAL REVENUE FUND

GL Number	Description	PERIOD ENDED 06/30/2022	PERIOD ENDED 06/30/2023
*** Assets ***			
101.000	CASH IN BANK	0.00	0.00
104.000	EQUITY IN POOLED CASH	323,077.33	(400,947.16)
115.100	ACCOUNTS RECEIVABLE	0.00	0.00
128.900	NOTES RECEIVABLE - NON-CURRENT	0.00	0.00
133.000	DUE FROM OTHER GOVERNMENTS	52,150.88	1,387,953.96
Total Assets		375,228.21	987,006.80
*** Liabilities ***			
202.000	ACCOUNTS PAYABLE	488.60	609,715.67
205.000	CONTRACTS PAYABLE	3,500.00	0.00
207.000	DUE TO OTHER FUNDS	0.00	0.00
223.000	DEFERRED REVENUE	0.00	0.00
Total Liabilities		3,988.60	609,715.67
*** Fund Balance ***			
251.000	PRIOR PERIOD ADJUSTMENT	0.00	0.00
281.000	FUND BALANCE - RESTRICTED	554,892.35	(386,400.85)
282.000	FUND BALANCE - COMMITTED	0.00	442,967.63
Total Fund Balance		554,892.35	56,566.78
Beginning Fund Balance		554,892.35	56,566.78
Net of Revenues VS Expenditures		(183,652.74)	320,724.35
Ending Fund Balance		371,239.61	377,291.13
Total Liabilities And Fund Balance		375,228.21	987,006.80

Required Supplementary Information
City of DeLand, Florida
Fund 190 - GRANT & SPECIAL REVENUE FUND

Schedule of Revenue, Expenditures, and Changes in Fund Balances - Comparison with Budget and FY 2022 Actual

	2022-23 ORIGINAL BUDGET	2022-23 AMENDED BUDGET	YTD QTR BALANCE 06/30/2023	AVAILABLE BALANCE	YTD QTR BALANCE 06/30/2022
Fund 190 - GRANT & SPECIAL REVENUE FUND					
REVENUES					
INTEREST REVENUES	-	-	-	-	491
MISCELLANEOUS REVENUES	-	1,532,964	1,352,357	180,607	-
USE OF RESERVES	143,980	1,004	-	1,004	-
TRANSFERS FROM OTHER FUNDS	895,915	5,495,713	4,314,791	1,180,922	143,082
CAPITAL GRANTS	1,678,213	2,214,731	102,781	2,111,950	(6,558)
CHARGES FOR SERVICES	25,000	25,000	324,674	(299,674)	-
DEBT PROCEEDS	3,795,000	3,795,000	-	3,795,000	-
OTHER TAXES	300,004	300,004	215,935	84,069	207,341
TOTAL REVENUES	<u>6,838,112</u>	<u>13,364,416</u>	<u>6,310,537</u>	<u>7,053,879</u>	<u>344,356</u>
EXPENDITURES					
CAPITAL OUTLAY	3,013,108	9,059,902	5,317,044	1,063,763	263,719
OPERATING	3,825,004	4,023,024	672,769	2,746,898	264,290
CONTINGENCY	-	281,490	-	281,490	-
TOTAL EXPENDITURES	<u>6,838,112</u>	<u>13,364,416</u>	<u>5,989,813</u>	<u>4,092,151</u>	<u>528,009</u>
Fund 190 - GRANT & SPECIAL REVENUE FUND:					
TOTAL REVENUES	6,838,112	13,364,416	6,310,537	7,053,879	344,356
TOTAL EXPENDITURES	<u>6,838,112</u>	<u>13,364,416</u>	<u>5,989,813</u>	<u>4,092,151</u>	<u>528,009</u>
NET OF REVENUES & EXPENDITURES	<u>-</u>	<u>-</u>	<u>320,724</u>	<u>2,961,728</u>	<u>(183,653)</u>

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GOVERNMENTAL FUND TYPES

DEBT SERVICE FUND

A debt service fund is used to account for the accumulation of financial resources to be used the payment of general long-term debt principal and interest. The Debt Service Fund accounts for the revenues and expenditures for all Governmental Fund payments on long-term debt and is funded through transfers from other funds.

Fund 200 DEBT SERVICE FUND

GL Number	Description	PERIOD ENDED 06/30/2022	PERIOD ENDED 06/30/2023
*** Assets ***			
104.000	EQUITY IN POOLED CASH	3,299.78	3,313.41
	Total Assets	3,299.78	3,313.41
*** Liabilities ***			
202.000	ACCOUNTS PAYABLE	3,299.78	3,299.78
	Total Liabilities	3,299.78	3,299.78
*** Fund Balance ***			
281.000	FUND BALANCE - RESTRICTED	0.00	0.00
	Total Fund Balance	0.00	0.00
	Beginning Fund Balance	0.00	0.00
	Net of Revenues VS Expenditures	0.00	13.63
	Ending Fund Balance	0.00	13.63
	Total Liabilities And Fund Balance	3,299.78	3,313.41

Required Supplementary Information
City of DeLand, Florida
Fund 200 - DEBT SERVICE FUND

Schedule of Revenue, Expenditures, and Changes in Fund Balances - Comparison with Budget and FY 2022 Actual

	2022-23 ORIGINAL BUDGET	2022-23 AMENDED BUDGET	YTD QTR BALANCE 06/30/2023	AVAILABLE BALANCE	YTD QTR BALANCE 06/30/2022
Fund 200 - DEBT SERVICE FUND					
REVENUES					
INTEREST REVENUES	-	-	14	(14)	-
TRANSFERS FROM OTHER FUNDS	2,428,347	2,428,347	1,577,231	851,116	1,577,231
TOTAL REVENUES	<u>2,428,347</u>	<u>2,428,347</u>	<u>1,577,244</u>	<u>851,103</u>	<u>1,577,231</u>
EXPENDITURES					
PRINCIPAL & INTEREST	2,428,347	2,428,347	1,577,231	851,116	1,577,231
TOTAL EXPENDITURES	<u>2,428,347</u>	<u>2,428,347</u>	<u>1,577,231</u>	<u>851,116</u>	<u>1,577,231</u>
Fund 200 - DEBT SERVICE FUND:					
TOTAL REVENUES	2,428,347	2,428,347	1,577,244	851,103	1,577,231
TOTAL EXPENDITURES	<u>2,428,347</u>	<u>2,428,347</u>	<u>1,577,231</u>	<u>851,116</u>	<u>1,577,231</u>
NET OF REVENUES & EXPENDITURES	<u>-</u>	<u>-</u>	<u>14</u>	<u>(14)</u>	<u>-</u>

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GOVERNMENTAL FUND TYPES

CAPITAL PROJECTS FUNDS

A capital projects fund is used to account for financial resources to be used for the acquisition or construction of major capital facilities other than those financed by proprietary funds or trust funds. The Capital Projects Fund accounts for the revenues and expenditures for all General Fund capital projects.

Fund 300 CAPITAL PROJECTS FUND

GL Number	Description	PERIOD ENDED 06/30/2022	PERIOD ENDED 06/30/2023
*** Assets ***			
101.000	CASH IN BANK	0.00	0.00
104.000	EQUITY IN POOLED CASH	446,809.52	822,969.96
131.000	DUE FROM OTHER FUNDS	0.00	0.00
133.000	DUE FROM OTHER GOVERNMENTS	0.00	0.00
Total Assets		446,809.52	822,969.96
*** Liabilities ***			
202.000	ACCOUNTS PAYABLE	266,962.26	19,219.00
205.000	CONTRACTS PAYABLE	67,155.78	(0.01)
207.000	DUE TO OTHER FUNDS	0.00	0.00
Total Liabilities		334,118.04	19,218.99
*** Fund Balance ***			
281.000	FUND BALANCE - RESTRICTED	425,955.88	40,099.21
283.000	FUND BALANCE - ASSIGNED	0.00	0.00
Total Fund Balance		425,955.88	40,099.21
Beginning Fund Balance		425,955.88	40,099.21
Net of Revenues VS Expenditures		(313,264.40)	763,651.76
Ending Fund Balance		112,691.48	803,750.97
Total Liabilities And Fund Balance		446,809.52	822,969.96

Required Supplementary Information
City of DeLand, Florida
Fund 300 - CAPITAL PROJECTS FUND

Schedule of Revenue, Expenditures, and Changes in Fund Balances - Comparison with Budget and FY 2022 Actual

	2022-23 ORIGINAL BUDGET	2022-23 AMENDED BUDGET	YTD QTR BALANCE 06/30/2023	AVAILABLE BALANCE	YTD QTR BALANCE 06/30/2022
Fund 300 - CAPITAL PROJECTS FUND					
REVENUES					
INTEREST REVENUES	-	-	4,732	(4,732)	1,409
MISCELLANEOUS REVENUES	-	-	261,416	(261,416)	-
USE OF RESERVES	-	10	-	10	-
TRANSFERS FROM OTHER FUNDS	2,625,926	4,558,718	1,359,965	3,198,753	1,278,465
AD VALOREM	486,933	486,933	497,504	(10,571)	-
DEBT PROCEEDS	4,500,000	4,000,000	-	4,000,000	-
TOTAL REVENUES	<u>7,612,859</u>	<u>9,045,661</u>	<u>2,123,616</u>	<u>6,922,045</u>	<u>1,279,874</u>
EXPENDITURES					
CAPITAL OUTLAY	<u>7,612,859</u>	<u>9,045,661</u>	<u>1,359,965</u>	<u>6,394,443</u>	<u>1,593,138</u>
TOTAL EXPENDITURES	<u>7,612,859</u>	<u>9,045,661</u>	<u>1,359,965</u>	<u>6,394,443</u>	<u>1,593,138</u>
Fund 300 - CAPITAL PROJECTS FUND:					
TOTAL REVENUES	7,612,859	9,045,661	2,123,616	6,922,045	1,279,874
TOTAL EXPENDITURES	<u>7,612,859</u>	<u>9,045,661</u>	<u>1,359,965</u>	<u>6,394,443</u>	<u>1,593,138</u>
NET OF REVENUES & EXPENDITURES	<u>-</u>	<u>-</u>	<u>763,652</u>	<u>527,601</u>	<u>(313,264)</u>

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PROPRIETARY FUND TYPES

ENTERPRISE FUNDS

Enterprise funds are used to account for operations that are financed and operated in a manner similar to private business enterprises, where the intent is that the costs of providing goods or services to the general public on a continuing basis should be financed or recovered through user charges. Currently there are five enterprise funds which consist of the Water & Sewer Revenue Fund, Municipal Airport Fund, Refuse Collection Fund, Stormwater Revenue Fund and Permits & Inspections Fund.

Fund 401 WATER & SEWER FUND

GL Number	Description	PERIOD ENDED 06/30/2022	PERIOD ENDED 06/30/2023
*** Assets ***			
101.000	CASH IN BANK	5,070,779.16	(787,183.38)
102.000	CASH ON HAND	0.00	3,300.00
104.000	EQUITY IN POOLED CASH	24,854,010.57	32,512,276.60
115.100	ACCOUNTS RECEIVABLE	2,941,738.38	3,854,968.69
117.000	ALLOWANCE FOR UNCOLLECTIBLE AR	(358,306.42)	(634,706.20)
128.900	NOTES RECEIVABLE - NON-CURRENT	0.00	0.00
131.000	DUE FROM OTHER FUNDS	0.00	0.00
133.000	DUE FROM OTHER GOVERNMENTS	0.00	0.00
135.000	INTEREST & DIVIDENDS REC	24,130.29	26,174.70
151.900	INVESTMENTS - NON-CURRENT	19,059,186.82	19,622,459.17
155.000	PREPAID ITEMS	78,073.38	80,866.76
161.900	LAND	1,688,409.92	1,723,632.03
162.900	BUILDINGS	10,524,779.01	10,006,710.16
163.900	ACCUM DEPREC - BUILDINGS	(7,874,547.41)	(7,948,688.56)
164.900	INFRASTRUCTURE	123,976,907.10	124,569,670.00
165.900	ACCUM DEPREC - INFRASTRUCTURE	(32,375,833.52)	(35,535,576.79)
166.900	EQUIPMENT & FURNITURE	19,570,514.65	19,800,385.37
167.900	ACCUM DEPREC - EQUIPMENT	(12,168,038.03)	(13,174,653.94)
169.900	CONSTRUCTION WORK IN PROGRESS	12,456,489.14	4,478,470.00
190.000	DEFERRED OUTFLOW	229,454.00	77,119.00
Total Assets		167,697,747.04	158,675,223.61
*** Liabilities ***			
202.000	ACCOUNTS PAYABLE	607,136.74	701,330.49
203.900	NOTES & LOANS PAYABLE - LT	0.00	0.00
205.000	CONTRACTS PAYABLE	171,397.61	169,887.09
207.000	DUE TO OTHER FUNDS	0.00	0.00
215.000	ACCRUED INTEREST PAYABLE	0.00	0.00
216.000	ACCRUED SALARIES & WAGES	603,173.26	633,209.35
220.000	DEPOSITS	0.00	0.00
223.000	DEFERRED REVENUE	76,678.34	31,200.00
229.000	OTHER CURRENT LIABILITIES	2,335,479.00	934,911.00
290.000	DEFERRED INFLOW	33,809.00	951,870.00
Total Liabilities		3,827,673.95	3,422,407.93
*** Fund Balance ***			
274.000	NET ASSETS, INVEST IN CAPITAL	122,338,723.00	103,919,948.25
275.000	NET ASSETS, RESTRICTED	0.00	0.00
276.000	NET ASSETS, UNRESTRICTED	40,046,245.35	47,838,294.03
Total Fund Balance		162,384,968.35	151,758,242.28
Beginning Fund Balance		149,236,315.74	160,137,530.31
Net of Revenues VS Expenditures		1,485,104.74	3,494,573.40
Fund Balance Adjustments		13,148,652.61	(8,379,288.03)
Ending Fund Balance		163,870,073.09	155,252,815.68
Total Liabilities And Fund Balance		167,697,747.04	158,675,223.61

Required Supplementary Information
City of DeLand, Florida
Water & Sewer Fund

Schedule of Revenue, Expenditures, and Changes in Fund Balances - Comparison with Budget and 2022 Actual

	2022-23 ORIGINAL BUDGET	2022-23 AMENDED BUDGET	YTD QTR BALANCE 06/30/2023	AVAILABLE BALANCE	YTD QTR BALANCE 06/30/2022
Fund 401 - WATER & SEWER FUND					
CAPITAL GRANTS	-	366,934	61,303	305,631	752,919
CHARGES FOR SERVICES	26,064,489	26,064,489	21,081,356	4,983,133	19,426,488
MISCELLANEOUS REVENUES	424,857	626,446	898,180	(271,734)	(936,980)
INTEREST REVENUES	120,000	120,000	886,922	(766,922)	125,526
USE OF RESERVES	-	26,820,850	-	26,820,850	-
DEBT PROCEEDS	40,640,000	40,640,000	-	40,640,000	-
CHARGES FOR GOVT SERVICES	16,000	16,000	12,000	4,000	12,000
TOTAL REVENUES	67,265,346	94,654,719	22,939,761	71,714,958	19,379,953
EXPENDITURES					
PERSONNEL	920,266	920,266	642,694	277,572	626,663
OPERATING	925,888	1,200,013	745,220	174,070	388,737
SERVICES PROVIDED BY GEN GOVT	2,659,135	2,659,135	1,994,351	664,784	1,802,751
CAPITAL OUTLAY	640,900	18,186,168	828,538	818,619	303,934
4201 - UTILITIES ADMIN	5,146,189	22,965,582	4,210,803	1,935,043	3,122,085
PERSONNEL	905,074	905,074	589,883	315,191	519,844
OPERATING	64,304	64,804	50,226	14,274	95,076
CAPITAL OUTLAY	31,535	31,535	-	31,535	32,390
4202 - ENGINEERING	1,000,913	1,001,413	640,109	361,000	647,310
PERSONNEL	608,020	608,020	430,387	177,633	364,710
OPERATING	1,107,455	1,132,680	777,662	250,371	571,641
CAPITAL OUTLAY	225,180	4,416,013	189,053	3,811,851	168,821
4203 - WATER PRODUCTION	1,940,655	6,156,713	1,397,103	4,239,855	1,105,172
PERSONNEL	1,909,414	1,927,424	1,331,232	596,192	1,261,587
OPERATING	2,176,210	2,363,939	1,542,292	241,904	1,220,965
CAPITAL OUTLAY	261,224	1,683,764	70,290	1,552,662	336,521
4204 - WATER DISTRIBUTION	4,346,848	5,975,127	2,943,813	2,390,758	2,819,072
PERSONNEL	1,165,991	1,165,991	718,314	447,677	668,703
OPERATING	1,494,525	1,800,831	1,338,048	200,302	872,381
CAPITAL OUTLAY	36,557,325	41,723,320	3,105,220	36,608,064	3,471,524
4205 - WASTEWATER TREATMENT	39,217,841	44,690,142	5,161,582	37,256,044	5,012,607
PERSONNEL	1,600,535	1,600,535	1,078,577	521,958	1,012,270
OPERATING	507,588	567,195	460,785	97,660	344,830
CAPITAL OUTLAY	788,340	1,003,396	441,574	1,218	169,870
4206 - UTILITIES MAINTENANCE	2,896,463	3,171,126	1,980,937	620,836	1,526,969
PERSONNEL	895,080	895,080	579,895	315,185	498,027
OPERATING	74,946	74,946	42,883	32,063	44,435
CAPITAL OUTLAY	84,882	188,989	103,369	85,620	-
4208 - FACILITIES MAINTENANCE	1,054,908	1,159,015	726,147	432,868	542,463
PERSONNEL	1,136,278	1,136,278	742,673	393,605	720,131
OPERATING	414,276	414,276	252,717	118,089	229,790
CAPITAL OUTLAY	24,000	324,000	2,980	242,168	-
4209 - CUSTOMER SERVICE	1,574,554	1,874,554	998,370	753,862	949,921
PERSONNEL	578,221	578,221	366,033	212,187	357,361
OPERATING	193,422	201,554	120,867	79,700	124,941
CAPITAL OUTLAY	5,380,585	5,563,005	253,053	5,131,416	780,651
4210 - WASTEWATER COLLECTION	6,152,228	6,342,780	739,953	5,423,304	1,262,953
CONTINGENCY	2,172,835	299,903	-	299,903	-
SERVICES PROVIDED BY GEN GOVT	700,238	701,527	525,179	176,348	765,914
TRANSFERS TO OTHER FUNDS	1,061,674	316,837	121,191	195,646	140,382
TOTAL EXPENDITURES	67,265,346	94,654,719	19,445,187	54,085,467	17,894,848
Fund 401 - WATER & SEWER FUND:					
TOTAL REVENUES	67,265,346	94,654,719	22,939,761	71,714,958	19,379,953
TOTAL EXPENDITURES	67,265,346	94,654,719	19,445,187	54,085,467	17,894,848
NET OF REVENUES & EXPENDITURES	-	-	3,494,573	17,629,491	1,485,105

Fund 403 WATER TRUST FUND

GL Number	Description	PERIOD ENDED 06/30/2022	PERIOD ENDED 06/30/2023
*** Assets ***			
101.000	CASH IN BANK	0.00	0.00
104.000	EQUITY IN POOLED CASH	0.00	1,291,762.60
115.100	ACCOUNTS RECEIVABLE	0.00	23,189.80
133.000	DUE FROM OTHER GOVERNMENTS	0.00	0.00
135.000	INTEREST & DIVIDENDS REC	0.00	0.00
151.900	INVESTMENTS - NON-CURRENT	0.00	0.00
161.900	LAND	0.00	0.00
162.900	BUILDINGS	0.00	0.00
163.900	ACCUM DEPREC - BUILDINGS	0.00	0.00
164.900	INFRASTRUCTURE	0.00	0.00
165.900	ACCUM DEPREC - INFRASTRUCTURE	0.00	0.00
166.900	EQUIPMENT & FURNITURE	0.00	0.00
167.900	ACCUM DEPREC - EQUIPMENT	0.00	0.00
169.900	CONSTRUCTION WORK IN PROGRESS	0.00	1,404,973.03
Total Assets		0.00	2,719,925.43
*** Liabilities ***			
202.000	ACCOUNTS PAYABLE	0.00	19,123.52
205.000	CONTRACTS PAYABLE	0.00	0.00
Total Liabilities		0.00	19,123.52
*** Fund Balance ***			
274.000	NET ASSETS, INVEST IN CAPITAL	0.00	1,404,973.03
275.000	NET ASSETS, RESTRICTED	0.00	0.00
276.000	NET ASSETS, UNRESTRICTED	0.00	0.00
Total Fund Balance		0.00	1,404,973.03
Beginning Fund Balance		0.00	0.00
Net of Revenues VS Expenditures		0.00	1,295,828.88
Fund Balance Adjustments		0.00	1,404,973.03
Ending Fund Balance		0.00	2,700,801.91
Total Liabilities And Fund Balance		0.00	2,719,925.43

Required Supplementary Information
City of DeLand, Florida
Fund 403 - WATER TRUST FUND

Schedule of Revenue, Expenditures, and Changes in Fund Balances - Comparison with Budget and FY 2022 Actual

	2022-23 ORIGINAL BUDGET	2022-23 AMENDED BUDGET	YTD QTR BALANCE 06/30/2023	AVAILABLE BALANCE	YTD QTR BALANCE 06/30/2022
Fund 403 - WATER TRUST FUND					
REVENUES					
INTEREST REVENUES	-	-	11,836	(11,836)	-
USE OF RESERVES	-	6,052,444	-	6,052,444	-
PERMITS, FEES, & SPECIAL ASSESSMENTS	1,600,000	1,600,000	1,426,344	173,656	-
TOTAL REVENUES	1,600,000	7,652,444	1,438,180	6,214,264	-
EXPENDITURES					
CAPITAL OUTLAY	429,925	6,482,369	142,351	3,427,238	-
CONTINGENCY	1,170,075	1,170,075	-	1,170,075	-
TOTAL EXPENDITURES	1,600,000	7,652,444	142,351	4,597,313	-
Fund 403 - WATER TRUST FUND:					
TOTAL REVENUES	1,600,000	7,652,444	1,438,180	6,214,264	-
TOTAL EXPENDITURES	1,600,000	7,652,444	142,351	4,597,313	-
NET OF REVENUES & EXPENDITURES	-	-	1,295,829	1,616,952	-

Fund 404 WASTEWATER TRUST FUND

GL Number	Description	PERIOD ENDED 06/30/2022	PERIOD ENDED 06/30/2023
*** Assets ***			
101.000	CASH IN BANK	2,367,946.02	2,208,326.67
104.000	EQUITY IN POOLED CASH	1,530,793.04	3,478,181.03
115.100	ACCOUNTS RECEIVABLE	140,360.20	165,462.30
133.000	DUE FROM OTHER GOVERNMENTS	0.00	0.00
135.000	INTEREST & DIVIDENDS REC	6,042.23	6,745.36
151.900	INVESTMENTS - NON-CURRENT	5,135,604.79	5,251,186.64
161.900	LAND	0.00	0.00
162.900	BUILDINGS	0.00	0.00
163.900	ACCUM DEPREC - BUILDINGS	0.00	0.00
164.900	INFRASTRUCTURE	0.00	0.00
165.900	ACCUM DEPREC - INFRASTRUCTURE	0.00	0.00
166.900	EQUIPMENT & FURNITURE	0.00	0.00
167.900	ACCUM DEPREC - EQUIPMENT	0.00	0.00
169.900	CONSTRUCTION WORK IN PROGRESS	0.00	6,974,315.00
Total Assets		9,180,746.28	18,084,217.00
*** Liabilities ***			
115.100	ACCOUNTS RECEIVABLE	0.00	0.00
202.000	ACCOUNTS PAYABLE	117,406.28	2,039.07
205.000	CONTRACTS PAYABLE	243,606.22	0.00
Total Liabilities		361,012.50	2,039.07
*** Fund Balance ***			
274.000	NET ASSETS, INVEST IN CAPITAL	(6,540,042.14)	(5,813,004.85)
275.000	NET ASSETS, RESTRICTED	10,052,403.69	9,537,877.12
276.000	NET ASSETS, UNRESTRICTED	6,547,316.36	12,794,594.07
Total Fund Balance		10,059,677.91	16,519,466.34
Beginning Fund Balance		10,059,677.91	9,545,151.34
Net of Revenues VS Expenditures		(1,239,944.13)	1,562,711.59
Fund Balance Adjustments		0.00	6,974,315.00
Ending Fund Balance		8,819,733.78	18,082,177.93
Total Liabilities And Fund Balance		9,180,746.28	18,084,217.00

Required Supplementary Information
City of DeLand, Florida
Fund 404 - WASTEWATER TRUST FUND

Schedule of Revenue, Expenditures, and Changes in Fund Balances - Comparison with Budget and FY 2022 Actual

	2022-23 ORIGINAL BUDGET	2022-23 AMENDED BUDGET	YTD QTR BALANCE 06/30/2023	AVAILABLE BALANCE	YTD QTR BALANCE 06/30/2022
Fund 404 - WASTEWATER TRUST FUND					
REVENUES					
INTEREST REVENUES	-	-	103,609	(103,609)	26,850
MISCELLANEOUS REVENUES	-	-	92,786	(92,786)	(371,292)
USE OF RESERVES	-	998,481	-	998,481	-
TRANSFERS FROM OTHER FUNDS	943,876	-	-	-	-
CAPITAL GRANTS	756,124	2,268,372	-	2,268,372	449,886
PERMITS, FEES, & SPECIAL ASSESSMENTS	1,800,000	1,800,000	1,620,237	179,763	3,551,935
TOTAL REVENUES	3,500,000	5,066,853	1,816,632	3,250,221	3,657,379
EXPENDITURES					
CAPITAL OUTLAY	3,500,000	4,564,184	253,723	1,782,910	4,897,324
OPERATING	-	-	198	(198)	-
CONTINGENCY	-	502,669	-	502,669	-
TOTAL EXPENDITURES	3,500,000	5,066,853	253,921	2,285,381	4,897,324
Fund 404 - WASTEWATER TRUST FUND:					
TOTAL REVENUES	3,500,000	5,066,853	1,816,632	3,250,221	3,657,379
TOTAL EXPENDITURES	3,500,000	5,066,853	253,921	2,285,381	4,897,324
NET OF REVENUES & EXPENDITURES	-	-	1,562,712	964,839	(1,239,944)

Fund 430 AIRPORT FUND

GL Number	Description	PERIOD ENDED 06/30/2022	PERIOD ENDED 06/30/2023
*** Assets ***			
101.000	CASH IN BANK	0.00	0.00
102.000	CASH ON HAND	2,000.00	0.00
104.000	EQUITY IN POOLED CASH	2,204,450.10	1,732,935.85
115.100	ACCOUNTS RECEIVABLE	90,544.36	105,859.09
117.000	ALLOWANCE FOR UNCOLLECTIBLE AR	(3,546.33)	(2,134.56)
128.900	NOTES RECEIVABLE - NON-CURRENT	0.00	0.00
133.000	DUE FROM OTHER GOVERNMENTS	10,830.84	0.00
135.000	INTEREST & DIVIDENDS REC	0.00	472,806.80
141.000	INVENTORIES	1,232.05	1,180.44
151.900	INVESTMENTS - NON-CURRENT	0.00	0.00
155.000	PREPAID ITEMS	9,503.72	10,349.72
156.900	OTHER ASSETS - NONCURRENT	35,175,602.85	37,325,770.67
161.900	LAND	3,935,210.59	3,935,210.59
162.900	BUILDINGS	6,380,455.40	6,372,050.59
163.900	ACCUM DEPREC - BUILDINGS	(1,872,120.30)	(2,019,839.19)
164.900	INFRASTRUCTURE	36,676,493.89	36,483,663.22
165.900	ACCUM DEPREC - INFRASTRUCTURE	(11,723,455.83)	(12,413,367.15)
166.900	EQUIPMENT & FURNITURE	684,785.67	614,867.93
167.900	ACCUM DEPREC - EQUIPMENT	(580,943.97)	(536,756.66)
169.900	CONSTRUCTION WORK IN PROGRESS	504,055.20	1,605,072.22
Total Assets		71,495,098.24	73,687,669.56
*** Liabilities ***			
115.100	ACCOUNTS RECEIVABLE	0.00	0.00
201.000	VOUCHERS PAYABLE	0.00	0.00
202.000	ACCOUNTS PAYABLE	40,099.81	36,132.08
203.900	NOTES & LOANS PAYABLE - LT	0.00	0.00
205.000	CONTRACTS PAYABLE	43,601.92	178,042.17
207.000	DUE TO OTHER FUNDS	0.00	0.00
208.000	DUE TO OTHER GOVERNMENTS	7,877.56	8,872.62
215.000	ACCRUED INTEREST PAYABLE	0.00	0.00
216.000	ACCRUED SALARIES & WAGES	65,436.86	51,812.78
220.000	DEPOSITS	81,073.59	86,745.58
223.000	DEFERRED REVENUE	0.00	0.00
225.900	CAPITAL LEASES - LONG TERM	0.00	0.00
236.900	ADVANCES FROM OTHER FUNDS	1,843,417.19	1,682,820.89
290.000	DEFERRED INFLOW	35,175,602.85	36,653,410.69
Total Liabilities		37,257,109.78	38,697,836.81
*** Fund Balance ***			
273.000	DEBT USED TO ACQUIRE FA	0.00	0.00
274.000	NET ASSETS, INVEST IN CAPITAL	34,004,480.65	34,040,901.55
275.000	NET ASSETS, RESTRICTED	18,555.14	18,555.14
276.000	NET ASSETS, UNRESTRICTED	9,417.91	1,084,368.88
Total Fund Balance		34,032,453.70	35,143,825.57
Beginning Fund Balance		33,790,926.22	35,143,825.57
Net of Revenues VS Expenditures		205,534.76	(153,992.82)
Fund Balance Adjustments		241,527.48	0.00
Ending Fund Balance		34,237,988.46	34,989,832.75
Total Liabilities And Fund Balance		71,495,098.24	73,687,669.56

Required Supplementary Information
City of DeLand, Florida
Fund 430 - AIRPORT FUND

Schedule of Revenue, Expenditures, and Changes in Fund Balances - Comparison with Budget and FY 2022 Actual

	2022-23 ORIGINAL BUDGET	2022-23 AMENDED BUDGET	YTD QTR BALANCE 06/30/2023	AVAILABLE BALANCE	YTD QTR BALANCE 06/30/2022
Fund 430 - AIRPORT FUND					
REVENUES					
INTEREST REVENUES	4,990	5,205	49,433	(44,228)	3,632
MISCELLANEOUS REVENUES	5,000	5,000	3,978	1,022	1,467
USE OF RESERVES	592,097	1,253,745	-	1,253,745	-
TRANSFERS FROM OTHER FUNDS	-	645,507	638,233	7,274	-
CAPITAL GRANTS	4,483,875	7,438,835	759,266	6,679,569	51,867
RENTAL INCOME	1,692,039	1,692,039	1,485,896	206,143	1,353,962
CHARGES FOR SERVICES	-	-	-	-	56,154
TOTAL REVENUES	6,778,001	11,040,331	2,936,807	8,103,524	1,467,082
EXPENDITURES					
CAPITAL OUTLAY	5,164,381	9,341,718	2,161,745	4,077,674	241,527
OPERATING	498,544	577,237	268,852	283,132	334,360
PERSONNEL	526,349	526,349	364,973	161,376	414,334
TRANSFERS TO OTHER FUNDS	304,606	310,691	82,139	228,552	79,121
SERVICES PROVIDED BY GEN GOVT	284,121	284,336	213,091	71,245	192,206
TOTAL EXPENDITURES	6,778,001	11,040,331	3,090,799	4,821,979	1,261,548
Fund 430 - AIRPORT FUND:					
TOTAL REVENUES	6,778,001	11,040,331	2,936,807	8,103,524	1,467,082
TOTAL EXPENDITURES	6,778,001	11,040,331	3,090,799	4,821,979	1,261,548
NET OF REVENUES & EXPENDITURES	-	-	(153,993)	3,281,545	205,535

Fund 440 REFUSE COLLECTION FUND

GL Number	Description	PERIOD ENDED 06/30/2022	PERIOD ENDED 06/30/2023
*** Assets ***			
104.000	EQUITY IN POOLED CASH	205,535.96	352,769.78
115.100	ACCOUNTS RECEIVABLE	450,674.39	511,526.61
117.000	ALLOWANCE FOR UNCOLLECTIBLE AR	(62,185.04)	(28,810.71)
135.000	INTEREST & DIVIDENDS REC	0.00	0.00
151.900	INVESTMENTS - NON-CURRENT	0.00	0.00
Total Assets		594,025.31	835,485.68
*** Liabilities ***			
202.000	ACCOUNTS PAYABLE	213,195.96	679,283.51
207.000	DUE TO OTHER FUNDS	0.00	0.00
220.000	DEPOSITS	0.00	0.00
Total Liabilities		213,195.96	679,283.51
*** Fund Balance ***			
276.000	NET ASSETS, UNRESTRICTED	1,176.22	20,661.92
Total Fund Balance		1,176.22	20,661.92
Beginning Fund Balance		1,176.22	20,661.92
Net of Revenues VS Expenditures		379,653.13	135,540.25
Ending Fund Balance		380,829.35	156,202.17
Total Liabilities And Fund Balance		594,025.31	835,485.68

Required Supplementary Information
City of DeLand, Florida
Fund 440 - REFUSE COLLECTION FUND

Schedule of Revenue, Expenditures, and Changes in Fund Balances - Comparison with Budget and FY 2022 Actual

	2022-23 ORIGINAL BUDGET	2022-23 AMENDED BUDGET	YTD QTR BALANCE 06/30/2023	AVAILABLE BALANCE	YTD QTR BALANCE 06/30/2022
Fund 440 - REFUSE COLLECTION FUND					
REVENUES					
INTEREST REVENUES	-	-	6,840	(6,840)	247
MISCELLANEOUS REVENUES	-	-	19	(19)	-
CHARGES FOR SERVICES	4,153,088	4,153,088	3,855,867	297,221	3,137,711
TOTAL REVENUES	4,153,088	4,153,088	3,862,726	290,362	3,137,958
EXPENDITURES					
OPERATING	4,153,088	4,153,088	3,727,186	425,902	2,758,305
TOTAL EXPENDITURES	4,153,088	4,153,088	3,727,186	425,902	2,758,305
Fund 440 - REFUSE COLLECTION FUND:					
TOTAL REVENUES	4,153,088	4,153,088	3,862,726	290,362	3,137,958
TOTAL EXPENDITURES	4,153,088	4,153,088	3,727,186	425,902	2,758,305
NET OF REVENUES & EXPENDITURES	-	-	135,540	(135,540)	379,653

Fund 450 STORMWATER FUND

GL Number	Description	PERIOD ENDED 06/30/2022	PERIOD ENDED 06/30/2023
*** Assets ***			
101.000	CASH IN BANK	42,583.08	3,741.02
104.000	EQUITY IN POOLED CASH	1,124,282.98	1,234,652.64
115.100	ACCOUNTS RECEIVABLE	325,662.56	338,180.21
117.000	ALLOWANCE FOR UNCOLLECTIBLE AR	(62,083.30)	(94,578.14)
128.900	NOTES RECEIVABLE - NON-CURRENT	0.00	0.00
132.000	ADVANCES TO OTHER FUNDS	0.00	0.00
133.000	DUE FROM OTHER GOVERNMENTS	0.00	0.00
135.000	INTEREST & DIVIDENDS REC	41,472.74	39,440.93
151.900	INVESTMENTS - NON-CURRENT	1,236,338.72	1,264,163.76
155.000	PREPAID ITEMS	7,098.24	7,590.47
161.900	LAND	1,076,393.39	1,076,393.39
162.900	BUILDINGS	128,419.74	316,191.74
163.900	ACCUM DEPREC - BUILDINGS	(22,814.73)	(30,719.52)
164.900	INFRASTRUCTURE	4,599,153.14	5,149,662.25
165.900	ACCUM DEPREC - INFRASTRUCTURE	(883,822.44)	(1,000,210.98)
166.900	EQUIPMENT & FURNITURE	3,295,144.34	3,582,022.20
167.900	ACCUM DEPREC - EQUIPMENT	(1,834,421.05)	(2,069,891.79)
169.900	CONSTRUCTION WORK IN PROGRESS	570,559.93	54,813.87
190.000	DEFERRED OUTFLOW	18,144.00	6,067.00
Total Assets		9,662,111.34	9,877,519.05
*** Liabilities ***			
202.000	ACCOUNTS PAYABLE	9,562.67	9,198.74
203.900	NOTES & LOANS PAYABLE - LT	0.00	0.00
205.000	CONTRACTS PAYABLE	0.00	0.00
207.000	DUE TO OTHER FUNDS	0.00	0.00
215.000	ACCRUED INTEREST PAYABLE	0.00	0.00
216.000	ACCRUED SALARIES & WAGES	24,979.48	31,646.06
220.000	DEPOSITS	0.00	0.00
223.000	DEFERRED REVENUE	0.00	0.00
225.900	CAPITAL LEASES - LONG TERM	0.00	0.00
229.000	OTHER CURRENT LIABILITIES	184,326.00	88,354.00
236.900	ADVANCES FROM OTHER FUNDS	0.00	0.00
290.000	DEFERRED INFLOW	2,723.00	106,317.00
Total Liabilities		221,591.15	235,515.80
*** Fund Balance ***			
274.000	NET ASSETS, INVEST IN CAPITAL	6,928,612.32	7,078,261.16
276.000	NET ASSETS, UNRESTRICTED	2,475,651.04	1,804,174.38
Total Fund Balance		9,404,263.36	8,882,435.54
Beginning Fund Balance		8,590,310.92	8,882,435.54
Net of Revenues VS Expenditures		36,256.83	759,567.71
Fund Balance Adjustments		813,952.44	0.00
Ending Fund Balance		9,440,520.19	9,642,003.25
Total Liabilities And Fund Balance		9,662,111.34	9,877,519.05

Required Supplementary Information
City of DeLand, Florida
Fund 450 - STORMWATER FUND

Schedule of Revenue, Expenditures, and Changes in Fund Balances - Comparison with Budget and FY 2022 Actual

	2022-23 ORIGINAL BUDGET	2022-23 AMENDED BUDGET	YTD QTR BALANCE 06/30/2023	AVAILABLE BALANCE	YTD QTR BALANCE 06/30/2022
Fund 450 - STORMWATER FUND					
REVENUES					
INTEREST REVENUES	8,000	8,000	41,886	(33,886)	7,645
MISCELLANEOUS REVENUES	2,500	2,500	49,089	(46,589)	(78,730)
USE OF RESERVES	581,637	1,350,218	-	1,350,218	-
CAPITAL GRANTS	200,000	200,000	-	200,000	-
CHARGES FOR SERVICES	2,092,280	2,092,387	1,878,255	214,132	1,777,729
TOTAL REVENUES	2,884,417	3,653,105	1,969,230	1,683,875	1,706,644
EXPENDITURES					
CAPITAL OUTLAY	1,183,237	1,945,802	218,817	1,529,964	810,232
OPERATING	346,970	346,970	159,964	179,662	159,666
PERSONNEL	1,030,762	1,030,762	581,008	449,754	493,798
TRANSFERS TO OTHER FUNDS	27,391	33,407	16,650	16,757	7,852
SERVICES PROVIDED BY GEN GOVT	296,057	296,164	222,043	74,121	198,838
TOTAL EXPENDITURES	2,884,417	3,653,105	1,198,483	2,250,258	1,670,387
Fund 450 - STORMWATER FUND:					
TOTAL REVENUES	2,884,417	3,653,105	1,969,230	1,683,875	1,706,644
TOTAL EXPENDITURES	2,884,417	3,653,105	1,198,483	2,250,258	1,670,387
NET OF REVENUES & EXPENDITURES	-	-	770,748	(566,383)	36,257

*report does not include fixed asset entries to date including asset disposals for \$11,180

Fund 480 PERMITS & INSPECTIONS FUND

GL Number	Description	PERIOD ENDED 06/30/2022	PERIOD ENDED 06/30/2023
*** Assets ***			
101.000	CASH IN BANK	1,563,770.43	1,506,739.55
102.000	CASH ON HAND	100.00	100.00
104.000	EQUITY IN POOLED CASH	738,351.81	1,020,652.36
133.000	DUE FROM OTHER GOVERNMENTS	0.00	0.00
135.000	INTEREST & DIVIDENDS REC	2,259.77	2,522.74
151.900	INVESTMENTS - NON-CURRENT	1,920,699.55	1,963,926.77
155.000	PREPAID ITEMS	0.00	0.00
164.900	INFRASTRUCTURE	1,030,018.72	1,036,897.42
165.900	ACCUM DEPREC - INFRASTRUCTURE	(263,869.24)	(450,620.40)
166.900	EQUIPMENT & FURNITURE	273,726.19	277,117.16
167.900	ACCUM DEPREC - EQUIPMENT	(137,703.12)	(178,122.41)
169.900	CONSTRUCTION WORK IN PROGRESS	0.00	0.00
190.000	DEFERRED OUTFLOW	11,590.00	11,551.00
Total Assets		5,138,944.11	5,190,764.19
*** Liabilities ***			
202.000	ACCOUNTS PAYABLE	19,570.19	58,663.58
205.000	CONTRACTS PAYABLE	0.00	12,576.85
208.000	DUE TO OTHER GOVERNMENTS	21,207.73	27,543.49
216.000	ACCRUED SALARIES & WAGES	67,470.49	74,321.71
229.000	OTHER CURRENT LIABILITIES	91,595.00	79,098.00
290.000	DEFERRED INFLOW	5,429.00	13,203.00
Total Liabilities		205,272.41	265,406.63
*** Fund Balance ***			
274.000	NET ASSETS, INVEST IN CAPITAL	902,172.55	685,271.77
275.000	NET ASSETS, RESTRICTED	43,210.82	49,906.57
276.000	NET ASSETS, UNRESTRICTED	4,038,476.70	4,066,914.12
Total Fund Balance		4,983,860.07	4,802,092.46
Beginning Fund Balance		4,872,689.62	4,802,092.46
Net of Revenues VS Expenditures		(50,188.37)	123,265.10
Fund Balance Adjustments		111,170.45	0.00
Ending Fund Balance		4,933,671.70	4,925,357.56
Total Liabilities And Fund Balance		5,138,944.11	5,190,764.19

Required Supplementary Information
City of DeLand, Florida
Fund 480 - PERMITS & INSPECTIONS FUND
Schedule of Revenue, Expenditures, and Changes in Fund Balances - Comparison with Budget and FY 2022 Actual

	2022-23 ORIGINAL BUDGET	2022-23 AMENDED BUDGET	YTD QTR BALANCE 06/30/2023	AVAILABLE BALANCE	YTD QTR BALANCE 06/30/2022
Fund 480 - PERMITS & INSPECTIONS FUND					
REVENUES					
INTEREST REVENUES	10,000	10,000	35,802	(25,802)	10,022
MISCELLANEOUS REVENUES	5,000	5,000	37,193	(32,193)	(135,512)
USE OF RESERVES	1,090,703	1,722,240	-	1,722,240	-
PERMITS. FEES, & SPECIAL ASSESSMENTS	1,818,854	1,818,854	1,909,118	(90,264)	1,759,850
CHARGES FOR SERVICES	245,000	245,000	417,598	(172,598)	275,397
TOTAL REVENUES	3,169,557	3,801,094	2,399,712	1,401,382	1,909,756
EXPENDITURES					
CAPITAL OUTLAY	-	393,579	63,396	183,814	111,127
OPERATING	648,257	783,177	500,319	191,850	223,435
PERSONNEL	1,888,039	1,888,039	1,194,861	693,178	1,112,298
TRANSFERS TO OTHER FUNDS	227,789	107,138	20,197	86,941	38,813
SERVICES PROVIDED BY GEN GOVT	405,472	629,161	497,674	131,487	474,271
TOTAL EXPENDITURES	3,169,557	3,801,094	2,276,447	1,287,271	1,959,945
Fund 480 - PERMITS & INSPECTIONS FUND:					
TOTAL REVENUES	3,169,557	3,801,094	2,399,712	1,401,382	1,909,756
TOTAL EXPENDITURES	3,169,557	3,801,094	2,276,447	1,287,271	1,959,945
NET OF REVENUES & EXPENDITURES	-	-	123,265	114,111	(50,188)

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PROPRIETARY FUND TYPES

INTERNAL SERVICE FUNDS

Internal service funds are used to account for the financing of goods or services provided by one department or agency to other departments or agencies of the governmental unit, or to other governmental units, on a cost reimbursement basis. Currently there are two internal service funds which consists of the Health Insurance Cost Containment Fund and the Workers' Compensation Self-Insurance Fund.

Fund 500 HEALTH INSUR COST CONTAINMENT

GL Number	Description	PERIOD ENDED 06/30/2022	PERIOD ENDED 06/30/2023
*** Assets ***			
104.000	EQUITY IN POOLED CASH	147,610.20	224,744.04
115.100	ACCOUNTS RECEIVABLE	0.00	0.00
135.000	INTEREST & DIVIDENDS REC	0.00	0.00
166.900	EQUIPMENT & FURNITURE	9,542.00	9,542.00
167.900	ACCUM DEPREC - EQUIPMENT	(9,542.00)	(9,542.00)
168.950	ACCUM DEPREC - CAPITAL LEASES	133,456.80	100,092.60
Total Assets		281,067.00	324,836.64
*** Liabilities ***			
202.000	ACCOUNTS PAYABLE	33,618.79	(1,326.68)
215.000	ACCRUED INTEREST PAYABLE	0.00	235.47
225.900	CAPITAL LEASES - LONG TERM	133,456.80	102,751.06
Total Liabilities		167,075.59	101,659.85
*** Fund Balance ***			
274.000	NET ASSETS, INVEST IN CAPITAL	0.00	0.00
284.000	FUND BALANCE - UNASSIGNED	102,441.83	148,927.83
Total Fund Balance		102,441.83	148,927.83
Beginning Fund Balance		102,441.83	148,927.83
Net of Revenues VS Expenditures		11,549.58	74,248.96
Ending Fund Balance		113,991.41	223,176.79
Total Liabilities And Fund Balance		281,067.00	324,836.64

Required Supplementary Information
City of DeLand, Florida
Fund 500 - HEALTH INSUR COST CONTAINMENT

Schedule of Revenue, Expenditures, and Changes in Fund Balances - Comparison with Budget and FY 2022 Actual

	2022-23 ORIGINAL BUDGET	2022-23 AMENDED BUDGET	YTD QTR BALANCE 06/30/2023	AVAILABLE BALANCE	YTD QTR BALANCE 06/30/2022
Fund 500 - HEALTH INSUR COST CONTAINMENT					
REVENUES					
INTEREST REVENUES	-	-	5,268	(5,268)	222
CHARGES FOR GOVT SERVICES	569,305	569,305	426,978	142,327	420,503
TOTAL REVENUES	569,305	569,305	432,246	137,059	420,725
EXPENDITURES					
OPERATING	537,100	537,100	333,844	(2,000)	385,022
SERVICES PROVIDED BY GEN GOVT	32,205	32,205	24,154	8,051	24,154
TOTAL EXPENDITURES	569,305	569,305	357,997	6,051	409,175
Fund 500 - HEALTH INSUR COST CONTAINMENT:					
TOTAL REVENUES	569,305	569,305	432,246	137,059	420,725
TOTAL EXPENDITURES	569,305	569,305	357,997	6,051	409,175
NET OF REVENUES & EXPENDITURES	-	-	74,249	131,007	11,550

Fund 510 WORK COMP SELF INS FUND

GL Number	Description	PERIOD ENDED 06/30/2022	PERIOD ENDED 06/30/2023
*** Assets ***			
101.000	CASH IN BANK	689,669.23	650,870.78
104.000	EQUITY IN POOLED CASH	1,195,063.98	1,352,043.36
115.100	ACCOUNTS RECEIVABLE	0.00	0.00
135.000	INTEREST & DIVIDENDS REC	1,381.48	1,542.25
151.900	INVESTMENTS - NON-CURRENT	1,174,193.88	1,200,620.29
155.000	PREPAID ITEMS	0.00	0.00
Total Assets		3,060,308.57	3,205,076.68
*** Liabilities ***			
202.000	ACCOUNTS PAYABLE	0.00	0.00
205.000	CONTRACTS PAYABLE	71,521.07	0.00
229.000	OTHER CURRENT LIABILITIES	850,000.00	1,583,000.00
Total Liabilities		921,521.07	1,583,000.00
*** Fund Balance ***			
282.000	FUND BALANCE - COMMITTED	300,000.00	300,000.00
284.000	FUND BALANCE - UNASSIGNED	1,726,641.29	1,212,923.68
Total Fund Balance		2,026,641.29	1,512,923.68
Beginning Fund Balance		2,026,641.29	1,512,923.68
Net of Revenues VS Expenditures		112,146.21	109,153.00
Ending Fund Balance		2,138,787.50	1,622,076.68
Total Liabilities And Fund Balance		3,060,308.57	3,205,076.68

Required Supplementary Information
City of DeLand, Florida
Fund 510 - WORK COMP SELF INS FUND

Schedule of Revenue, Expenditures, and Changes in Fund Balances - Comparison with Budget and FY 2022 Actual

	2022-23 ORIGINAL BUDGET	2022-23 AMENDED BUDGET	YTD QTR BALANCE 06/30/2023	AVAILABLE BALANCE	YTD QTR BALANCE 06/30/2022
Fund 510 - WORK COMP SELF INS FUND					
REVENUES					
INTEREST REVENUES	-	-	46,694	(46,694)	7,271
MISCELLANEOUS REVENUES	-	-	60,383	(60,383)	51,136
CHARGES FOR GOVT SERVICES	852,741	852,741	639,555	213,186	611,375
TOTAL REVENUES	852,741	852,741	746,632	106,110	669,782
EXPENDITURES					
OPERATING	788,741	788,741	589,479	164,659	509,636
SERVICES PROVIDED BY GEN GOVT	64,000	64,000	48,000	16,000	48,000
TOTAL EXPENDITURES	852,741	852,741	637,479	180,659	557,636
Fund 510 - WORK COMP SELF INS FUND:					
TOTAL REVENUES	852,741	852,741	746,632	106,110	669,782
TOTAL EXPENDITURES	852,741	852,741	637,479	180,659	557,636
NET OF REVENUES & EXPENDITURES	-	-	109,153	(74,550)	112,146

CITY OF DELAND
Request for Commission Action
September 6, 2023

SUBJECT: Resolution Approving the Support of Vision Zero Plan to Eliminate Traffic Fatalities and Severe Injuries.

DEPARTMENT: Community Development

PREPARED BY: Rick Werbiskis, Community Dev. Director

ATTACHMENTS: Resolution , Target Zero Florida, FL Strategic Highway Safety Plan

APPROVED BY: Michael Pleus, City Manager, August 28, 2023

SUMMARY/HIGHLIGHT:

The growth and vitality of our city requires safe and reliable transportation systems. The life and health of DeLand's residents, business employees and visitors are our utmost priority. According to a report by Smart Growth America "Dangerous By Design", the Deltona-Daytona Beach-Ormond Beach Metro Area was ranked as the most dangerous area in the country for pedestrians, with the Orlando-Kissimmee-Sanford Metro Area ranking as the 8th most dangerous. Vision Zero is the concept that there is no acceptable number of traffic deaths and serious injuries on our roadways. The City of DeLand recognizes that no one should die or be seriously injured while traveling on our city streets. 94% of all crashes are the result of driver behavior, including speeding, distracted driving, and impaired driving. The Florida Department of Transportation has formally adopted "Target Zero", its own version of the national vision, "Towards Zero Deaths." The River to Sea TPO and has challenged their member cities/counties to out do Brevard County on the number of cities to adopt the resolution in support of Vision Zero.

STRATEGIC PLAN FOCUS AREA/ACTION STEP:

Maintaining a Safe Community

SUSTAINABILITY:

NA

FISCAL IMPACT:

Adoption of this resolution will not have a fiscal impact on the City.

RECOMMENDATION:

Staff recommends adoption of the resolution.

BACKGROUND/DISCUSSION:

FDOT's Strategic Highway Safety Plan is attached for reference purposes.

RESOLUTION NO. 2023 –

**A RESOLUTION OF THE CITY COMMISSION OF DELAND, FLORIDA,
ADOPTING THE GOAL OF VISION ZERO, ADVOCATING THAT NO LOSS
OF LIFE IS ACCEPTABLE ON OUR CITY STREETS; AND PROVIDING
FOR A CONDITION AND AN EFFECTIVE DATE.**

WHEREAS, the growth and vitality of our city requires safe and reliable transportation systems; and

WHEREAS, the life and health of DeLand’s residents, business employees and visitors are our utmost priority; and

WHEREAS, according to a report by Smart Growth America “Dangerous By Design”, the Deltona-Daytona Beach-Ormond Beach Metro Area was ranked as the most dangerous area in the country for pedestrians with the Orlando-Kissimmee-Sanford Metro Area ranking as the 8th most dangerous; and

WHEREAS, Vision Zero is the concept that there is no acceptable number of traffic deaths and serious injuries on our roadways; and

WHEREAS, the City of DeLand recognizes that no one should die or be seriously injured while traveling on our city streets; and

WHEREAS, 94% of all crashes are the result of driver behavior, including speeding, distracted driving, and impaired driving; and

WHEREAS, the Florida Department of Transportation has formally adopted “Target Zero” its own version of the national vision, “Towards Zero Deaths.”

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF
DELAND, FLORIDA:**

Section 1. That the City Commission hereby supports and adopts the goal of Vision Zero – that no loss of life is acceptable on our city streets.

Section 2. That the City Commission hereby agrees to promote a culture of traffic safety with our city employees.

Section 3. That the City Commission hereby supports and shall participate in a countywide or multi-jurisdictional Vision Zero Safety Committee comprised of members of organizations and agencies with expertise in transportation, enforcement, education, public health, emergency response, equity, transit, biking, walking, vehicles and freight who will work together for the development and implementation of a Vision Zero Safety Action Plan.

Section 4. This Resolution shall become effective immediately upon its adoption.

PASSED AND DULY ADOPTED this 6th day of September, 2023.

Christopher M. Cloudman
Mayor-Commissioner

ATTEST:

Julie A. Hennessy
City Clerk – Auditor

APPROVED AS TO FORM AND LEGALITY:

Darren J. Elkind
City Attorney



TARGET ZERO

FLORIDA'S TRANSPORTATION SAFETY INITIATIVE

WHAT?

TOGETHER TOWARD ZERO

Florida's target is
**ZERO FATALITIES
AND SERIOUS INJURIES.**

WHY?

ON FLORIDA'S ROADS...



8 daily fatalities



49 daily serious injuries

But when it comes to human lives, no fatality or serious injury is acceptable.

Source: 2021 Florida Strategic Highway Safety Plan

HOW DO WE GET THERE?

Florida established Target Zero in the **Strategic Highway Safety Plan** to provide a framework for how Florida's communities work to achieve the national vision of zero fatalities and serious injuries **TOGETHER**, by:

- Establishing the **FORMAL PERFORMANCE TARGET OF ZERO** fatalities and serious injuries with the **Federal Highway Administration (FHWA)** and **National Highway Traffic Safety Administration (NHTSA)**, and **TRACKING PROGRESS** toward that goal.
- Supporting safety partners by collecting, analyzing, and using data to identify and address **FLORIDA-SPECIFIC NEEDS**, AND prioritize **STRATEGIC INVESTMENTS**.
- Employing a **HUMAN-FACTORS APPROACH** to mitigate human errors in a **SAFE SYSTEM APPROACH**.
- Establishing a **FLORIDA NETWORK** for resource and information **SHARING AMONG COMMUNITY PARTNERS**.



JOIN FLORIDA'S TARGET ZERO NETWORK

- Participate in the development and implementation of Florida's Strategic Highway Safety Plan.
- Access safety-related data, analysis tools, and dashboards in the **Safety Data Integration Space**.
- Access extensive safety analysis of Florida's top safety challenges, to maximize resources. **See countermeasures to address Florida's top lane departure, pedestrian, and bicyclist safety challenges.**
- Access over 100 FREE and pre-recorded **safety courses**, and receive announcements for upcoming safety courses.
- **Access video, audio digital media, social media posts, print materials and more** to support community outreach and engagement.
- Join one of Florida's statewide multiagency and multidisciplinary **Traffic Safety Coalitions**.

AND GET CONNECTED TO THESE SAFE SYSTEM APPROACH RESOURCES:

SAFE ROADS

- ③ Design and operate **SAFE ROADS** with context-based engineering criteria from the **FDOT Design Manual**, the **FDOT Traffic Engineering Manual**, and **more**.
- ③ Obtain FHWA funding for safety infrastructure investments to achieve **SAFE ROADS** on all public roadways. See **The Highway Safety Improvement Program Guidelines** for eligibility.

SAFE ROAD USERS

- ③ Promote **SAFE ROAD USERS** with **access** to video and audio digital media, social media posts, print materials, and more! See our **Annual Safety Calendar** for comprehensive access to resources.
- ③ Develop **SAFE ROAD USERS** with funding for safety education and enforcement efforts! See **Traffic Safety Subgrants (fdot.gov)** for programs and eligibility.

SAFE SPEEDS

- ③ Design for **SAFE SPEEDS** using speed management design criteria in **FDOT's Design Manual**.
- ③ Establish **SAFE SPEEDS** using **Florida's Speed Zoning Manual**.
- ③ Enforce **SAFE SPEEDS** by obtaining **NHTSA funding for speed enforcement**.

POST CRASH CARE

- ③ Access **POST CRASH CARE** resources with **additional enforcement grants**.

SAFE VEHICLES

- ③ Advance **SAFE VEHICLES** by conducting research, developing, and testing emerging transportation technologies in safe and controlled environments at **Florida's SunTrax facility**.





FLORIDA

STRATEGIC HIGHWAY SAFETY PLAN

TARGET
ZERO
FATALITIES & SERIOUS INJURIES



MARCH 2021



A LETTER FROM THE SECRETARY



Dear Safety Partners,

On behalf of the Florida Department of Transportation, our residents, and visitors, I want to thank you for prioritizing the safe and efficient movement of people and goods on our state transportation system.

As we continue working toward “**Vision Zero**,” the Florida Strategic Highway Safety Plan serves as a framework of plans and activities that will improve safety and efficiency on our roadways with an ultimate goal of **zero** fatalities and serious injuries.

The Department’s top priority is to provide a safe transportation system that efficiently moves people and goods throughout Florida. As we continue to grow as a state, we must challenge ourselves to meet not only current local, regional, and statewide mobility needs, but also those of the future, using innovation and technology.

Our success in moving the needle when it comes to highway safety is dependent on our cooperation, teamwork, and partnerships. To push safety forward, we must collectively employ the 4Es of traffic safety: Engineering, Education, Enforcement, and Emergency Response, as well as the 4Is addressing Information Intelligence, Innovation, Insight into Communities, and Investment and Policies. Your commitment and partnership remain vital components of the Florida Strategic Highway Safety Plan.

Don’t forget to stay alert and buckle up, every trip, every time.

Kevin J. Thibault, P.E.

Secretary

Florida Department of Transportation

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OUR COMMITMENT



8 people die and **49 people are seriously injured** on Florida's roadways **EACH DAY**. They are our husbands, wives, fathers, mothers, brothers, sisters, sons, daughters, friends, co-workers, and business partners.

So, what is an "acceptable" number – 5 fatalities and 25 serious injuries each day? 2 fatalities and 10 serious injuries a day? The answer, of course, is

ZERO

Losing a loved one to a preventable traffic crash is unacceptable, heartbreaking, and life-changing.

Eliminating roadway fatalities is the **highest priority** of the Florida Department of Transportation (FDOT) and our traffic safety partners. We recognize achieving **zero** fatalities and serious injuries will not be easy and will require commitment, energy, and innovation. We also acknowledge that some policies, procedures, and practices must change; business as usual is not enough and systemic changes are needed to make meaningful progress.



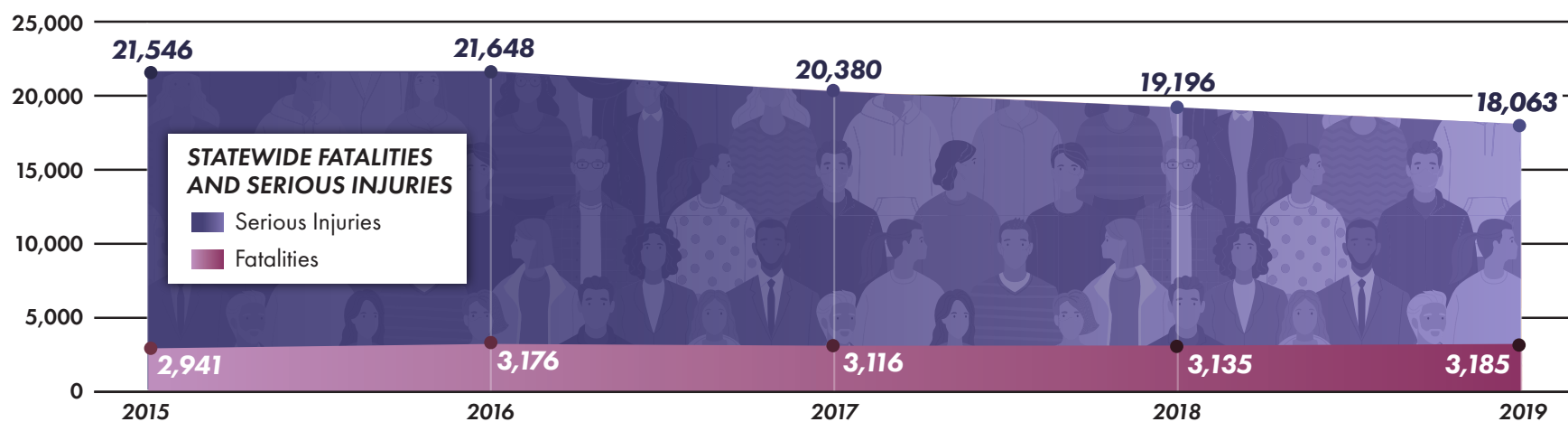
Please join us in eliminating fatalities and serious injuries on our roadways – because even one is too many!



OUR VISION

Florida's safety vision is simple: to eliminate all transportation-related fatalities and serious injuries for all modes of travel. This priority focuses on motor vehicle safety and includes pedestrians, bicyclists, motorcyclists, micromobility device users, and transit users using the roadway system, as well as connections between the roadway system and other modes of transportation.

The personal and societal costs of traffic crashes in Florida today are unacceptably high. More than 3,100 Florida residents and visitors die in a crash each year, and about 18,000 are seriously injured. Crashes involving fatalities, serious injuries, and property damage also take a toll on our quality of life, economy, and impede the efficiency and reliability of our transportation system.



This Strategic Highway Safety Plan (SHSP) provides a framework for how Florida's traffic safety partners will move toward the vision of a fatality-free transportation system during the next five years. It is a call to action for public, private, and civic partners, identifying areas for collaboration, investment, and innovation.

We have talked about roadway safety for a long time – and we've made considerable progress during the past few decades. We are focused on high priority topics like lane departures, intersections, pedestrians and bicyclists, and data, and we have implemented a long list of proven countermeasures from safety belt use to rumble strips to driver education. The SHSP calls on us to continue and expand or enhance many of these activities – and it also challenges us to do more.

OUR VISION



This SHSP deepens our resolve to aggressively reduce fatal and serious injury crashes in Florida. It introduces Florida to a “Safe System” approach promoted by the Federal Highway Administration to address all elements of a safe transportation system in an integrated manner. This approach means new priorities and strategies; enhanced and new partnerships; and committing more of our time, talent, and resources. We believe our collective commitment will help all of us make significant progress toward this vision in the next five years and beyond.

	WHERE WE ARE TODAY	WHERE WE ARE HEADED
EMPHASIS AREAS	- Most prevalent causes of fatal and serious injury crashes - Traffic records	- Most prevalent causes of crashes - Traffic records - Evolving emphasis areas related to high-impact crashes or risks associated with new innovations
KEY STRATEGIES	- Addressing individual risks and behaviors through the 4Es of traffic safety » Engineering » Enforcement » Education » Emergency response	- Advancing systematic solutions by continuing emphasis on the 4Es and adding 4Is (described on pages 12-14) » Information intelligence » Insight into communities » Innovation » Investments and policies
FREQUENT APPROACHES	- Reacting based on crash history - Focusing on individual behavior - Addressing specific risk locations	- Proactively identifying and addressing risks - Designing facilities to address human mistakes and vulnerabilities - Creating integrated solutions with redundancy to avoid risk of failure
MODES	Roadway emphasis	Safety for all modes, with focus on those who walk, bike, drive, ride transit, and travel by other modes on Florida’s roadways
PARTNERSHIPS	Focus on transportation engineering and planning, law enforcement, education, and emergency medical services	Understanding that a safe transportation system is a shared responsibility of all transportation system users and partners
PROGRAM STRUCTURE	Transportation safety as a standalone program	Addressing safety through all parts of the transportation system – from planning to design to operations to emergency response
PRIORITY	Safety as a high priority transportation issue	- Safety as the highest priority transportation issue - Safety as a critical public health issue



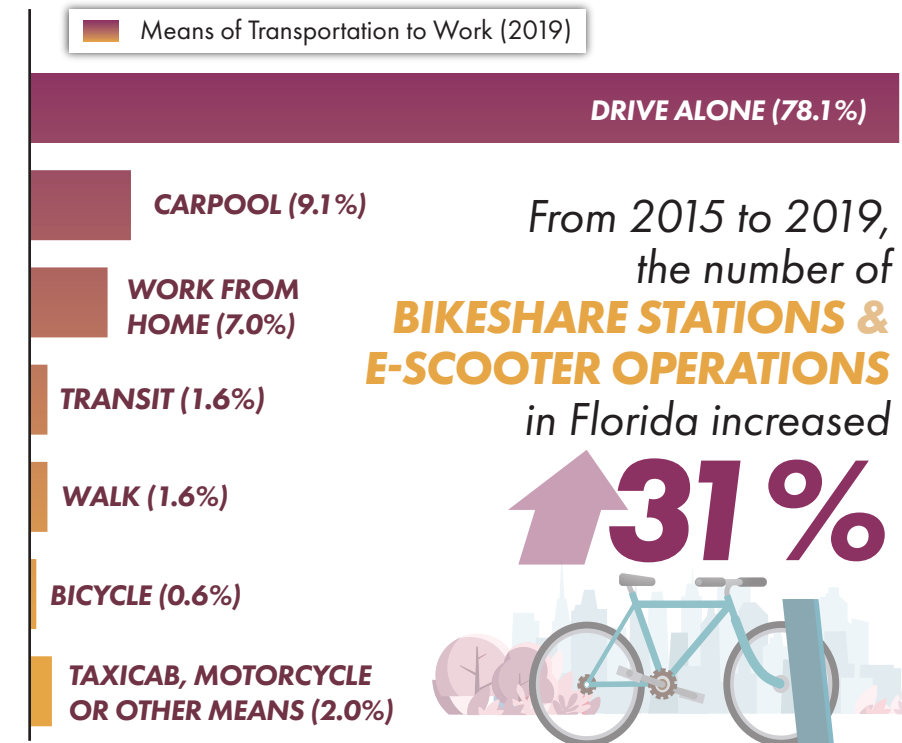
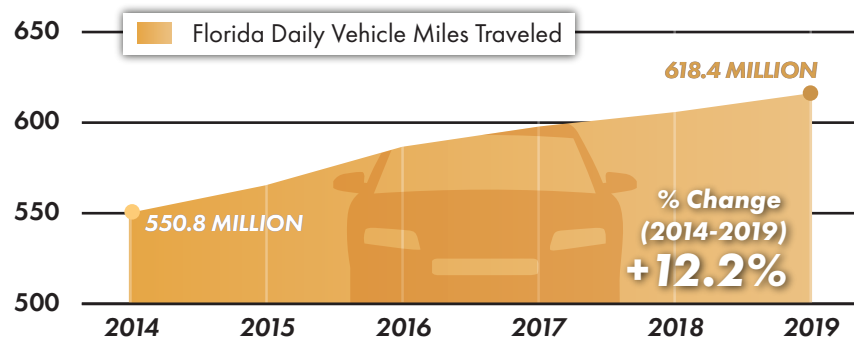
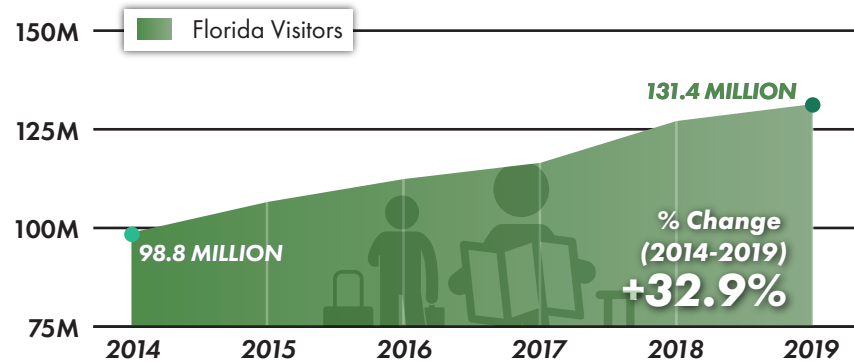
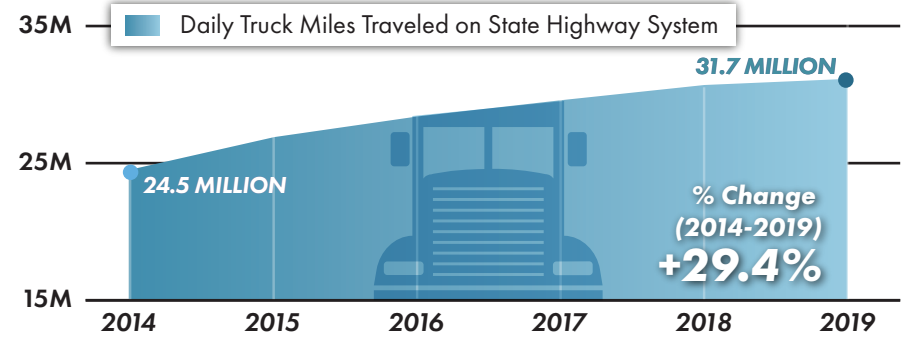
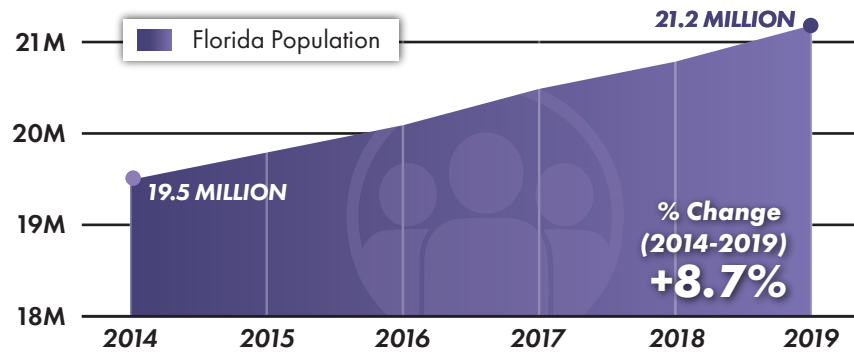
OUR CONTEXT

Several trends make it challenging to reach our vision of **zero** fatalities and serious injuries in Florida:

- **Strong growth in population, economic activity, and travel.** Florida's population increased more than 32 percent between 2000 and 2019, and projections developed in early 2020 suggest Florida could welcome between 600 and 900 new residents per day for the next 25 years. The state's employment and gross domestic product is increasing as well. This growth leads to continued increases in the number of people driving, riding transit, walking, bicycling, riding motorcycles, and using other modes on Florida's transportation system – all of which exposes more people to safety risks. The rate of serious injuries relative to total vehicle-miles traveled (VMT) has been declining in the past few years – yet growth in overall travel has kept upward pressure on the actual number of fatalities and the fatality rate.
- **Strong growth in visitors.** The number of visitors to Florida surged from 82 million in 2010 to more than 131 million in 2019. This adds to the congestion on the roadway system, particularly with a large number of people who are not familiar with Florida's transportation system.
- **Continued growth in freight.** The volume of freight moving to, from, and within Florida continues to grow to support an expanding population and economy. E-commerce and home delivery of goods and services has surged during the past several years, placing more delivery trucks on local roads. Daily truck-miles traveled on the State Highway System increased 29 percent between 2014 and 2019.
- **Changing demographics.** The population over the age of 65 in Florida is projected to grow 61 percent by 2045, with many older adults outliving their ability to drive safely. More than 13 percent of Florida residents have a disability today, and increasing numbers face chronic health conditions. Overall, Florida's population has more people with specialized mobility needs, who may be more vulnerable to a fatality or serious injury if involved in a crash.
- **Shifting development patterns.** Nearly 60 percent of Florida's population growth through 2045 is anticipated to be concentrated in nine large urban counties, many of which will be facing increasing congestion and more interactions between vehicles and non-motorized modes. At the same time, many rural areas are growing, particularly on the fringes of existing urban areas and along transportation corridors, with more cars and trucks on roads not intended for high levels of traffic. Florida's rural areas¹ account for about 5 percent of the state's population, yet represent 10 percent of fatalities and 7 percent of serious injury crashes in the state.
- **Shifting modal demand.** Florida's residents desire more options for accessing jobs, schools, health care, recreation, and other services using the transportation system. Until early 2020, about 9 out of 10 Florida workers used a motor vehicle to commute to work. However, motorcycle use and the number of people walking or bicycling for commuting or recreation have been increasing. The past few years also have seen rapid growth in emerging micromobility options, such as scooters and e-bikes, as well as shared rides through transportation network companies (such as Uber or Lyft). The increasing number of mobility options is serving customers' needs better. It also is creating more potential conflicts and risks across Florida's roadway system.
- **Emerging technologies and innovations.** Advancements in technology and communications, combined with emerging business practices, are reshaping how we work, learn, shop, and travel. Innovations such as connected and automated vehicles and delivery devices offer the potential for dramatic increases in safety and mobility, and also introduce new risks related to the mix of advanced and older vehicles sharing the road, potential increases in driver distraction, and potential for cybersecurity occurrences.

¹ Rural Counties identified using FL Statute 288.0656, Section 2(e).

OUR CONTEXT





OUR PLANNING PROCESS

The SHSP is a statewide safety plan that provides a framework for eliminating highway fatalities and serious injuries on all public roads. It identifies Florida's key safety needs and guides investment decisions toward strategies and countermeasures with the greatest potential to save lives and prevent injuries. The SHSP is a data-driven, multi-year plan establishing statewide strategies and emphasis areas. To develop this plan, we started with the 2016 SHSP, reviewed and aligned with related plans, analyzed trends and crash data, collaborated with our partners and coalitions, and sought public input.

ALIGNMENT WITH OTHER STATE PLANS

The SHSP was developed in close coordination with the state's long-range transportation plan, the Florida Transportation Plan (FTP). The FTP establishes the goal of "Safety and security for Florida's residents, businesses, and visitors," with the target of **zero** transportation fatalities or serious injuries for all modes. The FTP is guided by a 35-member Steering Committee, who also provided guidance to the update of this SHSP through the FTP Safety Subcommittee. The FTP Safety Subcommittee, comprised of key transportation and safety partners, met six times to review traffic safety data, discuss FTP and SHSP strategies, and provide input on emphasis areas.

In addition to aligning with the FTP, we considered the goals and targets set in the Highway Safety Improvement Plan (HSIP), the Highway Safety Plan (HSP), the strategic plans of statewide traffic safety coalitions and programs, the safety components of the Florida Freight Mobility and Trade Plan (FMTP), and the long-range transportation plans of Florida's 27 metropolitan planning organizations (MPO). In an effort to have a broader reach, we also considered plans from other agencies such as the Department of Elder Affairs' State Plan on Aging, the Florida Department of Health's State Health Improvement Plan (SHIP), and the Emergency Medical Services (EMS) State Plan.



REVIEW AND ANALYSIS OF SAFETY AND RELATED DATA

Florida's SHSP is a data-driven plan, built on extensive analysis of the state's traffic crash data. Florida's crash data are collected by law enforcement officers statewide and submitted to the Florida Department of Highway Safety and Motor Vehicles (FLHSMV). The data analyzed include valuable information about the location of the crash, conditions at the time of the crash, behavioral factors that contributed to the crash, and the vehicle and demographic information that identifies the types of users involved in the crash. This information, paired with other statewide and national trends, adds context to the traffic fatalities and serious injuries that occur on Florida's roadways and helps safety professionals and partners identify potential countermeasures that could save lives.

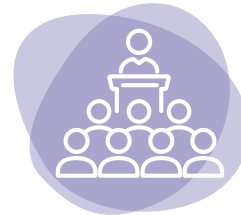
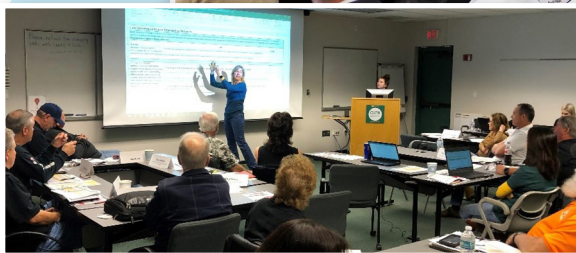
Unless otherwise noted, all data reported in Florida's SHSP are from FLHSMV from 2015-2019. For the 2021 SHSP update, the five-year traffic crash data (2015-2019) are compared with the previous five-year period (2011-2015) data to evaluate the highest contributing factors to Florida's safety performance. Page 15 includes a detailed description of how we identified and organized the 2021 SHSP emphasis areas.

OUR PLANNING PROCESS



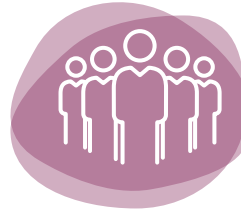
PARTNER AND PUBLIC ENGAGEMENT

While the development of the SHSP was guided by the FTP Steering Committee and its Safety Subcommittee, which included safety partners from federal and state agencies, MPOs, regional planning councils, local governments, and law enforcement, many other transportation and safety partners contributed as well. The ongoing work of the state's traffic safety coalitions, with representatives from over 100 key safety partners and advocates, is reflected in their respective emphasis areas. The SHSP update kicked off with a **Vision Zero** workshop in May 2019, with the following year including outreach via FTP and SHSP partner briefings and webinars, safety coalition meetings, and conferences such as the FDOT Transportation Planning Exchange (TransPlex) and the Florida Transportation Symposium. In addition, FDOT expanded virtual engagement placing emphasis on groups representing traditionally underserved populations. FDOT interviewed leadership and staff of, conducted briefings to, and participated in webinars with organizations working with persons with disabilities, older adults, low-income residents, public health issues, housing issues, rural and agricultural communities, and other groups that in the past may not have had significant input in long-range transportation planning activities.



VISION ZERO WORKSHOP

225 ATTENDEES



SAFETY SUBCOMMITTEE

6 MEETINGS
150 ATTENDEES



SAFETY COALITION MEETINGS

7 MEETINGS
200 ATTENDEES



PARTNER BRIEFINGS

247 BRIEFINGS WITH MORE THAN 12,800 ATTENDEES AS PART OF THE FLORIDA TRANSPORTATION PLAN DEVELOPMENT



SOCIAL MEDIA OUTREACH

MORE THAN 78,000 IMPRESSIONS AS PART OF THE FLORIDA TRANSPORTATION PLAN DEVELOPMENT



MEASURING OUR PROGRESS

Florida monitors the total number of motor vehicle-related fatalities and serious injuries, the rate of fatalities and serious injuries per 100 million VMT, and the total number of fatalities and serious injuries involving non-motorized transportation users. As required by the federal government, each of these is reported as a five-year rolling average to help monitor trends over time.

- *Total fatalities in Florida generally had been on a downward trend between 2008 and 2014 yet have been increasing on a five-year rolling average basis since 2014. The fatality rate relative to VMT has been increasing in the past few years as well.*
- *In contrast, the total number of serious injuries, on a five-year rolling average, increased slightly in 2016 and 2017 and decreased in 2018 and again in 2019.*
- *The total number of non-motorized (pedestrian and bicycle) fatalities and serious injuries, on a five-year rolling average, increased steadily until 2018 where they began to decline.*

This SHSP affirms the target of **zero** for all federally-required performance measures, which also is affirmed in Florida's HSIP and HSP on an annual basis. All of Florida's MPOs are committed to the vision of **zero** fatalities and serious injuries. Nineteen MPOs have adopted targets of **zero** and eight have established different targets committing to gradual progress toward **zero**. For the purposes of federal requirements, the objective of this SHSP is an annual trend toward our target of **zero traffic fatalities and serious injuries**.

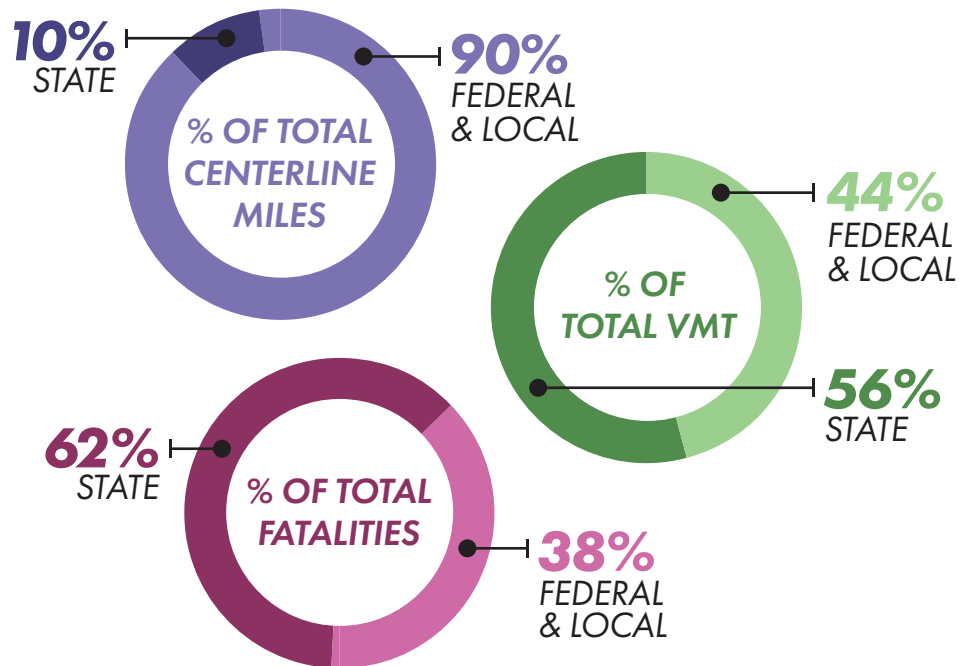
FEDERAL PERFORMANCE MEASURE (FIVE-YEAR ROLLING AVERAGE)	2015	2016	2017	2018	2019	TREND	CALENDAR YEAR 2021 TARGET	TARGET MET?
Fatalities	2,535.6	2,690.0	2,827.0	2,973.4	3,110.6	●	0	No
Fatality Rate (per 100 million VMT)	1.29	1.33	1.36	1.40	1.43	●	0	No
Serious Injuries	20,552.0	20,877.2	20,943.0	20,737.0	20,166.4	●	0	No
Serious Injury Rate (per 100 million VMT)	10.45	10.37	10.14	9.77	9.29	●	0	No
Non-Motorized Fatalities & Serious Injuries	3,266.2	3,361.6	3,371.4	3,410.4	3,401.8	●	0	No

Note: All data on this table are five-year rolling averages, as required for reporting and target setting by the federal government. For example, the 3110.6 fatalities shown for 2019 is an average of the actual fatalities reported for the five-year period, as follows: 2,941 (2015), 3,176 (2016), 3,116 (2017), 3,135 (2018), 3,185 (2019). The trend column indicates progress toward target from the baseline: green indicates performance is moving toward the target; yellow indicates limited change; red indicates performance is moving away from the target.

MEASURING OUR PROGRESS



CENTERLINE MILES, VMT, AND FATALITIES BY ROAD TYPE (2019)



To monitor progress, FDOT uses data-driven forecasting to provide projections for each measure including correlations between safety data and other variables such as VMT, gas prices, and the vehicle age. This statistical modeling process is conducted annually and final projections are reported for each measure in the SHSP, HSIP, and HSP. In addition, the HSIP, HSP, and each of the safety coalitions' strategic plans all include performance and progress indicators.

FDOT and the traffic safety coalitions regularly review data to monitor plan progress and to identify relationships between contributing factors, including time/day, demographics, driver behaviors, environmental and roadway conditions, high risk locations, and emerging issues.

In developing the SHSP, efforts were made to reach out to local governments and the state's 27 MPOs to provide information on ways to improve safety because the SHSP covers all public roads. For context, state roads account for 10 percent of all road miles yet 56 percent of total VMT and 62 percent of total fatalities and local roads account for 37 percent of roadway fatalities.. To reach our vision of zero, a shared vision for safety and collaboration on key strategies is very important.

SAFE SYSTEM: SAFE ROADS

While 95 percent of Floridians live in urban counties, nearly half of Florida's 67 counties are rural. Florida is committed to reducing crashes on all roadways, from those in congested urban areas to those in rural communities. Safety countermeasures for high risk rural roads are prioritized through collaboration with local governments and, where applicable, MPOs, and support targeted efforts for local road system improvements.



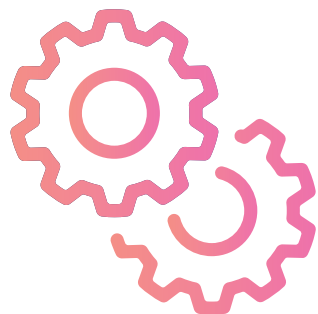
Rural road in Central Florida



OUR KEY STRATEGIES

Achieving **zero** traffic fatalities and serious injuries is a big task that requires a holistic and varied set of strategies. Crashes are complex, with multiple contributing factors that are highly variable and, in many cases, preventable. We need all hands on deck to address the causes of crashes and identify ways to reduce their severity.

Traditionally, there are four major approaches recognized among safety professionals as those with a potential impact on safety. These are referred to as the 4Es of traffic safety: Engineering, Education, Enforcement, and Emergency Response. While these continue to be key approaches, we are also thinking more broadly and inclusively by addressing four additional approaches, which we refer to as the 4Is: Information Intelligence, Innovation, Insight into Communities, and Investments and Policies.



ENGINEERING

Transportation connects where we live to where we learn, work, and play. Our reliance on transportation creates expectations for a safe and accessible transportation system. Engineering strategies speak to the need to plan and provide transportation solutions that use best practices for safe mobility such as reducing points of conflict; improving signs, markings, and lighting; and managing speed. Florida will:

- **Identify, develop, and deploy engineering solutions and best practices** that encourage safe driving behavior, reduce speed, and reduce roadway fatalities and serious injuries.
- **Strengthen collaboration with MPOs and local governments**, including law enforcement personnel and Community Traffic Safety Teams (CTSTs), to ensure safety considerations are given priority in planning future roadway projects.



EDUCATION

A safe transportation system is effective only if its users understand how the system works and use it as intended. We conduct extensive outreach to help our residents and visitors understand the risks of unsafe road user behaviors such as speeding, driving unrestrained, distracted and impaired driving, and improper roadway crossings. We also seek to help our customers understand how to use innovative and proven infrastructure solutions, such as roundabouts, diverging diamonds, and bike lanes, as well as vehicle-based solutions like occupant protection and lane departure warning systems. Florida will:

- **Develop and implement targeted outreach and communications strategies** to improve road users' awareness of safety issues, including sharing the road with other users, driver responsibilities when involved in a crash, as well as their understanding of roadside and in-vehicle technologies, best practices, and other safety countermeasures.
- **Educate and train beginning and experienced road users** to improve driving and riding skills and understand traffic laws.
- **Educate and train current and new safety professionals** including planning, engineering, law enforcement, emergency response, elected officials, and other personnel, on best practices as well as new and innovative countermeasures.

OUR KEY STRATEGIES



ENFORCEMENT

Even when road users are well-informed, some may choose to take risks. When that happens, they should be held accountable, because the lives of everyone on the road are at stake. Our law enforcement officers ensure we adhere to the traffic laws meant to keep us safe. Florida will:

- **Provide law enforcement officers training, tools, and resources** concerning new or recent laws and regulations; new programs, equipment, and technologies; and best practices.
- **Conduct focused enforcement and education activities** in high-crash locations involving high-risk driving behaviors to increase compliance.
- **Coordinate with prosecutors and the courts** to improve prosecution and adjudication of traffic safety-related cases.



EMERGENCY RESPONSE

Quick and efficient emergency response can mean the difference between life and death for those injured in a crash. Timely emergency response is also critical to ensure rapid crash clearance to avoid secondary crashes. Access to the crash scene for emergency vehicles, well-trained emergency responders, and strategic placement of emergency services within a community are important considerations. Florida will:

- **Accelerate the implementation of proven and innovative techniques and best practices** to reduce emergency response time and improve the efficiency, effectiveness, and quality of care to traffic crash victims.
- **Advance targeted strategies for emergency response to particular types of crashes**, such as trauma to vulnerable road users or spills of hazardous materials.
- **Implement proven strategies for ensuring the safety of emergency response personnel** while en route or at the scene of a crash.
- **Implement proven and innovative strategies for enforcement and traffic operations personnel** to clear vehicles and manage and restore traffic flow at the scene of a crash with emphasis on avoiding secondary crashes.



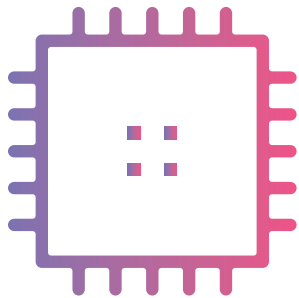
OUR KEY STRATEGIES



INFORMATION INTELLIGENCE

Quality and timely data are the basis for identifying and applying the strategies and countermeasures that are most likely to reduce fatalities and serious injuries. Data on crashes, roadway conditions, user characteristics, and behaviors help us understand safety trends, high-crash areas, and risk factors. Data also inform us about our performance – how well we are addressing safety challenges, which countermeasures are effective, and whether we are making progress toward our target of **zero**. We must work collaboratively to improve the quality of traffic records and other safety data; integrate safety data with other related information such as land use and community data, improve sharing of data among partners, explore new measures and data sources, and strengthen the tools and methods for turning data into usable information. Florida will:

- **Promote the collection, analysis, distribution, and use of quality and timely crash data** so state, regional, and local stakeholders can make appropriate and timely decisions on reducing and responding to crashes.
- **Expand data collection and analysis** to address emerging trends and risks, such as micromobility and e-commerce (i.e., impact of on-line shopping and goods delivery).
- **Improve data analysis tools and methodologies** and strengthen business intelligence capabilities among traffic safety partners.
- **Identify high risk locations and behaviors related to fatal and serious injury crashes** through a systematic approach.



INNOVATION

Advancements in traffic management, monitoring, and systems operations can connect data from the roadway, signs, or traffic signals to vehicles; improve traffic management and flow; improve system connectivity for trips; and enhance clearance of incidents on roadways. New vehicles offer improvements not only in safety features, like air bags and impact designs, but also in automation, such as lane departure warnings, adaptive cruise control, automatic braking, and other driver assistance. Emerging and new technologies, such as connected and automated vehicles, offer the potential of dramatic improvements to traffic safety by improving driver awareness and reducing human error. Florida will:

- **Achieve immediate gains through implementation of existing best practices and technologies**, including Intelligent Transportation Systems (ITS), Connected and Automated vehicles (CAV), and Transportation Systems Management and Operations (TSMO).
- **Accelerate the implementation of new safety countermeasures** including roadway, in-vehicle, and app-based safety systems.
- **Develop, test, and deploy emerging connected and automated vehicle technology** to ensure road crashes do not lead to serious or fatal injuries.

OUR KEY STRATEGIES



INSIGHT INTO COMMUNITIES

Achieving **zero** fatalities and serious injuries requires more than addressing specific hazards and influencing individual decisions and behaviors. It also involves systemic approaches to reshape our transportation systems and communities to create a safer environment and a greater emphasis on more equitable access for people and all modes of travel. Florida will:

- **Create safer communities** through data-driven decisions that include partner and community member input, with the goal of more coordinated land use, design, planning, and traffic operations decisions that reflect the unique context, needs, and preferences of each community.
- **Promote a broader range of safe transportation choices** consistent with community visions including identifying more alternatives for safe travel.
- **Reduce disparities in transportation safety risks** among socioeconomic groups.

SAFE SYSTEM: SAFE SPEEDS

One proven way to reduce traffic fatalities and injuries is to adjust vehicle speeds to match the mix of users on a roadway. This might involve reducing target speeds or using speed management techniques to encourage drivers to operate at a safe speed that reflects the context of the community.

For example, in Volusia County, SR 430 (Oakridge Boulevard) is being redesigned to convert the existing three-lane facility to a two-lane roadway with a designated bicycle lane. This redesign provides for multiple road users including drivers, bicyclists, and pedestrians and encourages speed reduction for motor vehicles. Design features to manage speed on SR 430 include reduced lane width, horizontal deflection using curb bump outs, landscaping, and lane-repurposing to accommodate cyclists.





OUR KEY STRATEGIES



INVESTMENTS AND POLICIES

Transportation investment needs continue to grow as our population and economy expand. How we invest our limited resources must be linked to our vision of **zero** traffic fatalities and serious injuries. We must strategically prioritize investments to achieve the greatest gain, assess the allocation and flexibility of funding to support creative and proven safety strategies, invest wisely using data-driven decisions, and address gaps in available transportation, law enforcement, and emergency response workforces. Additionally, we must consider how our laws and policies can best support the safest transportation system. Florida will:

- **Employ flexible funding strategies**, including integrating safety into other projects, to better address safety improvements and/or support countermeasure implementation.
- **Prioritize projects providing a demonstrated reduction** in fatalities and serious injuries.
- **Integrate safety** into all aspects of transportation planning and decision making, ensuring the inclusion of partners and community member input throughout.
- **Increase agility of program management and prioritization of decisions** to address emerging issues in a quick-response manner.
- **Enhance the expertise and skills** of transportation, enforcement, emergency response, and other agency safety staff regarding challenges and countermeasures, particularly new technologies and data.
- **Pursue legislation and policies** that have been proven to reduce traffic fatalities and serious injuries (such as red light and speed cameras).



SAFE SYSTEM: SAFE ROADS

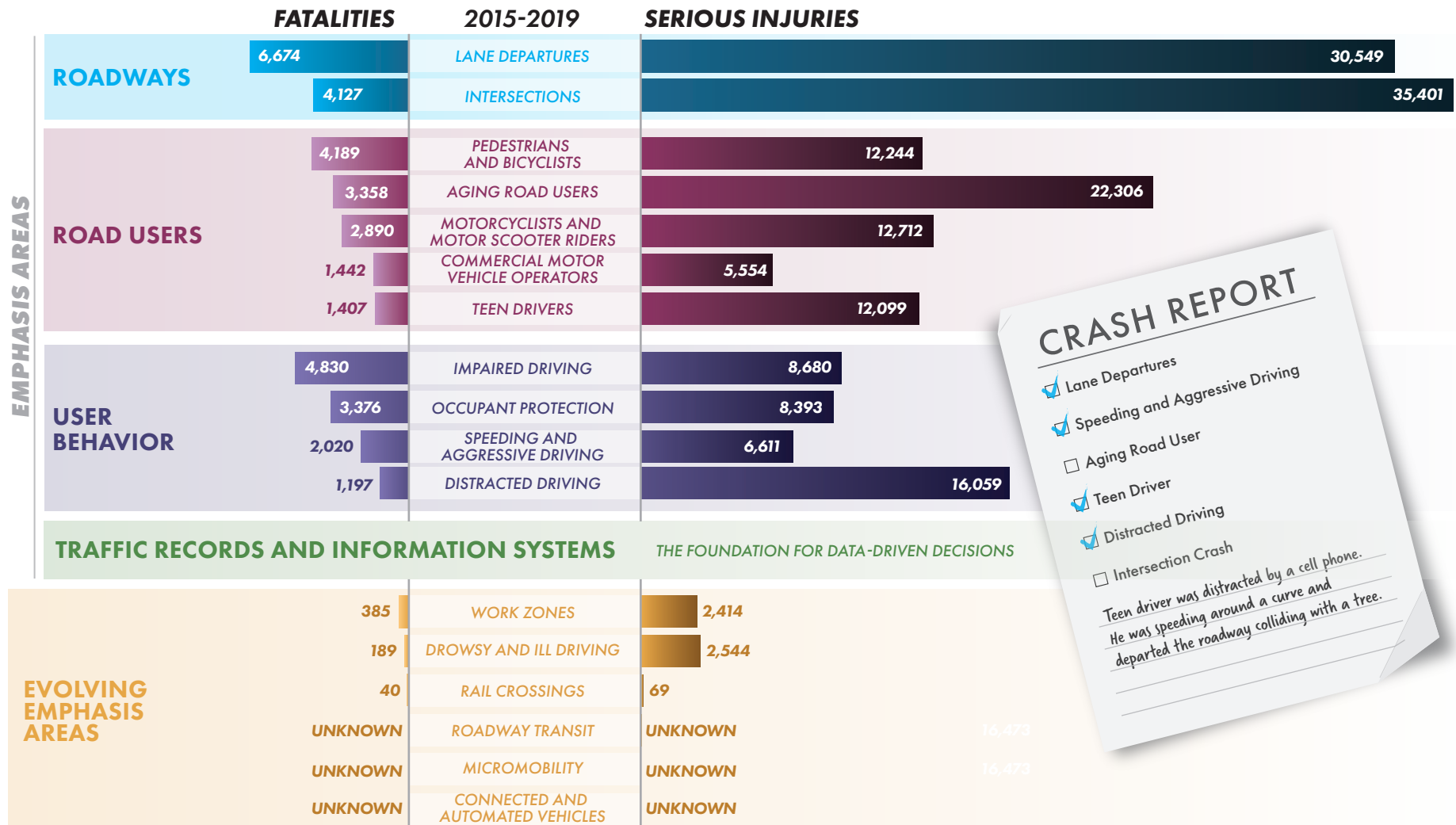
When allocating limited resources, Florida must prioritize projects that link to the vision of **zero** traffic fatalities and serious injuries. Data from multiple pilot projects in Florida testing the pavement markings for dynamic envelopes (the area near railroad crossings designed to keep motorists out of the danger zone) showed more than a 15 percent reduction in the number of vehicles that stopped on or too close to rail crossings. Investing in these pavement markings is an effective way to increase safe stopping behavior and safety for both vehicles and pedestrians at railroad-highway crossings.

FDOT, in conjunction with rail partners, launched a data-driven statewide rail safety education initiative called Operation STRIDE (Statewide Traffic and Railroad Initiative using Dynamic Envelopes). This initiative, combined with additional engineering countermeasures, education, and enforcement efforts, will provide a comprehensive strategy to prevent fatalities on or near rail crossings.

OUR EMPHASIS AREAS



Fatal and serious injury crashes are rarely influenced by a single factor. Based on partner and stakeholder input, a review of Florida's traffic safety resources, and analysis of crash data between 2015 and 2019, we identified the top Emphasis Areas and organized them into three categories – Roadways, Road Users, and User Behavior – supported by traffic records and information systems and accompanied by an additional category for evolving safety issues.





OUR EMPHASIS AREAS

These emphasis areas provide focus to our safety initiatives. Projects are planned, delivered, and maintained at the direction of professionals throughout the state including planners, engineers, and CTST members among others. Coalitions that support the emphasis areas bring together partners to analyze data, create strategic action plans, implement programs, monitor performance, and provide accountability across coalitions toward progress.

ROADWAYS



LANE DEPARTURES



INTERSECTIONS

ROAD USERS



PEDESTRIANS
AND BICYCLISTS



AGING ROAD
USERS



MOTORCYCLISTS AND
MOTOR SCOOTER RIDERS



COMMERCIAL MOTOR
VEHICLE OPERATORS



TEEN DRIVERS

USER BEHAVIOR



IMPAIRED DRIVING



OCCUPANT
PROTECTION



SPEEDING AND
AGGRESSIVE DRIVING



DISTRACTED
DRIVING

TRAFFIC RECORDS AND INFORMATION SYSTEMS

EVOLVING EMPHASIS AREAS

WORK
ZONES

DROWSY AND
ILL DRIVING

RAIL
CROSSINGS

ROADWAY
TRANSIT

MICROMOBILITY

CONNECTED AND
AUTOMATED VEHICLES

OUR EMPHASIS AREAS



On the following pages we highlight data, major challenges and opportunities, sample countermeasures, and focused strategies specific to each emphasis area.

HOW IS EACH EMPHASIS AREA ORGANIZED?

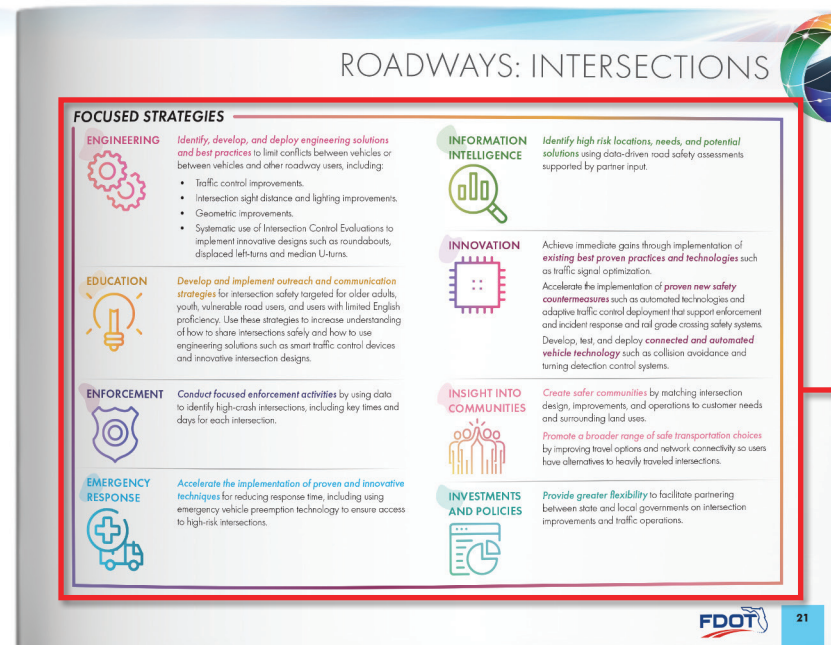
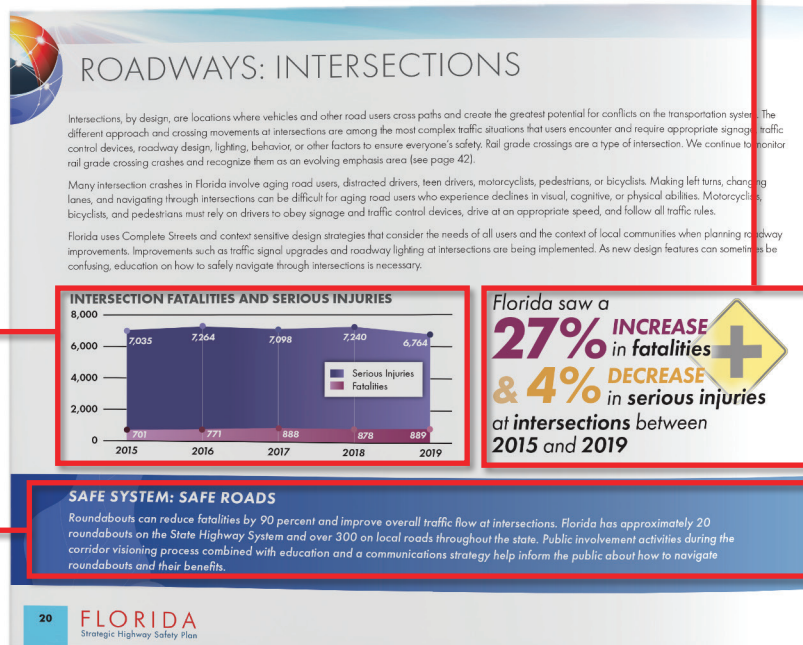
The emphasis areas are presented in their corresponding category. Each category presents the emphasis areas from the most to the least fatalities. The 2015 to 2019 fatality and serious injury data are provided by the FLHSMV, unless otherwise noted. The evolving emphasis areas are described on pages 42-43. Each emphasis area narrative addresses:

COALITION HIGHLIGHTS that report on the work being done by Florida's traffic safety coalitions or **BEST PRACTICES** that describe effective programs for the emphasis area.

FATALITIES AND SERIOUS INJURIES related to each emphasis area.

FOCUSED STRATEGIES that will guide Florida's efforts to reduce fatalities and serious injuries related to each emphasis area over the next five years. These focused strategies are organized into relevant 4Es and 4Is and aligned with applicable key strategies discussed on pages 10-14.

KEY DATA POINTS supporting the focus of each emphasis area.



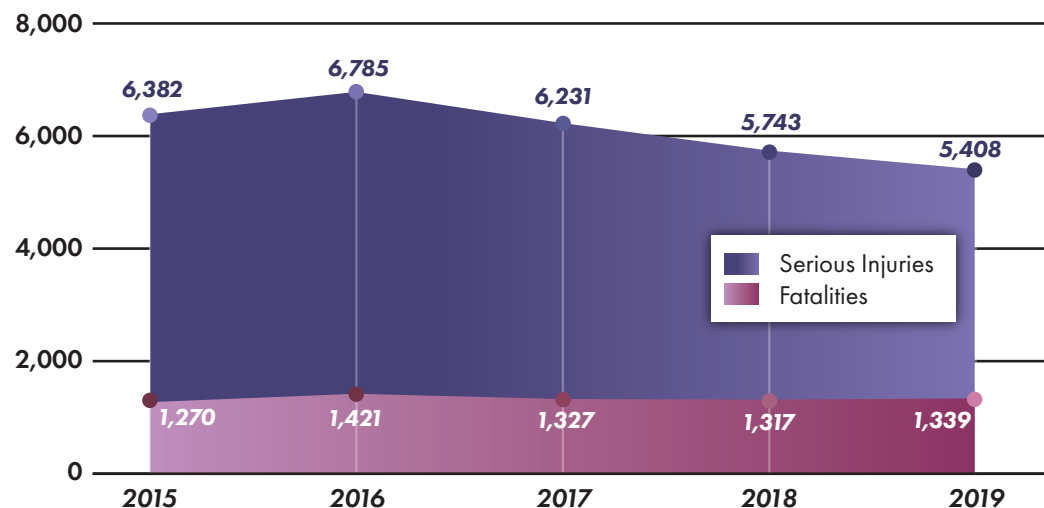


ROADWAYS: LANE DEPARTURES

Most fatal crashes occur because of lane departures. A lane departure crash occurs when a vehicle leaves its lane, possibly due to improper passing, wrong way driving, weaving or swerving, running off the road, or overcorrecting, and collides with other vehicles, structures, trees, or other objects, or other people. Driver behavior and roadway design affect the number and severity of lane departure crashes. A driver who is speeding, distracted, drowsy, or impaired is likely to have difficulty staying in the lane. Given all these factors, it is important to note that one fourth of all Florida crashes include a driver who leaves the scene.

Florida focuses its education efforts on the underlying driver behaviors that contribute to lane departures. A roadway that is slick and wet, an object that is too close to the road, or a shoulder or curve that does not allow for any error can also contribute to a lane departure crash. The FDOT Design Manual and the American Association of State Highway and Transportation Officials (AASHTO) Highway Safety Manual provide guidance to improve roadway conditions. Visual and audible cues to the driver, whether from the roadway or the vehicle, smartphone, or other technology, help mitigate lane departure crashes. Work zone crashes are often the result of lane departures. We continue to monitor work zone crashes and recognize them as an evolving emphasis area (see page 42).

LANE DEPARTURE FATALITIES AND SERIOUS INJURIES



Lane departures represent
34% of all
CRASHES
yet result in
42% of all
DEATHS



SAFE SYSTEM: SAFE VEHICLES

Driver assistance technologies such as lane departure warning systems, lane monitoring support, warning of slippery roads, and adaptive cruise control help prevent drivers from unintentionally drifting out of their lanes or crossing the center median and reduce the likelihood of lane departure crashes. These systems lower rates of single-vehicle, sideswipe, and head-on crashes of all severities by 11 percent.

ROADWAYS: LANE DEPARTURES



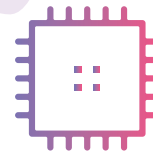
FOCUSED STRATEGIES

ENGINEERING



Identify, develop, and deploy engineering solutions and best practices for addressing lane departure crashes such as speed management techniques (curve delineation, high friction surface treatment), horizontal curve design, use of rumble strips, and elimination of vertical drop-offs at the roadway pavement's edge.

INNOVATION



Accelerate the implementation of existing ITS infrastructure and new safety countermeasures to address lane departure crashes such as lane departure warning systems, blind spot detection, and lane assist systems.

EDUCATION



Develop and implement outreach and communication strategies for in-vehicle technologies to avoid lane departures and expand education efforts on driver risk factors that may cause lane departure crashes such as speeding or distracted, drowsy, and impaired driving.

INSIGHT INTO COMMUNITIES



Create safer communities in urban, suburban, and rural areas by reflecting customer needs and surrounding land uses in roadway design and operations.

ENFORCEMENT



Conduct focused enforcement activities by using data to identify high roadway departure crash locations and corridors caused by drivers who are speeding, distracted, and impaired, including key times and days.

INVESTMENTS AND POLICIES



Continue to integrate proven safety practices known to reduce lane departure crashes into state, regional, and local transportation projects.

EMERGENCY RESPONSE



Accelerate the implementation of proven and innovative techniques for reducing response time to lane departure crashes, including ensuring access by emergency vehicles on freeways, limited access, and controlled access highways.



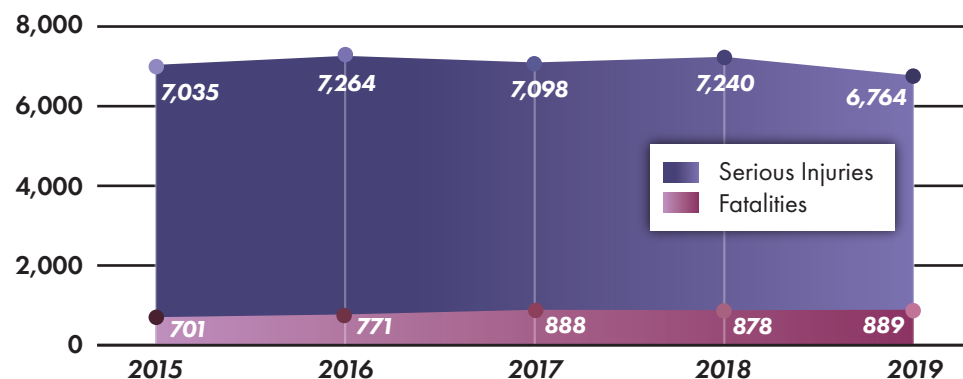
ROADWAYS: INTERSECTIONS

Intersections, by design, are locations where vehicles and other road users cross paths and create the greatest potential for conflicts on the transportation system. The different approach and crossing movements at intersections are among the most complex traffic situations that users encounter and require appropriate signage, traffic control devices, roadway design, lighting, behavior, or other factors to ensure everyone's safety. Rail grade crossings are a type of intersection. We continue to monitor rail grade crossing crashes and recognize them as an evolving emphasis area (see page 42).

Many intersection crashes in Florida involve aging road users, distracted drivers, teen drivers, motorcyclists, pedestrians, or bicyclists. Making left turns, changing lanes, and navigating through intersections can be difficult for aging road users who experience declines in visual, cognitive, or physical abilities. Motorcyclists, bicyclists, and pedestrians must rely on drivers to obey signage and traffic control devices, drive at an appropriate speed, and follow all traffic rules.

Florida uses Complete Streets and context sensitive design strategies that consider the needs of all users and the context of local communities when planning roadway improvements. Improvements such as traffic signal upgrades and roadway lighting at intersections are being implemented. As new design features can sometimes be confusing, education on how to safely navigate through intersections is necessary.

INTERSECTION FATALITIES AND SERIOUS INJURIES



Florida saw a
27% INCREASE in fatalities
& **4% DECREASE** in serious injuries
at intersections between
2015 and 2019



SAFE SYSTEM: SAFE ROADS

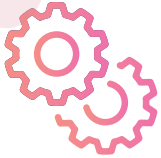
Roundabouts can reduce fatalities by 90 percent and improve overall traffic flow at intersections. Florida has approximately 20 roundabouts on the State Highway System and over 300 on local roads throughout the state. Public involvement activities during the corridor visioning process combined with education and a communications strategy help inform the public about how to navigate roundabouts and their benefits.

ROADWAYS: INTERSECTIONS



FOCUSED STRATEGIES

ENGINEERING



Identify, develop, and deploy engineering solutions and best practices to limit conflicts between vehicles or between vehicles and other roadway users, including:

- Traffic control improvements.
- Intersection sight distance and lighting improvements.
- Geometric improvements.
- Systematic use of Intersection Control Evaluations to implement innovative designs such as roundabouts, displaced left-turns and median U-turns.

EDUCATION



Develop and implement outreach and communication strategies for intersection safety targeted for older adults, youth, vulnerable road users, and users with limited English proficiency. Use these strategies to increase understanding of how to share intersections safely and how to use engineering solutions such as smart traffic control devices and innovative intersection designs.

ENFORCEMENT



Conduct focused enforcement activities by using data to identify high-crash intersections, including key times and days for each intersection.

EMERGENCY RESPONSE



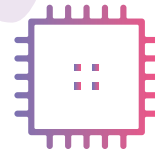
Accelerate the implementation of proven and innovative techniques for reducing response time, including using emergency vehicle preemption technology to ensure access to high-risk intersections.

INFORMATION INTELLIGENCE



Identify high risk locations, needs, and potential solutions using data-driven road safety assessments supported by partner input.

INNOVATION



Achieve immediate gains through implementation of **existing best proven practices and technologies** such as traffic signal optimization.

Accelerate the implementation of **proven new safety countermeasures** such as automated technologies and adaptive traffic control deployment that support enforcement and incident response and rail grade crossing safety systems.

Develop, test, and deploy **connected and automated vehicle technology** such as collision avoidance and turning detection control systems.

INSIGHT INTO COMMUNITIES



Create safer communities by matching intersection design, improvements, and operations to customer needs and surrounding land uses.

Promote a broader range of safe transportation choices by improving travel options and network connectivity so users have alternatives to heavily traveled intersections.

INVESTMENTS AND POLICIES



Provide greater flexibility to facilitate partnering between state and local governments on intersection improvements and traffic operations.



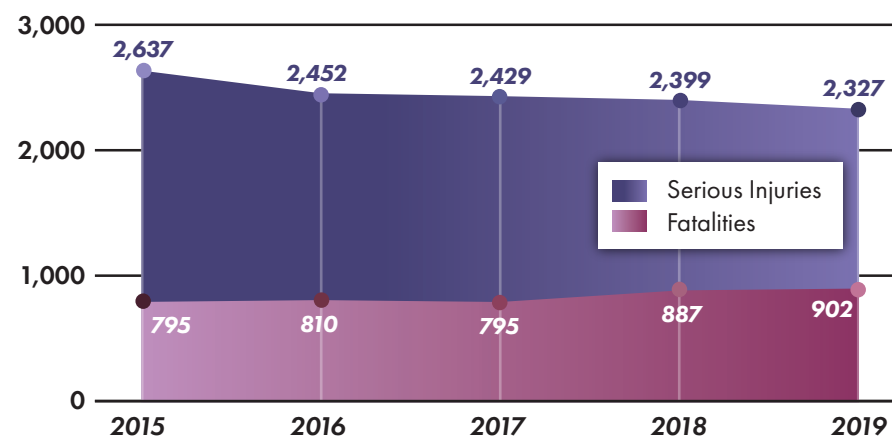
ROAD USERS: PEDESTRIANS AND BICYCLISTS

Florida's year-round moderate climate makes walking and bicycling popular activities. People who bike or walk are the most vulnerable users of the transportation system. When they are in a crash involving a motor vehicle, the results are often tragic.

Approximately two-thirds of pedestrian- and bicyclist-related fatal crashes occur outside of a marked crosswalk or bicycle lane. Many serious and fatal injuries to pedestrians and bicyclists occur during dark or dusk hours. Vehicle speed is one of the major factors that can mean the difference between a minor injury and a serious injury or fatality for a bicyclist or pedestrian. As vehicle speed increases, the likelihood of a crash with a bicyclist or pedestrian resulting in a fatality or serious injury also increases.

Florida's focused initiative to improve pedestrian and bicyclist safety (Alert Today Alive Tomorrow) has resulted in a statewide **Complete Streets Policy and Implementation Plan**, designed to create streets with improved lighting that accommodate all users with lower speeds and other design features that improve safety for bicyclists and pedestrians. Alert Today Alive Tomorrow has also contributed to updated design guidance and high-visibility enforcement campaigns, improved emergency response, driver education and revisions to the Florida Driver License Handbook and exams, innovative engineering solutions such as pedestrian hybrid beacons and protected bike lanes, and an improved method of traffic data collection that easily identifies areas with the highest representation of crashes resulting in fatalities and serious injuries to pedestrians and bicyclists throughout the state. Micromobility options are gaining in popularity. We continue to monitor crashes from these small, lightweight vehicles and recognize them as an evolving emphasis area (see page 43).

PEDESTRIAN AND BICYCLIST FATALITIES AND SERIOUS INJURIES



Pedestrians account for more than **22%** of **traffic fatalities** in Florida

Nationally, Florida had the **HIGHEST NUMBER OF BICYCLIST FATALITIES** in 2018

Florida's Pedestrian and Bicycle Safety Coalition prioritizes and implements strategies identified in Florida's Pedestrian and Bicycle Strategic Safety Plan. This is the state's five-year comprehensive implementation plan to drive down traffic crashes resulting in serious or fatal injuries to pedestrians or bicyclists through goal-oriented decision making, data-driven investments, and strategic resource allocation.

ROAD USERS: PEDESTRIANS AND BICYCLISTS



FOCUSED STRATEGIES

ENGINEERING



Develop and deploy engineering solutions and best practices to support and encourage safe walking and bicycling such as refuge islands, walkways, pedestrian crossing islands, road diets, separated bike lanes, leading pedestrian intervals, median channelization, marking enhancement, lighting, and innovative signals and beacons.

EDUCATION



Develop and implement clear, consistent, and context-sensitive targeted outreach and communication strategies about pedestrian and bicyclist safety to all roadway users.

Educate and train state and local planners, designers, engineers, and law enforcement staff on the benefits of including pedestrian and bicyclist safety in the planning stages of all relevant transportation projects.

Include safety issues and compliance with traffic laws and regulations related to pedestrians and bicyclists in all driver training courses to educate beginning and experienced road users about these vulnerable road users.

ENFORCEMENT



Provide law enforcement officers training, tools, and resources to enforce laws that support safety for pedestrians and bicyclists.

EMERGENCY RESPONSE



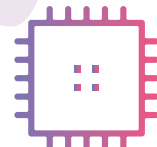
Advance targeted strategies for emergency response to crashes by improving medical response protocols specific to key injuries sustained by pedestrians and bicyclists.

INFORMATION INTELLIGENCE



Promote the collection, analysis, distribution, and use of quality data and tools to guide, enhance, and evaluate transportation-related decision making at the state, regional, and local levels to reduce pedestrian and bicyclist fatalities and serious injuries.

INNOVATION



Develop and test technologies that can improve bicyclist and pedestrian safety.

INSIGHT INTO COMMUNITIES



Reduce disparities in transportation safety risks by ensuring that all transportation projects provide safety, mobility, and accessibility to all road users, regardless of age or ability.

Create safer communities with urban and rural built environments that support and encourage safe walking and biking.

INVESTMENTS AND POLICIES



Prioritize projects providing a demonstrated safety benefit and accessibility for people walking and biking through all phases of relevant state and local transportation projects.

Identify and support state and local legislation and policies that clarify the responsibilities of users and support safe travel behavior.

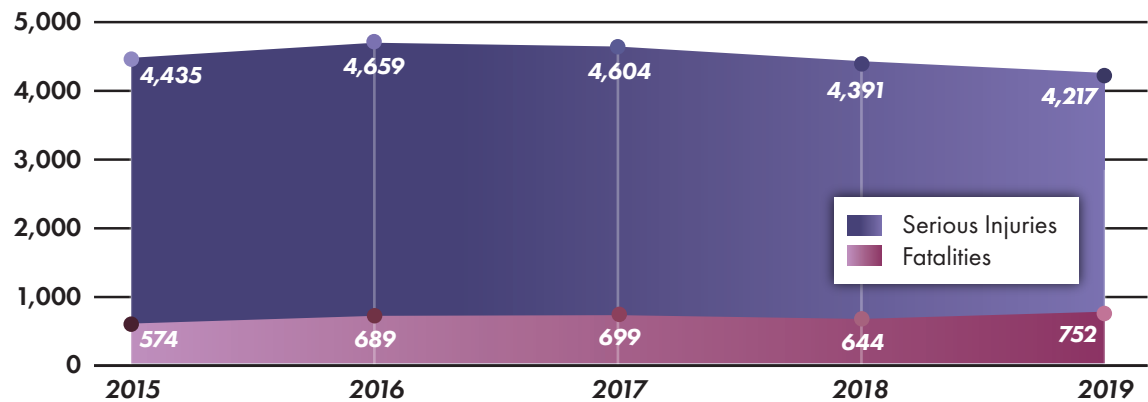


ROAD USERS: AGING ROAD USERS

Florida is the third most populated state with one in four residents projected to be age 65 or older by 2045. Today's older adults are living healthier and longer lives; they are expected to outlive their ability to drive safely by 7 to 10 years, according to AAA.

Florida's aging road users, defined as those 65 years or older, represented 20 percent of the population and 37 percent of all crashes in 2019. However, they are at greater risk of injury or death when involved in a crash event due to natural age-related changes. Vision, memory, strength, flexibility, and reaction time decline as we age, and how soon this happens varies by person. Providing safe transportation choices is key to developing a plan to safely maintain mobility independence beyond driving. Choices could include safe walking and separated or dedicated bicycle facilities, transit, ridesharing, volunteer driver programs, and as they become available, automated vehicles. Positive messaging and education is important to inform decisions related to evaluating and adjusting changing abilities and creating a transportation plan to support a safe transition from driving.

FATALITIES AND SERIOUS INJURIES INVOLVING AGING DRIVERS



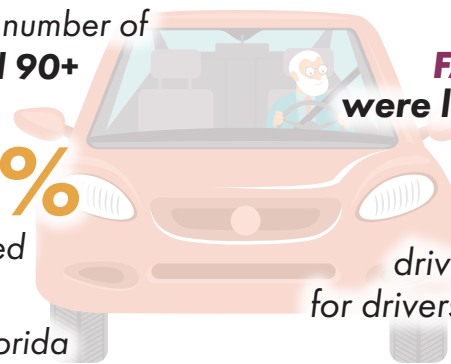
Between 2015-2019, the number of licensed drivers **65+ and 90+**

INCREASED

15% & 2%

respectively, while licensed drivers of **all ages**

GREW BY 9% in Florida



Per mile traveled, **FATAL CRASH RATES** were **lower** for drivers age

70-74

than middle age

drivers, and are **highest**

for drivers age **85 AND OLDER**

Florida's Safe Mobility for Life Program and Coalition seek to reduce crashes, fatalities, and serious injuries for Florida's aging road users while maintaining their safe mobility and connection to the community. The Coalition develops resources and educational materials to support the keys to achieve safe mobility:

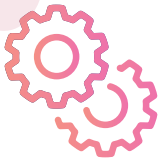
Understand the impact aging has on driving // **Be Proactive** about safe driving skills // **Plan** for a safe transition from driving

ROAD USERS: AGING ROAD USERS



FOCUSED STRATEGIES

ENGINEERING



Identify and deploy proven engineering solutions for enhancements, such as improving intersection lighting and sight distance, retroreflective pavement markers on horizontal curves, signal phasing and signing, and advance warning of work zones, at locations that demonstrate serious crash problems and have the greatest exposure to risk for aging road users.

EDUCATION



Develop and implement targeted outreach and communication strategies to increase awareness among older adults, families, health care providers, safety professionals, community partners, and public about the safety, access, and mobility needs of aging road users and the resources available.

Educate and train road users by developing and distributing resources and tools to support safe driving skills and encourage early planning to safely transition from driving.

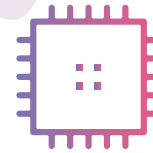
Promote partnerships and educate safety professionals at metropolitan planning organizations, regional planning councils, and local governments on the importance of addressing the special needs of the aging population in their transportation, land use, and housing plans.

ENFORCEMENT



Provide law enforcement officers and front line licensing personnel training, tools, and resources to recognize, assess, and report at-risk aging drivers.

INNOVATION



Develop, test, and deploy driver assistance and automated vehicle technology that could provide mobility options for older adults.

INSIGHT INTO COMMUNITIES



Create safer and more livable communities by providing access to features and services to meet the mobility needs of an aging population.

Promote a broader range of safe transportation choices to better accommodate the need for safe, accessible, and affordable transportation that meets the needs of an aging population.



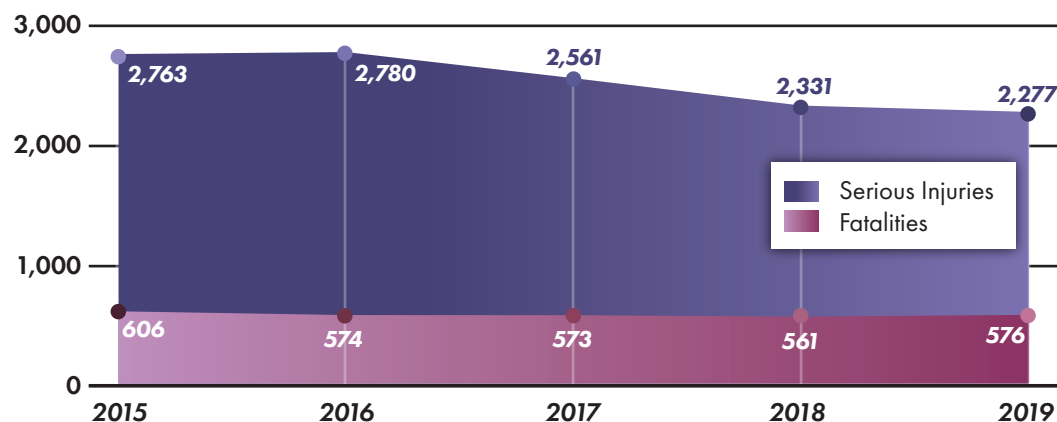
ROAD USERS: MOTORCYCLISTS AND MOTOR SCOOTER RIDERS

Florida is a popular place to ride motorcycles and motor scooters year round as a form of recreation or an economical means of transportation. In Florida, motorcycles and motor scooters are two- and three-wheeled vehicles that require registration.

Compared to other motor vehicles, these vehicles offer minimal protection in the event of a crash. Motorcycles and motor scooters also have unique steering and stability characteristics that require physical skill beyond that needed to operate a standard automobile. Collectively, these factors expose their riders to a higher risk of serious or fatal injuries on the road. Between 2015 and 2019, motorcycles and motor scooters made up about 3 percent of Florida's annual motor vehicle registrations and represented 19 percent of the state's annual traffic fatalities.

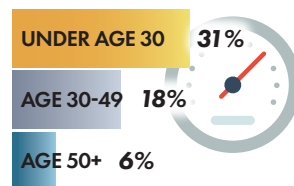
Comprehensive safety efforts are needed to reduce motorcyclist and motor scooter rider fatalities and serious injuries. Florida adopts evidence-based strategies, including supporting a state motorcycle safety coalition, educating riders, promoting motorist awareness of motorcycles, and enforcing traffic laws regarding risk-taking behaviors of riders.

MOTORCYCLIST AND MOTOR SCOOTER RIDER FATALITIES AND SERIOUS INJURIES

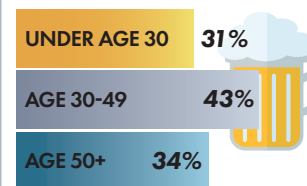


RISK FACTORS IN FATAL MOTORCYCLE CRASHES

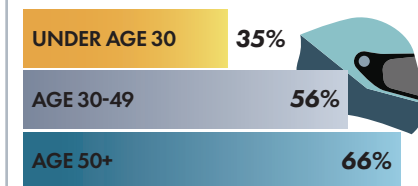
RIDER WAS TRAVELING 20+ MPH OVER THE SPEED LIMIT



ALCOHOL AND/OR DRUGS WERE INVOLVED



RIDER WAS NOT WEARING A USDOT-COMPLIANT HELMET



The Florida Motorcycle Safety Coalition includes public and private safety partners from around the state who assist with implementing Motorcycle Safety Strategic Plan goals and strategies.

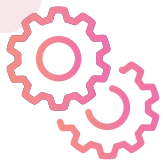
Ride Smart Florida is the communication and outreach extension of the Coalition. Ride Smart Florida provides resources for motorcyclists and motor scooter operators on education and training, data, and safety strategies including rider visibility, personal protective gear, rider risk factors, and motorist responsibility.

ROAD USERS: MOTORCYCLISTS AND MOTOR SCOOTER RIDERS



FOCUSED STRATEGIES

ENGINEERING



Deploy engineering solutions and best practices that address motorcycle and motor scooter-specific infrastructure issues and mitigation approaches including drainage and shoulders, communication of road conditions, pavement conditions, enhanced roadway delineation, and traffic control devices.

EMERGENCY RESPONSE



Advance targeted strategies for emergency responders and healthcare providers on motorcycle and motor scooter crash trauma that include responder training and education on proper helmet removal.

EDUCATION



Develop and implement targeted outreach and communication strategies to promote safe riding behaviors, especially among aging riders, young riders, and motor scooter riders, as well as to improve motorists' awareness of how to safely share the road with motorcycles and motor scooters.

Educate and train beginning and experienced motorcycle riders to maintain adequate riding skills and encourage defensive riding.

INFORMATION INTELLIGENCE



Promote the collection and linkage of quality crash, injury, licensing, violation, and registration data for analysis to identify high risk locations and behaviors related to motorcycle and motor scooter fatal and serious injury crashes.

ENFORCEMENT



Provide law enforcement officers training, tools, and resources to encourage zero tolerance for aggressive motorcycle and motor scooters activities and riding without an endorsement.

INVESTMENTS AND POLICIES



Identify and support legislation and policies that acknowledge the importance of safety gear including helmets, and address penalties for riding without an endorsement as well as behaviors such as speeding and/or careless driving.



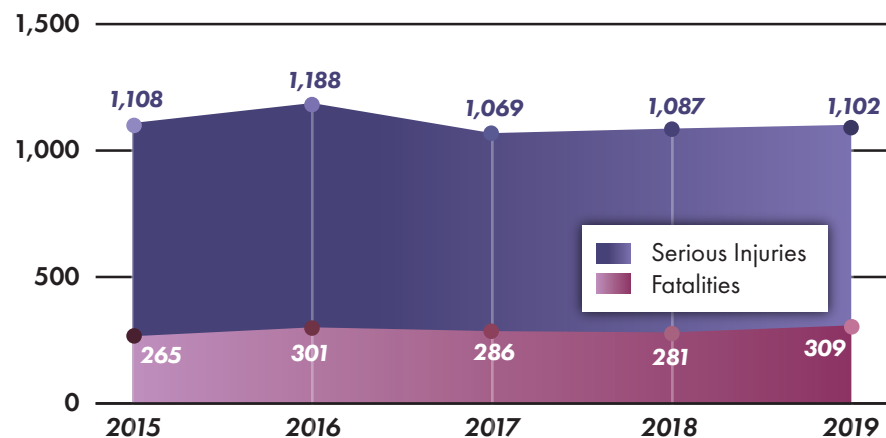
ROAD USERS: COMMERCIAL MOTOR VEHICLE OPERATORS

Floridians depend on truckers now more than ever as people seek a broad inventory of goods across the country. About 85 percent of Florida communities rely exclusively on truck drivers to deliver their goods, and this trend is expected to increase due to e-commerce and other changes in shopping patterns.

Over 521,000 Floridians hold a commercial driver license, and nearly 1.6 million heavy trucks and 58,000 buses are registered in Florida. Factors that lead to serious crashes involving these large vehicles include illegal maneuvering, excessive speed, following too closely, inadequate surveillance due to external distraction, driving under the influence, and fatigue from long hours of service. Nationally, 71 percent of people killed in large truck crashes in 2018 were occupants of other vehicles and 11 percent were non-occupants, for example pedestrians and bicyclists. However the trucker is not the at-fault driver in all of these crashes.

To improve Commercial Motor Vehicle (CMV) safety, the Florida Highway Patrol's Office of Commercial Vehicle Enforcement has a comprehensive CMV safety enforcement program that includes traffic enforcement focused on moving infractions, distracted driving, fatigued driving, impaired driving, vehicle safety, and enforcement efforts in high crash locations. Florida also conducts educational and outreach efforts to train CMV drivers and educate the public about driving safely around CMVs.

FATALITIES AND SERIOUS INJURIES INVOLVING COMMERCIAL MOTOR VEHICLES



Nationally, Florida's highways had the **2ND HIGHEST** number of **large truck occupants KILLED (53)** in 2018



SAFE SYSTEM: SAFE ROADS

Adequate truck parking is a critical issue facing truck drivers. Providing more parking options gets truckers off the road and reduces the number of crashes that occur as a result of CMVs being parked in unsafe areas due to the drivers' need to rest. The FDOT Freight and Multimodal Operations Office works closely with trucking industry representatives to improve commercial vehicle safety such as working together to address truck parking shortages. FDOT has invested in a Truck Parking Availability System (TPAS) that equips public rest areas with truck parking availability information to help drivers identify a safe place to park.

ROAD USERS: COMMERCIAL MOTOR VEHICLE OPERATORS



FOCUSED STRATEGIES

ENGINEERING



Identify, develop, and deploy engineering solutions and best practices to improve commercial motor vehicle safety, particularly at work zones, intersections and interchanges and entry/exit ramps.

Strengthen collaboration with MPOs and local governments to identify major freight corridors and hubs and specific freight needs, including truck parking, in the planning process to increase roadway safety, efficiency, and mobility.

EDUCATION



Develop and implement targeted outreach and communication strategies to increase motorist awareness and understanding of how to drive safely around commercial vehicles.

Partner with the trucking industry, fleet operators, cell phone carriers, insurance companies, and vehicle manufacturers to educate and train beginning and experienced commercial vehicle drivers about the dangers of distracted driving.

Educate and train first responders in coordination protocols and proper response to large scale, multi-vehicle crashes.

ENFORCEMENT



Conduct focused enforcement in high crash locations associated with commercial vehicles and promote compliance with safety, driver rest, and vehicle weight requirements.

EMERGENCY RESPONSE



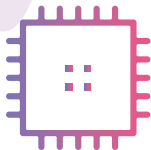
Advance focused strategies for emergency response to commercial vehicle crashes, including hazardous material and large scale multi-vehicle crashes, to improve response and clearance times, trauma outcomes, and motorist and responder safety, and prevent secondary crashes.

INFORMATION INTELLIGENCE



Promote the collection, analysis, distribution, and integration of quality data among FDOT and other state, federal, and local agencies to identify driver, vehicle, and location risks to improve safety decision making and identification of appropriate countermeasures.

INNOVATION



Achieve immediate gains through adaptation and implementation of technologies including dynamic messaging, collision warning systems, and roadside devices that monitor potential CMV equipment failures at operating speeds and make data available to commercial vehicle telematics companies to allow large trucks to respond rapidly to changing traffic and roadway conditions.

Develop, test, and deploy connected vehicle and onboard unit messaging technologies such as platooning to improve commercial vehicle safety.

INSIGHT INTO COMMUNITIES



Create safer communities that accommodate more urban/neighborhood goods delivery by using context-sensitive design approaches.

Create safer communities by collaborating with the trucking and bus industries on programs and initiatives to improve safety and reduce commercial motor vehicle crashes, including truck parking solutions.

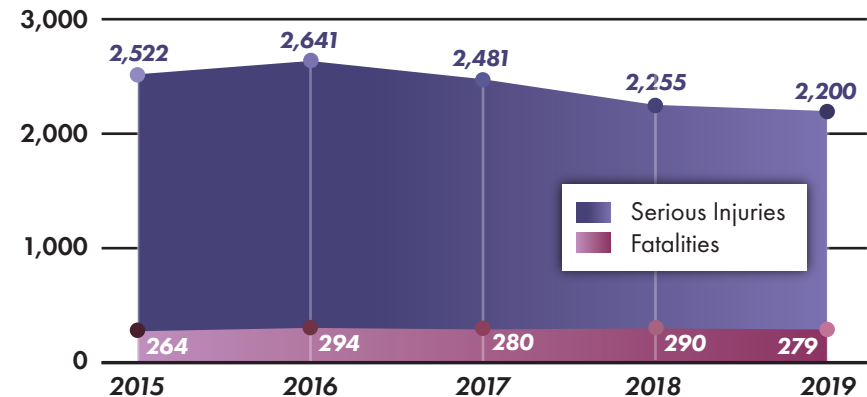
ROAD USERS: TEEN DRIVERS

Getting a driver license can be an exciting time for any teenager. While this milestone can offer a new freedom and autonomy for teen drivers, it can also present a dangerous set of challenges. In fact, unintentional injuries, including motor vehicle crashes, are the number one cause of death for teens in the United States.

Florida has more than 800,000 registered teen drivers. Teen drivers were involved in 85,441 crashes in 2019 resulting in 279 fatalities and 2,200 serious injuries in 2019, with older teens (age 18 and 19) representing the largest portion of the crashes. Teens are more likely to be involved in a fatal crash when another teen is in the vehicle with them than when they are driving with adult passengers.

For most adults, driving seems to be automatic; in reality, it is a complex task requiring the driver to pay attention to a multitude of factors simultaneously, including other cars, pedestrians, obstructions, signs, and traffic signals. Teen drivers can be overwhelmed by this complex task and do not have the years of experience in recognizing and avoiding dangerous situations. Teens are more likely to underestimate dangerous situations, speed, and allow shorter distance between vehicles. In addition, teens need to learn and understand their responsibility when involved in a crash, such as staying at the crash scene until law enforcement and medical assistance arrives given one quarter of all Florida crashes involve a driver who leaves the scene. Graduated Driver Licensing (GDL) laws are designed to allow new drivers time to gain necessary driving experience before being allowed full driving privileges. Nationally, GDL has been very effective in reducing fatalities and serious injuries among teen drivers, according to the National Highway Traffic Safety Administration (NHTSA).

FATALITIES AND SERIOUS INJURIES INVOLVING TEEN DRIVERS



Per mile driven,
Teen Drivers are nearly
3X MORE
LIKELY
to be involved in a
FATAL CRASH
than drivers 20 years and older



*The **Florida Teen Safe Driving Coalition (FTSDC)** includes more than 35 organizations committed to helping teens avoid dangerous driving behaviors and situations and to reducing the number of fatalities and serious injury crashes involving teens.*

The FTSDC supports extensive educational campaigns in high schools throughout Florida and has developed a Parent/Teen Safe Driving guide to help start a dialogue between teens and their caregivers about expectations for driving privileges and the importance of safe driving behaviors.

ROAD USERS: TEEN DRIVERS



FOCUSED STRATEGIES

EDUCATION



Develop and implement targeted outreach and communication strategies to promote driver education programs and educate teens, parents, caregivers, and other partners about Florida's GDL laws and the resources available.

Educate teens, parents and caregivers about the safety issues and the traffic laws and regulations related to teen distracted driving.

Educate teens, parents, and caregivers about the dangers of drowsy and impaired driving, the importance of safety belt use, and driver responsibilities when involved in a crash.

INSIGHT INTO COMMUNITIES



Create safer communities through greater interaction of parents and caregivers in the teen driver license process by engaging caregivers during orientation events, parent groups, and other teen/caregiver-targeted functions.

Provide resources to educate teen road users on how to safely use other modes of transportation, such as walking, bicycling, transit, micromobility, and shared or automated vehicles.

INVESTMENTS AND POLICIES



Prioritize projects and initiatives providing a demonstrated reduction in teen driving crashes.

Identify and support legislation to improve Florida's GDL laws.

Pursue school policies that correlate teen safe driving behavior with student privileges.

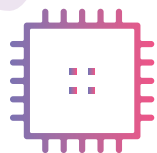
Expand Florida's Driver Education curriculum to be comprehensive in its promotion of proven teen driver safety practices and principles.

ENFORCEMENT



Provide law enforcement officers training, tools, and resources on Florida's GDL and distracted driving laws, and high-risk behaviors associated with teen drivers.

INNOVATION



Achieve immediate gains through implementation of proven technologies to assist parents in monitoring newly licensed teen drivers.

Develop, test, and deploy emerging connected and automated vehicle technology that could provide mobility options for teen drivers.



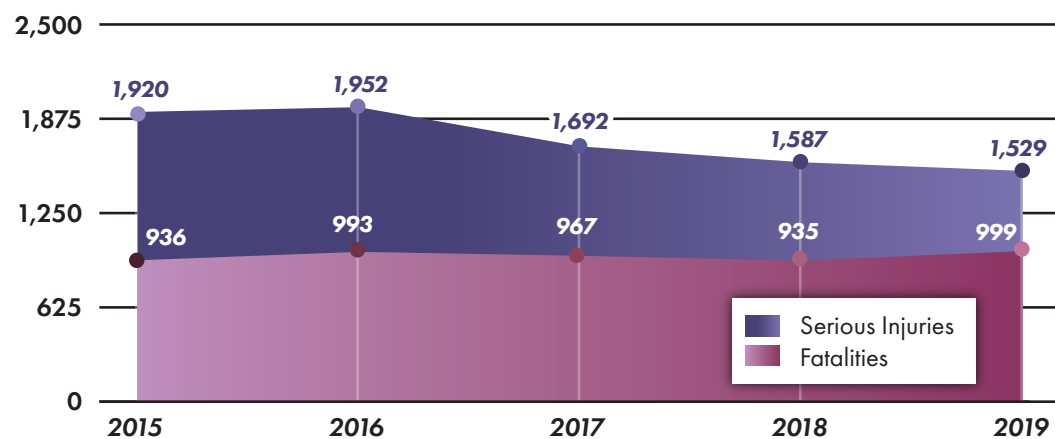
USER BEHAVIOR: IMPAIRED DRIVING

In Florida, one out of every four traffic fatalities involves a driver impaired by alcohol or drugs. Impairment can occur with any use of alcohol or drugs, including prescription medicines, medical marijuana, or illicit drugs. Impaired drivers often used multiple drugs or drugs and alcohol, which further compound impairment even if the alcohol use does not meet the minimum threshold for a Driving Under the Influence (DUI) charge. Serious injuries and fatalities caused by drug-impaired driving continue to increase statewide.

Not surprisingly, weekend nights between 11:00 p.m. and 3:00 a.m. account for the highest frequency of impaired driving crashes. Men are almost five times more likely than women to be involved in a fatal crash involving impaired driving, with men in their 20s the most likely group to be seriously injured in impaired driving crashes.

Approximately one-third of drivers stopped for suspected impaired driving refuse to consent to a breath or blood test and one-fourth of drivers involved in any crash leave the scene. This creates challenges for law enforcement and prosecution and affects our ability to fully understand the extent of the impaired driving problem. In addition to targeted education and enforcement, countermeasures include mitigating the consequences of impairment, such as installing wrong way driving alert systems on Interstate entrance or exit ramps. Florida's DUI programs educate and evaluate DUI offenders and provide referrals to substance abuse treatment services as part of the state's effort to reduce DUI recidivism rates.

FATALITIES AND SERIOUS INJURIES INVOLVING IMPAIRED DRIVERS



Each day

3 PEOPLE DIE

in Florida due to motorists

DRIVING UNDER THE INFLUENCE

of **drugs and/or alcohol**



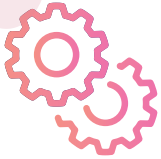
The **Florida Impaired Driving Coalition (FIDC)** is comprised of a diverse group of members from over 30 organizations, including statewide and local stakeholders, who have a working knowledge and understanding on Florida-specific impaired driving programs, infrastructure, and needs. The FIDC reviews state and national trends in impaired driving to identify best practices to reduce impaired driving in Florida.

USER BEHAVIOR: IMPAIRED DRIVING



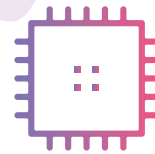
FOCUSED STRATEGIES

ENGINEERING



Identify, develop, and deploy engineering solutions and best practices for wrong way driving, lane departures, and intersection crashes that may be greater risks for impaired drivers.

INNOVATION



Achieve immediate gains through implementation of existing best practices and technologies including use of tools such as ignition interlock devices.

EDUCATION



Combine targeted outreach and communication strategies with targeted high visibility enforcement to increase public awareness of the consequences of impaired driving.

INSIGHT INTO COMMUNITIES



Create safer communities by working with local stores, restaurants, bars, and event venues to promote responsible alcohol service.

Create safer communities by promoting safer transportation choices that encourage alternatives to driving when impaired.

ENFORCEMENT



Provide law enforcement officers, prosecutors, and the courts training, tools, and resources to detect, reduce, and/or prevent impaired driving.

INVESTMENTS AND POLICIES



Prioritize projects providing a demonstrated reduction in repeat impaired driving including targeted enforcement, effective prosecution, and improved screening, assessment, and treatment of substance abuse.

Identify and support legislation and policies to enhance penalties, expand diversion and treatment programs, and improve procedures related to collecting evidence of impairment.

INFORMATION INTELLIGENCE



Promote the analysis, distribution, and use of quality data by improving data collection related to alcohol and drug impairment and closing data gaps through better data integration and processes.

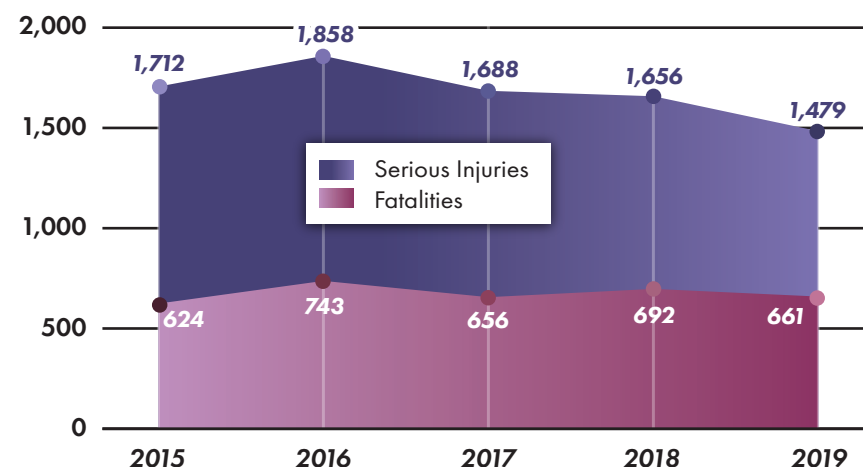


USER BEHAVIOR: OCCUPANT PROTECTION

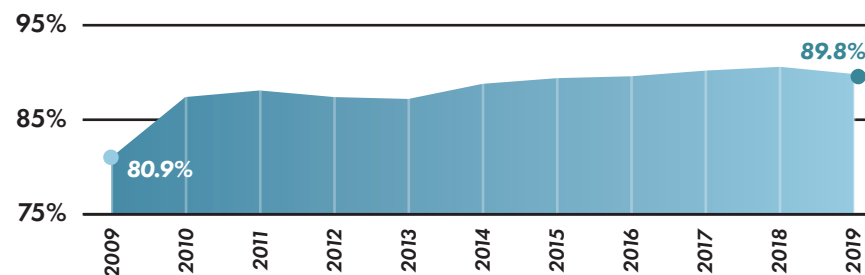
Safety belts, child restraints, and air bags are designed to prevent or minimize injury when a crash occurs by distributing the forces of a collision over the body's strongest parts. When used properly, these devices play a major role in reducing the severity of injury. An occupant's chance of survival increases dramatically when appropriately restrained. NHTSA estimates that restraint use saved nearly 15,000 lives of occupants age 5 and older nationwide in 2017. In Florida, 44 percent of impaired driving fatalities and 39 percent of speeding and aggressive driving fatalities were vehicle occupants who were not buckled up.

Florida's observed safety belt use increased 9 percentage points over the last decade. The state is focused on implementing high visibility enforcement campaigns, strengthening safety belt laws and policies to increase child passenger safety and safety belt usage, and providing education and outreach with an emphasis on high-risk populations including young men, minorities, and pickup truck drivers.

UNRESTRAINED DRIVER AND PASSENGER FATALITIES AND SERIOUS INJURIES



OBSERVED SAFETY BELT USE



When the **DRIVER IS BUCKLED**,
CHILDREN ARE RESTRAINED
92% of the time



The **Florida Occupant Protection Coalition (FOPC)** is comprised of national, state, local, and private sector partners representing the occupant protection community, law enforcement, education, public health, and program evaluation and data. The Coalition's goal is to increase and improve the use of age-appropriate safety restraints to reduce traffic fatalities and serious injuries. The Coalition assists in implementation of the Occupant Protection Strategic Plan including development of materials and activities and tracking progress.

USER BEHAVIOR: OCCUPANT PROTECTION



FOCUSED STRATEGIES

EDUCATION



Develop and implement outreach and communication strategies focused on the demographics with low safety belt and child restraint use.

INSIGHT INTO COMMUNITIES



Create safer communities by providing occupant protection and child passenger safety training, materials, resources, and child safety seat checks to all areas of the state and at-risk populations.

ENFORCEMENT



Provide law enforcement officers training, tools, and resources to increase compliance with occupant protection and child passenger safety laws and increase seat belt use among officers.

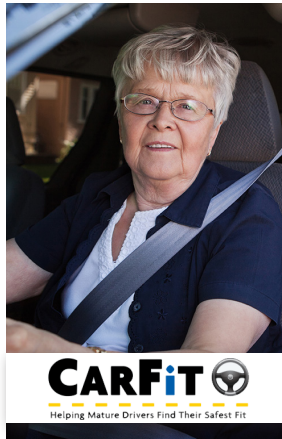
Combine focused high visibility enforcement with focused outreach and communication strategies to increase public awareness of the consequences of riding unrestrained.

INVESTMENTS AND POLICIES



Identify and support legislation to require all passengers in all seating positions to be properly restrained including occupants of pickup trucks or flatbed vehicles and the correct child restraint seats for the correct amount of time.

Identify and support legislation or policies that require completion of a mandatory diversion program for first-time offenders of the child restraint law.



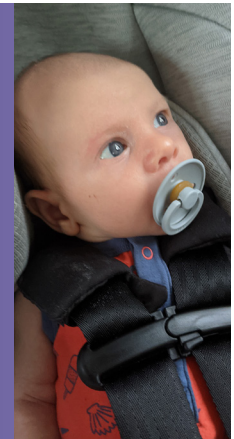
SAFE SYSTEM: SAFE ROAD USER

CarFit Program

CarFit is an educational program where a team of trained technicians offers a safety check-up for vehicles of older drivers to ensure they “fit” their vehicle properly for maximum comfort and safety. A CarFit check-up is free and takes about 20-30 minutes.

Car Seat Installment

Research shows that child safety seats reduce fatal injury by 71 percent for infants (under 1-year old) and by 54 percent for toddlers (1 through 3 years old) in passenger cars. Child safety seat inspection stations help to install or check the safety seats for children by nationally certified child passenger safety technicians free of charge in most cases.



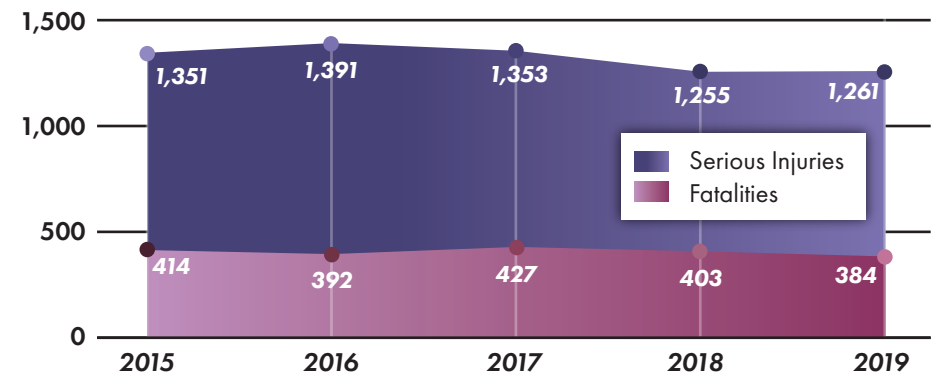
USER BEHAVIOR: SPEEDING AND AGGRESSIVE DRIVING

The adage “speed kills” is certainly true with traffic crashes: driving 60 mph doubles the chances of a crash fatality compared to driving 50 mph, and the odds continue to double for every 10 mph increase in speed. Speeding and driving aggressively translate to less vehicle control, increased stopping distances, and greater risk to others on or near the roadway.

Engaging in speeding or aggressive driving behavior creates risk for the driver and an unsafe environment for all other people traveling on the roadway at the same time. Speeding and aggressive driving are often linked to traffic congestion and driver attitudes or cultural norms, including valuing time over safety, acceptance of risky behavior, and distraction. However, speeding can be related to road design.

Effective approaches may combine engineering, land use, and traffic operations decisions that establish appropriate speeds for the context of a community and manage speeds through traffic calming and traffic signal timing. State and local law enforcement agencies engage in high visibility enforcement speed and aggressive driving initiatives that educate the public about the dangers of aggressive driving and cite individuals who violate the law. Handouts and verbal communication about the dangers and consequences of such behaviors are provided at every traffic stop.

FATALITIES AND SERIOUS INJURIES INVOLVING SPEEDING AND AGGRESSIVE DRIVING



In Florida,

39% of **SPEED & AGGRESSIVE DRIVING FATALITIES** involved an **UNRESTRAINED OCCUPANT** &

44% involved an **IMPAIRED DRIVER**



SAFE SYSTEM: SAFE SPEEDS

Florida law enforcement, in partnership with four other southern states (Georgia, Alabama, Tennessee, and South Carolina), participates in Operation Southern Shield. This week-long multi-jurisdictional effort looks for drivers who are not wearing their seat belts, traveling above the speed limit, or driving distracted on interstates, major highways, and local roads. This speed-enforcement campaign is led by the NHTSA in an effort to reduce speeds and drive down fatalities throughout the region. The effort is undertaken in the summer months, which often have an increase in fatal crashes due to speeding.

USER BEHAVIOR: SPEEDING AND AGGRESSIVE DRIVING



FOCUSED STRATEGIES

ENGINEERING



Identify, develop, and deploy engineering solutions and best practices to reduce speed such as lane narrowing, roundabouts, curb extensions, and transition zones where the roadway context classification changes.

EDUCATION



Develop and implement community-based outreach and communication strategies to educate beginning and experienced road users about the impact of speeding on crash severity, consequences of driving aggressively, and how to avoid aggressive drivers.

Educate and train safety professionals on establishing target speeds for all modes, Complete Streets, and Safe System approaches.

ENFORCEMENT



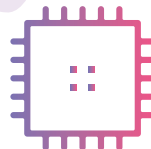
Conduct focused enforcement activities of speeding and aggressive driving laws at high risk locations.

INFORMATION INTELLIGENCE



Promote the collection, analysis, and distribution of quality crash and citation data to law enforcement agencies to identify high risk locations and behaviors related to speeding and aggressive driving fatal and serious injury crashes.

INNOVATION



Achieve immediate gains through implementation of proven technologies such as dynamic speed signing at high risk locations, and vehicle intelligent speed adaptation technology that provides feedback when the speed limit has been exceeded.

INSIGHT INTO COMMUNITIES



Create safer communities by continuing to implement Complete Streets and context sensitive design solutions to help match speeds to the context of the surrounding community.

INVESTMENTS AND POLICIES



Prioritize projects providing a demonstrated reduction in vehicle speeds at high risk locations for speeding.

Identify and support legislation to increase penalties for speeding and aggressive driving.

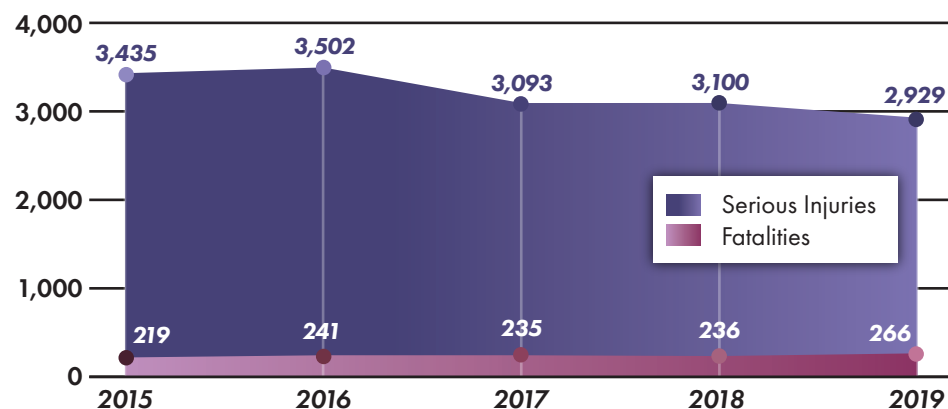


USER BEHAVIOR: DISTRACTED DRIVING

At 55 mph, a driver can travel the distance of a football field in the amount of time it takes to send a text. Distracted driving includes anything that takes the driver's attention away from the vital task of driving. There are three types of distraction: manual (taking hands off the wheel), visual (taking eyes off the road), and cognitive (taking one's mind off driving). Driver distraction is not solely about cell phone use and texting; other activities such as eating, talking to passengers, reading, adjusting vehicle controls, and focusing on children and pets. Being fatigued or drowsy can be equally as distracting.

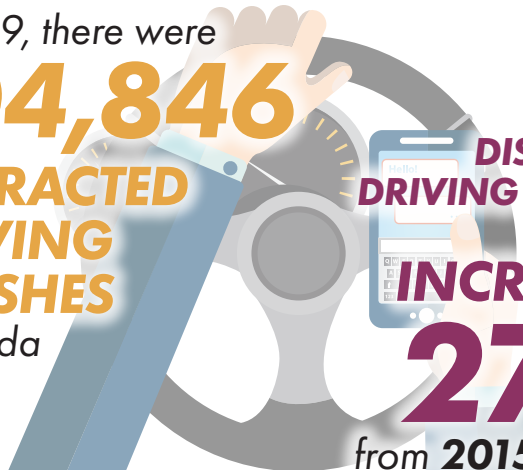
FDOT works with local enforcement agencies to conduct distracted driving educational programs, community outreach, and enforcement. Educational efforts include presentations at schools, local organizations, and community events. Enforcement activities occur in high-risk areas with the greatest number of crashes. CTSTs and the Florida Teen Safe Driving Coalition also provide resources and implement targeted approaches to educate teen drivers about distracted driving. The Coalition's parent portal addresses how a parent's cell phone use when driving influences their teen's driving habits and suggests identifying alternatives in advance to answering a parent's call when the teen is driving.

FATALITIES AND SERIOUS INJURIES INVOLVING DISTRACTED DRIVING



In 2019, there were
104,846
DISTRACTED DRIVING CRASHES
in Florida

DISTRACTED DRIVING CRASHES have **INCREASED 27%** from **2015** to **2019**



SAFE SYSTEM: SAFE ROAD USERS

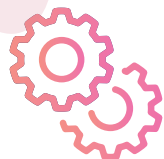
FDOT's "Put It Down" campaign is aimed at helping drivers understand the problem of distracted driving and recognize the risks and consequences associated with distracted driving; implement actions to eliminate distracted driving within their families, schools, businesses, or organizations; and understand Florida's distracted driving law.

USER BEHAVIOR: DISTRACTED DRIVING



FOCUSED STRATEGIES

ENGINEERING



Identify, develop, and deploy engineering solutions and best practices that mitigate distracted driving, such as rumble strips and stripes, flashing beacons, traffic calming, lighting, and dynamic warning signs.

EDUCATION



Develop and implement targeted outreach and communication strategies to increase understanding of the consequences related to distracted driving, riding, and walking.

Educate and train beginning and experienced road users about distracted driving, riding, and walking by ensuring all course materials include specific content about distraction.

ENFORCEMENT



Provide law enforcement officers training, tools, and resources to detect and cite distracted road users, collect data, provide education in their community, and model good driving behavior.

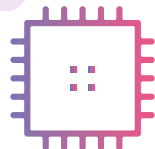
Conduct focused enforcement activities for distracted driving, riding, or walking using the most appropriate enforcement strategy.

INFORMATION INTELLIGENCE



Expand analysis of traffic records data related to distracted driving citations and crashes to identify and resolve inconsistencies or gaps in data.

INNOVATION



Achieve immediate gains through implementation of technologies that can prevent crashes such as cell phone signal blocking technologies and automated vehicle systems.

INSIGHT INTO COMMUNITIES



Create safer communities by promoting a culture shift away from distracted driving through local leadership and resources.

INVESTMENTS AND POLICIES



Identify and support legislation to enhance enforcement and penalties for use of smart devices while driving and promote supportive employer policies.



TRAFFIC RECORDS AND INFORMATION SYSTEMS

Data are the foundation of any effort to improve traffic safety and are critical for SHSP development and implementation. Florida's traffic records system is built on six key data systems - crash, vehicle, driver, roadway, citation/adjudication, and emergency medical services (EMS)/injury surveillance. Collectively, these data provide critical context to every crash that occurs on the state's transportation system. Decision makers and safety stakeholders analyze various data to understand their highway safety challenges, set priorities, and develop and evaluate projects and programs that save lives.

Combining data from the key data systems can provide a clear and detailed picture of traffic safety issues. The analysis of crashes at the state, regional, and local levels and along specific roadways or transit corridors can help identify affected populations and needs for public training and education as well as specific safety problems to help determine strategies to put into action. Ensuring data quality will enable and improve the ability to monitor the effectiveness of investments and efficiency of efforts to improve public safety.

98.5% of Florida's
CRASH REPORTS
are submitted **ELECTRONICALLY**



SAFE SYSTEM: POST-CRASH CARE

Florida is making progress toward integrating three of the six traffic records data systems within Signal Four (S4) Analytics. This statewide analytical system integrates crash, roadway, and citation data made visible in a geospatial platform. A centralized location database is being established to improve the timeliness and accuracy of crash location data, and integration of EMS/injury surveillance data has begun.

Other TRCC software tools to improve the timeliness, accuracy, accessibility, and completeness of Florida's traffic records data quality are S4 Analytics' Geo-Location Tool, Traffic and Criminal Software (TraCS), the Electronic License and Vehicle Information System (ELVIS), and the National Emergency Medical Services Information System (NEMSIS) Program. Many of these tools include a geolocation component to more accurately identify the location of roadway safety incidents and allow electronic submission of data.

Florida's Traffic Records Coordinating Committee (TRCC) is comprised of agencies interested in improving the coordination, data quality, integration, accessibility, and use of traffic records data with representation from all six data systems and other key safety stakeholders. The TRCC develops and implements the state's Traffic Records Strategic Plan and facilitates the planning, coordination, and implementation of projects to accomplish common goals and improve the quality of the state's traffic records information systems.

TRAFFIC RECORDS AND INFORMATION SYSTEMS



FOCUSED STRATEGIES

Florida has a longstanding commitment to improving the quality and use of traffic records data. Key commitments that provide a foundation for all other emphasis areas include:

- Develop and maintain complete, accurate, uniform, and timely traffic records data.
- Facilitate access to traffic records data to bolster ongoing coordination in support of multiagency initiatives and projects.
- Continue efforts to integrate Florida's six traffic records data systems.

Florida has seen the benefits of a long-term focus on traffic records, through the large number of reports that are now filed electronically as well as initial steps to integrate the six data systems and develop enhanced analysis tools. During the next few years, Florida will continue this progress while also expanding into a broader safety data management strategy to support SHSP implementation.

INFORMATION INTELLIGENCE



Develop analysis tools, visualization approaches, and dashboards to turn information into useable knowledge that meets the needs of users and decision-makers.

Improve data analysis tools and methodologies by facilitating a fully integrated traffic records data system with up-to-date and consistent data dictionaries and data elements that incorporates all roads.

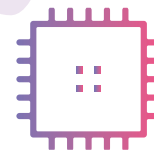
Improve data collection and analysis efforts through training and education of law enforcement officers regarding accuracy and detail of crash report information.

INSIGHT INTO COMMUNITIES



Augment analysis of traffic records with broader data on community context, land use, demographics, and public health.

INNOVATION



Expand data collection and analysis to incorporate emerging mobility options such as micromobility and connected and automated vehicles, as well as real-time data sources.

INVESTMENTS AND POLICIES



Develop and commit sustainable funding to implement a comprehensive safety data management plan.

EVOLVING EMPHASIS AREAS

Our world is changing quickly. It is important that we identify and respond to challenges and opportunities that could threaten or accelerate our path to **zero**. In some cases, these evolving areas are high-risk or high-impact crashes that are a subset of an existing emphasis area with existing countermeasures. In other cases, these evolving areas are emerging risks, and new innovations, where safety implications are unknown. To this end, we will track and address the following evolving areas which are listed in the order of most fatalities for each area as shown on page 15 of this plan.

WORK ZONES



Work zone fatalities make up approximately two percent of overall fatalities and two percent of serious injuries in Florida. Specifically, work zone crashes represented 385 fatalities and 2,414 serious injuries from 2015 to 2019, with the number trending upward over time. Work zone crashes compound the situation because of the risk they create to roadside workers who were present in the work zone in 35 percent of the fatal crashes and 44 percent of serious injury crashes. These crashes also can create tremendous disruption to roadways until they are cleared. Solutions include targeted enforcement in work zones, implementation of smart work zone applications, and efforts to educate drivers about work zone safety.

DROWSY AND ILL DRIVING



Driving while drowsy or ill affects a driver's cognition and motor skills. Nearly 30 percent of American drivers admit to falling asleep at the wheel and more than half say they have driven while drowsy, according to a National Sleep Foundation poll. In fact, drivers who experience "micro-sleep" – which lasts up to 10 seconds – may doze off without realizing it. More than 38,500 drowsy and ill driving crashes in Florida from 2015-2019 resulted in at least 189 fatalities and 2,544 serious injuries. These fatalities and injuries are preventable through the use of vehicle safety technologies, driver drowsiness detection systems, on-road warnings like rumble strips, lane departure prevention like median cable barriers, and adequate rest areas for drivers. Driver education to understand the consequences of driving drowsy and/or while ill is particularly important. FLHSMV leads Drowsy Driving Prevention Week each year and oversees the state's driver license medical review program.

RAIL GRADE CROSSINGS



Statewide Traffic and Railroad Initiative Using Dynamic Envelopes

Although rail grade crossing crashes occur infrequently, they are horrific and preventable when they happen. Florida has over 3,678 public railroad crossings and the majority (78 percent) are equipped with active warning devices such as flashing lights and gates. Between 2015 and 2019, 40 people died and 69 were seriously injured in railway-highway crossing crashes in Florida – almost a doubling of fatalities from the prior five years. Complicating this troubling statistic is determining the underlying reasons for the crashes whether unintentional such as a car stalling or intentional such as someone taking their own life. Working with partners to learn the reasons will be instrumental to addressing the various factors. In 2019, FDOT implemented Operation STRIDE (Statewide Traffic and Railroad Initiative Using Dynamic Envelopes) to augment other rail safety initiatives and employs a comprehensive strategy to prevent fatalities on or near rail crossings.

EVOLVING EMPHASIS AREAS



ROADWAY TRANSIT



Florida is planning for growth in public transportation services, primarily using on-the-road systems such as intercity and local bus, bus rapid transit, trolley, and multi-passenger/pooled shuttles or vans. Many of these options can be accessed through FDOT Commuter Services. While research by the American Public Transportation Association suggests that public transit is a very safe travel option, these roadway transit systems can face similar safety risks as personal motor vehicles, with the added need to protect multiple passengers as well as the driver. Florida requires most transit providers to annually update a System Safety Program Plan, and federal rules require most providers to track progress on measures including the number and rate of reportable fatalities, serious injuries, and safety events, as well as the average distance between mechanical failures. Safe access by vehicles, pedestrians, and bicyclists to transit stops also is a significant concern.

MICROMOBILITY



Emerging technologies are enabling development of micromobility solutions. These typically are small, lightweight vehicles (such as eBikes and electric scooters) operating at speeds below 20 mph, often through a combination of human and electric power. Micromobility provides alternatives for short trips, particularly in dense urban areas. It also creates more risks due to interaction with motor vehicles on streets and at intersections, as well as with pedestrians on sidewalks and curbs. The rapid growth of micromobility has outpaced the ability of local governments to update codes and street and curb designs, adding to potential points of conflict. Because many micromobility customers operate without helmets and in mixed traffic, operators or nearby pedestrians are at risk for head injuries or other trauma.

CONNECTED AND AUTOMATED VEHICLES



Florida has been proactive in researching, testing, and preparing for deployment of connected and automated vehicles and supporting infrastructure. By communicating with other vehicles and the roadside, as well as by automating functions and reducing the potential for driver error, these vehicles offer tremendous potential for reducing crashes associated with human error. However, there are concerns about the potential for a mix of technology-enabled and older vehicles operating on the same system; the ability of automated vehicles to fully recognize pedestrians, bicyclists, and other vulnerable road users; the risk of creating or facilitating new types of distractions; and newer risks such as potential for hacking or malfunction.



PREPARING FOR IMPLEMENTATION

FDOT and traffic safety partners will begin implementing the SHSP through seven commitments:

ALIGN STATEWIDE, COALITION, MPO, AND LOCAL GOVERNMENT TRANSPORTATION SAFETY PLANS WITH THE SHSP.

Florida's HSIP, HSP, Commercial Vehicle Safety Plan, and the traffic safety coalitions emphasis area plans will be updated to align with the SHSP. Florida's MPOs, counties, and municipal governments will consider the SHSP when updating long-range transportation plans, comprehensive plans, transportation and capital improvement programs, and safety-specific plans.

CONTINUE AND EXPAND PARTNER COORDINATION TO ACHIEVE FLORIDA'S VISION OF ZERO FATALITIES AND SERIOUS INJURIES.

Florida's safety coalitions will continue to expand their coalition memberships and their collaboration with other emphasis areas. FDOT will continue to collaborate with MPOs and local governments and support CTSTs to coordinate efforts among local partners.

STRENGTHEN EMPHASIS ON PERFORMANCE BASED AND DATA-DRIVEN DECISION MAKING.

FDOT and FLHSMV will provide the best available data and analysis to partners to support identification of risks and proven countermeasures. Each partner agency, safety coalition, and CTST will determine how to use data and performance objectives to drive decision making and track progress. FDOT will continue to work with MPOs to track and report progress toward safety performance targets.

INTEGRATE SAFETY INTO ALL ASPECTS OF TRANSPORTATION PLANNING.

FDOT and MPOs will identify opportunities to align project identification, scoping, and prioritization to give greater attention to safety, working with local government, enforcement, and emergency response personnel. FDOT and MPOs also will facilitate community-based solutions, such as aligning transportation planning, engineering, operations, and land use decisions.

EXPAND RESOURCES FOR SAFETY.

FDOT will continue to allocate all federal HSIP and HSP funding to safety improvements and behavioral safety and traffic records projects, as well as incorporate safety improvements into capacity and maintenance projects. FDOT also will seek to provide more funding flexibility for safety improvements and more agility for addressing emerging risks and opportunities. MPOs and local governments also will explore opportunities to increase and provide more flexibility for safety funding.

MONITOR AND RESPOND TO EMERGING CHALLENGES AND OPPORTUNITIES.

FDOT will monitor trends in the six evolving emphasis areas, as well as other emerging issues, to determine if new coalitions or programs should be established.

EXPAND THE SAFETY VISION TO INCLUDE ALL MODES.

The principles of data-driven analysis, proven countermeasures, and collaboration that apply through the SHSP to roadway-based transportation can be used for other modes. FDOT will explore how it can assist modal partners, working toward the vision of a safe and secure transportation system for all residents, visitors, and businesses.

OUR CALL TO ACTION



Florida's safety vision begins and ends with a single word:

ZERO

Zero fatalities. Zero injuries. Zero families, communities, and workplaces impacted by the tragedy of a life lost or permanently changed by a serious injury.

Achieving **zero** takes everyone working together. None of us can do this alone. We can all do something.

If you are...

An individual – choose daily to practice safe driving, riding, and walking behaviors, avoid unnecessary risks, and share the road safely with other road users.

A family member or caregiver – teach children from the youngest age about the importance of safety, and monitor the driving skills of family members for signs of changes in vision, physical abilities, and cognition.

A business or military base – adopt policies requiring employees to practice safe driving behavior while on the clock, support additional transportation options, and encourage safe behavior 24/7.

A school – teach and promote traffic safety through interactions with children, parents, and caregivers.

A local government – adopt rules and policies that promote safety and make transportation and land use decisions to support safe communities for all residents.

A law enforcement officer – enforce traffic laws, demonstrate and encourage positive behavior, and work with local governments to identify and reduce risks.

A prosecutor or part of the court system – ensure penalties are applied for safety-related offenses.

A transportation planner or engineer – prioritize and advance proven practices for making our streets, roads, and intersections safer.

FDOT, FLHSMV, and other state agency staff – continue a strong commitment to improving roadway safety through resource allocation, policy support, and organizational leadership.

An elected official – make safety a high priority for our state through proactive and visible leadership.

An insurance company – provide strong financial incentives for safe driving practices.

An emergency response or health professional – continually enhance the timeliness of response to crashes and the quality of care for crash victims.

A vehicle manufacturer or technology provider – develop and refine vehicle and roadside systems to reduce driver or rider error and prevent crashes.

A hospitality professional – provide information to your visitors for traveling safely while touring Florida.

A realtor or residential property manager – provide information to new Florida residents to educate them on traffic safety in and around their new community.

Together, we can make progress each year – and together, we can achieve our **vision of zero**.

To learn more on how you or your organization can take action and support this vision, please visit www.fdot.gov/safety



GLOSSARY

Aging Road Users: Vehicle drivers and passengers, pedestrians, bicyclists, transit riders, motorcyclists, or operators of a non-motorized vehicle who are 65 years of age or older for crash data purposes, and 50 years of age and older for the proactive purposes of the Aging Road Users Coalition.

Aggressive Driving: Aggressive driving occurs when a driver commits two or more of the following: exceeds the posted speed, unsafe or improper passing or lane changes, tailgates, fails to yield the right-of-way, and violates traffic control and signal devices.

Automated Vehicles: Vehicles that are capable of sensing the environment to move safely in order to operate and perform necessary functions with little to no human intervention.

Bicyclist: Roadway users who is riding a bicycle or other type of motorized or non-motorized cycle.

Centerline Miles: The length of a road in miles.

Child Restraint: A device, such as a child safety seat or booster seat, used to protect a child in a motor vehicle and required by law until children over an identified age can legally use an adult safety belt.

Commercial Motor Vehicle (CMV): Medium or heavy trucks more than 10,000 pounds, vehicles carrying hazardous material and marked with a hazardous materials placard, those operated by a driver with an interstate carrier or an intrastate carrier commercial driver license, or those designed to transport more than 15 passengers, including the driver.

Commercial Vehicles Enforcement (CVE): The unit within the Florida Highway Patrol that is charged with conducting safety inspections of CMVs and enforcing safety requirements.

Commercial Vehicle Safety Plan (CVSP): A state plan required by the Federal Motor Carrier Safety Administration that outlines strategies and countermeasures specifically targeting commercial motor vehicle safety.

Community Traffic Safety Team (CTST): Locally based groups of highway safety advocates who are committed to solving traffic safety problems through a comprehensive, multi-jurisdictional, multidisciplinary approach.

Complete Streets: Streets that are planned, designed, and operated consistent with surrounding community characteristics and roadway functions so that multiple modes of transportation and customers, regardless of age or ability, can easily, comfortably, and safely access and use the street.

Connected Vehicles: Vehicles that are able to connect and receive messages and alerts from the surroundings, including other vehicles, infrastructure, and passengers' personal communication devices through interoperable networked wireless communications.

Distracted Driving Crash: A crash where the driver is distracted by an electronic communication device, such as a cell phone; other electronic devices, such as navigation or a DVD player, or other external distractions; passengers in the vehicle; texting; or where the driver is inattentive.

Driver Assistance Technologies: Technologies used to make motor vehicle travel safer by automating, improving, or adapting some or all of the tasks involved in operating a vehicle, such as rear automatic braking, adaptive cruise control, blind spot detection, and lane departure warnings.

Dynamic Envelope: The area near railroad crossings designed to keep motorists out of the danger zone.

E-commerce: Business transactions conducted electronically through the internet.

Education: One of the "4Es" of traffic safety which includes safety solutions that support transportation planner, engineers, law enforcement, prevention specialists, communication professionals, educators, and citizen advocacy groups.

Emergency Response: One of the "4Es" of traffic safety which includes improving the response to crashes after they occur and safety solutions that support first responders, paramedics, fire, and rescue, and improving crash victim status.

Emphasis Area: Areas of focus in the SHSP that offer the greatest potential for reducing fatalities and injuries based on safety data analysis and input from safety stakeholders representing the "4Es" of traffic safety.

Enforcement: One of the "4Es" of traffic safety which supports efforts by state and local law enforcement agencies.

Engineering: One of the "4Es" of traffic safety which includes highway design, traffic, maintenance, operations, and planning professionals.

Fatality Rate: The number of fatalities per 100 million vehicle miles traveled.

Five-Year Rolling Average: The average of 5 individual and consecutive years of data.

Florida Transportation Plan (FTP): A statewide plan that defines Florida's long-range transportation goals and objectives for at least the next 20-50 years.

Graduated Driver Licensing: A multi-staged process for issuing driver licenses to young, novice drivers to ensure that they gain valuable driving experience under controlled circumstances and demonstrate responsible driving behavior and proficiency.

Highway Fatalities: All deaths in which a motor vehicle was involved due to driver condition, driver action, and/or road condition. This includes pedestrians and bicyclists killed by motor vehicles as well as vehicle occupants.

Highway Safety Improvement Program (HSIP): A core FHWA program designed to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads and focuses on performance.



Highway Safety Plan (HSP): A plan required by NHTSA outlining the highway safety programs and projects that will be undertaken by a state's highway safety office to reduce traffic crashes and the resulting deaths, injuries, and property damage.

Impaired Driver: A person driving or in physical control of a vehicle while under the influence of alcoholic beverages or legal or illegal drugs.

Incident: An event that causes a temporary, significant disruption in transportation services.

Information intelligence: One of the 4Is of traffic safety focusing on the uses of data to help understand safety trends, high crash areas, and risk factors; improving traffic records while integrating with other safety, land use and community data; and strengthening tools and methods for turning data into usable information.

Innovation: One of the 4Is of traffic safety focusing on the use of technologies, processes, and practices to increase driver awareness, reduce human error, and improve vehicle safety.

Insight into Communities: One of the 4Is of traffic safety focusing on systemic approaches to creating a safer environment and placing a greater emphasis on more equitable access for people and all modes of travel.

Intersection Crash: A crash that occurs at an intersection or is influenced by an intersection including interchanges, railway-highway crossings, and trail crossings.

Investment and Policies: One of the 4Is of traffic safety focusing on investing limited resources to achieve zero fatalities and serious injuries and considering how Florida's laws and policies can support a safer transportation system.

Lane Departure Crash: A crash that results from a vehicle running off the road or crossing the center median into an oncoming lane of traffic, including a sideswipe crash. A lane departure crash can not be at or influenced by an intersection.

Metropolitan Planning Organization (MPO): Transportation policy-making organization at a regional level that is made up of representatives from local government and governmental transportation authorities. These organizations may also be referred to as Transportation Planning Organizations (TPOs).

Micromobility Device: Motorized transportation device using lightweight vehicles operating at speeds under 20 mph such as bicycles or scooters, especially electric ones that may be borrowed as part of a self-service rental program in which people rent vehicles for short-term use within a town or city.

Motor Scooter: A two- or three-wheeled registered motor vehicle operating at 50ccs or less that has a seat and a bottom platform for resting the feet.

Motorcycle: A motor vehicle powered by a motor with a displacement of more than 50ccs, having a seat or saddle for the use of the rider, and designed to travel on not more than three wheels in contact with the ground, and excluding a tractor or moped.

Partners, Transportation: Those parties with interests in transportation facilities and services including the public, local governments, metropolitan planning organizations, public and private sector users and providers, Native American Nations, the Florida Department of Transportation, and other federal and state agencies.

Pedestrian: Non-motorists who are walking, in a wheelchair, skating, inside a building, or using a pedestrian conveyance.

Railway-Highway Crossing Crash: A crash that occurs at, or is influenced by, a railway-highway crossing.

Safety Program: Projects designed to improve vehicle and pedestrian safety on the city, county, and state highway systems. The program is divided into three sub-programs — railway-highway crossings, highway safety, and traffic safety grants.

Serious Injury: Injury to a person, including the driver, which consists of a physical condition that creates a substantial risk of death, serious personal disfigurement, or protracted loss or impairment of the function of a limb or organ.

Speed and Aggressive Driving: Includes driving too fast for conditions and exceeding the posted speed limit (speeding); while aggressive driving requires at least two of the following contributing causes: speeding, unsafe, or improper lane change, following too closely, failure to yield the right-of way, improper passing, and failure to obey traffic control devices.

Stakeholders: Individuals and groups with an interest in the outcomes of transportation policy decisions and actions.

State Highway System: A network of approximately 12,000 miles of highways owned and maintained by the state of Florida or state-created authorities. Major elements include Interstate highways, Florida's Turnpike, and other toll facilities operated by transportation authorities and arterial highways.

Strategy: An approach to achieve one or more desired goals.

Teen Driver: Drivers between the ages of 15 and 19.

Traffic Records and Information Systems: A foundational emphasis area that addresses the quality of the state's crash data, in addition to roadway, citation/adjudication, injury/emergency medical services, driver licensing, and vehicle registration data.

Unrestrained Occupant: Any person who is not restrained by a safety belt, child safety seat, or booster seat.

Vehicle Miles Traveled (VMT): The total number of miles traveled by vehicles using a roadway system.

Vulnerable Road Users: Road users who have the potential for a disproportionately high fatality rate, including pedestrians, bicyclists, and motorcyclists.

Work Zone: Marked section of roadway for construction, maintenance, or utility work.

Work Zone Crash: Crashes that occur in a marked section of roadway for construction, maintenance, or utility work.

Wrong Way Driving: When a vehicle is on the wrong side or traveling in the wrong direction on the roadway.



DATA DEFINITIONS

All crash data contained in this SHSP are focused on fatal and serious injury crashes. The data are collected via the Florida Traffic Crash Report (HSMV 90010S), which can be accessed at <https://www.flhsmv.gov/pdf/courts/crash/CrashManualComplete.pdf>. Fatalities are traffic fatalities as documented on the crash report using injury severity code "5" Fatal (within 30 days of the crash). Serious Injuries are injuries as documented on the crash report using injury severity code "4" Incapacitating.

ROADWAYS	COUNT INCLUDES	CRITERIA
Lane Departures	Everyone in crash	The First Harmful Event Relation to Junction field that the crash is anything other than "Intersection," "Intersection-related" or "Railway Grade Crossing" AND (a) one or more of the four Sequence of Events codes for any vehicle involved in the crash involves exiting roadway, hitting objects off the roadway, crossing median, or overturning/rolling over (see web page for more details) OR (b) one or more of the four Drivers Actions at Time of Crash codes for any driver involved in the crash is one of the following: "Improper Passing," "Wrong Side or Wrong Way," "Failed to Keep in Proper Lane," "Ran off Roadway," "Over-Correcting/Over-Steering," "Swerved or Avoided : Due to Wind, Slippery Surface, MV, Object, Non-Motorist in Roadway, etc."
Intersection	Everyone in crash	The First Harmful Event Relation to Junction field that the crash is "Intersection," "Intersection-related" or "Railway Grade Crossing."
ROAD USERS	COUNT INCLUDES	CRITERIA
Pedestrian and Bicyclists	Only bicyclist or pedestrian involved in the crash	Non-Motorist Description of "Pedestrian" or "Other Pedestrian (wheelchair, person in a building, skater, pedestrian conveyance, etc.)" or "Bicyclist" or "Other Cyclist" or "Occupant of a Non-Motor Vehicle Transportation Device."
Aging Road User	Everyone in crash	At least one of the drivers involved is reported as age 65 or over at the time of the crash.
Motorcyclists and Other Riders	Only riders or passengers on motorcycle, scooter or moped	Drivers or passengers of a vehicle coded with a Vehicle Body Type of "Motorcycle" or "Moped."
CMV Operators	Everyone in crash	At least one of the vehicles involved meets the qualifying criteria for Commercial Motor Vehicle. The criteria for Commercial Motor Vehicle are: (1) has "yes" in the Haz. Mat. Placard field, or (2) has the Check if Commercial field checked, or (3) has a Vehicle Body Type coded as "Bus" or "Medium/Heavy Trucks (more than 10,000 lbs)," or (4) has a Comm GVWR/GCWR coded as "10,001 - 26,000 lbs" or "More than 26,000 lbs," or (5) has any value indicated in the Commercial Motor Vehicle Configuration field.
Teen Drivers	Everyone in crash	At least one of the drivers involved is reported as age 15 to 19 at the time of the crash.

DATA DEFINITIONS



USER BEHAVIOR	COUNT INCLUDES	CRITERIA
Impaired Driving	Everyone in crash	At least one of the drivers involved is possibly impaired. The "possibly impaired" criteria are: reporting officer indicates (1) alcohol use "suspected" or (2) refused to test for alcohol or (3) has a blood alcohol content result greater than zero, or (4) drug use "suspected" or (5) refused to test for drugs or (6) has a drug test result of "positive."
Occupant Protection	Only unrestrained drivers or passengers	Any driver or passenger who meets the following criteria: Occupant of a vehicle with Vehicle Body Type anything other than "Motorcycle," "Moped" or "All Terrain Vehicle (ATV)." With a Restraint Systems code of "None Used – Motor Vehicle Occupant."
Speed and Aggressive Driving	Everyone in crash	Any driver involved in the crash has any two of four possible Drivers Actions at Time of Crash codes in any of the categories of aggressive driving behavior, per section 316.1923, F.S. OR has any one of three possible Drivers Actions code as "Drove too Fast for Conditions," "Exceeded Posted Speed," or "Operated MV in Erratic, Reckless or Aggressive Manner."
Distracted Driving	Everyone in crash	At least one of the drivers involved in the crash coded as anything other than "Not Distracted" or "Unknown" in the Driver Distracted By field.
EVOLVING EMPHASIS AREAS	COUNT INCLUDES	CRITERIA
Work Zones	Everyone in crash	The Work Zone Related field = "yes" or any of the Contributing Circumstances: Road codes is "Work Zone (construction/maintenance/utility)."
Drowsy or Ill	Everyone in crash	Any driver involved in the crash has a Condition At Time of Crash of "Asleep or Fatigued," "Ill (sick) or Fainted," "Seizure, Epilepsy, Blackout," or "Physically Impaired."
Rail Crossings	Everyone in crash	The first harmful event relation to junction field for the crash is railway grade crossing.

FDOT SAFETY OFFICE
(850) 414-3100
www.fdot.gov/safety/

FLORIDA

STRATEGIC HIGHWAY SAFETY PLAN



CITY OF DELAND
Request for Commission Action
September 6, 2023

SUBJECT: Resolution Approving Procurement for Melching Field Repair.

DEPARTMENT: Legal

PREPARED BY: Darren Elkind, City Attorney

ATTACHMENTS: Resolution, Melching Field Repair Proposal

APPROVED BY: Michael Pleus, City Manager, August 28, 2023

SUMMARY/HIGHLIGHT:

Request for emergency procurement without bidding in order to replace a portion of the underdrain system in a portion of the outfield area of Melching Field. The firm that would be performing the work is highly experienced and retrofitted another portion of the underdrain system toward the end of the Melching Field overhaul that was recently completed. As such, they are completely familiar with the work to be done. Money is available in the budget for the Melching Field improvements because the outfield contractor was terminated by the City and the city negotiated a settlement that preserved funds for the work that now needs to be done. This work needs to be commenced immediately and before the end of the growing season so that the sod can grow in correctly before “winter.”

STRATEGIC PLAN FOCUS AREA/ACTION STEP:

High value government.

SUSTAINABILITY:

N/A

FISCAL IMPACT:

The cost of the work \$76,750.00 but those funds were preserved in the Melching Field overhaul budget when the prior contractor was terminated.

RECOMMENDATION:

It is recommended that the City Commission approve the attached resolution.

BACKGROUND/DISCUSSION:

The City hired a turf / field contractor to perform the just the scope of work that involved the replacement of the playing field and some ancillary improvements. Another contractor did all of the stadium work which was previously completed. As the project was nearing completion toward the end of last year, staff became very concerned that the field contractor would not be able to complete its work and staff was also concerned with some of the material used in the underdrain system. As such, the City elected to terminate the contractor. The contractor that was performing the stadium improvements brought in Sadler’s Site Works, LLC to complete the playing surface work, including certain sections of the underdrain system. Sadler’s Site Works, LLC did an excellent job and are obviously familiar with what needs to be done.

When the City terminated the prior field contractor, all of the money that was allocated for field work and a settlement was reached with that contractor that preserved money for doing the retrofit work that Sadler's Site Works, LLC will be performing. However, there is not sufficient time to bid this project as the work needs to be done before the end of the growing season so that the turf that gets replaced has adequate time to take root.

RESOLUTION NO. 2023 -

A RESOLUTION OF THE CITY COMMISSION OF DELAND, FLORIDA, AUTHORIZING AN EMERGENCY PURCHASE WITHOUT BID PURSUANT TO THE PROVISIONS OF ARTICLE VIII, SECTION 63 OF THE CHARTER OF THE CITY OF DELAND; PROVIDING FOR SEVERABILITY AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, Article VIII, Section 63 of the Charter of the City of DeLand provides for an exception to the general competitive bidding requirements and allowing for emergency procurements when necessary to protect health, safety and welfare; and

WHEREAS, the City's Parks and Recreation Department needs to make a repair to the underdrain system in a portion of the outfield area of Melching Field; and

WHEREAS, the firm of Sadler's Site Works, LLC, which is a certified field builder of natural turf fields and a member of the American Sports Builders Association, replaced another portion of the underdrain system at Melching Field and is therefore intimately familiar with the work that needs to be performed; and

WHEREAS, Sadler's Site Works, LLC, has submitted the proposal attached hereto for performing the required work; and

WHEREAS, given the short amount of time left in the growing season, it is imperative that the Parks and Recreation Department have this work commenced as soon as possible and there is not sufficient time to put this small repair project out to bid; and

WHEREAS, the City Commission hereby determines that the adoption of this Resolution is in the best interests of the health, safety and welfare of the citizens of the City of DeLand.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF DELAND, FLORIDA:

Section 1. Legislative Findings and Intent.

(a). The City Commission of the City of DeLand hereby adopts and incorporates into this Resolution the recitals (whereas clauses) to this Resolution.

(b). The City Commission of the City of DeLand hereby determines that the adoption of this Resolution and taking the actions set forth herein would be in the public interest and serve a public purpose.

(c). The standards applicable to this matter have been met and the emergency procurement activity authorized herein is in the best interest of the City.

(d). The City of DeLand has complied with all requirements and procedures of Florida law in processing and adopting this Resolution.

Section 2. Emergency Procurement.

(a). The City Commission hereby waives the City's competitive bidding requirement for the necessary repairs to the underdrain system in a portion of the outfield area of Melching Field.

(b). The City Commission hereby declares that the procurement from Sadler's Site Works, LLC as herein authorized is necessary to protect the playing surface at Melching Field and the health, safety and welfare of the public generally.

(c). The attached proposal from Sadler's Site Works, LLC is hereby incorporated herein as a substantive part of this Resolution and approved for payment.

Section 3. Implementing administrative actions.

The City Manager, City Clerk, and City Attorney are hereby generally authorized to take any and all actions necessary and appropriate to implement the provisions of this Resolution to include, but not limited to, the approval and execution of procurement documents relating to the procurement from Sadler's Site Works, LLC .

Section 4. Savings.

All prior actions of the City Commission relating to City procurement and purchasing matters, and any and all related activities, are hereby ratified and affirmed.

Section 5. Conflicts.

All resolutions or parts of resolutions in conflict with this Resolution are hereby repealed.

Section 6. Severability.

If any section, sentence, phrase, word, or portion of this Resolution is determined to be invalid, unlawful or unconstitutional, said determination shall not be held to invalidate or impair the validity, force or effect of any other section, sentence, phrase, word, or portion of this Resolution not otherwise determined to be invalid, unlawful, or unconstitutional.

Section 7. Effective Date.

This Resolution shall become effective immediately upon enactment.

PASSED AND DULY ADOPTED this 6th day of September 2023.

Christopher M. Cloudman
Mayor-Commissioner

ATTEST:

Julie A. Hennessy
City Clerk - Auditor

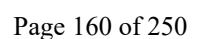
APPROVED AS TO FORM AND LEGALITY:

Darren J. Elkind
City Attorney



Expiration Date: 30-Nov-23

City of Deland



CITY OF DELAND
Request for Commission Action
September 6, 2023

SUBJECT: Resolution Approving FAA Grant Award for Airport West Apron Rehabilitation Construction Project.

DEPARTMENT: Airport

PREPARED BY: John Eiff, Airport Manager

ATTACHMENTS: FAA Grant Resolution, Example of a Previous Executed FAA Grant

APPROVED BY: Michael Pleus, City Manager, August 28, 2023

SUMMARY/HIGHLIGHT:

The West apron is heavily used and is several decades old and is no longer repairable. Pursuant to applications made by staff and our consultants, the Federal Aviation Administration (FAA) has agreed to fund 90% (\$2,263,687) of the costs to construct rehabilitation of the West apron. Due to strict time restraints from the FAA, we need pre-approval to accept this grant. This pre-approval will allow the Mayor and City Attorney to execute the grant once we receive it from the FAA. The FAA grant will not be released by the Secretary of Transportation until after 9/7/2023 and there is a nationwide deadline for all grants to be fully executed by 9/18/2023, which falls in between the City's Commission meetings. If we don't receive pre-approval for executing this FAA grant, we will lose the \$2,263,687 in funding for our West apron project. Attached is the Resolution for the FAA grant, and an example of a previous FAA grant.

STRATEGIC PLAN FOCUS AREA/ACTION STEP:

Sustainability

SUSTAINABILITY:

N/A

FISCAL IMPACT:

If approved, the attached grant agreement will provide a maximum of \$2,263,687 in FAA funding. This amount represents approximately 90% of the cost (\$2,263,687) for the design project. The Florida Department of Transportation (FDOT) is expected to provide 8% (\$201,217) of project cost with remaining funds (2% or \$50,304) to be provided by the Airport Enterprise Fund. The approved FY 22/23 budget for the Airport Fund includes \$2,025,000 in FAA grants, \$180,000 in FDOT grants and \$45,000 in City funds for a total project budget of \$2,250,000. A future budget amendment will be presented to the City Commission for approval increasing the budget amounts, including the City's funding (\$5,304) from Airport reserves.

RECOMMENDATION:

Staff recommends that the City Commission gives the Mayor and City Attorney pre-approval to accept the FAA Grant Number 3-12-0019-029-2023, once we receive it from the FAA and also approve the accompanying resolution authorizing the Major-Commissioner to execute the grant on behalf of the City of DeLand.

BACKGROUND/DISCUSSION:

Completion of construction is expected to be completed in early 2024.

RESOLUTION NO. 2023 -

**A RESOLUTION OF THE CITY COMMISSION OF DELAND, FLORIDA,
AUTHORIZING THE EXECUTION OF A GRANT AGREEMENT WITH THE
FEDERAL AVIATION ADMINISTRATION FOR AIRPORT IMPROVEMENT
PROGRAM PROJECT NUMBER 3-12-0019-029-2023; AND PROVIDING FOR AN
EFFECTIVE DATE.**

WHEREAS, the Federal Aviation Administration (FAA) has offered the City a Grant Agreement, which will provide 90% funding for the Airport West Apron Rehabilitation Construction Project; and

WHEREAS, the aforesaid agreement requires the City of DeLand to pay 2% of the anticipated project cost; and

WHEREAS, this project is necessary to provide for the needs of the aviation-related businesses and public users at DeLand Municipal Airport; and

WHEREAS, due to scheduling constraints, the City Commission is authorizing the City Manager, upon the advise and consent of the Airport Manager and City Attorney, to execute the grant agreement once received from the FAA.

NOW, THEREFORE, IT IS RESOLVED BY THE CITY COMMISSION OF DELAND, FLORIDA:

Section 1. The City Commission hereby sets aside the additional amount of \$50,304 to pay for its share (2%) of the anticipated cost of the project.

Section 2. The Mayor-Commissioner is authorized to execute the Federal Aviation Administration Grant Agreement for this project when received, based upon the advice and consent of the Airport Manager and City Attorney.

Section 3. This Resolution shall take effect immediately upon its adoption.

PASSED AND DULY ADOPTED this 6th day of September 2023.

Christopher M. Cloudman
Mayor-Commissioner

ATTEST:

Julie A. Hennessy
City Clerk – Auditor

APPROVED AS TO FORM AND LEGALITY:

Darren J. Elkind, City Attorney



U.S. Department
of Transportation
Federal Aviation
Administration

Orlando Airports District Office:
8427 SouthPark Circle, Suite 524
Orlando, FL 32819

July 8, 2022

Mr. Chad Gamble
Director of Public Services
City of Deland
1000 Flightline Blvd, Suite 100
DeLand, FL 32724

Dear Mr. Gamble:

The Grant Offer for Airport Improvement Program (AIP) Project No. 3-12-0019-028-2022 at DeLand Municipal-Sidney H Taylor Field Airport is attached for execution. This letter outlines the steps you must take to properly enter into this agreement and provides other useful information. Please read the conditions, special conditions, and assurances that comprise the grant offer carefully.

You may not make any modification to the text, terms or conditions of the grant offer.

Steps You Must Take to Enter Into Agreement.

To properly enter into this agreement, you must do the following:

1. The governing body must give authority to execute the grant to the individual(s) signing the grant, i.e., the person signing the document must be the sponsor's authorized representative(s) (hereinafter "authorized representative").
2. The authorized representative must execute the grant by adding their electronic signature to the appropriate certificate at the end of the agreement.
3. Once the authorized representative has electronically signed the grant, the sponsor's attorney(s) will automatically receive an email notification.
4. On the **same day or after** the authorized representative has signed the grant, the sponsor's attorney(s) will add their electronic signature to the appropriate certificate at the end of the agreement.
5. If there are co-sponsors, the authorized representative(s) and sponsor's attorney(s) must follow the above procedures to fully execute the grant and finalize the process. Signatures must be obtained and finalized no later than **August 8, 2022**.
6. The fully executed grant will then be automatically sent to all parties as an email attachment.

Payment. Subject to the requirements in 2 CFR § 200.305 (Federal Payment), each payment request for reimbursement under this grant must be made electronically via the Delphi eInvoicing System. Please see the attached Grant Agreement for more information regarding the use of this System.

Project Timing. The terms and conditions of this agreement require you to complete the project without undue delay and no later than the Period of Performance end date (1,460 days from the grant execution

date). We will be monitoring your progress to ensure proper stewardship of these Federal funds. We expect you to submit payment requests for reimbursement of allowable incurred project expenses consistent with project progress. Your grant may be placed in “inactive” status if you do not make draws on a regular basis, which will affect your ability to receive future grant offers. Costs incurred after the Period of Performance ends are generally not allowable and will be rejected unless authorized by the FAA in advance.

Reporting. Until the grant is completed and closed, you are responsible for submitting formal reports as follows:

- For all grants, you must submit by December 31st of each year this grant is open:
 1. A signed/dated SF-270 (Request for Advance or Reimbursement for non-construction projects) or SF-271 or equivalent (Outlay Report and Request for Reimbursement for Construction Programs), and
 2. An SF-425 (Federal Financial Report).
- For non-construction projects, you must submit [FAA Form 5100-140, Performance Report](#) within 30 days of the end of the Federal fiscal year.
- For construction projects, you must submit [FAA Form 5370-1, Construction Progress and Inspection Report](#), within 30 days of the end of each Federal fiscal quarter.

Audit Requirements. As a condition of receiving Federal assistance under this award, you must comply with audit requirements as established under 2 CFR part 200. Subpart F requires non-Federal entities that expend \$750,000 or more in Federal awards to conduct a single or program specific audit for that year. Note that this includes Federal expenditures made under other Federal-assistance programs. Please take appropriate and necessary action to ensure your organization will comply with applicable audit requirements and standards.

Closeout. Once the project(s) is completed and all costs are determined, we ask that you work with your FAA contact indicated below to close the project without delay and submit the necessary final closeout documentation as required by your Region/Airports District Office.

FAA Contact Information. Marisol Elliott, (407) 487-7231, marisol.elliott@faa.gov is the assigned program manager for this grant and is readily available to assist you and your designated representative with the requirements stated herein.

We sincerely value your cooperation in these efforts and look forward to working with you to complete this important project.

Sincerely,


[Juan C. Brown \(Jul 8, 2022 11:09 EDT\)](#)

Juan C. Brown
 Acting Manager



U.S. Department
of Transportation
Federal Aviation
Administration

FAA Airport Improvement Program (AIP)

GRANT AGREEMENT

Part I - Offer

Federal Award Offer Date	July 8, 2022
Airport/Planning Area	DeLand Municipal-Sidney H Taylor Field Airport
FY2022 AIP Grant Number	3-12-0019-028-2022
Unique Entity Identifier	J2N4T56E6SN1
TO:	City of DeLand
	(herein called the "Sponsor")

FROM: **The United States of America** (acting through the Federal Aviation Administration, herein called the "FAA")

WHEREAS, the Sponsor has submitted to the FAA a Project Application dated April 12, 2022, for a grant of Federal funds for a project at or associated with the DeLand Municipal-Sidney H Taylor Field Airport, which is included as part of this Grant Agreement; and

WHEREAS, the FAA has approved a project for the DeLand Municipal-Sidney H Taylor Field Airport (herein called the "Project") consisting of the following:

Rehabilitate Runway 5/23 Lighting - Replace Electrical Homeruns

which is more fully described in the Project Application.

NOW THEREFORE, Pursuant to and for the purpose of carrying out the Title 49, United States Code (U.S.C.), Chapters 471 and 475; 49 U.S.C. §§ 40101 et seq., and 48103; FAA Reauthorization Act of 2018 (Public Law Number 115-254); the Department of Transportation Appropriations Act, 2021 (Public Law 116-260, Division L); the Consolidated Appropriations Act, 2022 (Public Law 117-103); and the representations contained in the Project Application; and in consideration of: (a) the Sponsor's adoption and ratification of the Grant Assurances attached hereto; (b) the Sponsor's acceptance of this Offer; and (c) the benefits to accrue to the United States and the public from the accomplishment of the Project and compliance with the Grant Assurance and conditions as herein provided;

THE FEDERAL AVIATION ADMINISTRATION, FOR AND ON BEHALF OF THE UNITED STATES, HEREBY OFFERS AND AGREES to pay ninety (90) percent of the allowable costs incurred accomplishing the Project as the United States share of the Project.

Assistance Listings Number (Formerly CFDA Number): 20.106

This Offer is made on and SUBJECT TO THE FOLLOWING TERMS AND CONDITIONS:

CONDITIONS

1. **Maximum Obligation.** The maximum obligation of the United States payable under this Offer is \$642,950.

The following amounts represent a breakdown of the maximum obligation for the purpose of establishing allowable amounts for any future grant amendment, which may increase the foregoing maximum obligation of the United States under the provisions of 49 U.S.C. § 47108(b):

\$ 0 for planning

\$ 642,950 airport development or noise program implementation; and,

\$ 0 for land acquisition.

2. **Grant Performance.** This Grant Agreement is subject to the following Federal award requirements:

- a. Period of Performance:

1. Shall start on the date the Sponsor formally accepts this Agreement and is the date signed by the last Sponsor signatory to the Agreement. The end date of the Period of Performance is 4 years (1,460 calendar days) from the date of acceptance. The Period of Performance end date shall not affect, relieve, or reduce Sponsor obligations and assurances that extend beyond the closeout of this Grant Agreement.
2. Means the total estimated time interval between the start of an initial Federal award and the planned end date, which may include one or more funded portions or budget periods. (2 Code of Federal Regulations (CFR) § 200.1).

- b. Budget Period:

1. For this Grant is 4 years (1,460 calendar days) and follows the same start and end date as the period of performance provided in paragraph (2)(a)(1). Pursuant to 2 CFR § 200.403(h), the Sponsor may charge to the Grant only allowable costs incurred during the Budget Period.
2. Means the time interval from the start date of a funded portion of an award to the end date of that funded portion during which the Sponsor is authorized to expend the funds awarded, including any funds carried forward or other revisions pursuant to 2 CFR § 200.308.

- c. Close Out and Termination

1. Unless the FAA authorizes a written extension, the Sponsor must submit all Grant closeout documentation and liquidate (pay-off) all obligations incurred under this award no later than 120 calendar days after the end date of the period of performance. If the Sponsor does not submit all required closeout documentation within this time period, the FAA will proceed to close out the grant within one year of the period of performance end date with the information available at the end of 120 days. (2 CFR § 200.344).

2. The FAA may terminate this Grant, in whole or in part, in accordance with the conditions set forth in 2 CFR § 200.340, or other Federal regulatory or statutory authorities as applicable.
3. **Ineligible or Unallowable Costs.** The Sponsor must not include any costs in the project that the FAA has determined to be ineligible or unallowable.
4. **Indirect Costs - Sponsor.** The Sponsor may charge indirect costs under this award by applying the indirect cost rate identified in the project application as accepted by the FAA, to allowable costs for Sponsor direct salaries and wages.
5. **Determining the Final Federal Share of Costs.** The United States' share of allowable project costs will be made in accordance with 49 U.S.C. § 47109, the regulations, policies, and procedures of the Secretary of Transportation ("Secretary"), and any superseding legislation. Final determination of the United States' share will be based upon the final audit of the total amount of allowable project costs and settlement will be made for any upward or downward adjustments to the Federal share of costs.
6. **Completing the Project Without Delay and in Conformance with Requirements.** The Sponsor must carry out and complete the project without undue delays and in accordance with this Agreement, 49 U.S.C. Chapters 471 and 475, and the regulations, and the Secretary's policies and procedures. Per 2 CFR § 200.308, the Sponsor agrees to report and request prior FAA approval for any disengagement from performing the project that exceeds three months or a 25 percent reduction in time devoted to the project. The report must include a reason for the project stoppage. The Sponsor also agrees to comply with the grant assurances, which are part of this Agreement.
7. **Amendments or Withdrawals before Grant Acceptance.** The FAA reserves the right to amend or withdraw this offer at any time prior to its acceptance by the Sponsor.
8. **Offer Expiration Date.** This offer will expire and the United States will not be obligated to pay any part of the costs of the project unless this offer has been accepted by the Sponsor on or before August 8, 2022, or such subsequent date as may be prescribed in writing by the FAA.
9. **Improper Use of Federal Funds.** The Sponsor must take all steps, including litigation if necessary, to recover Federal funds spent fraudulently, wastefully, or in violation of Federal antitrust statutes, or misused in any other manner for any project upon which Federal funds have been expended. For the purposes of this Grant Agreement, the term "Federal funds" means funds however used or dispersed by the Sponsor, that were originally paid pursuant to this or any other Federal grant agreement. The Sponsor must obtain the approval of the Secretary as to any determination of the amount of the Federal share of such funds. The Sponsor must return the recovered Federal share, including funds recovered by settlement, order, or judgment, to the Secretary. The Sponsor must furnish to the Secretary, upon request, all documents and records pertaining to the determination of the amount of the Federal share or to any settlement, litigation, negotiation, or other efforts taken to recover such funds. All settlements or other final positions of the Sponsor, in court or otherwise, involving the recovery of such Federal share require advance approval by the Secretary.
10. **United States Not Liable for Damage or Injury.** The United States is not responsible or liable for damage to property or injury to persons which may arise from, or be incident to, compliance with this Grant Agreement.
11. **System for Award Management (SAM) Registration and Unique Entity Identifier (UEI).**

- a. Requirement for System for Award Management (SAM): Unless the Sponsor is exempted from this requirement under 2 CFR § 25.110, the Sponsor must maintain the currency of its information in the SAM until the Sponsor submits the final financial report required under this Grant, or receives the final payment, whichever is later. This requires that the Sponsor review and update the information at least annually after the initial registration and more frequently if required by changes in information or another award term. Additional information about registration procedures may be found at the SAM website (currently at <http://www.sam.gov>).
 - b. Unique entity identifier (UEI) means a 12-character alpha-numeric value used to identify a specific commercial, nonprofit or governmental entity. A UEI may be obtained from SAM.gov at <https://sam.gov/content/entity-registration>.
12. **Electronic Grant Payment(s).** Unless otherwise directed by the FAA, the Sponsor must make each payment request under this Agreement electronically via the Delphi eInvoicing System for Department of Transportation (DOT) Financial Assistance Awardees.
13. **Informal Letter Amendment of AIP Projects.** If, during the life of the project, the FAA determines that the maximum grant obligation of the United States exceeds the expected needs of the Sponsor by \$25,000 or five percent (5%), whichever is greater, the FAA can issue a letter amendment to the Sponsor unilaterally reducing the maximum obligation.

The FAA can also issue a letter to the Sponsor increasing the maximum obligation if there is an overrun in the total actual eligible and allowable project costs to cover the amount of the overrun provided it will not exceed the statutory limitations for grant amendments. The FAA's authority to increase the maximum obligation does not apply to the "planning" component of Condition No. 1, Maximum Obligation.

The FAA can also issue an informal letter amendment that modifies the grant description to correct administrative errors or to delete work items if the FAA finds it advantageous and in the best interests of the United States.

An informal letter amendment has the same force and effect as a formal grant amendment.
14. **Air and Water Quality.** The Sponsor is required to comply with all applicable air and water quality standards for all projects in this grant. If the Sponsor fails to comply with this requirement, the FAA may suspend, cancel, or terminate this Grant Agreement.
15. **Financial Reporting and Payment Requirements.** The Sponsor will comply with all Federal financial reporting requirements and payment requirements, including submittal of timely and accurate reports.
16. **Buy American.** Unless otherwise approved in advance by the FAA, in accordance with 49 U.S.C. § 50101, the Sponsor will not acquire or permit any contractor or subcontractor to acquire any steel or manufactured products produced outside the United States to be used for any project for which funds are provided under this grant. The Sponsor will include a provision implementing Buy American in every contract and subcontract awarded under this Grant.
17. **Build America, Buy America.** The sponsor must comply with the requirements under the Build America, Buy America Act (Public Law 117-58).
18. **Maximum Obligation Increase.** In accordance with 49 U.S.C. § 47108(b)(3), as amended, the maximum obligation of the United States, as stated in Condition No. 1, Maximum Obligation, of this Grant Offer:

- a. May not be increased for a planning project;
- b. May be increased by not more than 15 percent for development projects if funds are available;
- c. May be increased by not more than the greater of the following for a land project, if funds are available:
 - 1. 15 percent; or
 - 2. 25 percent of the total increase in allowable project costs attributable to acquiring an interest in the land.

If the sponsor requests an increase, any eligible increase in funding will be subject to the United States Government share as provided in 49 U.S.C. § 47110, or other superseding legislation if applicable, for the fiscal year appropriation with which the increase is funded. The FAA is not responsible for the same Federal share provided herein for any amount increased over the initial grant amount. The FAA may adjust the Federal share as applicable through an informal letter of amendment.

19. Audits for Sponsors.

PUBLIC SPONSORS. The Sponsor must provide for a Single Audit or program-specific audit in accordance with 2 CFR Part 200. The Sponsor must submit the audit reporting package to the Federal Audit Clearinghouse on the Federal Audit Clearinghouse's Internet Data Entry System at <http://harvester.census.gov/facweb/>. Upon request of the FAA, the Sponsor shall provide one copy of the completed audit to the FAA. Sponsors that expend less than \$750,000 in Federal awards and are exempt from Federal audit requirements must make records available for review or audit by the appropriate Federal agency officials, State, and Government Accountability Office. The FAA and other appropriate Federal agencies may request additional information to meet all Federal audit requirements.

20. Suspension or Debarment. When entering into a "covered transaction" as defined by 2 CFR § 180.200, the Sponsor must:

- a. Verify the non-Federal entity is eligible to participate in this Federal program by:
 - 1. Checking the excluded parties list system (EPLS) as maintained within the System for Award Management (SAM) to determine if the non-Federal entity is excluded or disqualified; or
 - 2. Collecting a certification statement from the non-Federal entity attesting they are not excluded or disqualified from participating; or
 - 3. Adding a clause or condition to covered transactions attesting the individual or firm are not excluded or disqualified from participating.
- b. Require prime contractors to comply with 2 CFR § 180.330 when entering into lower-tier transactions (e.g., Sub-contracts).
- c. Immediately disclose in writing to the FAA whenever (1) the Sponsor learns they have entered into a covered transaction with an ineligible entity or (2) the Public Sponsor suspends or debars a contractor, person, or entity.

21. Ban on Texting While Driving.

- a. In accordance with Executive Order 13513, Federal Leadership on Reducing Text Messaging While Driving, October 1, 2009, and DOT Order 3902.10, Text Messaging While Driving, December 30, 2009, the Sponsor is encouraged to:
 - 1. Adopt and enforce workplace safety policies to decrease crashes caused by distracted drivers including policies to ban text messaging while driving when performing any work for, or on behalf of, the Federal government, including work relating to a grant or subgrant.
 - 2. Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as:
 - a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
 - b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.
- b. The Sponsor must insert the substance of this clause on banning texting while driving in all subgrants, contracts, and subcontracts funded with this Grant.

22. Trafficking in Persons.

- a. You as the recipient, your employees, subrecipients under this Grant, and subrecipients' employees may not:
 - 1. Engage in severe forms of trafficking in persons during the period of time that the Grant and applicable conditions are in effect;
 - 2. Procure a commercial sex act during the period of time that the Grant and applicable conditions are in effect; or
 - 3. Use forced labor in the performance of the Grant or any subgrants under this Grant.
- b. We as the Federal awarding agency, may unilaterally terminate this Grant, without penalty, if you or a subrecipient that is a private entity:
 - 1. Is determined to have violated a prohibition in paragraph (a) of this condition; or
 - 2. Has an employee who is determined by the agency official authorized to terminate the Grant to have violated a prohibition in paragraph (a) of this Condition through conduct that is either –
 - a. Associated with performance under this Grant; or
 - b. Imputed to the subrecipient using the standards and due process for imputing the conduct of an individual to an organization that are provided in 2 CFR Part 180, OMB Guidelines to Agencies on Government-wide Debarment and Suspension (Nonprocurement), as implemented by our agency at 2 CFR Part 1200.
- c. You must inform us immediately of any information you receive from any source alleging a violation of a prohibition in paragraph (a) of this Condition.
- d. Our right to terminate unilaterally that is described in paragraph (a) of this Condition:
 - 1. Implements section 106(g) of the Trafficking Victims Protection Act of 2000 (TVPA), as amended (22 U.S.C. § 7104(g)), and

2. Is in addition to all other remedies for noncompliance that are available to us under this Grant Agreement.
23. **AIP Funded Work Included in a PFC Application.** Within 90 days of acceptance of this Grant Agreement, the Sponsor must submit to the FAA an amendment to any approved Passenger Facility Charge (PFC) application that contains an approved PFC project also covered under this Grant Agreement as described in the project application. The airport sponsor may not make any expenditure under this Grant Agreement until project work addressed under this Grant Agreement is removed from an approved PFC application by amendment.
 24. **Exhibit "A" Property Map.** The Exhibit "A" Property Map dated March 24, 2015, is incorporated herein by reference or is submitted with the project application and made part of this Grant Agreement.
 25. **Employee Protection from Reprisal.**
 - a. Prohibition of Reprisals
 1. In accordance with 41 U.S.C. § 4712, an employee of a Sponsor, grantee, subgrantee, contractor, or subcontractor may not be discharged, demoted, or otherwise discriminated against as a reprisal for disclosing to a person or body described in sub-paragraph (a)(2) below, information that the employee reasonably believes is evidence of:
 - i. Gross mismanagement of a Federal grant;
 - ii. Gross waste of Federal funds;
 - iii. An abuse of authority relating to implementation or use of Federal funds;
 - iv. A substantial and specific danger to public health or safety; or
 - v. A violation of law, rule, or regulation related to a Federal grant.
 2. Persons and bodies covered. The persons and bodies to which a disclosure by an employee is covered are as follows:
 - i. A member of Congress or a representative of a committee of Congress;
 - ii. An Inspector General;
 - iii. The Government Accountability Office;
 - iv. A Federal employee responsible for contract or grant oversight or management at the relevant agency;
 - v. A court or grand jury;
 - vi. A management official or other employee of the Sponsor, contractor, or subcontractor who has the responsibility to investigate, discover, or address misconduct; or
 - vii. An authorized official of the Department of Justice or other law enforcement agency.
 3. Submission of Complaint. A person who believes that they have been subjected to a reprisal prohibited by paragraph (a) of this Condition may submit a complaint regarding the reprisal to the Office of Inspector General (OIG) for the U.S. Department of Transportation.
 4. Time Limitation for Submittal of a Complaint. A complaint may not be brought under this subsection more than three years after the date on which the alleged reprisal took place.
 5. Required Actions of the Inspector General. Actions, limitations, and exceptions of the Inspector General's office are established under 41 U.S.C. § 4712(b).

6. Assumption of Rights to Civil Remedy. Upon receipt of an explanation of a decision not to conduct or continue an investigation by the OIG, the person submitting a complaint assumes the right to a civil remedy under 41 U.S.C. § 4712(c)(2).

SPECIAL CONDITIONS

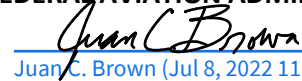
26. **Buy American Executive Orders.** The Sponsor agrees to abide by applicable Executive Orders in effect at the time this Grant Agreement is executed, including Executive Order 14005, Ensuring the Future Is Made in All of America by All of America's Workers.

The Sponsor's acceptance of this Offer and ratification and adoption of the Project Application incorporated herein shall be evidenced by execution of this instrument by the Sponsor, as hereinafter provided, and this Offer and Acceptance shall comprise a Grant Agreement, constituting the contractual obligations and rights of the United States and the Sponsor with respect to the accomplishment of the Project and compliance with the Grant Assurances, terms, and conditions as provided herein. Such Grant Agreement shall become effective upon the Sponsor's acceptance of this Offer.

Please read the following information: By signing this document, you are agreeing that you have reviewed the following consumer disclosure information and consent to transact business using electronic communications, to receive notices and disclosures electronically, and to utilize electronic signatures in lieu of using paper documents. You are not required to receive notices and disclosures or sign documents electronically. If you prefer not to do so, you may request to receive paper copies and withdraw your consent at any time.

I declare under penalty of perjury that the foregoing is true and correct.¹

**UNITED STATES OF AMERICA
FEDERAL AVIATION ADMINISTRATION**


Juan C. Brown (Jul 8, 2022 11:09 EDT)

(Signature)

Juan C. Brown

(Typed Name)

Acting Manager

(Title of FAA Official)

¹ Knowingly and willfully providing false information to the Federal government is a violation of 18 U.S.C. § 1001 (False Statements) and could subject you to fines, imprisonment, or both.

Part II - Acceptance

The Sponsor does hereby ratify and adopt all assurances, statements, representations, warranties, covenants, and agreements contained in the Project Application and incorporated materials referred to in the foregoing Offer, and does hereby accept this Offer and by such acceptance agrees to comply with all of the Grant Assurances, terms, and conditions in this Offer and in the Project Application.

Please read the following information: By signing this document, you are agreeing that you have reviewed the following consumer disclosure information and consent to transact business using electronic communications, to receive notices and disclosures electronically, and to utilize electronic signatures in lieu of using paper documents. You are not required to receive notices and disclosures or sign documents electronically. If you prefer not to do so, you may request to receive paper copies and withdraw your consent at any time.

I declare under penalty of perjury that the foregoing is true and correct.²

Dated July 19, 2022

City of DeLand

(Name of Sponsor)

Robert F. Apgar

Robert F. Apgar (Jul 19, 2022 08:40 EDT)

(Signature of Sponsor's Authorized Official)

By: Robert F. Apgar

(Typed Name of Sponsor's Authorized Official)

Title: Mayor-Commissioner

(Title of Sponsor's Authorized Official)

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CERTIFICATE OF SPONSOR'S ATTORNEY

I, Darren J. Elkind, acting as Attorney for the Sponsor do hereby certify:

That in my opinion the Sponsor is empowered to enter into the foregoing Grant Agreement under the laws of the State of Florida. Further, I have examined the foregoing Grant Agreement and the actions taken by said Sponsor and Sponsor's official representative, who has been duly authorized to execute this Grant Agreement, which is in all respects due and proper and in accordance with the laws of the said State; and Title 49, United States Code (U.S.C.), Chapters 471 and 475; 49 U.S.C. §§ 40101 et seq., and 48103; FAA Reauthorization Act of 2018 (Public Law Number 115-254); the Department of Transportation Appropriations Act, 2021 (Public Law 116-260, Division L); the Consolidated Appropriations Act, 2022 (Public Law 117-103); and the representations contained in the Project Application. In addition, for grants involving projects to be carried out on property not owned by the Sponsor, there are no legal impediments that will prevent full performance by the Sponsor. Further, it is my opinion that the said Grant Agreement constitutes a legal and binding obligation of the Sponsor in accordance with the terms thereof.

Please read the following information: By signing this document, you are agreeing that you have reviewed the following consumer disclosure information and consent to transact business using electronic communications, to receive notices and disclosures electronically, and to utilize electronic signatures in lieu of using paper documents. You are not required to receive notices and disclosures or sign documents electronically. If you prefer not to do so, you may request to receive paper copies and withdraw your consent at any time.

I declare under penalty of perjury that the foregoing is true and correct.³

Dated at July 19, 2022

By: Darren J. Elkind
 Darren J. Elkind (Jul 19, 2022 14:34 EDT)
 (Signature of Sponsor's Attorney)

³ Knowingly and willfully providing false information to the Federal government is a violation of 18 U.S.C. § 1001 (False Statements) and could subject you to fines, imprisonment, or both.

ASSURANCES

AIRPORT SPONSORS

A. General.

1. These assurances shall be complied with in the performance of grant agreements for airport development, airport planning, and noise compatibility program grants for airport sponsors.
2. These assurances are required to be submitted as part of the project application by sponsors requesting funds under the provisions of Title 49, U.S.C., subtitle VII, as amended. As used herein, the term "public agency sponsor" means a public agency with control of a public-use airport; the term "private sponsor" means a private owner of a public-use airport; and the term "sponsor" includes both public agency sponsors and private sponsors.
3. Upon acceptance of this grant offer by the sponsor, these assurances are incorporated in and become part of this Grant Agreement.

B. Duration and Applicability.

1. **Airport development or Noise Compatibility Program Projects Undertaken by a Public Agency Sponsor.**

The terms, conditions and assurances of this Grant Agreement shall remain in full force and effect throughout the useful life of the facilities developed or equipment acquired for an airport development or noise compatibility program project, or throughout the useful life of the project items installed within a facility under a noise compatibility program project, but in any event not to exceed twenty (20) years from the date of acceptance of a grant offer of Federal funds for the project. However, there shall be no limit on the duration of the assurances regarding Exclusive Rights and Airport Revenue so long as the airport is used as an airport. There shall be no limit on the duration of the terms, conditions, and assurances with respect to real property acquired with federal funds. Furthermore, the duration of the Civil Rights assurance shall be specified in the assurances.

2. **Airport Development or Noise Compatibility Projects Undertaken by a Private Sponsor.**

The preceding paragraph (1) also applies to a private sponsor except that the useful life of project items installed within a facility or the useful life of the facilities developed or equipment acquired under an airport development or noise compatibility program project shall be no less than ten (10) years from the date of acceptance of Federal aid for the project.

3. **Airport Planning Undertaken by a Sponsor.**

Unless otherwise specified in this Grant Agreement, only Assurances 1, 2, 3, 5, 6, 13, 18, 23, 25, 30, 32, 33, 34, and 37 in Section C apply to planning projects. The terms, conditions, and assurances of this Grant Agreement shall remain in full force and effect during the life of the project; there shall be no limit on the duration of the assurances regarding Exclusive Rights and Airport Revenue so long as the airport is used as an airport.

C. Sponsor Certification.

The sponsor hereby assures and certifies, with respect to this grant that:

1. **General Federal Requirements**

It will comply with all applicable Federal laws, regulations, executive orders, policies, guidelines, and requirements as they relate to the application, acceptance, and use of Federal funds for this Grant including but not limited to the following:

FEDERAL LEGISLATION

- a. 49, U.S.C., subtitle VII, as amended.
- b. Davis-Bacon Act, as amended — 40 U.S.C. §§ 3141-3144, 3146, and 3147, et seq.¹
- c. Federal Fair Labor Standards Act - 29 U.S.C. § 201, et seq.
- d. Hatch Act – 5 U.S.C. § 1501, et seq.²
- e. Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, 42 U.S.C. § 4601, et seq.^{1, 2}
- f. National Historic Preservation Act of 1966 – Section 106 - 54 U.S.C. § 306108.1.¹
- g. Archeological and Historic Preservation Act of 1974 - 54 U.S.C. § 312501, et seq.¹
- h. Native Americans Grave Repatriation Act - 25 U.S.C. Section § 3001, et seq.
- i. Clean Air Act, P.L. 90-148, as amended - 42 U.S.C. § 7401, et seq.
- j. Coastal Zone Management Act, P.L. 92-583, as amended - 16 U.S.C. § 1451, et seq.
- k. Flood Disaster Protection Act of 1973 – Section 102(a) - 42 U.S.C. § 4012a.¹
- l. 49 U.S.C. § 303, (formerly known as Section 4(f)).
- m. Rehabilitation Act of 1973 - 29 U.S.C. § 794.
- n. Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252) (prohibits discrimination on the basis of race, color, national origin).
- o. Americans with Disabilities Act of 1990, as amended, (42 U.S.C. § 12101 et seq.) (prohibits discrimination on the basis of disability).
- p. Age Discrimination Act of 1975 - 42 U.S.C. § 6101, et seq.
- q. American Indian Religious Freedom Act, P.L. 95-341, as amended.
- r. Architectural Barriers Act of 1968, as amended - 42 U.S.C. § 4151, et seq.¹
- s. Powerplant and Industrial Fuel Use Act of 1978 – Section 403 - 42 U.S.C. § 8373.¹
- t. Contract Work Hours and Safety Standards Act - 40 U.S.C. § 3701, et seq.¹
- u. Copeland Anti-kickback Act - 18 U.S.C. § 874.¹
- v. National Environmental Policy Act of 1969 - 42 U.S.C. § 4321, et seq.¹
- w. Wild and Scenic Rivers Act, P.L. 90-542, as amended – 16 U.S.C. § 1271, et seq.
- x. Single Audit Act of 1984 - 31 U.S.C. § 7501, et seq.²
- y. Drug-Free Workplace Act of 1988 - 41 U.S.C. §§ 8101 through 8105.
- z. The Federal Funding Accountability and Transparency Act of 2006, as amended (P.L. 109-282, as amended by section 6202 of P.L. 110-252).
- aa. Civil Rights Restoration Act of 1987, P.L. 100-259.
- bb. Build America, Buy America Act, P.L. 117-58, Title IX.

EXECUTIVE ORDERS

- a. Executive Order 11246 – Equal Employment Opportunity¹
- b. Executive Order 11990 – Protection of Wetlands

- c. Executive Order 11998 – Flood Plain Management
- d. Executive Order 12372 – Intergovernmental Review of Federal Programs
- e. Executive Order 12699 – Seismic Safety of Federal and Federally Assisted New Building Construction¹
- f. Executive Order 12898 – Environmental Justice
- g. Executive Order 13166 – Improving Access to Services for Persons with Limited English Proficiency
- h. Executive Order 13985 – Executive Order on Advancing Racial Equity and Support for Underserved Communities Through the Federal Government
- i. Executive Order 13988 – Preventing and Combating Discrimination on the Basis of Gender Identity or Sexual Orientation
- j. Executive Order 14005 – Ensuring the Future is Made in all of America by All of America’s Workers
- k. Executive Order 14008 – Tackling the Climate Crisis at Home and Abroad

FEDERAL REGULATIONS

- a. 2 CFR Part 180 – OMB Guidelines to Agencies on Governmentwide Debarment and Suspension (Nonprocurement).
- b. 2 CFR Part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.^{4, 5}
- c. 2 CFR Part 1200 – Nonprocurement Suspension and Debarment.
- d. 14 CFR Part 13 – Investigative and Enforcement Procedures.
- e. 14 CFR Part 16 – Rules of Practice For Federally-Assisted Airport Enforcement Proceedings.
- f. 14 CFR Part 150 – Airport Noise Compatibility Planning.
- g. 28 CFR Part 35 – Nondiscrimination on the Basis of Disability in State and Local Government Services.
- h. 28 CFR § 50.3 – U.S. Department of Justice Guidelines for the Enforcement of Title VI of the Civil Rights Act of 1964.
- i. 29 CFR Part 1 – Procedures for Predetermination of Wage Rates.¹
- j. 29 CFR Part 3 – Contractors and Subcontractors on Public Building or Public Work Financed in Whole or in Part by Loans or Grants from the United States.¹
- k. 29 CFR Part 5 – Labor Standards Provisions Applicable to Contracts Covering Federally Financed and Assisted Construction (Also Labor Standards Provisions Applicable to Nonconstruction Contracts Subject to the Contract Work Hours and Safety Standards Act).¹
- l. 41 CFR Part 60 – Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor (Federal and Federally-assisted contracting requirements).¹
- m. 49 CFR Part 20 – New Restrictions on Lobbying.
- n. 49 CFR Part 21 – Nondiscrimination in Federally-Assisted Programs of the Department of Transportation - Effectuation of Title VI of the Civil Rights Act of 1964.
- o. 49 CFR Part 23 – Participation by Disadvantage Business Enterprise in Airport Concessions.
- p. 49 CFR Part 24 – Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally-Assisted Programs.^{1 2}
- q. 49 CFR Part 26 – Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs.

- r. 49 CFR Part 27 – Nondiscrimination on the Basis of Disability in Programs or Activities Receiving Federal Financial Assistance.¹
- s. 49 CFR Part 28 – Enforcement of Nondiscrimination on the Basis of Handicap in Programs or Activities Conducted by the Department of Transportation.
- t. 49 CFR Part 30 – Denial of Public Works Contracts to Suppliers of Goods and Services of Countries That Deny Procurement Market Access to U.S. Contractors.
- u. 49 CFR Part 32 – Governmentwide Requirements for Drug-Free Workplace (Financial Assistance).
- v. 49 CFR Part 37 – Transportation Services for Individuals with Disabilities (ADA).
- w. 49 CFR Part 38 – Americans with Disabilities Act (ADA) Accessibility Specifications for Transportation Vehicles.
- x. 49 CFR Part 41 – Seismic Safety.

FOOTNOTES TO ASSURANCE (C)(1)

- ¹ These laws do not apply to airport planning sponsors.
- ² These laws do not apply to private sponsors.
- ³ 2 CFR Part 200 contains requirements for State and Local Governments receiving Federal assistance. Any requirement levied upon State and Local Governments by this regulation shall apply where applicable to private sponsors receiving Federal assistance under Title 49, United States Code.
- ⁴ Cost principles established in 2 CFR part 200 subpart E must be used as guidelines for determining the eligibility of specific types of expenses.
- ⁵ Audit requirements established in 2 CFR part 200 subpart F are the guidelines for audits.

SPECIFIC ASSURANCES

Specific assurances required to be included in grant agreements by any of the above laws, regulations or circulars are incorporated by reference in this grant agreement.

2. Responsibility and Authority of the Sponsor.

a. Public Agency Sponsor:

It has legal authority to apply for this Grant, and to finance and carry out the proposed project; that a resolution, motion or similar action has been duly adopted or passed as an official act of the applicant's governing body authorizing the filing of the application, including all understandings and assurances contained therein, and directing and authorizing the person identified as the official representative of the applicant to act in connection with the application and to provide such additional information as may be required.

b. Private Sponsor:

It has legal authority to apply for this Grant and to finance and carry out the proposed project and comply with all terms, conditions, and assurances of this Grant Agreement. It shall designate an official representative and shall in writing direct and authorize that person to file this application, including all understandings and assurances contained therein; to act in connection with this application; and to provide such additional information as may be required.

3. Sponsor Fund Availability.

It has sufficient funds available for that portion of the project costs which are not to be paid by the United States. It has sufficient funds available to assure operation and maintenance of items funded under this Grant Agreement which it will own or control.

4. Good Title.

- a. It, a public agency or the Federal government, holds good title, satisfactory to the Secretary, to the landing area of the airport or site thereof, or will give assurance satisfactory to the Secretary that good title will be acquired.
- b. For noise compatibility program projects to be carried out on the property of the sponsor, it holds good title satisfactory to the Secretary to that portion of the property upon which Federal funds will be expended or will give assurance to the Secretary that good title will be obtained.

5. Preserving Rights and Powers.

- a. It will not take or permit any action which would operate to deprive it of any of the rights and powers necessary to perform any or all of the terms, conditions, and assurances in this Grant Agreement without the written approval of the Secretary, and will act promptly to acquire, extinguish or modify any outstanding rights or claims of right of others which would interfere with such performance by the sponsor. This shall be done in a manner acceptable to the Secretary.
- b. Subject to the FAA Act of 2018, Public Law 115-254, Section 163, it will not sell, lease, encumber, or otherwise transfer or dispose of any part of its title or other interests in the property shown on Exhibit A to this application or, for a noise compatibility program project, that portion of the property upon which Federal funds have been expended, for the duration of the terms, conditions, and assurances in this Grant Agreement without approval by the Secretary. If the transferee is found by the Secretary to be eligible under Title 49, United States Code, to assume the obligations of this Grant Agreement and to have the power, authority, and financial resources to carry out all such obligations, the sponsor shall insert in the contract or document transferring or disposing of the sponsor's interest, and make binding upon the transferee all of the terms, conditions, and assurances contained in this Grant Agreement.
- c. For all noise compatibility program projects which are to be carried out by another unit of local government or are on property owned by a unit of local government other than the sponsor, it will enter into an agreement with that government. Except as otherwise specified by the Secretary, that agreement shall obligate that government to the same terms, conditions, and assurances that would be applicable to it if it applied directly to the FAA for a grant to undertake the noise compatibility program project. That agreement and changes thereto must be satisfactory to the Secretary. It will take steps to enforce this agreement against the local government if there is substantial non-compliance with the terms of the agreement.
- d. For noise compatibility program projects to be carried out on privately owned property, it will enter into an agreement with the owner of that property which includes provisions specified by the Secretary. It will take steps to enforce this agreement against the property owner whenever there is substantial non-compliance with the terms of the agreement.
- e. If the sponsor is a private sponsor, it will take steps satisfactory to the Secretary to ensure that the airport will continue to function as a public-use airport in accordance with these assurances for the duration of these assurances.
- f. If an arrangement is made for management and operation of the airport by any agency or person other than the sponsor or an employee of the sponsor, the sponsor will reserve sufficient rights and authority to ensure that the airport will be operated and maintained in accordance with Title 49, United States Code, the regulations and the terms, conditions and assurances in this Grant Agreement and shall ensure that such arrangement also requires compliance therewith.
- g. Sponsors of commercial service airports will not permit or enter into any arrangement that results in permission for the owner or tenant of a property used as a residence, or zoned for residential use, to taxi an aircraft between that property and any location on airport. Sponsors of general aviation airports entering into any arrangement that results in permission for the owner of residential real property adjacent to or near the airport must comply with the requirements of Sec. 136 of Public Law 112-95 and the sponsor assurances.

6. Consistency with Local Plans.

The project is reasonably consistent with plans (existing at the time of submission of this application) of public agencies that are authorized by the State in which the project is located to plan for the development of the area surrounding the airport.

7. Consideration of Local Interest.

It has given fair consideration to the interest of communities in or near where the project may be located.

8. Consultation with Users.

In making a decision to undertake any airport development project under Title 49, United States Code, it has undertaken reasonable consultations with affected parties using the airport at which project is proposed.

9. Public Hearings.

In projects involving the location of an airport, an airport runway, or a major runway extension, it has afforded the opportunity for public hearings for the purpose of considering the economic, social, and environmental effects of the airport or runway location and its consistency with goals and objectives of such planning as has been carried out by the community and it shall, when requested by the Secretary, submit a copy of the transcript of such hearings to the Secretary. Further, for such projects, it has on its management board either voting representation from the communities where the project is located or has advised the communities that they have the right to petition the Secretary concerning a proposed project.

10. Metropolitan Planning Organization.

In projects involving the location of an airport, an airport runway, or a major runway extension at a medium or large hub airport, the sponsor has made available to and has provided upon request to the metropolitan planning organization in the area in which the airport is located, if any, a copy of the proposed amendment to the airport layout plan to depict the project and a copy of any airport master plan in which the project is described or depicted.

11. Pavement Preventive Maintenance-Management.

With respect to a project approved after January 1, 1995, for the replacement or reconstruction of pavement at the airport, it assures or certifies that it has implemented an effective airport pavement maintenance-management program and it assures that it will use such program for the useful life of any pavement constructed, reconstructed or repaired with Federal financial assistance at the airport. It will provide such reports on pavement condition and pavement management programs as the Secretary determines may be useful.

12. Terminal Development Prerequisites.

For projects which include terminal development at a public use airport, as defined in Title 49, it has, on the date of submittal of the project grant application, all the safety equipment required for certification of such airport under 49 U.S.C. § 44706, and all the security equipment required by rule or regulation, and has provided for access to the passenger enplaning and deplaning area of such airport to passengers enplaning and deplaning from aircraft other than air carrier aircraft.

13. Accounting System, Audit, and Record Keeping Requirements.

- a. It shall keep all project accounts and records which fully disclose the amount and disposition by the recipient of the proceeds of this Grant, the total cost of the project in connection with which this Grant is given or used, and the amount or nature of that portion of the cost of the project supplied by other sources, and such other financial records pertinent to the project. The accounts and records shall be kept in accordance with an accounting system that will facilitate an effective audit in accordance with the Single Audit Act of 1984.
- b. It shall make available to the Secretary and the Comptroller General of the United States, or any of their duly authorized representatives, for the purpose of audit and examination, any books, documents,

papers, and records of the recipient that are pertinent to this Grant. The Secretary may require that an appropriate audit be conducted by a recipient. In any case in which an independent audit is made of the accounts of a sponsor relating to the disposition of the proceeds of a Grant or relating to the project in connection with which this Grant was given or used, it shall file a certified copy of such audit with the Comptroller General of the United States not later than six (6) months following the close of the fiscal year for which the audit was made.

14. Minimum Wage Rates.

It shall include, in all contracts in excess of \$2,000 for work on any projects funded under this Grant Agreement which involve labor, provisions establishing minimum rates of wages, to be predetermined by the Secretary of Labor under 40 U.S.C. §§ 3141-3144, 3146, and 3147, Public Building, Property, and Works), which contractors shall pay to skilled and unskilled labor, and such minimum rates shall be stated in the invitation for bids and shall be included in proposals or bids for the work.

15. Veteran's Preference.

It shall include in all contracts for work on any project funded under this Grant Agreement which involve labor, such provisions as are necessary to insure that, in the employment of labor (except in executive, administrative, and supervisory positions), preference shall be given to Vietnam era veterans, Persian Gulf veterans, Afghanistan-Iraq war veterans, disabled veterans, and small business concerns owned and controlled by disabled veterans as defined in 49 U.S.C. § 47112. However, this preference shall apply only where the individuals are available and qualified to perform the work to which the employment relates.

16. Conformity to Plans and Specifications.

It will execute the project subject to plans, specifications, and schedules approved by the Secretary. Such plans, specifications, and schedules shall be submitted to the Secretary prior to commencement of site preparation, construction, or other performance under this Grant Agreement, and, upon approval of the Secretary, shall be incorporated into this Grant Agreement. Any modification to the approved plans, specifications, and schedules shall also be subject to approval of the Secretary, and incorporated into this Grant Agreement.

17. Construction Inspection and Approval.

It will provide and maintain competent technical supervision at the construction site throughout the project to assure that the work conforms to the plans, specifications, and schedules approved by the Secretary for the project. It shall subject the construction work on any project contained in an approved project application to inspection and approval by the Secretary and such work shall be in accordance with regulations and procedures prescribed by the Secretary. Such regulations and procedures shall require such cost and progress reporting by the sponsor or sponsors of such project as the Secretary shall deem necessary.

18. Planning Projects.

In carrying out planning projects:

- a. It will execute the project in accordance with the approved program narrative contained in the project application or with the modifications similarly approved.
- b. It will furnish the Secretary with such periodic reports as required pertaining to the planning project and planning work activities.
- c. It will include in all published material prepared in connection with the planning project a notice that the material was prepared under a grant provided by the United States.
- d. It will make such material available for examination by the public, and agrees that no material prepared with funds under this project shall be subject to copyright in the United States or any other country.
- e. It will give the Secretary unrestricted authority to publish, disclose, distribute, and otherwise use any of the material prepared in connection with this grant.

- f. It will grant the Secretary the right to disapprove the sponsor's employment of specific consultants and their subcontractors to do all or any part of this project as well as the right to disapprove the proposed scope and cost of professional services.
- g. It will grant the Secretary the right to disapprove the use of the sponsor's employees to do all or any part of the project.
- h. It understands and agrees that the Secretary's approval of this project grant or the Secretary's approval of any planning material developed as part of this grant does not constitute or imply any assurance or commitment on the part of the Secretary to approve any pending or future application for a Federal airport grant.

19. Operation and Maintenance.

- a. The airport and all facilities which are necessary to serve the aeronautical users of the airport, other than facilities owned or controlled by the United States, shall be operated at all times in a safe and serviceable condition and in accordance with the minimum standards as may be required or prescribed by applicable Federal, State and local agencies for maintenance and operation. It will not cause or permit any activity or action thereon which would interfere with its use for airport purposes. It will suitably operate and maintain the airport and all facilities thereon or connected therewith, with due regard to climatic and flood conditions. Any proposal to temporarily close the airport for non-aeronautical purposes must first be approved by the Secretary. In furtherance of this assurance, the sponsor will have in effect arrangements for:
 - 1. Operating the airport's aeronautical facilities whenever required;
 - 2. Promptly marking and lighting hazards resulting from airport conditions, including temporary conditions; and
 - 3. Promptly notifying pilots of any condition affecting aeronautical use of the airport. Nothing contained herein shall be construed to require that the airport be operated for aeronautical use during temporary periods when snow, flood, or other climatic conditions interfere with such operation and maintenance. Further, nothing herein shall be construed as requiring the maintenance, repair, restoration, or replacement of any structure or facility which is substantially damaged or destroyed due to an act of God or other condition or circumstance beyond the control of the sponsor.
- b. It will suitably operate and maintain noise compatibility program items that it owns or controls upon which Federal funds have been expended.

20. Hazard Removal and Mitigation.

It will take appropriate action to assure that such terminal airspace as is required to protect instrument and visual operations to the airport (including established minimum flight altitudes) will be adequately cleared and protected by removing, lowering, relocating, marking, or lighting or otherwise mitigating existing airport hazards and by preventing the establishment or creation of future airport hazards.

21. Compatible Land Use.

It will take appropriate action, to the extent reasonable, including the adoption of zoning laws, to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations, including landing and takeoff of aircraft. In addition, if the project is for noise compatibility program implementation, it will not cause or permit any change in land use, within its jurisdiction, that will reduce its compatibility, with respect to the airport, of the noise compatibility program measures upon which Federal funds have been expended.

22. Economic Nondiscrimination.

- a. It will make the airport available as an airport for public use on reasonable terms and without unjust discrimination to all types, kinds and classes of aeronautical activities, including commercial aeronautical activities offering services to the public at the airport.
- b. In any agreement, contract, lease, or other arrangement under which a right or privilege at the airport is granted to any person, firm, or corporation to conduct or to engage in any aeronautical activity for furnishing services to the public at the airport, the sponsor will insert and enforce provisions requiring the contractor to:
 - 1. Furnish said services on a reasonable, and not unjustly discriminatory, basis to all users thereof, and
 - 2. Charge reasonable, and not unjustly discriminatory, prices for each unit or service, provided that the contractor may be allowed to make reasonable and nondiscriminatory discounts, rebates, or other similar types of price reductions to volume purchasers.
- c. Each fixed-based operator at the airport shall be subject to the same rates, fees, rentals, and other charges as are uniformly applicable to all other fixed-based operators making the same or similar uses of such airport and utilizing the same or similar facilities.
- d. Each air carrier using such airport shall have the right to service itself or to use any fixed-based operator that is authorized or permitted by the airport to serve any air carrier at such airport.
- e. Each air carrier using such airport (whether as a tenant, non-tenant, or subtenant of another air carrier tenant) shall be subject to such nondiscriminatory and substantially comparable rules, regulations, conditions, rates, fees, rentals, and other charges with respect to facilities directly and substantially related to providing air transportation as are applicable to all such air carriers which make similar use of such airport and utilize similar facilities, subject to reasonable classifications such as tenants or non-tenants and signatory carriers and non-signatory carriers. Classification or status as tenant or signatory shall not be unreasonably withheld by any airport provided an air carrier assumes obligations substantially similar to those already imposed on air carriers in such classification or status.
- f. It will not exercise or grant any right or privilege which operates to prevent any person, firm, or corporation operating aircraft on the airport from performing any services on its own aircraft with its own employees (including, but not limited to maintenance, repair, and fueling) that it may choose to perform.
- g. In the event the sponsor itself exercises any of the rights and privileges referred to in this assurance, the services involved will be provided on the same conditions as would apply to the furnishing of such services by commercial aeronautical service providers authorized by the sponsor under these provisions.
- h. The sponsor may establish such reasonable, and not unjustly discriminatory, conditions to be met by all users of the airport as may be necessary for the safe and efficient operation of the airport.
- i. The sponsor may prohibit or limit any given type, kind or class of aeronautical use of the airport if such action is necessary for the safe operation of the airport or necessary to serve the civil aviation needs of the public.

23. Exclusive Rights.

It will permit no exclusive right for the use of the airport by any person providing, or intending to provide, aeronautical services to the public. For purposes of this paragraph, the providing of the services at an airport by a single fixed-based operator shall not be construed as an exclusive right if both of the following apply:

- a. It would be unreasonably costly, burdensome, or impractical for more than one fixed-based operator to provide such services, and
- b. If allowing more than one fixed-based operator to provide such services would require the reduction of space leased pursuant to an existing agreement between such single fixed-based operator and such

airport. It further agrees that it will not, either directly or indirectly, grant or permit any person, firm, or corporation, the exclusive right at the airport to conduct any aeronautical activities, including, but not limited to charter flights, pilot training, aircraft rental and sightseeing, aerial photography, crop dusting, aerial advertising and surveying, air carrier operations, aircraft sales and services, sale of aviation petroleum products whether or not conducted in conjunction with other aeronautical activity, repair and maintenance of aircraft, sale of aircraft parts, and any other activities which because of their direct relationship to the operation of aircraft can be regarded as an aeronautical activity, and that it will terminate any exclusive right to conduct an aeronautical activity now existing at such an airport before the grant of any assistance under Title 49, United States Code.

24. Fee and Rental Structure.

It will maintain a fee and rental structure for the facilities and services at the airport which will make the airport as self-sustaining as possible under the circumstances existing at the particular airport, taking into account such factors as the volume of traffic and economy of collection. No part of the Federal share of an airport development, airport planning or noise compatibility project for which a Grant is made under Title 49, United States Code, the Airport and Airway Improvement Act of 1982, the Federal Airport Act or the Airport and Airway Development Act of 1970 shall be included in the rate basis in establishing fees, rates, and charges for users of that airport.

25. Airport Revenues.

- a. All revenues generated by the airport and any local taxes on aviation fuel established after December 30, 1987, will be expended by it for the capital or operating costs of the airport; the local airport system; or other local facilities which are owned or operated by the owner or operator of the airport and which are directly and substantially related to the actual air transportation of passengers or property; or for noise mitigation purposes on or off the airport. The following exceptions apply to this paragraph:
 1. If covenants or assurances in debt obligations issued before September 3, 1982, by the owner or operator of the airport, or provisions enacted before September 3, 1982, in governing statutes controlling the owner or operator's financing, provide for the use of the revenues from any of the airport owner or operator's facilities, including the airport, to support not only the airport but also the airport owner or operator's general debt obligations or other facilities, then this limitation on the use of all revenues generated by the airport (and, in the case of a public airport, local taxes on aviation fuel) shall not apply.
 2. If the Secretary approves the sale of a privately owned airport to a public sponsor and provides funding for any portion of the public sponsor's acquisition of land, this limitation on the use of all revenues generated by the sale shall not apply to certain proceeds from the sale. This is conditioned on repayment to the Secretary by the private owner of an amount equal to the remaining unamortized portion (amortized over a 20-year period) of any airport improvement grant made to the private owner for any purpose other than land acquisition on or after October 1, 1996, plus an amount equal to the federal share of the current fair market value of any land acquired with an airport improvement grant made to that airport on or after October 1, 1996.
 3. Certain revenue derived from or generated by mineral extraction, production, lease, or other means at a general aviation airport (as defined at 49 U.S.C. § 47102), if the FAA determines the airport sponsor meets the requirements set forth in Section 813 of Public Law 112-95
- b. As part of the annual audit required under the Single Audit Act of 1984, the sponsor will direct that the audit will review, and the resulting audit report will provide an opinion concerning, the use of airport revenue and taxes in paragraph (a), and indicating whether funds paid or transferred to the owner or operator are paid or transferred in a manner consistent with Title 49, United States Code and any other applicable provision of law, including any regulation promulgated by the Secretary or Administrator.
- c. Any civil penalties or other sanctions will be imposed for violation of this assurance in accordance with the provisions of 49 U.S.C. § 47107.

26. Reports and Inspections.

It will:

- a. submit to the Secretary such annual or special financial and operations reports as the Secretary may reasonably request and make such reports available to the public; make available to the public at reasonable times and places a report of the airport budget in a format prescribed by the Secretary;
- b. for airport development projects, make the airport and all airport records and documents affecting the airport, including deeds, leases, operation and use agreements, regulations and other instruments, available for inspection by any duly authorized agent of the Secretary upon reasonable request;
- c. for noise compatibility program projects, make records and documents relating to the project and continued compliance with the terms, conditions, and assurances of this Grant Agreement including deeds, leases, agreements, regulations, and other instruments, available for inspection by any duly authorized agent of the Secretary upon reasonable request; and
- d. in a format and time prescribed by the Secretary, provide to the Secretary and make available to the public following each of its fiscal years, an annual report listing in detail:
 1. all amounts paid by the airport to any other unit of government and the purposes for which each such payment was made; and
 2. all services and property provided by the airport to other units of government and the amount of compensation received for provision of each such service and property.

27. Use by Government Aircraft.

It will make available all of the facilities of the airport developed with Federal financial assistance and all those usable for landing and takeoff of aircraft to the United States for use by Government aircraft in common with other aircraft at all times without charge, except, if the use by Government aircraft is substantial, charge may be made for a reasonable share, proportional to such use, for the cost of operating and maintaining the facilities used. Unless otherwise determined by the Secretary, or otherwise agreed to by the sponsor and the using agency, substantial use of an airport by Government aircraft will be considered to exist when operations of such aircraft are in excess of those which, in the opinion of the Secretary, would unduly interfere with use of the landing areas by other authorized aircraft, or during any calendar month that:

- a. Five (5) or more Government aircraft are regularly based at the airport or on land adjacent thereto; or
- b. The total number of movements (counting each landing as a movement) of Government aircraft is 300 or more, or the gross accumulative weight of Government aircraft using the airport (the total movement of Government aircraft multiplied by gross weights of such aircraft) is in excess of five million pounds.

28. Land for Federal Facilities.

It will furnish without cost to the Federal Government for use in connection with any air traffic control or air navigation activities, or weather-reporting and communication activities related to air traffic control, any areas of land or water, or estate therein as the Secretary considers necessary or desirable for construction, operation, and maintenance at Federal expense of space or facilities for such purposes. Such areas or any portion thereof will be made available as provided herein within four months after receipt of a written request from the Secretary.

29. Airport Layout Plan.

- a. Subject to the FAA Reauthorization Act of 2018, Public Law 115-254, Section 163, it will keep up to date at all times an airport layout plan of the airport showing:
 1. boundaries of the airport and all proposed additions thereto, together with the boundaries of all offsite areas owned or controlled by the sponsor for airport purposes and proposed additions thereto;

2. the location and nature of all existing and proposed airport facilities and structures (such as runways, taxiways, aprons, terminal buildings, hangars and roads), including all proposed extensions and reductions of existing airport facilities;
3. the location of all existing and proposed non-aviation areas and of all existing improvements thereon; and
4. all proposed and existing access points used to taxi aircraft across the airport's property boundary.

Such airport layout plans and each amendment, revision, or modification thereof, shall be subject to the approval of the Secretary which approval shall be evidenced by the signature of a duly authorized representative of the Secretary on the face of the airport layout plan. The sponsor will not make or permit any changes or alterations in the airport or any of its facilities which are not in conformity with the airport layout plan as approved by the Secretary and which might, in the opinion of the Secretary, adversely affect the safety, utility or efficiency of the airport.

- b. Subject to the FAA Reauthorization Act of 2018, Public Law 115-254, Section 163, if a change or alteration in the airport or the facilities is made which the Secretary determines adversely affects the safety, utility, or efficiency of any federally owned, leased, or funded property on or off the airport and which is not in conformity with the airport layout plan as approved by the Secretary, the owner or operator will, if requested, by the Secretary:
 1. eliminate such adverse effect in a manner approved by the Secretary; or
 2. bear all costs of relocating such property (or replacement thereof) to a site acceptable to the Secretary and all costs of restoring such property (or replacement thereof) to the level of safety, utility, efficiency, and cost of operation existing before the unapproved change in the airport or its facilities except in the case of a relocation or replacement of an existing airport facility due to a change in the Secretary's design standards beyond the control of the airport sponsor.

30. Civil Rights.

It will promptly take any measures necessary to ensure that no person in the United States shall, on the grounds of race, color, and national origin (including limited English proficiency) in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4); creed and sex (including sexual orientation and gender identity) per 49 U.S.C. § 47123 and related requirements; age per the Age Discrimination Act of 1975 and related requirements; or disability per the Americans with Disabilities Act of 1990 and related requirements, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination in any program and activity conducted with, or benefiting from, funds received from this Grant.

- a. Using the definitions of activity, facility, and program as found and defined in 49 CFR §§ 21.23(b) and 21.23(e), the sponsor will facilitate all programs, operate all facilities, or conduct all programs in compliance with all non-discrimination requirements imposed by or pursuant to these assurances.
- b. Applicability
 1. Programs and Activities. If the sponsor has received a grant (or other federal assistance) for any of the sponsor's program or activities, these requirements extend to all of the sponsor's programs and activities.
 2. Facilities. Where it receives a grant or other federal financial assistance to construct, expand, renovate, remodel, alter, or acquire a facility, or part of a facility, the assurance extends to the entire facility and facilities operated in connection therewith.
 3. Real Property. Where the sponsor receives a grant or other Federal financial assistance in the form of, or for the acquisition of real property or an interest in real property, the assurance will extend to rights to space on, over, or under such property.

c. Duration.

The sponsor agrees that it is obligated to this assurance for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the assurance obligates the sponsor, or any transferee for the longer of the following periods:

1. So long as the airport is used as an airport, or for another purpose involving the provision of similar services or benefits; or
2. So long as the sponsor retains ownership or possession of the property.

d. Required Solicitation Language. It will include the following notification in all solicitations for bids, Requests For Proposals for work, or material under this Grant Agreement and in all proposals for agreements, including airport concessions, regardless of funding source:

"The City of DeLand, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders or offerors that it will affirmatively ensure that for any contract entered into pursuant to this advertisement, [select businesses, or disadvantaged business enterprises or airport concession disadvantaged business enterprises] will be afforded full and fair opportunity to submit bids in response to this invitation and no businesses will be discriminated against on the grounds of race, color, national origin (including limited English proficiency), creed, sex (including sexual orientation and gender identity), age, or disability in consideration for an award."

e. Required Contract Provisions.

1. It will insert the non-discrimination contract clauses requiring compliance with the acts and regulations relative to non-discrimination in Federally-assisted programs of the Department of Transportation (DOT), and incorporating the acts and regulations into the contracts by reference in every contract or agreement subject to the non-discrimination in Federally-assisted programs of the DOT acts and regulations.
2. It will include a list of the pertinent non-discrimination authorities in every contract that is subject to the non-discrimination acts and regulations.
3. It will insert non-discrimination contract clauses as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a sponsor.
4. It will insert non-discrimination contract clauses prohibiting discrimination on the basis of race, color, national origin (including limited English proficiency), creed, sex (including sexual orientation and gender identity), age, or disability as a covenant running with the land, in any future deeds, leases, license, permits, or similar instruments entered into by the sponsor with other parties:
 - a. For the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
 - b. For the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
- f. It will provide for such methods of administration for the program as are found by the Secretary to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the acts, the regulations, and this assurance.
- g. It agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the acts, the regulations, and this assurance.

31. Disposal of Land.

- a. For land purchased under a grant for airport noise compatibility purposes, including land serving as a noise buffer, it will dispose of the land, when the land is no longer needed for such purposes, at fair market value, at the earliest practicable time. That portion of the proceeds of such disposition which is proportionate to the United States' share of acquisition of such land will be, at the discretion of the Secretary, (1) reinvested in another project at the airport, or (2) transferred to another eligible airport as prescribed by the Secretary. The Secretary shall give preference to the following, in descending order:
 1. Reinvestment in an approved noise compatibility project;
 2. Reinvestment in an approved project that is eligible for grant funding under 49 U.S.C. § 47117(e);
 3. Reinvestment in an approved airport development project that is eligible for grant funding under 49 U.S.C. §§ 47114, 47115, or 47117
 4. Transfer to an eligible sponsor of another public airport to be reinvested in an approved noise compatibility project at that airport; or
 5. Payment to the Secretary for deposit in the Airport and Airway Trust Fund.

If land acquired under a grant for noise compatibility purposes is leased at fair market value and consistent with noise buffering purposes, the lease will not be considered a disposal of the land. Revenues derived from such a lease may be used for an approved airport development project that would otherwise be eligible for grant funding or any permitted use of airport revenue.
- b. For land purchased under a grant for airport development purposes (other than noise compatibility), it will, when the land is no longer needed for airport purposes, dispose of such land at fair market value or make available to the Secretary an amount equal to the United States' proportionate share of the fair market value of the land. That portion of the proceeds of such disposition which is proportionate to the United States' share of the cost of acquisition of such land will, upon application to the Secretary, be reinvested or transferred to another eligible airport as prescribed by the Secretary. The Secretary shall give preference to the following, in descending order:
 1. Reinvestment in an approved noise compatibility project;
 2. Reinvestment in an approved project that is eligible for grant funding under 49 U.S.C. § 47117(e);
 3. Reinvestment in an approved airport development project that is eligible for grant funding under 49 U.S.C. §§ 47114, 47115, or 47117
 4. Transfer to an eligible sponsor of another public airport to be reinvested in an approved noise compatibility project at that airport; or
 5. Payment to the Secretary for deposit in the Airport and Airway Trust Fund.
- c. Land shall be considered to be needed for airport purposes under this assurance if (1) it may be needed for aeronautical purposes (including runway protection zones) or serve as noise buffer land, and (2) the revenue from interim uses of such land contributes to the financial self-sufficiency of the airport. Further, land purchased with a grant received by an airport operator or owner before December 31, 1987, will be considered to be needed for airport purposes if the Secretary or Federal agency making such grant before December 31, 1987, was notified by the operator or owner of the uses of such land, did not object to such use, and the land continues to be used for that purpose, such use having commenced no later than December 15, 1989.
- d. Disposition of such land under (a), (b), or (c) will be subject to the retention or reservation of any interest or right therein necessary to ensure that such land will only be used for purposes which are compatible with noise levels associated with operation of the airport.

32. Engineering and Design Services.

If any phase of such project has received Federal funds under Chapter 471 subchapter 1 of Title 49 U.S.C., it will award each contract, or sub-contract for program management, construction management, planning studies, feasibility studies, architectural services, preliminary engineering, design, engineering, surveying, mapping or related services in the same manner as a contract for architectural and engineering services is negotiated under Chapter 11 of Title 40 U.S.C., or an equivalent qualifications-based requirement prescribed for or by the sponsor of the airport.

33. Foreign Market Restrictions.

It will not allow funds provided under this Grant to be used to fund any project which uses any product or service of a foreign country during the period in which such foreign country is listed by the United States Trade Representative as denying fair and equitable market opportunities for products and suppliers of the United States in procurement and construction.

34. Policies, Standards, and Specifications.

It will carry out any project funded under an Airport Improvement Program Grant in accordance with policies, standards, and specifications approved by the Secretary including, but not limited to, current FAA Advisory Circulars (<https://www.faa.gov/airports/aip/media/aip-pfc-checklist.pdf>) for AIP projects as of April 12, 2022.

35. Relocation and Real Property Acquisition.

- a. It will be guided in acquiring real property, to the greatest extent practicable under State law, by the land acquisition policies in Subpart B of 49 CFR Part 24 and will pay or reimburse property owners for necessary expenses as specified in Subpart B.
- b. It will provide a relocation assistance program offering the services described in Subpart C of 49 CFR Part 24 and fair and reasonable relocation payments and assistance to displaced persons as required in Subpart D and E of 49 CFR Part 24.
- c. It will make available within a reasonable period of time prior to displacement, comparable replacement dwellings to displaced persons in accordance with Subpart E of 49 CFR Part 24.

36. Access By Intercity Buses.

The airport owner or operator will permit, to the maximum extent practicable, intercity buses or other modes of transportation to have access to the airport; however, it has no obligation to fund special facilities for intercity buses or for other modes of transportation.

37. Disadvantaged Business Enterprises.

The sponsor shall not discriminate on the basis of race, color, national origin, or sex, in the award and performance of any DOT-assisted contract covered by 49 CFR Part 26, or in the award and performance of any concession activity contract covered by 49 CFR Part 23. In addition, the sponsor shall not discriminate on the basis of race, color, national origin or sex in the administration of its Disadvantaged Business Enterprise (DBE) and Airport Concessions Disadvantaged Business Enterprise (ACDBE) programs or the requirements of 49 CFR Parts 23 and 26. The sponsor shall take all necessary and reasonable steps under 49 CFR Parts 23 and 26 to ensure nondiscrimination in the award and administration of DOT-assisted contracts, and/or concession contracts. The sponsor's DBE and ACDBE programs, as required by 49 CFR Parts 26 and 23, and as approved by DOT, are incorporated by reference in this agreement. Implementation of these programs is a legal obligation and failure to carry out its terms shall be treated as a violation of this agreement. Upon notification to the sponsor of its failure to carry out its approved program, the Department may impose sanctions as provided for under Parts 26 and 23 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. § 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. §§ 3801-3809, 3812).

38. Hangar Construction.

If the airport owner or operator and a person who owns an aircraft agree that a hangar is to be constructed at the airport for the aircraft at the aircraft owner's expense, the airport owner or operator will grant to the aircraft owner for the hangar a long term lease that is subject to such terms and conditions on the hangar as the airport owner or operator may impose.

39. Competitive Access.

- a. If the airport owner or operator of a medium or large hub airport (as defined in 49 U.S.C. § 47102) has been unable to accommodate one or more requests by an air carrier for access to gates or other facilities at that airport in order to allow the air carrier to provide service to the airport or to expand service at the airport, the airport owner or operator shall transmit a report to the Secretary that:
 1. Describes the requests;
 2. Provides an explanation as to why the requests could not be accommodated; and
 3. Provides a time frame within which, if any, the airport will be able to accommodate the requests.
- b. Such report shall be due on either February 1 or August 1 of each year if the airport has been unable to accommodate the request(s) in the six month period prior to the applicable due date.

CITY OF DELAND
Request for Commission Action
September 6, 2023

SUBJECT: Consideration re Change Order No. 2, Construction of T-Hangars and Box Hanger Facilities.

DEPARTMENT: Airport

PREPARED BY: John Eiff, Airport Manager

ATTACHMENTS: Change Order 2, CO #2 back up

APPROVED BY: Michael Pleus, City Manager, August 28, 2023

SUMMARY/HIGHLIGHT:

At the November 7, 2022 meeting, the City Commission awarded a contract to Crunch Construction, LLC for the construction of 14 T-hangars in the East Hangar Complex at the DeLand Airport.

On February 6, 2023, the City Commission approved Change order No. 1 to Crunch Construction to build an additional 6 T-hangars in the East Hangar Complex.

This Change order No. 2, if approved, will compensate the contractor for the additional permitting costs. The allowance the City had provided in the bid packet for the T-hangar project was not enough to cover all of the permitting costs and has exceeded the limit. This additional cost of \$18,340.50 will be added to the project with the approval of this change order.

STRATEGIC PLAN FOCUS AREA/ACTION STEP:

New Business Development, High Value Government

SUSTAINABILITY:

N/A

FISCAL IMPACT:

There is no additional fiscal impact of changing order No.2. The additional \$18,340.50 is already included in the approved capital project amount.

RECOMMENDATION:

Staff recommends that the City Commission approve the attached Change order No. 2 to Crunch Construction in the amount of \$ 18,340.50

BACKGROUND/DISCUSSION:

N/A

CHANGE ORDER NO. 2

Date: August 17, 2023

Project: CONSTRUCTION of T-HANGAR AND BOX HANGAR FACILITIES

Contractor: Crunch Construction
375 Fentress Blvd.
Daytona Beach, FL 32114

Description: The permitting allowance the City had provided has been exceeded and this cost has been added to the project. See attached spreadsheet for quantity adjustment to this Change Order No. 2.

ADJUSTED SCHEDULE OF CONTRACT COSTS

Original Contract Amount.....\$2,620,022.89

Change Order No. 1.....\$861,500.00

This Change Order No. 2\$18,340.50

Adjusted Contract Cost.....\$3,499,863.39

Additional Contract Days: 0

ENGINEER'S CERTIFICATION:

I hereby certify that, in my considered professional opinion, the prices quoted are fair and reasonable and in proper ratio to the cost of the original work contracted for under competitive bidding.

Ray Bahrami, P.E, PMP, CPM, CFM
Deputy Public Services Director

Date

CONTRACTOR ACCEPTANCE:

Crunch Construction

Bryan Collyer
Contractor Executive

Date

CITY OF DELAND, FLORIDA

Christopher M. Cloudman
Mayor - Commissioner

Date

ATTEST:

Julie Hennessy
City Clerk

Date

PAY ITEM	DESCRIPTION	UNIT	ORIGINAL CONTRACT		CHANGE IN CONTRACT		CONTRACT PRICE		CONTRACT PRICE ADJUSTMENT
			QUANTITY	QUANTITY	QUANTITY	QUANTITY	UNIT PRICE	UNIT PRICE	
PA-2	Permitting Allowance Overtun	LS	0	1			\$18,340.50	\$	18,340.50
			Total Contract Adjustment:				\$		18,340.50

CITY OF DELAND
Request for Commission Action
September 6, 2023

SUBJECT: Consideration re Utility Service Agreement and Fair Share Agreement for Spring Garden Townhomes Subdivision.

DEPARTMENT: Utilities

PREPARED BY: Jim Ailes, Deputy Public Serv. Director/Utilities Director

ATTACHMENTS: Spring Garden Townhomes USA, Spring Garden Townhomes Fair Share Agreement, Exhibit A- Fair Share, Exhibit B-Fair Share

APPROVED BY: Michael Pleus, City Manager, August 28, 2023

SUMMARY/HIGHLIGHT:

The Spring Garden Townhomes project is located on the west side of Spring Garden Avenue just north of Minnesota Avenue at 610 North Spring Garden Avenue in DeLand. The proposed subdivision will equate to ninety (90) residential units. The attached Utility Service Agreement contains the usual terms and conditions required by the City for utility service. No reimbursement for oversizing of offsite utilities is provided.

The project is also in the West Side Interceptor Force Main service area. Thus, as is consistent with City policy, the developer has executed a West Side Interceptor Force Main Concurrency and Fair Share Agreement which is intended to compensate the City for use of the West Side Interceptor Force Main in proportion to the capacity of that pipeline used by the developer.

STRATEGIC PLAN FOCUS AREA/ACTION STEP:

High Value Government

SUSTAINABILITY:

Infrastructure

FISCAL IMPACT:

At buildout, the City will receive water and impact fees and ongoing utility revenue from the ninety equivalent residential units constructed at buildout. In addition, the City will receive payment for the West Side Interceptor Fair Share contribution in the amount of \$80,910 (\$899 per unit x 90 units).

RECOMMENDATION:

Staff recommends that the City Commission approve the attached Utility Service Agreement and Fair Share Agreement for the Spring Garden Townhomes.

BACKGROUND/DISCUSSION:

N/A

**UTILITY SERVICE AGREEMENT
FOR
SPRING GARDEN TOWNHOMES**

THIS AGREEMENT is entered into this ____ day of _____, 2023, between the City of DeLand (City) and CAP 5 DEVELOPMENT, LLC (Developer) regarding utility service for the, Spring Garden Townhomes project. In consideration of the mutual covenants and conditions in this Agreement, and subject to any necessary approval by any other governmental agency having jurisdiction, the parties agree as follows:

Section 1. City to furnish service. Upon the terms and conditions in this Agreement, and in accordance with the City's rules and regulations, the City shall provide and shall have the exclusive right to furnish potable water, domestic sewer and reuse irrigation services to the real property located at 610 N Spring Garden Ave, DeLand, FL and described as:

TAX PARCEL NUMBERS

700700000047

7-17-30 S 610.07 FT OF N 1354.07 FT OF E 600 FT OF NE 1/4 EXC ST RD PER OR 5231 PG 1498

700700000043

7-17-30 E 600 FT OF NE 1/4 EXC N 1354.07 FT & EXC S 690 FT & EXC ST RD & EXC W 200 FT OF E 240 FT OF N 210 FT OF S 1000 FT PER OR 5231 PG 1498-1499

Section 2. Service conditioned on construction and acceptance of systems. No water, wastewater or reuse service shall be provided to any part of the property, and no connections to such systems shall be allowed, until the Developer has installed system facilities and improvements in accordance with approved plans and specifications and the City has accepted the conveyance of the systems in writing. The Developer shall apply in writing to the City Engineer for acceptance of the systems. Upon acceptance of the systems, all construction guarantees in favor of the City shall be released.

Section 3. Installation of improvements. The Developer shall install, at its own initial cost and expense (including engineering costs), all lines, pipes, manholes, lift stations, generators, RTU, machinery and other facilities which may be required on and off Developer's property to provide the buildings and occupants with water, wastewater or reuse service and to connect the property to existing City facilities and systems. Upon completion, all off-site and onsite utility improvements shall be conveyed and dedicated to the City. The improvements to be constructed by the Developer off the Developer's property (off-site improvements) shall include:

- Two 12" x 6" potable water wet taps with a 12" stainless steel tapping saddle, 6" Gate Valve and approximately 10 LF +/- of 6" PVC pipe.
- One 8" Manhole core into existing manhole and extend 8" sanitary gravity sewer line 200 +/- LF north to entrance manhole.
- Any other installations required in accordance with the plans and specifications for the subject development or which are otherwise required in accordance with sound utility engineering practices.
- All connections to City facilities shall be made at Developer's expense. All water and reuse meters 2" and below will be installed by the City at the Developer's expense.

Section 4. Approval of design and plans. The design and construction of all facilities to be transferred to and owned and operated by the City shall be subject to prior approval by the City Engineer. The Developer's engineer shall incorporate all applicable standards and specifications of the City into the Developer's engineering design, plans and specifications. The City shall provide assistance to the Developer's engineers as to design and construction requirements and must approve all construction plans and specifications in writing prior to any construction being commenced. The Developer shall obtain all necessary state, county and local permits required for construction, acceptance and operation of the improvements.

Section 5. Access to construction; approval of work and materials. The City may inspect the construction to ensure compliance with the approved plans and specifications and shall retain the power of final approval of work and materials.

Section 6. Testing during and after construction. The Developer's engineer shall properly supervise construction and shall certify to the City Engineer that the systems are installed in accordance with the approved design plans and specifications. The Developer shall conduct at its own expense whatever tests are deemed by the City Engineer to be necessary and reasonable to ensure that the systems are being constructed in accordance with the approved engineering plans and specifications.

Section 7. Conveyance of easements and improvements. The Developer shall at its expense grant to the City adequate transferable easements for water, sewer and reuse lines, for access to lift stations and water stations and related appurtenances as may be deemed necessary by the City.

Section 8. Evidence of conveyance of facilities. By this Agreement Developer hereby transfers to the City the title to the water, wastewater and reuse systems, facilities and improvements to be installed pursuant to this Agreement, effective without further action upon the completion and acceptance by the City of the installation of those systems. As further evidence of this transfer of title, the Developer shall provide to the City a copy of the recorded plat, if any; a bill of sale for the facilities; written easements; deeds to the land on which lift stations, water stations or similar facilities are located; and other evidences of conveyance required by the City.

Section 9. Additional documents to be provided before acceptance of facilities. In addition to the documents of title listed in the previous paragraph, the Developer shall provide to the City the following documents prior to acceptance of the facilities: As-built drawings of utility improvements, (one hard copy signed and sealed, one PDF and one AUTOCAD delivered on a USB drive) furnished one week prior to final inspection; an accounting of the actual costs (schedule of values) for on-site and off-site construction; letters of acceptance from the appropriate regulatory agency for the systems; certification by the design engineer that the system was constructed as designed; and right-of-way use permits and other permits and licenses obtained from applicable government agencies.

Section 10. Uninterrupted supply not guaranteed. The City does not guarantee an uninterrupted supply of water or reuse at any particular pressure, nor does it assume any duty or obligation to furnish water for extinguishing fires. The City reserves the right to shut off the water in its mains temporarily for necessary purposes. The City shall not be responsible for any damage caused by low pressure, interruption of service or variations in water quality or content.

Section 11. Connections subject to rates and fees. All connections to the water, wastewater and reuse systems shall be subject to the continuing operating rules and regulations of the City including, without limitation, the periodic payment of water, wastewater and reuse charges and fees as provided in the City's rate schedule, and payment of all deposits, meter charges and other

fees, rates and charges, including development fees. The rates charged by the City for water, sewer, or reuse service shall be in accordance with its rate schedule, which shall be subject to change from time to time.

Section 12. Reimbursement for oversizing of off-site improvements. This Section Not Used

Section 13. Surcharge for non-domestic waste. The terms wastewater or sanitary sewage used in this agreement are meant to include only human waste, including liquids and solid matter carried from plumbing fixtures normally carried off by drains and sewers, and, except where specifically excluded, bath and toilet wastes, laundry wastes, kitchen wastes and other similar wastes. This service agreement, and any charges contained in this agreement, is based on normal domestic sewage, defined herein as containing not more than two hundred (200) parts per million biochemical oxygen demand or two hundred (200) parts per million suspended solids. Whenever water which contains more than these amounts is to be admitted to the sewers the City and all other pollution control agencies must specifically agree to the connection and an additional charge shall be imposed in accordance with City regulations.

Section 14. Developer to obtain permits. The Developer shall obtain all governmental approvals, licenses and permits necessary for the design, routing, construction, connection and use of the water, wastewater and reuse systems to be installed under this agreement. The City shall render assistance to the Developer in obtaining these approvals, licenses and permits.

Section 15. Service of other properties. The City reserves the right to service other properties through the facilities conveyed by the Developer, and nothing in this Agreement shall be deemed to prohibit or prevent the City from extending its water, wastewater or reuse facilities to any other area.

Section 16. Default by Developer. The Developer's failure to carry out any provision in this agreement shall relieve the City from its obligation to provide water, wastewater or reuse service to the property.

Section 17. Covenant to support annexation. This Section Not Used as Location is already annexed.

Section 18. Entire Agreement; amendment. It is expressly agreed and understood that this is the entire Agreement between the Developer and the City, and that there are no other written or verbal agreements applicable to the subject of this Agreement between the Developer and the City. This Agreement may be amended and modified from time to time by written agreement of the parties.

CAP 5 DEVELOPMENT, LLC

Name: Aaron Matson

Title: Manager

ATTEST:

Name: CLAYTON SEARS

Secretary

Witness

Witness

CITY OF DELAND

Christopher M. Cloudman

Mayor

ATTEST:

Julie A. Hennessy

City Clerk - Auditor

Witness

Witness

STATE OF FLORIDA
COUNTY OF VOLUSIA

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, this _____ day of _____, 2023 by Christopher M. Cloudman, Mayor-Commissioner of the City of DeLand, Florida who is ☐ personally known to me or ☐ who has produced, _____ as identification

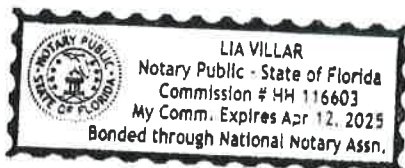
Notary Public - State of Florida

Name: _____

My Commission expires: _____

STATE OF FLORIDA
COUNTY OF VOLUSIA

The foregoing instrument was acknowledged before me by means of ☒ physical presence or ☐ online notarization, this 16 day of AUG, 2023 by Aaron Matson, the Manager of CAP 5 Development, LLC who is ☒ personally known to me or ☐ who has produced, _____ as identification.



Notary Public - State of Florida

Name: Lia Villar

My Commission expires: 04/12/25

Contact Information:

OWNER/DEVELOPER:

FRANK A. FORD TRUST
P O BOX 457
DELAND, FL 32721
CONTACT: FRANK FORD

CONSTRUCTION MANAGER:

DDC MANAGEMENT, LLC
1323 BROOKHAVEN DRIVE
ORLANDO, FL 32803
CONTACT: CLAYTON SEARS
EMAIL: CLAYTON.SEARS@DDCMGMT.COM

ENGINEER:

CESO, INC.
1323 BROOKHAVEN DR.
ORLANDO, FL 32803
PHONE:(407) 670-2305
CONTACT: GARRETT GEORGE, P.E.
EMAIL: GARRETT.GEORGE@CESOINC.COM

Utility Contact

GOVERNING AGENCIES AND UTILITY COMPANIES:

SEWER:

CITY OF DELAND, FL
1102 SOUTH GARFIELD AVENUE
DELAND, FL 32720
PHONE: (386) 626-7172

GAS SERVICE:

TECO PEOPLES GAS
P.O. BOX 2562
TAMPA, FLORIDA 33601-2562
PHONE: (877) 832-6747

WATER:

CITY OF DELAND, FL
1102 SOUTH GARFIELD AVENUE
DELAND, FL 32720
PHONE:(386) 626-7172

COMMUNICATIONS:

XFINITY COMCAST
PHONE: 1-800-934-6489

STORMWATER:

ST. JOHNS FLORIDA WATER
MANAGEMENT DISTRICT
4049 REDI STREET
PALATKA, FL 32177
PHONE: (386) 329-4500

ELECTRIC:

DUKE ENERGY
P.O. BOX 14042
ST. PETERSBURG, FL 33733
PHONE: (888) 372-4663

ZONING:

CITY OF DELAND, FL
120 S. FLORIDA AVE.
DELAND, FL 32720
PHONE:(386) 626-7016

**WESTSIDE INTERCEPTOR FORCE MAIN
CONCURRENCY AND FAIR SHARE AGREEMENT
FOR
SPRING GARDEN TOWNHOMES**

This Westside Interceptor Force Main Concurrency and Fair Share Agreement (The "Agreement") is made and entered into this ____ day of _____, 2023, by and between the City of DeLand, Florida, a Chartered Florida Municipality located in Volusia County, Florida, ("City") and CAP 5 DEVELOPMENT, LLC with its principal office located at 1323 Brookhaven Drive, Orlando, FL 32803 ("Developer").

Tax Parcel ID. Numbers:

700700000047

7-17-30 S 610.07 FT OF N 1354.07 FT OF E 600 FT OF NE 1/4 EXC ST RD PER OR 5231 PG 1498

700700000043

7-17-30 E 600 FT OF NE 1/4 EXC N 1354.07 FT & EXC S 690 FT & EXC ST RD & EXC W 200 FT OF E 240 FT OF N 210 FT OF S 1000 FT PER OR 5231 PG 1498-1499

RECITALS

WHEREAS, attached to this Concurrency and Fair Share Agreement ("Agreement"), are exhibits describing in greater detail the parties hereto, real property, Westside Force Main and Master Pump Station Impact Fee Surcharge Study and the sanitary sewer utility improvements which are referenced throughout this Agreement. The parties agree that all attached exhibits have been reviewed by the parties and their respective professional consultants, and all information set forth or otherwise referenced therein is deemed incorporated herein by reference; and

WHEREAS, unless otherwise stated, the Developer is the owner of the real property described in the attached Exhibit "A." Developer desires to permit, develop and, if appropriate, plat the real property for an approximately 14.72-acre residential/commercial project aka (**Spring Garden Townhomes**); and, in addition to other requirements, is seeking to comply with the City's concurrency requirements for wastewater utilities; and

WHEREAS, the City would not have sufficient wastewater transmission lines in the vicinity of the Project without the installation of the Westside Interceptor Force Main such that the Project could not be built without the Westside Interceptor Force Main; and

WHEREAS, the Westside Interceptor Force Main, as more particularly described in the attached Exhibits, is required in order for the Project to meet minimum concurrency requirements for wastewater to support the proposed Project; and

WHEREAS, it would not be feasible for the Developer to install the entire Westside Interceptor Force Main at its sole expense; and

WHEREAS, the Westside Interceptor Force Main will provide sanitary sewer transmission capacity to other developments in the vicinity of the Project such that it is more practical and fair that the City install the Westside Interceptor Force Main and collect from the Developer only its fair share cost of the said Westside Interceptor Force Main; and

WHEREAS, the City is desirous of including the Concurrency Improvements described below in the City's Comprehensive Plan Capital Improvement Element in the next annual amendment; and

WHEREAS, the City and the Developer desire to enter into this Agreement in order to utilize the provisions of Section 163.3180(11) Florida Statutes (2005) to implement the "fair share" process.

NOW, THEREFORE, in consideration of the mutual covenants contained herein and other valuable considerations, the receipt and sufficiency of which are hereby acknowledged, the City and Developer, hereby agree as follows:

1. **Incorporation of Recitals.** The presumptions and facts stated above in the recitals are incorporated by reference herein and deemed by the parties to be true, correct and constitute a material part of this Agreement.
2. **Construction.** The City agrees to construct, or to have constructed, the Westside Interceptor Force Main in accordance with the plans and specifications for the said project, which plans may be amended from time to time in the normal course of construction. Construction of the Westside Interceptor Force Main will commence and be complete to meet concurrency requirements, unless delay is caused for reasons outside of City's control, in which case construction will commence or recommence as soon as is reasonably practical. For purposes of this Agreement, "reasons outside of City's control" shall mean: delays or stoppage caused by acts of God, war, inability to obtain labor or materials or reasonable substitutes therefore, inability to receive governmental permits and approvals newly enacted governmental regulations or controls, the application of existing regulations or controls in a manner which City could not have foreseen or other similar matters or causes.
3. **Payment of Fair Share Assessment Amount.** In connection with the City's construction of the Westside Interceptor Force Main and as a requirement for receiving preliminary plat approval for the Project(s), Developer shall pay to the City a fair share assessment, ("Fair Share Payment"). The Fair Share Payment shall be an amount determined by multiplying the number of lots/units in the subdivision or equivalent residential units for a non-residential project times \$899.00 which is the per residential dwelling unit determined by the Westside Force Main and Master Pump Impact Fee Surcharge Study attached hereto as Exhibit "B". For this project, the number of equivalent residential units is mutually agreed to be 90. The Developer shall be required to make payment for the total amount of its Fair Share Payment at the time of approval of the preliminary plat or site plan for the Project,

and must be received by the City prior to issuance of any development permits by the City. The requirement to make the Fair Share Payment shall be deemed to be a condition of approval of the preliminary plat or site plan for the project, regardless of whether any resolution or other action of the City evidencing approval of the preliminary plat or site plan specifically references such condition. In the event that the actual number of lots approved by way of approval of the final plat exceeds those approved in preliminary plat, then Developer shall pay, as a condition of approval of the final plat, the additional fee for those lots, or be entitled to a refund, as the case may be.

4. **Vested Rights in Wastewater Concurrency.** The City agrees that by paying the City the Fair Share Payment, and by receiving a Development Order for the Project, Developer will be deemed to have satisfied the City's wastewater concurrency requirements for the Project and that the Project shall be fully vested with wastewater concurrency for purposes of development and related Project construction, subject only to the requirement to pay sewer impact fees which become due and payable in accordance with the City's wastewater impact fee ordinance, as the same may be amended from time to time.
5. **No Entitlement to Impact Fee Credits.** Nothing herein is intended to entitle the Developer to any credit toward, or to otherwise reduce its obligation to pay sewer impact fees pursuant to the City's sewer impact fee ordinance, as the same may be amended from time to time.
6. **Miscellaneous.**
 - A. **Attorney's Fees.** In the event of litigation to enforce the terms of this Agreement, the prevailing party shall be entitled to collect from the other party reasonable attorney's fees and costs of suit.
 - B. **Venue and Choice of Law.** In the event of litigation regarding the terms of this Agreement or documents executed as a result of this Agreement, venue of the action shall be in Volusia County and Florida law shall apply. Trial shall be non-jury for any issues subject to trial.
 - C. **Waiver.** The waiver by a party of any terms or conditions of this Agreement or any breach hereof shall not constitute a waiver of any other term or condition or any subsequent breach of this Agreement.
 - D. **Successors.** This Agreement shall be binding on the parties hereto, their heirs, administrators, executors, successors in interest and assigns.
 - E. **Construction of Contract.** The parties hereto agree that they have all participated in the drafting of this Agreement. Therefore, the presumption that any ambiguity or vagueness in the construction of this Agreement shall be construed against the drafter shall not apply. The terms and provisions of the Agreement shall be applied equally to each

party and the interpretation of the Agreement shall be guided by the express intent of the parties as determined by the overall effect of the provisions herein.

G. Amendments. Amendment to this Agreement shall not be effective unless in writing and signed by all record title property owners of the land for which the amendment is to be applied (but excluding the record title property owners for land that is unaffected by the amendment), and the City. Before amending this Agreement, the City shall conduct at least one public hearing. At the City's option, one of these public hearings may be held by the City Planning Board.

i. Notice of intent to consider an amendment to this Agreement shall be published by the City at the Developer's expense in a newspaper of general circulation and readership in Volusia County, Florida.

ii. If applicable, notice of intent to consider an amendment shall comply with the requirements of Section 166.041(3)(c), Florida Statutes (2005), as amended from time to time.

iii. Notices of intent to consider an amendment shall specify the location of the Property subject to the proposed amendment, the nature of the proposed amendment and such other information as the City Staff shall reasonably deem pertinent and appropriate.

iv. All notices shall specify a place where a copy of the proposed amendment can be obtained.

H. Conflicts. Developer agrees to be bound by all City codes and ordinances that are not in conflict with the provisions of this Agreement.

I. Recording. This Agreement shall be recorded by the City in the Public Records of Volusia County, Florida.

J. Binding Nature and Covenants Running With the Land. The provisions of this Agreement shall be binding upon the parties hereto, and upon all successors in interest in the subject real property. And further, the provisions of this Agreement shall constitute covenants running with the land applicable to all of the subject real property comprising the Project.

K. Counterparts. This Agreement may be executed in one or more counterparts, each of which shall be deemed to be an original but all of which together shall constitute one and the same instrument. The delivery by facsimile of an executed copy of this Agreement shall be deemed valid as if an original signature was delivered.

IN WITNESS WHEREOF, the parties affix their signatures and seals on the dates set forth below:

WITNESSES:

CITY OF DELAND, a Florida
Municipal Corporation

Printed Name: _____

Printed Name: _____
Christopher M. Cloudman, Mayor

Printed Name: _____

Printed Name: _____

Attest: _____
Julie A. Hennessey, City Clerk

Printed Name: _____

Date: _____

(Corporate Seal)

STATE OF FLORIDA
COUNTY OF VOLUSIA

The foregoing instrument was acknowledged before me this _____ day of _____, 2023, by Christopher M. Cloudman and Julie A. Hennessey, as Mayor and City Clerk, respectively, of the City of DeLand, a Florida municipality, on behalf of the City. They are personally known to me or have produced as _____ identification.

Notary Public, State of Florida at Large Commission Number

WITNESSES:

CAP 5 DEVELOPMENT, LLC

[Signature]
Printed Name: CLAYTON SEARS

[Signature]
Printed Name: Megan Willbur

[Signature]
Printed Name: James Chmiel

[Signature]
Printed Name: _____

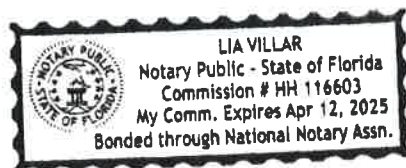
By: [Signature]
Name/Title: Aaron Matson

Attest: [Signature]
Name/Title: CHRIS HELFRICH

Date: 8/16/23

STATE OF Florida
COUNTY OF Orange

The foregoing instrument was acknowledged before me this 16th day of August, 2023, by Aaron Matson and Chris Helfrich, in their respective official capacities as manager and Principal of Finance, respectively, on behalf of CAP 5 DEVELOPMENT, a Florida LLC. They are ☒ personally known to me, or ☐ have produced _____ as identification.



NOTARY PUBLIC:
[Signature]
Notary Public, State of Florida at Large
Seal, Term Expiration and Commission Number

Exhibit A

Spring Garden Townhomes



City of DeLand

Westside Force Main & Master Pump Station Impact Fee Surcharge

Quentin L. Hampton Associates, Inc.
March 2006

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Introduction

During 2005, the City of DeLand adopted a master plan for the City's utility system. That plan identified the need to construct a new force main system and master pump station on the west side of the service area. This report will evaluate the cost of the improvements required to provide wastewater service. The cost of the improvements will be utilized to establish a development fee surcharge for new units served by the Westside Force Main and Master Pump Station.

The proposed surcharges are additions to the standard fee described in Article II, Section 30-20 of the Municipal Code. The surcharge will apply to new users served by the Westside Force Main.

Background

The original City of DeLand wastewater collection system was designed and placed in service in 1946. During 1967 and 1968, the City constructed more than 200,000 lineal feet of gravity sewer pipe. Those system improvements constructed almost 40 years ago continue to provide service to City wastewater customers.

The 1967 design was based upon a compact service area. The City has now established a substantially larger service area west of the US 17-92 corridor. Capacity is not available within the existing collection system to transport the flow from future west side customers.

In the past when major development has occurred in the service area, each developer has been required to construct the force main extension required for their flow. Victoria Hills constructed 17,000 feet of 14 inch and 18 inch force main as a part of their infrastructure improvements. The Westside Force Main is a major improvement that will serve multiple developments. It is better suited to construction by the City with cost recovery provided by a development fee surcharge.

This analysis will provide recommendations to the City Commission for a development surcharge in the Westside Service Area.

Population Forecast

Population estimates used by DeLand have been based upon projections developed by the Volusia County Metropolitan Planning Organization (M.P.O.). Their estimates were developed for use with the MPO's update of the 2020 Long Range Transportation Plan (LRTP) in 2000.

The MPO's estimates and projections were used for several reasons. First, the MPO projections are based upon mid-level projections developed by the Bureau of Economic and Business Research. Second, the projections are in line with those used for consumptive use and utility planning. Third, the 2020 projection is considered to be conservative. Finally, the estimates and projections are distributed using traffic analysis zones and can be converted for use with utility service areas.

The Westside Force Main and Master Pump Station project has been subdivided into three segments as follows:

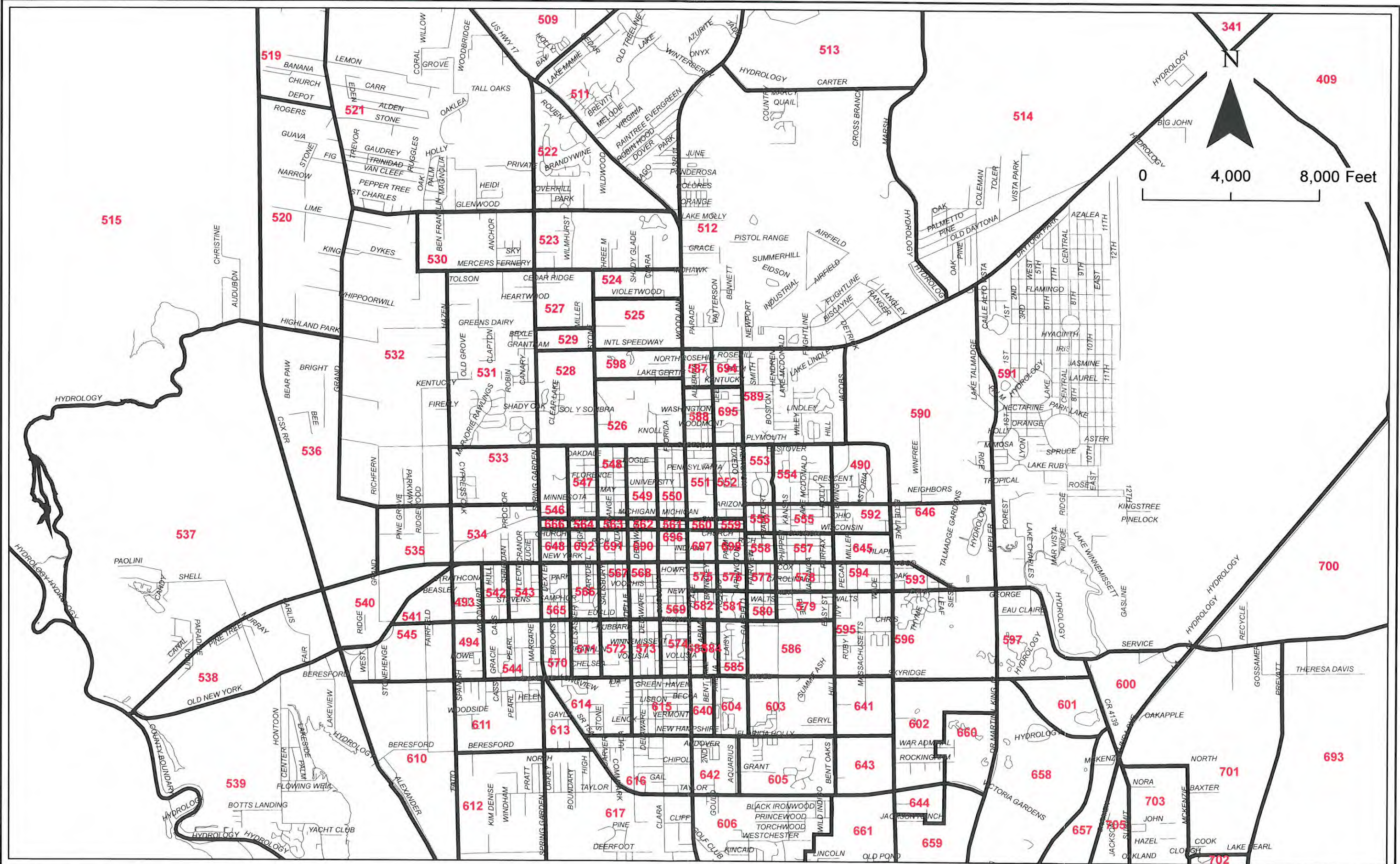
Part "A" West New Hampshire to Plymouth Avenue

Part "B" Plymouth Avenue to Glenwood Road

Part "C" Glenwood Road to Brandy Trails WWTP

The traffic analysis zones and 2020 population and flow estimates are summarized in Table 1, 2 and 3 and their location is shown on *Figure 1*.

Table 1 Flow Projections Westside Force Main Service Area			
TAZ Description	% Used	2002 Population	2020 Flow (Gal/Day)
493	100	359	35,900
494	100	313	31,300
532	20	155	15,500
533	100	402	40,200
534	100	522	52,200
535	100	318	31,800
536	50	8	800
537	100	314	31,400
538	100	1,275	127,500
539	100	1,275	127,500
540	100	190	19,000
541	100	359	35,900
542	100	490	49,000
543	100	427	42,700
544	100	471	47,100
545	100	312	31,200
610	100	368	36,800
611	100	951	95,100
612	100	410	41,000
613	100	148	14,800
614	100	1,058	105,800
615	100	740	74,000
616	100	911	91,100
TOTAL		11,776	1,177,600



DATE		BY		REVISION	
DESCRIPTION		DATE		DESCRIPTION	

QUENTIN L. HAMPTON ASSOCIATES, INC.
CONSULTING ENGINEERS
FLORIDA CERTIFICATE OF AUTHORIZATION NUMBER: 626
P.O. DRAWER 290247 PORT ORANGE, FL 32129-0247
PHONE: 386.761.6810 FAX: 386.761.3977

City of Deland
16" Force Main
Analysis

TAZ DATA

FIGURE NO. 1

RICHARD W. FERNANDEZ, P.E. 14722
MARK A. HAMPTON, P.E. 27391
BRADLEY T. BLAIS, P.E. 47130
DAVID A. KING, P.E. 50609
ANDREW M. GIANNINI, P.E. 46601

DESIGNED	DATE	SCALE AS SHOWN	SHEET NO. x OF x
DRAWN	DATE		
CHECKED	DATE		
APPROVED	DATE		

Table 2
Flow Projections Westside Force Main
Part B

TAZ Description	% Used	2002 Population	2020 Flow (Gal/Day)
520	50	190	19,000
523	100	294	29,400
524	100	220	22,000
525	100	711	71,100
527	100	271	27,100
528	100	73	7,300
529	100	366	36,600
530	100	284	28,400
531	100	1,107	110,700
532	80	618	61,800
536	50	8	800
TOTAL		4,142	414,200

Table 3
Flow Projections Westside Force Main
Part C

TAZ Description	% Used	2002 Population	2020 Flow (Gal/Day)
509	100	1,501	150,100
511	100	2,796	279,600
519	50	114	11,400
520	50	190	19,000
521	50	950	95,000
522	100	1,531	153,100
TOTAL		7,082	708,200

The total population served by the three project pipe segments is 23,000. The estimated average daily flow from that population is 2,300,000 gal/day.

Purpose Westside Force Main And Master Pump Station

The proposed force main and pump station are shown on *Figure 2*. This force main serves several purposes essential to the provision of wastewater service in the greater DeLand area.

1. The line connects west side development to the Wiley M. Nash WWTP.
2. The line can accept flow currently utilizing the central city system.
3. The line can accept flow currently being treated at the Brandy Trails plant.

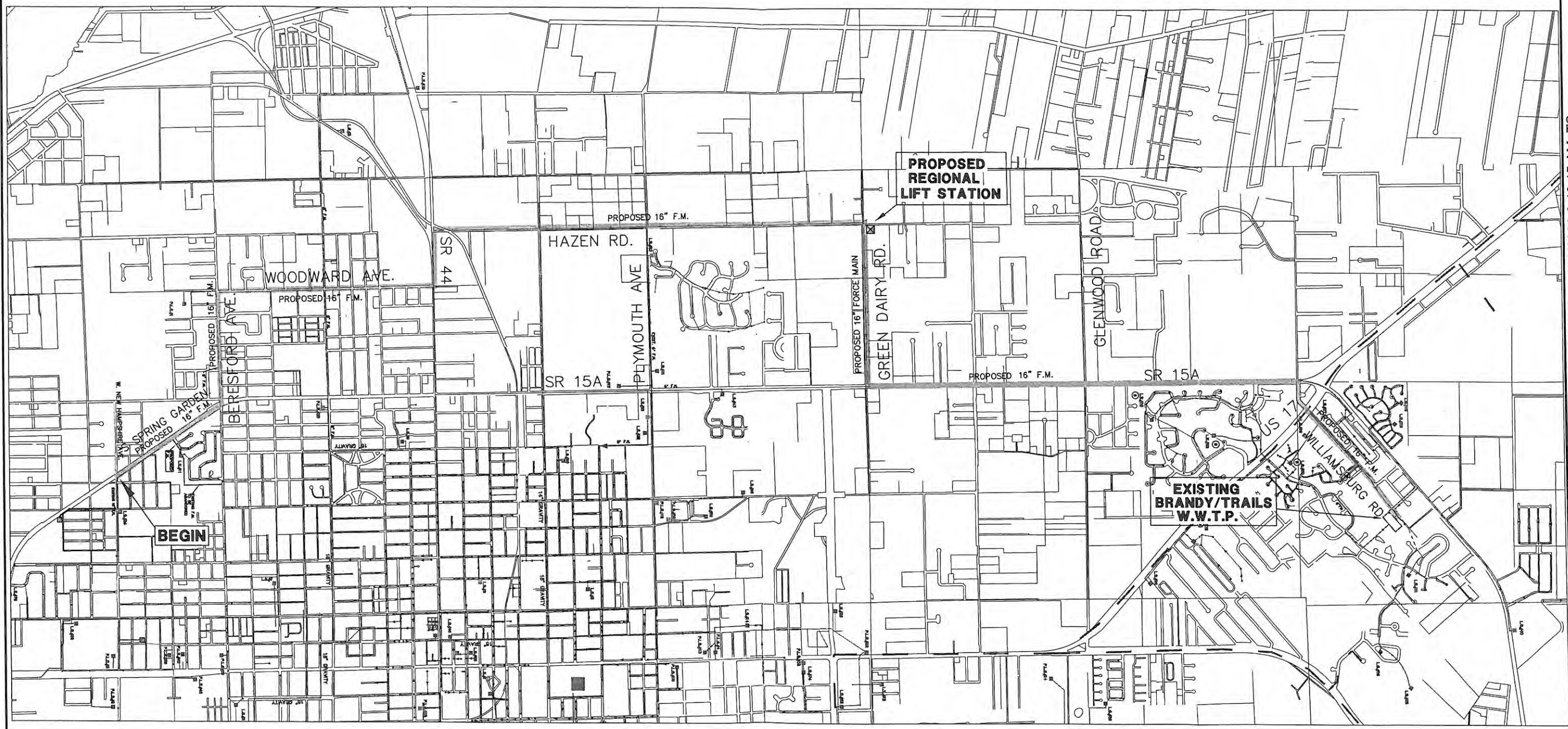
A cost estimate for the Westside Force Main and Master Pump Station improvements is shown in Table 4.

Table 4
Construction Cost Estimate
Westside Force Main and Master Pump Station

Location	Item	Quantity	Units	Unit Price	Total Price
Part A	Mobilization	1	EA	\$ 75,000	\$ 75,000
	16" Pipe	16,350	LF	\$ 80	\$ 1,308,000
	Directional Drill Crossing	3	EA	\$ 75,000	\$ 225,000
	Road Repair	7,000	LF	\$ 40	\$ 280,000
	Subtotal Part A				\$ 1,888,000
Part B	Mobilization	1	EA	\$ 75,000	\$ 75,000
	16" Pipe	9,500	LF	\$ 80	\$ 760,000
	Road Repair	3,000	LF	\$ 40	\$ 120,000
	Directional Drill Parallel	5,500	LF	\$ 200	\$ 1,100,000
	Subtotal Part B				\$ 2,055,000



SCALE: 1" = 2500'



PROPOSED
FORCE MAIN ROUTE

QUENTIN L. HAMPTON
ASSOCIATES INC. 2/06

QUENTIN L. HAMPTON ASSOCIATES, INC.
CONSULTING ENGINEERS
FLORIDA CERTIFICATE OF AUTHORIZATION NUMBER: 626
P.O. DRAWER 290247 PORT ORANGE, FLORIDA 32129-0247 386 761-6810

CITY OF DELAND

PROPOSED
WEST SIDE
FORCE MAIN

Location	Item	Quantity	Units	Unit Price	Total Price
Part C	Mobilization	1	EA	\$ 60,000	\$ 60,000
	16" Pipe	8700	LF	\$ 80	\$ 696,000
	Directional Drill Parallel	560	LF	\$ 200	\$ 112,000
	Subtotal Part C				\$ 868,000
	Master Pump Station				\$ 500,000
	Total Project Construction				\$ 5,311,000
	Contingencies (15%)				\$ 797,000
	Engineering and Survey (15%)				\$ 797,000
	TOTAL				\$ 6,905,000

The design capacity of the proposed 16-inch force main is based upon acceptable flow velocity and friction loss. For comparative purposes, Table 5 provides alternate capacities.

Table 5
Force Main Capacity

Flow Velocity (Ft/Sec)	Flow Rate (Gal/Min)	Head Loss (Ft/1000 Ft)
4.0	3,174	2.6
4.5	3,571	3.2
5.0	3,968	3.9
5.5	4,365	4.7
6.0	4,761	5.6

Based upon the data in Table 5, it is recommended that the force main capacity be established as 4,000 gallons per minute. The Force main length south of the master pump station on Green Dairy Road is 21,000 feet.

Westside Force Main and Master Pump Station Development Fees

As discussed in the section titled, “Purpose Westside Force Main and Master Pump Station”, the line will serve current and future customers. The current customer base that is served is not subject to this development fee surcharge. Those customers currently utilize either the central city collection system or the Brandy Trails WWTP.

A recent development fee study prepared for the City utilized 300 gallons per day as the flow from an equivalent family unit. In Tables 2, 3 and 4, we estimated a wastewater flow of 100 gallons per person per day for those customers. The 2000 census identified 2.92 persons as the average family size in the City of DeLand. This confirms the reasonableness of 300 gallons per day as an “equivalent residential unit (ERU)”. The equivalent family unit includes 20 fixture units. Fixture unit counts are used to establish the City’s development fee. The City has established a current unit rate for wastewater of \$63.15 per fixture unit, \$1,263 per E.R.U. The west side improvements will be treated as a fee supplement specific to developments served by the proposed improvements.

Fee Calculation

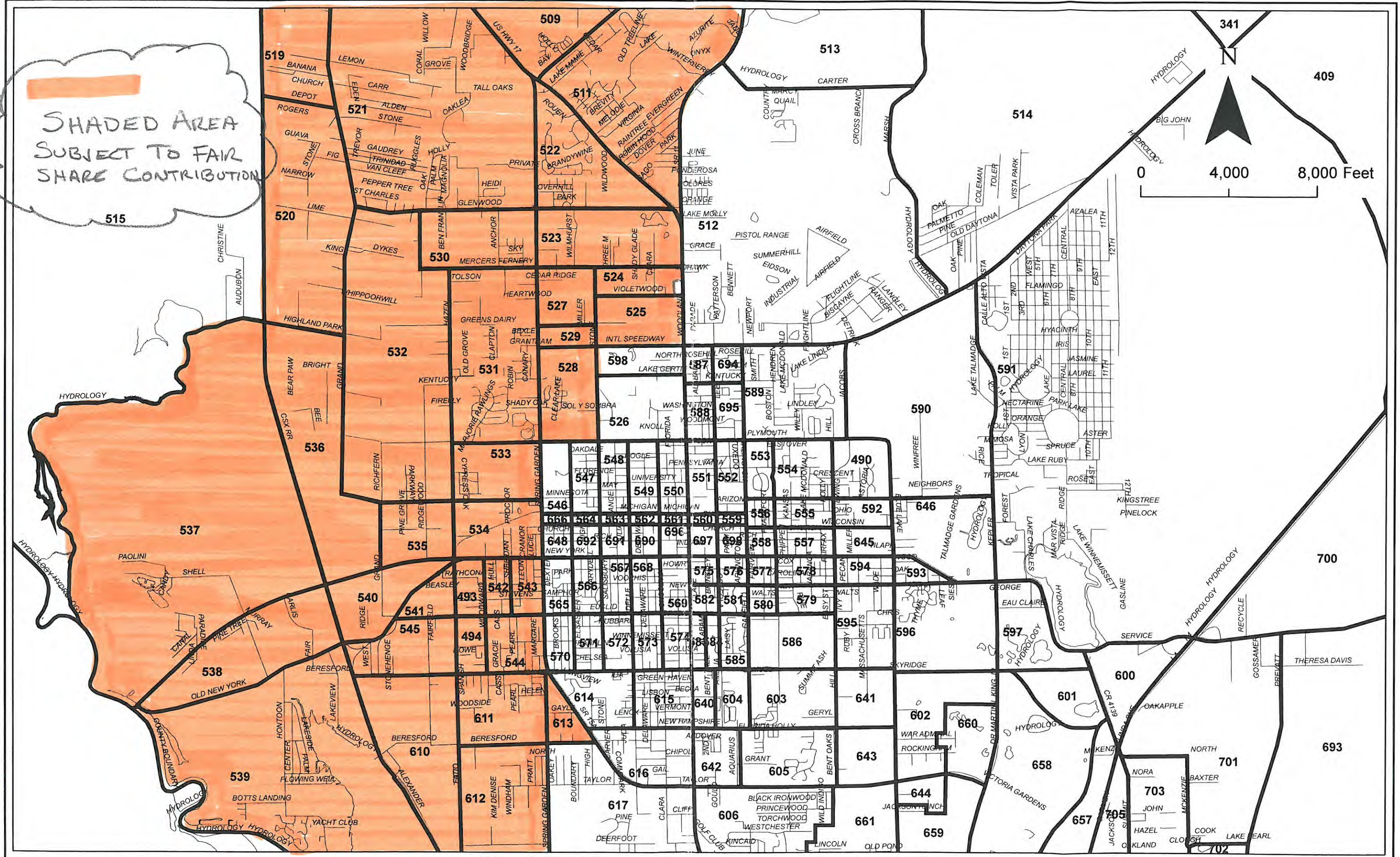
System Capacity	4,000 Gals/Min
Peak Factor	2.5
Average Flow	2,304,000 Gal/Day
Average Use Per ERU	300 Gal/Day
E.R.U.'s Served	7,680
Project Cost	\$6,905,000
Cost/ERU	\$899
	≈ \$900

Summary

The City has established a precedent that development projects requiring line extensions will pay the cost to make the line extension. The capital cost of the Westside Force Main and Master Pump Station exceeds seven million dollars. Costs of this magnitude could preclude development in the western service area. Thus, it is recommended that the City of DeLand construct the improvements and recover a developers pro-rata share via the implementation of a development fee surcharge. The fee should be established as \$900 per E.R.U. The value should be revised after construction to reflect actual costs incurred by the City during construction.

It should be noted that 30 - 35% of the project costs will not be reimbursed by the proposed surcharge. This portion represents the capacity assigned to existing customers which may be served by the new force main. Given a total estimated project cost of \$6.9 million, approximately \$4.7 million should be reimbursed from new development.

Printing Date: February 7, 2006
File: DE50 westside 16 fm_TAZ DATA.mxd



DATE		BY	REVISION		DESCRIPTION

QUENTIN L. HAMPTON ASSOCIATES, INC.		City of Deland		TAZ DATA		FIGURE NO. 1	
CONSULTING ENGINEERS		16" Force Main					
FLORIDA CERTIFICATE OF AUTHORIZATION NUMBER: 626		Analysis					
P.O. DRAWER 290247 PORT ORANGE, FL 32129-0247							
PHONE: 386.761.6510 FAX: 386.761.3677							

RICHARD W. FERNANDEZ, P.E. 14722		DESIGNED	DATE	SCALE AS SHOWN	SHEET NO. x of x
MARK A. HAMPTON, P.E. 27391		DRAWN	DATE		
BRADLEY T. BLAIS, P.E. 47130		CHECKED	DATE		
DAVID A. KING, P.E. 50609		APPROVED	DATE		
ANDREW M. GIANNINI, P.E. 46601					

CITY OF DELAND
Request for Commission Action
September 6, 2023

SUBJECT: Consideration re Utility Service Agreement for Otter Self Storage.

DEPARTMENT: Utilities

PREPARED BY: Jim Ailes, Deputy Public Serv. Director/Utilities Director

ATTACHMENTS: USA Otter Storage

APPROVED BY: Michael Pleus, City Manager, August 28, 2023

SUMMARY/HIGHLIGHT:

The Otter Self Storage commercial project will be located approximately at 1015 S. Woodland Boulevard just north of the southeast corner Lisbon Parkway and Woodland Boulevard in DeLand. The proposed commercial storage project will provide one additional large storage rental building when completed. The attached Utility Service Agreement contains the usual terms and conditions required by the city for utility service. No reimbursement for oversizing of offsite utilities is provided.

STRATEGIC PLAN FOCUS AREA/ACTION STEP:

High Value Government

SUSTAINABILITY:

Infrastructure

FISCAL IMPACT:

At buildout, the city will receive water and sewer impact fees and ongoing utility revenue from the commercial storage project once constructed.

RECOMMENDATION:

Staff recommends that the City Commission approve the attached Utility Service Agreement for the Otter Self Storage project.

BACKGROUND/DISCUSSION:

N/A

**UTILITY SERVICE AGREEMENT
FOR
OTTER SELF STORAGE**

THIS AGREEMENT is entered into this ____ day of _____, 2023, between the City of DeLand (City) and WOODLAND DELAND, LP (Developer) regarding utility service for the, Otter Self Storage project. In consideration of the mutual covenants and conditions in this Agreement, and subject to any necessary approval by any other governmental agency having jurisdiction, the parties agree as follows:

Section 1. City to furnish service. Upon the terms and conditions in this Agreement, and in accordance with the City's rules and regulations, the City shall provide and shall have the exclusive right to furnish potable water, domestic sewer and reuse irrigation services to the real property located at 1015 S Woodland Blvd, DeLand, FL and described as:

TAX PARCEL NUMBERS

702100000640

21 17 30 W 314.23 FT OF S 200 FT OF N 3/4 OF W 1/2 OF NE 1/4 OF NW 1/4 E OF HWY & INC W 300 FT E OF RD OF N 1/2 OF S 1/2 OF SW 1/4 OF NE 1/4 PER OR 4391 PG 4096 PER OR 5394 PG 4909

Section 2. Service conditioned on construction and acceptance of systems. No water, wastewater or reuse service shall be provided to any part of the property, and no connections to such systems shall be allowed, until the Developer has installed system facilities and improvements in accordance with approved plans and specifications and the City has accepted the conveyance of the systems in writing. The Developer shall apply in writing to the City Engineer for acceptance of the systems. Upon acceptance of the systems, all construction guarantees in favor of the City shall be released.

Section 3. Installation of improvements. The Developer shall install, at its own initial cost and expense (including engineering costs), all lines, pipes, manholes, lift stations, generators, RTU, machinery and other facilities which may be required on and off Developer's property to provide the buildings and occupants with water, wastewater or reuse service and to connect the property to existing City facilities and systems. Upon completion, all off-site and onsite utility improvements shall be conveyed and dedicated to the City. The improvements to be constructed by the Developer off the Developer's property (off-site improvements) shall include:

- One 8" x 8" potable wet tap with an 8" stainless steel tapping saddle, 8" Gate Valve and approximately 10 LF+/- of 8" PVC pipe.
- Any other installations required in accordance with the plans and specifications for the subject development or which are otherwise required in accordance with sound utility engineering practices.

All onsite piping and hydrant will be installed by the developer and will remain privately owned, operated and maintained in perpetuity by the property owner. The City will maintain the water main up to the property line.

Section 4. Approval of design and plans. The design and construction of all facilities to be transferred to and owned and operated by the City shall be subject to prior approval by the City Engineer. The Developer's engineer shall incorporate all applicable standards and specifications of the City into the Developer's engineering design, plans and specifications. The City shall provide assistance to the Developer's engineers as to design and construction requirements and must approve all construction plans and specifications in writing prior to any construction being commenced. The Developer shall obtain all necessary state, county and local permits required for construction, acceptance and operation of the improvements.

Section 5. Access to construction; approval of work and materials. The City may inspect the construction to ensure compliance with the approved plans and specifications and shall retain the power of final approval of work and materials.

Section 6. Testing during and after construction. The Developer's engineer shall properly supervise construction and shall certify to the City Engineer that the systems are installed in accordance with the approved design plans and specifications. The Developer shall conduct at its own expense whatever tests are deemed by the City Engineer to be necessary and reasonable to ensure that the systems are being constructed in accordance with the approved engineering plans and specifications.

Section 7. Conveyance of easements and improvements. The Developer shall at its expense grant to the City adequate transferable easements for water, sewer and reuse lines, for access to lift stations and water stations and related appurtenances as may be deemed necessary by the City.

Section 8. Evidence of conveyance of facilities. By this Agreement Developer hereby transfers to the City the title to the water, wastewater and reuse systems, facilities and improvements to be installed pursuant to this Agreement, effective without further action upon the completion and acceptance by the City of the installation of those systems. As further evidence of this transfer of title, the Developer shall provide to the City a copy of the recorded plat, if any; a bill of sale for the facilities; written easements; deeds to the land on which lift stations, water stations or similar facilities are located; and other evidences of conveyance required by the City.

Section 9. Additional documents to be provided before acceptance of facilities. In addition to the documents of title listed in the previous paragraph, the Developer shall provide to the City the following documents prior to acceptance of the facilities: As-built drawings of utility improvements, (one hard copy signed and sealed, one PDF and one AUTOCAD delivered on a USB drive) furnished one week prior to final inspection; an accounting of the actual costs (schedule of values) for on-site and off-site construction; letters of acceptance from the appropriate regulatory agency for the systems; certification by the design engineer that the system was constructed as designed; and right-of-way use permits and other permits and licenses obtained from applicable government agencies.

Section 10. Uninterrupted supply not guaranteed. The City does not guarantee an uninterrupted supply of water or reuse at any particular pressure, nor does it assume any duty or obligation to furnish water for extinguishing fires. The City reserves the right to shut off the water in its mains temporarily for necessary purposes. The City shall not be responsible for any damage caused by low pressure, interruption of service or variations in water quality or content.

Section 11. Connections subject to rates and fees. All connections to the water, wastewater and reuse systems shall be subject to the continuing operating rules and regulations of the City including, without limitation, the periodic payment of water, wastewater and reuse charges and fees as provided in the City's rate schedule, and payment of all deposits, meter charges and other

fees, rates and charges, including development fees. The rates charged by the City for water, sewer, or reuse service shall be in accordance with its rate schedule, which shall be subject to change from time to time.

Section 12. Reimbursement for oversizing of off-site improvements. This Section Not Used

Section 13. Surcharge for non-domestic waste. The terms wastewater or sanitary sewage used in this agreement are meant to include only human waste, including liquids and solid matter carried from plumbing fixtures normally carried off by drains and sewers, and, except where specifically excluded, bath and toilet wastes, laundry wastes, kitchen wastes and other similar wastes. This service agreement, and any charges contained in this agreement, is based on normal domestic sewage, defined herein as containing not more than two hundred (200) parts per million biochemical oxygen demand or two hundred (200) parts per million suspended solids. Whenever water which contains more than these amounts is to be admitted to the sewers the City and all other pollution control agencies must specifically agree to the connection and an additional charge shall be imposed in accordance with City regulations.

Section 14. Developer to obtain permits. The Developer shall obtain all governmental approvals, licenses and permits necessary for the design, routing, construction, connection and use of the water, wastewater and reuse systems to be installed under this agreement. The City shall render assistance to the Developer in obtaining these approvals, licenses and permits.

Section 15. Service of other properties. The City reserves the right to service other properties through the facilities conveyed by the Developer, and nothing in this Agreement shall be deemed to prohibit or prevent the City from extending its water, wastewater or reuse facilities to any other area.

Section 16. Default by Developer. The Developer's failure to carry out any provision in this agreement shall relieve the City from its obligation to provide water, wastewater or reuse service to the property.

Section 17. Covenant to support annexation. As a condition of supplying potable water, sanitary sewer or reuse service to the proposed Otter Self Storage, Developer agrees to sign a covenant to support annexation to the City of DeLand. This covenant shall be recorded and shall be binding upon all successors and assigns.

Section 18. Entire Agreement; amendment. It is expressly agreed and understood that this is the entire Agreement between the Developer and the City, and that there are no other written or verbal agreements applicable to the subject of this Agreement between the Developer and the City. This Agreement may be amended and modified from time to time by written agreement of the parties.

WOODLAND DELAND, LP

CITY OF DELAND

[Signature]
Name: Will Matthews
Title: Authorized Signer

Christopher M. Cloudman
Mayor

ATTEST:

ATTEST:

[Signature]
Name: Patrick O'Leary
Secretary

Julie A. Hennessy
City Clerk - Auditor

Witness

Witness

Witness

Witness

STATE OF FLORIDA
COUNTY OF VOLUSIA

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, this _____ day of _____, 2023 by Christopher M. Cloudman, Mayor-Commissioner of the City of DeLand, Florida who is ☐ personally known to me or ☐ who has produced, _____ as identification

Notary Public - State of Florida

Name: _____

My Commission expires: _____

New York
STATE OF ~~FLORIDA~~
COUNTY OF ~~VOLUSIA~~ Ontario

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☒ online notarization, this 16th day of August, 2023 by Will Matthews, the Authorized Signer of Woodland DeLand LP who is ☐ personally known to me or ☒ who has produced, USA Passport as identification.

[Signature]
Notary Public - State of Florida

Name: Patrick O'Leary

My Commission expires: April 5, 2027

PATRICK J. JR. QUIGLEY
Notary Public, State of New York
Qualified in Ontario County
No. 02QU6022663
Commission Expires April 5, 2027

Contact Information:

ARCHITECT:

SULLIVAN GOULETTE WILSON, LTD.
444 N. MICHIGAN AVENUE - SUITE 1850
CHICAGO, IL 60611
TEL. (312) 988-7412

CIVIL ENGINEER:

GRAEF-USA
9400 S DADELAND BLVD, SUITE 601
MIAMI, FL 33156
TEL: (305) 378-5555

OWNER:

WOODLAND DELAND, LP
142 HAWLEY ST, UNIT 6
GRAYSLAKE, IL 60030
TEL: (403) 828-5490

Utility Contact

City of DeLand
Jim Ailes
1101 South Amelia Ave
Deland FL 32724
386-626-7250

CITY OF DELAND
Request for Commission Action
September 6, 2023

SUBJECT: Consideration re Request to Terminate Valencia Construction Group's Contract, Greenway Trail North Extension.

DEPARTMENT: Engineering

PREPARED BY: Ray Bahrami, City Engineer

ATTACHMENTS:

APPROVED BY: Michael Pleus, City Manager, August 28, 2023

SUMMARY/HIGHLIGHT:

In March 6, 2023, the City Commission awarded a contract to Valencia Construction Group (VCG), Inc. to construct a 1.35-mile multi use path along the western Right-of-Way of North Garfield Avenue running from the terminus of a previously installed trail segment at Minnesota Avenue to International Speedway Boulevard.

Unfortunately, this project has not progressed as anticipated. The pre-construction meeting was held on May 23, 2023, approximately eleven weeks following City Commission approval. Construction Notice to Proceed (NTP) was issued on June 20, 2023. The contractor performed no construction activities for nearly 5 weeks after issuance of the NTP. As of August 22, 2023, only silt fence and a temporary 4' asphalt sidewalk (which does not comply with ADA requirements) had been constructed. Due to delays and other associated performance issues, Staff is requesting that the Commission terminate VCG's contract for convenience.

STRATEGIC PLAN FOCUS AREA/ACTION STEP:

Sustainability

SUSTAINABILITY:

N/A

FISCAL IMPACT:

The original award to VCG was for \$2,245,000.00. If the Commission approves contract termination, Staff will negotiate compensation with VCG for the minimal amount of work completed which is expected to include bond and insurance cost, partial mobilization, silt fence installation and Maintenance of Traffic. The total allocated funds for construction of the trail is \$2,687,915.00 which includes \$222,814.00 for contingency.

RECOMMENDATION:

Staff recommend that the Commission:

1. Terminate Valencia Construction Group, Inc.'s contract to construct the Greenway Trail North Extension for convenience.
2. Authorize Staff to negotiate compensation for services prior to termination, subject to approval by the City Manager and the City Attorney.
3. Authorize Staff to start negotiation with the second lowest bidder, GPS Civil Construction, as soon as possible.

BACKGROUND/DISCUSSION:

N/A

CITY OF DELAND
Request for Commission Action
September 6, 2023

SUBJECT: Consideration re 2023 Tax Abatement for Total Renal Laboratories, Inc.

DEPARTMENT: Finance

PREPARED BY: Daniel Stauffer, Finance Director

ATTACHMENTS: Ad Valorem Tax Exemption Certificate, Ordinance No. 2018-11

APPROVED BY: Michael Pleus, City Manager, August 28, 2023

SUMMARY/HIGHLIGHT:

The City Commission adopted Resolution No. 2015-15 establishing guidelines for ad valorem tax abatement for qualified new or expanding businesses. Per Florida Statutes, the exemption does not apply to taxes levied for the payment of bonds. September 1st is the date established in the resolution for companies entitled to tax abatement to report the number of employees and wage scale. The City Commission adopted Ordinance No. 2018-11 granting, under certain conditions, ad valorem tax exemption to Total Renal Laboratories, Inc. Each year, an "Ad Valorem Tax Exemption certificate" is required from the company certifying the number of employees and average wage on January 24th. Based on that data and the guidelines approved by the City Commission, a report is made to the City Commission on the company if it qualifies for economic tax exemption and the amount of exemption they are entitled to.

Based on the current year's data provided, Total Renal Laboratories, Inc. qualifies for a 100% tax exemption this year.

It should be noted this is the fifth tax year for Total Renal Laboratories, Inc. to be eligible for tax abatement. Ordinance No. 2018-11 granted a ten year economic development ad valorem tax exemption to Total Renal Laboratories, Inc. beginning with the 2018 tax year, up to and including the tax year of 2027.

STRATEGIC PLAN FOCUS AREA/ACTION STEP:

N/A

SUSTAINABILITY:

N/A

FISCAL IMPACT:

The taxable value of qualifying property subject to the exemption for the tax year 2023 equals \$28,114,884. Based on the City's tentative operating millage of 6.4841 and the exemption percentage of 100%, the value of exempt taxes will be \$182,300, compared to last year's value of exempt taxes of \$201,184.

RECOMMENDATION:

Staff recommends the City Commission approve the tax exemption for the tax year 2023 to Total Renal Laboratories, Inc. at 100% as described above.

BACKGROUND/DISCUSSION:

Ordinance No. 2018-11 was adopted granting an economic development ad valorem tax exemption to Total Renal Laboratories, Inc. They are eligible for exemption, subject to the requirements of the Florida Statutes and City of DeLand Guidelines for Tax Abatement, each year up to and including tax year 2027. The estimated value of the exemption was \$17,794,406 for improvements to real property and \$10,320,478 for tangible personal property. Total Renal Laboratories, Inc., a qualified target industry business, is eligible for tax exemption under "Category I." as set forth in the guidelines. The attached "Ad Valorem Tax Exemption Certificate Tax Year 2023" certifies that the average number of full-time equivalents employed during the twelve months ended January 18, 2014 was 331 compared to the number of average full-time equivalents employed during the 12 months ended December 31, 2022 was 439. The guidelines require a minimum of 10 new employees over the base year of employment. The average hourly wage of the top 10 new employees as of January 24, 2023 was \$60.14, which places them in a position of being eligible for a 100% tax exemption. The Property Appraiser valued the real property and tangible personal property owned by Total Renal Laboratoires, Inc. for 2023 at \$28,114,884, which represents \$182,300 in exempt taxes based on the City's tentative millage levy and the specified exemption percentage.



AD VALOREM TAX EXEMPTION CERTIFICATE TAX YEAR 2023

ORDINANCE 2018-11

Tax Exemption for each year subsequent to 2017 tax year up to and including tax year 2027

Total Renal Laboratories, Inc.
3000 DaVita Way
DeLand, Florida 32724

Applied and qualified under the City of DeLand "Tax Abatement Guidelines" as adopted by Resolution No. 2015-15 as a qualified target industry business with intentions to expand.

Number of average FTEs (Full Time Equivalents) employed during the
twelve months ending January 18, 2014

331.0

Number of average FTEs (Full Time Equivalents) employed during the
twelve months ending December 31, 2022

439.2

Average hourly rate of top 10 new employees on January 24, 2023
(Employed on January 24, 2023 but not employed on January 24, 2014)

\$ 60.14

I hereby certify that the information contained herein is a true and correct and accurate reflection of employees hired on the above specified dates and the average wage paid those employees. I agree to maintain documentation supporting the above information provided for the remaining term of the tax abatement with the City of DeLand.

Keri Wagner
Vice President and General Manager

02 August 2023

Date

ORDINANCE NO. 2018 - 11

**AN ORDINANCE OF THE CITY COMMISSION OF DELAND, FLORIDA,
GRANTING AN ECONOMIC DEVELOPMENT AD VALOREM TAX
EXEMPTION TO TOTAL RENAL LABORATORIES, INC., PURSUANT TO
FLORIDA STATUTES SECTION 196.1995; AND PROVIDING FOR
SEVERABILITY AND AN EFFECTIVE DATE.**

WHEREAS, Pursuant to Florida Statutes Section 196.1995, the City of DeLand held a referendum within its jurisdiction on August 26, 2014 for authority to grant economic development ad valorem tax exemptions for new or expanding businesses, which referendum passed with a majority vote in favor of such authority; and

WHEREAS, Total Renal Laboratories, Inc., intends to relocate and expand their facility located to 3000 Davita Way, and is seeking an economic development ad valorem tax exemption, pursuant to Section 196.1995, Florida Statutes, anticipated to begin the tax year of 2018; and

WHEREAS, said business relocation and expansion is expected to be completed by the end of the year 2017 and it is anticipated will be eligible for economic development ad valorem tax exemption beginning the tax year of 2018; and

WHEREAS, the City Commission has determined that the business relocation and expansion as proposed by Total Renal Laboratories, Inc., meets the requirements of Section 196.1995, Florida Statutes; and

WHEREAS, the application for tax exemption includes relocation and acquisition of tangible personal property which acquisition and installation will take place during calendar years 2017 and 2018 as more particularly set forth in the said application; and

WHEREAS, Larry Bartlett, Property Appraiser for the County of Volusia, Florida, has provided the City of DeLand, based upon the estimated value of the proposed new business and based upon information available for the 2017 tax year, the following information regarding the proposed new business:

Total Revenue Available to Municipality:	\$10,901,670.00
Estimate of Revenue Lost, Previous Applications	\$ 1,749.00
Estimate of Revenue Lost, this Application:	\$ 106,445.00

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF DELAND, FLORIDA:

Section 1. The City Commission hereby finds that the proposed business relocation and expansion of Total Renal Laboratories, Inc. 3000 Davita Way, DeLand, Florida, meets the requirements of an “expansion of an existing business” pursuant to Florida Statutes Section 196.012(15).

Section 2. The City Commission hereby finds that the total amount of revenue available to the City of DeLand from ad valorem tax sources for the current fiscal year is \$10,901,670.00.

Section 3. The City Commission hereby finds that the total amount of revenue loss to the City of DeLand for the current fiscal year by virtue of economic development ad valorem tax exemptions currently in effect is \$1,749.00.

Section 4: Based upon estimated values of the proposed improvements and information maintained by the Property Appraiser, the City Commission hereby finds that the estimated ad valorem revenue loss to the City of DeLand attributable to the proposed exemption of Total Renal Laboratories, Inc., herein (had the property for which the exemption is requested otherwise been subject to taxation) will be \$106,445.00 for current fiscal year for both real property and tangible personal property due to relocation.

Section 5: Subject to completion of the proposed relocation as well as the meeting of the requirements of Section 196.1955, Florida Statutes, and City of DeLand Guidelines for Tax Abatement (attached hereto as Exhibit "A"), anticipated to begin the tax year of 2018, the City Commission hereby grants to Total Renal Laboratories, Inc., an exemption for ad valorem taxation of up to one hundred percent (100%) of the assessed value of the aforesaid improvements, based upon the City of DeLand guidelines for Tax Abatement and the annual audit review.

Section 6: Subject to yearly review for determination that the proposed expansion meets the requirements of Florida Statutes Section 196.1995, and City of DeLand Guidelines for Tax Abatement (attached hereto as Exhibit "A"), Total Renal Laboratories, Inc. shall be eligible for renewal of said tax exemption for each year subsequent to the 2018 tax year, up to and including the tax year of 2027.

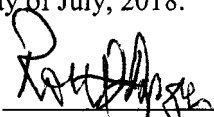
Section 7: The City Commission finds that the amount eligible for ad valorem tax exemption may change, based upon changes in the City millage rate, which is adopted on an annual basis and the Volusia County Tax Appraiser's assessment of property values. Similarly, ad valorem tax exemptions will be reviewed on an annual basis pursuant to Commission action after annual audit review, as prescribed in the City of DeLand Guidelines for Tax Abatement (attached hereto as Exhibit "A").

Section 8: If any section, sentence, clause, or phrase of this Ordinance is held to be invalid or unconstitutional by any court of competent jurisdiction, that holding shall in no way affect the validity of the remaining portions of this Ordinance.

Section 9: All Ordinance or parts of Ordinances, in conflict herewith are, to the extent of such conflict, hereby repealed.

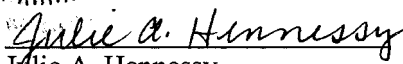
Section 10: This Ordinance shall become effective immediately upon its adoption.

PASSED AND DULY ADOPTED this 16th day of July, 2018.



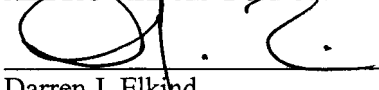
Robert F. Appgar
Mayor - Commissioner

ATTEST:


Julie A. Hennessy
City Clerk - Auditor

Passed on first reading: July 2, 2018
Adopted on second reading: July 16, 2018

APPROVED AS TO FORM AND LEGALITY:



Darren J. Elkind
City Attorney

RESOLUTION NO. 2015 - 15

A RESOLUTION OF THE CITY COMMISSION OF DELAND, FLORIDA REPEALING RESOLUTION NO. 2006-44, ADOPTED MARCH 20, 2006, REGARDING GUIDELINES FOR AD VALOREM TAX ABATEMENT FOR QUALIFIED NEW OR EXPANDING BUSINESSES; ADOPTING NEW GUIDELINES FOR AD VALOREM TAX ABATEMENT FOR QUALIFIED NEW OR EXPANDING BUSINESSES; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, a majority of voters of the City of DeLand, in a special referendum held August 26, 2014, voted to empower the City Commission of the City of DeLand to grant ad valorem tax abatements for qualified new or expanding businesses; and

WHEREAS, City staff has formulated guidelines which are based on state law and other criteria to establish minimum qualifications for the award of ad valorem tax abatements; and

WHEREAS, the adoption of such guidelines and standards by the City Commission is necessary for the uniform review of applications made by new or expanding businesses for ad valorem tax abatement;

NOW, THEREFORE, BE IT RESOLVED BY THE COMMISSION OF THE CITY OF DELAND, FLORIDA:

Section 1. Resolution No. 2006- 44, adopted March 20, 2006, regarding guidelines for ad valorem tax abatement for qualified new or expanding businesses, is hereby repealed in its entirety.

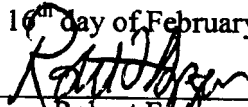
Section 2. The City Commission hereby adopts the "Guidelines for Tax Abatement" attached hereto as Exhibit "A" and by this reference incorporated herein and made a part hereof.

Section 3. Any other Resolutions or parts of Resolutions in conflict herewith are hereby repealed in their entirety.

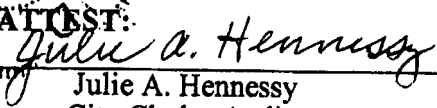
Section 4. If any section, sentence, clause or phrase of this Resolution is held to be invalid or unconstitutional by any court of competent jurisdiction, that holding shall in no way affect the remaining portions of this Resolution.

Section 4. This Resolution shall become effective immediately upon its adoption.

PASSED AND DULY ADOPTED this 16th day of February, 2015.


Robert F. Appgar
Mayor-Commissioner


* ATTEST:


Julie A. Hennessy
City Clerk - Auditor

APPROVED AS TO FORM AND LEGALITY:

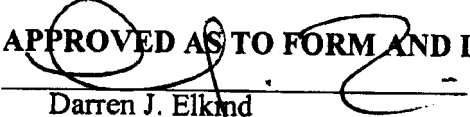

Darren J. Elkand
City Attorney

EXHIBIT "A"

CITY OF DELAND, FLORIDA Guidelines for Tax Abatement

PURPOSE: These general and flexible guidelines are submitted for use in deliberation of tax abatement applications. The City Commission, being the approval authority for tax abatement, will exercise wide discretion in evaluating each application, on a case-by-case basis, and under other applicable criteria found in the State of Florida Statutes.

I. Manufacturing

- A. Minimum Full-Time Employees 10
- B. Qualified Manufacturers (F.S. 196.012)
- C. Maximum Years of Abatement 10
- D. Qualified Wage Scale
 - 1. \$18.56 per hour 50%
 - 2. \$24.21 per hour 75%
 - 3. \$32.28 per hour 100%

II. Offices

- A. Minimum Full-Time Employees 50
- B. Qualified Offices (F.S. 196.012)
- C. Maximum Years of Abatement 10
- D. Qualified Wage Scale
 - 1. \$18.56 per hour 50%
 - 2. \$24.21 per hour 75%
 - 3. \$32.28 per hour 100%

III. All Other Business (meeting the sales factor requirement in F.S. 220.15(5)).

- E. Minimum Full-Time Employees 25
- F. Qualified Businesses (F.S. 196.012)
- G. Maximum Years of Abatement 10
- H. Qualified Wage Scale
 - 1. \$18.56 per hour 50%
 - 2. \$24.21 per hour 75%
 - 3. \$32.28 per hour 100%

All tax abatement will include both real property and personal property for new or expanded businesses, which qualify in the categories above. Land value, by statute, will not be abated.

On or before September 1 of each year a report will be submitted by the abated business to the City's Finance Director summarizing the number of employees and wage scale for those employees who were added to the payroll from the date the ordinance providing for tax abatement was adopted. These annual reports will be reviewed by the City to insure that the minimum criteria for which the company received tax abatement still exists. A copy of that report will be presented to the City Commission for renewal/approval each year. The City reserves the right to audit the records of any company receiving tax abatement to insure that the minimum criteria for which the abatement was granted is being met each year.

Employee positions used to meet the requirements for new and expanded businesses shall be evaluated according to F.S. 196.012 (14) "New Business" or (15) "Expansion of existing business".

CITY OF DELAND
Request for Commission Action
September 6, 2023

SUBJECT: Consideration re Recommended Final Ranking of the Civil and Transportation Engineering, Final Plat and Site Plan Review Services Consultants.

DEPARTMENT: Engineering

PREPARED BY: Ray Bahrami, City Engineer

ATTACHMENTS: Civil Engineering Consolidated Score sheet, Site Plan Consolidated Score sheet, Transportation Consolidated Score sheet

APPROVED BY: Michael Pleus, City Manager, August 29, 2023

SUMMARY/HIGHLIGHT:

Staff initiated a selection process for civil and transportation engineering, final plat and site plan review consultants in order to provide a current contract with one or more firms to perform civil & transportation engineering, final plat and site plan review services. Staff issued a Request for Expressions of Interest and Statements of Qualifications. Submittals were received from nine firms.

A selection committee consisting of Commissioner Kevin Reid, Ray Underwood, Ray Bahrami, Rick Werbiskis and Rick Hall numerically ranked the submittals in accordance with the evaluation criteria issued with the City's request for submittals. The Selection Committee ranked firms in four categories which includes Civil Engineering, Transportation Engineering, Site Plan Review and Final Plat Review services.

The Committee's consensus recommendation of the top four Civil Engineering firms to be interviewed and further considered were:

1. Zev Cohen & Associates, Inc.
2. Freese & Nichols, Inc.
3. CPH
4. EXP

The Committee's consensus recommendation of the top two Transportation Engineering firms to be interviewed and further considered were:

1. LTG Engineering & Planning
2. CPH

The Committee's consensus recommendation of the top two Site Plan Review services firms to be interviewed and further considered were:

1. CPH
2. Zev Cohen & Associates, Inc.

The Selection Committee recommended selecting CPH as the top Final Plat Review consultant since CPH ranked first by all Selection Committee members; therefore, no interview was scheduled.

Civil Engineering

1. CPH

2. Freese & Nichols, Inc.
 3. Zev Cohen & Associates
 4. EXP
- Transportation Engineering
1. LTG Engineering & Planning
 2. CPH
- Site Plan Review
1. CPH
 2. Zev Cohen & Associates, Inc.

STRATEGIC PLAN FOCUS AREA/ACTION STEP:

Preparing for the future (Sustainability)

SUSTAINABILITY:

N/A

FISCAL IMPACT:

No fiscal impact is anticipated as a result of final ranking of the various firms.

RECOMMENDATION:

Staff recommends that the City Commission approve the recommended final ranking of:

Civil Engineering consultants in the order which follows: (1) CPH (2) Freese & Nichols, (3) Zev Cohen & Associates, and (4) EXP and authorize staff to begin negotiations with the top two ranked firms, CPH and Freese & Nichols.

Transportation Engineering Consultants in the order which follows: (1) LTG Engineering & Planning, and (2) CPH and authorize staff to begin negotiations with the top ranked firm, LTG Engineering & Planning and authorize staff to begin negotiations with the top ranked firm, LTG Engineering & Planning.

Site Plan Review Consultants in the order which follows: (1) CPH, and (2) Zev Cohen & Associates and authorize staff to begin negotiations with the top ranked firm, CPH.

And authorize staff to begin negotiations with Final Plat Review top ranked firm, CPH.

BACKGROUND/DISCUSSION:

N/A

SELECTION COMMITTEE CONSOLIDATED EVALUATION SCORESHEET - CIVIL ENGINEERING

MEETING DATE: August 24, 2023 @ 9:00 A.M.

POSTING DATE: August 25, 2023 POSTED BY: Corey McMillen

	CPH, Inc.	Zev Cohen	EXP	Freese & Nichols, Inc.
▼ Committee Member ▼				
Kevin Reid	1	3	4	1
Ray Bahrami	2	1	4	2
Rick Werbiskis	1	1	4	3
Ray Underwood	1	3	4	1
Rick Hall	1	3	4	1
TOTAL POINTS	6	11	20	8
RANKING	1	3	4	2

*** Motion by Ray Underwood, Second by Ray Bahrami to recommend to enter into negotiations with the top-2 ranked firms [Unanimous vote]: CPH, Inc. & Freese & Nichols, Inc.

SELECTION COMMITTEE CONSOLIDATED EVALUATION SCORESHEET - SITE PLAN

MEETING DATE: August 24, 2023 @ 9:00 A.M.

POSTING DATE: August 25, 2023 POSTED BY: Corey McMillen

▼ Committee Member ▼	CPH, Inc.	Zev Cohen
Kevin Reid	1	2
Ray Bahrami	1	2
Rick Werbiskis	1	2
Ray Underwood	1	2
Rick Hall	1	2
TOTAL POINTS	5	10
RANKING	1	2

*** Motion by Rick Werbiskis, Second by Kevin Reid to recommend to enter into contract with the top ranked firm [Unanimous vote]: CPH, Inc.

SELECTION COMMITTEE CONSOLIDATED EVALUATION SCORESHEET - TRANSPORTATION

MEETING DATE: August 24, 2023 @ 9:00 A.M.

POSTING DATE: August 25, 2023 POSTED BY: Corey McMillen

	CPH, Inc.	LTG Engineering & Planning
▼ Committee Member ▼		
Kevin Reid	2	1
Ray Bahrami	2	1
Rick Werbiskis	2	1
Ray Underwood	2	1
Rick Hall	2	1
TOTAL POINTS	10	5
RANKING	2	1

*** Motion by Rick Hall, Second by Ray Bahrami to recommend to enter into contract with the top ranked firm [Unanimous vote]: LTG Engineering & Planning

CITY OF DELAND
Request for Commission Action
September 6, 2023

SUBJECT: Second Reading of Ordinance No. 2023-16, Amending Chapter 30 Related to Utilities.

DEPARTMENT: Legal

PREPARED BY: Darren Elkind, City Attorney

ATTACHMENTS: ORD-2023-16 Utility

APPROVED BY: Michael Pleus, City Manager, August 28, 2023

SUMMARY/HIGHLIGHT:

An ordinance is proposed to the City Commission to amend Section 30 of the Code of Ordinances relating to water service connection charges to existing service lines; revise definitions; update allowable pH discharge limits; and remove requirement to pay interest on utility account deposits.

STRATEGIC PLAN FOCUS AREA/ACTION STEP:

High Value Government.

SUSTAINABILITY:

Refining the utility ordinance, and in particular revising the allowable pH levels for discharges into the sewer system, makes for a more sustainable utility system and city.

FISCAL IMPACT:

The exact fiscal impact on the utility system is indeterminate. However, there will be a positive, albeit small, fiscal impact on the utility system.

RECOMMENDATION:

It is recommended that the City Commission approve the attached ordinance on second reading.

BACKGROUND/DISCUSSION:

City staff from various departments convened to discuss housekeeping updates to the City's utility ordinance and came up with several revisions. The most recent amendment to the City's utility ordinance, Chapter 30 of the Code of Ordinances, relating to water connection fees addressed water service connection charges for a city-installed service line. However, it did not address the revised rate for water connection charges to existing service lines. This Ordinance will update the rate charge from \$590.00 to \$695.00 for a residence served with reclaimed water or non-potable irrigation (reclaimed) water and combination meter/backflow preventer as required by the director of utilities. In addition, this ordinance also clarifies the charges reimbursable to the City for extending utility service lines; clarifies the language of "residential homes" related to construction meters; removes the requirement to pay interest on utility account deposits; and revises the allowable pH level for water discharged into the City's utility system based upon guidance from the Florida Department of Environmental Protection.

ORDINANCE NO. 2023 - 16

AN ORDINANCE OF THE CITY COMMISSION OF DELAND, FLORIDA, AMENDING CHAPTER 30 “UTILITIES” OF THE CODE OF ORDINANCES FOR THE CITY OF DELAND BY AMENDING SECTION 30-21 “PHYSICAL CONNECTION CHARGES”; AMENDING SECTION 30-27(b)(7) TO HARMONIZE THE DEFINITION OF SINGLE-FAMILY HOME; AMENDING SECTION 30-29(e) TO REMOVE THE CUSTOMER INTEREST CREDIT ON UTILITY DEPOSITS; AND AMENDING SECTION 30-47(a)(2)(b) TO REVISE THE pH REFERENCE PER DIRECTION FROM THE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION; AND PROVIDING FOR CONFLICTS, CODIFICATION, SEVERABILITY AND AN EFFECTIVE DATE.

WHEREAS, the City’s Utilities ordinance contains provisions establishing the fees for water service connection charges for new water service for the provision of water during construction; and

WHEREAS, City staff desires to revise the utility ordinance to clarify the charges to be collected by the City in relation to the cost of the City installing service lines and to provide for the collection of fees related to temporary water service for one and two-family homes during construction; and

WHEREAS, City staff desires to revise the utility ordinance by amending the text of Section 30-27(b)(7) of the Code of Ordinances of the City of DeLand by replacing the term “residential home” to “single-family home”; and

WHEREAS, Section 30-29(e) of the Code provides that the City must calculate interest on customer’s utility deposits and then annually issue a credit to the customers for the amount of the interest; and

WHEREAS, this practice is time consuming and creates an administrative expense to the rate payers, and provides little recognizable benefit to the customers, and is not a typical practice of utility providers, such that the City desires to remove the requirements to calculate and pay interest on utility deposits; and

WHEREAS, City staff has received direction from the Florida Department of Environmental Protection advising that the City should adjust the pH limitations related to general sewer use requirements and to that end, City staff desires to revise Section 30-47(a)(2)(b) of the Code of Ordinances of the City of DeLand; and

WHEREAS, for purposes of this Ordinance, underlined type shall constitute additions to the original text and ~~strikethrough~~ shall constitute deletions to the original text.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF DELAND, FLORIDA:

Section 1. Chapter 30 of the Code of Ordinances of the City of DeLand is hereby amended by amending Section 30-21(a) “*Water Service*” by inserting the new underlined language and by deleting the ~~strikethrough~~ language:

30-21. – Physical connection charges.

(a) Water service. The city will install connection facilities for water service from an existing, adjacent water main including the pipe from the water main to the property line of the adjacent property, fittings and other materials related to the normal connection, and a water meter, whenever the applicant shall have paid therefor the required deposit for the water service, the applicable development fee and a water service physical connection charge based upon the following schedule:

~~(1) Water service connection charge to existing service line. A flat fee of \$485.00 shall be charged for water connections in which a water service line to the property boundary already exists. This flat fee shall only apply to three fourths inch residential meters installed at residences served with potable water for irrigation. This charge shall be increased to \$590.00 if the residence is served with reclaimed water or nonpotable irrigation water and a combination meter/backflow preventer is required by the director of utilities.~~

~~(2) Water service connection charge for city-installed service line.~~

Water Meter Size (Inches)	Charge
5/8 x 3/4 meter (radio read)	\$485.00
5/8 x 3/4 meter with double check (radio read)	695.00
1 Meter (radio read)	650.00
1 DC Meter (radio read)	850.00
1½ Meter (radio read)	960.00
2 Meter (radio read)	1,075.00
3	Actual cost or developer to install
4	Actual cost or developer to install
6	Actual cost or developer to install

Water Meter Size (Inches)	Charge
Greater than 6	Actual cost or developer to install

Connection charges for all meters over six inches will be determined by the director of utilities based on the recovery of cost for such connection. Charges shall also ~~may~~ be ~~assessed~~increased for costs related to installing the service line and for costs related to any size meter if large road cuts, line extensions, hot taps, special permits, unusual restoration or other work needed in order to provide water service~~factors are determined by the director of utilities to be needed to recover costs.~~

Section 2. Chapter 30 of the Code of Ordinances of the City of DeLand is hereby amended by amending Section 30-27(b)7 by inserting the new underlined language and by deleting the ~~strikethrough~~ language:

(7) Temporary/construction water that is non-metered; shall be charged a ~~onetime~~ one-time fee of \$300.00 to cover the cost of unmetered water used by the home builder or other user for the construction of a ~~residential~~ single-family detached and duplex homes prior to final close out and setting up a final permanent meter.

Section 3. Chapter 30 of the Code of Ordinances of the City of DeLand is hereby amended by amending Section 30-29(e) by inserting the new underlined language and by deleting the ~~strikethrough~~ language:

(e) Interest on deposits. No interest shall be paid to any customers.~~Customers who have paid to the city deposits for utility service shall receive credit for interest calculated on the amount of the customers' deposit in accordance with the following calculations:~~

(1)~~Interest shall be at a simple interest rate and based on the average annual interest rate on the city's primary operating bank account for the most recent 12 months ending July 31.~~

(2)~~Interest shall be credited for the period August 1 of the previous year to July 31 of the current year or from the date the deposit was tendered to July 31, if that is shorter.~~

(3)~~Interest shall be credited as a line item on the September utility statement for all accounts.~~

(4)~~When an account is closed out, interest shall be credited on the final bill of that account from August 1 to the date of termination of service using the most recently established interest rate as determined in subsection (e)(1) above.~~

Section 4. Chapter 30 of the Code of Ordinances of the City of DeLand is hereby amended by amending Section 30-47(a)(2)b by inserting the new underlined language and by deleting the ~~strikethrough~~ language:

b. Wastewater having a pH less than ~~5.5~~6.5 or more than ~~9.0~~8.5, or otherwise causing corrosive structural damage to the POTW or equipment;

Section 5. Conflicts. All Ordinances or parts of Ordinances and other actions of the City Commission in conflict with this Ordinance are hereby repealed.

Section 6. Severability. If any section, sentence, phrase, word or portion of this Ordinance is determined to be invalid, unlawful or unconstitutional, said determination shall not be held to invalidate or impair the validity, force or effect of any other section, sentence, phrase, word or portion of this Ordinance not otherwise determined to be invalid, unlawful or unconstitutional.

Section 7. Codification; Directions to Code Codifier; Correction of Scrivener's Errors.

(a). The provisions of Sections 1 through 4 of this Ordinance shall become and be made a part of the Code of Ordinances of the City of DeLand and the Sections of this Ordinance may be renumbered or re-lettered to accomplish such intention and the word "Ordinance", or similar words, may be changed to "Section," "Article", or other appropriate word; provided, however, that Sections 5 through 7 shall not be codified.

(b). The Code codifier shall instruct the Municipal Code Corporation to make all changes necessary in the Code of Ordinances of the City of DeLand to implement the provisions of this Ordinance and is granted liberal authority to codify the provisions of this Ordinance in such manner and in such places as deemed advisable.

(c). In accordance with the City's ongoing codification program; the City Clerk, in conjunction with the City Attorney, may make corrections to the provisions of this Ordinance relative to Scrivener's errors of whatever type or nature.

Section 7. Effective Date. This Ordinance shall become effective immediately upon its adoption.

PASSED AND DULY ADOPTED this 6th day of September, 2023.

Christopher M. Cloudman
Mayor – Commissioner

ATTEST:

Julie A. Hennessy
City Clerk - Auditor

Passed on first reading: August 07, 2023
Adopted on second reading: September 06, 2023

APPROVED AS TO FORM AND LEGALITY:

Darren J. Elkind
City Attorney