



City of North Port, FL

Road and Drainage District

FY 2024 Non-Ad Valorem Assessment Methodology

Report

February 28, 2023





February 28, 2023

Mr. Chuck Speake
Public Works Director
1100 N. Chamberlain Blvd.
North Port, FL 34286

Re: FY 2024 Non-Ad Valorem
Assessment Methodology
Report

Mr. Speake,

Stantec is pleased to present the City of North Port with this Report of the Road and Drainage District Assessment Study that we conducted for the City. We appreciate the fine assistance provided by you and all the members of District and City Staff who participated in the project.

If you have any questions, please do not hesitate to contact me at (904) 671-0117.

Very truly yours,

A handwritten signature in black ink, appearing to read "Peter Napoli".

Peter Napoli
Managing Consultant, Financial Services

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1. INTRODUCTION

This report presents the results of an analysis to develop a recommended assessment methodology for the North Port Road and Drainage District (District) Non-Ad Valorem Assessment Program. This study was conducted by Stantec Consulting Services Inc. (Stantec), a firm that specializes in providing rate and assessment consulting services to local governments.

1.1 THE ROAD AND DRAINAGE DISTRICT

The City of North Port provides road and drainage service throughout the North Port Road and Drainage District. The primary sources of funding for the District are from non-ad valorem assessments, allocated surtax dollars that are derived from sales tax, and other miscellaneous revenues.

1.2 OBJECTIVE AND SCOPE

The objective of this study was to update the methodology for the District's Road and Drainage Assessments, so that assessment rates recover the full cost requirement of providing road and drainage service to properties within the District's limits, in proportion to the benefit received from the road and drainage service provided by the District for Fiscal Year (FY) 2024 and subsequent years.

The analysis was conducted in two work elements as follows:

Work Element 1 – Revenue Sufficiency Analysis

This work element consisted of the development of a 10-year financial forecasting model that allowed the District to evaluate scenarios related to future rate increases and funding requirements. This work element also established the first-year revenue requirement for the District's updated assessment program in FY 2024.

Work Element 2 – Cost Allocation & Assessment Rate Design

This work element consisted of the development of a cost allocation methodology and updated assessment rates for adoption in FY 2024. The proposed assessment rates were developed to recover the revenue requirement for FY 2024, so that the burden of the assessment is proportional to the benefit received from the services provided by all property classes, based upon the proposed revenue requirement from Work Element 1.

1.3 CURRENT ASSESSMENT FEE STRUCTURE

As of FY 2023 the current methodology defines road, drainage, and mowing services as the three primary functions of the District and these services are translated into components for which a fee is developed and

applied to benefitting parcels. The current components of the Road and Drainage District Assessment are described below.

1.3.1 Administrative Services

Administrative services include rights-of-way inspections, infrastructure evaluations of roads systems, development plan review, contract administration, system support services, and rights-of-way permit processing.

1.3.2 Road Services

Base Road Services – Base Road services are performed on all arterial and collector roads. Services include the repair of potholes and utility cuts, road shoulder maintenance, the rehabilitation of roads based on priorities and criteria, maintenance of traffic control devices, bridges, landscape, and sidewalks, and debris removal. Work is performed by District staff and through contracted services.

Enhanced Road Services – Enhanced Road services are performed on all local roads. Services include the repair of potholes and utility cuts, road shoulder and traffic control device maintenance, and the rehabilitation of roads based on priorities and criteria. Work is performed by District staff and through contracted services.

1.3.3 Drainage Services

The drainage system components and services are as follows:

Primary Drainage – The major waterways that receive rainwater from secondary drainage system components and convey the rainwater out of the District to receiving waters. Services include water control structure operations, maintenance, rehabilitation and replacement, and waterway, lake, pond, and creek maintenance. Work is performed by District staff and through contracted services.

Secondary Drainage – The retention ditches and other drainage facilities that receive rainwater from the tertiary drainage system components and convey the rainwater to primary drainage system components. Services include retention ditch and outfall maintenance, rehabilitation and replacement, piping, and pipe replacement. Work is performed by District staff and through contracted services.

Tertiary Drainage – The drainage swales and other drainage facilities that collect rainwater in developed neighborhoods, where it first falls and convey the rainwater to secondary drainage system components. Services include swale and culvert maintenance, piping, pipe replacement, and culvert box installation and replacement. Work is performed by District staff and through contracted services.

1.4 STUDY PROCEDURES

During this study we identified the full FY 2024 cost requirements for the provision of road and drainage services to be provided by the District. To initiate our analysis, we obtained the Public Works Department's

budgeted financial information, including the FY 2023 budgeted operating and capital improvement expenditures. To determine the annual cost and corresponding revenue requirements of road and drainage service, we evaluated each line item of cost in the Public Works Budget and determined with Public Works staff what percentage of the cost of each line item is associated with services for the three major functions performed by the District: administration, roads, and drainage. The costs allocated to each of the road and drainage functions were then further apportioned to the major system elements of each service. Once the allocations and apportionments were completed, a Road and Drainage Assessment rate structure was developed along with specific Road and Drainage Assessment rates, the results of which are presented herein.

1.5 BASIS FOR ASSESSMENT

The development of a non-ad valorem assessment for road and drainage service requires that the service for which properties are to be assessed confer a special benefit upon the property burdened by the special assessment. Simply stated, there must be a logical relationship between the service provided and the benefit to real property assessed for the service.

In addition to the special benefit requirement, the costs associated with providing the service must be reasonably apportioned to the properties that receive a benefit from the services, in proportion to the benefit received. Therefore, the recommended Road and Drainage Assessments calculated in this study were developed such that the costs of providing road and drainage services will be recovered through assessments to properties, in proportion to the benefit received from each of the two components of service: roads and drainage.

1.6 BENEFIT OF ROAD AND DRAINAGE DISTRICT SERVICES

This section describes the District services and presents a discussion of relevant Florida Law regarding Special Non-Ad Valorem Assessments, followed by an explanation of how Florida Law has been applied to the determination of benefit and the apportionment of annual revenue requirements of the Road and Drainage Assessment to benefitting properties.

1.6.1 Summary of Relevant Florida Law Governing Special Assessments

Special non-ad valorem assessments are a revenue source available to local governments in Florida to fund operations and maintenance expenses and capital improvements for essential services such as roads, drainage, fire/rescue services, utilities, etc. Florida case law has established two requirements for the imposition of a non-ad valorem special assessment. These two requirements have become known as the two-pronged test. They are 1) the property assessed must derive a special benefit from the service provided, and 2) the assessment must be fairly and reasonably apportioned among the properties that receive the special benefit.

The Road and Drainage Assessments recommended in this report comply with both prongs of the two-pronged test as follows.

1.6.1.1 Special Benefit

Special benefit, the first prong of the two-pronged test, is conferred upon properties within the District by the provision of road and drainage services, including related administrative services, and the availability and use of facilities or improvements by owners and occupants of such property as follows:

Road – In considering special benefit, it is important to consider that the roads within the District are a network. All parts of the network of roads are necessary for residential properties to be accessible and for commercial properties to be accessed by residential property owners in the District. If any portion of the road network were to be removed or otherwise made not available, 1) residential properties would have diminished or no accessibility, and 2) accessibility to commercial properties by residents of the District would be diminished or eliminated. Therefore, it is proper to conclude that all properties receive a special benefit from the road network by the availability of the road network and the accessibility thus provided to and from their property by the entire road network.

Drainage – Much like the roads within the District, it is important to consider that the drainage system within the District is a network. Like the road network, if any portion of the drainage network were to be removed or otherwise made not available, stormwater would not be conveyed out of the District, flooding would occur, access to properties would be blocked, and damage would likely occur to many properties. Most properties receive a special benefit from the drainage network by the availability of the network to safely detain, retain, convey, or treat drainage discharged from properties within the District.

1.6.1.2 Proportional Benefit

Proportional benefit, the second prong of the two-pronged test, is conferred upon properties within the District by apportioning costs of system components to specific property classes that benefit from those system components by the following steps in the cost allocation and apportionment methodology:

Road – District Road costs were apportioned to the two types of roads in the District, Base Roads (arterials and collectors) and Enhanced Roads (local roads). Base and Enhanced Road costs were apportioned to parcels as follows: all parcels were determined to benefit from Base Roads, whereas only parcels that are located on the local road network were determined to benefit from Enhanced Roads. Base Road costs and Enhanced Road costs were then apportioned to parcels by property class based upon the Equivalent Road Units (ERUs) for each parcel, which are derived by a weighting by property class of trip generation rates for each property class, compared to the trip generation rate for the single-family property class.

Drainage – District Drainage costs were apportioned to the three system components: Primary Drainage, Secondary Drainage, and Tertiary Drainage. Assessment rates were determined for each system component and were applied to properties based upon the location of the parcel relative to benefit received from the above referenced drainage system components, and the acreage of each parcel, with a minimum Equivalent Drainage Unit (EDU) of one acre.

2. REVENUE SUFFICIENCY ANALYSIS

This section presents the Revenue Sufficiency Analysis (RSA) that was conducted in Work Element 1 and the summary of the results.

2.1 SOURCE DATA AND ASSUMPTIONS

The analysis used both historical and projected information. The following subsections present the key source data utilized in the Revenue Sufficiency Analysis.

2.1.1 Assessment Revenues

The District's assessment revenue is the primary funding source for the District's operations. On July 1, 2022, the Sarasota County Property Appraiser (SCPA) provided the property assessment database which contained newly developed parcel information, as well as splits/combines. The database update to the assessment roll revealed that if rates were unchanged from the FY 2022 adopted rates, the preliminary revenue estimate (at 97% collection) for FY 2023 would be approximately \$12,772,000, or \$40,000 higher than the FY 2022 revenue estimates.

Beginning in FY 2024, the assessment revenues are projected in each year based on the assumed rate increases and a level of growth among the assessment units for each component of the assessment. Based on historical trends, the projected growth for the administrative and road assessment units is assumed at 1%, while the projected growth for the drainage assessment units is assumed at 0%. Administrative assessment units are based on the parcels in the District which grow when larger parcels are split to form more smaller parcels. Road assessment units are ERUs based on the trip generation rates by land use code and grow when parcels in the District are developed. Drainage assessment units are EDUs based on parcel acreage which largely stay the same over time. Road ERUs and Drainage EDUs are explained in greater detail in Section 1.6.1.2.

2.1.2 Other Revenues

Other revenues supporting the District consist of fuel taxes, construction traffic road fees, and other miscellaneous revenues from various service charges. Interest earnings are calculated annually based upon average fund balances and assumed annual interest earnings rates. Fuel tax revenues are assumed to increase annually at a 2.5% inflationary rate. Construction Traffic Road Fee revenue is assumed to increase by 10% annually beginning in FY 2025, as a result of the ongoing rate study evaluating the fees. All other revenues are assumed to remain flat throughout the projection period. For FY 2023, the other operating revenues total approximately \$9 million, including a one-time grant funding of \$1.3 million from ARPA.

2.1.3 Operating Expenditures

The FY 2023 operating expenditures were based on the FY 2023 Adopted Budget and included all annual personnel, operations, repair and maintenance, and capital outlay expenses. Each year thereafter, operating expenses were projected based upon the FY 2023 Adopted Budget, adjusted by escalation factors identified through reviews with District staff. The total operating budget for FY 2023 equals approximately \$19 million, before execution assumptions that are explained in the next section. The escalation factors and spending assumptions are reflected in detail in Schedule 5 of the Appendix.

2.1.4 Operating Execution

As stated in previous sections, the analysis relies upon the FY 2023 Adopted Budget to project annual cash flows. Budgets are typically designed to be conservative, so an analysis was performed to understand how budgeted expenses should be projected to reflect actual cash flows. This was accomplished by calculating the average historical budget execution rates on expenses for the past three fiscal years. As such, a budget execution rate of 96% on personnel and operating expenses is assumed in each year of the projection period beginning with the FY 2023 Adopted Budget.

2.1.5 Capital Improvement Program

District staff provided a detailed 5-year capital improvement program that was used as the basis for estimating the District's capital funding requirements in the analysis. The District intends to utilize a combination of assessment revenues and other funding sources, such as Surtax fund revenues, to fund future capital projects. Accordingly, the costs for the capital items that are funded by Surtax and other sources are not included in the financial projection of the District's operating fund.

Beginning in FY 2028, an annual future capital spending amount of \$750,000 was used as a placeholder for future projects. Additionally, the estimated costs for future water control structure design and construction were included based on a current schedule provided by staff. The projected cost associated with future water control structures is, on average, \$3 million annually according to the plan provided by staff and is expected to be funded with assessment revenues.

The 10-year capital plan beginning in FY 2024 totals \$52.2 million, for an average annual capital spending amount of \$5.2 million. The entire list of the capital projects to be funded by assessment revenues is detailed in Schedule 6 of the Appendix.

2.1.6 Future Hiring

Included in the projected expense budget are costs associated with projected new FTE positions. Future hiring was projected based on population growth and current level of service. The current level of service is expressed as the proportion of current operations employees in relation to current population, or 0.98 operations FTEs per 1,000 residents. According to this calculation, 10 additional FTEs are needed to maintain the current level of service over the 10-year projection period at an average annual cost of \$70,000 per FTE. The City expects to grow to 100,000 residents by FY 2030 and the projected hiring reflects the continuation of level of service as part of this growth projection.

2.1.7 Renewal & Replacement Fund

The Renewal and Replacement Fund (R&R Fund) is a separate fund from the Road and Drainage District Operating Fund and is responsible for funding the necessary replacements of all vehicles utilized by the District. District staff provided a database labeled “FY 2021 Equipment & Fleet Vehicle Replacement Score Sheet”, which was used as the basis for projecting future replacements of the existing vehicle inventory based on remaining asset life and the asset condition score. On average, the projected annual replacement cost is \$2.08 million per year in order to sufficiently maintain the District’s fleet.

According to guidance from the American Public Works Association (APWA), the District should target 15% of fleet asset replacement value as a R&R Fund reserve balance for timely replacement, emergencies, and unforeseen replacement of fleet assets. The R&R Fund is supported solely by transfers from the District’s Operating Fund and the projected transfers necessary to support the R&R Fund is shown in Table 1 below.

Table 1 – Projected R&R Fund Transfers

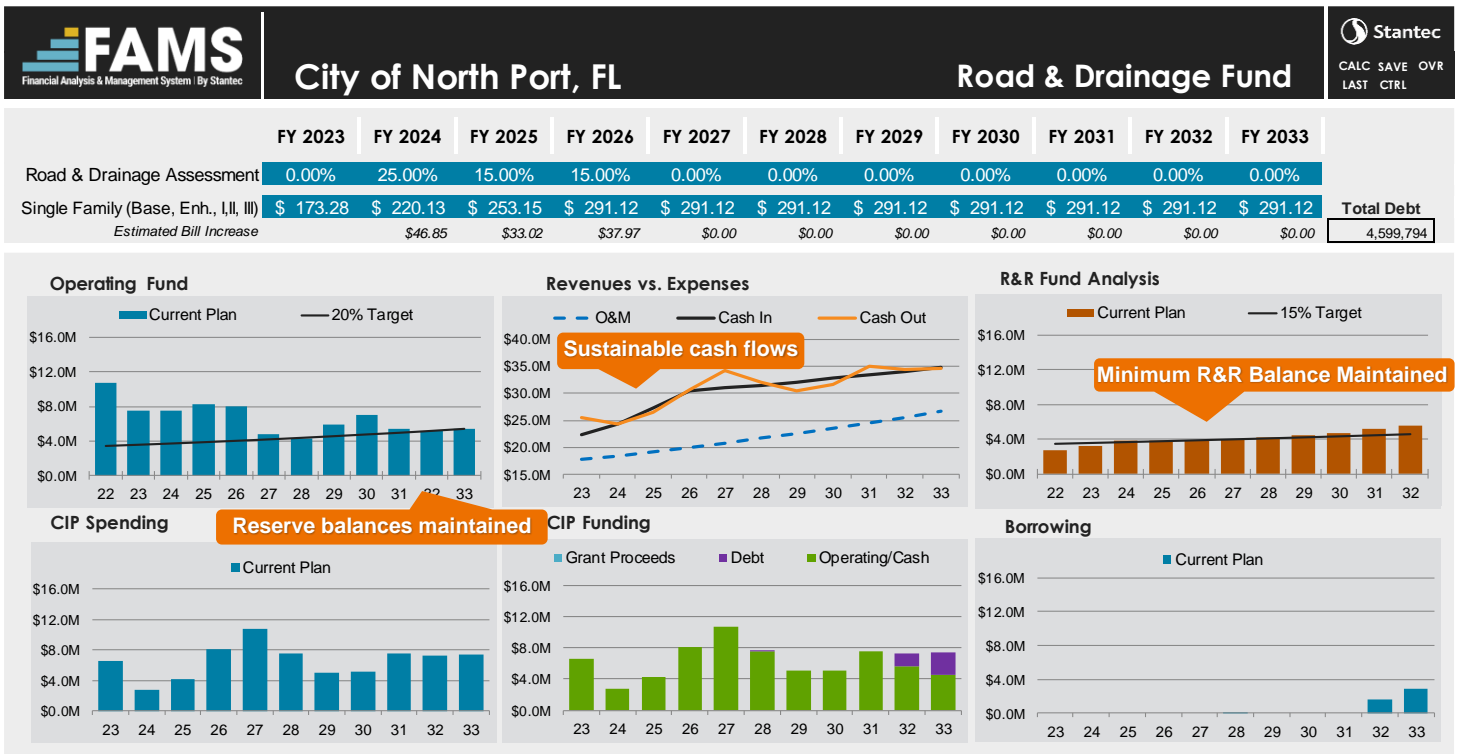
	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033
R&R Fund Transfer (\$ Millions)	\$0.67	\$2.60	\$2.60	\$2.08	\$2.14	\$2.21	\$2.27	\$2.34	\$2.41	\$2.48	\$2.56

2.1.8 Minimum Working Capital Reserve

Per discussions with District staff, the current required minimum balance for unrestricted reserves assumed in the analysis is equal to 20% of annual operating expenses.

2.2 RESULTS

We have prepared a plan of rate adjustments that would provide for stable reserves and financial sustainability over the 10-year projection period. As shown in the control panel below, the projection begins with one year of a 25% rate increase for Fiscal Year 2024, followed by two subsequent years of 15% increases for Fiscal Year 2025 and Fiscal Year 2036. The plan shown in this panel aims to maintain a reserve balance of at least 20% in any given year of the projection period, cash fund the capital program, and provide sufficient funding to the R&R fund.



3. COST ALLOCATION & ASSESSMENT RATE DESIGN

This section presents the cost allocation and assessment rate design analysis that was conducted in Work Element 2 and the summary of the results.

3.1 ALLOCATION OF DISTRICT COSTS

This section presents the methodology used to allocate District costs in the development of the Road and Drainage Assessments.

3.1.1 Allocation to Primary Functions

The FY 2024 projected costs were used as the basis for allocating District costs to road and drainage service functions. The allocation of costs was determined in consultation with City staff, based upon appropriate allocation criteria for each line item of cost. The cost of operations personnel was based upon percentage of time devoted to activities associated with the above referenced primary allocation cost pools. Other costs were allocated based upon City staff’s judgment as to the percentage benefit derived by the above referenced cost pools, and administrative and general costs that were not able to be specifically allocated were allocated based upon the weighted average of other specifically allocable costs.

The FY 2024 Road and Drainage Assessment Revenue Requirement was determined to be approximately \$16.5M, which represents an approximate 25% rate revenue increase over FY 2023’s billed assessments. The 25% increase was determined to be necessary for the long-term financial sustainability of the District, as explained earlier in Section 2.2 of this report. The FY 2024 Revenue Requirement was allocated to the Administrative, Road, and Drainage cost pools as summarized in Table 2 below and the full cost allocation analysis is presented in Appendices B.

Table 2 – Cost Allocation to Primary Functions

Admin	Road	Drainage	Total
\$ 462,771	\$ 6,127,400	\$ 9,937,941	\$ 16,528,112

3.1.2 Allocation to System Cost Pools

After allocating District costs to the primary functions of administration, road, and drainage, we then allocated those cost pools to cost components within each primary cost pool, for the calculation of specific assessments. The District administration was compiled into a single administration cost pool. The road cost components are base roads and enhanced roads. The drainage cost components are primary drainage, secondary drainage, and tertiary drainage. The allocation of each primary cost pool to the above referenced cost components was accomplished by direct assignment or allocation of line item costs where possible, based upon how personnel and other resources are deployed. Where direct assignment or

allocation based upon a specific criterion was not possible, costs were allocated based upon the weighted average allocation of other related costs that were able to be specifically allocated. The results of these allocations are presented below in Table 3 and the full cost allocation analysis is presented in Appendix B.

Table 3 – Cost Allocation to System Cost Pools

Admin	Road		Drainage			Total
All	Base	Enhanced	Primary	Secondary	Tertiary	
\$ 462,771	\$ 1,434,459	\$ 4,692,942	\$ 2,679,606	\$ 1,905,117	\$ 5,353,218	\$ 16,528,112

The cost allocation results were then applied to the FY 2024 revenue requirement as the basis for the FY 2024 Road and Drainage Assessments recommended in this report.

3.1.3 Apportionment Methodology

Each assessed parcel must receive a special benefit that equals or exceeds the amount of the special assessment imposed on the parcel. For the administrative charge, each parcel will benefit equally. For the road components of the apportionment methodology, each parcel will benefit in varying degrees depending upon each parcel’s property use category, as well as the number of lots, acreage, number of dwelling units, and/or amount of building area, and/or number of trips generated by the property use category. For the drainage components of the apportionment methodology, each parcel will benefit in varying degrees depending upon each parcel’s property use category and acreage.

3.1.4 Road Apportionment Methodology

For road maintenance services, an apportionment methodology that uses trip generation rates by property uses and building improvement sizes (or equivalent) to allocate benefits is typical. An analysis of the number of trips to be generated by each property use is based on the trip generation information contained in the ITE manual (10th edition).

Calculation of Equivalent Road Units (ERUs) – The average weekday trip generation per day for single family residential uses is 9.44 trips per day per dwelling unit based on the ITE manual (10th edition). The Road Apportionment Methodology apportions the road maintenance service costs using an equivalent road unit (ERU) based on the average number of trips generated by each property class each day compared to the average number of trips generated by a single-family dwelling unit per day.

For both the Base Road Services and the Enhanced Road Services, the apportionment methodology is identical, using trip generation data as previously described. The determination as to whether a parcel benefits from Base Road Services and/or Enhanced Road Services was based upon the assignment of benefit reflected in the FY 2023 Road and Drainage Assessment Roll, adjusted where appropriate by City staff. The ERU calculation is described below:

Residential Parcels

- Vacant residential: DOR codes 0000, 0001, 0004 & 0010
 - Parcel ERU = (Category ERU) x (1)

- Single family residential: DOR codes 0100, 010X, 0101, 0102, 0110, & 0200
 - Parcel ERU = (Category ERU) x (# of Dwelling Units)
- Duplexes: DOR codes 0820
 - Parcel ERU = (Category ERU) x (# of Dwelling Units)
- Residential condos: DOR codes 0400 & 0404
 - Parcel ERU = (Category ERU) x (1)
- Multi-family other than duplexes: DOR codes 0320 & 0390
 - Parcel ERU = (Category ERU) x (# of Dwelling Units)

Non-Residential Parcels

- Commercial condos: DOR codes 1104, 1804, & 1904
 - Parcel ERU = (Category ERU) x (Total Complex Living Area Sq. Ft. / 1,000 / # of Parcels in Complex)
- All other commercial
 - Parcel ERU = (Category ERU) x (Building Area Sq. Ft. / 1,000)
- Golf Courses: DOR codes 2838 & 3820
 - Parcel ERU = (Category ERU) x (Acres)

Unimproved & Acreage Parcels

- Unimproved & Acreage: DOR codes 1000, 3820, 382X, 4000, 5100, 5200, 5700, 5800, 5900, 6000, 6200, 6610, 6700, 6710, 6720, 6800, 6832, 6900, 6930, 7000, 8200, 8210, 821X, 8220, & 9900
 - Parcel ERU = 1

3.1.5 Drainage Apportionment Methodology

The drainage assessments are based upon equivalent drainage units (EDUs) which are based upon acres, depending on the property type. The EDUs for all parcels determined to receive benefit from primary, secondary, and tertiary system components respectively were then divided into the respective cost pools for each drainage component, to calculate the drainage assessment rate per EDU for the primary, secondary, and tertiary drainage system components. Those rates per EDU were then applied to individual parcels based upon the number of EDUs for each parcel to determine the primary drainage, secondary drainage, and tertiary drainage assessments for each parcel.

3.1.6 Exempt Properties

Certain parcel types are exempt by State statutes or case law from non-ad valorem assessments such as this Road and Drainage Service Assessment. Other parcels are typically exempted from such assessments because they receive no benefit from Road and Drainage Services, such as lake bottoms, marshes, etc.

3.2 CALCULATION OF ASSESSMENTS

The cost allocation process resulted in the allocation of District costs to road and drainage. These cost pools were then used to develop the road and drainage assessments. The assessment rates are presented in Section 3 – Results.

Administration – The Administration cost pool was used to calculate the administration fee per parcel of all properties benefitting from the Road and Drainage District.

Road – The Road cost pool, as allocated to Base and Enhanced Roads, was used to calculate the road assessment rate per ERU for each of these components. The Base Road and Enhanced Road cost pools were used to calculate Base Road and Enhanced Road rates based upon the trip generation factors presented previously in Table 3.

Drainage – The Drainage cost pool, as allocated to Primary, Secondary, and Tertiary Drainage system components, was used to calculate an assessment rate per EDU for each system component respectively. In accomplishing the calculation for the cost pool rates, property classes were evaluated and assigned the system components from which they receive benefit. For example, most residential properties were assigned primary, secondary, and tertiary system benefits because all system components contribute to draining rainwater from most residential properties. However, some residential properties, in private neighborhoods that provide tertiary system components for their properties, were only assigned primary and secondary system benefits because the tertiary system benefit is not provided by the City's drainage system. Also, some properties were only assigned primary system benefit in cases where their runoff goes directly into the City's primary system components and they receive no benefit from the City's secondary and tertiary system components.

After all properties were assigned to the appropriate system components relative to benefit received, the cost for each system component was divided by the total EDU's associated with the parcels assigned to receive benefit from that system component, to derive a drainage cost per EDU, for primary, secondary, and tertiary system components. A drainage EDU is defined as a minimum of one acre, for parcels that are less than one acre, and per acre, or portion thereof, for parcels greater than one acre. The exception is large parcels that do not significantly benefit from the drainage system because of the location of the parcel and the large size that precludes much of the acreage to drain to the City's drainage system – such parcels are assigned one EDU.

After the drainage cost per EDU was calculated for primary, secondary, and tertiary system components, the annual assessment for each parcel was calculated by multiplying the cost per EDU by the parcel's assigned EDUs for each system component from which the parcel receives benefit.

3.3 RESULTS

The results of the study are presented in two parts in this section, 1) the cost allocation of District costs to District administration, road, and drainage, and further to the sub-components for each, and 2) the resulting calculation of administration, road, and drainage assessments and a comparison of the impact of the

proposed assessments to the current assessments for various property classes and sizes of parcels. These results are presented in the following subsections.

3.3.1 Allocation of District Costs

As stated previously, the FY 2024 projected costs were used as the basis for allocating District costs to administration, road, and drainage and the results were then applied to the revenue requirement used to derive the primary assessment rate cost pools. Table 4 below shows the result of the cost allocation to the assessment rate cost pools. These figures served as the basis for calculating the assessment rates proposed herein. These tables also present a comparison to the allocations in FY 2023 to show the changes from FY 2023 to FY 2024 based upon the current allocation of each budget.

Table 4 – Cost Allocation Results

	Admin	Road		Drainage			Total
	All	Base	Enhanced	Primary	Secondary	Tertiary	
FY 2023 Assessment	\$ 285,529	\$ 1,783,852	\$ 3,444,015	\$ 2,405,899	\$ 1,878,389	\$ 3,369,672	\$ 13,167,356
FY 2024 Allocation	\$ 462,771	\$ 1,434,459	\$ 4,692,942	\$ 2,679,606	\$ 1,905,117	\$ 5,353,218	\$ 16,528,112
Variance	\$ 177,242	\$ (349,393)	\$ 1,248,927	\$ 273,707	\$ 26,728	\$ 1,983,546	\$ 3,360,756
Variance %	62.07%	-19.59%	36.26%	11.38%	1.42%	58.86%	25.52%

3.3.2 Calculation of Assessment Rates

Based upon the cost allocation and benefit assignment for property classes described in the previous sections, updated assessment rates were produced which lists each parcel with its total administrative, road, and drainage assessment. The assessment rates developed are presented in Table 5 below. This table also presents a comparison to the assessment rates for FY 2023 to show the changes from FY 2023 to FY 2024 based upon the current study.

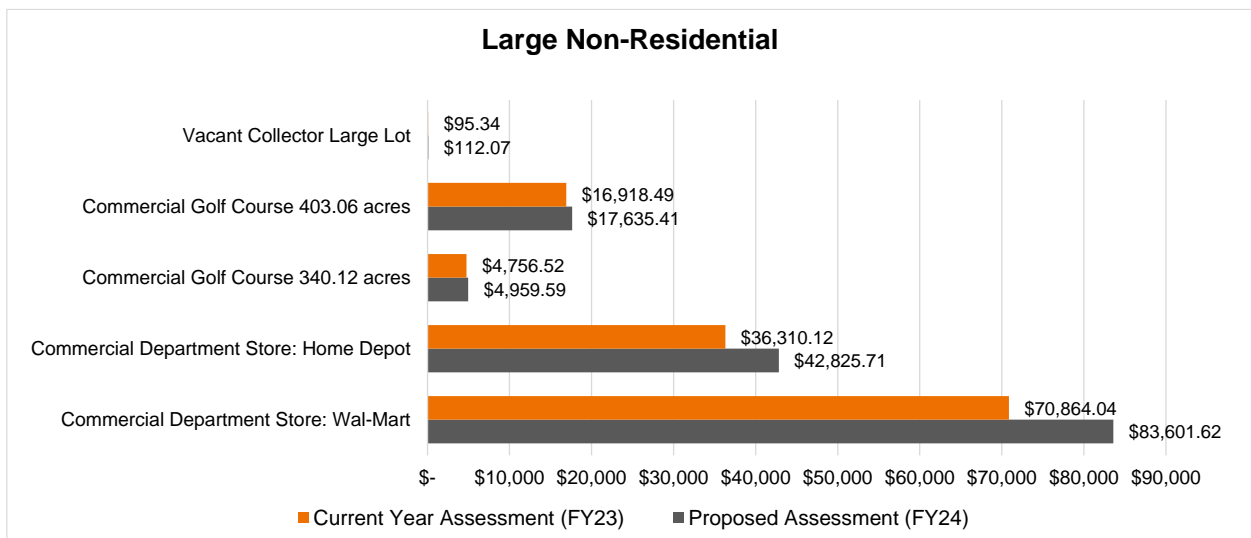
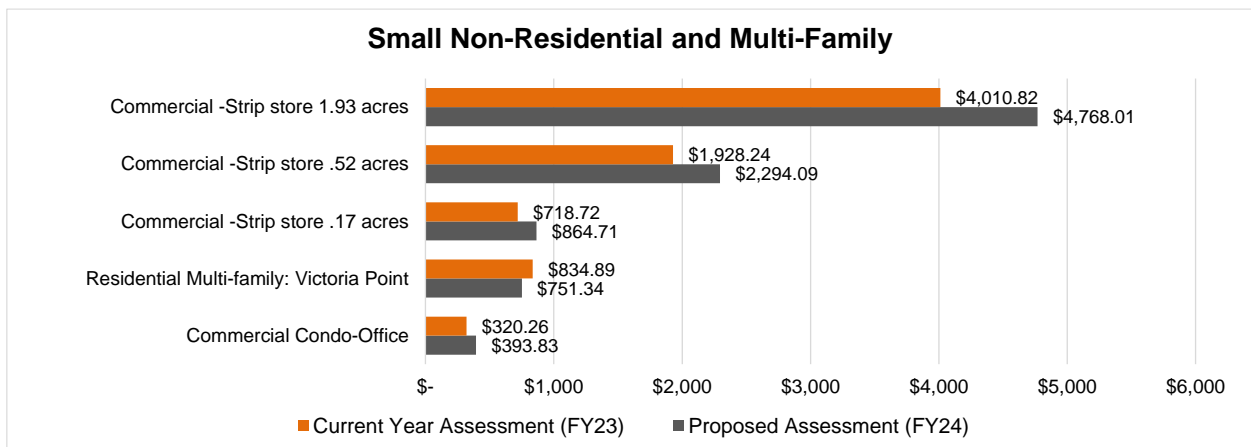
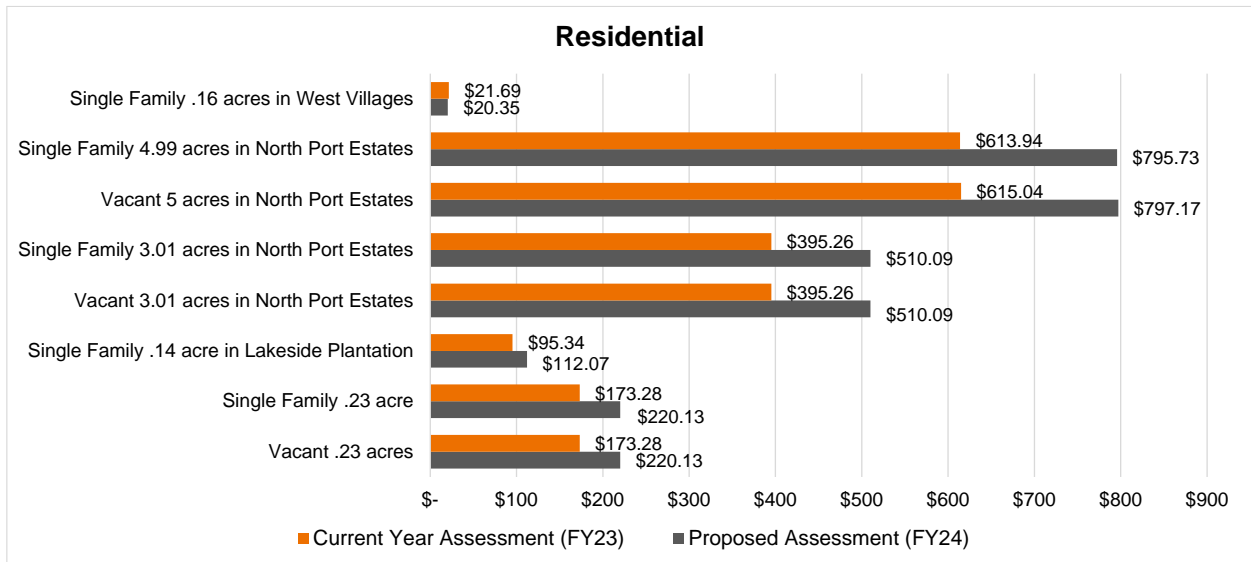
Table 5 – Assessment Rates by Service Component

Rate Table	Admin	Road		Drainage		
	All	Base	Enhanced	Primary	Secondary	Tertiary
FY 2024 Assessment Rates (Recommended)	\$6.11	\$14.24	\$55.52	\$36.20	\$27.75	\$80.31
FY 2023 Assessment Charges (Current)	\$3.81	\$17.88	\$41.15	\$32.50	\$27.36	\$50.58
Percentage Difference	60.37%	-20.36%	34.92%	11.38%	1.43%	58.78%
Basis of Assessment	per Parcel	per ERU	per ERU	per EDU	per EDU	per EDU

3.3.3 Property Impact Analysis

A comparative analysis was also prepared which presents a comparison of the proposed FY 2024 Road and Drainage Assessment to the current FY 2023 Road and Drainage Assessment, for examples of several classes of properties in different size ranges. This comparative analysis is presented below in Figure 1.

Figure 1 – Comparative Property Impact Analysis



4. SUMMARY OF FINDINGS AND RECOMMENDATIONS

This section of the report presents the findings and recommendations developed during the Road and Drainage District Non-Ad Valorem Assessment study.

4.1 OVERALL RECOMMENDATIONS

Based upon the analysis and results described in the prior sections of this report, we recommend the following:

1. Consider the recommended rate increases for FY 2024 and future years as presented in the Revenue Sufficiency Analysis.
2. Adopt the proposed Road and Drainage Assessment Rates for FY 2024 as presented herein.

4.2 FINDING OF BENEFITS SUMMARY

The following conclusions support a finding that the road and drainage services provided by the District confer a special benefit upon the assessed parcels.

- Benefit is conferred by the provision of road and drainage management services and the availability and use of facilities or improvements by owners and occupants of such property to properly and safely detain, retain, convey or treat drainage discharged from such property,
- Benefit is conferred by the maintenance of a roadway network that provides safe and ready access to and from properties,
- Benefit is conferred by stabilization of, and/or the increase in property values,
- Benefit is conferred in the form of increased safety, better access to property and improved appearance,
- Benefit is conferred by rendering property more adaptable to current or reasonably foreseeable new and higher use,
- Benefit is conferred by alleviation of the burdens caused by road and drainage runoff and accumulation attendant with the present or projected use of property, and
- Benefit is conferred by fostering the enhancement of environmentally responsible use and enjoyment of the natural resources within the City.

From this analysis, it is concluded that the provision of road and drainage services provided by the District enhance and strengthen the relationship of such services to the use and enjoyment of the parcels of property in the area and, ultimately, the property values within the area. It is further concluded that the value of the special benefit conferred exceeds the assessment in all cases.

4.3 COST APPORTIONMENT AND ASSESSMENT RATE DESIGN

We recommend adoption of the FY 2024 Road and Drainage Assessment rates presented below in Table 7 that were developed based upon the cost apportionment methodology described herein.

Table 7 – Recommended FY 2024 Road and Drainage Assessment Rates

Admin	Road		Drainage		
All	Base	Enhanced	Primary	Secondary	Tertiary
\$6.11	\$14.24	\$55.52	\$36.20	\$27.75	\$80.31
per Parcel	per ERU	per ERU	per EDU	per EDU	per EDU

APPENDIX A – REVENUE SUFFICIENCY ANALYSIS

Schedule 1 – Assumptions

Schedule 2 – FY 2023 Beginning Fund Balance

Schedule 3 – Projection of Cash Inflows

Schedule 4 – Projection of Cash Outflows

Schedule 5 – Cost Escalation Factors

Schedule 6 – Capital Improvement Program

Schedule 7 – FAMS Control Panel

Schedule 8 – Pro Forma

Schedule 9 – Funding Summary

Schedule 10 – Detailed Funding by Fund

Schedule 11 – Senior Borrowing Projections

Assumptions

Schedule 1

	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033
Rate Increase Adoption Date	10/1/2022	10/1/2023	10/1/2024	10/1/2025	10/1/2026	10/1/2027	10/1/2028	10/1/2029	10/1/2030	10/1/2031	10/1/2032
Annual Growth											
Road											
Ending # of ERUs	183,462	185,297	187,150	189,021	190,911	192,820	194,749	196,696	198,663	200,650	202,656
ERU Growth	2,402	1,835	1,853	1,871	1,890	1,909	1,928	1,947	1,967	1,987	2,006
% Change in ERUs	1.33%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Drainage											
Ending # of ERU	209,337	209,337	209,337	209,337	209,337	209,337	209,337	209,337	209,337	209,337	209,337
(614)	-	-	-	-	-	-	-	-	-	-	-
% Change in	-0.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Admin											
Ending # of ERU	74,942	75,691	76,448	77,213	77,985	78,765	79,552	80,348	81,151	81,963	82,783
	830	749	757	764	772	780	788	796	803	812	820
% Change in	1.12%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Capital Spending											
Annual Capital Budget (Future Year Dollars)	\$ 6,587,942	\$ 2,770,226	\$ 4,237,454	\$ 8,071,764	\$ 10,726,427	\$ 7,608,066	\$ 5,073,473	\$ 5,135,677	\$ 7,482,471	\$ 7,259,363	\$ 7,387,143
Annual Percent Executed	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Average Annual Interest Earnings Rate											
On Fund Balances	0.00%	0.25%	0.50%	0.50%	0.75%	0.75%	1.00%	1.00%	1.00%	1.00%	1.00%
Operating Budget Reserve											
Target (Number of Months of Reserve)	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4
Operating Budget Execution Percentage											
Personal Services	96%	96%	96%	96%	96%	96%	96%	96%	96%	96%	96%
Operations and Maintenance	96%	96%	96%	96%	96%	96%	96%	96%	96%	96%	96%
Capital Outlay	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

FY 2023 Beginning Balances

Schedule 2

	Revenue Fund	Transportation Impact Fee	Renewal & Replacement
Current Unrestricted Assets ¹			
Cash and Cash Equivalents	\$ 25,563,932	\$ 14,033,416	\$ 4,159,690
Total Assets	\$ 25,563,932	\$ 14,033,416	\$ 4,159,690
Current Liabilities			
Calculated Fund Balance (Assets - Liabilities)	\$ 25,563,932	\$ 14,033,416	\$ 4,159,690
Plus/(Less): Adjustment to Match Fund Balance Analysis	(14,806,070)	-	-
Net Unrestricted Fund Balance	\$ 10,757,862	\$ 14,033,416	\$ 4,159,690
Available Fund Balance	\$ 10,757,862	\$ 14,033,416	\$ 4,159,690

Fund Summary

Revenue Fund	\$ 10,757,862
Transportation Impact Fee	14,033,416
Renewal & Replacement	4,159,690
Total Available Funds	\$ 28,950,968

¹ Beginning Balances per Statement of Net Position as of September 9th, 2022.

Projection of Cash Inflows

Schedule 3

	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033
1 Rate Revenue Growth Assumptions											
2 % Change in Road Revenue	1.33%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
3 % Change in Drainage Revenue	-0.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
4 % Change in Admin Revenue	1.12%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
5 Assumed Road Rate Revenue Increases	0.00%	25.00%	15.00%	15.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
6 Assumed Drainage Rate Revenue Increases	0.00%	25.00%	15.00%	15.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
7 Assumed Admin Rate Revenue Increases	0.00%	25.00%	15.00%	15.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
8 Rate Revenues											
9 Road Revenue	\$ 5,227,867	\$ 6,600,182	\$ 7,666,111	\$ 8,904,188	\$ 8,993,230	\$ 9,083,162	\$ 9,173,994	\$ 9,265,734	\$ 9,358,391	\$ 9,451,975	\$ 9,546,495
10 Drainage Revenue	7,653,960	9,567,450	11,002,567	12,652,952	12,652,952	12,652,952	12,652,952	12,652,952	12,652,952	12,652,952	12,652,952
11 Admin Revenue	285,529	360,480	418,698	486,318	491,181	496,093	501,054	506,064	511,125	516,236	521,398
12 Total Road & Drainage Rate Revenue	\$ 13,167,356	\$ 16,528,112	\$ 19,087,376	\$ 22,043,458	\$ 22,137,363	\$ 22,232,207	\$ 22,328,000	\$ 22,424,750	\$ 22,522,468	\$ 22,621,163	\$ 22,720,846
13 Other Operating Revenue											
14 97% Adjustment for Early Payment	\$ (395,021)	\$ (495,843)	\$ (572,621)	\$ (661,304)	\$ (664,121)	\$ (666,966)	\$ (669,840)	\$ (672,743)	\$ (675,674)	\$ (678,635)	\$ (681,625)
15 County 9Th Cent Fuel Tax	\$ 341,040	\$ 349,566	\$ 358,305	\$ 367,263	\$ 376,444	\$ 385,855	\$ 395,502	\$ 405,389	\$ 415,524	\$ 425,912	\$ 436,560
16 1St Local Opt Gas Tax/1-6	1,915,080	1,962,957	2,012,031	2,062,332	2,113,890	2,166,737	2,220,906	2,276,428	2,333,339	2,391,672	2,451,464
17 2Nd Local Opt Gas Tax/1-5	1,437,410	1,473,345	1,510,179	1,547,933	1,586,632	1,626,297	1,666,955	1,708,629	1,751,345	1,795,128	1,840,006
19 Revenue Sharing Program Municipal Gas Tax:	775,800	795,195	815,075	835,452	856,338	877,746	899,690	922,182	945,237	968,868	993,090
20 Transportation	1,295,150	-	-	-	-	-	-	-	-	-	-
21 Dot Agreements	147,220	147,220	147,220	147,220	147,220	147,220	147,220	147,220	147,220	147,220	147,220
22 Delinquent Assessments	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000
26 Constrctn Traffic Rd Fees	2,400,000	2,400,000	2,640,000	2,904,000	3,194,400	3,513,840	3,865,224	4,251,746	4,676,921	5,144,613	5,659,074
31 City Wide Fee Ordinances	800,000	800,000	800,000	800,000	800,000	800,000	800,000	800,000	800,000	800,000	800,000
32 Rental Income	38,000	38,000	38,000	38,000	38,000	38,000	38,000	38,000	38,000	38,000	38,000
33 Total Other Operating Revenue	\$ 9,004,679	\$ 7,720,440	\$ 7,998,189	\$ 8,290,896	\$ 8,698,803	\$ 9,138,730	\$ 9,613,657	\$ 10,126,853	\$ 10,681,912	\$ 11,282,779	\$ 11,933,789
34 Non-Operating Income											
35 Dispose Of Fixed Assets	\$ 80,000	\$ 80,000	\$ 80,000	\$ 80,000	\$ 80,000	\$ 80,000	\$ 80,000	\$ 80,000	\$ 80,000	\$ 80,000	\$ 80,000
36 Sale/Recycle Of Surplus	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500
37 Contributions & Donations	10,000	-	-	-	-	-	-	-	-	-	-
38 Insurance Recoveries	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000
39 Total Non-Operating Income	\$ 95,500	\$ 85,500	\$ 85,500	\$ 85,500	\$ 85,500	\$ 85,500	\$ 85,500	\$ 85,500	\$ 85,500	\$ 85,500	\$ 85,500
40 Total Cash Inflows	\$ 22,267,535	\$ 24,334,052	\$ 27,171,065	\$ 30,419,854	\$ 30,921,666	\$ 31,456,438	\$ 32,027,156	\$ 32,637,103	\$ 33,289,880	\$ 33,989,442	\$ 34,740,135

Projection of Cash Outflows

Schedule 4

Account Number	Expense Line Item	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033
Total Expenses by Category												
64	Personal Services	\$ 8,424,140	\$ 8,949,787	\$ 9,458,738	\$ 9,999,179	\$ 10,573,300	\$ 11,183,466	\$ 11,832,230	\$ 12,522,351	\$ 13,161,011	\$ 13,939,204	\$ 14,768,301
65	Operations & Maintenance	10,085,900	10,287,223	10,551,001	10,824,527	11,082,247	11,391,229	11,709,532	12,037,468	12,375,363	12,723,553	13,082,389
66	Capital Outlay	490,000	502,250	514,806	527,676	540,868	554,390	568,250	582,456	597,017	611,943	627,241
67	Total Expenses	\$ 19,000,040	\$ 19,739,260	\$ 20,524,545	\$ 21,351,382	\$ 22,196,415	\$ 23,129,085	\$ 24,110,011	\$ 25,142,275	\$ 26,133,392	\$ 27,274,701	\$ 28,477,931
Expense Execution Factors												
68	Personal Services	96%	96%	96%	96%	96%	96%	96%	96%	96%	96%	96%
69	Operations & Maintenance	96%	96%	96%	96%	96%	96%	96%	96%	96%	96%	96%
70	Capital Outlay	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Total Expenses at Execution												
71	Personal Services	\$ 8,087,174	\$ 8,591,796	\$ 9,080,389	\$ 9,599,212	\$ 10,150,368	\$ 10,736,127	\$ 11,358,940	\$ 12,021,457	\$ 12,634,571	\$ 13,381,636	\$ 14,177,569
72	Operations & Maintenance	9,682,464	9,875,734	10,128,961	10,391,546	10,638,957	10,935,580	11,241,151	11,555,970	11,880,349	12,214,611	12,559,093
73	Capital Outlay	490,000	502,250	514,806	527,676	540,868	554,390	568,250	582,456	597,017	611,943	627,241
74	Total Expenses at Execution	\$ 18,259,638	\$ 18,969,780	\$ 19,724,156	\$ 20,518,434	\$ 21,330,193	\$ 22,226,097	\$ 23,168,341	\$ 24,159,882	\$ 25,111,937	\$ 26,208,190	\$ 27,363,904
Transfers Out												
75	Transfers Out To R&R Fund	\$ 669,170	\$ 2,600,000	\$ 2,600,000	\$ 2,080,000	\$ 2,142,400	\$ 2,206,672	\$ 2,272,872	\$ 2,341,058	\$ 2,411,290	\$ 2,483,629	\$ 2,558,138
77	Total Transfers Out	\$ 669,170	\$ 2,600,000	\$ 2,600,000	\$ 2,080,000	\$ 2,142,400	\$ 2,206,672	\$ 2,272,872	\$ 2,341,058	\$ 2,411,290	\$ 2,483,629	\$ 2,558,138
78	Total Cash Outflows¹	\$ 18,928,808	\$ 21,569,780	\$ 22,324,156	\$ 22,598,434	\$ 23,472,593	\$ 24,432,769	\$ 25,441,213	\$ 26,500,941	\$ 27,523,227	\$ 28,691,819	\$ 29,922,041

¹ FY 23 operating expenses per the FY 2023 Adopted Budget respectively. All future projections based on FY 2023 Adopted Budget and identified escalation factors.

Cost Escalation Factors

Schedule 5

Expense Line Item	Escalation	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033
Executive Salaries	Salaries	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%
Regular Salaries	Salaries	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%
Other Salaries & Wages	Salaries	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%
Overtime	Salaries	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%
Special Pay Clothing/Cleaning Allow	Salaries	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%
Transfers Out	Salaries	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%
Fica	Salaries	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%
Retirement Contributions Florida Retirement System	Salaries	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%
Insurance-Health	Medical Insurance	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%
Insurance-Health Vision Care	Salaries	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%
Insurance-Health Dental,Life,Add,Disabilit	Salaries	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%
Workers' Compensation	No Escalation	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Unemployment Compensation	Salaries	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%
Compensated Absences	No Escalation	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Educational Assistance	No Escalation	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Drop Account-Expense	Default Inflation Factor	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Professional Services	Default Inflation Factor	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Professional Services Legal Services	Default Inflation Factor	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Professional Services Outside Legal-Non Litigrn	Default Inflation Factor	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Professional Services Medical Services	Default Inflation Factor	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Professional Services Other	Default Inflation Factor	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Professional Services Consultants	Default Inflation Factor	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Professional Services Cdm Model Update	Default Inflation Factor	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Professional Services Haz/Mat, Misc Incidents - Npdes (Monitoring	Default Inflation Factor	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Professional Services Surveyor	Default Inflation Factor	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Other Contracted Services	Default Inflation Factor	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Travel And Per Diem	Default Inflation Factor	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Communication Services	Default Inflation Factor	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Postage & Mailing	Default Inflation Factor	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Utility Services Water & Sewer	Default Inflation Factor	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Utility Services Electricity	Utilities	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%
Utility Services Street Lights Electric	Utilities	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%
Utility Services Electric-Deep Inject Well, Traffic Lights	Utilities	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%
Utility Services Extend Line For St. Light	Default Inflation Factor	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Utility Services Traffic Lights	Default Inflation Factor	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Rentals & Leases	Default Inflation Factor	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Insurance	Default Inflation Factor	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Repair & Maintenance R&M Office Equipment	Default Inflation Factor	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Repair & Maintenance Communication Equipment	Default Inflation Factor	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Repair & Maintenance R&M Vehicles & Equipment	Default Inflation Factor	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Repair & Maintenance Buildings	Default Inflation Factor	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Repair & Maintenance R&M Water Control Structs	Default Inflation Factor	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Repair & Maintenance R&M Roads	Default Inflation Factor	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Repair & Maintenance R&M Streetlights	Default Inflation Factor	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Repair & Maintenance R&M Traffic Signals	Default Inflation Factor	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Repair & Maintenance R&M Landscaping	Default Inflation Factor	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Repair & Maintenance - Road Maintenance Prog, Trees	Default Inflation Factor	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Repair & Maintenance R&M Drainage	Default Inflation Factor	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%

Cost Escalation Factors

Schedule 5

Repair & Maintenance Fleet - Administrative	Default Inflation Factor	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Repair & Maintenance Fleet - Labor	Default Inflation Factor	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Repair & Maintenance Fleet - Parts	Default Inflation Factor	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Repair & Maintenance Fleet - Outsourced	Default Inflation Factor	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Printing & Binding	Default Inflation Factor	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Promotional Activities	Default Inflation Factor	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Other Current Charges Cash Over And Short	Default Inflation Factor	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Other Current Charges Non-Advalorem Assessments	Default Inflation Factor	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Safety Training / Veterans Services	Default Inflation Factor	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Other Current Charges Ads And Public Notices	Default Inflation Factor	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Other Current Charges Licenses, Fees, Permits	Default Inflation Factor	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Other Current Charges Election Costs/Efs Funds	Default Inflation Factor	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Other Current Charges Tax Collector Fees/Holiday Ornaments	Default Inflation Factor	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Other Current Charges Landfill Disposal Charges	Default Inflation Factor	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Other Current Charges Food	Default Inflation Factor	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Other Current Charges Payment To General Fund	Default Inflation Factor	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Other Current Charges Payment	Default Inflation Factor	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Office Supplies	Default Inflation Factor	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Operating Supplies Other Operating Supplies	Default Inflation Factor	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Operating Supplies Fuel	Utilities	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%
Operating Supplies Oil & Lube	Default Inflation Factor	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Operating Supplies Diesel	Default Inflation Factor	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Operating Supplies Chemicals	Default Inflation Factor	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Operating Supplies Aquatic Weed Control	Default Inflation Factor	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Operating Supplies Uniforms	Default Inflation Factor	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Operating Supplies Canal Maintenance	Default Inflation Factor	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Operating Supplies Structure Maintenance	Default Inflation Factor	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Operating Supplies Drainage Supplies	Default Inflation Factor	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Operating Supplies Street Signs & Signals	Default Inflation Factor	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Operating Supplies Minor Operating Equipment	Default Inflation Factor	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Road Materials & Supplies	Default Inflation Factor	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Books, Public, Subs, Memb	Default Inflation Factor	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Training & Education	Default Inflation Factor	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Depreciation	Default Inflation Factor	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%

Capital Improvement Program¹

Schedule 6

	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033
Project Description											
1 RDD-Land - Land Acquisition - R22RDD	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2 Ponce De Leon Boulevard Multi-Use Path - Construction - R22SPD	116,400	-	-	-	-	-	-	-	-	-	-
3 2023 Dredging of Cocoplum Waterway - Construction - R23DCW	-	-	1,500,000	-	-	-	-	-	-	-	-
4 2023 Dredging of Cocoplum Waterway - Plan/Design/Engineering - R23DCW	200,000	-	-	-	-	-	-	-	-	-	-
5 2023 Drainage System Improvements - Construction - R23DSI	350,822	-	-	-	-	-	-	-	-	-	-
6 2023 Drainage System Improvements - Construction - R23DSI	143,070	-	-	-	-	-	-	-	-	-	-
7 2023 Rehabilitation of Pedestrian Bridges - Plan/Design/Engineering - R23PBR	75,000	-	-	-	-	-	-	-	-	-	-
8 2023 Rehabilitation of Pedestrian Bridges - Construction - R23PBR	-	100,000	-	-	-	-	-	-	-	-	-
9 2023 Water Control Structure FW 157 - Plan/Design/Engineering - R23S57	224,000	-	-	-	-	-	-	-	-	-	-
10 2023 Sidewalk and Pedestrian Bridge - Plan/Design/Engineering - R23SWC	78,720	-	-	-	-	-	-	-	-	-	-
11 Bridge Rehabilitation & Repair Program - Construction - RProgram-BRR	-	-	-	303,300	309,366	-	-	-	-	-	-
12 Water Control Structure 113 - Construction - R21S13	2,752,500	-	-	-	-	-	-	-	-	-	-
13 Drainage Improvement Program - Construction - RProgram-DSI	-	729,630	741,160	755,980	766,810	-	-	-	-	-	-
14 Drainage Improvement Program - Construction - RProgram-DSI	-	-	-	952,600	975,940	-	-	-	-	-	-
15 Public Works Facility Phase II - Construction - R20FAC	-	-	-	-	2,594,985	2,594,985	-	-	-	-	-
16 Hillsborough/Cranberry Intersection Improvements - Construction - R20HCI	2,597,430	-	-	-	-	-	-	-	-	-	-
17 Road Rehabilitation Program - Construction - RProgram-RRH	-	-	-	1,669,000	1,726,720	-	-	-	-	-	-
18 Sidewalk and Pedestrian Bridges Program - Plan/Design/Engineering - RProgram-SWC	-	102,000	104,040	106,120	106,835	-	-	-	-	-	-
19 Sidewalk and Pedestrian Bridges Program - Construction - RProgram-SWC	-	-	-	510,000	521,607	-	-	-	-	-	-
20 Unspecified Future Capital	-	-	-	-	-	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000
21 WCS Design and Construction	-	1,788,596	1,842,254	3,724,764	3,674,164	2,013,081	2,073,473	2,135,677	4,482,471	4,259,363	4,387,143
22 Final CIP Funding Level	\$ 6,587,942	\$ 2,770,226	\$ 4,237,454	\$ 8,071,764	\$ 10,726,427	\$ 7,608,066	\$ 5,073,473	\$ 5,135,677	\$ 7,482,471	\$ 7,259,363	\$ 7,387,143

¹ All of the following projects are assumed to be funded by the Road and Drainage Operating Fund, projects funded by surtax or other sources have been removed from the forecast.



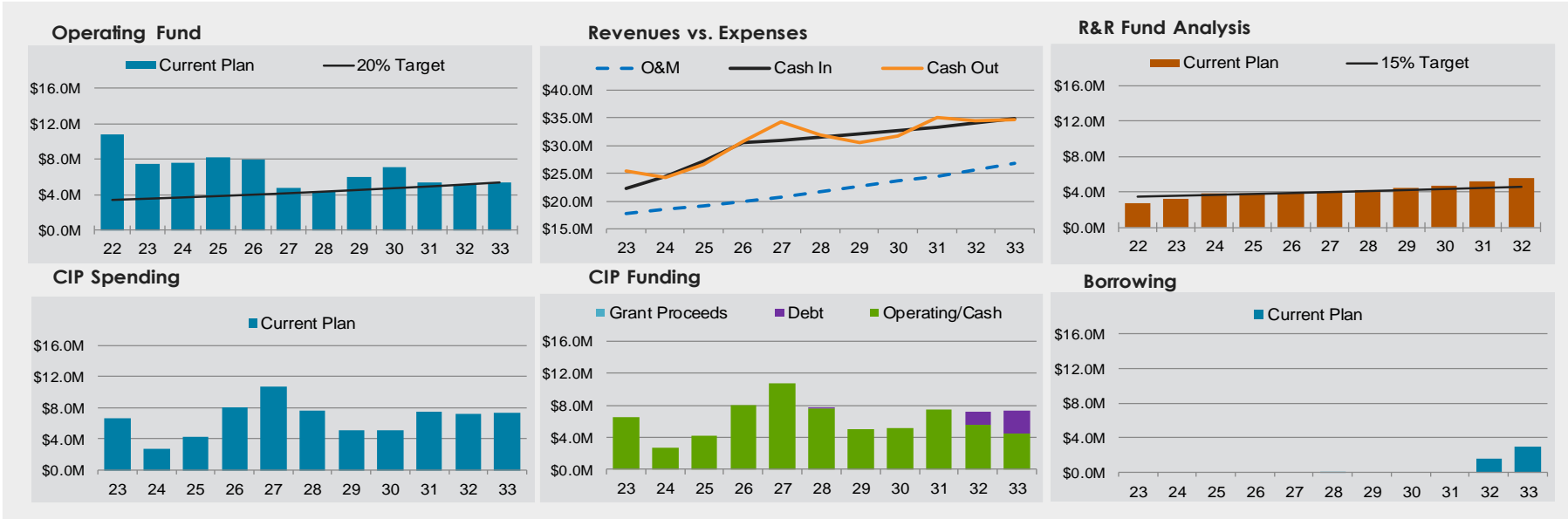
City of North Port, FL

Road & Drainage Fund



CALC SAVE OVR
LAST CTRL

	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	
Road & Drainage Assessment	0.00%	25.00%	15.00%	15.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Single Family (Base, Enh., I,II, III)	\$ 173.28	\$ 220.13	\$ 253.15	\$ 291.12	\$ 291.12	\$ 291.12	\$ 291.12	\$ 291.12	\$ 291.12	\$ 291.12	\$ 291.12	Total Debt
Estimated Bill Increase		\$46.85	\$33.02	\$37.97	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	4,599,794



Pro Forma

Schedule 8

	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033
1 Operating Revenue											
2 Road, Drainage & Admin Rate Revenue	\$ 13,167,356	\$ 13,167,356	\$ 16,528,112	\$ 19,087,376	\$ 22,043,458	\$ 22,137,363	\$ 22,232,207	\$ 22,328,000	\$ 22,424,750	\$ 22,522,468	\$ 22,621,163
3 Change in Revenue From Growth	-	55,134	69,607	80,848	93,905	94,844	95,793	96,750	97,718	98,695	99,682
4 Subtotal	\$ 13,167,356	\$ 13,222,490	\$ 16,597,719	\$ 19,168,224	\$ 22,137,363	\$ 22,232,207	\$ 22,328,000	\$ 22,424,750	\$ 22,522,468	\$ 22,621,163	\$ 22,720,846
5 <i>Weighted Average Rate Increase</i>	0.00%	25.00%	15.00%	15.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
6 Additional Rate Revenue From Rate Increase	-	3,305,622	2,489,658	2,875,234	-	-	-	-	-	-	-
7 Total Rate Revenue	\$ 13,167,356	\$ 16,528,112	\$ 19,087,376	\$ 22,043,458	\$ 22,137,363	\$ 22,232,207	\$ 22,328,000	\$ 22,424,750	\$ 22,522,468	\$ 22,621,163	\$ 22,720,846
8 Plus: Other Operating Revenue	9,004,679	7,720,440	7,998,189	8,290,896	8,698,803	9,138,730	9,613,657	10,126,853	10,681,912	11,282,779	11,933,789
9 Equals: Total Operating Revenue	\$ 22,172,035	\$ 24,248,552	\$ 27,085,565	\$ 30,334,354	\$ 30,836,166	\$ 31,370,938	\$ 31,941,656	\$ 32,551,603	\$ 33,204,380	\$ 33,903,942	\$ 34,654,635
10 Less: Operating Expenses											
11 Personal Services	\$ (8,087,174)	\$ (8,591,796)	\$ (9,080,389)	\$ (9,599,212)	\$ (10,150,368)	\$ (10,736,127)	\$ (11,358,940)	\$ (12,021,457)	\$ (12,634,571)	\$ (13,381,636)	\$ (14,177,569)
12 Operations & Maintenance Costs	(9,682,464)	(9,875,734)	(10,128,961)	(10,391,546)	(10,638,957)	(10,935,580)	(11,241,151)	(11,555,970)	(11,880,349)	(12,214,611)	(12,559,093)
13 Equals: Net Operating Income	\$ 4,402,397	\$ 5,781,022	\$ 7,876,215	\$ 10,343,596	\$ 10,046,842	\$ 9,699,231	\$ 9,341,565	\$ 8,974,177	\$ 8,689,461	\$ 8,307,695	\$ 7,917,973
14 Plus: Non-Operating Income/(Expense)											
15 Interest Income	\$ -	\$ 26,313	\$ 56,936	\$ 59,417	\$ 76,630	\$ 63,564	\$ 91,993	\$ 107,778	\$ 108,194	\$ 102,248	\$ 106,231
16 Non-Operating Revenue	95,500	85,500	85,500	85,500	85,500	85,500	85,500	85,500	85,500	85,500	85,500
17 Equals: Net Income	\$ 4,497,897	\$ 5,892,836	\$ 8,018,652	\$ 10,488,513	\$ 10,208,971	\$ 9,848,295	\$ 9,519,059	\$ 9,167,455	\$ 8,883,154	\$ 8,495,442	\$ 8,109,704
18 Less: Revenues Excluded From Coverage Test											
19 Equals: Net Income Available For Debt Service	\$ 4,497,897	\$ 5,892,836	\$ 8,018,652	\$ 10,488,513	\$ 10,208,971	\$ 9,848,295	\$ 9,519,059	\$ 9,167,455	\$ 8,883,154	\$ 8,495,442	\$ 8,109,704
26 Cash Flow Test											
27 Net Income Available For Debt Service	\$ 4,497,897	\$ 5,892,836	\$ 8,018,652	\$ 10,488,513	\$ 10,208,971	\$ 9,848,295	\$ 9,519,059	\$ 9,167,455	\$ 8,883,154	\$ 8,495,442	\$ 8,109,704
28 Less: Non-Operating Expenditures											
29 Net Interfund Transfers (In - Out)	(669,170)	(2,600,000)	(2,600,000)	(2,080,000)	(2,142,400)	(2,206,672)	(2,272,872)	(2,341,058)	(2,411,290)	(2,483,629)	(2,558,138)
30 Net Debt Service Payment	-	-	-	-	-	(2,332)	(3,371)	(3,371)	(3,371)	(73,779)	(231,944)
31 Capital Outlay	(490,000)	(502,250)	(514,806)	(527,676)	(540,868)	(554,390)	(568,250)	(582,456)	(597,017)	(611,943)	(627,241)
32 Net Cash Flow	\$ 3,338,727	\$ 2,790,586	\$ 4,903,845	\$ 7,880,837	\$ 7,525,703	\$ 7,084,902	\$ 6,674,566	\$ 6,240,569	\$ 5,871,475	\$ 5,326,092	\$ 4,692,381
33 Unrestricted Reserve Fund Test											
34 Balance At Beginning Of Fiscal Year	\$ 10,757,862	\$ 7,508,647	\$ 7,529,006	\$ 8,195,398	\$ 8,004,471	\$ 4,803,747	\$ 4,334,341	\$ 5,935,434	\$ 7,040,326	\$ 5,429,330	\$ 5,119,250
35 Cash Flow Surplus/(Deficit)	3,338,727	2,790,586	4,903,845	7,880,837	7,525,703	7,084,902	6,674,566	6,240,569	5,871,475	5,326,092	4,692,381
36 Projects Designated To Be Paid With Cash	(6,587,942)	(2,770,226)	(4,237,454)	(8,071,764)	(10,726,427)	(7,554,307)	(5,073,473)	(5,135,677)	(7,482,471)	(5,636,173)	(4,464,298)
37 Balance At End Of Fiscal Year	\$ 7,508,647	\$ 7,529,006	\$ 8,195,398	\$ 8,004,471	\$ 4,803,747	\$ 4,334,341	\$ 5,935,434	\$ 7,040,326	\$ 5,429,330	\$ 5,119,250	\$ 5,347,332
38 Minimum Working Capital Reserve Target	3,553,928	3,693,506	3,841,870	3,998,152	4,157,865	4,334,341	4,520,018	4,715,485	4,902,984	5,119,250	5,347,332
39 Excess/(Deficiency) Of Working Capital To Target	\$ 3,954,719	\$ 3,835,500	\$ 4,353,528	\$ 4,006,319	\$ 645,882	\$ -	\$ 1,415,416	\$ 2,324,841	\$ 526,346	\$ -	\$ -

Capital Project Funding Summary

Schedule 9

Final Capital Projects Funding Sources	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033
Revenue Fund	\$ -	\$ 1,788,596	\$ 1,842,254	\$ 3,724,764	\$ 6,269,149	\$ 4,554,307	\$ 2,073,473	\$ 2,135,677	\$ 4,482,471	\$ 2,636,173	\$ 1,464,298
Senior-Lien Debt Proceeds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 53,759	\$ -	\$ -	\$ -	\$ 1,623,190	\$ 2,922,845
Projects Designated To Be Paid With Cash	\$ 6,587,942	\$ 981,630	\$ 2,395,200	\$ 4,347,000	\$ 4,457,278	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000
Total Projects Paid	\$ 6,587,942	\$ 2,770,226	\$ 4,237,454	\$ 8,071,764	\$ 10,726,427	\$ 7,608,066	\$ 5,073,473	\$ 5,135,677	\$ 7,482,471	\$ 7,259,363	\$ 7,387,143

Detailed Funding by Fund

Schedule 10

	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033
Transportation Impact Fee											
Balance At Beginning Of Fiscal Year	\$ 14,033,416	\$ 16,075,066	\$ 18,159,456	\$ 20,297,007	\$ 22,445,246	\$ 24,662,892	\$ 26,897,170	\$ 29,218,000	\$ 31,562,038	\$ 33,929,517	\$ 36,320,670
Annual Revenues	2,041,650	2,041,650	2,041,650	2,041,650	2,041,650	2,041,650	2,041,650	2,041,650	2,041,650	2,041,650	2,041,650
Less: Annual Expenses	-	-	-	-	-	-	-	-	-	-	-
Less: Payment Of Debt Service	-	-	-	-	-	-	-	-	-	-	-
Subtotal	\$ 16,075,066	\$ 18,116,716	\$ 20,201,106	\$ 22,338,657	\$ 24,486,896	\$ 26,704,542	\$ 28,938,820	\$ 31,259,650	\$ 33,603,688	\$ 35,971,167	\$ 38,362,320
Less: Restricted Funds	-	-	-	-	-	-	-	-	-	-	-
Total Amount Available For Projects	16,075,066	18,116,716	20,201,106	22,338,657	24,486,896	26,704,542	28,938,820	31,259,650	33,603,688	35,971,167	38,362,320
Amount Paid For Projects	-	-	-	-	-	-	-	-	-	-	-
Subtotal	\$ 16,075,066	\$ 18,116,716	\$ 20,201,106	\$ 22,338,657	\$ 24,486,896	\$ 26,704,542	\$ 28,938,820	\$ 31,259,650	\$ 33,603,688	\$ 35,971,167	\$ 38,362,320
Add Back: Restricted Funds	-	-	-	-	-	-	-	-	-	-	-
Plus: Interest Earnings	-	42,740	95,901	106,589	175,996	192,628	279,180	302,388	325,829	349,503	373,415
Less: Interest Allocated To Cash Flow	-	-	-	-	-	-	-	-	-	-	-
Balance At End Of Fiscal Year	\$ 16,075,066	\$ 18,159,456	\$ 20,297,007	\$ 22,445,246	\$ 24,662,892	\$ 26,897,170	\$ 29,218,000	\$ 31,562,038	\$ 33,929,517	\$ 36,320,670	\$ 38,735,735
Renewal & Replacement											
Balance At Beginning Of Fiscal Year	\$ 4,159,690	\$ 2,747,334	\$ 3,265,808	\$ 3,784,282	\$ 3,782,756	\$ 3,843,630	\$ 3,968,777	\$ 4,160,123	\$ 4,419,655	\$ 4,749,419	\$ 5,151,522
Annual Revenues	669,170	2,600,000	2,600,000	2,080,000	2,142,400	2,206,672	2,272,872	2,341,058	2,411,290	2,483,629	2,558,138
Less: Annual Expenses	(2,081,526)	(2,081,526)	(2,081,526)	(2,081,526)	(2,081,526)	(2,081,526)	(2,081,526)	(2,081,526)	(2,081,526)	(2,081,526)	(2,081,526)
Less: Payment Of Debt Service	-	-	-	-	-	-	-	-	-	-	-
Subtotal	\$ 2,747,334	\$ 3,265,808	\$ 3,784,282	\$ 3,782,756	\$ 3,843,630	\$ 3,968,777	\$ 4,160,123	\$ 4,419,655	\$ 4,749,419	\$ 5,151,522	\$ 5,628,134
Less: Restricted Funds	(2,747,334)	(3,265,808)	(3,643,680)	(3,752,990)	(3,843,630)	(3,968,777)	(4,100,994)	(4,224,024)	(4,350,744)	(4,481,267)	(4,615,705)
Total Amount Available For Projects	-	-	140,602	29,766	-	-	59,129	195,632	398,675	670,256	1,012,429
Amount Paid For Projects	-	-	-	-	-	-	-	-	-	-	-
Subtotal	\$ -	\$ -	\$ 140,602	\$ 29,766	\$ -	\$ -	\$ 59,129	\$ 195,632	\$ 398,675	\$ 670,256	\$ 1,012,429
Add Back: Restricted Funds	2,747,334	3,265,808	3,643,680	3,752,990	3,843,630	3,968,777	4,100,994	4,224,024	4,350,744	4,481,267	4,615,705
Plus: Interest Earnings	-	7,516	17,625	18,918	28,599	29,297	40,644	42,899	45,845	49,505	53,898
Less: Interest Allocated To Cash Flow	-	(7,516)	(17,625)	(18,918)	(28,599)	(29,297)	(40,644)	(42,899)	(45,845)	(49,505)	(53,898)
Balance At End Of Fiscal Year	\$ 2,747,334	\$ 3,265,808	\$ 3,784,282	\$ 3,782,756	\$ 3,843,630	\$ 3,968,777	\$ 4,160,123	\$ 4,419,655	\$ 4,749,419	\$ 5,151,522	\$ 5,628,134
Revenue Fund											
Balance At Beginning Of Fiscal Year	\$ 10,757,862	\$ 7,508,647	\$ 7,529,006	\$ 8,195,398	\$ 8,004,471	\$ 4,803,747	\$ 4,334,341	\$ 5,935,434	\$ 7,040,326	\$ 5,429,330	\$ 5,119,250
Net Cash Flow	3,338,727	2,790,586	4,903,845	7,880,837	7,525,703	7,084,902	6,674,566	6,240,569	5,871,475	5,326,092	4,692,381
Less: Cash-Funded Capital Projects	(6,587,942)	(981,630)	(2,395,200)	(4,347,000)	(4,457,278)	(3,000,000)	(3,000,000)	(3,000,000)	(3,000,000)	(3,000,000)	(3,000,000)
Less: Payment Of Debt Service	-	-	-	-	-	-	-	-	-	-	-
Subtotal	\$ 7,508,647	\$ 9,317,602	\$ 10,037,652	\$ 11,729,235	\$ 11,072,896	\$ 8,888,649	\$ 8,008,907	\$ 9,176,003	\$ 9,911,801	\$ 7,755,422	\$ 6,811,630
Less: Restricted Funds	(3,553,928)	(3,693,506)	(3,841,870)	(3,998,152)	(4,157,865)	(4,334,341)	(4,520,018)	(4,715,485)	(4,902,984)	(5,119,250)	(5,347,332)
Total Amount Available For Projects	\$ 3,954,719	\$ 5,624,096	\$ 6,195,782	\$ 7,731,083	\$ 6,915,031	\$ 4,554,307	\$ 3,488,889	\$ 4,460,518	\$ 5,008,817	\$ 2,636,173	\$ 1,464,298
Amount Paid For Projects	-	(1,788,596)	(1,842,254)	(3,724,764)	(6,269,149)	(4,554,307)	(2,073,473)	(2,135,677)	(4,482,471)	(2,636,173)	(1,464,298)
Subtotal	\$ 3,954,719	\$ 3,835,500	\$ 4,353,528	\$ 4,006,319	\$ 645,882	\$ -	\$ 1,415,416	\$ 2,324,841	\$ 526,346	\$ -	\$ -
Add Back: Restricted Funds	3,553,928	3,693,506	3,841,870	3,998,152	4,157,865	4,334,341	4,520,018	4,715,485	4,902,984	5,119,250	5,347,332
Plus: Interest Earnings	-	18,797	39,311	40,500	48,031	34,268	51,349	64,879	62,348	52,743	52,333
Less: Interest Allocated To Cash Flow	-	(18,797)	(39,311)	(40,500)	(48,031)	(34,268)	(51,349)	(64,879)	(62,348)	(52,743)	(52,333)
Balance At End Of Fiscal Year	\$ 7,508,647	\$ 7,529,006	\$ 8,195,398	\$ 8,004,471	\$ 4,803,747	\$ 4,334,341	\$ 5,935,434	\$ 7,040,326	\$ 5,429,330	\$ 5,119,250	\$ 5,347,332

Senior Borrowing Projections

Schedule 11

	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033
Term (Years)	30	30	30	30	30	30	30	30	30	30	30
Interest Rate	3.50%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%
Sources of Funds											
Par Amount	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 58,296	\$ -	\$ -	\$ -	\$ 1,760,186	\$ 3,169,530
Uses of Funds											
Proceeds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 53,759	\$ -	\$ -	\$ -	\$ 1,623,190	\$ 2,922,845
Cost of Issuance	2.00%	of Par	-	-	-	1,166	-	-	-	35,204	63,391
Underwriter's Discount	-	per \$1,000	-	-	-	-	-	-	-	-	-
Bond Insurance	0	times total Debt Service	-	-	-	-	-	-	-	-	-
Capitalized Interest	0	Years Interest	-	-	-	-	-	-	-	-	-
Debt Service Surety	0.00%	of Debt Service	-	-	-	-	-	-	-	-	-
Debt Service Reserve	1	Year(s) of Debt Service	-	-	-	3,371	-	-	-	101,792	183,294
Other Costs	-	-	-	-	-	-	-	-	-	-	-
Total Uses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 58,296	\$ -	\$ -	\$ -	\$ 1,760,186	\$ 3,169,530
1 Year Interest	-	-	-	-	-	2,332	-	-	-	70,407	126,781
Annual Debt Service	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,371	\$ -	\$ -	\$ -	\$ 101,792	\$ 183,294
Total Debt Service	-	-	-	-	-	101,138	-	-	-	3,053,752	5,498,827
Cumulative New Annual Senior Lien Debt Service¹	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,332	\$ 3,371	\$ 3,371	\$ 3,371	\$ 73,779	\$ 231,944

¹Reflects interest-only payment due in year of issuance.

APPENDIX B – COST ALLOCATION ANALYSIS

Schedule 1 – Sample Property Impacts

Schedule 2 – Sample Property Impact Graphs

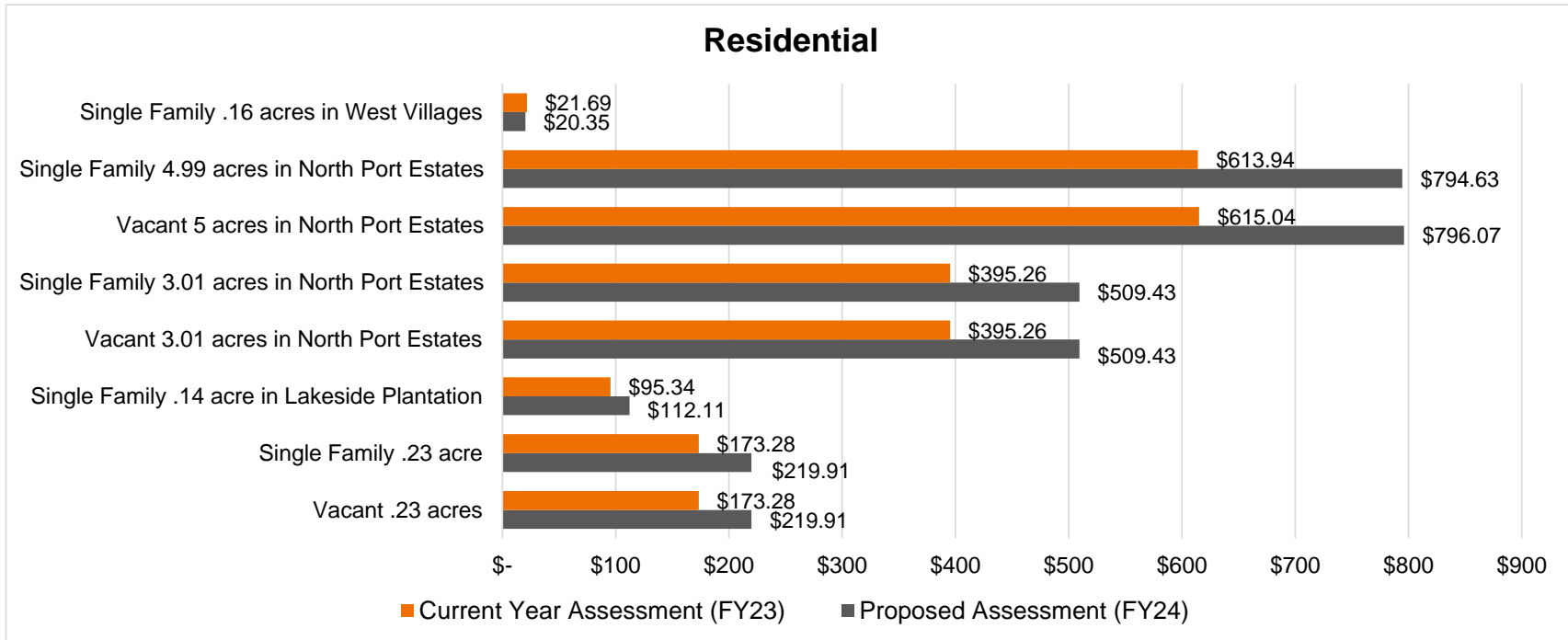
Sample Property Impacts

Schedule 1

	Current Year Rates (FY23)	Calculated/Proposed Rates (FY24)	ID	Description	Current Year Assessment (FY23)	Proposed Assessment (FY24)	Annual \$ Change	Monthly \$ Change
Base Road Services	\$ 17.88	\$ 14.24						
Enhanced Road Services	\$ 41.15	\$ 55.52						
Primary Drainage	\$ 32.50	\$ 36.24						
Secondary Drainage	\$ 27.36	\$ 27.38						
Tertiary Drainage	\$ 50.58	\$ 80.42						
Admin Charge	\$ 3.81	\$ 6.11						
			Residential	Residential				
			0769100007	Vacant .23 acres	\$ 173.28	\$ 219.91	\$ 46.63	\$ 3.89
			1144072814	Single Family .23 acre	\$ 173.28	\$ 219.91	\$ 46.63	\$ 3.89
			1114031206	Single Family .14 acre in Lakeside Plantation	\$ 95.34	\$ 112.11	\$ 16.77	\$ 1.40
			0937013505	Vacant 3.01 acres in North Port Estates	\$ 395.26	\$ 509.43	\$ 114.17	\$ 9.51
			0937013611	Single Family 3.01 acres in North Port Estates	\$ 395.26	\$ 509.43	\$ 114.17	\$ 9.51
			0942042815	Vacant 5 acres in North Port Estates	\$ 615.04	\$ 796.07	\$ 181.03	\$ 15.09
			0943011510	Single Family 4.99 acres in North Port Estates	\$ 613.94	\$ 794.63	\$ 180.69	\$ 15.06
			0776110009	Single Family .16 acres in West Villages	\$ 21.69	\$ 20.35	\$ (1.34)	\$ (0.11)
			Large Non-Residential	Large Non-Residential				
			1002160010	Commercial Department Store: Wal-Mart	\$ 70,864.04	\$ 83,594.57	\$ 12,730.53	\$ 1,060.88
			1002160040	Commercial Department Store: Home Depot	\$ 36,310.12	\$ 42,821.52	\$ 6,511.41	\$ 542.62
			1140001011	Commercial Golf Course 340.12 acres	\$ 4,756.52	\$ 4,964.12	\$ 207.60	\$ 17.30
			0991002000	Commercial Golf Course 403.06 acres	\$ 16,918.49	\$ 17,651.54	\$ 733.04	\$ 61.09
			1115001300	Vacant Collector Large Lot	\$ 95.34	\$ 112.11	\$ 16.77	\$ 1.40
			Small Non-Residential & Multi-Family	Small Non-Residential & Multi-Family				
			0962011006	Commercial Condo-Office	\$ 320.26	\$ 393.61	\$ 73.35	\$ 6.11
			0992269723	Residential Multi-family: Victoria Point	\$ 834.89	\$ 749.65	\$ (85.25)	\$ (7.10)
			0999034631	Commercial -Strip store .17 acres	\$ 718.72	\$ 864.49	\$ 145.78	\$ 12.15
			0999034628	Commercial -Strip store .52 acres	\$ 1,928.24	\$ 2,293.87	\$ 365.63	\$ 30.47
			0997093405	Commercial -Strip store 1.93 acres	\$ 3,958.01	\$ 4,714.74	\$ 756.73	\$ 63.06

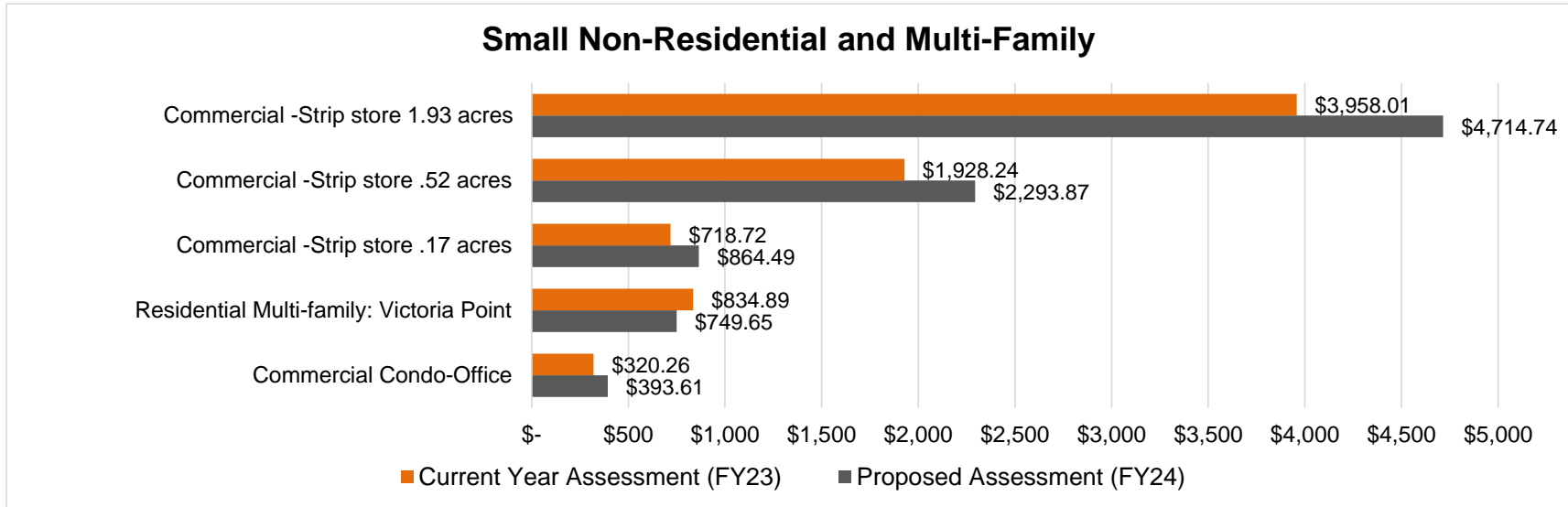
Sample Property Impact Graphs

Schedule 2



Sample Property Impact Graphs

Schedule 2



Sample Property Impact Graphs

Schedule 2

