



CITY OF MELBOURNE

COMPREHENSIVE PLAN
CAPITAL IMPROVEMENTS ELEMENT

Data and Analysis

May 2009

DRAFT

Prepared For:

City of Melbourne
Planning & Economic Development Department
900 E. Strawbridge Avenue
Melbourne, Florida 32901

Prepared By:



LAND DESIGN INNOVATIONS
Incorporated

140 North Orlando Avenue
Suite 295
Winter Park, Florida 32789
Phone: 407-975-1273
Fax: 407-975-1278
www.landbiz.com

TABLE OF CONTENTS

A. INTRODUCTION.....1

B. INVENTORY OF NEEDS AND FUNDING SOURCES1

1. Public Facility Needs.....1

 a. Public Health Facilities.....2

 b. Public Education Facilities.....2

 c. Public Safety – Fire Services.....3

 d. Police Services3

 e. Transportation4

 f. Sanitary Sewer4

 g. Solid Waste5

 h. Drainage.....6

 i. Potable Water.....6

 j. Recreation/Open Space7

2. Funding Source Definitions.....8

 a. General Fund Revenue Sources.....8

 b. Other Revenue Sources9

C. PUBLIC FACILITY ANALYSIS.....10

3. Current Practices for Funding Capital Improvements.....10

4. Impacts of Future School Needs on Infrastructure10

5. Timing and Location of Capital Projects.....11

6. Financial Assessment11

 a. Transportation11

 b. Sanitary Sewer12

 c. Potable Water.....12

 d. Solid Waste12

 e. Drainage.....12

 f. Recreation and Open Space12

7. Forecasting of Revenues and Expenditures.....13

8. Financial Feasibility.....13

9. Concurrency Management.....14

LIST OF TABLES

Table X - 1: Inventory of Public Schools that Serve the City of Melbourne.....16
Table X - 2: Capital Improvements Schedule FY 2008/09 to FY 2012/1317
Table X - 3: Projection of Ad Valorem Tax Revenues.....21
Table X - 4: Projected Non Ad Valorem Tax Revenues22
Table X - 5: Debt Service Obligations for Outstanding Bond Issues23

CHAPTER X
CAPITAL IMPROVEMENTS ELEMENT
DATA AND ANALYSIS

A. INTRODUCTION

The purpose of the Capital Improvements Element is to evaluate the need for public facilities as identified in other elements of this plan. In addition, this element is intended to demonstrate the financial feasibility of the City of Melbourne's comprehensive plan by presenting an analysis of the fiscal capability of the City to fund needed public facilities, recommend financial policies to guide the funding of those identified improvements, and schedule the funding and construction of improvements in a manner necessary to ensure that capital improvements are provided when required. All capital projects shall be reviewed as to their compatibility and timing in relation to capital projects being implemented or planned by Brevard County, the Florida Department of Transportation (FDOT), the St. Johns River Water Management District (SJRWMD), the Brevard County School District, the Florida Department of Environmental Protection (DEP), and any other applicable government agency.

Needed capital improvements are those that are necessary to meet the adopted level of service (LOS) standards identified in other elements of this Plan. The City of Melbourne public facilities that require funding in order to serve the existing and future population of the City, including the Urban Services Boundary (USB), are:

- Transportation - Roadways under the jurisdiction of the City, County and State
- Sanitary Sewer - Sanitary sewer collection, treatment and effluent disposal facilities
- Solid Waste - Solid waste collection system and coordination with Brevard County for solid waste disposal facilities
- Stormwater – Stormwater management systems necessary to meet recommended level of service standards for stormwater quality and conveyance
- Potable Water - Potable water supply, treatment and distribution facilities.
- Recreation/Open Space - Land area necessary to meet the recommended level of service standards

The Capital Improvements Element will also present methods to implement and monitor Concurrency Management as defined and required in Rules 9J-5.003, 9J-5.016 and 9J-5.0055, Florida Administrative Code (F.A.C.).

B. INVENTORY OF NEEDS AND FUNDING SOURCES

1. Public Facility Needs

The applicable elements have identified various capital improvements necessary to meet the recommended level of service standards. In addition, Rule 9J-5.016, F.A.C. requires

the City to assure adequate public facilities are available to service public health, safety and education needs. An assessment of the required public facilities is presented below.

a. Public Health Facilities

Melbourne is provided public health facilities through the Brevard County Health Department, the Holmes Regional Medical Center and the Westhoff Medical Center, which are all located within the city limits. The Holmes Regional Medical Center and the Westhoff Medical Center are full-service, not-for-profit hospitals operated by the Health First Foundation and the Westhoff Health System, respectively. The medical center is not part of the City's budgetary process. The Brevard County Health Department provides medical care for City and County residents at its Melbourne clinic on South Babcock Street.

b. Public Education Facilities

The Brevard County School District operates the public education facilities for residents of Melbourne. Two schools, Westshore Junior/Senior High School and Stone Middle School are located within the City limits. All public schools that serve the residents of Melbourne are included in this assessment of applicable public facilities. An inventory of these schools is listed in **Table X-1** and their locations are shown on Figures 3a, 3b and 3c of the Public School Facilities Element.

All counties and municipalities in Florida were required to adopt a Public School Facilities Element (PSFE) as a part of the Comprehensive Plan. The City of Melbourne adopted its PSFE on September 16, 2008. The PSFE sets forth a comprehensive approach to school planning in coordination with the Brevard County School Board and other municipalities in the county.

The City is a party to the "Interlocal Agreement for Public School Facility Planning and School Concurrency." The other parties to the agreement are the Brevard County Board of County Commissioners, the School Board of Brevard County, and the cities or towns of Cape Canaveral, Cocoa, Cocoa Beach, Indialantic, Indian Harbour Beach, Malabar, Melbourne, Melbourne Beach, Palm Bay, Palm Shores, Rockledge, Satellite Beach, Titusville and West Melbourne. The interlocal agreement was executed by the School Board of Brevard County on July 15, 2008 and by the City of Melbourne on September 16, 2008.

Existing and Future Public Education Deficiencies:

The Brevard County School District adopted tiered level of service (LOS) standards, based upon permanent (FISH) capacity, which addresses the correction of existing school facility deficiencies. The tiered LOS standards will terminate upon achieving 100% for all schools of the same type. When necessary, the School Board shall initiate appropriate program changes and make boundary adjustments, as well as provide additional capacity to prevent the tiered LOS standard from being exceeded.

c. Public Safety – Fire Services

The Melbourne Fire Department serves the community from eight (8) stations, responding to more than 13,000 incidents per year. The stations are located throughout the boundaries of the City to allow emergency response times of four minutes or less.

In addition to fire suppression, the Fire Department provides Emergency Medical Services. Seven of the eight stations are licensed in advanced life support and are staffed by paramedics. The Fire Department's Code Compliance Division is responsible for public education, building inspections, and fire investigations. Department personnel also aid in community disaster relief efforts by providing search/rescue and recovery assistance after a natural disaster such as a hurricane.

A general summary of any existing and anticipated future public safety deficiencies is as follows:

Existing and Future Fire Safety Deficiencies:

Based on the County's Insurance Services Office (ISO) rating, there are no existing fire safety deficiencies for services provided within the City of Melbourne. The City constructed Fire Station #78 in 2006, which afforded additional facilities in the southern section of the City.

Continued residential and non-residential development may increase the demand for Fire/EMS services. As part of the City's long-range planning efforts, the City has identified the future development of a new fire/rescue facility in FY 2012/13.

d. Police Services

The Melbourne Police Department provides law enforcement services to City residents. In 2007 the Police Department had 250 employees, 171 sworn officers and 85 civilian employees, of which 21 were crossing guards.

Existing and Future Police Deficiencies:

The State average in 2007 for sworn officers per population was 2.21 officers for every thousand persons¹. With The City's roster of 171 sworn officers provides 98.9% of the State average.

Residential and non-residential development through the planning timeframe will increase the demand for law enforcement sworn officers. In order to maintain the State average for number of law enforcement officers per thousand persons, the City may need to increase its number of sworn officers. (Construction of a new police station, sub-station or public safety facility to accommodate the anticipated development may also be warranted, based on population counts from the upcoming 2010 Census.)

¹ 2007 Criminal Justice Agency Profile Report, Florida Department of Law Enforcement, from website accessed 8/20/08 at www.fdle.state.fl.us/cjst/CJAP/2007/Ratios/ratio_totals.html

e. Transportation

The City of Melbourne's transportation system is made up of roadways, rail lines, public transit facilities, an airport and pedestrian facilities. The City is serviced by five major roadways: US-1, Wickham Road, Interstate 95, US 192, and US 518 (Eau Gallie Boulevard). Each of these roadways is classified by the State as an Urban Principal Arterial roadway. The City participates in transportation planning through its membership in the Space Coast Transportation Planning Organization (TPO), which develops plans, policies and priorities that guide local decision making on transportation issue. Principal responsibilities include the development of a 20-year Long Range Transportation Plan (LRTP), a five-year Transportation Improvement Program (TIP) and related transportation planning studies and projects.

Public transit is provided by the Brevard County Space Coast Area Transit (SCAT) system and serves residents throughout Brevard County. The Melbourne Airport Authority, a seven-member board appointed by the Melbourne City Council and the private sector, governs the Melbourne International Airport, which provides the only commercial passenger service in Brevard County. The airport authority and SCAT establish their own level of service standards.

Existing and Future Transportation Deficiencies:

Based upon information contained within the TPO's 2008 State of the System, two roadway segments are currently operating above design capacity, US 1 between Eau Gallie Boulevard and Ballard Drive and I-95 between Eau Gallie Boulevard and Wickham Road. US 1 is a state-maintained roadway and no improvements are currently planned for this segment by the FDOT; however, a planned extension of Apollo Boulevard will create an alternative north-south corridor that should relieve congestion on US 1. The widening of I-95, also a state-maintained facility, is currently under construction (including a new interchange at the Pineda Causeway Extension).

The LRTP identifies future transportation deficiencies for State and County roadways and prioritizes projects that will address these deficiencies. The TIP identifies funding for these projects. The City has identified funding to address future local roadway deficiencies.

In 2009, the City will begin the process of designating a Transportation Concurrency Exception Area (TCEA) for its three Community Redevelopment Areas as well as other urban sections of the City. The TCEA will include the segment of US 1 that is currently operating over capacity. Designation of a TCEA requires that the City provide a comprehensive, multi-modal, urban transportation management system within the designated boundary that will address deficiencies.

f. Sanitary Sewer

The central sanitary sewer system for the City of Melbourne is operated and maintained by the Public Works & Utilities Department. The City is served

through the David B. Lee (D.B. Lee) Water Reclamation Facility (WRF), which has a permitted capacity of 7.0 million gallons per day (mgd), and the Grant Street WRF, which has a permitted capacity of 5.5 mgd, providing a combined current permitted capacity of 12.5 mgd for the entire system. The D.B. Lee WRF provides approximately 2.05 mgd of highly treated reclaimed water and the balance of effluent is sent to the Grant Street WRF for disposal via deep well injection. The Grant Street WRF provided approximately 0.24 mgd of highly treated reclaimed water in 2007. The deep injection well system used for disposal of the secondary effluent from both of the City's treatment facilities has a design capacity of 14.92 mgd.

Existing and Future Sanitary Sewer Deficiencies:

Based upon the treatment capacity of its wastewater treatment facilities, the City has sufficient capacity to accommodate projected growth through 2015. In order to address possible deficiencies after 2015, the City has future plans to expand both the D.B. Lee and the Grant Street water reclamation facilities (WRF) in order to meet demands of the projected population as well as reduce reliance on the deep injection well and to preserve natural resources.

g. Solid Waste

The City's Environmental Community Outreach (ECO) Division is responsible for ensuring the collection of recycling, yard trash, and refuse for residents and businesses while complying with Florida's Solid Waste Management Act, Brevard County's Recycling Plan, and municipal ordinances. Waste Management, Inc. (WMI) is the City's franchisee for the collection and disposal of garbage, yard trash and recyclable materials.

The Brevard County Solid Waste Management Department is responsible for disposal facilities and for the household hazardous waste disposal program. The closest County landfill is located at the Central Disposal Facility in Cocoa and the closest Construction and Demolition Debris (C&D) facility and household hazardous waste collection center is located at the Sarno Landfill and Transfer Station in Melbourne.

Existing and Future Solid Waste Deficiencies:

The City of Melbourne is responsible only for solid waste collection. As noted in the Brevard County comprehensive plan, there are currently no deficiencies in the solid waste program. Brevard County currently has adequate landfill capacity to meet the City's existing population needs.

Brevard County has approximately 10 years of permitted capacity at the Central Disposal Facility (CDF) and 16 additional years of capacity in the CDF southern expansion area once the existing facility is closed. The Sarno Road Landfill has five (5) years of permitted capacity; however, Brevard County has recently received state permits that will provide additional capacity at the Sarno Road facility that will allow accepting wastes for two additional years. Once the facility reaches full capacity, Class III materials will be disposed at the CDF or the

proposed US-192 solid waste facility, which when fully constructed will allow for solid waste capacity to meet the needs of Brevard County through 2066.

h. Drainage

The drainage system in the City of Melbourne is classified into two categories: minor and major. The minor drainage system provides relief from the frequent stormwater runoff events. Major drainage systems are regulated floodways, which serve major flood flow conditions. The City code has identified four regulated floodways including the Eau Gallie River, Crane Creek floodway, Channel A (drainage canal east of airport) and Channel B (the south branch of Crane Creek west of Babcock Street).

A stormwater master plan for the Crane Creek drainage basin was completed in 2008 to address flood control and water quality issues. This study was jointly funded by the St. Johns River Water Management District (SJRWMD), the City of Melbourne and Brevard County and addresses issues in the cities of Melbourne and West Melbourne as well as unincorporated Brevard County. The master plan is being used to identify local flooding areas and possible solutions, identify possible best management practices (BMPs) to improve water quality into the Indian River Lagoon and identify possibilities available to increase recharge to the superficial aquifer underlying the watershed.

Existing and Future Drainage Deficiencies:

The City operates under a Stormwater Management Ordinance, which outlines the design standards of stormwater runoff and drainage facilities. Several drainage area studies are funded in the City's Five-Year Capital Improvement Program to address various areas annexed into the City that may have existing drainage problems.

The City's stormwater utility program, which began in 1999, provides funds that are being used to purchase property for stormwater collection and treatment purposes as well as for improvement projects that include upgrades to stormwater pipes and outfalls, replacement and upsizing of deteriorated pipes, and construction of new stormwater retention areas. The City funds an ongoing stormwater pipe-relining program.

i. Potable Water

The City of Melbourne supplies potable water for its population and also for citizens located in surrounding cities and population centers in South Brevard County. This distribution service area is approximately 100 square miles. Besides Melbourne, other areas supplied with retail water services are Melbourne Beach, Indialantic, Indian Harbour Beach, Satellite Beach, Palm Shores, Melbourne Village and a portion of Brevard County. In addition, wholesale water service is provided to the City of West Melbourne.

The central potable water system for the City of Melbourne is operated and maintained by the Public Works & Utilities Department through two water

treatment plants (WTP) with a total available capacity of 26.5 million gallons a day (mgd). The John A. Buckley Surface WTP treats a permitted capacity of 20 mgd surface water from the Lake Washington WTP. The Joe Mullins Reverse Osmosis WTP treats ground water drawn from the Floridan Aquifer and has a permitted capacity of 6.5 mgd when 1.5 mgd of raw well water is blended with reverse osmosis product water. The City also has an average daily production of 1.65 mgd reclaimed water through its 4.5 mgd capacity wastewater treatment facilities at D.B. Lee and Grant Street WRFs.

Existing and Future Potable Water Deficiencies:

There are no existing deficiencies related to potable water consumption. The Melbourne water system has the capacity to serve existing residential and non-residential units that do not have private wells.

An expansion to the John A. Buckley Surface WTP will increase its maximum capacity from 6.5 mgd to 13 mgd and will increase overall production capacity to 33 mgd, which will provide the City with the ability to serve the maximum day demand of 22.35 mgd that is expected to occur in 2019 (the expiration of the current consumptive use permit). This plan also includes the necessary upgrades to transmission, distribution, and storage facilities that will be needed to ensure that all demands are able to be met through 2019.

j. Recreation/Open Space

The City of Melbourne operates and maintains an extensive parks and recreation system. Approximately 554 acres of city parkland, including large regional and community parks, neighborhood parks, athletic fields and special use facilities, are available for citizen use and enjoyment. In addition, Brevard County provides parkland within the City limits. The City of Melbourne Leisure Services Department is responsible for the maintenance and upkeep of the City facilities, which includes 11 community parks and 26 neighborhood parks.

Existing and Future Parks and Recreation Deficiencies:

The City's LOS standard is three acres of publicly-owned parkland per 1,000 residents. Based on the 2008 estimated population of 78,301, the City currently owns and operates 272.15 acres of parkland, excluding two municipal golf courses, which translates into approximately 3.48 acres of developed parks per 1,000 City residents. By including the 507 acres of parkland owned by Brevard County that is located within the City, the park acreage increases to 779.15, which translates into approximately ten acres per 1,000 residents. Based on population projections through the planning timeframe no deficiencies are projected for park and recreation facilities.

The City has included several capital projects aimed at enhancing the City's parks and recreation infrastructure in its Five-Year Capital Improvements Program. These projects include the acquisition of land on the west side of the City, construction of parking lots, construction or replacement of restrooms, replacement of field lights on the City's ball fields, and upgrades throughout all

City parks consisting of new play equipment, fencing, fountains, irrigations systems and new turf.

2. Funding Source Definitions

The City of Melbourne utilizes numerous sources to fund operation and capital expenses. An overview of various funding sources utilized for capital project funding is presented below.

a. General Fund Revenue Sources

- (1) Ad Valorem Taxes (Property Taxes): Ad valorem taxes include revenue from non-exempt property taxation. The current millage rate for the City of Melbourne is 4.47512.
- (2) Local Half-Cent Sales Tax: Sales taxes are collected by businesses and remitted to the State of Florida pursuant to the “Local Government Half-Cents Sales Tax Fund” program, created by the Florida Legislature in 1982. Monies in this trust fund are distributed monthly to eligible counties and municipalities.
- (3) Franchise Fees: Franchise fees are paid by utility providers (electricity, solid waste) for their use of City streets and property in providing their services.
- (4) Licenses, Permits and Fines: All businesses operating in the City are required to obtain business tax receipts. Fees for driveway permits, zoning, site plan review, plat review and building permits provide income for this revenue source. Fines for parking tickets, court fines, code enforcement fines, and the like provide additional income.
- (5) Intergovernmental Revenue: Intergovernmental revenues are funds collected by the State or County and shared with other local government units. Major sources of shared revenue include the cigarette tax, State revenue sharing, beverage licenses, mobile home licenses, motor fuels tax, half-cent sales tax and occupational licenses.
- (6) Interest Income: Interest income is revenue earned on funds that have been invested by the City.
- (7) Other Charges for Services/User Fees: Service and user fees are charges for services provided by the City that are paid by the users to fully or partially cover the costs to provide services.
- (8) Utility Services Taxes: Utility taxes are assessed at a percentage of the monthly purchase price on purchases of electricity and other utilities within the City limits.

² City of Melbourne Budget, FY 2008/09.

b. Other Revenue Sources

- (1) Impact Fees: These fees are charged concurrent with new development and contribute toward payment for infrastructure needs, but not operational costs, which directly result from new development. Impact fees are currently assessed for water, sewer, transportation, public facilities and recreation. Impact fees can only be used to fund capacity improvements and are prohibited from being used for maintenance activities.
- (2) Special Assessments: Special assessments are levied against residents, agencies or districts that directly benefit from the service or facility.
- (3) Enterprise Funds: Enterprise funds are used to account for City services that are operated in a manner similar to private business enterprises where the intent is that the costs (expenses including depreciation) of providing goods and services to the general public on a continuing basis be financed or recovered primarily through user charges. Examples of these are the Water and Sewer Fund, the Recreation Fund for the municipal golf courses, and the Municipal Airport Fund.
- (4) Local Option Gas Tax (LOGT): The LOGT is a six-cent per gallon tax levied by Brevard County. The tax funds are distributed to participating cities within the County on a percentage basis determined by the cities' populations and amount of annual transportation-related expenditures.
- (5) Tax Increment Fund: The City's three redevelopment areas – Downtown, Babcock Street, and Olde Eau Gallie – are funded by tax increment funds.
- (6) Law Enforcement Forfeiture Fund: This fund is based on confiscated money, vehicles, and tangible personal property for use in law enforcement activities.
- (7) General/Special Obligation Bonds: These bonds are backed by the full faith and credit of the local government and must be approved by voter referendum. They offer low interest for carrying less risk since they are secured by government taxing power. Capital improvements financed through general obligation bonds should be used only for projects benefiting the whole City. Currently, the City has no General Obligation Bonds.
- (8) Revenue Bonds: Though the local government issues these bonds, the debt is assumed by the companies or industries that use the revenues for construction of utility plants or facilities. Because they are tax-exempt and low interest, industries are attracted to this type of bond. Local government can transfer the actual liability to

provide interest while garnering employment and economic benefits for the community. Revenue bonds pay higher interest and their issuance may be approved by the City Council without voter approval. **Table X-5** lists the City's bond obligations.

- (9) Federal and State Grants and Loans: Federal funds are allocated to state agencies that administer block grants or are disbursed as block grants directly to state and local agencies or other eligible organizations. The purpose of the block grant program is to enable greater latitude by recipients in the actual use of the funds. These funds are generally a non-recurring source and cannot be accurately projected for budgeting purposes. Several federal agencies offer direct loan programs that allow limited ability for the City to finance capital improvements. State loans however, can be used to finance capital projects such as land acquisition for low-income housing.

C. PUBLIC FACILITY ANALYSIS

3. Current Practices for Funding Capital Improvements

The various elements of this plan discuss and analyze capital improvements necessary to address existing deficiencies and provide facility expansion to meet projected growth within the City's Urban Services Boundary (USB). To provide a means to determine the relative priority of each capital project, the City will use the following criteria to prioritize projects:

- Whether the project is needed to protect public health and safety, to fulfill the City's legal commitment to provide facilities and services, or to preserve or achieve full use of existing facilities.
- Whether the project increases efficiency of use of existing facilities, prevents or reduces future improvement cost, provides service to developed areas lacking full service, or promotes infill development.
- Whether the project represents a logical extension of facilities and services within a designated service area.
- Whether the project implements the policies of this comprehensive plan.

Based on the criteria noted above, capital projects identified in the various plan elements were determined. **Table X-2** displays a list of each capital project by element, including the corresponding cost estimate for the fiscal years 2008/2009 through 2012/2013. The expenditures are in 2009 dollars. The projects included in the Five-Year Schedule of Capital Improvements meet the demands of growth, consistent with the City's adopted level of service standards.

4. Impacts of Future School Needs on Infrastructure

Impacts placed on public facilities and infrastructure serving school sites will be addressed on a case-by-case basis and are not anticipated to have any significant effects

on current or proposed levels of service for short- and long-range planning periods. As additional student stations are added to existing schools or new schools are built, demand for and consumption of public services can be expected to increase proportional with the increase in student stations. The City includes future school demands when analyzing the City's transportation, water and sewer infrastructure needs. In addition, school demands on the City's water and sewer infrastructure are included in the level of service calculations for those services.

5. Timing and Location of Capital Projects

Capital projects planned through fiscal year 2012/2013 will occur in various locations throughout the City. The timing of new infrastructure takes into account the criteria for prioritizing capital projects and the proper phasing of projects so that construction activities that overlap are undertaken in the proper sequence. The numerous elements of this plan require City departments to provide an assessment of the City's infrastructure annually at budget time. The City is required to adopt an ordinance and transmit the revised Five-Year Schedule of Capital Improvements to the Department of Community Affairs on an annual basis.

6. Financial Assessment

For purposes of assessing the City's financial capability to fund the capital projects identified in this Element, projected revenue sources and expenditures through fiscal year 2012/2013 have been identified in **Table X-2** through **Table X-5**.

Specific local practices to help provide a more detailed level of analysis that will guide the provision of funding for needed improvements for each public facility are described below.

a. Transportation

The timing of new roads and streets, intersection improvements, and the placing of traffic signalization is driven by new development, availability of funds and public input. The location of signaling devices is determined by the Florida Department of Transportation (FDOT) on state roadways and by Brevard County on county roadways. Placement of traffic signs and other internal controls on local streets are determined by the City of Melbourne. The City of Melbourne is a member of the Space Coast Transportation Planning Organization (TPO). The Space Coast TPO facilitates and coordinates regional transportation planning and roadway planning activities for Brevard County and its municipalities.

Transportation related operations and maintenance for local roadways and transportation facilities are funded through general fund revenues and are administered by the Engineering Department. Capital improvement projects are funded from special revenues. The Local Option Gasoline Tax and State Motor Fuels Tax, which are a part of general fund revenues, are reserved exclusively (pursuant to State Statute) for streets and drainage operations and capital projects. The City charges a transportation impact fee on new development to fund certain transportation improvements.

A seven-member Airport Authority has responsibility for the operations and maintenance of the Melbourne International Airport, which is a municipal agency. Capital improvements are funded through bonds and Federal Aviation Authority and/or FDOT grants.

b. Sanitary Sewer

The City's central sanitary sewer system is operated by its Public Works and Utilities Department. The goals, objectives and policies of the Sanitary Sewer Element address the need for the City to ensure the provision of adequate wastewater disposal capacity for City residents and commercial establishments in a way that does not damage natural systems.

c. Potable Water

The City's central potable water system is operated by its Public Works and Utilities Department. The goals, objectives and policies of the Potable Water Element address the need for the City to coordinate with Brevard County and the St. Johns River Water Management District to ensure provision of high quality, adequate water supplies for City residents and commercial establishments.

d. Solid Waste

Pursuant to Chapter 403, F.S., Brevard County is responsible for providing adequate solid waste disposal capacity throughout the planning horizon. The City provides oversight of the collection of solid waste through its Environmental Community Outreach (ECO) Division. The goals, objectives and policies of the Solid Waste Element address the need for the City to coordinate with Brevard County to ensure the County provides adequate solid waste disposal capacity for City residents and commercial establishments.

e. Drainage

In response to the need to comprehensively address and implement long-term solutions to community drainage and other stormwater related problems, the City Council established a Stormwater Utility Fund in 1999, supported by an annual assessment on a per unit/property basis throughout the community. Revenues from this fund are utilized for projects to prevent localized flooding and to address environmental issues related to stormwater runoff as mandated by the Environmental Protection Agency (EPA) National Pollutant Discharge Elimination System Phase II Program (NPDES).

f. Recreation and Open Space

The City's parks and recreation budget is funded through general fund revenue, with the exception of the two municipal golf courses that are funded through the Recreation Systems enterprise fund. In addition, capital improvements for parks and recreation facilities are funded through the Recreation Impact Fee applied to new residential development, and grants such as the Florida Recreation Development Assistance Program and the Florida Inland Navigation District Waterways Assistance Program.

7. Forecasting of Revenues and Expenditures

Expenditures are always limited by the amount of available funding. Projecting revenues in the current economy is extremely difficult. Adding to the uncertainty is the changes the State Legislature have made limiting local government's property tax revenues. More legislative initiatives to further curtail all revenue sources including property taxes are under consideration by the current Legislature. The City of Melbourne has always been very conservative in projecting revenue collections and equally concerned that adequate revenue is available to support the needs of the General Fund. Little funding will be available to be transferred from the General Fund to support capital projects. Other funding sources for capital projects include grants from Community Development Block Grant, Florida Inland Navigational District, Fire Axe, Florida Recreation Development Assistance Program and public building impact fees and recreation impact fees.

To determine the amount of funds available for capital projects, both expenses and revenues were projected for the planning period. Approximately thirty (30) percent of the City's total revenue is derived from the City's ad valorem tax base. Projected millage rates and future ad valorem revenues through FY 2012/13 are displayed in **Table X-3**.

Ad valorem revenue is the primary source for general fund purposes, while special revenue funds are primarily used for capital improvement projects. Projected non-ad valorem tax revenues for funds other than general revenue that can be used for capital projects are provided in **Table X-4**. Other financial considerations for capital improvements are described below:

The City currently has no bonded general obligation debt. The City utilizes other debt service financing to pay for capital projects including general infrastructure improvements and improvements to the municipal golf courses. The City shall set the maximum ratio of total debt service (principal and interest) to total revenue as that percent deemed most beneficial to the City as determined by the City's Financial Advisors and its Bond Counsel based upon criteria set by the rating agencies and credit enhancement organizations.

8. Financial Feasibility

Section 163.3180(15)(c), Florida Statutes, states: "A determination of financial feasibility shall be based upon currently available funding or funding sources that could reasonably be expected to become available over the planning period."

The Five-Year Capital Improvement Schedule shown in **Table X-2** provides the foundation of an annual planning process that allows the City to meet its capital improvement needs and maintain its adopted level of service standards based on projected growth and available existing capacity. The Ten-Year Facilities Plan (**Table X-6**) identifies the public services needs within the USB. **Table X-3** and **Table X-4** provide projected ad valorem and non ad valorem revenues for the ten-year period from fiscal year 2008/09 to 2017/2018. The revenue sources described herein are projected to be adequate to fund the projects identified in the Five-Year Capital Improvements Schedule and the Ten-Year Facilities Plan. These revenue sources include City, County, State and Federal taxes, grants, fees and assessments.

9. Concurrency Management

The intent of the Concurrency Management System (CMS) established in **Chapter 3** of the City's Land Development Code is to ensure that public facilities and services needed to support development are available concurrent with the impacts of such development. This chapter sets forth criteria for assessment of development impact and guidelines to ensure that the adopted level of service standards established by the City's policies required for roads, sanitary sewer, potable water, drainage, solid waste, and parks and recreation are maintained.

The concurrency evaluation system measures the potential impact of any proposal for a development permit or order upon the established minimum acceptable levels of service for sanitary sewer, solid waste, potable water, parks and recreation, and transportation facilities, unless the development permit or order is exempt from the review requirements of this section. No development permit or order may be issued by the City unless adequate public facilities are available to serve the proposed development as determined by the concurrency evaluation system.

Regarding transportation concurrency, the requirement that level of service standards be achieved and maintained do not apply if the proportionate share process set forth in Section 163.3180(12) and (16), Florida Statutes, is used. The City of Melbourne has adopted a proportionate share ordinance pursuant to the statutory requirements. By using the proportionate share process, transportation concurrency can be met if a project pays its fair share for transportation projects that are identified as mitigation and that have funding in the Five-Year Schedule of Capital Improvements, or if the fair share contribution is included in the Five-Year Schedule of Capital Improvements in the next regularly planned update of the Capital Improvements Element.

APPENDIX A – CAPITAL IMPROVEMENTS ELEMENT TABLES

Table X - 1: Inventory of Public Schools that Serve the City of Melbourne

School	Capacity	Enrollment¹	Estimated Student Capacity (% Capacity)
Roy Allen Elementary School	802	764	95%
Croton Elementary School	816	544	67%
Dr. W. J. Creel Elementary School	1,268	804	63%
Harbor City Elementary School	577	405	70%
Longleaf Elementary School	820	538	66%
Sabal Elementary School	783	532	68%
Sherwood Elementary School	668	614	92%
University Park Elementary School	772	539	70%
Central Middle School	1,542	1,167	76%
Hoover Middle School	669	481	72%
Lyndon B. Johnson Middle School	1,207	995	78%
Southwest Middle School	1,349	1,454	108%
Stone Middle School	1,028	677	66%
Westshore Junior/Senior High School	1,175	915	78%
Eau Gallie High School	2,396	1,964	82%
Melbourne High School	2,113	2,269	107%
Palm Bay High School	3,354	2,195	65%

Note: Charter schools not included in the School Utilization inventory.

¹School Year 2007/2008 School Enrollment and Capacity

Source: Brevard County School District, 2007

Table X - 2: Capital Improvements Schedule FY 2008/09 to FY 2012/13

Project	Source of Funding	Total Cost	FY 08/09	FY 09/10	FY 10/11	FY 11/12	FY 12/13
Stormwater Sub-Element							
South Sarno Rd. drainage culvert at FECR	Stormwater Utility Fund	350,000	350,000	-	-	-	-
Apollo Road culvert	Stormwater Utility Fund	375,000	-	375,000	-	-	-
Croton Road culvert	Stormwater Utility Fund	325,000	-	-	325,000	-	-
L7-B2 Canal treatment	Stormwater Utility Fund	350,000	-	-	-	350,000	-
Transportation Element							
Apollo Blvd. extension from Sarno Rd. to Eau Gallie Blvd. (Melbourne's Share 9%)	Melbourne Trans. Imp Fees	20,184,667	60,588	-	59,406	634,249	-
	FDOT		673,198	-	660,069	7,047,211	11,049,946
Matching funds for County Projects to improve traffic flow at various locations along Wickham Rd. and Babcock St.	Melbourne Trans. Imp Fees	10,000,000	1,250,000	1,250,000	1,250,000	1,250,000	-
	Brevard County		1,250,000	1,250,000	1,250,000	1,250,000	-
Add lanes and rehabilitate pavement on Interstate 95 from SR 518 to SR 519	FDOT	119,275,760	114,275,760	5,000,000	-	-	-
Major intersection imp. on Babcock St. from Melbourne Ave. to Fee Ave.	FDOT	16,946,229	8,660,229	2,060,000	3,377,000	2,849,000	-
Add lanes and reconstruction of Palm Bay Rd. from Minton Rd. to RJ Conlan Blvd.	FDOT	40,081,792	6,516,509	-	30,015,383	-	-
	Brevard County		236,660	236,660	236,660	236,660	236,660
New road construction – Wickham Rd. at NASA Blvd. and Ellis Rd.	FDOT	16,566,304	6,618,134	9,916,285	-	31,885	-
5' sidewalk, north side of Sarno Rd. from Kelmore Dr. east to Placid Dr. to US 1	Melbourne Trans. Imp Fees	87,500	87,500	-	-	-	-

Project	Source of Funding	Total Cost	FY 08/09	FY 09/10	FY 10/11	FY 11/12	FY 12/13
Sidewalk on Aurora Rd. from Stewart to Commodore	Melbourne Trans. Imp Fees	100,000	100,000	-	-	-	-
Melbourne International Airport							
Paved shoulders Taxiway "A" & connectors for aviation capacity	FDOT – 10%/FAA – 90%	1,500,000	-	-	-	1,500,000	-
Expand apron for Concourse A.	FDOT – 10%/FAA – 90%	1,600,000	-	-	-	-	1,600,000
Construct Air Traffic Control Tower	FDOT	7,000,000	-	-	6,300,000	-	-
	FAA		-	-	350,000	-	-
	Airport Authority		-	-	350,000	-	-
Aviation Capacity Improvement Project	FDOT	2,193,822	-	-	560,172	536,739	-
	Airport Authority		-	-	560,172	536,739	-
Parking Garage Phase I	FDOT	4,000,000	-	-	-	-	2,000,000
	Airport Authority		-	-	-	-	2,000,000
General Aviation Apron Phase II	FDOT	1,520,000	400,000	360,000	-	-	-
	Airport Authority		400,000	360,000	-	-	-
Construct General Aviation Hanger	FDOT	1,000,000	-	-	-	500,000	-
	Airport Authority		-	-	-	500,000	-
Expand Fuel Farm #1	FDOT	650,000	325,000	-	-	-	-
	Airport Authority		325,000	-	-	-	-
Recreation & Open Space Element							
Carver Park & Com. Center Renovation	CDBG	128,123	75,000	53,123	-	-	-
Carver Park - Replace outdoor basketball court	FRDAP	100,000	-	-	-	-	80,000
	CDBG		-	-	-	-	20,000
Lipscomb Park Improvements, Phase II	CDBG	187,851	187,851	-	-	-	-
Scenic Corridor, Linear Park along US 1	Recreation Impact Fees	125,000	-	125,000	-	-	-

Project	Source of Funding	Total Cost	FY 08/09	FY 09/10	FY 10/11	FY 11/12	FY 12/13
Brothers Park - replace pavilion	CDBG	50,000	-	50,000	-	-	-
Grant St. Com. Center – rep. gym floor	CDBG	100,000	-	100,000	-	-	-
Westside land acquisition for new park	Recreation Impact Fees	700,000	-	-	350,000	350,000	-
Potable Water Sub-Element							
Construct new 16” water main crossing the Indian River at Pineda Causeway	Water Bonds	8,750,000	-	-	1,250,000	7,500,000	-
Construction of Pineda 2MG Booster Tank with booster pumps	Water Capital Reserves	1,000,000	\$61,025	-	-	-	-
	Water Bonds		\$938,975	-	-	-	-
Rep.N. Booster Pump Station disch piping	Water & Sewer Fund	793,800	793,800	-	-	-	-
Addl. High service pump at SWTP	Water & Sewer Fund	600,000	-	240,000	-	-	-
	Water Capital Reserves		-	360,000	-	-	-
Construction Phase II of RO Facility	Water Bonds	9,800,000	-	-	-	-	6,500,000
	Water Capital Reserves		-	-	800,000	-	2,500,000
Construct well field #5 expansion	Water Bonds	2,300,000	-	-	2,070,000	-	-
	Water Capital Reserves		-	-	230,000	-	-
Sanitary Sewer Sub-Element							
Improvements at D.B. Lee WRF	Sewer Capital Reserve	1,162,500	1,162,500	-	-	-	-
	Bonds	10,800,000	-	10,800,000	-	-	-
Construct new 2.5 MGD aeration basin for additional capacity at Grant St. WRF	Sewer Capital Reserve	1,200,000	-	-	-	-	360,000
	Bonds		-	-	-	-	840,000
Reclaimed Water Services Improvements							
Ph. I construct 2 MGD reuse production, chlorination facilities and	Bonds	7,474,000	6,174,000	-	-	-	-
	SJRWMD Grant		1,300,000	-	-	-	-

Project	Source of Funding	Total Cost	FY 08/09	FY 09/10	FY 10/11	FY 11/12	FY 12/13
3MG reuse water storage tank at Grant St. WRF							
Reuse distribution expansion for the south end: Phase I – Leonard Weaver to Mayfair	Bonds	1,161,600	1,161,600	-	-	-	-
Reuse distribution expansion for the south end: Phase II – Edgewood	Water & Sewer Fund	989,200	-	118,800	-	-	-
	Bonds		-	-	871,200	-	-
Phase II construction at Grant St. WRF	Bonds	5,625,000	-	-	-	4,950,000	-
	Sewer Capital Reserves		-	202,500	-	-	-
	Water & Sewer Fund		-	472,500	-	-	-
Grant St. distribution western expansion	Water & Sewer Fund	537,500	-	-	45,150	331,000	-
	Sewer Capital Reserves		-	-	19,350	141,900	-
New north end reclaimed water transmission main PD-1, Phase I	Sewer Capital Reserves	1,414,500	-	-	-	94,500	396,000
	Bonds		-	-	-	-	924,000
Grant St. distribution southern loop PG-4	Water & Sewer Fund	750,000	-	-	-	63,000	462,000
	Sewer Capital Reserves		-	-	-	27,000	198,000
D.B. Lee distrib. North loop PD-1, Ph II	Water & Sewer Fund	750,000	-	-	-	-	750,000

Source: City of Melbourne Annual Budget FY 2008/09; Brevard County Annual Budget FY 2008/09; Brevard MPO Transportation Improvement Program 2007/08-2011/12

Table X - 3: Projection of Ad Valorem Tax Revenues

Fiscal Year	Projected Taxable Value⁽¹⁾	Millage Rate	Projected Revenue
2008/09	\$4,930,684,812	4.4751	\$22,065,308
2009/10	\$4,967,067,856	4.6422	\$23,058,246
2010/11	\$5,116,079,892	4.7098	\$24,095,868
2011/12	\$5,269,562,289	4.7784	\$25,180,182
2012/13	\$5,427,649,157	4.8480	\$26,313,290
2013/14	\$5,590,478,632	4.9183	\$27,495,651
2014/15	\$5,758,192,991	4.9896	\$28,731,080
2015/16	\$5,930,938,780	5.0619	\$30,021,819
2016/17	\$6,108,866,944	5.1353	\$31,370,864
2017/18	\$6,292,132,952	5.2098	\$32,780,754

⁽¹⁾ Includes Centrally Assessed and Real Property and Tangible Personal Property

Source: City of Melbourne, Budget Office, November 2008; Land Design Innovations, 2009

Table X - 4: Projected Non Ad Valorem Tax Revenues

Funding Source	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18
Stormwater Operating Fund	1,300,000	1,319,200	1,338,902	1,347,446	1,368,908	1,389,442	1,410,283	1,431,437	1,452,909	1,474,703
Water and Sewer Revenues*	50,391,546	54,514,212	56,856,212	59,312,619	61,896,517	64,589,015	67,398,638	70,330,478	73,389,854	76,582,313
CBDG HUD Grant	555,154	527,396	501,026	475,975	452,176	474,785	498,524	523,450	549,623	577,104
Recreation Impact Fees**	222,044	222,044	222,044	222,044	222,044	222,044	222,044	222,044	222,044	222,044
Transportation Impact Fees**	2,582,368	2,582,368	2,582,368	2,582,368	2,582,368	2,582,368	2,582,368	2,582,368	2,582,368	2,582,368
Downtown Melbourne Redevelopment Fund	931,830	943,869	1,017,879	1,097,779	1,184,041	1,276,396	1,375,955	1,483,280	1,598,975	1,723,695
Babcock Redevelopment Fund	811,083	874,680	943,338	1,017,463	1,097,491	1,184,193	1,277,744	1,378,686	1,487,602	1,605,123
Olde Eau Gallie Redevelopment Fund	450,725	486,171	524,440	565,759	610,370	658,589	710,618	766,757	827,330	892,689
TOTAL	57,244,750	61,469,940	63,986,209	66,621,453	69,413,105	72,376,832	75,476,174	78,718,500	82,110,705	85,660,039

* Water and Sewer Revenues include the Water and Sewer Fund, Water Capital Reserve Funds, Sewer Capital Reserve Funds, and Bonds

** Transportation and Recreation Impact Fees are based upon the average revenues for the past five years (FY 2004 – FY 2008)

Source: City of Melbourne, Budget Office, November 2008; Land Design Innovations, 2009

Table X - 5: Debt Service Obligations for Outstanding Bond Issues

Fund	FY 2008/2009	FY 2009/2010	FY 2010/2011	FY 2011/2012	FY 2012/2013
<u>Governmental Activities</u>					
Sales Tax Revenue Bonds, Series 1994	\$125,000	\$130,000	\$140,000	\$145,000	\$150,000
Sales Tax Revenue Bonds, Series 1998	72,387	-	-	-	-
Downtown CRA Revenue Bonds, Series 2003	99,499	103,429	107,514	111,761	116,176
Gas Tax Revenue Bonds, Series 2003	93,646	97,345	101,190	105,187	109,342
Public Service/Utility Revenue Bonds, Series 2003	46,823	48,672	50,595	52,594	54,671
Subordinate Electric Utility Tax Revenue Note, Series 2005	221,000	230,000	239,000	249,000	258,000
Subordinate Electric Utility Tax Revenue Note, Series 2006	217,000	226,000	234,000	244,000	253,000
Total Public Improvement Bonds	<u>\$875,355</u>	<u>\$835,446</u>	<u>\$872,299</u>	<u>\$907,542</u>	<u>\$941,189</u>
Governmental Activities Interest	<u>\$633,476</u>	<u>\$596,730</u>	<u>\$561,727</u>	<u>\$525,157</u>	<u>\$487,104</u>
<u>Business-Type Activities</u>					
Water and Sewer Refunding Revenue Bonds, Series 2002B	\$30,000	-	-	-	-
Water and Sewer Refunding Revenue Bonds, Series 2007A	30,000	30,000	30,000	35,000	35,000
Water and Sewer Refunding and Improvement Revenue Bonds, Series 2002A	1,385,000	1,515,000	3,415,000	3,550,000	3,700,000
Water and Sewer Refunding and Improvement Revenue Bonds, Series 2004	1,025,000	1,060,000	1,090,000	1,130,000	1,165,000
Taxable Water and Sewer Refunding Revenue Bonds, Series 2002C	1,600,000	1,705,000	-	-	-
Water and Sewer Improvement Revenue Bonds, Series 2007B	-	500,000	520,000	545,000	565,000
Golf Course Revenue Bonds, Series 2001	44,793	47,055	49,431	-	-
Golf Course Revenue Bonds, Series 2003	39,032	40,707	42,453	44,275	46,174
Total Revenue Bonds	<u>\$4,153,825</u>	<u>\$4,897,762</u>	<u>\$5,146,884</u>	<u>\$5,304,275</u>	<u>\$5,511,174</u>
Business-Type Activities Interest	<u>\$4,316,011</u>	<u>\$4,146,094</u>	<u>\$3,960,506</u>	<u>\$3,761,425</u>	<u>\$3,535,751</u>
Total Reporting Entity Debt Service	<u>\$9,978,667</u>	<u>\$10,476,032</u>	<u>\$10,541,416</u>	<u>\$10,498,399</u>	<u>\$10,475,318</u>

Source: City of Melbourne, Comprehensive Annual Financial Report for Year Ended September 30, 2008

Table X - 6Ten-Year Facilities Plan FY 2008/09 to FY 2017/18

Project	Source of Funding	Total Project Cost	Fiscal Year Costs (in Millions)									
			FY 08/09	FY 09/10	FY 10/11	FY 11/12	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	FY 17/18
Stormwater Sub-Element												
S. Sarno Rd. dr. culvert at FECR	SUF	350,000	0.35	-	-	-	-	-	-	-	-	-
Apollo Road culvert	SUF	375,000	-	0.375	-	-	-	-	-	-	-	-
Croton Road culvert	SUF	325,000	-	-	0.325	-	-	-	-	-	-	-
L7-B2 Canal treatment	SUF	350,000	-	-	-	0.35	-	-	-	-	-	-
Transportation Element												
Apollo Blvd. extension from Sarno Rd. to Eau Gallie Blvd. (Melbourne's Share 9%)	Impact Fees FDOT	20,184,667	1.283	-	1.251	7.681	11.05	-	-	-	-	-
Add lanes and rehabilitate pavement on Interstate 95 from SR 518 to SR 519	FDOT	119,275,760	0.114	5.00	-	-	-	-	-	-	-	-
Add lanes and reconstruction of Palm Bay Rd. from Minton Rd. to RJ Conlan Blvd.	FDOT County	40,081,792	6.754	0.237	30.252	0.237	0.237	-	-	-	-	-
New road construction – Wickham Rd. between NASA Blvd. and Ellis Rd.	FDOT	16,566,304	6.618	9.916	-	0.032	-	-	-	-	-	-
Recreation & Open Space Element												
Carver Park & Community Center Renovation	CDBG	128,123	0.075	0.053	-	-	-	-	-	-	-	-
Lipscomb Park Improvements, Phase II	CDBG	187,851	0.188	-	-	-	-	-	-	-	-	-
Scenic Corridor & Linear Park along US 1	Impact Fees	125,000	-	0.125	-	-	-	-	-	-	-	-
Westside land acquisition for new park	Impact Fees	700,000	-	-	0.35	0.35	-	-	-	-	-	-
Potable Water Sub-Element												
Replace 2" & 6" water lines for improved flow & fire protection	Bonds	5,400,000	0.90	1.0	1.0	1.0	1.5	-	-	-	-	-

Project	Source of Funding	Total Project Cost	Fiscal Year Costs (in Millions)									
			FY 08/09	FY 09/10	FY 10/11	FY 11/12	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	FY 17/18
Construct new 16" water main crossing the Indian River at Pineda Causeway	Bonds	8,750,000	-	-	1.25	7.50	-	-	-	-	-	-
Construction of Pineda 2MG Booster Tank with booster pumps	Bonds		1.00	-	-	-	-	-	-	-	-	-
Replace North Booster Pump Station discharge piping	WSF	793,800	0.794	-	-	-	-	-	-	-	-	-
Addl. High service pump at SWTP	WSF, WCR		-	0.60	-	-	-	-	-	-	-	-
Construction Phase II of RO Facility	Bonds WCR		-	-	0.80	-	9.00	-	-	-	-	-
Construct well field #5 expansion	Bonds WCR		-	-	2.30	-	-	-	-	-	-	-
Construct Well #6 Expansion	Bonds	2,500,000	-	-	-	-	-	1.25	1.25	-	-	-
Sanitary Sewer Sub-Element												
Improvements at D.B. Lee WRF	SCR, Bonds		1.163	10.80	-	-	-	-	-	-	-	-
Construct 2.5 mgd aeration basin for add. Capacity, Grant St. WRF	SCR, Bonds		-	-	-	-	1.20	-	-	-	-	-
Reclaimed Water Services Improvements												
Phase I - 2 mgd reuse production, Chlorination and 3MG reuse water storage tank, Grant St WRF	Bonds SJRWMD Grant		7.474	-	-	-	-	-	-	-	-	-
Reuse distrib.exp. for south end: Ph. I, Leonard Weaver to Mayfair	Bonds	1,161,600	1.162	-	-	-	-	-	-	-	-	-
Reuse distribution exp for the south end: Phase II – Edgewood	WSF Bonds		-	0.119	0.871	-	-	-	-	-	-	-

Project	Source of Funding	Total Project Cost	Fiscal Year Costs (in Millions)									
			FY 08/09	FY 09/10	FY 10/11	FY 11/12	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	FY 17/18
Phase II construction at Grant St. WRF	SCR, WSF Bonds	5,625,000	-	0.676	-	4.95	-	-	-	-	-	-
Grant St. distribution western expansion	WSF, SCR		-	-	0.064	0.473	-	-	-	-	-	-
New north end reclaimed water transmission main PD-1	SCR, Bonds	1,414,500	-	-	-	0.095	1.32	-	-	-	-	-
Grant St. distribution southern loop PG-4 & Eastern Loop PG-5	WSF, SCR SRF Loan Bonds	750,000	-	-	-	0.09	0.66	-	-	-	-	-
D.B. Lee distribution northern loop PD-1 through PD-5	WSF, SCR Bonds SRF Loan	750,000	-	-	-	-	0.75	-	0.225	-	0.685	0.460

Source: City of Melbourne Annual Budget FY 2008/09; Brevard County Annual Budget FY 2008/09; Brevard MPO Transportation Improvement Program 2007/08-2011/12