

APOPKA CITY COUNCIL AGENDA

August 21, 2024 7:00 PM

Apopka City Hall Council Chambers

APOPKA CITY COUNCIL MEETING WILL BE LIVE-STREAMED ON YOUTUBE. TO WATCH, PLEASE VISIT:

<https://www.youtube.com/CityofApopkaFL>

CALL TO ORDER

INVOCATION

PLEDGE

APPROVAL OF MINUTES

1. Regular City Council Meeting Minutes of August 7, 2024.

AGENDA REVIEW

PRESENTATION

1. The Emerson Park Development Presentation
Presented by: Cliff Shepard, City Attorney

CONSENT (Action Item)

1. Approve the Financial Assistance Agreement between the Florida Department of Law Enforcement (FDLE) and the Apopka Police Department.
2. Award a contract for ITB 2024-A-79: Construction of Downtown Apopka Trail, Phase I to Icon Construction Enterprise LLC d.b.a. Asphalt Icons
3. Accept the disbursement report for July 2024.
4. City of Apopka FY2024 Budget-to-Actual Report for the Nine Months Ending June 30, 2024

BUSINESS (Action Item)

1. Special Event Permit Application - Together As One 9/11 Memorial Run Street Closure Request
Applicant(s): Caitlin Kasheta
Organization: Armando Borjas Jr. Scholarship Foundation, Inc.
Event: Together As One 9/11 Memorial Run
Presented by: Radley Williams, Recreation Director
2. Award a contract for RFP 2024-A-78: Forensic Audit to Cherry Bekaert
Presented by: Blanche Sherman, Finance Director

PUBLIC HEARINGS/ORDINANCES/RESOLUTION (Action Item)

1. Ordinance No. 3057 - Second Reading - Annexation – 357 West 4th Street
Owner(s): SFL Partners, LLC and JFJ Real Investments, LLC

Applicant(s): Albert Iglesias
Location: 357 West 4th Street
Project: 1.97 acres
Density: N/A
Project Manager: Jean Sanchez
Presented by: Jean Sanchez, Senior Planner

2. Ordinance No. 3066 - Second Reading - Annexation – Ondich South
Owner(s): PM S-1 REO, LLC
Applicant(s): Appian Engineering, Inc. c/o Luke Classon, P.E.
Location: Southwest corner of Ondich Road and Effie Drive
Project: 54.85 +/- acre(s)
Density: N/A
Project Manager: Jean Sanchez
Presented by: Jean Sanchez, Senior Planner
3. Ordinance No. 3069 – Second Reading - Annexation 3595 W Kelly Park Road, 3611 W Kelly Park Road
Owner(s): Effie Road Holdings, LLC.
Applicant(s): Jesse Anderson
Location: 3595 W Kelly Park Road, 3611 W Kelly Park Road
Project: 3595 and 3611 W Kelly Park Road Annexation
Density: 10 DU/A
Project Manager: Jun Sohn, Ph.D.
Presented by: Jun Sohn, Planner
4. Ordinance No. 3070 - Second Reading - Lake Apopka Natural Gas District Energy Choice

Presented by: Cliff Shepard, City Attorney
5. Ordinance No. 3058 – First Reading – Small-Scale Future Land Use Amendment – 357 West 4th Street
Owner(s): SFL Partners, LLC and JFJ Real Investments, LLC
Applicant(s): Albert Iglesias
Location: 357 West 4th Street
Project: Amend future land use designation from County Residential Medium to City Industrial
Density: 0.60 maximum permitted
Project Manager: Jean Sanchez
Presented by: Jean Sanchez, Senior Planner
6. Ordinance No. 3059 – First Reading – Change of Zoning – 357 West 4th Street
Owner(s): SFL Partners, LLC and JFJ Real Investments, LLC
Applicant(s): Albert Iglesias
Location: 357 West 4th Street
Project: Amend zoning district designation from County R-2 (Residential) to City I-L (Light Industrial)
Project Manager: Jean Sanchez
Presented by: Jean Sanchez, Senior Planner
7. Ordinance No. 3071 - First Reading - Annexation – Chandler Hills
Owner(s): Orchid Estates Community Home Owners Association, Mega GNG, LLC, Jacob Snavelly, 4625 Chandler Road, LLC, Matthe and Deborah Shaw, Daphne Martin
Applicant(s): Jonathan Huels, Esq
Location: Generally South of W. Kelly Park Road and west of Jason Dwelley Parkway
Project: 28.54 +/- acres
Density: N/A
Project Manager: Bobby Howell
Presented by: Bobby Howell, Planning Manager
8. Resolution 2024-19 - Adoption of Vision Zero policy

Presented by: Bobby Howell, Planning Manager

9. Resolution 2024-20 - City of Apopka/CFX/BPG Mid Florida South 1, LLC - Property Exchange Agreement

Presented by: Jean Sanchez, Senior Planner

CITY COUNCIL REPORTS

CITY ADMINISTRATOR'S REPORT

CITY ATTORNEY'S REPORT

MAYOR'S REPORT

PUBLIC COMMENT PERIOD

The Public Comment Period is for City-related issues that may or may not be on today's Agenda. If you are here for a matter that requires a public hearing, please wait for that item to come up on the agenda. If you wish to address the Council, you must fill out an Intent to Speak form and provide it to the City Clerk prior to the start of the meeting. If you wish to speak during the Public Comment Period, please fill out a green-colored Intent-to-Speak form. If you wish to speak on a matter that requires a public hearing, please fill out a white-colored Intent-to-Speak form. Speaker forms may be completed up to 48 hours in advance of the Council meeting. Each speaker will have four minutes to give remarks, regardless of the number of items addressed. Please refer to Resolution No. 2016-16 for further information regarding our Public Participation Policy & Procedures for addressing the City Council.

ADJOURNMENT

Individuals with disabilities needing assistance to participate in any of these proceedings should contact the City Clerk at least two (2) working days in advance of the meeting date and time at (407) 703-1704. F.S. 286.0105 If a person decides to appeal any decision or recommendation made by Council with respect to any matter considered at this meeting, he will need record of the proceedings, and that for such purposes he may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

Any opening invocation that is offered before the official start of the Council meeting shall be the voluntary offering of a private person, to and for the benefit of the Council. The views or beliefs expressed by the invocation speaker have not been previously reviewed or approved by the City Council or the city staff, and the City is not allowed by law to endorse the religious or non-religious beliefs or views of such speaker. Persons in attendance at the City Council meeting are invited to stand during the opening ceremony. However, such invitation shall not be construed as a demand, order, or any other type of command. No person in attendance at the meeting shall be required to participate in any opening invocation that is offered or to participate in the Pledge of Allegiance. You may remain seated within the City Council Chambers or exit the City Council Chambers and return upon completion of the opening invocation and/or Pledge of Allegiance if you do not wish to participate in or witness the opening invocation and/or the recitation of the Pledge of Allegiance.

CITY OF APOPKA MINUTES

Minutes of the City Council Meeting held on August 7, 2024 at 1:30 PM, in the City of Apopka Council Chambers.

Present:

- Mayor Bryan Nelson
- Commissioner Diane Velazquez
- Commissioner Nick Nesta
- Commissioner Alexander Smith
- Commissioner Nadia Anderson
- City Administrator Jacob Smith
- Attorney Cliff Shepard

CALL TO ORDER

INVOCATION & PLEDGE OF ALLEGIANCE: Commissioner Smith provided the Invocation, led in the Pledge of Allegiance, and gave the Fact of the Day: On August 7, 1782, in Newburgh, New York, General George Washington, the commander in chief of the Continental Army, creates the “Badge for Military Merit,” a decoration consisting of a purple, heart-shaped piece of silk, edged with a narrow binding of silver, with the word *Merit* stitched across the face in silver. The badge was to be presented to soldiers for “any singularly meritorious action” Washington’s “Purple Heart” was awarded to only three known soldiers during the Revolutionary War and the decoration was largely forgotten until 1927, when General Charles P. Summerall, the U.S. Army chief of staff, sent an unsuccessful draft bill to Congress to “revive the Badge of Military Merit.” In 1931, Summerall’s successor, General Douglas MacArthur, took up the cause, hoping to reinstate the medal in time for the bicentennial of George Washington’s birth. On February 22, 1932, Washington’s 200th birthday, the U.S. War Department announced the creation of the “Order of the Purple Heart.” In addition to aspects of Washington’s original design, the new Purple Heart also displays a bust of Washington and his coat of arms. The Order of the Purple Heart, the oldest American military decoration for military merit, is awarded to members of the U.S. armed forces who have been killed or wounded in action against an enemy. It is also awarded to soldiers who have suffered maltreatment as prisoners of war.

EMPLOYEE RECOGNITION

1. Service Pin Awards – City Employees
Presented by: Joseph Patton, Human Resources Director

APPROVAL OF MINUTES

2. Approval of Budget Workshop Minutes of July 8, 2024.
3. Approval of Budget Workshop Minutes of July 9, 2024.
4. Approval of Budget Workshop Minutes of July 10, 2024.
5. Approval of Special City Council Meeting Minutes of July 10, 2024.
6. Approval of Special City Council Meeting Minutes of July 17, 2024.
7. Approval of City Council Meeting Minutes of July 17, 2024.

- a. **Mayor Nelson** asked if anyone had any questions about the minutes.
- b. Hearing no further questions or comments, he asked for a motion to approve the Six (6) sets of minutes.
- c. **Motion by Commissioner Smith** and seconded by **Commissioner Velazquez** to approve the Six (6) sets of minutes.
- d. **Motion carried unanimously**, with Mayor Nelson, and Commissioners Velazquez, Nesta, Smith & Anderson voting aye.

AGENDA REVIEW

Mayor Nelson asked if any changes to the agenda.

Commissioner Nesta spoke about public comment going to the end. He questioned why it happened and that it wasn't discussed. He stated that Resolution 2016-16 states that it needs to be a decision made by City Council. The last City Council meeting that this was brought up was on February 15, 2023, as well as February 1, 2023 whereas both times City Council approved and agreed to having the public comment just after presentations. He requested that public comment be moved to the front of the meeting as it was originally agreed to. He then attempted to make a Motion.

Commissioner Velazquez asked why it isn't under consideration?

Mayor Nelson stated this isn't the part, this is the Agenda Review. When the attorney gets here we can discuss at that point.

Commissioner Nesta said he is not going to participate in this meeting if we are here just to ignore the people we work for and disrespect them.

Mayor Nelson said we are going into Fire Negotiations anyway. We need to go in there first.

Commissioner Nesta said there's nothing more to discuss. I don't know why you need an attorney here.

Mayor Nelson said we are going into the Fire Negotiations Executive Session.

Commissioner Velazquez said when we come back out we will discuss this.

CITY COUNCIL MEETING BACK TO ORDER AT 2:44 PM.

Commissioner Nesta asked when we will be having public comment and the Mayor responded that the end of the meeting. Commissioner Nesta said nobody agreed to that except for you. The resolution states that is has to be designated by the City Council. Why is that not being moved?

Mayor Nelson called on Attorney Shepard to come up and speak.

Attorney Shepard read the section of the resolution pertaining to when public comment would be heard. That public comment to be heard after presentations or at the decision of City Council.

PRESENTATION

- 1. Vision Zero.
Presented by: Bobby Howell, Planning Manager

Bobby Howell spoke about Vision Zero and that Central Florida's goal for zero traffic deaths. To move towards vision zero the City of Apopka is embracing a safe system approach which seeks to minimize the serious consequences of crashes by acknowledging human vulnerability when designing, operating a transportation network. This project created a Vision Zero action safety plan in collaboration with ongoing regional efforts led by Metro Plan and Mr. Mike Wilson is here from Metro Plan as well if any questions. He introduced Ms. Kelly Fearon from Kittelson & Associates, Inc. whom presented the project Vision Zero and additional details and was available for any questions.

Commissioner Nesta spoke about how the city partners with Best Foot Forward and he's excited to partner with her team to get this taken care of.

Commissioner Velazquez questioned about the areas identified in Apopka with the high percentages. Asked about the adoption of the City of Apopka's Action Plan and if all this information will be included. Ms. Fearon responded yes, that all the results are summarized in a report that will be provided to Council and then the report will be brought back before Council for adoption. Commissioner Velazquez asked if there is a timeframe on the update policies and design standards for the city to start implementing. Ms. Fearon responded that in the report there is recommendations on the mid, short, and long term. They only have recommendations of certain policies to recommend for adoption. There is no timeline. Commissioner also asked for a copy of the presentation to be sent to her.

Mayor Nelson requested IT Director to put the Vision Zero Plan presentation up on the City website to be viewed by public as well.

2. City of Apopka Flag Redesign Competition

Presented by: Stephen Cribb, Special Projects Specialist

Stephen Cribb presented the flag redesign completion project, explained our current design of our City flag, explained the competition details and how they will measure that success and was available for questions.

Commissioner Nesta asked about the panel that created this idea and who are the members. Stephen responded that he doesn't want to leave any names out so he will send the list to the City Administrator to distribute to Commissioners. Commissioner Nesta asked Stephen if we have anything that he can point to say here's our brand, here's our identity? Stephen responded that on the form currently it doesn't necessarily talk Apopka specific brand and identity but it does speak those principals of design. Commissioner asked how the 3x5 notecard will be transformed into a high-quality image. Stephen responded that there is a team of designers to help with that. He also asked about the Hispanic Heritage Events and what events is he talking about? Stephen responded that the Hispanic Heritage celebration that is taking place on the 28th of September is going to be from 4 pm to 8 pm. One of the events taking place there is the art contest that we have for the children and they will create artwork that reminds of their Hispanic heritage.

3. Jim Angle Group Presentation
Presented by: Jim Angle

Wil Sanchez, Interim Fire Chief said due to the death of fallen firefighter two years ago the fire department is seeking answers and they went through a series of reports from the State Fire Marshall's Office, went through a report with a consulting group Gannon Emergency Services at the time and we had several key findings. It was a next step approach of how to we implement all the key findings. How do we move forward, how do we evaluate as far as recommendations that have been given to us, and in a search that went out through an RFP process this is how we came across Mr. James Angle and his group the JAG Group has been working with us for about a year. Over this last year they've been reviewing all the implementations, all the changes, everything that has been submitted to them and they will go further into the details of this. Mr. Jim Angle provided a presentation explaining a brief summary of how his group will and is implementing the findings from the Gannon Emergency Services and was available for questions.

Commissioner Nesta said you mentioned that things are not happening as quick as you would prefer. What can we do to streamline that and get to where your expectations are met? Mr. Angle responded that its nothing that you can do its just been our processes that we built sometimes we one two or three done and id rather get six seven or eight done. Part of it is that there may be a key finding that says you've done something, we reach out and say show me the purchase order etc. and maybe that isn't readily available etc. It's minor things like that. Commissioner Nesta questioned what the budget item was that he referenced in the presentation. Mr. Angle advised in the training section, it was money to bring in a leadership, trainer/ consultant whom specializes in conflict resolution, trust, and leadership. We put that as an option in our original proposal because just reading through the reports, clearly that was a key issue. Unfortunately, just as timing would go you were at the end of your budget when we wanted to bring that in so we understand that. We certainly would like to look at October/ November, the sooner the better to bring that in. Commissioner Nesta asked Interim Chief if that was budgeted and Wil responded yes, it was budgeted. Commissioner Nesta asked about the steering committee and who the members are. Mr. Angle responded Chief Sanchez, Captain Klepper. He would need to see the list, but 2 members of local, 2 members of admin and a couple different ranks within the Fire Department. We make sure that all of the strategic planning stuff has representation from the various levels of the organization.

Commissioner Smith said do you have a timeline as to how you will gauge where you get to a percentage level that you are showing progress. Mr. Angle said we are showing progress that to remember there are a couple different components. The standard operating policy group, they tap into us infrequently and are doing good work. Strategic planning has just started. We will look at a two-day planning retreat in early November. It will be a couple of months. Commissioner Smith said I heard you say everyone has been cooperative in getting you the materials that you need? Mr. Angle responded yes. In reference to the timeline, we signed the contract last September so that will be coming to an end, but understand we would just extend the contract. It wouldn't change the budget or anything. We only bill on deliverables. Even though it may take longer to get something that doesn't change the cost of the project. For the legal purposes we may want to do an addendum for

the extension of time.

Commissioner Velazquez spoke about the last 2 years being a challenge in the Fire Department. She asked if since his company has been involved has he seen a change in the morale. Mr. Angle responded saying when the ranks have been informed of the changes they have responded in a positive way. Commissioner Velazquez said its important for the messaging to get to the firefighters not just their manager. We need to engage with the firefighters directly.

Commissioner Anderson said in regards to the live dashboard how will I be able to access that. Mr. Angle advised the Fire Department has a link. It basically an excel spreadsheet. Right now, you may see its only 30 percent through as the strategic planning hasn't taken place yet.

Mayor Nelson said the impressive part of your group is how many of you are former fire or Assistant Fire Chiefs, is it 4 or 5 of your team members? Mr. Angle said really all of our team is in the higher rankings of fire admin. For this project specifically, we have about 5 members, 4 of which are retired Fire Chiefs.

4. Department Salary Increases Presentation

Presented by: Joseph Patton, Human Resources Director

Joseph Patton said he was requested to provide a summary about where we are in pay increases and how they actually happen. He provided a presentation that explained the Police Department received a market increase in pay on October 2023 which equaled \$1.2 Million dollars, then we added 11 new police officers. After that 15 new firefighters were added. Then a salary study was conducted which included administration, all staff, with the exception of fire because they were under negotiations at that time. With that in mind, those are the numbers that we received for that period. There's a lot of questions about does everybody receive an increase every year? Everybody does in the form of a Merit Increases. Merit increases within the organization come up between 0 to 6 % increase. The 23 / 24-year increases are not complete as the 2024 year isn't over.

Mayor Nelson said the disinformation that has been given is that the Fire Department hasn't been getting raises and they've been the highest of all the departments as far as raises.

Commissioner Nesta interrupted saying salaries that are below market correct? We are not giving all the information then.

Mayor Nelson said does anyone else have any questions for Joe? None heard.

PUBLIC COMMENT (MOVED TO END OF MEETING)

There was back and forth discussion about the location of when public comment would be heard and Resolution 2016-16. Attorney Shepard came up to discuss the section of the Resolution regarding the public comment period.

Attorney Shepard said that the public comment comes after the presentation portions of the meeting **OR** at such time as designated by City Council. It doesn't say when after

presentations so we are clearly after presentations now. It could be now or sometime later. I have two sets of minutes here where this has happened before. The first is February 1, 2023 which is before I was here and the second was February 15, 2023, that's the one is the most instructive but it doesn't say there was a motion. In the City Council Reports, Commissioner Velazquez stated that she would like to see public comment to be moved back to where it was back on the agenda as opposed to being at the end. She also stated that she discussed with the Mayor that before public comment starts he can read his expectations to flow before it starts. Commissioner Becker stated that he gets why the changes were made but he agrees that with moving it back to the beginning of the meeting. Commissioner Nesta also supports public comment being at the beginning. Mayor said okay. This is after presentations, but when it's supposed to be? I do not know.

Commissioner Velazquez said the public is very adamant about being heard but we discussed that at some point maybe the Council can sit down as a workshop to discuss public comment rather than it just be the Chair deciding when the public comment should be on the agenda. We have done it consistently after the presentations, so let's keep at that until we as a commission, every one of us, decide as a whole.

Attorney Shepard said at least according to the resolution. It's a movable issue. Somebody makes a motion and it gets decided.

Commissioner Nesta said I'll go back to the motion I made. I motion that we do public comment right now, after presentations.

Mayor Nelson said just to give everyone a little context. Public comment for other city municipalities. Out of the 8 cities, Ocoee is the only one that has public comment at the beginning of the agenda. The following 7 cities have public comment at the end of the agenda.

Commissioner Velazquez said if there's any changes that are going to be made. It should not be made on Friday and then we come in and there's a change. I believe out of respect for our public and respect for each of us, that we should have a discussion.

Cliff Shepard said just for clarification, as I understand it there is a motion. I don't know if there's a second but if there's a lack of second then continue. Right now, I'm not sure where we are procedurally. I heard Commissioner Nesta make a motion. Commissioner Velazquez said then she would second.

Mayor Nelson started to read a statement from Michelle Boylan the Economic Development Director that was not present.

Commissioner Velazquez interrupted stating that she will not accept the statement from Michelle unless she is present and she reads it herself. Months ago, if not over a year ago we determined that we would not read any comments that were made if the person was not present at the Chamber. I remember that we did that when we had others sending us emails to read out loud. I want to be consistent with that. It's not that I discard her, I just feel that we had made that decision over a year ago.

Commissioner Smith asked the attorney that since this agenda has already been published with the public comment at the end where do we stand legally in reference to the resolution and the agenda that was published.

Attorney Shepard responded that legally you do not even have to have an agenda. What really matters is what is your procedures and what are you going to follow? Based on the resolution that you have before you Council can decide where public comment goes. Commissioner Nesta is motioning to have public comment start right now after presentations.

Commissioner Velazquez said I say let's just follow what we already have.

Mayor Nelson said I'm going to just paraphrase this. Michelle Boylan went to an Economic Development Conference. She's on a panel for people that are site selectors. One of the things they look at is they go on social media and see what's going on in the city that they are looking into investing millions of dollars in and when they see things that are very controversial over issues and do they really want to be a part of that city. Her thought was that putting it at the end it's still giving plenty of access to the people here at the dais and we are not bogging down people that are trying to do business here with the City of Apopka. Her thought was we should look at moving it to the end.

Commissioner Nesta said you want to hide our aging infrastructure? You want to hid our inability to sign a Union Contract? Golden Gem Pond not, you want to hide all that from people moving in? **Mayor Nelson** responded no, they get the same 4 minutes.

Jacob Smith, CAO said I don't have an issue of when the public comment is its how public comment is conducted. We have here in the same Resolution these standards for decorum. They're not observed. It's having an impact on my employees as well as some of the people that come here from the public. They don't want to be subjected to this. These people are nonconfrontational so they're not going to tell you who they are. They're not going to stand up, they're not going to say these things. There's a reason why we have standards for decorum. Its not the timing it's the standards for decorum that are spelled out here in this Resolution. For me, it's common sense if you are going to have a civil engagement here, a public engagement between a professional Council, Mayor, and respectful citizens.

Commissioner Nesta asked who is supposed to enforce the rules and provisions that are in here? **Jacob** responded it is the Mayor.

Mayor Nelson said we have a Motion by Commissioner Nesta and a Seconded by Commissioner Velazquez that we put the public comment to after presentations. All those opposed with Commissioner Smith, Mayor Nelson, and Commissioner Anderson voting Nay.

CONSENT (Action Item)

1. Notification of Application for BJA Fiscal Year 2023 Edward Byrne Memorial Justice Assistance Grant JAG- Countywide (JAGC) Program.
2. Authorize the Police Chief to sign the new mutual aid agreement with Orange County Sheriff's Office
3. Authorize the execution of a piggyback contract for the assigned terms: AWP, Inc. dba AWP Safety (Traffic Sign Installation)
4. Award a contract for ITB 2024-A-63: Plymouth Water Treatment Plan Well No. 3 Improvements
5. Award contracts for ITB 2024-A-59: Natural Athletic Field Construction to Garcia Civil Contractors and Medley Sports Construction dba William Medley Construction, Inc.
6. City of Apopka FY2024 Budget-to-Actual Report for the Eight Months Ending May 31, 2024.
 - a) **Mayor Nelson** asked if anyone had any questions about any items on the Consent Agenda items or if anyone needed to pull any of the items.
 - b) Hearing no further questions or comments, **Mayor Nelson** asked for a motion to approve the Six (6) consent agendas.
 - c) **Motion by Commissioner Smith** and seconded by **Commissioner Anderson** to approve the Six (6) consent agenda items.
 - d) **Motion carried unanimously**, with Mayor Nelson, and Commissioners Velazquez, Nesta, Smith & Anderson voting aye.

BUSINESS (ACTION ITEMS)

1. Crossroads at Kelly Park, Phases 1-2, 1-3 and 2- Plat
Owner(s): Kelly Park Land Investments, LLC & Galvin Land Services LLC
Applicant(s): Poulos & Bennett, LLC c/o Melissa Martinez
Location: 4510 Ondich Road
Tract Size: 150.19 +/- acres
Project Manager: Jean Sanchez
Presented by: Jean Sanchez, Senior Planner

Jean Sanchez presented the details regarding the Crossroads at Kelly Park, Phases 1-2, 1-3, and 2 and recommended approval of the plat. Staff and applicant were available for questions.

- a. **Mayor Nelson** asked if anyone had any questions for Jean or if anyone from the public wanted to speak about this item.
Albert McKimmie said he has concerns regarding any changes being made in that vicinity because the roads that are represented in the Pioneering Agreement haven't been established.
- b. Hearing no further questions or comments, **Mayor Nelson** asked for a Motion to approve the Crossroads at Kelly Park, Phases 1-2. 1-3 and 2- Plat.
- c. **Motion** by **Commissioner Velazquez** and seconded by **Commissioner Smith** to approve the Crossroads at Kelly Park, Phases 1-2. 1-3 and 2- Plat.
- d. **Motion carried unanimously**, with Mayor Nelson, and Commissioners Velazquez, Nesta, Smith & Anderson voting aye.

2. 1700 West Keene Road - Major Development Plan

Owner(s): LCE 13, LLC
Applicant: Bryan Potts, P.E.
Location: 1700 West Keene Road
Project: Retail Development
Density: Maximum 0.25 floor area ratio
Project Manager: Bobby Howell, AICP
Presented by: Bobby Howell, Planning Manager

Bobby Howell, Planning Manager spoke about the 1700 West Keene Road - Major Development Plan and requested approval of the MDP and developer was available for questions.

- a. **Mayor Nelson** asked if anyone had any questions for Bobby or if anyone from the public wanted to speak about this item.
- b. Hearing no further questions or comments, **Mayor Nelson** asked for a Motion to approve the 1700 West Keene Road - Major Development Plan.
- c. **Motion** by **Commissioner Velazquez** and seconded by **Commissioner Anderson** to approve the 1700 West Keene Road - Major Development Plan.
- d. **Motion carried unanimously**, with Mayor Nelson, and Commissioners Velazquez, Nesta, Smith & Anderson voting aye.

3. The Ridge Parcel 2 Sub phasing – Construction Site Plan

Owner(s): DRP FL5, LLC
Applicant(s): VHB c/o James R. Hoffman, P.E.
Location: North of Boy Scout Road and West of Falconhurst Lane
Project: 313 single family detached lots; 79.57 +/- acres.
Density: 3.9 dwelling units per acre
Project Manager: Jean Sanchez
Presented by: Jean Sanchez, Senior Planner

Jean Sanchez, Senior Planner said that at the July 17, 2024 City Council meeting the item was tabled until today's date. Staff and applicant are requesting that this be removed via table via motion. Nothing is changing and the applicant is now requesting to withdraw their request and operate under their current development order.

- a) **Mayor Nelson** asked if anyone had any questions for Jean or if anyone from the public wanted to speak about this item.
- b) Hearing no further questions or comments, **Mayor Nelson** asked for a Motion to remove the item from the table and approve to withdraw the original request.
- c) **Motion by Commissioner Smith** and seconded by **Commissioner Anderson** to remove the item from the table and approve to withdraw the original request.
- d) **Motion carried unanimously**, with Mayor Nelson, and Commissioners Velazquez, Nesta, Smith & Anderson voting aye.

4. Third Amendment to the Development Agreement – Kelly Park Property (aka Crossroads at Kelly Park)
Presented by: Richard Earp, P.E.

Richard Earp said this is the request to authorize the City Administrator to sign Amendment #3 to the Development Agreement for Kelly Park Property. I think we can be most efficient here if the developer presents the reasons why they would like to have the amendment. We also have the City's traffic engineer available for questions as well. The developer Seth Bennett with Galvin Land Services said this amendment will allow them to build the ultimate four lane configuration in front of the project. The original DA was done before the Pioneering Agreement. This will align their goals of their agreement with the Pioneering Agreement and allows them to move forward and construct the ultimate intersection.

- a) **Mayor Nelson** asked if anyone had any questions for Jean or if anyone from the public wanted to speak about this item.
Commissioner Velazquez said she has no questions as he met with each one of them individually to provide details.
Albert McKimmie expressed his concerns about not knowing as a resident what the agreement discussed was about.
Richard Earp said that the details are available for public record and can be viewed on the website.
- b) Hearing no further questions or comments, **Mayor Nelson** asked for a Motion to approve the Third Amendment to the Development Agreement – Kelly Park Property (aka Crossroads at Kelly Park).
- c) **Motion by Commissioner Smith** and seconded by **Commissioner Anderson** to approve the Third Amendment to the Development Agreement – Kelly Park Property (aka Crossroads at Kelly Park).
- d) **Motion carried unanimously**, with Mayor Nelson, and Commissioners Velazquez, Nesta, Smith & Anderson voting aye.

5. Apopka Proud Concert Entertainment
Presented by: Radley Williams, Recreation Director

Radley Williams said he's seeking authorization to prepay some required deposits for the Entertainers for the Apopka Proud Concert on October 5, 2024. Due to the concern falling into the new fiscal year, we need authorization to pay these prepaid deposits as they are part of the FY25 tentative budget. Additional information was provided in the staff report regarding the FY25 event along with FY 19 historical data. He was available for questions.

a. **Mayor Nelson** asked if anyone had any questions or if anyone from the public wanted to speak about this item.

Commissioner Anderson spoke about her concerns regarding not having the diversity of the Saturday Night Sounds and not being a true representation of the demographics of Apopka. Normally its usually rock and we need to talk about that. Some of the residents feel like its being catered to one group of people. **Radley** responded correct and we can address that but Saturday Sounds is completely separate from this event. This is an annual event that was started in 2019. Commissioner Anderson said even with the Apopka Proud it still doesn't represent the diversity in Apopka. Radley said we look into improve on that moving forward.

Mayor Nelson said we are happy to entertain anybody that is interested in being a part of the event. Burchmore Group is our contracted provider and he can help us recruit a variety of talent.

Commissioner Velazquez spoke about the amounts of monies being paid for the Concert and her concern for the expenses being \$200,000-dollar line item on the budget. It wasn't discussed that it was a planned concert or what the expense was going to be initially but she understands that some contracts have already been signed.

Radley said this was a relaunch of the 2019 annual event. 2020's event was cancelled due to COVID so to bring it back again 2024 falling in that fiscal year did and does present some physical challenges which is why I'm here tonight to receive authorization to pay those prepaid deposits. Our staff in the Parks and Recs department are ready to launch this and get it to the finish line and provide a high-quality product.

Commissioner Velazquez questioned why its being brought before Council if contracts have already been signed and there's already a commitment.

Commissioner Anderson echoed that asking them to vote on something that has a contract that has already been executed is pointless.

Ace Woodham spoke about transparency and people being informed when big decisions are made within the city.

Leroy Bell spoke about the performers needing to be streamlined to bring new people in and provide a variety of people, not people that are known by city members.

Sylvester Hall asked how much revenue will the concerts generate for the city. **Radley** said the revenue for the Apopka Proud Concert was listed in front of him. Sylvester Hall spoke about what the city is spending versus the revenue that we would actually bring in.

Commissioner Smith provided clarification as to **why** this is being voted on and its because the deposits are needing to be paid prior to the budget being approved. The new budget doesn't take place until October 1 but the deposit needs to be paid now. He's asking for permission to pay the deposit now because that's what the contract requires.

Radley Williams said under procurement thresholds, it's under \$50,000 dollars, so this agreement would not come before Council. We are requesting to receive funds that are still in the proposed FY25 budget so we need authorization to do that. I'm asking to authorize the prepaid amount of \$40,000 dollars today and the full budget amount is part of the FY25 proposed budget that gets approved in September.

Blanche Sherman, Finance Director provided explanation. She said because this was under the \$50,000 threshold of it didn't need to come before Council. The Burchmore Contract came before Council for approval but for these entertainers and then there's some type of exemption for artists as well and it is under the \$50,000-dollar threshold. That's why they did not come before Council. At this point we don't have budgetary authority and that's why we're asking the authority to make these prepaid deposits.

Jacob Smith CAO said I was 3 weeks in and this agreement came across my desk. I saw that this \$200,000 dollars was in the proposed budget, the budget meetings the work sessions through. I assumed that this was something that was ongoing and it happened the year prior and the year prior to that. I thought it was a traditional thing. It was the timing, usually you have them in the Spring, but it was moved to October 5th. That's the reason why it wasn't showing up in this last budget but it's showing up in this next budget.

Commissioner Anderson said the total amount for the contract is \$200,000 dollars correct?

Blanche Sherman said yes and that will come before you on September 4th and September 18th. This is just a prepaid, to cut the check so you see it on the disbursement report. It will still be an FY25 expense. That's why we called it a prepaid.

Commissioner Velazquez said I want to honor the contract because we signed and that is the right thing to do. I don't feel that the entertainers should get not paid when we agreed to this, this has been an ongoing planning. I just feel let this be a learning lesson where maybe a concert of this expense be brought to the Council at some point to have a discussion rather than it showing up as it did at the first budget workshop on July 8th. We signed this on June 24th. The first time I'm seeing it on July 8th at the budget workshop.

- b. Hearing no further questions or comments, **Mayor Nelson** asked for a Motion to approve the required prepayments for the Apopka Proud Concert Entertainment.
- c. **Motion by Commissioner Velazquez** and seconded by **Commissioner Smith** to approve the required prepayments for the Apopka Proud Concert Entertainment.
- d. **Motion carried 4 to 1**, with Mayor Nelson, and Commissioners Velazquez, Nesta, Smith voting aye and Commissioner Anderson voting nay.

- 6. Proposed Resolutions by the Florida League of Cities (FLC)
Presented by: Bryan Nelson, Mayor

Mayor Nelson said we have three Resolutions. First is Resolution 2024-02 which recognizes the week of October 21-27, 2024 as Florida City Government Week. Second is Resolution 2024-03 is urging Congress to reform and increase funding to the hazardous mitigation assistance grant programs (HMA Grant Program). Lastly Resolution 2024-01, expresses appreciation to the City of Cooper City and The Broward League of Cities for their support of Greg Ross who served as President of the Florida League of Cities from 2023-2024. We are going to The League of Cities next week and these are the three proposals that the FLC Statewide brought forward. Commissioner Anderson will be representing us there. In regards to Resolution 2024-03, we have a very good program when I was in Legislature called My Safe Florida Home Program that on the front end it does inspections for homes and they find improvements and you can get up to a \$10,000 dollar grant to harden your home which then will decrease your insurance premium. It's a great program unfortunately the State had \$200 Million dollars in the program and have already spent it all. It's a great program. Every year it runs out of money. I've asked not only our State Legislature, I've talked to Rick Scott's Office here in Orlando. Marco Rubio's Office and Dan Webster's Office about instead of this HMA Program which is a Federal Program, why don't they just dump money into our My Safe Florida Home Program to make those dollars go farther. That is the back story on that Resolution 2024-03. These are the three Resolutions and that will be during the general business meeting. Is there anything that I can answer on those three Resolutions?

- a. **Mayor Nelson** asked if anyone had any questions.
Commissioner Velazquez asked if that was what the Florida League of Cities presented or is that what we are presenting to them? Mayor responded that is their platform. Commissioner Velazquez expressed her concerns of rising insurance rates and residents being unable to find a new insurance company due to their homes being outdated and needed upgrades to get new homeowner's insurance.
- b. Hearing no further questions or comments, **Mayor Nelson** asked for a Motion to approve the proposed Resolutions by the Florida League of Cities (FLC).
- c. **Motion by Commissioner Velazquez** and seconded by **Commissioner Anderson** to approve the proposed Resolutions by the Florida League of Cities (FLC).
- d. **Motion carried unanimously**, with Mayor Nelson, and Commissioners Velazquez, Nesta, Smith & Anderson voting aye.

PUBLIC HEARINGS/ ORDINANCES/ RESOLUTIONS (ACTION ITEMS)

- 1. Ordinance No. 3029 - Second Reading - Repeal and Replacement of the Transportation Element of the Comprehensive Plan
Owner(s): Citywide – Comprehensive Plan element rewrite
Applicant(s): City of Apopka
Location: Citywide
Project: Repeal and Replacement of the Transportation Element of the Comprehensive Plan
Density: N/A
Project Manager: Bobby Howell, AICP
Presented by: Bobby Howell, Planning Manager

Bobby Howell said no changes

- a. **Mayor Nelson** asked if anyone had any questions or if anyone from the public wanted to speak about this item.
 - b. Hearing no further questions or comments, **Mayor Nelson** asked for a Motion to adopt Ordinance No. 3029.
 - c. **Motion by Commissioner Smith** and seconded by **Commissioner Anderson** to adopt Ordinance No. 3029.
 - d. **Motion carried unanimously**, with Mayor Nelson, and Commissioners Velazquez, Nesta, Smith & Anderson voting aye.
2. Ordinance No. 3056 - Second Reading - 814 Marvin C Zanders Avenue - Small-Scale Future Land Use Amendment
Owner(s): Cynthia Henderson, Arion Henderson
Applicant(s): Cynthia Henderson
Location: 814 Marvin C Zanders Avenue
Project: 814 Marvin C Zanders Avenue FLU
Density: Maximum of 15 Dwelling Units Per Acre, 2.0 FAR maximum
Project Manager: Amer Hamza
Presented by: Amer Hamza, Planner

Amer Hamza said no changes.

- a. **Mayor Nelson** asked if anyone had any questions or if anyone from the public wanted to speak about this item.
 - b. Hearing no further questions or comments, **Mayor Nelson** asked for a Motion to adopt Ordinance No. 3056.
 - c. **Motion by Commissioner Smith** and seconded by **Commissioner Velazquez** to adopt Ordinance No. 3056.
 - d. **Motion carried unanimously**, with Mayor Nelson, and Commissioners Velazquez, Nesta, Smith & Anderson voting aye.
3. Ordinance No. 3052 – First Reading – Small Scale Future Land Use Amendment – 1400 W Kelly Park Road
Owner(s): Michael A. Gentles, Desmond W. Street
Applicant(s): Jose Chaves
Location: 1400 W. Kelly Park Road
Project: 1400 W Kelly Park Road Future Land Use Amendment
Density: 2 DU/A
Project Manager: Jun Sohn, Ph.D.
Presented by: Jun Sohn, Planner

Jun Sohn presented Ordinance No. 3052 and provided details and recommended approval of first reading and hold over for second reading and adoption on August 21, 2024.
Applicant was available for questions.

- a. **Mayor Nelson** asked if anyone had any questions for Jun about this item.
Commissioner Velazquez questioned if in this area was there something with the little piano keys. Was there another one in that area? Bobby Howell responded not in this area it was a different location on Kelly Park Road.
 - b. Hearing no further questions or comments, **Mayor Nelson** asked for a motion approve Ordinance No. 3052 at first reading and carry over for second reading and adoption on August 21, 2024.
 - c. **Motion by Commissioner Velazquez** and seconded by **Commissioner Smith** to approve Ordinance No. 3052 at first reading and hold over for second reading and adoption on August 21, 2024.
 - d. **Motion carried unanimously**, with Mayor Nelson, and Commissioners Velazquez, Nesta, Smith & Anderson voting aye.
4. Ordinance No. 3053 – First Reading – Change of Zoning – 1400 W Kelly Park Rd
Owner(s): Michael A. Gentles, Desmond W. Street
Applicant(s): Jose Chaves
Location: 1400 W Kelly Park Road
Project: 1400 W Kelly Park Road Rezoning
Density: 3 DU/A
Project Manager: Jun Sohn, Ph.D.
Presented by: Jun Sohn, Planner

Jun Sohn presented Ordinance No. 3053 and provided details and recommended approval of first reading and hold over for second reading and adoption on August 21, 2024.
Applicant was available for questions.
 - a. **Mayor Nelson** asked if anyone had any questions for Jun about this item.
 - b. Hearing no further questions or comments, **Mayor Nelson** asked for a motion approve Ordinance No. 3053 at first reading and carry over for second reading and adoption on August 21, 2024.
 - c. **Motion by Commissioner Smith** and seconded by **Commissioner Velazquez** to approve Ordinance No. 3053 at first reading and hold over for second reading and adoption on August 21, 2024.
 - d. **Motion carried unanimously**, with Mayor Nelson, and Commissioners Velazquez, Nesta, Smith & Anderson voting aye.
5. Ordinance No. 3064 - First Reading - Small-Scale Future Land Use Amendment – 996 S. Orange Blossom Trail
Owner(s): Trinity Baptist Church of Apopka, Inc.
Applicant(s): Thomas Skelton
Location: 996 S. Orange Blossom Trail, 1000 S. Orange Blossom Trail
Project: 996 S. Orange Blossom Trail Future Land Use Amendment
Density: N/A
Project Manager: Jun Sohn, Ph.D.
Presented by: Jun Sohn, Planner

Jun Sohn presented Ordinance No. 3064 and provided details and recommended approval of first reading and hold over for second reading and adoption on August 21, 2024.

- a. **Mayor Nelson** asked if anyone had any questions for Jun about this item.
 - b. Hearing no further questions or comments, **Mayor Nelson** asked for a motion approve Ordinance No. 3064 at first reading and carry over for second reading and adoption on August 21, 2024.
 - c. **Motion** by **Commissioner Smith** and seconded by **Commissioner Anderson** to approve Ordinance No. 3064 at first reading and hold over for second reading and adoption on August 21, 2024.
 - d. **Motion carried unanimously**, with Mayor Nelson, and Commissioners Velazquez, Nesta, Smith & Anderson voting aye.
6. Ordinance No. 3065 - First Reading – Change of Zoning – 996 S. Orange Blossom Trail
Owner(s): Trinity Baptist Church of Apopka, Inc.
Applicant(s): Thomas Skelton
Location: 996 S. Orange Blossom Trail, 1000 S. Orange Blossom Trail
Project: 996 S. Orange Blossom Trail Rezoning
Density: N/A
Project Manager: Jun Sohn, Ph.D.
Presented by: Jun Sohn, Planner

Jun Sohn presented Ordinance No. 3065 and provided details and recommended approval of first reading and hold over for second reading and adoption on August 21, 2024.

- a. **Mayor Nelson** asked if anyone had any questions for Jun about this item.
 - b. Hearing no further questions or comments, **Mayor Nelson** asked for a motion approve Ordinance No. 3064 at first reading and carry over for second reading and adoption on August 21, 2024.
 - c. **Motion** by **Commissioner Velazquez** and seconded by **Commissioner Smith** to approve Ordinance No. 3064 at first reading and hold over for second reading and adoption on August 21, 2024.
 - d. **Motion carried unanimously**, with Mayor Nelson, and Commissioners Velazquez, Nesta, Smith & Anderson voting aye.
7. Ordinance No. 3066 - First Reading - Annexation – Ondich South
Owner(s): PM S-1 REO, LLC
Applicant(s): Appian Engineering, Inc. c/o Luke Classon, P.E.
Location: Southwest corner of Ondich Road and Effie Drive
Project: 54.85 +/- acre(s)
Density: N/A
Project Manager: Jean Sanchez
Presented by: Jean Sanchez, Senior Planner

Jean Sanchez presented Ordinance No. 3066 and provided details and recommended approval of first reading and hold over for second reading and adoption on August 21, 2024.

- a. **Mayor Nelson** asked if anyone had any questions for Jun about this item.
Commissioner Velazquez confirmed that's all part of the KPI. Jean responded that's correct.
 - b. Hearing no further questions or comments, **Mayor Nelson** asked for a motion approve Ordinance No. 3066 at first reading and carry over for second reading and adoption on August 21, 2024.
 - c. **Motion by Commissioner Velazquez** and seconded by **Commissioner Smith** to approve Ordinance No. 3066 at first reading and hold over for second reading and adoption on August 21, 2024.
 - d. **Motion carried unanimously**, with Mayor Nelson, and Commissioners Velazquez, Nesta, Smith & Anderson voting aye.
8. Ordinance No. 3069 – First Reading - Annexation 3595 W Kelly Park Road, 3611 W Kelly Park Road
Owner(s): Effie Road Holdings, LLC.
Applicant(s): Jesse Anderson
Location: 3595 W Kelly Park Road, 3611 W Kelly Park Road
Project: 3595 and 3611 W Kelly Park Road Annexation
Density: 10 DU/A
Project Manager: Jun Sohn, Ph.D.
Presented by: Jun Sohn, Planner

Jun Sohn presented Ordinance No. 3069 and provided details and recommended approval of first reading and hold over for second reading and adoption on August 21, 2024.

- a. **Mayor Nelson** asked if anyone had any questions for Jun about this item.
Commissioner Smith asked if the property between the two parcels are annexed into the City.
Applicant Jesse Anderson said there is no annexation request currently for the parcel that is in between. The two separate parcels that are split by that individual parcel will be developed separately but through the mixed-use intent of the Kelly Park Interchange specifically in the interchange place district. The intent is hopeful that eventually that parcel will come in but right now is not part of this application and may be part of a future application pending other circumstances. It does not create any enclaves or anything in that area that would disregard that type of annexation. It is contiguous and does fall under Florida Statutes for a potential for annexation into the City.
Commissioner Velazquez asked if they have utilities and water going out in that area? She also said she doesn't understand why two properties will be annexed into the City while leaving a property in between unannexed. She questioned whether the property had a residence occupied and the applicant said yes.

Applicant Jesse Anderson said there are utilities from the overall Kelly Park Interchange, the Wekiva District plan that went through many years ago. We will have to extend utilities to the site just to make sure it has sufficient utilities for the end use for what we are purposing which are going to be commercial in nature for the most part.

Ace Woodham asked if there's surrounding properties there where is it butting up to the City limits? Mayor responded across the street. Ace said so the road divides it and there's no property touching the boundaries on the left, right, or behind it.

Applicant Jesse Anderson said to further address that adjacency is permitted across rights of way so that is permissible adjacency to the City limits which does allow again for this be a consideration for an annexation request.

Leroy Bell said if that's the case for this that the roadway could be the cross for that then explain to me why that doesn't work on this side of town over here in South Apopka with annexation.

Commissioner Anderson said can some of the South Apopka residents come in and apply to be annexed into the City as well? Mayor responded yes. Commissioner Anderson said so it sounds like they need to get a group of them together to come in and do the same and be annexed into the City.

Mayor Nelson said two things. First, they have to be contiguous and second, they can't create an enclave. Those are the only two things that keep you from annexing.

Commissioner Velazquez asked if this creates an enclave?

Bobby Howell said it does not create an enclave. Every time we have somebody approach us for annexation we require them to talk to Orange County and get something that says it does not create an enclave. This is what's called a voluntary annexation meaning they've approached the City and asked to annex into the City. For the reasons that they outlined. They want to develop uses that are in conjunction with the Kelly Park form-based code such as the restaurants that they're talking about. There's nothing in the annexation statute that says the City Council has to annex a property. If somebody comes and asks you to annex there's nothing that says that you have to take it in. My recollection of the statute says City Council may consider the application. Those are factors for you to consider. The DRC recommends approval of the annexation because they're proposing the plan future on that would be consistent with the form-based code area however, it's the Council's discretion.

- b. Hearing no further questions or comments, **Mayor Nelson** asked for a motion approve Ordinance No. 3069 at first reading and carry over for second reading and adoption on August 21, 2024.
 - c. **Motion by Commissioner Smith** and seconded by **Commissioner Anderson** to approve Ordinance No. 3069 at first reading and hold over for second reading and adoption on August 21, 2024.
 - d. **Motion carried 4 to 1**, with Mayor Nelson, and Commissioners Nesta, Smith & Anderson voting aye and Commissioner Velazquez voting nay.
9. Resolution No. 2024-17: Amending the budget for the fiscal year beginning October 1, 2023 and ending September 30, 2024.
Presented by: Blanche Sherman, Finance Director

Blanche said Resolution 2024-17, budget amendment #8 in the amount of \$1,584,457.00 dollars. We have two items before you in regards to an amendment. The first one is for \$1,209,457.00 dollars pertaining to utility impact fee agreement with Florida Town Center Development that was approved on August 25, 2021 for a 16-inch wastewater force main. Construction project certification of acceptance was dated July 1, 2024. The wastewater force main is now owned and maintained by the City. Approval of this budget amendment will allow for the reimbursement payment to be made to Florida Town Center Development. The second item, that is pertaining to a budget amendment coming out of our general fund operating reserves to cover legal fees for our outside legal counsel. We need additional funding in the amount of \$375,000.00 dollars to cover the estimated cost for this fiscal year.

- a. **Mayor Nelson** asked if anyone had any questions for **Blanche** about this item.
Leroy Bell asked questions regarding what the attorney were being paid for and what was considered “legal fees”. **Cliff Shepard** provided clarification to his questions.
Albert McKimmie spoke about budget and that the residents should be receiving correct information. He was dismissed as he wasn’t speaking about the specific item being discussed.
- b. Hearing no further questions or comments, **Mayor Nelson** asked for a motion approve Resolution 2024-17.
- c. **Motion** by **Commissioner Smith** and seconded by **Commissioner Anderson** to approve Resolution 2024-17.
- d. **Motion carried unanimously**, with Mayor Nelson, and Commissioners Velazquez, Nesta, Smith & Anderson voting aye.

CITY COUNCIL REPORTS

Commissioner Anderson said she wanted to address why she kept the agenda the way it was presented at the beginning of the meeting. I have received numerous complaints from residents and people that want to do business in the City that they have to come and sit through public comment. The concern is that a lot of times the public comments, majority of the time is derogatory, its rude, resolution hasn’t been presented. It’s just bickering back and forth about their dislike for some of the City Council members here. So, it’s not as effective. In my opinion, I thought it would be best suited for it to go last so that the professionals don’t have to sit through that. I do agree with keeping it last and I think it’s important in addition to that it doesn’t limit the public for addressing concerns that are on the business items. What it does is it limits the time that people have to sit through things that has absolutely nothing to do with the business items at hand. I stand by that and I think it’s important that we present ourselves and our City in the best light if we want to attract some of the best restaurants, some of the best businesses to come into the City. No one is going take their millions of dollars and invest in a City where there’s chaos. I think it’s important Mayor that in addition to that any time that we have anyone that comes up and they are not addressing the business items and they go off topic on something that has absolutely nothing to do with the business item that you enforce that they have a seat or stick to the topic. That way we can develop professionalism moving forward in these

meetings. Public comment is not being limited at all. They still have the option to come up and address business items and anything else they want to discuss can be brought up in public comment for their 4 minutes. It's gotten out of hand here and adults are not acting like adults and are extremely disrespectful.

Commissioner Velazquez said to speak on the public comment I agree that the temperament that has been here has been going on for a long time now. I've had some concern but I don't feel we are limiting their public comment but we are changing and shifting when they are going to speak. I don't have a problem as long as it's an agreement that we as a Council can sit down and say how can we change our public comments so that we can still allow our public to come up and voice their concerns, issues, etc. I felt that changing Friday to the Council meeting wasn't fair. We didn't prepare the public for that. We have dedicated residents that come in. Not every person that comes up to the podium is combative. Many times, they come providing some great ideas, solutions, concerns, and I feel like now we are painting everyone with the same brush. Saying that because of some that are contentious that we now are going to have to punish everyone else. I feel that public comment should come after presentations. Chair has the control in which to say what we expect from the public and decorum. We have the ability to say to someone that they are out of order, that they're not addressing the item, or they're being disrespectful, or that they shouldn't be addressing individual Commissioners. I've received more phone calls since the public comment was moved saying move public comment back to where it belongs, where we've always had it. Let's be consistent present ourselves with our public. Let's be consistent on how we do things here. We just had a big conversation over the concern and again that addressing consistency and transparency. That's what's important to me. There's a lot of cities that face the same issues that we do. It's part of being a public council. I wanted to address Emerson Park. I received an email from the HOA and when I responded to them I informed them that I did not have the authority or the power to do anything with what they were asking. I said that they should set the meeting up with you and I understand that they wrote me back and they have a meeting with you tomorrow at 9 o'clock. Their concern was who is going to help them bring that. In addition, we all attended the best foot forward. I'm asking the attorney, in regards to City Charter amendments, where are we with this? **Attorney Shepard** responded that anytime you want to put it on the agenda, the Ordinance is ready, I don't control the agenda. I can bring it next meeting. I can bring it three meetings from now. Whenever you want it, I can bring it. Commissioner Velazquez said did we send everything to Commissioner Anderson?

Commissioner Anderson responded that she received the amendments.

Mayor Nelson asked do you want to set a date?

Attorney Shepard said until I ask again because we have an interim Supervisor of Elections, after the interim Mr. Gilzen was appointed I reached out and then spoke to other male running the office under Bill Cowles, he said specifically "We don't do charter amendments in November". We had the discussion of when they do them and we want the municipal stuff to be in March. I asked him in that conversation, is that a policy or is that a law? If it's just a policy then we will do whatever we want to do and you all will have deal with it because you're the Supervisor of Elections and we have a contract with you and you put on the ballot what we send you. I'm pretty sure it's a policy not something that he can force us to do. I asked him for the deadline and based on prior experience that deadline is

either very close to approaching or has past. For March it would be sometime in December based on the prior experience I had with Orange County Charter and then Eatonville Charter etc., usually around December 12th for the March agenda. In terms of if you want to get the actual vote before March, the deadline will probably be a deadline in December. **Commissioner Velazquez** said we need to review some of this and now that we have our Chief Administrator in fairness I would like to have him look at it.

Mayor Nelson said we can set a date I just want to make sure that we get the information out to the public. I don't think anybody has paid any attention to it. March will be a very low turnout. If we are going to do March then we need to put that in the budget because its outside of the scope of a normal election. Why don't we revisit this and put it on as a discussion item next Council meeting?

Attorney Shepard said yes and I'll bring an Ordinance for you and then you can decide okay, we see it, this is what we want to bring for first reading and second reading whatever. That's no problem its ready to go.

Mayor Nelson said Clerk if you can work on what it will cost for us to do an election, out of cycle election. It will be an off year. We will put that on for the next agenda.

Commissioner Velazquez said the other thing that I wanted to address was that I had written to the director Mr. Deo regarding a particular street and I had sent him some photos and he responded basically saying that "just as an FYI last year we had expended \$800,000 dollars in sidewalk repairs in this proposed budget because of revenue limitations, we only have less than \$300,000 dollars to address the sidewalk. PS will do our best and we will try and save up the worst area of tripping hazards". With the new budget are we going to get a larger fund for repairs of sidewalks? I don't want to tell our residents that we can't repair your sidewalks. This particular community we have some members that wrote to me. They use their community to walk and exercise but they have raised sidewalks that are of concern.

Blanche Sherman said with the proposed increase in the Millage Rate that was proposed by Commissioner Smith, that was including an additional \$1.5 Million dollars going to the Street Fund that will allow the same level of funding for the sidewalks. This will put them back to the \$700,000 to \$800,000 dollars.

Commissioner Velazquez said I'm going to go back to some minutes from June 5th where I had some questions regarding at the time, the DEI Committee that we realized that we did not have the participation or we were not working as the DEI. Then we had a discussion that there was a concession to have together as one and when I had questioned it you had said there would be a presentation at the next Council meeting and so I'm trying to figure out who is together as one?

Mayor Nelson said the only one that sent in someone to be put on the committee was Commissioner Smith. I don't think anyone else has given me a name. I'm waiting on some names.

Commissioner Velazquez said do we have a mission for that?

Mayor Nelson said if you want to set the mission we as a Council can set it. I was going to have the committee do it but whatever you like.

Commissioner Velazquez said she needed to submit another name

Commissioner Nesta said my person never wanted to not be on that so that's why I didn't submit a new name.

Commissioner Velazquez said how big is this committee going to be?

Commissioner Smith said 7.

Commissioner Velazquez said when Commissioner Smith opened up the meeting he had a moment of silence, so I want to extend my condolences to Lake County Sheriff's Department on the passing of Master Deputy Bradley Link and the other two deputies.

Commissioner Smith said my sympathy goes out to the family of John Ricketson. He will definitely be missed in this community for his services and his commitment to this community and as Commissioner Velazquez said for our first responders in Lake County. Our sympathy and prayers go out to those families as well. I too in reference to Emerson Park if the attorney can come up with what is legal for us to do if there's a way for us to assist them in their transition from private roads to public roads or just some recommendations as to if they remain private what avenues do they have available to get that done.

Commissioner Nesta said Ms. Sherman if I may I have a few questions for you. I would like to request and I know I did at the RFP Selection Committee meeting we can have that video posted on YouTube for all the residents to look at. **Blanche** responded I will find out and get an update to you. Commissioner Nesta said can you give us a list of who was on the selection committee and then what that timeline looks like? **Blanche** said I know we are on a cone of silence right now. I'm not sure if I can voice the committee members at this time. **Attorney Shepard** said to let him be sure before the committee members are given to the public. Commissioner Nesta said my last is in reference to the public comment behind changed without following Resolutions or anything that has been voted upon before. **Attorney Shepard** said the Resolution itself gives you as the Council the ability to make changes based on what Council prefers. That's why you did a motion. Because the agenda was prepared as if it was going to be like this probably wasn't the best forum to do that in because it anticipates a vote that hasn't even happened. I don't formulate the agenda but to your point yes, if something is going to be changed even if it's changed on the fly, what should be in front of you should be what the current is not what the future might be because we haven't had that take place. Commissioner Nesta said just to comment on what Ms. Boylan had presented is that she feels that decorum is a problem at City Council and things like that. This middle seat is the one that controls our decorum, controls how a meeting goes. Mr. Smith you had said the same thing and I get it, there's non-confrontational people that don't want to be a part of it. It's not my job, that's the center seat's job. To blame that on anybody else other than the center seat, that's not following the Resolution that is in front of us that I have supported.

CITY ADMINISTRATOR'S REPORT

Jacob said as been mentioned this last week with the forensic audit RFP selection committee met. They were able to review and rate the RFP submissions, ready with a recommendation and that will be coming forward August 21st so expect that on the agenda. The cone of silence will be lifted at that point. Just reiterating what I said before I don't blame any one individual when it comes to the decorum. I have never done business in Florida before. This is how you do business okay, I just have to change my expectations but I expect it to be a civil, professional, and it needs to work on both sides. I don't like the

us versus them. We are all one working together. The citizens elected you to be their voice. You are speaking your voice of the ones that you represent. It's my responsibility to be as unbiased as possible. I just want to get the business taken care of and I want the people that are involved with that business to be able to come forward and present it without fear.

CITY ATTORNEY'S REPORT

Cliff Shepard said early today I sent you all a Resolution dating back to 2016. I did that with an expectation that you might get a chance to read it. Things have been allowed to happen. There's been profanities from the podium. There have been name calling, there's cat calling from the audience during your attempt to hear matters and this is one of those times where I actually agree with the sentiment it takes a village. If you guys want a better decorum, you need to work together to achieve it. That's my opinion. I am suggesting that you may want to consider a couple different things and have a discussion. You can consider those things at a workshop if you choose. One of those things would be to have someone come and coach how to handle an effective meeting but also allow the meeting to be conducted in a way that is a little bit higher level than what we have been able to achieve recently. Second would be to sit around and look at the Resolution itself and discuss issues where there maybe loopholes or lack of clarity such as public comment will be after presentations but when exactly after. That's an issue that has come up. There is an opportunity to have a better outcome here.

MAYOR'S REPORT

Mayor Nelson said we will be putting something out on social media regarding the new school year starting Monday. Make sure everyone is looking out for the kids in the crosswalks. We were hoping to get all of the crosswalks upgraded before school started. They are so far behind on the striping. The comprehensive plan rewrite joint meeting with the Council and the Planning Commission will be on September 10th, 3 pm here in the Chamber. The budget hearings will be September 4th, at 5:15 pm and September 18th at 6 pm. If you have any thoughts on balancing the budget get with Jacob. I know there are 3400-line items in the budget so please go through all line items and see if there's something that we shed, now is a great time to find something we can reduce or eliminate. He spoke about John Ricketson and the family and the Lake County Deputy our hearts and prayers go out to those families. We have been to some of the schools and meeting with them trying to get them motivated on the flag competition, seal competition, youth council, and water quality education. Trying to get the schools more involved. I had a good meeting with the school board member Melissa Byrd out at the Gilliam Center talking about the certification program through their Orange Tech. We are trying to formulate a plan. We have the right facility for training just not the right facility for certification. We are going to ask our Legislative Delegation for some help to fund that certification. What they are looking at is having a certification program right at the Gilliam Center. We will teach the class. We will have students coming from Apopka, Wekiva, and Ocoee. There are some logistics we are trying to work through with OCPS and Orange Tech. **Interim Chief Sanchez** came up and spoke about the certification and training facilities needed and some of the obstacles they are trying to work through due to age requirements etc. since its

dealing with High School students and students graduating and going into college. The Mayor spoke about Lake Hammer and Clear Lake water levels rising about .8 feet due to the large amount of rain received. Yvette from Channel 13 will be our MC for our Hispanic Celebration so we are excited to have her at Kit Land Nelson Park. We have early voting that started Monday August 5th and will continue until Sunday August 18th at our Community Center on Central from 9 am to 7 pm daily.

PUBLIC COMMENT

Pat McGuffin, said that he was there to honor the life of owner and publisher of the Apopka Chief and the Planter Newspaper, John Ricketson. For 45 years he served the City and the citizens and he passed away recently at the age of 84. He impacted the City and covered events in the City for many years. The Apopka Chief is 101 years old. He spoke about the history of the business in Apopka and how it started and continued to thrive within the City and make a difference. He expressed his thanks and love for JR and what he did for the City.

Meeting was found to not be streaming live but public comment was still heard and recorded.

Michael Duran said that he initially came up to speak about the Fire Department and the James Angle Group but instead spoke about the chamber being cleared out and the feed cut. He said the City Attorney and City Administrator talks about decorum and respect and I challenge Commissioner Anderson said you had people emailing you that they don't want to view what goes on in public comment. Its very odd to me because across the board there has not been one person on every single social media page that requested to have the public comment moved to the end. Spoke about the Council meetings being for the residents to be heard and it's a meeting for the residents. He said that the reason why the same residents come to the meetings is because they want to be heard and they want change. He also spoke about the status of the signal being installed but still has received no update.

Caitlin Kasheta, Executive Director of Main Street Apopka, came to present the results from the Apopka Dog Mayor Election which took place on Saturday, July 27th at Kit Land Nelson Park. She spoke about the program and the impact that it has on the community. The program was created by Main Street Apopka and raises money for animal welfare. Dog Mayor Asher was the winner of the election and was sponsored by Commissioner Nesta.

Ace Woodham, gave thanks to the new interim Fire Chief. He feels like there will be a more positive attitude in the Fire Department. He spoke about the Fire Department and how there will be positive things happening in the Fire Department now with new leadership. He also thanked the Commission and gave thanks to public services employees.

Albert McKimmie, 3603 Golden Gem Rd, spoke about his video presentation not being accepted to be presented at this Council meeting. Spoke about residents not getting the respect that they deserve from the Council. Spoke about the videos that he wanted to

present having captions and that should not be a problem because of freedom of speech. He expressed that he feels his complaints and concerns are not being address by the Council.

Leroy Bell, 2308 Blue Meadows Court, spoke about public comment being moved to the end and the live feed being discontinued during the public comment portion. Spoke about racism in the past and the City.

Megan Garcia, spoke on behalf of Captain Klepper and read a quote from him. The comment from Captain Klepper spoke in regards to the public comment being moved to the end of the meeting, the HR Director giving a salary presentation that was misleading, and the Fire Department being under paid while being the public safety of the City.

Sylvester Hall, 3091 Rolling Hills Ln, spoke about in the City of Apopka, State of Florida and in our Country, we're at a critical time in our Country. Too many good people are sitting by watching bad things happen and not doing anything about it. He said normalizing the abnormal and not speaking up and saying something. He said he gave a handout to everybody that it's an email that he sent to Susan Bone. The email was regarding a public records request that he made and that he hasn't received a response back. Spoke about decorum, professionalism, and racism.

ADJOURNMENT

The meeting adjourned at 6:21 PM

All video recordings of City Council Meetings are always posted on the City of Apopka's YouTube page, for viewing.

Bryan Nelson, Mayor

Attest: _____
Susan M. Bone, City Clerk

Transcribed By: _____
Jodi Wrigley, Deputy City Clerk

Imposing a Special Assessment in Florida: A General Overview for Emerson Park

General Steps

Typically, a local government in Florida would follow these steps to impose a special assessment for a benefit solely extended to specific properties:

1. **Identify the Benefit:** Clearly define the specific benefit that will be provided to the properties subject to the assessment. In this case, the benefit would be bringing the existing sub-standard roads up to City standards and then having the City assume future ownership and maintenance responsibilities.
2. **Determine Benefitted Properties:** Identify the properties that will directly benefit from the improvement. This requires careful analysis and mapping of the Emerson Park Subdivision.
3. **Apportion the Cost:** Calculate the cost of the improvement and determine how to fairly allocate the cost among the benefitted properties. This often involves an engineering or appraisal study to estimate the increased value of each property due to the improvement. In the case of Emerson Park, the methodology has not yet been determined. Cost of the improvements could also include funding capitalized interest, closing costs, costs for consultants, attorney's fees, etcetera.
4. **Public Notice and Hearing:** Provide adequate public notice of the proposed assessment, including details of the project, the estimated cost, and the proposed assessment amounts for each property. Hold a public hearing to allow property owners to express their concerns and opinions.
5. **Legislative Approval:** Obtain approval from the governing body of the local government (Apopka City Council in this case) to impose the special assessment. This requires a formal ordinance or resolution.
6. **Create an Assessment Roll:** Prepare a detailed list of the properties subject to the assessment, including the amount assessed to each property.
7. **Collect the Assessment:** The assessment will be collected on the tax bill, via the uniform method, and there are additional steps involved including working with the property appraiser/tax collector as well as timing

requirements, which may include the option for prepayment, installment payments or the placement of liens on the properties.

8. Additional Considerations

- **Legal Authority:** Ensure that the local government has the legal authority to impose special assessments under Florida law and its charter or ordinances. Apopka does have this authority.
- **Due Process:** Comply with all due process requirements, including providing fair notice and an opportunity to be heard.
- **Equal Protection:** Ensure that the assessment is fairly apportioned among the benefited properties and does not discriminate against any property owner.
- **Procedural Compliance:** Follow all procedural requirements outlined in Florida statutes and local ordinances, including deadlines, notice provisions, and hearing procedures.



City of Apopka CITY COUNCIL STAFF REPORT

Section: CONSENT (Action Item)

Item #: 1.

Meeting Date: August 21, 2024

Department: Police Department

SUBJECT:

Approve the Financial Assistance Agreement between the Florida Department of Law Enforcement (FDLE) and the Apopka Police Department.

REQUEST:

The police department is requesting approval for the Chief of Police to sign the Financial Assistance Agreement between the Florida Department of Law Enforcement and the Apopka Police Department. This agreement will enable the City of Apopka to receive reimbursement, subject to available funding, for overtime incurred by the task force member assigned to the Electronic Surveillance Support Team and Cyber High-Tech Task Force.

SUMMARY:

The Apopka Police Department has a sworn officer assigned to the FDLE Electronic Surveillance Support Team and Cyber High-Tech Task Force, specifically for investigating Internet Crimes Against Children (ICAC). Upon signing the attached agreement, FDLE will provide agencies with task force members assigned to the team with reimbursement of overtime expenses, up to \$12,500.00 during the 2024-2025 state fiscal year. This reimbursement is contingent on the availability of funds.

FUNDING SOURCE:

N/A

RECOMMENDED MOTION:

Approve the request for the Chief of Police to sign the Electronic Surveillance Support Team and Cyber High-Tech Task Force agreement.

ATTACHMENTS:

1. FY-24-25-ESST-Contract-Template

**Financial Assistance Agreement between the
Florida Department of Law Enforcement
And
the Apopka Police Department**

This agreement is entered into by and between the Florida Department of Law Enforcement (herein referred to as "FDLE" or "Department") and the Apopka Police Department (herein referred to as "Recipient" or "Participating Agency"); and

WHEREAS, the Department has the authority pursuant to Florida law and does hereby agree to provide state financial assistance to the Recipient upon the terms and conditions hereinafter set forth, and

WHEREAS, the Recipient represents that it is fully qualified, possesses the requisite skills, knowledge, qualifications and experience to carry out the state project identified herein, and does offer to perform such services, and

WHEREAS, the parties entered into a Multi-Agency Voluntary Cooperation Mutual Aid Agreement (MAA) to establish terms and conditions for the purpose of facilitating and providing technical assistance and equipment in criminal investigations in Florida, which became effective upon signature of the authorized representative of the parties and will remain in effect until; and

WHEREAS, the MAA provides that the participating agency agrees to provide technical and investigative assistance upon request; and

WHEREAS, the Department has budget authority and available funds for the 2024-2025 fiscal year to reimburse the Participating Agency for eligible costs resulting from allowable activities as defined in this agreement incurred during the course of investigative operations;

NOW THEREFORE, in consideration of the foregoing, the parties hereto agree to this agreement as follows:

FDLE will administer and disburse funds under this agreement in accordance with sections 215.97, 215.971, 215.981 and 215.985, F.S. for state financial assistance. The Recipient shall perform all tasks, activities, and provide deliverables, including reports, as specified in this agreement. Certification or attestation of the receipt of deliverables from an FDLE Task Force Leader must be received and accepted by FDLE's Office of Criminal Justice Grants (OCJG) prior to payment and are subject to subsequent audit and review to the satisfaction of the FDLE. FDLE's determination of acceptable expenditures shall be conclusive.

The State of Florida's performance and obligation to pay under this agreement is contingent upon an appropriation by the Legislature, availability of funds, and subject to any modification in accordance with Chapter 216, Florida Statutes or the Florida Constitution.

The Recipient certifies with respect to this agreement that it possesses the legal authority to receive the funds to be provided under this agreement and that, if applicable, its governing body has authorized, by resolution or otherwise, the execution and acceptance of this agreement with all covenants and assurances contained herein. The Recipient also certifies that the undersigned possesses the authority to legally execute and bind Recipient to the terms of this agreement.

Expenditures of state financial assistance shall be compliant with laws, rules and regulations applicable to expenditures of State funds, including, but not limited to, the Reference Guide for State Expenditures published by the Florida Department of Financial Services. Any travel paid from this agreement will be in

accordance with State of Florida travel guidelines, including maximum rates for per diem, mileage, and lodging rates.

OVERVIEW AND FUNDING

Project Title: Electronic Surveillance Support Team and Cyber High Tech Task Force

Project Start Date: 07/01/2024

Project End Date: 06/30/2025

Program Activities and Scope of Work

This grant provides reimbursement, not to exceed \$12,500 per task force member, to participate in investigative operations or related training. The Recipient will provide task force members to work overtime, provide vehicles and fuel for the personnel, and provide personnel with necessary FDLE-approved training.

Total reimbursement for all participating agencies for the ESST/CHT task force under FDLE's appropriation shall not exceed \$300,000.

Available funds may be reprogrammed based on the operational needs of the task force; therefore, the actual amount to be reimbursed may be reduced subject to the availability of funds.

Deliverables, Performance and Reports

Task force members will conduct operations during the 2024-2025 state fiscal year according to the MAA. Task force members must be approved by FDLE's task force leader and must pass an FDLE background investigation. Activities shall be considered authorized only when approved and directed by an FDLE supervisor or command designee. FDLE's task force coordinator or designee shall maintain activity logs that demonstrate the involvement of specific employees or agents provided by the parties to this agreement, including each operation's supervisor or designated leader.

The deliverables for this agreement are the completion of training in direct support of task force activities, and the performance of task force investigative activities and operations by authorized task force members as directed by the FDLE task force leader or supervisor. The minimum performance for these activities will be determined based on the needs of each investigation and communicated to task force members by the supervisor or task force leader.

Documentation of performance and deliverables will consist of signature certification by an FDLE task force leader or supervisor on each payment invoice. The Department will determine the specific required services and activities and associated costs based on the nature of each investigation. Active criminal intelligence information, active criminal investigative information, and information revealing surveillance techniques, procedures, or personnel are exempt from public records disclosures under section 119.071(2), F.S.; therefore, specific activities will not be detailed in this agreement or subsequent performance or expenditures reports.

Distribution and Payments

This award is a cost-reimbursement agreement for eligible costs incurred during the term of the agreement for satisfactory performance of eligible activities described in the Budget Narrative. Only project costs incurred on or after the start date, and on or prior to the end date are eligible for reimbursement. Expenditures must be supported with documentation and verified prior to payment.

The parties agree that all expenditures of state financial assistance must be in compliance with laws, rules, and regulations applicable to expenditures of state funds, including, but not limited to, the Reference Guide for State Expenditures.

The parties agree that any funds paid in excess of the amount to which the participating agency is entitled under the terms and conditions of the agreement must be refunded to FDLE.

Budget Narrative

The total available for all participating task force agencies under this program is \$300,000. Requests for payment will be processed and paid in the order received by FDLE up to the total \$300,000 available for all participating agencies.

Funds will be reimbursed up to an annual maximum of \$12,500 per task force participant.

Overtime (Salaries and Benefits):

Grant funds will be used to pay overtime or straight-time pay in excess of a task force member's contracted regular pay hours for participating in joint task force operations under the direction of an FDLE task force leader.

Expense – (Travel and Training):

Grant funds will be used to pay travel costs for task force members participating in FDLE approved training in direct support of joint task force operations. Training funded under this Agreement must receive **pre-approval** from the FDLE HQ Investigation and Forensic Sciences/Cyber High Tech Crimes, Special Agent Supervisor and/or the ESST or Cyber Inspector assigned to the IFS/HQ Cyber High Tech Crime unit in Tallahassee via email using the standard FDLE travel/training email format. Recipient shall submit pre-approval request through their local FDLE Task Force leader. The Task Force Leader will coordinate approval of the training event with FDLE IFS Cyber High Tech Crime Unit in Tallahassee. The request shall include the following:

- Task Force member name
- Task Force member agency
- Name and number of training course
- Date of training
- Location of training
- Estimated cost of training, to include a breakout of registration, travel and per diem expenses

Recipients shall provide documentation of the training approval as backup with the request for reimbursement.

Grant funds will be used to pay mileage costs for task force members utilizing the Recipient's vehicles in joint task force operations under the direction of an FDLE task force leader. Mileage will be documented in a sufficient manner to be directly attributable to joint task force operations, and reimbursed at a rate in accordance with State of Florida travel guidelines.

All expenditures related to travel must be in accordance with the terms and conditions of this agreement and will be reimbursed by FDLE up to the amount paid by Recipient, not to exceed amounts specified in section 112.061, F.S. Per Diem may be reimbursed at a rate not to exceed \$80 per day. Meals will be reimbursed at the State of Florida rate of \$6 for Breakfast, \$11 for lunch, and \$19 for dinner.

Documentation must support the per diem and travel were for a participant employed by the Recipient, incurred in conjunction with investigative operations or training pre-approved by the task force leader pursuant to the MAA, and were in accordance with this agreement and F.S. 112.061. Documentation includes, but is not limited to, agendas, training certifications, registration confirmation, payment receipts, etc.

Supporting backup documentation for all travel costs will consist of those specified in this section and Florida Statute, and recorded on a State of Florida Travel Voucher.

Supporting backup documentation for all personnel costs will consist of the Recipient's written compensation and pay plan, timesheets supporting time worked was in excess of the individual's regular pay and contracted hours, payroll records supporting the amount of personnel costs paid, and time/activity records supporting time worked were for approved task force activities. For assistance with any contract or financial issues, the Florida Department of Law Enforcement can contact:

Contract/Grant Manager:

Name: **Ms. Maritza Rodriguez**
Phone Number: **407-703-1698**
Email: **mrrodriguez@Apopka.net**

Financial Contact

Name: **Ms. Blanche Sherman**
Phone Number: **407-703-1709**
Email: **bsherman@apopka.net**
Agency FEID Number: **59-6000265**
Remit Address: **120 E. Main Street**
Apopka, FL 32703

Recipient elects to submit ☐ Monthly OR ☒ Quarterly invoices to the Department.

STANDARD TERMS AND CONDITIONS

Financial Expenditure Reports, Payment, and Invoice Requirements

The Recipient shall submit monthly or quarterly invoices to the Department (as selected above). Invoices shall be signed by the Recipient's Chief Financial Officer or the Chief Financial Officer's designee. The final invoice for payment shall be submitted to the Department no more than 30 days after the end date of the agreement.

Financial Consequences

If the Recipient fails to perform in accordance with this agreement, the Department will apply financial consequences as described in accordance with sections 287.058(1)(h) and 215.971(1)(c), F.S. The foregoing does not limit additional financial consequences, which may include but are not limited to withholding funds, withholding payments until deficiency is corrected, tendering only partial payments, applying payment adjustments for additional financial consequences or for liquidated damages to the extent permitted, or termination of the agreement. Any payment made in reliance on the Recipient's evidence of performance, which evidence is subsequently determined to be erroneous, will be immediately due as an overpayment to the extent of such error.

Overpayments and Offsets

The Recipient shall return to the Department any overpayments due to unearned funds or funds disallowed that were disbursed to the Recipient by the Department, and any interest attributable to such funds. Should repayment not be made promptly upon discovery by the Recipient or its auditor, or upon written notice by the Department, the Recipient will be charged interest at the lawful rate of interest on the outstanding balance until returned.

Payments made for services subsequently determined by the Department to not be in full compliance with contract requirements shall be deemed overpayments. The Department shall have the right at any time to offset or deduct from any payment due under this or any other contract or agreement any amount due to the Department from the Recipient under this or any other contract or agreement.

Financial Management

The Recipient is required to establish and maintain adequate accounting systems and financial records and to accurately account for funds awarded. The Recipient must have a financial management system in place that is able to record and report on the receipt, obligation, and expenditure of grant funds. An adequate accounting system must be able to accommodate a fund and account structure to separately track receipts,

expenditures, assets, and liabilities for awards, programs, and subrecipients. The Recipient shall maintain books, records, and documents (including electronic storage media) in accordance with generally accepted accounting procedures and practices.

All funds spent on this project shall be disbursed according to provisions of the project budget as approved by the Department.

Subcontracts

The Department may conduct, and Recipient shall cooperate in, a security background check or otherwise assess any employee, subcontractor, or agent furnished by the Recipient.

Recipient agrees to be responsible for all work performance and all expenses incurred in fulfilling the obligations of this Agreement, and will not assign the responsibility for this Agreement to another party. If the Recipient subcontracts any or all of the work required under this agreement, a copy of the executed subcontract must be forwarded to the Department within thirty (30) days after execution of the subcontract. The Recipient agrees to include in the subcontract that (i) the subcontractor is bound by all applicable state and federal laws and regulations, and (ii) the subcontractor shall hold the Department and Recipient harmless against all claims of whatever nature arising out of the subcontractor's performance of work under this agreement, to the extent allowed and required by law.

Conflict of Interest

The Recipient will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain. Recipients must disclose in writing any potential conflict of interest to the Department.

Violations of Criminal Law

The Recipient must disclose all violations of state or federal criminal law involving fraud, bribery or gratuity violations potentially affecting the grant award.

Reporting Potential Fraud, Waste, Abuse, and Similar Misconduct

The Recipient must promptly refer to the Department of Law Enforcement, Office of Criminal Justice Grants any credible evidence that a principal, employee, agent, contractor, subcontractor, or other person has either 1) submitted a claim for grant funds that violates the False Claims Act; or 2) committed a criminal or civil violation of laws pertaining to fraud, conflict of interest, bribery, gratuity, or similar misconduct involving grant funds.

Restrictions and Certifications Regarding Non-disclosure Agreements and Related Matters

Recipients or contracts/subcontracts under this award may not require any employee or contractor to sign an internal confidentiality agreement or statement that prohibits, restricts or purports to prohibit or restrict, the reporting of waste, fraud or abuse in accordance with law, to an investigative or law enforcement representative of a state or federal department or agency authorized to receive such information.

The Recipient certifies that if is informed or notified of any subrecipient, or contractor/subcontractor has been requiring their employees to execute agreements or statements that prohibit the reporting of fraud, waste, or abuse that it will immediately cease all further obligations of award funds to the entity and will immediately notify the Department. The Recipient will not resume obligations until expressly authorized to do so from the Department.

Compliance with Statutes, Rules, and Regulations

In performing its obligations under this agreement, the Recipient shall without exception be aware of and comply with all State and Federal laws, rules and regulations relating to its performance under this agreement as they may be enacted or amended from time-to-time, as well as any court or administrative order, judgment, settlement or compliance agreement involving the FDLE which by its nature affects the services provided under this agreement. The following are examples of rules and regulations that govern Recipient's performance under this agreement.

Civil Rights

The Recipient agrees to comply with the Americans With Disabilities Act (Public Law 101-336, 42 U.S.C. Section 12101 et seq.) and shall not discriminate against any employee (or applicant for employment) in the performance of this Agreement because of race, color, religion, sex, sexual orientation, gender identity, national origin, disability, age, or marital status. These requirements shall apply to all contractors, subcontractors, subgrantees or others with whom it arranges to provide services or benefits to clients or employees in connection with its programs and activities.

Lobbying Prohibited

The Recipient shall comply with the provisions of sections 11.062 and 216.347, F.S., which prohibit the expenditure of funds for the purpose of lobbying the Legislature, judicial branch, or a State agency. No funds or other resources received from the Department in connection with this agreement may be used directly or indirectly to influence legislation or any other official action by the Florida Legislature or any state agency.

Public Records

As required by section 287.058(1) (c), F.S., the Recipient shall allow public access to all documents, papers, letters, or other public records as defined in section 119.011(12), F.S. as prescribed by section 119.07(1) F.S., made or received by the Recipient in conjunction with this Agreement, except that public records which are made confidential by law must be protected from disclosure. It is expressly understood that the Recipient's failure to comply with this provision shall constitute an immediate breach of contract, for which the Department may unilaterally terminate this Agreement.

Notice of Legal Actions

The Recipient shall notify the Department of potential or actual legal actions taken against the Recipient related to services provided through this Agreement or that may impact the Recipient's ability to complete the deliverables outlined herein, or that may adversely impact the Department. The Department's Grant Manager will be notified within 10 days of Recipient becoming aware of such actions or potential actions or from the day of the legal filing, whichever comes first.

Inspection and Retention of Records

Pursuant to Section 216.1366, Florida Statutes, in order to preserve the interest of the state in the prudent expenditure of state funds, the Department shall be authorized to inspect the (a) Financial records, papers, and documents of the Recipient that are directly related to the performance of the agreement or the expenditure of state funds, and (b) Programmatic records, papers, and documents of the Recipient which the Department determines are necessary to monitor the performance of the Contract or to ensure that the terms of the agreement are being met. The Recipient shall provide such records, papers, and documents requested by the Department within ten (10) business days after the request is made.

Retention of all financial records, supporting documents, statistical records, and any other documents (including electronic storage media) pertinent to this Agreement shall be maintained by the Recipient during the term of this Agreement and retained for a period of five (5) years after completion of the Agreement or

longer when required by law. In the event an audit is required under this Agreement, records shall be retained for a minimum period of five (5) years after the audit report is issued or until resolution of any audit findings or litigation based on the terms of this Agreement, at no additional cost to the Department.

Upon demand, at no additional cost to the Department, the Recipient will facilitate the duplication and transfer of any records or documents during the term of this Agreement and the required five (5) year retention period. No record may be withheld, nor may the Recipient attempt to limit the scope of any of the foregoing inspections, reviews, copying, transfers or audits based on any claim that any record is exempt from public inspection or is confidential, proprietary or trade secret in nature; provided, however, that this provision does not limit any exemption to public inspection or copying to any such record.

Audits

The Recipient shall comply and cooperate immediately with any inspections, reviews, investigations, or audits deemed necessary by the Office of the Inspector General (section 20.055, F.S.).

In the event that the Recipient expends a total amount of state financial assistance equal to or in excess of \$750,000 in any fiscal year of such Recipient, the Recipient must have a State single or project-specific audit for such fiscal year in accordance with section 215.97, F.S.; applicable rules of the Department of Financial Services; and Chapters 10.550 (local governmental entities) or 10.650 (nonprofit and for-profit organizations), Rules of the Auditor General. In determining the state financial assistance expended in its fiscal year, the Recipient shall consider all sources of state financial assistance, including state financial assistance received from the Department of Law Enforcement, other state agencies, and other non-state entities. State financial assistance does not include Federal direct or pass-through awards and resources received by a non-state entity for Federal program matching requirements.

The schedule of expenditures should disclose the expenditures by contract/agreement number for each contract with the Department in effect during the audit period. All questioned costs and liabilities due the Department shall be fully disclosed in the audit report package with reference to the specific contract number.

If the Recipient expends less than \$750,000 in state financial assistance in its fiscal year, an audit conducted in accordance with the provisions of section 215.97, F.S., is not required. In the event that the Recipient expends less than \$750,000 in state financial assistance in its fiscal year and elects to have an audit conducted in accordance with the provisions of section 215.97, F.S., the cost of the audit must be paid from the non-state entity's resources (i.e., the cost of such an audit must be paid from the recipient's resources obtained from other than State entities).

Pursuant to section 215.97(8), F.S., State agencies may conduct or arrange for audits of state financial assistance that are in addition to audits conducted in accordance with section 215.97, F.S.. In such an event, the State awarding agency must arrange for funding the full cost of such additional audits.

Any reports, management letters, or other information required to be submitted to the Department pursuant to this agreement shall be submitted within nine (9) months after the end of the Recipient's fiscal year or within 30 days of the recipient's receipt of the audit report, whichever occurs first, unless otherwise required by Florida Statutes.

Copies of financial reporting packages required by of this Agreement shall be submitted by or on behalf of the Recipient directly to each of the following:

The Department of Law Enforcement at:

ATTN: Cody Menacof
Florida Department of Law Enforcement
Office of Criminal Justice Grants
Post Office Box 1489
Tallahassee, Florida 32302-1489

The Auditor General's Office at:

Auditor General's Office
Room 401, Pepper Building
111 West Madison Street
Tallahassee, Florida 32399-1450

Monitoring

The Recipient agrees to comply with the Department's grant monitoring guidelines, protocols, and procedures; and to cooperate with the Department on all grant monitoring requests, including requests related to desk reviews, enhanced programmatic desk reviews, site visits, and/or Florida Department of Financial Services contract reviews and Expanded Audits of Payment (EAP).

The Recipient agrees to provide the Department all documentation necessary to complete monitoring of the award and verify expenditures in accordance with section 215.971, F.S. Further, the Recipient agrees to abide by reasonable deadlines set by the Department for providing requested documents. Failure to cooperate with grant monitoring activities may result in sanctions affecting the Recipient's award, including, but not limited to: withholding and/or other restrictions on the recipient's access to funds.

Recipient's Confidential and Exempt Information

By executing this agreement, the Recipient acknowledges that, having been provided an opportunity to review all provisions hereof, all provisions of this agreement not specifically identified in writing by the Recipient prior to execution hereof as "confidential" or "exempt" will be posted by the Department on the public website maintained by the Department of Financial Services pursuant to section 215.985, F.S. The Recipient agrees that, upon written request of the Department, it shall promptly provide to the Department a written statement of the basis for the exemption applicable to each provision identified by the Recipient as "confidential" or "exempt", including the statutory citation to an exemption created or afforded by statute, and state with particularity the reasons for the conclusion that the provision is exempt or confidential.

Any claim by Recipient of trade secret (proprietary) confidentiality for any information contained in Recipient's documents (reports, deliverables or work papers, etc., in paper or electronic form) submitted to the Department in connection with this Agreement cannot be waived, unless the claimed confidential information is submitted in accordance with the following two paragraphs:

The Recipient must clearly label any portion of the documents, data, or records submitted that it considers exempt from public inspection or disclosure pursuant to Florida's Public Records Law as trade secret. The labeling will include a justification citing specific statutes and facts that authorize exemption of the information from public disclosure. If different exemptions are claimed to be applicable to different portions of the protected information, the Recipient shall include information correlating the nature of the claims to the particular protected information.

The Department, when required to comply with a public records request including documents submitted by the Recipient, may require the Recipient to expeditiously submit redacted copies of documents marked as trade secret in accordance with this section. Accompanying the submission shall be an updated version of the justification, correlated specifically to redacted information, either confirming that the statutory and factual basis originally asserted remain unchanged or indicating any changes affecting the basis for the asserted exemption from public inspection or disclosure. The redacted copy must exclude or obliterate only those exact portions that are claimed to be trade secret. If the Recipient fails to promptly submit a redacted copy, the Department is authorized to produce the records sought without any redaction of proprietary or trade secret information.

Termination

The Department reserves the right to unilaterally cancel this agreement for refusal by the Recipient to allow public access to all documents, papers, letters or other material subject to the provisions of Chapter 119, Florida Statutes, and made or received by the Recipient in conjunction with this agreement, unless the records are exempt pursuant to Article I, Section 24(a), of the Florida Constitution and section 119.07(1), F.S.

In the event funds for payment pursuant to this agreement become unavailable, the Department may terminate this agreement with twenty-four (24) hour written notice in writing to the Recipient. The Department shall be the final authority as to the appropriation, availability and adequacy of funds. In the event the Recipient fails to fully comply with the terms and conditions of this agreement, the Department may terminate the Agreement upon written notice. Such notice may be issued without providing an opportunity for cure if it specifies the nature of the noncompliance and states that provision for cure would adversely affect the interests of the State or is not permitted by law or regulation. Otherwise, notice of termination will be issued after the Recipient's failure to fully cure such noncompliance within the time specified in a written notice of noncompliance issued by the Department specifying the nature of the noncompliance and the actions required to cure such noncompliance. In addition, the Department may employ the default provisions in Rule 60A-1.006(3), F.A.C., but is not required to do so in order to terminate the agreement. The Department's failure to demand performance of any provision of this agreement shall not be deemed a waiver of such performance. The Department's waiver of any one breach of any provision of this Agreement shall not be deemed to be a waiver of any other breach and neither event shall be construed to be a modification of the terms and conditions of this Agreement. The provisions herein do not limit the Department's right to remedies at law or in equity.

The validity of this agreement is subject to the truth and accuracy of all the information, representations, and materials submitted or provided by the Recipient in this agreement, in any subsequent submission or response to Department request, or in any submission or response to fulfill the requirements of this agreement, and such information, representations, and materials are incorporated by reference. The lack of accuracy thereof or any material changes shall, at the option of the Department and with thirty (30) days written notice to the Recipient, cause the termination of this agreement and the release of the Department from all its obligations to the Recipient.

This agreement shall be construed under the laws of the State of Florida, and venue for any actions arising out of this agreement shall lie in Leon County. If any provision hereof is in conflict with any applicable statute or rule, or is otherwise unenforceable, then such provision shall be deemed null and void to the extent of such conflict, and shall be deemed severable, but shall not invalidate any other provision of this agreement.

No waiver by the Department of any right or remedy granted hereunder or failure to insist on strict performance by the Recipient shall affect or extend or act as a waiver of any other right or remedy of the Department hereunder, or affect the subsequent exercise of the same right or remedy by the Department for any further or subsequent default by the Recipient. Any power of approval or disapproval granted to the Department under the terms of this agreement shall survive the terms and life of this agreement as a whole.

The agreement may be executed in any number of counterparts, any one of which may be taken as an original. In the event of termination, the Recipient will be compensated for any work satisfactorily completed through the date of termination or an earlier date of suspension of work.

E-Verify

The Department shall consider the employment by any Contractor of unauthorized aliens a violation of section 274(e) of the Immigration and Nationalization Act. Such violation shall be cause for unilateral cancellation of this Contract.

Pursuant to F.S. 448.095, the Contracting Party and any subcontractors are required to register with and use the E-Verify system operated by the U.S. Department of Homeland Security beginning on January 1, 2021. The Contracting Party and any subcontractors are prohibited from entering into contracts with one another unless all parties register and use the E-Verify system. Subcontractors who enter into contracts with the Contracting Party are required to provide a certification that the subcontractor does not employ or use unauthorized aliens as defined in the statute, a copy of which the Contracting Party must maintain. The Contracting Party and any subcontractors are required to terminate a contract if a party has a good faith belief that another party is in violation of F.S. 448.09(1), prohibiting the employment of unauthorized aliens. If a public employer has a good faith belief that the subcontractor has violated these requirements, but that the Contracting Party has otherwise complied, the public employer must notify the Contracting

Party to terminate its contract with the subcontractor. A party may challenge a contract termination in accordance with these requirements. A penalized Contractor is prohibited from obtaining another contract with a public employer for at least one year.

SIGNATURES

In witness whereof, the parties affirm they each have read and agree to the conditions set forth in this agreement, have read and understand the agreement in its entirety and have executed this agreement by their duty authorized officers on the date, month and year set out below.

Corrections on this page, including strikeouts, whiteout, etc. are not permitted.

PARTICIPATING AGENCY: the Apopka Police Department

Signature: _____

DATE: _____

Name: Michael McKinley

Title: Chief of Police
Agency Head/Chief Official

FLORIDA DEPARTMENT OF LAW ENFORCEMENT

Signature: _____

DATE: _____

Name: _____

Title: Special Agent-In-Charge

REGION: _____

OFFICE OF CRIMINAL JUSTICE GRANTS

Signature: _____

DATE: _____

Name: _____

Title: Bureau Chief

THIS CONTRACT IS NOT VALID UNTIL SIGNED AND DATED BY ALL PARTIES



City of Apopka CITY COUNCIL STAFF REPORT

Section: CONSENT (Action Item)

Item #: 2.

Meeting Date: August 21, 2024

Department: Finance Department

SUBJECT:

Award a contract for ITB 2024-A-79: Construction of Downtown Apopka Trail, Phase I to Icon Construction Enterprise LLC d.b.a. Asphalt Icons

REQUEST:

Award a contract to Icon Construction Enterprise LLC d.b.a. Asphalt Icons

SUMMARY:

The Finance Department received electronic bids (e-bids) on August 9, 2024. This construction project consists of a 10-foot wide trail that runs on Michael Gladden from Park Ave to Hawthorne Ave., north to W. 5TH Street, east to Marvin C. Zanders Ave., and also runs along S. Central Ave., between E. Michael Gladden Blvd., and E. Station St. The project will be a walkable friendly trail that ensures connection and the safety of residents within the City's Community Redevelopment Area (CRA). Phase II of this project will be bid separately. The advertisement schedule and statistics were as follows:

Date Issued & Advertised:	July 7, 2024
Inquiry Deadline:	July 24, 2024
E-Bid Submittal Deadline:	August 9, 2024 @11:00AM
Notified Users:	1,845
Project Views:	979
Vendors Following the Project:	46

The following Contractors submitted bid pricing as follows:

Contractor	Total Bid Amount
Icon Construction Enterprise LLC d.b.a. Asphalt Icons	\$1,051,330.89
DB Civil Construction	\$1,318,582.00
Valencia Construction Group	\$1,434,343.00
Ranger Construction Industries, Inc.	\$1,493,286.00
RMS Construction Group, LLC	\$1,508,725.20
W T Comp, Inc	\$1,749,389.34
Southern Development & Construction	\$2,147,620.00
All State Civil Construction	\$2,186,245.50
Cathcart Construction Company	\$2,192,324.02

The submittal for Icon Construction Enterprise LLC d.b.a. Asphalt Icons, has been reviewed to include their bid, history, and references. Staff recommends the full bid contract award to the lowest responsive and responsible bidder, meeting the specifications to Icon Construction Enterprise, LLC d.b.a. Asphalt Icons, in the amount of \$1,051,330.89.

FUNDING SOURCE:

FY2024 CRA Budget

RECOMMENDED MOTION:

Approve a contract award to Icon Construction Enterprise, LLC. d.b.a. Asphalt Icons. in the amount of \$1,051,330.89 including a 10% contingency of \$105,133.09, for a total of \$1,156,463.98.

ATTACHMENTS:

None



City of Apopka CITY COUNCIL STAFF REPORT

Section: CONSENT (Action Item)

Item #: 3.

Meeting Date: August 21, 2024

Department: Finance Department

SUBJECT:

Accept the disbursement report for July 2024.

REQUEST:

Request Council to accept the July 2024 Disbursement Report for informational purposes only.

SUMMARY:

The Finance Department is submitting Exhibit A City of Apopka July 2024 Disbursement Report. This report includes all disbursements for July 2024, which were issued by check, wire, or credit card payments from various City accounts.

FUNDING SOURCE:

Not Applicable.

RECOMMENDED MOTION:

Accept the July 2024 Disbursement Report.

ATTACHMENTS:

1. Exhibit A City of Apopka July 2024 Disbursement Report

City of Apopka
July 2024
Finance Disbursement Report
Exhibit A

Description	Check #	Check Date	Vendor Name	PO #	Item Description	Amount	Void Amount	Net Amount	Void Reason
OPERATING ACCOUNT WIRES	903309	7/1/2024	SYNOVUS BANK	24-01432	Athletic supplies	-34.79	0	-34.79	
OPERATING ACCOUNT WIRES	903309	7/1/2024	SYNOVUS BANK	24-01812	BLANKET - Office Supplies	34.79	0	34.79	
OPERATING ACCOUNT WIRES	903359	7/1/2024	ORANGE COUNTY COMPTROLLER	24-00398	Recording fees	95.00	0	95.00	
OPERATING ACCOUNT WIRES	903379	7/1/2024	DUKE ENERGY	24-00696	Blanket PO - Utility Charges	205.95	0	205.95	
OPERATING ACCOUNT WIRES	903379	7/1/2024	DUKE ENERGY	24-01012	Electric Inv. 3412-4300	193.47	0	193.47	
GENERAL OPERATING ACCOUNT	232281	7/3/2024	ADVANCED ENVIRONMENTAL LAB	24-00148	Laboratory Services	3,862.00	0	3,862.00	
GENERAL OPERATING ACCOUNT	232281	7/3/2024	ADVANCED ENVIRONMENTAL LAB	24-00149	Drinking Water Compliance Labs	1,700.00	0	1,700.00	
GENERAL OPERATING ACCOUNT	232281	7/3/2024	ADVANCED ENVIRONMENTAL LAB	24-00355	OnSite Laboratory Services	424.00	0	424.00	
GENERAL OPERATING ACCOUNT	232282	7/3/2024	ALEXANDER, CHRISTINE	24-04548	REIMB FOR IRRIGATION REPAIR	280.00	0	280.00	
GENERAL OPERATING ACCOUNT	232283	7/3/2024	ALLIED UNIVERSAL CORPORATION	24-00504	Bleach for Water Treatment	9,527.31	0	9,527.31	
GENERAL OPERATING ACCOUNT	232283	7/3/2024	ALLIED UNIVERSAL CORPORATION	24-00505	Sodium Hypochlorite	7,388.37	0	7,388.37	
GENERAL OPERATING ACCOUNT	232284	7/3/2024	APPLIED CONCEPTS, INC./STALKER	24-04108	HANDHELD RADAR	1,783.50	0	1,783.50	
GENERAL OPERATING ACCOUNT	232285	7/3/2024	BOUND TREE MEDICAL, LLC.	24-00903	Blanket PO - EMS Medications	7,207.90	0	7,207.90	
GENERAL OPERATING ACCOUNT	232286	7/3/2024	BRIGHTVIEW LANDSCAPE SERVICES	24-01117	Mowing Contracts	25,430.00	0	25,430.00	
GENERAL OPERATING ACCOUNT	232287	7/3/2024	BROWNIE'S SEPTIC & PLUMBING	24-03286	Life Station	295.40	0	295.40	
GENERAL OPERATING ACCOUNT	232288	7/3/2024	CAMPBELL, ANDREW	24-04611	Soccer refund	85.00	0	85.00	
GENERAL OPERATING ACCOUNT	232289	7/3/2024	CENTURYLINK	24-01131	CenturyLink Phone Service	174.97	0	174.97	
GENERAL OPERATING ACCOUNT	232290	7/3/2024	CHARTER COMMUNICATIONS HOLDING	24-01387	Cable TV Services	8.50	0	8.50	
GENERAL OPERATING ACCOUNT	232291	7/3/2024	CITY ELECTRIC SUPPLY CO.	24-04033	Electrical Supplies	214.25	0	214.25	
GENERAL OPERATING ACCOUNT	232292	7/3/2024	CONCORD TECHNOLOGIES	24-00354	Hosted Faxing Service	200.54	0	200.54	
GENERAL OPERATING ACCOUNT	232293	7/3/2024	REXEL OF AMERICA. LLC	24-03202	TechConnect Support Renewal	2,801.01	0	2,801.01	
GENERAL OPERATING ACCOUNT	232294	7/3/2024	CREATIVE FINANCIAL STAFFING	24-01732	Finance Dept. Temp Staff	1,072.31	0	1,072.31	
GENERAL OPERATING ACCOUNT	232295	7/3/2024	DELL MARKETING L.P.	24-04590	Curved monitors for police CAD	6,585.78	0	6,585.78	
GENERAL OPERATING ACCOUNT	232296	7/3/2024	DUKE ENERGY	24-04172	Duke Energy light install	9,827.38	0	9,827.38	
GENERAL OPERATING ACCOUNT	232297	7/3/2024	DUNCAN, KATHRYN	24-03214	Kathryn D. Chair exercise clas	2,340.00	0	2,340.00	
GENERAL OPERATING ACCOUNT	232298	7/3/2024	ENCO UTILITY SERVICES FLORIDA	24-01428	UTILITY BILL PRINT & POSTAGE	14,687.33	0	14,687.33	
GENERAL OPERATING ACCOUNT	232299	7/3/2024	ENVIRONMENTAL EXPRESS	24-02570	Turbidity Cuvettes	598.03	0	598.03	
GENERAL OPERATING ACCOUNT	232300	7/3/2024	ENVIRONMENTAL PRODUCTS GROUP	24-00671	MISCELLANEOUS TRUCK PARTS	6,085.88	0	6,085.88	
GENERAL OPERATING ACCOUNT	232301	7/3/2024	F.J. NUGENT & ASSOCIATES, INC.	24-04594	LS Eone pump repair/maint.	3,540.40	0	3,540.40	
GENERAL OPERATING ACCOUNT	232302	7/3/2024	FLOORINGMASTER OF APOPKA	24-01788	Tile- PS Utility Warehouse	5,978.11	0	5,978.11	
GENERAL OPERATING ACCOUNT	232303	7/3/2024	FRANCIS, CHRISTOPHER	24-04612	Soccer refund	85.00	0	85.00	
GENERAL OPERATING ACCOUNT	232304	7/3/2024	GRAINGER	24-00082	Inventory items blanket PO	1,917.83	0	1,917.83	
GENERAL OPERATING ACCOUNT	232304	7/3/2024	GRAINGER	24-00711	Repair Parts & Equipment	168.22	0	168.22	
GENERAL OPERATING ACCOUNT	232304	7/3/2024	GRAINGER	24-00712	Plant Maint Operating Supplies	0.00	0	0.00	
GENERAL OPERATING ACCOUNT	232305	7/3/2024	INFORMATION MANAGEMENT SERVICE	24-01599	IMS Annual Maintenance	544.50	0	544.50	
GENERAL OPERATING ACCOUNT	232307	7/3/2024	JANI- KING OF ORLANDO	24-00448	Janitorial services Citywide	20,054.44	0	20,054.44	
GENERAL OPERATING ACCOUNT	232308	7/3/2024	KALVIN, BENJAMIN	24-04613	Soccer refund	85.00	0	85.00	
GENERAL OPERATING ACCOUNT	232309	7/3/2024	KONICA MINOLTA BUSINESS	24-00578	Finance Copy Machine Maintenanc	194.70	0	194.70	
GENERAL OPERATING ACCOUNT	232309	7/3/2024	KONICA MINOLTA BUSINESS	24-01135	Dispatch Copy Machine Maint	37.77	0	37.77	
GENERAL OPERATING ACCOUNT	232309	7/3/2024	KONICA MINOLTA BUSINESS	24-01136	GWTP Printer Maintenance	51.86	0	51.86	
GENERAL OPERATING ACCOUNT	232309	7/3/2024	KONICA MINOLTA BUSINESS	24-03149	Pinter Maintenance	105.98	0	105.98	
GENERAL OPERATING ACCOUNT	232310	7/3/2024	KONICA MINOLTA BUSINESS	24-01157	PS Purchasing Printer Maint	57.68	0	57.68	
GENERAL OPERATING ACCOUNT	232311	7/3/2024	MASELLI, DANIEL	24-04614	Soccer refund	85.00	0	85.00	
GENERAL OPERATING ACCOUNT	232312	7/3/2024	Cumberland Int. Trucks of FL	24-00771	PARTS & REPAIRS ON LARGE TRUCK	923.26	0	923.26	
GENERAL OPERATING ACCOUNT	232313	7/3/2024	MCCOWAN, ADAM	24-04632	MS-ISAC Parking Reimbursement	90.00	0	90.00	
GENERAL OPERATING ACCOUNT	232314	7/3/2024	MILLER CONSTRUCTION MANAGEMENT	24-04205	Construction of Station 6	274,501.94	0	274,501.94	
GENERAL OPERATING ACCOUNT	232315	7/3/2024	MUNICIPAL EQUIPMENT COMPANY	24-00140	Firefighter Bunker Boots	420.00	0	420.00	
GENERAL OPERATING ACCOUNT	232316	7/3/2024	NORTH AMERICA FIRE EQUIPMENT C	24-00911	Blanket PO -Engine 4 Equipment	372.05	0	372.05	
GENERAL OPERATING ACCOUNT	232317	7/3/2024	NOTARY PUBLIC UNDERWRITERS INC	24-01018	BLANKET - Notary Renewal & New	137.95	0	137.95	
GENERAL OPERATING ACCOUNT	232318	7/3/2024	ODP BUSINESS SOLUTIONS, LLC	24-00570	Support Svcs. Office Supplies	203.15	0	203.15	
GENERAL OPERATING ACCOUNT	232319	7/3/2024	ONSYTE PERFORMANCE LLC	24-00632	Monthly Utilities Charges	1,215.82	0	1,215.82	
GENERAL OPERATING ACCOUNT	232320	7/3/2024	OUTFRONT MEDIA	24-00451	Blanket Billboard Advertising	1,750.00	0	1,750.00	
GENERAL OPERATING ACCOUNT	232321	7/3/2024	POHLMANN, STEPHANIE	24-04609	Soccer Refund	115.00	0	115.00	
GENERAL OPERATING ACCOUNT	232322	7/3/2024	QUALITY VAULTS, INC	23-04200	Columbariums	49,600.00	0	49,600.00	
GENERAL OPERATING ACCOUNT	232323	7/3/2024	RADWELL INTERNATIONAL, LLC	24-04492	Ac Fan Reuse #5	782.90	0	782.90	
GENERAL OPERATING ACCOUNT	232324	7/3/2024	RC BEACH & ASSOCIATES, INC	24-01650	Chlorine Pump Repair Parts	535.45	0	535.45	
GENERAL OPERATING ACCOUNT	232325	7/3/2024	RDK TRUCK SALES & SERVICE, INC	24-02913	Em Rental 2 rearload garbage t	8,500.00	0	8,500.00	
GENERAL OPERATING ACCOUNT	232325	7/3/2024	RDK TRUCK SALES & SERVICE, INC	24-04333	2 ASL Garb Trk Rentals	29,580.00	0	29,580.00	
GENERAL OPERATING ACCOUNT	232326	7/3/2024	REP SERVICES, INC.	24-00837	NWRC Storage Pavillion	4,557.00	0	4,557.00	
GENERAL OPERATING ACCOUNT	232327	7/3/2024	SAMPLES, ASHLEY	24-04610	Soccer Refund	85.00	0	85.00	
GENERAL OPERATING ACCOUNT	232328	7/3/2024	SCIENS ORLANDO, LLC.	24-01771	Fire Alarm System Monitoring	150.00	0	150.00	
GENERAL OPERATING ACCOUNT	232329	7/3/2024	SHI INTERNATIONAL CORP.	24-04507	ManageEngine Servicedesk Renew	13,268.33	0	13,268.33	

City of Apopka
July 2024
Finance Disbursement Report
Exhibit A

GENERAL OPERATING ACCOUNT	232330	7/3/2024	SISSINE'S BUSINESS SOLUTIONS	24-02670	Copies NW and FCC MAR-Sept	27.52	0	27.52
GENERAL OPERATING ACCOUNT	232331	7/3/2024	SOUTHERN COMPUTER WAREHOUSE, I	24-04601	Computer Monitor	249.98	0	249.98
GENERAL OPERATING ACCOUNT	232332	7/3/2024	SOUTHEAST DRAINS, LLC	24-00786	Blanket for Plumbing needs	1,695.64	0	1,695.64
GENERAL OPERATING ACCOUNT	232333	7/3/2024	STERICYCLE INC.	24-01480	Biohazard Waste Disposal	6,992.99	0	6,992.99
GENERAL OPERATING ACCOUNT	232334	7/3/2024	AXON ENTERPRISES, INC.	24-04634	Body Cameras/Tasers/Licenses	277,926.68	0	277,926.68
GENERAL OPERATING ACCOUNT	232335	7/3/2024	THE 2650 FOUNDATION, INC	24-04640	donation - Smith	400.00	0	400.00
GENERAL OPERATING ACCOUNT	232336	7/3/2024	THE LAKE DOCTOR, INC	24-00863	Stormwater Pond Treatment	1,205.00	0	1,205.00
GENERAL OPERATING ACCOUNT	232337	7/3/2024	T-MOBILE USA, INC	24-04539	iPads For Recreation	3,399.90	0	3,399.90
GENERAL OPERATING ACCOUNT	232338	7/3/2024	T-MOBILE USA	24-00909	Cell Data For GPS & iPad Servi	5,259.03	0	5,259.03
GENERAL OPERATING ACCOUNT	232338	7/3/2024	T-MOBILE USA	24-04561	Public Services iPads	399.96	0	399.96
GENERAL OPERATING ACCOUNT	232339	7/3/2024	TRAFFIC CONTROL DEVICES, INC	24-00726	Traffic Light Emergency Repair	13,260.00	0	13,260.00
GENERAL OPERATING ACCOUNT	232340	7/3/2024	VERIZON WIRELESS	24-00908	Verizon Cellular Service	3,859.96	0	3,859.96
GENERAL OPERATING ACCOUNT	232341	7/3/2024	ZEP SALES & SERVICE	24-00081	Blanket PO - SOAP & DEODORIZER	868.00	0	868.00
SYNOVUS BANK E-PAYMENTS	304703	7/3/2024	AIRGAS USA, LLC	24-01459	Oxygen & Cylinder Rental	739.02	0	739.02
SYNOVUS BANK E-PAYMENTS	304704	7/3/2024	ALTERNATIVE POWER SOLUTIONS, I	24-00686	Generator PMs	455.00	0	455.00
SYNOVUS BANK E-PAYMENTS	304705	7/3/2024	APOPKA CHIEF, THE	24-01086	Blanket PO - Legal Ads	1,147.50	0	1,147.50
SYNOVUS BANK E-PAYMENTS	304706	7/3/2024	APOPKA ACE HARDWARE & LUMBER I	24-00343	Repair & Maintenance Supplies	13.95	0	13.95
SYNOVUS BANK E-PAYMENTS	304706	7/3/2024	APOPKA ACE HARDWARE & LUMBER I	24-00362	Repairs to Facilities	111.34	0	111.34
SYNOVUS BANK E-PAYMENTS	304706	7/3/2024	APOPKA ACE HARDWARE & LUMBER I	24-00417	Blanket - Operating Supplies	22.08	0	22.08
SYNOVUS BANK E-PAYMENTS	304707	7/3/2024	M & M FLAGS & BANNERS	24-03501	Flags for Memorial Day	336.68	0	336.68
SYNOVUS BANK E-PAYMENTS	304708	7/3/2024	CONSOLIDATED ELECTRICAL DIST.	24-00682	Electrical Parts	398.16	0	398.16
SYNOVUS BANK E-PAYMENTS	304709	7/3/2024	CORE & MAIN LP	24-00098	Inventory items	16,372.46	0	16,372.46
SYNOVUS BANK E-PAYMENTS	304709	7/3/2024	CORE & MAIN LP	24-00777	Meter and Flexnet	1,167.90	0	1,167.90
SYNOVUS BANK E-PAYMENTS	304710	7/3/2024	DANA SAFETY SUPPLY, INC.	24-03281	Heat Alarm for K9 Vehicle	2,879.52	0	2,879.52
SYNOVUS BANK E-PAYMENTS	304711	7/3/2024	FERGUSON ENTERPRISES, INC.	24-00074	Inventory Blanket PO	36.00	0	36.00
SYNOVUS BANK E-PAYMENTS	304711	7/3/2024	FERGUSON ENTERPRISES, INC.	24-02814	Parts and materials	1,050.00	0	1,050.00
SYNOVUS BANK E-PAYMENTS	304712	7/3/2024	GALLS, PARENT HOLDINGS, LLC	24-01254	Firefighter Uniforms	715.73	0	715.73
SYNOVUS BANK E-PAYMENTS	304713	7/3/2024	MERCER PEST CONTROL, INC.	24-00452	Pest Control for Facilities	4,820.88	0	4,820.88
SYNOVUS BANK E-PAYMENTS	304714	7/3/2024	RAPID SYSTEMS	24-01181	Wireless Internet Circuit	2,136.00	0	2,136.00
SYNOVUS BANK E-PAYMENTS	304715	7/3/2024	SAFETY PRODUCTS INC	24-00075	Inventory items Blanket PO	664.80	0	664.80
SYNOVUS BANK E-PAYMENTS	304716	7/3/2024	SEMINOLE OFFICE SOLUTIONS, INC	24-01183	City Clerk Copy Machine Maint	171.71	0	171.71
SYNOVUS BANK E-PAYMENTS	304716	7/3/2024	SEMINOLE OFFICE SOLUTIONS, INC	24-01193	Recreation Copy Machine Maint	53.65	0	53.65
SYNOVUS BANK E-PAYMENTS	304717	7/3/2024	SHELLEY'S ENVIRONMENTAL SYSTEM	24-02237	Sludge Hualing	13,315.25	0	13,315.25
SYNOVUS BANK E-PAYMENTS	304718	7/3/2024	WASTE MANAGEMENT INC OF FL	24-00641	Yard Waste Tipping Fees	10,433.12	0	10,433.12
SYNOVUS BANK E-PAYMENTS	304718	7/3/2024	WASTE MANAGEMENT INC OF FL	24-00642	Recycling Tipping Fees	4,459.65	0	4,459.65
OPERATING ACCOUNT WIRES	903360	7/5/2024	EXPERTPAY	24-04665	CHILD SUPPORT W/E 06/29/24	2,766.31	0	2,766.31
OPERATING ACCOUNT WIRES	903361	7/5/2024	INTERNAL REVENUE SERVICE	24-04667	ACH PAYROLL TAX W/E 06/29/24	271,489.15	0	271,489.15
OPERATING ACCOUNT WIRES	903362	7/5/2024	EMPOWER ANNUITY INSURANCE CO.	24-04668	PRUDENTIAL RETIREMENT 06/29/24	281,923.42	0	281,923.42
OPERATING ACCOUNT WIRES	903363	7/5/2024	VOYA INSTITUTIONAL TRUST CO.	24-04666	457 CONTRIBUTION W/E 06/29/24	13,692.78	0	13,692.78
GENERAL OPERATING ACCOUNT	232342	7/9/2024	JAMES, JOY	24-04641	UTILITY REFUND	90.00	0	90.00
GENERAL OPERATING ACCOUNT	232343	7/9/2024	RUIZ, EDER IVAN	24-04642	UTILITY REFUND	90.00	0	90.00
GENERAL OPERATING ACCOUNT	232344	7/9/2024	SALEEM, CHAUDHRY M	24-04643	UTILITY REFUND	60.00	0	60.00
GENERAL OPERATING ACCOUNT	232345	7/9/2024	DA SILVA, ERNALDO	24-04644	UTILITY REFUND	60.00	0	60.00
GENERAL OPERATING ACCOUNT	232346	7/9/2024	LANGHOFF, ASHLEY	24-04645	UTILITY REFUND	185.00	0	185.00
GENERAL OPERATING ACCOUNT	232347	7/9/2024	BARBOUR II, DAVID C	24-04646	UTILITY REFUND	185.00	0	185.00
GENERAL OPERATING ACCOUNT	232348	7/9/2024	SHRODE, RANDALL	24-04647	UTILITY REFUND	60.00	0	60.00
GENERAL OPERATING ACCOUNT	232349	7/9/2024	BRAMWELL, OLIVE	24-04648	UTILITY REFUND	245.00	0	245.00
GENERAL OPERATING ACCOUNT	232350	7/9/2024	STOCKER, THERESIA	24-04649	UTILITY REFUND	245.00	0	245.00
GENERAL OPERATING ACCOUNT	232351	7/9/2024	NORTH, ANGELA	24-04650	UTILITY REFUND	185.00	0	185.00
GENERAL OPERATING ACCOUNT	232352	7/9/2024	BENITO LORENZO, ALEXIS	24-04651	UTILITY REFUND	185.00	0	185.00
GENERAL OPERATING ACCOUNT	232353	7/9/2024	PADRON, ZENON ISABEL	24-04652	UTILITY REFUND	60.00	0	60.00
GENERAL OPERATING ACCOUNT	232354	7/9/2024	IBARRA, ANTONIO	24-04653	UTILITY REFUND	60.00	0	60.00
GENERAL OPERATING ACCOUNT	232355	7/9/2024	RAMOS, GIOVANNI	24-04654	UTILITY REFUND	245.00	0	245.00
GENERAL OPERATING ACCOUNT	232356	7/9/2024	AGEE, JAMES	24-04655	UTILITY REFUND	245.00	0	245.00
GENERAL OPERATING ACCOUNT	232357	7/9/2024	PALMER, DEVON	24-04656	UTILITY REFUND	185.00	0	185.00
GENERAL OPERATING ACCOUNT	232358	7/9/2024	HONORATO, ALEJANDRINO	24-04657	UTILITY REFUND	185.00	0	185.00
GENERAL OPERATING ACCOUNT	232359	7/9/2024	SHORE, TINA	24-04658	UTILITY REFUND	185.00	0	185.00
GENERAL OPERATING ACCOUNT	232360	7/9/2024	RIQUELME, RUSSET	24-04659	UTILITY REFUND	245.00	0	245.00
GENERAL OPERATING ACCOUNT	232361	7/9/2024	SOUL, DONALD	24-04660	UTILITY REFUND	245.00	0	245.00
GENERAL OPERATING ACCOUNT	232362	7/9/2024	PADILLA, JONATHAN	24-04661	UTILITY REFUND	245.00	0	245.00
GENERAL OPERATING ACCOUNT	232363	7/9/2024	JACKSON, RACHAEL	24-04662	UTILITY REFUND	215.00	0	215.00
GENERAL OPERATING ACCOUNT	232364	7/9/2024	SCHMIDT, MARC A	24-04683	UTILITY REFUND	185.00	0	185.00
GENERAL OPERATING ACCOUNT	232365	7/9/2024	BOONE, EVAN	24-04684	UTILITY REFUND	245.00	0	245.00

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GENERAL OPERATING ACCOUNT	232366	7/9/2024 TAYLOR, HAROLD	24-04685	UTILITY REFUND	90.00	0	90.00
GENERAL OPERATING ACCOUNT	232367	7/9/2024 EXUME, ESTHERLINE	24-04686	UTILITY REFUND	245.00	0	245.00
GENERAL OPERATING ACCOUNT	232368	7/9/2024 BATISTA VELEZ, JAILENE	24-04687	UTILITY REFUND	245.00	0	245.00
GENERAL OPERATING ACCOUNT	232369	7/9/2024 SANDRA, CORTES	24-04688	UTILITY REFUND	245.00	0	245.00
GENERAL OPERATING ACCOUNT	232370	7/9/2024 TAPIA, LYNNETTE	24-04689	UTILITY REFUND	245.00	0	245.00
GENERAL OPERATING ACCOUNT	232371	7/9/2024 BOWERS, CLINT	24-04690	UTILITY REFUND	185.00	0	185.00
GENERAL OPERATING ACCOUNT	232372	7/9/2024 AGUILAR,ALEXANDER	24-04691	UTILITY REFUND	185.00	0	185.00
GENERAL OPERATING ACCOUNT	232373	7/9/2024 SLATER, KAREN M	24-04692	UTILITY REFUND	185.00	0	185.00
GENERAL OPERATING ACCOUNT	232374	7/9/2024 MANY, LAURI	24-04693	UTILITY REFUND	245.00	0	245.00
GENERAL OPERATING ACCOUNT	232375	7/9/2024 THOMAS, VENERRIA	24-04694	UTILITY REFUND	245.00	0	245.00
GENERAL OPERATING ACCOUNT	232376	7/9/2024 LEBRON, KEE-SHA	24-04695	UTILITY REFUND	245.00	0	245.00
GENERAL OPERATING ACCOUNT	232377	7/9/2024 FLETCHER,LAUREN	24-04696	UTILITY REFUND	245.00	0	245.00
GENERAL OPERATING ACCOUNT	232378	7/9/2024 CHEPURNIAK, LEVGEN	24-04697	UTILITY REFUND	185.00	0	185.00
GENERAL OPERATING ACCOUNT	232379	7/9/2024 REDDY, BHARATH	24-04698	UTILITY REFUND	185.00	0	185.00
GENERAL OPERATING ACCOUNT	232380	7/9/2024 MASTROIANNI, JEFREY	24-04699	UTILITY REFUND	185.00	0	185.00
GENERAL OPERATING ACCOUNT	232381	7/9/2024 CHEN, SHI JIN	24-04700	UTILITY REFUND	185.00	0	185.00
GENERAL OPERATING ACCOUNT	232382	7/9/2024 SHORE, MICHAEL	24-04701	UTILITY REFUND	185.00	0	185.00
GENERAL OPERATING ACCOUNT	232383	7/9/2024 STEPHANIDES, THRASYVOULOS	24-04702	UTILITY REFUND	245.00	0	245.00
GENERAL OPERATING ACCOUNT	232384	7/9/2024 ESCUDEIRO-OLIVEIRA, DIANA	24-04703	UTILITY REFUND	215.00	0	215.00
GENERAL OPERATING ACCOUNT	232385	7/9/2024 HERBERT KING, SILVIA	24-04704	UTILITY REFUND	245.00	0	245.00
GENERAL OPERATING ACCOUNT	232386	7/9/2024 MEZA GIRALDO, DAYANA	24-04705	UTILITY REFUND	245.00	0	245.00
GENERAL OPERATING ACCOUNT	232387	7/9/2024 ARRINGTON, PARENE	24-04706	UTILITY REFUND	215.00	0	215.00
GENERAL OPERATING ACCOUNT	232388	7/9/2024 WHITE JR, DAVID ALBERT	24-04707	UTILITY REFUND	215.00	0	215.00
GENERAL OPERATING ACCOUNT	232389	7/9/2024 SERRANO, ROSA	24-04708	UTILITY REFUND	155.00	0	155.00
GENERAL OPERATING ACCOUNT	232390	7/9/2024 WYGANT, QUADIRRIA	24-04709	UTILITY REFUND	245.00	0	245.00
OPERATING ACCOUNT WIRES	903334	7/9/2024 PUBLIC RISK MANAGEMENT OF FL	24-04607	June 2024 Medical Insurance	664,712.67	0	664,712.67
GENERAL OPERATING ACCOUNT	232391	7/11/2024 ALEXANDER, ARTHUR	24-04670	Deposit Refund for BDCC	100.00	0	100.00
GENERAL OPERATING ACCOUNT	232392	7/11/2024 ALYSA CLEANERS	24-01142	Uniform Alterations	214.00	0	214.00
GENERAL OPERATING ACCOUNT	232393	7/11/2024 ARMSTRONG, ASHLEY	24-04718	Soccer refund	85.00	0	85.00
GENERAL OPERATING ACCOUNT	232394	7/11/2024 AT & T MOBILITY	24-01132	ICC Internet Circuit	43.23	0	43.23
GENERAL OPERATING ACCOUNT	232395	7/11/2024 BIRCHMORE GROUP, INC.	24-01710	Saturday Sounds entertainment	20,785.00	0	20,785.00
GENERAL OPERATING ACCOUNT	232396	7/11/2024 BOZARD FORD CO	24-02660	Marked SRO vehicle	28,847.00	0	28,847.00
GENERAL OPERATING ACCOUNT	232396	7/11/2024 BOZARD FORD CO	24-02661	Marked SRO vehicle	28,847.00	0	28,847.00
GENERAL OPERATING ACCOUNT	232397	7/11/2024 CALL IT! INC.	24-00144	FF & BB Officials	5,096.50	0	5,096.50
GENERAL OPERATING ACCOUNT	232398	7/11/2024 CANON FINANCIAL SERVICES	24-04353	Lease /printers NW/FCC	25.00	0	25.00
GENERAL OPERATING ACCOUNT	232399	7/11/2024 CARAVELLO, RALPH	24-04719	Socceer Refund	85.00	0	85.00
GENERAL OPERATING ACCOUNT	232400	7/11/2024 REXEL OF AMERICA. LLC	24-04226	VFD Controller	317.46	0	317.46
GENERAL OPERATING ACCOUNT	232401	7/11/2024 CONTRACTORS TOOL SVC, INC	24-01227	Hand Power tools	2,072.33	0	2,072.33
GENERAL OPERATING ACCOUNT	232402	7/11/2024 CONTROL SPECIALISTS	24-00345	Traffic Light Repair	832.00	0	832.00
GENERAL OPERATING ACCOUNT	232403	7/11/2024 CREATIVE FINANCIAL STAFFING	24-01732	Finance Dept. Temp Staff	556.94	0	556.94
GENERAL OPERATING ACCOUNT	232404	7/11/2024 CRIDER. MARIA	24-04714	Soccer Refund	85.00	0	85.00
GENERAL OPERATING ACCOUNT	232405	7/11/2024 DELL MARKETING L.P.	24-04590	Curved monitors for police CAD	1,097.63	0	1,097.63
GENERAL OPERATING ACCOUNT	232406	7/11/2024 DIVISION OF MOTOR VEHICLES	24-01118	Confidential Tag renewal -BLKT	369.45	0	369.45
GENERAL OPERATING ACCOUNT	232407	7/11/2024 DMA CIVIL ENGINEERS, LLC	24-01813	Professional Services In House	8,250.00	0	8,250.00
GENERAL OPERATING ACCOUNT	232408	7/11/2024 DUNN, KAREN	24-00097	Accounting Services	5,475.00	0	5,475.00
GENERAL OPERATING ACCOUNT	232409	7/11/2024 EVOQUA WATER TECHNOLOGIES LLC	24-00698	Chemical for Ordor Control	16,735.10	0	16,735.10
GENERAL OPERATING ACCOUNT	232409	7/11/2024 EVOQUA WATER TECHNOLOGIES LLC	24-00699	Ordor Control Scubber Leases	10,956.42	0	10,956.42
GENERAL OPERATING ACCOUNT	232410	7/11/2024 EXPLORE INFORMATION SERVICES	24-00337	MVR MONITORING SYSTEM 2023-24	682.10	0	682.10
GENERAL OPERATING ACCOUNT	232411	7/11/2024 FISHER & PHILLIPS LLP	24-00395	LABOR ATTORNEY FEES 2023-24	8,534.50	0	8,534.50
GENERAL OPERATING ACCOUNT	232412	7/11/2024 FLORIDA DEPARTMENT OF STATE	24-00426	Quarterly Microfilm Storage	36.60	0	36.60
GENERAL OPERATING ACCOUNT	232413	7/11/2024 FORTILINE, INC	24-02020	INVENTORY ITEMS	393.54	0	393.54
GENERAL OPERATING ACCOUNT	232414	7/11/2024 GENERAL UTILITIES CORPORATION	24-01030	General Utilities- Wewa	450.00	0	450.00
GENERAL OPERATING ACCOUNT	232415	7/11/2024 GRAINGER	24-00082	Inventory items blanket PO	2,628.73	0	2,628.73
GENERAL OPERATING ACCOUNT	232415	7/11/2024 GRAINGER	24-00850	Parts and Small Equipment	160.90	0	160.90
GENERAL OPERATING ACCOUNT	232416	7/11/2024 GRAYBAR	24-00779	Electrical Supplies	3,661.59	0	3,661.59
GENERAL OPERATING ACCOUNT	232417	7/11/2024 HARRINGTON INDUSTRIAL PLASTICS	24-00619	Piping Material & Supplies	418.23	0	418.23
GENERAL OPERATING ACCOUNT	232418	7/11/2024 JIMMY CRABTREE CANCER FUND INC	24-04672	Donation - Smith	800.00	0	800.00
GENERAL OPERATING ACCOUNT	232419	7/11/2024 LANGUAGE LINE SOLUTIONS, INC	24-04597	BLANKET - Translation Services	2.80	0	2.80
GENERAL OPERATING ACCOUNT	232420	7/11/2024 LIVEVIEW GPS, INC	24-00460	CID Monthly GPS Service	165.65	0	165.65
GENERAL OPERATING ACCOUNT	232421	7/11/2024 MARCO POLO POOL MAINT INC	24-01241	Pool & Splash Pad Maintenance	3,591.67	0	3,591.67
GENERAL OPERATING ACCOUNT	232422	7/11/2024 McWhite Jsamila	24-04671	BDCC rental deposit refund	100.00	0	100.00
GENERAL OPERATING ACCOUNT	232423	7/11/2024 MID FLORIDA MATERIALS	24-01458	Debris Disposal	539.04	0	539.04
GENERAL OPERATING ACCOUNT	232424	7/11/2024 MOTION INDUSTRIES	24-04542	RDT Bearings	2,062.84	0	2,062.84

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GENERAL OPERATING ACCOUNT	232425	7/11/2024	MOTOROLA SOLUTIONS, INC.	24-01010	Motorola P25 & Wireless Maint	84,254.86	0	84,254.86
GENERAL OPERATING ACCOUNT	232425	7/11/2024	MOTOROLA SOLUTIONS, INC.	24-02352	Motorola P25 MD&R	46,997.60	0	46,997.60
GENERAL OPERATING ACCOUNT	232426	7/11/2024	MUNICIPAL EMERGENCY SERVICES	24-01073	Duty Uniforms	880.98	0	880.98
GENERAL OPERATING ACCOUNT	232426	7/11/2024	MUNICIPAL EMERGENCY SERVICES	24-02566	Bike Unit Shirts & Shorts	109.00	0	109.00
GENERAL OPERATING ACCOUNT	232427	7/11/2024	MUSCO SPORTS LIGHTING , LLC	24-01162	Retrofit Musco Lights	344,159.00	0	344,159.00
GENERAL OPERATING ACCOUNT	232427	7/11/2024	MUSCO SPORTS LIGHTING , LLC	24-02665	New Light Install Pads 13/14	209,152.00	0	209,152.00
GENERAL OPERATING ACCOUNT	232428	7/11/2024	NELSON, BRYAN	24-04673	reimb Mayor/WSJ subscription	70.00	0	70.00
GENERAL OPERATING ACCOUNT	232429	7/11/2024	NET TRANSCRIPTS, INC	24-00783	Transcripts	54.56	0	54.56
GENERAL OPERATING ACCOUNT	232430	7/11/2024	NOTARY PUBLIC UNDERWRITERS INC	24-01018	BLANKET - Notary Renewal & New	112.95	0	112.95
GENERAL OPERATING ACCOUNT	232431	7/11/2024	OCU - SOLID WASTE DIVISION	24-00643	Garbage Tipping Fees	109,633.74	0	109,633.74
GENERAL OPERATING ACCOUNT	232432	7/11/2024	ODP BUSINESS SOLUTIONS, LLC	24-00291	Office Depot HR Sup. FY24	67.54	0	67.54
GENERAL OPERATING ACCOUNT	232432	7/11/2024	ODP BUSINESS SOLUTIONS, LLC	24-00572	Office Supplies	600.10	0	600.10
GENERAL OPERATING ACCOUNT	232432	7/11/2024	ODP BUSINESS SOLUTIONS, LLC	24-00624	Office supplies for department	1,508.38	0	1,508.38
GENERAL OPERATING ACCOUNT	232432	7/11/2024	ODP BUSINESS SOLUTIONS, LLC	24-00626	OFFICE SUPPLIES FOR FLEET	256.91	0	256.91
GENERAL OPERATING ACCOUNT	232432	7/11/2024	ODP BUSINESS SOLUTIONS, LLC	24-00627	Office Supplies for Department	36.79	0	36.79
GENERAL OPERATING ACCOUNT	232433	7/11/2024	ORANGE COUNTY COMPTROLLER	24-00461	Code Enf. Violation Filings	138.00	0	138.00
GENERAL OPERATING ACCOUNT	232434	7/11/2024	PETROLEUM TRADERS CORP	24-00313	Fuel For Northwest Complex	2,581.06	0	2,581.06
GENERAL OPERATING ACCOUNT	232435	7/11/2024	POTTER, SHELLEY	24-04715	Soccer Refund	85.00	0	85.00
GENERAL OPERATING ACCOUNT	232436	7/11/2024	PREMIER LAWN MAINTENANCE	24-01235	Right of Way mowing contract	53,977.95	0	53,977.95
GENERAL OPERATING ACCOUNT	232436	7/11/2024	PREMIER LAWN MAINTENANCE	24-01236	Grounds Maintenance	470.00	0	470.00
GENERAL OPERATING ACCOUNT	232437	7/11/2024	PROFESSIONAL PEST MANAGEMENT	24-00132	Ballfield Chemical Application	32,040.00	0	32,040.00
GENERAL OPERATING ACCOUNT	232438	7/11/2024	RECRUITMENT & ENGINEERING PROD	24-04623	Payment for BTR's	6,173.00	0	6,173.00
GENERAL OPERATING ACCOUNT	232439	7/11/2024	ROSENBAUER MINNESOTA, LLC	24-00454	MISCELLANEOUS FIRE TRUCK PARTS	0.00	0	0.00
GENERAL OPERATING ACCOUNT	232440	7/11/2024	SOHN, JUN	24-04738	Jun Sohn-Travel Reimbursement	254.72	0	254.72
GENERAL OPERATING ACCOUNT	232441	7/11/2024	STERICYCLE INC.	24-01480	Biohazard Waste Disposal	6,992.99	0	6,992.99
GENERAL OPERATING ACCOUNT	232442	7/11/2024	ST JOHNS TURF CARE	24-03164	Wessex Crx-400 Mower	36,000.00	0	36,000.00
GENERAL OPERATING ACCOUNT	232443	7/11/2024	T-MOBILE USA, INC	24-01200	PIO/Strategic Service-BLANKET	0.00	0	0.00
GENERAL OPERATING ACCOUNT	232444	7/11/2024	T-MOBILE USA	24-00909	Cell Data For GPS & iPad Servi	1,368.32	0	1,368.32
GENERAL OPERATING ACCOUNT	232445	7/11/2024	TRANSUNION RISK AND ALTERNATIV	24-01268	Transunion Risk TLO - Blanket	292.30	0	292.30
GENERAL OPERATING ACCOUNT	232446	7/11/2024	T&S PROFESSIONAL RENTALS, LLC	24-03899	Event Port-o-lets	1,325.00	0	1,325.00
GENERAL OPERATING ACCOUNT	232447	7/11/2024	USA SERVICES OF FLORIDA, INC.	24-01089	Street Sweeping	11,460.72	0	11,460.72
GENERAL OPERATING ACCOUNT	232448	7/11/2024	VASQUEZ, SIOBHAN	24-04716	Soccer refund	85.00	0	85.00
GENERAL OPERATING ACCOUNT	232449	7/11/2024	VERIZON WIRELESS	24-00908	Verizon Cellular Service	1,748.83	0	1,748.83
GENERAL OPERATING ACCOUNT	232450	7/11/2024	VETERANS OF FOREIGN WARS USA	24-04678	Citys June payout to VFW	2,283.00	0	2,283.00
GENERAL OPERATING ACCOUNT	232451	7/11/2024	VISION URBAN LLC	24-04743	Kelly Park Code Amendment	9,436.00	0	9,436.00
GENERAL OPERATING ACCOUNT	232452	7/11/2024	W.B. MASON COMPANY, INC	24-00575	Blanket PO - Office Supplies	15.99	0	15.99
GENERAL OPERATING ACCOUNT	232453	7/11/2024	WOLFE, BRITTANY	24-04717	Soccer refund	85.00	0	85.00
GENERAL OPERATING ACCOUNT	232454	7/11/2024	WRIGLEY, JODI	24-04711	Per Diem	123.00	0	123.00
GENERAL OPERATING ACCOUNT	232455	7/11/2024	ZONES, INC	24-04498	DMARC Analyzer	9,975.00	0	9,975.00
SYNOVUS BANK E-PAYMENTS	304719	7/11/2024	ALTERNATIVE POWER SOLUTIONS, I	24-00004	Generator PM and repairs	462.00	0	462.00
SYNOVUS BANK E-PAYMENTS	304719	7/11/2024	ALTERNATIVE POWER SOLUTIONS, I	24-00686	Generator PMs	3,254.00	0	3,254.00
SYNOVUS BANK E-PAYMENTS	304720	7/11/2024	APOPKA ACE HARDWARE & LUMBER I	24-00343	Repair & Maintenance Supplies	19.13	0	19.13
SYNOVUS BANK E-PAYMENTS	304720	7/11/2024	APOPKA ACE HARDWARE & LUMBER I	24-00362	Repairs to Facilities	48.40	0	48.40
SYNOVUS BANK E-PAYMENTS	304721	7/11/2024	APOPKA CHIEF	24-04674	Mayor's subscription/Chief	25.00	0	25.00
SYNOVUS BANK E-PAYMENTS	304722	7/11/2024	CINTAS CORPORATION	24-03025	UNIFORM RENTALS FY 2024	266.88	0	266.88
SYNOVUS BANK E-PAYMENTS	304723	7/11/2024	CONSOLIDATED ELECTRICAL DIST.	24-04344	Breaker	995.38	0	995.38
SYNOVUS BANK E-PAYMENTS	304724	7/11/2024	CORE & MAIN LP	24-00098	Inventory items	5,144.08	0	5,144.08
SYNOVUS BANK E-PAYMENTS	304724	7/11/2024	CORE & MAIN LP	24-00777	Meter and Flexnet	577.50	0	577.50
SYNOVUS BANK E-PAYMENTS	304725	7/11/2024	GALLS, PARENT HOLDINGS, LLC	24-01154	Accouterments - Blanket PO	1,535.64	0	1,535.64
SYNOVUS BANK E-PAYMENTS	304725	7/11/2024	GALLS, PARENT HOLDINGS, LLC	24-01516	Footwear Annual Replacement	101.20	0	101.20
SYNOVUS BANK E-PAYMENTS	304725	7/11/2024	GALLS, PARENT HOLDINGS, LLC	24-01518	UNIFORM APPAREL BLANKET P O	243.00	0	243.00
SYNOVUS BANK E-PAYMENTS	304726	7/11/2024	SAFETY PRODUCTS INC	24-00075	Inventory items Blanket PO	1,835.05	0	1,835.05
SYNOVUS BANK E-PAYMENTS	304728	7/11/2024	SEMINOLE OFFICE SOLUTIONS, INC	24-01184	Mayors Copy Machine Lease	98.03	0	98.03
SYNOVUS BANK E-PAYMENTS	304728	7/11/2024	SEMINOLE OFFICE SOLUTIONS, INC	24-01185	CommDev Copy Machine Maint	634.42	0	634.42
SYNOVUS BANK E-PAYMENTS	304728	7/11/2024	SEMINOLE OFFICE SOLUTIONS, INC	24-01186	CA Copy Machine Maintenance	60.44	0	60.44
SYNOVUS BANK E-PAYMENTS	304728	7/11/2024	SEMINOLE OFFICE SOLUTIONS, INC	24-01187	UB Copy Machine Lease	298.30	0	298.30
SYNOVUS BANK E-PAYMENTS	304728	7/11/2024	SEMINOLE OFFICE SOLUTIONS, INC	24-01188	PD Copy Machine Leases	561.63	0	561.63
SYNOVUS BANK E-PAYMENTS	304728	7/11/2024	SEMINOLE OFFICE SOLUTIONS, INC	24-01189	HR & Legal Copy Machine Lease	290.35	0	290.35
SYNOVUS BANK E-PAYMENTS	304728	7/11/2024	SEMINOLE OFFICE SOLUTIONS, INC	24-01190	Procurement Printer Maint	32.00	0	32.00
SYNOVUS BANK E-PAYMENTS	304728	7/11/2024	SEMINOLE OFFICE SOLUTIONS, INC	24-01191	Building Dept Copy Maintenance	66.18	0	66.18
SYNOVUS BANK E-PAYMENTS	304728	7/11/2024	SEMINOLE OFFICE SOLUTIONS, INC	24-01192	PS Copy Machine Maintenance	536.74	0	536.74
SYNOVUS BANK E-PAYMENTS	304728	7/11/2024	SEMINOLE OFFICE SOLUTIONS, INC	24-01193	Recreation Copy Machine Maint	48.88	0	48.88
SYNOVUS BANK E-PAYMENTS	304728	7/11/2024	SEMINOLE OFFICE SOLUTIONS, INC	24-01194	IT Copy Machine Lease	54.08	0	54.08

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SYNOVUS BANK E-PAYMENTS	304729	7/11/2024	SHELLEY'S ENVIRONMENTAL SYSTEM	24-00788	Sewer Debris Dumping	637.50	0	637.50
SYNOVUS BANK E-PAYMENTS	304729	7/11/2024	SHELLEY'S ENVIRONMENTAL SYSTEM	24-02237	Sludge Hualing	3,896.10	0	3,896.10
GENERAL OPERATING ACCOUNT	232456	7/12/2024	HOA, LAKE DOE RESERVE	24-04804	UTILITY REFUND	4,990.67	0	4,990.67
GENERAL OPERATING ACCOUNT	232457	7/12/2024	PIERRE, ANDRELE	24-04803	UTILITY REFUND	1,118.47	0	1,118.47
GENERAL OPERATING ACCOUNT	232458	7/12/2024	VASILKO, LINDA	24-04771	UTILITY REFUND	124.51	0	124.51
GENERAL OPERATING ACCOUNT	232459	7/12/2024	FUENMAYOR, RONA	24-04753	UTILITY REFUND	75.11	0	75.11
GENERAL OPERATING ACCOUNT	232460	7/12/2024	ZARZUELA, ALAINA	24-04754	UTILITY REFUND	101.36	0	101.36
GENERAL OPERATING ACCOUNT	232461	7/12/2024	LOUIS, TONY	24-04755	UTILITY REFUND	55.63	0	55.63
GENERAL OPERATING ACCOUNT	232462	7/12/2024	SFR JV-2 PROPERTY LLC	24-04756	UTILITY REFUND	185.00	0	185.00
GENERAL OPERATING ACCOUNT	232463	7/12/2024	SFR JV-2 PROPERTY LLC	24-04757	UTILITY REFUND	185.00	0	185.00
GENERAL OPERATING ACCOUNT	232464	7/12/2024	ALES, APRIL	24-04758	UTILITY REFUND	245.00	0	245.00
GENERAL OPERATING ACCOUNT	232465	7/12/2024	WRIGHT, ANTOINE	24-04759	UTILITY REFUND	134.09	0	134.09
GENERAL OPERATING ACCOUNT	232466	7/12/2024	PEARCE, JASIN	24-04760	UTILITY REFUND	70.55	0	70.55
GENERAL OPERATING ACCOUNT	232467	7/12/2024	RODRIGUEZ, KINBERLIN	24-04761	UTILITY REFUND	185.00	0	185.00
GENERAL OPERATING ACCOUNT	232468	7/12/2024	WANG, HAI XIA	24-04762	UTILITY REFUND	245.00	0	245.00
GENERAL OPERATING ACCOUNT	232469	7/12/2024	CAMARA, JARRETT	24-04763	UTILITY REFUND	82.45	0	82.45
GENERAL OPERATING ACCOUNT	232470	7/12/2024	HALBLEIB, MARK	24-04764	UTILITY REFUND	120.82	0	120.82
GENERAL OPERATING ACCOUNT	232471	7/12/2024	JAWAHIR, KHAIMNAUTH	24-04765	UTILITY REFUND	49.99	0	49.99
GENERAL OPERATING ACCOUNT	232472	7/12/2024	LOURO, NICK	24-04766	UTILITY REFUND	26.18	0	26.18
GENERAL OPERATING ACCOUNT	232473	7/12/2024	NAVARRO, ENRIQUE	24-04768	UTILITY REFUND	125.69	0	125.69
GENERAL OPERATING ACCOUNT	232474	7/12/2024	LLC MAIN STREET RENEWAL	24-04769	UTILITY REFUND	55.78	0	55.78
GENERAL OPERATING ACCOUNT	232475	7/12/2024	ALICEA, BRENDA	24-04770	UTILITY REFUND	100.00	0	100.00
GENERAL OPERATING ACCOUNT	232476	7/12/2024	NAZARIO, TARIA	24-04772	UTILITY REFUND	110.96	0	110.96
GENERAL OPERATING ACCOUNT	232477	7/12/2024	MARCELLON, NESLY	24-04773	UTILITY REFUND	39.64	0	39.64
GENERAL OPERATING ACCOUNT	232478	7/12/2024	ARAUJO, MARIA	24-04774	UTILITY REFUND	56.36	0	56.36
GENERAL OPERATING ACCOUNT	232479	7/12/2024	OTERO, ARIANA	24-04775	UTILITY REFUND	190.00	0	190.00
GENERAL OPERATING ACCOUNT	232480	7/12/2024	SLVES DA SILVA, ANGELA	24-04776	UTILITY REFUND	119.67	0	119.67
GENERAL OPERATING ACCOUNT	232481	7/12/2024	BEAULIEU, RONALD	24-04777	UTILITY REFUND	136.87	0	136.87
GENERAL OPERATING ACCOUNT	232482	7/12/2024	DIVVY HOMES INC	24-04778	UTILITY REFUND	194.17	0	194.17
GENERAL OPERATING ACCOUNT	232483	7/12/2024	SEEMONGAL, RUKA	24-04779	UTILITY REFUND	245.00	0	245.00
GENERAL OPERATING ACCOUNT	232484	7/12/2024	BROWN, JESSIE	24-04780	UTILITY REFUND	45.88	0	45.88
GENERAL OPERATING ACCOUNT	232485	7/12/2024	LOUIS JEAN, STEVE	24-04781	UTILITY REFUND	143.27	0	143.27
GENERAL OPERATING ACCOUNT	232486	7/12/2024	HERNANDEZ, JONATHAN	24-04782	UTILITY REFUND	100.60	0	100.60
GENERAL OPERATING ACCOUNT	232487	7/12/2024	BRISE, JEANNE	24-04783	UTILITY REFUND	181.71	0	181.71
GENERAL OPERATING ACCOUNT	232488	7/12/2024	CUTSINGER, CANDACE	24-04784	UTILITY REFUND	59.01	0	59.01
GENERAL OPERATING ACCOUNT	232489	7/12/2024	JLE PROJECTS AND INV. LLC	24-04785	UTILITY REFUND	185.00	0	185.00
GENERAL OPERATING ACCOUNT	232490	7/12/2024	BLUEHOME PROPERTY MANAGEMENT	24-04786	UTILITY REFUND	185.00	0	185.00
GENERAL OPERATING ACCOUNT	232491	7/12/2024	PARADISE ONE REALTY	24-04787	UTILITY REFUND	174.75	0	174.75
GENERAL OPERATING ACCOUNT	232492	7/12/2024	BRADFORD & STREETER LLC	24-04788	UTILITY REFUND	185.00	0	185.00
GENERAL OPERATING ACCOUNT	232493	7/12/2024	HENDERSON, SHAKELIA	24-04789	UTILITY REFUND	266.35	0	266.35
GENERAL OPERATING ACCOUNT	232494	7/12/2024	LEAVITT, DAVID	24-04790	UTILITY REFUND	14.20	0	14.20
GENERAL OPERATING ACCOUNT	232495	7/12/2024	HANOVER FAMILY BUILDERS	24-04791	UTILITY REFUND	153.65	0	153.65
GENERAL OPERATING ACCOUNT	232496	7/12/2024	AUKER, KATHERYN	24-04792	UTILITY REFUND	340.44	0	340.44
GENERAL OPERATING ACCOUNT	232497	7/12/2024	DEVENDRAN, KARTHIKEYAN	24-04793	UTILITY REFUND	220.00	0	220.00
GENERAL OPERATING ACCOUNT	232498	7/12/2024	CONROY, BARBARA	24-04794	UTILITY REFUND	59.67	0	59.67
GENERAL OPERATING ACCOUNT	232499	7/12/2024	DR HORTON	24-04795	UTILITY REFUND	215.00	0	215.00
GENERAL OPERATING ACCOUNT	232500	7/12/2024	DR HORTON	24-04796	UTILITY REFUND	215.00	0	215.00
GENERAL OPERATING ACCOUNT	232501	7/12/2024	DR HORTON	24-04797	UTILITY REFUND	215.00	0	215.00
GENERAL OPERATING ACCOUNT	232502	7/12/2024	RIVER OAKS BUILDERS	24-04798	UTILITY REFUND	2,000.00	0	2,000.00
GENERAL OPERATING ACCOUNT	232503	7/12/2024	ME CONSTRUCTION, INC.	24-04799	UTILITY REFUND	2,773.08	0	2,773.08
GENERAL OPERATING ACCOUNT	232504	7/12/2024	PATILLO CONSTRUCTION CORP	24-04800	UTILITY REFUND	1,974.86	0	1,974.86
GENERAL OPERATING ACCOUNT	232505	7/12/2024	RLH CONSTRUCTION	24-04801	UTILITY REFUND	1,952.46	0	1,952.46
GENERAL OPERATING ACCOUNT	232506	7/12/2024	PREMIER ROOF CLEANING	24-04802	UTILITY REFUND	1,977.74	0	1,977.74
GENERAL OPERATING ACCOUNT	232507	7/12/2024	ARROWSMITH, J.W.	24-00015	COUNCIL RETIREMENT FY2024	575.00	0	575.00
GENERAL OPERATING ACCOUNT	232508	7/12/2024	ORLANDO ECONOMIC PARTNERSHIP	24-03823	Partner Level Membership Dues	7,500.00	0	7,500.00
OPERATING ACCOUNT WIRES	903310	7/12/2024	DUKE ENERGY	24-00302	Electric Bill Payments	16,398.60	0	16,398.60
OPERATING ACCOUNT WIRES	903311	7/12/2024	DUKE ENERGY	24-00127	Utility Billing - Electrical	681.93	0	681.93
OPERATING ACCOUNT WIRES	903312	7/12/2024	DUKE ENERGY	24-00309	FY23 Electronic Invoices 2250	892.93	0	892.93
OPERATING ACCOUNT WIRES	903313	7/12/2024	DUKE ENERGY	24-00301	FY24 Electrical Invoice 3121	105,321.24	0	105,321.24
OPERATING ACCOUNT WIRES	903314	7/12/2024	DUKE ENERGY	24-00307	Electronic Invoices 2210	3,147.55	0	3,147.55
OPERATING ACCOUNT WIRES	903315	7/12/2024	DUKE ENERGY	24-00696	Blanket PO - Utility Charges	6,816.33	0	6,816.33
OPERATING ACCOUNT WIRES	903315	7/12/2024	DUKE ENERGY	24-01012	Electric Inv. 3412-4300	56.46	0	56.46
OPERATING ACCOUNT WIRES	903317	7/12/2024	DUKE ENERGY	24-00302	Electric Bill Payments	74.84	0	74.84

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OPERATING ACCOUNT WIRES	903317	7/12/2024	DUKE ENERGY	24-00917	Street Lights & Median Elect.	7,939.26	0	7,939.26
OPERATING ACCOUNT WIRES	903317	7/12/2024	DUKE ENERGY	24-01012	Electric Inv. 3412-4300	107.97	0	107.97
OPERATING ACCOUNT WIRES	903317	7/12/2024	DUKE ENERGY	24-01170	Avian Pointe Str Lgts FY2324	2,429.86	0	2,429.86
OPERATING ACCOUNT WIRES	903317	7/12/2024	DUKE ENERGY	24-01171	East Kelly Park MSBU Str Lgts	2,044.97	0	2,044.97
OPERATING ACCOUNT WIRES	903317	7/12/2024	DUKE ENERGY	24-01738	West Kelly Park MSBU Str Lgts	1,147.35	0	1,147.35
OPERATING ACCOUNT WIRES	903335	7/15/2024	FLORIDA DEPARTMENT OF REVENUE	24-04812	June 2024 Sales Tax Pmt	2,035.16	0	2,035.16
OPERATING ACCOUNT WIRES	903336	7/15/2024	DEPT. OF BUSINESS & PROF. REGU	24-04813	SURCHARGE PAYMENT APR-JUN 2024	23,768.71	0	23,768.71
OPERATING ACCOUNT WIRES	903337	7/15/2024	DEPT. OF BUSINESS & PROF. REGU	24-04663	SURCHARGE PAYMENT OCT-DEC 2023	47,079.24	0	47,079.24
OPERATING ACCOUNT WIRES	903337	7/15/2024	DEPT. OF BUSINESS & PROF. REGU	24-04664	SURCHARGE PAYMENT OCT-DEC 2023	58,895.37	0	58,895.37
OPERATING ACCOUNT WIRES	903364	7/15/2024	APOPKA POLICE OFFICERS ASSOC	24-04810	PD Union June 2024	254.80	0	254.80
OPERATING ACCOUNT WIRES	903365	7/15/2024	APOPKA FIREFIGHTERS ASSOC.	24-04808	FD Assoc Dues June 2024	536.00	0	536.00
OPERATING ACCOUNT WIRES	903366	7/15/2024	APOPKA PROFESSIONAL	24-04809	FD Union Dues June 2024	4,104.68	0	4,104.68
OPERATING ACCOUNT WIRES	903367	7/15/2024	EXPERTPAY	24-04805	CHILD SUPPORT W/E 07/06/24	1,368.21	0	1,368.21
OPERATING ACCOUNT WIRES	903368	7/15/2024	INTERNAL REVENUE SERVICE	24-04807	ACH PAYROLL TAX W/E 07/06/24	129,537.08	0	129,537.08
OPERATING ACCOUNT WIRES	903369	7/15/2024	EMPOWER ANNUITY INSURANCE CO.	24-04811	PRUDENTIAL RETIREMENT 07/06/24	136,965.83	0	136,965.83
OPERATING ACCOUNT WIRES	903370	7/15/2024	VOYA INSTITUTIONAL TRUST CO.	24-04806	457 CONTRIBUTION W/E 07/06/24	6,808.17	0	6,808.17
OPERATING ACCOUNT WIRES	903384	7/16/2024	ORANGE COUNTY COMPTROLLER	24-00398	Recording fees	86.50	0	86.50
GENERAL OPERATING ACCOUNT	232509	7/17/2024	MOTION INDUSTRIES	23-04461	WRF RDT Repair Parts	170.64	0	170.64
GENERAL OPERATING ACCOUNT	232510	7/17/2024	PROFESSIONAL PEST MANAGEMENT	24-00132	Ballfield Chemical Application	31,545.00	0	31,545.00
GENERAL OPERATING ACCOUNT	232511	7/18/2024	ABRAHAMSON, THOMAS	24-04726	Wastewater C license Fee	100.00	0	100.00
GENERAL OPERATING ACCOUNT	232512	7/18/2024	ACUNA WANDA	24-04828	Annual PRM/WRM 2024 Conference	81.00	0	81.00
GENERAL OPERATING ACCOUNT	232513	7/18/2024	ALLIED UNIVERSAL CORPORATION	24-00504	Bleach for Water Treatment	6,399.99	0	6,399.99
GENERAL OPERATING ACCOUNT	232513	7/18/2024	ALLIED UNIVERSAL CORPORATION	24-00505	Sodium Hypochlorite	7,556.67	0	7,556.67
GENERAL OPERATING ACCOUNT	232514	7/18/2024	AMICI ENGINEERING CONTRACTORS	24-01461	Vick Rd. WWS FM upgrade LS#73	38,355.10	0	38,355.10
GENERAL OPERATING ACCOUNT	232515	7/18/2024	APOPKA BOTTLE & R.V.GAS CENTER	24-00086	Blanket PO for Propane	128.50	0	128.50
GENERAL OPERATING ACCOUNT	232516	7/18/2024	AQUASOL COMMERCIAL CHEMICAL, I	24-02899	Pool & Splash pad chemicals	2,893.84	0	2,893.84
GENERAL OPERATING ACCOUNT	232517	7/18/2024	AYALA, WILLIAM	24-04730	Training Reimbursement	503.48	0	503.48
GENERAL OPERATING ACCOUNT	232518	7/18/2024	BACALLAO STEPHEN	24-04820	Archery Certification	150.00	0	150.00
GENERAL OPERATING ACCOUNT	232519	7/18/2024	BULK AGGREGATE GOLF	24-02885	Topdressing sand	2,150.00	0	2,150.00
GENERAL OPERATING ACCOUNT	232520	7/18/2024	CENTURYLINK	24-01131	CenturyLink Phone Service	740.61	0	740.61
GENERAL OPERATING ACCOUNT	232521	7/18/2024	CERTIFIED SLINGS, INC.	24-00080	Inventory items blanket PO	257.12	0	257.12
GENERAL OPERATING ACCOUNT	232522	7/18/2024	CHARTER COMMUNICATIONS HOLDING	24-01387	Cable TV Services	179.75	0	179.75
GENERAL OPERATING ACCOUNT	232523	7/18/2024	CITY ELECTRIC SUPPLY CO.	24-04033	Electrical Supplies	1,383.35	0	1,383.35
GENERAL OPERATING ACCOUNT	232524	7/18/2024	CREATIVE FINANCIAL STAFFING	24-01732	Finance Dept. Temp Staff	1,330.00	0	1,330.00
GENERAL OPERATING ACCOUNT	232525	7/18/2024	CUMMINS, INC.	24-00831	PARTS & REPAIRS ON LARGE TRUCK	10,501.06	0	10,501.06
GENERAL OPERATING ACCOUNT	232526	7/18/2024	DOH-BUREAU OF RADIATION CONTRO	24-04733	Radioactive Device License	60.00	0	60.00
GENERAL OPERATING ACCOUNT	232527	7/18/2024	ELECTRONICS DEPOT	24-00752	VEHICLE ALARMS & WINDOW TINT	1,490.00	0	1,490.00
GENERAL OPERATING ACCOUNT	232528	7/18/2024	EMBLEM ENTERPRISES, INC.	24-04215	Chevrons - Various Name Tapes	551.78	0	551.78
GENERAL OPERATING ACCOUNT	232529	7/18/2024	ENVIRONMENTAL PRODUCTS GROUP	24-00671	MISCELLANEOUS TRUCK PARTS	107.55	0	107.55
GENERAL OPERATING ACCOUNT	232530	7/18/2024	FARM CITY, INC	24-01196	Canine food	479.30	0	479.30
GENERAL OPERATING ACCOUNT	232531	7/18/2024	FCX, LLC	24-01144	Courier Service CJS Documents	136.00	0	136.00
GENERAL OPERATING ACCOUNT	232532	7/18/2024	FIELDS EQUIPMENT COMPANY, INC.	24-00820	MISCELLANEOUS MOWER PARTS	1,118.29	0	1,118.29
GENERAL OPERATING ACCOUNT	232533	7/18/2024	FISHER SCIENTIFIC	24-00136	SCBA Annual Recertification	43.76	0	43.76
GENERAL OPERATING ACCOUNT	232534	7/18/2024	FLORIDA CENTRAL RAILROAD	24-01624	Leases for Florida Railroad	801.66	0	801.66
GENERAL OPERATING ACCOUNT	232535	7/18/2024	FLORIDA STORMWATER ASSOCIATION	24-04827	FSA Fall Seminar - DB	169.00	0	169.00
GENERAL OPERATING ACCOUNT	232536	7/18/2024	FLORIDA BULLET	24-03620	Training Ammo Order	2,479.60	0	2,479.60
GENERAL OPERATING ACCOUNT	232537	7/18/2024	FLORIDA KENWORTH, LLC	24-00703	STOCK FUEL FILTERS FOR TRUCKS	589.28	0	589.28
GENERAL OPERATING ACCOUNT	232537	7/18/2024	FLORIDA KENWORTH, LLC	24-00836	PARTS & REPAIRS LARGE TRUCKS	599.95	0	599.95
GENERAL OPERATING ACCOUNT	232538	7/18/2024	FORD, TIMOTHY	24-04747	Parital refund of rental fees	330.00	0	330.00
GENERAL OPERATING ACCOUNT	232539	7/18/2024	WALTER F.STEPHENS,JR.,INC.	24-02213	Awards - Life Saving Medals	829.00	0	829.00
GENERAL OPERATING ACCOUNT	232540	7/18/2024	FW FLEET CLEAN, LLC	24-02850	Sant. truck maintenance wash	1,420.83	0	1,420.83
GENERAL OPERATING ACCOUNT	232541	7/18/2024	GALVIN-HARRIS LAND SERVICES	23-05628	Kelly Park Rd Widening Design	34,836.29	0	34,836.29
GENERAL OPERATING ACCOUNT	232542	7/18/2024	GEMAIRE DISTRIBUTORS LLC	24-01160	Purchase of AC parts	1,409.68	0	1,409.68
GENERAL OPERATING ACCOUNT	232543	7/18/2024	GLENN JOINER & SON INC.	24-00805	MISCELLANEOUS VEHICLE PARTS	412.41	0	412.41
GENERAL OPERATING ACCOUNT	232544	7/18/2024	GLOBAL DIGITAL INSTRUMENTS, LL	24-03938	HOOR METERS FOR CITY VEHICLES	2,010.36	0	2,010.36
GENERAL OPERATING ACCOUNT	232545	7/18/2024	GRAINGER	24-00082	Inventory items blanket PO	-170.85	0	-170.85
GENERAL OPERATING ACCOUNT	232545	7/18/2024	GRAINGER	24-00758	MISCELLANEOUS PARTS & SUPPLIES	1,082.26	0	1,082.26
GENERAL OPERATING ACCOUNT	232545	7/18/2024	GRAINGER	24-00773	Parts and Small Equipment	-535.54	0	-535.54
GENERAL OPERATING ACCOUNT	232545	7/18/2024	GRAINGER	24-01087	Traffic Signal Repair	704.18	0	704.18
GENERAL OPERATING ACCOUNT	232546	7/18/2024	HAGAN HOLDING COMPANY	24-00765	REMOVED USED OIL & FILTERS	142.50	0	142.50
GENERAL OPERATING ACCOUNT	232547	7/18/2024	HOWELL, BOBBY	24-04555	Reimbursement for Travel	100.82	0	100.82
GENERAL OPERATING ACCOUNT	232548	7/18/2024	INWOOD CONSULTING ENGINEERS	24-03138	Golden Gem Liner Repair	179,799.78	179,799.78	0 Paid via Wire
GENERAL OPERATING ACCOUNT	232549	7/18/2024	JANI- KING OF ORLANDO	24-00448	Janitorial services Citywide	946.00	0	946.00

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GENERAL OPERATING ACCOUNT	232550	7/18/2024 JOHN MILLER TRUCKING, INC.	24-00784	Sod	101.50	0	101.50
GENERAL OPERATING ACCOUNT	232551	7/18/2024 Jumeaux, Inc	24-02380	Camp Wewa Potable Water Ext.	0.00	0	0.00
GENERAL OPERATING ACCOUNT	232552	7/18/2024 KIMLEY-HORN & ASSOCIATES INC	24-01918	KPR Design Review	14,353.06	0	14,353.06
GENERAL OPERATING ACCOUNT	232553	7/18/2024 KONICA MINOLTA BUSINESS	24-04482	New Lobby Printer service plan	47.90	0	47.90
GENERAL OPERATING ACCOUNT	232554	7/18/2024 KRONOS INCORPORATED	24-01134	Kronos Hosted Subscription	1,892.80	0	1,892.80
GENERAL OPERATING ACCOUNT	232555	7/18/2024 LAKE APOPKA NATURAL GAS DISTRI	24-00495	NATURAL GAS CNG STATION FY23	6,656.93	0	6,656.93
GENERAL OPERATING ACCOUNT	232555	7/18/2024 LAKE APOPKA NATURAL GAS DISTRI	24-00695	Blanket PO - Utilities Charges	61.50	0	61.50
GENERAL OPERATING ACCOUNT	232555	7/18/2024 LAKE APOPKA NATURAL GAS DISTRI	24-00907	FY-24 Natural Gas	156.28	0	156.28
GENERAL OPERATING ACCOUNT	232556	7/18/2024 LAKE TIRE & AUTO	24-00633	STOCK TIRES FOR CITY VEHICLES	4,596.05	0	4,596.05
GENERAL OPERATING ACCOUNT	232557	7/18/2024 LaMOTTE COMPANY	24-02507	Handheld Chlorine Analyzer	640.00	0	640.00
GENERAL OPERATING ACCOUNT	232558	7/18/2024 LYNCH OIL COMPANY, INC	24-01662	STOCK BULK OILS FOR CITY USE	2,794.69	0	2,794.69
GENERAL OPERATING ACCOUNT	232559	7/18/2024 Cumberland Int. Trucks of FL	24-00771	PARTS & REPAIRS ON LARGE TRUCK	412.28	0	412.28
GENERAL OPERATING ACCOUNT	232560	7/18/2024 MAULDIN & JENKINS, LLC	24-01255	FY23 Audit Services	5,000.00	0	5,000.00
GENERAL OPERATING ACCOUNT	232561	7/18/2024 METRIC ENGINEERING INC	24-01526	Bradshaw/US 441 CEI	13,345.54	0	13,345.54
GENERAL OPERATING ACCOUNT	232561	7/18/2024 METRIC ENGINEERING INC	24-01917	Binion Road Roundabout Design	1,069.50	0	1,069.50
GENERAL OPERATING ACCOUNT	232562	7/18/2024 MILLIAN JUAN	24-04816	Training Reimbursement	446.27	0	446.27
GENERAL OPERATING ACCOUNT	232563	7/18/2024 MUNICIPAL EMERGENCY SERVICES	24-00164	Blanket PO - Firefighter PPE	622.32	0	622.32
GENERAL OPERATING ACCOUNT	232563	7/18/2024 MUNICIPAL EMERGENCY SERVICES	24-01073	Duty Uniforms	55.54	0	55.54
GENERAL OPERATING ACCOUNT	232564	7/18/2024 MY HEALTH ONSITE	24-04751	July 2024 Program Fee	13,271.00	0	13,271.00
GENERAL OPERATING ACCOUNT	232564	7/18/2024 MY HEALTH ONSITE	24-04752	June 2024 MHO Operations	47,751.59	0	47,751.59
GENERAL OPERATING ACCOUNT	232565	7/18/2024 NEWKIRK ENGINEERING INC	24-02832	CEI for Marden Road Signal	8,182.77	0	8,182.77
GENERAL OPERATING ACCOUNT	232566	7/18/2024 NOTARY PUBLIC UNDERWRITERS INC	24-01018	BLANKET - Notary Renewal & New	137.95	0	137.95
GENERAL OPERATING ACCOUNT	232567	7/18/2024 NUNEZ, ERLIS	24-04725	State Wastewater Exam Fee	100.00	0	100.00
GENERAL OPERATING ACCOUNT	232568	7/18/2024 NWFT CENTRAL FLORIDA STRUTTERS	24-04731	ACC facility deposit refund	500.00	0	500.00
GENERAL OPERATING ACCOUNT	232569	7/18/2024 ODP BUSINESS SOLUTIONS, LLC	24-00570	Support Svcs. Office Supplies	69.29	0	69.29
GENERAL OPERATING ACCOUNT	232569	7/18/2024 ODP BUSINESS SOLUTIONS, LLC	24-00594	Blanket PO - Office Supplies	52.93	0	52.93
GENERAL OPERATING ACCOUNT	232570	7/18/2024 ORANGE COUNTY UTILITIES	24-00719	RW Augmentation Acc#7266041755	13,659.06	0	13,659.06
GENERAL OPERATING ACCOUNT	232571	7/18/2024 PATTON, JOSEPH	24-04829	Annual PRM/WRM 2024 Conference	81.00	0	81.00
GENERAL OPERATING ACCOUNT	232572	7/18/2024 PIEDMONT ANIMAL HOSPITAL	24-01803	Canine Wellness	1,899.61	0	1,899.61
GENERAL OPERATING ACCOUNT	232573	7/18/2024 PREMIER LAWN MAINTENANCE	24-01235	Right of Way mowing contract	15,498.60	0	15,498.60
GENERAL OPERATING ACCOUNT	232574	7/18/2024 PSI SERVICES LLC	24-04712	FAA Exam Vouchers - Drones	1,050.00	0	1,050.00
GENERAL OPERATING ACCOUNT	232575	7/18/2024 PSYTEGRITY, LLC	24-01126	Pre Employment Exams	375.00	0	375.00
GENERAL OPERATING ACCOUNT	232576	7/18/2024 PUBLIX SUPER MARKETS, INC.	24-00403	Blanket PO - PR Events	83.38	0	83.38
GENERAL OPERATING ACCOUNT	232577	7/18/2024 QUADIENT, INC	24-04732	Ink for postage machine	213.24	0	213.24
GENERAL OPERATING ACCOUNT	232578	7/18/2024 ROLLINS, GABRIEL	24-04742	Paramedic Reimbursement	9,995.00	0	9,995.00
GENERAL OPERATING ACCOUNT	232579	7/18/2024 ROSENBAUER MINNESOTA, LLC	24-00454	MISCELLANOUS FIRE TRUCK PARTS	97.10	0	97.10
GENERAL OPERATING ACCOUNT	232580	7/18/2024 RISK STRATEGIES CONSULTING INC	24-02062	Risk Strategies- Consulting	3,900.00	0	3,900.00
GENERAL OPERATING ACCOUNT	232581	7/18/2024 SANCHEZ, JEAN	24-04554	Reimbursement for Travel	104.30	0	104.30
GENERAL OPERATING ACCOUNT	232582	7/18/2024 SCHNEIDER ELECTRIC USA, INC.	24-03203	SCADAPack PLC's	59,750.00	0	59,750.00
GENERAL OPERATING ACCOUNT	232583	7/18/2024 SHI INTERNATIONAL CORP.	24-04635	O365 G3 Licenses	7,434.60	0	7,434.60
GENERAL OPERATING ACCOUNT	232584	7/18/2024 SOUTHEAST DRAINS, LLC	24-00786	Blanket for Plumbing needs	510.60	0	510.60
GENERAL OPERATING ACCOUNT	232585	7/18/2024 SP PLUS CORPORATION	24-04340	SP+ Parking	1,104.78	0	1,104.78
GENERAL OPERATING ACCOUNT	232586	7/18/2024 STAGE DOOR II, INC.	23-02283	8th Street Piping & Playground	202,960.77	0	202,960.77
GENERAL OPERATING ACCOUNT	232587	7/18/2024 STALVEY, JARRETT	24-04736	Training Reimbursement	907.00	0	907.00
GENERAL OPERATING ACCOUNT	232588	7/18/2024 SUNDAY COOL, LLC	24-04821	Shirt for Staff	678.84	0	678.84
GENERAL OPERATING ACCOUNT	232589	7/18/2024 SURFACE PREP SUPPLY INC.	24-02892	Filter Sand Replacement	800.00	0	800.00
GENERAL OPERATING ACCOUNT	232590	7/18/2024 PEP BOYS - MANNY, MOE & JACK,	24-00897	ALIGNMENTS ON CITY VEHICLES	166.97	0	166.97
GENERAL OPERATING ACCOUNT	232591	7/18/2024 THE BALMORAL GROUP, LLC	24-03261	Clearlake Irr. Pump Design	10,031.00	0	10,031.00
GENERAL OPERATING ACCOUNT	232592	7/18/2024 THE LAKE DOCTOR, INC	24-00863	Stormwater Pond Treatment	1,205.00	0	1,205.00
GENERAL OPERATING ACCOUNT	232593	7/18/2024 THE NIDY SPORTS CONST. CO. INC	24-04327	Pond Fence	5,900.00	0	5,900.00
GENERAL OPERATING ACCOUNT	232594	7/18/2024 T-MOBILE USA, INC	24-01200	PIO/Strategic Service-BLANKET	0.00	0	0.00
GENERAL OPERATING ACCOUNT	232595	7/18/2024 TOWNSEND, ESHANAE	24-04679	TOWNSEND - REIMB FOR DAMAGE	7,000.00	0	7,000.00
GENERAL OPERATING ACCOUNT	232596	7/18/2024 TRAFFIC CONTROL DEVICES, INC	24-00726	Traffic Light Emergency Repair	20,653.00	0	20,653.00
GENERAL OPERATING ACCOUNT	232597	7/18/2024 ULINE INC	24-04636	Evidence Section Supplies	148.87	0	148.87
GENERAL OPERATING ACCOUNT	232598	7/18/2024 USA BLUE BOOK	24-00077	Inventory items blanket PO	730.19	0	730.19
GENERAL OPERATING ACCOUNT	232599	7/18/2024 VERIZON WIRELESS	24-00908	Verizon Cellular Service	36.07	0	36.07
GENERAL OPERATING ACCOUNT	232600	7/18/2024 VERMEER SOUTHEAST SALES & SERV	24-00834	REPAIRS & PARTS ON VERMEERS	1,948.54	0	1,948.54
GENERAL OPERATING ACCOUNT	232601	7/18/2024 VINAJA, AGUILINO	24-04748	ACC facility deposit refund	500.00	0	500.00
GENERAL OPERATING ACCOUNT	232602	7/18/2024 WESCO TURF, INC.	24-00295	MISCELLANEOUS MOWER PARTS	1,457.85	0	1,457.85
GENERAL OPERATING ACCOUNT	232603	7/18/2024 WHITFIELD, NATOSHA	24-04749	FCC facility deposit refund	200.00	0	200.00
GENERAL OPERATING ACCOUNT	232604	7/18/2024 WILLIAMS, CLARA	24-04746	FCC facility deposit refund	200.00	0	200.00
GENERAL OPERATING ACCOUNT	232605	7/18/2024 YOURIDGUARD, INC.	24-00288	Open PO EE YOURIDGUARD FY24	1,830.42	0	1,830.42
GENERAL OPERATING ACCOUNT	232606	7/18/2024 ZHA INCORPORATED	23-06103	Public Safety Bld - TA#2	1,575.00	0	1,575.00

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OPERATING ACCOUNT WIRES	903318	7/18/2024	LOWE'S	24-00068	repairs to facilities	113.61	0	113.61
OPERATING ACCOUNT WIRES	903318	7/18/2024	LOWE'S	24-00151	Non inventory supplies	20.44	0	20.44
OPERATING ACCOUNT WIRES	903318	7/18/2024	LOWE'S	24-03463	Tools	165.36	0	165.36
OPERATING ACCOUNT WIRES	903338	7/18/2024	INWOOD CONSULTING ENGINEERS	24-03138	Golden Gem Liner Repair	174,213.23	0	174,213.23
OPERATING ACCOUNT WIRES	903339	7/18/2024	ORANGE COUNTY PUBLIC SCHOOLS	24-04842	3Q SCHOOL IMPACT FEE APR-JUN24	1,610,484.54	0	1,610,484.54
SYNOVUS BANK E-PAYMENTS	304730	7/18/2024	AIRGAS USA, LLC	24-01459	Oxygen & Cylinder Rental	5,357.36	0	5,357.36
SYNOVUS BANK E-PAYMENTS	304732	7/18/2024	APOPKA ACE HARDWARE & LUMBER I	24-00343	Repair & Maintenance Supplies	19.13	0	19.13
SYNOVUS BANK E-PAYMENTS	304732	7/18/2024	APOPKA ACE HARDWARE & LUMBER I	24-00362	Repairs to Facilities	129.95	0	129.95
SYNOVUS BANK E-PAYMENTS	304732	7/18/2024	APOPKA ACE HARDWARE & LUMBER I	24-00416	Repairs for claimed damages.	23.74	0	23.74
SYNOVUS BANK E-PAYMENTS	304732	7/18/2024	APOPKA ACE HARDWARE & LUMBER I	24-00417	Blanket - Operating Supplies	63.80	0	63.80
SYNOVUS BANK E-PAYMENTS	304732	7/18/2024	APOPKA ACE HARDWARE & LUMBER I	24-01392	Hand tools and supplies	8.37	0	8.37
SYNOVUS BANK E-PAYMENTS	304733	7/18/2024	CINTAS CORPORATION	24-03025	UNIFORM RENTALS FY 2024	505.93	0	505.93
SYNOVUS BANK E-PAYMENTS	304734	7/18/2024	CORE & MAIN LP	24-00098	Inventory items	10,674.74	0	10,674.74
SYNOVUS BANK E-PAYMENTS	304734	7/18/2024	CORE & MAIN LP	24-00777	Meter and Flexnet	1,544.20	0	1,544.20
SYNOVUS BANK E-PAYMENTS	304735	7/18/2024	FERGUSON ENTERPRISES, INC.	24-00074	Inventory Blanket PO	26,038.15	0	26,038.15
SYNOVUS BANK E-PAYMENTS	304736	7/18/2024	GALLS, PARENT HOLDINGS, LLC	24-01154	Accouterments - Blanket PO	90.90	0	90.90
SYNOVUS BANK E-PAYMENTS	304737	7/18/2024	GT DISTRIBUTORS	24-04213	Duty Gear	2,143.90	0	2,143.90
SYNOVUS BANK E-PAYMENTS	304738	7/18/2024	MILLIKAN BATTERY & ELECTRIC	24-00124	Blanket PO: Vehicle Batteries	116.50	0	116.50
SYNOVUS BANK E-PAYMENTS	304738	7/18/2024	MILLIKAN BATTERY & ELECTRIC	24-00125	STOCK BATTERIES	1,217.00	0	1,217.00
SYNOVUS BANK E-PAYMENTS	304739	7/18/2024	NEXTRAN TRUCK CENTER - ORLANDO	24-00747	STOCK PARTS FOR MACK TRUCKS	1,086.58	0	1,086.58
SYNOVUS BANK E-PAYMENTS	304739	7/18/2024	NEXTRAN TRUCK CENTER - ORLANDO	24-00826	PARTS & REPAIRS ON MACK TRUCKS	1,560.02	0	1,560.02
SYNOVUS BANK E-PAYMENTS	304740	7/18/2024	SAFETY PRODUCTS INC	24-00075	Inventory items Blanket PO	159.50	0	159.50
SYNOVUS BANK E-PAYMENTS	304741	7/18/2024	PIRTEK ALTAMONTE SPRINGS	24-00898	MOBIL HYDRAULIC HOSE REPAIR	400.29	0	400.29
SYNOVUS BANK E-PAYMENTS	304742	7/18/2024	SHELLEY'S ENVIRONMENTAL SYSTEM	24-02237	Sludge Hualing	4,819.75	0	4,819.75
SYNOVUS BANK E-PAYMENTS	304743	7/18/2024	WASTE MANAGEMENT INC OF FL	24-00641	Yard Waste Tipping Fees	11,111.67	0	11,111.67
SYNOVUS BANK E-PAYMENTS	304743	7/18/2024	WASTE MANAGEMENT INC OF FL	24-00642	Recycling Tipping Fees	4,941.38	0	4,941.38
GENERAL OPERATING ACCOUNT	232607	7/19/2024	BHIMANI, KARIM	24-04871	UTILITY REFUND	60.00	0	60.00
GENERAL OPERATING ACCOUNT	232608	7/19/2024	CLIMAX	24-04852	UTILITY REFUND	172.94	0	172.94
GENERAL OPERATING ACCOUNT	232609	7/19/2024	SALDANA, HIDALGO	24-04853	UTILITY REFUND	60.00	0	60.00
GENERAL OPERATING ACCOUNT	232610	7/19/2024	IZAGUIRRE, SINDY	24-04854	UTILITY REFUND	140.73	0	140.73
GENERAL OPERATING ACCOUNT	232611	7/19/2024	HERRERA, EVELIA	24-04855	UTILITY REFUND	150.00	0	150.00
GENERAL OPERATING ACCOUNT	232612	7/19/2024	HOSIER, CHRISTOPHER	24-04856	UTILITY REFUND	60.00	0	60.00
GENERAL OPERATING ACCOUNT	232613	7/19/2024	SURSELY, JEAN	24-04857	UTILITY REFUND	60.00	0	60.00
GENERAL OPERATING ACCOUNT	232614	7/19/2024	MOHLER, RYAN	24-04859	UTILITY REFUND	112.50	0	112.50
GENERAL OPERATING ACCOUNT	232615	7/19/2024	CANIZARO, BRANDON	24-04860	UTILITY REFUND	185.00	0	185.00
GENERAL OPERATING ACCOUNT	232616	7/19/2024	NEW RESIDENTIAL BORROWER LLC	24-04861	UTILITY REFUND	185.00	0	185.00
GENERAL OPERATING ACCOUNT	232617	7/19/2024	THOMAS, TAMETRESS	24-04862	UTILITY REFUND	149.67	0	149.67
GENERAL OPERATING ACCOUNT	232618	7/19/2024	MAGNOLIA LLC, FAY	24-04863	UTILITY REFUND	142.00	0	142.00
GENERAL OPERATING ACCOUNT	232619	7/19/2024	RODGERS, DORA ELAINE	24-04864	UTILITY REFUND	224.05	0	224.05
GENERAL OPERATING ACCOUNT	232620	7/19/2024	RE-BUILD PROPERTIES LLC	24-04865	UTILITY REFUND	150.00	0	150.00
GENERAL OPERATING ACCOUNT	232621	7/19/2024	LAN ON DEMAND INC	24-04866	UTILITY REFUND	59.56	0	59.56
GENERAL OPERATING ACCOUNT	232622	7/19/2024	FARACI, JOSEPH	24-04867	UTILITY REFUND	220.00	0	220.00
GENERAL OPERATING ACCOUNT	232623	7/19/2024	TROUBLE FREE PROPERTY MNGMT	24-04868	UTILITY REFUND	245.00	0	245.00
GENERAL OPERATING ACCOUNT	232624	7/19/2024	FLEMING, CHARLES A	24-04869	UTILITY REFUND	45.68	0	45.68
GENERAL OPERATING ACCOUNT	232625	7/19/2024	ROSADO, EDUARDO	24-04870	UTILITY REFUND	295.91	0	295.91
GENERAL OPERATING ACCOUNT	232626	7/19/2024	RODRIGUEZ, DANIEL	24-04872	UTILITY REFUND	60.00	0	60.00
GENERAL OPERATING ACCOUNT	232627	7/19/2024	K HOVANIAN	24-04874	UTILITY REFUND	275.00	0	275.00
GENERAL OPERATING ACCOUNT	232628	7/19/2024	NICOSIA, JOSEPH	24-04875	UTILITY REFUND	150.00	0	150.00
GENERAL OPERATING ACCOUNT	232629	7/19/2024	GREGORY, PAUL	24-04877	UTILITY REFUND	220.00	0	220.00
GENERAL OPERATING ACCOUNT	232630	7/19/2024	STEPHENSON, MORGAN	24-04878	UTILITY REFUND	185.00	0	185.00
GENERAL OPERATING ACCOUNT	232631	7/19/2024	ARMSTRONG, CHRISTOPHER	24-04879	UTILITY REFUND	220.00	0	220.00
GENERAL OPERATING ACCOUNT	232632	7/19/2024	MURPHY, CHARLEVOIX	24-04880	UTILITY REFUND	170.00	0	170.00
GENERAL OPERATING ACCOUNT	232633	7/19/2024	HILL, REBECCA	24-04881	UTILITY REFUND	129.86	0	129.86
GENERAL OPERATING ACCOUNT	232634	7/19/2024	SYLVAN HOMES LLC	24-04882	UTILITY REFUND	185.00	0	185.00
GENERAL OPERATING ACCOUNT	232635	7/19/2024	SPRINGER, GREG	24-04883	UTILITY REFUND	36.49	0	36.49
GENERAL OPERATING ACCOUNT	232636	7/19/2024	LI, GUANG YAN	24-04885	UTILITY REFUND	245.00	0	245.00
GENERAL OPERATING ACCOUNT	232637	7/19/2024	ANDERSON, TATIANA	24-04886	UTILITY REFUND	53.61	0	53.61
GENERAL OPERATING ACCOUNT	232638	7/19/2024	OSBORNE, MANWAI JANET	24-04887	UTILITY REFUND	16.91	0	16.91
GENERAL OPERATING ACCOUNT	232639	7/19/2024	DRAGIEVA, SILVIYA	24-04888	UTILITY REFUND	245.00	0	245.00
GENERAL OPERATING ACCOUNT	232640	7/19/2024	SALDANA, JORGE	24-04889	UTILITY REFUND	60.00	0	60.00
GENERAL OPERATING ACCOUNT	232641	7/19/2024	TOLL BROTHERS	24-04890	UTILITY REFUND	120.00	0	120.00
GENERAL OPERATING ACCOUNT	232642	7/19/2024	RICCI, JOHN	24-04891	UTILITY REFUND	215.00	0	215.00
GENERAL OPERATING ACCOUNT	232643	7/19/2024	LENNAR HOMES	24-04892	UTILITY REFUND	43.00	0	43.00

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GENERAL OPERATING ACCOUNT	232644	7/19/2024	CAVAIOLA, MICHAEL	24-04893	UTILITY REFUND	151.40	0	151.40
GENERAL OPERATING ACCOUNT	232645	7/19/2024	DAFFER, ANNA	24-04894	UTILITY REFUND	125.94	0	125.94
GENERAL OPERATING ACCOUNT	232646	7/19/2024	DR HORTON	24-04895	UTILITY REFUND	215.00	215.00	0 Backup doesn't match
GENERAL OPERATING ACCOUNT	232647	7/19/2024	DR HORTON	24-04896	UTILITY REFUND	215.00	0	215.00
GENERAL OPERATING ACCOUNT	232648	7/19/2024	DR HORTON	24-04897	UTILITY REFUND	160.01	0	160.01
GENERAL OPERATING ACCOUNT	232649	7/19/2024	DR HORTON	24-04898	UTILITY REFUND	215.00	0	215.00
GENERAL OPERATING ACCOUNT	232650	7/19/2024	DR HORTON	24-04899	UTILITY REFUND	215.00	0	215.00
GENERAL OPERATING ACCOUNT	232651	7/19/2024	RYAN HOMES	24-04900	UTILITY REFUND	120.00	0	120.00
GENERAL OPERATING ACCOUNT	232652	7/19/2024	DEEN, NAVINDRA	24-04901	UTILITY REFUND	245.00	0	245.00
GENERAL OPERATING ACCOUNT	232653	7/19/2024	NVR INC	24-04902	UTILITY REFUND	120.00	0	120.00
GENERAL OPERATING ACCOUNT	232654	7/19/2024	RADA, PATRICIA	24-04903	UTILITY REFUND	49.96	0	49.96
GENERAL OPERATING ACCOUNT	232655	7/19/2024	MORENO, HELIANA	24-04904	UTILITY REFUND	60.00	0	60.00
GENERAL OPERATING ACCOUNT	232656	7/19/2024	REMA, JOSHUA	24-04905	UTILITY REFUND	66.16	0	66.16
GENERAL OPERATING ACCOUNT	232657	7/19/2024	HAQ, MAHMUDUL	24-04906	UTILITY REFUND	220.00	0	220.00
GENERAL OPERATING ACCOUNT	232658	7/19/2024	DR HORTON	24-04907	UTILITY REFUND	85.00	0	85.00
GENERAL OPERATING ACCOUNT	232659	7/19/2024	PULTE HOMES	24-04908	UTILITY REFUND	85.00	0	85.00
GENERAL OPERATING ACCOUNT	232660	7/19/2024	PULTE HOME	24-04909	UTILITY REFUND	240.00	0	240.00
GENERAL OPERATING ACCOUNT	232661	7/19/2024	PULTE HOME	24-04910	UTILITY REFUND	100.01	0	100.01
OPERATING ACCOUNT WIRES	903329	7/19/2024	WALMART COMMUNITY/CAPITAL ONE	24-04103	Items for COPS Office	2,694.70	0	2,694.70
OPERATING ACCOUNT WIRES	903329	7/19/2024	WALMART COMMUNITY/CAPITAL ONE	24-04735	Kool Aid Jammers	23.94	0	23.94
OPERATING ACCOUNT WIRES	903371	7/19/2024	EXPERTPAY	24-04846	CHILD SUPPORT W/E 07/13/24	2,766.31	0	2,766.31
OPERATING ACCOUNT WIRES	903372	7/19/2024	INTERNAL REVENUE SERVICE	24-04848	ACH PAYROLL TAX W/E 07/13/24	267,917.12	0	267,917.12
OPERATING ACCOUNT WIRES	903373	7/19/2024	EMPOWER ANNUITY INSURANCE CO.	24-04849	PRUDENTIAL RETIREMENT 07/13/24	281,450.75	0	281,450.75
OPERATING ACCOUNT WIRES	903374	7/19/2024	VOYA INSTITUTIONAL TRUST CO.	24-04847	457 CONTRIBUTION W/E 07/13/24	14,714.17	0	14,714.17
OPERATING ACCOUNT WIRES	903319	7/22/2024	DUKE ENERGY	24-00309	FY23 Electronic Invoices 2250	1,353.77	0	1,353.77
OPERATING ACCOUNT WIRES	903320	7/22/2024	DUKE ENERGY	24-01012	Electric Inv. 3412-4300	1,213.10	0	1,213.10
OPERATING ACCOUNT WIRES	903321	7/22/2024	DUKE ENERGY	24-00307	Electronic Invoices 2210	102.26	0	102.26
OPERATING ACCOUNT WIRES	903322	7/22/2024	DUKE ENERGY	24-00696	Blanket PO - Utility Charges	855.46	0	855.46
OPERATING ACCOUNT WIRES	903323	7/22/2024	DUKE ENERGY	24-01011	Electric Invoices 3151	408.99	0	408.99
OPERATING ACCOUNT WIRES	903323	7/22/2024	DUKE ENERGY	24-01102	Duke Energy	78.78	0	78.78
OPERATING ACCOUNT WIRES	903325	7/22/2024	DUKE ENERGY	24-00307	Electronic Invoices 2210	24.25	0	24.25
OPERATING ACCOUNT WIRES	903325	7/22/2024	DUKE ENERGY	24-00843	FY24 Electric Invoices 3614	1,620.88	0	1,620.88
OPERATING ACCOUNT WIRES	903325	7/22/2024	DUKE ENERGY	24-00917	Street Lights & Median Elect.	18,364.16	0	18,364.16
OPERATING ACCOUNT WIRES	903354	7/22/2024	SYNOVUS BANK	24-00170	Event/program supplies	207.30	0	207.30
OPERATING ACCOUNT WIRES	903354	7/22/2024	SYNOVUS BANK	24-00314	Station 6 Lease	1,430.00	0	1,430.00
OPERATING ACCOUNT WIRES	903354	7/22/2024	SYNOVUS BANK	24-00369	Blanket PO - Office Supplies	-29.98	0	-29.98
OPERATING ACCOUNT WIRES	903354	7/22/2024	SYNOVUS BANK	24-00445	Digital Subscription - J Hitt	14.00	0	14.00
OPERATING ACCOUNT WIRES	903354	7/22/2024	SYNOVUS BANK	24-00472	Amazon Open Purchase Order	442.14	0	442.14
OPERATING ACCOUNT WIRES	903354	7/22/2024	SYNOVUS BANK	24-00664	Facebook	250.00	0	250.00
OPERATING ACCOUNT WIRES	903354	7/22/2024	SYNOVUS BANK	24-00714	UTILITY BILLING IVR PHONE PYMT	1,227.16	0	1,227.16
OPERATING ACCOUNT WIRES	903354	7/22/2024	SYNOVUS BANK	24-01432	Athletic supplies	293.14	0	293.14
OPERATING ACCOUNT WIRES	903354	7/22/2024	SYNOVUS BANK	24-01812	BLANKET - Office Supplies	638.70	0	638.70
OPERATING ACCOUNT WIRES	903354	7/22/2024	SYNOVUS BANK	24-02081	Shah Fahh Conference- Hotel	660.00	0	660.00
OPERATING ACCOUNT WIRES	903354	7/22/2024	SYNOVUS BANK	24-02424	FIN Blanket PO:Office Supplies	464.20	0	464.20
OPERATING ACCOUNT WIRES	903354	7/22/2024	SYNOVUS BANK	24-02475	Orl Business Journal - J Hitt	170.00	0	170.00
OPERATING ACCOUNT WIRES	903354	7/22/2024	SYNOVUS BANK	24-02523	H. Reardon Conference Hotel	672.00	0	672.00
OPERATING ACCOUNT WIRES	903354	7/22/2024	SYNOVUS BANK	24-02525	Replacement Chairs - BLANKET	647.96	0	647.96
OPERATING ACCOUNT WIRES	903354	7/22/2024	SYNOVUS BANK	24-02668	July 4-event inflatables	2,600.00	0	2,600.00
OPERATING ACCOUNT WIRES	903354	7/22/2024	SYNOVUS BANK	24-02817	Face paint. Balloon twist	2,500.00	0	2,500.00
OPERATING ACCOUNT WIRES	903354	7/22/2024	SYNOVUS BANK	24-02972	Devanic AA Shooter Instructor	622.00	0	622.00
OPERATING ACCOUNT WIRES	903354	7/22/2024	SYNOVUS BANK	24-03016	Office or Program supplies	251.67	0	251.67
OPERATING ACCOUNT WIRES	903354	7/22/2024	SYNOVUS BANK	24-03032	MISCELLANEOUS VEHICLE PARTS	1,213.28	0	1,213.28
OPERATING ACCOUNT WIRES	903354	7/22/2024	SYNOVUS BANK	24-03158	BLS Instructor Manual CPR	153.61	0	153.61
OPERATING ACCOUNT WIRES	903354	7/22/2024	SYNOVUS BANK	24-03184	Service Pinning Luncheon Q2	-1.16	0	-1.16
OPERATING ACCOUNT WIRES	903354	7/22/2024	SYNOVUS BANK	24-03250	lifeguard supplies	84.00	0	84.00
OPERATING ACCOUNT WIRES	903354	7/22/2024	SYNOVUS BANK	24-03462	Fun Spot Field trip	4,541.00	0	4,541.00
OPERATING ACCOUNT WIRES	903354	7/22/2024	SYNOVUS BANK	24-03475	BDCC Field Trip Daytona Lagoon	706.59	0	706.59
OPERATING ACCOUNT WIRES	903354	7/22/2024	SYNOVUS BANK	24-03476	Summer Camp TRip - Fun Spot	1,845.00	0	1,845.00
OPERATING ACCOUNT WIRES	903354	7/22/2024	SYNOVUS BANK	24-03477	Summer TRip Island H20 BDCC	1,519.88	0	1,519.88
OPERATING ACCOUNT WIRES	903354	7/22/2024	SYNOVUS BANK	24-03478	Summer Camp Trip Aquatica BDCC	1,565.00	0	1,565.00
OPERATING ACCOUNT WIRES	903354	7/22/2024	SYNOVUS BANK	24-03480	Crafts & supplies Summer Camp	1,729.83	0	1,729.83
OPERATING ACCOUNT WIRES	903354	7/22/2024	SYNOVUS BANK	24-03487	Dave & Busters Field Trip BDCC	1,447.77	0	1,447.77
OPERATING ACCOUNT WIRES	903354	7/22/2024	SYNOVUS BANK	24-03503	Tampa Bay Rays Game	455.00	0	455.00

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OPERATING ACCOUNT WIRES	903354	7/22/2024 SYNOVUS BANK	24-03504 Orlando Ice Den	1,023.50	0	1,023.50
OPERATING ACCOUNT WIRES	903354	7/22/2024 SYNOVUS BANK	24-03522 Walmart online	46.39	0	46.39
OPERATING ACCOUNT WIRES	903354	7/22/2024 SYNOVUS BANK	24-03532 Rebounderz field trip	1,523.10	0	1,523.10
OPERATING ACCOUNT WIRES	903354	7/22/2024 SYNOVUS BANK	24-03694 Annual PRM/WRM 2024 Conference	264.06	0	264.06
OPERATING ACCOUNT WIRES	903354	7/22/2024 SYNOVUS BANK	24-03695 Annual PRM/WRM 2024 Conference	660.00	0	660.00
OPERATING ACCOUNT WIRES	903354	7/22/2024 SYNOVUS BANK	24-03815 Climbing wall equipment	401.15	0	401.15
OPERATING ACCOUNT WIRES	903354	7/22/2024 SYNOVUS BANK	24-03888 Cadets Textbooks	36.50	0	36.50
OPERATING ACCOUNT WIRES	903354	7/22/2024 SYNOVUS BANK	24-03915 Blanket for food sr. luncheons	19.36	0	19.36
OPERATING ACCOUNT WIRES	903354	7/22/2024 SYNOVUS BANK	24-03996 Hotel	361.50	0	361.50
OPERATING ACCOUNT WIRES	903354	7/22/2024 SYNOVUS BANK	24-04023 Station 2 Supplies	249.99	0	249.99
OPERATING ACCOUNT WIRES	903354	7/22/2024 SYNOVUS BANK	24-04030 Orange Cnty Quarterly Meeting	145.47	0	145.47
OPERATING ACCOUNT WIRES	903354	7/22/2024 SYNOVUS BANK	24-04113 Helmet lights and mounts	1,810.08	0	1,810.08
OPERATING ACCOUNT WIRES	903354	7/22/2024 SYNOVUS BANK	24-04171 FACC Registration and Training	400.00	0	400.00
OPERATING ACCOUNT WIRES	903354	7/22/2024 SYNOVUS BANK	24-04196 Hulu Live for Station 6	102.46	0	102.46
OPERATING ACCOUNT WIRES	903354	7/22/2024 SYNOVUS BANK	24-04198 LOST VEHICLE TTILES	25.00	0	25.00
OPERATING ACCOUNT WIRES	903354	7/22/2024 SYNOVUS BANK	24-04203 FACC Conference - Lodging	504.90	0	504.90
OPERATING ACCOUNT WIRES	903354	7/22/2024 SYNOVUS BANK	24-04207 FHFC Compliance Training - PZ	700.00	0	700.00
OPERATING ACCOUNT WIRES	903354	7/22/2024 SYNOVUS BANK	24-04211 Motion Picture Licensing	2,005.37	0	2,005.37
OPERATING ACCOUNT WIRES	903354	7/22/2024 SYNOVUS BANK	24-04219 Street Division training	375.00	0	375.00
OPERATING ACCOUNT WIRES	903354	7/22/2024 SYNOVUS BANK	24-04225 FUEL HOSE FOR UNIT 19-1994	153.29	0	153.29
OPERATING ACCOUNT WIRES	903354	7/22/2024 SYNOVUS BANK	24-04229 Gas Leak Detector	1,291.00	0	1,291.00
OPERATING ACCOUNT WIRES	903354	7/22/2024 SYNOVUS BANK	24-04241 CEcD Cetification Exam Fee	850.00	0	850.00
OPERATING ACCOUNT WIRES	903354	7/22/2024 SYNOVUS BANK	24-04320 FBA Conf Registration - J Sohn	325.00	0	325.00
OPERATING ACCOUNT WIRES	903354	7/22/2024 SYNOVUS BANK	24-04321 Hotel for Jun Sohn	133.88	0	133.88
OPERATING ACCOUNT WIRES	903354	7/22/2024 SYNOVUS BANK	24-04330 Pizza for 6 weeks Camp Friday)	230.78	0	230.78
OPERATING ACCOUNT WIRES	903354	7/22/2024 SYNOVUS BANK	24-04331 Storage Tank Registrations	450.00	0	450.00
OPERATING ACCOUNT WIRES	903354	7/22/2024 SYNOVUS BANK	24-04332 FLC Conference Registration 24	3,000.00	0	3,000.00
OPERATING ACCOUNT WIRES	903354	7/22/2024 SYNOVUS BANK	24-04343 APD Laptop Batteries	964.78	0	964.78
OPERATING ACCOUNT WIRES	903354	7/22/2024 SYNOVUS BANK	24-04348 Station 6 rent	2,435.65	0	2,435.65
OPERATING ACCOUNT WIRES	903354	7/22/2024 SYNOVUS BANK	24-04355 R. Walsh Def Tech Training	995.00	0	995.00
OPERATING ACCOUNT WIRES	903354	7/22/2024 SYNOVUS BANK	24-04391 NEW TAG FOR UNIT 20-1019	35.10	0	35.10
OPERATING ACCOUNT WIRES	903354	7/22/2024 SYNOVUS BANK	24-04487 Lovelace FASRO	149.00	0	149.00
OPERATING ACCOUNT WIRES	903354	7/22/2024 SYNOVUS BANK	24-04491 Nedd Post Traumatic Purpose	149.00	0	149.00
OPERATING ACCOUNT WIRES	903354	7/22/2024 SYNOVUS BANK	24-04501 Office Chairs	227.96	0	227.96
OPERATING ACCOUNT WIRES	903354	7/22/2024 SYNOVUS BANK	24-04505 iPad Cases	1,005.61	0	1,005.61
OPERATING ACCOUNT WIRES	903354	7/22/2024 SYNOVUS BANK	24-04510 Clutter-Kennedy Jr Intro CID	500.00	0	500.00
OPERATING ACCOUNT WIRES	903354	7/22/2024 SYNOVUS BANK	24-04540 Phone Cases for Foreman	51.83	0	51.83
OPERATING ACCOUNT WIRES	903354	7/22/2024 SYNOVUS BANK	24-04543 Recruitment Giveaway Notebooks	465.51	0	465.51
OPERATING ACCOUNT WIRES	903354	7/22/2024 SYNOVUS BANK	24-04550 JULY2024 H&W FAIR RAFFLE ITEMS	129.98	0	129.98
OPERATING ACCOUNT WIRES	903354	7/22/2024 SYNOVUS BANK	24-04553 BCAL course - Steve Williams	129.00	0	129.00
OPERATING ACCOUNT WIRES	903354	7/22/2024 SYNOVUS BANK	24-04562 Otterbox iPad Cases	249.95	0	249.95
OPERATING ACCOUNT WIRES	903354	7/22/2024 SYNOVUS BANK	24-04564 Pryor Learning Contract Course	199.00	0	199.00
OPERATING ACCOUNT WIRES	903354	7/22/2024 SYNOVUS BANK	24-04592 Michael Saylor Notary Renewal	117.90	0	117.90
OPERATING ACCOUNT WIRES	903354	7/22/2024 SYNOVUS BANK	24-04595 Jen Rudieh Background Invest.	425.00	0	425.00
OPERATING ACCOUNT WIRES	903354	7/22/2024 SYNOVUS BANK	24-04596 Calisto Advanced Surveillance	525.00	0	525.00
OPERATING ACCOUNT WIRES	903354	7/22/2024 SYNOVUS BANK	24-04600 BLANKET - Computer Items	84.99	0	84.99
OPERATING ACCOUNT WIRES	903354	7/22/2024 SYNOVUS BANK	24-04602 Office Supplies	102.43	0	102.43
OPERATING ACCOUNT WIRES	903354	7/22/2024 SYNOVUS BANK	24-04604 GovSource Job Fair Fee	950.00	0	950.00
OPERATING ACCOUNT WIRES	903354	7/22/2024 SYNOVUS BANK	24-04943 Pull Pin T-Handle	135.15	0	135.15
OPERATING ACCOUNT WIRES	903328	7/24/2024 HOME DEPOT CREDIT SERVICES	24-00088 Repair needs for Division	5,019.93	0	5,019.93
OPERATING ACCOUNT WIRES	903328	7/24/2024 HOME DEPOT CREDIT SERVICES	24-00374 Blanket PO -Operating Supplies	191.08	0	191.08
OPERATING ACCOUNT WIRES	903328	7/24/2024 HOME DEPOT CREDIT SERVICES	24-03589 Supplies for Mural Project	582.61	0	582.61
OPERATING ACCOUNT WIRES	903330	7/24/2024 DUKE ENERGY	24-01102 Duke Energy	97.30	0	97.30
OPERATING ACCOUNT WIRES	903331	7/24/2024 DUKE ENERGY	24-00302 Electric Bill Payments	9,797.63	0	9,797.63
OPERATING ACCOUNT WIRES	903340	7/24/2024 ORANGE COUNTY COMPTROLLER	24-04951 ORANGE CO PUBLIC SERVICE TAX	21,789.65	0	21,789.65
OPERATING ACCOUNT WIRES	903341	7/24/2024 HOME DEPOT CREDIT SERVICES	24-00069 General Operating Supplies	1,573.50	0	1,573.50
OPERATING ACCOUNT WIRES	903341	7/24/2024 HOME DEPOT CREDIT SERVICES	24-00088 Repair needs for Division	160.72	0	160.72
OPERATING ACCOUNT WIRES	903341	7/24/2024 HOME DEPOT CREDIT SERVICES	24-00621 Plant Maint Operating Supplies	38.81	0	38.81
GENERAL OPERATING ACCOUNT	232662	7/25/2024 ADVENTHEALTH CENTRA CARE	24-00580 POST EXPOSURE/ACCIDENT TEST	360.00	0	360.00
GENERAL OPERATING ACCOUNT	232663	7/25/2024 ALLIED UNIVERSAL CORPORATION	24-00504 Bleach for Water Treatment	5,062.77	0	5,062.77
GENERAL OPERATING ACCOUNT	232664	7/25/2024 ALL-RITE FENCE CO.,INC.	24-04538 Repair fence at AAC Outfield	3,260.46	0	3,260.46
GENERAL OPERATING ACCOUNT	232665	7/25/2024 ALYSA CLEANERS	24-01142 Uniform Alterations	68.00	0	68.00
GENERAL OPERATING ACCOUNT	232666	7/25/2024 AMERICAN WIRE & TERMINAL	24-00414 STOCK ELECTRICAL SUPPLIES	55.36	0	55.36

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GENERAL OPERATING ACCOUNT	232667	7/25/2024 A & M FIRE AND SAFETY	24-04832	Annual Fire Ext. Insp/Refurbis	2,150.00	0	2,150.00
GENERAL OPERATING ACCOUNT	232668	7/25/2024 GFL ENVIRONMENTAL	24-00342	Blanket PO - Base Material	2,292.75	0	2,292.75
GENERAL OPERATING ACCOUNT	232669	7/25/2024 APOPKA FLORIST	24-01176	Blanket - Funeral Flowers	146.95	0	146.95
GENERAL OPERATING ACCOUNT	232670	7/25/2024 ARCHIVESOCIAL	24-04639	Social Media Archive Renewal	7,547.40	0	7,547.40
GENERAL OPERATING ACCOUNT	232671	7/25/2024 ASPHALT PAVING SYSTEMS, INC.	24-00838	Paving Project for FY23-24	32,394.03	0	32,394.03
GENERAL OPERATING ACCOUNT	232672	7/25/2024 BATTERY BANK, THE	24-00364	SCADA RTU & PLC Batteries	1,186.20	0	1,186.20
GENERAL OPERATING ACCOUNT	232673	7/25/2024 BELL RENTALS & SALES, INC.	24-00338	MISC PARTS FOR BUSHOG MOWERS	2,213.16	0	2,213.16
GENERAL OPERATING ACCOUNT	232674	7/25/2024 BERRY, JASON	24-04915	Refund from Basketball	110.00	0	110.00
GENERAL OPERATING ACCOUNT	232675	7/25/2024 BOUND TREE MEDICAL, LLC.	24-00903	Blanket PO - EMS Medications	10,662.03	0	10,662.03
GENERAL OPERATING ACCOUNT	232676	7/25/2024 BUDHU, DEODAT	24-04839	Mileage reimbursement	64.45	0	64.45
GENERAL OPERATING ACCOUNT	232677	7/25/2024 CAR STORE OF WEST ORANGE, INC.	24-00328	TOWING FOR LARGE VEHICLES	1,412.00	0	1,412.00
GENERAL OPERATING ACCOUNT	232678	7/25/2024 CENTURYLINK	24-01131	CenturyLink Phone Service	143.20	0	143.20
GENERAL OPERATING ACCOUNT	232679	7/25/2024 CHA CONSULTING, INC.	22-05754	Northwest WTP - GST	8,777.23	0	8,777.23
GENERAL OPERATING ACCOUNT	232679	7/25/2024 CHA CONSULTING, INC.	22-05755	LS # 17 Replacement	19,752.39	0	19,752.39
GENERAL OPERATING ACCOUNT	232679	7/25/2024 CHA CONSULTING, INC.	22-05844	Grossenbacker Well # 1 Replace	4,677.93	0	4,677.93
GENERAL OPERATING ACCOUNT	232679	7/25/2024 CHA CONSULTING, INC.	22-05874	Plymouth Regional WTP Well 3	4,520.00	0	4,520.00
GENERAL OPERATING ACCOUNT	232680	7/25/2024 CHARTER COMMUNICATIONS HOLDING	24-01128	City Clinic Internet/Phone	209.96	0	209.96
GENERAL OPERATING ACCOUNT	232680	7/25/2024 CHARTER COMMUNICATIONS HOLDING	24-01129	Primary Voice & Data Circuit	1,785.35	0	1,785.35
GENERAL OPERATING ACCOUNT	232680	7/25/2024 CHARTER COMMUNICATIONS HOLDING	24-01387	Cable TV Services	230.74	0	230.74
GENERAL OPERATING ACCOUNT	232681	7/25/2024 CITY ELECTRIC SUPPLY CO.	24-00677	Signal Maintenance Parts	793.58	0	793.58
GENERAL OPERATING ACCOUNT	232682	7/25/2024 CPH CONSULTING, LLC	24-01792	FD#4 Renovations Design	1,185.00	0	1,185.00
GENERAL OPERATING ACCOUNT	232683	7/25/2024 CREATIVE FINANCIAL STAFFING	24-01732	Finance Dept. Temp Staff	1,330.00	0	1,330.00
GENERAL OPERATING ACCOUNT	232684	7/25/2024 DANNY L. DULGAR, INC.	24-03801	Property Appraisals (2)	2,000.00	0	2,000.00
GENERAL OPERATING ACCOUNT	232685	7/25/2024 DATA GRAPHICS	24-02195	Wewa camper & staff apparel	1,220.42	0	1,220.42
GENERAL OPERATING ACCOUNT	232686	7/25/2024 EVOQUA WATER FIRM, P.A.	24-00323	PD LEGAL ADVISOR 2023-24	8,511.23	0	8,511.23
GENERAL OPERATING ACCOUNT	232687	7/25/2024 DIXON, DEVIN	24-04932	Training Reimbursement	500.00	0	500.00
GENERAL OPERATING ACCOUNT	232688	7/25/2024 ENVIRONMENTAL PRODUCTS GROUP	24-00671	MISCELLANEOUS TRUCK PARTS	546.20	0	546.20
GENERAL OPERATING ACCOUNT	232689	7/25/2024 EVOQUA WATER TECHNOLOGIES LLC	24-00698	Chemical for Ordor Control	11,960.71	0	11,960.71
GENERAL OPERATING ACCOUNT	232690	7/25/2024 FEDEX	24-01778	Postage/Frinking Blanket PO	5.50	0	5.50
GENERAL OPERATING ACCOUNT	232691	7/25/2024 FISHER SCIENTIFIC	24-00139	Firefighter PPE	67,680.00	0	67,680.00
GENERAL OPERATING ACCOUNT	232692	7/25/2024 FISHER & PHILLIPS LLP	24-00395	LABOR ATTORNEY FEES 2023-24	1,982.50	0	1,982.50
GENERAL OPERATING ACCOUNT	232693	7/25/2024 FLORIDA DEPARTMENT OF HEALTH	24-04627	PST Certification Application	50.00	0	50.00
GENERAL OPERATING ACCOUNT	232694	7/25/2024 FLORIDA DEPT OF LAW ENFORCEMEN	24-00450	City Background Fingerprinting	856.75	0	856.75
GENERAL OPERATING ACCOUNT	232695	7/25/2024 FLORIDA ELECTIONS COMMISSION	24-04830	2024 Election - 1% Fee Assess	870.00	0	870.00
GENERAL OPERATING ACCOUNT	232696	7/25/2024 FORCE, JON	24-04947	Training Reimbursement	300.00	0	300.00
GENERAL OPERATING ACCOUNT	232697	7/25/2024 FORD, CODEY	24-04923	Mileage reimbursement	69.14	0	69.14
GENERAL OPERATING ACCOUNT	232698	7/25/2024 FROGGYS FOG, LLC	24-04818	Fire & Rescue Fog	1,649.99	0	1,649.99
GENERAL OPERATING ACCOUNT	232699	7/25/2024 GRAHAM, DONALD	24-04843	ACC facility deposit refund	500.00	0	500.00
GENERAL OPERATING ACCOUNT	232701	7/25/2024 GRAINGER	24-00082	Inventory items blanket PO	2,774.36	0	2,774.36
GENERAL OPERATING ACCOUNT	232701	7/25/2024 GRAINGER	24-00447	Citywide blanket for repairs	4,809.82	0	4,809.82
GENERAL OPERATING ACCOUNT	232701	7/25/2024 GRAINGER	24-00850	Parts and Small Equipment	73.25	0	73.25
GENERAL OPERATING ACCOUNT	232702	7/25/2024 WHITE CAP, LP	24-01903	INVENTORY ITEMS - BLANKET PO	581.45	0	581.45
GENERAL OPERATING ACCOUNT	232703	7/25/2024 HERC RENTALS	24-00745	Blanket for Equipment Rental	265.00	0	265.00
GENERAL OPERATING ACCOUNT	232704	7/25/2024 HID GLOBAL CORPORATION	24-04490	HID Global- Livescan Machine	7,403.10	0	7,403.10
GENERAL OPERATING ACCOUNT	232705	7/25/2024 INDIAN SPRINGS MANUFACTURING	24-04352	Chlorine emergency kit	5,511.54	0	5,511.54
GENERAL OPERATING ACCOUNT	232706	7/25/2024 JACK HENRY & ASSOCIATES	24-01483	REMIT PLUS CHECK PROCESSING	209.10	0	209.10
GENERAL OPERATING ACCOUNT	232707	7/25/2024 KED GROUP, INC.	24-03063	Polymer for Belt Presses	51,198.00	0	51,198.00
GENERAL OPERATING ACCOUNT	232708	7/25/2024 AGN GLASS, LLC	24-00332	REPLACE WINDSHIELDS & GLASS	514.64	0	514.64
GENERAL OPERATING ACCOUNT	232709	7/25/2024 LINER PATCH LLC	24-04622	Plants for Fire Stations	973.00	0	973.00
GENERAL OPERATING ACCOUNT	232710	7/25/2024 MARTIN, BRIAN	24-04922	Training Reimbursement	555.00	0	555.00
GENERAL OPERATING ACCOUNT	232711	7/25/2024 MCKESSON MEDICAL-SURGICAL INC	24-04942	June 2024 Clinic Expenses	2,277.50	0	2,277.50
GENERAL OPERATING ACCOUNT	232712	7/25/2024 MECHANICAL SERVICES OF CENT FL	24-04520	replace 2-20 ton AC at ACC	26,320.45	0	26,320.45
GENERAL OPERATING ACCOUNT	232713	7/25/2024 MGT OF AMERICA CONSULTING, LLC	24-04014	Recruiting Services for CDD	9,224.00	0	9,224.00
GENERAL OPERATING ACCOUNT	232714	7/25/2024 MID FLORIDA MATERIALS	24-02532	Debris removal	134.76	0	134.76
GENERAL OPERATING ACCOUNT	232715	7/25/2024 MIDFLORIDA ARMORED & ATM SERV	24-00713	Armored Car Services	642.00	0	642.00
GENERAL OPERATING ACCOUNT	232716	7/25/2024 MUCHOW, THOMAS L.	24-04926	Mileage reimbursement	12.46	0	12.46
GENERAL OPERATING ACCOUNT	232718	7/25/2024 MULLINAX FORD	24-00333	FORD PARTS AND REPAIRS	20,122.11	0	20,122.11
GENERAL OPERATING ACCOUNT	232719	7/25/2024 MUNICIPAL EQUIPMENT COMPANY	24-00140	Firefighter Bunker Boots	420.00	0	420.00
GENERAL OPERATING ACCOUNT	232720	7/25/2024 MUNICIPAL EMERGENCY SERVICES	24-01073	Duty Uniforms	1,425.03	0	1,425.03
GENERAL OPERATING ACCOUNT	232721	7/25/2024 NATIONAL STORM RECOVERY, LLC	24-03521	Tree trimming	900.00	0	900.00
GENERAL OPERATING ACCOUNT	232722	7/25/2024 NELSON, BRYAN	24-04844	reimb Mayor/Council of Mayors	115.43	0	115.43
GENERAL OPERATING ACCOUNT	232723	7/25/2024 NORTH AMERICA FIRE EQUIPMENT C	24-00911	Blanket PO -Engine 4 Equipment	573.00	0	573.00
GENERAL OPERATING ACCOUNT	232723	7/25/2024 NORTH AMERICA FIRE EQUIPMENT C	24-04917	Firefighter Gear Bags	9,733.35	0	9,733.35

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GENERAL OPERATING ACCOUNT	232724	7/25/2024 NUNEZ, ERLIS	24-04834	Wastewater C License Fee	100.00	0	100.00
GENERAL OPERATING ACCOUNT	232725	7/25/2024 ODP BUSINESS SOLUTIONS, LLC	24-00291	Office Depot HR Sup. FY24	490.57	0	490.57
GENERAL OPERATING ACCOUNT	232725	7/25/2024 ODP BUSINESS SOLUTIONS, LLC	24-00716	OFFICE SUPPLIES - UB	197.11	0	197.11
GENERAL OPERATING ACCOUNT	232727	7/25/2024 O'REILLY AUTO PARTS	24-00158	MISCELLANEOUS VEHICLE PARTS	1,861.12	0	1,861.12
GENERAL OPERATING ACCOUNT	232727	7/25/2024 O'REILLY AUTO PARTS	24-00159	STOCK VEHICLE PARTS	330.33	0	330.33
GENERAL OPERATING ACCOUNT	232728	7/25/2024 OSBURN ASSOCIATES INC	24-00744	Street Sign replacement	177.82	0	177.82
GENERAL OPERATING ACCOUNT	232729	7/25/2024 PbO3 ENVIRONMENTAL MONITORING	24-04851	Env.Services-28 W 8th St	1,218.47	0	1,218.47
GENERAL OPERATING ACCOUNT	232730	7/25/2024 PEOPLE READY, INC	24-01494	Temp Labor	24,846.50	0	24,846.50
GENERAL OPERATING ACCOUNT	232731	7/25/2024 PETROLEUM TRADERS CORP	24-00162	CITY WIDE GAS & DIESEL	70,011.50	0	70,011.50
GENERAL OPERATING ACCOUNT	232732	7/25/2024 PIEDMONT ANIMAL HOSPITAL	24-01803	Canine Wellness	391.70	0	391.70
GENERAL OPERATING ACCOUNT	232733	7/25/2024 PREMIER LAWN MAINTENANCE	24-01236	Grounds Maintenance	470.00	0	470.00
GENERAL OPERATING ACCOUNT	232734	7/25/2024 PRO IMAGE APPAREL	24-04939	ERT Team Shirts	780.00	0	780.00
GENERAL OPERATING ACCOUNT	232735	7/25/2024 PRO TREE KUSTOMS AND AUTO COLL	24-01933	REPAIRS TO VEHICLE BODY DAMAGE	18,899.82	0	18,899.82
GENERAL OPERATING ACCOUNT	232736	7/25/2024 EMPOWER ANNUITY INSURANCE CO.	24-04948	Empower Actuarial Services	800.00	0	800.00
GENERAL OPERATING ACCOUNT	232737	7/25/2024 PSYTEGRITY, LLC	24-01126	Pre Employment Exams	375.00	0	375.00
GENERAL OPERATING ACCOUNT	232738	7/25/2024 QUADIENT, INC	24-04815	Ink Cartridge Postage Machine	213.24	0	213.24
GENERAL OPERATING ACCOUNT	232739	7/25/2024 RAVE WIRELESS, INC	24-04918	Reverse 9-1-1 Contract 2024	8,842.62	0	8,842.62
GENERAL OPERATING ACCOUNT	232740	7/25/2024 RMS CONSTRUCTORS GROUP, LLC	24-01715	Concrete repair	21,660.00	0	21,660.00
GENERAL OPERATING ACCOUNT	232741	7/25/2024 ROLLKALL	24-04914	CRA Project Security Services	195.30	0	195.30
GENERAL OPERATING ACCOUNT	232742	7/25/2024 SOUTHERN SEWER EQUIPMENT	24-00829	MISCELLANEOUS REPAIRS & PARTS	2,598.92	0	2,598.92
GENERAL OPERATING ACCOUNT	232743	7/25/2024 SOUTHERN HYDRAULICS LLC	24-03634	MISC HYD PARTS AND REPAIRS	8,546.15	0	8,546.15
GENERAL OPERATING ACCOUNT	232744	7/25/2024 STAPLE, INC	24-00298	Blanket PO - Supplies	650.28	0	650.28
GENERAL OPERATING ACCOUNT	232745	7/25/2024 STERICYCLE INC.	24-01480	Biohazard Waste Disposal	7,096.25	0	7,096.25
GENERAL OPERATING ACCOUNT	232746	7/25/2024 SYN-TECH SYSTEMS, INC.	24-00814	REPAIRS & PARTS TO FUELMASTER	1,260.00	0	1,260.00
GENERAL OPERATING ACCOUNT	232747	7/25/2024 TELEFLEX MEDICAL INC	24-01219	Blanket PO - Medical Supplies	4,100.00	0	4,100.00
GENERAL OPERATING ACCOUNT	232749	7/25/2024 TETRA TECH INC.	22-05783	NWRC Transfer Pump Station	2,296.35	0	2,296.35
GENERAL OPERATING ACCOUNT	232749	7/25/2024 TETRA TECH INC.	22-06209	Camp Wewa - PWS/WWS Ext.	5,758.49	0	5,758.49
GENERAL OPERATING ACCOUNT	232749	7/25/2024 TETRA TECH INC.	23-02756	PWS Asbestos Cement Pipe Repl.	5,181.60	0	5,181.60
GENERAL OPERATING ACCOUNT	232749	7/25/2024 TETRA TECH INC.	23-03155	Misc PE Services	345.43	0	345.43
GENERAL OPERATING ACCOUNT	232749	7/25/2024 TETRA TECH INC.	24-01906	Misc. Hydraulic Modeling Serv	6,332.40	0	6,332.40
GENERAL OPERATING ACCOUNT	232749	7/25/2024 TETRA TECH INC.	24-02088	Asbestos Pipe Design Phase 2	52,173.02	0	52,173.02
GENERAL OPERATING ACCOUNT	232749	7/25/2024 TETRA TECH INC.	24-02573	NW Storm and Reuse Upgrade-2A	35,367.20	0	35,367.20
GENERAL OPERATING ACCOUNT	232749	7/25/2024 TETRA TECH INC.	24-02574	NW Storm and Reuse Upgrade-2B	45,477.20	0	45,477.20
GENERAL OPERATING ACCOUNT	232749	7/25/2024 TETRA TECH INC.	24-03227	South RW Pond Expansion	17,425.75	0	17,425.75
GENERAL OPERATING ACCOUNT	232749	7/25/2024 TETRA TECH INC.	24-03228	South RW Pond Pump Upgrades	10,881.30	0	10,881.30
GENERAL OPERATING ACCOUNT	232749	7/25/2024 TETRA TECH INC.	24-03229	Love&Villa Ln Water Main Repla	8,350.77	0	8,350.77
GENERAL OPERATING ACCOUNT	232749	7/25/2024 TETRA TECH INC.	24-04522	Lift Station Boundary,easement	2,900.00	0	2,900.00
GENERAL OPERATING ACCOUNT	232750	7/25/2024 THE LAKE DOCTOR, INC	24-00863	Stormwater Pond Treatment	1,010.00	0	1,010.00
GENERAL OPERATING ACCOUNT	232751	7/25/2024 THE LUNZ GROUP, LLC	23-02407	St.#6 Architectural Services	350.00	0	350.00
GENERAL OPERATING ACCOUNT	232752	7/25/2024 TOTAL TRUCK PARTS	24-00737	STOCK PARTS FOR LARGE TRUCKS	227.85	0	227.85
GENERAL OPERATING ACCOUNT	232752	7/25/2024 TOTAL TRUCK PARTS	24-00817	MISCELLANEOUS LARGE TRUCK PART	1,084.12	0	1,084.12
GENERAL OPERATING ACCOUNT	232753	7/25/2024 UTILITY EQUIPMENT CONSULTANTS	24-00901	DIELECTRIC TESTS BUCKET TRUCKS	1,035.00	0	1,035.00
GENERAL OPERATING ACCOUNT	232754	7/25/2024 VERIZON WIRELESS	24-00908	Verizon Cellular Service	223.49	0	223.49
GENERAL OPERATING ACCOUNT	232755	7/25/2024 W.B. MASON COMPANY, INC	24-00006	Toilet Paper and Trash bags	2,826.60	0	2,826.60
GENERAL OPERATING ACCOUNT	232756	7/25/2024 WHITEHEAD, CHARLES	24-04840	Mileage reimbursement	36.72	0	36.72
GENERAL OPERATING ACCOUNT	232757	7/25/2024 WRIGHT-PIERCE	24-01598	Golden Gem scope of services	8,065.00	0	8,065.00
GENERAL OPERATING ACCOUNT	232758	7/25/2024 ZAMBELLI FIREWORKS MFG	24-02888	Firework Show- July 4th event	26,250.00	0	26,250.00
SYNOVUS BANK E-PAYMENTS	304744	7/25/2024 A-ABRA-KEY-DABRA LOCKSMITH SER	24-03798	Keys for City facilities	35.00	0	35.00
SYNOVUS BANK E-PAYMENTS	304745	7/25/2024 ALTERNATIVE POWER SOLUTIONS, I	24-00004	Generator PM and repairs	3,158.47	0	3,158.47
SYNOVUS BANK E-PAYMENTS	304746	7/25/2024 APOPKA CHIEF, THE	24-00481	Legal Advertising	537.00	0	537.00
SYNOVUS BANK E-PAYMENTS	304747	7/25/2024 APOPKA ACE HARDWARE & LUMBER I	24-00343	Repair & Maintenance Supplies	89.25	0	89.25
SYNOVUS BANK E-PAYMENTS	304747	7/25/2024 APOPKA ACE HARDWARE & LUMBER I	24-00362	Repairs to Facilities	44.99	0	44.99
SYNOVUS BANK E-PAYMENTS	304747	7/25/2024 APOPKA ACE HARDWARE & LUMBER I	24-01392	Hand tools and supplies	387.50	0	387.50
SYNOVUS BANK E-PAYMENTS	304748	7/25/2024 APOPKA PLAQUE AND TROPHY	24-03652	Office name plates	15.00	0	15.00
SYNOVUS BANK E-PAYMENTS	304748	7/25/2024 APOPKA PLAQUE AND TROPHY	24-04831	Trophies Pet Fashion Show	70.00	0	70.00
SYNOVUS BANK E-PAYMENTS	304748	7/25/2024 APOPKA PLAQUE AND TROPHY	24-04919	Decals for Ambulance 3	80.00	0	80.00
SYNOVUS BANK E-PAYMENTS	304749	7/25/2024 CINTAS CORPORATION	24-03025	UNIFORM RENTALS FY 2024	541.95	0	541.95
SYNOVUS BANK E-PAYMENTS	304750	7/25/2024 CORE & MAIN LP	24-00098	Inventory items	13,903.44	0	13,903.44
SYNOVUS BANK E-PAYMENTS	304751	7/25/2024 CROWN SHREDDING, LLC	24-00386	Shredding Services	233.20	0	233.20
SYNOVUS BANK E-PAYMENTS	304752	7/25/2024 DANA SAFETY SUPPLY, INC.	24-02510	Side lights on DC 2 vehicle	2,135.34	0	2,135.34
SYNOVUS BANK E-PAYMENTS	304752	7/25/2024 DANA SAFETY SUPPLY, INC.	24-02559	Side Lights DC1 Vehicle	1,569.39	0	1,569.39
SYNOVUS BANK E-PAYMENTS	304753	7/25/2024 FAST SIGNS	24-01962	Wayfinding Signs	24,896.50	0	24,896.50
SYNOVUS BANK E-PAYMENTS	304753	7/25/2024 FAST SIGNS	24-04946	Community Center signage	98.07	0	98.07

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SYNOVUS BANK E-PAYMENTS	304756	7/25/2024	GALLS, PARENT HOLDINGS, LLC	24-01254	Firefighter Uniforms	4,051.28	0	4,051.28
SYNOVUS BANK E-PAYMENTS	304756	7/25/2024	GALLS, PARENT HOLDINGS, LLC	24-01516	Footwear Annual Replacement	33.12	0	33.12
SYNOVUS BANK E-PAYMENTS	304756	7/25/2024	GALLS, PARENT HOLDINGS, LLC	24-01518	UNIFORM APPAREL BLANKET P O	1,329.27	0	1,329.27
SYNOVUS BANK E-PAYMENTS	304757	7/25/2024	GRAPHIC SOURCE OF CENTRAL FLOR	24-00759	DECALS FOR CITY VEHICLES	966.16	0	966.16
SYNOVUS BANK E-PAYMENTS	304758	7/25/2024	ORLANDO FREIGHTLINER, INC.	24-00456	MISC FREIGHTLINER TRUCK PARTS	603.08	0	603.08
SYNOVUS BANK E-PAYMENTS	304759	7/25/2024	PRIDE ENTERPRISES	24-00782	STOCK RECAP TIRES FOR TRUCKS	20,538.00	0	20,538.00
SYNOVUS BANK E-PAYMENTS	304759	7/25/2024	PRIDE ENTERPRISES	24-04230	UB MAILING ENVELOPES	161.54	0	161.54
SYNOVUS BANK E-PAYMENTS	304760	7/25/2024	SEMINOLE OFFICE SOLUTIONS, INC.	24-01193	Recreation Copy Machine Maint	53.14	0	53.14
SYNOVUS BANK E-PAYMENTS	304761	7/25/2024	SITEONE LANDSCAPE SUPPLY, LLC	24-01774	Irrigation Repairs	792.92	0	792.92
SYNOVUS BANK E-PAYMENTS	304762	7/25/2024	SHELLEY'S ENVIRONMENTAL SYSTEM	24-02237	Sludge Hualing	8,235.50	0	8,235.50
SYNOVUS BANK E-PAYMENTS	304763	7/25/2024	TRAIL SAW & MOWER SERVICE, INC	24-00824	MISCELLANEOUS MOWER PARTS	8,633.02	0	8,633.02
GENERAL OPERATING ACCOUNT	232759	7/26/2024	MARTINEZ CARPORTS LLC	24-05037	Shed for gun range	7,714.08	0	7,714.08
GENERAL OPERATING ACCOUNT	232759	7/26/2024	MARTINEZ CARPORTS LLC	24-05038	Shelter/Carport	2,783.50	0	2,783.50
OPERATING ACCOUNT WIRES	903333	7/26/2024	WALMART COMMUNITY/CAPITAL ONE	24-00169	Event Supplies	176.28	0	176.28
OPERATING ACCOUNT WIRES	903333	7/26/2024	WALMART COMMUNITY/CAPITAL ONE	24-03789	Summer Camp snacks / supplies	278.51	0	278.51
OPERATING ACCOUNT WIRES	903333	7/26/2024	WALMART COMMUNITY/CAPITAL ONE	24-04103	Items for COPS Office	599.94	0	599.94
OPERATING ACCOUNT WIRES	903333	7/26/2024	WALMART COMMUNITY/CAPITAL ONE	24-04472	supplies for youth academies	891.45	0	891.45
OPERATING ACCOUNT WIRES	903333	7/26/2024	WALMART COMMUNITY/CAPITAL ONE	24-04551	bday party supplies	96.95	0	96.95
OPERATING ACCOUNT WIRES	903333	7/26/2024	WALMART COMMUNITY/CAPITAL ONE	24-04817	Office Supplies	177.56	0	177.56
OPERATING ACCOUNT WIRES	903333	7/26/2024	WALMART COMMUNITY/CAPITAL ONE	24-04941	Pizza for summer camp	53.88	0	53.88
OPERATING ACCOUNT WIRES	903333	7/26/2024	WALMART COMMUNITY/CAPITAL ONE	24-04944	Lunch for summer camp	98.78	0	98.78
OPERATING ACCOUNT WIRES	903358	7/26/2024	LOWE'S	24-00068	repairs to facilities	1,087.70	0	1,087.70
OPERATING ACCOUNT WIRES	903358	7/26/2024	LOWE'S	24-00070	General Operating Supplies	1,354.20	0	1,354.20
OPERATING ACCOUNT WIRES	903358	7/26/2024	LOWE'S	24-00151	Non inventory supplies	353.48	0	353.48
OPERATING ACCOUNT WIRES	903358	7/26/2024	LOWE'S	24-00297	Station Operating Supplies	333.33	0	333.33
OPERATING ACCOUNT WIRES	903358	7/26/2024	LOWE'S	24-00631	Lowe's Blanket	30.50	0	30.50
OPERATING ACCOUNT WIRES	903358	7/26/2024	LOWE'S	24-00638	Blanket PO - Operating Supplie	3,412.86	0	3,412.86
OPERATING ACCOUNT WIRES	903358	7/26/2024	LOWE'S	24-00721	Blanket PO for Supplies	63.15	0	63.15
OPERATING ACCOUNT WIRES	903358	7/26/2024	LOWE'S	24-01120	Blanket PO -Training Materials	164.95	0	164.95
OPERATING ACCOUNT WIRES	903358	7/26/2024	LOWE'S	24-01779	BLANKET - THI & Traffic Items	190.72	0	190.72
OPERATING ACCOUNT WIRES	903358	7/26/2024	LOWE'S	24-02043	Range equipment/tools-Blanket	15.60	0	15.60
OPERATING ACCOUNT WIRES	903358	7/26/2024	LOWE'S	24-03151	Station Appliances	324.41	0	324.41
OPERATING ACCOUNT WIRES	903358	7/26/2024	LOWE'S	24-03162	Operating supplies	1,645.51	0	1,645.51
OPERATING ACCOUNT WIRES	903375	7/26/2024	EXPERTPAY	24-04952	CHILD SUPPORT W/E 07/20/24	1,368.21	0	1,368.21
OPERATING ACCOUNT WIRES	903376	7/26/2024	INTERNAL REVENUE SERVICE	24-04954	ACH PAYROLL TAX W/E 07/20/24	130,218.47	0	130,218.47
OPERATING ACCOUNT WIRES	903377	7/26/2024	EMPOWER ANNUITY INSURANCE CO.	24-04955	PRUDENTIAL RETIREMENT 07/20/24	136,260.96	0	136,260.96
OPERATING ACCOUNT WIRES	903378	7/26/2024	VOYA INSTITUTIONAL TRUST CO.	24-04953	457 CONTRIBUTION W/E 07/20/24	7,321.89	0	7,321.89
GENERAL OPERATING ACCOUNT	232760	7/29/2024	CYPREXX SERVICES LLC	24-04977	UTILITY REFUND	60.00	0	60.00
GENERAL OPERATING ACCOUNT	232761	7/29/2024	NEW RESIDENTIAL BORROWER LLC	24-04978	UTILITY REFUND	60.00	0	60.00
GENERAL OPERATING ACCOUNT	232762	7/29/2024	HINDS, MARTIN GRAFIELD JR.	24-04979	UTILITY REFUND	50.00	0	50.00
GENERAL OPERATING ACCOUNT	232763	7/29/2024	MAIN STREET RENEWAL	24-04980	UTILITY REFUND	185.00	0	185.00
GENERAL OPERATING ACCOUNT	232764	7/29/2024	MAIN STREET RENEWAL	24-04981	UTILITY REFUND	185.00	0	185.00
GENERAL OPERATING ACCOUNT	232765	7/29/2024	MACEDO, MARGARITO	24-04982	UTILITY REFUND	50.00	0	50.00
GENERAL OPERATING ACCOUNT	232766	7/29/2024	BALTHAZARD, FENCY	24-04983	UTILITY REFUND	58.04	0	58.04
GENERAL OPERATING ACCOUNT	232767	7/29/2024	WIGGINS, MONIQUE	24-04984	UTILITY REFUND	143.51	0	143.51
GENERAL OPERATING ACCOUNT	232768	7/29/2024	DR HORTON	24-04985	UTILITY REFUND	215.00	0	215.00
GENERAL OPERATING ACCOUNT	232769	7/29/2024	DR HORTON	24-04986	UTILITY REFUND	120.00	0	120.00
GENERAL OPERATING ACCOUNT	232770	7/29/2024	DR HORTON	24-04987	UTILITY REFUND	120.00	0	120.00
GENERAL OPERATING ACCOUNT	232771	7/29/2024	DR HORTON	24-04988	UTILITY REFUND	120.00	0	120.00
GENERAL OPERATING ACCOUNT	232772	7/29/2024	P.R.O.S. CORPORATE HOUSING	24-04989	UTILITY REFUND	113.38	0	113.38
GENERAL OPERATING ACCOUNT	232773	7/29/2024	P.R.O.S. CORPORATE HOUSING	24-04990	UTILITY REFUND	87.47	0	87.47
GENERAL OPERATING ACCOUNT	232774	7/29/2024	PULIDO, SANTIAGO	24-04991	UTILITY REFUND	104.48	0	104.48
GENERAL OPERATING ACCOUNT	232775	7/29/2024	P.R.O.S. CORPORATE HOUSING	24-04992	UTILITY REFUND	119.50	0	119.50
GENERAL OPERATING ACCOUNT	232776	7/29/2024	P.R.O.S. CORPORATE HOUSING	24-04993	UTILITY REFUND	126.85	0	126.85
GENERAL OPERATING ACCOUNT	232777	7/29/2024	PROS CORPORATE HOUSING	24-04994	UTILITY REFUND	125.65	0	125.65
GENERAL OPERATING ACCOUNT	232778	7/29/2024	P.R.O.S. CORPORATE HOUSING	24-04995	UTILITY REFUND	128.55	0	128.55
GENERAL OPERATING ACCOUNT	232779	7/29/2024	K HOVANIAN	24-04996	UTILITY REFUND	120.00	0	120.00
GENERAL OPERATING ACCOUNT	232780	7/29/2024	K HOVNANIAN	24-04997	UTILITY REFUND	190.00	0	190.00
GENERAL OPERATING ACCOUNT	232781	7/29/2024	K HOVNANIAN	24-04998	UTILITY REFUND	118.00	0	118.00
GENERAL OPERATING ACCOUNT	232782	7/29/2024	K HOVNANIAN	24-04999	UTILITY REFUND	120.00	0	120.00
GENERAL OPERATING ACCOUNT	232783	7/29/2024	K HOVNANIAN	24-05000	UTILITY REFUND	137.99	0	137.99
GENERAL OPERATING ACCOUNT	232784	7/29/2024	K HOVNANIAN	24-05001	UTILITY REFUND	104.99	0	104.99
GENERAL OPERATING ACCOUNT	232785	7/29/2024	K HOVNANIAN	24-05002	UTILITY REFUND	85.00	0	85.00

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GENERAL OPERATING ACCOUNT	232786	7/29/2024 K HOVNANIAN	24-05003 UTILITY REFUND	120.00	0	120.00
GENERAL OPERATING ACCOUNT	232787	7/29/2024 K HOVANIAN	24-05004 UTILITY REFUND	117.80	0	117.80
GENERAL OPERATING ACCOUNT	232788	7/29/2024 KOLODINSKYK, MARC	24-05005 UTILITY REFUND	69.21	0	69.21
GENERAL OPERATING ACCOUNT	232789	7/29/2024 MCBRIDE, KAYLA	24-05006 UTILITY REFUND	60.00	0	60.00
GENERAL OPERATING ACCOUNT	232790	7/29/2024 TOLL BROTHERS	24-05007 UTILITY REFUND	100.00	0	100.00
GENERAL OPERATING ACCOUNT	232791	7/29/2024 LENNAR HOMES	24-05008 UTILITY REFUND	120.00	0	120.00
GENERAL OPERATING ACCOUNT	232792	7/29/2024 LENNAR HOMES	24-05009 UTILITY REFUND	120.00	0	120.00
GENERAL OPERATING ACCOUNT	232793	7/29/2024 LENNAR HOMES	24-05010 UTILITY REFUND	120.00	0	120.00
GENERAL OPERATING ACCOUNT	232794	7/29/2024 LENNAR HOMES	24-05011 UTILITY REFUND	120.00	0	120.00
GENERAL OPERATING ACCOUNT	232795	7/29/2024 LENNAR HOMES	24-05012 UTILITY REFUND	120.00	0	120.00
GENERAL OPERATING ACCOUNT	232796	7/29/2024 LENNAR HOMES	24-05013 UTILITY REFUND	95.39	0	95.39
GENERAL OPERATING ACCOUNT	232797	7/29/2024 LENNAR HOMES	24-05014 UTILITY REFUND	120.00	0	120.00
GENERAL OPERATING ACCOUNT	232798	7/29/2024 LENNAR HOMES	24-05015 UTILITY REFUND	120.00	0	120.00
GENERAL OPERATING ACCOUNT	232799	7/29/2024 LENNAR HOMES	24-05016 UTILITY REFUND	120.00	0	120.00
GENERAL OPERATING ACCOUNT	232800	7/29/2024 LENNAR HOMES	24-05017 UTILITY REFUND	120.00	0	120.00
GENERAL OPERATING ACCOUNT	232801	7/29/2024 NVR INC	24-05018 UTILITY REFUND	120.00	0	120.00
GENERAL OPERATING ACCOUNT	232802	7/29/2024 RYAN HOMES	24-05019 UTILITY REFUND	215.00	0	215.00
GENERAL OPERATING ACCOUNT	232803	7/29/2024 CONDEV CONSTRUCTION LLC	24-05020 UTILITY REFUND	59.22	0	59.22
GENERAL OPERATING ACCOUNT	232804	7/29/2024 DR HORTON	24-05021 UTILITY REFUND	120.00	0	120.00
GENERAL OPERATING ACCOUNT	232805	7/29/2024 DR HORTON	24-05022 UTILITY REFUND	120.00	0	120.00
GENERAL OPERATING ACCOUNT	232806	7/29/2024 DR HORTON	24-05023 UTILITY REFUND	120.00	0	120.00
GENERAL OPERATING ACCOUNT	232807	7/29/2024 NATAL, JOSE	24-05024 UTILITY REFUND	245.00	0	245.00
GENERAL OPERATING ACCOUNT	232808	7/29/2024 PULTE HOME	24-05025 UTILITY REFUND	120.00	0	120.00
GENERAL OPERATING ACCOUNT	232809	7/29/2024 PULTE HOME	24-05026 UTILITY REFUND	120.00	0	120.00
GENERAL OPERATING ACCOUNT	232810	7/29/2024 PULTE HOME	24-05027 UTILITY REFUND	120.00	0	120.00
GENERAL OPERATING ACCOUNT	232811	7/29/2024 PULTE HOMES	24-05028 UTILITY REFUND	85.00	0	85.00
GENERAL OPERATING ACCOUNT	232812	7/29/2024 PULTE HOMES	24-05029 UTILITY REFUND	120.00	0	120.00
GENERAL OPERATING ACCOUNT	232813	7/29/2024 PULTE HOME	24-05030 UTILITY REFUND	120.00	0	120.00
GENERAL OPERATING ACCOUNT	232814	7/29/2024 PULTE HOME	24-05031 UTILITY REFUND	100.01	0	100.01
GENERAL OPERATING ACCOUNT	232815	7/29/2024 PULTE HOME	24-05032 UTILITY REFUND	120.00	0	120.00
GENERAL OPERATING ACCOUNT	232816	7/29/2024 PULTE HOMES	24-05033 UTILITY REFUND	120.00	0	120.00
GENERAL OPERATING ACCOUNT	232817	7/29/2024 PULTE HOME	24-05034 UTILITY REFUND	85.00	0	85.00
GENERAL OPERATING ACCOUNT	232818	7/29/2024 PULTE HOME	24-05035 UTILITY REFUND	120.00	0	120.00
GENERAL OPERATING ACCOUNT	232819	7/29/2024 PULTE HOMES	24-05036 UTILITY REFUND	120.00	0	120.00
Total				8,436,570.99	180,014.78	8,256,556.21



City of Apopka CITY COUNCIL STAFF REPORT

Section: CONSENT (Action Item)

Item #: 4.

Meeting Date: August 21, 2024

Department: Finance Department

SUBJECT:

City of Apopka FY2024 Budget-to-Actual Report for the Nine Months Ending June 30, 2024

REQUEST:

Acceptance of the City of Apopka FY2024 Budget-to-Actual Report for the Nine Months Ending June 30, 2024.

SUMMARY:

The Finance Department is submitting the City of Apopka FY2024 Monthly Budget-to-Actual Report for the Nine Months Ending June 30, 2024. The report includes a summary comparison of the year-to-date and annualized revenues to year-to-date and annualized expenditures/expenses, and the resulting net income or loss for each fund. Also, we have provided a summary comparison of the FY2024 Revenues and Expenditures/Expense Budget to the Annualized (Projection) Revenues and Expenditures/Expenses with the amount of the variances noted.

In addition, we have included a narrative in the report to highlight the key revenues and expenditures/expenses variances for various funds. We will continue to work with the Department Directors to review the variances and update the future reports accordingly.

FUNDING SOURCE:

FY2023-2024 Budget

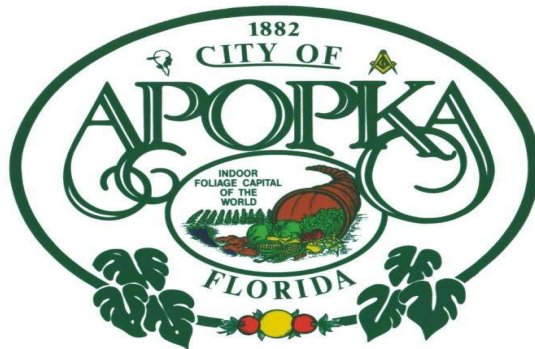
RECOMMENDED MOTION:

Acceptance of the City of Apopka FY2024 Budget-to-Actual Report for the Nine Months Ending June 30, 2024.

ATTACHMENTS:

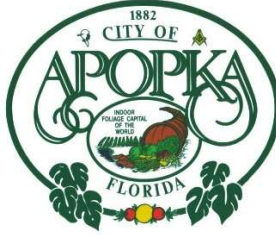
1. Narrative Monthly Budget-to-Actual Nine Months Ending June 30, 2024_Final
2. Monthly Budget-to-Actual Nine Months Ending June 30, 2024 Detailed Report

CITY OF APOPKA



Fiscal Year 2023/24
For the Nine Months Ending
June 30, 2024
Budget to Actual Report

Report to the City Council
Prepared by Finance Department
August 21, 2024



BUDGET-TO-ACTUAL REPORT NINE-MONTHS ENDING JUNE 30, 2024

The following is a summary of the City's Year-to-Date Revenues and Expenditures/Expenses and Annual Projected Revenues and Expenditures/Expenses Net Income/Loss:

Revenues and Expenses/Expenditures Comparison Reports:

Year-to-Date Actuals - Revenues vs Expenses/Expenditures Net Income/(Loss)

Fund Description	FY2024 YTD Revenues Collected	FY2024 YTD Expenses / Expenditures	FY2024 Net Income (Loss)
001 GENERAL FUND	63,406,216	49,914,663	13,491,553
101 STREET IMPROVEMENTS FUND	5,290,680	4,989,089	301,591
102 TRANSPORTATION IMPACT FEES	11,191,404	3,735,827	7,455,577
103 LAW ENFORCEMENT TRUST - FEDERAL	58,671	37,996	20,675
104 RECREATION IMPACT FEES	1,677,980	190,517	1,487,464
105 LAW ENFORCEMENT TRUST - STATE	6,200	4,500	1,700
106 PROMOTIONAL ACTIVITIES-BIRTHDAYS	70,621	36,566	34,055
110 FIRE IMPACT FEES	1,328,692	260,105	1,068,587
115 POLICE IMPACT FEES	1,381,692	15,676	1,366,016
120 STORMWATER SPECIAL REVENUE FUND	1,509,533	728,714	780,819
150 GRANT FUND	(57,650)	1,037,404	(1,095,055)
171 SPECIAL ASSESSMENT - MAINLINE VILLAGE	12,122	11,700	422
172 SPECIAL ASSESSMENT - MAIN /AVE VILLAS	25,216	9,019	16,197
173 SPECIAL ASSESSMENT - CIMARRON HILLS	7,467	338	7,129
174 SPECIAL ASSESSMENT - MARTIN PLACE POND PI	14,845	5,924	8,921
175 SPECIAL ASSESSMENT - LOVELL TERRACE	-	2,599	(2,599)
176 SPECIAL ASSESSMENT - LAKE MCCOY OAKS	-	-	-
177 SPECIAL ASSESSMENT - MARTIN PLACE PI	698	13,650	(12,952)
190 SPECIAL ASSESSMENT - STREET LIGHTS	605,625	97,806	507,819
401 WATER & WASTEWATER OPERATING FUND	20,360,433	18,766,289	1,594,143
402 SANITATION	4,833,910	4,271,485	562,425
403 WATER, WASTEWATER AND REUSE	12,762,847	3,423,272	9,339,575
610 COMMUNITY DEVELOPMENT AGENCY	1,131,059	295,626	835,432
Revenue/Expenditure Total	125,618,259	87,848,764	37,769,495

Annual Projections - Revenues vs Expenses/Expenditures Net Income/(Loss)

Fund Description	FY2024 Revenues Annual Projection	FY2024 Expenses / Expenditures Annual Projection	FY2024 Projected Net Income (Loss)
001 GENERAL FUND	79,372,614	77,045,554	2,327,060
101 STREET IMPROVEMENTS FUND	7,190,164	6,676,086	514,078
102 TRANSPORTATION IMPACT FEES	13,082,207	9,231,249	3,850,957
103 LAW ENFORCEMENT TRUST - FEDERAL	97,071	37,996	59,075
104 RECREATION IMPACT FEES	2,295,960	253,904	2,042,057
105 LAW ENFORCEMENT TRUST - STATE	9,300	6,000	3,300
106 PROMOTIONAL ACTIVITIES-BIRTHDAYS	77,427	48,754	28,673
110 FIRE IMPACT FEES	4,109,396	346,807	3,762,590
115 POLICE IMPACT FEES	1,902,130	20,901	1,881,229
120 STORMWATER SPECIAL REVENUE FUND	1,819,117	971,619	847,498
150 GRANT FUND	259,404	1,926,462	(1,667,057)
171 SPECIAL ASSESSMENT - MAINLINE VILLAGE	26,400	33,150	(6,750)
172 SPECIAL ASSESSMENT - MAIN /AVE VILLAS	24,873	25,225	(352)
173 SPECIAL ASSESSMENT - CIMARRON HILLS	10,538	77,950	(67,412)
174 SPECIAL ASSESSMENT - MARTIN PLACE POND PII	8,373	8,373	0
175 SPECIAL ASSESSMENT - LOVELL TERRACE	15,050	15,050	0
176 SPECIAL ASSESSMENT - LAKE MCCOY OAKS	-	8,320	(8,320)
177 SPECIAL ASSESSMENT - MARTIN PLACE PI	24,205	24,205	0
190 SPECIAL ASSESSMENT - STREET LIGHTS	546,978	279,025	267,953
401 WATER & WASTEWATER OPERATING FUND	27,497,280	30,731,435	(3,234,155)
402 SANITATION	6,742,751	8,006,407	(1,263,657)
403 WATER, WASTEWATER AND REUSE	16,906,493	7,915,811	8,990,682
610 COMMUNITY DEVELOPMENT AGENCY	1,131,059	828,851	302,207
Revenue/Expenditure Total	163,148,789	144,519,134	18,629,655

Amended Revenue Budget vs Annual Revenue Projection

Fund Description	FY2024 Amended Revenue Budget	FY2024 Annual Revenue Projection	Variance
001 GENERAL FUND	94,388,410	79,372,614	(15,015,795)
101 STREET IMPROVEMENTS FUND	7,689,232	7,190,164	(499,068)
102 TRANSPORTATION IMPACT FEES	25,855,239	13,082,207	(12,773,033)
103 LAW ENFORCEMENT TRUST - FEDERAL	135,000	97,071	(37,929)
104 RECREATION IMPACT FEES	3,040,289	2,295,960	(744,329)
105 LAW ENFORCEMENT TRUST - STATE	72,484	9,300	(63,184)
106 PROMOTIONAL ACTIVITIES-BIRTHDAYS	120,000	77,427	(42,573)
110 FIRE IMPACT FEES	7,659,845	4,109,396	(3,550,448)
115 POLICE IMPACT FEES	3,519,442	1,902,130	(1,617,312)
120 STORMWATER SPECIAL REVENUE FUND	2,471,254	1,819,117	(652,137)
150 GRANT FUND	4,372,733	259,404	(4,113,329)
171 SPECIAL ASSESSMENT - MAINLINE VILLAGE	37,050	26,400	(10,650)
172 SPECIAL ASSESSMENT - MAIN /AVE VILLAS	25,225	24,873	(352)
173 SPECIAL ASSESSMENT - CIMARRON HILLS	77,950	10,538	(67,412)
174 SPECIAL ASSESSMENT - MARTIN PLACE POND PII	8,373	8,373	-
175 SPECIAL ASSESSMENT - LOVELL TERRACE	15,050	15,050	-
176 SPECIAL ASSESSMENT - LAKE MCCOY OAKS	8,320	-	(8,320)
177 SPECIAL ASSESSMENT - MARTIN PLACE PI	24,205	24,205	-
190 SPECIAL ASSESSMENT - STREET LIGHTS	279,025	546,978	267,953
401 WATER & WASTEWATER OPERATING FUND	46,037,970	27,497,280	(18,540,691)
402 SANITATION	8,910,256	6,742,751	(2,167,505)
403 WATER, WASTEWATER AND REUSE	23,336,714	16,906,493	(6,430,220)
610 COMMUNITY DEVELOPMENT AGENCY	4,390,529	1,131,059	(3,259,470)
Revenue Projection Total	\$ 232,474,594	\$ 163,148,789	\$ (69,325,805)

Amended Budget Expenditures/Expenses vs Annual Expenditures/Expenses Projection

Fund Description	FY2024 Amended Expenditure / Expense Budget	FY2024 Annual Expenditure / Expense Projection	Variance
001 GENERAL FUND	94,385,296	77,045,554	17,339,742
101 STREET IMPROVEMENTS FUND	7,689,232	6,676,086	1,013,146
102 TRANSPORTATION IMPACT FEES	25,855,239	9,231,249	16,623,990
103 LAW ENFORCEMENT TRUST - FEDERAL	135,000	37,996	97,004
104 RECREATION IMPACT FEES	3,040,289	253,904	2,786,385
105 LAW ENFORCEMENT TRUST - STATE	72,484	6,000	66,484
106 PROMOTIONAL ACTIVITIES-BIRTHDAYS	120,000	48,754	71,246
110 FIRE IMPACT FEES	7,659,845	346,807	7,313,038
115 POLICE IMPACT FEES	3,519,442	20,901	3,498,541
120 STORMWATER SPECIAL REVENUE FUND	2,471,254	971,619	1,499,635
150 GRANT FUND	4,382,454	1,926,462	2,455,993
171 SPECIAL ASSESSMENT - MAINLINE VILLAGE	37,050	33,150	3,900
172 SPECIAL ASSESSMENT - MAIN /AVE VILLAS	25,225	25,225	0
173 SPECIAL ASSESSMENT - CIMARRON HILLS	77,950	77,950	-
174 SPECIAL ASSESSMENT - MARTIN PLACE POND PII	8,373	8,373	-
175 SPECIAL ASSESSMENT - LOVELL TERRACE	15,050	15,050	-
176 SPECIAL ASSESSMENT - LAKE MCCOY OAKS	8,320	8,320	-
177 SPECIAL ASSESSMENT - MARTIN PLACE PI	24,205	24,205	-
190 SPECIAL ASSESSMENT - STREET LIGHTS	279,025	279,025	-
401 WATER & WASTEWATER OPERATING FUND	46,037,341	30,731,435	15,305,907
402 SANITATION	8,904,278	8,006,407	897,871
403 WATER, WASTEWATER AND REUSE	23,336,714	7,915,811	15,420,902
610 COMMUNITY DEVELOPMENT AGENCY	4,390,529	828,851	3,561,677
Expenditure Projection Total	\$ 232,474,594	\$ 144,519,134	\$ 87,955,460

The following is a narrative of the City's Budget-to-Actual Comparison for the Nine Months Ending June 30, 2024. This Report will highlight the key revenues and expenditures/expenses variances of the following: General Fund, Street Improvement Fund, Transportation Impact Fee, Recreation Impact Fees, Fire Impact Fees, Police Impact Fees, Stormwater Fund, Water & Wastewater Operating Fund, Sanitation, Water & Wastewater Reuse Fund and Community Development Fund.

Revenues:

General Fund

The General Fund is the primary operating fund of the City. It exists to account for the resources devoted to finance the services traditionally associated with local government. Included in these services are Mayor's Office, Legal Services, Administrative Services, Facilities Maintenance, City Clerk, Finance, Human Resources, Fire Department, Police Department, Public Services, Parks and Recreation, Community Development, Economic Development, Information Technology and any other activity for which a special fund has not been created.

001 GENERAL FUND				
FY24 Amended Revenue Budget	FY24 YTD Revenue Collected	FY24 Revenue Balance	FY24 Annual Projection	% Recognized
\$94,388,410	\$63,406,216	(\$30,982,193)	\$79,372,614	67.18%
Overall, year-to-date revenues received are less than the 75% anticipated. Ad Valorem Tax Revenue is at 89.82% as of June 30, 2024. The primary reason for the shortfall is due to the use of \$17,127,685 from Fund Reserves and Carry-over Funding to support ongoing projects. Also, the Recreation Program Fees are coming in less than anticipated.				

Street Improvements Fund

The Streets Division performs functions related to right-of-way maintenance such as road resurfacing, sidewalk repair, potholes repair, curbs repair, street sweeping, traffic regulatory signage installation and maintenance, traffic signals maintenance, tree trimming, stormwater pond mowing, and a wide variety of related tasks as needs arise.

101 STREET IMPROVEMENTS FUND

FY24 Amended Revenue Budget	FY24 YTD Revenue Collected	FY24 Revenue Balance	FY24 Annual Projection	% Recognized
\$7,689,232	\$5,290,680	(\$2,398,552)	\$7,190,164	68.81%
Overall year-to-date revenues collected are less than the 75% anticipated. Revenues are slightly lower primarily due to lower than anticipated revenue for FDOT Road Maintenance and Street Light Surcharge.				

Transportation Impact Fee Fund

The Transportation Impact Fee Fund tracks and accounts for the fees collected to ensure new development helps cover the costs associated with street infrastructure improvements within the City of Apopka.

102 TRANSPORTATION IMPACT FEES				
FY24 Amended Revenue Budget	FY24 YTD Revenue Collected	FY24 Revenue Balance	FY24 Annual Projection	% Recognized
\$25,855,239	\$11,191,404	(\$14,663,836)	\$13,082,207	43.28%
Overall year-to-date revenues collected are less than anticipated. The Commercial Transportation Impact Fee Revenues for the Kelly Park Road Pioneering Agreement anticipated are being deferred for six-months. However, residential transportation is up by 895.97%. In general, revenues for this fund are low primarily due to the use of Carry-Over Funding in the amount of \$12,680,239 to support ongoing and committed projects.				

Recreation Impact Fees Fund

The recreation impact fees are collected from new residential construction to purchase, build or improve the City's parks and recreation facilities.

104 RECREATION IMPACT FEES				
FY24 Amended Revenue Budget	FY24 YTD Revenue Collected	FY24 Revenue Balance	FY24 Annual Projection	% Recognized
\$3,040,289	\$1,677,980	(\$1,362,309)	\$2,295,960	55.19%
Overall revenues are less than anticipated year-to-date due to the use of Carry-Over Funding in the amount of \$1,840,289 to support ongoing projects. However, residential fees are up over 185% and commercial fees are up over 105% as of June 30th.				

Fire Impact Fees Fund

The fire impact fees are collected from new residential construction to purchase, build or improve the City's fire facilities.

110 FIRE IMPACT FEES				
FY24 Amended Revenue Budget	FY24 YTD Revenue Collected	FY24 Revenue Balance	FY24 Annual Projection	% Recognized
\$7,659,845	\$1,328,692	(\$6,331,152)	\$4,109,396	17.35%
Overall year-to-date revenues are low primarily due the use of Carry-over Funding in the amount of \$2,868,265 to support ongoing projects. In addition, we have less than anticipated grant fund revenue for the Fire Station #6 projects. The project recently incurred approximately \$500,000 in project related expenses for which we will be requesting reimbursement of 50% of those expenses from the grantor. The residential impact fees are over the projected amount at 355.61% whereas commercial fees are slightly under at 45.53%.				

Police Impact Fees Fund

The Police Impact Fees Fund are collected from new residential construction to purchase, build or improve the City's police facilities.

115 POLICE IMPACT FEES				
FY24 Amended Revenue Budget	FY24 YTD Revenue Collected	FY24 Revenue Balance	FY24 Annual Projection	% Recognized
\$3,519,442	\$1,381,692	(\$2,137,750)	\$1,902,130	39.26%
Overall year-to-date revenues collected at less than the 75% anticipated due the use of Carry-over Funding in the amount of \$1,945,442 to support ongoing projects. While commercial impact fees are under at 43.52%, residential fees are at 240.63%.				

Stormwater Fund

The primary purpose of the Stormwater Fund is to comply with NPDES MS4 regulations. The primary objectives of this Fund are to inspect, clean, repair, rehabilitate, and design/permit/build improvements to stormwater systems that provide flood control and significantly increases water quality treatment within the City.

120 STORMWATER SPECIAL REVENUE FUND				
FY24 Amended Revenue Budget	FY24 YTD Revenue Collected	FY24 Revenue Balance	FY24 Annual Projection	% Recognized
\$2,471,254	\$1,509,533	(\$961,721)	\$1,819,117	61.08%
Overall year-to-date revenues collected are less than anticipated due to use of Carry-over Funding and Reserves to balance the budget in the amount \$626,910. However, revenues from stormwater collection fees are higher than anticipated, at 81.53%.				

Water & Wastewater Operating Fund

The Utilities Operations Fund is used to ensure the effective operation for water, sewer and reclaim utilities for all citizens of Apopka.

401 WATER & WASTEWATER OPERATING FUND				
FY24 Amended Revenue Budget	FY24 YTD Revenue Collected	FY24 Revenue Balance	FY24 Annual Projection	% Recognized
\$46,037,970	\$20,360,433	(\$25,677,538)	\$27,497,280	44.23%
Overall year-to-date revenues collected are at less than the 75% anticipated, primarily due to the use of reserves and carry-over funding for ongoing projects in the amount of \$\$20,228,871. In addition, grant revenue in the amount of \$1,178,738 is less than anticipated. However, the year revenues for water, reclaimed water and sewer fees, are anticipated to exceed the annual budget.				

Sanitation Fund

The Sanitation Fund provides commercial and household solid waste pick-up and disposal for our citizens. Solid Waste service includes residential garbage, recycling, yard waste and bulky pick-up services and commercial dumpster service.

402 SANITATION				
FY24 Amended Revenue Budget	FY24 YTD Revenue Collected	FY24 Revenue Balance	FY24 Annual Projection	% Recognized
\$8,910,256	\$4,833,910	(\$4,076,346)	\$6,742,751	54.25%
Overall year-to-date revenues are less than anticipated, primarily due to the use of carry-over funding in the amount of \$1,646,853 for ongoing projects and funding from reserve in the amount of \$40,931. The Sanitation Service Fees are below the year-to-date budget, as well.				

Water & Wastewater Reuse Fund

The Utilities Operations Fund is used to ensure the effective operation for water, sewer and reclaim utilities for all citizens of Apopka.

403 WATER, WASTEWATER AND REUSE				
FY24 Amended Revenue Budget	FY24 YTD Revenue Collected	FY24 Revenue Balance	FY24 Annual Projection	% Recognized
\$23,336,714	\$12,762,847	(\$10,573,867)	\$16,906,493	54.69%
Due to significant growth, the Water, Wastewater, and Reuse Impact Fee revenues are exceeding the anticipated amount of revenue year-to-date. However, the overall revenues year-to-date are less than anticipated due to the use of \$11,895,265 from Carry-over Funding to support on-going projects. Also, the projects funded with the State Grants Funds are low in expenditures and the revenue has not been realized.				

Community Development Fund

The City's Community Redevelopment Fund provides the framework for projects and programs intended to revitalize and improve conditions within the Community Redevelopment Area.

610 COMMUNITY DEVELOPMENT AGENCY

FY24 Amended Revenue Budget	FY24 YTD Revenue Collected	FY24 Revenue Balance	FY24 Annual Projection	% Recognized
\$4,390,529	\$1,131,059	(\$3,259,470)	\$1,131,059	25.76%
Overall year-to-date revenues are less than anticipated due to the use of \$3,185,529 in Carry-over Funding to support ongoing projects. Current Ad Valorem Taxes and Tax increase for CRA are at 100%.				

Expenditures/Expenses:

General Fund

001 - 1010 MAYOR'S OFFICE				
FY24 Amended Expenditure Budget	FY24 YTD Expenditures	FY24 Expenditure Balance	FY24 Annual Projection	% Expended
\$683,034	\$429,471	\$253,563	\$573,736	62.88%
Overall year-to-date expenses are less than the anticipated 75%, primarily due to less charges to travel & per diem and operating supplies.				

001 - 1015 LEGAL SERVICES				
FY24 Amended Expenditure Budget	FY24 YTD Expenditures	FY24 Expenditure Balance	FY24 Annual Projection	% Expended
\$2,429,272	\$1,765,221	\$664,050	\$2,255,733	72.66%
Overall year-to-date expenses are primarily on target, with slightly less than anticipated expenses for liability & casualty insurance.				

001 - 1020 ADMINISTRATIVE SERVICES				
FY24 Amended Expenditure Budget	FY24 YTD Expenditures	FY24 Expenditure Balance	FY24 Annual Projection	% Expended
\$352,087	\$273,101	\$78,986	\$349,135	77.57%
Overall year-to-date expenses are slightly over the 75% anticipated. The expenses for employee salary and benefits are higher than anticipated due to budget transfers made earlier in the year to support outside counsel legal fees. Other expenses in general are under 50% year-to-date.				

001 - 1022 FACILITIES MAINTENANCE				
FY24 Amended Expenditure Budget	FY24 YTD Expenditures	FY24 Expenditure Balance	FY24 Annual Projection	% Expended
\$3,029,373	\$1,523,884	\$1,505,490	\$2,174,716	50.30%
Overall year-to-date expenses are less than the 75% anticipated, primarily due to less expenses for other contractual services, utility services, repairs & maintenance, operating supplies, buildings, infrastructure, and machinery & equipment purchases.				

001 - 1030 CITY CLERK				
FY24 Amended Expenditure Budget	FY24 YTD Expenditures	FY24 Expenditure Balance	FY24 Annual Projection	% Expended
\$308,391	\$211,312	\$97,079	\$281,241	68.52%
Overall year-to-date expenses are less than anticipated, primarily due to less charges for professional & contractual services, printing services, training, books-publications-subscriptions and other current charges.				

001 - 1120 FINANCE				
FY24 Amended Expenditure Budget	FY24 YTD Expenditures	FY24 Expenditure Balance	FY24 Annual Projection	% Expended
\$2,388,421	\$1,339,838	\$1,048,583	\$1,783,511	56.10%
Overall year-to-date expenses are less than the 75% anticipated, primarily due to less expenses for professional services, other current charges, operating supplies, books, publications, and subscriptions, and training.				

001 - 1170 HUMAN RESOURCES				
FY24 Amended Expenditure Budget	FY24 YTD Expenditures	FY24 Expenditure Balance	FY24 Annual Projection	% Expended
\$3,637,673	\$495,168	\$3,142,505	\$657,650	13.61%
Overall year-to-date expenses are less than the 75% anticipated, primarily due to less expenses for professional services, other current charges, books, publications, and subscriptions, and training. In addition, the salary study adjustment contingency for all staff is included the HR budget and will be re-allocated to the various departments/divisions upon receipt of the final impact.				

001 – FIRE DEPARTMENT (2110, 2120, 2130)				
FY24 YTD Expenditures	FY24 YTD Revenue Collected	FY24 Expenditure Balance	FY24 Annual Projection	% Expended
\$27,134,851	\$16,852,080	\$10,282,771	\$23,759,879	62.10%
Overall year-to-date expenses are lower than anticipated, primarily due to less expenditures for professional & contractual services, operating supplies, rentals & leases, repairs & maintenances, and training. In addition, capital expenditures for equipment & machinery, which includes funding for replacement ambulances has not been spent down.				

001 - POLICE DEPARTMENT (2210, 2220, 2230, 2235, 2250)				
FY24 YTD Expenditures	FY24 YTD Revenue Collected	FY24 Expenditure Balance	FY24 Annual Projection	% Expended
\$24,718,174	\$15,891,266	\$8,826,909	\$21,578,856	64.29%
Overall year-to-date expenses are less than the 75% anticipated, primarily due to less expenditures for professional & contractual services, travel, utility services, repairs & vehicle maintenance, operating supplies, and training. In addition, capital expenditures for equipment & machinery are encumbered but, not expended.				

3310 - FLEET MAINTENANCE				
FY24 Amended Expenditure Budget	FY24 YTD Expenditures	FY24 Expenditure Balance	FY24 Annual Projection	% Expended
\$1,397,698	\$883,843	\$513,855	\$1,174,090	63.24%
Overall year-to-date expenses are less than anticipated, primarily due to less charges for repairs & maintenance.				

001 - PARKS & RECREATION (3512, 3513, 3514, 3612, 3614)				
FY24 Amended Expenditure Budget	FY24 YTD Expenditures	FY24 Expenditure Balance	FY24 Annual Projection	% Expended
\$10,626,503	\$4,208,762	\$6,417,740	\$6,562,034	39.61%
Overall year-to-date expenses are less than the anticipated 75% for professional & contractual services, repairs & maintenance, operating supplies, fuel & gasoline, community events, printing, and promotional advertisement, utility services, and training. The lower than anticipated operating expenses, may be due to seasonal trends, as well. In addition, the expenses in the capital accounts are down as well, some have pending requisitions/purchase orders and expenditures should be forthcoming.				

001 – COMMUNITY DEVELOPMENT (4020 and 4021)				
FY24 Amended Expenditure Budget	FY24 YTD Expenditures	FY24 Expenditure Balance	Sum of FY24 Annual Projection	% Expended
\$3,374,113	\$1,694,138	\$1,679,974	\$2,244,364	50.21%
Overall year-to-date expenses less than anticipated. The expenses are below the expected amounts for contractual services, legal advertising, operating supplies, fuel and gasoline. In addition, the capital expenditures for two (2) vehicles have not been expensed.				

001 – 4022 ECONOMIC DEVELOPMENT				
FY24 Amended Expenditure Budget	FY24 YTD Expenditures	FY24 Expenditure Balance	FY24 Annual Projection	% Expended
\$200,000	\$78,741	\$121,259	\$104,531	39.37%
Overall year-to-date expenses are less than the 75% anticipated. The new Economic Development Director started in February 2024, therefore the salaries, wages, and fringe are below budget. Other operating expenses, such as contractual services training, and books, publications, subscriptions, and membership are below budget, as well.				

001 - 5110 INFORMATION TECHNOLOGY				
FY24 Amended Expenditure Budget	FY24 YTD Expenditures	FY24 Expenditure Balance	FY24 Annual Projection	% Expended
\$6,378,369	\$5,063,130	\$1,315,240	\$5,818,741	79.38%
Overall year-to-date expenses are exceeding the 75% anticipated due to the planned and budgeted capital purchase of new radios in the amount \$2.1 million during the month of June 2024.				

001 – DEBT SERVICE AND TRANSFERS (9011)				
FY24 Amended Expenditure Budget	FY24 YTD Expenditures	FY24 Expenditure Balance	FY24 Annual Projection	% Expended
\$7,727,337	(\$805,065)	\$8,532,402	\$7,727,337	-10.42%
Overall year-to-date transfers are below budget, due to the negative amounts related to the interest allocation transfers between funds. However, the budgeted transfers are on target.				

Street Improvement Fund

101 - STREET IMPROVEMENTS				
FY24 Amended Expenditure Budget	FY24 YTD Expenditures	FY24 Expenditure Balance	FY24 Annual Projection	Sum of % Recognized
\$7,689,232	\$4,988,977	\$2,700,255	\$6,675,937	64.88%
Overall year-to-date expenses are less than anticipated. The expenses are below the expected amount for contractual services, utility services - street lights, repairs & maintenance, street stripping, sidewalk & curb repairs, street & stop sign replacements, speed humps, equipment & machinery.				

Transportation Fund

102 - TRANSPORTATION IMPACT FEES				
FY24 Amended Expenditure Budget	FY24 YTD Expenditures	FY24 Expenditure Balance	FY24 Annual Projection	% Expended
\$25,855,239	\$3,735,827	\$22,119,413	\$9,231,249	14.45%
Overall year to date expenses are significantly below the 75%, primarily due to slow spending for ongoing capital improvement project expenses and professional services.				

Recreation Impact Fees

104 - RECREATION IMPACT FEES				
FY24 Amended Expenditure Budget	FY24 YTD Expenditures	FY24 Expenditure Balance	FY24 Annual Projection	% Expended
\$3,040,289	\$190,517	\$2,849,772	\$253,904	6.27%
Overall year to date expenses are significantly lower than anticipated, primarily due to slow spending for ongoing capital improvement projects (new soccer fields, tennis, and pickleball courts at NWRC, design of NW Recreation Complex Relief Driveway, and the South Road Jason Dweley project).				

Fire Impact Fees

110 - FIRE IMPACT FEES				
FY24 Amended Expenditure Budget	FY24 YTD Expenditures	FY24 Expenditure Balance	FY24 Annual Projection	% Expended
\$7,659,845	\$260,105	\$7,399,739	\$346,807	3.40%
Overall year to date expenses are lower than anticipated. The expenses are well below the expected amount primarily due to slow spending for capital improvements project expenses for Fire Station # 6 and Public Safety Building.				

Police Impact Fees

115 - POLICE IMPACT FEES				
FY24 Amended Expenditure Budget	FY24 YTD Expenditures	FY24 Expenditure Balance	FY24 Annual Projection	% Expended
\$3,519,442	\$15,676	\$3,503,766	\$20,901	0.45%
Overall year to date expenses are lower than anticipated. The expenses are well below the expected amount primarily due to slow spending for capital improvements project expenses for the Public Safety Building.				

Stormwater

120 - STORMWATER SPECIAL REVENUE FUND				
FY24 Amended Expenditure Budget	FY24 YTD Expenditures	FY24 Expenditure Balance	FY24 Annual Projection	% Expended
\$2,471,254	\$728,714	\$1,742,540	\$971,619	29.49%
Overall year-to-date expenses are less than the anticipated 75%, primarily due to low charges for contractual services, vehicle maintenance, repairs & maintenance, operating supplies, fuel & gasoline. The capital expenditures for various capital improvement project expenses (8th & Highland Street and Piedmont Lakes) are lower than anticipated, as well.				

Water and wastewater Operating Fund

401 - WATER & WASTEWATER OPERATING FUND				
FY24 Amended Expenditure Budget	FY24 YTD Expenditures	FY24 Expenditure Balance	FY24 Annual Projection	% Expended
\$46,037,341	\$18,766,289	\$27,271,052	\$30,731,435	40.76%
Overall year-to-date expenses are below the anticipated 75%. Several operating expenses, such as utility services, repairs & maintenance, operating supplies, professional & contractual services, and rentals & leases. Capital improvements and equipment & machinery purchases are low for various projects (Plymouth Regional WTP #3, Grossenbacher WTP 1.5 MG GST Addition, Grossenbacher WTP Well #1, OnSyte New Installations, Water Main Renewal & Replacement Program, Clear Lake Project, Vick Road Force Main Upgrade, Lift Station 17 and 77 Renewal & Replacement, other small capital projects), as well.				

Sanitation Fund

402 - SANITATION				
FY24 Amended Expenditure Budget	FY24 YTD Expenditures	FY24 Expenditure Balance	FY24 Annual Projection	% Expended
\$8,904,278	\$4,271,485	\$4,632,793	\$8,006,407	47.97%
Overall year-to-date expenses are below the anticipated 75%. Several operating expenses, such as professional & contractual services, sanitation tipping fees, rentals & leases, repairs & maintenance, and operating supplies. Capital purchases for equipment & machinery are low, but are on order with expected delivery in August & September for four (4) new trucks.				

Water and Wastewater Reuse Fund

403 – WATER, WASTEWATER AND REUSE				
FY24 Amended Expenditure Budget	FY24 YTD Expenditures	FY24 Expenditure Balance	FY24 Annual Projection	% Expended
\$23,336,714	\$3,423,272	\$19,913,442	\$7,915,811	14.67%
Overall year-to-date expenses are below the anticipated 75% for professional services and debt service payments due later in the year. Capital improvements and equipment & machinery purchases are low for various projects (Plymouth Regional WTP #3, Northwest WTP 1.0 MG GST Addition, Grossenbacher WTP 1.5 MG GST Addition, Golden Gem RWTP 13.8 MGD RWTP New Construction, Northwest Reclaimed Water Storage Pond, Jason Dwelley Parkway - Plymouth Sorrento Road, Apopka Wastewater Reservoir Lining & Reuse Treatment Plant Facility Upgrades, and Camp Wewa Wastewater Service Extension), as well.				

CRA Community Redevelopment

610 - COMMUNITY DEVELOPMENT AGENCY				
FY24 Amended Expenditure Budget	FY24 YTD Expenditures	FY24 Expenditure Balance	FY24 Annual Projection	% Expended
\$4,390,529	\$295,626	\$4,094,902	\$828,851	6.73%
Overall year-to-date expenses are lower than anticipated due to two (2) major projects recently starting and being solicited, Skate Park & Pump Track and the Downtown Apopka Trail, respectively.				

We have attached the City's Budget-to-Actual Detailed Report for the Nine Months Ending June 30, 2024 for your review and acceptance.

June - FY24 Budget to Actual Report

Fund	Type	Division No. & Name	Account Id	Account Description	FY24		FY24 YTD - June Rev/Expd	FY24 Balance Excess/Deficit	FY24 Annual Projection	Projected Annual %	YTD %
					Amended Budgeted	FY24 Current - June Rev/Expd					
001	Revenue				94,388,410	5,657,844	63,406,216	(30,982,193)	79,372,614	84.09%	67.18%
	Revenue Total				94,388,410	5,657,844	63,406,216	(30,982,193)	79,372,614	84.09%	67.18%
	Expenditure	1010	001-1010-512-0000	ADMIN - MAYOR'S OFFICE	-	-	-	-	-	0.00%	0.00%
			001-1010-512-1200	REGULAR SALARIES AND WAGES	330,254	26,454	240,281	89,973	320,374	97.01%	72.76%
			001-1010-512-1210	LONGEVITY PAY	380	-	-	380	-	0.00%	0.00%
			001-1010-512-1300	OTHER SALARIES AND WAGES	9,750	-	-	9,750	-	0.00%	0.00%
			001-1010-512-1400	OVERTIME PAY	-	-	-	-	-	0.00%	0.00%
			001-1010-512-1600	OTHER REIMBURSED ALLOWANCES	12,000	923	8,769	3,231	11,692	97.44%	73.08%
			001-1010-512-2100	FICA TAXES - CITY MATCHING	23,278	2,000	18,098	5,180	24,131	103.66%	77.75%
			001-1010-512-2200	CITY RETIREMENT CONTRIBUTION	39,819	3,066	28,560	11,260	38,079	95.63%	71.72%
			001-1010-512-2300	LIFE AND HEALTH INSURANCE	41,428	289	27,186	14,242	36,248	87.50%	65.62%
			001-1010-512-2400	WORKER'S COMPENSATION	175	50	178	(3)	237	135.94%	101.95%
			001-1010-512-3100	PROFESSIONAL SERVICES	18,000	-	15,000	3,000	18,000	100.00%	83.33%
			001-1010-512-3150	CITY ATTORNEY - LEGAL FEES	-	-	-	-	-	0.00%	0.00%
			001-1010-512-3400	OTHER CONTRACTUAL SERVICES	-	-	-	-	-	0.00%	0.00%
			001-1010-512-4000	TRAVEL & PER DIEM	11,000	-	1,051	9,949	1,401	12.74%	9.56%
			001-1010-512-4100	COMMUNICATIONS SERVICES	-	-	-	-	-	0.00%	0.00%
			001-1010-512-4200	FREIGHT & POSTAGE SERVICES	1,000	7	192	808	257	25.66%	19.24%
			001-1010-512-4400	RENTAL AND LEASES	600	-	-	600	-	0.00%	0.00%
			001-1010-512-4500	LIABILITY & CASUALTY INSURANCE	-	-	-	-	-	0.00%	0.00%
			001-1010-512-4600	REPAIR & MAINT.-BLDG. & EQUIPMENT	2,200	129	695	1,505	927	42.14%	31.60%
			001-1010-512-4650	VEHICLE MAINTENANCE	-	-	-	-	-	0.00%	0.00%
			001-1010-512-4700	PRINTING SERVICES	4,000	-	707	3,293	942	23.56%	17.67%
			001-1010-512-4800	PROMOTIONAL ADVERTISING	-	-	-	-	-	0.00%	0.00%
			001-1010-512-4900	OTHER CURRENT CHARGES	-	-	-	-	-	0.00%	0.00%
			001-1010-512-4902	LEGAL ADVERTISING	-	-	-	-	-	0.00%	0.00%
			001-1010-512-4903	TEMPORARY LABOR	-	-	-	-	-	0.00%	0.00%
			001-1010-512-4905	APOPKA HISTORICAL SOCIETY	-	-	-	-	-	0.00%	0.00%
			001-1010-512-5100	OFFICE SUPPLIES	4,400	-	597	3,803	796	18.10%	13.57%
			001-1010-512-5200	OPERATING SUPPLIES	69,000	786	12,713	56,287	16,951	24.57%	18.42%
			001-1010-512-5201	OPERATING SUPPLIES SEAT 1	10,000	750	6,100	3,900	8,133	81.33%	61.00%
			001-1010-512-5202	OPERATING SUPPLIES SEAT 2	10,000	2,800	7,202	2,798	9,603	96.03%	72.02%
			001-1010-512-5203	OPERATING SUPPLIES SEAT 3	10,000	-	7,000	3,000	9,333	93.33%	70.00%
			001-1010-512-5204	OPERATING SUPPLIES SEAT 4	10,000	500	5,910	4,090	7,880	78.80%	59.10%
			001-1010-512-5250	FUEL AND GASOLINE	-	-	-	-	-	0.00%	0.00%
			001-1010-512-5290	EXPENSES- HURRICANE DORIAN	-	-	-	-	-	0.00%	0.00%
			001-1010-512-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	68,750	-	49,231	19,519	68,750	100.00%	71.61%
			001-1010-512-5500	TRAINING	7,000	-	-	7,000	-	0.00%	0.00%
			1010 MAYOR'S OFFICE Total		683,034	37,754	429,471	253,563	573,736	84.00%	62.88%
		1015	001-1015-514-0001	ADMIN - LEGAL SERVICES	-	-	-	-	-	0.00%	0.00%
			001-1015-514-1200	REGULAR SALARIES AND WAGES	70,467	6,226	52,740	17,727	70,321	99.79%	74.84%
			001-1015-514-1210	LONGEVITY PAY	400	-	-	400	-	0.00%	0.00%
			001-1015-514-1400	OVERTIME	-	-	73	(73)	97	0.00%	0.00%
			001-1015-514-1600	OTHER REIMBURSED ALLOWANCES	(0)	-	-	(0)	-	0.00%	0.00%
			001-1015-514-2100	FICA TAXES - CITY MATCHING	5,421	427	3,608	1,814	4,810	88.73%	66.55%
			001-1015-514-2200	CITY RETIREMENT CONTRIBUTION	10,346	909	7,893	2,453	10,524	101.72%	76.29%
			001-1015-514-2300	LIFE AND HEALTH INSURANCE	15,395	193	11,055	4,340	14,740	95.75%	71.81%
			001-1015-514-2400	WORKERS' COMPENSATION	27	14	41	(14)	55	204.29%	153.21%
			001-1015-514-2500	UNEMPLOYMENT COMPENSATION	-	-	-	-	-	0.00%	0.00%
			001-1015-514-3100	PROFESSIONAL SERVICES	630,367	118,881	546,197	84,170	630,367	100.00%	86.65%
			001-1015-514-3150	LEGAL SERVICE - CITY ATTORNEY	-	-	-	-	-	0.00%	0.00%

June - FY24 Budget to Actual Report

Fund	Type	Division No. & Name	Account Id	Account Description	FY24	FY24 Current -	FY24 YTD -	FY24 Balance	FY24 Annual	Projected	YTD %
					Amended Budgeted	June Rev/Expd	June Rev/Expd	Excess/Deficit	Projection	Annual %	
001	Expenditure	1015	001-1015-514-3160	LEGAL SERVICES - LABOR ATTORNEY	-	-	-	-	-	0.00%	0.00%
			001-1015-514-3170	LEGAL SERVICES - PUBLIC DEFENDER	-	-	-	-	-	0.00%	0.00%
			001-1015-514-3180	LEGAL SERVICES - DOWNTOWN CENTER	-	-	-	-	-	0.00%	0.00%
			001-1015-514-3190	LEGAL SERVICES - POLICE ADVISOR	-	-	-	-	-	0.00%	0.00%
			001-1015-514-3400	OTHER CONTRACTUAL SERVICES	8,500	761	5,808	2,692	7,743	91.10%	68.32%
			001-1015-514-4000	TRAVEL AND PER DIEM	1,500	-	-	1,500	-	0.00%	0.00%
			001-1015-514-4100	COMMUNICATIONS SERVICES	-	-	-	-	-	0.00%	0.00%
			001-1015-514-4200	FREIGHT & POSTAGE SERVICES	350	1	2	348	3	0.77%	0.58%
			001-1015-514-4300	UTILITY SERVICES	-	-	-	-	-	0.00%	0.00%
			001-1015-514-4400	RENTALS AND LEASES	-	-	-	-	-	0.00%	0.00%
			001-1015-514-4500	LIABILITY & CASUALTY INSURANCE	1,647,401	347,545	1,133,506	513,895	1,511,341	91.74%	68.81%
			001-1015-514-4600	REPAIR & MAINT.-BLDG & EQUIP	774	66	451	323	601	77.69%	58.27%
			001-1015-514-4650	VEHICLE MAINTENANCE	-	-	-	-	-	0.00%	0.00%
			001-1015-514-4700	PRINTING SERVICES	80	-	-	80	-	0.00%	0.00%
			001-1015-514-4800	PROMOTIONAL ACTIVITIES	-	-	-	-	-	0.00%	0.00%
			001-1015-514-4900	OTHER CURRENT CHARGES	25,100	-	176	24,924	235	0.94%	0.70%
			001-1015-514-5100	OFFICE SUPPLIES	1,000	-	180	820	241	24.05%	18.04%
			001-1015-514-5200	OPERATING SUPPLIES	576	-	60	516	80	13.89%	10.42%
			001-1015-514-5250	FUEL AND GASOLINE	-	-	-	-	-	0.00%	0.00%
			001-1015-514-5290	EXPENSES- HURRICANE DORIAN	-	-	-	-	-	0.00%	0.00%
			001-1015-514-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	10,519	(1)	3,004	7,515	4,005	38.08%	28.56%
			001-1015-514-5500	TRAINING	1,050	-	428	622	571	54.35%	40.76%
		1015 LEGAL SERVICES Total			2,429,272	475,023	1,765,221	664,050	2,255,733	92.86%	72.66%
		1020	001-1020-512-0001	ADMIN - ADMINISTRATIVE SERVICES	-	-	-	-	-	0.00%	0.00%
			001-1020-512-1200	REGULAR SALARIES AND WAGES	110,156	19,154	109,629	527	146,172	132.70%	99.52%
			001-1020-512-1210	LONGEVITY PAY	85	-	-	85	-	0.00%	0.00%
			001-1020-512-1300	OTHER SALARIES AND WAGES	-	-	-	-	-	0.00%	0.00%
			001-1020-512-1400	OVERTIME	-	-	-	-	-	0.00%	0.00%
			001-1020-512-1600	OTHER REIMBURSED ALLOWANCES	0	-	-	0	-	0.00%	0.00%
			001-1020-512-2100	FICA TAXES - CITY MATCHING	8,464	1,441	8,171	293	10,895	128.72%	96.54%
			001-1020-512-2200	CITY RETIREMENT CONTRIBUTION	11,177	2,193	9,778	1,399	13,037	116.64%	87.48%
			001-1020-512-2300	LIFE AND HEALTH INSURANCE	15,473	193	8,897	6,576	11,863	76.67%	57.50%
			001-1020-512-2400	WORKERS' COMPENSATION	50	21	66	(16)	88	176.98%	132.74%
			001-1020-512-2500	UNEMPLOYMENT COMPENSATION	-	-	-	-	-	0.00%	0.00%
			001-1020-512-3100	PROFESSIONAL SERVICES	45,000	-	45,000	-	45,000	100.00%	100.00%
			001-1020-512-3400	OTHER CONTRACTUAL SERVICES	145,622	21,211	72,391	73,231	96,521	66.28%	49.71%
			001-1020-512-4000	TRAVEL AND PER DIEM	-	16,250	16,250	(16,250)	21,667	0.00%	0.00%
			001-1020-512-4100	COMMUNICATIONS SERVICES	-	-	-	-	-	0.00%	0.00%
			001-1020-512-4200	FREIGHT & POSTAGE SERVICES	250	-	-	250	-	0.00%	0.00%
			001-1020-512-4300	UTILITY SERVICES	-	-	-	-	-	0.00%	0.00%
			001-1020-512-4400	RENTALS AND LEASES	4,700	581	1,742	2,958	2,323	49.43%	37.07%
			001-1020-512-4500	LIABILITY & CASUALTY INSURANCE	-	-	-	-	-	0.00%	0.00%
			001-1020-512-4600	REPAIR & MAINT.-BLDG & EQUIP	1,000	43	309	691	411	41.14%	30.86%
			001-1020-512-4650	VEHICLE MAINTENANCE	1,200	-	46	1,154	61	5.11%	3.83%
			001-1020-512-4700	PRINTING SERVICES	-	-	-	-	-	0.00%	0.00%
			001-1020-512-4800	PROMOTIONAL ACTIVITIES	-	-	-	-	-	0.00%	0.00%
			001-1020-512-4900	OTHER CURRENT CHARGES	-	-	-	-	-	0.00%	0.00%
			001-1020-512-5100	OFFICE SUPPLIES	2,500	-	347	2,153	462	18.49%	13.87%
			001-1020-512-5200	OPERATING SUPPLIES	2,700	88	158	2,542	211	7.80%	5.85%
			001-1020-512-5290	EXPENSES- HURRICANE DORIAN	-	-	-	-	-	0.00%	0.00%
			001-1020-512-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	710	-	-	710	-	0.00%	0.00%
			001-1020-512-5401	TRAINING - CPR	-	-	-	-	-	0.00%	0.00%

June - FY24 Budget to Actual Report

Fund	Type	Division No. & Name	Account Id	Account Description	FY24	FY24 Current -	FY24 YTD -	FY24 Balance	FY24 Annual	Projected	
					Amended Budgeted	June Rev/Expd	June Rev/Expd	Excess/Deficit	Projection	Annual %	YTD %
001	Expenditure	1020	001-1020-512-5500	TRAINING	2,000	-	-	2,000	-	0.00%	0.00%
			1020 ADMINISTRATIVE SERVICES Total		352,087	61,202	273,101	78,986	349,135	99.16%	77.57%
		1022	001-1022-519-0009	ADMIN - FACILITIES MAINTENANCE	-	-	-	-	-	0.00%	0.00%
			001-1022-519-1200	REGULAR SALARIES AND WAGES	269,911	26,160	236,310	33,600	315,080	116.74%	87.55%
			001-1022-519-1210	LONGEVITY PAY	1,140	-	-	1,140	-	0.00%	0.00%
			001-1022-519-1400	OVERTIME PAY	26,365	2,342	21,587	4,778	28,783	109.17%	81.88%
			001-1022-519-1600	OTHER REIMBURSED ALLOWANCES	-	-	-	-	-	0.00%	0.00%
			001-1022-519-2100	FICA TAXES - CITY MATCHING	22,752	2,128	19,349	3,403	25,799	113.39%	85.04%
			001-1022-519-2200	CITY RETIREMENT CONTRIBUTIONS	43,423	4,161	38,196	5,227	50,928	117.28%	87.96%
			001-1022-519-2300	LIFE AND HEALTH INSURANCE	73,134	482	41,681	31,454	55,574	75.99%	56.99%
			001-1022-519-2400	WORKERS' COMPENSATION	896	257	914	(18)	1,218	135.94%	101.96%
			001-1022-519-2500	UNEMPLOYMENT COMPENSATION	-	-	-	-	-	0.00%	0.00%
			001-1022-519-3100	PROFESSIONAL SERVICES	37,968	-	19,330	18,638	25,773	67.88%	50.91%
			001-1022-519-3400	OTHER CONTRACTUAL SERVICES	478,791	33,362	186,945	291,846	249,260	52.06%	39.05%
			001-1022-519-4000	TRAVEL AND PER DIEM	-	-	-	-	-	0.00%	0.00%
			001-1022-519-4100	COMMUNICATIONS SERVICES	-	-	-	-	-	0.00%	0.00%
			001-1022-519-4200	FREIGHT & POSTAGE SERVICES	-	-	-	-	-	0.00%	0.00%
			001-1022-519-4300	UTILITY SERVICES	200,000	13,235	123,321	76,679	164,428	82.21%	61.66%
			001-1022-519-4400	RENTALS AND LEASES	17,000	-	450	16,550	600	3.53%	2.65%
			001-1022-519-4500	LIABILITY & CASUALTY INSURANCE	-	-	-	-	-	0.00%	0.00%
			001-1022-519-4600	REPAIR & MAINT.-BLDG & EQUIP	508,919	18,794	355,994	152,925	474,658	93.27%	69.95%
			001-1022-519-4650	VEHICLE MAINTENANCE	8,000	915	1,405	6,595	1,873	23.41%	17.56%
			001-1022-519-4700	PRINTING SERVICES	-	-	-	-	-	0.00%	0.00%
			001-1022-519-4800	PROMOTIONAL ACTIVITIES	-	-	-	-	-	0.00%	0.00%
			001-1022-519-4900	OTHER CURRENT CHARGES	18,095	11,037	53,982	(35,887)	71,976	397.77%	298.33%
			001-1022-519-5100	OFFICE SUPPLIES	7,200	-	-	7,200	-	0.00%	0.00%
			001-1022-519-5200	OPERATING SUPPLIES	123,840	3,488	40,551	83,289	54,068	43.66%	32.74%
			001-1022-519-5250	FUEL AND GASOLINE	19,859	392	3,215	16,644	4,286	21.58%	16.19%
			001-1022-519-5290	EXPENSES- HURRICANE DORIAN	-	-	-	-	-	0.00%	0.00%
			001-1022-519-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	-	-	-	-	-	0.00%	0.00%
			001-1022-519-5500	TRAINING	3,500	-	2,065	1,435	2,753	78.67%	59.00%
			001-1022-519-6100	LAND	-	-	-	-	-	0.00%	0.00%
			001-1022-519-6200	BUILDINGS	388,489	108,611	127,506	260,983	275,507	70.92%	32.82%
			001-1022-519-6300	INFRASTRUCTURE	148,000	17,265	17,265	130,735	145,600	98.38%	11.67%
			001-1022-519-6400	MACHINERY AND EQUIPMENT	632,090	11,925	233,819	398,271	226,551	35.84%	36.99%
			001-1022-519-6800	INTANGIBLE ASSETS	-	-	-	-	-	0.00%	0.00%
			1022 FACILITIES MAINTENANCE Total		3,029,373	254,556	1,523,884	1,505,490	2,174,716	71.79%	50.30%
		1030	001-1030-512-0001	ADMIN - CITY CLERK	-	-	-	-	-	0.00%	0.00%
			001-1030-512-1200	REGULAR SALARIES AND WAGES	177,533	16,374	137,704	39,829	183,606	103.42%	77.57%
			001-1030-512-1210	LONGEVITY PAY	389	-	-	389	-	0.00%	0.00%
			001-1030-512-1400	OVERTIME PAY	2,400	60	588	1,812	784	32.66%	24.49%
			001-1030-512-1600	OTHER REIMBURSED ALLOWANCES	-	-	-	-	-	0.00%	0.00%
			001-1030-512-2100	FICA TAXES - CITY MATCHING	13,795	1,111	9,779	4,016	13,038	94.52%	70.89%
			001-1030-512-2200	CITY RETIREMENT CONTRIBUTION	26,327	2,399	20,425	5,902	27,233	103.44%	77.58%
			001-1030-512-2300	LIFE AND HEALTH INSURANCE	36,297	289	26,489	9,808	35,319	97.31%	72.98%
			001-1030-512-2400	WORKERS' COMPENSATION	50	14	51	(1)	68	135.92%	101.94%
			001-1030-512-2500	UNEMPLOYMENT COMPENSATION	-	-	-	-	-	0.00%	0.00%
			001-1030-512-3100	PROFESSIONAL SERVICES	1,000	155	155	845	207	20.67%	15.50%
			001-1030-512-3400	OTHER CONTRACTUAL SERVICES	12,200	-	3,530	8,670	4,706	38.57%	28.93%
			001-1030-512-4000	TRAVEL & PER DIEM	1,500	-	-	1,500	-	0.00%	0.00%
			001-1030-512-4100	COMMUNICATIONS SERVICES	-	-	-	-	-	0.00%	0.00%
			001-1030-512-4200	FREIGHT & POSTAGE SERVICES	500	14	179	321	239	47.84%	35.88%

June - FY24 Budget to Actual Report

Fund	Type	Division No. & Name	Account Id	Account Description	FY24	FY24 Current -	FY24 YTD -	FY24 Balance	FY24 Annual	Projected	YTD %
					Amended Budgeted	June Rev/Expd	June Rev/Expd	Excess/Deficit	Projection	Annual %	
001	Expenditure	1030	001-1030-512-4400	RENTAL AND LEASES	-	-	-	-	-	0.00%	0.00%
			001-1030-512-4500	LIABILITY & CASUALTY INSURANCE	-	-	-	-	-	0.00%	0.00%
			001-1030-512-4600	REPAIR & MAINT.-BLDG.& EQUIPMENT	4,200	520	2,488	1,712	3,317	78.97%	59.23%
			001-1030-512-4650	VEHICLE MAINTENCE	-	-	-	-	-	0.00%	0.00%
			001-1030-512-4700	PRINTING SERVICES	14,300	25	375	13,925	500	3.50%	2.62%
			001-1030-512-4800	PROMOTIONAL ADVERTISING	-	-	-	-	-	0.00%	0.00%
			001-1030-512-4900	OTHER CURRENT CHARGES	5,000	190	1,062	3,938	1,416	28.33%	21.24%
			001-1030-512-4902	LEGAL ADVERTISING	8,000	672	6,382	1,618	8,000	100.00%	79.77%
			001-1030-512-4903	TEMPORARY LABOR	-	-	-	-	-	0.00%	0.00%
			001-1030-512-5100	OFFICE SUPPLIES	1,500	29	1,023	477	1,363	90.89%	68.17%
			001-1030-512-5200	OPERATING SUPPLIES	1,000	-	958	42	1,278	127.78%	95.83%
			001-1030-512-5250	FUEL AND GASOLINE	-	-	-	-	-	0.00%	0.00%
			001-1030-512-5290	EXPENSES- HURRICANE DORIAN	-	-	-	-	-	0.00%	0.00%
			001-1030-512-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	1,000	-	125	875	167	16.67%	12.50%
			001-1030-512-5500	TRAINING	1,400	-	-	1,400	-	0.00%	0.00%
			1030 CITY CLERK Total		308,391	21,853	211,312	97,079	281,241	91.20%	68.52%
					6,802,157	850,387	4,202,990	2,599,167	5,634,561	82.83%	61.79%
		1120	001-1120-513-0002	FINANCE - BUDGET AND ACCOUNTING	-	-	-	-	-	0.00%	0.00%
			001-1120-513-1200	REGULAR SALARIES AND WAGES	1,261,927	91,141	799,365	462,562	1,065,820	84.46%	63.34%
			001-1120-513-1210	LONGEVITY PAY	940	-	-	940	-	0.00%	0.00%
			001-1120-513-1400	OVERTIME PAY	5,000	462	8,117	(3,117)	10,822	216.44%	162.33%
			001-1120-513-1600	OTHER REIMBURSED ALLOWANCES	480	-	-	480	-	0.00%	0.00%
			001-1120-513-2100	FICA TAXES - CITY MATCHING	93,471	6,664	59,373	34,099	79,164	84.69%	63.52%
			001-1120-513-2200	CITY RETIREMENT CONTRIBUTION	185,180	13,374	118,146	67,034	157,528	85.07%	63.80%
			001-1120-513-2300	LIFE AND HEALTH INSURANCE	312,627	1,446	121,590	191,038	162,119	51.86%	38.89%
			001-1120-513-2400	WORKER'S COMPENSATION	282	64	229	53	305	108.42%	81.32%
			001-1120-513-3100	PROFESSIONAL SERVICES	163,865	7,242	88,064	75,801	117,419	71.66%	53.74%
			001-1120-513-3111	PROFESSIONAL SERVICES - GENERAL PENSION	-	-	-	-	-	0.00%	0.00%
			001-1120-513-3200	AUDIT SERVICES	65,000	19,200	49,200	15,800	65,000	100.00%	75.69%
			001-1120-513-3400	OTHER CONTRACTUAL SERVICES	81,500	2,359	62,673	18,827	81,500	100.00%	76.90%
			001-1120-513-4000	TRAVEL & PER DIEM	10,230	1,413	1,891	8,339	2,521	24.65%	18.49%
			001-1120-513-4100	COMMUNICATIONS SERVICES	-	-	-	-	-	0.00%	0.00%
			001-1120-513-4200	FREIGHT & POSTAGE SERVICES	4,500	196	2,179	2,321	2,905	64.56%	48.42%
			001-1120-513-4400	RENTAL AND LEASES	-	-	-	-	-	0.00%	0.00%
			001-1120-513-4500	LIABILITY & CASUALTY INSURANCE	-	-	-	-	-	0.00%	0.00%
			001-1120-513-4600	REPAIR & MAINT.-BLDG.& EQUIPMENT	1,484	114	1,258	226	1,484	100.00%	84.76%
			001-1120-513-4650	VEHICLE MAINTENANCE	-	-	-	-	-	0.00%	0.00%
			001-1120-513-4700	PRINTING SERVICES	3,170	-	817	2,353	1,089	34.36%	25.77%
			001-1120-513-4800	PROMOTIONAL ADVERTISING	-	-	-	-	-	0.00%	0.00%
			001-1120-513-4900	OTHER CURRENT CHARGES	160,279	1,193	19,011	141,268	25,348	15.81%	11.86%
			001-1120-513-4901	ACCOUNTS PAYABLE LATE CHARGES PAYMENTS	-	-	-	-	-	0.00%	0.00%
			001-1120-513-4902	LEGAL ADVERTISING	1,900	-	-	1,900	-	0.00%	0.00%
			001-1120-513-4903	TEMPORARY LABOR	-	-	-	-	-	0.00%	0.00%
			001-1120-513-5100	OFFICE SUPPLIES	5,300	75	3,004	2,296	4,005	75.57%	56.68%
			001-1120-513-5200	OPERATING SUPPLIES	19,716	-	989	18,727	1,319	6.69%	5.02%
			001-1120-513-5250	FUEL AND GASOLINE	-	-	-	-	-	0.00%	0.00%
			001-1120-513-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	2,685	50	1,533	1,152	2,044	76.13%	57.09%
			001-1120-513-5500	TRAINING	8,885	677	2,151	6,735	2,867	32.27%	24.20%
			001-1120-513-9101	TRANSFER TO GENERAL FUND	-	-	250	(250)	250	0.00%	0.00%
			001-1120-513-9150	TRANSFER TO GRANT FUND	-	-	-	-	-	0.00%	0.00%
			1120 FINANCE Total		2,388,421	145,672	1,339,838	1,048,583	1,783,511	74.67%	56.10%

June - FY24 Budget to Actual Report

Fund	Type	Division No. & Name	Account Id	Account Description	FY24	FY24 Current -	FY24 YTD -	FY24 Balance	FY24 Annual	Projected	YTD %
					Amended Budgeted	June Rev/Expd	June Rev/Expd	Excess/Deficit	Projection	Annual %	
001	Expenditure				2,388,421	145,672	1,339,838	1,048,583	1,783,511	74.67%	56.10%

June - FY24 Budget to Actual Report

Fund	Type	Division No. & Name	Account Id	Account Description	FY24		FY24 Current - June Rev/Expd	FY24 YTD - June Rev/Expd	FY24 Balance Excess/Deficit	FY24 Annual Projection	Projected Annual %	YTD %
					Amended Budgeted							
001	Expenditure	1170	001-1170-513-0004	HUMAN RESOURCES	-		-	-	-	-	0.00%	0.00%
			001-1170-513-1200	REGULAR SALARIES AND WAGES	285,412		26,916	234,425	50,987	312,566	109.51%	82.14%
			001-1170-513-1210	LONGEVITY PAY	205		-	-	205	-	0.00%	0.00%
			001-1170-513-1300	OTHER SALARIES AND WAGES	15,600		-	-	15,600	-	0.00%	0.00%
			001-1170-513-1400	OVERTIME PAY	5,000		46	1,178	3,822	1,571	31.41%	23.56%
			001-1170-513-1600	OTHER REIMBURSED ALLOWANCES	480		37	351	129	468	97.44%	73.08%
			001-1170-513-1700	HUMAN RESOURCES CONTINGENCY	2,834,729		-	-	2,834,729	-	0.00%	0.00%
			001-1170-513-2100	FICA TAXES - CITY MATCHING	22,610		2,009	17,569	5,041	23,426	103.61%	77.71%
			001-1170-513-2200	CITY RETIREMENT CONTRIBUTION	42,500		3,666	33,041	9,459	44,054	103.66%	77.74%
			001-1170-513-2300	LIFE AND HEALTH INSURANCE	72,400		386	38,753	33,648	51,670	71.37%	53.53%
			001-1170-513-2400	WORKER'S COMPENSATION	100		29	102	(2)	136	135.95%	101.96%
			001-1170-513-2500	UNEMPLOYMENT COMPENSATION	20,000		-	281	19,719	375	1.88%	1.41%
			001-1170-513-3100	PROFESSIONAL SERVICES	79,500		32,600	54,749	24,751	72,999	91.82%	68.87%
			001-1170-513-3400	OTHER CONTRACTUAL SERVICES	147,639		10,015	68,653	78,986	91,538	62.00%	46.50%
			001-1170-513-4000	TRAVEL & PER DIEM	8,000		388	4,251	3,750	5,667	70.84%	53.13%
			001-1170-513-4100	COMMUNICATIONS SERVICES	-		-	-	-	-	0.00%	0.00%
			001-1170-513-4200	FREIGHT & POSTAGE SERVICES	500		3	98	402	130	26.07%	19.55%
			001-1170-513-4400	RENTALS AND LEASES	24		-	-	24	-	0.00%	0.00%
			001-1170-513-4500	LIABILITY & CASUALTY INSURANCE	-		-	-	-	-	0.00%	0.00%
			001-1170-513-4600	REPAIR & MAINT.-BLDG. & EQUIPMENT	1,976		210	1,428	548	1,904	96.37%	72.28%
			001-1170-513-4650	VEHICLE MAINTENANCE	-		-	-	-	-	0.00%	0.00%
			001-1170-513-4700	PRINTING SERVICES	1,550		-	1,047	503	1,396	90.06%	67.54%
			001-1170-513-4800	PROMOTIONAL ADVERTISING	-		-	-	-	-	0.00%	0.00%
			001-1170-513-4900	OTHER CURRENT CHARGES	6,129		-	2,841	3,288	3,788	61.80%	46.35%
			001-1170-513-4902	LEGAL ADVERTISING	-		-	-	-	-	0.00%	0.00%
			001-1170-513-5100	OFFICE SUPPLIES	2,000		122	1,466	534	1,955	97.74%	73.31%
			001-1170-513-5200	OPERATING SUPPLIES	23,000		676	16,128	6,872	21,504	93.50%	70.12%
			001-1170-513-5250	FUEL AND GASOLINE	-		-	-	-	-	0.00%	0.00%
			001-1170-513-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	7,596		-	4,021	3,575	5,361	70.58%	52.94%
			001-1170-513-5500	TRAINING	33,000		150	5,564	27,436	7,418	22.48%	16.86%
			001-1170-513-6300	IMPROVEMENTS OTHER THAN BLDGS	-		-	-	-	-	0.00%	0.00%
			001-1170-513-6400	EQUIPMENT AND MACHINERY	18,000		-	-	18,000	-	0.00%	0.00%
			001-1170-513-6800	INTANGIBLE ASSETS	9,723		-	9,223	500	9,723	100.00%	94.86%
			001-1170-513-9300	CONTINGENCY	-		-	-	-	-	0.00%	0.00%
			1170 HUMAN RESOURCES Total		3,637,673		77,253	495,168	3,142,505	657,650	18.08%	13.61%
					3,637,673		77,253	495,168	3,142,505	657,650	18.08%	13.61%
		2110	001-2110-522-0005	FIRE - CHIEF'S OFFICE	-		-	-	-	-	0.00%	0.00%
			001-2110-522-1200	REGULAR SALARIES AND WAGES	1,016,302		77,012	703,564	312,738	938,085	92.30%	69.23%
			001-2110-522-1210	LONGEVITY PAY	2,963		-	-	2,963	-	0.00%	0.00%
			001-2110-522-1225	PROFICIENCY PAY	72,001		3,077	29,232	42,770	38,975	54.13%	40.60%
			001-2110-522-1300	OTHER SALARIES AND WAGES	-		-	-	-	-	0.00%	0.00%
			001-2110-522-1400	OVERTIME PAY	2,857		-	-	2,857	-	0.00%	0.00%
			001-2110-522-1500	SPECIAL PAY	9,141		348	3,304	5,837	4,405	48.19%	36.14%
			001-2110-522-1600	OTHER REIMBURSED ALLOWANCES	1,920		-	-	1,920	-	0.00%	0.00%
			001-2110-522-2100	FICA TAXES - CITY MATCHING	81,887		5,645	51,929	29,958	69,239	84.55%	63.42%
			001-2110-522-2200	CITY RETIREMENT CONTRIBUTION	278,048		18,987	176,980	101,068	235,973	84.87%	63.65%
			001-2110-522-2300	LIFE AND HEALTH INSURANCE	273,536		1,157	144,462	129,075	192,615	70.42%	52.81%
			001-2110-522-2400	WORKER'S COMPENSATION	7,426		1,399	4,971	2,455	6,627	89.25%	66.94%
			001-2110-522-3100	PROFESSIONAL SERVICES	117,069		5,138	26,869	90,200	35,825	30.60%	22.95%
			001-2110-522-3111	PROFESSIONAL SERVICES - FIRE PENSION REB	-		-	-	-	-	0.00%	0.00%

June - FY24 Budget to Actual Report

Fund	Type	Division No. & Name	Account Id	Account Description	FY24	FY24 Current -	FY24 YTD -	FY24 Balance	FY24 Annual	Projected	YTD %
					Amended Budgeted	June Rev/Expd	June Rev/Expd	Excess/Deficit	Projection	Annual %	
001	Expenditure	2110	001-2110-522-3400	OTHER CONTRACTUAL SERVICES	111,360	37,684	107,357	4,003	111,360	100.00%	96.41%
			001-2110-522-3700	VEHICLE MAINTENANCE	-	-	-	-	-	0.00%	0.00%
			001-2110-522-4000	TRAVEL & PER DIEM	21,250	(175)	17,820	3,430	21,250	100.00%	83.86%
			001-2110-522-4100	COMMUNICATIONS SERVICES	-	-	-	-	-	0.00%	0.00%
			001-2110-522-4200	FREIGHT & POSTAGE SERVICES	1,800	38	582	1,218	776	43.12%	32.34%
			001-2110-522-4300	UTILITY SERVICES	146,400	12,059	99,150	47,250	132,200	90.30%	67.73%
			001-2110-522-4400	RENTAL AND LEASES	68,500	2,573	24,200	44,300	32,267	47.10%	35.33%
			001-2110-522-4500	LIABILITY & CASUALTY INSURANCE	-	-	-	-	-	0.00%	0.00%
			001-2110-522-4600	REPAIR & MAINT.-BLDG.& EQUIPMENT	2,500	-	-	2,500	-	0.00%	0.00%
			001-2110-522-4650	VEHICLE MAINTENANCE	2,500	1,265	8,092	(5,592)	10,789	431.56%	323.67%
			001-2110-522-4700	PRINTING SERVICES	2,800	-	-	2,800	-	0.00%	0.00%
			001-2110-522-4800	PROMOTIONAL ADVERTISING	-	-	-	-	-	0.00%	0.00%
			001-2110-522-4851	FIRE SUMMER CAMP EXPENSE	-	-	-	-	-	0.00%	0.00%
			001-2110-522-4900	OTHER CURRENT CHARGES	-	-	-	-	-	0.00%	0.00%
			001-2110-522-4902	LEGAL ADVERTISING	-	-	-	-	-	0.00%	0.00%
			001-2110-522-5100	OFFICE SUPPLIES	10,000	585	9,079	921	10,000	100.00%	90.79%
			001-2110-522-5200	OPERATING SUPPLIES	63,000	7,130	36,875	26,125	49,167	78.04%	58.53%
			001-2110-522-5210	FALL BBQ - SPECIAL EVENT	-	-	-	-	-	0.00%	0.00%
			001-2110-522-5250	FUEL AND GASOLINE	7,750	1,153	6,046	1,704	7,750	100.00%	78.01%
			001-2110-522-5290	EXPENSES- HURRICANE DORIAN	-	-	-	-	-	0.00%	0.00%
			001-2110-522-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	14,725	-	4,415	10,310	5,887	39.98%	29.98%
			001-2110-522-5500	TRAINING	11,570	-	3,152	8,418	4,203	36.32%	27.24%
			001-2110-522-6200	BUILDINGS	14,669	-	-	14,669	-	0.00%	0.00%
			001-2110-522-6400	EQUIPMENT AND MACHINERY	350,000	243,880	244,587	105,414	290,306	82.94%	69.88%
			001-2110-522-6800	INTANGIBLE ASSETS	188,439	-	34,808	153,631	173,194	91.91%	18.47%
			2110 FIRE CHIEF Total		2,880,411	418,954	1,737,471	1,142,940	2,370,892	82.31%	60.32%
		2120	001-2120-522-0006	FIRE - SUPPRESSION	-	-	-	-	-	0.00%	0.00%
			001-2120-522-1200	REGULAR SALARIES AND WAGES	3,507,587	255,674	2,566,083	941,504	3,421,444	97.54%	73.16%
			001-2120-522-1210	LONGEVITY PAY	7,465	-	-	7,465	-	0.00%	0.00%
			001-2120-522-1225	PROFICIENCY PAY	-	-	-	-	-	0.00%	0.00%
			001-2120-522-1300	OTHER SALARIES AND WAGES	-	-	-	-	-	0.00%	0.00%
			001-2120-522-1400	OVERTIME PAY	155,720	53,068	376,954	(221,235)	502,606	322.76%	242.07%
			001-2120-522-1500	SPECIAL PAY	6,140	177	1,739	4,401	2,318	37.76%	28.32%
			001-2120-522-1600	OTHER REIMBURSED ALLOWANCES	-	-	-	-	-	0.00%	0.00%
			001-2120-522-2100	FICA TAXES - CITY MATCHING	283,579	22,830	218,054	65,525	290,738	102.52%	76.89%
			001-2120-522-2200	CITY RETIREMENT CONTRIBUTION	930,268	77,012	725,791	204,478	967,721	104.03%	78.02%
			001-2120-522-2300	LIFE AND HEALTH INSURANCE	906,856	6,554	552,897	353,959	737,196	81.29%	60.97%
			001-2120-522-2400	WORKER'S COMPENSATION	41,954	11,493	40,835	1,119	54,446	129.78%	97.33%
			001-2120-522-2500	UNEMPLOYMENT COMPENSATION	-	-	-	-	-	0.00%	0.00%
			001-2120-522-3100	PROFESSIONAL SERVICES	48,000	-	-	48,000	-	0.00%	0.00%
			001-2120-522-3400	OTHER CONTRACTUAL SERVICES	-	-	-	-	-	0.00%	0.00%
			001-2120-522-4000	TRAVEL & PER DIEM	2,000	558	1,637	363	2,182	109.12%	81.84%
			001-2120-522-4100	COMMUNICATIONS SERVICES	-	-	-	-	-	0.00%	0.00%
			001-2120-522-4200	FREIGHT & POSTAGE SERVICES	-	-	-	-	-	0.00%	0.00%
			001-2120-522-4300	UTILITY SERVICES	-	-	-	-	-	0.00%	0.00%
			001-2120-522-4400	RENTALS AND LEASES	24,603	-	8,124	16,479	10,832	44.03%	33.02%
			001-2120-522-4500	LIABILITY & CASUALTY INSURANCE	-	-	-	-	-	0.00%	0.00%
			001-2120-522-4600	REPAIR & MAINT.-BLDG.& EQUIPMENT	198,511	9,467	115,339	83,172	153,785	77.47%	58.10%
			001-2120-522-4650	VEHICLE MAINTENANCE	175,000	16,047	102,997	72,003	137,330	78.47%	58.86%
			001-2120-522-4700	PRINTING SERVICES	-	-	-	-	-	0.00%	0.00%
			001-2120-522-4800	PROMOTIONAL ADVERTISING	-	-	-	-	-	0.00%	0.00%
			001-2120-522-4850	PUBLIC RELATIONS	28,000	2,357	7,315	20,685	9,754	34.83%	26.13%

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Fund	Type	Division No. & Name	Account Id	Account Description	FY24	FY24 Current -	FY24 YTD -	FY24 Balance	FY24 Annual	Projected	YTD %
					Amended Budgeted	June Rev/Expd	June Rev/Expd	Excess/Deficit	Projection	Annual %	
001	Expenditure	2120	001-2120-522-4902	LEGAL ADVERTISING	-	-	-	-	-	0.00%	0.00%
			001-2120-522-5100	OFFICE SUPPLIES	-	-	-	-	-	0.00%	0.00%
			001-2120-522-5200	OPERATING SUPPLIES	932,046	49,093	280,346	651,700	373,795	40.10%	30.08%
			001-2120-522-5210	OPERATING SUPPLIES - GRANTS	-	-	-	-	-	0.00%	0.00%
			001-2120-522-5250	FUEL AND GASOLINE	98,400	7,775	74,955	23,445	98,400	100.00%	76.17%
			001-2120-522-5290	EXPENSES- HURRICANE DORIAN	-	-	-	-	-	0.00%	0.00%
			001-2120-522-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	9,700	79	6,071	3,629	8,094	83.45%	62.59%
			001-2120-522-5500	TRAINING	77,500	1,638	15,244	62,256	20,325	26.23%	19.67%
			001-2120-522-6100	LAND	-	-	-	-	-	0.00%	0.00%
			001-2120-522-6200	BUILDINGS	85,000	-	31,835	53,165	42,447	49.94%	37.45%
			001-2120-522-6300	INFRASTRUCTURE	-	-	-	-	-	0.00%	0.00%
			001-2120-522-6400	EQUIPMENT AND MACHINERY	3,398,232	47,831	1,447,123	1,951,109	3,216,349	94.65%	42.58%
		2120 FIRE SUPPRESSION Total			10,916,561	561,653	6,573,339	4,343,222	10,049,763	92.06%	60.21%
		2130	001-2130-526-0007	FIRE - EMERGENCY MEDICAL SERVICE	-	-	-	-	-	0.00%	0.00%
			001-2130-526-1200	REGULAR SALARIES AND WAGES	5,232,013	414,815	3,767,175	1,464,838	5,022,901	96.00%	72.00%
			001-2130-526-1210	LONGEVITY PAY	15,959	-	-	15,959	-	0.00%	0.00%
			001-2130-526-1225	PROFICIENCY PAY	563,014	32,193	313,220	249,794	417,627	74.18%	55.63%
			001-2130-526-1300	OTHER SALARIES AND WAGES	-	-	-	-	-	0.00%	0.00%
			001-2130-526-1400	OVERTIME PAY	191,400	78,340	652,781	(461,381)	870,375	454.74%	341.06%
			001-2130-526-1500	SPECIAL PAY	33,442	1,903	18,080	15,362	24,106	72.08%	54.06%
			001-2130-526-1600	OTHER REIMBURSED ALLOWANCES	-	-	-	-	-	0.00%	0.00%
			001-2130-526-2100	FICA TAXES - CITY MATCHING	450,442	38,741	348,814	101,628	465,085	103.25%	77.44%
			001-2130-526-2110	FICA - THIRD PARTY SICK PAY	-	-	-	-	-	0.00%	0.00%
			001-2130-526-2200	CITY RETIREMENT CONTRIBUTION	1,580,139	132,594	1,170,023	410,115	1,560,031	98.73%	74.05%
			001-2130-526-2300	LIFE AND HEALTH INSURANCE	1,218,960	6,746	672,254	546,706	896,339	73.53%	55.15%
			001-2130-526-2400	WORKER'S COMPENSATION	59,193	16,258	57,766	1,427	77,021	130.12%	97.59%
			001-2130-526-2500	UNEMPLOYMENT COMPENSATION	-	-	-	-	-	0.00%	0.00%
			001-2130-526-3100	PROFESSIONAL SERVICES	-	-	-	-	-	0.00%	0.00%
			001-2130-526-3400	OTHER CONTRACTUAL SERVICES	671,000	585,000	634,619	36,381	671,000	100.00%	94.58%
			001-2130-526-4000	TRAVEL & PER DIEM	-	-	-	-	-	0.00%	0.00%
			001-2130-526-4100	COMMUNICATIONS SERVICES	7,200	-	-	7,200	-	0.00%	0.00%
			001-2130-526-4200	FREIGHT & POSTAGE SERVICES	-	-	-	-	-	0.00%	0.00%
			001-2130-526-4300	UTILITY SERVICES	-	-	-	-	-	0.00%	0.00%
			001-2130-526-4400	RENTAL AND LEASES	20,000	920	11,765	8,235	15,686	78.43%	58.82%
			001-2130-526-4500	LIABILITY & CASUALTY INSURANCE	-	-	-	-	-	0.00%	0.00%
			001-2130-526-4600	REPAIR & MAINT.-BLDG.& EQUIPMENT	37,000	-	4,547	32,453	6,063	16.39%	12.29%
			001-2130-526-4650	VEHICLE MAINTENANCE	161,827	5,517	159,057	2,770	161,827	100.00%	98.29%
			001-2130-526-4700	PRINTING SERVICES	1,500	-	-	1,500	-	0.00%	0.00%
			001-2130-526-4800	PROMOTIONAL ADVERTISING	-	-	-	-	-	0.00%	0.00%
			001-2130-526-4900	OTHER CURRENT CHARGES	-	-	-	-	-	0.00%	0.00%
			001-2130-526-4902	LEGAL ADVERTISING	-	-	-	-	-	0.00%	0.00%
			001-2130-526-4950	EMS BILLING EXPENSE	108,200	-	22,218	85,982	29,625	27.38%	20.53%
			001-2130-526-4951	EMS PEMT EXPENSE	-	-	169,363	(169,363)	169,363	0.00%	0.00%
			001-2130-526-5100	OFFICE SUPPLIES	-	-	-	-	-	0.00%	0.00%
			001-2130-526-5200	OPERATING SUPPLIES	303,397	27,571	163,290	140,108	217,720	71.76%	53.82%
			001-2130-526-5250	FUEL AND GASOLINE	68,400	4,452	44,795	23,605	59,727	87.32%	65.49%
			001-2130-526-5290	EXPENSES- HURRICANE DORIAN	-	-	-	-	-	0.00%	0.00%
			001-2130-526-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	2,500	-	2,347	153	2,500	100.00%	93.87%
			001-2130-526-5500	TRAINING	228,500	2,467	101,819	126,681	135,759	59.41%	44.56%
			001-2130-526-6300	INFRASTRUCTURE	-	-	-	-	-	0.00%	0.00%
			001-2130-526-6400	EQUIPMENT AND MACHINERY	2,383,794	-	227,336	2,156,458	536,468	22.50%	9.54%
		2130 FIRE EMS Total			13,337,879	1,347,517	8,541,270	4,796,609	11,339,223	85.02%	64.04%

June - FY24 Budget to Actual Report

Fund	Type	Division No. & Name	Account Id	Account Description	FY24	FY24 Current -	FY24 YTD -	FY24 Balance	FY24 Annual	Projected	
					Amended Budgeted	June Rev/Expd	June Rev/Expd	Excess/Deficit	Projection	Annual %	YTD %
001	Expenditure				27,134,851	2,328,125	16,852,080	10,282,771	23,759,879	87.56%	62.10%

June - FY24 Budget to Actual Report

Fund	Type	Division No. & Name	Account Id	Account Description	FY24		FY24 YTD - June Rev/Expd	FY24 Balance Excess/Deficit	FY24 Annual Projection	Projected Annual %	YTD %
					Amended Budgeted	FY24 Current - June Rev/Expd					
001	Expenditure	2210	001-2210-521-0012	POLICE - CHIEF'S OFFICE	-	-	-	-	-	0.00%	0.00%
			001-2210-521-1200	REGULAR SALARIES AND WAGES	616,887	65,506	461,050	155,837	614,733	99.65%	74.74%
			001-2210-521-1210	LONGEVITY PAY	1,803	-	-	1,803	-	0.00%	0.00%
			001-2210-521-1225	PROFICIENCY PAY	500	77	712	(211)	949	189.64%	142.23%
			001-2210-521-1300	OTHER SALARIES AND WAGES	-	-	-	-	-	0.00%	0.00%
			001-2210-521-1400	OVERTIME PAY	12,000	302	8,991	3,009	11,988	99.90%	74.93%
			001-2210-521-1500	SPECIAL PAY	6,240	480	4,440	1,800	5,920	94.87%	71.15%
			001-2210-521-1600	OTHER REIMBURSED ALLOWANCES	960	74	683	277	911	94.87%	71.15%
			001-2210-521-2100	FICA TAXES - CITY MATCHING	38,394	4,751	33,545	4,849	44,727	116.49%	87.37%
			001-2210-521-2200	CITY RETIREMENT CONTRIBUTION	55,786	8,914	45,557	10,229	60,743	108.89%	81.66%
			001-2210-521-2300	LIFE AND HEALTH INSURANCE	116,585	482	74,936	41,649	99,915	85.70%	64.28%
			001-2210-521-2400	WORKER'S COMPENSATION	2,213	635	2,256	(43)	3,008	135.94%	101.96%
			001-2210-521-3100	PROFESSIONAL SERVICES	18,200	1,043	6,791	11,410	9,054	49.75%	37.31%
			001-2210-521-3111	PROFESSIONAL SERVICES - POLICE PENSION R	-	-	-	-	-	0.00%	0.00%
			001-2210-521-3400	OTHER CONTRACTUAL SERVICES	-	-	-	-	-	0.00%	0.00%
			001-2210-521-4000	TRAVEL & PER DIEM	12,300	-	1,751	10,549	2,335	18.98%	14.24%
			001-2210-521-4100	COMMUNICATIONS SERVICES	-	-	-	-	-	0.00%	0.00%
			001-2210-521-4200	FREIGHT & POSTAGE SERVICES	10,000	589	6,137	3,863	8,182	81.82%	61.37%
			001-2210-521-4300	UTILITY SERVICES	57,750	4,725	33,928	23,822	45,237	78.33%	58.75%
			001-2210-521-4500	LIABILITY & CASUALTY INSURANCE	-	-	-	-	-	0.00%	0.00%
			001-2210-521-4600	REPAIR & MAINT.-BLDG. & EQUIPMENT	28,300	5,699	7,656	20,644	10,208	36.07%	27.05%
			001-2210-521-4650	VEHICLE MAINTENANCE	17,000	-	1,219	15,781	1,625	9.56%	7.17%
			001-2210-521-4700	PRINTING SERVICES	3,575	-	-	3,575	-	0.00%	0.00%
			001-2210-521-4800	PROMOTIONAL ADVERTISING	-	-	-	-	-	0.00%	0.00%
			001-2210-521-4900	OTHER CURRENT CHARGES	2,000	-	-	2,000	-	0.00%	0.00%
			001-2210-521-4902	LEGAL ADVERTISING	1,000	-	-	1,000	-	0.00%	0.00%
			001-2210-521-4903	TEMPORARY LABOR	-	-	-	-	-	0.00%	0.00%
			001-2210-521-5100	OFFICE SUPPLIES	3,250	-	611	2,639	815	25.08%	18.81%
			001-2210-521-5200	OPERATING SUPPLIES	46,100	4,575	22,223	23,877	29,631	64.28%	48.21%
			001-2210-521-5202	OPERATING GRANTS	-	-	-	-	-	0.00%	0.00%
			001-2210-521-5205	COPS & FIREFIGHTERS (C&F)	-	-	-	-	-	0.00%	0.00%
			001-2210-521-5210	OPERATING SUPPLIES - GRANTS	-	-	-	-	-	0.00%	0.00%
			001-2210-521-5250	FUEL AND GASOLINE	9,000	453	4,799	4,201	6,398	71.09%	53.32%
			001-2210-521-5290	EXPENSES- HURRICANE DORIAN	-	-	-	-	-	0.00%	0.00%
			001-2210-521-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	6,600	500	3,510	3,090	4,680	70.91%	53.18%
			001-2210-521-5450	POLICE-SPECIAL EDUCATION	-	-	-	-	-	0.00%	0.00%
			001-2210-521-5500	TRAINING	78,300	21,619	29,828	48,472	39,771	50.79%	38.09%
			001-2210-521-6200	BUILDINGS	-	-	-	-	-	0.00%	0.00%
			001-2210-521-6300	IMPROVEMENTS OTHER THAN BLDGS.	8,000	-	-	8,000	-	0.00%	0.00%
			001-2210-521-6400	EQUIPMENT AND MACHINERY	12,971	-	30,744	(17,773)	33,528	258.47%	237.01%
		2210 POLICE CHIEF Total			1,165,715	120,422	781,367	384,348	1,034,358	88.73%	67.03%
		2220	001-2220-521-0014	POLICE - FIELD SERVICES	-	-	-	-	-	0.00%	0.00%
			001-2220-521-1200	REGULAR SALARIES AND WAGES	6,006,418	507,179	4,546,924	1,459,494	6,062,565	100.93%	75.70%
			001-2220-521-1210	LONGEVITY PAY	13,727	-	-	13,727	-	0.00%	0.00%
			001-2220-521-1225	PROFICIENCY PAY	19,656	2,000	17,769	1,888	23,691	120.53%	90.40%
			001-2220-521-1300	OTHER SALARIES AND WAGES	-	-	-	-	-	0.00%	0.00%
			001-2220-521-1400	OVERTIME PAY	271,240	23,981	278,841	(7,601)	371,788	137.07%	102.80%
			001-2220-521-1500	SPECIAL PAY	71,563	3,591	32,722	38,841	43,629	60.97%	45.72%
			001-2220-521-1600	OTHER REIMBURSED ALLOWANCES	2,440	188	1,736	704	2,315	94.87%	71.15%
			001-2220-521-2100	FICA TAXES - CITY MATCHING	482,835	39,347	357,969	124,866	477,292	98.85%	74.14%
			001-2220-521-2200	CITY RETIREMENT CONTRIBUTION	1,588,974	123,918	1,168,981	419,993	1,558,642	98.09%	73.57%

June - FY24 Budget to Actual Report

Fund	Type	Division No. & Name	Account Id	Account Description	FY24	FY24 Current -	FY24 YTD -	FY24 Balance	FY24 Annual	Projected	YTD %
					Amended Budgeted	June Rev/Expd	June Rev/Expd	Excess/Deficit	Projection	Annual %	
001	Expenditure	2220	001-2220-521-2300	LIFE AND HEALTH INSURANCE	1,431,366	9,059	738,324	693,042	984,432	68.78%	51.58%
			001-2220-521-2400	WORKER'S COMPENSATION	41,150	11,144	39,595	1,555	52,793	128.30%	96.22%
			001-2220-521-2500	UNEMPLOYMENT COMPENSATION	-	-	-	-	-	0.00%	0.00%
			001-2220-521-3100	PROFESSIONAL SERVICES	21,500	375	8,625	12,875	11,500	53.49%	40.12%
			001-2220-521-3400	OTHER CONTRACTUAL SERVICES	4,320	170	2,390	1,930	3,187	73.77%	55.32%
			001-2220-521-4000	TRAVEL & PER DIEM	8,500	463	2,078	6,422	2,771	32.60%	24.45%
			001-2220-521-4100	COMMUNICATIONS SERVICES	5,280	432	3,235	2,045	4,313	81.68%	61.26%
			001-2220-521-4200	FREIGHT & POSTAGE SERVICES	-	-	-	-	-	0.00%	0.00%
			001-2220-521-4400	RENTALS & LEASES	6,500	-	-	6,500	-	0.00%	0.00%
			001-2220-521-4500	LIABILITY & CASUALTY INSURANCE	-	-	-	-	-	0.00%	0.00%
			001-2220-521-4600	REPAIR & MAINT.-BLDG.& EQUIPMENT	41,900	1,356	12,437	29,463	16,583	39.58%	29.68%
			001-2220-521-4650	VEHICLE MAINTENANCE	180,000	11,904	126,643	53,357	168,858	93.81%	70.36%
			001-2220-521-4651	VEHICLE MAINT-INSURANCE PROCEED RECOVERY	-	-	-	-	-	0.00%	0.00%
			001-2220-521-4700	PRINTING SERVICES	8,800	651	1,076	7,725	1,434	16.30%	12.22%
			001-2220-521-4800	PROMOTIONAL ADVERTISING	-	-	-	-	-	0.00%	0.00%
			001-2220-521-4900	OTHER CURRENT CHARGES	15,000	-	10,500	4,500	14,000	93.33%	70.00%
			001-2220-521-4902	LEGAL ADVERTISING	-	-	-	-	-	0.00%	0.00%
			001-2220-521-4903	TEMPORARY LABOR	-	-	-	-	-	0.00%	0.00%
			001-2220-521-5100	OFFICE SUPPLIES	10,750	-	3,549	7,201	4,732	44.02%	33.01%
			001-2220-521-5200	OPERATING SUPPLIES	1,312,630	42,354	295,170	1,017,461	393,559	29.98%	22.49%
			001-2220-521-5202	OPERATING GRANTS	-	-	3,539	(3,539)	3,539	0.00%	0.00%
			001-2220-521-5225	CANINE OPERATING SUPPLIES	-	-	-	-	-	0.00%	0.00%
			001-2220-521-5230	B.G. JUVENILE OPERATING SUPPLIES	-	-	-	-	-	0.00%	0.00%
			001-2220-521-5250	FUEL AND GASOLINE	275,000	20,288	164,606	110,394	219,475	79.81%	59.86%
			001-2220-521-5255	CRIME PREVENTION SUPPLIES	-	-	-	-	-	0.00%	0.00%
			001-2220-521-5290	EXPENSES- HURRICANE DORIAN	-	-	-	-	-	0.00%	0.00%
			001-2220-521-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	5,500	-	1,413	4,087	1,884	34.25%	25.69%
			001-2220-521-5450	POLICE-SPECIAL EDUCATION	-	-	-	-	-	0.00%	0.00%
			001-2220-521-5500	TRAINING	40,650	425	22,563	18,087	30,084	74.01%	55.51%
			001-2220-521-6300	IMPROVEMENTS OTHER THAN BLDGS	-	-	-	-	-	0.00%	0.00%
			001-2220-521-6400	EQUIPMENT AND MACHINERY	1,618,685	101,594	975,432	643,253	1,486,965	91.86%	60.26%
			2220 POLICE FIELD SERVICES Total		13,484,384	900,418	8,816,116	4,668,268	11,940,032	88.55%	65.38%
		2230	001-2230-521-0015	POLICE - SUPPORT SERVICES	-	-	-	-	-	0.00%	0.00%
			001-2230-521-1200	REGULAR SALARIES AND WAGES	3,841,889	294,839	2,598,750	1,243,139	3,465,000	90.19%	67.64%
			001-2230-521-1210	LONGEVITY PAY	13,851	-	-	13,851	-	0.00%	0.00%
			001-2230-521-1225	PROFICIENCY PAY	15,507	3,077	27,422	(11,915)	36,563	235.77%	176.83%
			001-2230-521-1300	OTHER SALARIES AND WAGES	2,500	-	-	2,500	-	0.00%	0.00%
			001-2230-521-1400	OVERTIME PAY	165,783	17,153	223,281	(57,498)	297,707	179.58%	134.68%
			001-2230-521-1500	SPECIAL PAY	34,324	2,770	25,230	9,093	33,641	98.01%	73.51%
			001-2230-521-1600	OTHER REIMBURSED ALLOWANCES	18,680	1,286	11,897	6,783	15,863	84.92%	63.69%
			001-2230-521-2100	FICA TAXES - CITY MATCHING	305,491	22,940	208,414	97,077	277,885	90.96%	68.22%
			001-2230-521-2200	CITY RETIREMENT CONTRIBUTION	821,032	55,436	501,317	319,716	668,422	81.41%	61.06%
			001-2230-521-2300	LIFE AND HEALTH INSURANCE	823,713	4,723	440,970	382,743	587,960	71.38%	53.53%
			001-2230-521-2400	WORKER'S COMPENSATION	22,245	6,318	22,448	(203)	29,931	134.55%	100.91%
			001-2230-521-2500	UNEMPLOYMENT COMPENSATION	-	-	-	-	-	0.00%	0.00%
			001-2230-521-3100	PROFESSIONAL SERVICES	16,000	205	5,117	10,883	6,823	42.64%	31.98%
			001-2230-521-3400	OTHER CONTRACTUAL SERVICES	-	-	-	-	-	0.00%	0.00%
			001-2230-521-4000	TRAVEL & PER DIEM	7,750	947	3,463	4,287	4,617	59.58%	44.68%
			001-2230-521-4100	COMMUNICATIONS SERVICES	11,000	331	2,101	8,899	2,801	25.46%	19.10%
			001-2230-521-4200	FREIGHT & POSTAGE SERVICES	-	-	-	-	-	0.00%	0.00%
			001-2230-521-4400	RENTAL AND LEASES	10,000	-	-	10,000	-	0.00%	0.00%
			001-2230-521-4500	LIABILITY & CASUALTY INSURANCE	-	-	-	-	-	0.00%	0.00%

June - FY24 Budget to Actual Report

Fund	Type	Division No. & Name	Account Id	Account Description	FY24	FY24 Current -	FY24 YTD -	FY24 Balance	FY24 Annual	Projected	
					Amended Budgeted	June Rev/Expd	June Rev/Expd	Excess/Deficit	Projection	Annual %	YTD %
001	Expenditure	2230	001-2230-521-4600	REPAIR & MAINT.-BLDG.& EQUIPMENT	115,525	8,668	80,868	34,657	107,824	93.33%	70.00%
			001-2230-521-4650	VEHICLE MAINTENANCE	65,000	19,949	68,266	(3,266)	68,266	105.02%	105.02%
			001-2230-521-4700	PRINTING SERVICES	8,500	-	-	8,500	-	0.00%	0.00%
			001-2230-521-4800	PROMOTIONAL ADVERTISING	-	-	-	-	-	0.00%	0.00%
			001-2230-521-4900	OTHER CURRENT CHARGES	-	-	-	-	-	0.00%	0.00%
			001-2230-521-4902	LEGAL ADVERTISING	500	-	-	500	-	0.00%	0.00%
			001-2230-521-4903	TEMPORARY LABOR	-	-	-	-	-	0.00%	0.00%
			001-2230-521-4904	OTHER - CLOTHING ALLOWANCE	-	-	-	-	-	0.00%	0.00%
			001-2230-521-5100	OFFICE SUPPLIES	6,000	-	1,219	4,781	1,626	27.09%	20.32%
			001-2230-521-5200	OPERATING SUPPLIES	78,000	1,362	20,294	57,706	27,059	34.69%	26.02%
			001-2230-521-5250	FUEL AND GASOLINE	85,000	6,786	55,008	29,992	73,344	86.29%	64.72%
			001-2230-521-5290	EXPENSES- HURRICANE DORIAN	-	-	-	-	-	0.00%	0.00%
			001-2230-521-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	2,700	-	1,331	1,369	1,774	65.71%	49.28%
			001-2230-521-5450	POLICE-SPECIAL EDUCATION	-	-	-	-	-	0.00%	0.00%
			001-2230-521-5500	TRAINING	23,500	2,173	15,969	7,531	21,292	90.60%	67.95%
			001-2230-521-6200	BUILDNGS	-	-	-	-	-	0.00%	0.00%
			001-2230-521-6300	IMPROVEMENTS OTHER THAN BUILDINGS	-	-	-	-	-	0.00%	0.00%
			001-2230-521-6400	EQUIPMENT AND MACHINERY	426,716	23,244	70,069	356,646	328,937	77.09%	16.42%
			2230 POLICE SUPPORT SERVICES Total		6,921,207	472,206	4,383,434	2,537,773	6,057,334	87.52%	63.33%
		2235	001-2235-521-0016	POLICE - SCHOOL CROSSING GUARDS	-	-	-	-	-	0.00%	0.00%
			001-2235-521-1200	REGULAR SALARIES AND WAGES	-	-	-	-	-	0.00%	0.00%
			001-2235-521-1300	OTHER SALARIES AND WAGES	206,960	4,409	126,519	80,441	168,691	81.51%	61.13%
			001-2235-521-1600	OTHER REIMBURSED ALLOWANCES	-	-	-	-	-	0.00%	0.00%
			001-2235-521-2100	FICA TAXES - CITY MATCHING	15,832	337	9,678	6,154	12,904	81.51%	61.13%
			001-2235-521-2300	LIFE AND HEALTH INSURANCE	-	-	-	-	-	0.00%	0.00%
			001-2235-521-2400	WORKER'S COMPENSATION	5,470	1,570	5,577	(107)	7,436	135.94%	101.96%
			001-2235-521-2500	UNEMPLOYMENT COMPENSATION	-	-	-	-	-	0.00%	0.00%
			001-2235-521-3100	PROFESSIONAL SERVICES	-	-	-	-	-	0.00%	0.00%
			001-2235-521-4500	LIABILITY & CASUALTY INSURANCE	-	-	-	-	-	0.00%	0.00%
			001-2235-521-4700	PRINTING SERVICES	-	-	-	-	-	0.00%	0.00%
			001-2235-521-4800	PROMOTIONAL ADVERTISING	-	-	-	-	-	0.00%	0.00%
			001-2235-521-4900	OTHER CURRENT CHARGES	-	-	-	-	-	0.00%	0.00%
			001-2235-521-4903	TEMPORARY LABOR	-	-	-	-	-	0.00%	0.00%
			001-2235-521-5100	OFFICE SUPPLIES	-	-	-	-	-	0.00%	0.00%
			001-2235-521-5200	OPERATING SUPPLIES	4,400	-	2,668	1,732	3,557	80.85%	60.64%
			001-2235-521-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	-	-	-	-	-	0.00%	0.00%
			001-2235-521-5500	TRAINING	-	-	-	-	-	0.00%	0.00%
			2235 CROSSING GUARDS PARK RANGERS Total		232,662	6,315	144,442	88,220	192,589	82.78%	62.08%
		2250	001-2250-519-0016	POLICE - COMMUNICATIONS/DISPATCH	-	-	-	-	-	0.00%	0.00%
			001-2250-519-1200	REGULAR SALARIES AND WAGES	1,579,454	108,048	990,509	588,945	1,320,679	83.62%	62.71%
			001-2250-519-1210	LONGEVITY PAY	3,820	-	-	3,820	-	0.00%	0.00%
			001-2250-519-1225	PROFICIENCY PAY	4,502	231	3,134	1,367	4,179	92.83%	69.63%
			001-2250-519-1300	OTHER SALARIES AND WAGES	47,206	-	-	47,206	-	0.00%	0.00%
			001-2250-519-1400	OVERTIME PAY	187,097	32,783	251,792	(64,696)	335,723	179.44%	134.58%
			001-2250-519-1500	SPECIAL PAY	-	-	-	-	-	0.00%	0.00%
			001-2250-519-1600	OTHER REIMBURSED ALLOWANCES	480	-	-	480	-	0.00%	0.00%
			001-2250-519-2100	FICA TAXES - CITY MATCHING	139,299	10,240	91,204	48,096	121,605	87.30%	65.47%
			001-2250-519-2200	CITY RETIREMENT CONTRIBUTION	259,153	18,253	175,190	83,963	233,586	90.13%	67.60%
			001-2250-519-2300	LIFE AND HEALTH INSURANCE	532,060	2,795	195,099	336,961	260,132	48.89%	36.67%
			001-2250-519-2400	WORKER'S COMPENSATION	449	129	458	(9)	611	135.95%	101.96%
			001-2250-519-2500	UNEMPLOYMENT COMPENSATION	-	-	-	-	-	0.00%	0.00%
			001-2250-519-3100	PROFESSIONAL SERVICES	750	-	-	750	-	0.00%	0.00%

June - FY24 Budget to Actual Report

Fund	Type	Division No. & Name	Account Id	Account Description	FY24	FY24 Current -	FY24 YTD -	FY24 Balance	FY24 Annual	Projected	YTD %
					Amended Budgeted	June Rev/Expd	June Rev/Expd	Excess/Deficit	Projection	Annual %	
001	Expenditure	2250	001-2250-519-3400	OTHER CONTRACTUAL SERVICES	42,384	-	17,784	24,600	23,712	55.95%	41.96%
			001-2250-519-4000	TRAVEL & PER DIEM	3,400	-	-	3,400	-	0.00%	0.00%
			001-2250-519-4100	COMMUNICATIONS SERVICES	15,800	-	-	15,800	-	0.00%	0.00%
			001-2250-519-4200	FREIGHT & POSTAGE SERVICES	-	-	-	-	-	0.00%	0.00%
			001-2250-519-4300	UTILITY SERVICES	44,550	2,375	22,789	21,761	30,385	68.20%	51.15%
			001-2250-519-4500	LIABILITY & CASUALTY INSURANCE	-	-	-	-	-	0.00%	0.00%
			001-2250-519-4600	REPAIR & MAINT.-BLDG. & EQUIPMENT	7,992	35	3,134	4,858	4,179	52.29%	39.21%
			001-2250-519-4650	VEHICLE MAINTENANCE	-	-	-	-	-	0.00%	0.00%
			001-2250-519-4800	PROMOTIONAL ADVERTISING	-	-	-	-	-	0.00%	0.00%
			001-2250-519-4900	OTHER CURRENT CHARGES	-	-	-	-	-	0.00%	0.00%
			001-2250-519-4902	LEGAL ADVERTISING	-	-	-	-	-	0.00%	0.00%
			001-2250-519-4903	TEMPORARY LABOR	-	-	-	-	-	0.00%	0.00%
			001-2250-519-5100	OFFICE SUPPLIES	7,000	-	335	6,665	447	6.39%	4.79%
			001-2250-519-5200	OPERATING SUPPLIES	21,650	5,089	8,636	13,014	11,515	53.19%	39.89%
			001-2250-519-5250	FUEL AND GASOLINE	-	-	-	-	-	0.00%	0.00%
			001-2250-519-5290	EXPENSES- HURRICANE DORIAN	-	-	-	-	-	0.00%	0.00%
			001-2250-519-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	3,760	-	875	2,885	1,167	31.03%	23.27%
			001-2250-519-5500	TRAINING	13,400	1,005	4,967	8,433	6,623	49.42%	37.07%
			2250 DISPATCH Total		2,914,206	180,982	1,765,907	1,148,299	2,354,543	80.80%	60.60%
					24,718,174	1,680,345	15,891,266	8,826,909	21,578,856	87.30%	64.29%
		3310	001-3310-519-0017	PUBLIC SERVICES - FLEET MANAGEMENT	-	-	-	-	-	0.00%	0.00%
			001-3310-519-1200	REGULAR SALARIES AND WAGES	736,191	53,711	509,454	226,737	679,272	92.27%	69.20%
			001-3310-519-1210	LONGEVITY PAY	2,535	-	-	2,535	-	0.00%	0.00%
			001-3310-519-1400	OVERTIME PAY	10,000	3,249	23,554	(13,554)	31,405	314.05%	235.54%
			001-3310-519-1600	OTHER REIMBURSED ALLOWANCES	480	37	351	129	468	97.43%	73.07%
			001-3310-519-2100	FICA TAXES - CITY MATCHING	61,139	4,165	38,877	22,262	51,836	84.78%	63.59%
			001-3310-519-2200	CITY RETIREMENT CONTRIBUTION	116,684	8,322	79,782	36,903	106,375	91.17%	68.37%
			001-3310-519-2300	LIFE AND HEALTH INSURANCE	247,541	1,253	116,754	130,787	155,672	62.89%	47.17%
			001-3310-519-2400	WORKER'S COMPENSATION	3,433	985	3,500	(67)	4,667	135.94%	101.96%
			001-3310-519-2500	UNEMPLOYMENT COMPENSATION	-	-	-	-	-	0.00%	0.00%
			001-3310-519-3100	PROFESSIONAL SERVICES	-	-	-	-	-	0.00%	0.00%
			001-3310-519-3400	OTHER CONTRACTUAL SERVICES	2,260	-	-	2,260	-	0.00%	0.00%
			001-3310-519-4000	TRAVEL & PER DIEM	6,600	66	489	6,111	652	9.89%	7.41%
			001-3310-519-4100	COMMUNICATIONS SERVICES	-	-	-	-	-	0.00%	0.00%
			001-3310-519-4200	FREIGHT & POSTAGE SERVICES	100	-	-	100	-	0.00%	0.00%
			001-3310-519-4300	UTILITY SERVICES	10,500	1,021	11,320	(820)	15,093	143.74%	107.81%
			001-3310-519-4400	RENTAL AND LEASES	-	-	-	-	-	0.00%	0.00%
			001-3310-519-4500	LIABILITY & CASUALTY INSURANCE	-	-	-	-	-	0.00%	0.00%
			001-3310-519-4600	REPAIR & MAINT.-BLDG. & EQUIPMENT	89,000	3,084	22,110	66,890	29,480	33.12%	24.84%
			001-3310-519-4650	VEHICLE MAINTENANCE	10,000	1,674	5,465	4,535	7,287	72.87%	54.65%
			001-3310-519-4700	PRINTING SERVICES	-	-	-	-	-	0.00%	0.00%
			001-3310-519-4800	PROMOTIONAL ADVERTISING	-	-	-	-	-	0.00%	0.00%
			001-3310-519-4900	OTHER CURRENT CHARGES	-	-	-	-	-	0.00%	0.00%
			001-3310-519-4902	LEGAL ADVERTISING	-	-	-	-	-	0.00%	0.00%
			001-3310-519-4903	TEMPORARY LABOR	-	-	-	-	-	0.00%	0.00%
			001-3310-519-5100	OFFICE SUPPLIES	2,000	-	397	1,603	529	26.44%	19.83%
			001-3310-519-5200	OPERATING SUPPLIES	35,350	1,260	29,787	5,563	35,350	100.00%	84.26%
			001-3310-519-5250	FUEL AND GASOLINE	9,134	165	2,843	6,291	3,791	41.50%	31.12%
			001-3310-519-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	1,250	-	-	1,250	-	0.00%	0.00%
			001-3310-519-5500	TRAINING	3,500	-	2,495	1,005	3,327	95.05%	71.29%
			001-3310-519-6200	BUILDINGS	-	-	-	-	-	0.00%	0.00%

June - FY24 Budget to Actual Report

Fund	Type	Division No. & Name	Account Id	Account Description	FY24						
					Amended Budgeted	FY24 Current - June Rev/Expd	FY24 YTD - June Rev/Expd	FY24 Balance Excess/Deficit	FY24 Annual Projection	Projected Annual %	YTD %
001	Expenditure	3310	001-3310-519-6300	IMPROVEMENTS OTHER THAN BLDGS.	-	-	-	-	-	0.00%	0.00%
			001-3310-519-6400	EQUIPMENT AND MACHINERY	50,000	-	36,665	13,335	48,887	97.77%	73.33%
		3310 FLEET MAINTENANCE Total			1,397,698	78,991	883,843	513,855	1,174,090	84.00%	63.24%
					1,397,698	78,991	883,843	513,855	1,174,090	84.00%	63.24%
		3512	001-3512-539-0020	PUBLIC SERVICES - CEMETERY	-	-	-	-	-	0.00%	0.00%
			001-3512-539-1200	REGULAR SALARIES AND WAGES	89,291	8,277	67,573	21,718	90,097	100.90%	75.68%
			001-3512-539-1210	LONGEVITY PAY	524	-	-	524	-	0.00%	0.00%
			001-3512-539-1400	OVERTIME PAY	1,550	9	39	1,511	52	3.33%	2.50%
			001-3512-539-1600	OTHER REIMBURSED ALLOWANCES	-	-	-	-	-	0.00%	0.00%
			001-3512-539-2100	FICA TAXES - CITY MATCHING	6,989	589	4,783	2,207	6,377	91.24%	68.43%
			001-3512-539-2200	CITY RETIREMENT CONTRIBUTION	13,339	607	5,218	8,121	6,958	52.16%	39.12%
			001-3512-539-2300	LIFE AND HEALTH INSURANCE	29,355	193	19,279	10,076	25,705	87.57%	65.67%
			001-3512-539-2400	WORKER'S COMPENSATION	1,435	412	1,463	(28)	1,950	135.94%	101.96%
			001-3512-539-3100	PROFESSIONAL SERVICES	75,000	-	-	75,000	-	0.00%	0.00%
			001-3512-539-3400	OTHER CONTRACTUAL SERVICES	-	-	-	-	-	0.00%	0.00%
			001-3512-539-4000	TRAVEL & PER DIEM	-	-	-	-	-	0.00%	0.00%
			001-3512-539-4100	COMMUNICATIONS SERVICES	-	-	-	-	-	0.00%	0.00%
			001-3512-539-4200	FREIGHT & POSTAGE SERVICES	-	-	-	-	-	0.00%	0.00%
			001-3512-539-4300	UTILITY SERVICES	-	152	929	(929)	929	0.00%	0.00%
			001-3512-539-4400	RENTAL AND LEASES	-	-	-	-	-	0.00%	0.00%
			001-3512-539-4500	LIABILITY & CASUALTY INSURANCE	-	-	-	-	-	0.00%	0.00%
			001-3512-539-4600	REPAIR & MAINT.-BLDG. & EQUIPMENT	36,000	-	-	36,000	-	0.00%	0.00%
			001-3512-539-4650	VEHICLE MAINTENANCE	4,000	(24)	2,651	1,349	3,534	88.36%	66.27%
			001-3512-539-4800	PROMOTIONAL ADVERTISEMENT	-	-	-	-	-	0.00%	0.00%
			001-3512-539-4900	OTHER CURRENT CHARGES	-	-	-	-	-	0.00%	0.00%
			001-3512-539-4902	LEGAL ADVERTISING	-	-	-	-	-	0.00%	0.00%
			001-3512-539-4903	TEMPORARY LABOR	-	-	-	-	-	0.00%	0.00%
			001-3512-539-5100	OFFICE SUPPLIES	-	-	-	-	-	0.00%	0.00%
			001-3512-539-5200	OPERATING SUPPLIES	12,815	865	6,772	6,043	9,029	70.46%	52.84%
			001-3512-539-5250	FUEL AND GASOLINE	5,000	497	3,195	1,805	4,260	85.20%	63.90%
			001-3512-539-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	-	-	-	-	-	0.00%	0.00%
			001-3512-539-5500	TRAINING	-	-	-	-	-	0.00%	0.00%
			001-3512-539-6100	LAND	-	-	-	-	-	0.00%	0.00%
			001-3512-539-6200	BUILDINGS	324,341	-	9,297	315,044	84,959	26.19%	2.87%
			001-3512-539-6300	INFRASTRUCTURE	135,000	-	-	135,000	-	0.00%	0.00%
			001-3512-539-6400	EQUIPMENT AND MACHINERY	-	-	-	-	-	0.00%	0.00%
		3512 CEMETERY Total			734,639	11,575	121,198	613,441	233,850	31.83%	16.50%
		3513	001-3513-572-0021	PUBLIC SERVICES - GROUNDS	-	-	-	-	-	0.00%	0.00%
			001-3513-572-4300	UTILITY SERVICES	-	1,947	6,568	(6,568)	6,568	0.00%	0.00%
		3513 GROUNDS MAINTENANCE Total			-	1,947	6,568	(6,568)	6,568	0.00%	0.00%
		3514	001-3514-572-0022	GROUNDS - ATHLETIC COMPLEXES	-	-	-	-	-	0.00%	0.00%
			001-3514-572-1200	REGULAR SALARIES AND WAGES	806,622	63,060	543,047	263,575	724,063	89.76%	67.32%
			001-3514-572-1210	LONGEVITY PAY	3,101	-	-	3,101	-	0.00%	0.00%
			001-3514-572-1300	OTHER SALARIES AND WAGES	-	-	-	-	-	0.00%	0.00%
			001-3514-572-1400	OVERTIME PAY	10,000	1,219	23,020	(13,020)	30,694	306.94%	230.20%
			001-3514-572-1600	OTHER REIMBURSED ALLOWANCES	480	37	351	129	468	97.43%	73.07%
			001-3514-572-2100	FICA TAXES - CITY MATCHING	62,746	4,671	41,000	21,746	54,667	87.12%	65.34%
			001-3514-572-2200	CITY RETIREMENT CONTRIBUTION	119,750	9,390	83,765	35,984	111,687	93.27%	69.95%
			001-3514-572-2300	LIFE AND HEALTH INSURANCE	314,129	1,831	178,386	135,743	237,848	75.72%	56.79%
			001-3514-572-2400	WORKER'S COMPENSATION	4,848	1,391	4,942	(95)	6,590	135.94%	101.96%
			001-3514-572-3100	PROFESSIONAL SERVICES	-	-	-	-	-	0.00%	0.00%

June - FY24 Budget to Actual Report

Fund	Type	Division No. & Name	Account Id	Account Description	FY24	FY24 Current -	FY24 YTD -	FY24 Balance	FY24 Annual	Projected	
					Amended Budgeted	June Rev/Expd	June Rev/Expd	Excess/Deficit	Projection	Annual %	YTD %
001	Expenditure	3514	001-3514-572-3400	OTHER CONTRACTUAL SERVICES	809,680	32,621	450,840	358,840	601,119	74.24%	55.68%
			001-3514-572-4000	TRAVEL & PER DIEM	500	-	-	500	-	0.00%	0.00%
			001-3514-572-4100	COMMUNICATIONS SERVICES	-	-	-	-	-	0.00%	0.00%
			001-3514-572-4200	FREIGHT & POSTAGE SERVICES	100	-	-	100	-	0.00%	0.00%
			001-3514-572-4300	UTILITY SERVICES	313,100	16,279	257,623	55,477	313,100	100.00%	82.28%
			001-3514-572-4400	RENTALS AND LEASES	2,000	-	-	2,000	-	0.00%	0.00%
			001-3514-572-4500	LIABILITY & CASUALTY INSURANCE	-	-	-	-	-	0.00%	0.00%
			001-3514-572-4600	REPAIRS AND MAINTENANCE SERVICES	118,000	6,895	27,327	90,673	36,435	30.88%	23.16%
			001-3514-572-4650	VEHICLE MAINTENANCE	70,000	26,200	82,288	(12,288)	109,717	156.74%	117.55%
			001-3514-572-4700	PRINTING SERVICES	-	-	-	-	-	0.00%	0.00%
			001-3514-572-4900	OTHER CURRENT CHARGES AND OBLIGATIONS	2,000	-	-	2,000	-	0.00%	0.00%
			001-3514-572-4902	LEGAL ADVERTISING	-	-	-	-	-	0.00%	0.00%
			001-3514-572-5100	OFFICE SUPPLIES	-	-	-	-	-	0.00%	0.00%
			001-3514-572-5200	OPERATING SUPPLIES	333,909	58,108	215,886	118,023	287,848	86.21%	64.65%
			001-3514-572-5216	TREE BANKS EXPENDITURE	-	-	-	-	-	0.00%	0.00%
			001-3514-572-5250	FUEL AND GASOLINE	60,000	5,173	29,601	30,399	39,469	65.78%	49.34%
			001-3514-572-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	565	-	-	565	-	0.00%	0.00%
			001-3514-572-5500	TRAINING	2,950	-	240	2,710	320	10.85%	8.14%
			001-3514-572-6200	BUILDINGS	394,651	5,822	5,822	388,829	7,762	1.97%	1.48%
			001-3514-572-6300	INFRASTRUCTURE	370,016	-	64,224	305,792	85,632	23.14%	17.36%
			001-3514-572-6400	EQUIPMENT & MACHINERY	263,389	-	139,498	123,891	260,284	98.82%	52.96%
			001-3514-572-6800	INTANGIBLE ASSETS	-	-	-	-	-	0.00%	0.00%
			001-3514-572-9300	TRANSFER TO GRANT FUND - CITY MATCH	-	-	-	-	-	0.00%	0.00%
			3514 RECREATION ATHLETIC COMPLEXES Total		4,062,535	232,698	2,147,861	1,914,675	2,907,704	71.57%	52.87%
		3612	001-3612-572-0023	REC - ATHLETICS	-	-	-	-	-	0.00%	0.00%
			001-3612-572-1200	REGULAR SALARIES AND WAGES	796,869	62,700	570,840	226,029	761,120	95.51%	71.64%
			001-3612-572-1210	LONGEVITY PAY	2,113	-	-	2,113	-	0.00%	0.00%
			001-3612-572-1300	OTHER SALARIES AND WAGES	178,850	27,485	164,387	14,463	219,183	122.55%	91.91%
			001-3612-572-1400	OVERTIME PAY	10,550	3,094	9,454	1,096	12,605	119.48%	89.61%
			001-3612-572-1600	OTHER REIMBURSED ALLOWANCES	2,400	185	1,754	646	2,338	97.44%	73.08%
			001-3612-572-2100	FICA TAXES - CITY MATCHING	75,362	7,030	55,944	19,418	74,592	98.98%	74.23%
			001-3612-572-2200	CITY RETIREMENT CONTRIBUTION	117,607	9,208	84,469	33,138	112,625	95.76%	71.82%
			001-3612-572-2300	LIFE AND HEALTH INSURANCE	213,284	1,446	113,805	99,479	151,740	71.14%	53.36%
			001-3612-572-2400	WORKER'S COMPENSATION	6,901	1,980	7,036	(135)	9,382	135.94%	101.96%
			001-3612-572-2500	UNEMPLOYMENT COMPENSATION	-	-	-	-	-	0.00%	0.00%
			001-3612-572-3100	PROFESSIONAL SERVICES	-	-	-	-	-	0.00%	0.00%
			001-3612-572-3400	OTHER CONTRACTUAL SERVICES	165,075	(1,191)	88,241	76,834	117,655	71.27%	53.46%
			001-3612-572-4000	TRAVEL & PER DIEM	2,000	-	300	1,700	400	20.00%	15.00%
			001-3612-572-4100	COMMUNICATIONS SERVICES	-	-	-	-	-	0.00%	0.00%
			001-3612-572-4200	FREIGHT & POSTAGE SERVICES	600	-	255	345	339	56.57%	42.43%
			001-3612-572-4300	UTILITY SERVICES	-	-	-	-	-	0.00%	0.00%
			001-3612-572-4400	RENTALS AND LEASES	8,185	823	3,508	4,677	4,678	57.15%	42.86%
			001-3612-572-4500	LIABILITY & CASUALTY INSURANCE	-	-	-	-	-	0.00%	0.00%
			001-3612-572-4600	REPAIRS & MAINT. - BLDG.& EQUIPMENT	37,353	2,235	10,828	26,525	14,437	38.65%	28.99%
			001-3612-572-4650	VEHICLE MAINTENANCE	13,000	4,060	9,083	3,917	12,110	93.16%	69.87%
			001-3612-572-4700	PRINTING SERVICES	18,000	1,660	4,685	13,315	6,247	34.71%	26.03%
			001-3612-572-4800	PROMOTIONAL ADVERTISEMENT	26,000	-	15,076	10,924	20,102	77.31%	57.99%
			001-3612-572-4900	OTHER CURRENT CHARGES	-	-	-	-	-	0.00%	0.00%
			001-3612-572-4902	LEGAL ADVERTISING	-	-	-	-	-	0.00%	0.00%
			001-3612-572-4903	TEMPORARY LABOR	-	-	-	-	-	0.00%	0.00%
			001-3612-572-5100	OFFICE SUPPLIES	7,000	399	1,718	5,282	2,290	32.72%	24.54%
			001-3612-572-5200	OPERATING SUPPLIES	195,162	10,259	113,660	81,502	151,547	77.65%	58.24%

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Fund	Type	Division No. & Name	Account Id	Account Description	FY24	FY24 Current -	FY24 YTD -	FY24 Balance	FY24 Annual	Projected	
					Amended Budgeted	June Rev/Expd	June Rev/Expd	Excess/Deficit	Projection	Annual %	YTD %
001	Expenditure	3612	001-3612-572-5201	APOKA PROUD CITY EVENTS	199,000	490	127,210	71,790	169,613	85.23%	63.92%
			001-3612-572-5203	COMMUNITY EVENTS	194,000	2,592	11,552	182,448	15,402	7.94%	5.95%
			001-3612-572-5204	CONCERT & BBQ	-	-	-	-	-	0.00%	0.00%
			001-3612-572-5205	RECREATION SCHOLARSHIPS	-	-	-	-	-	0.00%	0.00%
			001-3612-572-5206	RECREATION SCHOLARSHIPS - ADVENT HEALTH	30,000	-	-	30,000	-	0.00%	0.00%
			001-3612-572-5250	FUEL AND GASOLINE	20,000	355	2,235	17,765	2,980	14.90%	11.18%
			001-3612-572-5290	EXPENSES- HURRICANE DORIAN	-	-	-	-	-	0.00%	0.00%
			001-3612-572-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	7,665	-	1,326	6,339	1,768	23.07%	17.30%
			001-3612-572-5500	TRAINING	6,600	-	(733)	7,333	(977)	-14.81%	-11.11%
			001-3612-572-5900	COMMUNITY CENTER RENTALS - FEES	-	-	-	-	-	0.00%	0.00%
			001-3612-572-6100	LAND	-	-	-	-	-	0.00%	0.00%
			001-3612-572-6200	BUILDINGS	-	-	-	-	-	0.00%	0.00%
			001-3612-572-6300	IMPROVEMENTS OTHER THAN BUILDINGS	2,185,011	61,745	114,908	2,070,103	1,002,270	45.87%	5.26%
			001-3612-572-6301	IMPROVEMENTS OTHER THAN BUILDS TENNIS CO	-	-	-	-	-	0.00%	0.00%
			001-3612-572-6400	EQUIPMENT AND MACHINERY	74,058	-	33,058	41,000	73,778	99.62%	44.64%
		3612 RECREATION ATHLETICS Total			4,592,643	196,554	1,544,599	3,048,045	2,938,225	63.98%	33.63%
		3614	001-3614-572-1200	REGULAR SALARIES AND WAGES	75,261	66,523	99,782	(24,521)	133,042	176.77%	132.58%
			001-3614-572-1210	LONGEVITY PAY	114	-	-	114	-	0.00%	0.00%
			001-3614-572-1300	OTHER SALARIES AND WAGES	190,900	-	(43)	190,943	(57)	-0.03%	-0.02%
			001-3614-572-1400	OVERTIME PAY	6,250	5,308	6,764	(514)	9,019	144.30%	108.22%
			001-3614-572-1600	OTHER REIMBURSED ALLOWANCES	-	-	-	-	-	0.00%	0.00%
			001-3614-572-2100	FICA TAXES - CITY MATCHING	20,848	5,495	8,148	12,700	10,864	52.11%	39.08%
			001-3614-572-2200	CITY RETIREMENT CONTRIBUTION	11,054	1,207	4,029	7,025	5,372	48.60%	36.45%
			001-3614-572-2300	LIFE AND HEALTH INSURANCE	12,170	193	7,103	5,066	9,471	77.82%	58.37%
			001-3614-572-2400	WORKER'S COMPENSATION	3,790	1,087	3,864	(74)	5,152	135.95%	101.96%
			001-3614-572-3100	PROFESSIONAL SERVICES	-	-	-	-	-	0.00%	0.00%
			001-3614-572-3400	OTHER CONTRACTUAL SERVICES	207,023	15,014	52,407	154,616	69,876	33.75%	25.31%
			001-3614-572-4000	TRAVEL & PER DIEM	250	-	-	250	-	0.00%	0.00%
			001-3614-572-4200	FREIGHT & POSTAGE SERVICES	100	-	-	100	-	0.00%	0.00%
			001-3614-572-4300	UTILITY SERVICES	48,000	3,369	25,417	22,583	33,889	70.60%	52.95%
			001-3614-572-4400	RENTALS AND LEASES	7,800	-	-	7,800	-	0.00%	0.00%
			001-3614-572-4500	LIABILITY & CASUALTY INSURANCE	-	-	-	-	-	0.00%	0.00%
			001-3614-572-4600	REPAIR & MAINT.-BLDG. & EQUIP.	65,400	2,131	14,776	50,624	19,702	30.12%	22.59%
			001-3614-572-4650	VEHICLE MAINTENANCE	5,000	-	-	5,000	-	0.00%	0.00%
			001-3614-572-4700	PRINTING SERVICES	5,000	-	435	4,565	580	11.60%	8.70%
			001-3614-572-4800	PROMOTIONAL ADVERTISEMENT	8,500	-	2,695	5,805	3,593	42.27%	31.70%
			001-3614-572-5100	OFFICE SUPPLIES	4,000	60	168	3,832	225	5.61%	4.21%
			001-3614-572-5200	OPERATING SUPPLIES	95,200	7,574	23,455	71,745	31,274	32.85%	24.64%
			001-3614-572-5250	FUEL AND GASOLINE	3,000	-	-	3,000	-	0.00%	0.00%
			001-3614-572-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	4,565	-	54	4,511	72	1.59%	1.19%
			001-3614-572-5500	TRAINING	7,980	1,200	4,188	3,793	5,583	69.97%	52.47%
			001-3614-572-6100	LAND	-	-	-	-	-	0.00%	0.00%
			001-3614-572-6200	BUILDINGS	-	-	-	-	-	0.00%	0.00%
			001-3614-572-6300	IMPROVEMENTS OTHER THAN BUILDINGS	305,000	-	-	305,000	-	0.00%	0.00%
			001-3614-572-6400	EQUIPMENT & MACHINERY	149,481	-	135,296	14,186	138,031	92.34%	90.51%
			001-3614-572-6800	RECREATION - WE PARKS AND RECRE	-	-	-	-	-	0.00%	0.00%
		3614 RECREATION - ACTIVITIES AND CIVIC EVENTS Total			1,236,685	109,162	388,537	848,148	475,687	38.46%	31.42%
					10,626,503	551,936	4,208,762	6,417,740	6,562,034	61.75%	39.61%
		4020	001-4020-515-0025	COMMUNITY DEV - PLANNING	-	-	-	-	-	0.00%	0.00%
			001-4020-515-1200	REGULAR SALARIES AND WAGES	681,662	65,271	622,714	58,949	830,285	121.80%	91.35%
			001-4020-515-1210	LONGEVITY PAY	846	-	-	846	-	0.00%	0.00%

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Fund	Type	Division No. & Name	Account Id	Account Description	FY24	FY24 Current -	FY24 YTD -	FY24 Balance	FY24 Annual	Projected	YTD %	
					Amended Budgeted	June Rev/Expd	June Rev/Expd	Excess/Deficit	Projection	Annual %		
001	Expenditure	4020	001-4020-515-1300	OTHER SALARIES AND WAGES	18,720	-	-	18,720	-	0.00%	0.00%	
			001-4020-515-1400	OVERTIME PAY	-	51	260	(260)	346	0.00%	0.00%	
			001-4020-515-1600	OTHER REIMBURSED ALLOWANCES	-	-	-	-	-	0.00%	0.00%	
			001-4020-515-2100	FICA TAXES - CITY MATCHING	49,533	4,678	44,522	5,011	59,362	119.84%	89.88%	
			001-4020-515-2200	CITY RETIREMENT CONTRIBUTION	99,646	6,348	77,033	22,614	102,710	103.07%	77.31%	
			001-4020-515-2300	LIFE AND HEALTH INSURANCE	163,847	771	102,438	61,408	136,585	83.36%	62.52%	
			001-4020-515-2400	WORKER'S COMPENSATION	1,194	343	1,218	(23)	1,624	135.95%	101.96%	
			001-4020-515-2500	UNEMPLOYMENT COMPENSATION	-	-	-	-	-	0.00%	0.00%	
			001-4020-515-3100	PROFESSIONAL SERVICES	-	-	-	-	-	0.00%	0.00%	
			001-4020-515-3111	LAKE APOPKA GRANT EXPENDITURES	-	-	-	-	-	0.00%	0.00%	
			001-4020-515-3400	OTHER CONTRACTUAL SERVICES	662,534	34,746	106,222	556,312	141,629	21.38%	16.03%	
			001-4020-515-4000	TRAVEL & PER DIEM	4,200	174	879	3,321	1,172	27.91%	20.94%	
			001-4020-515-4100	COMMUNICATIONS SERVICES	3,700	-	-	3,700	-	0.00%	0.00%	
			001-4020-515-4200	FREIGHT & POSTAGE SERVICES	7,120	266	4,457	2,663	5,943	83.47%	62.60%	
			001-4020-515-4400	RENTALS AND LEASES	2,500	-	-	2,500	-	0.00%	0.00%	
			001-4020-515-4500	LIABILITY & CASUALTY INSURANCE	-	-	-	-	-	0.00%	0.00%	
			001-4020-515-4600	REPAIR & MAINT.-BLDG. & EQUIPMENT	57,500	185	48,854	8,646	53,500	93.04%	84.96%	
			001-4020-515-4650	VEHICLE MAINTENANCE	8,000	(33)	1,368	6,632	1,824	22.80%	17.10%	
			001-4020-515-4700	PRINTING SERVICES	3,740	975	3,199	541	3,740	100.00%	85.53%	
			001-4020-515-4800	PROMOTIONAL ADVERTISING	-	-	-	-	-	0.00%	0.00%	
			001-4020-515-4900	OTHER CURRENT CHARGES	-	-	-	-	-	0.00%	0.00%	
			001-4020-515-4902	LEGAL ADVERTISING	40,000	1,188	8,015	31,986	10,686	26.72%	20.04%	
			001-4020-515-5100	OFFICE SUPPLIES	12,000	524	2,258	9,742	3,011	25.09%	18.82%	
			001-4020-515-5200	OPERATING SUPPLIES	10,345	-	5,398	4,947	7,197	69.57%	52.18%	
			001-4020-515-5250	FUEL AND GASOLINE	6,000	-	92	5,908	122	2.04%	1.53%	
			001-4020-515-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	20,565	132	2,617	17,948	3,490	16.97%	12.73%	
			001-4020-515-5500	TRAINING	3,950	-	395	3,555	527	13.33%	10.00%	
			001-4020-515-6200	BUILDINGS	-	-	-	-	-	0.00%	0.00%	
			001-4020-515-6300	IMPROV. OTHER THAN BUILDING	-	-	-	-	-	0.00%	0.00%	
			001-4020-515-6400	EQUIPMENT AND MACHINERY	5,105	-	-	5,105	-	0.00%	0.00%	
			001-4020-515-6800	INTANGIBLE ASSETS	35,001	-	-	35,001	-	0.00%	0.00%	
			001-4020-515-8200	DONATIONS	-	-	-	-	-	0.00%	0.00%	
			001-4020-581-9102	TRANSFER TO EQUIPMENT R & R FUND	-	-	-	-	-	0.00%	0.00%	
			001-4020-581-9160	TRANSFER TO CRA	-	-	-	-	-	0.00%	0.00%	
			4020 COMMUNITY DEVELOPMENT Total					1,897,709	115,620	1,031,937	865,772	1,363,752
			4021	001-4021-524-0000	COMMUNITY DEV - BUILDING	-	-	-	-	-	0.00%	0.00%
				001-4021-524-1200	REGULAR SALARIES AND WAGES	852,964	50,794	457,964	395,000	610,619	71.59%	53.69%
				001-4021-524-1210	LONGEVITY PAY	1,899	-	-	1,899	-	0.00%	0.00%
				001-4021-524-1300	OTHER SALARIES AND WAGES	-	-	-	-	-	0.00%	0.00%
				001-4021-524-1400	OVERTIME PAY	4,000	197	2,738	1,262	3,651	91.28%	68.46%
				001-4021-524-1600	OTHER REIMBURSED ALLOWANCES	480	-	-	480	-	0.00%	0.00%
				001-4021-524-2100	FICA TAXES - CITY MATCHING	65,058	3,761	34,248	30,810	45,664	70.19%	52.64%
				001-4021-524-2200	CITY RETIREMENT CONTRIBUTION	117,074	6,573	59,954	57,120	79,939	68.28%	51.21%
				001-4021-524-2300	LIFE AND HEALTH INSURANCE	191,259	1,253	78,221	113,038	104,295	54.53%	40.90%
				001-4021-524-2400	WORKERS' COMPENSATION	3,359	964	3,425	(66)	4,566	135.95%	101.96%
				001-4021-524-2500	UNEMPLOYMENT COMPENSATION	-	-	-	-	-	0.00%	0.00%
				001-4021-524-3100	PROFESSIONAL SERVICES	-	-	-	-	-	0.00%	0.00%
				001-4021-524-3400	OTHER CONTRACTUAL SERVICES	-	-	-	-	-	0.00%	0.00%
				001-4021-524-4000	TRAVEL AND PER DIEM	750	-	-	750	-	0.00%	0.00%
				001-4021-524-4100	COMMUNICATIONS SERVICES	-	-	-	-	-	0.00%	0.00%
				001-4021-524-4200	FREIGHT & POSTAGE SERVICES	200	23	102	98	136	67.96%	50.97%
				001-4021-524-4300	UTILITY SERVICES	-	-	-	-	-	0.00%	0.00%

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Fund	Type	Division No. & Name	Account Id	Account Description	FY24	FY24 Current -	FY24 YTD -	FY24 Balance	FY24 Annual	Projected	
					Amended Budgeted	June Rev/Expd	June Rev/Expd	Excess/Deficit	Projection	Annual %	YTD %
001	Expenditure	4021	001-4021-524-4400	RENTALS AND LEASES	4,380	-	-	4,380	-	0.00%	0.00%
			001-4021-524-4500	LIABILITY & CASUALTY INSURANCE	-	-	-	-	-	0.00%	0.00%
			001-4021-524-4600	REPAIR & MAINT.-BLDG & EQUIP	11,950	104	10,704	1,246	11,949	99.99%	89.57%
			001-4021-524-4650	VEHICLE MAINTENANCE	7,000	330	3,890	3,110	5,186	74.09%	55.57%
			001-4021-524-4700	PRINTING SERVICES	550	-	88	462	117	21.33%	16.00%
			001-4021-524-4800	PROMOTIONAL ACTIVITIES	-	-	-	-	-	0.00%	0.00%
			001-4021-524-4900	OTHER CURRENT CHARGES	-	-	-	-	-	0.00%	0.00%
			001-4021-524-4902	LEGAL ADVERTISING	-	-	-	-	-	0.00%	0.00%
			001-4021-524-5100	OFFICE SUPPLIES	5,000	157	1,404	3,596	1,872	37.44%	28.08%
			001-4021-524-5200	OPERATING SUPPLIES	3,740	-	1,997	1,743	2,662	71.18%	53.39%
			001-4021-524-5250	FUEL AND GASOLINE	10,000	589	4,153	5,847	5,538	55.38%	41.53%
			001-4021-524-5290	EXPENSES- HURRICANE DORIAN	-	-	-	-	-	0.00%	0.00%
			001-4021-524-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	4,660	87	2,511	2,149	3,348	71.85%	53.89%
			001-4021-524-5500	TRAINING	15,325	315	802	14,523	1,069	6.98%	5.23%
			001-4021-524-6200	BUILDINGS	-	-	-	-	-	0.00%	0.00%
			001-4021-524-6300	INFRASTRUCTURE	-	-	-	-	-	0.00%	0.00%
			001-4021-524-6400	MACHINERY AND EQUIPMENT	176,757	-	-	176,757	-	0.00%	0.00%
			001-4021-524-6800	INTANGIBLE ASSETS	-	-	-	-	-	0.00%	0.00%
			4021 BUILDING INSPECTIONS Total		1,476,404	65,147	662,201	814,203	880,612	59.65%	44.85%
					3,374,113	180,767	1,694,138	1,679,974	2,244,364	66.52%	50.21%
		4022	001-4022-515-0025	ECONOMIC DEVELOPMENT	-	-	-	-	-	0.00%	0.00%
			001-4022-515-1200	REGULAR SALARIES AND WAGES	108,000	9,852	48,787	59,213	65,050	60.23%	45.17%
			001-4022-515-1210	LONGEVITY PAY	-	-	-	-	-	0.00%	0.00%
			001-4022-515-2100	FICA TAXES - CITY MATCHING	9,180	715	3,617	5,563	4,823	52.54%	39.40%
			001-4022-515-2200	CITY RETIREMENT CONTRIBU	14,000	1,438	7,112	6,888	9,482	67.73%	50.80%
			001-4022-515-2300	LIFE AND HEALTH INSURANCE	10,151	96	3,233	6,918	4,310	42.46%	31.85%
			001-4022-515-2400	WORKER'S COMPENSATION	-	-	-	-	-	0.00%	0.00%
			001-4022-515-3400	OTHER CONTRACTUAL SERVICES	30,000	7,412	7,412	22,588	9,883	32.94%	24.71%
			001-4022-515-4000	TRAVEL & PER DIEM	1,968	724	1,819	149	1,968	100.00%	92.42%
			001-4022-515-4200	FREIGHT & POSTAGE SERVICES	-	-	-	-	-	0.00%	0.00%
			001-4022-515-4400	RENTALS AND LEASES	-	-	-	-	-	0.00%	0.00%
			001-4022-515-4600	REPAIR & MAINT.-BLDG.& EQUIPMENT	-	-	-	-	-	0.00%	0.00%
			001-4022-515-4650	VEHICLE MAINTENANCE	-	-	-	-	-	0.00%	0.00%
			001-4022-515-4700	PRINTING SERVICES	-	-	-	-	-	0.00%	0.00%
			001-4022-515-4902	LEGAL ADVERTISING	-	-	-	-	-	0.00%	0.00%
			001-4022-515-5100	OFFICE SUPPLIES	-	-	-	-	-	0.00%	0.00%
			001-4022-515-5200	OPERATING SUPPLIES	8,669	-	5,304	3,365	7,072	81.57%	61.18%
			001-4022-515-5250	FUEL AND GASOLINE	-	-	-	-	-	0.00%	0.00%
			001-4022-515-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	10,000	-	425	9,575	567	5.67%	4.25%
			001-4022-515-5500	TRAINING	8,032	-	1,033	7,000	1,377	17.14%	12.85%
			001-4022-515-6800	INTANGIBLE ASSETS	-	-	-	-	-	0.00%	0.00%
			001-4022-581-9160	TRANSFER TO CRA	-	-	-	-	-	0.00%	0.00%
			4022 ECONOMIC DEVELOPMENT Total		200,000	20,238	78,741	121,259	104,531	52.27%	39.37%
					200,000	20,238	78,741	121,259	104,531	52.27%	39.37%
		5110	001-5110-519-0000	INFORMATION TECHNOLOGY	-	-	-	-	-	0.00%	0.00%
			001-5110-519-1200	REGULAR SALARIES AND WAGES	881,656	70,305	567,813	313,843	757,084	85.87%	64.40%
			001-5110-519-1210	LONGEVITY PAY	1,699	-	-	1,699	-	0.00%	0.00%
			001-5110-519-1300	OTHER SALARIES AND WAGES	-	-	-	-	-	0.00%	0.00%
			001-5110-519-1400	OVERTIME PAY	9,642	151	2,464	7,178	3,285	34.07%	25.55%
			001-5110-519-1600	OTHER REIMBURSED ALLOWANCES	480	37	351	129	468	97.52%	73.14%

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Fund	Type	Division No. & Name	Account Id	Account Description	FY24		FY24 YTD - June Rev/Expd	FY24 Balance Excess/Deficit	FY24 Annual Projection	Projected Annual %	YTD %
					Amended Budgeted	FY24 Current - June Rev/Expd					
001	Expenditure	5110	001-5110-519-2100	FICA TAXES - CITY MATCHING	64,820	5,131	41,359	23,461	55,146	85.07%	63.81%
			001-5110-519-2200	CITY RETIREMENT CONTRIBUTION	130,448	10,292	85,226	45,222	113,635	87.11%	65.33%
			001-5110-519-2300	LIFE AND HEALTH INSURANCE	231,522	1,060	101,057	130,465	134,742	58.20%	43.65%
			001-5110-519-2400	WORKERS' COMPENSATION	213	50	178	35	237	111.65%	83.74%
			001-5110-519-2500	UNEMPLOYMENT COMPENSATION	-	-	-	-	-	0.00%	0.00%
			001-5110-519-3100	PROFESSIONAL SERVICES	-	-	-	-	-	0.00%	0.00%
			001-5110-519-3400	OTHER CONTRACTUAL SERVICES	476,800	136,674	416,211	60,589	476,800	100.00%	87.29%
			001-5110-519-4000	TRAVEL AND PER DIEM	-	-	-	-	-	0.00%	0.00%
			001-5110-519-4100	COMMUNICATIONS SERVICES	291,480	19,129	172,454	119,026	229,939	78.89%	59.16%
			001-5110-519-4102	COMMUNICATIONS INTERNET	-	-	-	-	-	0.00%	0.00%
			001-5110-519-4200	FREIGHT & POSTAGE SERVICES	400	-	25	375	33	8.33%	6.25%
			001-5110-519-4300	UTILITY SERVICES	-	-	-	-	-	0.00%	0.00%
			001-5110-519-4400	RENTALS AND LEASES	-	-	-	-	-	0.00%	0.00%
			001-5110-519-4500	LIABILITY & CASUALTY INSURANCE	-	-	-	-	-	0.00%	0.00%
			001-5110-519-4600	REPAIR & MAINT.-BLDG & EQUIP	1,645,558	114,222	1,296,310	349,248	1,533,161	93.17%	78.78%
			001-5110-519-4650	VEHICLE MAINTENANCE	1,000	-	-	1,000	-	0.00%	0.00%
			001-5110-519-4800	PROMOTIONAL ACTIVITIES	-	-	-	-	-	0.00%	0.00%
			001-5110-519-4900	OTHER CURRENT CHARGES	-	-	-	-	-	0.00%	0.00%
			001-5110-519-5100	OFFICE SUPPLIES	3,000	243	1,870	1,130	2,494	83.13%	62.35%
			001-5110-519-5200	OPERATING SUPPLIES	340,590	6,429	188,983	151,607	251,977	73.98%	55.49%
			001-5110-519-5250	FUEL AND GASOLINE	1,000	-	219	781	292	29.23%	21.93%
			001-5110-519-5290	EXPENSES- HURRICANE DORIAN	-	-	-	-	-	0.00%	0.00%
			001-5110-519-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	900	-	300	600	400	44.44%	33.33%
			001-5110-519-5500	TRAINING	4,500	-	5,154	(654)	5,154	114.53%	114.53%
			001-5110-519-6300	INFRASTRUCTURE	106,166	-	99,701	6,465	106,166	100.00%	93.91%
			001-5110-519-6400	MACHINERY AND EQUIPMENT	2,148,068	2,074,426	2,074,990	73,078	2,129,289	99.13%	96.60%
			001-5110-519-6800	INTANGIBLE ASSETS	38,429	-	8,464	29,965	18,439	47.98%	22.03%
			001-5110-522-8220	FIRE CHIEF DONATIONS EXPENSE	-	-	-	-	-	0.00%	0.00%
			5110 INFORMATION TECHNOLOGY Total		6,378,369	2,438,149	5,063,130	1,315,240	5,818,741	91.23%	79.38%
					6,378,369	2,438,149	5,063,130	1,315,240	5,818,741	91.23%	79.38%
		9011	001-9011-000-0000	DEBT SERVICE AND TRANSFERS	-	-	-	-	-	0.00%	0.00%
			001-9011-581-9110	TRANSFER TO FIRE IMPACT FEE FUND	2,282,580	(29,968)	(232,176)	2,514,756	2,282,580	100.00%	-10.17%
			001-9011-581-9111	TRANSFER TO STREETS IMPROV. FUND	4,469,192	371,072	3,344,682	1,124,510	4,469,192	100.00%	74.84%
			001-9011-581-9112	TRANSFER TO TRANS IMPACT FEES	-	(140,128)	(1,037,767)	1,037,767	-	0.00%	0.00%
			001-9011-581-9113	TRANSFER TO POLICE IMPACT FEE FUND	-	(30,371)	(227,535)	227,535	-	0.00%	0.00%
			001-9011-581-9114	TRANSFER TO RECREATION IMPACT	-	(23,459)	(302,522)	302,522	-	0.00%	0.00%
			001-9011-581-9116	TRANSFER TO POLICE DISCRETIONARY FUND	-	(3,179)	(25,962)	25,962	-	0.00%	0.00%
			001-9011-581-9120	TRANSFER TO STORMWATER FUND	-	(6,175)	(38,002)	38,002	-	0.00%	0.00%
			001-9011-581-9141	TRANS TO WATER & SEWER FUND	250,000	(344,673)	(2,570,901)	2,820,901	250,000	100.00%	-1028.36%
			001-9011-581-9142	TRANSFER TO SANITATION FUND	-	(3,239)	(25,104)	25,104	-	0.00%	0.00%
			001-9011-581-9150	TRANSFER TO GRANT FUND	-	(8,677)	(185,644)	185,644	-	0.00%	0.00%
			001-9011-581-9170	TRANSFER TO SPECIAL ASSESSMENT	15,000	(1,857)	(14,522)	29,522	15,000	100.00%	-96.81%
			001-9011-581-9610	TRANSFER TO COMM DEV AGENCY FUND	-	(25,240)	(200,176)	200,176	-	0.00%	0.00%
			001-9011-590-7183	CNG REVENUE NOTE 2014 - PRINCIPAL	137,000	-	137,000	-	137,000	100.00%	100.00%
			001-9011-590-7189	MOTOROLA - TOWER LEASE	282,349	-	282,349	0	282,349	100.00%	100.00%
			001-9011-590-7193	ZION BANK - 2018	255,000	127,000	254,000	1,000	255,000	100.00%	99.61%
			001-9011-590-7283	CNG REVENUE NOTE 2014 - INTEREST	1,315	-	1,315	(0)	1,315	100.00%	100.02%
			001-9011-590-7289	MOTOROLA - TOWER LEASE (INTEREST)	21,720	-	21,720	0	21,720	100.00%	100.00%
			001-9011-590-7293	ZION BANK - 2018 INTEREST	13,181	6,670	14,181	(1,000)	13,181	100.00%	107.58%
			001-9011-590-7350	CaPFA LOAN COSTS	-	-	-	-	-	0.00%	0.00%
			9011 TRANSFERS Total		7,727,337	(112,223)	(805,065)	8,532,402	7,727,337	100.00%	-10.42%

June - FY24 Budget to Actual Report

Fund	Type	Division No. & Name	Account Id	Account Description	FY24						
					Amended Budgeted	FY24 Current - June Rev/Expd	FY24 YTD - June Rev/Expd	FY24 Balance Excess/Deficit	FY24 Annual Projection	Projected Annual %	YTD %
001	Expenditure	9999	001-9999-999-4650	NON-INVENTORY PARTS REPAIR	-	8,840	9,165	(9,165)	-	0.00%	0.00%
			001-9999-999-4651	NON-INVENTORY TIRE REPAIR & REPLACEMENT	-	-	607	(607)	-	0.00%	0.00%
			001-9999-999-4652	NON-INVENTORY FLUIDS	-	-	-	-	-	0.00%	0.00%
			9999 Inventory Total		-	8,840	9,772	(9,772)	-	0.00%	0.00%
					7,727,337	(103,382)	(795,293)	8,522,630	7,727,337	100.00%	-10.29%
Expenditure Total					94,385,296	8,248,479	49,914,663	44,470,633	77,045,554	81.63%	52.88%

June - FY24 Budget to Actual Report

Fund	Type	Division No. & Name	Account Id	Account Description	FY24	FY24 Current -	FY24 YTD -	FY24 Balance	FY24 Annual	Projected	YTD %
					Amended Budgeted	June Rev/Expd	June Rev/Expd	Excess/Deficit	Projection	Annual %	
101	Revenue				7,689,232	573,720	5,290,680	(2,398,552)	7,190,164	93.51%	68.81%
	Revenue Total				7,689,232	573,720	5,290,680	(2,398,552)	7,190,164	93.51%	68.81%
	Expenditure	3412	101-3412-000-0000	PS - STREET MAINTENANCE	-	-	-	-	-	0.00%	0.00%
			101-3412-541-0031	SIX CENT GAS TAX	-	-	-	-	-	0.00%	0.00%
			101-3412-541-1200	REGULAR SALARIES AND WAGES	520,198	39,455	368,363	151,835	491,150	94.42%	70.81%
			101-3412-541-1210	LONGEVITY PAY	966	-	-	966	-	0.00%	0.00%
			101-3412-541-1300	OTHER SALARIES AND WAGES	-	-	-	-	-	0.00%	0.00%
			101-3412-541-1400	OVERTIME PAY	38,316	2,969	26,318	11,998	35,091	91.58%	68.69%
			101-3412-541-1600	OTHER REIMBURSED ALLOWANCES	960	37	351	609	468	48.72%	36.54%
			101-3412-541-2100	FICA TAXES - CITY MATCHING	42,874	3,055	28,327	14,547	37,769	88.09%	66.07%
			101-3412-541-2200	CITY RETIREMENT CONTRIBUTION	81,824	6,199	58,747	23,077	78,329	95.73%	71.80%
			101-3412-541-2300	LIFE AND HEALTH INSURANCE	221,590	1,157	100,231	121,359	133,642	60.31%	45.23%
			101-3412-541-2400	WORKER'S COMPENSATION	6,740	1,612	5,726	1,014	7,634	113.27%	84.95%
			101-3412-541-2500	UNEMPLOYMENT COMPENSATION	-	-	-	-	-	0.00%	0.00%
			101-3412-541-3100	PROFESSIONAL SERVICES	5,000	-	150	4,850	200	4.00%	3.00%
			101-3412-541-3102	DRAINAGE SYSTEM MASTER PLAN	-	-	-	-	-	0.00%	0.00%
			101-3412-541-3200	AUDIT SERVICES	-	-	-	-	-	0.00%	0.00%
			101-3412-541-3400	OTHER CONTRACTUAL SERVICES	587,230	28,355	367,116	220,114	489,488	83.36%	62.52%
			101-3412-541-4000	TRAVEL & PER DIEM	400	152	157	243	209	52.22%	39.17%
			101-3412-541-4100	COMMUNICATIONS SERVICES	-	-	-	-	-	0.00%	0.00%
			101-3412-541-4200	FREIGHT & POSTAGE SERVICES	200	-	116	84	155	77.61%	58.21%
			101-3412-541-4300	UTILITY SERVICES	91,475	3,821	33,357	58,118	44,476	48.62%	36.47%
			101-3412-541-4310	UTILITY SERVICES - STREET LIGHTS	1,723,413	159,924	1,024,637	698,776	1,698,413	98.55%	59.45%
			101-3412-541-4311	FDOT STREET LIGHTS	63,427	15,152	15,152	48,275	20,203	31.85%	23.89%
			101-3412-541-4312	INSTALLATIONS SERVICES - STREET LIGHTS	-	-	-	-	-	0.00%	0.00%
			101-3412-541-4400	RENTAL AND LEASES	52,000	3,183	30,581	21,419	40,775	78.41%	58.81%
			101-3412-541-4500	LIABILITY & CASUALTY INSURANCE	-	-	-	-	-	0.00%	0.00%
			101-3412-541-4600	REPAIR & MAINT.-BLDG. & EQUIPMENT	520,500	57,627	343,057	177,443	519,366	99.78%	65.91%
			101-3412-541-4601	R&M - PROG ENERGY LIGHT AGREEMENT	-	-	-	-	-	0.00%	0.00%
			101-3412-541-4606	REPAIR/MAINTENANCE-ROAD/RT OF WY	-	-	-	-	-	0.00%	0.00%
			101-3412-541-4607	ROAD RESURFACING	-	-	-	-	-	0.00%	0.00%
			101-3412-541-4608	ROAD RESURFACING - FEDERAL GRANT	-	-	-	-	-	0.00%	0.00%
			101-3412-541-4609	FDOT SIGNALS & EQUIPMENT	166,449	4,943	4,943	161,507	6,590	3.96%	2.97%
			101-3412-541-4612	STREET STRIPPING	109,636	-	4,422	105,214	5,896	5.38%	4.03%
			101-3412-541-4650	VEHICLE MAINTENANCE	92,400	6,465	56,354	36,046	75,139	81.32%	60.99%
			101-3412-541-4700	PRINTING SERVICES	5,000	-	-	5,000	-	0.00%	0.00%
			101-3412-541-4800	PROMOTIONAL ADVERTISING	-	-	-	-	-	0.00%	0.00%
			101-3412-541-4900	OTHER CURRENT CHARGES	14,350	587	4,923	9,427	6,565	45.75%	34.31%
			101-3412-541-4902	LEGAL ADVERTISING	-	-	-	-	-	0.00%	0.00%
			101-3412-541-4903	TEMPORARY LABOR	15,000	-	8,912	6,088	11,883	79.22%	59.41%
			101-3412-541-5100	OFFICE SUPPLIES	1,500	-	743	757	991	66.04%	49.53%
			101-3412-541-5200	OPERATING SUPPLIES	54,312	1,550	26,247	28,065	34,996	64.44%	48.33%
			101-3412-541-5201	MEDIAN LANDSCAPING & BEAUTIFICATION	-	-	-	-	-	0.00%	0.00%
			101-3412-541-5202	ROAD REPAIR MATERIAL	-	-	-	-	-	0.00%	0.00%
			101-3412-541-5203	SIDEWALK/CURB REPAIRS	739,860	-	513,074	226,786	736,753	99.58%	69.35%
			101-3412-541-5204	STREET/STOP SIGN REPLACEMENT PRG	110,000	14,244	17,647	92,353	23,530	21.39%	16.04%
			101-3412-541-5205	GRAFFITI REMOVAL SUPPLIES	-	-	-	-	-	0.00%	0.00%
			101-3412-541-5250	FUEL AND GASOLINE	39,600	2,313	22,654	16,946	30,205	76.28%	57.21%
			101-3412-541-5290	EXPENSES- HURRICANE DORIAN	-	-	-	-	-	0.00%	0.00%
			101-3412-541-5300	ROAD MATERIALS & SUPPLIES	46,000	127	12,583	33,417	16,777	36.47%	27.35%
			101-3412-541-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	1,350	-	239	1,111	319	23.60%	17.70%

June - FY24 Budget to Actual Report

Fund	Type	Division No. & Name	Account Id	Account Description	FY24		FY24 YTD - June Rev/Expd	FY24 Balance Excess/Deficit	FY24 Annual Projection	Projected Annual %	YTD %		
					Amended Budgeted	FY24 Current - June Rev/Expd							
101	Expenditure	3412	101-3412-541-5500	TRAINING	4,100	-	2,255	1,845	3,006	73.32%	54.99%		
			101-3412-541-5902	RESERVE FOR FUTURE PROJECTS	-	-	-	-	-	0.00%	0.00%		
			101-3412-541-6100	LAND	-	-	-	-	-	0.00%	0.00%		
			101-3412-541-6200	BUILDINGS	-	-	-	-	-	0.00%	0.00%		
			101-3412-541-6300	IMPROVEMENTS OTHER THAN BLDGS.	-	-	-	-	-	0.00%	0.00%		
			101-3412-541-6303	ROADWAY RESURFACING	2,105,062	735,403	1,896,594	208,468	2,000,000	95.01%	90.10%		
			101-3412-541-6304	ACCOUNT SETUP FOR BUDGET PURPOSES	-	-	-	-	-	0.00%	0.00%		
			101-3412-541-6306	SIDEWALK & CURB NEW CONSTRUCTION	-	-	-	-	-	0.00%	0.00%		
			101-3412-541-6307	SPEED HUMPS PROGRAM	121,500	-	15,000	106,500	20,000	16.46%	12.35%		
			101-3412-541-6400	EQUIPMENT AND MACHINERY	106,000	-	-	106,000	105,919	99.92%	0.00%		
			3412 STREET MAINTENANCE Total				7,689,232	1,088,331	4,988,977	2,700,255	6,675,937	86.82%	64.88%
			3414	101-3414-541-5250	FUEL AND GASOLINE	-	-	112	(112)	149	0.00%	0.00%	
			3414 Not in use Total				-	-	112	(112)	149	0.00%	0.00%
					7,689,232	1,088,331	4,989,089	2,700,143	6,676,086	86.82%	64.88%		
Expenditure Total				7,689,232	1,088,331	4,989,089	2,700,143	6,676,086	86.82%	64.88%			
102	Revenue				25,855,239	1,091,380	11,191,404	(14,663,836)	13,082,207	50.60%	43.28%		
		Revenue Total				25,855,239	1,091,380	11,191,404	(14,663,836)	13,082,207	50.60%	43.28%	
	Expenditure	3413	102-3413-541-3100	PROFESSIONAL SERVICES	645,140	23,575	72,839	572,301	97,119	15.05%	11.29%		
			102-3413-541-3110	OPERATIONAL IMPROVEMENTS	-	-	-	-	-	0.00%	0.00%		
			102-3413-541-3112	TRAFFIC COUNTS	201,000	-	-	201,000	-	0.00%	0.00%		
			102-3413-541-4500	LIABILITY & CASUALTY INSURANCE	-	-	-	-	-	0.00%	0.00%		
			102-3413-541-4600	REPAIR & MAINT.-BLDG.& EQUIPMENT	-	-	-	-	-	0.00%	0.00%		
			102-3413-541-4604	MANHOLE REPAIR	-	-	-	-	-	0.00%	0.00%		
			102-3413-541-4900	OTHER CURRENT CHARGES	-	-	-	-	-	0.00%	0.00%		
			102-3413-541-6100	LAND	800,570	-	738,046	62,524	738,046	92.19%	92.19%		
			102-3413-541-6300	IMPROVEMENTS OTHER THAN BLDGS.	24,208,529	1,517,826	2,924,941	21,283,588	8,396,084	34.68%	12.08%		
			102-3413-541-6400	EQUIPMENT AND MACHINERY	-	-	-	-	-	0.00%	0.00%		
			3413 TRANSPORTATION IMPACT FEES Total				25,855,239	1,541,401	3,735,827	22,119,413	9,231,249	35.70%	14.45%
							25,855,239	1,541,401	3,735,827	22,119,413	9,231,249	35.70%	14.45%
Expenditure Total				25,855,239	1,541,401	3,735,827	22,119,413	9,231,249	35.70%	14.45%			
103	Revenue				135,000	-	58,671	(76,329)	97,071	71.90%	43.46%		
		Revenue Total				135,000	-	58,671	(76,329)	97,071	71.90%	43.46%	
	Expenditure	2291	103-2291-000-0000	FEDERAL TRUST FUND	-	-	-	-	-	0.00%	0.00%		
			103-2291-521-0033	FEDERAL FORFEITURES NEW	-	-	-	-	-	0.00%	0.00%		
			103-2291-521-4650	VEHICLE MAINTENANCE	40,000	-	-	40,000	-	0.00%	0.00%		
			103-2291-521-5200	FED FORFEIT OP SUPPLIES NEW	45,000	-	37,996	7,004	37,996	84.44%	84.44%		
			103-2291-521-5290	EXPENSES- HURRICANE DORIAN	-	-	-	-	-	0.00%	0.00%		
			103-2291-521-6300	IMPROVEMENTS OTHER THAN BLDGS	-	-	-	-	-	0.00%	0.00%		
			103-2291-521-6400	FED FORFEIT EQUIP NEW	50,000	-	-	50,000	-	0.00%	0.00%		
			2291 LAW ENFORCEMENT TRUST-FEDERAL Total				135,000	-	37,996	97,004	37,996	28.15%	28.15%
							135,000	-	37,996	97,004	37,996	28.15%	28.15%
			Expenditure Total				135,000	-	37,996	97,004	37,996	28.15%	28.15%

June - FY24 Budget to Actual Report

Fund	Type	Division No. & Name	Account Id	Account Description	FY24	FY24 Current -	FY24 YTD -	FY24 Balance	FY24 Annual	Projected	YTD %
					Amended Budgeted	June Rev/Expd	June Rev/Expd	Excess/Deficit	Projection	Annual %	
104	Revenue				3,040,289	147,340	1,677,980	(1,362,309)	2,295,960	75.52%	55.19%
	Revenue Total				3,040,289	147,340	1,677,980	(1,362,309)	2,295,960	75.52%	55.19%
	Expenditure	3614	104-3614-000-0000	RECREATION	-	-	-	-	-	0.00%	0.00%
			104-3614-572-0034	RECREATION IMPACT FEES	-	-	-	-	-	0.00%	0.00%
			104-3614-572-3100	PROFESSIONAL SERVICES	-	-	-	-	-	0.00%	0.00%
			104-3614-572-5902	RESERVE FOR FUTURE PROJECTS	-	-	-	-	-	0.00%	0.00%
			104-3614-572-6300	IMPROVEMENTS OTHER THAN BLDGS.	3,040,289	-	190,161	2,850,128	253,548	8.34%	6.25%
			104-3614-572-6400	EQUIPMENT AND MACHINERY	-	-	-	-	-	0.00%	0.00%
			104-3614-572-6800	INTANGIBLE ASSETS	-	-	-	-	-	0.00%	0.00%
			104-3614-572-7100	DEBT SERVICE - PRINCIPAL	-	-	-	-	-	0.00%	0.00%
			104-3614-572-7200	DEBT SERVICE - INTEREST & OTHER	-	-	-	-	-	0.00%	0.00%
			104-3614-581-9101	TRANSFER TO GENERAL FUND	-	40	356	(356)	356	0.00%	0.00%
			104-3614-581-9300	CONTINGENCY	-	-	-	-	-	0.00%	0.00%
			3614 RECREATION - ACTIVITIES AND CIVIC EVENTS Total		3,040,289	40	190,517	2,849,772	253,904	8.35%	6.27%
					3,040,289	40	190,517	2,849,772	253,904	8.35%	6.27%
	Expenditure Total				3,040,289	40	190,517	2,849,772	253,904	8.35%	6.27%
105	Revenue				72,484	-	6,200	(66,284)	9,300	12.83%	8.55%
	Revenue Total				72,484	-	6,200	(66,284)	9,300	12.83%	8.55%
		2290	105-2290-000-0000	STATE TRUST FUND	-	-	-	-	-	0.00%	0.00%
			105-2290-521-0035	STATE FORFEITURES	-	-	-	-	-	0.00%	0.00%
			105-2290-521-3100	PROFESSIONAL SERVICES	-	-	-	-	-	0.00%	0.00%
			105-2290-521-4000	TRAVEL & PER DIEM	-	-	-	-	-	0.00%	0.00%
			105-2290-521-4800	PROMOTIONAL ADVERTISING	-	-	-	-	-	0.00%	0.00%
			105-2290-521-4900	OTHER CURRENT CHARGES	-	-	-	-	-	0.00%	0.00%
			105-2290-521-4902	LEGAL ADVERTISING	-	-	-	-	-	0.00%	0.00%
			105-2290-521-5200	OPERATING SUPPLIES	22,484	-	4,500	17,984	6,000	26.69%	20.01%
			105-2290-521-5290	EXPENSES- HURRICANE DORIAN	-	-	-	-	-	0.00%	0.00%
			105-2290-521-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	-	-	-	-	-	0.00%	0.00%
			105-2290-521-5500	TRAINING	-	-	-	-	-	0.00%	0.00%
			105-2290-521-6400	EQUIPMENT AND MACHINERY	50,000	-	-	50,000	-	0.00%	0.00%
			105-2290-521-8200	DONATIONS	-	-	-	-	-	0.00%	0.00%
			2290 LAW ENFORCEMENT TRUST-STATE Total		72,484	-	4,500	67,984	6,000	8.28%	6.21%
					72,484	-	4,500	67,984	6,000	8.28%	6.21%
	Expenditure Total				72,484	-	4,500	67,984	6,000	8.28%	6.21%
106	Revenue				120,000	1,752	70,621	(49,379)	77,427	64.52%	58.85%
	Revenue Total				120,000	1,752	70,621	(49,379)	77,427	64.52%	58.85%
	Expenditure	2210	106-2210-000-0000	POLICE - CHIEF'S OFFICE	-	-	-	-	-	0.00%	0.00%
			106-2210-521-5450	POLICE - SPECIAL TRAINING	-	-	-	-	-	0.00%	0.00%
			2210 POLICE CHIEF Total		-	-	-	-	-	0.00%	0.00%
		2220	106-2220-000-0000	POLICE - FIELD SERVICES	-	-	-	-	-	0.00%	0.00%
			106-2220-521-4800	PROMOTIONAL ACTIVITIES - BIRTHDAYS	1,000	-	-	1,000	-	0.00%	0.00%
			106-2220-521-5200	OPERATING SUPPLIES	37,000	500	4,645	32,355	6,193	16.74%	12.55%
			106-2220-521-5201	OP SUPPLIES - TOWING CID	5,500	-	3,056	2,444	4,074	74.08%	55.56%
			106-2220-521-5202	OP SUPPLIES - TOWING FORENSICS	6,500	-	5,232	1,268	6,976	107.32%	80.49%
			106-2220-521-5203	OP SUPPLIES - DONATIONS	30,000	-	23,633	6,367	31,510	105.03%	78.78%

June - FY24 Budget to Actual Report

Fund	Type	Division No. & Name	Account Id	Account Description	FY24	FY24 Current -	FY24 YTD -	FY24 Balance	FY24 Annual	Projected	YTD %	
					Amended Budgeted	June Rev/Expd	June Rev/Expd	Excess/Deficit	Projection	Annual %		
106	Expenditure	2220	106-2220-521-6400	EQUIPMENT AND MACHINERY - K9 Program	40,000	-	-	40,000	-	0.00%	0.00%	
			106-2220-521-6401	EQUIPMENT & MACHINERY - TOWING CID	-	-	-	-	-	0.00%	0.00%	
			106-2220-521-6402	EQUIPMENT & MACHINERY - TOWING FORENSICS	-	-	-	-	-	0.00%	0.00%	
			106-2220-521-6414	EQUIPMENT & MACHINERY - CANINE PROGRAM	-	-	-	-	-	0.00%	0.00%	
			106-2220-521-8201	POLICE DONATIONS	-	-	-	-	-	0.00%	0.00%	
			2220 POLICE FIELD SERVICES Total		120,000	500	36,566	83,434	48,754	40.63%	30.47%	
					120,000	500	36,566	83,434	48,754	40.63%	30.47%	
	Expenditure Total		120,000	500	36,566	83,434	48,754	40.63%	30.47%			
110	Revenue					7,659,845	107,427	1,328,692	(6,331,152)	4,109,396	53.65%	17.35%
	Revenue Total				7,659,845	107,427	1,328,692	(6,331,152)	4,109,396	53.65%	17.35%	
	Expenditure	2110	110-2110-522-0000	FIRE CHIEF FIRE CONTROL	-	-	-	-	-	0.00%	0.00%	
			110-2110-522-3100	PROFESSIONAL SERVICES	-	-	-	-	-	0.00%	0.00%	
			110-2110-522-5200	OPERATING EXPENSES	-	-	-	-	-	0.00%	0.00%	
			110-2110-522-5290	EXPENSES- HURRICANE DORIAN	-	-	-	-	-	0.00%	0.00%	
			110-2110-522-6200	INFRASTRUCTURE BUILDING	7,654,845	212,886	256,355	7,398,489	341,807	4.47%	3.35%	
			110-2110-522-9115	TRANSFER TO POLICE IMPACT FEES FUND	-	-	-	-	-	0.00%	0.00%	
			110-2110-522-9300	CONTINGENCY	-	-	-	-	-	0.00%	0.00%	
			110-2110-581-9101	TRANSFER TO GENERAL FUND	5,000	417	3,750	1,250	5,000	100.00%	75.00%	
			110-2110-581-9115	TRANSFER TO POLICE IMPACT FEES	-	-	-	-	-	0.00%	0.00%	
			2110 FIRE CHIEF Total		7,659,845	213,302	260,105	7,399,739	346,807	4.53%	3.40%	
			7,659,845	213,302	260,105	7,399,739	346,807	4.53%	3.40%			
	Expenditure Total				7,659,845	213,302	260,105	7,399,739	346,807	4.53%	3.40%	
	115	Revenue					3,519,442	113,606	1,381,692	(2,137,750)	1,902,130	54.05%
Revenue Total				3,519,442	113,606	1,381,692	(2,137,750)	1,902,130	54.05%	39.26%		
Expenditure		2210	115-2210-521-0000	POLICE CHIEF LAW ENFORCEMENT	-	-	-	-	-	0.00%	0.00%	
			115-2210-521-3100	PROFESSIONAL SERVICES	-	-	-	-	-	0.00%	0.00%	
			115-2210-521-5200	OPERATING EXPENSES	-	-	-	-	-	0.00%	0.00%	
			115-2210-521-6100	LAND - POLICE	-	-	-	-	-	0.00%	0.00%	
			115-2210-521-6200	INFRASTRUCTURE - BUILDING	3,514,442	1,576	11,926	3,502,516	15,901	0.45%	0.34%	
			115-2210-521-9300	CONTINGENCY	-	-	-	-	-	0.00%	0.00%	
			115-2210-581-9101	TRANSFER TO GENERAL FUND	5,000	417	3,750	1,250	5,000	100.00%	75.00%	
			2210 POLICE CHIEF Total		3,519,442	1,993	15,676	3,503,766	20,901	0.59%	0.45%	
		3,519,442	1,993	15,676	3,503,766	20,901	0.59%	0.45%				
Expenditure Total				3,519,442	1,993	15,676	3,503,766	20,901	0.59%	0.45%		
120		Revenue					2,471,254	55,874	1,509,533	(961,721)	1,819,117	73.61%
	Revenue Total				2,471,254	55,874	1,509,533	(961,721)	1,819,117	73.61%	61.08%	
	Expenditure	3151	120-3151-000-0000	STORMWATER	-	-	-	-	-	0.00%	0.00%	
			120-3151-535-1200	REGULAR SALARIES AND WAGES	-	-	-	-	-	0.00%	0.00%	
			120-3151-538-0047	STORMWATER SPECIAL REVENUE	-	-	-	-	-	0.00%	0.00%	
			120-3151-538-1200	REGULAR SALARIES AND WAGES	295,068	21,183	122,987	172,081	163,983	55.57%	41.68%	
			120-3151-538-1210	LONGEVITY PAY	472	-	-	472	-	0.00%	0.00%	
			120-3151-538-1300	OTHER SALARIES AND WAGES	-	-	-	-	-	0.00%	0.00%	

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Fund	Type	Division No. & Name	Account Id	Account Description	FY24	FY24 Current -	FY24 YTD -	FY24 Balance	FY24 Annual	Projected	YTD %			
					Amended Budgeted	June Rev/Expd	June Rev/Expd	Excess/Deficit	Projection	Annual %				
120	Expenditure	3151	120-3151-538-1400	OVERTIME PAY	10,500	16	221	10,279	294	2.80%	2.10%			
			120-3151-538-1600	OTHER REIMBURSED ALLOWANCES	-	-	-	-	-	0.00%	0.00%			
			120-3151-538-2100	FICA TAXES - CITY MATCHING	23,412	1,590	9,297	14,115	12,397	52.95%	39.71%			
			120-3151-538-2200	CITY RETIREMENT CONTRIBUTION	44,681	3,095	18,347	26,335	24,462	54.75%	41.06%			
			120-3151-538-2300	LIFE AND HEALTH INSURANCE	111,456	482	20,682	90,774	27,576	24.74%	18.56%			
			120-3151-538-2400	WORKER'S COMPENSATION	2,645	607	2,157	488	2,876	108.75%	81.56%			
			120-3151-538-3100	PROFESSIONAL SERVICES	441,757	33,490	48,289	393,468	64,385	14.57%	10.93%			
			120-3151-538-3200	AUDIT SERVICES	-	-	-	-	-	0.00%	0.00%			
			120-3151-538-3400	OTHER CONTRACTUAL SERVICES	377,000	12,776	120,182	256,818	160,243	42.50%	31.88%			
			120-3151-538-3410	TAX COLLECTOR ADMIN FEE	-	-	-	-	-	0.00%	0.00%			
			120-3151-538-4000	TRAVEL & PER DIEM	200	-	-	200	-	0.00%	0.00%			
			120-3151-538-4100	COMMUNICATIONS SERVICES	720	-	-	720	-	0.00%	0.00%			
			120-3151-538-4200	FREIGHT & POSTAGE SERVICES	-	-	-	-	-	0.00%	0.00%			
			120-3151-538-4300	UTILITY SERVICES	35,000	3,259	24,956	10,044	33,274	95.07%	71.30%			
			120-3151-538-4400	RENTALS AND LEASES	10,000	-	-	10,000	-	0.00%	0.00%			
			120-3151-538-4500	LIABILITY & CASUALTY INSURANCE	-	-	-	-	-	0.00%	0.00%			
			120-3151-538-4600	REPAIR & MAINT.-BLDG.& EQUIPMENT	265,200	-	118,030	147,170	157,373	59.34%	44.51%			
			120-3151-538-4650	VEHICLE MAINTENANCE	72,681	928	38,308	34,373	51,077	70.28%	52.71%			
			120-3151-538-4700	PRINTING SERVICES	-	-	-	-	-	0.00%	0.00%			
			120-3151-538-4900	OTHER CURRENT CHARGES	37,000	-	1,421	35,579	1,895	5.12%	3.84%			
			120-3151-538-5100	OFFICE SUPPLIES	1,200	31	135	1,065	180	14.99%	11.24%			
			120-3151-538-5200	OPERATING SUPPLIES	62,425	1,703	23,462	38,963	31,283	50.11%	37.58%			
			120-3151-538-5250	FUEL AND GASOLINE	30,731	1,320	9,181	21,550	12,241	39.83%	29.87%			
			120-3151-538-5290	EXPENSES- HURRICANE DORIAN	-	-	-	-	-	0.00%	0.00%			
			120-3151-538-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	6,950	-	1,701	5,249	2,268	32.63%	24.47%			
			120-3151-538-5500	TRAINING	15,250	-	3,012	12,238	4,015	26.33%	19.75%			
			120-3151-538-6100	LAND	-	-	-	-	-	0.00%	0.00%			
			120-3151-538-6300	IMPROVEMENTS OTHER THAN BLDGS.	517,282	119,994	119,994	397,288	159,992	30.93%	23.20%			
			120-3151-538-6308	DRAINAGE CITY WIDE	-	-	-	-	-	0.00%	0.00%			
			120-3151-538-6309	POLLUTION CONTROL DEVICES	-	-	-	-	-	0.00%	0.00%			
			120-3151-538-6400	EQUIPMENT AND MACHINERY	47,819	-	-	47,819	-	0.00%	0.00%			
			120-3151-538-6800	INTANGIBLE ASSETS	-	-	-	-	-	0.00%	0.00%			
			120-3151-539-4400	RENTAL AND LEASES	-	-	-	-	-	0.00%	0.00%			
			120-3151-581-9101	TRANSFER TO GENERAL FUND	61,805	5,150	46,354	15,451	61,805	100.00%	75.00%			
			120-3151-581-9111	TRANSFER TO STREETS IMPROV. FUND	-	-	-	-	-	0.00%	0.00%			
			120-3151-581-9112	TRANSFER TO TRAFFIC IMPACT FEES	-	-	-	-	-	0.00%	0.00%			
			120-3151-581-9180	TRANSFER FOR NATIONSBNK VEH LOAN	-	-	-	-	-	0.00%	0.00%			
			3151 STORMWATER Total					2,471,254	205,622	728,714	1,742,540	971,619	39.32%	29.49%
								2,471,254	205,622	728,714	1,742,540	971,619	39.32%	29.49%
			Expenditure Total					2,471,254	205,622	728,714	1,742,540	971,619	39.32%	29.49%
130	Revenue				-	4,000	16,900	16,900	19,350	0.00%	0.00%			
					-	4,000	16,900	16,900	19,350	0.00%	0.00%			
	Revenue Total				-	4,000	16,900	16,900	19,350	0.00%	0.00%			

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Fund	Type	Division No. & Name	Account Id	Account Description	FY24		FY24 YTD - June Rev/Expd	FY24 Balance Excess/Deficit	FY24 Annual Projection	Projected Annual %	YTD %
					Amended Budgeted	FY24 Current - June Rev/Expd					
150	Revenue				4,372,733	-	(57,650)	(4,430,384)	259,404	5.93%	-1.32%
	Revenue Total				4,372,733	-	(57,650)	(4,430,384)	259,404	5.93%	-1.32%
	Expenditure	1020	150-1020-000-0000	ADMIN - ADMINISTRATIVE SERVICES	-	-	-	-	-	0.00%	0.00%
				1020 ADMINISTRATIVE SERVICES Total	-	-	-	-	-	0.00%	0.00%
		1022	150-1022-000-0000	FACILITIES MAINTENANCE	-	-	-	-	-	0.00%	0.00%
			150-1022-519-6300	CORONA SLRF:CITYWIDE LED LIGHTING CONVER	431,751	-	-	431,751	-	0.00%	0.00%
			150-1022-519-6301	CORONA SLRF:FRAN CARLTON RESTORATION	32,031	-	-	32,031	-	0.00%	0.00%
			150-1022-519-6302	CORONA SLRF:CITY HALL GROUNDING AND LIGH	243,948	-	6,865	237,083	9,153	3.75%	2.81%
				1022 FACILITIES MAINTENANCE Total	707,730	-	6,865	700,865	9,153	1.29%	0.97%
					707,730	-	6,865	700,865	9,153	1.29%	0.97%
		1120	150-1120-513-3400	CONTRACTUAL SERVICES	753,962	-	15,232	738,729	20,310	2.69%	2.02%
				1120 FINANCE Total	753,962	-	15,232	738,729	20,310	2.69%	2.02%
					753,962	-	15,232	738,729	20,310	2.69%	2.02%
		3512	150-3512-572-6300	CORONAVIRUS STATE-LOC RECOV CEMETERY PAV	142,165	-	2,700	139,465	3,600	2.53%	1.90%
				3512 CEMETERY Total	142,165	-	2,700	139,465	3,600	2.53%	1.90%
		3514	150-3514-000-0000	RECREATION ATHLETIC COMPLEXES	-	-	-	-	-	0.00%	0.00%
			150-3514-572-6200	RECREATION ATHL PARKS AND RECRE	3,270	-	-	3,270	-	0.00%	0.00%
				3514 RECREATION ATHLETIC COMPLEXES Total	3,270	-	-	3,270	-	0.00%	0.00%
		3613	150-3613-000-0000	RECREATION - PROGRAMS	-	-	-	-	-	0.00%	0.00%
			150-3613-572-6305	LAND AND WATER CONSERVATION GRANT	183,881	-	94,300	89,581	125,734	68.38%	51.28%
				3613 RECREATION PROGRAMS & CIVIC EVENTS Total	183,881	-	94,300	89,581	125,734	68.38%	51.28%
		3614	150-3614-572-3400	OTHER CONTRACTUAL SERVICES	252	-	-	252	-	0.00%	0.00%
			150-3614-572-6300	CORONAVIRUS STATE - LOCAL RECOVERY FUNDS	951,384	-	349,384	602,000	888,956	93.44%	36.72%
				3614 RECREATION - ACTIVITIES AND CIVIC EVENTS Total	951,636	-	349,384	602,252	888,956	93.41%	36.71%
					1,280,952	-	446,384	834,568	1,018,290	79.49%	34.85%
		3151	150-3151-000-0000	STORMWATER - CONTROL ACCOUNT	-	-	-	-	-	0.00%	0.00%
			150-3151-538-3100	PROFESSIONAL SERVICES	100,000	17,532	17,532	82,468	23,376	23.38%	17.53%
			150-3151-538-6301	CORONA SLRF: 8TH ST. STORMWATER P & P	200,000	186,525	186,525	13,475	186,525	93.26%	93.26%
			150-3151-572-6300	CORONAVIRUS STATE-LOC RECOV SHYEELER OAK	74,525	-	-	74,525	69,308	93.00%	0.00%
			150-3151-581-9101	TRANSFER TO GENERAL FUND	-	-	-	-	-	0.00%	0.00%
				3151 STORMWATER Total	374,525	204,057	204,057	170,468	279,209	74.55%	54.48%
					374,525	204,057	204,057	170,468	279,209	74.55%	54.48%
		3412	150-3412-000-0000	STREET RESURFACING FOR YOTHERS ROAD	-	-	-	-	-	0.00%	0.00%
			150-3412-541-6303	CORONAVIRUS STATE-LOC RECOV STREET RESUR	-	-	-	-	-	0.00%	0.00%
			150-3412-541-6306	CDBG-SIDEWALKS PHASE I & CURB NEW CONSTR	857,041	10,000	65,241	791,800	200,000	23.34%	7.61%
			150-3412-581-9111	TRANSFER TO STREETS IMPROVEMENT FUND	399,500	33,292	299,625	99,875	399,500	100.00%	75.00%
				3412 STREET MAINTENANCE Total	1,256,541	43,292	364,866	891,675	599,500	47.71%	29.04%
					1,256,541	43,292	364,866	891,675	599,500	47.71%	29.04%
		3410	150-3410-000-0000	DESIGN ENGINEERING	-	-	-	-	-	0.00%	0.00%
			150-3410-554-3400	LAND DEVELOPMENT GRANT (CDBG)	8,744	-	-	8,744	-	0.00%	0.00%
				3410 DESIGN ENGINEERING Total	8,744	-	-	8,744	-	0.00%	0.00%
					8,744	-	-	8,744	-	0.00%	0.00%
	Expenditure Total				4,382,454	247,349	1,037,404	3,345,050	1,926,462	43.96%	23.67%

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Fund	Type	Division No. & Name	Account Id	Account Description	FY24		FY24 YTD - June Rev/Expd	FY24 Balance Excess/Deficit	FY24 Annual Projection	Projected Annual %	YTD %
					Amended Budgeted	FY24 Current - June Rev/Expd					
171	Revenue				37,050	431	12,122	(24,928)	26,400	71.26%	32.72%
	Revenue Total				37,050	431	12,122	(24,928)	26,400	71.26%	32.72%
	Expenditure	6170	171-6170-000-0000	MAINLINE VILLAGE SPECIAL ASSESSMENT	-	-	-	-	-	0.00%	0.00%
			171-6170-539-3400	CONTRACTUAL SERVICES	-	-	-	-	-	0.00%	0.00%
			171-6170-539-4600	REPAIRS & MAINTENANCE SVCS	-	-	-	-	-	0.00%	0.00%
			171-6170-539-4900	OTHER CURRENT CHARGES	-	-	-	-	-	0.00%	0.00%
			171-6170-581-9101	TRANSFER TO GENERAL FUND	-	1,300	11,700	(11,700)	11,700	0.00%	0.00%
			6170 SPECIAL ASSESSMENT - CIMARRON HILLS Total		-	1,300	11,700	(11,700)	11,700	0.00%	0.00%
					-	1,300	11,700	(11,700)	11,700	0.00%	0.00%
		6171	171-6171-517-7170	DEBT SERVICE PAYMENTS	-	-	-	-	-	0.00%	0.00%
			171-6171-539-4600	REPAIRS & MAINTENANCE SVCS	21,450	-	-	21,450	21,450	100.00%	0.00%
			171-6171-581-9101	TRANSFER TO GEN FUND MAINLINE VILLAGE	15,600	-	-	15,600	-	0.00%	0.00%
			6171 SPECIAL ASSESSMENT - MAINLINE VILLAGE Total		37,050	-	-	37,050	21,450	57.89%	0.00%
					37,050	-	-	37,050	21,450	57.89%	0.00%
	Expenditure Total				37,050	1,300	11,700	25,350	33,150	89.47%	31.58%
172	Revenue				25,225	343	25,216	(9)	24,873	98.60%	99.96%
	Revenue Total				25,225	343	25,216	(9)	24,873	98.60%	99.96%
	Expenditure	6170	172-6170-000-0000	MAIN AVE VILLAS SPECIAL ASSESSMENT	-	-	-	-	-	0.00%	0.00%
			172-6170-581-9101	TRANSFER TO GENERAL FUND	-	1,002	9,019	(9,019)	12,025	0.00%	0.00%
			6170 SPECIAL ASSESSMENT - CIMARRON HILLS Total		-	1,002	9,019	(9,019)	12,025	0.00%	0.00%
					-	1,002	9,019	(9,019)	12,025	0.00%	0.00%
		6172	172-6172-517-7170	DEBT SERVICE - PRINCIPAL	-	-	-	-	-	0.00%	0.00%
			172-6172-539-4600	REPAIRS & MAINTENANCE SVCS	13,200	-	-	13,200	13,200	100.00%	0.00%
			172-6172-581-9101	TRANSFER TO GEN FUND MAIN AVE	12,025	-	-	12,025	-	0.00%	0.00%
			6172 SPECIAL ASSESSMENT - MAINE AVE VILLAS Total		25,225	-	-	25,225	13,200	52.33%	0.00%
					25,225	-	-	25,225	13,200	52.33%	0.00%
	Expenditure Total				25,225	1,002	9,019	16,206	25,225	100.00%	35.75%
173	Revenue				77,950	441	7,467	(70,483)	10,538	13.52%	9.58%
	Revenue Total				77,950	441	7,467	(70,483)	10,538	13.52%	9.58%
	Expenditure	6170	173-6170-000-0000	CIMARRON HILLS SPECIAL ASSESSMENT	-	-	-	-	-		
			173-6170-539-4600	REPAIRS & MAINTENANCE SVCS	77,500	-	-	77,500	77,500	100.00%	0.00%
			173-6170-581-9101	TRANSFER TO GENERAL FUND CIMARRON	450	38	338	113	450	100.00%	75.00%
			6170 SPECIAL ASSESSMENT - CIMARRON HILLS Total		77,950	38	338	77,613	77,950	100.00%	0.43%
					77,950	38	338	77,613	77,950	100.00%	0.43%
	Expenditure Total				77,950	38	338	77,613	77,950	100.00%	0.43%

June - FY24 Budget to Actual Report

Fund	Type	Division No. & Name	Account Id	Account Description	FY24						Projected Annual %	YTD %
					Amended Budgeted	FY24 Current - June Rev/Expd	FY24 YTD - June Rev/Expd	FY24 Balance Excess/Deficit	FY24 Annual Projection			
174	Revenue				8,373	547	14,845	6,472	8,373		100.00%	177.30%
	Revenue Total				8,373	547	14,845	6,472	8,373		100.00%	177.30%
	Expenditure	6170	174-6170-581-9101	TRANSFER TO GENERAL FUND	-	-	-	-	-		0.00%	0.00%
				6170 SPECIAL ASSESSMENT - CIMARRON HILLS Total	-	-	-	-	-		0.00%	0.00%
					-	-	-	-	-		0.00%	0.00%
		6174	174-6174-000-0000	MARTIN PL POND P2 SPECIAL ASSESSMENTS	-	-	-	-	-		0.00%	0.00%
			174-6174-581-9120	TRANSFER TO STORMWATER	8,373	658	5,924	2,449	8,373		100.00%	70.75%
				6174 SPECIAL ASSESSMENT - MARTIN PL POND P2 Total	8,373	658	5,924	2,449	8,373		100.00%	70.75%
					8,373	658	5,924	2,449	8,373		100.00%	70.75%
	Expenditure Total				8,373	658	5,924	2,449	8,373		100.00%	70.75%
175	Revenue				15,050	-	-	(15,050)	15,050		100.00%	0.00%
	Revenue Total				15,050	-	-	(15,050)	15,050		100.00%	0.00%
	Expenditure	6175	175-6175-517-7170	DEBT SERVICE - PRINCIPAL	-	-	-	-	-		0.00%	0.00%
			175-6175-539-3400	CONTRACTUAL SERVICES	4,930	-	-	4,930	4,930		100.00%	0.00%
			175-6175-539-4600	REPAIRS & MAINTENANCE SVCS	9,370	-	2,036	7,334	9,370		100.00%	21.73%
			175-6175-581-9101	TRANSFER TO GENERAL FUND LOVELL TERRACE	750	63	563	188	750		100.00%	75.00%
				6175 SPECIAL ASSESSMENT - LOVELL TERRACE Total	15,050	63	2,599	12,451	15,050		100.00%	17.27%
					15,050	63	2,599	12,451	15,050		100.00%	17.27%
	Expenditure Total				15,050	63	2,599	12,451	15,050		100.00%	17.27%
176	Revenue				8,320	-	-	(8,320)	-		0.00%	0.00%
	Revenue Total				8,320	-	-	(8,320)	-		0.00%	0.00%
	Expenditure	6176	176-6176-517-7170	DEBT SERVICE - PRINCIPAL	-	-	-	-	-			
			176-6176-539-3400	CONTRACTUAL SERVICES	4,400	-	-	4,400	4,400		100.00%	0.00%
			176-6176-539-4600	REPAIRS & MAINTENANCE SVCS	3,920	-	-	3,920	3,920		100.00%	0.00%
				6176 SPECIAL ASSESSMENT - LAKE MCCOY OAKS Total	8,320	-	-	8,320	8,320		100.00%	0.00%
					8,320	-	-	8,320	8,320		100.00%	0.00%
		6177	176-6177-517-7170	DEBT SERVICE - PRINCIPAL	-	-	-	-	-		0.00%	0.00%
				6177 SPECIAL ASSESSMENT - MARTIN PLACE P1 Total	-	-	-	-	-		0.00%	0.00%
					-	-	-	-	-		0.00%	0.00%
177	Revenue				24,205	176	698	(23,507)	24,205		100.00%	2.89%
	Revenue Total				24,205	176	698	(23,507)	24,205		100.00%	2.89%
	Expenditure	6177	177-6177-000-0000	MARTIN PLACE P1 SPECIAL ASSESSMENT	-	-	-	-	-		0.00%	0.00%
			177-6177-539-4600	REPAIRS & MAINTENANCE SVCS	24,205	-	13,650	10,555	24,205		100.00%	56.39%
				6177 SPECIAL ASSESSMENT - MARTIN PLACE P1 Total	24,205	-	13,650	10,555	24,205		100.00%	56.39%
					24,205	-	13,650	10,555	24,205		100.00%	56.39%
	Expenditure Total				24,205	-	13,650	10,555	24,205		100.00%	56.39%

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Fund	Type	Division No. & Name	Account Id	Account Description	FY24	FY24 Current -	FY24 YTD -	FY24 Balance	FY24 Annual	Projected	YTD %
					Amended Budgeted	June Rev/Expd	June Rev/Expd	Excess/Deficit	Projection	Annual %	
190	Revenue				279,025	(849,952)	605,625	326,600	546,978	196.03%	217.05%
	Revenue Total				279,025	(849,952)	605,625	326,600	546,978	196.03%	217.05%
	Expenditure	6190	190-6190-000-0000	AVIAN POINTE SPECIAL ASSESSMENTS	-	-	-	-	-	-	
			190-6190-541-4310	STREET LIGHTS AVIAN POINTE	97,483	6,853	55,077	42,406	97,483	100.00%	56.50%
			190-6190-581-9101	TRANSFER TO GEN FUND AVIAN POINTE	1,485	124	1,114	371	1,485	100.00%	75.00%
			6190 STREET LIGHTS AVIAN POINTE Total		98,968	6,977	56,191	42,777	98,968	100.00%	56.78%
		6191	190-6191-000-0000	EAST KELLY PARK SPECIAL ASSESSMENTS	-	-	-	-	-	0.00%	0.00%
			190-6191-541-4310	STREET LIGHTS EAST KELLY PARK	28,147	2,053	16,467	11,680	28,147	100.00%	58.50%
			190-6191-581-9101	TRANSFER TO GEN FUND EAST KELLY PARK	429	36	322	107	429	100.00%	75.00%
			6191 STREET LIGHTS BRIDLE PATH Total		28,576	2,089	16,789	11,787	28,576	100.00%	58.75%
		6192	190-6192-000-0000	OAKS AT KELLY PARK SPECIAL ASSESSMENTS	-	-	-	-	-	0.00%	0.00%
			190-6192-541-4310	STREET LIGHTS OAKS AT KELLY PARK	15,762	1,285	10,704	5,058	15,762	100.00%	67.91%
			190-6192-581-9101	TRANSFER TO GEN FUND OAKS AT KELLY PARK	240	20	180	60	240	100.00%	75.00%
			6192 STREET LIGHTS OAKS AT KELLY PARK Total		16,002	1,305	10,884	5,118	16,002	100.00%	68.02%
		6193	190-6193-000-0000	OAK POINTE SPECIAL ASSESSMENTS	-	-	-	-	-	0.00%	0.00%
			190-6193-541-4310	STREET LIGHTS OAK POINTE	32,642	-	-	32,642	32,642	100.00%	0.00%
			190-6193-581-9101	TRANSFER TO GEN FUND OAK POINTE	-	-	-	-	-	0.00%	0.00%
			6193 STREET LIGHTS OAK POINTE Total		32,642	-	-	32,642	32,642	100.00%	0.00%
		6194	190-6194-000-0000	EMERSON PARK SPECIAL ASSESSMENTS	-	-	-	-	-	0.00%	0.00%
			190-6194-541-4310	STREET LIGHTS EMERSON PARK	71	-	-	71	71	100.00%	0.00%
			190-6194-581-9101	TRANSFER TO GEN FUND EMERSON PARK	-	-	-	-	-	0.00%	0.00%
			6194 STREET LIGHTS EMERSON PARK Total		71	-	-	71	71	100.00%	0.00%
		6195	190-6195-541-4310	STREET LIGHTS WINDING MEADOWS	29,780	66	545	29,235	29,780	100.00%	1.83%
			190-6195-581-9101	TRANSFER TO GEN FUND WINDING MEADOWS	453	38	340	113	453	100.00%	75.00%
			6195 STREET LIGHTS WINDING MEADOWS Total		30,233	104	885	29,348	30,233	100.00%	2.93%
		6196	190-6196-541-4310	STREET LIGHTS MEADOW LARK	25,836	-	-	25,836	25,836	100.00%	0.00%
			190-6196-581-9101	TRANSFER TO GEN FUND PONKAN RESERVE	612	408	408	204	612	100.00%	66.67%
			6196 STREET LIGHTS MEADOWLARK STREET Total		26,448	408	408	26,040	26,448	100.00%	1.54%
		6197	190-6197-541-4310	STREET LIGHTS IVY TRAILS	11,530	-	-	11,530	11,530	100.00%	0.00%
			190-6197-581-9101	TRANSFER TO GEN FUND HAMMOCK AT ROCK SPR	275	183	183	92	275	100.00%	66.68%
			6197 STREET LIGHTS IVY TRAILS Total		11,805	183	183	11,622	11,805	100.00%	1.55%
		6198	190-6198-541-4310	STREET LIGHTS NOTTINGHAM	5,681	479	2,704	2,977	5,681	100.00%	47.59%
			190-6198-581-9101	TRANSFER TO GEN FUND NOTTINGHAM	271	181	181	90	271	100.00%	66.66%
			6198 STREET LIGHTS NOTTINGHAM PARK Total		5,952	660	2,884	3,068	5,952	100.00%	48.46%
		6205	190-6205-541-4310	STREET LIGHTS WEST KELLY PARK STREET	27,938	1,157	9,289	18,650	27,938	100.00%	33.25%
			190-6205-581-9101	TRANSFER TO GEN FUND WEST KELLY PARK	390	33	293	98	390	100.00%	75.00%
			6205 STREET LIGHTS WEST KELLY PARK Total		28,328	1,190	9,581	18,747	28,328	100.00%	33.82%
					279,025	12,915	97,806	181,219	279,025	100.00%	35.05%
	Expenditure Total				279,025	12,915	97,806	181,219	279,025	100.00%	35.05%

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Fund	Type	Division No. & Name	Account Id	Account Description	FY24	FY24 Current -	FY24 YTD -	FY24 Balance	FY24 Annual	Projected	YTD %	
					Amended Budgeted	June Rev/Expd	June Rev/Expd	Excess/Deficit	Projection	Annual %		
401	Revenue				46,037,970	2,819,054	20,360,433	(25,677,538)	27,497,280	59.73%	44.23%	
	Revenue Total				46,037,970	2,819,054	20,360,433	(25,677,538)	27,497,280	59.73%	44.23%	
	Expenditure	3010	401-3010-000-0000	PS - UTILITY ADMINISTRATION	-	-	-	-	-	0.00%	0.00%	
			401-3010-539-0042	UTILITY ADMINISTRATION	-	-	-	-	-	0.00%	0.00%	
			401-3010-539-1200	REGULAR SALARIES AND WAGES	494,268	32,905	303,970	190,299	405,293	82.00%	61.50%	
			401-3010-539-1210	LONGEVITY PAY	15,895	-	-	15,895	-	0.00%	0.00%	
			401-3010-539-1300	OTHER SALARIES AND WAGES	-	-	-	-	-	0.00%	0.00%	
			401-3010-539-1400	OVERTIME PAY	3,400	315	1,724	1,676	2,298	67.59%	50.69%	
			401-3010-539-1600	OTHER REIMBURSED ALLOWANCES	-	37	351	(351)	468	0.00%	0.00%	
			401-3010-539-2100	FICA TAXES - CITY MATCHING	35,001	2,482	22,552	12,448	30,070	85.91%	64.43%	
			401-3010-539-2200	CITY RETIREMENT CONTRIBUTION	74,980	4,856	45,700	29,281	60,933	81.27%	60.95%	
			401-3010-539-2300	LIFE AND HEALTH INSURANCE	141,166	771	52,439	88,727	69,919	49.53%	37.15%	
			401-3010-539-2400	WORKER'S COMPENSATION	356	102	363	(7)	484	135.94%	101.95%	
			401-3010-539-2500	UNEMPLOYMENT COMPENSATION	15,000	-	-	15,000	-	0.00%	0.00%	
			401-3010-539-2600	OTHER POSTEMPLOYMENT BENEFITS (OPEB)	(1)	-	-	(1)	-	0.00%	0.00%	
			401-3010-539-2610	PENSION ADJUSTMENT	-	-	-	-	-	0.00%	0.00%	
			401-3010-539-3100	PROFESSIONAL SERVICES	16,677	-	-	16,677	-	0.00%	0.00%	
			401-3010-539-3400	OTHER CONTRACTUAL SERVICES	57,088	-	-	57,088	-	0.00%	0.00%	
			401-3010-539-4000	TRAVEL & PER DIEM	3,000	-	1,474	1,526	1,966	65.53%	49.15%	
			401-3010-539-4100	COMMUNICATIONS SERVICES	-	-	-	-	-	0.00%	0.00%	
			401-3010-539-4200	FREIGHT & POSTAGE SERVICES	1,500	1	944	556	1,259	83.94%	62.96%	
			401-3010-539-4300	UTILITY SERVICES	16,584	1,327	9,107	7,477	12,142	73.22%	54.91%	
			401-3010-539-4400	RENTAL AND LEASES	2,155	-	338	1,817	451	20.92%	15.69%	
			401-3010-539-4500	LIABILITY & CASUALTY INSURANCE	-	-	-	-	-	0.00%	0.00%	
			401-3010-539-4600	REPAIR & MAINT.-BLDG. & EQUIPMENT	43,820	1,044	17,795	26,025	23,727	54.15%	40.61%	
			401-3010-539-4650	VEHICLE MAINTENANCE	1,950	-	900	1,050	1,200	61.54%	46.15%	
			401-3010-539-4700	PRINTING SERVICES	1,500	184	878	622	1,171	78.04%	58.53%	
			401-3010-539-4800	PROMOTIONAL ADVERTISING	-	-	-	-	-	0.00%	0.00%	
			401-3010-539-4900	OTHER CURRENT CHARGES	-	-	16,248	(16,248)	16,248	0.00%	0.00%	
			401-3010-539-4902	LEGAL ADVERTISING	-	-	-	-	-	0.00%	0.00%	
			401-3010-539-4903	TEMPORARY LABOR	-	-	-	-	-	0.00%	0.00%	
			401-3010-539-5100	OFFICE SUPPLIES	12,500	583	6,396	6,104	8,527	68.22%	51.16%	
			401-3010-539-5200	OPERATING SUPPLIES	14,750	2,498	6,939	7,811	9,252	62.73%	47.05%	
			401-3010-539-5201	VENDING SUPPLIES	1,200	-	-	1,200	-	0.00%	0.00%	
			401-3010-539-5250	FUEL AND GASOLINE	1,150	31	363	787	484	42.13%	31.60%	
			401-3010-539-5290	EXPENSES- HURRICANE DORIAN	-	-	-	-	-	0.00%	0.00%	
			401-3010-539-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	1,440	674	877	563	1,169	81.20%	60.90%	
			401-3010-539-5401	OTHER PHYSICAL ENVIRONMENT	-	-	-	-	-	0.00%	0.00%	
			401-3010-539-5500	TRAINING	6,000	608	3,129	2,871	4,172	69.53%	52.15%	
401-3010-581-9101	TRANSFER TO GENERAL FUND	6,922,237	576,853	5,191,678	1,730,559	6,922,237	100.00%	75.00%				
401-3010-581-9102	TRANSFER TO EQUIPMENT R & R FUND	-	-	-	-	-	0.00%	0.00%				
		3010 UTILITY ADMINISTRATION Total				7,883,616	625,271	5,684,165	2,199,452	7,573,470	96.07%	72.10%
	3111	401-3111-000-0000	PS - WATER TREATMENT PLANT	-	-	-	-	-	0.00%	0.00%		
		401-3111-517-7101	01 BOND DEBT SVC - PRINCIPAL	25,080	-	25,080	-	25,080	100.00%	100.00%		
		401-3111-517-7201	01 BOND DEBT SVC - INTEREST	9,625	-	9,624	1	9,624	99.99%	99.99%		
		401-3111-517-7301	01 BOND DEBT SVC - OTHER COSTS	-	-	-	-	-	0.00%	0.00%		
		401-3111-533-0043	WATER PLANT	-	-	-	-	-	0.00%	0.00%		
		401-3111-533-1200	REGULAR SALARIES AND WAGES	406,827	33,999	294,294	112,533	392,392	96.45%	72.34%		
		401-3111-533-1210	LONGEVITY PAY	1,184	-	-	1,184	-	0.00%	0.00%		
		401-3111-533-1300	OTHER SALARIES AND WAGES	-	-	-	-	-	0.00%	0.00%		
		401-3111-533-1400	OVERTIME PAY	7,500	172	4,016	3,484	5,355	71.40%	53.55%		

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Fund	Type	Division No. & Name	Account Id	Account Description	FY24		FY24 YTD - June Rev/Expd	FY24 Balance Excess/Deficit	FY24 Annual Projection	Projected Annual %	YTD %
					Amended Budgeted	FY24 Current - June Rev/Expd					
401	Expenditure	3111	401-3111-533-1600	OTHER REIMBURSED ALLOWANCES	-	-	-	-	-	0.00%	0.00%
			401-3111-533-2100	FICA TAXES - CITY MATCHING	31,787	2,474	21,635	10,152	28,846	90.75%	68.06%
			401-3111-533-2200	CITY RETIREMENT CONTRIBUTION	60,664	4,989	44,549	16,116	59,398	97.91%	73.43%
			401-3111-533-2300	LIFE AND HEALTH INSURANCE	97,187	675	59,853	37,334	79,803	82.11%	61.59%
			401-3111-533-2400	WORKER'S COMPENSATION	1,619	465	1,651	(32)	2,201	135.94%	101.96%
			401-3111-533-2600	OTHER POSTEMPLOYMENT BENEFITS (OPEB)	-	-	-	-	-	0.00%	0.00%
			401-3111-533-2610	PENSION ADJUSTMENT	-	-	-	-	-	0.00%	0.00%
			401-3111-533-3100	PROFESSIONAL SERVICES	5,750	-	3,875	1,875	5,167	89.86%	67.39%
			401-3111-533-3400	OTHER CONTRACTUAL SERVICES	50,000	2,788	15,338	34,662	20,451	40.90%	30.68%
			401-3111-533-4000	TRAVEL & PER DIEM	1,200	140	781	419	1,041	86.78%	65.09%
			401-3111-533-4100	COMMUNICATIONS SERVICES	-	-	-	-	-	0.00%	0.00%
			401-3111-533-4200	FREIGHT & POSTAGE SERVICES	300	-	-	300	-	0.00%	0.00%
			401-3111-533-4300	UTILITY SERVICES	715,840	83,575	511,962	203,878	682,616	95.36%	71.52%
			401-3111-533-4400	RENTAL AND LEASES	2,000	-	-	2,000	-	0.00%	0.00%
			401-3111-533-4500	LIABILITY & CASUALTY INSURANCE	-	-	-	-	-	0.00%	0.00%
			401-3111-533-4600	REPAIR & MAINT.-BLDG.& EQUIPMENT	47,600	38	17,318	30,282	23,091	48.51%	36.38%
			401-3111-533-4650	VEHICLE MAINTENANCE	7,000	2,040	9,148	(2,148)	12,198	174.25%	130.69%
			401-3111-533-4700	PRINTING SERVICES	1,000	-	415	585	553	55.33%	41.50%
			401-3111-533-4800	PROMOTIONAL ADVERTISING	-	-	-	-	-	0.00%	0.00%
			401-3111-533-4900	OTHER CURRENT CHARGES	7,750	-	-	7,750	-	0.00%	0.00%
			401-3111-533-4902	LEGAL ADVERTISING	-	-	-	-	-	0.00%	0.00%
			401-3111-533-4960	BAD DEBT EXPENSE	12,000	-	-	12,000	-	0.00%	0.00%
			401-3111-533-5100	OFFICE SUPPLIES	-	-	-	-	-	0.00%	0.00%
			401-3111-533-5200	OPERATING SUPPLIES	299,277	22,658	202,219	97,058	269,625	90.09%	67.57%
			401-3111-533-5220	WATER CONSERVATION PROGRAM	10,750	408	1,932	8,818	2,576	23.97%	17.97%
			401-3111-533-5250	FUEL AND GASOLINE	41,514	905	13,022	28,492	17,362	41.82%	31.37%
			401-3111-533-5290	EXPENSES- HURRICANE DORIAN	-	-	-	-	-	0.00%	0.00%
			401-3111-533-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	75	-	-	75	-	0.00%	0.00%
			401-3111-533-5401	WATER UTILITY SERVICES	-	-	-	-	-	0.00%	0.00%
			401-3111-533-5500	TRAINING	2,400	-	-	2,400	-	0.00%	0.00%
			401-3111-533-6300	IMPROVEMENTS OTHER THAN BLDGS.	6,309,329	-	46,591	6,262,738	560,038	8.88%	0.74%
			401-3111-533-6400	EQUIPMENT AND MACHINERY	72,537	-	32,537	40,000	72,273	99.64%	44.86%
			3111 UTILITY SERVICES-WATER PLANT Total		8,227,795	155,325	1,315,839	6,911,956	2,269,691	27.59%	15.99%
		3121	401-3121-000-0000	PS - WASTEWATER TREATMENT PLANT	-	-	-	-	-	0.00%	0.00%
			401-3121-517-7101	01 BOND DEBT SVC - PRINCIPAL	67,735	-	67,735	-	67,735	100.00%	100.00%
			401-3121-517-7151	SRF LOAN WW480211 - PRINCIPAL	-	-	-	-	-	0.00%	0.00%
			401-3121-517-7201	01 BOND DEBT SVC - INTEREST	25,993	-	25,992	0	25,993	100.00%	100.00%
			401-3121-535-1200	REGULAR SALARIES AND WAGES	813,917	52,743	484,487	329,430	645,983	79.37%	59.53%
			401-3121-535-1210	LONGEVITY PAY	1,439	-	-	1,439	-	0.00%	0.00%
			401-3121-535-1300	OTHER SALARIES AND WAGES	-	-	-	-	-	0.00%	0.00%
			401-3121-535-1400	OVERTIME PAY	22,000	857	13,030	8,970	17,373	78.97%	59.23%
			401-3121-535-1600	OTHER REIMBURSED ALLOWNCES	960	37	351	609	468	48.72%	36.54%
			401-3121-535-2100	FICA TAXES - CITY MATCHING	63,643	3,879	35,784	27,859	47,712	74.97%	56.23%
			401-3121-535-2200	CITY RETIREMENT CONTRIBUTION	122,394	7,831	74,382	48,012	99,176	81.03%	60.77%
			401-3121-535-2300	LIFE AND HEALTH INSURANCE	253,123	1,349	104,452	148,671	139,269	55.02%	41.27%
			401-3121-535-2400	WORKER'S COMPENSATION	3,813	1,094	3,888	(75)	5,183	135.94%	101.96%
			401-3121-535-2500	UNEMPLOYMENT COMPENSATION	-	-	-	-	-	0.00%	0.00%
			401-3121-535-2600	OTHER POSTEMPLOYMENT BENEFITS (OPEB)	-	-	-	-	-	0.00%	0.00%
			401-3121-535-2610	PENSION ADJUSTMENT	-	-	-	-	-	0.00%	0.00%
			401-3121-535-3100	PROFESSIONAL SERVICES	350,375	174,213	174,588	175,787	328,138	93.65%	49.83%
			401-3121-535-3400	OTHER CONTRACTUAL SERVICES	714,155	6,752	156,402	557,753	208,535	29.20%	21.90%
			401-3121-535-3401	DISTRIBUTED WASTEWATER	22,963	1,216	10,942	12,021	14,590	63.54%	47.65%

June - FY24 Budget to Actual Report

Fund	Type	Division No. & Name	Account Id	Account Description	FY24	FY24 Current -	FY24 YTD -	FY24 Balance	FY24 Annual	Projected	YTD %		
					Amended Budgeted	June Rev/Expd	June Rev/Expd	Excess/Deficit	Projection	Annual %			
401	Expenditure	3121	401-3121-535-4000	TRAVEL & PER DIEM	4,900	-	509	4,391	679	13.85%	10.39%		
			401-3121-535-4100	COMMUNICATIONS SERVICES	-	-	-	-	-	0.00%	0.00%		
			401-3121-535-4200	FREIGHT & POSTAGE SERVICES	150	-	-	150	-	0.00%	0.00%		
			401-3121-535-4300	UTILITY SERVICES	1,837,520	146,701	897,058	940,462	1,345,587	73.23%	48.82%		
			401-3121-535-4400	RENTAL AND LEASES	1,500	-	-	1,500	-	0.00%	0.00%		
			401-3121-535-4500	LIABILITY & CASUALTY INSURANCE	-	-	-	-	-	0.00%	0.00%		
			401-3121-535-4600	REPAIR & MAINT.-BLDG.& EQUIPMENT	1,022,900	1,550	14,865	1,008,035	479,820	46.91%	1.45%		
			401-3121-535-4650	VEHICLE MAINTENANCE	8,000	-	3,442	4,558	4,589	57.37%	43.03%		
			401-3121-535-4700	PRINTING SERVICES	1,000	-	400	600	533	53.33%	40.00%		
			401-3121-535-4800	PROMOTIONAL ADVERTISING	-	-	-	-	-	0.00%	0.00%		
			401-3121-535-4900	OTHER CURRENT CHARGES	319,275	18,624	225,774	93,501	301,032	94.29%	70.71%		
			401-3121-535-4902	LEGAL ADVERTISING	-	-	-	-	-	0.00%	0.00%		
			401-3121-535-4960	BAD DEBT EXPENSE	6,000	-	-	6,000	-	0.00%	0.00%		
			401-3121-535-5100	OFFICE SUPPLIES	-	-	-	-	-	0.00%	0.00%		
			401-3121-535-5200	OPERATING SUPPLIES	422,242	23,016	212,563	209,679	283,417	67.12%	50.34%		
			401-3121-535-5250	FUEL AND GASOLINE	44,925	448	17,661	27,264	23,548	52.42%	39.31%		
			401-3121-535-5290	EXPENSES- HURRICANE DORIAN	-	-	-	-	-	0.00%	0.00%		
			401-3121-535-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	1,047	-	751	296	1,002	95.67%	71.76%		
			401-3121-535-5401	SEWER/WASTEWATER SERVICES	-	-	-	-	-	0.00%	0.00%		
			401-3121-535-5500	TRAINING	2,870	-	295	2,575	393	13.70%	10.28%		
			401-3121-535-5901	FRANCHISE FEES - SEWER	-	-	-	-	-	0.00%	0.00%		
			401-3121-535-5902	RENEWAL & REPLACEMENT - SEWER	-	-	-	-	-	0.00%	0.00%		
			401-3121-535-6100	LAND	344,300	-	-	344,300	-	0.00%	0.00%		
			401-3121-535-6300	IMPROVEMENTS OTHER THAN BLDGS.	2,300,690	45,188	133,168	2,167,522	1,940,446	84.34%	5.79%		
			401-3121-535-6400	EQUIPMENT AND MACHINERY	203,687	-	-	203,687	102,176	50.16%	0.00%		
		401-3121-535-6800	INTANGIBLE ASSETS	3,000	-	-	3,000	-	0.00%	0.00%			
		3121 WASTEWATER PLANT Total					8,986,516	485,499	2,658,520	6,327,996	6,083,378	67.69%	29.58%
		3131		401-3131-000-0000	PS - UTILITY CONSTRUCTION	-	-	-	-	-	-	0.00%	0.00%
				401-3131-536-5250	FUEL AND GASOLINE	2,023	-	2,012	11	2,023	100.00%	99.46%	
		3131 UTILITY CONSTRUCTION Total					2,023	-	2,012	11	2,023	100.00%	99.46%
		3141		401-3141-000-0000	PS - WATER MAINTENANCE	-	-	-	-	-	-	0.00%	0.00%
				401-3141-533-0046	UTILITY MAINTENANCE	-	-	-	-	-	-	0.00%	0.00%
				401-3141-533-1200	REGULAR SALARIES AND WAGES	989,121	54,852	598,535	390,586	798,047	80.68%	60.51%	
				401-3141-533-1210	LONGEVITY PAY	3,581	-	-	3,581	-	0.00%	0.00%	
				401-3141-533-1400	OVERTIME PAY	70,140	15,513	139,677	(69,537)	186,237	265.52%	199.14%	
				401-3141-533-1600	OTHER REIMBURSED ALLOWNACES	960	74	701	258	935	97.44%	73.08%	
				401-3141-533-2100	FICA TAXES - CITY MATCHING	81,381	5,076	52,654	28,727	70,205	86.27%	64.70%	
				401-3141-533-2200	CITY RETIREMENT CONTRIBUTION	155,315	8,938	103,370	51,945	137,827	88.74%	66.56%	
				401-3141-533-2300	LIFE AND HEALTH INSURANCE	354,101	2,024	196,880	157,220	262,507	74.13%	55.60%	
				401-3141-533-2400	WORKER'S COMPENSATION	4,163	1,195	4,245	(82)	5,660	135.94%	101.96%	
				401-3141-533-2500	UNEMPLOYMENT COMPENSATION	-	-	-	-	-	0.00%	0.00%	
				401-3141-533-2600	OTHER POSTEMPLOYMENT BENEFITS (OPEB)	-	-	-	-	-	0.00%	0.00%	
				401-3141-533-2610	PENSION ADJUSTMENT	-	-	-	-	-	0.00%	0.00%	
				401-3141-533-3100	PROFESSIONAL SERVICES	-	-	-	-	-	0.00%	0.00%	
				401-3141-533-3400	OTHER CONTRACTUAL SERVICES	-	-	-	-	-	0.00%	0.00%	
				401-3141-533-4000	TRAVEL & PER DIEM	1,400	-	66	1,334	88	6.29%	4.72%	
				401-3141-533-4100	COMMUNICATIONS SERVICES	-	-	-	-	-	0.00%	0.00%	
				401-3141-533-4200	FREIGHT & POSTAGE SERVICES	-	-	-	-	-	0.00%	0.00%	
				401-3141-533-4300	UTILITY SERVICES	19,000	654	7,638	11,362	10,184	53.60%	40.20%	
				401-3141-533-4400	RENTAL AND LEASES	24,636	1,004	10,500	14,136	14,000	56.83%	42.62%	
				401-3141-533-4500	LIABILITY & CASUALTY INSURANCE	-	-	-	-	-	0.00%	0.00%	
				401-3141-533-4600	REPAIR & MAINT.-BLDG.& EQUIPMENT	330,000	17,437	189,554	140,446	252,739	76.59%	57.44%	

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Fund	Type	Division No. & Name	Account Id	Account Description	FY24	FY24 Current -	FY24 YTD -	FY24 Balance	FY24 Annual	Projected	YTD %
					Amended Budgeted	June Rev/Expd	June Rev/Expd	Excess/Deficit	Projection	Annual %	
401	Expenditure	3141	401-3141-533-4650	VEHICLE MAINTENANCE	88,750	4,385	55,441	33,309	73,921	83.29%	62.47%
			401-3141-533-4700	PRINTING SERVICES	26,500	-	1,626	24,874	2,168	8.18%	6.14%
			401-3141-533-4800	PROMOTIONAL ADVERTISING	-	-	-	-	-	0.00%	0.00%
			401-3141-533-4900	OTHER CURRENT CHARGES	10,060	1,608	4,287	5,773	5,716	56.82%	42.61%
			401-3141-533-4902	LEGAL ADVERTISING	-	-	-	-	-	0.00%	0.00%
			401-3141-533-5100	OFFICE SUPPLIES	800	158	659	141	879	109.90%	82.42%
			401-3141-533-5200	OPERATING SUPPLIES	106,850	7,475	110,431	(3,581)	110,431	103.35%	103.35%
			401-3141-533-5201	SENSUS METERING SYSTEM	950,000	32,075	925,205	24,795	950,000	100.00%	97.39%
			401-3141-533-5202	SENSUS METERING SYSTEM - LARGE METERS	-	-	-	-	-	0.00%	0.00%
			401-3141-533-5226	REUSE OPERATIONAL SUPPLIES	-	-	-	-	-	0.00%	0.00%
			401-3141-533-5236	BACKFLOW OPERATIONAL SUPPLIES	263,000	1,659	275,388	(12,388)	275,388	104.71%	104.71%
			401-3141-533-5245	CONTRACTOR METER REPAIRS / REPLACEMENT	-	-	-	-	-	0.00%	0.00%
			401-3141-533-5250	FUEL AND GASOLINE	85,639	3,935	39,085	46,554	52,113	60.85%	45.64%
			401-3141-533-5290	EXPENSES- HURRICANE DORIAN	-	-	-	-	-	0.00%	0.00%
			401-3141-533-5300	ROAD MATERIALS & SUPPLIES	-	-	-	-	-	0.00%	0.00%
			401-3141-533-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	1,400	-	239	1,161	319	22.76%	17.07%
			401-3141-533-5401	WATER UTILITY SERVICES	-	-	-	-	-	0.00%	0.00%
			401-3141-533-5500	TRAINING	15,000	2,535	7,266	7,734	9,688	64.59%	48.44%
			401-3141-533-6300	IMPROVEMENTS OTHER THAN BLDGS.	2,243,597	89,723	217,989	2,025,607	1,062,008	47.34%	9.72%
			401-3141-533-6400	EQUIPMENT AND MACHINERY	353,646	-	103,750	249,896	351,117	99.28%	29.34%
			3141 WATER MAINTENANCE Total		6,179,041	250,320	3,045,189	3,133,853	4,632,176	74.97%	49.28%
		3161	401-3161-000-0000	FIN - UTILITY BILLING	-	-	-	-	-	0.00%	0.00%
			401-3161-533-0057	UTILITY BILLING	-	-	-	-	-	0.00%	0.00%
			401-3161-533-1200	REGULAR SALARIES AND WAGES	324,881	27,029	224,155	100,726	298,873	91.99%	69.00%
			401-3161-533-1210	LONGEVITY PAY	706	-	-	706	-	0.00%	0.00%
			401-3161-533-1400	OVERTIME PAY	-	785	7,673	(7,673)	10,230	0.00%	0.00%
			401-3161-533-1600	OTHER REIMBURSED ALLOWANCES	-	-	-	-	-	0.00%	0.00%
			401-3161-533-2100	FICA TAXES - CITY MATCHING	24,907	2,062	17,202	7,705	22,936	92.09%	69.06%
			401-3161-533-2200	CITY RETIREMENT CONTRIBUTION	47,536	4,061	34,576	12,960	46,101	96.98%	72.74%
			401-3161-533-2300	LIFE AND HEALTH INSURANCE	121,236	675	58,865	62,371	78,487	64.74%	48.55%
			401-3161-533-2400	WORKER'S COMPENSATION	150	43	153	(3)	204	135.95%	101.96%
			401-3161-533-2600	OTHER POSTEMPLOYMENT BENEFITS (OPEB)	-	-	-	-	-	0.00%	0.00%
			401-3161-533-2610	PENSION ADJUSTMENT	-	-	-	-	-	0.00%	0.00%
			401-3161-533-3100	PROFESSIONAL SERVICES	6,000	-	-	6,000	-	0.00%	0.00%
			401-3161-533-3400	OTHER CONTRACTUAL SERVICES	532,000	79,244	307,236	224,764	409,647	77.00%	57.75%
			401-3161-533-4000	TRAVEL & PER DIEM	-	-	-	-	-	0.00%	0.00%
			401-3161-533-4100	COMMUNICATIONS SERVICES	-	-	-	-	-	0.00%	0.00%
			401-3161-533-4200	FREIGHT & POSTAGE SERVICES	166,750	9,653	105,544	61,206	140,725	84.39%	63.29%
			401-3161-533-4300	UTILITY SERVICES	-	-	-	-	-	0.00%	0.00%
			401-3161-533-4400	RENTALS AND LEASES	3,500	-	-	3,500	-	0.00%	0.00%
			401-3161-533-4500	LIABILITY & CASUALTY INSURANCE	-	-	-	-	-	0.00%	0.00%
			401-3161-533-4600	REPAIR & MAINT. BLDG. & EQUIPMENT	61,870	3,893	25,812	36,058	34,416	55.63%	41.72%
			401-3161-533-4650	VEHICLE MAINTENANCE	2,400	650	796	1,604	1,061	44.21%	33.16%
			401-3161-533-4700	PRINTING SERVICES	85,750	4,239	73,043	12,707	81,341	94.86%	85.18%
			401-3161-533-4800	PROMOTIONAL ADVERTISING	-	-	-	-	-	0.00%	0.00%
			401-3161-533-4900	OTHER CURRENT CHARGES	-	-	-	-	-	0.00%	0.00%
			401-3161-533-4902	LEGAL ADVERTISING	-	-	-	-	-	0.00%	0.00%
			401-3161-533-5100	OFFICE SUPPLIES	6,400	123	1,202	5,198	1,603	25.05%	18.79%
			401-3161-533-5200	OPERATING SUPPLIES	5,150	-	506	4,644	674	13.09%	9.82%
			401-3161-533-5250	FUEL AND GASOLINE	2,500	156	1,480	1,020	1,973	78.94%	59.20%
			401-3161-533-5290	EXPENSES- HURRICANE DORIAN	-	-	-	-	-	0.00%	0.00%
			401-3161-533-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	-	-	-	-	-	0.00%	0.00%

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Fund	Type	Division No. & Name	Account Id	Account Description	FY24	FY24 Current -	FY24 YTD -	FY24 Balance	FY24 Annual	Projected	YTD %
					Amended Budgeted	June Rev/Expd	June Rev/Expd	Excess/Deficit	Projection	Annual %	
401	Expenditure	3161	401-3161-533-5401	WATER UTILITY SERVICES	-	-	-	-	-	0.00%	0.00%
			401-3161-533-5500	TRAINING	2,000	-	-	2,000	-	0.00%	0.00%
			401-3161-533-6300	IMPROVEMENTS OTHER THAN BUILDINGS	60,000	-	-	60,000	50,032	83.39%	0.00%
		3161 UTILITY BILLING Total			1,453,736	132,614	858,241	595,495	1,178,305	81.05%	59.04%
		3171	401-3171-000-0000	PS - WASTEWATER MAINTENANCE	-	-	-	-	-	0.00%	0.00%
			401-3171-535-0058	WASTEWATER MAINTENANCE	-	-	-	-	-	0.00%	0.00%
			401-3171-535-1200	REGULAR SALARIES AND WAGES	830,107	67,172	562,196	267,911	749,594	90.30%	67.73%
			401-3171-535-1210	LONGEVITY PAY	2,617	-	-	2,617	-	0.00%	0.00%
			401-3171-535-1300	OTHER SALARIES AND WAGES	-	-	-	-	-	0.00%	0.00%
			401-3171-535-1400	OVERTIME PAY	35,000	15,908	146,025	(111,025)	146,025	417.21%	417.21%
			401-3171-535-1600	OTHER REIMBURSED ALLOWANCES	1,440	74	701	738	935	64.96%	48.72%
			401-3171-535-2100	FICA TAXES - CITY MATCHING	66,491	5,966	50,802	15,689	67,736	101.87%	76.40%
			401-3171-535-2200	CITY RETIREMENT CONTRIBUTION	126,898	10,986	98,554	28,344	131,405	103.55%	77.66%
			401-3171-535-2300	LIFE AND HEALTH INSURANCE	281,113	1,638	158,209	122,903	210,946	75.04%	56.28%
			401-3171-535-2400	WORKER'S COMPENSATION	4,422	1,269	4,509	(87)	6,012	135.94%	101.96%
			401-3171-535-2500	UNEMPLOYMENT COMPENSATION	-	-	-	-	-	0.00%	0.00%
			401-3171-535-2600	OTHER POSTEMPLOYMENT BENEFITS (OPEB)	-	-	-	-	-	0.00%	0.00%
			401-3171-535-2610	PENSION ADJUSTMENT	-	-	-	-	-	0.00%	0.00%
			401-3171-535-3100	PROFESSIONAL SERVICES	102,842	-	-	102,842	102,842	100.00%	0.00%
			401-3171-535-3400	OTHER CONTRACTUAL SERVICES	5,500	-	3,108	2,392	4,144	75.35%	56.51%
			401-3171-535-4000	TRAVEL AND PER DEIM	700	-	147	553	196	27.94%	20.95%
			401-3171-535-4100	COMMUNICATIONS SERVICES	-	-	-	-	-	0.00%	0.00%
			401-3171-535-4200	FREIGHT & POSTAGE SERVICES	400	-	-	400	-	0.00%	0.00%
			401-3171-535-4300	UTILITY SERVICES	391,075	35,332	270,470	120,605	360,627	92.21%	69.16%
			401-3171-535-4400	RENTAL AND LEASES	220,958	34,168	120,882	100,076	161,176	72.94%	54.71%
			401-3171-535-4500	LIABILITY & CASUALTY INSURANCE	-	-	-	-	-	0.00%	0.00%
			401-3171-535-4600	REPAIR & MAINT.-BLDG.& EQUIPMENT	1,602,976	51,167	742,326	860,650	989,768	61.75%	46.31%
			401-3171-535-4650	VEHICLE MAINTENANCE	65,000	17,481	93,463	(28,463)	93,463	143.79%	143.79%
			401-3171-535-4800	PROMOTIONAL ADVERTISING	-	-	-	-	-	0.00%	0.00%
			401-3171-535-4900	OTHER CURRENT CHARGES	1,000	-	-	1,000	-	0.00%	0.00%
			401-3171-535-4902	LEGAL ADVERTISING	-	-	-	-	-	0.00%	0.00%
			401-3171-535-5100	OFFICE SUPPLIES	200	-	-	200	-	0.00%	0.00%
			401-3171-535-5200	OPERATING SUPPLIES	383,600	44,747	299,614	83,986	383,600	100.00%	78.11%
			401-3171-535-5250	FUEL AND GASOLINE	83,285	4,901	42,808	40,477	57,077	68.53%	51.40%
			401-3171-535-5290	EXPENSES- HURRICANE DORIAN	-	-	-	-	-	0.00%	0.00%
			401-3171-535-5300	ROAD MATERIALS & SUPPLIES	-	-	-	-	-	0.00%	0.00%
			401-3171-535-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	1,150	-	-	1,150	-	0.00%	0.00%
			401-3171-535-5401	SEWER/WASTEWATER SERVICES	-	-	-	-	-	0.00%	0.00%
			401-3171-535-5500	TRAINING	10,000	-	100	9,900	134	1.34%	1.00%
			401-3171-535-6300	IMPROVEMENTS OTHER THAN BLDGS.	4,585,534	5,768	1,165,412	3,420,122	3,334,220	72.71%	25.41%
			401-3171-535-6400	EQUIPMENT AND MACHINERY	1,132,947	16,681	27,349	1,105,599	253,612	22.39%	2.41%
		3171 WASTEWATER MAINTENANCE Total			9,935,256	313,258	3,786,675	6,148,581	7,053,511	70.99%	38.11%
		3191	401-3191-000-0000	PS - UTILTY PLANT MAINTENANCE	-	-	-	-	-	0.00%	0.00%
			401-3191-534-2600	OTHER POSTEMPLOYMENT BENEFITS (OPEB)	-	-	-	-	-	0.00%	0.00%
			401-3191-535-0000	UTILITY PLANT MAINTENANCE	-	-	-	-	-	0.00%	0.00%
			401-3191-535-1200	REGULAR SALARIES AND WAGES	532,055	28,336	325,106	206,949	433,475	81.47%	61.10%
			401-3191-535-1210	LONGEVITY PAY	1,663	-	-	1,663	-	0.00%	0.00%
			401-3191-535-1400	OVERTIME PAY	24,200	207	1,380	22,820	1,840	7.60%	5.70%
			401-3191-535-1600	OTHER REIMBURSED ALLOWANCES	480	-	240	240	320	66.67%	50.00%
			401-3191-535-2100	FICA TAXES - CITY MATCHING	42,717	2,045	23,404	19,314	31,205	73.05%	54.79%
			401-3191-535-2200	CITY RETIREMENT CONTRIBUTION	81,526	4,167	48,046	33,480	64,061	78.58%	58.93%
			401-3191-535-2300	LIFE AND HEALTH INSURANCE	138,570	867	66,728	71,842	88,970	64.21%	48.15%

June - FY24 Budget to Actual Report

Fund	Type	Division No. & Name	Account Id	Account Description	FY24	FY24 Current -	FY24 YTD -	FY24 Balance	FY24 Annual	Projected	
					Amended Budgeted	June Rev/Expd	June Rev/Expd	Excess/Deficit	Projection	Annual %	YTD %
401	Expenditure	3191	401-3191-535-2400	WORKER'S COMPENSATION	2,557	734	2,607	(50)	3,476	135.94%	101.96%
			401-3191-535-2500	UNEMPLOYMENT COMPENSATION	-	-	-	-	-	0.00%	0.00%
			401-3191-535-2600	OTHER POSTEMPLOYMENT BENEFITS (OPEB)	-	-	-	-	-	0.00%	0.00%
			401-3191-535-2610	PENSION ADJUSTMENT	-	-	-	-	-	0.00%	0.00%
			401-3191-535-3400	OTHER CONTRACTUAL SERVICES	30,000	25,944	25,944	4,056	30,000	100.00%	86.48%
			401-3191-535-4000	TRAVEL & PER DIEM	-	-	-	-	-	0.00%	0.00%
			401-3191-535-4100	COMMUNICATIONS SERVICES	-	-	-	-	-	0.00%	0.00%
			401-3191-535-4200	FREIGHT & POSTAGE SERVICES	500	-	-	500	-	0.00%	0.00%
			401-3191-535-4400	RENTALS AND LEASES	5,000	339	2,669	2,331	3,558	71.16%	53.37%
			401-3191-535-4600	REPAIR & MAINT.-BLDG & EQUIPMENT	505,200	1,280	269,294	235,906	359,058	71.07%	53.30%
			401-3191-535-4650	VEHICLE MAINTENANCE	11,500	238	10,270	1,230	11,500	100.00%	89.30%
			401-3191-535-4900	OTHER CURRENT CHARGES	500	-	-	500	-	0.00%	0.00%
			401-3191-535-5100	OFFICE SUPPLIES	-	-	-	-	-	0.00%	0.00%
			401-3191-535-5200	OPERATING SUPPLIES	74,925	2,231	22,406	52,519	29,875	39.87%	29.91%
			401-3191-535-5250	FUEL AND GASOLINE	19,483	675	7,332	12,151	9,776	50.18%	37.63%
			401-3191-535-5290	EXPENSES- HURRICANE DORIAN	-	-	-	-	-	0.00%	0.00%
			401-3191-535-5500	TRAINING	5,050	4,361	4,618	432	6,157	121.93%	91.45%
			401-3191-535-5900	DEPRECIATION EXPENSE	-	-	-	-	-	0.00%	0.00%
			401-3191-535-6300	INFRASTRUCTURE	-	-	-	-	-	0.00%	0.00%
			401-3191-535-6400	EQUIPMENT AND MACHINERY	249,155	47,171	126,959	122,197	230,257	92.42%	50.96%
			3191 UTILITY MAINTENANCE Total		1,725,081	118,595	937,002	788,079	1,303,529	75.56%	54.32%
		3410	401-3410-000-0000	PS - DESIGN ENGINEERING	-	-	-	-	-	0.00%	0.00%
			401-3410-535-2610	PENSION ADJUSTMENT	-	-	-	-	-	0.00%	0.00%
			401-3410-539-0059	DESIGN ENGINEERING	-	-	-	-	-	0.00%	0.00%
			401-3410-539-1200	REGULAR SALARIES AND WAGES	688,193	39,408	265,533	422,660	354,044	51.45%	38.58%
			401-3410-539-1210	LONGEVITY PAY	814	-	-	814	-	0.00%	0.00%
			401-3410-539-1400	OVERTIME PAY	4,286	48	2,805	1,481	3,740	87.27%	65.45%
			401-3410-539-1600	OTHER REIMBURSED ALLOWANCES	1,440	-	-	1,440	-	0.00%	0.00%
			401-3410-539-2100	FICA TAXES - CITY MATCHING	57,654	2,895	19,958	37,696	26,611	46.16%	34.62%
			401-3410-539-2200	CITY RETIREMENT CONTRIBUTION	118,294	7,381	54,800	63,494	73,066	61.77%	46.33%
			401-3410-539-2300	LIFE AND HEALTH INSURANCE	210,060	964	44,311	165,749	59,081	28.13%	21.09%
			401-3410-539-2400	WORKER'S COMPENSATION	3,744	1,074	3,817	(73)	3,817	101.96%	101.96%
			401-3410-539-2500	UNEMPLOYMENT COMPENSATION	-	-	-	-	-	0.00%	0.00%
			401-3410-539-2600	OTHER POSTEMPLOYMENT BENEFITS (OPEB)	-	-	-	-	-	0.00%	0.00%
			401-3410-539-3100	PROFESSIONAL SERVICES	494,563	3,625	60,822	433,741	81,096	16.40%	12.30%
			401-3410-539-3400	OTHER CONTRACTUAL SERVICES	-	-	-	-	-	0.00%	0.00%
			401-3410-539-4000	TRAVEL & PER DIEM	1,000	-	-	1,000	-	0.00%	0.00%
			401-3410-539-4100	COMMUNICATIONS SERVICES	-	-	-	-	-	0.00%	0.00%
			401-3410-539-4200	FREIGHT & POSTAGE SERVICES	250	-	-	250	-	0.00%	0.00%
			401-3410-539-4300	UTILITY SERVICES	-	-	-	-	-	0.00%	0.00%
			401-3410-539-4500	LIABILITY & CASUALTY INSURANCE	-	-	-	-	-	0.00%	0.00%
			401-3410-539-4600	REPAIR & MAINT.-BLDG & EQUIPMENT	300	-	-	300	-	0.00%	0.00%
			401-3410-539-4650	VEHICLE MAINTENANCE	3,200	515	4,657	(1,457)	4,657	145.53%	145.53%
			401-3410-539-4700	PRINTING SERVICES	-	-	-	-	-	0.00%	0.00%
			401-3410-539-4800	PROMOTIONAL ADVERTISING	-	-	-	-	-	0.00%	0.00%
			401-3410-539-4900	OTHER CURRENT CHARGES	-	-	-	-	-	0.00%	0.00%
			401-3410-539-4902	LEGAL ADVERTISING	5,871	-	-	5,871	-	0.00%	0.00%
			401-3410-539-5100	OFFICE SUPPLIES	3,000	11	2,265	735	3,000	100.00%	75.51%
			401-3410-539-5200	OPERATING SUPPLIES	28,600	522	12,155	16,445	16,207	56.67%	42.50%
			401-3410-539-5250	FUEL AND GASOLINE	11,550	774	3,943	7,607	5,257	45.52%	34.14%
			401-3410-539-5290	EXPENSES- HURRICANE DORIAN	-	-	-	-	-	0.00%	0.00%
			401-3410-539-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	3,760	-	722	3,038	963	25.60%	19.20%

June - FY24 Budget to Actual Report

Fund	Type	Division No. & Name	Account Id	Account Description	FY24	FY24 Current -	FY24 YTD -	FY24 Balance	FY24 Annual	Projected	YTD %		
					Amended Budgeted	June Rev/Expd	June Rev/Expd	Excess/Deficit	Projection	Annual %			
401	Expenditure	3410	401-3410-539-5500	TRAINING	7,700	-	2,859	4,841	3,812	49.50%	37.13%		
		3410 DESIGN ENGINEERING Total				1,644,278	57,215	478,648	1,165,630	635,352	38.64%	29.11%	
						46,037,341	2,138,096	18,766,289	27,271,052	30,731,435	66.75%	40.76%	
	Expenditure Total				46,037,341	2,138,096	18,766,289	27,271,052	30,731,435	66.75%	40.76%		
402	Revenue				8,910,256	581,060	4,833,910	(4,076,346)	6,742,751	75.67%	54.25%		
	Revenue Total				8,910,256	581,060	4,833,910	(4,076,346)	6,742,751	75.67%	54.25%		
	Expenditure	3210	402-3210-000-0000	SANITATION	-	-	-	-	-	0.00%	0.00%		
			402-3210-534-0048	SANITATION	-	-	-	-	-	0.00%	0.00%		
			402-3210-534-1200	REGULAR SALARIES AND WAGES	1,086,021	89,964	812,526	273,495	1,083,368	99.76%	74.82%		
			402-3210-534-1210	LONGEVITY PAY	3,975	-	-	3,975	-	0.00%	0.00%		
			402-3210-534-1300	OTHER SALARIES AND WAGES	-	-	-	-	-	0.00%	0.00%		
			402-3210-534-1400	OVERTIME PAY	152,976	13,955	131,582	21,394	175,442	114.69%	86.01%		
			402-3210-534-1600	OTHER REIMBURSED ALLOWANCES	960	74	701	258	935	97.44%	73.08%		
			402-3210-534-2100	FICA TAXES - CITY MATCHING	94,461	7,658	69,200	25,261	92,266	97.68%	73.26%		
			402-3210-534-2200	CITY RETIREMENT CONTRIBUTION	181,613	15,183	136,440	45,173	181,920	100.17%	75.13%		
			402-3210-534-2300	LIFE AND HEALTH INSURANCE	344,266	2,120	173,299	170,966	231,066	67.12%	50.34%		
			402-3210-534-2400	WORKER'S COMPENSATION	14,207	3,998	14,204	3	18,939	133.30%	99.98%		
			402-3210-534-2500	UNEMPLOYMENT COMPENSATION	-	-	-	-	-	0.00%	0.00%		
			402-3210-534-2600	OTHER POSTEMPLOYMENT BENEFITS (OPEB)	-	-	-	-	-	0.00%	0.00%		
			402-3210-534-2610	PENSION ADJUSTMENT	-	-	-	-	-	0.00%	0.00%		
			402-3210-534-3100	PROFESSIONAL SERVICES	49,773	-	-	49,773	-	0.00%	0.00%		
			402-3210-534-3400	OTHER CONTRACTUAL SERVICES	26,856	1,326	2,472	24,384	3,297	12.28%	9.21%		
			402-3210-534-3410	OTHER CONTRACTURAL SVCS - DEBRIS REMOVAL	-	-	-	-	-	0.00%	0.00%		
			402-3210-534-4000	TRAVEL & PER DIEM	1,800	-	731	1,069	974	54.12%	40.59%		
			402-3210-534-4100	COMMUNICATIONS SERVICES	-	-	-	-	-	0.00%	0.00%		
			402-3210-534-4200	FREIGHT & POSTAGE SERVICES	6,140	-	-	6,140	-	0.00%	0.00%		
			402-3210-534-4300	UTILITY SERVICES	6,650	562	4,796	1,854	6,395	96.16%	72.12%		
			402-3210-534-4302	SANITATION TIPPING FEES	1,884,500	152,942	1,202,754	681,746	1,603,672	85.10%	63.82%		
			402-3210-534-4400	RENTAL AND LEASES	436,076	60,608	221,450	214,626	295,267	67.71%	50.78%		
			402-3210-534-4500	LIABILITY & CASUALTY INSURANCE	-	-	-	-	-	0.00%	0.00%		
			402-3210-534-4600	REPAIR & MAINT.-BLDG.& EQUIPMENT	24,622	826	2,942	21,679	3,923	15.93%	11.95%		
			402-3210-534-4650	VEHICLE MAINTENANCE	803,123	84,517	720,767	82,356	803,123	100.00%	89.75%		
			402-3210-534-4700	PRINTING SERVICES	7,400	-	-	7,400	-	0.00%	0.00%		
			402-3210-534-4800	PROMOTIONAL ADVERTISING	1,000	620	120	880	160	16.00%	12.00%		
			402-3210-534-4900	OTHER CURRENT CHARGES	-	-	-	-	-	0.00%	0.00%		
			402-3210-534-4902	LEGAL ADVERTISING	1,500	-	-	1,500	-	0.00%	0.00%		
			402-3210-534-4903	TEMPORARY LABOR	316,342	59,815	216,474	99,868	288,632	91.24%	68.43%		
			402-3210-534-4960	BAD DEBT EXPENSE	5,000	-	-	5,000	-	0.00%	0.00%		
			402-3210-534-5100	OFFICE SUPPLIES	1,200	138	817	383	1,089	90.78%	68.08%		
			402-3210-534-5200	OPERATING SUPPLIES	458,925	26,118	167,589	291,336	223,452	48.69%	36.52%		
			402-3210-534-5250	FUEL AND GASOLINE	260,000	18,921	202,959	57,041	260,000	100.00%	78.06%		
			402-3210-534-5290	EXPENSES- HURRICANE DORIAN	-	-	-	-	-	0.00%	0.00%		
			402-3210-534-5400	BOOKS, PUBLICATIONS, SUBSCRIPTIONS & MEM	900	-	-	900	-	0.00%	0.00%		
			402-3210-534-5401	GARBAGE/SOLID WASTE CONTROL SERVICES	-	-	-	-	-	0.00%	0.00%		
			402-3210-534-5500	TRAINING	2,500	-	1,332	1,168	1,776	71.02%	53.27%		
			402-3210-534-6400	EQUIPMENT AND MACHINERY	2,731,493	48,777	188,329	2,543,164	2,730,711	99.97%	6.89%		
			3210 SANITATION Total				8,904,278	588,122	4,271,485	4,632,793	8,006,407	89.92%	47.97%
							8,904,278	588,122	4,271,485	4,632,793	8,006,407	89.92%	47.97%

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Fund	Type	Division No. & Name	Account Id	Account Description	FY24	FY24 Current -	FY24 YTD -	FY24 Balance	FY24 Annual	Projected	
					Amended Budgeted	June Rev/Expd	June Rev/Expd	Excess/Deficit	Projection	Annual %	YTD %
402		Expenditure Total			8,904,278	588,122	4,271,485	4,632,793	8,006,407	89.92%	47.97%

June - FY24 Budget to Actual Report

Fund	Type	Division No. & Name	Account Id	Account Description	FY24		FY24 YTD - June Rev/Expd	FY24 Balance Excess/Deficit	FY24 Annual Projection	Projected Annual %	YTD %
					Amended Budgeted	FY24 Current - June Rev/Expd					
403	Revenue				23,336,714	1,266,640	12,762,847	(10,573,867)	16,906,493	72.45%	54.69%
	Revenue Total				23,336,714	1,266,640	12,762,847	(10,573,867)	16,906,493	72.45%	54.69%
	Expenditure	3191	403-3191-534-2600	OTHER POSTEMPLOYMENT BENEFITS (OPEB)	-	-	-	-	-	0.00%	0.00%
			3191 UTILITY MAINTENANCE Total		-	-	-	-	-	0.00%	0.00%
					-	-	-	-	-	0.00%	0.00%
		3113	403-3113-000-0000	WATER IMPACT FEES	-	-	-	-	-	0.00%	0.00%
			403-3113-517-7101	01 BOND DEBT SVC - PRINCIPAL	287,850	-	287,850	-	287,850	100.00%	100.00%
			403-3113-517-7201	01 BOND DEBT SVC - INTEREST	110,458	-	110,459	(0)	110,458	100.00%	100.00%
			403-3113-533-0040	WATER IMPACT FEES	-	-	-	-	-	0.00%	0.00%
			403-3113-533-3100	PROFESSIONAL SERVICES	2,018	-	-	2,018	-	0.00%	0.00%
			403-3113-533-6300	IMPROVE OTHER THAN BLDGS	9,319,771	-	27,079	9,292,692	369,214	3.96%	0.29%
			3113 WATER Total		9,720,097	-	425,388	9,294,710	767,522	7.90%	4.38%
		3115	403-3115-000-0000	REUSE IMPACT FEES	-	-	-	-	-	0.00%	0.00%
			403-3115-517-7101	01 BOND DEBT SVC - PRINCIPAL	116,850	-	116,850	-	116,850	100.00%	100.00%
			403-3115-517-7201	01 BOND DEBT SVC - INTEREST	44,475	-	44,840	(364)	59,786	134.43%	100.82%
			403-3115-517-7301	01 BOND DEBT SVC - OTHER COSTS	-	-	-	-	-	0.00%	0.00%
			403-3115-535-3100	PROFESSIONAL SERVICES	352,146	14,016	93,740	258,405	352,146	100.00%	26.62%
			403-3115-535-5900	DEPRECIATION EXPENSE	-	-	-	-	-	0.00%	0.00%
			403-3115-535-6100	LAND	-	-	-	-	-	0.00%	0.00%
			403-3115-535-6200	BUILDINGS	-	-	-	-	-	0.00%	0.00%
			403-3115-535-6300	IMPROVE OTHER THAN BLD.	5,862,852	89,725	152,890	5,709,962	558,934	9.53%	2.61%
			3115 REUSE Total		6,376,323	103,741	408,320	5,968,003	1,087,715	17.06%	6.40%
		3123	403-3123-000-0000	WASTEWATER IMPACT FEES	-	-	-	-	-	0.00%	0.00%
			403-3123-517-7101	01 BOND DEBT SVC - PRINCIPAL	452,485	-	452,485	-	452,485	100.00%	100.00%
			403-3123-517-7150	SRF LOAN WW480210 - PRINCIPAL	67,671	-	68,138	(467)	68,138	100.69%	100.69%
			403-3123-517-7151	SRF LOAN WW480211 - PRINCIPAL	2,980,792	-	1,487,583	1,493,209	2,980,792	100.00%	49.91%
			403-3123-517-7201	01 BOND DEBT SVC - INTEREST	173,636	-	173,635	1	173,635	100.00%	100.00%
			403-3123-517-7250	SRF LOAN WW480210 - INTEREST	7,047	-	6,814	233	6,814	96.70%	96.70%
			403-3123-517-7251	SRF LOAN WW480211 - INTEREST	369,798	-	187,662	182,136	369,798	100.00%	50.75%
			403-3123-517-7301	01 BOND DEBT SVC - OTHER COSTS	-	-	-	-	-	0.00%	0.00%
			403-3123-517-7350	SRF LOAN WW480210 - OTHER EXPENSES	7,046	-	6,814	232	6,814	96.70%	96.70%
			403-3123-535-0041	SEWER IMPACT FEES	-	-	-	-	-	0.00%	0.00%
			403-3123-535-3100	PROFESSIONAL SERVICES	196,355	-	68,057	128,298	196,355	100.00%	34.66%
			403-3123-535-6300	IMPROVE OTHER THAN BLDGS	2,856,488	47,415	83,375	2,773,113	1,732,408	60.65%	2.92%
			3123 WATER/WASTEWATER/RECLAIM IMPACT FEES Total		7,111,318	47,415	2,534,563	4,576,755	5,987,239	84.19%	35.64%
		8019	403-8019-536-3100	PROFESSIONAL SERVICES	-	-	-	-	-	0.00%	0.00%
			403-8019-536-5900	DEPRECIATION EXPENSE	-	-	-	-	-	0.00%	0.00%
			403-8019-536-6400	EQUIPMENT & MACHINERY	128,975	-	55,002	73,973	73,336	56.86%	42.65%
			8019 SCADA SYSTEM EQUIPMENT Total		128,975	-	55,002	73,973	73,336	56.86%	42.65%
					23,336,714	151,156	3,423,272	19,913,442	7,915,811	33.92%	14.67%
	Expenditure Total				23,336,714	151,156	3,423,272	19,913,442	7,915,811	33.92%	14.67%

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Fund	Type	Division No. & Name	Account Id	Account Description	FY24				FY24 Annual Projection	Projected Annual %	YTD %
					Amended Budgeted	FY24 Current - June Rev/Expd	FY24 YTD - June Rev/Expd	FY24 Balance Excess/Deficit			
610	Revenue				4,390,529	-	1,131,059	(3,259,470)	1,131,059	25.76%	25.76%
	Revenue Total				4,390,529	-	1,131,059	(3,259,470)	1,131,059	25.76%	25.76%
	Expenditure	9011	610-9011-581-9150	TRANSFER TO GRANT FUND	-	-	-	-	-	0.00%	0.00%
			9011 TRANSFERS Total		-	-	-	-	-	0.00%	0.00%
					-	-	-	-	-	0.00%	0.00%
										0.00%	0.00%
		9950	610-9950-000-0000	CRA	-	-	-	-	-	0.00%	0.00%
			610-9950-515-0053	COMMUNITY REDEVELOPMENT	-	-	-	-	-	0.00%	0.00%
			610-9950-515-3100	PROFESSIONAL SERVICES	219,500	-	37,307	182,193	124,615	56.77%	17.00%
			610-9950-515-3200	AUDIT SERVICES	6,000	6,000	6,000	-	6,000	100.00%	100.00%
			610-9950-515-4000	TRAVEL AND PER DIEM	850	-	-	850	-	0.00%	0.00%
			610-9950-515-4200	FREIGHT & POSTAGE SERVICES	-	-	-	-	-	0.00%	0.00%
			610-9950-515-4600	REPAIR & MAINT.-BLDG. & EQUIPMENT	-	-	-	-	-	0.00%	0.00%
			610-9950-515-4900	CRA (BCAP)	30,000	519	8,731	21,269	11,642	38.81%	29.10%
			610-9950-515-4901	CRA - BUILDING CODE ASSISTANCE - BCAP	-	-	-	-	-	0.00%	0.00%
			610-9950-515-4910	CRA (FRAP)	100,000	-	56,336	43,664	75,114	75.11%	56.34%
			610-9950-515-4912	CRA (BPRP)	20,000	-	-	20,000	-	0.00%	0.00%
			610-9950-515-4914	CRA (BIFAP)	20,000	-	-	20,000	-	0.00%	0.00%
			610-9950-515-4920	CRA (RFAP)	300,000	-	-	300,000	-	0.00%	0.00%
			610-9950-515-4922	CRA (RRAP)	10,000	-	-	10,000	-	0.00%	0.00%
			610-9950-515-4930	CRA - RESIDENTIAL RENOVATION ASSISTANCE	-	-	-	-	-	0.00%	0.00%
			610-9950-515-4950	DEMOLITION	10,000	-	-	10,000	-	0.00%	0.00%
			610-9950-515-4960	DOWNTOWN BENCHES, CANS, ETC.	25,000	-	-	25,000	-	0.00%	0.00%
			610-9950-515-5200	OPERATING SUPPLIES	-	-	-	-	-	0.00%	0.00%
			610-9950-515-5290	EXPENSES- HURRICANE DORIAN	-	-	-	-	-	0.00%	0.00%
			610-9950-515-5400	BOOKS, SUBS & MEMBERSHIPS	1,170	-	175	995	233	19.94%	14.96%
			610-9950-515-5500	TRAINING	450	-	-	450	-	0.00%	0.00%
			610-9950-515-6300	IMPROVEMENTS OTHER THAN BLDGS.	3,647,559	15,725	187,077	3,460,481	611,248	16.76%	5.13%
			9950 COMMUNITY DEVELOPMENT AGENCY Total		4,390,529	22,243	295,626	4,094,902	828,851	18.88%	6.73%
					4,390,529	22,243	295,626	4,094,902	828,851	18.88%	6.73%
	Expenditure Total				4,390,529	22,243	295,626	4,094,902	828,851	18.88%	6.73%



City of Apopka CITY COUNCIL STAFF REPORT

Section: BUSINESS (Action Item)

Item #: 1.

Meeting Date: August 21, 2024

Department: Parks and Recreation

SUBJECT:

Special Event Permit Application - Together As One 9/11 Memorial Run Street Closure Request

REQUEST:

Approve street closure for event as specified in special event application.

SUMMARY:

Street closures are requested in the special event permit application for the Together as One 9/11 Memorial Run organized by the Armando Borjas Jr. Scholarship Foundation Inc. The event date requested is September 28th, 2024 and the special event permit application submitted for the event is attached. The requested street closure is for 5th Street, between Park Avenue and Central Avenue, from 5am-1pm, for the gathering of the start and finish of the race, along with rolling street closures along the race route.

The race route will be from 5th Street west to Central Avenue, heading south, east on Station Street, east on 6th Street to the Hilton Garden Inn, turnaround and back west on 6th Street to the West Orange Trail to Edwards Field and then loop back around, concluding at 5th. The request is for rolling street closures along the race route.

The special event permit application has been reviewed by staff, including the Police Department and Fire Department, and is recommended for approval. The DRC recommended unanimous approval of the special event permit application along with the provided street closures at their March 12th, 2024 meeting. This item is being brought to City Council for final approval of the requested street closures.

FUNDING SOURCE:

n/a

RECOMMENDED MOTION:

Staff recommend approval of the street closure request as outlined in the special event permit application for the Together As One 9/11 Memorial Run.

ATTACHMENTS:

1. 9.28.24 Together As One 9-11 Memorial Run Permit App (1)

DRC: 3/12

Special Event Permit Application

A completed Special Event Permit application is required for all events with the City of Apopka. All events will be reviewed by our Development Review Committee for approval. The City of Apopka has the exclusive right to permit or deny an individual or organization facility use.

Once we have the complete special event application we will schedule for review and approval. Please note this may take time, as we suggest that all applications submitted at least 60 to 90 days prior to the event.

Incomplete applications will not be reviewed. After approval, an estimation of fees forms for your event based on the application and the approval is applicable.

Lexi Lahendro – Events Coordinator

events@apopka.net

407-703-1812

You must submit all required documents with your application.

Special Event Permit Application Checklist

Remember, we suggest that all applications submitted at least 60-90 days prior to the event.

Please review this checklist and make sure you have the items requested below available during this application process.

- Completed Special Event Permit Application
- Event Description
- A non-refundable application fee of \$50.00 or completed application for waiver of permit fee is due when application is submitted. *Staff will contact you about this step.*
- A certificate of general liability insurance listing the "City of Apopka" as 'Additional Insured' must be submitted. Copy of the declaration sheet and endorsement page must be included. Additional insurance may be required, please see the event insurance requirements.
- A site plan (Map) or Parade/Race Route **MUST** be submitted with your application. Map must identify location of staging, tents, parking, barricades, vendors, and restrooms and must be to scale.
- Letter from the property owner granting permission for use of their property. (if on private property)
- If alcohol will be served at your event you must include the alcohol permit and insurance with the completed permit
- Copies of flyers and advertisements.
- Policies and protocols in regards to CDC Guidelines/COVID-19 & social distancing
- All renters and vendors must have a listing with the Florida Department of State Division of Corporations. Visit www.sunbiz.org for more information about the process of registering a business.
- All businesses must also must submit a copy of your Business Tax Receipt for the municipality/county that your business/organization is registered in.

Applicant must be present for duration of event.

Organization Name

Armando Borjas Jr. Scholarship Foundation Inc.

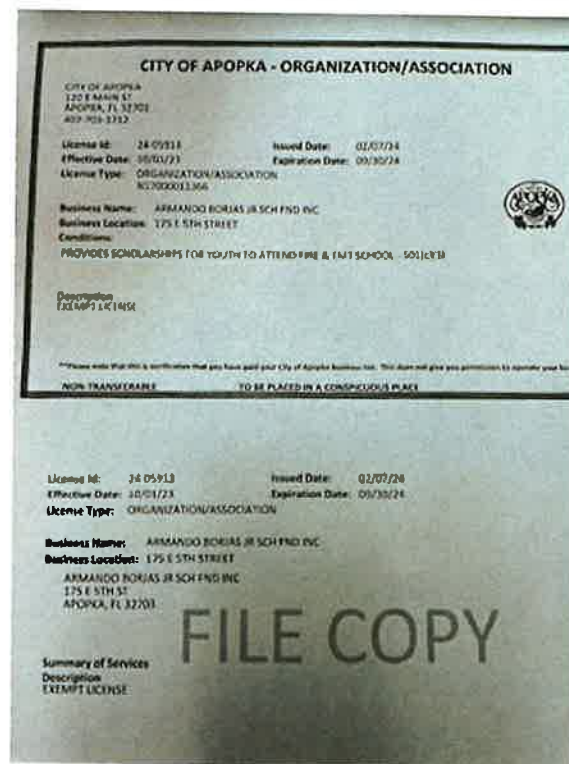
Name of Applicant	Caitlin Kasheta
Mailing Address	841 Votaw Rd.
City	Apopka
State	FL
Zip Code	32703
Email	kashetafarms@gmail.com
Is your organization a Non – Profit (501C3) OR Tax Exempt Organization?	Yes
State of Florida Tax ID Number	82-3502585

A copy of your 501C3 non-profit certificate is required for non-profit status. Otherwise taxes will be charged.

Please attach a copy of your 501C3 non-profit certificate

 Borjas Tax Exempt Certificate.pdf

Please attach a copy of your Business Tax Receipt for the municipality/county that your business/organization is registered in.



Name of the Event	Together As One 9/11 Memorial Run
Date(s) of the Event	9/28/24
Hours of the Event	5am-1pm
Location of the Event	Race starts on East 5th St.

Does the location of the event take place on Public or Private Property?

Yes

Anticipated attendance: 300

Briefly describe the event and all activities that will occur during the event:

This 5k race takes place in downtown Apopka, starting and ending on East 5th St.

Event Category

- Organized Run/Walk

Are there flyers or advertisements for this event?

No

Will there be admission fees to your event?

Yes

Will you be serving alcohol?

No

Is your event open to the public?

Yes

Does your event include food concession?

No

Do you intend to have food trucks at your event?

No

Will there be merchandising vending at your event?

No

Will they need electric?

No

Will you be hiring a private security company for the event?

No

Do you require overnight security?

No

Are there musical entertainment features related to your event?

Yes

Please attach a list of all stage performance schedules.

Please attach a list of all stage performance schedules.



Performance Schedule.pdf

Will amplified sound be used during the event?

Yes

Will any streets be closed or will the flow of traffic be affected by the event?

Yes

Please indicate the road names East 5th St., Central Ave., Station St., 6th St., McGee Ave.

Does your event include the use of tents?

No

Will inflatables be used at your event?

No

Will your event include any fireworks or pyrotechnics?

No

Date/Time (on site load in and load out)

For events that are held on City Property, set up days and load out days may require additional fees.

Setup/Load In

Date 09/28/2024

Start Time	5:00 AM (EDT)
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End Time	6:00 AM (EDT)
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Event Dates

Date 09/28/2024

Start Time	6:30 AM (EDT)
------------	---------------

End Time 12:00 PM (EDT)

Take Down/Load Out

Date 09/28/2024

Start Time	12:00 PM (EDT)
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End Time	1:00 PM (EDT)
----------	---------------

I, Being the Applicant/Event Organizer, have read and understand the guidelines contained within the City of Apopka's Special Event Permit Application and agree to conduct my event in accordance. I further understand that failure to abide by these guidelines may result in the denial or forfeiture of my Special Event Permit.

The City of Apopka is not responsible for lost, stolen or damaged items.

I acknowledge that the information contained in this application is true, correct, and complete to the best of my knowledge.

Applicant Signature



Name of Applicant Caitlin Kasheta

Title of Applicant Board Member

Date Submitted 07/12/2024

The Applicant/Event Organizer shall maintain at all times throughout the duration of the event, a current insurance policy naming the City of Apopka as an additional insured providing coverage for all approved event activities and must be active on the date(s) of the event, including the set-up and break-down period. Failure to provide proof of adequate coverage will result in the denial of the special event permit or cancellation of the event. The City may require subcontractors acting on behalf of the Applicant/Event Organizer to provide proof of insurance or other related documents depending on the scope or location of the event.

- Comprehensive listing of all subcontractors, including but not limited to concessionaires, vendors, exhibitors, and entertainers must be submitted no later than forty-five (45) business days prior to the event.
- All certificates of insurance, required extensions to said insurance certificates, copies of insurance policies and insurance agreements must be submitted no later than thirty (30) business days prior to the event.

If insurance requirements are not met at least twenty (20) business days prior to the date of the event, your event will be cancelled!

The City of Apopka defines an Applicant/Event Organizer as any individual or organization that is responsible for all aspects of an event to include advertising, marketing, talent costs, insurance, hold harmless agreement contracts, along with all the revenues and expenses for the event. The Applicant/Event Organizer agrees to conduct this event in accordance with the City of Apopka Code of Ordinances (Chapters 46 and 62).

REQUIREMENTS

- Applicant/Event Organizer recognizes the City's authority to halt the operation of the above listed event due to inclement weather or any other safety concern that may arise.
- The City is not responsible or liable for any damage, loss or theft to any vendor or event participant.
- Applicant/Event Organizer agrees that the City may use photographic images and video taken at the event in promotions and publications. These images may be used online or provided to media outlets and/or used in social media applications.

INSURANCE

Before activity setup, or any other site activity begins, Applicant/Event Organizer must have a Certificate of Liability Insurance **(including all extensions to the insurance certificate—to also include a copy of the complete insurance policy)** on file with the City's Risk Management Division. The cost of such insurance shall be the responsibility of the Applicant/Event Organizer and must meet ALL requirements as directed by the City of Apopka. The City reserves the right to increase coverage as determined for higher risk events or activities. This insurance policy must remain in effect throughout the entire duration of the property use beginning with load-in and ending at the conclusion of load-out.

- Applicant/Event Organizer shall, at its sole cost and expense, procure and maintain throughout the term of this agreement, Commercial General Liability and Workers' Compensation insurance, including Employer Liability insurance, with minimum policy limits of \$1,000,000 Combined Single Limits, or to the extent and in such amounts as required and authorized by Florida Law. If such GL insurance contains a general aggregate limit, it shall apply separately to this event in the amount of \$2,000,000. Products and completed operations aggregate shall be \$1,000,000. Damage to rented premises shall be included at \$100,000. The event Applicant/Event Organizer and their representatives who wish to drive on City property to set up or tear down for events, and/or Food Trucks and/or any vehicle that functions as the workplace or is used to perform contracted work must provide an Automobile Liability insurance policy in the minimum amount of \$300,000 Combined Single Limit. If alcohol is being served, the Applicant/Event Organizer shall provide evidence of coverage for liquor liability in the minimum amount of \$1,000,000. The insurance policy must not exclude Personal Injury/Advertising Injury, Medical, volunteer coverage or spectator liability.
- All insurance policies shall: 1) provide that the insurance carrier shall not cancel, terminate or otherwise modify the terms and conditions of said policies except upon thirty days written notice to the City's contract administrator; 2) be evidenced by an endorsed Certificate of Insurance generated and executed by a licensed insurance broker, brokerage, or similar licensed insurance professional evidencing such coverage, and naming the City of Apopka as a named additional insured, as well as furnishing the City with a certified copy, or copies, of said insurance policies; and 3) be approved as to form and sufficiency by the City's contract administrator. The original insurance certificate(s) and all extensions to the insurance certificate(s) should be sent to: City of Apopka, Risk Management, 120 East Main Street, Apopka, FL 32703 or e-mailed to riskmanagement@apopka.net. All insurance coverage shall be written with a company having an A.M. Best Rating of at least the "A" category and size category of VIII.
- Applicant/Event Organizer is solely responsible for all applicable policy premiums, deductibles, and/or self-insured retention attached to any required coverages. Said insurance coverages procured by the Applicant/Event Organizer as required herein, including but not limited to any excess and/or umbrella coverages, shall be considered, and the Applicant/Event Organizer agrees that said insurance coverages it procures as required herein shall be considered, as primary insurance over and above any other insurance, or self-insurance, available to the City, and that any other insurance, or self-insurance available to the City shall be considered secondary to, or in excess of, the insurance coverage(s) procured by the Applicant/Event Organizer as required herein.

- Applicant/Event Organizer shall require and verify that all subcontractors, including but not limited to concessionaires, vendors, exhibitors, and entertainers, maintain insurance meeting all of the requirements stated herein. Furthermore, the insurance policy held by the Applicant/Event Organizer shall have no endorsement(s) restricting, limiting or excluding the subcontractors or work on behalf of the Applicant/Event Organizer by a subcontractor. The Certificate of Insurance submitted by the Applicant/Event Organizer must clearly state that all such subcontractors are "Named Insureds".

Nothing herein shall be construed to extend the City of Apopka's liability beyond that provided in section 768.28, Florida Statutes.

By signing below, I acknowledge that I have read and understand the insurance requirements contained herein. I further understand that my permit application may be declined if I fail to provide the appropriate insurance coverage.

Signature of Applicant



Name of Applicant

Caitlin Kasheta

Title of Applicant

Board Member

Sponsoring Organization Name

Armando Borjas Jr. Scholarship Foundation



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

07/02/2024

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER K&K Insurance Group, Inc. 1712 Magnavox Way Fort Wayne IN 46804	CONTACT NAME: Mass Merchandising Underwriting PHONE (A/C, No, Ext): 800-426-2889 FAX (A/C, No): 260-459-5105 E-MAIL: info@sportsinsurance-kk.com ADDRESS: PRODUCER CUSTOMER ID:
INSURED Armando Borjas Jr Scholarship Foundation 175 E 5th St Apopka, FL 32703 A Member of the Sports, Leisure & Entertainment RPG	INSURER(S) AFFORDING COVERAGE INSURER A: AIG Specialty Insurance Company NAIC # 26883 INSURER B: INSURER C: INSURER D: INSURER E: INSURER F:

COVERAGES

CERTIFICATE NUMBER: W02755784

REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	☒ COMMERCIAL GENERAL LIABILITY ☐ CLAIMS-MADE ☒ OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: ☐ POLICY ☐ PRO-JECT ☐ LOC OTHER:	X		9YAPG0001334486500	09/27/2024 12:01 AM EDT	09/30/2024 12:01 AM	EACH OCCURRENCE \$1,000,000 DAMAGE TO RENTED PREMISES (Ea Occurrence) \$1,000,000 MED EXP (Any one person) \$5,000 PERSONAL & ADV INJURY \$1,000,000 GENERAL AGGREGATE \$5,000,000 PRODUCTS - COMP/OP AGG \$1,000,000 PROFESSIONAL LIABILITY LEGAL LIAB TO PARTICIPANTS \$1,000,000
	AUTOMOBILE LIABILITY ☐ ANY AUTO ☐ OWNED AUTOS ONLY ☐ SCHEDULED AUTOS ☐ HIRED AUTOS ONLY ☐ NON-OWNED AUTOS ONLY NOT PROVIDED WHILE IN HAWAII						COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)
	UMBRELLA LIAB ☐ OCCUR EXCESS LIAB ☐ CLAIMS-MADE DED ☐ RETENTION						EACH OCCURRENCE AGGREGATE
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/ EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) ☐ Y / N If yes, describe under DESCRIPTION OF OPERATIONS below	N/A					PER STATUTE ☐ OTHER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT
A	MEDICAL PAYMENTS FOR PARTICIPANTS			9YAPG0001334486500	09/27/2024 12:01 AM EDT	09/30/2024 12:01 AM	PRIMARY MEDICAL EXCESS MEDICAL \$25,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

Legal Liability to Participants (LLP) limit is a per occurrence limit.

Event Name: Armando Borjas Jr Scholarship Foundation Type of Event: Walk and Run Distance:5K

Event Date (including ancillary events and set-up/tear-down): 9/27/2024 to 9/29/2024 Number of Participants: 200 Event Location: 5th St , 175 E 5th St, Apopka

The certificate holder is added as an additional insured, but only for liability caused, in whole or in part, by the acts or omissions of the named insured.

CERTIFICATE HOLDER

City of Apopka
120 E Main St
Apopka, FL 32703
(Owner/Lessor of Premises)

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

Coverage is only extended to U.S. events and activities.

** NOTICE TO TEXAS INSUREDS: The Insurer for the purchasing group may not be subject to all the insurance laws and regulations of the State of Texas

ACORD 25 (2016/03)

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THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

**ADDITIONAL INSURED – DESIGNATED
PERSON OR ORGANIZATION**

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

SCHEDULE

Name Of Additional Insured Person(s) Or Organization(s) City of Apopka 120 E Main St Apopka, FL 32703
Named Insured: Armando Borjas Jr Scholarship Foundation
Information required to complete this Schedule, if not shown above, will be shown in the Declarations.

- A. Section II – Who Is An Insured** is amended to include as an additional insured the person(s) or organization(s) shown in the Schedule, but only with respect to liability for "bodily injury", "property damage" or "personal and advertising injury" caused, in whole or in part, by your acts or omissions or the acts or omissions of those acting on your behalf:

1. In the performance of your ongoing operations; or
2. In connection with your premises owned by or rented to you.

However:

1. The insurance afforded to such additional insured only applies to the extent permitted by law; and
2. If coverage provided to the additional insured is required by a contract or agreement, the insurance afforded to such additional insured will not be broader than that which you are required by the contract or agreement to provide for such additional insured.

- B. With respect to the insurance afforded to these additional insureds, the following is added to Section III – Limits Of Insurance:**

If coverage provided to the additional insured is required by a contract or agreement, the most we will pay on behalf of the additional insured is the amount of insurance:

1. Required by the contract or agreement; or
2. Available under the applicable Limits of Insurance shown in the Declarations;

whichever is less.

This endorsement shall not increase the applicable Limits of Insurance shown in the Declarations.



AIG SPECIALTY INSURANCE COMPANY

A stock company

1271 Ave of the Americas, FL 37, New York, NY 10020-1304

800-225-5244

MEMBER CERTIFICATE - COMMERCIAL GENERAL LIABILITY

SURPLUS LINES BROKER:
K&K INSURANCE GROUP, INC.
1712 MAGNAVOX WAY,
FORT WAYNE, IN 46804
LICENSE # 30478

MEMBER'S CERTIFICATE NUMBER: W02755786 DATE: 07/02/2024

THIS CERTIFICATE REPRESENTS INSURANCE PROVIDED IN ACCORDANCE WITH AND FORMS A PART OF FOLLOWING:

MASTER POLICY NUMBER: 9YAPG0001334486500 TERM: FROM 03/01/2024 TO 03/01/2027 at 12:01 A.M.

Standard Time at the mailing address of the Master Policy Holder shown on the Declarations.

FIRST NAMED INSURED (MASTER POLICY HOLDER): Sports, Leisure and Entertainment Risk Purchasing Group

MEMBER NAMED INSURED (MEMBER CERTIFICATE HOLDER) AND MAILING ADDRESS

Name and Mailing Address (No., Street, Town or City, State, Zip Code):

Armando Borjas Jr Scholarship Foundation

175 E 5th St, Apopka, FL 32703

CERTIFICATE COVERAGE PERIOD

Note: ANY PRIOR CERTIFICATE OR COVERAGE BINDER ISSUED FOR THE POLICY PERIOD INDICATED BELOW IS REPLACED BY THIS CERTIFICATE AND SUCH BINDER OR CERTIFICATE EXPIRES AS OF THE ISSUANCE OF THIS CERTIFICATE.

Effective Date: 09/27/2024 Expiration Date: 09/30/2024 at 12:01 a.m. Standard Time at the Member Named Insured's address shown above

Retroactive Date (if applicable)

This replaces prior Certificate Number:

Plan Administered By

K&K Insurance Group, Inc.
1712 Magnavox Way
Fort Wayne, IN 46804

Contact Information

Name: MM-Walk/Run Events
Phone: 1-800-328-2317
Fax: 1-260-459-5502
Email: info@eventinsurance-kk.com

Insurer

AIG SPECIALTY INSURANCE COMPANY
A stock company
1271 Ave of the Americas, FL 37, New York, NY
10020-1304

Producer Name And Mailing Address

K&K Insurance Group, Inc.
1712 Magnavox Way
Fort Wayne IN 46804

To Report A Claim	
By Phone: 1-800-237-2917	
By Fax: 1-312-381-9077	
By E-mail: KK.Claims@kandkinsurance.com	
By Mail:	K&K Insurance Group, Inc. 1712 Magnavox Way P.O. Box 2338 Fort Wayne, Indiana 46801 Online: www.kandkinsurance.com

Description Of Business and Operations and Location of Premises		
Locations of all Premises you Own, Rent or Occupy:		
Location No.	Address	Operations
	Refer to coverage form PRG4303	
Business and Operations Description:		
Legal Liability to Participants (LLP) limit is a per occurrence limit.		
Event Name: Armando Borjas Jr Scholarship Foundation Type of Event: Walk and Run Distance:5K		
Event Date (including ancillary events and set-up/tear-down): 9/27/2024 to 9/29/2024 Number of Participants: 200 Event Location: 5th St		
LIMITS OF INSURANCE AND DEDUCTIBLES		
Commercial General Liability Coverages		Limit of Insurance
General Aggregate Limit (Other than Products-Completed Operations):		\$5,000,000
Products-Completed Operations Aggregate Limit:		\$1,000,000
Personal And Advertising Injury Limit:		\$1,000,000 Any One Person Or Organization
Each Occurrence Limit:		\$1,000,000
Damage To Premises Rented To You Limit:		\$1,000,000 Any One Premises
Medical Expense Limit:		\$5,000 Any One Person
ADDITIONAL COVERAGES		
In addition to the Commercial General Liability coverages shown above, only those additional coverages shown below are provided. If a coverage is not listed below, such coverage, including its corresponding endorsement, does not apply to this Member Certificate.		
Coverage	Limit of Insurance	
Legal Liability to Participants	\$1,000,000	Each Occurrence
Medical Payments for Participants – Excess	\$25,000	Each Occurrence
Medical Payments for Participants Deductible	\$ 100	Each Occurrence

Endorsements
Forms and endorsements applying to this Member Certificate at the time of Certificate issue and any additional forms adding, deleting, or amending coverage (if applicable).
Refer to master policy including all state amendatory endorsements applicable to the state of this Member Certificate

IN RETURN FOR THE PAYMENT OF THE PREMIUM, AND SUBJECT TO ALL THE TERMS OF THIS CERTIFICATE AND THE MASTER POLICY, WE AGREE WITH YOU TO PROVIDE THE INSURANCE AS STATED IN THIS CERTIFICATE.

Total Premium \$400.00 including endorsements.

MEMBER CERTIFICATE PREMIUMS AND FEES	
Commercial General Liability Premium	\$400.00
Terrorism Premium	Included
Surplus Lines Tax	\$10.00
Total:	\$410.00

Issue Date 07/02/2024

Authorized Representative



This Member Certificate, together with the Coverage Form and any Endorsement(s) attached to the Master Policy, complete the above numbered certificate. Coverage is subject to all terms, conditions, limitations, exclusions, and other provisions contained therein.



Consumer's Certificate of Exemption

Issued Pursuant to Chapter 212, Florida Statutes

DR-14
R. 01/18

85-8017629101C-2	10/03/2023	10/31/2028	501(C)(3) ORGANIZATION
Certificate Number	Effective Date	Expiration Date	Exemption Category

This certifies that

ARMANDO BORJAS JR SCHOLARCHIP FOUNDATION
I INC
175 E 5TH ST
APOPKA FL 32703-5313

is exempt from the payment of Florida sales and use tax on real property rented, transient rental property rented, tangible personal property purchased or rented, or services purchased.



Important Information for Exempt Organizations

DR-14
R. 01/18

1. You must provide all vendors and suppliers with an exemption certificate before making tax-exempt purchases. See Rule 12A-1.038, Florida Administrative Code (F.A.C.).
2. Your *Consumer's Certificate of Exemption* is to be used solely by your organization for your organization's customary nonprofit activities.
3. Purchases made by an individual on behalf of the organization are taxable, even if the individual will be reimbursed by the organization.
4. This exemption applies only to purchases your organization makes. The sale or lease to others of tangible personal property, sleeping accommodations, or other real property is taxable. Your organization must register, and collect and remit sales and use tax on such taxable transactions. Note: Churches are exempt from this requirement except when they are the lessor of real property (Rule 12A-1.070, F.A.C.).
5. It is a criminal offense to fraudulently present this certificate to evade the payment of sales tax. Under no circumstances should this certificate be used for the personal benefit of any individual. Violators will be liable for payment of the sales tax plus a penalty of 200% of the tax, and may be subject to conviction of a third-degree felony. Any violation will require the revocation of this certificate.
6. If you have questions about your exemption certificate, please call Taxpayer Services at 850-488-6800. The mailing address is PO Box 6480, Tallahassee, FL 32314-6480.

CITY OF APOPKA - ORGANIZATION/ASSOCIATION

CITY OF APOPKA
120 E MAIN ST
APOPKA, FL 32703
407-703-1712

License Id: 24-05913

Issued Date: 02/07/24

Effective Date: 10/01/23

Expiration Date: 09/30/24

License Type: ORGANIZATION/ASSOCIATION
N17000011366



Business Name: ARMANDO BORJAS JR SCH FND INC

Business Location: 175 E 5TH STREET

Conditions:

PROVIDES SCHOLARSHIPS FOR YOUTH TO ATTEND FIRE & EMT SCHOOL - 501(c)(3)

Description
EXEMPT LICENSE

****Please note that this is verification that you have paid your City of Apopka business tax. This does not give you permission to operate your business without a valid license.**

NON-TRANSFERABLE

TO BE PLACED IN A CONSPICUOUS PLACE

License Id: 24-05913

Issued Date: 02/07/24

Effective Date: 10/01/23

Expiration Date: 09/30/24

License Type: ORGANIZATION/ASSOCIATION

Business Name: ARMANDO BORJAS JR SCH FND INC

Business Location: 175 E 5TH STREET

ARMANDO BORJAS JR SCH FND INC
175 E 5TH ST
APOPKA, FL 32703

FILE COPY

Summary of Services

Description
EXEMPT LICENSE

2024 FLORIDA NOT FOR PROFIT CORPORATION ANNUAL REPORT

DOCUMENT# N17000011366

Entity Name: ARMANDO BORJAS JR. SCHOLARSHIP FOUNDATION, INC.

Current Principal Place of Business:

175 EAST FIFTH STREET
APOPKA, FL 32703

Current Mailing Address:

175 EAST FIFTH STREET
APOPKA, FL 32703 US

FEI Number: 82-3502585

Certificate of Status Desired: No

Name and Address of Current Registered Agent:

MAYNARD, JEROLD A
175 EAST FIFTH STREET
APOPKA, FL 32703 US

The above named entity submits this statement for the purpose of changing its registered office or registered agent, or both, in the State of Florida.

SIGNATURE:

Electronic Signature of Registered Agent

Date

Officer/Director Detail :

Title D
Name MAYNARD, JEROLD A
Address 175 EAST FIFTH STREET
City-State-Zip: APOPKA FL 32703

Title D
Name HOWARD, ERIC
Address 175 EAST FIFTH STREET
City-State-Zip: APOPKA FL 32703

Title D
Name YOHAM, MATT
Address 175 EAST FIFTH STREET
City-State-Zip: APOPKA FL 32703

Title D
Name KNAPP, SEAN
Address 175 EAST FIFTH STREET
City-State-Zip: APOPKA FL 32703

Title D
Name SPENCER, DYLAN
Address 175 EAST FIFTH STREET
City-State-Zip: APOPKA FL 32703

I hereby certify that the information indicated on this report or supplemental report is true and accurate and that my electronic signature shall have the same legal effect as if made under oath; that I am an officer or director of the corporation or the receiver or trustee empowered to execute this report as required by Chapter 617, Florida Statutes; and that my name appears above, or on an attachment with all other like empowered.

SIGNATURE: JEROLD MAYNARD

REGISTERED AGENT

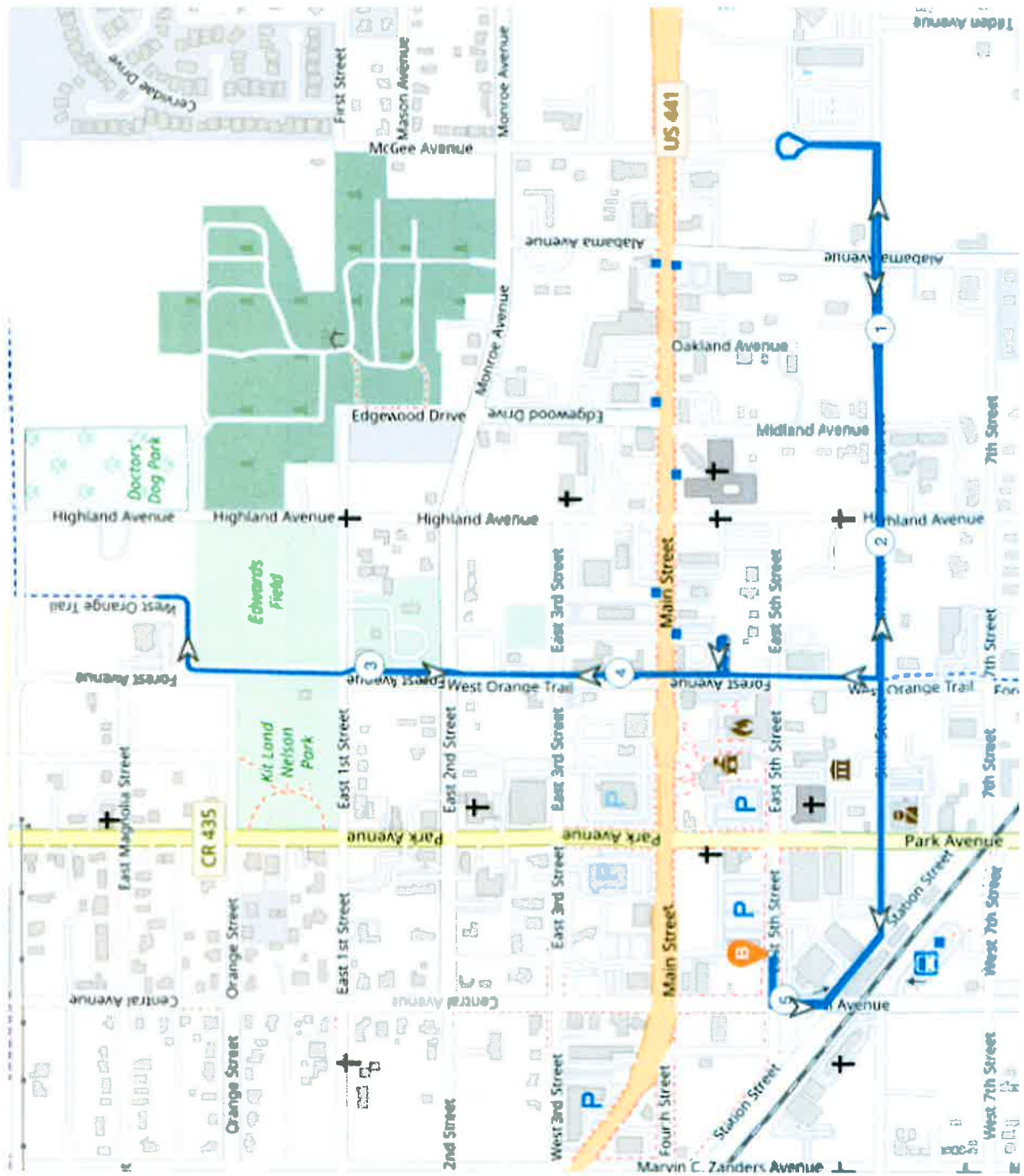
02/01/2024

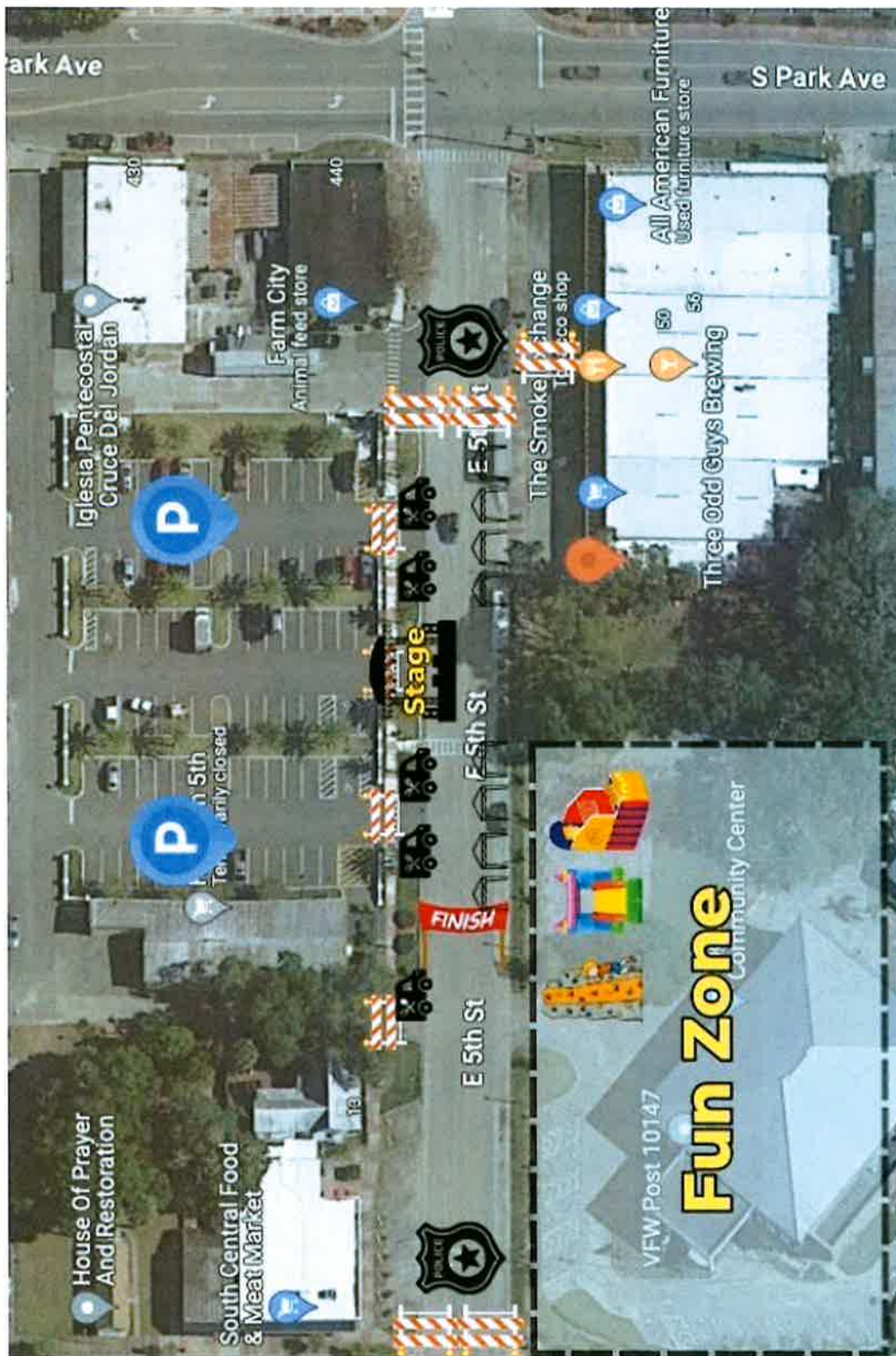
Electronic Signature of Signing Officer/Director Detail

Date

Performance Schedule

8am - 11am | DJ Roman







City of Apopka CITY COUNCIL STAFF REPORT

Section: BUSINESS (Action Item)

Item #: 2.

Meeting Date: August 21, 2024

Department: Finance Department

SUBJECT:

Award a contract for RFP 2024-A-78: Forensic Audit to Cherry Bekaert
Presented by: Blanche Sherman, Finance Director

REQUEST:

Award a contract to Cherry Bekaert

SUMMARY:

On April 29, 2024, the Finance Department issued a Request for Proposal (RFP) 2024-A-78: Forensic Audit. This solicitation was advertised to solicit proposals from State Certified Public Accounting Firms for the Forensic Investigation of items identified by the City Council on April 3, 2024 and April 17, 2024. Electronic proposals (e-bids) were received through the OpenGov platform on May 29, 2024. The advertisement schedule and statistics were as follows:

Date Issued & Advertised:	April 29, 2024
Inquiry Deadline:	May 20, 2024, 3:00pm
E-Bid Submittal Deadline:	May 29, 2024, 10:00am
Evaluation Committee Meeting:	July 31, 2024
Notified Users:	1,759
Project Views:	638
Vendors Following the Project:	19

The Finance Department received proposals from the following six (6) firms:

Anchin
Cherry Bekaert
CLA (ClintonLarsonAllen LLP)
Rehmann
RSM US LLP
UHY Advisors Mid-Atlantic, Inc.

The evaluation committee consisted of the following members: Radley Williams, Parks and Recreation Director; Michael McKinley, Apopka Chief of Police; Commissioner Diane Velazquez, City Council Member. Per Florida Statute 218.391 the City of Apopka Finance Director, Blanche Sherman, was able to serve as the Financial advisor during the solicitation and evaluation process. The Financial Advisor addressed financial questions, reviewed each firm's proposed pricing and pricing methodologies, and attended the evaluation committee meeting under a financial advisory capacity. The Project Manager of the awarded contract is held by the City Administrator, Jacob Smith, who also attended the evaluation committee meeting in an advisory capacity.

The Forensic Audit solicitation requested firms to propose pricing based on 100% of the transactions provided. Pricing methodologies for audit purposes are defined below:

Transaction – This process involves the collection and analysis of transaction data, including electronic records, financial statements, and communications, to uncover discrepancies, identify patterns of suspicious behavior, and provide insights into the nature and scope of potential financial crimes.

Random Sampling – This process involves the random selection of transaction data, including electronic records, financial statements, and communications, to uncover discrepancies, identify patterns of suspicious behavior, and provide insights into the nature and scope of potential financial crimes.

During the evaluation process, firms were requested to identify which of the pricing methodologies were utilized in their submitted proposal, Transaction or Random Sampling. The pricing method utilized impacts the forensic audit cost. The cost of the forensic audit varied from \$167,459.80 to \$1,360,620.00. Each firm's submitted pricing was further broken down based on the forensic audit action items, estimated hours, and unit rate. Below is each firm's pricing methodology and the firm's total proposed cost:

Firms	Pricing Methodology	Total Bid Amount
Anchin	Random Sampling	\$167,459.80
Cherry Bekaert	Transaction/Random Sampling	\$1,360,620.00
CLA	Transaction/Random Sampling	\$862,840.00
Rehmann	Transaction	\$1,316,732.01
RSM US LLP	Transaction/Random Sampling	\$197,956.00
UHY Advisors Mid-Atlantic, Inc.	Transaction/Random Sampling	\$450,599.68

On July 31, 2024, an evaluation committee meeting was held (the meeting was advertised on OpenGov and was open to the public via virtual conference). The evaluation committee reviewed and assessed the submittals, based on the scoring criteria outlined in the solicitation: Ability of Personnel (25 points), Experience (25 points), Ability to Furnish the Requested Services (20 points), Specific Forensic Audit Approach (20 points), and Forensic Audit Fees (10 points). The evaluation committee produced the following scores (highest max score 100pts):

Firms	Total Points
RSM US LLP	53.00
UHY Advisors Mid-Atlantic, Inc.	79.67
CLA	85.17
Rehmann	89.33
Anchin	89.93
Cherry Bekaert	96.83

The evaluation committee recommends awarding a contract to Cherry Bekaert. The submittal for Cherry Bekaert has been reviewed to include their bid, history, and references. City Council can consider awarding the contract in the amount of \$1,360,620.00 and negotiating the final proposed hours per the defined rates in the Cherry Bekaert proposal.

FUNDING SOURCE:

General Funds - Finance Budget.

RECOMMENDED MOTION:

Approve a contract award to Cherry Bekaert in the amount of \$1,360,620.00 and negotiate the final proposed hours per the defined rates in the Cherry Bekaert proposal.

ATTACHMENTS:

None



City of Apopka CITY COUNCIL STAFF REPORT

Section: PUBLIC HEARINGS/ORDINANCES/RESOLUTION (Action Item)

Item #: 1.

Meeting Date: August 21, 2024

Department: Community Development

SUBJECT:

Ordinance No. 3057 - Second Reading - Annexation – 357 West 4th Street

REQUEST:

Adopt Ordinance Number 3057.

SUMMARY:

Owner(s): SFL Partners, LLC and JFJ Real Investments, LLC

Applicant(s): Albert Iglesias

Parcel Identification Number: 09-21-28-0868-01-510

Location: 357 West 4th Street

Future Land Use: N/A

Existing Use: Vacant

Current Zoning: County R-2 (Residential District)

Tract Size: 1.97 +/- acre(s)

Direction	Future Land Use	Zoning	Present Use
North	Industrial	I-L (Light Industrial)	Industrial warehouse
East	County Low Medium	County R-2 (Residential District)	Single-family residences
South	County Low Medium	County R-2	Single-family residences
West	Industrial	I-L	Vacant

SUMMARY:

The subject property is contiguous to the city limits and is eligible for annexation pursuant to Florida Statute 171.044. The proposed annexation shall be based on the existing County Future Land Use and Zoning Designations. The assignment of a City Future Land Use and Zoning designation will occur at a later date and through action by the City Council. The applicant intends to amend its Future Land Use to Industrial and Change of Zoning to I-L (Light Industrial) district.

ORANGE COUNTY NOTIFICATION:

The JPA (Joint Planning Agreement) requires the City to notify the County 30 days before any public hearing or advisory board. The City notified Orange County on May 6, 2024.

PUBLIC HEARING SCHEDULE:

June 5, 2024 – City Council (1:30 pm) – First Reading

August 21, 2024 – City Council (7:00 pm) – Second Reading and Adoption

DULY ADVERTISED:

May 24, 2024 – Apopka Chief
May 30, 2024 – Apopka Chief
August 2, 2024 – Apopka Chief
August 9, 2024 – Apopka Chief

FUNDING SOURCE:

N/A

RECOMMENDED MOTION:

Development Review Committee:

Recommends approval of the annexation of property located at 357 West 4th Street.

City Council:

At its meeting on June 5, 2024, the City Council accepted the first reading of Ordinance Number 3057 and held it over for second reading and adoption on June 19, 2024.

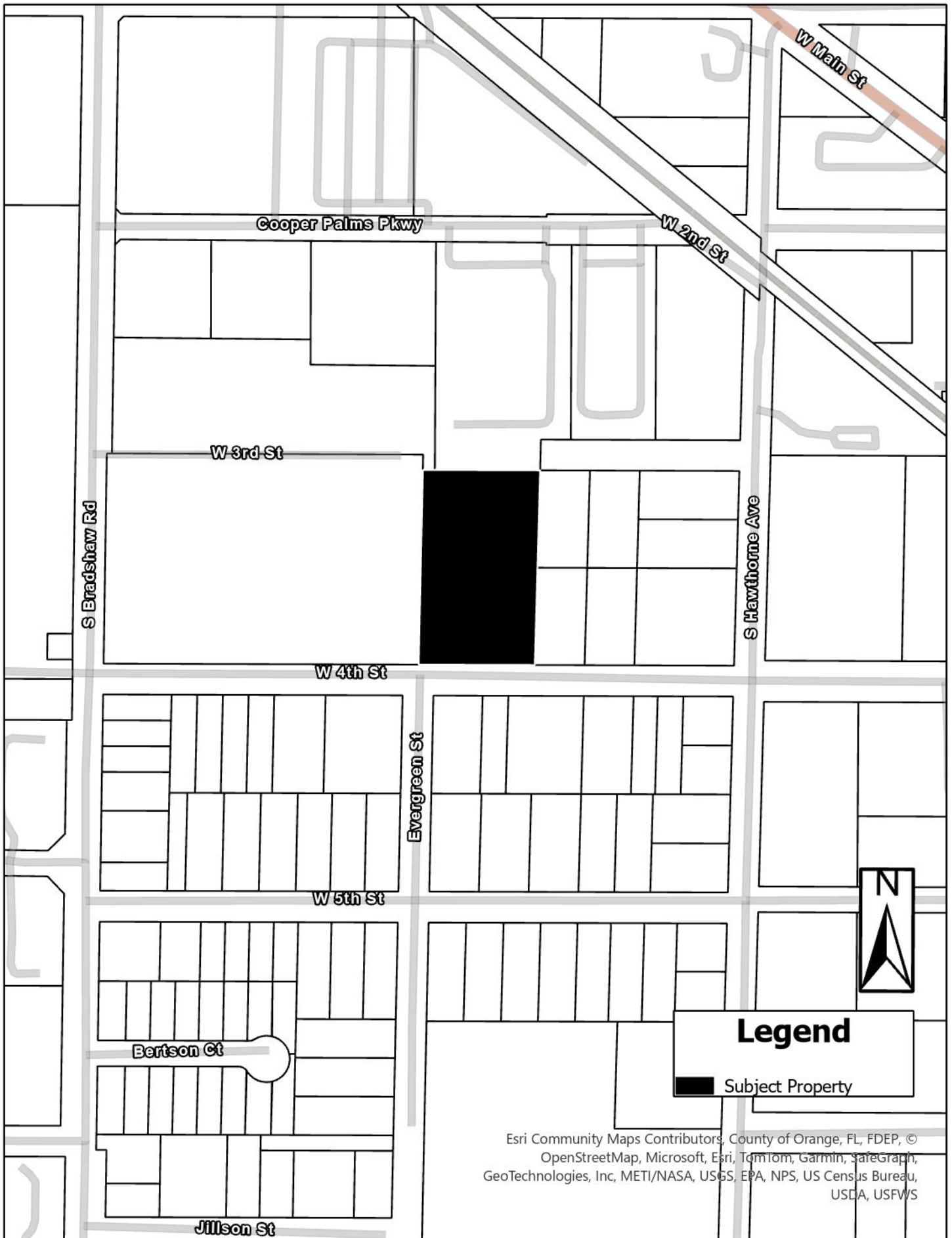
Recommended motion - City Council:

Adopt Ordinance Number 3057.

ATTACHMENTS:

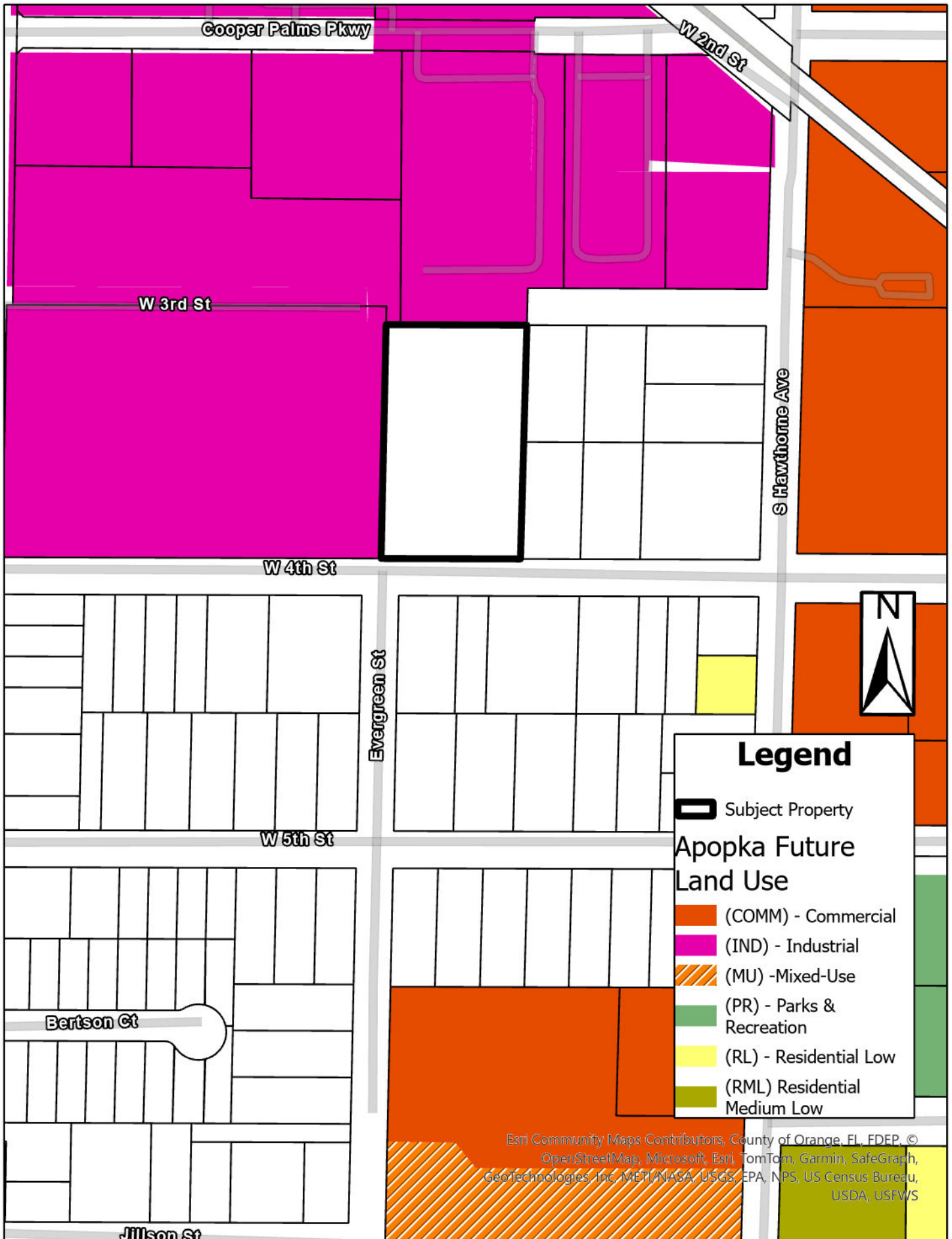
1. Maps
2. Ordinance No. 3057
3. 357 W 4th Street - Ad 8224

Vicinity

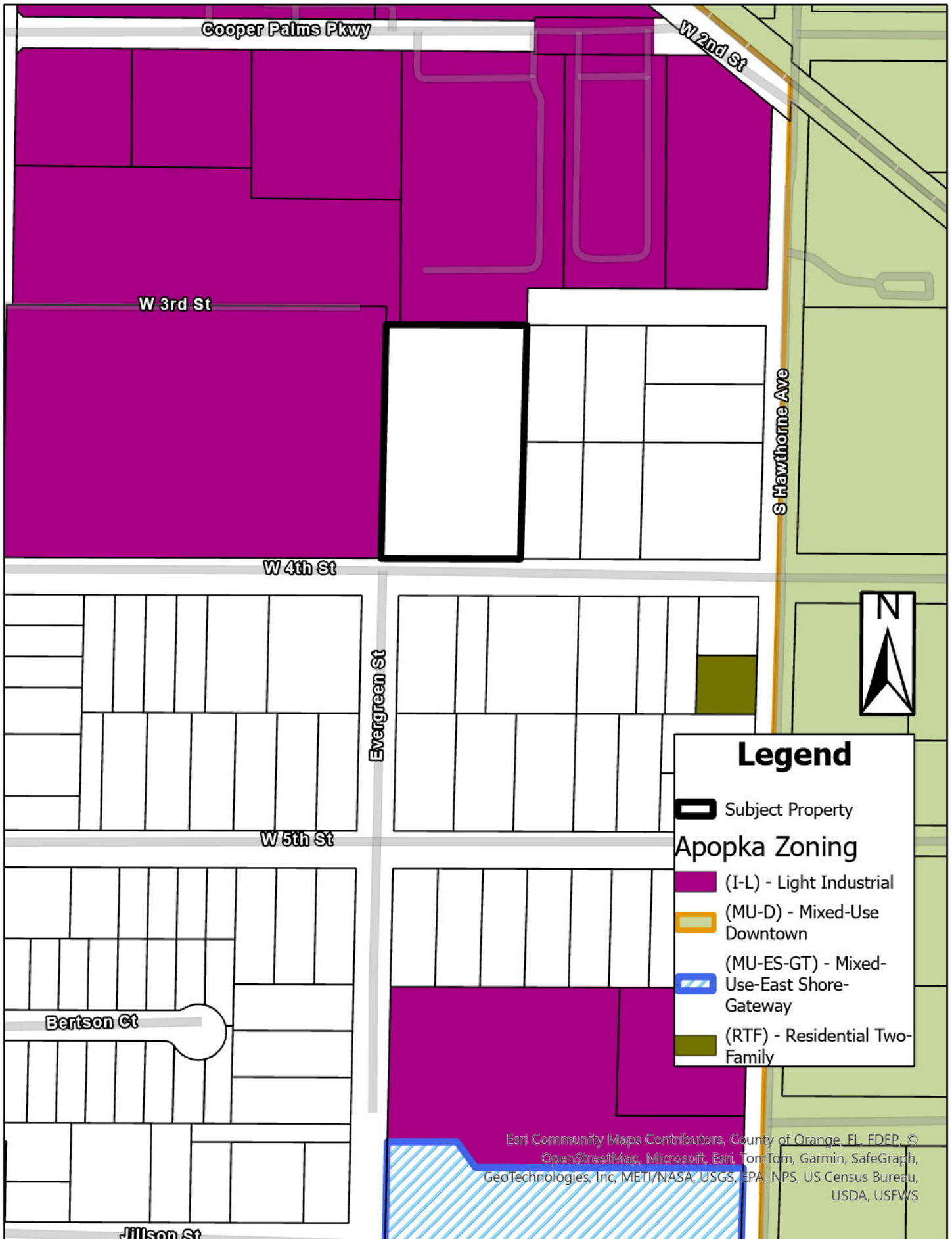


Esri Community Maps Contributors, County of Orange, FL, FDEP, ©
OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph,
GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau,
USDA, USFWS

Future Land Use



Zoning



Aerial



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WHEREAS, SFL Partners, LLC and JFJ Real Investments, LLC, owner thereof, has petitioned the City Council of the City of Apopka, Florida, to annex the property located north of fourth street, east of Bradshaw Road and west of Hawthorne Avenue; and

WHEREAS, the City Council of the City of Apopka, Florida is desirous of annexing and redefining the boundaries of the municipality to include the subject property pursuant to Section 171.044, Florida Statutes.

SECTION I: That the following property, described to wit:

CONTAINING: 1.97 ACRES MORE OR LESS.

SECTION IV: That the land herein described and future inhabitants of the land herein described shall be liable for all debts and obligations and be subject to all species of taxation, laws, ordinances and regulations of the City.

SECTION V: That if any section or portion of a section or subsection of this Ordinance proves to be invalid, unlawful, or unconstitutional, it shall not be held to invalidate or impair the validity, force, or effect of any other section or portion of a section or subsection or part of this ordinance.

SECTION VI: That all ordinances or parts of ordinances in conflict herewith are hereby repealed.

SECTION VII: That this ordinance shall take effect upon passage and adoption, thereafter the City Clerk is hereby directed to file this ordinance with the Clerk of the Circuit Court in and for Orange County, Florida; the Orange County Property Appraiser; and the Department of State of the State of Florida.

READ FIRST TIME: June 5, 2024

READ SECOND TIME
AND ADOPTED: August 21, 2024

Bryan Nelson, Mayor

ATTEST:

Susan M. Bone, City Clerk

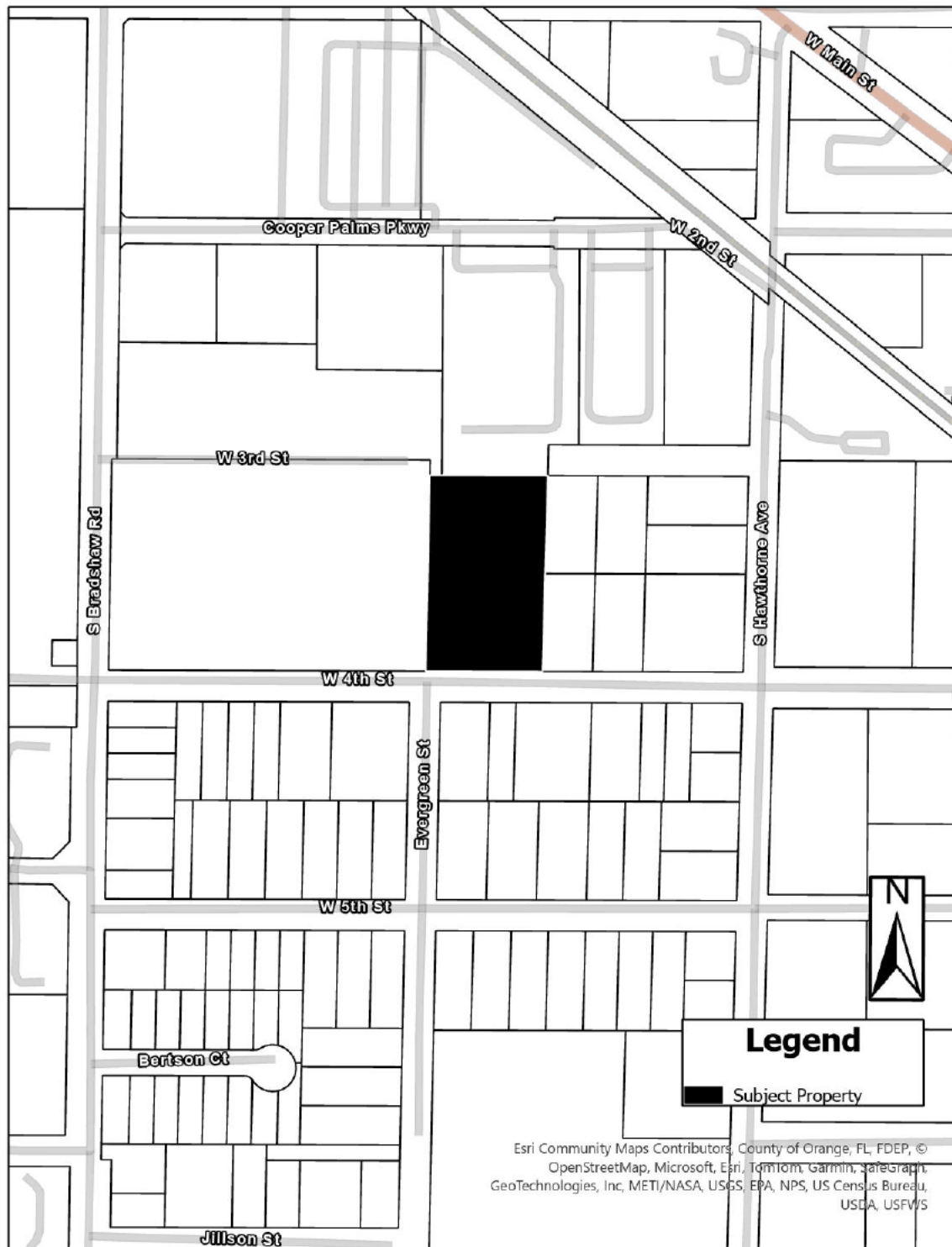
APPROVED as to form and legality

Clifford B. Shepard, City Attorney

DULY ADVERTISED FOR PUBLIC HEARING: May 24, 2024, May 30, 2024, August 2, 2024, and August 9, 2024

EXHIBIT "A"

PARCEL IDENTIFICATION NUMBER(S): 09-21-28-0868-01-510



Report indicates that Florida’s growing population needs more physicians

By: **Andrew Powell**
(The Center Square) —

A new report says many people in Florida don’t receive needed health care because they lack easy access to adequate services.

Florida TaxWatch recently released its report, Social Determinants of Health: Health Care Access and Quality. According to the U.S. Department of Health and Human Services, social determinants of health are environmental factors

that can impact individuals’ health outcomes.

These include health care access and quality; education access and quality; social and community context; neighborhood and built environment; and economic stability.

According to the report, these factors can majorly impact a person’s health, well-being and quality of life. The report notes that 80 percent of a person’s health is determined by social factors,

while the remaining 20 percent results from receiving medical care.

In Florida, many people lack access to health care services, with the biggest barrier being the cost. In a 2019 survey of 1,200 Floridians, 55 percent had experienced health care cost burdens, while 78 percent worried they would not be able to afford health care in the future.

The report states Florida ranked 41st in 2021 for

overall health care and access, which was attributed to the growing number of uninsured adults, rising insurance costs and policies that make health care less accessible.

The report further notes that Florida has consistently ranked in the bottom 10 states for uninsured citizens.

Florida currently has a physician shortage and the report notes this plays a role in access to quality health care.

With Florida’s popu-

lation growing, especially in rural areas, the number of physicians in the Sunshine State is insufficient. By 2030, an additional 22,000 physicians are needed to bridge the gap.

The report notes that as of 2023, only 40 percent of Florida’s population has employer-sponsored health insurance, while the rate of uninsured Floridians was 11.2 percent in 2022 — higher than the national average of 8 percent. Also, in 2022,

Florida ranked 46th in the nation for the uninsured population.

Compounding this are the 979,000 people who have been disenrolled from Medicaid, 460,000 of whom are children.

Furthermore, access depends on where the person lives. In rural areas, there are roughly 1.3 physicians for every 1,000 people available in the U.S., while urban areas have around 3.1 physicians for every 1,000 people.

CITY OF APOPKA PUBLIC HEARING NOTICE FUTURE LAND USE AMENDMENT AND CHANGE OF ZONING

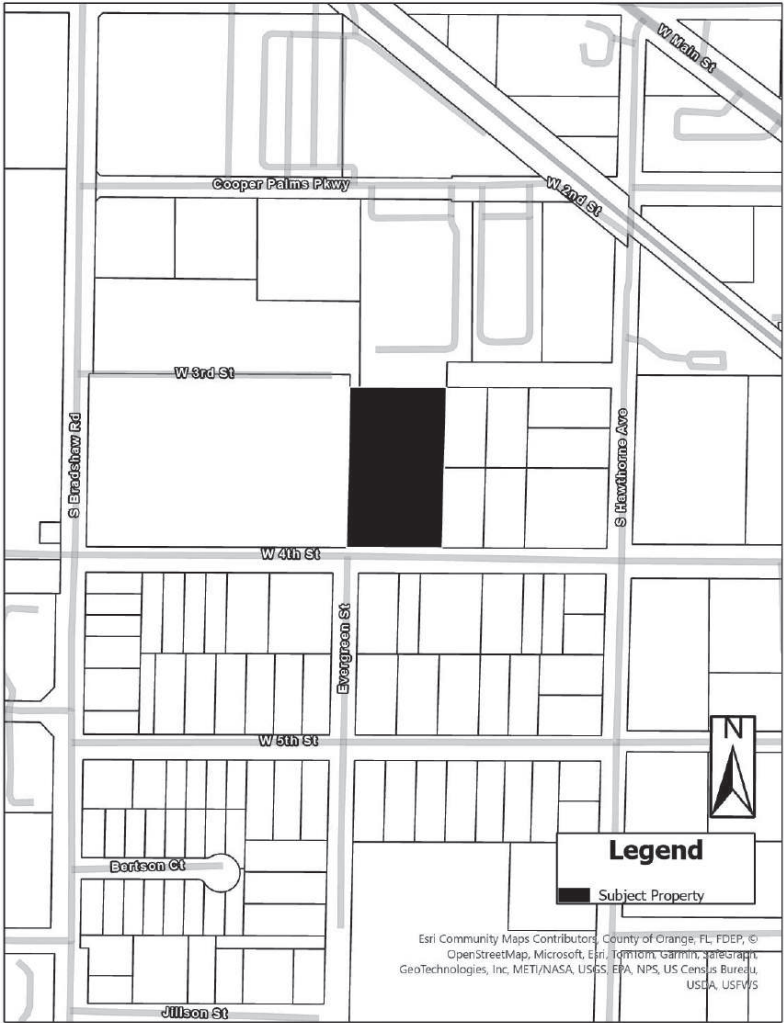
NOTICE is hereby given pursuant to Secs. 163.3184 and 166.041(3)(a), Florida Statutes and the Apopka Code of Ordinances, Part III, Land Development Code, Article II, Section 2.4.7.B, that **Albert Iglesias** has made application relating to the following described property.

ORDINANCE NO. 3058

AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, AMENDING THE FUTURE LAND USE ELEMENT OF THE APOPKA COMPREHENSIVE PLAN OF THE CITY OF APOPKA; CHANGING THE FUTURE LAND USE DESIGNATION FROM COUNTY LOW MEDIUM TO INDUSTRIAL FOR CERTAIN REAL PROPERTY OWNED BY SFL PARTNERS LLC AND JFJ REAL INVESTMENTS, LLC; LOCATED NORTH OF FOURTH STREET, EAST OF BRADSHAW ROAD AND WEST OF HAWTHORNE AVENUE; COMPRISING 1.97 ACRES, MORE OR LESS; PROVIDING FOR DIRECTIONS TO THE CITY CLERK, SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.

ORDINANCE NO. 3059

AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, CHANGING THE ZONING FROM COUNTY R-2 (RESIDENTIAL DISTRICT) TO I-L (LIGHT INDUSTRIAL), FOR CERTAIN REAL PROPERTY OWNED BY SFL PARTNERS LLC AND JFJ REAL INVESTMENTS, LLC; LOCATED NORTH OF FOURTH STREET, EAST OF BRADSHAW ROAD AND WEST OF HAWTHORNE AVENUE; COMPRISING 1.97 ACRES, MORE OR LESS; PROVIDING FOR DIRECTIONS TO THE CITY CLERK, SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.



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Zellwood Church of God celebrates its 100th year on August 3 and 4

The Zellwood Church of God will celebrate its 100th anniversary with a celebration all weekend.

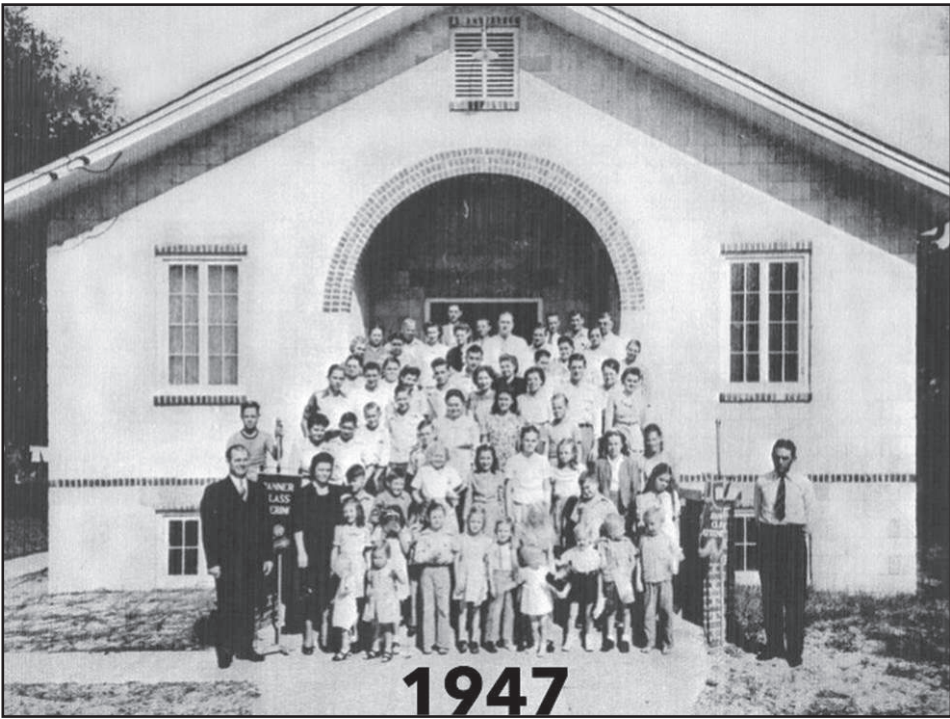
First, a 100th anniversary celebration will take place on Saturday, August 3, from 10:30 a.m.-2:30 p.m. There will be free food, DJ music, games and prizes, and a bounce house and water slide for the children. The Zellwood Church of God is located at 5213 King Ave., Zellwood.

The two-day event will then culminate on Sunday morning at 10:30 a.m. with a morning service. Special guest speaker will be Bishop Stanley Holder, the newly appointed State Overseer of the Florida Church of God, and his wife Dr. Teresa Holder. There will be no Sunday School this Sunday only.

The Zellwood Church of God was established on August 3, 1924.

The 100-year-old Zellwood Church of God in 1947 and as it appears in its 100th year.

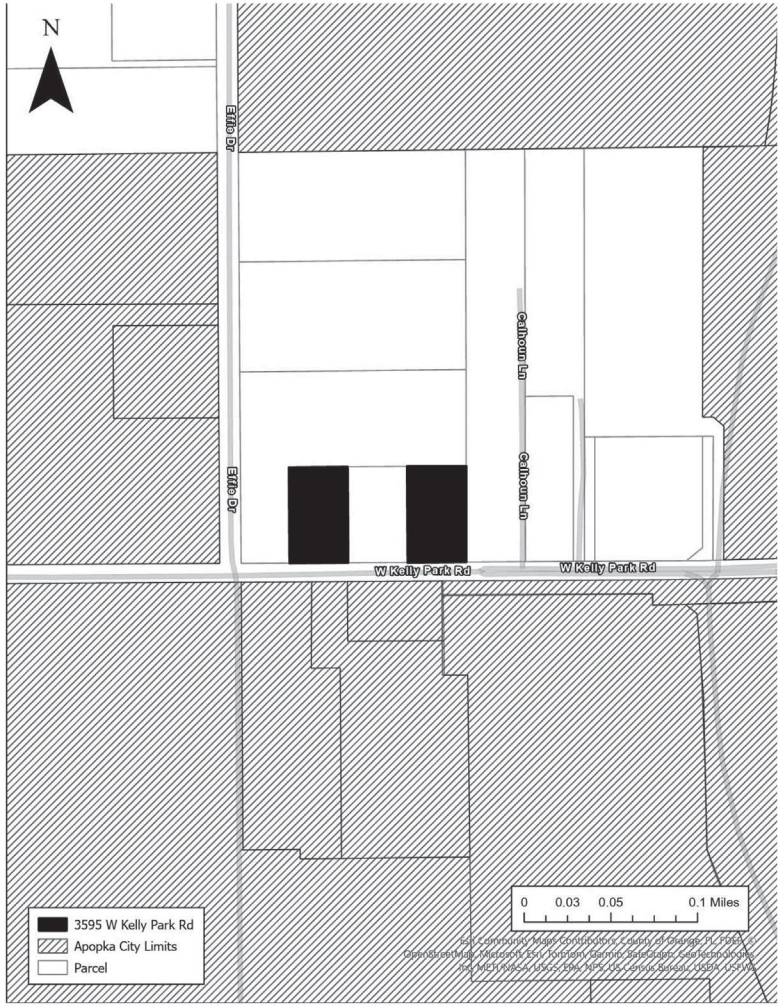
Photo courtesy of Zellwood Church of God



PUBLIC HEARING NOTICE ANNEXATION CITY OF APOPKA

NOTICE is hereby given pursuant to Florida Statutes 171.044, the Apopka Code of Ordinances, Part III, Land Development Code, Article II, Section 2.5.1.A, that **Jesse Anderson** has made an application to the City of Apopka City Council for an **ANNEXATION** of a property located at 3595 W Kelly Park Road and 3611 W Kelly Park Road. This application relates to the following described property:

ORDINANCE NO. 3069
AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, TO EXTEND ITS TERRITORIAL AND MUNICIPAL LIMITS TO ANNEX PURSUANT TO FLORIDA STATUTE 171.044 THE HEREINAFTER DESCRIBED LANDS SITUATED AND BEING IN ORANGE COUNTY, FLORIDA, OWNED BY EFFIE ROAD HOLDINGS LLC; LOCATED AT 3595 W KELLY PARK ROAD AND 3611 W KELLY PARK ROAD, COMPRISING 2.32 ACRES, MORE OR LESS; PROVIDING FOR DIRECTIONS TO THE CITY CLERK, SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.



Parcel Identification Number(s): 12-20-27-0000-00-018,
12-20-27-0000-00-016
Contains: 2.32 +/- acres

NOTICE is given that public hearings for **Ordinance No. 3069** will be held by the **City of Apopka City Council** at its regularly scheduled meetings in the City Council Chambers of the Apopka City Hall, 120 E. Main Street, Apopka, Florida on **Wednesday, August 7, 2024 beginning at 1:30 P.M** AND **Wednesday, August 21, 2024 at 7:00 P.M.**

Affected parties and the public may appear at the above listed hearings to speak. The proposed Annexation can be inspected at the Apopka Community Development Department located at Apopka City Hall on weekdays between the hours of 8:00 a.m. and 4:30 p.m. City Hall address shown below. Please be advised that, under State law, if you decide to appeal a decision made with respect to this matter, you will need a record of the proceedings and may need to ensure that a verbatim record is made, which record includes the testimony and evidence upon which the appeal is to be based. In accordance with the Americans with Disabilities Act (ADA), persons with disabilities needing assistance to participate in any of these proceedings should contact the City Clerk's Office at 120 East Main Street, Apopka FL 32703, Telephone: 407-703-1704, no less than 48 hours prior to the proceeding.

Apopka City Council
Apopka Planning Commission
Community Development Department

August 2, 2024

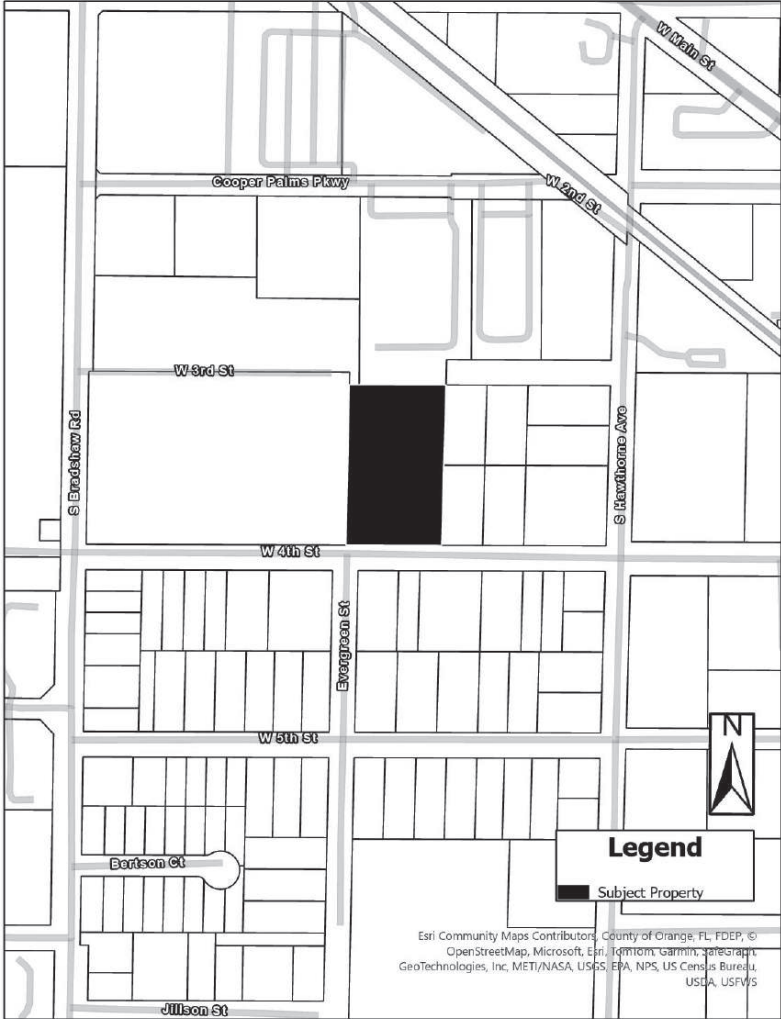
Publish: The Apopka Chief

177160

PUBLIC HEARING NOTICE ANNEXATION CITY OF APOPKA

NOTICE is hereby given pursuant to Florida Statutes 171.044, the Apopka Code of Ordinances, Part III, Land Development Code, Article II, Section 2.5.1.A, that **ALBERT IGLESIAS** has made an application to the City of Apopka City Council for an **ANNEXATION** of a property located north of Fourth Street, east of Bradshaw Road and west of Hawthorne Avenue. This application relates to the following described property:

ORDINANCE NO. 3057
AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, TO EXTEND ITS TERRITORIAL AND MUNICIPAL LIMITS TO ANNEX PURSUANT TO FLORIDA STATUTE 171.044 THE HEREINAFTER DESCRIBED LANDS SITUATED AND BEING IN ORANGE COUNTY, FLORIDA, OWNED BY SFL PARTNERS LLC AND JFJ REAL INVESTMENTS, LLC; LOCATED NORTH OF FOURTH STREET, EAST OF BRADSHAW ROAD AND WEST OF HAWTHORNE AVENUE; COMPRISING 1.97 ACRES, MORE OR LESS; PROVIDING FOR DIRECTIONS TO THE CITY CLERK, SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.



Parcel Identification Number(s): 09-21-28-0868-01-510
Contains: 1.97 +/- acres

NOTICE is given that public hearings for **Ordinance No. 3057** will be held by the **City of Apopka City Council** at its regularly scheduled meetings in the City Council Chambers of the Apopka City Hall, 120 E. Main Street, Apopka, Florida on **Wednesday, August 7, 2024 beginning at 1:30 P.M.** or as soon thereafter as possible.

Affected parties and the public may appear at the above listed hearings to speak. The proposed Annexation can be inspected at the Apopka Community Development Department located at Apopka City Hall on weekdays between the hours of 8:00 a.m. and 4:30 p.m. City Hall address shown below. Please be advised that, under State law, if you decide to appeal a decision made with respect to this matter, you will need a record of the proceedings and may need to ensure that a verbatim record is made, which record includes the testimony and evidence upon which the appeal is to be based. In accordance with the Americans with Disabilities Act (ADA), persons with disabilities needing assistance to participate in any of these proceedings should contact the City Clerk's Office at 120 East Main Street, Apopka FL 32703, Telephone: 407-703-1704, no less than 48 hours prior to the proceeding.

Apopka City Council
Apopka Planning Commission
Community Development Department

August 2, 2024

Publish: The Apopka Chief

177167

23.82 pounds wins X-treme Bass Series Tournament on Harris chain

Hello Folks,

I hope you are havin’ a great week, and you are lookin’ forward to goin’ fishin’ this weekend. We might have a little interruption due to the storm, but hopefully, we will just get some rain out of the system. It’s been kinda hot and it looks like we are goin’ to have the hottest month of July on record since they started keepin’ records. If you are on the water, make sure you have plenty of water and Gatorade on board so you can stay hydrated.

The panfishin’ has slowed way, way down durin’ the month of July. It’s been so hot folks just ain’t fishin for panfish. Kyle at Bitter’s Bait & Tackle reports that they are only sellin’ a few cups of red worms each day due to the heat.

They are sellin’ a few shiners for bass fishin’ early in the mornin’ or late in the day. If you can find a shade tree and float a shiner out near the grass or pads, you just might get a Florida Bass to bite. Folks are catchin’ a few bass in the Harris Chain. It’s been a little slow due to the heat. You will have to be very patient because the bite has been slow. You can try fishin’ the fish finders through-out the chain. They help



Jim Keck
Goin’ Fishin’

find the pads that provide lots of shade for the bass. You can also try fishin’ off-shore grass beds in deeper water.

The X-treme Bass Series held their monthly tournament on the Harris chain last weekend and it took 23.82 pounds to win. The team of Colbie Cagle and Braden Robinson took home their 2nd win of the season. Congrats guys on a job well done, especially in this hot weather. The team of Mathew Elixson and Hunter Pruitt came in 2nd place, and they also had the big bass of the tournament which weighed in at 8.27 pounds.

The bass fishin’ on the Butler Chain is a little slow, but is still fishin’ better than most lakes in our area. You will do best by gettin’ on the water early and takin’ advantage of the early mornin’ bite. Also keep a eye out for schoolers comin’ up and feedin’ on bait-fish. Always have

a rod with a lipless crank-bait tied on, so you will be ready for some great fun catchin’ those schoolers. You should be able to catch plenty of keeper-size bass especially if you have a little breeze blowin’ durin’ the day.

The Wednesday night Shootout held on John’s Lake was a little slow as well. If you fish their tournament, you are allowed to weigh in 3 bass. They hold their tournament from 5:15-9 p.m. The team of Leandro Saratt and Erico School won the 11-boat event with 3 bass that hit the scales at 8.30 pounds. Big bass was caught by the team of Chad Hayes and Ronnie Durden which weighed in at 5.90 pounds.

Well, that’s it for this week. I wish I had better news to report, but it’s that time of the year when it’s the dog days of summer. The dog days of summer start on July 3rd and run through August 11th. These 40 days are usually the hottest 40 days of the year. In Florida, those days may go into September as well.

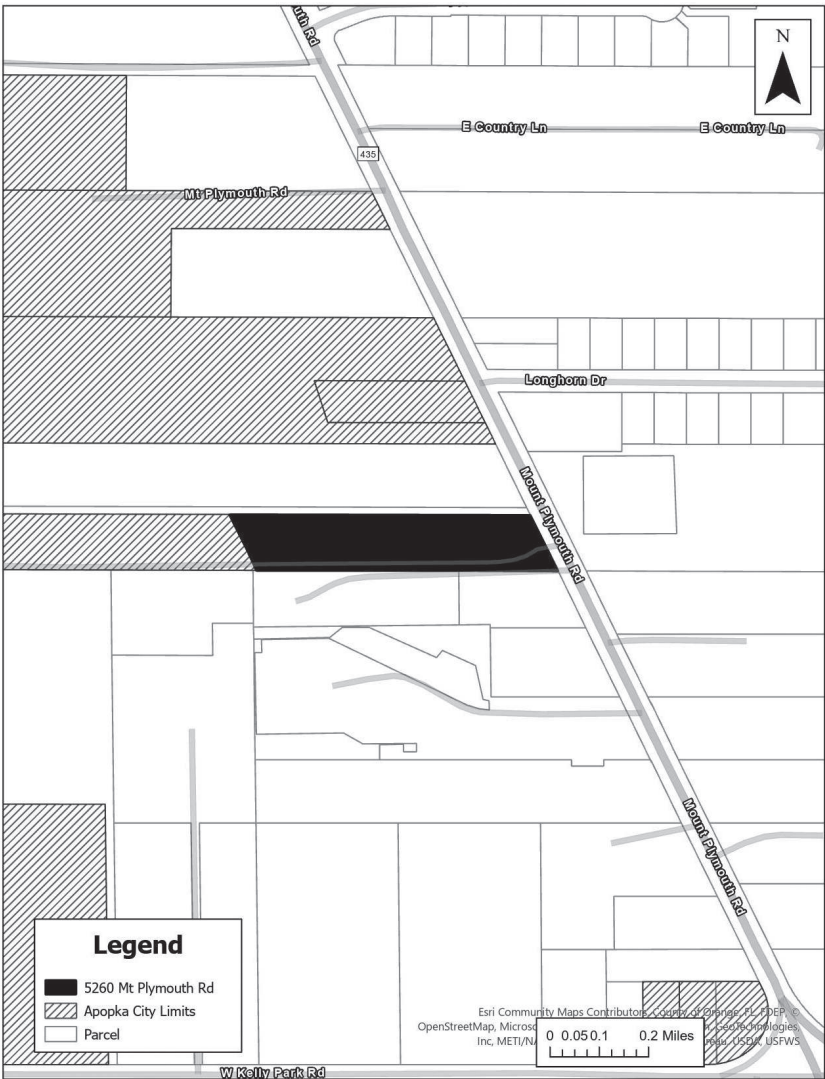
I hope you have a great week, and I’ll see ya next week.

Tip of the week: Dog Days.

Save a few and good luck!

PUBLIC HEARING NOTICE VARIANCE REQUEST CITY OF APOPKA

The City of Apopka Planning Commission, in accordance with Article II, Section 2.5.5.A of the City’s Land Development Code (LDC), herein advises you that **Julian R. Coto** requests a **VARIANCE** from LDC, Section 3.2.3. AG: Agriculture District, to allow a minimum Lot Area of 103,163 square feet and a minimum Lot Width of 145 feet for a single-family housing development in lieu of a minimum Lot Area of 108,900 square feet and a minimum Lot Width of 150 feet in specific locations within the property located at 5260 MT PLYMOUTH ROAD. This application relates to the following described property:



Parcel Identification Number(s): 09-20-28-7608-00-132
Contains: 2.37 +/- Acres

You are hereby notified that a Public Hearing will be held in the City of Apopka Council Chambers on **Tuesday, August 13, 2024 beginning at 5:30 P.M.**, or as soon thereafter as possible. The variance application is available for review at the Community Development Department at Apopka City Hall, 120 East Main Street, Apopka, Florida between the hours of 8:00 A.M. and 5:00 P.M.

Affected parties and the public may appear at the above listed hearing to speak. Please be advised that, under State law, if you decide to appeal a decision made with respect to this matter, you will need a record of the proceedings and may need to ensure that a verbatim record is made, which record includes the testimony and evidence upon which the appeal is to be based. In accordance with the Americans with Disabilities Act (ADA), persons with disabilities needing assistance to participate in any of these proceedings should contact the City Clerk’s Office at 120 East Main Street, Apopka FL 32703, Telephone: 407-703-1704, no less than 48 hours prior to the proceeding.

August 2, 2024

Apopka Planning Commission
Community Development Department

Publish: The Apopka Chief

177161

Need to send
or receive a
FAX?

Use our fax:
407-889-4121*
*There is a small fee for this service.

Apopka Office Supply
400 N. Park Ave.,
Apopka, FL 32712

AOS

407-889-4455

Police Beat

If a law enforcement agency charges you with a crime and this paper reports that information, please notify us within 90 days if the charge is dropped, or if you are found not guilty by the court. After verifying the information, we will be happy to publish it. Please send notification to The Apopka Chief, P.O. Box 880, Apopka, 32704-0880.

In the period from July 21-27, the Apopka Police Department received 1,568 calls for service, responded to 20 crashes, issued 60 citations, and made 16 arrests. Juveniles were charged with out-of-county warrant.

The following adults were arrested and charged:

Bernardo Nicolas Beira, 61, confidential, Apopka, resist officer with violence (X2); battery-touch or strike; battery on specified personnel; health-safety nuisance injurious to health.

Trinidad A’dore Carthers, 20, confidential, Apopka, battery-touch or strike.

Nivea Enid Cruz, 46, confidential, Apopka, battery-touch or strike.

Ka’Nayziah Ke’Niya

Edwards, 21, confidential, Leesburg, battery-touch or strike.

Lisa Hellena Houston, 55, 1991 S. Apopka Blvd., Apopka, aggravated battery on pregnant victim.

Michael Alphonso Jackson Burnett Jr., 30, confidential, Orlando, battery-touch or strike.

Keisha Jackson, 29, 45 W. 10th St., Apopka, trespassing-trespass occupied structure or conveyance; resist officer-obstruction without violence.

Rafiq Al Fatir Hamin Osborne McDonald; 33, confidential, Apopka, battery-touch or strike; obstructing Justice-hinder witness communicating information to law enforcement officer/ a life/capital proceeding.

Modesto Perez-Mendez, 379109, confidential, Apopka, battery-touch or strike.

Samuel Rodriguez-Cherena, 44, confidential, Apopka, drugs-possession of controlled substance without prescription; drug equipment-possession and/or use; simple assault-intent threat to do violence.

Jason William Scott, 46, 18 N. Terry Ave. 144, Orlando, burglary- dwell-

ing/structure cause damage \$1,000+.

Shaina Marie Stouffer, 34, 1507 Camel Ct., Apopka, drugs-trafficking fentanyl/fentanyl analogues 4 grams+; drugs-possession of controlled substance without prescription (methamphetamine); drugs-possession of controlled substance without prescription (alprazolam); drug equipment-possession and/or use.

Maria Edith Timperio, 62, confidential, Apopka, battery-touch or strike.

Dorian James Tinsley-Gary, 23, confidential, Mt. Dora, contempt of court-violation injunction protection domestic violence (X2).

Ingrid Yolany Vasquez-Reyes, 23, 1367 Orange St., Apopka, obstructing justice-tamper with evidence in criminal proceeding; DUI-unlawful blood alcohol, DUI-influence of alcohol or drugs; moving traffic violation-operate motor vehicle without valid license; hit and run-leave scene of crash involving damage to property.

Tyler Cain Worrick, 28, 19023 Park Pl. Blvd. A, Eustis, out-of-county warrant.

Davison: Balancing school, football

Continued from page 1B

football and his academics has always been easy because of the work ethic instilled in him by his parents from a very young age. Davison says that because he started taking academics so seriously at such a young age and has always been balancing his athletic and academic lives that now it’s just second nature.

“Oh, I feel like that’s been the easy thing for me. My parents have instilled the importance of an academic mindset in me from when I was a baby. So, I just grew up knowing how to do it. Like, I don’t play video games during the week. I make sure that I’m zoned in from when I get home to when it’s time to go to sleep. I make sure I get all my work done. And it’s really just me wanting to reach that highest level, to reach my ceiling, as quickly as I can. Since I was so young, it wasn’t really anything for me, and now I’m able to keep it up. I’m seeing the benefits from it. I’m reaping the benefits of all that work

now.”

Leadership and chemistry go hand in hand a lot of the time. Without a good leader, there will be no chemistry in a team. So, leadership got us talking about chemistry and how the Blue Darters and Davison himself grow and foster that brotherhood that’s needed in a winning program.

Davison told me that chemistry on the field starts off the field. He said that he helps some of his teammates with homework, they play games together in their free time, and on the field at practice is where a lot of joking around and friendships start. Davison also said he’s always checking in with his guys whether at school, practice, or in free time just to make sure they are ok, and that everything is going well.

“Right now, we’ve been focusing big on brotherhood. So, we as a team feel like as long as you can fight for your brother, you can do anything. And so that man next to you means the world to us, and we’re going to keep it like that

for a while.

I asked Davison what strategies or methods he uses to keep his morale high after a tough play or big hit during a game.

“You know, you can’t really live in the play or in the past too much as a quarterback. It’s all about keeping your composure and looking into the future. But sometimes, I’ll ask when we get into the sideline to see the play I messed up on, and then communicate to all the coaches so I can figure out what I can do to make that play better and the rest of the game better for us as a team.”

When we talked about preparations during the off-season Davison talked about the importance of rest. He said the boys and himself have been focused on relaxing and alone time to figure out what would work best for everybody for the upcoming season. He talked about the obvious physical work that they have focused on this off-season with condition-

See DAVISON Page 3B

Speed: May wants his red hat



The car pictured is May’s grandfather’s Datsun 240Z that set the land speed record in October of 2021. This is the car May will attempt to set his record in.

Continued from page 1B

true story about Burt Munro building a motorcycle to beat the land speed record at Bonneville.

May’s grandfather Red will be attempting to break a speed record that he put in place just three years ago. In October of 2021, May’s grandfather put down a record-breaking land speed of 244 miles per hour beating the previous record of 220 that stood untouched since 1988. May will be joining him the first week of August as his grandfather tries to beat the record he set in 2021 while May will try to set his own record.

May’s dream is to be the youngest person ever to receive a *red hat*. To get a *red hat*, you must set a land speed record over 200 miles per hour. Right now, the youngest person to break a land speed record over 200 miles per hour is a 17-year-old, so May will be the youngest by a good margin if he can pull it off. I will say this... I’m not the biggest car guy, but I know a little bit and this car that May will be driving is no joke.

The car is a 1972 Datsun 240Z that has been fitted with a Toyota 2JZ-GTE inline-six- and a 72-millimeter turbo. Now to some

that may sound like gibberish but in layman’s terms this car is probably faster than any car you’ve ever seen. The car pushes out a peak of 859 horsepower.

May’s grandfather will be trying to break the record on Saturday, August 3, and will try again the following Sunday. Depending on if May’s grandfather breaks the record, May will try to create his own record the following Monday.

I hope May can make his dream come true, and stay tuned next week for updates and an interview with May to tell all about his trip and what his next dream will look like.



City of Apopka CITY COUNCIL STAFF REPORT

Section: PUBLIC HEARINGS/ORDINANCES/RESOLUTION (Action Item)

Item #: 2.

Meeting Date: August 21, 2024

Department: Community Development

SUBJECT:

Ordinance No. 3066 - Second Reading - Annexation – Ondich South

REQUEST:

Adopt Ordinance Number 3066.

SUMMARY:

Owner(s): PM S-1 REO, LLC

Applicant(s): Appian Engineering, Inc. c/o Luke Classon, P.E.

Parcel Identification Number(s): 11-20-27-0000-00-037, 11-20-27-0000-00-069, 12-20-27-0000-00-001, 12-20-27-0000-00-012, 12-20-27-0000-00-046, 12-20-27-0000-00-048

Location: Southwest corner of Ondich Road and Effie Drive

Future Land Use: County Rural

Zoning: County R-2 (Residential District)

Existing Use: Vacant

Tract Size: 54.85 +/- acre(s)

Direction	Future Land Use	Zoning	Present Use
North	County Rural	County A-1 (Citrus Rural)	Single-family residences
East	County Rural	County A-1 (Citrus Rural)	Single-family residences
South	Mixed-Use and County Rural	KPI-MU (Kelly Park Interchange - Mixed-Use) and County A-1 (Citrus Rural)	Single-family residences and vacant
West	Mixed-Use	KPI-MU	Crossroads at Kelly Park Mixed Use Development

SUMMARY:

The subject property is contiguous to the city limits and is eligible for annexation pursuant to Florida Statute 171.044. The proposed annexation shall be based on the existing County Future Land Use and Zoning Designations. The assignment of a City Future Land Use and Zoning designation will occur at a later date and through action by the City Council. The parcels are within the City's Kelly Park Interchange - Form-Based Code area. Pursuant to the Comprehensive Plan and Form-Based Code, the applicant has submitted applications to amend its Future Land Use to Mixed-Use and Zoning to KPI-MU (Kelly Park Interchange - Mixed-Use) district.

ORANGE COUNTY NOTIFICATION:

The JPA (Joint Planning Agreement) requires the City to notify the County 30 days before any public hearing or advisory board. The City notified Orange County on May 30, 2024.

PUBLIC HEARING SCHEDULE:

August 7, 2024 (1:30 P.M.– City Council, First Reading

August 21, 2024 (7:00 P.M.)– City Council – Second Reading and Adoption

DULY ADVERTISED:

June 14, 2024 – Apopka Chief

July 5, 2024 – Apopka Chief

July 12, 2024 – Apopka Chief.

July 19, 2024 – Apopka Chief.

July 26, 2024 – Apopka Chief.

FUNDING SOURCE:

N/A

RECOMMENDED MOTION:

Development Review Committee:

Recommends approval of the annexation of Ondich South.

City Council:

At its meeting on August 7, 2024, the City Council accepted the first reading of Ordinance Number 3066 and held it over for second reading and adoption on August 21, 2024.

Recommended motion - City Council:

Adopt Ordinance Number 3066.

ATTACHMENTS:

1. Ordinance No. 3066
2. Maps

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WHEREAS, PM S-1 REO, LLC, owner thereof, has petitioned the City Council of the City of Apopka, Florida, to annex the property located on the southwest corner of Ondich Road and Effie Drive; and

WHEREAS, the City Council of the City of Apopka, Florida is desirous of annexing and redefining the boundaries of the municipality to include the subject property pursuant to Section 171.044, Florida Statutes.

SECTION I: That the following property, described to wit:

AND

AND

AND

Page 156 of 562

ORDINANCE NO. 3066

PAGE 2

FT S45-30-16E 21.20 FT N89-27-21E 30 FT N89-13-16E 1318.20 FT S00-03-06E 20 FT S89-13-16W 1318.06 FT TO POB SEE 3168/1277 & 10064/9423

AND

(NOTE: HOMESTEAD PORTION OF FOLLOWING DESCRIBED PROPERTY): THE NORTH 1/2 OF THE SE1/4 OF THE NE 1/4 SEC 11-20-27 & COMM AT THE SE COR OF THE NE1/4 OF SEC 11-28-27 TH N00-27-57W 629.57 FT TO POB TH S89-27-21W 38.26 FT N52-38-21W 56.97 FT N89-27-21E 38.26 FT S45-30-16E 21.20 FT N89-27-21E 30 FT N89-13-16E 1318.20 FT S00-03-06E 20 FT S89-13-16W 1318.06 FT TO POB SEE 3168/1277 & 10064/9423

CONTAINING: 54.85 ACRES MORE OR LESS.

Being compact and contiguous to the City of Apopka, and being situated in Orange County, Florida, totaling 54.85 +/- acres (Graphically depicted by the attached Exhibit A), is hereby annexed into the City of Apopka, Florida, pursuant to the voluntary annexation provisions of Section 171.044, Florida Statutes.

SECTION II: That the corporate territorial limits of the City of Apopka, Florida, are hereby redefined to include said land herein described and annexed.

SECTION III: That the City Council will designate the land use classification and zoning category of these annexed lands in accordance with applicable City ordinances and State laws.

SECTION IV: That the land herein described and future inhabitants of the land herein described shall be liable for all debts and obligations and be subject to all species of taxation, laws, ordinances and regulations of the City.

SECTION V: That if any section or portion of a section or subsection of this Ordinance proves to be invalid, unlawful, or unconstitutional, it shall not be held to invalidate or impair the validity, force, or effect of any other section or portion of a section or subsection or part of this ordinance.

SECTION VI: That all ordinances or parts of ordinances in conflict herewith are hereby repealed.

SECTION VII: That this ordinance shall take effect upon passage and adoption, thereafter the City Clerk is hereby directed to file this ordinance with the Clerk of the Circuit Court in and for Orange County, Florida; the Orange County Property Appraiser; and the Department of State of the State of Florida.

READ FIRST TIME:

August 7, 2024

READ SECOND TIME
AND ADOPTED:

August 21, 2024

Bryan Nelson, Mayor

ATTEST:

Susan M. Bone, City Clerk

APPROVED as to form and legality

Clifford B. Shepard, City Attorney

DULY ADVERTISED FOR PUBLIC HEARING: July 19, 2024 and July 26, 2024

EXHIBIT "A"

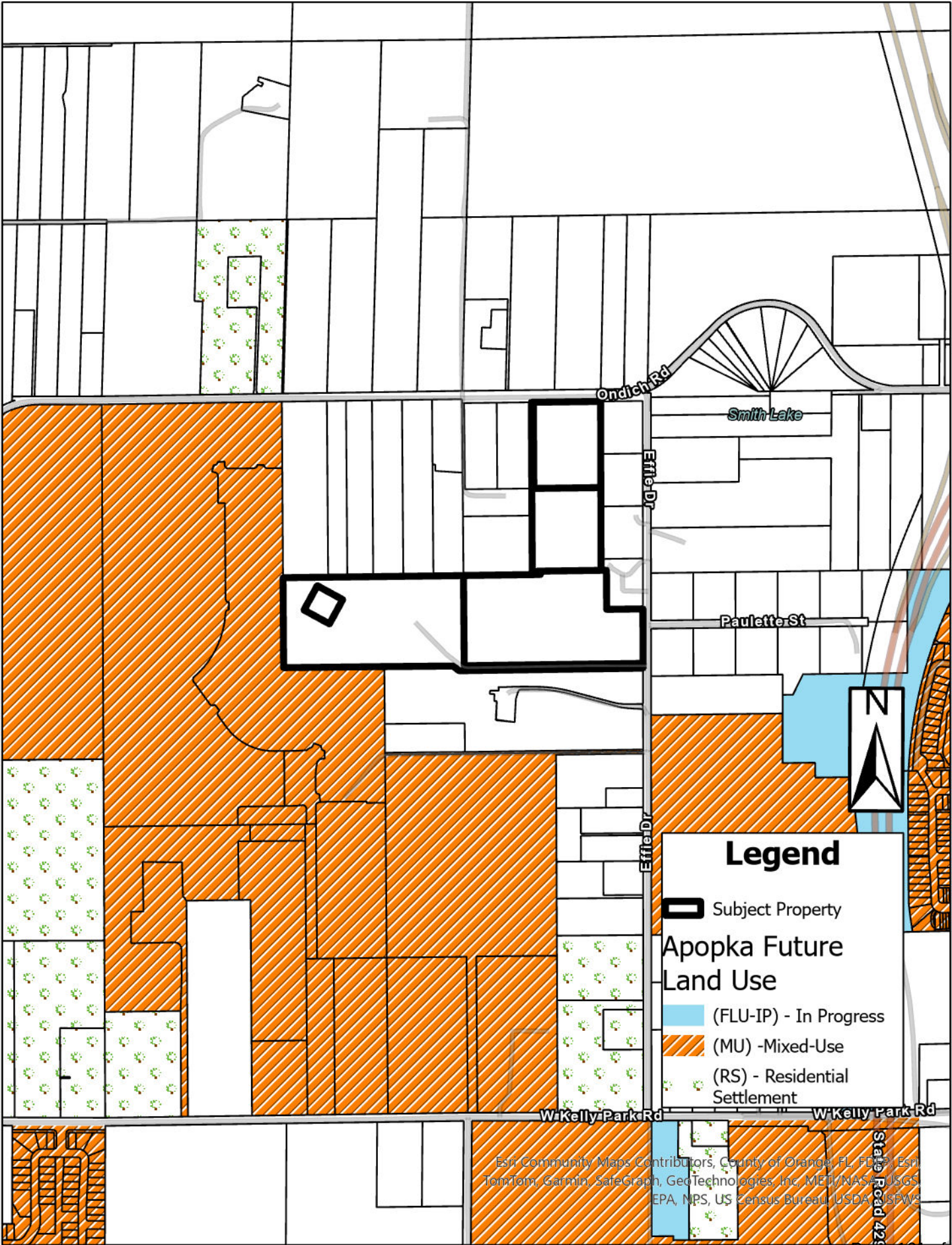
PARCEL IDENTIFICATION NUMBER(S): 11-20-27-0000-00-037, 11-20-27-0000-00-069,
12-20-27-0000-00-001, 12-20-27-0000-00-012, 12-20-27-0000-00-046, 12-20-27-0000-00-048



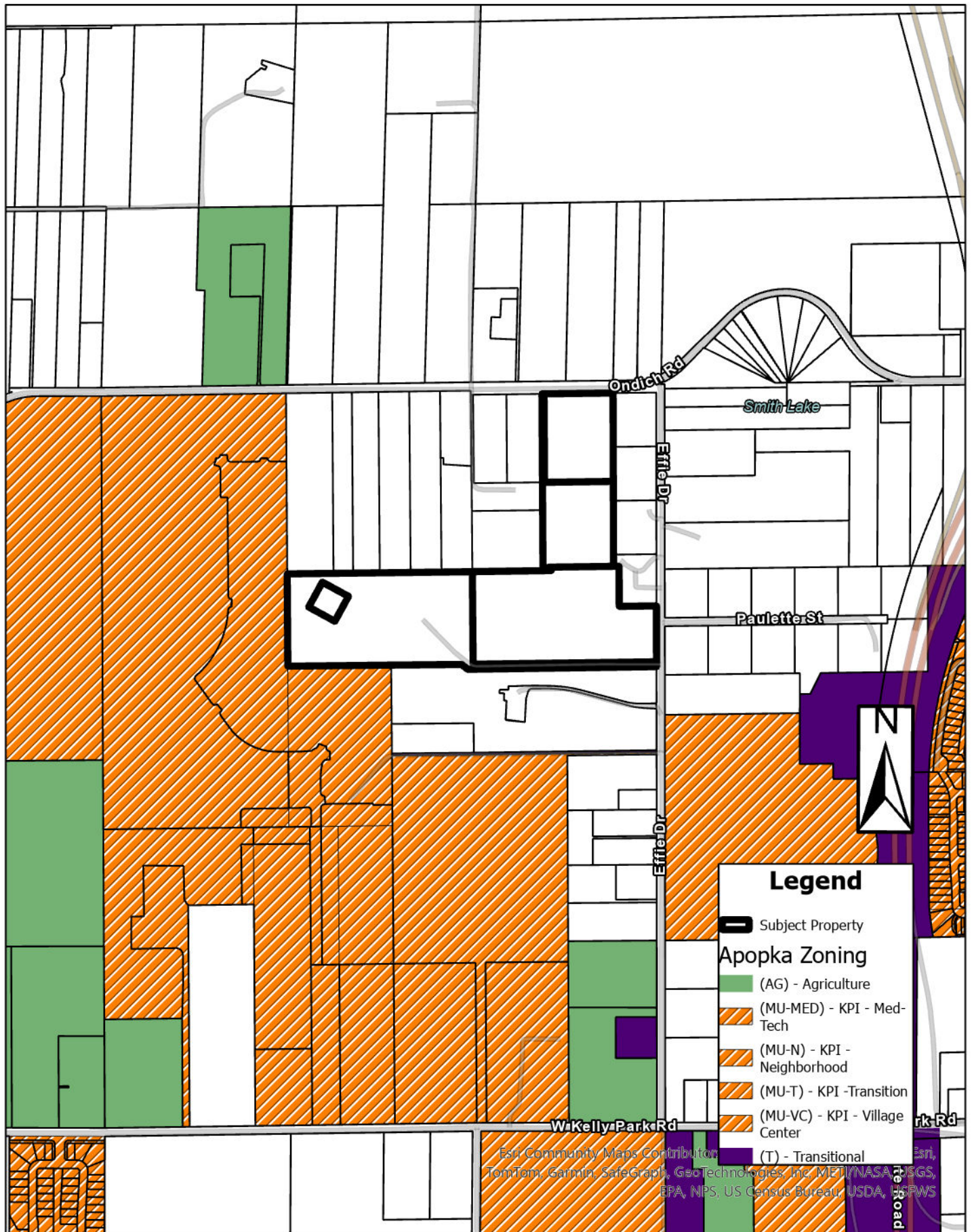
Vicinity



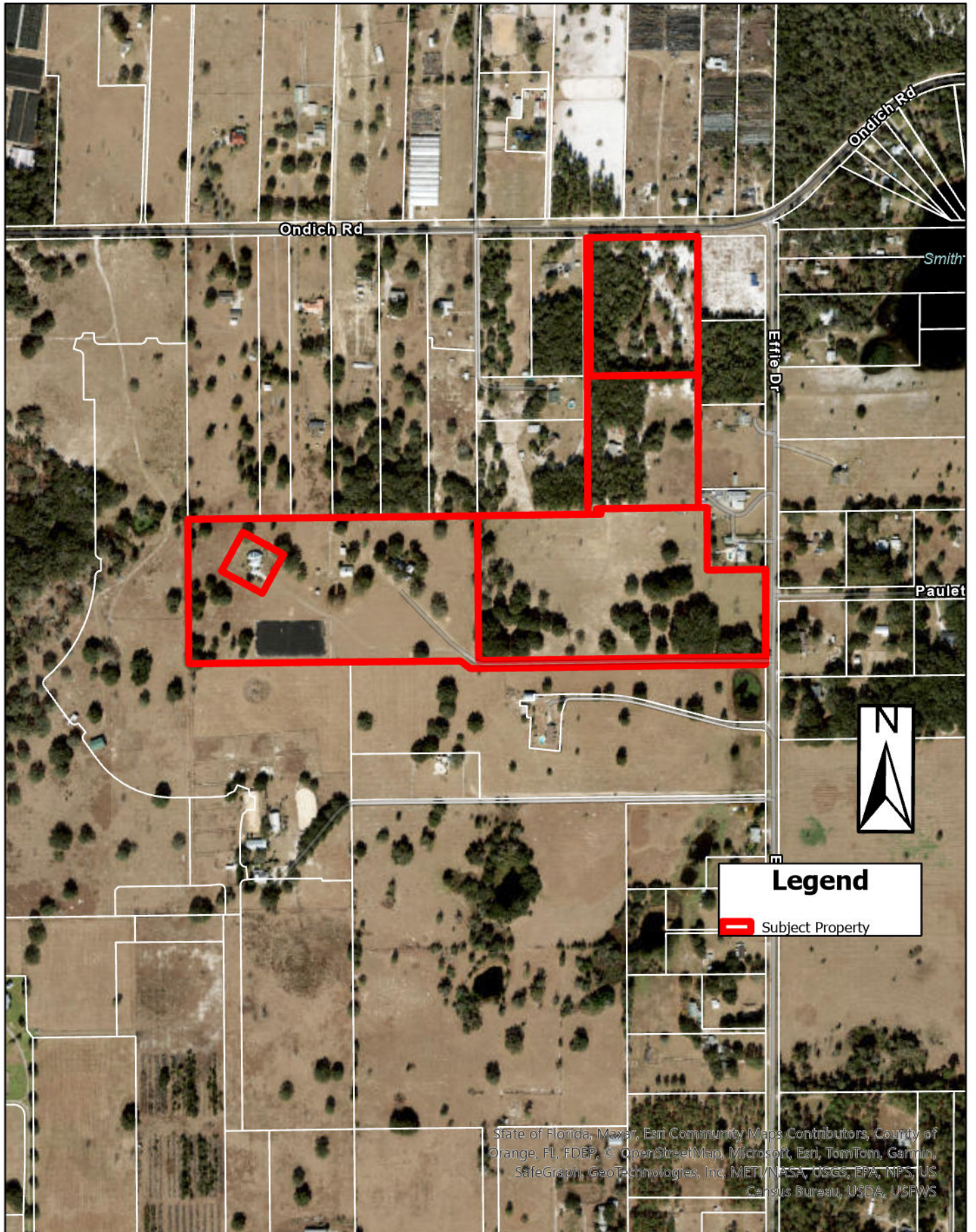
Future Land Use



Zoning



Aerial





City of Apopka CITY COUNCIL STAFF REPORT

Section: PUBLIC HEARINGS/ORDINANCES/RESOLUTION (Action Item)

Item #: 3.

Meeting Date: August 21, 2024

Department: Community Development

SUBJECT:

Ordinance No. 3069 – Second Reading - Annexation 3595 W Kelly Park Road, 3611 W Kelly Park Road

REQUEST:

Adopt Ordinance No. 3069.

SUMMARY:

Owner: Effie Road Holdings, LLC.

Applicant: Jesse Anderson

Parcel Identification Number: 12-20-27-0000-00-018, 12-20-27-0000-00-016

Location: 3595 W Kelly Park Road, 3611 W Kelly Park Road

Future Land Use: County Rural

Existing Use: Vacant, Residential (Single-Family House)

Current Zoning: County A-1

Tract Size: 2.32 +/- acre(s)

Direction	Future Land Use	Zoning	Present Use
North	County Rural	County A-1	Residential (Single-Family House)
East	County Rural	County A-1	Residential (Single-Family House)
South	County Rural	County A-1	Residential (Single-Family House)
West	City Residential Rural Settlement	City T (Transitional), AG (Agriculture)	Residential (Single-Family House), Vacant

SUMMARY:

The subject property is contiguous to the city limits and is eligible for annexation pursuant to Florida Statute 171.044. The proposed annexation shall be based on the existing County Future Land Use and Zoning Designations. The assignment of a City Future Land Use and Zoning designation will occur at a later date and through action by the City Council. The applicant intends to amend its Future Land Use to a Mixed-Use and Change of Zoning to Mixed-Use (Mixed Use KPI-Interchange) as designated by the Kelly Park Interchange Form-Based Code.

ORANGE COUNTY NOTIFICATION:

The JPA (Joint Planning Agreement) requires the City to notify the County 30 days before any public hearing or advisory board. The City notified Orange County on June 14, 2024.

PUBLIC HEARING SCHEDULE:

August 7, 2024 – City Council (1:30 pm) – First Reading
August 21, 2024 – City Council (7:00 pm) – Second Reading and Adoption

DULY ADVERTISED:

July 26, 2024 – Apopka Chief
August 2, 2024 – Apopka Chief

FUNDING SOURCE:

N/A

RECOMMENDED MOTION:

Development Review Committee: Recommends approval of the annexation for properties located at 3595 W Kelly Park Road and 3611 W Kelly Park Road, owned by Effie Road Holdings, LLC.

City Council: At the August 7, 2024, meeting, the City Council voted 4-1 to accept the first reading of Ordinance No. 3069 and held it over for second reading and adoption on August 21, 2024.

Recommended motion - City Council: Adopt Ordinance No. 3069.

ATTACHMENTS:

1. Ordinance No. 3069
2. Maps
3. Ads 07.26.2024
4. Ads 08.02.2024

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ORDINANCE NO. 3069

PAGE 2

described shall be liable for all debts and obligations and be subject to all species of taxation, laws, ordinances and regulations of the City.

SECTION V: That if any section or portion of a section or subsection of this Ordinance proves to be invalid, unlawful, or unconstitutional, it shall not be held to invalidate or impair the validity, force, or effect of any other section or portion of a section or subsection or part of this ordinance.

SECTION VI: That all ordinances or parts of ordinances in conflict herewith are hereby repealed.

SECTION VII: That this ordinance shall take effect upon passage and adoption, thereafter the City Clerk is hereby directed to file this ordinance with the Clerk of the Circuit Court in and for Orange County, Florida; the Orange County Property Appraiser; and the Department of State of the State of Florida.

READ FIRST TIME: August 7, 2024

READ SECOND TIME
AND ADOPTED: August 21, 2024

ATTEST: Bryan Nelson, Mayor

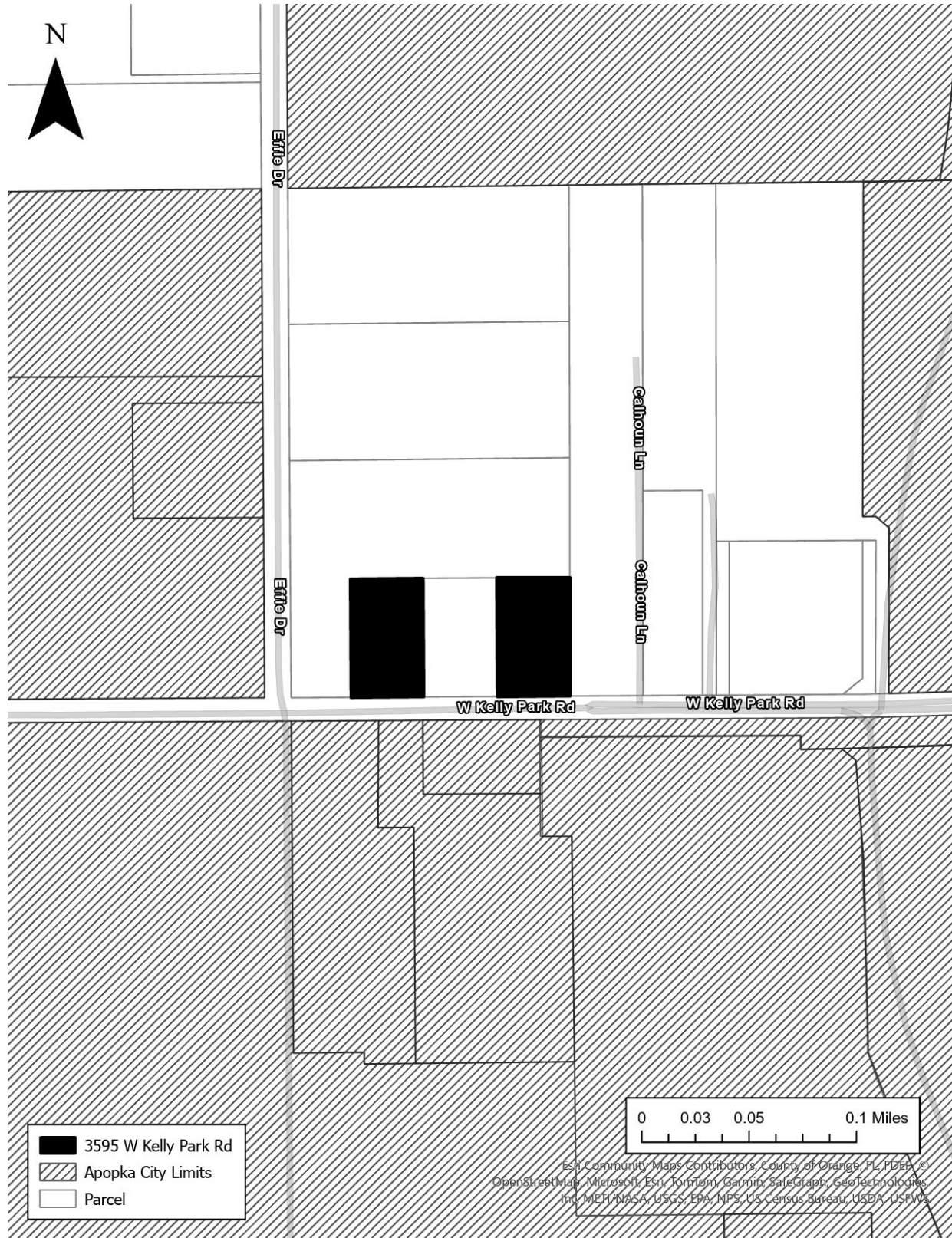
Susan M. Bone, City Clerk

APPROVED as to form and legality

Cliff Shepard, City Attorney

DULY ADVERTISED FOR PUBLIC HEARING: July 26, 2024 and August 2, 2024

EXHIBIT "A"



N



Etta Dr

Etta Dr

Calhoun Ln

Calhoun Ln

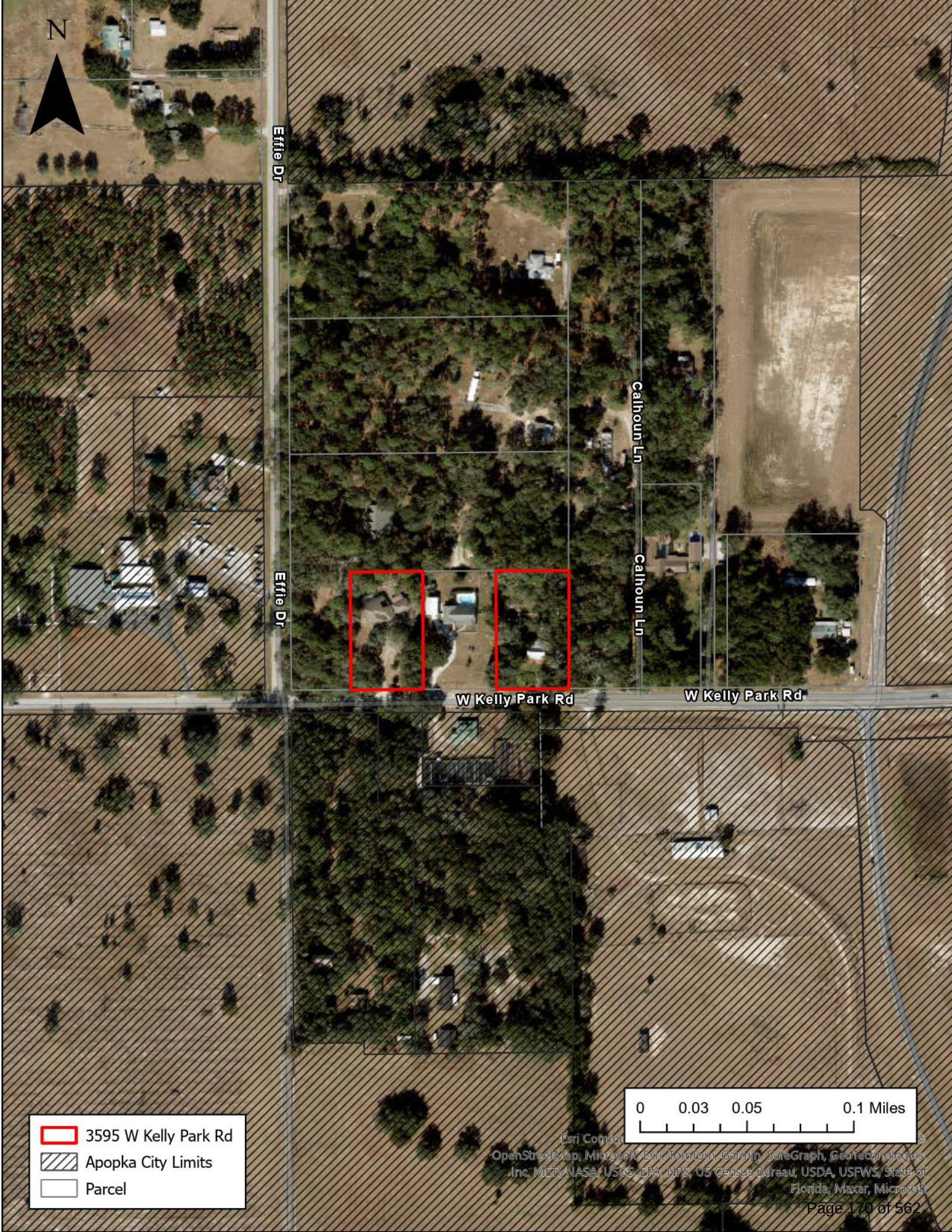
W Kelly Park Rd

W Kelly Park Rd

- 3595 W Kelly Park Rd
- Apopka City Limits
- Parcel

0 0.03 0.05 0.1 Miles

Esri Community Maps Contributors, County of Orange, FL, FDEP, ©
OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies
Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS



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W Kelly Park Rd

W Kelly Park Rd

3595 W Kelly Park Rd

Apopka City Limits

Parcel

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Esri, Microsoft, OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS, State of Florida, Maxar, Microsoft

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Ette Dr

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Calhoun Ln

W Kelly Park Rd

W Kelly Park Rd

3595 W Kelly Park Rd

Parcel

Apopka Zoning



- AG
- AIR
- C-C
- C-COR
- C-N
- C-R
- I-H
- I-L
- INST
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- MU-D
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- MU-MED
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- RSF-1B
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Esri Community Maps Contributors, County of Orange, FL, FDEP, ©
OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies,
Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

N



Ette Dr

Ette Dr

Calhoun Ln

Calhoun Ln

W Kelly Park Rd

W Kelly Park Rd

3595 W Kelly Park Rd

Parcel

Apopka Future Land Use

- AG
- AG-E
- AG-HOME
- COMM
- CONSV
- FLU-IP
- HDR-25
- IND
- INST_PU
- MU
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Esri Community Maps Contributors, County of Orange, FL, FDEP, ©
OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies,
Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

City: Ordinances for energy choice initiative became nationwide

Continued from page 1A

all essential utilities.

“The costs of installing natural gas infrastructure in already developed subdivisions, and retrofitting existing homes to allow homeowners to use natural gas

appliances is exceedingly expensive,” the staff report states. “Whereas, the costs of installing natural gas infrastructure in subdivisions up-front, as they are being constructed, are significantly lower than the costs of retrofitting developments

after the fact. The absence of natural gas in a development takes away the citizens’ and residents’ choice to benefit from the energy source that best supports their lifestyle.”

Earlier this year, the LANGD Board of Directors approved energy choice initiative ordinances for presentation to cities of Apopka, Winter Garden, and Clermont. Winter Garden and Clermont will be presented the same ordinance, said Brent Haywood, general manager/CEO of LANGD.

Ordinances upholding energy choice for homeowners have become more commonplace across the nation, Haywood said. He himself has collaborated with multiple municipalities on it, the closest to Apopka being Leesburg.

“Well, I just think it’ll be nice that we are able to give our residents an option whether they want to have electric or whether they want to have gas,” said

City Commissioner Alexander Smith, who is also a LANGD board member. “So, by allowing this ordinance to pass, it would give our residents that option. And a lot of the residents would like gas, especially for cooking. So, I think it’s a good ordinance.”

Apopka Resident Albert McKimmie agreed with Smith on his point about people having the option of electricity or gas as an energy source. However, McKimmie doesn’t like the idea of monopolies.

“When you make an ordinance to put in gas lines, firstly, I want to know who’s paid for it. Is it the developer that’s paid for the gas lines or is it Lake Apopka that’s paying for the natural gas lines? In effect, if it’s Lake Apopka that’s paying for the gas lines, what you are proposing is setting up a monopoly because it means that later on, no other gas company whos’s decided to come in and compete with Lake

Apopka could compete with them because it’s Lake Apopka gas lines,” McKimmie said.

McKimmie said he advocated for some time for the city of Apopka to offload Lake Apopka Natural Gas District.

“I think that the money that we could get from selling Lake Apopka Natural Gas would settle all the screw ups in the infrastructure that this mayor has contributed to,” McKimmie said. “We could certainly still allow Lake Apopka Natural Gas to supply gas, but we should be looking at privatizing all our public utilities, and the money that comes from Lake Apopka Natural Gas’ sale could be used to do that.”

The Apopka City Council’s second reading and adoption of Ordinance No. 3070 is scheduled for Wednesday, August 7.

LANGD’s energy loss in its three parent cities was about \$35.9 million per year because natural gas

hadn’t been utilized in the majority of the homes.

The Energy Information Administration report from the Department of Energy states that this past winter’s heating cost was an estimated \$67.3 billion, with natural gas in the mix; if there was a full electrification, it would be \$204 billion for heating costs just for a single winter.

The electrification movement proposes the move to an all-electric, single-source model that eliminates the use of natural gas and natural gas products. A single-source energy model would eliminate competition, thus allowing electric companies to monopolize the energy landscape and deprive consumers’ right to choose their energy source, Haywood said at the LANGD Board of Directors March 25 meeting.

Electrification lives on the misconception that electricity is equivalent to

See CITY Page 7A

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CITY OF APOPKA PUBLIC HEARING NOTICE REPEAL AND REPLACEMENT OF THE TRASNPORATION ELEMENT OF THE APOPKA COMPREHENSIVE PLAN ADOPTION HEARING

NOTICE is hereby given pursuant to Florida Statutes Section 163.3184 and the Apopka Code of Ordinances, Part III, Land Development Code, Article II, Section 2.4.7(B) that the City of Apopka proposes to amend the Comprehensive Plan by repealing and replacing the Transportation Element.

ORDINANCE NO. 3029
AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, AMENDING THE CITY OF APOPKA COMPREHENSIVE PLAN; REPEALING AND REPLACING THE TRANSPORTATION ELEMENT IN ITS ENTIRETY; PROVIDING FOR LEGISLATIVE FINDINGS; PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

Notice is given that a public hearing for the adoption of the proposed amendment to the Florida Department of Commerce will be held by the City of Apopka City Council at its regularly scheduled meeting in the City Council Chambers of the Apopka City Hall, 120 E. Main Street, Apopka, Florida on **Wednesday, August 7, 2024, beginning at 1:30 p.m.**, or as soon thereafter as possible.

Affected parties and the public may appear at the above listed hearing to speak. The proposed Transportation Element can be inspected at the Apopka Community Development Department located at Apopka City Hall on weekdays between the hours of 8:00 a.m. and 4:30 p.m. City Hall address shown below. Please be advised that, under State law, if you decide to appeal a decision made with respect to this matter, you will need a record of the proceedings and may need to ensure that a verbatim record is made, which record includes the testimony and evidence upon which the appeal is to be based. In accordance with the Americans with Disabilities Act (ADA), persons with disabilities needing assistance to participate in any of these proceedings should contact the City Clerk’s Office at 120 East Main Street, Apopka FL 32703, Telephone: 407-703-1704, no less than 48 hours prior to the proceeding.

Apopka City Council
Apopka Planning Commission
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July 26, 2024

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Reason for crash of computer software was given as a downloaded update

By: Van Yandell

Psalm 60 5-7 “My soul, wait thou only upon God—for my expectation is from him. He only is my rock and my salvation: he is my defence—I shall not be moved. In God is my salvation and my glory: the rock of my strength, and my refuge, is in God.”

On Friday morning of a week ago, computer systems around the world crashed. Airlines, hospitals and banking were immediately thrown back to the curse of pencil and paper of which they had none or did not know how to use it.

The reason for the crash was reported to have been because of the downloading of an update into the computer software.

Regardless of the reason, we were reminded of how vulnerable the world is to

computers, the internet and electricity.

When we consider the many eventualities that can interrupt the information flow, the repercussions become horrifying.

We have experienced problems in our area with internet and phone service. We also use an antenna for local TV channels and the reception has not been particularly good. I suspicioned the solar flares that generated the aurora borealis.

It was also possible atmospheric conditions or even maintenance on a transmitting device could have been responsible.

At any rate, for a few weeks, we were partly cut off from the world.

At times we do not know or comprehend the reason for reasons—for our disconnection from the world. The culprits that might destroy the electricity supply

may be satellite or com tower problems, or an electro-magnetic pulse.

The possibility of a terrorist attack or highly skilled computer hacker could set us back decades in a few seconds. Regardless of the cause, we have allowed ourselves to become vulnerable in this world of technology, rapid transit and instant communications.

Paper and pencil may not have been able to keep track of inventory and automatically order more product when the supply on the shelf became low, but it worked without electric power or the internet. When the power goes off or the internet fails, only then do we realize what a trap we have set for ourselves.

Daniel 100 “But thou, O Daniel, shut up the words, and seal the book, even to

the time of the end: many shall run to and fro, and knowledge shall be increased.” We usually consider these words of Daniel as prophetic but they may be a warning—or are those the same?

Could our immense supply of technological devices ultimately be our destruction? Some are predicting AI (Artificial Intelligence) could trigger a world war or put the entertainment industry and designers/architects out of business.

Why do some find it necessary to eliminate the need to think?

As technology increases, the deeper we are digging this self-destructive hole and the more vulnerable we become. For the open-eyed individual the future is cer-

See YANDELL on page 7A

PUBLIC HEARING NOTICE ANNEXATION CITY OF APOPKA

NOTICE is hereby given pursuant to Florida Statutes 171.044, the Apopka Code of Ordinances, Part III, Land Development Code, Article II, Section 2.5.1.A, that **APPIAN ENGINEERING, INC. C/O LUKE M. CLASSON, P.E.** has made an application to the City of Apopka City Council for an **ANNEXATION** of a property located on the southwest corner of Ondich Road and Effie Drive. This application relates to the following described property:

ORDINANCE NO. 3066
AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, TO EXTEND ITS TERRITORIAL AND MUNICIPAL LIMITS TO ANNEX PURSUANT TO FLORIDA STATUTE 171.044 THE HEREINAFTER DESCRIBED LANDS SITUATED AND BEING IN ORANGE COUNTY, FLORIDA, OWNED BY PM S-1 REO, LLC; LOCATED ON THE SOUTHWEST CORNER OF ONDICH ROAD AND EFFIE DRIVE; COMERISING 54.85 ACRES, MORE OR LESS; PROVIDING FOR DIRECTIONS TO THE CITY CLERK, SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.



Parcel Identification Number(s): 11-20-27-0000-00-037, 11-20-27-0000-00-069, 12-20-27-0000-00-001, 12-20-27-0000-00-012, 12-20-27-0000-00-046, 12-20-27-0000-00-048
Contains: 54.85 +/- acres

NOTICE is given that public hearings for Ordinance No. 3066 will be held by the **City of Apopka City Council** at its regularly scheduled meetings in the City Council Chambers of the Apopka City Hall, 120 E. Main Street, Apopka, Florida on **Wednesday, August 7, 2024 beginning at 1:30 P.M. and Wednesday, August 21, 2024 beginning at 7:00 P.M.** or as soon thereafter as possible.

Affected parties and the public may appear at the above listed hearings to speak. The proposed Annexation can be inspected at the Apopka Community Development Department located at Apopka City Hall on weekdays between the hours of 8:00 a.m. and 4:30 p.m. City Hall address shown below. Please be advised that, under State law, if you decide to appeal a decision made with respect to this matter, you will need a record of the proceedings and may need to ensure that a verbatim record is made, which record includes the testimony and evidence upon which the appeal is to be based. In accordance with the Americans with Disabilities Act (ADA), persons with disabilities needing assistance to participate in any of these proceedings should contact the City Clerk's Office at 120 East Main Street, Apopka FL 32703, Telephone: 407-703-1704, no less than 48 hours prior to the proceeding.

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Apopka Planning Commission
Community Development Department
177099

Byrd: We should live by his example

Continued from page 2A

friend John Peery, if a stranger comes to our town and picks up *The Apopka Chief*, they immediately know that our community values its local public schools—that our community cares about and supports our children and schools.

That kind of coverage is not by accident. It was because our schools and children really mattered to both John Peery and John Ricketson. They both loved our community and understood that our local schools are at the heart of any community. They understood that a community cannot thrive if their schools are not thriving. I am so incredibly grateful to them for this.

Moore: Register for Bash/Bike Rodeo

Continued from page 2A

Truer hearts for service were never found.

At the Back-to-School Bash, we will also offer refreshments, school supplies, and a great atmosphere with a professional DJ

I'm also grateful to

Sprouts Apopka and other Apopka friends for donating water and fresh fruit. Sprouts has been a phenomenal partner for Wekiwa Springs.

Finally, we have invited several smoothie and icee vendors to participate.

Please register for the Inaugural Back-to-School

Bash and Bike Rodeo at the link below. Even if we run out of free bikes, families are invited to participate in the skills training and school supply portions of the event. <https://bit.ly/3333333>

I'm looking forward to seeing you on August 3rd.

Hayden: We must support Israel

Continued from page 2A

had all to do with establishing a power grab over the “sheeple.” And most of us fell for the lies and bogus “experts” with their false, and phony reports.

Now it is starting all over again. It is high time we start looking throughout our nation for leaders who, like Prime Minister Benjamin Netanyahu, can handle the job we hire them for. Like the nation of Israel, we need to seek a leader who loves our nation and the Judeo-Christian standards that our nation was founded on. We need to find someone who will bring us back together under one banner—Old Glory—and unite us as We the People, instead of tribal separation.

This administration has turned its back on our greatest ally, the nation of Israel. In fact, they have been considering using our taxpayer dollars to support a movement called Boycott, Divest from, and

Sanction BDS—Israel. The leaders of the movement have even stated their goal is to see the collapse of Israel from economic isolation.

We need to contact our elected leaders and let them know we do not want our tax dollars supporting this anti-Semitic rhetoric, and actions that are being promoted by radical Islamic influences through this administration. Donald Trump was the only president to keep our promise to Israel and move our embassy from Tel Aviv to Jerusalem and recognize the City of David as Israel's spiritual, political, and national center. By his presidential action, the United States of America was showing our support, and our unity with Israel's stand as the only Democracy in that part of the world.

Israel is seeking inroads to bring peace and stability to the nations surrounding them. My prayer is that we will choose to be a part of those efforts for

peace. We have a responsibility to hire those to be in office who love the United States and see it as an exceptional nation worth fighting for. I don't care what color your skin is, your religion, your heritage, or education, but if you are a citizen of the United States of America, you need to stand for our glorious banner, the Stars and Stripes, place your hand over your heart when the National Anthem is playing, and *thank GOD you are a part of this Constitutional Republic*—you don't know what this is, look it up!

Let us support Israel and advise them they don't have to handle that job by themselves. Let our pride be in what GOD has ordained through the wisdom of our Founding Fathers and the document they put their sacred honor on the line for, when they signed the Constitution of the United States of America.

Everybody has an opinion. Why not share yours?

Send a letter to the Editor online www.theapopkachief.com

ALL ABOUT APOPKA

The Apopka Chief

Established 1923
(USPS 545-440)

The Apopka Chief is published every Friday and entered as Periodicals, postage paid at Apopka Post Office, under the Act of Congress of March 3, 1879. The Apopka Chief newspaper is published by Foliage Enterprises, Inc., every Friday at 400 North Park Avenue, Apopka, Fla., 32712-3417. An annual subscription is \$25 in Orange County and \$30 outside Orange County. Phone 407-886-2777. Postmaster: Send address changes to The Apopka Chief, P.O. Box 880, Apopka, Fla., 32704-0880.

The Apopka Chief is a consistent award-winning community weekly newspaper and a member of the Florida Press Association. The newspaper won the group's award as its best newspaper in 1982, 1987, and 1988, the only three-time winner. Letters to the editor are welcome, but must be signed and include a daytime telephone number, address, or email address for verification. Management reserves the right to edit letters.

www.theapopkachief.com, news@theapopkachief.com



City of Apopka Telephone Numbers

City Hall	407-703-1700
Mayor's Office	407-703-1701
City Administrator	407-703-1649
City Clerk	407-703-1704
Community Devel.	407-703-1712
Code Enforcement	407-703-1738
Finance Dept.	407-703-1725
Fire (non-emerg.)	407-703-1756
Parks and Rec. Dept.	407-703-1741
Police Chief	407-703-1769
Police (non-emerg.)	407-703-1771
Job Line	407-703-1743
Solid Waste Collect.	407-703-1731
Street Maintenance	407-703-1731
Utility Billing	407-703-1727
Medical, fire emergency	911
The city of Apopka was chartered in 1882. It is located at 28°30 north latitude and is 150 feet above sea level. Its population is about 48,000 and its total area is more than 30 sq. mi. www.apopka.net	

Orange County Telephone Numbers

Animal Services	407-836-3111
Auto/Boat Tags	850-617-2000
Building Dept.	407-836-8550
County Mayor	407-836-7370
County Commission	407-836-7350
County Attorney	407-836-7320
Clerk of the Court	407-836-2065
Elections Supervisor	407-836-2070
Fire/Rescue	407-836-3111
Solid Waste	407-836-6601
Garbage Collection	407-703-1731
Health Dept.	407-836-2600
Hunting/Fishing Lic	888-347-4356
Parks and Rec. Dept.	407-836-6200
Property Appraiser	407-836-5044
Sheriff Administrative	407-254-7000
Non-Emerg. Complaint	407-836-4357
Utilities	407-836-5515
All other departments	407-836-3111
Medical, fire emergency	911
www.orangecountyfl.net	

Other Area Numbers of Note

U.S. Senators	
Rick Scott (Rep.)	202-224-5274
Marco Rubio (Rep.)	407-254-2573
U.S. Representative	
Daniel Webster (Dist. 11)	352-241-9220
State Representatives	
Doug Bankson	407-476-6787
Carolina Amesty (Dist. 45)	unknown
State Senators	
Geraldine Thompson (Dist.11)	407-297-2045
Orange County Commissioner	
Christine Moore	407-836-7350
Orange County Public Schools	
Pupil assignment	407-317-3233
Bus routes	407-317-3800
Superintendent	407-317-3200
School Board	407-317-3200
Miscellaneous	
The Apopka Chief	407-886-2777
Museum of the Apopkans	407-703-1707
Chamber of Commerce	407-886-1441

Towel: Comedic pessimism

Continued from page 1B

commentaries of extreme, but outrageously entertaining, pessimism,” as put in a press release from event organizer Roger Williams.

After each coach has made their presentation the judges of the event will deliberate in a separate private room. The winner of the night will receive the 11th Crying Towel Plaque and an actual crying towel just in case their season goes how they, facetiously, predicted. The coaches participating will also be taking questions from the audience and keeping the mood light as they prepare

for the upcoming season.

Throughout the evening, which includes a social hour in the piano bar, followed by dinner with the coaches in a private room, fans and alumni of the four schools, many of whom were classmates, teammates, or rivals decades ago, have the opportunity to renew old acquaintances and friendships and reminisce about rivalries from long ago.

The rest of the information provided here is pulled directly from the “Talkin’ Old School with Roger Franklin Williams” press release for the 2024 Crying Towel.

“The event carries the name of Dave Powers, former highly revered and much-loved Orlando Banking Executive, and generous Bishop Moore benefactor, who passed away unexpectedly in November of 2017. Dave Powers was the driving force in re-establishing the Crying Towel event in 2014. In honor of Dave Powers’ indispensable and extraordinarily generous contributions to the success of the Crying Towel event, and, especially to supporting and promoting high school sports in Metro Orlando, the event

See TOWEL Page 3B

PUBLIC HEARING NOTICE ANNEXATION CITY OF APOPKA

NOTICE is hereby given pursuant to Florida Statutes 171.044, the Apopka Code of Ordinances, Part III, Land Development Code, Article II, Section 2.5.1.A, that **Jesse Anderson** has made an application to the City of Apopka City Council for an **ANNEXATION** of a property located at 3595 W Kelly Park Road and 3611 W Kelly Park Road. This application relates to the following described property:

ORDINANCE NO. 3069
AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, TO EXTEND ITS TERRITORIAL AND MUNICIPAL LIMITS TO ANNEX PURSUANT TO FLORIDA STATUTE 171.044 THE HEREINAFTER DESCRIBED LANDS SITUATED AND BEING IN ORANGE COUNTY, FLORIDA, OWNED BY EFFIE ROAD HOLDINGS LLC; LOCATED AT 3595 W KELLY PARK ROAD AND 3611 W KELLY PARK ROAD, COMPRISING 2.32 ACRES, MORE OR LESS; PROVIDING FOR DIRECTIONS TO THE CITY CLERK, SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.



Parcel Identification Number(s): 12-20-27-0000-00-018, 12-20-27-0000-00-016
Contains: 2.32 +/- acres

NOTICE is given that public hearings for **Ordinance No. 3069** will be held by the **City of Apopka City Council** at its regularly scheduled meetings in the City Council Chambers of the Apopka City Hall, 120 E. Main Street, Apopka, Florida on **Wednesday, August 7, 2024 beginning at 1:30 P.M** AND **Wednesday, August 21, 2024 at 7:00 P.M.**

Affected parties and the public may appear at the above listed hearings to speak. The proposed Annexation can be inspected at the Apopka Community Development Department located at Apopka City Hall on weekdays between the hours of 8:00 a.m. and 4:30 p.m. City Hall address shown below. Please be advised that, under State law, if you decide to appeal a decision made with respect to this matter, you will need a record of the proceedings and may need to ensure that a verbatim record is made, which record includes the testimony and evidence upon which the appeal is to be based. In accordance with the Americans with Disabilities Act (ADA), persons with disabilities needing assistance to participate in any of these proceedings should contact the City Clerk’s Office at 120 East Main Street, Apopka FL 32703, Telephone: 407-703-1704, no less than 48 hours prior to the proceeding.

Apopka City Council
Apopka Planning Commission
Community Development Department

July 26, 2024

Publish: The Apopka Chief

177120

Police Beat

If a law enforcement agency charges you with a crime and this paper reports that information, please notify us within 90 days if the charge is dropped, or if you are found not guilty by the court. After verifying the information, we will be happy to publish it. Please send notification to The Apopka Chief, P.O. Box 880, Apopka, 32704-0880.

In the period from July 14-20, the Apopka Police Department received 1,653 calls for service, responded to 36 crashes, issued 56 citations, and made 12 arrests. Juveniles were charged with resist officer-obstruction without violence (X2).

The following adults were arrested and charged: Ava Ellysa Allen, 18, 1843 Page Leigh Cir., Apopka, stolen property-

dealing in trafficking of stolen property; larceny-grand theft \$750 less than \$5,000.

Shane Allen Baisden, 39, 11414 S. Orange Blossom Trl., Orlando, probation violation.

Daveen Denise Brown-Holder, 29, confidential, Orlando, battery-touch or strike.

Cristhian Enrique Castaneda-Alvarado, 25, 103 W. 8th St., Apopka, drugs-possession of controlled substance without prescription; drugs-possession, intent to sell/manufacture/deliver, controlled substance schedule II.

Wayne Roy Hough, 37, 671 N. 4th Ave., Deltona, larceny-grand theft \$750 less than \$5,000; fraud-illegal use credit cards, use more 2 times 6 mths obtain goods, money \$100/more.

Oscar Martinez Cam-

panioni, 37, 5187 Cinderlane Pkwy #1401, Orlando, larceny-grand theft \$750 less than \$5,000; fraud-use scan skim device payment, card defraud 1st offense.

Josue Abidan Mejia Lopez, 50, 213 W. Cleveland St., Apopka, kidnapping-false imprisonment of person; battery-touch or strike.

Kenneth Braden Phillips, 47, 905 N. Hart Blvd., Orlando, larceny-petit theft, merchandise farm transit 2+ prior conviction.

Paul F.C. Poppell, 39, 28740 Atlantis Rd., Tavares, trespassing structure or conveyance.

Kimberly Nicole Sasser, 35, 128 W. Cedarwood Cir., Kissimmee, probation violation.

Paul Keenan Tracy, 36, 1378 Plumgrass Cir., Ocoee, possession of weapon or ammo by convicted Florida felon.

Jason Glenn Weber, 42, 7759 Whisper Pl., Orlando, trespassing-failure to leave property on order of owner.

WHS: Losing was a lesson

Continued from page 1B

16-9 to a state final four team and state championship contender was taken,” Middleton said. “Expectations for Wekiva were anything but returning to the state championship contender landscape after last season (2022-23). No one thought the senior leadership needed to take next step and culminating with the run existed.”

“Advancing to the state final four and even losing was a learning experience to be used this upcoming season. More importantly for moving forward this upcoming season, we graduated only three seniors from a team advancing to the state final four. No other team contending for the state championship has less than four.”

While last season progressed, using defense as

the catalyst for the style of play common to the current era was not only taken by the Mustangs. Wekiva’s defense evolved into surrendering an eye-attention catching, headline-grabbing, first among a defensive-oriented era 37.5 points per contest.

“A defensive enforcer is needed as the primary component for a team to evolve into giving up 37 points though,” Middleton said. “Mickayla Anderson also evolved into the defensive stopper for the Mustangs last season. The evolution towards giving up only 37 points really took off when Mickayla evolved into the defensive stopper. Evolution went far beyond the statistical though, all the way to the character of how Wekiva now plays defense.”

“None of the teams in the Class 6A-Region

2 bracket faced an opponent like the Mustangs as far as the defensive approach and execution. The Mustang’s opponenets had given up far more points than Wekiva. Open looks decreased significantly when facing us. The difference grows out of the desire to force opponents to work for the open looks and efficient execution of half-court offense if nothing else.

When facing the Horizon Hawks in the Class 6A-Region 2 final, for a fourth time, the defense had progressed from good and providing an opportunity for winning to peaking and at a championship level. The three previous losses to Horizon were by a combined 10 points. Execute a handful more plays this time and we win this time. We were

See WHS Page 3B



A Wekiva Mustang rushes the ball up court during a fast break looking for an easy transition bucket.

Weekly SUDOKU

by Linda Thistle

Place a number in the empty boxes in such a way that each row across, each column down and each small 9-box square contains all of the numbers from one to nine.

DIFFICULTY THIS WEEK: ♦♦♦

♦ Moderate ♦♦ Challenging
♦♦♦ HOO BOY!

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SUDOKU ANSWERS: PAGE 9A

	9			7			8	
5			1			6		
		1			3			5
7				5				2
	4		3			7		
		6			4		1	
	5		8	6			9	
		2			7			1
1				2		4		

CLUES ACROSS

- Spiritual leaders
- Salt
- Fortified wine
- Edible mollusk
- It begins with them
- A way to compare
- Government lawyer
- Back parts
- 8th month (abbr.)
- Very willing
- ... ex machina
- Satisfies
- Quebec river
- A doctrine
- Popular pickup truck
- Dekagram
- Naturally occurring solid material
- Company officer
- Villains
- Cricket frogs
- German founder of psychology
- Endured
- A female domestic
- A “place” to avoid
- Cigarette (slang)
- Canadian politician Josephine
- French ballet/acting dynasty
- Employee stock ownership plan
- Belonging to the bottom
- Sound
- Yankees’ slugger Judge
- Dickens character
- More wise
- Flash memory card
- Exposing human vice or folly to ridicule
- Atomic #79
- Longtime Braves pitcher Julio
- Humor
- Shawl
- Preliminary assessment of patients

CLUES DOWN

- Animal disease
- Commercial
- Craft supply
- Storage units
- Investment vehicle
- Colorado Heisman winner
- In a way, sank
- Post-birth brain damage (abbr.)
- Lay about
- Intestinal
- The opposite of yes
- Caused to be loved
- Messianic in Islamic eschatology
- Showing since conviction
- Not safe
- The number above the line in a fraction
- Yard invader
- Pouch
- Swedish krona
- Start anew
- While white or yellow flower
- Fourteen
- Graphical user interface
- Up-to-date on the news
- Campaigns
- Touch softly
- “Boardwalk Empire” actress Gretchen
- Violent seizure of property
- One who supports the Pope
- Anxiety
- Body fluid
- Phony person
- Title of respect
- Chilean city
- City in central Japan
- Silk garment
- Draw from
- Automobile
- Man
- Legal bigwig (abbr.)

Solutions can be found on page 9A of this newspaper.

Report indicates that Florida’s growing population needs more physicians

By: **Andrew Powell**
(The Center Square) —

A new report says many people in Florida don’t receive needed health care because they lack easy access to adequate services.

Florida TaxWatch recently released its report, Social Determinants of Health: Health Care Access and Quality. According to the U.S. Department of Health and Human Services, social determinants of health are environmental factors

that can impact individuals’ health outcomes.

These include health care access and quality; education access and quality; social and community context; neighborhood and built environment; and economic stability.

According to the report, these factors can majorly impact a person’s health, well-being and quality of life. The report notes that 80 percent of a person’s health is determined by social factors,

while the remaining 20 percent results from receiving medical care.

In Florida, many people lack access to health care services, with the biggest barrier being the cost. In a 2019 survey of 1,200 Floridians, 55 percent had experienced health care cost burdens, while 78 percent worried they would not be able to afford health care in the future.

The report states Florida ranked 41st in 2021 for

overall health care and access, which was attributed to the growing number of uninsured adults, rising insurance costs and policies that make health care less accessible.

The report further notes that Florida has consistently ranked in the bottom 10 states for uninsured citizens.

Florida currently has a physician shortage and the report notes this plays a role in access to quality health care.

With Florida’s popu-

lation growing, especially in rural areas, the number of physicians in the Sunshine State is insufficient. By 2030, an additional 22,000 physicians are needed to bridge the gap.

The report notes that as of 2023, only 40 percent of Florida’s population has employer-sponsored health insurance, while the rate of uninsured Floridians was 11.2 percent in 2022 — higher than the national average of 8 percent. Also, in 2022,

Florida ranked 46th in the nation for the uninsured population.

Compounding this are the 979,000 people who have been disenrolled from Medicaid, 460,000 of whom are children.

Furthermore, access depends on where the person lives. In rural areas, there are roughly 1.3 physicians for every 1,000 people available in the U.S., while urban areas have around 3.1 physicians for every 1,000 people.

CITY OF APOPKA PUBLIC HEARING NOTICE FUTURE LAND USE AMENDMENT AND CHANGE OF ZONING

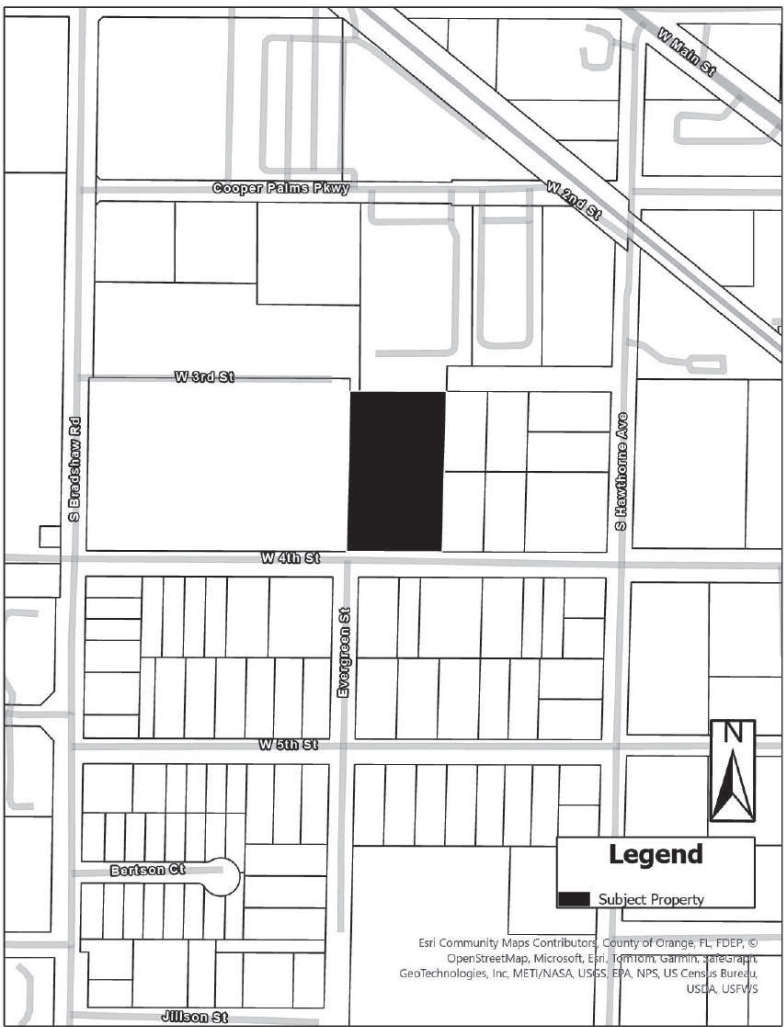
NOTICE is hereby given pursuant to Secs. 163.3184 and 166.041(3)(a), Florida Statutes and the Apopka Code of Ordinances, Part III, Land Development Code, Article II, Section 2.4.7.B, that **Albert Iglesias** has made application relating to the following described property.

ORDINANCE NO. 3058

AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, AMENDING THE FUTURE LAND USE ELEMENT OF THE APOPKA COMPREHENSIVE PLAN OF THE CITY OF APOPKA; CHANGING THE FUTURE LAND USE DESIGNATION FROM COUNTY LOW MEDIUM TO INDUSTRIAL FOR CERTAIN REAL PROPERTY OWNED BY SFL PARTNERS LLC AND JFJ REAL INVESTMENTS, LLC; LOCATED NORTH OF FOURTH STREET, EAST OF BRADSHAW ROAD AND WEST OF HAWTHORNE AVENUE; COMPRISING 1.97 ACRES, MORE OR LESS; PROVIDING FOR DIRECTIONS TO THE CITY CLERK, SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.

ORDINANCE NO. 3059

AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, CHANGING THE ZONING FROM COUNTY R-2 (RESIDENTIAL DISTRICT) TO I-L (LIGHT INDUSTRIAL), FOR CERTAIN REAL PROPERTY OWNED BY SFL PARTNERS LLC AND JFJ REAL INVESTMENTS, LLC; LOCATED NORTH OF FOURTH STREET, EAST OF BRADSHAW ROAD AND WEST OF HAWTHORNE AVENUE; COMPRISING 1.97 ACRES, MORE OR LESS; PROVIDING FOR DIRECTIONS TO THE CITY CLERK, SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.



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Zellwood Church of God celebrates its 100th year on August 3 and 4

The Zellwood Church of God will celebrate its 100th anniversary with a celebration all weekend.

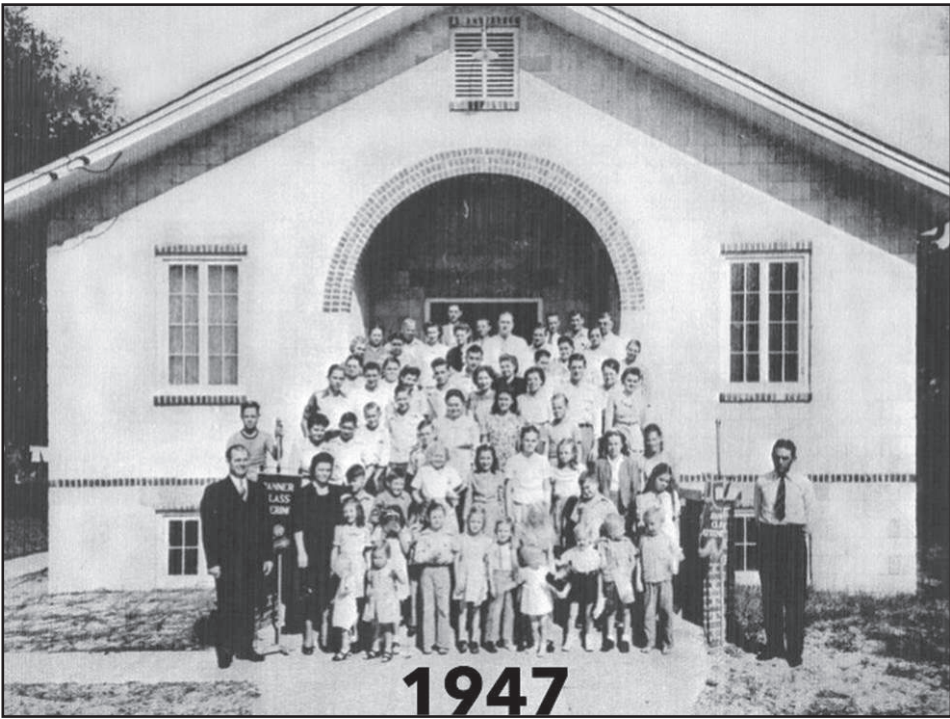
First, a 100th anniversary celebration will take place on Saturday, August 3, from 10:30 a.m.-2:30 p.m. There will be free food, DJ music, games and prizes, and a bounce house and water slide for the children. The Zellwood Church of God is located at 5213 King Ave., Zellwood.

The two-day event will then culminate on Sunday morning at 10:30 a.m. with a morning service. Special guest speaker will be Bishop Stanley Holder, the newly appointed State Overseer of the Florida Church of God, and his wife Dr. Teresa Holder. There will be no Sunday School this Sunday only.

The Zellwood Church of God was established on August 3, 1924.

The 100-year-old Zellwood Church of God in 1947 and as it appears in its 100th year.

Photo courtesy of Zellwood Church of God

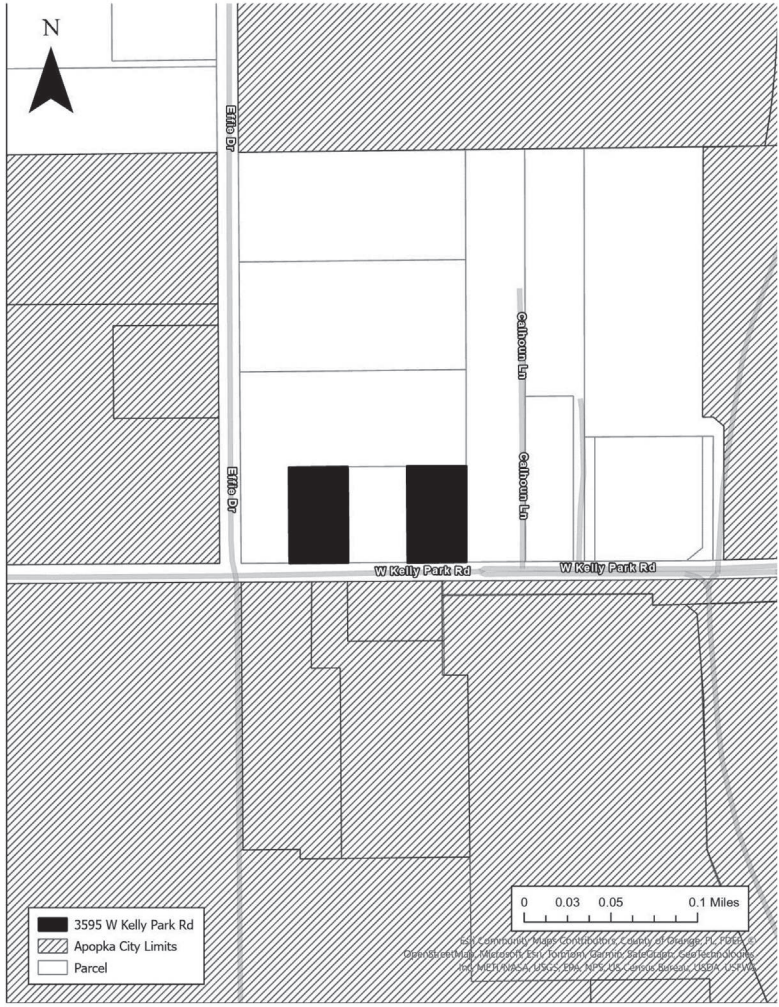


PUBLIC HEARING NOTICE ANNEXATION CITY OF APOPKA

NOTICE is hereby given pursuant to Florida Statutes 171.044, the Apopka Code of Ordinances, Part III, Land Development Code, Article II, Section 2.5.1.A, that **Jesse Anderson** has made an application to the City of Apopka City Council for an **ANNEXATION** of a property located at 3595 W Kelly Park Road and 3611 W Kelly Park Road. This application relates to the following described property:

ORDINANCE NO. 3069

AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, TO EXTEND ITS TERRITORIAL AND MUNICIPAL LIMITS TO ANNEX PURSUANT TO FLORIDA STATUTE 171.044 THE HEREINAFTER DESCRIBED LANDS SITUATED AND BEING IN ORANGE COUNTY, FLORIDA, OWNED BY EFFIE ROAD HOLDINGS LLC; LOCATED AT 3595 W KELLY PARK ROAD AND 3611 W KELLY PARK ROAD, COMPRISING 2.32 ACRES, MORE OR LESS; PROVIDING FOR DIRECTIONS TO THE CITY CLERK, SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.



Parcel Identification Number(s): 12-20-27-0000-00-018, 12-20-27-0000-00-016
Contains: 2.32 +/- acres

NOTICE is given that public hearings for **Ordinance No. 3069** will be held by the **City of Apopka City Council** at its regularly scheduled meetings in the City Council Chambers of the Apopka City Hall, 120 E. Main Street, Apopka, Florida on **Wednesday, August 7, 2024 beginning at 1:30 P.M** AND **Wednesday, August 21, 2024 at 7:00 P.M.**

Affected parties and the public may appear at the above listed hearings to speak. The proposed Annexation can be inspected at the Apopka Community Development Department located at Apopka City Hall on weekdays between the hours of 8:00 a.m. and 4:30 p.m. City Hall address shown below. Please be advised that, under State law, if you decide to appeal a decision made with respect to this matter, you will need a record of the proceedings and may need to ensure that a verbatim record is made, which record includes the testimony and evidence upon which the appeal is to be based. In accordance with the Americans with Disabilities Act (ADA), persons with disabilities needing assistance to participate in any of these proceedings should contact the City Clerk's Office at 120 East Main Street, Apopka FL 32703, Telephone: 407-703-1704, no less than 48 hours prior to the proceeding.

Apopka City Council
Apopka Planning Commission
Community Development Department

August 2, 2024

Publish: The Apopka Chief

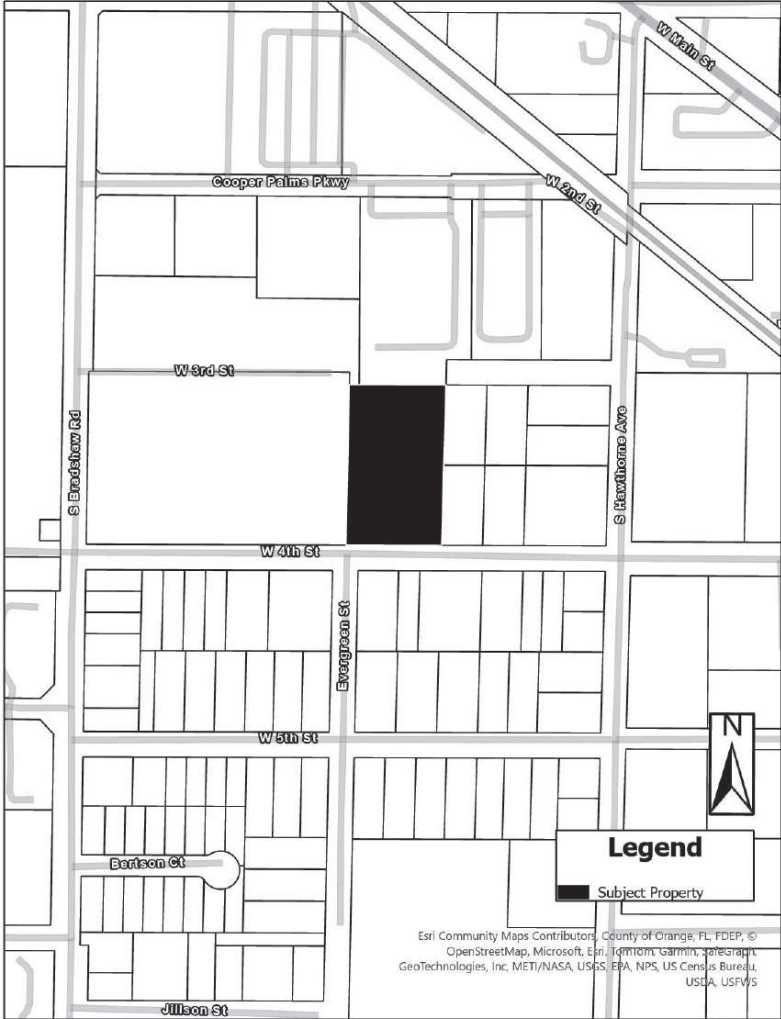
177160

PUBLIC HEARING NOTICE ANNEXATION CITY OF APOPKA

NOTICE is hereby given pursuant to Florida Statutes 171.044, the Apopka Code of Ordinances, Part III, Land Development Code, Article II, Section 2.5.1.A, that **ALBERT IGLESIAS** has made an application to the City of Apopka City Council for an **ANNEXATION** of a property located north of Fourth Street, east of Bradshaw Road and west of Hawthorne Avenue. This application relates to the following described property:

ORDINANCE NO. 3057

AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, TO EXTEND ITS TERRITORIAL AND MUNICIPAL LIMITS TO ANNEX PURSUANT TO FLORIDA STATUTE 171.044 THE HEREINAFTER DESCRIBED LANDS SITUATED AND BEING IN ORANGE COUNTY, FLORIDA, OWNED BY SFL PARTNERS LLC AND JFJ REAL INVESTMENTS, LLC; LOCATED NORTH OF FOURTH STREET, EAST OF BRADSHAW ROAD AND WEST OF HAWTHORNE AVENUE; COMPRISING 1.97 ACRES, MORE OR LESS; PROVIDING FOR DIRECTIONS TO THE CITY CLERK, SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.



Parcel Identification Number(s): 09-21-28-0868-01-510
Contains: 1.97 +/- acres

NOTICE is given that public hearings for Ordinance No. 3057 will be held by the **City of Apopka City Council** at its regularly scheduled meetings in the City Council Chambers of the Apopka City Hall, 120 E. Main Street, Apopka, Florida on **Wednesday, August 7, 2024 beginning at 1:30 P.M.** or as soon thereafter as possible.

Affected parties and the public may appear at the above listed hearings to speak. The proposed Annexation can be inspected at the Apopka Community Development Department located at Apopka City Hall on weekdays between the hours of 8:00 a.m. and 4:30 p.m. City Hall address shown below. Please be advised that, under State law, if you decide to appeal a decision made with respect to this matter, you will need a record of the proceedings and may need to ensure that a verbatim record is made, which record includes the testimony and evidence upon which the appeal is to be based. In accordance with the Americans with Disabilities Act (ADA), persons with disabilities needing assistance to participate in any of these proceedings should contact the City Clerk's Office at 120 East Main Street, Apopka FL 32703, Telephone: 407-703-1704, no less than 48 hours prior to the proceeding.

Apopka City Council
Apopka Planning Commission
Community Development Department

August 2, 2024

Publish: The Apopka Chief

177167

23.82 pounds wins X-treme Bass Series Tournament on Harris chain

Hello Folks,

I hope you are havin’ a great week, and you are lookin’ forward to goin’ fishin’ this weekend. We might have a little interruption due to the storm, but hopefully, we will just get some rain out of the system. It’s been kinda hot and it looks like we are goin’ to have the hottest month of July on record since they started keepin’ records. If you are on the water, make sure you have plenty of water and Gatorade on board so you can stay hydrated.

The panfishin’ has slowed way, way down durin’ the month of July. It’s been so hot folks just ain’t fishin for panfish. Kyle at Bitter’s Bait & Tackle reports that they are only sellin’ a few cups of red worms each day due to the heat.

They are sellin’ a few shiners for bass fishin’ early in the mornin’ or late in the day. If you can find a shade tree and float a shiner out near the grass or pads, you just might get a Florida Bass to bite. Folks are catchin’ a few bass in the Harris Chain. It’s been a little slow due to the heat. You will have to be very patient because the bite has been slow. You can try fishin’ the fish finders through-out the chain. They help



Jim Keck
Goin’ Fishin’

find the pads that provide lots of shade for the bass. You can also try fishin’ off-shore grass beds in deeper water.

The X-treme Bass Series held their monthly tournament on the Harris chain last weekend and it took 23.82 pounds to win. The team of Colbie Cagle and Braden Robinson took home their 2nd win of the season. Congrats guys on a job well done, especially in this hot weather. The team of Mathew Elixson and Hunter Pruitt came in 2nd place, and they also had the big bass of the tournament which weighed in at 8.27 pounds.

The bass fishin’ on the Butler Chain is a little slow, but is still fishin’ better than most lakes in our area. You will do best by gettin’ on the water early and takin’ advantage of the early mornin’ bite. Also keep a eye out for schoolers comin’ up and feedin’ on bait-fish. Always have

a rod with a lipless crank-bait tied on, so you will be ready for some great fun catchin’ those schoolers. You should be able to catch plenty of keeper-size bass especially if you have a little breeze blowin’ durin’ the day.

The Wednesday night Shootout held on John’s Lake was a little slow as well. If you fish their tournament, you are allowed to weigh in 3 bass. They hold their tournament from 5:15-9 p.m. The team of Leandro Saratt and Erico School won the 11-boat event with 3 bass that hit the scales at 8.30 pounds. Big bass was caught by the team of Chad Hayes and Ronnie Durden which weighed in at 5.90 pounds.

Well, that’s it for this week. I wish I had better news to report, but it’s that time of the year when it’s the dog days of summer. The dog days of summer start on July 3rd and run through August 11th. These 40 days are usually the hottest 40 days of the year. In Florida, those days may go into September as well.

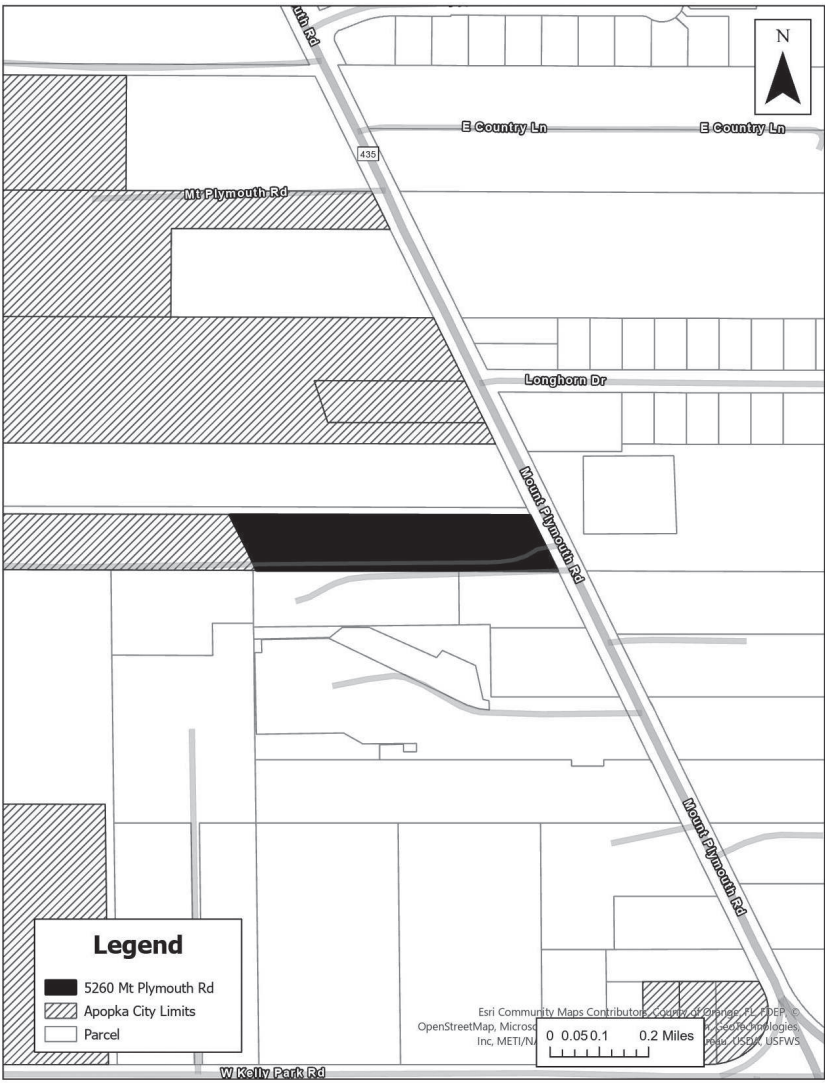
I hope you have a great week, and I’ll see ya next week.

Tip of the week: Dog Days.

Save a few and good luck!

PUBLIC HEARING NOTICE VARIANCE REQUEST CITY OF APOPKA

The City of Apopka Planning Commission, in accordance with Article II, Section 2.5.5.A of the City’s Land Development Code (LDC), herein advises you that **Julian R. Coto** requests a **VARIANCE** from LDC, Section 3.2.3. AG: Agriculture District, to allow a minimum Lot Area of 103,163 square feet and a minimum Lot Width of 145 feet for a single-family housing development in lieu of a minimum Lot Area of 108,900 square feet and a minimum Lot Width of 150 feet in specific locations within the property located at 5260 MT PLYMOUTH ROAD. This application relates to the following described property:



Parcel Identification Number(s): 09-20-28-7608-00-132
Contains: 2.37 +/- Acres

You are hereby notified that a Public Hearing will be held in the City of Apopka Council Chambers on **Tuesday, August 13, 2024 beginning at 5:30 P.M.**, or as soon thereafter as possible. The variance application is available for review at the Community Development Department at Apopka City Hall, 120 East Main Street, Apopka, Florida between the hours of 8:00 A.M. and 5:00 P.M.

Affected parties and the public may appear at the above listed hearing to speak. Please be advised that, under State law, if you decide to appeal a decision made with respect to this matter, you will need a record of the proceedings and may need to ensure that a verbatim record is made, which record includes the testimony and evidence upon which the appeal is to be based. In accordance with the Americans with Disabilities Act (ADA), persons with disabilities needing assistance to participate in any of these proceedings should contact the City Clerk’s Office at 120 East Main Street, Apopka FL 32703, Telephone: 407-703-1704, no less than 48 hours prior to the proceeding.

August 2, 2024

Apopka Planning Commission
Community Development Department

Publish: The Apopka Chief

177161

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Police Beat

If a law enforcement agency charges you with a crime and this paper reports that information, please notify us within 90 days if the charge is dropped, or if you are found not guilty by the court. After verifying the information, we will be happy to publish it. Please send notification to The Apopka Chief, P.O. Box 880, Apopka, 32704-0880.

In the period from July 21-27, the Apopka Police Department received 1,568 calls for service, responded to 20 crashes, issued 60 citations, and made 16 arrests. Juveniles were charged with out-of-county warrant.

The following adults were arrested and charged:

Bernardo Nicolas Beira, 61, confidential, Apopka, resist officer with violence (X2); battery-touch or strike; battery on specified personnel; health-safety nuisance injurious to health.

Trinidad A’dore Carthers, 20, confidential, Apopka, battery-touch or strike.

Nivea Enid Cruz, 46, confidential, Apopka, battery-touch or strike.

Ka’Nayziah Ke’Niya

Edwards, 21, confidential, Leesburg, battery-touch or strike.

Lisa Hellena Houston, 55, 1991 S. Apopka Blvd., Apopka, aggravated battery on pregnant victim.

Michael Alphonso Jackson Burnett Jr., 30, confidential, Orlando, battery-touch or strike.

Keisha Jackson, 29, 45 W. 10th St., Apopka, trespassing-trespass occupied structure or conveyance; resist officer-obstruction without violence.

Rafiq Al Fatir Hamin Osborne McDonald; 33, confidential, Apopka, battery-touch or strike; obstructing Justice-hinder witness communicating information to law enforcement officer/ a life/capital proceeding.

Modesto Perez-Mendez, 379109, confidential, Apopka, battery-touch or strike.

Samuel Rodriguez-Cherena, 44, confidential, Apopka, drugs-possession of controlled substance without prescription; drug equipment-possession and/or use; simple assault-intent threat to do violence.

Jason William Scott, 46, 18 N. Terry Ave. 144, Orlando, burglary- dwell-

ing/structure cause damage \$1,000+.

Shaina Marie Stouffer, 34, 1507 Camel Ct., Apopka, drugs-trafficking fentanyl/fentanyl analogues 4 grams+; drugs-possession of controlled substance without prescription (methamphetamine); drugs-possession of controlled substance without prescription (cocaine); drugs-possession of controlled substance without prescription (alprazolam); drug equipment-possession and/or use.

Maria Edith Timperio, 62, confidential, Apopka, battery-touch or strike.

Dorian James Tinsley-Gary, 23, confidential, Mt. Dora, contempt of court-violation injunction protection domestic violence (X2).

Ingrid Yolany Vasquez-Reyes, 23, 1367 Orange St., Apopka, obstructing justice-tamper with evidence in criminal proceeding; DUI-unlawful blood alcohol, DUI-influence of alcohol or drugs; moving traffic violation-operate motor vehicle without valid license; hit and run-leave scene of crash involving damage to property.

Tyler Cain Worrick, 28, 19023 Park Pl. Blvd. A, Eustis, out-of-county warrant.

Davison: Balancing school, football

Continued from page 1B

football and his academics has always been easy because of the work ethic instilled in him by his parents from a very young age. Davison says that because he started taking academics so seriously at such a young age and has always been balancing his athletic and academic lives that now it’s just second nature.

“Oh, I feel like that’s been the easy thing for me. My parents have instilled the importance of an academic mindset in me from when I was a baby. So, I just grew up knowing how to do it. Like, I don’t play video games during the week. I make sure that I’m zoned in from when I get home to when it’s time to go to sleep. I make sure I get all my work done. And it’s really just me wanting to reach that highest level, to reach my ceiling, as quickly as I can. Since I was so young, it wasn’t really anything for me, and now I’m able to keep it up. I’m seeing the benefits from it. I’m reaping the benefits of all that work

now.”

Leadership and chemistry go hand in hand a lot of the time. Without a good leader, there will be no chemistry in a team. So, leadership got us talking about chemistry and how the Blue Darters and Davison himself grow and foster that brotherhood that’s needed in a winning program.

Davison told me that chemistry on the field starts off the field. He said that he helps some of his teammates with homework, they play games together in their free time, and on the field at practice is where a lot of joking around and friendships start. Davison also said he’s always checking in with his guys whether at school, practice, or in free time just to make sure they are ok, and that everything is going well.

“Right now, we’ve been focusing big on brotherhood. So, we as a team feel like as long as you can fight for your brother, you can do anything. And so that man next to you means the world to us, and we’re going to keep it like that

for a while.

I asked Davison what strategies or methods he uses to keep his morale high after a tough play or big hit during a game.

“You know, you can’t really live in the play or in the past too much as a quarterback. It’s all about keeping your composure and looking into the future. But sometimes, I’ll ask when we get into the sideline to see the play I messed up on, and then communicate to all the coaches so I can figure out what I can do to make that play better and the rest of the game better for us as a team.”

When we talked about preparations during the off-season Davison talked about the importance of rest. He said the boys and himself have been focused on relaxing and alone time to figure out what would work best for everybody for the upcoming season. He talked about the obvious physical work that they have focused on this off-season with condition-

See DAVISON Page 3B

Speed: May wants his red hat



The car pictured is May’s grandfather’s Datsun 240Z that set the land speed record in October of 2021. This is the car May will attempt to set his record in.

Continued from page 1B

true story about Burt Munro building a motorcycle to beat the land speed record at Bonneville.

May’s grandfather Red will be attempting to break a speed record that he put in place just three years ago. In October of 2021, May’s grandfather put down a record-breaking land speed of 244 miles per hour beating the previous record of 220 that stood untouched since 1988. May will be joining him the first week of August as his grandfather tries to beat the record he set in 2021 while May will try to set his own record.

May’s dream is to be the youngest person ever to receive a *red hat*. To get a *red hat*, you must set a land speed record over 200 miles per hour. Right now, the youngest person to break a land speed record over 200 miles per hour is a 17-year-old, so May will be the youngest by a good margin if he can pull it off. I will say this... I’m not the biggest car guy, but I know a little bit and this car that May will be driving is no joke.

The car is a 1972 Datsun 240Z that has been fitted with a Toyota 2JZ-GTE inline-six- and a 72-millimeter turbo. Now to some

that may sound like gibberish but in layman’s terms this car is probably faster than any car you’ve ever seen. The car pushes out a peak of 859 horsepower.

May’s grandfather will be trying to break the record on Saturday, August 3, and will try again the following Sunday. Depending on if May’s grandfather breaks the record, May will try to create his own record the following Monday.

I hope May can make his dream come true, and stay tuned next week for updates and an interview with May to tell all about his trip and what his next dream will look like.



City of Apopka CITY COUNCIL STAFF REPORT

Section: PUBLIC HEARINGS/ORDINANCES/RESOLUTION (Action Item)

Item #: 4.

Meeting Date: August 21, 2024

Department: Legal Department

SUBJECT:

Ordinance No. 3070 - Second Reading - Lake Apopka Natural Gas District Energy Choice

REQUEST:

Approve Ordinance No. 3070 First Reading of Lake Apopka Natural Gas District Energy Choice

SUMMARY:

Lake Apopka Natural Gas District provides an affordable, reliable, environmentally friendly and efficient alternative means of addressing the energy needs of citizens and residents of the City of Apopka, Florida. Natural gas provides complimentary means of meeting the daily energy needs of citizens and residents. Natural gas also provides reliable emergency energy to residents, emergency responders and medical facilities after hurricane and storm events. Many individuals moving to the City of Apopka have previously enjoyed natural gas appliances in their homes and businesses, and desire to continue to utilize natural gas appliances as citizens and residents. Meanwhile, many new developments are making the choice to not include natural gas within the development. The costs of installing natural gas infrastructure in already developed subdivisions, and retrofitting existing homes to allow homeowners to use natural gas appliances is exceedingly expensive. Whereas, the costs of installing natural gas infrastructure in subdivisions up-front, as they are being constructed, are significantly lower than the costs of retrofitting developments after the-fact. The absence of natural gas in a development takes away the citizens' and residents' choice to benefit from the energy source that best supports their lifestyle. The City of Apopka is a member municipality of the Lake Apopka Natural Gas District. The District is chartered to serve the interests of the citizens and residents of the member Cities. Lake Apopka Natural Gas District has been compelled by action of the Board of Directors to request adoption of a model ordinance by the City. The ordinance requires that future subdivisions and re-subdivided areas be developed with natural gas infrastructure and related improvements. As traditional with all essential utilities, the cost will be paid by the developer for the benefit of the citizens and residents of the City of Apopka, Florida.

FUNDING SOURCE:

N/A

RECOMMENDED MOTION:

Approve Ordinance No. 3070 Second Reading of Lake Apopka Natural Gas District energy choice.

ATTACHMENTS:

1. City of Apopka Ordinance

ORDINANCE NO.: 3070

AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, AMENDING THE CODE OF ORDINANCES OF THE CITY OF APOPKA, FLORIDA, AMENDING PART III, "LAND DEVELOPMENT CODE", BY AMENDING ARTICLE 5, "DEVELOPMENT STANDARDS", BY AMENDING SECTION 5.14, "UTILITIES", BY ADDING NEW SECTION 5.14.7, "NATURAL GAS INSTALLATION"; PROVIDING FOR INSTALLATION OF NATURAL GAS LINES WITHIN SUBDIVISIONS OR RE-SUBDIVIDED AREAS; PROVIDING FOR DEVELOPER PAYMENT OF COSTS OF INSTALLATION AND MATERIALS; PROVIDING FOR COST SHARING FOR GAS MAIN EXTENSIONS UNDER CERTAIN CONDITIONS; PROVIDING FOR CONSTRUCTION OF INSTALLATION AND MAIN EXTENSION; PROVIDING FOR EASEMENTS AND PERMITS; PROVIDING FOR OWNERSHIP AND MAINTENANCE; PROVIDING FOR CONFLICTS, SEVERABILITY AND EFFECTIVE DATE.

WHEREAS, natural gas provides an affordable, reliable, environmentally friendly and efficient alternative means of addressing the energy needs of citizens and residents of the City of Apopka, Florida; and

WHEREAS, natural gas provides a reliable source of meeting energy needs after hurricane and storm events that may affect the safety and well-being of the citizens and residents of the City of Apopka, Florida; and

WHEREAS, many individuals moving to the City of Apopka, Florida, have previously enjoyed natural gas appliances in their homes and businesses, and desire to continue to utilize natural gas appliances as citizens and residents of the City of Apopka, Florida; and

WHEREAS, the costs of installing natural gas infrastructure in already developed subdivisions, and retrofitting existing homes to allow homeowners to use natural gas appliances may be too expensive to allow the citizens and residents of the City of Apopka to do so; and

WHEREAS, the costs of installing natural gas infrastructure in subdivisions up-front, as they are being constructed, are significantly lower than the costs of retrofitting developments after• the-fact; and

WHEREAS, the citizens and residents of the City of Apopka benefit from the freedom of choice among appliances and energy sources, as well as the lower energy costs for natural gas; and

WHEREAS, the Lake Apopka Natural Gas District is the natural gas provider for the geographical area of the City; and

WHEREAS, the City is a member municipality of the Lake Apopka Natural Gas District, with representation on the Board of Commissioners of the Lake Apopka Natural Gas District; and

WHEREAS, the territorial limits and area of service of the Lake Apopka Natural Gas District embrace and include the geographical boundaries of the City; and

WHEREAS, the Board of Commissioners of the Lake Apopka Natural Gas District have considered, and unanimously support the adoption of this model ordinance by each of the member municipalities; and

WHEREAS, the City Council of the City of Apopka, Florida, has determined it to be in the best interests of the City and of the health, safety and welfare of the citizens and residents of the City that future subdivisions and re-subdivided areas be developed with natural gas infrastructure and related improvements, as hereinafter provided.

NOW, THEREFORE, BE IT ENACTED BY THE CITY COUNCIL OF THE CITY OF APOPKA, FLORIDA, as follows:

SECTION ONE: SECTION 5.14, "Utilities", of ARTICLE 5, "Development Standards", of PART III, "LAND DEVELOPMENT CODE", of the CODE OF ORDINANCES OF THE CITY OF APOPKA, FLORIDA, Florida, is hereby amended to adopt new Section 5.14.7, "Natural Gas Installation", to read as follows:

PART III---LAND DEVELOPMENT CODE

* * *

Article 5 - DEVELOPMENT STANDARDS

* * *

SECTION 5.14. -UTILITIES

* * *

Section 5.14.7. - Natural Gas Installation.

1. Natural gas line installation shall be required in all new re-subdivisions and new subdivisions over five (5) lots.
2. Cost of Installation.
 - (a.) Natural Gas Distribution Lines and Facilities. The cost of installation, including construction and materials, of all natural gas distribution lines and appurtenances must be borne by the developer, subdivider or re-subdivider.
 - (b.) Natural Gas Mains. The cost of extension of an existing natural gas main to the subdivision or re-subdivision property shall be borne by the developer, subdivider or re-subdivider, provided the existing natural gas main is determined by the Lake Apopka Natural Gas District, as natural gas provider, to be reasonably situated to the subdivision or re-subdivision.
 - (l.) Where the Lake Apopka Natural Gas District determines that there is no existing natural gas main reasonably situated to the subdivision or re-

subdivision, the Lake Apopka Natural Gas District may offer the developer, subdivider or re-subdivider the option of cost-sharing of off-site improvements to extend the main to the property.

(2.) Subdivisions or re-subdivisions shall not be required to install natural gas lines where the Lake Apopka Natural Gas District has determined that service is not reasonably available.

(c.) Construction. Construction of natural gas installation and main extension shall be performed by the Lake Apopka Natural Gas District and/or its designee. Before the Lake Apopka Natural Gas District and/or its designee commences any natural gas installation and/or main extension construction, the cost for labor and materials, as estimated by the Lake Apopka Natural Gas District's engineer, must be paid to the Lake Apopka Natural Gas District in cash or a bond sufficient to cover the cost of construction. The cost will be determined from the point of the nearest available natural gas supply to the subdivision. Any excess payment or underpayment will be refunded or invoiced upon completion of installation.

3. Easements and Permits. The developer, subdivider or re-subdivider shall grant the Lake Apopka Natural Gas District the use of such easements or rights-of-way, or as otherwise approved by the City, required for the purpose of constructing, operating and maintaining the natural gas pipeline distribution system. The Lake Apopka Natural Gas District shall obtain all required permits and authorizations from the City for installation of the natural gas pipeline system.
4. Ownership and Maintenance. All distribution mains, lines, services and other installations on the inlet/upstream/street side of the meter, as well as the meter, shall be

the property of the Lake Apopka Natural Gas District, who shall be responsible for their safe operation and proper maintenance. All facilities on the outlet/downstream/house side of the meter, including the house piping system and all natural gas appliances, shall be the property of the builder and/or their assigns, who shall be responsible for safe operation and proper maintenance of all such facilities.

SECTION TWO: All ordinances or parts of ordinances which are in conflict with any of the provisions of this ordinance are hereby repealed to the extent necessary to alleviate the conflict, but shall continue insofar as they are not in conflict herewith, unless repeal of the conflicting portion destroys the overall intent and effect of any of the conflicting ordinances, in which case those ordinances so affected shall be hereby repealed in their entirety.

SECTION THREE: If any portion of this ordinance is declared invalid or unenforceable, then, to the extent it is possible to do so without destroying the overall intent and effect of this ordinance, the portion deemed invalid or unenforceable shall be severed herefrom, and the remainder of this ordinance shall continue in full force and effect as if it were enacted without including the portion found to be invalid or unenforceable.

SECTION FOUR: This ordinance shall not apply to any subdivision or re-subdivision which meets all current, applicable requirements of the City's land development regulations as of the effective date of this ordinance, and which has received final approval of construction plans prior to the effective date of this ordinance.

SECTION FIVE: Effective Date. This ordinance shall become effective upon its passage and adoption according to law.

PASSED AND ADOPTED at the regular meeting of the City Council of the City of Apopka, Florida, held on the ____ day of _____, 2024.

CITY OF APOPKA, FLORIDA

ATTEST:
BY: _____
City Clerk

BY: _____
Mayor

Approved as to Form and Legality:

BY: _____
City Attorney



City of Apopka CITY COUNCIL STAFF REPORT

Section: PUBLIC HEARINGS/ORDINANCES/RESOLUTION (Action Item)

Item #: 5.

Meeting Date: August 21, 2024

Department: Community Development

SUBJECT:

Ordinance No. 3058 – First Reading – Small-Scale Future Land Use Amendment – 357 West 4th Street

REQUEST:

Accept the first reading of Ordinance Number 3058 and hold it over for second reading and adoption on August 21, 2024.

SUMMARY:

Owner(s): SFL Partners, LLC and JFJ Real Investments, LLC

Applicant: Albert Iglesias

Parcel Identification Number(s): 09-21-28-0868-01-510

Location: 357 West 4th Street

Existing Future Land Use: County Low Medium

Proposed Future Land Use: City Industrial

Existing Use(s): Vacant

Existing Zoning: County R-2 (Residential) District

Tract Size: 1.97 +/- Acres

Direction	Future Land Use	Zoning	Present Use
North	Industrial	I-L (Light Industrial)	Industrial warehouse
East	County Low Medium	County R-2 (Residential)	Single-family residences
South	County Low Medium	County R-2 (Residential)	Single-family residences
West	Industrial	I-L (Light Industrial)	Vacant

PROJECT SUMMARY:

The subject property, is approximately 1.97 acres in size and is currently vacant. The applicant is requesting the amendment of the Future Land Use of the property to allow light industrial development. The applicant's proposed amendment of Future Land Use designation allows a maximum floor area ratio 0.60 per acre in the Comprehensive Plan and is consistent with the proposed zoning of I-L (Light Industrial), compatible with the surrounding areas. The properties to the north and west have future land use (FLU) designations of Industrial, while the properties to the east and south are in Unincorporated Orange County with FLU designations of Low Medium.

Land Development Code Section 2.5.1.D.3 requires the Council to weigh the relevance of and consider whether and the extent to which the proposed amendment:

a. Is consistent with and furthers the goals, objectives and policies of the comprehensive plan and other adopted City plans;

- Applicant response: Yes - correct

- Staff response: Staff has no objection.

b. Is in conflict with any provisions of the LDC;

- Applicant response: Yes, we will submit a development plan upon approval
- Staff response: If the future land use amendment is approved, a development plan will be required to be submitted to and approved by the Development Review Committee (DRC) for the development of the property. As part of the submittal requirements for the development plan, a Traffic Impact Analysis (TIA) will be required to be submitted which will outline what transportation impact mitigation measures, if any, will be required. The development plan will be reviewed against all applicable Land Development Code (LDC) requirements, including Section 5.16.5.B.3.d, and will be evaluated by the Development Review Committee (DRC) during the development review process.

c. Addresses a demonstrated community need;

- Applicant response: Yes - correct
- Staff response: Staff has no objection.

d. Is required by changed conditions;

- Applicant response: Yes - correct
- Staff response: Staff has no objection.

e. Is compatible with existing and proposed uses surrounding the subject land, and is the appropriate zoning district for the land;

- Applicant response: Yes - correct
- Staff response: Staff has no objection.

f. Would result in a logical and orderly development pattern;

- Applicant response: Yes - correct
- Staff response: Staff has no objection.

g. Would not result in significant adverse impacts on the natural environment—including, but not limited to, water, air, noise, stormwater management, wildlife, vegetation, wetlands, and the natural functioning of the environment; and

- Applicant response: Yes - correct
- Staff response: Staff has no objection.

h. Would result in development that is adequately served by public facilities (e.g., streets, potable water, sewage, stormwater management, solid waste collection and disposal, schools, parks, police, and fire and emergency medical facilities).

- Applicant response: Yes - correct
- Staff response: Staff has no objection.

ORANGE COUNTY NOTIFICATION:

The JPA (Joint Planning Agreement) requires the City to notify the County 30 days before any public hearing or advisory board. The City notified Orange County on May 6, 2024.

PUBLIC HEARING SCHEDULE:

July 9, 2024 – Planning Commission (5:00 P.M.)

August 7, 2024 – City Council (1:30 P.M.), First Reading

August 21, 2024 – City Council (7:00 P.M.), Second Reading and Adoption

DULY ADVERTISED:

June 7, 2024 and June 14, 2024 – Apopka Chief

June 20, 2024 and June 24, 2024 – Mailed notices to adjacent property owners and posters placed on property

August 2, 2024 – Apopka Chief

LAND USE REPORT:**I. Relationship of adjacent properties**

Direction	Future Land Use	Zoning	Present Use
North	Industrial	I-L (Light Industrial)	Industrial warehouse
East	County Low Medium	County R-2 (Residential)	Single-family residences
South	County Low Medium	County R-2 (Residential)	Single-family residences
West	Industrial	I-L (Light Industrial)	Vacant

II. Land Use Analysis

The subject property is located in the central portion of the Joint Planning Area. The property is surrounded by industrial land uses and medium density residential uses. The properties to the north and west have future land use (FLU) designations of Industrial, while the properties to the east and south are in Unincorporated Orange County with FLU designations of Low Medium. Land use of the subject property has been recommended for Industrial to be consistent with its adjacent properties to the north and west, as well as the Comprehensive Plan policies, Development Design Guidelines, and the Land Development Code.

The property is approximately 1.97 acres in size and not located in the following areas:

- Wekiva Parkway Interchange Vision Plan Area: No
- Wekiva River Protection Area: No
- Area of Critical State Concern: No

JPA: The City of Apopka and Orange County entered into a Joint Planning Area (JPA) agreement on October 26, 2004. The proposed Small-Scale Future Land Use Amendment request for a change from County Low Medium to City Industrial is consistent with the terms of the JPA.

City of Apopka Comprehensive Plan Policies:**Future Land Use Element:****Policy 3.1.1. Industrial**

The primary use shall be industrial, intensive commercial, agricultural and business/research parks. Also allowed are public facilities and supporting infrastructure. The use of the Planned Unit Development process shall be encouraged. The maximum floor area ratio shall be .60. Planned Unit Development uses may include:

- (1) All primary uses
- (2) Other uses deemed compatible with and complimentary to the other proposed master planned uses and the surrounding neighborhoods.

Transportation Element: Policies 1.1 and 1.2 state that the City of Apopka is a Transportation Concurrency Exception Area.

Infrastructure Element: Policies 1.1.1, 2.1.1 and 5.1.2 state the minimum levels of service for the City's wastewater and water systems as well as the City's solid waste collection service.

Conservation Element: A habitat study will not be required as the property is less than ten (10) acres.

Land Use Calculations:

- CURRENT: Future Land Use – County Low Medium (10 dwelling units per acre) 10 DU/AC X 1.97 ac = 19 dwelling units
- PROPOSED: Future Land Use – City Industrial (0.60 Per 1 Acre) X 1.97 ac = 85,813 square feet of nonresidential development

This initial review does not preclude conformance with concurrency requirements at the time of development approval.

FUNDING SOURCE:

Not applicable.

RECOMMENDED MOTION:

Development Review Committee (DRC):

Recommends approval of the Change in Future Land Use designation from County Low Medium to Industrial, finding the proposed amendment consistent with the Comprehensive Plan and Land Development Code, and compatible with the character of the surrounding areas, based on the findings and facts presented in the staff report and exhibits.

Planning Commission:

At its meeting on July 9, 2024, the Planning Commission found the proposed change in Future Land Use from County Low Medium to Industrial consistent with the Comprehensive Plan and Land Development Code, and compatible with the character of the surrounding areas, and unanimously recommended approval of the future land use amendment, based on the findings and facts presented in the staff report and exhibits.

Recommended Motion – City Council:

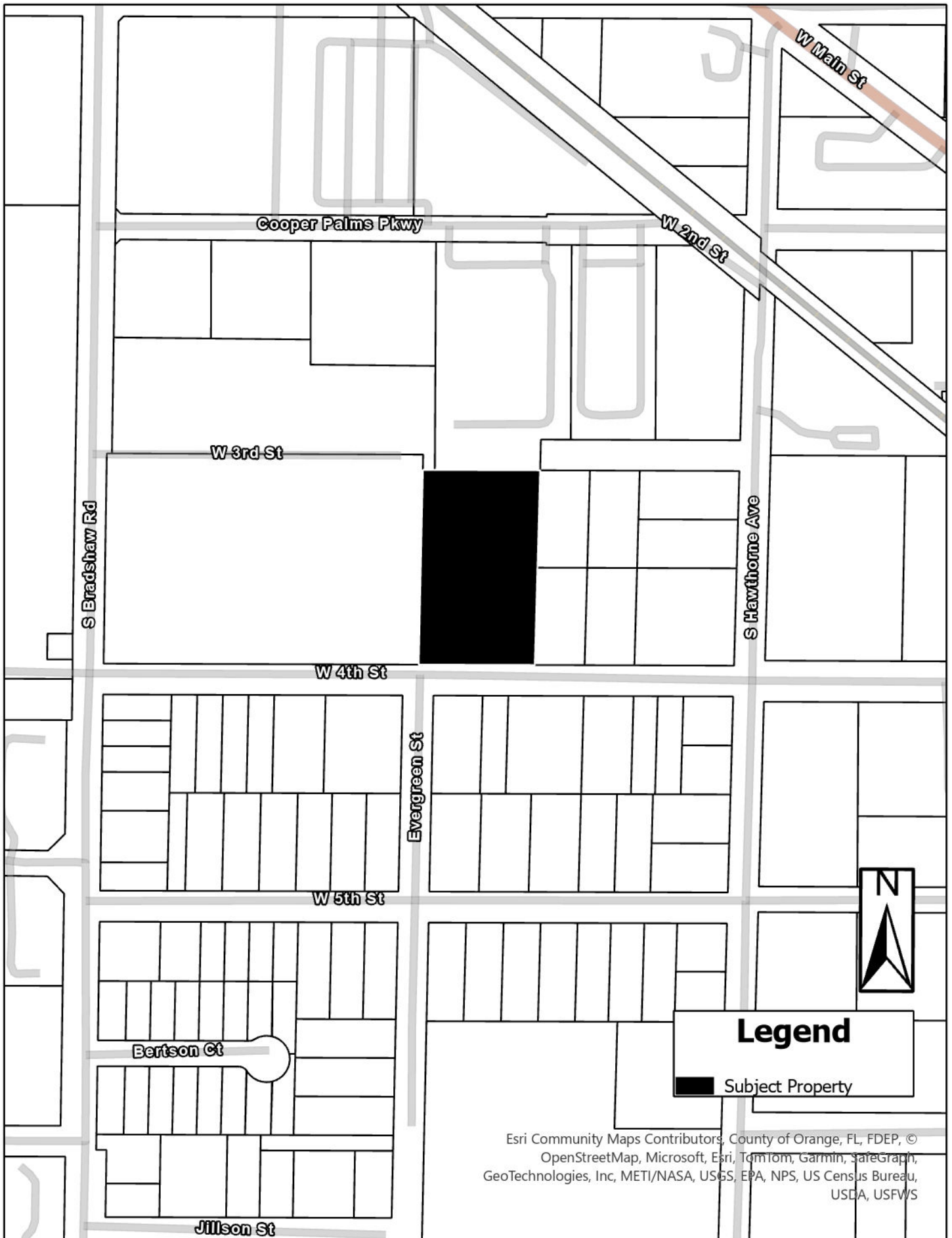
Accept the first reading of Ordinance Number 3058 and hold it over for second reading and adoption.

Note: This item is considered Legislative. The staff report and its findings are to be incorporated into and made a part of the minutes of this meeting.

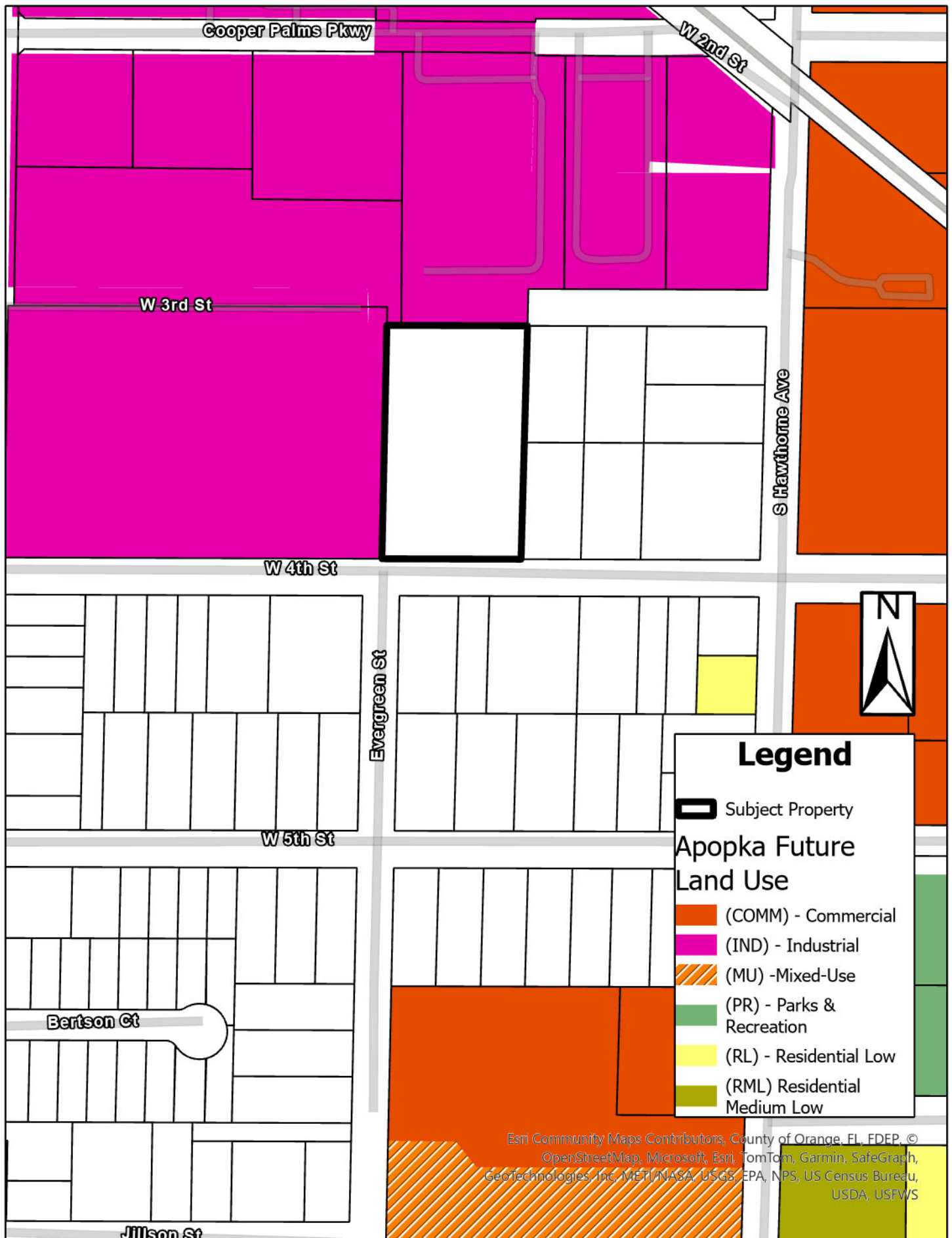
ATTACHMENTS:

1. Maps
2. Ordinance Number 3058
3. 357 W 4th Street - Ad 8224

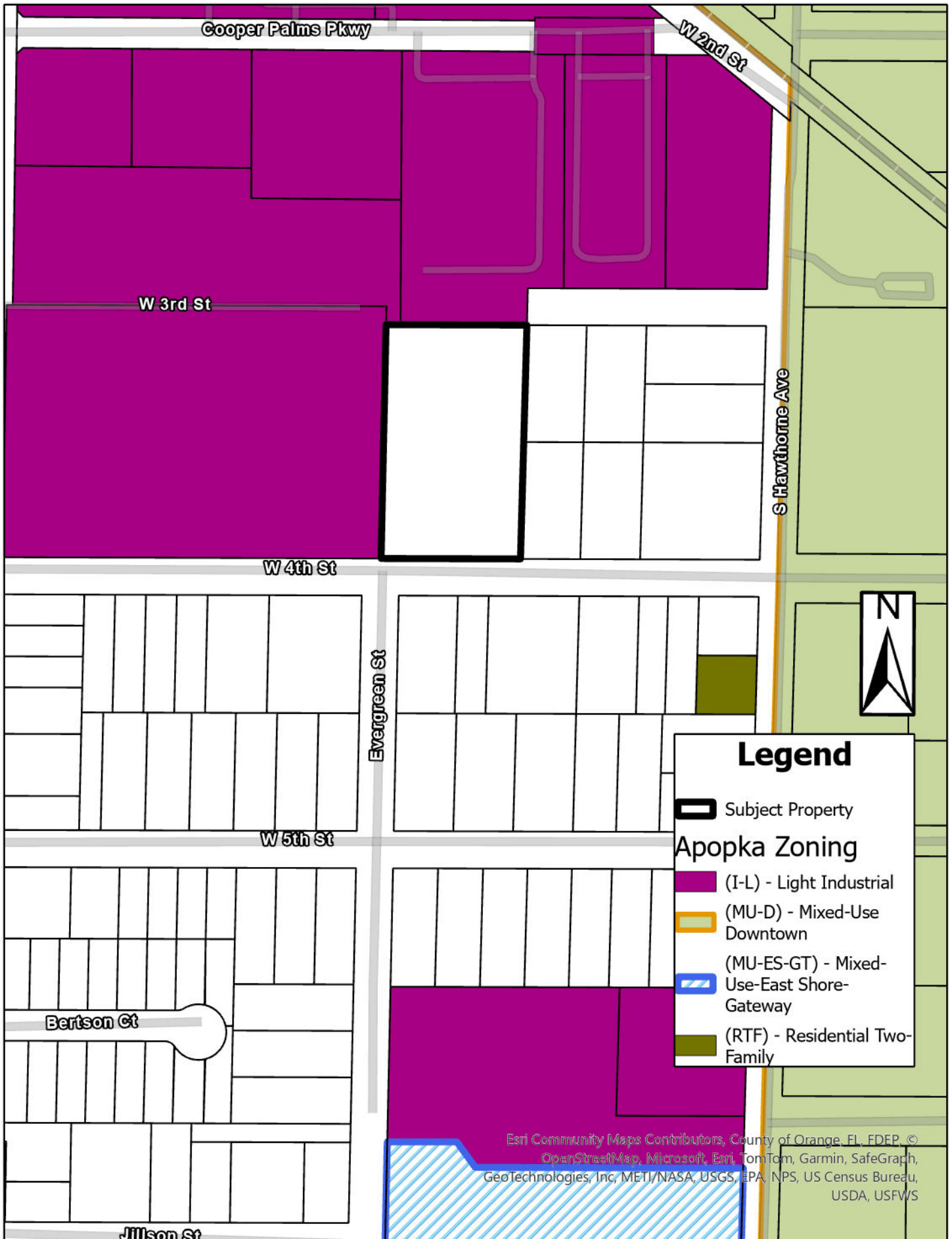
Vicinity



Future Land Use



Zoning



Aerial



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WHEREAS, the City Council of the City of Apopka adopted the City's Comprehensive Plan by Ordinance No. 653 on October 2, 1991, in accordance with the laws of the State of Florida; and

WHEREAS, the City Council of the City of Apopka has the authority to amend its Comprehensive Plan pursuant to Chapter 163, *Florida Statutes*; and

WHEREAS, the City Council of the City of Apopka held public hearings to consider this amendment, with due public notice having been provided, to obtain public comment, and considered all written and oral comments received during public hearings, including support documents; and

WHEREAS, the City Council of the City of Apopka hereby finds and determines that this amendment is internally consistent with the City's Comprehensive Plan.

Section I. Purpose and Intent. This Ordinance is enacted to carry out the purpose and intent of, and exercise the authority set out in, the Community Planning Act. The City of Apopka has complied with all requirements of Florida Law in processing this ordinance. The recitals set

ORDINANCE NO. 3058

PAGE 2

forth above recitals are hereby adopted.

Section II. Future Land Use Map Amendment. Page 1-32 (Map 1-6) of the Future Land Use Element of the City of Apopka Comprehensive Plan, is hereby amended to change the land use from County Low Medium to City Industrial for certain real property generally located east of Bradshaw Road and west of Hawthorne Avenue, comprising 1.97 acres more or less; as shown and further described in Exhibit "A" attached hereto.

Section III. Applicability and Effect. The applicability and effect of the City of Apopka Comprehensive Plan shall be as provided by the Community Planning Act as set forth in Chapter 163, *Florida Statutes*.

Section IV. Severability. If any provision or portion of this Ordinance is declared by any court of competent jurisdiction to be void, unconstitutional, or unenforceable, then all remaining provisions and portions of this Ordinance shall remain in full force and effect.

Section V. Conflicts. All Ordinances or parts of Ordinances in conflict with any of the provisions of this Ordinance are hereby repealed.

Section VI. Effective Date. This Ordinance shall become effective thirty-one (31) days after adoption. If challenged within thirty (30) days after adoption, the Ordinance shall become effective after the state land planning agency or the Administration Commission, respectively, issues a final order determining that the adopted small-scale development amendment is in compliance with applicable law.

ADOPTED at a regular meeting of the City Council of the City of Apopka, Florida, this _____ day of _____, 2024.

READ FIRST TIME: August 21, 2024

READ SECOND TIME AND
ADOPTED: September 4, 2024

ATTEST:

Susan Bone, City Clerk

Bryan Nelson, Mayor

Approved as to form and legal sufficiency:

Clifford B. Shepard, City Attorney

DULY ADVERTISED FOR PUBLIC HEARING: August 2, 2024 and August 9, 2024

EXHIBIT "A"

Parcel Identification Number(s): 09-21-28-0868-01-510

Acreage: 1.97 +/- Acres



Report indicates that Florida’s growing population needs more physicians

By: **Andrew Powell**
(The Center Square) —

A new report says many people in Florida don’t receive needed health care because they lack easy access to adequate services.

Florida TaxWatch recently released its report, Social Determinants of Health: Health Care Access and Quality. According to the U.S. Department of Health and Human Services, social determinants of health are environmental factors

that can impact individuals’ health outcomes.

These include health care access and quality; education access and quality; social and community context; neighborhood and built environment; and economic stability.

According to the report, these factors can majorly impact a person’s health, well-being and quality of life. The report notes that 80 percent of a person’s health is determined by social factors,

while the remaining 20 percent results from receiving medical care.

In Florida, many people lack access to health care services, with the biggest barrier being the cost. In a 2019 survey of 1,200 Floridians, 55 percent had experienced health care cost burdens, while 78 percent worried they would not be able to afford health care in the future.

The report states Florida ranked 41st in 2021 for

overall health care and access, which was attributed to the growing number of uninsured adults, rising insurance costs and policies that make health care less accessible.

The report further notes that Florida has consistently ranked in the bottom 10 states for uninsured citizens.

Florida currently has a physician shortage and the report notes this plays a role in access to quality health care.

With Florida’s popu-

lation growing, especially in rural areas, the number of physicians in the Sunshine State is insufficient. By 2030, an additional 22,000 physicians are needed to bridge the gap.

The report notes that as of 2023, only 40 percent of Florida’s population has employer-sponsored health insurance, while the rate of uninsured Floridians was 11.2 percent in 2022 — higher than the national average of 8 percent. Also, in 2022,

Florida ranked 46th in the nation for the uninsured population.

Compounding this are the 979,000 people who have been disenrolled from Medicaid, 460,000 of whom are children.

Furthermore, access depends on where the person lives. In rural areas, there are roughly 1.3 physicians for every 1,000 people available in the U.S., while urban areas have around 3.1 physicians for every 1,000 people.

CITY OF APOPKA PUBLIC HEARING NOTICE FUTURE LAND USE AMENDMENT AND CHANGE OF ZONING

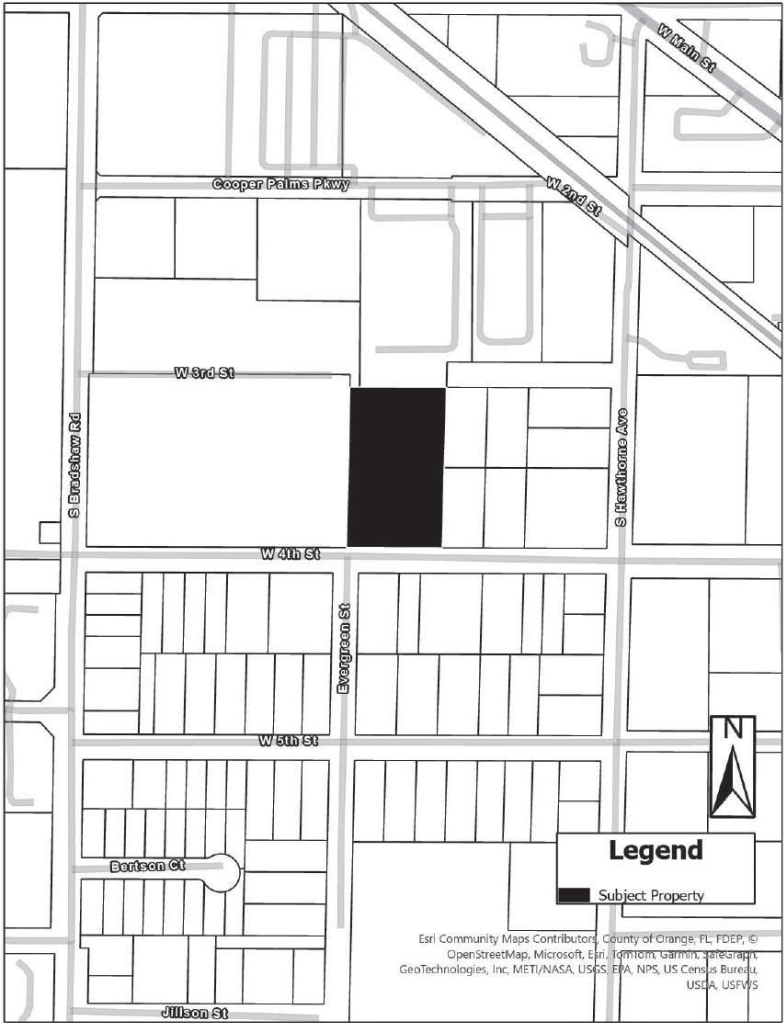
NOTICE is hereby given pursuant to Secs. 163.3184 and 166.041(3)(a), Florida Statutes and the Apopka Code of Ordinances, Part III, Land Development Code, Article II, Section 2.4.7.B, that **Albert Iglesias** has made application relating to the following described property.

ORDINANCE NO. 3058

AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, AMENDING THE FUTURE LAND USE ELEMENT OF THE APOPKA COMPREHENSIVE PLAN OF THE CITY OF APOPKA; CHANGING THE FUTURE LAND USE DESIGNATION FROM COUNTY LOW MEDIUM TO INDUSTRIAL FOR CERTAIN REAL PROPERTY OWNED BY SFL PARTNERS LLC AND JFJ REAL INVESTMENTS, LLC; LOCATED NORTH OF FOURTH STREET, EAST OF BRADSHAW ROAD AND WEST OF HAWTHORNE AVENUE; COMPRISING 1.97 ACRES, MORE OR LESS; PROVIDING FOR DIRECTIONS TO THE CITY CLERK, SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.

ORDINANCE NO. 3059

AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, CHANGING THE ZONING FROM COUNTY R-2 (RESIDENTIAL DISTRICT) TO I-L (LIGHT INDUSTRIAL), FOR CERTAIN REAL PROPERTY OWNED BY SFL PARTNERS LLC AND JFJ REAL INVESTMENTS, LLC; LOCATED NORTH OF FOURTH STREET, EAST OF BRADSHAW ROAD AND WEST OF HAWTHORNE AVENUE; COMPRISING 1.97 ACRES, MORE OR LESS; PROVIDING FOR DIRECTIONS TO THE CITY CLERK, SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.



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Zellwood Church of God celebrates its 100th year on August 3 and 4

The Zellwood Church of God will celebrate its 100th anniversary with a celebration all weekend.

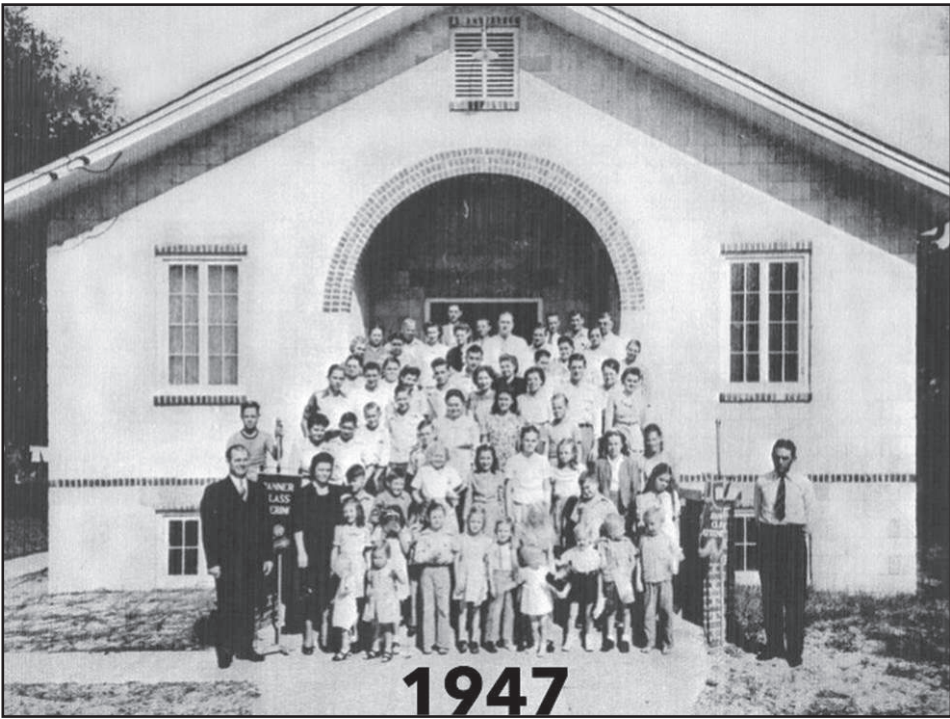
First, a 100th anniversary celebration will take place on Saturday, August 3, from 10:30 a.m.-2:30 p.m. There will be free food, DJ music, games and prizes, and a bounce house and water slide for the children. The Zellwood Church of God is located at 5213 King Ave., Zellwood.

The two-day event will then culminate on Sunday morning at 10:30 a.m. with a morning service. Special guest speaker will be Bishop Stanley Holder, the newly appointed State Overseer of the Florida Church of God, and his wife Dr. Teresa Holder. There will be no Sunday School this Sunday only.

The Zellwood Church of God was established on August 3, 1924.

The 100-year-old Zellwood Church of God in 1947 and as it appears in its 100th year.

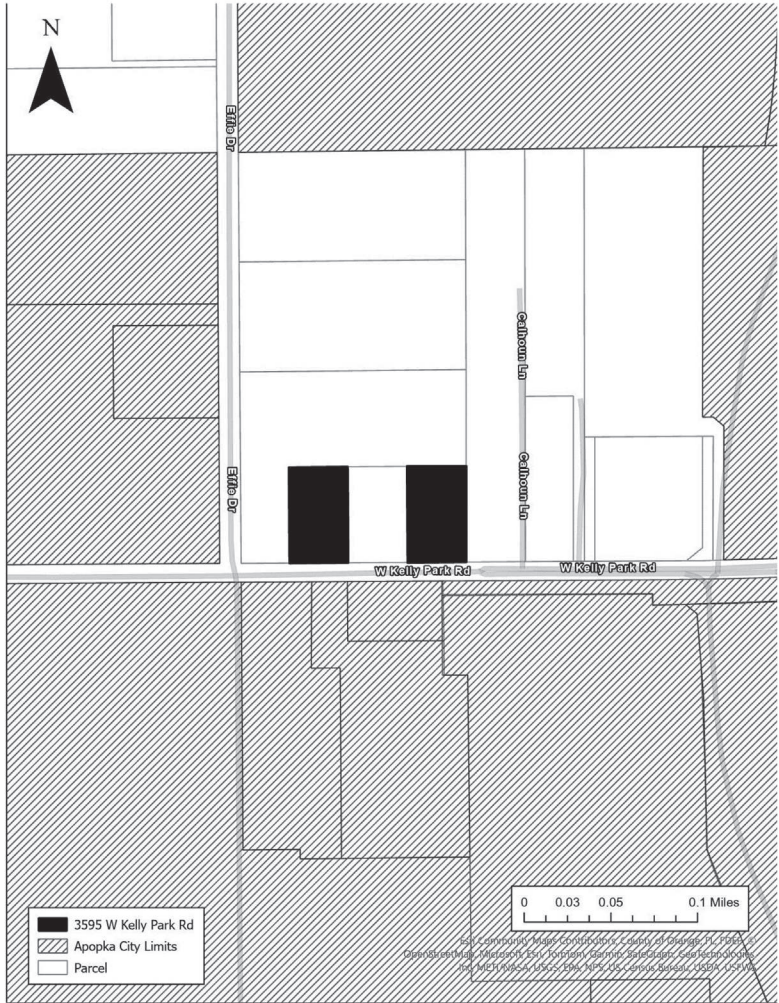
Photo courtesy of Zellwood Church of God



PUBLIC HEARING NOTICE ANNEXATION CITY OF APOPKA

NOTICE is hereby given pursuant to Florida Statutes 171.044, the Apopka Code of Ordinances, Part III, Land Development Code, Article II, Section 2.5.1.A, that **Jesse Anderson** has made an application to the City of Apopka City Council for an **ANNEXATION** of a property located at 3595 W Kelly Park Road and 3611 W Kelly Park Road. This application relates to the following described property:

ORDINANCE NO. 3069
AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, TO EXTEND ITS TERRITORIAL AND MUNICIPAL LIMITS TO ANNEX PURSUANT TO FLORIDA STATUTE 171.044 THE HEREINAFTER DESCRIBED LANDS SITUATED AND BEING IN ORANGE COUNTY, FLORIDA, OWNED BY EFFIE ROAD HOLDINGS LLC; LOCATED AT 3595 W KELLY PARK ROAD AND 3611 W KELLY PARK ROAD, COMPRISING 2.32 ACRES, MORE OR LESS; PROVIDING FOR DIRECTIONS TO THE CITY CLERK, SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.



Parcel Identification Number(s): 12-20-27-0000-00-018,
12-20-27-0000-00-016
Contains: 2.32 +/- acres

NOTICE is given that public hearings for **Ordinance No. 3069** will be held by the **City of Apopka City Council** at its regularly scheduled meetings in the City Council Chambers of the Apopka City Hall, 120 E. Main Street, Apopka, Florida on **Wednesday, August 7, 2024 beginning at 1:30 P.M** AND **Wednesday, August 21, 2024 at 7:00 P.M.**

Affected parties and the public may appear at the above listed hearings to speak. The proposed Annexation can be inspected at the Apopka Community Development Department located at Apopka City Hall on weekdays between the hours of 8:00 a.m. and 4:30 p.m. City Hall address shown below. Please be advised that, under State law, if you decide to appeal a decision made with respect to this matter, you will need a record of the proceedings and may need to ensure that a verbatim record is made, which record includes the testimony and evidence upon which the appeal is to be based. In accordance with the Americans with Disabilities Act (ADA), persons with disabilities needing assistance to participate in any of these proceedings should contact the City Clerk's Office at 120 East Main Street, Apopka FL 32703, Telephone: 407-703-1704, no less than 48 hours prior to the proceeding.

Apopka City Council
Apopka Planning Commission
Community Development Department

August 2, 2024

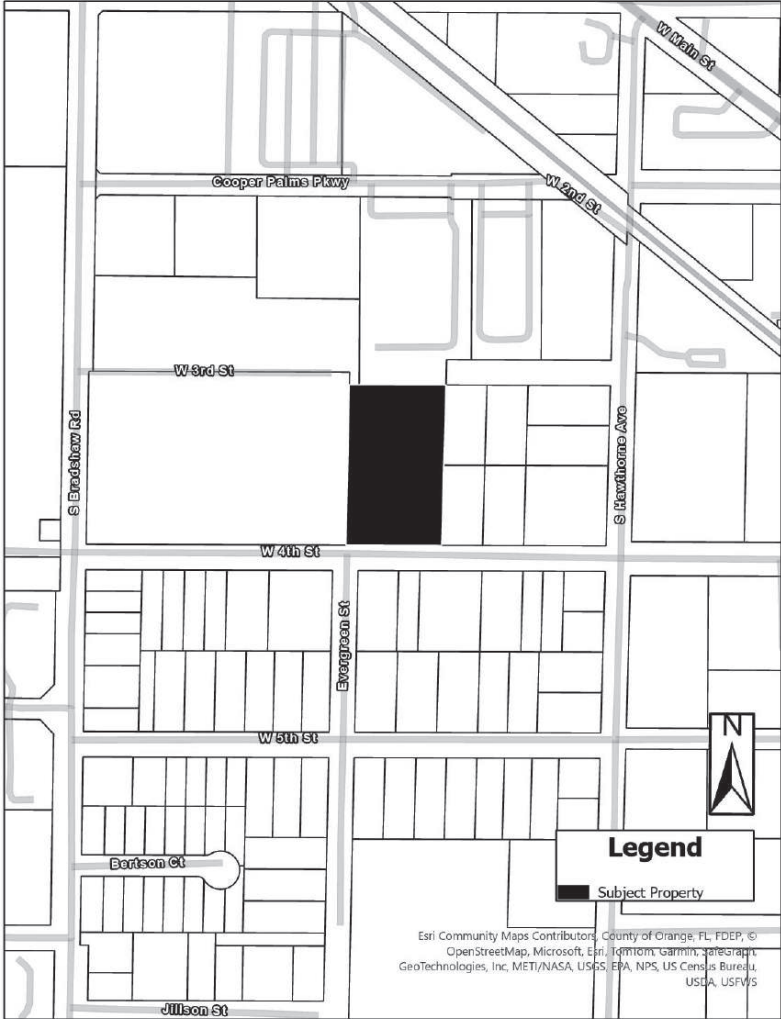
Publish: The Apopka Chief

177160

PUBLIC HEARING NOTICE ANNEXATION CITY OF APOPKA

NOTICE is hereby given pursuant to Florida Statutes 171.044, the Apopka Code of Ordinances, Part III, Land Development Code, Article II, Section 2.5.1.A, that **ALBERT IGLESIAS** has made an application to the City of Apopka City Council for an **ANNEXATION** of a property located north of Fourth Street, east of Bradshaw Road and west of Hawthorne Avenue. This application relates to the following described property:

ORDINANCE NO. 3057
AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, TO EXTEND ITS TERRITORIAL AND MUNICIPAL LIMITS TO ANNEX PURSUANT TO FLORIDA STATUTE 171.044 THE HEREINAFTER DESCRIBED LANDS SITUATED AND BEING IN ORANGE COUNTY, FLORIDA, OWNED BY SFL PARTNERS LLC AND JFJ REAL INVESTMENTS, LLC; LOCATED NORTH OF FOURTH STREET, EAST OF BRADSHAW ROAD AND WEST OF HAWTHORNE AVENUE; COMPRISING 1.97 ACRES, MORE OR LESS; PROVIDING FOR DIRECTIONS TO THE CITY CLERK, SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.



Parcel Identification Number(s): 09-21-28-0868-01-510
Contains: 1.97 +/- acres

NOTICE is given that public hearings for Ordinance No. 3057 will be held by the **City of Apopka City Council** at its regularly scheduled meetings in the City Council Chambers of the Apopka City Hall, 120 E. Main Street, Apopka, Florida on **Wednesday, August 7, 2024 beginning at 1:30 P.M.** or as soon thereafter as possible.

Affected parties and the public may appear at the above listed hearings to speak. The proposed Annexation can be inspected at the Apopka Community Development Department located at Apopka City Hall on weekdays between the hours of 8:00 a.m. and 4:30 p.m. City Hall address shown below. Please be advised that, under State law, if you decide to appeal a decision made with respect to this matter, you will need a record of the proceedings and may need to ensure that a verbatim record is made, which record includes the testimony and evidence upon which the appeal is to be based. In accordance with the Americans with Disabilities Act (ADA), persons with disabilities needing assistance to participate in any of these proceedings should contact the City Clerk's Office at 120 East Main Street, Apopka FL 32703, Telephone: 407-703-1704, no less than 48 hours prior to the proceeding.

Apopka City Council
Apopka Planning Commission
Community Development Department

August 2, 2024

Publish: The Apopka Chief

177167

23.82 pounds wins X-treme Bass Series Tournament on Harris chain

Hello Folks,

I hope you are havin’ a great week, and you are lookin’ forward to goin’ fishin’ this weekend. We might have a little interruption due to the storm, but hopefully, we will just get some rain out of the system. It’s been kinda hot and it looks like we are goin’ to have the hottest month of July on record since they started keepin’ records. If you are on the water, make sure you have plenty of water and Gatorade on board so you can stay hydrated.

The panfishin’ has slowed way, way down durin’ the month of July. It’s been so hot folks just ain’t fishin for panfish. Kyle at Bitter’s Bait & Tackle reports that they are only sellin’ a few cups of red worms each day due to the heat.

They are sellin’ a few shiners for bass fishin’ early in the mornin’ or late in the day. If you can find a shade tree and float a shiner out near the grass or pads, you just might get a Florida Bass to bite. Folks are catchin’ a few bass in the Harris Chain. It’s been a little slow due to the heat. You will have to be very patient because the bite has been slow. You can try fishin’ the fish finders through-out the chain. They help



Jim Keck
Goin’ Fishin’

find the pads that provide lots of shade for the bass. You can also try fishin’ off-shore grass beds in deeper water.

The X-treme Bass Series held their monthly tournament on the Harris chain last weekend and it took 23.82 pounds to win. The team of Colbie Cagle and Braden Robinson took home their 2nd win of the season. Congrats guys on a job well done, especially in this hot weather. The team of Mathew Elixson and Hunter Pruitt came in 2nd place, and they also had the big bass of the tournament which weighed in at 8.27 pounds.

The bass fishin’ on the Butler Chain is a little slow, but is still fishin’ better than most lakes in our area. You will do best by gettin’ on the water early and takin’ advantage of the early mornin’ bite. Also keep a eye out for schoolers comin’ up and feedin’ on bait-fish. Always have

a rod with a lipless crank-bait tied on, so you will be ready for some great fun catchin’ those schoolers. You should be able to catch plenty of keeper-size bass especially if you have a little breeze blowin’ durin’ the day.

The Wednesday night Shootout held on John’s Lake was a little slow as well. If you fish their tournament, you are allowed to weigh in 3 bass. They hold their tournament from 5:15-9 p.m. The team of Leandro Saratt and Erico School won the 11-boat event with 3 bass that hit the scales at 8.30 pounds. Big bass was caught by the team of Chad Hayes and Ronnie Durden which weighed in at 5.90 pounds.

Well, that’s it for this week. I wish I had better news to report, but it’s that time of the year when it’s the dog days of summer. The dog days of summer start on July 3rd and run through August 11th. These 40 days are usually the hottest 40 days of the year. In Florida, those days may go into September as well.

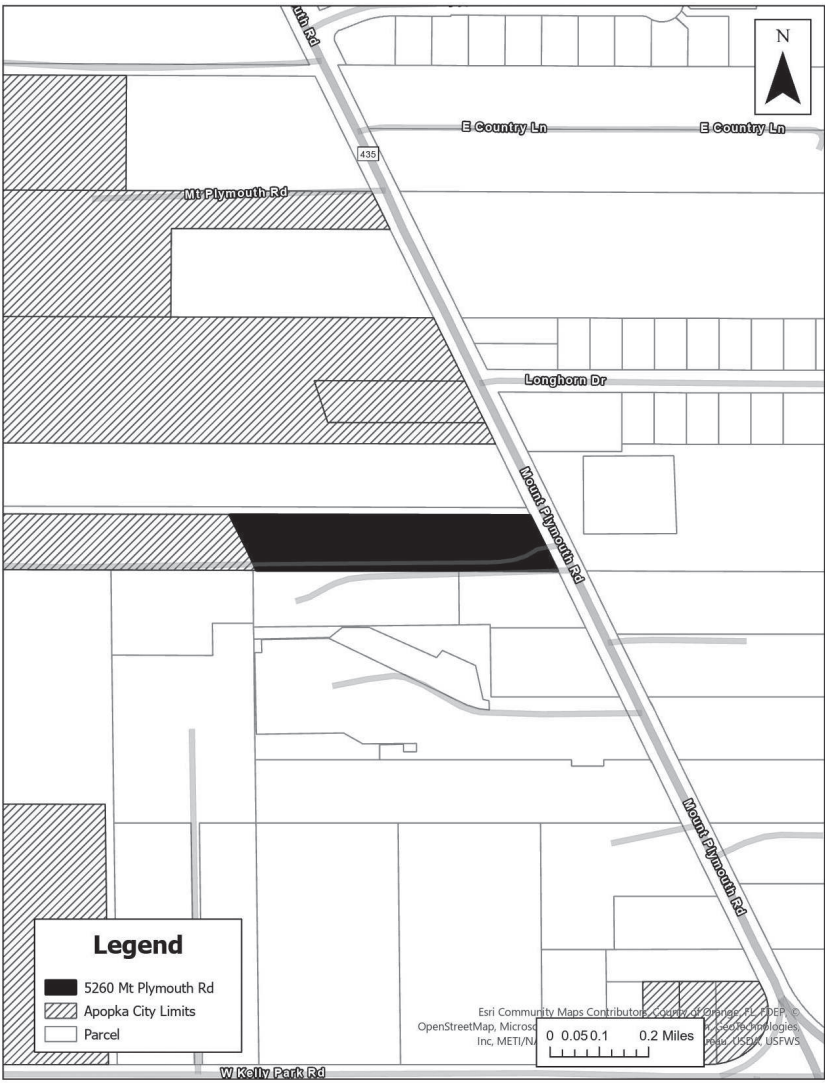
I hope you have a great week, and I’ll see ya next week.

Tip of the week: Dog Days.

Save a few and good luck!

PUBLIC HEARING NOTICE VARIANCE REQUEST CITY OF APOPKA

The City of Apopka Planning Commission, in accordance with Article II, Section 2.5.5.A of the City’s Land Development Code (LDC), herein advises you that **Julian R. Coto** requests a **VARIANCE** from LDC, Section 3.2.3. AG: Agriculture District, to allow a minimum Lot Area of 103,163 square feet and a minimum Lot Width of 145 feet for a single-family housing development in lieu of a minimum Lot Area of 108,900 square feet and a minimum Lot Width of 150 feet in specific locations within the property located at 5260 MT PLYMOUTH ROAD. This application relates to the following described property:



Parcel Identification Number(s): 09-20-28-7608-00-132
Contains: 2.37 +/- Acres

You are hereby notified that a Public Hearing will be held in the City of Apopka Council Chambers on **Tuesday, August 13, 2024 beginning at 5:30 P.M.**, or as soon thereafter as possible. The variance application is available for review at the Community Development Department at Apopka City Hall, 120 East Main Street, Apopka, Florida between the hours of 8:00 A.M. and 5:00 P.M.

Affected parties and the public may appear at the above listed hearing to speak. Please be advised that, under State law, if you decide to appeal a decision made with respect to this matter, you will need a record of the proceedings and may need to ensure that a verbatim record is made, which record includes the testimony and evidence upon which the appeal is to be based. In accordance with the Americans with Disabilities Act (ADA), persons with disabilities needing assistance to participate in any of these proceedings should contact the City Clerk’s Office at 120 East Main Street, Apopka FL 32703, Telephone: 407-703-1704, no less than 48 hours prior to the proceeding.

August 2, 2024

Apopka Planning Commission
Community Development Department

Publish: The Apopka Chief

177161

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Police Beat

If a law enforcement agency charges you with a crime and this paper reports that information, please notify us within 90 days if the charge is dropped, or if you are found not guilty by the court. After verifying the information, we will be happy to publish it. Please send notification to The Apopka Chief, P.O. Box 880, Apopka, 32704-0880.

In the period from July 21-27, the Apopka Police Department received 1,568 calls for service, responded to 20 crashes, issued 60 citations, and made 16 arrests. Juveniles were charged with out-of-county warrant.

The following adults were arrested and charged:

Bernardo Nicolas Beira, 61, confidential, Apopka, resist officer with violence (X2); battery-touch or strike; battery on specified personnel; health-safety nuisance injurious to health.

Trinidad A’dore Carthers, 20, confidential, Apopka, battery-touch or strike.

Nivea Enid Cruz, 46, confidential, Apopka, battery-touch or strike.

Ka’Nayziah Ke’Niya

Edwards, 21, confidential, Leesburg, battery-touch or strike.

Lisa Hellena Houston, 55, 1991 S. Apopka Blvd., Apopka, aggravated battery on pregnant victim.

Michael Alphonso Jackson Burnett Jr., 30, confidential, Orlando, battery-touch or strike.

Keisha Jackson, 29, 45 W. 10th St., Apopka, trespassing-trespass occupied structure or conveyance; resist officer-obstruction without violence.

Rafiq Al Fatir Hamin Osborne McDonald; 33, confidential, Apopka, battery-touch or strike; obstructing Justice-hinder witness communicating information to law enforcement officer/ a life/capital proceeding.

Modesto Perez-Mendez, 379109, confidential, Apopka, battery-touch or strike.

Samuel Rodriguez-Cherena, 44, confidential, Apopka, drugs-possession of controlled substance without prescription; drug equipment-possession and/or use; simple assault-intent threat to do violence.

Jason William Scott, 46, 18 N. Terry Ave. 144, Orlando, burglary- dwell-

ing/structure cause damage \$1,000+.

Shaina Marie Stouffer, 34, 1507 Camel Ct., Apopka, drugs-trafficking fentanyl/fentanyl analogues 4 grams+; drugs-possession of controlled substance without prescription (methamphetamine); drugs-possession of controlled substance without prescription (cocaine); drugs-possession of controlled substance without prescription (alprazolam); drug equipment-possession and/or use.

Maria Edith Timperio, 62, confidential, Apopka, battery-touch or strike.

Dorian James Tinsley-Gary, 23, confidential, Mt. Dora, contempt of court-violation injunction protection domestic violence (X2).

Ingrid Yolany Vasquez-Reyes, 23, 1367 Orange St., Apopka, obstructing justice-tamper with evidence in criminal proceeding; DUI-unlawful blood alcohol, DUI-influence of alcohol or drugs; moving traffic violation-operate motor vehicle without valid license; hit and run-leave scene of crash involving damage to property.

Tyler Cain Worrick, 28, 19023 Park Pl. Blvd. A, Eustis, out-of-county warrant.

Davison: Balancing school, football

Continued from page 1B

football and his academics has always been easy because of the work ethic instilled in him by his parents from a very young age. Davison says that because he started taking academics so seriously at such a young age and has always been balancing his athletic and academic lives that now it’s just second nature.

“Oh, I feel like that’s been the easy thing for me. My parents have instilled the importance of an academic mindset in me from when I was a baby. So, I just grew up knowing how to do it. Like, I don’t play video games during the week. I make sure that I’m zoned in from when I get home to when it’s time to go to sleep. I make sure I get all my work done. And it’s really just me wanting to reach that highest level, to reach my ceiling, as quickly as I can. Since I was so young, it wasn’t really anything for me, and now I’m able to keep it up. I’m seeing the benefits from it. I’m reaping the benefits of all that work

now.”

Leadership and chemistry go hand in hand a lot of the time. Without a good leader, there will be no chemistry in a team. So, leadership got us talking about chemistry and how the Blue Darters and Davison himself grow and foster that brotherhood that’s needed in a winning program.

Davison told me that chemistry on the field starts off the field. He said that he helps some of his teammates with homework, they play games together in their free time, and on the field at practice is where a lot of joking around and friendships start. Davison also said he’s always checking in with his guys whether at school, practice, or in free time just to make sure they are ok, and that everything is going well.

“Right now, we’ve been focusing big on brotherhood. So, we as a team feel like as long as you can fight for your brother, you can do anything. And so that man next to you means the world to us, and we’re going to keep it like that

for a while.

I asked Davison what strategies or methods he uses to keep his morale high after a tough play or big hit during a game.

“You know, you can’t really live in the play or in the past too much as a quarterback. It’s all about keeping your composure and looking into the future. But sometimes, I’ll ask when we get into the sideline to see the play I messed up on, and then communicate to all the coaches so I can figure out what I can do to make that play better and the rest of the game better for us as a team.”

When we talked about preparations during the off-season Davison talked about the importance of rest. He said the boys and himself have been focused on relaxing and alone time to figure out what would work best for everybody for the upcoming season. He talked about the obvious physical work that they have focused on this off-season with condition-

See DAVISON Page 3B

Speed: May wants his red hat



The car pictured is May’s grandfather’s Datsun 240Z that set the land speed record in October of 2021. This is the car May will attempt to set his record in.

Continued from page 1B

true story about Burt Munro building a motorcycle to beat the land speed record at Bonneville.

May’s grandfather Red will be attempting to break a speed record that he put in place just three years ago. In October of 2021, May’s grandfather put down a record-breaking land speed of 244 miles per hour beating the previous record of 220 that stood untouched since 1988. May will be joining him the first week of August as his grandfather tries to beat the record he set in 2021 while May will try to set his own record.

May’s dream is to be the youngest person ever to receive a *red hat*. To get a *red hat*, you must set a land speed record over 200 miles per hour. Right now, the youngest person to break a land speed record over 200 miles per hour is a 17-year-old, so May will be the youngest by a good margin if he can pull it off. I will say this... I’m not the biggest car guy, but I know a little bit and this car that May will be driving is no joke.

The car is a 1972 Datsun 240Z that has been fitted with a Toyota 2JZ-GTE inline-six- and a 72-millimeter turbo. Now to some

that may sound like gibberish but in layman’s terms this car is probably faster than any car you’ve ever seen. The car pushes out a peak of 859 horsepower.

May’s grandfather will be trying to break the record on Saturday, August 3, and will try again the following Sunday. Depending on if May’s grandfather breaks the record, May will try to create his own record the following Monday.

I hope May can make his dream come true, and stay tuned next week for updates and an interview with May to tell all about his trip and what his next dream will look like.



City of Apopka CITY COUNCIL STAFF REPORT

Section: PUBLIC HEARINGS/ORDINANCES/RESOLUTION (Action Item)

Item #: 6.

Meeting Date: August 21, 2024

Department: Community Development

SUBJECT:

Ordinance No. 3059 – First Reading – Change of Zoning – 357 West 4th Street

REQUEST:

Accept the first reading of Ordinance Number 3059 and hold it over for second reading and adoption.

SUMMARY:

Owner(s): SFL Partners, LLC and JFJ Real Investments, LLC

Applicant: Albert Iglesias

Parcel Identification Number(s): 09-21-28-0868-01-510

Location: 357 West 4th Street

Existing Future Land Use: County Low Medium

Proposed Future Land Use: City Industrial

Existing Use(s): Vacant

Existing Zoning: County R-2 (Residential) District

Tract Size: 1.97 +/- Acres

Direction	Future Land Use	Zoning	Present Use
North	Industrial	I-L (Light Industrial)	Industrial warehouse
East	County Low Medium	County R-2 (Residential)	Single-family residences
South	County Low Medium	County R-2 (Residential)	Single-family residences
West	Industrial	I-L (Light Industrial)	Vacant

PROJECT SUMMARY:

The subject property, which is approximately 1.97 acres in size and is currently vacant. The applicant is requesting to amend the zoning district of the subject property to I-L (Light Industrial) to allow light industrial uses. This request has been made by the applicant simultaneously with the request to amend the future land use designation of Industrial to ensure consistency with the Comprehensive Plan and Land Development Code. The properties to the north and west have zoning district designations of I-L, while the properties to the east and south are in Unincorporated Orange County with zoning designations of County R-2 (Residential) district.

Land Development Code Section 2.5.1.D.3 requires the Council to weigh the relevance of and consider whether and the extent to which the proposed amendment:

a. Is consistent with and furthers the goals, objectives and policies of the comprehensive plan and other adopted City plans;

- Applicant response: Yes - correct

- Staff response: Staff has no objection.

b. Is in conflict with any provisions of the LDC;

- Yes we will submit a development plan upon approval.
- Staff response: If the future land use amendment is approved, a development plan will be required to be submitted to and approved by the Development Review Committee (DRC) for the development of the property. As part of the submittal requirements for the development plan, a Traffic Impact Analysis (TIA) will be required to be submitted which will outline what transportation impact mitigation measures, if any, will be required. The development plan will be reviewed against all applicable Land Development Code (LDC) requirements, including Section 5.16.5.B.3.d, and will be evaluated by the Development Review Committee (DRC) during the development review process.

c. Addresses a demonstrated community need;

- Applicant response: Yes - correct
- Staff response: Staff has no objection.

d. Is required by changed conditions;

- Applicant response: Yes - correct
- Staff response: Staff has no objection.

e. Is compatible with existing and proposed uses surrounding the subject land, and is the appropriate zoning district for the land;

- Applicant response: Yes - correct
- Staff response: Staff has no objection.

f. Would result in a logical and orderly development pattern;

- Applicant response: Yes - correct
- Staff response: Staff has no objection.

g. Would not result in significant adverse impacts on the natural environment—including, but not limited to, water, air, noise, stormwater management, wildlife, vegetation, wetlands, and the natural functioning of the environment; and

- Applicant response: Yes - correct
- Staff response: Staff has no objection.

h. Would result in development that is adequately served by public facilities (e.g., streets, potable water, sewage, stormwater management, solid waste collection and disposal, schools, parks, police, and fire and emergency medical facilities).

- Applicant response: Yes - correct
- Staff response: Staff has no objection.

ORANGE COUNTY NOTIFICATION:

The JPA (Joint Planning Agreement) requires the City to notify the County 30 days before any public hearing or advisory board. The City notified Orange County on May 6, 2024.

PUBLIC HEARING SCHEDULE:

July 9, 2024 – Planning Commission (5:00 P.M.)

August 21, 2024 – City Council (7:00 P.M.), First Reading

September 4, 2024 – City Council (7:00 P.M.), Second Reading and Adoption

DULY ADVERTISED:

June 7, 2024 and June 14, 2024 – Apopka Chief

June 20, 2024 and June 24, 2024 – Mailed notices to adjacent property owners and posters placed on property

FUNDING SOURCE:

Not applicable.

RECOMMENDED MOTION:

Development Review Committee (DRC):

Recommends approval of the change in zoning district designation from County R-2 (Residential) to I-L (Light Industrial), finding the proposed amendment consistent with the Comprehensive Plan and Land Development Code, and compatible with the character of the surrounding areas, based on the findings and facts presented in the staff report and exhibits.

Planning Commission:

Find the proposed change in zoning district designation from County R-2 (Residential) to I-L (Light Industrial), consistent with the Comprehensive Plan and Land Development Code, and compatible with the character of the surrounding areas, recommend approval of the proposed Change of Zoning, based on the findings and facts presented in the staff report and exhibits.

Recommended Motion – City Council:

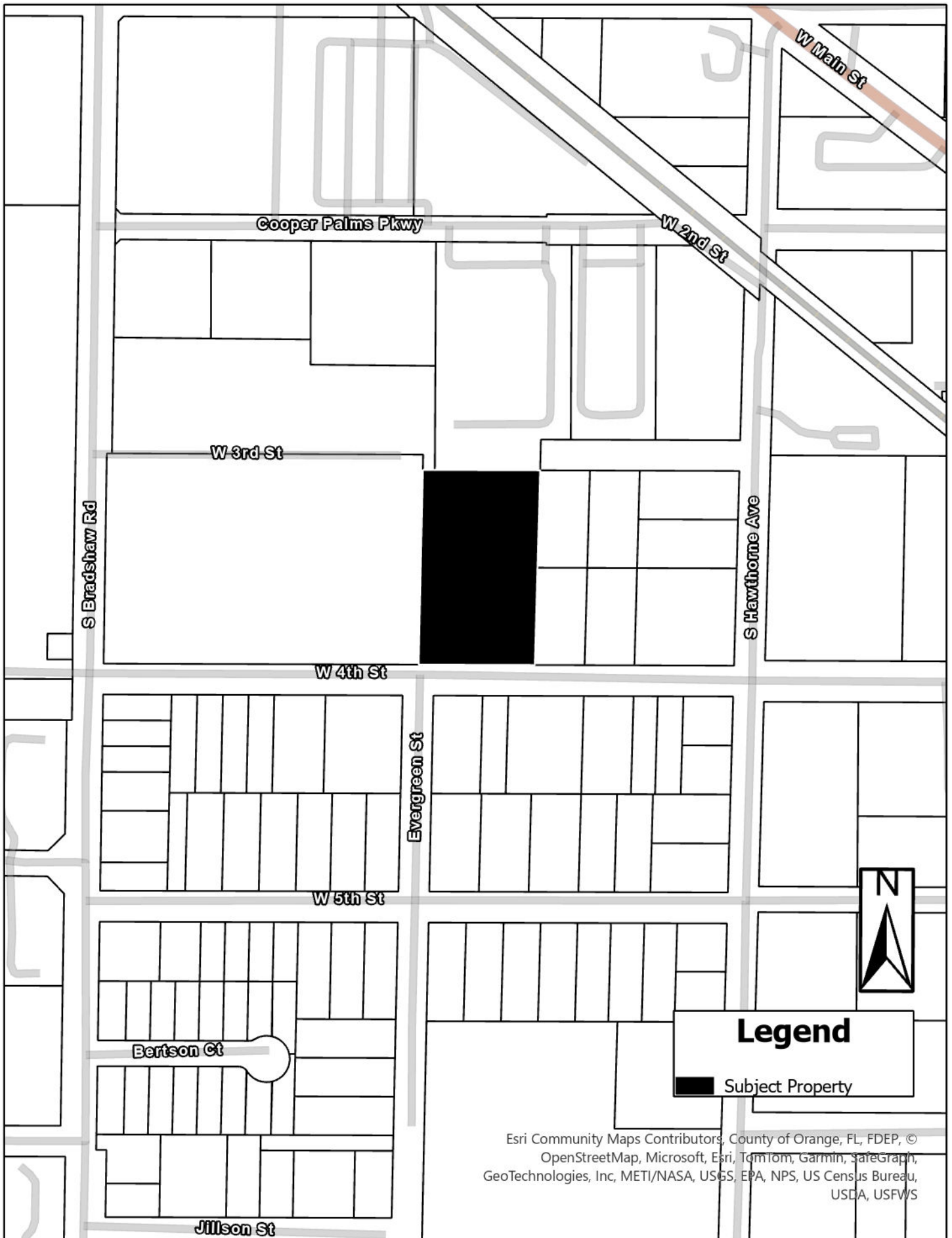
Accept the first reading of Ordinance Number 3059 and hold it over for second reading and adoption.

Note: This item is considered quasi-judicial. The staff report and its findings are to be incorporated into and made a part of the minutes of this meeting.

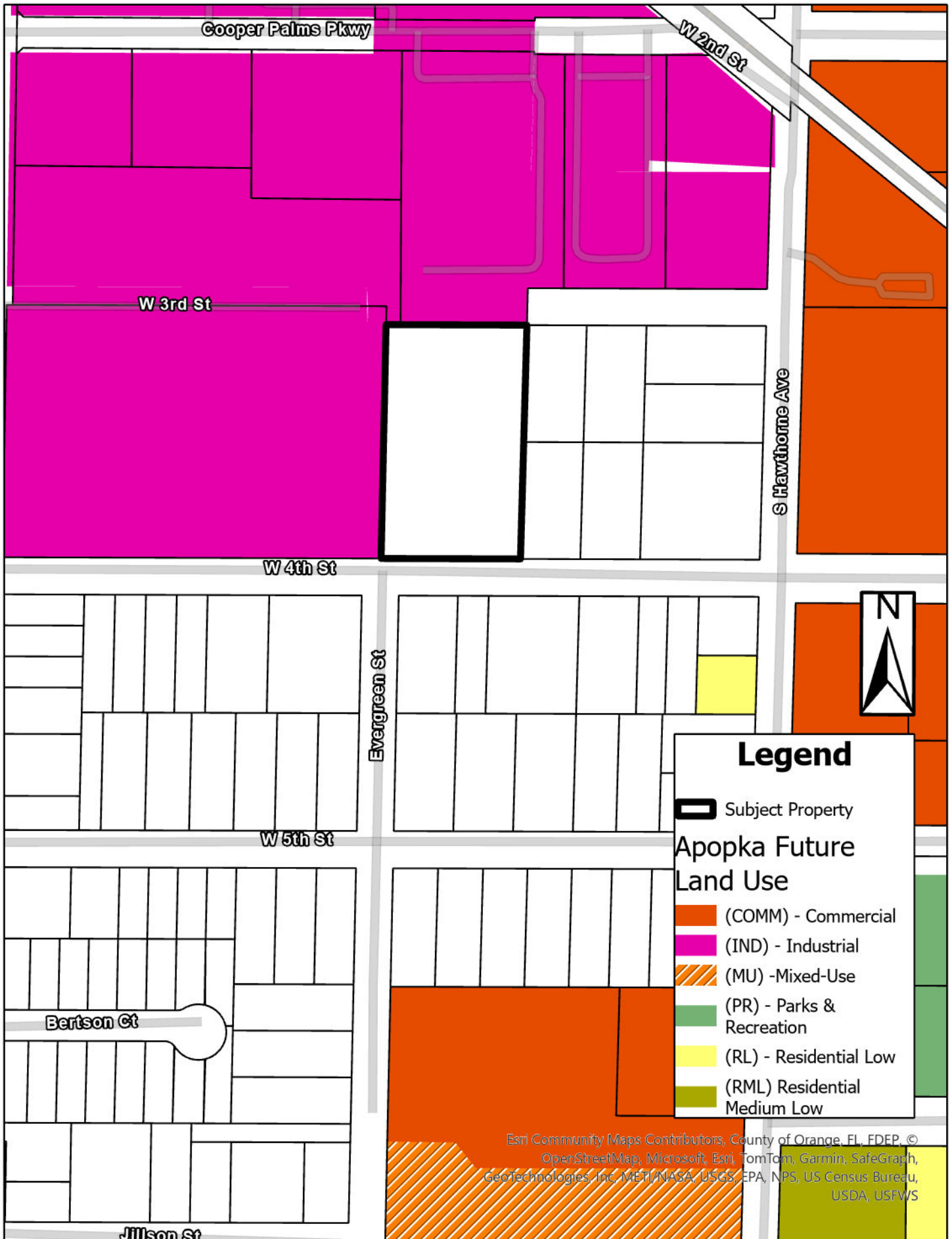
ATTACHMENTS:

1. Maps
2. Ordinance Number 3059
3. 357 W 4th Street - Ad 8224

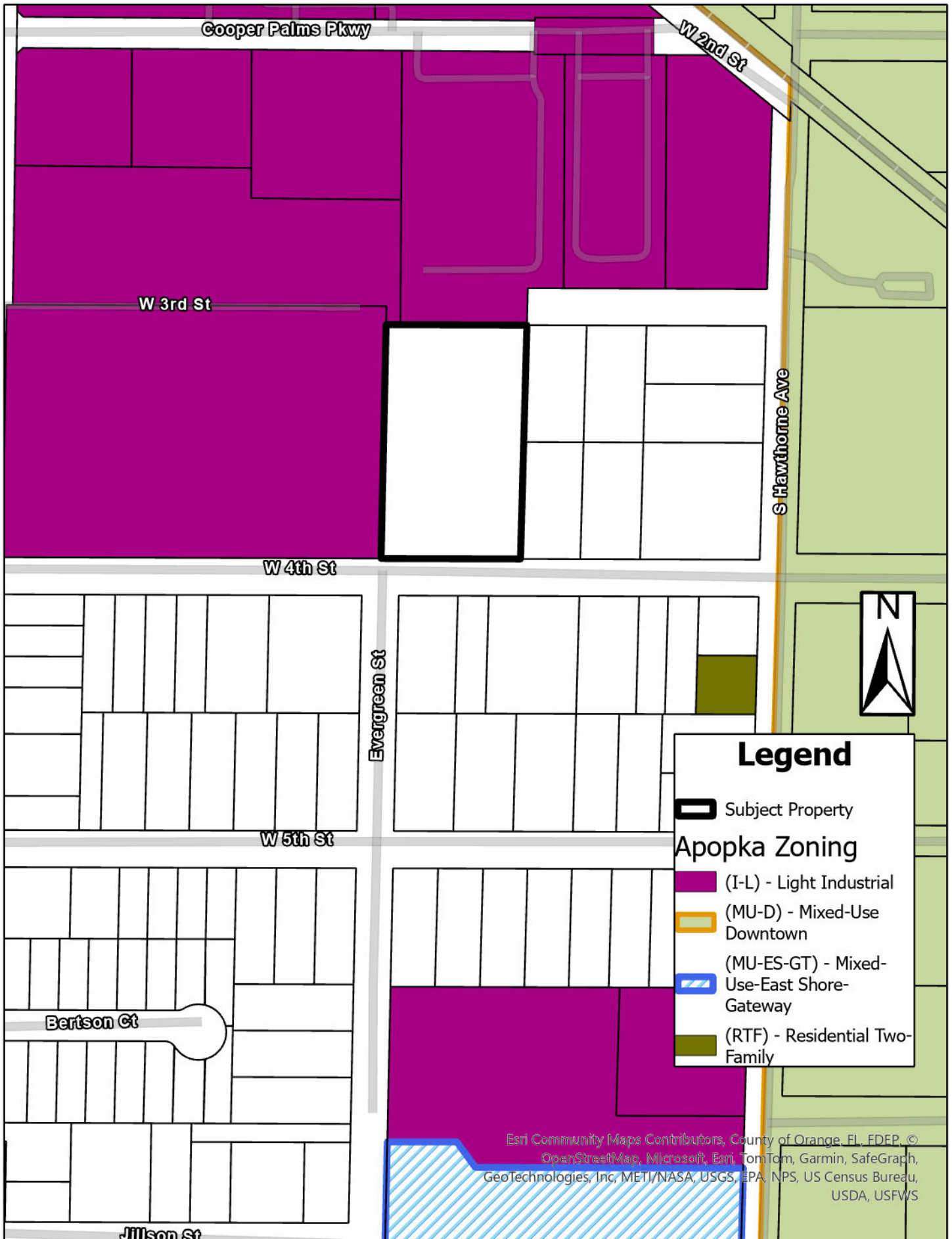
Vicinity



Future Land Use



Zoning



Aerial



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ORDINANCE NO. 3059

AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, CHANGING THE ZONING FROM COUNTY R-2 (RESIDENTIAL DISTRICT) TO I-L (LIGHT INDUSTRIAL), FOR CERTAIN REAL PROPERTY OWNED BY SFL PARTNERS LLC AND JFJ REAL INVESTMENTS, LLC; LOCATED NORTH OF FOURTH STREET, EAST OF BRADSHAW ROAD AND WEST OF HAWTHORNE AVENUE; COMPRISING 1.97 ACRES, MORE OR LESS; PROVIDING FOR DIRECTIONS TO THE CITY CLERK, SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.

WHEREAS, to manage the growth, the City of Apopka, Florida, finds it in the best interest of the public health, safety and welfare of its citizens to establish zoning classifications within the City; and

WHEREAS, the applicant, Albert Iglesias, on behalf of the fee simple owners of the Property, submitted an application for a change in zoning on the Property identified and depicted in Exhibit "A," attached hereto, from County R-2 to I-L (Light Industrial); and

WHEREAS, the proposed I-L (Light Industrial) District rezoning of the Property is consistent with the City's Comprehensive Plan and Land Development Code; and

WHEREAS, the City of Apopka Planning Commission, sitting as the Local Planning Agency, recommended approval of the change in the zoning of the Property and found that the rezoning is consistent with the City's Comprehensive Plan; and

WHEREAS, the City of Apopka has followed all statutory and Code requirements for noticing and advertising this rezoning Ordinance and public hearings associated with the rezoning; and

WHEREAS, the City Council has received public input on the rezoning and a recommendation from staff; and

WHEREAS, the City Council of the City of Dunnellon finds that the applicants have met the necessary criteria for rezoning under City's Land Development Code and that rezoning serves a legitimate public purpose and will not adversely affect the public interest.

NOW THEREFORE, BE IT ORDAINED, by the City Council of the City of Apopka, Florida, as follows:

Section I. Findings and Intent. The City of Apopka has complied with all requirements and procedures of Florida Law in processing this Ordinance. The recitals set forth above are hereby adopted.

Section II. Rezoning. The Property described and shown in Exhibit “A”, being situated in the City of Apopka, Florida, is hereby rezoned and assigned the I-L (Light Industrial) Zoning District, as defined in the Apopka Land Development Code.

Section III. Zoning Map. The Official Zoning Map of the City of Apopka shall be amended to conform to the zoning assignment approved in Section 2 of this Ordinance. The Community Development Director, or the Director’s designee, is hereby directed to amend, alter, and implement the official zoning maps of the City of Apopka, Florida, to include said designation.

Section IV. Severability. If any section or portion of a section or subsection of this Ordinance proves to be invalid, unlawful, or unconstitutional, it shall not be held to invalidate or impair the validity, force or effect of any other section or portion of section or subsection or part of this ordinance.

Section V. Conflicts. All ordinances or parts of ordinances in conflict herewith are hereby repealed.

Section VI. Effective Date. This Ordinance shall become effective immediately following such time that its companion future land use map amendment ordinance (Ordinance 3058) takes effect.

ADOPTED at a regular meeting of the City Council of the City of Apopka, Florida, this ____ day of _____, 2024.

READ FIRST TIME: August 21, 2024

READ SECOND TIME AND
ADOPTED: September 4, 2024

ATTEST:

Susan Bone, City Clerk

Bryan Nelson, Mayor

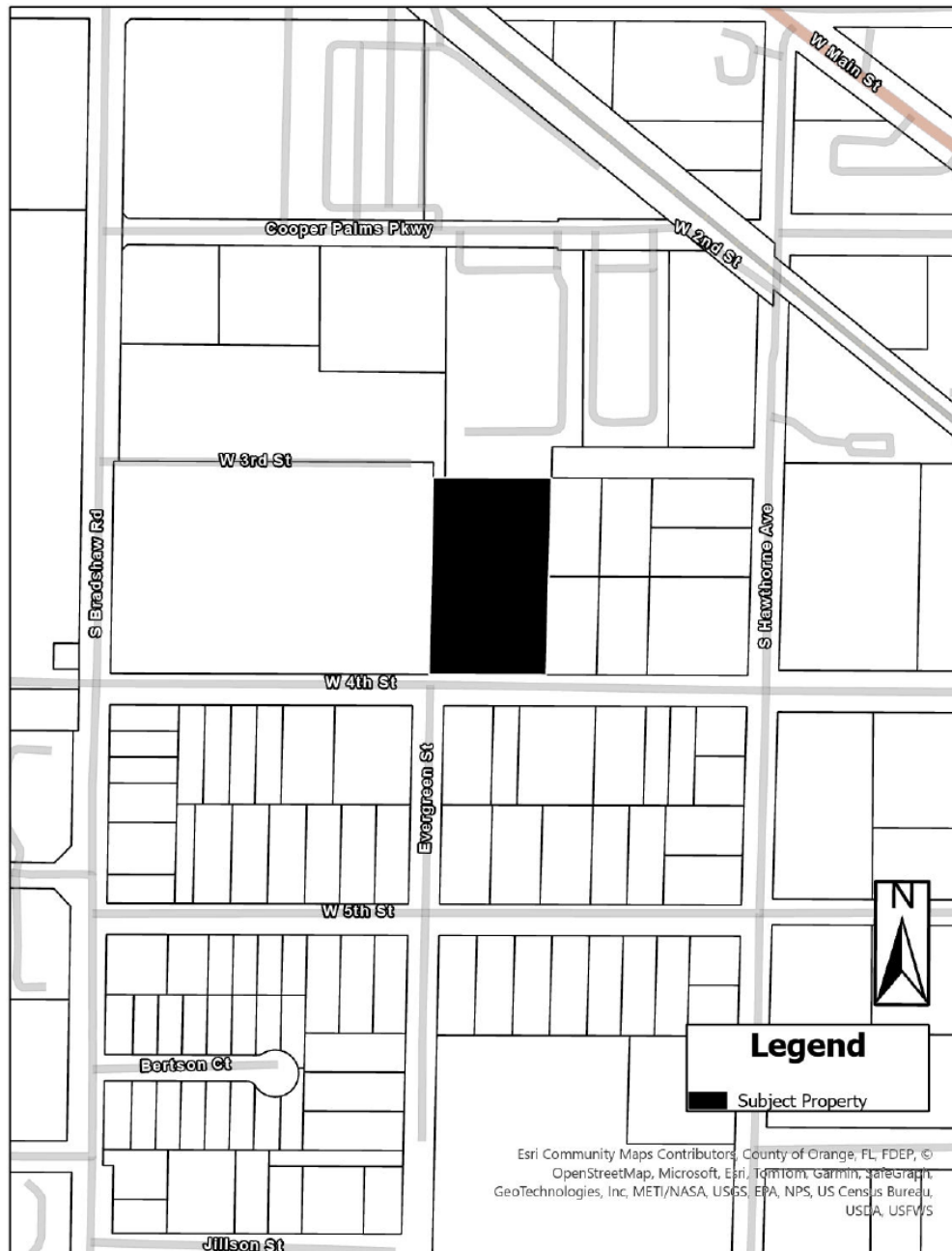
Approved as to form and legal sufficiency:

Clifford B. Shepard, City Attorney

DULY ADVERTISED FOR PUBLIC HEARING: August 2, 2024 and August 9, 2024

EXHIBIT A

Parcel Identification Number(s): 09-21-28-0868-01-510



Report indicates that Florida’s growing population needs more physicians

By: **Andrew Powell**
(The Center Square) —

A new report says many people in Florida don’t receive needed health care because they lack easy access to adequate services.

Florida TaxWatch recently released its report, Social Determinants of Health: Health Care Access and Quality. According to the U.S. Department of Health and Human Services, social determinants of health are environmental factors

that can impact individuals’ health outcomes.

These include health care access and quality; education access and quality; social and community context; neighborhood and built environment; and economic stability.

According to the report, these factors can majorly impact a person’s health, well-being and quality of life. The report notes that 80 percent of a person’s health is determined by social factors,

while the remaining 20 percent results from receiving medical care.

In Florida, many people lack access to health care services, with the biggest barrier being the cost. In a 2019 survey of 1,200 Floridians, 55 percent had experienced health care cost burdens, while 78 percent worried they would not be able to afford health care in the future.

The report states Florida ranked 41st in 2021 for

overall health care and access, which was attributed to the growing number of uninsured adults, rising insurance costs and policies that make health care less accessible.

The report further notes that Florida has consistently ranked in the bottom 10 states for uninsured citizens.

Florida currently has a physician shortage and the report notes this plays a role in access to quality health care.

With Florida’s popu-

lation growing, especially in rural areas, the number of physicians in the Sunshine State is insufficient. By 2030, an additional 22,000 physicians are needed to bridge the gap.

The report notes that as of 2023, only 40 percent of Florida’s population has employer-sponsored health insurance, while the rate of uninsured Floridians was 11.2 percent in 2022 — higher than the national average of 8 percent. Also, in 2022,

Florida ranked 46th in the nation for the uninsured population.

Compounding this are the 979,000 people who have been disenrolled from Medicaid, 460,000 of whom are children.

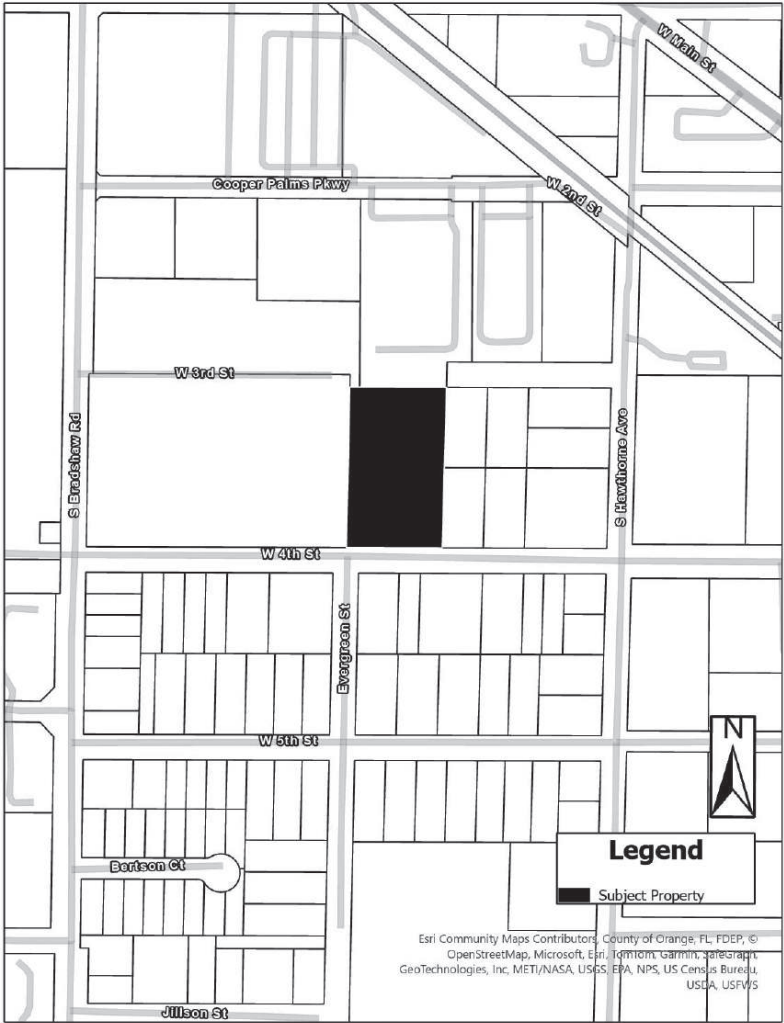
Furthermore, access depends on where the person lives. In rural areas, there are roughly 1.3 physicians for every 1,000 people available in the U.S., while urban areas have around 3.1 physicians for every 1,000 people.

CITY OF APOPKA PUBLIC HEARING NOTICE FUTURE LAND USE AMENDMENT AND CHANGE OF ZONING

NOTICE is hereby given pursuant to Secs. 163.3184 and 166.041(3)(a), Florida Statutes and the Apopka Code of Ordinances, Part III, Land Development Code, Article II, Section 2.4.7.B, that **Albert Iglesias** has made application relating to the following described property.

ORDINANCE NO. 3058
AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, AMENDING THE FUTURE LAND USE ELEMENT OF THE APOPKA COMPREHENSIVE PLAN OF THE CITY OF APOPKA; CHANGING THE FUTURE LAND USE DESIGNATION FROM COUNTY LOW MEDIUM TO INDUSTRIAL FOR CERTAIN REAL PROPERTY OWNED BY SFL PARTNERS LLC AND JFJ REAL INVESTMENTS, LLC; LOCATED NORTH OF FOURTH STREET, EAST OF BRADSHAW ROAD AND WEST OF HAWTHORNE AVENUE; COMPRISING 1.97 ACRES, MORE OR LESS; PROVIDING FOR DIRECTIONS TO THE CITY CLERK, SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.

ORDINANCE NO. 3059
AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, CHANGING THE ZONING FROM COUNTY R-2 (RESIDENTIAL DISTRICT) TO I-L (LIGHT INDUSTRIAL), FOR CERTAIN REAL PROPERTY OWNED BY SFL PARTNERS LLC AND JFJ REAL INVESTMENTS, LLC; LOCATED NORTH OF FOURTH STREET, EAST OF BRADSHAW ROAD AND WEST OF HAWTHORNE AVENUE; COMPRISING 1.97 ACRES, MORE OR LESS; PROVIDING FOR DIRECTIONS TO THE CITY CLERK, SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.



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Zellwood Church of God celebrates its 100th year on August 3 and 4

The Zellwood Church of God will celebrate its 100th anniversary with a celebration all weekend.

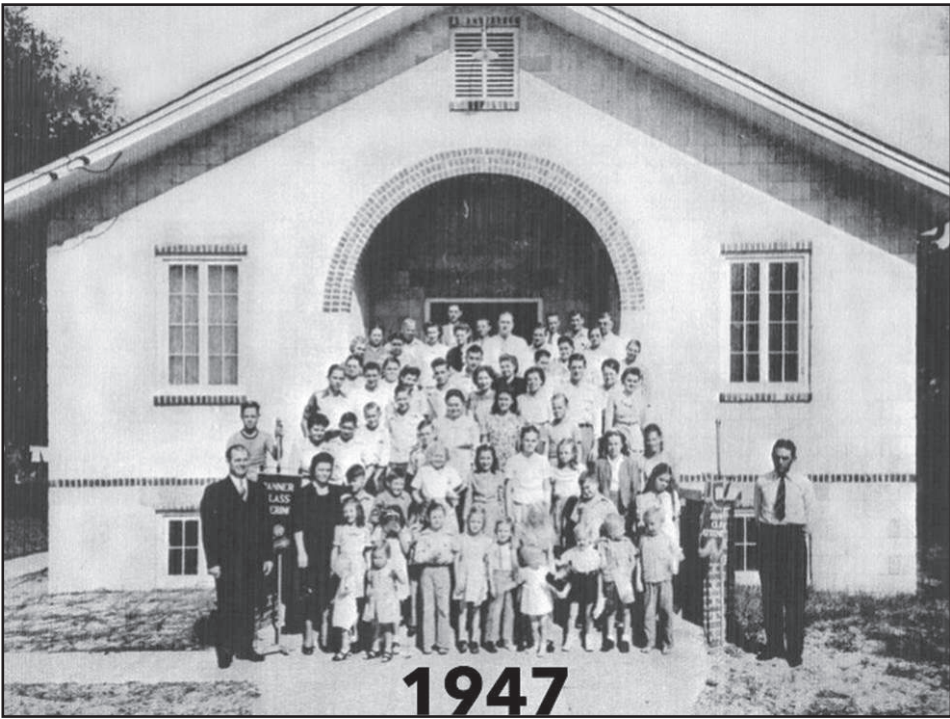
First, a 100th anniversary celebration will take place on Saturday, August 3, from 10:30 a.m.-2:30 p.m. There will be free food, DJ music, games and prizes, and a bounce house and water slide for the children. The Zellwood Church of God is located at 5213 King Ave., Zellwood.

The two-day event will then culminate on Sunday morning at 10:30 a.m. with a morning service. Special guest speaker will be Bishop Stanley Holder, the newly appointed State Overseer of the Florida Church of God, and his wife Dr. Teresa Holder. There will be no Sunday School this Sunday only.

The Zellwood Church of God was established on August 3, 1924.

The 100-year-old Zellwood Church of God in 1947 and as it appears in its 100th year.

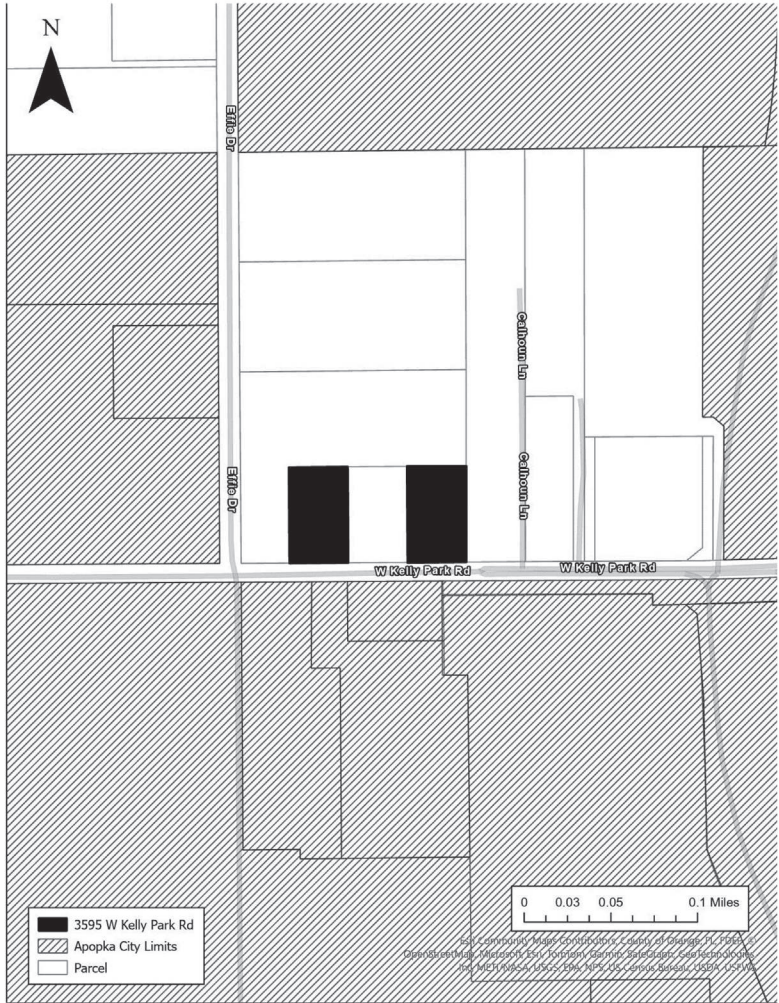
Photo courtesy of Zellwood Church of God



PUBLIC HEARING NOTICE ANNEXATION CITY OF APOPKA

NOTICE is hereby given pursuant to Florida Statutes 171.044, the Apopka Code of Ordinances, Part III, Land Development Code, Article II, Section 2.5.1.A, that **Jesse Anderson** has made an application to the City of Apopka City Council for an **ANNEXATION** of a property located at 3595 W Kelly Park Road and 3611 W Kelly Park Road. This application relates to the following described property:

ORDINANCE NO. 3069
AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, TO EXTEND ITS TERRITORIAL AND MUNICIPAL LIMITS TO ANNEX PURSUANT TO FLORIDA STATUTE 171.044 THE HEREINAFTER DESCRIBED LANDS SITUATED AND BEING IN ORANGE COUNTY, FLORIDA, OWNED BY EFFIE ROAD HOLDINGS LLC; LOCATED AT 3595 W KELLY PARK ROAD AND 3611 W KELLY PARK ROAD, COMPRISING 2.32 ACRES, MORE OR LESS; PROVIDING FOR DIRECTIONS TO THE CITY CLERK, SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.



Parcel Identification Number(s): 12-20-27-0000-00-018, 12-20-27-0000-00-016
Contains: 2.32 +/- acres

NOTICE is given that public hearings for **Ordinance No. 3069** will be held by the **City of Apopka City Council** at its regularly scheduled meetings in the City Council Chambers of the Apopka City Hall, 120 E. Main Street, Apopka, Florida on **Wednesday, August 7, 2024 beginning at 1:30 P.M** AND **Wednesday, August 21, 2024 at 7:00 P.M.**

Affected parties and the public may appear at the above listed hearings to speak. The proposed Annexation can be inspected at the Apopka Community Development Department located at Apopka City Hall on weekdays between the hours of 8:00 a.m. and 4:30 p.m. City Hall address shown below. Please be advised that, under State law, if you decide to appeal a decision made with respect to this matter, you will need a record of the proceedings and may need to ensure that a verbatim record is made, which record includes the testimony and evidence upon which the appeal is to be based. In accordance with the Americans with Disabilities Act (ADA), persons with disabilities needing assistance to participate in any of these proceedings should contact the City Clerk's Office at 120 East Main Street, Apopka FL 32703, Telephone: 407-703-1704, no less than 48 hours prior to the proceeding.

Apopka City Council
Apopka Planning Commission
Community Development Department

August 2, 2024

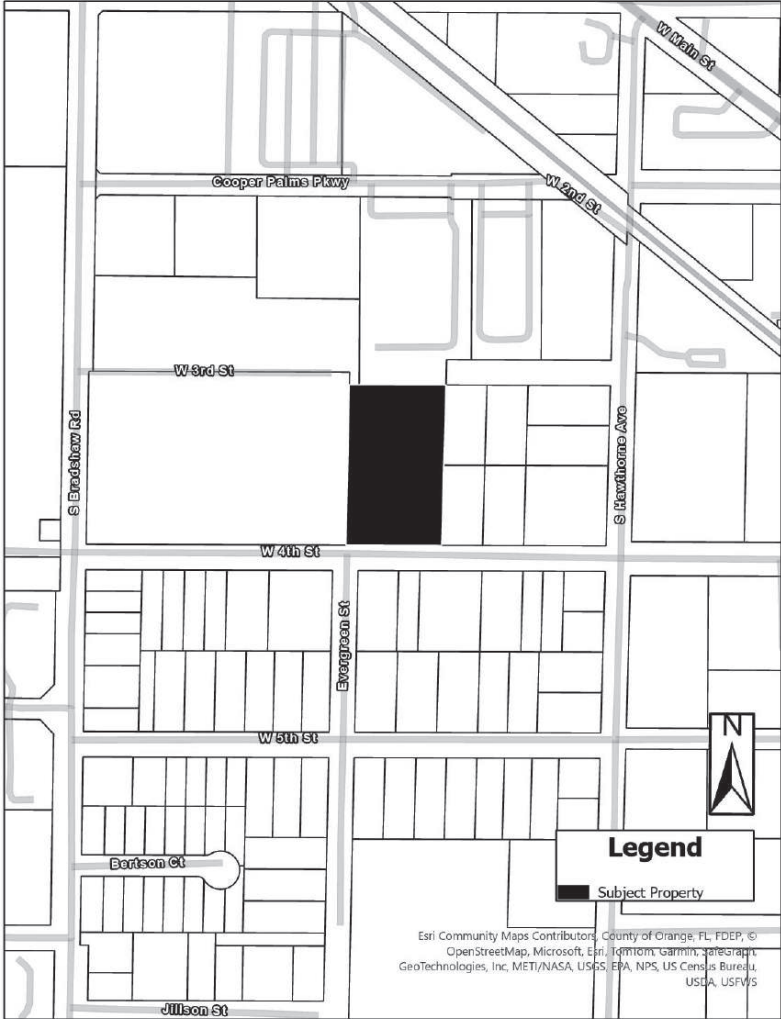
Publish: The Apopka Chief

177160

PUBLIC HEARING NOTICE ANNEXATION CITY OF APOPKA

NOTICE is hereby given pursuant to Florida Statutes 171.044, the Apopka Code of Ordinances, Part III, Land Development Code, Article II, Section 2.5.1.A, that **ALBERT IGLESIAS** has made an application to the City of Apopka City Council for an **ANNEXATION** of a property located north of Fourth Street, east of Bradshaw Road and west of Hawthorne Avenue. This application relates to the following described property:

ORDINANCE NO. 3057
AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, TO EXTEND ITS TERRITORIAL AND MUNICIPAL LIMITS TO ANNEX PURSUANT TO FLORIDA STATUTE 171.044 THE HEREINAFTER DESCRIBED LANDS SITUATED AND BEING IN ORANGE COUNTY, FLORIDA, OWNED BY SFL PARTNERS LLC AND JFJ REAL INVESTMENTS, LLC; LOCATED NORTH OF FOURTH STREET, EAST OF BRADSHAW ROAD AND WEST OF HAWTHORNE AVENUE; COMPRISING 1.97 ACRES, MORE OR LESS; PROVIDING FOR DIRECTIONS TO THE CITY CLERK, SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.



Parcel Identification Number(s): 09-21-28-0868-01-510
Contains: 1.97 +/- acres

NOTICE is given that public hearings for Ordinance No. 3057 will be held by the **City of Apopka City Council** at its regularly scheduled meetings in the City Council Chambers of the Apopka City Hall, 120 E. Main Street, Apopka, Florida on **Wednesday, August 7, 2024 beginning at 1:30 P.M.** or as soon thereafter as possible.

Affected parties and the public may appear at the above listed hearings to speak. The proposed Annexation can be inspected at the Apopka Community Development Department located at Apopka City Hall on weekdays between the hours of 8:00 a.m. and 4:30 p.m. City Hall address shown below. Please be advised that, under State law, if you decide to appeal a decision made with respect to this matter, you will need a record of the proceedings and may need to ensure that a verbatim record is made, which record includes the testimony and evidence upon which the appeal is to be based. In accordance with the Americans with Disabilities Act (ADA), persons with disabilities needing assistance to participate in any of these proceedings should contact the City Clerk's Office at 120 East Main Street, Apopka FL 32703, Telephone: 407-703-1704, no less than 48 hours prior to the proceeding.

Apopka City Council
Apopka Planning Commission
Community Development Department

August 2, 2024

Publish: The Apopka Chief

177167

23.82 pounds wins X-treme Bass Series Tournament on Harris chain

Hello Folks,

I hope you are havin’ a great week, and you are lookin’ forward to goin’ fishin’ this weekend. We might have a little interruption due to the storm, but hopefully, we will just get some rain out of the system. It’s been kinda hot and it looks like we are goin’ to have the hottest month of July on record since they started keepin’ records. If you are on the water, make sure you have plenty of water and Gatorade on board so you can stay hydrated.

The panfishin’ has slowed way, way down durin’ the month of July. It’s been so hot folks just ain’t fishin for panfish. Kyle at Bitter’s Bait & Tackle reports that they are only sellin’ a few cups of red worms each day due to the heat.

They are sellin’ a few shiners for bass fishin’ early in the mornin’ or late in the day. If you can find a shade tree and float a shiner out near the grass or pads, you just might get a Florida Bass to bite. Folks are catchin’ a few bass in the Harris Chain. It’s been a little slow due to the heat. You will have to be very patient because the bite has been slow. You can try fishin’ the fish finders through-out the chain. They help



Jim Keck
Goin’ Fishin’

find the pads that provide lots of shade for the bass. You can also try fishin’ off-shore grass beds in deeper water.

The X-treme Bass Series held their monthly tournament on the Harris chain last weekend and it took 23.82 pounds to win. The team of Colbie Cagle and Braden Robinson took home their 2nd win of the season. Congrats guys on a job well done, especially in this hot weather. The team of Mathew Elixson and Hunter Pruitt came in 2nd place, and they also had the big bass of the tournament which weighed in at 8.27 pounds.

The bass fishin’ on the Butler Chain is a little slow, but is still fishin’ better than most lakes in our area. You will do best by gettin’ on the water early and takin’ advantage of the early mornin’ bite. Also keep a eye out for schoolers comin’ up and feedin’ on bait-fish. Always have

a rod with a lipless crank-bait tied on, so you will be ready for some great fun catchin’ those schoolers. You should be able to catch plenty of keeper-size bass especially if you have a little breeze blowin’ durin’ the day.

The Wednesday night Shootout held on John’s Lake was a little slow as well. If you fish their tournament, you are allowed to weigh in 3 bass. They hold their tournament from 5:15-9 p.m. The team of Leandro Saratt and Erico School won the 11-boat event with 3 bass that hit the scales at 8.30 pounds. Big bass was caught by the team of Chad Hayes and Ronnie Durden which weighed in at 5.90 pounds.

Well, that’s it for this week. I wish I had better news to report, but it’s that time of the year when it’s the dog days of summer. The dog days of summer start on July 3rd and run through August 11th. These 40 days are usually the hottest 40 days of the year. In Florida, those days may go into September as well.

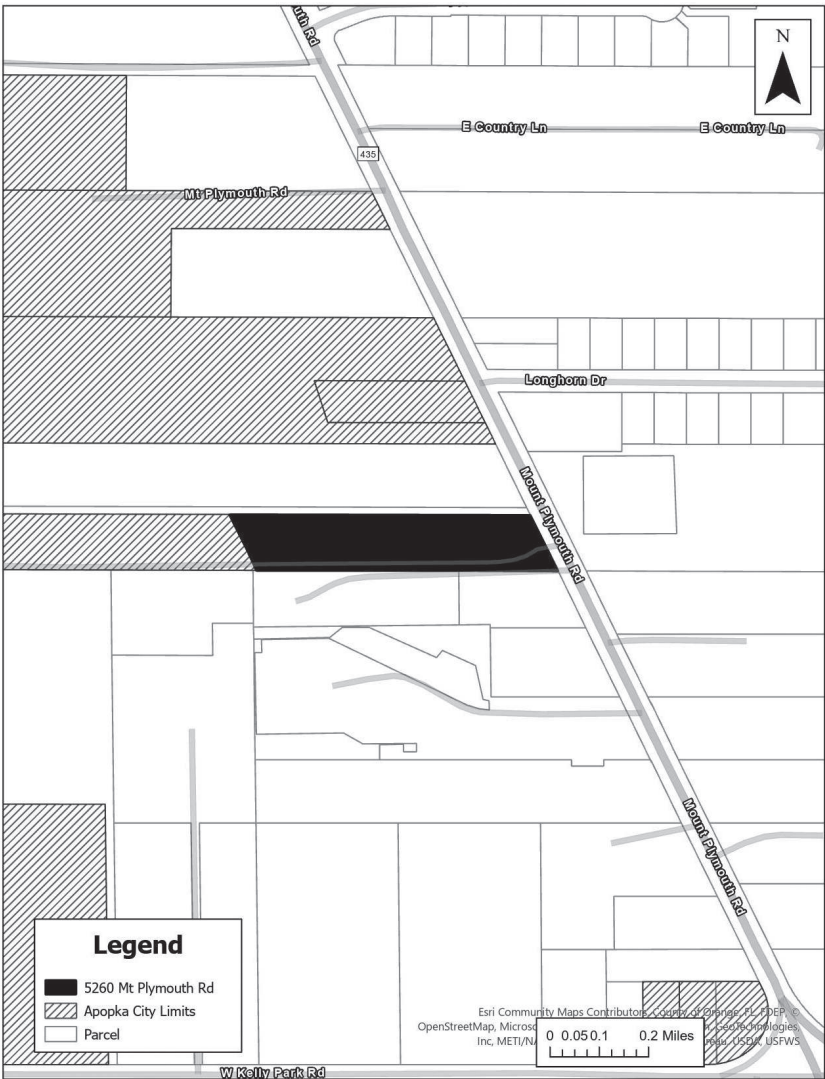
I hope you have a great week, and I’ll see ya next week.

Tip of the week: Dog Days.

Save a few and good luck!

PUBLIC HEARING NOTICE VARIANCE REQUEST CITY OF APOPKA

The City of Apopka Planning Commission, in accordance with Article II, Section 2.5.5.A of the City’s Land Development Code (LDC), herein advises you that **Julian R. Coto** requests a **VARIANCE** from LDC, Section 3.2.3. AG: Agriculture District, to allow a minimum Lot Area of 103,163 square feet and a minimum Lot Width of 145 feet for a single-family housing development in lieu of a minimum Lot Area of 108,900 square feet and a minimum Lot Width of 150 feet in specific locations within the property located at 5260 MT PLYMOUTH ROAD. This application relates to the following described property:



Parcel Identification Number(s): 09-20-28-7608-00-132
Contains: 2.37 +/- Acres

You are hereby notified that a Public Hearing will be held in the City of Apopka Council Chambers on **Tuesday, August 13, 2024 beginning at 5:30 P.M.**, or as soon thereafter as possible. The variance application is available for review at the Community Development Department at Apopka City Hall, 120 East Main Street, Apopka, Florida between the hours of 8:00 A.M. and 5:00 P.M.

Affected parties and the public may appear at the above listed hearing to speak. Please be advised that, under State law, if you decide to appeal a decision made with respect to this matter, you will need a record of the proceedings and may need to ensure that a verbatim record is made, which record includes the testimony and evidence upon which the appeal is to be based. In accordance with the Americans with Disabilities Act (ADA), persons with disabilities needing assistance to participate in any of these proceedings should contact the City Clerk’s Office at 120 East Main Street, Apopka FL 32703, Telephone: 407-703-1704, no less than 48 hours prior to the proceeding.

August 2, 2024

Apopka Planning Commission
Community Development Department

Publish: The Apopka Chief

177161

Need to send
or receive a
FAX?

Use our fax:
407-889-4121*
*There is a small fee for this service.

Apopka Office Supply
400 N. Park Ave.,
Apopka, FL 32712

AOS

407-889-4455

Police Beat

If a law enforcement agency charges you with a crime and this paper reports that information, please notify us within 90 days if the charge is dropped, or if you are found not guilty by the court. After verifying the information, we will be happy to publish it. Please send notification to The Apopka Chief, P.O. Box 880, Apopka, 32704-0880.

In the period from July 21-27, the Apopka Police Department received 1,568 calls for service, responded to 20 crashes, issued 60 citations, and made 16 arrests. Juveniles were charged with out-of-county warrant.

The following adults were arrested and charged:

Bernardo Nicolas Beira, 61, confidential, Apopka, resist officer with violence (X2); battery-touch or strike; battery on specified personnel; health-safety nuisance injurious to health.

Trinidad A’dore Carthers, 20, confidential, Apopka, battery-touch or strike.

Nivea Enid Cruz, 46, confidential, Apopka, battery-touch or strike.

Ka’Nayziah Ke’Niya

Edwards, 21, confidential, Leesburg, battery-touch or strike.

Lisa Hellena Houston, 55, 1991 S. Apopka Blvd., Apopka, aggravated battery on pregnant victim.

Michael Alphonso Jackson Burnett Jr., 30, confidential, Orlando, battery-touch or strike.

Keisha Jackson, 29, 45 W. 10th St., Apopka, trespassing-trespass occupied structure or conveyance; resist officer-obstruction without violence.

Rafiq Al Fatir Hamin Osborne McDonald; 33, confidential, Apopka, battery-touch or strike; obstructing Justice-hinder witness communicating information to law enforcement officer/ a life/capital proceeding.

Modesto Perez-Mendez, 379109, confidential, Apopka, battery-touch or strike.

Samuel Rodriguez-Cherena, 44, confidential, Apopka, drugs-possession of controlled substance without prescription; drug equipment-possession and/or use; simple assault-intent threat to do violence.

Jason William Scott, 46, 18 N. Terry Ave. 144, Orlando, burglary- dwell-

ing/structure cause damage \$1,000+.

Shaina Marie Stouffer, 34, 1507 Camel Ct., Apopka, drugs-trafficking fentanyl/fentanyl analogues 4 grams+; drugs-possession of controlled substance without prescription (methamphetamine); drugs-possession of controlled substance without prescription (alprazolam); drug equipment-possession and/or use.

Maria Edith Timperio, 62, confidential, Apopka, battery-touch or strike.

Dorian James Tinsley-Gary, 23, confidential, Mt. Dora, contempt of court-violation injunction protection domestic violence (X2).

Ingrid Yolany Vasquez-Reyes, 23, 1367 Orange St., Apopka, obstructing justice-tamper with evidence in criminal proceeding; DUI-unlawful blood alcohol, DUI-influence of alcohol or drugs; moving traffic violation-operate motor vehicle without valid license; hit and run-leave scene of crash involving damage to property.

Tyler Cain Worrick, 28, 19023 Park Pl. Blvd. A, Eustis, out-of-county warrant.

Davison: Balancing school, football

Continued from page 1B

football and his academics has always been easy because of the work ethic instilled in him by his parents from a very young age. Davison says that because he started taking academics so seriously at such a young age and has always been balancing his athletic and academic lives that now it’s just second nature.

“Oh, I feel like that’s been the easy thing for me. My parents have instilled the importance of an academic mindset in me from when I was a baby. So, I just grew up knowing how to do it. Like, I don’t play video games during the week. I make sure that I’m zoned in from when I get home to when it’s time to go to sleep. I make sure I get all my work done. And it’s really just me wanting to reach that highest level, to reach my ceiling, as quickly as I can. Since I was so young, it wasn’t really anything for me, and now I’m able to keep it up. I’m seeing the benefits from it. I’m reaping the benefits of all that work

now.”

Leadership and chemistry go hand in hand a lot of the time. Without a good leader, there will be no chemistry in a team. So, leadership got us talking about chemistry and how the Blue Darters and Davison himself grow and foster that brotherhood that’s needed in a winning program.

Davison told me that chemistry on the field starts off the field. He said that he helps some of his teammates with homework, they play games together in their free time, and on the field at practice is where a lot of joking around and friendships start. Davison also said he’s always checking in with his guys whether at school, practice, or in free time just to make sure they are ok, and that everything is going well.

“Right now, we’ve been focusing big on brotherhood. So, we as a team feel like as long as you can fight for your brother, you can do anything. And so that man next to you means the world to us, and we’re going to keep it like that

for a while.

I asked Davison what strategies or methods he uses to keep his morale high after a tough play or big hit during a game.

“You know, you can’t really live in the play or in the past too much as a quarterback. It’s all about keeping your composure and looking into the future. But sometimes, I’ll ask when we get into the sideline to see the play I messed up on, and then communicate to all the coaches so I can figure out what I can do to make that play better and the rest of the game better for us as a team.”

When we talked about preparations during the off-season Davison talked about the importance of rest. He said the boys and himself have been focused on relaxing and alone time to figure out what would work best for everybody for the upcoming season. He talked about the obvious physical work that they have focused on this off-season with condition-

See DAVISON Page 3B

Speed: May wants his red hat



The car pictured is May’s grandfather’s Datsun 240Z that set the land speed record in October of 2021. This is the car May will attempt to set his record in.

Continued from page 1B

true story about Burt Munro building a motorcycle to beat the land speed record at Bonneville.

May’s grandfather Red will be attempting to break a speed record that he put in place just three years ago. In October of 2021, May’s grandfather put down a record-breaking land speed of 244 miles per hour beating the previous record of 220 that stood untouched since 1988. May will be joining him the first week of August as his grandfather tries to beat the record he set in 2021 while May will try to set his own record.

May’s dream is to be the youngest person ever to receive a *red hat*. To get a *red hat*, you must set a land speed record over 200 miles per hour. Right now, the youngest person to break a land speed record over 200 miles per hour is a 17-year-old, so May will be the youngest by a good margin if he can pull it off. I will say this... I’m not the biggest car guy, but I know a little bit and this car that May will be driving is no joke.

The car is a 1972 Datsun 240Z that has been fitted with a Toyota 2JZ-GTE inline-six- and a 72-millimeter turbo. Now to some

that may sound like gibberish but in layman’s terms this car is probably faster than any car you’ve ever seen. The car pushes out a peak of 859 horsepower.

May’s grandfather will be trying to break the record on Saturday, August 3, and will try again the following Sunday. Depending on if May’s grandfather breaks the record, May will try to create his own record the following Monday.

I hope May can make his dream come true, and stay tuned next week for updates and an interview with May to tell all about his trip and what his next dream will look like.



City of Apopka CITY COUNCIL STAFF REPORT

Section: PUBLIC HEARINGS/ORDINANCES/RESOLUTION (Action Item)

Item #: 7.

Meeting Date: August 21, 2024

Department: Community Development

SUBJECT:

Ordinance No. 3071 - First Reading - Annexation – Chandler Hills

REQUEST:

Accept the first reading of Ordinance Number 3071 and hold it over for second reading and adoption on September 4, 2024.

SUMMARY:

Owner(s): Orchid Estates Community Home Owners Association, Mega GNG, LLC, Jacob Snavelly, 4625 Chandler Road, LLC, Matthre and Deborah Shaw, Daphne Martin

Applicant(s): Jonathan Huels, Esq

Parcel Identification Number(s): 18-20-28-0000-00-132, 18-20-28-0000-00-031, 18-20-28-0000-00-105, 18-20-28-0000-00-050, 18-20-28-0000-00-049, 18-20-28-0000-00-061

Location: Generally South of W. Kelly Park Road and west of Jason Dwelley Parkway

Future Land Use: County Rural

Zoning: County R-2 (Residential District)

Existing Use: Vacant

Tract Size: 28.54 +/- acres

Direction	Future Land Use	Zoning	Present Use
North	Residential Very Low Suburban	RSF-1A (Residential Single-Family - Estate)	Agricultural buildings
East	Institutional-Public Use, Residential Very Low Suburban	Office (O), PD (Planned Development), RSF-1A (Residential Single-Family - Estate)	Single-family residences and vacant
South	FLU-In Progress, Residential Very Low Suburban	Transitional (T), PD (Planned Development)	Single-family residences and vacant
West	FLU-In Progress, Residential Very Low Suburban	Transitional (T), RSF-1A (Residential Single-Family - Estate)	Agricultural buildings, single-family residential

SUMMARY:

The subject properties are contiguous to the city limits and is eligible for annexation pursuant to Florida Statute 171.044. The proposed annexation shall be based on the existing County Future Land Use and Zoning Designations. The assignment of a City Future Land Use and Zoning designation will occur at a later date and through action by the City Council. The parcels have been determined to be within the City's Kelly Park Interchange - Form-Based Code area. Pursuant to the Comprehensive Plan and Form-Based Code, the applicant

has submitted applications to amend its Future Land Use to Mixed-Use and Zoning to KPI-MU (Kelly Park Interchange - Mixed-Use, Neighborhood) district.

ORANGE COUNTY NOTIFICATION:

The JPA (Joint Planning Agreement) requires the City to notify the County 30 days before any public hearing or advisory board. The City notified Orange County on May 30, 2024.

PUBLIC HEARING SCHEDULE:

August 21, 2024 (7:00 P.M.– City Council, First Reading
September 4, 2024 (1:30 P.M.)– City Council – Second Reading and Adoption

DULY ADVERTISED:

August 9, 2024 – Apopka Chief
August 16, 2024 – Apopka Chief

FUNDING SOURCE:

N/A

RECOMMENDED MOTION:

Development Review Committee:

Recommends approval of the annexation of Chandler Hills.

Recommended motion - City Council:

Accept the first reading of Ordinance Number 3071 and hold it over for second reading and adoption on September 4, 2024.

ATTACHMENTS:

1. Ordinance No. 3071
2. Map series
3. Advertisement August 9

ORDINANCE NO. 3071

PAGE 2

described as follows: Parcel No. 53: From a point 664.6 feet South of Northwest corner of Southeast quarter of Northeast quarter run South 332.3 feet; East 668.44 feet; North 332.42 feet; West 668.14 feet to Point of Beginning.

AND

The West 652.5 feet of the East 1305 feet of the following description: The North one half of the South one half of the Southwest quarter of the Northeast quarter; less the West 15 feet thereof, lying in Section 18, Township 20 South, Range 28 East.

All lying and being situate in Orange County, Florida.

AND

Parcel 1:

West 15 feet of the Northeast Quarter and the North 15 feet of the Northwest Quarter of the Southeast Quarter, Section 18, Township 20 South, Range 28 East, Orange County, Florida. Less and except any land contained in County Deed recorded in Official Records Book 10606, Page 8543, Public Records of Orange County, Florida.

Also described as:

Begin at the Northeast corner of the Northeast 1/4 of the Northwest 1/4 of the Southeast 1/4 of Section 18; thence along the West line of the Northeast 1/4 of the Southeast 1/4 of said Section 18, South 01°11'56" West, 15.02 feet to a point on a line that is 15.00 Southerly of and perpendicular to the North line of the Southeast 1/4 of said Section 18; thence along a line that is 15 feet Southerly of and parallel to said North line South 88°08'31" West, 1330.15 feet to the West line of the Southeast 1/4 of said Section 18; thence along said West line North 01°19'12" East, 2642.70 feet to a point on the Southerly right of way line of Kelly Park Road; thence along said Southerly right of way line North 88°06'16" East, 15.02 feet to a point on a line that is 15.00 feet Easterly of and parallel to the West line of the Northeast 1/4 of said Section 18; thence along said parallel line South 01°19'12" West, 2627.68 feet to a point on the North line of the Southeast 1/4 of said Section 18; thence along said North line North 88°08'31" East, 1315.10 feet to the Point of Beginning.

AND

Commence at the Northeast Corner of said Northeast 1/4; thence North 89°50'38" West, along the North line of said Northeast 1/4 of a distance 710.02 feet; thence South 03°08'43" West, 30.00 feet a Point of Beginning; thence continue South 03°08'43" West, 400.00 feet; thence North 89°50'38" West, 217.48 feet; thence North 03°08'43" East, 400.00 feet; thence South 89°50'38" East, 217.48 feet to the Point of Beginning.

CONTAINING: 28.54 ACRES MORE OR LESS.

Being compact and contiguous to the City of Apopka, and being situated in Orange County, Florida, totaling **28.54 +/- acres** (Graphically depicted by the attached Exhibit A), is hereby

ORDINANCE NO. 3057

PAGE 3

annexed into the City of Apopka, Florida, pursuant to the voluntary annexation provisions of Section 171.044, Florida Statutes.

SECTION II: That the corporate territorial limits of the City of Apopka, Florida, are hereby redefined to include said land herein described and annexed.

SECTION III: That the City Council will designate the land use classification and zoning category of these annexed lands in accordance with applicable City ordinances and State laws.

SECTION IV: That the land herein described and future inhabitants of the land herein described shall be liable for all debts and obligations and be subject to all species of taxation, laws, ordinances and regulations of the City.

SECTION V: That if any section or portion of a section or subsection of this Ordinance proves to be invalid, unlawful, or unconstitutional, it shall not be held to invalidate or impair the validity, force, or effect of any other section or portion of a section or subsection or part of this ordinance.

SECTION VI: That all ordinances or parts of ordinances in conflict herewith are hereby repealed.

SECTION VII: That this ordinance shall take effect upon passage and adoption, thereafter the City Clerk is hereby directed to file this ordinance with the Clerk of the Circuit Court in and for Orange County, Florida; the Orange County Property Appraiser; and the Department of State of the State of Florida.

READ FIRST TIME: August 21, 2024

READ SECOND TIME
AND ADOPTED: _____

Bryan Nelson, Mayor

ATTEST:

Susan M. Bone, City Clerk

APPROVED as to form and legality

Clifford B. Shepard, City Attorney

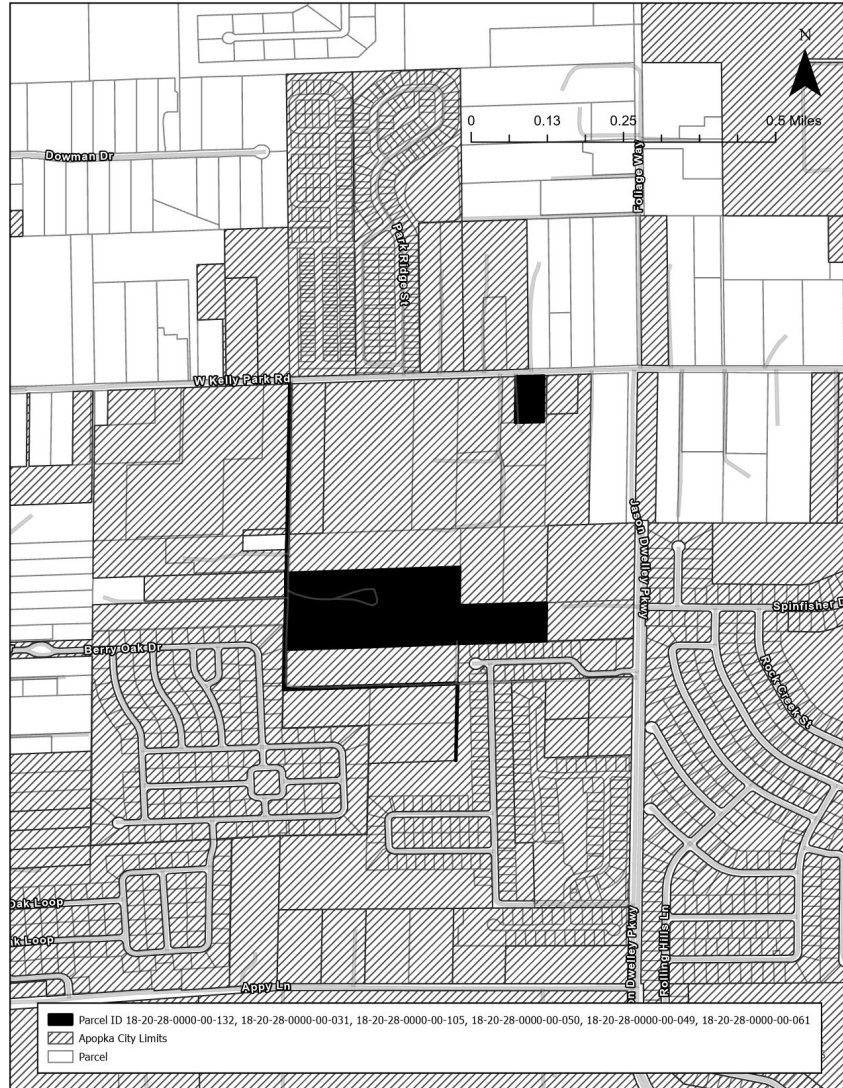
ORDINANCE NO. 3071
PAGE 2

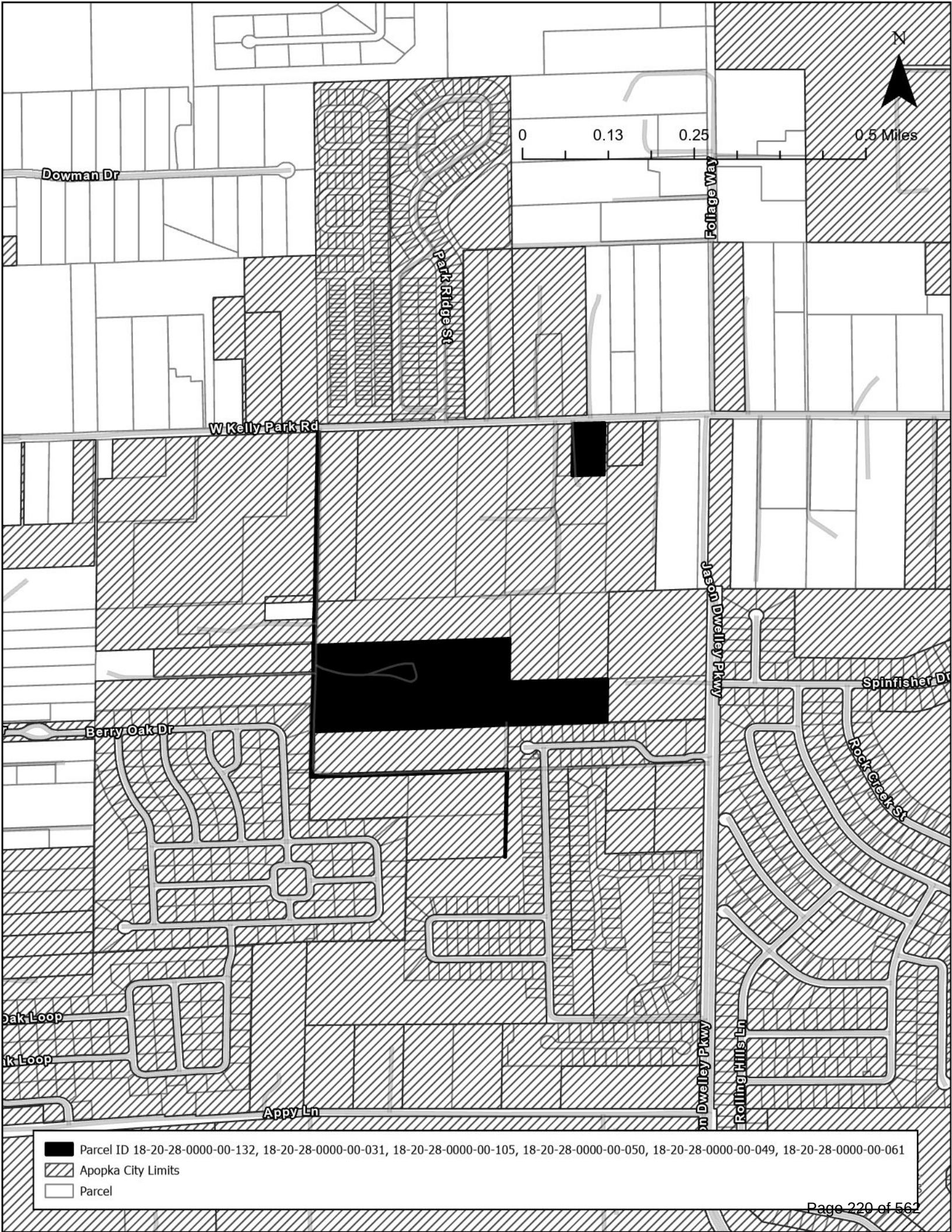
DULY ADVERTISED FOR PUBLIC HEARING: August 9, 2024 and August 16, 2024

110

EXHIBIT "A"

- 111 **PARCEL IDENTIFICATION NUMBER(S): 18-20-28-0000-00-132, 18-20-28-0000-00-031,**
 112 **18-20-28-0000-00-105, 18-20-28-0000-00-050, 18-20-28-0000-00-049, 18-20-28-0000-00-061**





N

0

0.13

0.25

0.5 Miles

Dowman Dr

Follage Way

Park Ridge St

W Kelly Park Rd

Berry Oak Dr

Jason Dwellley Pkwy

Spinfisher Dr

Rock Creek St

Oak Loop

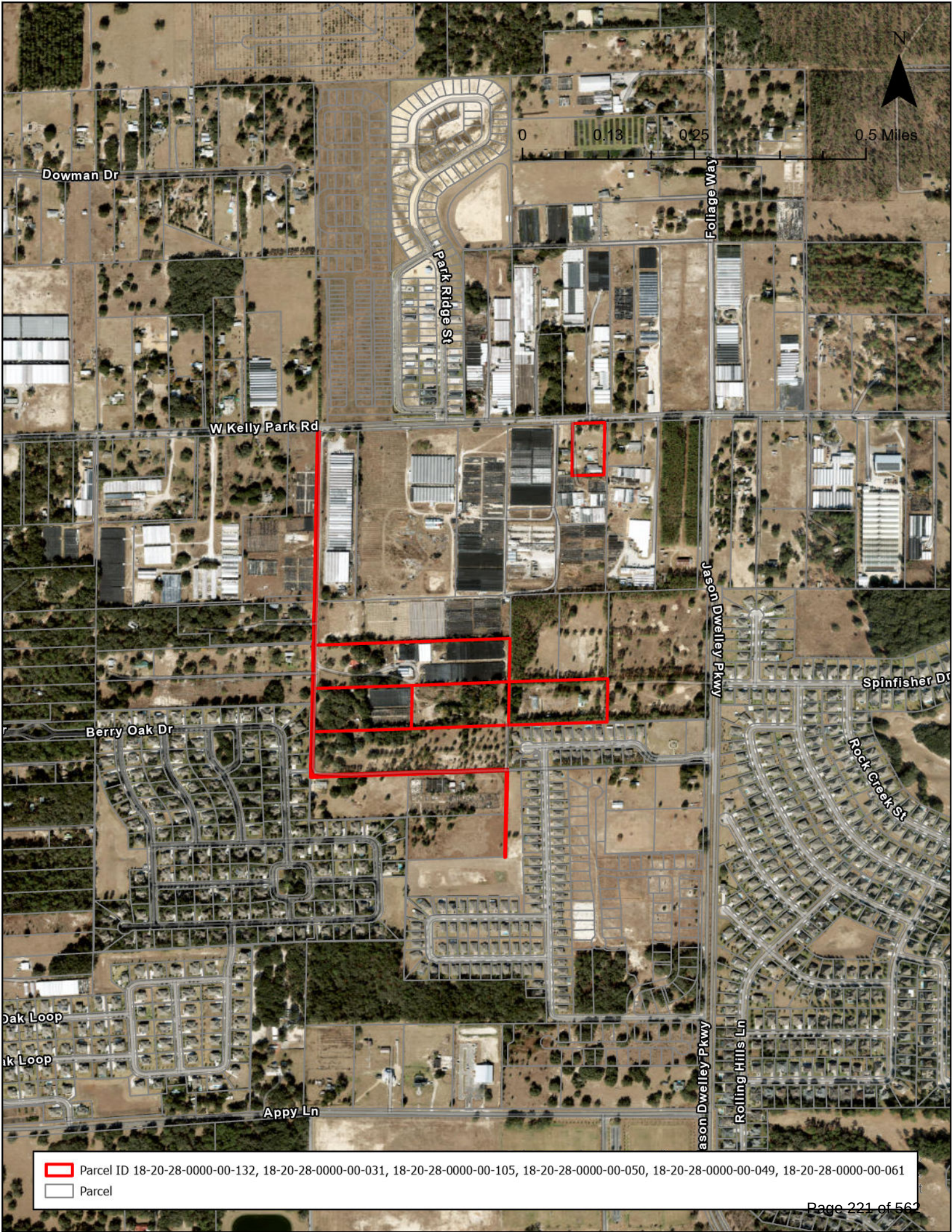
Oak Loop

Appy Ln

Jason Dwellley Pkwy

Rolling Hills Ln

- Parcel ID 18-20-28-0000-00-132, 18-20-28-0000-00-031, 18-20-28-0000-00-105, 18-20-28-0000-00-050, 18-20-28-0000-00-049, 18-20-28-0000-00-061
- Apopka City Limits
- Parcel



N

0 0.13 0.25

0.5 Miles

Dowman Dr

Foliage Way

Park Ridge St

W Kelly Park Rd

Jason Dweley Pkwy

Spinfisher Dr

Rock Creek St

Berry Oak Dr

Oak Loop

ak Loop

Appy Ln

Jason Dweley Pkwy

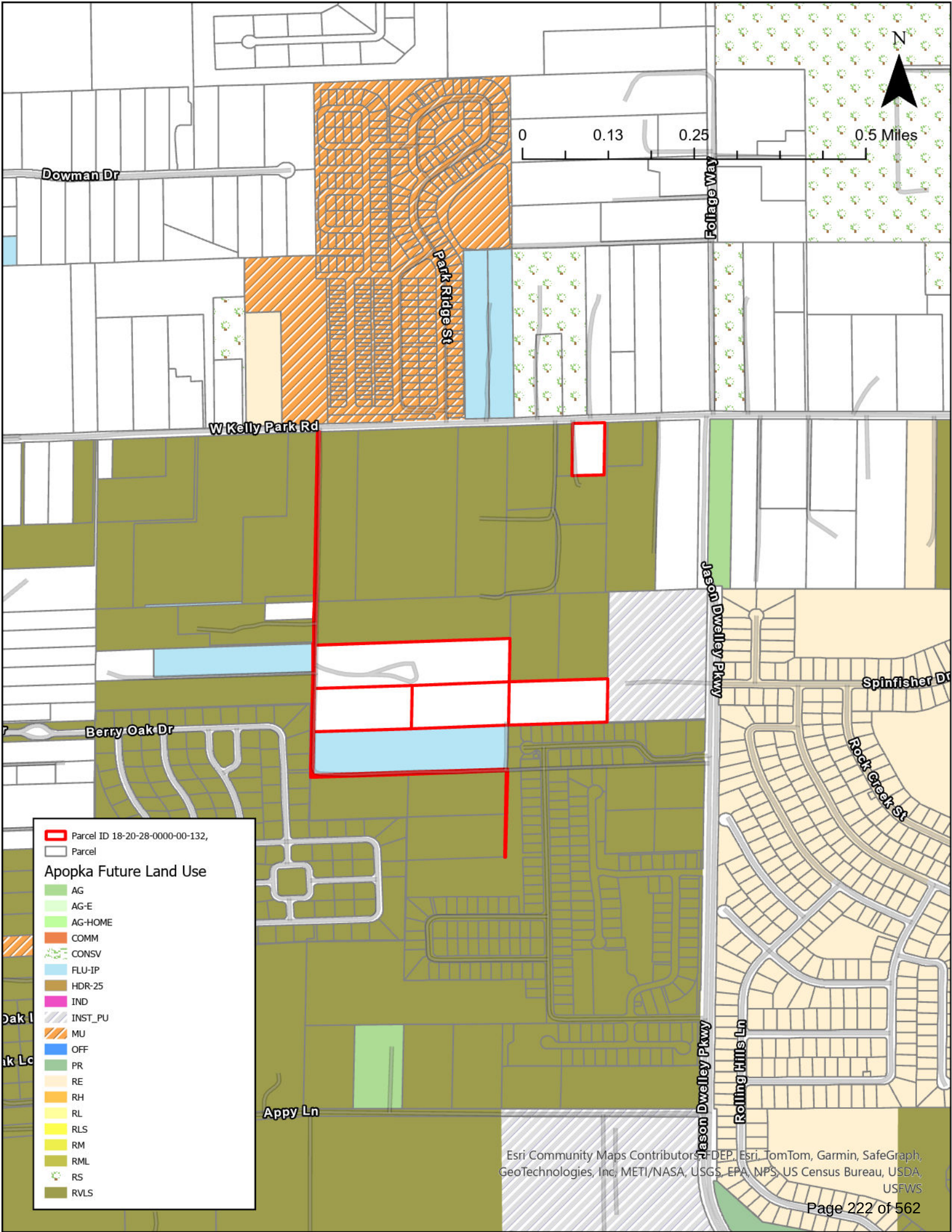
Rolling Hills Ln

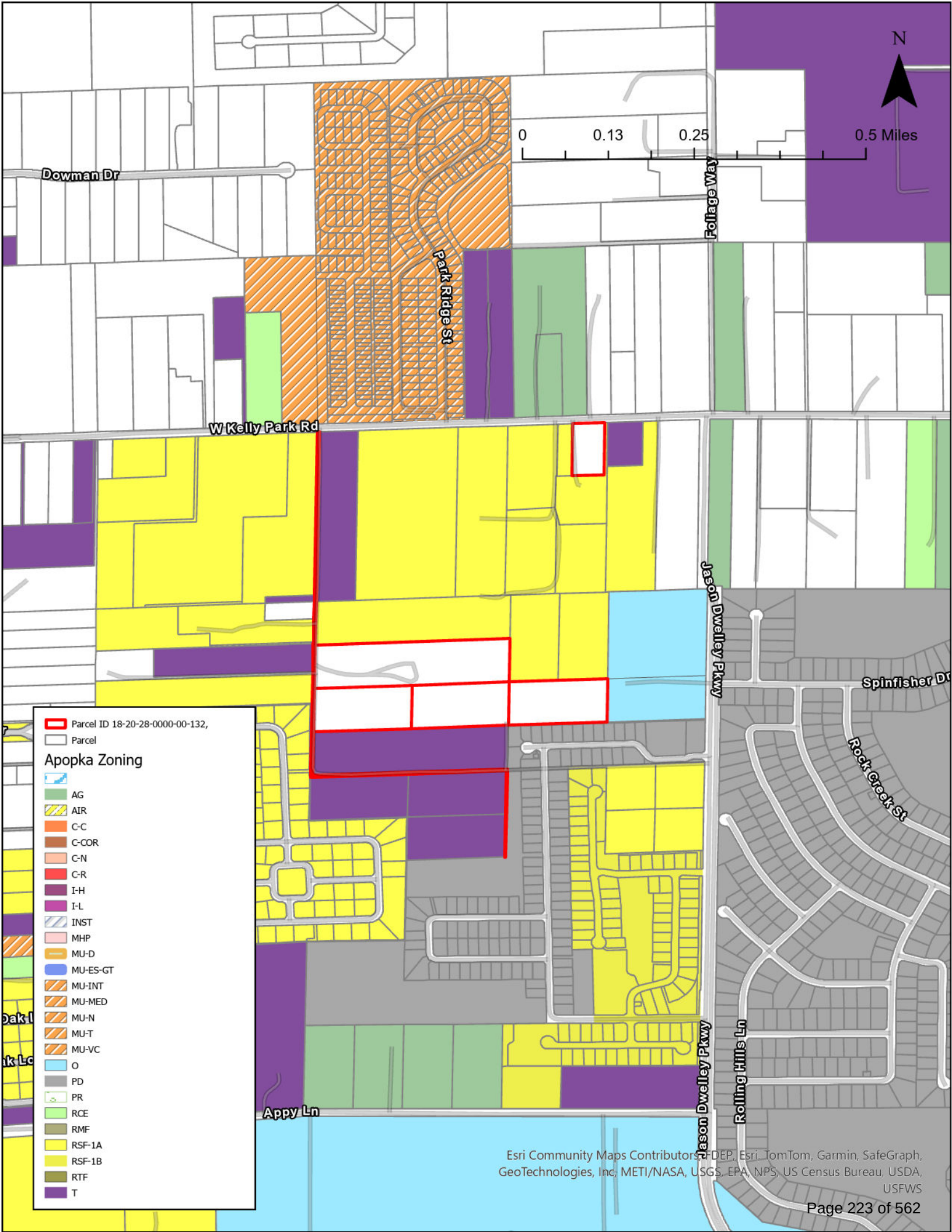


Parcel ID 18-20-28-0000-00-132, 18-20-28-0000-00-031, 18-20-28-0000-00-105, 18-20-28-0000-00-050, 18-20-28-0000-00-049, 18-20-28-0000-00-061



Parcel





Parcel ID 18-20-28-0000-00-132,

Parcel

Apopka Zoning

AG

AIR

C-C

C-COR

C-N

C-R

I-H

I-L

INST

MHP

MU-D

MU-ES-GT

MU-INT

MU-MED

MU-N

MU-T

MU-VC

O

PD

PR

RCE

RMF

RSF-1A

RSF-1B

RTF

T

Poll: Results of Chamber’s July 30 Hob Nob straw poll

Continued from page 1A

dicial, Group 5
Joy Goodyear 37
LaShawnda K. Jackson 52

Circuit Judge, 9th Judicial, Group 15
Jeffrey Ashton 15
Chris Mack 15
Alicia Peyton 54

Circuit Judge, 9th Judicial, Group 37
Jason Willis 20
Tanya Davis Wilson 59

Circuit Judge, 9th Judicial, Group 43
Stephen Brown 26
Craig McCarthy 54

County Judge, Group 11
Lisa Gong Guerrero 44
Adam McGinnis 43

NONPARTISAN COUNTY OFFICES
County Commissioner, District 1
Austin Arthur 42
Nicole H. Wilson 37

County Commissioner, District 3
Gus Martinez 10
Linda Stewart 38
Mayra Uribe 25

School Board Member, District 4
Anne Douglas 26

Kyle Roger Goudy 19
Jake Petroski 19

School Board Member, District 6
Jeni Grieger 26
Stephanie Vanos 44

Soil and Water Conservation, District Supervisor, Seat 2
Matthew Grocholske 13
Jimm Middleton 4
Jim Moyer 16
Vicki Vargo 30

Soil & Water Conservation, District Supervisor, Seat 4
Karolyn C. Campbell 29
Dena Krueger 24

PARTISAN FEDERAL OFFICES
United States Senator
REP John S Columbus 1
REP Keith Gross 4
REP Rick Scott 37
DEM Stanley Campbell 16
DEM Rod Joseph 2
DEM Debbie Mucarsel-Powell 11
DEM Brian Rush 6
LPF Feena Bonoan 0
NPA Ben Everidge 2
NPA Tuan TQ Nguyen 17

Rep in Congress, District 10
REP Tuan Le 28
REP Willie J Montague 20

DEM Wade Darius 9
DEM Maxwell Alejandro Frost 31
DEM V. Issa White 5

REP in Congress, District 11
REP John McCloy 4
REP Daniel Webster 55
DEM Barbie Harden Hall 39

PARTISAN STATE OFFICES
State Attorney, 9th Judicial Circuit
REP Thomas Feiter 7
REP Seth Hyman 22
DEM Monique Worrell 33
NPA Andrew Bain 34

Public Defender, 9th Judicial Circuit
DEM Lenora Easter 20

DEM Melissa Vickers 61

State Senator, District 13
REP “CJ” Blancett 9
REP Bowen Kou 7
REP Keith Truenow 29
DEM Stephanie L Dukes 40

State Senator, District 15
DEM Randolph Bracy 36
DEM Geraldine F. Thompson 49

State Senator, District 25
REP Jon H. Arguello 16
REP Jose Martinez 22
DEM Kristen Arrington 14
DEM Alan Grayson 14
DEM Carmen Torres 21

State Representative, District 37
REP Susan Plasencia 54
DEM Nate Douglas 41

District 39
REP Doug Bankson 58
DEM Marsha Summersill 41

State Representatives, See POLL Page 12A

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PUBLIC HEARING NOTICE
ANNEXATION
CITY OF APOPKA

NOTICE is hereby given pursuant to Florida Statutes 171.044, the Apopka Code of Ordinances, Part III, Land Development Code, Article II, Section 2.5.1.A, that Jonathan P. Huels, Esq. has made an application to the City of Apopka City Council for an ANNEXATION of properties generally located south of W. Kelly Park Road and west of Jason Dwelley Parkway. This application relates to the following described properties:

ORDINANCE NO. 3071

AN ORDINANCE OF THE CITY OF APOPKA, FLORIDA, TO EXTEND ITS TERRITORIAL AND MUNICIPAL LIMITS TO ANNEX PURSUANT TO FLORIDA STATUTE 171.044 THE HEREINAFTER DESCRIBED LANDS SITUATED AND BEING IN ORANGE COUNTY, FLORIDA, OWNED BY ORCHID ESTATES COMMUNITY HOME OWNERS ASSOCIATION, MEGA GNG, LLC, JACOB SNAVELY, 4625 CHANDLER ROAD, LLC, MATTHEW AND DEBORAH SHAW, DAPHNE MARTIN; GENERALLY LOCATED SOUTH OF W. KELLY PARK ROAD AND WEST OF JASON DWELLEY PARKWAY; COMPRISING 28.54 ACRES, MORE OR LESS; PROVIDING FOR DIRECTIONS TO THE CITY CLERK, SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.

Parcel Identification Number(s): 18-20-28-0000-00-132, 18-20-28-0000-00-031, 18-20-28-0000-00-105, 18-20-28-0000-00-050, 18-20-28-0000-00-049, 18-20-28-0000-00-061
Contains: 28.54 +/- acres

NOTICE is given that public hearings for Ordinance No. 3071 will be held by the City of Apopka City Council at its regularly scheduled meetings in the City Council Chambers of the Apopka City Hall, 120 E. Main Street, Apopka, Florida on Wednesday, August 21, 2024 beginning at 7:00 P.M. and Wednesday, September 4, 2024 beginning at 1:30 P.M. or as soon thereafter as possible.

Affected parties and the public may appear at the above listed hearings to speak. The proposed Annexation can be inspected at the Apopka Community Development Department located at Apopka City Hall on weekdays between the hours of 8:00 a.m. and 4:30 p.m. City Hall address shown below. Please be advised that, under State law, if you decide to appeal a decision made with respect to this matter, you will need a record of the proceedings and may need to ensure that a verbatim record is made, which record includes the testimony and evidence upon which the appeal is to be based. In accordance with the Americans with Disabilities Act (ADA), persons with disabilities needing assistance to participate in any of these proceedings should contact the City Clerk's Office at 120 East Main Street, Apopka FL 32703, Telephone: 407-703-1704, no less than 48 hours prior to the proceeding.

Apopka City Council
Community Development Department

August 9, 2024

Publish: The Apopka Chief 177227



City of Apopka CITY COUNCIL STAFF REPORT

Section: PUBLIC HEARINGS/ORDINANCES/RESOLUTION (Action Item)

Item #: 8.

Meeting Date: August 21, 2024

Department: Community Development

SUBJECT:

Resolution 2024-19 - Adoption of Vision Zero policy

REQUEST:

Adopt Resolution 2024-19 - Vision Zero policy.

SUMMARY:

The State of Florida is one of the most dangerous states for pedestrians, with the metro area of Orlando-Kissimmee-Sanford, Florida ranking as one of the most dangerous metropolitan areas for pedestrians in the country. The City of Apopka is responsible for the operation and maintenance of the continuing transportation planning process designed to prepare and adopt transportation plans and programs. Fatal and severe crashes are preventable, and death and severe injury are not an acceptable cost for using our public roadway system. Vehicle speeds and lack of safe facilities for people walking and biking have been identified as major causes of traffic fatalities. Measures to make City streets safer for all road users, particularly those who are most physically vulnerable, such as seniors, youth, and people with disabilities, will further encourage people of all ages and abilities to walk, bike and take transit. Vision Zero is a data-driven strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. Vision Zero is founded on a Safe System approach that recognizes that people will make mistakes and roadway systems and policies should be designed to protect them through redundancies and shared responsibilities. The U. S. Department of Transportation has adopted the Safe System approach, and the Florida Department of Transportation has adopted a Target Zero Initiative. Resolution 2024-19 adopts Vision Zero as the policy for road and traffic safety in the City of Apopka, and commits the City of Apopka to reducing traffic deaths and severe injuries on City streets by 50% by 2050.

FUNDING SOURCE:

N/A

RECOMMENDED MOTION:

Adopt Resolution 2024-19, Vision Zero policy.

ATTACHMENTS:

1. Resolution 2024-19 Vision Zero
2. Apopka Vision Zero ActionPlan Report

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WHEREAS, the State of Florida is one of the most dangerous states for pedestrians with the metro area of Orlando-Kissimmee-Sanford, Florida ranking as one of the most dangerous metropolitan areas for pedestrians in the country; and

WHEREAS, fatal and severe crashes are preventable, and death and severe injury are not an acceptable cost for using our public roadway system; and

WHEREAS, measures to make City of Apopka streets safer for all road users, particularly those who are most physically vulnerable, such as seniors, youth, and people with disabilities, will further encourage people of all ages and abilities to walk, bike and take transit; and

WHEREAS, Vision Zero is a data-driven strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all; and

WHEREAS, the U. S. Department of Transportation has adopted the Safe System approach; and

WHEREAS, Vision Zero should create opportunities to invite meaningful input from the community;

1. The City of Apopka adopts Vision Zero as the policy for road and traffic safety in the City of Apopka and makes this part of this Resolution effective immediately.

2. The City of Apopka commits to reducing traffic deaths and severe injuries on City streets by 50% by 2050. The goal of Vision Zero is for the City of Apopka to reach zero traffic deaths and severe injuries on City streets and on all other streets and roads within the City.

3. The City Council of the City of Apopka hereby commits the City of Apopka to the adoption of a Vision Zero Action Plan, periodically review progress to Zero and take additional actions as needed to advance the goal of zero fatalities and severe injuries.

BE IT RESOLVED THAT the City of Apopka has developed a Vision Zero Action Plan following the passage of this resolution.

PASSED AND DULY ADOPTED BY THE CITY COMMISSION OF THE CITY OF APOPKA THIS 21st DAY OF August, 2024.

CITY OF APOPKA, FLORIDA, a municipal corporation, organized and existing under the laws of the State of Florida

ATTEST:

By: _____
Susan Bone, City Clerk

By: _____
Bryan Nelson, Mayor



VISION ZERO
Counting down to zero

City of Apopka Vision Zero Safety Action Plan

AUGUST 2024



Image of Apopka City Hall in City of Apopka



*Image of pop-up event at Apopka
Rotary Fair in the City of Apopka*



Image of a mural along Park Avenue in the City of Apopka

Preparation of this Safety Action Plan was funded by a \$3.79 million Safe Streets and Roads for All Federal grant that was awarded to MetroPlan Orlando.

Statement of Protection of Data from Discovery and Admissions

SECTION 148 OF TITLE 23, UNITED STATES CODE REPORTS DISCOVERY AND ADMISSION INTO EVIDENCE OF CERTAIN REPORTS, SURVEYS, AND INFORMATION – Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose relating to this Vision Zero Safety Action Plan, shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at the location identified or addressed in the reports, surveys, schedules, lists, or other data.

Key Terms

Crash/Collision – An occurrence where a road user collides with another road user, such as a car or truck, motorcyclist, bicyclist, pedestrian, animal, road debris, or other moving or stationary obstruction, such as a tree, pole or building, that may result in injury or loss of life, trauma, and/or property damage. Crashes can involve a single party or multiple parties.

Serious Injury – May also be referred to as an incapacitating injury. Serious injuries may include broken bones, severed limbs, burns, traumatic brain injuries, and other major injuries. These injuries usually require hospitalization and transport to a medical facility.

High Injury Network – The mapping of corridors where high numbers of people have been killed and severely injured in traffic crashes.

KSI Crash – A crash that results in someone being killed or seriously injured.

Transportation Underserved Communities – Communities where people experience greater transportation inequities to access jobs, housing, food, health care, education and other destinations due to overlapping factors, including demographics, features of the built environment, and in some instances a lack of prior investment in the transportation system.

Vision Zero – A road safety philosophy which states that no loss of life or incapacitating injury due to traffic crashes is acceptable.

Safe System Approach – a guiding safety approach that builds and reinforces multiple layers of protection to both prevent crashes from occurring and minimize the harm caused to those involved when a crash does occur.

Vulnerable Road User – for the purposes of this Action Plan, a person outside of a car or truck, which includes pedestrians, bicyclists, or motorcyclists. This also includes people in wheelchairs and on e-mobility devices, like scooters.

List of Abbreviations

ADA – Americans with Disabilities Act

ATP – Active Transportation Plan

CAC – Community Advisory Committee

CAV – Connected and Autonomous Vehicle

CBO – Community-Based Organization

CIP – Capital Improvement Plan

DUI – Driving Under the Influence

EMS – Emergency Medical Services

ETC – Equitable Transportation Community

FDOT – Florida Department of Transportation

FHP – Florida Highway Patrol

FHWA – Federal Highway Administration

HIN – High Injury Network

HISP – Highway Safety Improvement Plan

ITS – Intelligent Transportation Systems

KSI – Killed or Severely Injured

LPI – Leading Pedestrian Interval

MTP – Metropolitan Transportation Plan

NHTSA – National Highway Traffic Safety Administration

PPL – Prioritized Project List (PPL)

PHB – Pedestrian Hybrid Beacon

RRFB – Rectangular Rapid Flashing Beacon

SRTS – Safe Routes to School

SS4A – Safe Streets and Roads for All

SSA – Safe System Approach

TIP – Transportation Improvement Plan

TAC – Technical Advisory Committee

USDOT – United States Department of Transportation

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City of Apopka

Vision Zero Safety Action Plan

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PAGE 08

Executive summary: Safer streets for everyone

Overview of key takeaways from the Action Plan.

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PAGE 12

Chapter 1: Apopka Has a Vision of Reducing Crashes

Introduction to Vision Zero and the Safe System Approach.

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PAGE 18

Chapter 2: Vision Zero Statement and Plan Framework

Overview of components, actions, next steps, and key takeaways from the Action Plan.

Image of pop-up event at Art the Art & Foliage Festival in City of Apopka



PAGE **22**

Chapter 3: Apopka Crash Analysis and Trends

Summary of key findings from the crash analysis.



PAGE **34**

Chapter 4: Listening to the Community

Summary of the community engagement activities that informed the Vision Zero Action Plan.



PAGE **40**

Chapter 5: Recommended Programs and Policy Updates

An engineering and non-engineering strategy toolkit, plus a summary of the Vision Zero benchmarking process.



PAGE **46**

Chapter 6: Recommended Safety Projects

Engineering projects, policy recommendations, and program recommendations for implementation.



PAGE **58**

Chapter 7: Monitoring and Implementation

Specific actions, timeline, and responsibilities for implementing Vision Zero.



PAGE **64**

Technical Appendix



EXECUTIVE SUMMARY

Safer streets for everyone



Image of Lake Apopka



THE CITY OF APOPKA
adopts a resolution
to reduce fatal and
serious injury crashes
by 50% by 2050.

This is a midpoint goal
with the end goal of
zero fatal and serious
injury crashes. The
regional vision is for
zero KSI crashes.



Vision Zero is a road safety philosophy stating no loss of life or incapacitating injury due to traffic crashes is acceptable. To move towards Vision Zero, the City of Apopka is embracing a Safe System Approach (SSA), which seeks to minimize the serious consequences of crashes by acknowledging human vulnerability when designing and operating the transportation network. **This Vision Zero Safety Action Plan is the City’s road map to reducing crashes.**

This plan is part of a larger regional safety effort funded by a \$3.9 million Safe Streets and Roads for All (SS4A) grant and conducted by MetroPlan Orlando, the metropolitan planning organization for Orange, Osceola, and Seminole Counties. MetroPlan Orlando guides the region toward envisioning a 25-year plan for transportation for all Central Floridians.

Safety is a primary focus of this Safety Action Plan; during a typical year in the MetroPlan Orlando Region, **230 people are killed and 1,219 people are seriously injured** in traffic crashes on our roads. In the last five years in Apopka, **28 people have been killed and 88 serious injury traffic crashes occurred**. To address this reality, this Safety Action Plan turns to the core elements of **Vision Zero** and the **Safe Systems Approach**.

What are the Transportation Safety Issues?

A large share of fatal or serious injury crashes happens on a small percentage of the overall roadway network. While most crashes only involve people in motor vehicles, crashes that result in a fatality or severe injury disproportionately involve someone walking, bicycling or riding a motorcycle. **Figure 1** shows a heat map of fatal and serious injury crashes from 2018 to 2022 in City of Apopka.

Reducing Crashes

The City of Apopka commits to a midpoint goal for Vision Zero by adopting a resolution to reduce fatal and serious injuries by 50% by 2050.

Getting to Zero

There is no one method to reducing traffic deaths and serious injuries in the region. It will require a multidisciplinary and collaborative approach.

Community outreach was a component of identifying transportation safety issues in Apopka. This plan summarizes the community outreach conducted as a part of this plan and how that feedback was incorporated.

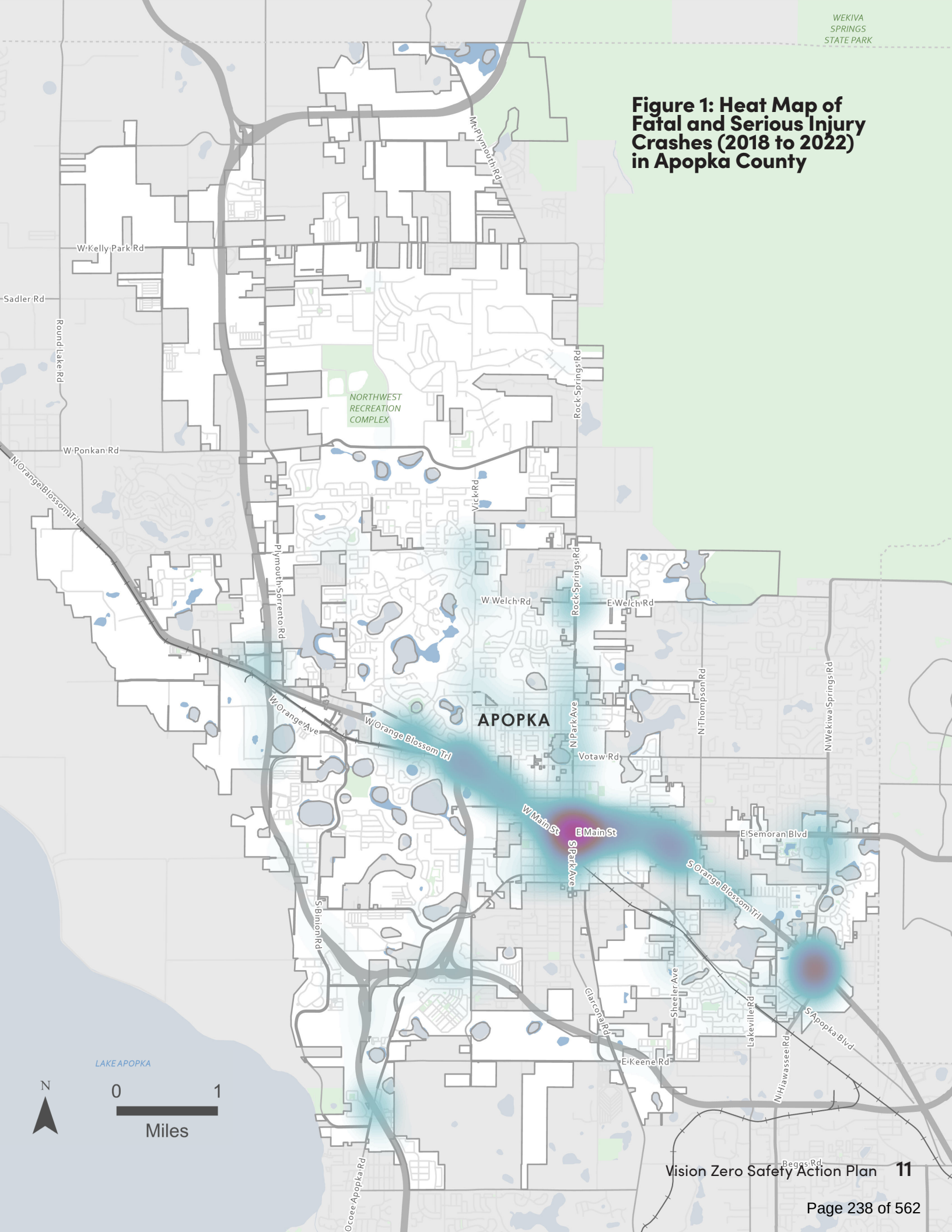
This plan also provides tailored, SSA-compliant non-engineering and engineering countermeasures Apopka can take in collaboration with MetroPlan Orlando and others in the region.

Finally, this plan provides monitoring strategies the City can use to track its progress toward zero and, in the **Appendix A**, a 2024 SS4A Action Plan Component Checklist that demonstrates this plan qualifies for Supplemental Planning and Demonstration as well as Implementation Grant funds through the SS4A program.

How will the City Track Progress?

Monitoring progress is an important part of the process. On an annual basis, the city should reflect on progress towards zero by assessing crash trends from the prior year and comparing them to the trends documented in the action plan.

**Figure 1: Heat Map of
Fatal and Serious Injury
Crashes (2018 to 2022)
in Apopka County**





CHAPTER 1

Apopka Has a Vision of Reducing Crashes



Image of Lake Apopka



THIS CHAPTER introduces the need for a Vision Zero transportation safety Action Plan and highlights how it differs from other safety plans. This chapter also outlines Vision Zero and the Safe System Approach.

This **Vision Zero Safety Action Plan** is based on concrete, data-backed safety solutions.

Vision Zero Makes Our Roads Safer

Reducing crashes will require a holistic approach shaped by the most up-to-date thinking. That's where Vision Zero and the Safe System Approach can lend a hand.

Vision Zero is a road safety philosophy that views any loss of life or incapacitating injury due to traffic crashes as unacceptable. Vision Zero aims to eliminate crashes that result in death and serious injuries on our roads by anticipating human mistakes and minimizing impacts on the human body when crashes do occur. To accomplish this goal, Vision Zero draws from the Safe System Approach (SSA).

How Is Vision Zero Different?

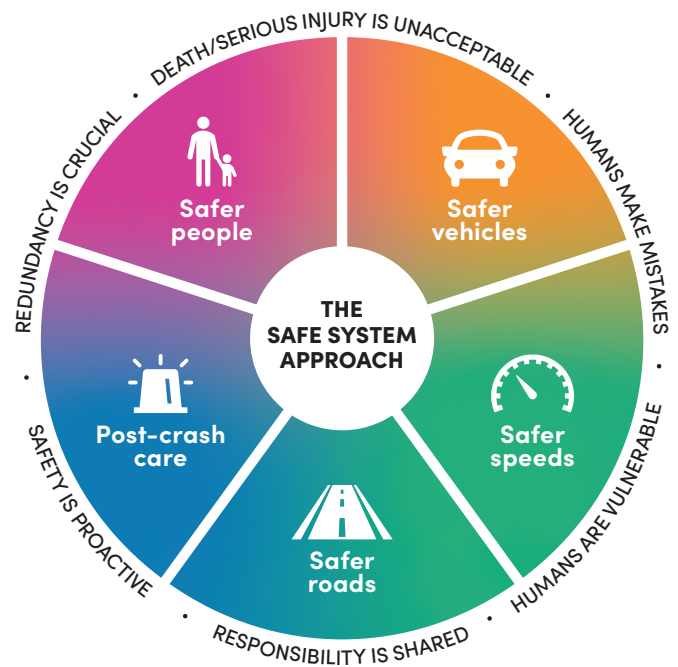
- 1. Reframes traffic deaths as preventable.*
- 2. Integrates human failure into the approach.*
- 3. Focuses on preventing fatal and severe injury crashes rather than eliminating all crashes.*
- 4. Aims to establish safe systems rather than relying on individual responsibility.*
- 5. Applies data-driven decision-making.*
- 6. Establishes road safety as a social equity issue.*

Image of pop-up event at Apopka Rotary Fair in City of Apopka

Vision Zero Relies on the Safe System Approach

The Safe System Approach insists the responsibility for safety must be shared between road users and those who plan, design, and maintain the transportation system and enforce traffic laws.

The SSA defines the five elements of a safe transportation system—**safer people**, **safer vehicles**, **safer speeds**, **safer roads**, and **post-crash care**—and treats these elements as interrelated. The approach relies on layering interventions in each of these areas atop one another to provide cumulative, redundant safety for all users.



Source: Adapted from Federal Highway Administration, 2024.



Safer people: Encourage safe, responsible driving, bicycling, and walking behavior by people who use the roads and create conditions that prioritize their ability to reach their destination unharmed.



Safer vehicles: Proactively plan for a connected and autonomous vehicle fleet and encourage the purchase of vehicles that feature crash prevention technology.



Safer speeds: Use a multidisciplinary approach that induces drivers to travel at speeds appropriate for the context, thus reducing injuries even when human error leads to a crash.



Safer roads: Prioritize roadway design changes, inclusive of bike lanes, sidewalks, crosswalks, and intersections, that address the factors contributing to severe injury and fatal crashes.



Post-crash care: Partner with law enforcement and emergency response to identify strategic investments in crash response and to clearly prescribe protocols for uniform, comprehensive, and consistent crash assessment and crash reporting.

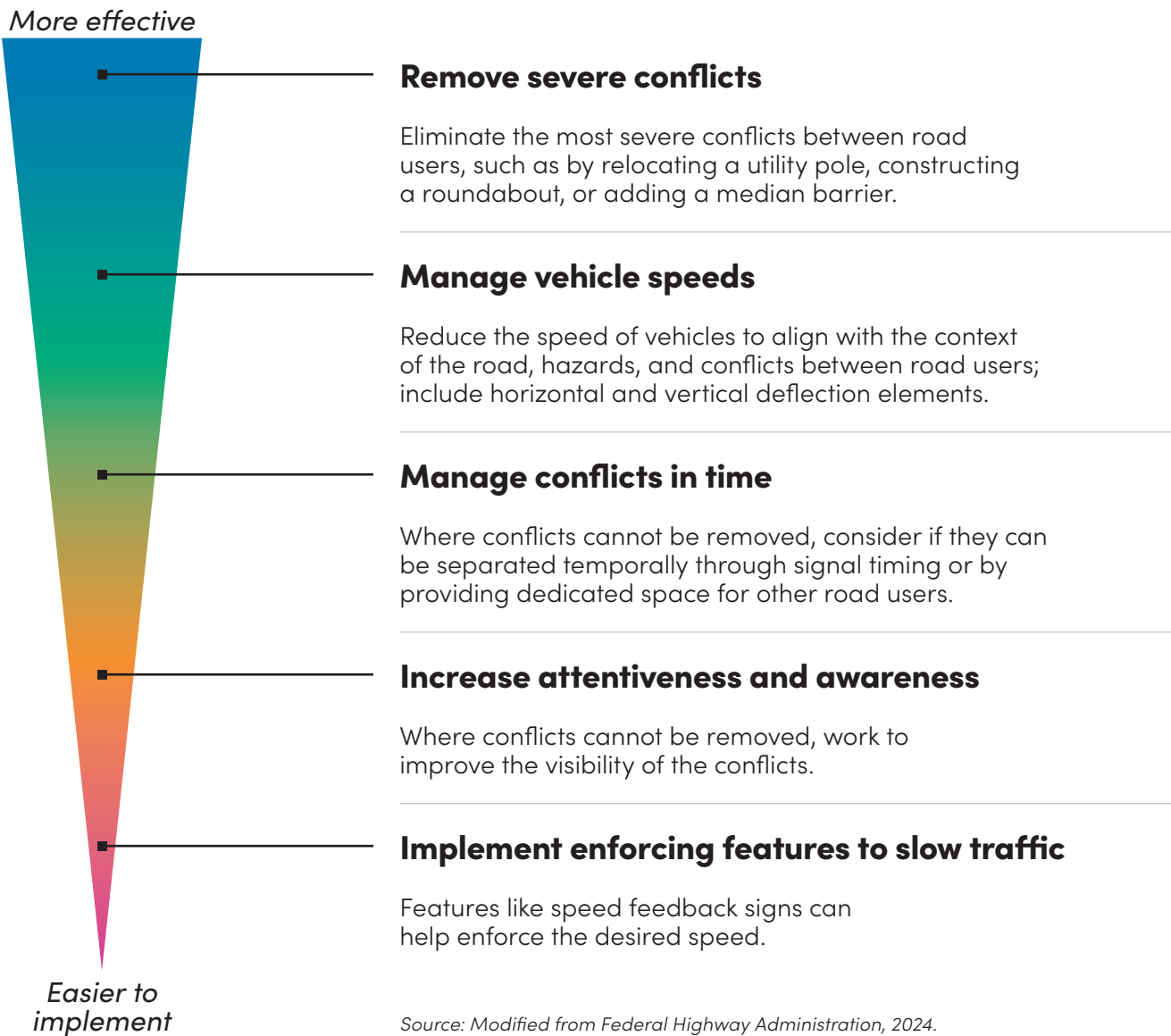
Safe System Approach Framework

Achieving a safe system requires the coordination of planning, design, operations, and law enforcement to anticipate human error and proactively compensate for human vulnerabilities.

As shown by **Figure 2** to the right, the SSA tiers roadway interventions broadly by their impact. While this hierarchy offers a general prioritization of safety projects, the SSA does not present a one-size-fits-all solution to roadway safety officials. Instead, the approach prioritizes context-sensitive design. Every site in a region’s HIN will require a different combination of countermeasures depending on what the crash trends reveal at those locations.

The SSA treats safety as a systemic quality and requires regional partners to work together. As such, this Action Plan is meant to work in tandem with MetroPlan Orlando’s Regional Vision Zero Safety Action Plan and other concurrent safety efforts being undertaken by Orange, Osceola and Seminole Counties.

Figure 2: FHWA Safe Systems Solutions Hierarchy



The Safe System Approach is **DIFFERENT** from traditional road safety:

TRADITIONAL APPROACH	SAFE SYSTEM APPROACH
Prevent crashes	Prevent deaths and serious injuries
Improve human behavior	Design for human mistakes and limitations
Control speeding	Reduce kinetic energy
Assign responsibility to individuals	Share responsibility
React based on crash history	Proactively identify and address risks

SAFE SYSTEM PRINCIPLES

The Safe System is built on **SIX PRINCIPLES**:





CHAPTER 2

Vision Zero Statement and Plan Framework



Image of Lake Apopka



THIS CHAPTER
establishes the
City of Apopka's
commitment to Vision
Zero and outlines
the key components
of the Action Plan.



Image of pop-up event in City of Apopka

The City of Apopka is committed to reducing deaths and reducing serious injuries. The midpoint goal is to reduce the number of fatal and serious injury crashes by half by 2050 through a local and regional safety approach that is proactive, data-informed, and community-based. Implementing the projects and strategies identified in the **Vision Zero Safety Action Plan** will help us achieve the vision of **safer, accessible, and convenient** travel in Apopka for all road users, especially the most vulnerable ones.

Vision Zero Safety Action Plan Outline

This Safety Action Plan plays a key role in eliminating fatal and serious injury crashes. The subsequent sections will:

1

Identify Apopka's HIN, which identifies area roads that pose the highest risk of death and serious injury crashes. We know that 41 percent of the region's deaths occur on 2 percent of our roads. In Apopka, 67 percent of roadway deaths occur on 4 percent of our roads.

2

Prioritize feasible projects that will have the greatest safety impacts.

3

Recommend policy updates that will support design and maintenance of safe roads.

4

Define next steps so the City can begin working with MetroPlan Orlando, the Florida Department of Transportation (FDOT), and Orange County to implement changes and monitor long-term progress towards roadway safety.

This Safety Action Plan is the result of a coordinated planning effort led by the City of Apopka Working Group and supported by MetroPlan Orlando, local governments, and the Florida Department of Transportation.



CHAPTER 3

Apopka Crash Analysis and Trends

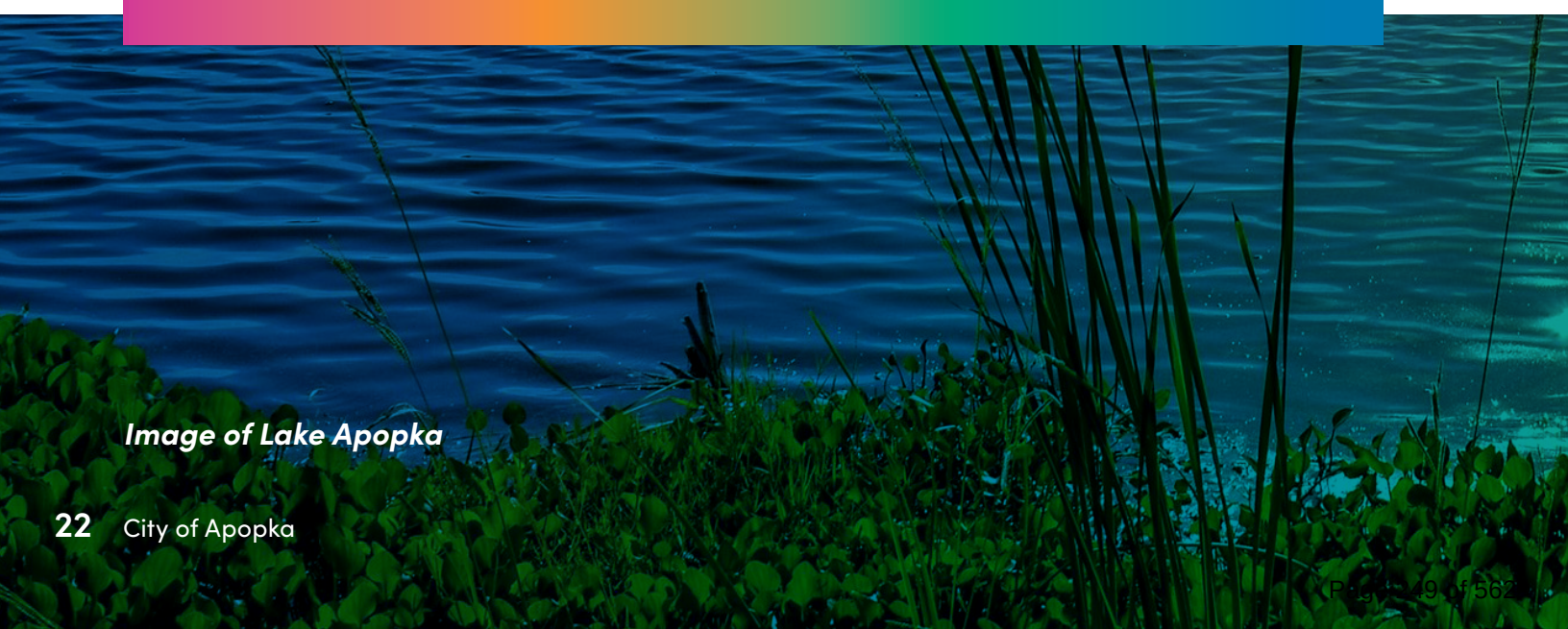


Image of Lake Apopka



THIS CHAPTER summarizes key findings from the crash analysis, including where crashes happen, who is involved, and what kinds of crashes occur. This chapter also includes a map of the High Injury Network.

To achieve the greatest safety impact for Apopka’s residents, visitors, and businesses, this plan identifies the areas of the local roadway network that pose the greatest safety threats to users. This section identifies trends in Apopka crash data to form the city’s **High Injury Network (HIN)**.

Who Is Involved in Crashes?

The MetroPlan Orlando Region experiences an **annual average** of:

- **1,900** serious injury crashes
- **300** fatalities from crashes¹

The City of Apopka experiences an annual average of:

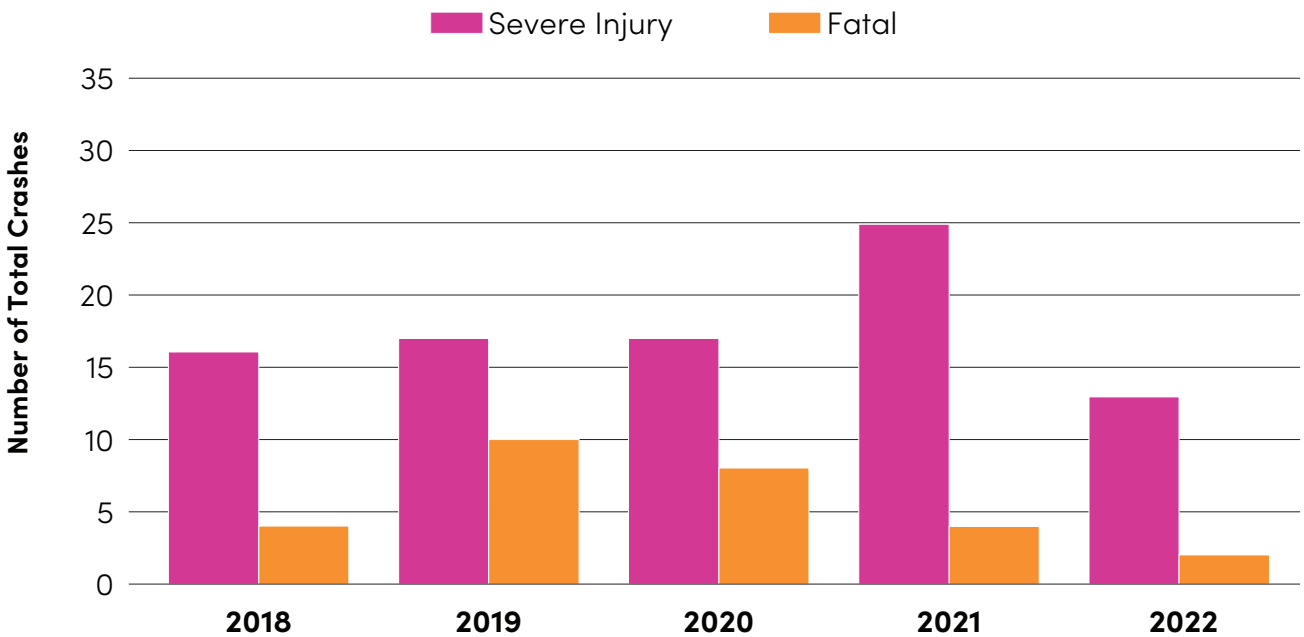
- **1,059** total crashes
- **6** fatalities

Apopka experiences around 1,059 total crashes each year. Between 2018 and 2022, Apopka had:

- **28** fatal crashes
- **88** severe injury crashes
- **1,444** injury crashes
- **3,732** property damage crashes

A review of all crashes in Apopka by severity is shown in [Figure 3](#).

Figure 3: Fatal and Serious Injury Crashes Over Time, Apopka²

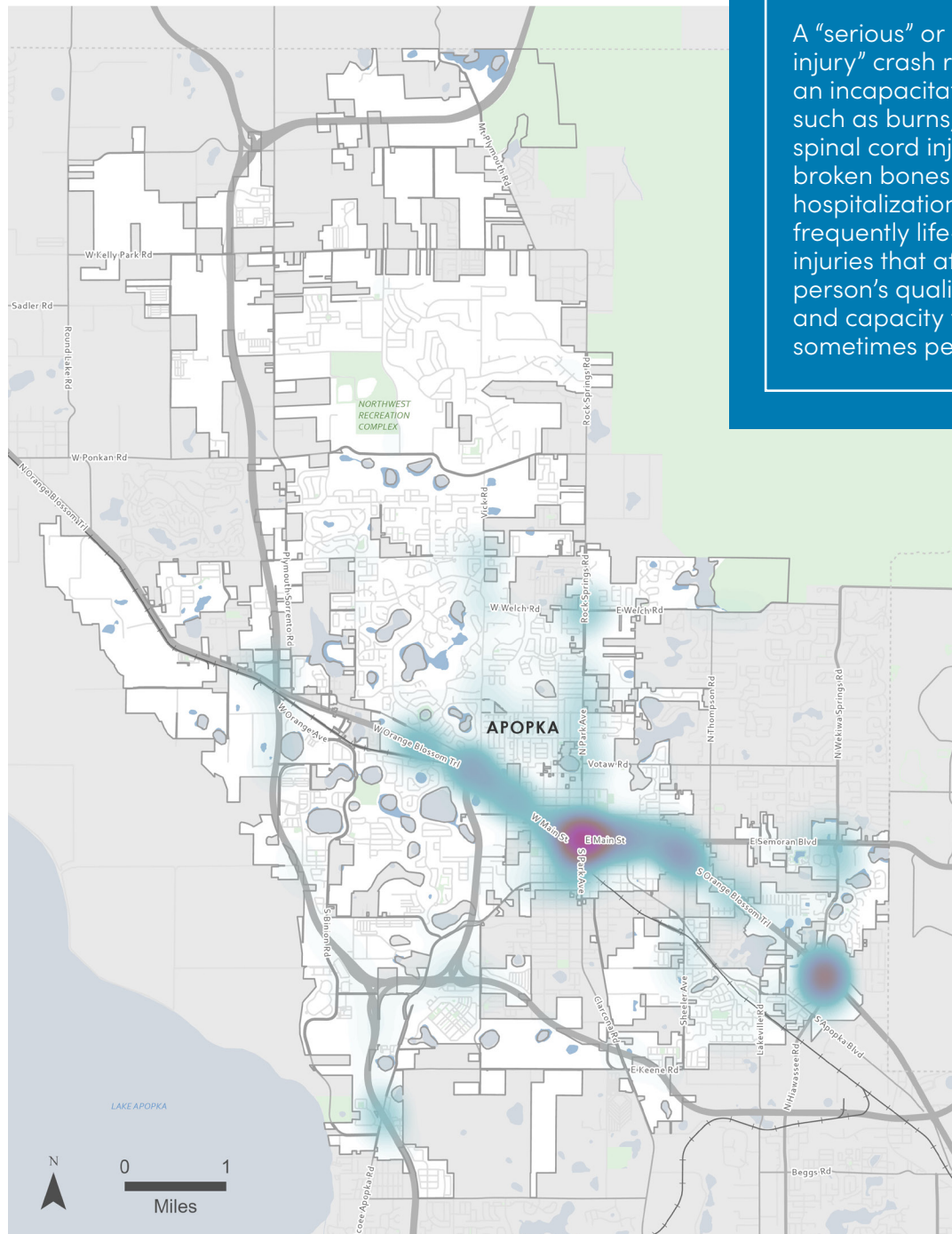


¹ Crash data is primarily obtained from Signal 4 Analytics (Signal 4), with Signal 4 data based on data from Florida’s statutory custodian of records, the Florida Department of Highway Safety and Motor Vehicles (FLHSMV). This crash analysis included data from Signal 4 Analytics from 2018–2022.
² Includes Limited Access Facilities based on data from Signal 4 Analytics from 2018 to 2022.

Where Are Crashes Happening?

Regionally, fatal and severe injury crashes are most likely to occur on roads that have been designed to accommodate vehicle travel at 45 mph or above but are also expected to serve pedestrians, bicyclists and transit, all while providing direct and convenient access to a variety of destinations. A heat map of the crash locations in Apopka are presented in **Figure 4**. There are higher concentrations of crashes in Apopka along the major roads of US 441/ W Orange Blossom Trail/ Main Street and E Semoran Boulevard (SR 436).

Figure 4: Crash Locations in Apopka



Who Is Involved?

Crashes that result in a severe injury or fatality disproportionately impact vulnerable road users. Vulnerable road users include people walking, bicycling, or riding motorcycles; electric bike and scooter riders; and people using wheelchairs and other mobility assistance devices,

Crashes resulting in a severe injury or fatality are also more likely to occur within or adjacent to a transportation underserved community. The designation “transportation disadvantaged” may encompass many factors, including poverty rates, motor vehicle ownership, and access to destinations.

Though only 35 percent of the city population lives in a designated transportation disadvantaged community 75 percent of all crashes and 82 percent of fatal crashes occur within or adjacent to such a community. For comparison, 25 percent of the regional population lives in a designated transportation disadvantaged community and almost 50 percent of all crashes and 54 percent of fatal crashes occur within or adjacent to one.

Between 2018 and 2022, there were 88 severe injuries and 28 fatalities on roads in Apopka. People walking and people bicycling are involved in 3 percent of all crashes but make up 11 percent of the serious injuries and 64 percent of the fatalities.

There are an average of 11 fatal or severe-injury crashes in Apopka every year. Crashes by travel mode are summarized in [Figure 5](#) and [Figure 6](#).

- **1,908** crashes (39 percent of fatal crashes) take place at intersections
- **1,422** crashes (12 percent of fatal crashes) are lane-departure crashes
- **11** percent of severe-injury crashes and **64** percent of fatal crashes involve pedestrians or bicyclists

Figure 5: Crash Serious Injuries by Travel Mode (2018–2022)

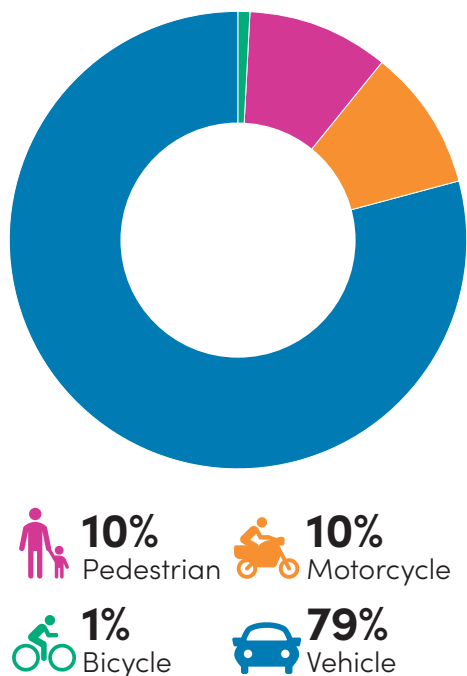
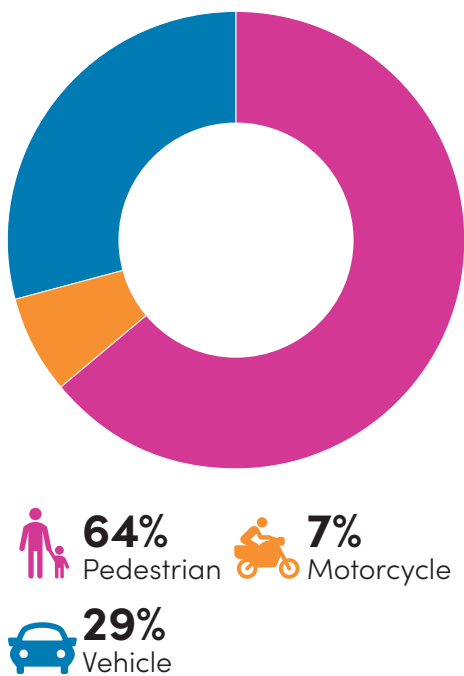


Figure 6: Crash Fatalities by Travel Mode (2018 to 2022)



Transportation and Safety in Underserved Communities

Every community has its unique transportation advantages and disadvantages based on a variety of factors, such as land use, road network characteristics, and demographics.

Sometimes, access to transportation varies wildly between communities. To better understand where transportation disadvantage occurs—that is, where people are unable to access their daily transportation needs regularly, reliably, and safely—the U.S. Department of Transportation developed several factors to identify transportation-disadvantaged communities which serve as the basis of MetroPlan Orlando’s Transportation for All: Overcoming Obstacle report.

In the MetroPlan Orlando region, 25 percent of the regional population lives in a community considered to be transportation disadvantaged, and half of crashes occur in transportation-underserved communities, with more of those crashes leading to a severe injury or fatality.

The High Injury Network and areas considered transportation disadvantaged are shown in [Figure 7](#). There were 81 fatal or serious injury crashes (70% of fatal and serious injury crashes) that occurred within the transportation disadvantaged areas in the City of Apopka. Additionally, 80% of bicycle and pedestrian crashes occurred within a transportation disadvantaged area.

What Behaviors Contribute to Crashes?

A combination of factors can contribute to a crash, including road designs that encourage people to drive at speeds inappropriate for the surrounding land use context. Human behavior also plays a role. The behaviors that contributed most to crash outcomes between 2018 and 2022 in Apopka are summarized in [Table 1](#).

Table 1: Factors Contributing to Crash Outcomes in Apopka

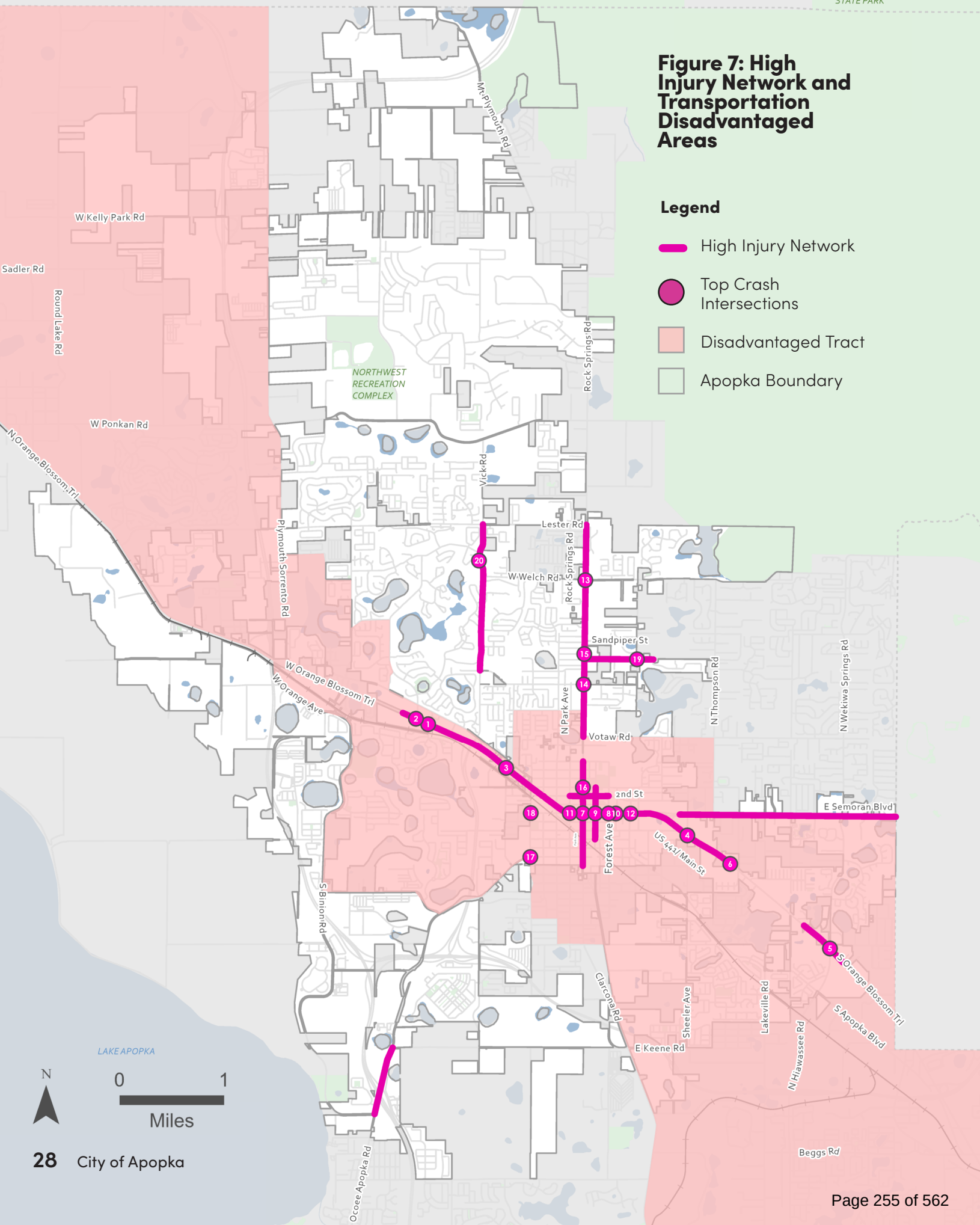
BEHAVIOR	TOTAL NUMBER OF CRASHES	% OF ALL CRASHES
Alcohol or drugs involved	156	39%
Distraction	2,244	29%
Aggressive driving	300	25%
Speeding	38	21%

Note: Some crashes may have multiple factors.
** Crashes involving speeding are based on the reporting officer’s assessment of travel speed and are likely an undercount of crashes with a direct correlation to speeding.*

Figure 7: High Injury Network and Transportation Disadvantaged Areas

Legend

- High Injury Network
- Top Crash Intersections
- Disadvantaged Tract
- Apopka Boundary



High Injury Network

A High Injury Network (HIN) represents the corridors and intersections in Apopka where a disproportionate number of fatal or serious injury crashes occur, with added emphasis on crashes involving people walking, bicycling, and motorcycling. The HIN assists the City of Apopka and its partner jurisdictions in prioritizing locations where safety improvements will bring the greatest benefit. The HIN segments and intersections are shown in [Figure 8](#) and [Figure 9](#). Details of the HIN's development are provided in [Appendix B](#).

The majority of fatal and serious-injury crashes occur along state roads of US 441/ W Orange Blossom Trail/ Main Street and E Semoran Boulevard (SR 436). Both streets are also within the HIN for Orange County.

Table 2: HIN Segments by Roadway Ownership Type

HIN TYPE	CENTERLINE MILES ON HIN	TOTAL NUMBER OF CENTERLINE MILES	HIN COVERAGE OF ROADWAYS
City Road	5.6	275	2%
County Road or State Road	7.3	25	29%
Total	12.9	300	4.3%

Table 3: Summary of High Injury Network Roadway Segments

ROADWAY NAME (EXTENTS)	LENGTH (MI)	KSI CRASHES	INJURY CRASHES	NO INJURY CRASHES	BIKE/PED CRASHES
1. W Orange Blossom Trl/ Main St (Errol Pkwy to Century Ln)	3.59	42	452	1,187	46
2. E Semoran Blvd (S Orange Blossom Trl to City Limits)	2.09	19	238	494	19
3. S Orange Blossom Trl (East of Tropicana Cir to Colour Pl)	0.56	5	72	189	7
4. Park Ave (E Oak St to E 7 St)	0.50	5	79	155	8
5. Vick Rd (Lester Rd to W Martin St)	1.43	4	33	87	1
6. E Sandpiper St (N Park Ave to County Line)	0.86	2	11	23	4
7. S Forest Ave (E 1 St to E 7 St)	0.50	2	13	25	4
8. E 2nd St (S Central Ave to S Highland Ave)	0.38	2	16	27	1
9. Rock Springs Rd (Votaw Rd to Lester Rd)	2.05	16	152	317	31
10. Ocoee Apopka Rd/ CR 537A (Keene Rd to Binion Rd)	0.67	8	61	107	0

Figure 8: Map of High Injury Network Roadway Segments

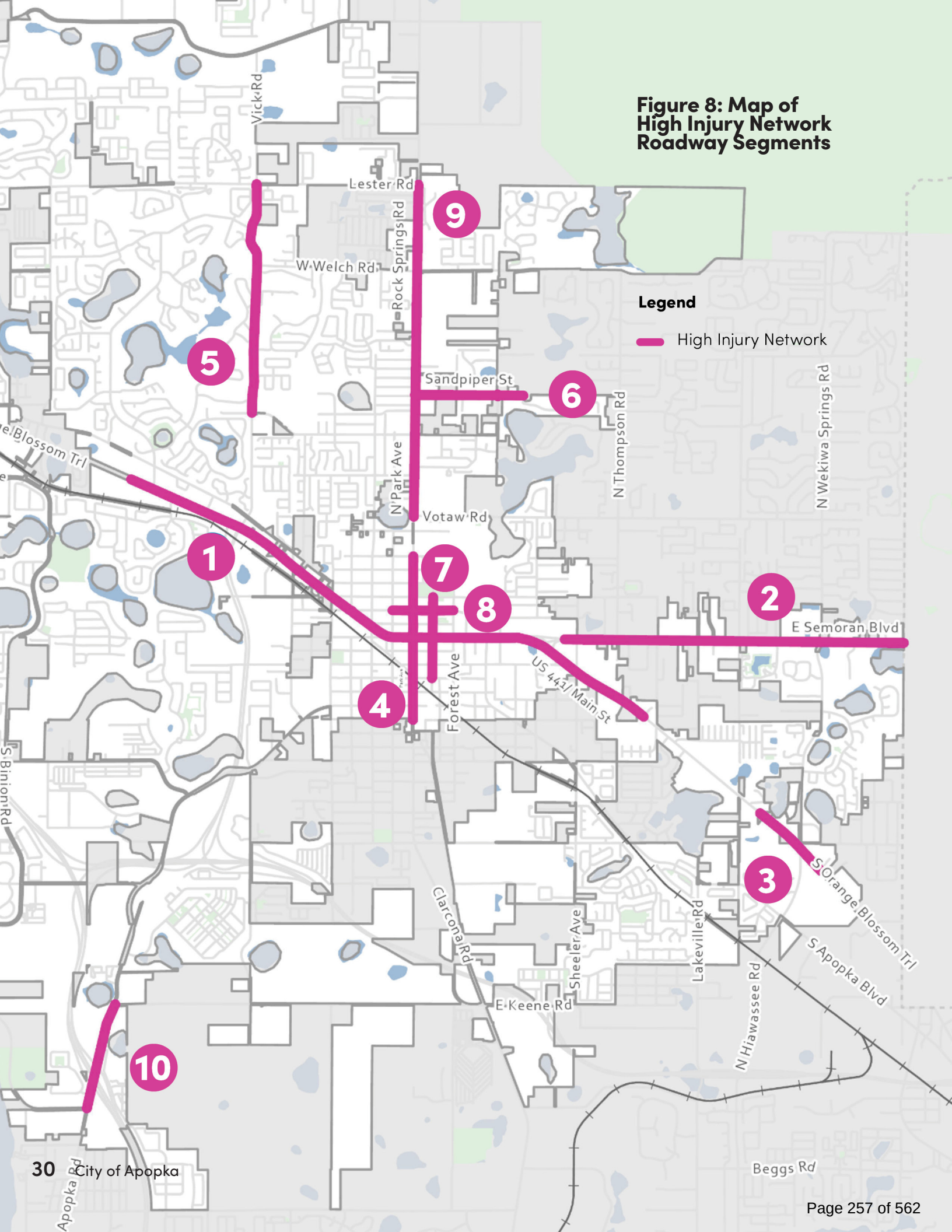


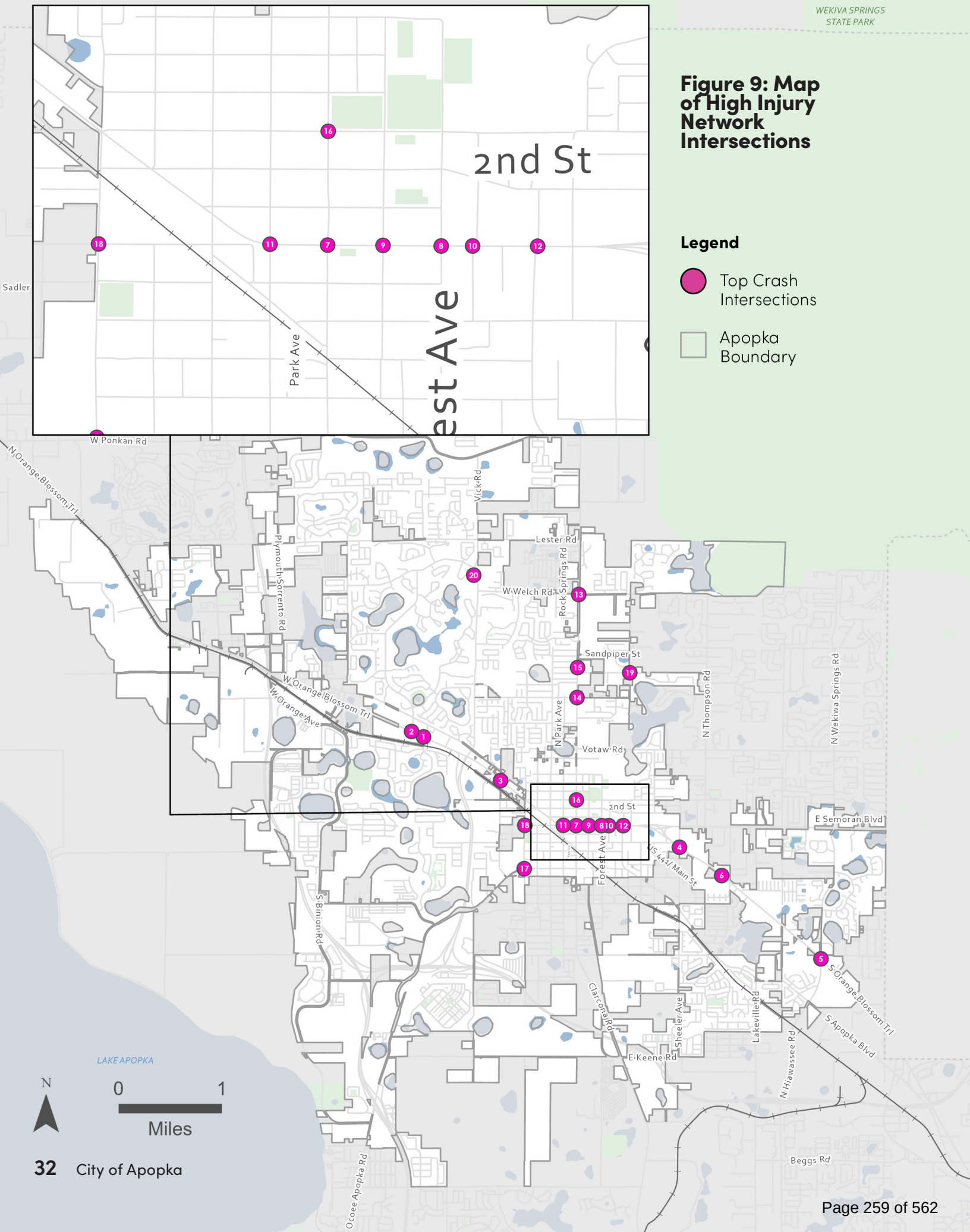
Table 4: Summary of High Injury Network Intersections

INTERSECTION NAME	KSI CRASHES	INJURY CRASHES	NO INJURY CRASHES	BIKE/PED CRASHES
1. U.S.441/ W Orange Blossom Trl & Lake Doe Blvd	2	11	28	2
2. U.S. 441/ W Orange Blossom Trl & Errol Pkwy	2	10	36	0
3. U.S. 441/ W Orange Blossom Trl & Bradshaw Rd	4	35	71	3
4. U.S. 441/ S Orange Blossom Trl & Sheeler Ave	3	36	62	1
5. U.S. 441/ S Orange Blossom Trl & N Hiawassee Rd	4	66	173	6
6. U.S. 441/ S Orange Blossom Trl & Century Ln	2	5	6	0
7. U.S. 441/ E Main St & S Park Ave	3	44	173	3
8. U.S. 441/ E Main St & S Highland Ave	2	12	27	2
9. U.S. 441/ E Main St & S Forest Ave	2	24	55	4
10. U.S. 441/ E Main St & Midland Ave	1	28	54	6
11. U.S. 441/ E Main St & Central Ave	2	15	66	3
12. U.S. 441/ E Main St & Alabama Ave	2	11	33	3
13. Rock Springs Rd & E Welch Rd	1	29	92	3
14. N Park Ave & Tanglewilde St/ E Martin St	2	14	24	5
15. N Park Ave & E Nightingale St	1	3	16	2
16. S Park Ave & E 1st St	1	9	6	3
17. CR 437-A/ Ocoee Apopka Rd & S Hawthorne Ave	2	18	20	1
18. Hawthorne Ave & W 4th St	2	3	13	0
19. E Sandpiper St & Ustler Rd	2	2	5	0
20. Vick Rd & Golfside Village Blvd	2	0	5	0

**Figure 9: Map
of High Injury
Network
Intersections**

Legend

-  Top Crash Intersections
-  Apopka Boundary





— FDOT

Orange County



CHAPTER 4

Listening to the Community



Image of Lake Apopka



THIS CHAPTER
summarizes the
many community
engagement activities
that helped inform the
City of Apopka's Vision
Zero Action Plan.

MetroPlan Orlando reached out to regional stakeholders (including local agency staff, elected officials, safety partners, law enforcement, and first responders), as well as residents and visitors, to gain an understanding of how the people who live, work, and visit the region and Apopka experience its roadways.

These in-person and online public engagement efforts yielded feedback that was essential to developing this plan and regional safety efforts.

Regional Engagement Efforts

The engagement strategies deployed as part of the MetroPlan Orlando Regional Vision Zero Safety Action Plan complement strategies at the county and local plan levels. Cumulatively, these strategies spread awareness and engagement much more broadly than any single agency's efforts could.

Task Force, Steering Committees and Working Group

A regional **Vision Zero Task Force** provided feedback and strategic guidance throughout the plan's preparation. This task force included people representing local agencies and FDOT, public health officials, medical professionals, bicycling and pedestrian advocacy groups, and members of the public. The Task Force provided key feedback on the technical analysis, public engagement strategies, policy benchmarking, action plan elements, and project prioritization criteria.

Hub Site

To supplement information provided on the MetroPlan Orlando website, a Hub Space was developed to provide one centralized location for sharing of safety information. The site provides an overview of the Vision Zero Safety Action Plan process and purpose, an interactive HIN dashboard, and crash data by jurisdiction. The hub also allows visitors to provide feedback, comments, testimony, and specific locations of concern.

The site is intended to live on beyond the preparation of this action plan and serve as a clearinghouse for information and Vision Zero updates. The site can be accessed at VisionZeroCFL.gov or by using the QR code. The crash dashboard will be updated on an annual basis as part of progress monitoring.



Public Feedback

The hub has collected over 650 comments from 350 people as of April 2024. Most were from Orange County (84 percent), with Osceola and Seminole Counties having lower response rates (7 percent and 9 percent, respectively).

Common Public Feedback Themes

Improve infrastructure

- Especially for people walking, bicycling and taking transit

Provide more education

- Directed at all road users to cultivate safe walking, bicycling, and driving habits

More enforcement of prevalent behaviors such as:

- Excessive speeding
- Excessive speeding in School Zones
- Phone use while driving

Respondents provided feedback specific to Apopka. One respondent expressed concern for children who walk or bike to school, particularly crossing Jason Dwelley Parkway. Other feedback related to a need for improved intersection infrastructure, additional enforcement, and speeding concerns.

[Appendix C](#) and [Appendix D](#) provide a summary of engagement efforts for the project.

There is a lack of road courtesy that contributes to the issue. With the wide center section, traffic from multiple directions frequently perform maneuvers to jump in front of vehicles or around vehicles that are having difficulty navigating the intersection.

– Orange County Resident

Reckless driving on a regular basis near a playground and area where many people are walking and riding on bikes.

– Public response from Apopka

City of Apopka Engagement Working Group

The Working Group led the planning effort for the City of Apopka. It included representatives from the planning and zoning and police departments. The working group met at key points in the development of the Vision Zero Safety Action Plan. Meetings were held on:



Working Group meeting notes are provided in the [Appendix E](#).

Images of engagement materials provided at pop-up events

Zero deaths and serious injuries on our roads is our goal

What is Vision Zero?

Vision Zero is Apopka's approach to eliminate traffic-related fatalities and serious injuries:

- Reframes traffic deaths as **preventable**.
- Integrates **human failings** into the approach.
- Focuses on preventing **fatal and severe crashes** rather than eliminating all crashes.
- Aims to establish **safe systems** rather than relying on individual responsibility.
- Applies **data-driven** decision making.
- Establishes road safety as a **social equity** issue.

What are we doing?

Developing a Comprehensive Safety Action Plan to eliminate traffic-related fatalities and serious injuries.

- Data-driven analysis to identify the High Injury Network, which is where serious and fatal crashes are occurring most often.
- Public outreach to identify issues and possible solutions.
- Recommendations to reduce serious and fatal crashes, including:
 - Systemic countermeasure to reduce crashes
 - Specific road projects to reduce crashes
 - Actionable, measurable strategies and policy changes

Help us develop a Vision Zero plan so we can all travel safely!

Visit our interactive map to identify existing safety problems or tell us how you would improve the city streets

Questions? Please Contact:

Pamela Richmond: PRichmond@apopka.net
Sarah Larsen: sarah.larsen@metroplanorlando.gov
Kelly Fearon: kfearon@kittelson.com

Visit the Vision Zero Website to learn more

Elements of a Vision Zero Plan

VISION ZERO CENTRAL FLORIDA

metroplan orlando

City of Apopka Vision Zero Plan

VISION ZERO

Counting down to zero

LEGEND

- High Crash Intersection (2018-2022)
- High Crash Intersection (2018-2022)
- Artery
- Collector
- Local Road
- Apopka City Hall
- Apopka Recreation Area

VISION ZERO CENTRAL FLORIDA

metroplan orlando

City of Apopka Vision Zero Plan

Community Events

The City conducted outreach efforts at public events to inform the community about the planning process and solicit feedback about transportation safety concerns in each community. These were held on:

March 7, 2024

**Apopka
Rotary Fair**

April 28, 2024

**Art the Art &
Foliage Festival**

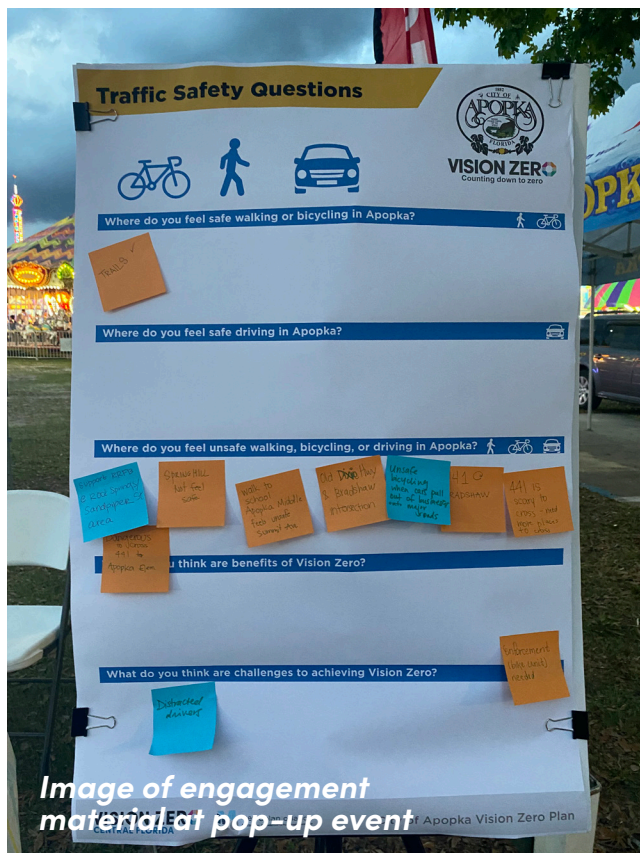
Policy Benchmarking

There can be policy and procedural barriers to achieving Vision Zero, such as vehicle delay-based requirements that encourage streets to be designed and operated to accommodate high speed vehicle traffic. A policy review was conducted to identify potential issues and updates.

The policy review included the following documents:

- Apopka Comprehensive Plan 2050
- Active Transportation Network Study 2023
- Capital Improvement Program FY 2022-2023
- West Orange Trail Extension Study 2022
- Active Transportation Network Study 2023
- Apopka CRA Redevelopment Plan 2017

The policy review is timely as the City is updating the Comprehensive Plan Transportation Element. Recommendations for policy updates are included in the next section.





CHAPTER 5

Recommended Programs and Policy Updates



Image of Lake Apopka



THIS CHAPTER provides a toolkit of engineering and non-engineering strategies and summarizes the Vision Zero benchmarking process.

The Apopka Vision Zero Safety Action Plan addresses roadway safety holistically, pairing engineering countermeasures with non-engineering programs and policies geared toward improving road user behavior.

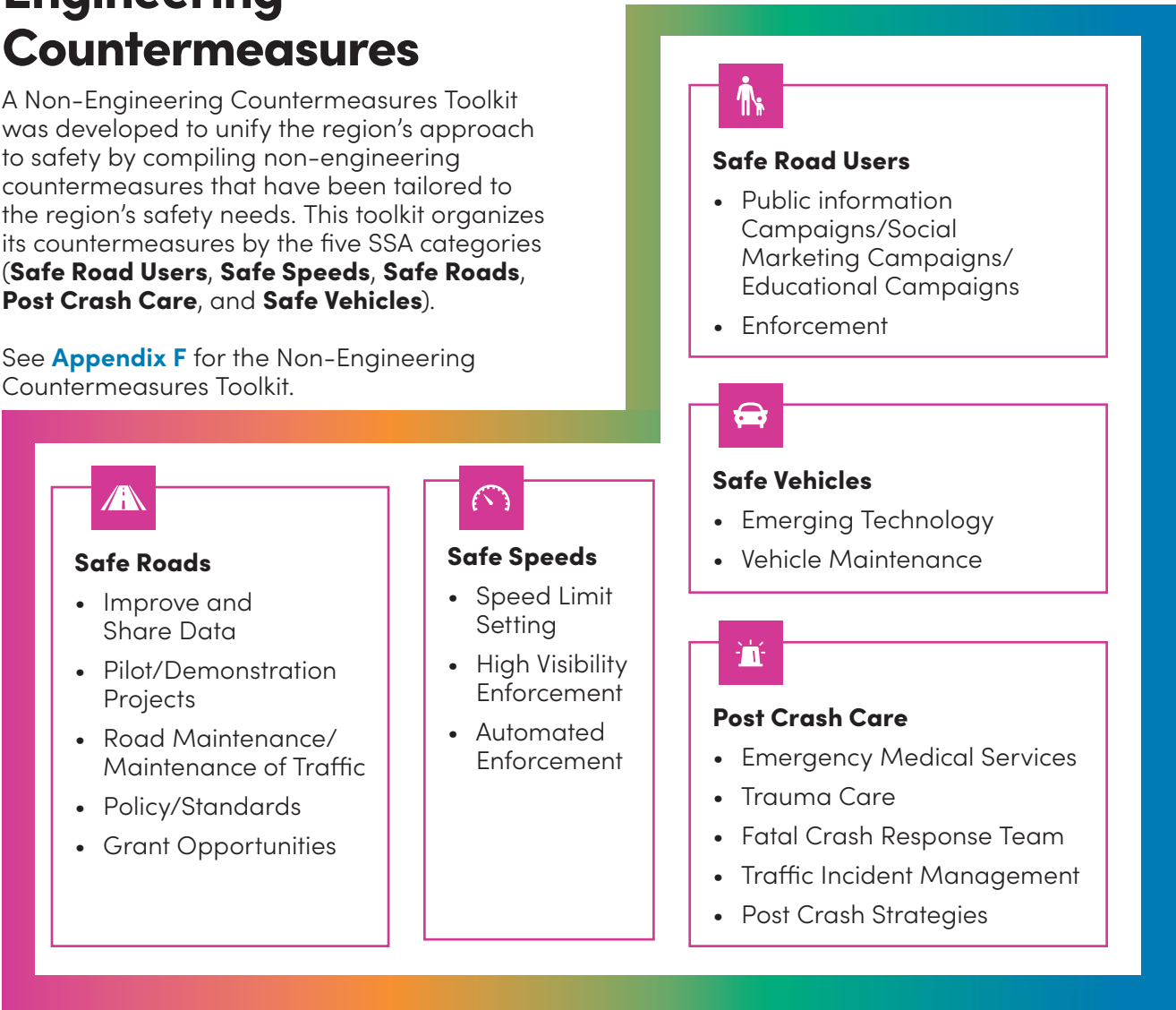
These **non-engineering countermeasures** include efforts like educational campaigns, high-visibility enforcement of driving speeds, and publicized sobriety checkpoints. They can target at-risk audiences (like teens).

Regional Non-Engineering Countermeasures

A Non-Engineering Countermeasures Toolkit was developed to unify the region’s approach to safety by compiling non-engineering countermeasures that have been tailored to the region’s safety needs. This toolkit organizes its countermeasures by the five SSA categories (**Safe Road Users**, **Safe Speeds**, **Safe Roads**, **Post Crash Care**, and **Safe Vehicles**).

See [Appendix F](#) for the Non-Engineering Countermeasures Toolkit.

Figure 11: Organization of Non-Engineering Countermeasures Toolkit



Potential City-Led Programs

The City conducted a benchmarking evaluation, provided in [Appendix G](#), and highlighted the following programs that could be pursued at the City level to reduce fatal and serious injury crashes:

- **Expand Road Safety Education for Children** (walking school bus and bicycle trains). Work with the schools and parent organizations to organize supervised walking and cycling groups to school. This introduces children to the rules of the road in a safe environment, provides an opportunity for exercise and community building, and builds a habit of walking and cycling at an early age.
- **Develop a Safe Routes to School Program.** Develop a Safe Routes to School program that funds studies to improve routes to schools beginning with relevant high injury network segments.
- **Speed Enforcement in School Zones.** Consider high-visibility enforcement in school zones.
- **Develop a Quick-build Program.** Quick builds are flexible, temporary projects that let people test drive infrastructure changes that could create safer, more livable public spaces. The City could develop a program that outlines the appropriate locations for quick builds, materials to use, public engagement used, and before/after analysis to conduct to learn from the quick build and move towards a permanent investment in safety.
- **Develop Target Speed Policy based on Context and Crash History.** Target speed is the speed at which a vehicle should ideally operate on a road in a given context. It's the operating speed that designers intend for drivers to use. Target speeds based on the setting of the street, such as a neighborhood, commercial area, or industrial area, promote driving behavior that improves safety and comfort for all roadway users.



Image of pop-up event table at Apopka Rotary Fair in City of Apopka



Image of pop-up event at Art the Art & Foliage Festival in City of Apopka

Potential City-Led Policies

The Policy Benchmark review outlined in the previous section led to the identification of potential policies that could be developed as part of the upcoming Transportation Plan update or as a separate effort to reduce fatal and serious-injury crashes. Recommendations include:

- **Establish a Safety Champion.** Consider nominating a formal safety champion within City Council.
- **Establish a Working Group.** Establish an interdepartmental safety working group that regularly coordinates with leadership to discuss progress beyond adoption of the action plan.
- **Provide Safety Academy Training.** Provide training and resources to local first responders (emergency medical services (EMS), fire and police) related to Vision Zero and the Safe System, to incorporate their concerns into strategies.
- **Provide Educational Materials.** Create and maintain a Vision Zero website page that includes a link to regional resources from the agency's home page. Create educational materials and provide on social media platforms regarding any new safety treatments and collaborate with the communications department for safety messaging.
- **Define Multimodal Performance Measures.** Consider refining Objective 1.9 in the comprehensive plan to include multimodal performance measures. Report on performance metrics for multimodal transportation.
- **Perform Before/After Evaluations of Projects.** Document and report instances where common collision patterns have been matched with adequate countermeasures. Routinely monitor and report collision data before and after a project.

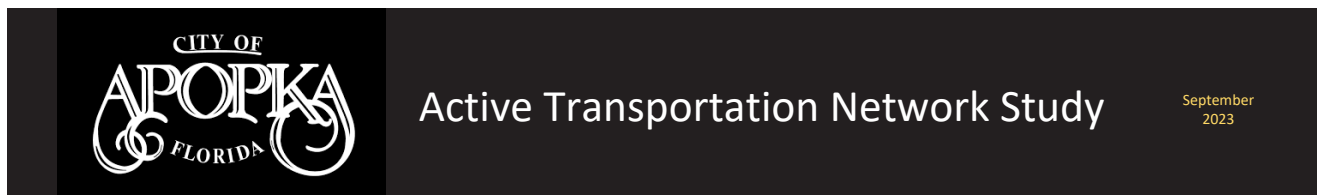
- **Review Current Development Standards.**

The current Land Development Code standards require multimodal aspects in new development. To ensure implementation and collaboration across departments consider establishing a safety lead for reviewing this initiative.

- Consider including other best practice elements in design guidance such as the Public Right-of-Way Accessibility Guidelines (PROWAG), Americans with Disabilities Act (ADA), American Association of State Highway Transportation Officials (AASHTO) Roadside Design Guides, National Association of City Transportation Officials (NACTO) Urban Street Design Guide, NACTO Urban Bikeway Design Guide, NACTO Don't Give Up at the Intersection
- Consider adopting multimodal quality of service standards, such as bicycle and pedestrian level of traffic stress (LTS). See the FDOT Multimodal Quality and Level of Service Handbook for more information on LTS.

Implementing the Apopka Active Transportation Network Study

The City of Apopka completed an Active Transportation Network Study in 2023 which identified existing and planned bicycle and pedestrian infrastructure. The project also included a trails master plan and identified gaps in the existing system. Implementing this active transportation network will enhance the safety and comfort for vulnerable roadway users and supports the Vision Zero goal. Bicyclists and pedestrians were overrepresented in fatal and serious injury crashes in the City (64% of crashes involved bicyclists or pedestrians). The study identified hot spot crash areas that overlap with the High Injury Network including Rock Springs Road & Welch Road and Rock Springs Road & E. Sandpiper Street. Recommendations in the report included reviewing high speed sidewalk gaps near schools including along US 441 near Lovell Elementary and along Old Dixie Highway near Apopka Elementary School. Wayfinding strategies and trail standards for future projects were also included which emphasize providing separation between vehicles and vulnerable road users.



*Image of cover of City of Apopka
Active Transportation Network Study*



CHAPTER 6

Recommended Safety Projects



Image of Lake Apopka



THIS CHAPTER
lists engineering
projects, policy
recommendations,
and program
recommendations
identified for
implementation.

Technology

Technology has an important role to play in improving transportation safety outcomes. It can help prevent crashes from happening, contribute to faster emergency response times, and provide detailed analytics that reveal why crashes are happening so the most appropriate countermeasures can be applied. Some examples of safety technology in the region include:

- Wrong-way detection
- Emergency vehicle preemption
- Near-miss analysis
- Red light camera
- Automated speed enforcement
- Automated school bus enforcement
- IP targeted safety messaging
- Ignition interlock devices
- Traffic incident management programs

The MetroPlan Orlando Transportation Systems Management & Operations (TSM&O) Master Plan identifies specific technologies planned for in the region. The TSM&O Master Plan is periodically updated to evaluate and incorporate new technologies.

The MetroPlan Orlando *Transportation Systems Management & Operations (TSM&O) Master Plan* identifies specific technologies planned for in the region. The *TSM&O Master Plan* is periodically updated to evaluate and incorporate new technologies.

MetroPlan Orlando’s Engineering Countermeasures Toolkit

An Engineering Countermeasure Toolkit was provided with key strategies available to address roadway safety issues that align with the SSA strategy. The key objectives of the Engineering Countermeasure Toolkit are to:

- 1

Inform partner jurisdictions about safety treatment options and their appropriate uses and contexts,
- 2

Communicate safety tools using easy-to-understand language and graphics,
- 3

Facilitate coordination between staff, contractors, developers, and the community when discussing transportation safety improvements, and
- 4

Create a shared understanding and realistic expectations around safety treatments.

The Engineering Countermeasures Toolkit is provided in **Appendix H**.

Project Development

The following process was used to identify specific countermeasures for high crash segments and intersections:



Analyzed HIN Segments/Intersections: A detailed analysis was conducted, including crash summaries, and other contextual information. Prevailing crash types were summarized, and crash locations were mapped. Additional contextual information was gathered, such as the number of travel lanes, location of signalized intersections, locations of bus stops, posted speeds, and the context classification or functional classification.



Identified Planned Improvements: For each roadway segment/intersection included in the countermeasure selection process, planned projects (if any) along the segment were identified.



Prioritized Projects: Based on the prioritization criteria, projects were prioritized for implementation and other purposes, such as grant applications.



Identified Potential Countermeasures: For each segment corridor, potential countermeasures were identified using input from the City's Working Group, the Engineering Countermeasures Toolkit, FDOT, and Federal Highway Administration (FHWA) guidelines, as well as professional judgment. An opinion of probable cost was developed for each project.

Project Prioritization Process

Project prioritization criteria were developed based on the goals identified throughout MetroPlan Orlando literature and in this Vision Zero Safety Action Plan. For details on how these criteria were developed, see [Appendix I](#).

These criteria help identify projects that could be included in a regional SS4A grant application or another safety-focused grant program. High-priority safety improvements identified through this process may also be added to the 2050 Metropolitan Transportation Plan (MTP) or incorporated into an already planned project in the Prioritized Project List (PPL) or Transportation Improvement Plan (TIP). In the future, Apopka can continue to use these criteria or a modified version for a project prioritization process.

Key prioritization criteria include:

Safety History (50%) – Based on the safety score calculated for each corridor and intersection, this criterion prioritizes projects where the most fatal and severe injury crashes occur.

Transportation Underserved (15%) – This criterion considers where people might be disproportionately affected by traffic crashes and benefit the most from transportation safety improvements.

Safety Benefit (15%) – This considers the potential safety benefit of identified improvements.

Regional Benefit (10%) – If a project is on multiple high injury networks, it is likely to have a regional benefit.

Implementation Timeline (10%) – Projects start saving lives when they are implemented, so projects that can be implemented quickly are prioritized.



Projects

Figure 12 is a map of the segment and intersection projects. Planned projects relevant to the study area are listed below:

State Roads

442905-0

- Resurfacing along US 441/ E Main St from C-437A/ Central Ave to Bradshaw Rd with construction estimated to be completed in 2024

450640-01

- Pavement-only resurfacing along SR 436/ Semoran Blvd from US 441/ E Main St to Seminole County Line with construction completion estimated in 2026

US 441 and Bradshaw Road

- Signal Improvements in construction phase for a signal rebuild for safety and capacity

City Roads

Vick Road

- Widen to four lanes from Old Dixie Highway to Martin Street in design phase
- Widen to four lanes from Martin Street to Sun Bluff Lane in design phase
- Widen to four lanes from Welch Road to Lester Road in design phase

Park Avenue and 5th Street

- Intersection safety improvements in the design and construction phase to upgrade to mast arms and pedestrian signal

Rock Springs Road at Welch Road

- Intersection improvements in design phase

Sandpiper Road at Park Avenue

- New signal in construction

For additional information on project details, see [Appendix J](#).

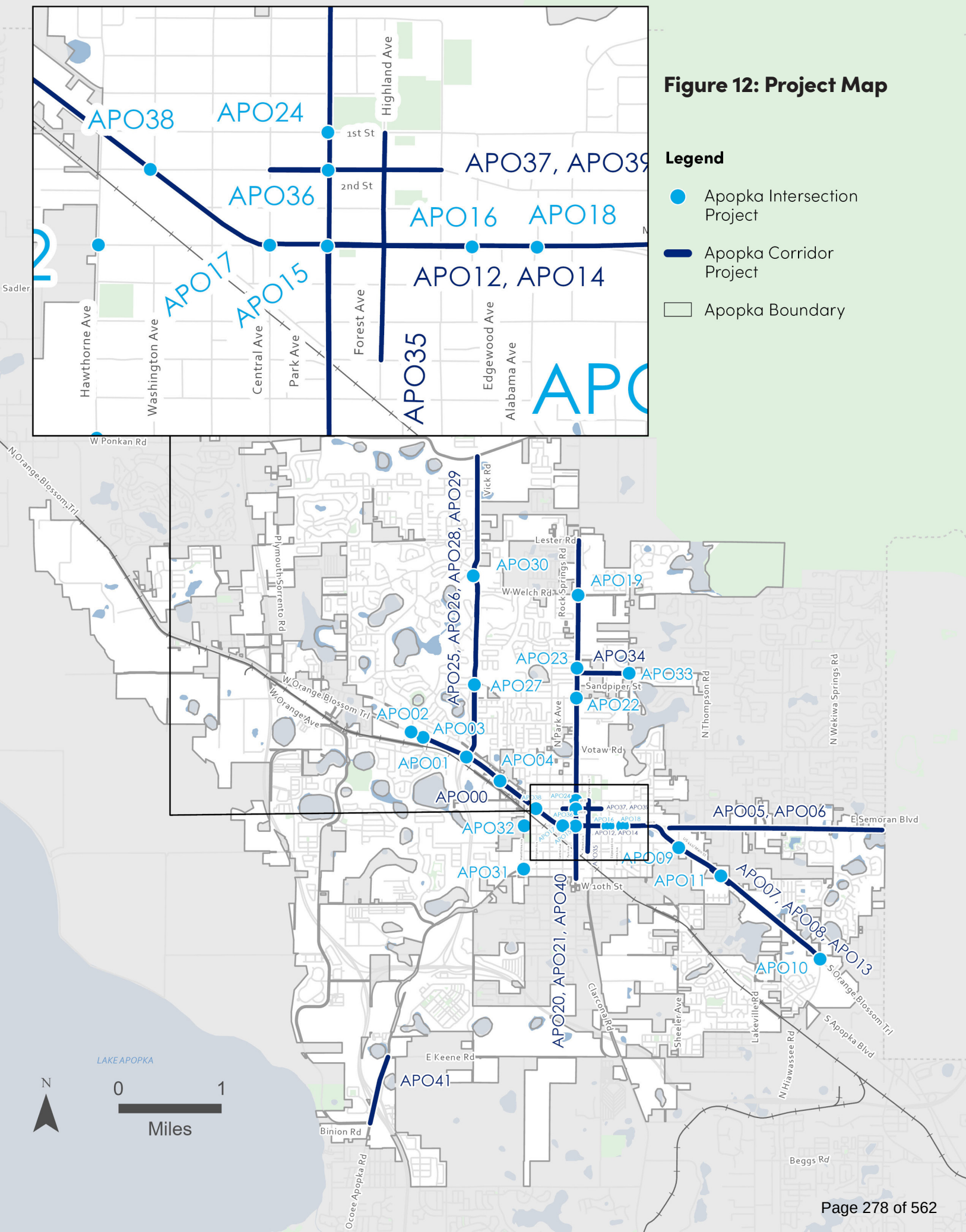


Table 5: Project List

LOCATION	LENGTH (MILES)	PROJECT ID	IMPROVEMENT TYPE	EXTENTS	PROJECT DESCRIPTION	COST ESTIMATE	# OF CRASHES	TOTAL SCORE
US 441 from Errol Pkwy to Central Ave (FDOT coordination required)	3.59	APO00	Corridor	Errol Pkwy to Central Ave	Increase pedestrian crossings (signal or PHB), widen sidewalk, add raised medians, review corridor lighting	\$1,594,800.00	723	71.25
		APO01	Intersection	W Orange Blossom Trl & Vick Rd	Add leading pedestrian intervals (LPI), refresh all crosswalks	\$14,500.00	167	71.25
		APO02	Intersection	W Orange Blossom Trl & Errol Pkwy (Signal)	Add pedestrian refuge island, add signal backplate, review current signal phasing and timing after project construction adds protected left-turn phase	\$112,400.00	57	67.5
		APO03	Intersection	W Orange Blossom Trl & Lake Doe Blvd (Unsignalized)	Provide additional pedestrian crossing locations	\$344,500.00	45	67.5
		APO04	Intersection	W Orange Blossom Trl & Bradshaw Rd (Signal)	Add leading pedestrian intervals (LPI)	\$7,100.00	113	75

LOCATION	LENGTH (MILES)	PROJECT ID	IMPROVEMENT TYPE	EXTENTS	PROJECT DESCRIPTION	COST ESTIMATE	# OF CRASHES	TOTAL SCORE
E Semoran Blvd from S Orange Blossom Trl to City Limits (FDOT coordination required)	2.09	APO05	Corridor	Sheeler Ave to Roger Williams Rd	Improve sidewalk, enhanced signing and pavement markings	\$32,700.00	39	96.25
		APO06	Corridor	S Orange Blossom Trl to City Limits (Border Lake)	Align transit stop with crosswalks, straighten crosswalks, upgrade to high-visibility crossings, prioritize pedestrian timing at intersections, lower target speed to 40 mph	\$51,900.00	109	96.25
		APO09	Intersection	S Orange Blossom Trl & Sheeler Ave (Signal)	Centerline hardening, guideline through intersection, review current signal phasing and timing	\$12,300.00	115	87.5
		APO10	Intersection	S Orange Blossom Trl & Hiawasse Rd (Signal)	Add pedestrian refuge island, straighten crosswalks, removal of lane/lane repurposing, leading pedestrian intervals (LPI)	\$177,900.00	257	100
		APO11	Intersection	S Orange Blossom Trl & Century Ln (Unsignalized)	Perform access management review	-	18	92.5

LOCATION	LENGTH (MILES)	PROJECT ID	IMPROVEMENT TYPE	EXTENTS	PROJECT DESCRIPTION	COST ESTIMATE	# OF CRASHES	TOTAL SCORE
US 441 from Central Ave to E Semoran Blvd (FDOT coordination required)	0.80	APO12	Corridor	Central Ave to E Semoran Blvd	Review corridor lighting, perform access management review, Construct multiuse path (instead of existing on- street bicycle facility)	\$426,900.00	783	71.25
		APO12	Corridor	Central Ave to E Semoran Blvd	Add leading pedestrian intervals (LPI), review signal timing at signalized intersections, consider target speed of 30 MPH and speed management through signal timing to reduce existing speed limit to 35 MPH (Context C5)	\$28,300.00	783	71.25
		APO14	Corridor	Edgewood Drive to Park Ave	Add at-grade pedestrian crossing/signal	\$689,000.00	473	71.25
		APO15	Intersection	E Main St & S Park Ave (Signal)	Add centerline hardening, review current signal phasing and timing	\$7,800.00	237	62.5
		APO16	Intersection	E Main St & Midland Ave (Signal)	Add crosswalk on east side (high-visibility crosswalk), leading pedestrian intervals (LPI)	\$14,500.00	102	67.5
		APO17	Intersection	E Main St & Central Ave (Signal)	Signal retiming, add leading pedestrian interval (LPI)	\$7,100.00	94	67.5
		APO18	Intersection	E Main St & Alabama Ave (Unsignalized)	Perform access management review, review intersection lighting	-	59	67.5

LOCATION	LENGTH (MILES)	PROJECT ID	IMPROVEMENT TYPE	EXTENTS	PROJECT DESCRIPTION	COST ESTIMATE	# OF CRASHES	TOTAL SCORE
US 441 from E Semoran Blvd to Piedmont Wekiwa Rd	2.20	APO07	Corridor	Oakville Ln to Sheeler Ave	Construct sidewalk on west side	\$105,900.00	69	91.25
		APO08	Corridor	Alpine Dr to Lake Pleasant Rd	Construct sidewalk on both sides	\$355,000	69	91.25
		APO13	Corridor	E Semoran Blvd to Piedmont Wekiwa Rd	Add corridor lighting, perform access management review, widen sidewalk or multiuse path	\$777,000.00	668	68.75
		APO13	Corridor	E Semoran Blvd to Piedmont Wekiwa Rd	Install pedestrian refuge islands at signalized intersections, review signal timing and phasing, and add leading pedestrian interval (LPI)	\$430,200.00	668	68.75
		APO13	Corridor	E Semoran Blvd to Piedmont Wekiwa Rd	Add additional pedestrian crossing (PHB)	\$344,500.00	668	68.75
Rock Springs Rd/ Park Ave from E Oak St to E 10th St	0.50	APO19	Intersection	Rock Springs Rd & E Welch Rd (Signal)	Review current signal phasing and timing, leading pedestrian interval (LPI), backplates with retroreflective borders, review lighting	\$9,000.00	86	30
		APO20	Corridor	Park Ave (south of 441 priority Trl)	Construct proposed trail	\$96,100.00	349	33.75
		APO21	Corridor	Lester Rd to W 10th St	Add speed feedback signs	\$93,600.00	679	33.75
		APO22	Intersection	Park Ave & Tanglewilde St/E Martin St (Signal)	Add backplates with retroreflective borders, review current signal phasing and timing, reconstruct curb ramps	\$60,200.00	40	33.75
		APO23	Intersection	Park Ave & E Nightingale St (Unsignalized)	Add pedestrian crossing with RRFBs	\$65,600.00	33	33.75
		APO24	Intersection	Park Ave & E 1st St (Unsignalized)	Add pedestrian crossing with RRFBs, reconstruct curb-return with radius reduction, raised median	\$117,600.00	17	32.5

LOCATION	LENGTH (MILES)	PROJECT ID	IMPROVEMENT TYPE	EXTENTS	PROJECT DESCRIPTION	COST ESTIMATE	# OF CRASHES	TOTAL SCORE
Vick Rd from Lester Rd to Martin St	1.43	APO25	Corridor	Vick Rd to Vick Rd	Add speed feedback signs, school zone upgrades, add RRFB to existing crossings, raised median, add curve warning device/signage, add high-friction pavement	\$258,000.00	306	40
		APO26	Corridor	Vick Rd (north of Sanctuary of Golf Pl)	Add pedestrian refuge islands	\$52,000.00	1	42.5
		APO27	Intersection	Vick Rd & Martin St (Signal)	Add pedestrian refuge islands	\$52,000.00	30	42.5
		APO28	Corridor	Welsh Rd to Lester Rd	Construct sidewalk on east side	\$183,500.00	85	40
		APO29	Corridor	Ashworth Overlook Dr to Martin St	Extend limits of existing bike lane	\$410,500.00	46	42.5
		APO30	Intersection	Vick Rd & Golfside Village Blvd	Review existing speed limit, install curve warning signage or flashing beacon	\$46,800.00	8	35
Ocoee Apopka Rd & S Hawthorne Ave (County coordination required)		APO31	Intersection	Ocoee Apopka Rd & S Hawthorne Ave	Add pedestrian crossing (RRFB), curb-return radius reduction, evaluate all way stop, install advance signage	\$68,900.00	24	36.25
Hawthorne Ave & W 4th St		APO32	Intersection	Hawthorne Ave & W 4th St (AWSC)	Add pavement markings for STOP, STOP AHEAD signage, receiving curb ramp, install advance signage	\$55,400.00	18	32.5

LOCATION	LENGTH (MILES)	PROJECT ID	IMPROVEMENT TYPE	EXTENTS	PROJECT DESCRIPTION	COST ESTIMATE	# OF CRASHES	TOTAL SCORE
Sandpiper St from N Park Ave to County Line	0.86	APO33	Intersection	Sandpiper St & Ustler Rd	Upgrade to high visibility crosswalks	\$7,400.00	9	38.75
		APO34	Corridor	Park Ave to Ustler Rd	Add high visibility tape at stop-controlled intersections, install sidewalk	\$177,700.00	38	38.75
Forest Ave from E 1st St to E 7th St	0.5	APO35	Corridor	E 1st St to E 7th St	Refresh all crosswalks to high visibility, install RRFB at trail intersections or install raised crossings at trail crossings	\$414,200.00	102	53.75
2nd St from Central Ave to Highland Ave	0.38	APO36	Intersection	2nd St & Park Ave	Perform access management review	-	28	53.75
		APO37	Corridor	Central Ave S Park Ave	Install sidewalk	\$38,900.00	29	48.75
		APO38	Intersection	2nd St & W Orange Blossom Trl	Install raised crossing	\$59,200.00	29	53.75
		APO39	Corridor	Central Ave to Highland Ave	Upgrade all crosswalks to high visibility	\$7,500.00	49	43.75
Rock Springs Road from Votaw Road to Lester Road	2.05	APO40	Corridor	Votaw Road to Lester Road	Add raised medians, Add school zone flashers	\$98,800.00	485	26.25
CR 437A/Ocoee Apopka Rd from Keene Road to Binion Road (County coordination required)	0.66	APO41	Corridor	Keene Road to Binion Road	Review target speed and add speed feedback signs, Fill sidewalk gap to Keene Road Note: Recent improvements (added curb/gutter and turn lanes)	\$107,000.00	134	23.75



CHAPTER 7

Monitoring and Implementation



Image of Lake Apopka



THIS CHAPTER details specific actions, time frames, and responsibilities for implementing Vision Zero in the City of Apopka. This chapter also provides annual progress monitoring metrics.

The recommendations offered in this Vision Zero Safety Action Plan can only make area roadways safer if they are implemented. For that reason, both MetroPlan Orlando and the City of Apopka have created a system of accountability to track the progress of regional and local safety efforts.

Monitoring Committees

MetroPlan Orlando’s Safety Action Committee

Upon the adoption of this plan, the regional Vision Zero Task Force will continue their work as the newly formed **Safety Action Committee**. This committee will help with the implementation of the various action items of the plan by:

- Providing feedback
- Identifying resources
- Holding other jurisdictions accountable for their role in reducing crashes
- Overseeing the annual safety progress report

MetroPlan Orlando Vulnerable Users Safety Working Group

MetroPlan Orlando hosts a **Vulnerable Users Safety Working Group**, which focuses on decreasing corridor driving speeds and on decreasing fatal and serious injuries involving pedestrians and bicyclists.

City of Apopka Progress Monitoring

Monitoring the progress made toward reducing traffic fatalities and severe injuries will help the City of Apopka evaluate the success of current action items and adopt new strategies as needed. Performance metrics will be used to evaluate the action plan’s effectiveness.

It is expected that MetroPlan Orlando will update the regional crash dashboard and provide regional and jurisdictional summaries of key information, and that the City can use the data prepared at the regional level to help support their progress monitoring.

Each year, the annual monitoring process should begin with Signal 4 data for the most recent full year, and the most current data obtained from other sources. Using the data, a variety of metrics will be calculated, as presented in **Table 6**. In addition to the crash data, a list of safety improvements implemented in the prior calendar year should be developed.

Table 6: Annual Progress Monitoring Metric

PERFORMANCE METRIC	DATA SOURCE	2023
Total fatalities in Apopka	Signal 4	2
Total serious injuries in Apopka	Signal 4	13
Non-motorized fatalities and serious injuries in Apopka	Signal 4	1
Percentage change in KSI crash types (2021-2022)	Signal 4	Rear End: Increased from zero in 2021 Left Turn: Increased from zero in 2021 Right Turn: Increase from zero in 2021 Pedestrian: -67% from 2021 Bicycle: 0% in 2022
Implemented safety improvements in prior calendar year after Plan Adoption	All jurisdictions in region	N/A
Progress made on specific actions	Safety Action Committee, MetroPlan Orlando, All jurisdictions in region	N/A
Before/After Study Completion	Various studies	N/A
Number and outcome of Non-Engineering Countermeasures	FDOT, Best Foot Forward, and local jurisdictions	N/A

The **safety dashboard** hosted at VisionZeroCFL.gov will be updated on an annual basis to reflect new data as well as highlight key findings from the crash analysis. A data management plan that details the process to obtain, review and upload data to the crash dashboard is provided in **Appendix K**. As safety projects are implemented and before and after studies are completed, these results shall also be shared as part of the annual progress reporting.

Additional Accountability Measures

Action Plan Updates

From plan adoption, the City of Apopka Vision Zero Safety Action Plan should be updated every five years.

Federal Funding Opportunities

No one funding source will be able to pay for all the safety improvements identified in this plan. In addition to the traditional **Highway Safety Improvement Program (HSIP)**, the MetroPlan Orlando funding process, and other local funding sources, such as developer fees, **Table 7** summarizes potential federal funding sources for transportation safety.

MetroPlan Orlando will also continue to look for opportunities to layer safety-related improvements onto capital improvement and maintenance projects and implement them through review and approval of projects in the PPL and TIP.

Table 7: Federal Funding Sources

POTENTIAL FUNDING SOURCE	ADDITIONAL INFORMATION
Safe Streets and Roads for All (SS4A)	The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. The Fiscal Year (FY) 2024 Notice of Funding Opportunity (NOFO) for the SS4A grants offers funding for two distinct types of grants: 1. Planning and Demonstration Grants: These grants allocate federal funds to develop, complete, or enhance a Safety Action Plan. Demonstration activities are temporary safety improvements that inform comprehensive safety action plans (referred to as “Action Plans”) by testing proposed project and strategy approaches to determine future benefits and future scope. 2. Implementation Grants: These grants provide federal funds to execute projects and strategies outlined in an Action Plan, specifically aimed at addressing roadway safety issues. Eligible projects and strategies may encompass infrastructure, behavioral, and operational activities.
Rebuilding American Infrastructure with Sustainability & Equity (RAISE) Discretionary Grant Program	The program funds multimodal, multi-jurisdiction projects that have significant local or regional impact but are more difficult to support through traditional DOT programs.
Transportation Alternatives Program (TAP)	The TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
Carbon Reduction Program (CRP)	Provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources.

POTENTIAL FUNDING SOURCE	ADDITIONAL INFORMATION
Infrastructure for Rebuilding America Discretionary Grant Program (INFRA)	Funds available for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.
Reconnecting Communities Pilot Program (RCP)	Planning grants and capital construction grants, as well as technical assistance, to restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities.
Federal Transit Administration Capital Funds (FTA)	Funds transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit.
Areas of Persistent Poverty Program (AoPP)	Funds projects that provide access to transit in disadvantaged communities, including safety improvements.
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	Provides funds to States for transportation projects designed to reduce traffic congestion and improve air quality, particularly in areas of the country that do not attain national air quality standards.
Highway Safety Improvement Program (HSIP)	HSIP is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.
Railway-Highway Crossings (Section 130) Program (RHCP)	The Railway-Highway Crossings (Section 130) Program provides funds for the elimination of hazards at railway-highway crossings.
National Highway Performance Program (NHPP)	Provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a state's asset management plan for the NHS.
Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation (PROTECT)	Used to help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.
Surface Transportation Block Grant Program (STBG)	Provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.
Safe Routes to School Program (SRTS)	Projects that improve safety for students going to school.

Source: MetroPlan Orlando, 2024



CHAPTER 8

Technical Appendix



Image of Lake Apopka



A-2024 SS4A Action Plan Component Checklist,
B-MetroPlan Orlando's High Injury Network Development,
C-Local Engagement Plan,
D-Local Engagement Materials, E-Working Group Materials, F-Non-Engineering Toolkit, G-Benchmarking Evaluation, H-Engineering Countermeasures Toolkit, I-Project Prioritization Criteria, J-Project Details, K-Data Management Plan

Technical Appendix

A- 2024 SS4A Action Plan Component Checklist



Image of Lake Apopka



SS4A 2024 Action Plan Component Checklist

	Description	How Plan Achieves Component
1	Governing body in the jurisdiction publicly committed to an eventual goal of zero roadway fatalities and serious injuries.	Resolution to be adopted and added to Appendix.
	Set targets to achieve significant declines in roadway fatalities and serious injuries.	Target set to reduce KSI crashes by 50%.
2	To develop the Action Plan, a committee, task force, implementation group, or similar body established and charged with the plan's development, implementation, and monitoring.	See Chapter 3 for overview of engagement activities and Chapter 7 for Implementation and monitoring actions.
3	Analysis of existing conditions and historical trends to baseline the level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region.	See Chapter 2 and technical appendix.
	Analysis of systemic and specific safety needs is performed as needed (e.g., high risk)	See Chapter 2 and technical appendix.
	Analysis of the location where there are crashes, the severity, as well as contributing factors and crash types.	See Chapter 2 and technical appendix.
	A geospatial identification (geographic or locational data using maps) of higher risk locations.	See Chapter 2 and technical appendix.
4	Engagement with the public and relevant stakeholders, including the private sector and community groups.	See Chapter 3 for overview of engagement activities.
	Incorporation of information received from the engagement and collaboration into the plan.	See Chapter 3 for overview of engagement activities and how feedback was incorporated into Action Plan.
	Coordination that included inter- and intragovernmental cooperation and collaboration, as appropriate.	See Chapter 3 for overview of level of intergovernmental collaboration.
5	Considerations of equity using inclusive and representative processes.	See Chapter 2, 5, 6 and 7 for descriptions of how equity was incorporated into analysis and process.
	Identified underserved communities through data.	See Chapter 2 for description of how transportation underserved data was incorporated into analysis.
	Equity analysis in collaboration with appropriate partners, focused on initial equity impact.	See Chapters 2 and 3 for equity analysis and collaboration.
6	The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety.	See Chapter 6 and technical analysis for policy benchmarking and Action Plan Elements.

SS4A 2024 Action Plan Component Checklist

	Description	How Plan Achieves Component
	The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards.	See Chapter 6 and technical analysis for policy benchmarking and Action Plan Elements.
7	The plan identifies a comprehensive set of projects and strategies to address the safety problems in the Action Plan, time ranges when projects and strategies will be deployed, and explain project prioritization criteria.	See Chapter 5.
8	A description of how progress will be measured over time that includes, at a minimum, outcome data.	See Chapter 7.
	The plan is posted publicly online.	Plan will be available here: VisionZeroCFL.gov
9	The plan was finalized and/or last updated between 2018 and 2024.	Plan was finalized in 2024.

Technical Appendix

B- MetroPlan Orlando's High Injury Network Development



Image of Lake Apopka



Draft Memorandum

Date: September 12, 2023

To: Vision Zero Central Florida Partners

From: Mighk Wilson, MetroPlan Orlando
Kathrin Tellez, Fehr & Peers

Subject: **Vision Zero Central Florida – Regional High Injury Network**



Introduction

The MetroPlan Orlando metropolitan area has the unfortunate distinction of having the one of the highest pedestrian fatality rates in the country, with transportation safety affecting all roadway users as the region has an overall fatal crash rate 15 percent higher than the national average and 10 percent higher than the statewide average. To understand where and why crashes that result in fatalities and serious injuries are most likely to occur and how to reduce the severity and frequency of these crashes, MetroPlan Orlando is preparing a Regional Vision Zero Action Plan, rooted in the core elements of Vision Zero and the Safe System approach. The overall purpose of the Action Plan is to identify projects, programs and strategies that will eliminate fatalities and serious injuries on the regions roadways by taking advantage of implementation funding through the Safe Streets for All (SS4A) grant program. The SS4A program is also funding the preparation of County and Local Vision Zero action plans in the region.

This memo summarizes the methodology to analyze collision trends and develop a high-injury network (HIN) for the MetroPlan Orlando region, with a focus on the non-access-controlled Federal Aid (MPO) network. The HIN is a collection of streets where a disproportionate number of collisions that result in someone being killed or severely injured (KSI) occur. Together, these collision types are referred to as KSI collisions throughout this memo. In addition to identifying corridors where a disproportionate number of KSI crashes occur, top KSI crash intersections are also identified.

This work will culminate in the preparation of a Safety Action Plan for the region. Additionally, separate HINs will be prepared for each County and each local jurisdiction that reflects:

1. All roadways within the jurisdiction regardless of ownership
2. All roadways maintained by the jurisdiction

Based on the preliminary data analysis, about 47 percent of KSI crashes occur on about 4 percent of centerline miles of non-access-controlled roadways in Orange, Osceola, and Seminole County, and about 13 percent of the Federal Aid System centerline miles.

The following describes the data sources that were used and explains the methodology employed by Fehr & Peers to develop the HIN.

Data Inputs

Roadway Network

The roadway network that served as the basis for this analysis was obtained from the xGeographic Wave database, which is a land use, transportation, environmental and demographic mapping database, usable across GIS mapping platforms, that has been built for the Orlando Metropolitan Area. For the purposes of developing the high injury network, limited access, and toll facilities (e.g., I-4 and the Turnpike) and their corresponding on/off ramps were removed from the network prior to the HIN analysis. Ramp terminal intersections were included in the analysis, including the ramp influence area of 100 feet. Preparation of the initial HIN included all non-limited access facilities in the network with non-Federal Aid roadways removed from the final HIN for the regional HIN. This process identified the primary roadways where a disproportionate number of crashes that result in a KSI occur in the region on roadways where MetroPlan Orlando can provide funding for safety improvements through the Metropolitan Transportation Plan (MTP) process as well as support regional grant applications for implementation funding through future SS4A applications.

Collision Severity Weighting

The goal of Vision Zero within the Safe System approach is to eliminate all serious and fatal injury crashes on roadways within the MetroPlan Orlando region, recognizing that while it is not feasible to prevent all crashes, implementation of safe system strategies can reduce the severity of crashes. To prioritize efforts at locations where crashes result in a fatality or severe injury, KSI crashes were assigned a weight factor. As presented in [Table 1](#), collision weights are derived from comprehensive crash costs from the 2023 FDOT Design Manual, with the Highway Safety Manual (HSM) Equivalent Property Damage Only (EPDO) weighting applied.

Comprehensive crash costs include both economic costs and monetized pain and suffering costs. Economic costs are monetary costs associated with emergency services deployment, medical services, productivity loss due to victim injury, insurance, and legal costs, cost associated congestion impacts because of the collision, and property damage costs. Monetized pain and suffering costs are an assumption of the costs associated with lost quality-of-life (or Quality-Adjusted Life Years), accounting for reductions in life expectancy and quality of life changes because of a crash.

Application of the EPDO weighting (dividing the cost of each crash type by the cost of a property damage only crash) approach results in different crash types receiving a different weight factor. As shown in Table 1, application of the EPDO weight results in fatal crashes receiving a significantly higher weight which could skew the HIN. In many instances, a crash that results in a severe injury could have been a fatality under slightly different circumstances, such as a victim with underlying health issues. Conversely, a fatal crash involving someone not wearing a seatbelt could have been injury only if the victim was wearing a seatbelt. Additionally, only fatalities that occur within 30 days are reported in the crash dataset. If a serious injury crash resulted in a fatality more than 30 days after the crash, it would not be reflected in this analysis as a fatality. Consequently, a modified EPDO method was used that groups fatal and serious injury crashes together and groups non-incapacitating injuries together. This approach has been used by agencies across the county. The approach to develop the regional HIN also includes all crashes – given the low weight applied to

property damage only crashes, only locations where there is high frequency of crashes would affect the HIN.

Table 1: Crash Costs¹ and EPDO Weight Factors

Severity	Crash Cost	EPDO Weight	Modified EPDO Weight ²
Fatal (K)	\$10,890,000	1,414	317
Incapacitating Injury (A)	\$888,030	115	
Non-Incapacitating Injury (B)	\$180,180	23	17
Possibly Injury (C)	\$103,950	14	
No Injury (0)	\$7,700	1	1

1. Source: FDOT Design Manual, Table 122.6.2 FDOT KABCO Crash Costs

2. Based on an average weighted KA crash cost in Orange, Osceola and Seminole Counties of \$2,438,850 for 2018 – 2022 and an average weighted BC crash cost in Orange, Osceola and Seminole Counties of \$129,725.

Collision Mode Weighting

In addition to applying a weight factor based on the severity of a crash, a weight factor was developed and applied based on the travel mode of crash victims. Review of the data indicates that people walking, bicycling, and riding motorcycles are disproportionately represented in crashes that result in a KSI. People outside of vehicles are involved in about 3.7 percent of all reported crashes but represent 54 percent of all fatalities, 31 percent of all KSI crashes and 10 percent of all injury crashes. For the region, the resulting weight factor, based on the proportion of overall crashes involving someone outside a vehicle to crashes that resulted in an injury, is 3. **All crashes involving a person walking, bicycling, or riding a motorcycle were weighed by a factor of 3** in the development of the Regional HIN for the MetroPlan Orlando region. The factor, while based on local data, is in-line with weight factors used by other jurisdictions in the development of their HINs.

HIN Development

Sliding Window Approach

The HIN analysis was conducted using a sliding window approach, which uses overlapping windows to account for errors in collision location reporting. For a specific window length, performance measures are calculated for that window along a corridor (e.g., the number of fatal or serious injury collisions). The window is shifted along the corridor for a given offset distance and the analysis is repeated for the shifted window. Using this approach, a single location would be evaluated in several different windows, so any inaccuracies inherent within collision location reporting can be accounted for. Windows with the highest values for the segment or facility are identified as candidate HIN locations.

Sliding Window Parameters

A 1-mile window length with a 0.2-mile offset distance was chosen for the regional HIN analysis. Analyses prepared for a smaller geography should consider a smaller scale, such as a 0.5-mile window and 0.1-mile offset for a city boundary. Any segment less than 1-mile in length was treated as a single segment without any offset shifting.

Collision Summary for Each Window

Collisions were summarized for each window using a 100-ft search radius. This radius was chosen by inspecting collision locations relative to the centerline network at various locations throughout the network. The collision summary for each window consisted of summing all weighted collision values within the search radius. For example, a window with 15 property-damage only, 10 minor injury collisions and 5 KSI collisions within 100 feet would receive a weighted score of 1,770 ($15 \times 1 + 10 \times 17 + 5 \times 317$), presuming no pedestrians, bicyclists or motorcyclists were involved. For that same window, if a pedestrian, bicyclist, or motorcyclist was involved in 1 of the 15 property-damage only crashes, 3 of the 10 minor injury collisions and 3 of the 5 KSI collisions, that window would receive a weighted score of 3,776 ($14 \times 1 + 1 \times 3 \times 1 + 7 \times 17 + 3 \times 3 \times 17 + 2 \times 317 + 3 \times 3 \times 317$).

HIN Development

After summarizing collisions all windows throughout the network, the HIN draft was built using the weighted score of each window. By visualizing the weighted score throughout the network, potential HIN corridors could be identified, as shown on [Figure 1](#).

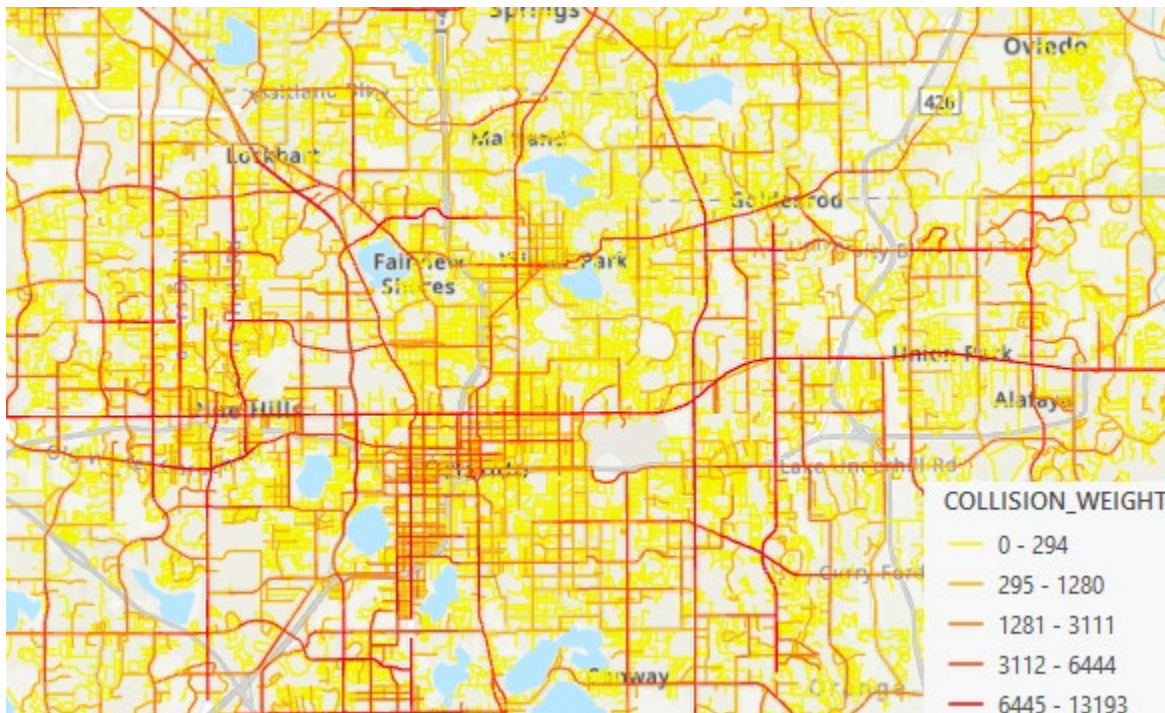


Figure 1: Initial visualization of Collision Weight Summaries Throughout Network

The HIN draft was built by using the following iterative process, with the goal of achieving a network that accounted for approximately 50 percent of the KSI collisions in the region:

1. Select/flag window segments throughout the network with collision weight values above a certain threshold.
2. Adjacent high-scoring windows (flagged in the previous step) are aggregated into longer corridor segments (greater than 1 mile in length) when appropriate.
3. Cleaning/reasonableness check:
 - a. Some high scoring windows on local roads which intersect with major ones were removed from consideration if it was discovered that the collision score was being skewed by the number of collisions on the major leg of the intersection.
 - b. Any small gaps (<1/2 mile) in between the aggregated corridor segments in step 2 were added to the draft HIN for continuity.

HIN and HIN Statistics

The resulting HIN can be viewed through this [weblink](#). The MetroPlan Orlando Regional HIN contains about 260 centerline miles and includes roadway segments in all three counties, with a disproportionate number of roadways in Orange County. Crashes that occur on the HIN segments account for 47 percent of all KSI crashes in the region. 61 percent of pedestrian KSI, 50 percent of bicyclist KSI, and 44 percent of motorcyclist KSI crashes also occur on these roadways, as summarized in [Table 2](#).

Table 2: MPO Network HIN Statistics

	All Roadways*	All Federal Aid Roadway*	Draft Regional HIN	HIN % All Roadways	HIN % of Federal Aid Roadways
Centerline miles	7,461	1,966	258	4%	13%
All collisions	272,500	229,280	98,987	36%	43%
KSI (All modes)	7,146	6,398	3,3378	47%	53%
Ped KSI	949	854	576	61%	67%
Bike KSI	327	285	164	50%	58%
Motorcycle KSI	953	864	416	44%	48%

Source: Signal 4 Analytics, Fehr & Peers.

Notes: * Excluding Toll facilities and access-controlled facilities

The 10 corridors on the HIN that received the highest weighted score on a per mile basis is summarized in [Table 3](#), with the full list provided as an attachment.

Table 3: Top 10 HIN Corridors

Roadway Name	From	To	Location	Total Weighted Score per Mile
1. John Young Parkway	SR 50	Orange Center Blvd.	Orlando	17,478
2. Sand Lake Road/ McCoy Road	Turkey Lake Rd.	Universal Blvd.	Orlando	17,104
3. Chickasaw Trail	Frontage Rd.	Lake Underhill Rd.	Orange County	14,589
4. Hiawassee Road	SR 438/Silver Star Rd.	SR 50	Orange County	14,547
5. Oakridge Road	Millenia Blvd.	S. Orange Blossom Trail	Orlando	14,296
6. SR 435	SR 50	Raleigh St.	Orange County	14,130
7. SR 551	SR 50	Lake Underhill Rd.	Orange County	14,129
8. SR 436	Lee Vista Rd.	TG Lee Blvd.	Orlando	14,088
9. Pine Hills Road	SR 50	Old Winter Garden Rd.	Orange County	13,941
10. Alafaya Trail	SR 50	Lake Underhill Rd.	Orange County	13,564

Source: Signal 4 Analytics, Fehr & Peers.

Notes: * Excluding Toll facilities and access-controlled facilities

Top Intersections

In addition to developing a HIN, the intersections with the highest weighted crash were also identified based on a similar process as the HIN development. For this analysis, any crash that was within 250 feet of an intersection was considered as attributed to that intersection, except for crashes in downtown areas where short blocks reduce the intersection influence area. For crashes in those contexts, crashes within 50 feet of an intersection were considered. The top 30 intersections are also shown on the HIN network, with a summary in [Table 4](#). Of the top 30 intersections, none are off the HIN. Intersections where a disproportionate share of the KSI crashes involved a person outside a vehicle are noted in ***bold italics***.

Table 4: Top 30 HIN Intersections¹

Intersection	Total Weight		Intersection	Total Weight
1. John Young Parkway at Sand Lake Road ²	10,140		16. Colonial Drive at Econlockhatchee Trail	6,480
2. Alfaya Trail at Colonial Drive	10,103		17. Powers Drive at Silver Star Road	6,415
3. Orange Blossom Trail at Holden Avenue	10,055		18. Orange Blossom Trail at Conroy Road/Americana Boulevard	6,401
4. Hiawassee Road at Silver Star Road	9,630		19. Old Cheney Highway/Tucker Avenue at Colonial Drive	6,386
5. N Poinciana Boulevard at Irlo Bronson Memorial Highway	9,399		20. Goldenrod Road at University Boulevard	6,224
6. Pine Hills Road at Silver Star Road	8,673		21. Alfaya Trail at Lokanotosa Trail	5,905
7. Semoran Boulevard at Old Cheney Hwy	8,509		22. Semoran Boulevard at Curry Ford Road	5,504
8. W Colonial Drive at N Kirkman Road	7,097		23. S French Street at W 25th Street	5,459
9. Goldenrod Road at Colonial Drive	7,040		24. Hastings Street at Silver Star Road	5,368
10. Simpson Road at Irlo Bronson Memorial Highway	6,946		25. Orange Blossom Trail at Orlando Central Parkway	5,160
11. Orange Blossom Trail at Gore Street	6,769		26. Orange Blossom Trail at Michigan Street	4,924
12. N Kirkman Road at Old Winter Garden Road	6,724		27. Irlo Bronson Memorial Highway at Club Sevilla	4,812
13. Goldenrod Road at Curry Ford Road	6,715		28. Forsyth Road at University Boulevard	4,722
14. John Young Parkway at Conroy Road	6,699		29. N French Avenue at W 1st Street (US 17/92)	4,294
15. Pine Hills Road at North Lane	6,651		30. Orange Blossom Trail at Premier Row	3,919

Source: Signal 4 Analytics, Fehr & Peers.

Note: 1. Intersections where a disproportionate share of the KSI crashes involved a person outside a vehicle are noted in **bold italics**.

2. At the intersection of John Young Parkway at Sand Lake Road, improvements were completed in late 2019/early 2020 to convert an at-grade intersection to a single-point urban interchange (SPUI). The number of KSI crashes per year has reduced from approximately 9 per year (2018/2019) to an average of 3 per year (2020-2022). This intersection could be a candidate for more detailed analysis as part of the County plan to document the safety benefit associated with the SPUI and potentially identify additional countermeasures that could be implemented at the intersection.

Next Steps

Using the same process that was used to identify the Regional HIN, County and Local HINs will be developed, which will include:

- County (all roadways included in the analysis) – this will identify the roadways in each county where a disproportionate number of fatal and serve injury crashes are reported. This will likely overlap with the regional HIN, but this map will provide focus locations for each county and the respective local jurisdiction(s). A secondary HIN of only roadways within the County jurisdiction will also be prepared.
- Jurisdictional – this will identify the roadways in each jurisdiction regardless of ownership where a disproportionate number of fatal and serve injury crashes are reported. For example, for the City of Kissimmee, an initial HIN may include roadways such as John Young Parkway and Vine Street which are maintained by the County. A secondary HIN of only roadways within the city jurisdiction will be prepared.
- Top Intersections – this will identify the intersections in each jurisdiction where a disproportionate number of fatal and serve injury crashes are reported.

If you have questions, please contact Mighk Wilson at mighk.wilson@metroplanorlando.gov.

Attachments: Roadways in HIN

**Central Florida Vision Zero
Regional HIN Segments
September 2023**

Corridor Number	Road Name	Location	Total Weighted Score per Mile	From	To
1	John Young Parkway	Orlando	17,478	SR 50	Orange Center Blvd.
2	Sand Lake Road/McCoy Road	Orlando	17,104	Turkey Lake Rd.	University Blvd.
3	Chickasaw Trail	Orange County	14,589	Frontage Rd.	Lake Underhill Rd.
4	Hiawassee Road	Orange County	14,547	SR 438/Silver Star Rd.	SR 50
5	Oakridge Road	Orlando	14,296	Millenia Blvd.	S. Orange Blossom Trail
6	SR 435	Orange County	14,130	SR 50	Raleigh St.
7	SR 551	Orange County	14,129	SR 50	Lake Underhill Rd.
8	SR 436	Orlando	14,088	Lee Vista Rd.	TG Lee Blvd.
9	Pine Hills Road	Orange County	13,941	SR 50	Old Winter Garden Rd.
10	Alafaya Trail	Orange County	13,564	SR 50	Lake Underhill Rd.
11	SR 435	Orlando	13,466	LB Mcleod Rd.	Major Blvd.
12	Colonial Drive	Orlando	13,415	Orange Blossom Trail N.	N Bumby Ave.
13	North Lane	Orange County	12,946	Westgate Rd.	N Pine Hills Rd.
14	Hiawassee Rd	Orange County	12,344	SR 50	Old Winter Garden Rd.
15	SR 434	Orange County	12,284	McCulloch Rd.	SR 50
16	CR 506	Orange County	12,054	S. Orange Blossom Trail	Orange Ave S.
17	SR 423	Orange County	11,972	N. Orange Blossom Trail	N. Wymore Rd.
18	University Blvd.	Orange County	11,938	SR 436	Lake Mirage Blvd.
19	Rosalind Ave	Orlando	11,526	E. Livingston St.	S. Lucerne Cir.
20	Semoran Boulevard	Orlando	11,419	Lake Underhill Rd.	Lake Margaret Dr.
21	US 192/Vine St	Osceola County	11,347	Celebration Ave.	Four Winds Blvd.
22	Goldenroad Road	Orange County	11,182	Lake Underhill Rd.	Beatty Dr.
23	N Ronald Regan Blvd	Seminole County	10,951	Eldersprings Cir.	Jones Ave.
24	W First Street (US 17/92)	Sanford	10,856	N. Persimmon Ave.	N. Frence Ave.
25	Edgewater Dr/Highland Ave	Orange County	10,652	Clarcona Ocoee Rd.	Lee Rd.
26	Conway Road	Orlando	10,570	Curry Ford Rd.	E. Michigan St.
27	Pershing Ave.	Orlando	10,554	Woodgate Blvd.	Goldenrod Rd. S.
28	John Young Pkwy	Orange County	10,510	SR 528 Ramps	Lazio Ln.
29	East Lake Mary Blvd	Seminole County	10,477	North of Celery Ave.	SR 46
30	Poinciana Blvd	Osceola County	10,431	US 192	Siesta Lago Dr.
31	Holden Ave	Orange County	10,402	Rio Grande Ave. S.	Lake Holden Hills Dr.
32	S Orange Blossom Trail	Kissimmee	10,376	E. Osceola Pkwy.	Ridgewood Ave.
33	US-192/Vine St	Kissimmee	10,356	South of Four Winds Blvd.	N. John Young Pkwy.
34	CR 435/Apopka Vineland Rd	Orange County	10,310	Balboa Dr.	SR 50
35	Texas Ave	Orange County	10,255	Americana Blvd.	W. Oak Ridge Rd.
36	Vineland Road	Orange County	10,156	I-4	South of LBV Factory Shores Dr.
37	Orange Avenue	Orlando	10,131	S. Lucerne Cir.	Gatlin Ave.
38	Orange Blossom Trail	Orange County	9,988	Overland Rd.	Rosamond Dr.
39	Ivey Ln	Orlando	9,944	Edgemoor St.	Raleigh St.
40	Orange Blossom Trail	Apopka	9,928	Drage Dr.	S. McGee Ave.
41	Orange Blossom Trail	Orlando	9,902	Lee Rd.	Shader Rd.
42	Lancaster Road	Orange County	9,900	S. Orange Blossom Trail	Orange Ave. S.
43	Goldenroad Road	Orange County	9,875	North of Dwell Well Way	SR 50
44	John Young Pkwy.	Orlando	9,873	LB McLeod Rd.	W. Sand Lake Rd.
45	US-17/92/Orlando Ave	Seminole County	9,853	South St.	Spartan Dr.
46	S Orange Blossom Trail	Kissimmee	9,546	Ridgewood Ave.	Neptune Rd.
47	Conroy Rd/Americana	Orlando	9,495	West of President Barack Obama Pkwy.	S. Orange Blossom Trail
48	John Young Pkwy	Orange County	9,488	Deerfield Blvd.	South of Town Loop Blvd.
49	University Blvd.	Orange County	9,410	Bibb Ln.	Rouse Rd.

**Central Florida Vision Zero
Regional HIN Segments
September 2023**

Corridor Number	Road Name	Location	Total Weighted Score per Mile	From	To
50	W Colonial Dr/Martin Luther King B	Orange County	9,406	Economic Ct.	Good Homes Rd.
51	Westmoreland Drive	Orlando	9,377	SR 526/Washington Street	W. Gore St.
52	West 25th Street	Sanford	9,328	Club Rd.	S. Mellonville Ave.
53	Osceola Pkwy	Kissimmee	9,281	N. Orange Blossom Trail	Florida's Turnpike
54	US-17/92/Orlando Ave/French Ave	Seminole County	9,122	North of Longdale Ave.	SR 434
55	E Bronson Hwy/13 St/Vine St	Osceola County	9,118	Neocity Way	Pecan St.
56	Semoran Boulevard	Altamonte Springs	9,083	Montgomery Rd.	Palm Springs Dr.
57	Silver Star Road	Orange County	9,070	Mercy Dr.	East of N. John Young Pkwy.
58	Orange Avenue	Orange County	9,055	Prince St.	Spruce Ave.
59	Orange Blossom Trail	Orange County	9,038	Consulate Dr.	Town Center Blvd.
60	Old Winter Garden Rd	Orange County	8,868	N. Hiawassee Rd.	Takoma St.
61	SR 434	Seminole County	8,843	West of E. Lake Brantley Dr.	Oak St.
62	Fairbanks Avenue	Winter Park	8,816	Clay St.	Pennsylvania Ave. S.
63	Old Winter Garden Rd	Orlando	8,698	SR 408 Exit Ramp	Orange Blossom Trail N.
64	Aloma Avenue	Orange County	8,691	West of St. Andrews Blvd.	West of Tangerine Ave.
65	SR 434	Orange County	8,672	Pembroke Dr.	Edgewater Dr.
66	Michigan Ave.	Kissimmee	8,545	E. Donegan Dr.	E. Vine St.
67	Powers Drive	Orange County	8,540	Indian Hill Rd.	SR 438
68	Semoran Boulevard	Casselberry	8,485	US 17-92	Kewannee Trl.
69	John Young Pkwy.	Orange County	8,451	Sand Lake Rd.	South of SR 528 Ramps
70	Rio Grande Avenue	Orange County	8,446	W. Gore St.	Holden Ave.
71	US-17/92/French Ave	Sanford	8,421	W. 20th St.	W. 27th St.
72	Chickasaw Trl	Orange County	8,374	SR 50	Valencia College Ln.
73	Curry Ford Rd	Orange County	8,218	West of Frederica Dr.	East of Excalibur Dr.
74	Orlando Avenue	Winter Park	8,217	Lake Ave.	W. Fairbanks Ave.
75	Buenaventura Blvd.	Osceola County	8,171	County Boundary	Simpson Rd.
76	Simpson Rd	Osceola County	8,139	Harbor Town Dr.	US 192
77	Wetherbee Rd	Orange County	8,093	Orange Blossom Trail S.	Orange Ave. S.
78	Clark Road	Ocoee	8,093	Sparrow Song Ln.	White Rd.
79	Hoffner Avenue (SR 15)	Orange County	8,083	Conway Rd.	Goldenrod Rd. S.
80	SR 434	Longwood	8,076	S. Ronald Reagan Blvd.	US 17-92
81	Semoran Boulevard	Orlando	8,053	Lake Margaret Dr.	Hoffner Ave.
82	Lake Underhill Rd	Orange County	7,611	S. Oxalis Ave.	Econlockhatchee Trl. N.
83	Conway Road	Orange County	7,501	Caitlin Ave.	Hoffner Ave.
84	Hiawassee Rd.	Orange County	7,437	Beggs Rd.	SR 438/Silver Star Rd.
85	Semoran Boulevard	Casselberry	7,388	Lake Howell Ln.	County Boundary
86	Colonial Drive	Orange County	7,358	N. Avalon Park Blvd.	SR 520
87	Robinson Street	Orlando	7,204	N. Rosalind Ave.	N. Primrose Rd.
88	John Young Pkwy	Kissimmee	7,052	West of Ham Brown Rd.	Palmetto Ave.
89	Turkey Lake Rd	Orange County	6,854	Toscana Blvd.	South of Hillenmeyer Way
90	Clarcona-Ocoee Rd.	Orange County	6,815	Apopka Vineland Rd. N.	Powers Dr. N.
91	Landstar/Fairway Wds	Orange County	6,702	Fairway Woods Blvd.	County Boundary
92	Sand Lake Rd.	Orange County	6,682	Dr. Phillips Blvd.	Turkey Lane Rd.
93	Irlo Bronson Memorial Highway	Orange County	6,653	Westside Blvd.	East of Inspiration Dr.
94	Colonial Drive	Orange County	6,645	Econlockhatchee Trl. N.	N. Avalon Park Blvd.
95	International Drive	Orange County	6,622	West of Universal Blvd.	Destination Pkwy.
96	Rock Springs Rd N	Orange County	6,606	Faye St.	Welch Rd. E.
97	Semoran Boulevard	Orange County	6,531	Sheeler Ave. S.	Bear Lake Rd.

**Central Florida Vision Zero
Regional HIN Segments
September 2023**

Corridor Number	Road Name	Location	Total Weighted Score per Mile	From	To
98	Boggy Creek Rd	Orlando	5,949	Tradeport Dr.	E. Wetherbee Rd.
99	Narcoossee Road	Orange County	5,777	Tavistock Lake Blvd.	County Boundary
100	Colonial Drive	Orange County	5,662	N. Bumby Ave.	Econlockhatchee Trl. N.
101	Avalon Park Blvd	Orange County	5,630	SR 50	South of Timber Springs Blvd.
102	US-17/92/Orlando Ave/French Ave	Sanford	5,568	W. 27th St.	W. Lake Mary Blvd.
103	SR 531	Osceola County	5,405	Marsh Rd.	South of Granada Blvd.
104	E Bronson Hwy/13 St/Vine St	St. Cloud	5,168	West of Florida's Turnpike	Eastern Ave.
105	Winter Garden Vineland Road	Orange County	5,147	Fiquette Rd.	Overstreet Rd.
106	Winter Garden Vineland Road	Orange County	4,590	E. Buena Vista Dr.	S. Apopka Vineland Rd.
107	Boggy Creek Rd	Osceola County	4,451	E. Osceola Parkway	Buenaventura Blvd.
108	W Colonial Drive	Orange County	4,233	Apopka Vineland Rd. N.	Orange Blossom Trail N.
109	Apopka Vineland Road	Orange County	4,003	North of Buena Vista Woods Blvd.	North of Vineland Ave.
110	Apopka Vineland Road	Orange County	3,983	Windy Ridge Rd.	Sandberry Blvd.
111	Alafaya Trail	Orange County	3,161	Golfway Blvd.	Innovation Way
112	SR 438	Orange County	3,031	Apopka Vineland Rd. N.	Chantelle Ave.
113	Sand Lake Road	Orange County	2,646	Mandarin Dr.	Jetport Dr.
114	Orange Blossom Trail	Orlando	2,530	SR 50	Holden Ave.
115	Semoran Boulevard	Orange County	2,417	County Boundary	SR 408
116	Orange Blossom Trail	Orange County	2,315	Holden Ave.	Florida's Turnpike
117	SR 50	Orange County	1,667	Fort Christmas Rd S.	County Boundary
118	Pine Hills Road	Orange County	1,410	Pinto Way	SR 50

Technical Appendix

C- Local Engagement Plan



Image of Lake Apopka



Memorandum

Date: January 5, 2024

To: City of Apopka

From: Kelly Fearon, Kittelson

Subject: **Vision Zero Central Florida – Public Engagement Strategy Guidance – Local Level**



Introduction

The MetroPlan Orlando region has an overall fatal crash rate 15 percent higher than the national average and 10 percent higher than the statewide average. MetroPlan Orlando, the Metropolitan Planning Organization, is preparing a Regional Vision Zero Action Plan to understand where crashes are most likely to occur, why crashes result in fatalities and serious injuries, and how to reduce the severity and frequency of these crashes. This effort will be rooted in the core elements of Vision Zero and the Safe System approach. The purpose of the Action Plan is to identify projects, programs, and strategies to eliminate fatalities and serious injuries on the region's roadways.

In coordination with the Regional Vision Zero Action Plan, the City of Apopka will prepare its own Vision Zero Action Plan, which will also be rooted in the core elements of Vision Zero and the Safe System approach. The purpose of the Action Plan is to identify projects, programs, and strategies to eliminate roadway related fatalities and serious injuries within the City.

The following memorandum outlines potential stakeholder and public engagement opportunities for the City of Apopka to further Vision Zero efforts in Central Florida that complement the regional strategies.

Funding for this effort is provided by the U.S. Department of Transportation's Safe Streets for All (SS4A) grant program. The SS4A grant program is funding the preparation of regional, county, and all local agency Vision Zero action plans in the MetroPlan Orlando region.

Core Elements of Vision Zero

The [Vision Zero Network](#) has established ten core elements that communities must meet to become a designated Vision Zero community. Meeting these elements opens the way to pursue supplemental planning and implementation funds through the USDOT's SS4A program. The ten core elements are structured in three primary categories, as summarized in **Table 1** along with their applicability to the Plan Approach. The elements noted in *blue italics* directly relate to Stakeholder and Public Engagement.

Table 1 | Core Elements of Vision Zero and Applicability to Regional and Local Plans

General Strategy	Strategy Details	Plan Approach
Category: Leadership and Commitment		
Public, High-Level, and Ongoing Commitment	<i>Key elected officials and leaders within public agencies, including transportation, public health, and police, commit to a goal of eliminating traffic fatalities and serious injuries within a specific timeframe. Leadership across these agencies consistently engages in prioritizing safety via a collaborative working group and other resource sharing efforts.</i>	Resolution guidance will be provided to support local agency adoption. All agencies in the region are expected to adopt a Vision Zero Resolution.
Authentic Engagement	<i>Meaningful and accessible community engagement toward Vision Zero strategy and implementation is employed, with a focus on equity.</i>	<i>A variety of engagement activities have been identified as part of the regional and local Vision Zero action plans, as described in this document.</i>
Strategic Planning	A Vision Zero Action Plan is developed, approved, and used to guide work. The Plan includes explicit goals and measurable strategies with clear timelines, and it identifies responsible stakeholders.	The primary end product of this process is a Vision Zero Action Plan.
Project Delivery	Decision-makers and system designers advance projects and policies for safe, equitable multimodal travel by securing funding and implementing projects, prioritizing roadways with the most pressing safety issues.	The primary components of project identification and prioritization will include safety and equity.
Category: Safe Roadways and Safe Speeds		
Complete Streets for All	Complete Streets concepts are integrated into communitywide plans and implemented through projects to encourage a safe, well-connected transportation network for people using all modes of transportation. This prioritizes safe travel of people over expeditious travel of motor vehicles.	Safety projects will be developed through the Complete Street lens to balance the competing needs of all roadway users, prioritizing the most vulnerable.
Context-Appropriate Speeds	Travel speeds are set and managed to achieve safe conditions for the specific roadway context and to protect all roadway users, particularly those most at risk in crashes. Proven speed management policies and practices are prioritized to reach this goal.	Speed is one of the leading contributors to fatal crashes in the region and identifying appropriate target speeds on high crash corridors will be a key strategy.

General Strategy	Strategy Details	Plan Approach
Category: Data-driven Approach, Transparency, and Accountability		
<i>Equity-Focused Analysis and Program</i>	<i>Commitment is made to an equitable approach and outcomes, including prioritizing engagement and investments in traditionally under-served communities and adopting equitable traffic enforcement practices.</i>	<i>Equity factors will be incorporated into the analysis and project prioritization.</i>
Proactive, Systemic Planning	A proactive, systems-based approach to safety is used to identify and address top risk factors and mitigate potential crashes and crash severity.	A detailed crash analysis will be conducted to identify top crash locations and causes.
Responsive, Hot Spot Planning	A map of the community's fatal and serious injury crash locations is developed, regularly updated, and used to guide priority actions and funding.	The mapped data will help inform project prioritization and will be used in the prioritization of improvements.
Comprehensive Evaluation and Adjustments	Routine evaluation of the performance of all safety interventions is made public and shared with decision makers to inform priorities, budgets, and updates to the Vision Zero Action Plan.	MetroPlan Orlando will take the lead on updating crash data in a safety dashboard annually and reevaluating the high injury network every 3 to 5 years.

Note: The elements noted in *blue italics* directly relate to Stakeholder and Public Engagement.
Source: Vision Zero Network, 2023

Stakeholder Engagement Strategies

The City of Apopka has identified representatives from local agency staff and safety partners to take part in a Local Agency Working Group. **Local Agency Working Group meetings** will be organized around the topics of Vision Zero and Safe Systems Approach, Community Crash Profiles, Policy Assessment and Countermeasures, and Priority Projects. Members of the Working Group may also participate in the following: use

- Facilitate focused **Stakeholder conversations** with Stakeholders that may not be on the Working Group.
- **Presentations to City Boards and Commissions** will provide opportunities for feedback from jurisdictional leaders as the plans progress to ensure political support.

The City of Apopka will reach out to residents and business owners using the following tools:

- **Post project materials** and a link to the Regional Safety Dashboard with local safety information on the **City website**; this will provide access to the regional feedback map and online survey.
- Have a project information booth at two local community events or other venues where large groups of people are expected. These **Pop-up Events** will host engaging and interactive activities to inform, educate and receive feedback and are anticipated to include an event at Billie Dean Community Center in January, Farmer's Market in March, and Foliage Festival on April 27.

Within the Action Plan, a summary of public engagement activities and feedback received throughout the process will be provided, as well as a summary of how that feedback was incorporated into the plan. Additional information about stakeholder and public engagement strategies is provided in **Table 2** and a schedule is provided in **Table 3**.

Table 2 | Stakeholder and Public Engagement Strategies

Strategy	Description	Goal	Considerations
Working Group	The working group will include staff from key departments that have responsibility for some aspect of the transportation system, with periodic feedback from elected officials.	Obtain feedback on plan analyses and materials as they are prepared to understand concerns and perspectives of others in the local jurisdiction.	The consultant team will lead four Working Group meetings.
Project Website	A project website or page hosted by the City of Apopka that can be linked to the MetroPlan Orlando SS4A site developed for the project.	Website can serve as a landing page for project materials, links to resources, and links to on-line mapping and survey.	MetroPlan Orlando is developing a regional website which includes a Crash Database with information for all jurisdictions in the region, online mapping tool, and online surveys. The City of Apopka can use their local website to host local documents and link to the regional website for additional information.
Pop-up Events	Host engaging and interactive activities at key community locations. Example could include a sidewalk pop-up with a community input activity adjacent to a park or in a major pedestrian serving commercial area.	Reach people where they are and reach those who are not typically engaged in the planning process.	The consultant team will attend three pop-up events which are anticipated to include an event at Billie Dean Community Center, Farmer's Market, and Apopka Foliage Festival on April 27.
Social Media Posts	A series of project branded social media posts, including a variety of materials and messages, and developing a social media calendar.	Reach people through social networks, encourage residents to share with their social network.	Using a diversity of platforms to maximize reach. The City of Apopka can consider posting on social media platforms about the project.
Passive Engagement Opportunities	Passive engagement opportunities such as flyers at community centers and libraries, social media posts directing the public to the project website, branded comment boxes that allow community members to submit their concerns, sidewalk decals/stickers temporary installed at high pedestrian generator locations.	Meet people where they are and provide project information.	The consultant team will develop a flyer describing overall project goals and links to the website for the City.

Source: Fehr & Peers and MetroPlan Orlando, 2023

Table 3 | Stakeholder and Public Engagement Schedule

Strategy	November	December	January	February	March	April	May	June
Kick-Off Meeting								
Working Group #1: Vision Zero & Safe Systems Approach								
Working Group #2: Community Crash Profiles								
Working Group #3: Policy Assessment & Countermeasures								
Working Group #4: Priority Projects								
Project Website								
Pop-up Events								
Social Media Posts								
Passive Engagement Opportunities								
Regional Online Mapping								

Technical Appendix

D– Local Engagement Materials



Image of Lake Apopka



Technical Appendix

E- Working Group Materials



Image of Lake Apopka



Apopka Working Group Meeting 1

City of Apopka – Vision Zero Action Plan

Working Group Meeting 1 – Agenda

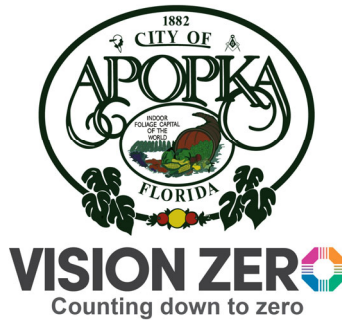
2:00 – 3:00 PM

1. Working Group Member Introductions
2. What to Expect from the Plan
3. What is Vision Zero?
4. Crash Trends
5. Safe System Approach
6. Overview of Key Tasks
7. Project Schedule
8. Next Steps
9. Discussion

Contact Information:

Kelly Fearon, Kittelson & Associates, Senior Engineer
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Sarah Larsen, MetroPlan Orlando, Transportation Planner
sarah.larsen@metroplanorlando.gov, 321-732-8230



City of Apopka – Vision Zero Action Plan

Working Group 1 Meeting Notes

Date: December 11, 2023

Time: 2:00 – 3:30 PM

Meeting Location: Edward Bass City Administration Conference Room

Attendees:

- Pamela Richmond (Apopka Transportation Coordinator)
- Sgt. Steven Harmon (Apopka Police Sergeant)
- Bobby Howell (Planning Manager)
- Eric Mock (Planning Commissioner)
- Sarah Larsen (MetroPlan Orlando)
- Kelly Fearon (Kittelson & Associates)
- Jorge Barrios (Kittelson & Associates)
- Roxane Van Horn (Kittelson & Associates)

Meeting Notes:

Vision Zero:

- City of Apopka staff noted multiple barriers to reaching zero serious injury and fatal crashes including:
 - User behavior
 - Impaired (i.e., vision, drugs, alcohol, distracted) drivers and pedestrians
 - Sergeant Harmon also noted tinted vehicle windows as a cause and potential threat to bicycle and pedestrian safety
 - Crossing at an unmarked location is a common occurrence. City staff noted this occurs close to pedestrian crossing facilities but outside of marked crosswalk.
 - Micromobility presents new challenges
 - Many bicyclists ride on the sidewalk as opposed to on-road bicycle facilities.
 - Micromobility devices (i.e. e-bikes, scooters) which have higher speeds
 - Land use as a major factor in transportation safety especially when considering the existing and future land uses

Crash Trends Discussion:

- Discussed frequency of crashes on 441
 - Sergeant Harmon noted the frequency of pedestrian crashes that are fatal
 - Police department uses available grant funding for enforcement
- Pam asked about locations with fatal or serious injury vehicle crashes
 - Many fatal (vehicular) crashes occur along 441 and Main Street
 - The intersection at US-441/ S Orange Blossom Trail and Hiawassee Road (near the Walmart) has a relatively high number of crashes
- City staff considers Park Avenue and US-441 to be an intersection to investigate, especially when looking eastbound
- Changing streetlights to LED, in addition to the closing of Circle K resulted in fewer crashes along N Park Avenue. City staff noted that many LED lights were installed by FDOT but maintained by the City

Public Engagement:

- City staff suggested potential pop-up events to attend
 - 62nd Annual Apopka Art and Foliage Festival (Saturday, April 27th, 2024)
 - Various events at Park Orange (TBD)
 - Apopka Fair (March 2024)
 - Apopka 17th Annual Health and Fitness Fest (Spring 2024)
- Pamela noted that public engagement must wait until after January 3rd, 2024

Miscellaneous:

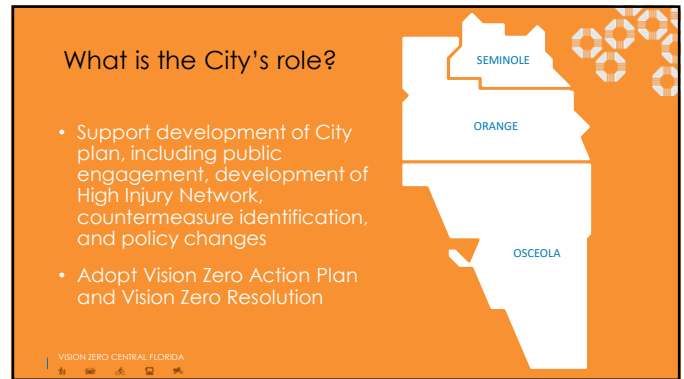
- City staff mentioned Kit Land Park as an area which could see potential growth and development in years to come, in part due to a popular bike trail that runs through the area
- The City is about to redesign the intersection at N Park Avenue and Votaw Road
- Discussion of the benefits of Leading Pedestrian Interval (LPI)

Next Steps:

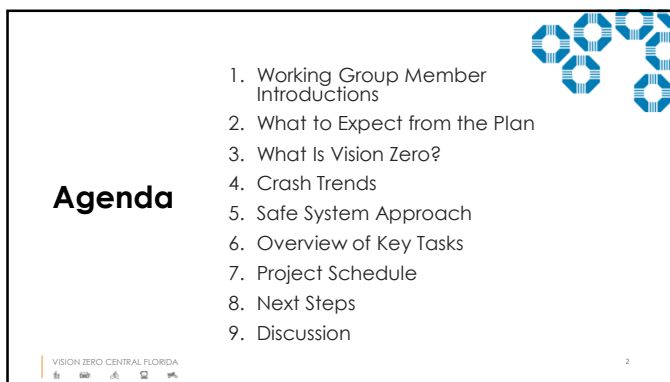
- KAI and City to schedule the second Working Group Meeting for Thursday, January 25th at 2:00 PM. The second Working Group Meeting will take place virtually.
- City to invite the Fire Department to the second Working Group Meeting
- KAI staff will provide the following data:
 - Map of dark-lighted crashes
 - High Injury Network



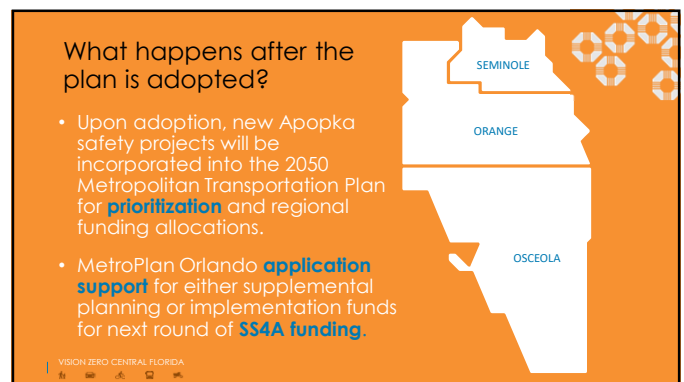
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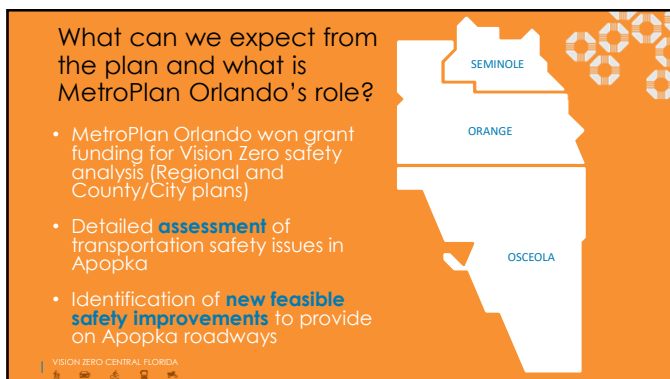
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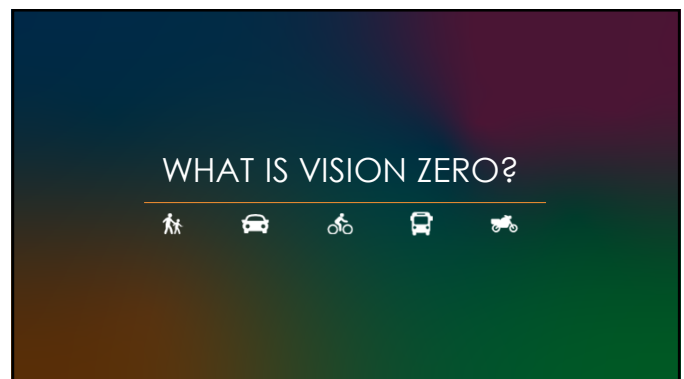
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What is Vision Zero?



Memorial to people killed in traffic crashes. Source: Vision Zero Network

- Loss of life is not an acceptable price to pay for mobility.
- Eliminate traffic deaths and severe injuries on the transportation system.
- Proactive and preventive approach.

VISION ZERO CENTRAL FLORIDA

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Vision Zero in the US



VISION ZERO CENTRAL FLORIDA

Source: Vision Zero Network

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Vision Zero Approach

1. Reframes traffic deaths as **preventable**.
2. Integrates **human failing** into the approach.
3. Focuses on preventing **fatal and severe** crashes rather than eliminating all crashes.
4. Aims to establish **safe systems** rather than relying on individual responsibility.
5. Applies **data driven** decision making.
6. Establishes road safety as a **social equity issue**.

VISION ZERO CENTRAL FLORIDA

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Core Elements of Vision Zero Communities

A Vision Zero Community meets the following minimum standards:

- Sets Clear Goal of **eliminating** traffic fatalities and severe injuries
- Elected officials have **committed publicly** to Vision Zero

Core Elements – Leadership and Commitment

1. Public, High Level, and Ongoing Commitment
2. Authentic Engagement
3. Strategic Planning
4. Project Delivery

VISION ZERO CENTRAL FLORIDA

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How is it different than what we have been doing?

TRADITIONAL APPROACH

Traffic deaths are **INEVITABLE**
PERFECT human behavior
 Prevent **COLLISIONS**
INDIVIDUAL responsibility
 Saving lives is **EXPENSIVE**

VS

VISION ZERO

Traffic deaths are **PREVENTABLE**
 Integrate **HUMAN FAILING** in approach
 Prevent **FATAL AND SEVERE CRASHES**
SYSTEMS approach
 Saving lives is **NOT EXPENSIVE**

Source: Vision Zero Network

VISION ZERO CENTRAL FLORIDA

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Core Elements of Vision Zero Communities

A Vision Zero Community meets the following minimum standards:

- **Actionable** Strategies are developed, including:
 - Prioritize Roadway Design
 - Focus on Speed Management

Core Elements – Safe Roadways and Safe Speeds

5. Complete Streets for All
6. Context Appropriate Speeds

VISION ZERO CENTRAL FLORIDA

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Core Elements of Vision Zero Communities

A Vision Zero Community meets the following minimum standards:

- Key **agency departments** (including police, transportation, public health) are engaged
- **Data driven** decision making

Core Elements – Data-Driven Approach, Transparency and Accountability

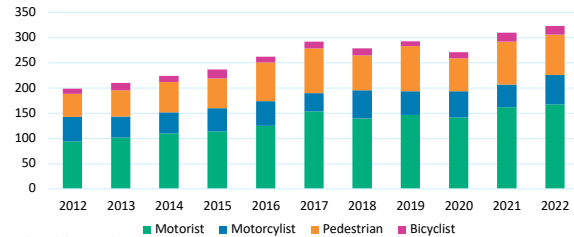
7. Equity-Focused Analysis and Programs
8. Proactive, Systemic Planning
9. Responsive, Hot Spot Planning
10. Comprehensive Evaluation and Adjustments

VISION ZERO CENTRAL FLORIDA

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MetroPlan Orlando Region – Fatalities



VISION ZERO CENTRAL FLORIDA

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What do you think?

- What do you think are the barriers/challenges to reaching zero traffic fatalities and serious injuries in Apopka?

VISION ZERO CENTRAL FLORIDA

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Crash Overview Apopka | 2018-2022 (Data from S4)



- **101 severe injuries** and **28 fatalities**



- **Pedestrians and bicyclists** were involved in **4%** of all crashes, **11%** of serious injury crashes, and **64%** of fatal crashes.

- **46%** of serious injury crashes and **43%** of fatal crashes involved either **drugs/alcohol or distracted driving**

VISION ZERO CENTRAL FLORIDA

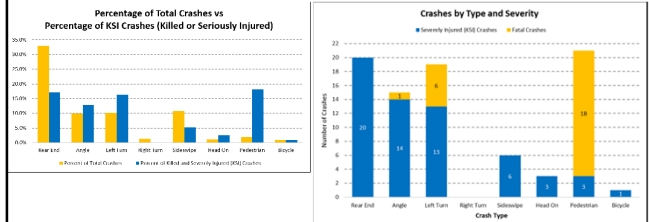
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CRASH TRENDS



Crash Summary by Type Apopka | 2018-2022

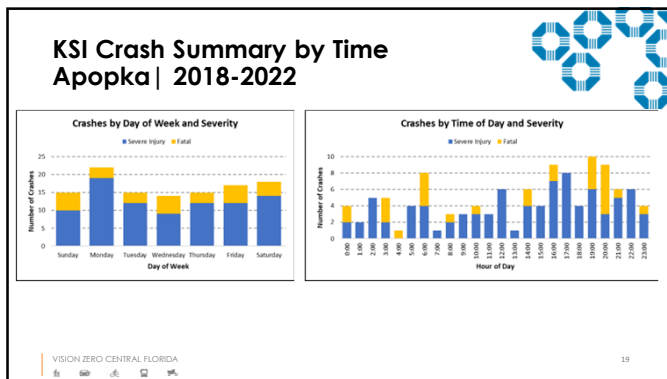


VISION ZERO CENTRAL FLORIDA

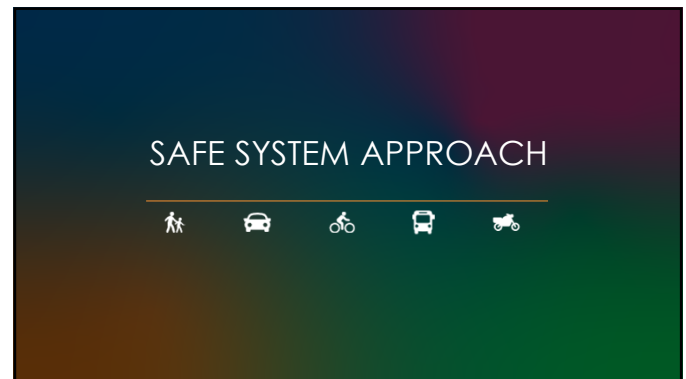
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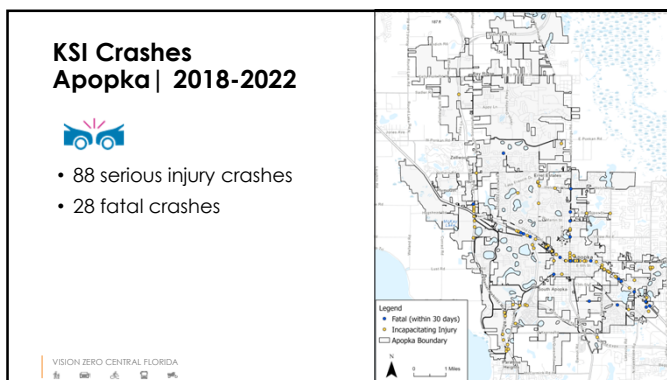
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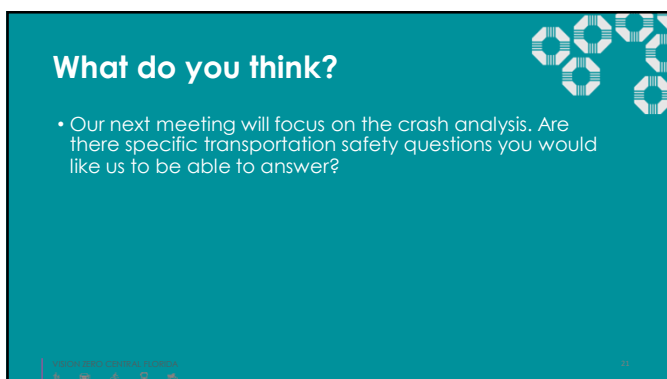
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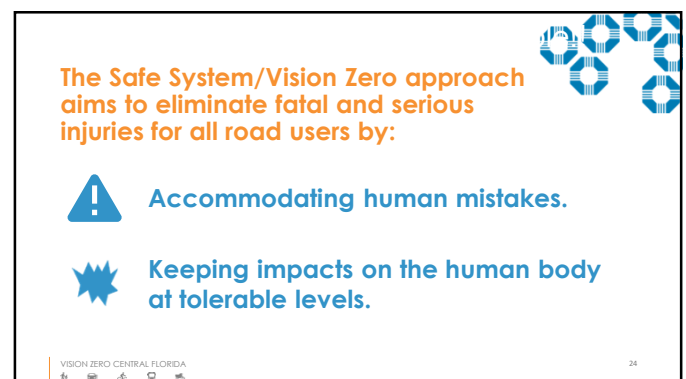
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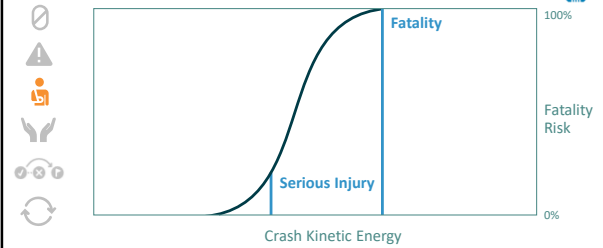
The 6 Safe System Principles



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Humans are vulnerable



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Death/Serious Injury is Unacceptable



Source: Massachusetts Bicycle Coalition

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Responsibility is Shared

System managers

Planners, designers, builders,
operators, maintenance workers

Vehicle manufacturers

Law enforcement personnel

Post-crash personnel

System users

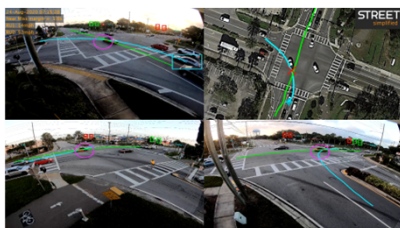


Source: City of Orlando

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Humans Make Mistakes



Source: Fehr & Peers and Forward Pinellas

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Safety is Proactive

Identify Risks

Mitigate Risks

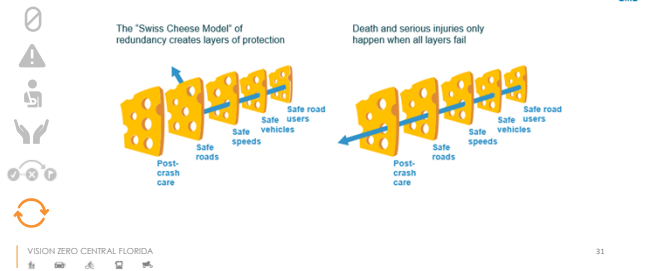


Source: Florida Department of Transportation

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Redundancy is Critical



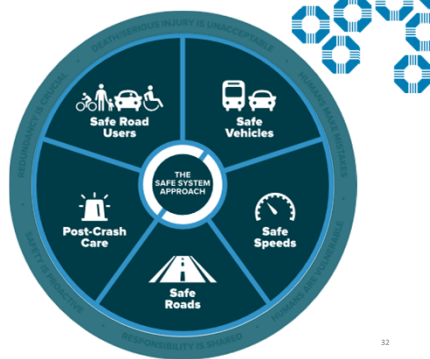
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Safe Vehicles



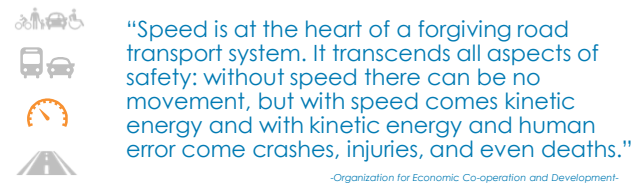
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The 5 Safe System Elements



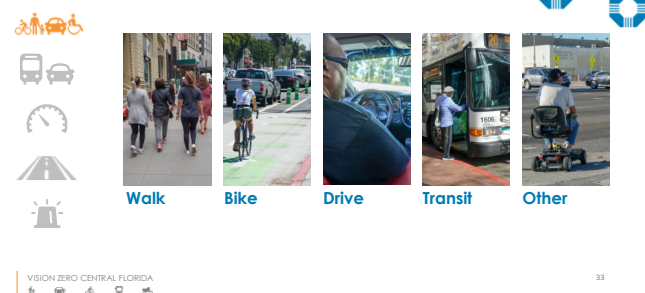
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Safe Speeds



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Safe Road Users



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Safe Roads

Managing crash kinetic energy involves:

Managing Energy
Crash Distribution



Managing Speed



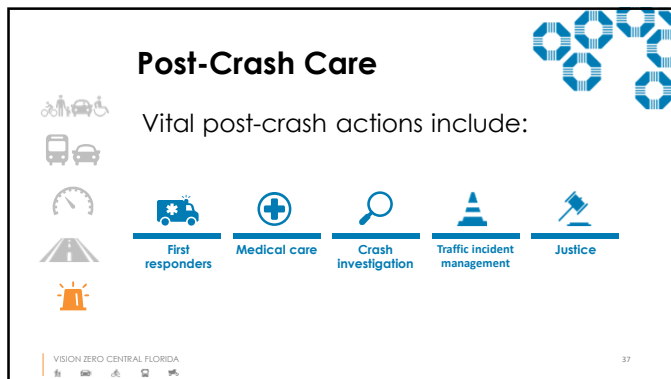
Managing Mass



Modifying Crash
Angles



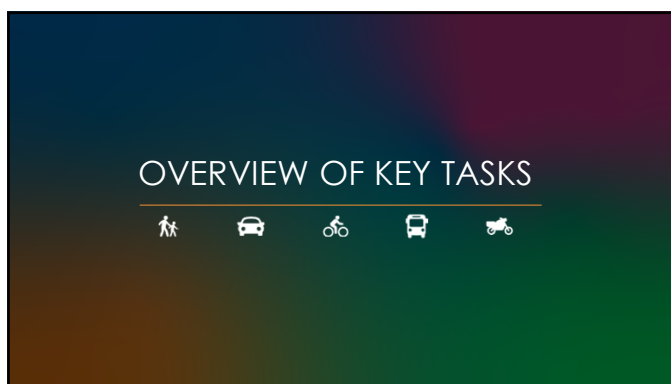
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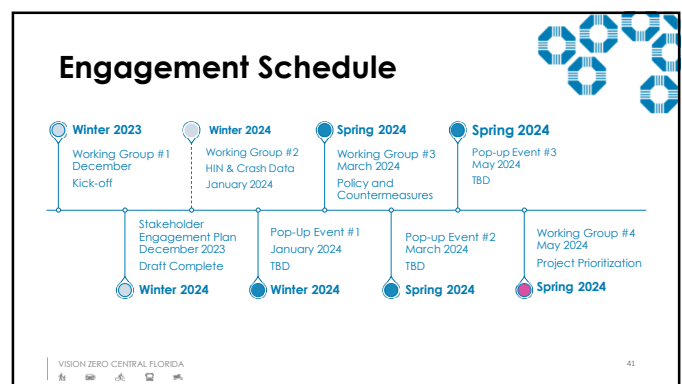
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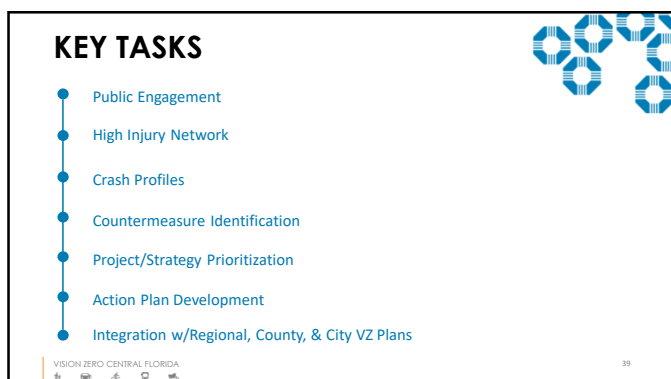
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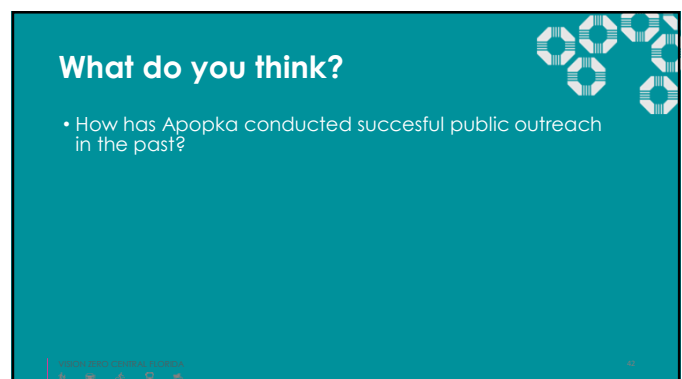
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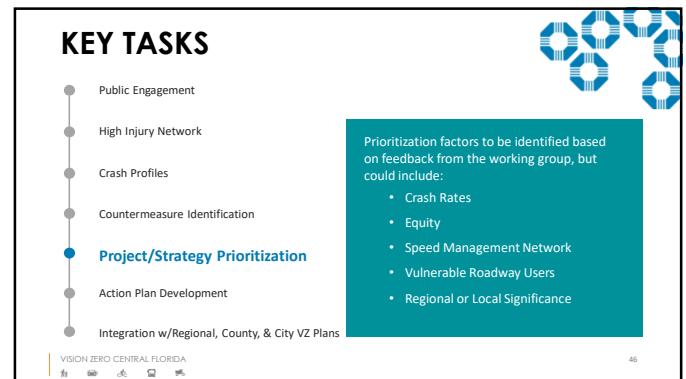
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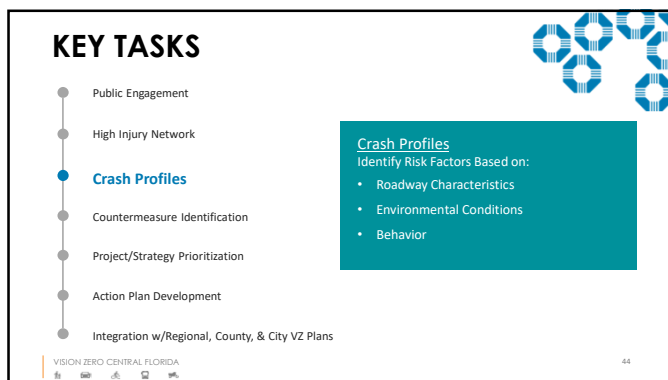
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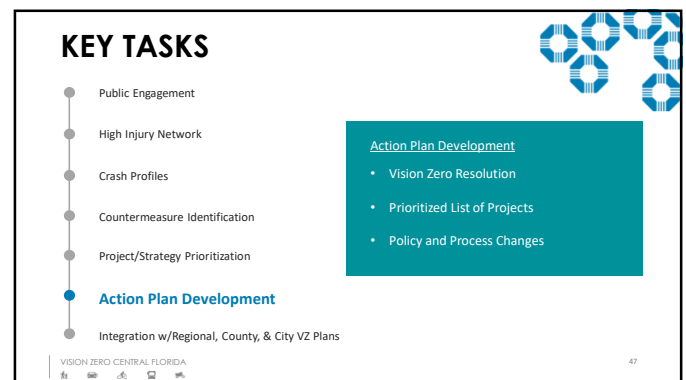
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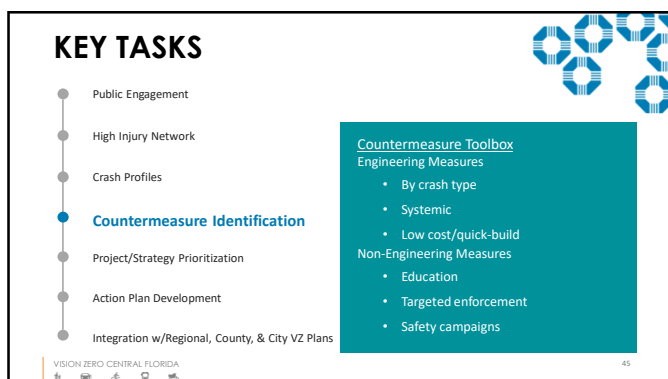
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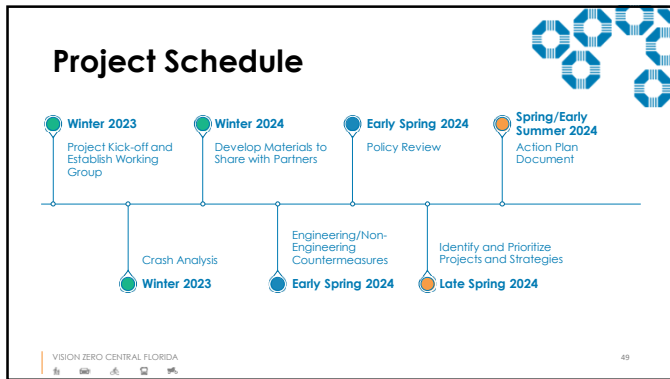
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Questions?

Contact Information:

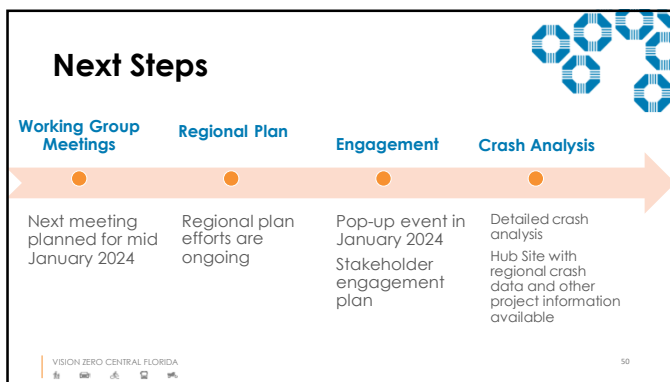
Pam Richmond—
PRichmond@apopka.net
 407-703-1686

Kelly Fearon—
kfearon@kittelson.com
 813-710-9517

Sarah Larsen —
sarah.larsen@metroplanninganddevelopment.com
 321-732-8230



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What do you think?

- Who else should be on the working group?



51

Apopka Working Group Meeting 2

City of Apopka – Vision Zero Action Plan

Working Group Meeting 2 – Agenda

January 25, 2024

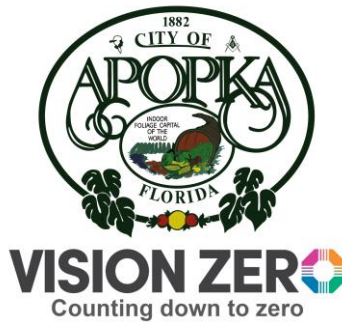
2:00 PM – 3:00 PM

1. Welcome
2. Recap of Working Group Meeting #1
3. High Injury Network
4. Crash Trends
5. Hub Site
6. Public Engagement Efforts
7. Upcoming Tasks and Next Steps
8. Discussion

Contact Information:

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kfearon@kittelson.com, 813-710-9517

Sarah Larsen, MetroPlan Orlando, Transportation Planner
sarah.larsen@metroplanorlando.gov, 321-732-8230



City of Apopka – Vision Zero Action Plan

Working Group 2 Meeting Notes

Date: January 25, 2024

Time: 2:00 – 3:00 PM

Meeting Location: Edward Bass City Administration Conference Room

Attendees:

- Sgt. Steven Harmon (Apopka Police Sergeant)
- Bobby Howell (Planning Manager)
- Sarah Larsen (MetroPlan Orlando)
- Kelly Fearon (Kittelson & Associates)
- Roxane Van Horn (Kittelson & Associates)

Meeting Notes:

Introduction

- Kelly Fearon provided a general overview of the first Working Group Meeting in order to clarify potential barriers to Vision Zero solutions
- The City of Apopka staff noted that lack of personal responsibility is a major concern in Apopka

High Injury Network (HIN)

- City staff noted they did not have any surprises on the High Injury Network (HIN) identified.
- Park Avenue between E Oak Street and Main Street lacks crossings. The City creates temporary crossings at Park Avenue and Orange during major events
- City staff did not have any major development they are aware of on the HIN
- City staff noted that U.S. 441/ Main Street between Bradshaw and Central was redone with traffic calming components (i.e., raised medians)
- U.S. 441 is owned by the state and maintained by the City of Apopka
- City staff noted that Forest Avenue is next to a large trail, which could contribute to bicycle and pedestrian crashes in the area. Speed bumps were recently installed before and after the trail crossing near E 2nd Street and Forest Avenue

Crash Trends Discussion

- Sergeant Harmon noted that many crashes occur at night
- A light was recently added to the intersection of West Lester Road and Vick Road, which should help reduce nighttime crashes
- Sergeant Harmon noted that his internal crash report has similar data regarding number of crashes
- City staff mentioned how difficult it is to enforce and educate about the topic of distracted driving in particular

Public Engagement

- Kittelson to attend the first pop-up event which is anticipated to be Rotary Club on March 7th, 2024

Next Steps

- Kittelson to review relevant local land use policies
- Kittelson to follow up with Pam Richmond on crash analysis and HIN for feedback
- City to send any relevant material for review in the next task of benchmarking
- City of Apopka staff and Kittelson & Associates to schedule a date for Working Group Meeting #3



1



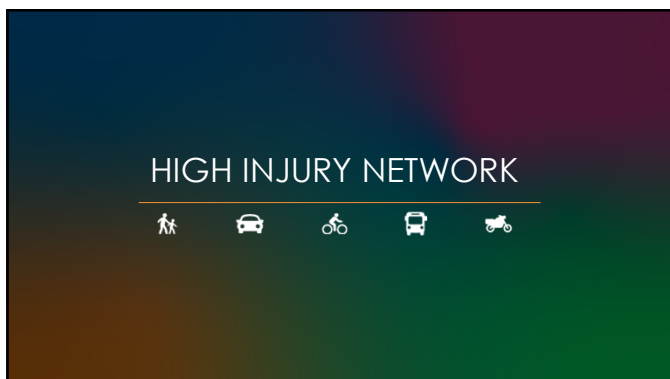
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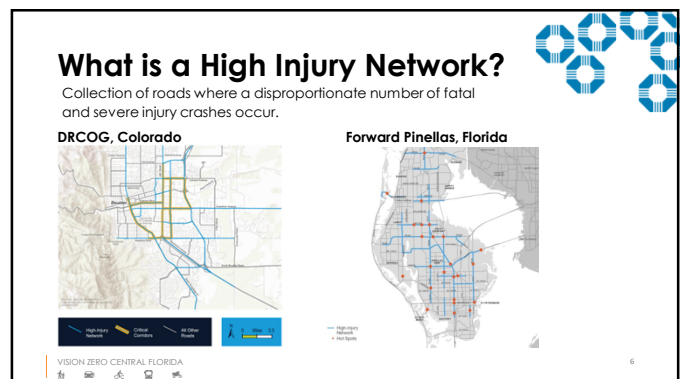
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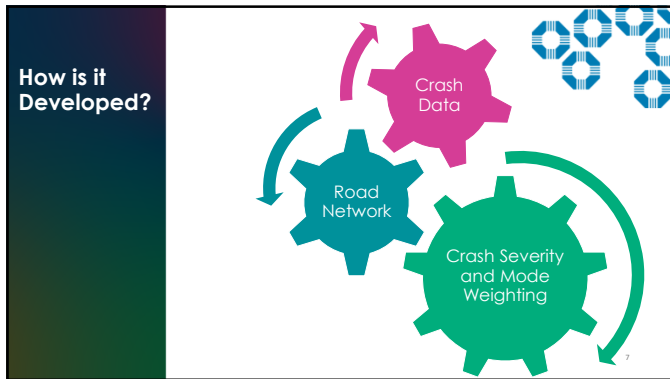
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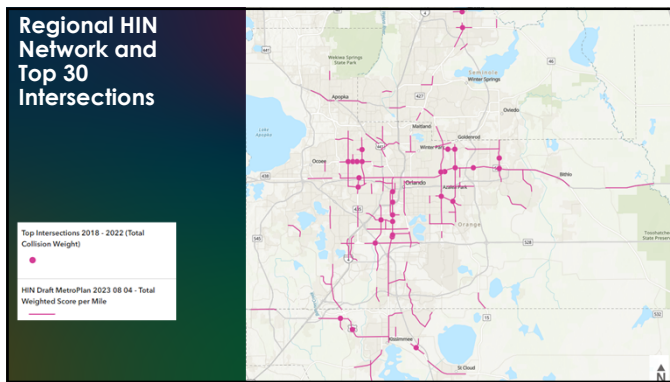
Crash Weighting

Based on crash severity and travel mode
All crashes involving a person walking, bicycling, or riding a motorcycle were weighed by a factor of 3

Severity	Crash Weight
Fatal (K)	317
Incapacitating Injury (A)	
Non-Incapacitating Injury (B)	
Possibly Injury (C)	17
No Injury (O)	1

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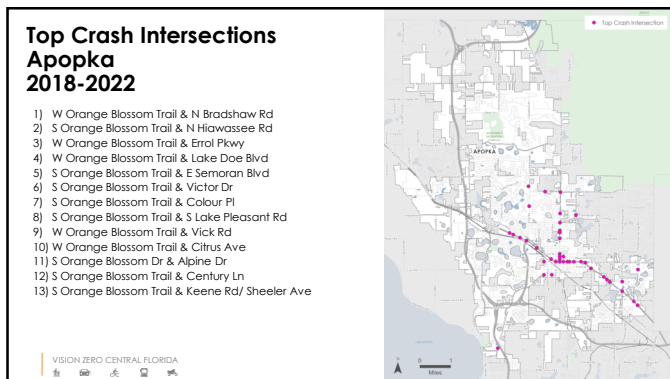
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HIN: 8 Corridors Apopka | 2018-2022

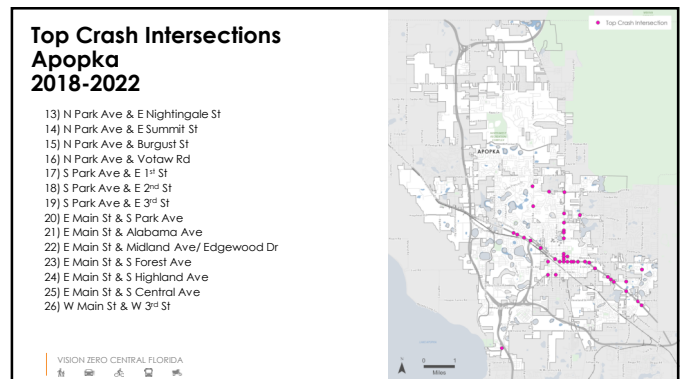
Road	Extents	Length	KSI Crashes	Non-Incapacitating/Possible Injury Crashes	No Injury Crashes	Bike/Ped Crashes
1. Vick Rd	Lester Rd to W Martin St	1.43 mi	4	33	87	1
2. E Sandpiper St	N Park Ave to County Line	0.86 mi	2	11	23	4
3. W Orange Blossom Trl	West of Eral Pkwy to E Semoran Blvd	2.39 mi	32	348	882	40
4. S Orange Blossom Trl	E 6 St to Century Ln	0.61 mi	8	68	112	4
5. S Orange Blossom Trl	East of Tropicalia Cir to Colours Pl	0.56 mi	5	72	189	7
6. Park Ave	E Oak St to E Main St	0.50 mi	5	79	155	8
7. S Forest Ave	E 1 St to E 7 St	0.50 mi	2	13	25	4
8. E 2nd St	S Central Ave to S Highland Ave	0.38 mi	2	16	27	1

VISION ZERO CENTRAL FLORIDA

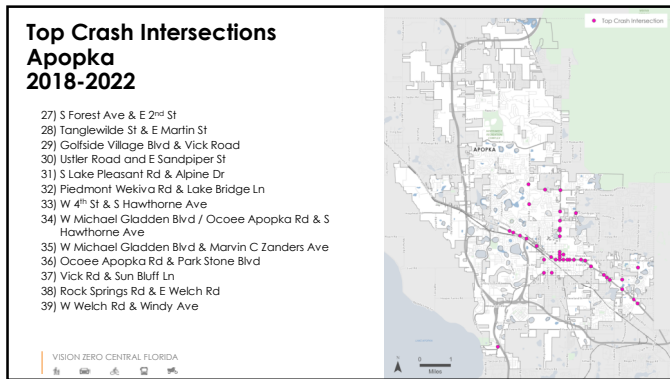
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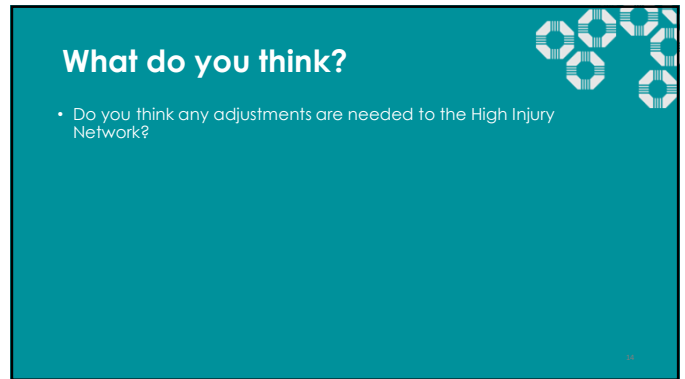
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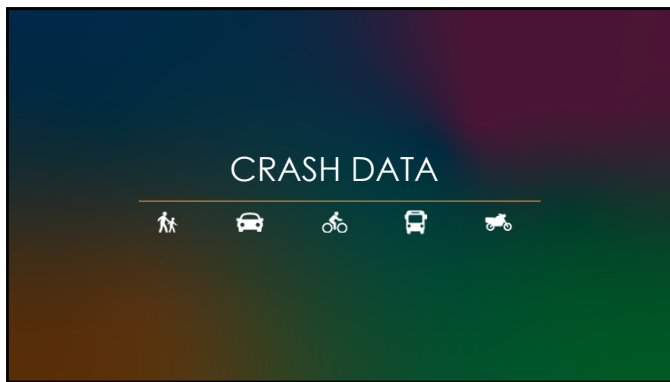
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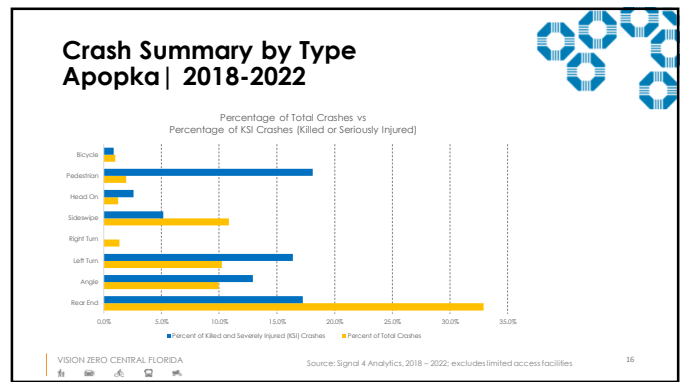
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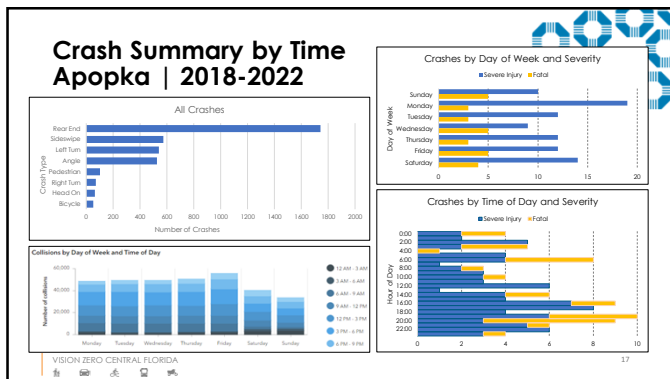
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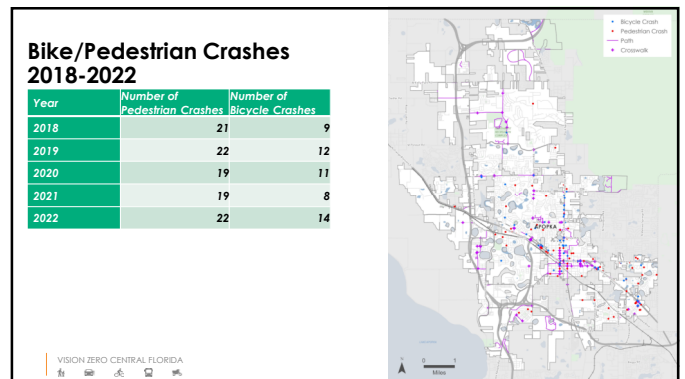
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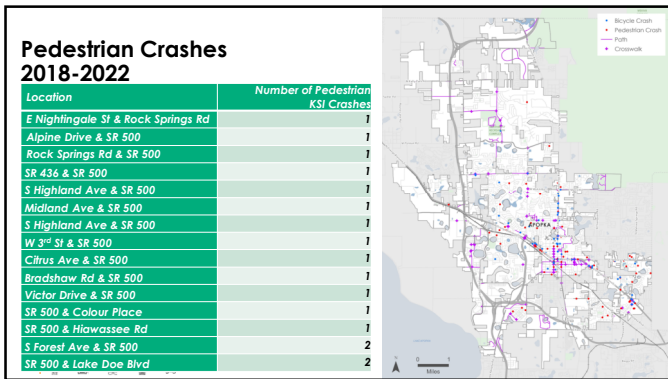
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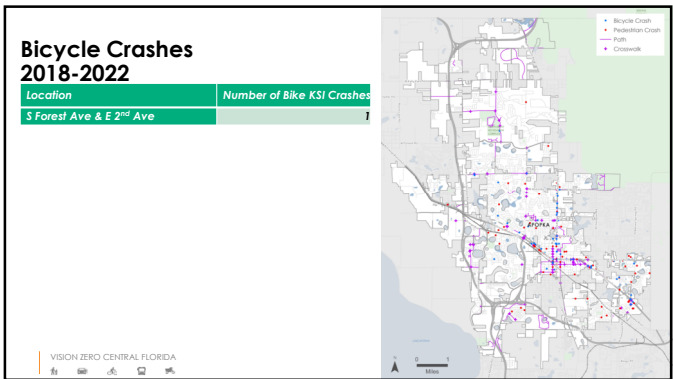
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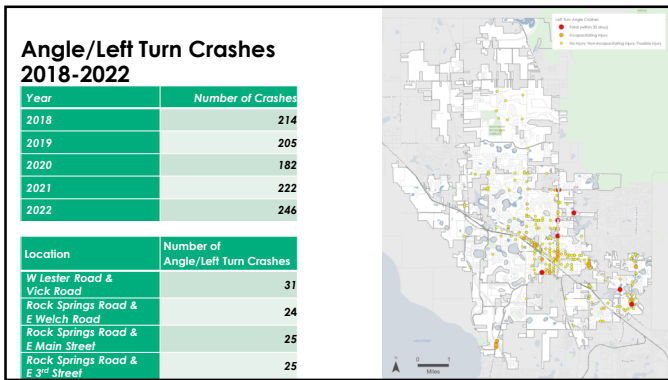
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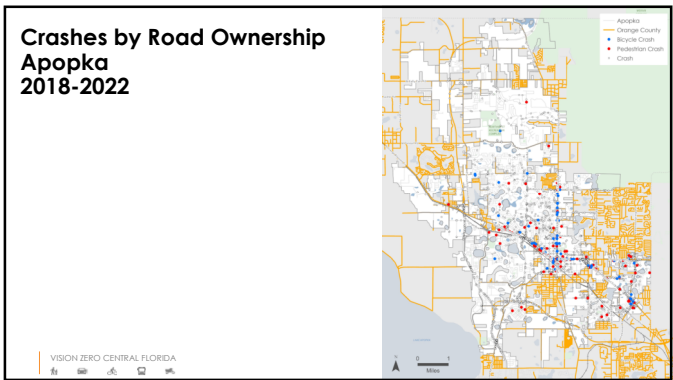
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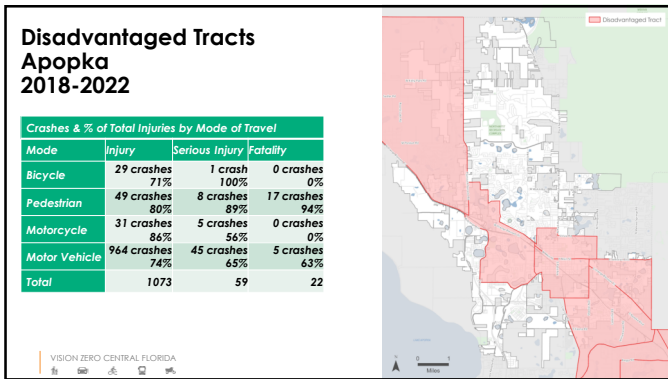
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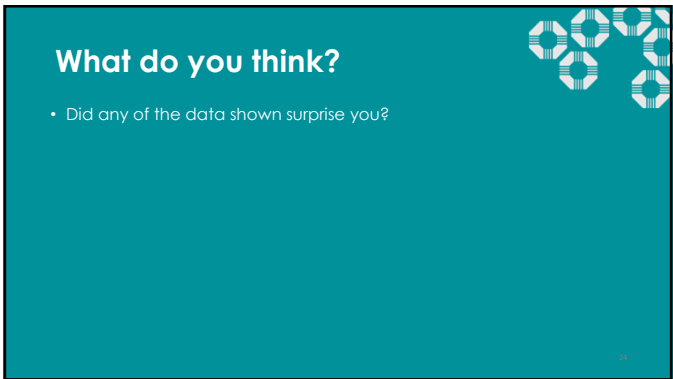
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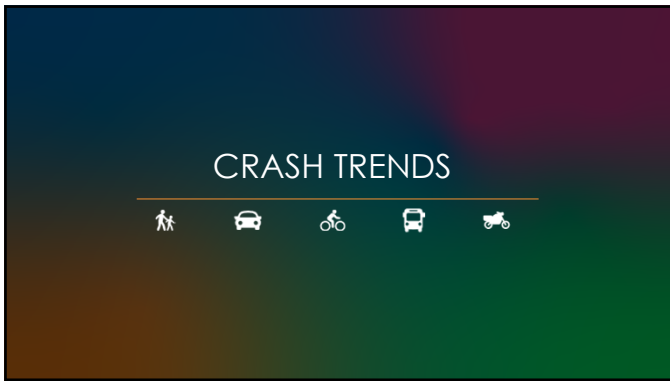
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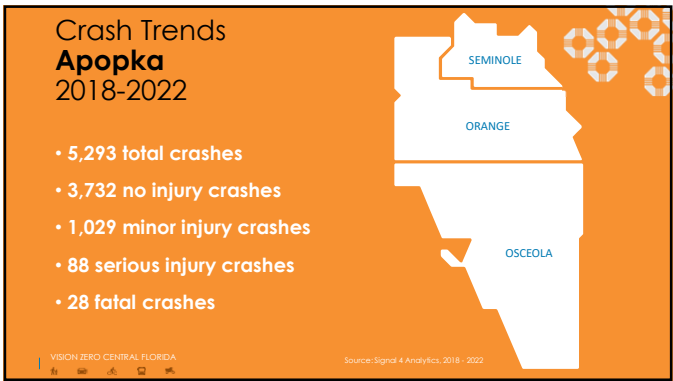
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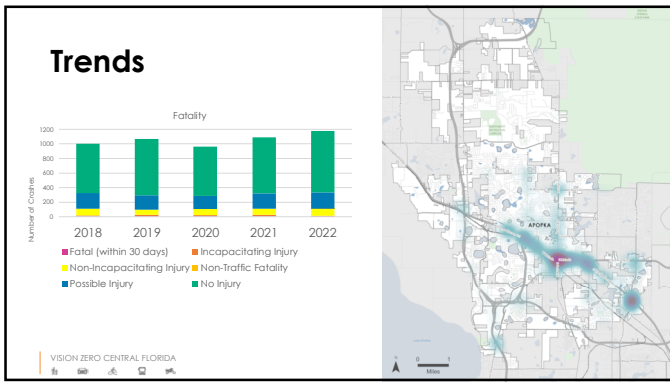
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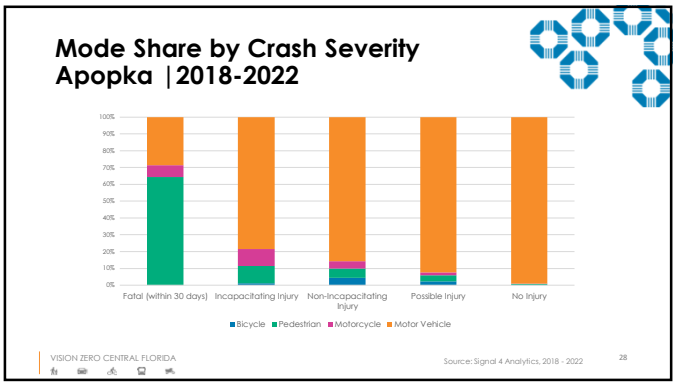
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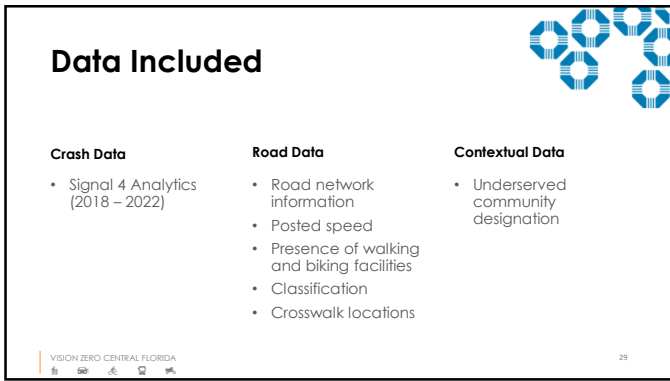
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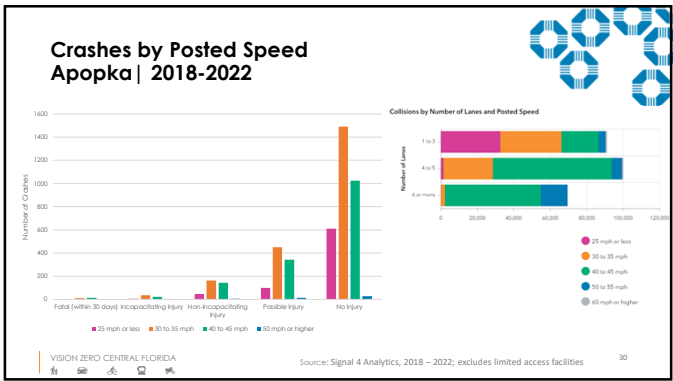
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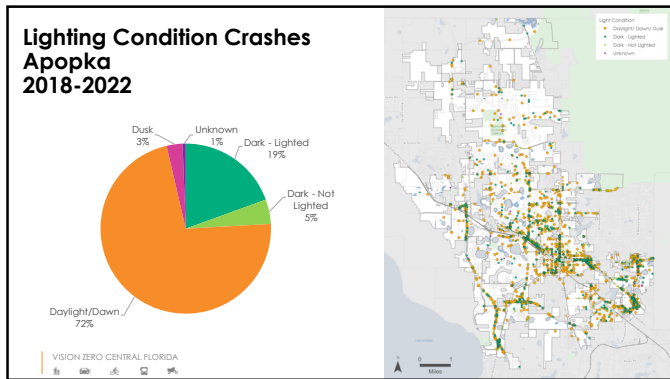
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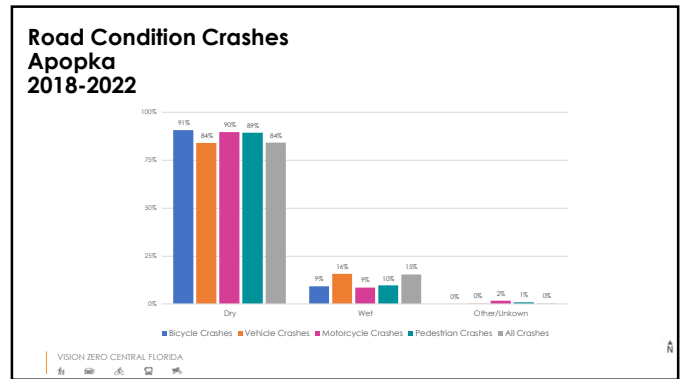
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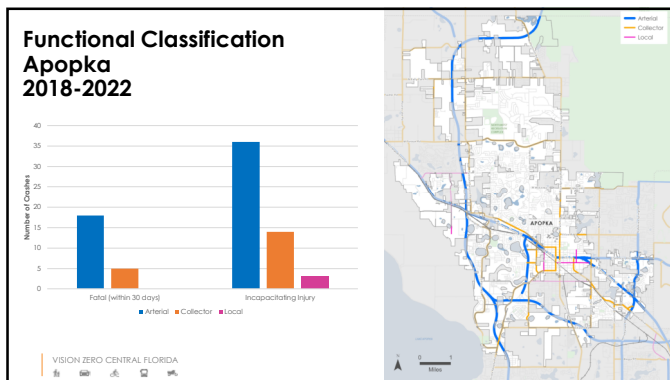
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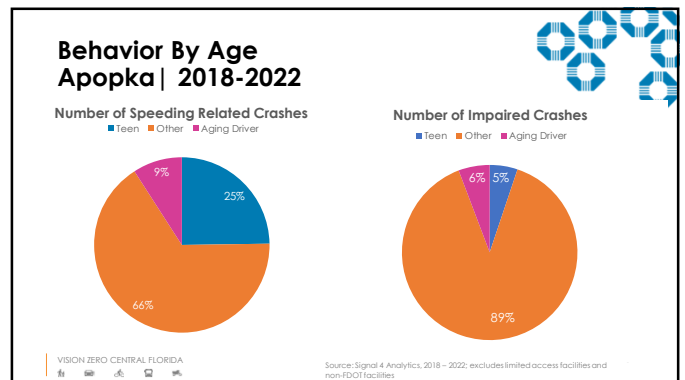
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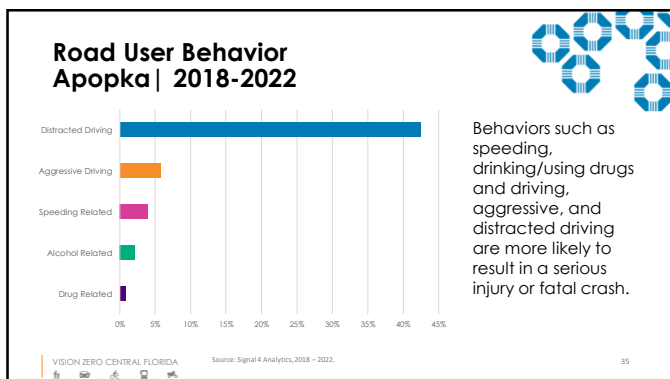
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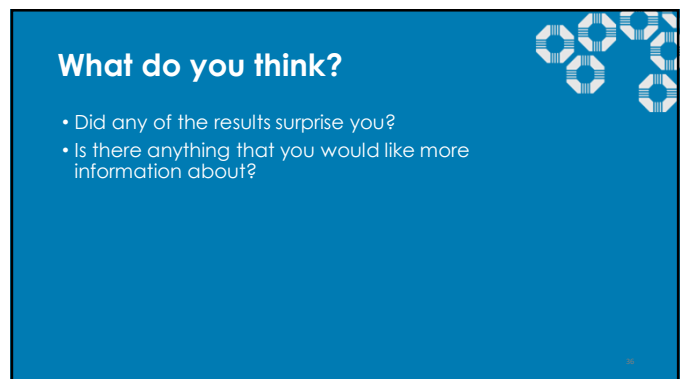
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HUB SITE DEMONSTRATION



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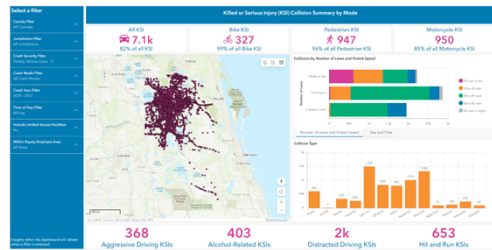
What is the Hub Site?

Information sharing platform
Vision Zero dashboard
Links to project documents (access restricted)
Links to helpful resources
Calendar of Vision Zero events
Public engagement



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Data Dashboard Framework



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PUBLIC ENGAGEMENT EFFORTS



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Planned Outreach Efforts

- Pop-Up Events

Regional Outreach:

- Survey
- Map based feedback
- Safety messaging



Source: Fehr & Peers and MetroPlan Orlando

41

What do you think?

- If you could ask the public anything about safety, what would it be?

42

1. Identify and review relevant documents and procedures
2. Review and refine benchmarks
3. Initial benchmarking conducted by consultant team and agency staff
4. Identify opportunities for policy enhancements and barriers to change
5. Incorporate findings into Action Plan

Strategy	Benchmarks	Not a Current Practice	Occasional Practice	Institutional Practice
Category: Safe Roads and Safe Speeds				
Complete Streets for All	The agency has allocated adequate funding for complete streets projects.			
	The agency has a complete streets plan.			
	Complete Street elements have been incorporated into Comprehensive Plans and other planning documents.			
	Vulnerable users are prioritized in project planning and implementation.			
	The agency actively coordinates with neighboring municipalities to provide connections for people walking and biking.			
	Appropriate practices are followed to set speed limits based on context.			

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NEXT STEPS

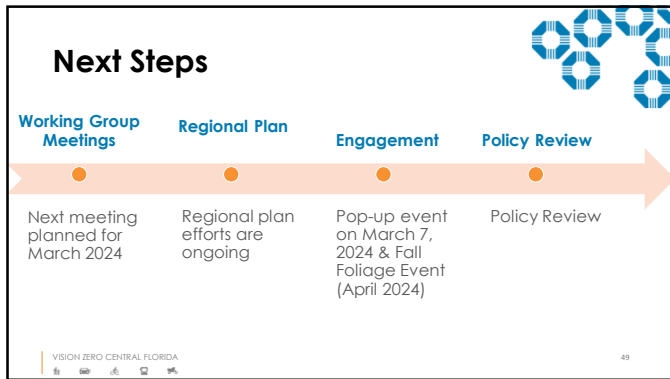


The timeline shows the following milestones:

- Winter 2023:** Project Kick-off and Establish Working Group
- HERE (Current Position):** Develop Materials to Share with Public
- Early Spring 2024:** Policy Review
- Spring/Early Summer 2024:** Action Plan Document

Below the main timeline, additional milestones are listed:

- Crash Analysis:** Scheduled for Winter 2023.
- Engineering/Non-Engineering Countermeasures:** Scheduled for Early Spring 2024.
- Identify and Prioritize Projects and Strategies:** Scheduled for Late Spring 2024.



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What do you think?

- Next step is a review of transportation and local land use policies, plans, guidelines, and standards that could be a barrier to reaching Vision Zero. What materials should we review?

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What do you think?

- What questions or comments do you have?

51

Questions?

Contact Information:

Kelly Fearon –
kfearon@kittelson.com
 813-710-9517

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 321-732-8230

VISION ZERO
CENTRAL FLORIDA

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Apopka Working Group Meeting 3

City of Apopka Vision Zero Action Plan

Working Group Meeting 3 – Agenda

April 23, 2024

10:00 – 11:00 AM

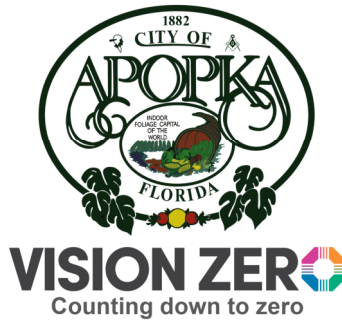
City Administration Conference Room

1. Welcome
2. Working Group Meeting Recap
3. SS4A Grant Cycle Updates
4. High Injury Network
5. Policy Review
6. Countermeasures
7. Projects
8. Public Engagement Update
9. Upcoming Tasks and Next Steps
10. Discussion

Contact Information:

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Sarah Larsen, MetroPlan Orlando, Transportation Planner
sarah.larsen@metroplanorlando.gov, 321-732-8230



City of Apopka – Vision Zero Action Plan

Working Group 3 Meeting Notes

Date: June 12, 2024

Time: 2:00 – 3:30 PM

Meeting Location: Edward Bass City Administration Conference Room

Attendees:

- Pam Richmond (Apopka)
- Sgt. Steven Harmon (Apopka)
- Jean Sanchez (Apopka)
- Amer Hamza (Apopka)
- Stephen Cribb (Apopka)
- Jun Sohn (Apopka)
- Bobby Howell (Planning Manager)
- Sarah Larsen (MetroPlan Orlando)
- Kelly Fearon (Kittelson)

Meeting Notes:

Introduction

- Kelly Fearon provided a general overview of the project and past working group meetings

High Injury Network (HIN)

- Sergeant Harmon was surprised to see Vick Road on the High Injury Network. He mentioned other high crash areas could include East Cleveland Street.
- Discussion of what years the data is capturing (2018 to 2022).

Project Discussion

- A recent project was completed along US 441 (by Bradshaw and Errol Parkway) which included access management changes and raised medians. The project added protected left-turns at signal and pedestrian improvements and also added medians near Lake Doe Boulevard.
- City would like to see lower speed limit along US 441, especially near downtown area. They have created downtown master plan and US 441 bisects this area.

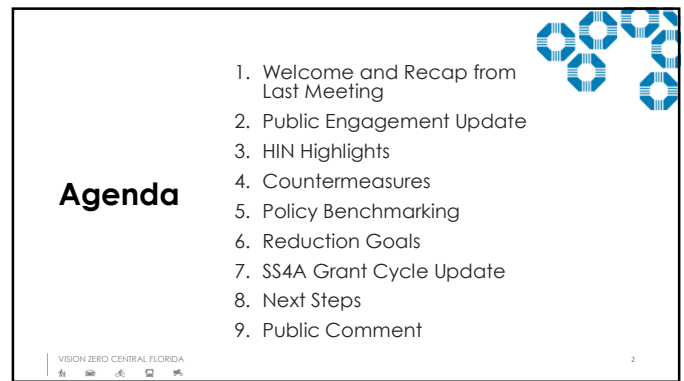
- Discussion of working with FDOT on safety projects
 - Generally the City would like to see lower speeds on US 441 especially downtown.
- Discussion of lighting needs especially at Piedmont Wekiwa Road area
 - City has added lighting near Errol Parkway in the past.
 - Lighting project is in design from Sheeler to Piedmont Wekiwa Road.
- City would like the projects for SR 436 to be split. The limits are not capturing the different land uses and contexts.
 - Need to capture context for urban section
 - Suggest breaking this at the curvature in the road
- FDOT has an upcoming resurfacing project along SR 436 but removed project elements due to funding constraint. City would like to work with FDOT on this corridor.
 - Sarah asked for more information about this project.
 - FDOT Project #450640-1 on SR 436 from US 441 to Seminole County Line
- Discussion of before/after studies to see what improvements have reduced crashes.
- City asked if there could be more consideration for pedestrian timing in recommendations.
 - Discussion of how this can be incorporated in the recommendations
- Discussion of process to add in-street lighting or lighting at the curb ramps to alert pedestrians.
- At intersection of US 441 & Bradshaw the City tried to straighten crosswalk but found it was not feasible
 - Update to remove this recommendation
- City agrees with recommendation of adding crossing in vicinity of Kit Nelson Park
 - Police Department has seen this need for events too
- Discussion of upcoming projects in City:
 - Widening of Vick Road
 - Trail on Ocoee/Apopka Road
- Add all upcoming City projects into report and make note where projects are in design phase

Next Steps

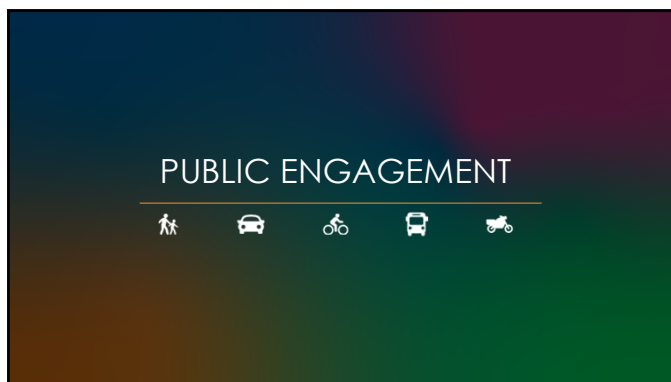
- Kittelson to update projects based on feedback
- Kittelson to add information regarding overlap with upcoming planned projects
- Presentation to Council in July to provide over view of study and discussed targeting July 17 date
 - Kittelson to provide materials (presentation) prior for City to review
- Adoption of report and Vision Zero resolution
 - Discussion of schedule
 - Targeting August 21 at 7 PM for City Council meeting
- City of Apopka staff and Kittelson to schedule a date for Working Group Meeting #4
 - City to confirm if they want to meet after draft report or prior
- City to provide any projects from Bike Walk by June 26



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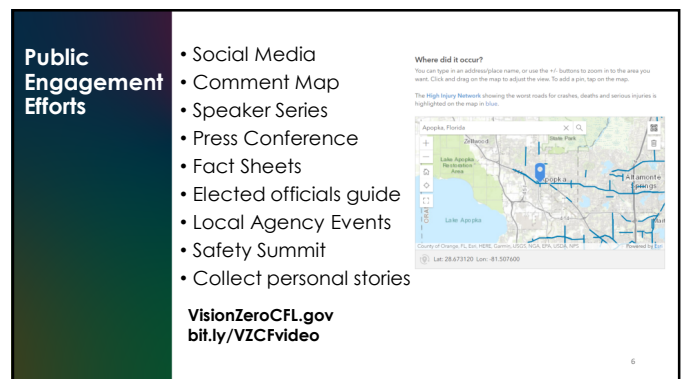
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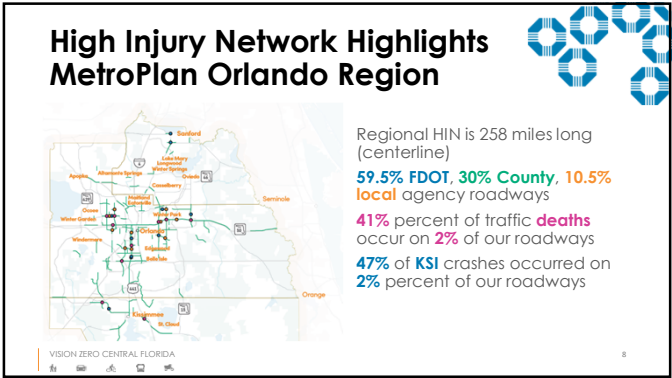
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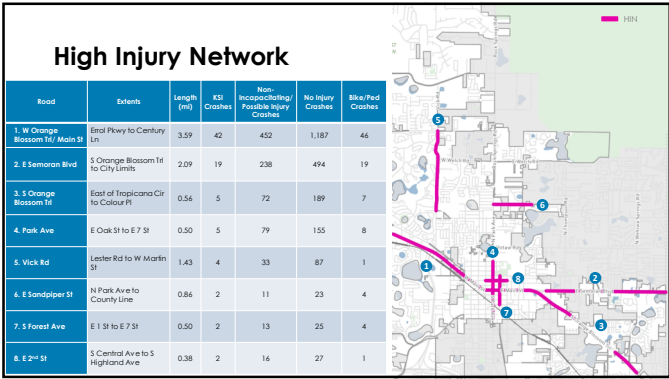
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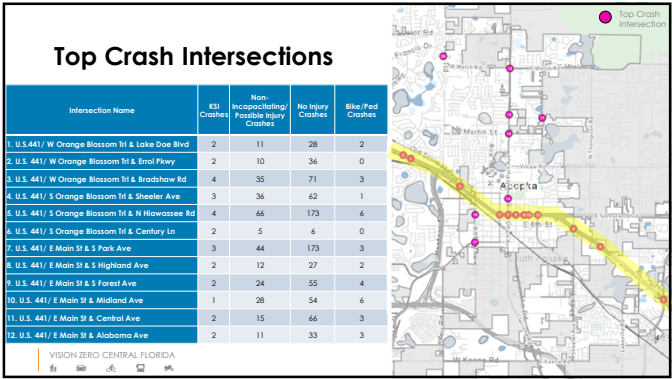
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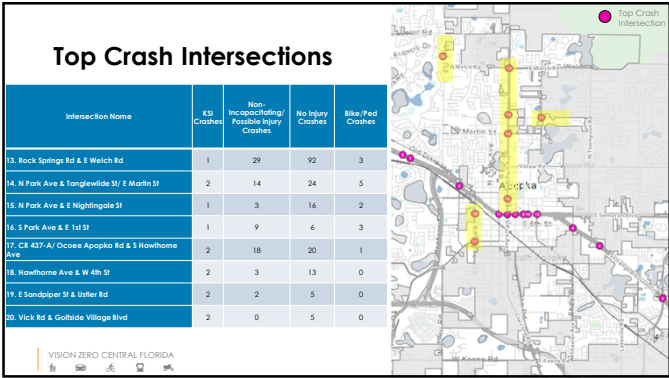
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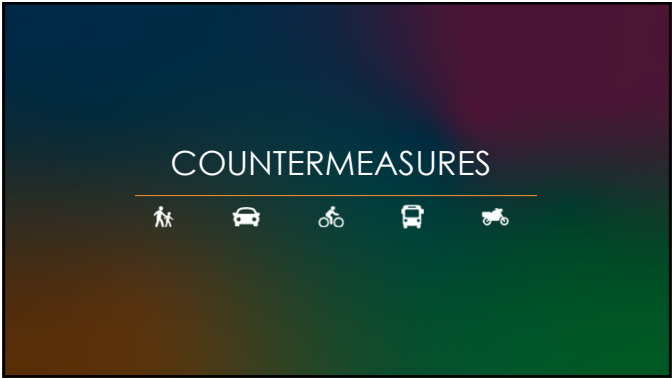
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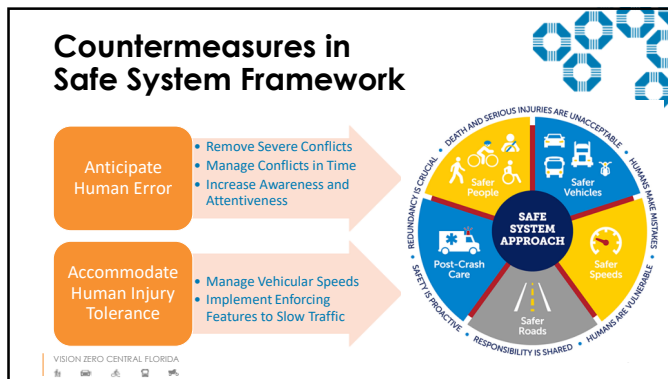
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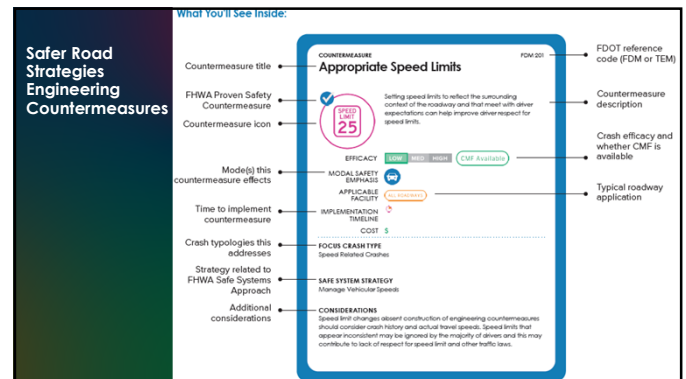
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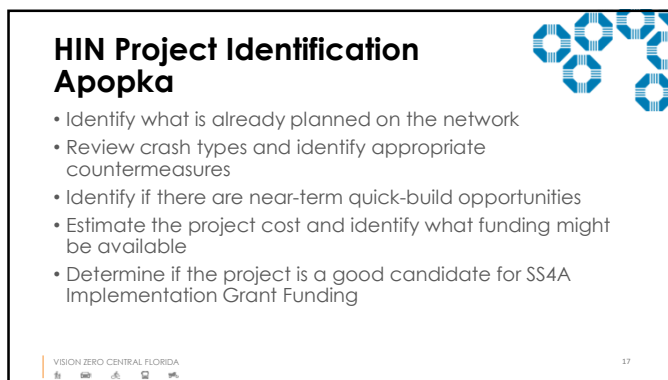
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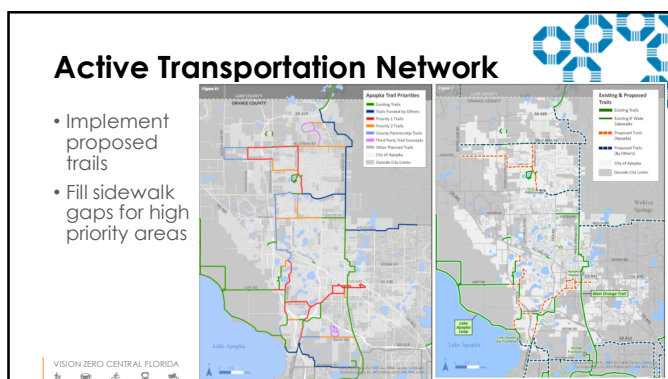
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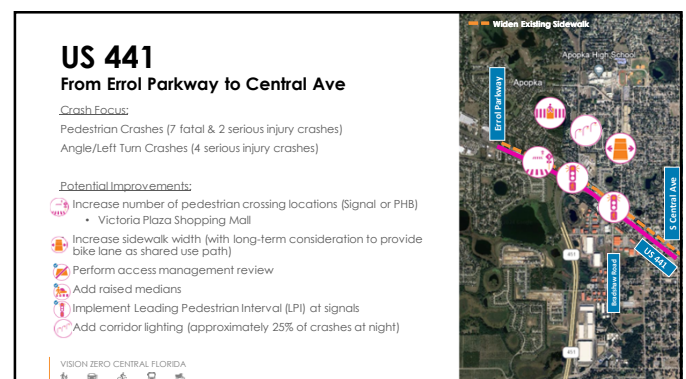
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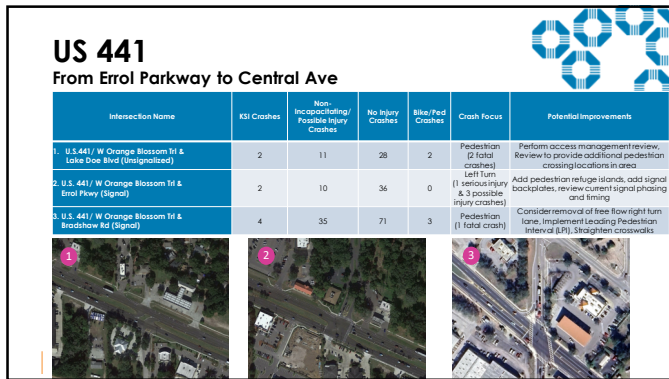
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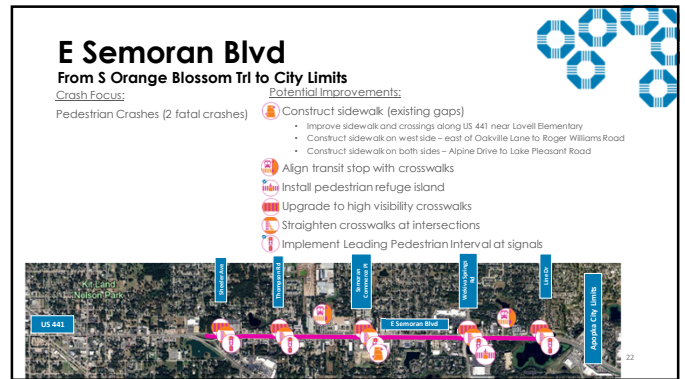
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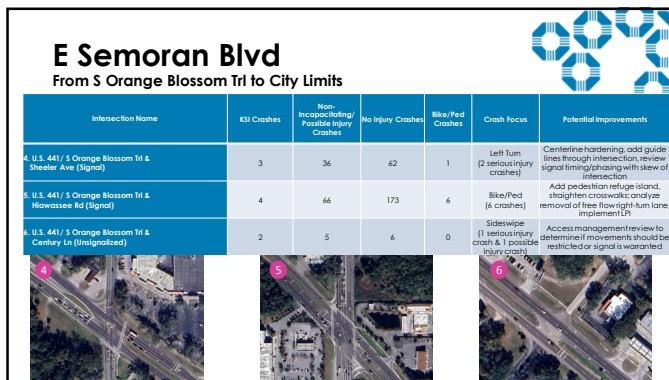
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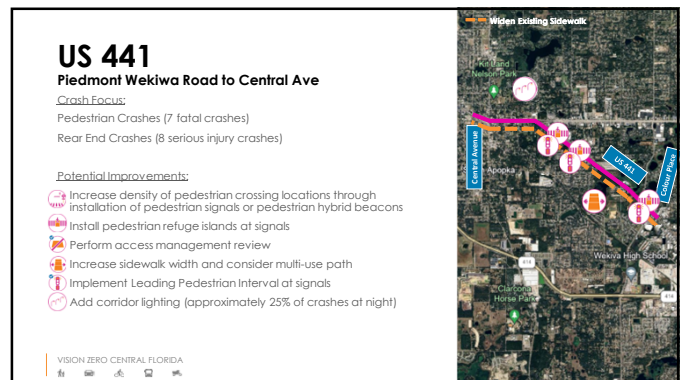
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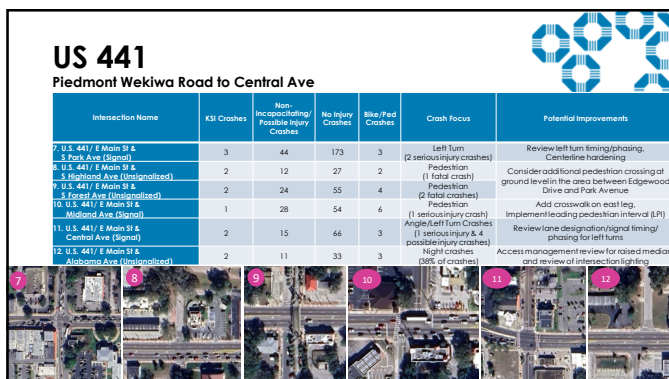
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Rock Springs Rd/Park Avenue

Intersection Name	KSI Crashes	Non-Incapacitating/ Possible Injury Crashes	No Injury Crashes	Bike/Ped Crashes	Crash Focus	Potential Improvements
13. Rock Springs Rd & E Welch Rd (Signal)	1	29	92	3	Left Turn (21 crashes including 1 fatal crash)	Planned improvements: Review signal timing and phasing for left turns. Add backplates.
14. N Park Ave & Tanglewilde St / E Martin St (Signal)	2	14	24	5	Left Turn (7 crash including 1 fatal crash)	Reconstruct curb ramp, review signal timing and phasing for left turns.
15. N Park Ave & E Nightingale St (Unsignalized)	1	3	16	2	Pedestrian (1 fatal crash)	Add pedestrian crossing in vicinity of Sandpiper St near transit stop.
16. S Park Ave & E 1st St (Unsignalized)	1	9	6	3	Angle (6 crashes including 1 serious injury crash)	Add pedestrian crossing, reduce turning radius, raised medians.



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Vick Road

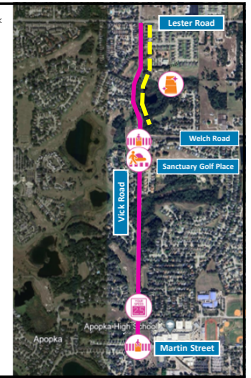
Crash Focus:

- Angle (32 crashes)
- Rollover (2 serious injury crashes)

Potential Improvements:

- Install raised medians (north of Sanctuary Golf Pl)
- Reduce curb radius on side streets
- Implement pedestrian refuge island
 - At crossing north of Sanctuary Golf Pl
 - At Martin St signal
- Add RRFB at existing pedestrian crossings
- Implement school zone upgrades
- Fill in sidewalk gap between Welch & Lester Rd on east side
- Extend bike lane north of Ashworth Overlook Dr to Martin Street

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HIN Intersections

Intersection Name	KSI Crashes	Non-Incapacitating/ Possible Injury Crashes	No Injury Crashes	Bike/Ped Crashes	Crash Focus	Potential Improvements
17. CR 437-A / Ocoee Apopka Rd & S Hawthorne Ave	2	18	20	1	Angle (22 crashes)	Install pedestrian crossing, Reduce turning radius, Perform all-way stop analysis.
18. Hawthorne Ave & W 4th St (AWSC)	2	3	13	0	Angle (15 crashes)	Add pavement markings for stop, Stop ahead signage, add receiving curb ramp. Installed four-way stop control.



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Sandpiper St

Intersection Name	KSI Crashes	Non-Incapacitating/ Possible Injury Crashes	No Injury Crashes	Bike/Ped Crashes	Crash Focus	Potential Improvements
19. S Sandpiper St & Usher Rd (AWSC)	2	2	5	0	Angle/Left (7 crashes)	High Visibility Crosswalks Installed All Way Stop Control

Crash Focus:

- Angle/Left Turn (16 crashes)
- Bicycle (4 crashes)

Potential Improvements:

- Upgrade to High Visibility crosswalks
- Add High visibility tape at stop-controlled intersections
- Add sidewalk on south side from Park Ave

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Vick Road

Intersection Name	KSI Crashes	Non-Incapacitating/ Possible Injury Crashes	No Injury Crashes	Bike/Ped Crashes	Crash Focus	Potential Improvements
20. Vick Rd & Galtide Village Blvd	2	0	5	0	Head On Crashes (1 incapacitating injury crash)	Consider curve warning signage; Review existing speed limit of corridor.



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Forest Avenue

E 1st St to E 7th St

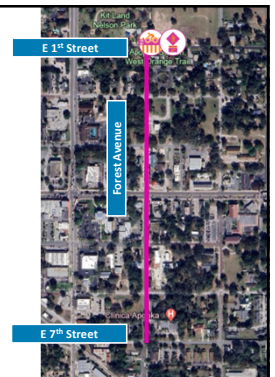
Crash Focus:

- Bicycle/Pedestrian (1 fatal crash and 1 serious injury crash)

Potential Improvements:

- Refresh all crosswalks to high visibility at 7th Street and add receiving curb ramps
- Consider green pavement markings for trail crossing
- Consider raised crossings at trail intersections

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2nd Street

From Central Ave to Highland Ave

Crash Focus:

- Angle (28 crashes)
- Bicycle (1 serious injury crash)

Potential Improvements:

- High visibility crosswalks
- Add sidewalk on north side from S Central Ave to S Park Avenue
- Access management review at 2nd St & Park Avenue
- Raised crossing at 2nd St & W Orange Trail

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Strategies

- Safe Routes to School Programs
- Targeted Enforcement and Deterrence
- Education Campaigns for Vulnerable Groups
- Youth Education
- Bicycle Safety Education Programs
- Public Information Campaigns
- Update Agency Policies and Standards
- Pilot Projects

Corrine Drive Pilot Project
Photo Credit: City of Orlando

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BENCHMARKING

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Benchmarking Process

Apopka

Reviewed Relevant Plans

- Comprehensive Plan 2050: Transportation Element (Draft)
- Active Transportation Network Study (2023)
- Capital Improvement Program (CIP)
- Code of Ordinances
- West Orange Trail Corridor Expansion Study (2022)

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Benchmarking Process

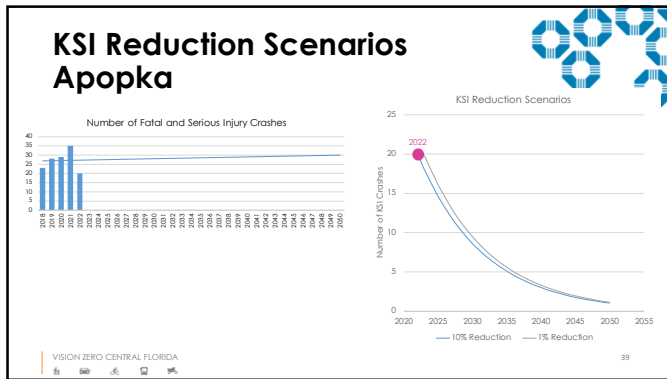
Strategy	Actions
Public, High-Level, and Ongoing Commitment	Make public commitment to the goal of eliminating traffic fatalities and serious injuries within a specific timeframe
Public, High-Level, and Ongoing Commitment	Establish an interdepartmental safety working group that regularly coordinates with leadership to discuss progress beyond adoption of Plan
Public, High-Level, and Ongoing Commitment	Provide training and resources to local first responders (EMS, Fire and Police) related to Vision Zero and Safe System, to incorporate their concerns into strategies
Strategic Planning	Consider nominating a formal safety champion within City Council
Strategic Planning	Develop a safe routes to school program that funds assessments to schools with a high injury network segment
Strategic Planning	Develop a prioritized list of safety projects to determine appropriate funding needs for each action item
Strategic Planning	Create and maintain a Vision Zero website that includes a link to regional resources from the agency's home page
Strategic Planning	Develop policy related to equitable transportation in Comprehensive Plan
Strategic Planning	Consider revising Policy 1.4.7 in the Comprehensive Plan to include multimodal performance measures
Strategic Planning	Report on performance metrics for multimodal transportation
Strategic Planning	Update the Regional Vision Zero Action Plan at least every 5 years
Project Delivery	Current LDC standards require multi-modal aspects in new development. To ensure implementation and cross collaboration across departments consider establishing a safety lead for this
Project Delivery	Develop metrics to evaluate before/after impact of projects with a focus on speed-related severe crashes
Project Delivery	Create educational materials and provide on social media platforms regarding any new safety treatments and collaborate with Communications department for safety messaging
Equity Focused Analysis and Programs	Develop formal policy to consider equity in project prioritization
Equity Focused Analysis and Programs	Report collision data and track data on fatal crashes to reduce fatal and serious injury to public
Proactive / Systemic	Develop HIN and incorporate into project prioritization criteria
Proactive / Systemic	Document and report instances where common collision patterns have been matched with adequate countermeasures
Reactive / Hot-spot Monitoring	Routinely monitor and report collision data to the public
Evaluation and Adjustment	Pilot a demonstration project

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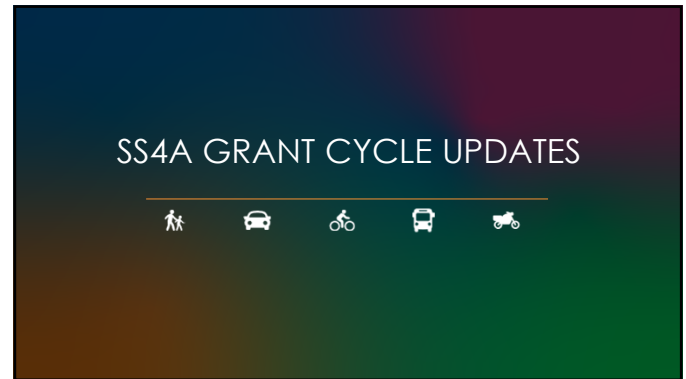
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CRASH REDUCTION GOALS

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What is the SS4A Program

- Established by the Bipartisan Infrastructure Law
- \$5 billion** in appropriated funds over **5 years**
- Funds grants to prevent roadway deaths & serious injuries
- The program funds **Planning & Demonstration and Implementation grants**
- MPOs, counties, cities, towns, transit agencies, tribal governments, and **multi-jurisdictional groups** can apply

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What Types of Projects

Planning & Demonstration

- Developing a comprehensive safety action plan (Action Plan)
- Conduct supplemental safety planning to enhance an Action Plan
- Carry out demonstration activities to inform the development of, or an update to, an Action Plan

First two cycles of grant awards emphasized awards to planning grant applications.

Implementation

- Any activities required to advance projects and strategies identified in an Action Plan towards implementation
- Implementation applications can also include funds to do supplemental planning in support of an established Action Plan

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SS4A Results: Cycle 2/FY 2023

Planning & Demonstration

572 Awards out of 579 Applications

Award Amounts

- Average: \$515,000
- Largest: \$12 million
- Smallest: \$30,000

\$290 million total awarded

99% Success Rate for Applications

Implementation

48 Awards out of 159 Applications

Award Amounts

- Average \$12.6 million
- Largest \$30 million
- Smallest 1.2 million

\$605 million total awarded

30% Success Rate for Applications

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SS4A Results: Cycle 2/FY 2023

State	Planning & Demonstration Projects			Implementation Projects			Total Funds Awarded
	Submitted	Awarded	Success Rate	Submitted	Awarded	Success Rate	
Florida	38	38	100%	5	1	20%	\$45.4M
California	69	69	100%	39	7	18%	\$150M
Texas	26	26	100%	6	3	50%	\$55.6M
New York	20	20	100%	6	3	50%	\$49.8M
Arizona	11	11	100%	2	2	100%	\$39.5M
South Carolina	13	13	100%	2	1	50%	\$15.3M
Georgia	21	20	95%	3	0	0%	\$7.1M

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SS4A Results: Florida

Planning & Demonstration

- 38 Awards out of 38 Applications
- Award Amounts
 - Average: \$9,880,000
 - Largest: \$12 million
 - Smallest: \$80,000
- \$29 million total awarded

Implementation

- 1 Award out of 5 Applications
 - \$16M to Miami-Dade County
- 4 out of 5 not awarded
 - Port St. Lucie Floresta Drive Safety Improvement Project (\$17.4 million)
 - Tallahassee: Pedestrian and Street Safety Improvements (\$9.6 million)
 - Manatee County: 15th Street E / 301 Boulevard Corridor between (\$25 million)
 - St. Augustine: Old St. Augustine Sidewalk Project (\$5.9 million)

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Application Requirements

Planning & Demonstration

- 20% Local Match
- Four Standard Forms
- Population information & fatality rate
- Two-page narrative responding to one selection criteria
- High-level budget
- Map of jurisdiction

Implementation

- Comprehensive Safety Action Plan (self-certify)
- 20% Local Match
- Four Standard Forms
- Population information & fatality rate
- 12-page narrative responding to 5 selection criteria
- Moderately specific budget
- Project readiness information

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SS4A Cycle 3/FY 2024 Timing

Notice of Funding Opportunity (NOFO) Expected to be released in February

Prior applications were due approximately 2 months after NOFO

For Implementation Grants, Action Plans need to be adopted by time application is due

<https://www.transportation.gov/grants/ss4a/how-to-apply>

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NEXT STEPS



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Project Prioritization Criteria Apopka

- HIN Score (weights vulnerable roadway users higher)
- USDOT Equitable Transportation Community Status
- Jurisdictional and Community Support
- Ease of implementation
- Potential effectiveness
- Low Cost / Quick Build
- What other quantifiable metrics should be considered?

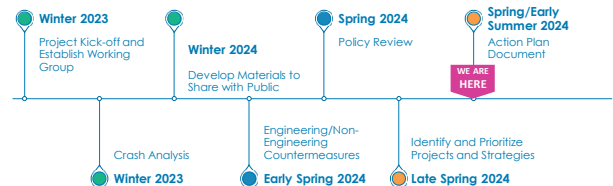


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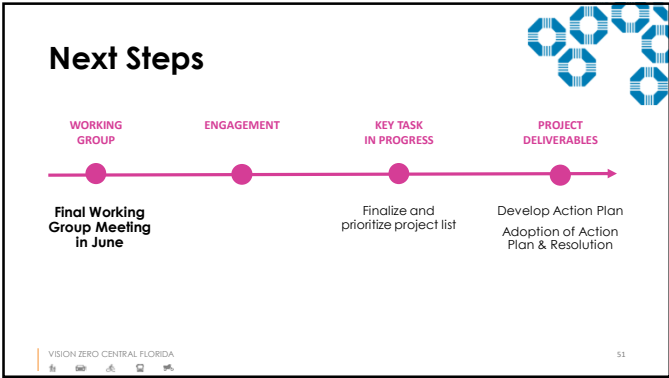
Project Schedule



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Questions?

Contact Information:

Kelly Fearon –
kfearon@kittelson.com
813-710-9517

Sarah Larsen –
sarah.larsen@metroplanninganddevelopment.com
321-732-8230

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Apopka Working Group Meeting 4

City of Apopka Vision Zero Action Plan

Working Group Meeting 4 – Agenda

July 18, 2024

10:00 – 11:00 AM

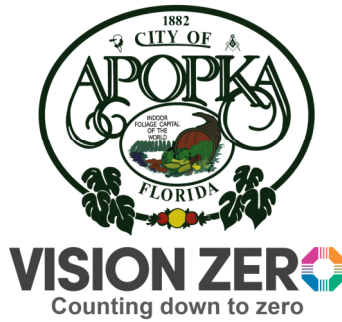
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1. Welcome
2. High Injury Network Highlights
3. Next Steps
4. Project Summary
5. Project Prioritization Criteria
6. Discussion

Contact Information:

Kelly Fearon, Kittelson & Associates, Senior Engineer
kfearon@kittelson.com, 813-710-9517

Sarah Larsen, MetroPlan Orlando, Transportation Planner
sarah.larsen@metroplanorlando.gov, 321-732-8230



City of Apopka – Vision Zero Action Plan

Working Group 4 Meeting Notes

Date: July 18, 2024

Time: 10:00 – 11:00 AM

Meeting Location: Virtual (Zoom)

Attendees:

- Jean Sanchez (Apopka)
- Amer Hamza (Apopka)
- Stephen Cribb (Apopka)
- Jun Sohn (Apopka)
- Bobby Howell (Planning Manager)
- Kelly Fearon (Kittelson)

Meeting Notes:

Introduction

- Kelly Fearon provided a general overview of the project and past working group meetings

High Injury Network (HIN)

- Discussion of updates to the HIN based on feedback

Project Discussion

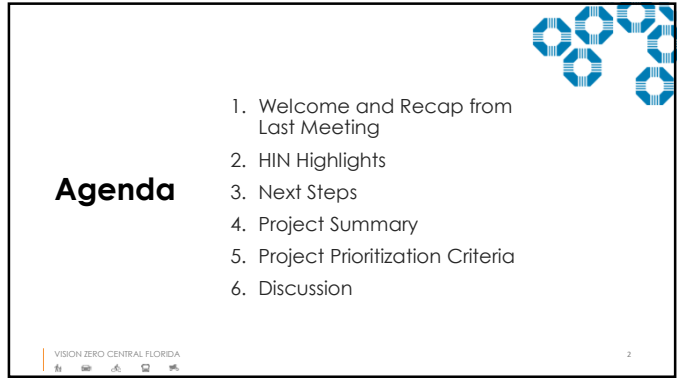
- City mentioned there is a signal planned for Keene Road & Ocoee Apopka Road
- City would like to see lower speed limit along US 441, especially near downtown area. They have created downtown master plan and US 441 bisects this area.
- Discussion of Vision Zero resolution and threshold to include for adoption
 - Discussion of reaching the goal
 - City would be more comfortable with 50% reduction in fatal and serious injury crashes
 - City staff to review resolution

Next Steps

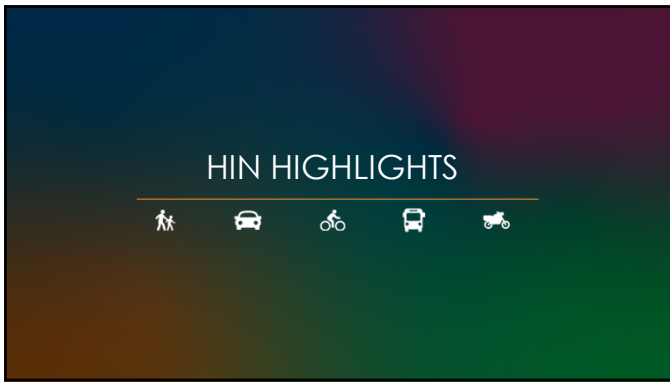
- City to review all materials including:
 - Vision Zero Resolution
 - Draft report
 - Presentation to City Council
- Kittelson to update report and Resolution to adopt 50% threshold
- Presentation to Council
 - City staff to brief City Council
 - Adoption of report and Vision Zero resolution
 - Targeting August 21 at 7 PM for City Council meeting for Plan adoption



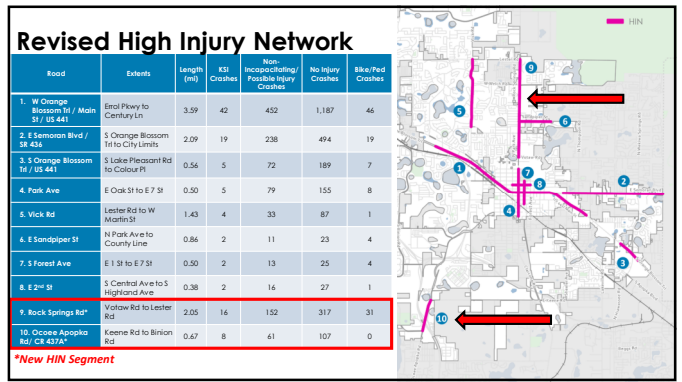
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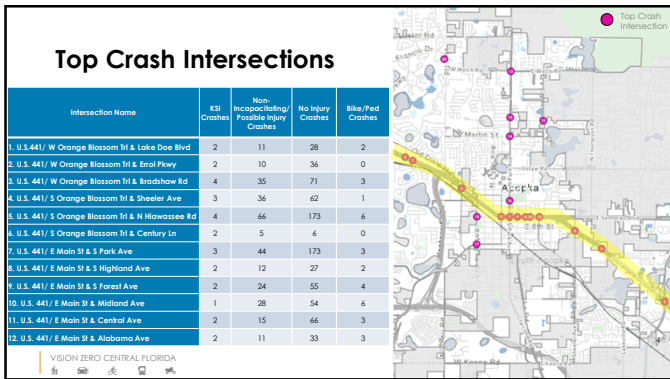
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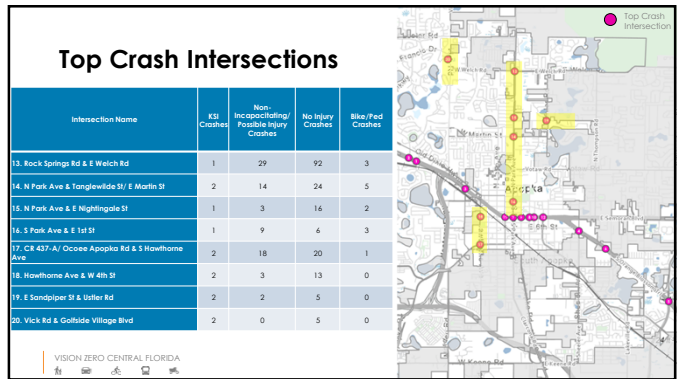
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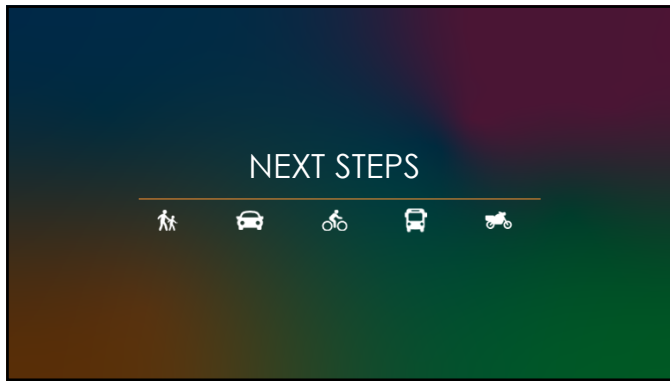
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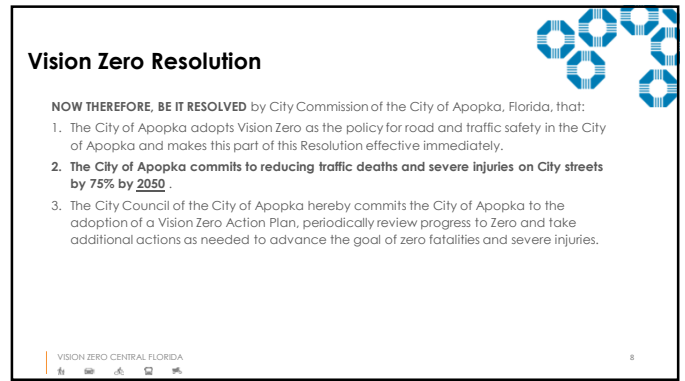
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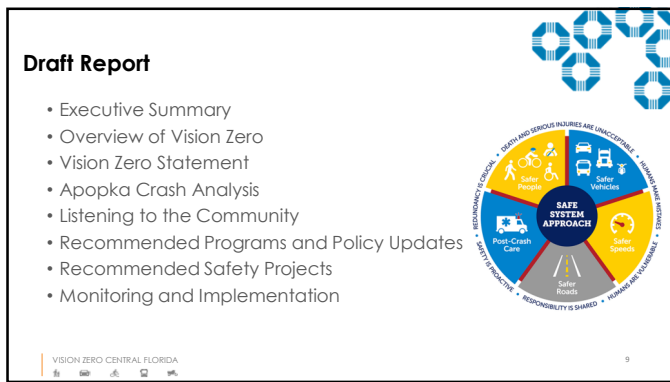
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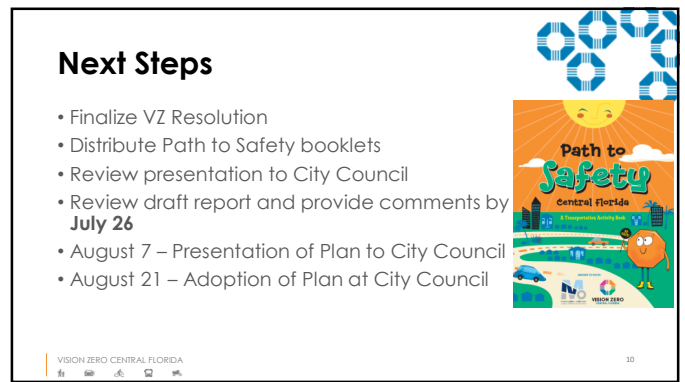
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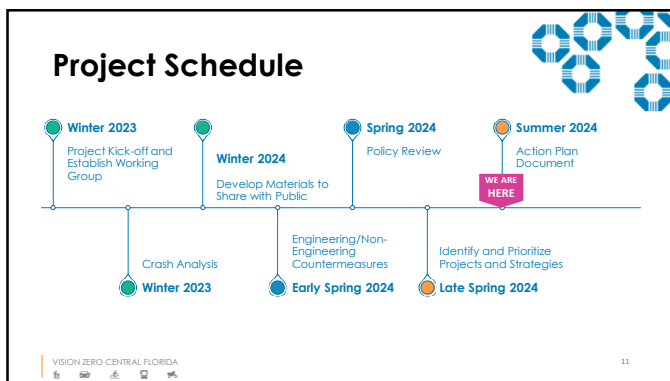
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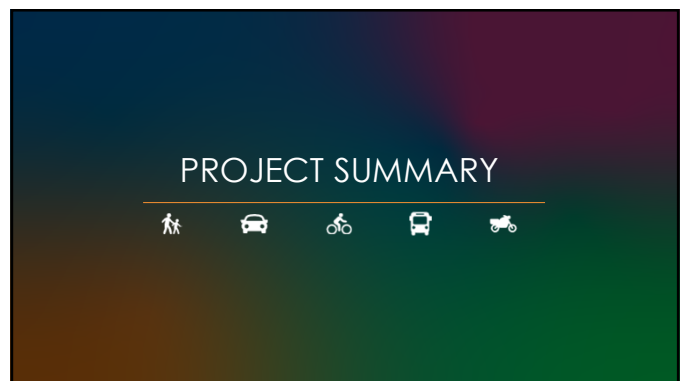
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Projects (FDOT Coordination)				
Road	Segments	Length (mi)	Description	Cost
W Orange Blossom Tr / Main St / US 441	Brill Pkwy to Central Avenue	1.75	Increase pedestrian crossings (signal or flash), widen sidewalk, add raised medians, review corridor lighting	\$2,073,300.00
	Central Avenue to E Semoran Blvd	0.80	Add leading pedestrian intervals (LPI), review signal timing at signalized intersections, consider target speed of 30 MPH, review corridor for additional pedestrian crossing between Park Ave. & Edgewood Drive	\$746,700.00
	E Semoran Blvd to Piedmont Westwood Road	2.20	Add additional pedestrian crossing, Review signal timing/phasing, Initial pedestrian refuge islands at signalized intersections and add leading pedestrian interval (LPI), Review existing lighting	\$1,551,700.00
E Semoran Blvd / SR 436	S Orange Blossom Tr to City Limits	2.09	Align transit stop with crosswalks, add pedestrian refuge islands, upgrade to high visibility crossings, fill sidewalk gaps, perform access management review of driveways	\$557,200.00

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Projects				
Road	Segments	Length (mi)	Description	Cost
Rock Springs Rd / Park Ave	E Oak St to E 7th St	2.08	Add speed feedback signs • Park Ave South of US 441: Construct trail • Rock Springs Rd & Welch Road: Review current timing/phasing, add backslashes • Park Ave & E 17 Street: Add pedestrian crossing with RRFBs, reconstruct curb return with radius reduction, add raised median • Park Ave & Martin St: Reconstruct curb ramps • Park Ave & Highland St: Add pedestrian crossing with RRFBs	\$442,100.00
	Lester Rd to Martin St	3.00	Add speed feedback signs, school zone upgrades, add RRFB to existing crossings, construct raised median, add curve warning device/signage, add pedestrian refuge islands	\$1,002,800.00
Vick Rd	N Park Ave to County Line	0.86	Upgrade to high visibility crosswalks, Add high visibility type of stop-controlled intersections	\$185,100.00
E Sandpiper St	E 1 St to E 7 St	0.50	Refresh all crosswalks to high visibility, install RRFB at trail intersections or install raised crossings at trail crossings	\$414,200.00
S Forest Ave	S Central Ave to S Highland Ave	0.38	Install sidewalk, upgrade all crosswalks to high visibility	\$105,600.00
Rock Springs Road	Votaw Road to Lester Road	2.05	Add raised medians, school zone upgrades	\$98,800.00
CR 437A / Ocoee / Apopka Road	Keene Road to Birnion Road	0.66	Add speed feedback signs, fill sidewalk gap to Keene Road	\$107,000.00

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PROJECT PRIORITIZATION CRITERIA

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MetroPlans' Project Prioritization Criteria Summary		
Criteria	Description	Criteria Weighting
Safety Score	Project ranked based on crash severity data used as basis for the HIN/Top Intersection Identification	50%
Transportation Underserved Communities	Project ranked based on proximity to underserved transportation communities	15%
Safety Benefit	Project ranked based on whether safety issues identified in crash data are addressed by countermeasures	15%
HIN Network Inclusion	Project ranked by whether the project is located on HIN	10%
Implementation Timeline	Project ranked by how quickly the project can be implemented	10%

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Safety Score on Project Corridor			
Project Type	Safety Score	Criteria Scoring	Criteria Weighting
Corridor Projects	>10,424	1.00	50%
	8,953 to 10,424	0.75	
	6,903 to 8,953	0.50	
	<6,903	0.25	
Intersection Projects	> 1,050	1.00	50%
	299 to 1,050	0.75	
	36 to 299	0.50	
	<36	0.25	

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Project Impact on Transportation Underserved Communities		
ETC* Criteria Met	Criteria Scoring	Criteria Weighting
4-5	1.00	15%
2-3	0.75	
1	0.50	
Is within the top 50th percentile of the region but does not meet any of the ETC Criteria	0.25	
0	0.00	

*Additional information can be found on the USDOT Equitable Transportation Community (ETC) Explorer website:
<https://www.transportation.gov/priorities/equity/justice40/etc-explorer>

- ETC Criteria include:
 - Transportation Insecurity Percentile Rank
 - Health Vulnerability Percentile Rank
 - Environmental Burden Percentile Rank
 - Social Vulnerability Percentile Rank
 - Climate & Disaster Risk Burden Percentile Rank

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Project Safety Benefit		
Safety Benefit Criteria	Criteria Scoring	Criteria Weighting
Target Speed set for the lowest allowable for context classification or functional classification (corridor project).	1.00	15%
Project is on a C3C, Principal Arterial, Minor Arterial, or Major Collector and includes major speed reduction elements (corridor project).	0.75	
Project is on a C3C, Principal Arterial, Minor Arterial, or Major Collector and includes minor speed reduction elements (corridor project).	0.50	
Project includes features that slow vehicles through an intersection (roundabout, reduced curb radii, protected intersection elements, etc.) (intersection project).	1.00	
Project primarily includes elements that are tied to safety history (such as lighting, high friction surface treatment, signal phasing modifications, outreach/ engagement) (intersection or corridor project).	1.00	

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Project Overlap with High Injury Networks

Project Overlap with HINs	Criteria Scoring	Criteria Weighting
Regional and Local	1.00	10%
Local	0.50	
No HIN	0.00	

Project Implementation Timeline

Implementation Criteria	Criteria Scoring	Criteria Weighting
Project primarily includes low-cost / quick build elements, or	1.00	10%
A publicly available concept plan that included public engagement has been prepared; or	1.00	
At least 50% of project extents are in an adopted plan that included public engagement specific to the project corridor; or	0.75	
Project can be completed within 5-years; or	1.00	
Project is identified as an unfunded need in the MTP.	0.50	

20

20

DISCUSSION



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Technical Appendix

F- Non-Engineering Countermeasures Toolkit



Image of Lake Apopka



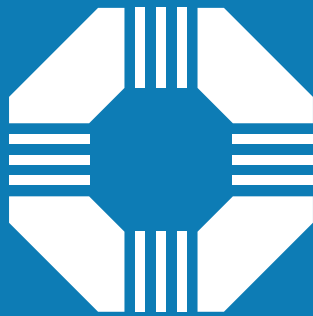
Non-Engineering Countermeasures Toolkit



VISION ZERO CENTRAL FLORIDA

Counting down to zero traffic deaths

Updated April 2024



VISION ZERO

CENTRAL FLORIDA

Counting down to zero traffic deaths

Overview

Introduction & How to Use this Toolkit

The MetroPlan Orlando Regional Vision Zero Action Plan identifies engineering and non-engineering countermeasures to implement around the region to reach the goal of zero traffic fatalities or serious injuries on our roadways by 2050. Engineering countermeasures aim to change roadway features to remove hazards, manage speeds, separate roadway users in space and time, and increase visibility and awareness. An **Engineering Countermeasure Toolkit** was developed as a part of this process and will aid in the selection of appropriate engineering countermeasures throughout the region.

Non-engineering countermeasures aim to influence users by changing the social environment to encourage or enforce the desired behavior. Strategies can be employed at scale to influence large segments of the community, like through marketing campaigns, and high-visibility enforcement and publicized sobriety checkpoints that affect the social environment by increasing the perceived risk of being caught, or can be focused on specific roadway user types, like teen drivers or motorcyclists. Non-engineering countermeasures fall under the Vision Zero Core Elements of **Authentic Engagement, Strategic Planning, Project Delivery, Equity Focused Analysis and Program, and Proactive, Systemic Planning**.

This toolkit presents non-engineering countermeasures organized into the five categories of the Safe System approach, which include **Safe Road Users, Safe Speeds, Safe Roads, Post Crash Care, and Safe Vehicles**. The non-engineering countermeasures outlined below are not intended to be an exhaustive list of strategies but serve as a framework for identification of non-engineering countermeasures as a part of Action Plan development. As agencies implement non-engineering countermeasures, they should consider how they will reach the most vulnerable populations. References to source documents are provided and users of this guide are encouraged to review applicable source documents related to their specific safety issues and goals.

Safe System Framework

Source: FHWA



ORGANIZATION OF THE TOOLKIT

A. SAFE ROAD USERS

- Public Information Campaigns/Social Marketing Campaigns/Educational Campaigns
- Enforcement

B. SAFE SPEEDS

- Speed Limit Setting
- High Visibility Enforcement
- Automated Enforcement

C. SAFE ROADS

- Improve and Share Data
- Pilot/Demonstration Projects
- Road Maintenance/Maintenance of Traffic
- Policy/Standards
- Grant Opportunities

D. POST CRASH CARE

- Emergency Medical Services
- Trauma Care
- Fatal Crash Response Team
- Traffic Incident Management
- Post Crash Strategies

E. SAFE VEHICLES

- Emerging Technology
- Vehicle Maintenance

A. Safe Road Users

Transportation safety education plays an important role in shaping and shifting behavior. Many jurisdictions across the country are increasing community engagement and education to make streets safer for all. For example, the Florida Department of Transportation (FDOT) has educational campaigns centered on their Target Zero framework under the slogan of **Arrive Alive** that includes TV, radio, social media and in-person outreach.

Strategies included in this section are:

1. Public Information Campaigns / Social Marketing Campaigns / Educational Campaigns
2. Enforcement

Public Information Campaigns / Social Marketing Campaigns / Educational Campaigns

Public Information Campaigns focusing on discouraging risky behavior like drinking and driving and/ or speeding can complement the engineering countermeasures that are designed to target primary risk factors in the MetroPlan Orlando region. These types of campaigns should also be used to encourage positive behaviors such as seat belt usage, increased awareness of pedestrians and bicyclists, and appropriate crosswalk behaviors.

Targeted education, such as on buses and bus shelters, on billboards, at movie theaters, or on local radio stations, may be directed at vulnerable populations with the help of local partners, and at certain behaviors of drivers, pedestrians, and bicyclists to deter risky behaviors that result in specific collision types. Specific locations on the high-injury network, as well as partner agency campaigns with FDOT may also be appropriate for concentrated educational messages. MetroPlan Orlando will consider joint efforts with FDOT and other local partners to develop outreach campaigns focusing on discouraging common violations leading to fatalities and severe injuries on our roadways, based on the collision profiles identified in the Safety Analysis. Education and outreach campaigns should target the behaviors that are most likely to result in crashes where someone is killed or severely injured (referred to as KSI crashes), and/or vulnerable populations including:

1. **Reducing driving under the influence** as 6% of KSI crashes involve someone driving under the influence of alcohol, 3% of KSI crashes involve someone driving under the influence of drugs, 21% of fatal crashes involve someone driving under the influence of alcohol and 16% of fatal crashes involve someone driving with a drug impairment.
2. **Enforcing seatbelt laws** and encouraging **helmet use** as 9% of KSI crashes included a vehicle occupant not wearing a seatbelt, while 38% of motor vehicle occupants who died were not wearing a seatbelt. For motorcycle crashes, 5% of KSI crashes and 43% of fatal crashes involved a motorcyclist not wearing a helmet.
3. **Providing education around driver behavior**, as 24% of KSI collisions were caused by a failure to yield the right-of-way, with another 10% caused by running a redlight or stop sign; aggressive driving was a factor in 5% of KSI crashes; distracted driving was a factor in 29% of KSI crashes; and speeding was a factor in 4% of KSI crashes.
4. **Teens** are disproportionately represented in KSI crashes – they comprise 5.5% of licensed drivers and are involved in 12.5% of KSI crashes.
5. Education focused on people outside of cars and trucks, sometimes referred to as ‘vulnerable road users’, since crashes involving **pedestrians, bicyclists and motorcyclists** accounted for about 3% of overall crashes, 25% of serious injury crashes and 48% of fatal crashes in the region.
6. Almost 20% of pedestrian KSI and 19% of bicyclist KSI crashes were **hit and run**, as compared to 9% of all crashes.

Some examples of educational programs include:

Partner with Local Schools on Transportation Safety

Partnering with local school districts to promote safe road user behavior. Programs can provide education to students based on grade level to teach safe walking and biking strategies, as well as safe driving strategies to older students. The importance of wearing seatbelts and bicycle helmets could also be included in the curriculum. There could be opportunities for schools to support walking school buses, bike rodeos and other strategies that teach students how to walk and bike to school safety, based on the context surrounding their school.

Education campaigns could also **involve students** promoting safer driving to their parents by holding signs during pick-ups and drop-offs, and providing educational materials aimed at parents who might not be aware of seatbelt, cell phone and move-over laws.

Expanding existing **youth programs** presents an opportunity to provide ongoing Safe Routes to School education to all students each year. There are a variety of existing resources available that could be promoted through schools to students taking on-line driver education, including the Teen Driver Challenge (<https://www.flsheriffs.org/law-enforcement-programs/teen-driver-challenge>), free and low cost behind the wheel training provided by the Florida Safety Council (<https://www.floridasafetycouncil.org/categories>), as well as resources that teens can provide to others to promote safe driving (<https://flteensafedriver.org/>). There are also other programs available to high school students to teach them about the dangers of alcohol and driving, including Every 15 Minutes, Sober Graduation, and DUI mock trials, which provide opportunities for local agencies and law enforcement to partner with schools to deliver educational campaigns.

Educational Materials on New Roadway Design Changes

Temporary demonstrations, like pop-up installations, can physically showcase proposed safety infrastructure and emergency response to the public in a tangible way. Using social media platforms and neighborhood community groups to promote materials and videos focused on new types of roadway designs and the region's major violation issues could direct community conversations for meaningful outcomes.

Educational Materials on Traffic Safety Laws

Partnering with the Florida Highway Safety and Motor Vehicles department as well as FDOT to develop materials to send to drivers upon renewal of their driver's license or vehicle registration related to new traffic safety laws, how to use traffic control devices, and sharing the dangers of driving under the influence of drugs or alcohol, or not wearing seatbelts or helmets. These materials could be customized at the regional level based on the most pressing crash issues.

Partner with Local Experts

Local partners should serve as community liaisons between MetroPlan Orlando, counties and cities, and the public. Working with community partners and public institutions that have relationships with residents strengthens the engagement process by building trust and drawing on an established base of stakeholders. Local partners could help tailor the engagement process or incorporate engagement into existing programs and resources to educate people more effectively about roadway safety. These local experts could share information about how to report a crash to law enforcement, how to file an insurance claim, provide bicycle lights and reflective gear to communities who ride in dark conditions, provide helmet fittings and car seat installations, and identify alternative transportation options for aging people or people with disabilities who are no longer able to drive.



Share the Road/Bicyclists May Use Full Lane Awareness Programs

The purpose of these programs is to increase drivers' awareness of bicyclists' rights and the need for mutual respect of bicyclists on the roadway. Educational efforts are intended to improve the safety of all road users, including bicyclists, and to enhance understanding and compliance with relevant traffic laws. These programs should be coupled with providing the appropriate signage and pavement markings depending on the roadway characteristics. **Bicycles May Use Full Lane** signs have been shown to be effective in conveying to motorists that bicyclists may use the travel lane. Placement of road signs and pavement markings along roads that do not have separated bicycle facilities should consider the road context, traffic volumes and prevailing speeds.



Promote Motorcyclist Safety Programs

Motorcyclist safety includes motorcycle safety awareness for non-motorcyclists, such as **Look Twice** campaigns as well as education, including classroom and on-roadway training to help motorcyclists ride more defensively and develop the skills to operate their motorcycle under a variety of conditions, including evasive maneuvers. More information can be found here: <https://www.fdot.gov/Safety/motorcyclesafety.shtm> and <https://www.flhsmv.gov/driver-licenses-id-cards/motorcycle-rider-education-endorsements/florida-rider-training-program-courses/>.

DUI Strategies and Considerations

Crashes involving someone driving under the influence are more likely to result in a fatality or serious injury. As detailed in the Crash Analysis, 21% of fatal crashes involve someone driving under the influence of alcohol and 16% of fatal crashes involve someone driving under the influence of drugs. Considerations for addressing DUI collisions also extend beyond the transportation profession and increasing funding for efforts that focus on prevention and education, such as alcohol problem assessment and treatment programs, would support less-punitive measures to reduce DUI collisions. Strategies generally fall under three categories:

1. **Deterrence policies** focus on raising the actual and perceived risk of detection of driving under the influence. These policies should be highly visible to increase awareness of the risks of driving under the influence. Publicized sobriety checkpoints, saturation patrols, and other forms of high-visibility enforcement are effective for safety outcomes.
2. **Prevention and education policies** focus on mobilizing and educating the community and intervening before driving under the influence takes place. According to NHTSA research, drug use problem assessment and treatment programs, as well as alcohol intervention in settings such as a doctor's office, are highly effective strategies for improving safety outcomes. NHTSA educational campaigns include materials for driving under the influence of alcohol, marijuana, and other drugs, including prescription drugs.
3. **Limited access** policies focus on making underage access to alcohol and drugs more difficult and seek to limit excessive alcohol consumption.

Additionally, there are organizations who provide free rides or tows to people who are impaired, such as the **AAA Tow to Go Program** (<https://www.acg.aaa.com/drivers-safety/tow-to-go.html>). NHTSA has developed a **SaferRide App** (<https://youth.gov/federal-links/saferide-app-could-save-your-life>) that allows users to call a taxi or pre-programmed friend. In some communities, there are also organizations and businesses that provide free or subsidized rides, like the Drunk Driving Prevention Program that serves military bases (<https://www.ddpp.us/>) and local law firms that offer tow service and free ride shares around holidays. When communities have events that include drinking, like around St. Patrick's Day, Fourth of July and New Years, consider partnering with local organizations that can pay for and promote free rides.

Enforcement

When educational campaigns do not yield the desired behavior change, there is a role for the **enforcement of traffic safety laws consistently and fairly**, focused on behaviors that are most likely to result in a severe injury or fatality. In many instances, the enforcement activity can be coupled with education and support, like providing bike lights to people seen riding bikes at night without lights, or people under seen riding a bike without a helmet can be provided with a free helmet along with educational material (people under the age of 16 are required to wear a helmet).

A data driven approach can be used to identify roadways and time of day/days of week when people may be more likely to speed or engage in other undesired behaviors, like driving under the influence. This allows for law enforcement to focus their limited resources, such as along a high injury network corridor or around a cluster of alcohol serving establishments. Additional information about high visibility enforcement and automated enforcement is provided in subsequent sections.



BEST FOOT FORWARD PROGRAM

Best Foot Forward (BFF) focuses on one simple, measurable goal: to get more drivers to yield and stop for pedestrians in marked crosswalks, as Florida law requires. Best Foot Forward works to accomplish this goal using the proven, "Triple-E" approach of combining community education with low-cost engineering changes and high-visibility enforcement.

Within the MetroPlan Orlando Region, the BFF program has resulted in increased yielding rates for pedestrians at 100's of crosswalks and has worked to improve dozens of crossing locations in partnership with local agencies.

For more information visit: <https://www.iyield4peds.org/>.

B. Safe Speeds

Streets and roads within the MetroPlan Orlando region should address the safety of all road users, including those who walk, bike, roll, drive, and take transit. Although engineering countermeasures such as lane narrowing, road diets, and speed feedback signs, can reduce the travel speeds of most drivers to appropriate levels, they should be accompanied by policy and enforcement strategies.

Strategies included in this section are:

1. Speed Limit Setting
2. High Visibility Enforcement
3. Automated Enforcement

Speed Limit Setting

Speed limits and operating speeds are connected, so speed limits are a relevant factor in traffic safety outcomes. As part of the previous version of MUTCD (Section 2B.13), speed limits on roadways were generally set by the 85th percentile travel speed based on an engineering study; the 85th percentile speed represents the speed at which 85 percent of people are driving at or below. The latest version of the MUTCD (Section 2B.21) and the Manual on Speed Zoning for Highways, Roads, and Streets in Florida (Chapter 9) provide some flexibility in setting speed limits where the context of the roadway plays a greater role in setting speed limits that are consistent with the surrounding land use. According to FHWA's Safe System Approach for Speed Management, lowering the speed limit on high-speed roads has a greater effect on mean operating speeds than lowering the speed limits on low-speed roads (even for the same reduction in speed limit). However, even changes in lower speed environments can produce safety benefits, especially for vulnerable road users.

Setting appropriate speed limits for roadways based on their context, accompanied by the appropriate engineering and non-engineering countermeasures, will have the greatest potential to reduce fatal and severe injury outcomes. A holistic approach throughout the region should be employed such that drivers in the region become accustomed to driving at slower speeds. Changes in how traffic signals are operated can help maintain overall travel times along corridors, even when people are driving slower between intersections. Collaboration between agencies, including MetroPlan Orlando, FDOT, counties and local agencies is a critical component.

High Visibility Enforcement

According to National Highway Traffic Safety Administration (NHTSA) research, **High Visibility Enforcement** (HVE) is one of the most effective enforcement strategies for safety outcomes. The goal of HVE is to promote voluntary compliance with traffic laws by providing a multifaceted approach to enforcement that garners public attention through highly visible patrols, such as checkpoints, saturation patrols, or message boards. FDOT provides resources related to HVE through the **Alert Today** initiative. More information and how to apply for HVE activities is provided here: <https://alerttodayflorida.com/HVE>.



Automated Enforcement

Automated enforcement uses cameras and other technology to detect when someone has committed a roadway violation. A strictly data-driven approach to automated enforcement places cameras in locations on the HIN with the highest number of severe collisions. In Florida, the following forms of automated enforcement are legal:

Red-light Cameras

Detects when a vehicle has entered an intersection on a red-light and a citation is mailed to the registered owner of the vehicle, who may not have been the person driving. The first notice of violation does not result in points on your license provided the citation is paid. Angle crashes are the most common crash type related to red-light running, with a disproportionate number resulting in a severe injury or fatality.



School Bus Cameras

Detects when a person illegally passes a school bus in a vehicle. This law went into effect in July 2023, as detailed in Senate Bill 766 (<https://www.flsenate.gov/Session/Bill/2023/766>). Several jurisdictions and school districts are piloting the technology.

School Zone Speed Cameras

Detects people speeding in school zones. This law went into effect in July 2023, as detailed in HB 657 (<https://www.flsenate.gov/Session/Bill/2023/657>). Tickets are sent in the mail to the registered owner of vehicles captured traveling more than 10 miles per hour over the posted school zone limit while the school zone is activated. Several communities and school districts are piloting the technology.

Wrong Way Detection

Detects when a vehicle enters a limited access facility against the flow of traffic. FDOT has deployed wrong way driving technology at numerous off-ramps throughout the region. The system detects when a vehicle is traveling the wrong way on a facility and starts a cascading series of actions, including alerting the driver to their mistake using flashing lights, notifying law enforcement, and notifying other drivers through message boards along the freeway.

Automated speed enforcement outside of school zones is not currently allowed in the State of Florida. Other states have passed legislation to allow for automated speed enforcement in specific circumstances, such as on high crash corridors where speeding is a contributing factor. MetroPlan Orlando will continue to monitor potential changes to state legislation for future use of speed cameras outside of school zones.

C. Safe Roads

Safe Road strategies are typically related to engineering countermeasures (see Engineering Toolkit for details related to engineering countermeasures). However, a non-engineering framework can support implementation of appropriate engineering countermeasures. Strategies that can help supplement road improvements are included in this section.

Strategies included in this section are:

1. Improve and Share Data
2. Pilot/Demonstration Projects
3. Road Maintenance/Maintenance of Traffic
4. Policy/Standards
5. Grant Opportunities

Improve and Share Data

Numerous pieces of data can help inform appropriate engineering and non-engineering countermeasures, including crash data, roadway system data, and population and land use data. Incomplete or inconsistent datasets can also affect the ability of countermeasures to be deployed equally throughout the region. Collaboration with local law enforcement and providing feedback to the Office of Safety, such as noting additional data needs (e.g. better data on scooter or wheelchair usage) can help improve the quality of data collected as part of crash reports. Maintaining a regional Geographic Information System (GIS) database with transportation system information can help identify the characteristics of roadways where a disproportionate number of KSI crashes occur. Near-miss analyses can also help provide a more nuanced review of safety issues at specific locations. Connected vehicle data can also provide regional speed and other roadway system operations data, such as locations of hard braking, that could be used to further identify root causes of crashes or identify locations for enforcement of speeding.

Pilot/Demonstration Projects

There may be unique or innovative transportation safety solutions proposed in some communities where the public and/or elected officials are hesitant to implement a solution new to the community. By implementing a project on a pilot basis (one to three years, with before, during and after evaluations) or a demonstration basis (a very short timeframe ranging from a few hours to a few months), the public and elected officials can learn more about the potential benefits of a treatment before a more permanent installation is completed. Pilots and demonstration projects can also help identify design changes or educational outreach that should be included in the final implementation.

Before and After Studies

Understanding the actual safety benefits of engineering countermeasures deployed across the region can help communities deploy limited resources to strategies that work best to reduce fatal and severe injury crashes.

Road Maintenance/Maintenance of Traffic

Improperly maintained roads can lead to crashes, with vulnerable roadway users disproportionately impacted, such as loose gravel on a roadway that could affect the turning and stopping ability of someone on a motorcycle, or debris in the bike lane that causes a bicyclist to potentially lose control or veer into an adjacent travel lane to avoid a bike lane hazard. Heaved/sinking sidewalks can also pose a trip hazard for pedestrians.

When a roadway or lane closure is required for a land development project, a roadway project, or maintenance, maintenance of traffic (MOT) plans are typically prepared. In some instances, bike lanes and sidewalks are closed with no advance warning, or the detours may be excessively long and then not used, which can lead to negative safety outcomes. Chapter 6 of the 11th Edition of the Manual on Uniform Traffic Control Devices includes additional guidance for how to accommodate bicyclists and pedestrians in work zones.



Policy/Standards

A change in policies and standards may be necessary to change transportation safety outcomes. A separate policy benchmarking process was conducted to identify MetroPlan Orlando policies that could be a barrier to Vision Zero. In some jurisdictions, changing roadway design standards, level of service policies, site development policies and parking policies, may be needed. As Action Plans across the region are adopted and implemented, there will be opportunities to measure progress, identify strategies that are working, and identify new strategies for implementation.

Grant Opportunities

Funding will be a limiting factor in the implementation of engineering countermeasures. Understanding what grant programs are available and their respective requirements can help to provide additional safety funding in addition to the Safe Streets and Roads for all (SS4A) program. [Appendix B](#) provides preliminary information on available transportation safety funding sources.

D. Post Crash Care

Post-crash care is more than just medical care. It also includes the training of personnel, design of roadway infrastructure, and availability and location of emergency vehicles. Post-crash care also includes providing additional resources to the victims and their families such as resources for physical and mental rehabilitation. People who have a traumatic injury are more likely to survive if they receive an appropriate level of care within one hour, and positive outcomes diminish significantly after that hour.

Strategies included in this section are:

1. Emergency Medical Services
2. Trauma Care
3. Fatal Crash Response Team
4. Traffic Incident Management
5. Post Crash Strategies

Emergency Medical Services

People involved in a collision have a higher chance of survival if they can quickly receive medical care. In many cases, law enforcement officers and fire department staff are the first responders to arrive at a collision location. Collisions can also put the lives of first responders and other road users at risk due to increased congestion during the crash response, which may lead to secondary crashes.

MetroPlan Orlando could coordinate with local partners to improve response times and ensure safety in both arriving and attending to patients at the scene. Strategies include ensuring emergency vehicles are highly visible (e.g., retroreflective striping and chevrons, high-visibility paint, and built-in passive lights) and implementing emergency vehicle signal preemption, which allows emergency vehicles to break a normal signal cycle and proceed through an intersection.

Trauma Care

Effective emergency trauma care coordination can significantly increase crash survival rates and reduce fatalities. MetroPlan Orlando could work with local partners to identify funding sources to improve their existing infrastructure to be able to provide the highest care for victims. Recommended strategies to improve trauma care include providing funding for appropriate first responder equipment (e.g., hydraulic, and pneumatic extrication tools), research for and adoption of technology aimed at reducing triage time (e.g., automatic vehicle reporting of severe crashes to EMS, EMS vehicle collision avoidance systems, and geolocation of nearest EMS vehicles), and promotion of federal- and state-certified training programs.

STOP THE BLEED

Orlando Health offers a community training class called Stop the Bleed that is designed for bystanders who have little or no medical training but who may be called upon as immediate responders to provide initial trauma care and bleeding control to a victim of traumatic injury prior to the arrival of emergency medical services (EMS).



D. Post Crash Care

Fatal Crash Response Team

In the event of a traffic fatality, analysis and evaluation of relevant contributing factors are crucial in reducing the risk of a severe crash at that location. One strategy would be for the formation of a cross-agency group that mobilizes after each fatal crash, including law enforcement, transportation professionals, and public health officials. This would assist with accurate investigation and documentation of potentially relevant infrastructural and environmental crash factors, while identifying additional factors that may have contributed to the fatal crash outcome. It can also expedite interventions to improve the crash location/circumstances and address similar risk factor locations and situations. The selection of appropriate engineering countermeasures should consider emergency response time; however, a slight potential increase in emergency vehicle response time would need to be considered in context with the potential to reduce crash frequency and severity, which could reduce overall calls for service in the region.

Traffic Incident Management

Traffic crashes increase the likelihood of secondary crashes and pose a threat to the safety of incident responders as well as the traveling public. Crashes also affect travel reliability, commerce, and transportation system performance. **Traffic Incident Management (TIM)** consists of a planned and coordinated multi-disciplinary process to detect, respond to, and clear traffic incidents so that traffic flow may be restored as safely and quickly as possible. Effective TIM reduces the duration and impacts of traffic incidents; improves the safety of motorists, crash victims, and emergency responders; and reduces the frequency of secondary crashes. TIM is an integral component of the United States Department of Transportation (USDOT) National Roadway Safety Strategy (NRSS), and is specifically called out as a key element for the **post-crash care** objective.

FDOT is primarily responsible for TIM in the region and utilizes their traffic management centers (TMCs) in each of their districts to manage traffic on the state highway system. Several local jurisdictions also have traffic management centers. The incorporation of TIM on additional high crash corridors where systems are not currently deployed could also be considered. FDOT and the University of Central Florida are also working

on traffic incident predictions that could provide advanced warnings to first responders when a crash may be imminent based on conditions to allow for first responders to stage closer to potential crash locations or to deploy enforcement teams to prevent the crash.

Post Crash Strategies

When individuals are injured in collisions, they rely on first responders to quickly locate them, stabilize their injuries, and transport them to medical facilities. Post-crash care also includes forensic analysis at the crash site and traffic incident management, so that traffic flow may be restored as safely and quickly as possible. Policy action through the justice system and appropriate design of roadways to lessen the risk of future crashes can also help inform safety programs.

Crash reporting practices, such as complete data collection and documentation of road user behavior and infrastructure, and sharing data across agencies or organizations (e.g., law enforcement, health officials, transportation officials, and hospitals) can help lead to a greater understanding of the holistic safety landscape, and thus lead to improved investments in safety.

To ensure a crash survivor receives the care needed to recover and restore body and mind to an active life within society, they require medical rehabilitation with specialists that can range from orthopedics, neurosurgery, physical and occupational therapy, and prosthetics to psychology and neuropsychology.

Severe and fatal collisions not only affect the victim involved, but their family and friends as well. Across the nation and in Canada, there are chapters of Families for Safe Streets. Individual chapters advocate at their state capitol and work with lawmakers and non-profits like Mothers Against Drunk Driving to share their stories and testify before legislative committees and congress. Supporting victims' families can come in many forms. World Day of Remembrance for Road Traffic Victims is an annual event held on the third Sunday in November in remembrance of those who have died or have been affected by motor vehicle collisions, and to draw attention to the goal of Vision Zero.

E. Safe Vehicles

Safe vehicles are another element of the Safe System approach and will increasingly add more redundancy or avoidance features to the system. MetroPlan Orlando and its local partners do not have an influence on vehicle design but could keep vehicle technology advances in mind as part of their future policy and design considerations. For example, smart signal technology, which communicates with devices embedded in newer vehicles, will allow agencies to collect data at multiple intersections, providing a better understanding of how people are using the network in real time.

Strategies included in this section are:

1. Emerging Technology
2. Vehicle Maintenance

Emerging Technology

Leveraging **connected and autonomous vehicle (CAV)** technology and crash-avoidance systems are a key part of the "Safe Vehicles" category. Connected vehicles wirelessly communicate with other vehicles and infrastructure (like signals) to provide data for instantaneous decision-making (e.g., reporting driver speed or collisions). Data from signals in combination with data from vehicles could allow the agencies within the MetroPlan Orlando area to deploy real time speed-related signal operations, allowing for enhanced safety through adaptable systems. The City of Lakeland is using a red-light running detection system to identify when a person driving is likely to run a red light, and the traffic signal automatically extends the all-red time at the intersection to prevent a crash.

Some states are exploring requirements that new vehicles sold after a certain date must include **speed limiter systems** that electronically prevent drivers from driving more than 10 miles per hour over the posted speed limit. The National Transportation Safety Board (NTSB) has also issued a recommendation that speed assistance technology be deployed more widely. The Federal Motor Safety Carrier Safety Administration (FMCSA) is exploring a potential speed limiter mandate for heavy duty trucks. While there are not currently national or State of Florida speed limiter technology requirements, this could change in the future as the technology evolves, and if more traditional approaches to transportation safety (engineering and behavioral strategies) do not yield the desired outcomes.



Vehicle Maintenance

Vehicle maintenance issues can also contribute to traffic crashes, including:

Cracked Windshields

Cracked windshields can obstruct a driver's vision. In a crash situation, seconds count and even a small obstruction can make a difference in the driver's response time.

Lights and Wipers

Light and wipers play a role in safe driving. If you cannot see or be seen, your chances of being involved in a crash increase.

Faulty Brakes

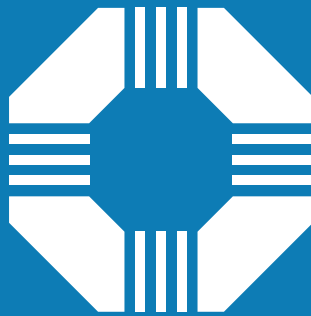
Faulty brakes can increase the distance it takes a person to slow or stop a vehicle.

Improperly Maintained Tires

Improperly maintained tires can increase your chance of roll over crash, especially for trucks and sport utility vehicles. Balding tires can also reduce friction between the tire and roadway surface, increasing the stopping distance, which can be exacerbated on wet pavement.

Approximately 18 people outside of a vehicle were killed on our highways between 2018 and 2022, with most of these people outside a disabled vehicle. The Federal Motor Carrier Safety Administration is conducting a research study on the impact of vehicle maintenance on traffic crashes (<https://www.fmcsa.dot.gov/research-and-analysis/research/impact-vehicle-maintenance-safety>). Community based organizations can be a resource to provide low and no-cost vehicle maintenance to people who are not able to afford basic vehicle maintenance and repairs but are reliant on a vehicle to get to work and provide care for family members.





VISION ZERO

CENTRAL FLORIDA

Counting down to zero traffic deaths

Appendix A - Resources and References

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2. <https://alerttodayflorida.com/HVE>
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Appendix B - Federal Funding Opportunities

Grant Name	Awarding Entity	Website	Typical Projects Funded	Standalone	Available Funding	Matching Requirements	Most recent/ Upcoming NOFO Dates	Notes of Interest
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	USDOT	https://www.transportation.gov/RAISEgrants/raise-nofo	Surface transportation projects that have significant local or regional impact; could include projects with a safety component.	No	\$2.2B 2022-26; \$113.75M was for planning, preparation, or design of projects last round	20% match	Nov-23	https://www.transportation.gov/sites/dot.gov/files/2022-09/RAISE%202022%20Award%20Fact%20Sheets_1.pdf
Infrastructure for Rebuilding America Discretionary Grant Program (INFRA)	USDOT	https://www.transportation.gov/grants/infra-grants-program	Primarily freight related.	No	awards range from \$9M to \$150M. Average award is \$40M.	20% match	Mar-23	For projects that improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold the greatest promise to eliminate freight bottlenecks and improve critical freight movements.
Reconnecting Communities Pilot Program (RCP)	USDOT	https://www.transportation.gov/grants/reconnecting-communities	Highway removal projects, through disadvantaged communities. Would fund replacement infrastructure and includes safety components.	No	\$1B 2022-2026; \$250M for planning; \$750M capital construction	20% match	Sep-23	
Safe Streets and Roads for All (SS4A)	USDOT	https://www.transportation.gov/grants/SS4A	Transportation safety projects.	Yes	\$5B 2022-2026	20% match	Feb-24	Projects must be identified in a comprehensive safety action plan to receive implementation funding.
Federal Transit Administration Capital Funds (FTA)	Federal Transit	https://www.transit.dot.gov/funding/grants/urbanized-area-formula-grants-5307	Funds safe access to transit projects	Yes	\$6.9B in 2022	20% match		See Bicycles and Transit, Flex Funding for Transit Access, the FTA Final Policy Statement on the Eligibility of Pedestrian and Bicycle Improvements Under Federal Transit Law, and FTA Program & Bicycle Related Funding Opportunities
Areas of Persistent Poverty Program (AoPP)	Federal Transit	https://www.transit.dot.gov/grant-programs/areas-persistent-poverty-program	Funds projects that provide access to transit in disadvantaged communities, including safety improvements.	Yes	\$20 M	Minimum federal share is 90%	Jan-23	
Carbon Reduction Program (CRP)	FHWA	https://www.fhwa.dot.gov/environment/sustainability/energy/	Planning, bicycle and pedestrian facilities, bike share programs, road diets, etc.	Yes	Around \$1.2B per year (2022-2026)			Project must be part of the state TIP and consistent with LRSTP and Metropolitan Transportation Plan; does not fund recreational trails
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	FHWA	https://www.fhwa.dot.gov/environment/air_quality/cmaq/	Projects, including bicycle and pedestrian facilities, that reduce emissions.	Yes	Around \$2.4B per year (2022-2026), 2022 Funding for Florida was \$148M			Project for planning, feasibility analyses, and revenue forecasting associated with the development of a project that would subsequently be eligible to apply for assistance under the BIP
Highway Safety Improvement Program (HSIP)	FHWA	https://highways.dot.gov/safety/hsip/shsp	Safety projects on the highway system.	Yes*	\$3B per year (2022-2026)			Projects must be consistent with a state's Strategic Highway Safety Plan, funding is only for Highway projects, public transportation, and port facilities, Small local agencies also eligible

Appendix B - Federal Funding Opportunities

Grant Name	Awarding Entity	Website	Typical Projects Funded	Standalone	Available Funding	Matching Requirements	Most recent/ Upcoming NOFO Dates	Notes of Interest
Railway-Highway Crossings (Section 130) Program (RHCP)	FHWA	https://highways.dot.gov/safety/hsip/xings/railway-highway-crossing-program-overview	Railroad crossing improvements.	Yes*	\$245 M per year			Set aside from HSIP, Small local agencies also eligible
National Highway Performance Program (NHPP)	FHWA	Implementation Guidance for the National Highway Performance Program (NHPP) as Revised by the Bipartisan Infrastructure Law (dot.gov)	Could include safety improvements as part of other improvements.	Yes	\$29B per year (2022-2026)	No match required		Only for Highway projects; Administered by the State
Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation (PROTECT)	FHWA	https://www.fhwa.dot.gov/environment/sustainability/resilience/	Protecting transportation facilities from flooding.	No	\$1.4B (2022-2026)	20% match, can be combined		Funds can only be used for activities that are primarily for the purpose of resilience or inherently resilience related. With certain exceptions, the focus must be on supporting the incremental cost of making assets more resilient.
Surface Transportation Block Grant Program (STBG)	FHWA	https://www.fhwa.dot.gov/specialfunding/stp/	Planning, bicycle and pedestrian facilities, bike share programs, road diets, etc.	Yes	Around \$14B per year (2022-2026)			If called a bicycle facility, it must be primarily for transportation instead of recreation, but recreational trails are also permitted, Small local agencies also eligible
Transportation Alternatives (TA) Set-Aside	FHWA	https://www.fhwa.dot.gov/environment/transportation_alternatives/	Planning, bicycle and pedestrian facilities, bike share programs, road diets, etc.	Yes	Around \$1.4B per year (2022-2026)	20% match		Part of STBG; Administered by the State, Local agencies also eligible
Recreational Trails Program (RTP)	FHWA	https://www.fhwa.dot.gov/environment/recreational_trails/	Recreational trails	Yes	2022 Funding for Florida was \$2.6M	20% match; Flexibility may apply		Part of STBG; Administered by the State
Safe Routes to School Program (SRTS)	FHWA	https://www.fhwa.dot.gov/environment/safe_routes_to_school/	Projects that improve safety for students going to school	No		20% match; Flexibility may apply		Part of STBG; Administered by the State

Appendix C - FDOT Funding Opportunities

Grant Name	Website	Typical Projects Funded	Standalone	Available Funding	Matching Requirements	Anticipated Solicitation	Notes of Interest
Transportation Alternatives Program (TAP)	https://www.fdot.gov/planning/systems/tap/default.shtm	Bicycle/pedestrian facilities, recreational trails, SRTS projects	Yes	\$49M annually	FDOT covers 20% match with toll credits	District 5 To be determined and announced	Part of the Federal TA set aside of the STBG https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/systems/systems-management/document-repository/tap/ta_set-aside-program_fl_overview-highlights_2015-2021.pdf?sfvrsn=7c0d8522_2
Shared-Use Nonmotorized (Sun) Trail Program	https://www.fdot.gov/planning/systems/suntrail/guidance.shtm	Shared use trails	Yes	\$25M annually		Likely September 2024	Project must be within the Suntrail network, a priority of the applicable jurisdiction, and consistent with applicable plans. Local agency must commit to operation and maintenance of trail. Separate Request for Funding, but must be included in FDOT Work Plan https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/systems/suntrail/guidance/suntrail_guidanceforsubmittaloffundingrequest_ppt.pdf?sfvrsn=3ac9b7ba_2
Highway Safety Improvement Program	Reports and Plans (fdot.gov)	Transportation safety projects	Yes	\$148M in 2022		Jan-24	Must show how project improves safety; part of FHWA HSIP funding
Safe Routes to School	https://www.fdot.gov/Safety/programs/safe-routes.shtm	Transportation safety projects that improve safety for student going to/from school	No	\$7M annually	100% funded, cost-reimbursement	Jan-24	Funded through HSIP

Technical Appendix

G- Benchmarking Evaluation



Image of Lake Apopka



Strategy	Actions	Near Term Action	Action to be Included in Plan	Longer-Term Consideration
Public, High-Level, and Ongoing Commitment	Make public commitment to the goal of eliminating traffic fatalities and serious injuries within a specific timeframe	x	x	
Public, High-Level, and Ongoing Commitment	Establish an interdepartmental safety working group that regularly coordinates with leadership to discuss progress beyond adoption of Plan			x
Public, High-Level, and Ongoing Commitment	Provide training and resources to local first responders (EMS, Fire and Police) related to Vision Zero and Safe System, to incorporate their concerns into strategies.	x	x	
Strategic Planning	Consider nominating a formal safety champion within City Council	x	x	
Strategic Planning	Develop a safe routes to school program that funds assessments to schools with a high injury network segment.		x	x
Strategic Planning	Develop a prioritized list of safety projects to determine appropriate funding needs for each action item			x
Strategic Planning	Create and maintain a Vision Zero website that includes a link to regional resources from the agency's home page	x		
Strategic Planning	Develop policy related to equitable transportation in Comprehensive Plan			x
Strategic Planning	Consider refining Policy 1.4.7 in the Comprehensive Plan to include multimodal performance measures			x
Strategic Planning	Report on performance metrics for multimodal transportation.			x
Strategic Planning	Update the Regional Vision Zero Action Plan at least every 5 years.		x	x
Project Delivery	Current LDC standards require multi-modal aspects in new development. To ensure implementation and cross collaboration across departments consider establishing a safety lead for this review for projects on HIN.		x	
Project Delivery	Develop metrics to evaluate before/after impact of projects with a focus on speed-related severe crashes	x	x	
Project Delivery	Create educational materials and provide on social media platforms regarding any new safety treatments and collaborate with Communications department for safety messaging		x	
Equity Focused Analysis and Programs	Develop formal policy to consider equity in project prioritization		x	x
Equity Focused Analysis and Programs	Report collision data and track data on fatal crashes to reduce fatal and serious injuries to public	x	x	
Proactive / Systemic	Developed HIN in Safety Action Plan and incorporate into project prioritization criteria	x	x	
Proactive / Systemic	Document and report instances where common collision patterns have been matched with adequate countermeasures	x	x	
Reactive/ Hot-spot Monitoring	Routinely monitor and report collision data to the public		x	x
Evaluation and Adjustment	Pilot a demonstration project	x	x	

Strategy	Benchmarks	Not a Current Practice	Occasional Practice	Institutional Practice	Notes / Opportunities for Policy/Process Refinement
Category: Leadership and Commitment					
Public, High-Level, and Ongoing Commitment	Agency leadership has made a public commitment to the goal of eliminating traffic fatalities and serious injuries within a specific timeframe.				VZ Resolution - to be provided as part of this effort
	Agency leadership is consistently engaged in prioritizing safety via collaborative efforts.			X	In Comprehensive Plan (Transportation Element: Policy 1.1.1)
	Key stakeholders have made a clear, public statement in support of Vision Zero efforts and timeline.	X			VZ Resolution - to be provided as part of this effort
	An interdepartmental safety working group regularly coordinates with leadership to discuss progress.	X			City coordinates on safety with PD, Fire, & Public Services internally on safety projects (i.e., guardrail project); no safety working group exists currently
Authentic Engagement - Project Focus	The agency conducts outreach to specific communities, interests, and populations.			X	Yes
	Public meetings and workshops are hosted regularly and at times and locations convenient for the community.			X	
	The community, including historically disadvantaged communities, trust and feel engaged by the agency.		X		Unknown - City engages with disadvantaged communities on a project-by-project basis
	The stakeholder groups are representative of the community at large.				No stakeholder groups
	The agency engages regularly with community-based organizations and leaders.			X	Best Foot Forward Partnership
	The agency recognizes the value of community input by providing grant opportunities made in partnership with community-based organizations and nonprofits supporting Vision Zero work.	X			Internally captures projects but not involved with community specific grants
Strategic Planning	Crash data is collected regularly and used to inform decisions before plan development.			X	In Comprehensive Plan (Transportation Element: Policy 1.7.4); relies on data from Signal 4 Analytics
	The agency augments traditional crash data from police data with data from other sources, such as hospitals.		X		When needed - always confirm data
	The agency has established an appropriate timeline to reach zero traffic fatalities.	X			Can be adopted in VZ Resolution - horizon to reduce by % is preferred
	The agency has established near-term and interim goals for achieving zero traffic fatalities.	X			Can be adopted in VZ Resolution
	The agency has delineated clear action items to achieve each goal.	X			Can be completed in VZ Plan
	A lead department or position has been established for each action item.	X			Can be completed in VZ Plan
	The lead agency for each action item identifies partners to help complete the action.	X			Can be completed in VZ Plan; consider nominating a safety champion on City Council
	The agency has determined appropriate funding needs for each action item.				Funded out of transportation impact fee money mostly. Ex: Park & 8. Need prioritized list of projects with cost estimates
	The agency has maintained a Vision Zero website to inform the public about the initiative's progress; this could include a link to regional resources from the agency's home page.	X			Could link to MetroPlan website
	A third-party audits Vision Zero progress and reports outcomes on the website.	X			
	Departments and staff are provided resources for safety related training and staff development.		X		PD may do this currently; City does not currently sponsor internal training but do utilize resources available from FHWA
	Staff at multiple levels and in multiple departments are safety champions to ensure continuity when a safety champion departs.		X		Pam & PD currently behave like "safety champions"; consider nominating a formal safety champion within City Council
	Adequate policies related to equitable transportation have been formulated.		X		Consider adding to Comprehensive Plan
	The agency has determined suitable performance measures to assess equitable transportation.		X		City is aware of the need for equitable transportation and considers it as a factor in project prioritization; consider adding this to Comprehensive Plan
	Adequate policies related to multimodal transportation have been formulated.			X	In Comprehensive Plan
	Suitable performance measures to assess multimodal transportation have been established.	X			Current LDC standards require multimodal aspects in new development; consider adding performance measures to Comprehensive Plan
	The agency has developed policies to maintain bicycle and pedestrian facilities during construction projects that affect roadway operations.		X		In Comprehensive Plan (Transportation Element: Policy 2.4.1); City follows FDOT standards regarding Maintenance of Traffic (MOT)
	The agency has established an efficient citizen request process and a methodology for evaluating requests.			X	Consider formalizing the existing public request system to better accommodate safety concerns

Strategy	Benchmarks	Not a Current Practice	Occasional Practice	Institutional Practice	Notes / Opportunities for Policy/Process Refinement
Project Delivery	Adequate policies related to transportation safety have been formulated.			X	In Comprehensive Plan
	The agency has determined suitable performance measures to assess transportation safety.		X		Consider refining Policy 1.4.7 in the Comprehensive Plan to include suitable performance measures
	Transportation safety is incorporated into every Capital Improvement Project to the extent applicable.		X		Current LDC standards require multi-modal aspects in new development; opportunity for more cross collaboration in CIP; consider establishing a safety tsar for this
	FHWA's proven countermeasures are implemented in projects.				FDOT
	The agency implements NHTSA's Countermeasures that Work.				FDOT
	The agency shares project outcomes and effectiveness with the public.		X		Reporting is done for some projects; opportunity to formalize the process (i.e., Signal project at 441)
	The agency provides funding for projects that reduce fatal and serious injury collisions.			X	In Comprehensive Plan (Transportation Element: Policy 2.2.6) & CIP
	There is sufficient funding allocated for future projects that may reduce fatal and serious injury collisions.				Need more funding - need strategy for this
	The agency applies for grants to fund safety projects from traditional sources.			X	In Comprehensive Plan
	The agency applies for grants to fund safety projects from non-traditional sources.			X	VZ Plan to assist with this - could be a higher priority. PD & Fire Departments regularly apply for safety related grants (i.e., intersection improvements, safety related items, education campaigns)
	Projects incentivizing transit, biking, walking, and carpooling over single-occupant vehicles are prioritized and implemented.		X		Current LDC standards require multi-modal aspects in new development; opportunity to further incentivize and prioritize multi-modal projects
Category: Safe Roadways and Safe Speeds					
Complete Streets for All	The agency has allocated adequate funding for complete streets projects.				In Comprehensive Plan (Transportation Element: Policy 3.2.2) - Future Land Use Policy Adopted
	The agency has a complete streets plan.			X	Active Transportation Plan - In Comp. Plan
	Complete Street elements have been incorporated into planning documents.			X	In both Comprehensive Plan & Code of Ordinances
	Vulnerable users are prioritized in project planning and implementation.			X	In ATNS; City includes this as part of conversation before/during project scoping
	The agency actively coordinates with neighboring member agencies and neighboring municipalities to provide connections for people walking and biking.			X	In Comprehensive Plan (Transportation Element: Objective 1.1)
	Appropriate practices are followed to set speed limits based on context.			X	In ATNS; City follows FDOT standards to determine target speed; changes in speed limits are determined by internal speed study or an applicant-requested speed study
Context Appropriate Speed	The agency suggests specific rules to set speed limits near schools and areas with a high number of vulnerable road users.			X	In Comprehensive Plan (Transportation Element: Policy 2.2.6); City follows FDOT Speed Zoning Manual for Highways, Roads, and Streets (SZM)
	Appropriate procedures are followed to enforce speed limits.			X	PD will enforce
	There are ongoing education programs/campaigns related to traffic speeds.			X	In Comprehensive Plan (Transportation Element: Policy 1.1.1); Teen Driver Challenge (TDC); Best Foot Forward walking audits; PD focus on education campaigns as opposed to only ticketing
	The agency follows proper methods to modify existing roadways to achieve safe speeds.			X	In Comprehensive Plan (Transportation Element: Objective 1.4)
Category: Data Driven Approach, Transparency and Accountability					
Equity Focused Analysis and Programs	Equity is a factor in project prioritization.		X		Opportunity to add to Comprehensive Plan
	The agency reports safety outcomes demographically.		X		Safety data is analyzed demographically at the project level on a case-by-case basis; opportunity to formalize safety outcomes (i.e., annual crash report)
	Data on distribution of stops and ticketing is analyzed demographically.			X	Not a policy; however, PD analyzes these data
	Important information and education materials are provided in common languages spoken by residents whose first language is not English.		X		Best Foot Forward may already do this
	The agency uses data to identify and systematically address trends and risk factors to prevent severe collisions.			X	Track data on fatal crashes - to be developed as VZ Plan
Proactive / Systemic	Common collision patterns have been matched with adequate countermeasures.			X	Opportunity to document success stories in VZ Plan (i.e., medians along US 441, Best Foot Forward examples, etc.)
	The agency works to continuously improve the accuracy of crash reports.			X	PD Question

Strategy	Benchmarks	Not a Current Practice	Occasional Practice	Institutional Practice	Notes / Opportunities for Policy/Process Refinement
	The agency uses the High Injury Network (HIN) in project prioritization.	X			Can be completed in VZ Plan
	A demographic analysis of the HIN has been conducted.	X			Can be completed in VZ Plan
Reactive / Hot Spot - Monitoring	The agency routinely monitors and reports collision data to the public.		X		Opportunity to create annual crash report; opportunity to strengthen web presence (i.e., social media, link to Signal 4 dashboard, etc.)
	Intersection design and control decisions are evaluated to reduce kinetic energy transfer to vulnerable users.			X	Pedestrians are considered in the scoping of projects
Evaluation and Adjustment	Demonstration projects are used to test the strategies and get feedback from the public.		X		RRR Demonstration project <i>almost</i> occurred along SR 436, but funding was pulled; City wants demonstration projects if there is enough funding

Technical Appendix

H- Engineering Countermeasures Toolkit



Image of Lake Apopka



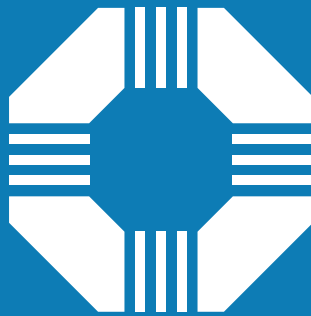
Engineering Countermeasures Toolkit



VISION ZERO **CENTRAL FLORIDA**

Counting down to zero traffic deaths

Updated April 2024



VISION ZERO

CENTRAL FLORIDA

Counting down to zero traffic deaths

Overview

Introduction and How to Use this Toolkit

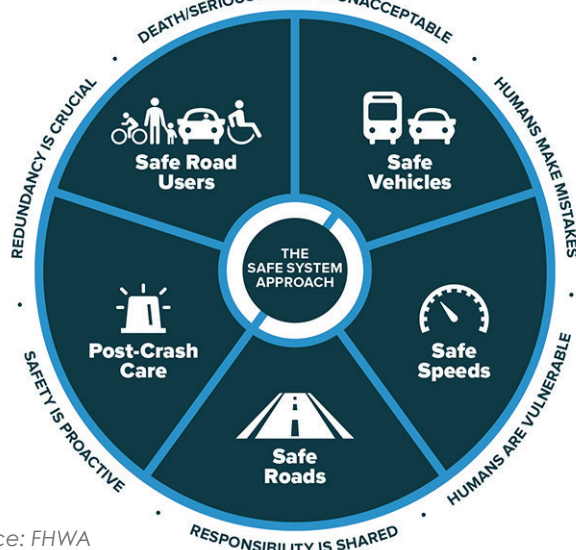
MetroPlan Orlando completed its first comprehensive Vision Zero Action Plan in Spring 2024. The Plan outlines actions that MetroPlan Orlando, including its 3 counties and incorporated cities, will take in the next five years and beyond to eliminate deaths and serious injuries on the region's roadways by 2050. The purpose of this Engineering Countermeasure Toolkit is to establish a shared understanding of key strategies available to address roadway safety issues in our community that align with the Safe System Approach. The key objectives of this Toolkit are to:

1. Inform partner jurisdictions about safety treatment options and their appropriate uses and contexts,
2. Communicate safety tools using easy-to-understand language and graphics,
3. Facilitate coordination between staff, contractors, developers, and the community when discussing transportation safety improvements, and
4. Create a shared understanding and realistic expectations around safety treatments.

The Toolkit describes a variety of engineering countermeasures, how they can be applied to address safety, and their expected effectiveness i.e., crash reduction, when available. The expected crash reduction is based on Crash Modification Factors from the Federal Highway Administration's (FHWA) Crash Modification Clearinghouse or other published studies. The Toolkit also includes general information about each tool's application, typical placement, estimated costs, and delivery timelines.

The Engineering Countermeasure Toolkit is also not intended to be a menu from which community members can request safety tools for their street. Before staff consider a tool or tools to use in a certain situation, they must first conduct an analysis to understand the existing safety issue. Therefore, to achieve desired safety benefits, community-reported concerns should focus on observing and communicating safety issues rather than asking for specific tools. Non-engineering countermeasures are identified in a separate document.

Safe System Framework



Source: FHWA

Systemic Treatments

The implementation of systemic treatments is a common Vision Zero approach that implements low-cost safety measures on a network level to reduce the risk of severe and fatal crashes. The treatments that are typically considered for systemic implementation are relatively effective, lower cost, and well-suited for implementation at multiple locations. Some systemic treatments can be implemented with limited study and design, such as retroreflective signal backplates, high-visibility crosswalks or curb extensions created with paint, bollards, and turn wedges. Although systemic treatments are often discussed in contrast with spot treatments, some treatments may be useful in both spot and systemic safety.

This Toolkit is meant to provide guidance for engineering countermeasures applicable to crashes and safety concerns identified in the MetroPlan Orlando region; it does not provide an exhaustive list of all safety countermeasures. This Toolkit is not meant to replace engineering investigation, feasibility evaluation, and design. The selection of engineering countermeasures for a specific location is always subject to professional judgement and context-sensitive design.

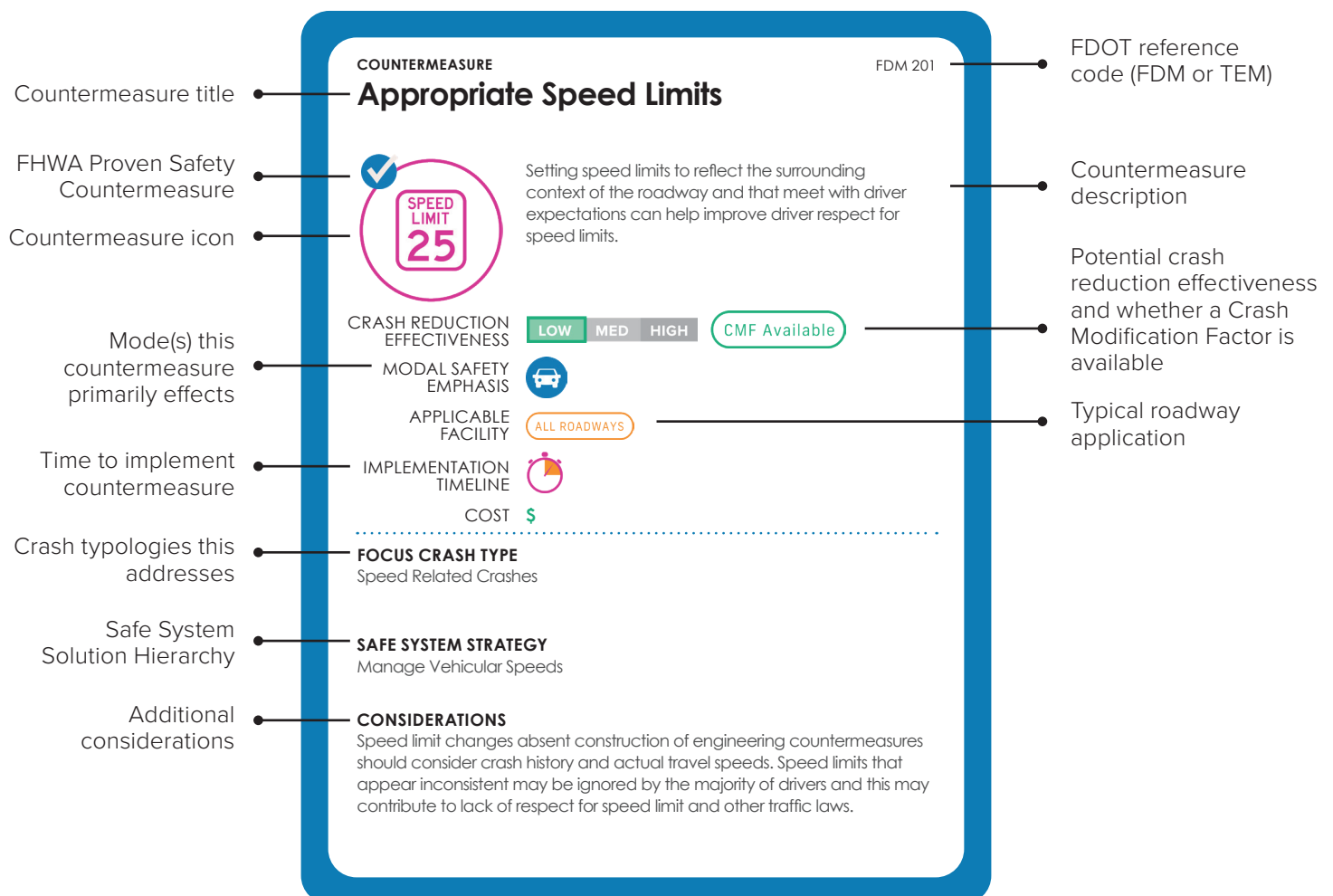
Organization of the Toolkit

The countermeasures are organized into the following categories:

- A. Signals
- B. Signing and Striping
- C. Bikeways
- D. Pedestrian Facilities
- E. Intersections and Roadways
- F. Speed Management
- G. Other Engineering Strategies

For each engineering countermeasure, the following information is provided, with a description of select sections provided below.

What You'll See Inside:



Organization of the Toolkit

Modal Safety Emphasis

Closely related to the countermeasure categories is the "Modal Safety Emphasis" which represents the user group that predominantly benefits from the implementation of the countermeasure. The classification of user groups is not meant to include every possible mode with the understanding that certain countermeasures will benefit modes with closely related travel characteristics. For example, a countermeasure that is designed to reduce left-turn crashes at an intersection will benefit motor vehicles and motorcycles alike. The Modal Safety Emphasis areas include the following user groups:

-  **Pedestrians**
-  **Bicycles**
-  **Motor Vehicles**

Safe System Strategy

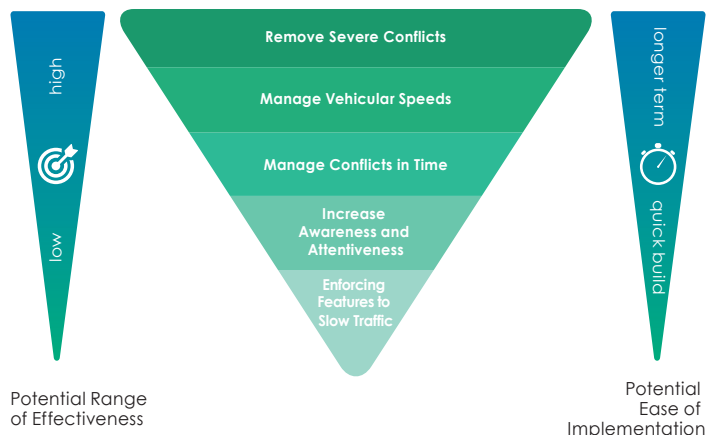
Within the Safe System Approach Framework, how we plan, construct, and operate our roadways should anticipate human error and consider human vulnerabilities. Strategies to achieve those goals are highlighted below.

Roads should be designed to encourage appropriate roadway user behavior for the context.

These principles provide a system with built-in redundancies to eliminate or greatly reduce the likelihood of death or serious injury when a crash occurs. However, strategies have varying levels of effectiveness, feasibility, and implementation timeframes. FHWA has further developed a Safe Systems Solutions Hierarchy (January 2024) within the Safe System element of Safe Roads, as described below. Within that framework, the most effective strategies include removing

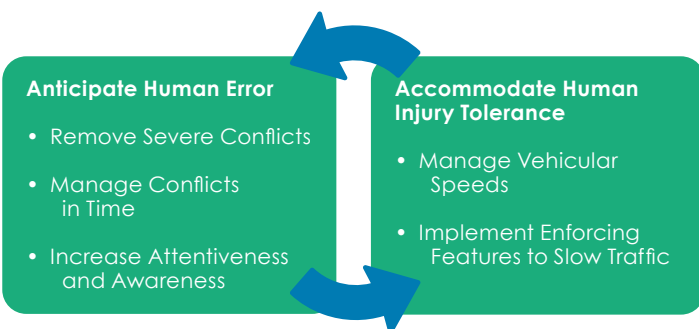
conflicts and minimizing hazards, and where that is not feasible, better management of the conflict through speed reductions and managing conflicts in time.

- **Remove Severe Conflicts:** Eliminate the most severe conflicts between roadway users, such as through the relocation of a utility pole, construction of a roundabout or provision of a median barrier.
- **Manage Vehicular Speeds:** Reduce the speed of vehicles to align with the context of the roadway, the hazards, and conflicts between roadway users; includes horizontal and vertical deflection elements.
- **Manage Conflicts in Time:** Where conflicts cannot be removed, can they be separated in time, through signal timing strategies or providing dedicated space for other roadway users.
- **Increase Attentiveness and Awareness:** Where conflicts cannot be removed, improve the visibility of the conflicts.
- **Implement Enforcing Features to Slow Traffic:** Similar to managing vehicular speeds, these are roadway features that help enforce the desired speed, like speed feedback signs.



Applicable Facility Type

The applicable facility types represent general characteristics for land use and users where each countermeasure might be appropriate. The applicable facilities are categorized using a preliminary context classification system of:



Organization of the Toolkit

Applicable Facility Type

The applicable facility types represent general characteristics for land use and users where each countermeasure might be appropriate. The applicable facilities are categorized using a preliminary context classification system of:

- **Urban Streets** (FDOT Context Classification C4, C5, C6 and CT2)
- **Suburban Streets** (C4, C3C and C3R)
- **Rural Roads** (C2)

For purposes of this toolkit, countermeasures for both urban and suburban roads could be considered on C4 roads. For strategies related to C1 facilities, please refer to the FDOT Context Classification Guide and the Florida Design Manual (FDM).

Some treatments are more appropriate for use on urban arterial streets with higher traffic volumes and a mix of different users, while others are better used on rural roads where speeds tend to be higher. However, choosing the best tool for a location will depend on location-specific characteristics like number of travel lanes, geometry, vehicle speeds, and volumes. The selection of countermeasures should also consider the future road context.

Crash Reduction Effectiveness

The potential effectiveness of each countermeasure was based on published research, including information from FHWA's Crash Modification Factor (CMF) Clearinghouse, FHWA's Proven Safety Countermeasures, and other published references (see complete list of references at end of this section). The CMF Clearinghouse provides peer reviewed studies and a link to the applicable study. As this toolkit is intended to be a quick resource guide to help identify the range of potential countermeasures, the anticipated effectiveness of various treatments was summarized into the following categories:

- **Unknown:** No quantitative data is available
- **Low:** Expected Crash Reduction $\leq 30\%$
- **Medium:** $31\% \leq$ Expected Crash Reduction $\leq 60\%$
- **High:** Expected Crash Reduction $\geq 61\%$

The expected crash reduction represents a multiplicative factor indicating the proportion of crashes that are expected

to be reduced after the implementation of a countermeasure with the reduction only applying to crashes affected by the countermeasure. For example, changing left-turn phasing would only apply to left-turn crashes on the approach where the countermeasure is being implemented. For locations where more than one countermeasure is being considered, the interaction between countermeasures should be considered. For more information on the application of multiple CMFs, refer to the "Using CMFs" section of the Crash Modification Clearinghouse (https://www.cmfclearinghouse.org/using_cmf.php)

Some countermeasures may result in a decrease in some types of crashes and an increase in others. For example, installing a traffic signal may reduce fatal and serious injuries for motorists turning to/from the major roadway, but increase rear end crashes, which tend to result in fewer injuries.

Detailed crash analysis based on the most current crash modification factor is recommended as the intent of the factors provided in this document is to allow for a quick comparison of the expected effectiveness of specific countermeasures relative to their cost as well as highlight the need for additional data to document the effectiveness of specific improvements that may be implemented regionally. The estimated effectiveness of each tool is only applicable to the crash type being mitigated i.e., the Focus Crash Type.

Included in FHWA Proven Safety Countermeasures

This field refers to whether the countermeasure is included in FHWA's Proven Safety Countermeasures Initiative (PSCI). The PSCI is a collection of 28 countermeasures and strategies effective in reducing roadway fatalities and serious injuries. Each countermeasure addresses at least one safety focus area – speed management, intersections, roadway departures, or pedestrians/bicyclists – while others are crosscutting strategies that address multiple safety focus areas.

Cost

The cost information is meant to convey an overall order of magnitude to help compare potential strategies; the cost data does not necessarily reflect the cost of each improvement as a standalone construction project. Most countermeasures would not likely be implemented as a standalone project but incorporated into a larger intersection or corridor enhancement

Organization of the Toolkit

project. For example, many elements could be incorporated into routine resurfacing, restoration, and rehabilitation (RRR) projects. Additionally, costs do not include elements that might be unique to specific projects, such as right-of-way acquisition, need to upgrade drainage systems, retaining walls to facilitate sidewalk construction, need to upgrade other road elements to meet Americans with Disabilities Act (ADA) or Public Rights of Way Access requirements (PROWAG) requirements, and other factors. Therefore, actual costs could vary significantly.

The assigned cost ratings for countermeasures are as follows:

- **Low (\$):** Typically, \$10,000 or less
- **Medium (\$\$):** Typically, \$10,000 to \$100,000
- **High (\$\$\$):** Typically, \$100,000 +

The appendix provides more detailed cost estimates for some countermeasures where recent cost data is available from FDOT or other local partners; not all countermeasures are included. These costs can be used to develop high-level cost estimates of projects for regional prioritization such that projects across the region can be compared.

Implementation Timeline

This field represents the typical time to implement the countermeasure. It should be noted that there may be some variability in implementation timeline based on whether the countermeasure can be implemented using "Quick Build" materials or permanent materials. The assigned timeline thresholds for implementation are as follows:

-  Quick Build; Typically, within 1 year
-  Short: Typically, within 1 to 3 years
-  Medium: Typically, 3 to 5 years
-  Long: Typically, 5 years and more

Larger agencies with maintenance teams and sign shops may be able to implement projects faster than smaller agencies, so a

Considerations

This section provides some additional information about the countermeasure that need to be part of the evaluation about whether the countermeasure is appropriate for selection. For example, some countermeasures may affect drainage or require additional maintenance.

Where the countermeasure is included or mentioned in the FDOT Design Manual (FDM) or FDOT's Traffic Engineering Manual, the appropriate section is noted.

Additional sources of the countermeasures include:

- CMF Clearinghouse (Federal Highway Administration, 2023) (<http://www.cmfclearinghouse.org/>)
- Application of Pedestrian Crossing Treatments for Streets and Highways (NCHRP, 2016) (https://www.researchgate.net/publication/316091509_Application_of_Pedestrian_Crossing_Treatments_for_Streets_and_Highways)
- Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments (NCHRP, 2017) (<https://www.nap.edu/catalog/24627/development-of-crash-modification-factors-for-uncontrolled-pedestrian-crossing-treatments>)
- Evaluation of Pedestrian-Related Roadway Measures (Pedestrian and Bicycle Information Center, 2014) (http://www.pedbikeinfo.org/cms/downloads/PedestrianLitReview_April2014.pdf)

Target Speed

The selection of countermeasures should also consider the target speed of the roadway. To establish a target speed based on the road context and the goal of improving transportation safety outcomes, the FDOT Context Based Design Speeds for Arterials and Collectors should be used as a starting point, as presented in Table 1.

Table 1: Allowable Design Speed Range by Context Classification

Context Classification	Allowable Design Speed Range (MPH)	SIS Minimum (MPH)
C1 Natural	55-70	65
C2 Rural	55-70	65
C2T Rural Town	25-45	40
C3 Suburban	35-55	50
C4 Urban General	25-45	45
C5 Urban Center	25-35	35
C6 Urban Core	25-30	30

Source: FDOT Context Classification Guide, February 2022

Guidance from FDOT Central Office related to target speed setting recommends setting an initial target speed on the low end of the allowable range, and then providing justification for increases. From there, the following factors should be used to establish a recommended target speed:

- Fatal and severe injury collision history
- Potential crash risk
- Existing and potential future context classification
- Number of lanes
- Type and density of surrounding land uses
- Number of access points and signal spacing
- Presence and characteristics of on-street parking
- Total pavement width available

Different Types of Speed

Target Speed is the highest speed at which vehicles should operate on a thoroughfare in a specific context, consistent with the level of multi-modal activity generated by adjacent land uses, to provide both mobility for motor vehicles and a supportive environment for pedestrians, bicyclists, and public transit users.

Design Speed is the speed that is used to determine the geometric features of a road or street, such as curves, slopes, lane width, intersection spacing, sight distance and other features.

Speed Limits specify the maximum speed people are permitted to drive on a road, typically shown on signs along the road, and usually determined based on an engineering study that considers the prevailing travel speeds.

Operating Speed refers to the speed at which people are observed driving under free-flow conditions.

Under ideal conditions, target, design, posted and operating speeds all align. When there are discrepancies, roadway design elements may need to be changed to achieve the desired speed outcomes.

- Presence of transit, pedestrian generators, and bicycle activity
- Bicycle facility type
- Posted speeds on surrounding roadways
- Types of travelers (regional or local)
- Level of truck traffic

Additional guidance can be found in the FDOT Context Classification Guide, February 2022 as well as the Speed Management section of the 2024 FDOT Design Manual.

References

Where the countermeasure is included or mentioned in the FDOT Design Manual (FDM) or FDOT's Traffic Engineering Manual, the appropriate section is noted.

Additional sources of the countermeasures include:

- CMF Clearinghouse (Federal Highway Administration, 2023) (<http://www.cmfclearinghouse.org/>)
- Application of Pedestrian Crossing Treatments for Streets and Highways (NCHRP, 2016) (https://www.researchgate.net/publication/316091509_Application_of_Pedestrian_Crossing_Treatments_for_Streets_and_Highways)
- Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments (NCHRP, 2017) (<https://www.nap.edu/catalog/24627/development-of-crash-modification-factors-for-uncontrolled-pedestrian-crossing-treatments>)
- Evaluation of Pedestrian-Related Roadway Measures (Pedestrian and Bicycle Information Center, 2014) (http://www.pedbikeinfo.org/cms/downloads/PedestrianLitReview_April2014.pdf)
- Evolution of the Protected Intersection (Alta Planning and Design, December 2015) (https://altago.com/wp-content/uploads/Evolution-of-the-Protected-Intersection_ALTA-2015.pdf)
- Manual for Selecting Safety Improvements on High Risk Rural Roads (FHWA, 2014) (<https://safety.fhwa.dot.gov/hsip/hrrr/manual/>)
- Pedestrian Safety Guide and Countermeasure Selection System (FHWA) (<http://www.pedbikesafe.org/pedsafe/>)
- Proven Safety Countermeasures (FHWA), (<https://highways.dot.gov/safety/proven-safety-countermeasures>)
- National Association of City Transportation Officials' Urban Street Design Guide (<https://nacto.org/publication/urban-street-design-guide/>)

Transportation safety countermeasure information is quickly evolving and users of this document are encouraged to use the most current information available.

Cost information based on FDOT cost per mile model reports:

<https://www.fdot.gov/programmanagement/estimates/documents/costpermilemodelsreports>

Countermeasure List

SUMMARY OF COUNTERMEASURES



A. SIGNALS

[Accessible Pedestrian Signals](#)
[Advanced Dilemma Zone Detection](#)
[Bicycle Signal/Exclusive Bike Phase](#)
[Bike Detection](#)
[Extend Green Time For Bikes](#)
[Extend Pedestrian Crossing Time](#)
[Extended Time Pushbutton](#)
[Extend Yellow and All Red Time](#) ✓
[Leading Pedestrian Interval](#) ✓
[Pedestrian Countdown Timer](#)
[Pedestrian Detection](#)
[Pedestrian Recall](#)
[Pedestrian Scramble](#)
[Prohibit Right-Turn-on-Red](#)
[Prohibit Turns During Pedestrian Phase](#)
[Protected Left Turns](#)
[Red Light Camera](#)
[Separate Right-Turn Phasing](#)
[Shorten Cycle Length](#)
[Signal Interconnectivity and Coordination / Green Wave](#)
[Signal Preemption](#)
[Supplemental Signal Heads](#)
[Traffic Signal](#)
[Upgrade Signal Head](#)

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[Advance Yield Markings](#)
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[Curve Advance Warning Sign](#) ✓
[Flashing Beacon as Advance Warning](#)
[LED-Enhanced Sign](#)
[Painted Centerline and Raised Pavement Markers at Curves](#)
[Pavement Speed Legends](#)
[Prohibit Left Turn](#)
[Stop for Pedestrian Sign](#)
[Striping Through Intersection](#)
[Time-Based Turn Restriction](#)
[Upgrade Intersection Pavement Markings](#)
[Upgrade Signs with Fluorescent Sheeting](#)
[Upgrade Striping](#)
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[Two-Stage Turn Queue Bike Box](#)

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[High-Visibility Crosswalk](#)
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[Rectangular Rapid Flashing Beacon](#) ✓
[Restripe Crosswalk](#)
[Shared Use Path](#)
[Widen Sidewalk](#)

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[Curb-Return Radius Reduction](#)
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[Directional Median Openings to Restrict Left Turns](#)
[Doubled-up, Oversized Stop Signs](#) ✓
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[Green Conflict Striping](#)
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[High Friction Surface Treatment](#) ✓
[Impact Attenuators](#)
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[Median Barrier](#) ✓
[On-Street Parking](#)
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[Paint and Plastic Mini Circle/Mini Roundabout](#)
[Partial Closure/Diverter](#)
[Protected Intersection](#)
[Raised Crosswalk](#)
[Raised Intersection](#)
[Raised Median](#) ✓
[Reduced Left-Turn Conflict Intersection](#) ✓
[Refuge Island](#) ✓
[Retroreflective Signal Backplates](#) ✓
[Roundabout](#) ✓
[Rumble Strips](#) ✓
[Safety Edge](#) ✓
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[Straighten Crosswalk](#)
[Superelevation at Horizontal Curve Locations](#)
[Widen/Pave Shoulder](#)

F. SPEED MANAGEMENT

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G. OTHER ENGINEERING STRATEGIES

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[Create or Increase Clear Zone](#)
[Far-Side Bus Stop](#)
[Intersection Lighting](#) ✓
[Relocate Select Hazardous Utility Poles](#)
[Remove Obstructions For Sightlines](#)
[Segment Lighting](#) ✓
[Upgrade Lighting to LED](#)

A. Signals

Under the signal timing and phasing category, strategies relate to changing signal timing based on local context, such as extending the pedestrian time if there are large volumes of pedestrians, or if pedestrians are not able to cross the intersection within the time allotted. Extending yellow and red time can help clear the intersection and reduce the potential for red light running. Additional signal heads can increase visibility. In locations where there are high pedestrian and bicycle volumes, right-turning vehicles may not be able to turn when they have a green light due to pedestrians in the crosswalk. Providing a separate right-turn phase could help clear right-turning vehicles and reduce conflicts with pedestrians.

Sometimes giving people walking a head start can make them more visible to people driving. Installing a new traffic signal or pedestrian signal can help allocate the right-of-way, reduce conflicting movements, and provide pedestrians a protected crossing. In heavy pedestrian areas, installing a pedestrian scramble where all vehicles must stop, and pedestrians can cross diagonally can be a more efficient way to operate the intersection and reduce vehicle conflicts with pedestrians. Pedestrian recall provides a WALK signal each cycle without pedestrians having to push buttons.

Other strategies such as converting permissive lefts to protected lefts (at least when the pedestrian crossing is activated) can be highly effective in reducing conflicts with pedestrians. Reducing cycle length can decrease pedestrian delay which can reduce the occurrence of pedestrians crossing against the signal and red-light running.

Strategies included in this section are:

1. Accessible Pedestrian Signals (APS) Upgrade
2. Advanced Dilemma Zone Detection
3. Bicycle Signal/Exclusive Bike Phase
4. Bike Detection
5. Extend Green Time For Bikes
6. Extend Pedestrian Crossing Time
7. Extended Time Pushbutton
8. Extend Yellow and All Red Time
9. Leading Pedestrian Interval
10. Pedestrian Countdown Timer
11. Pedestrian Detection
12. Pedestrian Recall
13. Pedestrian Scramble
14. Prohibit Right-Turn-on-Red
15. Prohibit Turns During Pedestrian Phase
16. Protected Left Turns
17. Red Light Camera
18. Separate Right-Turn Phasing
19. Shorten Cycle Length
20. Signal Interconnectivity and Coordination / Green Wave
21. Signal Preemption
22. Supplemental Signal Heads
23. Traffic Signal
24. Upgrade Signal Head



TEM 3.7

Accessible Pedestrian Signals (APS) Upgrade



Push buttons must comply with the Americans with Disability Act (ADA) standards and Public Right-of-Way Accessibility Guidelines (PROWAG) for accessibility. Accessible pedestrian signals, including audible push buttons, improve access for pedestrians who are blind or have low vision.

CRASH REDUCTION EFFECTIVENESS

UNKNOWN

MODAL SAFETY EMPHASIS



APPLICABLE FACILITY

ALL ROADWAYS

IMPLEMENTATION TIMELINE



COST

\$

FOCUS CRASH TYPE

Through vehicles at signalized intersection and pedestrian struck by turning vehicle.

SAFE SYSTEM STRATEGY

Manage conflicts in time, and increase attentiveness and awareness.

CONSIDERATIONS

Once the USDOT/DOJ adopts PROWAG, Accessible Pedestrian Signals (APS) will be required at all new and altered pedestrian signal heads.

Home

Advanced Dilemma Zone Detection



System that adjusts the start time of the yellow-signal phase (i.e. earlier or later) based on observed vehicle locations and speed, improving safety by minimizing the number of drivers that are faced with the dilemma of determining if they should stop or drive through the intersection.

CRASH REDUCTION EFFECTIVENESS

LOW

MED

HIGH

CMF Available

MODAL SAFETY EMPHASIS



APPLICABLE FACILITY

ALL ROADWAYS

IMPLEMENTATION TIMELINE



COST

\$\$

FOCUS CRASH TYPE

Angle crashes and red-light running crashes.

SAFE SYSTEM STRATEGY

Manage conflicts in time.

CONSIDERATIONS

Drivers could learn this tool and will expect the yellow to be longer and therefore increase red-light running. This treatment could be paired with red-light cameras.

Home

FDM 223.2.4.5

Bicycle Signal/Exclusive Bike Phase



A separate bicycle signal or phase reduces conflicts between motor vehicle, transit vehicles, and pedestrian movements.

CRASH REDUCTION EFFECTIVENESS

LOW

MED

HIGH

MODAL SAFETY EMPHASIS



APPLICABLE FACILITY

URBAN

SUBURBAN

IMPLEMENTATION TIMELINE



COST

\$\$\$

FOCUS CRASH TYPE

Motorist turns left in path of bicyclist, motorist turns right in path of bicyclist, and motorist failed to yield at signalized intersection.

SAFE SYSTEM STRATEGY

Manage conflicts in time.

CONSIDERATIONS

Signal phasing strategies should balance delay for all road users.

Home

FDM 223.2.1.5 , TEM 5.2.7.5

Bike Detection



Loops, cameras, or infrared cameras that call green lights for cyclists, discouraging red light running and reducing bicyclist delay.

CRASH REDUCTION EFFECTIVENESS

UNKNOWN

MODAL SAFETY EMPHASIS



APPLICABLE FACILITY

URBAN

SUBURBAN

IMPLEMENTATION TIMELINE



COST

\$\$

FOCUS CRASH TYPE

Motorist turns left in path of bicyclist, motorist turns right in path of bicyclist, motorist failed to yield at signalized intersection and bicyclist violating signal.

SAFE SYSTEM STRATEGY

Manage conflicts in time.

CONSIDERATIONS

At large intersections, integrate with signal operations to extend all red time when bicyclists are detected.

Home

Extend Green Time For Bikes



Prolonged green light time for cyclists when detected, allowing for more time to cross.

CRASH REDUCTION EFFECTIVENESS	UNKNOWN	
MODAL SAFETY EMPHASIS		
APPLICABLE FACILITY	URBAN	SUBURBAN
IMPLEMENTATION TIMELINE		
COST	\$	

FOCUS CRASH TYPE

Motorist turns left in path of bicyclist, motorist turns right in path of bicyclist, and motorist failed to yield at signalized intersection.

SAFE SYSTEM STRATEGY

Manage conflicts in time.

CONSIDERATIONS

When used in a coordinated system, different timing plans may be needed. Topography should be considered in clearance time.

[Home](#)

Extend Pedestrian Crossing Time



Increases time for pedestrian walk phases, especially to accommodate vulnerable populations, such as children and the elderly.

CRASH REDUCTION EFFECTIVENESS	LOW	MED	HIGH	CMF Available
MODAL SAFETY EMPHASIS				
APPLICABLE FACILITY	URBAN	SUBURBAN		
IMPLEMENTATION TIMELINE	 			
COST	\$			

FOCUS CRASH TYPE

Through vehicle at signalized intersection.

SAFE SYSTEM STRATEGY

Manage conflicts in time.

CONSIDERATIONS

May need to be implemented as part of an overall retiming project.

[Home](#)

Extended Time Pushbutton

FDM 232.6



A pushbutton that can be pressed to request extra time for using the crosswalk.

CRASH REDUCTION EFFECTIVENESS	UNKNOWN	
MODAL SAFETY EMPHASIS		
APPLICABLE FACILITY	ALL ROADWAYS	
IMPLEMENTATION TIMELINE		
COST	\$	

FOCUS CRASH TYPE

Pedestrian struck by turning vehicle, and through vehicle at signalized intersection.

SAFE SYSTEM STRATEGY

Manage conflicts in time.

CONSIDERATIONS

May require education for full benefit. Candidate locations are in communities with high populations of people with mobility challenges.

[Home](#)

Extend Yellow and All Red Time



Extending yellow and all red time provides additional time for drivers, bicyclists and pedestrians to cross through a signalized intersection before conflicting traffic movements are permitted.

CRASH REDUCTION EFFECTIVENESS	LOW	MED	HIGH	CMF Available
MODAL SAFETY EMPHASIS	  			
APPLICABLE FACILITY	ALL ROADWAYS			
IMPLEMENTATION TIMELINE	 			
COST	\$			

FOCUS CRASH TYPE

Angle crashes and red light running crashes.

SAFE SYSTEM STRATEGY

Manage conflicts in time.

CONSIDERATIONS

May need to be implemented as part of an overall retiming project.

[Home](#)

Leading Pedestrian Interval

TEM 3.11.5.2



Signal timing that allows pedestrians to enter intersections before vehicles are given a green indication allowing them to better establish their presence and increase their visibility.

CRASH REDUCTION EFFECTIVENESS	LOW	MED	HIGH	CMF Available
MODAL SAFETY EMPHASIS				
APPLICABLE FACILITY	URBAN		SUBURBAN	
IMPLEMENTATION TIMELINE				
COST	\$			

FOCUS CRASH TYPE

Pedestrian struck by turning vehicle and motorist turns right in path of bicyclist.

SAFE SYSTEM STRATEGY

Manage conflicts in time.

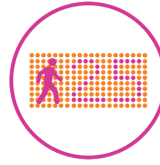
CONSIDERATIONS

The length of the LPI should consider the crossing length and the amount and type of pedestrian traffic (age, ability, etc).

[Home](#)

Pedestrian Countdown Timer

FDM 232.6



Displays "countdown" of seconds remaining on the pedestrian signal, discouraging pedestrians from starting a crossing with little time remaining.

CRASH REDUCTION EFFECTIVENESS	LOW	MED	HIGH	CMF Available
MODAL SAFETY EMPHASIS				
APPLICABLE FACILITY	ALL ROADWAYS			
IMPLEMENTATION TIMELINE				
COST	\$\$			

FOCUS CRASH TYPE

Pedestrian struck by turning vehicle, and through vehicle at signalized intersection.

SAFE SYSTEM STRATEGY

Manage conflicts in time.

CONSIDERATIONS

Countdown timers are required for all newly installed traffic signals where pedestrian signals are installed.

[Home](#)

Pedestrian Detection

FDM 232.6, TEM 5.2.7.5



A device that detects when a pedestrian is waiting at a crosswalk and automatically triggers the pedestrian "WALK" phase.

CRASH REDUCTION EFFECTIVENESS	UNKNOWN			
MODAL SAFETY EMPHASIS				
APPLICABLE FACILITY	URBAN		SUBURBAN	
IMPLEMENTATION TIMELINE				
COST	\$\$			

FOCUS CRASH TYPE

Pedestrian struck by turning vehicle and through vehicle at signalized intersection.

SAFE SYSTEM STRATEGY

Manage conflicts in time.

CONSIDERATIONS

Selection of appropriate detection system that reduces the potential for false detection is recommended.

[Home](#)

Pedestrian Recall

TEM 3.11



Pedestrian recall is a traffic signal timing function that results in a pedestrian phase to be automatically activated every cycle.

CRASH REDUCTION EFFECTIVENESS	LOW	MED	HIGH	
MODAL SAFETY EMPHASIS				
APPLICABLE FACILITY	URBAN		SUBURBAN	
IMPLEMENTATION TIMELINE				
COST	\$			

FOCUS CRASH TYPE

Pedestrian struck by turning vehicle and motorist turns right in path of bicyclist.

SAFE SYSTEM STRATEGY

Manage conflicts in time.

CONSIDERATIONS

If intersection is part of a coordinated system, consideration should be given to signal timing changes at upstream and downstream intersections. Can be paired with a LPI for increased effectiveness.

[Home](#)



TEM 3.11.3

Pedestrian Scramble



A form of pedestrian "WALK" phase at a signalized intersection in which all vehicular traffic is required to stop, allowing pedestrians to cross in any direction.

CRASH REDUCTION EFFECTIVENESS	LOW	MED	HIGH	CMF Available
MODAL SAFETY EMPHASIS				
APPLICABLE FACILITY	URBAN		SUBURBAN	
IMPLEMENTATION TIMELINE				
COST	\$			

FOCUS CRASH TYPE

Pedestrian crashes.

SAFE SYSTEM STRATEGY

Manage conflicts in time.

CONSIDERATIONS

Significant levels of crossing activity may be required to justify phasing type.

Home

Prohibit Right-Turn-on-Red



Prohibiting right-run-on-red movements can be used in locations where obstructions prevent right-turning vehicles from seeing on-coming traffic or where high pedestrian volumes are present.

CRASH REDUCTION EFFECTIVENESS	UNKNOWN	
MODAL SAFETY EMPHASIS		
APPLICABLE FACILITY	URBAN	SUBURBAN
IMPLEMENTATION TIMELINE	 	
COST	\$	

FOCUS CRASH TYPE

Pedestrian struck by turning vehicle, and motorist failed to yield at signalized intersection.

SAFE SYSTEM STRATEGY

Manage conflicts in time.

CONSIDERATIONS

May require provision of right-turn-only lane if there are conflicts between right-turning vehicles and pedestrians.

Home

Prohibit Turns During Pedestrian Phase



Restricts left or right turns during the pedestrian crossing phase at locations where a turning vehicle may conflict with pedestrians in the crosswalk.

CRASH REDUCTION EFFECTIVENESS	UNKNOWN	
MODAL SAFETY EMPHASIS		
APPLICABLE FACILITY	URBAN	SUBURBAN
IMPLEMENTATION TIMELINE		
COST	\$	

FOCUS CRASH TYPE

Pedestrian struck by turning vehicle, motorist turned left in path of bicyclist, and motorist failed to yield at signalized intersection.

SAFE SYSTEM STRATEGY

Manage conflicts in time.

CONSIDERATIONS

This restriction may be displayed with a blank-out sign. May affect operations for right-turn vehicles. May require extending storage to avoid spillback into adjacent through lane

Home

FDM 232.2

Protected Left Turns



Converting a permissive left-turn to a protected left turn phase can reduce angle crashes involving left turning, opposing through vehicles, and non-motorized road users.

CRASH REDUCTION EFFECTIVENESS	LOW	MED	HIGH	CMF Available
MODAL SAFETY EMPHASIS				
APPLICABLE FACILITY	ALL ROADWAYS			
IMPLEMENTATION TIMELINE				
COST	\$			

FOCUS CRASH TYPE

Left turn crashes, pedestrian struck by turning vehicle, and motorist turned left in path of bicyclist.

SAFE SYSTEM STRATEGY

Manage conflicts in time.

CONSIDERATIONS

May require an increase in left-turn queue storage or green time. If new or modified signal heads are required, or if traffic controller equipment needs to be upgraded, cost could be significantly higher.

Home

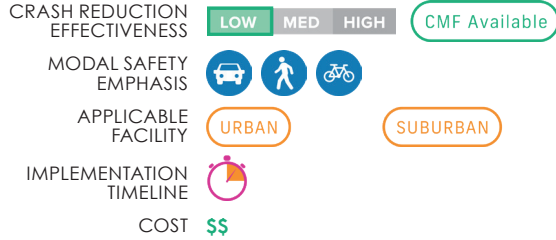


Red Light Camera

FDM 223.2.1.4



A red light camera enforces traffic signal compliance by capturing the image of a vehicle that has entered an intersection during the red phase with the photographic evidence used to issue a traffic violation to registered owner of vehicle.



FOCUS CRASH TYPE

Angle crashes and left turn crashes.

SAFE SYSTEM STRATEGY

Increase attentiveness and awareness, and implement enforcing features to slow traffic.

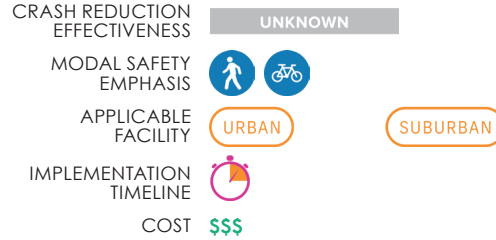
CONSIDERATIONS

Home

Separate Right-Turn Phasing



Provides a green arrow phase for right-turning vehicles, reducing conflicts between right-turning traffic and bicyclists or pedestrians crossing the intersection. Can be paired with no right-turn on-red.



FOCUS CRASH TYPE

Pedestrian struck by turning vehicle and motorist failed to yield at signalized intersection.

SAFE SYSTEM STRATEGY

Manage conflicts in time.

CONSIDERATIONS

May need to be implemented as part of an overall retiming project. U-Turns may need to be prohibited for movements affected by right-turn phasing.

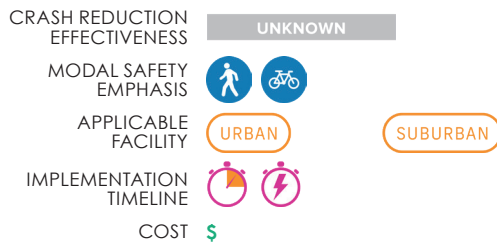
Home

Shorten Cycle Length

TEM 3.11.4



Shorter cycle lengths can reduce the frequency of violations of the traffic control device.



FOCUS CRASH TYPE

Dart/dash.

SAFE SYSTEM STRATEGY

Manage conflicts in time.

CONSIDERATIONS

Should be implemented as part of a corridor or area wide traffic signal retiming program. Short cycle lengths of 60–90 seconds are ideal for urban areas.

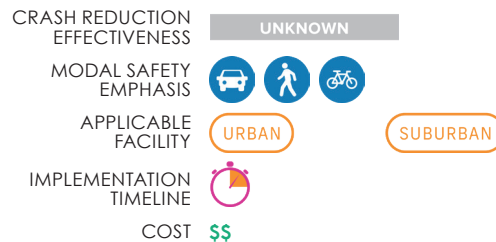
Home

Signal Interconnectivity and Coordination/Green Wave

FDM 201.1.1



The emphasis of improving signal coordination for this countermeasure is to provide an opportunity for signal coordination for a desired speed outcome.



FOCUS CRASH TYPE

Speed related crashes.

SAFE SYSTEM STRATEGY

Manage vehicular speeds and implement enforcing features to slow traffic.

CONSIDERATIONS

Coordinating signals to allow for bicyclist progression, also known as a 'green wave,' gives bicyclists and pedestrians more time to safely cross through the 'green wave' intersections. Emergency vehicle preemption and phasing extensions under other strategies may need to be considered.

Home

Signal Preemption



Allows an authorized operator to override the normal operation of traffic lights, mostly used in the path of an emergency vehicle to reduce conflicts and decrease emergency vehicle response time.

CRASH REDUCTION EFFECTIVENESS

UNKNOWN

MODAL SAFETY EMPHASIS



APPLICABLE FACILITY

ALL ROADWAYS

IMPLEMENTATION TIMELINE



COST

\$\$

FOCUS CRASH TYPE

Varies depending on application context.

SAFE SYSTEM STRATEGY

Manage conflicts in time.

CONSIDERATIONS

Other applications include at railroad crossings as well as school zones where there can be high volumes of pedestrians/bicyclists for short periods of time.

Home

FDM 232.1.6, FDM 232.2

Supplemental Signal Heads



Additional signal heads allow drivers to anticipate signal changes farther away from intersections or when there are visibility issues, such as a curve or bridge structure.

CRASH REDUCTION EFFECTIVENESS

UNKNOWN

MODAL SAFETY EMPHASIS



APPLICABLE FACILITY

ALL ROADWAYS

IMPLEMENTATION TIMELINE



COST

\$\$

FOCUS CRASH TYPE

Angle crashes and left turn crashes.

SAFE SYSTEM STRATEGY

Increase attentiveness and awareness.

CONSIDERATIONS

When new signal heads are added, structural analysis may be required due to the added wind load. Supplemental traffic signals may be placed on the near side of an intersection, far-left, far-right, or very high.

Home

Traffic Signal

FDM 232



Traffic signals allocate the right-of-way to different traffic movements and provide controlled crossings for non-motorized users.

CRASH REDUCTION EFFECTIVENESS

LOW MED HIGH

CMF Available

MODAL SAFETY EMPHASIS



APPLICABLE FACILITY

ALL ROADWAYS

IMPLEMENTATION TIMELINE



COST

\$\$\$

FOCUS CRASH TYPE

Angle crashes and left turn crashes.

SAFE SYSTEM STRATEGY

Remove severe conflicts and manage conflicts in time.

CONSIDERATIONS

While traffic signals have been shown to reduce the most severe types of crashes, they can result in an increase in rear-end collisions.

Home

Upgrade Signal Head



Replacing 8-inch signal heads with 12-inch signal heads improves visibility of signals and aiding drivers' advanced perception of upcoming intersections.

CRASH REDUCTION EFFECTIVENESS

LOW MED HIGH

CMF Available

MODAL SAFETY EMPHASIS



APPLICABLE FACILITY

ALL ROADWAYS

IMPLEMENTATION TIMELINE



COST

\$

FOCUS CRASH TYPE

Angle crashes and left turn crashes.

SAFE SYSTEM STRATEGY

Increase attentiveness and awareness.

CONSIDERATIONS

Structural analysis may be required due to the added wind load.

Home

B. Signing and Striping

Installing additional signs and pavement markings can be a low-cost way to improve safety outcomes. However, to be effective, they often need to be implemented with other roadway modifications for maximum effectiveness, and sign clutter should be avoided. These types of projects can often be implemented with planned Resurfacing, Restoration and Rehabilitation (RRR) projects.

Strategies included in this section are:

1. Advance Stop Bar
2. Advance Yield Markings
3. Chevron Signs on Horizontal Curves
4. Curve Advance Warning Sign
5. Flashing Beacon as Advance Warning
6. LED-Enhanced Sign
7. Painted Centerline and Raised Pavement Markers at Curves
8. Pavement Speed Legends
9. Prohibit Left Turn
10. Stop for Pedestrians Sign
11. Striping Through Intersection
12. Time-Based Turn Restriction
13. Upgrade Intersection Pavement Markings
14. Upgrade Signs with Fluorescent Sheeting
15. Upgrade Striping
16. Upgrade to Larger Warning Signs
17. Wayfinding



FDM 230.6

Advance Stop Bar



Stop lines placed in advance of pedestrian crossings increasing visibility of pedestrians and reducing crossing encroachment.

CRASH REDUCTION EFFECTIVENESS

UNKNOWN

MODAL SAFETY EMPHASIS



APPLICABLE FACILITY

URBAN

SUBURBAN

IMPLEMENTATION TIMELINE



COST

\$

FOCUS CRASH TYPE

Multiple threat/trapped.

SAFE SYSTEM STRATEGY

Increase attentiveness and awareness.

CONSIDERATIONS

Creating a wider stop bar or setting the stop bar further back may be appropriate for locations with known crosswalk encroachment issues.

Home

FDM 230.6

Advance Yield Markings



A yield line placed in advance of pedestrian crossings to indicate where a vehicle stop is intended, increasing visibility of pedestrians and reducing crossing encroachment.

CRASH REDUCTION EFFECTIVENESS

UNKNOWN

MODAL SAFETY EMPHASIS



APPLICABLE FACILITY

URBAN

SUBURBAN

IMPLEMENTATION TIMELINE



COST

\$

FOCUS CRASH TYPE

Multiple threat/trapped.

SAFE SYSTEM STRATEGY

Increase attentiveness and awareness.

CONSIDERATIONS

Can be paired with other treatments, like RRFs and/or high visibility crosswalks.

Home

TEM 4.5.4

Chevron Signs on Horizontal Curves



Signs that warn drivers of an approaching curve and provide tracking information.

CRASH REDUCTION EFFECTIVENESS

LOW MED HIGH

CMF Available

MODAL SAFETY EMPHASIS



APPLICABLE FACILITY

SUBURBAN

RURAL

IMPLEMENTATION TIMELINE



COST

\$

FOCUS CRASH TYPE

Collision with fixed objects, and run off the road crashes.

SAFE SYSTEM STRATEGY

Increase attentiveness and awareness.

CONSIDERATIONS

Can be paired with other treatments, like rumble strips.

Home

TEM 2.41.3

Curve Advance Warning Sign



Signage that notifies drivers of an approaching curve providing additional reaction time to slow down.

CRASH REDUCTION EFFECTIVENESS

LOW MED HIGH

CMF Available

MODAL SAFETY EMPHASIS



APPLICABLE FACILITY

SUBURBAN

RURAL

IMPLEMENTATION TIMELINE



COST

\$

FOCUS CRASH TYPE

Collision with fixed objects and run off the road crashes.

SAFE SYSTEM STRATEGY

Increase attentiveness and awareness.

CONSIDERATIONS

This warning sign is ideally combined with other infrastructure that alerts drivers of the curve, such as chevron signs, delineators, and flashing beacons.

Home

FDM 202.3.13, TEM 3.1

Flashing Beacon as Advance Warning



Device paired with signage can notify motorists of an upcoming intersection or crosswalk, providing additional reaction time.

CRASH REDUCTION
EFFECTIVENESS

UNKNOWN

MODAL SAFETY
EMPHASIS



APPLICABLE
FACILITY

ALL ROADWAYS

IMPLEMENTATION
TIMELINE



COST

\$\$

FOCUS CRASH TYPE

Angle crashes, through vehicle at signalized intersection, and right turn crashes.

SAFE SYSTEM STRATEGY

Increase attentiveness and awareness.

CONSIDERATIONS

Solar powered units can reduce construction costs associated with providing electricity. Beacon can also be used as an advance warning for red light ahead (typically when visibility to the signal is compromised by horizontal or vertical curve).

Home

LED-Enhanced Sign



Signage with LED lights embedded in the outline increasing sign visibility and are most effective at locations with visibility limitations or with a documented history of drivers failing to see or obey the sign.

CRASH REDUCTION
EFFECTIVENESS

LOW MED HIGH

CMF Available

MODAL SAFETY
EMPHASIS



APPLICABLE
FACILITY

ALL ROADWAYS

IMPLEMENTATION
TIMELINE



COST

\$

FOCUS CRASH TYPE

Angle crashes, motorist failed to yield at unsignalized intersection, and through vehicle at unsignalized intersection.

SAFE SYSTEM STRATEGY

Increase attentiveness and awareness.

CONSIDERATIONS

The LEDs may be set to flash or operate in a steady mode.

Home

Painted Centerline and Raised Pavement Markers at Curves



A raised pavement marker is a small device attached to the road and used as a positioning guide for drivers.

CRASH REDUCTION
EFFECTIVENESS

LOW MED HIGH

CMF Available

MODAL SAFETY
EMPHASIS



APPLICABLE
FACILITY

RURAL

IMPLEMENTATION
TIMELINE



COST

\$

FOCUS CRASH TYPE

Head on, collision with fixed objects, and run off the road crashes.

SAFE SYSTEM STRATEGY

Increase attentiveness and awareness.

CONSIDERATIONS

Home

FDM 202.3.10

Pavement Speed Legends



Speed legends are numerals painted on the roadway indicating the current speed limit in mph, usually placed near speed limit signposts.

CRASH REDUCTION
EFFECTIVENESS

UNKNOWN

MODAL SAFETY
EMPHASIS



APPLICABLE
FACILITY

URBAN

SUBURBAN

IMPLEMENTATION
TIMELINE



COST

\$

FOCUS CRASH TYPE

Speed related crashes.

SAFE SYSTEM STRATEGY

Increase attentiveness and awareness.

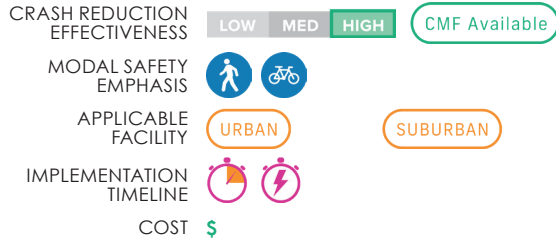
CONSIDERATIONS

Home

Prohibit Left Turn



Prohibitions of left turns at locations where a turning vehicle may conflict with pedestrians in the crosswalk or where opposing traffic volume is high and there is not sufficient room for a separate turn lane.



FOCUS CRASH TYPE

Left turn crashes, pedestrian struck by turning vehicle, and motorist turned left in path of bicyclist.

SAFE SYSTEM STRATEGY

Manage conflicts in time.

CONSIDERATIONS

U-turns may need to be accommodated elsewhere on the corridor.

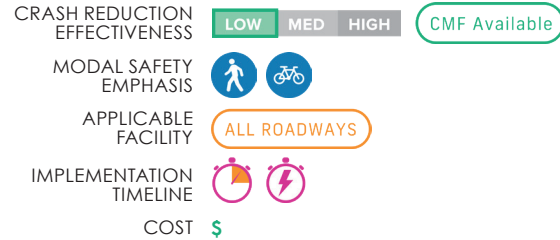
[Home](#)

Stop for Pedestrians Sign

TEM 2.39



"Stop for Pedestrians" signs alert drivers about the presence of pedestrians. These signs are required with advance stop lines. Other sign types can be placed on the centerline in the roadway.



FOCUS CRASH TYPE

Through vehicle at unsignalized intersection, motorist failed to yield at unsignalized intersection.

SAFE SYSTEM STRATEGY

Increase attentiveness and awareness.

CONSIDERATIONS

May need to be paired with education and enforcement.

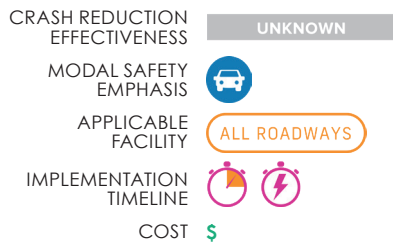
[Home](#)

Striping Through Intersection

FDM 230



Pavement markings that guide vehicles through intersections which helps drivers remain in their lanes throughout an intersection.



FOCUS CRASH TYPE

Sideswipes.

SAFE SYSTEM STRATEGY

Increase attentiveness and awareness.

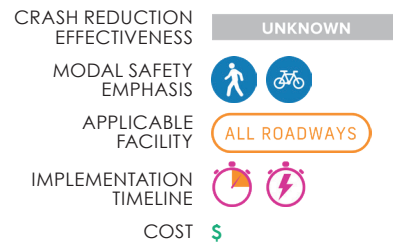
CONSIDERATIONS

[Home](#)

Time-Based Turn Restriction



Restricts left-turns or right-turns during certain time periods when there may be increased potential for conflict (e.g., peak periods, school hours).



FOCUS CRASH TYPE

Pedestrian struck by turning vehicle, motorist turned left in path of bicyclist, and motorist turned right in path of bicyclist.

SAFE SYSTEM STRATEGY

Manage conflicts in time.

CONSIDERATIONS

If not enforced, could limit effectiveness.

[Home](#)

Upgrade Intersection Pavement Markings



Upgrading intersection pavement markings can improve safety by increasing the visibility of intersections for drivers approaching and at the intersection.

CRASH REDUCTION EFFECTIVENESS

UNKNOWN

MODAL SAFETY EMPHASIS



APPLICABLE FACILITY

ALL ROADWAYS

IMPLEMENTATION TIMELINE



COST

\$

FOCUS CRASH TYPE

Angle crashes, through vehicle at unsignalized intersection, and motorist failed to yield at unsignalized intersection.

SAFE SYSTEM STRATEGY

Increase attentiveness and awareness.

CONSIDERATIONS

Upgrading intersection pavement marking can include "Stop Ahead" markings and the addition of centerlines and stop bars.

[Home](#)

Upgrade Signs with Fluorescent Sheeting



Upgrading to signs with retroreflective sheeting improves safety by increasing visibility of signs to drivers at night.

CRASH REDUCTION EFFECTIVENESS

LOW MED HIGH

CMF Available

MODAL SAFETY EMPHASIS



APPLICABLE FACILITY

ALL ROADWAYS

IMPLEMENTATION TIMELINE



COST

\$

FOCUS CRASH TYPE

Nighttime crashes.

SAFE SYSTEM STRATEGY

Increase attentiveness and awareness.

CONSIDERATIONS

Depending on sign locations, a structural/wind analysis may need to be conducted.

[Home](#)

Upgrade Striping



Restripe lanes with reflective striping to improve striping visibility and clarify lane assignment, especially where the number of lanes changes.

CRASH REDUCTION EFFECTIVENESS

UNKNOWN

MODAL SAFETY EMPHASIS



APPLICABLE FACILITY

ALL ROADWAYS

IMPLEMENTATION TIMELINE



COST

\$

FOCUS CRASH TYPE

Sideswipes.

SAFE SYSTEM STRATEGY

Increase attentiveness and awareness.

CONSIDERATIONS

[Home](#)

Upgrade to Larger Warning Signs



Upgrading to larger warning signs improves safety by increasing visibility of the information provided, particularly for older drivers.

CRASH REDUCTION EFFECTIVENESS

UNKNOWN

MODAL SAFETY EMPHASIS



APPLICABLE FACILITY

ALL ROADWAYS

IMPLEMENTATION TIMELINE



COST

\$

FOCUS CRASH TYPE

Crashes involving older drivers.

SAFE SYSTEM STRATEGY

Increase attentiveness and awareness.

CONSIDERATIONS

[Home](#)

Wayfinding

FDM 223.6, TEM 2.36



A network of signs that highlight nearby pedestrian and bicycle facilities and guide users to the most appropriate crossing locations.

CRASH REDUCTION
EFFECTIVENESS

UNKNOWN

MODAL SAFETY
EMPHASIS



APPLICABLE
FACILITY

URBAN

SUBURBAN

IMPLEMENTATION
TIMELINE



COST



FOCUS CRASH TYPE

Pedestrian and bicycle crashes.

SAFE SYSTEM STRATEGY

Increase attentiveness and awareness.

CONSIDERATIONS

Should be implemented with a route naming system. Can consider including travel time information.

Home

C. Bikeways

In the MetroPlan Orlando region, people bicycling are overrepresented in collisions where someone is seriously injured or killed. Providing dedicated space for cyclists separate from high-speed vehicle traffic can improve safety outcomes. Where dedicated space cannot be provided or there is a high density of conflict areas such as driveways or side streets, managing vehicle speeds, increasing visibility, and improving the predictability of roadway users can help to manage and reduce those conflicts and is critical to improving safety outcomes.

One of the most effective measures is a dedicated pathway separate from vehicle travel. While bike lanes may help to reduce the potential for a collision by making drivers aware of the likely presence of bicyclists, they are not as effective as a separate path with minimal conflicts with side-streets or driveways especially on higher speed roadways. People bicycling are particularly vulnerable in conflict zones.

Some countermeasures aim to increase cyclist visibility in conflict zones and provide clear direction to other roadway users. In areas where there is constrained right-of-way, signing and pavement markings can be effective. However, like most strategies these are context specific. For example, shared lane markings are appropriate on roadways with vehicle travel speeds of less than 25 mph and daily traffic volumes of less than 2,000. As speeds and traffic volumes increase, additional separation should be provided between vehicles and cyclists. The strategies below assume that other roadway design elements are incorporated to manage vehicle speeds to an appropriate level for the proposed bicycle facility.

Strategies included in this section are:

1. Bicycles May Use Full Lane Sign
2. Bike Lane/Buffered Bike Lane
3. Floating Transit Island
4. Mixing Zone
5. Parking Buffer
6. Separated Bikeway
7. Two-Stage Turn Queue Bike Box

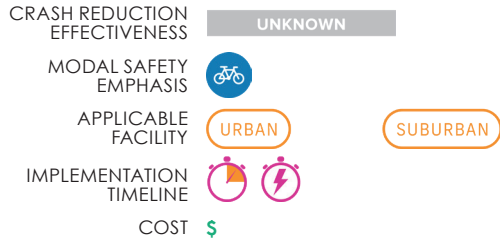


Bicycles May Use Full Lane Sign

TEM 2.11.3



Signage that indicates cyclists may use the full lane, discouraging unsafe motorist passage.



FOCUS CRASH TYPE

Vehicle overtakes bicycle, motorist turns right in path of bicyclist, and bicycle crashes at driveways.

SAFE SYSTEM STRATEGY

Increase attentiveness and awareness.

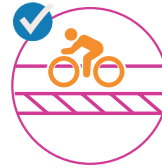
CONSIDERATIONS

Volumes and number of conflicts need to be considered in the selection of this treatment.

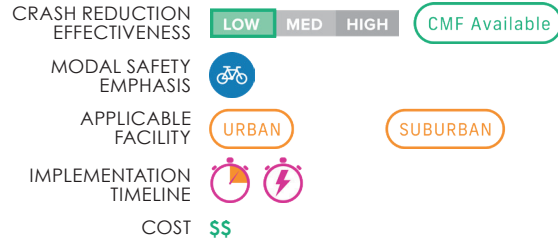
Home

Bike Lane/Buffered Bike Lane

FDM 223.2.1



Lanes marked with symbols and signs specifically for bicycles, reducing bike/vehicle conflicts and slowing vehicle speeds via the road-narrowing effect. May or may not include a painted buffer space.



FOCUS CRASH TYPE

Vehicle overtakes bicycle.

SAFE SYSTEM STRATEGY

Remove severe conflicts.

CONSIDERATIONS

Consult FHWA Bikeway Selection Guide.

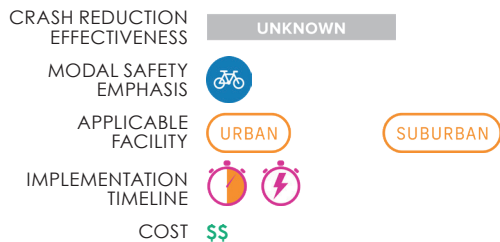
Home

Floating Transit Island

FDM 210.3.2.3



Separates the bike facility and transit boarding area, reducing conflict between the two modes, and lowering the risk of collision.



FOCUS CRASH TYPE

Bike/pedestrian crashes.

SAFE SYSTEM STRATEGY

Manage conflicts in time.

CONSIDERATIONS

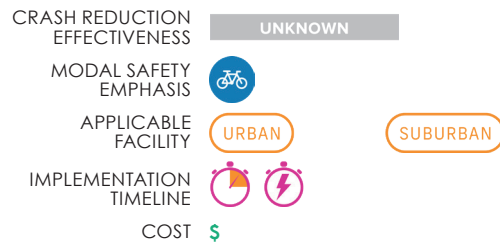
Drainage and ADA requirements should be considered.

Home

Mixing Zone



Lane markings to delineate space for bicyclists and motorists within the same lane and indicate the intended path for bicyclists to reduce conflict with turning motor vehicles.



FOCUS CRASH TYPE

Motorist turns right in path of bicyclist.

SAFE SYSTEM STRATEGY

Manage conflicts in time, and increase attentiveness and awareness.

CONSIDERATIONS

May not be appropriate at intersections with very high peak automobile right turn demand.

Home



FDM 223.4

Parking Buffer



Pavement markings denoting door zone of parked vehicles to help bicyclists maintain safe positioning on the roadway

CRASH REDUCTION
EFFECTIVENESS

UNKNOWN

MODAL SAFETY
EMPHASIS



APPLICABLE
FACILITY

URBAN

SUBURBAN

IMPLEMENTATION
TIMELINE



COST

\$

FOCUS CRASH TYPE

Dooring.

SAFE SYSTEM STRATEGY

Remove severe conflicts, manage conflicts in time, and increase attentiveness and awareness.

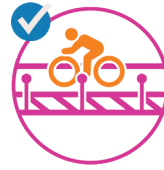
CONSIDERATIONS

Door zones should be a minimum of 3 feet.

[Home](#)

FDM 223.2.4

Separated Bikeway



A bikeway with physical separation (horizontal and vertical) from vehicle traffic, designated lane markings, pavement legends, and signage, which reduces conflicts between bicycles and vehicles on the road.

CRASH REDUCTION
EFFECTIVENESS

LOW MED HIGH

MODAL SAFETY
EMPHASIS



APPLICABLE
FACILITY

URBAN

SUBURBAN

IMPLEMENTATION
TIMELINE



COST

\$\$\$

FOCUS CRASH TYPE

Vehicle overtakes bicycle.

SAFE SYSTEM STRATEGY

Manage conflicts in time.

CONSIDERATIONS

A raised barrier of plastic posts and painted pavement is a low-cost/quick build option. Special treatments may be needed at driveways/intersections.

[Home](#)

FDM 223.2.1.5

Two-Stage Turn Queue Bike Box



Roadway treatment for left turns at signalized intersections from the right-side bike lane protecting bicyclists from traffic.

CRASH REDUCTION
EFFECTIVENESS

UNKNOWN

MODAL SAFETY
EMPHASIS



APPLICABLE
FACILITY

URBAN

SUBURBAN

IMPLEMENTATION
TIMELINE



COST

\$

FOCUS CRASH TYPE

Motorist failed to yield at signalized intersection, and bicyclist turned left into path of motorist.

SAFE SYSTEM STRATEGY

Manage conflicts in time and increase attentiveness and awareness.

CONSIDERATIONS

Prohibition of right turns on red may be required.

[Home](#)

D. Pedestrian Facilities

People walking are also overrepresented in collisions in the MetroPlan Orlando region where someone is killed or seriously injured. Providing more visible and frequent marked and controlled crossings, decreasing pedestrian crossing distance, and extending the amount of time to cross the street can help to reduce collisions. Many of these strategies also benefit other modes of travel although the primary benefit is to people walking.

Lighting is also a key element and can improve the visibility of all roadway users. Pedestrian detection can be used at trail crossings where users might not activate the crossing signal. Installing a median barrier can be a way to discourage pedestrian crossings, however a review of the pedestrian desire lines in the area should be conducted as there may be a reason, such as a bus stop on one side of the street and a shopping center or apartment complex on the other side. It is unlikely and unrealistic to expect pedestrians to walk a significant distance out of their way to use a protected crossing, especially in Florida weather. Typically, people are not willing to walk more than 300 to 400 feet to a crossing and while it may not be practical to install a pedestrian crossing every 600 to 800 feet (such that you are never farther than 300 to 400 feet from the nearest crossing), other strategies such as relocating a bus stop could also be part of the solution.

Strategies included in this section are:

1. Add Sidewalk
2. Co-Locate Bus Stops and Pedestrian Crossings
3. Curb Extensions
4. High-Visibility Crosswalk
5. Mark/Upgrade Pedestrian Crossing at Uncontrolled Locations
6. Pedestrian Hybrid Beacon
7. Rectangular Rapid Flashing Beacon
8. Restripe Crosswalk
9. Shared Use Path
10. Widen Sidewalk



Add Sidewalk

FDM 222.2.1



Adding sidewalks provides a separated and continuous facility for people to walk along the roadway, and reduces the potential for people walking in the roadway, conflicting with vehicle travel.

CRASH REDUCTION EFFECTIVENESS

LOW

MED

HIGH

CMF Available

MODAL SAFETY EMPHASIS



APPLICABLE FACILITY

ALL ROADWAYS

IMPLEMENTATION TIMELINE



COST

\$\$

FOCUS CRASH TYPE

Pedestrian walking along roadway.

SAFE SYSTEM STRATEGY

Remove severe conflicts.

CONSIDERATIONS

In combination with new sidewalks, appropriate marked and controlled crossing locations should be identified.

Home

Co-Locate Bus Stops and Pedestrian Crossings

FDM 222.2.8



Place bus stops and pedestrian crossings in close proximity to allow transit riders to cross the street safely.

CRASH REDUCTION EFFECTIVENESS

UNKNOWN

MODAL SAFETY EMPHASIS



APPLICABLE FACILITY

ALL ROADWAYS

IMPLEMENTATION TIMELINE



COST

\$

FOCUS CRASH TYPE

Dart/dash and multiple threat/trapped.

SAFE SYSTEM STRATEGY

Remove severe conflicts, and increase attentiveness and awareness.

CONSIDERATIONS

Could include relocation of existing bus stops, or installation of new crossing treatments.

Home

Curb Extensions

FDM 202.3.12, TEM 5.2.7.5



A traffic calming measure that extends the sidewalk for a short distance at a crossing location to reduce the crossing distance and increase visibility.

CRASH REDUCTION EFFECTIVENESS

UNKNOWN

MODAL SAFETY EMPHASIS



APPLICABLE FACILITY

URBAN

SUBURBAN

IMPLEMENTATION TIMELINE



COST

\$\$

FOCUS CRASH TYPE

Dart/dash, multiple threat/trapped, pedestrian struck by turning vehicle, through vehicle at unsignalized intersection, and through vehicle at signalized intersection.

SAFE SYSTEM STRATEGY

Manage vehicular speeds, and increase attentiveness and awareness.

CONSIDERATIONS

Drainage and ADA requirements should be considered. Paint and plastic curb extensions are a low-cost/quick build option.

Home

High-Visibility Crosswalk

FDM 230.3.1



Crosswalks made from high-visibility material, such as thermoplastic tape, instead of paint, improving safety by increasing the visibility of marked crosswalks.

CRASH REDUCTION EFFECTIVENESS

UNKNOWN

MODAL SAFETY EMPHASIS



APPLICABLE FACILITY

ALL ROADWAYS

IMPLEMENTATION TIMELINE



COST

\$

FOCUS CRASH TYPE

Pedestrian struck by turning vehicle, and through vehicle at signalized intersection.

SAFE SYSTEM STRATEGY

Increase attentiveness and awareness.

CONSIDERATIONS

Crosswalk treatments should consider wear patterns and maintenance requirements.

Home

FDM 222.2.3

Mark/Upgrade Pedestrian Crossing at Uncontrolled Locations (Signs and Markings Only)



Marked crossings can channelize pedestrian travel and alert drivers that people may be crossing the roadway.

CRASH REDUCTION EFFECTIVENESS	LOW	MED	HIGH	CMF Available
MODAL SAFETY EMPHASIS				
APPLICABLE FACILITY	URBAN		SUBURBAN	
IMPLEMENTATION TIMELINE				
COST	\$			

FOCUS CRASH TYPE

Pedestrian struck by turning vehicle, and through vehicle at unsignalized intersection.

SAFE SYSTEM STRATEGY

Manage conflicts in time, and increase attentiveness and awareness.

CONSIDERATIONS

Crossing locations should consider pedestrian destinations on both sides of roadway, pedestrian desire lines, as well as vehicle travel patterns.

[Home](#)

FDM 215.2.9, TEM 5.2.5.2

Pedestrian Hybrid Beacon



A pedestrian-hybrid beacon (PHB) notifies oncoming motorists to stop with a series of red and yellow lights. Unlike a traffic signal, the PHB rests in dark until a pedestrian activates it via pushbutton or other form of detection.

CRASH REDUCTION EFFECTIVENESS	LOW	MED	HIGH	CMF Available
MODAL SAFETY EMPHASIS				
APPLICABLE FACILITY	URBAN		SUBURBAN	
IMPLEMENTATION TIMELINE				
COST	\$\$\$			

FOCUS CRASH TYPE

Dart/dash, multiple threat/trapped, and through vehicle at unsignalized intersection.

SAFE SYSTEM STRATEGY

Manage conflicts in time.

CONSIDERATIONS

May require driver and pedestrian education.

[Home](#)

FDM 230.2.9, TEM 5.2.5.2

Rectangular Rapid Flashing Beacon



A rectangular rapid flashing beacon (RRFB) is a pedestrian-activated flashing light with signage to alert motorists of a pedestrian crossing. It improves safety by increasing the visibility of marked crosswalks and provides motorists a cue to slow down and yield to pedestrians.

CRASH REDUCTION EFFECTIVENESS	LOW	MED	HIGH	CMF Available
MODAL SAFETY EMPHASIS				
APPLICABLE FACILITY	URBAN		SUBURBAN	
IMPLEMENTATION TIMELINE				
COST	\$\$			

FOCUS CRASH TYPE

Through vehicle at unsignalized intersection, dart/dash, and multiple threat/trapped.

SAFE SYSTEM STRATEGY

Manage conflicts in time.

CONSIDERATIONS

RRFBs should be reserved for use at locations with pedestrian safety issues as their overuse could diminish the effectiveness.

[Home](#)

Restripe Crosswalk



Periodic restriping of crosswalks is necessary to ensure the traffic markings are visible. Crosswalk may be restriped with high visibility markings.

CRASH REDUCTION EFFECTIVENESS	UNKNOWN			
MODAL SAFETY EMPHASIS				
APPLICABLE FACILITY	ALL ROADWAYS			
IMPLEMENTATION TIMELINE				
COST	\$			

FOCUS CRASH TYPE

Pedestrian struck by turning vehicle, through vehicle at signalized intersection, and through vehicle at unsignalized intersection.

SAFE SYSTEM STRATEGY

Increase attentiveness and awareness.

CONSIDERATIONS

Crosswalk treatments should consider wear patterns and maintenance requirements.

[Home](#)



Shared Use Path

FDM 224



A 12' foot facility that is separated from the vehicular travel way for use by bicyclists, pedestrians, skaters, wheelchair users, joggers, and other users. When adjacent to a travel lane, these are referred to as side paths.

CRASH REDUCTION
EFFECTIVENESS

UNKNOWN

MODAL SAFETY
EMPHASIS



APPLICABLE
FACILITY

SUBURBAN

RURAL

IMPLEMENTATION
TIMELINE



COST \$\$\$

FOCUS CRASH TYPE

Vehicle/pedestrian crashes and vehicle/bicyclist crashes.

SAFE SYSTEM STRATEGY

Remove severe conflicts.

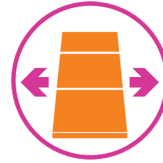
CONSIDERATIONS

May require right-of-way.

Home

Widen Sidewalk

FDM 222.2.1.1



Widening sidewalks provides a more comfortable space for pedestrians and provides space to accommodate people in wheelchairs.

CRASH REDUCTION
EFFECTIVENESS

UNKNOWN

MODAL SAFETY
EMPHASIS



APPLICABLE
FACILITY

URBAN

SUBURBAN

IMPLEMENTATION
TIMELINE



COST \$\$

FOCUS CRASH TYPE

Pedestrian walking along roadway.

SAFE SYSTEM STRATEGY

Remove severe conflicts.

CONSIDERATIONS

May require right-of-way.

Home

E. Intersections and Roadways

Changing intersection and roadway design features such as eliminating turn lanes where people driving do not have to stop (sometimes known as slip lanes) to slow vehicle turning movements, narrowing travel lanes to promote slower speeds, and constructing sidewalks are some effective methods. Many intersection and roadway design measures may require public outreach and detailed analysis. For example, partially closing a roadway could result in community concerns about increased traffic on other streets or the need to make improvements at other locations.

Some improvements such as a protected intersection where setbacks, dedicated lanes, and curbs protect people walking and bicycling, and force slow turns for people driving, can be expensive and might need to be programmed as a capital improvement project. There are often opportunities to take advantage of reallocating right-of-way, especially as part of planned resurfacing projects. For instance, lane repurposing to add/enhance bicycle and pedestrian facilities are good candidates for inclusion with other planned roadway projects. For many of the roadway design changes noted below, there are opportunities for cost savings when incorporated as part of routine maintenance projects, like resurfacing.

Strategies included in this section are:

1. All-Way Stop Control
2. Bicycle Crossing (Solid Green Paint)
3. Bike Box
4. Centerline Hardening
5. Close Slip Lane
6. Crosswalk Density
7. Curb-Return Radius Reduction
8. Delineators, Reflectors, and/or Object Markers
9. Directional Median Openings to Restrict Left Turns
10. Doubled-up, Oversized Stop Signs
11. Enhanced Daylighting/Slow Turn Wedge
12. Extend Bike Lane to Intersection
13. Gateway Treatments
14. Green Conflict Striping
15. Guardrail
16. Hardened Median Nose Extension
17. High Friction Surface Treatment
18. Impact Attenuators
19. Intersection Reconstruction and Tightening
20. Lane Repurposing
21. Median Barrier
22. On-Street Parking
23. Paint and Plastic Median
24. Paint and Plastic Mini Circle/Mini Roundabout
25. Partial Closure/Diverter
26. Protected Intersection
27. Raised Crosswalk
28. Raised Intersection
29. Raised Median
30. Reduced Left-Turn Conflict Intersection
31. Refuge Island
32. Retroreflective Signal Backplates
33. Roundabout
34. Rumble Strips
35. Safety Edge
36. Speed Hump, Speed Table or Speed Cushion
37. Straighten Crosswalk
38. Superelevation at Horizontal Curve Locations
39. Widen/Pave Shoulder



All-Way Stop Control

FDM 212.2.3



An all-way stop-controlled intersection requires all vehicles to stop before crossing the intersection and better allocates the right-of-way between roadway users.

CRASH REDUCTION EFFECTIVENESS

LOW MED HIGH

CMF Available

MODAL SAFETY EMPHASIS



APPLICABLE FACILITY

ALL ROADWAYS

IMPLEMENTATION TIMELINE



COST

\$

FOCUS CRASH TYPE

Angle crashes.

SAFE SYSTEM STRATEGY

Manage conflicts in time.

CONSIDERATIONS

Consider incorporating with high visibility crosswalks. Advanced signage may be necessary depending on speed and other roadway characteristics. Installation of unwarranted AWSC can lower stopping compliance.

Home

Bicycle Crossing (Solid Green Paint)

FDM 223.2.1.4, TEM 5.2.7.1



Green paint across an intersection that enhances bicycle safety and visibility.

CRASH REDUCTION EFFECTIVENESS

LOW MED HIGH

CMF Available

MODAL SAFETY EMPHASIS



APPLICABLE FACILITY

URBAN

SUBURBAN

IMPLEMENTATION TIMELINE



COST

\$

FOCUS CRASH TYPE

Motorist turns left in path of bicyclist, motorist turns right in path of bicyclist, and motorist failed to yield at signalized intersection.

SAFE SYSTEM STRATEGY

Increase attentiveness and awareness.

CONSIDERATIONS

In high travel areas, green paint can degrade and a maintenance plan should be developed.

Home

Bike Box

FDM 233.2.1.5



An area at an intersection with a signal where cyclists can move ahead of stopped traffic providing a designated and visible way to get ahead of queuing traffic.

CRASH REDUCTION EFFECTIVENESS

UNKNOWN

MODAL SAFETY EMPHASIS



APPLICABLE FACILITY

URBAN

SUBURBAN

IMPLEMENTATION TIMELINE



COST

\$

FOCUS CRASH TYPE

Motorist failed to yield at signalized intersection and bicyclist turned left into path of motorist.

SAFE SYSTEM STRATEGY

Increase attentiveness and awareness.

CONSIDERATIONS

In high travel areas, green paint can degrade and a maintenance plan should be developed.

Home

Centerline Hardening



Physical elements on the centerline, like bollards and rubber curbs, that encourage slower vehicle turns.

CRASH REDUCTION EFFECTIVENESS

UNKNOWN

MODAL SAFETY EMPHASIS



APPLICABLE FACILITY

URBAN

SUBURBAN

IMPLEMENTATION TIMELINE



COST

\$

FOCUS CRASH TYPE

Pedestrian struck by turning vehicle.

SAFE SYSTEM STRATEGY

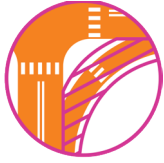
Manage vehicular speeds.

CONSIDERATIONS

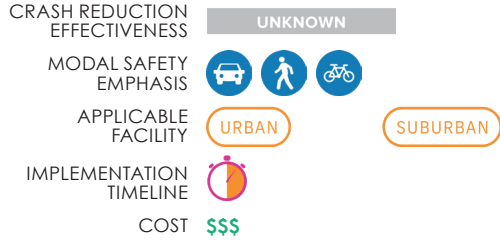
Design should consider truck volumes and resulting wheel track in placement of hardening features.

Home

Close Slip Lane



Modification of an intersection to remove the sweeping right turn lane resulting in shorter pedestrian crossings, reduced turning speeds, and better sight lines.



FOCUS CRASH TYPE

Right turn crashes, pedestrian struck by turning vehicle, motorist turns left in path of bicyclist, and motorist turns right in path of bicyclist.

SAFE SYSTEM STRATEGY

Remove severe conflicts, manage vehicular speeds, and increase attentiveness and awareness.

CONSIDERATIONS

Drainage and ADA requirements should be considered.

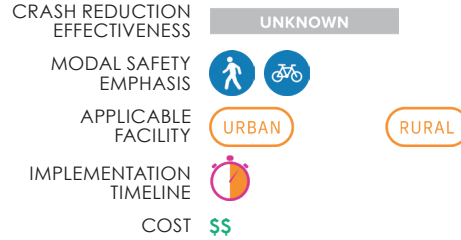
[Home](#)

Crosswalk Density

FDM 202.3.7



Short blocks (500 feet or less) can manage speed by limiting driver acceleration distance between intersections. If used in conjunction with marked crosswalks, short blocks also create engagement. Where short-blocks do not exist, mid-block crosswalks can be used to simulate the short block effect.



FOCUS CRASH TYPE

Vehicle/pedestrian crashes and vehicle/bicyclist crashes.

SAFE SYSTEM STRATEGY

Manage conflicts and increase attentiveness and awareness.

CONSIDERATIONS

May be challenging to retrofit buildout areas. Policy framework that requires increased intersection/crossing density as areas redevelop could be considered.

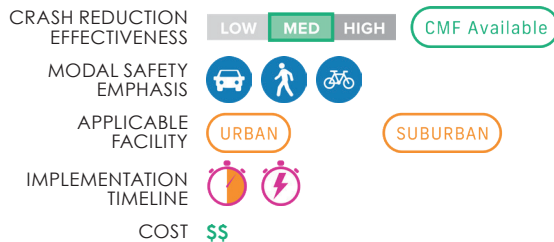
[Home](#)

Curb-Return Radius Reduction

FDM TABLE 212.12.3



This refers to the curvature of the curb line when two streets intersect. Reducing the size of the curb return radius can decrease the speed of turning vehicles and reduce the length of crossings.



FOCUS CRASH TYPE

Speed related crashes, pedestrian struck by turning vehicle, and bicyclist struck by turning vehicle.

SAFE SYSTEM STRATEGY

Manage vehicular speeds.

CONSIDERATIONS

Can create drainage problems, emergency vehicles would need to be considered in design, and may be difficult for large trucks to navigate.

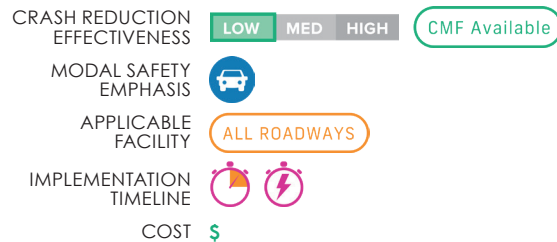
[Home](#)

Delineators, Reflectors, and/or Object Markers

FDM 230.2.7



Devices that warn drivers of an approaching curve or fixed object providing additional reaction time to slow down.



FOCUS CRASH TYPE

Run off the road and collision with fixed objects.

SAFE SYSTEM STRATEGY

Increase attentiveness and awareness.

CONSIDERATIONS

The selection of adhesive should be carefully considered when installing delineators in hot climates.

[Home](#)

FDM 212.14.5

Directional Median Openings to Restrict Left Turns



A median with selective openings that limits the number of turning movement and reduces the number of conflict points.

CRASH REDUCTION EFFECTIVENESS	LOW	MED	HIGH	CMF Available
MODAL SAFETY EMPHASIS				
APPLICABLE FACILITY	URBAN		SUBURBAN	
IMPLEMENTATION TIMELINE				
COST	\$			

FOCUS CRASH TYPE

Angle crashes, and left turn crashes.

SAFE SYSTEM STRATEGY

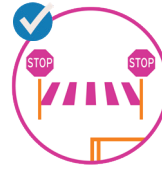
Remove severe conflicts, and increase attentiveness and awareness.

CONSIDERATIONS

Need for U-Turns should be evaluated and accommodated along the corridor.

[Home](#)

Doubled-up, Oversized Stop Signs



Treatment provides for left and right, oversized advance intersection warning signs. Retroreflective sheeting on sign posts and enhanced pavement markings that delineate through lane edge lines are typically provided.

CRASH REDUCTION EFFECTIVENESS	LOW	MED	HIGH	
MODAL SAFETY EMPHASIS				
APPLICABLE FACILITY	RURAL			
IMPLEMENTATION TIMELINE				
COST	\$			

FOCUS CRASH TYPE

Run off the road, collision with fixed objects, angle crashes, and motorist failed to yield at unsignalized intersection.

SAFE SYSTEM STRATEGY

Increase attentiveness and awareness.

CONSIDERATIONS

Can also be paired with flashing beacons.

[Home](#)

Enhanced Daylighting/Slow Turn Wedge



Paint and bollards that extend the curb and slow turns at intersections which increases safety by expanding driver field of vision and slowing vehicle travel.

CRASH REDUCTION EFFECTIVENESS	UNKNOWN			
MODAL SAFETY EMPHASIS				
APPLICABLE FACILITY	URBAN		SUBURBAN	
IMPLEMENTATION TIMELINE				
COST	\$			

FOCUS CRASH TYPE

Pedestrian struck by turning vehicle and motorist turns left in path of bicyclist.

SAFE SYSTEM STRATEGY

Increase attentiveness and awareness.

CONSIDERATIONS

Quick curb and other treatments can be used with minor impacts to drainage under quick build conditions.

[Home](#)

FDM 223.2.4.5

Extend Bike Lane to Intersection



Where a bike lane is dropped due to a right turn lane, the intersection approach is restriped to allow for bicyclists to move to the left side of right turning vehicles ahead of reaching the intersection.

CRASH REDUCTION EFFECTIVENESS	LOW	MED	HIGH	CMF Available
MODAL SAFETY EMPHASIS				
APPLICABLE FACILITY	URBAN		SUBURBAN	
IMPLEMENTATION TIMELINE				
COST	\$			

FOCUS CRASH TYPE

Motorist turns right in path of bicyclist.

SAFE SYSTEM STRATEGY

Manage conflicts in time.

CONSIDERATIONS

In locations with high right-turn volumes, consider bike ramp to sidewalk/ side path.

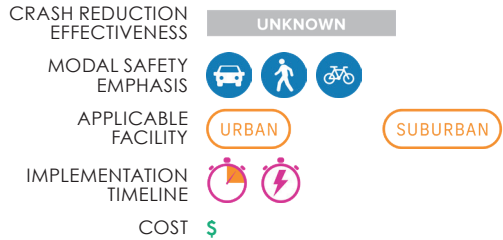
[Home](#)

Gateway Treatments

FDM 223.2.1.4



Gateway treatments are intended to alert roadway users that they are entering a different context and that they should expect pedestrians/bicyclists.



FOCUS CRASH TYPE

Vehicle/pedestrian crashes and vehicle/bicyclist crashes.

SAFE SYSTEM STRATEGY

Increase attentiveness and awareness, and implement enforcing features to slow traffic.

CONSIDERATIONS

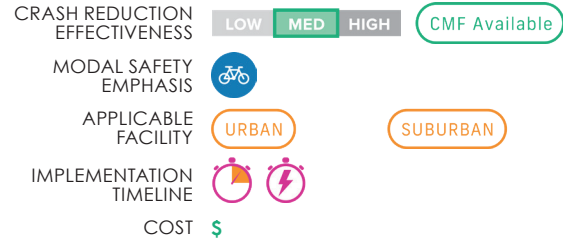
Examples of gateway treatments include signage, delineators, curb extensions, roundabouts, textured pavements, or other treatments intended to visually signal a changed condition to drivers.

[Home](#)

Green Conflict Striping



Dashed green markings in bike lanes near or through intersections increasing bicyclist visibility and identifying potential conflict points so both bicyclists and motorists use caution when traversing the area.



FOCUS CRASH TYPE

Motorist turns left in path of bicyclist, motorist turns right in path of bicyclist, and motorist failed to yield at signalized intersection.

SAFE SYSTEM STRATEGY

Increase attentiveness and awareness.

CONSIDERATIONS

In high travel areas, green paint can degrade and a maintenance plan should be developed.

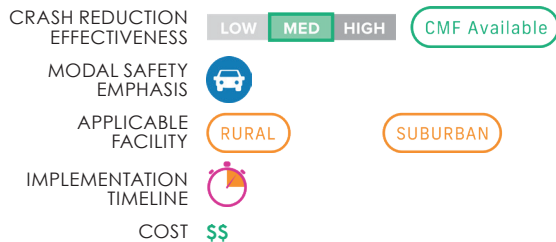
[Home](#)

Guardrail

FDM 215



A device that reduces the severity of lane departure crashes by redirecting a vehicle away from embankment slopes or fixed objects and dissipating the energy of an errant vehicle.



FOCUS CRASH TYPE

Run off the road crashes and collisions with fixed objects.

SAFE SYSTEM STRATEGY

Remove severe conflicts.

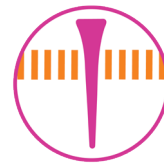
CONSIDERATIONS

There are several different types of guardrail designs that should be considered based on the area context.

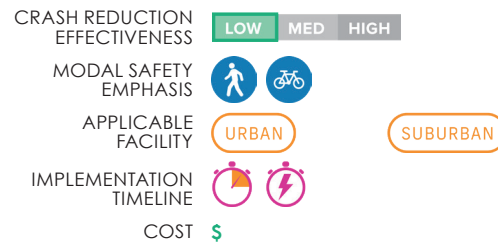
[Home](#)

Hardened Median Nose Extension

FDM 210.3.3



An extension of the median nose can reduce pedestrian exposure and can improve the crossing experience of multi-lane roadways. Median noses that extend past the crosswalk protect people waiting in the median and slow turning drivers.



FOCUS CRASH TYPE

Vehicle/pedestrian crashes, vehicle/bicyclist crashes, and left-turn crashes.

SAFE SYSTEM STRATEGY

Manage conflicts and increase attentiveness and awareness.

CONSIDERATIONS

Design should consider truck volumes and resulting wheel track in placement of median nose extension.

[Home](#)



High Friction Surface Treatment



High friction surface treatments can improve pavement friction under all conditions and help reduce the frequency of crashes by allowing motorists to stop faster than on non-treated pavement.

CRASH REDUCTION EFFECTIVENESS

LOW MED HIGH

CMF Available

MODAL SAFETY EMPHASIS



APPLICABLE FACILITY

ALL ROADWAYS

IMPLEMENTATION TIMELINE



COST

\$\$

FOCUS CRASH TYPE

Run off the road crashes, and collisions with fixed objects.

SAFE SYSTEM STRATEGY

Remove severe conflicts.

CONSIDERATIONS

Treatments can last for 8-12 years so a maintenance schedule outside the RRR process may need to be developed.

Home

Impact Attenuators

FDM 215.4.3



A device that brings an errant vehicle to a more-controlled stop or redirects the vehicle away from a rigid object, typically used to shield rigid roadside objects such as concrete barrier ends, steel guardrail ends and bridge pillars.

CRASH REDUCTION EFFECTIVENESS

LOW MED HIGH

CMF Available

MODAL SAFETY EMPHASIS



APPLICABLE FACILITY

RURAL

IMPLEMENTATION TIMELINE



COST

\$\$

FOCUS CRASH TYPE

Run off the road, and collision with fixed objects.

SAFE SYSTEM STRATEGY

Remove severe conflicts.

CONSIDERATIONS

Can be used in permanent or temporary (construction zone) applications. Attenuators should only be installed where it is impractical for the objects to be removed.

Home

Intersection Reconstruction and Tightening



Reconstructing irregular intersections should can provide better visibility for all road users, and may also reduce high speed turns and pedestrian crossing lengths.

CRASH REDUCTION EFFECTIVENESS

UNKNOWN

MODAL SAFETY EMPHASIS



APPLICABLE FACILITY

URBAN

SUBURBAN

IMPLEMENTATION TIMELINE



COST

\$\$\$

FOCUS CRASH TYPE

Right turn crashes, pedestrian struck by turning vehicle, and motorist turns right in path of bicyclist.

SAFE SYSTEM STRATEGY

Increase attentiveness and awareness.

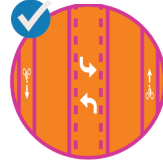
CONSIDERATIONS

Drainage and ADA requirements should be considered, in addition to the turn movements of trucks.

Home

Lane Repurposing

FDM 202.1.1



A right of way reallocation can modify the space dedicated to vehicle travel to create space for bicycle facilities, add a buffer to existing bicycle facilities, wider sidewalks, or center turn lanes.

CRASH REDUCTION EFFECTIVENESS

LOW MED HIGH

CMF Available

MODAL SAFETY EMPHASIS



APPLICABLE FACILITY

URBAN

SUBURBAN

IMPLEMENTATION TIMELINE



COST

\$\$

FOCUS CRASH TYPE

Speed related crashes, pedestrian walking along roadway, and vehicle overtaking bicycle.

SAFE SYSTEM STRATEGY

Manage vehicular speeds and manage conflicts in time.

CONSIDERATIONS

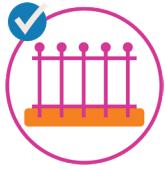
There may be concerns about traffic diversion to other streets.

Home



Median Barrier

FDM 215.4.6.4



Barrier in the center of the roadway that physically separates opposing vehicular traffic and controls access to and from side streets and driveways, reducing conflict points. This may or may not have the intent of preventing pedestrian crossings. The potential for pedestrian diversion should be a primary factor in determining if this is an appropriate treatment.

CRASH REDUCTION EFFECTIVENESS

LOW MED HIGH

CMF Available

MODAL SAFETY EMPHASIS



APPLICABLE FACILITY

ALL ROADWAYS

IMPLEMENTATION TIMELINE



COST \$\$\$

FOCUS CRASH TYPE

Run off the road, collision with fixed objects, head on, and median crossover crashes.

SAFE SYSTEM STRATEGY

Remove severe conflicts.

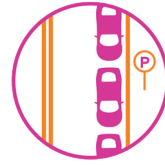
CONSIDERATIONS

Median breaks should be identified to allow maintenance and emergency vehicles to cross the median at appropriate locations.

Home

On-Street Parking

FDM 202.3.2, FDM 210.2.3



On-street parking can provide a buffer between pedestrians/ bicyclists and the travel lane, increasing safety and comfort. It can also be used to manage speeds when adjacent to a travel lane as parking maneuvers and driving next to parked vehicles creates friction that slows drivers.

CRASH REDUCTION EFFECTIVENESS

LOW MED HIGH

CMF Available

MODAL SAFETY EMPHASIS



APPLICABLE FACILITY

URBAN

SUBURBAN

IMPLEMENTATION TIMELINE



COST \$\$\$

FOCUS CRASH TYPE

Vehicle/pedestrian crashes.

SAFE SYSTEM STRATEGY

Implement enforcing features to slow traffic.

CONSIDERATIONS

If there are bike lanes or high volumes of bicyclists, a minimum of 3 feet should be provided to prevent "dooring". Providing the appropriate separation between the bicycle facility, travel way, and parking lane is critical.

Home

Paint and Plastic Median



A painted median with plastic posts between the two directions of travel, reducing vehicular speeding and discourages risky turning movements.

CRASH REDUCTION EFFECTIVENESS

UNKNOWN

MODAL SAFETY EMPHASIS



APPLICABLE FACILITY

URBAN

SUBURBAN

IMPLEMENTATION TIMELINE



COST \$

FOCUS CRASH TYPE

Pedestrian struck by turning vehicle and motorist turns left in path of bicyclist.

SAFE SYSTEM STRATEGY

Increase attentiveness and awareness, and implement enforcing features to slow traffic.

CONSIDERATIONS

If posts are routinely being knocked down, a different treatment may be warranted.

Home

Paint and Plastic Mini Circle/ Mini Roundabout



Mini circles use paint and soft hit posts to replace stop-controlled intersections with a circular design that slows traffic and eliminates left turns and reduces conflicts. Mini roundabouts use curb treatments for a more permanent installation.

CRASH REDUCTION EFFECTIVENESS

UNKNOWN

MODAL SAFETY EMPHASIS



APPLICABLE FACILITY

URBAN

SUBURBAN

IMPLEMENTATION TIMELINE



COST \$\$

FOCUS CRASH TYPE

Angle crashes and left turn crashes.

SAFE SYSTEM STRATEGY

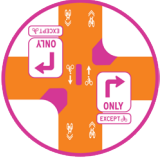
Remove severe conflicts and implement enforcing features to slow traffic.

CONSIDERATIONS

These should only be considered on low volume, low speed streets where trucks are not routinely expected to be.

Home

Partial Closure/Diverter



A roadway treatment that restricts select vehicle movements using physical diversion while allowing bicyclists and pedestrians to proceed.

CRASH REDUCTION
EFFECTIVENESS

UNKNOWN

MODAL SAFETY
EMPHASIS



APPLICABLE
FACILITY

URBAN

SUBURBAN

IMPLEMENTATION
TIMELINE



COST

\$

FOCUS CRASH TYPE

Pedestrian and bicycle crashes.

SAFE SYSTEM STRATEGY

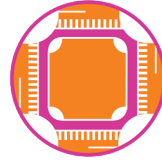
Remove severe conflicts and implement enforcing features to slow traffic.

CONSIDERATIONS

Should be implemented as part of a larger traffic calming plan to minimize effects of diverted traffic to residential streets.

[Home](#)

Protected Intersection



Protected intersections use corner islands, curb extensions, and colored paint to delineate bicycle and pedestrian movements across an intersection, slowing driving speeds and providing shorter crossing distances.

CRASH REDUCTION
EFFECTIVENESS

UNKNOWN

MODAL SAFETY
EMPHASIS



APPLICABLE
FACILITY

URBAN

SUBURBAN

IMPLEMENTATION
TIMELINE



COST

\$\$-\$\$\$

FOCUS CRASH TYPE

Pedestrian struck by turning vehicle, motorist turns right in path of bicyclist, and motorist failed to yield at signalized intersection.

SAFE SYSTEM STRATEGY

Remove severe conflicts, manage vehicular speeds, manage conflicts in time, and increase attentiveness and awareness.

CONSIDERATIONS

Drainage and ADA requirements should be considered.

[Home](#)

Raised Crosswalk

FDM 202.3.8, TEM 5.2.7.5



Raised crosswalks are typically elevated 3-6 inches above the road or at sidewalk level and improves safety by increasing crosswalk and pedestrian visibility and slowing down motorists.

CRASH REDUCTION
EFFECTIVENESS

LOW

MED

HIGH

CMF Available

MODAL SAFETY
EMPHASIS



APPLICABLE
FACILITY

URBAN

SUBURBAN

IMPLEMENTATION
TIMELINE



COST

\$\$

FOCUS CRASH TYPE

Through vehicle at signalized intersection, through vehicle at unsignalized intersection, and pedestrian struck by turning vehicle.

SAFE SYSTEM STRATEGY

Manage vehicular speeds, and increase attentiveness and awareness.

CONSIDERATIONS

Drainage and ADA requirements should be considered.

[Home](#)

Raised Intersection

FDM 202.3.8



Elevates the intersection to bring vehicles to the sidewalk level. Serves as a traffic calming measure by extending the sidewalk context across the road.

CRASH REDUCTION
EFFECTIVENESS

UNKNOWN

MODAL SAFETY
EMPHASIS



APPLICABLE
FACILITY

URBAN

SUBURBAN

IMPLEMENTATION
TIMELINE



COST

\$\$\$

FOCUS CRASH TYPE

Through vehicle at signalized intersection, through vehicle at unsignalized intersection, and pedestrian struck by turning vehicle.

SAFE SYSTEM STRATEGY

Manage vehicular speeds, and increase attentiveness and awareness.

CONSIDERATIONS

Drainage and ADA requirements should be considered.

[Home](#)

Raised Median

TEM 5.2.7.5



Curbed sections in the center of the roadway that are physically separated from vehicular traffic. Raised medians can also help control access to and from side streets and driveways, reducing conflict points.

CRASH REDUCTION EFFECTIVENESS

LOW MED HIGH

CMF Available

MODAL SAFETY EMPHASIS



APPLICABLE FACILITY

URBAN

SUBURBAN

IMPLEMENTATION TIMELINE



COST

\$\$

FOCUS CRASH TYPE

Angle crashes, head on, and dart/dash.

SAFE SYSTEM STRATEGY

Manage vehicular speeds.

CONSIDERATIONS

Need for U-Turns should be evaluated and accommodated along the corridor.

Home

Reduced Left-Turn Conflict Intersection

FDM 212.1.1



Geometric designs that alter how left-turn movements occur can simplify decisions and minimize the potential for related crashes.

CRASH REDUCTION EFFECTIVENESS

LOW MED HIGH

CMF Available

MODAL SAFETY EMPHASIS



APPLICABLE FACILITY

SUBURBAN

RURAL

IMPLEMENTATION TIMELINE



COST

\$\$\$

FOCUS CRASH TYPE

Left turn crashes and angle crashes.

SAFE SYSTEM STRATEGY

Manage conflicts in time, and increase attentiveness and awareness.

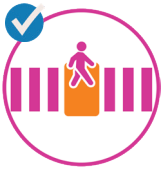
CONSIDERATIONS

Two highly effective designs that rely on U-turns to complete certain left-turn movements are known as the restricted crossing U-turn (RCUT) and the median U-turn (MUT). These treatments may require additional ROW.

Home

Refuge Island

FDM 210.3.2.3, TEM 5.2.7.5



Provides a raised barrier in the center of the roadway restricting certain turning movements and providing a place for pedestrians to wait if they are unable to finish crossing the intersection. It reduces the number of potential conflict points and the exposure of pedestrians crossing the roadway.

CRASH REDUCTION EFFECTIVENESS

LOW MED HIGH

CMF Available

MODAL SAFETY EMPHASIS



APPLICABLE FACILITY

URBAN

SUBURBAN

IMPLEMENTATION TIMELINE



COST

\$\$

FOCUS CRASH TYPE

Dart/dash, through vehicle at signalized intersection, and through vehicle at unsignalized intersection.

SAFE SYSTEM STRATEGY

Manage conflicts in time, and increase attentiveness and awareness.

CONSIDERATIONS

Pedestrian refuge areas can be constructed from paint and plastic as part of a low-cost/quick build project.

Home

Retroreflective Signal Backplates

FDM 232.1.5, TEM 3.9



Backplates added to a traffic signal head improve the visibility of the illuminated face of the signal by introducing a controlled-contrast background, which can be retroreflective.

CRASH REDUCTION EFFECTIVENESS

LOW MED HIGH

CMF Available

MODAL SAFETY EMPHASIS



APPLICABLE FACILITY

ALL ROADWAYS

IMPLEMENTATION TIMELINE



COST

\$

FOCUS CRASH TYPE

Angle crashes and left turn crashes.

SAFE SYSTEM STRATEGY

Increase attentiveness and awareness.

CONSIDERATIONS

When an entire backplate is added, structural analysis may be required due to the added wind load.

Home

Roundabout

FDM 231.3.3



A circular non-signalized intersection where traffic flows in one direction that reduces conflict points.

CRASH REDUCTION EFFECTIVENESS

LOW MED HIGH

CMF Available

MODAL SAFETY EMPHASIS



APPLICABLE FACILITY

ALL ROADWAYS

IMPLEMENTATION TIMELINE



COST \$\$\$

FOCUS CRASH TYPE

Severe crashes, angle crashes, and left turn crashes.

SAFE SYSTEM STRATEGY

Remove severe conflicts and manage vehicular speeds.

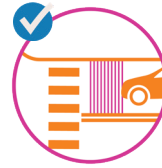
CONSIDERATIONS

Typically requires more right-of-way than traditional intersection and can be challenging for visually impaired people to navigate. Additional pedestrian treatments may be needed at some roundabouts.

Home

Rumble Strips

FDM 210.4.6 , TEM 5.2.7.5



Pavement treatments that create noise and vibration inside the vehicle that alert a driver as they cross the center or edge line to get the attention of a distracted or drowsy driver or under low visibility conditions.

CRASH REDUCTION EFFECTIVENESS

LOW MED HIGH

CMF Available

MODAL SAFETY EMPHASIS



APPLICABLE FACILITY

RURAL

IMPLEMENTATION TIMELINE



COST \$

FOCUS CRASH TYPE

Run off the road crashes and collisions with fixed objects.

SAFE SYSTEM STRATEGY

Increase attentiveness and awareness.

CONSIDERATIONS

Can create noise pollution and may not be appropriate near residential uses. May also pose problems for bicyclists and motorcyclists.

Home

Safety Edge



A safety edge is intended to minimize drop-off-related crashes as the shoulder pavement edge is sloped at an angle (30-35 degrees) to make it easier for a driver to safely reenter the roadway after inadvertently driving onto the shoulder.

CRASH REDUCTION EFFECTIVENESS

LOW MED HIGH

CMF Available

MODAL SAFETY EMPHASIS



APPLICABLE FACILITY

RURAL

IMPLEMENTATION TIMELINE



COST \$

FOCUS CRASH TYPE

Run off the road crashes and collisions with fixed objects.

SAFE SYSTEM STRATEGY

Remove severe conflicts.

CONSIDERATIONS

Drainage and added impervious surface would need to be evaluated.

Home

Speed Hump, Speed Table or Speed Cushion

FDM 202.3.8



Vertical deflection device to raise the entire wheelbase of a vehicle and encourage motorists to travel at slower speeds.

CRASH REDUCTION EFFECTIVENESS

LOW MED HIGH

CMF Available

MODAL SAFETY EMPHASIS



APPLICABLE FACILITY

URBAN

SUBURBAN

IMPLEMENTATION TIMELINE



COST \$

FOCUS CRASH TYPE

Speed related crashes.

SAFE SYSTEM STRATEGY

Manage vehicular speeds and implement enforcing features to slow traffic.

CONSIDERATIONS

Drainage and emergency vehicle access will need to be considered. Speed cushions may be more appropriate on roadways with frequent emergency response vehicles.

Home

FDM 222.2.3

Straighten Crosswalk



Alignment of crosswalks to be perpendicular to the sidewalk, reducing pedestrian cross time and increasing sight lines.

CRASH REDUCTION EFFECTIVENESS

UNKNOWN

MODAL SAFETY EMPHASIS



APPLICABLE FACILITY

ALL ROADWAYS

IMPLEMENTATION TIMELINE



COST

\$

FOCUS CRASH TYPE

Pedestrian crashes.

SAFE SYSTEM STRATEGY

Increase attentiveness and awareness.

CONSIDERATIONS

Location of drainage inlets may affect curb ramp placement.

Home

FDM 240.2.1.4

Superelevation at Horizontal Curve Locations



A rotation and rising of pavement as the road curves that offsets sideways vehicular momentum preventing motorists from losing control.

CRASH REDUCTION EFFECTIVENESS

UNKNOWN

MODAL SAFETY EMPHASIS



APPLICABLE FACILITY

RURAL

IMPLEMENTATION TIMELINE



COST

\$\$

FOCUS CRASH TYPE

Run off the road crashes and collisions with fixed objects.

SAFE SYSTEM STRATEGY

Remove severe conflicts.

CONSIDERATIONS

Design speed should be evaluated as part of any geometric design change.

Home

FDM 210.4

Widen/Pave Shoulder



Widened and paved shoulders provide a breakdown lane and can help to reduce run-off-road crashes and are most beneficial on rural roads without paved shoulders.

CRASH REDUCTION EFFECTIVENESS

LOW

MED

HIGH

CMF Available

MODAL SAFETY EMPHASIS



APPLICABLE FACILITY

RURAL

IMPLEMENTATION TIMELINE



COST

\$\$

FOCUS CRASH TYPE

Run off the road, collision with fixed objects, vehicle overtakes bicycle.

SAFE SYSTEM STRATEGY

Remove severe conflicts.

CONSIDERATIONS

Adding paved shoulders within horizontal curve sections may help agencies maximize benefits of the treatment while minimizing costs as opposed to adding paved shoulders to an entire corridor. While widening/paving shoulders can provide a space for bicyclists, it should not be considered a replacement for a designated bicycle facility appropriate for the context.

F. Speed Management

Speed is an overarching contributing factor to many fatal and serious-injury crashes across all collision types in the region, with most fatal and severe injury crashes occurring on high-speed roadways. Therefore, a focus of engineering countermeasures is context appropriate speeds. A variety of proven techniques can be applied to reduce travel speed that are also considered as cross cutting strategies:

- Lane Repurposing – Reallocating the right-of-way to serve all roadway users can result in a reduction in the number of travel lanes on a street, which can enable the slowest driver to set the operating speed on a street, rather than the fastest driver. (See discussion in intersection and roadways)
- Traffic calming – Vertical devices such as speed humps and speed tables, horizontal devices such as bulbouts, chicanes, or mini traffic circles/roundabouts all have documented speed-reduction effects. These treatments are typically limited to local and collector roads, but sometimes are installed on arterial roadways depending on the context. (Traffic calming measures, such as speed humps and raised intersections are provided in the intersection and roadways section)
- Signal Coordination – Traffic signal coordination to maintain desired operating speeds along corridors. This strategy can reduce the incentive for people to drive more than the posted speed limit between intersections as it removes the potential for travel time savings. (See discussion in signals)
- Realigning skewed intersections – Broad, wide-radius turns can be made at high speeds. Tighter turns, closer to 90 degrees with a small radius are made at lower speeds. This strategy can also have the added benefit of reducing intersection crossing distances and increasing overall visibility. (See discussion in intersection and roadways)
- Reducing travel lane widths – Narrower travel lanes encourage lower vehicle speeds. Recent updates to the American Association of State Highway Transportation Officials' (AASHTO) A Policy on Geometric Design of Highways and Streets included allowances for narrow travel lanes in recognition of safety research that showed little or no difference in crash history in a variety of contexts.
- Roundabouts – By introducing horizontal deflection onto otherwise straight roadways, roundabouts can reduce operating speeds. Additionally, roundabouts have proven safety benefits compared to standard intersections. (See information related to roundabouts in Intersection and roadway design)

Strategies included in this section are:

- | | |
|-----------------------------|--------------------------------|
| 1. Appropriate Speed Limits | 5. Speed Cameras |
| 2. Chicane | 6. Speed Feedback Sign |
| 3. Landscape Buffer | 7. Speed Sensitive Rest on Red |
| 4. Lane Narrowing | 8. Variable Speed Limits |

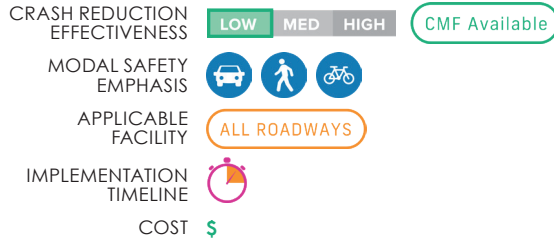


Appropriate Speed Limits

FDM 201



Setting speed limits to reflect the surrounding context of the roadway and that meet with driver expectations can help improve driver respect for speed limits.



FOCUS CRASH TYPE

Speed related crashes.

SAFE SYSTEM STRATEGY

Manage vehicular speeds.

CONSIDERATIONS

Speed limit changes absent construction of engineering countermeasures should consider crash history and actual travel speeds. Speed limits that appear inconsistent may be ignored by the majority of drivers and this may contribute to lack of respect for speed limit and other traffic laws. Cost does not include implementation of engineering countermeasures to achieve desired speeds.

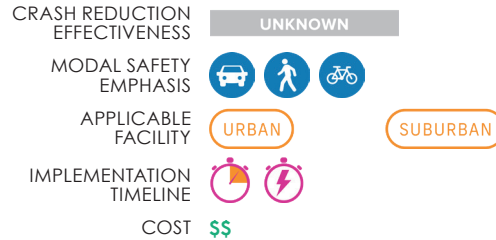
Home

Chicane

FDM 202.3.3



Uses centerline deflection within existing curb by placing vertical barriers (e.g., curbs, on-street parking) to require vehicle operators to make frequent horizontal movements, which typically reduces vehicular speeds.



FOCUS CRASH TYPE

Speed related crashes.

SAFE SYSTEM STRATEGY

Manage vehicular speeds, and implement enforcing features to slow traffic.

CONSIDERATIONS

Can create drainage problems, Potential for head-on collisions increases depending on context, May be difficult for large trucks to navigate

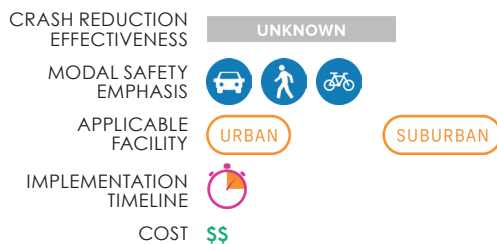
Home

Landscape Buffer

FDM 270.2



Landscape separating drivers from bicyclists and pedestrians increases space between the modes and can produce a traffic calming effect by encouraging drivers to drive at slower speeds.



FOCUS CRASH TYPE

Speed related crashes.

SAFE SYSTEM STRATEGY

Manage vehicular speeds and implement enforcing features to slow traffic.

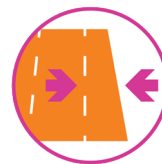
CONSIDERATIONS

Maintenance plan for landscaping may need to be developed.

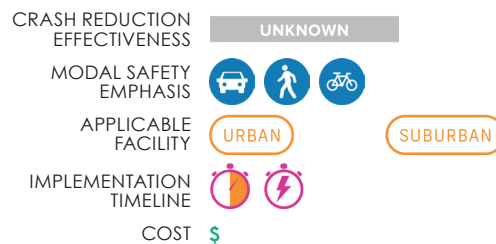
Home

Lane Narrowing

FDM 202.3.4



Lane narrowing can encourage motorists to travel at slower speeds, which can reduce the severity of crashes.



FOCUS CRASH TYPE

Speed related crashes.

SAFE SYSTEM STRATEGY

Manage vehicular speeds and implement enforcing features to slow traffic.

CONSIDERATIONS

Lane narrowing through restriping can provide opportunities to widen bike lanes.

Home



Speed Cameras



These devices can capture the speed of a vehicle and a license plate to supplement traditional methods of enforcement. Signage should be installed to warn drivers in advance of the first speed camera on a corridor.

CRASH REDUCTION EFFECTIVENESS	LOW	MED	HIGH	CMF Available
MODAL SAFETY EMPHASIS				
APPLICABLE FACILITY	ALL ROADWAYS			
IMPLEMENTATION TIMELINE				
COST	\$\$			

FOCUS CRASH TYPE

Speed related crashes.

SAFE SYSTEM STRATEGY

Manage vehicular speeds and implement enforcing features to slow traffic.

CONSIDERATIONS

These are allowed in Florida in school zones.

Home

Speed Feedback Sign

FDM 202.3.9



Notifies drivers of their current speed, usually followed by a reminder of the posted speed limit, providing a cue for drivers to check their speed and slow down.

CRASH REDUCTION EFFECTIVENESS	LOW	MED	HIGH	CMF Available
MODAL SAFETY EMPHASIS				
APPLICABLE FACILITY	ALL ROADWAYS			
IMPLEMENTATION TIMELINE				
COST	\$			

FOCUS CRASH TYPE

Speed related crashes.

SAFE SYSTEM STRATEGY

Implement enforcing features to slow traffic.

CONSIDERATIONS

Some units can collect data to identify the most prevalent times of day/week for speeding to aim in law enforcement activities.

Home

Speed Sensitive Rest on Red



At certain hours (e.g. late night) a signal remains red for all approaches or certain approaches until a vehicle approaches the intersection. If the vehicle is going faster than the desired speed, the signal will not turn green until after the vehicle stops. If the vehicle is going the desired speed the signal will change to green before the vehicle arrives.

CRASH REDUCTION EFFECTIVENESS	UNKNOWN			
MODAL SAFETY EMPHASIS				
APPLICABLE FACILITY	URBAN SUBURBAN			
IMPLEMENTATION TIMELINE				
COST	\$\$			

FOCUS CRASH TYPE

Speed related crashes.

SAFE SYSTEM STRATEGY

Manage vehicular speeds and implement enforcing features to slow traffic.

CONSIDERATIONS

Can be paired with variable speed warning signs.

Home

Variable Speed Limits

SPEED ZONING 10.1



Variable speed limits (VSLs) can improve safety performance and traffic flow by reducing speed variance (i.e., improving speed harmonization). The speed limit changes according to the current environmental and road conditions and is displayed on an electronic traffic sign.

CRASH REDUCTION EFFECTIVENESS	LOW	MED	HIGH	CMF Available
MODAL SAFETY EMPHASIS				
APPLICABLE FACILITY	ALL ROADWAYS			
IMPLEMENTATION TIMELINE				
COST	\$\$			

FOCUS CRASH TYPE

Speed related crashes, secondary crashes, and work zone.

SAFE SYSTEM STRATEGY

Manage vehicular speeds.

CONSIDERATIONS

VSLs may also improve driver expectation by providing information in advance of slowdowns and potential lane closures, which could reduce the probability for secondary crashes. VSLs can mitigate adverse weather conditions or slow faster-moving traffic as it approaches a queue or bottleneck. Particularly effective on urban and rural freeways and high-speed arterials with posted speed limits greater than 40 mph.

G. Other Engineering Strategies

Several other strategies are not focused on a singular mode and can benefit all roadway users. For example, consolidating driveways and improving lighting can benefit all roadway users. Curbside management is most commonly needed in urban areas where there is high competition for curb space, where effective management strategies can reduce passenger loading from travel lanes, reduce double parked delivery vehicles, and increase transit reliability.

Strategies included in this section are:

1. Access Management/Close Driveway
2. Create or Increase Clear Zone
3. Far-Side Bus Stop
4. Intersection Lighting
5. Relocate Select Hazardous Utility Poles
6. Remove Obstructions For Sightlines
7. Segment Lighting
8. Upgrade Lighting to LED



Access Management/Close Driveway

FDM 223.2.4.5



Driveway movements may create conflicts between pedestrians, bicyclists and vehicles, especially within 250 feet of intersections. Closing or modifying driveways, may reduce potential conflicts.

CRASH REDUCTION EFFECTIVENESS

LOW MED HIGH

MODAL SAFETY EMPHASIS



APPLICABLE FACILITY

URBAN

SUBURBAN

IMPLEMENTATION TIMELINE



COST

\$\$

FOCUS CRASH TYPE

Driveway related pedestrian crashes, angle crashes, left turn crashes, and right turn crashes.

SAFE SYSTEM STRATEGY

Remove severe conflicts, and increase attentiveness and awareness.

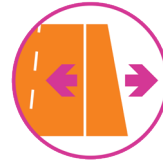
CONSIDERATIONS

Need for U-Turns should be evaluated and accommodated along the corridor, and reciprocal access may be required.

Home

Create or Increase Clear Zone

FDM 215.2.3



A clear zone is an unobstructed roadside area that allows a driver to regain control of a vehicle that has left the road.

CRASH REDUCTION EFFECTIVENESS

LOW MED HIGH

CMF Available

MODAL SAFETY EMPHASIS



APPLICABLE FACILITY

RURAL

IMPLEMENTATION TIMELINE



COST

\$\$

FOCUS CRASH TYPE

Run off the road and collision with fixed objects.

SAFE SYSTEM STRATEGY

Remove severe conflicts.

CONSIDERATIONS

Creating or increasing clear zones within horizontal curve sections may help agencies maximize benefits of the treatment while minimizing costs, as opposed to providing a clear zone throughout an entire corridor.

Home

Far-Side Bus Stop

FDM 225.3



Located immediately after an intersection, allowing the bus to pass through the intersection before stopping, encourages pedestrians to cross behind the bus for greater visibility and can improve transit service reliability.

CRASH REDUCTION EFFECTIVENESS

UNKNOWN

MODAL SAFETY EMPHASIS



APPLICABLE FACILITY

URBAN

SUBURBAN

IMPLEMENTATION TIMELINE



COST

\$

FOCUS CRASH TYPE

Dart/dash and multiple threat/trapped.

SAFE SYSTEM STRATEGY

Remove severe conflicts, and increase attentiveness and awareness.

CONSIDERATIONS

Bus stops should be located in proximity to marked and controlled crossings, especially in circumstances when destinations are on opposite side of the street. Coordination with transit agency is required.

Home

Intersection Lighting

FDM 231



Lighting improves safety by increasing visibility of all road users, and is most effective at reducing or preventing collisions at night.

CRASH REDUCTION EFFECTIVENESS

LOW MED HIGH

CMF Available

MODAL SAFETY EMPHASIS



APPLICABLE FACILITY

ALL ROADWAYS

IMPLEMENTATION TIMELINE



COST

\$\$

FOCUS CRASH TYPE

Nighttime crashes.

SAFE SYSTEM STRATEGY

Increase attentiveness and awareness.

CONSIDERATIONS

Location of landscaping that could affect lighting levels on the street should be evaluated.

Home

FDM 215.4.7

Relocate Select Hazardous Utility Poles



Relocating or removing utility poles from within the clear zone alleviates the potential for fixed-object crashes.

CRASH REDUCTION EFFECTIVENESS

LOW MED HIGH

CMF Available

MODAL SAFETY EMPHASIS



APPLICABLE FACILITY

RURAL

IMPLEMENTATION TIMELINE



COST \$\$

FOCUS CRASH TYPE

Run off the road and collisions with fixed objects.

SAFE SYSTEM STRATEGY

Remove severe conflicts.

CONSIDERATIONS

Public Right-of-Way Accessibility Guidelines (PROWAG) require 48-inch pedestrian clear zone which may accelerate the need to relocate utility poles within pedestrian paths of travel.

Home

Remove Obstructions For Sightlines



Remove objects that may prevent drivers and pedestrians from having a clear sightline, such as installing red curb at intersection approaches to remove parked vehicles (also called "daylighting"), trimming or removing landscaping, or removing or relocating large signs.

CRASH REDUCTION EFFECTIVENESS

LOW MED HIGH

CMF Available

MODAL SAFETY EMPHASIS



APPLICABLE FACILITY

ALL ROADWAYS

IMPLEMENTATION TIMELINE



COST \$

FOCUS CRASH TYPE

Angle crashes, pedestrian struck by turning vehicle, motorist failed to yield at unsignalized intersection, motorist failed to yield at signalized intersection, and bicycle sidewalk crashes.

SAFE SYSTEM STRATEGY

Increase attentiveness and awareness.

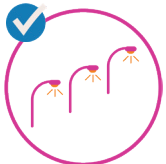
CONSIDERATIONS

Landscaping obstructions may require more routine maintained.

Home

FDM 231

Segment Lighting



Lighting along roadways that improves visibility at night.

CRASH REDUCTION EFFECTIVENESS

LOW MED HIGH

CMF Available

MODAL SAFETY EMPHASIS



APPLICABLE FACILITY

ALL ROADWAYS

IMPLEMENTATION TIMELINE



COST \$\$

FOCUS CRASH TYPE

Nighttime crashes.

SAFE SYSTEM STRATEGY

Increase attentiveness and awareness.

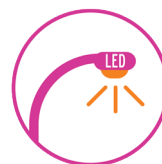
CONSIDERATIONS

Location of landscaping that could affect lighting levels on the street should be evaluated.

Home

FDM 231.3.2.1.1

Upgrade Lighting to LED



Replacing high-pressure sodium light bulbs with LED lights improves safety by increasing the visibility of pedestrians in crosswalks through greater color contrast and larger areas of light distribution.

CRASH REDUCTION EFFECTIVENESS

UNKNOWN

MODAL SAFETY EMPHASIS



APPLICABLE FACILITY

ALL ROADWAYS

IMPLEMENTATION TIMELINE



COST \$\$

FOCUS CRASH TYPE

Nighttime crashes.

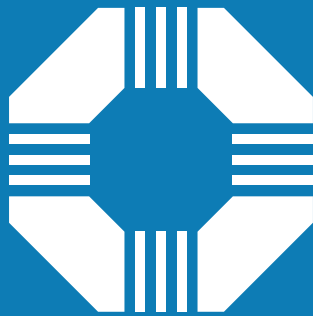
SAFE SYSTEM STRATEGY

Increase attentiveness and awareness.

CONSIDERATIONS

May require installation of additional lighting fixtures to meet lighting goals.

Home



VISION ZERO

CENTRAL FLORIDA

Counting down to zero traffic deaths

Appendix A - Cost Estimate Details

Primary Safe System Strategy	Secondary Safe System Strategy (if applicable)	Countermeasure	Cost Considerations	Cost Estimate Range
Remove severe conflicts	Enforcing feature to slow traffic	Roundabout/Mini Roundabout	Extent of overall roadway reconstruction, drainage, landscaping and pedestrian amenities can affect overall cost. Does not include Right of Way.	"Neighborhood: \$25-100K Collector: \$150-\$250k Arterial: \$250k+ Multilane: \$500k+"
Remove severe conflicts	Enforcing feature to slow traffic	Mini Traffic Circle	Drainage, landscaping and pedestrian amenities can affect overall cost.	\$8,000-\$15,000
Remove severe conflicts	-	Sidewalk Network Enhancements (close gaps)	Does not include utility relocation/drainage.	\$226,150/mile (5' one side, 4" depth)
Remove severe conflicts	Increase attentiveness and awareness	Corridor Access Management	Cost varies depending on strategies, such as median construction, closing/reconfiguring driveways, etc.	Varies
Remove severe conflicts	Increase attentiveness and awareness	Median U-turn	Costs of the lower end of range if a minor modification; costs on the upper end of the range roadway if reconstruction is required.	\$50,000-\$1,000,000
Remove severe conflicts	-	Shared Use Path	Depending on number of driveways, additional treatments may be necessary to increase visibility of people on path at conflict locations. May require right-of-way, drainage improvements, and a landscaping plan.	\$410,483/mile, 12' path, bidirectional
Remove severe conflicts	-	Buffered/Separated Bike Lanes	Cost of Paint Only; other treatments may be needed.	\$11.50/sf
Remove severe conflicts	-	Median Barriers	Depends on materials selected - cable barrier can be about a third of the cost as a concrete barrier	\$10,000-20,000 per 100 ft
	-	High Friction Surface Treatment	Depends on the overall composition of the overlay.	\$42,000-\$190,000/lane/mile
Manage speed	-	Appropriate Speed Limits	Cost considerations include engineering study to target speed, identifying appropriate countermeasures to achieve desired speed, and implementing engineering countermeasures as applicable.	Varies
Manage speed	Enforcing feature to slow traffic	Speed Cameras	Depends on existing infrastructure along corridor. Currently these are only allowed in school zones and upgrades to school zone extents, signage and other equipment may be necessary. Does not include educational outreach campaign costs.	\$60,000-\$80,000

APPENDIX A - COST ESTIMATE DETAILS

Primary Safe System Strategy	Secondary Safe System Strategy (if applicable)	Countermeasure	Cost Considerations	Cost Estimate Range
Manage speed	-	Variable Speed Limits	Often implemented as part of a TSMO program; cost for signage only. Should roadway reconstruction be required, cost could be significantly higher.	\$25,000-\$30,000/mile
Manage speed	Enforcing feature to slow traffic	Speed Hump	Drainage could affect overall cost.	\$1,500-5,500
Manage speed	Enforcing feature to slow traffic	Speed Table	Drainage could affect overall cost.	\$2,000-20,000
Manage speed	Enforcing feature to slow traffic	Chicanes	Drainage could affect overall cost.	\$2,500-16,000
Manage speed	-	Curb-Return Radius Reduction	Drainage and ADA requirements could affect overall cost.	\$15,000-40,000
Manage speed	Increase attentiveness and awareness	Raised Crossing	Drainage and ADA requirements could affect overall cost.	\$39,000 - \$45,500
Manage speed	Increase attentiveness and awareness	Raised Intersection	Drainage and ADA requirements could affect overall cost.	\$106,500 - \$124,000
Manage speed	Enforcing feature to slow traffic	Lane Narrowing	Based on cost to mill and restripe roadway to provide marked parking. Actual cost could be lower if milling and resurfacing are not required.	\$334,500/lane/mile
Manage speed	Enforcing feature to slow traffic	Landscape Buffer	Maintenance plan for landscaping may need to be developed. Cost considerations include right-of-way, drainage, irrigation, and maintenance.	Varies
Manage speed	Manage conflicts	Signal Retiming	Depends on existing signal hardware/ software and if it is implemented as part of a larger retiming program.	\$0-\$5,440
Manage speed	Manage conflicts	Lane Repurposing	Cost could be significantly higher if curbs are being moved and drainage is affected.	\$334,500/lane/mile
Manage speed	-	Corner Radius Reduction	Drainage and ADA requirements can affect overall cost.	\$15,000-40,000
Manage speed	Increase attentiveness and awareness	Curb Extension	Materials (concrete vs asphalt), landscaping, drainage, ADA requirements, and extent of other required roadway changes can affect overall cost; cost is for one corner; may be economies of scale if constructed at all corners of the intersection.	\$2,000-20,000
Manage conflicts in time	Increase attentiveness and awareness	Crosswalk Density	If new RRFBs or other treatments are being considered, please consult those items for cost.	\$100 for a regular striped cross-walk, \$300 for a ladder crosswalk and \$3,000 for patterned concrete crosswalk.
Manage conflicts in time	Increase attentiveness and awareness	Medians and Pedestrian Refuge Islands	Materials (concrete vs asphalt), landscaping, drainage, ADA requirements, and extent of other required roadway changes can affect overall cost; cost is for one refuge; may be economies of scale if constructed at multiple locations along the same corridor.	\$10,000-\$40,000

APPENDIX A - COST ESTIMATE DETAILS

Primary Safe System Strategy	Secondary Safe System Strategy (if applicable)	Countermeasure	Cost Considerations	Cost Estimate Range
Manage conflicts in time	Increase attentiveness and awareness	Median Nose Extension	Cost can vary significantly depending on linear feet, materials (paint vs asphalt), drainage requirements, ADA requirements and other site specific factors. Cost is per leg.	\$500-20,000
Manage conflicts in time	-	Leading Pedestrian Intervals (LPI)	Depends on existing signal hardware/ software and if it is implemented as part of a larger retiming program.	\$0-\$5,440
Manage conflicts in time	-	No Right Turn on Red blank-out signs	Cost depends on existing signal hardware/ software. Cost per sign.	\$4,500-\$15,000
Manage conflicts in time	-	Pedestrian Hybrid Beacons (PHBs)	Depends on the size of crossing, type of mast arm required, and other site specific features.	\$75,000-\$265,000/unit
Manage conflicts in time	-	Rectangular Rapid Flashing Beacons (RRFBs)	Solar powered units can reduce cost of running electricity. Costs only include RRFB system. If implemented in conjunction with high visibility crosswalks, median refuge and other elements, costs would be higher.	\$4,500-\$52,00
Manage conflicts in time	Increase attentiveness and awareness	Restricted Crossing U-turn	Costs of the lower end of range if a minor modification; costs on the upper end of the range roadway if reconstruction is required.	\$50,000-\$1,000,000
Manage conflicts in time	Increase attentiveness and awareness	Hardened Centerlines and Turn Wedges	Cost depends on selected treatments/ materials, size of intersection and number of approaches where countermeasure is installed. Cost is per approach.	\$1,000 - \$2,000
Manage conflicts in time	-	Retime Signals: Yellow Change Intervals	Depends on existing signal hardware/ software and if it is implemented as part of a larger retiming program.	\$0-\$5,440
Increase attentiveness and awareness	Enforcing feature to slow traffic	Gateway Treatments	Cost depends on extent of treatments	\$10,000-65,000
Increase attentiveness and awareness	-	High Visibility Crosswalk	Depends on the size the size the crosswalk, and the paint used.	\$600-5,700
Increase attentiveness and awareness	-	Bike Box	Cost of Paint Only; other treatments may be needed.	\$11.50/sf
Increase attentiveness and awareness	-	Lighting	Cost depends on a number of variables, including type of fixtures, frequency of lighting,, and presence of electricity in corridor.	Varies
Increase attentiveness and awareness	-	Improving Sight Lines	Cost depends on type of strategy, such as landscaping maintenance, closing of slip lanes, removal of on-street parking or straightening of crosswalk.	Varies
Increase attentiveness and awareness	-	Backplates with Retroreflective Borders	A structural/wind analysis should be conducted.	"\$35/head to add reflective tape to existing backplates \$110/head to install new backplates with integrated retroreflective material"

APPENDIX A - COST ESTIMATE DETAILS

Primary Safe System Strategy	Secondary Safe System Strategy (if applicable)	Countermeasure	Cost Considerations	Cost Estimate Range
Increase attentiveness and awareness	-	Enhanced Signing and Pavement Markings	Cost depends on the types of signage and pavement marking treatments.	\$800 - \$1,300 per location
Increase attentiveness and awareness	Remove conflicts	Bicycle Lanes Enhancements	Cost depends on the range of treatments applied and if right-of-way is needed.	Varies
Increase attentiveness and awareness	-	Refresh pavement markings	Overall cost per location can be reduced when implemented along a corridor or areawide.	\$22-600 each (\$180 avg)
Increase attentiveness and awareness	-	Doubled-up (left and right), oversized advance intersection warning signs, with supplemental street name plaques (can also include flashing beacon).	Flashing beacon cost is not included.	\$50-150/sign
Increase attentiveness and awareness	-	Retroreflective sheeting on sign posts.	Depends on size of sign.	\$50-250/sign
Increase attentiveness and awareness	-	Enhanced pavement markings that delineate through lane edge lines.	Overall cost per location can be reduced when implemented along a corridor or areawide.	\$1-10/linear foot
Increase attentiveness and awareness	-	Doubled-up (left and right), oversized Stop signs.	Can also be paired with flashing beacons that are not included in cost estimate.	\$50-150/sign
Increase attentiveness and awareness	-	Properly placed stop bar / Advance stop bar	Not limited to stop control intersections.	\$500
Increase attentiveness and awareness	-	Removal of vegetation, parking, or obstructions that limit sight distance.	Similar to improving sight-lines. Cost can vary depending on elements included.	Varies
Increase attentiveness and awareness	-	Double arrow warning sign at stem of T-intersections.	Depends on size of sign.	\$50-150/sign
Increase attentiveness and awareness	-	Chevron Signs for Horizontal Curves or other advanced delineation.	Can be paired with other treatments, like rumble strips.	\$1-10/linear foot
Increase attentiveness and awareness	-	Longitudinal Rumble Strips and Stripes on Two-Lane Roads	Best when implemented as part of an overall resurfacing project for cost effectiveness.	\$5000-\$6,000/mile
Enforcing feature to slow traffic	-	Mobile Speed Feedback Signs	Solar powered units can reduce cost of running electricity.	\$7,000-18,000
Enforcing feature to slow traffic	-	On-Street Parking	Based on cost to mill and restripe roadway to provide marked parking. Actual cost could be lower if milling and resurfacing are not required.	\$334,500/lane/mile

Technical Appendix

I– Project Prioritization Criteria



Image of Lake Apopka



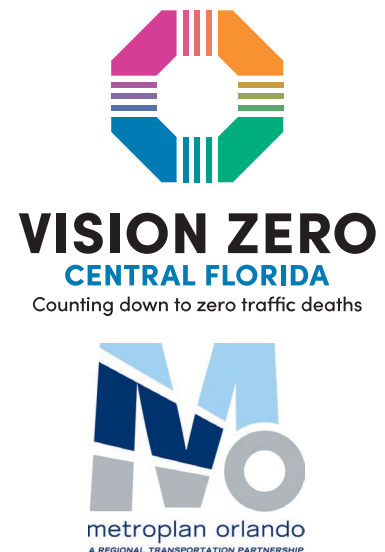
Memorandum

Date: April 26, 2024

To: Vision Zero Central Florida Partners

From: Mighk Wilson, MetroPlan Orlando
Kathrin Tellez, Fehr & Peers

Subject: **Vision Zero Central Florida – Project Prioritization**



Introduction

A core element of Vision Zero Action Plans is **Project Delivery** where decision-makers and system designers advance projects and policies for safe, equitable multimodal travel by securing funding and implementing projects, prioritizing roadways with the most pressing safety issues. As part of the Regional Vision Zero Action Plan, transportation safety countermeasures will be identified for the top 30 high injury network (HIN) segments, identified using the Safety Score, which is calculated based on the total number of crashes, the highest level of injury sustained in each crash, and the travel mode of victims. As a part of the County and jurisdictional action plans being prepared concurrently, transportation safety countermeasures will also be identified for their top corridors.

This document outlines the process to develop criteria that can be used to prioritize roadway improvements that have transportation safety benefits. The criteria will be used to identify projects to incorporate into the typical MetroPlan Orlando project funding process through the Metropolitan Transportation Plan (MTP), as well as select projects that could be a part of a regional implementation grant application through the U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) grant program. This document summarizes prioritization criteria used by MetroPlan Orlando on other planning projects and presents Vision Zero Action Plan prioritization criteria.

Existing Criteria

As the regional planning agency, MetroPlan Orlando has developed evaluation criteria based on goals articulated in the 2045 MTP to prioritize transportation system improvements. Most recently, a prioritization process was completed for the Prioritized Project List (PPL) and the Active Transportation Plan (ATP) project. The criteria from the PPL is summarized in **Table 1** and the criteria from the ATP project is summarized in **Table 2**, along with its potential applicability to the regional Vision Zero Action Plan as the criteria used for Vision Zero project prioritization should have some alignment with the criteria used for other regional planning purposes. Based on the review, all criteria used in the PPL and ATP prioritization processes have some applicability to Vision Zero.

Table 1: Prioritized Project List Evaluation Criteria and Applicability to Vision Zero Action Plan

Goal Area / Weight	PPL Evaluation Criteria	Applicable to Vision Zero	Notes
Safety and Security / 33%	Crash Rate	Yes	Improving safety is the primary goal of the Vision Zero Action Plan.
	Fatal & Serious Injury Crash Rates	Yes	
	Number of Pedestrian & Bicycle Crashes	Yes	
	Evacuation Route Designation	Yes	Potential changes on designated evacuation routes would need to be reviewed to assess if changes could negatively affect the evacuation process.
Reliability and Performance / 13%	Travel Time Reliability (Auto)	Yes	While safety projects can reduce crashes, thereby reducing non-recurring congestion and increasing auto travel time reliability, these metrics are traditionally focused on congestion relief projects. As these metrics are not included as a part of the Vision Zero Action Plan, these effects may be best measured as part of the Congestion Management Process (CMP) or other auto-focused study.
	Unreliability on Constrained Corridor	Yes	
	Fiber Optic Presence	Yes	
	Segment Actively Monitored/Managed	Yes	
	Relative Change: Future Congested Speeds	Yes	
Access & Connectivity / 27%	Transit System Headways	Yes	Safety projects in areas with a high density of destinations have the potential to benefit multiple trip types.
	Population: ½ Mile of Non-Transit Corridor	Yes	
	Jobs: ½ Mile of Non-Transit Corridor	Yes	
	Food & Healthcare Locations: ½ Mile of Corridor	Yes	
	Cultural & Recreational Locations: ½ Mile of Corridor	Yes	
	MTP Centrality Analysis Score (Critical Sidewalk Need)	Yes	Closing sidewalk gaps could improve safety outcomes.

Goal Area / Weight	PPL Evaluation Criteria	Applicable to Vision Zero	Notes
Health & Environment / 7%	Bicycle Level of Traffic Stress (LTS)	Yes	Projects that improve the bicycle level of traffic stress would either have a separation component (such as a shared use path) or a speed reduction element. Would need to bring LTS into the analysis.
	Residential Density: ¼ Mile of Multimodal Facility	Yes	Projects in areas with a high density of destinations have the potential to benefit multiple trip types.
	Non-Residential Density: ¼ Mile of Multimodal Facility	Yes	Projects in areas with a high density of destinations have the potential to benefit multiple trip types.
	Public Health Indicator Rates	Yes	While safety projects are likely to improve public health outcomes, this can be difficult to measure.
	Intensity & Proximity: Environmental Justice Populations	Yes	Safety projects can improve mobility choices for Environmental Justice populations.
	Relative Change: Vehicle Miles Traveled (VMT) (2020 vs. 2045)	Yes	A reduction in VMT on a per capita basis could reduce per capita crash exposure. While safety projects and providing other transportation options are likely to reduce vehicle miles of travel on a per capita basis, this can be difficult to measure.
Investment & Economy / 20%	Percentage of Commercial Vehicle Traffic	Yes	Transportation safety projects on truck routes may need additional considerations.
	Statewide Truck Bottlenecks	Yes	Reducing or eliminating truck bottlenecks could have a safety benefit.
	Intensity & Proximity: Freight Intensive Land Uses	Yes	Transportation safety projects in the vicinity of freight intensive land uses may need additional considerations.
	Relative Change: Vehicle Hours Traveled	Yes	A reduction in total vehicle hours of travel could reduce crash exposure and improve crash outcomes.
	Cost Burdened Households: ¼ Mile of Corridor	Yes	Safety projects can improve mobility choices for cost burdened households.
	Percentage of Visitor Traffic	Yes	Transportation safety projects in high visitor areas may need additional considerations, like wayfinding.
	Cost of Congestion	Yes	Safety projects can reduce non-recurring congestion caused by traffic crashes.

Source: MetroPlan Orlando; Fehr & Peers, 2024

Table 2: Active Transportation Plan Evaluation Criteria and Applicability to Vision Zero Action Plan

Goal Area / Weight	ATP Evaluation Criteria	Applicable to Vision Zero	Notes
Transportation Disadvantaged / Historically Underserved Areas ¹ / 15%	Meets 4 or 5 of the ETC ¹ Criteria or in an area with > 18% of households identified as Zero Car Households Meets 2 or 3 of the ETC Criteria or in an area with ≥ 12% of households identified as Zero Car Households Meets 1 of the ETC Criteria or in an area with ≥ 6.3% of households identified as Zero Car Households	Yes	The effects of traffic crashes disproportionately affect people who live in transportation disadvantaged communities.
Bicycle and Pedestrian Safety / 30%	More than 5 crashes involving a person walking or biking or any pedestrian / bicycle fatalities 4 - 5 bike/ped crashes 2 - 3 bike/ped crashes 1 bike/ped crash	Yes	Improving safety outcomes is a key goal of the Vision Zero Action Plan, but not limited to bicyclists and pedestrians.
Accessibility and Connectivity, Comfort ⁴	Percent improvement in walking access to destinations Percent improvement in biking access to destinations. Number of people for whom access is improved for walking trips. Number of people for whom access is improved for biking trips. New or improved PLOC ² for a walking facility New or improved LTS ³ for a biking facility	Yes Yes Yes Yes Yes Yes	Safety projects in areas with a high density of destinations have the potential to benefit multiple trip types. However, these criteria may be difficult to consistently measure across the region. Would need to bring LTS into the analysis.
Jurisdictional Significance	Qualitative low/medium/high ranking by local jurisdiction on the proposed project's local significance	Yes	This factors local preferences and priorities.
Regional Impact	Facility eligible for inclusion in the SunTrail or Coast to Coast Network	No	

1. Additional information can be found on the US DOT Equitable Transportation Community (ETC) Explorer website:

<https://www.transportation.gov/priorities/equity/justice40/etc-explorer>

2. PLOC = Pedestrian Level of Comfort

3. LTS = Level of Traffic Stress

4. See Active Transportation Plan for additional details on how accessibility was evaluated.

Source: MetroPlan Orlando; Fehr & Peers, 2024

Draft Vision Zero Prioritization Criteria

Based on the priorities identified by the MetroPlan Orlando Board in various MetroPlan Orlando policy documents, the goals of the Vision Zero Action Plan and the criteria used in other recent projects, such as the Active Transportation Plan, an **initial** set of prioritization criteria was developed and shared with the Regional Task Force for feedback. Initial feedback from the Task Force was incorporated into an updated set of draft prioritization criteria that was then discussed with a subset of key stakeholders, including the consultant teams working on county and local plans, as well as representatives from Orange, Osceola and Seminole counties.

Potential evaluation criteria presented in **Table 3** primarily focus on safety and transportation disadvantage, with some additional prioritization criteria to consider, such as incorporation of the Federal Highway Administration's (FHWA) proven safety countermeasures, potential effectiveness, and regional impact. Some criteria presented in **Table 3** may be more applicable for a local agency to include as a part of their plan to differentiate between projects. Key considerations for each of the potential criteria include ease of analysis and replicability of the prioritization are provided to help inform the selection of the final prioritization criteria.

Table 3: Potential Evaluation Criteria Regional Vision Zero Action Plan

Performance Indicator	Description	Scoring Considerations
Transportation Underserved Communities	Meets 4 or 5 of the ETC Criteria	The effects of traffic crashes disproportionately affect people who live in transportation underserved communities. These criteria will also be a factor in future SS4A applications. However, this factor may not be relevant for state funding sources. As more than 50% of the HIN is through a transportation underserved community, disadvantage is accounted for in some of the other potential prioritization criteria. This data is readily available for all roadways in the region and can be consistently measured. The ETC criteria measure different aspects of transportation disadvantage and there are opportunities for jurisdictions to weigh different criteria as part of a local prioritization process, if desired.
	Meets 2 or 3 of the ETC Criteria	
	Meets 1 of the ETC Criteria	
Safety Score	Divide scores into quartiles, with the highest quartile receiving all points, second quartile receiving 75% of points, etc.	The Safety Score was the basis of the HIN/Top Intersection identification and weights crashes including people outside a vehicle higher than car and truck occupants. This data is readily available for all roadways in the region and can be consistently measured.

Performance Indicator	Description	Scoring Considerations
Do proposed improvements include FHWA's proven safety countermeasures?	Points allocated based on a proportion of project that includes proven safety countermeasures.	A focus on only FHWA proven safety countermeasures could limit application of innovative approaches as well as other countermeasures that have a proven crash reduction benefit. However, use of these proven strategies could result in projects that are eligible for additional funding sources. Use of this performance indicator would need to identify a method to consistently evaluate potential safety benefit of projects for comparison purposes.
Reduction in Target Speed/ Design Speed (for segment improvements)	Points allocated based on reduction in Target Speed.	Points would be allocated based on overall reduction in Target Speed within the allowable range for the context classification/ designation; projects with target speed already at the lowest end of the range would receive full points. At a planning stage, there may be insufficient information to set target speed that can be kept throughout the entirety of the planning, design and construction process. For new roadways, points could potentially be allocated on a sliding scale depending on target speed and context (100% for target speed at lowest end of allowable range).
Number of KSI crashes per mile linked to the safety concern that the countermeasure addresses.	Scaled point application based on the highest to lowest.	This criterion was in the 2023 SS4A Grant application. The criteria would ensure that identified improvements have a connection to the crashes on a corridor.
Project is on multiple high injury networks.	Scaled point application based on the overlap of networks, with a 100% overlap receiving all points.	A project on both the regional HIN and a county HIN, or county HIN and a local HIN would potentially have regional and local significance that could make it a good candidate for SS4A funding. This data is readily available and could measure the potential regional impact of an improvement.
Road already has planned improvements	Scaled point application based on level of planning/ construction readiness.	Could be an opportunity to leverage already committed funds to accelerate project delivery. May be difficult to measure consistently.
Would the proposed project provide secondary benefits to the community?	This performance standard would prioritize projects that could have co-benefits, such as providing reciprocal access that reduces trips on the regional network or creates a new connection between land uses.	The metric could include a discussion of land uses, surrounding community characteristics with clear connection to proposed improvement, and includes community input and support received. May be difficult to measure consistently at the regional scale.

Performance Indicator	Description	Scoring Considerations
Project includes vehicular capacity increasing elements.	Scaled point application based on the amount of vehicle capacity provided, with no additional capacity receiving 100% of points.	This performance indicator could penalize projects in rapidly growing areas where roadway expansions are needed to accommodate growth and have been planned for. To support development of safer streets in growing communities, criteria could include considerations for roadways developed with low Target Speeds that incorporate appropriate bicycling and pedestrian facilities for the context, frequent crossing locations, street lighting and other features that are shown to promote transportation safety. Could include considerations for providing new parallel facilities rather than widening existing corridors. Converting a conventional intersection to a roundabout would not count as adding capacity.
Improvements include low cost/quick build improvements of proven effectiveness	Points could be allocated based on how quickly improvements could be implemented (0-2 years, 2-5 and beyond 5 years)	One of the goals of SS4A is the implementation of low cost / quick build strategies. These should be implemented at a number of locations as there could be significant administrative costs if only implemented at a few locations.

Source: MetroPlan Orlando; Fehr & Peers, 2024

Based on the considerations presented in [Table 3](#), initial prioritization criteria, feedback from the Task Force, and focused conversations with stakeholders, prioritization criteria were developed and goal area weights established, as presented in [Table 4](#). The primary purpose of this criteria is to identify projects that could be included in a regional SS4A grant application or other safety-focused grant program. Once projects throughout the region are identified, they will be ranked for prioritization.

High priority safety improvements identified through this process may also be added to the 2050 MTP or incorporated into an already planned project in the PPL or TIP. Local jurisdictions can also use these criteria or a modified version for their own project prioritization process. For projects selected for inclusion in a regional SS4A grant application, additional information will be needed for the grant application, requiring a greater level of planning than is occurring for this initial screening. Information related to potential SS4A grant application criteria is provided at the end of this memorandum.

Table 4: Safety Project Evaluation Criteria Scoring and Weight

Performance Indicator	Description	Criteria Scoring	Goal Area Weight
Safety Score – Corridor Projects	> 10,424 to 17,478	1.0	50%
Source: Signal 4 Analytics, MetroPlan Orlando HIN Calculations.	> 8,953 to 10,424	0.75	
Analysis Notes: Reflects score weighted on a per mile basis for corridors. See notes below for scoring of intersections.	> 6,903 to 8,953	0.50	
	1,410 to 6,903	0.25	
Safety Score – Intersection Projects	> 1,050 to 10,140	1.0	50%
	> 299 to 1,050	0.75	
Source: Signal 4 Analytics, MetroPlan Orlando HIN Calculations.	> 36 to 299	0.50	
	1 to 36	0.25	
Transportation Underserved	Meets 4 or 5 of the ETC Criteria	1.0	15%
Source: Regional Equity Profiles, MetroPlan Orlando.	Meets 2 or 3 of the ETC Criteria	0.75	
Analysis Notes: A buffer of 100 feet should be applied to each corridor to identify if it is with a census tract that meets the criteria. For corridors that cross multiple census tracts, use data from census tract that at least 50% of corridor travels through.	Meets 1 of the ETC Criteria	0.50	
	Is within the top 50th percentile of the region but does not meet any of the ETC Criteria	0.25	
Safety Benefit	Target Speed set for the lowest allowable for context classification or functional classification (corridor project).	1.0	15%
Notes: Based on the FDOT context classification guidelines, where applicable. Where a context classification has not been set, use proposed reduction in speed or resulting target speed to determine scoring. Potential countermeasures to achieve the desired target speed would need to be conceptually identified.	Project is on a C3C, Principal Arterial, Minor Arterial, or Major Collector and includes major speed reduction elements (corridor project).	0.75	
	Project is on a C3C, Principal Arterial, Minor Arterial, or Major Collector and includes minor speed reduction elements (corridor project).	0.50	

Performance Indicator	Description	Criteria Scoring	Goal Area Weight
	Project includes features that slow vehicles through an intersection (roundabout, reduced curb radii, protected intersection elements, etc.) (intersection project).	1.0	
	Project primarily includes elements that are tied to safety history (such as lighting, high friction surface treatment, signal phasing modifications, outreach/engagement) (intersection or corridor project).	1.0	
Project is on multiple high injury networks [Regional, County (all roads), County (County roads), Local (all roads), Local (local roads) or high-risk network]	Project is on 2 networks	1.0	10%
Notes: Overlapping HINs can be found on visionzeroocfl.gov .	Project is on 1 network	0.5	
Implementation Timeline Notes: assessment of implementation time should also consider agency coordination.	Project primarily includes low-cost / quick build elements, or	1.0	10%
	A publicly available concept plan that included public engagement has been prepared; or	1.0	
	At least 50% of project extents are in an adopted plan that included public engagement specific to the project corridor; or	0.75	
	Project can be completed within 5-years; or	1.0	
	Project is identified as an unfunded need in the MTP.	0.5	

Source: MetroPlan Orlando; Fehr & Peers, 2024

Scoring Guidance

The following provides some scoring guidance to assist in the development of consistent prioritization scores across the region. The sample calculations are intended to capture a wide range of situations, but there may be circumstances that were not considered and consultation with MetroPlan Orlando staff is advised.

For the purposes of scoring guidance, sample projects were developed to serve as examples:

Example Corridor Project 1: Holden Avenue from Rio Grand Avenue S to Lake Holden Hill Drive (Regional HIN Corridor 31).

Example Project Description: Mark a crosswalk at Almark Drive at Holden Avenue and provide a raised crosswalk, median refuge and RRFB. Install Speed Feedback signs.

Example Corridor Project 2: Oak Ridge Road from S. Orange Blossom Trail to S Orange Avenue (Regional HIN Corridor 16).

Example Project Description: Install a raised median and add additional marked and controlled crossing locations, co-located with transit stops, improve lighting, and incorporate additional speed management strategies, such as travel lane narrowing. Widen sidewalks where feasible. Design for a target speed of 35 miles per hour (current posted speed is 45).

Safety Score

The Safety Score was calculated for each corridor and intersection based on the process outlined in the Regional High Injury Network memorandum dated February 29, 2024, with crash weights assigned based on the crash severity and if someone outside a car or truck was involved. Safety Scores for each HIN segment and top intersection are provided on the HIN factsheets developed for each jurisdiction.

Example Corridor Project 1 (Holden Avenue): This segment has a safety score of 10,402 and falls into the second quartile of the scoring criteria and is assigned **37.5 points** for the Safety Score criteria ($0.75 * 50$).

Example Corridor Project 2 (Oak Ridge Avenue): This segment has a safety score of 12,054 and falls into the first quartile of the scoring criteria and is assigned **50 points** for the Safety Score criteria ($1.0 * 50$).

Transportation Underserved

Transportation underserved data was developed as a part of the Regional Equity Profiles prepared by MetroPlan Orlando. A GIS layer with data by census tract is provided on the Vision Zero hub site

and at this link: [Equity Index_V2 | Tableau Public](https://public.tableau.com/app/profile/sigal.carmenate/viz/EquityIndex_V2/DisadvantagedIndicator)¹. A buffer of 100 feet should be applied to each corridor to identify if it is with a census tract that meets the criteria as this will capture roads that might be on the boundary of a transportation underserved community. For corridors that cross multiple census tracts, use data from census tract that at least 50 percent of corridor travels through. If the corridor is within 2 census tracts when considering the 100-foot buffer, use the data for the most underserved tract.

Example Corridor Project 1 (Holden Avenue): There are four census tracts that touch this road segment, as shown on **Figure 1**. Based on a review of the ETC data, data from the checked census tract should be used as it bounds the longest length of the corridor. The tract meets 2 of the 5 criteria and would receive **11.25 points** for the transportation underserved category ($0.75 * 15$).

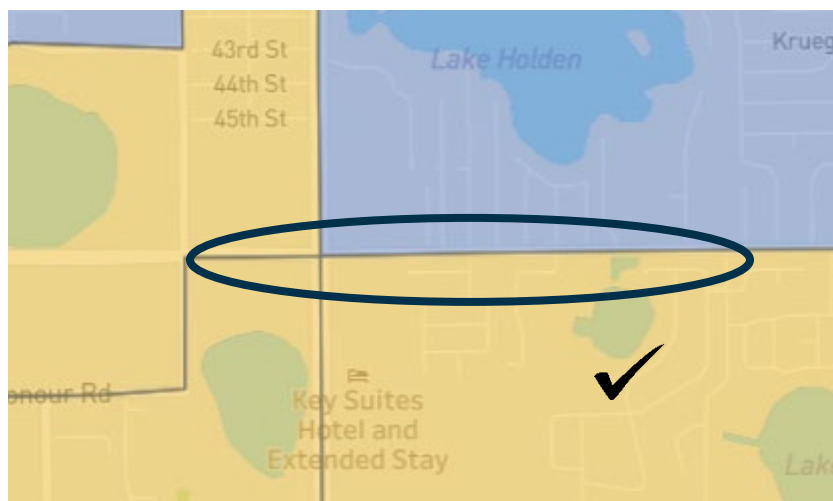


Figure 1: Example Corridor 1 ETC Calculations

Example Corridor Project 2 (Oak Ridge Avenue): This segment is adjacent to two transportation underserved tracts, as shown in **Figure 2**. One tract meets 4 of the 5 ETC criteria and the other meets 2 of the 5 criteria. This corridor would be assigned **15 points** for the Transportation Underserved criteria ($1.0 * 15$), based on using the data from the most underserved tract.

¹ https://public.tableau.com/app/profile/sigal.carmenate/viz/EquityIndex_V2/DisadvantagedIndicator

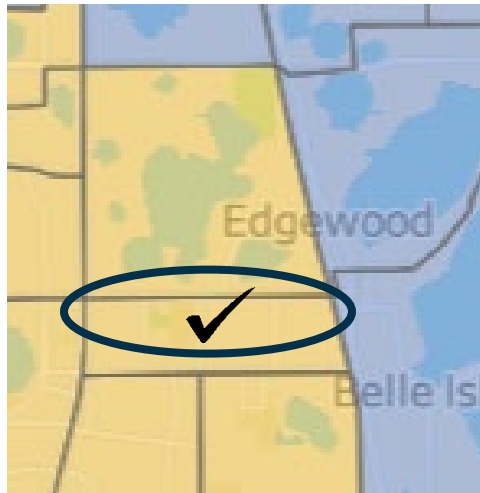


Figure 2: Example Corridor 2 ETC Calculations

Safety Benefit

The scoring for the Safety Benefit category is the most subjective of all the scoring criteria and should be based on a general description of safety elements that would be included in a corridor project. While it is understood that specific details might change in the final design, the overall goals of the project should be noted, such as speed reduction through physical roadway features or low/cost quick build speed management elements.

Example Corridor Project 1 (Holden Avenue): The project includes minor speed reduction elements (1 raised crosswalk) and some awareness countermeasures (speed feedback sign). The speed limit for the roadway is posted at 35 mph and the prevailing speed is 45 miles per hour based on connected vehicle data. More effective measures are likely needed to achieve a prevailing travel speed of 35 miles per hour. As the project includes minor speed reduction elements, it is assigned half the available points for this criterion and is assigned **7.5 points** for Safety Benefit ($0.5 * 15$).

Example Corridor Project 2 (Oak Ridge Avenue): The project includes significant speed reduction elements and would be designed to achieve a target speed at the lowest allowable speed for the context classification, which would allow for full points in this category to be assigned or **15 points** for Safety Benefit ($1.0 * 15$).

Regional Benefit

Projects on multiple HINs are expected to benefit a larger number of people, and these roads are likely to have more severe safety issues if they are on multiple HINs. The Regional HIN memorandum identifies the HIN overlap for the 118 regional HIN segments. The Vision Zero hub site has a web map that identifies all HINs to determine the overlap.

Example Corridor Project 1 (Holden Avenue): This segment is on three High Injury Networks, the regional HIN, the All-Roads Orange County HIN and the Orange County roads HIN. This segment would be assigned **10 points** for the Regional Benefit criteria ($1.0 * 10$).

Example Corridor Project 2 (Oak Ridge Avenue): This segment is on three High Injury Networks, the regional HIN, the All-Roads Orange County HIN and the Orange County roads HIN. This segment would be assigned **10 points** for the Regional Benefit criteria ($1.0 * 10$).

Implementation Timeline

Safety projects do not start to save lives until they are implemented, so prioritizing projects that have the greatest chance of being implemented within 5-years will provide a greater safety benefit while more complex projects are planned and designed. For the assessment of *if a project can be completed within 5-years*, considerations should be made for projects included in the MTP in the Plan Period II or III where additional funding could help accelerate the implementation timeframe. For projects within Plan Period I, is there sufficient time to incorporate additional safety elements into the design? If a project is about to be constructed or has recently had corridor improvements, the effectiveness of those improvements should be monitored for a few years after project completion to assess their effectiveness and relative need for additional countermeasures.

Example Corridor Project 1 (Holden Avenue): A portion of this corridor is identified in the 2045 MTP for an operational / safety project between US 17/92 and S. Orange Avenue with an estimated cost of \$6.5 million in 2020 dollars. This is an unfunded need. While the project is in an adopted plan that included some level of public engagement, it is likely that the engagement did not focus on the specific corridor or identify specific needs. However, proposed project elements include primarily low-cost and quick build elements that could be implemented on a pilot basis. Therefore, this corridor is assigned **10 points** for Implementation Timeline ($1.0 * 10$). Should the MTP project be considered for prioritization through this process, the points for this category would decrease, with the points for the safety benefit potentially increasing.

Example Corridor Project 2 (Oak Ridge Avenue): There is an unfunded project identified for the entire length of the corridor (MTP Project 7132) that would provide operational and safety improvements, with an estimated cost of \$8 million in 2020 dollars. While the project is in an adopted plan that included some level of public engagement, it is likely that the engagement did not focus on the specific corridor or identify specific needs. The project does not primarily include low cost/quick build elements as significant speed management is needed along the corridor, including access management. Therefore, this corridor is assigned **5 points** for Implementation Timeline as it is an unfunded need in the 2045 MTP ($0.5 * 10$).

Table 5 provides a summary of the scoring comparison, which shows that the example Holden Avenue project would score 76.25 points while the Oak Ridge Avenue project would score 95 points.

Table 5: Scoring Example Summary

Performance Indicator	Example Project 1 (Holden Avenue)	Example Project 2 (Oak Ridge Avenue)
Safety Score – Corridor Projects	37.5	50.0
Safety Score – Intersection Projects ¹	N/A	N/A
Transportation Underserved	11.25	15
Safety Benefit	7.5	15
Regional Benefit	10	10
Implementation Timeline	10	5
Total	76.25	95

1. For an intersection project, the intersection score would replace the corridor score.

Source: MetroPlan Orlando; Fehr & Peers, 2024

SS4A Implementation Grant Criteria

The following summarizes key aspects for the SS4A Implementation Grant criteria based on the 2024 Notice of Funding Opportunity (NOFO):

- **Safety Impact** – is the project likely to significantly reduce or eliminate roadway KSI, employ low-cost high-impact strategies over a wide geographic area, and include evidence-based projects and strategies?
- **Equity, Engagement and Collaboration** – Includes investments in transportation underserved communities and outreach with a variety of public and private stakeholders.
- **Effective Practices and Strategies** – Projects are reflective of practices that promote systemic safety improvements.
- **Other USDOT Strategic Goals** – Projects also address other goals, such as sustainability and resilience, and support economic competitiveness.
- **Project Readiness** – Project can be completed within 5-years; includes outreach, environmental review, design, all agency approvals, ROW acquisition, all other needed activities, and construction.

While the funding criteria is likely to change with the 2025 NOFO, implementing agencies will need to be able to develop narratives and analysis to support the above criteria.

Next Steps

A rubric for tracking of projects on the regional, county and local roads HIN was developed and it is anticipated that as projects are developed, the relevant information will be included in a GIS layer of the various HIN/project segments for further prioritization and tracking at the regional level. The rubric includes the following data needs:

Project ID: to be developed based on municipality name.

Road Information: Road name and extents.

Project Description: Brief project description that provides overall goals of the project and some specific strategies that would be included, like lane narrowing, intersection treatments, midblock crossings, lighting, and other details that can help with a general understanding of the project. Avoid generic terms such as safety improvement.

Other Project IDs: MTP, FDOT or other project identification number for tracking purposes.

Prioritization Scores: Scores for each of the prioritization criteria.

Existing Posted Speed: Current posted speed - use weighted average if multiple posted speeds.

Target Speed: Proposed Target Speed; if the proposed target speed is not identified, it is assumed that the existing posted speed would remain.

Low Cost / Quick Build: Yes or no based on primary composition of project; if it includes utility relocation, curb reconstruction, drainage, ROW acquisition, etc., it is likely not quick build.

Planning Level Cost Estimate: High level planning costs based on information provided in the engineering toolkit and published FDOT information.

Notes: Any additional information that might be helpful to track, such as recently completed improvements where effectiveness should be monitored.

Technical Appendix

J- Project Details



Image of Lake Apopka



US 441

From Errol Parkway to Central Ave APO00

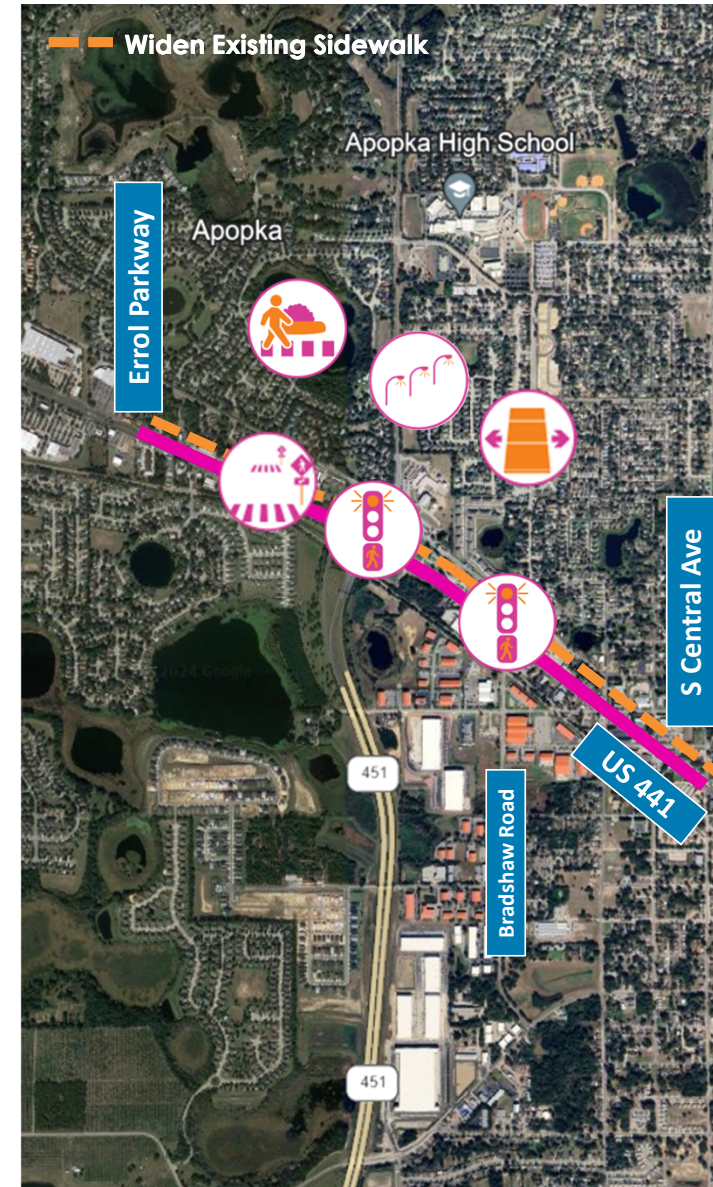
	Safety Score	Underserved Communities	Safety Benefit	HIN	Implementation
Weighted Score	25	15	11.25	10	10
Total Score / Rank	71.25				
Opinion of Probable Cost	\$1,594,800.00**				

*Total Score is out of 100

**Planning level estimate includes 30% contingency. Does not include ROW, drainage, or utility impacts.

Potential Improvements:

-  Increase number of pedestrian crossing locations (Signal or PHB)
 - Victoria Plaza Shopping Mall
-  Increase sidewalk width (with long-term consideration to provide bike lane as shared use path)
-  Perform access management review
-  Add raised medians
-  Implement Leading Pedestrian Interval (LPI) at signals
-  Add corridor lighting (approximately 25% of crashes at night)



US 441

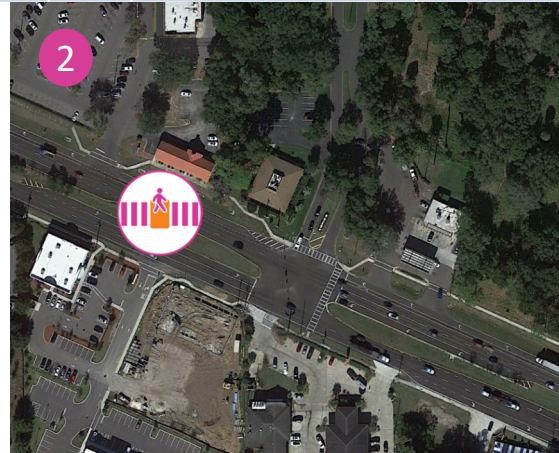
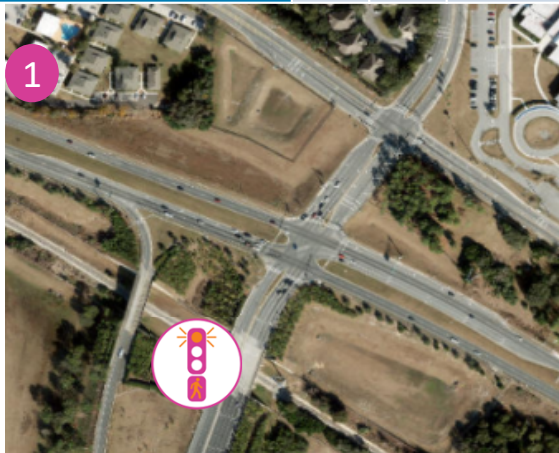
From Errol Parkway to Central Ave APO01, APO02, APO03



*Total Score is out of 100

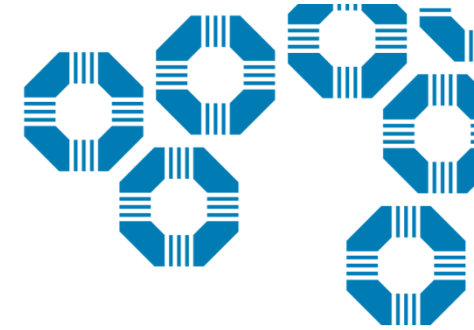
**Planning level estimate includes 30% contingency. Does not include ROW, drainage, or utility impacts.

Intersection Name	ID	KSI Crashes	Non-Incapacitating/ Possible Injury Crashes	No Injury Crashes	Bike/Ped Crashes	Crash Focus	Potential Improvements	Opinion of Probable Cost	Total Score
U.S. 441/ W Orange Blossom Trl & Vick Road	APO01	1	21	75	0	Angle (5 crashes)	Review signal timing/phasing. Add leading pedestrian interval.	\$14,500.00	71.25
U.S. 441/ W Orange Blossom Trl & Errol Pkwy (Signal)	APO02	2	10	36	0	Left Turn (1 serious injury & 3 possible injury crashes)	Add pedestrian refuge islands, add signal backplates Note: Planned project adds protected left turn	\$112,400.00	67.5*
U.S.441/ W Orange Blossom Trl & Lake Doe Blvd (Unsignalized)	APO03	2	11	28	2	Pedestrian (2 fatal crashes)	Provide additional crossings	\$344,500.00	67.5*



US 441

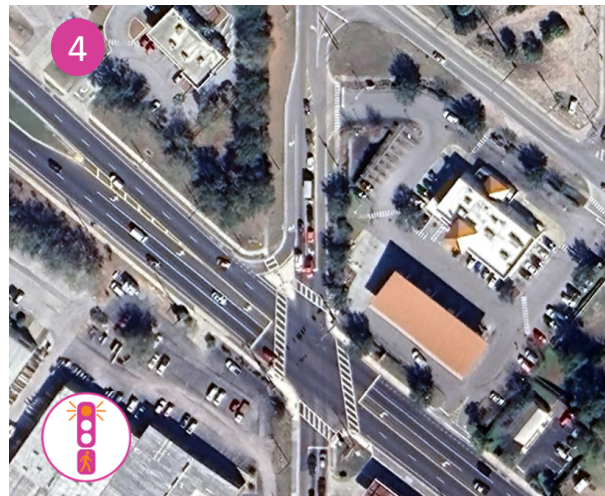
From Errol Parkway to Central Ave APO04



Intersection Name	ID	KSI Crashes	Non-Incapacitating/Possible Injury Crashes	No Injury Crashes	Bike/Ped Crashes	Crash Focus	Potential Improvements	Opinion of Probable Cost	Total Score
U.S. 441/ W Orange Blossom Trl & Bradshaw Rd (Signal)	APO04	4	35	71	3	Pedestrian (1 fatal crash)	Implement Leading Pedestrian Interval (LPI)	\$7,100	75

*Total Score is out of 100

**Planning level estimate includes 30% contingency. Does not include ROW, drainage, or utility impacts.

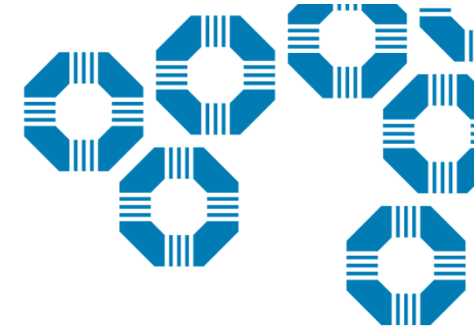


VISION ZERO CENTRAL FLORIDA



E Semoran Blvd

From Sheeler Ave to Roger Williams Road
APO05



	Safety Score	Underserved Communities	Safety Benefit	HIN	Implementation
Weighted Score	50	15	11.25	10	10
Total Score / Rank	96.25*				
Opinion of Probable Cost	\$32,700.00**				

*Total Score is out of 100

**Planning level estimate includes 30% contingency. Does not include ROW, drainage, or utility impacts.

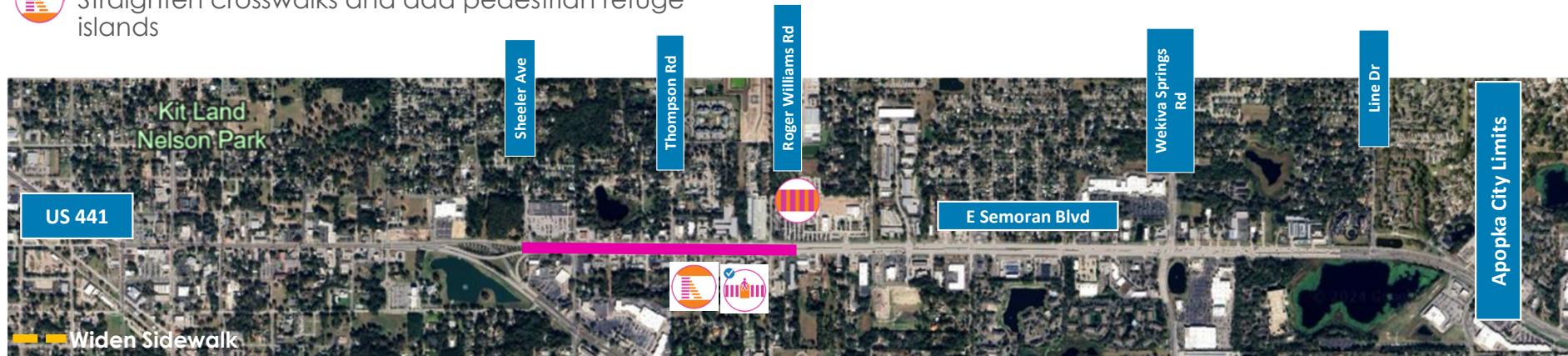
Potential Improvements:



Upgrade to high visibility crosswalks at major driveways



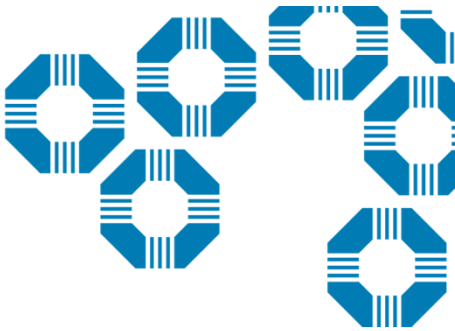
Straighten crosswalks and add pedestrian refuge islands



E Semoran Blvd

From S Orange Blossom Trl to City Limits

APO06



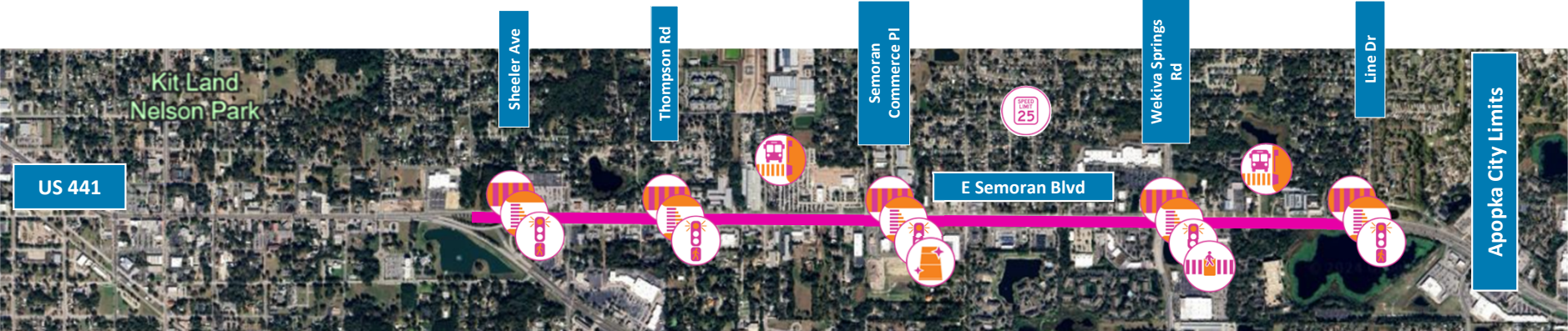
	Safety Score	Underserved Communities	Safety Benefit	HIN	Implementation
Weighted Score	50	15	11.25	10	10
Total Score / Rank	96.25*				
Opinion of Probable Cost	\$51,900.00**				

*Total Score is out of 100
 **Planning level estimate includes 30% contingency. Does not include ROW, drainage, or utility impacts.

Potential Improvements:

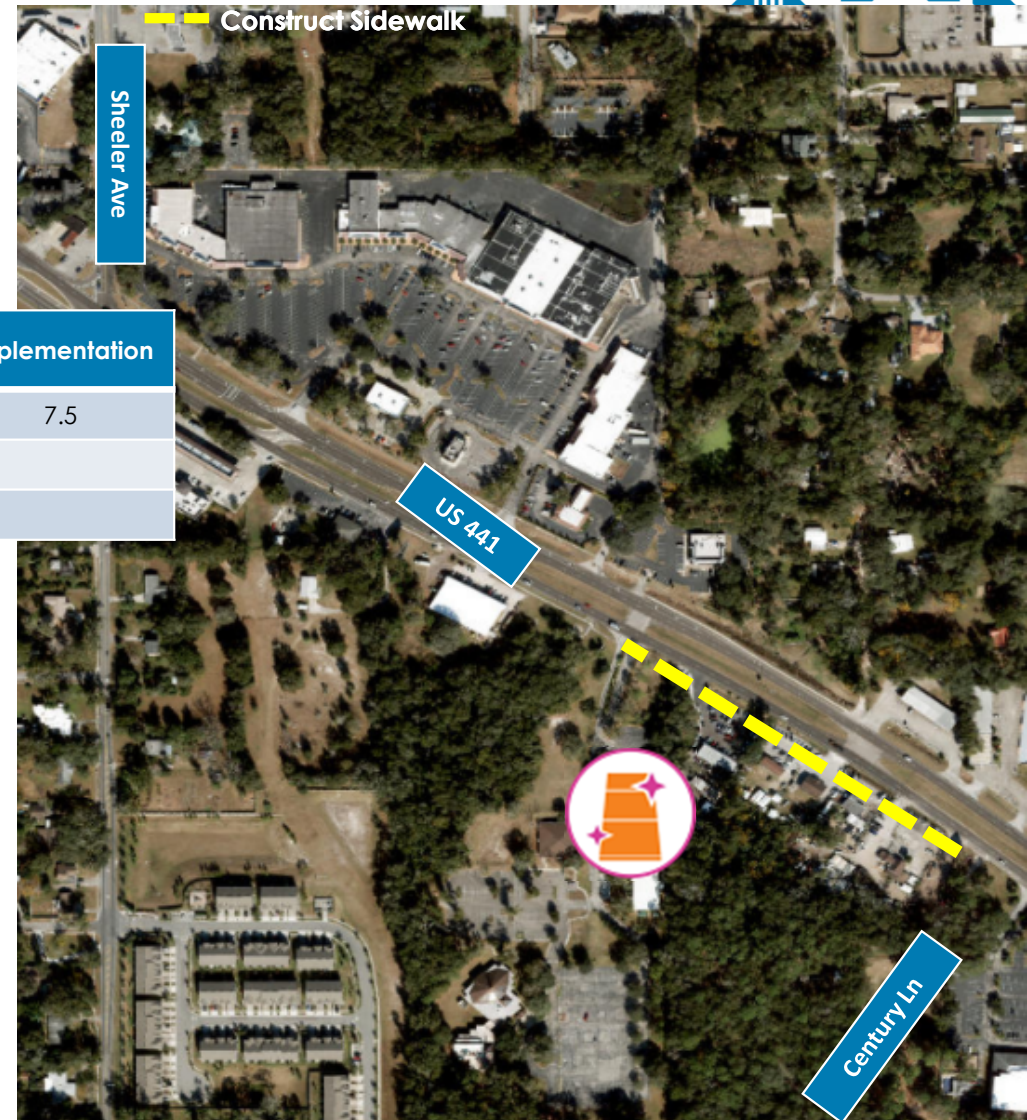
-  Align transit stop with crosswalks
-  Install pedestrian refuge island

-  Upgrade to high visibility crosswalks
-  Straighten crosswalks at intersections
-  Implement Leading Pedestrian Interval at signals
-  Reduce target speed



US 441

Century Lane to Sheeler Ave APO07



	Safety Score	Underserved Communities	Safety Benefit	HIN	Implementation
Weighted Score	50	15	11.25	10	7.5
Total Score / Rank	91.25*				
Opinion of Probable Cost	\$105,900**				

*Total Score is out of 100

**Planning level estimate includes 30% contingency. Does not include ROW, drainage, or utility impacts.

Potential Improvements:



Construct sidewalk on west side from Sheeler Avenue to Oakville Lane

VISION ZERO CENTRAL FLORIDA



US 441

Alpine Dr to Lake Pleasant Road APO08

	Safety Score	Underserved Communities	Safety Benefit	HIN	Implementation
Weighted Score	50	15	11.25	10	7.5
Total Score / Rank	91.25*				
Opinion of Probable Cost	\$355,000**				

*Total Score is out of 100

**Planning level estimate includes 30% contingency. Does not include ROW, drainage, or utility impacts.

Potential Improvements:



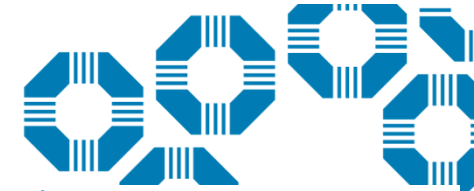
Construct sidewalk on both sides

VISION ZERO CENTRAL FLORIDA



E Semoran Blvd

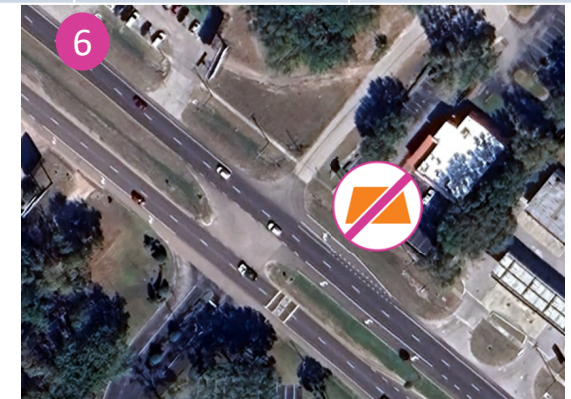
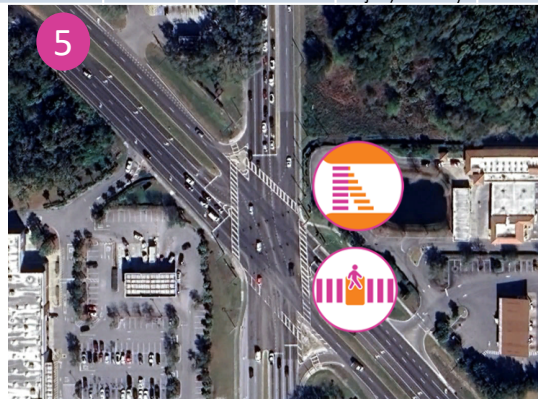
From S Orange Blossom Trl to City Limits
APO09, APO10, APO11



*Total Score is out of 100

**Planning level estimate includes 30% contingency. Does not include ROW, drainage, or utility impacts.

Intersection Name	ID	KSI Crashes	Non-Incapacitating/ Possible Injury Crashes	No Injury Crashes	Bike/Ped Crashes	Crash Focus	Potential Improvements	Opinion of Probable Cost	Total Score
4. U.S. 441/ S Orange Blossom Trl & Sheeler Ave (Signal)	APO09	3	36	62	1	Left Turn (2 serious injury crashes)	Centerline hardening, add guidelines through intersection, review signal timing/phasing with skew of intersection	\$12,272.00**	87.5*
5. U.S. 441/ S Orange Blossom Trl & Hiawasse Rd (Signal)	APO10	4	66	173	6	Bike/Ped (6 crashes)	Add pedestrian refuge island, straighten crosswalks; analyze removal of free flow right-turn lane, implement LPI	\$177,892.00**	100*
6. U.S. 441/ S Orange Blossom Trl & Century Ln (Unsignalized)	APO11	2	5	6	0	Sideswipe (1 serious injury crash & 1 possible injury crash)	Access management review to determine if movements should be restricted or signal is warranted	---	92.5*



US 441

Central Ave to Semoran Blvd APO12

	Safety Score	Underserved Communities	Safety Benefit	HIN	Implementation
Weighted Score	25	15	11.25	10	10
Total Score / Rank	71.25*				
Opinion of Probable Cost	\$786,200**				

*Total Score is out of 100

**Planning level estimate includes 30% contingency. Does not include ROW, drainage, or utility impacts.

Potential Improvements:



Perform access management review

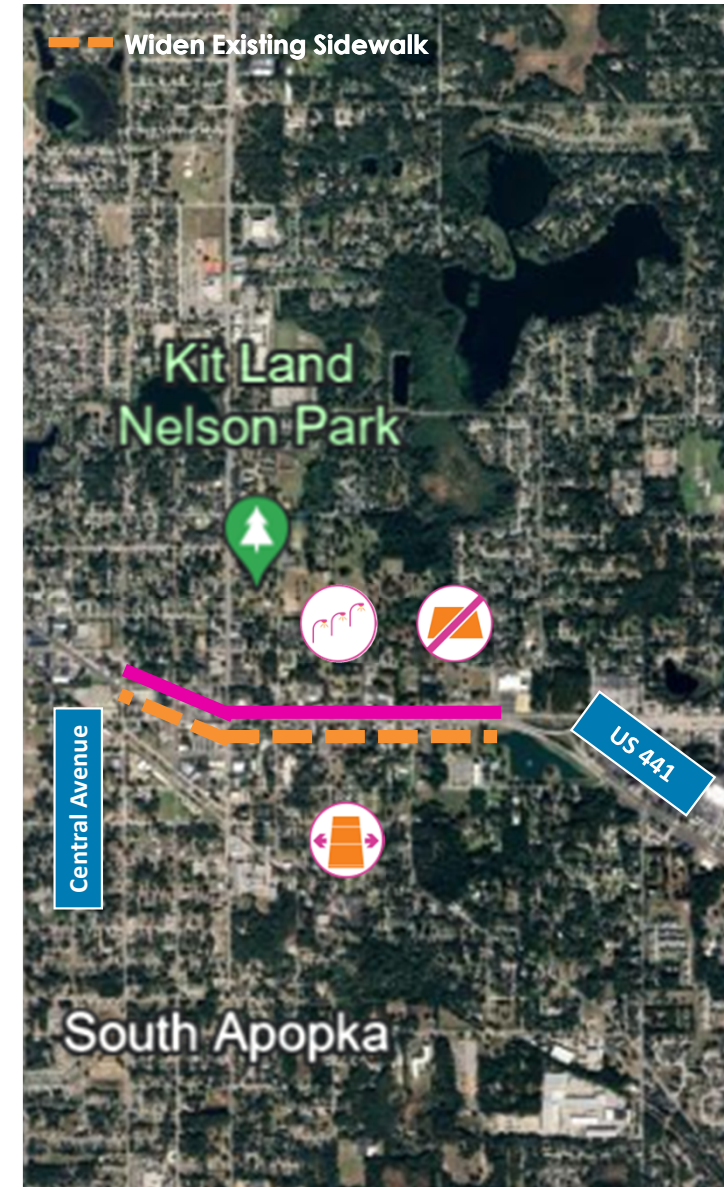


Increase sidewalk width and consider multi-use path



Add corridor lighting

VISION ZERO CENTRAL FLORIDA



US 441

Semoran Blvd to Piedmont Wekiwa Rd APO13

	Safety Score	Underserved Communities	Safety Benefit	HIN	Implementation
Weighted Score	25	15	11.25	10	7.5
Total Score / Rank	68.75*				
Opinion of Probable Cost	\$1,834,000**				

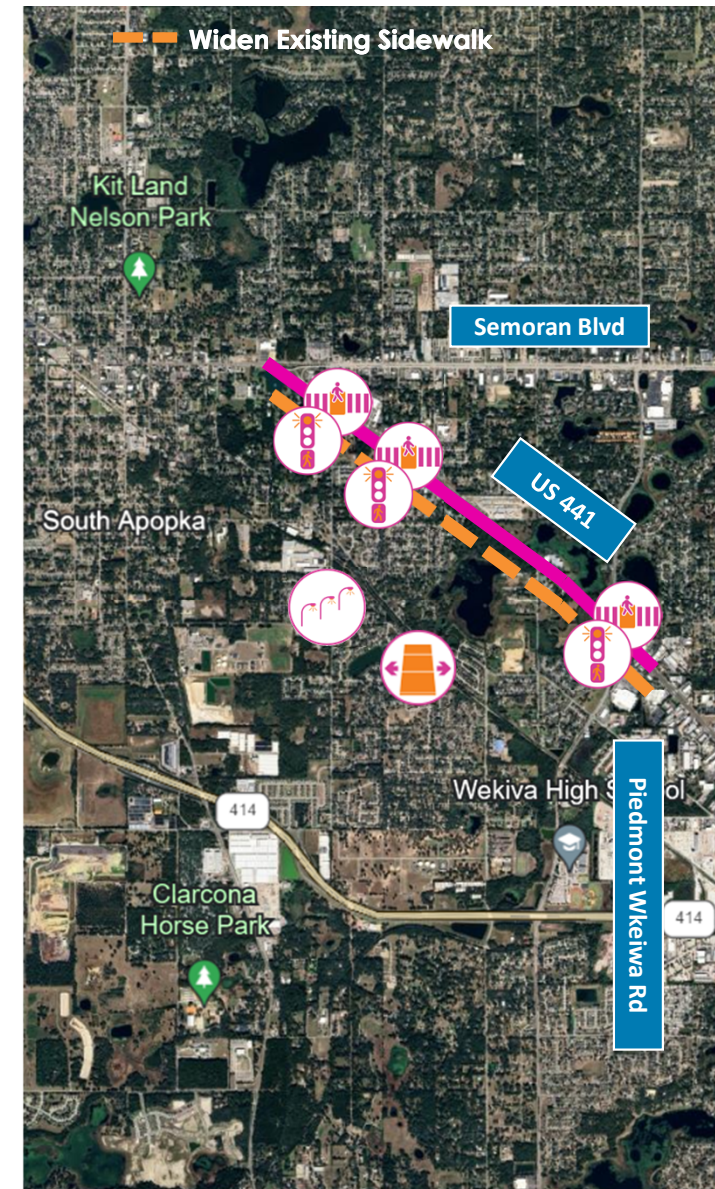
*Total Score is out of 100

**Planning level estimate includes 30% contingency. Does not include ROW, drainage, or utility impacts.

Potential Improvements:

-  Increase density of pedestrian crossing locations through installation of pedestrian signals or pedestrian hybrid beacons
-  Install pedestrian refuge islands at signals
-  Perform access management review
-  Increase sidewalk width and consider multi-use path
-  Implement Leading Pedestrian Interval at signals
-  Add corridor lighting (approximately 25% of crashes at night)

VISION ZERO CENTRAL FLORIDA



US 441

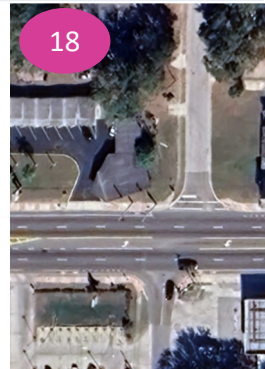
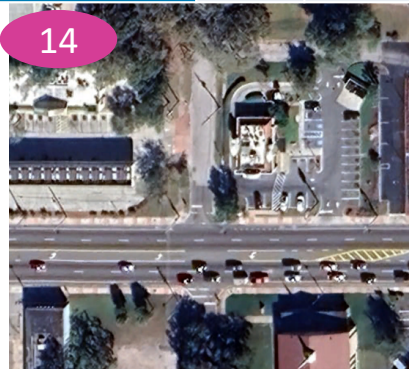
Central Ave to Semoran Blvd APO14, APO15, APO16, APO17, APO18



*Total Score is out of 100

**Planning level estimate includes 30% contingency. Does not include ROW, drainage, or utility impacts.

Intersection Name	ID	KSI Crashes	Non-Incapacitating/ Possible Injury Crashes	No Injury Crashes	Bike/Ped Crashes	Crash Focus	Potential Improvements	Opinion of Probable Cost	Total Score
U.S. 441/ E Main St & S Highland Ave (Unsignalized)	APO14	2	12	27	2	Pedestrian (1 fatal crash)	Consider additional pedestrian crossing at ground level in the area between Edgewood Drive and Park Avenue	\$689,000.00**	71.25*
U.S. 441/ E Main St & S Forest Ave (Unsignalized)	APO14	2	24	55	4	Pedestrian (2 fatal crashes)			
U.S. 441/ E Main St & S Park Ave (Signal)	APO15	3	44	173	3	Left Turn (2 serious injury crashes)	Review left turn timing/phasing, Centerline hardening	\$7,800.00**	62.5*
U.S. 441/ E Main St & Midland Ave (Signal)	APO16	1	28	54	6	Pedestrian (1 serious injury crash)	Add crosswalk on east leg, Implement leading pedestrian interval (LPI)	\$14,500.00**	67.5*
U.S. 441/ E Main St & Central Ave (Signal)	APO17	2	15	66	3	Angle/Left Turn Crashes (1 serious injury & 4 possible injury crashes)	Review lane designation/signal timing/phasing for left turns	\$7,100.00**	67.5*
U.S. 441/ E Main St & Alabama Ave (Unsignalized)	APO18	2	11	33	3	Night crashes (38% of crashes)	Access management review for raised medians and review of intersection lighting	---	67.5*



Rock Springs Rd/Park Avenue

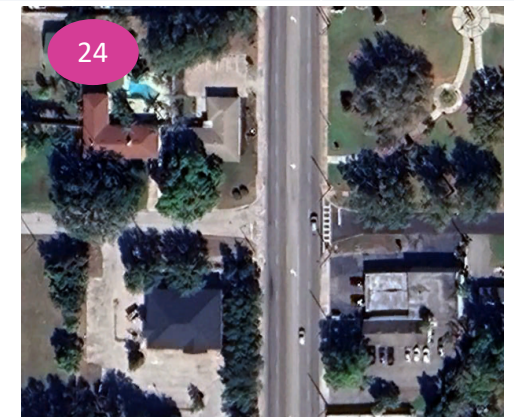
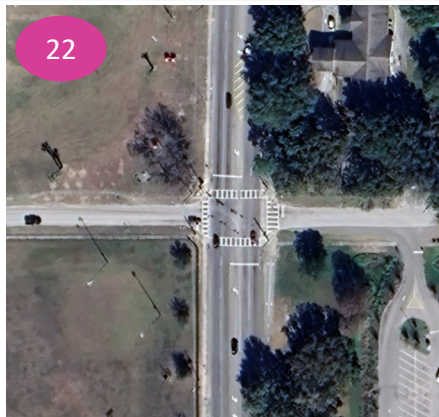
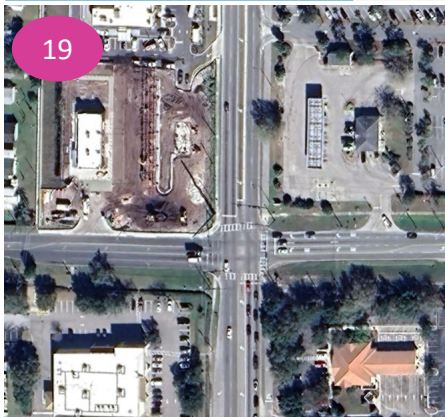
APO19, APO22, APO23



*Total Score is out of 100

**Planning level estimate includes 30% contingency. Does not include ROW, drainage, or utility impacts.

Intersection Name	ID	KSI Crashes	Non-Incapacitating/ Possible Injury Crashes	No Injury Crashes	Bike/Ped Crashes	Crash Focus	Potential Improvements	Opinion of Probable Cost	Total Score
Rock Springs Rd & E Welch Rd (Signal)	APO19	1	29	92	3	Left Turn (21 crashes including 1 fatal crash)	Review signal timing and phasing for left turns, add backplates, review lighting	\$8,931.00**	30*
N Park Ave & Tanglewilde St (Signal)	APO22	2	14	24	5	Left Turn (7 crash including 1 fatal crash)	Add backplates, reconstruct curb ramps (sidewalk network enhancement), review signal timing and phasing for left turns	\$60,216.00**	33.75*
N Park Ave & E Nightingale St (Unsignalized)	APO23	1	3	16	2	Pedestrian (1 fatal crash)	Add pedestrian crossing in vicinity of Sandpiper St near transit stop	\$65,520.00**	33.75*
S Park Ave & E 1st St (Unsignalized)	APO24	1	9	6	3	Angle (6 crashes including 1 serious injury crash)	Add pedestrian crossing, reduce turning radius, raised medians	\$117,520.00**	32.5*



Park Avenue

US 441 to W 9th St
APO20

	Safety Score	Underserved Communities	Safety Benefit	HIN	Implementation
Weighted Score	12.5	0	11.25	0	7.5
Total Score / Rank	31.25*				
Opinion of Probable Cost	\$96,100.00**				

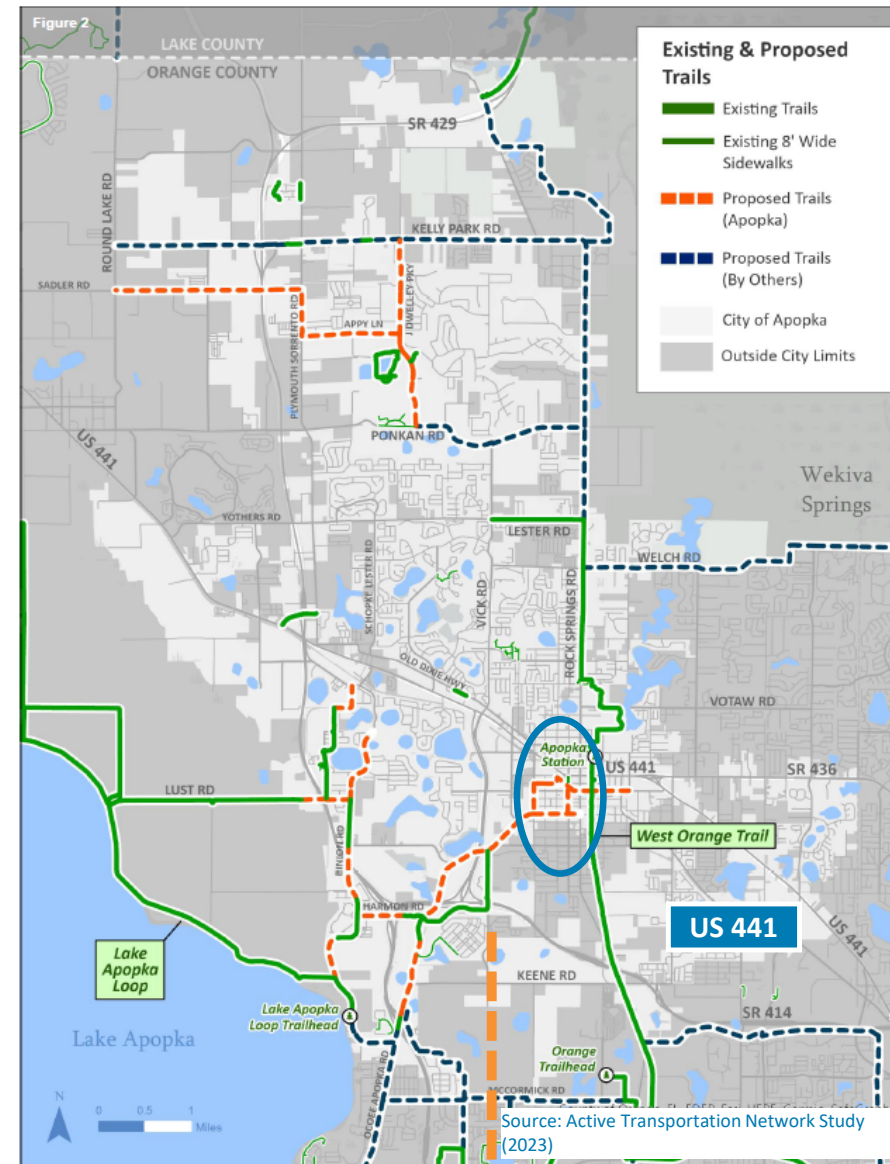
*Total Score is out of 100

**Planning level estimate includes 30% contingency. Does not include ROW, drainage, or utility impacts.

Potential Improvements along Corridor:

Construct trail identified in Active Transportation Network
Study along Park Ave

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Park Avenue

From Lester Rd to W 10th Street
APO21

	Safety Score	Underserved Communities	Safety Benefit	HIN	Implementation
Weighted Score	12.5	0	11.25	0	10
Total Score / Rank	33.75*				
Opinion of Probable Cost	\$93,600.00**				

*Total Score is out of 100

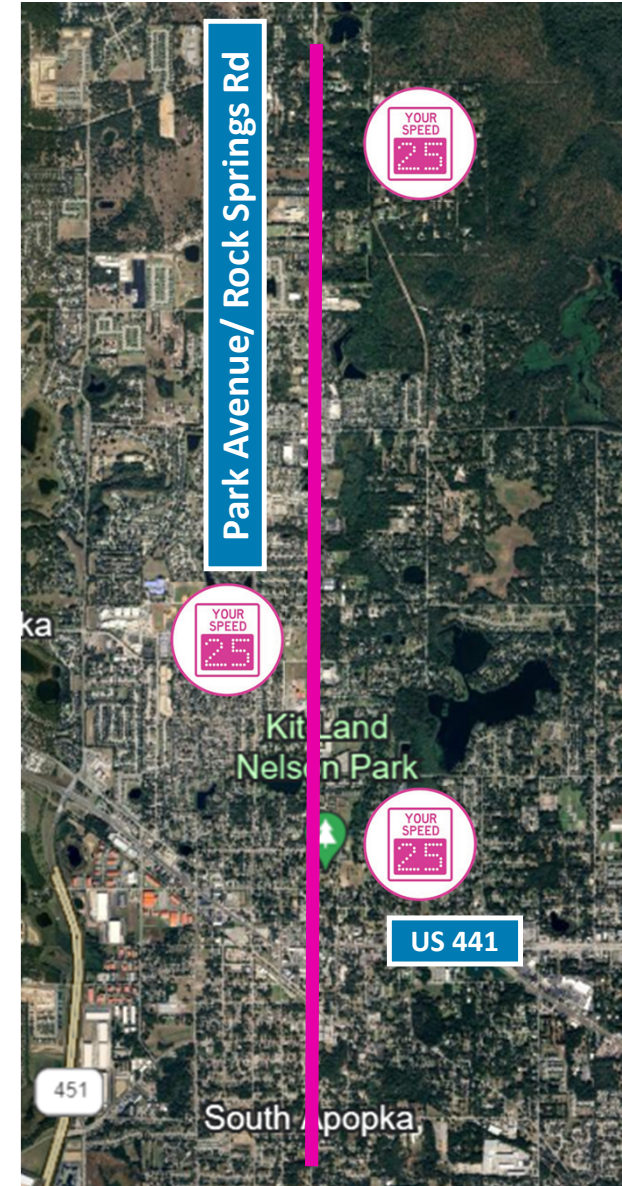
**Planning level estimate includes 30% contingency. Does not include ROW, drainage, or utility impacts.

Potential Improvements along Corridor:



Add speed feedback signs

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Vick Road

Lester Rd to Martin St

APO25

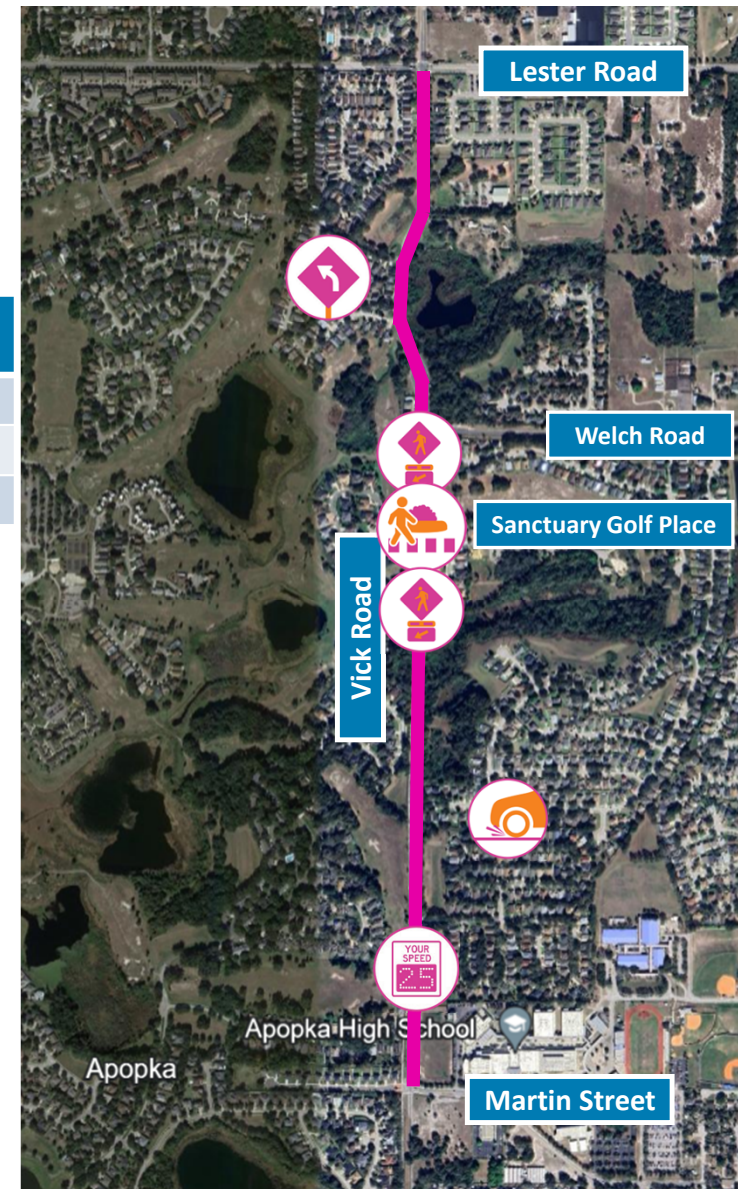
	Safety Score	Underserved Communities	Safety Benefit	HIN	Implementation
Weighted Score	12.5	0	15	5	7.5
Total Score / Rank	40*				
Opinion of Probable Cost	\$258,000**				

*Total Score is out of 100

**Planning level estimate includes 30% contingency. Does not include ROW, drainage, or utility impacts.

Potential Improvements:

-  Install raised medians (north of Sanctuary Golf PI)
-  Add RRFB at existing pedestrian crossings
-  Implement school zone upgrades
-  Add speed feedback signs
-  Add curve warning device
-  Add high friction pavement



VISION ZERO CENTRAL FLORIDA



Vick Road

Lester Rd to Martin St
APO26, APO27

Intersection Name	Potential Improvements	Opinion of Probable Cost	Total Score/ Rank
Vick Road & north of Sanctuary Golf Pl	Implement pedestrian refuge island	\$52,000.00**	42.5*
Vick Rd & Martin St	Implement pedestrian refuge island	\$52,000.00**	42.5*

*Total Score is out of 100

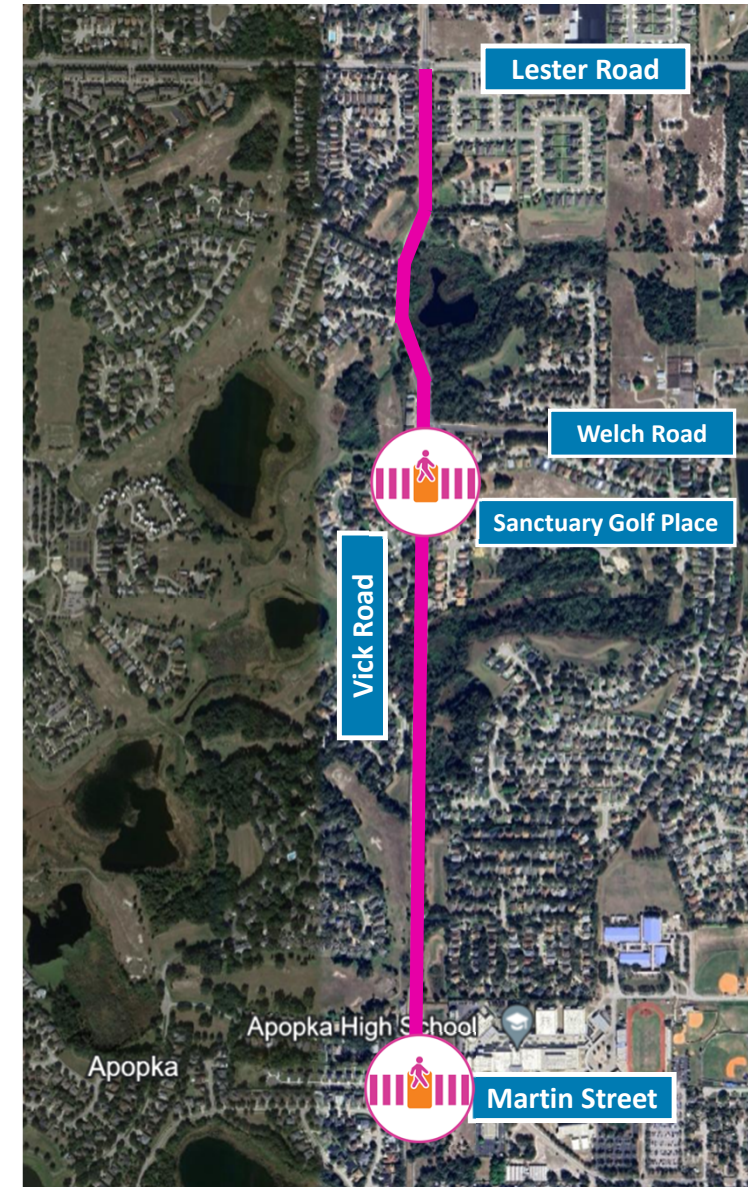
**Planning level estimate includes 30% contingency. Does not include ROW, drainage, or utility impacts.

Potential Improvements:



Implement pedestrian refuge islands

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Vick Road

Welsh Rd to Lester Rd

APO28

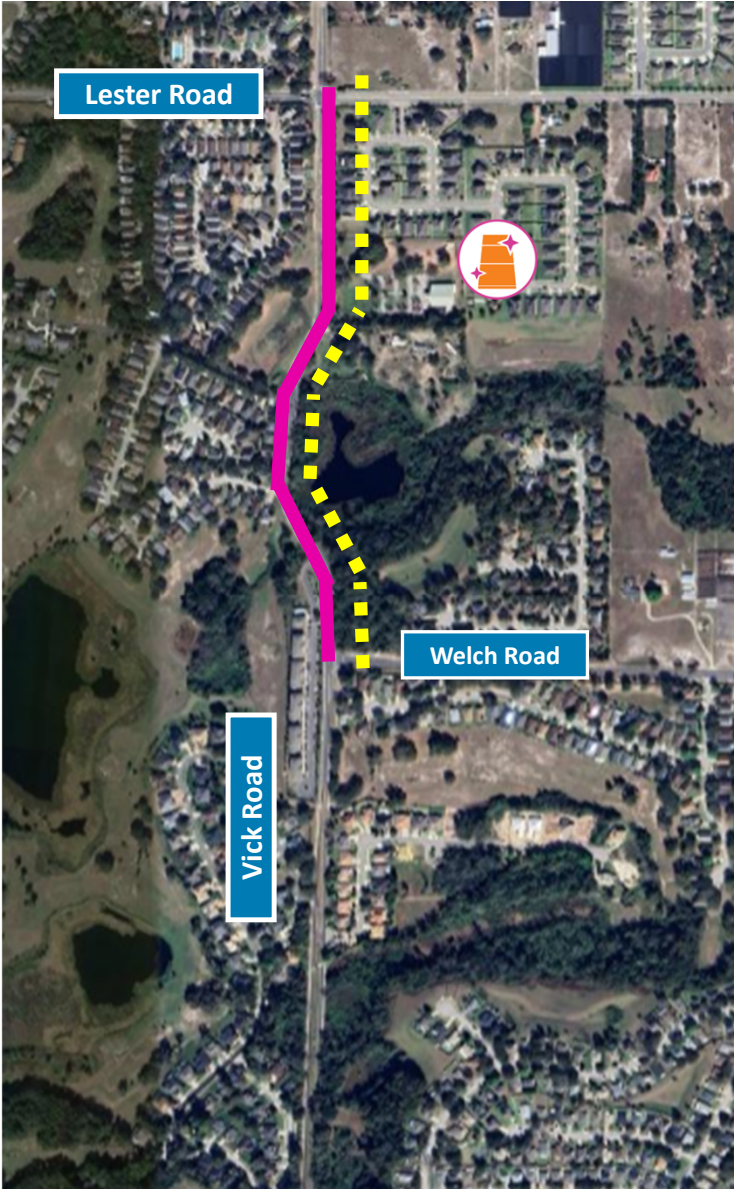
 Add Sidewalk

	Safety Score	Underserved Communities	Safety Benefit	HIN	Implementation
Weighted Score	12.5	0	15	5	7.5
Total Score / Rank	40*				
Opinion of Probable Cost	\$183,500.00**				

*Total Score is out of 100
 **Planning level estimate includes 30% contingency. Does not include ROW, drainage, or utility impacts.

Potential Improvements:

-  Fill in sidewalk gap between Welch & Lester Rd on east side



Vick Road

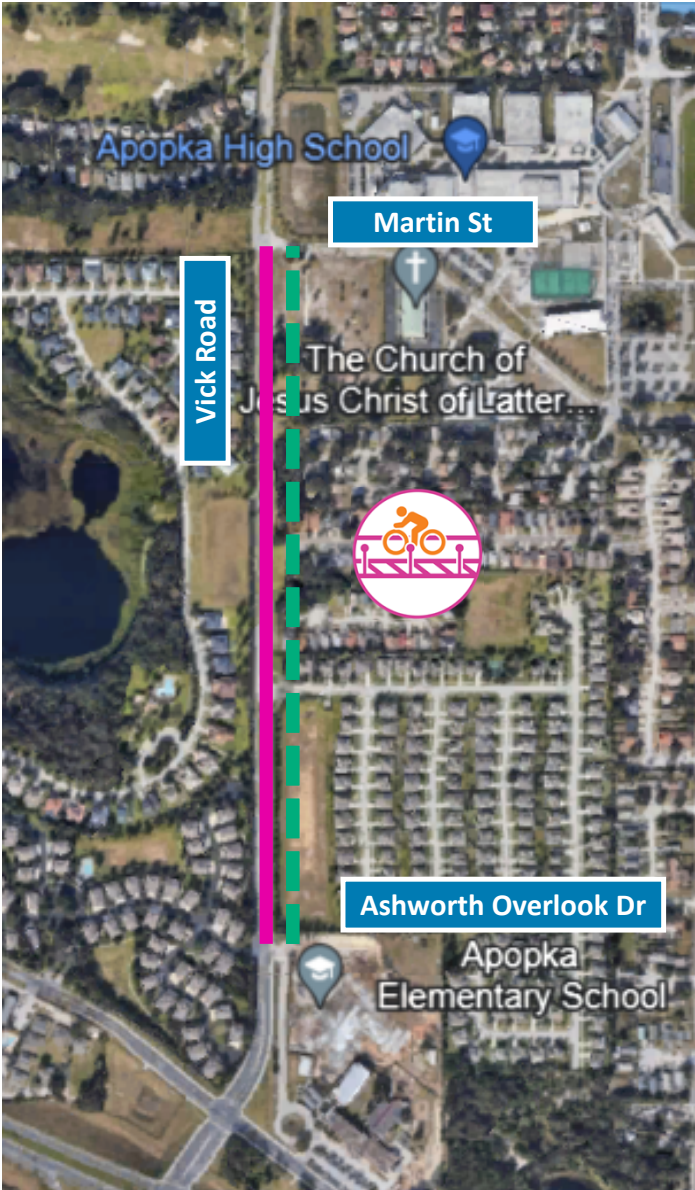
Ashworth Overlook Dr to Martin St
APO29

	Safety Score	Underserved Communities	Safety Benefit	HIN	Implementation
Weighted Score	12.5	0	15	5	10
Total Score / Rank	42.5*				
Opinion of Probable Cost	\$410,500.00**				

*Total Score is out of 100
 **Planning level estimate includes 30% contingency. Does not include ROW, drainage, or utility impacts.

Potential Improvements:


 Extend bike lane north of Ashworth Overlook Dr to Martin St

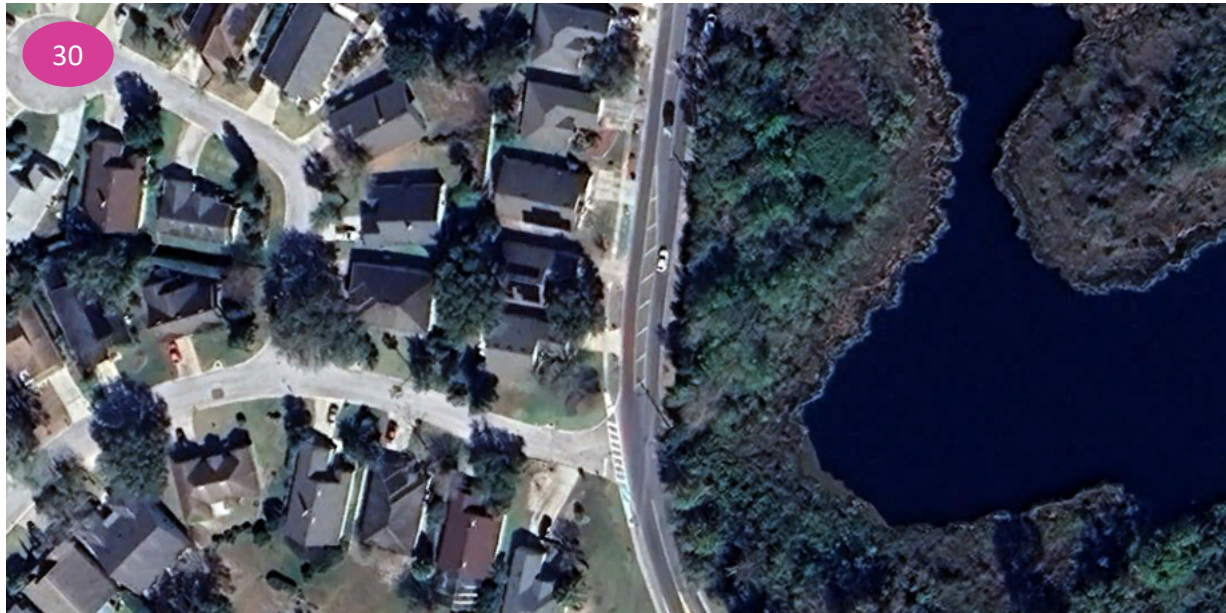


Vick Road & Golfside Village Blvd

APO30



Intersection Name	ID	KSI Crashes	Non-Incapacitating/ Possible Injury Crashes	No Injury Crashes	Bike/Ped Crashes	Crash Focus	Potential Improvements	Opinion of Probable Cost	Total Score
Vick Rd & Golfside Village Blvd	APO30	2	0	5	0	Head On Crashes (1 incapacitating injury crash)	Consider curve warning signage; Review existing speed limit of corridor	\$46,800.00**	35*



*Total Score is out of 100

**Planning level estimate includes 30% contingency. Does not include ROW, drainage, or utility impacts.

Ocoee Apopka Road

APO31, APO32



*Total Score is out of 100

**Planning level estimate includes 30% contingency. Does not include ROW, drainage, or utility impacts.

Intersection Name	ID	KSI Crashes	Non-Incapacitating/ Possible Injury Crashes	No Injury Crashes	Bike/Ped Crashes	Crash Focus	Potential Improvements	Opinion of Probable Cost	Total Score
CR 437-A/ Ocoee Apopka Rd & S Hawthorne Ave	APO31	2	18	20	1	Angle (22 crashes)	Install pedestrian crossing, Reduce turning radius; Perform all way stop analysis	\$68,900.00**	36.25*
Hawthorne Ave & W 4th St (AWSC)	APO32	2	3	13	0	Angle (15 crashes)	Add pavement markings for stop; stop ahead signage, add receiving curb ramp <i>Installed four-way stop control</i>	\$55,380.00**	32.5*



Sandpiper St & Ustler Rd

APO33



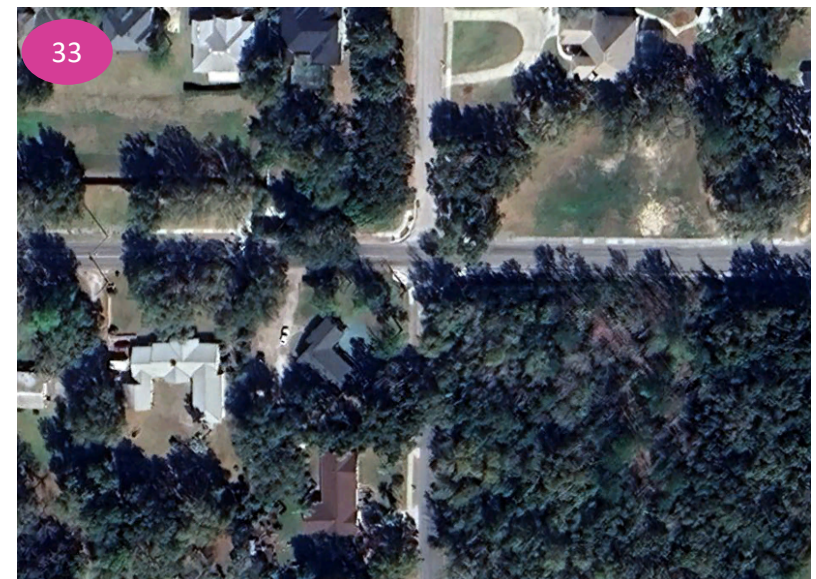
Intersection Name	ID	KSI Crashes	Non-Incapacitating/ Possible Injury Crashes	No Injury Crashes	Bike/Ped Crashes	Crash Focus	Potential Improvements	Opinion of Probable Cost	Total Score
E Sandpiper St & Ustler Rd (AWSC)	APO33	2	2	5	0	Angle/Left (7 crashes)	High Visibility Crosswalks Installed All Way Stop Control	\$7,410.00**	38.75*

*Total Score is out of 100

**Planning level estimate includes 30% contingency. Does not include ROW, drainage, or utility impacts.

Potential Improvements:

 Upgrade to High Visibility crosswalks



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21

Sandpiper St

Park Ave to Ustler Rd

APO34

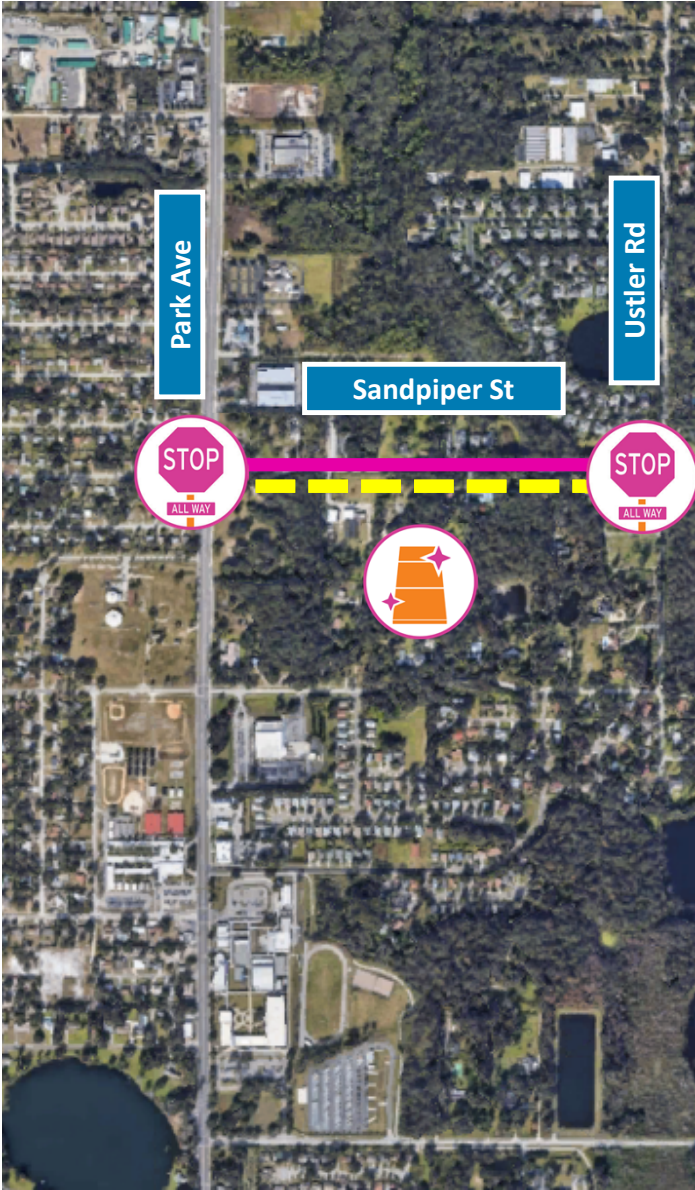
 Add Sidewalk

	Safety Score	Underserved Communities	Safety Benefit	HIN	Implementation
Weighted Score	12.5	0	11.25	5	10
Total Score / Rank	38.75*				
Opinion of Probable Cost	\$177,700.00**				

*Total Score is out of 100
 **Planning level estimate includes 30% contingency. Does not include ROW, drainage, or utility impacts.

Potential Improvements:

-  Add high-visibility tape at stop-controlled intersections
-  Add sidewalk



Forest Avenue

E 1 St to E 7 St
APO35

	Safety Score	Underserved Communities	Safety Benefit	HIN	Implementation
Weighted Score	12.5	15	11.25	5	10
Total Score / Rank	53.75*				
Opinion of Probable Cost	\$414,20.00**				

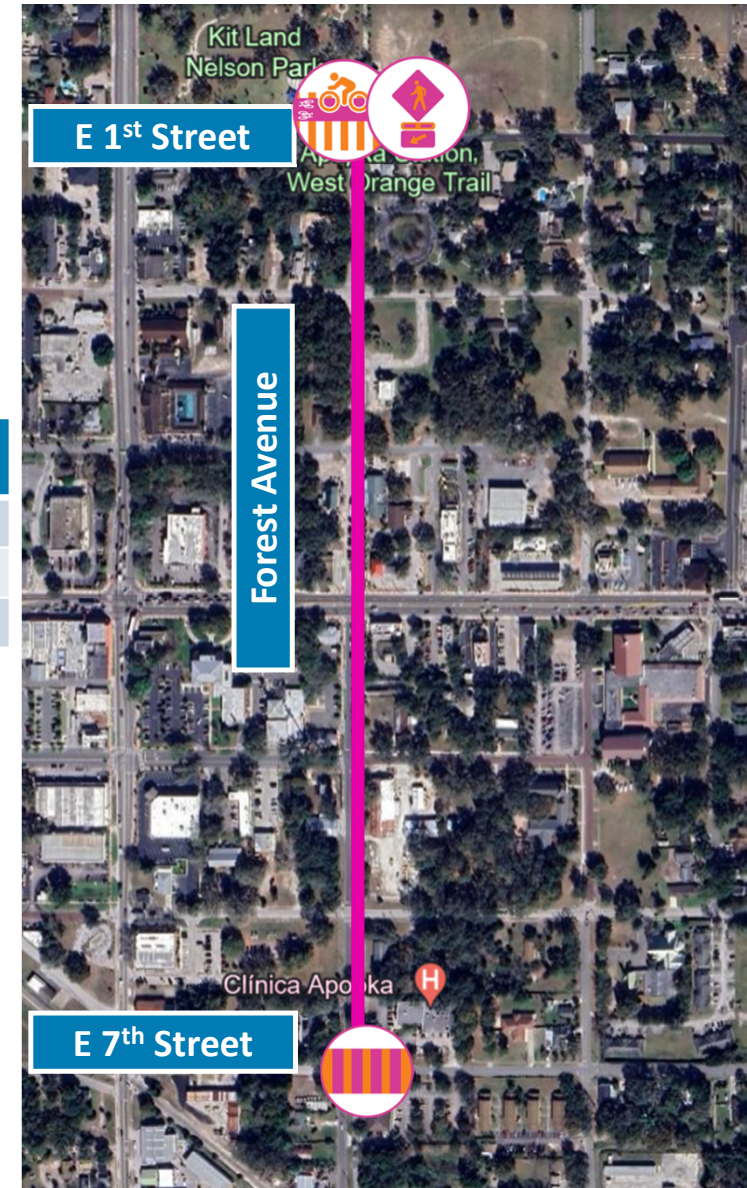
*Total Score is out of 100

**Planning level estimate includes 30% contingency. Does not include ROW, drainage, or utility impacts.

Potential Improvements:

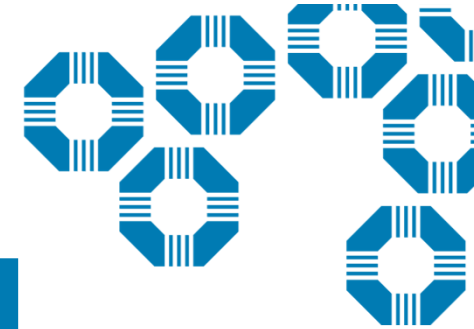
-  Refresh all crosswalks to high visibility at 7th Street and add receiving curb ramps
-  Consider green pavement markings for trail crossing
-  Consider raised crossings at trail intersections

VISION ZERO CENTRAL FLORIDA



2nd Street

From Central Ave to Park Ave
APO37



	Safety Score	Underserved Communities	Safety Benefit	HIN	Implementation
Weighted Score	12.5	15	11,25	5	5
Total Score / Rank	48.75*				
Opinion of Probable Cost	\$38,807.00**				

*Total Score is out of 100
**Planning level estimate includes 30% contingency. Does not include ROW, drainage, or utility impacts.

Potential Improvements:

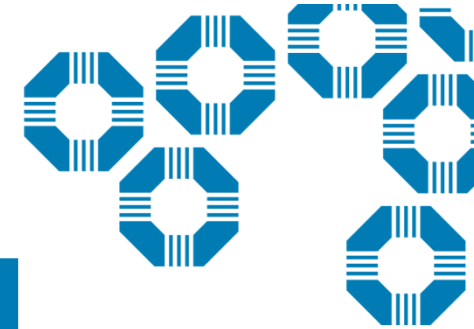
-  Add sidewalk on north side from S Central Ave to S Park Avenue



 Add Sidewalk

2nd Street

From Central Ave to Highland Ave
APO38

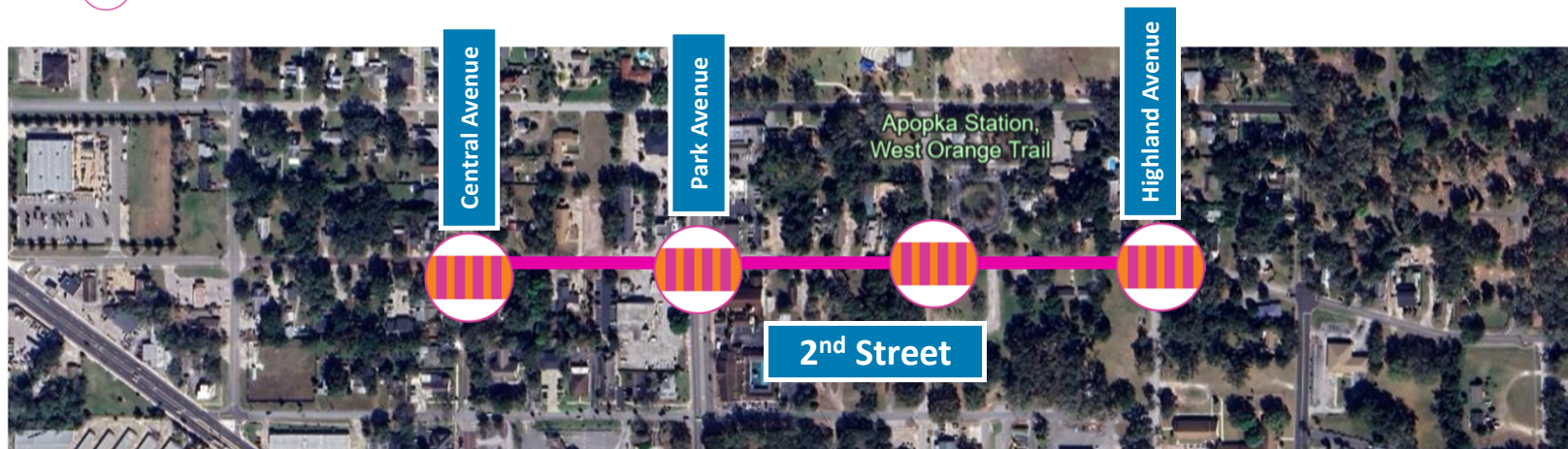


	Safety Score	Underserved Communities	Safety Benefit	HIN	Implementation
Weighted Score	12.5	15	11.25	5	10
Total Score / Rank	53.75*				
Opinion of Probable Cost	\$7,410.00**				

*Total Score is out of 100
**Planning level estimate includes 30% contingency. Does not include ROW, drainage, or utility impacts.

Potential Improvements:

 Refresh all crosswalks to trail crossings



2nd Street

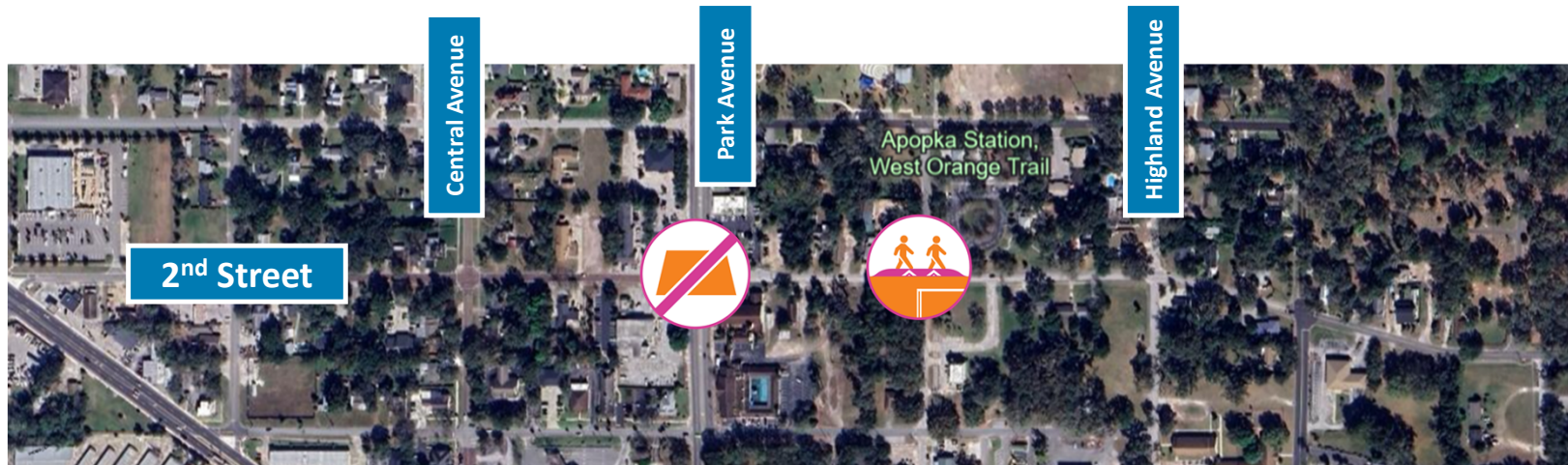
From Central Ave to Park Ave



Intersection Name	ID	Potential Improvements	Opinion of Probable Cost	Total Score
2nd St & Park Ave	APO36	Access management review	---	53.75*
2nd St & W Orange Trl	APO38	Add raised crossing	\$59,200.00**	53.75*

*Total Score is out of 100

**Planning level estimate includes 30% contingency. Does not include ROW, drainage, or utility impacts.



— Add Sidewalk

Rock Springs Road

From Votaw Road to Lester Road

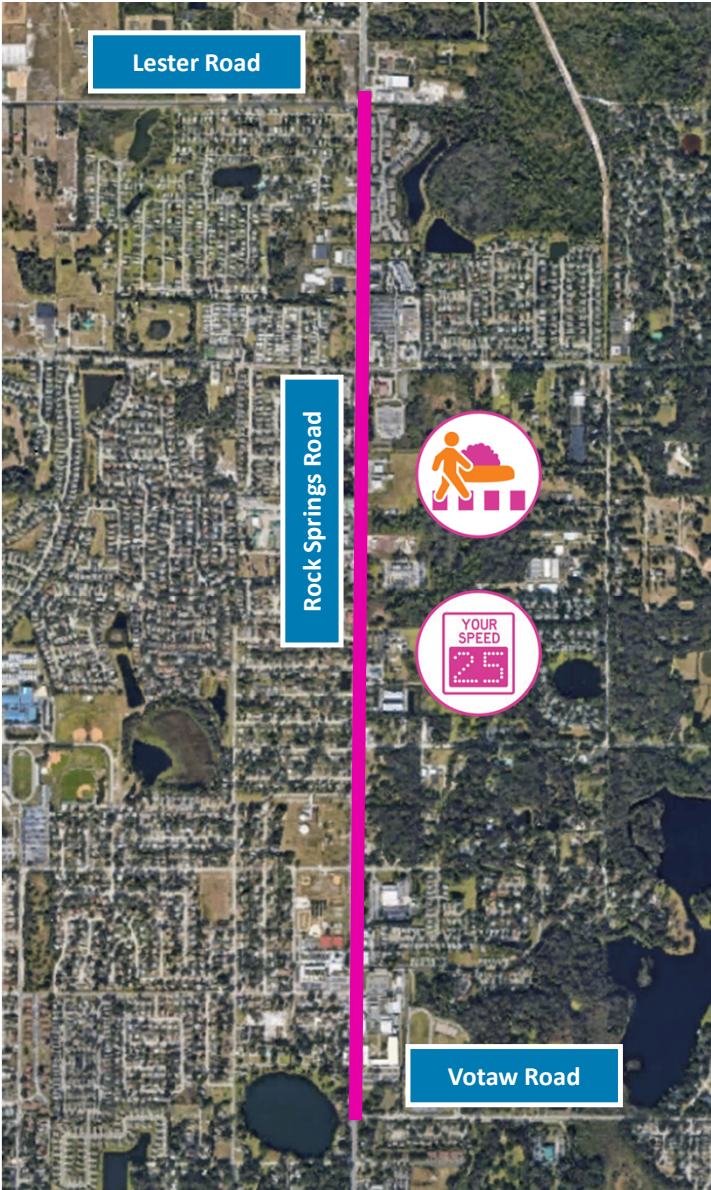
APO40

	Safety Score	Underserved Communities	Safety Benefit	HIN	Implementation
Weighted Score	0	0	11.25	5	10
Total Score / Rank	26.25*				
Opinion of Probable Cost	\$98,800.00**				

*Total Score is out of 100
 **Planning level estimate includes 30% contingency. Does not include ROW, drainage, or utility impacts.

Potential Improvements:

-  Add raised medians
-  Add school zone flashers



CR 437A/Ocoee Apopka Road

From Keene Road to Binion Road

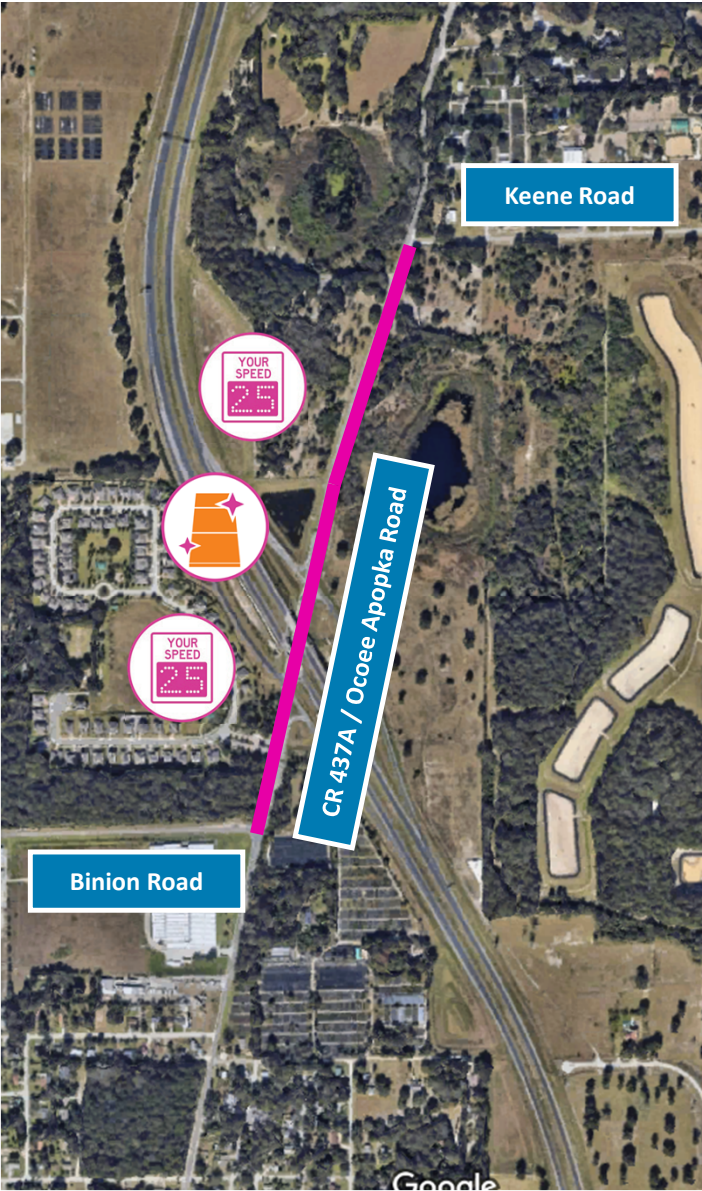
APO41

	Safety Score	Underserved Communities	Safety Benefit	HIN	Implementation
Weighted Score	0	0	11.25	5	7.5
Total Score / Rank	23.75*				
Opinion of Probable Cost	\$107,000.00**				

*Total Score is out of 100
 **Planning level estimate includes 30% contingency. Does not include ROW, drainage, or utility impacts.

Potential Improvements:

-  Set target speed and implement speed management improvements
-  Add speed feedback signs
-  Fill sidewalk gap



Technical Appendix

K- Data Management Plan



Image of Lake Apopka



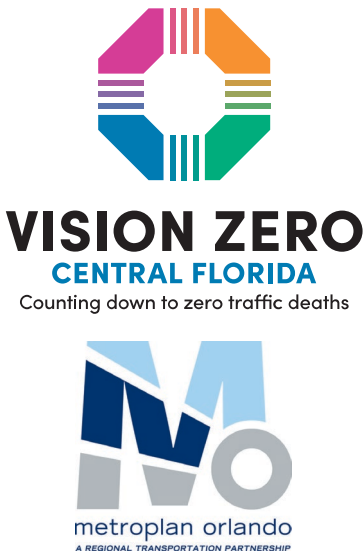
Memorandum

Date: November 10, 2023

To: Vision Zero Central Florida Partners

From: Mighk Wilson, MetroPlan Orlando
Stephen Spana, Fehr & Peers
PJ Smith, xGeographic

Subject: **Vision Zero Central Florida – Data Management Plan**



Introduction

This data management plan provides information that will assist MetroPlan Orlando in maintaining the Vision Zero Central Florida hub site on an annual and ongoing basis. Information is provided on critical GIS layers, associated instructional documents, and information on document storage, sources and methods of data management. Updates to crash data on the hub site are expected to occur in the third quarter of each calendar year as data within the Signal Four Analytics (S4) database becomes finalized for the prior calendar year.

Critical GIS Layers

The ArcGIS Hub Site will be refreshed annually with new crash data downloaded from the Signal Four Analytics online tools. As part of the annual process to refresh the crash data, numerous input files are used to transform the raw crash data into a formatted database that can be appended to the existing online layer. The GIS layers that are used to update the S4 database are described in this section of the report along with important metadata and data storage information. The listing below does not include municipality-specific files that were generated in 2023 and 2024.

Layer Listing

Layer	Source	Update Frequency	Next Refresh
Signal 4 Analytics Crashes File Name: S4.gdb	Signal 4 Analytics	Annual	June 2024
MetroPlan Coverage Area File Name: MetroPlan_Area.shp	F.G.D.L.	None	None
MetroPlan Jurisdictions File Name: MetroPlan_Juris.shp	MetroPlan Orlando	Annual	June 2024

Wave Roadways File Name: xWave.shp	xGeographic	Annual	June 2024
Federal Aid Highway System File Name: Federal_Aid_Highway_System_TDA.shp	F.H.W.A.	Annual	June 2024
ETC Indicator File Name: ETC_Indicator.shp	U.S.D.O.T.	Annual	June 2024

Additional Data

Crashes between rail vehicles and non-motorized vehicles are not included within the S4 database. The Florida Department of Transportation (FDOT) District 5 Rail Administration Manager (part of the Modal Development office) maintains a record of incidents that occur along rail lines and at railroad crossings in the region. The incidents from the prior calendar year will need to be requested and geocoded into the database for consideration in crash analysis. This information can also be supplemented by information from the Federal Railroad Administration (<https://safetydata.fra.dot.gov/OfficeofSafety/default.aspx>).

Data from the Florida Injury Surveillance System (FISS) dataset can be used to document deaths, emergency room visits and hospitalizations for people who were injured while walking and biking, including information for people who were injured or killed while walking or bicycling when a vehicle was not involved. While this information cannot be geocoded to a specific location, the overall trends should be documented.

Metadata

All of the GIS files that are used to generate the final Signal Four Analytics crash file are populated with important metadata. This includes information on how the data was created, what the layer data fields include (including field value descriptions), and update frequency information. The five GIS files described in the Layer Listing are already embedded with this necessary information, so Metadata does not need to be updated on an annual basis.

Data Storage Locations

The Signal Four Analytics crash file is stored on ArcGIS Online with a static geodatabase name of S4.gdb. This file can be downloaded for use from the ArcGIS Online account at any time by project team members and partnering organizations.

Source files, including the MetroPlan Coverage Area, MetroPlan Jurisdictions, Wave Roadways, Federal Aid Highway System and ETC Indicators are maintained by third parties and are stored in various locations. The four source (input) files that are updated annually can be found in the following locations or by contacting the following stakeholders:

- MetroPlan Coverage Area: This file is stored on the MetroPlan Orlando server. This file will not update unless the underlying MetroPlan Orlando coverage area changes in the future.

- **MetroPlan Jurisdictions:** This file is stored on the MetroPlan Orlando server. This file is updated semi-regularly by MetroPlan Orlando as municipal boundaries change.
- **Wave Roadways:** This file is stored by xGeographic and is updated four times annually, ensuring that road features, demographic data, and proximity data is as accurate as possible at the time that the crash data cross-reference is made. Contact pjsmith@xgeographic.com to obtain this file.
- **Federal Aid Highway System:** This file is stored online and is maintained by the Federal Highway Administration. The file can be downloaded by clicking on "Federal Aid Highway System Shapefile" at the following link: <https://www.fdot.gov/statistics/fedaid/default.shtm>
- **ETC Indicator:** This file is stored online and is maintained by the U.S. Department of Transportation. The file can be downloaded by following the instructions at the following link: <https://experience.arcgis.com/experience/0920984aa80a4362b8778d779b090723/page/Homepage/>

Critical Documents

Along with this data management plan, numerous documents are stored on the MetroPlan Orlando server that serve as critical analytical tools and data management files for the project team. These files are explained below.

- **Regional Projects Data Directory**
 - The regional projects data directory is an excel spreadsheet that provides instructions for municipalities to develop GIS files that can be easily merged to form a regional file. This includes field names and specific field values.
- **S4.atbx (GIS Toolbox)**
 - This toolbox file is used to generate formatted crash data to be appended to the existing crash data on ArcGIS Online.
- **MetroPlan VZ Systemic Matrix**
 - The systemic matrix includes detailed crash analytics that are used in official Vision Zero Central Florida plan documents. The project team will review the need to update these statistics in future years.
- **Source Layer Information**
 - The source layer information document provides more in-depth information in excel format pertaining to the input files used as part of this project.

Signal Four Data Update Procedures

On an annual basis, a GIS analyst will run the S4.atbx ArcGIS toolbox to generate a new set of crash data to be appended to the existing online layer. Steps to set up and run this toolbox are included

below. Note: It is critical that the steps outlined below are followed while running the tool, as certain manual data edits are made while the tool is executed.

Annual Data Integration Steps

1. Log into <https://signal4analytics.com/analysis>
2. Download the latest full year of crash data
 - a. Insert a custom date range (01/01/XXXX through 12/31/XXXX)
 - b. Set the geographic boundary to MetroPlan Orlando
 - c. Download the Crash Event csv and the GIS Geolocation
3. Conduct QA/QC of crash data:
 - a. Map all crash data within the geographic boundary of MetroPlan Orlando to identify crashes that are being mapped outside the region.
 - b. A list of crashes that resulted in a fatality or serious injury that are unmapped shall be prepared, and based on data within the crash report, the analyst shall attempt to identify the location for mapping. A list of all crashes in the region that are unmapped shall be prepared for forwarding to the agency for further review.
4. In ArcGIS, run models 1.01-1.03 in the S4 Toolbox (S4.atbx)
 - a. Model 1.01 removes crashes located outside of the MetroPlan geographic boundary
 - i. The MetroPlan_Area file, which is used to run Model 01.01, can be requested from PJ Smith at pjsmith@xgeographic.com
 - b. Model 1.02 removes fields which are unnecessary to the analysis.
 - c. Model 1.03 transforms the bicycle and pedestrian typing data from the download into a useable format (i.e., replaces numerical data categories with text descriptions)
5. In ArcGIS, run model 2.01 in the S4 Toolbox (S4.atbx) to join crash event, and bike/ped typing data to the crash locations.
6. In ArcGIS, run model 03.01 in the S4 Toolbox (S4.atbx) to append jurisdictions to the database.
 - a. The MetroPlan_Juris file, which is used to run Model 02.01, can be requested from MetroPlan Orlando.
 - b. If the Spatial Join is taking a long time to run, temporarily add MetroPlan_Juris to the working GDB file.
7. In ArcGIS, run model 03.02 in the S4 Toolbox (S4.atbx) to remove redundant fields.
8. In ArcGIS, run models 04.01 and 04.02 in the S4 Toolbox (S4.atbx) to tag crashes near the federal aid network.
 - a. Crashes selected within 100 feet of the Federal Aid network layer and populated with "Y" if within the radius, and a "N" if not within the radius. Roadways on "Private Road" or "Parking Lot" are provided a value of "N".
9. In ArcGIS, run model 05.01 in the S4 toolbox (S4.atbx). The output file is named S4_Crashes.
10. Run model 06.01 to add the KSI and MODE classifications to the crash data.

11. Run model 07.01. This flags all collisions occurring on Limited Access facilities (i.e., Interstates, Toll Roads) using the ROAD_SYSTEM_IDENTIFIER field in the Signal4 data (where ROAD_SYSTEM_IDENTIFIER = Interstate or Turnpike/Toll). After running this model, manually inspect the collisions where LIMITED_ACCESS_1 = 1, as some will be incorrectly classified as occurring on Interstates or Toll Roads. To do this, query the xGeographic Wave database to show roads where ROAD_TYPE = "FDOT – Limited Access". Change LIMITED_ACCESS_1 = 1 to LIMITED_ACCESS_1 = 0 for any of these cases (estimated time 1-2 hours).
12. Create field called LIMITED_ACCESS_2 (Type: Short Integer). The previous step will NOT capture all collisions occurring on Limited Access facilities, because some occurring on Interstates/Toll Roads are classified using ROAD_SYSTEM_IDENTIFIER = State or US. Since we cannot query Limited Access facility collisions using the State or US ROAD_SYSTEM_IDENTIFIER field (since many state or US roads are not limited access facilities) we need to flag them manually using the LIMITED_ACCESS_2 field. Set a Definition Query of LIMITED_ACCESS_1 = 0 (to view all collisions not deemed to be Limited Access collisions in the previous step) and visually inspect collisions occurring along Interstates/Toll roads. Any collisions occurring along these facilities with the ON_STREET_ROAD_HIGHWAY field representing the facility name (e.g. I-4, Interstate 4, I4, etc.) should be given a value of LIMITED_ACCESS_2 = 1.
13. Run model 07.02, which creates a final limited access field, LIMITED_ACCESS_FINAL, showing whether a collision occurs on a limited access facility (if LIMITED_ACCESS_1 = 1 OR LIMITED_ACCESS_2 = 1).
14. Run model 08.01, which flags all collisions occurring on private roadways and/or parking lots.
15. Run models 09.01 through 09.17. To obtain the xWave_Major and xWave_Minor files, contact PJ Smith at pjsmith@xgeographic.com. The ETC_Index file should be provided pre-formatted.
16. Create a new GDB titled "S4.gdb" in a folder marked with a year; for example, the folder name for the 2018-2022 data addition is titled "2022", and the folder for the appended 2023 data will be titled "2023". Export S4_Crashes into S4.gdb.
17. Append the S4.gdb file to the existing crash database on ArcGIS Online.



City of Apopka CITY COUNCIL STAFF REPORT

Section: PUBLIC HEARINGS/ORDINANCES/RESOLUTION (Action Item)

Item #: 9.

Meeting Date: August 21, 2024

Department: Community Development

SUBJECT:

Resolution 2024-20 - City of Apopka/CFX/BPG Mid Florida South 1, LLC - Property Exchange Agreement

REQUEST:

Approve Resolution 2024-20, authorizing the Mayor to execute special warranty deeds and documents to convey the lands from and to Central Florida Expressway Authority and Mid-Florida South, LLC.

SUMMARY:

Approximately two years ago, the developer for Mid-Florida South Logistics Park, an industrial project located west of SR 429 and south of US 441, began to work with the City to explore ways to improve their site design options with the existing, east-adjacent stormwater pond owned by the Central Florida Expressway Authority (CFX). BPG Mid Florida South 1, LLC coordinated with the City to swap lands with CFX, creating a larger buffer to the City's wildlife park and eliminating the constraints on Mid-Florida South's layout options. The City made the request to CFX and, in the spirit of cooperation and partnership with the City, CFX agreed with the condition that the developer will design and convey a new stormwater pond, situated on the southwest corner of the project site, as shown on the approved Major Development Plan (MDP) and Construction Site Plan (CSP). The developer is also donating 12 +/- acres of wetland and upland to the City. The Mid-Florida South Logistics Park - MDP was approved by the City Council on May 17, 2023, and the CSP was approved by the Development Review Committee on October 6, 2023.

FUNDING SOURCE:

N/A

RECOMMENDED MOTION:

Approve Resolution 2024-20, authorizing the Mayor to execute special warranty deeds and documents to convey the lands from and to Central Florida Expressway Authority and Mid-Florida South, LLC.

ATTACHMENTS:

1. Resolution 2024-20 CFX and Developer Conveyances
2. Executed Apopka Pond Exchange Agreement
3. Composite Exhibit A & B

RESOLUTION NO. 2024-20

A RESOLUTION OF THE CITY OF APOPKA APPROVING THE ACCEPTANCE AND CONVEYANCE OF CERTAIN PARCELS OF REAL PROPERTY FROM AND TO CENTRAL FLORIDA EXPRESSWAY AUTHORITY; APPROVING THE ACCEPTANCE AND CONVEYANCE OF CERTAIN PARCELS OF REAL PROPERTY FROM AND TO BPG MID FLORIDA SOUTH 1, LLC; AUTHORIZING THE MAYOR TO EXECUTE SPECIAL WARRANTY DEEDS AND DOCUMENTS TO EFFECTUATE THE CONVEYANCES CONTEMPLATED HEREIN; PROVIDING LEGISLATIVE FINDINGS; PROVIDING FOR SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.

WHEREAS, on November 2, 2022, the **City of Apopka**, a Florida municipal corporation (the “**City**”) executed that certain **Property Exchange Agreement (SR 429 Pond)** (the “**Agreement**”) by and between **Central Florida Expressway Authority**, a body politic and corporate and an agency of the State of Florida (“**CFX**”), and **Bluescope Properties Group, LLC**, a Delaware limited liability company (“**Bluescope**”), with respect to the exchange (acceptance and subsequent conveyance) of certain parcels of real property located in Orange County, Florida, which **Agreement** was fully executed by all parties thereto on December 8, 2022; and

WHEREAS, in accordance with the terms of the **Agreement**, on April 25, 2024, **Bluescope** assigned all of its right, title, and interest as Developer (as such term is used and defined in the **Agreement**) under the **Agreement** to **BPG Mid Florida South 1, LLC**, a Delaware limited liability company (the “**Developer**”); and

WHEREAS, per the terms of the **Agreement**, the **City** agreed to accept conveyance from **CFX** of that certain parcel of real property consisting of approximately 5.412 +/- acres located in Orange County, Florida as more particularly described within those Special Warranty Deeds attached hereto as **Composite Exhibit “A” (“CFX Pond Property”)** and then to subsequently convey same parcel to **Developer**; and

WHEREAS, per the terms of the **Agreement**, the **City** agreed to accept conveyance from **Developer** of that certain parcel of real property comprising approximately 6.983 +/- acres as more particularly described within those Special Warranty Deeds attached hereto as **Composite Exhibit “B” (“Replacement Pond Property”)** and then to subsequently convey same parcel to **CFX**; and

WHEREAS, the **City Council of the City of Apopka** has determined that the **CFX Pond Property** and **Replacement Pond Property** are and will be unnecessary for the **City’s** public purposes; and

WHEREAS, the **City Council of the City of Apopka** has determined that the acceptance of the **CFX Pond Property** from **CFX** and subsequent conveyance (disposal) of the **CFX Pond Property** to **Developer**, per the terms of the **Agreement**, are in the best interests of the public and serve a valid public purpose; and

WHEREAS, the **City Council of the City of Apopka** has determined that the acceptance of the **Replacement Pond Property** from **Developer** and subsequent conveyance (disposal) of the **Replacement Pond Property** to **CFX**, per the terms of the **Agreement**, are in the best interests of the public and serve a valid public purpose.

NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS:

SECTION 1. Pursuant to a duly held meeting on the date specified below, the “whereas” clauses above are adopted as legislative findings of the **City Council of the City of Apopka**, in its capacity as governing body of the **City**.

SECTION 2. Per the terms of the **Agreement**, the **City Council of the City of Apopka** hereby approves acceptance from **CFX** of the **CFX Pond Property** and subsequent conveyance of the **CFX Pond Property** to **Developer** via Special Warranty Deeds in substantially the same form as those attached hereto as **Composite Exhibit “A.”**

SECTION 3. Per the terms of the **Agreement**, the City Council of the **City of Apopka** hereby approves acceptance from **Developer** of the **Replacement Pond Property** and subsequent conveyance of the **Replacement Pond Property** to **CFX** via Special Warranty Deeds in substantially the same form as those attached hereto as **Composite Exhibit “B.”**

SECTION 4. The Mayor is hereby authorized to execute Special Warranty deeds in substantially the same form as those contained within **Composite Exhibits “A” & “B”** to effectuate those conveyances of lands from **City** to **CFX** and **Developer** per the terms of the **Agreement** at such appropriate time in advance of closing. Furthermore, the Mayor is authorized to execute any and all other documents necessary to effectuate said conveyances and those transactions contemplated within the **Agreement**. Following execution of same, all such executed deeds and documents shall thereafter be held in trust by the Office of the City Attorney until delivered to the appropriate parties per the terms of the **Agreement**.

SECTION 5. If any section, sentence, clause or phrase of this Resolution is held to be invalid or unconstitutional by any court of competent jurisdiction, that holding in no way affects the remaining portions of this Resolution.

SECTION 6. All Resolutions in conflict herewith are hereby repealed to the extent of such conflict.

SECTION 7. This Resolution shall take effect immediately upon its approval.

PASSED AND RESOLVED this ____ day of _____, 2024 by the City Council of the City of Apopka, Florida.

APPROVED:

Bryan Nelson, Mayor

ATTEST:

Susan Bone, City Clerk

PROPERTY EXCHANGE AGREEMENT
(SR 429 Pond)

THIS PROPERTY EXCHANGE AGREEMENT (“**Agreement**”) is made and entered into as of the Effective Date (as hereinafter defined), by and between **CITY OF APOPKA**, a municipal corporation, whose address is 120 East Main Street, Apopka, Florida 32703 (“**City**”), **CENTRAL FLORIDA EXPRESSWAY AUTHORITY**, a body politic and corporate and agency of the state, under the laws of the State of Florida, whose address is 4974 ORL Tower Road, Orlando, Florida 32807 (“**CFX**”), and **BLUESCOPE PROPERTIES GROUP LLC**, a Delaware limited liability company, whose address is 1540 Genessee Street, Kansas City, Missouri 64102 (or its permitted assigns being referred to herein as “**Developer**”). City, CFX and Developer are sometimes collectively referred to herein as the “**Parties**” and individually as a “**Party**”.

W I T N E S S E T H:

WHEREAS, CFX was created pursuant to Part III, Chapter 348, Florida Statutes (the “**CFX Act**”) to, among other things, construct, improve, maintain, and operate a limited access toll road known as the Central Florida Expressway System, as defined in the CFX Act, and was granted all powers necessary and convenient to conduct its business, including the power to contract with other public agencies;

WHEREAS, CFX is the fee simple owner of that certain parcel of real property consisting of approximately 5.41 +/- acres of real property located in unincorporated Orange County, Florida comprising a portion of Parcel Identification No. 12-21-27-0000-00-008 more particularly depicted in **Exhibit “A”** attached hereto and incorporated herein by reference (“**CFX Pond Property**”);

WHEREAS, the CFX Pond Property is currently permitted and used as a stormwater detention pond (“**Existing Pond**”) servicing the needs of State Road 429 (“**SR 429**”) located adjacent to the CFX Pond Property;

WHEREAS, Developer is currently under contract to purchase (i) approximately 11.25 +/- acres of land located at Peterson Road in Apopka, Florida comprising Parcel Identification No. 12-21-27-0000-00-013 (the “**Long Long Hill Trust Property**”), (ii) approximately 33.8 +/- acres of land located in unincorporated Orange County, Florida comprising Parcel Identification No. 12-21-27-0000-00-007 (the “**Simpson Property**”), and (iii) approximately 10.12 +/- acres of land located in unincorporated Orange County, Florida comprising Parcel Identification No. 12-21-27-0000-00-012 (the “**Sessions Property**”);

WHEREAS, portions of the Long Long Hill Trust Property, Simpson Property and Sessions Property comprising approximately 6.00 +/- acres and generally depicted in **Exhibit “A”** attached hereto (“**Replacement Pond Property**”), will be utilized for the construction of the Replacement Pond (as defined below);

WHEREAS, in order to achieve a balance between the environmental needs of City and the need for further development, City and Developer desire to enter into a transaction with the other Parties whereby City (following the transfer of the Replacement Pond Property from

Developer (or Developer's affiliate) to City) shall transfer, convey, and assign all right, title, and interest of City in and to the Replacement Pond Property to CFX in exchange for the simultaneous transfer, conveyance, and assignment to City of all right, title, and interest of CFX in and to the CFX Pond Property, following which, City shall transfer, convey and assign all of its right, title and interest in and to the CFX Pond Property to Developer (or Developer's affiliate);

WHEREAS, in order to maintain and fulfill the stormwater capacity needs of SR 429, Developer has agreed to design, permit and construct on the Replacement Pond Property, at no cost or expense to CFX, prior to transfer of the Replacement Pond Property from Developer to City, a stormwater retention pond, and any necessary conveyance and access facilities, improvements, or infrastructure thereto, providing the same or similar benefit to SR 429 as the Existing Pond (collectively, the "**Replacement Pond**");

WHEREAS, CFX has agreed to exchange its fee simple ownership of the CFX Pond Property for the fee simple ownership of the Replacement Pond Property, the easements rights set in the Easement Areas (hereinafter defined), and the Developer's obligation to design, permit and construct the Replacement Pond on a portion of the Replacement Pond Property, all in accordance with the terms and conditions hereof; and

WHEREAS, CFX, City and Developer desire to enter into this Agreement memorializing the terms and conditions of the exchange of the CFX Pond Property for the Replacement Pond Property.

NOW, THEREFORE, for and in consideration of the premises, the payment of Ten and No/100 Dollars (\$10.00) in hand paid, the mutual covenants and agreements herein set forth, and other good and valuable consideration, the receipt, adequacy and sufficiency of which are hereby acknowledged by the parties hereto, the parties hereto do hereby covenant and agree as follows:

1. **Recitals.** The foregoing recitals are true and correct and are incorporated herein by this reference.

2. **Definitions.** For the purposes of this Agreement, the terms provided herein shall have the following definitions:

a. **"Approval"** or **"Approved"** shall mean final approval by the applicable Governmental Authorities and the expiration of all appeal periods for the same without an appeal being filed, with such matter being approved containing no terms, conditions, or provisions that are unsatisfactory or objectionable to CFX in its sole, exclusive and absolute discretion.

b. **"Governmental Authorities"** shall mean the City and any and all federal, state, county, municipal, or other governmental department or entity, or any authority, commission, board, bureau, court, community development district, or agency having jurisdiction over the CFX Pond Property or Replacement Pond Property or any portion thereof, and whose approval is required for the construction of Replacement Pond, including without limitation, the United States Army Corps of Engineers, the City, the Florida Department of Environmental Protection, the Florida Department of Transportation, and the St. Johns River Water Management District, as applicable.

c. **"Permits"** shall mean all permits, approvals, licenses, authorizations, and development entitlements of or from all Governmental Authority(ies), including, without limitation, the St. Johns River Water Management District, the Florida Department of Environmental Protection, and the Florida Department of Transportation, consents from all private parties with rights of consent or approval required to construct, operate and maintain the Replacement Pond and the Easements (hereinafter defined) and to abandon, fill and modify the Existing Pond, including: (i) any entitlements required to construct, install, operate and maintain the Replacement Pond; (ii) all preliminary and final site plans; and (iii) all applicable water management district, Florida Department of Environmental Protection and United States Army Corps of Engineers approvals, or determinations of no jurisdiction, as applicable.

3. **Agreement to Exchange.** City shall transfer, assign, and convey to CFX and CFX shall acquire from City, fee simple ownership of the Replacement Pond Property and the easement interests in the Easement Areas in the manner and upon the terms and conditions set forth in this Agreement. Simultaneously with the transfer and conveyance of the Replacement Pond Property from City to CFX, CFX agrees to transfer, assign, and convey to City and City agrees to acquire from CFX the fee simple ownership of the CFX Pond Property in the manner and upon the terms and conditions set forth in this Agreement. Simultaneously with the transfer and conveyance of fee simple ownership of the CFX Pond Property from CFX to City, City shall transfer, assign, and convey all of its right, title and interest in and to the fee simple ownership of the CFX Pond Property to Developer in the manner and upon the terms and conditions set forth in this Agreement. Following the conveyance of the CFX Property by City to Developer, Developer shall convey or dedicate to the City a portion of the Simpson Property currently designated as wetlands, and the exact location, acreage and legal description thereof shall be determined by Developer and reasonably approved by City prior to the Escrow Date.

4. **Property.** For purposes of this Agreement and subject to the terms and conditions hereof, the term "CFX Pond Property" shall also include all of CFX's right, title, and interest in, to, and under: (i) all tenements, hereditaments, and appurtenances relating thereto or associated therewith; (ii) all improvements, buildings, and fixtures, if any, situated thereon; (iii) all permits, approvals, authorizations, development rights, entitlements, vested rights, benefits, rights, privileges, exemptions, impact, and licenses relating to, associated with, or affecting any such property; (iv) all right, title, and interest of CFX in and to any street, road, alley, or avenue adjoining such property; and (v) all of CFX's right, title, and interest in any strip, hiatus, gore, gap, or boundary adjustment area adjoining or affecting such property; provided, however, CFX shall reserve the LA Lines (hereinafter defined) more specifically set forth herein.. For purposes of this Agreement, the term "Replacement Pond Property" shall also include all of City's and Developer's right, title, and interest in, to, and under: (i) all tenements, hereditaments, and appurtenances relating thereto or associated therewith; (ii) all improvements, buildings, and fixtures, if any, situated thereon; (iii) all permits, approvals, authorizations, development rights, entitlements, vested rights, benefits, rights, privileges, exemptions, impact, and licenses relating to, associated with, or affecting any such property which CFX approves and accepts (iv) all right, title, and interest of City and Developer in and to any street, road, alley, or avenue adjoining such property; and (v) all of City's right, title and interest in any strip, hiatus, gore, gap, or boundary adjustment area adjoining or affecting such property.

5. **Consideration.** The Parties agree that the Replacement Pond Property, as improved by the Replacement Pond and Replacement Drainage Facilities (hereinafter defined), and Easement Areas shall be exchanged as consideration for the CFX Pond Property.

6. **Delivery of Due Diligence Materials.**

a. **Replacement Pond Property Due Diligence Materials.** CFX hereby acknowledges that Developer has provided all third-party reports, studies and survey conducted on the Replacement Pond Property by consultants engaged by Developer in connection with its acquisition of the Replacement Pond Property (collectively, the “**Developer’s Prior Studies**”) for CFX’s use in determining, in its sole and absolute discretion, the suitability of the Replacement Pond Property for CFX’s Intended Use (as defined below). Following CFX’s written request, Developer shall use commercially efforts to cause any and all of the Developer’s Prior Studies be certified to CFX, at Developer’s sole cost and expense. Developer makes no warranties or representations regarding the Developer’s Prior Studies delivered to CFX by Developer, and CFX assumes all risk of relying thereon.

b. **CFX Pond Property Due Diligence Materials.** Within five (5) business days after receipt of a written request from the Developer, CFX agrees to provide to Developer and City copies of any and all documentation, reports, studies, surveys, audits, or reports of any such investigations, studies, examinations, surveys, and inspections conducted on the CFX Pond Property (“**CFX’s Prior Studies**”) requested by Developer for Developer’s use in determining, in its sole and absolute discretion, the suitability of the CFX Pond Property for the Developer’s Intended Use (as defined below). Following Developer’s written request, CFX shall use commercially efforts to cause any and all of the CFX’s Prior Studies be certified to Developer, at Developer’s sole cost and expense. CFX makes no warranties or representations regarding the CFX’s Prior Studies delivered to the City and Developer by CFX, and City and Developer assumes all risk of relying thereon.

7. **Inspection Period.**

a. **Inspection of Replacement Pond Property.** CFX shall have three (3) business days from the Effective Date (“**Review Period**”) to review the Developer’s Prior Studies and to determine, in CFX’s sole and absolute discretion, whether the Developer’s Prior Studies are sufficient and acceptable for CFX to determine the suitability of the Replacement Pond Property and Easement Areas for the Replacement Pond and Replacement Drainage Facilities, and the overall general stormwater drainage needs of SR 429 (“**CFX’s Intended Use**”). To the extent CFX, in its sole and absolute discretion, is not satisfied with or unable to determine the suitability of the Replacement Pond Property and Easement Areas for CFX’s Intended Use after review of the Developer’s Prior Studies, CFX shall have the right, in its sole and absolute discretion, to (i) within thirty (30) days after the Effective Date (“**Inspection Period**”), enter upon the Replacement Pond Property and Easement Areas with its agents and engineers as needed to inspect, examine, survey and otherwise undertake those actions which CFX, in its discretion, deems reasonably necessary or desirable to determine the suitability of the Replacement Pond Property for CFX’s Intended Use, subject to reimbursement by Developer at the Closing of any such third-party out of pocket costs or expenses incurred by CFX for conducting any such inspections, examinations, surveys, tests or studies (provided that as a condition to such reimbursement, Developer delivers

its prior written approval of such costs and expenses, such approval not to be unreasonably withheld); and (ii) require Developer, at Developer's sole cost and expense, provide any additional surveys, tests, studies or inspections, or provide any updates, certifications, or endorsements to the Developer's Prior Studies, or undertake any other actions which CFX, in its sole discretion, deems reasonably necessary or desirable to determine the suitability of the Replacement Pond Property for the CFX's Intended Use. Notwithstanding anything to the contrary provided herein, prior to any entry by CFX or its agents and engineers, CFX shall notify Developer in writing at least forty-eight (48) hours prior to such proposed entry, and CFX and its agents and engineers shall not enter upon the Replacement Pond Property without Developer's express written approval. CFX may exercise one or both of the rights and privileges set forth in subsections (i) and (ii) above by providing written notice to Developer and City of such intention no later than the last day of the Review Period. The privilege outlined in subsection (i) above shall include, without limitation, the right to make surveys, soils tests, borings, percolation tests, compaction tests, environmental tests, and tests to obtain any other information relating to the surface, subsurface, and topographic conditions of the Replacement Pond Property and Easement Areas. The parties covenant and agree that such activities will not cause any harm to the Replacement Pond Property or Easement Areas and that the Replacement Pond Property and Easement Areas will be restored to the same condition as existed immediately prior to CFX's inspection activities pursuant to this section. CFX may exercise the option outlined in subsection (ii) above by providing written notice to Developer outlining with specificity the types of investigations, studies, examinations, surveys, and inspections, or updates, endorsements or certifications to the Developer's Prior Studies reasonably required by CFX to ensure the Replacement Pond Property is suitable for use by CFX for CFX's Intended Use. Notwithstanding anything contained herein to the contrary, CFX may, in its sole and absolute discretion, waive CFX's rights under the Review Period and/or Inspection Period by providing written notice to the Developer of such waiver at any time on or before the Effective Date or expiration of the Review Period.

In the event CFX determines, in its sole discretion, which may be exercised for any reason or no reason at all, that it is not desirable or feasible to develop the Replacement Pond Property or Easement Areas for CFX's Intended Use or that it is not satisfied as to any other matter set forth above, or any other matter(s) which CFX deems relevant, then in such event CFX may, in CFX's sole discretion, elect to terminate this Agreement by furnishing written notice thereof to Developer and City prior to the expiration of the Inspection Period and in such event the Parties hereto shall thereafter be relieved of all rights and obligations hereunder except for those rights and obligations which expressly survive a termination of this Agreement. In the event CFX fails to notify Developer and City in writing within the Inspection Period that CFX is satisfied, in CFX's sole discretion, with CFX's inspections of the Replacement Pond Property and Easements and that CFX intends to proceed with the exchange of Replacement Pond Property and CFX Pond Property, this Agreement shall automatically terminate and be null and void and neither party shall have any further liability or obligation hereunder except as otherwise provided herein.

b. Inspection of CFX Pond Property. During the period from the Effective Date until 6:00 p.m. Eastern time on the date that is sixty (60) days thereafter (the "**Developer Inspection Period**"), the Developer shall have the right to review the CFX's Prior Studies and to determine, in the Developer's sole and absolute discretion, whether CFX's Prior Studies are sufficient and acceptable for Developer to determine the suitability of the CFX Pond Property for the Developer's

intended use of the CFX Pond Property ("**Developer's Intended Use**"). To the extent Developer, in its sole and absolute discretion, is not satisfied with or unable to determine the suitability of the CFX Pond Property for the Developer's Intended Use after review of CFX's Prior Studies, Developer shall have the right, in its sole and absolute discretion, during the Developer Inspection Period to enter upon the CFX Pond Property with its agents and engineers as needed to inspect, examine, survey, and otherwise undertake those actions which Developer, in its discretion, deems reasonably necessary or desirable to determine the suitability of the CFX Pond Property for the Developer's Intended Use; provided, however, in no event shall Developer conduct any testing, studies, or investigations that would adversely impact or interfere with the use, operation and maintenance of the Existing Pond on the CFX Pond Property, as determined by CFX in its sole and absolute discretion. Developer shall, at any time during the Developer Inspection Period, have the privilege of going upon the CFX Pond Property with its agents and engineers as needed to inspect, examine, survey and otherwise undertake those actions which the Developer, in its discretion, deems reasonably necessary or desirable to determine the suitability of the CFX Pond Property for the Developer's Intended Use. Said privilege shall include, without limitation, the right to make surveys, soils tests, borings, percolation tests, compaction tests, environmental tests, and tests to obtain any other information relating to the surface, subsurface, and topographic conditions of the CFX Pond Property. The parties covenant and agree that such activities will not cause any harm to the CFX Pond Property and that the CFX Pond Property will be restored to the same condition as existed immediately prior to Developer's inspection activities pursuant to this section. Notwithstanding anything contained herein to the contrary, Developer may, in its sole and absolute discretion, waive the Developer's rights under the Developer Inspection Period by providing written notice to CFX of such waiver at any time on or before the Effective Date or expiration of the Developer Inspection Period.

Developer shall at all times indemnify, save harmless and defend CFX from and against any and all claims, liabilities, losses, costs, lawsuits, disputes, damages and expenses (including reasonable attorneys' fees whether incurred at or before the trial level or in any appellate proceedings) which CFX may suffer, sustain or incur by reason of the exercise or Developer's right under this section, including, without limitation, any damage to the CFX Pond Property or to any person or other real or personal property, and including the filing of any mechanics' or other statutory or common law lien or claims against the CFX Pond Property or any part thereof; provided, however, Developer shall not be required to indemnify CFX for any of the foregoing to the extent arising a result of or in connection with (i) any negligence or willful misconduct on the part of CFX or any of its agents, employees, contractors or other representatives, or (ii) the mere discovery of any condition existing at the CFX Pond Property. This provision shall survive the Closing (hereinafter defined), as applicable, or earlier termination of this Agreement.

In the event Developer determines, in its sole discretion, which may be exercised for any reason or no reason at all, that it is not desirable or feasible to develop the CFX Pond Property for Developer's Intended Use or that it is not satisfied as to any other matter set forth above, or any other matter(s) which Developer deems relevant, then in such event Developer may, in Developer's sole discretion, elect to terminate this Agreement by furnishing written notice thereof to CFX and City prior to the expiration of the Developer Inspection Period and in such event the parties hereto shall thereafter be relieved of all rights and obligations hereunder except for those rights and obligations which expressly survive a termination of this Agreement. In the event

Developer fails to notify CFX in writing within the Developer Inspection Period that Developer is satisfied, in Developer's sole discretion, with Developer's inspections of the CFX Pond Property and that Developer intends to proceed with the exchange of Replacement Pond Property and CFX Pond Property, this Agreement shall automatically terminate and be null and void and neither party shall have any further liability or obligation hereunder except as otherwise provided herein.

Developer shall maintain, and shall cause each of its contractors performing inspections on the CFX Pond Property on its behalf to maintain, a policy or policies of commercial general liability insurance, with a combined single limit of not less than \$1,000,000 and \$2,500,000 in the aggregate protecting CFX from claims, actions, losses, and liability relating to entries by or on behalf of the Developer onto the CFX Pond Property. This policy shall name CFX and their officers, directors, employees, and agents as additional insureds. This policy shall be underwritten by an insurance company meeting CFX's reasonable approval. Developer shall deliver to CFX a certificate or other evidence of such insurance before entering onto, or causing entry by another onto, the CFX Pond Property. This subsection shall survive the Closing and termination of this Agreement, whatever the reason for termination.

8. **Surveys.** Developer shall, within ninety (90) days after the Effective Date, at its sole cost and expense, obtain separate and distinct recertified or new current surveys of the CFX Pond Property and Replacement Pond Property (collectively the "**New Surveys**") prepared by a registered surveyor, licensed in the State of Florida ("**Surveyor**"). Each of the New Surveys shall locate all improvements, if any, situated upon the CFX Pond Property and Replacement Pond Property (collectively, the "**Properties**") and shall locate and identify with the relevant recorded information all utility lines and access, easements, streets, rights-of-way and other man-made objects, and locate all other matters not of record which are ascertainable by a visual inspection of the Properties. The New Surveys shall identify any portion of the Properties which are within a flood plain or which is subject to the jurisdiction of the Department of Environmental Protection, the Army Corps of Engineers, the St. Johns River Water Management District or any agency of Orange County. The New Surveys shall also determine and certify within one-one hundredth (1/100th) of an acre the total acreage contained within the boundaries of the Properties. The New Surveys shall be certified to CFX, City, CFX's attorney, City Attorney and the Title Company (as defined below), and shall certify that the New Surveys were prepared in accordance with the ALTA/ACSM land survey requirements and the minimum technical requirements and standards promulgated by the Florida Board of Professional Land Surveyors, Chapter 61G-17, Florida Administrative Code and Section 427.027, Florida Statutes. The New Surveys shall also contain such other matters as are reasonably required by the Title Company. The Surveyor's seal shall be affixed to the New Surveys.

The Parties acknowledge that, subject to written approval by the Parties, the legal descriptions resulting from such New Surveys shall be substituted for the tax parcel description and depictions of the CFX Pond Property, Replacement Pond Property, Easement Areas, and LA Lines (hereinafter defined) set forth in **Exhibits "A" and "B"**, respectively, and such substituted legal descriptions shall be used in the conveyance documents to be delivered to the Escrow Agent by the Developer, City and CFX, as applicable. The above-referenced process for finalizing the legal description of the CFX Pond Property shall not serve as grounds for CFX or City to terminate this Agreement. CFX and City hereby waive any claim or defense that this Agreement is not

binding and enforceable due to the lack of specificity in the legal descriptions of the Properties being exchanged pursuant to the terms hereof.

9. **Evidence of Title.**

a. **Replacement Pond Title Commitment.** CFX hereby acknowledges its receipt of (i) that certain Title Commitment No. 10029874 issued by Lowndes, Drosdick, Doster Kantor & Reed, as agent for Fidelity National Title Insurance Company, with a commitment date of December 22, 2021 at 8:00 a.m. (the "**Simpson Commitment**"), (ii) that certain Title Commitment No. 10318780 issued by Fidelity National Title Insurance Company with a commitment date of September 6, 2022 at 5:00 p.m. (the "**Sessions Commitment**") and (iii) that certain Title Commitment No. 10318816 issued by Fidelity National Title Insurance Company with a commitment date of September 2, 2022 at 5:00 p.m. (individually, the "**Long Long Hill Trust Commitment**", and together with the Simpson Commitment and Sessions Commitment, the "**Existing Commitments**"), together with copies of a copy of all exceptions referred to in the Simpson Commitment, Sessions Commitment and Long Long Hill Trust Commitment. During the Inspection Period, Developer shall obtain and deliver to CFX, at Developer's expense, a separate, current title insurance commitment insuring title to the Replacement Pond Property and Easement Areas and a copy of all exceptions referred to therein ("**Replacement Pond Title Commitment**") from Fidelity National Title Insurance Company (the "**Title Company**").

b. **CFX Pond Title Commitment.** During the Inspection Period, Developer shall obtain (with CFX's reasonable cooperation), at Developer's expense, a separate title insurance commitment from Title Company insuring title to the CFX Pond Property and a copy of all exceptions referred to therein ("**CFX Pond Title Commitment**").

c. **Title Policies.** The Replacement Pond Title Commitment and CFX Pond Title Commitments (collectively, the "**Title Commitments**") shall irrevocably obligate the Title Company to issue ALTA title insurance policies approved for issuance in the State of Florida (individually referred to herein as the "**Title Policy**"), which shall insure CFX's fee simple title to the Replacement Pond Property, together with any appurtenant easements, and Developer's fee simple title to the CFX Pond Property together with any appurtenant easements, respectively. The value of the Title Policy for the Replacement Pond Property shall be no less than the original value of the CFX Pond Property when acquired by CFX plus any costs to improve the CFX Pond Property and install and construct the Existing Pond. City may, in its sole and absolute discretion, elect to assign this obligation to Developer.

d. **Title and Survey Objections.**

i. **CFX's Objection to New Title Defects.** Within ten (10) days after CFX's receipt of the latter of the New Survey for the Replacement Pond Property and the Replacement Pond Title Commitment, CFX shall provide Developer and City with notice of any matters set forth in the New Survey for the Replacement Pond Property or Replacement Pond Title Commitment (as applicable) which are unacceptable to CFX in its commercially reasonable discretion and do not appear in the Existing Commitments (other than encumbrances of an ascertainable amount which shall be paid and released as of the date of Closing and matters that do not materially and adversely affect CFX's Intended Use of the Replacement Pond Property in

CFX's commercially reasonable discretion), which matters shall be referred to herein as "**New Replacement Pond Title Defects**"). Any matters set forth in the Replacement Pond Title Commitment or New Survey for the Replacement Pond Property, which are approved or deemed approved by CFX (e.g., CFX does not timely object or such matter is not objectionable pursuant to the terms hereof) shall be referred to collectively herein as the "**CFX Permitted Exceptions**". Developer shall have thirty (30) days after receipt of the aforesaid notice from CFX (or if such cure cannot be completed within such 30-day period, then such additional period as may be required for Developer to complete such cure provided that Developer has commenced the cure and is diligently pursuing same within the initial 30-day period) ("**Developer's Cure Period**") within which to use its diligent best efforts to cure such New Replacement Pond Title Defects to the reasonable satisfaction of CFX and the Title Company; provided, that Developer shall not be obligated to cure any of the New Replacement Pond Title Defects and CFX shall not be entitled to object to any encumbrances of an ascertainable amount which shall be paid and released as of the date of the Closing and matters that do not (in CFX's commercially reasonable discretion) materially and adversely affect CFX's Intended Use of the Replacement Pond Property. In the event Developer fails or refuses to cure any objectionable Replacement Pond New Title Defect within Developer's Cure Period (subject to extension as described above), then CFX may at its option by delivering written notice thereof to City within five (5) business days after expiration of Developer's Cure Period (i) terminate this Agreement, whereupon the Agreement shall be deemed null and void and of no further force and effect, and no party hereto shall have any further rights, obligations or liability hereunder; or (ii) accept title to the Replacement Pond Property subject to such Replacement Pond New Title Defect. It is specifically understood and agreed that, without limitation, CFX hereby objects to and will require the removal, correction or deletion of (i) all standard exceptions set forth in the Replacement Pond Title Commitment except for taxes for the year of the Closing and thereafter which are not yet due and payable, and (ii) any gap, overlap, boundary dispute, hiatus or material and adverse encroachment identified on the New Survey for the Replacement Pond Property. At the Closing, City (or Developer's affiliate, as applicable) shall provide the Title Company with such affidavits or other documents as are necessary to enable the Title Company to remove the standard exceptions from the title policy.

ii. **Developer's Objection Period.** Within ten (10) days after the receipt of the latter of the New Survey for the CFX Pond Property or the CFX Pond Title Commitment, Developer and City shall provide CFX with notice of any matters set forth in such New Survey or the CFX Pond Title Commitment which are unacceptable to Developer (other than encumbrances of an ascertainable amount which shall be paid and released as of the date of the Closing, which matters shall be referred to herein as "**Developer Title Defects**"). Any matters set forth in the CFX Pond Title Commitment or Surveys to which City does not timely object shall be referred to collectively herein as the "**Developer Permitted Exceptions**". CFX shall have thirty (30) days after receipt of the aforesaid notice from City or Developer ("**CFX's Cure Period**") within which to use its diligent best efforts to cure such City Title Defects to the satisfaction of City and the Title Company. Notwithstanding the foregoing, CFX has no obligation to cure any of the Developer Title Defects. In the event CFX fails or refuses to cure any City Title Defect within CFX's Cure Period, then Developer may at its option by delivering written notice thereof to CFX within five (5) business days after expiration of CFX's Cure Period (i) terminate this Agreement, whereupon the Agreement shall be deemed null and void and of no further force and effect, and no party hereto shall have any further rights, obligations or liability hereunder; or (ii) accept title

to the Replacement Pond Property subject to such City Title Defect. It is specifically understood and agreed that, without limitation, Developer hereby objects to and will require the removal, correction or deletion of (i) all standard exceptions set forth in the CFX Pond Title Commitment except for taxes for the year of the Closing and thereafter which are not yet due and payable, and (ii) any gap, overlap, boundary dispute, hiatus or encroachment identified on the Surveys which affects the CFX Pond Property. At the Closing, CFX shall provide the Title Company with such affidavits or other documents as are necessary to enable the Title Company to remove the standard exceptions from the Title Policy for the CFX Pond Property.

e. No Additional Encumbrances. From and after the Effective Date, City, Developer and CFX shall not, without obtaining the other Parties' prior written consent in each instance, affirmatively create, incur, consent to or permit to exist, any easement, restriction, right-of-way, reservation, mortgage, lien, pledge, encumbrance, lease, license, occupancy agreement or legal or equitable interest, which in any way materially and adversely affects or restricts CFX's Intended Use of the Replacement Pond Property or Developer's Intended Use of the CFX Pond Property or any portion thereof (except those called for in this Agreement) other than those of record as of the Effective Date and those that will be satisfied and released of record at the Closing. The Parties hereto hereby covenants that each party shall comply with and abide by all of the terms and provisions of such existing easements, restrictions, rights-of-way, reservations, mortgages, liens, pledges, encumbrances, leases, licenses, occupancy agreements and agreements through the date of the Closing hereunder.

10. Conditions Precedent to Obligation to Close.

a. CFX's Conditions to Close. CFX's obligation to convey the CFX Pond Property to City and accept the Replacement Pond Property from City shall be expressly conditioned upon the fulfillment of each of the following conditions precedent (collectively, the "CFX's Conditions to Close") on or before the Closing Date (hereinafter defined):

i. The representations, warranties and covenants of the City and Developer contained in this Agreement shall be true and correct as of the Closing Date in all material respects.

ii. City has acquired fee simple title to the Replacement Pond Property, and City and Developer (as applicable) shall have performed and complied with all covenants and agreements contained herein which are to be performed and complied with by the City or Developer (as applicable) at or prior to the Closing.

iii. The Replacement Pond Property shall not have been materially affected by any legislative or regulatory change, or any flood, accident or other materially adverse event.

iv. CFX and Developer shall have agreed upon the form, manner, location and content of the Easement Agreements (hereinafter defined) conveying the Drainage Easement in the Drainage Easement Area and the Access Easement in the Access Easement Area (collectively, the "Easements").

v. Developer shall have completed the design, permitting, and construction of the Replacement Pond and Replacement Drainage Facilities in accordance with Section 12 hereof, and CFX shall have inspected and accepted the Replacement Pond and Replacement Drainage Facilities accordance with Section 12 hereof. Additionally, Developer, at Developer's expense, shall have obtained and received any and all Permits or Approvals reasonably required to permit CFX to operate and maintain the Replacement Pond on the Replacement Pond Property.

vi. The Title Company is unconditionally bound to issue the Title Policy for the Replacement Pond Property in favor of CFX in the full amount of the value of the Replacement Pond Property, subject to the CFX Permitted Exceptions.

vii. Developer shall have acquired fee simple title to the Replacement Pond Property.

b. City's Conditions to Close. City's obligation to convey the Replacement Pond Property to CFX and accept the CFX Pond Property from CFX, and to convey the CFX Pond Property to Developer and accept the Replacement Pond Property shall be expressly conditioned upon the fulfillment of each of the following conditions precedent (collectively, the "**City's Conditions to Close**") on or before the date or dates hereinafter specifically provided and in no event later than the Closing Date:

i. Conveyance of Replacement Pond Property to CFX and Acceptance of CFX Pond Property:

(1) The representations, warranties and covenants of CFX contained in this Agreement shall be true and correct as of the Closing Date in all material respects.

(2) City has acquired fee simple title to the Replacement Pond Property and CFX shall have performed and complied with all covenants and agreements contained herein which are to be performed and complied with by CFX on or prior to the Closing.

ii. Conveyance of CFX Pond Property to Developer and Acceptance of Replacement Pond Property:

(1) Developer shall have completed the design, permitting, and construction of the Replacement Pond and Replacement Drainage Facilities in accordance with Section 12 hereof, and CFX shall have inspected and accepted the Replacement Pond and Replacement Drainage Facilities accordance with Section 12 hereof.

(2) City has acquired fee simple title to the CFX Pond Property and Developer shall have performed and complied with all covenants and agreements contained herein which are to be performed and complied with by Developer on or prior to the Closing.

c. Developer's Conditions to Close. Developer's obligation to convey the Replacement Pond Property to City and accept the CFX Pond Property shall be expressly conditioned upon the fulfillment of each of the following conditions precedent (collectively, the "**Developer's Conditions to Close**") on or before the Closing Date:

i. The representations, warranties and covenants of CFX and contained in this Agreement shall be true and correct as of the Closing Date in all material respects.

ii. CFX and Developer shall have agreed upon the form, manner, location and content of the Easement Agreements.

iii. CFX and City shall have performed and complied with all covenants and agreements contained herein which are to be performed and complied with by the CFX and City (as applicable) at or prior to the Closing.

iv. Developer shall have completed the design, permitting, and construction of the Replacement Pond and Replacement Drainage Facilities in accordance with Section 12 hereof, and CFX shall have inspected and accepted the Replacement Pond and Replacement Drainage Facilities accordance with Section 12 hereof.

v. Developer shall have acquired fee simple title to the Replacement Pond Property.

vi. The Title Company is unconditionally bound to issue the Title Policy for the CFX Pond Property in favor of Developer, subject only to the Developer Permitted Exceptions.

d. Waiver of Conditions to Close. The Parties shall exercise commercially reasonable, diligent and good faith efforts to cause their respective Conditions to Close to be satisfied. The Parties may at any time or times on or before the Closing, at each of their election, subject to restrictions of law, waive any of the foregoing conditions to its obligations hereunder and the consummation of such exchange, but any such waiver shall be effective only if contained in writing signed by CFX, City or Developer, as applicable, and delivered to the other Party as to the applicable Conditions to Closing. In the event any of the foregoing Conditions to Closing or other conditions to this Agreement are not fulfilled or waived by the applicable Parties prior to the Closing Date, the Party who is benefited by such Conditions to Closing may elect, as its sole and exclusive remedy, to: (i) extend the Escrow Date and Closing Date, as applicable, for such period of time as mutually agreed upon by the Parties, to allow the applicable Party to satisfy such Condition to Closing, (ii) terminate this Agreement; or (iii) waive any outstanding Conditions to Close and proceed to close and exchange the Replacement Pond Property and CFX Pond Property.

11. **Closing Date and Closing Procedures and Requirements.**

a. Closing Date. Except as otherwise extended pursuant to Section 10.d. hereof, the closing of the transfer of the Replacement Pond Property from Developer to City, the CFX Pond Property from CFX to City, as applicable, and the subsequent transfer of the Replacement Pond Property from the City to CFX and the CFX Pond Property from City to Developer under this Agreement (the "**Closing**") shall be held simultaneously on the date that is

thirty (30) days after CFX's acceptance or deemed acceptance of the Replacement Pond and Replacement Drainage Facilities in accordance with Section 12 hereof, or such other date mutually agreed upon by the Parties by providing not less than ten (10) days' prior written notice to City (the "**Closing Date**") by mail or courier, or any other place which is mutually acceptable to the Parties. The Parties understand and agree that the Replacement Pond Property shall be immediately and simultaneously conveyed from City to CFX at the Closing upon receipt by the City from the Developer of the Special Warranty Deed (as defined below) for the Replacement Pond Property. The Parties understand and agree that the CFX Pond Property shall be immediately and simultaneously conveyed from City to the Developer at the Closing upon receipt by the City from CFX of the Special Warranty Deed for the Replacement Pond Property. The Parties shall direct the Title Company to record the Vesting Deeds immediately prior to the recordation of the Special Warranty Deeds vesting fee simple ownership of the Replacement Pond Property in CFX and vesting fee simple ownership of the CFX Pond Property in Developer.

b. Delivery of Possession.

i. Title to the fee simple interest in the Replacement Pond Property and the Easements in the Easement Areas shall transfer to CFX as of the Closing Date, unless otherwise mutually agreed upon by the Parties and, on or before said Closing Date, the City and Developer shall abandon and vacate the Replacement Pond Property and shall remove all personal property not included in this transaction from the Replacement Pond Property. Except as otherwise provided in the CFX Permitted Exceptions, the City shall surrender possession of the Replacement Pond Property to CFX at the Closing free of any tenancies, sub-tenancies, or encumbrances, or by separate agreement of the Parties entered into prior to the Closing. Any personal property or fixtures left by the City upon the Replacement Pond Property after the Closing Date shall be presumed to be abandoned, and CFX will have the right to remove and destroy such property or fixtures, subject to reimbursement from the City for the cost and expense of removing such property or fixtures.

ii. Title to the fee simple interests in the CFX Pond Property shall transfer to the Developer as of the Closing Date, unless otherwise mutually agreed upon by the Parties and, on or before said Closing Date, CFX and the City shall abandon and vacate the CFX Pond Property and may elect to remove all personal property not included in this transaction from the CFX Pond Property. Except as otherwise provided in the Developer Permitted Exceptions, CFX shall surrender possession of the CFX Property to the City at the Closing free of any tenancies, sub-tenancies, or encumbrances, or by separate agreement of the Parties entered into prior to the Closing. Any personal property or fixtures left by CFX or the City upon the CFX Pond Property after the Closing Date shall be presumed to be abandoned, and the Developer will have the right to remove and destroy such property or fixtures, at the Developer's sole cost and expense.

c. As-Is Condition. CITY AND DEVELOPER ACKNOWLEDGE, UNDERSTAND AND AGREE THAT, EXCEPT AS SPECIFICALLY SET FORTH IN THIS AGREEMENT TO THE CONTRARY, THE CFX POND PROPERTY IS BEING CONVEYED BY CFX TO CITY IN ITS PRESENT PHYSICAL CONDITION, "AS-IS, WHERE-IS AND WITH ALL FAULTS", AND THAT, EXCEPT AS SPECIFICALLY SET FORTH IN THIS AGREEMENT TO THE CONTRARY, CFX MAKES ABSOLUTELY NO REPRESENTATIONS OR WARRANTIES WHATSOEVER WITH RESPECT TO THE

PHYSICAL CONDITION OF THE CFX POND PROPERTY. IN PARTICULAR, EXCEPT AS SPECIFICALLY SET FORTH IN THIS AGREEMENT TO THE CONTRARY, CFX MAKES NO REPRESENTATIONS OR WARRANTIES WITH RESPECT TO THE SOIL OR SUBSOIL CONDITIONS OF THE CFX POND PROPERTY AND SHALL HAVE NO LIABILITY OR RESPONSIBILITY TO CITY OR DEVELOPER FOR ANY LOSS, DAMAGE OR EXPENSE INCURRED BY CITY OR DEVELOPER WHICH IS OCCASIONED BY THE CONDITION OR CHARACTERISTICS OF THE SOIL OR SUBSOIL OF THE CFX POND PROPERTY OR ANY PORTION THEREOF. CITY AND DEVELOPER REPRESENT AND WARRANT TO CFX THAT CITY AND DEVELOPER ARE RELYING SOLELY ON THEIR OWN INVESTIGATION AND INSPECTION OF THE CFX POND PROPERTY AND THAT CITY AND DEVELOPER, ONCE CONVEYED BY CITY TO DEVELOPER, WILL TAKE TITLE TO THE CFX POND PROPERTY IN ITS CONDITION AS OF THE EFFECTIVE DATE, BASED SOLELY ON ITS OWN INVESTIGATION AND INSPECTION.

d. Prorating of Taxes and Assessments.

(i) Replacement Pond Property. Developer shall pay all taxes, assessments, and charges applicable to the Replacement Pond Property for the period of time prior to the Closing Date. All such taxes, assessments and charges shall be prorated as of the Closing Date. At the Closing, the Developer will pay to the Title Company, the Developer's pro rata share of all taxes, assessments and charges for the period of time prior to the Closing Date as determined by the applicable taxing governmental authorities against the Replacement Pond Property for the tax year in which closing occurs and shall comply with the provisions of Section 196.295, Florida Statutes.

(ii) CFX Pond Property. CFX shall pay all taxes, assessments, and charges applicable to the CFX Pond Property for the period of time prior to the Closing Date. All such taxes, assessments and charges shall be prorated as of the Closing Date. At the Closing, the CFX will pay to the Title Company, CFX's pro rata share of all taxes, assessments and charges for the period of time prior to the Closing Date as determined by the applicable taxing governmental authorities against the CFX Pond Property and shall comply with the provisions of Section 196.295, Florida Statutes.

e. Closing Costs. The Developer shall, at the Closing, pay: (i) the cost of recording the Special Warranty Deeds and Easement Agreements and documentary stamp taxes thereon delivered hereunder for the Closing of the CFX Pond Property and Replacement Pond Property; (ii) title insurance premiums, title search fees, and the premiums for any endorsements reasonably requested by the City or CFX, and all costs related to the issuance of the Title Policy insuring title to the Replacement Pond Property and the CFX Pond Property; (iii) all of the costs and expenses associated with the New Surveys or the sketch and legal descriptions, as applicable; and (iv) any and all cost and expenses associated with the inspections of the CFX Pond Property and any and all studies, inspections, or investigations required by CFX on the Replacement Pond Property, provided, that as a condition to payment of any costs and expenses under (iv), Developer must have approved of such costs and expenses in writing during the Inspection Period prior to CFX incurring same, failing which, CFX shall be responsible for such costs and expenses. All other costs incurred at the Closing shall be borne by the Parties in accordance with the custom and usage in Orange County, Florida; provided, however, in no event shall CFX incur any costs or

expenses related to the exchange contemplated herein, except for the payment of taxes and assessments due prior to the Closing Date.

f. General Closing Documents. No later than one (1) business day prior to the Closing Date ("**Escrow Date**"), Developer and CFX shall each execute and deliver to the Title Company to be held in escrow until the Closing a Special Warranty Deed (in form and substance reasonably approved by Developer and CFX) conveying their respective fee simple record title of the Replacement Pond Property and CFX Pond Property to the City, subject only to the CFX Permitted Exceptions and Developer Permitted Exceptions (as applicable)(collectively, the "**Vesting Deeds**"). The Parties shall execute and deliver the following for their respective transfers as of the Escrow Date and deliver same to the Title Company (collectively referred to herein with the Vesting Deeds as the "**Escrowed Documents**"): (i) a form of general assignment and assumption of Permits, Approvals and Other Intangible Property (in form and substance reasonably approved by Developer and CFX); (ii) a closing statement; (iii) an owner's affidavit sufficient to allow the Title Company to delete the applicable standard exceptions from the applicable Title Policy, including matters referenced in Section 627.7842(1)(b) and (c), Florida Statutes; (iv) an affidavit from Developer and CFX each certifying to the City that such Party is not a foreign person for purposes of the Foreign Investment in Real Property Tax Act (FIRPTA), as revised by the Deficit Reduction Act of 1984 and as same may be amended from time to time (which certificates shall include such the taxpayer identification numbers (as applicable) and address or a withholding certificate from the Internal Revenue Service stating that the Developer or CFX (as applicable) is exempt from withholding tax on the exchange of the Properties under FIRPTA); (v) an appropriate resolution from both CFX and Developer evidencing each Party's authority to engage in the transaction, and (vi) such other documents as are necessary to complete the transaction as contemplated herein. Each Party shall also sign and deliver such additional documents, and take such other actions, as may be necessary or appropriate to implement or perform provisions of this Agreement and allow the Title Company to insure Developer's ultimate title in and to the CFX Pond Property (and, if desired, any beneficial easements) and CFX's ultimate title in and to the Replacement Pond Property (and if desired, any beneficial easements).

At the Closing, the Title Company shall be authorized to release the Escrowed Documents from escrow if all Conditions to Close have been satisfied in accordance with the terms of this Agreement. The Developer shall execute and deliver the approved Easement Agreements in accordance with the terms hereof, and City shall simultaneously execute and deliver to Developer and CFX a special warranty deed (in substantially the same form received by City in connection with its acquisition of the Replacement Pond Property and CFX Pond Property) conveying its fee simple record title of the Replacement Pond Property and CFX Pond Property to the CFX and Developer, respectively (individually the "**Special Warranty Deed**", and together the "**Special Warranty Deeds**"), subject only to the CFX Permitted Exceptions and Developer Permitted Exceptions (as applicable). The Parties shall execute and deliver the following for their respective transfers at the Closing: (i) a form of general assignment and assumption of Permits, Approvals and Other Intangible Property (in form and substance substantially similar to the form provided to City in connection with its acquisition of the Replacement Pond Property and CFX Pond Property); (ii) a closing statement; (iii) an owner's affidavit sufficient to allow the Title Company to delete the applicable standard exceptions from the applicable Title Policy, including matters referenced in Section 627.7842(1)(b) and (c), Florida Statutes; (iv) affidavits from City certifying to Developer and CFX that such City is not a foreign person for purposes of the Foreign Investment

in Real Property Tax Act (FIRPTA), as revised by the Deficit Reduction Act of 1984 and as same may be amended from time to time (which certificates shall include such the taxpayer identification numbers (as applicable) and address or a withholding certificate from the Internal Revenue Service stating that the City is exempt from withholding tax on the exchange of the Properties under FIRPTA); (v) an appropriate resolution from the City evidencing the City's authority to engage in the transaction, and (vi) such other documents as are necessary to complete the transaction as contemplated herein. Each Party shall also sign and deliver such additional documents, and take such other actions, as may be necessary or appropriate to implement or perform provisions of this Agreement and allow the Title Company to insure Developer's title in and to the CFX Pond Property (and, if desired, any beneficial easements) and CFX's title in and to the Replacement Pond Property (and if desired, any beneficial easements).

Each closing document will be consistent with and will implement applicable provisions of this Agreement, and the form and content shall be subject to the reasonable approval of the Parties.

12. Design and Construction of the Replacement Pond.

a. Planning and Design of the Replacement Pond. During the Inspection Period, Developer shall, at its sole cost and expense, prepare and provide to CFX for review a fully designed and engineered drainage site plan with calculations ("**Drainage Site Plan**") evidencing the size, location, and configuration of the Replacement Pond, including, without limitation, any and all piping or conveyance facilities required for the drainage of stormwater from SR 429 to the Replacement Pond ("**Replacement Drainage Facilities**") and any demolition or disconnection of the facilities currently serving the Existing Pond. CFX, City and Developer agree and acknowledge that the actual location of the Replacement Pond will be based upon the Approval of the final, engineered site plan of and Permits for the Replacement Pond and Replacement Drainage Facilities. Developer shall use commercially reasonable diligence to design and engineer the Replacement Drainage Facilities in a location, shape, configuration, and manner substantially consistent with the approved Drainage Site Plan, or in such other similar size, location, configuration, or manner as may be mutually agreed upon by Developer and CFX, which consent shall not be unreasonably withheld, conditioned or delayed.

Notwithstanding the foregoing, Developer understands and agrees that Developer shall be required to obtain CFX's prior written approval of the size, configuration, materials, and location of the Replacement Drainage Facilities, and such approval shall not be unreasonably withheld, conditioned, or delayed, provided that in no event shall CFX be required to accept any size, location, materials, or configuration of the Replacement Drainage Facilities that does not provide the same or substantially similar stormwater drainage benefit to SR 429 as the Existing Pond, as more particularly described in that certain Florida Department of Environmental Protection (FDEP) Environmental Resource Permit #0262296 ("**Existing Permit**"), subject to any additional restrictions, enhancements, enlargements, or requirements reflected in the Permits and Approvals or otherwise required by the Governmental Authorities. CFX shall not be required to pay or incur any additional costs or expenses, including, without limitation, costs and expenses in connection with the design, permitting, or construction of the Replacement Pond or Replacement Drainage Facilities, or any other additional stormwater conveyance facilities and improvements required to relocate the Existing Pond to the location of the Replacement Pond, or if the Replacement Pond is further relocated or reconfigured to a location further from the boundaries of SR 429. The

Developer shall be required to design, permit, and construct the Replacement Pond and Replacement Drainage Facilities in accordance with the Permits and Approvals and to the size and capacity that would provide the same or substantially similar benefit to SR 429 for the conveyance, retention, and detention of stormwater from SR 429 to the Replacement Pond that the Existing Pond currently provides, as more particularly described in the Existing Permit, subject to any additional restrictions, enhancements, enlargements, or requirements reflected in the Permits and Approvals or otherwise required by the Governmental Authorities (collectively, the “**Minimum SW Requirements**”) unless otherwise mutually agreed upon by CFX and Developer. Once the Parties have mutually agreed upon the size, location, materials and configuration of the Replacement Pond and Replacement Drainage Facilities, Developer shall prepare, or cause to be prepared, and provide to CFX the New Survey for the Replacement Pond Property with certified legal descriptions and sketches identifying the metes and bounds of all of Replacement Pond Property, as may be relocated or reconfigured, for review, approval, and inclusion in the Special Warranty Deeds from the Developer to City and City to CFX of the Replacement Pond Property.

b. Permitting of the Replacement Pond. Except as otherwise provided herein, Developer shall, at its sole cost and expense, promptly take any and all action reasonably necessary to secure the Permits to construct and excavate, and permit CFX to operate and maintain, the Replacement Pond and Replacement Drainage Facilities in accordance with the Drainage Site Plan and the terms and conditions hereof. To the extent required by the water management district and Florida Department of Environmental Protection, CFX shall, at no cost or expense to CFX, cooperate with the City and Developer and execute any and all permit applications required to effectuate the intent hereof.

c. Construction of the Replacement Pond. Except as otherwise provided herein, Developer, at its sole cost and expense, shall be responsible for (i) the excavation, construction and installation of the Replacement Pond and Replacement Drainage Facilities, (ii) the installation of any and all fencing around the perimeter of the Replacement Pond, and (iii) the construction, installation and excavation of the Replacement Pond and Replacement Drainage Facilities in good order and repair with the same or similar materials as currently used by CFX in the construction of a stormwater retention pond or conveyance facilities thereto, unless otherwise in writing by CFX, and in accordance with the Drainage Site Plan, all applicable Permits, and the terms and conditions of this Agreement. Developer shall engage a licensed contractor approved by the Florida Department of Transportation for the excavation, installation and construction of the Replacement Pond and Replacement Drainage Facilities. Developer hereby acknowledges and agrees that it shall not commence any activities with respect to the removal of existing drainage facilities connecting the Existing Pond to SR 429 until after the Closing. City and Developer shall be responsible at all times to ensure the continued stormwater drainage of SR 429 in favor of CFX as contemplated in this Agreement with only such limited interruptions as are reasonably necessary, and coordinated in advance with CFX to complete the switch over of services from the Existing Pond to the Replacement Pond. City and Developer shall notify CFX in writing at least ten (10) business days prior to the commencement of construction, installation and excavation of the Replacement Pond and Replacement Drainage Facilities and shall coordinate with the CFX throughout the construction of the Replacement Pond and Replacement Drainage Facilities in order to avoid or minimize any potential service disruptions, impairment or impediment to the stormwater drainage system of the Central Florida Expressway System. In furtherance of the foregoing, within ten (10) days after Developer’s delivery of written notice to CFX, Developer

and CFX shall use good faith efforts to reach an agreement on a form of temporary access agreement to allow Developer to enter upon the real property owned by CFX and construct the Replacement Drainage Facilities in accordance with the approved Drainage Site Plan and this Agreement.

d. Inspection of the Replacement Pond. CFX, in its sole and absolute discretion, may procure the services of a construction, engineering and inspection engineering consultant ("CEI") to inspect, oversee, and monitor the excavation and construction of the Replacement Pond and Replacement Drainage Facilities to ensure the compliance with the terms of this Agreement, the Permits and the Drainage Site Plan. In the event CFX elects to retain the services of a CEI, Developer shall reimburse CFX at the Closing for any and all costs incurred by CFX for the services of the CEI related to this Agreement, provided that CFX hereby acknowledges and agrees that such costs shall not exceed \$10,000 without Developer's prior written approval, which approval shall not be unreasonably withheld.

e. Acceptance of the Replacement Pond. At such time that Developer has completed all of the construction, installation, and excavation of the Replacement Pond and Replacement Drainage Facilities as set forth in this Agreement, Developer shall deliver written notice of same to CFX for its review and approval, along with evidence, reasonably acceptable to CFX, of the completion of the Replacement Pond and Replacement Drainage Facilities, including, but not limited to, (i) such certificates of completion or similar evidence of acceptance of the subject improvements as are available from applicable Governmental Authorities, and (ii) an affidavit from the Developer's project engineer (in form and substance reasonably satisfactory to CFX and the CEI) that the construction, installation and excavation of the Replacement Pond and Replacement Drainage Facilities has been completed in accordance with the Permits, this Agreement, and Drainage Site Plan ("**Completion Notice**"). Within ten (10) business days after receipt of the Completion Notice from Developer, CFX and the CEI shall have the right, but not the obligation, to review and inspect the Replacement Pond and Replacement Drainage Facilities to ensure the Replacement Pond and Replacement Drainage Facilities have been constructed in substantial accordance with the Drainage Site Plan. In the event CFX elects to conduct an independent inspection of the Replacement Pond and Replacement Drainage Facilities, CFX shall notify Developer within five (5) business days after such independent inspection of any material deviations from the approved Drainage Site Plan that would be reasonably expected to materially and adversely affect CFX's Intended Use of the Replacement Pond Property (as determined by CFX in its commercially reasonable discretion), failing which, CFX shall be barred from objecting to any of the work performed with respect to the Replacement Pond and/or Replacement Drainage Facilities. Developer and CFX shall proceed in good faith and in a commercially reasonable, diligent manner to reach agreement on the necessary correction/completion/cure of any such deficiencies that have been timely identified by CFX within such five (5) business day period. Within thirty (30) days after CFX's inspection or the cure/completion of any such deficiencies identified by CFX or CEI, if any, Developer shall cause the New Survey for the Replacement Pond Property to be updated to depict the location of the completed Replacement Pond and Replacement Drainage Facilities. Upon receipt of such New Survey and written notice from CFX that the as-built survey is acceptable, CFX shall be deemed to have accepted the Replacement Pond and Replacement Drainage Facilities. Following the Closing, Developer shall take any and all action reasonably necessary to abandon and fill the Existing Pond, at no cost or expense to CFX. In no event shall any abandonment or fill of the Existing Pond or the conveyance facilities connecting

thereto interrupt, impede or disrupt the flow of stormwater to and from the Replacement Pond or Replacement Drainage Facilities, except as may be approved by CFX in writing. Following CFX's written request, Developer shall (to the extent transferrable) use commercially reasonable efforts to cause the applicable contractor(s) to transfer or assign any applicable warranties for the construction and installation of, and materials comprising, the Replacement Pond and Replacement Drainage Facilities located exclusively on the Replacement Pond Property; provided, however, such transfer or assignment shall not be a condition to Closing.

f. Project Manager. Developer and CFX will each designate a project manager to perform the duties of such Party under this Agreement not otherwise expressed reserved to the governing body of such Party (individually referred to herein as the "Project Manager" or collectively as the "**Project Manager**"). The initial Project Manager for the Developer shall be Eric Wyanko ("**Developer Project Manager**"). The initial Project Manager for CFX shall be Dana Chester ("**CFX Project Manager**"). Either Party may designate a replacement Project Manager by written notice in accordance with Section 21 hereof. Notwithstanding the foregoing, Developer Project Manager and CFX Project Manager may elect to delegate certain roles, rights and responsibility of the Developer Project Manager and CFX Project Manager to individuals within the Developer or CFX, respectively.

13. Grant of Easements.

a. Grant of Drainage Easement. At Closing, Developer shall grant in favor of CFX a perpetual, non-exclusive drainage easement ("**Drainage Easement**") over, across, upon and through the Replacement Drainage Facilities located on a portion of the remainder of the Simpson Property to be owned by Developer from SR 429 to the Replacement Pond, and the exact location of such drainage easement area shall be mutually agreed upon between CFX and Developer and consistent with the approved Drainage Site Plan in the general area depicted in Exhibit "A" attached hereto and incorporated herein by reference (the "**Drainage Easement Area**") for the purposes of conveying the stormwater from SR 429 to the Replacement Pond. City and Developer shall design, engineer, permit and construct the Replacement Drainage Facilities within the Drainage Easement Area to accommodate the stormwater needs of that portion of SR 429 that currently conveys stormwater into the Existing Pond in accordance with the terms and conditions of this Agreement. Developer, at its sole cost and expense, shall be responsible for maintaining, repairing and replacing the Replacement Drainage Facilities and Drainage Easement Area in good order and repair and in accordance with the Permits and Approvals. CFX and Developer shall use commercially reasonable efforts to reach an agreement on the form and substance of the agreement for the Drainage Easement (the "**Drainage Easement Agreement**") at least five (5) business days prior to the Closing, and Developer and CFX shall execute and deliver the Drainage Easement Agreement to the Title Company no later than the Escrow Date, which Drainage Easement Agreement shall be released from escrow to CFX at the Closing.

b. Grant of Access Easement. At Closing, Developer shall grant in favor of CFX a perpetual, non-exclusive access easement ("**Access Easement**") over, across, upon and through the Simpson Property for ingress and egress from SR 429 to the Replacement Pond, and the exact location and legal description of such access easement area shall be determined by the mutual agreement of the Parties, which shall not be unreasonably withheld, conditioned or delayed (the "**Access Easement Area**") and included in the Access Easement Agreement (as defined

below). Notwithstanding the foregoing, CFX understands and acknowledges that the exact location of the Access Easement Area will be established based on the development plan for the Replacement Pond Property; provided, however, Developer shall be required to ensure such Access Easement Area provides CFX a reasonable ingress and egress for maintenance vehicles to and from the Replacement Pond Property without special equipment or upgrades. Developer shall sufficiently clear and stabilize to CFX's reasonable satisfaction the Access Easement Area prior to the Closing to permit CFX to traverse over, across, upon and through the Access Easement Area with a standard truck and trailer without the need for any special equipment or upgrades. Developer shall, at Developer's sole cost and expense, design, engineer, permit and construct any and all additional access improvements determined by Developer in its sole discretion to be required for travel over, across, upon and through the Access Easement Area. Developer, at its sole cost and expense, shall be responsible for maintaining, repairing and replacing the Access Easement Area, and any access improvements constructed thereon, in good order and repair and in accordance with the Permits and Approvals. The form and content of the easement agreement for the Access Easement ("**Access Easement Agreement**") shall be mutually agreed upon by the Parties no later than five (5) business days prior to the Closing, and Developer and CFX shall execute and deliver the Access Easement Agreement to the Title Company no later than the Escrow Date, which Access Easement Agreement shall be released from escrow to CFX and recorded in the Orange County Public Records at the Closing. The Access Easement Agreement and Drainage Easement Agreement shall be collectively referred to herein as the "**Easement Agreements**".

14. **Reservation and Release of Limited Access Lines.** Developer and City understand and agree that the conveyance of the CFX Pond Property shall be subject to CFX's reservation of the limited access lines generally depicted on **Exhibit "B"** attached hereto and incorporated herein by reference ("**LA Lines**"). Developer and City hereby waive and disclaim any claim against CFX, in law or in equity, based upon the establishment and reservation of the LA Lines. In no event shall CFX be liable for any claims or damages based on the establishment of the limited access lines, including, without limitation, any monetary, incidental, special, exemplary, or consequential damages. The provisions of this Section shall survive the Closing. During the Inspection Period, Developer shall, at its sole cost and expense, prepare or have prepared on its behalf, a certified legal description and sketch evidencing the exact location of the LA Lines for CFX's review and approval, which approval shall not be unreasonably withheld, conditioned or denied, and which legal description, as approved, shall be included in the Special Warranty Deeds from CFX to City and from City to Developer for the CFX Pond Property. Upon recording of the Special Warranty Deed from the City to CFX of the CFX Pond Property, CFX, at the written request and sole cost and expense of Developer, shall execute a release of the existing limited access lines depicted in **Exhibit "B"** attached hereto in a form and substance reasonably acceptable to CFX.

15. **Annexation.** CFX hereby consents to the annexation of the CFX Pond Property into the City of Apopka, Florida, and shall reasonably cooperate with Developer and City to effectuate same; provided, however, City agrees to take any and all action reasonably necessary to de-annex the CFX Pond Property in the event the Closing does not occur in accordance with the terms and conditions of this Agreement.

16. **Warranties and Representations of City and Developer.** To induce CFX to enter into this Agreement and to exchange the CFX Pond Property, in addition to the other

representations and warranties set forth herein, City and Developer each make the following representations and warranties (subject to the information contained in the Developer's Prior Studies), as of the Effective Date and with respect to the Replacement Pond Property, each of which is material and is being relied upon by CFX and shall survive Closing for a period of one (1) year:

a. To the best of City's and Developer's actual knowledge, there are no actions, suits or proceedings of any kind or nature whatsoever, legal or equitable, affecting or relating to the Replacement Pond Property, or any portion thereof, in any court or before or by any federal, state, county or municipal department, commission, board, bureau, or agency or other governmental instrumentality.

b. City and Developer represent and warrant that City owns, or will own at the time of the Closing, fee simple marketable record title to the Replacement Pond Property, subject only to the CFX Permitted Exceptions, and there are no tenancy, rental or other occupancy agreements affecting the Replacement Pond Property.

c. City and Developer warrant and represent that they each the full right, power, and authority to enter into and deliver this Agreement and to consummate the exchange of the CFX Pond Property with the Replacement Pond Property in accordance herewith and to perform all covenants and agreements of the City and Developer (as applicable) hereunder.

d. To the best of City's and Developer's actual knowledge, there are not any Hazardous Substances, pollutants, contaminants, petroleum products or by-products, asbestos or other substances, whether hazardous or not, on or beneath the surface of the Replacement Pond Property, which City, Developer or any other person or entity has placed or caused or allowed to be placed upon the Replacement Pond Property, and which have caused or which may cause any investigation by any agency or instrumentality of government, which are or may be on the Replacement Pond Property in violation of any law or regulation of any local, state or federal government or which are or may be a nuisance or health threat to occupants of Replacement Pond Property or other residents of the area.

As used herein, "Hazardous Substances" shall mean and include all hazardous and toxic substances, wastes or materials, any pollutants or contaminants (including, without limitation, asbestos and raw materials which include hazardous components), or other similar substances, or materials which are included under or regulated by any local, state or federal law, rule or regulation pertaining to environmental regulation, contamination or clean-up, including, without limitation, "CERCLA", "RCRA", or state superlien or environmental clean-up statutes.

e. Neither City nor Developer have received any written notice and has no actual knowledge that the Replacement Pond Property has ever been used by previous owners and/or operators or City to generate, manufacture, refine, transport, treat, store, handle or dispose of Hazardous Substances. City has no knowledge of the Replacement Pond Property having ever contained nor does it now contain either asbestos, PCBs or other toxic materials, whether used in construction or stored on the Replacement Pond Property, and City has not received a summons, citation, directive, letter or other communication, written or oral, from any agency or department of the State of Florida or the U.S. Government concerning any intentional or unintentional action

or omission on City's or Developer's part which has resulted in the releasing, spilling, leaking, pumping, pouring, emitting, emptying or dumping of Hazardous Substances.

f. To the best of City's and Developer's actual knowledge there are no anti-pollution, environmental laws, rules, regulations, ordinances, orders, or directives which would hinder, prevent or substantially obstruct the construction, access to or operation of the contemplated Replacement Pond and related uses and operations.

g. To the best of City's and Developer's actual knowledge, no portion of the Replacement Pond Property is a wetlands or wetlands buffer or setback within the jurisdiction of Department of Environmental Protection, the Army Corps of Engineers, the District or any agency of the City, nor are there any laws, rules or regulations which will restrict or impede the development of all or any part of the Replacement Pond Property due to habitation of, or location of, any species of flora or wildlife on the Replacement Pond Property or any surrounding property.

h. To the best of City's and Developer's actual knowledge, no person, firm, or other legal entity other than the City or Developer have any right or option whatsoever to acquire Replacement Pond Property or any portion thereof or any interest therein.

i. City warrants and represents that the execution and delivery of this Agreement and the consummation of the transaction contemplated herein shall not and do not constitute a violation or breach by City of any provision of any agreement or other instrument to which City is a party or to which City may be subject although not a party, nor result in or constitute a violation or breach of any judgment, order, writ, injunction, or decree issued against City.

j. In the event that changes occur before the Closing as to any information, documents, or exhibits referred to in the subparagraphs of this Section, or in any other part of this Agreement, of which City has knowledge, City will immediately disclose same to CFX when such knowledge is first available to City and in the event of any change which may be reasonably determined by CFX, Developer and City to prohibit CFX's Intended Use of the Replacement Pond Property, CFX may, at its election, terminate this Agreement.

k. Neither City nor Developer have received any written notice or have any actual knowledge that the Replacement Pond Property or any portion or portions thereof is or will be subject to or affected by any property owners association, homeowners association, community development district or any other entity or organization with the right or ability to impose or assess any fees, charges, general or special assessments against the Replacement Pond Property.

l. Neither City nor Developer have not received any written notice or have any actual knowledge that any present default or breach exists under any mortgage or other encumbrance affecting the Replacement Pond Property or any covenants, conditions, restrictions, rights-of-way or easements which may affect the Replacement Pond Property or any portion or portions thereof and that no condition or circumstance exists which, with the passage of time and/or the giving of notice, or otherwise, would constitute or result in a default or breach under any such covenants, conditions, restrictions, rights-of-way or easements.

m. Except for matters expressly addressed in this Agreement, City and Developer have made no commitments to any Governmental Authority, utility company, church

or other religious body, or any homeowners association or community development district, or to any other organization, group, or individual, relating to the Replacement Pond Property which would impose an obligation upon CFX or its successors or assigns to make any contribution or dedications of money or land or to construct, install, or maintain any improvements of a public or private nature on or off the Replacement Pond Property.

n. That neither City nor Developer have received any written notice or have any actual knowledge, that the Replacement Pond Property or any portion or portions thereof is or will be subject to or affected by (i) any special assessments, whether or not presently a lien thereon, or (ii) any condemnation, eminent domain, change in grade of public streets, or similar proceeding.

All representations and warranties made herein are based on the actual, present knowledge (without duty of investigation or inquiry and without any personal liability hereunder) of Matthew Roth, in his capacity as President of Developer and Edward Bass in his capacity as City Administrator of the City, as applicable (each, the "**Named Representative**"). Neither the actual, present conscious knowledge of any other individual or entity, nor the constructive knowledge of either Named Representative or of any other individual or entity, shall be imputed to the Developer or City (as applicable), nor shall the actual, present conscious knowledge, nor the constructive knowledge of any individual or entity associated with City be imputed to Developer.

17. **Warranties and Representations of CFX.** To induce Developer and City to enter into this Agreement and to exchange the Replacement Pond Property, in addition to the other representations and warranties set forth herein, CFX makes the following representations and warranties, as of the Effective Date and with respect to the CFX Pond Property, each of which is material and is being relied upon by Developer and City and shall survive Closing for a period of one (1) year:

a. To the best of CFX's actual knowledge, there are no actions, suits or proceedings of any kind or nature whatsoever, legal or equitable, affecting or relating to the CFX Pond Property, or any portion thereof, in any court or before or by any federal, state, county or municipal department, commission, board, bureau, or agency or other governmental instrumentality.

b. CFX represents and warrants that CFX owns fee simple marketable record title to the CFX Pond Property, and there are no tenancy, rental or other occupancy agreements affecting the Replacement Pond Property.

c. No person, firm, or other legal entity other than the City or Developer have any right or option whatsoever to acquire the CFX Pond Property or any portion thereof or any interest therein.

d. CFX has the full right, power, and authority to enter into and deliver this Agreement and to consummate the exchange of the CFX Pond Property with the Replacement Pond Property in accordance herewith and to perform all covenants and agreements of the CFX hereunder.

e. CFX warrants and represents that the execution and delivery of this Agreement and the consummation of the transaction contemplated herein shall not and do not constitute a violation or breach by CFX of any provision of any agreement or other instrument to which CFX is a party or to which CFX may be subject although not a party, nor result in or constitute a violation or breach of any judgment, order, writ, injunction, or decree issued against CFX.

All representations and warranties made herein by CFX are based on the actual, present knowledge (without duty of investigation or inquiry and without any personal liability hereunder) of Glenn Pressimone in his/her capacity as Chief of Infrastructure of CFX.

18. **City's and Developer's Affirmative Covenants.** In addition to the other covenants and undertakings set forth herein, City and Developer makes the following affirmative covenants, each of which shall survive the Closing hereunder:

a. From the Effective Date until the date Developer (or Developer's affiliate) acquires title to the Replacement Pond property, Developer will use commercially reasonable efforts to cause the current owners of the Replacement Pond Property to keep and maintain, all of the Replacement Pond Property in good order and condition and will comply with and abide by all laws, ordinances, regulations and restrictions affecting the Replacement Pond Property or its use, in accordance with the terms and conditions of the purchase and sale agreements between Developer and such owners. Following Developer's acquisition of the Replacement Pond Property and until physical possession of the Replacement Pond Property has been delivered to CFX, Developer shall use commercially reasonable efforts to keep and maintain, all of the Replacement Pond Property in good order and condition and comply with and abide by all laws, ordinances, regulations and restrictions affecting the Replacement Pond Property or its use. Prior to the Closing, Developer will pay all taxes and assessments levied against the Replacement Pond Property prior to the due date thereof, and will not commit or permit any waste or nuisance with respect thereto.

b. From and after the Effective Date, City and Developer shall not offer to sell the Replacement Pond Property, or any portion thereof, to any other person or entity, nor enter into any verbal or written agreement, understanding, or contract relating to the sale of the Replacement Pond Property.

c. City and Developer shall take such other actions and perform such other obligations as are reasonably required or contemplated hereunder including, without limitation, all obligations pertaining to satisfaction of any contingencies of this Agreement or conditions precedent to performance by CFX of its obligations hereunder.

d. City and Developer shall not encumber or create any liens on the Replacement Pond Property.

19. **CFX's Affirmative Covenants.** In addition to the other covenants and undertakings set forth herein, CFX makes the following affirmative covenants, each of which shall survive the Closing hereunder:

a. From and after the Effective Date and until physical possession of the CFX Pond Property has been delivered to City, CFX will keep and maintain all of the CFX Pond Property in good order and condition and will comply with and abide by all laws, ordinances, regulations and restrictions affecting the CFX Pond Property or its use. Prior to the Closing, CFX will not commit or permit any waste or nuisance with respect thereto.

b. From and after the Effective Date, CFX shall not offer to sell the CFX Pond Property, or any portion thereof, to any other person or entity, nor enter into any verbal or written agreement, understanding, or contract relating to the sale of the CFX Pond Property.

c. CFX shall take such other actions and perform such other obligations as are required or contemplated hereunder including, without limitation, all obligations pertaining to satisfaction of any contingencies of this Agreement or conditions precedent to performance by CFX of its obligations hereunder.

d. CFX shall not encumber or create any liens on the CFX Pond Property.

20. **Defaults.**

a. **City or Developer Default.** In the event that: (i) any of the City's and/or Developer's representations and warranties contained herein are not materially true and correct, which prohibits or materially frustrates the purpose of the transactions contemplated herein, or (ii) either the City or Developer fails to perform any of its respective covenants and agreements contained herein within the time performance specified herein; CFX may exercise the following rights and remedies: (i) CFX shall have the right to extend the Closing Date, as applicable to allow City or Developer sufficient time to cure any such breach of representation or warranty or to perform its respective covenants and agreements required hereunder; (ii) if such breach is not reasonably susceptible of being cured (as determined by CFX), CFX may terminate this Agreement, in which event the obligations of the Parties under this Agreement shall be terminated (other than obligations which, by the terms of this Agreement, expressly survive the termination of the Agreement) and this Agreement shall be null and void; or (iii) pursue an action for specific performance of this Agreement against the City or Developer (as applicable). Notwithstanding the foregoing, CFX shall have the right to enforce City and Developer's express covenants in this Agreement to indemnify, defend, or hold harmless CFX, as applicable.

b. **CFX Default.** In the event CFX breaches any warranty or representation contained in this Agreement or fails to comply with or perform any of the conditions to be complied with or any of the covenants, agreements or obligations to be performed by CFX under the terms and provisions of this Agreement, City and Developer shall be entitled to: (i) exercise any and all rights and remedies available to it at law and in equity, including without limitation, the right of specific performance; or (ii) terminate this Agreement. City and Developer hereby waive and release any right to pursue an action for any special, indirect, consequential, or punitive damages against CFX. The foregoing provision shall expressly survive the termination or Closing. Upon any such termination, this Agreement and all rights and obligations created hereunder, except as specifically provided herein, shall be deemed null and void and of no further force or effect. Nothing contained herein shall be deemed a waiver of sovereign immunity beyond the limits set forth in Section 768.28, Florida Statutes.

21. **Notices.** Any notices which may be permitted or required hereunder shall be in writing and shall be deemed to have been duly given as of the date and time the same are personally delivered, transmitted electronically (i.e., by telecopier device or by email) or within three (3) days after depositing with the United States Postal Service, postage prepaid by registered or certified mail, return receipt requested, or within one (1) day after depositing with Federal Express or other overnight delivery service from which a receipt may be obtained, and addressed as follows:

City: **CITY OF APOPKA**
120 East Main Street
Apopka, Florida 32703
Attn: Edward Bass, City Administrator
Telephone: (407) 703-1700
Email: ebass@apopka.net

With a copy to: **CITY OF APOPKA**
120 East Main Street
Apopka, Florida 32703
Attn: Michael A. Rodriguez, City Attorney
Telephone: (407) 703-1658
Email: marodriguez@apopka.net

CFX: **CENTRAL FLORIDA EXPRESSWAY AUTHORITY**
4974 ORL Tower Road
Orlando, Florida 32807
Attn: Executive Director
Telephone: (407) 690-5000
Email: Laura.Kelley@cfxway.com

With a copy to: **CENTRAL FLORIDA EXPRESSWAY AUTHORITY**
4974 ORL Tower Road
Orlando, Florida 32807
Attn: General Counsel
Telephone: (407) 690-5000
Email: Woody.Rodriguez@cfxway.com

Developer: **BLUESCOPE PROPERTIES GROUP LLC**
1540 Genessee Street
Kansas City, Missouri 64102
Attention: Matthew Roth
Telephone: (816) 289-2838
Email: matthew.roth@bluescopeproperties.com

With a copy to: **BLUESCOPE PROPERTIES GROUP LLC**
1540 Genessee Street
Kansas City, Missouri 64102
Attention: Eric Wyancko
Telephone: (913) 333-9196

Email: eric.wyancko@bluescopeproperties.com

With a copy to:

BLUESCOPE PROPERTIES GROUP LLC
1540 Genessee Street
Kansas City, Missouri 64102
Attention: Maryteresa Doyle
Email: maryteresa.doyle@bluescopeproperties.com

With a copy to:

GREENBERG TRAUIG, P.A.
450 South Orange Avenue, Suite 650
Orlando, Florida 32801
Attention: Julie P. Kendig-Schrader
Email: kendig@gtlaw.com

or to such other address as any Party hereto shall from time to time designate to the other Party by notice in writing as herein provided. Notice given by or to the attorney representing a Party under this Agreement shall be deemed to have been duly given in accordance with this Section by or to the applicable Party. The Executive Director of CFX or General Counsel of CFX shall be authorized to issue any notices and provide any and all consents, extensions or agreements as required hereunder.

22. **Survival of Provisions.** Other than as specified to the contrary herein, all covenants, representations and warranties set forth in this Agreement and the closing documents shall survive the Closing for a period of one (1) year.

23. **Severability.** This Agreement is intended to be performed in accordance with, and only to the extent permitted by, all applicable laws, ordinances, rules, and regulations. If any provision of this Agreement or the application thereof to any person or circumstance shall, for any reason and to any extent, be invalid or unenforceable, the remainder of this Agreement and the application of such provision to other persons or circumstances shall not be affected thereby but rather shall be enforced to the greatest extent permitted by law.

24. **Attorneys' Fees.** Subject to the limitations set forth in Section 768.28, Florida Statutes, in the event of any dispute hereunder or of any action to interpret or enforce this Agreement, any provision hereof or any matter arising herefrom, the predominantly prevailing party shall be entitled to recover its reasonable costs, fees and expenses, including, but not limited to, witness fees, expert fees, consultant fees, attorney (in-house and outside counsel), paralegal and legal assistant fees, costs and expenses and other professional fees, costs and expenses whether suit be brought or not, and whether in settlement, in any declaratory action, in mediation, arbitration or bankruptcy, at trial or on appeal.

25. **Waiver of Jury Trial.** THE PARTIES VOLUNTARILY WAIVE A TRIAL BY JURY IN ANY LITIGATION OR ACTION ARISING FROM THIS AGREEMENT.

26. **Effective Date.** When used herein, the term "Effective Date" or the phrase "the date hereof" or "the date of this Agreement" shall mean the date as of which all Parties have signed this Agreement and their respective boards have given final approval of this Agreement.

27. **Indemnifications Regarding Brokers, Finders, Etc.** City and Developer represent and warrant to CFX, and CFX likewise represents and warrants to the City and Developer, that they have neither dealt with, nor negotiated with, any broker, sales person or finder in connection with the exchange of the Replacement Pond Property and CFX Pond Property or the conveyance of any easements, licenses or any other rights expressly set forth herein, and each Party, subject to the limits and limitations set forth in Section 768.28, Florida Statutes, hereto agrees to indemnify and hold the other Party harmless from any and all claims, demands, causes of action or other liabilities, and all costs and expenses (including reasonable attorneys' fees) incurred in defending against any claims arising from or pertaining to any other brokerage commission, fees, costs, or other expenses which may be claimed by any broker, sales person or entity arising out of the exchange hereto.

28. **Indemnification by Developer.** Developer hereto agrees to indemnify and hold the City harmless from any and all claims, demands, causes of action or other liabilities, and all costs and expenses (including reasonable attorneys' fees) incurred in defending against any claims arising from or pertaining to the City's obligations and responsibilities set forth in this Agreement.

29. **Governing Law.** This Agreement shall be construed in accordance with the laws of the State of Florida. The venue for all legal proceedings arising out of this Agreement shall be exclusively in the Circuit Court in and for Orange County, Florida.

30. **Waiver.** The waiver of any breach of any provision hereunder by the Parties shall not be deemed to be a waiver of any proceeding or subsequent breach hereunder. No failure or delay of any party in the exercise of any right given hereunder shall constitute a waiver thereof nor shall any partial exercise of any right preclude further exercise thereof.

31. **Time.** Time is of the essence in this Agreement as to all dates and time periods set forth herein. To the extent that the last day of any time period stipulated in this Agreement falls on a Saturday, Sunday, or federal holiday, the period shall run until the end of the next day which is neither a Saturday, Sunday or federal holiday. Any time period of five (5) days or less specified herein shall not include Saturdays, Sundays or federal holidays. Where used herein, the term "Business Days" shall be those days other than Saturdays, Sundays, or federal holidays.

32. **Representation by Counsel.** City, CFX, and Developer are all represented in this transaction by counsel. This Agreement shall not be construed more or less favorably against any Party, regardless of which party may be deemed the drafter hereof.

33. **Counterparts.** This Agreement may be executed in any number of counterparts, including by digital or electronic means in accordance with Chapter 668, Florida Statutes, each of which shall be an original but all of which shall constitute one and the same Agreement. A party shall be bound by this Agreement by executing a counterpart hereof, then transmitting the executed counterpart to the other Parties via email in .pdf or similar format.

34. **Recording.** The Parties agree that they will not record, or permit to be recorded, this Agreement or any memorandum hereof. This Section is not intended and shall not be deemed to preclude the recordings expressly required or authorized in this Agreement.

35. **Amendment.** Any amendment to this Agreement shall not be binding upon any of

the Parties hereto unless such amendment is in writing and executed by the Parties.

36. **Assignment.** Subject to Section 37 hereof, no Party may assign this Agreement without the prior written consent of the other Parties, and any such prohibited assignment shall be void; provided that Developer may assign its rights and obligations under this Agreement with CFX's prior written consent, which shall not be unreasonably withheld, conditioned or delayed, to an Affiliate by providing at least five (5) business days' advance written notice to the other Parties and a copy of the instrument of assignment to said Affiliate, following which, Bluescope Properties Group LLC shall be fully and unconditionally released and discharged from any and all duties, liabilities and obligations under this Agreement, after which time the City's and/or CFX's remedies under this Agreement shall be directly against the permitted assignee. For the purposes of this paragraph, the term "Affiliate" means (a) an entity that directly or indirectly controls, is controlled by or is under common control with the Developer (including, without limitation, the entity designated by Developer to acquire title to the Simpson Property, Long Long Hill Trust Property and Sessions Property) or (b) an entity at least a majority of whose economic interest is owned by Developer; and the term "control" means the power to direct the management of such entity through voting rights, ownership or contractual obligations.

37. **IRS Section 1031 Exchange.** CFX and the City hereby agree that Developer may elect to consummate the acquisition of the CFX Pond Property from CFX and the conveyance of the Replacement Pond Property to CFX as a like-kind exchange (the "**Exchange**") pursuant to Section 1031 of the Internal Revenue Code of 1986, as amended, and the regulations promulgated thereunder, and the Parties agree to cooperate with each other, at Developer's cost and expense, in effectuating the Exchange and each Party agrees to execute any and all documents (subject to reasonable approval) as are necessary in connection therewith. Developer may effectuate the Exchange through an assignment of this Agreement or its rights under the Agreement to the City or such other party designated by Developer acting as a "qualified intermediary" (as defined in Treasury Regulation Section 1.103(i)-1(g) (iii)), provided that such assignment shall in no way affect or limit any of the Developer's representations, obligations, rights, warranties or covenants contained herein, including Developer's obligations hereunder as if such assignment shall not have taken place. Developer and CFX shall provide the necessary instructions, documents, agreements, or instruments in connection therewith, including, without limitation, all documentation required for the qualified intermediary to effectuate the Exchange, provided that Developer shall reimburse the other Parties for any reasonable expenses incurred as a result of or connected with the Exchange.

38. **Revocation by Developer.** Developer reserves the right to revoke and rescind Developer's approval of this Agreement at any time prior to the acceptance and approval of this Agreement by the governing board of CFX by providing written notice to City and CFX of such revocation or rescission. Upon such revocation or rescission, this Agreement and Developer's execution thereof shall be deemed null and void and of no further force and effect.

39. **Miscellaneous Provisions.**

a. No failure of either party to exercise any power given hereunder or to insist upon strict compliance with any obligation specified herein, and no custom or practice at variance with the terms hereof, shall constitute a waiver of either party's right to demand exact compliance

with the terms hereof.

b. This Agreement contains the entire agreement of the parties hereto, and no representations, inducements, promises or agreements, oral or otherwise, between the parties not embodied herein shall be of any force or effect.

c. The provisions of this Agreement shall inure to the benefit of and be binding upon the parties hereto and their respective heirs, administrators, executors, personal representatives, successors, and assigns. Neither this Agreement, nor any right or obligation of any party arising under this Agreement, may be assigned or delegated without the written consent of all parties.

d. The headings inserted at the beginning of each paragraph are for convenience only, and do not add to or subtract from the meaning of the contents of each paragraph.

e. City and CFX do hereby covenant and agree that such documents as may be legally necessary or otherwise appropriate to carry out the terms of this Agreement shall be executed and delivered by each Party at the Closing.

f. All of the parties to this Agreement have participated fully in the negotiation and preparation hereof; this Agreement shall not be construed more strongly for or against any party regardless of which party is deemed to have drafted the Agreement.

g. Nothing contained in this Agreement shall be construed to create a partnership or joint venture between the parties or their successors in interest. Except as otherwise set forth herein, no person other than the parties shall have any rights or privileges under this Agreement, whether as a third-party beneficiary or otherwise.

[SIGNATURES APPEAR ON THE FOLLOWING PAGES]

IN WITNESS WHEREOF, the Parties hereto have caused these presents to be executed in their respective names as of the date first above below.

P. Richmond
Print Name: Pamela Richmond
Mary E. Denizard
Print Name: Mary E. Denizard

"CITY"

CITY OF APOPKA, FLORIDA

By: Bryan Nelson
Bryan Nelson, Mayor

Date: 11-3-22

Attest:

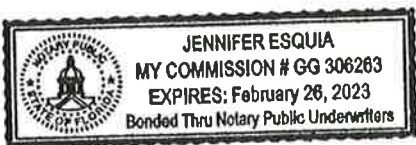
By: Susan M. Bone
Print Name: Susan M. Bone
Title: City Clerk

Approved as to form and legality by legal counsel.

By: [Signature]
Michael A. Rodriguez

STATE OF FLORIDA)
COUNTY OF Orange)

The foregoing instrument was acknowledged before me by means of [] physical presence or [] online notarization on this 3 day of November, 2022, by Bryan Nelson, as Mayor of the City of Apopka, Florida, on behalf of the organization. He is personally known to me OR produced personally known as identification.



NOTARY PUBLIC
Jennifer Esquia
Signature of Notary Public State of Florida
Print Name: Jennifer Esquia
Commission No.: GG 306263
My Commission Expires: 2/26/2023

[ADDITIONAL SIGNATURES APPEAR ON THE FOLLOWING PAGES]

[Signature]
Print Name: Lisa Lombard
[Signature]
Print Name: Rita Moore

[Signature]
ATTEST: Regla ("Mimi") Lamaute
Recording Clerk

"CFX"

CENTRAL FLORIDA EXPRESSWAY
AUTHORITY

By: [Signature]
Laura Kelley, Executive Director
Date: 12/08/2022

Approved as to form and legality by legal
counsel to the Central Florida Expressway
Authority on this 2nd day of DECEMBER,
2022 for its exclusive use and reliance.

By: [Signature]
Diego "Woody" Rodriguez
General Counsel

STATE OF FLORIDA)
COUNTY OF Orange)

The foregoing instrument was acknowledged before me by means of ☒ physical presence
or ☐ online notarization on this 8th day of Dec., 2022, by Laura Kelley, as Executive
Director of the Central Florida Expressway Authority, on behalf of the organization. He is
personally known to me OR produced _____ as identification.



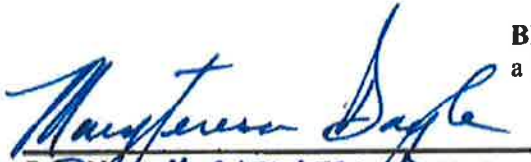
REGLA CARIDAD LAMAUTE
Commission # GG 352738
Expires November 6, 2023
Bonded Thru Budget Notary Services

NOTARY PUBLIC
[Signature]
Signature of Notary Public – State of Florida
Print Name: _____
Commission No.: _____
My Commission Expires: _____

[ADDITIONAL SIGNATURE APPEARS ON THE FOLLOWING PAGE]

"DEVELOPER"

BLUESCOPE PROPERTIES GROUP LLC,
a Delaware limited liability company


Print Name: MARYTERESA DOYLE

Print Name: Eric Wyanko

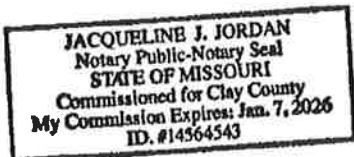
By: 
Matthew Roth, President

Date: 31 October 2022

STATE OF MISSOURI)
COUNTY OF Jackson)

The foregoing instrument was acknowledged before me by means of [] physical presence
or [] online notarization on this 31 day of October, 2022, by Matthew Roth as President
of Bluescope Properties Group LLC, on behalf of the organization. He is personally known to me
OR produced _____ as identification.

NOTARY PUBLIC




Signature of Notary Public - State of ~~Florida~~ Missouri
Print Name: Jacqueline Jordan
Commission No.: 14564543
My Commission Expires: Jan 7, 2026

EXHIBIT "A"



EXHIBIT "B"



COMPOSITE EXHIBIT “A”

Document 1 of 2

PREPARED BY/RETURN TO:

Forrest A. Ragsdale, Esq.
Greenberg Traurig, P.A.
450 South Orange Avenue, Suite 650
Orlando, FL 32801

Portion of Parcel ID #:
12-21-27-0000-00-008

NOTE TO CLERK: Pursuant to Rules 12B-4.002(4)(a) and 12B-4.014(10) of the Florida Administrative Code, this conveyance is exempt from documentary stamp tax.

SPECIAL WARRANTY DEED

THIS SPECIAL WARRANTY DEED, is made and entered into as of the _____ day of _____, 2024, by **CENTRAL FLORIDA EXPRESSWAY AUTHORITY**, a body politic and corporate and agency of the state, under the laws of the State of Florida (“Grantor”), whose address is 4974 ORL Tower Road, Orlando, Florida 32807, to and in favor of **CITY OF APOPKA, FLORIDA**, a municipal corporation (“Grantee”), whose address is 120 East Main Street, Apopka, Florida 32703. Wherever used herein, the terms “Grantor” and “Grantee” shall include, singular and plural, the heirs, legal representatives and assigns of each individual and the successors and assigns of each legal entity, wherever the context so admits or requires.

W I T N E S S E T H:

THAT, for and in consideration of the sum of Ten Dollars (\$10.00) and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged by Grantor, Grantor does hereby give, grant, bargain, sell, alien, remise, release, convey and confirm unto Grantee all those certain lands situate, lying and being in Orange County, Florida and more particularly described in **Exhibit “A”** attached hereto and incorporated herein by this reference, together with all improvements thereon. Grantor is not reserving any interest in phosphate, minerals, metals or petroleum.

TOGETHER with all the tenements, hereditaments and appurtenances thereto belonging or in any way appertaining (the aforementioned lands, improvements, tenements, hereditaments and appurtenances being hereinafter referred to collectively as the “Property”).

TO HAVE AND TO HOLD the Property unto Grantee in fee simple, forever.

AND Grantor hereby covenants with Grantee that Grantor will warrant and defend the Property against the lawful claims of all persons claiming by, through or under Grantor, but against none other, and the conveyance of Property made herein is expressly made subject to all real estate taxes and assessments for the year 2024 and subsequent years, which are not yet due and payable, all matters that would be disclosed by an accurate survey of the Property, and all covenants, conditions, restrictions, easements, rights of way and other matters of record, and the reference to which shall not operate to re-impose the same.

AND Grantor hereby irrevocably and unconditionally terminates, and releases and relinquishes any and all rights it may have in and to, and any limitations or restrictions imposed by, the portion of the existing limited access right of way lines located along or adjacent to the boundary lines of the Property described and depicted as “Existing Limited Access R/W Line” on **Exhibit “A”** attached hereto and incorporated herein by this reference (the “Existing Limited Access R/W Lines”), such that the Existing Limited Access R/W Lines shall no longer be in effect as of the date hereof or otherwise restrict or limit ingress or egress to or from any portion of the Property; provided, however, the conveyance of the Property contemplated herein shall be subject to the new limited access right of way line described and depicted as the “New Limited Access R/W Line” on Exhibit “A” attached hereto and incorporated herein by this reference (the “New Limited Access R/W Line”), such that Grantee and its successors and assigns shall not have any right to access the Property from State Road 429 through the real property retained by Grantor without the prior consent of Grantor (or its successors or assigns). It is understood and agreed that nothing contained herein shall be construed to release, discharge, or convey any other portion of the limited access right of way lines that extend beyond the borders of the Property, the remainder of which shall remain and continue in full force and effect.

[SIGNATURE PAGE FOLLOWS]

IN WITNESS WHEREOF, Grantor has executed this Special Warranty Deed on the date first above written.

Signed, sealed and delivered in the presence of:

GRANTOR:

Witness #1: sign/print name/address below

Signature: _____

Print Name: _____

Address: _____

Witness #2: sign/print name/address below

Signature: _____

Print Name: _____

Address: _____

Attest:

By: _____

Print Name: _____

Title: _____

STATE OF FLORIDA

COUNTY OF _____

**CENTRAL FLORIDA EXPRESSWAY
AUTHORITY**, a body politic and
corporate and agency of the state, under
the laws of the State of Florida

By: _____

Print Name: _____

Title: _____

Approved as to form and legality by legal
counsel to the Central Florida
Expressway Authority on this _____
day of _____, 2024

By: _____

Print Name: _____

Title: _____

The foregoing instrument was acknowledged before me by means of ☐ physical presence
or ☐ online notarization this ____ day of _____, 2024, by _____
_____, as _____ of CENTRAL FLORIDA
EXPRESSWAY AUTHORITY, on behalf of said entity. He/She ☐ is personally known to me,
or produced _____ as identification.

(Affix Notary Stamp/Seal Below)

NOTARY PUBLIC

Print Name: _____

My Commission Expires: _____

EXHIBIT "A"
LEGAL DESCRIPTION

SKETCH OF DESCRIPTION

OF A PORTION OF LAND LYING IN
SECTION 12, TOWNSHIP 21 SOUTH, RANGE 27 EAST
ORANGE COUNTY, FLORIDA

LEGAL DESCRIPTION

A PARCEL OF LAND LOCATED IN SECTION 12, TOWNSHIP 21 SOUTH, RANGE 27 EAST, ORANGE COUNTY, FLORIDA, BEING A PORTION OF THE LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 9989, PG. 4153 OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF TRACT F, MID-FLORIDA LOGISTICS PARK, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK, 99, PAGES 34-43, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA, ALSO BEING THE WESTERLY RIGHT-OF-WAY OF STATE ROAD 429 (WESTERN BELTWAY) LIMITED ACCESS RIGHT-OF-WAY; THENCE ALONG SAID WESTERLY RIGHT-OF-WAY OF STATE ROAD 429 (WESTERN BELTWAY) THE FOLLOWING THREE (3) COURSES: 1) S15°56'44"W, A DISTANCE OF 76.95 FEET; 2) S13°06'26"W, A DISTANCE OF 95.81 FEET; 3) S09°55'40"W, A DISTANCE OF 260.16 FEET TO THE POINT OF BEGINNING;

THENCE DEPARTING SAID WESTERLY RIGHT-OF-WAY OF STATE ROAD 429 (WESTERN BELTWAY), S04°08'20"W, A DISTANCE OF 467.86 FEET TO A POINT ALONG SAID WESTERLY RIGHT-OF-WAY OF STATE ROAD 429 (WESTERN BELTWAY); THENCE ALONG SAID WESTERLY RIGHT-OF-WAY OF STATE ROAD 429 (WESTERN BELTWAY) THE FOLLOWING THREE (3) COURSES: 1) S89°55'49"W, A DISTANCE OF 489.17 FEET; 2) N00°11'42"E, A DISTANCE OF 466.60 FEET; 3) N89°55'49"E, A DISTANCE OF 521.35 FEET TO THE POINT OF BEGINNING.

CONTAINING 5.412 ACRES (235752 SQUARE FEET) OF LAND, MORE OR LESS.

SURVEYOR'S NOTES

1. THE PURPOSE OF THIS SKETCH OF DESCRIPTION IS TO PROVIDE A LEGAL DESCRIPTION FOR A PORTION OF CENTRAL FLORIDA EXPRESSWAY AUTHORITY PROPERTY.
2. THE BASIS OF BEARINGS FOR THIS SKETCH IS THE SOUTH LINE OF LOT 5, MID-FLORIDA LOGISTICS PARK, PLAT BOOK, 99, PAGES 34-43, WHICH BEARS N89°58'26"E.
3. THE PROPERTY DEPICTED ON THIS SKETCH IS SUBJECT TO ALL EASEMENTS AND RESTRICTIONS OF RECORD.
4. THIS LEGAL DESCRIPTION IS INCOMPLETE UNLESS ACCOMPANIED BY A SKETCH OF THE PROPERTY DESCRIBED HEREIN.
5. THIS IS NOT A SURVEY.

LEGEND

P.O.C. POINT OF COMMENCEMENT
P.O.B. POINT OF BEGINNING
O.R. OFFICIAL RECORDS BOOK
P.B. PLAT BOOK
PG. PAGE
DOC# DOCUMENT NUMBER
ID.# IDENTIFICATION NUMBER
R/W RIGHT-OF-WAY

✕ — ✕ LIMITED ACCESS WESTERLY R/W LINE
TO BE RELINQUISHED BY CFX

○ — ○ LIMITED ACCESS R/W LINE
TO BE ESTABLISHED

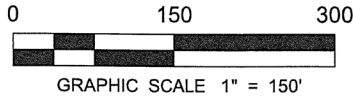
THIS SKETCH OF DESCRIPTION OR THE COPIES THEREOF ARE NOT VALID WITHOUT THE SIGNATURE AND SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.

REVISION: 06/14/24 -- ADDRESSED COMMENTS

 LEADING EDGE LAND SERVICES INCORPORATED 8802 EXCHANGE DRIVE ORLANDO, FLORIDA 32809 PHONE: (407) 351-6730 FAX: (407) 351-9691 WEB: www.leadingedge.com FLORIDA LICENSED BUSINESS NUMBER LB 6846	SKETCH OF DESCRIPTION FOR ARCO	DATE OF DRAWING: 21 FEB 2023 MANAGER: MB CADD: TQ
	SURVEYOR'S CERTIFICATION I, THE UNDERSIGNED FLORIDA LICENSED SURVEYOR AND MAPPER, DO HEREBY CERTIFY THAT I HAVE COMPLETED THIS SKETCH IN ACCORDANCE WITH FLORIDA ADMINISTRATIVE RULE 5J-17 STANDARDS OF PRACTICE FOR PROFESSIONAL SURVEYORS AND MAPPERS.  DATE: 6-14-2024 MIKE BAERHOLD PROFESSIONAL SURVEYOR AND MAPPER NUMBER 5575	PROJECT NUMBER: 512-22019 FIELD BOOK NUMBER: N/A LAST FIELD WORK: N/A CREW CHIEF(S): N/A COMPUTER FILE: 512019SD5.DWG SCALE: N/A SHEET 1 OF 2

SKETCH OF DESCRIPTION

OF A PORTION OF LAND LYING IN
SECTION 12, TOWNSHIP 21 SOUTH, RANGE 27 EAST
ORANGE COUNTY, FLORIDA



SEE SHEET 1
FOR LEGEND

LINE TABLE

LINE	BEARING	DISTANCE
L1	S15°56'44"W	76.95'
L2	S13°06'26"W	95.81'
L3	S09°55'40"W	260.16'
L4	S04°08'20"W	467.86'
L5	S89°55'49"W	489.17'
L6	N00°11'42"E	466.60'
L7	N89°55'49"E	521.35'
L8	S07°25'10"E	313.50'

LOT 5
MID-FLORIDA LOGISTICS PARK
P.B. 99, PGS. 34-43

SOUTH LINE - LOT 5
N89°58'26"E - BASIS OF BEARINGS

BPG MID FLORIDA
SOUTH 1 LLC
PARCEL ID.#
12-21-27-0000-00-007
(DOC# 20230079685)

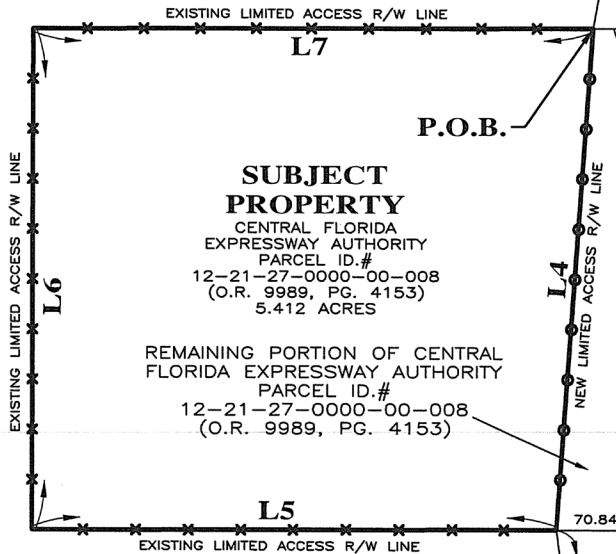
P.O.C.

SE CORNER - TRACT F
MID-FLORIDA LOGISTICS PARK
P.B. 99, PGS. 34-43

CENTRAL FLORIDA
EXPRESSWAY
AUTHORITY
PARCEL ID.#
12-21-27-0000-00-029
(O.R. 9871,
PG. 4678)



BPG MID FLORIDA
SOUTH 1 LLC
PARCEL ID.#
12-21-27-0000-00-007
(DOC# 20230079685)



CENTRAL FLORIDA
EXPRESSWAY AUTHORITY
PARCEL ID.#
12-21-27-0000-00-009
(O.R. 10126, PG. 465)

STATE ROAD 429 (WESTERN BELTWAY)

LIMITED ACCESS RIGHT-OF-WAY
PER ORLANDO-ORANGE COUNTY
EXPRESSWAY AUTHORITY RIGHT-OF-WAY MAP OF
S.R. No. 429 (MAITLAND BLVD. EXTENSION)
O.O.C.E.A. PROJECT No. 429-201

BPG MID FLORIDA SOUTH 1 LLC
PARCEL ID.# 12-21-27-0000-00-007
(DOC# 20230079685)

CENTRAL FLORIDA EXPRESSWAY AUTHORITY
PARCEL ID.#
12-21-27-0000-00-028
(O.R. 9871, PG. 4678)

THIS SKETCH OF DESCRIPTION OR THE COPIES THEREOF ARE NOT VALID WITHOUT
THE SIGNATURE AND SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.

REVISION: 06/14/24 - ADDRESSED COMMENTS

LEADING EDGE
LAND SERVICES
INCORPORATED
8802 EXCHANGE DRIVE
ORLANDO, FLORIDA 32809
PHONE: (407) 351-6730
FAX: (407) 351-9691
WEB: www.leadingedgeels.com

FLORIDA LICENSED BUSINESS NUMBER LB 6846

SKETCH OF DESCRIPTION FOR ARCO

THIS SKETCH IS INCOMPLETE
UNLESS ACCOMPANIED BY A
LEGAL DESCRIPTION OF THE
PROPERTY DEPICTED HEREON

THIS IS NOT A SURVEY

DATE OF DRAWING: 21 FEB 2023

MANAGER: MB

CADD: TQ

PROJECT NUMBER: 512-22019

FIELD BOOK NUMBER: N/A

LAST FIELD WORK: N/A

CREW CHIEF(S): N/A

COMPUTER FILE: 512019SD5.DWG

SCALE: 1" = 150'

SHEET 2 OF 2

COMPOSITE EXHIBIT “A”

Document 2 of 2

PREPARED BY/RETURN TO:

Forrest A. Ragsdale, Esq.
Greenberg Traurig, P.A.
450 South Orange Avenue, Suite 650
Orlando, FL 32801

Portion of Parcel ID #:
12-21-27-0000-00-008

Consideration: \$1,023,606.80
Doc Stamp Tax: \$7,165.90

SPECIAL WARRANTY DEED

THIS SPECIAL WARRANTY DEED, is made and entered into as of the _____ day of _____, 2024, by **CITY OF APOPKA, FLORIDA**, a municipal corporation (“Grantor”), whose address is 120 East Main Street, Apopka, Florida 32703, to and in favor of **BPG MID FLORIDA SOUTH 1 LLC**, a Delaware limited liability company (“Grantee”), whose address is 1540 Genessee Street, Kansas City, Missouri 64102. Wherever used herein, the terms “Grantor” and “Grantee” shall include, singular and plural, the heirs, legal representatives and assigns of each individual and the successors and assigns of each legal entity, wherever the context so admits or requires.

W I T N E S S E T H:

THAT, for and in consideration of the sum of Ten Dollars (\$10.00) and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged by Grantor, Grantor does hereby give, grant, bargain, sell, alien, remise, release, convey and confirm unto Grantee all those certain lands situate, lying and being in Orange County, Florida and more particularly described in **Exhibit “A”** attached hereto and incorporated herein by this reference, together with all improvements thereon. Grantor is not reserving any interest in phosphate, minerals, metals or petroleum.

TOGETHER with all the tenements, hereditaments and appurtenances thereto belonging or in any way appertaining (the aforementioned lands, improvements, tenements, hereditaments and appurtenances being hereinafter referred to collectively as the “Property”).

TO HAVE AND TO HOLD the Property unto Grantee in fee simple, forever.

AND Grantor hereby covenants with Grantee that Grantor will warrant and defend the Property against the lawful claims of all persons claiming by, through or under Grantor, but against none other, and the conveyance of Property made herein is expressly made subject to all real estate taxes and assessments for the year 2024 and subsequent years, which are not yet due and payable, all matters that would be disclosed by an accurate survey of the Property, and all covenants, conditions, restrictions, easements, rights of way and other matters of record, and the reference to which shall not operate to re-impose the same.

IN WITNESS WHEREOF, Grantor has executed this Special Warranty Deed on the date first above written.

Signed, sealed and delivered in the presence of:

GRANTOR:

Witness #1: sign/print name/address below

CITY OF APOPKA, FLORIDA, a
municipal corporation

Signature: _____

Print Name: _____

Address: _____

By: _____

Bryan Nelson, Mayor

Witness #2: sign/print name/address below

Signature: _____

Print Name: _____

Address: _____

Attest:

Approved as to form and legality by legal
counsel

By: _____

Print Name: _____

By: _____

Title: _____

Print Name: _____

STATE OF FLORIDA
COUNTY OF ORANGE

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization this _____ day of _____, 2024, by Bryan Nelson, the Mayor of CITY OF APOPKA, FLORIDA, a municipal corporation, on behalf of said entity. He ☐ is personally known to me, or produced _____ as identification.

(Affix Notary Stamp/Seal Below)

NOTARY PUBLIC

Print Name: _____

My Commission Expires: _____

EXHIBIT "A"

LEGAL DESCRIPTION

A PARCEL OF LAND LOCATED IN SECTION 12, TOWNSHIP 21 SOUTH, RANGE 27 EAST, ORANGE COUNTY, FLORIDA, BEING A PORTION OF THE LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 9989, PG. 4153 OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF TRACT F, MID-FLORIDA LOGISTICS PARK, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK, 99, PAGES 34-43, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA, ALSO BEING THE WESTERLY RIGHT-OF-WAY OF STATE ROAD 429 (WESTERN BELTWAY) LIMITED ACCESS RIGHT-OF-WAY; THENCE ALONG SAID WESTERLY RIGHT-OF-WAY OF STATE ROAD 429 (WESTERN BELTWAY) THE FOLLOWING THREE (3) COURSES: 1) S15°56'44"W, A DISTANCE OF 76.95 FEET; 2) S13°06'26"W, A DISTANCE OF 95.81 FEET; 3) S09°55'40"W, A DISTANCE OF 260.16 FEET TO THE POINT OF BEGINNING; THENCE DEPARTING SAID WESTERLY RIGHT-OF-WAY OF STATE ROAD 429 (WESTERN BELTWAY), S04°08'20"W, A DISTANCE OF 467.86 FEET TO A POINT ALONG SAID WESTERLY RIGHT-OF-WAY OF STATE ROAD 429 (WESTERN BELTWAY); THENCE ALONG SAID WESTERLY RIGHT-OF-WAY OF STATE ROAD 429 (WESTERN BELTWAY) THE FOLLOWING THREE (3) COURSES: 1) S89°55'49"W, A DISTANCE OF 489.17 FEET; 2) N00°11'42"E, A DISTANCE OF 466.60 FEET; 3) N89°55'49"E, A DISTANCE OF 521.35 FEET TO THE POINT OF BEGINNING. CONTAINING 5.412 ACRES (235752 SQUARE FEET) OF LAND, MORE OR LESS.

END OF EXHIBIT "A"

COMPOSITE EXHIBIT “B”

Document 1 of 2

PREPARED BY/RETURN TO:

Forrest A. Ragsdale, Esq.
Greenberg Traurig, P.A.
450 South Orange Avenue, Suite 650
Orlando, FL 32801

Portions of Parcel ID #s:

12-21-27-0000-00-007

12-21-27-0000-00-012

12-21-27-0000-00-013

Consideration: \$1,320,740.25

Doc Stamp Tax: \$9,245.60

SPECIAL WARRANTY DEED

THIS SPECIAL WARRANTY DEED, is made and entered into as of the _____ day of _____, 2024, by **BPG MID FLORIDA SOUTH 1 LLC**, a Delaware limited liability company (“Grantor”), whose address is 1540 Genessee Street, Kansas City, Missouri 64102, to and in favor of **CITY OF APOPKA, FLORIDA**, a municipal corporation (“Grantee”), whose address is 120 East Main Street, Apopka, Florida 32703. Wherever used herein, the terms “Grantor” and “Grantee” shall include, singular and plural, the heirs, legal representatives and assigns of each individual and the successors and assigns of each legal entity, wherever the context so admits or requires.

W I T N E S S E T H:

THAT, for and in consideration of the sum of Ten Dollars (\$10.00) and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged by Grantor, Grantor does hereby give, grant, bargain, sell, alien, remise, release, convey and confirm unto Grantee all those certain lands situate, lying and being in Orange County, Florida and more particularly described in **Exhibit “A”** attached hereto and incorporated herein by this reference, together with all improvements thereon.

TOGETHER with all the tenements, hereditaments and appurtenances thereto belonging or in any way appertaining (the aforementioned lands, improvements, tenements, hereditaments and appurtenances being hereinafter referred to collectively as the “Property”).

TO HAVE AND TO HOLD the Property unto Grantee in fee simple, forever.

AND Grantor hereby covenants with Grantee that Grantor will warrant and defend the Property against the lawful claims of all persons claiming by, through or under Grantor, but against none other, and the conveyance of Property made herein is expressly made subject to all real estate taxes and assessments for the year 2024 and subsequent years, which are not yet due and payable, all matters that would be disclosed by an accurate survey of the Property, and all covenants, conditions, restrictions, easements, rights of way and other matters of record, and the reference to which shall not operate to re-impose the same.

IN WITNESS WHEREOF, Grantor has executed this Special Warranty Deed on the date first above written.

Signed, sealed and delivered in the presence of:

GRANTOR:

Witness #1: signature/printed name/address below

BPG MID FLORIDA SOUTH 1 LLC,
a Delaware limited liability company

Signature: _____

Print Name: _____

By: _____
Matthew Roth, President

Address: _____

Witness #2: signature/printed name/address below

Signature: _____

Print Name: _____

Address: _____

STATE OF MISSOURI
COUNTY OF JACKSON

The foregoing instrument was acknowledged before me this ____ day of _____, 2024, by Matthew Roth, as President of BPG Mid Florida South 1 LLC, a Delaware limited liability company, on behalf of said company. He [] is personally known to me, or produced _____ as identification.

(Affix Notary Stamp/Seal Below)

NOTARY PUBLIC

Print Name: _____

My Commission Expires: _____

EXHIBIT "A"

LEGAL DESCRIPTION

A PARCEL OF LAND LOCATED IN SECTION 12, TOWNSHIP 21 SOUTH, RANGE 27 EAST, ORANGE COUNTY, FLORIDA, BEING A PORTION OF THE LANDS CONVEYED BY DEED TO BPG MID FLORIDA SOUTH 1, LLC, AS DESCRIBED IN OFFICIAL DOCUMENT NUMBER 20230079685, OFFICIAL DOCUMENT NUMBER 20230079131 AND OFFICIAL DOCUMENT NUMBER 20230078845, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF TRACT F, MID-FLORIDA LOGISTICS PARK, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK, 99, PAGES 34-43, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA, ALSO BEING THE WESTERLY RIGHT-OF-WAY OF STATE ROAD 429 (WESTERN BELTWAY) LIMITED ACCESS RIGHT-OF-WAY; THENCE ALONG SAID WESTERLY RIGHT-OF-WAY OF STATE ROAD 429 (WESTERN BELTWAY) THE FOLLOWING FIVE (5) COURSES: 1) S15°56'44"W, A DISTANCE OF 76.95 FEET; 2) S13°06'26"W, A DISTANCE OF 95.81 FEET; 3) S09°55'40"W, A DISTANCE OF 260.16 FEET; 4) S04°08'20"W, A DISTANCE OF 467.86 FEET; 5) S07°25'10"E, A DISTANCE OF 235.76 FEET; THENCE DEPARTING THE WESTERLY RIGHT-OF-WAY OF SAID STATE ROAD 429 (WESTERN BELTWAY), N90°00'00"W, A DISTANCE OF 501.25 FEET TO THE POINT OF BEGINNING; THENCE S19°32'53"E, A DISTANCE OF 115.61 FEET; THENCE S21°49'38"W, A DISTANCE OF 86.63 FEET; THENCE S18°45'36"E, A DISTANCE OF 153.43 FEET; THENCE N60°30'15"E, A DISTANCE OF 97.49 FEET; THENCE S73°25'28"E, A DISTANCE OF 7.13 FEET; THENCE S03°13'41"W, A DISTANCE OF 18.81 FEET; THENCE S34°15'16"W, A DISTANCE OF 52.99 FEET; THENCE S23°42'36"W, A DISTANCE OF 68.76 FEET; THENCE S54°25'18"W, A DISTANCE OF 77.21 FEET; THENCE S40°30'18"W, A DISTANCE OF 79.92 FEET; THENCE S36°58'25"W, A DISTANCE OF 17.13 FEET; THENCE S83°12'08"W, A DISTANCE OF 44.59 FEET; THENCE S47°58'49"W, A DISTANCE OF 75.77 FEET; THENCE S57°27'42"W, A DISTANCE OF 100.03 FEET; THENCE S06°08'14"W, A DISTANCE OF 86.34 FEET; THENCE S04°54'27"E, A DISTANCE OF 111.22 FEET; THENCE S62°41'57"E, A DISTANCE OF 20.28 FEET TO THE SOUTH LINE OF THE NORTHEAST 1/4 OF SAID SECTION 12; THENCE ALONG THE SOUTH LINE OF THE NORTHEAST 1/4 OF SAID SECTION 12, S89°50'36"W, A DISTANCE OF 213.14 FEET; THENCE DEPARTING THE SOUTH LINE OF THE NORTHEAST 1/4 OF SAID SECTION 12, N01°20'41"E, A DISTANCE OF 850.16 FEET; THENCE N90°00'00"E, A DISTANCE OF 395.81 FEET TO THE POINT OF BEGINNING. CONTAINING 6.983 ACRES (304175 SQUARE FEET) OF LAND, MORE OR LESS.

END OF EXHIBIT "A"

COMPOSITE EXHIBIT “B”

Document 2 of 2

PREPARED BY/RETURN TO:

Forrest A. Ragsdale, Esq.
Greenberg Traurig, P.A.
450 South Orange Avenue, Suite 650
Orlando, FL 32801

Portions of Parcel ID #s:

12-21-27-0000-00-007

12-21-27-0000-00-012

12-21-27-0000-00-013

NOTE TO CLERK: Pursuant to Rules 12B-4.002(4)(a) and 12B-4.014(10) of the Florida Administrative Code, this conveyance is exempt from documentary stamp tax.

SPECIAL WARRANTY DEED

THIS SPECIAL WARRANTY DEED, is made and entered into as of the _____ day of _____, 2024, by **CITY OF APOPKA, FLORIDA**, a municipal corporation (“Grantor”), whose address is 120 East Main Street, Apopka, Florida 32703, to and in favor of **CENTRAL FLORIDA EXPRESSWAY AUTHORITY**, a body politic and corporate and agency of the state, under the laws of the State of Florida (“Grantee”), whose address is 4974 ORL Tower Road, Orlando, Florida 32807. Wherever used herein, the terms “Grantor” and “Grantee” shall include, singular and plural, the heirs, legal representatives and assigns of each individual and the successors and assigns of each legal entity, wherever the context so admits or requires.

W I T N E S S E T H:

THAT, for and in consideration of the sum of Ten Dollars (\$10.00) and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged by Grantor, Grantor does hereby give, grant, bargain, sell, alien, remise, release, convey and confirm unto Grantee all those certain lands situate, lying and being in Orange County, Florida and more particularly described in **Exhibit “A”** attached hereto and incorporated herein by this reference, together with all improvements thereon. Grantor is not reserving any interest in phosphate, minerals, metals or petroleum.

TOGETHER with all the tenements, hereditaments and appurtenances thereto belonging or in any way appertaining (the aforementioned lands, improvements, tenements, hereditaments and appurtenances being hereinafter referred to collectively as the “Property”).

TO HAVE AND TO HOLD the Property unto Grantee in fee simple, forever.

AND Grantor hereby covenants with Grantee that Grantor will warrant and defend the Property against the lawful claims of all persons claiming by, through or under Grantor, but against none other, and the conveyance of Property made herein is expressly made subject to all real estate taxes and assessments for the year 2024 and subsequent years, which are not yet due and payable, all matters that would be disclosed by an accurate survey of the Property, and all covenants, conditions, restrictions, easements, rights of way and other matters of record, and the reference to which shall not operate to re-impose the same.

IN WITNESS WHEREOF, Grantor has executed this Special Warranty Deed on the date first above written.

Signed, sealed and delivered in the presence of:

GRANTOR:

Witness #1: sign/print name/address below

CITY OF APOPKA, FLORIDA, a
municipal corporation

Signature: _____

Print Name: _____

Address: _____

By: _____

Bryan Nelson, Mayor

Witness #2: sign/print name/address below

Signature: _____

Print Name: _____

Address: _____

Attest:

Approved as to form and legality by legal
counsel

By: _____

Print Name: _____

By: _____

Title: _____

Print Name: _____

STATE OF FLORIDA
COUNTY OF ORANGE

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization this _____ day of _____, 2024, by Bryan Nelson, the Mayor of CITY OF APOPKA, FLORIDA, a municipal corporation, on behalf of said entity. He ☐ is personally known to me, or produced _____ as identification.

(Affix Notary Stamp/Seal Below)

NOTARY PUBLIC

Print Name: _____

My Commission Expires: _____

EXHIBIT "A"

LEGAL DESCRIPTION

A PARCEL OF LAND LOCATED IN SECTION 12, TOWNSHIP 21 SOUTH, RANGE 27 EAST, ORANGE COUNTY, FLORIDA, BEING A PORTION OF THE LANDS CONVEYED BY DEED TO BPG MID FLORIDA SOUTH 1, LLC, AS DESCRIBED IN OFFICIAL DOCUMENT NUMBER 20230079685, OFFICIAL DOCUMENT NUMBER 20230079131 AND OFFICIAL DOCUMENT NUMBER 20230078845, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF TRACT F, MID-FLORIDA LOGISTICS PARK, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK, 99, PAGES 34-43, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA, ALSO BEING THE WESTERLY RIGHT-OF-WAY OF STATE ROAD 429 (WESTERN BELTWAY) LIMITED ACCESS RIGHT-OF-WAY; THENCE ALONG SAID WESTERLY RIGHT-OF-WAY OF STATE ROAD 429 (WESTERN BELTWAY) THE FOLLOWING FIVE (5) COURSES: 1) S15°56'44"W, A DISTANCE OF 76.95 FEET; 2) S13°06'26"W, A DISTANCE OF 95.81 FEET; 3) S09°55'40"W, A DISTANCE OF 260.16 FEET; 4) S04°08'20"W, A DISTANCE OF 467.86 FEET; 5) S07°25'10"E, A DISTANCE OF 235.76 FEET; THENCE DEPARTING THE WESTERLY RIGHT-OF-WAY OF SAID STATE ROAD 429 (WESTERN BELTWAY), N90°00'00"W, A DISTANCE OF 501.25 FEET TO THE POINT OF BEGINNING; THENCE S19°32'53"E, A DISTANCE OF 115.61 FEET; THENCE S21°49'38"W, A DISTANCE OF 86.63 FEET; THENCE S18°45'36"E, A DISTANCE OF 153.43 FEET; THENCE N60°30'15"E, A DISTANCE OF 97.49 FEET; THENCE S73°25'28"E, A DISTANCE OF 7.13 FEET; THENCE S03°13'41"W, A DISTANCE OF 18.81 FEET; THENCE S34°15'16"W, A DISTANCE OF 52.99 FEET; THENCE S23°42'36"W, A DISTANCE OF 68.76 FEET; THENCE S54°25'18"W, A DISTANCE OF 77.21 FEET; THENCE S40°30'18"W, A DISTANCE OF 79.92 FEET; THENCE S36°58'25"W, A DISTANCE OF 17.13 FEET; THENCE S83°12'08"W, A DISTANCE OF 44.59 FEET; THENCE S47°58'49"W, A DISTANCE OF 75.77 FEET; THENCE S57°27'42"W, A DISTANCE OF 100.03 FEET; THENCE S06°08'14"W, A DISTANCE OF 86.34 FEET; THENCE S04°54'27"E, A DISTANCE OF 111.22 FEET; THENCE S62°41'57"E, A DISTANCE OF 20.28 FEET TO THE SOUTH LINE OF THE NORTHEAST 1/4 OF SAID SECTION 12; THENCE ALONG THE SOUTH LINE OF THE NORTHEAST 1/4 OF SAID SECTION 12, S89°50'36"W, A DISTANCE OF 213.14 FEET; THENCE DEPARTING THE SOUTH LINE OF THE NORTHEAST 1/4 OF SAID SECTION 12, N01°20'41"E, A DISTANCE OF 850.16 FEET; THENCE N90°00'00"E, A DISTANCE OF 395.81 FEET TO THE POINT OF BEGINNING. CONTAINING 6.983 ACRES (304175 SQUARE FEET) OF LAND, MORE OR LESS.

END OF EXHIBIT "A"