



FISCAL SUSTAINABILITY PLAN

Mosquito Control

Mosquito Control
Fund 145 Fiscal Sustainability Narrative

Projected Deficit: \$ 1,144,821
Proposed Reduction: \$ 837,312

Summary:

The Mosquito Fund will experience a deficit of \$1,144,821 in FY'11, due to a continuing shortfall of Ad valorem tax receipts.

Proposed Reduction/Revenue Measures:

District staff proposes to address the deficit by implementing reduction measures totaling \$837,312. These savings constitute sustainable program reductions. To begin with, we have trimmed much of the FY'11 requested operating budget to the FY'09 austerity expenditure levels. Now that the Bear Point Mitbank is in its maintenance phase it is possible to shift its operational funding to the Perpetual Maintenance Account (PMA), which is funded from credit sales. Department staffing levels, including Inspection staff and Fogger positions that are vacant-funded positions, are proposed to be cut. Grants, Extension and IT staffing subsidies are proposed to be cut. In addition, we propose eliminating student field trips. We also propose limiting aerial adulticiding to emergencies, and reducing our aerial larviciding treatment acreage. We project reimbursement revenue from the Parks and Erosion District programs that are being absorbed into our new Department.

Level of Service Impacts:

The main areas of impact resulting from the reduction in the operating accounts are in the upland parks management effort, where outside services for exotic removal, permitting activities, etc., will no longer be funded. The FCT Education and Outreach field trips are proposed to be cut, and replaced by maintenance of signage and brochures at the parks; no longer achieving the original District education goals of reaching 9,000 participants, or serving 6,000 elementary students, per year. The loss of Inspection Full-time and Part-time staff reduces responsiveness, coverage and treatment capability in the areas of larval control and fogging. Limiting the aerial adulticiding program to disease outbreaks only, reduces our adult control flexibility and response time with regards to the control of late-season mosquito broods along the District's western boundary. Reduction of aerial larviciding treatment acreage reduces larval control effectiveness along unmanaged coastal wetlands.

**Proposed Fiscal Sustainability Plan
Mosquito Control
Fund 145
May 21, 2010**

FY 11 Projected Deficit \$ (1,144,821)

Sustainable Reduction Measures

Bear Point Mitbank Monitoring & O&M	\$	62,707
Eliminate Grants Subsidy	\$	38,138
Eliminate IT Subsidy	\$	86,438
Salaries	\$	58,355
Benefits	\$	59,590
Operating Expenses	\$	204,734
FCT Education & Outreach	\$	202,268
Reduce Chemical Control Budget	\$	90,343
Reduce Chemical Control Budget	\$	34,739
Deficit Subtotal	\$	(307,509)

Description & LOS Impact:

Shifting Bear Point Mitbank expenses to PMA-now funded by Credit Sales interest
 Elimination of Subsidy of Grants Division - Division assumes 0.5 FTE
 Elimination of Subsidy of IT Division - Division assumes 1.0 FTE
 Elimination of frozen funded positions-reduced inspection & fogging support
 Eliminating of frozen funded positions-reduced inspection & fogging support
 Trimming costs to FY'09 austerity spending levels (esp. reduced upland parks maintenance)
 LOS reduction from 9,000 students & residents/yr to brochure and signage program, only
 Limit aerial adulticiding to emergencies only/reduced response time
 LOS reduction in aerial larviciding from 5,000 acres to 2591 acres

Sustainable Revenue Measures

CMS-Erosion District Admin Fees - Income	\$	30,000
CMS-Beach Parks Admin Fees - Income	\$	7,426
Deficit Subtotal	\$	(270,083)

Inter-Departmental Charges to CMS - Erosion District
 Inter-Departmental Charges to CMS - Beach Parks

Non-Sustainable Reduction Measures

One Time Reserves	\$	270,083
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Use of Reserve, lowering reserve level to \$2,920,259

FY 12 Starting Deficit \$ (420,418)

Starting deficit results from additional Ad valorem short-fall of 5 % or \$150,335

Non-Sustainable Reduction Measures

One-Time Reserves	\$	420,418
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Use of Reserve, lowering reserve level to \$2,499,841

FY 13 Starting Deficit \$ (420,418)

Non-Sustainable Reduction Measures

One-Time Reserves	\$	420,418
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Use of Reserve, lowering reserve level to \$2,079,423

Comments:

This sustainability proposal recommends cuts in programs and services totaling \$837,312, or 20.17 %, in FY'11. Staff would not recommend lowering the Reserve below \$2 M.



FISCAL SUSTAINABILITY PLAN

Transit MSTU

**Housing and Community Services/ Transit
Fund 130 Transit MSTU Fiscal Sustainability Narrative**

Projected Deficit: \$1,305,000

Proposed Reduction: \$1,305,000

Summary:

For FY 11 the projected deficit for the Transit MSTU is \$1,305,000. The cause of the deficit is that two and perhaps three sources of funding for the transit system have been significantly cut or are non-existent:

- FDOT is no longer funding the US 1 Regional Transit Corridor grant which provides service from Avenue D in Fort Pierce south to Martin Memorial Hospital. This grant has been 100% funded since 2002. A Service Development grant for limited service has been approved in the amount of \$86,906 and requires a 50% match, but no other grant funds are available to extend the service.
- The MSTU millage rate began at .09 in 2003 and due to the voter approved State Amendment #1 and the County adopting the rollback rate in subsequent years, the current rate is .0833. The property values decreased by 20.85% for FY10 and have an anticipated decrease of 12% for FY11 with an additional decrease of at least another 5% for FY12. No reserves remain to assist with the decrease in revenue.
- For areas with populations greater than 200,000, Congress must annually reauthorize the use of a portion of the total transit allocation for operations (\$600,000). Without this reauthorization, the grant would only fund capital expenses and therefore, cannot be considered a sustainable operating funding source. The authorization is usually published in the Federal Register sometime in April or May for the following year.

Proposed Reduction/Revenue Measures:

The contracted provider of transportation for the County is the Council on Aging/Community Transit. Both County staff and transit staff have worked to identify ways of preserving the greatest amount of service through other grant opportunities. Due to the above issues the following measures would be necessary:

- Funding for the transit system must be reduced by \$1,305,000.
- A fare increase from \$1.00/\$.50 to \$2.00/\$1.00 per trip and advertising on the buses is proposed. If approved, the revenue generated through these measures would be used to assist with operating the system.

Housing and Community Services/ Transit
Fund 130 Transit MSTU Fiscal Sustainability Narrative

Level of Service Impacts:

All proposed reduction measures would severely decrease the level of transit services. The service hours of operation would be reduced from 7am-6pm to 8am-4pm with a one hour closure for lunch, causing a transit personnel reduction from 66 to 41 staff. The shorter hours of operation will decrease ridership. It will severely limit the ability for riders to utilize the bus to go to work or college.

- The US 1 Fixed Route would end at the Treasure Coast Mall, rather than Martin Memorial Hospital and Martin County would be required to provide the service from the mall to Martin Memorial Hospital. The impact of this is riders would have to transfer from one system to another and there would be delays.
- For FY12, services would revert to a demand response system, if Congress does not reauthorize operating expenses and no other funding sources are identified. If the federal operating funds are not available, then the system would revert to 2001 level of service and provide only demand response for medical trips. In 2001, there were 172,551 demand response trips and in 2010, the projected total number of trips is 295,730, of which 127,664 are demand response and 168,066 are fixed route. Demand response trips cost three times as much as a fixed route trip. As fixed route ridership increases the cost per trip decreases. The impact on riders would result in inconvenience and service would be limited to prioritization of medical and life sustaining trips. All other needs for transportation would not be met.

Comments:

The demand response only system would subsequently lead to the intermodal facility being used as a park and ride until the fixed routes are reestablished.

**Proposed Fiscal Sustainability Plan
Transit MSTU
Fund 130
May 21, 2010**

FY 11	Projected Deficit	-\$1,305,000	
<u>Sustainable Reduction Measures</u>			<u>Description & LOS Impact:</u>
	Reduction of Contract with Council on Aging.	\$354,000	Eliminating previously approved salary adjustments and operating expenses.
	Reduction of the US 1 Fixed Route to end at Treasure Coast Mall.	\$126,000	Eliminate the Martin County portion of the route which requires one less bus.
	Reduction of Community Transit hours of operation from 7am- 6pm to 8am - 4pm closing one hour for lunch.	\$816,000	Reduce staff from 44 drivers and 22 operation/administration personnel to 23 drivers and 18 operational/administration.
	Deficit	-\$9,000	
<u>Sustainable Revenue Measures</u>			
	Increase transit fare	\$25,000	Current Fares: \$1.00 and .50 propose increasing the fares to \$2.00 and \$1.00.
	Advertise on Buses and Shelters.	\$20,000	
	Deficit/Reserve	\$36,000	Reserve for increased fuel prices.
FY 12	Starting Deficit	-\$960,000	
<u>Non-Sustainable Revenue Measures</u>			
	Federal Funding Retention	\$600,000	Possible retention of federal operating funds - allocation on annual basis.
<u>Sustainable Reduction Measures</u>			
	Decrease service to Demand Response only.	\$360,000	If the federal operating funds are available, then there would be limited fixed route service with demand response.
FY 13	Starting Deficit	-\$600,000	
<u>Non-Sustainable Reduction Measures</u>			
	Federal Funding Retention	\$600,000	Possible retention of federal operating funds - allocation on annual basis.
<u>Comments:</u>			
The above measures will severely decrease the level of transit services. If the federal operating funds are cut, then the level of service would be demand response for medically necessary trips only, and the new intermodal facility would be a park and ride until the fixed routes are able to be re-established.			



FISCAL SUSTAINABILITY PLAN

Utilities

Utilities

Fund 471 North County Utility District Fiscal Sustainability Narrative

Projected Deficit: \$400,000

Summary:

The Utility has a deficit of \$400,000. Revenues have been affected as the Utility has seen a reduction in usage as a result of vacant homes and the effects of conservation efforts. In addition, the customer base has not grown as projected.

Proposed Revenue Measures:

The Utility will receive a \$400,000 loan from the General Fund for both FY10 and FY11. Implementation of the rate study results by the BOCC at the June 1 public hearing would cover the projected FY12 debt service deficit. Revenue of approximately \$658,000 will be provided from increased water and wastewater user fees. Repayment of the \$800,000 General Fund loan could then start in FY13 with full repayment by FY17.

Level of Service Impacts:

If the rate study results are not approved by the BOCC the Utility would need to rely on a loan from the General Fund for a longer period of time.

