

The Capital Improvements Support Document

The inventory and analysis in the Support Document provide the foundation for the Plan portion of this Chapter.

The Support Document is not adopted.

INVENTORY AND ANALYSIS

INTRODUCTION

The purpose of the Capital Improvements Chapter is to establish a methodology for meeting the standards set by Florida Statutes, Chapter 163 and Rule 9J-5 of the Florida Administrative Code. In previous Chapters of the *Sarasota City Plan*, “level-of-service” (LOS) standards have been established and must be maintained not only presently but also into the future. These LOS standards must be balanced between affordability and community expectations. If these LOS standards are not maintained, additional development permits must be denied or approved in acceptable phases. This Chapter includes the City’s Capital Improvement Plan, which not only identifies infrastructure expenditures that are necessary to maintain the designated LOS standards, but also those that are desirable from other than a concurrency standpoint. In addition, viable funding sources for all projects are identified.

Illustration CI-1 is the Capital Improvements Program itemizing all projects. Those projects labeled LOS are required to achieve or maintain the level-of-service standards identified in the other Chapters of the *Sarasota City Plan*, and are summarized in Illustration CI-7 which can be found in the Capital Improvements Plan. Illustration CI-2 summarizes, by fiscal year, the five-year Capital Improvements Program by project type. Illustration CI-3 provides a summary of project costs by funding source. Illustration CI-4 provides a projection of the Penny Sales Tax revenues and expenditures for the City. Illustrations CI-5 and CI-6, respectively, provide a projection of debt service obligations and computation of legal debt margin.

DATA ANALYSIS

Form of Government

The City of Sarasota, Florida, incorporated in 1902, has an estimated population of 55,174 as of April 1, 2008. The City, comprised of approximately 24 square miles, is situated on the Gulf of Mexico approximately 55 miles south of Tampa. The current City charter was approved by a referendum held on September 3, 1996 and became effective November 1, 1996. The City has operated under the Commission-Manager form of government since 1945. The City Commission consists of five citizens, who are qualified voters of the City, elected to four-year terms on a nonpartisan basis. Two commissioners are elected at-large while three are elected from defined single member districts. Each year the commission elects one member as mayor and one member as vice-mayor. The Commission appoints the City Manager, City Auditor and Clerk and the City Attorney. The City Manager is the chief administrative officer and directs the business of the City and its various departments. The Commission determines policy, adopts legislation, approves the budget, sets taxes and fees, and appoints the members of all boards and committees.

The City provides a range of municipal services such as police protection, building, code compliance and zoning, public works (which includes street and highway management, traffic signalization, landscape maintenance, and solid waste collection). Recreational services include tennis courts, a 45-hole golf course, a children's water park, numerous neighborhood parks, and a sports stadium. Public Utilities provide water and sewer service and reuse water for irrigation. In addition the City operates an auditorium and a performing arts hall. Other services provided include planning, redevelopment, engineering, community development, as well as general administrative services. In 1996, the City consolidated its Fire/Rescue and Public Safety Communications operations with Sarasota County.

In the past several years, numerous publications and organizations that document quality of life trends have repeatedly placed the City of Sarasota among the best in the country. Among the national and regional distinctions awarded are:

In 2001, Sarasota was named one of *Money* magazine's eight best places to retire in America. Chosen from nearly 500 towns, the rating was based on quality of life issues such as health care, housing costs, tax rates, crime statistics and entertainment options.

In 2003, *AARP* Magazine ranked Sarasota as the fourth "best place to live the good life" based on ten criteria reflecting the needs, interests and tastes of Americans age 50 and older.

Sarasota was ranked "Best Small City" in America by *Money* magazine in 2000.

Expansion Management magazine's Annual Education Issue (December 98) named the public school system in Sarasota County as the best public school system in Florida. In addition, *Money* magazine included the Sarasota area public school system on the list of Top 100 Schools in the United States.

BestJobsUSA.com ranked Sarasota as number three in America's Best Places to Live and Work in 2001. This Internet guide provides professionals across the country with in-depth information on cities thought to have the best opportunities for employment nationwide.

The March, 2004 edition of *Inc.* Magazine ranked Sarasota third in the nation for medium (employment base of 150,000 to 450,000 jobs) metro areas in the "Top 25 Cities for Doing Business in America" survey.

Service Statistics for fiscal year (FY) ending September 30, 2007

Police

Number of Police Dispatches	78,919
Average Emergency Response Time	3.5 minutes
Average Response Time All Calls	4.0 minutes

Public Works

Tons of Waste Collected	58,000 tons
Street Mile (centerline total)	240 miles
Residential Streets	194 miles
Thoroughfares	46 miles
Traffic Signals	101
Street Lights (total)	7,150
Number of Bridges	19

Sewer

Storm Sewers	30 miles
Sanitary Sewers	326 miles
Average Daily Treatment Permitted Capacity	10.2 MGD
Average Daily Treatment	7.5 MGD
Peak Daily Treatment Capacity	26 MGD
Peak Daily Treatment	14.6 MGD

Water

Miles of Water Lines	275 miles
Number of Connections	19,700
Number of Wells	51
Daily Pumping Capacity	18 MGD
Average Daily Pumping	7.5MGD
Total Daily Treatment Capacity	12 MGD

Demographics

Land Area	24 square miles
Population	55,364
Number of Households (2000)	23,427
Unemployment Rate (2006)	3.0%

FISCAL CAPACITY – REVENUES

The City of Sarasota has a variety of revenue sources to fund its operations and capital improvements. Major revenue sources include:

Ad Valorem Taxes: The City of Sarasota will generate approximately \$22.2 million dollars in fiscal year 2007-08 to fund its general governmental operations. The operating millage rate for the City was set at 2.7771 mills for 2007-08, and has decreased from a high of 5.339 mills in fiscal years 1993-94, 1994-95, and 1995-96. Ad valorem tax remains the single largest source of revenue to fund general governmental operations. An additional 0.3891 mills is levied for debt service on General Obligation Bonds.

Utility Franchise Fees: The City has franchise agreements for electric and natural gas. These franchise agreements allow utilities to work and place their equipment and lines in the City right-of-way. Revenues are based on a percentage of sales to customers within the City. The franchise fee can be passed on to the customer by the franchise holder. The City anticipates approximately \$6.1 million in fiscal year 2007-08 from this source which is used to fund general governmental operations.

Utility Excise Taxes: The City imposes an excise tax on all electric, water, communication services, natural gas, and residential propane and fuel oil utilities within the City. The excise tax can also be passed on to the consumer. The City anticipates approximately \$10.0 million in fiscal year 2007-08 from this source which is used to fund general governmental operations.

State Revenue Sharing: The City receives an allocation of revenues pursuant to s. 218.245(2), FS collected by the State. Currently, the trust fund receives 1.3409 percent of sales and use tax collections, 12.5 percent of the state alternative fuel user fees, and the net collections from the one-cent municipal fuel tax.. The formula to distribute the tax to the City is based on adjusted population, sales tax collections and the relative ability of the City to raise revenue. Simply stated, it means that the City's assessed valuation is a factor. The City anticipates approximately \$2.0 million for this source in fiscal year 2007-08 which is to fund general governmental operations.

Half-Cent Sales Tax: The City receives a share of the local government half-cent sales tax based on a formula which returns a half cent of the six cent sales tax collected within Sarasota County. The municipal distribution formula is based on the City's population divided by a combination of the total County population plus 2/3 of the incorporated population. The City anticipates \$4.7 million in fiscal 2007-08 from this distribution which is used to fund general governmental operations.

Tourist Development Taxes: Sarasota County, by referendum, imposed a two percent tourist development tax on all hotel, motel and transient rentals under 6 months. The County Commissioners adopted ordinance #96-071 which increased the tax an additional one percent to a total of three percent. The Tourist Development Council has recommended that 50% be spent

for beaches, 25% for the arts, and 25% for tourism. The City's policy is to use its allocation of funds to implement a comprehensive beach management and restoration policy for Lido Beach. In addition, the Tourist Development Council has made annual awards to support and stimulate cultural initiatives at the Van Wezel Performing Arts Hall, and to promote activities that will attract tourism exhibits and promotions at the Municipal Auditorium. The City anticipates receiving \$410,000 dollars from this distribution in 2007-08.

Penny Sales Tax: The City receives a share of the local discretionary infrastructure sales surtax authorized in s. 212.055, F.S. Initially approved for a period of ten years by a voter referendum on November 4, 1997, it was extended by a voter referendum in June, 1989 for an additional ten years. On November 6, 2007 the surtax was approved once again by the voters for an additional fifteen years, extending it through the year 2024. The City receives a share of the tax collected with 25% of the tax being distributed to the Sarasota County School Board and the remaining 75% distributed to the local governments based on a population formula. The City anticipates receiving \$7.4 million dollars from this distribution in 2007-08 which funds infrastructure projects that were proposed to the voters at the time of the referendum, as well as other municipal improvements.

Tax Increment Financing: In 1986 the City established a Community Redevelopment Agency (CRA) for the downtown to revitalize the area. The incremental tax revenues generated by the property in the Redevelopment Area in the first ten years, funded improvements such as Five Points Park, Pineapple Park, improvements to the Bayfront and Island Park, public parking lots, storefront improvements, and streetscapes. Since that time redevelopment by the private sector began and today is going very strong. The CRA will receive approximately \$11.4 million in 2007-08 and will be used to pay the debt service on bonds which financed the above projects, as well as fund projects and initiatives to enhance the CRA.

Gas Tax: The City receives six cents from the Local Option Gas Tax and one cent from the Voted Gas Tax. These taxes are distributed to the City based on an interlocal agreement between the City and Sarasota County. The City has used the Gas tax for a variety of roadway/right-of-way improvements, sidewalks, street lighting, traffic signs, traffic signalization, street reconstruction, curbs and gutters, and residential traffic improvement projects. The City anticipates approximately \$1.8 million in 2007-08 to fund these types of projects.

Local Option Fuel Tax: The City receives five cents from the Local Option Fuel Tax effective January 1, 2001. This tax is distributed to the City based on an interlocal agreement between the City and Sarasota County. The fuel tax can only be used for Capital Projects that are part of the Capital Improvement Element of an Adopted Comprehensive Plan. This fuel tax cannot fund routine maintenance of roads. The City anticipates approximately \$1.2 million in 2007-08 and will be used to fund increased capacity on projects deemed Level of Service.

Impact Fees: The City collects impact fees for Roads, Parks, Libraries, Fire, County Criminal Justice, Sarasota County general government and Schools. The impact fees are assessed on new construction based on Sarasota County Ordinances #89-97, 89-99, 88-056, 91-068, 2002-091 2007-039, and 2007-040 which provides for the City to collect the impact fees and remit them to

the County. The County provides these funds back to the City for roads and parks needed as a result of growth. The Educational System Impact Fee was established in 2004 through an ordinance adopted by Sarasota County to help fund the cost of capital improvements and additions to the educational system that are necessary to accommodate growth.

Special Assessment Districts: The City has funded capital improvements through the use of non ad valorem special assessment districts. A 255 space surface parking area for St Armands had the land purchased through a bond issue that is being repaid by special assessments to the property owners located on St Armands circle over twenty years through 2016.

Special Taxing Districts. The City created the St. Armands Special Business Neighborhood Improvement District which permits property owners and merchants to band together to use the City's tax collection power to "assess" themselves. The taxes (there is a 2 mill cap) are collected by the City and returned to the district in their entirety to be used for purchasing supplemental services and capital improvements at the discretion of the Board of Directors.

September 2005, the City created the Golden Gate Point Streetscape Special District to permit the property owners to use the City's taxing power to "assess" themselves to build public improvements in the rights-of-way of the District. The City will issue up to \$5.8 million General Obligation Bonds to prefund the improvements. The bond debt service, as well as the maintenance of the streetscape improvements, will be paid solely by ad valorem taxes levied on the district.

Housing and Community Development: The Community Development program anticipates funds of \$615,000 from the CDBG entitlement funds. Department of Housing and Urban Development Home Program funding is anticipated to total \$2.1 million for affordable housing. In addition to this funding, the Department estimates receiving \$5.1 million in State Housing Initiative Partnership (SHIP) revenue and \$1.0 million from the My Safe Florida Home Program for 2007-08. These funds will be spent inside and outside the City of Sarasota on affordable housing and various community and residential improvement projects benefiting qualified low and moderate income citizens. They also anticipate Department of Housing and Urban Development funds, in the amount of \$391,000 for Housing of People With Aids.

Utility User Fees, Impact Fees and Connection Fees: User fees are charged to those who are receiving water, sewer, or solid waste collection service. Fees are established to pay for the operating costs, capital improvements, debt service on outstanding debt and to provide adequate revenue coverage under the bond resolution provisions. Currently, the City charges water customers a base fee of \$10.30 per month plus a fee of \$0.322 per 100 gallons of water used on the first 12,000 gallons, \$0.440 per 100 gallons on 12,001 to 24,000 gallons and \$0.561 per 100 gallons used over 24,001 gallons, plus an excise tax of 10% of the total water bill. The City charges a flat fee for sewer service of 157% of the gross water bill (excluding excise tax). Water and Sewer impact and connection fees are used to fund the capital costs of constructing the growth expansion needs of the water and wastewater systems. The City charges a monthly fee for solid waste collection of \$24.66 for residential customers, which includes twice a week pickup of all types of wastes, and once a week recycling waste pickup.

Recreational Fees: The City maintains a number of enterprise operations that fund their expenses through user fees. The City operates the Van Wezel Performing Arts Hall which is a 1,760 seat hall and hosts a variety of events including Broadway shows, Opera, Ballet, and other performing arts events. Fees from ticket sales and other revenues have not been sufficient to cover their operating expenses and the City subsidizes the Hall in the amount of \$591,000. The Municipal Auditorium hosts a variety of flea markets, antique and collectable type events. Revenues are not anticipated to cover their operating expenses and the City will subsidize the operation in the amount of \$107,000. The Ed Smith Sports Stadium was built with the proceeds of the 1987 General Obligation Bonds. The Stadium hosts the spring baseball training for the Cincinnati Reds and the summer baseball grapefruit league games and several other events. The General Fund historically has absorbed the Stadium's operating loss which usually approximates \$400,000. The Bobby Jones Golf Complex is a 45-hole golf course with two 18-hole championship courses and a 9-hole executive course. It is the only municipally owned and operated course in Sarasota County and has been able to maintain the lowest prices for green fees and cart rental of any course open to the public. In the late 80's the City completely rebuilt the fairways, tees and greens of the 18-hole American course, and continues each year to upgrade facilities and operations.

General Obligation Bonds: These bonds are backed by the full faith and credit of the City and carry an obligation of the City to impose a millage rate sufficient to collect taxes to meet the debt service. The City has two General Obligation Bonds outstanding. The 1987 Bonds (refunded by the 1994 Refunding Bonds) financed a new baseball stadium for spring training baseball games. Bonds sold in 2007 are financing the purchase of the building site and the design and construction of a new City police headquarters building.

Revenue Bonds: Bonds financed by the user fees of those directly benefiting from the improvements. The City has several bond issues outstanding which have financed the construction of various capital improvements to the Water and Wastewater utility system.

Summary of Revenue Sources: Total projected revenues of the City for fiscal year 2007-08, including the major revenue sources described above, are summarized below and are indicative of a typical City annual budget:

<i>Property Taxes</i>	\$ 31,777,475	17.21%
<i>Other Taxes</i>		
Franchise Taxes	6,095,500	3.30%
Utilities Excise Taxes	9,964,750	5.40%
Gas Tax	3,000,000	1.62%
<i>Licenses/Permits</i>		
Occupational Licenses	757,000	0.41%
Building Permits	1,733,500	0.94%
Other	185,767	0.10%
<i>Intergovernmental</i>		
Sales Tax	12,105,000	6.56%
Tourist Tax	410,471	0.22%
Grants/Contributions	2,254,229	1.22%
Revenue Sharing	1,980,000	1.07%
Other	14,645,407	7.93%
<i>Assessments</i>	140,000	0.08%
<i>Charges for Services</i>		
Water/Sewer	33,472,886	18.13%
Culture and Recreation	12,781,034	6.92%
Solid Waste	10,526,659	5.70%
Internal Charges	17,350,112	9.40%
Internal Cost Allocation	4,349,457	2.36%
Other	9,127,716	4.94%
<i>Fines/Forfeits</i>	1,133,268	0.61%
<i>Miscellaneous</i>		
Interest Income	3,724,070	2.02%
Interfund Transfers	5,272,493	2.86%
Rental Income	891,214	0.48%
Other	970,165	0.51%
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TOTALS	\$ 184,648,173	
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DEBT MANAGEMENT

The City issues and manages its financial operations in accordance with financial policies approved during the annual budget process. Included in these financial policies are the following debt policies which define the major principles that govern the issuance of new and the management of existing debt obligations:

- The City will issue bonds only for capital improvements including infrastructure and equipment with a life in excess of four years.
- Whenever possible, the City will use special assessment, revenue, or self-supporting bonds instead of general obligation bonds.
- The City will limit general obligation bonds to no greater than ten (10) percent of the non-exempt assessed valuation of the real property of the City.
- The term of any bonds shall not exceed the useful life of the expenditure being financed.
- The City will not issue notes or bonds to subsidize or finance current operations.
- The City will publish and distribute an official statement for each bond issue.
- If cost effective, the City will purchase private bond insurance at the time of issuance.
- General obligation debt will not be used to finance the activities of enterprise funds whether of a capital or operating nature.
- The City will defease existing bond issues if the resulting savings is significant.
- The City will maintain an adequate debt service fund regarding each bond issue.
- The City will seek to maintain high bond ratings in order that borrowing cost are minimized and access to credit is preserved.

The City of Sarasota's total outstanding long-term liabilities on September 30, 2007 are summarized as follows:

	In Thousands
General Obligation Bonds	\$47,365
Special Obligation Bonds and Debt	6,564
Loans Payable	14,931
Special Assessment Debt	980
Proprietary Fund Revenue Supported Debt	38,665
Total	\$ 108,505

The City Charter provides for a legal debt limit which caps the amount of outstanding long-term liabilities to 10% of the assessed property value within the City. The legal debt margin is defined as the difference between the legal debt limit and net total outstanding long-term liabilities. Net long-term liabilities are defined as long-term liabilities less any deductions allowable by law. Allowable deductions include any debt supported by specific revenue streams and any funds segregated for the retirement of long-term liabilities. In addition, the level of outstanding debt is monitored by comparing it with population and by comparing debt service levels with current revenues. As of September 30, 2007 the legal debt margin of the City is \$966,745,695.

FINANCIAL POLICIES

In addition to the previously mentioned debt policies, the following Operating Budget, Fund Balance and Reserve, and Revenue Policies govern the fiscal operations of the City.

Operating Budget Policies

- The City will comply with all Federal, State or local legal requirements pertaining to the operating budget, including the adoption of a balanced budget. A balanced budget is achieved when the amounts available from taxation and other sources, including amounts carried over from prior fiscal years, equals the total appropriations for expenditures and reserves.
- The City will employ a structured budget preparation and formulation process that will be used by all entities receiving funding from the City. The process employed will insure adequate citizen input and participation.
- The City will employ a structured expenditure and revenue forecasting system to allow for effective financial planning. Multi-year projections will be utilized in developing the operating budget.

- Essential services will receive first priority for funding. The City will attempt to maintain current service levels for all essential services.
- The City will identify low priority services for reduction or elimination, if necessary, before essential services.
- The City will consider the establishment of user fees as an alternative to service reductions or elimination.
- In all actions to balance the budget, the City will attempt to avoid layoffs of permanent employees. If possible, and personnel reductions will be scheduled to come primarily from attrition.
- The City will pay for all current expenditures with current revenues. Long-term debt will not be used for funding current expenditures.
- The City will avoid budgetary procedures that balance current expenditures at the expense of meeting future years' expenses, such as postponing necessary expenditures, accruing future years' revenues or rolling over short-term debt.
- The budget will provide for adequate maintenance and repair of capital plant and equipment and for their orderly replacement.
- The City will establish an equipment replacement fund and will charge the user fund annually for replacement of the equipment. The amount of the charge will provide funds for the annual debt service plus the projected future cost of replacing the equipment.
- The budget will provide sufficient funding to cover annual debt retirement costs.
- The City will consider technological and capital investment programs which are cost effective and which will reduce operating costs as high funding priorities.
- The City will maintain a budgetary control system to ensure adherence to the budget and will use a budget/encumbrance control system to ensure proper budgetary control.
- The City administration will prepare regular reports comparing actual revenues and expenditures to budgeted amounts.
- Where possible, the City will integrate service levels and performance measures within the budget.
- At least annually a public auction will be held of surplus and obsolete property.

- All enterprise fund operations shall be self-supporting and shall pay administrative and other appropriate service charges to the General Fund for administrative support.
- The total number of permanent full-time and part-time positions (FTE's) approved in the annual operating budget may not be exceeded without prior approval of the City Commission.
- The city will coordinate the CIP budget and the operating budget in terms of operating costs associated with CIP items.
- The City will annually seek the Distinguished Budget Presentation Award offered by the Government Finance Officers Association (GFOA).

Fund Balance and Reserve Policies

- The City will establish an adequate fund balance in the General Fund to indicate that it is in sound financial condition. This reserve will be maintained at a minimum of between 5 and 10 percent of general fund expenditures.
- The City will establish a contingency reserve to provide for unanticipated expenditures of a nonrecurring nature, or to meet unexpected small increases in service delivery costs. The reserve will be maintained at a level between 0.5 to 0.8 percent of general fund expenditures.
- The City will establish insurance reserves for self-insurance liabilities. Such reserves will be reviewed annually for adequacy.
- Fund balance will only be used for expenditures that are either non-recurring in nature or that have a benefit period longer than one operating period. City Commission approval is necessary for this type of expenditure.
- All fund balances, whether reserved or unreserved, will be presented in the annual budget.

Revenue Policies

- The City will take active measures to encourage economic development, thereby developing a diversified and stable revenue system to shelter it from short-run fluctuations in any one revenue source.
- The City will establish user charges and fees at a level closely related to the full cost of providing the services (i.e. direct, indirect and capital costs), taking into consideration similar charges/fees being levied by other organizations.
- The City will recalculate the full cost of activities supported by user fees to identify the impact of inflation and other cost increases, and will revise user fees upon approval of the Commission.
- The targeting of specific revenues for special programs or projects is discouraged, as it promotes fiscal inflexibility. However, intergovernmental grant assistance will be targeted as much as possible toward capital improvements.
- The City will aggressively seek Federal and State grant and capital improvement funds and evaluate future local fiscal impact.

CAPITAL IMPROVEMENT PROGRAM

OVERVIEW

The City's five year Capital Improvement Program (CIP) is an integral part of this Chapter. The CIP details only major infrastructure type improvement or construction projects. Capital items of an operating nature such as automobiles, office furniture, personal computers and other equipment are generally not included in the CIP, but are included in the appropriate operating budget. The CIP details the necessary capital outlays by year and the sources of funding these outlays by year; by project, by project type and in total. In addition, an individual project may affect the operating budget either currently or in the future. For example, the construction of a new facility may require not only increased debt service charges to finance the construction, but will also require additional expenditures in the operating budget. This may increase property taxes or user fees. Ongoing costs, like these, are specifically identified by each project and in total in the CIP.

The CIP is developed/reviewed during and as an integral part of the annual budget process. This yearly development and review of the CIP is governed by several items/factors including:

- The current *Sarasota City Plan* (concurrency requirements);
- City Commission Goals (See APPENDIX 2);
- Requests of community groups submitted through the Neighborhood Partnership Office;
- Changes in technology;
- Changes in financing methods and costs; and
- Changes in the economy impacting the City's revenue and expenditure streams.

APPROVAL PROCESS

During the budget cycle, each department head receives a copy of the CIP as adopted during the preceding budget year. Each department is requested to review the CIP and to inform the budget office of any modifications that are necessary. In addition, department heads submit additional capital requests, on a specific CIP Request form, to the budget office. The Capital Improvement Program Evaluation Committee, made up of key department heads, individually rank each request, based on predetermined scoring criteria, which determines their ranking for possible funding. All proposals, additions, or modifications are reviewed by the City Manager for inclusion in the budget presentations to the City Commission.

Once a project is included in the CIP, a project manager is assigned. The project manager is usually the department head whose responsibility most clearly aligns with the project. The project manager is responsible for the annual review and ongoing monitoring of their assigned projects, primarily to identify potential problems or conflicts and recommend appropriate adjustments. The ultimate goal of this monitoring process is to ensure the timely completion at a reasonable cost for all capital improvement projects.

DETAILED DISCUSSION

For a detailed list of all CIP projects, see Illustration CI-1.

Road Projects in the Transportation Concurrency Exception Area (TCEA)

The establishment of a TCEA in the redevelopment area including and surrounding the downtown requires a more systematic approach to capital improvements programming. Instead of individual road projects based on concurrency needs generated by individual developments, the strategies recommended for the TCEA can be budgeted and phased as an entire operating system looking ahead to year 2010. The system improvements will be heavily focused on Transportation Systems Management, as discussed in the Transportation Chapter, rather than traditional widening.

Funding Issues: The penny sales tax, gas taxes, road impact fees and tax increment financing (TIF) revenues continue to be the City's only on-going major sources of funding for the CIP. The level of these revenues in future years will have a significant impact on the projects included in this CIP as well as future capital projects.

The penny sales tax was originally authorized for a ten year period which ended August 1999. On November 4, 1997, the voters approved a ten year extension of the tax through the year 2009. Subsequently, on November 6, 2007, the surtax was approved once again by the voters for an additional fifteen years, extending it through the year 2024. Currently, the penny sales tax generates approximately \$7,400,000 in revenue, which funds the annual debt service on the penny sales tax Bond Issue of \$1.6 million and provides \$5.3 million for non-bonded projects in 2007-08. The extension of the penny tax provided one of the major solutions to the City's infrastructure needs of the future. Of the total \$305,410,000 CIP (for projects budgeted from 2007-08 through 2011-12), \$35,242,000 is projected to be funded from the penny sales tax. The penny sales tax has been authorized for a fifteen-year period that ends August 2024 and is projected to generate between \$8.0 million and \$13.0 million annually over the fifteen-year period.

The \$0.07 Gas Tax has hovered between \$1,600,000 and \$1,800,000 for approximately ten years. There is no indication that this revenue source will either increase or decrease substantially in the future. This revenue funds the street sweeping operation, electric charges for street lighting and various street/sidewalk maintenance and improvements.

The \$0.05 Local Option Fuel Tax is projected to generate between \$1,200,000 and \$1,300,000 on an annual basis. These funds must be used for capital projects that are part of the Capital Improvement Element of an Adopted Comprehensive Plan. The Statute states that "expenditures for the construction of new roads or the reconstruction or resurfacing of existing paved roads shall be deemed to increase capacity and such projects shall be included in the capital improvements element of an adopted comprehensive plan". This revenue is set aside for street reconstruction, the multi-use recreational trail, bicycle route improvements, the Osprey/Hillview roundabout and the turn lane at U.S.41 and Bahia Vista Street.

Projected TIF revenues for 2007-08 should be sufficient to provide for the \$2,669,000 debt service payment for the 1992 TIF Bonds, as well as, the First Florida Governmental Financing Commission loans of 2001, 2003 and 2005. This results in additional revenues of approximately \$8,850,000 to fund development incentives, and some Downtown Master Plan projects. The TIF fund will have a projected balance of \$1,552,439 at September 30, 2008.

Conclusion: This five year Capital Improvement Program enables the City to meet its commitments in redevelopment, to implement Neighborhood Improvements, to complete the Bayshore Protection Projects, to improve community beautification, to continue addressing the problem of Lido Beach renourishment, to address Capital Improvement Element (LOS) needs identified in the Comprehensive Plan, and to complete the wastewater treatment re-use program as well as provide for other important improvements of benefit to the City and its citizens.

Downtown Master Plan Capital Improvement Projects

The Downtown Master Plan has approximately six dozen projects proposed for implementation during a twenty-year time horizon. Each of the projects has a cost that must be borne by either the public or private sector. Projects such as the renovation of the Federal Building into a new City Hall would clearly be borne by the City of Sarasota, while projects such as the development of office buildings, housing, and commercial shops would likely be the responsibility of private developers. The Downtown Master Plan includes planning level cost estimates for capital projects – these costs are identified in the “Implementation and Management” chapter of the Downtown Master Plan. It should be noted that actual construction costs may vary from these estimates due to design features, inflation, or other factors. For instance, the cost of developing an office building depends upon the number and layout of floors, exterior façade, and land value to name a few variables affecting cost.

The Downtown Master Plan classifies capital projects as either applicable to the Community Redevelopment Agency’s (CRA) Capital Improvements Plan or the City of Sarasota’s Capital Improvement Program. This differentiation is necessary as the Master Plan Study Area includes locations that are outside of the CRA boundary. Projects within the CRA boundary may be listed within the CRA Capital Improvements Plan. Projects located outside of the boundary may not be included within the CRA Capital Improvements Plan; however, these projects may listed within the City’s Capital Improvement Program.

The City has an annual process in which Downtown Master Plan projects may be added to the Capital Improvement Program. The City's Capital Improvement Program is a ten-year schedule of projects. Because the Downtown Master Plan has a twenty-year horizon, it is not necessary to schedule all of the projects immediately within the Capital Improvement Program. The City has prioritized the projects as part of the Downtown Master Plan adoption process and will subsequently schedule projects for inclusion. Before scheduling Downtown Master Plan projects within the Capital Improvement Program, the City will further evaluate revenues and costs associated with each individual project. Once the City decides to incorporate a project into the Capital Improvement Program, the City will follow its normal process for amending the schedule.

Estimated Revenues: The City has identified several revenue sources that can be used to fund master plan projects. These revenue sources are:

- Tax Increment Financing,
- Environmental Land Management Study (ELMS) Gas Tax,
- Gas Tax,
- Penny Sales Tax,
- Private sources, and
- Florida Department of Transportation funds.

The "Implementation and Management" chapter of the Downtown Master Plan identifies individual capital projects with projected revenue sources for each. As described above, projects are further delineated by geographic location – either inside or outside of the City's Community Redevelopment Agency (CRA) boundary.

Tax Increment Financing: The majority of the Downtown Master Plan study area is located within the City's Community Redevelopment Agency area where Tax Increment Financing (TIF) is an available funding source. However, TIF funds may only be spent on projects which are located within the boundary of the Community Redevelopment Agency area.

ELMS Gas Tax: The ELMS Gas Tax provides for a local option 1-cent, 2-cent, 3-cent, 4-cent, 5-cent, or 6-cent fuel tax upon every gallon of motor or diesel fuel sold. Local governments must utilize the moneys received from this tax only for transportation expenditures. The City has identified several master plan projects which are eligible for this revenue source.

Private Sources: A portion of the Downtown Master Plan projects may be constructed entirely by the private sector or even through public-private partnerships. Therefore, private sources may serve as a funding source; however, it is difficult to determine an approximate contribution of private dollars at this time.

Florida Department of Transportation Funds: Through an intergovernmental process coordinated by the Sarasota-Manatee Metropolitan Planning Organization (MPO), the City can request that the Florida Department of Transportation (FDOT) fund projects on roadways located within the City. These projects are listed in FDOT's Adopted Work Program, an official five-year listing of transportation improvements projects which are financially funded for execution

as approved by the Legislature and Office of the Governor. The MPO's Long-Range Transportation Plan (2025) estimates that Sarasota County's share of FDOT/Federal revenues will be approximately \$279.2 million for road improvements. The City will request that a portion of these revenues be used to fund eligible master plan projects.

Estimated Costs: Projects are estimated to cost approximately \$56.019 million over the twenty-year time period of the Downtown Master Plan. The estimated costs of these projects are included in the project listing found within the "Implementation and Management" chapter of the Downtown Master Plan.

Project costs are classified into four categories which are:

- Utility Costs – \$10.300 million;
- Transportation Costs – \$33.519 million;
- Building Costs – \$8.450 million; and
- Land Costs – \$3.750 million.

ILLUSTRATION CI - 1
CAPITAL IMPROVEMENT PROGRAM

Project Number	Project Name & Description	Project Funding	Reappropriated Funds	2009-10	2010-11	2011-12	2012-13	2013-14	5 Year Total 2010-14
BUILDING/FACILITIES									
GS-04.0	City Hall and Annex Improvements Re-pointing and repairing of brick/stucco walls at City Hall	General Fund	-	-	100	-	-	-	100
<i>The completion of this project is not anticipated to increase the City's annual operating costs.</i>									
Subtotal Building\Facilities			-	-	100	-	-	-	100

ILLUSTRATION CI - 1
CAPITAL IMPROVEMENT PROGRAM

Project Number	Project Name & Description	Project Funding	Reappropriated Funds	2009-10	2010-11	2011-12	2012-13	2013-14	5 Year Total 2010-14
PARKS/RECREATION/BEAUTIFICATION									
RP-15.0	Lido Beach Erosion Control Project	Tourist Tx (2cnt)	1,308	462	462	462	462	462	3,618
		State Grant	-	70	60	1,380	183	270	1,963
		Tourist Tx (1cnt)	-	-	-	-	-	-	-
		Federal Grant	-	487	500	2,436	205	1,225	4,853
	An on-going beach nourishment program to provide sand on the entire Gulf-front of Lido Key for the protection of upland property and to support the economic benefit of tourism. It consists of a multitude of projects in accordance with a Management Plan approved by the City Commission in 1991. The proposed projects within the next ten years are: "2005 Post-Storm Beach Repair Project", "2010 Federal Shore Protection Project", and "2015 Federal Nourishment Project". <i>The completion of this project is not anticipated to increase the City's annual operating costs.</i>								
RP-18.0	Bayshore Protection								
RP-18.1	Seawall Reconstruction	Penny	325	-	-	-	-	-	325
	Reconstruction of failing seawalls as needed throughout the City. Funding should allow for the prioritization and reconstruction of one seawall per year. <i>The completion of this project is not anticipated to increase the City's annual operating costs.</i>								
RP-57.0	Indian Beach Park - Shore Stabilization	Penny 3	-	150	-	-	-	-	150
	Shoreline stabilization structure (GeoWeb mats or equal) with appropriate plantings extended from the existing stabilization/outlook structures southerly to the existing private masonry wall. <i>The completion of this project is not anticipated to increase the City's annual operating costs.</i>								
RP-53.0	Bobby Jones Clubhouse	User Fees	1,600	165	165	70	-	-	2,000
		Penny 3	-	-	-	500	500	500	1,500
	Design and construction of a new clubhouse to replace the existing one. <i>Until specific project is designed, the anticipated impact on the City's annual operating cost is not known.</i>								
RP-56.0	Sarasota Bayfront Mooring Field	Equip Repl	165	-	-	-	-	-	165
		WCIND Grant	496	-	-	-	-	-	496
	Design, permitting, construction and implementation of the Bayfront Park Mooring Field Management Plan. Includes phased installation of a managed mooring field consisting of 35 moorings in the first phase and a potential of 109 moorings total in the harbor along with a 109.6 acre mooring field area and a marine waste "pump-out" boat. Construction for the first phase is estimated to cost \$113,620 and is anticipated in 2009. The total estimated project cost including the "pump-out" boat is \$974,168. Management anticipates that additional grants may become available from WCIND and if so could lessen the amount of funding necessary from the Equipment Replacement Fund. <i>The completion of this project is not anticipated to increase the City's annual operating costs.</i>								
EN-113.1	Bayfront/Keys Multi-Use	\$0.05 LOFT	750	-	-	-	-	-	750
L-O-S	Recreational Trail	FDOT	300	-	-	-	-	-	300
		FDEP	200	-	-	-	-	-	200
	Construct landscape improvements to the medians on John Ringling Causeway between Bird Key Drive and St. Armands Circle including curbs/sidewalk/bike paths, australian pine removal and tree planting. Hardscape, 10 foot sidewalk both north and south side with bike lane striping at \$175,000 and landscape at \$1,200,000. <i>The completion of this project will increase the City's annual operating costs \$36,182 (3/4 FTE plus materials).</i>								
EN-113.2	Bayfront/Keys Multi-Use	\$0.05 LOFT	237	-	-	-	-	-	237
L-O-S	Recreational Trail	FDOT	-	300	-	-	-	-	300
	Landscaping and construction of bike lanes to connect the Bayfront Multi-Use Recreational Trail from N. Boulevard of the Presidents to South Boulevard of the Presidents. Hardscape at \$17,000 and landscape at \$420,000. <i>The completion of this project will increase the City's annual operating costs \$36,182 (3/4 FTE plus materials).</i>								

ILLUSTRATION CI - 1
CAPITAL IMPROVEMENT PROGRAM

Project Number	Project Name & Description	Project Funding	Reappropriated Funds	2009-10	2010-11	2011-12	2012-13	2013-14	5 Year Total 2010-14
PARKS/RECREATION/BEAUTIFICATION									
EN-113.3	Bayfront/Keys Multi-Use	\$0.05 LOFT	-	200	-	-	-	-	200
L-O-S	Recreational Trail	FDEP	135	-	-	-	-	-	135
	Landscaping and construction of bike lanes to connect the Bayfront Multi-Use Recreational Trail from St. Armands Circle to South Lido Park. (Hardscape, sidewalk both north and south sides on John Ringling Boulevard west of the Circle at \$125,000 and landscape at \$275,000. <i>The completion of this project will increase the City's annual operating costs \$36,182 (3/4 FTE plus materials).</i>								
EN-113.4	Multi-Use Recreational Trails	Penny 3	-	500	750	750	750	750	3,500
	This project includes design and construction of various Multi-Use-Recreational-Trails (MURTs), including the construction of the West MURT (which will connect the Bayfront to Lido Beach), and the School Avenue MURT (Phase II, which runs northward from Webber Street to Hyde Park Street, and Sarasota Ave. Linear Park). Other MURT locations will be identified in the upcoming years. These trails will be a combination of an urban MURT, sidewalks, on-street bike lanes and bike sharing roadway bike boulevards. Urban MURTs are paved pedestrian pathways, at least ten (10) feet in width that are separate and isolated from vehicular traffic; or where right-of way is insufficient--a combination of sidewalks and bike lanes. This project will construct the initial phase of the West MURT, including the segment on Ben Franklin Drive, between Ringling Causeway and the Lido Pool, and a portion of the proposed trail along the Ringling Causeway. This project will not only provide connectivity between the main land and the islands, it will also provide aesthetic features, improved marking and signage for beach access, median landscaping, lighting and furnishings. MURTs receive strong support from the community and are consistent with and identified in the Downtown Master Plan and the City Strategic Plan. <i>The completion of this project will increase the City's annual operating costs \$120,000 per year.</i>								
RP-59.0	Parks & Recreation Facilities Upgrades	Penny 3	-	-	125	150	150	175	600
	Project will replace/upgrade children's playground equipment, including providing handicap accessible features, renovate gazebos & picnic shelters, install additional security fencing and lighting, mill and resurface parking lots at parks and recreational centers, and replace miscellaneous City-wide park amenities including lights, drinking fountains, benches and signs. <i>The completion of this project is not anticipated to increase the City's annual operating costs.</i>								
RP-61.0	Landscape and Streetscape Improvements	Penny 3	-	-	50	120	135	150	455
	Many of the landscapes that were constructed over the past 20 years have reached the end of their natural lifecycle and require an upgrade or complete replacement. Similar to other infrastructure replacement and rehabilitation programs, the City's "Green Infrastructure" will be evaluated and upgraded or replaced based on a priority ranking, ensuring that the enhanced beauty of the city will remain well into the future. Streetscaping improvements along Siesta Drive, between US 41 and School Avenue, would be included as part of this ongoing item. Pedestrian crosswalk improvements and brick pavers consistent with the Southside Village Master Plan, on Osprey Avenue, from Hyde Park Street to Arlington Street would be included as part of this ongoing item. <i>The completion of this project is not anticipated to increase the City's annual operating costs.</i>								
Subtotal Parks/Recreation/Beautification			5,516	2,334	2,112	5,868	2,385	3,532	21,747

ILLUSTRATION CI - 1
CAPITAL IMPROVEMENT PROGRAM

Project Number	Project Name & Description	Project Funding	Reappropriated Funds	2009-10	2010-11	2011-12	2012-13	2013-14	5 Year Total 2010-14
POLICE									
PD-06.0	Police Headquarters Construction of a new Police Headquarters including the the demolition of the existing Police Station. Cost projections include design, construction of the new station and demolition of the existing station. <i>The completion of this project is not anticipated to increase the City's annual operating costs.</i>	G.O. Bonds	5,515	-	-	-	-	-	5,515
Subtotal Police			5,515	-	-	-	-	-	5,515

ILLUSTRATION CI - 1
CAPITAL IMPROVEMENT PROGRAM

Project Number	Project Name & Description	Project Funding	Reappropriated Funds						5 Year Total 2010-14
				2009-10	2010-11	2011-12	2012-13	2013-14	
POTABLE WATER - WATER SUPPLY FACILITIES PLAN									
WU-33.0	Distribution System	Rev Bonds	2,125	-	-	-	-	-	2,125
L-O-S	City-wide Transmission/Service Main Upgrade <i>See NOTE Below</i>	User Fees	325	-	1,500	500	750	750	3,825
	<i>Water Treatment Plant</i>								
WU-35.0	Reverse Osmosis Membrane Replacemen	Rev Bonds	300	-	-	-	-	-	300
L-O-S		User Fees	-	300	400	-	-	-	700
	Water Treatment Facility Improvements	Rev Bonds	750	-	3,500	-	-	-	4,250
	Deep Well Injection <i>See NOTE Below</i>	Rev Bonds	-	-	1,250	6,500	-	-	7,750
		User Fees	-	600	-	-	-	-	600
WU-41.0	Distribution System Replacement of valves in the water distribution system city-wide. <i>See NOTE Below</i>	User Fees	250	38	75	75	75	75	588
WU-44.0	Distribution Systems Upgrade/relocate water distribution system to accommodate proposed road way projects. <i>See NOTE Below</i>	Rev Bonds	1,290	-	-	-	-	-	1,290
		User Fees	-	-	150	950	365	685	2,150
WU-50.0	Public Works Facilities 12th Street Complex Upgrade Design, construct, and harden a building to serve as a new utility billing office/training facility, which will also facilitate Public Works staff during major storms. Improves the functional space of and increases the lobby size for the utility billing office, while providing additional space for a training/meeting room and a harden space that will protect Public Works staff during major storms.	Capital Fund Penny 3	1,128 -	- -	- -	- -	- -	- -	1,128 -
	Water Treatment Plant and Facility Safety Fire Alarms and Suppression Systems <i>The completion of this project will increase the City's annual operating costs \$5,000.</i>	User Fees	75	38	75	75	-	-	263
WU-55.0	Wellfields - Verna Raw Water Degassifier & H2S Control <i>See NOTE Below</i>	Rev Bonds	-	-	3,000	-	-	-	3,000
WU-56.0	Wellfields Improvements Verna Motor Control Center Upgrade	Rev Bonds	700	-	-	-	-	-	700
	Well Rehabilitation (inc Bobby Jones)	Rev Bonds	50	-	-	-	-	-	50
		User Fees	50	25	50	50	50	50	275
	30" Transmission Line Rehabilitation Verna to Plant	User Fees	-	-	-	-	400	1,000	1,400
	Verna Pre-Treatment Facility Rehab <i>See NOTE Below</i>	Rev Bonds	600	-	-	-	-	-	600
WU-57.0	Automation of Meter Reading Conversion of meter reading function to electronic process. <i>See NOTE Below</i>	User Fees	100	-	-	-	-	-	100
WU-58.0	New Downtown Wellfield Installation of 2 new wells and associated piping. <i>See NOTE Below</i>	Rev Bonds	1,500	-	-	-	-	-	1,500
Subtotal Potable Water			9,243	1,001	10,000	8,150	1,640	2,560	32,594

NOTE: The completion of the above projects are not anticipated to significantly increase the operating costs of the Water and Sewer Enterprise Fund except for the additional dollars in debt service on the Bonds issued to finance them.

ILLUSTRATION CI - 1
CAPITAL IMPROVEMENT PROGRAM

Project Number	Project Name & Description	Project Funding	Reappropriated Funds	2009-10	2010-11	2011-12	2012-13	2013-14	5 Year Total
				2009-10	2010-11	2011-12	2012-13	2013-14	2010-14
SANITARY SEWER									
WU-19.0	Wastewater Collection	User Fees	50	400	1,900	1,900	1,900	1,900	8,050
L-O-S	Gravity Sewer Upgrade	Rev Bonds	1,650	-	-	-	-	-	1,650
	City-wide gravity sewer upgrade and inflow/infiltration(I/I) reduction programs for maintaining plant capacity. (I/I is when water seeps into the sewer collection system during abnormal rain event.)								
	Wastewater Transmission Repair/Rehab	Rev Bonds	1,150	-	-	3,360	-	-	4,510
	Force Main Reconstruction	User Fees	-	700	1,400	-	1,000	1,000	4,100
	<i>See NOTE Below</i>								
WU-46.0	Lift stations rehabilitation	User Fees	-	300	400	400	400	600	2,100
		Rev Bonds	400	-	-	-	-	-	400
	Lift station 16	Rev Bonds	375	-	-	-	-	-	375
		User Fees	-	-	-	1,500	-	-	1,500
	Lift station 30 w/extended Force Main	User Fees	-	-	-	-	900	1,800	2,700
	Lift station 40, 38, 55, 13, 51, & 47	Rev Bonds	80	-	-	-	-	-	80
		User Fees	400	-	180	900	-	-	1,480
	Lift station 87 (Replaces 7)	Rev Bonds	8,500	-	-	-	-	-	8,500
	Lift station 2, 8, 9, & 17	Rev Bonds	3,051	-	-	-	-	-	3,051
	SCADA Antenna	User Fees	-	-	-	800	-	-	800
	Complete replacement or structural rehabilitation of lift stations. <i>See NOTE Below</i>								
WU-38.0	Wastewater Collection	Rev Bonds	2,000	-	-	-	-	-	2,000
	Upgrade / relocate sanitary sewer	User Fees	572	-	160	800	415	1,523	3,470
	collection systems to accommodate proposed roadway projects. <i>See NOTE Below</i>								
WU-60.0	Wastewater Treatment Plant								
	Replacement/Rehabilitation includes Fire Suppression System	User Fees	725	347	450	475	400	100	2,497
	Inlet Structure Retrofit	User Fees	-	75	400	-	-	-	475
	Nitrification Basin Improvement	Rev Bonds	600	-	-	-	-	-	600
	<i>See NOTE Below</i>								
WU-59.0	Compost Plant								
	Storage Bin Roof Replacement	User Fees	50	25	50	50	-	-	175
	Drag Chain & Transfer Screw Replaceme	User Fees	150	-	-	-	-	-	150
	Electrical/Mechanical Rehabilitation	User Fees	-	37	500	500	-	-	1,037
	<i>See NOTE Below</i>								
WU-40.0	Reclaimed Water System Expansion	Revenue Bonds	-	-	-	500	500	500	1,500
	Expand urban reclaimed water distribution system to residential neighborhoods. <i>See NOTE Below</i>								
Subtotal Sanitary Sewer			19,753	1,884	5,440	11,185	5,515	7,423	51,200

NOTE: The completion of the above projects are not anticipated to significantly increase the operating costs of the Water and Sewer Enterprise Fund except for the additional dollars in debt service on the Bonds issued to finance them.

ILLUSTRATION CI - 1
CAPITAL IMPROVEMENT PROGRAM

Project Number	Project Name & Description	Project Funding	Reappropriated Funds	2009-10	2010-11	2011-12	2012-13	2013-14	5 Year Total 2010-14
STORMWATER									
SU-02.0	Stormwater Utility Projects	Ext	Penny	5,149	-	-	-	-	5,149
		Ext	Penny Adj	(800)	-	-	-	-	(800)
		Ext	To EN-94.0	(200)	-	-	-	-	(200)
			Penny 3	-	-	-	-	-	-
			Penny to EN-75.0	(375)	-	-	-	-	(375)
<p>The enhanced stormwater projects typically consist of nuisance flooding and drainage issues that do not qualify for the county stormwater utility LOS. Eight of these projects have been completed, eight additional are currently in either design or construction, and four additional projects will be completed in order to complete the entire program by 2011.</p> <p><i>These projects will be maintained by Sarasota County.</i></p>									
Subtotal Stormwater			3,774	-	-	-	-	-	3,774

ILLUSTRATION CI - 1
CAPITAL IMPROVEMENT PROGRAM

Project Number	Project Name & Description	Project Funding	Reappropriated Funds	Fiscal Year					5 Year Total
				2009-10	2010-11	2011-12	2012-13	2013-14	
TRANSPORTATION									
EN-20.0	Traffic Signalization - City Wide	Gas Tax	67	60	60	60	60	60	367
		Penny	978	200	200	200	-	-	1,578
	Reconstruct 27 City-owned span wire type traffic signals to steel pole mast arms in accordance with FDOT policy #(000-625-020-a). The Engineering Department has prioritized the top 10 needing replacement. \$200,000 will be allocated to do the 5-Points Roundabout. <i>The completion of this project is not anticipated to increase the City's annual operating costs.</i>								
PW-58.0	Pedestrian Sleeves	Penny	1,206	-	-	-	-	-	1,206
		TIF	858	-	-	615	-	-	1,473
		Undetermined	-	-	3,000	-	-	-	3,000
	The Downtown Master Plan recommends establishing pedestrian sleeves wherever a designated pedestrian corridor crosses a high-capacity roadway. The reconstruction of roadway crosswalks would be designed to enhance pedestrian safety at major road intersections along the perimeter of downtown. Within the intersections themselves, different paving materials are used to clearly define the crosswalks. Phase 1 Fruitville Road and Central Avenue is scheduled for construction in 2007; Phase 2 Washington Blvd. and Main is scheduled for construction in 2009; and Phase 3 Fruitville Road and East Avenue are scheduled for construction in 2012. The Penny Sales Tax Fund will be reimbursed in 2007 by the Community Redevelopment Agency. <i>Projected annual maintenance cost is \$60,000. Actual cost will be refined based upon final design of the project.</i>								
PW-56.0	Handicapped Access Ramps/Other Imp	Penny	178	-	-	-	-	-	178
	Installation of approximately 250 new handicapped access ramps and other improvements city-wide . <i>The completion of this project is not anticipated to increase the City's annual operating costs.</i>								
EN-112.0	Parking Space Enhancement	Penny	57	-	-	-	-	-	57
	Ceate more parking spaces by implementing the regulations in the modified Engineering Design Criteria Manual (EDCM) and revise lane configuration to add space. Included in this project is striping and signage which will address citizen concerns. <i>The completion of this project is not anticipated to increase the City's annual operating costs.</i>								
EN-51.0	Bridge Replacement	Gas Tax	250	-	-	-	-	-	250
L-O-S		\$0.05 LOFT	531	500	700	1,400	1,400	-	4,531
	Assess existing condition of bridges to develop plans for the design of repairs and/or construction of improvements as considered necessary. <i>The completion of this project is not anticipated to increase the City's annual operating costs.</i>								
PW-111.0	Downtown Pedestrian Streetlights	TIF	1,555	-	-	-	-	-	1,555
L-O-S	Install pedestrian style streetlights on streets where FPL is planning to remove overhead lines. Provide decorative street lighting along Palm Avenue from Main Street to U.S.41. <i>The completion of this project will increase the City's annual operating costs \$64,020 per year.</i>								
EN-115.0	12th Street Widening	\$0.05 LOFT	-	-	-	-	-	-	-
L-O-S		Impact Fees	-	-	-	-	-	-	-
		Bonded Penny 3	-	-	-	-	12,000	-	12,000
	Construct four lane roadway with curb, gutter, and sidewalks consistent with Federal guidelines between Tuttle Ave. and Beneva Road. Does not include utility replacement costs. The administration recommends that this funding be held until the economy improves and then be reallocated to other transportation projects as identified in the Citywide Transportation Master Plan. <i>The completion of this project will increase the City's annual operating costs \$25,000 per year.</i>								
NOTES	Transportation projects may change based upon results of the City Wide Transportation Master Plan. Impact Fees are collected by the City but are transferred to and held by the County. FDOT funds are expended by the Florida Department of Transportation.								

ILLUSTRATION CI - 1
CAPITAL IMPROVEMENT PROGRAM

Project Number	Project Name & Description	Project Funding	Reappropriated Funds					5 Year Total 2010-14	
			2009-10	2010-11	2011-12	2012-13	2013-14		
TRANSPORTATION			\$800,000 moved from Stormwater Utility Projects Penny Phase 2						
EN-117.0	Burns Square Roundabout	Penny 3	-	-	-	-	-	-	
		Penny 3 Adj	-	-	-	-	-	-	
		Penny	663	-	-	-	-	663	
	<p>First phase of improvements to this historic district consisting of design, construction and acquisition of property for roundabout installation at Orange Avenue and Alderman Street. <i>The completion of this project will increase the City's annual operating costs \$55,000 per year.</i></p>								
EN-118.0	Coon Key Utility Line Undergrounding	Penny 3	-	-	-	-	-	-	
		Penny 3 Adj	-	-	-	-	-	-	
		Penny	625	-	-	-	-	625	
		FPL	125	-	-	-	-	125	
		Private	-	-	225	-	-	225	
		Federal Grants	-	-	225	-	-	225	
	<p>Underground powerlines in median, from City bridge to Washington Dr. (Coon Key), to provide a safe hurricane evacuation route and to make the entrance to St. Armands more aesthetically appealing. Due to the impending West MURT project, the Australian Pines that line the right-of-way on both sides of Coon Key will be removed. To preserve the character of this 'scenic gateway' to St. Armands, designed originally under the guidance of John Ringling and Owen Burns, the undergrounding of the median powerlines is proposed so they do not become the new focal point of the gateway. New landscaping for the median would be proposed once the powerlines have been undergrounded, to restore the character of this 'scenic gateway'. \$500,000 funded by Penny Phase 3 in 2015. <i>The completion of this project is not anticipated to increase the City's annual operating costs.</i></p>								
EN-119.0	Fruitville Road & U.S. 41	Impact Fees	660	7,240	-	-	-	7,900	
L-O-S	<p>Design and construct intersection improvements or roundabout at the intersection per development agreement with Bayside and Proscenium. Costs for upgrading and/or relocating utility lines is not included in estimated project costs. <i>The completion of this project will increase the City's annual operating costs \$133,200 per year.</i></p>								
EN-120.0	Palm Avenue & Ringling Boulevard	From EN-96.0	55	-	-	-	-	55	
L-O-S	Roundabout	Grants	-	728	-	-	-	728	
	<p>Construct a modern roundabout, improve pedestrian facilities, and add some on street parking. The costs for upgrading and/or relocating utility lines is not included in estimated project costs. <i>The completion of this project will increase the City's annual operating costs \$25,000 per year.</i></p>								
EN-121.0	Orange Avenue	Impact Fees	-	-	-	-	500	500	
L-O-S		Undetermined	-	-	-	-	-	-	
	<p>Reconstruction of Orange Avenue to a three or four lane section dependant upon Commission direction to include sidewalk and bike lanes between 10th Street and 17th Street. <i>The completion of this project will increase the City's annual operating costs \$25,000 per year.</i></p>								
ND-002.0	Two additional Lanes U.S.301	FDOT	-	25,567	-	-	-	25,567	
L-O-S	<p>Construct two additional lanes north of 10th Street, and reconstruct sidewalks, ramps and intersections south of 10th Street on U.S. 301 (Washington Boulevard). Required by State to be included in the CIP. <i>The completion of this project is not anticipated to increase the City's annual operating costs.</i></p>								
ND-002.1	U.S.41/U.S.301 Southbound Right	FDOT	-	531	-	-	-	531	
L-O-S	Turn Lane								
	<p>Construct an additional east bound to south bound right turn lane from Osprey Ave to the U.S.41/U.S.301 improvement project in the FDOT Work Program. Project to be maintained by FDOT. Required by State to be included in the CIP. <i>The completion of this project is not anticipated to increase the City's annual operating costs.</i></p>								
Subtotal Transportation			7,808	34,826	4,410	2,275	13,460	560	63,339

NOTES Transportation projects may change based upon results of the City Wide Transportation Master Plan.
Impact Fees are collected by the City but are transferred to and held by the County.
FDOT funds are expended by the Florida Department of Transportation.

ILLUSTRATION CI - 1
CAPITAL IMPROVEMENT PROGRAM

Project Number	Project Name & Description	Project Funding	Reappropriated Funds	2009-10					2013-14	5 Year Total 2010-14
				2009-10	2010-11	2011-12	2012-13	2013-14		
NEIGHBORHOOD IMPROVEMENTS										
RP-25.0	Street tree planting	Ext Penny	130	-	-	-	-	-	130	
		Penny 3	-	-	25	60	70	75	230	
	Coordination with City neighborhoods, whereby the City purchases and plants trees, the neighborhoods establish them and the City maintains them.									
	<i>The completion of this project will increase the City's annual operating costs \$30,000 per year.</i>									
RP-25.1	Street tree planting	Ext Penny	200	-	-	-	-	-	200	
		Tfr to PW-55.0	(100)	-	-	-	-	-	(100)	
		Tfr to PW-112.0	(100)	-	-	-	-	-	(100)	
		Penny 3	-	-	25	60	65	75	225	
	Large trees will be installed along arterial streets and entrances to the City to create an immediate impact on the tree canopy.									
	<i>The completion of this project will increase the City's annual operating costs \$3,600 per year.</i>									
PW-13.0	Curb and Gutter Replacement program	Gas Tax	3	20	20	20	20	20	103	
	Replacing curbs and gutters based upon the possibility of potential liability.									
	<i>The completion of this project is not anticipated to increase the City's annual operating costs.</i>									
PW-39.0	Sidewalk replacement	Gas Tax	2	100	100	100	100	100	502	
	City's on-going program to refurbish or replace sidewalks.									
	<i>The completion of this project is not anticipated to increase the City's annual operating costs.</i>									
EN-41.0	Residential Traffic Calming Program	Gas Tax	84	-	50	50	50	50	284	
		Penny	1,163	-	-	-	-	-	1,163	
		Penny 3	-	-	50	125	150	175	500	
	The installation physical of measures, barriers or other efforts aimed at the reduction of vehicular speeds and cut-through volumes. The resultant road becomes safer, more walkable and lends itself to other public purposes beyond vehicular movement. The City of Sarasota Residential Traffic Calming Program includes the design and construction of measures such as speed tables, chicanes, road narrowings or realignments in conjunction with an appointed neighborhood traffic calming 'task force.'									
	<i>The completion of this project will increase the City's annual operating costs \$25,000.</i>									
EN-42.0	Bicycle Route Improvements	Gas Tax	50	-	-	50	50	50	200	
L-O-S		Penny	-	-	-	-	-	-	-	
		\$0.05 LOFT	66	-	-	-	-	-	66	
		Penny 3	-	-	-	-	-	-	-	
	Planning, pursuit of grant funding, design and construction of bike lanes, route and trails such as the School Avenue multi-use recreational trail and other bicycle facilities, as outlined in the bicycle facilities plan, the Downtown Master Plan, and the Parks and Connectivity Master Plan. The \$20,000 in 2003-04 is to develop typical cross-sections for multi-modal trails to be used in the planning and design of multi-modal facilities.									
	<i>Projected annual maintenance cost is \$500. Actual cost will be refined based upon final design of the project.</i>									
PW-47.0	Street Reconstruction	Ext Penny	1,197	-	-	-	-	-	1,197	
L-O-S	Program	\$0.05 LOFT	860	450	450	450	450	450	3,110	
		Penny 3	-	1,150	1,400	1,450	1,500	1,575	7,075	
	The City has over 250 miles of paved roadways and many commercial, recreational and park area parking lots. Currently, approximately 10 miles are repaved annually and parking lots are repaved when and if funds are available. Typically the life expectancy of the paved surface of roadways and parking lots, depending on usage, is 10 to 15 years. Under the proposed program, streets and parking lots will be evaluated each year for resurfacing or reconstruction. If a street or parking lot is selected for the program the method of restoration is identified. In most cases the streets or parking lots are milled (a process used to remove the old asphalt), the old asphalt is recycled then blended with new material and placed back on the street. This process is the most cost effective and does not affect drainage or the height of existing driveway aprons. New pavement markings are also installed.									
	<i>The completion of this project is not anticipated to increase the City's annual operating costs.</i>									

NOTES Neighborhood specific improvements will be funded from the dollars budgeted in the functional categories.

ILLUSTRATION CI - 1
CAPITAL IMPROVEMENT PROGRAM

Project Number	Project Name & Description	Project Funding	Reappropriated Funds	2009-10	2010-11	2011-12	2012-13	2013-14	5 Year Total
									2010-14

NEIGHBORHOOD IMPROVEMENTS

EN-49.0	Sidewalk Construction Program	Ext	Penny	415	-	-	-	-	415
			FDOT	300	-	-	-	-	300
			Penny 3	-	150	150	150	175	200

Design and construction of new sidewalks and other pedestrian improvements, including widening sidewalks as part of the Tamiami Trail Scenic Highway Project. Sidewalk installation is consistent with both the Downtown Master Plan and the City Strategic Plan.

The Sidewalk Program has been ongoing since its inception in the 1970's. The program identifies missing sections of sidewalk, and includes the design and installation of sidewalk and associated improvements such as striped crosswalks. The program generally partners with a neighborhood association to identify deficiencies and gather consensus of support prior to construction.

The completion of this project will increase the City's annual operating costs \$30,000.

EN-96.0 L-O-S	Curb and Gutter Construction Program	Ext	Penny	1,647	-	-	-	-	1,647	
			\$0.05 LOFT	650	-	-	-	-	650	
			To EN-94.0	(800)	-	-	-	-	-	(800)
			To EN-120.0	(72)	-	-	-	-	-	(72)

Construction of new curb and gutter on a priority or neighborhood request basis utilizing a ranking criteria based on drainage needs, compatibility with the surrounding area and neighborhood support.

Projected annual maintenance cost is \$1,000. Actual cost will be refined based upon final design of the project.

RP-50.0	Payne Park - Phase II		Bonded Penny 3	-	-	4,050	-	-	4,050
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Phase II of the park will include a circus themed children's play area, picnic area with pavilions, new community building/improvements with public restrooms, additional parking lots, renovation of the baseball memorial and a band shell. Also included are streetscape improvements for School Avenue from Ringling Blvd. to Alderman Street and improvements to Payne Parkway to enhance community access to the park.

The completion of this project will increase the City's annual operating costs \$140,000.

EN-75.0	Siesta Drive Drainage Hanson Bayou to Sarasota Bay		FDOT	-	-	-	-	-	-
			Stimulus Grant	-	1,053	-	-	-	1,053
			Penny	375	-	-	-	-	375

Florida Department of Transportation funded and City administered design and construction of stormwater drainage facilities (roadside swales) to lessen flooding on the northern evacuation route from Siesta Key. Due to neighborhood objections to the use of swales, the City Commission has organized a task force to recommend a more aesthetic design and to identify funding sources for any additional cost. Additional funding of \$546,000 will be provided by SU-02.0.

Projected annual maintenance cost is \$10,000. Actual cost will be refined based upon final design of the project.

NOTES Neighborhood specific improvements will be funded from the dollars budgeted in the functional categories. Impact Fees are collected by the City but are transferred to and held by the County. FDOT funds are expended by the Florida Department of Transportation.

ILLUSTRATION CI - 1
CAPITAL IMPROVEMENT PROGRAM

Project Number	Project Name & Description		Project Funding	Reappropriated Funds	2009-10	2010-11	2011-12	2012-13	2013-14	5 Year Total 2010-14
NEIGHBORHOOD IMPROVEMENTS										
PW-55.0	Siesta Drive Streetscape	Ext	Penny	217	-	-	-	-	-	217
			Tfr from PW-25.1	100	-	-	-	-	-	100
			Developer	-	-	1,000	-	-	-	1,000
	Implement streetscape project from U.S. 41 to School Avenue including landscaping, irrigation, lighting, pedestrian crosswalks and other enhancements. An additional \$725,000 from generic CIP projects will be allocated to this project with an actual out-of-pocket cost no larger than the Developer's contribution. <i>The completion of this project will increase the City's annual operating costs \$30,000 (1/2 FTE plus materials).</i>									
EN-106.0	Unpaved rights-of-way		Penny	400	-	-	-	-	-	400
			Tfr to PW-112.0	(100)	-	-	-	-	-	(100)
	Design and construction of road, sidewalk, curb, and gutter for unimproved right-of-ways connected at each end to existing streets. <i>Projected annual maintenance cost is \$2,350. Actual cost will be refined based upon final design of the project.</i>									
EN-111.0	Osprey/Hillview Roundabout		\$0.05 LOFT	505	-	-	-	-	-	505
L-O-S	Replace the signalized intersection at Hillview/Osprey to ease congestion and create a balance between vehicular and pedestrian traffic. Work will be performed in 2010. <i>Projected annual maintenance cost is \$10,660. Actual cost will be refined based upon final design of the project.</i>									
<u>NEIGHBORHOOD ACTION STRATEGIES</u>										
<i>Park East Neighborhood</i>										
EN-95.0	Shade Avenue from 6 th to 8 th Streets	Ext	Penny	220	-	-	-	-	-	220
	Design and Construction of a linear park and bike trail. <i>Projected annual maintenance cost is \$5,400. Actual cost will be refined based upon final design of the project.</i>									
<i>Bayou Oaks Neighborhood</i>										
EN-94.0	Bradenton Road	Ext	Penny	2,996	-	-	-	-	-	2,996
			From EN-96.0	800	-	-	-	-	-	800
			From SU-02.0	200	-	-	-	-	-	200
	Rebuild 2 lane roadway with curbs, gutters, streetscape, walkways, gateways, lighting, pedestrian crossings, and medians from 32nd. Street to University Parkway. <i>The completion of this project will increase the City's annual operating costs \$23,300 (1/2 FTE plus materials).</i>									
NOTES	Neighborhood specific improvements will be funded from the dollars budgeted in the functional categories. FDOT funds are expended by the Florida Department of Transportation.									

ILLUSTRATION CI - 1
CAPITAL IMPROVEMENT PROGRAM

Project Number	Project Name & Description	Project Funding	Reappropriated Funds	2009-10	2010-11	2011-12	2012-13	2013-14	5 Year Total 2010-14
NEIGHBORHOOD IMPROVEMENTS									
<i>Alta Vista</i>									
NP-02.0	Alta Vista Neighborhood	General Fund	173	-	-	-	-	-	173
	Develop plans and construct improvements to the neighborhood including neighborhood gateway entrances (which involve streetscaping, decorative lighting and traffic medians), sidewalks, crosswalks, bus stop shelters, traffic calming devices, and possibly a reuse water line extension.								
	<i>Projected annual maintenance cost is \$11,850. Actual cost will be refined based upon final design of the project.</i>								
<i>Poinsettia Park</i>									
NP-05.0	Poinsettia Park Neighborhood	Penny	75	-	-	-	-	-	75
	Install decorative lighting around duck pond								
	<i>The completion of this project is not anticipated to increase the City's annual operating costs.</i>								
NP-04.0	<i>Neighborhood Asset Strategies</i>	Penny 3	-	275	300	325	350	350	1,600
	Continue to fund infrastructure improvements to eligible neighborhoods as part of neighborhood planning process.								
	<i>Annual operating cost increases will be refined based upon final design of the project.</i>								
<u>NEWTOWN REDEVELOPMENT</u>									
RP-34.0	Comprehensive Newtown Redevelopment Plan	Ext Penny TIF	5 400	- 1,016	- 508	- 289	- 626	- 661	5 3,500
	Funding for Capital Improvements to be determined.								
	<i>Until specific projects are defined, the anticipated impact on the City's annual operating cost is not known.</i>								
RP-34.2	Robert L. Taylor Community Complex Recreation Center	Penny EDI Grant	41 781	- -	- -	- -	- -	- -	41 781
	Rehabilitation and improvement	Bonded Penny 3	10,000	-	-	-	-	-	10,000
	The Recreation Center was constructed in the mid-1960s. Due to its design and age, it cannot adequately serve the current recreational needs of the community. The major improvements include full commercial kitchen, multi-purpose class rooms, computer lab and technology room, outdoor recreation, lighted tennis courts, lighted and covered basketball courts, covered playground with lights and restrooms, lighted softball field with restrooms and small concession, water play feature with splash pad, 25 meter swimming pool, and maintenance building.								
	<i>The operation of the facility will be the responsibility of the County. Sharing of the costs has not been determined.</i>								
PW-102.1	US 301 Enhanced Landscaping	Penny TIF FDOT	757 160 520	- - -	- - -	- - -	- - -	- - -	757 160 520
	Design and construction of enhanced landscaping and irrigation on US 301 from Railroad Crossing (near 10th Street) to Myrtle Street after FDOT's US 301 improvement project to include buffering of residential properties along US 301 from Dr. Martin Luther King Jr. Way to north of 29th Street.								
	<i>The completion of this project will increase the City's annual operating costs \$20,000.</i>								
Subtotal Neighborhood Improvements			24,320	4,214	8,128	3,129	3,606	3,781	47,178

NOTES Neighborhood specific improvements will be funded from the dollars budgeted in the functional categories. FDOT funds are expended by the Florida Department of Transportation.

ILLUSTRATION CI - 1
CAPITAL IMPROVEMENT PROGRAM

Project Number	Project Name & Description	Project Funding	Reappropriated Funds	2009-10	2010-11	2011-12	2012-13	2013-14	5 Year Total 2010-14
REDEVELOPMENT/COMMUNITY PROJECTS									
<u>STRATEGIC PARKING FACILITIES</u>									
RD-02.1	Palm Avenue Parking Garage	Revenue Bonds	6,215	-	-	-	-	-	6,215
		TIF	4,200	-	-	-	-	-	4,200
		TIF	2,700	-	-	-	-	-	2,700
	Construction of public facility that includes approximately 700 spaces and a retail liner building. <i>Projected maintenance costs are not expected to increase the City's net annual operating costs. Actual cost will be refined based upon final design of project.</i>								
RD-02.3	Tier One Parking Meters	TIF	510	-	-	-	-	-	510
	Procure equipment, installation and initiation services for the implementation of Paid on-street parking in the Tier One (high demand/utilization zone) in the downtown area. <i>Projected maintenance costs are not expected to increase the City's net annual operating costs.</i>								
RD-03.0	Wayfinding Signage	TIF	184	-	-	-	-	-	184
		Penny 3	-	-	-	-	-	-	-
	The Wayfinding System Project includes: Gateway Identification that will be designed to welcome visitors and residents alike and will be placed at the major arterial entrances to the City. Motorist Directional signs will be used to guide motorists to important cultural, institutional, city facility, and tourist destinations. Parking resources available to the public will also be included. City District, Destination, and Civic Facilities will be identified. On the pedestrian level, the system will also include Pedestrian Directories, Trailblazer and Interpretive Signage (including environmental, historical, and public art story boards located at key locations). Other elements of the project include Illuminated Street Signs to be placed at 54 City-owned and maintained mast-arm signalized intersections. \$1,950,000 is budgeted in 2020. <i>The completion of this project will increase the City's annual operating costs \$50,000 for maintenance.</i>								
RD-11.0	Marion Anderson Site Clean-up	County	448	-	-	-	-	-	448
	Clean up of the MLK Brownfield.	Undetermined	-	-	-	3,500	-	-	3,500
		Penny	961	-	-	-	-	-	961
	If the brownfield site is cleaned up without developer participation, the estimated cost will be \$7,000,000-\$8,000,000. <i>The completion of this project is not anticipated to increase the City's annual operating costs.</i>								

ILLUSTRATION CI - 1
CAPITAL IMPROVEMENT PROGRAM

Project Number	Project Name & Description	Project Funding	Reappropriated Funds	2009-10	2010-11	2011-12	2012-13	2013-14	5 Year Total 2010-14
REDEVELOPMENT/COMMUNITY PROJECTS									
RD-13.0	Selby Five Points Roundabout The funding was approved for transfer to the Roundabout at Selby 5 Points. <i>Until specific project is designed, the anticipated impact on the City's annual operating cost is not known.</i>	TIF	200	-	-	-	-	-	200
RD-14.0	Pineapple Square Parking Garage Construction of parking facility to accommodate 350 public parking spaces. <i>Until specific project is designed, the anticipated impact on the City's annual operating cost is not known.</i>	Revenue Bonds TIF	- 2,264	-	5,886	-	-	-	5,886 2,264
HS-01.0	Affordable Housing (Housing Authority) Funding to redevelop the three Sarasota Housing Authority properties with new housing. <i>The completion of this project is not anticipated to increase the City's annual operating costs.</i>	Penny 3 Community Hsg City CDBG County CDBG SHIP TIF Aff Hsg Trust Fd	- 3,243 - - 700 1,331 -	1,000 1,470 - -	1,000 280 -	1,000 -	1,000 -	420 -	4,420 4,993 - - 2,862 1,331 -
HS-02.0	Affordable Housing Funding CRA funds allocated to implement affordable housing initiatives. <i>The completion of this project is not anticipated to increase the City's annual operating costs.</i>	TIF	300	-	-	-	-	-	300
Subtotal Redevelopment/Community Projects			23,256	2,470	7,166	5,704	1,672	706	40,974

ILLUSTRATION CI - 2
CAPITAL IMPROVEMENT PROGRAM

SUMMARY OF CAPITAL IMPROVEMENTS BY PROJECT TYPE

Cost by Year in Thousands

<u>Project Type</u>	Reappro- priated Funds	<u>2009-10</u>	<u>2010-11</u>	<u>2011-12</u>	<u>2012-13</u>	<u>2013-14</u>	5 Year Total <u>2010-14</u>
Building Facilities	\$ -	\$ -	\$ 100	\$ -	\$ -	\$ -	\$ 100
Parks/Beautification	5,516	2,334	2,112	5,868	2,385	3,532	21,747
Police	5,515	-	-	-	-	-	5,515
Potable Water	9,243	1,001	10,000	8,150	1,640	2,560	32,594
Sanitary Sewer	19,753	1,884	5,440	11,185	5,515	7,423	51,200
Stormwater	3,774	-	-	-	-	-	3,774
Transportation	7,808	34,826	4,410	2,275	13,460	560	63,339
Neighborhood Improvements	24,320	4,214	8,128	3,129	3,606	3,781	47,178
Redevelopment/Community Projects	<u>23,256</u>	<u>2,470</u>	<u>7,166</u>	<u>5,704</u>	<u>1,672</u>	<u>706</u>	<u>40,974</u>
Total	<u><u>\$ 99,185</u></u>	<u><u>\$ 46,729</u></u>	<u><u>\$ 37,356</u></u>	<u><u>\$36,311</u></u>	<u><u>\$ 28,278</u></u>	<u><u>\$ 18,562</u></u>	<u><u>\$266,421</u></u>

Source: City of Sarasota Finance Department.

ILLUSTRATION CI - 3
CAPITAL IMPROVEMENT PROGRAM

SUMMARY OF CAPITAL IMPROVEMENTS BY FUNDING SOURCE

Cost by Year in Thousands

Funding Source	Reappro- priated Funds	2009-10	2010-11	2011-12	2012-13	2013-14	5 Year Total 2010-14
Assessments/Contributions	\$ 125	\$ -	\$ 1,225	\$ -	\$ -	\$ -	\$ 1,350
Grants/Other Governments	6,423	30,206	1,065	3,816	388	1,495	43,393
Gas Taxes	4,038	1,330	1,380	2,130	2,130	730	11,738
Penny Tax	18,605	200	200	200	-	-	19,205
Penny Tax - Phase 3	-	3,225	3,875	4,690	4,845	4,445	21,080
Revenue Bonds - Penny Tax	10,000	-	4,050	-	12,000	-	26,050
Revenue Bonds - W & S User Fees	31,336	-	7,750	10,360	500	500	50,446
User Fees	4,347	3,050	7,855	9,045	6,655	9,483	40,435
Tourist Development Tax	1,308	462	462	462	462	462	3,618
Equipment Replacement	165	-	-	-	-	-	165
General Fund	173	-	100	-	-	-	273
Housing, CDBG, SHIP Funds	700	-	-	1,204	672	286	2,862
G. O. Bonds - Ad Valorem Taxes	5,515	-	-	-	-	-	5,515
Revenue Bonds - TIF	-	-	5,886	-	-	-	5,886
Impact Fees	660	7,240	-	-	-	500	8,400
To Be Determined	-	-	3,000	3,500	-	-	6,500
Tax Increment Financing	14,662	1,016	508	904	626	661	18,377
Capital Fund	1,128	-	-	-	-	-	1,128
Total	\$ 99,185	\$ 46,729	\$ 37,356	\$36,311	\$ 28,278	\$ 18,562	\$266,421

Source: City of Sarasota Finance Department.

ILLUSTRATION CI - 3
CAPITAL IMPROVEMENT PROGRAM

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ILLUSTRATION CI - 4
CAPITAL IMPROVEMENT PROGRAM

**PENNY SALES TAX FUND
PHASE 1 AND 2**

	2008-09 Budget	2009-10 Budget	2010-11 Projected	2011-12 Projected	2010-12 Total
REVENUES					
Penny Sales Tax	\$ 6,300,000	\$ -	\$ -	\$ -	\$ -
Miscellaneous	150,000	240,000	-	-	240,000
	<u>6,450,000</u>	<u>240,000</u>	<u>-</u>	<u>-</u>	<u>240,000</u>
EXPENDITURES					
Street Trees	50,000	-	-	-	-
New Sidewalks - City Wide	154,000	-	-	-	-
Street Reconstruction	575,000	-	-	-	-
Residential Traffic Calming	50,000	-	-	-	-
Residential Traffic Calming-additional	142,000	-	-	-	-
Stormwater Utility Projects	825,000	-	-	-	-
Shade Avenue	220,000	-	-	-	-
Coon Key Utility Undergrounding	125,000	-	-	-	-
Handicapped Access Ramps/Other Imp	21,000	-	-	-	-
Parking Space Creation	50,000	-	-	-	-
Traffic Signalization	200,000	200,000	200,000	200,000	600,000
US 301 Enhanced Landscaping	757,000	-	-	-	-
Fruitville Road Landscape Project	533,000	-	-	-	-
Repayment of Funds Advanced:					
From Gas Tax Fund	400,000	-	-	-	-
From \$0.05 Local Option Fuel Tax	3,250,000	-	-	-	-
Debt Service - Van Wezel Renovation					
<i>As Originally Planned</i>	1,000,000	-	-	-	-
Special Obligation Bonds	980,950	-	-	-	-
FFGFC	251,900	-	-	-	-
Debt Service - Main Street Streetscape					
FFGFC Bonds- \$2,500,000	320,324	321,502	321,399	-	642,901
Total Expenditures	<u>5,255,174</u>	<u>521,502</u>	<u>521,399</u>	<u>200,000</u>	<u>1,242,901</u>
Revenues over(under) Expenditures	1,194,826	(281,502)	(521,399)	(200,000)	<u>\$ (1,002,901)</u>
Beginning Fund Balance	767,532	1,430,703	1,149,201	627,802	
Ending Fund Balance	<u>\$ 1,962,358</u>	<u>\$ 1,149,201</u>	<u>\$ 627,802</u>	<u>\$ 427,802</u>	

= Originally advertised as to be funded from the penny sales tax extension.

ILLUSTRATION CI - 4
CAPITAL IMPROVEMENTS PROGRAM

**PENNY SALES TAX FUND
PHASE 3**

	2009-10 Budget	2010-11 Projected	2011-12 Projected	2012-13 Projected	2013-14 Projected
<u>REVENUES</u>					
Penny Sales Tax	\$5,812,475	\$ 5,957,787	\$ 6,106,732	\$ 6,259,400	\$ 6,447,182
	<u>5,812,475</u>	<u>5,957,787</u>	<u>6,106,732</u>	<u>6,259,400</u>	<u>6,447,182</u>
<u>EXPENDITURES</u>					
Bobby Jones Clubhouse Replacement	-	-	500,000	500,000	500,000
Parks & Recreation Facilities Upgrades	-	125,000	150,000	150,000	175,000
Traffic Calming	-	50,000	125,000	150,000	175,000
Street Reconstruction	1,150,000	1,400,000	1,450,000	1,500,000	1,575,000
Sidewalk Program	150,000	150,000	150,000	175,000	200,000
Multi-Use Recreational Trails	500,000	750,000	750,000	750,000	750,000
Landscape and Streetscape Improvements	-	50,000	120,000	135,000	150,000
Canopy Tree Program	-	50,000	120,000	135,000	150,000
Indian Beach Park - Shore Stabilization	150,000	-	-	-	-
Neighborhood Improvements	275,000	300,000	325,000	350,000	350,000
Affordable Housing (Housing Authority)	1,000,000	1,000,000	1,000,000	1,000,000	420,000
Police Vehicle Replacements	600,000	600,000	600,000	600,000	600,000
Debt Service - Payne Park Phase II					
Build America Net Principal and Interest	260,894	395,828	400,396	403,592	408,865
Payne Park Phase II Debt Capacity	659,051	524,117	519,549	516,353	511,080
Debt Service - Robert L. Taylor Complex					
Build America Net Principal and Interest	521,788	791,655	800,791	807,183	817,730
Debt Service - 12th St Widening	-	-	1,219,825	1,219,825	1,219,825
	<u>5,266,733</u>	<u>6,186,600</u>	<u>8,230,561</u>	<u>8,391,953</u>	<u>8,002,500</u>
Revenues over(under) Expenditures	545,742	(228,813)	(2,123,829)	(2,132,553)	(1,555,318)
Beginning Fund Balance	-	545,742	316,929	(1,806,900)	(3,939,453)
Ending Fund Balance	<u>\$ 545,742</u>	<u>\$ 316,929</u>	<u>\$(1,806,900)</u>	<u>\$(3,939,453)</u>	<u>\$(5,494,771)</u>

ILLUSTRATION CI-5

CITY OF SARASOTA - PROJECTION OF DEBT SERVICE OBLIGATIONS

YEAR PLEDGED	PURPOSE	ORIGINAL AMOUNT ISSUED	TYPE REVENUES PLEDGED	2009-10	2010-11	2011-12	2012-13	2013-14	5-YEAR TOTAL
2007	General Obligation Bonds	46,305,000	Ad Valorem	2,947,094	2,949,919	2,950,519	2,949,719	2,950,194	14,747,445
2008	General Obligation Bonds	5,800,000	Ad Valorem	2,250,342	279,529	279,529	279,529	279,529	3,368,458
2009	Special Obligation Bonds	21,066,000	TIF/Penny Tax 1/2 Cent Sales tax	1,659,175	2,475,899	2,476,509	2,468,694	2,468,971	11,549,248
1992	Special Obligation Refunding Bonds	19,555,000	TIF	1,520,000	1,635,000	1,755,000	1,880,000	2,010,000	8,800,000
2000	First Florida Loan Payable	4,385,000	General Fund	423,841	423,406	421,906	424,656	420,950	2,114,759
2001A	First Florida Loan Payable	4,885,000	TIF/Penny Tax	611,525	611,325	0	0	0	1,222,850
2001B	First Florida Loan Payable	1,270,000	Special Assessment	139,625	135,825	136,925	141,675	135,350	689,400
2003	First Florida Loan Payable	5,150,000	TIF/Equipment Replacement	505,055	503,055	499,730	500,555	290,330	2,298,725
2005	First Florida Loan Payable	5,545,000	TIF	663,987	667,788	665,287	666,600	662,800	3,326,462
1993	Water & Sewer Revenue Refunding Bonds	17,220,000	Water & Sewer Revenue	242,100	242,100	242,100	1,204,938	1,199,713	3,130,951
1998	Water & Sewer Revenue Refunding Bonds	2,835,000	Water & Sewer Revenue	1,005,216	1,011,600	1,000,825	0	0	3,017,641
2002A	Water & Sewer Revenue Refunding Bonds	18,970,000	Water & Sewer Revenue	2,630,138	2,631,000	2,620,125	0	0	7,881,263
2002B	Water & Sewer Bonds	6,280,000	Water & Sewer Revenue	462,214	463,029	463,051	462,354	460,913	2,311,561
2004	Water & Sewer Revenue Refunding Bonds	9,915,000	Water & Sewer Revenue	1,370,200	1,368,200	1,366,550	502,550	499,850	5,107,350
2005	Water & Sewer Bonds	7,860,000	Water & Sewer Revenue	573,590	572,915	571,890	575,428	573,096	2,866,919
2008	Water & Sewer Bonds	22,500,000	Water & Sewer Revenue	1,722,198	1,732,984	1,732,190	1,731,359	1,730,490	8,649,221
1993	State Revolving Fund	3,744,303	Water & Sewer Revenue	228,141	228,141	228,141	228,141	0	912,564
		203,285,303		18,954,441	17,931,715	17,410,277	14,016,198	13,682,186	81,994,817

Source: City of Sarasota Finance Department

ILLUSTRATION CI-6

CITY OF SARASOTA, FLORIDA
Computation of Legal Debt Margin
September 30, 2009

Assessed valuation - 2008 roll	<u><u>\$9,217,262,974</u></u>
Bonded debt limit - 10% of assessed value	921,726,297
Amount of debt applicable to limitation	<u>49,818,206</u>
Legal debt margin	<u><u>\$ 871,908,091</u></u>

Source: City of Sarasota Finance Department

APPENDIX 1

9J-5 Requirements Index

This Chapter was prepared to meet requirements outlined in the Florida Administrative Code, Chapter 9-J5. This appendix references the relevant headings from Chapter 9-J5 to the location in this Chapter where these requirements are met.

Rule 9J-5.016

Requirement

Location in the Sarasota City Plan

(1)(a)	See Inventory and Analysis Section, Illustrations CI-1, CI-2, CI-7, and Future Land Use, Utilities, Recreation and Open Space, and Transportation Chapters.
(b)	Not applicable. See next page.
(c)	Illustrations CI-3, CI-4, CI-5, CI-6, CI-7.
(2)(a)	See Inventory and Analysis Section.
(b)	Illustrations CI-1, CI-3, CI-4, CI-5, CI-6.
(c)	Illustration CI-7.
(d)	Not applicable. See next page.
(e)	Illustrations CI-1 and CI-7, Action Strategies 5.1 and 5.4.
(f) 1-6	Illustrations CI-2, CI-3, CI-4, CI-5, CI-6, CI-7.
(3)(a)	Goal.
(b) 1	Objective 1.
2	Objective 2.
3	Objective 3.
4	Objective 4.
5	Objective 5.
(c) 1 a-g	Action Strategy 5.2.
2 a-c	Action Strategies 5.2, 5.3, 5.7, and 5.8.
3	Action Strategies 5.3, 5.4, and 5.9.
4	Action Strategies 1.5 and 3.1.
5	Action Strategies 5.1, 5.2, 5.3, 5.4, 5.6, and 5.9.
6	Action Strategies 1.5, 3.1-3.3, 4.1, 4.2, 4.3, 4.4, 5.4, and 5.7.
7	Action Strategy 5.1.
8	Action Strategies 4.1, 4.2, 4.3, 4.4, and 4.5.
9	Action Strategies 1.1, 1.3, 1.4, 1.5, 2.1, 3.1, 5.4, and 5.7.
(4)(a) 1	Illustrations CI-1 and CI-7.
2	Illustrations CI-2, CI-3, CI-4, CI-5, CI-6, and CI-7.
3	Illustration CI-8.
4	Not applicable.

9J-5 Requirements Index

- (b) Illustrations CI-1 and CI-7, Objective 1, Actions Strategies 1.1, 1.4; Transportation Action Strategies 1.1 through 1.4, and 1.13 and Utilities Action Strategy 1.13.
- (5) See Inventory and Analysis Section, Action Strategies 1.1, 5.1, 5.2, and 5.3.

Explanation of items which are not applicable to the City of Sarasota:

Rule 9J-5.016 Requirement

- (1)(b) The City does not own or operate any education or public health system. The public education system is further described in the Public School Facilities Chapter.
- (2)(d) The City does not own or operate any education or public health system. The public education system is further described in the Public School Facilities Chapter.

APPENDIX 2

Sarasota's Strategic Goals

In 2004, the City Commission adopted “Sarasota’s Approach to Strategic Planning”, which provides the foundation for the Strategic Plan and six Strategic Goals that are the foundation upon which the *Sarasota City Plan* is based. This appendix references objectives and action strategies in the *Sarasota City Plan* that implement these goals.

Our Vision

A City where urban amenities meet small town living.

The Goals of the City of Sarasota

1. **A responsible and accessible government that has sound financial and administrative practices.**
Applicable Action Strategies: All.
2. **Viable, safe and diverse neighborhoods and businesses that work together.**
Applicable Action Strategies: None.
3. **An economically sustainable community.**
Applicable Action Strategies: All.
4. **A workplace that attracts and retains an outstanding workforce.**
Applicable Action Strategies: None.
5. **An attractive, environmentally-friendly community that is safe and livable and provides an array of cultural and aesthetic enjoyments.**
Applicable Action Strategies: None.
6. **Well maintained and future-oriented infrastructure.**
Applicable Action Strategies: All.

APPENDIX 3

Glossary

Available (Availability)

Meeting the minimum requirements for concurrency.

Financial Feasibility

[From 163.3164 (32), Florida Statutes] Financial feasibility means that sufficient revenues are currently available or will be available from committed funding sources for the first 3 years, or will be available from committed or planned funding sources for years 4 and 5, of a 5-year capital improvement schedule for financing capital improvements, such as ad valorem taxes, bonds, state and federal funds, tax revenues, impact fees, and developer contributions, which are adequate to fund the projected costs of the capital improvements identified in the comprehensive plan necessary to ensure that adopted level-of-service standards are achieved and maintained within the period covered by the 5-year schedule of capital improvements. The requirement that level-of-service standards be achieved and maintained shall not apply if the proportionate-share process set forth in s. 163.3180(12) and (16) is used.

Level-of-Service (LOS)

[From 9J-5.003(65), Florida Administrative Code] An indicator of the extent or degree of service provided by, or proposed to be provided by a facility based on and related to the operational characteristics of the facility. Level of service shall indicate the capacity per unit of demand for each public facility.

Capital Improvement

[From 9J-5.003, Florida Administrative Code] Physical assets constructed or purchased to provide, improve or replace a public facility and which are large scale and high in cost. The cost of a capital improvement is generally non-recurring and may require multi-year financing. For purposes of this rule, physical assets which have been identified as existing or projected needs in the individual comprehensive plan Chapters shall be considered capital improvements.