

# **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:

<b><i>Property Taxes</i></b>	\$	31,777,475	17.21%
<b><i>Other Taxes</i></b>			
Franchise Taxes		6,095,500	3.30%
Utilities Excise Taxes		9,964,750	5.40%
Gas Tax		3,000,000	1.62%
<b><i>Licenses/Permits</i></b>			
Occupational Licenses		757,000	0.41%
Building Permits		1,733,500	0.94%
Other		185,767	0.10%
<b><i>Intergovernmental</i></b>			
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%
<b><i>Assessments</i></b>		140,000	0.08%
<b><i>Charges for Services</i></b>			
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%
<b><i>Fines/Forfeits</i></b>		1,133,268	0.61%
<b><i>Miscellaneous</i></b>			
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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<b>TOTALS</b>	<b>\$</b>	<b>184,648,173</b>	
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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
<b>Total</b>	<b>\$ 108,505</b>

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 BUDGET												
		Funding	Reappropriation	2011-12	2012-13	2013-14	2014-15	2015-16						
<b>CRITICAL INFRASTRUCTURE ITEMS</b>														
<b>CI-1</b> <b>L-O-S</b>	<b>Bridge Replacement and Rehabilitation Program</b> Bridge repair, rehabilitation and replacement program. There are five bridges ready to be bid and will be repaired in the Summer of 2011. Bridges are inspected in the FDOT bi-annual program, rated and then ranked by our consultant for repair with a field inspection and report. There are four bridges being evaluated and repair plans being developed for the "2011-2012 Program", and they are; Dr. Martin Luther King Jr., Way over Whitaker Bayou, 38th St. over Whitaker Creek, Azinger Way over Main Canal B, and 32nd St. over Whitaker Bay. These bridges will be repaired in order of priority and until funding is no longer available. Recommended on-going funding (2013 - out years) is necessary to complete this critical infrastructure item. <i>The completion of this project is not anticipated to increase the City's annual operating costs.</i>	Gas Tax	257	-	-	-	-	-						
		\$0.05 LOFT	1,240	1,400	1,400	-	-	-						
<b>CI-2</b>	<b>Bayshore Protection/Seawall Reconstruction.</b> Current project is replacement of 250 ft. of seawall to the south of the 10th Street Boat Ramp, and if funding is available, repair projects for undermined sidewalk and seawall repairs in the Bayfront area and Sun Circle Park seawall replacement. Recommended ongoing funding (2013 - out years) is necessary to continue progress of this critical infrastructure item. <i>The completion of this project is not anticipated to increase the City's annual operating costs.</i>	Penny 2	295	-	-	-	-	-						
<b>CI-3</b>	<b>Indian Beach Park -- Shoreline</b> This project is to stabilize the shoreline on the remaining unarmored section of Indian Beach. Design is to begin in 2011, with construction beginning early 2012. <i>The completion of this project is not anticipated to increase the City's annual operating costs.</i>	Penny 3	142	-	-	-	-	-						
<b>CI-5</b> <b>L-O-S</b>	<b>Orange Avenue (10th to 17th)</b> This project was developed to alleviate intersection flooding along Orange Avenue most notably the intersection of Orange Avenue and 18th Street where the storm water currently floods the road and existing bus stop during moderate rainfall events.  As a result of the storm pipe and inlet replacements along Orange Avenue from 10th Street to 18th Street existing sidewalks and landscaping will be disturbed and replaced with new improvements including new sidewalks, enhancements to bus stops and new landscaping. Drainage improvements to the closed and open storm water conveyance system for this area will be coupled with acquisition of drainage easements or fee simple title, roadway rehabilitation techniques to upgrade functionality and aesthetics of Orange Ave. Construction portion of the project will be performed by Sarasota County. <i>The completion of this project will not increase the City's annual operating costs.</i>	Penny 2	350	-	-	-	-	-						
		Sarasota County CDBG Grant	1,300	-	-	-	-	-						
<b>CI-6</b> <b>NEW</b>	<b>National Radio System Technology Upgrade</b> Project 25 Mandate for the Sarasota Police Department  <b>Reducing Penny 3 (Police Vehicle Repl.) from \$600,000 to \$450,000 for 5 years to fund Mobile radios.</b>	Penny 3	-	150	150	150	150	150						
		Equip. Repl.	-	995	-	-	-	-						
<b>Subtotal - Critical Infrastructure Items</b>			\$	<b>3,584</b>	\$	<b>2,545</b>	\$	<b>1,550</b>	\$	<b>150</b>	\$	<b>150</b>	\$	<b>150</b>

**ILLUSTRATION CI-1  
CAPITAL IMPROVEMENT PROGRAM**

Project Number	Project Name & Description	PROJECT BUDGET						
		Funding	Reappropriation	2011-12	2012-13	2013-14	2014-15	2015-16
<b>ENHANCEMENT PROJECT FUNDING</b>								
Concept of this program is to combine several funding sources to leverage funds to be able to provide better overall renewal of streets. This typically will include repaving combined with spot replacement of sidewalks, curbs, landscape, trees, signage, markings and other amenities to significantly upgrade and 'renew' the street.								
<b>EP-1 L-O-S</b>	<p><b>Street Reconstruction Program - resurface streets, add handicap ramps and curb.</b> 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.</p> <p><i>The completion of this project is not anticipated to increase the City's annual operating costs.</i></p>	Penny 3	1,150	1,200	1,200	1,250	1,250	1,250
		Penny 2	346	-	-	-	-	-
		\$0.05 LOFT	592	450	450	450	450	450
<b>EP-2</b>	<p><b>Street Tree Planting</b> This is a program to replace street trees that have been removed for various reasons in order to maintain and replenish the City's Urban Forest. Replacement trees are planted where there is appropriate space to plant a tree with the right tree/right location philosophy. <i>The completion of this project will increase the City's annual operating costs \$3,600 per year.</i></p>	Penny 3	-	-	10	15	15	15
<b>EP-3</b>	<p><b>Landscape and Streetscape Improvements</b> This is a program that rejuvenates or enhances existing landscape and/or streetscapes at gateway locations throughout the City. Such items mainly include new trees, palms, shrubs perennials, turf, and irrigation. The plant material is selected from Florida Friendly Landscape principles with a priority to Florida natives while using the right plant/right place philosophy. Additional items like accent brick work, enhanced lighting and/or other landscape amenities like benches or trash/recycling receptacles can be also included when appropriate. The focus of this program is NOT to increase the current level of service for existing landscapes and/or streetscapes but to refresh the aesthetics, functionality and/or reduce maintenance requirements. <i>The completion of this project will increase the City's annual operating costs \$3,600 per year.</i></p>	Penny 3	1	100	30	50	50	50
		Penny 2	-	-	-	-	-	-
<b>EP-4</b>	<p><b>Curb and Gutter Replacement Program</b> Replacement/Repair of existing curbs and gutters. <i>The completion of this project is not anticipated to increase the City's annual operating costs.</i></p>	Gas Tax	3	20	20	20	20	20
<b>EP-5 L-O-S</b>	<p><b>Curb and Gutter Construction Program</b> 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. <i>Projected annual maintenance cost is \$1,000. Actual cost will be refined based upon final design of the project.</i></p>	Penny 2	1	-	-	-	-	-
		\$0.05 LOFT	429	-	-	-	-	-
<b>EP-6</b>	<p><b>Sidewalk replacement</b> Refurbish and replacement of sidewalks. <i>The completion of this project is not anticipated to increase the City's annual operating costs.</i></p>	Gas Tax	50	100	100	100	100	100
<b>EP-7</b>	<p><b>Sidewalk Construction Program</b> Design and construction of new sidewalks and other pedestrian improvements. <i>The completion of this project will increase the City's annual operating costs \$30,000.</i></p>	Penny 2	18	-	-	-	-	-
		Penny 3	219	145	120	175	175	175

**ILLUSTRATION CI-1  
CAPITAL IMPROVEMENT PROGRAM**

Project Number	Project Name & Description	PROJECT BUDGET						
		Funding	Reappropriation	2011-12	2012-13	2013-14	2014-15	2015-16
<b>EP-7A NEW</b>	<b>Alta Vista Sidewalk</b> Construction of sidewalk safety improvements near Alta Vista School.	Penny 2	30	-	-	-	-	-
		FDOT (Grant)	-	-	96	-	-	-
<b>EP-8</b>	<b>Handicapped Access Ramps/Other Imp.</b> Installation of new handicapped access ramps. <i>The completion of this project is not anticipated to increase the City's annual operating costs.</i>	Penny 1	173	-	-	-	-	-
<b>EP-9</b>	<b>Newtown Entrance Plazas</b> Streetscape style project is to tie into the US 301 Project to enhance the entry to the Dr. Martin Luther King, Jr. shopping district. A second entrance area is envisioned at Orange Avenue and Dr. Martin Luther King, Jr. Way. Concept and design estimated at \$50,000 to be started when the FDOT's US 301 project and enhanced City's landscape project is complete. <i>The completion of this Project will increase the City's annual operating costs \$5,000.</i>	TIF	300	-	-	-	-	-
<b>EP-10</b>	<b>Master Downtown Greenspace Plan</b> Develop a master downtown green space plan and implement design in small phased projects. <i>The completion of this project will increase the City's annual operating costs \$2,000 for each phase.</i>	Penny 3	35	50	50	50	50	50
<b>Subtotal - ENHANCEMENT PROJECT FUNDING</b>			<b>\$ 3,347</b>	<b>\$ 2,065</b>	<b>\$ 2,076</b>	<b>\$ 2,110</b>	<b>\$ 2,110</b>	<b>\$ 2,110</b>

**ILLUSTRATION CI-1  
CAPITAL IMPROVEMENT PROGRAM**

Project Number	Project Name & Description	PROJECT BUDGET						
		Funding	Reappropriation	2011-12	2012-13	2013-14	2014-15	2015-16
<b>ECONOMIC DEVELOPMENT / RECOVERY</b>								
<b>ED-1</b>	<b>Comprehensive Newtown Redevelopment Plan</b> 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>	Penny 2	5	-	-	-	-	-
		TIF	1,698	251	389	380	259	517
<b>ED-2</b>	<b>US 301 Enhanced Landscaping</b> Median and right-of-way landscaping, plantings and irrigation from the south end of US 301 and Mound St. to the north City limits on Myrtle Ave. to be performed after completion of the FDOT's US 301 Improvement Project. <i>The completion of this project will increase the City's annual operating costs \$10,000.</i>	Penny 2	506	-	-	-	-	-
		TIF	159	-	-	-	-	-
		FDOT	520	-	-	-	-	-
<b>ED-3</b>	<b>Marion Anderson Site Clean-up</b> The City is proposing to issue a request for negotiation, and attempting to negotiate a Brownfield Site Remediation Agreement with the DEP in 2011 as part of the redevelopment effort for this brownfield site. Clean up costs and the City liability for those costs will be negotiated with any future developer in conjunction with the DEP.	Penny 1	871	-	-	-	-	-
		County	432	-	-	-	-	-
<b>ED-4</b>	<b>Lido Beach Erosion Control Project</b> An on-going beach nourishment program to provide sand on the entire Gulf-front of Lido Key for the protection of upland property. <i>The completion of this project is not anticipated to increase the City's annual operating costs.</i>	Tourist Tx (2cnt)	1,557	395	395	395	395	395
		State Grant	-	171	162	1,349	1,396	210
		Federal Grant	-	520	375	4,572	4,197	1,200
<b>ED-5</b>	<b>Bobby Jones Clubhouse</b> 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 unknown.</i>	User Fees	832	-	-	-	-	-
		Penny 3	-	150	-	1,000	-	-
<b>ED-7</b>	<b>Siesta Drive Streetscape</b> This Project is to construct a streetscape and transportation improvements as part of a Development Agreement with Southgate Mall. Prior to development, this project also includes construction of a roundabout (LAP Funding). <i>The completion of this project will increase the City's annual operating costs \$15,000 (1/4 FTE plus materials).</i>	Penny 2	260	-	-	-	-	-
		Developer	-	-	-	500	-	500
		Undetermined	-	-	-	800	-	500
		LAP	-	-	244	-	-	-
<b>ED-8</b>	<b>Pineapple Square State Street Parking Garage</b> Construction of parking facility to accommodate a minimum of 300 + public parking spaces. Facility requires retail liner space and may include residential units as determined by public process. <i>Anticipated impact on the City's annual operating costs is unknown until specific project is designed.</i>	TIF	5,633	1,646	-	-	-	-
<b>ED-9</b>	<b>St. Armands Enhancement Project</b> Construct four medians that spoke off the St. Armand's Circle Park including Florida Friendly plantings (canopy trees), landscaping, irrigation, curb, sidewalk, central plaza seating area, signage, lighting, electrical and drainage improvements. <i>Completion of this project is not anticipated to raise operating costs (BID to maintain).</i>	BID	450	-	-	-	-	-
<b>ED-10</b>	<b>Affordable Housing (Housing Authority)</b> Funding to redevelop the 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>	County	525	1,750	2,950	-	-	-
		Community Hsg	605	-	-	-	-	-
		SHIP	2,000	1,000	1,000	420	-	-
		Penny 3	957	-	-	-	-	-
		TIF	-	-	-	-	-	-
<b>Subtotal - ECONOMIC DEVELOPMENT/RECOVERY</b>			<b>\$ 17,010</b>	<b>\$ 5,883</b>	<b>\$ 5,515</b>	<b>\$ 9,416</b>	<b>\$ 6,247</b>	<b>\$ 3,322</b>

**ILLUSTRATION CI-1  
CAPITAL IMPROVEMENT PROGRAM**

Project Number	Project Name & Description	PROJECT BUDGET						
		Funding	Reappropriation	2011-12	2012-13	2013-14	2014-15	2015-16
<b>TRANSPORTATION AND MOBILITY</b>								
<b>Mobility Master Plan</b>								
The Mobility Master Plan is in the development stages, and upon it's completion and subsequent adoption, staff anticipates all mobility and transportation related projects will be incorporated through this plan.								
<b>T&amp;M-1</b>	<b>Mobility Project Funding</b> To implement mobility and transportation related projects developed through the "Mobility Master Plan".	Impact Fees	-	-	-	-	-	1,430
		Penny 3	-	-	-	-	750	750
<b>T&amp;M-5</b>	<b>Wayfinding Signage</b> The Wayfinding System Project includes gateway signs, motorist directional signs, parking resources signage, and pedestrian directional signage. This project is planned to be completed by the Fall of 2011.  Funding provided by DID - is for the "KIOSKS" only. <i>The completion of this project will increase the City's annual operating costs \$200,000 for maintenance per year.</i>	TIF	1,039	-	-	-	-	-
		Penny 3	642	-	-	-	-	-
		DID	40	-	-	-	-	-
		C&VB	10	-	-	-	-	-
<b>T&amp;M-6</b>	<b>Pedestrian Sleeves - Fruitville Road</b> Phase I - the interim project includes the milling and resurfacing of Fruitville Road from US 301 to US 41 with new landscaping, crosswalks and striping. Phase II - the Long Range Project includes revised corner treatments, pedestrian refuge areas, lighting and beautification.  <i>This project will provide short-term improvements and raise annual maintenance costs by \$3,000.</i>	TIF	760	-	-	-	-	-
		FDOT	400	-	-	-	-	-
<b>T&amp;M-7</b>	<b>Residential Traffic Calming Program</b> <i>The completion of this project will increase the City's annual operating costs \$15,000 per project.</i>	Gas Tax	115	50	50	-	-	-
		Penny 2	247	-	-	-	-	-
<b>T&amp;M-8</b>	<b>City Wide Traffic Calming</b> Traffic calming components to transportation mobility projects, as determined by the City Commission.	Penny 3	-	-	-	-	50	50
<b>T&amp;M-9</b>	<b>Bayfront Connectivity Plan</b> Design and permitting of elements of the Bayfront Connectivity Plan. Determination of project to design will be based on which element received grant funding. Staff has requested funds for both the US 41 and Main Street, and US 41 and Orange Avenue Roundabouts.	Penny 2	406	-	-	-	-	-
<b>T&amp;M-10</b>	<b>US 41 and 10th Street Roundabout</b>	Impr.	750	-	418	-	-	-
<b>L-O-S</b>	Construction of enhanced crosswalks and pedestrian shade structures. Design and construct a traffic calming/gateway/roundabout improvements with streetscape improvements.  <i>The completion of this project will increase the City's annual operating costs \$10,000 per year.</i>	MPO CMS	-	-	-	800	-	-
		Impact Fees	600	-	2,100	-	-	-
		\$0.05 LOFT	250	-	-	-	-	-
<b>T&amp;M-11</b>	<b>US 41 and 14th Street Roundabout</b> Design and construct traffic calming/gateway/roundabout improvements with streetscape improvements.	Impact Fees	-	-	842	-	-	-
<b>L-O-S</b>	<i>The completion of this project will increase the City's annual operating costs \$10,000 per year.</i>	Penny 3	-	-	843	-	-	-
		\$0.05 LOFT	252	-	-	-	-	-
<b>T&amp;M-12</b>	<b>1st St. &amp; US 41, Main St. &amp; US 41, Ringling Blvd. &amp; US 41</b> Short term improvements such as shade structures and enhanced crosswalks. Design for longer term pedestrian improvements and signal timing modifications.	Penny 2	435	-	-	-	-	-
		Penny 3	50	-	-	-	-	-
<b>T&amp;M-13</b>	<b>US 41 and Fruitville Road Roundabout</b> Design and Construct roundabout with shared use path at Fruitville Rd intersection with roadway improvements from North of Boulevard of the Arts to South of Fruitville Rd with north portion of shared use path.  <i>The completion of this project will increase the City's annual operating costs \$10,000 per year.</i>	Impact Fees	6,800	-	-	-	-	-
<b>L-O-S</b>								

**ILLUSTRATION CI-1  
CAPITAL IMPROVEMENT PROGRAM**

Project Number	Project Name & Description	PROJECT BUDGET						
		Funding	Reappropriation	2011-12	2012-13	2013-14	2014-15	2015-16
<b>T&amp;M-14</b>	<b>US 41 and Gulfstream Roundabout</b> This intersection is presently operating at LOS "F", not meeting the adopted LOS. This project will improve the LOS of the intersection, add capacity to the roadway and reduce delay for the design year of 2035. This project does replace an existing signal.	Federal Highway Grant	-	-	-	-	-	5,000
<b>L-O-S</b>	<i>The completion of this project will increase the City's annual operating costs \$10,000 per year.</i>	Undetermined	-	-	-	-	-	490
<b>T&amp;M-15</b>	<b>US 41 &amp; Main Street Roundabout and MURT</b> Construction of a roundabout, design and construction of a widened sidewalk and MURT section.  The completion of this project will increase the City's annual operating costs \$10,000 per year.	TIF	210	-	-	-	-	-
<b>T&amp;M-16</b>	<b>US 41 and Orange Avenue Roundabout</b> This intersection is presently operating at LOS "F", not meeting the adopted LOS. This project will improve the LOS of the intersection, add capacity to the roadway and reduce delay for the design year of 2035. This project does replace an existing signal.	Impact Fees	-	-	-	-	500	-
<b>L-O-S</b>	<i>The completion of this project will increase the City's annual operating costs \$10,000 per year.</i>							
<b>T&amp;M-17</b>	<b>Bradenton Road</b> Rebuild two-lane roadway with two roundabouts, streetscape and landscape, walkways, lighting, pedestrian crossings, and limited medians from 32nd St. 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>	Penny 2	3,626	-	-	-	-	-
		Rev Bonds	1,000	-	-	-	-	-
<p><i>Note: MPO CMS Funding (requires FDOT/MPO approval and public right of way must be available) Impact Fees (for projects that provide additional capacity from development) Mobility Fees (guidelines to be developed as part of new funding program)</i></p>								
<b>Multi-Use Recreational Trails (MURT)</b>								
<b>T&amp;M-22</b>	<b>General MURT Project Funding</b> This project includes design and construction of various Multi-Use-Recreational-Trails (MURTs), including the construction of the expansion of the School Avenue MURT (Phase II, which runs northward from Webber Street to Hyde Park Street), Sarasota Ave. Linear Park, and other MURT locations to be identified in the upcoming years. <i>The completion of this project will increase the City's annual operating costs \$15,000 for each phase of the project.</i>	Penny 3	-	-	-	-	-	750
<b>L-O-S</b>		Gas Tax	225	-	-	-	-	-
<b>T&amp;M-23, 24, 25</b>	<b>Bayfront/Keys MURT</b> This is for construction Lido Key/ Ben Franklin Dr. Multi-use Recreational Trail which began in March of 2011.  <i>The completion of the overall project will increase the City's annual operating costs \$70,000 (3/4 FTE plus materials).</i>	FDOT	600	-	-	-	-	-
<b>L-O-S</b>		FDEP/FRDAP	136	-	-	-	-	-
		Penny 2	130	-	-	-	-	-
		\$0.05 LOFT	263	-	-	-	-	-
<b>T&amp;M-26</b>	<b>Bicycle Route Improvements</b>  For minor improvements to the bicycle route system which may include smaller missing segments and striping.	Gas Tax	50	50	50	50	50	50
<b>L-O-S</b>		\$0.05 LOFT	50	-	-	-	-	-
		Penny 3	-	-	-	-	400	-
<b>T&amp;M-28</b>	<b>Traffic Signalization/Intersection Upgrades - City Wide</b>  Signal replacements, modifications to the signal system for transition to and operation of the ATM's system, and other intersection projects such as roundabouts, improvements needed for a downtown circulator, and upgrades to basic infrastructure. <i>The completion of this project is not anticipated to increase the City's annual operating costs.</i>	Gas Tax	130	60	60	60	60	60
<b>L-O-S</b>		Penny 2	180	200	-	-	-	-

**ILLUSTRATION CI-1  
CAPITAL IMPROVEMENT PROGRAM**

Project Number	Project Name & Description	PROJECT BUDGET						
		Funding	Reappropriation	2011-12	2012-13	2013-14	2014-15	2015-16
T&M-30 L-O-S	<b>Palm Avenue &amp; Ringling Boulevard Roundabout</b> Construct a modern roundabout, improve pedestrian facilities, and add some on street parking. The costs for upgrading and/or relocating utility lines is included in estimated project costs. This project will be completed in the Fall of 2011. <i>The completion of this project will increase the City's annual operating costs \$25,000 per year.</i>	\$.05 LOFT	8	-	-	-	-	-
		FDOT	727	-	-	-	-	-
T&M-31 L-O-S	<b>Ringling Boulevard &amp; Pineapple Roundabout</b> Construct a modern roundabout, improve pedestrian facilities, and add some on street parking. <i>The completion of this project will increase the City's annual operating costs \$25,000 per year.</i>	Grants	616	-	-	-	-	-
T&M-32  L-O-S	<b>ATMS Project</b> Design, construction and timing implementation to replace traffic controllers, cabinet and other components and installing fiber to upgrade our signal system so it can operate as part of the bi-county regional ATMS system. After implementation City signals will be monitored at a regional center and reoccurring costs will need to be covered.	Impact Fees	500	-	-	-	-	-
		Penny 3	-	125	-	-	-	-
		Penny 2	1,472	-	-	-	-	-
<b>Subtotal - TRANSPORTATION/MOBILITY</b>			\$ 22,719	\$ 485	\$ 4,363	\$ 910	\$ 1,810	\$ 8,580

**ILLUSTRATION CI-1  
CAPITAL IMPROVEMENT PROGRAM**

Project Number	Project Name & Description	PROJECT BUDGET						
		Funding	Reappropriation	2011-12	2012-13	2013-14	2014-15	2015-16
<b>QUALITY OF LIFE</b>								
Q-1	<b>Arlington Park Facility Improvements</b> Renovations and improvements of the existing recreational facilities, along with the potential construction of a new community/recreational meeting room. <i>The completion of this project will increase the City's annual operating costs \$20,000 per year.</i>	Penny 3	-	500	500	-	-	-
Q-2	<b>Parks &amp; Recreation Facilities Upgrades</b> Project will replace/upgrade children's playground equipment, including providing handicapped 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. \$550,000 is dedicated for both the Lido Beach Restroom rehabilitation and the Arlington Park Pool rehabilitation. <i>The completion of this project is not anticipated to increase the City's annual operating costs.</i>	Penny 3	675	150	150	175	175	200
Q-3	<b>Payne Park - Phase II</b> Phase II has been reduced to construction of the "Circus Theme" children's play area only. Phase III will include the picnic area, new community building/improvements with public restrooms, additional parking lots, renovation of the baseball memorial, a band shell and US 301 signage. <i>The completion of this project will increase the City's annual operating costs \$25,000 for Phase II.</i>	Penny 3	890	300	200	300	-	-
Q-4	<b>Lido Beach Pavilion Improvements</b> In order to maintain a structure in the harsh environment of coastal Florida, capital funds will be needed to bring the building up to current code and hurricane standards, along with plumbing, electrical and storefront remodeling. <i>The completion of this project is not anticipated to increase the City's annual operating costs.</i>	Penny 3	-	-	-	-	-	250
Q-5	<b>Neighborhood Action Strategies</b> Continue to fund infrastructure improvements to eligible neighborhoods as part of neighborhood planning process. Annual operating cost increases will be defined based upon final design of the project.	Penny 3	354	-	50	50	50	50
Q-6	<b>Payne Park &amp; Municipal Auditorium</b> Required capital reinvestment in maintenance and rehabilitation of facilities. <i>Added the \$137,000 from 2011-12 to the \$40,000 for 2012-13, as funding has not been determined for this project.</i>	Undetermined	-	-	177	310	100	-
Q-7	<b>City Hall and Annex Improvements</b> Re-painting and repairing brick and stucco walls for City Hall Complex. This project is anticipated to be completed in FY 11/12. <i>The completion of this project is not anticipated to increase the City's annual operating costs.</i>	General Fund	100	-	-	-	-	-
Q-8	<b>City Hall and Annex HVAC Improvements</b> Replacement of air handlers and similar equipment.	General Fund	-	60	60	60	-	-
Q-9	<b>Sarasota Bayfront Mooring Field</b> Design, permitting construction and implementation of the Bayfront 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 109.6 acre mooring field area and a marine waste pump out boat. <i>The completion of this project is not anticipated to increase the City's annual operating costs.</i>	WCIND FBIP General Fund (Equip. Mtn. )	468 50 60	- - -	- - -	- - -	- - -	- - -
<b>Subtotal - QUALITY OF LIFE</b>			<b>\$ 2,597</b>	<b>\$ 1,010</b>	<b>\$ 1,137</b>	<b>\$ 895</b>	<b>\$ 325</b>	<b>\$ 500</b>

**ILLUSTRATION CI-1  
CAPITAL IMPROVEMENT PROGRAM**

Project Number	Project Name & Description	PROJECT BUDGET						
		Funding	Reappropriation	2011-12	2012-13	2013-14	2014-15	2015-16
<b>SUSTAINABILITY/ENERGY</b>								
S-2	<b>Street Tree Planting – Green Canopy Program</b>  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 \$5,000 per year.</i>	Grant (Forestry Health Improvement Initiative)  Penny 3	18  -	-  -	-  -	-  50	-  55	-  65
S-5	<b>Alderman Ditch/Trail/Brother Geenan Way</b>  This project will pipe the current north roadside ditch to eliminate a hazard for vehicles as  \$225,000 from County for 7 - kayak launches (this project being the first of the seven).	FDOT County JPA Penny 2 Penny 1 WCIND	- 400 255 57 80	- - - - -	286 - - - -	- - - - -	- - - - -	- - - - -
S-6	<b>Stormwater Utility Projects</b>  Funding for projects identified as "Level of Service" issues not addressed by the Interlocal	Penny 2	2,980	-	-	-	-	-
			53,047	11,988	14,927	13,531	10,697	14,727

**ILLUSTRATION CI-1  
CAPITAL IMPROVEMENT PROGRAM**

Project Number	Project Name & Description	PROJECT BUDGET						
		Funding	Reappropriation	2011-12	2012-13	2013-14	2014-15	2015-16
<b>POTABLE WATER - WATER SUPPLY FACILITIES PLAN</b>								
<b>Distribution System</b>								
<b>WU-33.0 L-O-S</b>	City-wide Transmission/Service Main Upgrade.	Rev Bonds	\$ -	2,000	-	-	-	-
<b>WU-44.0 L-O-S</b>	Upgrade/relocate water distribution system to accommodate proposed roadway projects.	Rev Bonds	1,000	-	-	-	-	-
		User Fees	-	500	250	250	250	250
<b>WU-57.0 L-O-S</b>	Water Meter Replacement Program (Siemens)	Rev Bonds	6,221	-	-	-	-	-
<b>WU-61.4</b>	Green Jobs Program (Siemens)	Rev Bonds	16	-	-	-	-	-
<b>Water Treatment Plant</b>								
<b>WU-35.1</b>	Reverse Osmosis Membrane Replacement	Hi Hat Proceeds	-	-	-	1,500	-	-
<b>WU-35.2 L-O-S</b>	Water Treatment Facility Improvements - Source water treatment alternative utilizing Nano Filtration Process	Rev Bonds	-	-	-	-	-	-
		User Fees	-	3,500	-	-	-	-
<b>WU-35.3 L-O-S</b>	Deep Well Injection (reduced and moved to Lido Lining 2.0M)	Rev Bonds	5,400	-	-	-	-	-
<b>Source of Supply: Verna Well Field and Downtown Wells</b>								
<b>WU-55.0</b>	Wellfields - Verna Raw Water Degassifier & H2S Control.	Rev Bonds	-	-	-	-	-	3,000
<b>WU-56.2 L-O-S</b>	30" Transmission Line Rehabilitation Verna to Plant	User Fees	-	-	-	400	-	1,000
		Hi Hat Proceeds	-	-	-	-	2,000	-
<b>WU-56.3</b>	Verna Pre-Treatment Facility Rehab	Rev Bonds	503	-	-	-	-	-
<b>WU-58.0 L-O-S</b>	New Downtown Wellfield Installation of 2 new wells and associated piping.	Rev Bonds	1,348	-	-	-	-	-
<b>WU-59.0 L-O-S</b>	Raw Water storage tank (10TH St Tank)	Hi Hat Proceeds	-	1,500	-	-	-	-
<b>Subtotal-POTABLE WATER-WATER SUPPLY FACILITIES</b>			<b>\$ 14,488</b>	<b>\$ 4,000</b>	<b>\$ 6,500</b>	<b>\$ 4,150</b>	<b>\$ 4,250</b>	<b>\$ 5,750</b>
<i>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.</i>								

**ILLUSTRATION CI-1  
CAPITAL IMPROVEMENT PROGRAM**

Project Number	Project Name & Description	PROJECT BUDGET						
		Funding	Reappropriation	2011-12	2012-13	2013-14	2014-15	2015-16
<b>SANITARY SEWER COLLECTION FACILITIES PLAN</b>								
<b>Waste Water Collection System</b>								
<b>WU-19.0</b>	Gravity Sewer Upgrade - Citywide sewer upgrade and inflow/infiltration (I&I) reduction programs for maintaining plant capacity.	Rev Bonds	\$ 2,000	-	-	-	-	-
		User Fees	-	1,900	1,900	1,900	1,900	1,900
<b>WU-19.0 NEW</b>	Lido Key Sewer Lining Project (from Deep well injection)	Rev Bonds	2,000	-	-	-	-	-
<b>WU-19.1</b>	Force Main Reconstruction (Check total amount) See NOTE Below.	Rev Bonds	1,400	3,360	-	-	-	-
		User Fees	-	-	300	300	400	2,000
		Hi Hat Proceeds	-	-	3,000	3,000	3,000	-
<b>WU-38.0</b>	Roadway Projects - Upgrade / relocate sanitary sewer collection systems to accommodate proposed roadway projects. See NOTE Below.	Rev Bonds	-	-	-	-	-	-
		User Fees	-	-	250	250	250	250
<b>Lift Stations</b>								
<b>WU-46.0</b>	Lift station rehabilitation - Select Lift Stations are rehabed based on a number of factors including age, operating efficiency and mandates. Includes WU 46.3 lift station 40, 38, 55, 13, 51, & 47	User Fees	-	1,000	1,000	1,000	1,000	1,200
		Hi Hat Proceeds	-	500	500	-	-	-
<b>WU-46.1</b>	Lift station 16 - Rehabilitation	User Fees	-	1,500	-	-	-	-
<b>WU-46.2</b>	Lift station 30 w'extended Force Main	Rev Bonds	-	-	-	-	1,800	-
<b>WU-46.4</b>	Lift Station 87 (replaces 7)							
<b>WU-46.6</b>	Radio Telemetry System Enhancements	User Fees	-	300	-	-	-	-
<b>WU-61.1</b>	Odor Control System LS #10, #16 and #40 (Siemens)	Rev Bonds	407	-	-	-	-	-
<b>Wastewater Treatment Plant</b>								
<b>WU-60.0</b>	Replacement/Rehabilitation includes Tank Repairs / Splitter Box Slab Repairs	User Fees	-	500	400	400	400	400
<b>WU-60.2</b>	Nitrification Basin Improvement. Includes Piping	Rev Bonds	2,000	-	-	-	-	-
<b>WU-61.2</b>	Odor Control System WTP (Siemens)	Rev Bonds	609	-	-	-	-	-
<b>WU-61.3</b>	Lighting & Sensors Plants (Siemens)	Rev Bonds	59	-	-	-	-	-
<b>Compost Plant</b>								
<b>WU-59.2</b>	Modifications to facility for regional biosolids process. *Funding for this project has been redirected to WU 35.4	Rev Bonds	-	800	-	-	-	-
		User Fees	200	-	-	-	-	-
<b>Reclaimed Water System Expansion</b>								
<b>WU-40.0</b>	Expand urban reclaimed water distribution system to residential neighborhoods. See NOTE Below.	User Fees	-	-	500	500	-	-
		Rev Bonds	-	-	-	-	500	500
<b>Subtotal-SANITARY SEWER COLLECTION FACILITIES</b>			<b>\$ 8,675</b>	<b>\$ 9,860</b>	<b>\$ 8,750</b>	<b>\$ 9,150</b>	<b>\$ 9,250</b>	<b>\$ 6,250</b>
<i>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.</i>								
<b>Total- Utilities</b>			<b>\$ 23,163</b>	<b>\$ 13,860</b>	<b>\$ 15,250</b>	<b>\$ 13,300</b>	<b>\$ 13,500</b>	<b>\$ 12,000</b>
<b>CAPITAL IMPROVEMENT PLAN TOTAL:</b>			<b>\$ 76,210</b>	<b>\$ 25,848</b>	<b>\$ 30,177</b>	<b>\$ 26,831</b>	<b>\$ 24,197</b>	<b>\$ 26,727</b>

## ILLUSTRATION CI-2 CAPITAL IMPROVEMENT PROGRAM

### SUMMARY OF CAPITAL IMPROVEMENTS BY PROJECT TYPE

Cost by Year in Thousands

Project Type	Reappro- priated Funds	2011-12	2012-13	2013-14	2014-15	2015-16	5 Year Total 2012-16
Critical Infrastructure Items	\$ 3,584	\$ 2,545	\$ 1,550	\$ 150	\$ 150	\$ 150	\$ 8,129
Enhancement Project Funding	3,347	2,065	2,076	2,110	2,110	2,110	13,818
Economic Development/ Recovery	17,010	5,883	5,515	9,416	6,247	3,322	47,393
Transportation and Mobility	22,719	485	4,363	910	1,810	8,580	38,867
Quality of Life	2,597	1,010	1,137	895	325	500	6,464
Sustainability/Energy	3,790	-	286	50	55	65	4,246
Water Supply Facilities Plan	14,488	4,000	6,500	4,150	4,250	5,750	39,138
Sewer Collection Facilities Plan	8,675	9,860	8,750	9,150	9,250	6,250	51,935
<b>Total</b>	<b>\$ 76,210</b>	<b>\$ 25,848</b>	<b>\$ 30,177</b>	<b>\$26,831</b>	<b>\$ 24,197</b>	<b>\$ 26,727</b>	<b>\$ 209,990</b>

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	2011-12	2012-13	2013-14	2014-15	2015-16	5 Year Total 2012-16
Grants/Other Governments	6,590	2,441	4,531	7,221	5,593	6,910	33,286
Gas Taxes	830	280	280	230	230	230	2,080
\$.05 Local Option Fuel Tax	3,084	1,850	1,850	450	450	450	8,134
Penny Tax	12,643	200	-	-	-	-	12,843
Penny Tax - Phase 3	6,158	3,870	4,303	3,685	3,170	3,805	24,991
St. Armands BID Tax	450	-	-	-	-	-	450
Downtown Improvement District	40	-	-	-	-	-	40
Revenue Bonds	23,963	6,160	-	-	2,300	3,500	35,923
User Fees	1,032	5,700	11,750	8,800	6,200	8,500	41,982
Tourist Development Tax	1,557	395	395	395	395	395	3,532
General Fund	160	60	60	60	-	-	340
Housing and SHIP Funds	605	-	-	-	-	-	605
Impact Fees	7,900	-	2,942	-	500	1,430	12,772
Tax Increment Financing	10,756	1,897	389	380	259	517	14,198
Sarasota County	432	-	-	-	-	-	432
Convention & Visitors Bureau	10	-	-	-	-	-	10
Equipment Replacement Fund	-	995	-	-	-	-	995
Hi Hat Proceeds	-	2,000	3,500	4,500	5,000	-	15,000
To Be Determined	-	-	177	1,110	100	990	2,377
<b>Total</b>	<b>\$ 76,210</b>	<b>\$ 25,848</b>	<b>\$ 30,177</b>	<b>\$ 26,831</b>	<b>\$ 24,197</b>	<b>\$ 26,727</b>	<b>\$ 209,990</b>

Source: City of Sarasota Finance Department.

ILLUSTRATION CI-4  
CAPITAL IMPROVEMENT PROGRAM

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

	2010-11 <u>Budget</u>	2010-11 Amended <u>Budget</u>	2011-12 <u>Budget</u>	2012-13 <u>Projected</u>
<b>REVENUES</b>				
Penny Sales Tax	\$ -	\$ -	\$ -	\$ -
Miscellaneous	125,000	125,000	115,000	-
	<u>125,000</u>	<u>125,000</u>	<u>115,000</u>	<u>-</u>
<b>EXPENDITURES</b>				
Street Trees	-	66,538	-	-
Orange Ave. - 10th to 17th Street	-	350,000	-	-
New Sidewalks - City Wide	-	149,513	-	-
Alta Vista Sidewalk	-	30,000	-	-
Street Reconstruction	-	1,665,187	-	-
New Curb and Gutters	-	17,188	-	-
Residential Traffic Calming	-	277,373	-	-
Stormwater Utility Projects	-	4,151,752	-	-
Siesta Drive Streetscape	-	316,000	-	-
Unpaved Rights-of-Way	-	261,433	-	-
Handicapped Access Ramps/Other Imp	-	175,961	-	-
Bradenton Road	-	3,792,290	-	-
Pedestrian Sleeves	-	22,837	-	-
Police Vehicles	-	1,716	-	-
Seawall Reconstruction	-	311,680	-	-
Marion Anderson Site Clean-up	-	1,091,251	-	-
Robert L. Taylor Community Center	-	611,433	-	-
Alderman MURT	-	477,123	-	-
1st, Main & Ringling - CRA	-	450,000	-	-
Bayfront Connectivity Plan - CRA	-	406,000	-	-
Traffic Signalization	200,000	224,430	200,000	-
ATMS Project	-	1,472,000	-	-
US 301 Enhanced Landscaping	-	651,510	-	-
MURT N&S Blvd of Presidents	-	149,799	-	-
Fruitville Road Landscape Project	-	25,697	-	-
FDOT Downtown Study	-	1,911	-	-
Police Station Construction/Improvements	-	1,665	-	-
Shoreline Restoration Projects	-	679	-	-
FFGFC Bonds- \$2,500,000	321,399	321,399	-	-
Total Expenditures	<u>521,399</u>	<u>17,474,365</u>	<u>200,000</u>	<u>-</u>
Revenues over(under) Expenditures	(396,399)	(17,349,365)	(85,000)	-
Beginning Fund Balance	<u>1,123,442</u>	<u>17,893,199</u>	<u>965,960</u>	<u>880,960</u>
Ending Fund Balance	<u>\$ 727,043</u>	<u>\$ 543,834</u>	<u>\$ 880,960</u>	<u>\$ 880,960</u>

ILLUSTRATION CI-4  
CAPITAL IMPROVEMENT PROGRAM

**PENNY SALES TAX FUND  
PHASE 3**

	2010-11 Original Budget	2010-11 Ammended Budget	2011-12 Budget	2012-13 Projected	2013-14 Projected	2014-15 Projected	2015-16 Projected
<b>REVENUES</b>							
Penny Sales Tax	\$ 5,050,000	\$ 5,050,000	5,253,000	5,515,650	5,791,433	6,081,004	6,385,054
Miscellaneous	10,000	10,000	30,000	31,500	33,075	34,729	36,465
	<u>5,060,000</u>	<u>5,060,000</u>	<u>5,283,000</u>	<u>5,547,150</u>	<u>5,824,508</u>	<u>6,115,733</u>	<u>6,421,520</u>
<b>EXPENDITURES</b>							
Bobby Jones Clubhouse Replacement	-	-	150,000	-	1,000,000	-	-
Lido Beach Pavilion Improvements	-	-	-	-	-	-	250,000
Arlington Park Facility Improvements	-	-	500,000	500,000	-	-	-
Parks & Recreation Facilities Upgrades	675,000	675,000	150,000	150,000	175,000	175,000	200,000
City Wide Traffic Calming	-	-	-	-	-	50,000	50,000
ATMS Project	-	-	125,000	-	-	-	-
City-wide Wayfinding System	650,000	650,000	-	-	-	-	-
Street Reconstruction	-	1,150,000	1,200,000	1,200,000	1,250,000	1,250,000	1,250,000
Bicycle Network Improvements	-	-	-	-	-	400,000	-
Sidewalk Program	150,000	295,800	145,000	120,000	175,000	175,000	175,000
Multi-Use Recreational Trails	-	163,133	-	-	-	-	750,000
Landscape and Streetscape Improvements	25,000	25,000	100,000	30,000	50,000	50,000	50,000
Green Canopy Program	-	-	-	-	50,000	55,000	65,000
Street Tree Planting	10,000	10,000	-	10,000	15,000	15,000	15,000
Indian Beach Stormwater Program	-	150,000	-	-	-	-	-
Whitaker Bayou Greenway Park	-	-	-	-	-	-	-
Neighborhood Action Strategies	200,000	354,226	-	50,000	50,000	50,000	50,000
Affordable Housing (Housing Authority)	1,000,000	2,000,000	1,000,000	1,000,000	420,000	-	-
Newtown Entrance Plazas	100,000	-	-	-	-	-	-
Master Downtown Greenspace Plan	50,000	50,000	50,000	50,000	50,000	50,000	50,000
1st & 41, Main & 41, Ringling & 41	50,000	50,000	-	-	-	-	-
US 41 and 14th Street Roundabout	-	-	-	843,000	-	-	-
Payne Park - Phase II	1,000,000	1,000,000	300,000	200,000	300,000	-	-
Police Radios	-	-	150,000	150,000	150,000	150,000	150,000
Police Vehicle Replacements	600,000	632,107	450,000	450,000	450,000	450,000	450,000
Payne Park - Principal & Interest	395,828	395,828	400,396	403,592	408,865	413,723	419,211
R.L. Taylor - Principal & Interest	791,655	791,655	800,791	807,183	817,730	827,446	838,421
Payne Park Phase II Debt Capacity	-	-	-	-	-	506,222	500,734
Mobility Improvements (formerly 12th St W)	-	-	-	-	-	750,000	750,000
	<u>5,697,483</u>	<u>8,392,749</u>	<u>5,521,187</u>	<u>5,963,775</u>	<u>5,361,595</u>	<u>5,367,391</u>	<u>6,013,366</u>
Revenues over(under) Expenditures	(637,483)	(3,332,749)	(238,187)	(416,625)	462,913	748,342	408,154
Beginning Fund Balance	657,818	4,126,443	658,694	420,507	3,882	466,795	1,215,136
Ending Fund Balance	<u>\$ 20,335</u>	<u>\$ 793,694</u>	<u>\$ 420,507</u>	<u>\$ 3,882</u>	<u>\$ 466,795</u>	<u>\$ 1,215,136</u>	<u>\$ 1,623,290</u>
CIP Projects	\$ 3,910,000	\$ 6,573,159	\$ 3,870,000	\$ 4,303,000	\$ 3,685,000	\$ 3,170,000	\$ 3,805,000

## ILLUSTRATION CI-5

### CITY OF SARASOTA - PROJECTION OF DEBT SERVICE OBLIGATIONS

YEAR PLEDGED	PURPOSE	ORIGINAL AMOUNT ISSUED	TYPE REVENUES PLEDGED	2011-12	2012-13	2013-14	2014-15	2015-16	5-YEAR TOTAL
2007	General Obligation Bonds	46,305,000	Ad Valorem	2,829,094	2,828,294	2,828,769	2,824,969	2,828,513	14,139,639
2008	General Obligation Bonds	5,800,000	Ad Valorem	279,529	279,529	279,529	279,529	279,529	1,397,645
2009	Capital Improvement Revenue Bond	21,066,000	TIF/Penny Tax	2,104,433	2,126,765	2,157,884	2,187,945	2,220,881	10,797,908
2010	Sales Tax Payments Revenue Bond	8,260,000	OTTED Grant	504,513	497,121	494,200	495,667	495,465	2,486,966
1992	Special Obligation Refunding Bonds	19,555,000	TIF	1,755,000	1,880,000	2,010,000	2,145,000	2,280,000	10,070,000
2001B	First Florida Loan Payable	1,270,000	Special Assessment	136,925	141,675	135,350	139,025	137,150	690,125
2003	First Florida Loan Payable	5,150,000	TIF/Equipment Replacement	499,730	500,555	290,330	291,450	292,075	1,874,140
2005	First Florida Loan Payable	5,545,000	TIF	665,288	666,600	662,800	663,200	0	2,657,888
2002B	Water & Sewer Revenue Refunding Bonds	6,280,000	Water & Sewer Revenue	306,063	0	0	0	0	306,063
2004	Water & Sewer Revenue Refunding Bonds	9,915,000	Water & Sewer Revenue	511,250	508,850	510,850	512,050	0	2,043,000
2005	Water & Sewer Revenue Refunding Bonds	7,860,000	Water & Sewer Revenue	581,290	579,565	581,628	581,328	580,390	2,904,201
2010A	Water & Sewer Revenue Refunding Bonds	8,865,000	Water & Sewer Revenue	1,706,725	1,701,475	1,698,875	1,694,075	822,075	7,623,225
2010B	Water & Sewer Revenue Refunding Bonds	25,255,000	Water & Sewer Revenue	903,168	903,168	903,168	903,168	903,168	4,515,840
2011	Water & Sewer Revenue Refunding Bonds	21,885,000	Water & Sewer Revenue	1,784,494	1,998,694	2,008,094	2,005,494	2,001,294	9,798,070
1993	State Revolving Fund	3,744,303	Water & Sewer Revenue	228,141	228,141	0	0	0	456,282
		196,755,303		14,795,643	14,840,432	14,561,477	14,722,900	12,840,540	71,760,992

Source: City of Sarasota Finance Department

**ILLUSTRATION CI-6**

CITY OF SARASOTA, FLORIDA  
Computation of Legal Debt Margin  
September 30, 2011

Assessed valuation - 2010 roll	<u>\$7,322,222,525</u>
Bonded debt limit - 10% of assessed value	732,222,253
Amount of debt applicable to limitation	43,031,330
Legal debt margin	<u>\$ 689,190,923</u>

Source: City of Sarasota Finance Department

*Pages CI - 84 through CI - 88 are intentionally blank.*

# 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

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(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.