

NEW BRIDGE FOR  
TRANSIT/FRONTAGE ROAD  
CROSSING MYAKKAHATCHEE  
CREEK (TYPICAL OF 2)

NOTE: FIGURE BACKGROUND BASED ON  
FDOT CADD AERIAL FLOWN ON 12-18-98.

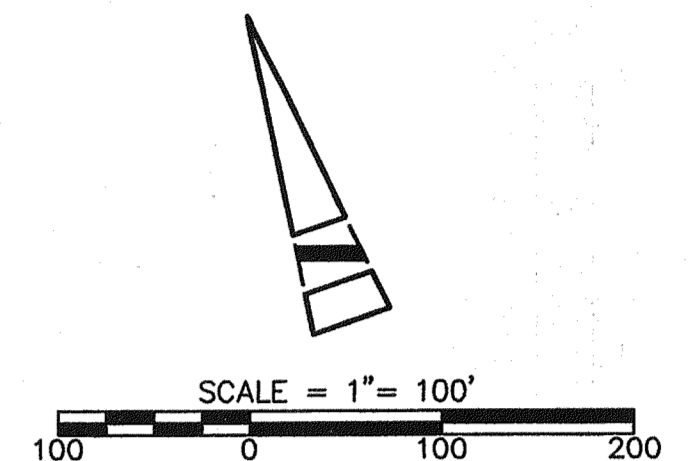
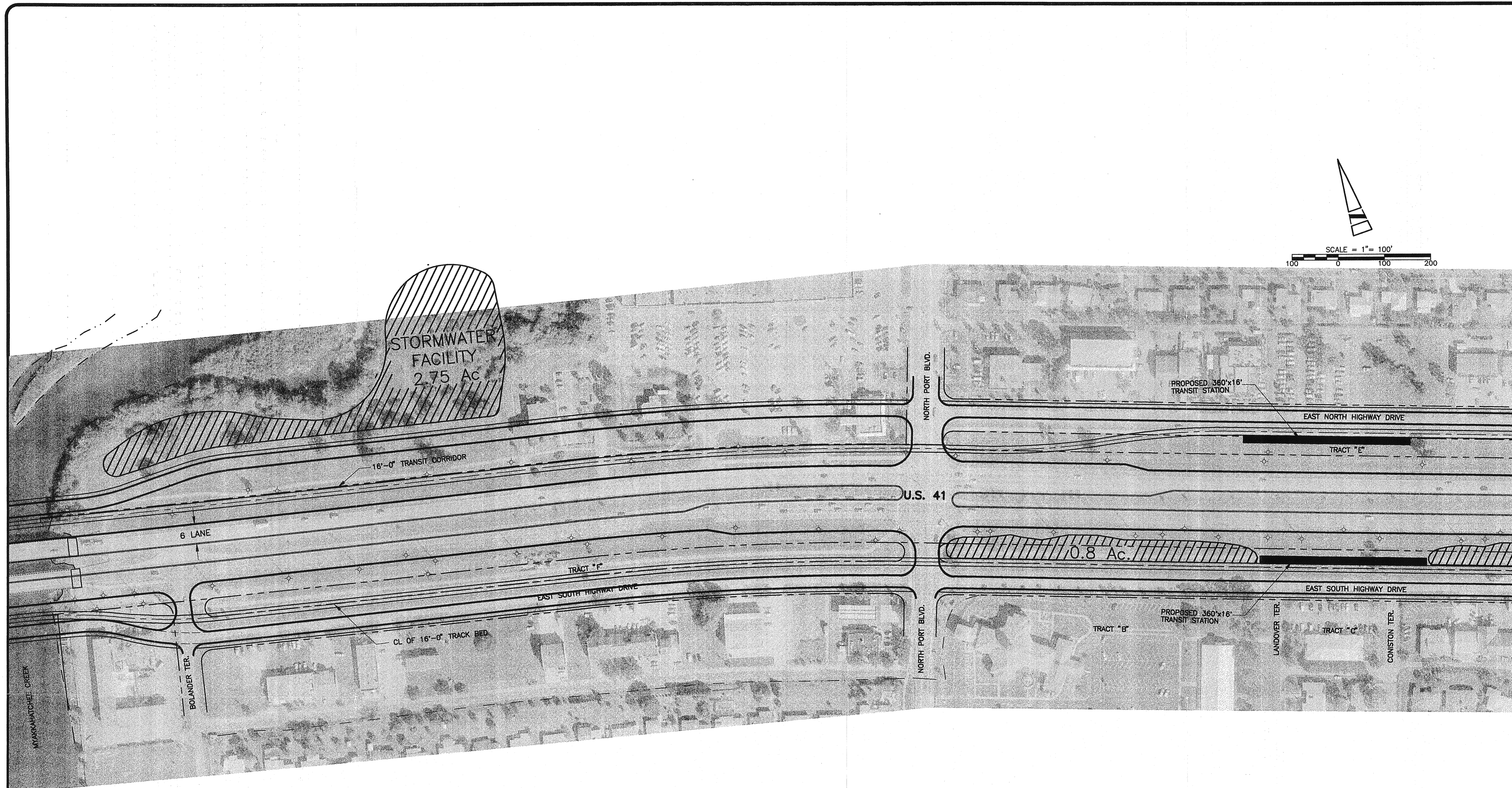
DESIGN NO.	REVISIONS	DATE
FW/AC		
AC/SC		
DATE		
PROJECT MANAGER	BRYAN T. VEITH	
REG. NO.	52791	
ACCOUNT	FW-N18-135-10	

**BOYLE**  
ENGINEERING CORPORATION  
5971 CATLERIDGE BLVD., SARASOTA, FL 34232  
TEL: (941) 377-8858 FAX: (941) 371-2559  
FL ENGINEERING BUSINESS NO. EP-2005

ULTIMATE CORRIDOR  
PLAN VIEW  
ROADWAY/ DRAINAGE/ TRANSIT

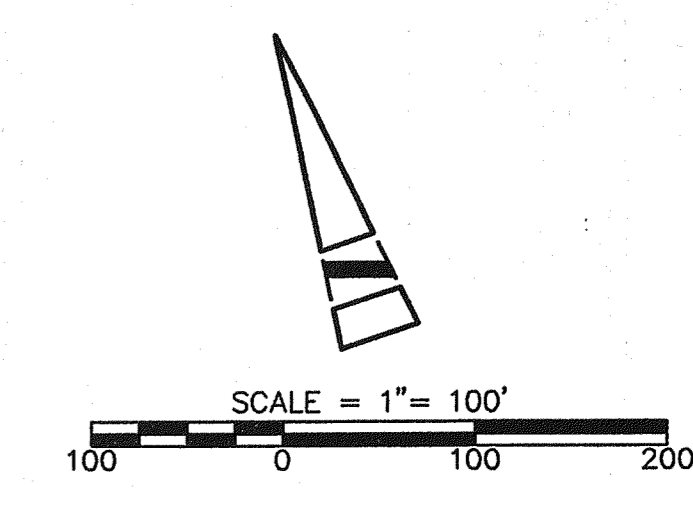
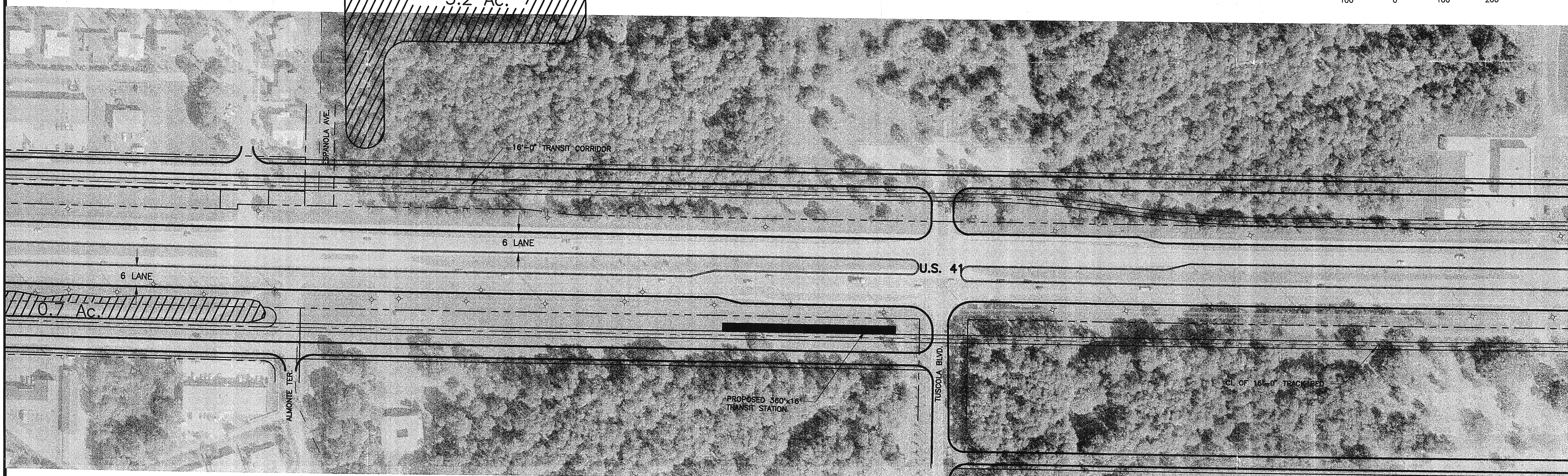
CITY OF NORTH PORT  
U.S. 41 CORRIDOR  
MASTER PLAN

DRAWING FILE  
N18\_135-10.DWG  
FIGURE  
B-2



DESIGN FW/AD	NO.	DATE	REVISIONS
DRAWN ATC/ABC			
DATE			
PROJECT MANAGER <b>BRYAN T. VEITH</b>			
REG. NO. <b>52791</b>			
ACCOUNT: FW-118-135-10			
<b>BOYLE</b>			
ENGINEERING CORPORATION			
5971 CATTLEBIDGE BLVD. SARASOTA, FL 34232			
TEL: (941) 557-2559 FAX: (941) 557-2559			
FL ENGINEERING BUSINESS REG. EB-2625			
CITY OF NORTH PORT			
U.S. 41 CORRIDOR			
MASTER PLAN			
ULTIMATE CORRIDOR			
PLAN VIEW			
ROADWAY / DRAINAGE / TRANSIT			
DRAWING FILE			
N18_135-10.DWG			
FIGURE			
<b>B-3</b>			

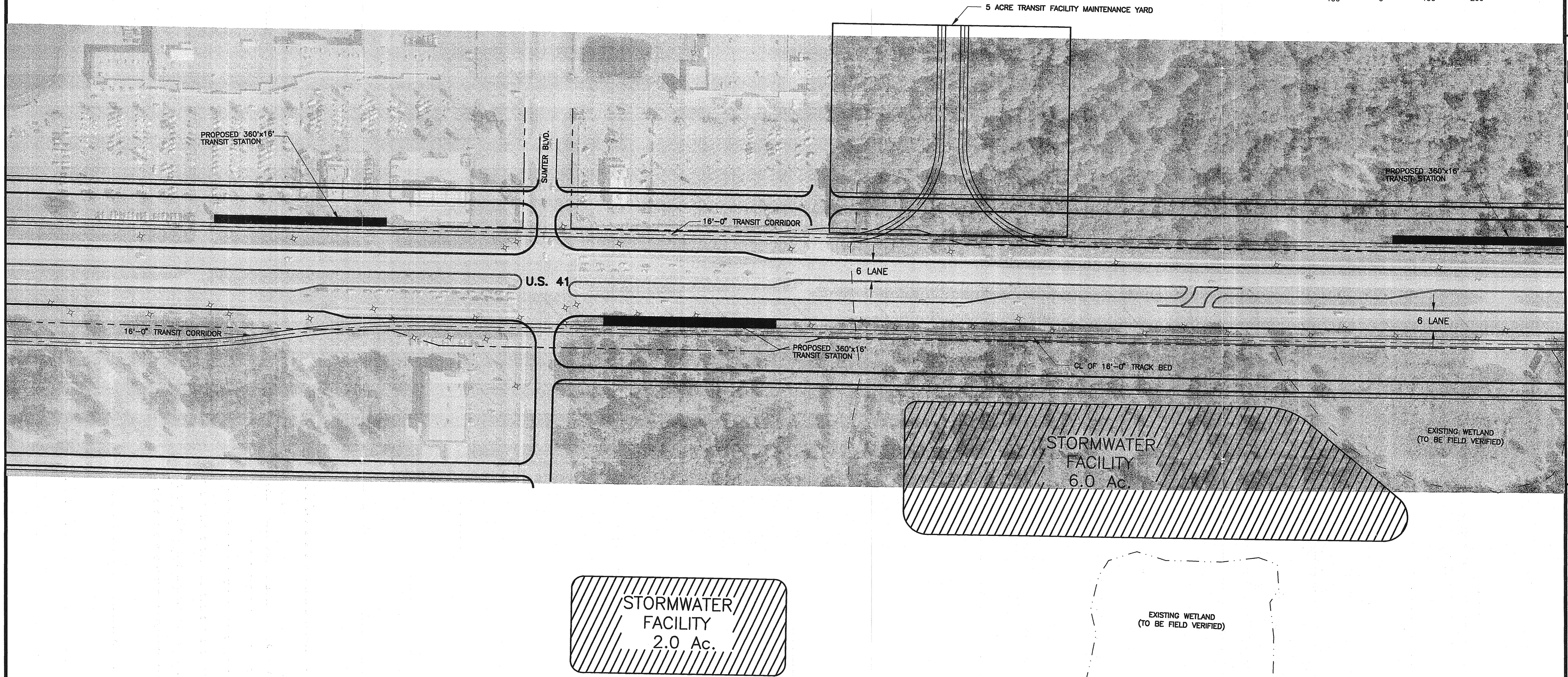
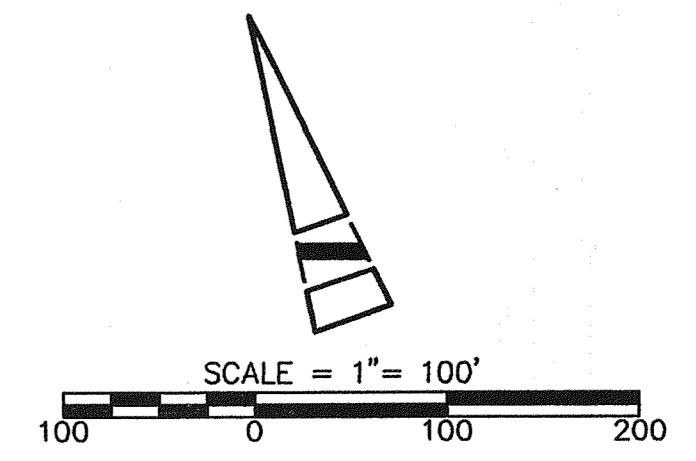
NOTE: FIGURE BACKGROUND BASED ON  
FDOT CADD AERIAL FLOWN ON 12-18-98.



CITY OF NORTH PORT	U.S. 41 CORRIDOR MASTER PLAN		DRAWING FILE N18_135-10.DWG
	ULTIMATE CORRIDOR PLAN VIEW ROADWAY/ DRAINAGE/ TRANSIT		
PROJECT MANAGER <b>BRYAN T. VEITH</b>	DESIGN	NO.	DATE
	PH/AC		
REG. NO. <b>52781</b>	DRAWN	NO.	DATE
	AC/BC		
ACCOUNT: FW-N18-135-10			AUG 2000
<b>BOYLE</b>			
ENGINEERING CORPORATION 5971 CATLERIDGE BLVD. SARASOTA, FL 34232 TEL (813) 555-8888 FAX (813) 555-2029 FL ENGINEERING BUSINESS NO. EB-2029			

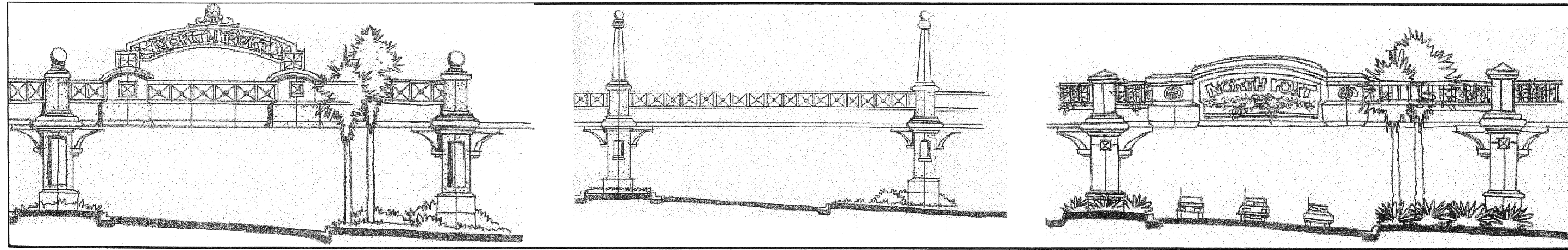
NOTE: FIGURE BACKGROUND BASED ON FDOT CADD AERIAL FLOWN ON 12-18-98.

FIGURE  
**B-4**

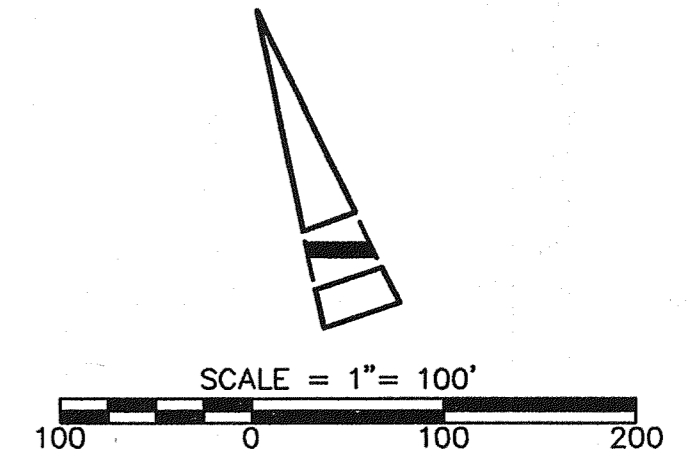


NOTE: FIGURE BACKGROUND BASED ON  
FDOT CADD AERIAL FLOWN ON 12-18-98

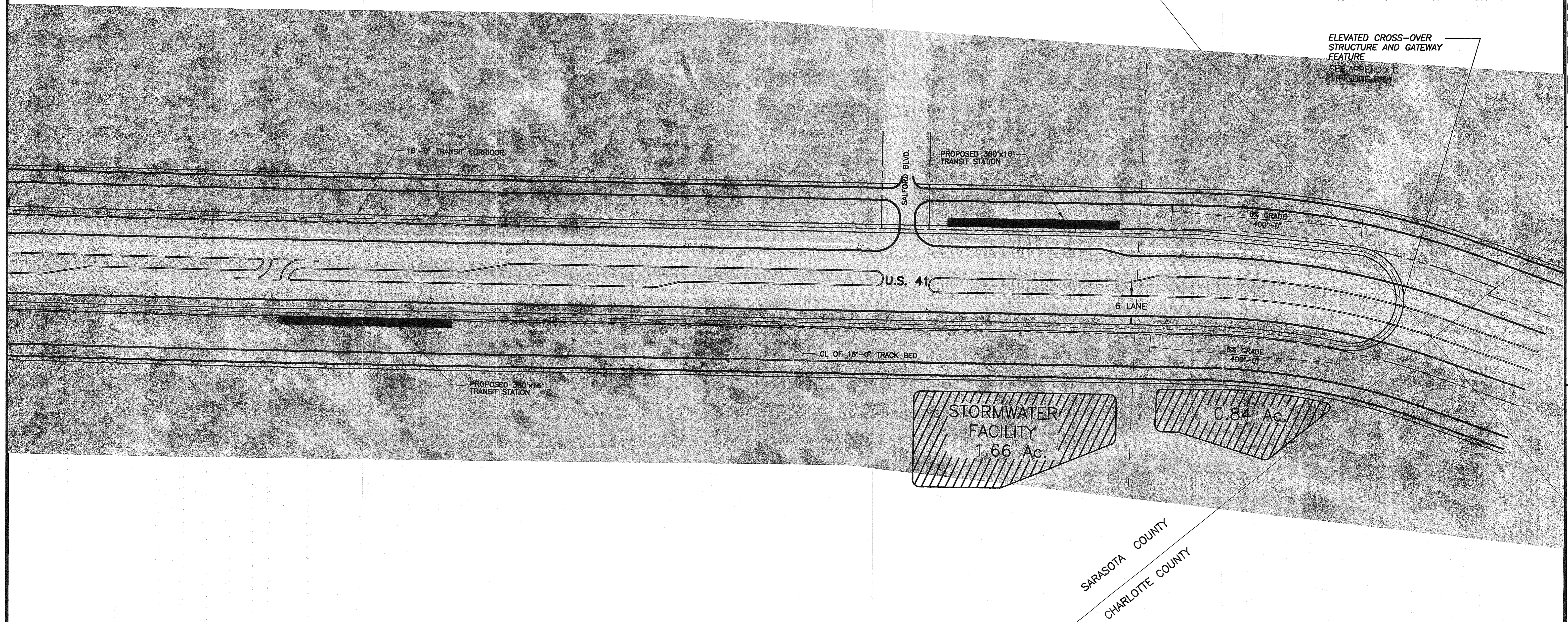
PROJECT MANAGER <b>BRYAN T. VEITH</b>	DESIGN	NO.	REVISIONS	DATE
	FW/TC			
	DRAWN			
	AC/REC			
REG. NO. <b>52791</b>	ACCOUNT: FW-N18-135-10			
<b>BOYLE</b> ENGINEERING CORPORATION 5971 CATTLECRIDE BLVD., SARASOTA, FL 34232 TEL: (941) 377-8868 FAX: (941) 371-2569 FL ENGINEERING BUSINESS NO. EB-2003				
ULTIMATE CORRIDOR PLAN VIEW ROADWAY/ DRAINAGE/ TRANSIT				
CITY OF NORTH PORT U.S. 41 CORRIDOR MASTER PLAN				
DRAWING FILE				
N18_135-10.DWG				
FIGURE				
B-5				



PROPOSED GATEWAY FEATURES



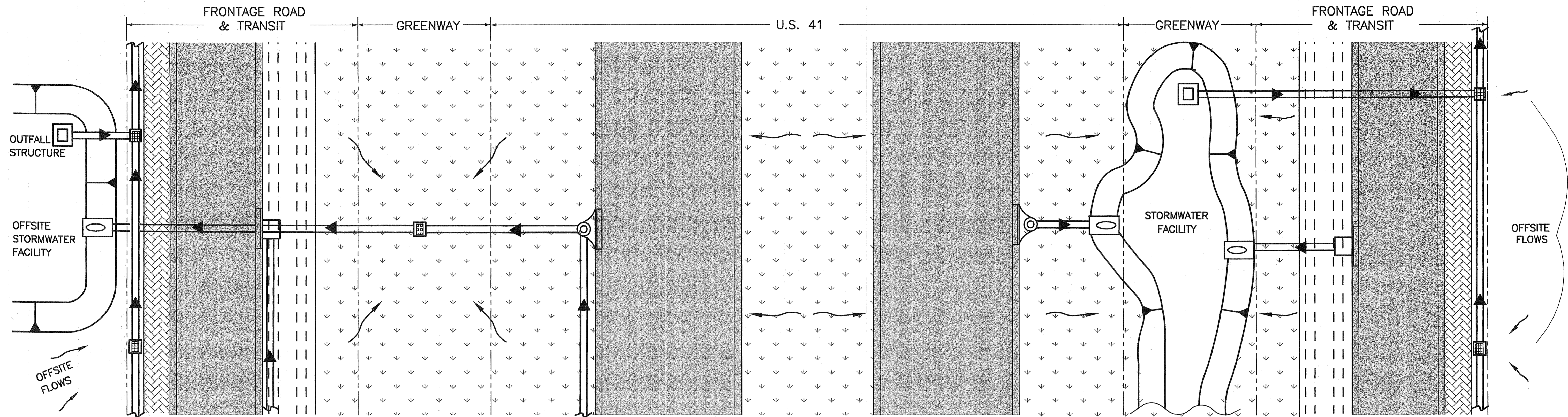
ELEVATED CROSS-OVER  
STRUCTURE AND GATEWAY  
FEATURE  
SEE APPENDIX C  
(FIGURE C-2)



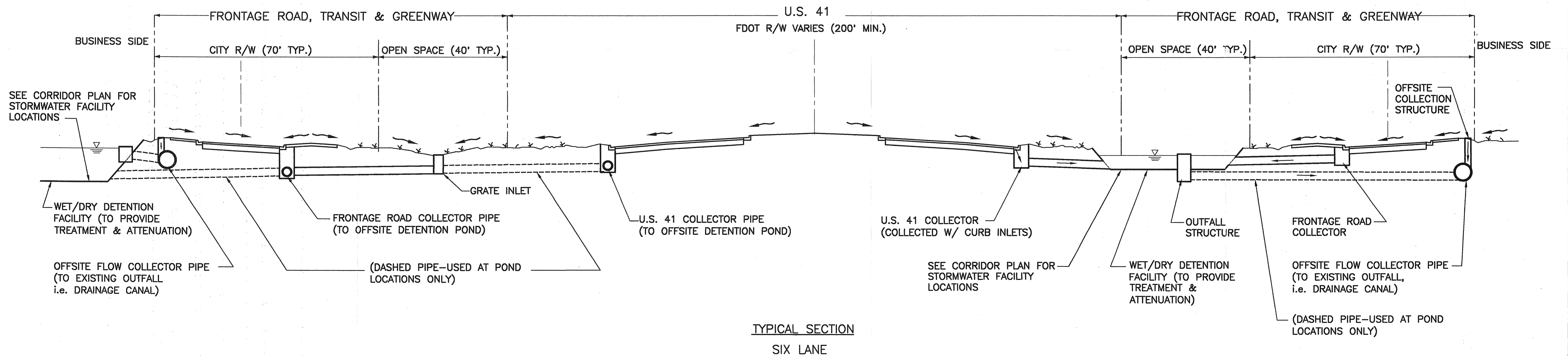
SARASOTA COUNTY  
CHARLOTTE COUNTY

NOTE: FIGURE BACKGROUND BASED ON  
FDOT CADD AERIAL FLOWN ON 12-18-98.

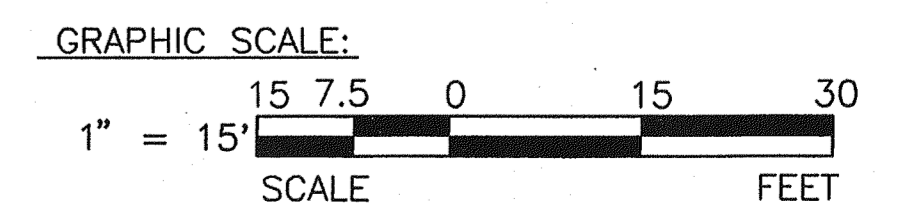
DATE	
REVISIONS	
NO.	
DESIGN	
PR/AC	
DRAWN	
AT/SEC	
DATE	
	AUG 2000
PROJECT MANAGER	BRYAN T. VEITH
REG. NO.	52791
ACCOUNT	FW-N18-135-10
<b>BOYLE</b>	
ENGINEERING CORPORATION	
5971 CATTLEBUSH BLVD. SARASOTA, FL 34232	
TEL: (941) 377-8888 FAX: (941) 371-2569	
FL ENGINEERING BUSINESS NO. EP-2005	
ULTIMATE COORDINATOR	PLAN VIEW
ROADWAY / DRAINAGE / TRANSIT	
CITY OF NORTH PORT	U.S. 41 CORRIDOR
	MASTER PLAN
DRAWING FILE	N18_135-10.DWG
FIGURE	B-6



TYPICAL PLAN AT STORMWATER FACILITY LOCATIONS  
SIX LANE

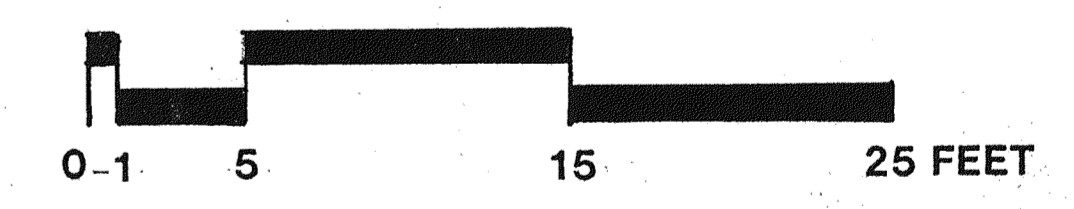
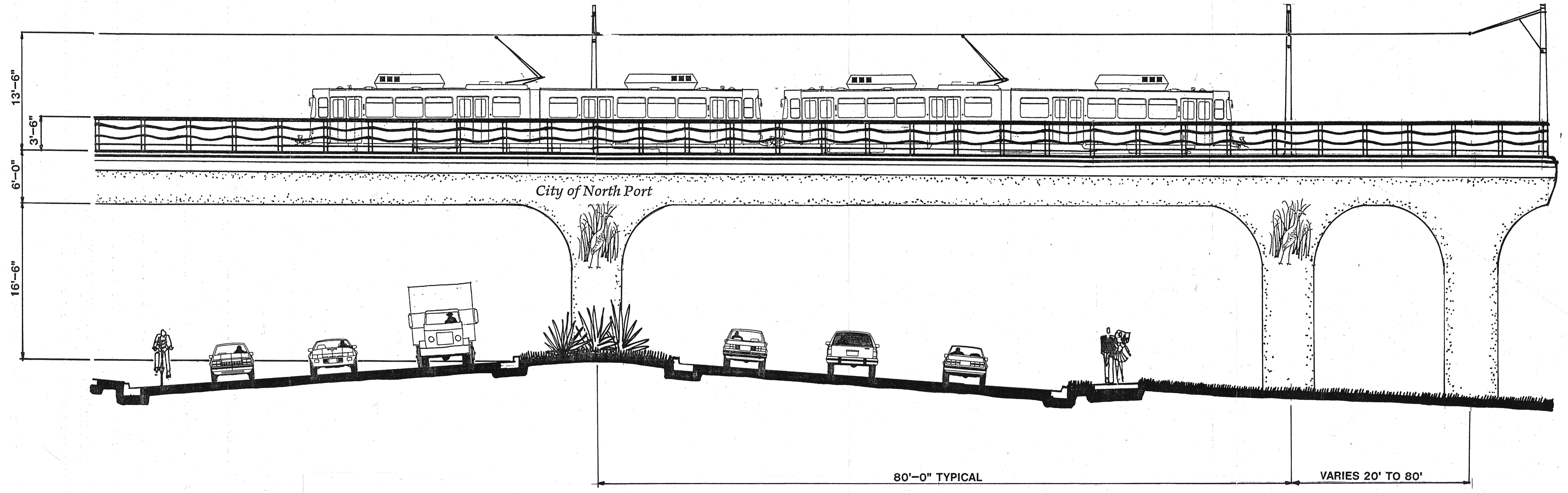


TYPICAL SECTION  
SIX LANE



DWG: \\sawyer\cadd\files\18 (north port)\18-135-10(us41 corridor)\typsdallr User: KCooper  
 Time: 06-05-00 4:31:54 PM XRef: Files:

DATE	
REVISIONS	
DESIGN NO.	
TITLE	
DRAWN	
DATE	
BY	
PROJECT MANAGER	BRYAN T. VEITH
REG. NO.	62791
ACCOUNT	FW-115-135-10
<b>BOYLE</b> ENGINEERING CORPORATION 5971 CANTERBURY BLVD., STE. 200, SARASOTA, FL 34232 TEL: (941) 552-2889 FAX: (941) 552-2888 FL ENGINEERING BUSINESS NO. 121-2000	
TYPICAL DRAINAGE PLAN & SECTION SIX LANE	
CITY OF NORTH PORT U.S. 41 CORRIDOR MASTER PLAN	
DRAWING FILE	typsdallr.dwg
FIGURE	C-1



PROJECT MANAGER	BRYAN T. VEITH
REG. NO.	52791
ACCOUNT	FW-NIB-135-10
DATE	AUG 2009
DESIGN NO.	
REVISIONS	
DATE	

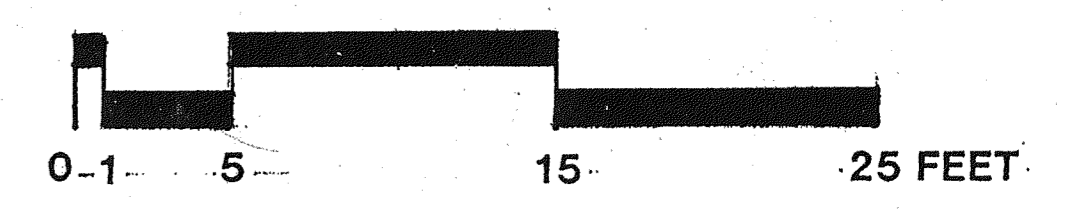
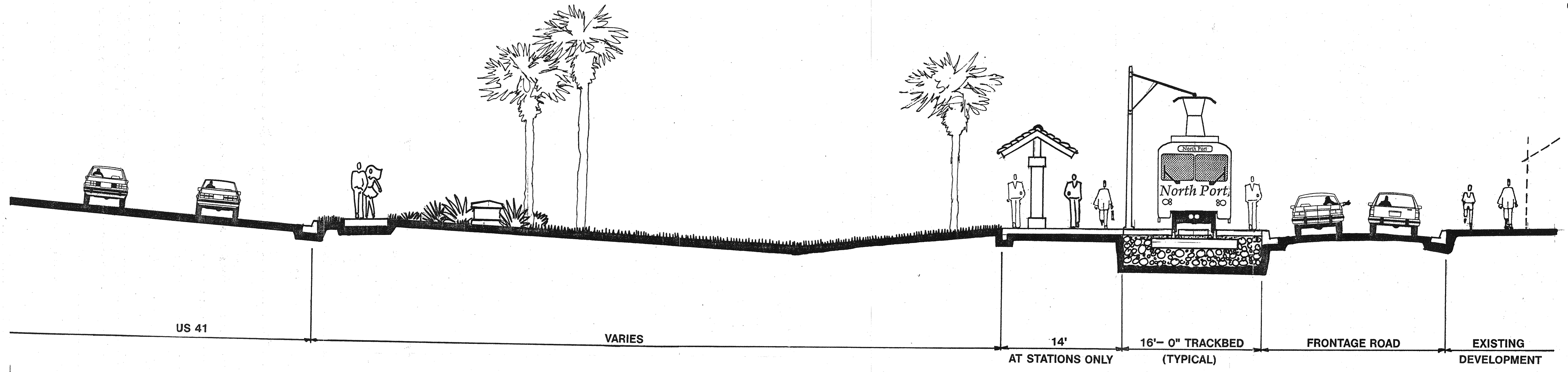
**BOYLE**  
ENGINEERING CORPORATION

TYPICAL SECTION  
LIGHT RAIL TRANSIT OPTION

CITY OF NORTH PORT  
US 41 CORRIDOR  
MASTER PLAN

DRAWING FILE  
FIGURE  
C-2

CROSS-OVER STRUCTURE TYPICAL SECTION



PROJECT MANAGER	BRYAN T. VEITH
REG. NO.	52791
ACCOUNT	FW-110-135-10
DESIGN NO.	
DRAWN	
DATE	AUG 2000
REVISIONS	
DATE	

**BOYLE**  
ENGINEERING CORPORATION

TYPICAL SECTION  
LIGHT RAIL TRANSIT OPTION

CITY OF NORTH PORT  
US 41 CORRIDOR  
MASTER PLAN

DRAWING FILE  
FIGURE  
C-3



# APPENDIX D

---

*MINUTES OF MEETING*

**NORTH PORT US 41 CORRIDOR MASTER PLAN  
Kickoff Meeting**

**Held at  
City of North Port Community Development Department**

Tuesday, November 2, 1999  
1:00 PM

**Attendees:**

Fred Adams, Boyle Engineering	Sam Jones, City of North Port
Bryan Veith, Boyle Engineering	Brett Harrington, City of North Port
Frank Heck, Boyle Engineering	
Rachel Rodgers, LA Design	
Randy Hollingworth, Design Forum	

**Purpose of Meeting:**

The purpose of this meeting was to serve as a kickoff to the US 41 Corridor Master Plan project. The kickoff meeting was used to introduce most of the team members to the City staff and to provide a forum where the team members could gather information from the City regarding project's background/history and goals/objective.

**Discussion:**

The following is a list of the team members and their project responsibilities:

Fred Adams	Principal in Charge
Bryan Veith	Project Manager, Utilities, Drainage
Frank Heck / Don Graph	Transportation
Mike Woolery	Drainage
Chris Sopotnick	Environmental
Jim Neal	Mass Transit Specialist
Rachel Rodgers	Urban Design / Landscape Architecture
Randy Hollingworth	Urban Design / Landscape Architecture

- The City indicated that they would prefer a closed drainage system and curbing on both US 41 and the frontage roads.
- The goal of the frontage roads corridor is to provide for a pedestrian friendly environment.
- The City owns the tracts between the FDOT US 41 right-of-way and the frontage road right-of-way. Since the City owns these tracts, the frontage road could be moved closer to US 41 if spacing is limited within the existing frontage road right-of-way for landscaping and drainage.

- ☑ The City has recently established a new sign ordinance.
- ☑ The City would like Boyle to address two options for the FPL power along US 41: overhead to remain in place versus relocation to underground power.
- ☑ The City is scheduled to complete the draft of the CRA in January. The City would like Boyle to have preliminary exhibits and conclusions by this time.
- ☑ The City discussed the change in demographics within the City over the last 20 years and that this should play a role in the planning for the US 41 corridor.
- ☑ The new lighting along US 41 needs to remain where possible. This will be considered in the typical plan and typical section.
- ☑ The frontage roads are being used as parking for many of the businesses along the corridor. Additional parking facilities need to be considered along the frontage road corridor. (i.e. parking problems for Old World Restaurant and Church)
- ☑ Boyle will address access management and the number of median openings along US 41.
- ☑ It is the City's intention to require future developers along US 41 to provide right-of-way / easement for the continuation of the existing frontage roads.
- ☑ Concrete pavers should be considered for pedestrian crossings. FDOT usually will allow concrete pavers but not brick.
- ☑ The City intends for the mass transit to extend the length of the corridor including crossing the Mykkahatchee Creek.
- ☑ The urban design / landscape architecture should be developed based on a Mediterranean theme.
- ☑ The City mentioned that they would be willing to work with the FDOT regarding the transfer or donation of City right of way along the US 41 corridor to insure that a landscaped median could be preserved upon converting to a 6-lane section in the future.
- ☑ **ACTION ITEM**

Boyle asked if the City could provide a copy of the new sign ordinance.

If available, the City will provide a CADD file of the two color-rendered exhibits that were displayed in the meeting showing the transit greenway concept.

Boyle will provide a proposed schedule for the project.

**END**

*Please communicate any additions or corrections to these minutes to Bryan T. Veith @ 941 / 377-8858, E-mail to BVeith@boyleengineering.com, or FAX to 941 / 371-2569.*

**Distribution:**

*All attendees*

*Chris Sopotnick*

*Jim Neal*

**REVISED MINUTES OF MEETING**

**NORTH PORT US 41 CORRIDOR MASTER PLAN  
Transit Meeting**

**Held at  
City of North Port Community Development Department**

Wednesday, December 8, 1999  
9:00 AM

**Attendees:**

Bryan Veith, Boyle Engineering  
Brad Lewis, Boyle Engineering  
Jim Neal, Transit Consultant

Sam Jones, City of North Port  
Brett Harrington, City of North Port

**Purpose of Meeting:**

The purpose of this meeting was to facilitate preliminary discussions regarding transit along the US 41 corridor. Brad Lewis and Jim Neal, who have worked on numerous transit projects for Boyle, were introduced to the City staff.

**Discussion:**

- Boyle discussed transit in general and described four common types of transit of which, only the first two listed below are being considered for this corridor.
  1. Light Rail: Includes electric and diesel powered vehicles, which are sometimes referred to as Electric Multiple Units (EMU) and Diesel Multiple Units (DMU). This type of transit commonly operates within urban areas and downtown business districts and it very compatible with pedestrian, bicycle, and automobile traffic. Station stops can be on the street and/or in other designated areas.
  2. Bus/Jitney: Includes rubber tire vehicles that commonly operate within urban areas and downtown business districts.
  3. Rapid Transit: Includes electric and diesel powered vehicles, which require separation from other modes of traffic. Based on the objectives outlined by the City, this type of transit is not being considered for this corridor.
  4. Automated Guideway Transit/People Mover: Includes vehicles operated on a fixed guideway such as a monorail system or people mover system. This type of system typically requires separation from other modes of traffic. Based on the objectives outlined by the City, this type of transit is not being considered for this corridor.
- The transit report by Thomas Gustafson discussed the use of ultra light rail vehicles on narrow gauge rail. However, this technology is still in the experimental stage and has not been proven in public transit service. Boyle's recommendation is to evaluate variations of "off the shelf technology". "Off the shelf technology" provides flexibility in meeting many of the City's objectives and may reduce capital costs through the use of available equipment.

- ☑ The question was posed "What about transit service outside of the US 41 corridor". The City commented that future transit service to the other activity centers should be addressed in the report.
- ☑ The City has no objection to either locating the transit in the greenway or in a shared roadway corridor (i.e. with bus or car).
- ☑ The City would like several items to be addressed for the transit:
  - Ability to have frequent stops
  - How to promote transit usage
  - Parking convenient to stops
  - Friendly environment, avoid congestion
  - Shelters should have cover and maybe air conditioning
  - Security issues should be addressed (i.e. lighting, cameras)
- ☑ Maintenance facilities will be required for the transit. Boyle estimated two (2) to five (5) acres.
- ☑ The transit facilities will comply with ADA requirements.
- ☑ Based on demand and cost, Boyle suggested to have an ultimate plan for light rail but to use bus/Jitney service in the corridor in the interim.
- ☑ The City would like the transit route to run along the north and south sides of the corridor with a crossover at each end. (A completed loop) Parking for the riders should be provided at both ends.
- ☑ The City provided Boyle with a copy of the Transit Greenways Study prepared for the Town of Lake Park, Florida.

#### **BOYLE ACTION ITEMS**

- Boyle will check with FDOT for crossing requirements for the transit.
- The first progress meeting with the City will be scheduled for the middle of January.

#### **CITY ACTION ITEMS**

- City will investigate available land for transit maintenance facilities.
- Boyle requested a copy of the City's ordinance covering Mediterranean architectural guidelines.

**END**

*Please communicate any additions or corrections to these minutes to Bryan T. Veith @ 941 / 377-8858, E-mail to BVeith@boyleengineering.com, or FAX to 941 / 371-2569.*

#### **Distribution:**

*All attendees  
Rachel Rodgers  
Frank Heck  
Chris Sopotnick*

**REVISED MINUTES OF MEETING**

**NORTH PORT US 41 CORRIDOR MASTER PLAN  
Transit Meeting**

**Held at  
Sarasota County Area Transit (SCAT)**

Wednesday, December 8, 1999  
2:30 PM

**Attendees:**

Bryan Veith, Boyle Engineering	Phil A. Lieberman, SCAT
Brad Lewis, Boyle Engineering	Ted Hoffman, Sarasota County Traffic Engineering
Jim Neal, Transit Consultant	

**Purpose of Meeting:**

The purpose of this meeting was to facilitate preliminary discussions regarding transit along the US 41 corridor for the City's Corridor Master Plan and coordination with SCAT. Brad Lewis and Jim Neal, who have worked on numerous transit projects for Boyle, were introduced.

**Discussion:**

- Bryan started the meeting with a brief description of the City's proposed project and described the scope of Boyle's work for the corridor master plan.
- Phil and Ted were happy that Boyle was including them in the discussions for the US 41 corridor master plan and transit issues.
- Boyle discussed transit in general and described four common types of transit of which, only the first two listed below are being considered for this corridor.
  1. Light Rail: Includes electric and diesel powered vehicles, which are sometimes referred to as Electric Multiple Units (EMU) and Diesel Multiple Units (DMU). This type of transit commonly operates within urban areas and downtown business districts and it very compatible with pedestrian, bicycle, and automobile traffic. Station stops can be on the street and/or in other designated areas.
  2. Bus/Jitney: Includes rubber tire vehicles that commonly operate within urban areas and downtown business districts.
  3. Rapid Transit: Includes electric and diesel powered vehicles, which require separation from other modes of traffic. Based on the objectives outlined by the City, this type of transit is not being considered for this corridor.
  4. Automated Guideway Transit/People Mover: Includes vehicles operated on a fixed guideway such as a monorail system or people mover system. This type of system typically requires separation from other modes of traffic. Based on the objectives outlined by the City, this type of transit is not being considered for this corridor.

- ☑ SCAT serves North Port with two routes, Route 9 and 19. Route 9 is an east and west-bound route. Route 19 is a west bound route only. It runs along Price and Sumter Blvd and then west on US 41.
- ☑ SCAT's service to North Port operates six days a week from 6:08 am to 7:30 pm. SCAT has a very tight schedule and the staff is concerned about sharing the frontage road and keeping on their schedule. Boyle explained that one option might be a dedicated corridor for SCAT and the transit. SCAT is also concerned about the signalization at the frontage road / side street intersections (Traffic Circulation). Another alternative would be to provide SCAT service at the extreme ends of the corridor and use the transit for local service along the US 41 corridor.
- ☑ Boyle mentioned about the crossover for the transit. SCAT questioned whether this would be possible for the buses.
- ☑ SCAT has a few Jitney buses. Boyle asked if SCAT could provide the width of these buses.
- ☑ SCAT offers standard shelters to the cities within Sarasota County. If North Port wishes to modify the bus shelters to meet the mediterranean style, then the City will have to pay the cost difference between the mediterranean shelter and the standard shelter.
- ☑ SCAT's new manufacturer of the shelters is Toler.
- ☑ SCAT would be willing to develop an interlocal agreement with the City to supply and maintain the buses (jitney).
- ☑ Phil mentioned the urban congested corridor program grant. He suggested contacting John Starling with FDOT.

#### **BOYLE ACTION ITEMS**

- Boyle will provide SCAT with "turning" templates
- Boyle will provide SCAT updates with the progress of the corridor master plan.

**END**

*Please communicate any additions or corrections to these minutes to Bryan T. Veith @ 941 / 377-8858, E-mail to BVeith@boyleengineering.com, or FAX to 941 / 371-2569.*

#### **Distribution:**

*All attendees  
Sam Jones  
Brett Harrington  
Rachel Rodgers  
Frank Heck  
Chris Sopotnick*



## MEETING NOTES

December 10, 1999

Date Prepared: December 13, 1999

---

TO: Bryan Veith, PE

FROM: R. Brad Lewis, ASLA

ATTENDANCE:	John W. Starling	Florida Dept. of Transportation	(941) 519-2386
	Janet D. Parham	Florida Dept. of Transportation	(941) 519-2390
	Jim. H. Neal	Boyle Engineering Corporation	(941) 377-8858
	R. Brad Lewis	Boyle Engineering Corporation	(858) 268-8080

LOCATION: Florida Dept. of Transportation, Bartow                      TIME: 3:00 P.M.

SUBJECT:                      **City of North Port, Florida**  
                                    **US 41 Corridor Master Plan**

### SUMMARY OF DISCUSSIONS:

1. B. Lewis gave a brief overview of project and scope of transit study component.
2. J. Neal described possible light rail options and interim bus service.
3. J. Starling congratulated City of North Port for planning for future transit now. Agreed that possible loop system running along frontage roads was feasible. Asked for a memo from Boyle describing who at FDOT is contact for coordination for other portions of Master Plan. **Action – Boyle.**
4. J. Parham described future Park and Ride Lot program in Sarasota/Manatee County area. There is possible funding for these. Asked Boyle to provide FDOT with possible Park and Ride Lot sites in US 41 corridor in North Port. **Action – Boyle.**
5. J. Parham provided Boyle with draft copy of scope of work for "Fixed Guideway Transportation Feasibility Study" for Sarasota/Manatee Metropolitan Planning Organization. RFP for this project will be released soon.
6. J. Parham suggested Boyle coordinate plans for interim bus service with SCAT. All state funding likely to be given as block grant to Sarasota County. J. Parham provided Boyle SCAT bus route maps and schedules.
7. J. Starling suggested Boyle contact Nazih Haddad at FDOT in Tallahassee (850) 414-4500 for information on light rail transit clearances and grade crossing requirements. **Action – Boyle.**
8. J Starling asked to be kept up to date on progress of Master Plan. Asked to be notified of future meetings and coordination efforts. **Action – Boyle.**

Copies to: All Attendees  
                  Sam Jones, AICP  
                  Brett Harrington, AICP  
                  Frank Heck, PE  
                  Rachel Rodgers, RLA

Attachments – Draft scope "Fixed Guideway Transportation Feasibility Study (via fax)



**MINUTES OF MEETING**

**NORTH PORT US 41 CORRIDOR MASTER PLAN  
First Progress Meeting**

**Held at  
City of North Port Community Development Department**

Tuesday, January 25, 2000  
1:30 PM

**Attendees:**

Bryan Veith, Boyle Engineering

Frank Heck, Boyle Engineering

Michael Woolery, Boyle Engineering

Randy Hollingworth

Sam Jones, City of North Port

Brett Harrington, City of North Port

Juan Florensa, City of North Port

Cindy Mick, City of North Port

Rick Newkirk, City of North Port

**Purpose of Meeting:**

The purpose of this meeting was to present work in progress drawings and sketches to the City for discussion and comment. Boyle will incorporate comments and direction from the City, and continue to coordinate with regulatory and permitting agencies to develop the corridor master plan. A second progress meeting will be scheduled for the fourth week of February.

The drawings and sketches presented in the meeting were based on conversations with the Florida Department of Transportation (FDOT) - Roadway, Transit, Drainage, Sarasota County Area Transit (SCAT), Sarasota County Transportation Department (SDOT), and Southwest Florida Water Management District (SWFWMD).

**Discussion:**

The discussion of the meeting was separated into major components of the US 41 corridor:

1. TRANSPORTATION
2. TRANSIT
3. DRAINAGE
4. UTILITIES
5. URBAN DESIGN / LANDSCAPE ARCHITECTURE
6. ENVIRONMENTAL CONSIDERATIONS

TRANSPORTATION

Boyle presented the typical roadway sections for

Four (4) Lane – US 41

Six (6) Lane Future – US 41

Frontage Road

The US 41 cross sections were based on conversations with FDOT and FDOT roadway criteria.

The City asked if the sidewalk and bike lane in the US 41 typical section were required. The City would like to consider removing both the sidewalk and the bike lane from the typical section in order to provide a wider median width in the six-lane section. Their suggestion was to move the outside curb to the location of the sidewalk. Although FDOT usually requires bike lanes and sidewalks to meet the American Disability Act (ADA), Boyle will discuss a potential variance with FDOT staff. Sidewalks are proposed for both sides of each frontage road.

Boyle Action Item: Boyle will follow up with FDOT regarding variation to typical section.

Boyle presented the typical plan for US 41 and discussed access management. Medians openings were placed about every ¼ mile (1,000 feet) along the US 41 corridor. The City had the following suggestions for the modifications to the median openings:

Shift the median opening at Eager Street to S. Hoffman Street.

Close median opening at Granada and move opening farther west.

Remove directional median opening at Bolander Terrace

Provide directional at Espanola Avenue. On plan, correct label for Espanola. Move Frontage Road connection to match up with Almonte Terrace.

Remove Directional opening at Discount Auto (west of Sumter).

Boyle Action Item: Boyle will modify US 41 plan to address City's comments regarding access management. Although parking was not addressed on the plan, Boyle discussed several options including parking next to the transit stations. City asked Boyle to consider perpendicular parking along the business side of the frontage road.

City Action Item: City will provide Boyle with strategic locations for off street parking. The development of the frontage roads was presented including the potential impacts due to existing businesses and the connections to US 41. The City asked Boyle to provide for the frontage conceptual design through the undeveloped land to the eastern city limit. Although the City would not construct these, they should be included in the master plan. The City will most likely secure a cross access easement with each developer.

#### TRANSIT FACILITIES

Boyle presented the proposed 16-foot transit corridor which will be adequate for both the initial phase (rubber tire transit) and ultimate phase (light rail transit).

Boyle asked for direction from the City on the location of the transit stations. The location of these stations will be dependent on the potential for ridership. These stations should be strategically located to minimize the overall cost and meet the minimum spacing for transit start / stop.

City Action Item: City will provide Boyle with strategic locations for transit stations.

The City asked that school bus bays be addressed in the master plan.

A proposed and alternate transit typical section were presented to the City. The pros and cons of each section were discussed. The City asked if both sections could be used where appropriate, depending on the location within the corridor.

Boyle presented a proposed location for the transit maintenance facility and the park and ride facility requested by FDOT.

The Gateway Concept with the transit crossover structure was presented. The City will review and select one of the gateway concepts.

#### DRAINAGE

It is the City's desire to provide a closed drainage system. Boyle has had preliminary discussions with SWFMWD regarding stormwater requirements for the project and Boyle also has performed some simplified

drainage calculations. The conversion to a closed drainage system will require treatment of the entire area contributing to the system, including new and existing pavement. Since the proposed construction will occur both on FDOT right-of-way and City right-of-way, FDOT may require the stormwater systems to be separated. This would make the construction costs for the stormwater system much higher.

Boyle Action Item: Boyle will coordinate with the FDOT drainage department and ask for preliminary approval to allow for a future joint use permit for the FDOT / frontage road combined stormwater system when the US 41 corridor is developed.

In some areas along US 41, the only undeveloped land available for stormwater is the land between US 41 and the City's frontage road. The City did not object to using a portion of the greenway for stormwater ponds. The stormwater ponds would be designed as wet ponds with wetland plantings and a meandering shape were feasible to enhance the aesthetics of the greenway.

The City requested that treatment and storage be provided for the transit corridor but not for future frontage roads along the undeveloped portions of the corridor. Each developer will be responsible for providing the stormwater treatment and attenuation of the future frontage roads through their property.

#### URBAN DESIGN / LANDSCAPING

A landscape typical section was presented for the greenway. In addition, sketches were presented showing possible alternatives for the gateway. Colored photographs showing examples of benches, lighting, and trash receptacles fitting the Mediterranean theme were presented. Also photographs of landscaping themes were presented. The City was asked if there was a budget for landscaping or if a percentage of overall project cost should be assigned. The City desires a plan for the ultimate landscaping that minimizes the removal of landscaping between phases.

#### UTILITIES

From the plan presented, the City does not seem to have conflicts with existing utilities and the proposed corridor development. The City does have some existing asbestos cement water lines crossing US 41 and may consider replacing them or providing new parallel water mains as part of the US 41 corridor project.

It is preferable to have irrigation available for the medians and the greenway. The City desires to irrigate the greenway and landscaped medians with reclaimed water. The preliminary plan would be to provide a reclaimed water main along the median within the corridor. It was suggested that the main be constructed away from the root system in the median.

#### ENVIRONMENTAL CONSIDERATIONS

There are potential wetland impacts at the Myakkahatchee Creek Crossing and along both sides of US 41 right-of-way near Salford Blvd.

#### OTHER ACTION ITEMS – Where do we go from here?

- Coordinate with and contact North Port Utilities (NPU), Florida Power and Light (FPL), Florida Department of Environmental Protection (FDEP), and Army Corps of Engineers (ACOE)
- Transportation
  - Incorporate location and conceptual design of parking into Corridor Plan
  - Finalize "Draft" Typical Plan and Sections
  - Complete Frontage Road System
- Transit Facilities
  - Finalize corridor layout and transit stations.
  - Address connections to other activity centers in report.
- Drainage
  - Estimate area for stormwater detention ponds and provide at optimum locations.

- ⊗ Urban Design / Landscaping
  - Typical Plan
  - Plant List
  - Recommendations for proposed design amenities
- ⊗ Utilities
  - Coordination with FPL and NPU on relocation of utilities and facilities.
- ⊗ Environmental Considerations
  - Follow up with regulatory agencies.

Schedule for next meeting:      Fourth week of February

**END**

*Please communicate any additions or corrections to these minutes to Bryan T. Veith @ 941 / 377-8858, E-mail to [BVeith@boyleengineering.com](mailto:BVeith@boyleengineering.com), or FAX to 941 / 371-2569.*

**Distribution:**

*All attendees  
Fred Adams, PE  
Rachel Rodgers, ASLA  
Brad Lewis, ASLA  
Chris Sopotnick*

---

## MEMORANDUM

---

TO: File  
SA-N18-135-10

April 19, 2000

FROM: Bryan T. Veith, PE

SUBJECT: Minutes of SWFWMD Meeting on February 3, 2000  
North Port US 41 Corridor Master Plan

### Environmental Issues

Bryan and Chris provided a general background of the US 41 Corridor Master Plan and the potential environmental impacts. Wetland impacts and the Myakkahatchee Bridge Crossing were discussed. SWFWMD mentioned that state sovierned lands and public easements might be an issue.

### Stormwater Issues

Attenuation will be required for impervious only.

Separate off site flows.

Is the discharge into Myakkahatchee Creek an unrestricted discharge? If so, attenuation may not be required. Follow up with SWFWMD.

Pre / Post to each ditch.

For south side of US 41, attenuation to Myakkahatchee Creek may not be required.

*MINUTES OF MEETING*

**NORTH PORT US 41 CORRIDOR MASTER PLAN WORKSHOP**

**Held at**

**Sarasota / Manatee Metropolitan Planning Organization Office**

March 8, 2000  
10:00 AM

**Attendees:**

The list of attendees is attached.

**Purpose of Workshop:**

The purpose of this workshop was to present preliminary concepts for the North Port US 41 Corridor Master Plan and to solicit comments and ideas from the various regulatory and public entities attending the workshop.

**Introduction:**

Mike Guy opened the workshop meeting with a brief description of the project and the purpose for the workshop. A sign-in sheet was passed around the table and each attendee introduced themselves to the group.

Sam Jones also provided background for the project and addressed the City's goals and objectives for the project. Sam explained the City's activity center concept per the comprehensive plan and the intention for the revitalization of the US 41 Corridor – Activity Center No. 1. Sam stressed the importance of the connection of the various activity centers to help meet the growth of the City. The improvement of the US 41 Corridor including the City's frontage roads, new future transit system, parking, and sidewalks/bikepaths will increase the multi-modal functions of the existing system. The business and land owners along Tamiami Trail (BLOATT) are strong supporters of this project.

**Discussion:**

Boyle provided a status report of work completed to date. Preliminary concepts for the connection of the frontage road system, new transit system, and urbanization of US 41 were handed out.

Boyle presented the typical roadway sections for:

Four (4) Lane Urban Section– US 41  
Six (6) Lane Urban Section (Future) – US 41  
US 41 Plan  
Frontage Road Section  
Transit Corridor

The US 41 cross sections were based on conversations with FDOT and FDOT roadway criteria.

The attendees made the following comments:

- Concern for the close proximity of the frontage road to US 41 and side streets. Conflicts will need to be minimized and queuing addressed.
- Charlotte County had several accidents at Harbor and US 41.
- A Brandon example was presented regarding transit crossings.
- Concern for coordination with transit and traffic signals. Will there be gates?
- Boyle mentioned that one potential solution would be to add dedicated right hand turn lanes along US 41 to provide a queue while the transit crosses the side street.
- Bike lanes / paths for the frontage road system and US 41 were discussed. The Sarasota Bicycle and Pedestrian Committee would like to see a through bike lane provided on US 41 for the cyclists and object to having it on the frontage road near the businesses. The committee would also like to see a multi-use path for the frontage road. This path would be used for life sustaining / utilitarian trips. (i.e. 3 wheel bikes).
- The attendees were concerned about parking along the frontage road. (Angle versus parallel parking) Safety was a concern for pedestrians and local bike traffic.
- Questions were posed regarding bike parking, storage, and lockers?
- The attendees noted that one-way frontage roads should be addressed in the master plan. One-way frontage roads may reduce the number of conflict points with the transit system and traffic (vehicular/bicycle/pedestrian) on US 41 / side streets / frontage roads.
- There was concern for the future of the transit system. Will there be a looped system to the other activity centers. Although this is not part of the conceptual plans for US 41, this would be addressed in the text of the report.
- Funding was briefly discussed for the project. This project will have to be identified as an enhancement or capacity project in order to qualify for certain types of funding. The project will most likely be designed and constructed in phases. There was concern for the timing of the bike lane and sidewalks.
- Questions were posed regarding potential ridership for the transit. This is not included in the master plan, however a traffic study was completed to show the reduction of trips on US 41 due to the proposed completion of the frontage roads.
- The Dallas Transit System was referenced in the meeting.
- There was a suggestion from the attendees about a potential joint project with the Charlotte County MPO.
- Also Mike Guy suggested a MIS study. If this study was added to the North Port Plan, the City requested that it didn't delay their master plan deadline which is November (CRA & TIF).

- The attendees also asked that pedestrian crossings and ADA requirements / accessibility should be addressed.
- The comment was reiterated again that key elements shouldn't be lost in the phasing of the project.

**END**

*Please communicate any additions or corrections to these minutes to Bryan T. Veith @ 941 / 377-8858, E-mail to BVeith@boyleengineering.com, or FAX to 941 / 371-2569.*

**Distribution:**

*All attendees*

*Brad Lewis, ASLA*

*Mike Woolery, EI*

*Randy Hollingworth*

*Chris Sopotnick*



# APPENDIX E

---

US 41 Corridor Master Plan Workshop – March 8, 2000

Name	Agency	Phone	E-mail Address
Rollins Coakley	Citizen Member	485-6062	<a href="mailto:RICOAKLEY@aol.com">RICOAKLEY@aol.com</a>
Lisa B. Beever	Charlotte County / PG MPO	941-639-4676	<a href="mailto:CCMPO@sunshine.net">CCMPO@sunshine.net</a>
Rachel Rodgers	L.A. Design	813-985-1142	<a href="mailto:LADDESIGN94@aol.com">LADDESIGN94@aol.com</a>
Bryan Veith	Boyle Engineering Corp.	941-377-8858	<a href="mailto:Bveith@boyleengineering.com">Bveith@boyleengineering.com</a>
Frank Heck	Boyle Engineering Corp.	813-630-2500	<a href="mailto:Fheck@boyleengineering.com">Fheck@boyleengineering.com</a>
Alex Boudreau	Sarasota County Public Works	813-378-6073	<a href="mailto:Aboudrea@co.sarasota.fl.us">Aboudrea@co.sarasota.fl.us</a>
Tom Bladeshcar	Sarasota --Bike / Ped	941-366-8357	<a href="mailto:Thik@home.com">Thik@home.com</a>
Phil Dasher	Chair. -- Sar. County Bike / Ped	941-954-3484	
Ted Hoffman	Sarasota Co. Traffic Operations	941-316-1460	
Mark L Gumuler	FDOT	359-5696	
Bryan Williams	FDOT	863-519-2368	<a href="mailto:Bryan.williams@dot.state.fl.us">Bryan.williams@dot.state.fl.us</a>
Ernest R. Gerlach	Citizen-SCAT Advisory Committee	941-377-8701	<a href="mailto:Ergerlach@aol.com">Ergerlach@aol.com</a>
Philip A. Lieberman	SCAT	941-316-1738	
Jay A. Geodwill	SCAT	941-316-1762	<a href="mailto:Jgeodwill@co.sarasota.fl.us">Jgeodwill@co.sarasota.fl.us</a>
Brian Lichterman	Sarasota County Growth Management	951-5140	<a href="mailto:Blichte@co.sarasota.fl.us">Blichte@co.sarasota.fl.us</a>
Thomas M. Pridgen	FDOT -- Design	863-519-2497	<a href="mailto:Thomas.pridgen@dot.state.fl.us">Thomas.pridgen@dot.state.fl.us</a>
Mike Guy	MPO	941-359-5772	<a href="mailto:Mpoguy@hotmail.com">Mpoguy@hotmail.com</a>
Jan Parham	FDOT	941-519-2390	<a href="mailto:Jan.parham@dot.state.fl.us">Jan.parham@dot.state.fl.us</a>
Marlon J. Bizerra	FDOT	941-519-2250	<a href="mailto:Marlon.bizerra@dot.state.fl.us">Marlon.bizerra@dot.state.fl.us</a>
Samuel K. Jones	North Port -- CDD	941-423-3147	<a href="mailto:Npplanning@acun.com">Npplanning@acun.com</a>
Brett Harrington	North Port -- CDD	941-423-3107	<a href="mailto:Bharrington@acun.com">Bharrington@acun.com</a>
George Mendez	MPO Staff	941-359-5772	<a href="mailto:Mpomendez@hotmail.com">Mpomendez@hotmail.com</a>
Cluck Lovell	FDOT	863-519-2490	<a href="mailto:Cluck.Lovell@dot.state.fl.us">Cluck.Lovell@dot.state.fl.us</a>
Mike Maholtz	MPO	359-5772	<a href="mailto:Mpomaholtz@hotmail.com">Mpomaholtz@hotmail.com</a>
Judy Landon	MPO	359-5772	<a href="mailto:Mpolandon@hotmail.com">Mpolandon@hotmail.com</a>

## **MINUTES OF MEETING**

### **NORTH PORT US 41 CORRIDOR MASTER PLAN Second Progress Meeting**

**Held at  
City of North Port Community Development Department**

Tuesday, June 6, 2000  
1:00 PM

#### **Attendees:**

Bryan Veith, Boyle Engineering	Sam Jones, City of North Port
Frank Heck, Boyle Engineering	Brett Harrington, City of North Port
Michael Woolery, Boyle Engineering	Juan Florensa, City of North Port
Brad Lewis, Boyle Engineering (via Phone)	Rachel Rodgers, LA Design

#### **Purpose of Meeting / Introduction:**

The purpose of this meeting was to present drawings and sketches to the City's staff that incorporated the City's, MPO's and regulatory agency's comments from previous meetings and discussions. Bryan provided a brief description of the work completed since the last progress meeting.

After this meeting, Boyle will work on finalizing the exhibits and the draft master plan report. A final progress meeting will be scheduled for the end of July. The final progress meeting will provide the City the opportunity to make comments on the report and assist Boyle in preparing for the presentation to the City Commission and public.

#### **Interagency Communication:**

The drawings and sketches presented in the meeting were based on conversations with the Florida Department of Transportation (FDOT) -- Roadway / Transit / Drainage, Sarasota County Area Transit (SCAT), Sarasota County Transportation Department (SDOT), Southwest Florida Water Management District (SWFWMD), Sarasota Bicycle / Pedestrian Advisory Committee and discussions during Metropolitan Planning Organization (MPO) meeting held on March 8, 2000.

#### **Discussion:**

- The discussion of the meeting was separated into major components of the US 41 corridor:
  1. TRANSPORTATION (Frank Heck)
  2. DRAINAGE (Bryan Veith / Mike Woolery)
  3. URBAN DESIGN / LANDSCAPE ARCHITECTURE (Rachel Rodgers)
  4. TRANSIT FACILITIES (Brad Lewis)

- TRANSPORTATION

Boyle presented the revised typical roadway sections for

- Four (4) Lane – US 41
- Six (6) Lane Future – US 41
- Frontage Road and Parking

The revised US 41 cross sections were based on conversations with FDOT, Sarasota Bicycle / Pedestrian Advisory Committee, MPO comments, and FDOT roadway criteria. One of the main concerns expressed by these agencies was the reduction in conflict points between the transit, vehicular traffic on US 41, and pedestrian / vehicular traffic on the frontage roads.

Boyle presented a revised frontage road typical section which included on-street parking and one-way traffic flow. The intersection of North Port Blvd. and US 41 was used as an example showing how the one-way frontage road would help reduce conflicts and congestion along the corridor. Other options that were discussed by the City included using traffic separators and providing one-way frontage roads in the future after US 41 is expanded or the transit corridor is constructed. The City also suggested using the locations designated for future transit stations for off-street parking and then converting this parking to on-street parking with the conversion to the one-way frontage road typical section. Boyle cautioned that the City might encounter opposition to this concept after the businesses are accustomed to the two-way frontage road and off-street parking. If the one-way frontage road concept is not maintained, permitting and acceptance by FDOT and other agencies may become more difficult.

Boyle discussed the revised overall plan of the corridor. Median openings were modified to address FDOT access management. The modified typical sections were also incorporated into the plans. Other changes include removing sidewalks from the US 41 typical and widening the sidewalk on the frontage road to 8 feet, which will provide two-way pedestrian access. It was proposed that the bike lanes remain on both the US 41 typical and frontage road typical based on conversations with the Sarasota Bicycle / Pedestrian Advisory committee and FDOT. The City asked Boyle to address the cross access easements through the shopping centers (businesses on private property) either on the plan or in the report (RE: drawings C-3, C-4, and C-5). Boyle suggested not showing the specific route through these areas but providing a note stating that cross access easements will be developed and agreed upon between the City and the Owners. Boyle cautioned that these areas might become conflict points or bottleneck areas within the frontage road system. There was concern on who would maintain these easements through the private developments as well as the enforcement of traffic laws and liability issues.

#### DRAINAGE

The overall plan for stormwater facility (SWF) locations was presented. The locations included areas within the greenway between the frontage road and US 41 and areas on undeveloped land outside of the public right-of-way. The City does not currently own much of this undeveloped land.

Each SWF was strategically located within the drainage sub-basins. The vicinity drainage map was presented to show the preliminary delineations of the basin boundaries including both on and off-site flows. The City requested that the stormwater facilities proposed on the south side of US 41 just east of Sumter Blvd be moved farther south. The stormwater facilities as proposed, will conflict with proposed developments. Also, the proposed location of stormwater facilities on the south side of US 41 near Salford will be adjusted to avoid conflict with the existing road.

A typical drainage plan and section for six lanes was presented. This drawing showed typical locations for the on and off-site stormwater facilities, inlets, outfall structures, and piping.

#### URBAN DESIGN / LANDSCAPING

Three typical landscape sections (A, B, C) were presented for the US 41 corridor and greenway. The effect of landscaping on the visibility for vehicles and the business's within the US 41 corridor was discussed. If some of the overhead power remains in the corridor, consideration for the height of landscaping should be considered. Colored photographs showing examples of benches and lighting fitting the Mediterranean theme were presented. Specifically, the City preferred an example that was presented of mediterranean design amenities in Cleveland, Ohio.

The City discussed the need for focal points and a pedestrian friendly environment within the corridor. The City discussed three tiers of resting points for pedestrians: Major (transit station/parking), minor (gazebo), and minimum (benches). This will be provided on a drawing similar in scale to the Vicinity Drainage Map. Crossings should be identified at major intersections.

TRANSIT FACILITIES (Brad – 858-268-8080 ext 207)

Brad Lewis joined the meeting by telephone. Brad discussed the "U" concept for the transit system as proposed by the City. It was decided that for advanced planning purposes, a looped single track system with cross over structures at both City limits would be the most efficient. Right-of-way should be reserved now for future transit development. If land to the west is annexed into the City (such as Taylor Ranch, Warm Mineral Springs) then the western end of the transit loop should be moved accordingly. The goal is to have the needed right-of-way reserved in advance to limit capital cost expenditures for land acquisition.

The spacing of the transit stations was discussed. Typically the minimum spacing for the transit stations would be ½ mile, in densely developed areas. This means that a pedestrian would be within ¼ mile walking distance of a station. The City asked that the proposed transit stations be shown on the overall plan in the undeveloped areas.

The City asked that an estimated capital cost per mile be included in the report along with estimated maintenance costs for light railtransit. The City referenced the costs shown in an article in ENR (February 2000). The article highlighted the need to reserve right-of-way in advance of a light rail system to control capital expenditures. Acquiring right-of-way later in a dense urban area can double or even triple the initial cost of a light rail transit system. Typically the annual maintenance costs for a transit system is less than a bus system.

A question was raised regarding the meandering of the transit corridor versus providing a straight corridor. A straight transit corridor will be quieter and have less maintenance.

OTHER ACTION ITEMS – Where do we go from here?

- General
  - Coordinate with and contact North Port Utilities (NPU) and Florida Power and Light (FPL)
  - Complete Draft Master Plan Report
- Transportation
  - Incorporate location and conceptual design of parking into Corridor Plan
  - Finalize Typical Plan and Sections
- Transit Facilities
  - Finalize corridor layout and transit stations.
  - Address connections to other activity centers in report.
- Drainage
  - Finalize proposed stormwater facility locations

- ☒ Urban Design / Landscaping
  - Revise / Update Typical Section
  - Complete Typical Plan
  - Plant List
  - Incorporate recommendations for proposed design amenities
- ☒ Utilities
  - Coordination with FPL and NPU on relocation of utilities and facilities.

Schedule for next meeting:        End of July

**END**

*Please communicate any additions or corrections to these minutes to Bryan T. Veith @ 941 / 377-8858, E-mail to BVeith@boyleengineering.com, or FAX to 941 / 371-2569.*

**Distribution:**

*All attendees  
Fred Adams, PE  
Chris Sopotnick*

## *MINUTES OF MEETING*

### **NORTH PORT US 41 CORRIDOR MASTER PLAN Fourth Progress Meeting**

**Held at  
City of North Port Community Development Department**

Wednesday, March 6, 2002  
2:00 PM

#### **Attendees:**

Bryan Veith, Boyle Engineering  
Rachel Rodgers, LA Design

Sam Jones, City of North Port  
Brett Harrington, City of North Port

#### **Purpose of Meeting / Introduction:**

The purpose of this meeting was to kick-off the US 41 Corridor Master Plan again after the project was put on a 1½-year hold by the City. (Note: The draft master plan report was submitted to the City in August 2000). The City provided written comments in February 2002. These comments were briefly discussed in the meeting.

After this meeting, Boyle's team will remobilize and work on revising the exhibits and preparing the "final" draft master plan report. Since the landscaping portion of the project was only at the 50% stage when the project was put on hold, additional time was requested for this work. Rachel Rodgers with LA Design anticipated being complete with 95% urban design and landscaping drawings by the end of April (6-8 weeks). Boyle will coordinate with and incorporate in these urban design / landscaping drawings and text revisions. A final progress meeting will be scheduled for early to mid May. The final progress meeting will provide the City the opportunity to make minor comments on the report and assist Boyle in preparing for the presentation to the public and City Commissioners. The City anticipated a public workshop for late May or early June.

#### **Discussion:**

The discussion of the meeting was mostly focused on the urban design and landscaping component. When the master plan draft report was previously submitted for review, the transportation, drainage, transit, and utilities components were at the 90% stage whereas the urban design and landscaping component was at the 50% stage. This component was lagging because the typical roadway sections including transit needed to be finalized and blessed by the City, FDOT, and others prior to LA Design starting on landscaping concepts.

- The City briefly discussed the landscaping enhancement project located near the City's eastern gateway that is being funded by FDOT. The City anticipates this project to start construction in early summer. The City will provide Boyle will a copy of the FDOT plans.
- Boyle presented color visuals showing renderings of proposed urban design / landscaping improvements over existing conditions digital photographs. The City asked that a 6-lane urban section rendering be added.

- ☑ The City asked that spacing requirements be addressed.
- ☑ The City would like to identify the Myakkahatchee Creek / Bridge Crossing area as an additional focal point. The City owns one quadrant and anticipates purchasing the additional quadrants in the future. The conceptual master plan nodal exhibit will add this focal point.
- ☑ The City requested that a prototypical plan for a one-block area showing critical engineering concepts (transit stations, pod parking, stormwater pond, landscaping, and urban design amenities) be included as an exhibit.
- ☑ The City wondered if a defined ratio for the quantity of urban design amenities / landscaping compared to the length and width of the corridor should be discussed.
- ☑ The effect of landscaping on the visibility for vehicles and the business's within the US 41 corridor was discussed. If some of the overhead power remains in the corridor, consideration for the height of landscaping should be considered. Boyle presented a color rendering showing how urban design amenities and landscaping could address this concern.
- ☑ Rachel inquired about the landscaping budget for the whole corridor. The City directed Boyle to concentrate the landscaping \$\$ at the focal points and meet the minimum landscaping standards for the remaining portion of the corridor.

OTHER ACTION ITEMS – Where do we go from here?

- ☒ General
  - Complete Final “Draft” Master Plan Report for review by City and presentation at the Public Workshop.
- ☒ Transportation
  - Incorporate location and conceptual design of parking into Corridor Plan
  - Coordinate with proposed Landscaping changes and modifications (50 to 90%)
  - Finalize Typical Plan and Sections and address City’s comments on the text
- ☒ Transit Facilities
  - Finalize Typical Plan and Sections and address City’s comments on the text
- ☒ Drainage
  - Finalize proposed stormwater facility locations and address City’s comments on the text
- ☒ Urban Design / Landscaping
  - Revise / Update Typical Section
  - Complete Prototypical Plan for One-Block area and Intersection
  - Update / Modify Nodal Map
  - Update 6-lane urban section visual
  - Address City’s comments on text changes and urban design amenity exhibits
  - Address Conceptual Costs
- ☒ Phasing / Funding / Conceptual Costs
  - Finalize these components based on updates to transportation, drainage, transit, landscaping/urban design amenities, utilities, and environmental sections.

Schedule for next meeting: Mid May

**END**



*Please communicate any additions or corrections to these minutes to Bryan T. Veith @ 941 / 377-8858, E-mail to BVeith@boyleengineering.com, or eFAX to 208 / 988-3928.*

**Distribution:**

*All attendees*

*Fred Adams, PE (Principal in Charge)*

*Frank Heck, PE (Transportation)*

*Mike Hanson, PE (Stormwater)*

# APPENDIX E

---



7807 Convoy Court, Suite 200, San Diego, California 92111, (858) 268-8080, FAX (858) 292-0960

## MEMORANDUM OF TELEPHONE CONVERSATION

**Call Initiated By:** R. Brad Lewis

**Name:** Mr. Jack Heiss, Administrator

**Title:** Rail Safety & Planning

**Firm:** Florida Department of  
Transportation (FDOT)

**Address:** 605 Suwannee Street

**City:** Tallahassee, Florida

**Telephone:** ( 850 ) 414-4591

**Name:** R. Brad Lewis

BOYLE ENGINEERING CORPORATION

**Date:** 12/21/99      **Time:** 1:00 pm PST

**Job No:** SA-N18-135-30

**Subject:** Light Rail Transit - FDOT Required Clearances and Signalization

### **Discussion:**

*Initial call was made to Mr. Nazih Haddad at FDOT who transferred voice mail message to Mr. Heiss, Administrator for Rail Safety and Planning.*

*FDOT does not currently have specific clearance and signalization standards for light rail transit.*

*Mr. Heiss did develop a conceptual clearance envelope for light rail back in 1991 for the proposed I-4 light rail project in Orlando, while Manager of Rail Development at FDOT. Mr. Heiss sent copy of the 10/7/91 memo that outlines this conceptual clearance envelope to Boyle Engineering via fax.*

*The conceptual envelope is 16 feet wide for single track and 30 wide for double track operations. The minimum clearance to the overhead contact wire is 13 feet-6 inches. The minimum vertical clearance to a short span overhead obstruction is 16 feet and 18 feet clear is required for longer spans.*

*Signalization would be reviewed on a case by case basis. Mr. Heiss would be interested in seeing what other jurisdictions require, such as the California Public Utilities Commission.*

**Action Required:** Boyle Engineering to provide copy of draft Master Plan section on Transit to Mr. Heiss for his review and comment.

**Copy To:** Bryan Veith, Project Manager, Boyle Engineering, Sarasota



FLORIDA DEPARTMENT OF STATE  
DIVISION OF HISTORICAL RESOURCES

February 17, 2000

Mr. Bryan T Veith, P.E.  
Boyle Engineering Corp.  
5971 CattleRidge Blvd, Suite 200  
Sarasota, Florida  
34232

RECEIVED  
JUL 27 2000  
BOYLE ENGINEERING / SARASOTA

Dear Mr. Veith:


In response to your inquiry of February 3, 2000, the Florida Master Site File lists no cultural resources or surveys in the following parcel:

T39S, R21E, Section 31, 32, 33.

In interpreting the results of our search, please remember the following points:

- Areas which have not been completely surveyed, such as yours, may contain unrecorded archaeological sites, unrecorded historically important structures, or both.
- As you may know, state and federal laws require formal environmental review for some projects. Record searches by the staff of the Florida Master Site File do not constitute such a review of cultural resources. If your project falls under these laws, you should contact the Compliance Review Section of the Bureau of Historic Preservation at 850-487-2333 or at this address.

Sincerely,

  
Daniel McClarnon, 850-487-2299  
Data Analyst, Florida Master Site File  
Division of Historical Resources  
R. A. Gray Building  
500 South Bronough Street  
Tallahassee, Florida 32399-0250

State SunCom: 277-2299  
Fax line: 850-921-0372  
Email: [fmsfile@mail.dos.state.fl.us](mailto:fmsfile@mail.dos.state.fl.us)  
Web: <http://www.dos.state.fl.us/dhr/msf/>

DIRECTOR'S OFFICE

R.A Gray Building • 500 South Bronough Street • Tallahassee, Florida 32399-0250 • (850)488-1480

FAX: (850) 488-3353 • WWW Address <http://www.dos.state.fl.us>

ARCHAEOLOGICAL RESEARCH     HISTORIC PRESERVATION     HISTORICAL MUSEUMS

# **BOYLE**

5971 CattleRidge Boulevard, Suite 200  
Sarasota, FL 34232  
TEL: (941)377-8858  
FAX: (941)371-2569  
www.boyleengineering.com

---

George W. Percy, Director  
FLORIDA DEPARTMENT OF STATE  
Division of Historical Resources  
Compliance Review Section  
500 South Bronough Street  
Tallahassee, FL 32399-0250

February 3, 2000

## **North Port U.S. 41 Corridor Study**

Boyle Engineering is in the process of preparing a Master Plan for the development of a 3.5 mile urban section of the U.S. 41 Corridor within North Port City limits. This project is located in Sections 31, 32, and 33, Township 39S, Range 21E. The project consists of improvements to the existing four-lane roadway along with a future six-lane section and includes such elements as a transit corridor for future light rail service, new bridges across U.S. 41, frontage roads, landscaping, drainage improvements, and stormwater ponds. Please notify us of any archaeological sites within the area. For your reference, enclosed is a map showing the project area.

Please feel free to contact me if you have any questions regarding this project.

***Boyle Engineering Corporation***



Bryan T. Veith, PE  
Associate Engineer

Enclosure: Project Location Sheet

Copy to: Brett Harrington - City of North Port

# **BOYLE**

5971 CattleRidge Boulevard, Suite 200  
Sarasota, FL 34232  
TEL: (941)377-8858  
FAX: (941)371-2569  
www.boyleengineering.com

---

Gonzalo Rojas  
COMCAST CABLE  
5205 Fruitville Road  
Sarasota, FL 34232

February 3, 2000

## Utility Coordination for North Port U.S. 41 Corridor Study

Boyle Engineering is in the process of preparing a Master Plan for the development of a 3.5 mile urban section of the U.S. 41 Corridor within North Port city limits. The plan involves improvements to the existing four-lane roadway along with a future six-lane section and includes such elements as a transit corridor for future light rail service, new bridges across U.S. 41, frontage roads, landscaping, drainage improvements, and stormwater ponds. To avoid conflicts with planned underground utilities, it would be beneficial to know the location of existing and planned Comcast underground utility lines within the project area.

Enclosed are two sets of preliminary plan sheets of the project area. You may retain one set for your records. Please indicate planned Comcast underground utilities on the second set of plan sheets with reference dimensions and return this set to Boyle. We will forward a finalized set of plan sheets to you upon completion of the Master Plan.

Thank you for your help with this matter and, if you have any questions regarding this project, please feel free to contact me at (941) 377-8858.

### **Boyle Engineering Corporation**



Bryan T. Veith, PE  
Associate Engineer

Enclosure: Plan Sheets of Project Area (2 Sets)

Copy to: Brett Harrington - City of North Port

# **BOYLE**

5971 CattleRidge Boulevard, Suite 200  
Sarasota, FL 34232  
TEL: (941)377-8858  
FAX: (941)371-2569  
www.boyleengineering.com

---

Bob Unsell  
GTE  
P.O. Box 2929  
Sarasota, FL 34236

February 3, 2000

## Utility Coordination for North Port U.S. 41 Corridor Study

Boyle Engineering is in the process of preparing a Master Plan for the development of a 3.5 mile urban section of the U.S. 41 Corridor within North Port city limits. The plan involves improvements to the existing four-lane roadway along with a future six-lane section and includes such elements as a transit corridor for future light rail service, new bridges across U.S. 41, frontage roads, landscaping, drainage improvements, and stormwater ponds. To avoid conflicts with planned underground utilities, it would be beneficial to know the location of existing and planned GTE underground utility lines within the project area.

Enclosed are two sets of preliminary plan sheets of the project area. You may retain one set for your records. Please indicate planned GTE underground utilities on the second set of plan sheets with reference dimensions and return this set to Boyle. We will forward a finalized set of plan sheets to you upon completion of the Master Plan.

Thank you for your help with this matter and, if you have any questions regarding this project, please feel free to contact me at (941) 377-8858.

### **Boyle Engineering Corporation**



Bryan T. Veith, PE  
Associate Engineer

Enclosure: Plan Sheets of Project Area (2 Sets)

Copy to: Brett Harrington - City of North Port

# **BOYLE**

5971 CattleRidge Boulevard, Suite 200  
Sarasota, FL 34232  
TEL: (941)377-8858  
FAX: (941)371-2569  
www.boyleengineering.com

---

Carl Weeks  
HORIZON GAS, INC.  
13325-A Tamiami Trail  
North Port, FL 34287

February 3, 2000

## Utility Coordination for North Port U.S. 41 Corridor Study

Boyle Engineering is in the process of preparing a Master Plan for the development of a 3.5 mile urban section of the U.S. 41 Corridor within North Port city limits. The plan involves improvements to the existing four-lane roadway along with a future six-lane section and includes such elements as a transit corridor for future light rail service, new bridges across U.S. 41, frontage roads, landscaping, drainage improvements, and stormwater ponds. To avoid conflicts with planned underground utilities, it would be beneficial to know the location of existing and planned Horizon Gas underground utility lines within the project area.

Enclosed are two sets of preliminary plan sheets of the project area. You may retain one set for your records. Please indicate planned Horizon Gas underground utilities on the second set of plan sheets with reference dimensions and return this set to Boyle. We will forward a finalized set of plan sheets to you upon completion of the Master Plan.

Thank you for your help with this matter and, if you have any questions regarding this project, please feel free to contact me at (941) 377-8858.

**Boyle Engineering Corporation**



Bryan T. Veith, PE  
Associate Engineer

Enclosure: Plan Sheets of Project Area (2 Sets)

Copy to: Brett Harrington - City of North Port



# **BOYLE**

5971 CattleRidge Boulevard, Suite 200  
Sarasota, FL 34232  
TEL: (941)377-8858  
FAX: (941)371-2569  
www.boyleengineering.com

---

Cindy Mick  
CITY OF NORTH PORT UTILITIES DEPARTMENT  
6644 W. Price Blvd.  
North Port, FL 34287

February 3, 2000

## North Port U.S. 41 Corridor Study

I appreciated the opportunity to meet with you last week regarding the U.S. 41 Corridor Master Plan and will incorporate your comments regarding utilities into the plan. Enclosed, please find one set of preliminary plan sheets of the project area for your records. We are scheduled to have our second progress meeting with the City at the end of February.

If you have any questions regarding this project, please feel free to contact me.

**Boyle Engineering Corporation**



Bryan T. Veith, PE  
Associate Engineer

Enclosure: Plan Sheets of Project Area (1 Set)

# BOYLE

5971 CattleRidge Boulevard, Suite 200  
Sarasota, FL 34232  
TEL: (941)377-8858  
FAX: (941)371-2569  
www.boyleengineering.com

---

Nicole Mills, Assistant Stormwater Management Engineer  
FLORIDA DEPARTMENT OF TRANSPORTATION  
District One  
Drainage Department  
801 North Broadway Avenue  
Bartow, FL 33831

January 31, 2000

## North Port U.S. 41 Corridor Study

This letter is provided as a summary of our phone conversation on January 27, 2000 and to help define the FDOT criteria for the City of North Port U.S. 41 master plan. The City of North Port has contracted with Boyle Engineering to prepare a Master Plan for the development of an urban section for 3.5 miles of the U.S. 41 Corridor within North Port city limits. The plan includes improvements to the existing four-lane roadway along with an ultimate six-lane section. As part of this plan, the City desires to curb and gutter this portion of U.S. 41 and the adjacent city-owned frontage roads. Based on preliminary discussions with SWFWMD, converting to a closed drainage system will require treatment of the entire area contributing to the system, including new and existing pavement. In order to meet SWFWMD's criteria, the City is proposing to construct stormwater treatment ponds in the area between U.S. 41 and the frontage roads, along with several offsite ponds. The undeveloped land (greenway) between U.S. 41 and the frontage roads is divided between FDOT Right of Way and the City Right of Way. In order to construct ponds in these areas, Joint Use Permits will be required. The master plan will include a design for stormwater ponds that will provide the necessary treatment and attenuation for U.S. 41 and the frontage roads for both the existing four-lane and future six-lane section. In some areas along U.S. 41, the only undeveloped land available for stormwater treatment of the future 6-lane roadway is the land between U.S. 41 and the City's frontage road.

Based on our conversation, the FDOT would look favorably on this project and would cooperate with the City to obtain the necessary permits required, provided that the design is consistent with FDOT standards and that the design would incorporate the future widening of U.S. 41. It is intended that the design of U.S. 41 will allow for future widening towards the median, and the stormwater design would provide the required treatment and attenuation for the eventual six-lane widening.

I appreciate your time in discussing this matter. One of the most important parts of this master plan is to define the regulatory and permitting criteria before moving into preliminary design. This will allow us to determine the projects feasibility and conceptual cost. We are moving forward with the master plan based on the understanding that joint use ponds would be allowed

January 31, 2000

by FDOT. If you feel I have stated anything incorrectly, or if you have any additional comments, please contact me as soon as possible at 941-377-8858. We will provide the FDOT with a copy of the draft master plan when completed.

***Boyle Engineering Corporation***

*Michael Woolery*

Michael Woolery, E.I.  
Assistant Engineer

Copy to: Sam Jones – City of North Port  
Juan Florensa – City of North Port  
Brett Harrington – City of North Port  
Bryan Veith, PE – Boyle Engineering Corp.  
Frank Heck, PE – Boyle Engineering Corp.



Hayes Fush  
2245 Murphy Court  
North Port, Florida 34286  
{941} 423-4855 or {800} 375-8805 #3  
{800} 375-7680 Fax

Florida Power & Light Company

October 4, 2000

Mr. Bryan T. Veith  
Boyle Engineering Corporation  
5971 CattleRidge Boulevard, Suite 200  
Sarasota, FL 34232

Re: Utility Coordination for North Port U.S. 41 Corridor Study:

Dear Mr. Veith:

Conceptual NON BINDING costs for relocation of FPL facilities within this corridor are as follows:

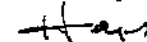
Distribution: \$100/ft for conduit & cable. Materials are estimated at 500k  
Transmission: 25 to 30 million

These are very rough estimates and may not accurately represent the actual costs.

FPL underground facilities would be required to be in private easement. Operational & maintenance issues might not allow the transmission facilities to be placed underground..

Please call if I can be of further help.

Sincerely,

  
Hayes Fush  
Construction Services

RECEIVED

OCT 19 2000

BOYLE ENGINEERING

# APPENDIX F

---



City of North Port  
US 41 Corridor Master Plan  
Public Input Meeting

Date: June 13, 2002 Time: 3:00 - 5:00 P.M.  
Location: Al Goll Hall

Guest Register

Name	Agency / Citizen	Phone Number
LINDA MARKS	BLOATT	423 1634
Bill Malinowski	Beautification Council	
Floyd L. Standley, Sr	Citizen	426-2408
Beverly Standley	"	"
John Mastellin	Business owner	426-8661
CARY HARRELL	MPO CHARLOTTE CTY	639-4676
Anthony Whitfield	citizen	423-1056
Bob + Pat Wilkin	"	426-8629
Marshall Grove	BLOATT	423-4447
Vanessa Capuone	BLOATT	426-3701
Ruth Ann Varant	citizen	
Pat Foster	both NPACC BLOATT	426-8744
Elaine Cunniff	City	426-2543
Wanda Wilkin	City	423 2992
KATHLEEN WARBLOW	Wesco Paving, Resident	484-8224 / 423-0587



City of North Port  
US 41 Corridor Master Plan  
Public Input Meeting

Date: June 13, 2002 Time: 3:00 - 5:00 P.M.  
Location: Al Goll Hall

Guest Register

Name	Agency / Citizen	Phone Number
Sam Jones		
Doug Jobbitt	Bus Owner / Citizen	426-8455
TED CLAYTON	LAND OWNER	<del>426</del> -586-3217
GENE MATTHEWS	BLDG OWNER	426-1557
Fred Odell		423-7699
Carol Odell		423-7699
Doris Doersam	Citizen	423-2174
Herb & Vicki Ives	C	
Mona & Bob Jensen		426-1968
Bela & Eliz. Deke	Citizen (home owner)	426-4955
Marjorie S. Hoffman (George) Esq. Div.		426-3244
Lucille Mallet	Real Estate Prof	426-0755
Mary M. Hagner	CITIZEN	426-9142
Leodicki Perez	CHAM. COND. UNIT D.	784-9860
Wor Shumate	Bus Bus Owner	426-5523



City of North Port  
US 41 Corridor Master Plan  
Public Input Meeting

Date: June 13, 2002 Time: 3:00 - 5:00 P.M.

Location: Al Goll Center

Guest Register

Name	Agency / Citizen	Phone Number
Brett Harrington	City of North Port	423-3107
Marie DeMilio-Buchman	Bus owner	743 2198
Ray Hall Jr	Citizen	426-0443
James W. Duke	Citizen	426-4183
CATHERINE ALTON	CITY OF NORTH PORT	423-3183
Nancy Wagner	CCMPO	941-639-4676
STEVE BARNHART	STORAGE DEPOT	426-5337
Brian Aearn	Citizen	426-5182
BRYAN VERTH	BOYLE ENGINEERING	377-8858
FRANK HECK	Boyle Engineering	813-765-7230





# APPENDIX G

---

**U.S. 41 Corridor Master Plan Comment Sheet**  
**June 13, 2002**

Thank you for attending the Public Input Meeting for the City of North Port's draft U.S. 41 Corridor Master Plan. Besides viewing the displays and talking to the experts on hand, the City values any input that you may have about your vision for the future of this corridor as it runs through our City, and any comments that you may have about the items you have viewed today. Please write your comments in the space provided below (write on back if necessary) and place in the box by the entrance as you leave the building. If you would rather take this sheet home to think through your comments, you can mail your completed form to the following:

City of North Port Planning and Zoning Department  
5650 North Port Boulevard  
North Port, FL 34287  
Phone: (941) 423-3144

---

Name DORRACE L. BALFE (optional)  
Address 3833 ADRIAN AVE N.P. (optional)  
Phone # 426-7295 (optional)

**Comments:**

MAVENS idea - I LIKE THE  
IDEA OF TROLLEY CAR + BEAUTIFICATION  
OF 41 TO GET PEOPLE TOGETHER.

---

---

---

---

---

---

---

---

---

---

---

# U.S. 41 Corridor Master Plan Comment Sheet

## June 13, 2002

Thank you for attending the Public Input Meeting for the City of North Port's draft U.S. 41 Corridor Master Plan. Besides viewing the displays and talking to the experts on hand, the City values any input that you may have about your vision for the future of this corridor as it runs through our City, and any comments that you may have about the items you have viewed today. Please write your comments in the space provided below (write on back if necessary) and place in the box by the entrance as you leave the building. If you would rather take this sheet home to think through your comments, you can mail your completed form to the following:

City of North Port Planning and Zoning Department  
5650 North Port Boulevard  
North Port, FL 34287  
Phone: (941) 423-3144

Name Bonnie Staubre (optional)  
Address 14345 S. Tamiami Tr. (optional)  
Phone # 426-1000 (optional)

### Comments:

I feel it is very important to completely design the North Port Rt 41 entries & landscaping - to compliment the grandiose design implemented at Siesta - Many, many people travel through North Port on Rt 41 and presently the 41 corridor is sorely lacking in any kind of architectural and landscaping design. Why not get the design team used & (paid for) by North Port city officials - to create a similar project for 41 -

# U.S. 41 Corridor Master Plan Comment Sheet

June 13, 2002

Thank you for attending the Public Input Meeting for the City of North Port's draft U.S. 41 Corridor Master Plan. Besides viewing the displays and talking to the experts on hand, the City values any input that you may have about your vision for the future of this corridor as it runs through our City, and any comments that you may have about the items you have viewed today. Please write your comments in the space provided below (write on back if necessary) and place in the box by the entrance as you leave the building. If you would rather take this sheet home to think through your comments, you can mail your completed form to the following:

City of North Port Planning and Zoning Department  
5650 North Port Boulevard  
North Port, FL 34287  
Phone: (941) 423-3144

Name Anna Tom Fulja (optional)  
Address 4500 N. VANCE CT (optional)  
Phone # \_\_\_\_\_ (optional)

Comments:

The future of N.P. looks  
promising Excellent  
Talkey idea great; should  
be implemented immediately  
Planning doing outstanding  
job.

# U.S. 41 Corridor Master Plan Comment Sheet

June 13, 2002

Thank you for attending the Public Input Meeting for the City of North Port's draft U.S. 41 Corridor Master Plan. Besides viewing the displays and talking to the experts on hand, the City values any input that you may have about your vision for the future of this corridor as it runs through our City, and any comments that you may have about the items you have viewed today. Please write your comments in the space provided below (write on back if necessary) and place in the box by the entrance as you leave the building. If you would rather take this sheet home to think through your comments, you can mail your completed form to the following:

City of North Port Planning and Zoning Department  
5650 North Port Boulevard  
North Port, FL 34287  
Phone: (941) 423-3144

---

Name STEVE BARNHART (optional)  
Address 7891 ESTATES DR (optional)  
Phone # 426-5337 (optional)

Comments:

WHY IS THE NORTHERLY GATEWAY STRUCTURE  
NOT AT THE NORTHERLY CITY LIMIT NOR  
ARE THERE ANY MEDIAN IMPROVEMENTS?

TAKE A LESSON FROM TAMPA AND THEIR  
OUT-OF-CONTROL COSTS INCURRED IN THEIR  
TROLLEY SYSTEM.

BEAUTIFICATION CONCEPT IS A GREAT IDEA

---

---

---

---

---

---

---

---

**U.S. 41 Corridor Master Plan Comment Sheet**  
**June 13, 2002**

Thank you for attending the Public Input Meeting for the City of North Port's draft U.S. 41 Corridor Master Plan. Besides viewing the displays and talking to the experts on hand, the City values any input that you may have about your vision for the future of this corridor as it runs through our City, and any comments that you may have about the items you have viewed today. Please write your comments in the space provided below (write on back if necessary) and place in the box by the entrance as you leave the building. If you would rather take this sheet home to think through your comments, you can mail your completed form to the following:

City of North Port Planning and Zoning Department  
5650 North Port Boulevard  
North Port, FL 34287  
Phone: (941) 423-3144

Name Jede Cruz (optional)  
Address 4497 Mercedes (optional)  
Phone # 423-1339 (optional)

**Comments:**

Good info, friendly staff people on  
hand -  
only negative thought is the meeting  
time - 3:PM, on a work day excludes  
working folks input.

U.S. 41 Corridor Master Plan Comment Sheet  
June 13, 2002

Thank you for attending the Public Input Meeting for the City of North Port's draft U.S. 41 Corridor Master Plan. Besides viewing the displays and talking to the experts on hand, the City values any input that you may have about your vision for the future of this corridor as it runs through our City, and any comments that you may have about the items you have viewed today. Please write your comments in the space provided below (write on back if necessary) and place in the box by the entrance as you leave the building. If you would rather take this sheet home to think through your comments, you can mail your completed form to the following:

City of North Port Planning and Zoning Department  
5650 North Port Boulevard  
North Port, FL 34287  
Phone: (941) 423-3144

Name JOE MALANOWSKI (optional)  
Address 4492 BLITZEN (optional) TER  
Phone # NORTH PORT (optional)  
426-4958

Comments:

- \* Land Apeal —
- \* XERISCAPE
- \* NATIVE PLANTS
- \* NO WASHINGTONIAN PALMS, NO CANARY PALMS — NATIVE SABLE PALM, PALMETTOS — NATIVE GRASSES  
NO DESIGNER MULCHES —  
THINK RE-CYCLING — MALCAUCA(?)  
PINE STRAW, RE-CYCLED — THERE ARE NUMEROUS EXOTICS — THAT COULD ALSO BE USED BECAUSE OF DROUGHT-TOLERANT BENEFITS, (IXORA) FIRECRACKER — The Haha Xample.  
NATIVES ARE WONDERFUL —  
LOTS OF SPACE FOR BUTTERFLY GARDEN — LG POTS FOR EXOTICS  
ANOTHER POSSIBILITY

THE OVERALL  
PRESENTATION  
WAS INTERESTING  
AND STRAIGHT FORWARD



# U.S. 41 Corridor Master Plan Comment Sheet

June 13, 2002

Thank you for attending the Public Input Meeting for the City of North Port's draft U.S. 41 Corridor Master Plan. Besides viewing the displays and talking to the experts on hand, the City values any input that you may have about your vision for the future of this corridor as it runs through our City, and any comments that you may have about the items you have viewed today. Please write your comments in the space provided below (write on back if necessary) and place in the box by the entrance as you leave the building. If you would rather take this sheet home to think through your comments, you can mail your completed form to the following:

City of North Port Planning and Zoning Department  
5650 North Port Boulevard  
North Port, FL 34287  
Phone: (941) 423-3144

Name Frank Handley Jr. (optional)  
Address 6540 KENWOOD DR. (optional)  
Phone # 941-2428 (optional)

## Comments:

There needs to be an inter-  
local agreement between North Port  
and Port Charlotte to get a  
better transportation system  
or "bus" system between North  
Port and Port Charlotte.  
Also the transportation  
system should be consulted  
regarding landscaping in  
North Port. The inputs  
will also be the attraction  
of N. Port to native Americans  
and to all Americans.  
Get particular American input  
about landscaping! Make North Port  
different from the City of Sarasota.

# U.S. 41 Corridor Master Plan Comment Sheet

## June 13, 2002

Thank you for attending the Public Input Meeting for the City of North Port's draft U.S. 41 Corridor Master Plan. Besides viewing the displays and talking to the experts on hand, the City values any input that you may have about your vision for the future of this corridor as it runs through our City, and any comments that you may have about the items you have viewed today. Please write your comments in the space provided below (write on back if necessary) and place in the box by the entrance as you leave the building. If you would rather take this sheet home to think through your comments, you can mail your completed form to the following:

City of North Port Planning and Zoning Department  
5650 North Port Boulevard  
North Port, FL 34287  
Phone: (941) 423-3144

Name \_\_\_\_\_ (optional)  
Address \_\_\_\_\_ (optional)  
Phone # \_\_\_\_\_ (optional)

### Comments:

*Electric lines underground need to go.*  
*The old water plant -*  
*Jetty is excellent idea*  
*Hope there will be park area when possible*  
*Can't get after walking other places around*



# U.S. 41 Corridor Master Plan Comment Sheet

## June 13, 2002

Thank you for attending the Public Input Meeting for the City of North Port's draft U.S. 41 Corridor Master Plan. Besides viewing the displays and talking to the experts on hand, the City values any input that you may have about your vision for the future of this corridor as it runs through our City, and any comments that you may have about the items you have viewed today. Please write your comments in the space provided below (write on back if necessary) and place in the box by the entrance as you leave the building. If you would rather take this sheet home to think through your comments, you can mail your completed form to the following:

City of North Port Planning and Zoning Department  
5650 North Port Boulevard  
North Port, FL 34287  
Phone: (941) 423-3144

Name Dorothy J. Hatfield (optional)  
Address 5438 Oakhill (optional)  
Phone # North Port 423-1056 (optional)

Comments:

I would appreciate if law enforcement  
would take better control of Rd 41 through  
North Port. At times you could see cars  
we're on 195

# U.S. 41 Corridor Master Plan Comment Sheet

## June 13, 2002

Thank you for attending the Public Input Meeting for the City of North Port's draft U.S. 41 Corridor Master Plan. Besides viewing the displays and talking to the experts on hand, the City values any input that you may have about your vision for the future of this corridor as it runs through our City, and any comments that you may have about the items you have viewed today. Please write your comments in the space provided below (write on back if necessary) and place in the box by the entrance as you leave the building. If you would rather take this sheet home to think through your comments, you can mail your completed form to the following:

City of North Port Planning and Zoning Department  
5650 North Port Boulevard  
North Port, FL 34287  
Phone: (941) 423-3144

Name Bob Wilkin (optional)  
Address 6841 OCEAN COURT (optional)  
Phone # 426-8624 (optional)

### Comments:

CONCERN WITH BEAUTIFICATION IS TOO LATE. OUR 41  
THOROUGHFARE IS A "GASOLINE ALLEY" - TOO MANY  
AUTOMOTIVE BUSINESSES - TOO FEW BUSINESSES OF A GENERAL  
UPGRADING NATURE.

# U.S. 41 Corridor Master Plan Comment Sheet

June 13, 2002

Thank you for attending the Public Input Meeting for the City of North Port's draft U.S. 41 Corridor Master Plan. Besides viewing the displays and talking to the experts on hand, the City values any input that you may have about your vision for the future of this corridor as it runs through our City, and any comments that you may have about the items you have viewed today. Please write your comments in the space provided below (write on back if necessary) and place in the box by the entrance as you leave the building. If you would rather take this sheet home to think through your comments, you can mail your completed form to the following:

City of North Port Planning and Zoning Department  
5650 North Port Boulevard  
North Port, FL 34287  
Phone: (941) 423-3144

Name Vanessa Caruana (optional)  
Address \_\_\_\_\_ (optional)  
Phone # 426-3701 (optional)

**Comments:**

Have another advertised "in advance"  
function similar to this one often  
I am for citizens to attend.  
They work

Had a great job  
was Donal

# U.S. 41 Corridor Master Plan Comment Sheet

## June 13, 2002

Thank you for attending the Public Input Meeting for the City of North Port's draft U.S. 41 Corridor Master Plan. Besides viewing the displays and talking to the experts on hand, the City values any input that you may have about your vision for the future of this corridor as it runs through our City, and any comments that you may have about the items you have viewed today. Please write your comments in the space provided below (write on back if necessary) and place in the box by the entrance as you leave the building. If you would rather take this sheet home to think through your comments, you can mail your completed form to the following:

City of North Port Planning and Zoning Department  
5650 North Port Boulevard  
North Port, FL 34287  
Phone: (941) 423-3144

---

Name Mr. & Mrs. BEZA DOB AK (optional)  
Address 3432 S. SUMTER BLVD (optional)  
Phone # (941) 426-4955 (optional)

Comments:

The plane is very good I am all for it.

My question is: Who shall maintain it. Would they raise the home owners taxes?

# U.S. 41 Corridor Master Plan Comment Sheet

June 13, 2002

Thank you for attending the Public Input Meeting for the City of North Port's draft U.S. 41 Corridor Master Plan. Besides viewing the displays and talking to the experts on hand, the City values any input that you may have about your vision for the future of this corridor as it runs through our City, and any comments that you may have about the items you have viewed today. Please write your comments in the space provided below (write on back if necessary) and place in the box by the entrance as you leave the building. If you would rather take this sheet home to think through your comments, you can mail your completed form to the following:

City of North Port Planning and Zoning Department  
5650 North Port Boulevard  
North Port, FL 34287  
Phone: (941) 423-3144

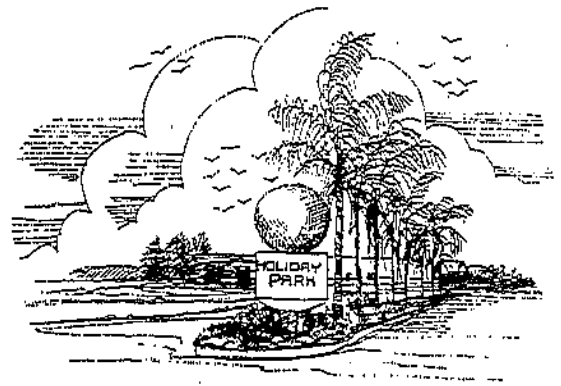
Name Martina & George Dotson (optional)  
Address 4521 FLINT DR. (optional)  
Phone # 426-3244 (optional)

**Comments:**

We are on two city boards, and can hardly wait to get this + other projects moving. We do wonder about the trolley cars' practicality until there are more parking places + businesses along 41. We may even need to increase taxes!



Holiday Park  
Park and Recreation District  
5401 Holiday Park Boulevard  
North Port, Florida 34287  
Phone: (813) 426-1585 • Fax: (813) 423-1084



June 13, 2002

Mr. Sam Jones  
Planning & Zoning Director  
City of North Port  
5650 North Port Blvd.  
North Port, FL. 34287

Ref: Route 41 Corridor

Dear Mr. Jones:

I would like to address our concerns and provide input to the development of the Route 41 corridor.

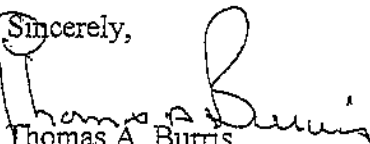
A few years ago when Atlantic Gulf Properties wanted to develop, subdivide and build upon lots adjoining the Holiday Park Community, our Board of Trustees, residents as well as myself attended Zoning and Commissioner's Meetings to express our concerns about how the development would affect the Holiday Park residents.

We came to the meeting with a wish list, which included the construction of a six-foot wall with ample trees, and landscaping that would provide some sound reduction as well as some screening from unsightly commercial buildings as we usually view the rear of those buildings.

Our Trustees and residents continue to support and encourage your staff. We recommend and present to the city planners and commissioner the six-foot wall concept, along with adequate landscaping in the areas of the U.S. 41 corridor. This applies particularly to the commercial property adjoining the Holiday Park Community.

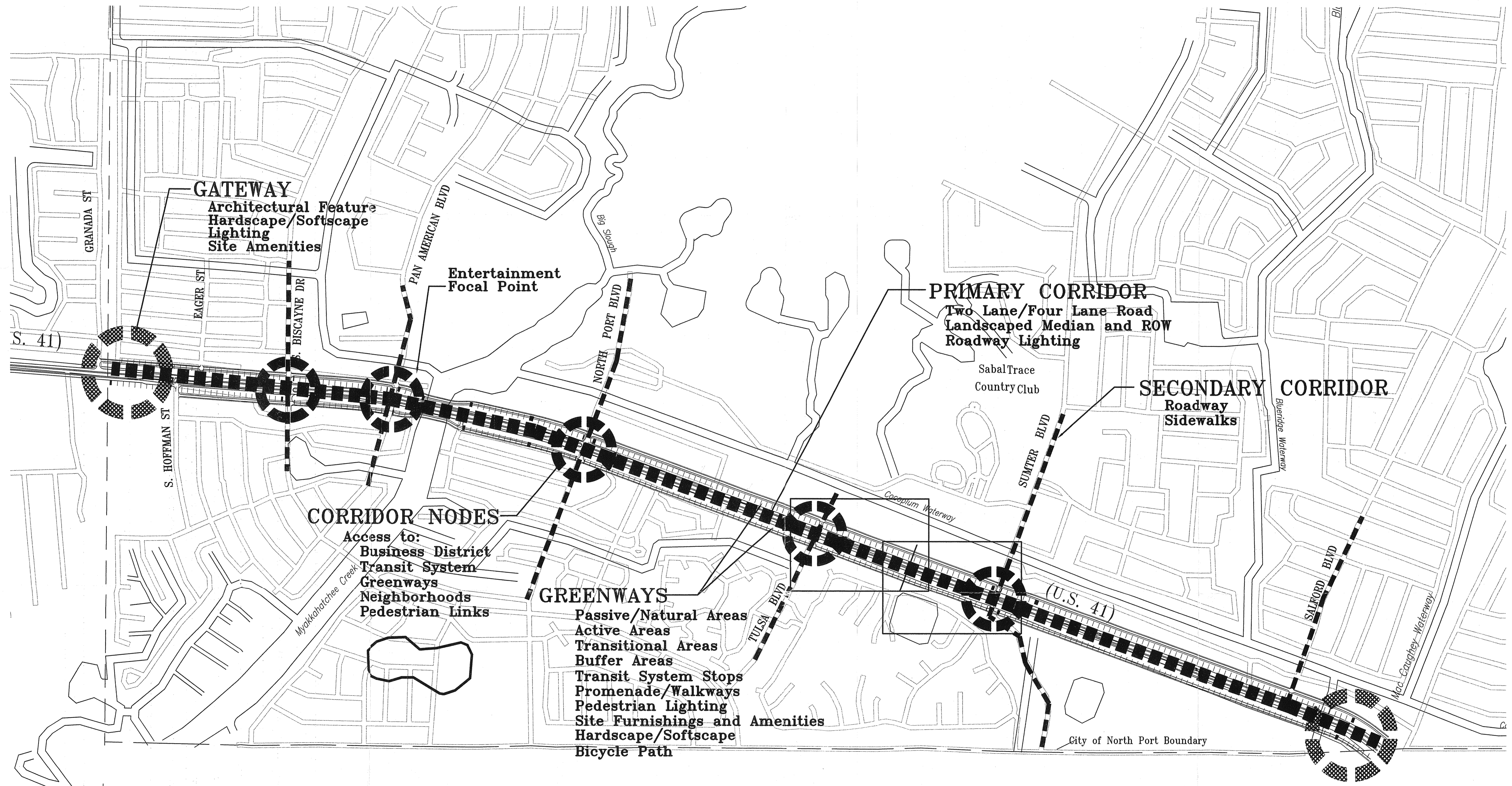
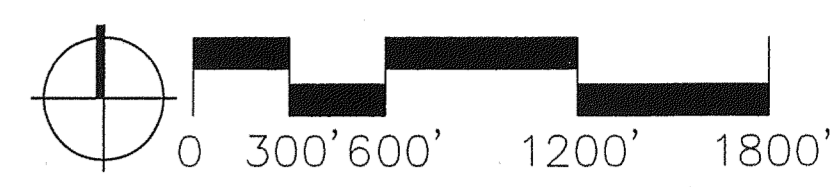
We deeply appreciate all you have done in the past and hope the City favors our request.

Sincerely,

  
Thomas A. Burris  
Park Manager

cc: Board of Trustees





**L.A. Design**

INCORPORATED  
LANDSCAPE ARCHITECTURE  
& LAND PLANNING

933 N. Riverhills Drive  
Tampa, Florida 33617  
Phone: 813-985-1142  
FL LA: #875

**North Port  
Conceptual Master Plan**

# *City of North Port Tax Increment Financing Analysis*

## **City of North Port**

City Commission            Barbara L. Gross – Chairman  
   Joseph E. Fink – Vice Chair  
   Rue S. Berryman  
   Richard A. Lockhart  
   Vanessa Carusone

City Manager                Mark B. Roath

City Staff                     Samuel K. Jones, AICP  
   Brett Harrington, AICP

## **Boyle Engineering Corporation**

Principal in Charge        Fred D. Adams III, PE

Project Manager            Bryan T. Veith, PE

## **Burton & Associates**

Principal Financial        Michael Burton  
Consultant

Staff Financial             Jonathan Varnes  
Consultant

FW-N18-135-40

May 2003

# TABLE OF CONTENTS

- EXECUTIVE SUMMARY ..... 1**
  - Objectives and Scope..... 1
  - Study Procedures..... 1
  - Scenarios Evaluated..... 2
  - Results..... 3
  - Conclusions..... 6
  
- SECTION 1 - INTRODUCTION..... 8**
  - Objectives and Scope..... 8
  - Study Procedures..... 8
  
- SECTION II - STUDY RESULTS ..... 10**
  - Tax Increment Financing Analysis..... 10
    - Description of Analysis..... 10
    - Assumptions..... 11
    - Scenario Description..... 13
    - Results and Supporting Analysis..... 14
  - Conclusions..... 17
  
- APPENDIX..... 19**

# TAX INCREMENT FINANCING ANALYSIS EXECUTIVE SUMMARY

## Executive Summary

Boyle Engineering Corporation (Boyle) and Burton & Associates, were retained by the City of North Port to conduct a Tax Increment Financing (TIF) Analysis for a Community Redevelopment Area (CRA) identified by the City. This CRA is a part of the US 41 Corridor Master Plan Report concurrently being developed by Boyle. This Executive Summary presents the results, conclusions and recommendations of the TIF study.

### **A. Objectives and Scope**

The objective of this study was to develop a plan of finance and to determine the amount of TIF available to fund the capital improvement projects (CIP) identified by Boyle in the US 41 Corridor Master Plan over a forty-year forecast period.

### **B. Study Procedures**

During this Study a forty-year projection of TIF revenue was developed from the projected increase in the ad valorem tax base for the CRA identified by City staff. The analysis was presented in an interactive work session with City staff. During this session the impact of alternative scenarios upon key financial indicators was developed by use of graphical representations from a computer TIF model including conducting alternatives analyses interactively with City staff.

A historical tax roll for the properties in the CRA was obtained from the City. Projected Capital Improvement Projects and their estimated conceptual costs associated with the CRA were obtained from the US 41 Corridor Master Plan prepared by Boyle (May 2002). City staff communicated information regarding policies that would affect the TIF analysis such as terms of debt financing and assumed escalation rate for property tax revenues. This information was entered into a TIF interactive model. The model produces a forty-year comparison of the projected TIF revenues and projected funding requirements for capital projects.

# TAX INCREMENT FINANCING ANALYSIS EXECUTIVE SUMMARY

## C. Scenarios Evaluated

This report presents two primary scenarios with three subsets of each scenario. The resulting six scenarios present the results of alternative assumptions with regard to annual tax base increase and projected funding method (“pay as you go” and/or debt funding). A description of each scenario follows:

1. Scenario 1a – This scenario assumes that the CRA tax base increases in each year of the forty-year projection period by 2.56%. This scenario also assumes that all capital improvement projects are funded with cash on a “pay as you go” basis.
2. Scenario 1b - This scenario assumes that the CRA tax base increases in each year of the forty-year projection period by 2.56%. This scenario also assumes that all capital improvement projects are funded with debt and the annual TIF revenue is pledged to pay the annual debt service on the debt. It is important to note that no debt is projected for the final two years of projection period because issuance of debt with a 1 or 2 year term would be less efficient than cash funding.
3. Scenario 1c - This scenario assumes that the CRA tax base increases in each year of the forty-year projection period by 2.56%. This scenario also assumes that capital improvement projects in FY 2003 through FY 2015 are funded with debt and the annual TIF revenue is pledged to pay the annual debt service on the debt, and that the capital improvement projects in FY 2016 through FY 2042 are paid with cash on a “pay as you go” basis.
4. Scenario 2a – This scenario assumes that the CRA tax base increases in each year of the forty-year projection period by 5%. This scenario also assumes that all capital improvement projects are funded with cash on a “pay as you go” basis.

# TAX INCREMENT FINANCING ANALYSIS EXECUTIVE SUMMARY

5. Scenario 2b - This scenario assumes that the CRA tax base increases in each year of the forty-year projection period by 5%. This scenario also assumes that all capital improvement projects are funded with debt and the annual TIF revenue is pledged to pay the annual debt service on the debt. It is important to note that no debt is projected for the final two years of projection period because issuance of debt with a 1 or 2 year term would be less efficient than cash funding.
  
6. Scenario 2c - This scenario assumes that the CRA tax base increases in each year of the forty-year projection period by 5%. This scenario also assumes that capital improvement projects in FY 2003 through FY 2015 are funded with debt and the annual TIF revenue is pledged to pay the annual debt service on the debt, and that the capital improvement projects in FY 2016 through FY 2042 are paid with cash on a “pay as you go” basis.

## ***D. Results***

This section presents the results of the Study. A more detailed description of the supporting analysis associated with the Study can be found in Section II – Study Results. The table below presents a summary of the detailed results for each of the scenarios described above. The results are also presented in graphical form after the table below.

**Summary Results of Capital Project Funding Methods and Available Funds for CIP**

Scenario	Capital Project Funding Method		
	“Pay as you go”	Debt	Total
1a – 2.56%, Cash	\$42,271,818	\$0	\$42,271,818
1b – 2.56%, Debt	\$190,850	\$18,840,084	\$19,030,934
1c – 2.56%, Debt, Cash	\$24,650,781	\$6,520,734	\$31,171,515
2a – 5%, Cash	\$94,970,476	\$0	\$94,970,476
2b – 5%, Debt	\$927,603	\$44,829,073	\$45,756,676
2c – 5%, Debt, Cash	\$66,204,645	\$10,719,042	\$76,923,687

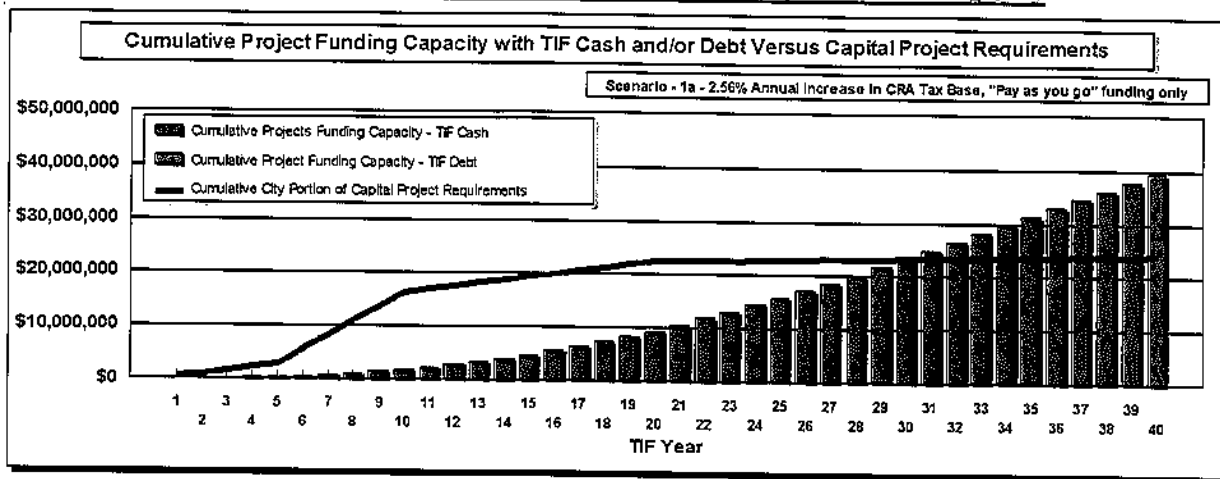


# TAX INCREMENT FINANCING ANALYSIS EXECUTIVE SUMMARY

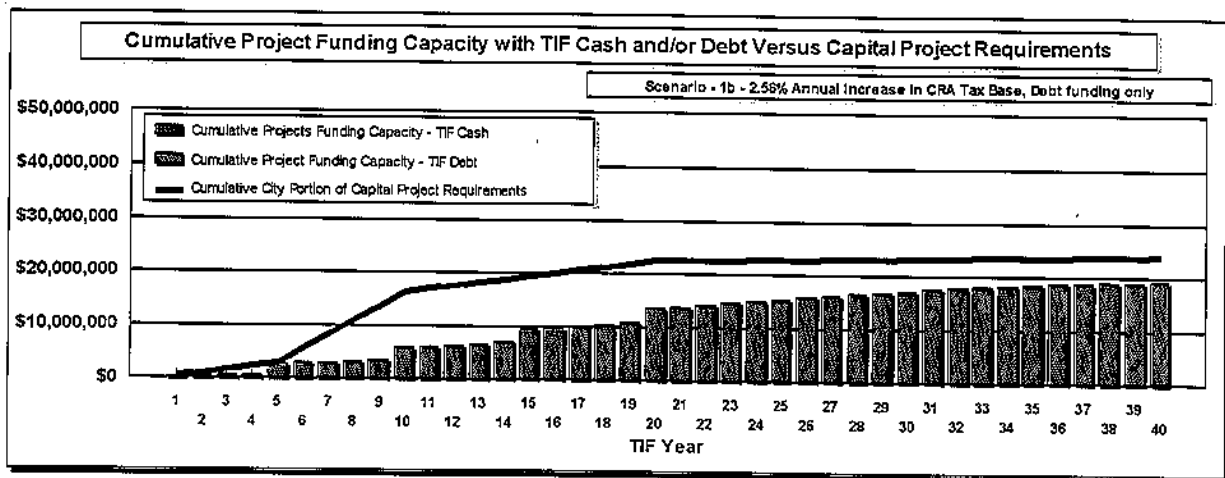
Note: Although the intent of scenarios 1b and 2b is that only debt be used to fund projects, projects in the final year of the projection period are assumed to be funded with cash because of the limitation on terms of the debt, as described in the Borrowing Assumptions portion of Section II.A.2-Assumptions. Because the issuance of debt in the final two years of the forecast would

result in less funds for capital projects than would be available with cash funding, it was assumed that projects in the final two years would be cash funded.

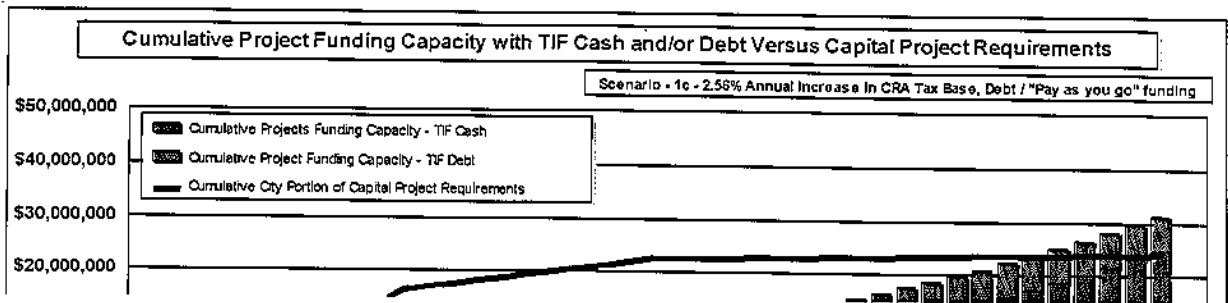
## Scenario 1a – 2.56% Annual Increase in CRA Tax Base, “Pay as you Go” Funding Only



## Scenario 1b – 2.56% Annual Increase in CRA Tax Base, Debt Funding Only

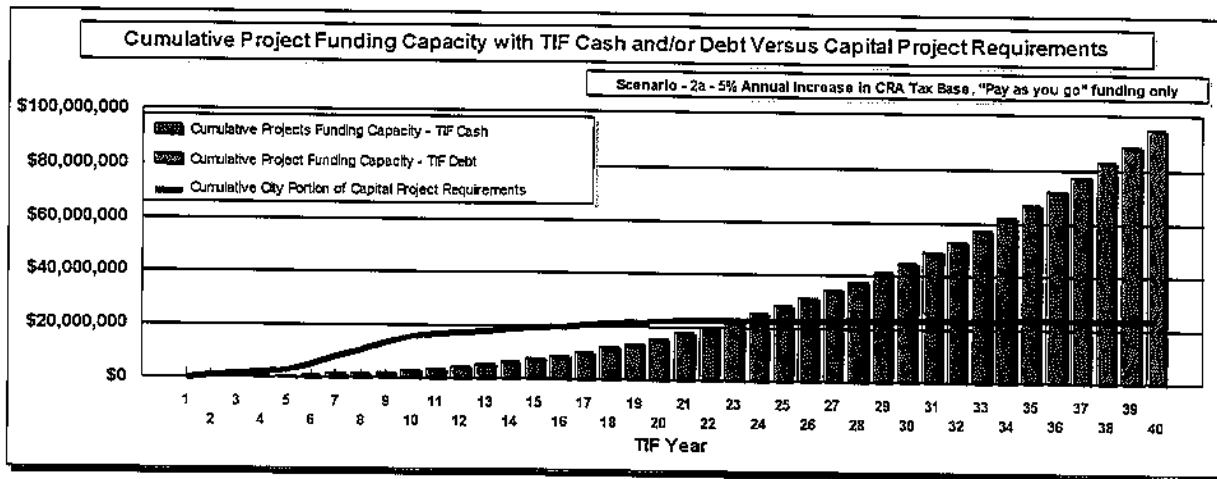


## Scenario 1c – 2.56% Annual Increase in CRA Tax Base, Debt / “Pay as you Go” Funding

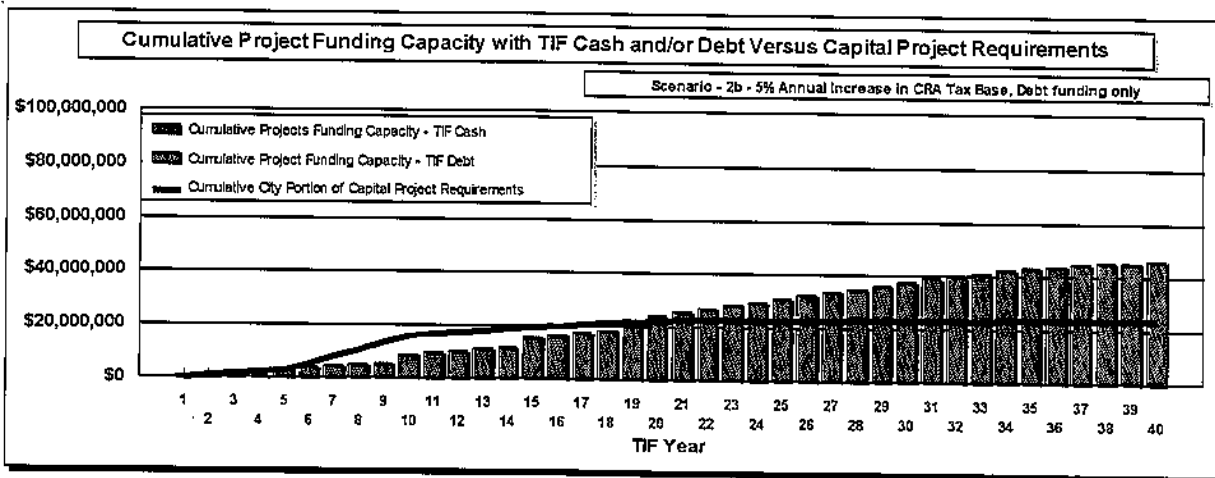


# TAX INCREMENT FINANCING ANALYSIS EXECUTIVE SUMMARY

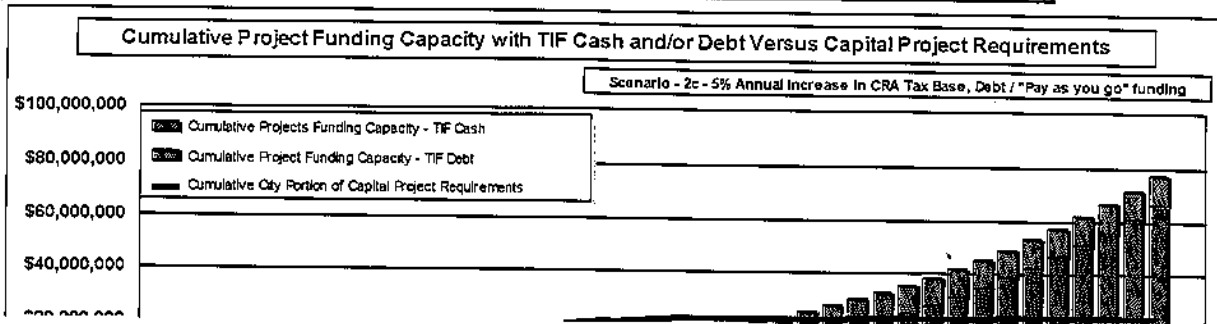
## Scenario 2a – 5.00% Annual Increase in CRA Tax Base, “Pay as you Go” Funding Only



## Scenario 2b – 5.00% Annual Increase in CRA Tax Base, Debt Funding Only



## Scenario 2c – 5.00% Annual Increase in CRA Tax Base, Debt / “Pay as you Go” Funding



# TAX INCREMENT FINANCING ANALYSIS EXECUTIVE SUMMARY

## *E. Conclusions*

Figure 4, in the appendix, shows that the City will need to fund approximately \$24,095,500 of the total \$43,390,000 capital improvement projects associated with the CRA over the next 40 years. Through a cost sharing agreement, the Florida Department of Transportation (FDOT) would fund the remaining \$19,294,500 of projects. These estimated costs and the associated cost split between the City and FDOT shall be updated after design drawings and negotiations with FDOT are complete.

If the projected revenue from the Tax Increment Financing is used to fund a portion of these capital improvement projects on a “pay as you go – cash funded” basis, approximately \$42,271,000 of the projects, almost twice the amount required, are projected to be able to be funded over the forty year projection period assuming an annual increase in the CRA tax base of 2.56%, as is presented in Scenario 1a. If the CRA tax base increases by 5% annually, then approximately \$94,970,000 of capital projects, almost four times the amount required, are projected to be able to be funded over the forty-year projection period, as is presented in Scenario 2a. This would allow the City to fund other long-term potential US 41 Corridor CIP projects not specifically quantified at this time such as aboveground power pole relocation and new transit facilities.

If the projected revenue from the Tax Increment Financing is used to fund a portion of these capital improvement projects on a debt funded basis, approximately \$19,030,000 of the projects are projected to be able to be funded over the forty year projection period assuming an annual increase in the CRA tax base of 2.56%, as is presented in Scenario 1b. If the CRA tax base increases by 5% annually, then approximately \$45,756,000 of capital projects, almost twice the amount required, are projected to be able to be funded over the forty-year projection period, as is presented in Scenario 2b. However, it is important to point out under this “debt funding” alternative,

# TAX INCREMENT FINANCING ANALYSIS

## EXECUTIVE SUMMARY

that it is understood that the City must hold a referendum in order to issue new debt. Therefore, if the “debt funding” alternative is chosen, the new debt must be approved by the voters of the City.

This report also presents a hybrid of the “pay as you go” and debt funding alternatives, Scenarios 1c and 2c. If the City uses the benefits of debt funding early in the projection period, more projects can be funded earlier. Then after approximately 12

years, the City could begin funding all projects with cash and therefore avoid paying interest on borrowed funds. Under that assumption, if the CRA tax base increases at an annual rate of 2.56%, approximately \$31,171,000 of capital projects is projected to be able to be funded as is presented in Scenario 1c. If the CRA tax base increases by 5% annually, then approximately \$76,923,000 of capital projects are projected to be able to be funded over the forty-year projection period as is presented in Scenario 2c. Again, it is important to point out under any “debt funding” alternative, it is understood that the City must hold a Referendum in order to issue new debt. Therefore, if the “debt funding” alternative is chosen, the new debt must be approved by the voters of the City.

# TAX INCREMENT FINANCING ANALYSIS

## SECTION I – INTRODUCTION

### Section I - Introduction

Boyle Engineering Corporation and Burton & Associates were retained by the City of North Port to conduct a Tax Increment Financing Analysis for a Community Redevelopment Area identified by the City. This CRA is apart of the US 41 Corridor Master Plan Report concurrently being developed by Boyle. This Report presents the results of the TIF study. This section presents the objectives, scope, and the procedures employed in the conduct of the study.

Section II presents the results of the TIF analysis. First, the results of the TIF analysis are presented, followed by a description of the supporting schedules for the TIF analysis. Finally, Appendix A presents the supporting schedules for each scenario presented.

#### **A. Objectives and Scope**

The objective of this study was to develop a plan of finance and to determine the amount of TIF available to fund the capital improvement projects identified by Boyle in the US 41 Corridor Master Plan over a Forty-year forecast period.

#### **B. Study Procedures**

During this Study a forty-year projection of TIF revenue was developed from the projected increase in the ad valorem tax base for the CRA identified by City staff. The analysis was presented in an interactive work session with City staff. During this session the impact of alternative scenarios upon key financial indicators was developed by use of graphical representations from a computer TIF model including conducting alternatives analyses interactively with City staff.

A historical tax roll for the properties in the CRA was obtained from the City. Projected Capital Improvement Projects and their estimated conceptual costs associated with the CRA were obtained from the US 41 Corridor Master Plan prepared by Boyle

# **TAX INCREMENT FINANCING ANALYSIS**

## **SECTION I – INTRODUCTION**

(May 2002). City staff communicated information regarding policies that would affect the TIF analysis such as terms of debt financing and assumed escalation rate for property tax revenues. This information was entered into a Tax Increment Financing (TIF) interactive model. The model produces a forty-year comparison of the projected TIF revenues and projected funding requirements for capital projects.

# TAX INCREMENT FINANCING ANALYSIS

## SECTION II – STUDY RESULTS

### Section II – Study Results

This section presents the results of the forty-year Tax Increment Financing (TIF) Analysis. The first sub section presents a description of the analysis, the major assumptions associated with the analysis and the results of the analysis. The next sub section presents the conclusions resulting from the TIF analysis.

#### ***A. Tax Increment Financing Analysis***

The TIF analysis determines the level of capital projects associated with the CRA that can be funded with the TIF revenues generated from the CRA.

##### ***1. Description of the Analysis***

Tax Increment Financing is a method of financing used by local governments to fund capital projects that specifically benefit a defined Community Redevelopment Area (CRA). Chapter 163.340 of the Florida Statutes authorized the establishment of Community Redevelopment Areas and Tax Increment Financing as a method by which local government may fund CRA related projects. Under Tax Increment Financing, parcels located within the CRA are identified and the taxable property value of each parcel is determined at a specific time. For the purpose of calculating TIF revenue the millage rate in place at that time is fixed for the CRA in subsequent years. As the total assessed property value for the CRA increases each year due to increases in assessed value of existing developed properties and new development of currently undeveloped properties, additional ad valorem tax revenue will be generated. This annual “incremental” revenue is earmarked to fund additional capital improvement projects, either outright on a cash basis and/or the annual incremental revenue can be used to fund annual debt service. If the annual incremental revenue is used to fund debt rather than pay for projects outright, there is the potential for funding additional projects over the analysis period.

# TAX INCREMENT FINANCING ANALYSIS

## SECTION II – STUDY RESULTS

A forty-year TIF projection was performed using the property records for properties located in the CRA provided by the City. Through the US 41 Master Plan Report, Boyle provided the schedule and conceptual cost projections for capital improvement projects associated with the CRA.

The computer model was developed and the results were presented in an interactive work session with City staff on July 29, 2002. Results were displayed in graphical format for discussion and evaluation of “what-if” analysis for the following financial indicators:

- Revenue available to fund capital projects on a “pay as you go – cash funded” basis
- Annual debt capacity that could be supported by TIF revenue
- Total capital improvement projects that could be funded by year under the assumption of either cash funding or debt financing

### 2. *Assumptions*

During the development of this analysis, City staff was conferred with regarding various assumptions used in the development of the analysis presented in this Report. The major assumptions are listed below.

- Increase in ad valorem tax base –
  - ✓ General increase in ad valorem tax base – In order to demonstrate the sensitivity of the analysis to certain tax base escalation factors, it was assumed that the ad valorem tax base of the CRA would escalate each year by approximately 2.56% for Scenario 1 and 5% for Scenario 2 (both of which are described fully in the following sub-section). The tax base escalation factor of 2.56% is consistent with a similar TIF



# TAX INCREMENT FINANCING ANALYSIS

## SECTION II – STUDY RESULTS

analysis performed by Sarasota County. The tax base escalation factor of 5% was used in Scenario 2 because the tax base in the CRA has increased by approximately 13% and 6% in the prior two years, respectively.

- ✓ Specific new development in CRA – City staff indicated that several large commercial properties are likely to be developed within the CRA in the next twenty years. Therefore, staff provided the property value information of a retail store that was felt to represent the type and size of commercial development that is expected to occur. It was assumed that these developments would occur in FY 2007, FY 2012, FY 2017 and FY 2022.
- Borrowing assumptions – The debt financing alternative (evaluated in both Scenarios 1 and 2) assumed that new debt issued during the projection period would be on the following terms:
  - ✓ Term of Debt: City staff has indicated that the TIF will continue for a period of no more than 40 years. Therefore, any debt assumed during the projection period assumes that the term of the debt must not exceed the remaining years of the TIF. Therefore, the term of the debt projected to be issued in year 11 of the projection period is 29 years, 28 years in year 12, etc.
  - ✓ Interest Rate: 6.00%
  - ✓ Issuance Costs: 1.50%
  - ✓ Debt Service Coverage: 1.10 times annual TIF revenue

The assumptions presented and the interactive modeling process described above resulted in an annual projection of funds available to 1) pay capital

# TAX INCREMENT FINANCING ANALYSIS

## SECTION II – STUDY RESULTS

improvement projects on a “pay as you go – cash funded” basis and/or, 2) pay annual debt service on new debt issued to pay for capital projects in each year of the forecast period.

### 3. *Scenario Description*

This report presents two primary scenarios with three subsets of each scenario. The resulting six scenarios present the results of alternative assumptions with regard to annual tax base increase and projected funding method (“pay as you go” and/or debt funding). A description of each scenario follows:

- a. Scenario 1a – This scenario assumes that the CRA tax base increases in each year of the forty-year projection period by 2.56%. This scenario also assumes that all capital improvement projects are funded with cash on a “pay as you go” basis.
- b. Scenario 1b - This scenario assumes that the CRA tax base increases in each year of the forty-year projection period by 2.56%. This scenario also assumes that all capital improvement projects are funded with debt and the annual TIF revenue is pledged to pay the annual debt service on the debt. It is important to note that no debt is projected for the final two years of projection period because issuance of debt with a 1 or 2 year term would be less efficient than cash funding.
- c. Scenario 1c - This scenario assumes that the CRA tax base increases in each year of the forty-year projection period by 2.56%. This scenario also assumes that capital improvement projects in FY 2003 through FY 2015 are funded with debt and the annual TIF revenue is pledged to pay the annual debt service on the debt, and that the capital improvement projects in FY 2016 through FY 2042 are paid with cash on a “pay as you go” basis.

# TAX INCREMENT FINANCING ANALYSIS

## SECTION II – STUDY RESULTS

- d. Scenario 2a – This scenario assumes that the CRA tax base increases in each year of the forty-year projection period by 5%. This scenario also assumes that all capital improvement projects are funded with cash on a “pay as you go” basis.
- e. Scenario 2b - This scenario assumes that the CRA tax base increases in each year of the forty-year projection period by 5%. This scenario also assumes that all capital improvement projects are funded with debt and the annual TIF revenue is pledged to pay the annual debt service on the debt. It is important to note that no debt is projected for the final two years of projection period because issuance of debt with a 1 or 2 year term would be less efficient than cash funding.
- f. Scenario 2c - This scenario assumes that the CRA tax base increases in each year of the forty-year projection period by 5%. This scenario also assumes that capital improvement projects in FY 2003 through FY 2015 are funded with debt and the annual TIF revenue is pledged to pay the annual debt service on the debt, and that the capital improvement projects in FY 2016 through FY 2042 are paid with cash on a “pay as you go” basis.

#### ***4. Results and Supporting Analysis***

This section presents the results of the Study and a description of the supporting analysis associated with the Study. The figures referred to in this section are presented in Appendix A.

##### **a. Results of the Study**

Appendix A presents Figures 1 through 4 for each of the above-described scenarios. For each scenario, Figure 1 presents the annual amount of capital improvement projects that are assumed will be funded on a “pay as you go – cash funded” basis and/or on a debt funded basis. Column B, Line 3 presents the total

# TAX INCREMENT FINANCING ANALYSIS

## SECTION II – STUDY RESULTS

projected capital improvement projects that are assumed will be funded with TIF revenue on a “pay as you go – cash funded” basis over the forty-year projection period for each of the six scenarios presented. Column C, Line 3 presents the total projected capital projects that are assumed will be funded with debt supported by TIF revenue over the forty-year projection period for each of the six scenarios presented. Debt financing would allow for more projects to be funded in the early years of the program, but may require a referendum and approval of the City’s eligible voters. The table below presents a summary of the detailed results that are presented in Figure 1 for each scenario in the appendix.

### Summary Results of Capital Project Funding Methods and Available Funds for CIP

Scenario	Capital Project Funding Method		
	“Pay as you go”	Debt	Total
1a – 2.56%, Cash	\$42,271,818	\$0	\$42,271,818
1b – 2.56%, Debt	\$190,850	\$18,840,084	\$19,030,934
1c – 2.56%, Debt, Cash	\$24,650,781	\$6,520,734	\$31,171,515
2a – 5%, Cash	\$94,970,476	\$0	\$94,970,476
2b – 5%, Debt	\$927,603	\$44,829,073	\$45,756,676
2c – 5%, Debt, Cash	\$66,204,645	\$10,719,042	\$76,923,687

Note: Although the intent of scenarios 1b and 2b is that only debt be used to fund projects, projects in the final year of the projection period are assumed to be funded with cash because of the limitation on terms of the debt, as described in the Borrowing Assumptions portion of Section II.A.2-Assumptions. Because the issuance of debt in the final two years of the forecast would result in less funds for capital projects than would be available with cash funding, it was assumed that projects in the final two years would be cash funded.

#### **b. Alternative Scenario Supporting Analysis**

The supporting analysis for the development of the six scenarios presented in the prior sub-section is presented in this sub-section.

- 1) Calculation of Capital Improvement Project Funding Capacity from 1) Cash and 2) Debt - The alternative funding scenarios presented in this

# TAX INCREMENT FINANCING ANALYSIS

## SECTION II – STUDY RESULTS

report were developed by preparing a forty year projection of the revenues from a TIF plan. This baseline projection resulted in the projected annual revenue the City may expect to collect from the

development of a TIF plan for the CRA identified during the forty-year projection period. This baseline revenue was then used to develop the alternative financing plan scenarios, the results of which are presented in the table above.

The most current data available regarding the tax base for the CRA was for FY 2001 as provided by the City and shown in column A, line 2 of Figure 2 for each scenario. This FY 2001 tax base was projected through 2042 using an assumed annual increase in this tax base of 2.56% for Scenarios 1a, 1b and 1c and 5% for Scenarios 2a, 2b and 2c. This provided the tax base assumptions for each year of the TIF, 2003 through 2042, as shown in column A of Figure 2. The revenue associated with the CRA was projected by multiplying the cumulative increase in property value by both the portion of the City and County millage rate associated with the general fund of 4.500 and 4.357, respectively.

For each of the six scenarios evaluated, the detailed projection of TIF revenue from both the City millage and the County millage is presented in Figure 2 in Appendix A in columns G and J, respectively. This TIF revenue from the City and County is then carried forward to column B on Figure 3, pages 1 and 2, respectively, where a projection of capital improvement projects that could be funded with this TIF revenue is presented. Figure 3 is described in the following section.

- 2) Projection of Capital Improvement Project Funding for Projects Associated with CRA– For each scenario, Figure 3 in Appendix A

# TAX INCREMENT FINANCING ANALYSIS

## SECTION II – STUDY RESULTS

presents the projected annual amount of capital projects that could be funded with a TIF on a “pay as you go – cash funded” basis and/or on a debt funded basis from the projected revenue from the CRA. The resulting capital project funding analysis is presented on line 42 with the portion of the TIF revenue generated by the City millage in column H, page 1 of 2, and the County millage in column H page 2 of 2.

- 3) Capital Improvement Projects associated with CRA – The estimated capital improvement project costs associated with the CRA were developed by Boyle in five-year increments and summarized in the US 41 Corridor Master Plan Report. In order to determine the annual capital improvement project requirements on an annual basis, it was assumed that projects within a five-year period would occur at equal amounts in each year of the five-year period. A summary of capital improvement project requirements is presented in Figure 4 in Appendix A for each scenario.

### ***B. Conclusions***

Figure 4, in the appendix, shows that the City will need to fund approximately \$24,095,500 of the total \$43,390,000 capital improvement projects associated with the CRA over the next 40 years. Through a cost sharing agreement the Florida Department of Transportation would fund the remaining \$19,294,500 of projects. These estimated costs and the associated cost split between the City and FDOT shall be updated after design drawings and negotiations with FDOT are complete.

If the projected revenue from the Tax Increment Financing is used to fund a portion of these capital improvement projects on a “pay as you go – cash funded” basis, approximately \$42,271,000 of the projects, almost twice the amount required, are projected to be able to be funded over the forty year projection period assuming an annual increase in the CRA tax base of 2.56%, as is presented in Scenario 1a. If the CRA tax base increases by 5% annually, then approximately \$94,970,000 of capital projects,

# TAX INCREMENT FINANCING ANALYSIS

## SECTION II – STUDY RESULTS

almost four times the amount required, are projected to be able to be funded over the forty-year projection period, as is presented in Scenario 2a. This would allow the City to fund other long-term potential US 41 Corridor CIP projects not specifically quantified at this time such as aboveground power pole relocation and new transit facilities.

If the projected revenue from the Tax Increment Financing is used to fund a portion of these capital improvement projects on a debt funded basis, approximately \$19,030,000 of the projects are projected to be able to be funded over the forty year projection period assuming an annual increase in the CRA tax base of 2.56%, as is presented in Scenario 1b. If the CRA tax base increases by 5% annually, then approximately \$45,756,000 of capital projects, almost twice the amount required, are projected to be able to be funded over the forty-year projection period, as is presented in Scenario 2b. However, it is important to point out under this “debt funding” alternative, that it is understood that the City must hold a referendum in order to issue new debt. Therefore, if the “debt funding” alternative is chosen, the new debt must be approved by the voters of the City.

This report also presents a hybrid of the “pay as you go” and debt funding alternatives, Scenarios 1c and 2c. If the City uses the benefits of debt funding early in the projection period, more projects can be funded earlier. Then after approximately 12 years, the City could begin funding all projects with cash and therefore avoid paying interest on borrowed funds. Under that assumption, if the CRA tax base increases at an annual rate of 2.56%, approximately \$31,171,000 of capital projects is projected to be able to be funded as is presented in Scenario 1c. If the CRA tax base increases by 5% annually, then approximately \$76,923,000 of capital projects are projected to be able to be funded over the forty-year projection period as is presented in Scenario 2c. Again, it is important to point out under any “debt funding” alternative, it is our understood that the City must hold a Referendum in order to issue new debt. Therefore, if the “debt funding” alternative is chosen, the new debt must be approved by the voters of the City.

**TAX INCREMENT FINANCING  
ANALYSIS  
SECTION II – STUDY RESULTS**



# **APPENDIX A**

# **SCENARIO 1a**

**2.56% Annual Growth in Tax Base, "Pay as you go" Cash Funding Only**

Figure 1

**City of Northport**  
 Tax Increment Financing (TIF) Analysis  
 Summary of Capital Improvement Project Funding Methods for 40 Year Forecast Period

***Scenario - 1a - 2.56% Annual Increase in CRA Tax Base, "Pay as you go" funding only***

**Summary of Capital Project Funding Methods for FY 2003 - FY 2042**

	A	B	C	D
	Capital Project Funding Method			
	"Pay as you go"	Debt Fund	Total	
1	Capital Projects Funding Capability From City Millage	\$21,477,162	\$0	\$21,477,162
2	Capital Projects Funding Capability From County Millage	20,794,656	0	20,794,656
3	<b>Total Projected Capital Project Funding Capability</b>	<b>\$42,271,818</b>	<b>\$0</b>	<b>\$42,271,818</b>
4	Total Capital Project Requirements	NA	NA	24,095,500
5	Projected Unfunded Projects	NA	NA	\$0

Source: Burton & Associates

05/19/2003

C:\DATA\123\NORTHPT~1\FINALR~1\FINAL\TIFML20.WK4

Figure 2

**City of Northport**  
 Tax Increment Financing (TIF) Analysis  
 Projection of Taxable Value and Revenue From TIF

**Scenario - 1a - 2.56% Annual Increase in CRA Tax Base, "Pay as you go" funding only**

Assumed Annual Growth in Tax Base 2.56%

Fiscal Year	Taxable Value	Annual Increase in Taxable Value	Cumulative Increase in Taxable Value	TIF Millage - City of Northport	City of Northport Millage			Sarasota County Millage		
					Annual TIF Revenue From City of Northport Millage	Projected Annual TIF Revenue after Adjustment for 95% Collection Rate	TIF Millage - Sarasota County	Annual TIF Revenue From Sarasota County Millage	Projected Annual TIF Revenue after Adjustment for 95% Collection Rate	
2001	\$47,045,650	NA	NA	NA	NA	NA	NA	NA	NA	NA
2002	48,250,000	NA	NA	NA	NA	NA	NA	NA	NA	NA
2003	49,485,000	1,235,000	1,235,000	4.500	\$5,558	\$5,280	4.357	\$5,381	\$5,112	\$5,112
2004	50,752,000	1,267,000	2,502,000	4.500	\$11,259	\$10,696	4.357	\$10,901	\$10,356	\$10,356
2005	52,051,000	1,299,000	3,801,000	4.500	\$17,105	\$16,250	4.357	\$16,561	\$15,733	\$15,733
2006	53,384,000	1,333,000	5,134,000	4.500	\$23,103	\$21,948	4.357	\$22,369	\$21,251	\$21,251
2007	72,853,244	19,469,244	24,603,244	4.500	\$110,715	\$105,179	4.357	\$107,196	\$101,836	\$101,836
2008	74,718,000	1,864,756	26,468,000	4.500	\$119,106	\$113,151	4.357	\$115,321	\$109,555	\$109,555
2009	76,631,000	1,913,000	28,381,000	4.500	\$127,715	\$121,329	4.357	\$123,656	\$117,473	\$117,473
2010	78,593,000	1,962,000	30,343,000	4.500	\$136,544	\$129,717	4.357	\$132,204	\$125,594	\$125,594
2011	80,605,000	2,012,000	32,355,000	4.500	\$145,598	\$138,318	4.357	\$140,971	\$133,922	\$133,922
2012	103,209,043	22,604,043	54,959,043	4.500	\$247,316	\$234,950	4.357	\$239,457	\$227,464	\$227,464
2013	105,851,000	2,641,957	57,601,000	4.500	\$259,205	\$246,245	4.357	\$250,968	\$238,420	\$238,420
2014	108,561,000	2,710,000	60,311,000	4.500	\$271,400	\$257,830	4.357	\$262,775	\$249,636	\$249,636
2015	111,340,000	2,779,000	63,090,000	4.500	\$283,905	\$269,710	4.357	\$274,883	\$261,139	\$261,139
2016	114,190,000	2,850,000	65,940,000	4.500	\$296,730	\$281,894	4.357	\$287,301	\$272,936	\$272,936
2017	140,421,405	26,231,405	92,171,405	4.500	\$414,771	\$394,032	4.357	\$401,591	\$381,511	\$381,511
2018	144,016,000	3,594,595	95,766,000	4.500	\$430,947	\$409,400	4.357	\$417,252	\$396,389	\$396,389
2019	147,703,000	3,687,000	99,453,000	4.500	\$447,539	\$425,162	4.357	\$433,317	\$411,651	\$411,651
2020	151,484,000	3,781,000	103,234,000	4.500	\$464,553	\$441,325	4.357	\$449,791	\$427,301	\$427,301
2021	155,362,000	3,878,000	107,112,000	4.500	\$482,004	\$457,904	4.357	\$466,687	\$443,353	\$443,353
2022	185,787,595	30,425,595	137,537,595	4.500	\$618,919	\$587,973	4.357	\$599,251	\$569,288	\$569,288
2023	190,544,000	4,756,405	142,294,000	4.500	\$640,323	\$608,307	4.357	\$619,975	\$588,976	\$588,976
2024	195,422,000	4,878,000	147,172,000	4.500	\$662,274	\$629,160	4.357	\$641,228	\$609,167	\$609,167
2025	200,425,000	5,003,000	152,175,000	4.500	\$684,788	\$650,549	4.357	\$663,026	\$629,875	\$629,875
2026	205,556,000	5,131,000	157,306,000	4.500	\$707,877	\$672,483	4.357	\$685,382	\$651,113	\$651,113
2027	210,818,000	5,262,000	162,568,000	4.500	\$731,556	\$694,978	4.357	\$708,309	\$672,894	\$672,894
2028	216,215,000	5,397,000	167,965,000	4.500	\$755,843	\$718,051	4.357	\$731,824	\$695,233	\$695,233
2029	221,750,000	5,535,000	173,500,000	4.500	\$780,750	\$741,713	4.357	\$755,940	\$718,143	\$718,143
2030	227,427,000	5,677,000	179,177,000	4.500	\$806,297	\$765,982	4.357	\$780,674	\$741,640	\$741,640
2031	233,249,000	5,822,000	184,999,000	4.500	\$832,496	\$790,871	4.357	\$806,041	\$765,739	\$765,739
2032	239,220,000	5,971,000	190,970,000	4.500	\$859,365	\$816,397	4.357	\$832,056	\$790,453	\$790,453
2033	245,344,000	6,124,000	197,094,000	4.500	\$886,923	\$842,577	4.357	\$858,739	\$815,802	\$815,802
2034	251,625,000	6,281,000	203,375,000	4.500	\$915,188	\$869,429	4.357	\$886,105	\$841,800	\$841,800
2035	258,067,000	6,442,000	209,817,000	4.500	\$944,177	\$896,968	4.357	\$914,173	\$868,464	\$868,464
2036	264,674,000	6,607,000	216,424,000	4.500	\$973,908	\$925,213	4.357	\$942,959	\$895,811	\$895,811
2037	271,450,000	6,776,000	223,200,000	4.500	\$1,004,400	\$954,180	4.357	\$972,482	\$923,858	\$923,858
2038	278,399,000	6,949,000	230,149,000	4.500	\$1,035,671	\$983,887	4.357	\$1,002,759	\$952,621	\$952,621
2039	285,526,000	7,127,000	237,276,000	4.500	\$1,067,742	\$1,014,355	4.357	\$1,033,812	\$982,121	\$982,121
2040	292,835,000	7,309,000	244,585,000	4.500	\$1,100,633	\$1,045,601	4.357	\$1,065,657	\$1,012,374	\$1,012,374
2041	300,332,000	7,497,000	252,082,000	4.500	\$1,134,369	\$1,077,651	4.357	\$1,098,321	\$1,043,405	\$1,043,405
2042	308,020,000	7,688,000	259,770,000	4.500	\$1,168,965	\$1,110,517	4.357	\$1,131,818	\$1,075,227	\$1,075,227

Additional Properties Projected to Develop per Staff	
Year	Projected Value
2007	\$18,102,244
2012	\$20,541,043
2017	\$23,308,405
2022	\$26,448,595

Figure 3

**City of Northport**  
 Tax Increment Financing (TIF) Analysis  
 Detailed Projected Capital Improvement Project Funding Methods for 40 Year Forecast Period

Scenario - 1a - 2.56% Annual Increase in CRA Tax Base, "Pay as you go" funding only

	A	B	C	D	E	F	G	H	I	J
	<b>Projected Project Funding - City Millage</b>						<b>Projects Funded with:</b>			
		<b>Projected TIF Revenue - City</b>	<b>Projected Marginal TIF Revenue - City</b>	<b>Debt Fund?</b>	<b>Annual Debt Capacity</b>	<b>Marginal Debt Capacity</b>	<b>Cumulative TIF Revenue dedicated to Annual Debt Service</b>	<b>"Pay as you go"</b>	<b>Debt</b>	<b>Total</b>
1	<b>Fiscal Year</b>	<b>Millage</b>	<b>Millage</b>							
2	2003	\$5,280	\$5,280	N	\$0	\$0	\$0	\$5,280	\$0	\$5,280
3	2004	10,696	5,416	N	0	0	0	10,696	0	10,696
4	2005	16,250	5,554	N	0	0	0	16,250	0	16,250
5	2006	21,948	5,698	N	0	0	0	21,948	0	21,948
6	2007	105,179	83,231	N	0	0	0	105,179	0	105,179
7	2008	113,151	7,972	N	0	0	0	113,151	0	113,151
8	2009	121,329	8,178	N	0	0	0	121,329	0	121,329
9	2010	129,717	8,388	N	0	0	0	129,717	0	129,717
10	2011	138,318	8,601	N	0	0	0	138,318	0	138,318
11	2012	234,950	96,632	N	0	0	0	234,950	0	234,950
12	2013	246,245	11,295	N	0	0	0	246,245	0	246,245
13	2014	257,830	11,585	N	0	0	0	257,830	0	257,830
14	2015	269,710	11,880	N	0	0	0	269,710	0	269,710
15	2016	281,894	12,184	N	0	0	0	281,894	0	281,894
16	2017	394,032	112,138	N	0	0	0	394,032	0	394,032
17	2018	409,400	15,368	N	0	0	0	409,400	0	409,400
18	2019	425,162	15,762	N	0	0	0	425,162	0	425,162
19	2020	441,325	16,163	N	0	0	0	441,325	0	441,325
20	2021	457,904	16,579	N	0	0	0	457,904	0	457,904
21	2022	587,973	130,069	N	0	0	0	587,973	0	587,973
22	2023	608,307	20,334	N	0	0	0	608,307	0	608,307
23	2024	629,160	20,853	N	0	0	0	629,160	0	629,160
24	2025	650,549	21,389	N	0	0	0	650,549	0	650,549
25	2026	672,483	21,934	N	0	0	0	672,483	0	672,483
26	2027	694,978	22,495	N	0	0	0	694,978	0	694,978
27	2028	718,051	23,073	N	0	0	0	718,051	0	718,051
28	2029	741,713	23,662	N	0	0	0	741,713	0	741,713
29	2030	765,982	24,269	N	0	0	0	765,982	0	765,982
30	2031	790,871	24,889	N	0	0	0	790,871	0	790,871
31	2032	816,397	25,526	N	0	0	0	816,397	0	816,397
32	2033	842,577	26,180	N	0	0	0	842,577	0	842,577
33	2034	869,429	26,852	N	0	0	0	869,429	0	869,429
34	2035	896,968	27,539	N	0	0	0	896,968	0	896,968
35	2036	925,213	28,245	N	0	0	0	925,213	0	925,213
36	2037	954,180	28,967	N	0	0	0	954,180	0	954,180
37	2038	983,887	29,707	N	0	0	0	983,887	0	983,887
38	2039	1,014,355	30,468	N	0	0	0	1,014,355	0	1,014,355
39	2040	1,045,601	31,246	N	0	0	0	1,045,601	0	1,045,601
40	2041	1,077,651	32,050	N	0	0	0	1,077,651	0	1,077,651
41	2042	1,110,517	32,866	N	0	0	0	1,110,517	0	1,110,517
42	<b>Total</b>							<b>\$21,477,162</b>	<b>\$0</b>	<b>\$21,477,162</b>

Figure 3

**City of Northport**  
 Tax Increment Financing (TIF) Analysis  
 Detailed Projected Capital Improvement Project Funding Methods for 40 Year Forecast Period

*Scenario - 1a - 2.56% Annual Increase in CRA Tax Base, "Pay as you go" funding only*

	A	B	C	D	E	F	G	H	I	J
Projected Project Funding - County Millage										
	Projects Funded with:									
	Projected TIF Revenue - County Millage	Projected Marginal TIF Revenue - County Millage	Debt Fund?	Annual Debt Capacity	Marginal Debt Capacity	Cumulative TIF Revenue dedicated to Annual Debt Service	"Pay as you go"	Debt	Total	
1	Fiscal Year									
2	2003	\$5,112	\$5,112	N	\$0	\$0	\$0	\$5,112	\$0	\$5,112
3	2004	10,356	5,244	N	0	0	0	10,356	0	10,356
4	2005	15,733	5,377	N	0	0	0	15,733	0	15,733
5	2006	21,251	5,518	N	0	0	0	21,251	0	21,251
6	2007	101,836	80,585	N	0	0	0	101,836	0	101,836
7	2008	109,555	7,719	N	0	0	0	109,555	0	109,555
8	2009	117,473	7,918	N	0	0	0	117,473	0	117,473
9	2010	125,594	8,121	N	0	0	0	125,594	0	125,594
10	2011	133,922	8,328	N	0	0	0	133,922	0	133,922
11	2012	227,484	93,562	N	0	0	0	227,484	0	227,484
12	2013	238,420	10,936	N	0	0	0	238,420	0	238,420
13	2014	249,636	11,216	N	0	0	0	249,636	0	249,636
14	2015	261,139	11,503	N	0	0	0	261,139	0	261,139
15	2016	272,936	11,797	N	0	0	0	272,936	0	272,936
16	2017	381,511	108,575	N	0	0	0	381,511	0	381,511
17	2018	396,389	14,878	N	0	0	0	396,389	0	396,389
18	2019	411,651	15,262	N	0	0	0	411,651	0	411,651
19	2020	427,301	15,650	N	0	0	0	427,301	0	427,301
20	2021	443,353	16,052	N	0	0	0	443,353	0	443,353
21	2022	569,288	125,935	N	0	0	0	569,288	0	569,288
22	2023	588,976	19,688	N	0	0	0	588,976	0	588,976
23	2024	609,167	20,191	N	0	0	0	609,167	0	609,167
24	2025	629,875	20,708	N	0	0	0	629,875	0	629,875
25	2026	651,113	21,238	N	0	0	0	651,113	0	651,113
26	2027	672,894	21,781	N	0	0	0	672,894	0	672,894
27	2028	695,233	22,339	N	0	0	0	695,233	0	695,233
28	2029	718,143	22,910	N	0	0	0	718,143	0	718,143
29	2030	741,640	23,497	N	0	0	0	741,640	0	741,640
30	2031	765,739	24,099	N	0	0	0	765,739	0	765,739
31	2032	790,453	24,714	N	0	0	0	790,453	0	790,453
32	2033	815,802	25,349	N	0	0	0	815,802	0	815,802
33	2034	841,800	25,998	N	0	0	0	841,800	0	841,800
34	2035	868,464	26,664	N	0	0	0	868,464	0	868,464
35	2036	895,811	27,347	N	0	0	0	895,811	0	895,811
36	2037	923,858	28,047	N	0	0	0	923,858	0	923,858
37	2038	952,621	28,763	N	0	0	0	952,621	0	952,621
38	2039	982,121	29,500	N	0	0	0	982,121	0	982,121
39	2040	1,012,374	30,253	N	0	0	0	1,012,374	0	1,012,374
40	2041	1,043,405	31,031	N	0	0	0	1,043,405	0	1,043,405
41	2042	1,075,227	31,822	N	0	0	0	1,075,227	0	1,075,227
42								\$20,794,656	\$0	\$20,794,656

Figure 4

**City of Northport**  
 Tax Increment Financing (TIF) Analysis  
 Summary of Capital Project Requirements

**Scenario:** All Scenarios

Summary Table of Capital Projects from Boyle:

Time Period (Yrs)		City's Costs	FDOT's Costs	Total
0	5	\$3,200,000	\$2,990,000	\$6,190,000
5	10	\$13,280,000	\$1,700,000	\$14,980,000
10	20	\$6,150,000	\$11,270,000	\$17,420,000
20	30	\$732,750	\$1,667,250	\$2,400,000
30	40	\$732,750	\$1,667,250	\$2,400,000
Total		\$24,095,500	\$19,294,500	\$43,390,000

Year of TIF	Fiscal Year	City's Costs	FDOT's Costs	Total
1	2003	\$640,000	\$598,000	\$1,238,000
2	2004	640,000	598,000	1,238,000
3	2005	640,000	598,000	1,238,000
4	2006	640,000	598,000	1,238,000
5	2007	640,000	598,000	1,238,000
6	2008	2,656,000	340,000	2,996,000
7	2009	2,656,000	340,000	2,996,000
8	2010	2,656,000	340,000	2,996,000
9	2011	2,656,000	340,000	2,996,000
10	2012	2,656,000	340,000	2,996,000
11	2013	615,000	1,127,000	1,742,000
12	2014	615,000	1,127,000	1,742,000
13	2015	615,000	1,127,000	1,742,000
14	2016	615,000	1,127,000	1,742,000
15	2017	615,000	1,127,000	1,742,000
16	2018	615,000	1,127,000	1,742,000
17	2019	615,000	1,127,000	1,742,000
18	2020	615,000	1,127,000	1,742,000
19	2021	615,000	1,127,000	1,742,000
20	2022	615,000	1,127,000	1,742,000
21	2023	73,275	166,725	240,000
22	2024	73,275	166,725	240,000
23	2025	73,275	166,725	240,000
24	2026	73,275	166,725	240,000
25	2027	73,275	166,725	240,000
26	2028	73,275	166,725	240,000
27	2029	73,275	166,725	240,000
28	2030	73,275	166,725	240,000
29	2031	73,275	166,725	240,000
30	2032	73,275	166,725	240,000
31	2033	73,275	166,725	240,000
32	2034	73,275	166,725	240,000
33	2035	73,275	166,725	240,000
34	2036	73,275	166,725	240,000
35	2037	73,275	166,725	240,000
36	2038	73,275	166,725	240,000
37	2039	73,275	166,725	240,000
38	2040	73,275	166,725	240,000
39	2041	73,275	166,725	240,000
40	2042	73,275	166,725	240,000
Total		\$24,095,500	\$19,294,500	\$43,390,000

Source: Burton & Associates

05/19/2003

C:\DATA\123\NORTH-1\FINALR-1\FINAL\TIF ML20.WK4

# **SCENARIO 1b**

**2.56% Annual Growth in Tax Base, Debt Funding Only**



Figure 1

**City of Northport**  
 Tax Increment Financing (TIF) Analysis  
Summary of Capital Improvement Project Funding Methods for 40 Year Forecast Period

**Scenario - 1b - 2.56% Annual Increase in CRA Tax Base, Debt funding only**

Summary of Capital Project Funding Methods for FY 2003 - FY 2042

	A	B	C	D
	Capital Project Funding Method			
	"Pay as you go"	Debt Fund	Total	
1	Capital Projects Funding Capability From City Millage	\$96,966	\$9,572,133	\$9,669,099
2	Capital Projects Funding Capability From County Millage	93,884	9,267,951	9,361,835
3	<b>Total Projected Capital Project Funding Capability</b>	<b>\$190,850</b>	<b>\$18,840,084</b>	<b>\$19,030,934</b>
4	Total Capital Project Requirements	NA	NA	24,095,500
5	Projected Unfunded Projects	NA	NA	\$5,064,566

Source: Burton & Associates

05/19/2003

C:\DATA\123\NORTH\1\FINALR~1\FINAL\TIFML20.WK4

Figure 2

**City of Northport**  
 Tax Increment Financing (TIF) Analysis  
Projection of Taxable Value and Revenue From TIF

**Scenario - 1b - 2.56% Annual Increase in CRA Tax Base, Debt funding only**

Assumed Annual Growth in Tax Base 2.56%

Fiscal Year	Taxable Value	Annual Increase in Taxable Value	Cumulative Increase in Taxable Value	TIF Millage - City of Northport	City of Northport Millage			Sarasota County Millage		
					Annual TIF Revenue From City of Northport	Projected Annual TIF Revenue after Adjustment for 95% Collection Rate	TIF Millage - Sarasota County	Annual TIF Revenue From Sarasota County	Projected Annual TIF Revenue after Adjustment for 95% Collection Rate	
2001	\$47,045,650	NA	NA	NA	NA	NA	NA	NA	NA	NA
2002	48,250,000	NA	NA	NA	NA	NA	NA	NA	NA	NA
2003	49,485,000	1,235,000	1,235,000	4.500	\$5,558	\$5,280	4.357	\$5,381	\$5,112	
2004	50,752,000	1,267,000	2,502,000	4.500	\$11,259	\$10,696	4.357	\$10,901	\$10,356	
2005	52,051,000	1,299,000	3,801,000	4.500	\$17,105	\$16,250	4.367	\$16,561	\$15,733	
2006	53,384,000	1,333,000	5,134,000	4.500	\$23,103	\$21,948	4.357	\$22,369	\$21,251	
2007	72,853,244	19,469,244	24,603,244	4.500	\$110,715	\$105,179	4.367	\$107,196	\$101,836	
2008	74,718,000	1,864,756	26,468,000	4.500	\$119,106	\$113,151	4.357	\$115,321	\$109,555	
2009	76,631,000	1,913,000	28,381,000	4.500	\$127,715	\$121,329	4.357	\$123,656	\$117,473	
2010	78,593,000	1,962,000	30,343,000	4.500	\$136,544	\$129,717	4.357	\$132,204	\$125,594	
2011	80,605,000	2,012,000	32,355,000	4.500	\$145,598	\$138,318	4.357	\$140,971	\$133,922	
2012	103,209,043	22,604,043	54,959,043	4.500	\$247,316	\$234,950	4.357	\$239,457	\$227,484	
2013	105,851,000	2,641,957	57,601,000	4.500	\$259,205	\$246,245	4.357	\$250,968	\$238,420	
2014	108,561,000	2,710,000	60,311,000	4.500	\$271,400	\$257,830	4.357	\$262,775	\$249,636	
2015	111,340,000	2,779,000	63,090,000	4.500	\$283,905	\$269,710	4.357	\$274,883	\$261,139	
2016	114,190,000	2,850,000	65,940,000	4.500	\$296,730	\$281,894	4.357	\$287,301	\$272,936	
2017	140,421,405	25,231,405	92,171,405	4.500	\$414,771	\$394,032	4.357	\$401,591	\$381,511	
2018	144,016,000	3,594,595	95,766,000	4.500	\$430,947	\$409,400	4.357	\$417,252	\$396,389	
2019	147,703,000	3,687,000	99,453,000	4.500	\$447,539	\$425,162	4.357	\$433,317	\$411,651	
2020	151,484,000	3,781,000	103,234,000	4.500	\$464,553	\$441,325	4.357	\$449,791	\$427,301	
2021	155,362,000	3,878,000	107,112,000	4.500	\$482,004	\$457,904	4.357	\$466,687	\$443,353	
2022	185,787,595	30,425,595	137,537,595	4.500	\$618,919	\$587,973	4.357	\$599,251	\$569,288	
2023	190,544,000	4,756,405	142,294,000	4.500	\$640,323	\$608,307	4.357	\$619,975	\$588,976	
2024	195,422,000	4,878,000	147,172,000	4.500	\$662,274	\$629,160	4.357	\$641,228	\$609,167	
2025	200,425,000	5,003,000	152,175,000	4.500	\$684,788	\$650,549	4.357	\$663,026	\$629,875	
2026	205,566,000	5,131,000	157,306,000	4.500	\$707,877	\$672,483	4.357	\$685,382	\$651,113	
2027	210,818,000	5,262,000	162,568,000	4.500	\$731,556	\$694,978	4.357	\$708,309	\$672,894	
2028	216,215,000	5,397,000	167,965,000	4.500	\$755,843	\$718,051	4.357	\$731,824	\$695,233	
2029	221,750,000	5,535,000	173,500,000	4.500	\$780,750	\$741,713	4.357	\$755,940	\$718,143	
2030	227,427,000	5,677,000	179,177,000	4.500	\$806,297	\$765,982	4.357	\$780,674	\$741,640	
2031	233,249,000	5,822,000	184,999,000	4.500	\$832,496	\$790,871	4.357	\$806,041	\$765,739	
2032	239,220,000	5,971,000	190,970,000	4.500	\$859,365	\$816,397	4.357	\$832,056	\$790,453	
2033	245,344,000	6,124,000	197,094,000	4.500	\$886,923	\$842,577	4.357	\$858,739	\$815,802	
2034	251,625,000	6,281,000	203,375,000	4.500	\$915,188	\$869,429	4.357	\$886,105	\$841,800	
2035	258,067,000	6,442,000	209,817,000	4.500	\$944,177	\$896,968	4.357	\$914,173	\$868,464	
2036	264,674,000	6,607,000	216,424,000	4.500	\$973,908	\$925,213	4.357	\$942,959	\$895,811	
2037	271,450,000	6,776,000	223,200,000	4.500	\$1,004,400	\$954,180	4.357	\$972,482	\$923,858	
2038	278,399,000	6,949,000	230,149,000	4.500	\$1,035,671	\$983,887	4.357	\$1,002,759	\$952,621	
2039	285,526,000	7,127,000	237,276,000	4.500	\$1,067,742	\$1,014,355	4.357	\$1,033,812	\$982,121	
2040	292,835,000	7,309,000	244,585,000	4.500	\$1,100,633	\$1,045,601	4.357	\$1,065,657	\$1,012,374	
2041	300,332,000	7,497,000	252,082,000	4.500	\$1,134,369	\$1,077,851	4.357	\$1,098,321	\$1,043,405	
2042	308,020,000	7,688,000	259,770,000	4.500	\$1,168,965	\$1,110,517	4.357	\$1,131,818	\$1,075,227	

Additional Properties Projected to Develop per Staff	
Year	Projected Value
2007	\$18,102,244
2012	\$20,541,043
2017	\$23,308,405
2022	\$26,448,595

**City of Northport**  
 Tax Increment Financing (TIF) Analysis  
 Detailed Projected Capital Improvement Project Funding Methods for 40 Year Forecast Period

**Scenario - 1b - 2.56% Annual Increase in CRA Tax Base, Debt funding only**

	A	B	C	D	E	F	G	H	I	J
<b>Projected Project Funding - City Millage</b>										
								<b>Projects Funded with:</b>		
		<b>Projected TIF Revenue - City Millage</b>	<b>Projected Marginal TIF Revenue - City Millage</b>	<b>Debt Fund?</b>	<b>Annual Debt Capacity</b>	<b>Marginal Debt Capacity</b>	<b>Cumulative TIF Revenue dedicated to Annual Debt Service</b>	<b>"Pay as you go"</b>	<b>Debt</b>	<b>Total</b>
1	Fiscal Year									
2	2003	\$5,280	\$5,280	Y	\$65,080	\$65,080	\$5,280	\$0	\$65,080	\$65,080
3	2004	10,696	5,416	Y	131,836	66,756	10,696	0	66,756	66,756
4	2005	16,250	5,554	Y	200,293	68,457	16,250	0	68,457	68,457
5	2006	21,948	5,698	Y	270,525	70,232	21,948	0	70,232	70,232
6	2007	105,179	83,231	Y	1,296,412	1,025,887	105,179	0	1,025,887	1,025,887
7	2008	113,151	7,972	Y	1,394,673	98,261	113,151	0	98,261	98,261
8	2009	121,329	8,178	Y	1,495,473	100,800	121,329	0	100,800	100,800
9	2010	129,717	8,388	Y	1,598,862	103,389	129,717	0	103,389	103,389
10	2011	138,318	8,601	Y	1,704,876	106,014	138,318	0	106,014	106,014
11	2012	234,950	96,632	Y	2,895,941	1,191,065	234,950	0	1,191,065	1,191,065
12	2013	246,245	11,295	Y	3,033,400	137,459	246,245	0	137,459	137,459
13	2014	257,830	11,585	Y	3,172,473	139,073	257,830	0	139,073	139,073
14	2015	269,710	11,880	Y	3,313,007	140,534	269,710	0	140,534	140,534
15	2016	281,894	12,184	Y	3,454,874	141,867	281,894	0	141,867	141,867
16	2017	394,032	112,138	Y	4,738,508	1,283,634	394,032	0	1,283,634	1,283,634
17	2018	409,400	15,368	Y	4,911,218	172,710	409,400	0	172,710	172,710
18	2019	425,162	15,762	Y	5,084,870	173,652	425,162	0	173,652	173,652
19	2020	441,325	16,163	Y	5,259,151	174,281	441,325	0	174,281	174,281
20	2021	457,904	16,579	Y	5,433,797	174,646	457,904	0	174,646	174,646
21	2022	587,973	130,069	Y	6,769,709	1,335,912	587,973	0	1,335,912	1,335,912
22	2023	608,307	20,334	Y	6,972,878	203,169	608,307	0	203,169	203,169
23	2024	629,160	20,853	Y	7,175,061	202,183	629,160	0	202,183	202,183
24	2025	650,549	21,389	Y	7,375,731	200,670	650,549	0	200,670	200,670
25	2026	672,483	21,934	Y	7,574,220	198,489	672,483	0	198,489	198,489
26	2027	694,978	22,495	Y	7,769,856	195,636	694,978	0	195,636	195,636
27	2028	718,051	23,073	Y	7,961,898	192,042	718,051	0	192,042	192,042
28	2029	741,713	23,662	Y	8,149,471	187,573	741,713	0	187,573	187,573
29	2030	765,982	24,269	Y	8,331,657	182,196	765,982	0	182,196	182,196
30	2031	790,871	24,889	Y	8,507,442	175,775	790,871	0	175,775	175,775
31	2032	816,397	25,526	Y	8,675,674	168,232	816,397	0	168,232	168,232
32	2033	842,577	26,180	Y	8,835,126	159,452	842,577	0	159,452	159,452
33	2034	869,429	26,852	Y	8,984,439	149,313	869,429	0	149,313	149,313
34	2035	896,968	27,539	Y	9,122,100	137,661	896,968	0	137,661	137,661
35	2036	925,213	28,245	Y	9,246,470	124,370	925,213	0	124,370	124,370
36	2037	954,180	28,967	Y	9,355,733	109,263	954,180	0	109,263	109,263
37	2038	983,887	29,707	Y	9,447,909	92,176	983,887	0	92,176	92,176
38	2039	1,014,355	30,468	Y	9,520,836	72,927	1,014,355	0	72,927	72,927
39	2040	1,045,601	31,246	Y	9,572,133	51,297	1,045,601	0	51,297	51,297
40	2041	1,077,651	32,050	N	9,572,133	0	1,045,601	32,050	0	32,050
41	2042	1,110,517	32,866	N	9,572,133	0	1,045,601	64,916	0	64,916
42	<b>Total</b>							<b>\$96,966</b>	<b>\$9,572,133</b>	<b>\$9,669,099</b>

**City of Northport**  
 Tax Increment Financing (TIF) Analysis  
 Detailed Projected Capital Improvement Project Funding Methods for 40 Year Forecast Period

**Scenario - 1b - 2.56% Annual Increase in CRA Tax Base, Debt funding only**

	A	B	C	D	E	F	G	H	I	J
	Projected Project Funding - County Millage									
	Projects Funded w/ith:									
1	Fiscal Year	Projected TIF Revenue - County Millage	Projected Marginal TIF Revenue - County Millage	Debt Fund?	Annual Debt Capacity	Marginal Debt Capacity	Cumulative TIF Revenue dedicated to Annual Debt Service	"Pay as you go"	Debt	Total
2	2003	\$5,112	\$5,112	Y	\$63,009	\$63,009	\$5,112	\$0	\$63,009	\$63,009
3	2004	10,356	5,244	Y	127,645	64,636	10,356	0	64,636	64,636
4	2005	15,733	5,377	Y	193,921	66,276	15,733	0	66,276	66,276
5	2006	21,251	5,518	Y	261,935	68,014	21,251	0	68,014	68,014
6	2007	101,836	80,585	Y	1,255,208	993,273	101,836	0	993,273	993,273
7	2008	109,555	7,719	Y	1,350,351	95,143	109,555	0	95,143	95,143
8	2009	117,473	7,918	Y	1,447,947	97,596	117,473	0	97,596	97,596
9	2010	125,594	8,121	Y	1,548,045	100,098	125,594	0	100,098	100,098
10	2011	133,922	8,328	Y	1,650,694	102,649	133,922	0	102,649	102,649
11	2012	227,484	93,562	Y	2,803,919	1,153,225	227,484	0	1,153,225	1,153,225
12	2013	236,420	10,936	Y	2,937,009	133,090	236,420	0	133,090	133,090
13	2014	249,636	11,216	Y	3,071,653	134,644	249,636	0	134,644	134,644
14	2015	261,139	11,503	Y	3,207,727	136,074	261,139	0	136,074	136,074
15	2016	272,936	11,797	Y	3,345,088	137,361	272,936	0	137,361	137,361
16	2017	381,511	108,575	Y	4,587,937	1,242,849	381,511	0	1,242,849	1,242,849
17	2018	396,369	14,878	Y	4,755,140	167,203	396,369	0	167,203	167,203
18	2019	411,651	15,262	Y	4,923,283	168,143	411,651	0	168,143	168,143
19	2020	427,301	15,650	Y	5,092,032	168,749	427,301	0	168,749	168,749
20	2021	443,353	16,052	Y	5,261,127	169,095	443,353	0	169,095	169,095
21	2022	569,288	125,935	Y	6,554,579	1,293,452	569,288	0	1,293,452	1,293,452
22	2023	588,976	19,688	Y	6,751,293	196,714	588,976	0	196,714	196,714
23	2024	609,167	20,191	Y	6,947,057	195,764	609,167	0	195,764	195,764
24	2025	629,875	20,708	Y	7,141,338	194,281	629,875	0	194,281	194,281
25	2026	651,113	21,238	Y	7,333,529	192,191	651,113	0	192,191	192,191
26	2027	672,894	21,781	Y	7,522,956	189,427	672,894	0	189,427	189,427
27	2028	695,233	22,339	Y	7,708,889	185,933	695,233	0	185,933	185,933
28	2029	718,143	22,910	Y	7,890,501	181,612	718,143	0	181,612	181,612
29	2030	741,640	23,497	Y	8,066,901	176,400	741,640	0	176,400	176,400
30	2031	765,739	24,099	Y	8,237,096	170,195	765,739	0	170,195	170,195
31	2032	790,453	24,714	Y	8,399,977	162,881	790,453	0	162,881	162,881
32	2033	815,802	25,349	Y	8,554,368	154,391	815,802	0	154,391	154,391
33	2034	841,800	25,998	Y	8,698,932	144,564	841,800	0	144,564	144,564
34	2035	868,464	26,664	Y	8,832,219	133,287	868,464	0	133,287	133,287
35	2036	895,811	27,347	Y	8,952,634	120,415	895,811	0	120,415	120,415
36	2037	923,858	28,047	Y	9,058,427	105,793	923,858	0	105,793	105,793
37	2038	952,621	28,763	Y	9,147,674	89,247	952,621	0	89,247	89,247
38	2039	982,121	29,500	Y	9,218,284	70,610	982,121	0	70,610	70,610
39	2040	1,012,374	30,253	Y	9,267,951	49,667	1,012,374	0	49,667	49,667
40	2041	1,043,405	31,031	N	9,267,951	0	1,012,374	31,031	0	31,031
41	2042	1,075,227	31,822	N	9,267,951	0	1,012,374	62,853	0	62,853
42								\$93,884	\$9,267,951	\$9,361,835

Figure 4

**City of Northport**  
 Tax Increment Financing (TIF) Analysis  
Summary of Capital Project Requirements

**Scenario:** All Scenarios

Summary Table of Capital Projects from Boyle:

Time Period (Yrs)		City's Costs	FDOT's Costs	Total
0	5	\$3,200,000	\$2,990,000	\$6,190,000
5	10	\$13,280,000	\$1,700,000	\$14,980,000
10	20	\$6,150,000	\$11,270,000	\$17,420,000
20	30	\$732,750	\$1,667,250	\$2,400,000
30	40	\$732,750	\$1,667,250	\$2,400,000
Total		\$24,095,500	\$19,294,500	\$43,390,000

Year of TIF	Fiscal Year	City's Costs	FDOT's Costs	Total
1	2003	\$640,000	\$598,000	\$1,238,000
2	2004	640,000	598,000	1,238,000
3	2005	640,000	598,000	1,238,000
4	2006	640,000	598,000	1,238,000
5	2007	640,000	598,000	1,238,000
6	2008	2,656,000	340,000	2,996,000
7	2009	2,656,000	340,000	2,996,000
8	2010	2,656,000	340,000	2,996,000
9	2011	2,656,000	340,000	2,996,000
10	2012	2,656,000	340,000	2,996,000
11	2013	615,000	1,127,000	1,742,000
12	2014	615,000	1,127,000	1,742,000
13	2015	615,000	1,127,000	1,742,000
14	2016	615,000	1,127,000	1,742,000
15	2017	615,000	1,127,000	1,742,000
16	2018	615,000	1,127,000	1,742,000
17	2019	615,000	1,127,000	1,742,000
18	2020	615,000	1,127,000	1,742,000
19	2021	615,000	1,127,000	1,742,000
20	2022	615,000	1,127,000	1,742,000
21	2023	73,275	166,725	240,000
22	2024	73,275	166,725	240,000
23	2025	73,275	166,725	240,000
24	2026	73,275	166,725	240,000
25	2027	73,275	166,725	240,000
26	2028	73,275	166,725	240,000
27	2029	73,275	166,725	240,000
28	2030	73,275	166,725	240,000
29	2031	73,275	166,725	240,000
30	2032	73,275	166,725	240,000
31	2033	73,275	166,725	240,000
32	2034	73,275	166,725	240,000
33	2035	73,275	166,725	240,000
34	2036	73,275	166,725	240,000
35	2037	73,275	166,725	240,000
36	2038	73,275	166,725	240,000
37	2039	73,275	166,725	240,000
38	2040	73,275	166,725	240,000
39	2041	73,275	166,725	240,000
40	2042	73,275	166,725	240,000
Total		\$24,095,500	\$19,294,500	\$43,390,000

Source: Burton & Associates

05/19/2003

C:\DATA\123\NORTHPT-1\FINALR-1\FINALTIFML20.WK4

# **SCENARIO 1c**

**2.56% Annual Growth in Tax Base, Combination of “Pay as you go” Cash Funding  
and Debt Funding**

Figure 1

**City of Northport**  
 Tax Increment Financing (TIF) Analysis  
Summary of Capital Improvement Project Funding Methods for 40 Year Forecast Period

**Scenario - 1c - 2.56% Annual Increase in CRA Tax Base, Debt / "Pay as you go" funding**

Summary of Capital Project Funding Methods for FY 2003 - FY 2042

	A	B	C	D
	Capital Project Funding Method			
	"Pay as you go"	Debt Fund		Total
1	Capital Projects Funding Capability From City Millage	\$12,524,389	\$3,313,007	\$15,837,396
2	Capital Projects Funding Capability From County Millage	12,126,392	3,207,727	15,334,119
3	<b>Total Projected Capital Project Funding Capability</b>	<b>\$24,650,781</b>	<b>\$6,520,734</b>	<b>\$31,171,515</b>
4	Total Capital Project Requirements	NA	NA	24,095,500
5	Projected Unfunded Projects	NA	NA	\$0

Source: **Burton & Associates**  
 C:\DATA\123\NORTH P~1\FINALR~1\FINAL\TIFML20.WK4

05/19/2003

Figure 2

**City of Northport**  
 Tax Increment Financing (TIF) Analysis  
 Projection of Taxable Value and Revenue From TIF

**Scenario - 1c - 2.56% Annual Increase in CRA Tax Base, Debt / "Pay as you go" funding**

Assumed Annual Growth in Tax Base 2.56%

Fiscal Year	Taxable Value	Annual Increase in Taxable Value	Cumulative Increase in Taxable Value	City of Northport Millage			Sarasota County Millage		
				TIF Millage - City of Northport	Annual TIF Revenue From City of Northport Millage	Projected Annual TIF Revenue after Adjustment for 95% Collection Rate	TIF Millage - Sarasota County	Annual TIF Revenue From Sarasota County Millage	Projected Annual TIF Revenue after Adjustment for 95% Collection Rate
2001	\$47,045,650	NA	NA	NA	NA	NA	NA	NA	NA
2002	48,250,000	NA	NA	NA	NA	NA	NA	NA	NA
2003	49,485,000	1,235,000	1,235,000	4.500	\$5,558	\$5,280	4.357	\$5,381	\$5,112
2004	50,752,000	1,267,000	2,502,000	4.500	\$11,259	\$10,696	4.357	\$10,901	\$10,356
2005	52,051,000	1,299,000	3,801,000	4.500	\$17,105	\$16,250	4.357	\$16,561	\$15,733
2006	53,384,000	1,333,000	5,134,000	4.500	\$23,103	\$21,948	4.357	\$22,369	\$21,251
2007	72,853,244	19,469,244	24,603,244	4.500	\$110,715	\$105,179	4.357	\$107,196	\$101,836
2008	74,718,000	1,864,756	26,468,000	4.500	\$119,106	\$113,151	4.357	\$115,321	\$109,555
2009	76,631,000	1,913,000	28,381,000	4.500	\$127,715	\$121,329	4.357	\$123,656	\$117,473
2010	78,593,000	1,962,000	30,343,000	4.500	\$136,544	\$129,717	4.357	\$132,204	\$125,594
2011	80,605,000	2,012,000	32,355,000	4.500	\$145,698	\$138,318	4.357	\$140,971	\$133,922
2012	103,209,043	22,604,043	54,959,043	4.500	\$247,316	\$234,950	4.357	\$239,457	\$227,484
2013	105,851,000	2,641,957	57,601,000	4.500	\$259,205	\$246,245	4.357	\$250,968	\$238,420
2014	108,561,000	2,710,000	60,311,000	4.500	\$271,400	\$257,830	4.357	\$262,775	\$249,636
2015	111,340,000	2,779,000	63,090,000	4.500	\$283,905	\$269,710	4.357	\$274,883	\$261,139
2016	114,190,000	2,850,000	65,940,000	4.500	\$296,730	\$281,894	4.357	\$287,301	\$272,936
2017	140,421,405	26,231,405	92,171,405	4.500	\$414,771	\$394,032	4.357	\$401,591	\$381,511
2018	144,016,000	3,594,595	95,766,000	4.500	\$430,947	\$409,400	4.357	\$417,252	\$396,389
2019	147,703,000	3,687,000	99,453,000	4.500	\$447,539	\$425,162	4.357	\$433,317	\$411,651
2020	151,484,000	3,781,000	103,234,000	4.500	\$464,553	\$441,325	4.357	\$449,791	\$427,301
2021	155,362,000	3,878,000	107,112,000	4.500	\$482,004	\$457,904	4.357	\$466,687	\$443,353
2022	185,787,595	30,425,595	137,537,595	4.500	\$618,919	\$587,973	4.357	\$599,251	\$569,288
2023	190,544,000	4,756,405	142,294,000	4.500	\$640,323	\$608,307	4.357	\$619,975	\$588,976
2024	195,422,000	4,878,000	147,172,000	4.500	\$662,274	\$629,160	4.357	\$641,228	\$609,167
2025	200,425,000	5,003,000	152,175,000	4.500	\$684,788	\$650,549	4.357	\$663,026	\$629,875
2026	205,556,000	5,131,000	157,306,000	4.500	\$707,877	\$672,483	4.357	\$685,382	\$651,113
2027	210,818,000	5,262,000	162,568,000	4.500	\$731,556	\$694,978	4.357	\$708,309	\$672,894
2028	216,215,000	5,397,000	167,965,000	4.500	\$755,843	\$718,051	4.357	\$731,824	\$695,233
2029	221,750,000	5,535,000	173,500,000	4.500	\$780,750	\$741,713	4.357	\$755,940	\$718,143
2030	227,427,000	5,677,000	179,177,000	4.500	\$806,297	\$765,982	4.357	\$780,674	\$741,640
2031	233,249,000	5,822,000	184,999,000	4.500	\$832,496	\$790,871	4.357	\$806,041	\$765,739
2032	239,220,000	5,971,000	190,970,000	4.500	\$859,365	\$816,397	4.357	\$832,056	\$790,453
2033	245,344,000	6,124,000	197,094,000	4.500	\$886,923	\$842,577	4.357	\$858,739	\$815,802
2034	251,625,000	6,281,000	203,375,000	4.500	\$915,188	\$869,429	4.357	\$886,105	\$841,800
2035	258,067,000	6,442,000	209,817,000	4.500	\$944,177	\$896,968	4.357	\$914,173	\$868,464
2036	264,674,000	6,607,000	216,424,000	4.500	\$973,908	\$925,213	4.357	\$942,959	\$895,811
2037	271,450,000	6,776,000	223,200,000	4.500	\$1,004,400	\$954,180	4.357	\$972,482	\$923,858
2038	278,399,000	6,949,000	230,149,000	4.500	\$1,035,671	\$983,887	4.357	\$1,002,759	\$952,621
2039	285,526,000	7,127,000	237,276,000	4.500	\$1,067,742	\$1,014,355	4.357	\$1,033,812	\$982,121
2040	292,835,000	7,309,000	244,585,000	4.500	\$1,100,633	\$1,045,601	4.357	\$1,065,657	\$1,012,374
2041	300,332,000	7,497,000	252,082,000	4.500	\$1,134,369	\$1,077,651	4.357	\$1,098,321	\$1,043,405
2042	308,020,000	7,688,000	259,770,000	4.500	\$1,168,965	\$1,110,517	4.357	\$1,131,818	\$1,075,227

Additional Properties Projected to Develop per Staff	
Year	Projected Value
2007	\$18,102,244
2012	\$20,541,043
2017	\$23,308,405
2022	\$26,448,595



Figure 3

**City of Northport**  
 Tax Increment Financing (TIF) Analysis  
 Detailed Projected Capital Improvement Project Funding Methods for 40 Year Forecast Period

**Scenario - 1c - 2.56% Annual Increase in CRA Tax Base, Debt / "Pay as you go" funding**

	A	B	C	D	E	F	G	H	I	J
<b>Projected Project Funding - City Millage</b>										
								Projects Funded with:		
		Projected TIF Revenue - City Millage	Projected Marginal TIF Revenue - City Millage	Debt Fund?	Annual Debt Capacity	Marginal Debt Capacity	Cumulative TIF Revenue dedicated to Annual Debt Service	"Pay as you go"	Debt	Total
1	Fiscal Year									
2	2003	\$5,280	\$5,280	Y	\$65,080	\$65,080	\$5,280	\$0	\$65,080	\$65,080
3	2004	10,696	5,416	Y	131,836	66,756	10,696	0	66,756	66,756
4	2005	16,250	5,554	Y	200,293	68,457	16,250	0	68,457	68,457
5	2006	21,948	5,698	Y	270,525	70,232	21,948	0	70,232	70,232
6	2007	105,179	83,231	Y	1,296,412	1,025,887	105,179	0	1,025,887	1,025,887
7	2008	113,151	7,972	Y	1,394,673	98,261	113,151	0	98,261	98,261
8	2009	121,329	8,178	Y	1,495,473	100,800	121,329	0	100,800	100,800
9	2010	129,717	8,388	Y	1,598,862	103,389	129,717	0	103,389	103,389
10	2011	138,318	8,601	Y	1,704,876	106,014	138,318	0	106,014	106,014
11	2012	234,950	96,632	Y	2,895,941	1,191,065	234,950	0	1,191,065	1,191,065
12	2013	246,245	11,295	Y	3,033,400	137,459	246,245	0	137,459	137,459
13	2014	257,830	11,585	Y	3,172,473	139,073	257,830	0	139,073	139,073
14	2015	269,710	11,880	Y	3,313,007	140,534	269,710	0	140,534	140,534
15	2016	281,894	12,184	N	3,313,007	0	269,710	12,184	0	12,184
16	2017	394,032	112,138	N	3,313,007	0	269,710	124,322	0	124,322
17	2018	409,400	15,368	N	3,313,007	0	269,710	139,690	0	139,690
18	2019	425,162	15,762	N	3,313,007	0	269,710	155,452	0	155,452
19	2020	441,325	16,163	N	3,313,007	0	269,710	171,615	0	171,615
20	2021	457,904	16,579	N	3,313,007	0	269,710	188,194	0	188,194
21	2022	587,973	130,069	N	3,313,007	0	269,710	318,263	0	318,263
22	2023	608,307	20,334	N	3,313,007	0	269,710	338,597	0	338,597
23	2024	629,160	20,853	N	3,313,007	0	269,710	359,450	0	359,450
24	2025	650,549	21,389	N	3,313,007	0	269,710	380,839	0	380,839
25	2026	672,483	21,934	N	3,313,007	0	269,710	402,773	0	402,773
26	2027	694,978	22,495	N	3,313,007	0	269,710	425,268	0	425,268
27	2028	718,051	23,073	N	3,313,007	0	269,710	448,341	0	448,341
28	2029	741,713	23,662	N	3,313,007	0	269,710	472,003	0	472,003
29	2030	765,982	24,269	N	3,313,007	0	269,710	496,272	0	496,272
30	2031	790,871	24,889	N	3,313,007	0	269,710	521,161	0	521,161
31	2032	816,397	25,526	N	3,313,007	0	269,710	546,687	0	546,687
32	2033	842,577	26,180	N	3,313,007	0	269,710	572,867	0	572,867
33	2034	869,429	26,852	N	3,313,007	0	269,710	599,719	0	599,719
34	2035	896,968	27,539	N	3,313,007	0	269,710	627,258	0	627,258
35	2036	925,213	28,245	N	3,313,007	0	269,710	655,503	0	655,503
36	2037	954,180	28,967	N	3,313,007	0	269,710	684,470	0	684,470
37	2038	983,887	29,707	N	3,313,007	0	269,710	714,177	0	714,177
38	2039	1,014,355	30,468	N	3,313,007	0	269,710	744,645	0	744,645
39	2040	1,045,601	31,246	N	3,313,007	0	269,710	775,891	0	775,891
40	2041	1,077,651	32,050	N	3,313,007	0	269,710	807,941	0	807,941
41	2042	1,110,517	32,866	N	3,313,007	0	269,710	840,807	0	840,807
42	<b>Total</b>							\$12,524,389	\$3,313,007	\$15,837,396

**City of Northport**  
 Tax Increment Financing (TIF) Analysis  
 Detailed Projected Capital Improvement Project Funding Methods for 40 Year Forecast Period

Scenario - 1c - 2.56% Annual Increase in CRA Tax Base, Debt / "Pay as you go" funding

	A	B	C	D	E	F	G	H	I	J
<b>Projected Project Funding - County Millage</b>										
									Projects Funded with:	
							Cumulative TIF Revenue dedicated to Annual Debt Service	"Pay as you go"	Debt	Total
1	Fiscal Year	Projected TIF Revenue - County Millage	Projected Marginal TIF Revenue - County Millage	Debt Fund?	Annual Debt Capacity	Marginal Debt Capacity				
2	2003	\$5,112	\$5,112	Y	\$63,009	\$63,009	\$5,112	\$0	\$63,009	\$63,009
3	2004	10,356	5,244	Y	127,645	64,636	10,356	0	64,636	64,636
4	2005	15,733	5,377	Y	193,921	66,276	15,733	0	66,276	66,276
5	2006	21,251	5,518	Y	261,935	68,014	21,251	0	68,014	68,014
6	2007	101,836	80,585	Y	1,255,208	993,273	101,836	0	993,273	993,273
7	2008	109,555	7,719	Y	1,350,351	95,143	109,555	0	95,143	95,143
8	2009	117,473	7,918	Y	1,447,947	97,596	117,473	0	97,596	97,596
9	2010	125,594	8,121	Y	1,548,045	100,098	125,594	0	100,098	100,098
10	2011	133,922	8,328	Y	1,650,694	102,649	133,922	0	102,649	102,649
11	2012	227,484	93,562	Y	2,803,919	1,153,225	227,484	0	1,153,225	1,153,225
12	2013	238,420	10,936	Y	2,937,009	133,090	238,420	0	133,090	133,090
13	2014	249,636	11,216	Y	3,071,653	134,644	249,636	0	134,644	134,644
14	2015	261,139	11,503	Y	3,207,727	136,074	261,139	0	136,074	136,074
15	2016	272,936	11,797	N	3,207,727	0	261,139	11,797	0	11,797
16	2017	381,511	108,575	N	3,207,727	0	261,139	120,372	0	120,372
17	2018	396,389	14,878	N	3,207,727	0	261,139	135,250	0	135,250
18	2019	411,651	15,262	N	3,207,727	0	261,139	150,512	0	150,512
19	2020	427,301	15,650	N	3,207,727	0	261,139	166,162	0	166,162
20	2021	443,353	16,052	N	3,207,727	0	261,139	182,214	0	182,214
21	2022	569,288	125,935	N	3,207,727	0	261,139	308,149	0	308,149
22	2023	588,976	19,688	N	3,207,727	0	261,139	327,837	0	327,837
23	2024	609,167	20,191	N	3,207,727	0	261,139	348,028	0	348,028
24	2025	629,875	20,708	N	3,207,727	0	261,139	368,736	0	368,736
25	2026	651,113	21,238	N	3,207,727	0	261,139	389,974	0	389,974
26	2027	672,894	21,781	N	3,207,727	0	261,139	411,755	0	411,755
27	2028	695,233	22,399	N	3,207,727	0	261,139	434,094	0	434,094
28	2029	718,143	22,910	N	3,207,727	0	261,139	457,004	0	457,004
29	2030	741,640	23,497	N	3,207,727	0	261,139	480,501	0	480,501
30	2031	765,739	24,099	N	3,207,727	0	261,139	504,600	0	504,600
31	2032	790,453	24,714	N	3,207,727	0	261,139	529,314	0	529,314
32	2033	815,802	25,349	N	3,207,727	0	261,139	554,663	0	554,663
33	2034	841,800	25,998	N	3,207,727	0	261,139	580,661	0	580,661
34	2035	868,464	26,664	N	3,207,727	0	261,139	607,325	0	607,325
35	2036	895,811	27,347	N	3,207,727	0	261,139	634,672	0	634,672
36	2037	923,858	28,047	N	3,207,727	0	261,139	662,719	0	662,719
37	2038	952,621	28,763	N	3,207,727	0	261,139	691,482	0	691,482
38	2039	982,121	29,500	N	3,207,727	0	261,139	720,982	0	720,982
39	2040	1,012,374	30,253	N	3,207,727	0	261,139	751,235	0	751,235
40	2041	1,043,405	31,031	N	3,207,727	0	261,139	782,266	0	782,266
41	2042	1,075,227	31,822	N	3,207,727	0	261,139	814,088	0	814,088
42								\$12,126,392	\$3,207,727	\$15,334,119

Figure 4

**City of Northport**  
 Tax Increment Financing (TIF) Analysis  
 Summary of Capital Project Requirements

**Scenario:** All Scenarios

Summary Table of Capital Projects from Boyle:

Time Period (Yrs)		City's Costs	FDOT's Costs	Total
0	5	\$3,200,000	\$2,990,000	\$6,190,000
5	10	\$13,280,000	\$1,700,000	\$14,980,000
10	20	\$6,150,000	\$11,270,000	\$17,420,000
20	30	\$732,750	\$1,667,250	\$2,400,000
30	40	\$732,750	\$1,667,250	\$2,400,000
Total		\$24,095,500	\$19,294,500	\$43,390,000

Year of TIF	Fiscal Year	City's Costs	FDOT's Costs	Total
1	2003	\$640,000	\$598,000	\$1,238,000
2	2004	640,000	598,000	1,238,000
3	2005	640,000	598,000	1,238,000
4	2006	640,000	598,000	1,238,000
5	2007	640,000	598,000	1,238,000
6	2008	2,656,000	340,000	2,996,000
7	2009	2,656,000	340,000	2,996,000
8	2010	2,656,000	340,000	2,996,000
9	2011	2,656,000	340,000	2,996,000
10	2012	2,656,000	340,000	2,996,000
11	2013	615,000	1,127,000	1,742,000
12	2014	615,000	1,127,000	1,742,000
13	2015	615,000	1,127,000	1,742,000
14	2016	615,000	1,127,000	1,742,000
15	2017	615,000	1,127,000	1,742,000
16	2018	615,000	1,127,000	1,742,000
17	2019	615,000	1,127,000	1,742,000
18	2020	615,000	1,127,000	1,742,000
19	2021	615,000	1,127,000	1,742,000
20	2022	615,000	1,127,000	1,742,000
21	2023	73,275	166,725	240,000
22	2024	73,275	166,725	240,000
23	2025	73,275	166,725	240,000
24	2026	73,275	166,725	240,000
25	2027	73,275	166,725	240,000
26	2028	73,275	166,725	240,000
27	2029	73,275	166,725	240,000
28	2030	73,275	166,725	240,000
29	2031	73,275	166,725	240,000
30	2032	73,275	166,725	240,000
31	2033	73,275	166,725	240,000
32	2034	73,275	166,725	240,000
33	2035	73,275	166,725	240,000
34	2036	73,275	166,725	240,000
35	2037	73,275	166,725	240,000
36	2038	73,275	166,725	240,000
37	2039	73,275	166,725	240,000
38	2040	73,275	166,725	240,000
39	2041	73,275	166,725	240,000
40	2042	73,275	166,725	240,000
Total		\$24,095,500	\$19,294,500	\$43,390,000

Source: Burton & Associates

05/19/2003

C:\DATA\123\NORTH-1\FINALR-1\FINALTIFML20.WK4

# **SCENARIO 2a**

**5.00% Annual Growth in Tax Base, "Pay as you go" Cash Funding Only**

Figure 1

**City of Northport**  
 Tax Increment Financing (TIF) Analysis  
Summary of Capital Improvement Project Funding Methods for 40 Year Forecast Period

**Scenario - 2a - 5% Annual Increase in CRA Tax Base, "Pay as you go" funding only**

Summary of Capital Project Funding Methods for FY 2003 - FY 2042

	A	B	C	D
	Capital Project Funding Method			
		"Pay as you go"	Debt Fund	Total
1	Capital Projects Funding Capability From City Millage	\$48,251,912	\$0	\$48,251,912
2	Capital Projects Funding Capability From County Millage	46,718,564	0	46,718,564
3	<b>Total Projected Capital Project Funding Capability</b>	<b>\$94,970,476</b>	<b>\$0</b>	<b>\$94,970,476</b>
4	Total Capital Project Requirements	NA	NA	24,095,500
5	Projected Unfunded Projects	NA	NA	\$0

Source: Burton & Associates

05/19/2003

C:\DATA\123\NORTH-1\FINALR-1\FINAL\TIFML20.WK4

Figure 2

**City of Northport**  
 Tax Increment Financing (TIF) Analysis  
Projection of Taxable Value and Revenue From TIF

**Scenario - 2a - 5% Annual Increase in CRA Tax Base, "Pay as you go" funding only**

Assumed Annual Growth in Tax Base      5.00%

Fiscal Year	Taxable Value	Annual Increase in Taxable Value	Cumulative Increase in Taxable Value	City of Northport Millage					Sarasota County Millage		
				TIF Millage - City of Northport	Annual TIF Revenue From City of Northport Millage	Projected Annual TIF Revenue after Adjustment for 95% Collection Rate	TIF Millage - Sarasota County	Annual TIF Revenue From Sarasota County Millage	Projected Annual TIF Revenue after Adjustment for 95% Collection Rate		
2001	\$47,045,650	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
2002	49,398,000	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
2003	51,868,000	2,470,000	2,470,000	4.500	\$11,115	\$10,559	4.357	\$10,762	\$10,224	\$10,224	
2004	54,461,000	2,593,000	5,063,000	4.500	\$22,784	\$21,645	4.357	\$22,059	\$20,956	\$20,956	
2005	57,184,000	2,723,000	7,786,000	4.500	\$35,037	\$33,285	4.357	\$33,924	\$32,228	\$32,228	
2006	60,043,000	2,859,000	10,645,000	4.500	\$47,903	\$45,508	4.357	\$46,380	\$44,061	\$44,061	
2007	63,040,520	2,998,520	13,643,520	4.500	\$61,034	\$58,382	4.357	\$59,617	\$57,062	\$57,062	
2008	66,184,000	3,140,480	16,784,000	4.500	\$74,801	\$71,645	4.357	\$73,242	\$70,380	\$70,380	
2009	69,575,000	3,391,000	20,175,000	4.500	\$89,507	\$85,508	4.357	\$87,924	\$84,421	\$84,421	
2010	73,214,000	3,641,000	23,816,000	4.500	\$105,198	\$100,568	4.357	\$103,454	\$100,181	\$100,181	
2011	77,103,000	3,889,000	27,705,000	4.500	\$121,924	\$116,228	4.357	\$120,490	\$116,166	\$116,166	
2012	81,243,756	4,135,756	31,840,756	4.500	\$139,670	\$133,987	4.357	\$138,796	\$134,706	\$134,706	
2013	85,645,000	4,401,244	36,242,000	4.500	\$158,570	\$152,297	4.357	\$157,649	\$153,717	\$153,717	
2014	90,316,000	4,671,000	40,913,000	4.500	\$178,759	\$171,821	4.357	\$178,043	\$173,896	\$173,896	
2015	95,267,000	4,955,000	45,868,000	4.500	\$199,363	\$191,832	4.357	\$199,653	\$194,715	\$194,715	
2016	100,508,000	5,243,000	51,111,000	4.500	\$221,510	\$212,005	4.357	\$221,154	\$215,846	\$215,846	
2017	106,051,000	5,543,000	56,654,000	4.500	\$245,274	\$234,874	4.357	\$244,724	\$238,438	\$238,438	
2018	111,904,000	5,857,000	62,511,000	4.500	\$270,688	\$258,815	4.357	\$270,773	\$263,284	\$263,284	
2019	118,077,000	6,185,000	68,696,000	4.500	\$297,836	\$284,794	4.357	\$297,022	\$289,221	\$289,221	
2020	124,580,000	6,537,000	75,233,000	4.500	\$326,833	\$312,443	4.357	\$325,585	\$315,356	\$315,356	
2021	131,423,000	6,913,000	82,146,000	4.500	\$357,756	\$342,473	4.357	\$356,575	\$347,796	\$347,796	
2022	138,606,000	7,313,000	89,459,000	4.500	\$390,728	\$375,957	4.357	\$389,538	\$382,861	\$382,861	
2023	146,139,000	7,737,000	97,196,000	4.500	\$425,914	\$409,163	4.357	\$424,975	\$417,026	\$417,026	
2024	154,022,000	8,193,000	105,389,000	4.500	\$473,579	\$455,580	4.357	\$472,685	\$465,301	\$465,301	
2025	162,265,000	8,683,000	114,072,000	4.500	\$523,924	\$504,369	4.357	\$522,833	\$513,841	\$513,841	
2026	170,978,000	9,208,000	123,280,000	4.500	\$577,076	\$556,699	4.357	\$576,588	\$564,809	\$564,809	
2027	180,171,000	9,779,000	133,059,000	4.500	\$633,288	\$609,744	4.357	\$632,129	\$617,373	\$617,373	
2028	189,964,000	10,398,000	143,457,000	4.500	\$692,814	\$663,691	4.357	\$691,648	\$678,716	\$678,716	
2029	200,377,000	11,069,000	154,526,000	4.500	\$755,920	\$728,734	4.357	\$754,342	\$740,025	\$740,025	
2030	211,420,000	11,800,000	166,326,000	4.500	\$823,818	\$795,077	4.357	\$822,418	\$802,497	\$802,497	
2031	223,109,000	12,600,000	178,926,000	4.500	\$896,773	\$865,939	4.357	\$895,100	\$875,345	\$875,345	
2032	235,554,000	13,479,000	192,405,000	4.500	\$975,023	\$941,547	4.357	\$973,618	\$956,787	\$956,787	
2033	248,763,000	14,439,000	206,844,000	4.500	\$1,058,916	\$1,024,135	4.357	\$1,057,212	\$1,037,051	\$1,037,051	
2034	262,747,000	15,480,000	222,324,000	4.500	\$1,148,722	\$1,109,951	4.357	\$1,147,135	\$1,128,378	\$1,128,378	
2035	277,516,000	16,603,000	238,927,000	4.500	\$1,244,886	\$1,206,257	4.357	\$1,243,652	\$1,228,019	\$1,228,019	
2036	293,080,000	17,814,000	256,741,000	4.500	\$1,348,770	\$1,307,329	4.357	\$1,347,046	\$1,328,244	\$1,328,244	
2037	309,459,000	19,119,000	275,860,000	4.500	\$1,460,847	\$1,417,455	4.357	\$1,459,610	\$1,440,330	\$1,440,330	
2038	326,674,000	20,525,000	296,385,000	4.500	\$1,581,585	\$1,536,937	4.357	\$1,580,653	\$1,563,570	\$1,563,570	
2039	344,745,000	22,041,000	318,426,000	4.500	\$1,721,587	\$1,675,093	4.357	\$1,720,498	\$1,705,273	\$1,705,273	
2040	363,703,000	23,678,000	342,104,000	4.500	\$1,881,585	\$1,837,255	4.357	\$1,880,483	\$1,867,759	\$1,867,759	
2041	383,588,000	25,445,000	367,549,000	4.500	\$2,062,226	\$2,015,776	4.357	\$2,061,967	\$2,047,369	\$2,047,369	
2042	404,440,000	27,352,000	394,901,000	4.500	\$2,264,226	\$2,215,024	4.357	\$2,263,328	\$2,252,462	\$2,252,462	

Additional Properties Projected to Develop per Staff	
Year	Projected Value
2007	\$20,360,520
2012	\$25,985,756
2017	\$33,165,141
2022	\$42,328,053

Figure 3

**City of Northport**  
 Tax Increment Financing (TIF) Analysis  
 Detailed Projected Capital Improvement Project Funding Methods for 40 Year Forecast Period

*Scenario - 2a - 5% Annual Increase in CRA Tax Base, "Pay as you go" funding only*

	A	B	C	D	E	F	G	H	I	J
	Projected Project Funding - City Millage									
	Projects Funded with:									
	Fiscal Year	Projected TIF Revenue - City Millage	Projected Marginal TIF Revenue - City Millage	Debt Fund?	Annual Debt Capacity	Marginal Debt Capacity	Cumulative TIF Revenue dedicated to Annual Debt Service	"Pay as you go"	Debt	Total
2	2003	\$10,559	\$10,559	N	\$0	\$0	\$0	\$10,559	\$0	\$10,559
3	2004	21,645	11,086	N	0	0	0	21,645	0	21,645
4	2005	33,285	11,640	N	0	0	0	33,285	0	33,285
5	2006	45,508	12,223	N	0	0	0	45,508	0	45,508
6	2007	145,382	99,874	N	0	0	0	145,382	0	145,382
7	2008	163,211	17,829	N	0	0	0	163,211	0	163,211
8	2009	181,932	18,721	N	0	0	0	181,932	0	181,932
9	2010	201,588	19,656	N	0	0	0	201,588	0	201,588
10	2011	222,228	20,640	N	0	0	0	222,228	0	222,228
11	2012	354,987	132,759	N	0	0	0	354,987	0	354,987
12	2013	383,297	28,310	N	0	0	0	383,297	0	383,297
13	2014	413,021	29,724	N	0	0	0	413,021	0	413,021
14	2015	444,232	31,211	N	0	0	0	444,232	0	444,232
15	2016	477,005	32,773	N	0	0	0	477,005	0	477,005
16	2017	653,195	176,190	N	0	0	0	653,195	0	653,195
17	2018	696,415	43,220	N	0	0	0	696,415	0	696,415
18	2019	741,794	45,379	N	0	0	0	741,794	0	741,794
19	2020	789,443	47,649	N	0	0	0	789,443	0	789,443
20	2021	839,473	50,030	N	0	0	0	839,473	0	839,473
21	2022	1,072,957	233,484	N	0	0	0	1,072,957	0	1,072,957
22	2023	1,137,163	64,206	N	0	0	0	1,137,163	0	1,137,163
23	2024	1,204,580	67,417	N	0	0	0	1,204,580	0	1,204,580
24	2025	1,275,369	70,789	N	0	0	0	1,275,369	0	1,275,369
25	2026	1,349,699	74,330	N	0	0	0	1,349,699	0	1,349,699
26	2027	1,427,744	78,045	N	0	0	0	1,427,744	0	1,427,744
27	2028	1,509,691	81,947	N	0	0	0	1,509,691	0	1,509,691
28	2029	1,595,734	86,043	N	0	0	0	1,595,734	0	1,595,734
29	2030	1,686,077	90,343	N	0	0	0	1,686,077	0	1,686,077
30	2031	1,780,939	94,862	N	0	0	0	1,780,939	0	1,780,939
31	2032	1,880,547	99,608	N	0	0	0	1,880,547	0	1,880,547
32	2033	1,985,135	104,588	N	0	0	0	1,985,135	0	1,985,135
33	2034	2,094,951	109,816	N	0	0	0	2,094,951	0	2,094,951
34	2035	2,210,257	115,306	N	0	0	0	2,210,257	0	2,210,257
35	2036	2,331,329	121,072	N	0	0	0	2,331,329	0	2,331,329
36	2037	2,458,455	127,126	N	0	0	0	2,458,455	0	2,458,455
37	2038	2,591,937	133,482	N	0	0	0	2,591,937	0	2,591,937
38	2039	2,732,093	140,156	N	0	0	0	2,732,093	0	2,732,093
39	2040	2,879,255	147,162	N	0	0	0	2,879,255	0	2,879,255
40	2041	3,033,776	154,521	N	0	0	0	3,033,776	0	3,033,776
41	2042	3,196,024	162,248	N	0	0	0	3,196,024	0	3,196,024
42	<b>Total</b>							<b>\$48,251,912</b>	<b>\$0</b>	<b>\$48,251,912</b>

**City of Northport**  
 Tax Increment Financing (TIF) Analysis  
 Detailed Projected Capital Improvement Project Funding Methods for 40 Year Forecast Period

Scenario - 2a - 5% Annual Increase in CRA Tax Base, "Pay as you go" funding only

	A	B	C	D	E	F	G	H	I	J
<b>Projected Project Funding - County Millage</b>										
									Projects Funded w ith:	
		Projected TIF Revenue -	Projected Marginal TIF Revenue -	Debt Fund?	Annual Debt Capacity	Mariginal Debt Capacity	Cumulative TIF Revenue dedicated to Annual Debt Service	"Pay as you go"	Debt	Total
1	Fiscal Year	County Millage	County Millage							
2	2003	\$10,224	\$10,224	N	\$0	\$0	\$0	\$10,224	\$0	\$10,224
3	2004	20,956	10,732	N	0	0	0	20,956	0	20,956
4	2005	32,228	11,272	N	0	0	0	32,228	0	32,228
5	2006	44,061	11,833	N	0	0	0	44,061	0	44,061
6	2007	140,762	96,701	N	0	0	0	140,762	0	140,762
7	2008	158,025	17,263	N	0	0	0	158,025	0	158,025
8	2009	176,150	18,125	N	0	0	0	176,150	0	176,150
9	2010	195,181	19,031	N	0	0	0	195,181	0	195,181
10	2011	215,166	19,985	N	0	0	0	215,166	0	215,166
11	2012	343,706	128,540	N	0	0	0	343,706	0	343,706
12	2013	371,117	27,411	N	0	0	0	371,117	0	371,117
13	2014	399,896	28,779	N	0	0	0	399,896	0	399,896
14	2015	430,115	30,219	N	0	0	0	430,115	0	430,115
15	2016	461,846	31,731	N	0	0	0	461,846	0	461,846
16	2017	632,438	170,592	N	0	0	0	632,438	0	632,438
17	2018	674,284	41,846	N	0	0	0	674,284	0	674,284
18	2019	718,221	43,937	N	0	0	0	718,221	0	718,221
19	2020	764,356	46,135	N	0	0	0	764,356	0	764,356
20	2021	812,796	48,440	N	0	0	0	812,796	0	812,796
21	2022	1,038,861	226,065	N	0	0	0	1,038,861	0	1,038,861
22	2023	1,101,026	62,165	N	0	0	0	1,101,026	0	1,101,026
23	2024	1,166,301	65,275	N	0	0	0	1,166,301	0	1,166,301
24	2025	1,234,841	68,540	N	0	0	0	1,234,841	0	1,234,841
25	2026	1,306,809	71,968	N	0	0	0	1,306,809	0	1,306,809
26	2027	1,382,373	75,564	N	0	0	0	1,382,373	0	1,382,373
27	2028	1,461,716	79,343	N	0	0	0	1,461,716	0	1,461,716
28	2029	1,545,025	83,309	N	0	0	0	1,545,025	0	1,545,025
29	2030	1,632,497	87,472	N	0	0	0	1,632,497	0	1,632,497
30	2031	1,724,345	91,848	N	0	0	0	1,724,345	0	1,724,345
31	2032	1,820,787	96,442	N	0	0	0	1,820,787	0	1,820,787
32	2033	1,922,051	101,264	N	0	0	0	1,922,051	0	1,922,051
33	2034	2,028,378	106,327	N	0	0	0	2,028,378	0	2,028,378
34	2035	2,140,019	111,641	N	0	0	0	2,140,019	0	2,140,019
35	2036	2,257,244	117,225	N	0	0	0	2,257,244	0	2,257,244
36	2037	2,380,330	123,086	N	0	0	0	2,380,330	0	2,380,330
37	2038	2,509,570	129,240	N	0	0	0	2,509,570	0	2,509,570
38	2039	2,645,273	135,703	N	0	0	0	2,645,273	0	2,645,273
39	2040	2,787,759	142,486	N	0	0	0	2,787,759	0	2,787,759
40	2041	2,937,369	149,610	N	0	0	0	2,937,369	0	2,937,369
41	2042	3,094,462	157,093	N	0	0	0	3,094,462	0	3,094,462
42								\$46,718,564	\$0	\$46,718,564



Figure 4

**City of Northport**  
 Tax Increment Financing (TIF) Analysis  
 Summary of Capital Project Requirements

**Scenario:** All Scenarios

Summary Table of Capital Projects from Boyle:

Time Period (Yrs)		City's Costs	FDOT's Costs	Total
0	5	\$3,200,000	\$2,990,000	\$6,190,000
5	10	\$13,280,000	\$1,700,000	\$14,980,000
10	20	\$6,150,000	\$11,270,000	\$17,420,000
20	30	\$732,750	\$1,667,250	\$2,400,000
30	40	\$732,750	\$1,667,250	\$2,400,000
Total		\$24,095,500	\$19,294,500	\$43,390,000

Year of TIF	Fiscal Year	City's Costs	FDOT's Costs	Total
1	2003	\$540,000	\$598,000	\$1,238,000
2	2004	640,000	598,000	1,238,000
3	2005	640,000	598,000	1,238,000
4	2006	640,000	598,000	1,238,000
5	2007	640,000	598,000	1,238,000
6	2008	2,656,000	340,000	2,996,000
7	2009	2,656,000	340,000	2,996,000
8	2010	2,656,000	340,000	2,996,000
9	2011	2,656,000	340,000	2,996,000
10	2012	2,656,000	340,000	2,996,000
11	2013	615,000	1,127,000	1,742,000
12	2014	615,000	1,127,000	1,742,000
13	2015	615,000	1,127,000	1,742,000
14	2016	615,000	1,127,000	1,742,000
15	2017	615,000	1,127,000	1,742,000
16	2018	615,000	1,127,000	1,742,000
17	2019	615,000	1,127,000	1,742,000
18	2020	615,000	1,127,000	1,742,000
19	2021	615,000	1,127,000	1,742,000
20	2022	615,000	1,127,000	1,742,000
21	2023	73,275	166,725	240,000
22	2024	73,275	166,725	240,000
23	2025	73,275	166,725	240,000
24	2026	73,275	166,725	240,000
25	2027	73,275	166,725	240,000
26	2028	73,275	166,725	240,000
27	2029	73,275	166,725	240,000
28	2030	73,275	166,725	240,000
29	2031	73,275	166,725	240,000
30	2032	73,275	166,725	240,000
31	2033	73,275	166,725	240,000
32	2034	73,275	166,725	240,000
33	2035	73,275	166,725	240,000
34	2036	73,275	166,725	240,000
35	2037	73,275	166,725	240,000
36	2038	73,275	166,725	240,000
37	2039	73,275	166,725	240,000
38	2040	73,275	166,725	240,000
39	2041	73,275	166,725	240,000
40	2042	73,275	166,725	240,000
Total		\$24,095,500	\$19,294,500	\$43,390,000

Source: Burton & Associates

05/19/2003

C:\DATA\123\NORTHPT-1\FINALR-1\FINAL\TIFML20.WK4

# **SCENARIO 2b**

**5.00% Annual Growth in Tax Base, Debt Funding Only**

Figure 1

**City of Northport**  
 Tax Increment Financing (TIF) Analysis  
Summary of Capital Improvement Project Funding Methods for 40 Year Forecast Period

**Scenario - 2b - 5% Annual Increase in CRA Tax Base, Debt funding only**

Summary of Capital Project Funding Methods for FY 2003 - FY 2042

	A	B	C	D
	Capital Project Funding Method			
		"Pay as you go"	Debt Fund	Total
1	Capital Projects Funding Capability From City Millage	\$471,290	\$22,776,430	\$23,247,720
2	Capital Projects Funding Capability From County Millage	456,313	22,052,643	22,508,956
3	<b>Total Projected Capital Project Funding Capability</b>	<b>\$927,603</b>	<b>\$44,829,073</b>	<b>\$45,756,676</b>
4	Total Capital Project Requirements	NA	NA	24,095,500
5	Projected Unfunded Projects	NA	NA	\$0

Source: Burton & Associates

05/19/2003

C:\DATA\123\NORTHPT~1\FINALR~1\FINAL\TIFML20.WK4

Figure 2

**City of Northport**  
 Tax Increment Financing (TIF) Analysis  
 Projection of Taxable Value and Revenue From TIF

Scenario - 2b - 5% Annual Increase in CRA Tax Base, Debt funding only

Assumed Annual Growth in Tax Base 5.00%

Fiscal Year	Taxable Value	Annual Increase in Taxable Value	Cumulative Increase in Taxable Value	TIF Millage - City of Northport	City of Northport Millage			Sarasota County Millage		
					Annual TIF Revenue From City of Northport	Projected Annual TIF Revenue after 95% Collection Rate	TIF Millage - Sarasota County	Annual TIF Revenue From Sarasota County	Projected Annual TIF Revenue after 95% Collection Rate	
2001	\$47,045,650	NA	NA	NA	NA	NA	NA	NA	NA	NA
2002	49,398,000	NA	NA	NA	NA	NA	NA	NA	NA	NA
2003	51,868,000	2,470,000	2,470,000	4.500	\$11,115	\$10,559	4.357	\$10,762	\$10,224	\$10,224
2004	54,461,000	2,593,000	5,063,000	4.500	\$22,784	\$21,645	4.357	\$22,059	\$20,956	\$20,956
2005	57,184,000	2,723,000	7,786,000	4.500	\$35,037	\$33,285	4.357	\$33,924	\$32,228	\$32,228
2006	60,043,000	2,859,000	10,645,000	4.500	\$47,903	\$45,508	4.357	\$46,380	\$44,061	\$44,061
2007	63,045,520	2,998,520	13,643,520	4.500	\$60,934	\$58,382	4.357	\$58,791	\$56,372	\$56,372
2008	66,196,000	3,147,480	16,791,000	4.500	\$74,181	\$71,411	4.357	\$71,842	\$69,456	\$69,456
2009	69,505,000	3,306,000	20,097,000	4.500	\$87,707	\$84,713	4.357	\$85,163	\$82,708	\$82,708
2010	73,074,000	3,474,000	23,571,000	4.500	\$101,514	\$98,346	4.357	\$98,824	\$96,317	\$96,317
2011	76,913,000	3,651,000	27,222,000	4.500	\$115,603	\$112,173	4.357	\$112,705	\$110,156	\$110,156
2012	81,032,756	3,837,756	31,059,756	4.500	\$130,000	\$126,363	4.357	\$126,924	\$124,256	\$124,256
2013	85,452,000	4,034,244	35,094,000	4.500	\$144,734	\$140,873	4.357	\$141,505	\$138,708	\$138,708
2014	90,186,000	4,241,000	39,335,000	4.500	\$160,000	\$155,850	4.357	\$156,591	\$153,632	\$153,632
2015	95,247,000	4,458,000	43,793,000	4.500	\$175,834	\$171,506	4.357	\$172,342	\$169,274	\$169,274
2016	100,648,000	4,685,000	48,478,000	4.500	\$192,268	\$187,756	4.357	\$188,709	\$185,708	\$185,708
2017	106,407,000	4,924,000	53,402,000	4.500	\$209,332	\$204,573	4.357	\$205,591	\$202,508	\$202,508
2018	112,545,000	5,175,000	58,577,000	4.500	\$227,067	\$222,073	4.357	\$223,238	\$220,008	\$220,008
2019	119,090,000	5,439,000	64,016,000	4.500	\$245,514	\$240,266	4.357	\$241,591	\$238,156	\$238,156
2020	126,070,000	5,717,000	69,733,000	4.500	\$264,703	\$259,206	4.357	\$260,928	\$257,768	\$257,768
2021	133,505,000	6,008,000	75,741,000	4.500	\$284,676	\$278,916	4.357	\$280,984	\$277,856	\$277,856
2022	141,427,000	6,312,000	82,053,000	4.500	\$305,474	\$299,493	4.357	\$296,984	\$293,956	\$293,956
2023	149,861,000	6,629,000	88,682,000	4.500	\$327,137	\$320,886	4.357	\$314,924	\$311,856	\$311,856
2024	158,931,000	6,959,000	95,641,000	4.500	\$349,706	\$343,206	4.357	\$333,824	\$330,756	\$330,756
2025	168,669,000	7,302,000	102,943,000	4.500	\$373,221	\$366,346	4.357	\$353,691	\$350,656	\$350,656
2026	179,107,000	7,659,000	110,602,000	4.500	\$397,724	\$390,266	4.357	\$374,524	\$371,556	\$371,556
2027	190,278,000	8,030,000	118,632,000	4.500	\$423,257	\$415,706	4.357	\$396,324	\$393,408	\$393,408
2028	202,216,000	8,416,000	127,048,000	4.500	\$449,860	\$441,586	4.357	\$419,091	\$416,256	\$416,256
2029	214,956,000	8,817,000	135,865,000	4.500	\$477,574	\$469,206	4.357	\$442,824	\$440,056	\$440,056
2030	228,531,000	9,234,000	145,099,000	4.500	\$506,440	\$497,706	4.357	\$467,524	\$464,856	\$464,856
2031	242,985,000	9,667,000	154,766,000	4.500	\$536,500	\$526,916	4.357	\$493,191	\$490,556	\$490,556
2032	258,361,000	10,116,000	164,882,000	4.500	\$567,804	\$557,806	4.357	\$519,824	\$517,256	\$517,256
2033	274,704,000	10,580,000	175,462,000	4.500	\$599,403	\$590,306	4.357	\$547,424	\$544,956	\$544,956
2034	292,061,000	11,059,000	186,521,000	4.500	\$632,347	\$622,916	4.357	\$575,991	\$573,656	\$573,656
2035	310,479,000	11,563,000	198,084,000	4.500	\$666,686	\$656,806	4.357	\$605,524	\$603,256	\$603,256
2036	329,999,000	12,082,000	210,166,000	4.500	\$702,470	\$692,106	4.357	\$636,024	\$633,856	\$633,856
2037	350,665,000	12,626,000	222,792,000	4.500	\$739,750	\$729,506	4.357	\$667,491	\$665,356	\$665,356
2038	372,531,000	13,195,000	235,987,000	4.500	\$778,576	\$768,006	4.357	\$700,924	\$698,856	\$698,856
2039	395,651,000	13,789,000	249,776,000	4.500	\$818,999	\$808,106	4.357	\$735,324	\$733,356	\$733,356
2040	420,080,000	14,400,000	264,176,000	4.500	\$861,070	\$850,306	4.357	\$770,691	\$768,856	\$768,856
2041	445,873,000	15,039,000	279,215,000	4.500	\$904,840	\$894,606	4.357	\$807,024	\$805,256	\$805,256
2042	473,088,000	15,716,000	294,931,000	4.500	\$950,360	\$940,706	4.357	\$844,324	\$842,656	\$842,656
2043	501,773,000	16,430,000	311,361,000	4.500	\$997,680	\$987,906	4.357	\$882,691	\$881,156	\$881,156
2044	532,000,000	17,182,000	328,543,000	4.500	\$1,046,760	\$1,036,906	4.357	\$922,124	\$920,656	\$920,656
2045	563,844,000	17,972,000	346,515,000	4.500	\$1,098,660	\$1,088,806	4.357	\$962,624	\$961,256	\$961,256

Additional Properties Projected to Develop per Staff	
Year	Projected Value
2007	\$20,360,520
2012	\$25,985,756
2017	\$33,165,141
2022	\$42,328,058

**City of Northport**  
**Tax Increment Financing (TIF) Analysis**  
**Detailed Projected Capital Improvement Project Funding Methods for 40 Year Forecast Period**

**Scenario - 2b - 5% Annual Increase in CRA Tax Base, Debt funding only**

	A	B	C	D	E	F	G	H	I	J
<b>Projected Project Funding - City Millage</b>										
									Projects Funded with:	
							Cumulative TIF Revenue dedicated to Annual Debt Service	"Pay as you go"	Debt	Total
	Fiscal Year	Projected TIF Revenue - City Millage	Projected Marginal TIF Revenue - City Millage	Debt Fund?	Annual Debt Capacity	Marginal Debt Capacity				
1										
2	2003	\$10,559	\$10,559	Y	\$130,148	\$130,148	\$10,559	\$0	\$130,148	\$130,148
3	2004	21,645	11,086	Y	266,792	136,644	21,645	0	136,644	136,644
4	2005	33,285	11,640	Y	410,264	143,472	33,285	0	143,472	143,472
5	2006	45,508	12,223	Y	560,922	150,658	45,508	0	150,658	150,658
6	2007	145,382	99,874	Y	1,791,947	1,231,025	145,382	0	1,231,025	1,231,025
7	2008	163,211	17,829	Y	2,011,703	219,756	163,211	0	219,756	219,756
8	2009	181,932	18,721	Y	2,242,454	230,751	181,932	0	230,751	230,751
9	2010	201,588	19,656	Y	2,484,730	242,276	201,588	0	242,276	242,276
10	2011	222,228	20,640	Y	2,739,134	254,404	222,228	0	254,404	254,404
11	2012	354,987	132,759	Y	4,375,492	1,636,358	354,987	0	1,636,358	1,636,358
12	2013	383,297	28,310	Y	4,720,021	344,529	383,297	0	344,529	344,529
13	2014	413,021	29,724	Y	5,076,846	356,825	413,021	0	356,825	356,825
14	2015	444,232	31,211	Y	5,446,054	369,208	444,232	0	369,208	369,208
15	2016	477,005	32,773	Y	5,827,654	381,600	477,005	0	381,600	381,600
16	2017	653,195	176,190	Y	7,844,486	2,016,832	653,195	0	2,016,832	2,016,832
17	2018	696,415	43,220	Y	8,330,204	485,718	696,415	0	485,718	485,718
18	2019	741,794	45,379	Y	8,830,150	499,946	741,794	0	499,946	499,946
19	2020	789,443	47,649	Y	9,343,934	513,784	789,443	0	513,784	513,784
20	2021	839,473	50,030	Y	9,870,960	527,026	839,473	0	527,026	527,026
21	2022	1,072,957	233,484	Y	12,269,026	2,398,066	1,072,957	0	2,398,066	2,398,066
22	2023	1,137,163	64,206	Y	12,910,546	641,520	1,137,163	0	641,520	641,520
23	2024	1,204,580	67,417	Y	13,564,196	653,650	1,204,580	0	653,650	653,650
24	2025	1,275,369	70,789	Y	14,228,332	664,136	1,275,369	0	664,136	664,136
25	2026	1,349,699	74,330	Y	14,900,972	672,640	1,349,699	0	672,640	672,640
26	2027	1,427,744	78,045	Y	15,579,720	678,748	1,427,744	0	678,748	678,748
27	2028	1,509,691	81,947	Y	16,261,784	682,064	1,509,691	0	682,064	682,064
28	2029	1,595,734	85,043	Y	16,943,862	682,078	1,595,734	0	682,078	682,078
29	2030	1,686,077	90,343	Y	17,622,099	678,237	1,686,077	0	678,237	678,237
30	2031	1,780,939	94,862	Y	18,292,046	669,947	1,780,939	0	669,947	669,947
31	2032	1,880,547	99,608	Y	18,948,525	656,479	1,880,547	0	656,479	656,479
32	2033	1,985,135	104,588	Y	19,585,529	637,004	1,985,135	0	637,004	637,004
33	2034	2,094,951	109,816	Y	20,196,171	610,642	2,094,951	0	610,642	610,642
34	2035	2,210,257	115,306	Y	20,772,559	576,388	2,210,257	0	576,388	576,388
35	2036	2,331,329	121,072	Y	21,305,668	533,109	2,331,329	0	533,109	533,109
36	2037	2,458,455	127,126	Y	21,785,185	479,517	2,458,455	0	479,517	479,517
37	2038	2,591,937	133,482	Y	22,199,359	414,174	2,591,937	0	414,174	414,174
38	2039	2,732,093	140,156	Y	22,534,831	335,472	2,732,093	0	335,472	335,472
39	2040	2,879,255	147,162	Y	22,776,430	241,599	2,879,255	0	241,599	241,599
40	2041	3,033,776	154,521	N	22,776,430	0	2,879,255	154,521	0	154,521
41	2042	3,196,024	162,248	N	22,776,430	0	2,879,255	316,769	0	316,769
42	Total							\$471,290	\$22,776,430	\$23,247,720

Figure 3

**City of Northport**  
 Tax Increment Financing (TIF) Analysis  
 Detailed Projected Capital Improvement Project Funding Methods for 40 Year Forecast Period

Scenario - 2b - 5% Annual Increase in CRA Tax Base, Debt funding only

	A	B	C	D	E	F	G	H	I	J
	<b>Projected Project Funding - County Millage</b>								<b>Projects Funded with:</b>	
	Fiscal Year	Projected TIF Revenue - County Millage	Projected Marginal TIF Revenue - County Millage	Debt Fund?	Annual Debt Capacity	Marginal Debt Capacity	Cumulative TIF Revenue dedicated to Annual Debt Service	"Pay as you go"	Debt	Total
1										
2	2003	\$10,224	\$10,224	Y	\$126,019	\$126,019	\$10,224	\$0	\$126,019	\$126,019
3	2004	20,956	10,732	Y	258,299	132,280	20,956	0	132,280	132,280
4	2005	32,228	11,272	Y	397,235	138,936	32,228	0	138,936	138,936
5	2006	44,061	11,833	Y	543,086	145,851	44,061	0	145,851	145,851
6	2007	140,762	96,701	Y	1,735,001	1,191,915	140,762	0	1,191,915	1,191,915
7	2008	158,025	17,263	Y	1,947,781	212,780	158,025	0	212,780	212,780
8	2009	176,150	18,125	Y	2,171,186	223,405	176,150	0	223,405	223,405
9	2010	195,181	19,031	Y	2,405,758	234,572	195,181	0	234,572	234,572
10	2011	215,166	19,985	Y	2,652,089	246,331	215,166	0	246,331	246,331
11	2012	343,706	128,540	Y	4,236,445	1,584,356	343,706	0	1,584,356	1,584,356
12	2013	371,117	27,411	Y	4,570,033	333,588	371,117	0	333,588	333,588
13	2014	399,896	28,779	Y	4,915,514	345,481	399,896	0	345,481	345,481
14	2015	430,115	30,219	Y	5,272,988	357,474	430,115	0	357,474	357,474
15	2016	461,846	31,731	Y	5,642,456	369,468	461,846	0	369,468	369,468
16	2017	632,438	170,592	Y	7,595,208	1,952,752	632,438	0	1,952,752	1,952,752
17	2018	674,284	41,846	Y	8,065,485	470,277	674,284	0	470,277	470,277
18	2019	718,221	43,937	Y	8,549,544	484,059	718,221	0	484,059	484,059
19	2020	784,356	46,135	Y	9,047,003	497,459	784,356	0	497,459	497,459
20	2021	812,796	48,440	Y	9,557,279	510,276	812,796	0	510,276	510,276
21	2022	1,038,861	226,065	Y	11,879,146	2,321,867	1,038,861	0	2,321,867	2,321,867
22	2023	1,101,026	62,165	Y	12,500,273	621,127	1,101,026	0	621,127	621,127
23	2024	1,166,301	65,275	Y	13,133,155	632,882	1,166,301	0	632,882	632,882
24	2025	1,234,841	68,540	Y	13,776,191	643,036	1,234,841	0	643,036	643,036
25	2026	1,306,809	71,968	Y	14,427,456	651,265	1,306,809	0	651,265	651,265
26	2027	1,382,373	75,564	Y	15,084,527	657,171	1,382,373	0	657,171	657,171
27	2028	1,461,716	79,343	Y	15,745,017	660,390	1,461,716	0	660,390	660,390
28	2029	1,545,025	83,309	Y	16,405,422	660,405	1,545,025	0	660,405	660,405
29	2030	1,632,497	87,472	Y	17,062,105	656,683	1,632,497	0	656,683	656,683
30	2031	1,724,345	91,848	Y	17,710,767	648,662	1,724,345	0	648,662	648,662
31	2032	1,820,787	96,442	Y	18,346,380	635,613	1,820,787	0	635,613	635,613
32	2033	1,922,051	101,264	Y	18,963,139	616,759	1,922,051	0	616,759	616,759
33	2034	2,028,378	106,327	Y	19,554,360	591,241	2,028,378	0	591,241	591,241
34	2035	2,140,019	111,641	Y	20,112,448	558,068	2,140,019	0	558,068	558,068
35	2036	2,257,244	117,225	Y	20,628,618	516,170	2,257,244	0	516,170	516,170
36	2037	2,380,330	123,086	Y	21,092,896	464,278	2,380,330	0	464,278	464,278
37	2038	2,509,570	129,240	Y	21,493,908	401,012	2,509,570	0	401,012	401,012
38	2039	2,645,273	135,703	Y	21,818,721	324,813	2,645,273	0	324,813	324,813
39	2040	2,787,759	142,486	Y	22,052,843	233,922	2,787,759	0	233,922	233,922
40	2041	2,937,369	149,610	N	22,052,643	0	2,787,759	149,610	0	149,610
41	2042	3,094,462	157,093	N	22,052,643	0	2,787,759	306,703	0	306,703
42								\$456,313	\$22,052,643	\$22,508,956

Figure 4

**City of Northport**  
 Tax Increment Financing (TIF) Analysis  
 Summary of Capital Project Requirements

**Scenario: All Scenarios**

Summary Table of Capital Projects from Boyle:

Time Period (Yrs)		City's Costs	FDOT's Costs	Total
0	5	\$3,200,000	\$2,990,000	\$6,190,000
5	10	\$13,280,000	\$1,700,000	\$14,980,000
10	20	\$6,150,000	\$11,270,000	\$17,420,000
20	30	\$732,750	\$1,667,250	\$2,400,000
30	40	\$732,750	\$1,667,250	\$2,400,000
Total		\$24,095,500	\$19,294,500	\$43,390,000

Year of TIF	Fiscal Year	City's Costs	FDOT's Costs	Total
1	2003	\$640,000	\$598,000	\$1,238,000
2	2004	640,000	598,000	1,238,000
3	2005	640,000	598,000	1,238,000
4	2006	640,000	598,000	1,238,000
5	2007	640,000	598,000	1,238,000
6	2008	2,656,000	340,000	2,996,000
7	2009	2,656,000	340,000	2,996,000
8	2010	2,656,000	340,000	2,996,000
9	2011	2,656,000	340,000	2,996,000
10	2012	2,656,000	340,000	2,996,000
11	2013	615,000	1,127,000	1,742,000
12	2014	615,000	1,127,000	1,742,000
13	2015	615,000	1,127,000	1,742,000
14	2016	615,000	1,127,000	1,742,000
15	2017	615,000	1,127,000	1,742,000
16	2018	615,000	1,127,000	1,742,000
17	2019	615,000	1,127,000	1,742,000
18	2020	615,000	1,127,000	1,742,000
19	2021	615,000	1,127,000	1,742,000
20	2022	615,000	1,127,000	1,742,000
21	2023	73,275	166,725	240,000
22	2024	73,275	166,725	240,000
23	2025	73,275	166,725	240,000
24	2026	73,275	166,725	240,000
25	2027	73,275	166,725	240,000
26	2028	73,275	166,725	240,000
27	2029	73,275	166,725	240,000
28	2030	73,275	166,725	240,000
29	2031	73,275	166,725	240,000
30	2032	73,275	166,725	240,000
31	2033	73,275	166,725	240,000
32	2034	73,275	166,725	240,000
33	2035	73,275	166,725	240,000
34	2036	73,275	166,725	240,000
35	2037	73,275	166,725	240,000
36	2038	73,275	166,725	240,000
37	2039	73,275	166,725	240,000
38	2040	73,275	166,725	240,000
39	2041	73,275	166,725	240,000
40	2042	73,275	166,725	240,000
Total		\$24,095,500	\$19,294,500	\$43,390,000

Source: Burton &amp; Associates

05/19/2003

C:\DATA\123\NORTHPT-1\FINALR-1\FINAL\TIFML20.WK4

# **SCENARIO 2c**

**5.00% Annual Growth in Tax Base, Combination of “Pay as you go” Cash Funding  
and Debt Funding**



Figure 1

**City of Northport**  
 Tax Increment Financing (TIF) Analysis  
Summary of Capital Improvement Project Funding Methods for 40 Year Forecast Period

**Scenario - 2c - 5% Annual Increase in CRA Tax Base, Debt / "Pay as you go" funding**

Summary of Capital Project Funding Methods for FY 2003 - FY 2042

	A	B	C	D
	Capital Project Funding Method			
		"Pay as you go"	Debt Fund	Total
1	Capital Projects Funding Capability From City Millage	\$33,636,773	\$5,446,054	\$39,082,827
2	Capital Projects Funding Capability From County Millage	32,567,872	5,272,988	37,840,860
3	<b>Total Projected Capital Project Funding Capability</b>	<b>\$66,204,645</b>	<b>\$10,719,042</b>	<b>\$76,923,687</b>
4	Total Capital Project Requirements	NA	NA	24,095,500
5	Projected Unfunded Projects	NA	NA	\$0

Source: Burton & Associates

05/19/2003

C:\DATA\123\NORTH P~1\FINALR~1\FINAL\TIFML20.WK4

Figure 2

**City of Northport**  
 Tax Increment Financing (TIF) Analysis  
 Projection of Taxable Value and Revenue From TIF

**Scenario - 2c - 5% Annual Increase in CRA Tax Base, Debt / "Pay as you go" funding**

Assumed Annual Growth in Tax Base 5.00%

Fiscal Year	Taxable Value	Annual Increase in Taxable Value	Cumulative Increase in Taxable Value	City of Northport Millage			Sarasota County Millage		
				TIF Millage - City of Northport	Annual TIF Revenue From City of Northport Millage	Projected Annual TIF Revenue after Adjustment for 95% Collection Rate	TIF Millage - Sarasota County	Annual TIF Revenue From Sarasota County Millage	Projected Annual TIF Revenue after Adjustment for 95% Collection Rate
2001	\$47,045,650	NA	NA	NA	NA	NA	NA	NA	NA
2002	49,398,000	NA	NA	NA	NA	NA	NA	NA	NA
2003	51,868,000	2,470,000	2,470,000	4.500	\$11,115	\$10,559	4.357	\$10,762	\$10,224
2004	54,481,000	2,593,000	5,063,000	4.500	\$22,784	\$21,645	4.357	\$22,059	\$20,956
2005	57,184,000	2,723,000	7,786,000	4.500	\$35,037	\$33,285	4.357	\$33,924	\$32,228
2006	60,043,000	2,859,000	10,645,000	4.500	\$47,903	\$45,508	4.357	\$46,380	\$44,061
2007	83,405,520	23,362,520	34,007,520	4.500	\$153,034	\$145,382	4.357	\$148,171	\$140,762
2008	87,576,000	4,170,480	38,178,000	4.500	\$171,801	\$163,211	4.357	\$166,342	\$158,025
2009	91,955,000	4,379,000	42,557,000	4.500	\$191,507	\$181,932	4.357	\$185,421	\$176,150
2010	96,553,000	4,598,000	47,155,000	4.500	\$212,198	\$201,588	4.357	\$205,454	\$195,181
2011	101,381,000	4,828,000	51,983,000	4.500	\$233,924	\$222,228	4.357	\$226,490	\$215,166
2012	132,436,756	31,054,756	83,037,756	4.500	\$373,670	\$354,987	4.357	\$361,796	\$343,706
2013	139,058,000	6,622,244	89,660,000	4.500	\$403,470	\$383,297	4.357	\$390,649	\$371,117
2014	146,011,000	6,953,000	96,613,000	4.500	\$434,759	\$413,021	4.357	\$420,943	\$399,896
2015	153,312,000	7,301,000	103,914,000	4.500	\$467,613	\$444,232	4.357	\$452,753	\$430,115
2016	160,978,000	7,666,000	111,580,000	4.500	\$502,110	\$477,005	4.357	\$486,154	\$461,846
2017	202,192,141	41,214,141	152,794,141	4.500	\$687,574	\$653,195	4.357	\$665,724	\$632,438
2018	212,302,000	10,109,859	162,904,000	4.500	\$733,068	\$696,415	4.357	\$709,773	\$674,284
2019	222,917,000	10,615,000	173,519,000	4.500	\$780,836	\$741,794	4.357	\$756,022	\$718,221
2020	234,063,000	11,146,000	184,665,000	4.500	\$830,993	\$789,443	4.357	\$804,585	\$764,356
2021	245,766,000	11,703,000	196,368,000	4.500	\$883,656	\$839,473	4.357	\$855,575	\$812,796
2022	300,382,058	54,616,058	250,984,058	4.500	\$1,129,428	\$1,072,957	4.357	\$1,093,538	\$1,038,861
2023	315,401,000	15,018,942	266,003,000	4.500	\$1,197,014	\$1,137,163	4.357	\$1,158,975	\$1,101,026
2024	331,171,000	15,770,000	281,773,000	4.500	\$1,267,979	\$1,204,580	4.357	\$1,227,685	\$1,166,301
2025	347,730,000	16,559,000	298,332,000	4.500	\$1,342,494	\$1,275,369	4.357	\$1,299,833	\$1,234,841
2026	365,117,000	17,387,000	315,719,000	4.500	\$1,420,736	\$1,349,699	4.357	\$1,375,588	\$1,306,809
2027	383,373,000	18,256,000	333,975,000	4.500	\$1,502,888	\$1,427,744	4.357	\$1,455,129	\$1,382,373
2028	402,542,000	19,169,000	353,144,000	4.500	\$1,589,148	\$1,509,691	4.357	\$1,538,648	\$1,461,716
2029	422,669,000	20,127,000	373,271,000	4.500	\$1,679,720	\$1,595,734	4.357	\$1,626,342	\$1,545,025
2030	443,802,000	21,133,000	394,404,000	4.500	\$1,774,818	\$1,686,077	4.357	\$1,718,418	\$1,632,497
2031	465,992,000	22,190,000	416,594,000	4.500	\$1,874,673	\$1,780,939	4.357	\$1,815,100	\$1,724,345
2032	489,292,000	23,300,000	439,894,000	4.500	\$1,979,523	\$1,880,547	4.357	\$1,916,618	\$1,820,787
2033	513,757,000	24,465,000	464,359,000	4.500	\$2,089,616	\$1,985,135	4.357	\$2,023,212	\$1,922,051
2034	539,445,000	25,688,000	490,047,000	4.500	\$2,205,212	\$2,094,951	4.357	\$2,135,135	\$2,028,378
2035	566,417,000	26,972,000	517,019,000	4.500	\$2,326,586	\$2,210,257	4.357	\$2,252,652	\$2,140,019
2036	594,738,000	28,321,000	545,340,000	4.500	\$2,454,030	\$2,331,329	4.357	\$2,376,046	\$2,257,244
2037	624,475,000	29,737,000	575,077,000	4.500	\$2,587,847	\$2,458,455	4.357	\$2,505,610	\$2,380,330
2038	655,699,000	31,224,000	606,301,000	4.500	\$2,728,355	\$2,591,937	4.357	\$2,641,653	\$2,509,570
2039	688,484,000	32,785,000	639,086,000	4.500	\$2,875,887	\$2,732,093	4.357	\$2,784,498	\$2,645,273
2040	722,908,000	34,424,000	673,510,000	4.500	\$3,030,795	\$2,879,255	4.357	\$2,934,483	\$2,787,759
2041	759,053,000	36,145,000	709,655,000	4.500	\$3,193,448	\$3,033,776	4.357	\$3,091,967	\$2,937,369
2042	797,006,000	37,953,000	747,608,000	4.500	\$3,364,236	\$3,196,024	4.357	\$3,257,328	\$3,094,462

Additional Properties Projected to Develop per Staff	
Year	Projected Value
2007	\$20,360,520
2012	\$25,985,756
2017	\$33,165,141
2022	\$42,328,058

**City of Northport**  
 Tax Increment Financing (TIF) Analysis  
 Detailed Projected Capital Improvement Project Funding Methods for 40 Year Forecast Period

**Scenario - 2c - 5% Annual Increase in CRA Tax Base, Debt / "Pay as you go" funding**

	A	B	C	D	E	F	G	H	I	J
<b>Projected Project Funding - City Millage</b>										
									<b>Projects Funded with:</b>	
							<b>Cumulative TIF Revenue dedicated to Annual Debt Service</b>			
		<b>Projected TIF Revenue - City Millage</b>	<b>Projected Marginal TIF Revenue - City Millage</b>	<b>Debt Fund?</b>	<b>Annual Debt Capacity</b>	<b>Marginal Debt Capacity</b>		<b>"Pay as you go"</b>	<b>Debt</b>	<b>Total</b>
1	<b>Fiscal Year</b>									
2	2003	\$10,559	\$10,559	Y	\$130,148	\$130,148	\$10,559	\$0	\$130,148	\$130,148
3	2004	21,645	11,086	Y	266,792	136,644	21,645	0	136,644	136,644
4	2005	33,285	11,640	Y	410,264	143,472	33,285	0	143,472	143,472
5	2006	45,508	12,223	Y	560,922	150,658	45,508	0	150,658	150,658
6	2007	145,382	99,874	Y	1,791,947	1,231,025	145,382	0	1,231,025	1,231,025
7	2008	163,211	17,829	Y	2,011,703	219,756	163,211	0	219,756	219,756
8	2009	181,932	18,721	Y	2,242,454	230,751	181,932	0	230,751	230,751
9	2010	201,588	19,656	Y	2,484,730	242,276	201,588	0	242,276	242,276
10	2011	222,226	20,640	Y	2,739,134	254,404	222,226	0	254,404	254,404
11	2012	354,987	132,759	Y	4,375,492	1,636,358	354,987	0	1,636,358	1,636,358
12	2013	383,297	28,310	Y	4,720,021	344,529	383,297	0	344,529	344,529
13	2014	413,021	29,724	Y	5,076,846	356,825	413,021	0	356,825	356,825
14	2015	444,232	31,211	Y	5,446,054	369,208	444,232	0	369,208	369,208
15	2016	477,005	32,773	N	5,446,054	0	444,232	32,773	0	32,773
16	2017	653,195	176,190	N	5,446,054	0	444,232	208,963	0	208,963
17	2018	696,415	43,220	N	5,446,054	0	444,232	252,183	0	252,183
18	2019	741,794	45,379	N	5,446,054	0	444,232	297,562	0	297,562
19	2020	789,443	47,649	N	5,446,054	0	444,232	345,211	0	345,211
20	2021	839,473	50,030	N	5,446,054	0	444,232	395,241	0	395,241
21	2022	1,072,957	233,484	N	5,446,054	0	444,232	628,725	0	628,725
22	2023	1,137,163	64,206	N	5,446,054	0	444,232	692,931	0	692,931
23	2024	1,204,580	67,417	N	5,446,054	0	444,232	760,348	0	760,348
24	2025	1,275,369	70,789	N	5,446,054	0	444,232	831,137	0	831,137
25	2026	1,349,699	74,330	N	5,446,054	0	444,232	905,467	0	905,467
26	2027	1,427,744	78,045	N	5,446,054	0	444,232	983,512	0	983,512
27	2028	1,509,691	81,947	N	5,446,054	0	444,232	1,065,459	0	1,065,459
28	2029	1,595,734	86,043	N	5,446,054	0	444,232	1,151,502	0	1,151,502
29	2030	1,686,077	90,343	N	5,446,054	0	444,232	1,241,845	0	1,241,845
30	2031	1,780,939	94,862	N	5,446,054	0	444,232	1,336,707	0	1,336,707
31	2032	1,880,547	99,608	N	5,446,054	0	444,232	1,436,315	0	1,436,315
32	2033	1,985,135	104,588	N	5,446,054	0	444,232	1,540,903	0	1,540,903
33	2034	2,094,951	109,816	N	5,446,054	0	444,232	1,650,719	0	1,650,719
34	2035	2,210,257	115,306	N	5,446,054	0	444,232	1,766,025	0	1,766,025
35	2036	2,331,329	121,072	N	5,446,054	0	444,232	1,887,097	0	1,887,097
36	2037	2,458,455	127,126	N	5,446,054	0	444,232	2,014,223	0	2,014,223
37	2038	2,591,937	133,482	N	5,446,054	0	444,232	2,147,705	0	2,147,705
38	2039	2,732,093	140,156	N	5,446,054	0	444,232	2,287,861	0	2,287,861
39	2040	2,879,255	147,162	N	5,446,054	0	444,232	2,435,023	0	2,435,023
40	2041	3,033,776	154,521	N	5,446,054	0	444,232	2,589,544	0	2,589,544
41	2042	3,196,024	162,248	N	5,446,054	0	444,232	2,751,792	0	2,751,792
42	<b>Total</b>							<b>\$33,636,773</b>	<b>\$5,446,054</b>	<b>\$39,082,827</b>

Figure 3

**City of Northport**  
 Tax Increment Financing (TIF) Analysis  
 Detailed Projected Capital Improvement Project Funding Methods for 40 Year Forecast Period

*Scenario - 2c - 5% Annual Increase in CRA Tax Base, Debt / "Pay as you go" funding*

	A	B	C	D	E	F	G	H	I	J
<b>Projected Project Funding - County Millage</b>										
								Projects Funded w/ith:		
							Cumulative TIF Revenue dedicated to Annual Debt Service	"Pay as you go"	Debt	Total
1	Fiscal Year	Projected TIF Revenue - County Millage	Projected Marginal TIF Revenue - County Millage	Debt Fund?	Annual Debt Capacity	Marginal Debt Capacity				
2	2003	\$10,224	\$10,224	Y	\$126,019	\$126,019	\$10,224	\$0	\$126,019	\$126,019
3	2004	20,956	10,732	Y	258,299	132,280	20,956	0	132,280	132,280
4	2005	32,228	11,272	Y	397,235	138,936	32,228	0	138,936	138,936
5	2006	44,061	11,833	Y	543,086	145,851	44,061	0	145,851	145,851
6	2007	140,762	96,701	Y	1,735,001	1,191,915	140,762	0	1,191,915	1,191,915
7	2008	158,025	17,263	Y	1,947,781	212,780	158,025	0	212,780	212,780
8	2009	176,150	18,125	Y	2,171,186	223,405	176,150	0	223,405	223,405
9	2010	195,181	19,031	Y	2,405,758	234,572	195,181	0	234,572	234,572
10	2011	215,166	19,985	Y	2,652,089	246,331	215,166	0	246,331	246,331
11	2012	343,706	128,540	Y	4,236,445	1,584,356	343,706	0	1,584,356	1,584,356
12	2013	371,117	27,411	Y	4,570,033	333,588	371,117	0	333,588	333,588
13	2014	399,896	28,779	Y	4,915,514	345,481	399,896	0	345,481	345,481
14	2015	430,115	30,219	Y	5,272,988	357,474	430,115	0	357,474	357,474
15	2016	461,846	31,731	N	5,272,988	0	430,115	31,731	0	31,731
16	2017	632,438	170,592	N	5,272,988	0	430,115	202,323	0	202,323
17	2018	674,284	41,846	N	5,272,988	0	430,115	244,169	0	244,169
18	2019	718,221	43,937	N	5,272,988	0	430,115	288,106	0	288,106
19	2020	764,356	46,135	N	5,272,988	0	430,115	334,241	0	334,241
20	2021	812,796	48,440	N	5,272,988	0	430,115	382,681	0	382,681
21	2022	1,038,861	226,065	N	5,272,988	0	430,115	608,746	0	608,746
22	2023	1,101,026	62,165	N	5,272,988	0	430,115	670,911	0	670,911
23	2024	1,166,301	65,275	N	5,272,988	0	430,115	736,186	0	736,186
24	2025	1,234,841	68,540	N	5,272,988	0	430,115	804,726	0	804,726
25	2026	1,306,809	71,968	N	5,272,988	0	430,115	876,694	0	876,694
26	2027	1,382,373	75,564	N	5,272,988	0	430,115	952,258	0	952,258
27	2028	1,461,716	79,343	N	5,272,988	0	430,115	1,031,601	0	1,031,601
28	2029	1,545,025	83,309	N	5,272,988	0	430,115	1,114,910	0	1,114,910
29	2030	1,632,497	87,472	N	5,272,988	0	430,115	1,202,362	0	1,202,362
30	2031	1,724,345	91,848	N	5,272,988	0	430,115	1,294,230	0	1,294,230
31	2032	1,820,787	96,442	N	5,272,988	0	430,115	1,390,672	0	1,390,672
32	2033	1,922,051	101,264	N	5,272,988	0	430,115	1,491,936	0	1,491,936
33	2034	2,028,376	106,327	N	5,272,988	0	430,115	1,598,263	0	1,598,263
34	2035	2,140,019	111,641	N	5,272,988	0	430,115	1,709,904	0	1,709,904
35	2036	2,257,244	117,225	N	5,272,988	0	430,115	1,827,129	0	1,827,129
36	2037	2,380,330	123,086	N	5,272,988	0	430,115	1,950,215	0	1,950,215
37	2038	2,509,570	129,240	N	5,272,988	0	430,115	2,079,455	0	2,079,455
38	2039	2,645,273	135,703	N	5,272,988	0	430,115	2,215,158	0	2,215,158
39	2040	2,787,759	142,486	N	5,272,988	0	430,115	2,357,644	0	2,357,644
40	2041	2,937,369	149,610	N	5,272,988	0	430,115	2,507,254	0	2,507,254
41	2042	3,094,462	157,093	N	5,272,988	0	430,115	2,664,347	0	2,664,347
42								\$32,567,672	\$5,272,988	\$37,840,660

Figure 4

**City of Northport**  
 Tax Increment Financing (TIF) Analysis  
 Summary of Capital Project Requirements

**Scenario:** All Scenarios

Summary Table of Capital Projects from Boyle:

Time Period (Yrs)		City's Costs	FDOT's Costs	Total
0	5	\$3,200,000	\$2,990,000	\$6,190,000
5	10	\$13,280,000	\$1,700,000	\$14,980,000
10	20	\$6,150,000	\$11,270,000	\$17,420,000
20	30	\$732,750	\$1,667,250	\$2,400,000
30	40	\$732,750	\$1,667,250	\$2,400,000
Total		\$24,095,500	\$19,294,500	\$43,390,000

Year of TIF	Fiscal Year	City's Costs	FDOT's Costs	Total
1	2003	\$640,000	\$598,000	\$1,238,000
2	2004	640,000	598,000	1,238,000
3	2005	640,000	598,000	1,238,000
4	2006	640,000	598,000	1,238,000
5	2007	640,000	598,000	1,238,000
6	2008	2,656,000	340,000	2,996,000
7	2009	2,656,000	340,000	2,996,000
8	2010	2,656,000	340,000	2,996,000
9	2011	2,656,000	340,000	2,996,000
10	2012	2,656,000	340,000	2,996,000
11	2013	615,000	1,127,000	1,742,000
12	2014	615,000	1,127,000	1,742,000
13	2015	615,000	1,127,000	1,742,000
14	2016	615,000	1,127,000	1,742,000
15	2017	615,000	1,127,000	1,742,000
16	2018	615,000	1,127,000	1,742,000
17	2019	615,000	1,127,000	1,742,000
18	2020	615,000	1,127,000	1,742,000
19	2021	615,000	1,127,000	1,742,000
20	2022	615,000	1,127,000	1,742,000
21	2023	73,275	166,725	240,000
22	2024	73,275	166,725	240,000
23	2025	73,275	166,725	240,000
24	2026	73,275	166,725	240,000
25	2027	73,275	166,725	240,000
26	2028	73,275	166,725	240,000
27	2029	73,275	166,725	240,000
28	2030	73,275	166,725	240,000
29	2031	73,275	166,725	240,000
30	2032	73,275	166,725	240,000
31	2033	73,275	166,725	240,000
32	2034	73,275	166,725	240,000
33	2035	73,275	166,725	240,000
34	2036	73,275	166,725	240,000
35	2037	73,275	166,725	240,000
36	2038	73,275	166,725	240,000
37	2039	73,275	166,725	240,000
38	2040	73,275	166,725	240,000
39	2041	73,275	166,725	240,000
40	2042	73,275	166,725	240,000
Total		\$24,095,500	\$19,294,500	\$43,390,000

Source: Burton & Associates

05/19/2003

C:\DATA\123\NORTH-1\FINALR-1\FINAL\TIFML20.WK4









