



CAPITAL IMPROVEMENT PLAN
FISCAL YEARS 2012/13 - 2016/17

COMMUNITY DEVELOPMENT DISTRICT #8 ELECTED OFFICIALS

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Community Development District #8



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COMMUNITY DEVELOPMENT DISTRICT #8 ELECTED OFFICIALS

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CAPITAL IMPROVEMENT PLAN OVERVIEW

The District Board recognizes that the development of a multi-year capital improvement plan (CIP) is important to provide a comprehensive and cost effective approach to identifying capital needs of the District.

The Capital Improvement Plan is beneficial to the District for many reasons such as:

1. Focuses attention on long range community goals and needs. Capital projects can be brought into line with the District's objectives, allowing projects to be prioritized based on need and funding availability.
2. Allows for an informed public. The CIP reporting document keeps residents informed about the future capital investment plans of the District, as well as becoming aware of projects, timelines and associated costs.
3. Encourages efficient program administration. Knowing in advance what, when and where projects will be undertaken leads to effective scheduling of available personnel, equipment and financial resources.
4. Identifies the most economically sound manner of funding projects. By fiscally constraining all five years of the CIP, the District is able to identify projects without a funding source and work to put in place sources of funding, smoothing the need for sharp increases in assessments.

The development of the Capital Improvement Plan is a continual process and, consequently, should be viewed as a working document. Therefore, the CIP document is developed from a multiyear planning perspective, evaluated and revised every year during the budget process in order to include new projects, reflect changes in ongoing projects and extend the program an additional year.

The Fiscal Year 2013-2014 projects are incorporated into the adopted budget to appropriate funds. Improvements identified in subsequent years are approved only on a planning basis with no official appropriation.

This Capital Improvement Plan includes capital costs and some maintenance costs such as wall and entry sign painting. Capital costs included in this plan include new or improvements to road infrastructure that have a unit cost of \$10,000 or more and a useful life that exceeds one year. The estimated costs are based on current year dollars.

FUNDING SOURCES

The original construction of the District's infrastructure was funded through bond issues however; the objective was to fund the ongoing maintenance and replacement costs with the District's maintenance assessment revenues. One of the purposes of the CIP is to minimize the spikes in the assessment through long-term planning. Over the past years, the Districts have designated funds to be placed in reserves for roads, multi-modal paths and general purposes. These reserve funds in addition to the available working capital funds were considered to determine the funding for the five-year plan.

For the numbered districts south of County Road 466, a Project Wide Fund was created in recognition that certain infrastructure would extend beyond the geographic boundaries of the numbered districts and would benefit all residents. The maintenance and replacement costs of infrastructure located in specific areas such as Morse Boulevard, Buena Vista Boulevard to name a few will be budgeted in the Project Wide Fund. The revenues and expenses for the pertinent infrastructure will be identified in the Project Wide Fund CIP. This Capital Improvement Plan includes infrastructure maintenance and capital costs to be funded by the District 8 General Fund.

Every capital project included in this CIP has an adequate funding source identified for the project. There is not an increase in maintenance assessments included in this five-year plan.

While determining available resources, several assumptions were made: operating expenditures would increase annually by 1%, working capital would remain at a level greater than three months of operating expenditures and estimates were based on current dollars using current bid prices when available.

A Project Funding Summary found on page 3 provides an overview of the project totals and the funding source by fiscal year with total recaps by project type and by funding source. The Working Capital and R & R Reserve Balances found on page 4 are summaries of the funding sources by type by fiscal year. This report reflects the balances of the funding sources by fiscal year and highlights the funding source ending balance at the end of the five-year plan.

This Capital Improvement Plan is an end result of numerous hours of work by the District's staff and the Board of Supervisors working collaboratively to provide a planning and financial tool for the sustainability of the District.

DISTRICT # 8 PROJECT FUNDING SUMMARY

PROJECT TOTAL BY SOURCE	ROADS		FENCE		WALL		OTHER	TRF to R&R
	Capital	Maint.	Capital	Maint.	Capital	Maint.		
2012-13								
Operating								
Working Capital	\$ 51,500					\$2,890	\$165,000	\$500,000
General R & R								
Road R & R								
2013-14								
Operating								
Working Capital								
General R & R			\$8,701			\$5,865		\$500,000
Road R & R	\$ 68,850							
2014-15								
Operating								
Working Capital								
General R & R								
Road R & R								
2015-16								
Operating								
Working Capital								
General R & R								
Road R & R								
2016-17								
Operating								
Working Capital								
General R & R								
Road R & R								
TOTAL CIP FY 2012-2017 BY EXPENSE TYPE	\$ 120,350	\$ -	\$ 8,701	\$ -	\$ 31,211	\$ 165,000	\$ 2,500,000	

Project Expense Capital/Maint. Recap	
Project	Total
Road	\$120,350
Fence	\$8,701
Wall	\$31,211
Other	\$165,000
FIVE YEAR TOTAL	\$285,350

Project Funding/Expense Recap	
Funding Source	Expense
Operating	\$0
Working Capital	\$256,412
General R & R	\$0
Roads R & R	\$68,850
TOTAL	\$325,262

Project Expense Capital/Maint. Recap	
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DISTRICT # 8 WORKING CAPITAL and R & R FUNDS BALANCES

	Amended Budget				
	2012-13	2013-14	2014-15	2015-16	2016-17
Working Capital					
Beginning Balance	760,391	807,552	1,046,543	1,248,304	1,447,872
Deposits	2,849,840	2,867,473	2,857,233	2,857,233	2,857,233
Expenditures - Operating	2,083,289	2,113,916	2,135,055	2,156,406	2,177,970
Capital Improvement Plan Expenditures	219,390	14,566	20,417	1,259	780
Transfer/ Deposit to R&R	500,000	500,000	500,000	500,000	500,000
Ending Balance	807,552	1,046,543	1,248,304	1,447,872	1,626,355

RESERVES

	Amended Budget				
	2012-13	2013-14	2014-15	2015-16	2016-17
General R & R					
Beginning Balance	1,000,000	1,500,000	1,500,000	1,500,000	1,500,000
Deposits	500,000	0	0	0	0
Capital Improvement Plan Expenditures	0	0	0	0	0
Transfer/ Deposit to Road R & R	0	0	0	0	0
Ending Balance	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000

	Amended Budget				
	2012-13	2013-14	2014-15	2015-16	2016-17
Roads R & R					
Beginning Balance	0	0	431,150	931,150	1,431,150
Deposits	0	500,000	500,000	500,000	500,000
Capital Improvement Plan Expenditures	0	68,850	0	0	0
Transfer/ Deposit to Road R & R	0	0	0	0	0
Ending Balance	0	431,150	931,150	1,431,150	1,931,150

FY 12-13 Operating Budget	\$ 2,086,179
3 Months	\$ 521,545
4 Months	\$ 695,393

DISTRICT # 8 PAVEMENT AND ROAD MANAGEMENT

Included within the District are three types of roads: villa, residential and collector roads. The District is only responsible for maintaining approximately 12.6 miles of villa roads. The maintenance responsibilities for the residential and collector roads have been conveyed to Sumter County.

Pavements are an important District infrastructure investment and our goal is to create an effective pavement maintenance program to address pavement needs before the onset of serious damage with efforts towards maximizing the value and extending the remaining service life of our pavement network.

PAVEMENT MANAGEMENT SYSTEM PROCESS

The District has incorporated a pavement management system that combines engineering principles with cost effective activities to facilitate a more organized and logical approach to pavement decision-making.

The process of surveying and rating of the roads will be handled in-house by the District Property Management Department. Annually staff will physically review the villa roads and provide recommendations to be utilized in the preparation of the Capital Improvement Plan.

MAINTENANCE PLAN

District Property Management Department has developed a maintenance plan and associated costs utilizing the constructed date of the roads along with their annual physical surveys. Surface rejuvenator costs have been incorporated in the Capital Improvement Plan for Fiscal Years 2012-13 and 2013-14 for all villa roads to restore the pavement surface and prevent premature cracking.

Once staff has determined resurfacing is required, the below maintenance and rehabilitation approach will be incorporated into the Plan to utilize continuous and preventive maintenance which will prolong the life span of Villa pavement.

- Year One: Crack Sealing and Patching the Pavement
- Year Two: Double Micro-Resurfacing the Pavement
- Year Four: Applying a Surface Rejuvenator to the Pavement

Year One - Crack Sealing

Crack sealing is the placement of liquid materials into or above existing cracks in the pavement. This process prevents water and materials from penetrating into these cracks, which left untreated, would cause further deterioration of the street. Crack sealing is only applied to cracks in the pavement and will not present a uniform appearance to the road, yet may change the PCI. Crack sealing prevents further deterioration of the existing pavement from 2-3 years and is considered maintenance for the purposes of the Capital Improvement Plan.

Year Two – Micro-Resurfacing

Micro-resurfacing is an application of ¼ inch (single application) or ½ inch (double application) of a mixture that is overlaid on the entire existing asphalt surface of the street. This process will provide a uniform appearance to the street surface and using the micro-resurfacing process should improve the PCI and extend the life of existing pavement for an estimated 3 to 5 years. The micro-resurfacing process is categorized as a capital cost.

Year Four- Surface Rejuvenator

Once pavement micro-resurfacing has been performed, the asphalt will harden. Property Management is recommending the use of rejuvenator to restore the pavement surface and prevent premature cracking or raveling.

A one-coat application of rejuvenator is sprayed to penetrate into the pavement, replenishing the oily fraction of the asphalt and then enhance the properties of the micro-resurfacing. While surface rejuvenators will not change the PCI, they are an inexpensive treatment to prolong pavement life and delay major maintenance or reconstruction. The surface rejuvenator program is considered a capital cost for the District's Capital Improvement Plan; however, if the annual rejuvenator program costs are less than \$10,000 it is considered a maintenance expenditure.

Project Review

Once the pavement work is completed, the overall pavement condition will be assessed by District Property Management to see if the goals and objectives that were originally set have been met. Project review will include noting the treatment type, treatment date, the improvement in condition, the improvement in serviceability, and other feedback information.

Project Costs

Cost prices were calculated using Fiscal Year 2012-2013 current year pricing and consist of the following:

- Crack Sealing and Patching, is estimated at \$100 per Villa with mobilization of \$3,500 per project
- Double Micro-Resurfacing is calculated at \$3.05 per square yard, \$0.10 per square yard for Rolling, and \$3,200 per mile for tape and/or pressure washing of driveways
- Surface Rejuvenator is calculated using \$0.76 per square yard
- Mobilization is calculated at \$5,000 for micro-resurfacing and \$1,500 for surface rejuvenator

CAPITAL IMPROVEMENT PLAN ROAD SUMMARY

A spreadsheet summary utilizing the proposed preventative maintenance schedule for the upcoming five (5) fiscal years is included and provides project details for each year. Due to the age of the roads and the physical surveys performed by District Property Management only surface rejuvenator costs are included in the five year plan. The summary identifies the Villa, square yardage of the villa road, recommended work, the year the cost would occur, and annual/cumulative capital and maintenance costs. Crack Sealing is also included identifying operating costs and work timetables.

CAPITAL IMPROVEMENT PLAN FUNDING ANALYSIS

A Project Funding Summary is provided that reflects the dollar amount for road capital and maintenance projects by year for five fiscal years. The funding analysis considers several funding sources including Working Capital, General R & R Reserve, and Road R & R Reserve. Current operating expenses were also reviewed to determine if current operating funds would be available for the crack seal maintenance costs. The Capital Improvement Plan will be updated on an annual basis during the budget process to make any necessary adjustments and to add another year of recommendations.

ROAD PROJECT LIST

The Capital Improvement Plan focuses on the Fiscal Year beginning 2012-13 and ending in Fiscal Year 2016-17 and has a total capital cost of \$120,350 with no maintenance costs. Cost breakdown by year is shown below.

FY 2012-13

Rejuvenator – Azalea, Boxwood, Cedar Key, Hallandale, Hortensia, Hydrangea, Jacaranda, Mangrove, Oviendo Villas and the Cabanas at Creekside Landing

Total Capital Cost: \$51,500 Total Maintenance Cost: \$0

FY 2013-14

Rejuvenator – Apalachee, Bayport, Kingfisher, Altamonte, Amberjack, Biscayne, Crestview, Southern Star, Southwood, Cottonwood, Fairhope, Fairwinds, Juniper, Montbrook, Sawgrass, and Windermere Villas

Total Capital Cost: \$68,850 Total Maintenance Cost: \$0

FY 2014-15

No Capital Projects.

Total Capital Cost: \$0 Total Maintenance Cost: \$0

FY 2015-16

No Capital Projects.

Total Capital Cost: \$0 Total Maintenance Cost: \$0

FY 2016-17

No Capital Projects.

Total Capital Cost: \$0 Total Maintenance Cost: \$0

DISTRICT FENCE

Throughout the District you will find wooden board fences outlining our roadways, neighborhoods and nature preserves. This fencing style was incorporated to distinguish our hometown community and safeguard protected lands. The majority of the fences within the District 8 area are maintained through the Project Wide Fund (see explanation on page 2). District 8 is responsible for the fences in Units 159, 168 and 170.

FENCE SURVEY

District Property Management Supervisors performed physical surveys of the fence structure to assist with the preparation of the capital improvement plan. Information from the inspections has been assembled upon a spreadsheet that includes the fence location, useful life, approximate measurement, fence condition at the time of the survey, style of boards, latest major improvements and recommended work and methodology.

Several factors are considered when assessing fence replacement: the structural integrity, which can be compromised once the post that holds the boards together is affected, the approximate remaining life of the fence, the fence location within the community, the environmental conditions upon the fence and its maintenance history.

Further consideration may also be given if wildlife or wetland regulations apply, if the fencing is highly visible to residents and visitors; or if fencing is exposed to the elements of direct sunlight or being situated in water which may require more maintenance and may deteriorate at a faster rate of speed.

FENCE MAINTENANCE PROGRAM

The District performs routine repair and fence painting maintenance on the wooden fences. Routine repairs consist of replacing broken boards and posts while trying to extend the useful life of the fence. Any work being done in the vicinity of the preserve areas requires an environmental professional to monitor the wildlife activity prior to and during any fence work. Fence painting is done approximately every four (4) years.

FENCE REPLACEMENT

Fence replacement is estimated to occur approximately every fifteen (15) years. Various conditions affect the cost calculations of fence replacement such as location, number of boards and additional fence support.

A spreadsheet summary depicting District Property Management's replacement schedule for the upcoming five (5) fiscal years is included and provides information for project work in each year. The summary identifies the fence and its location, the year the cost would occur and annual/cumulative capital and maintenance costs. Fence painting is also included identifying operating costs and work timetables.

Cost prices are calculated at FY 2011-12 bid prices and consist of the following:

- 3 board fence replacement is calculated at \$8.01 per linear foot and \$0.75 for painting.
- 4 board fence replacement is calculated at \$9.77 per linear foot and \$1.00 for painting.

DISTRICT # 8 FENCE REPLACEMENT PROGRAM

The proposed fence replacement plan for Fiscal Year 2012-13 through Fiscal Year 2016-17 has no fence replacements and includes maintenance costs of \$8,701 for fence painting in Fiscal Year 2013-14.

DISTRICT # 8 CAPITAL IMPROVEMENT PLAN - FENCES

District # 8 Fences	Descriptor/ Location	Year Built or Acquired	Useful Life of Asset in Years	Measurement		Style of Boards	LATEST MAJOR IMPROVEMENT		RECOMMENDED WORK & METHODOLOGY	2012-13	2013-14	2014-15	2015-16	2016-17
				LF or SF			Date	Explanation						
Unit 159	Tracts A, B & C	2008	15	2,077	LF	4			LF x Cost Paint FY 13-14 / 17-18 / Replace 23-24		\$2,077			
Unit 168	Tracts G, H, J, K, L, M, P & Q	2008	15	3,040	LF	3			LF x Cost Paint FY 13-14 / 17-18 / Replace 23-24		\$2,280			
Unit 168		2008	15	1,505	LF	4			LF x Cost Paint FY 13-14 / 17-18 / Replace 23-24		\$1,505			
Unit 170	Tracts E & F	2008	15	2,839	LF	4	12/13	Tract E painted (1,343 LF) \$1,469	LF x Cost Paint FY 13-14 / 17-18 / Replace 23-24		\$2,839			
TOTAL DISTRICT 8 FENCE PAINTING				9,461	LF					\$0	\$8,701	\$0	\$0	\$0

3 Board Cost is \$0.75 per linear foot painting and \$8.01 per linear foot replacement
 4 Board Cost is \$1.00 per linear foot painting and \$9.77 per linear foot replacement

CAPITAL IMPROVEMENT PLAN FENCE PAINTING

District #8 Capital Costs	\$0
District #8 Maintenance Costs	\$8,701
TOTAL DISTRICT # 8 FY 2012-2017	\$8,701

\$0	\$0	\$0	\$0	\$0
\$0	\$8,701	\$0	\$0	\$0

DISTRICT # 8 CAPITAL IMPROVEMENT PLAN - OTHER PROJECTS

Descriptor/ Location	Year Built or Acquired	Measurement LF or SF	RECOMMENDED WORK & METHODOLOGY	2012-13	2013-14	2014-15	2015-16	2016-17
Ribbon Curbing Villa Roads				\$165,000				
TOTALS				\$165,000	\$0	\$0	\$0	\$0

CAPITAL IMPROVEMENT PLAN OTHER PROJECT COSTS

District #8 Capital Costs	\$165,000
District #8 Maintenance Costs	\$0
TOTAL DISTRICT # 8 FY 2012-2017	\$165,000

	\$165,000	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0
	\$165,000	\$0	\$0	\$0	\$0

FOR ADDITIONAL INFORMATION

The District's capital improvement plans are designed to provide a comprehensive and cost effective approach to identifying capital needs of the District. We welcome resident input in the continuing development of the District's capital improvement plan so please contact us with your suggestions or if you have any questions about the report.

You may reach the Office of Management and Budget at 3251 Wedgewood Lane, The Villages, FL 32162; Telephone (352) 751-3939.

Please visit the Village Community Development District web site at www.districtgov.org to obtain more information about Community Development District #8, including budgets, audits, board meetings, agendas and minutes.