

Implementation Plan

Special Districts to Fund Infrastructure
for Activity Centers 6 & 10

Special District Implementation Plan

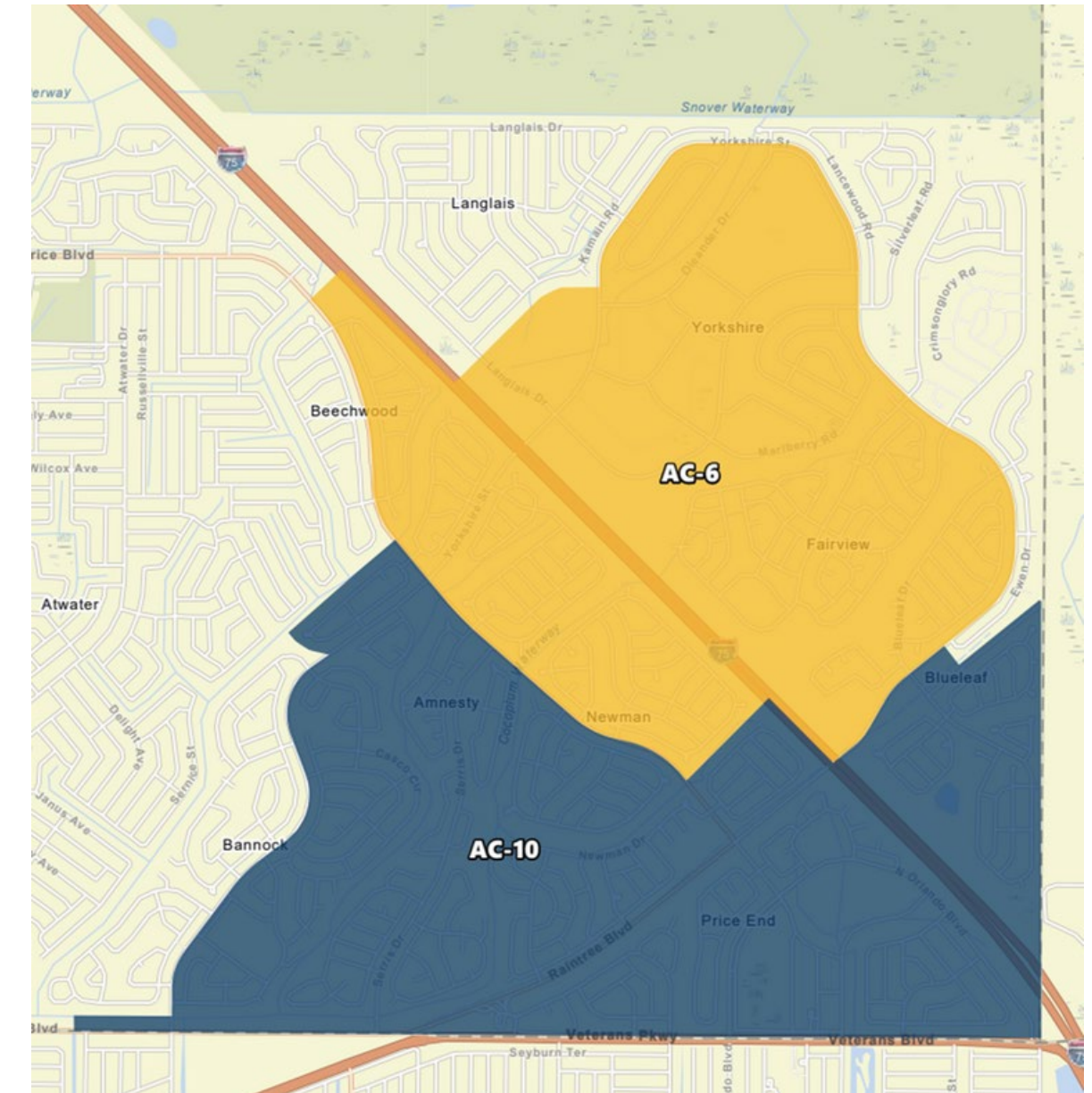
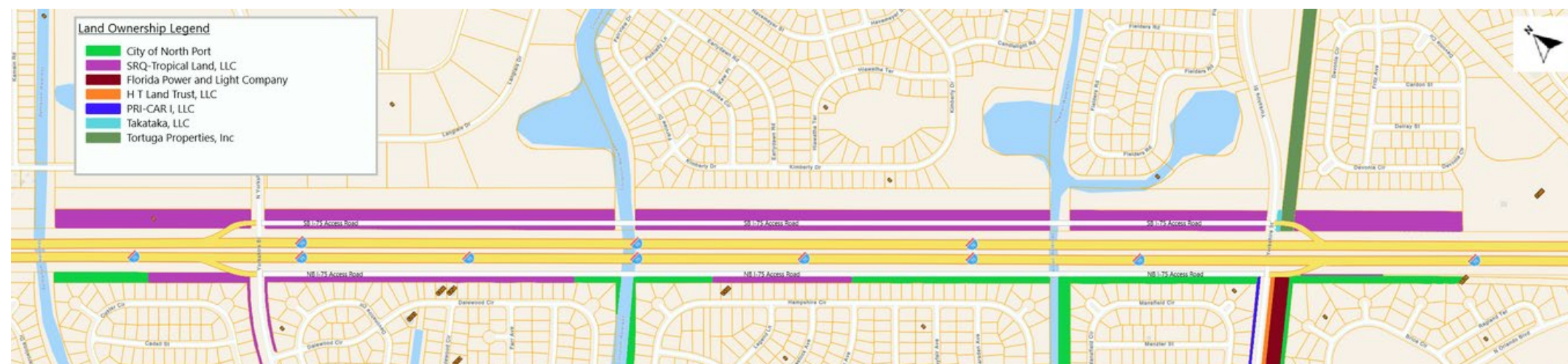
Funding the infrastructure that unlocks North Port's future growth

Introduction

- North Port is entering a pivotal phase of growth
- Activation of Activity Centers 6 & 10 (AC-6/10) will drive commercial and industrial expansion
- These sites are strategically positioned next to the planned Yorkshire/Raintree interchange on I-75

The challenge

- The interchange is expected to be funded by State and Federal partners
- To qualify, the City must provide a credible, locally controlled funding plan for connecting infrastructure
- Without this, the interchange cannot move forward



Special District Implementation Plan

Funding the infrastructure that unlocks North Port's future growth



The solution

- Establish a special district to align costs with benefits (“growth pays for growth”)
- Allows the City to fund critical infrastructure without burdening existing taxpayers
- Phase 1: Dependent District created by ordinance
- Phase 2: Independent District created by State special act with bonding authority

Strategic alignment

- This initiative advances Strategic Pillar 3 – Economic Development & Growth Management
- Promotes sustainable investment and a diversified economy
- Enables high-value development and local employment opportunities
- Supports balanced, fiscally responsible growth benefiting residents and businesses

Economic Development
& Growth Management



Background and Context

Activity centers 6 & 10

Location

- Adjacent to planned Yorkshire Street and Raintree Boulevard Interchange on I-75
- Designed as high-value employment and mixed-use hubs
- AC-6: commercial, industrial and residential mix
- AC-10: commercial and industrial focus with limited residential
- Includes space for conservation and civic uses (schools, public facilities)

Why it matters



ECONOMIC AND COMMUNITY BENEFITS

- Expands local tax base
- Creates new jobs and career pathways
- Attracts diverse businesses and services
- Strengthens quality of life and citywide connectivity



WHAT IS NEEDED TO ACTIVATE THE SITES

- Local infrastructure integration for the future interchange
- Roads, utilities and essential service systems
- Predictable, coordinated development framework

Infrastructure Overview

Core infrastructure components



Roadway widenings
and corridor
improvements



New collectors and
connectors



Potable water and
wastewater



Stormwater
conveyance,
attenuation and
water-quality
improvements



Multimodal elements
(sidewalks, shared-use
paths, truck access)



Broadband, power and
conduit coordination



Limited land acquisition
for rights-of-way or civic
sites

Regional and Property Owner Coordination

- Connectivity extends beyond City limits, coordinated planning with Charlotte and DeSoto Counties ensures regional integration
- Several major property owners have expressed willingness to participate financially
- Predictable assessment and schedule mechanisms are key to engagement
- Strategic partnerships and transparent financing will accelerate activation of AC-6/10

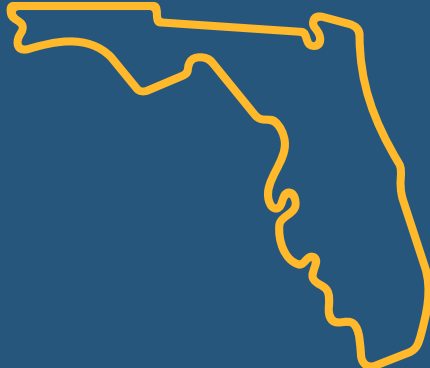
Special Districts

What are they and how do they differ?

Special districts are:

- Limited-purpose local government entities
- Created to finance, construct and sometimes operate specific public facilities within defined boundaries
- May levy ad valorem taxes, non-ad valorem assessments and service charges
- Ensures beneficiaries help fund the improvements that serve them
- A tool to fund infrastructure without shifting costs to the broader taxpayer base.

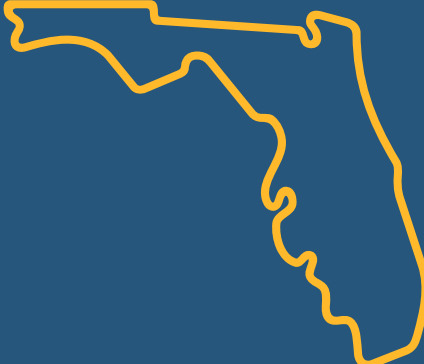
	DEPENDENT DISTRICT • Created by the City by ordinance • City Commission acts as governing board • Subject to City's debt and millage caps • May share financial reporting with the City (cost savings)
Dependent = City oversight	

	INDEPENDENT DISTRICT • Created by State special act • Separate governing board (City may appoint majority) • Has long-term bonding authority • Reports finances independently from the City
Independent = broader financing flexibility	

Special Districts

Classification, fiscal integrity and debt authority overview

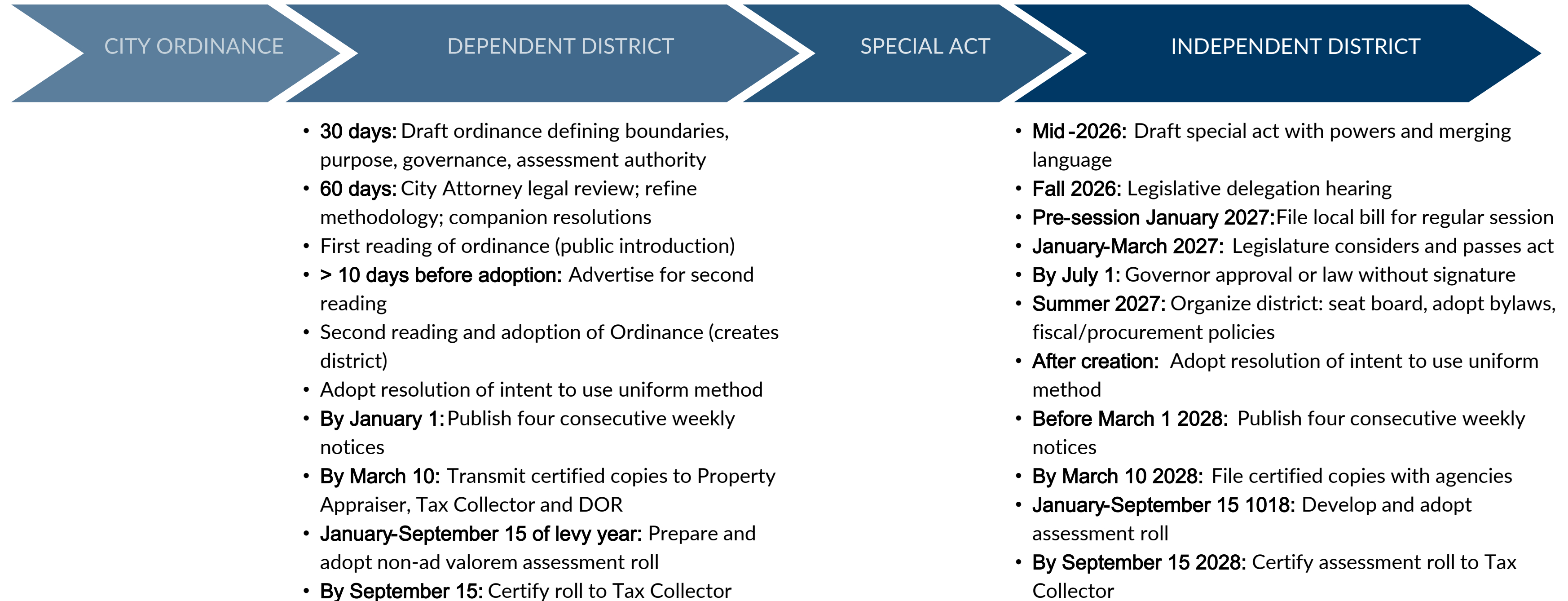
- Classification determines who governs, how revenue is raised and what debt tools are available
- Proper classification ensures compliance, accountability and fiscal flexibility
- Both remain subject to public oversight, open meetings and transparency laws
- Ensures fiscal integrity and public confidence in how funds are managed

	DEPENDENT DISTRICT		INDEPENDENT DISTRICT
	• Operate within City Charter limits • Dependent districts may include financial reporting within the City’s audit, saving costs • Bound by City Charter debt limits • May rely on Certificates of Participation (COPs) or bank loans • Provides near-term flexibility but limited bonding capacity		• Can issue revenue bonds and access State-authorized financing tools • Independent districts must conduct separate reporting and audits. • Not constrained by City Charter debt limits • Can issue revenue bonds and access broader financing markets • Enables long-term, large-scale infrastructure funding

- The transition from a City-created to a State-authorized district expands funding capacity while maintaining City influence
- Enables investment in high-value infrastructure that drives economic development, job creation and tax-base growth
- Positions North Port to capture State and Federal funding opportunities tied to the interchange
- Expanding debt authority through a State-authorized district allows the City to deliver essential infrastructure faster, more efficiently and with greater fiscal independence

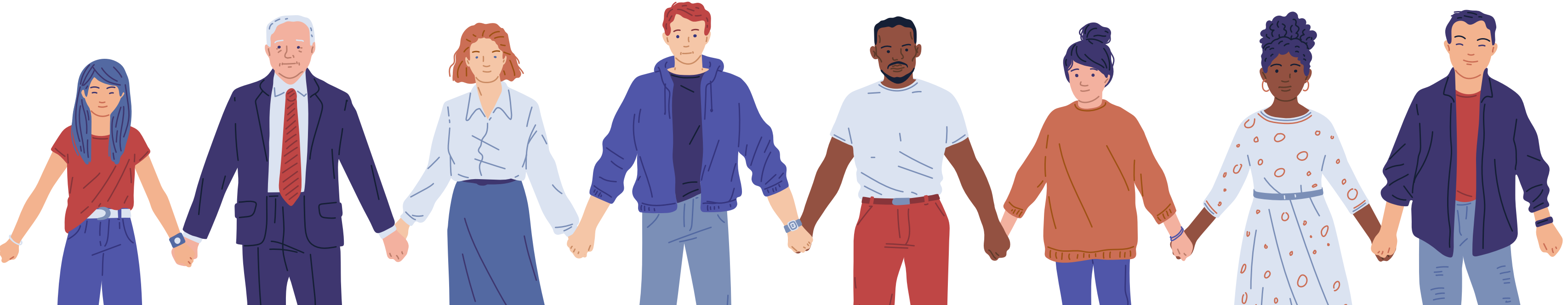
Process

Timeline



Communications and Engagement Strategy

Communicating the benefits to the community



Communications and Engagement Strategy

- Partnership between Communications Division and project team
- Emphasis on transparency and fairness
- Benefiting properties fund infrastructure that unlocks their value
- Tools: FAQs, boundary maps, eligible improvements summary, conceptual assessment overview
- Supports clarity, consistency and public trust

Communicating Benefits to the Community

- Strengthens North Port’s long-term prosperity and quality of life
- Improves roadways, utility access and connectivity
- Attracts new employers and expands local job opportunities
- Grows the tax base while maintaining fiscal responsibility
- Reinforces a “growth-pays-for-growth” approach, ensuring fairness for current residents

Interlocal and Legislative Coordination

Collaboration builds confidence, locally and at the State level

Regional and Legislative Collaboration

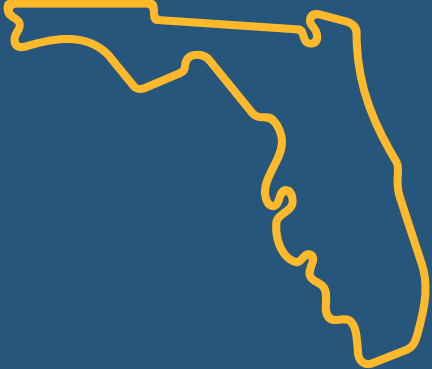
- Coordinate with Charlotte and DeSoto Counties for shared corridor improvements
- Advance regional connectivity and consistent planning
- Provide factual briefings to the Florida Legislative Delegation on:
 - District purpose and boundaries
 - Governance and revenue structure
 - Merging provisions and legislative alignment
- Ensures informed, bipartisan support through the legislative process



Recommended Action & Implementation Path

Staff recommendation

Staff recommends a two-phase implementation strategy to finance and deliver the infrastructure necessary to activate AC-6&10 and their connecting corridors.

	PHASE 1		PHASE 2
	Phase 1, in 2026, would establish a City-created dependent district, governed by the City Commission, to initiate non-ad valorem assessments and where appropriate, utilize COPs to fund master planning, engineering permitting and program management.		Phase 2, in 2027, would pursue a State special act to create an independent district with merging language to assume the assets, obligations and revenues of the City district and to authorize the issuance of revenue bonds to support large-scale construction packages.

Advancing the City’s Strategic Plan

- Aligns with Pillar 3: Economic Development & Growth Management
- Reinforces Infrastructure Integrity through sustainable investment
- Demonstrates Good Governance via transparency and fiscal accountability
- Ensures growth benefits residents, businesses, and community partners



Next Steps

Options

Option 1: Consensus to direct the City Manager and City Attorney to draft an ordinance establishing a City-created dependent district for Commission consideration in 2026

Option 2: Consensus to direct the City Manager and City Attorney to prepare a Resolution of Intent to use the Uniform Method of Collection under § 197.3632, Florida Statutes, for implementation beginning in FY 2027, for Commission consideration

Option 3: Consensus to direct the City Manager to develop and advance a legislative concept, coordinating with the Florida Legislative Delegation and City's contracted lobbyist, for the 2027 Regular Session to create a State-authorized independent special district with merging language

Option 4: Consensus to direct the City Manager to develop the assessment methodology for the proposed districts

Option 5: Consensus to direct the City Manager to seek assistance from Sarasota DeSoto and Charlotte Counties on legislative action to create the independent special district, including support related to the future Yorkshire/Raintree Interchange on Interstate 75

Thank
you