

# **CAPITAL IMPROVEMENTS ELEMENT**

## **Supplemental Data and Analysis**

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## **CAPITAL IMPROVEMENTS**

### **I. PURPOSE**

Florida legislation mandates that local governments plan for the provision of adequate public facilities and make services available concurrent with the impacts of development. The other elements of the Comprehensive Plan address the issues of the degree of service and extent of facilities necessary to maintain the desired quality of life in the community. The Capital Improvements Element (CIE) ensures that the Comprehensive Plan is feasible. This element examines the fiscal resources of the community and compares those resources to the expenditures necessary to implement the Comprehensive Plan. This element also looks at a 10-year planning horizon by projecting capital items needed to maintain adopted Levels of Service (LOS) in years six through ten.

The specific objectives of the CIE include:

- Evaluating the feasibility of facilities identified in the other Comprehensive Plan elements.
- Analyzing the fiscal capability of the local government to finance and construct improvements.
- Recommending financial policies to guide the funding, scheduling, and construction of improvements so that they are provided when required.

The CIE differs from a Capital Improvements Program in that it is limited to only those projects derived from the other elements of the Comprehensive Plan. The contents of the CIE data and analysis include:

- An inventory of capital improvement needs, financial resources, and local policies and practices.
- A fiscal assessment of revenues and expenditures, and a discussion of issues and recommendations related to the feasibility of the Comprehensive Plan.
- An implementation section, including a Five-Year Schedule of Capital Improvements, as well as a section describing strategies to ensure compliance with the goals, objectives, and policies.
- A section describing the annual monitoring and evaluation process to ensure that the CIE is updated annually.

### **II. INVENTORY**

#### **A. NEEDS DERIVED FROM OTHER ELEMENTS**

The CIE is based on public facility needs as identified in the other Comprehensive Plan elements and is intended to implement the Future Land Use Element. The capital improvements addressed in this inventory are generally large-scale, of a non-recurring nature, and may require multi-year financing. Such capital improvements often involve construction, acquisition or installation of public facilities, or the acquisition of land. The needed capital improvements derived from the other elements of the Comprehensive Plan are listed in Table 1.

Table 1 provides brief descriptions of each capital improvement project by facility type, target year, completion dates, cost estimates, and committed funding sources. The capital items identified in Table 1 originated from the Town's Fiscal Year 2011-2012 adopted budget, which identified projects for the fiscal period of 2012-2016. Note that most of the capital projects are multi-year.

Consistent with CIE Policy 1.1.3, capital improvements were ranked in order of importance: first, public health considerations; second, improvements to existing service areas; and, third, extension of facilities and services. The capital improvement projects listed in Table 1 include only those that are needed to maintain the adopted LOS. Improvements that are not essential to maintaining adopted LOS standards are not included in Table 1, even though they may be desirable. The improvements listed are of a type and size that would be identified in the Town's capital improvements program. Smaller scale items are addressed in the Town's annual capital budget. The basis for the cost estimates in Table 1 is established by Town staff and, if applicable, the Metropolitan Planning Organization's (MPO) adopted Transportation Improvement Program (TIP).

## **B. PUBLIC EDUCATION AND PUBLIC HEALTH SYSTEM COMPONENTS WITHIN LONGBOAT KEY**

There are no public education facilities and no public health system facilities within the boundaries of the Town. Students who attend public schools travel off the island to school facilities in Manatee and Sarasota Counties, depending upon the county in which their residence is located. Residents from the northern part of Town tend to utilize major medical health facilities in Manatee County, and residents from the southern part of the island tend to utilize major medical health facilities in Sarasota County.

Due to the relatively small number of school-aged students residing on the island - 184 according to the 2010 U.S. Census - and their isolated location, the school boards of Sarasota and Manatee Counties have notified the Town in writing that no facilities are planned on the island. For similar reasons, it is not expected that hospitals or other major components of the public health system will be constructed on the island. Therefore, impacts to the Town's infrastructure are not anticipated from new public educational or public health care systems and facilities. The island is nearing build-out, unless and until redevelopment and revitalization occur, and the impact of permitted growth on the transportation system and other infrastructure will be minor or insignificant.

**TABLE 1  
LONGBOAT KEY FIVE YEAR SCHEDULE OF CAPITAL IMPROVEMENTS NECESSARY TO MAINTAIN  
ADOPTED LEVEL OF SERVICE (LOS) 2012-2017**

<b>PROJECT DESCRIPTION</b>		<b>2012-13</b>	<b>2013-14</b>	<b>2014-15</b>	<b>2015-16</b>	<b>2016-17</b>	<b>Funding Source</b>
	<b>Potable Water</b>						
1	Longboat Pass Subaqueous Line Replacement	\$2,000,000					Utility Rates
2	Water Distribution Rehabilitation					\$500,000	Utility Rates
<b>POTABLE WATER TOTAL</b>		<b>\$2,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500,000</b>	

**TABLE 1 (Continued)**  
**LONGBOAT KEY FIVE YEAR SCHEDULE OF CAPITAL IMPROVEMENTS NECESSARY TO MAINTAIN**  
**ADOPTED LEVEL OF SERVICE (LOS) 2011-2016**

PROJECT DESCRIPTION		2012-13	2013-14	2014-15	2015-16	2016-17	Funding Source
<b>Wastewater</b>							
1	Slipline Gravity Sewers and Services, I&I Studies	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	Bank Loan
2	Rehabilitate Intermediate Lift Stations	\$350,000	\$350,000	\$400,000	\$400,000	\$400,000	Bank Loan
3	Rehabilitate Lift Station E	\$600,000					Bank Loan
4	Rehabilitate Minor Lift Stations	\$0	\$150,000	\$150,000	\$150,000	\$150,000	Bank Loan
5	Lift Station Pumps, Control Panel Upgrades	\$45,000	\$45,000	\$45,000	\$45,000	\$45,000	Utility Rates
6	Wastewater Collection System Evaluation	\$300,000					Bank Loan
7	Wastewater Collection, Subaqueous Force Main	\$1,000,000	\$1,000,000	\$14,000,000	\$0		Bank Loan
<b>WASTEWATER TOTAL</b>		<b>\$2,895,000</b>	<b>\$2,145,000</b>	<b>\$15,195,000</b>	<b>\$1,195,000</b>	<b>\$1,195,000</b>	
<b>TOTAL TOWN OF LONGBOAT KEY COMPREHENSIVE PLAN CAPITAL PROJECTS</b>		<b>\$4,895,000</b>	<b>\$2,145,000</b>	<b>\$15,195,000</b>	<b>\$1,195,000</b>	<b>\$1,695,000</b>	

Note: There are no schools on Longboat Key and none are planned.

## C. FINANCIAL RESOURCES

An inventory of existing revenue sources and funding mechanisms available for capital improvement financing is essential for determining the Town's fiscal capacity. The following listing of financial resources constitutes a working inventory from which the Town's capability to derive revenues for capital improvements will be measured. Along with the inventory, a status of its current availability and use by the Town is included. The list is not limited to those revenue sources, which will be used for capital improvements included in this element, but will help to define revenue sources available for capital improvement projects. Table 2 summarizes the Town's active revenue sources as identified in the current year budget. For ease of use, this inventory follows the same general format as the Town's annual budget. However, not all revenue categories are identified in the Town budget.

### 1. Local Sources

- a. Property Taxes (ad valorem) -- Property taxes are based on a millage rate (one mill is the equivalent of \$1 per \$1000 of assessed value, or 0.1%), which is applied to the total taxable value of all real property and other tangible personal property. Revenue from ad valorem taxes is used to fund both operating costs and capital projects. Property taxes are the predominant source of revenue for the Town, amounting to approximately 69% of general fund revenues. The general fund is primarily used to support personnel services and operating expenses. A smaller proportion of the general fund is used to support capital outlays, debt service, and transfers to capital projects. Debt service funds are used to account for the annual payment of principal, interest, and expenditures on long-term general obligation debt.
- b. Special Revenues
  - i. Tourist Development Council (TDC) funds. The Town receives tourist development taxes from both Manatee and Sarasota Counties. An agreement, amended in 1999 and renewed in 2008 provides the Town with TDC funds based on the following funding formulas. Manatee County: The Town's share of the 3<sup>rd</sup> penny. Sarasota County: \$150,000 (base amount) plus the difference between the 3<sup>rd</sup> penny and the base amount (\$150,000). The tourist development taxes received from the counties is exclusively for beach related expenditures.
  - ii. Land Acquisition Fee. The Town collects a land acquisition fee of the value of 1/100 of one acre per dwelling unit. (Fee = fair market value of land/sq. ft. x 435.6 x no. of units.) Land acquisition fees are used to secure or improve undeveloped lands in the Town, to preserve open spaces, and to provide recreational facilities.
  - iii. Public Utility Fees. The Town collects these charges from the operation of the water and wastewater system. Annually, the Town adopts a five-year Capital Improvements Program for its water and wastewater system. The Program includes any necessary rehabilitations, upgrades, and replacements for the

existing system. In 2004, the Town adopted Ordinance 04-11, which established the basis for rate increases to fund the capital program on a “pay as you go” basis.

- iv. Ordinance 04-11 also adopted the first rate increase and set forth the procedures for additional rate increases, which are balanced with the amount of capital funds committed toward the improvements.

The Town issued \$9,250,000 of bank-qualified debt in 2009 to fund water and wastewater projects in the Town utility’s capital improvement program. The debt is general obligation debt backed by the taxing authority of the Town with the Town Commission’s recorded intention to repay the debt with revenues of the utility system.

In addition to the bank-qualified debt the Town borrowed \$4,489,773 from the State Revolving Fund (SRF) loan program. This borrowing funded the upsizing of the water transmission line from the New Pass Bridge to Bay Isles Road and constructed the new mid-key pumping station. This debt is backed by the taxing authority of the Town with the recorded intention of the Town Commission to repay the debt with revenues of the utility system.

The issuance of the debt described in the previous two paragraphs represents a departure from the Town’s policy of doing utility projects on a “pay-as-you-go” basis. The Town currently charges a water connection fee of \$690 per dwelling unit and a wastewater connection fee of \$1,224 per dwelling unit. Water and wastewater connection fees are collected on new construction to provide for additions and extensions to the utility system. The Town is functionally built-out, unless and until redevelopment and revitalization occur, with few new water and wastewater connections anticipated.

- v. General Obligation (GO) Bonds. These bonds are backed by the full faith and credit of the Town, secured by the pledge of the Town’s ad valorem taxing power, and must be approved by voter referendum. Ad valorem taxes necessary to pay debt service on GO bonds are not subject to constitutional property tax millage limits. In the event of default, the holders of GO bonds have the right to compel a tax levy or legislative appropriation. GO bonds offer favorable interest rates and have been issued by the Town to finance improvements to the water and wastewater distribution system, beach restoration and maintenance, and public buildings. The respective GO bonds referred to above and their respective payment and payoff schedules are in Table 3.
- vi. Revenue Bonds. These bonds are payable from a specific source of revenue, which do not pledge the full faith and credit of the issuer. In Florida, revenue bonds issued by local units of government are payable from revenues generated by enterprise activity or specified non-ad valorem tax sources. Revenue bonds are payable from identified sources of revenue and do not permit the bondholders to compel taxation for payment of debt service. Pledged revenues may be derived from operation of the financed project, grants, and excise or other specified non-ad valorem taxes. The Town Commission has formally recorded its intention to repay the bank loan and the SRF loan using net

revenues of the utility system. A referendum is required prior to issuance of such obligations. The Town currently has no revenue bonds issued.

- vii. Industrial Revenue Bonds (IRB). IRBs are securities issued by a local government to finance the construction or purchase of certain industrial, commercial, manufacturing, or public-purpose facilities to be purchased by or leased to a private user. IRBs are backed by the credit of the private user and are not considered liabilities of the governmental issuer. The range of facilities that may be financed with IRBs are defined by state law. The tax exempt status of these bonds is derived from federal law. No Industrial Revenue Bonds have been issued by the Town.
- viii. Franchise Fees. These fees include electricity, solid waste, and heating and cooking gas. These revenues are part of the general fund.
- ix. Licenses and Permits. These include business tax, building, inspections, signs, and other miscellaneous categories. These revenues are part of the General Fund and the Building Division Enterprise Fund.
- x. Impact Fees. These fees are charged in advance of new development and are designed to pay for infrastructure needs, but not operating costs, which directly result from new development. These fees must be equitably allocated to the specific group(s) that will directly benefit from the capital improvement, and the assessment levied must fairly reflect the true costs of these improvements. The Town has not enacted impact fees; however, it collects Sarasota County's Library, Education System, General Government, Justice, and Road impact fees and passes those through to the County. The Town also collects a School Impact Fee for Manatee County.
- xi. Special Assessments. Like impact fees, special assessments are levied against residents, agencies, or districts that directly benefit from the new service or facility. For example, new sidewalks for an existing neighborhood can be financed through special assessment of the affected homeowners, rather than through the Town's general fund, when only the neighborhood would benefit. No special assessments are being levied at the present time.
- xii. Charges for Services. These include Town charges for planning and zoning reviews, Recreation Center and Tennis Center memberships, EMS, fire inspections, among others. These revenues are part of the general fund.
- xiii. Fines and Forfeitures. These include courts, police parking fine, fire alarm violations, and handicap parking violations.
- xiv. Administration Fees collected from the Building Fund and Utility Fund. These are the General Fund costs allocated to the Utility Department and Building Division for services provided.
- xv. Miscellaneous Revenue. These revenues include interest and tennis center merchandise sales.

## 2. State (Intergovernmental) Revenues

- a. **Infrastructure Surtax (sales tax).** In 1999, Sarasota County voters approved a 10-year infrastructure surtax (a.k.a. 1 penny sales tax). Sarasota County voters approved an extension of the program for 15 years beginning in 2009. At the time of approval, the Town's estimated share was approximately \$833,333 per year for a total of \$12.5 million. However, it is now projected that the Town will receive an estimated \$7.8 million instead of the total \$12.5 million expected by the end of the 15-year program. Manatee County's Infrastructure surtax expired in 1999.
- b. **Communications Tax.** The state collects this tax and distributes to local governments.
- c. **Grants.** These revenues are dependent on the needs in fiscal year and applied for on an individual basis. If the grant is not awarded, the expenditure will not occur.
- d. **Miscellaneous.** The category includes mobile home licenses, alcoholic beverage licenses, boat registrations, and firefighters' supplemental compensation.
- e. **Gas Taxes.** These taxes include the local option gasoline taxes - two-cent, four-cent, ninth-cent, Sarasota County fifth-cent, and state motor fuel revenue. Beginning January 2007, the Town began receiving revenues from the recently approved fifth-cent from Manatee County. All revenues are for the Road and Bridge fund and the Streets Department.
- f. **Sales Tax.** Sales taxes include the state revenue sharing for sales tax proceeds. The municipal distribution formula is a compound ratio of the Town's population, total county population, statewide total city/county population ratio, and statewide sales tax collections.

**TABLE 2  
LONGBOAT KEY REVENUE SOURCES  
2012-2013**

**Total Assessed Value: \$4,582,642,068**

<b>Revenue Source</b>	<b>Rate/Basis</b>	<b>2012-2013 Budgeted Amount</b>	<b>Fund</b>	<b>Notes/Comments</b>
<b>General Fund Revenues</b>				
Property Taxes	1.8872 Mills	\$8,379,912	General	
(Debt Service)	(0.0677 Mills)	(\$303,178)	General	
Business Tax Receipts; Sign Permits	Tax set by Town Commission	\$167,500	General	Formerly known as Occupational Licenses. Sign permits included (not part of Building)

**TABLE 2 (Continued)  
LONGBOAT KEY REVENUE SOURCES  
2011-2012**

<b>Special Revenues</b>				
Utility Fees	Fees set by Town Commission and Manatee County	\$7,355,000	Utility	Income from connection fees insignificant, \$0 budgeted for 2012-13
Erosion Control District A	0.0000 Mills	\$0	Beach Maintenance	New debt has not been issued.
Erosion Control District B	0.0000 Mills	\$0		
Land Acquisition Fees	Fees set by Town Commission	\$0	Parks & Recreation Capital	
Local Option Sales Tax	Formula based on sales and population	\$550,000	Infrastructure Surtax	1 penny surcharge in Sarasota County
TDC Funds	Negotiated	\$608,000	Beach Maintenance	
<b>Franchise Fees</b>				
All Franchises: Electricity, Cooking Gas, Solid Waste	Individually Negotiated	\$988,000	General	All fees near the maximum percentage allowed by law
<b>Permits</b>				
Building, Inspections, Misc.	Fees set by Town Commission	\$656,250	Building Division Enterprise Fund	Majority of fees are from building permits
<b>Intergovernmental Revenues</b>				
Sales Tax Revenue Sharing	Proportionate share based on population	\$127,000	General	
Communications Tax	3.2% of communication industry revenues	\$635,000	General	Maximum allowed by the Town

**TABLE 2 (Continued)**  
**LONGBOAT KEY REVENUE SOURCES**  
**2011-2012**

Grants	WCIND	\$157,400	General Parks Capital Fund	Grants applied for on an annual basis as needed.
Miscellaneous	Various	\$34,780	General	Mobile Home Licenses, Alcoholic Beverage Licenses, Boat Registrations, Firefighters Supplemental Comp
Sales Tax	Proportionate share based on population	\$473,000	General	1/2 penny sales tax
Gas Tax (County)	Proportionate share based on population	\$486,150	Road & Bridge	2nd, 4th, 5th & 9th penny and state motor fuel revenue. Manatee County 5th penny revenues January 2007
<b>Charges for Services</b>				
Planning & Zoning Fees; Recreation Center; Tennis Center, EMS, Fire Inspections, etc.	EMS set at prevailing Medicare Rate; all other fees set by Town Commission	\$690,650	General	Major contributors: EMS and Tennis Center card revenues
Road & Bridge	Negotiated	\$39,600	Road & Bridge	FDOT payment to Town for mowing of GMD and traffic signal maintenance
<b>Fines and Forfeitures</b>				
Courts, Police parking fines, fire alarm violations, handicap parking violations	Fees set by County, State and Town Commission	\$40,800	General	
<b>Miscellaneous &amp; Non-Revenue</b>				
Utility administration and building department administration	Fees set by Town Commission based on consultants' recommendations	\$2,830,105	General	Transfers into General Fund from Utility, Building, Road & Bridge and Infrastructure Surtax Funds
Interest, tennis center merchandise sales	Interest is set at market rate. Tennis Center merchandise is cost plus mark-up.	\$424,600	General	
<b>Total All Revenue Sources (including Interest)</b>		<b>\$24,643,747</b>		

**TABLE 3  
TOWN OF LONGBOAT KEY  
SCHEDULE OF DEBT SERVICE REQUIREMENTS TO MATURITY**

Source: 2012-2013 Adopted Budget

Fiscal Year	GO UTILITY IMPROVEMENT BONDS - 2009 Series			GO FACILITY IMPROVEMENT BONDS – 1999 Series			STATE REVOLVING FUNDS LOAN			Total All Bonds
	(Bond Retires October 2029)			(Bond Retires October 2019)						
	Principal	Interest	Total	Principal	Interest	Total	Principal	Interest	Total	
<b>2012-13</b>	\$321,900	\$431,774	\$753,674	\$245,000	\$40,145	\$285,145	\$188,198	\$119,118	\$307,316	\$1,346,135
<b>2013-14</b>	\$338,600	\$414,601	\$753,201	\$255,000	\$34,829	\$289,829	\$193,543	\$113,773	\$307,316	\$1,350,346
<b>2014-15</b>	\$356,200	\$396,536	\$752,736	\$260,000	\$29,295	\$289,295	\$199,039	\$108,277	\$307,316	\$1,349,347
<b>2015-16</b>	\$374,800	\$377,530	\$752,330	\$265,000	\$23,653	\$288,653	\$204,692	\$102,624	\$307,316	\$1,348,299
<b>2017-21</b>	\$2,187,100	\$1,566,133	\$3,753,233	\$825,000	\$36,022	\$861,022	\$1,114,026	\$422,554	\$1,536,580	\$6,150,835
<b>2022-26</b>	\$2,818,200	\$918,757	\$3,736,957	\$0	\$0	\$0	\$1,281,455	\$255,125	\$1,536,580	\$5,273,537
<b>2027-31</b>	\$2,067,500	\$164,900	\$2,232,400	\$0	\$0	\$0	\$1,048,988	\$64,722	\$1,113,710	\$3,346,110
	<b>\$8,464,300</b>	<b>\$4,270,231</b>	<b>\$12,734,531</b>	<b>\$1,850,000</b>	<b>\$163,944</b>	<b>\$2,013,944</b>	<b>\$4,229,941</b>	<b>\$1,186,193</b>	<b>\$5,416,134</b>	<b>\$20,164,609</b>

## D. LOCAL POLICIES AND PRACTICES

The effectiveness of the CIE as a tool for implementation of the Comprehensive Plan will depend on the local policies and practices that guide the timing and location of construction, extension, or increases in public facilities capacity. In addition to local policies and practices, the effectiveness of implementation may also be influenced by state and regional agencies that provide public facilities within the Town. For example, the Florida Department of Transportation's (FDOT) Five-Year Plan will affect improvements to Gulf of Mexico Drive. FDOT is also responsible for the structural integrity and capacity of the bridges that are part of the state road network; however, the U.S. Coast Guard regulates the timing of the bridge opening.

This section will inventory current local capital improvements policies and practices. This inventory will contribute to establishing a sound basis for the analysis and recommendations of the capital improvements element. It will achieve this contribution by:

- Defining policies and practices that are relevant to implementation of the Comprehensive Plan.
- Identifying issues that will need to be resolved.
- Providing a basis in fact for recommendations for future goals, objective, and policies.

### 1. Capital Improvement Program (CIP)

A capital improvement program provides a method for looking five or more years into the future and preparing a long-term plan for capital expenditures. By definition, a capital expenditure is a major one-time expenditure for facilities or equipment that has an anticipated life expectancy of five years or more. In addition, a capital expenditure normally has a minimum threshold dollar amount that will vary from community to community. Facilities and equipment usually included in the CIP are:

- Public buildings and facilities new construction or major renovation.
- Public works projects such as roadway improvements, sidewalks, water, wastewater, and stormwater.
- Purchase of major equipment such as public safety apparatus and vehicles.
- In the Town's case, a long term plan for the maintenance of the beach and canal resources.

Preparation of a CIP includes: identification and listing of proposed capital items and their projected schedule, estimating costs, and identifying their funding source(s). The result is a program outlining capital expenditures for a number of years. The CIP should be closely integrated with the local planning process, consistent with the adopted Comprehensive Plan, and used to implement the Plan's recommendations for capital improvements.

## 2. Level of Service (LOS) Standards

LOS standards are indicators of the adequacy and conditions of public facilities and are defined by Chapter 9J-5, Florida Administrative Code (FAC) as: “An indicator of the extent or degree of service provided by, or proposed to be provided by a facility, based on and related to the operational characteristics of the facility. LOS must indicate the capacity per unit of demand for each public facility.”

LOS standards are required for certain public facilities (transportation, recreation and open space, potable water, wastewater, solid waste, stormwater, and public schools) and must be addressed by local governments in their comprehensive plans. A primary purpose is to ensure that adequate capacity will be maintained for existing development and provided for future development, and that issuance of development orders and permits will not lead to a deterioration of LOS. Consequently, development will only be permitted if facilities and services needed to maintain LOS are provided or phased in over time.

The Town’s LOS standards are included in the various elements of the Comprehensive Plan and are summarized in Table 4 and in CIE Objective 1.3 and related policies. With regard to the adopted LOS for Town facilities, the Town implements a five-year Capital Improvements Program for its water and wastewater system. The program includes any necessary rehabilitations, upgrades, and replacement projects to maintain the existing LOS.

The Town has also adopted a LOS standard for recreation and open space based on Town-owned and controlled acreage that provides a guideline for facility standards. The current LOS standard results in a slight surplus of four acres of recreation and open space. However, the projected population growth in the planning period will quickly result in a deficit of four acres. The Town collects Land Acquisition Fees, which have been and continue to be used to purchase land and develop or improve recreation facilities. The Town continues to fund the maintenance of facilities to ensure the quality of the parks, recreation, and open space amenities. The Town completed its second major beach restoration project in July 2006. A smaller emergency beach placement project from Broadway Beach Access North to the North Shore Road Beach Access (approximately 133,000 CY ) was completed in May 2011.

## 3. Impact Fees

Impact fees are an optional funding mechanism imposed by local governments on new development to offset the costs of new capital facilities necessary to serve that development. Pursuant to state law, the Town has adopted the Road Impact Fees for Sarasota County. The Town passes the collections for Road, Education, General Government, Justice, and Library Impact Fees through to Sarasota County. It also collects a School Impact Fee for Manatee County. The Town has not enacted stand-alone impact fees, and does not anticipate doing so in the future.

#### 4. User Charges

User charges are designed to impose the cost of public facilities or services on those who directly benefit from them. They are commonly used for meeting debt service on revenue bonds, as well as for meeting expenses for operation and maintenance. User charges are typically applied to water, wastewater, and solid waste and are sometimes applied to recreation, roads, and bridges (tolls).

#### 5. Water and Wastewater Connection Fees

The Town currently charges a water connection fee of \$690 per dwelling unit and a wastewater connection fee of \$1,224 per dwelling unit. Water and wastewater connection fees are collected on new construction to provide for additions and extensions to the utility system. The Town is functionally built-out, unless and until redevelopment and revitalization occur, with few new water and wastewater connections anticipated. These fees are restricted to the acquisition and construction of additions, extensions, and improvements to the Water and Wastewater system.

#### 6. Concurrency Management System

A Concurrency Management System controls the timing and location of development by conditioning development approval upon a showing that sufficient facilities and services are present or will be provided to maintain adopted LOS standards. It implements the legislative mandate which requires public facilities be available to support the impacts of development in accordance with the time schedules established by state law under Chapter 163.3180, Florida Statutes (FS). If necessary, developments may be required to furnish facilities and services to maintain adopted LOS standards.

The concurrency management requirements of Florida Law have been incorporated within existing land development regulations and are addressed in the review of all development orders. The Town is nearly built-out, unless and until redevelopment and revitalization occurs, and is experiencing redevelopment in the form of conversion of tourism units to residential housing resulting in rare negative impacts to the Town's public facilities.

#### 7. Mandatory Dedications or Fees in Lieu Of

The Town is nearly built-out, unless and until redevelopment and revitalization occur, and land dedication for public purposes (e.g., roads or parks) is impractical. As an alternative, a fee in lieu of dedication may be required. A land acquisition fee equal to the value of 0.01 of one acre per dwelling or tourism unit is charged for all residential development/redevelopment, as applicable. Proceeds of the land acquisition fee are deposited into the Land Acquisition Fees Fund which is used to partially offset improvements to the Town's park and open space system.

#### 8. Moratoria

A moratorium, or stop-gap ordinance, is used to temporarily halt or freeze development on an emergency basis. Moratoria have been held as a valid last resort for the protection of public health, safety, and welfare when properly applied. Some important considerations in adoption of a moratorium are (1) the legal status of existing "vested"

development rights, (2) the geographic extent of the moratorium, and (3) the time frame and conditions of the moratorium. When imposed, moratoria must be for a reasonable time to allow for necessary improvements. If a local government adopts a moratoria ordinance, it effectively stops the issuance of building permits, development approvals, and hook-ups or extensions of public services such as water and wastewater for the duration of the moratoria period. In January 2007, the Town adopted Ordinance 2006-30 which established the Town's *Post-Disaster Redevelopment Plan*. The plan, contained in Chapter 159 of the Town Code, outlines the Town Commission's ability, pursuant to Chapter 252 of the Florida Statutes, to declare a moratorium under specific conditions immediately needed for public health, safety, and welfare purposes.

**TABLE 4  
TOWN OF LONGBOAT KEY  
LEVELS OF SERVICE (LOS) STANDARDS**

<b>Element</b>	<b>LOS Standard</b>
Wastewater	109 gallons per capita per day (gpcd)
Potable Water	120 gpcd
Solid Waste	Landfill disposal rate of 4.5 pounds per day per capita Compaction rate of 1,200 pounds per cubic yard. The adopted LOS excludes recyclable material and yard waste.
Stormwater	Stormwater systems based on 25 year/24 hour frequency storms and the water quality standards of Chapters 40D-4 and 400, FAC of the Southwest Florida Water Management District
Transportation Gulf of Mexico Drive (GMD)/SR 789	LOS E All intersections within the Town: Volume to Capacity Ratio of 1.08
Recreation/Open Space	12 acres per 1,000 peak season functional population
Public Transit	Maintain transit service to the Town at or better than levels in effect in January 2007. Public transit will not be used for concurrency determinations.

**III. CAPITAL IMPROVEMENTS ANALYSIS**

**A. GENERAL FISCAL IMPLICATIONS OF IDENTIFIED DEFICIENCIES AND PUBLIC FACILITIES NEEDS**

This section addresses the fiscal implications of the existing deficiencies, if any, and determines future public facility needs. This analysis is based on improvements identified in other elements of the Comprehensive Plan, and considers the relative priority of need among facility types.

As discussed elsewhere in this element, the Town adopts a five-year Capital Improvements Program for its water and wastewater system. The program includes any necessary rehabilitations, upgrades, and replacements to correct identified deficiencies. Through the Evaluation and Appraisal Report (EAR), the Town updated its population projections and changed the LOS standard for Recreation and Open Space to include functional population. The Town collects Land Acquisition Fees from residential development, which can be used for the

recreational and open space system. The Town is nearly built-out, unless and until redevelopment and revitalization occur, resulting in a scarce availability of land for recreation and open space. However, the Town has prepared a vision plan, which identifies seeking opportunities to purchase open space for public use as a strategy related to the goal of maintaining the beauty of the Key.

There are fewer than 200 units that can be built on vacant land (outside of the Bay Isles PUD); and approximately 250 of the Town's tourism units have converted (or are in the process of converting) from higher density to low-density residential development over the previous ten years - a trend that may continue even in light of the town approving an additional 250 tourism units above the current maximum density that may be used to support redevelopment of tourism facilities in the future. These conversions are resulting in fewer impacts to the Town's infrastructure.

The probability of large-scale changes is unlikely. Current fiscal policies require that development pay its way and this is reflected in the Town's very low millage and strong financial position.

A recent change by the legislature to growth management law (House Bill 7270) no longer requires all local governments to adopt CIEs that are financially feasible. However, the Town's capital program has historically been and continues to be fiscally sound. Capital projects identified in Table 1 are represented within the budget document as part of the 2013-2017 five-year capital plan.

## **B. RELATIONSHIP OF CAPITAL IMPROVEMENTS TO THE FUTURE LAND USE ELEMENT**

This section addresses the use of timing and location of capital improvements to support efficient land development/redevelopment as well as the various comprehensive plan elements, goals, objectives, and policies.

As described above, the Town is functionally built-out, unless or until redevelopment and revitalization occurs, and is losing its tourism base as older tourism developments, at higher densities, convert to residential units, at much lower densities. In general, these conversions have not caused adverse impacts to the Town's infrastructure; however, even with a stable or declining population potable water remains an issue. The Town purchases bulk water from Manatee County (see Potable Water Sub-Element that sets limits on the amount of water that the Town can use). The current wholesale water contract between the Town and Manatee County has a provision for purchasing additional reserve capacity from the County by paying the appropriate Facility Investment Fees (FIF) for all new and increased potable water connections in the Town.

In January 2007, the Town renewed its contract to purchase bulk potable water from Manatee County. The renewed contract expires in 2031, with one 10-year renewal to 2041. Manatee County includes the Town population in its water planning projections. The Town received a

renewed Water Use Permit in 2012 from the Southwest Florida Water Management District for a population of 16,810.

The Town contracts with Manatee County for the treatment and disposal of its wastewater. In November 2009, the Town renewed its contract for wastewater services with Manatee County. The renewed contract follows the same timeline as the water contract. It expires in 2031 with one 10-year renewal to 2041. The wastewater contract also contains a provision for increased reserve capacity based on need and paying an FIF.

The Town adopts a five-year Capital Improvements Program for its water and wastewater system. The program includes any necessary rehabilitations, upgrades, and replacements to maintain the existing LOS. There are no plans to expand the geographic service area.

The Town contracts its solid waste disposal to Waste Management, who in turn, contracts with Manatee County to use the Lena Road landfill. Waste Management contracts with Sarasota County for recycling materials.

FDOT has jurisdiction over the structural and roadway components of the New Pass and Longboat Pass Bridges and Gulf of Mexico Drive (GMD)/State Road 789. The adopted LOS for GMD is not expected to change during the planning period. Transit is provided by Manatee and Sarasota Counties, which have “seamless” service between Downtown Bradenton and Downtown Sarasota through GMD. (see Transportation Element) However, continuation of the route through Longboat Key is currently under review.

As noted in the Recreation and Open Space Element Data & Analysis, Sarasota County recently purchased over three acres of commercial and residential land immediately adjacent to the Town’s Bayfront Recreation Center. Subsequent to the purchase, the Town and County entered into a Memorandum of Understanding regarding the purchase, design and development costs. Inclusion of the redevelopment of the Center in the Five Year Capital Improvements Plan would be premature at this time because a development schedule has not been proposed, much less adopted by both parties. However, this addition of over three acres to the Center and the expansion of recreational activities will significantly increase the recreational opportunities in the Town available to the public and support efforts to achieve and maintain the adopted Recreation and Open Space LOS. The Town continues to levy the Land Acquisition Fee on new residential development, which can be used for land acquisition and/or facility improvement.

### **C. FISCAL ASSESSMENT**

This section assesses the Town’s ability to finance capital improvements based upon anticipated revenue to cover minor pay as you go projects and debt service payments on the major projects. The Town is near build-out and, therefore, revenue projections do not rely on population growth, but do rely on projections provided by the Town’s Finance Department. The assessment will focus on whether sufficient revenues are available to fund needed improvements during the 2013-2017 fiscal period. The assessment will include:

Projections of ad valorem and other taxes, fees, and charges.

- Projections of debt service.
- Forecast of revenues and expenditures for the planning period.
- Increase in operating costs from capital improvements.
- Projections of debt capacity.

Using this process, annual revenue surpluses or shortfalls will be identified along with recommendations for financing needed capital improvements. These opportunities will be discussed in the next section titled *Issues and Recommendations*.

1. The Ad Valorem Tax Base

Based on the Future Land Use Element, the residential population is expected to increase slightly; however, the overall Town population will be lower than the present population. The Town is losing the tourism component of its population due to the conversion of tourism units to residential. Because the Town is nearly built-out, unless and until redevelopment and revitalization occur, the redevelopment of existing units coupled with the conversion of tourism units to residential will constitute the bulk of future development. Table 5 projects revenue from the tax base and forecasts revenues based on a millage rate necessary to balance the budget. The Town has the ability to change the millage rate based on state law. The taxable value of property on Longboat Key has been volatile during the downturn in the economy and while we attempt to forecast for five years, the forecasts have changed significantly. Therefore, our predictions will be explained in Table 5 rather than the text of this document. Included in the revenue forecast are tax yield projections that are reduced by 3.1% to account for tax collector charges and early payment discounts taken by the taxpayers.

2. All Other Projected Revenues

Revenue sources (other than ad valorem) affecting capital improvements, were projected for the Fiscal Years (FY) 2012-2013 through 2016-2017. First, a determination is made of the 2012-2013 revenue in each fund that is available for capital improvements. Transfers, interest, contingencies, depreciation, and all non-recurring revenues and operating expenses, such as grants in aid, were then subtracted. The difference represents revenue available for capital expenses. The second step involved a projection to FY 2016-2017 of the revenue available for capital improvements. This was accomplished by reviewing historical revenues for the individual funds combined with the Town Finance Department's assessment of likely increases. As previously noted, revenue projections from dwelling unit growth were insignificant. The procedure assumed that the millage rate will remain the same. Due to the functionally built out condition of the island, connection fees and the land acquisition fees are minor revenue sources.

Table 6 summarizes the results of this projection of revenues affecting capital improvements. Projections are in 2012-2013 dollars.

3. Projected Expenditures

In order to obtain a complete picture of future capital expenditures for the fiscal years 2012-2013 through 2016-2017, three separate categories will be projected:

- a. Scheduled capital improvement expenditures, from the capital improvements program for the adopted LOS that have been identified and set forth in the Comprehensive Plan. This category was derived from the Town's five-year list of capital projects previously identified in Table 1.
- b. Capital improvement debt service expenditures. These include expenditures necessary to meet debt service on outstanding bond issues. Table 3 shows the projected debt service by fund source for FY 2012-2013 through 2016-2017. General obligation bonds are funded from debt service funds and water and sewer revenue bonds are funded from the utility fund.

4. Forecast of Revenues and Expenditures

To determine the ability of the Town to meet projected capital expenditures, the difference between projected revenues and projected expenditures for each fund is compared. This comparison is shown in Table 7. The revenues in each fund include those derived from Table 6 plus transfers, interest, contingencies, and all non-recurring revenues. These expenditures are the sum of planned expenditures from the Capital Improvements Program items related to LOS (Table 1), debt service expenditures (Table 3) and capital improvements not related to LOS.

5. Operating Costs

The Town can incur annual operating costs associated with the capital improvements necessitated by the Comprehensive Plan. Operating costs would include recurring expenses of personnel, utilities, maintenance, and supplies.

6. Debt Capacity

- a. General Obligation (GO) Debt - In 2011-2012 the ratio of general obligation debt to assessed values was 0.333%. The Town issued a general obligation bond in 2009 for improvements to the utility system that is not being paid by ad valorem taxes, but rather utility rates. In fiscal year 2013, there is one remaining bond, paid with ad valorem taxes, that has an annual payment of approximately \$290,000.
- b. Revenue Bonds - The Town's capacity to issue revenue debt is derived from its unpledged revenues, such as the one-half cent sales tax, franchise fees and water/wastewater charges.
- c. Millage Rate - By law, the Town can enact a millage rate up to a maximum of 10 mills. However, the Town's relatively low rate, seen on table 2, results from high property values and low capital needs.

7. Long-Range Capital Planning

Pursuant to Chapter 163.3177(5)(a), FS, requiring the development of two planning periods for capital projects, Table 8 represents planned improvements to the Town's utility infrastructure for the period 2017-2018 through 2021-2022. Beginning with the annual budget process, which begins during late spring and concludes prior to the

adoption of the annual budget in late September, the Town will develop a 10-year planning horizon for capital projects. As appropriate, projects from the long-range list will be considered for funding as their need matures and the Town Commission approves the expenditure.

## **D. ISSUES AND RECOMMENDATIONS**

The major issue addressed in the CIE is what financial policies should guide the Town in making necessary improvements.

### **1. Contingent or Discretionary Capital Expenses**

The Conservation and Coastal Management Elements indicated that the Town has established a Dependent Special Taxing District to pay debt service on beach capital construction funds. In addition to the bonds, the State of Florida may participate by funding up to 21.7% of the construction cost. The Town has committed TDC funds as well. These are budgeted capital funds and their commitment will not affect the General Fund budget.

### **2. Policies Guided Capital Improvements**

Due to the ability of the Town to finance the public facilities that impacts the level of service identified in the Comprehensive Plan, no recommendations will be made regarding new funding sources. With regard to the scheduling of capital improvements, first priority is given to correcting existing deficiencies to protect the public health and safety, the second priority is to eliminate existing deficiencies in the adopted LOS, the third is to increase efficiency of existing facilities, and the fourth priority is to evaluate logical extensions throughout the five-year planning timeframe. These criteria are adopted in the Comprehensive Plan as CIE Policy 1.1.3.

### **3. Concurrency Management System**

A Concurrency Management System (CMS) controls the timing and location of development by conditioning development approval upon a showing that sufficient facilities and services are present or will be provided to maintain adopted LOS standards at the time the impacts occur. The Town is approaching build-out, unless and until redevelopment and revitalization occur, and is able to maintain its LOS standards. In order to ensure that adopted levels of service are maintained, a CMS has been part of the Town's land development regulations since 1990 and is used to review all proposed developments.

### **4. The CIP/CIE Process**

The Town's capital planning process runs within the annual budget cycle. The Town adopts year one capital projects with its annual budget. Years two through five include identified funding sources and their implementation is effective when they are adopted into the year one position. Years six through ten will be developed as a component of the Town's long-range planning process.

**TABLE 5  
LONGBOAT KEY  
AD VALOREM TAX BASE REVENUE PROJECTIONS**

<b>Category</b>	<b>2012/13</b>	<b>2013/14 (Projected)</b>	<b>2014/15 (Projected)</b>	<b>2015/16 (Projected)</b>	<b>2016/17 (Projected)</b>
Housing Units (1)	8,814	8,812	8,810	8,808	8,806
Projected ad valorem property value (2)	\$4,582,642,068	\$4,628,468,489	\$4,674,753,174	\$4,768,248,237	\$4,863,613,202
General Fund ad valorem tax yield (3)	\$8,379,912	\$8,464,066	\$8,548,706	\$8,719,680	\$8,894,074
GO Debt Service ad valorem tax yield for District A for District B (4)	\$0	\$5,839,000	\$5,727,000	\$781,500	\$783,700

Note: Assumes constant millage rate of 1.8872. Ad valorem revenue projected based on Florida per capita personal income forecasted percentages between -1.7% and 2.5%.

(1) Source: 2010 Census

(2) Projected Ad Valorem values are based on a decrease in FY 2012-13 of 1%, a flat amount for FY 2013-14 and FY 2014-15 and 2% for the following 2 years.

(3) Based on a millage rate of 1.8872 for fiscal year 2012-13 then using the rolled-back rate for subsequent years to generate the same revenue regardless of the change in property values. Based on Finance Dept. historical experience, amount is 96.9% of actual total. Projections reduced by 3.1% for Tax Collector charges and discounts taken by the taxpayer for early payment.

(4) Millage is annually adjusted to collect only the amount needed for bond payment. The 2004 bonds have been defeased. A referendum was passed in March 2011, which will allow the Town to issue approximately \$16,000,000 in bonds resulting in debt service payments resuming in fiscal year 2014.

**TABLE 6  
LONGBOAT KEY  
PROJECTED REVENUES AFFECTING CAPITAL IMPROVEMENTS**

<b>FUND</b>	<b>2012/13</b>	<b>2013/14</b>	<b>2014/15</b>	<b>2015/16</b>	<b>2016/17</b>
General (1)	\$12,001,442	\$12,085,596	\$12,170,236	\$12,341,210	\$12,515,604
Utility (2)	\$7,355,000	\$7,502,100	\$7,652,142	\$7,805,185	\$7,961,289
Road and Bridge (3)	\$486,150	\$486,150	\$486,150	\$486,150	\$486,150
Infrastructure Surtax (4)	\$550,000	\$555,500	\$561,055	\$566,666	\$572,332
Beach Erosion Districts: A & B (5)	\$0	\$5,839,000	\$5,727,000	\$781,500	\$783,700
Tourist Development (6)	\$608,000	\$608,000	\$608,000	\$608,000	\$608,000
Land Acquisition Fees (7)	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$21,000,592</b>	<b>\$27,076,346</b>	<b>\$27,204,583</b>	<b>\$22,588,711</b>	<b>\$22,927,075</b>

- (1) Excludes interest and non-revenue sources. Projected to stay flat over the next 5 years despite the estimated change in property values noted on Table 5.
- (2) Projected to increase 2% each year. Excludes other grants, loan proceeds and miscellaneous.
- (3) Excludes vehicle gas rebate, charges for services, miscellaneous and non-operating revenues.
- (4) Revenue projected to increase 1% each year.
- (5) Figures are bond payment amounts. Millage is annually adjusted to collect only the amount needed for bond payment. A referendum was passed in March 2011, which will allow the Town to issue approximately \$16,000,000 in bonds resulting in debt service payments resuming in fiscal year 2014.
- (7) Excludes interest, revenues projections flat.

**TABLE 7  
LONGBOAT KEY  
FISCAL ASSESSMENT**

<b>FUND</b>	<b>2012/13</b>	<b>2013/14</b>	<b>2014/15</b>	<b>2015/16</b>	<b>2016/17</b>
<b>General Fund</b>					
Beginning Balance	\$4,768,000	\$4,288,000	\$3,748,525	\$3,754,901	\$4,040,668
Revenues	\$14,948,747	\$15,098,234	\$15,249,217	\$15,554,201	\$15,865,285
Operating & Capital Expenditures	\$15,428,747	\$15,637,709	\$15,242,841	\$15,242,841	\$15,481,003
Balance	\$4,288,000	\$3,748,525	\$3,754,901	\$4,040,668	\$4,424,950
<b>Utility (1)</b>					
Beginning Balance	\$14,500,000	\$8,099,879	\$13,729,175	\$15,300,857	\$9,072,293
Revenues	\$7,355,000	\$19,502,100	\$15,652,142	\$7,805,185	\$7,961,289
Operating & Capital Expenditures	\$13,755,121	\$13,872,804	\$14,080,460	\$14,033,749	\$14,265,704
Balance	\$8,099,879	\$13,729,175	\$15,300,857	\$9,072,293	\$2,767,878
<b>Road &amp; Bridge (2)</b>					
Beginning Balance	\$2,750,119	\$2,621,869	\$2,665,619	\$2,709,369	\$2,753,119
Revenues	\$550,750	\$550,750	\$550,750	\$550,750	\$550,750
Transfers to General Fund	\$679,000	\$507,000	\$507,000	\$507,000	\$507,000
Balance	\$2,621,869	\$2,665,619	\$2,709,369	\$2,753,119	\$2,796,869
<b>Infrastructure Surtax (3)</b>					
Beginning Balance	\$1,091,782	\$753,282	\$1,008,782	\$1,269,837	\$1,536,503
Revenues	\$550,000	\$555,500	\$561,055	\$566,666	\$572,332
Transfers to other Funds	\$888,500	\$300,000	\$300,000	\$300,000	\$300,000
Balance	\$753,282	\$1,008,782	\$1,269,837	\$1,536,503	\$1,808,835

**TABLE 7 (Continued)**  
**LONGBOAT KEY**  
**FISCAL ASSESSMENT**

<b>FUND</b>	<b>2012/13</b>	<b>2013/14</b>	<b>2014/15</b>	<b>2015/16</b>	<b>2016/17</b>
<b>Beach Erosion Districts (GO Bonds)</b>					
Beginning Balance	\$0	\$0	\$0	\$0	\$0
Revenues (4)	\$0	\$5,839,000	\$5,727,000	\$781,500	\$783,700
Capital Expenditures	\$0	\$5,839,000	\$5,727,000	\$781,500	\$783,700
Balance	\$0	\$0	\$0	\$0	\$0
<b>Tourist Development</b>					
Beginning Balance	\$1,903,545	\$2,111,545	\$2,319,545	\$2,527,545	\$2,735,545
Revenues (5)	\$608,000	\$608,000	\$608,000	\$608,000	\$608,000
Transfer to other funds (6)	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000
Balance	\$2,111,545	\$2,130,399	\$2,338,399	\$2,546,399	\$2,754,399
<b>Land Acquisition</b>					
Beginning Balance	\$1,578,708	\$1,598,708	\$1,618,708	\$1,638,708	\$1,658,708
Revenues (7)	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000
Capital Expenditures	\$0	\$0	\$0	\$0	\$0
Balance	\$1,598,708	\$1,618,708	\$1,638,708	\$1,658,708	\$1,678,708

Notes: Operating Expenditures remain flat, except as noted.

Capital Expenditures based on five year capital plan.

(1) Revenue projections are flat. Expenditure increase of 4% not applied to capital or debt.

(2) Funds are transferred to the General Fund annually to fund the streets department; revenue projections flat.

(3) Funds transferred to Beach Capital Projects, and Fire/Rescue; revenue projections estimated based on a 15 year program economical conditions and forecasts from the Department of Revenue.

(4) Revenues include GO Bonds. Infrastructure Surtax, TDC and General funds

(5) Revenues do not include interest.

(6) No Beach Debt Service or Beach GO Bonds in FY 2011-12

(7) Revenue projections flat.

Source: Town Adopted Budget, 2011-12; Finance Department 2011

## **IV. IMPLEMENTATION**

### **A. FIVE YEAR SCHEDULE OF IMPROVEMENTS**

The Five Year Schedule of Improvements is an implementation tool to guide the timing, location, projected costs, and revenue sources for the capital improvements necessary to accomplish the implementation of the Comprehensive Plan. The Five Year Schedule of Improvements, Table 1, reflects the need to reduce existing deficiencies, remain abreast of replacements, and meet future demands.

### **B. MONITORING AND EVALUATION**

The capital improvements planning process must be organized to establish a sound basis in both community and fiscal planning. Annual review of the CIE will be coupled with the annual adoption of a Capital Improvements Program and a capital improvements budget. The emphasis in this process will be on establishing the necessity of projects being programmed. In return for confirmation of the necessity of a project, a committed or planned funding source will be identified.

In addition, capacity and service demands of public facilities needed to serve new development will be monitored and evaluated on an on-going basis. This evaluation program is an integral part of the Town's CMS, which was implemented in accordance with Chapter 163.

The annual CIE update will be the responsibility of the Planning, Zoning and Building Department, with involvement of the Finance Director and all other applicable department heads. CIE Objective 1.6 and Policy 1.6.1 memorializes the requirement to update the CIE annually.

**TABLE 8**  
**Town of Longboat Key Long-Range (Years 6-10) Capital Projects**

<b>Item #</b>	<b>WASTEWATER</b>	<i>FY 2017-18</i>	<i>FY 2018-19</i>	<i>FY 2019-20</i>	<i>FY 2020-21</i>	<i>FY 2021-22</i>
1	Slipline Gravity Sewers and Services	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000
2	Rehabilitate Intermediate Pumping Stations	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000
3	Rehabilitate Manhole Pumping Stations	\$0	\$0	\$0	\$0	\$150,000
4	Lift Station Pumps, Control Panel Upgrades	\$65,000	\$65,000	\$65,000	\$65,000	\$65,000
5	Wastewater Distribution Rehabilitation	\$0	\$0	\$500,000	\$0	\$0
		<b>\$1,365,000</b>	<b>\$1,365,000</b>	<b>\$1,865,000</b>	<b>\$1,365,000</b>	<b>\$1,515,000</b>

	<b>WATER</b>	<i>FY 2017-18</i>	<i>FY 2018-19</i>	<i>FY 2019-20</i>	<i>FY 2020-21</i>	<i>FY 2021-22</i>
1	Water Distribution Rehabilitation	\$0	\$0	\$0	\$0	\$200,000
2	Water Pump Station Upgrades	\$0	\$0	\$100,000	\$0	\$0
		<b>\$0</b>	<b>\$0</b>	<b>\$100,000</b>	<b>\$0</b>	<b>\$200,000</b>

The review process will include an analysis of the following factors:

- Updates, corrections, and revisions to costs, revenues, target dates, and locations.
- Consistency with the other elements of the Comprehensive Plan.
- Actions of other agencies such as the Florida Department of Transportation.
- The continued validity of priority assignments.
- Projects completed or progress toward completion.
- The Level of Service being achieved.
- The debt capacity of the Town.
- Grants or private donations received or being considered.
- Account balances and reserves.
- Emerging facility or land needs for the latter portion of the planning period.
- Recommendations for implementing the 5-year program in year one.
- Public perceptions of the process, the necessity of projects in the 5-year program, and a willingness to support capital improvements at the level planned.