M E M O R A N D U M

DATE: April 28, 2015

TO: Dave Bullock, Town Manager

FROM: Alaina Ray, AICP, Director
Planning, Zoning and Building Department

SUBJECT: Ordinance 2015-03, Annual Update to the Town Comprehensive Plan Capital Improvements Element

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With the adoption of the 2011 Community Planning Act, the Florida Legislature revised the procedural requirements for updating the five-year schedule of capital improvements. The Town still must review the Capital Improvement Element (CIE) on an annual basis, but any modifications to the schedule or data, such as deleting the past year and adding a new fifth year to the five-year plan, are no longer considered amendments to the Comprehensive Plan. The update of the CIE must be adopted by ordinance but is not transmitted to the State for review and comment. This change applies only to the five-year schedule of capital improvements, and not to text amendments, unless the text is restating the schedule or data.

Proposed Ordinance 2015-03 provides an update to the five-year schedule. All revisions are either updates to the five-year schedule, minor linguistic changes, or revisions to correct scrivener's errors, and are provided in legislative format (proposed changes indicated strike-through/ underline and highlighted in yellow) as Exhibit "A." A clean copy (showing how the document will read if the changes are accepted) is also provided as Exhibit "B." The package provided to the Planning and Zoning Board includes legislative and clean versions of the revised underlying data and analysis section of the Comprehensive Plan for the CIE for your ready reference.

Nothing in this update constitutes amendments as currently provided under the relevant statutes and therefore this ordinance is not required to be transmitted to the state Department of Economic Opportunity (DEO) (formerly Department of Community Affairs (DCA)).

The Planning & Zoning Board held a public hearing on this item at their February 17, 2015 Regular Meeting and recommended approval as written. The Commission considered the Ordinance at their March 23, 2015 Regular Workshop Meeting and consensus was reached to add a project consisting of turn lanes at Country Club Shores to Table 1. First reading and public hearing was held on April 6, 2015 with the item forwarded to the May 4, 2015 Regular Meeting for second reading and public hearing.

Attachments**:** Ordinance 2015-03
PowerPoint Presentation

ORDINANCE 2015-03

AN ORDINANCE OF THE TOWN OF LONGBOAT KEY, FLORIDA, ADOPTING THE ANNUAL UPDATE TO THE FIVE-YEAR SCHEDULE OF CAPITAL IMPROVEMENTS OF THE CAPITAL IMPROVEMENTS ELEMENT OF THE TOWN'S COMPREHENSIVE PLAN; PROVIDING FOR SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Community Planning Act, Sections 163.3161 through 163.32466, Florida Statute, ("Act") authorizes and requires the Town of Longboat Key to adopt and amend a Comprehensive Plan in accordance with the Act; and

WHEREAS, Section 163.3177(3), Florida Statutes, requires that the Capital Improvements Element of the Comprehensive Plan be reviewed on an annual basis, and provides that updates to the five-year capital improvement schedule are not deemed to be amendments to the Comprehensive Plan; and

WHEREAS, pursuant to the Act, the Town of Longboat Key Code of Ordinances, Chapter 33, designates the Town of Longboat Key Planning and Zoning Board as the local planning agency, responsible for the preparation of the local Comprehensive Plan and amendments thereto; and

WHEREAS, the Town provided due public notice of the Planning and Zoning Board public hearing that was conducted in a manner affording public participation to the fullest extent possible; and

WHEREAS, the Town Planning and Zoning Board, as the local planning agency, held a public hearing on February 17, 2015, to review the annual update to the Five-Year Schedule of Capital Improvements, and provided recommendations to the Town Commission as the local governing body; and

WHEREAS, after due public notice, the Town Commission held public hearings on April 6, 2015, and May 4, 2015, to consider adopting the Comprehensive Plan update as recommended by the Planning and Zoning Board.

NOW, THEREFORE, BE IT ORDAINED BY THE TOWN OF LONGBOAT KEY, FLORIDA, THAT:

SECTION 1. The Recitals above are ratified and confirmed as true and correct.

SECTION 2. The 2014 annual update to the Five-Year Schedule of Capital Improvements, attached hereto and incorporated herein as Exhibits "A" and "B" are hereby adopted by the Town of Longboat Key Town Commission.

SECTION 3. If any section, subsection, sentence, clause, or provision of this Ordinance is held invalid, the remainder of the Ordinance is valid.

SECTION 4. This Ordinance becomes effective when adopted in accordance with Florida law and the Charter of the Town of Longboat Key.

Passed on the first reading and public hearing this _____ day of _____, 2015.

Adopted on the second reading and public hearing this _____ day of _____, 2015.

_____
Jack G. Duncan, Mayor

ATTEST:

_____
Trish Granger, Town Clerk

Exhibits:

"A": 2014 Updates to the Capital Improvement Element; Legislative Version
"B": 2014 Updates to the Capital Improvement Element; Clean Version

EXHIBIT “A”

AMENDED CAPITAL IMPROVEMENTS ELEMENT

Legislative Version

CAPITAL IMPROVEMENTS ELEMENT

GOAL 1
The Town will take actions to provide the public facilities and open space essential to maintaining a level of service (LOS) consistent with the adopted Comprehensive Plan.

OBJECTIVE 1.1
Table 1, the Five Year Schedule of Capital Improvements, identifies capital projects that will be provided, at a standard that eliminates deficiencies, accommodates existing and future needs consistent with the Comprehensive Plan, and replaces obsolete or worn-out facilities.

Policy 1.1.1
The Five Year Schedule of Capital Improvements shall include all projects identified in the other elements of this plan and determined to be essential to maintenance of the adopted LOS.

Policy 1.1.2
The Town will identify projects and make provisions to fund the Five Year Schedule of Improvements in the Capital Improvements Element (CIE), which is based on the Capital Improvement Program (CIP). The priorities will be projects identified in the CIE as correcting existing deficiencies and maintaining adopted LOS.

Policy 1.1.3
Future amendments and modifications to the Five Year Schedule of Capital Improvements will be made by the Town. Proposed capital improvement projects will be evaluated and ranked in order of priority according to the following categories:

1) the project is needed to protect the public health and safety;

2) the project is needed to maintain or meet the adopted LOS as identified in individual elements;

3) the project increases the efficiency of existing facilities, mitigates future improvement cost, provides service to developed areas lacking full service, or promotes in-fill development or revitalization; or

4) the project represents a logical extension of facilities and services.

TABLE 1
LONGBOAT KEY CURRENT (FISCAL YEARS (FY) 1 THROUGH 5) SCHEDULE OF CAPITAL IMPROVEMENTS NECESSARY TO MAINTAIN ADOPTED LEVEL OF SERVICE (LOS)

PROJECT DESCRIPTION		~~FY 2014~~	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	Funding Source
	Potable Water							
~~1~~	~~Longboat Pass Subaqueous Line Replacement~~	~~$75,000~~						~~Utility Revenues~~
1~~2~~	Water Distribution Rehabilitation					$500,000		Utility Revenues
~~3~~	~~Pressure Reducing Station~~	~~$300,000~~						~~Utility Revenues or Bank Loan~~
POTABLE WATER TOTAL		**~~$375,000~~**	**$0**	**$0**	**$0**	**$500,000**	**$0**	

~~[Note: Priorities 1 through 2 in the Potable Water schedule further Goal 1, Objective 1.3 and Policy 1.3.1 of the Capital Improvement Element of the Comprehensive Plan; and further directly Goal 1, Goal 2, Objective 2.3, Policy 2.3.2, Policy 2.3.4, Objective 2.4, Policy 2.4.2, Objective 2.5, and Policy 2.5.2. of the Potable Water Sub-element of the Infrastructure Element of the Comprehensive Plan.]~~

TABLE 1 (Continued)
LONGBOAT KEY CURRENT (YEARS (FY) 1 THROUGH 5) SCHEDULE OF CAPITAL IMPROVEMENTS NECESSARY TO MAINTAIN ADOPTED LEVEL OF SERVICE (LOS)

	PROJECT DESCRIPTION	~~FY 2014~~	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	Funding Source
Wastewater								
1	Slipline Gravity Sewers and Services, I&I Studies	~~$600,000~~	$600,000	$600,000	$600,000	$600,000		Bank Loan
2	Rehabilitate Intermediate Pumping Stations	~~$350,000~~	~~$400,000~~ $300,000	~~$400,000~~ $300,000	~~$400,000~~ $300,000	~~$400,000~~ $300,000		Bank Loan or Utility Revenues
~~3~~	~~Rehabilitate Pumping Station E~~	~~$150,000~~						~~Bank Loan or Utility Revenues~~
3	GMD Gravity Crossing		$300,000					Bank Loan or Utility Revenues
4	Rehabilitate Minor & Smaller Pumping Stations	~~$175,000~~	~~$175,000~~ $250,000	~~$175,000~~ $250,000	~~$175,000~~ $250,000	~~$175,000~~ $250,000		Bank Loan or Utility Revenues
5	Pumping Stations, Control Panel Upgrades	~~$100,000~~	~~$45,000~~ $75,000	~~$45,000~~ $75,000	~~$45,000~~ $75,000	~~$45,000~~ $75,000		Utility Revenues
6	Wastewater Collection, Subaqueous Force Main	~~$1,000,000~~	~~$14,000,000~~ $19,000,000					Bank Loan or Utility Revenues
7	SCADA Upgrades		~~$100,000~~ $150,000					Utility Revenues
8	Wastewater Subaqueous Force Main Rehabilitation						$500,000	Utility Revenues
	WASTEWATER TOTAL	**~~$2,375,000~~**	**~~$15,320,000~~ $20,675,000**	**~~$1,220,000~~ $1,225,000**	**~~$1,220,000~~ $1,225,000**	**~~$1,220,000~~ $1,225,000**	**$500,000**	
	TOTAL TOWN OF LONGBOAT KEY COMPREHENSIVE PLAN CAPITAL PROJECTS	**~~$2,750,000~~**	**~~$15,320,000~~ $20,675,000**	**~~$1,220,000~~ $1,225,000**	**~~$1,720,000~~ $1,225,000**	**~~$1,220,000~~ $1,725,000**	**$500,000**	

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

~~[Note: Priorities 1 through 7 in the Wastewater schedule further Goal 1, Objective 1.3 and Policy 1.3.1 of the Capital Improvement Element of the Comprehensive Plan; and further directly Goal 1, Objective 1.1, Policy 1.1.1 and Policy 1.1.2, Objective 1.3, Policy 1.3.3, Objective 1.4, and Policy 1.4.2 of the Wastewater Sub-element of the Infrastructure Element of the Comprehensive Plan.]~~

TABLE 1 (Continued)
LONGBOAT KEY CURRENT (FISCAL YEARS (FY) 1 THROUGH 5) SCHEDULE OF CAPITAL IMPROVEMENTS NECESSARY TO MAINTAIN ADOPTED LEVEL OF SERVICE (LOS)

PROJECT DESCRIPTION		FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	Funding Source
Mobility							
1	Turn lanes on GMD (Country Club Shores)			$1,000,000			TBD
	MOBILITY TOTAL						
	TOTAL TOWN OF LONGBOAT KEY COMPREHENSIVE PLAN CAPITAL PROJECTS						

OBJECTIVE 1.2

Public expenditures that subsidize development in coastal high hazard areas will be limited to those improvements that are necessary and are included in the Conservation and Coastal Management Element.

Policy 1.2.1

The Town will expend funds in coastal high hazard areas for the necessary protection, replacement or renewal of existing public infrastructure, including the Comprehensive Beach Management Plan, as amended.

OBJECTIVE 1.3

The Town will plan for its capital needs to ensure that the adopted LOS standards for public facilities and services are achieved and maintained, and encourage the conservation of water and wastewater use.

Policy 1.3.1

The Town adopts and maintains the following LOS standards in reviewing impacts of development, and encourages the conservation of water and wastewater use:

Wastewater	109 gallons per capita per day (gpcd)
Potable Water	120 gallons per capita per day (gpcd)
Solid Waste	Landfill disposal rate of 4.5 pounds per day per capita compaction rate of 1200 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, 40 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 LOS will not be used for concurrency determinations.

Policy 1.3.2

Proposed comprehensive plan amendments, and requests for development orders will be evaluated according to the following guidelines as to whether the proposed action would:

1) Be detrimental to public health, safety, and welfare, as described in the goals, objectives, and policies of this comprehensive plan;
2) Exacerbate any existing public facility capacity deficits, as described in the goals, objectives, and policies of this comprehensive plan;

3) Generate public facility demands that may be accommodated by capacity increases planned in the Five-Year Schedule of Capital Improvements;
4) Conform with future land uses as shown on the Future Land Use Map of the Future Land Use Element;
5) Ensure that developer-provided public facilities, contributions, or other mitigation measures are consistent with the adopted LOS standards and with the Town's multimodal transportation mobility plan; and,
6) Affect state or regional agencies' facilities plans.

Policy 1.3.3
The Town will utilize the planning process to identify long-range capital needs for Years 6-10.

Policy 1.3.4
The Town's Finance Department's professionally accepted methodologies will be employed in determining the financial feasibility of the LOS adopted in the Comprehensive Plan by projecting revenues and expenses over a five-year planning horizon.

OBJECTIVE 1.4
Except for transportation facilities, future development will bear a proportionate cost of facility improvements necessitated by the development in order to maintain adopted LOS standards.

Policy 1.4.1
The Town will charge land acquisition fees, as a condition for building permits, with the proceeds to be used for the acquisition of or improvements to parks and open space.

Policy 1.4.2
The Town will charge water and sewer connection fees, which reflect a proportionate share of facility costs.

Policy 1.4.3
The Town is at or near potable water capacity. A development project that requires additional potable water capacity will be required to pay the commensurate Facility Investment Fee for capacity improvements then in effect under the terms of the applicable water agreement between the Town and Manatee County or its successor.

Policy 1.4.4
A development project that requires additional wastewater capacity over and above the Town's current reserve capacity will be required to pay the commensurate Facility Investment Fee for capacity improvements then in effect under the terms of the wastewater agreement between the Town and Manatee County or its successor.

Policy 1.4.5
The Town will participate in Manatee County's and Sarasota County's Road Impact Fee programs, as they may be amended from time to time, and consider funding transit service improvements, bicycle facilities, pedestrian and other multi-modal enhancements in the Town.

OBJECTIVE 1.5
The Town will manage its fiscal and financial resources to fund the implementation of the Five Year Schedule of Capital Improvements and to ensure the provision of needed capital improvements to accommodate future development, and to maintain adequate facilities for existing populations.

Policy 1.5.1
The Capital Improvements Plan (CIP) shall indicate funding sources.

Policy 1.5.2
The Town will consider including land acquisition projects in the CIP, as funds are available.

Policy 1.5.3
A minimum of $300,000 per year from the Infrastructure Sales Tax and proceeds from the Tourism Development Taxes will be allocated to the Comprehensive Beach Management Plan, as amended.

Policy 1.5.4
The CIP and the annual capital budget will be adopted by the Town Commission.

Policy 1.5.5
In providing capital improvements, the Town will limit the maximum ratio of outstanding general obligation debt to no greater than two percent of the property tax base. However, in extraordinary circumstances requiring action to preserve the public health, safety, or welfare, the Town may exceed that limit. Voter approval is required to incur new capital debt, except in an emergency.

Policy 1.5.6
The Town will not depend on connection fees, land acquisition fees, and any other fees related to development, to service long-term debt.

Policy 1.5.7
The Town will certify that all public facilities needed to serve the development upon which the development order is based, will meet or exceed the requirements enumerated in Chapter 163.3180, FS, as stated below:

1) Concurrency determination for Wastewater, Solid Waste, and Stormwater: certification of occupancy or functional equivalent.
2) Concurrency determination for Potable Water: certification of occupancy or functional equivalent, after the appropriate water supplier or its functional equivalent has been consulted to determine if adequate water supplies will be available.

3) Concurrency determination for Recreation and Open Space: Parks and recreation facilities will be in place or under actual construction no later than one year after the issuance of certificate of occupancy or its functional equivalent. Acreage required for parks and recreation facilities will be dedicated or be acquired prior to issuance of the certificate of occupancy or its functional equivalent, or funds in the amount of the developer's fair share will be committed no later than the building permit approval or its functional equivalent.

Policy 1.5.8

With specific respect to transportation facilities and services, the Town will implement the recommendations of the multimodal transportation mobility plan. Except where improvements are necessary for the safety and welfare of the general public, priority 2 projects in Transportation Element Policy 1.2.2 are further categorized based on the following criteria in order to support the Town's transportation planning efforts:

Category 1: Projects which reduce person trips or vehicle miles traveled
Category 2: Projects which shift automobile trips to other modes of transportation
Category 3: Projects which shift trips from single-occupancy vehicles (SOVs) to high-occupancy vehicles (HOV) Auto/Van
Category 4: Projects which incorporate needed improvements to roadway operations
Category 5: Projects which add capacity to existing facilities

Transportation capital improvements projects will be adopted into the Town's Five-Year Schedule of Capital Improvements consistent with the timing of and need for such projects as identified in the multimodal transportation mobility plan. The Town will limit or discourage the construction of or contribution towards transportation projects that will promote or encourage increased densities within the Town's Coastal High Hazard Area or land use or development activities which may adversely affect the Town's ability to evacuate in the event of a hurricane or storm event, consistent with Objectives 2.1 and 3.1 of the Conservation and Coastal Management Element.

OBJECTIVE 1.6

The Town will review the Capital Improvements Element on an annual basis as required by the Florida Statutes.

Policy 1.6.1

Within 60-days of the effective date of the Town's most recently adopted budget, an amendment to the Capital Improvements Element (CIE), meeting the criteria of Chapter 163.3177, FS, will be presented for Town Commission action, and if appropriate, subsequent transmittal to the state land planning agency.

Policy 1.6.2

The Town will include projects in the capital improvements schedule that are necessary to maintain and achieve the adopted levels of service for the five year planning period.

GOAL 2

It shall be the Goal of the Town of Longboat Key to ensure that the public school needs of the Town are met.

OBJECTIVE 2.1: Public School Facilities

The Town shall ensure that future public school facility needs are addressed in a manner consistent with the adopted level of service standards for public schools for Manatee and Sarasota Counties.

Policy 2.1.1

The Town and School Board of Manatee County agree to implement the level of service standards for public schools district-wide to all schools of the same type as follows:

Elementary – 110% Permanent FISH Capacity and capacity for Eligible Relocatables based on the School Service Area;

Middle – 105% Permanent FISH Capacity and capacity for Eligible Relocatables based on the School Service Area; and,

High – 100% Permanent FISH Capacity and capacity for Eligible Relocatables district-wide.

Policy 2.1.2

The Town and School Board of Sarasota County agree to implement the level of service standards for public schools district-wide to all schools of the same type as follows:

Elementary – 115% of Permanent Program Capacity by School Service Area

Middle – 100% Permanent Program Capacity by School Service Area

High – 105% Permanent Program Capacity by School Service Area

Policy 2.1.3

The Town shall ensure that future development pays its share of the costs of capital facility capacity needed to accommodate new development and to assist in maintaining the applicable adopted level of service standards, via impact fees and other legally available and appropriate methods.

Policy 2.1.4

Manatee and Sarasota County School Boards, in coordination with the Town, shall annually update their Five Year Capital Facilities Plans to ensure that level of service standards will continue to be achieved and maintained by the end of the planning period. The Town adopts by reference the annually updated Sarasota School District Five Year Capital Facilities Plan, as amended. The Town adopts by reference the School District of Manatee County's annual Work Plan and annual School Capacity Program, as amended, by the School Board.

Policy 2.1.5

Manatee and Sarasota County School Boards will ensure that the Level of Service standards for public schools are achieved and maintained by the end of their five-year schedules of capital improvements.

Policy 2.1.6

Each year the Town of Longboat Key will review the CIE and amend, as necessary, by: 1) adding a new fifth year; 2) updating the public schools capital facilities program; 3) coordinating the program with the five year district facilities work plan, the plans of other local governments; and, 4) as necessary, updating the concurrency service area map. The annual plan amendments shall ensure that the level of service standards will continue to be achieved and maintained.

EXHIBIT “B”

AMENDED CAPITAL IMPROVEMENTS ELEMENT

Clean Version

CAPITAL IMPROVEMENTS ELEMENT

GOAL 1
The Town will take actions to provide the public facilities and open space essential to maintaining a level of service (LOS) consistent with the adopted Comprehensive Plan.

OBJECTIVE 1.1
Table 1, the Five Year Schedule of Capital Improvements, identifies capital projects that will be provided, at a standard that eliminates deficiencies, accommodates existing and future needs consistent with the Comprehensive Plan, and replaces obsolete or worn-out facilities.

Policy 1.1.1
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The Town will identify projects and make provisions to fund the Five Year Schedule of Improvements in the Capital Improvements Element (CIE), which is based on the Capital Improvement Program (CIP). The priorities will be projects identified in the CIE as correcting existing deficiencies and maintaining adopted LOS.

Policy 1.1.3
Future amendments and modifications to the Five Year Schedule of Capital Improvements will be made by the Town. Proposed capital improvement projects will be evaluated and ranked in order of priority according to the following categories:

1) the project is needed to protect the public health and safety;

2) the project is needed to maintain or meet the adopted LOS as identified in individual elements;

3) the project increases the efficiency of existing facilities, mitigates future improvement cost, provides service to developed areas lacking full service, or promotes in-fill development or revitalization; or

4) the project represents a logical extension of facilities and services.

TABLE 1
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PROJECT DESCRIPTION		FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	Funding Source
	Potable Water						
1	Water Distribution Rehabilitation				$500,000		Utility Revenues
POTABLE WATER TOTAL		**$0**	**$0**	**$0**	**$500,000**	**$0**	

TABLE 1 (Continued)
LONGBOAT KEY CURRENT (YEARS (FY) 1 THROUGH 5) SCHEDULE OF CAPITAL IMPROVEMENTS NECESSARY TO MAINTAIN ADOPTED LEVEL OF SERVICE (LOS)

PROJECT DESCRIPTION		FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	Funding Source
Wastewater							
1	Slipline Gravity Sewers and Services, I&I Studies	$600,000	$600,000	$600,000	$600,000		Bank Loan
2	Rehabilitate Intermediate Pumping Stations	$300,000	$300,000	$300,000	$300,000		Bank Loan or Utility Revenues
3	GMD Gravity Crossing	$300,000					Bank Loan or Utility Revenues
4	Rehabilitate Minor & Smaller Pumping Stations	$250,000	$250,000	$250,000	$250,000		Bank Loan or Utility Revenues
5	Pumping Stations, Control Panel Upgrades	$75,000	$75,000	$75,000	$75,000		Utility Revenues
6	Wastewater Collection, Subaqueous Force Main	$19,000,000					Bank Loan or Utility Revenues
7	SCADA Upgrades	$150,000					Utility Revenues
8	Wastewater Subaqueous Force Main Rehabilitation					$500,000	Utility Revenues
	WASTEWATER TOTAL	**$20,675,000**	**$1,225,000**	**$1,225,000**	**$1,225,000**	**$500,000**	
	TOTAL TOWN OF LONGBOAT KEY COMPREHENSIVE PLAN CAPITAL PROJECTS	**$20,675,000**	**$1,225,000**	**$1,225,000**	**$1,725,000**	**$500,000**	

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

TABLE 1 (Continued)
LONGBOAT KEY CURRENT (FISCAL YEARS (FY) 1 THROUGH 5) SCHEDULE OF CAPITAL IMPROVEMENTS NECESSARY TO MAINTAIN ADOPTED LEVEL OF SERVICE (LOS)

PROJECT DESCRIPTION		FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	Funding Source
Mobility							
1	Turn lanes on GMD (Country Club Shores)			$1,000,000			TBD
	MOBILITY TOTAL						
	TOTAL TOWN OF LONGBOAT KEY COMPREHENSIVE PLAN CAPITAL PROJECTS						

OBJECTIVE 1.2

Public expenditures that subsidize development in coastal high hazard areas will be limited to those improvements that are necessary and are included in the Conservation and Coastal Management Element.

Policy 1.2.1

The Town will expend funds in coastal high hazard areas for the necessary protection, replacement or renewal of existing public infrastructure, including the Comprehensive Beach Management Plan, as amended.

OBJECTIVE 1.3

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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 LOS will not be used for concurrency determinations.

Policy 1.3.2

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1) Be detrimental to public health, safety, and welfare, as described in the goals, objectives, and policies of this comprehensive plan;
2) Exacerbate any existing public facility capacity deficits, as described in the goals, objectives, and policies of this comprehensive plan;

3) Generate public facility demands that may be accommodated by capacity increases planned in the Five-Year Schedule of Capital Improvements;
4) Conform with future land uses as shown on the Future Land Use Map of the Future Land Use Element;
5) Ensure that developer-provided public facilities, contributions, or other mitigation measures are consistent with the adopted LOS standards and with the Town's multimodal transportation mobility plan; and,
6) Affect state or regional agencies' facilities plans.

Policy 1.3.3
The Town will utilize the planning process to identify long-range capital needs for Years 6-10.

Policy 1.3.4
The Town's Finance Department's professionally accepted methodologies will be employed in determining the financial feasibility of the LOS adopted in the Comprehensive Plan by projecting revenues and expenses over a five-year planning horizon.

OBJECTIVE 1.4
Except for transportation facilities, future development will bear a proportionate cost of facility improvements necessitated by the development in order to maintain adopted LOS standards.

Policy 1.4.1
The Town will charge land acquisition fees, as a condition for building permits, with the proceeds to be used for the acquisition of or improvements to parks and open space.

Policy 1.4.2
The Town will charge water and sewer connection fees, which reflect a proportionate share of facility costs.

Policy 1.4.3
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Policy 1.4.4
A development project that requires additional wastewater capacity over and above the Town's current reserve capacity will be required to pay the commensurate Facility Investment Fee for capacity improvements then in effect under the terms of the wastewater agreement between the Town and Manatee County or its successor.

Policy 1.4.5
The Town will participate in Manatee County's and Sarasota County's Road Impact Fee programs, as they may be amended from time to time, and consider funding transit service improvements, bicycle facilities, pedestrian and other multi-modal enhancements in the Town.

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The Town will consider including land acquisition projects in the CIP, as funds are available.

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The CIP and the annual capital budget will be adopted by the Town Commission.

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Policy 1.5.6
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Policy 1.5.7
The Town will certify that all public facilities needed to serve the development upon which the development order is based, will meet or exceed the requirements enumerated in Chapter 163.3180, FS, as stated below:

1) Concurrency determination for Wastewater, Solid Waste, and Stormwater: certification of occupancy or functional equivalent.
2) Concurrency determination for Potable Water: certification of occupancy or functional equivalent, after the appropriate water supplier or its functional equivalent has been consulted to determine if adequate water supplies will be available.

3) Concurrency determination for Recreation and Open Space: Parks and recreation facilities will be in place or under actual construction no later than one year after the issuance of certificate of occupancy or its functional equivalent. Acreage required for parks and recreation facilities will be dedicated or be acquired prior to issuance of the certificate of occupancy or its functional equivalent, or funds in the amount of the developer's fair share will be committed no later than the building permit approval or its functional equivalent.

Policy 1.5.8

With specific respect to transportation facilities and services, the Town will implement the recommendations of the multimodal transportation mobility plan. Except where improvements are necessary for the safety and welfare of the general public, priority 2 projects in Transportation Element Policy 1.2.2 are further categorized based on the following criteria in order to support the Town's transportation planning efforts:

Category 1: Projects which reduce person trips or vehicle miles traveled
Category 2: Projects which shift automobile trips to other modes of transportation
Category 3: Projects which shift trips from single-occupancy vehicles (SOVs) to high-occupancy vehicles (HOV) Auto/Van
Category 4: Projects which incorporate needed improvements to roadway operations
Category 5: Projects which add capacity to existing facilities

Transportation capital improvements projects will be adopted into the Town's Five-Year Schedule of Capital Improvements consistent with the timing of and need for such projects as identified in the multimodal transportation mobility plan. The Town will limit or discourage the construction of or contribution towards transportation projects that will promote or encourage increased densities within the Town's Coastal High Hazard Area or land use or development activities which may adversely affect the Town's ability to evacuate in the event of a hurricane or storm event, consistent with Objectives 2.1 and 3.1 of the Conservation and Coastal Management Element.

OBJECTIVE 1.6

The Town will review the Capital Improvements Element on an annual basis as required by the Florida Statutes.

Policy 1.6.1

Within 60-days of the effective date of the Town's most recently adopted budget, an amendment to the Capital Improvements Element (CIE), meeting the criteria of Chapter 163.3177, FS, will be presented for Town Commission action, and if appropriate, subsequent transmittal to the state land planning agency.

Policy 1.6.2

The Town will include projects in the capital improvements schedule that are necessary to maintain and achieve the adopted levels of service for the five year planning period.

GOAL 2

It shall be the Goal of the Town of Longboat Key to ensure that the public school needs of the Town are met.

OBJECTIVE 2.1: Public School Facilities

The Town shall ensure that future public school facility needs are addressed in a manner consistent with the adopted level of service standards for public schools for Manatee and Sarasota Counties.

Policy 2.1.1

The Town and School Board of Manatee County agree to implement the level of service standards for public schools district-wide to all schools of the same type as follows:

Elementary – 110% Permanent FISH Capacity and capacity for Eligible Relocatables based on the School Service Area;

Middle – 105% Permanent FISH Capacity and capacity for Eligible Relocatables based on the School Service Area; and,

High – 100% Permanent FISH Capacity and capacity for Eligible Relocatables district-wide.

Policy 2.1.2

The Town and School Board of Sarasota County agree to implement the level of service standards for public schools district-wide to all schools of the same type as follows:

Elementary – 115% of Permanent Program Capacity by School Service Area

Middle – 100% Permanent Program Capacity by School Service Area

High – 105% Permanent Program Capacity by School Service Area

Policy 2.1.3

The Town shall ensure that future development pays its share of the costs of capital facility capacity needed to accommodate new development and to assist in maintaining the applicable adopted level of service standards, via impact fees and other legally available and appropriate methods.

Policy 2.1.4

Manatee and Sarasota County School Boards, in coordination with the Town, shall annually update their Five Year Capital Facilities Plans to ensure that level of service standards will continue to be achieved and maintained by the end of the planning period. The Town adopts by reference the annually updated Sarasota School District Five Year Capital Facilities Plan, as amended. The Town adopts by reference the School District of Manatee County's annual Work Plan and annual School Capacity Program, as amended, by the School Board.

Policy 2.1.5

Manatee and Sarasota County School Boards will ensure that the Level of Service standards for public schools are achieved and maintained by the end of their five-year schedules of capital improvements.

Policy 2.1.6

Each year the Town of Longboat Key will review the CIE and amend, as necessary, by: 1) adding a new fifth year; 2) updating the public schools capital facilities program; 3) coordinating the program with the five year district facilities work plan, the plans of other local governments; and, 4) as necessary, updating the concurrency service area map. The annual plan amendments shall ensure that the level of service standards will continue to be achieved and maintained.

EXHIBIT "B-1"

AMENDED CAPITAL IMPROVEMENTS ELEMENT

DATA and ANALYSIS

Legislative Version

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 adopted budget for the current fiscal year, that identifies projects for the near-range fiscal planning horizon (Years 1 through 5). 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 CURRENT (FISCAL YEARS (FY) 1 THROUGH 5) SCHEDULE OF CAPITAL IMPROVEMENTS NECESSARY TO MAINTAIN ADOPTED LEVEL OF SERVICE (LOS)

PROJECT DESCRIPTION		~~FY 2014~~	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	Funding Source
	Potable Water							
~~1~~	~~Longboat Pass Subaqueous Line Replacement~~	~~$75,000~~						~~Utility Revenues~~
1~~2~~	Water Distribution Rehabilitation					$500,000		Utility Revenues
~~3~~	~~Pressure Reducing Station~~	~~$300,000~~						~~Utility Revenues or Bank Loan~~
POTABLE WATER TOTAL		**~~$375,000~~**	**$0**	**$0**	**$0**	**$500,000**	**$0**	

[Note: Priorities 1 through 3 in the Potable Water schedule further Goal 1, Objective 1.3 and Policy 1.3.1 of the Capital Improvement Element of the Comprehensive Plan; and further directly Goal 1, Goal 2, Objective 2.3, Policy 2.3.2, Policy 2.3.4, Objective 2.4, Policy 2.4.2, Objective 2.5, and Policy 2.5.2. of the Potable Water Sub-element of the Infrastructure Element of the Comprehensive Plan.]

TABLE 1 (Continued)
LONGBOAT KEY CURRENT (FISCAL YEARS (FY) 1 THROUGH 5) SCHEDULE OF CAPITAL IMPROVEMENTS NECESSARY TO MAINTAIN ADOPTED LEVEL OF SERVICE (LOS)

	PROJECT DESCRIPTION	~~FY 2014~~	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	Funding Source
Wastewater								
1	Slipline Gravity Sewers and Services, I&I Studies	~~$600,000~~	$600,000	$600,000	$600,000	$600,000		Bank Loan
2	Rehabilitate Intermediate Pumping Stations	~~$350,000~~	~~$400,000~~ $300,000	~~$400,000~~ $300,000	~~$400,000~~ $300,000	~~$400,000~~ $300,000		Bank Loan or Utility Revenues
~~3~~	~~Rehabilitate Pumping Station E~~	~~$150,000~~						~~Bank Loan or Utility Revenues~~
3	GMD Gravity Crossing		$300,000					
4	Rehabilitate Minor & Smaller Pumping Stations	~~$175,000~~	~~$175,000~~ $250,000	~~$175,000~~ $250,000	~~$175,000~~ $250,000	~~$175,000~~ $250,000		Bank Loan or Utility Revenues
5	Pumping Stations, Control Panel Upgrades	~~$100,000~~	~~$45,000~~ $75,000	~~$45,000~~ $75,000	~~$45,000~~ $75,000	~~$45,000~~ $75,000		Utility Revenues
6	Wastewater Collection, Subaqueous Force Main	~~$1,000,000~~	~~$14,000,000~~ $19,000,000					Bank Loan or Utility Revenues
7	SCADA Upgrades		~~$100,000~~ $150,000					Utility Revenues
8	Wastewater Subaqueous Force Main Rehabilitation						$500,000	Utility Revenues
	WASTEWATER TOTAL	**~~$2,375,000~~**	**~~$15,320,000~~ $20,675,000**	**~~$1,220,000~~ $1,225,000**	**~~$1,220,000~~ $1,225,000**	**~~$1,220,000~~ $1,225,000**	**$500,000**	
	TOTAL TOWN OF LONGBOAT KEY COMPREHENSIVE PLAN CAPITAL PROJECTS	**~~$2,750,000~~**	**~~$15,320,000~~ $20,675,000**	**~~$1,220,000~~ $1,225,000**	**~~$1,720,000~~ $1,225,000**	**~~$1,220,000~~ $1,725,000**	**$500,000**	

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

[Note: Priorities 1 through 7 in the Wastewater schedule further Goal 1, Objective 1.3 and Policy 1.3.1 of the Capital Improvement Element of the Comprehensive Plan; and further directly Goal 1, Objective 1.1, Policy 1.1.1 and Policy 1.1.2, Objective 1.3, Policy 1.3.3, Objective 1.4, and Policy 1.4.2 of the Wastewater Sub-element of the Infrastructure Element of the Comprehensive Plan.

TABLE 1 (Continued)
LONGBOAT KEY CURRENT (FISCAL YEARS (FY) 1 THROUGH 5) SCHEDULE OF CAPITAL IMPROVEMENTS NECESSARY TO MAINTAIN ADOPTED LEVEL OF SERVICE (LOS)

PROJECT DESCRIPTION		FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	Funding Source
Mobility							
1	Turn lanes on GMD (Country Club Shores)			$1,000,000			TBD
	MOBILITY TOTAL						
	TOTAL TOWN OF LONGBOAT KEY COMPREHENSIVE PLAN CAPITAL PROJECTS						

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 72% 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-range 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 3rd penny. Sarasota County: $150,000 (base amount) plus the difference between the 3rd 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 $4,480,773 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. Local Communications Services 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 CURRENT (FISCAL YEAR (FY) 1) REVENUE SOURCES				
Total Assessed Value:		**$4,956,422,312** **~~$4,582,642,068~~**		-
Revenue Source	**Rate/Basis**	**~~2014~~ 2015 (FY 1) Budgeted Amount**	**Fund**	**Notes/Comments**
~~General Fund~~ Tax Revenues				
Property Taxes (Mills)	2.1763 ~~2.0760~~	$10,409,124 ~~$9,454,132~~	General	Reduced by 3.~~1~~5% for early payments
Business Tax Receipts~~; Sign Permits~~	Tax set by Town Commission	$156,000 ~~$167,500~~	General	Formerly known as Occupational Licenses. ~~Sign permits included (not part of Building)~~
Special Revenues				
Utility Fees	Fees set by Town Commission and Manatee County	$7,274,000 ~~$7,289,000~~	Utility	Income from connection fees insignificant, $0 budgeted for current fiscal year
Erosion Control District A	0.8500 Mills ~~0.0000 Mills~~	$2,423,312 ~~$0~~	~~Beach Maintenance~~ Debt Service	
Erosion Control District B	0.2125 Mills ~~0.0000 Mills~~	$418,882 ~~$0~~		~~New debt has not been issued.~~ Debt is expected to be issued late in current fiscal year
Land Acquisition Fees	Fees set by Town Commission	$2,100,000 ~~$0~~	~~Parks & Recreation Capital~~ Land Acquisition Fund	New Construction resulting in additional housing units subject to these fees.
Local Option Sales Tax	Formula based on sales and population	$540,000 ~~$550,000~~	Infrastructure Surtax	1 penny surcharge in Sarasota County
TDC Funds	Negotiated	$604,000 ~~$608,000~~	Tourist Development Tax ~~Beach Maintenance~~	
Franchise Fees				
All Franchises: Electricity, Cooking Gas, Solid Waste	Individually Negotiated	$896,000 ~~$913,000~~	General	-

TABLE 2 (Continued) LONGBOAT KEY CURRENT (FISCAL YEAR (FY) 1) REVENUE SOURCES				
Permits				
Building, Inspections, Misc.	Fees set by Town Commission	$1,219,000 ~~$955,000~~	Building Division Enterprise Fund	Majority of fees are from building permits
Miscellaneous	Fees set by Town Commission	$27,500	General	Mobile Home Licenses, Alcoholic Beverage Licenses, Boat Registrations,Fire Prevention , Signs and Micellaneous
Intergovernmental Revenues				
Sales Tax Revenue Sharing	Proportionate share based on population	$130,000 ~~$127,000~~	General	
Local Communication~~s~~ Services Tax	5.22% of communication industry revenues	$575,000 ~~$613,000~~	General	Maximum allowed by the Town
Grants	WCIND	$57,669 ~~$57,155~~	General	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	$538,000 ~~$486,000~~	General	1/2 penny sales tax
Gas Tax (County)	Proportionate share based on population	$417,150 ~~$486,150~~	Road & Bridge	2nd, 4th, 5th & 9th penny and state motor fuel revenue.
Charges for Services				
Planning & Zoning Fees; Recreation Center; ~~Tennis Center,~~ EMS, ~~Fire Inspections~~, etc.	EMS set at prevailing Medicare Rate; all other fees set by Town Commission	$305,780 ~~$690,650~~	General	Major contributors: EMS~~ and Tennis Center card revenues~~
Tennis Center	Set by Town Commission	$406,178	Tennis Special Revenue Fund	
Road & Bridge	Negotiated	$39,600	Road & Bridge	FDOT payment to Town for mowing of GMD and traffic signal maintenance

TABLE 2 (Continued) LONGBOAT KEY CURRENT (FISCAL YEAR (FY) 1) REVENUE SOURCES				
Fines and Forfeitures				
Courts, Police parking fines, fire alarm violations, handicap parking violations	Fees set by County, State and Town Commission	$13,050 ~~$40,800~~	General	
Miscellaneous & Non-Revenue				
Utility administration and building department administration	Fees set by Town Commission based on consultants' recommendations	$2,083,855 ~~$2,583,930~~	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.~~	$54,750 ~~$320,993~~	General	Includes Sale of Fixed Assets
Tennis Merchandise	Cost plus mark up	$126,000	Tennis Special Revenue Fund	
Total All Revenue Sources (including Interest)		**$29,918,850** ~~**$25,416,690**~~		

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

~~Fiscal Year(s)~~	~~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~~	-
~~2014~~	~~$338,600~~	~~$414,601~~	~~$753,201~~	~~$255,000~~	~~$34,829~~	~~$289,829~~	~~$193,543~~	~~$113,773~~	~~$307,316~~	~~$1,350,346~~
~~2015~~	~~$356,200~~	~~$396,536~~	~~$752,736~~	~~$260,000~~	~~$29,295~~	~~$289,295~~	~~$199,039~~	~~$108,277~~	~~$307,316~~	~~$1,349,347~~
~~2016~~	~~$374,800~~	~~$377,530~~	~~$752,330~~	~~$265,000~~	~~$23,653~~	~~$288,653~~	~~$204,692~~	~~$102,624~~	~~$307,316~~	~~$1,348,299~~
~~2017-21~~	~~$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~~
~~2022-26~~	~~$2,818,200~~	~~$918,757~~	~~$3,736,957~~	~~$0~~	~~$0~~	~~$0~~	~~$1,281,455~~	~~$255,125~~	~~$1,536,580~~	~~$5,273,537~~
~~2027-31~~	~~$2,067,500~~	~~$164,900~~	~~$2,232,400~~	~~$0~~	~~$0~~	~~$0~~	~~$1,048,988~~	~~$64,722~~	~~$1,113,710~~	~~$3,346,110~~
	~~$8,142,400~~	~~$3,838,457~~	~~$11,980,857~~	~~$1,606,000~~	~~$123,799~~	~~$1,728,799~~	~~$4,041,743~~	~~$1,067,075~~	~~$5,108,818~~	~~$18,818,474~~

Fiscal Year	GO UTILITY IMPROVEMENT BONDS - 2009 Series			GO UTILITY REFUNDING BONDS – 2014 Series			GO FACILITY IMPROVEMENT REFUNDING BONDS – 2010 Series			STATE REVOLVING FUNDS LOAN			Total All Bonds
	(Bond Retires October 2029)			(Bond Retires October 2029)			(Bond Retires October 2019)						
	Principal	Interest	Total	Principal	Interest	Total	Principal	Interest	Total	Principal	Interest	Total	
2014-15	$356,200	$165,584	$521,784	$19,836	$144,612	$164,448	$260,000	$29,295	$289,295	$193,848	$111,698	$305,546	$1,116,625
2015-16	$374,800	$147,061	$521,861	$20,448	$143,999	$164,447	$265,000	$23,653	$288,653	$199,353	$106,193	$305,546	$1,116,060
2016-17	$394,200	$127,572	$521,772	$21,080	$143,367	$164,447	$270,000	$17,903	$287,903	$205,014	$100,531	$305,545	$1,115,220
2017-18	$414,700	$107,073	$521,773	$21,732	$142,716	$164,448	$275,000	$12,044	$287,044	$210,837	$94,709	$305,546	$1,114,363
2019-23	$1,644,400	$201,126	$1,845,526	$890,253	$695,610	$1,585,863	$280,000	$6,076	$286,076	1,147,469.00	380,259.00	$1,527,728	$3,659,330
2024-28	$0	$0	$0	$3,040,920	$390,467	$3,431,387	$0	$0	$0	1,319,924.00	207,804.00	$1,527,728	$1,527,728
2029-33	$0	$0	$0	$665,731	$20,571	$686,302	$0	$0	$0	732,586.00	31,278.00	$763,864	$763,864
	$3,184,300	**$748,416**	**$3,932,716**	**$4,680,000**	**$1,681,342**	**$6,361,342**	**$1,350,000**	**$88,971**	**$1,438,971**	**$4,009,031**	**$1,032,472**	**$5,041,503**	**$10,413,190**

Source: FY ~~2014~~ 2014-2015 Adopted Budget

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-range 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-range 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 occur, 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

Element	**LOS Standard**
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 and Islandside Mixed Use Communities (MUC)); 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 current 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 occur, 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 near-range fiscal planning horizon (Fiscal Years (FY) 1 through 5). 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 the Town attempts to forecast for five years, the forecasts have changed significantly. Therefore, these 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~~5% 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 near-range Fiscal Years (FY 1 through 5). First, a determination is made of the current fiscal year (FY 1) 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 Fiscal

Year five (FY 5) 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 current fiscal year dollars.

3. Projected Expenditures
   In order to obtain a complete picture of future capital expenditures for the near-range fiscal years (FY 1 through 5), 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 the near-range fiscal years (FY 1 through 5). 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 the prior fiscal year the ratio of general obligation debt to assessed values was 0.23%. 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 the current fiscal year (FY 1), 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 Fiscal Years (FY) 6 through 10. 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. Policy-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

Category	**2015 (FY 1)** ~~**2014**~~	**2016 (FY 2)** ~~**2015**~~ **(Projected)**	**2017 (FY 3)** ~~**2016**~~ **(Projected)**	**2018 (FY 4)** ~~**2017**~~ **(Projected)**	**2019 (FY 5)** ~~**2018**~~ **(Projected)**
Housing Units (1)	8,820 ~~8812~~	8,830 ~~8,810~~	8840 ~~8808~~	8,850 ~~8,806~~	8,860 ~~8,806~~
Projected ad valorem property value (2)	$4,956,422,312 ~~$4,699,704,223~~	$5,253,807,651 ~~$4,793,698,307~~	$5,569,036,110 ~~$4,889,572,274~~	$5,791,797,554 ~~$4,987,363,719~~	$6,023,469,456 ~~$5,087,110,993~~
General Fund ad valorem tax yield (3)	$10,409,129 ~~$10,270,000~~	$11,144,013 ~~$10,475,792~~	$11,930,781 ~~$10,475,492~~	$12,532,092 ~~$10,685,002~~	$13,163,709 ~~$10,898,702~~
GO Debt Service ad valorem tax yield for District A for District B (4)	$2,842,194 ~~$0~~	$2,850,000 ~~$5,839,000~~	$2,850,000 ~~$5,727,000~~	$2,850,000 ~~$781,500~~	$2,850,000 ~~$783,700~~

Note: Assumes constant millage rate of 2.0760. Ad valorem revenue projected based on Florida per capita personal income forecasted percentages between 1.5% and 4.5%.
(1) Source: 2010 Census.
(2) Projected Ad Valorem values are based on an increase of 2% for FY 2015 and for each of the following years.
(3) Based on a millage rate of 2.0760 for the current fiscal year, and for subsequent years. 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 2015.

TABLE 6
LONGBOAT KEY
PROJECTED REVENUES AFFECTING CAPITAL IMPROVEMENTS

FUND	**2015 (FY 1)** ~~**2014**~~	**2016 (FY 2)** ~~**2015**~~	**2017 (FY 3)** ~~**2016**~~	**2018 (FY 4)** ~~**2017**~~	**2019 (FY 5)** ~~**2018**~~
General (1)	$13,384,436 ~~$12,789,818~~	$14,134,202 ~~$12,853,767~~	$14,935,920 ~~$12,918,036~~	$15,552,257 ~~$12,982,626~~	$16,198,975 ~~$13,047,539~~
Utility (2)	$7,274,000 ~~$7,289,000~~	$10,097,170 ~~$7,439,000~~	$10,097,170 ~~$7,476,195~~	$10,097,170 ~~$7,513,576~~	$10,097,170 ~~$7,551,144~~
Road and Bridge (3)	$417,150 ~~$486,150~~	$417,150 ~~$491,012~~	$417,150 ~~$495,922~~	$417,150 ~~$500,881~~	$417,150 ~~$505,890~~
Infrastructure Surtax (4)	$540,000 ~~$550,000~~	$550,800 ~~$555,500~~	$561,816 ~~$561,055~~	$573,052 ~~$566,666~~	$584,513 ~~$572,332~~
Beach Erosion Districts: A & B (5)	$2,842,194 ~~$0~~	$2,849,000 ~~$5,839,000~~	$2,849,000 ~~$5,727,000~~	$2,849,000 ~~$781,500~~	$2,849,000 ~~$783,700~~
Tourist Development (6)	$604,000 ~~$608,000~~	$634,200 ~~$608,000~~	$665,910 ~~$608,000~~	$699,206 ~~$608,000~~	$734,166 ~~$608,000~~
Land Acquisition Fees (7)	$2,100,000 ~~$2,500,000~~	$50,000 ~~$1,000,000~~	$0	$0	$0
TOTAL	**$27,161,780** ~~$24,222,968~~	**$28,732,522** ~~$28,786,279~~	**$29,526,966** ~~$27,786,208~~	**$30,187,835** ~~$22,953,249~~	**$30,880,974** ~~$23,068,605~~

(1) Excludes interest and non-revenue sources. Estimated to increase 0.5% per year.
(2) Projected to increase 0.5% each year beginning in 2016 (~~FY 3~~FY2). Excludes other grants, loan proceeds and miscellaneous.
(3) Excludes vehicle gas rebate, charges for services, miscellaneous and non-operating revenues. Projected revenues to increase 1% each year.
(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 that will allow the Town to issue approximately $16,000,000 in bonds resulting in debt service payments resuming in ~~fiscal year~~ 2015(FY 1).
(6) Excludes interest, revenues projections flat.
(7) Revenue projections based upon known new construction in FY 1 (~~2014~~2015) and FY 2 (~~2015~~2016). Projections for FY 3 through 5 are estimated to be zero and do not include interest.

TABLE 7
LONGBOAT KEY
FISCAL ASSESSMENT

FUND	2015 (FY 1) ~~2014~~	2016 (FY 2) ~~2015~~	2017 (FY 3) ~~2016~~	2018 (FY 4) ~~2017~~	2019 (FY 5) ~~2018~~
General Fund (1) Beginning Balance	$4,268,805 ~~$3,644,154~~	$4,703,883 ~~$3,748,525~~	$5,095,698 ~~$3,754,901~~	$5,944,922 ~~$4,040,668~~	$6,785,113 ~~$3,816,575~~
Revenues	$15,493,794 ~~$15,635,660~~	$16,254,107 ~~$15,249,217~~	$17,066,424 ~~$15,554,201~~	$17,693,414 ~~$15,865,285~~	$18,350,838 ~~$16,270,530~~
Operating Expenditures	$14,838,716 ~~$14,787,585~~	$15,135,490 ~~$15,083,337~~	$15,438,200 ~~$15,385,003~~	$15,746,964 ~~$15,692,704~~	$16,061,903 ~~$16,006,558~~
Capital Expenditures	$220,000 ~~$638,000~~	$726,801 ~~$708,500~~	$779,000 ~~$416,500~~	$1,106,259 ~~$603,000~~	$381,500 ~~$790,000~~
Balance	$4,703,883 ~~$3,854,229~~	$5,095,698 ~~$3,854,409~~	$5,944,922 ~~$4,002,842~~	$6,785,113 ~~$3,816,575~~	$8,692,547 ~~$3,290,548~~
Utility (2) Beginning Balance	$15,930,543 ~~$11,000,045~~	$1,671,926 ~~$7,638,059~~	($7,858,563) ~~$4,717,061~~	($18,263,684) ~~$3,028,272~~	($28,861,809) ~~$6,392,935~~
Bond Proceeds	$13,000,000 ~~$0~~	- ~~$12,000,000~~	- ~~$0~~	- ~~$5,000,000~~	- ~~$0~~
Operating Revenues	$7,274,000 ~~$7,289,000~~	$0 ~~$7,434,780~~	$0 ~~$7,583,476~~	$0 ~~$7,735,145~~	$0 ~~$7,889,848~~
Operating Expenditures	$6,872,481 ~~$4,239,581~~	$7,009,931 ~~$4,324,373~~	$7,150,129 ~~$4,410,860~~	$7,293,132 ~~$4,499,077~~	$7,438,994 ~~$4,589,059~~
Capital Expenditures	$26,559,656 ~~$2,925,000~~	$1,420,000 ~~$15,545,000~~	$1,285,000 ~~$1,375,000~~	$1,335,000 ~~$1,385,000~~	$1,195,000 ~~$1,895,000~~
Debt / Other	$1,100,480 ~~$3,486,405~~	$1,100,558 ~~$3,486,405~~	$1,969,992 ~~$3,486,405~~	$1,969,993 ~~$3,486,405~~	$1,970,029 ~~$3,486,405~~
Balance	$1,671,926 ~~$7,638,059~~	($7,858,563) ~~$4,717,061~~	($18,263,684) ~~$3,028,272~~	($28,861,809) ~~$6,392,935~~	($39,465,833) ~~$43,123~~
Road & Bridge (3) Beginning Balance	$1,776,876 ~~$2,621,869~~	$1,484,901 ~~$2,330,869~~	$1,150,426 ~~$2,184,373~~	$918,451 ~~$2,040,644~~	$576,476 ~~$1,899,697~~
Revenues	$468,750 ~~$550,750~~	$468,750 ~~$553,504~~	$468,750 ~~$556,271~~	$468,750 ~~$559,053~~	$468,750 ~~$561,848~~
Transfers to Other Funds	$700,725 ~~$841,750~~	$700,725 ~~$700,000~~	$700,725 ~~$700,000~~	$700,725 ~~$700,000~~	$700,725 ~~$700,000~~
Capital Expenditures	$60,000 -	$102,500 -	$0 -	$110,000 -	$0 -
Balance	$1,484,901 ~~$2,339,869~~	$1,150,426 ~~$2,184,373~~	$918,451 ~~$2,040,644~~	$576,476 ~~$1,899,697~~	$344,501 ~~$1,761,545~~

TABLE 7 (Continued)
LONGBOAT KEY
FISCAL ASSESSMENT

FUND	2015 (FY 1) ~~2014~~	2016 (FY 2) ~~2015~~	2017 (FY 3) ~~2016~~	2018 (FY 4) ~~2017~~	2019 (FY 5) ~~2018~~
Infrastructure Surtax (4) Beginning Balance	$1,351,804 ~~$931,393~~	$1,476,804 ~~$928,928~~	$1,760,604 ~~$1,489,983~~	$2,074,420 ~~$1,756,649~~	$2,584,732 ~~$2,028,981~~
Revenues	$540,000 ~~$555,500~~	$550,800 ~~$561,055~~	$561,816 ~~$566,666~~	$573,052 ~~$572,332~~	$584,513 ~~$572,332~~
Transfers to other Funds	$0 ~~$449,000~~	$0	$0 ~~$300,000~~	$0 ~~$300,000~~	$0 ~~$300,000~~
Capital Expenditures	$415,000 ~~$108,965~~	$267,000 ~~$0~~	$248,000 ~~$0~~	$62,741 ~~$0~~	$0
Balance	$1,476,804 ~~$928,928~~	$1,760,604 ~~$1,489,983~~	$2,074,420 ~~$1,756,649~~	$2,584,732 ~~$2,028,981~~	$3,169,245 ~~$2,301,313~~
Beach Erosion Districts (GO Bonds) Beginning Balance	$0	$2,842,194 ~~$0~~	$2,849,000 ~~$0~~	$2,849,000 ~~$0~~	$2,849,000 ~~$0~~
Revenues (5)	$2,842,194 ~~$0~~	$2,849,000 ~~$5,839,000~~	$2,849,000 ~~$5,727,000~~	$2,849,000 ~~$781,500~~	$2,849,000 ~~$783,700~~
Debt Payments ~~Capital Expenditures~~	$0 ~~$0~~	$2,849,000 ~~$5,839,000~~	$2,849,000 ~~$5,727,000~~	$2,849,000 ~~$781,500~~	$2,849,000 ~~$783,700~~
Balance	$2,842,194 ~~$0~~	$2,849,000 ~~$0~~	$2,849,000 ~~$0~~	$2,849,000 ~~$0~~	$2,849,000 ~~$0~~
Tourist Development Beginning Balance	$2,077,317 ~~$2,014,477~~	$396,317 ~~$2,222,477~~	$35,767 ~~$2,430,477~~	$7,190 ~~$2,638,477~~	$12,183 ~~$2,846,477~~
Revenues (6)	$609,000 ~~$608,000~~	$639,450 ~~$608,000~~	$671,423 ~~$608,000~~	$704,994 ~~$608,000~~	$740,243 ~~$608,000~~
Transfer to other funds (7)	$2,290,000 ~~$400,000~~	$1,000,000 ~~$400,000~~	$700,000 ~~$400,000~~	$700,000 ~~$400,000~~	$725,000 ~~$400,000~~
Balance	$396,317 ~~$2,222,477~~	$35,767 ~~$2,430,477~~	$7,190 ~~$2,638,477~~	$12,183 ~~$2,846,477~~	$27,427 ~~$3,054,477~~
Land Acquisition Beginning Balance	$462,834 ~~$1,560,000~~	$2,537,834 ~~$4,060,000~~	$2,577,834 ~~$5,060,000~~	$2,577,834 ~~$5,060,000~~	$2,577,834 ~~$5,060,000~~
Revenues (8)	$2,100,000 ~~$2,500,000~~	$50,000 ~~$1,000,000~~	$0	$0	$0
Capital Expenditures	$25,000 ~~$0~~	$10,000 ~~$0~~	$0	$0	$0
Balance	$2,537,834 ~~$4,060,000~~	$2,577,834 ~~$5,060,000~~	$2,577,834 ~~$5,060,000~~	$2,577,834 ~~$5,060,000~~	$2,577,834 ~~$5,060,000~~

Notes: Operating Expenditures remain flat, except as noted. Capital expenditures based on five year capital plan.

(1) Beginning FY 1 (~~2014~~) General Fund revenues are projected to increase 1% for five years. Expenditures are projected to increase 2% each year for five years.
(2) Revenue projections are based on a 2% increase each year. Expenditure increase of 2% not applied to capital or debt.
(3) Funds are transferred to the General Fund annually to fund the streets department; revenue projections to increase 0.5% annually.
(4) Funds transferred to General fund for capital needs; revenue projections estimated based on a 15-year program, economic conditions, and forecasts from the Department of Revenue.
(5) Revenues include GO Bonds, TDC, and General funds.
(6) Revenues do not include interest
(7) No Beach Debt Service or Beach GO Bonds in FY 1 (2014).
(8) Revenue projections based upon known new construction in FY 1 (~~2014~~2015) and FY 2 (~~2015~~2016). Projections for FY 3 through 5 are estimated to be zero and do not include interest.

Source: Town Adopted Budget FY 1 (2014~~2015~~), Finance Department ~~2013~~2014.

IV. IMPLEMENTATION

A. FIVE YEAR SCHEDULE OF CAPITAL IMPROVEMENTS

The Five Year Schedule of Capital 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 Capital 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 through 10) Capital Projects

Item #	WASTEWATER	~~2019 (FY 6)~~	2020 (FY 6~~7~~)	2021 (FY 7~~8~~)	2022 (FY 8~~9~~)	2023 (FY 9~~10~~)	2024 (FY 10)
1	Slipline Gravity Sewers and Services	~~$600,000~~	$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	$700,000
3	Rehabilitate Manhole Pumping Stations	~~$0~~	$0	$0	$150,000	$150,000	$150,000
4	Pumping Station Pumps, Control Panel Upgrades	~~$65,000~~	$65,000	$65,000	$65,000	$65,000	$65,000
5	Wastewater Distribution Rehabilitation	~~$0~~	$500,000	$0	$0	$0	$0
~~6~~	~~Wastewater Subaqueous Forcemain Rehabilitation~~	~~$500,000~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~	
	WASTEWATER TOTAL	**~~$1,865,000~~**	**$1,865,000**	**$1,365,000**	**$1,515,000**	**$1,515,000**	**$1,515,000**

Item #	WATER	~~2019 (FY 6)~~	2020 (FY 6~~7~~)	2021 (FY 7~~8~~)	2022 (FY 8~~9~~)	2023 (FY 9~~10~~)	2024 (FY 10)
1	Water Distribution Rehabilitation	~~$0~~	$0	$0	$200,000	$200,000	$0
2	Water Pump Station Upgrades	~~$0~~	$100,000	$0	$0	$0	$0
	POTABLE WATER TOTAL	**~~$0~~**	**$100,000**	**$0**	**$200,000**	**$200,000**	**$0**

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.

EXHIBIT “B-2”

AMENDED CAPITAL IMPROVEMENTS ELEMENT

DATA and ANALYSIS

Clean Version

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 adopted budget for the current fiscal year, that identifies projects for the near-range fiscal planning horizon (Years 1 through 5). 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 CURRENT (FISCAL YEARS (FY) 1 THROUGH 5) SCHEDULE OF CAPITAL IMPROVEMENTS NECESSARY TO MAINTAIN ADOPTED LEVEL OF SERVICE (LOS)

PROJECT DESCRIPTION		FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	Funding Source
	Potable Water						
1	Water Distribution Rehabilitation				$500,000		Utility Revenues
POTABLE WATER TOTAL		**$0**	**$0**	**$0**	**$500,000**	**$0**	

TABLE 1 (Continued)

LONGBOAT KEY CURRENT (FISCAL YEARS (FY) 1 THROUGH 5) SCHEDULE OF CAPITAL IMPROVEMENTS NECESSARY TO MAINTAIN ADOPTED LEVEL OF SERVICE (LOS)

	PROJECT DESCRIPTION	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	Funding Source
Wastewater							
1	Slipline Gravity Sewers and Services, I&I Studies	$600,000	$600,000	$600,000	$600,000		Bank Loan
2	Rehabilitate Intermediate Pumping Stations	$300,000	$300,000	$300,000	$300,000		Bank Loan or Utility Revenues
3	GMD Gravity Crossing	$300,000					Bank Loan or Utility Revenues
4	Rehabilitate Minor & Smaller Pumping Stations	$250,000	$250,000	$250,000	$250,000		Bank Loan or Utility Revenues
5	Pumping Stations, Control Panel Upgrades	$75,000	$75,000	$75,000	$75,000		Utility Revenues
6	Wastewater Collection, Subaqueous Force Main	$19,000,000					Bank Loan or Utility Revenues
7	SCADA Upgrades	$150,000					Utility Revenues
8	Wastewater Subaqueous Force Main Rehabilitation					$500,000	Utility Revenues
	WASTEWATER TOTAL	**$20,675,000**	**$1,225,000**	**$1,225,000**	**$1,225,000**	**$500,000**	
	TOTAL TOWN OF LONGBOAT KEY COMPREHENSIVE PLAN CAPITAL PROJECTS	**$20,675,000**	**$1,225,000**	**$1,225,000**	**$1,725,000**	**$500,000**	

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

TABLE 1 (Continued)
LONGBOAT KEY CURRENT (FISCAL YEARS (FY) 1 THROUGH 5) SCHEDULE OF CAPITAL IMPROVEMENTS NECESSARY TO MAINTAIN ADOPTED LEVEL OF SERVICE (LOS)

PROJECT DESCRIPTION		FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	Funding Source
Mobility							
1	Turn lanes on GMD (Country Club Shores)			$1,000,000			TBD
	MOBILITY TOTAL						
	TOTAL TOWN OF LONGBOAT KEY COMPREHENSIVE PLAN CAPITAL PROJECTS						

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 72% 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-range 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 3rd penny. Sarasota County: $150,000 (base amount) plus the difference between the 3rd 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 $4,480,773 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. Local Communications Services 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 CURRENT (FISCAL YEAR (FY) 1) REVENUE SOURCES

Total Assessed Value: **$4,956,422,312**

Revenue Source	Rate/Basis	2015 (FY 1) Budgeted Amount	Fund	Notes/Comments
Tax Revenues				
Property Taxes (Mills)	2.1763	$10,409,124	General	Reduced by 3.5% for early payments
Business Tax Receipts	Tax set by Town Commission	$156,000	General	Formerly known as Occupational Licenses.
Special Revenues				
Utility Fees	Fees set by Town Commission and Manatee County	$7,274,000	Utility	Income from connection fees insignificant, $0 budgeted for current fiscal year
Erosion Control District A	0.8500 Mills	$2,423,312	Debt Service	Debt is expected to be issued late in current fiscal year
Erosion Control District B	0.2125 Mills	$418,882		
Land Acquisition Fees	Fees set by Town Commission	$2,100,000	Land Acquisition Fund	New Construction resulting in additional housing units subject to these fees.
Local Option Sales Tax	Formula based on sales and population	$540,000	Infrastructure Surtax	1 penny surcharge in Sarasota County
TDC Funds	Negotiated	$604,000	Tourist Development Tax	
Franchise Fees				
All Franchises: Electricity, Cooking Gas, Solid Waste	Individually Negotiated	$896,000	General	

TABLE 2 (Continued) LONGBOAT KEY CURRENT (FISCAL YEAR (FY) 1) REVENUE SOURCES				
Permits				
Building, Inspections, Misc.	Fees set by Town Commission	$1,219,000	Building Division Enterprise Fund	Majority of fees are from building permits
Miscellaneous	Fees set by Town Commission	$27,500	General	Mobile Home Licenses, Alcoholic Beverage Licenses, Boat Registrations, Fire Prevention , Signs and Miscellaneous
Intergovernmental Revenues				
Sales Tax Revenue Sharing	Proportionate share based on population	$130,000	General	
Local Communications Services Tax	5.22% of communication industry revenues	$575,000	General	Maximum allowed by the Town
Grants	WCIND	$57,669	General	Grants applied for on an annual basis as needed.
Sales Tax	Proportionate share based on population	$538,000	General	1/2 penny sales tax
Gas Tax (County)	Proportionate share based on population	$417,150	Road & Bridge	2nd, 4th, 5th & 9th penny and state motor fuel revenue.
Charges for Services				
Planning & Zoning Fees; Recreation Center; EMS, etc.	EMS set at prevailing Medicare Rate; all other fees set by Town Commission	$305,780	General	Major contributors: EMS
Tennis Center	Set by Town Commission	$406,178	Tennis Special Revenue Fund	
Road & Bridge	Negotiated	$39,600	Road & Bridge	FDOT payment to Town for mowing of GMD and traffic signal maintenance

TABLE 2 (Continued) LONGBOAT KEY CURRENT (FISCAL YEAR (FY) 1) REVENUE SOURCES				
Fines and Forfeitures				
Courts, Police parking fines, fire alarm violations, handicap parking violations	Fees set by County, State and Town Commission	$13,050	General	
Miscellaneous & Non-Revenue				
Utility administration and building department administration	Fees set by Town Commission based on consultants' recommendations	$2,083,855	General	Transfers into General Fund from Utility, Building, Road & Bridge ~~and Infrastructure Surtax Funds~~
Interest	Interest is set at market rate.	$54,750	General	Includes Sale of Fixed Assets
Tennis Merchandise	Cost plus mark up	$126,000	Tennis Special Revenue Fund	
Total All Revenue Sources (including Interest)		**$29,918,850**		

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

Fiscal Year	GO UTILITY IMPROVEMENT BONDS - 2009 Series			GO UTILITY REFUNDING BONDS – 2014 Series			GO FACILITY IMPROVEMENT REFUNDING BONDS – 2010 Series			STATE REVOLVING FUNDS LOAN			Total All Bonds
	(Bond Retires October 2029)			(Bond Retires October 2029)			(Bond Retires October 2019)						
	Principal	Interest	Total	Principal	Interest	Total	Principal	Interest	Total	Principal	Interest	Total	
2014-15	$356,200	$165,584	$521,784	$19,836	$144,612	$164,448	$260,000	$29,295	$289,295	$193,848	$111,698	$305,546	$1,116,625
2015-16	$374,800	$147,061	$521,861	$20,448	$143,999	$164,447	$265,000	$23,653	$288,653	$199,353	$106,193	$305,546	$1,116,060
2016-17	$394,200	$127,572	$521,772	$21,080	$143,367	$164,447	$270,000	$17,903	$287,903	$205,014	$100,531	$305,545	$1,115,220
2017-18	$414,700	$107,073	$521,773	$21,732	$142,716	$164,448	$275,000	$12,044	$287,044	$210,837	$94,709	$305,546	$1,114,363
2019-23	$1,644,400	$201,126	$1,845,526	$890,253	$695,610	$1,585,863	$280,000	$6,076	$286,076	1,147,469.00	380,259.00	$1,527,728	$3,659,330
2024-28	$0	$0	$0	$3,040,920	$390,467	$3,431,387	$0	$0	$0	1,319,924.00	207,804.00	$1,527,728	$1,527,728
2029-33	$0	$0	$0	$665,731	$20,571	$686,302	$0	$0	$0	732,586.00	31,278.00	$763,864	$763,864
	$3,184,300	**$748,416**	**$3,932,716**	**$4,680,000**	**$1,681,342**	**$6,361,342**	**$1,350,000**	**$88,971**	**$1,438,971**	**$4,009,031**	**$1,032,472**	**$5,041,503**	**$10,413,190**

Source: FY 2015 Adopted Budget

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-range 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-range 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 occur, 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

Element	**LOS Standard**
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 and Islandside Mixed Use Communities (MUC)); 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 current 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 occur, 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 near-range fiscal planning horizon (Fiscal Years (FY) 1 through 5). 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 the Town attempts to forecast for five years, the forecasts have changed significantly. Therefore, these 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 3.5% 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 near-range Fiscal Years (FY 1 through 5). First, a determination is made of the current fiscal year (FY 1) 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 Fiscal

Year five (FY 5) 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 current fiscal year dollars.

3. Projected Expenditures
   In order to obtain a complete picture of future capital expenditures for the near-range fiscal years (FY 1 through 5), 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 the near-range fiscal years (FY 1 through 5). 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 the prior fiscal year the ratio of general obligation debt to assessed values was 0.23%. 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 the current fiscal year (FY 1), 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 Fiscal Years (FY) 6 through 10. 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. Policy-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

Category	**2015 (FY 1)**	**2016 (FY 2) (Projected)**	**2017 (FY 3) (Projected)**	**2018 (FY 4) (Projected)**	**2019 (FY 5) (Projected)**
Housing Units	8,820	8,830	8,840	8,850	8,860
Projected ad valorem property value	$4,956,422,312	$5,253,807,651	$5,569,036,110	$5,791,797,554	$6,023,469,456
General Fund ad valorem tax yield	$10,409,129	$11,144,013	$11,930,781	$12,532,092	$13,163,709
GO Debt Service ad valorem tax yield for District A for District B	$2,842,194	$2,850,000	$2,850,000	$2,850,000	$2,850,000

TABLE 6
LONGBOAT KEY
PROJECTED REVENUES AFFECTING CAPITAL IMPROVEMENTS

FUND	2015 (FY 1)	2016 (FY 2)	2017 (FY 3)	2018 (FY 4)	2019 (FY 5)
General (1)	$13,384,436	$14,134,202	$14,935,920	$15,552,257	$16,198,975
Utility (2)	$7,274,000	$10,097,170	$10,097,170	$10,097,170	$10,097,170
Road and Bridge (3)	$417,150	$417,150	$417,150	$417,150	$417,150
Infrastructure Surtax (4)	$540,000	$550,800	$561,816	$573,052	$584,513
Beach Erosion Districts: A & B (5)	$2,842,194	$2,849,000	$2,849,000	$2,849,000	$2,849,000
Tourist Development (6)	$604,000	$634,200	$665,910	$699,206	$734,166
Land Acquisition Fees (7)	$2,100,000	$50,000	$0	$0	$0
TOTAL	**$27,161,780**	**$28,732,522**	**$29,526,966**	**$30,187,835**	**$30,880,974**

(1) Excludes interest and non-revenue sources. Revenues other than Ad Valorem estimated to increase 0.5 % per year. Ad Valorem increase explained in Table 5.
(2) Projected to increase 40% in 2016 (FY 2) and remains flat in FY 3 through FY 5. Excludes other grants, loan proceeds and miscellaneous.
(3) Excludes vehicle gas rebate, charges for services, miscellaneous and non-operating revenues. Projected revenues to remain flat.
(4) Revenue projected to increase 2% each year.
(5) Figures amounts. Millage is annually adjusted to collect only the amount needed for bond payment. A referendum was are bond payment will passed in March 2011, which allow the Town to issue approximately $16,000,000 in bonds resulting in debt service collections resuming in fiscal year 2015.
(6) Excludes interest, revenues projections to increase 5% in FY 2 - FY 5.
(7) Revenue projections based upon known new construction in FY 1 and FY 2. Projections for FY 3 through 5 are estimated to be zero and do not include interest.

TABLE 7
LONGBOAT KEY
FISCAL ASSESSMENT

FUND	2015 (FY 1)	2016 (FY 2)	2017 (FY 3)	2018 (FY 4)	2019 (FY 5)
General Fund					
Beginning Balance	$4,268,805	$4,703,883	$5,095,698	$5,944,922	$6,785,113
Revenues	$15,493,794	$16,254,107	$17,066,424	$17,693,414	$18,350,838
Operating Expenditures	$14,838,716	$15,135,490	$15,438,200	$15,746,964	$16,061,903
Capital Expenditures	$220,000	$726,801	$779,000	$1,106,259	$381,500
Balance	$4,703,883	$5,095,698	$5,944,922	$6,785,113	$8,692,547
Utility					
Beginning Balance	$15,930,543	$1,671,926	($7,858,563)	($18,263,684)	($28,861,809)
Bond Proceeds	$13,000,000	$0	$0	$0	$0
Operating Revenues	$7,274,000	$0	$0	$0	$0
Operating Expenditures	$6,872,481	$7,009,931	$7,150,129	$7,293,132	$7,438,994
Capital Expenditures	$26,559,656	$1,420,000	$1,285,000	$1,335,000	$1,195,000
Debt / Other	$1,100,480	$1,100,558	$1,969,992	$1,969,993	$1,970,029
Balance	$1,671,926	($7,858,563)	($18,263,684)	($28,861,809)	($39,465,833)
Road & Bridge					
Beginning Balance	$1,776,876	$1,484,901	$1,150,426	$918,451	$576,476
Revenues	$468,750	$468,750	$468,750	$468,750	$468,750
Transfers to Other Funds	$700,725	$700,725	$700,725	$700,725	$700,725
Capital Expenditures	$60,000	$102,500	$0	$110,000	$0
Balance	$1,484,901	$1,150,426	$918,451	$576,476	$344,501

TABLE 7 (Continued)
LONGBOAT KEY
FISCAL ASSESSMENT

FUND	2015 (FY 1)	2016 (FY 2)	2017 (FY 3)	2018 (FY 4)	2019 (FY 5)
Infrastructure Surtax Beginning Balance	$1,351,804	$1,476,804	$1,760,604	$2,074,420	$2,584,732
Revenues	$540,000	$550,800	$561,816	$573,052	$584,513
Transfers to other Funds	$0	$0	$0	$0	$0
Capital Expenditures	$415,000	$267,000	$248,000	$62,741	$0
Balance	$1,476,804	$1,760,604	$2,074,420	$2,584,732	$3,169,245
Beach Erosion Districts (GO Bonds) Beginning Balance	$0	$2,842,194	$2,849,000	$2,849,000	$2,849,000
Revenues	$2,842,194	$2,849,000	$2,849,000	$2,849,000	$2,849,000
Debt Payments	$0	$2,849,000	$2,849,000	$2,849,000	$2,849,000
Balance	$2,842,194	$2,849,000	$2,849,000	$2,849,000	$2,849,000
Tourist Development Beginning Balance	$2,077,317	$396,317	$35,767	$7,190	$12,183
Revenues	$609,000	$639,450	$671,423	$704,994	$740,243
Transfer to other funds	$2,290,000	$1,000,000	$700,000	$700,000	$725,000
Balance	$396,317	$35,767	$7,190	$12,183	$27,427
Land Acquisition Beginning Balance	$462,834	$2,537,834	$2,577,834	$2,577,834	$2,577,834
Revenues	$2,100,000	$50,000	$0	$0	$0
Capital Expenditures	$25,000	$10,000	$0	$0	$0
Balance	$2,537,834	$2,577,834	$2,577,834	$2,577,834	$2,577,834

Source: Town Adopted Budget FY 1 (2015), Finance Department 2014.

IV. IMPLEMENTATION

A. FIVE YEAR SCHEDULE OF CAPITAL IMPROVEMENTS

The Five Year Schedule of Capital 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 Capital 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 through 10) Capital Projects

Item #	WASTEWATER	2020 (FY 6)	2021 (FY 7)	2022 (FY 8)	2023 (FY 9)	2024 (FY 10)
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	$150,000	$150,000	$150,000
4	Pumping Station Pumps, Control Panel Upgrades	$65,000	$65,000	$65,000	$65,000	$65,000
5	Wastewater Distribution Rehabilitation	$500,000	$0	$0	$0	$0
	WASTEWATER TOTAL	**$1,865,000**	**$1,365,000**	**$1,515,000**	**$1,515,000**	**$1,515,000**

Item #	WATER	2020 (FY 6)	2021 (FY 7)	2022 (FY 8)	2023 (FY 9)	2024 (FY 10)
1	Water Distribution Rehabilitation	$0	$0	$200,000	$200,000	$0
2	Water Pump Station Upgrades	$100,000	$0	$0	$0	$0
	POTABLE WATER TOTAL	**$100,000**	**$0**	**$200,000**	**$200,000**	**$0**

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.

TABLE 1

LONGBOAT KEY CURRENT (FISCAL YEARS (FY) 1 THROUGH 5) SCHEDULE OF CAPITAL IMPROVEMENTS NECESSARY TO MAINTAIN ADOPTED LEVEL OF SERVICE (LOS)

POTABLE WATER

PROJECT DESCRIPTION		~~FY 2014~~	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	Funding Source
	Potable Water							
~~1~~	~~Longboat Pass Subaqueous Line Replacement~~	~~$75,000~~						~~Utility Revenues~~
1~~2~~	Water Distribution Rehabilitation					$500,000		Utility Revenues
~~3~~	~~Pressure Reducing Station~~	~~$300,000~~						~~Utility Revenues or Bank Loan~~
POTABLE WATER TOTAL		~~**$375,000**~~	**$0**	**$0**	**$0**	**$500,000**	**$0**	

- FY 2014 removed.
- FY 2019 added.
- Highlighted projects completed, removed, funding sources removed; costs unchanged.

TOWN OF LONGBOAT KEY

WASTEWATER

	PROJECT DESCRIPTION	~~FY 2014~~	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	Funding Source
Wastewater								
1	Slipline Gravity Sewers and Services, I&I Studies	~~$600,000~~	$600,000	$600,000	$600,000	$600,000		Bank Loan
2	Rehabilitate Intermediate Pumping Stations	~~$350,000~~	~~$400,000~~ $300,000	~~$400,000~~ $300,000	~~$400,000~~ $300,000	~~$400,000~~ $300,000		Bank Loan or Utility Revenues
~~3~~	~~Rehabilitate Pumping Station E~~	~~$150,000~~						~~Bank Loan or Utility Revenues~~
3	GMD Gravity Crossing		$300,000					Bank Loan or Utility Revenues
4	Rehabilitate Minor & Smaller Pumping Stations	~~$175,000~~	~~$175,000~~ $250,000	~~$175,000~~ $250,000	~~$175,000~~ $250,000	~~$175,000~~ $250,000		Bank Loan or Utility Revenues
5	Pumping Stations, Control Panel Upgrades	~~$100,000~~	~~$45,000~~ $75,000	~~$45,000~~ $75,000	~~$45,000~~ $75,000	~~$45,000~~ $75,000		Utility Revenues
6	Wastewater Collection, Subaqueous Force Main	~~$1,000,000~~	~~$14,000,000~~$ 19,000,000					Bank Loan or Utility Revenues
7	SCADA Upgrades		~~$100,000~~ $150,000					Utility Revenues
8	Wastewater Subaqueous Force Main Rehabilitation						$500,000	Utility Revenues
	WASTEWATER TOTAL	**~~$2,375,000~~**	**~~$15,320,000~~$ 20,675,000**	**~~$1,220,000~~$ 1,225,000**	**~~$1,220,000~~$ 1,225,000**	**~~$1,220,000~~$ 1,225,000**	**$500,000**	
	TOTAL TOWN OF LONGBOAT KEY COMPREHENSIVE PLAN CAPITAL PROJECTS	**~~$2,750,000~~**	**~~$15,320,000~~$ 20,675,000**	**~~$1,220,000~~$ 1,225,000**	**~~$1,720,000~~$ 1,225,000**	**~~$1,220,000~~$ 1,725,000**	**$500,000**	

- FY 2014 removed.
- FY 2019 added.
- Completed project removed, new projects added, renumbered; funding sources identified; costs revised.

TABLE 1

LONGBOAT KEY CURRENT (FISCAL YEARS (FY) 1 THROUGH 5) SCHEDULE OF CAPITAL IMPROVEMENTS NECESSARY TO MAINTAIN ADOPTED LEVEL OF SERVICE (LOS)

MOBILITY

PROJECT DESCRIPTION		FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	Funding Source
Mobility							
1	Turn lanes on GMD (Country Club Shores)			$1,000,000			TBD
	MOBILITY TOTAL						
	OF LONGBOAT KEY COMPREHENSIVE PLAN CAPITAL PROJECTS						

•Mobility project added, per Town Commission direction

End of Agenda Item