8. CAPITAL IMPROVEMENT ELEMENT
Goals, Objectives, and Policies

GOAL 8-1: TO USE SOUND FISCAL POLICIES TO PROVIDE PUBLIC FACILITIES AND SERVICES CONCURRENT WITH DEVELOPMENT/REDEVELOPMENT IN ORDER TO ACHIEVE AND MAINTAIN ADOPTED STANDARDS FOR LEVELS OF SERVICE.

OBJECTIVE 8-1.1: PUBLIC FACILITY AND SERVICE NEEDS. Define types of public facilities and services, establish level of service (LOS) standards for each type of public facility or public service, and determine what capital improvements or public services are needed in order to achieve and maintain the LOS standards for existing and future populations, and to repair or replace existing public facilities through implementation of the following policies.

Policy 8-1.1.1: Definitions. The following definitions apply throughout this Capital Improvement Element and the individual elements of the City's Comprehensive Plan.

a. *"Capital Improvement"* means physical assets constructed or purchased to provide, improve, or replace a public facility, and which are large scale and high in cost. For purposes of the Comprehensive Plan, capital improvements represent identified facility improvements to address existing or projected needs in the individual elements within this Plan.

b. *"Development order"* means any active order granting, denying, or granting with conditions an application for a land development approval including, but not limited to, final site plans and final plans, except as otherwise exempted, that allows a building permit application(s) or any other official action of the City having the effect of permitting the development of land.

c. *"Final development order"* means approval of a final site plan or any other development approval which results in an immediate and continuing impact upon public facilities.

d. *"Preliminary development order"* does not result in an immediate and continuing impact upon public facilities and includes, but is not limited to: a rezoning, conditional use, preliminary site plan, preliminary development plan, and any other development approval other than a final development order.

e. *"Public facility"* means large scale or high cost physical assets and associated systems that are addressed within individual elements of the Comprehensive Plan and include: arterial, collector and local roads, transit system facilities, pedestrian system facilities, bicycle facilities, stormwater management, reclaimed water, potable water, sanitary sewer, solid waste, public schools and parks and recreation facilities. While public services may be associated with operation and maintenance of a public facility, the good, the product, or the service generated by the public facility relies upon a physical asset.

f. *"Public services"* mean public programs and services addressed within individual elements of the Comprehensive Plan that generally do not rely upon large scale or high cost physical assets to achieve the intended product, purpose, or service. Public services generally do not strictly rely upon capital improvements to achieve established City goals or objectives. Examples of public service include a transportation management association, educational program addressing water conservation or solid waste recycling, or a car pool/van pool program.

Policy 8-1.1.2: Transportation LOS Standards. The City hereby adopts the following LOS standards for transportation facilities:

a. Collector Roadways. The following LOS standards apply to collector roads except for those assigned a special roadway designation.

1. *City Collectors.* All City " collectors" shall operate at LOS "E" or better on a PHPD basis.
2. *County Collectors.* All County-classified " collectors" shall operate at LOS "F" or better on a PHPD basis.

b. *Arterial Roads*

1. *City Arterial Roads.* No City roadways are designated as "arterials." An amendment to the Comprehensive Plan must occur prior to designating a City road as an "arterial" facility. LOS standards for city arterials shall be established at such time.
2. *County Minor Arterial.* All County classified "minor arterials" shall operate at LOS "F" or better on a PHPD basis.
3. *State Minor Arterials.* All State classified "minor arterials" shall operate at LOS "F" or better on a PHPD basis.
4. *State Principal Arterials.* All State principal arterial shall operate at LOS "F" or better on a daily and PHPD basis.
5. *Freeways.* I-4, a state-classified principal arterial, which currently operates with only general use lanes; however, plans include improving I-4 to include general use and special use lanes. I-4 shall operate at LOS "F" or better for its general use lanes and LOS "E" or better for its special use lanes, when operational.

c. *Special Provisions.* In recognition that the City is in the process of transitioning from a largely single occupant vehicle mode to a multi-modal system, the following special provisions will be considered in quantifying the acceptable service volumes at the associated LOS on roadways within the City:

1. *Service Volumes at LOS "F".* LOS "F" represents conditions based on speeds (for signalized arterials) and density (for freeways). Technically, the traffic volumes served actually decrease under LOS "F" operating conditions. Per the FDOT Q/LOS Handbook, the maximum capacity of a roadway is considered the maximum service volume at LOS "E". Therefore, service volumes at LOS "F" will be established as the service volume for LOS "E" (the maximum number of vehicles which can be processed for a two hour period compared to the volume served over a two hour period. . Generalized PHPD Service Volumes identified in the most recent FDOT Q/LOS Handbook shall provide the initial service volumes. If determined appropriate by the

City, more specific service volumes can be calculated using acceptable software. When identifying existing conditions, Seminole County travel time runs are an acceptable method for identifying actual LOS.

2. *Minimum/Maximum Acceptable Key Input Values (K, D, g/C).* The minimum/maximum acceptable key input values for K, D and g/C (as defined in the most recent FDOT Q/LOS Handbook) for determining service volumes shall be the most recently measured values at the location being evaluated. Values for future conditions shall be determined by City Growth Management staff.

d. The City shall utilize the 2009 FDOT Quality/Level of Service Handbook Transit Level of Service (TLOS) thresholds based on the Transit Capacity and Quality of Service Manual (TCQSM). These thresholds are limited and applicable to scheduled fixed route bus transit. The City of Altamonte Springs hereby adopts a TLOS standard of "E" within the Mobility Tiers 1 and 2.

e. The presence of a bike lane, paved shoulder, or multi-use path which runs the length of the respective roadway segment shall be the measure for bicycle facilities and shall be considered an LOS standard of "B". The City's objective is to achieve an LOS B within Mobility Tier 1 and 2.

f. The presence of a sidewalk (minimum five feet wide) on both sides of the roadway or a multi-use lane on one side which runs the length of the respective roadway shall be the measure for pedestrian facilities and shall be considered an LOS standard of "B". The City's objective is to achieve an LOS B within Mobility Tiers 1 and 2. The City will strive to achieve an LOS B within Tier 3 and will require five feet wide sidewalks on both sides of streets for redevelopment projects.

Policy 8-1.1.3: Solid Waste LOS Standards. The following LOS standards apply to the collection and disposal of solid waste:

a. Disposal LOS Standards:

Planning Period	LOS Standard (PCD)	
	Seminole County Landfill at Osceola Road	Central Transfer Station
2010-2030	4.2	4.3

PCD – pound per capita per day.

b. *Collection LOS:* The City shall provide a minimum LOS of one pickup per week for standard service to residential customers. Such service includes standard trash but does not include recycling, yard waste, or large items that require special pickup.

Policy 8-1.1.4: Potable Water LOS Standards. Potable water facilities shall be designed, maintained, and expanded to meet the following minimum LOS standards:

a. *Potable Water Per Capita LOS:*

City Service	Average Daily Flow	
Potable Water	135 gpcd[1]	

b. *Potable Water Use:*

Land Uses	Average Daily Flow	Peak Daily Flow
Commercial	175 GPD per 1,000 sq. ft.	260 GPD per 1,000 sq. ft.
Office	150 GPD per 1,000 sq. ft.	255 GPD per 1,000 sq. ft.
Industrial	25 GPD per 1,000 sq. ft.	40 GPD per 1,000 sq. ft.
Hotel/Motel	175 GPD per room	300 GPD per room
Single Family Residential	300 GPD per unit	560 GPD per unit
Multifamily Residential	135 GPD per unit	225 GPD per unit
Public Education Facilities(1)	15 GPD per student	25 gals/day/student

Note: (1) The public education standards are estimated from current use records.

c. *Fire Safety Pressure Flow.* In order to ensure that adequate fire flow is available, the potable water system shall be designed and maintained to provide a minimum pressure of 150 pounds per square inch.

Policy 8-1.1.5: Sanitary Sewer LOS Standards. Sanitary sewer facilities shall be designed, maintained, and expanded to meet the following minimum LOS standards:

a. *Wastewater Per Capita Use:*

City Service	Average Daily Flow	
Sanitary Sewer	105 gpcd	

b. *Wastewater Flow:*

Land Uses	Average Daily Flow	Peak Daily Flow
Commercial	175 GPD per 1000 sq. ft.	265 GPD per 1,000 sq. ft.
Office	150 GPD per 1000 sq. ft.	225 GPD per 1,000 sq. ft.
Industrial	25 GPD per 1000 sq. ft.	40 GPD per 1,000 sq. ft.
Hotel/Motel	175 GPD per room	260 GPD per room
Single Family Residential	300 GPD per unit	450 GPD per unit
Multifamily Residential	135 GPD per unit	200 GPD per unit
Public Education Facilities(1)	8 GPD per student	15 GPD per student

Note: (1) The public education standards are estimated from current use records.

[1] The adopted version of City Plan 2030 stated 120 gpcd, which has been identified to be a typo. The Average Daily Flow was intended to state 135 gpcd.

Policy 8-1.1.6: Stormwater LOS Standards. The City hereby establishes the following LOS standards for stormwater quantity and quality and such LOS standards shall apply to all development and redevelopment:

a. The lowest floor elevation of a habitable structure must be at least one foot above the 100-year, Base Flood Elevation (BFE) flood plain as set by the Federal Emergency Management Agency Federal Emergency Management Act (FEMA). In areas designated as flood hazard areas but where a BFE has not been established by FEMA, a flood study by a Florida registered Professional Engineer and accepted by the City is required to determine the 100-year flood plain. No portion of any structure which reduces the storage capacity of the flood hazard area may be constructed within the limits of the flood hazard area unless equal replacement storage volume is provided by acceptable stormwater construction techniques. No construction shall result in a rise in floodways established by FEMA.

b. Sites shall conform to the following design standards:

Development Type	Standard
Landlocked drainage basin-primary system design standard:	
New Development	Retain the difference in pre-development versus post-development run-off volume during the 100-year, 24-hour storm event and the St. John's River Water Management District (SJRWMD) criteria for water quality treatment, independent of project size.
Redevelopment	Retain the difference in pre-development versus post-development run-off volume during the 100-year, 24-hour storm event and the SJRWMD criteria for water quality treatment, independent of project size.
Infill Development	Retain the difference in pre-development versus post-development run-off volume during the 25-year, 6-hour storm event and the SJRWMD criteria for water quality treatment, independent of project size.
Positive Outfall (Riverine) drainage basis-primary system design standard:	
New Development	Detain the difference in pre-development versus post-development run-off volume and rate of the 10-year, 3-hour storm event and the SJRWMD criteria for water quantity and quality, independent of project size.
Redevelopment	Detain the difference in pre-development versus post-development run-off volume and rate of the 10-year, 3-hour storm event and the SJRWMD criteria for water quantity and quality, independent of project size.
Infill Development	Detain the difference in pre-development versus post-development run-off volume and rate of the 10-year, 3-hour storm event and the SJRWMD criteria for water quantity and quality, independent of project size.
For secondary system such as roads and storm sewer systems, the design storm shall be the 10-year storm event, using the "Rational method."	

c. Flooding of major arterial roadways shall be limited to one half of the outer travel lane width using a peak intensity for the 10-year storm.
d. Flooding of local streets shall be limited from exceeding one inch above the crown of the road.
e. Local streets shall not flood to such an extent that they become impassable to emergency vehicles.
g. Any existing structure with a first floor elevation below the 100-year floor elevation will be treated as a nonconforming use.
h. Any new development will be built in such a manner that the development will not exceed the downstream capacity for rate and volume of runoff for the storm events listed above.
i. Discharge to natural water bodies shall be consistent with state standards as stated in Rule 62.302.560, F.A.C., and the National Pollution Discharge Elimination System (NPDES) Stormwater Standards.

Policy 8-1.1.7: Recreation LOS Standards. The City of Altamonte Springs hereby adopts the following LOS standard for recreational land :

a. Recreational Land - 3.37 acres per 1000 population.

Policy 8-1.1.8: Public School LOS Standards. To ensure that the capacity of public schools is sufficient to support student growth, Seminole County, the cities within the County and the School Board agree that the desired LOS standard shall be 100% of the aggregate permanent Florida Inventory of School Houses (FISH) capacity for each school type within each Concurrency Service Area (CSA.) To financially achieve the desired LOS standard, the following tiered LOS standard for public schools is established as follows:

School Type	2008 - 2012	Beginning 2013
Elementary and Middle CSA	100% of Permanent FISH Capacity	100% of Permanent FISH Capacity
High School CSA	110% of Permanent FISH Capacity	100% of Permanent FISH Capacity

CSA – Concurrency Service Area
FISH – Florida Inventory of School Houses

a. The City shall operate its concurrency management system for public schools in cooperation with the School Board for compliance with the LOS standards that have been established for each type of public school in order to ensure that the LOS is maintained.

b. School concurrency shall be implemented and measured in Seminole County using Concurrency Service Areas as adopted by the Seminole County School Board.

c. The Concurrency Service Areas boundaries established by the School Board will be based on clustered attendance zones for each school by type (elementary, middle, and high school) and will be re-evaluated by the School Board as needed.

Policy 8-1.1.9: Seminole County Public Schools Capital Improvement Plan. The City of Altamonte Springs hereby adopts the *Seminole County Public Schools Five Year Capital Improvement Plan* as adopted by the Seminole County School Board and as specifically

indicated in Table 8.1, the Five-Year Capital Improvement Program. This action is intended to enhance planning coordination between the City and School Board and by adopting said Capital Improvement Plan the City assumes no responsibility for implementation of, or funding for, said Plan.
(Revised Ordinance 1639-12, Adopted 2/7/12)

Policy 8-1.1.10: Public Facility and Public Service Priorities. The relative priorities among types of public facilities and services are as follows:

a. **Priorities among Types of Public Facilities and Services.** All public facility improvements that are necessary for achieving and maintaining an LOS standard adopted in the City's Comprehensive Plan are included in the financially feasible Five-Year Capital Improvement Program (CIP) for capital improvements and public services. The relative priorities among types of public facilities (i.e., roads, potable water, sanitary sewer, etc.) and services are established by adjusting the standards for LOS and the available revenues until the resulting public facilities and services needs are financially feasible. Legal restrictions on the use of many revenue sources limit the extent to which types of facilities can be prioritized because these facilities cannot compete for the same revenues legally restricted to another type of facility. No further prioritization among types of public facilities and services is necessary because all projects or programs in the Five-Year Capital Improvement Plan CIP for capital improvements and public services are financially feasible, programmed for improvement, and will be completed according to the Capital Improvement Plan CIP schedule. Each year, however, prioritization among types of facilities and services is evaluated by reaffirming or revising standards for LOS within the constraints of available restricted revenues.

b. **Priorities of Capital Improvements within a Type of Public Facility.** Capital improvements and public services are to be evaluated on the following criteria and considered in the order of priority listed below. The City shall establish the final priority of all capital improvements and public services using the following criteria as general guidelines. Any revenue source that cannot be used for a high priority facility will be used beginning with the highest priority for which the revenue can legally be expended.

    1. Repair, remodeling, renovation, or replacement of obsolete or worn out facilities that contribute to achieving or maintaining LOS standards adopted in the City's Comprehensive Plan.
    2. Implementation of new or expanded public services that will reduce demand for facility capacities, maximize use of existing facilities, or create greater operation and cost efficiency in existing facilities.
    3. New or expanded facilities that reduce or eliminate deficiencies in LOS used for existing demand.
    4. New public facilities and improvements to existing public facilities that eliminate public hazards not otherwise eliminated by improvements prioritized according to Subsection b.1 or b.3, above.
    5. New or expanded facilities that provide the capacity to meet adopted levels of service for new development and redevelopment during the next five fiscal years, as updated by the annual review of this Five-Year CIP. The City may acquire land or right-of- way in advance of the need to develop a facility for new development. The location of facilities constructed pursuant to this Subsection shall conform to the Future Land Use Element, and specific project locations shall serve projected growth areas within the allowable land use categories. New or expanded facilities or services used to meet demands

generated by new development or redevelopment shall be directed to occur according the following order of priority:

a. Regional Business Center,
b. Activity Centers,
c. Areas served by existing transit service,
d. Areas not occurring within 5 a, b, or c above.

6. Improvements to existing facilities, and new facilities that significantly reduce the operating cost of providing a service or facility, or otherwise mitigate impacts of public facilities on future operating budgets.
7. New facilities that exceed the adopted LOS standards for new growth during the next five fiscal years by either: (a) providing excess public facility capacity that is needed by future growth beyond the next five fiscal years, or (b) providing higher quality public facilities than are contemplated in the City's normal design criteria for such facilities.
8. Facilities not described in Subsection 1 through 7, above, but which the City is obligated to complete, provided that such obligation is evidenced by a written agreement the City executed prior to the adoption of the City's Comprehensive Plan.

c. All facilities scheduled for construction or improvement in accordance with this Policy shall be evaluated to identify any plans of State agencies, LYNX, Seminole County, the Seminole County School Board, or the SJRWMD that affect, or will be affected by, the proposed City capital improvement or public service.

d. Project evaluation may also involve additional criteria that are unique to each type of public facility or service, as described in other elements of the City's Comprehensive Plan.

OBJECTIVE 8-1.2: FINANCIAL FEASIBILITY AND FISCAL MANAGEMENT. The City of Altamonte Springs shall provide funding for the acquisition and/or construction of, or access to, needed City public facilities and services within the City's ability to provide such funding from local government revenues, reserves, equities, development's proportionate share assessments or contributions, grants or gifts or any and all other sources which may be available through implementation of the following policies.

Policy 8-1.2.1: Five-Year Capital Improvement Program (CIP). The City shall annually prepare and adopt a five-year CIP for capital improvements and public services as well as an annual capital budget as part of its annual budgeting process.

Policy 8-1.2.2: Grantsmanship. The City shall pursue available grants as well as private funds in order to finance the provision of needed capital improvements.

Policy 8-1.2.3: Cost Estimations. The estimated costs of all needed capital improvements and public services shall not exceed conservative estimates of revenues and other sources that are available to the City pursuant to current law, and which have not been rejected by referendum, if a referendum is required to enact a source of revenue.

Policy 8-1.2.4: Policy Coordination with Five Year Capital Improvements Program (CIP). A capital budget will be adopted by the City Commission as a part of the annual budgeting process. The Capital Budget (Capital Improvement and Public Service Program) will be developed using this Element as a fiscal management guide~~s~~. The annual budget shall be consistent with the five CIP unless the City determines that sufficient revenue cannot be

obtained to fund the proposed projects within the Five-Year CIP. In such case, the City shall modify the Five-Year CIP concurrent, with or as near as possible to, the adoption of the annual budget.

Policy 8-1.2.5: Costs Paid by New Development. Existing and future development shall pay for the costs of needed public facilities and services.

a. Existing development.

1. Existing development shall pay for some of the capital improvements, and/or operations and public services that reduce or eliminate existing deficiencies, some or all of the replacement of obsolete or worn out facilities, and may pay a portion of the cost of capital improvements, and/or operations needed by future development.
2. Existing development's payments may take the form of user fees, special assessments, special districts, benefit areas, and taxes.

b. Future development.

1. Impact fees shall be assessed on new development to pay for capital improvements needed to maintain or exceed LOS standards. Upon completion of construction, "future" development becomes existing development, and shall contribute to paying the costs of the replacement of obsolete or worn out facilities as described in *Policy 8-1.2.5.a.1*, above.
2. Future development's payments may take the form of, but are not limited to, voluntary contributions for the benefit of any public facility, impact fees, capacity fees, dedications of land, provision of public facilities or services, and future payments of user fees, special assessments and taxes. Future development shall not pay impact fees for the portion of any capital improvement that reduces or eliminates existing deficiencies.

c. Both existing and future development may have part of those costs chargeable to them paid by grants, entitlements or the contribution of public facilities from other sources, including but not limited to, other governments, agencies and independent districts.

Policy 8-1.2.6: Capital Improvement and Public Service Funding. Capital improvements and public services shall be financed, and debt shall be managed as follows:

a. Public facilities shall be financed by City enterprise funds (i.e., potable water, sanitary sewer, reclaimed water, solid waste and drainage):

1. Debt to be repaid by user fees and charges and/or connection or capacity fees for enterprise services, or
2. Current assets (i.e., reserves, surpluses, connection or capacity fees and current revenue), or
3. A combination of debt and current assets.

b. Public facilities shall be financed by non-enterprise funds (i.e., roads, parks, fire) and shall be financed from either current assets (i.e., revenue, capacity [impact] fees, fund equity and reserves), or debt or a combination thereof. Financing decisions shall include consideration of which funding source (current assets, debt, or both) will be~~,~~:

1. Most cost effective,

2. Consistent with prudent asset and liability management,
3. Appropriate to the useful life of the project(s) to be financed, and
4. The most efficient use of the City's ability to borrow funds.

c. Debt financing shall not be used to provide more capacity than is needed within the Five-Year CIP for non-enterprise public facilities except as provided by *Policy 8-2.6.b.*

d. The ratio of total annual debt service (including projected annual debt service on any new debt issues) to annual operating revenues shall not exceed the following maximum ratios for each fund or fund group:

General Operating Funds	5%
Community Redevelopment Agency	100%
Stormwater Management	100%
Water & Sewer	25%
Refuse Disposal	25%

Policy 8-1.2.7~~6~~: Maintenance and Operation Costs. The City shall not provide a public facility or service, nor shall it accept the provision of a public facility or service by others, if the City or other provider is unable to pay for the subsequent annual operating and maintenance costs of the facility.

Policy 8-1.2.8: Improvements Subject to Voter Referendum. In the event that sources of revenue listed under the Five-Year CIP require voter approval in a local referendum, and such referendum was not held or was held and was not successful, the Comprehensive Plan will be amended to adjust for the lack of those revenues in any one or more of the following ways:

a. Reduce the LOS for one or more public facility or service;
b. Increase the use of other sources of revenue;
c. Decrease the cost, and therefore the quality, of some types of public facilities or services while retaining the quantity of the facilities that is inherent in the standard for LOS;
d. A combination of one or more of above.

In such an event, the analysis that supports this Capital Improvement Element shall contain an Alternative Recommendation setting forth the levels of service, costs and revenues that will be proposed in the plan amendment.

Policy 8-1.2.9: Fund Availability Prior to Commencing Development. All development orders issued by the City which require public facilities or services that will be financed by sources of revenue which have not been approved or implemented (such as future debt or referenda) shall be conditioned on the approval or implementation of the indicated revenue sources, or the substitution of a comparable amount of revenue from existing sources.

Policy 8-1.2.10: Public School Facility Responsibility. The City of Altamonte Springs does not have the authority to directly provide school facilities and is not financially responsible for public school facilities. The City shall, in accordance with Florida Statutes, work with the Seminole County School Board to address the coordination of public school facility planning with land use planning and residential development approvals.

Policy 8-1.2.11: Maintaining Consistency with the Water Supply Facility Work Plan. The City of Altamonte Springs Water Supply Facility Work Plan, prepared by BFA Environmental Consultants, September 2010, is incorporated in this Element by inclusion of the Capital Improvement Plan (CIP) for water supply projects in Table 8.1 of the Comprehensive Plan and Exhibit 4-1 of the Infrastructure Element. The Plan shall include in its annual update of the City's Five-Year Capital Improvement Plan the first five years of the 10-year Water Supply Facility Work Plan to ensure consistency between the potable water sub-element and the Capital Improvement Element.

OBJECTIVE 8-1.3: PROVIDE NEEDED IMPROVEMENTS. Provide needed capital improvements or public services for the repair or replacement of obsolete or worn out facilities, elimination of existing deficiencies, and meeting the needs of future development and redevelopment caused by previously issued and new development orders consistent with the adopted plan and depicted on the adopted future land use map. The City's ability to provide needed improvements shall be demonstrated by maintaining a financially feasible Five-Year CIP contained in this Capital Improvement Element.

Policy 8-1.3.1: Implement Improvements and Services. The City shall provide, or arrange for others to provide, the public facilities or services listed in the Five-Year CIP. The Five-Year CIP may be modified as follows:

a. The Five-Year CIP shall be updated annually in coordination with the adoption of the annual City budget and not later than December 1 of each year.
b. Pursuant to Florida Statutes, Chapter 163.3177, the Five-Year CIP may be adjusted by ordinance not deemed to be an amendment to the Comprehensive Plan for corrections, updates, and modifications concerning costs; revenue sources; acceptance of facilities pursuant to dedications which are consistent with the plan; or the date of construction of any facility enumerated in the Five-Year CIP.
c. In the event of any act, or failure to act, that causes any project listed in the Five-Year CIP of the Comprehensive Plan to be scheduled for completion in a fiscal year later than the fiscal year indicated in the CIP, the City shall undertake the following:

    1. Amend the Plan to provide project capacity equal to, or greater than, the delayed project capacity by accelerating within, or adding to the Five-Year CIP in order to provide capacity of public facilities in the fiscal year which capacity is at least equal to the capacity scheduled prior to the act which delayed the subject project.
    2. Modify development orders issued conditionally or subject to the concurrent availability of public facility capacity provided by the delayed project. Such modification shall restrict the allowable amount and schedule of development to that which can be served by the capacity of public facilities or services according to the revised schedule.
    3. Amend the plan to reduce the adopted LOS standard for public facilities or services until the fiscal year in which the delayed project is scheduled to be completed.

Policy 8-1.3.2: Coordination of Five-Year Capital Improvement Program (CIP) with Annual Budget. The City shall include in the capital appropriations of its annual budget (i.e., a "capital budget") all the capital improvements projects or program services listed in the Five-Year CIP or expenditure during the appropriate fiscal year, except that the City may omit from its annual budget any capital improvements for which a binding agreement has been executed with another party to provide the same project in the same fiscal year. If the City adopts a multi-year capital improvements schedule with its annual budget that addresses all

City capital improvements (i.e., including improvements for city programs not addressed within the Comprehensive Plan , such program will be incorporated into and be a part of the CIP.

Policy 8-1.3.3: Concurrency Management. The City shall determine, prior to the issuance of development orders, whether or not there is sufficient capacity of public facilities to meet the standards for LOS for existing development and the impacts of proposed development concurrent with the proposed development. For the purpose of this policy and the City's land development regulations, the Concurrency Management System (CMS) shall contain the following provisions:

No final development order shall be issued by the City, or such earlier date as may be adopted by the City Commission, unless there shall be sufficient capacity of public facilities (with the exception of roadway) to meet the LOS standards for existing development and for the proposed development, and the development order shall be subject to the requirements of *Policy 8-1.3.3.c.*

a. For preliminary development orders the capacity of public facilities shall be determined according to either:

   1. The applicant's request for a determination of such capacity as part of the review and approval of the preliminary development order subject to the requirements of *Policy 8-1.3.3.c*, or
   2. The applicant may elect to request approval of a preliminary development order without a determination of capacity of public facilities, provided~~,~~ that any such order is issued subject to requirements in the applicable land development regulation or to specific conditions contained in the preliminary development order that:

      (a) Final development orders for the subject property are subject to a determination of capacity of public facilities, as required by *Policy 8-1.3.3.a*. and *Policy 8-1.3.3.c*., and
      (b) No rights to obtain final development orders or any other rights to develop the subject property have been granted or implied by the City's approval of the preliminary development order without determining the capacity of public facilities.

b. Development orders issued pursuant to *Policy 8-1.3.3.a*. and *Policy 8-1.3.3.b.1* shall be subject to the following requirements:

   1. The availability of public facility capacity to support development concurrent with the impacts of such development shall be determined in consultation with the applicable service provider in accordance with the following:

      (a) For potable water supply, potable water facilities, sanitary sewer, solid waste, and stormwater:

         1) The necessary facilities and services are in place at the time a development permit is issued; or
         2) Development orders and permits are issued subject to the condition that the necessary facilities and services will be in place when the impact of the development occurs or no later than issuance of a certificate of occupancy. The certificate of occupancy would be withheld in the event that the applicant did not provide the necessary services and facilities that were required to be in place as part of receiving a final development order; or

3) The necessary facilities are under construction at the time a development order or permit is issued; or
4) The necessary facilities are guaranteed in an enforceable development agreement that includes the provisions of paragraphs (1), (2) and (3) above. The agreement must guarantee that the necessary facilities will be in place when the impacts of the development occur.

(b) For parks and recreation:

1) Any of the provisions of *Policy 8-1.3.3.c.1.a* listed above for potable water, sanitary sewer, solid waste and stormwater; or
2) The necessary facilities are the subject of a binding executed contract which provides for the commencement of the actual construction of the required facilities within one year of the issuance of the development order or permit; or
3) The necessary facilities are guaranteed in an enforceable development agreement which requires the commencement of the actual construction of the facilities within one year of the issuance of the applicable development order or permit.

(c) For roads:

1) The City has committed to provide the necessary public facilities in accordance with the Five-Year CIP, provided that:

(a) The Capital Improvements Element and five-year CIP must be financially feasible, and may include transportation projects included in the first three years of the applicable, adopted Florida Department of Transportation five-year work program.
(b) The City uses a realistic, financially feasible funding system based on currently available revenue sources as defined in Rule 9J-5.003(29), F.A.C. The revenues must be adequate to fund the public facilities required to serve the development authorized by the development order or development permit and which public facilities are included in the five-year CIP in the Comprehensive Plan.
(c) The five year CIP must include the estimated date of commencement of actual construction and the estimated date of project completion.
(d) The City shall maintain land development regulations which, in conjunction this Element, ensure that development orders and permits are issued in a manner that will assure that the necessary public facilities will be available to accommodate the impact of that development.
(e) The Comprehensive Plan shall contain clear designations of the areas within which facilities will be provided by the City with public funds in accordance with the Five-Year CIP.

2. The determination that such capacity is available shall apply only to specific uses, densities and intensities included in the development order. Any change in the density, intensity, or land use that requires additional public facilities or capacity is subject to review and approval or denial by the City.

3. The determination that such capacity is available shall be valid for a period of time determined as follows:

   (a) For the same period of time as the underlying development order, including any extensions of the underlying development order. The validity of the determination of capacity shall be extended to subsequent development orders for the same property provided that each subsequent development order is obtained prior to the expiration of the preceding development order.
   (b) If the underlying development order does not have an expiration date, the capacity shall be valid for a period not to exceed one year. The City and the applicant may designate a different time period for the capacity determination to be valid, provided that the period of time is explicitly set forth in a binding development agreement.

4. The determination that such capacity is available shall be binding on the City at such time as the applicant provides assurances, acceptable to the City in form and amount, to guarantee the applicant's pro rata share of the City's financial obligation for public facilities which are to be constructed by the City for the benefit of the subject property.

   (a) The assurances to be provided by the applicant may include one or more of the following:

      1) Prepayment of impact fees,
      2) Capacity reservation fee,
      3) Irrevocable letter of credit,
      4) Performance bond,
      5) Establish special assessment districts or,
      6) Prepayment of development bonus payments.

   (b) Whenever an applicant's pro rata share of a public facility is less than the full cost of the facility, the City shall do one of the following:

      1) Contract with the applicant for the full cost of the facility, including terms regarding reimbursement of the applicant for costs in excess of the applicant's pro rata share, or
      2) Obtain assurances similar to those in subsection (a) from other sources, or
      3) Based on valid justification provided by the applicant, the City shall amend its comprehensive plan to modify the adopted LOS standard so as to reduce the required facility to equal the applicant's needs, or
      4) Deny the determination of capacity for the development order.

5. The standards for public facilities shall be applied to the issuance of development orders on the following geographical basis:

   (a) Public facilities that serve the entire City shall achieve and maintain the adopted LOS standard on a City-wide basis. No development order shall be issued in any part of the City if the LOS standards are not achieved and maintained throughout the City for the following public facilities:

      1) Potable Water

2) Sanitary Sewer
3) Solid Waste (landfill and transfer station)
4) Parks and Recreation

(b) Public facilities which serve less than the entire City shall achieve and maintain the standards within their assigned service area. No development order shall be issued in an assigned service area if the LOS standards are not achieved and maintained throughout the assigned service area for the following public facilities and assigned service areas:

1) Stormwater Systems: Applicable Stormwater Drainage Sub-Basin

(d) Transportation Concurrency Exception Area

Proposed development are exempt from transportation concurrency requirements . However, development will still be required to submit traffic impact analysis to the City.

OBJECTIVE 8-1.4: COORDINATE CAPITAL IMPROVEMENTS WITH LAND DEVELOPMENT. Manage the land development process to insure that all development receives, at minimum, public facility LOS equal to the standards adopted in *Policy 8-1.1.2* through *Policy 8-1.1.8* by implementing the Five-Year CIP and produced in its entirety elsewhere in the Capital Improvement Element, and by using the fiscal resources provided for in *Objective 8-1.2* and its supporting policies.

Policy 8-1.4.1: Consistency with Comprehensive Plan. All public facility capital improvements and public service improvements shall be consistent with the goals, objectives and policies of the appropriate elements of the City's Comprehensive Plan.

Policy 8-1.4.2: Land Use Planning and Capital Improvement and Public Services. The City shall integrate its land use planning decisions with its plans for public facility capital improvements and public services by developing, adopting and using the programs listed in the Five-Year CIP and within individual elements of the Comprehensive Plan Projects listed in the Five-Year CIP shall assist with the maintenance of adopted LOS standards for existing and future development in a manner and location consistent with the Future Land Use Element of the Comprehensive Plan.

OBJECTIVE 8-1.5: IMPLEMENTING CAPITAL IMPROVEMENTS. The City shall implement its necessary capital improvements through an annually updated financially feasible Five-Year Capital Improvements Program (CIP) together with criteria for monitoring and evaluating the Capital Improvement Element.

Policy 8-1.5.1: Five-Year CIP. Table 8.1: Five-Year Capital Improvement Program of this Element, establishes the estimated project cost, and potential revenue sources for each of the capital improvement and public service needs identified within the respective Comprehensive Plan elements. These programs are scheduled in order to ensure that the goals, objectives, and policies established in the Capital Improvement Element shall be met.

OBJECTIVE 8-1.6: FUNDING FOR MOBILITY. As required by Florida Statutes, the facilities and funding necessary to achieve the purposes of the TCEA must be reflected in a financially feasible capital improvement plan. The plan associated is contained in *Policy 8-1.6.1.*

Policy 8-1.6.1: Identification of Transportation Improvements. The City shall identify and update annually a list of short-term (5-year), and long-term (plan horizon) transportation improvements.

Policy 8-1.6.2: Implementation Plan Coordination. The City shall continue its commitment and will work with the FDOT, LYNX, and MetroPlan Orlando MPO for the timely implementation of all programmed improvements within and serving the City.

Policy 8-1.6.3: Coordination of Unfunded Projects. The City shall continue to coordinate with the FDOT and MetroPlan Orlando MPO to attempt to secure funding for planned, but unfunded improvements within and serving the City.

Policy 8-1.6.4: Funding for Operational Improvements. The City shall promote local, state, or other funding for traffic operations improvements with particular emphasis on developed or planned roadways within the Activity Centers.

Policy 8-1.6.5: Intelligent Transportation Systems (ITS) Coordination. The City shall continue to coordinate with FDOT and Seminole County regarding intelligent transportation systems (ITS), including computerized signalization and optimal signal timing and progression.

Policy 8-1.6.6: Inclusion of Financially Feasible CIP within CIE. The financially feasible CIP will be included in the Capital Improvement Element (CIE) as part of the City's overall plan. Projects with a longer planning timeframe than those required to be adopted into the CIE shall be reviewed as part of the monitoring plan and adopted into future CIPs.

Policy 8.6.7: Mobility Strategies. The City shall implement the following mobility strategies which are provided to illustrate the City's commitment to maintaining mobility. While the projects are not capital improvements, each one is an initiative that will support multimodal transportation and establish programs to maximize the effectiveness of the existing transportation network. Within each program or policy, the City will develop and implement a variety of initiatives as determined appropriate and feasible for the City.

Mobility Strategies

Strategy	Implementation Schedule	Funding Source(s) [1]	Estimated Funding Percentage
Parking Strategies	FY 2012	CRA/TIF	100
TOD Incentives Update	FY 2012	CRA/TIF	100

[1] CRA/TIF funding sources are proposed for program/policy development. The future funding to meet the requirements of the program or policies created will be the responsibility of developers to the extent that the funding is generally commensurate with development impacts. The balance of any funding needs not addressed by developer contributions shall be evaluated by the City in the update of the CIE.

OBJECTIVE 8-1.7: MONITORING AND EVALUATING THE CAPITAL IMPROVEMENT ELEMENT. The Capital Improvement Element shall be reviewed and updated prior to December 1 on an annual basis in order to ensure that the required fiscal

resources are available to provide adequate public facilities and services needed to support future land use consistent with adopted LOS standards. The annual review of the Five-Year CIP shall be the responsibility of the Local Planning Agency. The findings and recommendations of the Local Planning Agency shall be considered by the City Commission at a public hearing after which the City Commission takes action as it deems necessary in order to refine/update this Element.

Policy 8-1.7.1: Annual Capital Improvement Element Evaluation. The annual monitoring and evaluation procedure shall incorporate the following considerations:

a. *Data Update and Refinements.* Determine if any corrections, updates, and/or modifications should be undertaken. Such considerations shall include, but not necessarily be limited to, the following:

    1. Estimated costs
    2. Revenue sources
    3. Recently constructed capital improvements
    4. Dedications
    5. Scheduled dates of improvements projects

b. *Consistency Review.* Determine whether changes to the CIP are necessary in order to maintain consistency with other elements of the Comprehensive Plan.

c. *Capital Improvement Evaluation Criteria.* Annually, the City Manager in concert with the Local Planning Agency shall review the criteria used to evaluate capital improvement projects in order to ensure that the projects are being ranked in their appropriate order of priority and incorporate any needed changes in order to upgrade and facilitate the evaluation process.

d. *LOS Standards.* Annually, the City Manager in concert with the Local Planning Agency shall evaluate the City's effectiveness in maintaining the adopted LOS standards and recommend any needed action to address problem areas.

e. *County, State and Regional Improvement Programs*. The City Manager in concert with the Local Planning Agency shall annually review the effectiveness of program coordination in resolving multi-jurisdictional issues surrounding the plans and programs of County, State and Regional agencies, as well as private entities that provide public facilities within the City's jurisdiction.

j. *Private Sector Improvements, Dedications or Fees in Lieu Thereof.* The City Manager in concert with the Local Planning Agency shall evaluate the effectiveness of provisions requiring mandatory dedications or fees in lieu thereof, as well as progress toward incorporating other programs for assessing new development a pro-rata share of the improvement costs generated by the respective developments.

f. *Impact of Other Jurisdictions in Maintaining LOS Standards.* The City Manager shall coordinate with Seminole County, the SJRWMD, LYNX, the Seminole County School Board, the State Departments of Transportation (DOT) and Environment Protection and (DEP) as applicable in evaluating the success and failure of intergovernmental coordination in achieving an area-wide approach to public facilities and improvements that may be required to maintain LOS standards.

g. *Outstanding Indebtedness.* Annually the City Manager shall evaluate the ratio of outstanding indebtedness to the property tax base.

h. *Grantsmanship.* The City Manager shall evaluate efforts made to secure available grants or private funds in order to finance the provision of capital improvements and public services.

i. *Fiscal Management.* The City Manager shall evaluate the City's progress in finding effective funding mechanisms for promoting road and stormwater improvements as well as other capital improvement needs identified in the stormwater, transportation, water, and wastewater improvement plans.

j. *Evaluation Criteria.* The City Manager shall evaluate the usefulness of criteria used to evaluate plan amendments as well as requests for new development/redevelopment.

k. *Update Schedule of Improvements.* The City Manager shall review the City's success in implementing the five-year CIP and refine the schedule to include any new projects required to support any development during the latter part of the five-year schedule.

Policy 8-1.7.2: Roadway Monitoring – Annual CIE: The City shall monitor the following roadway segments as a part of the annual CIE evaluation and project out ten years to identify LOS issues and adopt strategies and/or projects to address the LOS. The segments include:

- Eden Park Road from Maitland Boulevard to City Limits
- Maitland Avenue from SR 436 to Oranole Boulevard
- SR 436 from Ronald Reagan Boulevard to Maitland Avenue

Table 8.1
Five-Year Capital Improvement Program

Ord. No. 1639-12

Project	Funding Source	FY 11/12	FY 12/13	FY 13/14	FY 14/15	FY 15/16	Total
REVENUES							
Water and Sewer System							
Net operating revenues:							
Water		$ 4,861,411	$ 4,958,640	$ 5,057,812	$ 5,158,969	$ 5,262,148	$ 25,298,980
Sewer		8,474,529	8,641,463	8,814,292	8,990,578	9,170,390	$ 44,091,252
Reclaimed		3,058,472	3,058,472	3,276,934	3,276,934	3,495,397	$ 16,166,209
Other operating revenues		34,120	34,120	34,120	34,120	34,120	$ 170,600
Non-operating revenues		448,862	368,104	308,453	175,775	69,102	$ 1,370,296
Connection and impact fees		71,000	55,825	55,825	55,825	55,825	$ 294,300
Total revenues		$ 16,948,394	$ 17,116,624	$ 17,547,436	$ 17,692,201	$ 18,086,982	$ 87,391,637
Less: Operating expenses		(12,340,128)	(12,638,190)	(12,947,477)	(13,268,714)	(13,602,682)	$ (64,797,191)
Net operating revenues available for capital projects		$ 4,608,266	$ 4,478,434	$ 4,599,959	$ 4,423,487	$ 4,484,300	$ 22,594,446
Capital projects:							
Total capital projects (from Expenditures section, below)		$ 10,367,765	$ 8,046,400	$ 10,479,580	$ 8,925,940	$ 7,110,150	$ 44,929,835
Net operating revenues over or (under) capital projects		$ (5,759,499)	$ (3,567,966)	$ (5,879,621)	$ (4,502,453)	$ (2,625,850)	$ (22,335,389)
Fund balance:							
Beginning of year		25,052,375	19,292,876	15,724,910	9,845,289	5,342,836	25,052,375
End of year		$ 19,292,876	$ 15,724,910	$ 9,845,289	$ 5,342,836	$ 2,716,986	$ 2,716,986
Stormwater Management Revenues							
Net operating revenues:							
Fees & penalties		$ 1,861,608	$ 1,839,306	$ 1,839,306	$ 1,839,306	$ 1,839,306	$ 9,218,832
Drainage connection fees		5,000	11,443	10,871	10,327	9,811	$ 47,452
Interest income		100,177	174,272	169,165	164,671	176,633	$ 784,918
Total revenues		$ 1,966,785	$ 2,025,021	$ 2,019,342	$ 2,014,304	$ 2,025,750	$ 10,051,202
Less: Operating expenses		(1,172,156)	(1,337,693)	(1,386,358)	(1,438,514)	(1,494,563)	$ (6,829,284)
Net operating revenues available for capital projects		$ 794,629	$ 687,328	$ 632,984	$ 575,790	$ 531,187	$ 3,221,918
Capital projects:							
Total capital projects (from Expenditures section, below)		$ 480,000	$ 965,000	$ 880,000	$ -	$ 285,000	$ 2,610,000
Net operating revenues over or (under) capital projects		$ 314,629	$ (277,672)	$ (247,016)	$ 575,790	$ 246,187	$ 611,918
Fund balance:							
Beginning of year		8,694,498	9,009,127	8,731,455	8,484,439	9,060,229	8,694,498
End of year		$ 9,009,127	$ 8,731,455	$ 8,484,439	$ 9,060,229	$ 9,306,416	$ 9,306,416
Sales Tax Revenues							
Revenues:							
Sales tax revenues		$ 485,155	$ -	$ -	$ -	$ -	$ 485,155
Interest income		300,000	214,729	55,024	51,124	47,147	$ 668,024
Total revenues		$ 785,155	$ 214,729	$ 55,024	$ 51,124	$ 47,147	$ 1,153,179

Table 8.1
Five-Year Capital Improvement Program

Ord. No. 1639-12

Project	Funding Source	FY 11/12	FY 12/13	FY 13/14	FY 14/15	FY 15/16	Total
Capital projects:							
Total capital projects (from Expenditures section, below)		$ 7,490,682	$ 8,200,000	$ 250,000	$ 250,000	$ 250,000	$ 16,440,682
Net revenues over or (under) capital projects		$ (6,705,527)	$ (7,985,271)	$ (194,976)	$ (198,876)	$ (202,853)	$ (15,287,503)
Fund balance:							
Beginning of year		17,441,995	10,736,468	2,751,197	2,556,221	2,357,345	17,441,995
End of year		$ 10,736,468	$ 2,751,197	$ 2,556,221	$ 2,357,345	$ 2,154,492	$ 2,154,492
Transportation Impact Fee Revenues							
Revenues:							
Transportation impact fees		$ 40,000	$ 40,000	$ 40,000	$ 40,000	$ 40,000	$ 200,000
Interest income		111,785	98,028	80,789	63,205	45,269	$ 399,076
Total revenues		$ 151,785	$ 138,028	$ 120,789	$ 103,205	$ 85,269	$ 599,076
Capital projects:							
Total capital projects (from Expenditures section, below)		$ 1,300,000	$ 1,000,000	$ 1,000,000	$ 1,000,000	$ 1,000,000	$ 5,300,000
Net revenues over or (under) capital projects		$ (1,148,215)	$ (861,972)	$ (879,211)	$ (896,795)	$ (914,731)	$ (4,700,924)
Fund balance:							
Beginning of year		6,049,630	4,901,415	4,039,443	3,160,232	2,263,437	6,049,630
End of year		$ 4,901,415	$ 4,039,443	$ 3,160,232	$ 2,263,437	$ 1,348,706	$ 1,348,706
Community Redevelopment Agency							
Revenues:							
Tax increments		$ 3,042,334	$ 3,042,334	$ 3,042,334	$ 3,042,334	$ -	$ 12,169,336
Events management sponsorships and fees		400,195	400,195	400,195	400,195	-	$ 1,600,780
Interest income		204,557	236,148	185,668	126,461	24,817	$ 777,651
Total revenues		$ 3,647,086	$ 3,678,677	$ 3,628,197	$ 3,568,990	$ 24,817	$ 14,547,767
Less: Operating expenses		(1,968,649)	(2,027,708)	(2,088,540)	(2,151,196)	-	$ (8,236,093)
Net operating revenues available for capital projects		$ 1,678,437	$ 1,650,969	$ 1,539,657	$ 1,417,794	$ 24,817	$ 6,311,674
Capital projects:							
Total capital projects (from Expenditures section, below)		$ 6,813,000	$ 4,175,000	$ 4,500,000	$ 6,500,000	$ -	$ 21,988,000
Net revenues over or (under) capital projects		$ (5,134,563)	$ (2,524,031)	$ (2,960,343)	$ (5,082,206)	$ 24,817	$ (15,676,326)
Fund balance:							
Beginning of year		16,941,986	11,807,423	9,283,392	6,323,049	1,240,843	16,941,986
End of year		$ 11,807,423	$ 9,283,392	$ 6,323,049	$ 1,240,843	$ 1,265,660	$ 1,265,660
TOTAL REVENUES							
TOTAL		$ 8,018,272	$ 7,169,488	$ 6,948,413	$ 6,571,400	$ 5,172,720	$ 33,880,293

Table 8.1
Five-Year Capital Improvement Program

Ord. No. 1639-12

Project	Funding Source	FY 11/12	FY 12/13	FY 13/14	FY 14/15	FY 15/16	Total
EXPENDITURES							
Water and Sewer System							
Repairs and maintenance	WTR/SWR	$ 61,000	$ 118,000	$ 87,000	$ 105,000	$ 130,000	$ 501,000
Road widenings - utility relocations	WTR/SWR	75,000	200,000	800,000	-	-	$ 1,075,000
AC/GS pipe replacement program	WTR/SWR	250,000	-	-	-	-	$ 250,000
Dry well lift station conversion	WTR/SWR	600,000	400,000	700,000	200,000	-	$ 1,900,000
Problem sewer line abatement	WTR/SWR	1,185,000	1,510,000	1,510,000	1,010,000	1,010,000	$ 6,225,000
Lift station replacements	WTR/SWR	750,000	525,000	-	-	100,000	$ 1,375,000
Reclaimed water projects	WTR/SWR	200,000	-	-	-	-	$ 200,000
Regional wastewater treatment plant to include identification and implementation of changes to treatment process to meet TMDL requirements	WTR/SWR	2,515,000	3,330,000	5,840,000	6,790,000	5,000,000	$ 23,475,000
Reclaimed storage and retrieval pond at RWRF to increase storage by 8-17 MG	WTR/SWR	3,500,000	-	-	-	-	$ 3,500,000
Potable Water Storage Facilities	WTR/SWR	250,000	1,000,000	450,000	-	-	$ 1,700,000
Fleet vehicle replacements	WTR/SWR	88,500	222,000	192,000	22,000	190,000	$ 714,500
Machinery & equipment	WTR/SWR	215,000	215,000	215,000	215,000	215,000	$ 1,075,000
Reserves & inflation	WTR/SWR	678,265	526,400	685,580	583,940	465,150	$ 2,939,335
Total capital projects		$ 10,367,765	$ 8,046,400	$ 10,479,580	$ 8,925,940	$ 7,110,150	$ 44,929,835

Specific projects include:

Potable Water Distribution - AC/AG pipe replacement in Oakland Estates; Gateway tower pipeline replacement.

Potable Water Treatment - installation of 4th high service pumps at WTP #2 and #5, construction of ground storage tank at WP #5, replace fluoride bulk storage.

Non-Potable Water Systems - reclaimed water pocket project (Douglas Ave); Regional Water Reclamation Facility (RWRF) upgrade; reclaimed storage and retrieval pond; RWRF lab replacement; RWRF archimedes screw pumps. The project line for the regional wastewater treatement plan includes funding for the Cranes Roost integrated stormwater and reclaimed water facility feasibility study, as identified in Table 4.8 of the Infrastructure Element Data, Inventory, and Analysis and Section 8.4.1 of the Water Supply Facilities Work Plan.

Stormwater Management							
Wekiva River Basin Management Action Plan projects addressing nutrient reductions to the Little Wekiva River	Stormwater Fees	$ 375,000	$ 750,000	$ 750,000	$ -	$ -	$ 1,875,000
Equipment replacement	Stormwater Fees	105,000	215,000	130,000	-	285,000	$ 735,000
Total capital projects		$ 480,000	$ 965,000	$ 880,000	$ -	$ 285,000	$ 2,610,000

Table 8.1
Five-Year Capital Improvement Program

Ord. No. 1639-12

Project	Funding Source	FY 11/12	FY 12/13	FY 13/14	FY 14/15	FY 15/16	Total
Transportation							
Jamestown Blvd - Montgomery Rd to SR 434; potentially widen to 3 lanes; consider realignment with Sand Lake Rd and/or intersection improvements	Sales Tax	$ 1,800,000	$ 1,200,000	$ -	$ -		$ 3,000,000
Gateway Drive (eastern segment) - Albermarle Rd to Keller Rd; new 4-lane divided road	Sales Tax	1,100,000	6,750,000	-	-		$ 7,850,000
West Town Parkway Extension - Laurel St to Orange Ave	Sales Tax	2,355,979			-		$ 2,355,979
Intersection improvements	Sales Tax	1,422,703	-	-	-		$ 1,422,703
SR 436 intersection improvements	Impact Fees	300,000	-	-	-		$ 300,000
Multi-modal improvements - Construct pedestrian connections between uses and modes of transportation; transportation circulator systems; multi-modal congestion management systems	Sales Tax	812,000	250,000	250,000	250,000	250,000	$ 1,812,000
	Impact Fees	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	$ 5,000,000
Total capital projects		$ 8,790,682	$ 9,200,000	$ 1,250,000	$ 1,250,000	$ 1,250,000	$ 21,740,682
Community Redevelopment Agency							
SR 436 intersection improvements ($5.06M project - 11% City ($1.063M), 21% County, 68% FDOT)	TIF	1,063,000	-	-	-		$ 1,063,000
SR 436 pedestrian overpass multi-modal system project ($4M project - 50% City, 50% County)	TIF	2,000,000	-	-	-		$ 2,000,000
Wymore Road - County line to SR 436; widen to 4 lanes (City's share of project costs)	TIF	-	675,000	-	-		$ 675,000
ITS Circulator System	TIF	-	1,000,000	1,000,000	3,000,000	-	$ 5,000,000
Pedesestrian facility improvements, repair, and replacement	TIF	3,750,000	2,500,000	3,500,000	3,500,000	-	$ 13,250,000
Total capital projects		$ 6,813,000	$ 4,175,000	$ 4,500,000	$ 6,500,000	$ -	$ 21,988,000
TOTAL EXPENDITURES							
TOTAL		$ 26,451,447	$ 22,386,400	$ 17,109,580	$ 16,675,940	$ 8,645,150	$ 91,268,517
GRAND TOTALS							
Net revenues		$ 8,018,272	$ 7,169,488	$ 6,948,413	$ 6,571,400	$ 5,172,720	$ 33,880,293
Capital projects		26,451,447	22,386,400	17,109,580	16,675,940	8,645,150	91,268,517
Net revenues over or (under) capital projects		$ (18,433,175)	$ (15,216,912)	$ (10,161,167)	$ (10,104,540)	$ (3,472,430)	$ (57,388,224)
Fund balance:							
Beginning of year		74,180,484	55,747,309	40,530,397	30,369,230	20,264,690	74,180,484
End of year		$ 55,747,309	$ 40,530,397	$ 30,369,230	$ 20,264,690	$ 16,792,260	$ 16,792,260

Table 8.1
Five-Year Capital Improvement Program

Ord. No. 1639-12

Project	Funding Source	FY 11/12	FY 12/13	FY 13/14	FY 14/15	FY 15/16	Total
CAPITAL PROJECTS BY OTHER AGENCIES							
Capital Projects Not Funded by the City and for Which the City Is Not Responsible							
(If the City is contributing funds to one of these projects, that contribution has been identified in the Expenditures section, above)							
MPO Identified Projects							
I-4 - Orange Co. line to 0.25 mi north of Central Pkwy; add 2 special use lanes/rehabilitate pavement (FM 2425922)	DI, NH	130,020,000	-	-	-	-	$ 130,020,000
I-4 - 0.25 mi north of Central Pkwy to 1.0 mi north of SR 434 (FM 2425923)	NHAC, NH	76,830,000	-	-	-	-	$ 76,830,000
US 17/92 at SR436: Grade Separated Interchange (FM 4044181)	DIH, ACSA, SU, DDR	9,884,000	1,927,000	7,051,000	7,426,000	4,000,000	$ 30,288,000
SR 434 - Drainage Improvements at Little Wekiva Outfall (FM 4235131)	DS, DIH	1,029,000	-	-	-	-	$ 1,029,000
Wymore Rd - County line to SR 436; widen to 4 lanes (FM 77005)	LOGT, RIF, OCST	-	5,125,000	-	10,125,000	-	$ 15,250,000
Community Circulator Service Point Route Deviation - Altamonte/Casselberry FlexBus(FM 2465421)	LF (Candidate)	500,000	500,000	500,000	500,000	500,000	$ 2,500,000
ITS Enhanced Circulator - FlexBus (FM TBD)	FTA, LF	5,340,000	4,492,000	1,301,000	4,899,000	4,561,000	$ 20,593,000
Total MPO identified projects		$ 223,603,000	$ 12,044,000	$ 8,852,000	$ 22,950,000	$ 9,061,000	$ 276,510,000

Notes:

Central Florida Commuter Rail (SunRail) has various tasks on the MPO 11/12-15/16 TIP. It is also Priority #1 on the MPO Prioritized Project List FY 16/17-29/30. SunRail is a 61-mile commuter rail network that will extend from DeLand to Poinciana and will have a station stop in Altamonte Springs

The ITS Enhanced Circulator/FlexBus is shown on MPO 11/12-15/16 TIP. However, it is also Priority #8a on the MPO Prioritized Project List FY 16/17-29/30

Funded in FY 16/17 - Highway Funds PE List - #5 SR 436 from Newburyport to Ronald Regan intersection improvements - PE $250,000 (FM number TBD)

MPO projects below are TBD based on funding and prioritization ranking in future years

TBD - From the Prioritized Project List (M&O)- #3 Maitland Blvd westbound from Maitland Summit to SR 434 - add auxillary lane - PE $300,000

TBD - From the Prioritized Project List (M&O) - #12 Maitland Blvd westbound from Maitland Summit to SR 434 - add auxillary lane - CST $1,500,000

TBD - From the Prioritized Project List (Highway Funds PE List) - #16 SR 436 from I-4 to 17-92 multi-modal improvements - PE $1,500,000

TBD - From the Prioritized Project List (Highway Funds PE List) - #33 SR 434 from Maitland Blvd to SR 436 multi-modal improvements - PE $750,000

TBD - From the Prioritized Project List (Highway Funds PE List) - #39 SR 434 from SR 436 to Montgomery Road widen to 6 lanes - PD&E $1,000,000

Seminole School District Projects

The Seminole County Public Schools 2011-2012 Five Year Capital Improvement Plan as adopted by the Seminole County School Board on September 13, 2011 is incorporated into the City's Five-Year Capital Improvement Program by reference.

Table 8.1
Five-Year Capital Improvement Program

Ord. No. 1639-12

Project	Funding Source	FY 11/12	FY 12/13	FY 13/14	FY 14/15	FY 15/16	Total

NOTES

MPO Revenue Source Abbreviations

Federal Funding Categories

ACSA - Federal advanced construction funds for highway projects in urban areas of
DFTA - Federal pass-thru $ from FTA
FSFI1 - Federal Stimulus - Capacity
FTA - Federal Transit Administration
NHAC - Federal Nat'l Highway System funds for principal arterials (advanced const.
NSTP - National Surface Transportation Policy and Revenue Study Commission
STP - Surface transportation planning
SU - STP over 200,000 in population

State Funding Categories

DI - Inter/Intrastate Highway
DIH - State designated in-house funds
DIS - Strategic intermodal system
DPTO - State public transportation office
DS - State funds for primary highways & public transit
FCO - Fixed capital outlay
FDOT - Florida Department of Transportation
GMR - Growth management for SIS
LF, LFD, LFF, LFP, LFR, LFRF - Local funds for federal/state projects
TRIP - Transportation regional incentive program

Local Funding Categories

LOGT - Local Option Gas Tax (Seminole County)
LYNX - The Central Florida Regional Transportation Authority
OLST - One-Cent Sales Tax (Seminole County)
RIF - Road Impact Fees (Seminole County)

MPO Project Numbers

FM - FDOT Financial Management Number from MPO TIP