

Providing Quality Services

Program Highlights

This section has been prepared to assist in understanding the major capital issues presented in this document.

More information is available in the detailed project pages.

Recommended Capital Improvement Budget

*Fiscal Year 2008
For October 1, 2007 through
September 30, 2013*



Capital Improvement Projects

Overview

The Capital Improvement Projects Budget Process

The City of Tampa’s annual capital improvement projects (CIP) budget process begins in November-December with an initial review of revenue estimates for the upcoming year. Instructions are prepared and threshold levels of funding for CIPs are developed. Instructions and applicable thresholds are forwarded to departments in February. Departments then prepare and prioritize their CIP requests for the mayor’s review.

The operating budget process starts approximately three weeks after the CIP budget process. This allows the budget staff to begin the CIP review process while departments work on their operating budgets. The processes are subsequently combined so that projected revenues and expenses are fully identified. The completed Recommended Capital Improvement Budget, along with the Recommended Annual Budget and the Recommended Budget Supplement, are presented to city council in August. A fourth book entitled “Providing Quality Services - Citizen’s Budget Report” is also presented at this time. Finally, budget hearings are held and the budget is adopted by the end of the current fiscal year (September 30). Summaries of the data provided in the Recommended Capital Improvement Budget are also included in the other books.

The budget process allows for amendments as conditions change during the year. The mayor may initiate an amendment at any time and, after city council approval, funds are realigned.

Comprehensive Plan

The Florida Growth Management Act mandates that local governments plan for providing public facilities (infrastructure) and services to support the impact of development. The capital improvements element (CIE) and the facility

November-December	Initial revenue estimates are prepared.
February	Instructions and thresholds are distributed.
March	Departments prepare CIP requests.
April - July	Mayor reviews CIP requests.
August	The Recommended Capital Improvement Budget is submitted to city council.
September	Public hearings are held and the budget is approved by city council.
October 1	New fiscal year begins.

elements of the city’s comprehensive plan are used to implement the growth management act as it pertains to capital improvements. The facility elements include recreation and open space, drainage, transportation, water, wastewater, and solid waste. The purposes of the CIE are to: (1) collect the needs identified to support the level of service standards and measurable objectives identified for each of the facility elements listed above; (2) estimate the costs of those improvements for which the city has fiscal responsibility; (3) analyze the fiscal capability of the city to finance and construct the improvements; (4) adopt financial policies to guide funding of the improvements; and (5) schedule funding and construction of the improvements to ensure they are provided when required. The capital improvement element is reviewed annually in conjunction with the

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preparation of the annual CIP budget. An asterisk in the Capital Improvement Projects Fund FY08 Funded Projects, and Capital Improvement Project Fund Summary identifies the CIE comprehensive plan projects that impact the annual budget. In addition, a summary of these projects is presented in the appendix (comprehensive plan projects). This also serves as the required annual CIE update to the local planning commission.

The city is currently performing a top-to-bottom review of the entire comprehensive plan, which will include the capital improvements element. A draft of the city's Comprehensive Plan will be produced by the end of 2007. In early 2008, the Planning Commission will begin holding workshops on the proposed plan. City Council will hold its transmittal hearing on the proposed plan in April 2008. Following review and approval by the Florida Department of Community Affairs, the Comprehensive Plan is expected to be adopted by the Tampa City Council in October 2008.

Long-Range Planning

Each year the mayor kicks off the strategic planning process by holding a retreat with senior staff. The retreat includes long-range planning, program development, business planning, performance evaluation, and integration of feedback to continually align services to meet the vision. It begins by defining the mission and values, then developing the vision. From that vision, the city establishes priorities, known as strategic focus areas. In each of these areas, goals and measurable objectives are set to ensure the process remains on track. Finally, specific tasks or actions are identified to guide budgeting decisions.

Management and Fiscal Goals

Short Term:

- Investing in neighborhoods through increased funding for street resurfacing, new and reconstructed sidewalks, signage improvements, and traffic calming.
- Improvements in parks and recreation facilities throughout the city.

- Elimination of public hazards and capacity deficits.
- Correct existing deficiencies.

Long Term:

- Provide facilities needed for future growth, as identified in the CIE and other planning documents.
- Replace facilities as needed due to age or growth needs.
- Maintain and replace the city's infrastructure on an ongoing basis.
- Update or replace aging facilities with newer technology facilities to promote efficiency and to possibly reduce operating costs and staffing needs.

City-Wide Goals / Strategic Focus Areas

The City of Tampa's strategic planning process is the cornerstone for the delivery of services and operations. Before we can allocate available resources, we must first understand the needs of our community and develop a vision for the future. By looking ahead and determining our needs, we establish a vision for what level of service we will provide, along with an understanding of what resources will be necessary to provide them.

The City of Tampa will focus on the following six strategic areas to transform Tampa into a diverse and progressive city, celebrated as the most desirable place to live, learn, work and play. The first five are continued from prior years, while the last one, Making Regional Mass Transit a Reality, has recently been added.

Investing in Tampa's Neighborhoods: Advance the quality of life in Tampa's neighborhoods by delivering outstanding services.

Economic Development in our Most Challenged Areas: Transform East Tampa into a community of vibrant residential, business, recreational, social and cultural life through the implementation of a strategic economic development model focused on neighborhood

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assets that can be replicated in other challenged areas within the City of Tampa.

Downtown as a Residential Community: By 2010, our downtown will have multiple, distinct, mixed-income neighborhoods recognized as a safe, pedestrian oriented urban community servicing individuals and families.

Efficient City Government Focused on Customer Service: The City of Tampa will become a model of government efficiency and effectiveness, delivering the highest quality of services at the best possible value, while providing outstanding customer service in all areas of operations.

City of the Arts: Tampa will be a place that celebrates the works of artists, writers, performers, film makers and all forms of fine and commercial arts professionals, providing opportunities for residents and visitors of all ages to enjoy and be enriched by a wide array of creative pursuits while encouraging the growth of creative businesses.

Making Regional Mass Transit a Reality: The City of Tampa will work on a regional basis to create a mass transit system consisting of both rail and enhanced bus service to serve future generations.

Sources of Funds

Various types of funds support our CIP budget as depicted in the chart below.

Bonds
Commercial Paper (CP)
Community Development Block Grant (CDBG)
Community Investment Tax (CIT)
Enterprise Revenues
Federal Grants
Local Option Gas Tax (LOGT)
State Grants
Transportation Impact Fees (TIF)
Utility Tax

Generally, utility tax and enterprise funds CIPs are designed in the first year budgeted. Construction generally occurs in the following year. Projects using sources such as LOGT and some bond funds may take several years to complete. This is due to the lengthy process of major facility and roadway construction projects which includes land and right-of-way acquisition, Consultants Competitive Negotiation Act requirements, design, and finally, award of the construction contract. CDBG, CIT and grant funds have varying timetables for completion. Commercial paper is generally used pending the issuance and sale of bonds.

Project Costs

The total cost of any particular project may include a wide variety of requirements in addition to construction costs. These include such items as: feasibility studies; land acquisition; environmental studies and possible cleanup; legal, title and closing costs; appraisal and surveying fees; and architect, design and engineering services.

Design Build

Design build is an alternative procurement process regulated by state statutes that offers particular benefits over the traditional design-bid-build method for medium and large construction projects.

Some advantages:

- A rigorous, qualifications-based selection process that ensures the use of a qualified design builder with specific and successful experience in the areas of work to be accomplished.
- Single point of contact / responsibility for the development and execution of the work including design, construction, coordination of multiple sites and major program-wide initiatives with possible multiple designers and / or contractors.
- Open book bidding of project tasks and subcontracting to ensure competitive pricing of the work.

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- Guaranteed maximum price form of contract that establishes the scope and ensures delivery of the project for the contracted price. This form of contract may also include an incentive for the contractor to bring the price in under the contracted amount through shared savings between the city and the contractor.
- Expedited scheduling and the opportunity for an early start for appropriate project tasks that would otherwise have to wait until the entire project is bid.

The city has utilized this method of project delivery successfully on several occasions with a variety of project types, including the construction of one Ybor City parking garage and a major interior renovation of the Tampa Convention Center. The city has prepared a request for qualifications to solicit submissions of design builders for major city-wide infrastructure work

and selected a firm to provide those services. One large project under consideration for inclusion is the construction of the water main to provide increased capacity for downtown and South Tampa. Additional projects under consideration include: reclaimed projects; minimum flow projects for the lower Hillsborough River; community redevelopment area district infrastructure; and other water and wastewater projects.

The budget GIS Mapping Project

In FY07 the City of Tampa implemented a budget Geographic Information System (GIS) Mapping Project that will continue in FY08. This new, internet-based program can be accessed through the city's web site at www.tampagov.net. It gives citizens the opportunity to view all the information about a capital improvement project by location, a satellite view or a combination thereof. Each project can be sorted by project

The screenshot shows a web browser window titled "Capital Improvement Projects - Microsoft Internet Explorer provided by City of Tampa". The address bar shows the URL: http://wwwdev.cot.gov/appl_My_Tampa_Address/capital_improvement_projects/index.asp. The page content includes a navigation menu with "Home > My Tampa Address > Capital Improvement Projects". Below this, there is a dropdown menu set to "City Map" and a note: "Projects as recommended to Tampa City Council on August 3, 2006." The main area features a map of Tampa with numerous red location pins. To the right of the map are two panels: "Unmapped Projects" and "Various Locations". The "Unmapped Projects" panel lists: "Locations to be Determined", "Americans with Disabilities Art Modifications", "Grant Park Pond Construction", "Major Pipe Replacement", and "Pipe Rehabilitation - CIPP Contract". The "Various Locations" panel lists: "25 MPH Signs", "ATM Network Replacement Project", "Beautification with Clubs / Associations / Developers (Match)", and "Bridle / Irrigation". The bottom of the browser window shows the URL: http://wwwdev.cot.gov/appl_My_Tampa_Address/capital_improvement_projects/index.asp?section=det and a "Local intranet" icon.

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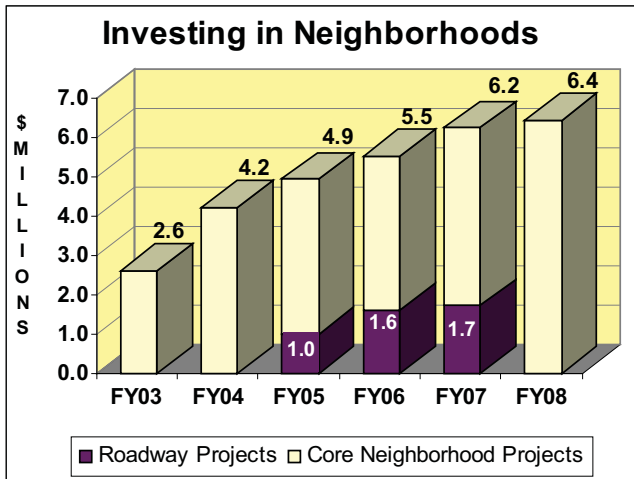
location, project title, responsible department or city council district. Additionally, when accessing a project, the user can obtain information on nearby schools, fire stations or hospitals. The budget GIS Mapping Project continues the city's goal to be an efficient city government focused on customer service and to give the citizen the highest quality of services at the best possible value.

Highlights

Major FY08 capital projects include:

Investing in neighborhoods is comprised of four initiatives which are: replacing street signs and street markings; street maintenance / resurfacing; new and replacement sidewalks; and the installation of traffic calming devices. In prior years the city combined these four initiatives with major roadway projects that extended through neighborhoods. For FY08, the entire \$6.45 million program is allocated to the four initiatives.

In FY03, the program was allocated \$2.6 million. Today the program has grown to \$6.45 million, an increase of \$3.85 million from FY03 and \$250,000 over the FY07 program.



Sidewalks: In FY08, \$1.8 million is being allocated to the sidewalk program, a 5% increase over last year's program. Requests for repair are received from a number of sources including citizens, advisory committees, city council or

city administration. The neighborhood sidewalk program contains an extensive list of candidate locations and provides neighborhood groups with the opportunity to help prioritize new sidewalk needs. The FY08 program will provide for installation and repair of eight miles of sidewalk to ensure pedestrian safety and contribute to a sense of community.



Sidewalk Construction

Neighborhood Traffic Calming: Traffic calming devices help promote and maintain the livability of residential streets. This year more than seven projects are planned throughout Tampa's neighborhoods. The FY08 program is increasing 20.9% to \$823,000. The purpose of this program is to promote the unique character of the neighborhoods through the use of vehicular access and speed management techniques, pedestrian and bicycle amenities, abundant landscaping and green spaces, and aesthetic design standards.

Signage: The FY08 program will be increased to \$912,800, an addition of \$43,300 (or 5%) over the FY07 allocation. This increase will accelerate the illuminated street name sign program and the sign replacement program. The program also includes upgrading and replacing school signs and markings. For FY08, an estimated 5,000 signs will be replaced and 20 intersections will receive illuminated signs.

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Sign Replacement

INVESTING IN NEIGHBORHOODS			
	FY07	FY08	% CHANGE
Sidewalks	\$ 1,756,500	\$ 1,844,300	5%
Traffic Calming	680,800	823,000	21%
Signage	869,500	912,800	5%
Street Maintenance/ Resurfacing	1,228,000	2,869,900	134%
Roadway Projects	1,665,200	-	-100%
Total	<u>\$ 6,200,000</u>	<u>\$ 6,450,000</u>	4%

Street Maintenance / Resurfacing: This program will receive \$2.9 million in FY08, a 133.7% increase over FY07. These funds are applied to maintain or resurface the city’s paved streets and repair an average of 11,725 potholes annually. In FY08, approximately 36 miles of roadway will be resurfaced. This dramatic funding increase is a direct result of allocating all funding to the four initiatives and not including the neighborhood roadway projects, as mentioned previously.

Fiscal year 2008 will see a significant number of transportation projects continuing or being awarded:

40th Street: Foremost of these projects is continuing the widening of 40th Street, which is considered the highest priority transportation project for this administration. This \$100 million plus project expands 40th Street from two to four lanes from Hillsborough Avenue to Fowler Avenue and has been broken into five segments ‘A’ through ‘E’. Segments ‘E’ and ‘D’ from Fowler Avenue to Humphrey Street south of Busch Boulevard are complete. Construction for segment ‘B’ from Hanlon Street to Hanna Avenue, including a bridge over the Hillsborough River, is underway and is 35% complete. Right-of-way for segments ‘A’ and ‘C’ on both sides of the bridge is being acquired.



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40th Street Bridge Construction

Cross Creek II: This proposed widening project along Cross Creek Boulevard extends from Cory Lake Boulevard to Morris Bridge Road. This road is proposed to be widened from a two-lane undivided highway to a four-lane divided highway. It will include sidewalks, grassed medians and swales, bicycle accommodations and upgraded signalization. A federal earmark of \$1.26 million was received from the Federal Highway Administration for this project, therefore a project development and environment study will need to be conducted prior to the project design. Current available funds of \$739,000 (\$439,000 federal earmark and \$300,000 FY07 city funds) will be used for this 18-month study. Additional federal earmark funds of \$830,000 will fund the project design. Hillsborough County has provided a \$1.5 million contribution for the construction, and the City of Tampa has included \$936,240 in the FY08 budget for the project construction, which is anticipated to start in FY10.

Downtown Two-Way Street Configuration:

This project began in FY06, with the conversion of Madison Street from Ashley Drive to Pierce Street, from a one-way to a two-way street. Twiggs Street was reconfigured in FY07 from tax increment financing funds. Polk Street is scheduled for reconfiguration in FY08 at a cost of

\$1 million, while Zack Street will be designed in FY08 and reconfigured to an Avenue of the Arts in FY09. Both projects will be funded through tax increment financing funds. The concept for downtown streets emphasizes the pedestrian character. Improvements are directed at street resurfacing, striping intersections, crosswalks, including brick imprint crosswalks, centerlines, parking spaces, retrofitting traffic signal poles and mast arms, reconfiguring parking spaces and meters, removing and replacing traffic signage, and installing destination signage.



One-Way



Two-Way

Other projects of note throughout the city include:

District III Police Headquarters: In February 2004, the police department was reconfigured from two patrol districts to three. District III is largely comprised of historic Ybor City and

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communities in East Tampa. Construction on the District III headquarters started in FY06 and was substantially complete in the summer of 2007 at a cost of \$9.2 million. The police have moved in; however, minor work items continue. Closeout of the project is expected before the end of FY07.



District III Police Headquarters

Riverwalk: The Tampa Riverwalk is a high priority project consisting of a 2.2 mile continuous waterfront corridor along the east side of the Hillsborough River from the North Boulevard Bridge to the Channelside area on the Garrison Channel. This multi-modal project will act as a catalyst for economic revitalization and environmental improvement along the downtown waterfront. The Tampa Riverwalk allows both tourists and area citizens to park their car and access riverside parks, museums, hotels, restaurants, shopping and key destinations while enjoying Tampa's beautiful shoreline. It provides a canvas for the celebration of Tampa's history and culture, linking numerous venues with current and future commercial / retail development. Additionally, it will provide a safe pathway for exercise as well as numerous boater access points. In essence, the Riverwalk is an important investment in Tampa's future. This pay-as-you-go-project will be financed through public (40%) and private (60%) funding sources. The city will continue to contribute up to 12% of the overall goal by allocating \$700,000 in FY08. Due to the complexity, constant change and variable timing of other public and private funding, this funding will be used for the project's highest priorities. Of

the 21 segments comprising the 2.2 miles, five segments are complete, one is under construction, three are in design, seven will be completed by developers, and design development on the remaining five will begin in the fall of 2007. The goal is to complete construction on as many of the 21 segments as possible by October 2010.



Riverwalk Rendering at Platt Street

Police Communications System: The FY08 budget includes \$1 million in utility tax dollars towards replacing / upgrading the police communications system to 800 MHz radio frequency, with the ability to also utilize the 700 MHz frequencies. This project will allow the department to have interoperable communications with neighboring jurisdictions that are also utilizing 800 MHz radio systems, regardless of the system manufacturer. The new system will be Project 25 compliant and will allow the City of Tampa to meet the mandates of the Federal Communications Commission and the Department of Homeland Security's SAFECOM program. Project 25 is an industry standard developed by the Association of Public Safety Communications Officials (APCO). This standard allows for effective, efficient and reliable intra- and inter-agency communications. In addition to the FY08 utility tax dollars, other available funds for this project include the Department of Homeland Security Urban Area Security Initiative grant for FY06 (\$5 million) and FY07 (\$2 million) and the Police Department's Law Enforcement Trust fund (\$1 million). The Public Safety Interoperable Communications grant was recently

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released to the State of Florida for distribution to municipalities. The city will actively pursue these monies for the project. The total project cost is estimated to be \$11 million and the balance of the dollars needed are anticipated to be secured with federal and state monies.

MacDill Avenue and Azele Street Intersection

Improvements: Improvements for this intersection will provide for left turn lanes at each corner, corner clips, loading lanes, safety-related improvements, and other geometric improvements. Funding is to come from previously appropriated impact fees, gas taxes, 1999 gas tax bond, and gas tax monies in this year's program. The total project is estimated to cost \$2.6 million and be completed by the end of 2007.

Parks and Recreation: The parks and recreation department will receive new funding from two primary sources in FY08. The first source, community investment taxes (CIT), will contribute \$1.25 million. Projects planned include \$250,000 for a restroom / storage facility at Ben T. Davis beach and \$1.0 million for the following types of improvements / renovations: fencing, bollards, gates, security, courts and fields (\$300,000); ancillary, playground equipment and surfacing (\$250,000); and community center upgrades (\$450,000). The second source, utility tax funds total \$870,000 and are budgeted for improvements to areas such as pool facilities, signs, irrigation and lighting, xeriscape, flooring, and painting. In addition, a bond for \$17 million utilizing community investment dollars was issued last year for ten projects. Since that time, three have been awarded: Cyrus Greene Pool; Wellwood Lighting; and the New Tampa Community Center. All remaining seven projects are in various stages leading up to awards.

Parking: During fiscal year 2007, the parking division awarded a parking equipment replacement contract in the amount of \$1.4 million. The terms of the contract called for replacement of the garage operating revenue control equipment at the Twiggs Street, William F. Poe, Tampa Convention Center, Whiting Street

and Ft. Brooke garages. The new equipment will be fully operational by the start of fiscal year 2008. Upon completion of this equipment installation, the parking division will be able to increase operating efficiencies through enhanced revenue accountability and reduced equipment maintenance costs. Additionally, these garages will be able to accept credit card payment for user fees while remaining operational 24 hours per day.



Central Pay Station

As funds become available, the division will continue the program for new equipment installation at the remainder of the critical parking locations. These locations will include improvements to the Jackson Street surface lot, the Centro Ybor garage, the South Regional garage, and the Palm Avenue garage.

In FY08, \$293,000 in funding will provide for improvements and upgrades at the Twiggs Street and William F. Poe garages and Lee Roy Selmon Crosstown Expressway parking lot landscaping enhancements.

The parking division is also in the process of replacing single-space meters with multi-spaced meters in selected areas. The first multi-spaced meters are to be installed in Ybor City by the end of 2007. Additional multi-spaced meters will be installed downtown by the end of FY08. In general, a multi-spaced meter replaces eight single meters.

In conjunction with construction of the new Tampa Museum of Art, improvements to the Curtis Hixon garage will be accomplished.

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Wastewater: FY08 capital improvement funding will be allocated toward the rehabilitation of pump stations, replacement of aging sewer lines and improvements to the Howard F. Curren Advanced Wastewater Treatment Plant (HFCAWTP). In FY08, the Fletcher West force main, along Fletcher Avenue from North Boulevard to Rome Avenue, will be replaced. Also, sanitary sewer facilities will be relocated to accommodate the widening of Bruce B. Downs Boulevard, Segments B and C, from four lanes to eight lanes. The majority of the projects for FY08 are at the HFCAWTP, ranging from roofing, coatings and painting to replacement of the main pumping station wet well. Bonds, totaling \$36 million, were issued in June 2006 to accelerate replacement of the aging pipe system. Included in these bonds is funding for the 12th Street force main replacement at an estimated cost of \$16 million.



Pipe Replacement

Water: The water department's capital improvement budget will be \$6.6 million for FY08. The funds will be used for various plant, production and delivery system improvements. Some of the water department's infrastructure has been in place for 30 to 60 years.

The department has five areas of focus over the next several years: 1) system replacement and rehabilitation; 2) downtown and South Tampa pipeline replacement; 3) protecting the lower Hillsborough River; 4) improving the South Tampa Area Reclaimed (STAR) water system; and 5) expanding the reclaimed water system.



Pipe Replacement

System Replacement and Rehabilitation: The replacement value of the water pipeline system is in excess of \$2 billion. Approximately 15% of the pipeline is at or beyond its useful life. Identification and prioritization of these assets has resulted in a needs list exceeding \$300 million. Of this amount, more than \$200 million of pipe replacement and rehabilitation has been identified as critical and needs replacing / rehabilitation within the next five years. Additionally, the treatment plant is more than 80 years old and has a few processes that need upgrading or rehabilitation. This plant work amounts to approximately \$60 million during the next ten years.

Downtown and South Tampa Pipeline Replacement: Proposed new development in the downtown and South Tampa areas will create additional water demands, which necessitate additions and improvements to water transmission and re-pump facilities to ensure adequate delivery. The current transmission mains that service these areas are insufficient to meet future demand.

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Therefore the city plans to install 15 miles of transmission mains originating at the David L. Tippin Treatment Facility and ending in the Pearl Avenue and Westshore Boulevard areas. In addition, the project includes modification to the Interbay re-pump station. Design is scheduled to begin in early FY08, with construction of the early project phases starting in mid-FY08.

Lower Hillsborough River Minimum Flow: The Tampa Water Department is required by Southwest Florida Water Management District (SWFWMD) established rule, to provide minimum freshwater flows to the Lower Hillsborough River. These flows are proposed to be 24 cubic feet per second in the dry season. The city and SWFWMD have developed a recovery strategy, or list of projects, to provide this flow. The city's share of the projects is estimated to cost \$20 million over the next five years.

South Tampa Area Reclaimed (STAR) System: Beginning in late FY07 and continuing into FY08, the city will be implementing system performance enhancements for the existing reclaimed water system including a complete flushing of the system and additional disinfection.

Reclaimed Water Expansion: A very effective way to offset potable water use is through expansion of the city's reclaimed system. It is estimated that for every 1.5 gallons of reclaimed water used, 1 gallon of potable water will be saved. The expansion plan targets large consumers of potable water that can be replaced with reclaimed water. These large customers include both industrial and governmental entities. By redirecting customers from the potable water system to the reclaimed water system, the city will mitigate additional costs associated with the purchase of water from Tampa Bay Water.

Solid Waste: In FY08, the solid waste department will begin the construction of the truck wash which will serve to improve the appearance of city vehicles while recycling the water used at the facility. A perimeter wall will also be constructed

to obscure the view of solid waste and fleet vehicles from the neighborhood and improve facility security. The cost of both of these projects are being jointly funded between solid waste and fleet maintenance and are budgeted at \$1.5 million.

Stormwater: The city established a five-year, \$60 million Stormwater Capital Improvement Program (CIP) in FY06. The projects address some of our community's long standing flooding problems and water quality concerns. FY08 represents year three of the plan. Due to increased construction efficiency and external grants, the FY08 project list has five more projects than were originally forecasted when the FY06 plan was prepared.

The FY08 CIP will address construction of 11 high-priority flooding relief projects. On the west side of Tampa, land acquisition and design is underway for a stormwater pond, conveyance systems and a new pumping station in the Drew Park Community Redevelopment Area. These improvements will facilitate the strategic action plan for this area, which has historically suffered from poor drainage. North Tampa will see the design for the Duck Pond Drainage System completed and construction beginning in FY08. This drainage system project in the University Mall / University of South Florida area represents a joint effort between the City of Tampa, Hillsborough County, the Southwest Florida Water Management District (SWFWMD) and Federal Emergency Management Agency to solve recurrent structural and street flooding. Solutions to improve the North Hyde Park / Spanishtown Creek system in South Tampa will be in the preliminary design stage. The East Tampa pond renovations are also scheduled to break ground in FY08 where three regional stormwater ponds will be transformed over the coming years with park amenities. Water quality improvement projects have gained significant financial support from the Environmental Protection Agency (EPA) for the downtown area.

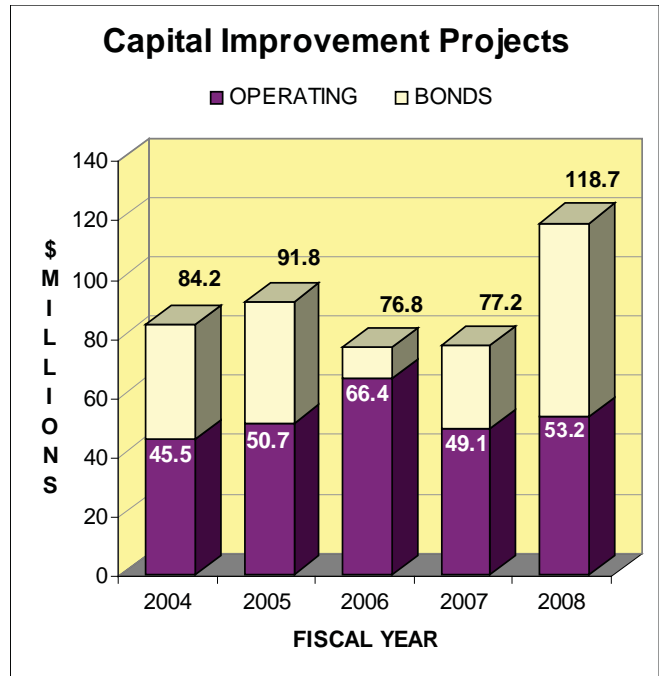
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These large-scale projects would not have been possible without the significant help from SWFWMD, the State of Florida and the EPA. The stormwater department will continue as the lead department in the development of the city's enterprise geographical information system. This initiative will ultimately transfer city infrastructure records from numerous departments to a uniform electronic format. This initiative is key to developing future capital and maintenance programs and to improving customer service.



Pipe Replacement

Commercial Paper: Commercial paper is playing a more prominent roll in accelerating a number of programs pending the issuance of bonds, state funds and increased revenues to be received in later years. In FY07, the city utilized commercial paper twice. The first was for \$6 million for the \$100 million 40th Street Project in order to keep the program moving forward. The city will continue to borrow, as needed, until state reimbursements for almost \$29 million are received. The second borrowing was for \$1.6 million needed for stormwater projects. These funds will be paid back upon the issuance of stormwater bonds. Also, during FY08 the city may again use commercial paper to begin to replace water pipelines in downtown and South Tampa. This project is estimated to cost \$55 million.



Summary: In FY08, the total recommended capital improvement program is \$118.7 million, a \$41.5 million increase over FY07. The majority of this increase occurs in three areas: Community Investment Tax (CIT) Bonds 2006 (\$13.4 million); Wastewater Revenue Bonds 2006 (\$23.9 million); and local option gas taxes (\$2.4 million). The dollars represented in both bond funds are an estimate of expenditures expected to occur in FY08 from funds previously appropriated. The CIT bonds were issued for acquisition, construction and equipping ten parks and recreation projects. The wastewater bonds were issued for relocating and replacing lines in association with federal, state, and county projects. Additionally, the monies are being utilized to accelerate the replacement and rehabilitation of aging pipes throughout the city.

Revenues / Expenses

This section provides a summary of revenues and expenses. Each of the funds listed in the funding sources chart shown above with FY08 funds are discussed. The revenue portion describes the revenue and trends as shown in the three-year summary immediately following.

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	Funding Sources		
	(Millions)		
	FY06 <u>Budget</u>	FY07 <u>Budget</u>	FY08 <u>Budget</u>
Utility Tax	\$ 6.4	\$ 7.6	\$ 7.7
Community Development Block Grant	2.2	0.9	0.5
Community Investment Tax - FY97-01	1.8	0.2	
Community Investment Tax - FY02-06	5.8	1.2	1.2
Community Investment Tax - FY07-11		6.0	5.3
Community Investment Tax Bond - 2001A	6.3	22.0	22.4
Community Investment Tax Bond - 2006			13.4
Local Option Gas Tax	11.8	8.5	10.9
Local Option Gas Tax FY99 Bond Construction	2.5	1.7	1.7
Transportation Impact Fee	6.5	5.6	7.8
Transportation Impact Fee International Plaza	0.1		
Enterprise Funds	24.7	12.2	12.5
Utilities Tax Improvement Bonds	0.3	3.1	2.8
Wastewater Revenue Bond - 2006			23.9
Water Bond / State Loan	1.3	1.3	1.3
Stormwater	6.6	6.6	6.6
Fleet Maintenance	0.5	0.3	0.7
Total	<u>\$ 76.8</u>	<u>\$ 77.2</u>	<u>\$118.7</u>

The table above is a comparison of funding sources. Major projects are summarized in the following narratives. For specific project descriptions, see the individual project page.

Utility Tax Fund

Revenues

This tax is levied by the city on the purchase of utility services within the city limits. In FY08, \$7.7 million of utility taxes will be used for capital improvement projects for the general fund departments.

	FY06 <u>Budget</u>	FY07 <u>Budget</u>	FY08 <u>Budget</u>
Utility Tax (Millions)	\$6.4	\$7.6	\$7.7
Change from prior year	1.6%	18.8%	1.3%

Expenses

Renovations, replacements and improvements to city facilities are budgeted in FY08 at \$4.3 million for the fire rescue, police and public works

departments. Public works will be replacing roofs, replacing elevators, removing and replacing stationary fuel tanks, upgrading HVAC systems, and relocating or renovating offices. Upgrades will be made to the Tampa Theatre electrical room including structural upgrades and waterproofing. Also in FY08, \$1 million is allocated for replacing / upgrading the police communications system.

Utility tax funding for parks and recreation is budgeted at \$870,000 with projects scheduled to maintain facilities at standardized levels. By leveraging funds with other sources, the city is able to expand the program and undertake additional projects.

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Community Development Block Grant Fund

Revenues

In FY08, Tampa will receive community development block grant funds from the federal government for various activities including capital projects. Community development block grant expenditures are subject to federal guidelines and are generally applicable to specific neighborhoods occupied by citizens of low and moderate incomes.

	FY06 <u>Budget</u>	FY07 <u>Budget</u>	FY08 <u>Budget</u>
Community Development Block Grant (Millions)	\$2.2	\$0.9	\$0.5
Change from prior year	10.0%	-59.1%	-44.4%

Expenses

Community development block grant funds appropriated in FY08 are for various neighborhood improvement projects such as sidewalks, street resurfacing, traffic calming devices and parks improvements such as fencing, bollards, and gates.

Community Investment Tax Fund

Revenues

This is the second year of the third, five-year period of the community investment tax, approved by the voters on September 3, 1996, providing for a one-half cent increase to the sales tax. In FY08, community investment tax funds of \$17.9 million have been funded, of which \$6.5 million will be allocated to capital improvement projects. The FY08 capital projects program has decreased \$900,000 from FY07 largely due to changes in four areas. These changes include: last year's program funded \$2 million to replace fire rescue station 19 in Port Tampa while the FY08 program funds \$500,000 for land acquisition and design for fire station 22 in New Tampa - a net reduction

of \$1.5 million; funding for transportation related projects increased by \$250,000; reserve dollars for cost overruns increased \$488,000; and, projects funded with prior year monies decreased \$197,000.

	FY06 <u>Budget</u>	FY07 <u>Budget</u>	FY08 <u>Budget</u>
Community Investment Tax (Millions)	\$7.6	\$7.4	\$6.5
Change from prior year	7.0%	-2.6%	-12.2%

Expenses

Community investment tax funds are used for various parks and recreation and fire department improvement projects. Additional public works projects such as minor intersection improvements, street resurfacing, and traffic calming are funded.



Pedestrian Crossing Countdown

Community Investment Tax Bond - 2001A Fund

Revenues

In October 2001, bonds were issued for \$55.6 million for various capital projects including the Tampa Museum of Art, Lowry Park Zoo, various parks and recreation projects, and neighborhood transportation projects.

CIP Program Highlights

Expenses

Of the \$22.4 million allocated for FY08, \$1.4 million is for roadway construction and intersection improvements and \$1 million is for communications system replacement. Also, approximately \$20 million has been identified in FY08 for construction of the new Tampa Museum of Art.



Tampa Museum of Art Rendering

Community Investment Tax Bond - 2006 Fund

Revenues

In December 2006, bonds were issued for \$17 million for the acquisition, construction and equipping of parks and recreation projects including Ballast Point Pier and Boat Ramp, Bayshore Balustrade, Cotanchobee / Heroes Park, Cyrus Greene Pool, Springhill Park Community Center, Seminole Garden Center, Wellswood (lighting), New Tampa Community Center, New / North Tampa Fields and Parks, and MacFarlane Park-Freedom Playground.

Expenses

Three projects have been awarded: Cyrus Greene Pool; Wellswood Lighting; and the New Tampa Community Center. All remaining seven projects are in various stages leading up to awards.



Ballast Point Pier

Local Option Gas Tax Fund

Revenues

The local option gas tax is a 30 year tax, initiated in 1983, to fund transportation improvements. In FY08, \$10.9 million has been budgeted for transportation improvement projects. The interlocal agreement with the county was recently extended to 2013 to coincide with the expiration of the gas tax. The increase in available funds in the gas taxes is a direct result of debt service being paid off in FY07, funds now available for capital projects.

	FY06 <u>Budget</u>	FY07 <u>Budget</u>	FY08 <u>Budget</u>
Local Option Gas Tax (Millions)	\$11.8	\$8.5	\$10.9
Change from prior year	40.5%	-28.0%	28.2%

Expenses

Local option gas tax funds will be used to continue the public works program of street maintenance, resurfacing, traffic calming, new signal installation and traffic signal upgrading. Funds are allocated in FY08 for MacDill Avenue and Kennedy Boulevard (\$600,000) and Cross Creek Boulevard (\$936,240) enhancements, pedestrian crossings (\$131,075) and the downtown Riverwalk project (\$700,000). Currently under construction is the segment under the Platt Street Bridge between the USF Park and the Tampa Convention Center.

CIP Program Highlights



Westshore Pedestrian Bridge

Local Option Gas Tax FY99 Bond Construction Fund

Revenues

These bonds, issued in 1999 for \$28.5 million, provide funding for a variety of transportation related projects.

Expenses

In FY08, \$1.7 million is planned to be spent from local option gas tax bonds issued in FY99 for road improvements in New Tampa. Improvements may consist of lane widenings, intersection improvements and new roads.

Transportation Impact Fee Fund

Revenues

In an effort to address growth-related infrastructure requirements, the city had previously implemented a transportation impact fee. In FY08, the impact fee fund will provide \$7.8 million for eligible transportation capital improvement projects.

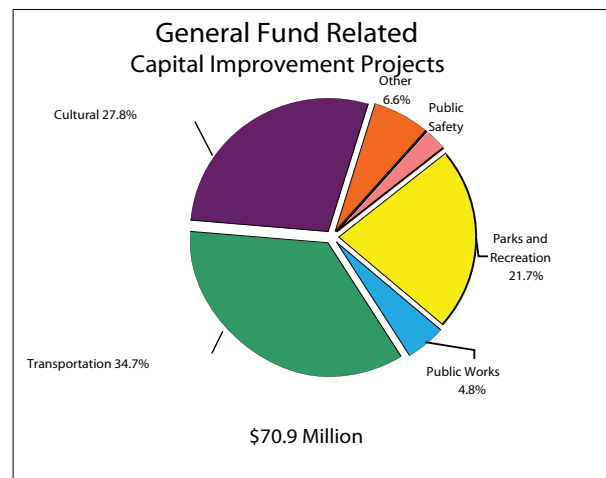
	FY06 Budget	FY07 Budget	FY08 Budget
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Transportation Impact Fees (Millions)	\$6.5	\$5.6	\$7.8
Change from prior year	-1.5%	-13.8%	39.3%

Impact fee funds will be allocated to a segment of 40th Street to assist with project completion. Transportation impact fees will be used to improve the intersection of Kennedy Boulevard and Dale Mabry Highway, along with the construction of a bridge at I-75 and West Meadows. Pursuant to an agreement, HARTline will also receive a percentage of all developer fees collected.

General Fund Departments Capital Projects

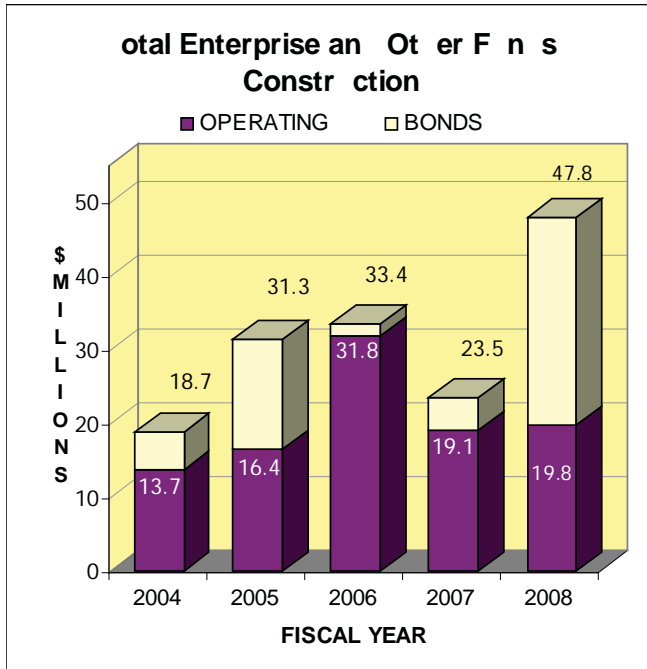
In summary, general fund department-related capital improvement projects expenditures total \$70.9 million.



Enterprise and Other Funds

Capital improvement projects for enterprise and other funds are used to improve and expand services including parking, wastewater, water, solid waste, stormwater, and fleet maintenance. Growth, redevelopment, and federal and state legislative mandates provide a constant demand for improvements.

CIP Program Highlights



Parking Fund

Revenues

In FY08, the parking division's \$293,000 capital improvement budget will be funded with operating revenues. FY06 capital projects were funded from bond dollars.

	FY06 <u>Budget</u>	FY07 <u>Budget</u>	FY08 <u>Budget</u>
Parking (Millions)		\$0.3	\$0.3

Expenses

As a result of the city-wide parking structure assessment completed in February 2006, the parking division has identified several structural conditions at the Twiggs Street and William F Poe garages that will be addressed in FY08. Structural improvements include joint repair and replacement, roof level deck coating, concrete spalling repairs, and crack sealing. The division will also make landscape improvements to the Crosstown Expressway surface lots between Morgan Street and south Nebraska Avenue.

Wastewater Fund

Revenues

The wastewater department will expend \$4.9 million for improvements supported with revenues from the operating funds.

	FY06 <u>Budget</u>	FY07 <u>Budget</u>	FY08 <u>Budget</u>
Wastewater (Millions)	\$6.8	\$5.0	\$4.9
Change from prior year	1.5%	-26.5%	-2.0%

Expenses

FY08 capital improvement funding will be allocated toward rehabilitation of pump stations, replacement of aging sewer lines and improvements to the Howard F. Curren Advanced Wastewater Treatment Plant. Plant projects range from roofing contracts to the replacement of pumps. Replacement of pumps at the diffused air reactor facility is a major component needed to meet the National Pollutant Discharge Elimination System operating permit requirements.

Wastewater Revenue Bond Fund - 2006

Revenues

In June 2006, bonds were issued for \$36 million for relocating and replacing lines in association with federal, state, county and city roadway projects, rehabilitating and replacing aging pipe lines, and various capital projects.

Expenses

Seven projects will be funded in FY08 by the 2006 revenue bond issue at a cost of \$23.9 million. Improvements will include replacement of the 12th Street force main, collection / transmission improvements, pumping station rehabilitations, and force main replacement.

CIP Program Highlights

Water Fund

Revenues

The water department will expend \$6.6 million from operating funds for various plant, production and delivery systems. It is anticipated that bonds will be issued that will allow the water department to accelerate improvements to its aging infrastructure.

	FY06 <u>Budget</u>	FY07 <u>Budget</u>	FY08 <u>Budget</u>
Water (Millions)	\$17.1	\$6.6	\$6.6
Change from prior year	87.9%	-61.4%	

Expenses

The water department's capital improvement budget is \$6.6 million for FY08. These funds will be used primarily for pipe replacement / rehabilitation, replacement of valves, and various plant improvements.

Water Bond / State Loan Fund

Revenues

In FY08, \$1.3 million is planned for the water bond / state loan fund. These dollars are for a study to design phase II of the reclaimed water project for lawn irrigation focusing on areas north and south of phase I and on high-use target opportunities.

Expenses

FY08 will focus on large users and the design and construction required to expand the Howard F. Curren Advanced Wastewater Treatment Plant to meet projected future demands.

Utilities Tax Improvement Bond - 1998 Fund

Revenues

Bonds issued in 1998 will fund one project in FY08.

Expenses

Utilities Tax Improvement Bond – 1998 funds in FY08 will provide for downtown site acquisition and cultural arts development associated with the Tampa Museum of Art's relocation at \$2.8 million.

Solid Waste Fund

Revenues

Capital projects funded by the solid waste department in FY08 total \$727,427. These capital improvement projects are supported with revenues from operating funds.

	FY06 <u>Budget</u>	FY07 <u>Budget</u>	FY08 <u>Budget</u>
Solid Waste (Millions)	\$0.8	\$0.2	\$0.7
Change from prior year	300%	-75%	250%

Expenses

Capital improvement projects planned in FY08 will focus on the construction of a new truck wash / water reclamation facility and perimeter wall at the solid waste / fleet yard. These projects are being funded in conjunction with the fleet maintenance division of the public works department.

Stormwater Fund

Revenues

Capital projects funded by the stormwater department in FY08 total \$6.6 million. The annual stormwater assessment yields approximately \$6.0 million for stormwater planning, maintenance and operations. This is the third year of a five-year, \$60 million improvement plan.

	FY06 <u>Budget</u>	FY07 <u>Budget</u>	FY08 <u>Budget</u>
Stormwater (Millions)	\$6.6	\$6.6	\$6.6
Change from prior year	69.2%		

CIP Program Highlights

Expenses

The \$6.6 million in this year's program will provide flooding relief at 11 locations throughout the city, installation of sediment filtration devices, pond construction, drainage improvements, and major pipe replacements and improvements.

Fleet Maintenance Fund

Revenues

Capital projects totaling \$727,427, funded by the fleet maintenance department in FY08, are supported with revenues from operating funds. Capital projects are funded for the benefit of user departments. The cost of both of these projects is being split evenly with solid waste and is budgeted at \$1.5 million.

	FY06	FY07	FY08
	<u>Budget</u>	<u>Budget</u>	<u>Budget</u>

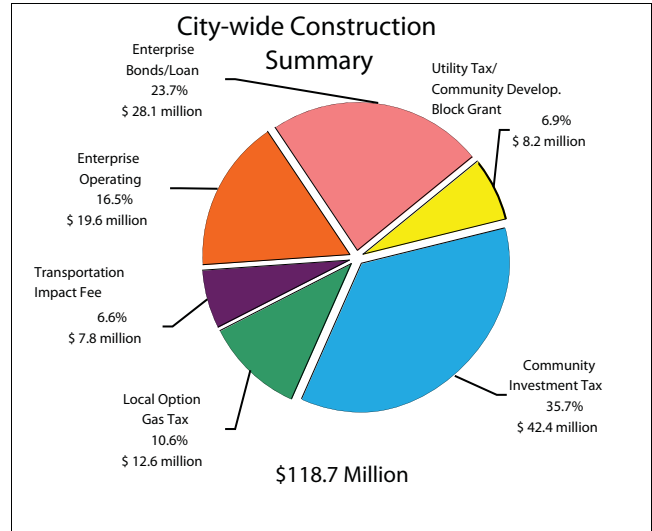
Fleet Maintenance (Millions)	\$0.5	\$0.3	\$0.7
Change from prior year		-40.0%	133.7%

Expenses

Capital improvement projects planned in FY08 include the construction of a vehicle wash facility and a perimeter wall at the fleet / solid waste yard.

City-wide Construction Summary

The FY08 capital improvement program for the City of Tampa will total \$118.7 million. As shown in the chart below, community investment tax monies account for almost 36% of the funding with enterprise bonds / loan funds second highest at almost 24%.



Operational Impacts of Capital Improvement Projects

Capital improvement projects generally have one of two impacts. New or expanded facilities usually result in staffing requirements along with new operating costs such as utilities, supplies, and maintenance requirements. Replacement of older facilities has the opposite effect; efficiencies gained from more efficient equipment, lower maintenance costs, and on occasion, lower staffing requirements reduce operating and personnel costs.

In the water, wastewater, and stormwater departments, the city has embarked on a multimillion dollar, multi-year program to accelerate the replacement of aging infrastructure. Over the last few years, the city has been experiencing more frequent and more costly failures. Often, these failures "detour" employees from their planned preventative maintenance schedules and incur significant overtime costs. Commercial paper is playing a more prominent roll in accelerating a number of programs pending the issuance of bonds, state funds and increased

CIP Program Highlights

revenues to be received in later years. In FY07, the city utilized commercial paper twice. The first was for \$6 million for the \$100 million 40th Street Project in order to keep the program moving forward. The second borrowing was for \$1.6 million needed for stormwater projects. During FY08, the city may again use commercial paper to begin to replace water pipelines in downtown and South Tampa.

Improvements to parks and recreation centers throughout the city are budgeted for \$1 million. This project provides for fencing, bollards, gates, athletic courts and field repair / installation, ancillary and playground equipment, fall surfacing, renovations and improvements to community centers, Americans with Disabilities Act repairs, signage, and landscaping. The parks and recreation department targets several facilities per year for these upgrades / improvements. Each improved facility will have lower maintenance, repair and utility expenses.

Annual funding of \$175,000 is also provided for courts, sidewalks and trail improvements. These improvements include lighting upgrades that improve visibility and reduce energy consumption, maintenance and repair costs.

For both new and replacement facilities, opportunities are sought to incorporate “green” sustainable features into the design. These commonly include highly reflective roof surfacing, “cool roofs”, day lighting, energy efficient lighting, hands free faucets, and other water savings measures. Additionally, HVAC systems are designed to both minimize energy and maintain good air quality.

Specific projects include:

Investing in Neighborhoods - One of the mayor’s key programs is entitled “Investing in Neighborhoods”. In FY03, \$2.6 million was devoted to this program and has since grown to \$6.45 million. The program includes projects and

enhancements such as sidewalks, street resurfacing and maintenance, traffic calming devices, and street signs and markings. These neighborhood improvement projects directly impact the quality of life and safety of Tampa’s residents – a valuable investment.

Road Resurfacing and Maintenance - Our program this year will repave approximately 36 miles of roadway.

Street Signage - Our signage program includes street name signs, illuminated signs, traffic signs, and marking installations. This year we expect to replace 5,000 signs throughout the city and 20 intersections will receive illuminated signs.

Sidewalks - Our sidewalk program will install and repair nearly eight miles of sidewalk this year to help ensure pedestrian safety and contribute to our sense of community.

Traffic Calming - Traffic calming devices help promote and maintain the safety and livability of our residential streets. This year more than seven projects are planned throughout Tampa’s neighborhoods.

Landscape and Xeriscape Replacement - Xeriscape landscaping is environmentally friendly for a climate such as Florida. The parks and recreation department will increase the number of xeriscape projects in an attempt to decrease water consumption.

Irrigation and Lighting - Radio Controlled - This project provides for upgrade, installation and repair of the city-wide radio controlled irrigation system. This system is controlled by a central computer, which communicates with field units necessary to operate the various irrigation zones throughout the city. The system has the ability to manage the amount of water dispensed for any zone and will shut down any zone that malfunctions. It also controls the on / off function of lights in various parks. The parks

CIP Program Highlights

and recreation department is establishing security lighting throughout the city. This system can be placed on the existing radio controlled system, which will turn the lights on and off.

New / Replacement Fire Stations - Starting in FY07, this project provides for constructing two new fire stations (FS) and replacing two stations over the next five years. In FY07, funds provided for the design and construction for FS #19 in Port Tampa. Due to the larger building size, the cost to operate the new facility will increase by approximately \$9,000. Construction of FS #22 in New Tampa will commence in FY09. Operating and one-time capital costs for FS #22 will include: \$1.8 million for payroll and benefits for 30 firefighters; \$33,000 for bunker gear and clothing; \$913,000 for a ladder truck; \$313,000 for a fire engine; and \$42,000 for utilities. Similar expenses are projected for two stations, one replacement and one new, programmed in FY10 and FY11.

Traffic Signal Upgrade to Light Emitting Diodes (LEDs) - This project, which started in FY07, provides for the upgrade of traffic signal displays to LED signal heads for emergency operation of signals on backup power systems. Current signals require too much power to operate on backup power systems. LED traffic signals reduce power demand by 70-80%, enabling the use of batteries or generators as backup power sources. This project is directed at the top 100 emergency priority intersections and will free up Tampa police officers from traffic duty during emergency situations. The cost of this project will be recovered quickly, with an average annual cost of \$887 per signal, and savings of approximately \$67,000 each year per 100 signals.

Climate Control / HVAC Systems - Funding is provided, in the amount of \$152,180 annually, for the replacement of deteriorated HVAC (heating, ventilating, air conditioning) systems at various locations throughout the city. Many of these systems have exceeded their useful lives and repair parts are becoming more difficult and costly to

obtain. Energy savings will accrue with their replacement. In FY08, several HVAC air handlers at the Tampa Municipal Office Building need to be replaced. Energy savings will also accrue from replacement of these air handlers.

Video Detection Installation - This project provides for the installation of video detection devices at the city's busiest intersections to replace the detection loops embedded in pavement at each leg of the intersection. Although initial installation cost is high, installing video detection systems at intersections with detector loop damage will be more cost-effective over time and will provide better traffic signal functionality.

Parking - Utilizing bond funds, operating revenue control equipment is being installed at the Twiggs Street, William F. Poe, Tampa Convention Center, Whiting Street, and Ft. Brooke garages. The new equipment will be fully operational by the start of fiscal year 2008. As additional funds become available, the parking division will continue the program for new equipment installation at the remainder of the critical parking locations. These locations will include improvements to the Jackson Street surface lot, the Centro Ybor garage, the South Regional garage, and the Palm Avenue garage. Upon completion of this equipment installation, the parking division will be able to increase operating efficiencies through enhanced revenue accountability and reduced equipment maintenance costs.

Additional maintenance cost savings will accrue by replacing spalled and delaminated concrete in the floors, walls, beams, and columns, as well as the application of joint sealant, which are key components of the overall waterproofing system in these garages. FY08 dollars are also provided for routing and sealing cracks in the floors, walls, beams, and columns to reduce maintenance costs throughout the following garages: Centro Ybor; South Regional; and Palm Avenue garages.

CIP Program Highlights

Howard F. Curren Advanced Wastewater Treatment Plant - During FY08, replacement of equipment will increase system reliability and reduce overall operation and maintenance costs. The wastewater department will rehabilitate digester #6 at the treatment plant. The equipment within the digester has reached the end of its useful life and is no longer cost effective to maintain. Four aerator units at the high purity oxygen reactor #3 require replacement as they have reached the end of their useful life and the replacement parts have become obsolete. The project will include replacing each aerator unit's gearbox, motor, blade assembly, and deck plate. The new aerator units will have additional energy efficient gear boxes and motors to reduce operating costs.

Water - The 42 " / 36" DIP Transmission Main will be replaced by a 42 inch ductile iron pipe (DIP) from the treatment facility to the Hillsborough River and from the river north to Busch Boulevard. In addition, the new system will tie into the transmission main south of the river crossing. The operational benefits of this new main include increased remote tank fill rates to meet future demands and cost savings due to the reduced use of wholesale water. In the same way, the Sulphur Springs weir project provides for the modification of gates by installing a five foot wide weir at the exit of the run to prevent salinity incursions. This project allows for a lower minimum flow and the use of Sulphur Springs water at the dam, thereby saving money by lowering the amount of water purchased from Tampa Bay Water. Similar minimum flow level projects are planned for FY10 and FY11 at the blue sink pipeline, Sulphur Springs upper gates, and Harney Canal pipeline.

During FY08 replacement of the following equipment and systems will increase system reliability and reduce overall operation and maintenance costs:

ATM Network Equipment Replacement - The network is the backbone for voice and data communications to all fiber-attached facilities. This three-year project, which started in FY06, provides for replacing all ATM (asynchronous transfer mode) equipment. The City of Tampa's data network is comprised of two separate networks, ATM and Gigabit. Networking manufacturers dropped support for ATM in October 2005 and the ATM network is at risk. This project systematically replaces 13 ATM sites with gigabit equipment.

Financial System Upgrade - This project provides for the upgrade of the accounting, budget, procurement, and fixed assets systems to the latest release. The upgrade will improve system performance, simplify data entry, and provide internet access to the systems.