

Capital Improvement Projects Program

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 “A Commitment to the Basics - 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

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.

the impact of development. The capital improvements element (CIE) and the facility 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

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improvements to ensure they are provided when required. The capital improvement element is reviewed annually in conjunction with the preparation of the annual CIP budget. An asterisk in the summaries starting on pages ?? and ?? 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 our required annual CIE update to the local planning commission.

Management and Fiscal Goals

Short Term:

- Investing in neighborhoods through increased funding for street resurfacing, new and reconstructed sidewalks, signage 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 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 continue to focus on the following five strategic areas to transform Tampa into a diverse and progressive city - celebrated as the most desirable place to live, learn, work and play.

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 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.

Sources of Funds

Various types of funds support our CIP budget.

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These include, but are not limited to, utility tax, community development block grant (CDBG), community investment tax (CIT), local option gas tax, transportation impact fees, bonds, federal and state grants, and enterprise revenues. 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 local option gas tax, impact fee funds and some bond funds may take several years to complete. This is due to the lengthy process for 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. The remaining CDBG, CIT and grant funds have varying timetables for completion.

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.

Construction Management at Risk (CMR)

CMR is an alternative procurement process regulated by state statutes that offers particular benefits over the traditional design-bid-build method to medium and large construction projects. Some advantages are:

- A rigorous, qualifications-based selection process that ensures the use of a qualified construction manager 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 coordination of multiple sites and major program wide initiatives.

- Open book bidding of project tasks and subcontracting to ensure competitive pricing of the work.
- Guaranteed maximum price form of contract that establishes the scope and ensures delivery of the project for the contract price. This form of contract also provides an incentive for the contractor to bring the price in under the contract 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 both Ybor City parking garages and a major interior renovation of the Tampa Convention Center. The city is presently preparing a request for qualifications to solicit submissions of construction managers at risk for major city-wide infrastructure work. Projects to be included are the construction of the water main to provide increased capacity for downtown and South Tampa and the construction of drainage improvements at Dale Mabry Highway and Henderson Boulevard. Additional major projects may be added to maximize coordination of work with area-wide impact.

The FY07 Budget GIS Mapping Project

In FY07 the City of Tampa has implemented a Budget Geographic Information System (GIS) Mapping Project. 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 location, project title, responsible department or city council district. Additionally, when accessing a project, the user can obtain

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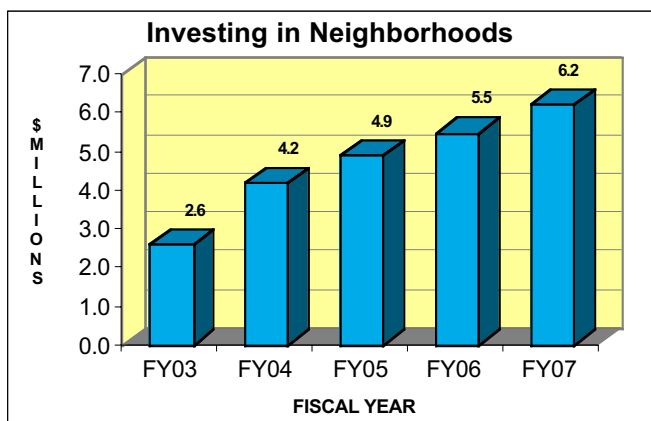
information on nearby schools, fire stations or hospitals. The FY07 Budget GIS Mapping Project continues the city's goal to be an efficient city government focused on customer service and to give the citizen the highest quality of services at the best possible value.

Highlights

Major FY07 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 addition, by combining these four initiatives together in a major street project that goes through neighborhoods, we also identify those projects. An example is the North 22nd Street enhancements discussed later.

Beginning with the FY04 program, this administration has made significant progress in realigning dollars to improve funding for the neighborhood transportation program. Dollars for these programs increased significantly from \$2,586,000 in FY03 to \$4,200,000 (a 62% increase) in FY04. For FY05, funding was again increased to \$4,885,400 (a 16% increase) and was raised by 12% for FY06 to \$5,477,100. Funding for FY07 is being increased by 13% to \$6,200,000.



Sidewalks: A network of 958 miles of sidewalk presently serves the City of Tampa. In FY07, \$1.76 million is being allocated to the sidewalk program, a 3% increase over last year's program. Requests for repair are received from a number of sources including citizens, city council or city administration. The neighborhood sidewalk program contains an extensive list of candidate locations that gives neighborhood groups the opportunity to help prioritize new sidewalk needs. In FY06, four miles of new sidewalk were constructed and two miles were reconstructed. For FY07, five miles of new and three miles of reconstruction are planned.

Neighborhood Traffic Calming: This FY07 program is increasing 12.5% to \$680,800. 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.



Traffic Calming

Signage: This program will be increased by \$219,500 to \$869,500 for FY07 - a 33.8% increase over FY06. The increase will accelerate the illuminated street name sign program. This funding has also enabled the acceleration of the sign replacement program. The program also includes upgrading and replacing school signs and markings. For FY07, an estimated 5,000 signs will