



**Staff Report to the St. Petersburg Community Planning & Preservation Commission**  
Prepared by the Planning & Development Services Department,  
Urban Planning and Historic Preservation Division

For Public Hearing and Executive Action on November 8, 2021  
at 2:00 p.m. in the City Council Chambers, City Hall,  
175 Fifth Street North, St. Petersburg, Florida.

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**City File: LGCP-CIE-2021**  
**Annual Capital Improvements Element (CIE) Update**

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This is a City-initiated application requesting that the Community Planning and Preservation Commission (“CPPC”) in its capacity as the Local Planning Agency (LPA) make a finding of consistency with the Comprehensive Plan and recommend to City Council **APPROVAL** of the annual update to the Comprehensive Plan’s Capital Improvements Element (CIE) for Fiscal Years (FY) 2022 to 2026.

**PURPOSE**

The Capital Improvements Element (CIE) annual update for Fiscal Years (FY) 2022 to 2026 represents the City’s modification to the Capital Improvements Schedule of the currently adopted CIE including addition of the new fifth year (FY 2026). The modified schedule includes projects that are needed to meet future demands of development in accordance with Section 163.3202(2)(g), Florida Statutes. While there have been amendments to the Growth Management Act over the years, Florida law continues to require that the CIE and the schedule of capital improvements, also referred to as the Capital Improvement Program (CIP), be reviewed on an annual basis and modified as necessary.

While the purpose of the CIE is to consider the need, location and the efficient use of public facilities, the Capital Improvements Schedule demonstrates the fiscal feasibility of the element’s goals. This is accomplished by estimating costs of improvements, analysis of the City’s fiscal capability to finance and construct improvements, and adoption of financial policies to guide funding. To demonstrate the ability to provide for needed improvements, the City has adopted the Capital Improvement Schedule as part of the Comprehensive Plan. The Capital Improvement Schedule includes a schedule of projects, funding dates, all costs reasonably associated with the completion of the project, and a demonstration that the City has the necessary funding to provide public facility needs concurrent with or prior to previously issued Development Orders or future development.

## **BACKGROUND**

The process of developing the CIE demonstrates that a reasonable, measurable and affordable plan is in place to reduce, eliminate or prevent facility deficiencies within the established specified time frame. The costs of projects may be paid or contracted for in phases, as necessary to meet or maintain the facility's adopted Level of Service (LOS) standard as provided for within the Comprehensive Plan. These facilities include:

1. potable water;
2. sanitary sewer;
3. solid waste;
4. drainage/stormwater; and
5. recreation.

In accordance with state statutes and mobility planning efforts at the county level, the LOS for roadways and mass transit were removed from the Comprehensive Plan in March of 2016. However, because the City continues to monitor transportation conditions for site impact review and transportation planning purposes, an analysis is included in this report.

### **Capital Improvement Plan - Financial Feasibility**

Each year City Council adopts an operating budget and a capital improvement budget. The capital improvement budget is the first year of the five-year Capital Improvement Program (CIP). The annual CIE update reflects a subset of the City's recently adopted CIP in that it only includes project schedules that contribute to the above listed facility's LOS. Florida Statutes requires a statement of project financial feasibility, which is demonstrated through the identification of both committed revenue and planned revenue anticipated to undertake project expenditures as shown within the five-year schedule. All projects listed in the City's CIP are considered priority projects and deemed financially feasible.

While legislative changes no longer require the CIP to be financially feasible, the City continues to demonstrate a balanced program. Financial feasibility means that sufficient funding sources (revenues) are available for financing capital improvement projects (expenses) intended to achieve and maintain the adopted LOS standards. St. Petersburg accomplishes this by adhering to the following fiscal policies, codified in the City's Administrative Policies and Procedures:

1. General Fiscal Policy I.A.4. – “The city shall prepare and implement a Capital Improvement Program (CIP) consistent with State requirements, which shall schedule the funding and construction of projects for a five-year period, including a one-year CIP Budget. The CIP shall balance the needs for improved public facilities and infrastructure, consistent with the city's Comprehensive Plan, within the fiscal capabilities and limitations of the city.”
2. General Fiscal Policy I.A.5. – “The city shall maintain its accounting records in accordance with Generally Accepted Accounting Principles (GAAP), applied to governmental units as promulgated by the Governmental Accounting Standards Board (GASB) and the Financial Accounting Standards Board (FASB). In addition, federal and state grant accounting standards will be met.”

3. Fiscal Policy for Capital Expenditures and Debt Financing, Policy IV.A.1.a. – “Revenue projections for the one-year Capital Improvement Program Budget and five-year Capital Improvement Program Plan shall be based on conservative assumptions of dedicated fees and taxes, future earnings and bond market conditions.”
4. Fiscal Policy for Capital Expenditures and Debt Financing, Policy IV.A.2.a. – “Capital projects shall be justified in relation to the applicable elements of the City’s Comprehensive Plan.”

### **Population Estimate**

Functional population for 2020 is used as the basis for the update. An estimate of functional population is needed to determine if a facility is meeting or exceeding the adopted level of service on a per capita basis. Functional population is defined as the number of people occupying space in the community on a 24 hour per day, seven day-per-week basis. By estimating the functional population of a community, estimations of current and future demand for certain facilities can be improved. The functional population for 2020 was calculated using a combination of the best available data from different sources to arrive at the most accurate population estimate. The base population number came from the University of Florida’s Bureau of Economic and Business Research’s (BEBR) 2020 population estimate of 260,778 for the City. Since BEBR does not include seasonal and tourist populations, the Southwest Florida Water Management District’s (SWFWMD) 2020 seasonal and tourist population of 15,426 was added. Finally, based on the estimated number of people per household, 3,542 individuals were added as a result of new residential dwelling units completed during the 2020 calendar year. The 2020 estimated functional population of **279,746** is supported by the best available data.

Functional population numbers will vary per LOS analysis due to service areas of those facilities extending outside of City boundaries.

## **CONCURRENCY & MOBILITY MONITORING REPORT (Sec. 16.03.070, City Code)**

Concurrency monitoring allows for the determination of facility needs through the consideration of level of service (LOS), required repairs or renovations that reflect new system capacity and new growth demands for projects. A needs analysis for each facility is summarized below. A relative priority of need among facility type is indicated through the extent of improvements scheduled within the adopted CIP (see attached corresponding facility project schedule Exhibits A through L). The following annual concurrency and mobility monitoring report is provided in accordance with Section 16.03.070 of the City Code.

### **Solid Waste**

Solid waste collection is the responsibility of the City, while solid waste disposal is the responsibility of Pinellas County. The City and the County have the same designated LOS of 1.3 tons per person per year, while there is no generation rate for nonresidential uses. The County currently receives and disposes of municipal solid waste and some construction and demolition debris, which are generated throughout Pinellas County. All solid waste disposed of at Pinellas County Solid Waste is recycled, combusted or buried at the Bridgeway Acres sanitary landfill. City recycling is handled at the local level and not disposed of at the County.

In calendar year 2020, the City’s collection demand for solid waste service was approximately 0.82 tons per person per year, resulting in a demand rate below the adopted LOS standard of 1.3. This figure is calculated by the total sum of collected commercial and residential solid waste tonnage including traditional recyclables (glass, paper, plastic and metals) divided by the City’s 2020 functional population.

$$230,112 / 279,746 = 0.82 \text{ tons per person per year}$$

Demand for solid waste service for all of Pinellas County in calendar year 2020 was 1.17 tons per person per year, also below the adopted LOS waste disposal rate. The County's LOS figure is calculated by the total sum of solid waste tonnage collected at Pinellas County Solid Waste-to-Energy facility (580,607 tons) plus the landfill (573,381 tons), divided by the County's functional population.

$$(992,869 + 200,082) / 984,054 = 1.17 \text{ tons per person per year}$$

Following the City's successful curbside recycling program that began in 2015, traditional recycling has increased by 105% from 6,552 tons collected in 2015 to 13,462 tons collected in 2020. Additionally, the City diverts from that landfill an annual average of 72 tons per year of yard waste, which is processed and recycled locally. The City and County's commitment to recycling and waste reduction programs, and the continued participation of residents and businesses in these programs, have assisted in keeping down the actual demand for solid waste disposal.

The Pinellas County Waste-to-Energy facility and the Bridgeway Acres Sanitary Landfill are the responsibility of the Pinellas County Department of Solid Waste and are operated and maintained under contract by two private companies. In calendar 2020, the Waste-to-Energy facility incinerated 580,607 tons and operated below its design operating capacity of incinerating 930,750 tons of solid waste per year. The continuation of recycling efforts and the efficient operation of the Waste-to-Energy facility have helped to extend the life span of Bridgeway Acres. The landfill is expected to remain in use for approximately 78 years, based on current design, grading and projected disposal rates.

Solid waste facilities are operating within their LOS standard and there are no solid waste related projects scheduled in the five-year CIP.

### **Drainage/Stormwater**

Drainage LOS identifies minimum criteria for existing and future facilities impacted by rain events. This is often quantified by a "design storm" with a specific duration, rainfall amount and return frequency. Currently the design storm used by the City is a 10-year return frequency, 1-hour duration storm as outlined in Drainage Ordinance, Section 16.40.030 of the Land Development Regulations (LDR). Unlike the other concurrency related facilities, stormwater LOS is not calculated with a per capita formula. Instead, the City implements the LOS standard through review of drainage plans for new development and redevelopment where all new construction of and improvements to existing surface water management systems will be required to meet design standards outlined in LDR Section 16.40.030. This ordinance requires all new development projects to be permitted through the City and SWFWMD to ensure projects meet quantity and quality design standards for stormwater treatment.

The adopted level of service consists of three parts that express the City's desire to upgrade drainage facilities through retrofit over time:

1. Construction of new projects and improvements to existing stormwater management systems require permits from the Southwest Florida Water Management District (SWFWMD) as applicable. As a condition to municipal development approval, new development and redevelopment within the City which requires a SWFWMD permit shall meet the District's water quantity and quality design standards. Development that is exempt from SWFWMD permitting requirements shall be required to obtain a letter of exemption.

2. Construction of new stormwater management systems and improvements to existing systems by the City and private entities are required to meet design standards outlined in the Drainage Ordinance. Improvements to the municipal stormwater drainage system will also be designed to convey the runoff from a 10-year, 1-hour storm event.
3. Due to the back log of municipal stormwater drainage system improvements and the time required to implement improvements, *existing conditions are adopted as the level of service*.

The City's existing Stormwater Management Master Plan (SWMP) contains detailed information on the 26 basins that comprise the stormwater management area. An update to the plan is currently underway with the assistance of cooperative funding from SWFWMD. The City's commitment to upgrading the capacity of stormwater management systems is demonstrated by continued implementation of the SWMP, the Stormwater Utility Fee and capital improvement budgeting for needed improvements. The City is updating the Stormwater Management Master Plan with an expected completion before the end of calendar year 2022.

The City's continues to demonstrate its commitment to funding stormwater drainage system improvements. In 2017, the Stormwater Utility Fee approved by Council was a flat fee of \$10.00 per month for each single-family residential parcel. In FY 2019 the fee was increased to \$11.00 per month. Recognizing the impact of parcel and building size on stormwater drainage, the City approved a tiered rate system in FY 2020 at the rates of \$4.99, \$9.93, \$15.59 and \$23.27 for tiers 1, 2, 3 and 4 respectively. The new tiered rates included, a 9.09% overall rate increase which was recommended in the FY 2020 Revenue Sufficiency Analysis. A 10.07% rate increase was adopted for FY21 resulting in rates of \$5.49, \$10.03, \$17.16 and \$25.61 across tiers 1, 2, 3 and 4 respectively.

Drainage project schedules are listed in attached Fund 4013 (Exhibit H), identifying resource funding from SWFWMD grants, additional project matching funds from "Penny for Pinellas" are listed in Fund 3027 (Exhibit C).

### **Potable Water**

The City's adopted LOS standard for potable water is 125 gallons per capita per day (gpcd) with a systemwide capacity of 68 million gallons per day (mgd). The water treatment plant, water transmission system, water repump facilities and water distribution system network were designed and constructed to handle 68 mgd.

Over the years the Water Conservation Coordinator's office has worked to implement targeted conservation initiatives including the toilet rebate program. These efforts increased efficient potable water usage by City customers, and in conjunction with reclaimed water use for irrigation, result in a current demand of approximately 78 gpcd. The City's purchases of water from Tampa Bay Water reflects the increased conservation and currently total approximately 27 mgd.

The City's successful reclaimed water program, initiated in 1977, has greatly reduced reliance on potable water for irrigation purposes while at the same time reducing the amount of treated effluent disposed through deep injection wells. Since 2000, the average annual daily demand for reclaimed water has been approximately 19.13 mgd.

Due to the 68 mgd capacity in the water distribution system, only in isolated situations is a developer responsible to pay for a system capacity upgrade to accommodate a development project. At this time no additional capital expenditures are anticipated beyond those required for replacement, maintenance, efficiency, energy conservation and modernization. Potable water distribution system project schedules are listed in Fund 4003 (Exhibit G).

## Sanitary Sewer

The sanitary sewer LOS for wastewater collection and treatment was established in the Integrated Water Resources Master Plan (St. Pete Water Plan) completed by Jacobs in 2019. The LOS is intended to provide adequate protection against future sanitary sewer overflows with consideration for future conditions including population projects and climate change. The actual amount of wastewater requiring conveyance and treatment is directly related to per capita potable water demand within the City’s Sanitary Sewer Service Area and the amount of inflow and infiltration anticipated from a 7-inch, 24-hour rainfall event.

The City owns and operates almost 900 miles of gravity sanitary sewer, and 82 lift stations to transfer wastewater to three Water Reclamation Facilities (WRFs). The Northeast, Southwest and Northwest WRFs provide the required wastewater treatment to meet regulatory requirements and produce reclaimed water for the City’s reclaimed water distribution systems.

The adopted LOS for sanitary sewer is expressed in terms of gallons per capita per day (gpcd) for each of the three WRF service areas. The adopted LOS standards shown in the following table reflect the highest annual average daily flow rate at the WRFs from 1990 through 1995, divided by WRF service area functional population (based on the 1990 census). The LOS standards in the below table remain unchanged.

**2020 Sanitary Sewer Flow Rates, Per Capita Demand & Adopted LOS**

Water Reclamation Facility	2020 WRF Functional Population	CY 2020 Annual Average Daily Flow (mgd) <sup>(1)</sup>	Actual 2020 GPCD	Adopted LOS GPCD	Proposed LOS GPCD <sup>(2)</sup>
Northeast (Zone 2)	89,847	7.70	85.70	173	148
Northwest (Zone 3)	94,218	9.11	96.69	170	206
Southwest (Zone 1)	159,300	14.95	93.91	161	214
<b>Total</b>	<b>343,365</b>	<b>31.76</b>	<b>92.53</b>	<b>N/A</b>	<b>N/A</b>

(1) Water Resources Department (Daily Flow Data from CY20 Monthly Monitoring Reports)

(2) Proposed LOS based on 2016 Maximum Month Daily Flow divided by the 2016 population. The LOS revision will be proposed in the Comprehensive Plan revision and if accepted will be implemented next year.

The City’s average flow rate for Calendar Year (CY) 2020 was 31.76 mgd, while the aggregated sanitary sewer system’s annual average capacity for its three wastewater treatment facilities is 56 mgd, resulting in an estimated excess annual average capacity of 24.24 mgd.

**2020 Sanitary Sewer Capacity Analysis**

Facility	Permitted Average Daily Capacity (mgd)	Annual Average Daily Flow (mgd)	Excess Capacity (mgd)
Northeast	16.0	7.70	8.30
Northwest	20.0	9.11	10.89
Southwest	20.0	14.95	5.05
<b>Totals</b>	<b>56.0</b>	<b>31.76</b>	<b>24.24</b>

Following several major rain events in 2015-2016, the City increased its’ peak wet weather wastewater treatment capacity from 112 mgd to approximately 157 mgd – a 40% increase in peak

flow capacity. As outlined in the St. Pete Water Plan, the City is implementing system reliability improvements at the WRFs, aggressively improving the gravity collection system to decrease Inflow and Infiltration (I&I) which reduces peak flows at the WRFs, and addressing sea level rise system vulnerabilities at lift stations.

The City remains committed to spending approximately \$16 million a year in continued I&I reduction. Also, the City is fully committed to implementing selected recommendations from the St. Pete Water Plan, which incorporates growth projections and outlines the required system and network improvements needed to provide a resilient wastewater collection and treatment system.

Water Resources’ total capital improvement project schedules are listed in Fund 4003 (Exhibit G), which identifies a FY 2022 budget total of approximately \$52.9 million.

**Recreation and Open Space**

The City seeks to ensure that parks, open spaces, and recreational facilities are adequate and efficiently maintained for all segments and districts of the population consistent with the established LOS. The City has adopted and maintains a LOS standard of 9 acres of useable recreation and open space acres per 1,000 population.

As shown in the below table, the City is well within the adopted LOS standard, with a substantial excess of useable recreation and open space. With an adopted LOS standard of 9 acres, the City enjoys an estimated 26.4 acres per 1,000 permanent and seasonal residents. Recreation and cultural project schedules are listed in Fund 3029 (Exhibit D).

**2020 Useable Recreation and Open Space Acres**

<b>Population</b>	<b>City (acres/1,000 persons)<sup>1</sup></b>	<b>City and County (acres/1,000 persons)<sup>2</sup></b>
260,778 (Permanent)	21.6	28.9
279,746 (Functional) <sup>3</sup>	20.14	26.9

Table Notes

1. Total active and passive recreation/open space and preservation in the City is equal to approximately 5,635 acres.
2. Total useable recreation/open space and preservation in the City is equal to 7,534 acres when 1,899 acres for county parks is added, which includes Ft. De Soto (1136), Sawgrass Lake (390), War Veterans Memorial (122), Gandy Causeway (126), and Skyway Causeway (125).
3. Functional population includes seasonal and tourist populations (see definition in background section above).

**Mobility Monitoring**

The City eliminated LOS standards for major roads and transit when it adopted the Pinellas County Mobility Plan in 2016. The Mobility Plan provides a countywide framework for a coordinated multimodal approach to managing the traffic impacts of development projects as a replacement for local transportation concurrency systems, which are no longer required by the State of Florida because of the 2011 Community Planning Act.

The City continues to monitor the LOS for motor vehicles on major roadways and the availability of transit service for transportation planning purposes and to assess the impact of land development projects and proposed rezonings and Future Land Use Map amendments on the surface transportation system. As shown in the below table, the total number of major roadway miles in the City (excluding the Interstate system) is approximately 212.

### Miles of Major Roadways

Classification	Distance (Miles)
Principal Arterial	18.89
Minor Arterial	92.52
Collector and Neighborhood Collector	100.38
<b>Total</b>	<b>211.78</b>

Of the City’s 212 roadway miles, 99% have a relatively low level of traffic congestion (LOS “A-D”), partially due to the street network’s efficient grid pattern. Only the three roadway segments listed in the following table (consisting of 2.636 roadway miles) operate at a high level of traffic congestion (LOS “F”); there are currently no road segments that operate at a LOS “E.” While the City no longer has an adopted roadway LOS standard, the vast majority of the City’s major roads operate at the City’s previously adopted LOS standard of “D” or better.

### 2020 LOS “F” Road Segments

Roadway Section	From	To	Jurisdiction	LOS	Distance (Miles)
40 <sup>th</sup> Ave. NE	1 <sup>st</sup> St. N	Shore Acres Blvd.	City	F	1.567
Gandy Blvd	Brighton Blvd	San Martin Blvd	State	F	0.329
Gandy Blvd	Brighton Blvd	4 <sup>th</sup> St N	State	F	0.740
<b>Total</b>					<b>2.636</b>

Data Source: Forward Pinellas (2020 Level of Service Data)

Multimodal impact fees are assessed for development projects that are projected to have a larger traffic impact fee than previous land uses on their site. Projects projected to generate between 51 to 300 new PM peak hour trips and impact heavily congested roadways are to address their impacts through the implementation of a transportation management plan. Development projects projected to generate over 300 new PM peak hour trips and impact heavily congested roads are required to submit a traffic impact study to identify potential traffic mitigation strategies.

The Neighborhood Transportation division of the City’s Transportation and Parking Management Department works to ensure the safe movement of all modes of transportation by addressing the following: traffic control through the use of traffic signs and pavement marking systems; neighborhood transportation management program; planning and design of operational modifications; investigation and implementation of proven counter measures for safety and accessibility needs as identified through public contact and staff studies; and collection and maintenance of transportation data/records.

To fulfill these responsibilities, the Neighborhood Transportation division works directly with neighborhood associations and residents in the development of Neighborhood Traffic Plans, which are modified on an ongoing basis to address new and changing needs. The section also implements Rectangular Rapid Flashing Beacons (RRFBs) at mid-block locations across the city. The City was the first municipality in the United States to use RRFBs, which continue to show significant safety benefits for pedestrians and increased driver yield rates.



The Pinellas Suncoast Transit Authority (PSTA) has provided countywide public transportation since 1984. The PSTA is contracted to provide the following service minimums for the City:

- approximately 2.5 million miles of fixed route service;
- approximately 217,000 miles of DART service;
- fixed route service within a 1/4 mile of approximately 90 percent of the service area; and
- headways less than one hour.

Due to the City's high population density and major attractors, all five of PSTA's top routes in terms of ridership serve the City. In addition to their fixed-route service, PSTA offers multiple innovative and technology-based programs. PSTA's Direct Connect program provides a \$5 discount on Uber or United Taxi trips to or from 26 locations around Pinellas County that connect with PSTA's route network. Riders could use the program for a trip from their house to a Direct Connect stop to connect to a different PSTA route or at the end of their trip from a Direct Connect stop to their destination. If riders are making 150% or less of the federal poverty level, they would qualify for PSTA's Transportation Disadvantaged (TD) program which provides a monthly bus pass for \$11. They would also be eligible for PSTA's TD Late Shift program which provides up to 25 on-demand trips per month to/from work when bus service is not available for a \$9 copay. Properties within three-fourths of a mile of a PSTA route are served by PSTA's Americans with Disabilities Act (ADA) paratransit service, called PSTA Access (previously called Demand Response Transportation or "DART"). Eligibility for the DART program is set by federal law and is based on the inability to utilize existing fixed-route transit service due to a disability.

In 2020, PSTA began construction on the SunRunner Bus Rapid Transit (BRT) service, which will connect downtown St. Petersburg to western St. Petersburg, South Pasadena and St. Pete Beach. The SunRunner is the Tampa Bay region's first BRT project funded through the Federal Transit Administration's (FTA's) highly competitive Capital Investment Grant ("New Starts") Program with matching funds from the Florida Department of Transportation, PSTA and City of St. Petersburg. The SunRunner service will have long operating hours and 15-minute daytime headways seven days a week. The service will be rapid due to a limited number of stops, semi-dedicated lanes for most of its route, and extended green time at traffic signals when necessary to keep buses on schedule. Hybrid electric buses will provide multi-door boarding and interior bicycle racks. SunRunner stations will provide a comfortable waiting area for passengers and level boarding. Revenue service on the SunRunner is anticipated to begin in the late spring/early summer.

In 2020, PSTA continued their successful partnership with the City of St. Petersburg and St. Petersburg Downtown Partnership on the updated Looper Trolley service. The Looper service was enhanced in October 2018 and consisted of modifications to the Looper route in the downtown core, expansion of the route to the medical facilities in the Innovation District, increased operating hours, fare-free service, and frequent service.

The City continued working on design plans in 2020 for pedestrian improvements at intersections where the SunRunner stations are located and along the north-south streets connecting the SunRunner stations to Central Avenue. The project is funded through FTA grant funds in the amount of \$975,000 to enhance the Central Avenue corridor from Dr. ML King Jr. Street to 66<sup>th</sup> Street. These improvements will help connect the SunRunner service on the 1st Avenues to destinations on Central Avenue and the PSTA's popular Central Avenue Trolley service.

PSTA and its consultant continued working on the Transit Oriented Development (TOD) Strategic Plan for the SunRunner BRT corridor throughout 2020, funded through a \$1.2 million grant from the FTA. The PSTA, City and Forward Pinellas are contributing staff time as the local match for the FTA grant. Strategies will be developed to enable communities along the BRT corridor to become more

livable, walkable and transit-friendly if they so desire. In St. Petersburg, the Strategic Plan will build upon the progress that has been made along Central Avenue since the Central Avenue Revitalization Plan was adopted in 2012, which provided guiding principles for the encouragement of higher densities and intensities, mixed use development and transit-oriented development.

The City of St. Petersburg is committed to maintaining a safe transportation system for all users, including pedestrians and bicyclists. A Complete Streets administrative policy was signed in November 2015 that aims to make all city streets and travel ways safe and accommodating to all modes of transportation and pedestrians. In 2019, City Council adopted the Complete Streets Implementation Plan, an update to the City's Bicycle Pedestrian Master Plan which was adopted in 2003 and which has largely been implemented.

Multimodal Impact Fee improvement project schedules are listed in Fund 3071 (Exhibit E). Bicycle/Pedestrian Safety improvement project schedules are listed in Fund 3004 (Exhibit B). Downtown parking improvement project schedules are listed in Fund 3073 (Exhibit F). State roadway improvement project schedules are listed in FDOT District Seven's adopted 5-year work program (Exhibit L).

## COMPREHENSIVE PLAN COMPLIANCE

The attached proposed ordinance contains a subset of the City's recently adopted CIP schedules that have been prepared to update the Capital Improvements Element of the Comprehensive Plan. The proposed CIP schedules do not commit the City to any financial expenditure beyond those itemized in the annual Capital Improvement Program (CIP) Budget. The following objective and policies from the Capital Improvements Element of the Comprehensive Plan are applicable to this annual update.

### Policy CI1.1:

Those projects exceeding \$250,000, identified in the other elements of the Comprehensive Plan as necessary to maintain or improve the adopted level of service standards and which are of relatively large scale and high costs, shall be included in the Capital Improvement Element.

### Objective CI5:

To demonstrate the City's ability to provide for needed improvements identified in the other elements of the Comprehensive Plan, the City shall develop and adopt the capital improvement schedule, as part of the Comprehensive Plan. The Capital Improvement Schedule shall include: a schedule of projects; funding dates; all costs reasonably associated with the completion of the project; and demonstrate that the City has the necessary funding to provide public facility needs concurrent with or prior to previously issued Development Orders or future development.

### Policy CI5.1:

Proposed capital improvement projects must be reviewed by the planning department based on the following:

- A. General consistency with the Comprehensive Plan - projects found inconsistent with the Comprehensive Plan shall not be approved until appropriate revisions are made to the project and/or the Comprehensive Plan to achieve consistency.
- B. Evaluation of projects regarding the following eight areas of consideration from the State Comprehensive Planning Regulations:
  1. Elimination of Public Hazards;
  2. Elimination of Existing Capacity Deficits;

3. Local Budget Impact;
4. Locational Needs Based on Projected Growth Patterns (Activity Centers);
5. Accommodation of New Development and Redevelopment Service Demands;
6. Correction or replacement of obsolete or worn-out facilities;
7. Financial Feasibility; and
8. Plans of State Agencies and Water Management Districts that provide public facilities within the Local Government's jurisdiction.

The planning department shall advise the Department of Budget and Management of its findings regarding these eight areas of consideration to assist said Department with the ranking and prioritization of capital improvement projects.

### **CONCURRENCY ANALYSIS SUMMARY**

The 2021 Annual Concurrency Report concludes that the City continued to maintain substantial excess capacity as defined by the adopted level of service standards for potable water, sanitary sewer, solid waste, stormwater and recreation. Continued improvements to the drainage system are required to address maintenance and projected deficiencies. Improvements to the wet-weather capacity of the sanitary sewer system are ongoing and address current and projected needs. The City's CIP projects generally fall under the category of "replacement" and "maintenance" rather than "new" facilities or even "expansion" of existing facilities, largely due to the built-out nature of the City.

The majority of City roadways are operating at a low level of congestion and within the previously adopted LOS standard of "D" or better. The City will continue to work with PSTA to provide additional transit service in support of City growth and redevelopment. Neighborhood transportation programs and the Bicycle Pedestrian Master Plan have been successfully implemented both in terms of public safety and popularity with residents. The next stage of transportation improvements will be the continued implementation of the recently adopted complete streets administrative policy and development of the TOD plan for the SunRunner BRT corridor.

### **PUBLIC HEARING PROCESS**

The ordinance associated with the Comprehensive Plan annual CIE update is a modification to the 5-year schedule of capital improvements and is not a Comprehensive Plan text amendment. Pursuant to Section 163.3177(3)(b), Florida Statutes, only one (1) public hearing before City Council is required.

### **RECOMMENDATION**

Staff recommends that the Community Planning and Preservation Commission, acting in its capacity as the Local Planning Agency, make a finding of consistency with the Comprehensive Plan and recommend to City Council **APPROVAL** of the annual update to the Comprehensive Plan's Capital Improvements Element (CIE) for Fiscal Years (FY) 2022-2026 described herein.

### **ATTACHMENT**

Attachment: Proposed Ordinance 493-H with Exhibits A through L (CIP Schedules)

ORDINANCE NO. 493-H

AN ORDINANCE MODIFYING THE CAPITAL IMPROVEMENTS ELEMENT OF THE COMPREHENSIVE PLAN OF THE CITY OF ST. PETERSBURG, FLORIDA BY UPDATING THE FIVE-YEAR CAPITAL IMPROVEMENT SCHEDULE AND REPLACING ALL PREVIOUSLY ADOPTED CAPITAL IMPROVEMENT SCHEDULES; ADOPTING FUND SUMMARIES FOR THE GENERAL CAPITAL IMPROVEMENT FUND (3001), BICYCLE/PEDESTRIAN SAFETY IMPROVEMENTS FUND (3004), CITYWIDE INFRASTRUCTURE FUND (3027), RECREATION AND CULTURE CAPITAL FUND (3029), MULTIMODAL IMPACT FEES CAPITAL IMPROVEMENT FUND (3071), DOWNTOWN PARKING IMPROVEMENT FUND (3073), WATER RESOURCES CAPITAL PROJECTS FUND (4003), STORMWATER DRAINAGE CAPITAL FUND (4013), AIRPORT CAPITAL PROJECTS FUND (4033), MARINA CAPITAL IMPROVEMENT FUND (4043), AND PORT CAPITAL IMPROVEMENT FUND (4093), FOR THE FISCAL YEARS 2021 THROUGH 2025; ADOPTING THE FDOT DISTRICT SEVEN'S ADOPTED FIVE-YEAR WORK PROGRAM FOR THE FISCAL YEARS 2021/22 TO 2025/26; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City of St. Petersburg has adopted a Comprehensive Plan to establish goals, policies and objectives to guide the development and redevelopment of the City; and

WHEREAS, the City has adopted level of service (LOS) standards for potable water, sanitary sewer, drainage, solid waste, recreation and open space; and

WHEREAS, the Comprehensive Plan includes a Capital Improvements Element containing five-year capital improvement schedules of costs and revenue sources for capital improvements necessary to achieve and/or maintain the City's adopted LOS standards; and

WHEREAS, the Capital Improvements Element of the City's Comprehensive Plan, including the five-year capital improvement schedules of costs and revenue sources, must be reviewed by the City on an annual basis pursuant to F.S. § 163.3177(3)(b); and

WHEREAS, the City has reviewed the Capital Improvements Element for Fiscal Year 2022 and has revised the five-year capital improvement schedules of costs and revenue sources for Fiscal Years 2022 through 2026, as set forth in Exhibits A through K attached to this ordinance; and

WHEREAS, the five-year capital improvement schedules of costs and revenue sources for the Florida Department of Transportation (FDOT) District 7 Road Capacity Projects have been reviewed and revised for Fiscal Years 2022 through 2026, as set forth in Exhibit L attached to this ordinance; and

WHEREAS, the City desires to modify its Capital Improvements Element to update the five-year capital improvement schedules of costs and revenue sources for Fiscal Years 2022 through 2026; and

WHEREAS, modifications of the Capital Improvements Element to update the five-year capital improvements schedules may be accomplished by ordinance pursuant to F.S. § 163.3177(3)(b); and

WHEREAS, under F.S. § 163.3177(3)(b), such modifications of the Capital Improvements Element to update the five-year capital improvements schedules may not be deemed to be amendments to the City's Comprehensive Plan; and

WHEREAS, the Community Planning and Preservation Commission has reviewed the proposed updated five-year capital improvements schedules of costs and revenue sources at a public hearing on November 8, 2021, and has recommended approval; and

WHEREAS, the City Council, after taking into consideration the recommendations of the City Administration and the Community Planning and Preservation Commission, and the comments received during the public hearing conducted by the City Council on this matter, finds that the proposed modifications of the Capital Improvements Element to update the five-year capital improvements schedules are in the best interests of the City; now, therefore,

**THE CITY OF ST. PETERSBURG, FLORIDA, DOES ORDAIN:**

Section 1. Chapter 10, the Capital Improvements Element of the Comprehensive Plan, is hereby modified and updated by deleting pages CI15-CI25 containing the existing fund summaries for Fiscal Years 2021 through 2025, and by replacing such deleted pages with the attached Exhibits A through L containing the fund summaries for Fiscal Years 2022 through 2026:

Exhibit

Fund Summary

- A General Capital Improvement Fund (3001)
- B Bicycle/Pedestrian Safety Improvements Fund (3004)
- C Citywide Infrastructure Fund (3027)
- D Recreation and Culture Capital Fund (3029)
- E Multimodal Impact Fees Capital Improvement Fund (3071)
- F Downtown Parking Improvement Fund (3073)
- G Water Resources Capital Projects Fund (4003)
- H Stormwater Drainage Capital Fund (4013)
- I Airport Capital Projects Fund (4033)
- J Marina Capital Improvement Fund (4043)
- K Port Capital Improvement Fund (4093).
- L FDOT District Seven’s Adopted Five-Year Work Program  
(Exhibit L lists projects for which the City has no funding responsibility)

Section 2. Severability. The provisions of this ordinance shall be deemed to be severable. If any provision of this ordinance is deemed unconstitutional or otherwise invalid, such determination shall not affect the validity of any other provision of this ordinance.

Section 3. Effective date. In the event this ordinance is not vetoed by the Mayor in accordance with the City Charter, it shall become effective upon the expiration of the fifth (5<sup>th</sup>) business day after adoption unless the Mayor notifies the City Council through written notice filed with the City Clerk that the Mayor will not veto the ordinance, in which case the ordinance shall become effective immediately upon filing of such written notice with the City Clerk. In the event this ordinance is vetoed by the Mayor in accordance with the City Charter, it shall not become effective unless and until the City Council overrides the veto in accordance with the City Charter, in which case it shall become effective immediately upon a successful vote to override the veto.

REVIEWED AND APPROVED AS TO  
FORM AND CORRECTNESS:

City File: LGCP-CIE-2021

\_\_\_\_\_  
City Attorney/Designee

\_\_\_\_\_  
Date

\_\_\_\_\_  
Planning & Development Services Dept.

\_\_\_\_\_  
Date

**Exhibit A - General Capital Improvement (3001)**

<b>Resources / Requirements</b>	<b>Appropriated To Date</b>	<b>FY 2022 Adopted</b>	<b>FY 2023 Estimate</b>	<b>FY 2024 Estimate</b>	<b>FY 2025 Estimate</b>	<b>FY 2026 Estimate</b>	<b>CIP Total</b>
Beginning Fund Balance	29,072,676	-	-	-	-	-	29,072,676
Earnings on Investments	432,987	50,000	50,000	50,000	50,000	50,000	682,987
Future Borrowings	-	11,082,500	-	-	-	-	11,082,500
GR Central Ave Bus Rapid Transit Corridor	891,610	-	-	-	-	-	891,610
GR DEO- Carter G. Woodson Museum	17,090	-	-	-	-	-	17,090
GR EPA- Brownfields Assessment Grant	27,701	-	-	-	-	-	27,701
GR FDEP - Willow Marsh Boardwalk	320,000	-	-	-	-	-	320,000
GR FDOT- 40th Ave NE Over Placido Bayou	3,734,105	-	-	-	-	-	3,734,105
GR FDOT- District 7 LS Imps HLRMOA	1,918,727	-	-	-	-	-	1,918,727
GR USF- City Trails Bicycle Trails	38,696	-	-	-	-	-	38,696
Harvard Jolly PD Building	26,711	-	-	-	-	-	26,711
Pinellas County - Road Transfer Agreement	1,789,368	-	-	-	-	-	1,789,368
Reimbursement Pier Approach Floor Drains D	11,785	-	-	-	-	-	11,785
Reimbursement Pier Demo Sonny Glassbrenn	72,685	-	-	-	-	-	72,685
Reimbursement Pier TI Design Doc Ford's	4,000	-	-	-	-	-	4,000
Reimbursement Pier TI Tampa Bay Watch	430,419	-	-	-	-	-	430,419
Reimbursement Pier TI UPS Bait Shop	87,712	-	-	-	-	-	87,712
Reimbursement Pier TI UPS Concession Area	453,809	-	-	-	-	-	453,809
Sunken Gardens Foundation Donation	100,000	-	-	-	-	-	100,000
Transfer Assessments Revenue Fund	200,000	-	-	-	-	-	200,000
Transfer Bicycle/Safety Improvements Fund	241,000	-	-	-	-	-	241,000
Transfer Debt Service JP Morgan Chase	24,310,000	-	-	-	-	-	24,310,000
Transfer Downtown Redevelopment	101,225	-	-	-	-	-	101,225
Transfer Fleet Management Fund	300,000	-	-	-	-	-	300,000
Transfer from the Technology and Infrastructu	372,000	750,000	-	-	-	-	1,122,000
Transfer General Fund	1,430,000	1,433,000	-	-	-	-	2,863,000
Transfer General Fund Public Safety	1,721,000	575,000	575,000	575,000	325,000	325,000	4,096,000
Transfer Key Government Finance Fund	2,611,868	-	-	-	-	-	2,611,868
Transfer Municipal Office Buildings	1,854,000	1,215,000	1,250,000	1,110,000	600,000	2,340,000	8,369,000
Transfer Parking Revenue Fund	140,000	-	-	-	-	-	140,000
Transfer Pier Echleman Sculpture Donation	33,195	-	-	-	-	-	33,195
Transfer Sanitation Fund	1,500,000	-	-	-	-	-	1,500,000
<b>Total Resources</b>	<b>74,244,369</b>	<b>15,105,500</b>	<b>1,875,000</b>	<b>1,735,000</b>	<b>975,000</b>	<b>2,715,000</b>	<b>96,649,869</b>
<b>Athletic Facilities</b>							
Outdoor Court Facility Improvements		285,000	-	-	-	-	285,000
<b>City Facilities</b>							
Dwight H. Jones Center Storage Area		50,000	-	-	-	-	50,000
M.O.B. Repairs & Improvements FY22		1,215,000	-	-	-	-	1,215,000
M.O.B. Repairs & Improvements FY23		-	1,250,000	-	-	-	1,250,000
M.O.B. Repairs & Improvements FY24		-	-	1,100,000	-	-	1,100,000
M.O.B. Repairs & Improvements FY25		-	-	-	600,000	-	600,000
M.O.B. Repairs & Improvements FY26		-	-	-	-	2,340,000	2,340,000
New Sanitation Facility		11,082,500	-	-	-	-	11,082,500
<b>City Facility HVAC Replacement/Upgrade</b>							
Childs Park Gym HVAC Replacement		275,000	-	-	-	-	275,000
<b>Neighborhoods</b>							
Grand Central District Lighting Upgrade		158,000	-	-	-	-	158,000
Union Central District Gateway Features		100,000	-	-	-	-	100,000
<b>Police</b>							
CAD/RMS/Mobile System		1,000,000	-	-	-	-	1,000,000

**Exhibit A - General Capital Improvement (3001)**

<b>Resources / Requirements</b>	<b>Appropriated To Date</b>	<b>FY 2022 Adopted</b>	<b>FY 2023 Estimate</b>	<b>FY 2024 Estimate</b>	<b>FY 2025 Estimate</b>	<b>FY 2026 Estimate</b>	<b>CIP Total</b>
<b>Street &amp; Road Improvements</b>							
Sidewalk Reconstruction		400,000	-	-	-	-	400,000
<b>Transportation &amp; Parking Management</b>							
Complete Streets Enhancements		450,000	-	-	-	-	450,000
Rectangular Rapid Flashing Beacon Improve		150,000	-	-	-	-	150,000
<b>Inflation Contingency</b>	-	-	-	-	-	-	-
<b>Prior Year Funding</b>	73,291,699	-	-	-	-	-	73,291,699
<b>Total Requirements</b>	<b>73,291,699</b>	<b>15,165,500</b>	<b>1,250,000</b>	<b>1,100,000</b>	<b>600,000</b>	<b>2,340,000</b>	<b>93,747,199</b>
<b>Assigned for Police CAD/RMS/ Mobile</b>	-	-	250,000	250,000	-	-	500,000
<b>Assigned for SCBA/Bunker Gear - Fire</b>	100,000	325,000	325,000	325,000	325,000	325,000	1,725,000
<b>Unappropriated Balance</b>	<b>852,670</b>	<b>467,670</b>	<b>517,670</b>	<b>577,670</b>	<b>627,670</b>	<b>677,670</b>	<b>677,670</b>

**Notes**

1) GR = Grant Funding



## Exhibit B - Bicycle/Pedestrian Safety Improvements (3004)

<b>Resources / Requirements</b>	<b>Appropriated To Date</b>	<b>FY 2022 Adopted</b>	<b>FY 2023 Estimate</b>	<b>FY 2024 Estimate</b>	<b>FY 2025 Estimate</b>	<b>FY 2026 Estimate</b>	<b>CIP Total</b>
Beginning Fund Balance	259,505	-	-	-	-	-	259,505
GR FDOT Forward Pinellas - Demonstration	50,000	-	-	-	-	-	50,000
GR FDOT LAP 3rd Street North	1,660,509	-	-	-	-	-	1,660,509
GR FDOT LAP 71st Street Trail	-	-	80,131	675,297	-	-	755,428
GR FDOT LAP North Shore Elementary	-	488,692	-	724,791	-	-	1,213,483
GR FDOT LAP Sexton Elementary	322,287	-	-	-	-	-	322,287
GR FDOT PC MPO - 18th A/S Complete Stre	50,000	-	-	-	-	-	50,000
GR Pinellas Trail Extension Landscaping	(41,079)	-	-	-	-	-	(41,079)
<b>Total Resources</b>	<b>2,301,222</b>	<b>488,692</b>	<b>80,131</b>	<b>1,400,088</b>	<b>-</b>	<b>-</b>	<b>4,270,133</b>
<b>Bicycle Pedestrian Improvements</b>							
71st Street Trail Connection		-	80,131	675,297	-	-	755,428
<b>Transportation &amp; Parking Management</b>							
North Shore Elementary Sidewalks		488,692	-	724,791	-	-	1,213,483
<b>Inflation Contingency</b>	-	-	-	-	-	-	-
<b>Prior Year Funding</b>	<b>2,268,863</b>	-	-	-	-	-	<b>2,268,863</b>
<b>Total Requirements</b>	<b>2,268,863</b>	<b>488,692</b>	<b>80,131</b>	<b>1,400,088</b>	<b>-</b>	<b>-</b>	<b>4,237,774</b>
<b>Unappropriated Balance</b>	<b>32,359</b>	<b>32,359</b>	<b>32,359</b>	<b>32,359</b>	<b>32,359</b>	<b>32,359</b>	<b>32,359</b>

### Notes

1) GR = Grant Funding

### Exhibit C - Citywide Infrastructure Capital Improvement (3027)

Resources / Requirements	Appropriated To Date	FY 2022 Adopted	FY 2023 Estimate	FY 2024 Estimate	FY 2025 Estimate	FY 2026 Estimate	CIP Total
Beginning Fund Balance	28,691,121	-	-	-	-	-	28,691,121
Earnings on Investments	624,570	100,000	100,000	100,000	100,000	100,000	1,124,570
Local Option Sales Surtax	40,059,422	22,902,034	23,537,980	25,197,380	25,625,082	26,036,243	163,358,141
<b>Total Resources</b>	<b>69,375,113</b>	<b>23,002,034</b>	<b>23,637,980</b>	<b>25,297,380</b>	<b>25,725,082</b>	<b>26,136,243</b>	<b>193,173,832</b>
<b>Bicycle Pedestrian Improvements</b>							
Bicycle Pedestrian Facilities		100,000	100,000	100,000	100,000	100,000	500,000
<b>Bridge Recon/Replacement</b>							
157186 Venetian Blvd W of Shore Acres		850,000	2,650,000	-	-	-	3,500,000
157189 Overlook Dr NE over Smacks Bayou		350,000	1,950,000	1,200,000	-	-	3,500,000
157236 7th Street N Over Gateway		-	-	250,000	-	-	250,000
157302 38th Ave S over Minnow Canal		2,250,000	-	-	-	-	2,250,000
157367 58th St N over Bear Creek		-	-	750,000	3,750,000	-	4,500,000
Bridge Life Extension Program		750,000	750,000	750,000	750,000	1,150,000	4,150,000
Bridge Replacement Program		-	-	1,550,000	-	3,500,000	5,050,000
<b>Housing</b>							
Affordable Housing Land Acquisitions		1,250,000	-	-	-	-	1,250,000
<b>Neighborhoods</b>							
Neighborhood Enhancement		50,000	-	50,000	-	50,000	150,000
Neighborhood Partnership Grants		-	75,000	-	75,000	-	150,000
<b>Sanitary Sewer Collection System</b>							
SAN Annual Pipe CIPP Lining Program		-	-	4,000,000	4,000,000	4,000,000	12,000,000
SAN Annual Pipe Repair & Replacement		5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	25,000,000
SAN Priority Area CIPP		4,000,000	4,000,000	-	-	-	8,000,000
<b>Storm Drainage Improvements</b>							
Minor Storm Drainage		500,000	500,000	500,000	500,000	500,000	2,500,000
<b>Street &amp; Road Improvements</b>							
Alley and Roadway Reconstruction - Brick		200,000	200,000	200,000	200,000	200,000	1,000,000
Alley Reconstruction - Unpaved		200,000	200,000	200,000	200,000	200,000	1,000,000
Curb/Ramp Reconstruction		100,000	100,000	100,000	100,000	100,000	500,000
Sidewalk Reconstruction		400,000	400,000	400,000	400,000	400,000	2,000,000
Street and Road Improvements		4,250,000	4,250,000	4,250,000	4,250,000	4,250,000	21,250,000
Traffic Signal/BRT System Upgrades		-	400,000	-	-	-	400,000
<b>Transportation &amp; Parking Management</b>							
Bike Share		100,000	100,000	100,000	100,000	100,000	500,000
Complete Streets		450,000	300,000	300,000	300,000	300,000	1,650,000
Neighborhood Transportation Management Pr		100,000	100,000	100,000	100,000	100,000	500,000
Sidewalk Expansion Program		250,000	250,000	250,000	250,000	250,000	1,250,000
Sidewalks - Neighborhood & ADA Ramps		250,000	250,000	250,000	250,000	250,000	1,250,000
Transit Shelter Expansion		200,000	200,000	200,000	200,000	200,000	1,000,000
Wayfaring Signage		-	150,000	150,000	150,000	150,000	600,000
<b>Undefined/Other</b>							
Seawall Renovations & Replacement		875,000	800,000	1,500,000	1,500,000	1,500,000	6,175,000
Transfer Repayment Debt Service		737,656	799,106	813,813	826,887	841,594	4,019,056

### Exhibit C - Citywide Infrastructure Capital Improvement (3027)

Resources / Requirements	Appropriated To Date	FY 2022 Adopted	FY 2023 Estimate	FY 2024 Estimate	FY 2025 Estimate	FY 2026 Estimate	CIP Total
Inflation Contingency	-	-	343,125	657,500	988,125	1,330,000	3,318,750
Prior Year Funding	65,349,211	-	-	-	-	-	65,349,211
Total Requirements	65,349,211	23,212,656	23,867,231	23,621,313	23,990,012	24,471,594	184,512,017
Assignment for Affordable Housing Land	-	-	1,500,000	1,750,000	1,750,000	1,750,000	6,750,000
Assignment for Debt Service (Bridge)	737,656	61,450	14,707	13,074	14,707	14,708	856,302
Unappropriated Balance	3,288,246	3,016,174	1,272,216	1,185,209	1,155,572	1,055,513	1,055,513

#### Notes

- 1) Projects shown in the plan for years 2022-2026 may be moved on a year-to-year basis to balance this fund. Decisions to move projects will be based on the status of previously scheduled projects and project priorities.
- 2) The city issued Non-Ad Valorem Revenue Note, Series 2020 in FY20 to fund the 40th Avenue NE Bridge Over Placido Bayou. Repayment began in FY21 and ends in FY30.
- 3) There is no inflation contingency calculating on the Sanitary Sewer Collection System Projects or Transfer Repayment Debt Service Project.
- 4) A total of \$6,750,000 is programmed to be assigned for Affordable Housing Land Acquisition in FY23-26.
- 5) A total of \$856,302 is programmed to be assigned in FY22-26 for debt service repayment for the 40th Avenue NE Bridge Over Placido Bayou Project.

### Exhibit D - Recreation and Culture Capital Improvement (3029)

Resources / Requirements	Appropriated To Date	FY 2022 Adopted	FY 2023 Estimate	FY 2024 Estimate	FY 2025 Estimate	FY 2026 Estimate	CIP Total
Beginning Fund Balance	17,707,927	-	-	-	-	-	17,707,927
Earnings on Investments	430,086	50,000	50,000	50,000	50,000	50,000	680,086
Local Option Sales Surtax	6,054,107	3,970,828	4,304,945	4,379,218	4,503,590	4,540,087	27,752,775
Transfer Citywide Infrastructure Fund	3,129,537	-	-	-	-	-	3,129,537
Transfer from Old Funds (3021) and (3023)	4,374	-	-	-	-	-	4,374
<b>Total Resources</b>	<b>27,326,031</b>	<b>4,020,828</b>	<b>4,354,945</b>	<b>4,429,218</b>	<b>4,553,590</b>	<b>4,590,087</b>	<b>49,274,699</b>
<b>Athletic Facilities</b>							
Athletic Facilities Improvements		200,000	200,000	200,000	200,000	200,000	1,000,000
<b>City Facility HVAC Replacement/Upgrade</b>							
Frank Pierce Gym HVAC Replacement		-	-	40,000	290,000	-	330,000
Johnson Library Chiller Replacement		20,000	260,000	-	-	-	280,000
Lake Vista Gym & Teen Room HVAC Replac		-	50,000	290,000	-	-	340,000
<b>Cultural Facilities Improvements</b>							
Mahaffey Theater Improvements		400,000	400,000	400,000	400,000	400,000	2,000,000
<b>Golf Improvements</b>							
Cypress Links Renovation - Greens & Tees		150,000	-	-	-	-	150,000
Mangrove Bay Clubhouse Improvements		83,000	-	-	-	-	83,000
<b>Libraries</b>							
General Library Improvements		200,000	200,000	200,000	200,000	200,000	1,000,000
Mirror Lake Library - HVAC Replacement		-	-	-	45,000	350,000	395,000
<b>Parks &amp; Open Space</b>							
Park Facilities Improvements		350,000	350,000	350,000	350,000	350,000	1,750,000
Parks Lighting Improvements		100,000	100,000	100,000	100,000	100,000	500,000
Play Equipment Replacement		600,000	600,000	600,000	600,000	600,000	3,000,000
Preserve Improvements		100,000	100,000	100,000	100,000	100,000	500,000
<b>Pool Improvements</b>							
North Shore Aquatic Center ADA Improve		-	100,000	-	-	-	100,000
Swimming Pool Improvements		400,000	400,000	400,000	400,000	400,000	2,000,000
<b>Recreation/Community Centers</b>							
Recreation Center Improvements		300,000	300,000	300,000	300,000	300,000	1,500,000
<b>Sunken Gardens</b>							
Sunken Gardens Parking Lot Improvements		110,000	-	-	-	-	110,000
<b>Undefined/Other</b>							
Transfer Repayment Debt Service		1,480,807	1,456,635	1,483,444	1,507,275	1,534,084	7,462,245
<b>Inflation Contingency</b>	-	-	76,500	149,000	223,875	300,000	749,375
<b>Prior Year Funding</b>	<b>23,650,648</b>	-	-	-	-	-	<b>23,650,648</b>
<b>Total Requirements</b>	<b>23,650,648</b>	<b>4,493,807</b>	<b>4,593,135</b>	<b>4,612,444</b>	<b>4,716,150</b>	<b>4,834,084</b>	<b>46,900,268</b>
<b>Assignment for Debt Service (SA &amp; OML)</b>	<b>3,350,407</b>	<b>(257,872)</b>	<b>(206,891)</b>	<b>(209,869)</b>	<b>(206,891)</b>	<b>(206,891)</b>	<b>2,261,993</b>
<b>Unappropriated Balance</b>	<b>324,976</b>	<b>109,869</b>	<b>78,570</b>	<b>105,213</b>	<b>149,544</b>	<b>112,438</b>	<b>112,438</b>

#### Notes

- 1) Projects shown in the plan for years 2022-2026 may be moved on a year-to-year basis to balance this fund. Decisions to move projects will be based on the status of previously scheduled projects and project priorities.
- 2) The city issued Non-Ad Valorem Revenue Note, Series 2020 in FY20 to fund a portion of the Shore Acres Recreation Center and the Obama Main Library Renovation Projects. Repayment began in FY21 and ends in FY30.
- 3) There is no inflation contingency calculating on the Transfer Repayment Debt Service Project.
- 4) A total of \$2,261,993 is programmed to be assigned in FY22-26 for debt service repayment for the Shore Acres Recreation Center and the Obama Main Library Renovation Projects.

### Exhibit E - Multimodal Impact Fees Capital Improvement (3071)

Resources / Requirements	Appropriated To Date	FY 2022 Adopted	FY 2023 Estimate	FY 2024 Estimate	FY 2025 Estimate	FY 2026 Estimate	CIP Total
Beginning Fund Balance	12,395,382	-	-	-	-	-	12,395,382
Earnings on Investments	419,645	176,000	176,000	176,000	176,000	176,000	1,299,645
Transfer District 11	534,010	350,000	350,000	350,000	350,000	350,000	2,284,010
Transfer District 8	25,000	74,000	25,000	25,000	25,000	25,000	199,000
Transfer Intown (District 11)	1,471,944	400,000	350,000	350,000	350,000	350,000	3,271,944
<b>Total Resources</b>	<b>14,845,981</b>	<b>1,000,000</b>	<b>901,000</b>	<b>901,000</b>	<b>901,000</b>	<b>901,000</b>	<b>19,449,981</b>
<b>Traffic Circulation - MIF &amp; GATISAF</b>							
City Trails - Multi-use Trails		200,000	200,000	200,000	200,000	200,000	1,000,000
Downtown Intersection & Pedestrian Facilitie		500,000	500,000	250,000	250,000	250,000	1,750,000
Traffic Safety Program		200,000	200,000	100,000	100,000	100,000	700,000
<b>Transportation &amp; Parking Management</b>							
Complete Streets		350,000	350,000	350,000	350,000	350,000	1,750,000
Sidewalk Expansion Program		100,000	100,000	50,000	50,000	50,000	350,000
<b>Inflation Contingency</b>	-	-	33,750	47,500	71,250	95,000	247,500
<b>Prior Year Funding</b>	11,459,240	-	-	-	-	-	11,459,240
<b>Total Requirements</b>	<b>11,459,240</b>	<b>1,350,000</b>	<b>1,383,750</b>	<b>997,500</b>	<b>1,021,250</b>	<b>1,045,000</b>	<b>17,256,740</b>
<b>Unappropriated Balance</b>	<b>3,386,741</b>	<b>3,036,741</b>	<b>2,553,991</b>	<b>2,457,491</b>	<b>2,337,241</b>	<b>2,193,241</b>	<b>2,193,241</b>

#### Notes

- 1) MIF = Multimodal Impact Fees
- 2) GATISAF = Gateway Area Transportation Improvements Special Assessment Fee

**Exhibit F - Downtown Parking Capital Improvement  
(3073)**

<b>Resources / Requirements</b>	<b>Appropriated To Date</b>	<b>FY 2022 Adopted</b>	<b>FY 2023 Estimate</b>	<b>FY 2024 Estimate</b>	<b>FY 2025 Estimate</b>	<b>FY 2026 Estimate</b>	<b>CIP Total</b>
Beginning Fund Balance	6,558,788	-	-	-	-	-	6,558,788
Earnings on Investments	133,074	-	-	-	-	-	133,074
Transfer Parking Revenue Fund	650,000	-	200,000	-	200,000	-	1,050,000
<b>Total Resources</b>	<b>7,341,862</b>	<b>-</b>	<b>200,000</b>	<b>-</b>	<b>200,000</b>	<b>-</b>	<b>7,741,862</b>
<b>Transportation &amp; Parking Management</b>							
New Meters Downtown		-	200,000	-	200,000	-	400,000
<b>Inflation Contingency</b>	<b>-</b>	<b>-</b>	<b>5,000</b>	<b>-</b>	<b>15,000</b>	<b>-</b>	<b>20,000</b>
<b>Prior Year Funding</b>	<b>6,444,617</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>6,444,617</b>
<b>Total Requirements</b>	<b>6,444,617</b>	<b>-</b>	<b>205,000</b>	<b>-</b>	<b>215,000</b>	<b>-</b>	<b>6,864,617</b>
<b>Unappropriated Balance</b>	<b>897,245</b>	<b>897,245</b>	<b>892,245</b>	<b>892,245</b>	<b>877,245</b>	<b>877,245</b>	<b>877,245</b>

**Exhibit G - Water Resources Capital Projects (4003)**

<b>Resources / Requirements</b>	<b>Appropriated To Date</b>	<b>FY 2022 Adopted</b>	<b>FY 2023 Estimate</b>	<b>FY 2024 Estimate</b>	<b>FY 2025 Estimate</b>	<b>FY 2026 Estimate</b>	<b>CIP Total</b>
Beginning Fund Balance	196,169,002	-	-	-	-	-	196,169,002
Bond Proceeds	125,171,000	-	-	-	-	-	125,171,000
Brown & Caldwell CCC Gate Replacement W	249,484	-	-	-	-	-	249,484
Connection Fees/Meter Sales Reclaimed	137,531	75,000	75,000	75,000	75,000	75,000	512,531
Connection Fees/Meter Sales Sewer	1,725,138	800,000	800,000	800,000	800,000	800,000	5,725,138
Connection Fees/Meter Sales Water	1,766,523	1,050,000	850,000	850,000	850,000	850,000	6,216,523
Earnings on Investments	3,612,224	368,000	379,000	390,000	402,000	413,000	5,564,224
Future Borrowings	-	-	58,497,000	60,336,000	60,900,000	60,612,000	240,345,000
GR SWFWMD Leak Detection	60,000	-	-	-	-	-	60,000
Miscellaneous/Other	(657)	-	-	-	-	-	(657)
Pinellas County BCC - Haines Road	471,143	-	-	-	-	-	471,143
Reclaimed Water Assessments	37,927	15,000	15,000	15,000	15,000	15,000	112,927
SRF Funding	1,496,178	-	-	-	-	-	1,496,178
Transfer WR Operating Fund	27,081,848	13,482,000	27,878,000	29,094,000	29,375,000	29,338,000	156,248,848
<b>Total Resources</b>	<b>357,977,341</b>	<b>15,790,000</b>	<b>88,494,000</b>	<b>91,560,000</b>	<b>92,417,000</b>	<b>92,103,000</b>	<b>738,341,341</b>
<b>Computerized Systems</b>							
ASM Computer HW/SW Replace/Enhance		100,000	100,000	100,000	100,000	100,000	500,000
ASM SAN Storage		-	150,000	-	-	-	150,000
ASM SCADA Hardware Upgrades		-	-	-	250,000	-	250,000
ASM WRD Facilities Connection Upgrade		500,000	3,500,000	4,000,000	-	-	8,000,000
<b>Lift Station Improvements</b>							
LST Electrical Upgrades		-	200,000	200,000	200,000	200,000	800,000
LST Engineering Rehab/Replace		250,000	-	1,500,000	-	-	1,750,000
LST Landscape & Fence Replacement		125,000	125,000	125,000	125,000	125,000	625,000
LST Office and Shop		-	-	50,000	1,000,000	-	1,050,000
LST Portable Generator Replacements		160,000	160,000	170,000	170,000	170,000	830,000
LST Pump, Valves, Piping		300,000	300,000	300,000	300,000	300,000	1,500,000
LST Rehab/Replace		-	-	2,700,000	4,200,000	4,200,000	11,100,000
LST Replace Stationary Generators		-	-	-	-	400,000	400,000
LST SCADA Enhancements		-	250,000	250,000	250,000	250,000	1,000,000
LST Standard Rehab/Replace		900,000	1,650,000	-	-	-	2,550,000
<b>Reclaimed Water System Improvements</b>							
REC Bridge Replacement		200,000	200,000	200,000	200,000	200,000	1,000,000
REC Condition Assessment		300,000	300,000	-	-	-	600,000
REC Main/Valve/Tap/Flushing Appurt		150,000	150,000	150,000	150,000	150,000	750,000
REC Metering		-	-	1,000,000	3,000,000	3,000,000	7,000,000
REC NE Main Replacement		1,000,000	1,000,000	1,000,000	-	-	3,000,000
REC NW PCCP Replace 2 A/N 5 A/S @ 64th		-	-	-	6,000,000	-	6,000,000
REC NW PCCP Replace NWWRF 2 A/N		950,000	-	9,400,000	-	-	10,350,000
REC Saddle Replacement		850,000	875,000	900,000	925,000	950,000	4,500,000
REC Service Taps & Backflows		75,000	75,000	75,000	75,000	75,000	375,000

**Exhibit G - Water Resources Capital Projects (4003)**

<b>Resources / Requirements</b>	<b>Appropriated To Date</b>	<b>FY 2022 Adopted</b>	<b>FY 2023 Estimate</b>	<b>FY 2024 Estimate</b>	<b>FY 2025 Estimate</b>	<b>FY 2026 Estimate</b>	<b>CIP Total</b>
<b>Sanitary Sewer Collection System</b>							
SAN 42nd Ave N Capacity Imps.		-	1,500,000	-	-	-	1,500,000
SAN Annual Bridge Replacements		500,000	500,000	500,000	500,000	500,000	2,500,000
SAN Annual Manhole Rehab Program		800,000	800,000	800,000	800,000	800,000	4,000,000
SAN Annual Pipe CIPP Lining Program		5,000,000	4,000,000	-	-	-	9,000,000
SAN Aqueous Crossing Rehab		-	50,000	50,000	50,000	50,000	200,000
SAN Commerce Park Pipe Replacement		750,000	-	-	-	-	750,000
SAN Condition Assessment		300,000	300,000	300,000	300,000	-	1,200,000
SAN Gravity Extensions		50,000	50,000	50,000	50,000	50,000	250,000
SAN I&I Diagnosis Repairs		700,000	700,000	700,000	700,000	700,000	3,500,000
SAN Large Diameter Piggings		250,000	-	-	250,000	250,000	750,000
SAN Manhole Ring and Cover Replacement		450,000	450,000	450,000	450,000	450,000	2,250,000
SAN New Service Connections		-	50,000	-	50,000	-	100,000
SAN Pasadena Force Main		1,500,000	-	-	-	-	1,500,000
SAN Priority Area CIPP		-	-	3,000,000	3,000,000	3,000,000	9,000,000
SAN Priority Repair/Replace		3,350,000	2,850,000	2,350,000	2,350,000	2,350,000	13,250,000
SAN Private Laterals		-	-	1,000,000	1,000,000	1,000,000	3,000,000
<b>Water Distribution System Improvements</b>							
DIS Annual Bridge Replacements		500,000	500,000	500,000	500,000	500,000	2,500,000
DIS Backflow Prevention/Meter Replace		2,050,000	2,100,000	2,150,000	2,200,000	2,250,000	10,750,000
DIS Central Ave Main Replacement		-	-	2,000,000	-	-	2,000,000
DIS Condition Assessment		-	300,000	300,000	300,000	300,000	1,200,000
DIS Downtown Main Replacement		-	2,500,000	2,500,000	3,000,000	3,000,000	11,000,000
DIS Galvanized and Unlined Pipe Elimination		-	3,000,000	3,000,000	3,000,000	3,000,000	12,000,000
DIS Main Relocation		100,000	100,000	100,000	100,000	100,000	500,000
DIS Main/Valve Replace/Aqueous Crossings		3,000,000	4,500,000	4,500,000	4,500,000	4,500,000	21,000,000
DIS New Water Main Extensions		50,000	50,000	50,000	50,000	50,000	250,000
DIS PC Belcher Road (38 A/N to 54 A/N)		50,000	-	-	-	-	50,000
DIS PC/FDOT Valve Cover & Hydrant Reloc		50,000	-	50,000	-	50,000	150,000
DIS Service Taps, Meters & Backflows		1,000,000	800,000	800,000	800,000	800,000	4,200,000
<b>Water Reclamation Facilities Improvements</b>							
NE #2 Clarifier Rehab		-	-	1,600,000	-	-	1,600,000
NE #3 Clarifier Rehab		-	-	2,000,000	-	-	2,000,000
NE Actuator and Valve Replacement		-	200,000	-	200,000	200,000	600,000
NE Backwash Pump/Motor Replacement		-	-	-	250,000	250,000	500,000
NE Bar Screen Expansion		-	-	300,000	-	3,000,000	3,300,000
NE CCC Eff. Sump Inspection & Repair		-	-	150,000	1,500,000	-	1,650,000
NE CCC Recoating		-	-	-	-	400,000	400,000
NE Clarifiers 3 & 4 Pumping Station Rehab		-	200,000	-	2,000,000	-	2,200,000
NE Denit Filter Upgrade & FF Pumps		-	-	-	-	10,660,000	10,660,000
NE Diffuser System Rehabilitation		-	125,000	-	125,000	-	250,000
NE Drying Pad Upgrade		200,000	1,450,000	-	-	-	1,650,000
NE Electrical Distribution Improvements		7,000,000	2,000,000	-	-	-	9,000,000
NE Facility Plan Design		-	-	-	2,000,000	-	2,000,000
NE Filter Valve & Piping Replacement		-	250,000	-	250,000	250,000	750,000
NE Influent Buildings Pumping Rehab		-	-	30,000	300,000	-	330,000
NE Influent Wet Well Rehab		-	-	40,000	400,000	-	440,000
NE Injection Well Acidizations		-	-	800,000	-	-	800,000
NE Inplant Lift Station Rehab		600,000	-	-	-	-	600,000
NE Maintenance Shop Replacement		-	-	1,100,000	-	-	1,100,000
NE New Injection Well		400,000	-	4,250,000	-	-	4,650,000



**Exhibit G - Water Resources Capital Projects (4003)**

<b>Resources / Requirements</b>	<b>Appropriated To Date</b>	<b>FY 2022 Adopted</b>	<b>FY 2023 Estimate</b>	<b>FY 2024 Estimate</b>	<b>FY 2025 Estimate</b>	<b>FY 2026 Estimate</b>	<b>CIP Total</b>
NE New Plant Pump Station Upgrade		-	300,000	-	1,100,000	1,000,000	2,400,000
NE Operations & Lab Building Replacement		-	4,400,000	-	-	-	4,400,000
NE Pipe Repairs/Lining/Replacement		-	500,000	-	500,000	500,000	1,500,000
NE Process Control Instruments		-	300,000	-	-	-	300,000
NE Recoating Filter Backwash Tank		-	100,000	-	-	-	100,000
NE Reject Tank		-	400,000	-	6,000,000	-	6,400,000
NE SCADA Upgrade		-	500,000	-	-	-	500,000
NE Secondary Grit Removal System		-	-	300,000	1,200,000	-	1,500,000
NE Sludge Storage Tank Modification		200,000	1,300,000	-	-	-	1,500,000
NE Stormwater Rehab		-	-	200,000	-	2,000,000	2,200,000
NW Actuator and Valve Replacement		-	200,000	-	200,000	200,000	600,000
NW Automatic Security Fencing		-	75,000	-	-	-	75,000
NW CCC Gate Replace & Recoat		-	-	550,000	-	-	550,000
NW Clarifier #1 Rehab		-	1,600,000	-	-	-	1,600,000
NW Clarifier #3 Rehab		-	-	-	2,000,000	-	2,000,000
NW Clarifier #4 Rehab & Piping		-	-	1,800,000	-	-	1,800,000
NW Clarifier Splitter Box Rehab		500,000	-	-	-	-	500,000
NW Disk Filter Rehab		-	-	-	250,000	-	250,000
NW Drying Pad Upgrade		200,000	1,450,000	-	-	-	1,650,000
NW Facility Plan Project Design		-	-	-	-	2,000,000	2,000,000
NW Facility Plan		-	800,000	-	-	-	800,000
NW Filter Fine Screen Rehab		-	150,000	-	-	-	150,000
NW Filter Rehab 1-3		-	200,000	-	-	-	200,000
NW Filter Rehab 4-6		-	-	-	200,000	-	200,000
NW Grit System Rehab		-	1,100,000	-	-	-	1,100,000
NW Influent Pump Station Replacement		-	4,500,000	-	-	-	4,500,000
NW Injection Well Acidizations		-	800,000	-	-	-	800,000
NW Irrigation System Replacement		-	-	-	100,000	-	100,000
NW Maintenance Shop Replacement		-	800,000	-	-	-	800,000
NW Operations & Lab Building Replacement		-	50,000	4,360,000	-	-	4,410,000
NW Pipe Repairs/Lining/Replacement		-	500,000	-	500,000	500,000	1,500,000
NW Plant Lighting Upgrade		100,000	-	-	-	-	100,000
NW RAS Pump Install		-	-	-	300,000	-	300,000
NW RAS Pump Rebuild		-	-	150,000	-	-	150,000
NW Sludge Tank Modification		200,000	1,300,000	-	-	-	1,500,000
NW Solar Panel Installation		2,000,000	-	-	-	-	2,000,000
NW Stormwater Rehab		-	-	-	-	200,000	200,000
SW Acidize 8 Wells		-	-	-	2,100,000	-	2,100,000
SW AW Demo & EQ tank Construction		-	100,000	900,000	13,000,000	-	14,000,000
SW Design/Replace Scum Ejectors		-	500,000	-	-	-	500,000
SW Digester 3		-	-	-	-	50,000	50,000
SW Disk Filter Rehab		250,000	250,000	-	-	-	500,000
SW Facility Plan		-	800,000	-	-	-	800,000
SW GBT Expansion		-	4,000,000	-	-	-	4,000,000
SW Grit Removal Rehab		650,000	-	-	-	-	650,000
SW Headworks Rehab		-	-	-	3,000,000	-	3,000,000
SW Influent Odor Control		100,000	1,500,000	-	-	-	1,600,000
SW Inplant Lift Station Improvements		-	-	-	-	150,000	150,000
SW Operations and Lab Building Replacemen		-	-	6,000,000	-	-	6,000,000
SW Primary Clarifier Bar Screen		-	100,000	1,700,000	-	-	1,800,000
SW Rehab Primary Clarifiers & Clean		-	-	-	-	500,000	500,000
SW Replace/Rebuild Distribution Pumps		-	300,000	300,000	-	-	600,000

**Exhibit G - Water Resources Capital Projects (4003)**

<b>Resources / Requirements</b>	<b>Appropriated To Date</b>	<b>FY 2022 Adopted</b>	<b>FY 2023 Estimate</b>	<b>FY 2024 Estimate</b>	<b>FY 2025 Estimate</b>	<b>FY 2026 Estimate</b>	<b>CIP Total</b>
SW Secondary Clarifier Rehab		-	-	500,000	2,000,000	-	2,500,000
SW WAS Holding Tank		-	-	-	50,000	550,000	600,000
<b>Water Resources Building Improvements</b>							
FAC Admin Reconfiguration		100,000	500,000	-	-	-	600,000
FAC Emergency Power Consolidation		-	-	250,000	-	3,000,000	3,250,000
FAC Equipment Building Replacement		-	-	1,000,000	-	-	1,000,000
FAC PV Infrastructure		-	500,000	500,000	-	-	1,000,000
FAC WRD Equip & Veh Infrastructure Rehab		-	-	-	550,000	-	550,000
FAC WRD Main Campus Reconfiguration		100,000	1,000,000	-	-	10,000,000	11,100,000
<b>Water Treatment/Supply</b>							
COS 36" Transmission Main to 42"		-	-	50,000	-	450,000	500,000
COS Accelerator #3 Rehabilitation		1,400,000	-	-	-	-	1,400,000
COS Accelerator #4 & #5 Rehabilitation		2,400,000	-	-	-	-	2,400,000
COS Accelerator #6 Rehabilitation		1,200,000	-	-	-	-	1,200,000
COS Aeration Basin Coating		-	-	-	-	650,000	650,000
COS Chemical Bldg Elevator Replace		500,000	-	-	-	-	500,000
COS Chlorine Gas Upgrades		900,000	-	-	-	-	900,000
COS Facility Plan Project Design		-	-	-	-	2,000,000	2,000,000
COS Filter Media Evaluation/Renewal		650,000	-	-	-	-	650,000
COS Gulf to Bay Electrical Improvements		730,000	-	-	-	-	730,000
COS Lime Softening Upgrades		-	-	-	-	500,000	500,000
COS McMullen Booth Interties PWC-SOP		-	-	1,500,000	-	-	1,500,000
COS Sluice Gates/Raw Bypass Valve		-	1,100,000	-	-	-	1,100,000
COS Solar Panel Installation		-	-	2,000,000	-	-	2,000,000
COS Storage Tank - Plant Water		-	8,500,000	-	-	-	8,500,000
COS Switchgear VFD/Pumps		5,600,000	7,500,000	7,500,000	-	-	20,600,000
OBE Replace Existing Tanks With Concrete		-	-	50,000	2,500,000	10,900,000	13,450,000
OBE Storage Tank Valves Replacement		350,000	-	-	-	-	350,000
WAS Replace Existing Tanks With Concrete		-	-	50,000	2,500,000	-	2,550,000
WAS Storage Tank Valve Replacements		350,000	-	-	-	-	350,000
<b>Inflation Contingency</b>		-	-	<b>2,158,375</b>	<b>4,360,000</b>	<b>6,447,750</b>	<b>8,373,000</b>
<b>Prior Year Funding</b>		<b>320,716,765</b>	-	-	-	-	<b>320,716,765</b>
<b>Total Requirements</b>		<b>320,716,765</b>	<b>52,990,000</b>	<b>88,493,375</b>	<b>91,560,000</b>	<b>92,417,750</b>	<b>738,280,890</b>
<b>Unappropriated Balance</b>		<b>37,260,576</b>	<b>60,576</b>	<b>61,201</b>	<b>61,201</b>	<b>60,451</b>	<b>60,451</b>

**Notes**

- 1) AMP= Management review goals linked to Asset Management Principles LA Consulting Recommendation
- 2) CO= Consent Order DEP
- 3) MP= Master Plan
- 4) I&I= Inflow and Infiltration

## Exhibit H - Stormwater Drainage Capital Projects (4013)

Resources / Requirements	Appropriated To Date	FY 2022 Adopted	FY 2023 Estimate	FY 2024 Estimate	FY 2025 Estimate	FY 2026 Estimate	CIP Total
Beginning Fund Balance	7,192,411	-	-	-	-	-	7,192,411
Bond Proceeds	9,272,000	-	-	-	-	-	9,272,000
Contributions from Developers	13,590	10,000	10,000	10,000	10,000	10,000	63,590
Earnings on Investments	229,921	87,000	87,000	87,000	87,000	87,000	664,921
Future Borrowings	-	-	11,908,000	23,552,000	18,193,000	21,500,000	75,153,000
GR DEP Resilient Stormwater Infrastructure	75,000	-	-	-	-	-	75,000
GR FEMA Flood Mitigation	75,000	-	-	-	-	-	75,000
GR SWFWMD 50th A/N West of 5th St.	-	1,500,000	1,228,500	-	-	-	2,728,500
GR SWFWMD 7th Street	1,200,472	-	-	-	-	-	1,200,472
GR SWFWMD 8th A/S to 44th S/S	1,230,776	-	-	-	-	-	1,230,776
GR SWFWMD Snell Isle Blvd and Rafael	392,270	-	-	-	-	-	392,270
GR SWFWMD Various	-	-	-	1,000,000	1,000,000	1,000,000	3,000,000
GR SWFWMD Watershed Management	515,345	-	-	-	-	-	515,345
Transfer Stormwater Utility Fund	3,175,000	1,134,000	3,528,000	4,562,000	4,823,000	8,313,000	25,535,000
<b>Total Resources</b>	<b>23,371,785</b>	<b>2,731,000</b>	<b>16,761,500</b>	<b>29,211,000</b>	<b>24,113,000</b>	<b>30,910,000</b>	<b>127,098,285</b>
<b>Lift Station Improvements</b>							
Stormwater Pump Stations		600,000	250,000	250,000	300,000	300,000	1,700,000
<b>Storm Drainage Improvements</b>							
46th Ave S & 37th St S SDI		-	550,000	-	-	-	550,000
Bartlett Lake/Salt Creek Pump Station		-	-	200,000	1,000,000	5,500,000	6,700,000
Master Plan Projects		-	-	-	-	2,500,000	2,500,000
Minor Storm Drainage		500,000	750,000	750,000	750,000	750,000	3,500,000
Stormwater System Resiliency Enhancements		500,000	2,100,000	1,750,000	3,500,000	5,000,000	12,850,000
<b>Stormwater Management Projects</b>							
50th Avenue North West of 5th Street SDI		3,000,000	3,878,500	-	-	-	6,878,500
5th Avenue North at 74th Street to 76th Street		-	-	1,700,000	-	-	1,700,000
Bartlett Lake SDI		1,500,000	-	-	-	-	1,500,000
Crescent Lake Water Quality Improvements		75,000	100,000	300,000	-	-	475,000
Drainage Line Rehab/Replacement		1,500,000	1,750,000	2,000,000	2,500,000	2,500,000	10,250,000
Lake Improvements		200,000	225,000	250,000	275,000	300,000	1,250,000
Little Bayou Water Quality Improvements		150,000	150,000	250,000	-	-	550,000
MLK Channel Improvements		-	-	1,000,000	4,000,000	-	5,000,000
MLK South of Salt Creek to 32nd Avenue Sou		-	400,000	1,500,000	-	5,000,000	6,900,000
Old NE Stormwater Drainage Improvements		300,000	5,000,000	4,000,000	4,000,000	6,000,000	19,300,000
Stormwater Vaults & Backflow Preventers		160,000	200,000	200,000	250,000	250,000	1,060,000
SW Facility Master Plan		-	1,000,000	13,670,000	5,855,000	-	20,525,000
<b>Inflation Contingency</b>	-	-	408,838	1,391,000	1,682,250	2,810,000	6,292,088
<b>Prior Year Funding</b>	17,484,424	-	-	-	-	-	17,484,424
<b>Total Requirements</b>	<b>17,484,424</b>	<b>8,485,000</b>	<b>16,762,338</b>	<b>29,211,000</b>	<b>24,112,250</b>	<b>30,910,000</b>	<b>126,965,012</b>
<b>Unappropriated Balance</b>	<b>5,887,361</b>	<b>133,361</b>	<b>132,524</b>	<b>132,524</b>	<b>133,274</b>	<b>133,274</b>	<b>133,274</b>

### Notes

1) GR = Grant Funding

**Exhibit G - Airport Capital Projects (4033)**

<b>Resources / Requirements</b>	<b>Appropriated To Date</b>	<b>FY 2022 Adopted</b>	<b>FY 2023 Estimate</b>	<b>FY 2024 Estimate</b>	<b>FY 2025 Estimate</b>	<b>FY 2026 Estimate</b>	<b>CIP Total</b>
Beginning Fund Balance	838,469	-	-	-	-	-	838,469
Earnings on Investments	12,787	-	-	-	-	-	12,787
GR FAA Design Runway 18/36	278,103	-	-	-	-	-	278,103
GR FAA Master Plan Update	201,828	-	-	-	-	-	201,828
GR FAA Rehab Airfield Vault	-	-	540,000	-	-	-	540,000
GR FAA Rehab Airfield Vault Design	-	108,000	-	-	-	-	108,000
GR FAA Runway 18/36	3,440,331	-	-	-	-	-	3,440,331
GR FAA Taxiway "A" Design	-	-	108,000	-	-	-	108,000
GR FAA Taxiway "A" Rehab	-	-	-	1,350,000	-	-	1,350,000
GR FAA Taxiway "B" Design	-	-	-	-	135,000	-	135,000
GR FAA Taxiway B Rehab	-	-	-	-	-	990,000	990,000
GR FDOT Airport Fuel Farm	-	-	480,000	-	-	-	480,000
GR FDOT Airport Runway 18/36	360,000	-	-	-	-	-	360,000
GR FDOT Airport Security Enhancement	80,000	-	-	-	-	-	80,000
GR FDOT Design Runway 18/36	21,600	-	-	-	-	-	21,600
GR FDOT Fuel Farm Design	-	96,000	-	-	-	-	96,000
GR FDOT Master Plan Update	18,883	-	-	-	-	-	18,883
GR FDOT Rehab Airfield Vault	-	-	48,000	-	-	-	48,000
GR FDOT Rehab Airfield Vault Design	-	9,600	-	-	-	-	9,600
GR FDOT SW Hangar Redevelopment	5,485,892	-	-	-	-	-	5,485,892
GR FDOT Taxiway "A" Design	-	-	9,600	-	-	-	9,600
GR FDOT Taxiway "A" Rehab	-	-	-	120,000	-	-	120,000
GR FDOT Taxiway "B" Design	-	-	-	-	12,000	-	12,000
GR FDOT Taxiway "D5" Replacement	160,000	-	-	-	-	-	160,000
GR FDOT Taxiway B Rehab	-	-	-	-	-	88,000	88,000
Miscellaneous	314	-	-	-	-	-	314
Transfer Airport Operating	116,000	75,000	100,000	100,000	100,000	100,000	591,000
<b>Total Resources</b>	<b>11,014,207</b>	<b>288,600</b>	<b>1,285,600</b>	<b>1,570,000</b>	<b>247,000</b>	<b>1,178,000</b>	<b>15,583,407</b>
<b>Airport Improvements</b>							
Airport Fuel Farm Replacement		120,000	600,000	-	-	-	720,000
Rehab Airfield Vault		120,600	600,000	-	-	-	720,600
Taxiway "A" Rehab		-	120,000	1,500,000	-	-	1,620,000
Taxiway "B" Rehab		-	-	-	150,000	1,100,000	1,250,000
<b>Inflation Contingency</b>							
<b>Prior Year Funding</b>	<b>10,767,127</b>	-	-	-	-	-	<b>10,767,127</b>
<b>Total Requirements</b>	<b>10,767,127</b>	<b>240,600</b>	<b>1,320,000</b>	<b>1,500,000</b>	<b>150,000</b>	<b>1,100,000</b>	<b>15,077,727</b>
<b>Unappropriated Balance</b>	<b>247,080</b>	<b>295,080</b>	<b>260,680</b>	<b>330,680</b>	<b>427,680</b>	<b>505,680</b>	<b>505,680</b>

**Notes**

1) GR = Grant Funding

**Exhibit J - Marina Capital Improvement (4043)**

<b>Resources / Requirements</b>	<b>Appropriated To Date</b>	<b>FY 2022 Adopted</b>	<b>FY 2023 Estimate</b>	<b>FY 2024 Estimate</b>	<b>FY 2025 Estimate</b>	<b>FY 2026 Estimate</b>	<b>CIP Total</b>
Beginning Fund Balance	3,785,181	-	-	-	-	-	3,785,181
Earnings on Investments	91,998	27,000	27,000	27,000	27,000	27,000	226,998
GR DOI Marina Transient Docks	565,082	-	-	-	-	-	565,082
Rebuild Central Yacht Basin Bond Proceeds	-	34,000,000	-	-	-	-	34,000,000
Transfer Marina Operating	356,996	-	200,000	200,000	200,000	200,000	1,156,996
<b>Total Resources</b>	<b>4,799,257</b>	<b>34,027,000</b>	<b>227,000</b>	<b>227,000</b>	<b>227,000</b>	<b>227,000</b>	<b>39,734,257</b>
<b>Marina Improvements</b>							
Marina Facility Improvements		-	200,000	200,000	200,000	200,000	800,000
Marina Rebuild Central Yacht Basin		34,000,000	-	-	-	-	34,000,000
<b>Inflation Contingency</b>	-	-	5,000	10,000	15,000	20,000	50,000
<b>Prior Year Funding</b>	<b>3,691,970</b>	-	-	-	-	-	<b>3,691,970</b>
<b>Total Requirements</b>	<b>3,691,970</b>	<b>34,000,000</b>	<b>205,000</b>	<b>210,000</b>	<b>215,000</b>	<b>220,000</b>	<b>38,541,970</b>
<b>Unappropriated Balance</b>	<b>1,107,287</b>	<b>1,134,287</b>	<b>1,156,287</b>	<b>1,173,287</b>	<b>1,185,287</b>	<b>1,192,287</b>	<b>1,192,287</b>

**Notes**

1) GR = Grant Funding

**Exhibit K - Port Capital Improvement (4093)**

<b>Resources / Requirements</b>	<b>Appropriated To Date</b>	<b>FY 2022 Adopted</b>	<b>FY 2023 Estimate</b>	<b>FY 2024 Estimate</b>	<b>FY 2025 Estimate</b>	<b>FY 2026 Estimate</b>	<b>CIP Total</b>
Beginning Fund Balance	35,954	-	-	-	-	-	35,954
Earnings on Investments	506	-	-	-	-	-	506
GR FDOT Berth Rehab Initiative	127,196	-	-	-	-	-	127,196
Transfer General Fund	12,371	-	-	-	-	-	12,371
<b>Total Resources</b>	<b>176,027</b>	-	-	-	-	-	<b>176,027</b>
<b>Inflation Contingency</b>	-	-	-	-	-	-	-
<b>Prior Year Funding</b>	<b>169,567</b>	-	-	-	-	-	<b>169,567</b>
<b>Total Requirements</b>	<b>169,567</b>	-	-	-	-	-	<b>169,567</b>
<b>Unappropriated Balance</b>	<b>6,460</b>	<b>6,460</b>	<b>6,460</b>	<b>6,460</b>	<b>6,460</b>	<b>6,460</b>	<b>6,460</b>

## Exhibit L

### FDOT District Seven's Adopted Five-Year Work Program Fiscal Years 2020/21 to 2024/25 Road Capacity Projects in the City of St. Petersburg

Project No.	Roadway	From	To	Project Description	Project Phases	2019 LOS*
1	Gateway Express	US 19 (SR 55)	E. of 28 <sup>th</sup> St.	New Road Construction	Note 1	Note 2
2	I-275 Interstate Express Lanes	S. of Gandy Blvd.	N. of 4 <sup>th</sup> St.	New Road Construction	Note 4	D/F
3	Gandy Boulevard	4 <sup>th</sup> Street	W. of Gandy Bridge	Adding Lanes, 4 to 6	Note 6	C
4	I-275	54 <sup>th</sup> Ave. S.	S. of Roosevelt Blvd.	Lane Continuity and Express Lanes N. of I-375	Note 8	D/E/F

Project No.	2021	2022	2023	2024	2025	Total	Revenue Sources
1	\$1,000,000	0	0	0	\$0	\$525,357,678	Note 3
2	\$2,521,722	\$8,970,613	\$20,721,812	\$23,211,404	\$0	\$55,912,422	Note 5
3	0	0	\$1,000	\$5,863,522	\$0	\$5,864,522	Note 7
4	\$7,100,000	\$20,444,900	\$0	\$0	\$286,926,016	\$316,977,614	Note 9

**Notes:**

1. Project phases includes preliminary engineering, railroad and utilities, and design build.
2. Existing level of service (LOS) data is not available because the Gateway Express will be a new road.
3. Federal, state and local funding will be used to construct the Gateway Express.
4. Project phases include preliminary engineering, environmental, and design build.
5. Federal and state funding will be used to construct the express lanes on I-275.
6. Project phase includes preliminary engineering.
7. Federal and state funding will be used to expand Gandy Boulevard from 4 to 6 lanes.
8. Project phases include preliminary engineering, right of way, and design build.
9. Federal and state funding will be used for the lane continuity and express lanes.

\*Draft 2019 LOS data from Forward Pinellas