



**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 13, 2018  
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-2018**  
**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) 2019 to 2023.

**PURPOSE**

The Capital Improvements Element (CIE) annual update for Fiscal Years (FY) 2019 to 2023 represents the City’s modification to the Capital Improvements Schedule of the currently adopted CIE including addition of the new fifth year (FY 2023). 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 2017 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 2017 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) 2017 population estimate of 263,768 for the City. Since BEBR does not include seasonal and tourist populations, the Southwest Florida Water Management District’s (SWFWMD) 2016 seasonal and tourist population of 12,692 was added. Finally, based on the estimated number of people per household, 1,058 individuals were added as a result of new residential dwelling units completed during the 2017 calendar year. The 2017 estimated functional population of **277,518** is supported by the best available data.

It should be noted that SWFWMD’s published 2017 seasonal and tourist population figures were higher than the expected annualized growth rate. Upon inquiring, staff was informed that in fact the numbers were incorrect. Corrected numbers were not available at the time of this writing; therefore, the 2016 seasonal and tourist population numbers are the best available data and are used in this analysis. 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 2017, the City's collection demand for solid waste service was approximately 1.09 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 recyclables and material from the City's five brush sites) divided by the City's 2017 functional population.

$$303,861 / 277,518 = 1.094 \text{ tons per person per year}$$

Demand for solid waste service for all of Pinellas County in calendar year 2017 was 1.06 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 (790,520 tons) plus the landfill (231,059 tons), divided by the County's functional population.

$$(790,520 + 231,059) / 960,949 = 1.063 \text{ tons per person per year}$$

As the above calculations indicate, the City's actual per capita demand for solid waste is slightly higher than that of the County due in part to the City's recycling and yard waste being diverted out of the solid waste stream before they reach the County's facilities. Therefore, the County is receiving a lower tonnage for disposal, while the City is increasing its tonnage of collection. This higher tonnage collection reflects the successful curb-side recycling program that began in 2015 for single-family homes and multifamily units consisting of four units or less. Recycling in the City has increased by 168% from 6,552 tons collected in 2014 to 17,564 tons collected in 2017. 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 2017, the Waste-to-Energy facility operated below its normal operating capacity of incinerating 930,750 tons of solid waste per year due to the extended outages required for the refurbishment of the facility. 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 84 years, based on current design (grading) and 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 conditions of drainage facilities. Drainage capacity can be expressed as a “design storm” which specifies the duration and return frequency of a storm with an identified rainfall amount. The level of service standard is implemented by the City through the review of drainage plans for new development and redevelopment. The adopted level of service consists of three parts that express the City’s desire to upgrade drainage facilities through retrofit over time:

1. Due to the back log of stormwater improvement needs and the time to implement improvements to the municipal drainage system, *existing conditions are adopted as the level of service.*
2. Construction of new projects and improvements to existing surface water management systems requires permits from the South West Florida Water Management District (SWFWMD), except for projects specifically exempt. 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.
3. Construction of new surface water management systems and improvements to existing systems will be required to meet design standards outlined in the Drainage Ordinance, Section 16.40.030 of the Land Development Regulations, using a minimum design storm of 10-year return frequency, 1-hour duration. Improvements to the municipal drainage system will also be designed to convey the run off from a 10-year, 1-hour storm event.

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.

In 2016, the City’s commitment to continue to fund improvements was further demonstrated by the Council’s approval of a 31.5% increase in the Stormwater Utility Fee. In 2017, the Council approved an additional fee increase to \$10.00 per month for each single-family residential parcel and to \$11.00 in FY 2019. Currently ongoing is a tiered rate study that is looking at readjusting the utility fee based on the amount of impervious area within the parcels. It is anticipated that the tiered rate will be effective for FY 2020.

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 3017 (Exhibit C).

### **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 27 acres per 1,000 permanent and seasonal residents. Recreation and cultural project schedules are listed in Fund 3029 (Exhibit D).

**2017 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>
263,768 (Permanent)	21.3	28.5
277,518 (Functional) <sup>3</sup>	20.3	27.1

Table Notes

1. Total active and passive recreation/open space and preservation in the City is equal to approximately 5,611 acres.
2. Total useable recreation/open space and preservation in the City is equal to 7,510 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).

**Potable Water**

The City’s adopted LOS standard for potable water is 125 gallons per capita per day (gpcd) while actual current usage equates to approximately 81 gpcd. The City’s overall water demand from Tampa Bay Water is presently 29 million gallons per day (mgd), while the systemwide capacity is 68 mgd. The water treatment plant, water transmission system, water repump facilities and water distribution system network were designed and built for this capacity. Only in isolated situations in the water distribution system network, is a developer responsible to pay for a system capacity upgrade made necessary by a development project.

The City's successful reclaimed water program, initiated in 1977, has greatly reduced the amount of treated effluent disposed through deep injection wells, while at the same time reducing reliance on potable water for irrigation purposes. Since 2000, the average annual daily demand for reclaimed water has been approximately 19 million gallons.

Due to the excess capacity in the water system, no additional capital expenditures are anticipated beyond those concerning replacement, maintenance and efficiency, energy conservation and modernization. Potable water distribution system project schedules are listed in Fund 4003 (Exhibit G).

**Sanitary Sewer**

The sanitary sewer LOS is based on the estimated per capita demand for capacity at the City’s Water Reclamation Facilities (WRFs). The City owns and operates three WRFs (Northeast, Southwest and Northwest), each of which serves a distinct district that together comprise the St. Petersburg 201 Facilities Planning Area.

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.

### 2017 Sanitary Sewer Flow Rates, Per Capita Demand & Adopted LOS

Water Reclamation Facility	2017 WRF Functional Population	CY 2017 Annual Average Daily Flow (mgd)	Actual 2017 GPCD	Adopted LOS GPCD
Northeast (Zone 2)	86,951	7.54	86.72	173
Northwest (Zone 3)	93,203	9.77	104.82	170
Southwest (Zone 1)	156,531	16.27	103.94	161
<b>Total</b>	<b>336,685</b>	<b>33.58</b>	<b>98.49 avg.</b>	<b>N/A</b>

Sourced: Water Resources Department (Daily Flow Data from CY17 Monthly Monitoring Reports)

The City's average flow rate for Calendar Year (CY) 2017 was 33.58 mgd, while the aggregated sanitary sewer system's annual average capacity for its three wastewater treatment facilities was 56 mgd, resulting in an estimated excess annual average capacity of 22.42 mgd.

### 2017 Sanitary Sewer Capacity Analysis

Facility	Permitted Average Daily Capacity (mgd)	Annual Average Daily Flow (mgd)	Excess Capacity (mgd)
Northeast	16.0	7.54	8.46
Northwest	20.0	9.77	10.23
Southwest	20.0	16.27	3.73
<b>Totals</b>	<b>56.0</b>	<b>33.58</b>	<b>22.42</b>

Following several major rain events in 2016, the Water Resources Department is currently adding peak wet-weather capacity and evaluating the need for additional annual average capacity. This expenditure is responding to a wet-weather demand and is beyond the scope of the annual CIE update. However, City staff anticipates that the results of this evaluation will be included in future reports for subsequent annual updates.

Water Resources' total capital improvement project schedules are listed in Fund 4003 (Exhibit G), which identifies a FY 2019 budget total of approximately \$116 million.

### **Mobility Monitoring**

In the absence of state-mandated transportation concurrency, Forward Pinellas, serving as the Metropolitan Planning Organization for Pinellas County, formed the multi-jurisdictional Mobility Plan Task Force. The Task force's goal was to develop a countywide approach to managing the transportation impacts associated with development through the site plan review process. Task Force efforts resulted in the City adopting the Pinellas County Mobility Plan, which amended the Land Development Regulations and eliminated transportation concurrency requirements.

The City continues to monitor the LOS for motor vehicles on major roadways and the availability of transit service for site impact review and transportation planning purposes. 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, 98.2% have a relatively low level of traffic congestion (LOS “A-D”), partially due to the street network’s efficient grid pattern. Only the four below listed roadway segments (consisting of 3.74 roadway miles) operate at a high level of traffic congestion (LOS “F”). The City no longer has an adopted roadway LOS standard; however, the vast majority of the City’s roads operate at the City’s previously adopted LOS standard of “D” or better.

### 2017 LOS “F” Road Segments

Roadway Section	From	To	Jurisdiction	LOS	Distance (Miles)
22 <sup>nd</sup> Ave. N.	I-275	34 <sup>th</sup> St.	City	F	1.16
38 <sup>th</sup> Ave. N	34 <sup>th</sup> St.	49 <sup>th</sup> St.	County	F	1.26
54 <sup>th</sup> Ave. S	34 <sup>th</sup> St.	31 <sup>st</sup> St.	City	F	0.25
Gandy Blvd.	San Martin Blvd.	4 <sup>th</sup> St.	State	F	1.07
<b>Total</b>					<b>3.74</b>

Data Source: Forward Pinellas (2017 Level of Service Report)

All development projects continue to pay multimodal impact fees. 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 mitigation strategies of the project.

The Neighborhood Transportation section of the City’s Transportation and Parking Management Department ensures the safe movement of vehicles and pedestrians by addressing the following: traffic control through the use of traffic signs and pavement marking systems; neighborhood transportation management; planning and design of operational modifications; investigation and improvement of 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 section worked directly with neighborhood associations and residents in the development of ninety-five (95) Neighborhood Traffic Plans, which are modified on an ongoing basis to address new and changing needs. The section has also implemented approximately one hundred twenty (120) Rectangular Rapid Flashing Beacons (RRFBs) at un-signalized intersections across the city. The city was the first municipality in the United States to use RRFBs, which continue to show significant improvements for pedestrian safety and comfort regarding driver yield rate at uncontrolled crossings.

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 2015, the PSTA received \$500,000 from the State of Florida and programmed its own funds to complete the project development phase for the Central Avenue Bus Rapid Transit (BRT) service. The BRT service is planned to connect downtown St. Petersburg to western St. Petersburg and St. Pete Beach. The BRT service will provide residents and visitors with frequent services, long operating hours and a limited number of stops. PSTA submitted a Small Starts application to the Federal Transit Administration in September 2017, however, federal funding has not yet been awarded. The City, PSTA and State governments have partnered to provide a match for the federal funding and PSTA is now working on the design phase. If funding is awarded, PSTA anticipates construction in 2019 with service operation in late 2020 or early 2021.

In 2009 and 2010, the City received Federal Transit Administration (FTA) grant funds in the amount of \$975,000 to enhance the Central Avenue corridor from downtown to 66<sup>th</sup> Street through capital projects such as pedestrian improvements in preparation for the proposed Central Avenue BRT service. These improvements will help connect the 1st Avenues to Central Avenue and the PSTA's popular Central Avenue Trolley service. The City has also programmed \$1 million in local funding (Penny for Pinellas revenue and Transportation Impact Fee revenue) as a match for the federal grants and the PSTA is contributing \$300,000 towards station 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 2017, City staff continued work on the Complete Streets Implementation Plan, which will serve as an update to the City's Bicycle Pedestrian Master Plan which was adopted in 2003 and which has largely been implemented. The City also fully launched its bike share system in February 2017, consisting of 30 hubs and 300 bikes.

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 2018 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.

### **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) 2019-2023 described herein.

### **ATTACHMENT**

Attachment: Proposed Ordinance and Exhibits A through L (CIP Schedules)

ORDINANCE NO. \_\_\_\_-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 2019 THROUGH 2023; ADOPTING THE FDOT DISTRICT SEVEN'S ADOPTED FIVE-YEAR WORK PROGRAM FOR THE FISCAL YEARS 2018/19 TO 2022/23; 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 2018-2019 and has revised the five-year capital improvement schedules of costs and revenue sources for Fiscal Years 2019 through 2023, 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 2019 through 2023, 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 2019 through 2023; 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 13, 2018, 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 2018 through 2022, and by replacing such deleted pages with the attached Exhibits A through L containing the fund summaries for Fiscal Years 2019 through 2023:

<u>Exhibit</u>	<u>Fund Summary</u>
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-2018

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

\_\_\_\_\_  
Date

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

\_\_\_\_\_  
Date

### General Capital Improvement (3001)

Resources / Requirements	Appropriated To Date	FY 2019 Adopted	FY 2020 Estimate	FY 2021 Estimate	FY 2022 Estimate	FY 2023 Estimate	CIP Total
Beginning Fund Balance	64,298,153	-	-	-	-	-	64,298,153
Earnings on Investments	811,675	50,000	50,000	50,000	50,000	50,000	1,061,675
Future Borrowings	-	-	14,031,000	-	-	-	14,031,000
GR AAD- Pier Shade Structure	250,000	-	-	-	-	-	250,000
GR Central Ave Bus Rapid Transit Corridor (E	909,074	-	-	-	-	-	909,074
GR EPA- Brownfields Assessment Grant	400,000	-	-	-	-	-	400,000
GR FDOA- Agr Ed Boyd Hill	500,000	-	-	-	-	-	500,000
GR FDOS- Archaeological Parks	35,308	-	-	-	-	-	35,308
GR FDOS- Cultural Affairs Div Mahaffey	913,361	-	-	-	-	-	913,361
GR FDOT- District 7 LS Imps HLRMOA	3,007,935	-	-	-	-	-	3,007,935
GR FDOT- Intermodal Facility Study	3,778	-	-	-	-	-	3,778
GR SWFWMD- Pier Park	75,000	-	-	-	-	-	75,000
Mahaffey Theater Exterior Wall Settlement	850,000	-	-	-	-	-	850,000
Transfer Art in Public Places Fund	37,500	-	-	-	-	-	37,500
Transfer Citywide Infrastructure Fund	700,000	-	-	-	-	-	700,000
Transfer Debt Service Fund Banc of America	2,523,371	-	-	-	-	-	2,523,371
Transfer Debt Service Fund TD Bank	52,472,450	-	-	-	-	-	52,472,450
Transfer Downtown Redevelopment	5,795,301	3,200,000	200,000	200,000	200,000	200,000	9,795,301
Transfer Equipment Replacement Fund	400,000	-	-	-	-	-	400,000
Transfer General Fund Public Safety	-	-	475,000	475,000	475,000	475,000	1,900,000
Transfer Intown West	1,000,000	-	-	-	-	-	1,000,000
Transfer Municipal Office Buildings	4,025,000	1,115,000	900,000	1,440,000	1,960,000	1,740,000	11,180,000
Transfer S St. Petersburg Redevelopment Distr	1,219,202	-	-	-	-	-	1,219,202
<b>Total Resources</b>	<b>140,227,108</b>	<b>4,365,000</b>	<b>15,656,000</b>	<b>2,165,000</b>	<b>2,685,000</b>	<b>2,465,000</b>	<b>167,563,108</b>
<b>City Facilities</b>							
Jamestown - Complete Unit Renovations	-	-	1,800,000	-	-	-	1,800,000
M.O.B. Repairs & Improvements FY19	-	1,115,000	-	-	-	-	1,115,000
M.O.B. Repairs & Improvements FY20	-	-	900,000	-	-	-	900,000
M.O.B. Repairs & Improvements FY21	-	-	-	1,440,000	-	-	1,440,000
M.O.B. Repairs & Improvements FY22	-	-	-	-	1,960,000	-	1,960,000
M.O.B. Repairs & Improvements FY23	-	-	-	-	-	1,740,000	1,740,000
<b>Downtown/Intown Parking/Streetscape</b>							
Intown Streetscape	-	200,000	200,000	200,000	200,000	200,000	1,000,000
<b>Libraries</b>							
Main Library Renovation	-	-	5,500,000	-	-	-	5,500,000
<b>Recreation/Community Centers</b>							
Shore Acres Center Replacement	-	-	6,731,000	-	-	-	6,731,000
<b>Transportation &amp; Parking Management</b>							
BRT and Transit Infrastructure	-	2,000,000	-	-	-	-	2,000,000
Parking Structure - Downtown	-	1,000,000	-	-	-	-	1,000,000
<b>Inflation Contingency</b>							
Prior Year Funding	138,584,044	-	-	-	-	-	138,584,044
<b>Total Requirements</b>	<b>138,584,044</b>	<b>4,315,000</b>	<b>15,131,000</b>	<b>1,640,000</b>	<b>2,160,000</b>	<b>1,940,000</b>	<b>163,770,044</b>
<b>Assigned for Police Equipment</b>	-	-	250,000	250,000	250,000	250,000	1,000,000
<b>Assigned for SCBA/Bunker Gear Fire</b>	579,000	-	225,000	225,000	225,000	225,000	1,479,000
<b>Unappropriated Balance</b>	<b>1,064,064</b>	<b>1,114,064</b>	<b>1,164,064</b>	<b>1,214,064</b>	<b>1,264,064</b>	<b>1,314,064</b>	<b>1,314,064</b>

### Bicycle/Pedestrian Safety Improvements (3004)

Resources / Requirements	Appropriated To Date	FY 2019 Adopted	FY 2020 Estimate	FY 2021 Estimate	FY 2022 Estimate	FY 2023 Estimate	CIP Total
Beginning Fund Balance	295,558	-	-	-	-	-	295,558
GR Bayway Trail North Phase II	(71)	-	-	-	-	-	(71)
GR Bicycle Facility 30 Ave N MLK to 58 St	2,639,000	-	-	-	-	-	2,639,000
GR Bicycle Lanes Priority Projects Phase II	883,951	-	-	-	-	-	883,951
GR FDOT HSIP Downtown Bulbouts	1,128,000	-	-	-	-	-	1,128,000
GR FDOT LAP Sexton Elementary	354,892	-	-	-	-	-	354,892
GR FDOT LAP TI Trail	1,141,927	-	-	-	-	-	1,141,927
GR FDOT LAP TI Trail Phase II	68,962	-	-	-	-	-	68,962
GR FDOT LAP TI Trail Phase II	-	698,498	-	-	-	-	698,498
GR Osgood Trail Gulfport	85,000	-	-	-	-	-	85,000
GR Pinellas Trail Extension Landscaping	332,410	-	-	-	-	-	332,410
<b>Total Resources</b>	<b>6,929,629</b>	<b>698,498</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>7,628,127</b>
<b>Bicycle Pedestrian Improvements</b>							
Treasure Island Trail Phase II Construction		698,498	-	-	-	-	698,498
<b>Inflation Contingency</b>	-	-	-	-	-	-	-
<b>Prior Year Funding</b>	<b>6,634,514</b>	-	-	-	-	-	<b>6,634,514</b>
<b>Total Requirements</b>	<b>6,634,514</b>	<b>698,498</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>7,333,012</b>
<b>Unappropriated Balance</b>	<b>295,115</b>	<b>295,115</b>	<b>295,115</b>	<b>295,115</b>	<b>295,115</b>	<b>295,115</b>	<b>295,115</b>

#### Notes

GR = Grant Funding

### Citywide Infrastructure Capital Improvement (3027)

Resources / Requirements	Appropriated To Date	FY 2019 Adopted	FY 2020 Estimate	FY 2021 Estimate	FY 2022 Estimate	FY 2023 Estimate	CIP Total
Beginning Fund Balance	21,202,601	-	-	-	-	-	21,202,601
Earnings on Investments	760,275	350,000	100,000	100,000	100,000	100,000	1,510,275
Local Option Sales Surtax	22,090,250	12,011,593	19,203,417	23,370,281	21,954,538	23,553,401	122,183,480
PC Interlocal Agreement West Central	4,300,000	-	-	-	-	-	4,300,000
<b>Total Resources</b>	<b>48,353,126</b>	<b>12,361,593</b>	<b>19,303,417</b>	<b>23,470,281</b>	<b>22,054,538</b>	<b>23,653,401</b>	<b>149,196,356</b>
<b>Bridge Recon/Replacement</b>							
157154 40th Ave NE Over Placido Bayou		1,000,000	2,500,000	2,500,000	-	-	6,000,000
157184 Bayou Grande, N of Tanglewood		1,600,000	-	-	-	-	1,600,000
157186 Venetian Blvd W of Shore Acres		200,000	325,000	-	-	-	525,000
157235 11th Av/S Over Booker Creek		1,675,000	-	-	-	-	1,675,000
Bridge Life Extension Program		750,000	1,000,000	1,500,000	1,250,000	1,250,000	5,750,000
Bridge Replacement		-	175,000	500,000	3,000,000	3,000,000	6,675,000
<b>Channel Dredging</b>							
Dredging Arterial Channels		-	-	150,000	150,000	300,000	600,000
Emergency Dredging		50,000	50,000	50,000	-	100,000	250,000
<b>Neighborhoods</b>							
Neighborhood Enhancement		-	50,000	-	50,000	-	100,000
Neighborhood Partnership Grants		-	175,000	-	75,000	-	250,000
<b>Railway Crossing Improvements</b>							
22nd A/N, West of 22 S/N (RRX)		-	198,000	-	-	-	198,000
9 A/N at 19th Street (RRX)		255,000	-	-	-	-	255,000
<b>Sanitary Sewer Collection System</b>							
SAN I & I Removal		-	9,000,000	9,000,000	9,000,000	9,000,000	36,000,000
<b>Storm Drainage Improvements</b>							
Minor Storm Drainage		-	500,000	500,000	500,000	500,000	2,000,000
<b>Street &amp; Road Improvements</b>							
Alley Reconstruction - Brick		250,000	-	450,000	250,000	300,000	1,250,000
Alley Reconstruction - Unpaved		150,000	-	400,000	200,000	200,000	950,000
Curb Replacement/Ramps		500,000	-	-	-	-	500,000
Sidewalk Reconstruction		600,000	-	-	-	-	600,000
Street and Road Improvements		4,500,000	4,000,000	5,000,000	4,500,000	4,500,000	22,500,000
<b>Transportation &amp; Parking Management</b>							
Bicycle Pedestrian Facilities		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
Comprehensive Street/Greenscape		250,000	-	500,000	250,000	250,000	1,250,000
Intersection Modification		50,000	-	-	-	-	50,000
Neighborhood Transportation Management		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		100,000	250,000	250,000	250,000	250,000	1,100,000
Transit Shelter Expansion		200,000	-	-	-	-	200,000
Wayfair Signage - Sign Replacement		150,000	-	150,000	150,000	300,000	750,000
<b>Undefined/Other</b>							
Seawall Renovations & Replacement		380,000	-	1,000,000	900,000	900,000	3,180,000
<b>Inflation Contingency</b>	-	-	249,325	685,000	920,625	1,260,000	3,114,950
<b>Prior Year Funding</b>	46,830,966	-	-	-	-	-	46,830,966
<b>Total Requirements</b>	<b>46,830,966</b>	<b>13,560,000</b>	<b>19,222,325</b>	<b>23,385,000</b>	<b>22,195,625</b>	<b>22,860,000</b>	<b>148,053,916</b>
<b>Assignment for Affordable Housing</b>	-	-	-	-	-	825,000	825,000

**Citywide Infrastructure Capital Improvement (3027)**

<b>Resources / Requirements</b>	<b>Appropriated To Date</b>	<b>FY 2019 Adopted</b>	<b>FY 2020 Estimate</b>	<b>FY 2021 Estimate</b>	<b>FY 2022 Estimate</b>	<b>FY 2023 Estimate</b>	<b>CIP Total</b>
<b>Unappropriated Balance</b>	<b>1,522,160</b>	<b>323,753</b>	<b>404,845</b>	<b>490,126</b>	<b>349,039</b>	<b>317,440</b>	<b>317,440</b>

**Notes**

- 1) Projects shown in the plan for years 2019-2023 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) In FY17, as provided for in an interlocal agreement with Pinellas County, \$4.3 million was programmed as a resource from Pinellas County and is being used to provide for Central Avenue improvements between Park Street and 58th Street.
- 3) There is no inflation contingency calculating on the Sanitary Sewer I & I Removal project.
- 4) \$825,000 is programmed to be assigned in FY23 for Affordable Housing Land Acquisition.

### Recreation & Culture Capital Improvement (3029)

Resources / Requirements	Appropriated To Date	FY 2019 Adopted	FY 2020 Estimate	FY 2021 Estimate	FY 2022 Estimate	FY 2023 Estimate	CIP Total
Beginning Fund Balance	7,888,540	-	-	-	-	-	7,888,540
Earnings on Investments	280,317	135,000	150,000	50,000	50,000	50,000	715,317
Local Option Sales Surtax	15,319,758	8,578,545	4,695,342	4,073,800	6,175,645	5,280,036	44,123,126
Transfer City Facilities Fund	131,800	-	-	-	-	-	131,800
Transfer Citywide Infrastructure Fund	85,360	-	-	-	-	-	85,360
<b>Total Resources</b>	<b>23,705,775</b>	<b>8,713,545</b>	<b>4,845,342</b>	<b>4,123,800</b>	<b>6,225,645</b>	<b>5,330,036</b>	<b>52,944,143</b>
<b>Athletic Facilities</b>							
Athletic Facilities Improvements		200,000	200,000	200,000	200,000	200,000	1,000,000
Athletic Field Lighting Improvements		250,000	-	-	-	-	250,000
<b>City Facilities</b>							
Coliseum Waterproofing		250,000	-	-	-	-	250,000
<b>Cultural Facilities Improvements</b>							
Mahaffey Theater Improvements		500,000	400,000	400,000	325,000	325,000	1,950,000
<b>Libraries</b>							
General Library Improvements		200,000	200,000	200,000	200,000	200,000	1,000,000
James Weldon Johnson Library Generator		250,000	-	-	-	-	250,000
Main Library Renovation		500,000	-	-	-	-	500,000
<b>Parks &amp; Open Space</b>							
Park Facilities Improvements		250,000	350,000	350,000	350,000	350,000	1,650,000
Parks Lighting Improvements		125,000	100,000	100,000	100,000	100,000	525,000
Play Equipment Replacement		450,000	600,000	600,000	600,000	600,000	2,850,000
Preserve Improvements		-	100,000	100,000	100,000	100,000	400,000
<b>Pool Improvements</b>							
McLin Pool Improvements		300,000	-	-	-	-	300,000
Swimming Pool Improvements		350,000	400,000	400,000	400,000	400,000	1,950,000
<b>Recreation/Community Centers</b>							
Mirror Lake Complex Improvements		200,000	-	-	-	-	200,000
Recreation Center Improvements		200,000	300,000	300,000	300,000	300,000	1,400,000
Shore Acres Center Replacement		-	4,653,490	-	-	-	4,653,490
<b>Sunken Gardens</b>							
Sunken Gardens Entrance Improvements		250,000	-	-	-	-	250,000
Sunken Gardens Park Improvements		200,000	-	-	-	-	200,000
<b>Inflation Contingency</b>	-	-	66,250	132,500	193,125	257,500	649,375
<b>Prior Year Funding</b>	<b>20,101,431</b>	-	-	-	-	-	<b>20,101,431</b>
<b>Total Requirements</b>	<b>20,101,431</b>	<b>4,475,000</b>	<b>7,369,740</b>	<b>2,782,500</b>	<b>2,768,125</b>	<b>2,832,500</b>	<b>40,329,296</b>
<b>Assignment Debt Service Shore Acres/Main</b>	-	2,337,000	(65,000)	(1,280,000)	765,000	(355,000)	1,402,000
<b>Assignment Shore Acres Rec. Center</b>	3,521,490	1,132,000	(4,653,490)	-	-	-	-
<b>Unappropriated Balance</b>	<b>82,854</b>	<b>852,399</b>	<b>3,046,491</b>	<b>5,667,791</b>	<b>8,360,311</b>	<b>11,212,847</b>	<b>11,212,847</b>

Notes

### Multimodal Impact Fees Capital Improvement (3071)

<b>Resources / Requirements</b>	<b>Appropriated To Date</b>	<b>FY 2019 Adopted</b>	<b>FY 2020 Estimate</b>	<b>FY 2021 Estimate</b>	<b>FY 2022 Estimate</b>	<b>FY 2023 Estimate</b>	<b>CIP Total</b>
Beginning Fund Balance	13,139,616	-	-	-	-	-	13,139,616
Earnings on Investments	429,013	185,000	185,000	185,000	185,000	-	1,169,013
GATISAF Multimodal Impact Fees	103,484	34,000	-	-	-	-	137,484
Miscellaneous/Other	73,867	-	-	-	-	-	73,867
Transfer District 11	1,185,694	456,000	400,000	400,000	400,000	400,000	3,241,694
Transfer District 8	14,254	5,000	50,000	50,000	50,000	50,000	219,254
Transfer Intown (District 11)	190,006	482,000	700,000	600,000	900,000	800,000	3,672,006
<b>Total Resources</b>	<b>15,135,934</b>	<b>1,162,000</b>	<b>1,335,000</b>	<b>1,235,000</b>	<b>1,535,000</b>	<b>1,250,000</b>	<b>21,652,934</b>
<b>Traffic Circulation - MIF &amp; GATISAF</b>							
Bike Share		50,000	50,000	50,000	50,000	50,000	250,000
City Trails - Multi-use Trails		400,000	400,000	400,000	400,000	400,000	2,000,000
Downtown Intersection & Pedestrian Facilities		250,000	200,000	200,000	250,000	250,000	1,150,000
Traffic Safety Program		225,000	125,000	125,000	125,000	125,000	725,000
<b>Transportation &amp; Parking Management</b>							
Complete Streets		450,000	300,000	300,000	300,000	300,000	1,650,000
Sidewalk Expansion Program		200,000	100,000	100,000	100,000	100,000	600,000
<b>Inflation Contingency</b>	-	-	29,375	58,750	91,875	122,500	302,500
<b>Prior Year Funding</b>	<b>13,119,441</b>	-	-	-	-	-	<b>13,119,441</b>
<b>Total Requirements</b>	<b>13,119,441</b>	<b>1,575,000</b>	<b>1,204,375</b>	<b>1,233,750</b>	<b>1,316,875</b>	<b>1,347,500</b>	<b>19,796,941</b>
<b>Unappropriated Balance</b>	<b>2,016,493</b>	<b>1,603,493</b>	<b>1,734,118</b>	<b>1,735,368</b>	<b>1,953,493</b>	<b>1,855,993</b>	<b>1,855,993</b>

#### Notes

MIF = Multimodal Impact Fees

GATISAF = Gateway Area Transportation Improvements Special Assessment Fee

### Downtown Parking Capital Improvements (3073)

Resources / Requirements	Appropriated To Date	FY 2019 Adopted	FY 2020 Estimate	FY 2021 Estimate	FY 2022 Estimate	FY 2023 Estimate	CIP Total
Beginning Fund Balance	2,053,958	-	-	-	-	-	2,053,958
Earnings on Investments	32,090	-	-	-	-	-	32,090
Transfer Parking Revenue Fund	1,250,000	4,750,000	400,000	400,000	400,000	400,000	7,600,000
<b>Total Resources</b>	<b>3,336,048</b>	<b>4,750,000</b>	<b>400,000</b>	<b>400,000</b>	<b>400,000</b>	<b>400,000</b>	<b>9,686,048</b>
<b>Transportation &amp; Parking Management</b>							
New Meter Technology		200,000	200,000	200,000	200,000	200,000	1,000,000
New Meters Downtown		200,000	200,000	200,000	200,000	200,000	1,000,000
Parking Structure - Downtown		4,000,000	-	-	-	-	4,000,000
<b>Inflation Contingency</b>	-	-	10,000	20,000	30,000	40,000	100,000
<b>Prior Year Funding</b>	3,140,654	-	-	-	-	-	3,140,654
<b>Total Requirements</b>	<b>3,140,654</b>	<b>4,400,000</b>	<b>410,000</b>	<b>420,000</b>	<b>430,000</b>	<b>440,000</b>	<b>9,240,654</b>
<b>Unappropriated Balance</b>	<b>195,394</b>	<b>545,394</b>	<b>535,394</b>	<b>515,394</b>	<b>485,394</b>	<b>445,394</b>	<b>445,394</b>

### Water Resource Capital Projects (4003)

Resources / Requirements	Appropriated To Date	FY 2019 Adopted	FY 2020 Estimate	FY 2021 Estimate	FY 2022 Estimate	FY 2023 Estimate	CIP Total
Beginning Fund Balance	54,424,028	-	-	-	-	-	54,424,028
Advance Economic Stability Fund	3,800,000	-	-	-	-	-	3,800,000
Advance Water Resources Operating Fund	3,800,000	-	-	-	-	-	3,800,000
Bond Proceeds	45,115,000	-	-	-	-	-	45,115,000
Connection Fees/Meter Sales Reclaimed	169,496	75,000	135,000	75,000	75,000	75,000	604,496
Connection Fees/Meter Sales Sewer	1,605,825	800,000	800,000	800,000	800,000	800,000	5,605,825
Connection Fees/Meter Sales Water	1,351,438	700,000	750,000	750,000	750,000	750,000	5,051,438
Earnings on Investments	986,891	320,000	348,000	357,000	368,000	379,000	2,758,891
Future Borrowings	-	95,300,000	69,800,000	44,100,000	40,700,000	36,900,000	286,800,000
JPA Brighthouse TV Bridge Utilities	324,664	-	-	-	-	-	324,664
JPA Tampa Bay Water	78,906	-	-	-	-	-	78,906
JPA Verizon TV Bridge Utilities	325,042	-	-	-	-	-	325,042
Miscellaneous/Other	25,574	-	-	-	-	-	25,574
Note Proceeds	120,000,000	-	-	-	-	-	120,000,000
Pinellas County Interlocal Agreement	243,902	-	-	-	-	-	243,902
Reclaimed Water Assessments	51,565	20,000	20,000	20,000	20,000	20,000	151,565
SRF Funding	50,383,896	-	-	-	-	-	50,383,896
Transfer WR Operating Fund	14,000,000	20,000,000	18,971,300	18,664,700	30,339,563	26,827,250	128,802,813
<b>Total Resources</b>	<b>296,686,227</b>	<b>117,215,000</b>	<b>90,824,300</b>	<b>64,766,700</b>	<b>73,052,563</b>	<b>65,751,250</b>	<b>708,296,040</b>
<b>Computerized Systems</b>							
ASM Computer HW/SW Replace/Enhance		100,000	100,000	100,000	100,000	100,000	500,000
ASM SCADA Hardware Upgrades		300,000	300,000	-	-	-	600,000
ASM SCADA Server Replacement		-	280,000	-	-	-	280,000
ASM SCADA Software System Overhaul		1,750,000	-	-	-	-	1,750,000
ASM WRD Facilities Connection Upgrade		1,600,000	1,500,000	-	-	-	3,100,000
<b>Lift Station Improvements</b>							
LST Pump, Valves, Piping		300,000	300,000	-	-	-	600,000
LST #10, 14, 37, 38 Rehab/Replace		-	-	300,000	3,000,000	-	3,300,000
LST #2, 12, 29, 55 Rehab/Replace		-	300,000	3,000,000	-	-	3,300,000
LST #21, 22, 34, 66 Upgrades		-	-	400,000	400,000	-	800,000
LST #23, 24, 79, 80 Upgrades		-	400,000	400,000	-	-	800,000
LST #3, 9, 60 Rehab/Replace		200,000	2,000,000	-	-	-	2,200,000
LST #34, 47, 53, 60 Upgrades		-	-	-	400,000	400,000	800,000
LST #42 Jim Walter Rehab		2,000,000	-	-	-	-	2,000,000
LST #5, 6, 7, 19 Rehab/Replace		-	-	-	300,000	3,000,000	3,300,000
LST #87 Childs Park Master		-	2,200,000	-	-	-	2,200,000
LST Landscape & Fence Replacement		-	250,000	-	-	-	250,000
LST Portable Generators		-	150,000	150,000	150,000	150,000	600,000
LST SCADA Enhancements		-	-	-	-	250,000	250,000
LST SCADA Expansion		500,000	-	-	-	-	500,000
<b>Reclaimed Water System Improvements</b>							
REC Main/Valve Replace/Flushing Appurt		125,000	150,000	175,000	200,000	1,000,000	1,650,000
REC Metering		-	3,500,000	3,500,000	-	-	7,000,000
REC NE PCCP Replacement Phase 4		510,000	7,900,000	-	-	-	8,410,000
REC NW PCCP Replace 2 A/N 5 A/S @ 64th		-	-	400,000	6,000,000	-	6,400,000
REC NW PCCP Replace NWWRF 2 A/N		-	610,000	9,400,000	-	-	10,010,000
REC Service Taps & Backflows		75,000	135,000	75,000	75,000	75,000	435,000
<b>Sanitary Sewer Collection System</b>							
SAN #87 Childs Park FM		-	5,500,000	-	-	-	5,500,000
SAN Annual Manhole Rehab Program		800,000	800,000	800,000	800,000	800,000	4,000,000

### Water Resource Capital Projects (4003)

Resources / Requirements	Appropriated To Date	FY 2019 Adopted	FY 2020 Estimate	FY 2021 Estimate	FY 2022 Estimate	FY 2023 Estimate	CIP Total
SAN Annual Pipe CIPP Lining Program		2,700,000	2,700,000	2,700,000	2,700,000	2,700,000	13,500,000
SAN Annual Pipe Repair & Replacement		4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	20,000,000
SAN Flow Monitoring Devices		-	125,000	125,000	125,000	50,000	425,000
SAN Gravity Extensions		50,000	50,000	50,000	50,000	50,000	250,000
SAN I & I Removal		11,000,000	2,000,000	1,000,000	1,000,000	1,000,000	16,000,000
SAN Manhole Ring and Cover Replacements		150,000	150,000	150,000	150,000	150,000	750,000
SAN Pasadena FM Replace Phase III		6,200,000	-	-	-	-	6,200,000
SAN PC San Martin Blvd Bridge Replace		80,000	700,000	-	-	-	780,000
SAN Private Laterals		-	-	1,000,000	1,000,000	1,000,000	3,000,000
<b>Water Distribution System Improvements</b>							
DIS Backflow Prevention/Meter Replace		1,370,000	1,415,000	1,460,000	1,505,000	1,550,000	7,300,000
DIS Condition Assessment		-	-	-	-	1,200,000	1,200,000
DIS Downtown Main Replacement		2,000,000	2,000,000	2,000,000	2,000,000	-	8,000,000
DIS Galvanized and Unlined Pipe Elimination		3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	15,000,000
DIS Main Relocation		150,000	100,000	100,000	100,000	100,000	550,000
DIS Main/Valve Replace/Aqueous Crossings		3,500,000	3,500,000	3,500,000	3,500,000	4,500,000	18,500,000
DIS New Water Main Extensions		50,000	50,000	50,000	50,000	50,000	250,000
DIS PC Haines RD Phase II		710,000	-	-	-	-	710,000
DIS PC Park Street ( Starkey Rd )		20,000	2,930,000	-	-	-	2,950,000
DIS PC San Martin Blvd Bridge Replacement		50,000	300,000	-	-	-	350,000
DIS Replace 48" WTM Lake Tarpon Outfall Canal		1,500,000	-	-	-	-	1,500,000
DIS Service Taps, Meters & Backflows		650,000	700,000	700,000	700,000	750,000	3,500,000
DIS Unidirectional Flow		1,000,000	1,000,000	-	-	-	2,000,000
DIS West Central District Main Replacement		2,000,000	-	-	-	-	2,000,000
<b>Water Reclamation Facilities Improvements</b>							
NE #1 Clarifier Rehab		120,000	1,200,000	-	-	-	1,320,000
NE #2 Clarifier Rehab		-	-	1,200,000	-	-	1,200,000
NE #5 Clarifier Sludge Handling Station Rehab		-	-	700,000	-	-	700,000
NE 3D Scan Survey		-	-	600,000	-	-	600,000
NE Actuator and Valve Replacement		200,000	200,000	200,000	200,000	200,000	1,000,000
NE Backwash Pump Upgrade		-	700,000	-	-	-	700,000
NE Clarifiers 3 & 4 Pumping Station Rehab WAS/RAS		-	250,000	2,500,000	-	-	2,750,000
NE Curbing & Paving		-	250,000	-	-	-	250,000
NE Distribution Pump Station Replacement		2,000,000	-	-	-	-	2,000,000
NE Electrical Power Distribution Improvements		5,000,000	-	-	-	-	5,000,000
NE Filter Pump Station		-	800,000	-	-	-	800,000
NE Filter Valve & Piping Replacement		250,000	250,000	250,000	250,000	250,000	1,250,000
NE Headworks Rehab Phase II		850,000	-	-	-	-	850,000
NE Injection Well Acidizations		-	-	600,000	-	-	600,000
NE Inplant Lift Station Rehab		-	-	-	600,000	-	600,000
NE Maintenance Shop Replacement		100,000	1,000,000	-	-	-	1,100,000
NE New Injection Well		-	-	100,000	3,500,000	-	3,600,000
NE New Plant Pump Station Upgrade		-	-	200,000	2,000,000	-	2,200,000
NE Old Influent Pump Station Upgrades		2,000,000	-	-	-	-	2,000,000
NE Operations & Lab Building Replacement		400,000	4,000,000	-	-	-	4,400,000
NE Pipe Repairs/Lining/Replacement		500,000	500,000	500,000	500,000	500,000	2,500,000
NE Plant Lighting Upgrade		-	300,000	-	-	-	300,000
NE Process Control Instruments		-	-	-	-	300,000	300,000
NE Recoating Filter Backwash Tank		-	-	-	600,000	-	600,000
NE Reject Tank		-	300,000	3,000,000	-	-	3,300,000
NE SCADA Upgrade		-	-	-	-	500,000	500,000

### Water Resource Capital Projects (4003)

Resources / Requirements	Appropriated To Date	FY 2019 Adopted	FY 2020 Estimate	FY 2021 Estimate	FY 2022 Estimate	FY 2023 Estimate	CIP Total
NE Secondary Grit Removal System		150,000	1,500,000	-	-	-	1,650,000
NE Security System Upgrade		-	-	-	-	1,000,000	1,000,000
NE Upgrade/Add Additional Effluent Filter		2,700,000	-	-	-	-	2,700,000
NW 3D Scan Survey		-	-	400,000	-	-	400,000
NW Actuator and Valve Replacement		200,000	200,000	200,000	200,000	200,000	1,000,000
NW Clarifier #1 Rehab		-	-	75,000	750,000	-	825,000
NW Clarifier #4 Rehab		-	-	-	-	750,000	750,000
NW Clarifier Splitter Box Rehab		-	-	175,000	1,750,000	-	1,925,000
NW Digester #1 Lid Rehab		1,500,000	-	-	-	-	1,500,000
NW Digester #2 Lid Rehab		150,000	1,500,000	-	-	-	1,650,000
NW Filter Rehab		-	-	-	40,000	400,000	440,000
NW Grit System Rehab		-	-	650,000	-	-	650,000
NW Headworks Fine Screen/Odor Control		6,500,000	-	-	-	-	6,500,000
NW Influent Pump Station Replacement		-	9,000,000	-	-	-	9,000,000
NW Injection Well Acidizations		-	-	-	-	600,000	600,000
NW Maintenance Shop Replacement		100,000	1,000,000	-	-	-	1,100,000
NW New Blower Replacement		-	400,000	400,000	-	-	800,000
NW Operations & Lab Building Replacement		400,000	-	4,000,000	-	-	4,400,000
NW Pipe Repairs/Lining/Replacement		500,000	500,000	500,000	500,000	500,000	2,500,000
NW Reject Storage Tank(s)		10,000,000	-	-	-	-	10,000,000
SW 3D Scan Survey		-	-	600,000	-	-	600,000
SW Access Improvements		470,000	-	-	-	-	470,000
SW Additional Headworks (60 MGD) Phase II		-	-	-	600,000	6,000,000	6,600,000
SW Clarifier Rehab		-	500,000	-	-	-	500,000
SW CNG Fueling Facility		-	-	-	-	6,000,000	6,000,000
SW Design/Replace Scum Ejectors		-	-	-	-	500,000	500,000
SW East Aeration Basin Rehab		-	-	250,000	-	-	250,000
SW Grit Removal Rehab		-	-	-	650,000	-	650,000
SW Injection Well Acidization		600,000	-	-	-	-	600,000
SW Injection Well Piping		-	-	-	10,000,000	10,000,000	20,000,000
SW New Bar Screen		-	-	1,800,000	-	-	1,800,000
SW New Effluent Pump Station		10,000,000	-	-	-	-	10,000,000
SW Operations and Lab Building Replacement		400,000	4,000,000	-	-	-	4,400,000
SW Replace Effluent Pump Motors		150,000	150,000	-	-	-	300,000
SW Replace/Rebuild Distribution Pumps		-	-	-	-	300,000	300,000
SW Site Restoration		200,000	350,000	-	-	-	550,000
SW Waste Sludge Pump Replacements		-	-	-	250,000	-	250,000
SW West Aeration Basin Rehab		-	250,000	-	-	-	250,000
<b>Water Resources Building Improvements</b>							
FAC Equipment & LS Building Replacement		-	-	900,000	5,100,000	-	6,000,000
FAC Laboratory Replacement		600,000	4,200,000	-	-	-	4,800,000
FAC Parking Lot 11 Improvements		700,000	-	-	-	-	700,000
FAC PV Equipment Parking Canopy		-	100,000	1,500,000	-	-	1,600,000
<b>Water Treatment/Supply</b>							
COS 36" Transmission Main to 42"		-	-	-	-	5,000,000	5,000,000
COS Console Building Upgrade		2,275,000	-	-	-	-	2,275,000
COS Filter Media Evaluation/Renewal		-	25,000	650,000	-	-	675,000
COS Gulf to Bay Electrical Improvements		-	450,000	-	-	-	450,000
COS Header Valves		6,100,000	-	-	-	-	6,100,000
COS Instrumentation Upgrades		750,000	-	-	-	-	750,000
COS Lime Rake		-	-	40,000	400,000	-	440,000

### Water Resource Capital Projects (4003)

<b>Resources / Requirements</b>	<b>Appropriated To Date</b>	<b>FY 2019 Adopted</b>	<b>FY 2020 Estimate</b>	<b>FY 2021 Estimate</b>	<b>FY 2022 Estimate</b>	<b>FY 2023 Estimate</b>	<b>CIP Total</b>
COS Lime Sludge Lagoon Cleaning & Drain P		-	3,300,000	-	-	-	3,300,000
COS McMullen Booth Interties PWC-SOP		-	-	100,000	1,900,000	-	2,000,000
COS SCADA Upgrades		1,500,000	-	-	-	-	1,500,000
COS Storage Tank - Plant Water		-	-	300,000	6,300,000	-	6,600,000
COS Switchgear 4160 FVD/Pumps		9,900,000	-	-	-	-	9,900,000
OBE Storage Tank Valves Replacement		-	70,000	-	270,000	-	340,000
WAS Storage Tank Valves Replacement		-	50,000	250,000	-	-	300,000
<b>Inflation Contingency</b>	-	-	2,209,750	3,058,750	5,074,875	5,887,500	16,230,875
<b>Prior Year Funding</b>	296,480,366	-	-	-	-	-	296,480,366
<b>Total Requirements</b>	<b>296,480,366</b>	<b>115,705,000</b>	<b>90,599,750</b>	<b>64,233,750</b>	<b>72,739,875</b>	<b>64,762,500</b>	<b>704,521,241</b>
<b>Unappropriated Balance</b>	<b>205,861</b>	<b>1,715,861</b>	<b>1,940,411</b>	<b>2,473,361</b>	<b>2,786,049</b>	<b>3,774,799</b>	<b>3,774,799</b>

### Stormwater Drainage Capital Projects (4013)

Resources / Requirements	Appropriated To Date	FY 2019 Adopted	FY 2020 Estimate	FY 2021 Estimate	FY 2022 Estimate	FY 2023 Estimate	CIP Total
Beginning Fund Balance	4,907,879	-	-	-	-	-	4,907,879
Contributions from Developers	10,000	10,000	10,000	10,000	10,000	10,000	60,000
Earnings on Investments	186,629	87,000	87,000	87,000	87,000	87,000	621,629
GR PC Gandy Blvd & Oak S/NE SDI	700,000	-	-	-	-	-	700,000
GR SWFWMD 34th A/NE to Poplar S	85,000	-	-	-	-	-	85,000
GR SWFWMD 4th St & 14th A/N	800,000	-	-	-	-	-	800,000
GR SWFWMD 7th Street	-	122,500	1,052,500	-	-	-	1,175,000
GR SWFWMD 8th A/S to 44th S/S	2,635,000	-	-	-	-	-	2,635,000
GR SWFWMD Snell Isle Blvd and Rafael	680,396	-	-	-	-	-	680,396
GR SWFWMD Watershed Management	900,000	-	-	-	-	-	900,000
Transfer Stormwater Utility Fund	6,410,000	1,150,000	3,500,000	1,800,000	750,000	775,000	14,385,000
<b>Total Resources</b>	<b>17,314,904</b>	<b>1,369,500</b>	<b>4,649,500</b>	<b>1,897,000</b>	<b>847,000</b>	<b>872,000</b>	<b>26,949,904</b>
<b>Lift Station Improvements</b>							
Stormwater Lift Stations		-	160,000	-	-	-	160,000
<b>Storm Drainage Improvements</b>							
Minor Storm Drainage		500,000	-	-	-	-	500,000
Stormwater Facility Master Plan		100,000	-	-	-	-	100,000
<b>Stormwater Management Projects</b>							
50th Avenue North West of 4th Street SDI		400,000	600,000	-	-	-	1,000,000
7th Street Sustainable Complete Streets Imps.		272,000	2,078,000	-	-	-	2,350,000
Crescent Lake Water Quality Improvements		125,000	250,000	500,000	-	-	875,000
Deep Lake Aeration		60,000	140,000	-	-	-	200,000
Drainage Line Rehab/Replacement		-	800,000	800,000	800,000	800,000	3,200,000
Little Bayou Basin Q Water Quality Imps.		125,000	500,000	500,000	-	-	1,125,000
<b>Inflation Contingency</b>	-	-	113,200	90,000	60,000	80,000	343,200
<b>Prior Year Funding</b>	17,078,137	-	-	-	-	-	17,078,137
<b>Total Requirements</b>	<b>17,078,137</b>	<b>1,582,000</b>	<b>4,641,200</b>	<b>1,890,000</b>	<b>860,000</b>	<b>880,000</b>	<b>26,931,337</b>
<b>Unappropriated Balance</b>	<b>236,767</b>	<b>24,267</b>	<b>32,567</b>	<b>39,567</b>	<b>26,567</b>	<b>18,567</b>	<b>18,567</b>

#### Notes

GR = Grant Funding

### Airport Capital Projects (4033)

Resources / Requirements	Appropriated To Date	FY 2019 Adopted	FY 2020 Estimate	FY 2021 Estimate	FY 2022 Estimate	FY 2023 Estimate	CIP Total
Beginning Fund Balance	210,747	-	-	-	-	-	210,747
GR FAA Design Runway 18/36	-	-	225,000	-	-	-	225,000
GR FAA Master Plan Update	315,000	-	-	-	-	-	315,000
GR FAA Rehab Airfield Vault	-	-	-	-	540,000	-	540,000
GR FAA Runway 18/36 Rehab	-	-	-	2,160,000	-	-	2,160,000
GR FAA Runway 7/25 TW 1 Stub	43,607	-	-	-	-	-	43,607
GR FAA Taxiway "C" Rehab Construction	303,826	-	-	-	-	-	303,826
GR FAA Taxiway "C" Rehab Design	43,090	-	-	-	-	-	43,090
GR FDOT Airport Runway 18/36	-	-	-	192,000	-	-	192,000
GR FDOT Design Runway 18/36	-	-	20,000	-	-	-	20,000
GR FDOT Hangar #1 Rehab	159,850	-	-	-	-	-	159,850
GR FDOT Master Plan Update	28,000	-	-	-	-	-	28,000
GR FDOT Rehab Airfield Vault	-	-	-	-	12,000	-	12,000
GR FDOT Runway 7/25 Extension Study	7,995	-	-	-	-	-	7,995
GR FDOT Runway 7/25 TW 1 Stub Conn.	3,577	-	-	-	-	-	3,577
GR FDOT SW Hangar Redevelopment	5,765,048	-	-	-	-	-	5,765,048
GR FDOT Taxiway "C" Rehab	27,010	-	-	-	-	-	27,010
GR FDOT Taxiway "C" South Ramp Constr.	322,190	-	-	-	-	-	322,190
GR FDOT Terminal Hangar	609,111	-	-	-	-	-	609,111
Transfer Airport Operating	306,000	125,000	125,000	125,000	125,000	125,000	931,000
Transfer Economic Stability Fund	400,000	-	-	-	-	-	400,000
<b>Total Resources</b>	<b>8,545,051</b>	<b>125,000</b>	<b>370,000</b>	<b>2,477,000</b>	<b>677,000</b>	<b>125,000</b>	<b>12,319,051</b>
<b>Airport Improvements</b>							
Rehab Airfield Vault	-	-	-	-	600,000	-	600,000
Runway 18/36 Rehab Construction	-	-	-	2,400,000	-	-	2,400,000
Runway 18/36 Rehab Design	-	-	250,000	-	-	-	250,000
<b>Inflation Contingency</b>	-	-	6,250	120,000	45,000	-	171,250
<b>Prior Year Funding</b>	<b>8,461,800</b>	-	-	-	-	-	<b>8,461,800</b>
<b>Total Requirements</b>	<b>8,461,800</b>	-	<b>256,250</b>	<b>2,520,000</b>	<b>645,000</b>	-	<b>11,883,050</b>
<b>Unappropriated Balance</b>	<b>83,251</b>	<b>208,251</b>	<b>322,001</b>	<b>279,001</b>	<b>311,001</b>	<b>436,001</b>	<b>436,001</b>

#### Notes

GR = Grant Funding

**Marina Capital Improvements (4043)**

<b>Resources / Requirements</b>	<b>Appropriated To Date</b>	<b>FY 2019 Adopted</b>	<b>FY 2020 Estimate</b>	<b>FY 2021 Estimate</b>	<b>FY 2022 Estimate</b>	<b>FY 2023 Estimate</b>	<b>CIP Total</b>
Beginning Fund Balance	1,525,537	-	-	-	-	-	1,525,537
Bond Proceeds Series 2017A	2,525,000	-	-	-	-	-	2,525,000
Earnings on Investments	67,607	27,000	27,000	27,000	27,000	27,000	202,607
Future Borrowings	-	-	-	34,000,000	-	-	34,000,000
GR FDEP Florida Clean Vessel Act	85,575	-	-	-	-	-	85,575
Transfer Marina Operating	1,129,000	240,000	400,000	400,000	400,000	400,000	2,969,000
<b>Total Resources</b>	<b>5,332,719</b>	<b>267,000</b>	<b>427,000</b>	<b>34,427,000</b>	<b>427,000</b>	<b>427,000</b>	<b>41,307,719</b>
<b>Marina Improvements</b>							
Marina Facility Improvements		250,000	200,000	200,000	200,000	200,000	1,050,000
Marina Piling Replacement		-	165,000	-	165,000	-	330,000
Marina Rebuild Central Yacht Basin		-	-	34,000,000	-	-	34,000,000
<b>Inflation Contingency</b>	-	-	9,125	10,000	27,375	20,000	66,500
<b>Prior Year Funding</b>	4,111,719	-	-	-	-	-	4,111,719
<b>Total Requirements</b>	<b>4,111,719</b>	<b>250,000</b>	<b>374,125</b>	<b>34,210,000</b>	<b>392,375</b>	<b>220,000</b>	<b>39,558,219</b>
<b>Unappropriated Balance</b>	<b>1,221,000</b>	<b>1,238,000</b>	<b>1,290,875</b>	<b>1,507,875</b>	<b>1,542,500</b>	<b>1,749,500</b>	<b>1,749,500</b>

**Notes**

GR = Grant Funding

### Port Capital Improvement (4093)

<b>Resources / Requirements</b>	<b>Appropriated To Date</b>	<b>FY 2019 Adopted</b>	<b>FY 2020 Estimate</b>	<b>FY 2021 Estimate</b>	<b>FY 2022 Estimate</b>	<b>FY 2023 Estimate</b>	<b>CIP Total</b>
Beginning Fund Balance	128,637	-	-	-	-	-	128,637
Earnings on Investments	1,185	-	-	-	-	-	1,185
GR FSTED Port Repair & Reno	61,434	-	-	-	-	-	61,434
<b>Total Resources</b>	<b>191,256</b>	-	-	-	-	-	<b>191,256</b>
<b>Prior Year Funding</b>	<b>156,320</b>	-	-	-	-	-	<b>156,320</b>
<b>Total Requirements</b>	<b>156,320</b>	-	-	-	-	-	<b>156,320</b>
<b>Unappropriated Balance</b>	<b>34,936</b>	<b>34,936</b>	<b>34,936</b>	<b>34,936</b>	<b>34,936</b>	<b>34,936</b>	<b>34,936</b>

#### Notes

GR = Grant Funding

**“Exhibit L”**  
**FDOT District Seven’s Adopted Five-Year Work Program**  
**Fiscal Years 2018/19 to 2022/23**  
**Road Capacity Projects in the City of St. Petersburg**

Project No.	Roadway	From	To	Project Description	Project Phases	2018 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 Express Lanes	S. of Gandy Blvd.	N. of 4 <sup>th</sup> St. N.	New Road Construction	Note 4	F/C
3	I-275 From 4-6 lanes	54 <sup>th</sup> Ave S	Gandy Blvd	Lane Continuity Improvements	Note 6	F/C

Project No.	2019	2020	2021	2022	2023	Total 2019-2023	Revenue Sources
1	\$5,000,000	\$10,420,000	\$1,000,000	0	0	\$16,420,000	Note 3
2	\$2,521,722	\$10,770,613	\$20,721,812	\$23,211,404	\$21,531,655	\$78,757,206	Note 5
3	0	0	0	\$1,000	\$7,105,664	\$7,106,664	Note 6

**Notes:**

1. Project phases include preliminary engineering, railroad & utilities, environmental, and design build.
2. Existing level of service (LOS) data is not available, 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, design build and advanced construction.
5. Federal and state funding will be used to construct lanes on I-275.
6. Preliminary Engineering (PE) project phase of lane continuity improvements scheduled for 2022/23 are funded by FDOT.