
CAPITAL PROGRAM HIGHLIGHTS

The adopted Capital Improvement Program (CIP) for FY 01-FY 05 totals \$480.5 million, including reserves.

Probably the most significant change to the presentation of the program this year is that it follows the same bi-annual budget approach the County uses to develop the Operating Budget. As such, this is considered the second year update to the FY 00-FY 05 CIP adopted by the BOCC last September. The CIP horizon has not been extended by an additional fiscal year beyond FY 05 as has been done in the past. The two-year budget approach to the CIP will result in the second year of the biennial budget reflecting a five-year CIP compared to the first year where you have a six-year program.

Another change this year includes the removal of the repair and maintenance type projects from the CIP to the County's new Repairs and Maintenance Program. Projects transferred to this program are intended to preserve the operational condition of the existing facility and do not necessarily improve the capacity of the facility, are generally under \$100 thousand, require minimum engineering, and can be completed within a twelve month period. The program is funded from the 1% assessment to the County-wide General Fund, the Unincorporated Area General Fund, and the Library District Fund. A Sources and Uses schedule for the program is included beginning on page I-42 of the appendix.

The program continues to use short-term financing as a tool to address funding needs that exceeds current revenues available to fund the projects. In the Transportation Program, financing will be used to complete several major projects and will then be paid off with gasoline taxes and impact fees over the next several years.

A brief summary of each Capital Program follows.

Fire Services

The Fire Services Program is funded through a combination of Impact Fees, Community Investment Tax I and II, and Ad Valorem dollars. Additional funding requirements for four CIT funded projects, including an increase of \$962 thousand for the Sun City Center Fire Station, were offset by reducing the funding for the Fire Rescue Headquarters project. Construction of the Northdale and the Providence Fire Station relies on the continuation of fire impact fees throughout the CIP period.

Government Facilities

The Government Facilities Program continues the program funded by the Board last September. Major projects within this program include the Falkenburg Road Jail Phases IV and V, South County Regional Service Center, Cooperative Extension Auditorium, and one Regional Service Center/Townhall. These projects are funded with Community Investment Tax II revenues. In addition, funding for the construction of the Medical Examiner Facility, the Tampa Bay History Center, Museum of Science and Industry expansion and a contribution to the Temple Terrace Community Center are reflected here. The program also includes funding in the amount of \$84.6 million for the Court Facilities Expansion project which is funded from a combination of Court Fees, Community Investment Tax II, and long-term debt supported by Court Fees.

Library Services

The Library Services Program includes sufficient funding for the completion of the new Northwest Regional Library facility. Other major projects include the North Tampa Library Expansion, the Westgate Library Expansion, the South County Regional Library and the West Tampa Library Renovation. In addition, the Board allocated \$5 million dollars to address much needed library expansion projects. The Jan Platt Regional Library is anticipated to be substantially completed by mid October 2000.

Parks & Recreation

The Parks Capital Improvement Program has developed 12 new parks and upgraded another 49 over the last six years.

All projects identified under the 1992 Bond Referendum Program have been addressed. The Park Improvement Program will continue with increased funding from impact fees, ad valorem taxes, Boating Improvement Fees, Community Development Block Grant funds and the Community Investment Tax. A total of 8 new projects have been added to the program. CIT dollars have provided the opportunity to fund the planning and construction of new recreational trails and greenways in the County along with new parks, community centers, boat ramps, sports complexes and general park facilities upgrades. The second phase of the CIT will continue with 11 projects, including at least two new multi-purpose type community centers.

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Solid Waste

The Solid Waste Program continues to focus on the Waste to Energy Facility's Clean Air Act Retrofit and the Site A Landfill Expansion. The program includes improvements to the Community Collection Centers, and the administrative facilities at Northwest and South County transfer stations. The program continues to support the maintenance of existing standards and improved safety.

Stormwater

The Stormwater Program reflected in the Stormwater section of this document will continue the improvements set forth in the Accelerated Stormwater Program approved by the Board in July 1998. The Program is funded through a combination of Stormwater Fees, Community Investment Tax (CIT) funds, and long-term debt.

To date, Watershed Management Plans have been completed for eleven of seventeen basins. Contracts for developing the plans for an additional five basins, assigned to consultants, were approved by the BOCC on April 21, 1999. In-house staff is working on the plans for the remaining one basin. The remaining six Watershed Management Plans will be completed by September 30, 2001.

The adopted FY 01 - FY 05 CIP revises the previously approved Accelerated Stormwater Program. It also adds stormwater projects for FY 04 and FY 05 to the CIP. The revised program reflects required cost adjustments, cancellation of projects no longer deemed necessary, and the addition of nine new projects in response to citizen and BOCC concerns. These adopted revisions do not increase the total five-year Adopted Stormwater Program cost beyond the currently approved \$93.8 million.

Transportation Program

The Transportation Program includes eighteen road projects, four bridge projects and twenty-three intersection projects. Funding for sidewalks, ADA ramps and median improvements is also included. During the FY 01 budget process the BOCC allocated an additional \$5 million from ad valorem revenues to the transportation program above funding in the proposed recommended budget. Of this \$5 million, \$3.5 million has been allocated to capital projects, including intersections, sidewalks, bicycle lanes, road resurfacing and median improvements. The remainder is allocated to traffic improvements classified as operating such as roadway illumination, road signs, markings and legends, shoulder repair, and signal detector loops.

The Transportation Program will continue to require short-term financing to keep existing projects on schedule over the next five years. Gas tax revenues over this period will increasingly be committed both to meeting increased operating costs associated with transportation projects as well as repaying the short-term debt. The current cash flow analysis projects repayment of funds borrowed by the end of FY 07; few new projects beyond those included in the adopted CIP can be funded until that time.

On December 14, 1993, the Board of County Commissioners met to discuss Unfunded Capital Improvement Needs for fiscal years 1994 -1999. At the Board's direction, staff identified means of advancing certain road projects into a six-year plan. The seven specific projects in question (listed below) were in the early stages of project development at that time and the County lacked sufficient cash within the program for funding these projects in their entirety

Bloomington Ave. (US 301 to Providence)
Sheldon Rd. (Hillsborough to Waters)
Anderson Rd. (Crenshaw to Waters)
Ehrlich Rd. (Lynn Turner to Gunn)
Ehrlich Rd. (Hixon to Spivey)
Linebaugh Ave. (Sugarmill to Dale Mabry)
Hoover Blvd. (Hillsborough to Crenshaw)

To keep from deferring these priority road projects, the staff recommended a tax-exempt commercial paper program. This financing device provided lower short-term interest rates and allowed the County to borrow only the moneys required to accomplish the projects when contracts were awarded. This commercial paper would provide the cash needed to keep the projects on schedule. Staff must obtain BOCC authorization to actually borrow from the commercial paper as the cash flow dictates. To date, all but the Linebaugh Avenue project have been completed.

Through FY 00, the County has actually borrowed \$19.0 million to meet Transportation Program cash flow needs. It is anticipated that additional short-term debt proceeds will be required in FY 01 to meet ongoing cash requirements.

Over the longer term, the Board of County Commissioners is reviewing transportation needs and funding alternatives for the FY 01- FY 05 Capital Improvement Program and beyond. On January 19, 2000 the BOCC approved extending the Ninth Cent Gas Tax, currently dedicated to road resurfacing, until December 31, 2011. The BOCC, working with state legislators, is also exploring longer term funding solutions to address future County transportation needs.

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No funds have been set aside in this CIP to match any TEA-21 (Transportation Efficiency Act for the 21st Century – formerly ISTEA) funds that may be attained through the Metropolitan Planning Organization (MPO). It should also be noted that a number of sidewalk projects within Hillsborough County built by FDOT with TEA-21 funds are not detailed in this document.

Water/Wastewater

The Water Department undertook a major revision to its CIP delivery system during FY 99 and the beginning of FY 00. During these revisions all projects were re-evaluated, prioritized, and scheduled according to available personnel resources. As a result 25 projects were added and 22 were cancelled, or deferred, based on current system and customer needs. The focus of the Program is now a mix of Reclaimed Water, Water, and Wastewater Projects.

Included are Wastewater Treatment plant expansions at the Falkenburg and Valrico facilities, as well as a new potable water

treatment facility for East Hillsborough area. These projects are necessary to keep up with the current predicted population growth. Additionally, many renewal and replacement type projects have been added to keep up with the aging infrastructure and maintain customer service levels. Automation projects at the plants and pump stations also comprise a significant portion of the program and will allow for more efficient operations and greater control during emergency situations.

Many subdivision reclaimed water distribution system projects are in process and several new projects have been added. The final portion of the reclaimed water system plant interconnects has been fast-tracked and will be constructed earlier than anticipated based on customer demands and a limited potable water supply in the South Central area. However, the reclaimed water projects will be winding down, as the supply of reclaimed water is mostly committed to the current customer base. The CIP, in general, is expected to remain relatively consistent over the next 5 years.

**CAPITAL IMPROVEMENT PROGRAM
SOURCES AND USES OF FUNDS SUMMARY
FY 01-05 (in thousands)**

<u>SOURCES</u>	<u>ADOPTED PROGRAM</u>
Ad Valorem	\$15,788
Community Investment Tax	125,362
Enterprise Charges	134,974
Financing	118,095
Grants	11,235
Gas Taxes	27,285
Impact Fees	15,575
Stormwater Fees	19,804
Other (a)	12,037
TOTAL SOURCES	\$ 480,155
<u>USES (a)</u>	
Fire Services	\$13,794
Government Facilities	126,228
Libraries	8,378
Parks Program *	26,996
Solid Waste *	5,290
Stormwater *	55,347
Transportation *	91,060
Water & Wastewater *	148,161
TOTAL USES	475,254
RESERVES	
Program Reserves	4,901
TOTAL USES AND RESERVES	\$ 480,155

* CIE Facilities

(a) Includes court fees, boat improvement fees, outside contributions and other miscellaneous revenues.