South Hillsborough Pipeline

ROUTE STUDY REPORT

Tampa Bay Water Project Nos. 01610 and 01616

SWFWMD Project No. Q241

Joint Project Agreement No. 2022-005

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Prepared by:

This document is digitally signed and sealed by:

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EXECUTIVE SUMMARY

The South Hillsborough Pipeline is part of Tampa Bay Water's approved Long Term Master Water Plan, and is included in Hillsborough County's Comprehensive Plan, and in both the Tampa Bay Water and Hillsborough County Capital Improvements Plans (CIP). The purpose of this project is two-fold; 1) to improve hydraulics and increase Tampa Bay Water's ability to deliver additional quantities of existing alternative water supplies to southern Hillsborough County whose demands are increasing at a faster rate than other parts of the region; and 2) to allow for delivery of future alternative water supplies, from the regional system to southern Hillsborough County as Tampa Bay Water expands existing facilities to meet regional demands.

The South Hillsborough Pipeline will be approximately 25 to 28 miles long and approximately 66 inches in diameter. The pipeline will be constructed in two segments (Segments A and B) between Tampa Bay Water's Regional Facilities Site to the Lithia Water Treatment Facility site where Hillsborough County and Tampa Bay Water both have treatment facilities (Segment A), then ultimately to the southern new Point of Connection with Hillsborough County at their South County Drinking Water Facility in the Balm-Riverview area (Segment B). Potential pipeline routes in the project area were identified as part of the Segment A and Segment B route studies. The Segment A route study was completed by Wade Trim and the Segment B route study was completed by Stantec (Engineers). The routes were evaluated to address the following five factors as part of the Planning and Development Evaluation (P&DE):

- Alternative Routes
- Cost
- Safety
- Environmental Impacts
- Long Range Planning

The Engineers reviewed existing utility information, property ownership, rights-of-way and easements, environmental features, and proposed development and construction in the project area. The teams met with stakeholders including Hillsborough County's School Board and the following Hillsborough County Departments: Parks and Recreation, Conservation and Environmental Lands Management, Public Works Planning, Public Utilities, Solid Waste, Real Estate, , and Community and Infrastructure Planning. The teams also met with utility agency/owners including: TECO Peoples Gas including Real Estate, TECO Power including Real Estate, and Florida Gas Transmission. A public outreach campaign including online survey, telephone townhall meeting, direct outreach to property owners, and community organization meetings, was employed to gather feedback on the routes evaluated. The data and information collected from these meetings was incorporated into the development of a route shortlist for each Segment, used to identify route evaluation criteria and sub-criteria, and then these criteria were applied in the development of a final route recommendation. Criterion scores were subsequently weighted using factors developed by project stakeholders, resulting in a

cumulative non-cost score for each route. For each shortlisted route, a cost score, derived from an AACE Level 5 Opinion of Probable Cost (OPCC) estimate, was calculated. In addition to base construction cost, the OPCC included engineering design and bidding services, startup and commissioning, contractor markups and indirect costs, contingencies, escalation to mid-point of construction, property acquisition costs, and engineering services during construction. The resultant cost and non-cost scores were combined to evaluate and recommend a combined Segment A and B consolidated route.

The Engineers recommend that Tampa Bay Water proceed with design and construction of the consolidated route shown in **Figure EX-1**. The recommended consolidated route follows Segment A's Cross Country A-5 route and Segment B's B-1 route. The recommended consolidated route OPCC is $443,000,000* (Year 2025 construction costs). The recommended consolidated route has the highest non-cost criteria score of all Segment A and Segment B pairings. It is also the second most cost-effective alternative of the shortlisted consolidated routes and has a lower risk of cost uncertainty based on the information available at this stage of the project. The recommended consolidated route effectively meets the criteria of the five P&DE factors listed previously. Following is the breakdown of the recommended consolidated route per each segment:

Table EX-1: Recommended Consolidated Route, Segmented Cost and Length

Segment	Length (mi)	OPCC* (rounded to nearest million)
A	18.2	$312,000,000
B	10.2	$131,000,000
Recommended Consolidated Route Total	28.4	$443,000,000

*OPCC was prepared in accordance with AACE Level 5 construction cost estimate and rounded to the nearest million dollars; escalated to midpoint of construction; and includes engineering design and bidding services; startup, commissioning, and testing; contractor markup and indirect costs; contingencies; property acquisition costs; and engineering services during construction.

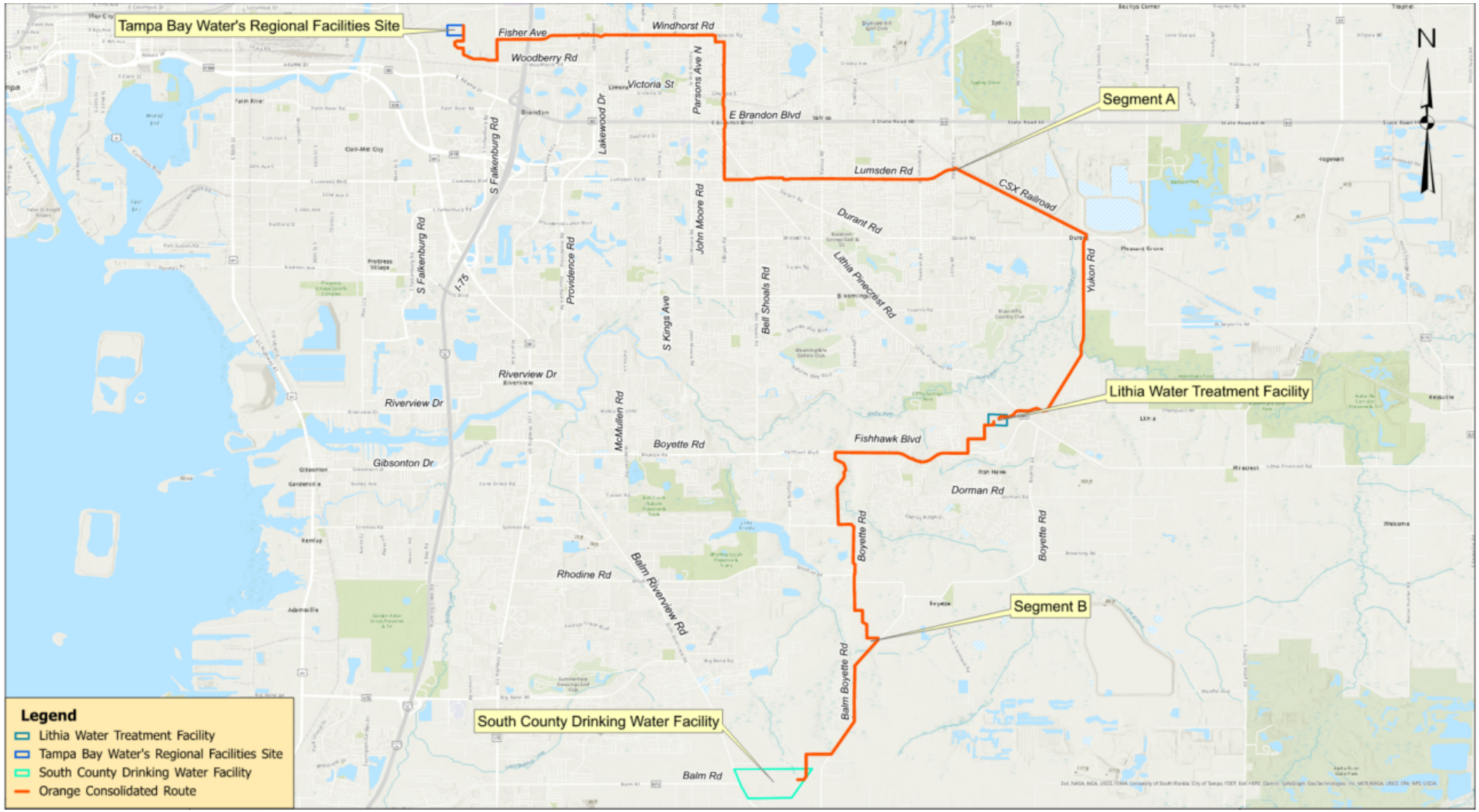

Figure EX-1 Recommended Consolidated Route