

Local Gas Tax

Local Gas Tax

Special Assessment District-Community

Special Assessment District-Streetcar

Mobility Fee on New Development

Express Toll Lanes with Bus Rapid Transit

Tolled Intersection Bypass Lanes

Local Sales Tax

Public Service Tax

What is it?

Hillsborough County could levy a fuel tax of one to five cents per gallon. Everyone who purchases fuel pays into the fund, including tourists, businesses, and commuters from other counties.



BRIDGE REPAIRS



NEEDS FROM COMMUNITY PLANS AROUND THE COUNTY SUCH AS COMPLETING THE EXTENSION OF GORNTO LAKE ROAD IN BRANDON

What could it pay for?

In October 2011, a gallon of unleaded gas ranged from \$3.35 to \$3.48. With an additional five cents, it would cost \$3.40 to \$3.53.



BETTER BUS STOPS AND MAINTAINING SERVICE



SIDEWALK REPAIRS AND INSTALLATION



ROAD REPAIRS



How much could it cost me?

Average 3-person household: less than 20¢ per day



How much could a gas tax generate?

Countywide.....\$5.8M (1¢)–\$29.2M (5¢) per year

Local Gas Tax

Gas Tax Revenues Anticipated

This additional tax could be levied if approved by a majority plus one vote of the Board of County Commissioners (BOCC) or voter approval in a countywide referendum. Proceeds received from this additional tax may be used for transportation expenditures in an adopted local government comprehensive plan.

While the tax is collected at the county level, the proceeds go to the state where portions are then redistributed to local jurisdictions. The distribution percentage is typically determined at the local level through an interlocal agreement between the county and municipalities within the county's boundaries. The current distribution is:

Hillsborough County – 66.95%
Plant City – 2.79%
Tampa – 28.27%
Temple Terrace – 1.99%

The 2011 estimate for fuel tax revenue is calculated by applying the additional five-cents per gallon tax to the estimated gallons of motor fuel consumed in Hillsborough County. Revenues are projected to grow at the same rate as population growth, as found in the Hillsborough County MPO LRTP. At five cents per gallon, the projected revenues are:

Hillsborough Countywide total – \$29.2 million annually
Hillsborough County (unincorporated) – \$19.5 million annually
Plant City – \$800,000 annually
Tampa – \$8.3 million annually
Temple Terrace – \$580,000 annually

(Source: Florida Department of Revenue certified gallons of fuel spreadsheet; Local Government Financial Information Handbook, 2010)

Calculating the Impact to Households

Florida per capita fuel consumption = 500 gallons annually or
1.4 gallons daily
Hillsborough County average household size = 2.5 persons
Daily household fuel consumption = 3.5 gallons
Daily household impact = 17 cents

(Source: US Energy Information Administration SEDS; US Census Bureau)

Current Federal, State, and Local Gas Taxes

Currently, 48.4 cents of the price of a gallon of motor fuel bought in Hillsborough County goes to federal (18.4 c), state (16.2 c), and local taxes (13.8 c). In Florida, counties are allowed to levy up to 12 cents of local option fuel taxes through three separate levies. Hillsborough County levies two of the local fuel taxes and still has the option to levy the third at one to five cents.

This third local option fuel tax isn't prevalent in the Tampa Bay region – the two most populated counties did not use this revenue source as of 2010 – but many counties in Florida do levy the tax, and the majority of those have opted for the full five cents. The following levies are currently taken by counties in the region:

Citrus County: levies 12 cents of the 12 cents available
Hernando County: levies 9 cents of the 12 cents available
Pasco County: levies 7 cents of the 12 cents available
Pinellas County: levies 7 cents of the 12 cents available
Sarasota County: levies 12 cents of the 12 cents available
(Source: Local Government Financial Information Handbook, 2010)

Projects that Could be Funded

- Annual shortfalls to fund local road and bridge maintenance, including road resurfacing, roadside mowing, sidewalk repairs and installation, as estimated by each of the local public works departments (Hillsborough County, Plant City, Tampa, Temple Terrace): \$13.6 million annually

(Source: JACOBS, Hillsborough County Public Works, City of Tampa Street Maintenance and City of Tampa Public Works, Temple Terrace Public Works, 2011)

- Shortfalls to maintain existing HART bus service: \$4 million annually (Source: HART, 2011)
- Community Plan Project Examples:
 - Brandon: Gornto Lake Rd (Brandon Town Center to SR 60): \$17M
 - Brandon: Brandon Main St (SR 60 to Feeder Rd): \$17K
 - Seminole Heights: Hillsborough Ave (Highland to Nebraska): \$22.7M
 - Carrollwood: Intersection improvements to Gunn Highway and Linebaugh Ave: \$1.7M
 - Carrollwood: Intersection improvements to Himes Ave and Lambright St: \$2.2M
 - South Tampa: Swann Ave (Howard Ave to Bayshore Blvd): \$2M

(Source: Hillsborough County MPO 2035 LRTP, and County Administrator's Recommended Capital Improvement Program Project Deferrals for FY2012)

Potential Benefits of Implementation

- Perceived as equitable. Everyone who purchases gas pays the tax, and the cost is shared between all commuters, travelers, and visitors.
- The tax is seen as a user fee which has a neutral to positive public perception.
- Keeps revenues local.
- Less noticeable cost due to gas price fluctuations. Focus group attendees said they wouldn't notice the tax as it is a small percentage increase.

Potential Challenges to Implementation

- The tax doesn't bring in a significant amount of revenue when compared to the geographic area and needs.
- Already high gas prices might make this an unpopular option.
- Hillsborough County BOCC and its Transportation Task Force have not supported this strategy in the past.
- Gas prices may differ between counties.



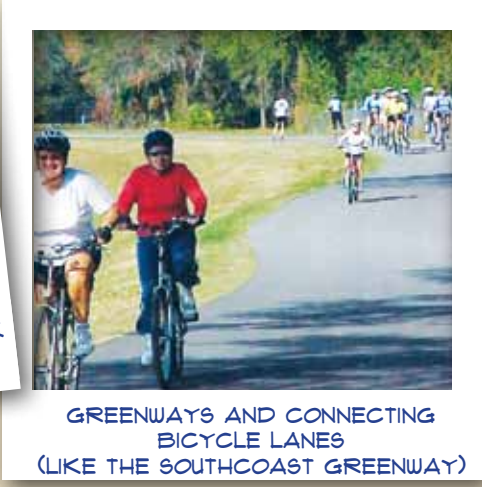
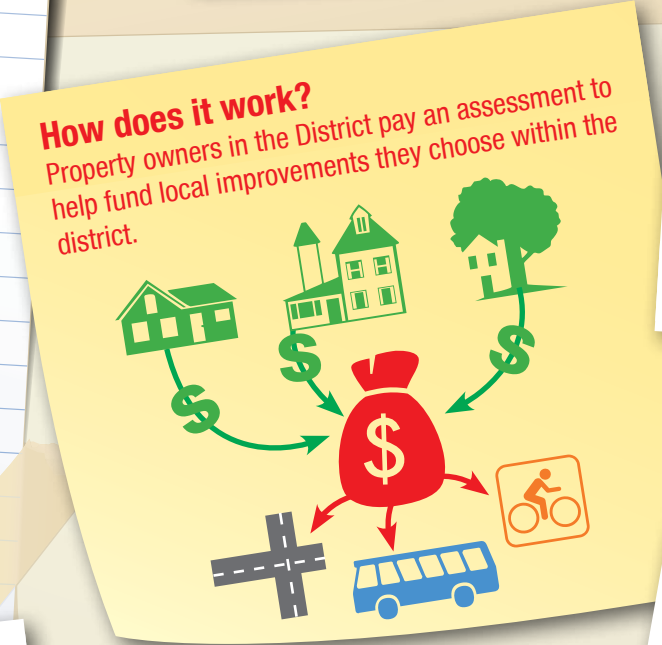
Special Assessment District

Community Improvements

- Local Gas Tax
- Special Assessment District-Community
- Special Assessment District-Streetcar
- Mobility Fee on New Development
- Express Toll Lanes with Bus Rapid Transit
- Tolled Intersection Bypass Lanes
- Local Sales Tax
- Public Service Tax

What could it pay for?

What is it?
 Special Assessment Districts are specific areas where property owners pay an extra property tax in return for specific projects within the district.
 Residents and business owners in each district would define their own projects to be built in their area.



How much could it cost me?

Typical home owner: \$34-\$103 per year
 Typical business or rental property owner: \$58-\$176 per year

A SouthShore Special Assessment District could generate:

Residential properties	\$350K-\$1M per year
Non-residential properties.....	\$150K-\$500K per year
TOTAL.....	\$450K-\$1.5M per year

More Information

A Special Assessment District may be created by a county ordinance and a public hearing held. The District is authorized to levy non-ad valorem assessments on properties within a specific geographical area for the purpose of levying assessments upon benefited property owners. Because the assessment becomes a binding lien on the benefitting property, it may be bonded and, consequently, money made available for immediate financing. For purposes of this exercise, a district in SouthShore was considered.

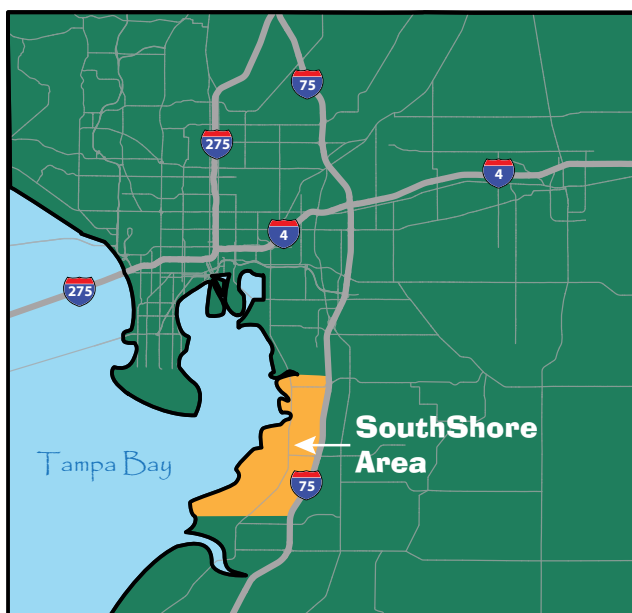
Anticipated Revenues in SouthShore

Potential revenues calculations are based on residential and non-residential parcels at three millage rates: 0.33 mils, 0.50 mils, and 1.0 mils. Revenues are based on existing development, not future growth and development.

Millage Rate	Category	Annual Anticipated Revenue	Total Revenue
0.33 mils	Residential	\$346,571	\$504,438
	Non-residential	\$157,867	
0.50 mils	Residential	\$525,108	\$764,300
	Non-residential	\$239,192	
1.0 mils	Residential	\$1,050,216	\$1,528,601
	Non-residential	\$478,385	

(Source: Tindale-Oliver & Associates; Hillsborough County Property Appraiser and HART, 2011)

SouthShore Boundary used for Calculations



Projects that Could be Funded

Road and Intersection

- Add 2-lanes on Big Bend Rd from Covington Garden Dr to I-75 NB Off-ramp: \$9M
- Intersection improvements such as at: John Moore Rd at Lumsden Rd: \$1.6M

Bikeway and Trail

- Resurface & add paved shoulders/bike lanes on Shell Point Rd from 21st St to 32nd St: ~\$787,000 (as part of a larger road project)
- South Coast Greenway – Phases I-IV Little Manatee River to US 41 Alafia River Bridge: \$11.2M

Pedestrian

- Sidewalk repairs and enhancements: ~\$1M
 - Repair sidewalks at stormwater inlets & roadway drainage system in Sun City Center
 - SR 674 pedestrian safety enhancements from US 41 to CR 579

Transit

- Bus Transit Circulators – One new Flex Route: capital \$375,000 + annual O&M \$275,000/year

(Sources: Hillsborough County MPO 2035 LRTP; Hillsborough County Intersection Program Master Plan, 2007)

Potential Benefits of Implementation

- Revenues generated within the district stay within the district.
- District property owners, through a Special Assessment District Board, can choose and prioritize projects for funding.

Potential Challenges to Implementation

- The district raises a relatively small amount of funding which can fund only a few projects; the benefits might not be visible to all in the district.
- There is a negative perception regarding attaching additional fees to property taxes.
- People drive beyond the boundaries of a proposed Special Assessment District.
- There is a perception that the lower-income areas need the improvements the most, yet would bring in the least amount of revenue to fund improvements.



- Local Gas Tax
- Special Assessment District—Community
- Special Assessment District—Streetcar
- Mobility Fee on New Development
- Express Toll Lanes with Bus Rapid Transit
- Tolled Intersection Bypass Lanes
- Local Sales Tax
- Public Service Tax

What could it pay for?

What is it?
 Special Assessment Districts are specific areas where property owners pay an extra property tax in return for specific projects within the district. Tampa's Streetcar is partially funded by a Special Assessment District in the Downtown core. Expanding the district and the rail line could allow the streetcar to serve commuters, students, neighborhoods, and many more businesses.



MODERN COMMUTER STREETCAR
 PORTLAND, OREGON

How much could it cost me?

Typical home owner: \$49–\$149 per year
 Typical business or rental property owner: \$62–\$187 per year

Expanding the District to include Hyde Park and Ybor City North could generate:

Residential properties\$250K–\$750K per year
 Non-residential properties.....\$450K–\$1.3M per year
 TOTAL.....\$650K–\$2.1M per year

More Information

Downtown Tampa currently has a Special Assessment District for the TECO Streetcar. Expanding the District to include Hyde Park/SoHo and Ybor City North could partially fund extensions of the streetcar to these residential areas.

Anticipated Revenues

Potential revenues are calculated based on residential and non-residential parcels at three millage rates: 0.33 mils, 0.50 mils, and 1.0 mils. While the existing TECO Streetcar Special Assessment District does not assess Homestead Exempted properties, the proposed extension calculations include all properties within a ¼-mile buffer. Revenues are based on existing development only.

Table 1. Existing and Projected Revenues

Millage Rate	Category	Anticipated Annual Revenue	Total Annual Revenue
Existing			
0.33 mils	Residential	\$116,251	\$486,818
	Non-residential	\$370,567	
0.50 mils	Residential	\$176,138	\$737,604
	Non-residential	\$561,466	
1.0 mils	Residential	\$352,277	\$1,475,208
	Non-residential	\$1,122,931	
Ybor City North Extension*			
0.33 mils	Residential	\$8,050	\$17,770
	Non-residential	\$9,720	
0.50 mils	Residential	\$12,197	\$26,925
	Non-residential	\$14,728	
1.0 mils	Residential	\$24,395	\$53,851
	Non-residential	\$29,456	
Hyde Park/SoHo Extension*			
0.33 mils	Residential	\$121,328	\$176,495
	Non-residential	\$55,167	
0.50 mils	Residential	\$183,830	\$267,417
	Non-residential	\$83,587	
1.0 mils	Residential	\$367,659	\$534,833
	Non-residential	\$167,174	

*This is a relatively small district with a substantial portion of the proposed track located in the current downtown Special Assessment District.

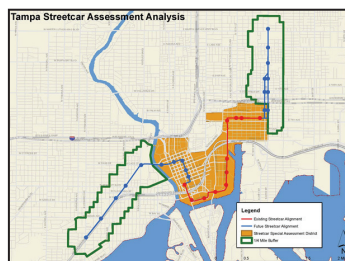


Figure 1.
Tampa Streetcar Extension

(Source: Tindale-Oliver & Associates; Hillsborough County Property Appraiser and HART, 2011)

Projects that Could be Funded

- Streetcar expansion (capital) at \$22–\$27M a mile: \$105.4–\$131.8M
- Operating expanded system with longer hours of operations, increased frequencies, and maintenance: \$11–\$12.6M annually (including existing system)

(Source: Connetics Transportation Group, 2011)

Table 2. Proposed Streetcar Service Frequencies

Day of Week	Peak Periods	Day Time	Evening	Early Morning/Late Evening
Weekday	10 minutes	15 minutes	20 minutes	30 minutes
Saturday	n/a	15 minutes	20 minutes	30 minutes
Sunday	n/a	15 minutes	20 minutes	30 minutes

The streetcar currently runs on 20-minute headways with the exception of Saturdays when it is 15 minutes. The increased frequency during weekday peak hours allows increased ridership from commuters. Weekday operations are proposed from 5:00 a.m. to 10:00 p.m.

Table 3. Estimated Streetcar Capital Costs (2011\$mil)

Alignment Segment	Track Miles	Number of Stations	Capital Costs	
			Low End	High End
Marion Street Extension	.78	5	\$17.2	\$21.1
Ybor City North Extension	1.60	6	\$35.2	\$43.2
Hyde Park/SoHo Extension	2.65	10	\$58.3	\$71.6
Upgrade Existing Alignment to Double Track	1.70	11	\$11.9	\$17.0
Total	6.85	28*	\$105.4	\$131.8

The existing alignment upgrade only reflects segments currently constructed as single track alignment.

*Three stations are shown on both the Marion St extension and the Hyde Park extension but are counted once for the total # of stations.

Potential Benefits of Implementation

- Revenues stay within the district.
- Project has public appeal. The public recognizes that extending the streetcar line and increasing operating hours and frequency allows commuters to use it, not only visitors.
- There is economic development potential which results in increased revenues.
- Revenues could cover a portion of existing operating shortfall.

Potential Challenges to Implementation

- Requires adoption of an ordinance, and must be approved by the people/property owners assessed.
- Another, additional funding source is most likely still needed.
- Funding is tied to property values which fluctuate.
- Requires a local culture shift from perceiving the streetcar as a tourist attraction to a transportation facility.



Mobility Fee on New Development

Local Gas Tax

Special Assessment
District-Community

Special Assessment
District-Streetcar

Mobility Fee
on New Development

Express Toll Lanes
with Bus Rapid Transit

Tolled Intersection
Bypass Lanes

Local
Sales Tax

Public Service Tax

What is it?

A mobility fee is a one-time fee collected on new construction to pay for the roads, sidewalks, etc., needed by the new residents or businesses.



APPLIES TO NEW COMMERCIAL AND RESIDENTIAL CONSTRUCTION ONLY



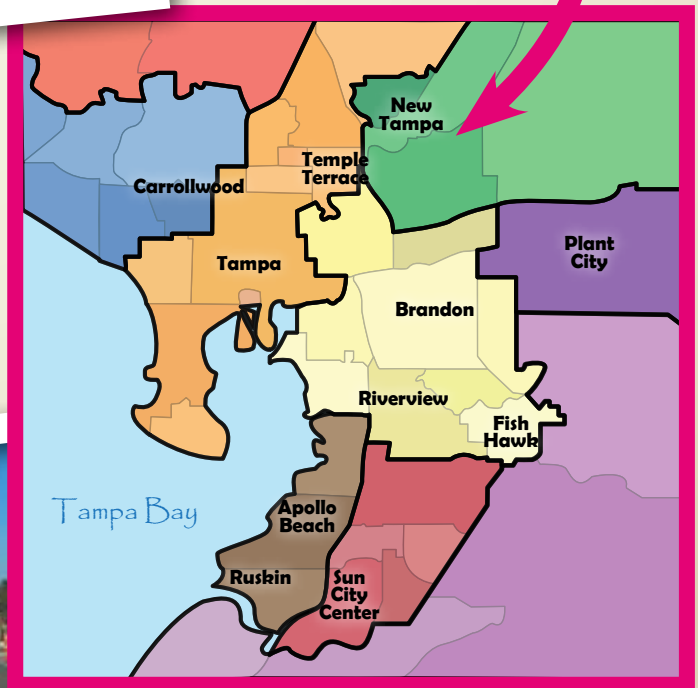
What could it pay for?



BICYCLE/PEDESTRIAN IMPROVEMENTS WITHIN THE DISTRICT



ROAD IMPROVEMENTS WITHIN THE DISTRICT



Possible Mobility Fee Districts

How much could it cost me?

For an average single-family newly constructed home, the fee for new transportation infrastructure would increase from about \$1,500 (currently) to about \$11,000. The cost is typically incorporated into the purchase price of the brand new home.

A Mobility Fee could generate:

Up to \$30M per year if adopted in all three cities and the county.

Mobility Fee on New Development

More Information

A Mobility Fee in Hillsborough County could replace the current transportation concurrency system, which is how the County defrays infrastructure costs associated with additional road capacity that is necessary to serve new development.

Revenues Anticipated

Hillsborough County estimates countywide revenues to be approximately \$60 million annually, not taking into account policy reductions that could decrease that revenue by up to 50%. This assumes the formula for calculating the mobility fee adopted by the Hillsborough County BOCC is also adopted in the three cities. Policy reductions could reduce the anticipated revenue up to 50% to \$30 million annually.

For an average single-family, newly constructed home, the fee for new transportation infrastructure would increase from about \$1,500 (currently) to about \$11,000 on average. The cost is typically incorporated into the purchase price of the brand new home.

(Source: Tindale-Oliver & Associates; Technical Review of Hillsborough County's Multimodal Transportation Mobility Fee Study, 2009)

Projects that Could be Funded

Other projects in Community Plans

Cross Creek Blvd Ph. II (E. Cory Lakes Blvd to Morris Bridge Rd).....	\$4.5M
Fletcher Ave (30th St to Morris Bridge Rd).....	\$94M
Skipper Rd (Bruce B Downs Blvd to 46th St)	\$9M
131st Ave (Nebraska Ave to 30th St)	\$34M
Livingston Ave (Bearss Ave to Vandevort Rd)	\$45M
46th St (Fletcher Ave to Skipper Rd).....	\$17M
County Line Rd (Livingston to Grand Hampton).....	\$72M

(Source: Hillsborough County Public Works Department, FY 2012 Completed Unfunded List, 2011)

Potential Benefits of Implementation

- There is a positive perception that this mechanism makes new development pay for its needs.
- It is an alternative to concurrency.
- Existing residents and/or property owners would not be affected.
- Focuses growth where existing infrastructure is in place to support new development.
- Helps preserve rural character.

Potential Challenges to Implementation

- It is a large increase in fees when comparing the existing Transportation Impact Fee to the new potential Mobility Fee.
- Construction activity has slowed, reducing possible revenues. There is also the perception that a Mobility fee could further slow residential construction and job growth.
- Increasing mobility fees in one county may encourage new development in counties with lower fees, possibly resulting in sprawl. Need for regional coordination and cooperation.
- Politically sensitive to implement.

Express Toll Lanes with Bus Rapid Transit

Local Gas Tax

Special Assessment District-Community

Special Assessment District-Streetcar

Mobility Fee on New Development

Express Toll Lanes with Bus Rapid Transit

Tolled Intersection Bypass Lanes

Local Sales Tax

Public Service Tax

Where could this work?

What is it?

New lanes could be built on Interstate 275 between Downtown Tampa and the Westshore area to allow drivers to bypass congestion if they pay a charge. Toll rates change depending on the amount of congestion, with the goal to guarantee free flow. Also known as "congestion insurance." Buses can also use the lanes to provide rapid service.

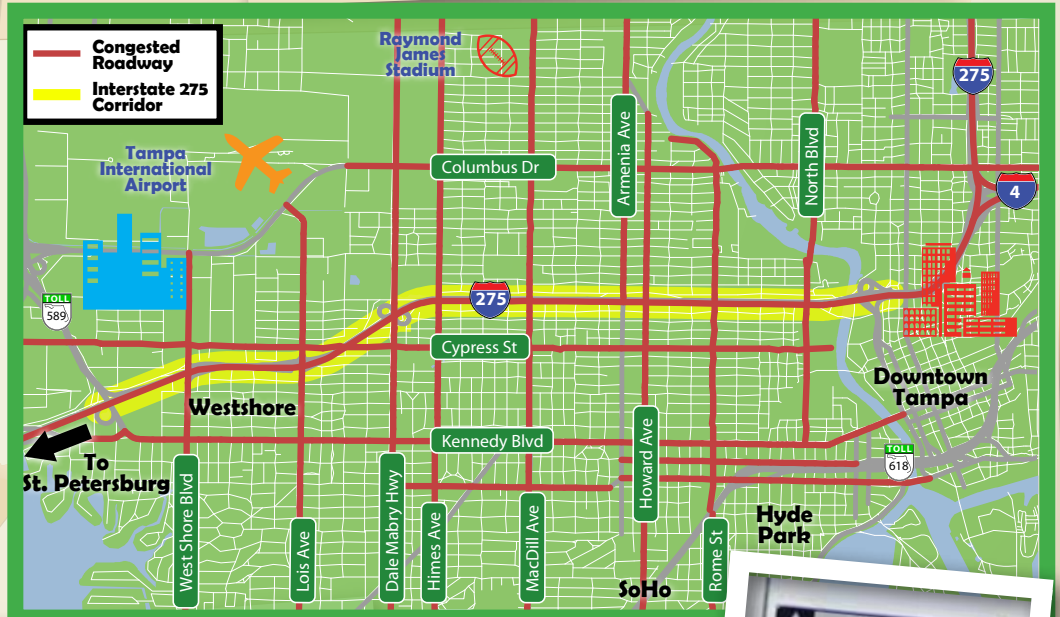


Photo by Andy Tucker
BUS RAPID TRANSIT STATION ON EXPRESS LANES, NEAR MINNEAPOLIS



EXPRESS TOLL LANES IN DALLAS, TEXAS



VARIABLE TOLL RATE SIGN

How much could it cost me?

During rush hours: \$1.50-\$3.00

Other hours: 50¢-\$1.00

Toll lanes between Downtown Tampa and the Westshore area could generate:

\$12M-\$25M per year, depending on traffic volume and tolling rates.

Tolled Express Lanes with Bus Rapid Transit

More Information

Large construction projects require a considerable upfront capital investment. One option for addressing this is through a Public Private Partnership (PPP). A PPP may allow funds to be bonded to advance a project, but does not provide new revenue. This approach is encouraged by federal and state policy, but not yet widely used. In Florida, FDOT is encouraging Design-Build projects requiring private contractors to front the funds to build the projects. More information on PPPs is located on a separate sheet.

Revenues Anticipated (2011\$)

Congestion pricing (responds to actual demand and congestion on the facility by raising or lowering the toll): \$15–\$26M

Time-of-day pricing (toll rate that potentially charges more during peak): \$13–\$22M

Flat toll (rate that doesn't respond to time-of-day or actual congestion): \$12–\$21M

None of the low range scenarios cover capital costs by 2035. All high range scenarios may. In general, it takes about 20 to 25 years before positive cash flows should be expected. Net revenues for the time-of-day scenario are higher than congestion pricing which requires additional infrastructure to monitor; flat tolling provides the least revenue. Assumes traffic volumes based on 2035 LRTP.

Projects that Could be Funded

Project limits: Hillsborough River to Veteran's Expressway – approximately 5 miles (assumes 2020 opening year, 2011\$)

Total Capital Cost: \$210–\$253M

- Six tolled express lanes (three in each direction) – \$202–\$246M
- Dedicated Bus Rapid Transit lanes and stations between Marion Transit Center and Westshore intermodal center: capital – \$7.5–\$9M; annual operating: \$1.3M/year

Operating and maintenance costs for tolled express lanes varies by type of toll (congestion, time-of-day, or flat) but is most costly for congestion pricing. Average annual operating: \$4M

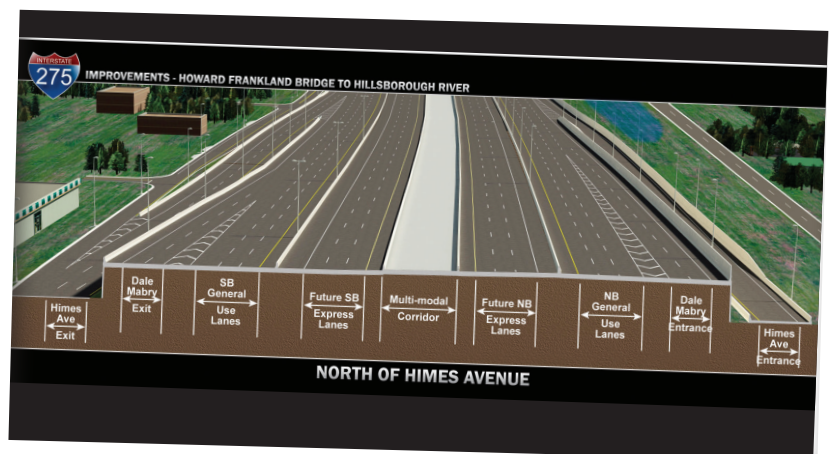
(Source: JACOBS, 2011)

Potential Benefits of Implementation

- Can accommodate Bus Rapid Transit and/or High Occupancy Vehicle lanes.
- Tolls are seen as a user fee, a neutral or slightly positively perceived funding source.
- Targeting high use areas for implementation may generate enough revenue to get private sector investment.
- Allows drivers a choice to congestion delays.

Potential Challenges to Implementation

- Significant up-front cost and long-term implementation.
- Relies on private sector interest and the willingness of public to choose to pay tolls.
- Right-of-way constraints for additional six tolled express lanes and the perception of potential impacts to surrounding neighborhoods.
- A question of fairness may be raised in regards to paying to get out of congestion.
- It may be difficult to implement on a previously un-tolled facility, even though only new capacity will be tolled.
- Showing results in the short-term may be difficult. None of the scenarios generate sufficient revenues through 2035 to cover capital cost; however, we may assume that beyond 2035 revenues could eventually cover the debt.



NEW EXPRESS TOLL LANES COULD BE BUILT ON INTERSTATE 275

Tolled Intersection Bypass Lanes with Bus Rapid Transit

Local Gas Tax

Special Assessment District-Community

Special Assessment District-Streetcar

Mobility Fee on New Development

Express Toll Lanes with Bus Rapid Transit

Tolled Intersection Bypass Lanes

Local Sales Tax

Public Service Tax

Where could this work?

What is it?

New elevated toll lanes that bypass congested signalized intersections could provide a choice to traffic delays. New rapid bus transit service could provide a new and time-saving choice and take more cars off the road.



TODAY'S CONGESTION ON DALE MABRY HIGHWAY



DRIVERS COULD PAY USING THEIR SUN PASS TRANSPONDERS



GRADE SEPARATED UNDERPASS

How does it work?

Tolled intersections provide new travel lanes that bypass congested intersections. Drivers pay a toll to use the lanes, allowing them to maintain speed and not sit through the signal.



RAPID BUS WITH WI-FI

How much could it cost me?

During rush hours: 40¢ and 50¢ per intersection
Other hours: 20¢ per intersection

What is the toll revenue potential:

Five tolled intersections could bring in \$5.0 to \$8.0 million per year.

Tolled Intersection Bypass Lanes with Bus Rapid Transit

More Information

Tolled bypass lanes allow drivers to bypass congested intersections, such as the Dale Mabry Highway and Waters Avenue intersection, by paying a toll to access special lanes that pass over the intersection. Drivers in untolled lanes wait through the signal to proceed. The bypass lanes could allow transit vehicles to bypass congestion as well, making transit travel time more competitive to the automobile.

Time of Day Toll Usage and Rate Assumption

Time of Day	Toll Usage Peak Direction	Toll Usage Off-peak Direction	Toll Rate (Low)	Toll Rate (High)
Peak Hour	25%	15%	\$0.40	\$0.60
Shoulder Periods	20%	15%	\$0.25	\$0.40
Off-Peak Hours	15%	15%	\$0.15	\$0.25
Weekends	20%	20%	\$0.25	\$0.30

Revenues Anticipated

(figures expressed as 2011 dollars)

The revenues brought in through the tolled intersections can fund both the highway and transit operations and maintenance, and contribute a significant portion back to a Public Private Partnership loan. This idea that a private company would build public infrastructure comes with an understanding that revenue is returned to them through payments to the debt service.

Annual revenues for five intersections:..... \$5.3M – \$8.0M
 Annual Highway O&M (expense):..... \$0.5M – \$0.8M
 Annual Transit O&M (expense):..... \$0.2M – \$0.3M
 Available for debt service annually:..... \$4.2M – \$7.3M

Calculations are based on case studies and are very preliminary estimates. A more detailed analysis is required to determine sensitivity to toll rates, origin/destination distributions, and operational factors.

Projects that Could be Funded

An alternative to public private partnerships is “pay as you go” an option that allows local governments to save up money to pay for a specific project. The following costs could be incurred if bypass lanes were constructed at up to five of the worst intersections on Dale Mabry Highway (Columbus Dr, Dr Martin Luther King, Jr Dr, Sligh Ave, Waters Ave, and Erlich Rd).

- Capital cost for a one-lane, two-directional queue jump intersection: \$7.5–\$10M (2011\$)
- Capital cost for five intersection improvements: \$37.5–\$50M (2011\$)

(Source: calculations based on the Lee County DOT 2002 Value Pricing Queue Jump Study)

The following costs may be incurred to maximize transit operations on the bypass lanes.

- Transit vehicles (four 60-foot BRT buses) and station facilities: \$7.8–\$8.5M (2011\$).
- Park-and-ride (north terminus) estimate: \$500,000
- Multi-modal transfer center at Cypress: \$3.6M

(Multi-modal transfer center cost is based on HART’s cost for the previously planned Tampa International Airport Transfer Center.)

- Operations and Maintenance Cost for BRT service: \$97 per revenue hour during peak hours

(Source: HART Transit Development Plan for 2012-2021)

Potential Benefits of Implementation

- Separates regional traffic from local traffic.
- Can accommodate Bus Rapid Transit and/or High Occupancy Vehicle lanes.
- Tolls are seen as a user fee, a neutral to slightly positively perceived funding source.
- Allows drivers a choice.

Potential Challenges to Implementation

- Cost to construct a tolled interchange is very high. Sharing the relatively small revenues with transit would reduce the ability to pay back the bonds used to construct the project.
- Untested, unseen tolling project with confusion regarding the traffic flow and how it might work.
- Depending on the design, the public may object to large obstructions of views.
- Perception that it could negatively impact cyclists’ and pedestrians’ safety.
- Perception that this mechanism does not alleviate congestion.
- While tolled queue jump intersections reviewed in this hypothetical analysis show potential to generate revenues, it is unclear with this cursory review whether there is potential for bond financing of the multiple queue jump intersection scenario. If bonds could not be issued based on future revenue streams, then a discrete funding source would be required.



Public Service Tax on Utilities

Electricity

- Local Gas Tax
- Special Assessment District-Community
- Special Assessment District-Streetcar
- Mobility Fee on New Development
- Express Toll Lanes with Bus Rapid Transit
- Tolled Intersection Bypass Lanes
- Local Sales Tax
- Public Service Tax

What is it?

Public Service Tax is a surcharge of up to 10% on utility services such as electricity, natural gas, and water supply. It's already levied in Tampa, Temple Terrace, and Plant City.

How does it work?

Fees would appear on utility bills in unincorporated Hillsborough County as they do now in the cities.



What could it pay for?

Red light, green light: Creating 'smart' traffic controls

A series of "intelligent" hardware, sensors and devices will be utilized by the Collier County Transportation Division's advanced traffic management system to monitor and optimize traffic flow at major county intersections.

1 TRAFFIC CAMERAS: The black and white images from these rotating devices will be watched by county employees to verify traffic accidents and congestion.

2 SIGNAL CONTROL: The color of each light will be monitored at the division's control center. Signal timing could be changed for special events, emergencies or evacuations.



COORDINATED TRAFFIC SIGNALS LIKE THOSE ON FLORIDA AVENUE



DIGITAL MESSAGE SIGNS

Account Number	Current Reading	78154	7857	Total kWh Purchased	Charge	Total
260				1,800	190.20	1,800
			As of September 06, 2011			
Next Reading Date On Or About			Sep 30, 2011	Explanation		
Previous Balance				As of September 06, 2011		
Payments Received - Thank You				Service from Aug 03 to Sep 06		
Total Past Due Amount				Diff. 1800	Multi. 1	30 day period
New Charges Due by Sep 27, 2011						
Customer Charge						
Energy Charge						
First 1,000 kWh						
Above 1,000 kWh						
Fuel Charge						
First 1,000 kWh						
Above 1,000 kWh						
Electric Service Cost						
Florida Gross Receipts Tax						
Franchise Fee						
City Tax						
This Month's Charges						
Amount not paid by due date may be used						
Total Due						

How much could it cost me?

Average household: \$12-\$18 per month

A public service tax could generate:

\$65M-\$70M per year in the unincorporated areas of Hillsborough County.

More Information

A 10% tax is levied in the incorporated areas of the county, but revenues currently go into the general funds for the cities. An additional tax in the unincorporated areas would contribute to the county's general fund and may be designated for transit and transportation improvements.

Revenues Anticipated

- \$65–70M annually, inclusive of existing levy and proposed additions.
- Calculations are based on the following:
- TECO has a listed level of 15,526 kWh per year for the average residential customer in 2010.
- $15,526 \text{ kWh}/12 \text{ months} * 11.82 \text{ cents/kWh} = \$152.93/\text{month}$.
- Ten percent of the average monthly residential electric bill is \$15.29.
- There are 460,000 households in Hillsborough County.

(Source: Seminole Electric Cooperative; US Census, 2011)

Projects that Could be Funded

- One new Flex Route: capital \$375,000 and annual O&M \$275,000/year

(Source: Hillsborough County MPO 2035 LRTP)

- Hillsborough County FY2012 Capital Improvement Plan projects identified for deferral due to budget constraints:
 - Advanced Traffic Management System Implementation: \$12M
 - New and Improved Signalization Program: \$3.8M
 - Intelligent Transportation System Device Deployment: \$10,000

Potential Benefits to Implementation

- Substantial amount of revenue.
- Fee is already levied in Hillsborough County's three cities – might not be very difficult to levy the fee in the county.
- Does not have a controversial perception; public would like it dedicated to transportation needs, not just general fund, as it currently stands.
- Perceived as equitable.

Potential Challenges to Implementation

- This is a new tax that the Board of County Commissioners must adopt through an ordinance which requires two public hearings.
- The proceeds can be used for general revenue by the local government; there is no legal requirement that they be spent on transportation.
- Funding transportation projects through fees on electricity usage is perceived as unrelated.

Local Sales Tax

- Local Gas Tax
- Special Assessment District-Community
- Special Assessment District-Streetcar
- Mobility Fee on New Development
- Express Toll Lanes with Bus Rapid Transit
- Tolled Intersection Bypass Lanes
- Local Sales Tax
- Public Service Tax

What is it?
 Florida's state sales tax is 6¢ on the dollar. Counties can also levy sales tax. Pinellas and Pasco Counties each collect 1¢ on the dollar for infrastructure. Hillsborough County currently collects ½¢ for infrastructure, and is allowed to levy up to 1¢ more. No tax would be paid on basic needs such as food and medicine.

Adding a penny to the sales tax shares the cost of transportation projects among all users, including visitors to the area. It may also allow for reduced property tax – paying for transportation projects with property taxes puts the burden on property owners alone.

What could 1¢ pay for?

- Roll back HART property tax to zero.
- Maintain roads and bridges and basic bus service.
- Potential for light rail demonstration line.



LIGHT RAIL TO DOWNTOWN, AIRPORT, SOUTH CARROLLWOOD

What could ½¢ pay for?

- Maintain roads and bridges and basic bus service.
- Improve the bus system.

What could 1¢ levied only in Tampa city limits pay for?

- Maintain roads and bridges in city limits.
- Potential for passenger rail along existing track.



NEW EXPRESS BUS SERVICE



MORE SMALL BUSES CIRCULATING ON FLEX ROUTES



COMMUTER RAIL FROM USF TO DOWNTOWN TAMPA

How much could it cost me?

Average 3-person household: \$12–\$15 per month
 Average 1-person household: \$6–\$9 per month

A Sales Tax could generate:

Hillsborough Countywide total (½¢) \$90M–\$95M per year
 Hillsborough Countywide total (1¢) \$180M–\$190M per year
 City of Tampa only (1¢) \$40M–\$45M per year

Local Sales Tax

More Information

State legislation does not currently allow for surtaxes at the city level. To implement a sales tax only in the City of Tampa, legislative action would be needed.

Revenues Anticipated

Potential revenues are calculated using default surtax distribution percentages for counties and the municipalities within them. Revenues are assumed to increase as the rate of population growth projected in the Hillsborough MPO's LRTP. The default formula distributes about five percent more revenue to unincorporated Hillsborough County than a formula based solely on population share. An alternative formula based on share of sales tax receipts could generate up to \$73M/year for the City of Tampa.*

Using this methodology, the distribution is as follows:

Area	Percentage based on Default Formula	One-half Cent Sales Tax Annual Revenues (\$mil)	One Cent Sales Tax Annual Revenues (\$mil)
Unincorporated	72.9%	\$68	\$106.5-136*
Plant City	2.3%	\$2.1	\$4.3
Tampa	23.2%	\$21.7	\$43.4-73*
Temple Terrace	1.6%	\$1.5	\$3
Hillsborough County (Total)	100%	\$93	\$187

(Source: Hillsborough County MPO 2035 Plan Post-Referendum Analysis, Technical Memorandum Two: Funding Alternative Strategies; Local Government Financial Handbook, 2010; MPOAC Revenue Study, CUTR, 2011)

Projects that Could be Funded

- Annual shortfalls to fund local road and bridge maintenance, including road resurfacing, roadside mowing, sidewalk repairs and installation, as predicted by each of the local public works departments (Hillsborough County, Plant City, Tampa, Temple Terrace): \$13.6M annually.

(Source: Hillsborough County Public Works, City of Tampa Street Maintenance and City of Tampa Public Works, Temple Terrace Public Works, 2011)

- Shortfalls to maintain existing bus service: \$4M annually. (Source HART 2011)
- Expanded local and regional bus service: capital: \$180M; annual operating costs: \$96M
- Expanded paratransit service: capital \$10M; annual operating costs: \$10M

- Eight new Bus Rapid Transit routes: capital: \$212M; annual operating costs: \$23M
 - Nebraska – Fletcher
 - East – West
 - Florida Ave
 - Dale Mabry/Himes
 - Gunn Highway/Busch Blvd
 - SR 60/Brandon
 - Kennedy to Airport
 - University Area Transit Center to New Tampa
- One new Flex Route: capital \$375,000 + annual O&M \$275,000/year
- New DMU service between USF and downtown: capital: \$69–\$215M; annual operating costs: \$5–\$7M
- LRT between Downtown and Linebaugh via the Airport: capital: \$800–\$825M; annual operation costs: \$8–\$12M
- Countywide Information Technology Systems (ITS – dynamic message boards) capital: \$23.7M

(Source: Hillsborough County MPO 2035 LRTP and HART AA)

When paired with potential sales tax options, the following could be considered:

- 1 c Countywide:** revenues could fund county transportation and HART operating shortfalls and a rail line between Downtown Tampa and Linebaugh Ave north of the Tampa International Airport; this option may allow for reduction or elimination of the HART property tax currently collected (\$33M annually)
- ½ c Countywide:** revenues could fund local road and bridge maintenance shortfalls and new Express/Flex routes
- 1 c in the City of Tampa only:** revenues could fund City of Tampa transportation and HART operating shortfalls; remaining revenue could be used to fund a demonstration rail line between USF and Downtown Tampa

Potential Benefits to Implementation

- Scenario generates a significant amount of revenue.
- It is perceived favorably if the public sees where it goes and it doesn't supplant existing funding sources. It was favorably compared to Penny for Pinellas.
- Can be used on a variety of modes and projects.
- Perceived as equitable and everyone paying: renters, visitors, seasonal residents, out-of-county commuters, conventioners, and users of all modes.

Potential Challenges to Implementation

- There is a loaded history; the 2010 referendum did not pass.
- While revenue has been calculated for a discretionary surtax within the City of Tampa for this exercise, presently state legislation does not allow for surtaxes at a level smaller than the County. In order to implement this revenue source, State legislation would need to be passed.



Public Private Partnership

What is it?

Public private partnerships can be used to finance large transportation projects with costs that are too high to pay from existing public funds. Instead a private company takes on the burden and is repayed over time.

Where could it work?

Large capital projects such as streetcar extensions for commuters, a light rail demonstration project, express toll lanes on I-275, and express toll lanes through Dale Mabry intersections could all be accelerated through private financing.

Where is it working?

FDOT is using public private partnerships to design and build tollways and the Port of Miami Tunnel project. Improvements to I-95 and I-595, including transit projects, in south Florida are partially financed through public private partnerships.

Denver financed a combined light rail and highway expansion project with more than \$450 million in private financing. The repayments were funded through bond measures approved by voters two years prior to groundbreaking.

How much could it bring in?

Public private partnership financing does not bring in additional funding, rather it accelerates project implementation. The sooner some projects are built, like express toll lanes, the sooner they generate revenue. There is a potential for identifying cost savings as a result of the design and build process.

What could it cost me?

Accelerating the project through public private partnerships adds interest charges that aren't incurred through pay as you go funding.

By committing future revenues to a project that is built today, the local government takes resources away from its residents of future years—who will likely also have needs.



DENVER - ELEVATED PLATFORM STATION



PORT OF MIAMI TUNNEL



INTERSTATE-595