

**Referendum Revenue Options
PRELIMINARY DRAFT FOR DISCUSSION**

All dollars are shown in millions.

1/2-cent Countywide "Charter County & Regional Transportation" Surtax

Revenue or Cost	Assumption	Distribution Percentage	30-Year Total	First Year (2015)	Annual Average	Accountable Entity	Adopted Program of Projects
Sales Tax	0.5% (2015 - 2044)	100%	\$ 3,772.37	\$ 100.49	\$ 125.75		
Hybrid Rail Pilot Project: Downtown to USF	Single track, 8 stations, 30/60 min freq	20%	\$ 754.47	\$ 20.10	\$ 25.15	TBD	TBD
Special-lane Rapid Bus Program: Downtown to Airport + 2nd Line	Express toll lanes, 5 stations, 15/30 min freq	10%	\$ 377.24	\$ 10.05	\$ 12.57	TBD	TBD
Intersection Program		20%	\$ 754.47	\$ 20.10	\$ 25.15	Hillsborough Co	Intersection Master Plan
Bus System Expansion		20%	\$ 754.47	\$ 20.10	\$ 25.15	HART	Transit Development Plan
Safe Walking and Trails Program		10%	\$ 377.24	\$ 10.05	\$ 12.57	Hillsborough Co City of Tampa	Grnwys/Trails Master Plan Tampa Walk/Bike Plan
Return for Local Priorities		20%	\$ 754.47	\$ 20.10	\$ 25.15	Cities & County	Capital Improvement Programs

Hybrid Rail Pilot Project assumed opening year is 2020. Assumed costs include: 25-year bond at 4% annual interest; operating costs through 2044, net of 20% farebox recovery; 3% annual cost inflation; CSX right-of-way cost based on Sunrail agreement, prorated per mile. Negotiated agreement with CSX may require State assistance; no other State or Federal support is assumed.

Special-lane Rapid Bus Program supports Downtown-to-Airport line plus one more line of similar cost; includes stations, vehicles, operating costs through 2044. Express toll lanes to be provided by others.

Thirty-year estimate of revenues assumes 1.5% annual growth.

1-cent City of Tampa Transportation Surtax (Requires Enabling Legislation)

Revenue or Cost	Assumption	Distribution Percentage	30-Year Total	First Year (2015)	Annual Average	Accountable Entity	Adopted Program of Projects
Sales Tax	1% Tampa (2015 - 2044)	100%	\$ 2,060.51	\$ 54.89	\$ 68.68		
Hybrid Rail Pilot Project: Downtown to USF	Single track, 8 stations, 30/60 min freq	40%	\$ 824.21	\$ 21.96	\$ 27.47	TBD	TBD
Special-lane Rapid Bus Program: Downtown to Airport + 2nd Line	Express toll lanes, 5 stations, 15/30 min freq	20%	\$ 412.10	\$ 10.98	\$ 13.74	TBD	TBD
Intersection Program		10%	\$ 206.05	\$ 5.49	\$ 6.87	City of Tampa	TBD
Bus System Expansion		20%	\$ 412.10	\$ 10.98	\$ 13.74	HART	Transit Development Plan
Safe Walking and Trails Program		10%	\$ 206.05	\$ 5.49	\$ 6.87	City of Tampa	Tampa Walk/Bike Plan

Hybrid Rail Pilot Project assumed opening year is 2020. Assumed costs include: 25-year bond at 4% annual interest; operating costs through 2044, net of 20% farebox recovery; 3% annual cost inflation; CSX right-of-way cost based on Sunrail agreement, prorated per mile. Negotiated agreement with CSX may require State assistance; no other State or Federal support is assumed.

Special-lane Rapid Bus Program supports Downtown-to-Airport line plus one more line of similar cost; includes stations, vehicles, operating costs through 2044. Express toll lanes to be provided by others.

Thirty-year estimate of revenues assumes 1.5% annual growth. Tampa's share of statewide sales tax revenue collection is based on Tampa's share of statewide population.

1/2-cent City of Tampa Transportation Surtax (Requires Enabling Legislation)

Revenue or Cost	Assumption	Distribution Percentage	30-Year Total	First Year (2015)	Annual Average	Accountable Entity	Adopted Program of Projects
Sales Tax	0.5% Tampa (2015 - 2044)	100%	\$ 1,030.3	\$ 27.4	\$ 34.3		
Hybrid Rail Pilot Project: Downtown to USF	Single track, 8 stations, 30/60 min freq	75%	\$ 772.7	\$ 20.6	\$ 25.8	TBD	TBD
Special-lane Rapid Bus Program		0%	\$ -	\$ -	\$ -		
Intersection Program		0%	\$ -	\$ -	\$ -		
Bus System Expansion		15%	\$ 154.5	\$ 4.1	\$ 5.2	HART	Transit Development Plan
Safe Walking and Trails Program		10%	\$ 103.0	\$ 2.7	\$ 3.4	City of Tampa	Tampa Walk/Bike Plan

Hybrid Rail Pilot Project assumed opening year is 2020. Assumed costs include: 25-year bond at 4% annual interest; operating costs through 2044, net of 20% farebox recovery; 3% annual cost inflation; CSX right-of-way cost based on Sunrail agreement, prorated per mile. Negotiated agreement with CSX may require State assistance; no other State or Federal support is assumed.