Chapter 4: Available Funds and Financial Scenarios

To bring the Imagine 2040 Plan to reality, funding must be identified for the design, construction, operations and maintenance of improvements. Finding reliable and available funding is the difficult part. Not all of the needed improvements can be implemented with available resources, and priority-setting is needed.

To help set priorities, the public was asked which projects and programs they would like to see funded. Based on this feedback, several potential financial scenarios were crafted for discussion. Revenue projections are based on the Technical Memorandum: Funding.

Funding the Plan

Federal and State requirements say that a Long Range Transportation Plan (LRTP) must include a financial plan. The financial plan must indicate resources from public and private sources that are reasonably expected to be made available to carry out the plan, and recommend any additional financing strategies for needed projects and programs. The purpose of the financial plan is to demonstrate fiscal constraint and ensure that the LRTP reflects realistic assumptions about future revenues.

i. Federal Funding Sources

Federal funding for transportation projects in Hillsborough County is derived from highway excise taxes on motor fuel, truck-related taxes on truck tires, sales of trucks and trailers, and heavy vehicle use. Taxes on gasoline and other motor fuels account from more than 85 percent of all receipts to the Federal Highway Trust Fund (HTF). Tax revenues are deposited into either the Highway Account or the Mass Transit Account of the Federal HTF and then distributed to the states. The funds are distributed to the states by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) from the Highway and Highway and Mass Transit Account respectively, to

Fuel Type	Effective Date	Tax Rate (Cents per Gallon)	Tax Distribution (Cents per Gallon)		
			Highway Trust Fund		Leaking Underground Storage Tank Trust Fund
			Highway Account	Mass Transit Account	
Gasoline	10/01/1997	18.4	15.44	2.86	0.1
Diesel	10/01/1997	24.4	21.44	2.86	0.1
Gasohol	01/01/2005	18.4	15.44	2.86	0.1
Special Fuels					
General Rate	10/01/1997	18.4	15.44	2.86	0.1
Liquefied Petroleum Gas	10/01/2006	18.3	16.17	2.13	–
Liquefied Natural Gas	10/01/2006	24.3	22.44	1.86	–
M85 (from Natural Gas)	10/01/2009	18.4	15.44	2.86	0.1
Compressed Natural Gas[a]	10/01/2009	18.3	15.44	2.86	–
Truck-Related Taxes – All Proceeds to Highway Account					
Tire Tax	9.45 cents for each 10 pounds so much of the maximum rated load capacity thereof as exceeds 3,500 pounds.				
Truck and Trailer Sales Tax 1	12 percent of retailer's sales price for tractors and trucks over 33,000 pounds gross vehicle weight (GVW) and trailers over 26,000 pounds GVW.				
Heavy Vehicle Use Tax	Annual tax: Trucks 55,000 pounds and over GVW, $100 plus $22 for each 1,000 pounds (or fraction thereof, in excess of 55,000 pounds). Maximum tax: $550.				

Figure 4-1 *Federal Tax Rates and Account Distribution of the Highway and Mass Transit Accounts*

each state through a system of formula grants and discretionary allocations. **Figure 4-1** provides details about the tax rates and account distribution of the Highway and Mass Transit Accounts.

ii. State Transportation Funding Sources

In Florida there are five revenue sources that go into the State Transportation Trust Fund (STTF): fuel tax, motor vehicle fees, document stamps, rental car surcharges, and aviation fuel tax. **Figure 4-2** details state transportation revenue sources for FY 2013.

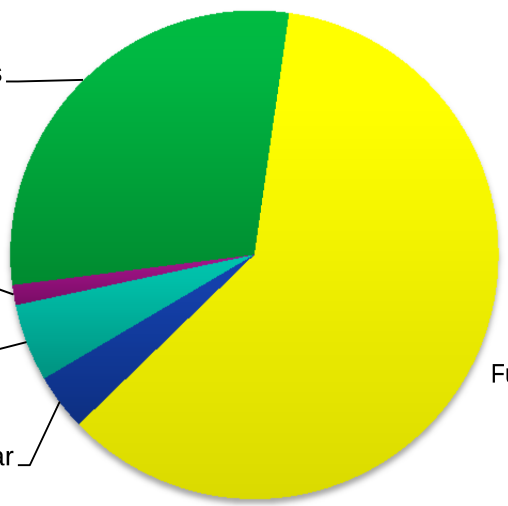


Figure 4-2 *State Transportation Revenue Sources, FY 2013*

There are five different state fuel taxes:

- State Fuel Sales Tax
- State Comprehensive Enhanced Transportation System (SCETS) tax
- State-Collected Motor Fuel Taxes Distributed to Local Governments
- Alternative Fuel Fees
- Fuel Use Tax

State Motor Vehicle Fees

State Motor Vehicle Fees are designated as a highway user charge to make those who use the highway system pay for construction and maintenance of the roadways. There are four types of motor vehicle fees:

- Initial Registration Fee
- Motor Vehicle License Fee
- Motor Vehicle Title Fee
- Rental Vehicle Surcharge

The third state transportation funding source is the State Aviation Fuel tax. Florida imposes an aviation fuel tax of 6.9 cents per gallon excise tax on aviation fuels.

The final funding source for state transportation projects is the State Documentary Stamp Tax, levied on documents, including, but not limited to: deeds, stocks and bonds, notes and written obligations to pay money, mortgages, liens, and other evidences of indebtedness.

Summary of Federal and State Funding for the *Imagine 2040 Plan*

In 2013, FDOT developed a long-range revenue forecast, which was based on recent Federal and state legislation (e.g., MAP-21, changes to Florida's Documentary Stamps Tax legislation), changes in factors affecting state revenue sources (e.g., population growth rates, motor fuel consumption and tax rates), and current policies. The forecast estimates revenues from Federal, state, and turnpike sources that "flow through" the FDOT Work Program for fiscal years 2014-2040.

Some important parameters of the long-range revenue forecasts include:

- All amounts in the 2040 forecast are expressed in "year of expenditure" (YOE) dollars, which is the dollars inflated to the year spent.
- Estimates for fiscal years 2013/2014-2017/2018 are based on the Tentative Work Program as of November 28, 2012. Estimates for fiscal years 2018/2019 through 2039/2040 were forecast based on current Federal and state law, the current FDOT Federal-aid forecast, the October 2012 state revenue estimating conference forecast, and assume continuation of current Department policies.
- The forecast is based on state and Federal funds that "pass through" the Department's Work Program. The forecast does not include estimates for local government, local/regional authority, private sector, or other funding sources except as noted.
- FDOT has developed metropolitan estimates from the 2040 Revenue Forecast for certain capacity programs in a separate document entitled *Appendix for the Metropolitan Long Range Plan: 2040 Forecast of State and Federal Revenues for Statewide and Metropolitan Plans.* Metropolitan estimates reflect the share of each state capacity program planned for the area. The estimates can be used to fund planned capacity improvements to major elements of the transportation system (e.g., highways, transit). The metropolitan estimates are summarized into 5 fiscal-year periods and a final 10-year period.

In addition, revenue data from existing transit services in

State Fuel taxes are the oldest form of raising funds for transportation projects in Florida.

Hillsborough County (HART, streetcar, and Sunshine line) were gathered to provide forecast of Federal and other state funds not provided by FDOT or included in the District 7 estimates. For the purpose of the Hillsborough MPO 2040 LRTP, these estimates were summarized into: Federal and state highway funding; metropolitan and regional programs; federal and state transit funding; and state-collected fuel taxes distributed to local governments.

Federal and State Highway Funding Programs

Strategic Intermodal System (SIS) Highways Construction and Right-of-Way (ROW)

This funding program is used to fund construction, improvements, and associated ROW acquisitions on SIS highways (i.e., Interstate, the Turnpike, other toll roads, and other facilities designed to serve interstate and regional commerce, including SIS Connectors). FDOT takes the lead in identifying planned projects and programs funded by this program. SIS projects within Hillsborough County can be identified from FDOT's plans and their costs can be used as available program funds.

Other Arterials Construction and ROW

Other Arterials Construction and ROW funding program is used to fund construction, improvements, and associated ROW on State Highway System roadways not designated as part of the SIS

District-Wide State Highway System (SHS) Operations and Maintenance (O&M) Funds

The State of Florida is committed to maintaining pavement condition, bridge repair, and safety and function of the state highway system. District-wide estimates of funds for these activities were provided by FDOT, and the portion to be expended in Hillsborough was estimated based on population share.

Interstates are funded through FDOT's Strategic Intermodal System Program.

Figure 4-3 illustrates FDOT's funding estimates of approximately $7.5 billion, in year of expenditure dollars, from Federal/state programs for the SIS, Other Arterials (including PE funds), and SHS O&M over the 2021-2040 period.

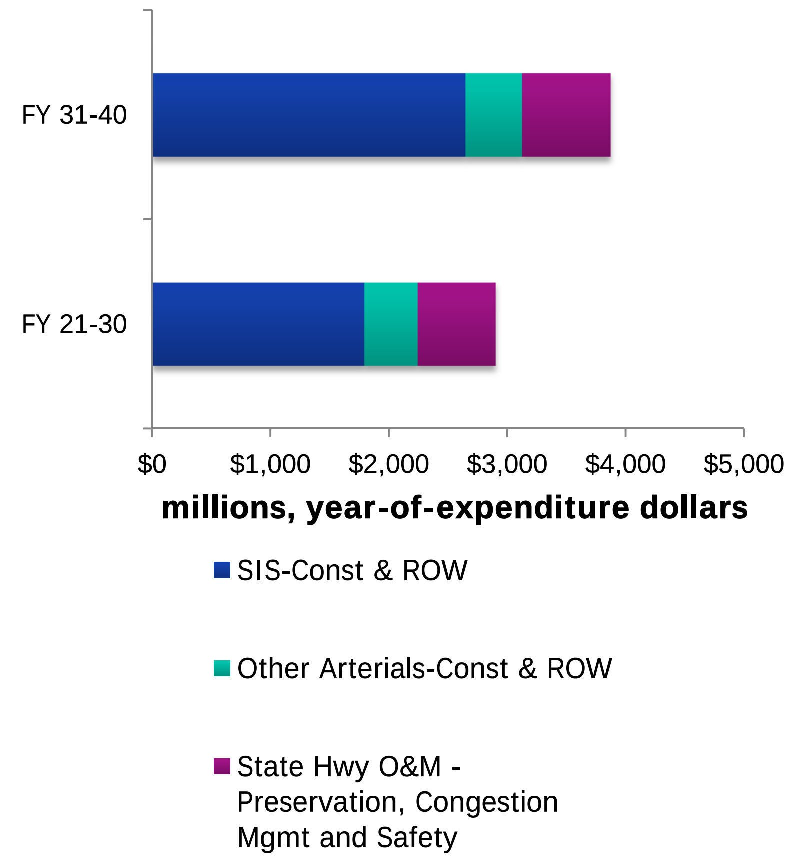


***Figure 4-3** Federal and State Highway Funding, FY 2021-2040*

Metropolitan and Regional Programs

Some federal and state funds are set aside to address the needs of metropolitan areas and/or regionally significant transportation facilities. Revenue forecasts were provided by FDOT for the five-county district or the three-county metropolitan area, as applicable. To estimate what revenues may reasonably be available for Hillsborough's use, the portion of the metropolitan or districtwide population living this county was applied to the area wide revenue forecast. Specifically, Hillsborough's share of the Tampa Bay urbanized area population was 49%, and its share of the FDOT District 7 population was 42%, as of the 2010 Census. Though the actual funding of projects in Hillsborough will fluctuate from year to year, over the long run it would be reasonable to anticipate funding to average out in proportion to its population share.

TMA Funds

Part of the Federal Highway Administration's Surface Transportation Program, these funds are distributed to metropolitan areas based on size. The acronym comes from the Census designation of a large urbanized area as a Transportation Management Area or TMA. These funds are also sometimes referred to as metropolitan flexible funds, because they can be used for a wide variety of transportation types, based on the priorities expressed by each metropolitan community through its MPO. Between FY 2021-2040, the total program funding available to Hillsborough County amounts to $322.9 million according to the *FDOT's 2040 Forecast of State & Federal Revenues for Statewide and Metropolitan Plans*

Transportation Alternatives (TA) Funds

As defined by MAP-21, TA funds are used to assist MPOs in developing bicycle, pedestrian and trail projects in their plans. The TA program funds are sub-allocated by population, and include TALU (distributed to areas with more than 200,000 population, such as the Tampa Bay urbanized area), and TALT (distributed to the FDOT district offices to be spent in any area) The TALU and TALT funds available to Hillsborough County were estimated using the following methodology:

- **TALU –** Available TALU funding was estimated based on the proportion of the Hillsborough population within urbanized areas to the total population within the Tampa Bay Urbanized Area.
- **TALT –** Available funding for projects in Hillsborough County from the TALT program was estimated based on the proportion of the Hillsborough population to the total population within FDOT District 7.

Transportation Regional Incentive Program (TRIP) Funds

Statewide, twenty-five percent of the Documentary Stamps Tax funds are allocated annually to TRIP for regional transportation projects in "regional transportation areas." The first $60 million of funds allocated to TRIP are set aside for the Florida Rail Enterprise. The remaining funds are distributed to the FDOT district offices. TRIP funds available to Hillsborough County were estimated based on the proportion of the Hillsborough population to the total population within District 7. **Figures 4-4** and **4-5** illustrates funding from these programs as estimated from FDOT's *2040 Revenue Forecast for District 7 Metropolitan Area*.

Hillsborough MPO's Share of Metropolitan Funds based on 49% of Urbanized Area

Funding Source	Amount (In 2014 Millions of Dollars)				
	FY 2019-2020	FY 2021-25	FY 2026-30	FY 2031-40	Total
TMA	$32.3	$80.7	$80.7	$161.5	$355.2
TALU	$3.2	$7.9	$7.9	$15.7	$34.7
Total	$35.5	$88.6	$88.6	$177.2	$389.9

***Figure 4-4** Hillsborough MPO's Share of Metropolitan Funds Based on 49% of the Urbanized Area Population*

Hillsborough MPO's Share of Metropolitan Funds based on 42% of FDOT's District 7					
Funding Source	Amount (In 2014 Millions of Dollars)				
	FY 2019-2020	FY 2021-25	FY 2026-30	FY 2031-40	Total
TALT	$3.5	$8.9	$8.9	$17.8	$39.1
TRIP	$0.5	$3.4	$3.4	$6.9	$14.2
Total	$4.0	$12.3	$12.3	$24.7	$53.3

Figure 4-5 *Hillsborough MPO's Share of Metropolitan Funds Based on 42% of the FDOT's District 7 Population*

Transit – Federal and State Programs

Transit funding is estimated at $821 million over 20 years, as illustrated in **Figure 4-6**, from Federal Transit Administration (FTA) and other Federal funds, and state operating and capital grants (excluding discretionary FTA Major Capital Investment Funding and State New Starts programs).

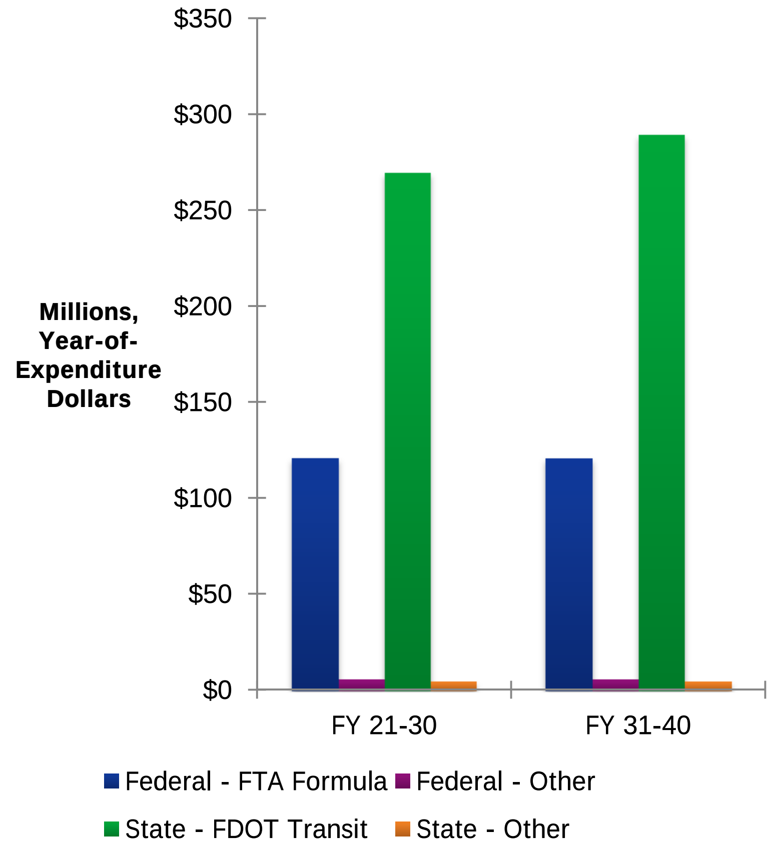


Figure 4-6 *Transit – Federal and State Programs, FY 2021-2040*

FDOT Transit

This funding program is used to provide technical and operating/capital assistance to transit, paratransit, and ridesharing systems. For the Hillsborough MPO, it includes funding allocations to the Hillsborough Area Regional Transit Authority (HART), TECO Line Streetcar, Sunshine Line, and other transit/intermodal funding. Between FY 2021-2040, the total program funding available to Hillsborough County amounts to $559.0 million. Funding allocations to existing transit agencies and services were distributed as follows:

- Based on data provided by HART, $4.5 million per year for state block grant funding through 2020 was assumed. After 2020, a growth factor equivalent to the funding growth assumptions from the FDOT estimates was applied.
- The Streetcar Business Plan assumes $250,000 in state operating assistance. For the purpose of the 2040 LRTP, it was assumed that the State will continue to provide $250,000 per year through 2020. Growth factors after 2020 were applied in line with growth in transit funding estimates from FDOT.
- Hillsborough County received about $1.5 million in 2013 in state funding from the Commission for the Transportation Disadvantaged for the Sunshine Line. For the 2040 LRTP, it was assumed that future funding will increase in-line with the average 10-year inflation rate (2.4 percent annually).

FTA Formula Funds

This program provides grants to Urbanized Areas (UZA) for public transportation capital, planning, job access and reverse commute projects, as well as certain operating expenses. FTA formula funds for the 2040 LRTP were estimated, as follows, based on input from HART and the review of HART and streetcar budgets and Transit Development Plans:

- **HART –** $12 million per year; no growth; and
- **Tampa Streetcar –** The Streetcar Business Plan assumes a FTA funding allocation of $100,000 annually, which was extended through 2040.

Funding for Major Transit Capital Investments

Additional funding for major transit investments can be made available through Federal and state discretionary programs, namely FTA's Capital Investment Program (Section 5309) and FDOT's State New Starts Transit Program. Projects applying for FTA funding go through a multiyear, multistep process to be eligible and are evaluated based on project justification and local financial commitment criteria. For the purpose of *the Imagine 2040 Plan*, FTA Major Capital Investments and State New Start Funding allocations were determined based on proposed major transit investments to be included in *the Imagine 2040 Plan*.

No funding estimates were developed from these funding programs, but rather a set of general guidelines and expectations was developed. For the purpose of *the Imagine 2040 Plan*, the following assumptions were applied to potential New Starts/Small Starts projects:

- **FTA Capital Investment Program –** Assume HART would apply for 50 percent of project cost for eligible fixed guideway projects, or up to $75 million (not to exceed 80 percent of project costs) for projects that would meet FTA's definition of Small Starts (i.e., project cost less than $250 million).
- **State New Starts Transit Program –**FDOT's statewide funding estimate for this program, which funds rail and bus rapid transit systems, is almost $700 million over 20 years, which is roughly about $35 million per year. For non-Federally funded projects, the state can provide up to 12.5 percent of the project costs. Only Statewide estimates for this program were provided by FDOT. It is assumed that the State New Starts Transit Program will fund half of the non-Federal share of the proposed New Starts/Small Starts projects.

Other Federal and State (Sunshine Line)

The Sunshine Line is the paratransit service managed by Hillsborough County. In addition to FDOT transit funding allocations, this service is funded with other Federal and state funds. Data from recent Hillsborough County Transportation Disadvantaged Service Plans was used to develop a baseline and forecast of anticipated revenues:

- **Other Federal Funding –** No growth, remaining at 2013 funding level ($561,000); and
- **Other State Funding –** No growth, remaining at 2013 funding level ($460,000).

Local and Local-Option Funding Sources

Beyond the traditional Federal and state fuel taxes, several local and local-option revenue sources are available for funding transportation improvement projects in Hillsborough County. These alternative revenue sources include local option fuel taxes and development-related fees, such as impact fees and proportionate share. In addition, transit services in the region, such as HART and the Tampa Streetcar, are funded through property taxes, farebox revenues, and other dedicated revenue sources. These local and local-option revenue sources are presented here.

State-Collected Fuel Taxes Distributed to Local Governments

Revenues from the Constitutional, County and Municipal fuel taxes were estimated at $499.4 million over the FY 2021-2040 period, of which 15 percent ($74.9 million) is set aside for the administration of local transportation programs. The forecast of reasonably available revenues was developed applying the following assumptions:

- Base year (FY 2014) estimates for the Constitutional and County fuel taxes were obtained from the *Local Government Financial Information Handbook FY 2014* (December 2013).
- The Local Government Financial Information Handbook FY 2014 (December 2013) also provides estimates of the Municipal Sharing Program revenues for the base year by municipality (Plant City, Tampa, and Temple Terrace). The Municipal Revenue Sharing program is comprised of state sales tax (74.23 percent), municipal fuel tax (25.74 percent), and state alternative fuel user decal fee collections. The percentage associated with the municipal fuel tax was applied to calculate the FY 2014 revenues for each municipality.
- Annual growth will be in line with fuel consumption growth (through FY 2023) estimated from the FDOT Revenue Estimating Conference (Nov 2013). The average growth rate was applied beyond FY 2023.

Figure 4-7 details the projected revenues from the constitutional, county, and municipal fuel taxes from FY 2021-2040 in year of expenditure dollars.

Constitutional Fuel taxes are the largest source of revenue from fuel taxes

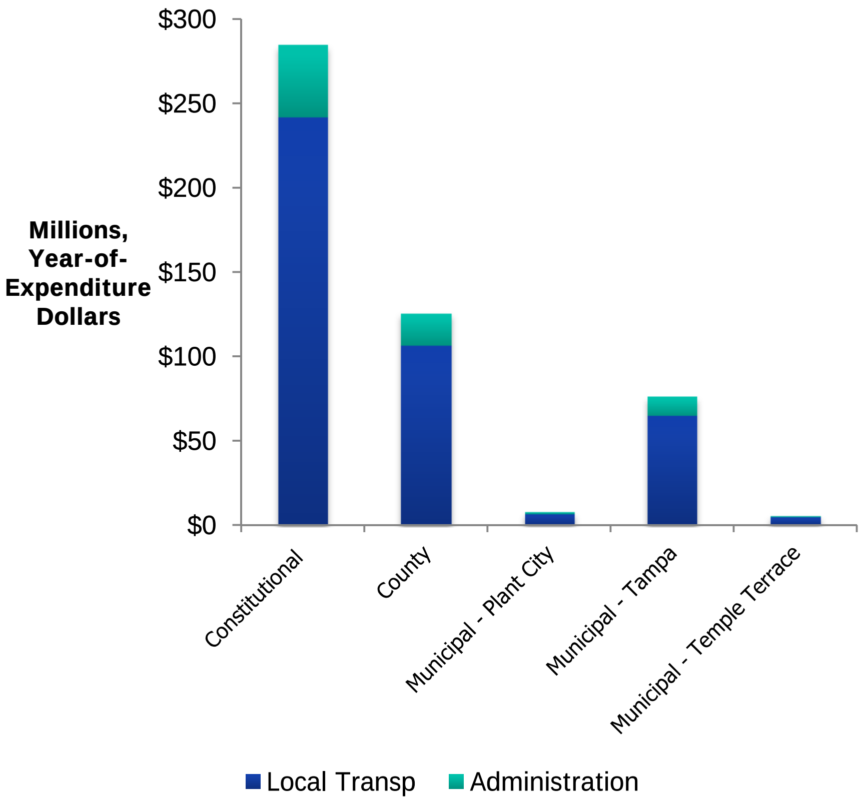


Figure 4-7 *Constitutional, County, and Municipal Fuel Tax, FY 2021-2040*

Local Option Gas Taxes

County governments in Florida are authorized to levy up to 12 cents per gallon of fuel through three local option gas taxes (LOGT) for transportation needs: the Ninth-Cent Gas Tax (1 cent per gallon of gasoline and diesel), the First LOGT (up to 6 cents per gallon of gasoline and diesel), and the Second LOGT (up to 5 cents per gallon of gasoline). Hillsborough County has adopted the Ninth-Cent and the full six cents of the First LOGT.

Revenues from both local option fuel taxes are forecast at $1.1 billion over 20 years (2021-2040), based on the following assumptions:

- Base year (FY 2014) estimates for both the Ninth-Cent and First LOGT were obtained from the *Local Government Financial Information Handbook FY 2014* (December 2013).
- Revenue forecasts were developed assuming that annual growth will be in line with fuel consumption growth estimated from the FDOT Revenue Estimating Conference (November 2013).
- The growth rates of gasoline consumption are assumed between 1.1 percent and 1.9 percent from 2015 to 2023, at an average of 1.5 percent annually.
- The growth rates of motor fuel consumption (i.e., gasoline and diesel combined) are forecast between 1.2 percent and 2.0 percent from 2015 to 2023, for an average of 1.6 percent annually.
- The average growth rates were applied after 2023.

- The Ninth-Cent Gas Tax is set to expire in 2021.
- The First LOGT is set to expire in 2042 (beyond the LRTP planning horizon).
- It is assumed that these local fuel taxes will be renewed and collections will continue beyond the current sunset dates.

Fifteen (15) percent is set aside for the administration of local transportation programs.

The Ninth-Cent

The Ninth-Cent Gas Tax is limited to 1 cent per gallon on highway fuels. The 1993 Florida Legislature allowed a county's government body to impose the tax by a majority plus one vote of its membership, without holding a referendum.

According to the *Local Government Financial Information Handbook*, the Ninth-Cent Gas Tax will generate $6.4 million in FY 2014. Over 20 years, the Ninth-Cent Gas Tax is forecast to generate $166.2 million, of which $29.4 million (15 percent) is set aside for the administration of local transportation programs.

The First Local Option Gas Tax

Up to 11 cents per gallon may be levied to help fund a variety of transportation projects. These include the First LOGT (6 cents) and the Second LOGT (5 cents). Hillsborough County currently levies the full First LOGT only.

The First LOGT is authorized for a maximum duration of 30 years, at which time it can be extended a simple majority vote of the county commissioners. The proceeds of the tax must be shared with municipalities, either by a mutually agreed-upon distribution scheme or, if agreement cannot be reached, by using a formula contained in the Florida Statute.

The proceeds of the First LOGT are shared with Plant City, Tampa, and Temple Terrace. Overall, the First LOGT will generate approximately $35.9 million in FY 2014, of which about $11.5 million will be distributed to the municipalities and the remainder goes to the unincorporated Hillsborough County, based on estimates provided in the *Local Government Financial Information Handbook.* Over 20 years, the First LOGT is forecast to generate $934.5 million, of which $140.2 million (15 percent) is set aside for the administration of local transportation programs

Impact Fees

Impact Fees are charges assessed for the impact that new development makes on Hillsborough County roads, parks, schools, and fire systems. Impact fee ordinances require new developments to pay a fair share for costs of improving existing infrastructure; in the case of transportation, impact fees are used for improving existing roads or constructing new roads made necessary by developments.

Unincorporated Hillsborough County Impact Fees

Hillsborough County provided historical data of county impact fee levies over the last decade. The FY 2014 Adopted Budget estimates for 2014 and 2015 were used as the base from which future revenues were forecasted. Three scenarios were developed for county impact fees, given the significant variability experience in revenues over the last decade:

- **Base Scenario** – Assumes that impact fees will remain at approximately the 5-year average of collections (approximately $2.7 million), as a new "normal." It remains constant (i.e., no growth) throughout the planning horizon. Under this scenario, 20-year revenues are estimated at $54 million.
- **Growth Scenario 1** – Assumes that impact fee revenues will reach the 10-year median ($4.8 million) by 2026, and then it will reach the 10-year average ($6.5 million) by 2036, remaining at that level through 2040. Based on this growth assumptions, 20-year revenues are estimated at $109.5 million.
- **Growth Scenario 2** – Assumes that impact fee revenues will reach the 10-year average ($6.5 million) by 2026, and will remain constant thereafter. Based on this growth assumptions, 20-year revenues are estimated at $141 million. This is the growth scenario assumed in **Figure 4-10.**

Tampa, Plant City, and Temple Terrace

For city-specific impact fees, data collected as part of the Transportation Funding Survey (February 21, 2014) and prepared for the Transportation for Economic Development – Financial Oversight Group was reviewed, in addition to revenue forecast developed in 2009 for the previous long-range transportation plan.

Tampa

- Transportation impact fees for FY 2014 are estimated at $1.7 million. For the revenue forecast, it is assumed that impact fees will remain constant (i.e., no growth) throughout the planning horizon, which would generate an estimated $34 million over 20 years.

Temple Terrace

- The City of Temple Terrace established a transportation mobility fee in 2009.
- Revenue forecast of impact fees from the 2035 LRTP for Temple Terrace were significantly higher than actual revenues. For the purpose of revenue forecasting, it was assumed that Temple Terrace mobility fee revenues will be about 50 percent of 2035 LRTP projections, at $304,000 annually.

Plant City

- Revenue forecast of impact fees from the 2035 LRTP were significantly higher than actual revenues. For the revenue forecast, it was assumed that Plant City revenues will be about 50 percent of 2035 LRTP projections, at $250,000 annually, starting in FY 2015 (post-moratorium).

Proportionate Fair Share

In 2011, new legislation was created that allows a developer that would otherwise be delayed or denied a permit due to failing concurrency to make a proportionate share payment to a hypothetical project if the County has no plans or funding for an actual project.

The minimum payment for proportionate fair share in Hillsborough County is $34,000. In FY 2013, Hillsborough County received the largest contribution to date of almost $1.8 million. In average, proportionate fair share revenues are estimated at about $120,000 per agreement, based on a review of data from the last 1.5 years, with revenues totaling about $2.8 million (inclusive of the largest contribution to date). Based on these data, the financial plan assumes that Hillsborough County will collect about $1.5 million annually in proportionate fair share funding, for an estimated $30 million over 20 years.

Local Government Infrastructure Surtax (“Community Investment Tax”)

The Local Government Infrastructure Surtax (known as the Community Investment Tax, or CIT, in Hillsborough County) is a local-option sales tax which can be levied at a rate of 0.5 percent or 1 percent, under Florida law. Hillsborough County’s voters approved the 0.5 percent levy by referendum in 1996. Since Hillsborough County also levies a 0.5 percent sales tax for Indigent Care, the CIT levy cannot be increased. Revenues from the CIT are used to acquire, construct, and improve general government, public education, and public safety infrastructure to promote the health, safety, and welfare of Hillsborough County residents. The current CIT will sunset in 2026, and an extension must be approved by voters.

By agreement, several governmental entities in Hillsborough County share the proceeds of this tax. The Hillsborough County School Board receives 25 percent of gross revenue, and a portion of the revenues go to pay annual debt service on a $318 million bond issue that financed the construction of Raymond James Stadium. The remaining Community Investment Tax proceeds are shared by the County and its three municipalities.

Fiscal Years	CIT Net Proceeds- Cities’ Share (1)
2014-2018	Programmed
2019-2020	$49.37
2021-2025	$141.88
2026-2030	$37.19
Total	**$228.44**

Note (1) Net proceeds are after School Board allocation and debt service payments. Totals may not add up due to rounding.

Figure 4-8 *Existing CIT Revenues Through 2026*

The County’s share has been bonded and is not available for use on new projects**. Figure 4-8** shows the existing CIT available revenues, not including the County’s bonded share, through the tax’s expiration date.

Transit Funding

The estimates of future revenues to support transit capital and operating needs in the region include dedicated funding for HART, TECO Line Streetcar System, and the Sunshine Line (paratransit).

HART

HART has generally relied on revenues generated through passenger fares, ad valorem taxes, advertising, and other miscellaneous revenues to pay for operations. Over the 20-year period, total revenues from these sources were estimated at $1.8 billion.

The base forecast for these revenue sources was obtained from the most recent *Transit Development Plan* (TDP, September 2013), HART's *FY 2014 Adopted Budget* and through consultation (via email) with HART's Chief Financial Officer (CFO). The assumptions by revenue sources are described below.

Passenger Fares

HART's cash fare for regular and limited express buses is $2; users on express buses pay $3 per ride. HART also offers a variety of fare passes, from one-day unlimited rides to monthly passes. Passenger fare revenues are forecast at $16.2 million in FY 2014. The 20-year revenue forecast is estimated at $465.7 million, based on:

- Passenger fare revenue forecast through FY 2018 was obtained from the TDP.
- A 2 percent annual growth was applied to forecast revenues post-2018.

Ad Valorem Taxes

HART levies a 0.5 mill tax (i.e., $0.50 per $1,000 of assessed property value) dedicated to transit. The transit funding forecast is based on:

- Ad valorem tax revenues forecasts through FY 2018 were obtained from HART's TDP and the FY 2014 Adopted Budget.
- For FY 2019, the Hillsborough County Business and Support Services Department growth rate forecast based on the taxable value change in FY 2018 (there is a one-year lag between tax year and taxable value) was applied.

- After FY 2019, a 4.76 percent annual growth was applied based on the compounded average annual growth rate on property values from 1993-2013.

Advertising

Revenues collected through advertising were estimated at $14.4 million over 20 years by:

- Applying the forecast from HART's TDP and FY 2014 Adopted Budget through 2018.
- After FY 2018, it was assumed that revenue will grow annually by 2 percent.
- HART also receives funding from other miscellaneous sources (e.g., interest income). For the purpose of the 2040 LRTP, revenues were assumed to remain at the 2014/2015 estimate levels.

Streetcar

Funding for the streetcar includes passenger fares, special assessment district revenues, and Tampa Port Authority contributions, estimated at $34 million over 20 years.

Passenger Fares

The one-way cash fare for the streetcar is $2.50. A variety of passes are offered, from one-day unlimited to annual passes.

- For the purpose of the 2040 LRTP, an annual growth rate of 1.5 percent was applied through 2040.

Special Assessment District

The streetcar operating expenses are funded with revenue from a special assessment district that includes downtown Tampa, the central business district (CBD), the Channel District, Ybor City, and Channelside. Properties within the district are taxed a one-third mill ($0.33 per $1,000 of value).

- The revenue forecast applied the streetcar business plan growth assumptions on property tax revenues through 2018.
- Post-2018, an annual growth rate of 4.76 percent, based on the average annual growth rate from 1993-2013 was applied.

Port Tampa Bay

The Streetcar Business Plan assumes that the Port Tampa Bay will continue providing financial support to the streetcar service. A contribution of $100,000 annually is included through 2040.

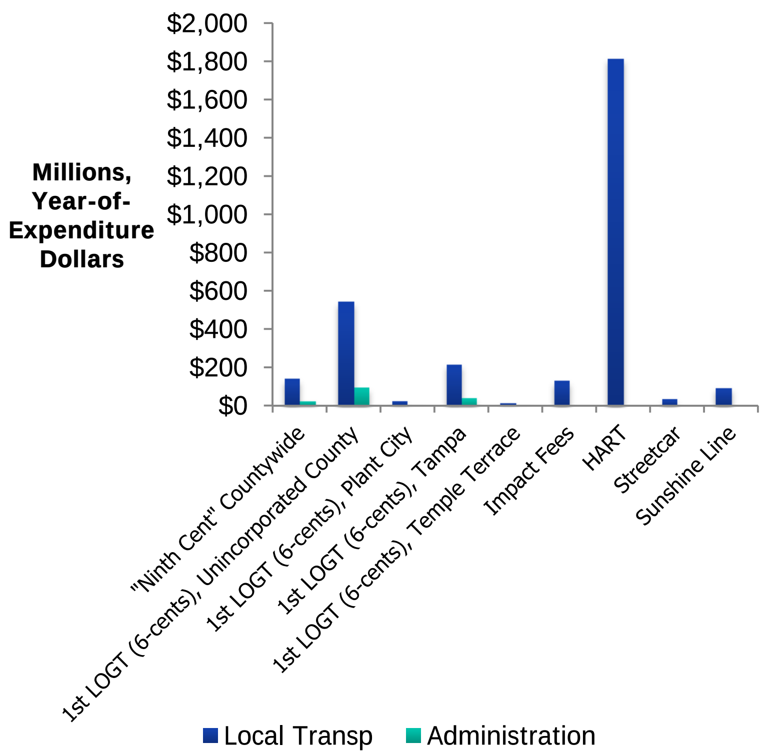
Sunshine Line

The Sunshine Line provides door-to-door transportation and bus passes for elderly, low-income, and disabled persons who do not have or cannot afford their own transportation. Funding includes passenger fares, and other state (non-FDOT) and local funding. Total revenues over 20 years are estimated at $94 million. Assumptions include:

- **Local Funding** – Hillsborough County provided about $3.0 million in 2013. For the 2040 LRTP, it was assumed that future funding will increase in line with the historical average 10-year inflation rate (2.4 percent).
- **Farebox Revenues** – HART's assumption of 2 percent annual growth was applied.

Figure 4-9 describes the local funding sources and anticipated amounts from FY 2021 to 2040.

***Figure 4-9** Local Funding Forecast, FY 2021-2040*



Total Existing and Projected Revenue Sources

In the sections above, all existing revenue sources were identified and analyzed regarding their future projected revenues for *the Imagine 2040 Plan.* **Figure 4-10** is a compilation of all available and projected revenue sources for existing revenue sources divided by four time periods, 2019-2020, 2021-2025, 2026-2030, and 2031-2040.

Revenue	***Projected Revenue in Millions (Year of Expenditure Dollars)***				
Sources	***19-20***	***21-25***	***26-30***	***31-40***	***Total***
Other Arterials - Const & ROW	$127.73	$285.24	$269.62	$589.87	**$1272.46**
State Highway System O&M	$181.58	$463.20	$507.75	$1115.12	**$2267.64**
State Transit Allocations	$51.00	$131.40	$138.10	$289.50	**$610.00**
Federal Transit Formula Grants	$26.24	$65.61	$65.61	$131.21	**$288.66**
Local Funds for Transit (w/ AV)	$125.59	$357.36	$430.68	$1154.10	**$2067.73**
TMA	$32.30	$80.70	$80.70	$161.50	**$355.20**
TAL	$6.31	$15.77	$15.77	$31.58	**$69.42**
TRIP	$0.42	$3.07	$3.07	$6.14	**$12.69**
State Fuel Taxes to Local Govts	$42.19	$110.66	$119.50	$269.21	**$541.55**
Local Fuel Taxes	$92.99	$243.90	$263.39	$593.37	**$1193.64**
CIT	$49.37	$141.88	$37.19	$0.00	**$228.44**
SIS	$127.37	$1292.25	$757.62	$2357.85	**$4535.09**
Impact Fees/Prop Share	$12.91	$32.27	$32.27	$64.54	**$141.99**
Total	**$1767.86**	**$3431.20**	**$3752.26**	**$9081.24**	**$18032.56**

Figure 4-10 *Total Projected Revenues FY 2019-2040*

Potential New Funding Sources

This section will examine the potential revenues of taxes that are not currently in place in Hillsborough County, but that could be implemented to support transportation investments. Opportunities to devote additional revenues to transportation improvements exist with the implementation of the Second Local-Option Gas Tax, ad valorem taxes dedicated to transportation, local-option sales taxes, and mobility fees. The following resources were used to develop the forecasts of potential local funding sources:

- Hillsborough County, Business and Support Services Department.
- Sales Tax and Taxable Property Values (February 12, 2014).
- Community Investment Tax (February 19, 2014).
- Local Government Financial Information Handbook (December 2013).
- MPO Post-Referendum Analysis Phase 2: Hypothetical Funding Scenarios (2011).

Second Local-Option Gas Tax

Implementation of the second tax of 1 to 5 cents per gallon requires a majority plus one vote of the county commissioners. The proceeds of the tax must still be shared with municipalities, either by mutually agreed-upon distribution scheme, or by using the state formula. Local governments may only use revenues from the tax for the capital improvements element of an adopted comprehensive plan.

Revenues from implementing the full 5 cents per gallon of the Second LOGT are forecast at $640.6 million over 20 years (2021-2040), based on:

- Base year (FY 2014) estimates for the Second LOGT were obtained from the *Local Government Financial Information Handbook FY 2014* (December 2013).
- Revenue forecasts were developed assuming that annual growth will be in line with fuel consumption growth estimated from the FDOT Revenue Estimating Conference (November 2013).
- The growth rates of gasoline consumption are assumed to vary between 1.1 percent and 1.9 percent from 2015 to 2023, at an average of 1.5 percent annually. The average growth rate was applied after 2023.

Local-Option Sales Tax

Local governments are also authorized to levy the Charter County and Regional Transportation Surtax. The maximum potential local sales tax rate in Hillsborough County is 3 percent; the current local sales tax rate is set at 1 percent, leaving the County with a local sales tax potential of 2 percent that remains untapped.

Charter County and Regional Transportation Surtax

Hillsborough County is eligible to impose the Charter County and Regional Transportation Surtax up to 1 percent. The levy is subject to approval in a referendum by a majority vote of the County's electorate or by a charter amendment approved by a majority vote of the County's electorate. Generally, the tax proceeds are for the development, construction, operation, and maintenance of fixed guideway rapid transit systems, bus systems, on-demand transportation services, and roads and bridges.

For the purpose of the 2040 LRTP, revenue forecasts were developed for four scenarios:

- One-half percent countywide sales tax, starting in 2017 (if approved by voters in 2016);
- One percent countywide sales tax, starting in 2017 (if approved by voters in 2016);
- One-half percent countywide sales tax, starting in 2021 (if approved by voters in 2020); and
- One percent countywide sales tax, starting in 2021 (if approved by voters in 2020).

Base year (FY 2014) estimates for the Charter County and Regional Transportation surtax were obtained from the *Local Government Financial Information Handbook FY 2014* (December 2013). Annual growth assumptions of sales tax revenue were provided by Hillsborough County through 2018. After 2018, the 23-year compounded average growth rate (3.58 percent, for the 1990-2013 periods) was applied.

At 0.5 percent, the countywide sales tax is forecast to generate close to $4.0 billion over 20 years, doubling to $8.0 billion at 1 percent.

Local Government Infrastructure Surtax (Community Investment Tax)

The Local Government Infrastructure Tax (known as the Community Investment Tax, or CIT, in Hillsborough County) is another source of local revenue that can be used to fund transportation projects. The current CIT is set to expire in 2026 but could be extended as a future revenue source.

It is assumed that 25 percent of the proceeds will continue to be dedicated to the School Board, but that there will be no debt service payment after bonds are retired in 2026.

Applying the 23-year compounded average growth rate (3.58 percent, for the 1990-2013 period),extending the CIT beyond 2026 could generate an additional $2.4 billion through 2040 for infrastructure projects. **Figure 4-11** shows the potential net revenue from the CIT if extended to 2040.

Fiscal Years	Unincorporated Hillsborough	Plant City	Temple Terrace	Tampa
2026-2030	$401.8	$12.5	$9.0	$122.2
2031-2040	$1,343.7	$41.9	$29.9	$408.7
Total	**$1,745.5**	**$54.4**	**$38.8**	**$531.0**

Figure 4-11 *Distribution of Additional Revenues from CIT Millions of YOE Dollars, Extended beyond 2026 (net of allocation to School Board)*

Ad Valorem Taxes

According to Florida Statutes, local governments may levy Ad Valorem taxes based on the assessed value of property. Ad Valorem taxes are subject to the following rate limitations:

- Ten mills for county purposes;
- Ten mills for municipal purposes;
- Ten mills for school purposes;
- A millage fixed by law for a county furnishing municipal services; and
- A millage authorized by law and approved by voters for special districts.

As noted in the section of existing local taxes dedicated to transportation, HART receives dedicated revenues from a 0.5-mill maximum ad valorem tax (which cannot be increased without a voter referendum) and the streetcar is funded with a 0.33-mill special assessment to properties along and adjacent to the route.

For the purpose of estimating the revenue potential from a countywide ad valorem tax, a tax rate of 1 mill was applied to the countywide taxable value estimates. Hillsborough County provided estimates of property taxable values through 2018, which results in tax revenue estimates through 2019, due to the one-year lag between taxable values and tax revenues. After 2019, a 4.76 percent annual growth was applied based on 20-year taxable value growth trends. An additional 1 mill in ad valorem is forecast to generate approximately $2.9 billion between 2021 and 2040.

Mobility Fees

Hillsborough County is considering mobility fees for new development. A mobility fee is a charge on all new development to provide mitigation for its impact on the transportation system. As a charge on new development, the mobility fee has characteristics of an impact fee, but has some significant differences. A mobility fee would:

- Be based on vehicle or person miles travelled, encouraging shorter trips and reduction of total travel thereby promoting compact and mixed-use development.

- Fund transportation improvements for roadways, transit, bikeway, and pedestrian walkways. This includes capital projects, system efficiency and congestion management improvements/strategies and transit capital and operating costs.

- Provide a charge for recouping a new development's share of transit operating costs for a short-term period.
- Be distributed among all the governmental entities responsible for maintaining impacted transportation facilities.

A mobility fee in Hillsborough County could replace the current concurrency system (i.e., impact fees and proportionate fair share), which is how the County currently defrays infrastructure costs associated with additional road capacity that is necessary to serve new development. For the purpose of the 2040 LRTP, gross annual revenues from a countywide mobility fee are estimated at approximately $30 million, based on revenue estimates developed for the *Technical Review of Hillsborough County's Multimodal Transportation Mobility Fee Study* (September 2010 Draft). If collection of such a mobility fee were implemented in all four jurisdictions in place of impact fees starting in FY 2020, net mobility fee revenues would comprise approximately $501 million over 20 years.

Figure 4-12 details the amounts generated by each potential new funding source from FY 2021-2040.

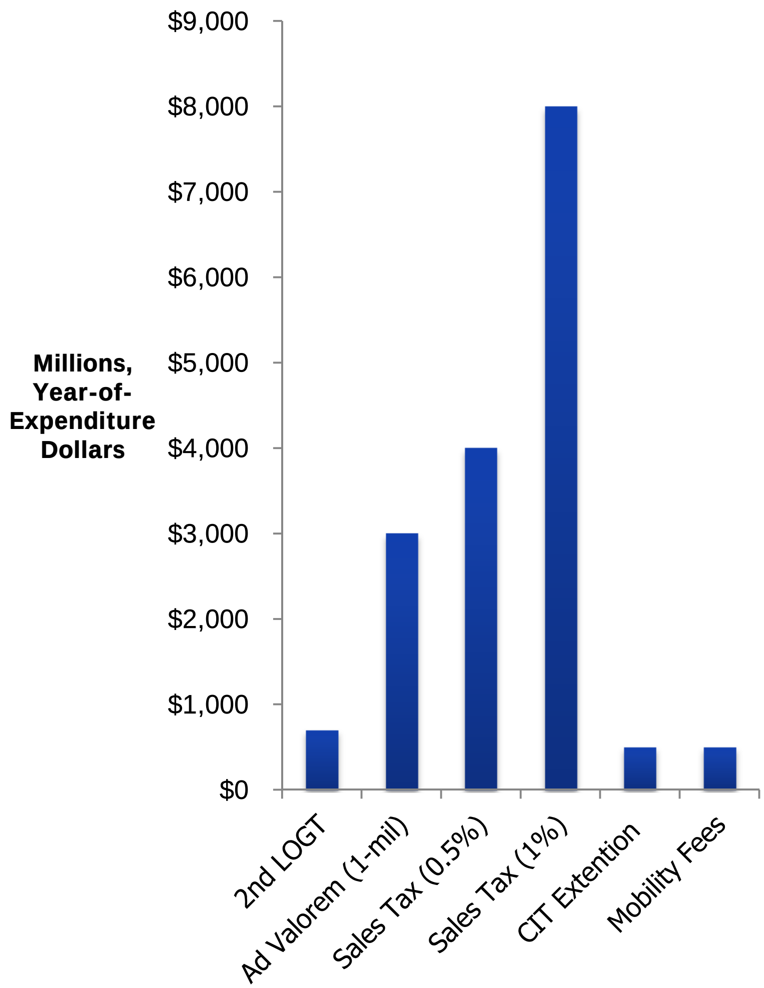


Figure 4-12 *Potential New Local Funding Sources, FY 2021-2040*

Total of All Funding Sources

In **Figure 4-13,** all expected and potential funding sources are shown in their projected amounts. The funding source with the highest potential would be sales tax with almost $9 billion in funds by 2040 followed by State Highway System O&M with just over a projected amount of $2 billion by 2040.

Support for New Funding Sources

In 2010, Hillsborough County voters did not approve a proposed one cent Charter County & Regional Transportation Surtax that would have funded a variety of transportation projects including roads, expanded bus service and rail. About 43% of the revenues raised by the sales tax were projected to go to rail while the remaining would go to bus and road projects. After the referendum was voted down, the Hillsborough MPO conducted a two-year research study called the 2035 LRTP Post Referendum Analysis to better understand whether there is local citizen interest in raising taxes for transportation investments, and if so, what mix of investments is publicly supported.

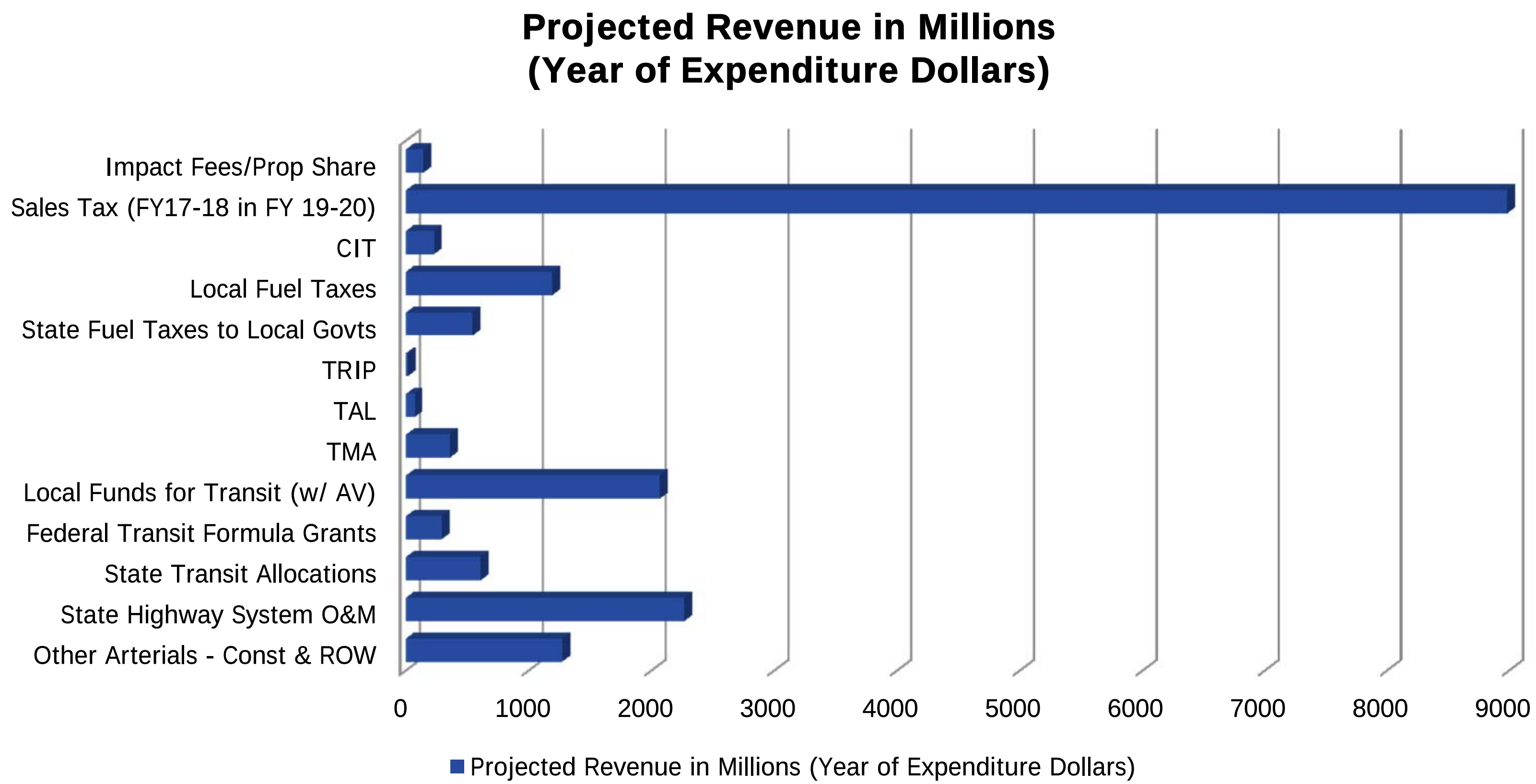


Figure 4-13 *All Expected and Potential Funding Sources and Amounts they are anticipated to raise by 2040*

In the first phase of the Post Referendum Analysis, focus group participants, who were randomly chosen Hillsborough County registered voters, told the researchers that they believe traffic congestion is the result of a failure to plan ahead; that they are frustrated with congested intersections; that walking and cycling are unsafe; there is mistrust in government spending; that they perceived the 2010 referendum as a “rail” referendum with nothing for roads; that the projects to be funded were not clearly defined; and that they would like to see a demonstration of how rail would work successfully in Hillsborough County before investing in a huge countywide rail system.

In the second phase of the Post Referendum Analysis, researchers asked the focus group participants about various kinds of taxes and fees, and showed them various types of transportation improvements that could be made with those funding sources. Funding sources included the local-option gas tax, special assessment districts, tolls on new lanes and overpasses, mobility fees, utility tax, and sales tax. Though each source had its positive and negative points, respondents seemed most receptive to the sales tax because it is broad-based (even tourists contribute) and it raises enough funds to address the county’s transportation issues in a comprehensive way, rather than a patchwork quilt of special districts, developer-impact projects, and/or express toll lanes.

In Phase 3, conducted as a statistically significant telephone poll, respondents were asked about what kind of projects are a high priority for their local government to invest in. The most widely supported projects were road/bridge maintenance, intersection improvements, safer walking facilities, several kinds of bus service, and a demonstration rail line that saves costs by reusing existing, under-utilized rail track. **Figure 4-14** illustrates what kind of projects the respondents deemed were most important.

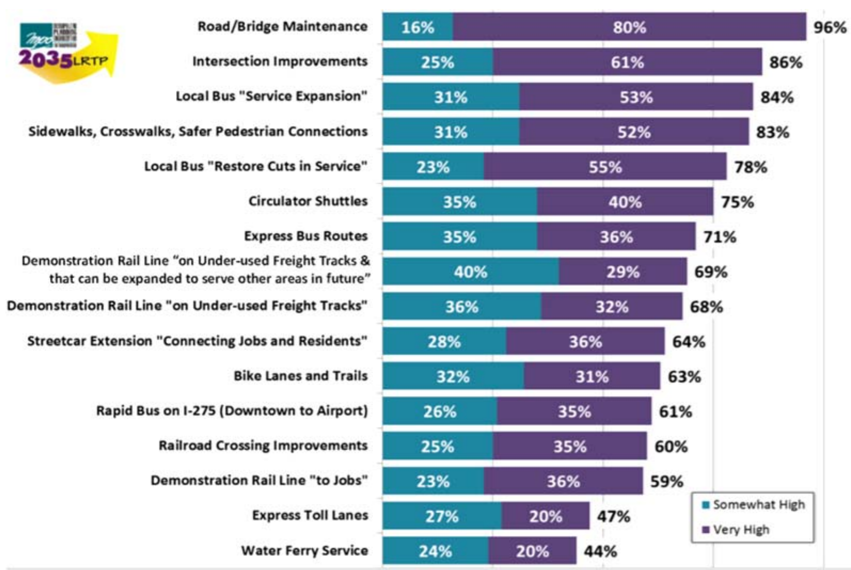


***Figure 4-14** Transportation Investments in Order of Priority, 2012 Phone Poll*

When asked if they would support a one cent sales tax to fund transportation projects, 50% opposed while 48% supported the measure. Of those who would oppose a one cent sales tax for transportation projects, 17 percent indicated they would change their minds if it were lowered to ½ cent instead of one cent.

These findings suggest there may be opportunities to create a package that appeals to a majority of voters, by adjusting spending levels, refocusing the plan on popular types of projects, demonstrating that the investments would be part of a comprehensive but incremental strategy, increasing transparency and accountability in the use of the new revenues, or possibly through other strategies that could be the subject of additional research. **Figure 4-15** shows how many more people who voted against a 1 cent sales tax would support a ½ cent sales tax.

When the survey respondents were asked about other methods of funding transportation projects, the next most popular was a property tax increase of $50 per year. A five cent gas tax was a much less popular choice. **Figure 4-16** summarizes the respondents' thoughts about other kinds of taxes to fund transportation projects.

Respondents were also asked an open-ended question about what is the most important issue facing Tampa Bay today. Nearly half of respondents referenced jobs and the economy, with transportation being the second most frequently

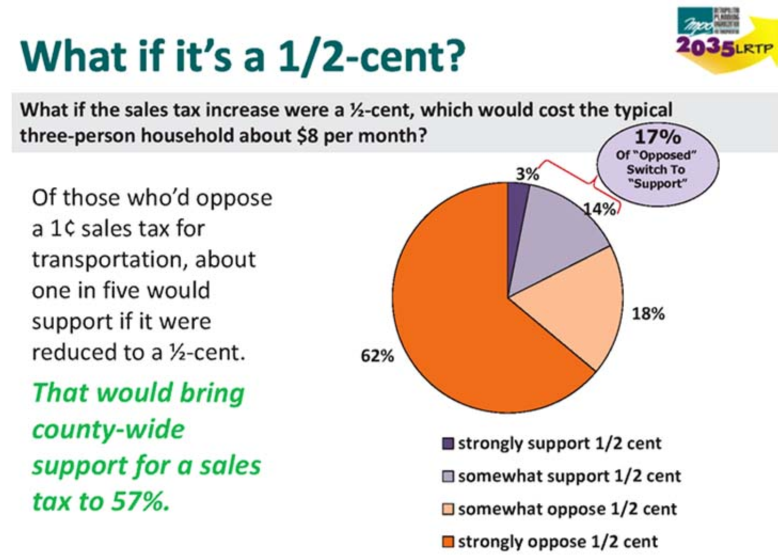


Figure 4-15 *Of Those Who Did Not Support a 1 Cent Sales Tax, 17% Would Support a ½ Cent Sales Tax, 2012 phone poll*

mentioned issue. This finding is similar to a statistically significant poll from 2008, when taxation (especially property taxes) was the most frequently cited issue, with traffic congestion again coming in second place. These findings suggest that transportation continues to be on the minds of Hillsborough County residents. In other words, there is public perception that there is a problem to be solved. **Figure 4-17** illustrates that jobs and the economy was what respondents in 2012 thought were the most important issues.

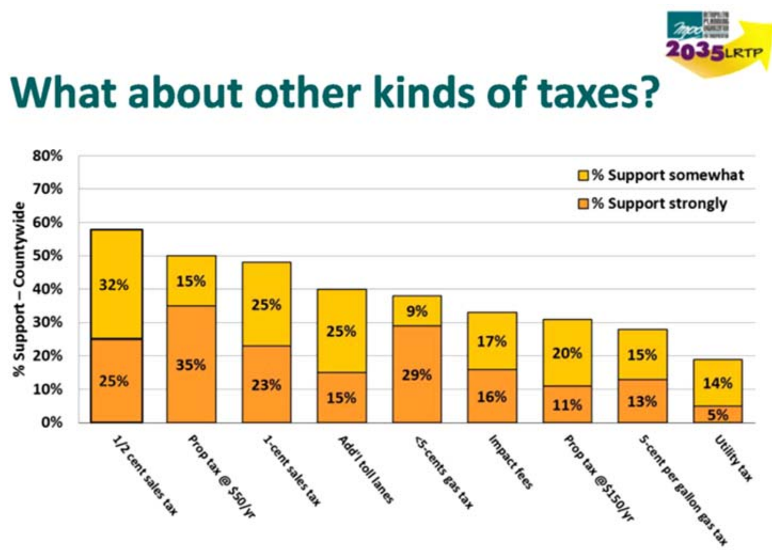


Figure 4-16 *What About Other Kinds of Taxes, 2012 phone poll*

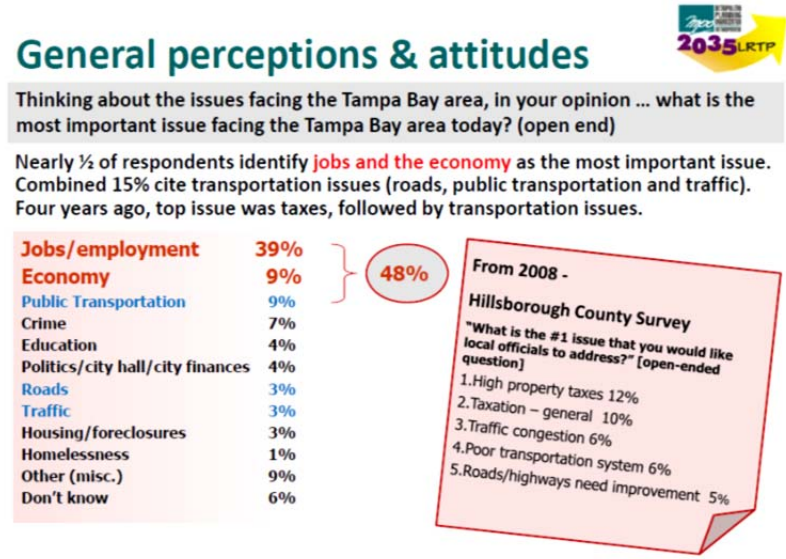


Figure 4-17 *Important Issues Facing Our Community, 2012 Phone Poll*

The Imagine 2040 Plan Funding and Investment Scenarios

To explore what transportation improvements could potentially be afforded with existing and potential new funding sources, the MPO drafted eight financial scenarios. The scenarios vary by total funding, by revenue source, by type and level (from Level 1 – low – to Level 3 – high) of program investments, and are intended to generate discussion of options rather than to detail every conceivable alternative. Major highway and transit capacity projects serving business and job centers (called "Key Economic Spaces") are also shown in each scenario. Each scenario is summarized with a bar chart that details the funding sources and investments. State Intermodal System (SIS) funding and expenditures, as well as local developer committed and toll-funded projects, are not shown in the bar charts, as those remain constant across all eight scenarios. All costs are in year of expenditure millions of dollars.

i. Scenario 1: Existing Revenues, Existing Spending (Baseline Scenario)

Scenario 1 is the baseline scenario and is depicted in **Figure 4-18.** The revenues are a mix of state maintenance and non-SIS highway funds, metropolitan grants, transit revenues, local government gas tax, impact fees/proportionate share funds from developments, and existing CIT and equal approximately $9 billion by 2040. No new revenue sources are identified in Scenario 1. The investments are a mix of projects and programs that include system preservation, crash mitigation, bus/transit services, vulnerability reduction, congestion management, transportation disadvantaged services, trails/sidepaths, and highway capacity. In Scenario 1, system preservation and bus service projects consume most of the available funding. Most program expenditures are at the low investment level for this scenario. **Figure 4-19** is a map of the major capacity projects that could be afforded under Scenario 1.

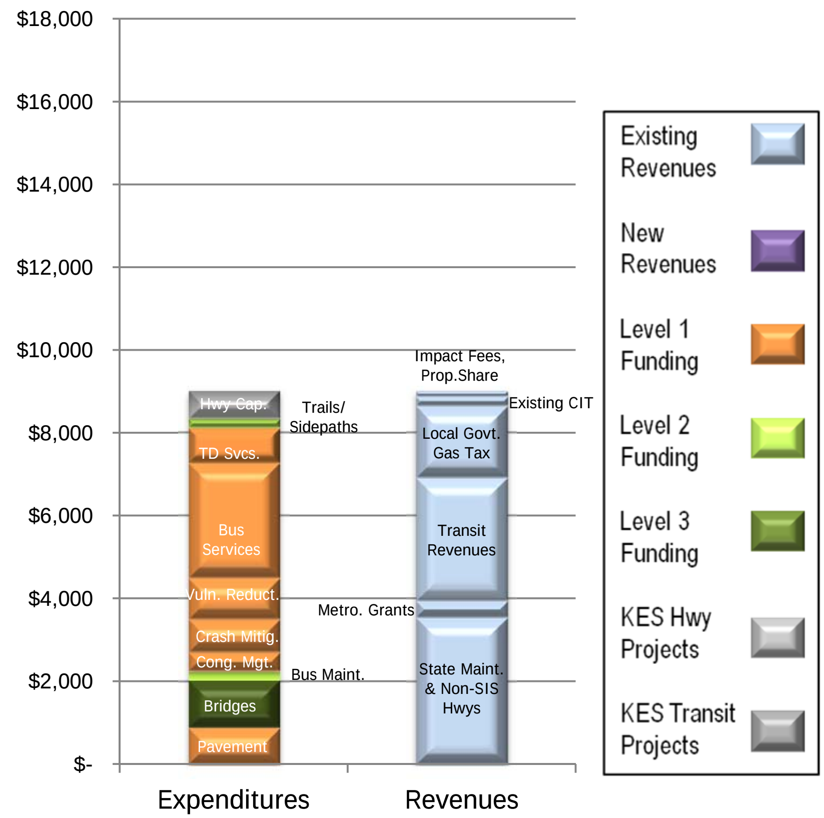


***Figure 4-18** Scenario 1 Expenditures and Revenues ($ Million)*

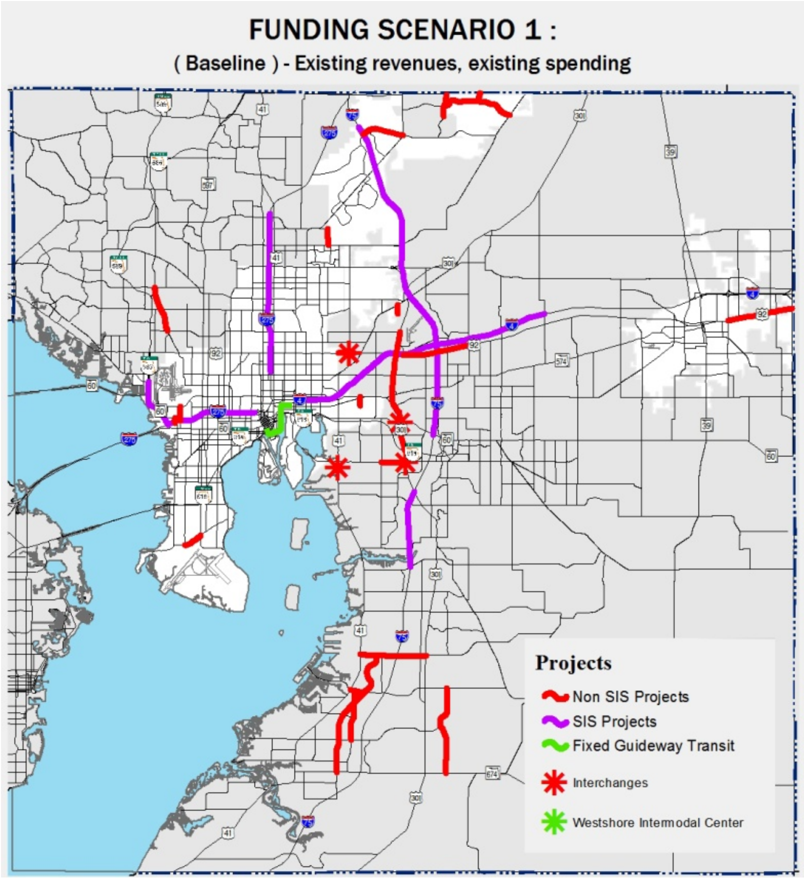


Figure 4-19 *Map of Scenario 1 Major Capacity Projects*

ii. Scenario 2: Existing Revenue, Refocused on Programs Rather than Road Widening

In Scenario 2, the revenue sources and amounts are the same as Scenario 1. By removing major road capacity projects from the spending mix, the investment in Crash Mitigation can reach Level 2. However, all other investment programs remain as shown in Scenario 1. **Figures 4-20 and 4-21** illustrate what could be afforded in this scenario.

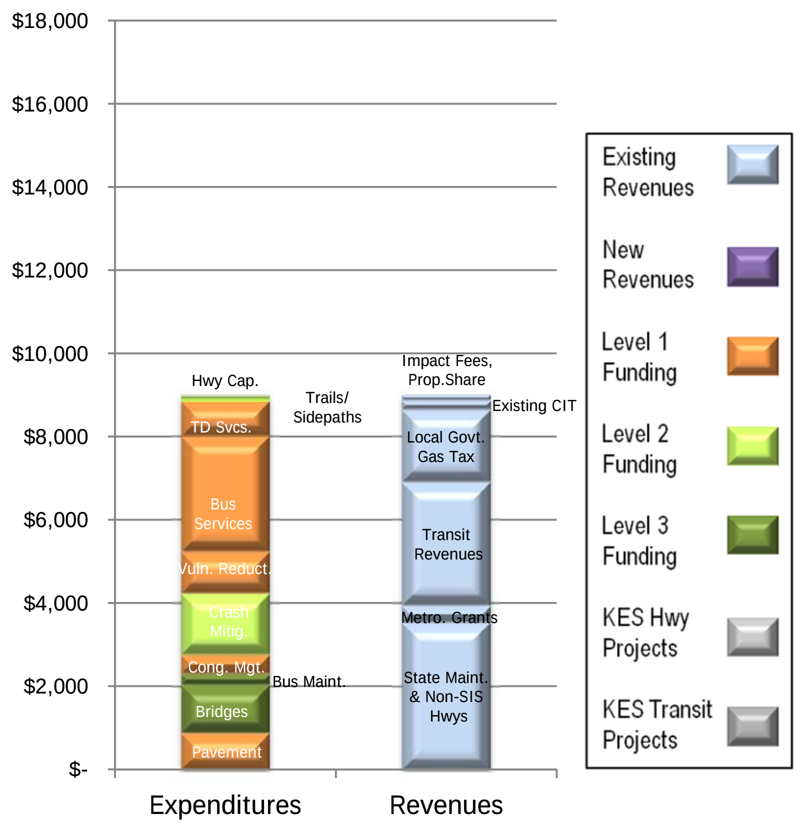


Figure 4-20 *Scenario 2 Expenditures and Revenues ($ Million)*

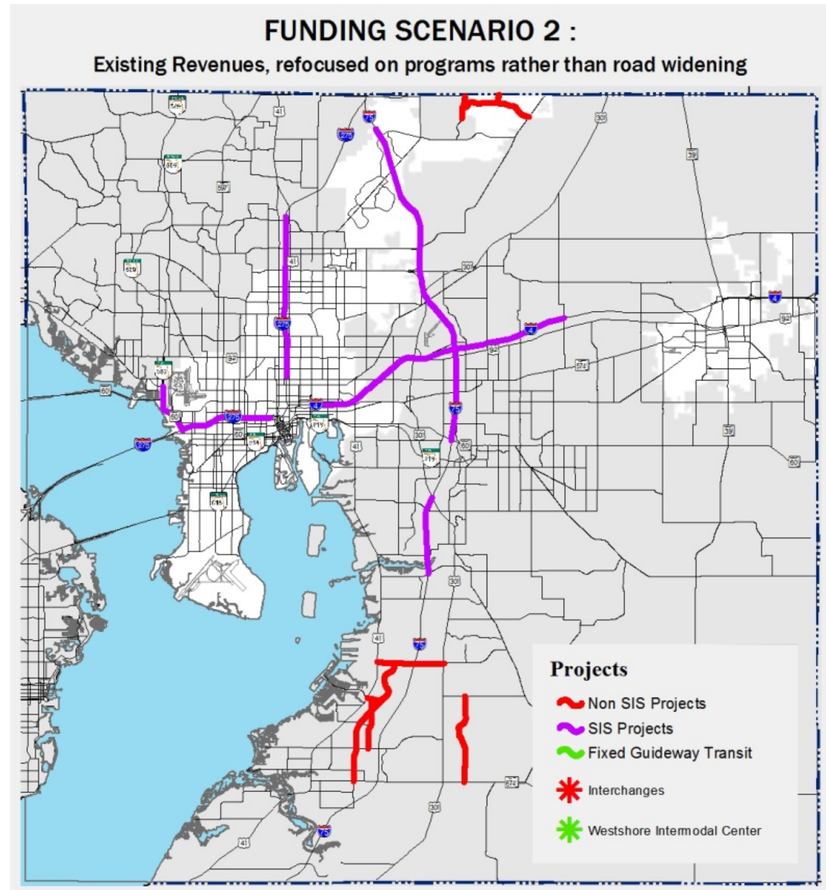


Figure 4-21 *Map of Scenario 2 Major Capacity Projects*

iii. Scenario 3: Enhanced Revenues but No New Tax Referendum

In the third scenario, revenues increase to approximately $12 billion, with new revenue sources such as new CIT funds, new gas tax revenues, and new mobility fees assumed. As shown on the adjacent figure, all programs in this scenario are moved up to medium investment levels except for vulnerability reduction which remains at investment Level 1 and bridges which is at the high investment Level 3. **Figures 4-22** and **4-23** depict this scenario.

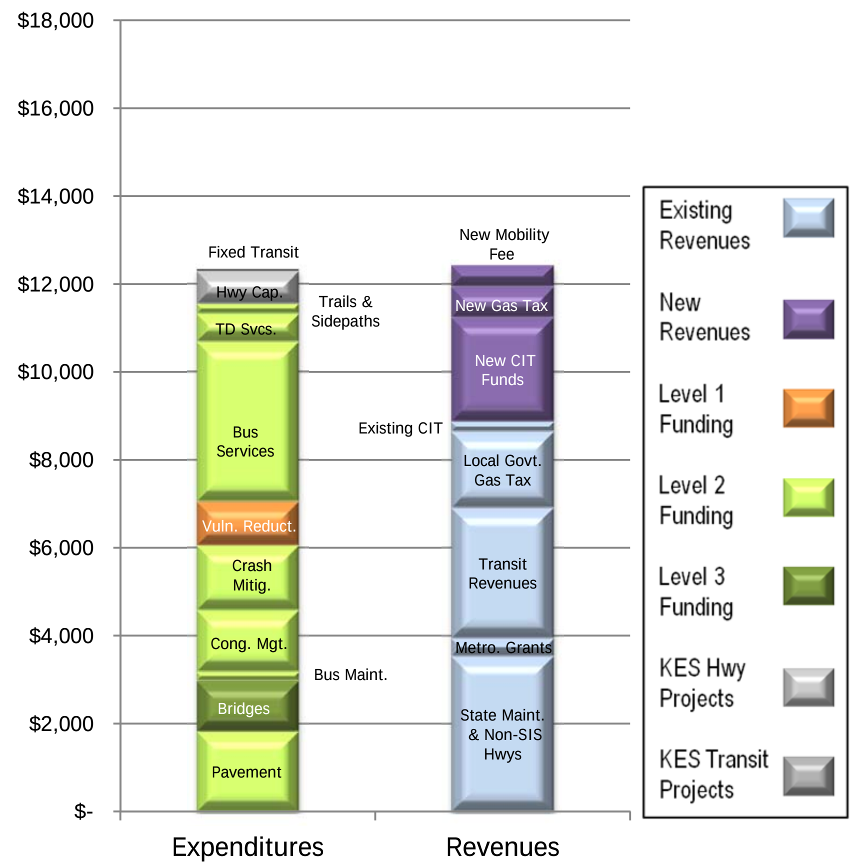


Figure 4-22 *Scenario 3 Expenditures and Revenues ($ Million)*

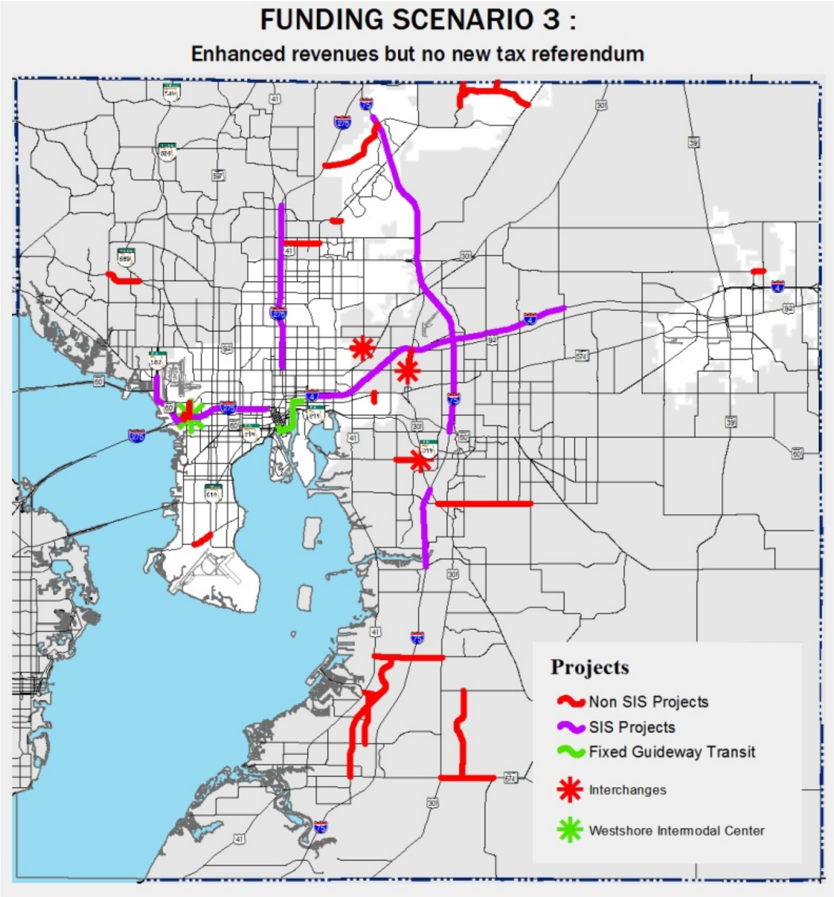


Figure 4-23 *Map of Scenario 3 Major Capacity Projects*

iv. Scenario 4: ½ Cent Sales Tax with Focus on Roads (Local & State Priority Road Projects)

In Scenario 4, shown in **Figures 4-24 and 4-25**, revenues are projected to be over $13 billion which includes a new ½ cent sales tax as the only new additional source of revenue. Bridge Maintenance, congestion management, and crash mitigation are funded at investment Level 3 while other projects are funded at investment Level 1.

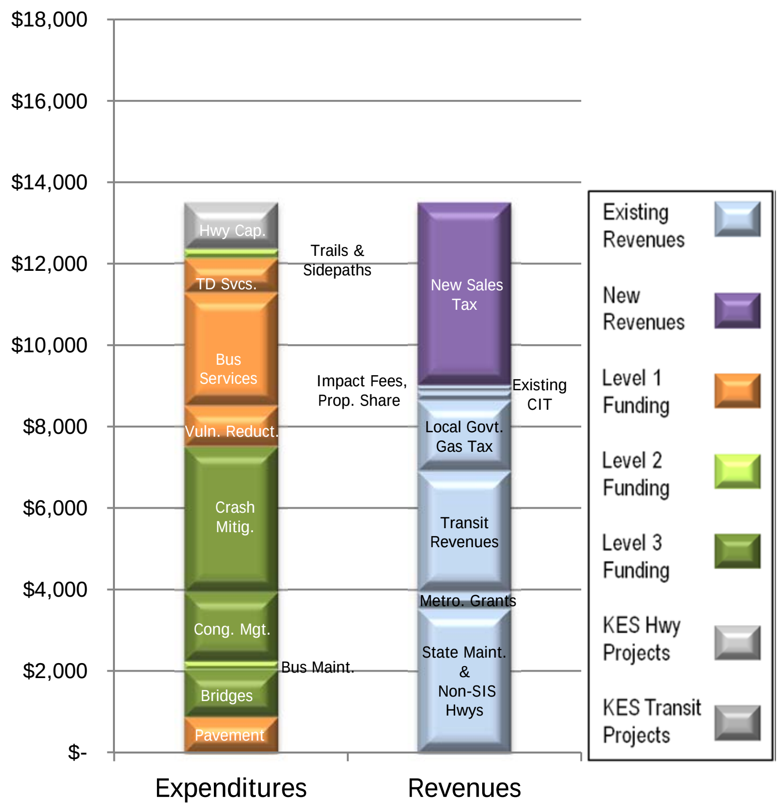


Figure 4-24 *Scenario 4 Expenditures and Revenues ($ Million)*

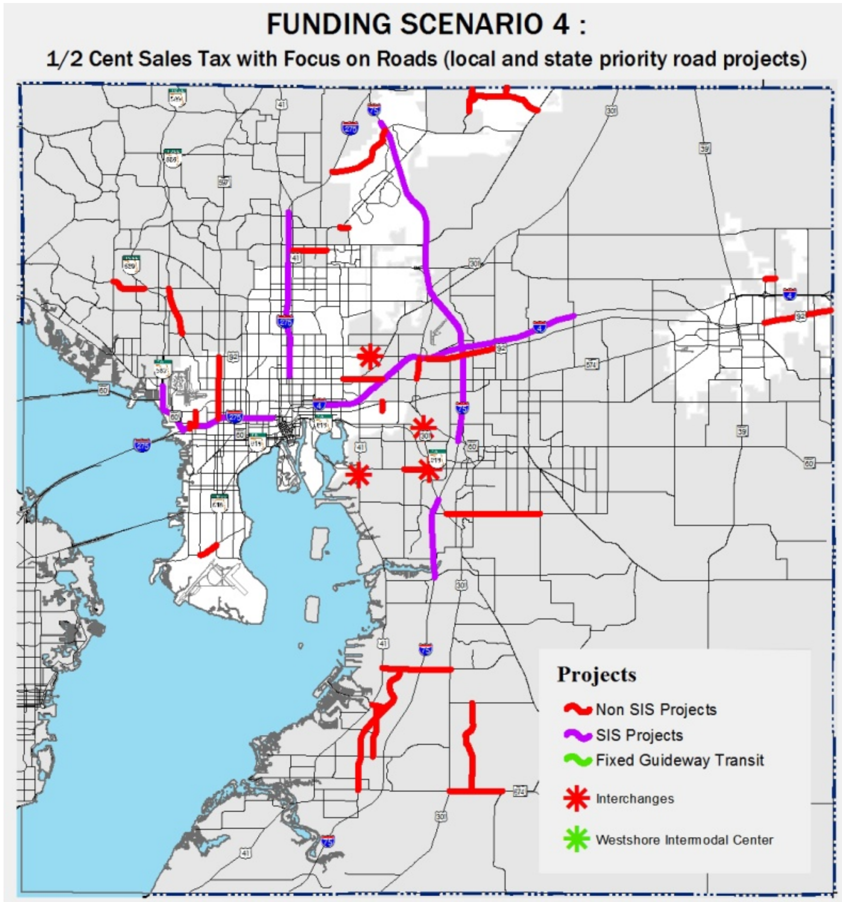


Figure 4-25 *Map of Scenario 4 Major Capacity Projects*

v. Scenario 5: ½ Cent Sales Tax with Focus on Alternatives & Preservation

The revenues for Scenario 5, illustrated in **Figure 4-26**, are the same as Scenario 4, but bridge projects, bus services, transportation disadvantaged services, trails and sidepaths are all funded at investment Level 3. Fixed-guideway transit projects are also funded in this scenario. **Figure 4-27** is a map showing major capacity projects with Scenario 5 and **Figure 4-28** is a map showing fixed-guideway investments in Scenario 5 and shows a forecast of daily transit ridership (boardings and alightings) by station.

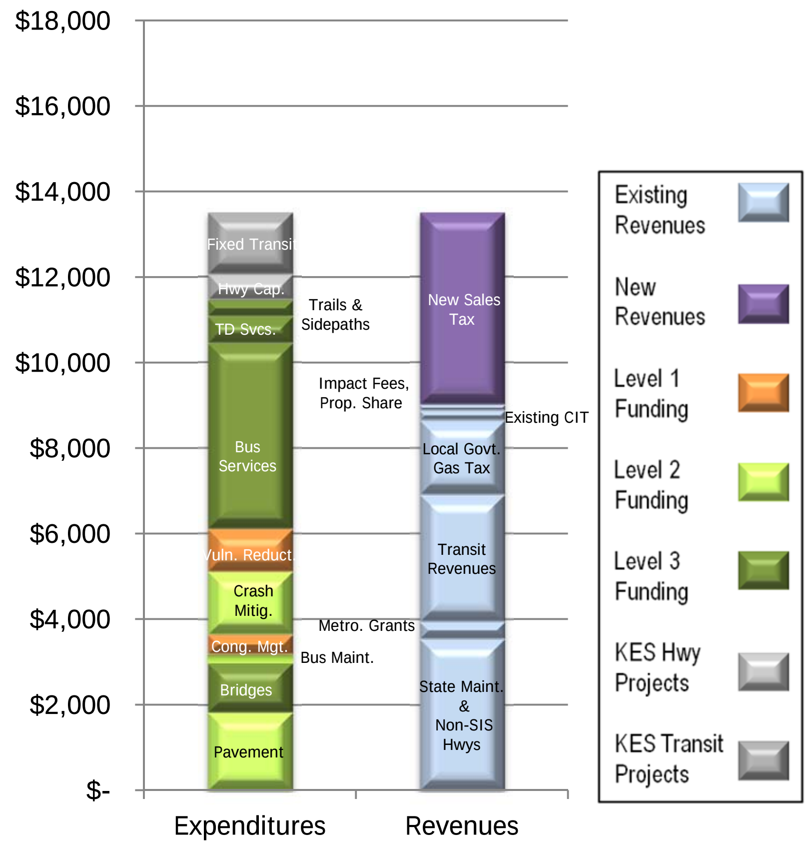


Figure 4-26 *Scenario 5 Expenditures and Revenues ($ Million)*

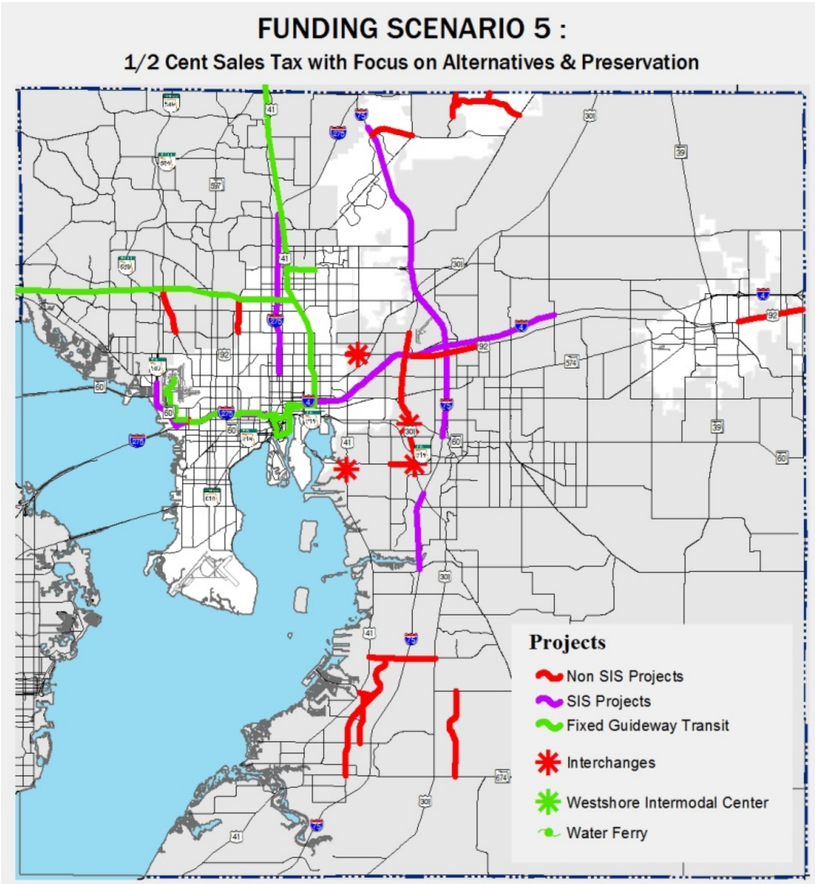


__Figure 4-27__ Map of Scenario 5 Major Capacity Projects

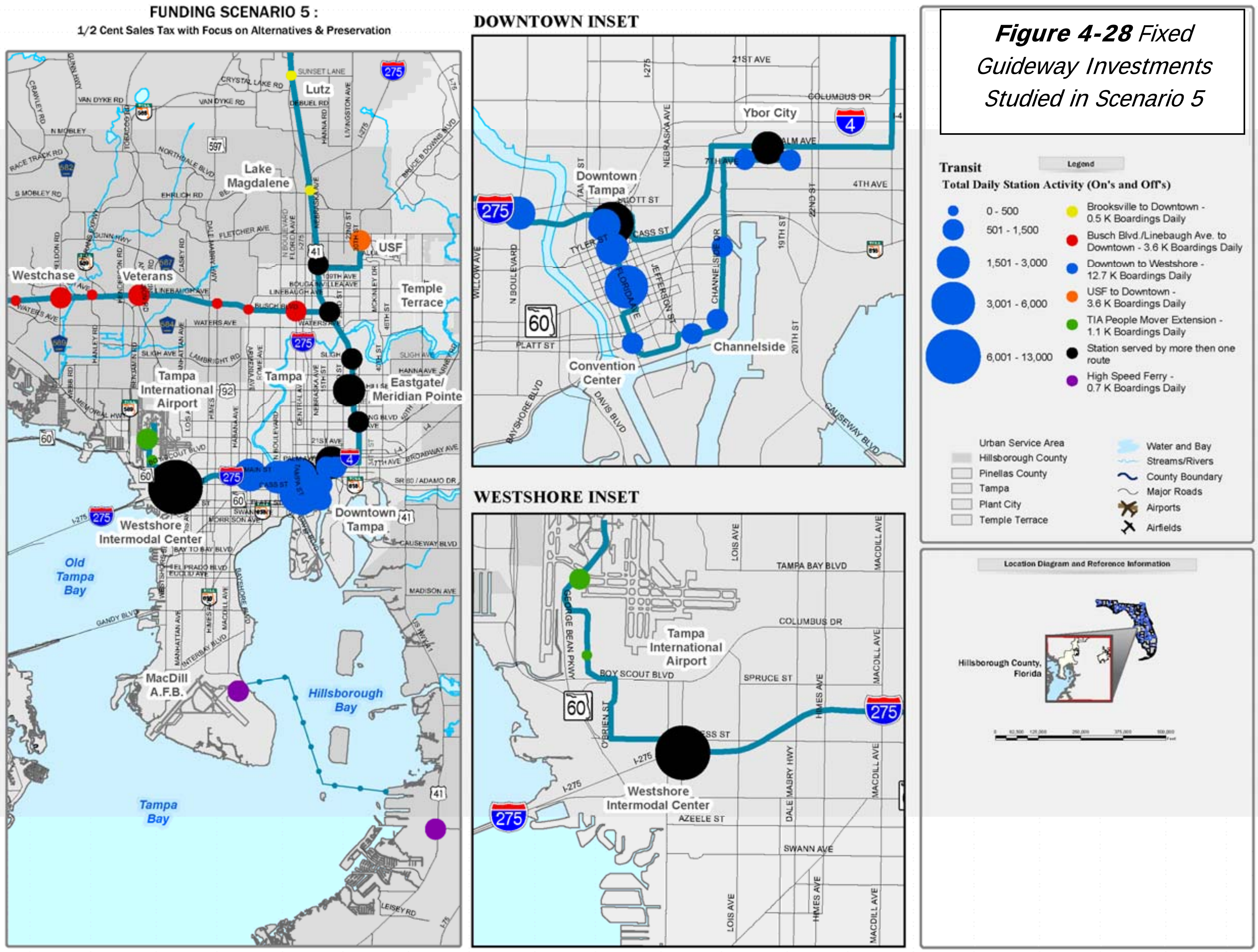


Figure 4-28 *Fixed Guideway Investments Studied in Scenario 5*

vi. Scenario 6: ½ Cent Sales Tax with Focus on Roads (High Delay-Reduction Road Projects)

In Scenario 6, shown in **Figures 4-29 and 4-30**, the revenue sources and anticipated amounts are the same as in Scenarios 4 and 5. Crash mitigation, congestion management, and bridge maintenance projects are funded at investment Level 3 while most other programs are funded at investment Level 1. Remaining funds were allocated to capacity projects on high-delay roads.

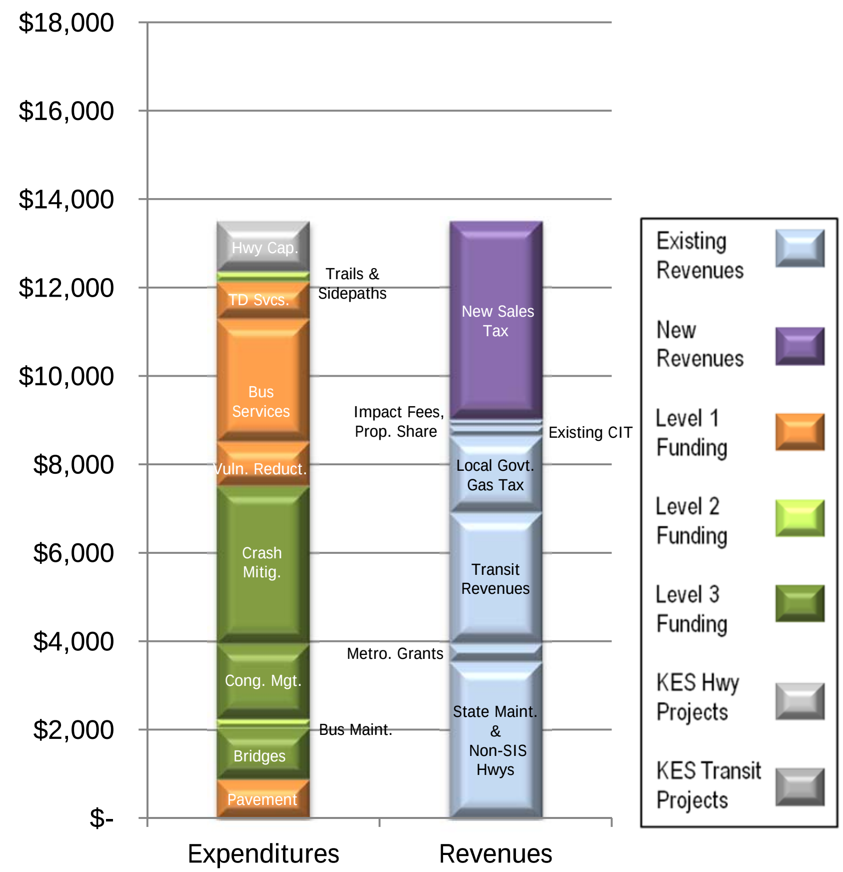


Figure 4-29 *Scenario 6 Expenditures and Revenues ($ Million)*

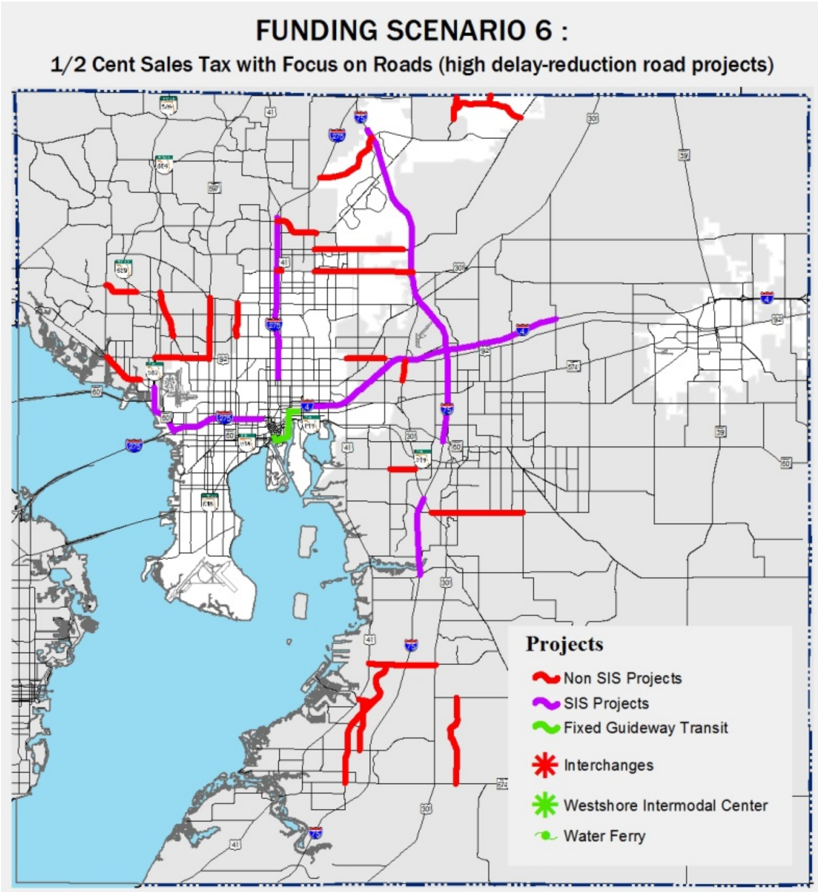


Figure 4-30 *Map of Scenario 6 Major Capacity Projects*

vii. Scenario 7: 1 Cent Sales Tax and Roll Back HART Ad Valorem Tax

Scenario 7 assumes a larger new sales tax is implemented, which brings total funds to a projected $18 billion over a 20-year period. The sales tax revenues are split equally between transit and non-transit projects and the HART ad valorem roll-back is deducted from the transit share of the expenditures. All programs are funded at investment Level 3, except for crash mitigation, vulnerability reduction, and trails and sidepaths which are all funded at investment Level 2. In Scenario 7, approximately $3 billion are set aside for highway capacity and fixed-guideway transit projects. **Figures 4-31** and **4-32** show this scenario. **Figure 4-33** illustrates fixed-guideway investments and a forecast of daily transit ridership (boardings and alightings) by station as proposed in Scenario 7.

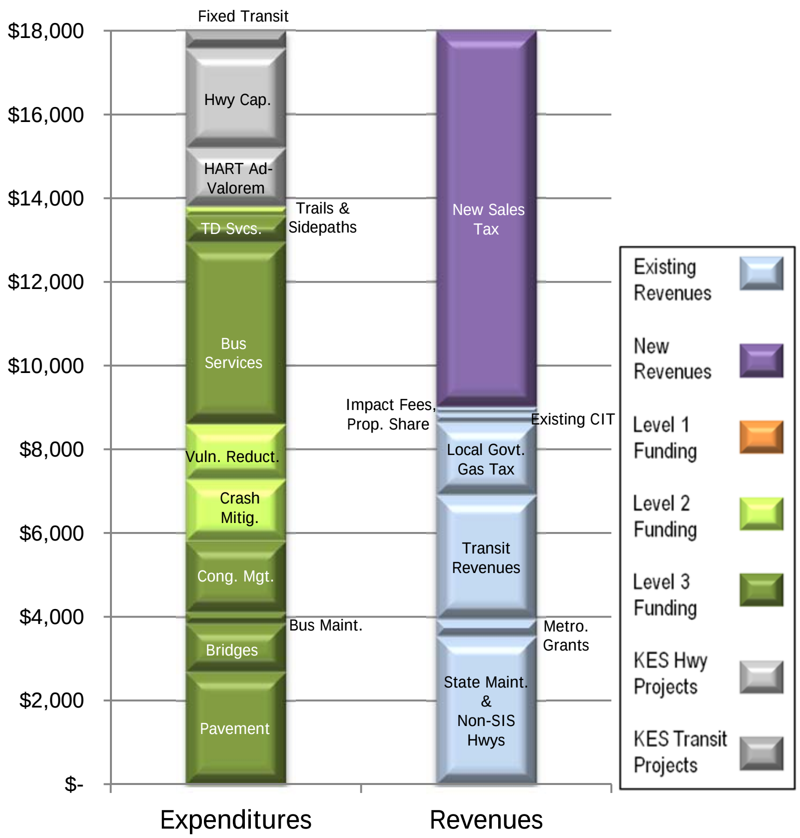


Figure 4-31 *Scenario 7 Expenditures and Revenues ($ Million)*

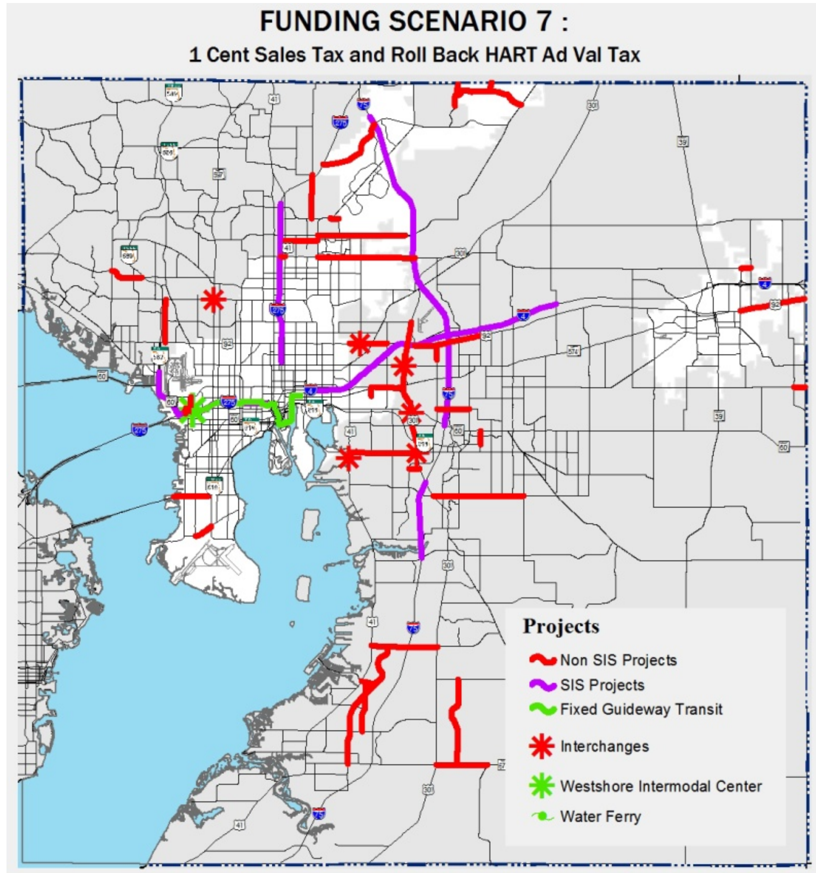
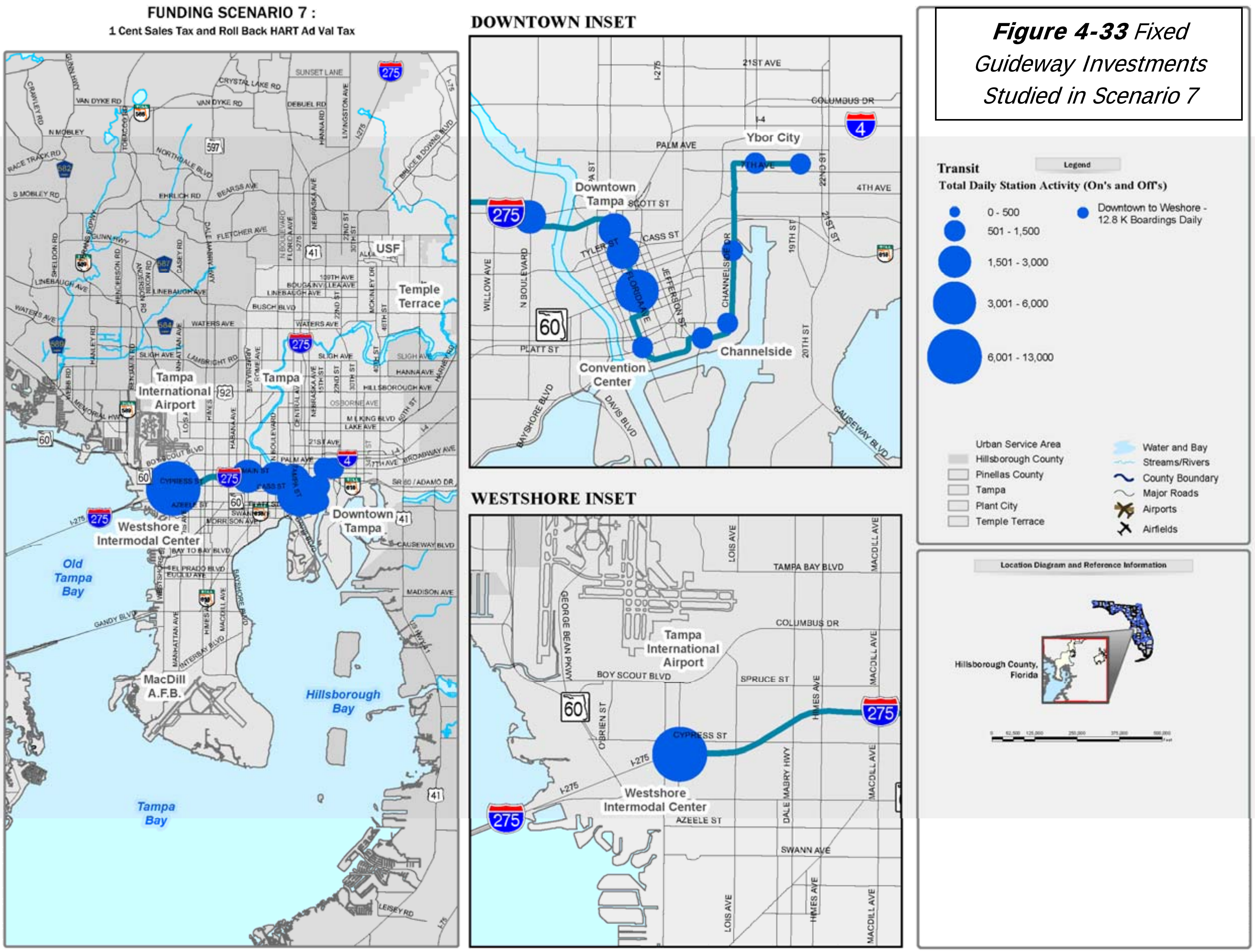


Figure 4-32 *Map of Scenario 7 Major Capacity Projects*

Figure 4-33 *Fixed Guideway Investments Studied in Scenario 7*



viii. Scenario 8: 1 Cent Sales Tax and Fully Fund Programs

In Scenario 8 the projected revenues and sources are the same as in Scenario 7. All programs are funded at investment Level 3 while approximately $2 billion is set aside for highway capacity and fixed transit projects. **Figure 4-34, 4-35** and **4-36** illustrate this scenario.

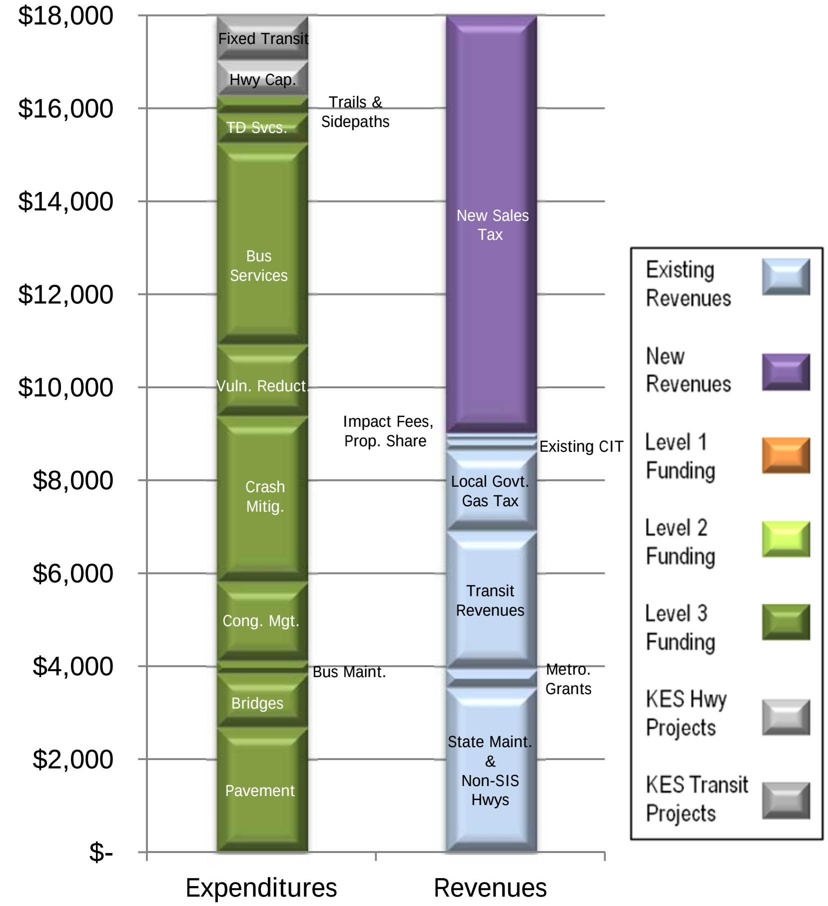


Figure 4-34 *Scenario 8 Expenditures and Revenues ($ Million)*

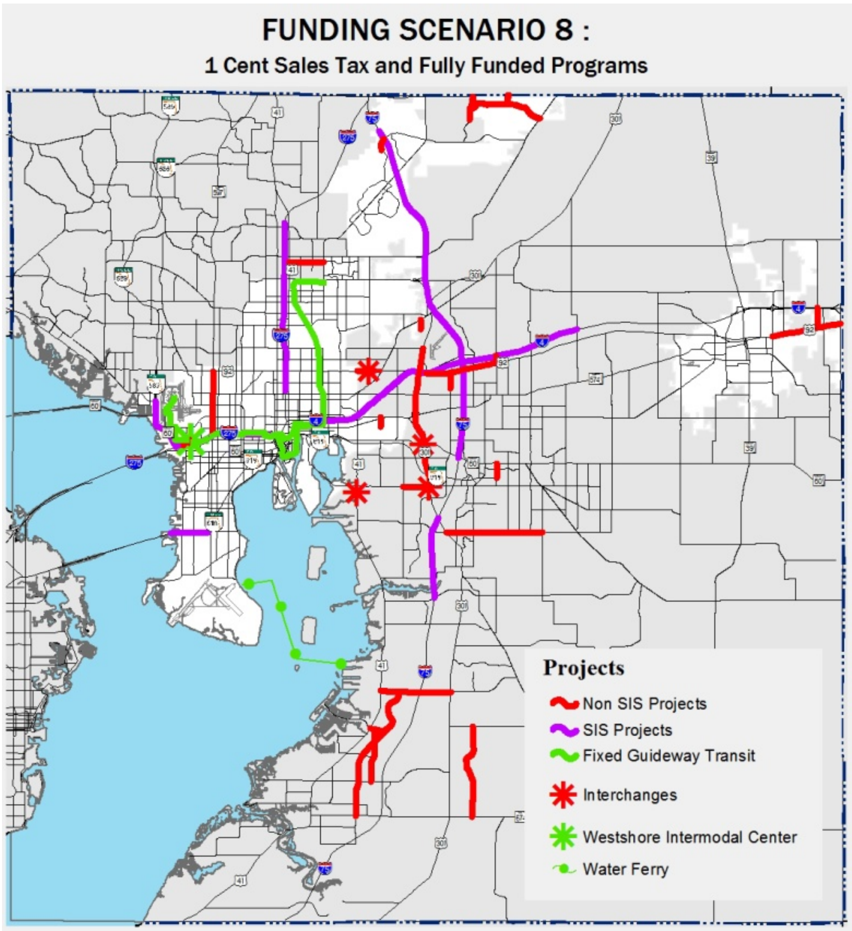
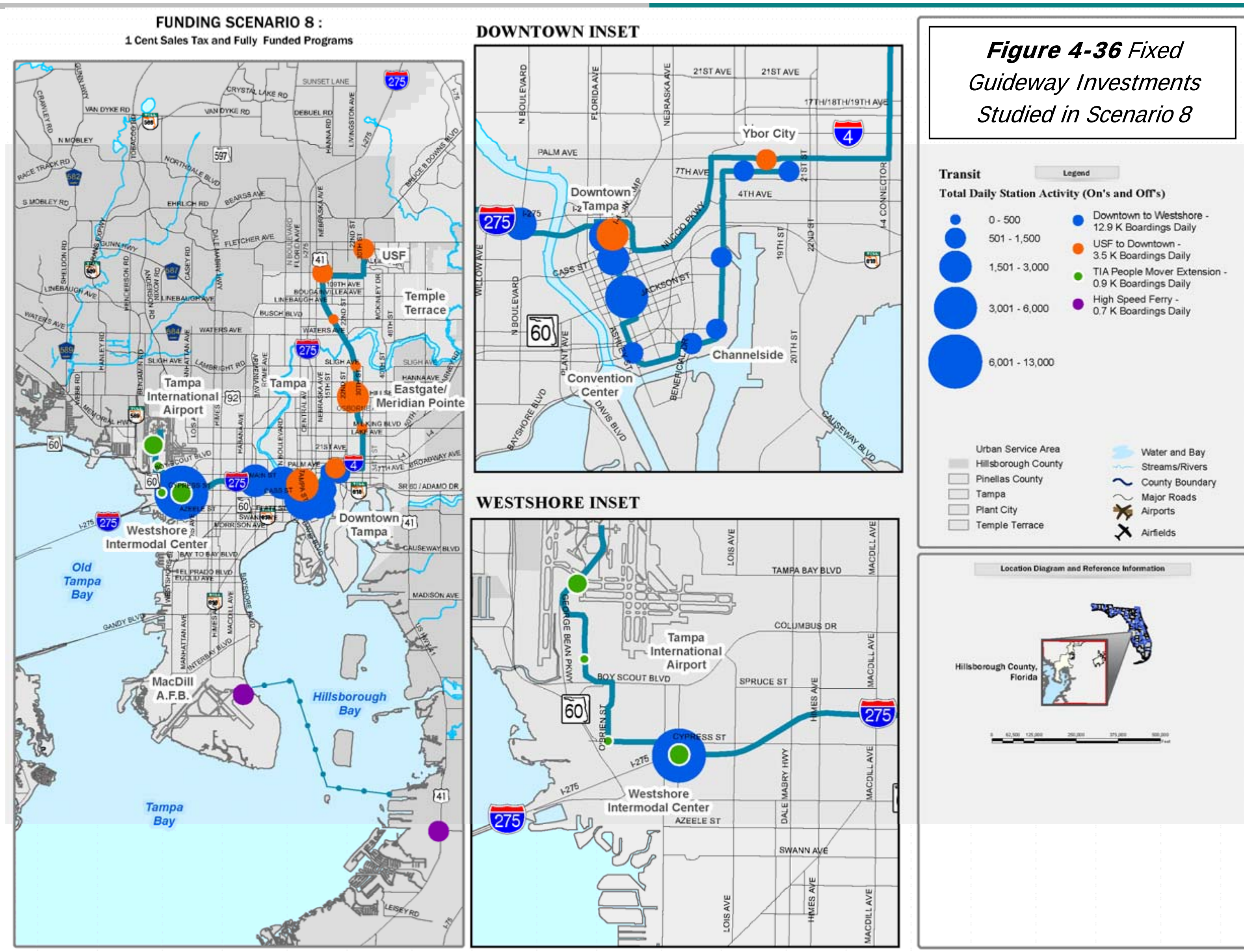


Figure 4-35 *Map of Scenario 8 Major Capacity Projects*

Figure 4-36 *Fixed Guideway Investments Studied in Scenario 8*



Performance of Scenarios

As a comparison between the funding scenarios, vehicle hours of delay and transit riders in 2040 were analyzed for each funding scenario. **Figure 4-37** describes the vehicle hours of delay in 2040 while **Figure 4-38** provides the number of weekday transit riders (bus and rail) in 2040 under each funding scenario.

Vehicle Hours of Delay (per day in 2040, countywide, thousands of hours)

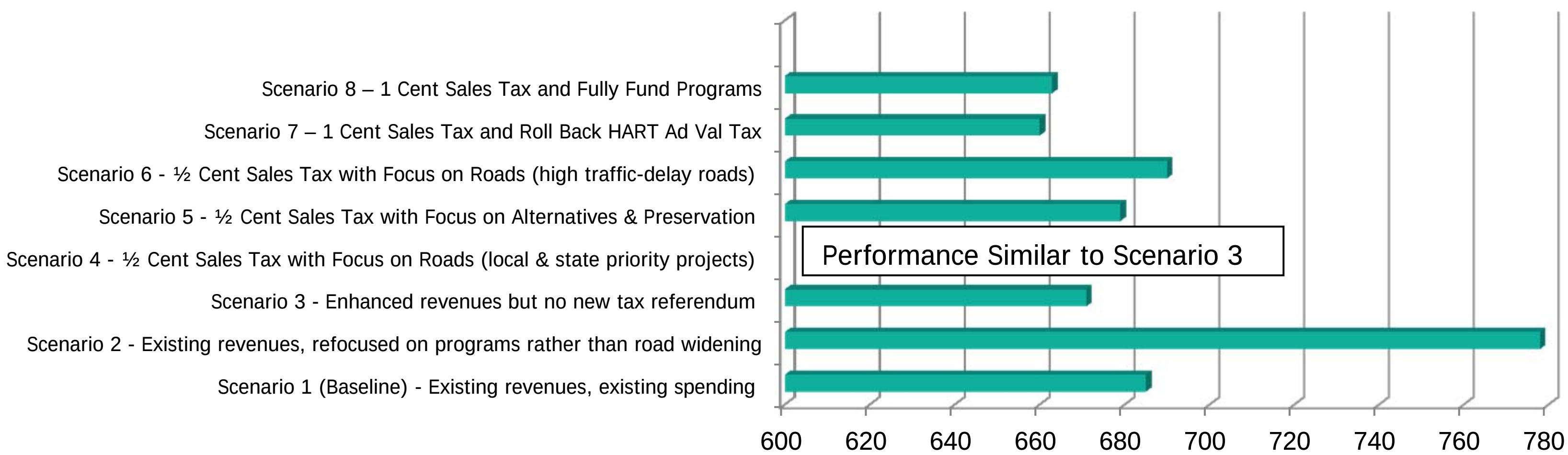


Figure 4-37 *Vehicle Hours Delay in 2040 with each Funding Scenario*

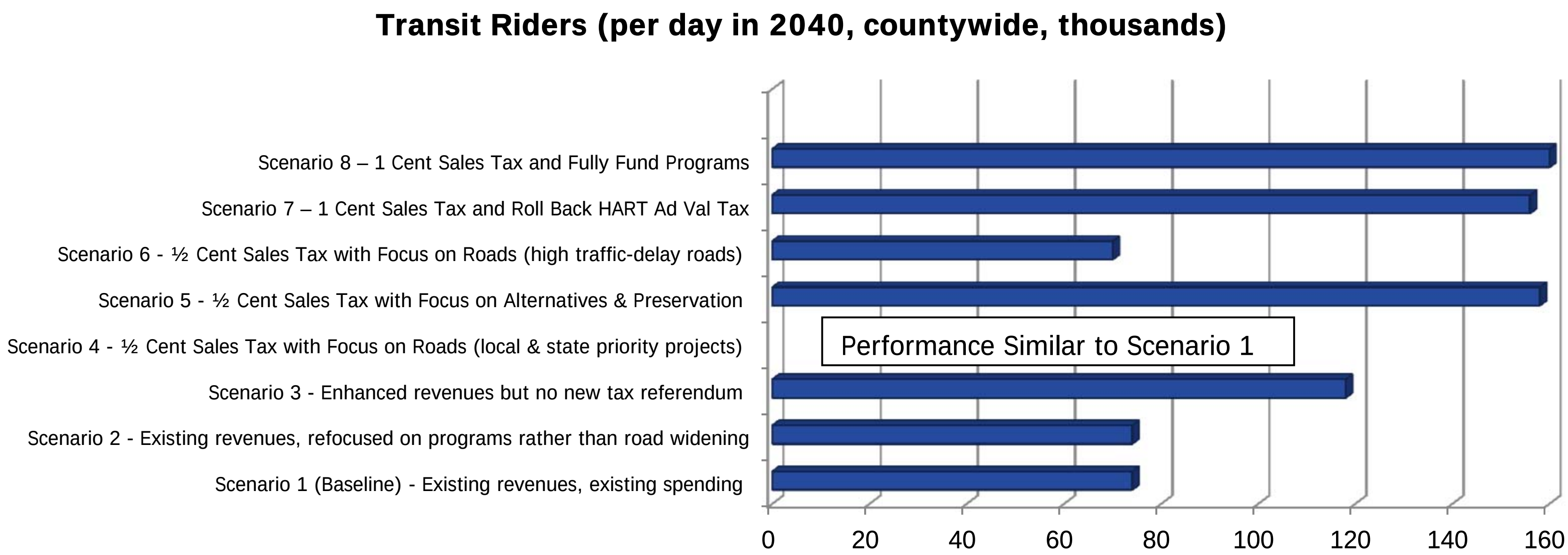


Figure 4-38 *Number of Transit Riders in 2040 with each Funding Scenario*

Public Engagement for *Imagine 2040* Part 2

In July 2014, public outreach for Part 2 of *Imagine 2040* was initiated, using a series of events, public meetings and presentations (Speakers Bureau). Concurrent with the presentations, a second part of the *Imagine 2040* county-wide survey was administered. Using a web-based interactive survey, the public could make selections and provide comments on each section to compare with the choices of other survey takers. A companion survey covering the same topics was delivered in presentation at public meetings that featured live audience polling. The survey asked respondents to first choose their top three growth strategies from both a County-wide standpoint and a neighborhood standpoint.

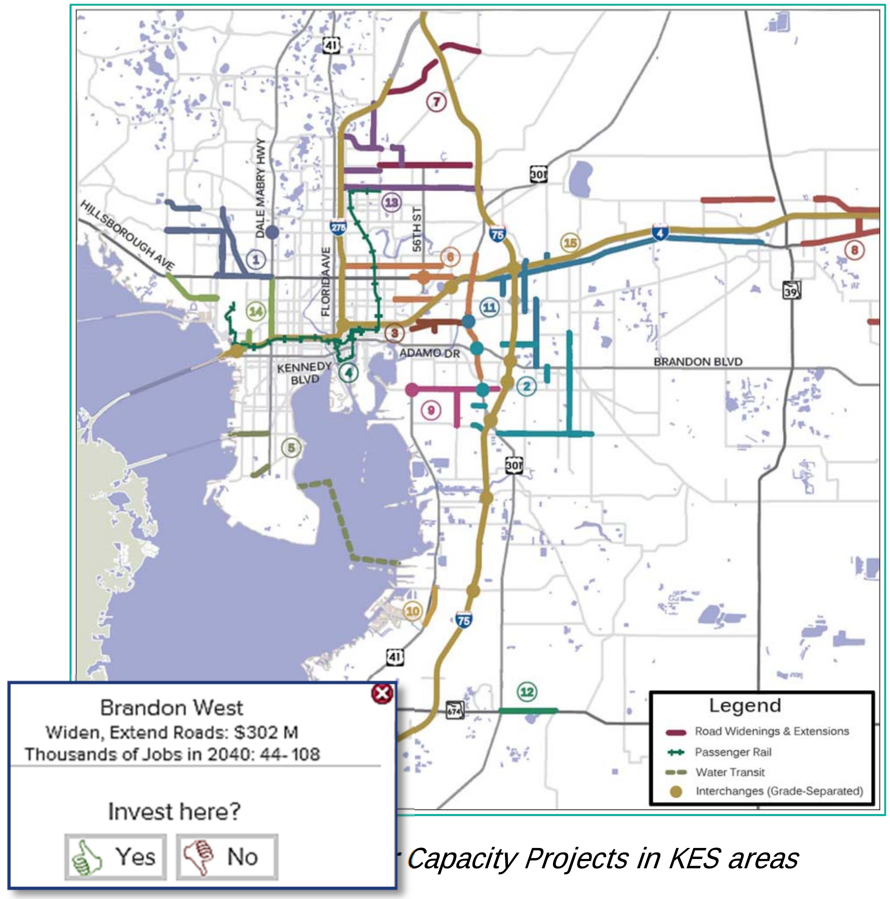
The choices were a multitude of items and scenarios which were given to capture the big picture. The choices included building homes near transit; reducing development rules to facilitate redeveloping existing areas; saving land to build job centers; keeping neighborhood choices; encouraging walkable places; and filling in and reusing spaces already developed spaces. **Figure 4-39** briefly describes the scenarios asked to the public.

> *Approximately 2,400 people responded to the Imagine 2040: Part 2 survey, more per week than during Imagine 2040: Part 1*

***Figure 4-39** Survey Multiple-Choice Question on Growth Strategies*

Next, the survey respondents were asked to prioritize infrastructure investments, including preserving the system, reducing crashes and vulnerability, minimizing traffic for drivers and shippers, and real choices when not driving. Additionally, survey respondents were given a limited budget in which to allocate funds for the infrastructure choices over a 20-year period of spending. Lastly, the survey respondents were asked to allocate any remaining budget on "big-ticket" items such as widening of major roads, building express toll lanes, or rapid transit systems. Respondents were asked to rate the highlighted key economic space (KES) areas with the most businesses and jobs, where investment in those areas could promote economic growth, giving either a "thumbs up" or "thumbs down" to investing in each of the areas. **Figure 4-40** shows the location of "big ticket" projects and an example of a question that respondents gave a "thumbs up" or "thumbs down" to.

Outlined below are the results from Part 2 of the *Imagine 2040* survey. The *Imagine 2040: Part 2 Public Engagement Summary* provides more details. There were approximately 2,400 people who took the survey and submitted their preferences for how Hillsborough County should grow and invest in transportation. The majority of respondents live in the unincorporated area, but 38% of all respondents reside in Tampa. **Figure 4-41** details what part of Hillsborough County the respondents live in. **Figure 4-42** shows that the population density by zip code mirrors the location of *Imagine 2040: Part 2* survey respondents, with the blue dots representing population density in each area.



Capacity Projects in KES areas

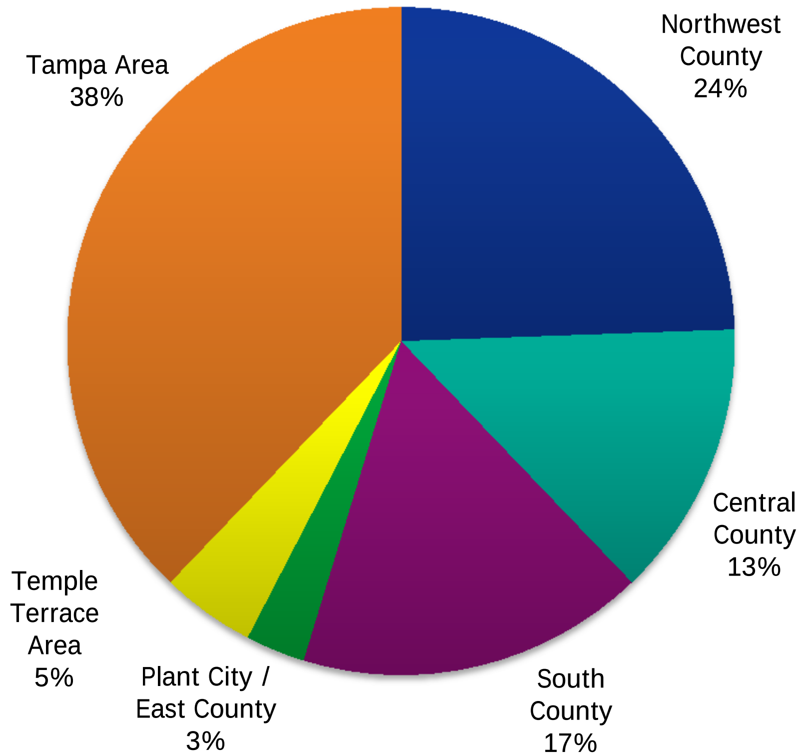


Figure 4-41 *Where Imagine 2040: Part 2 Survey Respondents Reside*

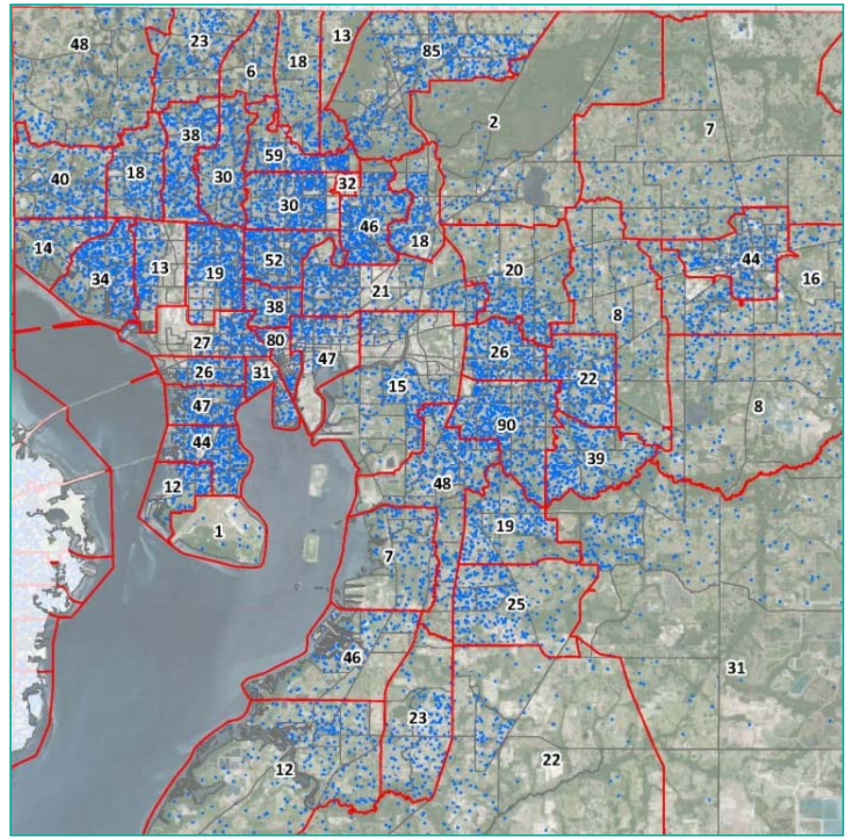


Figure 4-42 *Imagine 2040: Part 2 Survey Responses by Zip Code, With Population Density Shown in Blue*

The survey enabled respondents to see how their preferences would affect the Plan's total funding level. First, they were asked at which investment level they wanted each program funded at. The programs are:

- Preserve the System
- Reduce Crashes and Vulnerability
- Minimize Traffic for Drivers and Shippers
- Real Choices When Not Driving

Investment levels that respondents could choose were low (based on current spending), medium or high as documented in technical memoranda available in the *Imagine 2040 Plan* appendices.

Figure 4-43 details respondents' preferences for investing in each program.

Respondents then were asked about funding major projects in key economic spaces (KES). An interactive map presented the number of jobs forecast for 2040 in each KES, along with illustrative major capacity projects and their estimated costs. To determine funding in KES, respondents were asked to give a " thumbs up" or "thumbs down" to each KES they thought should funds be spent in. As shown in **Figure 4-44,** Downtown Tampa and the USF KES registered the most "thumbs ups", followed by West Brandon and new express toll lanes on Interstate highways.

As respondents selected investment levels and KES to invest in, the interactive survey presented a running tally of expenditures as a bar chart that moved up or down as they made their choices. The survey displayed two warning messages if a respondent's choices exceeded current spending levels, estimated at $5.5 billion through 2040. A message would appear above the expenditures tally bar chart stating "Your plan exceeds current budget," as shown in **Figure 4-45**, and a second message appearing at the bottom of the screen would provide a link to a "revenue options" document describing unlevied sales and gas taxes.

Once the respondents saw how much they spent on funding program choices and projects in KES areas, most of them were over budget, indicating that new revenue sources would be needed to fund their choices. As shown on **Figure 4-45**, 82% of on-line respondents exceeded the current budget, with most spending between $7 billion and $9 billion on the investment programs and major projects.

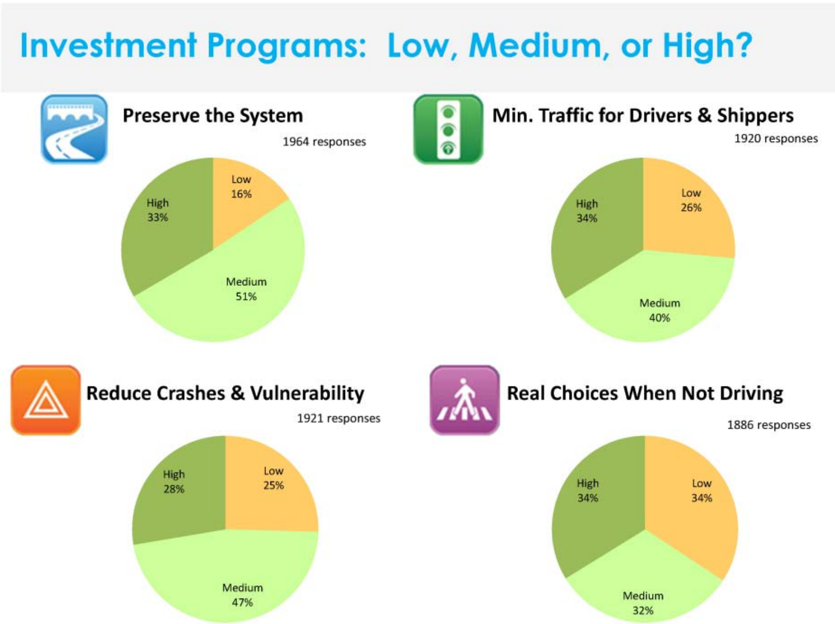


Figure 4-43 *Preferred Funding Level for Each Investment Program*

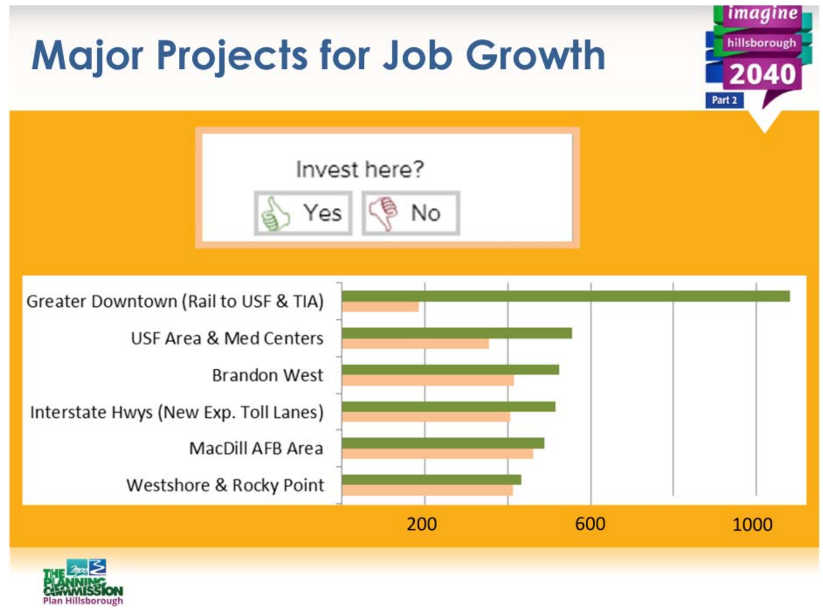


Figure 4-44 *Top areas and number of respondents opting to invest in major capacity projects*

Based on responses from the to the *Imagine 2040* survey, most respondents agreed that the programs should be funded at medium to high levels, and that additional funds should be spent in KES areas with larger employment bases like Downtown Tampa and the USF area as the best way to improve Hillsborough County's transportation system by 2040.

The Imagine 2040: Part 2 survey enabled residents of Hillsborough County to weigh in on the kind of projects they want funded and at what levels of investment. Chapter 5 will document the preferred *the Imagine 2040 Plan* financial scenario and project list.

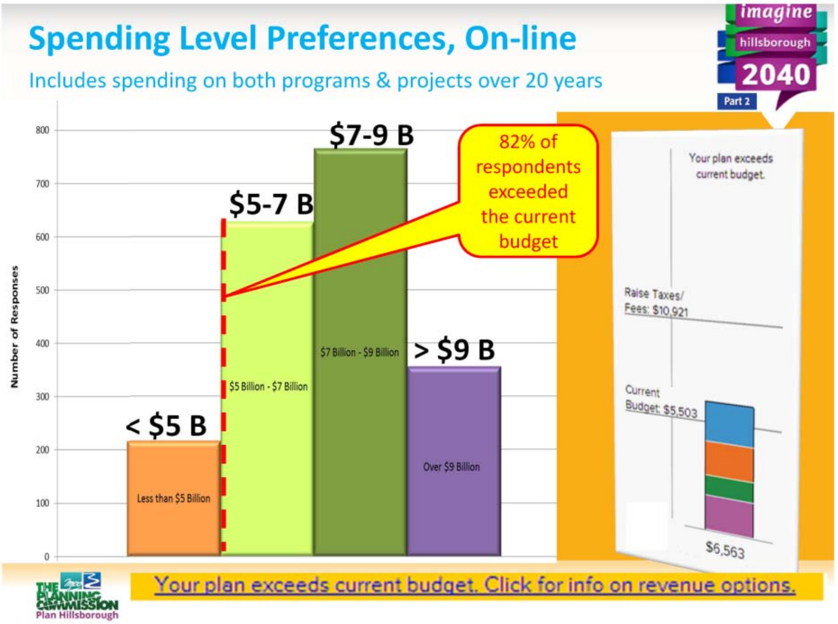


Figure 4-45 *Total Spending Level Preferences of On-Line Respondents*