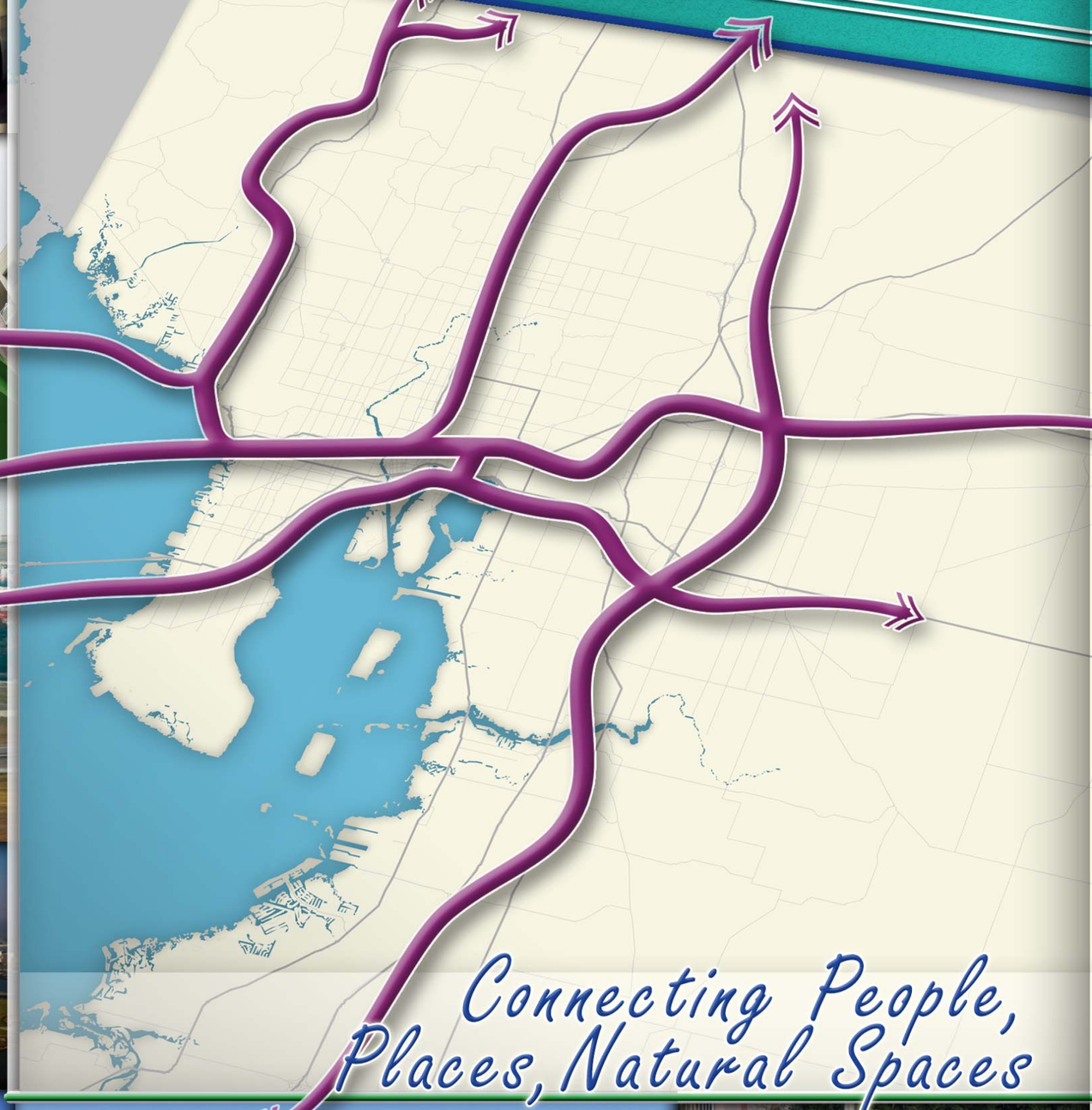
imagine hillsborough 2040

Long Range Transportation Plan

for Tampa, Temple Terrace, Plant City and Hillsborough County



Connecting People, Places, Natural Spaces

MPO METROPOLITAN PLANNING ORGANIZATION FOR TRANSPORTATION

Imagine 2040: Hillsborough Long Range Transportation Plan Summary Report

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Imagine 2040 Long Range Transportation Plan
Summary Report

Errata & Modifications

March 2015

Figure 5-4 Adopted Plan: Overview of Expenditures and Revenues – removed discretionary Federal and State funds.

Figure 5-5 Adopted Plan: Forecast of Revenues and Sources (excluding SIS projects and funding) Revenues – removed discretionary Federal and State funds.

May 2015

Figure 3-34 Longer Range Vision Highway Needs Beyond 2040 – corrected scrivener's error to not show expansion of N. Dale Mabry Hwy to 8 lanes since it is constrained in the County's Comprehensive Plan.

Figure 4-3 Federal and State Highway Funding, FY 2021-2040 and accompanying text – revised to reduce Other Arterials funds by 229.5 million in YOE dollars which was incorrectly assumed to be an additional 22% allocation for PE phases.

Figure 5-5 Adopted Plan: Forecast Revenues and Sources (excluding SIS projects and funding) – revised to reduce Other Arterials funds as discussed above.

Figure 5-10 Minimize Congestion for Drivers and Shippers Program Investments – revised to reduce Other Arterials funds as discussed above and added same amounts to new funding source (e.g. assumed penny sales tax or equivalent) so that the totals remain the same in each time period.

December 2015 (administrative modification)

Figure 5-21 Revised to split Project #122 (MLK Blvd/SR 574) into three projects (#'s 122A, 122B & 122C) and adjusted limits to match FDOT current work program; also clarified that project #142 (US 301) represents an expansion from 2 to 6 lanes to match Figure 5-23.

March 2016 (administrative modification)

Figure 5-15 Revised to adjust limits of project #1006 (I-275) to match FDOT current work program. Previous limits were Jefferson/Orange St to N of Bearss Blvd. Revised limits are from N of MLK Blvd to N of Busch Blvd.

October 2017

Page 1-10 Added hyperlink to MPO Public Participation Plan website page.

February 2018 - Amendment

Figure 3-31 Amended description of Project #1002 to adjust eastern limit to SR 60 match FDOT work program, add express lane transition ramps to and from Howard Frankland Bridge and adjust the cost estimate. Previous eastern limit was Lois Ave.

Figure 3-33 Amended 2040 Needs Capacity Projects Map to include Project #1002 as described above.

Figure 5-15 Amended description of Project #1002 to adjust eastern limit to SR 60 match FDOT work program, add express lane transition ramps to and from Howard Frankland Bridge and adjust the cost estimate. Previous eastern limit was Lois Ave.

Figure 5-20 Amended 2040 Cost Affordable Capacity Improvement Projects Map to include Project #1002 as described above.

April 2018 (administrative modification)

Figure 3-29 Revised to add the unfunded portion of Project 124 (Sam Allen Rd W from Alexander St Ext to W of Paul Buchman Hwy) and designate it as Project 124A.

Figure 5-21 Revised to adjust the limits of Project 124 (Sam Allen Rd W) to match FDOT Work Program (from W of Paul Buchman Hwy to E of Park Rd) and designate it as Project 124B. Also, corrected spelling of miscellaneous roads.

September 2018 (administrative modification)

Figure 3-33 Clarified map legend to indicate fixed guideway transit.

Figure 5-20 Clarified map legend to indicate fixed guideway transit.

June 2019 – Amendments

Figure 3-31 Amended description of Project #1006 (I-275 north of downtown Tampa) to eliminate adding 2 express toll lanes (one in each direction), replacing them with 2 general use lanes (one in each direction), revising the southern limit to N of MKL Blvd, and updating the estimated project costs.

Figure 5-15	Amending description of Project #1006 (I-275 north of downtown Tampa) to eliminate adding 2 express toll lanes (one in each direction), replacing them with 2 general use lanes (one in each direction), revising the southern limit to N of MKL Blvd, and updating the estimated project costs and phasing.
Appendix	Added System Performance Report consistent with FAST Act requirements as a separate document

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Supporting Documents (available on MPO website)

Revenue Forecasts
http://www.planhillsborough.org/wp-content/uploads/2014/09/2040-LRTP-Revenue-Forecasts-Tech-Memo.pdf

Assessments of the Need for Improving Transportation Programs:

Preserving the System
http://www.planhillsborough.org/wp-content/uploads/2014/09/2040-LRTP-System-Preservation-Costs-Benefits-Tech-Memo.pdf

Minimizing Traffic for Drivers & Shippers
http://www.planhillsborough.org/wp-content/uploads/2014/09/2040-LRTP-Congestion-Management-Costs-Benefits-Tech-Memo.pdf
http://www.planhillsborough.org/wp-content/uploads/2014/09/2040-LRTP-Freight-Program-Costs-Benefits-Tech-Memo.pdf

Crash & Vulnerability Reduction
http://www.planhillsborough.org/wp-content/uploads/2014/09/2040-LRTP-Crash-Reduction-Costs-Benefits-Tech-Memo.pdf
http://www.planhillsborough.org/wp-content/uploads/2014/09/2040-LRTP-Vulnerability-Reduction-Tech-Memo.pdf

Real Choices When Not Driving
http://www.planhillsborough.org/wp-content/uploads/2014/09/2040-LRTP-RealChoices_TechMemo.pdf

Major Investments for Economic Growth
http://www.planhillsborough.org/wp-content/uploads/2014/10/Capacity-Cost-Estimates-Tech-Memo.pdf

Growth Forecasts (Socioeconomic Data)
http://www.planhillsborough.org/wp-content/uploads/2014/07/SE-Data-Tech-Memo-2014-7-9-Final.pdf
http://www.planhillsborough.org/wp-content/uploads/2014/07/SE-Data-TM-Appendix-A.pdf

http://www.planhillsborough.org/wp-content/uploads/2014/07/SE-Data-TM-Appendix-B.pdf
http://www.planhillsborough.org/wp-content/uploads/2014/07/SE-Data-TM-Appendix-C.pdf
http://www.planhillsborough.org/wp-content/uploads/2014/07/SE-Data-TM-Appendix-D.pdf
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http://www.planhillsborough.org/wp-content/uploads/2014/07/SE-Data-TM-Appendix-I.pdf
http://www.planhillsborough.org/wp-content/uploads/2014/07/2010-TAZ-Map.pdf

Public Involvement
http://www.planhillsborough.org/wp-content/uploads/2013/12/Imagine2040_Survey_Final_Results.pdf
http://www.planhillsborough.org/wp-content/uploads/2014/05/Imagine_2040_Results_ExecSumm.pdf
http://www.planhillsborough.org/wp-content/uploads/2014/10/NeedsAssessment-PublicEngagement_FINAL_Nov_2014.pdf

Chapter 1: Introduction and Background

Imagine 2040 is the Long Range Transportation Plan update for the Hillsborough MPO. The Plan is also being updated together with the Comprehensive Plans of Hillsborough County, and the cities of Tampa, Temple Terrace, and Plant City. The purpose of updating the plan is to plan for the anticipated approximately 600,000 new people that are projected to call Hillsborough County home in 2040.

The Imagine 2040 Long Range Transportation Plan (Imagine 2040 Plan) is guided by a set of goals, objectives, and policies drawn from numerous sources. The foundation of this plan is the previous version of the Plan known as the 2035 Plan. The

2035 Plan was adopted in 2009 and was last amended in 2011. The 2035 Plan followed the guidelines set forth by the Safe, Accountable, Flexible, And Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The Imagine 2040 Plan will follow the guidelines as outlined in the current Federal Transportation Bill, Moving Ahead for Progress in the 21st Century (MAP-21). As the primary funding mechanism, MAP-21 continues the same planning processes as SAFETEA-LU but adds performance goals, measures, and targets into the planning process.

In addition, numerous state, regional and local transportation plans and studies conducted since the adoption of the 2035 Plan were reviewed and recommendations from those plans have been incorporated into the Imagine 2040 Plan.

In the beginning of the Imagine 2040 Plan, the Hillsborough MPO held open workshops with questionnaires to obtain input from the public about important measures, projects, modes of transportation and sustainability in transportation for Hillsborough County. The input received from the workshops and questionnaires were analyzed along with expected funding sources and revenues to prioritize projects for funding.

The MPO Board includes representatives of four local governments and four transportation authorities

What is an MPO?

A Metropolitan Planning Organization (MPO) is a federally mandated single local agency created by the Federal Highway Aid Act of 1962 to administer federal transportation funds and set transportation project priorities to spend those funds within designated MPO urbanized boundaries.

An urbanized area of over 50,000 people as defined by the Census must have a MPO. An urbanized area of over 200,000 people constitutes a Transportation Management Area (TMA), requiring more in-depth planning.

The Hillsborough MPO is the designated MPO for the Tampa urbanized area which includes the cities of Tampa, Temple Terrace, and Plant City as well as the urbanized areas of unincorporated Hillsborough County. This area is part of the Tampa Bay TMA.

The Hillsborough MPO Board receives recommendations from six advisory committees prior to making planning decisions. Those committees are:

- Technical Advisory Committee (TAC)
- Citizens Advisory Committee (CAC)
- Bicycle/Pedestrian Advisory Committee (BPAC)
- Livable Roadways Committee (LRC)
- Transportation Disadvantaged Coordinating Board (TDCB)
- Intelligent Transportation Systems Committee (ITS).

The MPO serves all of Hillsborough County, a population of approximately 1.2 million people

The MPO Board is composed of elected officials from Hillsborough County, City of Tampa, City of Plant City, City of Temple Terrace, as well as officials from the Hillsborough Area Regional Transit Authority (HART), Hillsborough County Aviation Authority, Tampa-Hillsborough Expressway Authority, Tampa Port Authority, and the Hillsborough County City-County Planning Commission.

In addition, a subcommittee of the MPO Board, the Policy Committee, is made up of at least five members of the MPO who act as a sounding board for issues that will be brought to the MPO Board for action. The Policy Committee discusses items in depth and makes recommendations to the full board. In a less formal setting, members can ask questions and more fully discuss upcoming MPO action items. The Committee also provides guidance to the MPO staff on policy matters.

Technical Advisory Committee

The TAC is comprised of technically qualified representatives employed by a public or semi-public agency that is associated with planning, programming, and/or engineering transportation systems within the Hillsborough MPO planning boundary.

Citizens Advisory Committee

Twenty citizen volunteers comprise the CAC. Thirteen members are appointed by the thirteen voting members of the Hillsborough MPO Board, one represents the Transportation Disadvantaged Coordinating Board (TDCB), and six at-large members represent neighborhoods, the business community, women, persons under 30, Hispanics and African Americans.

Bicycle/Pedestrian Advisory Committee

The BPAC is made up of twenty volunteers: twelve seats are at-large members appointed by the MPO Board while the remaining eight members are held by representatives of local agencies, cities and the county. The mission of the BPAC is to review and recommend bicycle and pedestrian policies and projects to the MPO Board.

Livable Roadways Committee

The LRC comprises volunteers from the public and private sectors to recommend concepts and projects that balance roadway aesthetics into function and safety. Members of the group come from local governments and affiliated agencies, companies, citizen groups and professional organizations that believe in making roadways more comfortable, safe and aesthetically pleasing to all users.

Transportation Disadvantaged Coordinating Board

Eighteen members compose the TDCB. Members represent government agencies, boards, citizens, and one representative from the private transportation industry. The TDCB recommends policies and projects to the MPO Board that improves the transportation options for the elderly, those with physical or mental disabilities, children at risk, and the economically disadvantaged.

Intelligent Transportation System Committee

The final advisory committee is the ITS committee, which includes technically qualified representatives of agencies involved in the planning, programming, engineering, and/or implementation of intelligent transportation systems in Hillsborough County.

Federal and State Requirements

For urbanized areas to be eligible for federal and state funds, the MPO must adopt and maintain a transportation plan covering at least 20 years, and a five year Transportation Improvement Program (TIP). Both of these are required by federal and state laws and mandates. In addition, the MPO often reviews and comments on local, regional, and state plans and projects that affect areas within or in close proximity to the MPO's boundary. Many of these plans are incorporated into the LRTP and/or TIP, and to be eligible for federal and state funds, projects generally must be included in the LRTP and TIP.

MPOs are governed by federal law (23 USC 134), with regulations included in 23 CFR 450. When MPOs were mandated in 1962, federal laws required metropolitan transportation plans and programs be developed through a continuing, cooperative, and comprehensive (3-C) planning process. The thrust of these laws is for the MPO to serve as a forum for collaborative decision-making, with planning to be conducted through a cooperative process with state and local officials as well as all public transportation agencies operating within the MPO's boundaries.

Because the Hillsborough MPO has a population of over 200,000, it qualifies as a Transportation Management Area (TMA) and has to meet additional federal requirements. For example, the MPO is required to establish a Congestion Management Process (CMP), in addition to the development of a TIP and LRTP. In light of continued high crash rates in Hillsborough County, the MPO has added crash mitigation as a focus area of the CMP, thereby calling the process *Congestion Management/Crash Mitigation Process (CM/CMP)*. The CM/CMP identifies challenges and solutions to reducing congestion and crashes along arterial roadways, with an emphasis on using existing right-of-way and other cost-effective programs.

MPOs were mandated in 1962 to foster cooperation and collaboration

The CM/CMP must address congestion within the MPO boundaries. The CM/CMP is intended to identify congested corridors and implement strategies to improve traffic flow and safety in congested areas. The CM/CMP is used as a tool to help identify projects in the TIP and LRTP.

The LRTP is the long range planning document that covers a 20 year time frame and must be updated at least every five years. The LRTP must include existing transportation facilities, performance measures and targets, a transportation system performance report, operational and management activities, any environmental mitigation activities that may be necessary to implement the LRTP, and a financial plan to ensure that reliable and reasonable funding sources are identified to implement the LRTP. The cost of projects listed in the LRTP must balance financially with the revenues from funding

sources forecast to be reasonably available over the duration of the plan.

Performance measures and targets are established by the MPO to evaluate the existing conditions of the area's transportation system. This evaluation helps the MPO to establish funding priorities for projects in the LRTP.

Recent MPO Programs and Studies

Transportation Improvement Program (TIP)

The Transportation Improvement Program is a five-year plan that identifies, prioritizes and allocates funding for transportation projects. The TIP is the "short-range" component of the MPO's Long Range Transportation Plan. The TIP is updated annually with adoption by the MPO Board in June of each year. Development of the TIP is a continuous process involving agency staff and public involvement. The MPO Board adopts TIP priorities the preceding September. Adoption of both of these documents occurs after the public has an opportunity to comment in advertised public hearings.

The 2015 TIP priorities were adopted in 2014 by the MPO Board following a public hearing. The priorities are established by two lists: one list that has existing priorities that are funded for construction and another that lists new candidate priorities. All priorities must be consistent with the LRTP.

Other MPO Studies

Since the last update of the LRTP, the Hillsborough MPO has worked on several other planning studies that will be incorporated into the *Imagine 2040 Plan.*

- **Walk/Bike Plans for City of Tampa**

  Many studies have been done of the need for better and safer walking and bicycling facilities in Tampa's neighborhoods and business districts. But with often-constricted rights-of-way, what can actually be built is a challenge. To serve the mobility needs of existing and future residents and businesses, it is necessary to identify and prioritize feasible bicycle and pedestrian projects and put a business plan in place to get those projects completed. The Tampa Walk/Bike Plans systematically conducted such analyses across the city.

- **Bruce B. Downs Boulevard Transit Assessment**

  While road construction plans were still being developed, this study assessed the feasibility of integrating enhanced, high capacity transit service, either Light Rail Transit (LRT) or Bus Rapid Transit (BRT), into the proposed Bruce B. Downs Boulevard (C.R. 581) six or eight-lane widening design. The focus was on LRT or BRT in an exclusive transit way, and how it would fit into and operate within the reconstructed road corridor.

- **Selmon Greenway Feasibility Study**

The Selmon Greenway is a proposed multi-use trail that will closely follow the Selmon Expressway alignment to provide pedestrian and bicycle access throughout the downtown area. The Greenway will provide opportunities to increase park space in downtown and incorporate art and educational elements, historical monuments, and stormwater improvements while retaining much of the parking now available under the highway deck. The Selmon Greenway will create connections between the Channel District, Ybor City and the central business district and neighborhoods beyond.

- **Water Transit Feasibility Studies**

At the request of Hillsborough County, the MPO studied the potential for ferry or water taxi connections across Tampa Bay. The objective was to evaluate the feasibility of waterborne passenger service as a viable travel alternative and a part of the current and future transportation system of the county and region.

- **Bicycle Safety Action Plan**

The Tampa Bay Area is recognized as one of the most hazardous places in the country to bicycle with a total of 12 fatalities in just one year. Hillsborough County's fatality rate is over twice the national average. In light of these facts and at the urging of county officials, bicycle enthusiasts, transportation advocates, community leaders, private organizations and citizens, the Hillsborough Countywide Bicycle Safety Action Plan was developed to address the high number of bicycle crashes and bicyclist fatalities.

- **Peer Cities Best Practices: Private Involvement in Transfer/Intermodal Centers and in Transit Information Systems**

HART requested the MPO and its consultant investigate opportunities for private investments in transit centers, park and ride facilities, intermodal centers, and passenger information real-time applications for possible implementation with HART's current and planned facility development.

- **Westshore Area Circulator Study**

The Westshore Circulator Study was conducted by the MPO in partnership with the Westshore Alliance and HART. The purpose of the study was to explore the feasibility of transit circulator service (local loop bus service) within the Greater Westshore Area.

- **Westshore Multimodal Center Location Study**

A collaborative effort of the MPO, FDOT, TBARTA, the City of Tampa, and the Westshore Alliance, the purpose of this study was to find a location within the Westshore Business District to construct a multimodal center where several modes of local and regional transit could meet.

- **Pedestrian & Bicycle High Crash Areas Strategic Plan for Unincorporated Hillsborough County Roads**

The purpose of this project was to identify existing traffic safety concerns and provide recommendations which will be used as a tool in prioritizing pedestrian and bicycle safety improvements. The identified improvements will be gradually implemented through available funding for key corridors within unincorporated Hillsborough County in order to achieve safer, more convenient, and comfortable travel for all users.

- **West Central Florida Metropolitan Planning Organizations Chairs Coordinating Committee (CCC) Regional Congestion Management Process: State of the System 2012**

Hillsborough MPO led this study of the Tampa Bay region from Citrus County in the north to Sarasota County in the south, including Polk County to the east. It identified congested areas as well as high crash areas, and compared our region's performance metrics to eight peer regions.

- **CSX Intermodal Yard Study**

The MPO, in cooperation with FDOT District Seven conducted a Freight Sub-Area Study focusing on the access needs of the CSX Intermodal (CSXI) Terminal in East Tampa, as well as general truck circulation within the area including the FDOT Strategic Intermodal System (SIS) connector between Interstate 4 (I-4) and the terminal.

- **Congestion Management/ Crash Mitigation Process: A Feasibility Study on Implementing HOV, Reversible Lanes and Time-of-Day Parking Strategies**

Faced with the challenge of looking at all possible solutions to congestion management, the Hillsborough MPO is interested in identifying communities that have successfully implemented management and operations concepts on arterial roadways to optimize the use of existing infrastructure. The Hillsborough MPO has reached out to state Departments of Transportation and county and city transportation departments across the country to

collect information on successful implementation of three arterial operational strategies:

- Time-of-day parking restrictions,
- Reversible lane applications, and
- High occupancy vehicle (HOV) lane restrictions

- **Congestion Management / Crash Mitigation Process : Crash Severity Reduction Report**

The *Congestion Management / Crash Mitigation Process: Crash Severity Reduction Report* was designed to specifically address two of the CM/CMP's objectives—Objective 1.1, Reduce the frequency and severity of crashes focusing on the highest crash areas, and Objective 2.2, Improve the safety and comfort of bicycling and walking trips—while complementing the MPO's ongoing efforts to evaluate innovative infrastructure strategies. Addressing these objectives will help to improve the overall safety and reliability of travel throughout the county by reducing crashes, which are a major cause of nonrecurring congestion, and encouraging non-single occupancy automobile trips.

- **USF Area Circulator Study**

The University Area Transit Circulator Study was conducted to improve mobility and provide circulator connections in and around the University of South Florida (USF) area by the Hillsborough MPO and HART.

- **Community Transportation Coordinator Evaluations**

The Hillsborough MPO's Transportation Disadvantaged Coordinating Board is tasked with the annual evaluation of the services provided by Hillsborough County's Community Transportation Coordinator (CTC) operator and its contractors. A series of five evaluation criteria are used to evaluate the performance of the CTC: Reliability, Service Effectiveness, Service Efficiency, Service Availability, and Safety. This evaluation is conducted annually.

- **Tampa Bypass Canal Trail Feasibility Study**

This study proposed a multi-use trail running along the west side of the Tampa Bypass Canal. The vision is to connect the Flatwoods Park in New Tampa through Wilderness and Trout Creek Parks and run south to the McKay Bay Trail, the Selmon Greenway and the South County Trail. This 17-mile multi-use trail will provide tremendous recreational and social opportunities for residents and visitors, connecting the communities of New Tampa, Temple Terrace, East Lake/Orient Park and Palm River along the trail to each other as well as to resources in other parts of Tampa and Hillsborough County.

- **Hillsborough County ITS Master Plan Update**

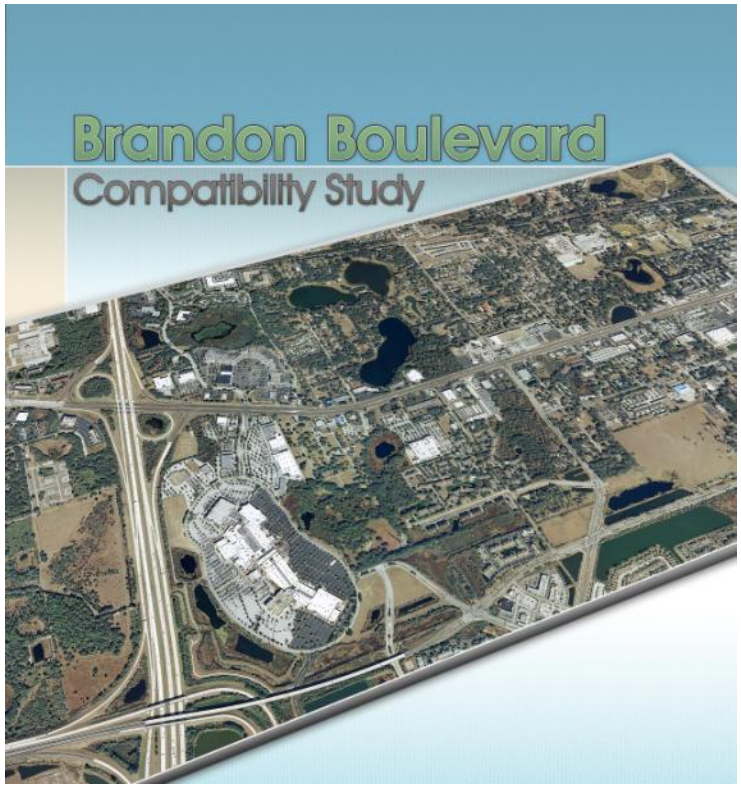
This project was to update the Master Plan to implement Intelligent Transportation Systems (ITS) throughout Hillsborough County. ITS is the application of a combination of advanced technologies, robust planning, improved preparedness, and extensive interagency and intra-agency coordination to improve the mobility and reliability of the surface transportation network.

- **East Hillsborough Avenue Corridor Study**

The purpose of this study was to assess conditions for all modes of travel and develop short and longer-term treatments that balance the needs for every person traveling along the roadway, reduce the frequency and severity of crashes, support the economic development vision for the corridor, while remaining consistent with the values of the community.

- **Gandy Connector LRTP Amendment Evaluation**

In the spring and summer of 2013, MPO staff brought information to the Policy Committee addressing the motion which was passed by the MPO Board to consider removing the Gandy Elevated Connector from the LRTP. The Committee discussed emergency evacuation and an analysis of traffic patterns under different roadway system changes. The final piece included gathering an understanding of the public's preferences. A public opinion survey was developed which asked questions about the Gandy Connector.



- **State Road 60 – Brandon Boulevard Freight Compatibility Study**

State Road 60 is the major thoroughfare through the heart of Brandon. The potential for increased freight on Brandon Boulevard triggered the need for a study of the compatibility of heavy truck traffic with surrounding land

uses, congestion and safety. The potential increase is in part due to construction of the Winter Haven Integrated Logistics Center (ILC) in Polk County. FDOT also has a study underway to widen SR 60 between Valrico Road and Polk County, in part to accommodate potential increases in truck traffic. This freight compatibility study addressed potential conflicts between trucks, pedestrians, bicycles, and automobiles on SR 60 from I-75 to Valrico Road.

- **SR 39 Collins Street Complete Street Study**

The SR 39/Collins Street Complete Street Study defines a derived vision to create a unique identity for the southern gateway into Plant City, including guidance on urban design and streetscape concepts for the corridor.

- **SouthShore Transit Circulator Study**

The SouthShore Circulator Study is a joint effort with HART looking at the demand and feasibility of transit improvements including local loop bus service in the SouthShore area.

- **Public Participation Plan (PPP)**

The Public Participation Plan (PPP) describes the MPO's strategies and techniques to inform and engage the public in transportation planning issues with the purpose of maximizing participation and effectiveness. The effectiveness of the MPO's public participation plan is evaluated and updated every other year and/or at the outset of each update of the long range transportation plan.

- **Transportation Disadvantaged Service Plan**

The inability to travel often leads to isolation, withdrawal from society and neglect of medical needs. The Hillsborough County Transportation Disadvantaged Service Plan (TDSP) 2012 Update addresses the needs of elderly, disabled, and/or economically disadvantaged people in Hillsborough County.

- **Express Bus in the Tampa Bay Express Lanes Study**

One of the projects that the Hillsborough MPO is currently working on along with FDOT District 7 is the Express Bus in the Tampa Bay Express Lanes Study. This study is

evaluating whether express bus service is feasible in the proposed managed lanes that the FDOT is proposing along I-4, I-75, and I-275. The express bus system could link Wesley Chapel and St. Petersburg with areas in between such as the University of South Florida, downtown Tampa, Westshore Business District and other employment and activity centers.

- **Downtown Transit Assets & Opportunities Study**

Recent growth trends have indicated that downtown Tampa, the Tampa Bay region's main urban core, is gaining residents and businesses. The Downtown Transit Assets & Opportunities Study is assessing transit systems in downtown Tampa and surrounding areas, and identifying opportunities that may exist to expand premium fixed guideway transit connecting to and through Tampa's urban center.

- **Transportation Vulnerability Assessment Pilot Project**

Because the Tampa Bay region is vulnerable to hurricanes and other storms, the Hillsborough MPO in cooperation with the Hillsborough County Public Works-Hazard Mitigation Section, the University of South Florida and the Tampa Bay Regional Planning Council are conducting a study funded by a Federal Highway Administration (FHWA) grant to assess the vulnerability of transportation infrastructure to storm surge, sea level rise, and inland flooding.

- **Congestion Management and Crash Mitigation Process: State of the System**

The Congestion Management and Crash Mitigation Process (CM/CMP) identifies goals and develops objectives to achieve them; measures current conditions against the objectives to determine benchmarks and trends; implements appropriate solutions to ensure the goals are met; and measures impacts of the strategies. The CM/CMP and its evaluation are part of the LRTP's project selection and prioritization process.

- **Tri-County Access Plan Update**

The first Tri-County Access Plan (TCAP), was developed and adopted in 2007 by the Hillsborough, Pasco, and Pinellas County MPOs in partnership with FDOT District 7 to meet the criteria outlined in the SAFETEA-LU legislation regarding Job Access and Reverse Commute, New Freedom and Elderly and Disabled Transit Program (E&D) funding programs, to improve upon coordinated transportation services for the Tampa Bay area by prioritizing, selecting, and funding human services transportation projects.

- **USF Area Multimodal Study**

The Hillsborough MPO and the Hillsborough County Planning and Growth Management Department worked in partnership with stakeholders and local residents to plan for a Multimodal Transportation District (MMTD) in the University of South Florida (USF) area of Hillsborough County. The goals of this effort are to facilitate the use of multiple modes of transportation that will lead to a reduction in automobile use and vehicle miles traveled, to create opportunities for long-term funding of multimodal improvements, and to help meet community objectives for encouraging infill and redevelopment. The designation of such districts recognizes the inherent integral relationship between transportation, land use, and urban design, and the degree to which these elements affect each other.

- **Columbus Drive Redesign**

The City of Tampa, Hillsborough County, and the Hillsborough MPO are studying Columbus Drive and 17th/18th/19th Avenue, currently a one-way pair through Ybor City and East Tampa, for their ability to meet the needs of existing and future users and encourage revitalization along the corridor.

- **Bruce B. Downs Boulevard HOV Lane Feasibility Study**

In order to address congestion and plan for future community transportation needs, focusing specifically on arterial roadways within Hillsborough County, the Hillsborough MPO prepared the *Congestion Management/Crash Mitigation Process: A Feasibility Study on Implementing HOV, Reversible Lanes or Time-of-Day Parking Strategies* in November 2012. The purpose of the study was to identify innovative, successfully implemented congestion management and operational concepts on arterial roadways in order to optimize the use of existing infrastructure. The three arterial operational strategies that were explored included: High Occupancy Vehicle (HOV) lane restrictions, reversible lane applications, and time-of-day parking/off-peak parking restrictions. Based on the findings of the study, Bruce B. Downs Boulevard from Interstate 75 (I-75) to Bearss Avenue in northern Hillsborough County surfaced as a strong candidate for HOV lane implementation to reduce peak-hour impacts in addition to, or in lieu of, other capacity improvements.

Imagine 2040: Building on Previous Plans

The Imagine 2040 Plan has its foundation in the plans that came before it, such as the *2035 Plan*. The *2035 Plan* outlined the need for a new approach to solving transportation issues. In addition to roadway projects such as the widening of I-75 from Fowler Avenue to the Pasco County line and the I-4/Lee Roy Selmon Expressway Connector, the 2035 Plan included other transportation projects such as an expanded transit system, bicycle and pedestrian projects, congestion management through intelligent transportation systems (ITS), promoting transit-oriented development, and complete streets that allow bicycle, pedestrian, transit, and traditional roadway modes to operate on the same street at the same time thus encouraging economic development along that corridor.

Listed below are some of the accomplishments that have been completed or are currently under construction since the *2035 Plan*:

- Widening of Bruce B. Downs Blvd., Bearss Avenue to Pasco County Line
- Completion of Boyette Road widening in Riverview
- Completion of Alexander Street Extension and SR 39 widening in Plant City
- Widening of US 301 south of Gibsonton Road
- Completion of I-4/Lee Roy Selmon Expressway Connector
- Widening of I-275 from SR 60 to Hillsborough River
- Widening of I-75 from Fowler Avenue to Pasco County Line
- Veterans Expressway widening and electronic tolling
- MetroRapid Bus Rapid Transit (BRT) from USF area to downtown Tampa
- Courtney Campbell Causeway Trail
- Riverwalk segments and Selmon Greenway Trail
- 56th Street Enhancements in Downtown Temple Terrace
- Numerous walk-bike projects across the county

The *Imagine 2040 Plan* builds on the transportation priorities and projects set forth in the 2035 Plan. The following chapters will identify the projected growth Hillsborough County will have by 2040 and the goals and objectives for *Imagine 2040*. Chapter 3 will identify the transportation related projects that will be needed to accommodate the projected growth in 2040. Chapter 4 identifies existing and potential new funding sources and financial scenarios to fund the needed transportation projects.

Chapter 2: Context of the Imagine 2040 Plan

Hillsborough County, with over 1.2 million residents, contains the largest employment and population base in the Tampa Bay Metropolitan Area. Further, Hillsborough County has grown 5.1% between 2010 and 2013, which is higher than the 4% growth rate that the State of Florida experienced during the same time period[1].

Due to Hillsborough County's immense growth, and given that it is the geographic center of the Bay Area, its roadways and transit systems are encumbered with increasing traffic volumes and congestion. Hillsborough County's transportation network contains nearly 5,000 miles of roads, sidewalks, bicycle lanes, and trails.

Regional Context

The Tampa Bay Metropolitan Area is the 18th largest metropolitan statistical area in the country, and the second largest in Florida according to the US Census 2013 Estimate, which totals over 2.8 million people[2]. This is a 3.1% increase since the 2010 Census. At the heart of the Tampa Bay Metropolitan Area is Hillsborough County. With over 1.2 million residents, it is the most populous county in West Central Florida.

Hillsborough County is also home to the largest employment base in the region. Commuters within the Tampa Bay Metropolitan Area, which include the surrounding counties of Hernando, Pasco, and Pinellas, as well as Hillsborough County,

At 1.2 million residents and about 1,000 square miles, Hillsborough is as large as the three-county Portland Metro area.

[1] Source: *Hillsborough MPO 2040 Socioeconomic Data Forecasting and Scenario Planning Technical Memorandum,* 2014.

[2] Source: *US Census 2013 Estimate*

travel on Hillsborough County roads to reach jobs and/or school, creating more congestion as the region grows. Though there is some cross-county commuting, the travel demand between counties is not as strong as that within Hillsborough and within Pinellas, due to large bodies of water and environmental lands separating the counties. **Figure 2-1** demonstrates the commuting patterns within the Tampa Bay area to and from Hillsborough County. In addition, the larger region includes the Lakeland, Bradenton, and Sarasota metropolitan areas, and commuting between these areas and Hillsborough County also occurs.

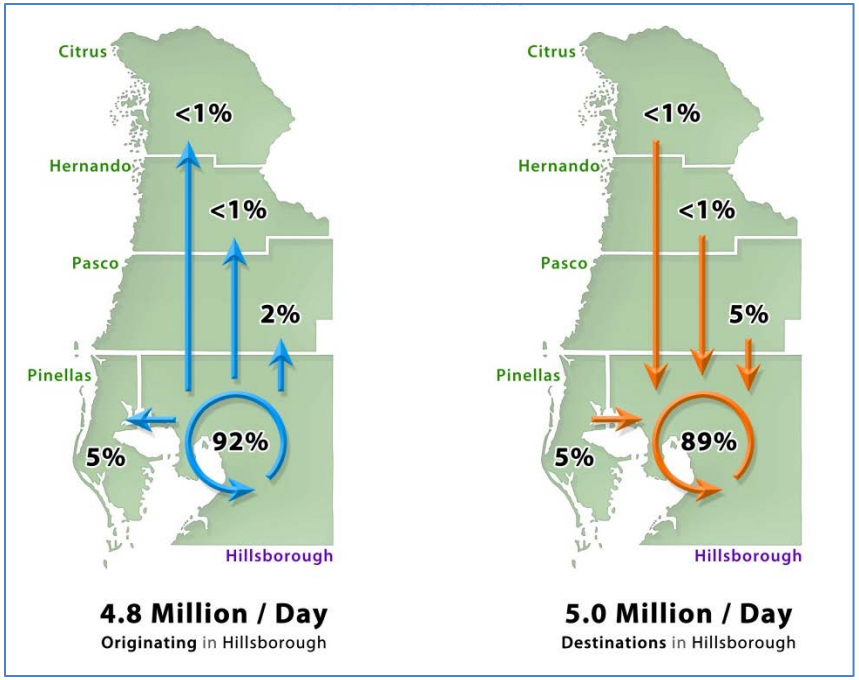


Figure 2-1
Tampa Bay Area Commuting Patterns

Moreover, Hillsborough County has different characteristics from its neighbors. Hillsborough is approximately one-third rural, while Pinellas County is almost entirely built-out, resulting in the highest population density of any county in the state. Twenty-one percent of Pinellas' population is over the age of 65, in contrast to Hillsborough's 12%. Hillsborough has a larger working age population, and as a result, transportation challenges are more focused on commuting, the resulting peak-hour congestion, and the multimodal needs of diverse demographic groups.

Tampa, St. Petersburg, Clearwater, Port Richey, Zephyrhills, Brooksville, Sarasota, and Lakeland began as self-sufficient communities. Though commerce has grown between them, in many ways they are still independent. As illustrated in **Figure 2-2**, the OneBay vision for Tampa Bay created through a broad, collaborative visioning process convened by the Tampa Bay Regional Planning Council (TBRPC), Tampa Bay Partnership (TBP), Tampa Bay Estuary Program (TBEP), Southwest Florida Water Management District (SWFWMD), Tampa Bay Area Regional Transportation Authority (TBARTA), and the Urban Land Institute Tampa Bay District Council (ULITBDC).

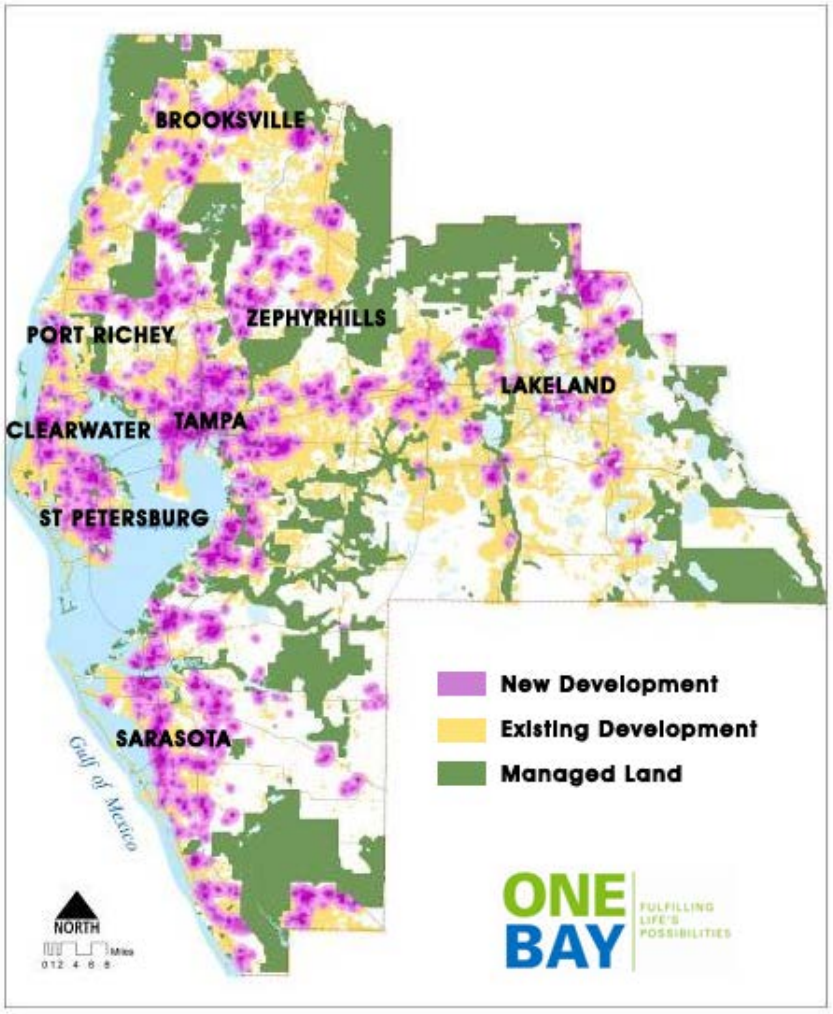


Figure 2-2
OneBay Regional Vision, Tampa Bay Regional Planning Council et.al.

To ensure connectivity across counties and municipalities, the Hillsborough MPO participates in regional transportation planning groups such as TBARTA, the West Central Florida Metropolitan Planning Organizations' Chairs' Coordinating Committee (CCC), which is in the process of merging with TBARTA, and the newly formed Tampa Bay Transportation Management Area Leadership Group (TMA).

Tampa Bay Area Regional Transportation Authority (TBARTA)

TBARTA was established by the Florida State Legislature in July 2007 to serve the counties of Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas, and Sarasota. In June 2013, TBARTA adopted an updated master plan, *A Connected Region for Our Future,* which identified transit, freight, and roadway network needs by 2050. The Master Plan was based on an extensive analysis of transportation demand as well as public outreach across the region. For more information, please see TBARTA's website, http://www.tbarta.com/en/.

Figures 2-3 and **2-4** illustrate the TBARTA transportation mid-term and long range improvement recommendations. Some of the mid-term and long-term improvements include enhanced bus systems (i.e., express buses in all counties), managed lanes, light rail, and filling in gaps between critical path linkages within the region.

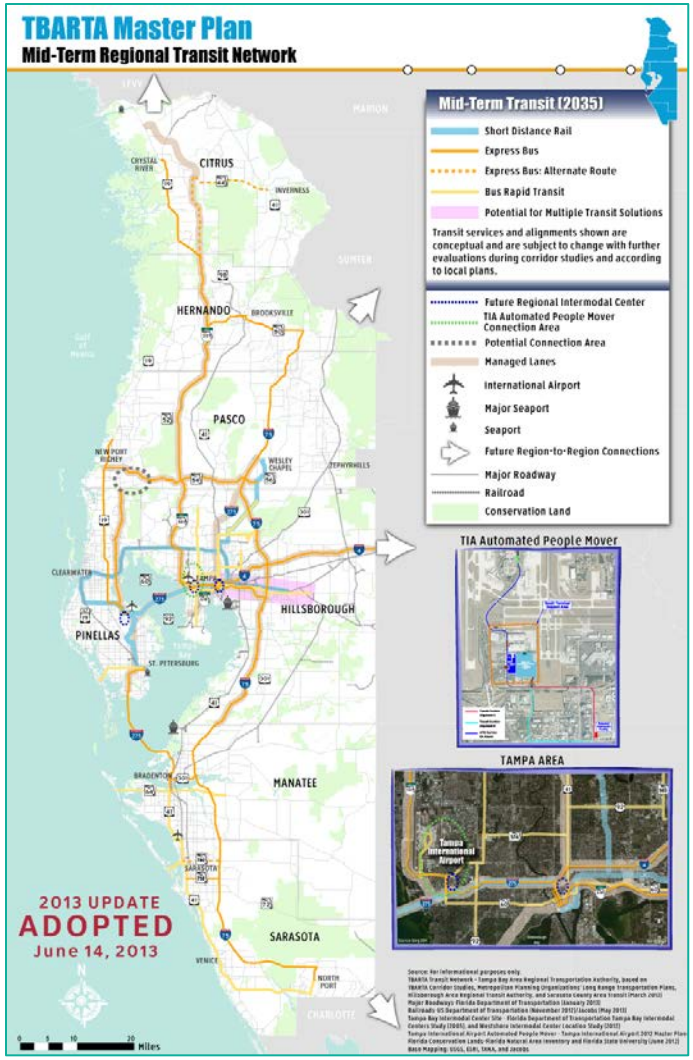


Figure 2-3
TBARTA Recommended Mid-Term Improvements

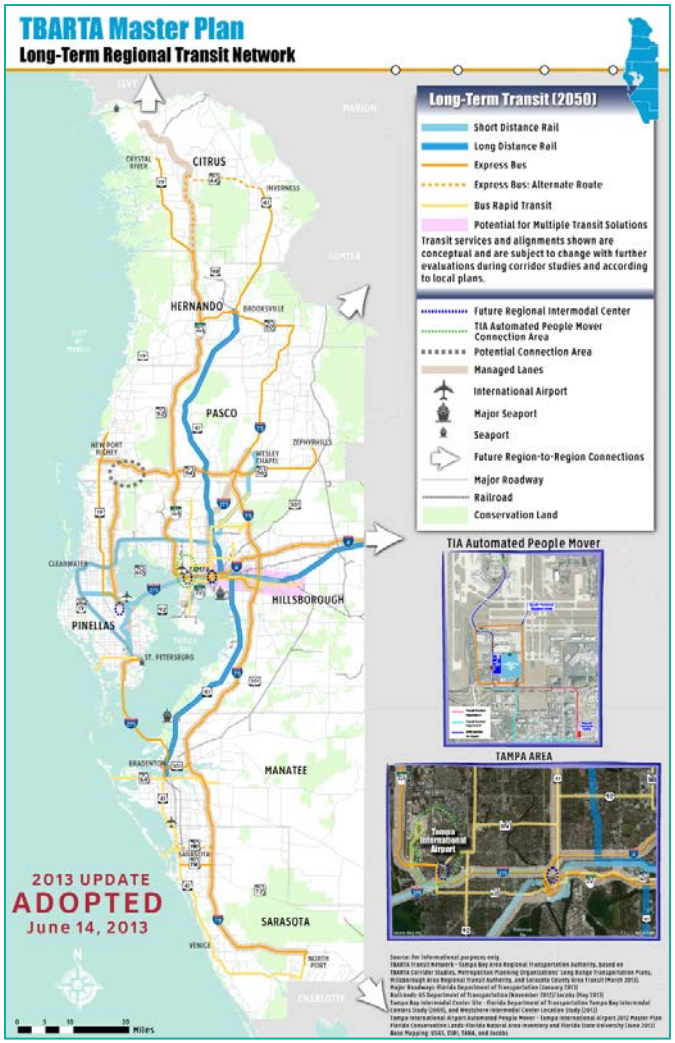


Figure 2-4
TBARTA Recommended Long Term Improvements

Tampa Bay is the 12th most congested metropolitan area in the nation and the 2nd most congested metropolitan area in Florida.

West Central Florida Metropolitan Planning Organizations' Chairs' Coordinating Committee (CCC)

The West Central Florida Metropolitan Planning Organizations Chairs Coordinating Committee (CCC) was formed in 1991 as a forum to resolve inter-county transportation issues among the Hernando, Hillsborough, Pasco, Pinellas, Polk, and Sarasota-Manatee MPOs, and later the Citrus TPO. In 2012, the CCC developed the *Regional Congestion Management Process: State of the System 2012,* noting that the Tampa Bay Metropolitan Area is the 12th most congested metropolitan area in the nation, and the second most congested in Florida after Miami, in 2010[3]. The Congestion Index in the report was calculated by the total number of lane miles of the transportation system and by the impact of vehicle miles traveled during the busiest time of the day (peak hours). **Figure 2-5** illustrates how the Tampa Bay Area compares with peer regions by Congestion Index.

[3] Source: *West Central Florida Metropolitan Planning Organizations Chairs Coordinating Committee Regional Congestion Management Process, State of the System 2012,* 2012.

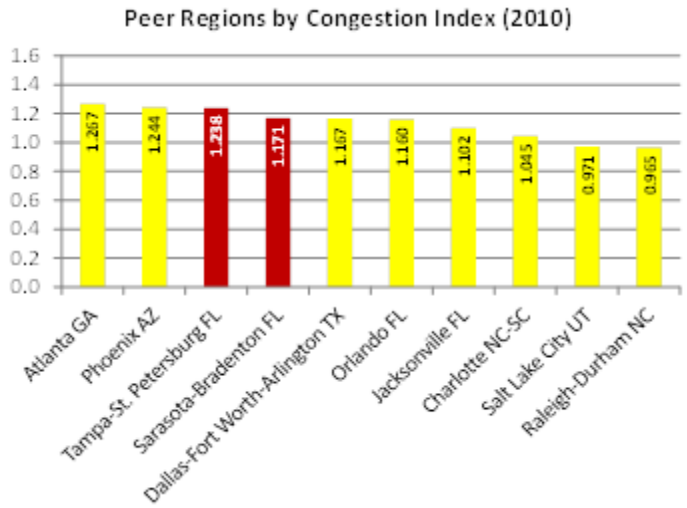


Figure 2-5
Tampa Bay Peer Regions Congestion Index

Freight traffic is also affected by congestion in the Tampa Bay Metropolitan Area, according to the CCC. The region ranks 21st in the nation in freight congestion with $210 million wasted each year, compared with the national average of $53 million.

As a response, in part to the findings of the *Regional Congestion Management Process: State of the System 2012,* the CCC developed a *High Priority Major Transportation Initiatives* list in March 2013. The list identifies **10 high priority corridors** covering multiple modes of transportation. These corridors, seen as critical to regional connectivity and economic vitality, are:

- I-75 from Hernando County to Sarasota – Widen to at least six general purpose lanes, add managed lanes with express bus stations and service, and a limited access connector to Port Manatee
- I-4/I-275 from Pinellas County through Tampa and Hillsborough County to Orlando – Add managed lanes with express stations and service
- Howard Frankland Bridge – Replace the existing northbound span with a new span that includes a transit envelope
- US 19/118th Avenue Expressway from Pinellas County to Pasco County – Construct a controlled access facility with overpasses and express bus stations

- SR 54/SR 56 from New Port Richey to Wesley Chapel in Pasco County – Construct managed lanes with transit accommodations
- US 41 from Palmetto in Manatee County to North Port in Sarasota County – Construct multimodal, transit, and pedestrian accommodations
- Suncoast Parkway Corridor – Hillsborough County to Citrus County – Construct new toll lanes and express bus stations
- Pinellas Alternatives Analyses from St. Petersburg to Clearwater through the Gateway Area – Construct a light rail line between downtown St. Petersburg and downtown Clearwater that passes through the Gateway Area
- CSX Corridor Hybrid Rail from Tampa to Brooksville via Oldsmar and Land 'O Lakes – Establish commuter rail service along this existing freight rail line
- US 92 rail from Tampa to Orlando – extend SunRail through Polk County to Downtown Tampa

Figure 2-6 is a map showing where the CCC High Priority Corridors are located.

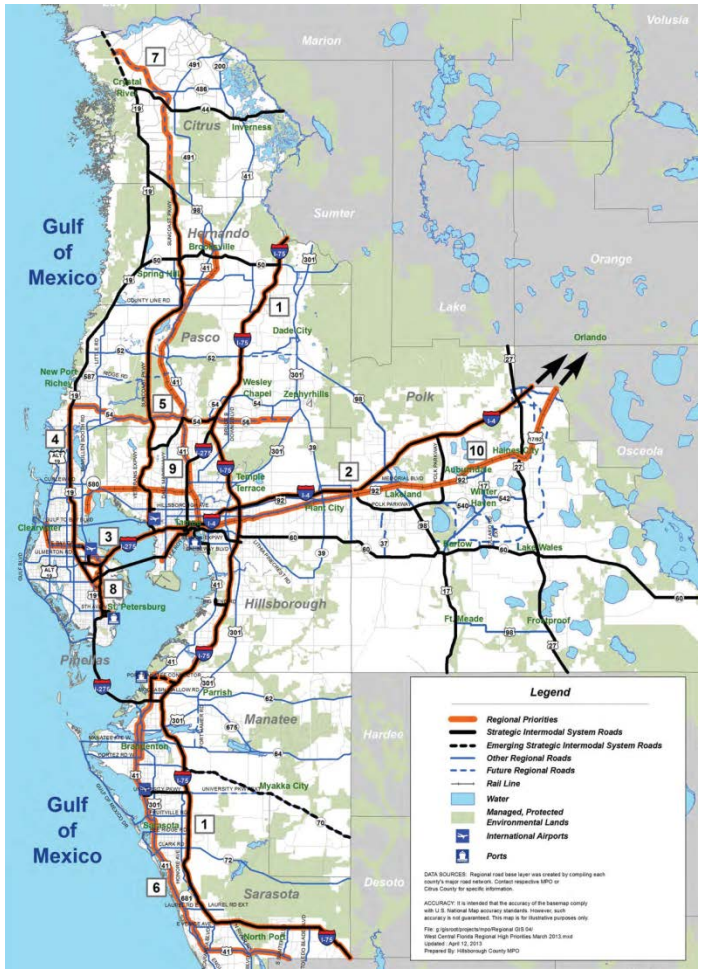


Figure 2-6

CCC High Priority Corridors Map

Tampa Bay Transportation Management Area (TMA)

In 2013, members of the Hillsborough, Pinellas and Pasco MPO boards began meeting together to identify key issues and speak with one voice regarding financial priorities for Tampa Bay's metro core.

Working with TBARTA and FDOT, this TMA Leadership Group identified a short list of buildable projects that are a high priority and ready for funding consideration. The project list, approved in June 2014, includes:

- Howard Frankland Bridge – Bridge replacement with transit envelope and express lanes
- 118th Avenue Expressway – Gateway Expressway
- Greenlight Pinellas – A sales tax funding referendum in Pinellas County for funding of more transit service and facilities
- I-275 & SR 60 – Interchange modification
- I-275 from SR 60 to downtown Tampa – Construct express lanes with express bus service
- Westshore Intermodal Center – Construct an intermodal center adjacent to I-275 in the Westshore area
- I-275 from Gateway Area to Howard Frankland Bridge – Construct express lanes with express bus service on the Pinellas side of Tampa Bay

Other Important Regional Planning Documents

In addition to the organizations mentioned, other agencies such as Hillsborough Area Regional Transit (HART) Authority, Tampa-Hillsborough Expressway Authority, Hillsborough County Aviation Authority, and Port Tampa Bay all have independent planning documents. The Transit Development Plan (TDP) is HART's long range planning document that covers planning and operating activities for a ten year horizon period. The Tampa-Hillsborough Expressway Authority has conducted a Bus Toll Lanes Study and an Automated Vehicles Pilot Project. The Hillsborough County Aviation Authority has recently completed an update to the Tampa International Airport Master Plan and the Port Tampa Bay Strategic Plan is the long range planning document for Port Tampa Bay.

Transportation for Economic Development

After several years of high unemployment, the Hillsborough County Commissioners, the mayors of Tampa and Temple Terrace, the vice-mayor of Plant City, and the chairman of the HART Board formed the Transportation for Economic Development (TED) Policy Leadership Group (PLG). The goal of the TED PLG is to identify transportation issues that may be negatively impacting the economy of Hillsborough County, and to find solutions to those issues, allowing the economy to grow and prosper by attracting new jobs, industries, and residents. This effort resulted in a map that shows how the state Strategic Intermodal System (SIS) connects all of the activity and economic centers or key economic spaces (KES) in Hillsborough County, with the support of major roads owned or operated by local governments. The *Spine Network* found in **Figure 2-7** shows these areas, the SIS spine and the non-SIS spine network.

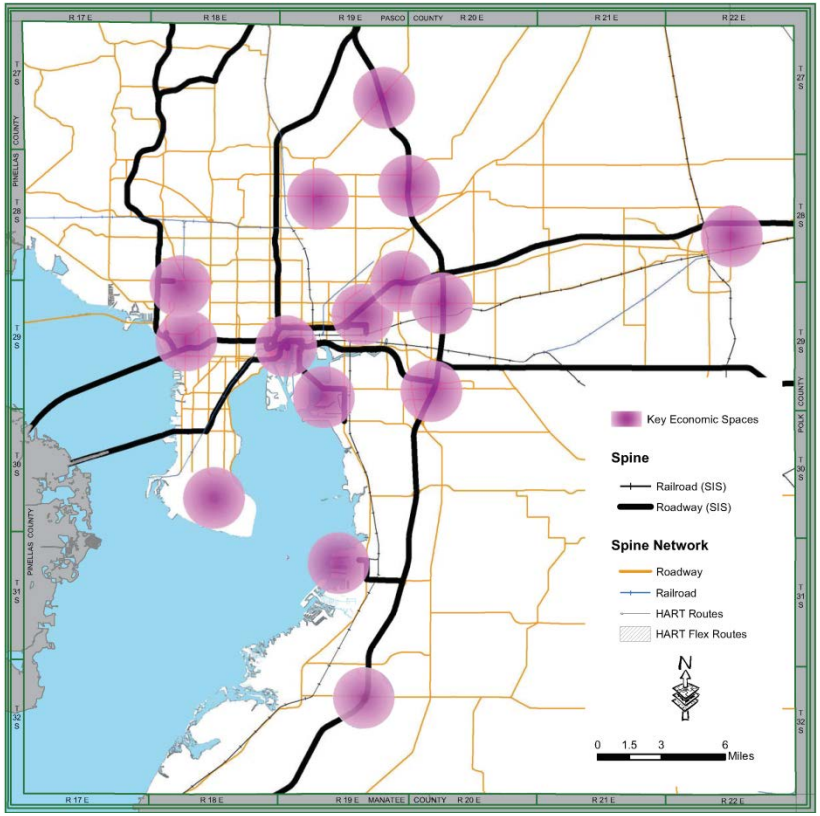


Figure 2-7
TED's Spine Network Map for Hillsborough County

A KES is an activity center that has a high concentration of jobs and/or commercial development, typically at least 5,000 jobs as of 2010. The Policy Leadership Group along with MPO staff identified a number of such job concentration areas, including:

- Downtown Tampa, Ybor City & West Bank Area
- Westshore Core & Rocky Point
- USF & Hospitals & Busch Gardens
- Airport & Anderson Road & Cargo Boulevard
- West Brandon & South Falkenburg Road
- Sabal Park & North Falkenburg Road
- I-75/I-4 & NetPark & US 301 Corridor
- CSX Intermodal & Orient Road
- Port Tampa Bay & South 50th Street Corridor
- MacDill AFB & Port Tampa City
- Plant City East
- New Tampa
- Temple Terrace, Telecom Park & Hidden River
- Port Redwing & Big Bend Road Corridor
- SR 674 Corridor

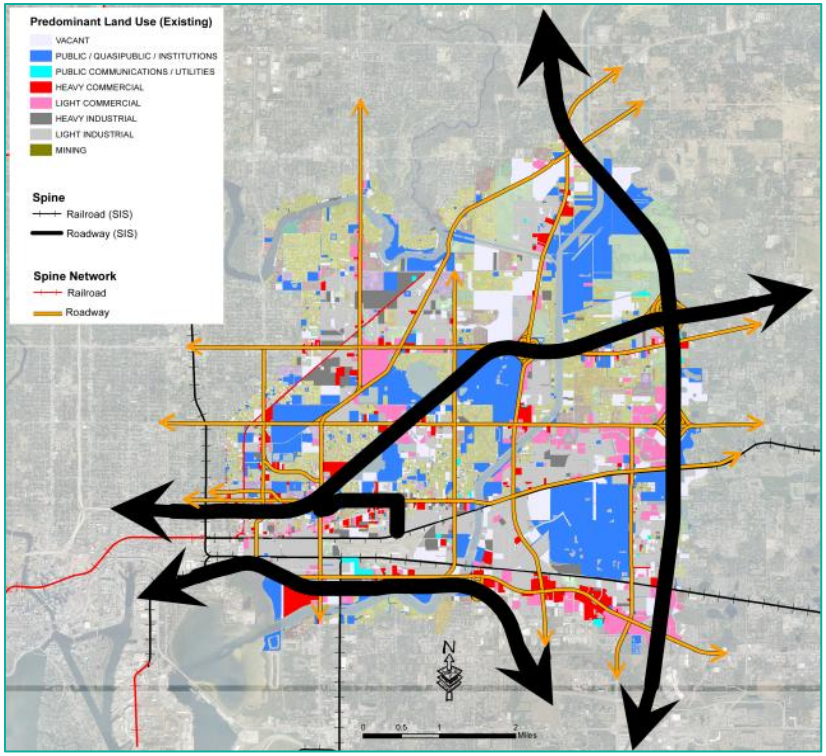


Figure 2-8
Map of an example KES Area

Beginning in May 2013, the TED initiative began holding a series of public engagement meetings to receive feedback from business owners, corporate executives, and the general public to determine the key transportation issues facing Hillsborough County. This feedback is important to develop an effort to keep and attract future business outlets and an enhanced workforce for the growing region.

The TED initiative is ongoing as of the writing of this document and is anticipated to accept public input into 2015.

From 1970 to 2000, Hillsborough County had a growth rate of over 20%.

Population Growth Trends

A major part of the long range transportation plan is to identify growth patterns so that planners and officials will know which areas growth will be concentrated, and the transportation projects needed to accommodate that growth. To identify growth patterns, the MPO first looks at historical growth trends. From 1970 to 2000, Hillsborough County had a growth rate of over 20%, which was lower than the State of Florida average during this same period. However from 2000-2010, Hillsborough County's growth rate surpassed the growth rate of the State of Florida, and it is projected to continue on the trend in the future. **Figure 2-9** illustrates the historic and projected growth in population and employment in Hillsborough County through 2040.

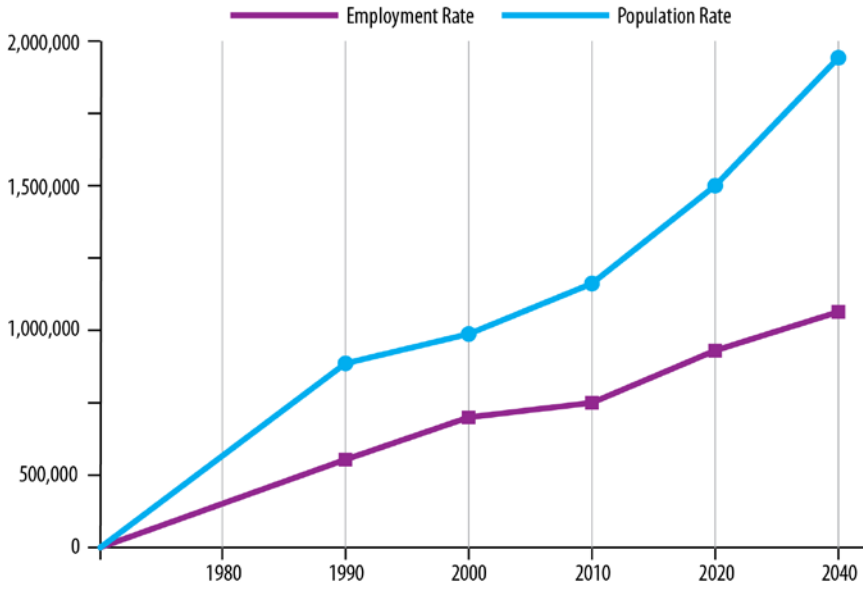


Figure 2-9
Historic and Projected Growth in Employment and Population in Hillsborough County by 2040

Although Hillsborough County is projected to grow at a slower rate than it did between 1970 and 2010, growth will occur at a higher rate than in many other parts of the nation. Because many large Florida counties such as Broward, Miami-Dade, Palm Beach, and Pinellas are nearly out of vacant developable land, many believe that much of the new growth will be absorbed by counties, such as Hillsborough, that have vacant developable land left. This type of development, often low density and sprawling, is the current development pattern in much of Hillsborough County. This fragmented development form generates more automobile dependency and thereby additional traffic congestion on roadways, increased air pollution, and impacts to the region's water quality.

In addition to reviewing population growth data, many previous study documents were reviewed, as discussed in the *2040 Plan Socioeconomic Data Projections Technical Memo*. Many of the previous plans and studies had a common theme of supporting an economically vibrant Hillsborough County. These studies identified the opportunities and challenges of the current growth patterns and how they affect the economic growth in Hillsborough County. Opportunities included a diverse economy and strong institutional drivers. According to these studies, the challenge that Hillsborough County faces is that the current growth policies, coupled with a lack of comprehensive economic development strategies dealing with land use and transportation issues, creates a disadvantage for in establishing the economically vibrant community the people of Hillsborough County want.

Imagine 2040 Growth Scenarios

In 2013 the MPO, in partnership with the Hillsborough County City-County Planning Commission embarked on an ambitious project called *Imagine 2040.* The effort would inform the concurrent updates of the long range transportation plan and the comprehensive plans of each of the four local governments in Hillsborough County. In a time of economic uncertainty, it would use scenario planning to illustrate the interactivity of growth policies and transportation investment decisions, and it would inform and engage more citizens than at any time in the MPO's or Planning Commission's past.

To craft potential growth scenarios, an *Imagine 2040 Plan* working group of residents, students, business and civic leaders, retirees, and various professionals met in three interactive workshops. The group agreed that economic growth policies dictate, and are in turn affected by, transportation and land use policies. Many, though not all, members of the working group believed that the current low density "suburban sprawl" development is not sustainable, and expressed an interest in seeing more transit options such as rail and pedestrian/bike facilities constructed. **Figure 2-10** is a heat map depicting where jobs and people are presently concentrated in Hillsborough County.

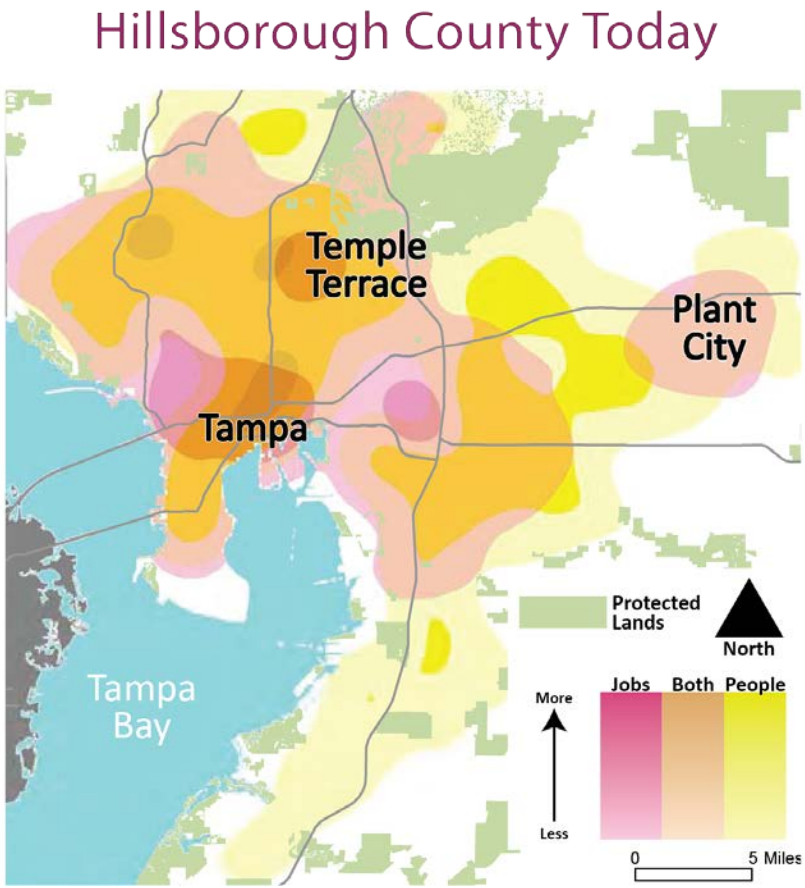


Figure 2-10
Where Jobs and People are Concentrated Today

With input from the working group, three future growth scenarios were developed. The scenarios reflect reasonably plausible, but distinctly different futures for land use and transportation in order to illustrate their potential benefits, impacts and trade-offs. The working group and MPO developed three growth scenarios:

- Suburban Dream
- Bustling Metro
- New Corporate Centers

These three growth scenarios were presented to the public and elected officials for their feedback.

Suburban Dream Growth Scenario

The Suburban Dream growth scenario, shown on **Figure 2-11** continues the trends of the past few decades, building outwards with new suburban style developments in agricultural or undeveloped land. Because jobs would be spread around the county, and travel would be mostly by car, this scenario results in more traffic congestion on Hillsborough County roadways.

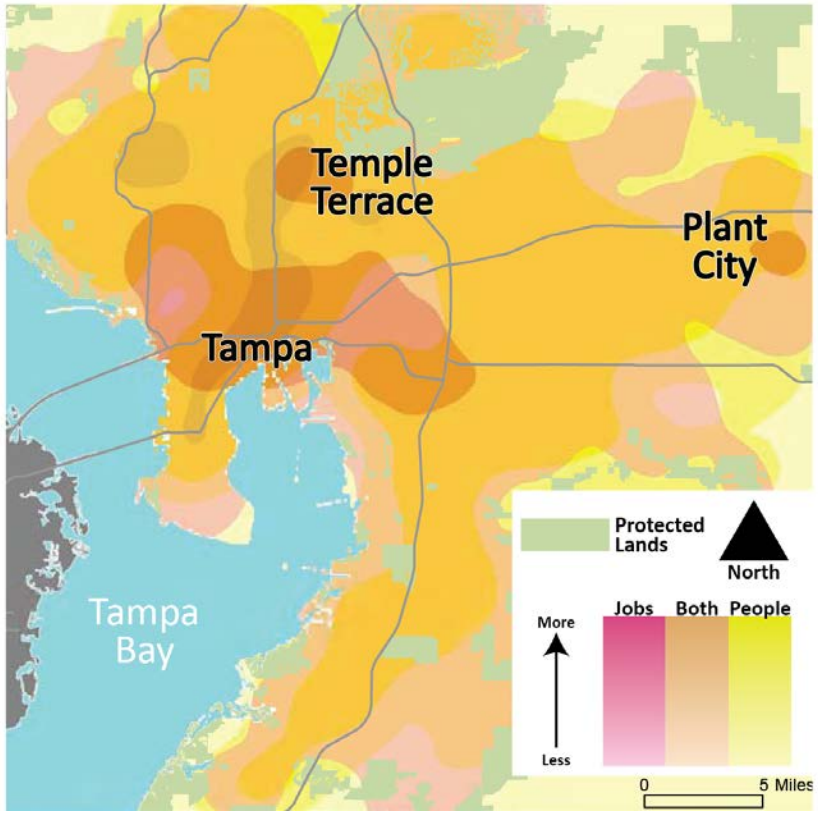


Figure 2-11
2040 Population and Employment patterns under the ***Suburban Dream Scenario***

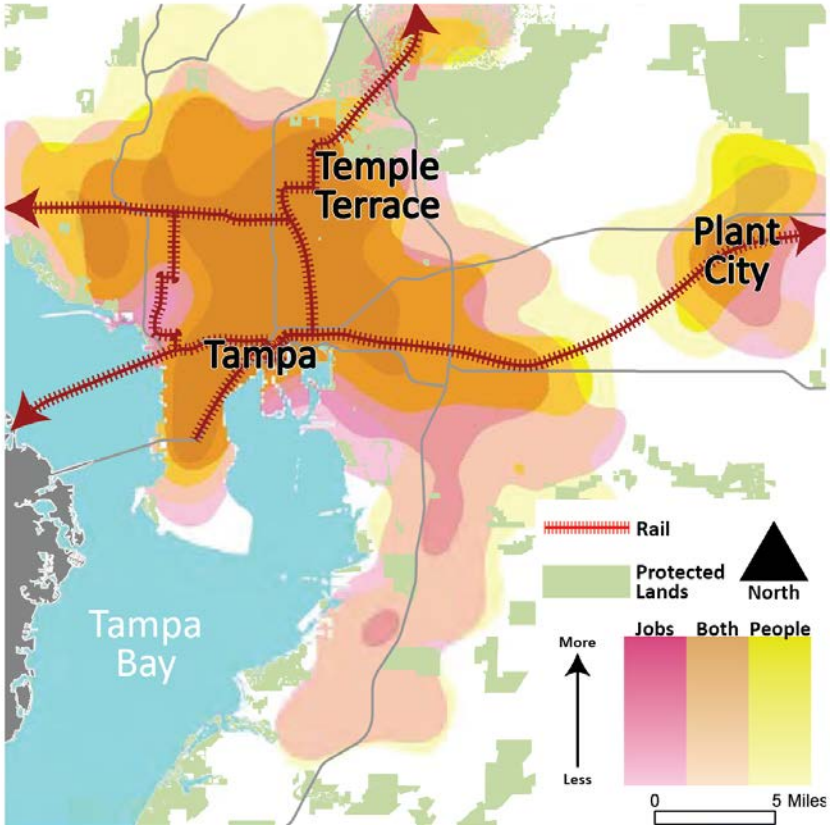


Figure 2-12
2040 Population and Employment patterns under the
Bustling Metro Scenario

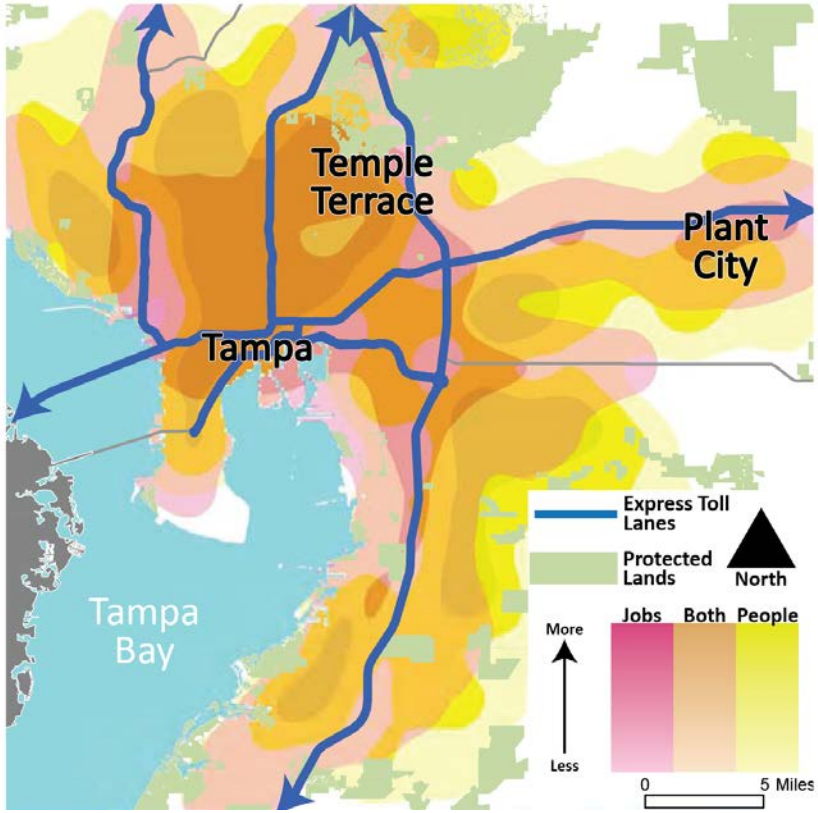


Figure 2-13
2040 Population and Employment patterns under the
New Corporate Centers Scenario

Bustling Metro Growth Scenario

The second scenario, depicted on **Figure 2-12**, focuses growth in the existing urban services area with multimodal transportation. Many new homes, shopping and services would be located around bus or train station areas identified in previous studies. The amount and density of the development around the stations was based on transit oriented development policies in current adopted land use plans. This growth scenario promotes in-fill, higher density development and preservation of rural and agricultural lands.

New Corporate Centers Growth Scenario

In this growth scenario, future residential and commercial development was concentrated around centers identified in previous studies such as the existing Westshore and downtown Tampa business districts, and potential new centers along I-4 and I-75 in eastern Hillsborough County. The focus of this growth model was attracting new industries and enhancing job growth. Residential and commercial densities would be highest around the centers identified. As depicted in **Figure 2-13**, this scenario includes new express toll lanes, allowing faster travel on the interstates.

Online Survey and Public Comments

Between August 16 and November 11, 2013, more than 3,500 people responded to the online survey about which growth scenarios they preferred. In addition, MPO staff spoke at nearly 100 meetings across Hillsborough County where audience members submitted 574 paper surveys. Interactive kiosks were stationed at 49 different locations throughout Hillsborough County to receive public input about what citizens want Hillsborough County to look like in 2040.

The public was asked to evaluate each growth scenario with a set of performance measures created by MPO staff and the working group. The performance measures are:

- **Impact on Agriculture**

Productive agricultural areas provide food, jobs, and economic benefits to the local economy and the region.

What was measured? The potential impact on existing agricultural lands by increased residential development was measured.

- **Impact on Natural Resources**

Wetlands and wildlife habitat provide water filtration, erosion control, recreational opportunities, healthy ecosystems, and other benefits.

What was measured? The potential for large wetlands (greater than 40 acres) and designated Significant Wildlife Habitats to be impacted by the increase in residential development was measured.

- **Efficient Energy Use**

Building homes next to each other and near destinations reduces fuel consumption for transportation, cooling and heating.

What was measured? The consumption of energy by vehicles (cars, trucks, buses, passenger rail), and by typical households living in (and heating and cooling) single-family homes or apartments was measured. In addition, vehicular energy consumption was forecasted using the regional travel demand model. This measure reflects energy efficiency per person. Total energy use in Hillsborough County will be greater than today, in all 2040 growth concepts.

- **Efficient Water Use**

For a typical house with a moderately sized lawn, more than half of the water consumed is used outdoors.

What was measured? The consumption of water by typical households living in single-family homes or apartments was measured and reflects water use per person. Total water use in Hillsborough County will be greater than today in all 2040 growth concepts.

- **Impact on Water Quality**

Rain water picks up contaminants such as oil and other chemicals from automobiles as it runs off of roadways, parking lots, and roofs, draining into rivers, lakes, watersheds, basins, and other drinking water reservoirs.

What was measured? The relative increase in impervious surfaces -- such as roofs and parking lots -- in each of the growth concepts was measured, affecting the quality of surface water runoff into water bodies.

- **Job Creation**

One part of growing businesses and attracting new ones is having great places for business growth.

What was measured? The potential for different growth concepts was measured to improve the population to job ratio over recent trends.

- **Traffic Delay / Traffic Congestion**

More people means more cars on roads for longer periods of time—unless some trips are by bus or rail, or trips are shorter because homes and destinations are less spread out.

What was measured? A forecast of total, countywide, vehicle hours of delay per person, on a typical weekday, using the regional travel demand model.

- **Shorter Commutes**

The locations of homes and jobs, and the transportation facilities that connect them, affects the amount of time the average person must spend on the road (or the bus) each day.

What was measured? A forecast of the length of the average home-to-work trip was measured using the regional travel demand model.

- **Air Pollution Rate**

Motor vehicles account for about 40% of the ground-level ozone, an ingredient of smog that contains nitrogen and volatile organic compounds (VOCs). Less driving and fewer vehicles stuck in traffic help reduce air pollution.

What was measured? A forecast of the total tons of emissions from vehicles (cars, trucks, buses, passenger rail) was measured using the regional travel demand model, standardized per person.

- **Cost To Expand Infrastructure**

The more households and businesses use a particular water main, or a particular street or transit line, the less costly the infrastructure is for each individual.

What was measured? The relative cost of providing infrastructure to each new home or apartment was measured based on their dispersal and distance from existing centers, using the methodology developed for Hillsborough County's *Multimodal Mobility Fee Study of 2010*.

- **Potential for Redevelopment**

The reuse of older properties typically has higher out-of-pocket costs to the developer, but provides community revitalization.

What was measured? The potential for previously developed office, retail or industrial land to attract a new use was measured. The measurement was calculated by averaging the amount of population and employment growth that could be accommodated through redevelopment, based on a percentage in each of the growth scenarios.

- **Available Bus or Rail Service**

Public transit provides access to jobs, health care, and other activities for those who do not drive, and is an alternative to idling in traffic for those who prefer not to.

What was measured? The percentage of all people and jobs in the County that are within walking distance (a quarter of a mile) to bus service. In the Bustling Metro Scenario, this also includes people and jobs in walking distance of rail service.

- **Access to Jobs from Under-Employed Communities**

Moderately priced housing may be a longer drive (or bus trip) away from a living-wage job.

What was measured? A forecast of the length of the average home-to-work trip for communities protected under the Executive Order on Environmental Justice, and the percent of those communities with access to transit service running at least once every 30 minutes, using the regional travel demand model.

Figures 2-14a and 2-14b details how each growth scenario performed with each performance measure.

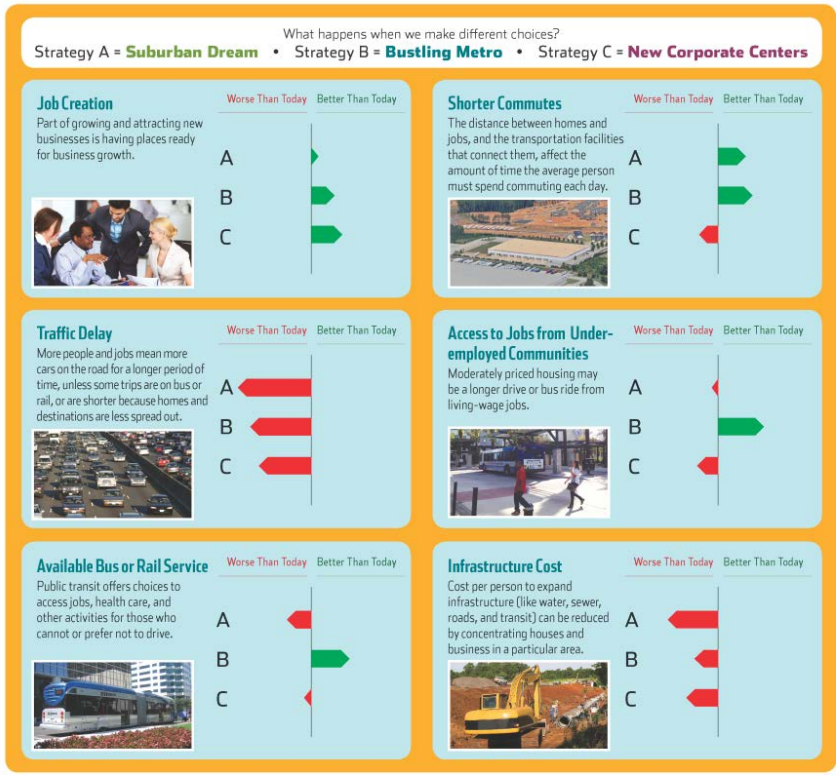


Figure 2-14a
Performance of Each Growth Scenario

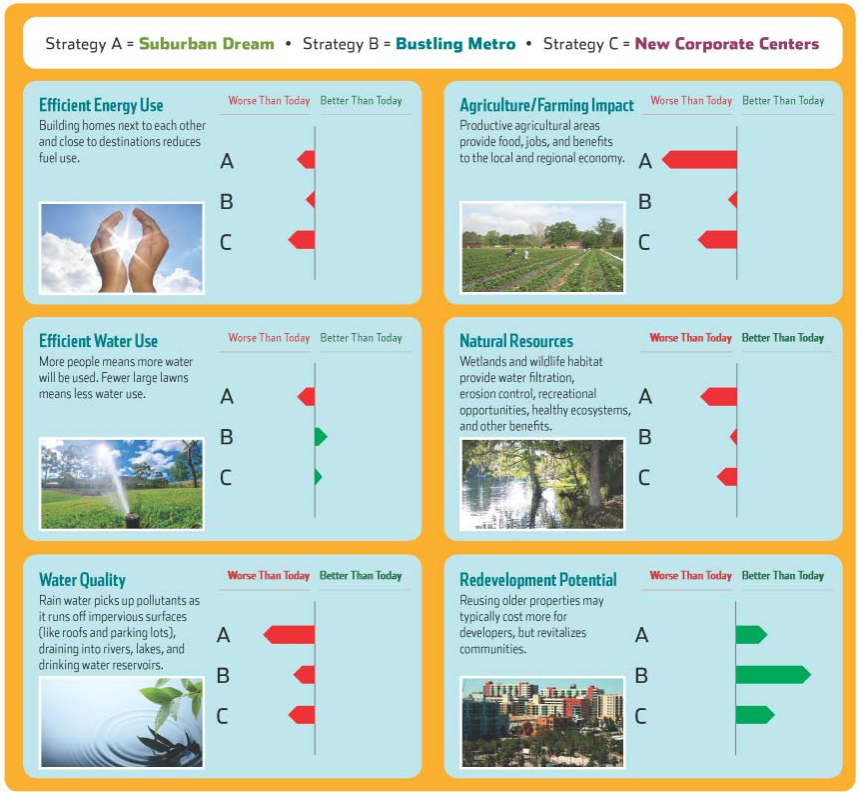


Figure 2-14b
Performance of Each Growth Scenario

Preferred Hybrid Growth Scenario

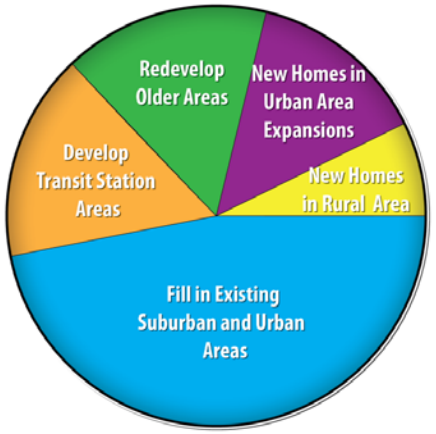
After the Hillsborough MPO received public and elected officials' feedback, a new scenario was developed. Initial feedback from the surveys found that residential areas near the urban core and employment at corporate centers resonated with people. This scenario is a hybrid of the Bustling Metro and New Corporate Centers scenarios. To develop what the growth pattern of the Preferred Hybrid Scenario would look like, dwelling units were added to areas around potential transit centers and jobs were added to areas of economic emphasis.

Figures 2-15 and **2-16** show the public's desired mix of housing and job centers, respectively.

To develop the preferred hybrid scenario, growth was first concentrated in existing job centers and potential transit station locations within the urban service boundary. Future residential areas near potential transit centers were based on comprehensive plan policies for transit-oriented development. Job growth was then assigned to existing and potential commercial centers. This type of growth scenario is intended to create higher density growth areas, which will not consume as much vacant land as allowed by current growth policies, thus leaving more vacant land for natural preserves and agriculture.

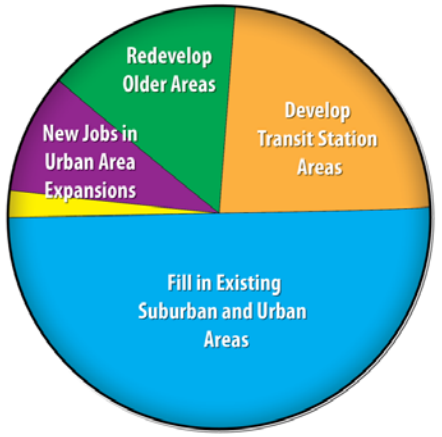
Figure 2-17 represents the Preferred Hybrid Scenario, highlighting some of its features. **Figure 2-18** illustrates the anticipated growth in population and employment in Hillsborough County in 2040 with the Preferred Hybrid Scenario.

More information on Imagine 2040 Part 1 is available at http://www.planhillsborough.org/imagine2040part1/.



Your Desired Housing Growth Mix

Figure 2-15



Your Desired Job Centers Growth Mix

Figure 2-16

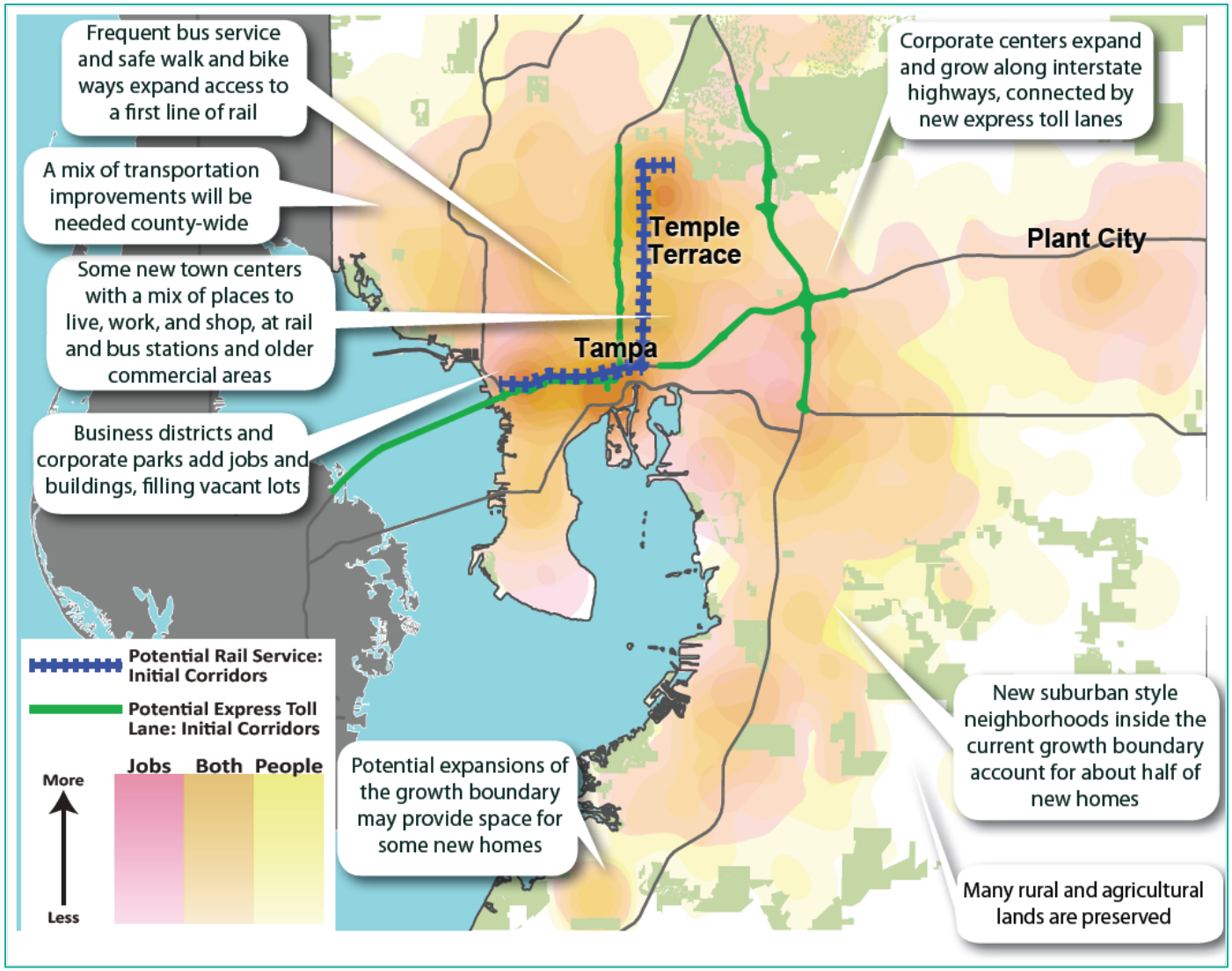


Figure 2-17

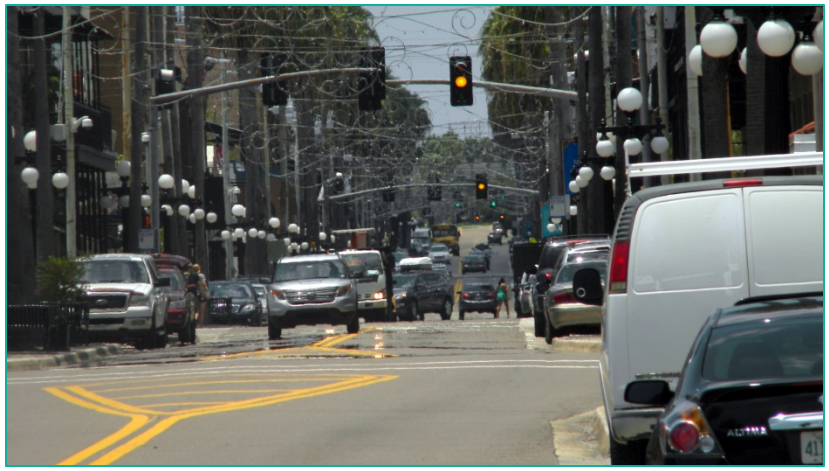
2040 Population and Employment Centers with Preferred Hybrid Scenario

	2010	2040	Growth
Household population	1,207,161	1,783,146	575,985
Group quarters population	21,599	32,818	11,219
Total population	1,229,226	1,815,964	586,738
Total employees	711,400	1,112,059	400,659
Employment/population ratio	.59	.62	

Figure 2-18

Growth Forecasts and Ratios Based on the Preferred Hybrid Growth Scenario

In the Preferred Hybrid Growth Scenario developed for Imagine 2040, the population of Hillsborough County is projected to grow from approximately 1.2 million people in 2010 to over 1.8 million people in 2040, a gain of nearly 600,000 people. Employment is projected to grow from over 700,000 employees within Hillsborough County in 2010 to over 1.1 million in 2040, a gain of over 400,000 new jobs. For more information, please refer to the *2040 Socioeconomic Data Forecasting and Scenario Planning Technical Memorandum.*



Goals, Objectives, and Policies

The *Imagine 2040 Plan* is guided by a set of goals, objectives, and policies that frame the plan and shape the project priorities identified in the plan. The goals, objectives, and policies take into account the findings from *Imagine 2040 Part 1*, in addition to input about the preferred growth scenario and transportation policies that the residents, businesses, and leaders would like to see in the future of Hillsborough County.

The performance measures referenced earlier in this chapter were derived from the Plan's goals, objectives and policies.

Safety is the MPO's top priority.

Goal I

Enhance the safety and security of the transportation system for both motorized and non-motorized users.

Objective 1.1

Provide for safer travel for all modes of transportation, including walking, bicycling, transit, auto and freight.

Policy 1.1A: Promote safety in the planning, design, construction and maintenance of all modes in transportation projects and programs (e.g., designing for the incorporation of emerging safety-related technologies).

Policy 1.1B: Work with local governments and other agencies to identify safety concerns and conditions, and recommend projects to address key deficiencies (such as high crash locations, lighting and signage).

Policy 1.1C: Support transit, motorist, bicycle and pedestrian safety education programs.

Policy 1.1D: Encourage improved traffic operations, access management and other safety measures to reduce aggressive driving and the number and severity of traffic crashes, including fatalities and injuries involving pedestrians and bicyclists.

Policy 1.1E: Ensure consistency with the vision, mission and goals of the Florida Strategic Highway Safety Plan.

Policy 1.1F: Encourage the reduction of emergency response time to incidents through the use of Intelligent Transportation Systems (ITS).

Policy 1.1G: Assist in the designation of corridors and development of procedures to provide for safe movement of hazardous materials.

Policy 1.1H: Minimize the impacts of truck travel to roadways not designated as local truck routes or regional goods movement corridors.

Policy 1.1I: Promote bicycle and pedestrian safety through protected bicycle lanes and enhanced pedestrian corridors within the urbanized areas.

Objective 1.2

Increase the security and resiliency of the multi-modal transportation system.

Policy 1.2A: Include emergency evacuation considerations in the MPO transportation planning process.

Policy 1.2B: Promote the implementation of safety and security improvements in the design or retrofit of transportation systems, including the ability to support emergency response and recovery.

Policy 1.2C: Develop the multi-modal transportation system to enhance the interface of all modes and users.

Policy 1.2D: Enhance security for all modes through the appropriate use of authorized access, surveillance systems and ITS.

Policy 1.2E: Work with federal, state and local agencies, the private sector and other stakeholders to minimize and mitigate potential threats and vulnerabilities in the multi-modal transportation system.

Policy 1.2F: Enhance multi-modal transportation system capacity and build communications and information capabilities to not only respond to, but proactively deter and mitigate emergencies.

Policy 1.2G: Enhance the resiliency of the regional supply chain by identifying alternative routes that could be used to ensure goods movement during and after an incident.

Provide for safer travel for all modes of transportation, including walking, bicycling, transit, auto and freight.

Objective 1.3
Improve the ability of the transportation network to support emergency management response and recovery efforts.

Policy 1.3A: Facilitate coordination among emergency management and transportation agencies to improve regional planning for emergency management.

Policy 1.3B: Ensure understanding of roles and responsibilities for how transportation and emergency management professionals can support each other in responding to an emergency.

Policy 1.3C: Support ITS architecture expansion to enhance situational awareness necessary for emergency response and managing evacuations.

Policy 1.3D: Ensure good data sources and communication links for sharing real-time transportation network capacity so that information is available to operating agencies during and after an emergency.

Policy 1.3E: Provide socio-economic, geographic information system (GIS) and other transportation data to assist in emergency management planning.

Policy 1.3F: Use outreach and education to increase public awareness of transportation systems and their use during evacuations.

Policy 1.3G: Facilitate public and private sector service institutional arrangements and coordination, to leverage private sector resources in support of response and recovery efforts following an incident.

Prioritization of transportation projects will enhance the region's economic vitality.

Goal II

Support economic vitality to foster the global competitiveness, productivity and efficiency of local and regional businesses.

Objective 2.1

Support transportation projects that promote economic development and job creation.

Policy 2.1A: Prioritize transportation projects that serve major employment centers and freight corridors.

Policy 2.1B: Encourage multi-modal transportation solutions, improving connections to major employment centers.

Policy 2.1C: Promote transit oriented design for select activity centers.

Objective 2.2

Promote regional and local cooperation on transportation issues and needs.

Policy 2.2A: Cooperate with the Tampa Bay Regional Transportation Authority (TBARTA), Tampa Bay Transportation Management Area (TMA) and the TBARTA Chairs Coordinating Committee (CCC) to advance a regional rail system and other major multi-modal transportation improvements within the region.

Policy 2.2B: Establish regional multi-modal transportation priorities, and improve regional intermodal travel and movement of goods.

Policy 2.2C: Encourage integration of activities for funding, programming and coordinating regional multi-modal transportation projects.

Policy 2.2D: Improve connectivity between Strategic Intermodal System (SIS) transportation corridors, freight facilities and major economic centers.

Policy 2.2E: Support policies to ensure that facilities and services are provided concurrently with development, and meet local level of service (LOS) standards.

Policy 2.2F: Ensure compatibility with the multi-modal transportation facilities and programs such as the ITS of adjacent jurisdictions and resolve differences among the jurisdictions.

Policy 2.2G: Consider the use of tolls, user fees and innovative funding for regional projects.

Objective 2.3

Relieve congestion and improve traffic flow.

Policy 2.3A: Identify and promote multi-modal improvements in congested corridors to reduce vehicle miles traveled (VMT), including bus service, rapid transit, bicycle/pedestrian facilities and managed lanes (e.g., High Occupancy Vehicle (HOV) or High Occupancy Toll (HOT) lanes).

Policy 2.3B: Support high capacity transit systems in areas with high density, constrained roads and congested corridors.

Policy 2.2C: Promote multi-modal Transportation Demand Management (TDM) strategies that spread out or reduce the growth in peak hour vehicle travel through programs such as carpooling, telecommuting and flexible work hours.

Policy 2.3D: Support transportation system management (TSM) including intersection improvements, ITS and other strategies to improve traffic flow, provide more reliable travel times and reduce delay, particularly on constrained roadways, congested corridors and at key traffic bottlenecks.

Policy 2.3E: Manage congestion near ports, airports, rail facilities and economic activity centers.

Policy 2.3F: Improve response time for non-recurring incidents on congested corridors.

Objective 2.4

Support community education and involvement in transportation planning.

Policy 2.4A: Engage the public in workshops, public hearings, surveys and other methods to encourage awareness and participation.

Policy 2.4B: Communicate with the public on planning issues in a clear and concise manner, and collaborate with the public throughout the development of multi-modal transportation plans.

Policy 2.4C: Make project information and plans interesting and available to the public through the internet, follow the MPO's Limited English Proficiency Plan to ensure that key materials are reasonably accessible to persons with disabilities and language barriers and use visual images to describe MPO plans.

Policy 2.4D: Ensure that plans respond to the diversity of community needs.

Policy 2.4E: Encourage early public involvement in the planning and design of proposed transportation projects.

Objective 2.5

Incentivize private-sector and community transportation investments.

Policy 2.5A: Pursue private-public partnerships and provide incentives for private sector participation in the funding, design, right-of-way acquisition, construction and operation of multi-modal transportation improvements.

Policy 2.5B: Partner with the community to invest in transportation enhancements such as transit stations, intermodal terminals, toll roads and TDM programs.

Our future transportation needs must be environmentally friendly.

Goal III

Improve the quality of life, promote energy conservation and enhance the environment, while minimizing transportation-related fuel consumption, air pollution and greenhouse gas emissions.

Objective 3.1

Use appropriate planning and design criteria to protect and enhance the built and natural environment.

Policy 3.1A: Select new road alignments that avoid cutting through or fragmenting environmentally sensitive areas, including wildlife corridors, parks, trails, marshes or wetlands.

Policy 3.1B: Plan and design new and expanded multi-modal transportation facilities and new roadway alignments that respect and preserve scenic, historical, archaeological or water resources and other sensitive habitats, and protect the character of designated rural areas.

Policy 3.1C: Apply environmentally sensitive design concepts to appropriate roadway widening and multi-modal projects located within the urban service area.

Policy 3.1D: Promote proper environmental stewardship and mitigation practices to restore and maintain environmental resources that may be impacted by transportation projects.

Objective 3.2

Minimize the use of fossil fuels and improve air quality.

Policy 3.2A: Give incentives to use transit, biking, walking and Transportation Demand Management (TDM) practices such as carpooling and telecommuting to reduce fuel consumption.

Policy 3.2B: Promote the use of alternative fuels and technologies in motor vehicles, fleet and transit applications to reduce greenhouse gas emissions.

Policy 3.2C: Promote the reduction of energy consumption on a system-wide basis, and the use of more renewable sources of energy such as solar, wind and biomass.

Policy 3.2D: Comply with all federal and state air quality standards, and pursue strategies to reduce greenhouse gas emissions from transportation sources in Hillsborough County and the Tampa Bay region.

Goal IV

Promote accessibility and mobility by increasing and improving multi-modal transportation choices, and the connectivity across and between modes, for people and freight.

Objective 4.1

Maximize access to the transportation system and improve the mobility of the transportation disadvantaged.

Policy 4.1A: Provide facilities that are compliant with the Americans with Disability Act (ADA) and amenities (such as new sidewalk connections, trails and enhanced bus stops/shelters) that support all users of the multi-modal transportation system, including persons with disabilities, the elderly and economically disadvantaged.

Policy 4.1B: Improve or expand the multi-modal transportation system serving the disadvantaged by enhancing service availability, and providing greater access to connecting bicycle and pedestrian facilities.

Policy 4.1C: Promote ParaTransit or alternative services where development patterns do not support fixed route transit.

Objective 4.2

Decrease reliance on single-occupancy vehicles.

Policy 4.2A: Plan for and develop a "transit-friendly" transportation system providing appealing choices that are more competitive with automobile travel.

Policy 4.2B: Increase the percentage of persons using alternative modes, especially during peak hours, through planning implementable multi-modal projects, and connections between them.

Policy 4.2C: Promote and expand TDM programs and partnerships with commuter assistance programs such as TBARTA.

Objective 4.3

Support an integrated transportation system with efficient connections between modes.

Policy 4.3A: Develop a multi-modal transportation system that integrates all modes into the planning, design and implementation process.

Policy 4.3B: Promote transit circulator, water taxi and bicycle and pedestrian systems serving major activity centers, such as hospitals, educational facilities, parks, malls and other major employment and commercial centers.

Policy 4.3C: Provide appropriate highway, transit, bicycle and pedestrian links to airports, seaports, rail facilities, major terminals, theme parks and other major tourist destinations.

Policy 4.3D: Support multi-modal improvements to address a system gap or deficiency at significant points such as major intersections and movable bridges that serve vehicular traffic and other modes.

Support an integrated transportation system with efficient connections between modes.

Objective 4.4
To foster greater economic competitiveness enhance the efficient movement of freight in the Tampa Bay region.

Policy 4.4A: Plan an interconnected freight movement system that encompasses air cargo, trucking, rail, pipeline and marine transportation.

Policy 4.4B: Prioritize improvements that facilitate the efficient and effective movement of freight and enhance the area's regional and global competitiveness.

Policy 4.4C: Improve intermodal connectivity and access to and from designated regional freight activity centers (such as intermodal rail yards, the Port of Tampa and Tampa International Airport).

Policy 4.4D: Plan implementable long-term and short-term transportation improvements on designated goods movement corridors and locally designated truck routes.

Policy 4.4E: Promote efficient roadway design standards for designated truck routes (such as turning radii, re-striping pavement and operational improvements).

Goal V

Assure that transportation improvements coordinate closely with comprehensive land use plans and support anticipated growth and development patterns.

Objective 5.1
Promote sensible growth patterns that are livable, sustainable and appealing to residents and travelers.

Policy 5.1A: Ensure that multi-modal transportation improvements support both local and statewide growth management and development goals.

Policy 5.1B: Allow lower highway LOS standards on Non-SIS roadways with acceptable transit services, particularly in urbanized areas.

Policy 5.1C: Support new development requirements to contribute ADA-compliant pedestrian, bicycle and transit amenities and facilities.

Policy 5.1D: Designate roadway and transit corridors for streetscape, gateways, noise buffering and/or median landscaping treatments.

Policy 5.1E: Encourage project designs that follow Liveable Roadway Guidelines, incorporating suitable landscape and streetscape elements and addressing the needs of all users including pedestrians, bicyclists, transit users and persons with disabilities.

Policy 5.1F: Preserve and enhance scenic views of and access to waterfronts, historic and cultural assets and other attractive features.

Policy 5.1G: Encourage local governments to consider multi-modal transportation needs in their land use decisions.

Objective 5.2

Use appropriate planning and design criteria to promote community cohesion and avoid or minimize negative impacts to residential neighborhoods.

Policy 5.2A: Design an efficient multi-modal transportation system that improves connections between communities and adjacent areas, while minimizing cut-through traffic in residential neighborhoods.

Policy 5.2B: Balance the need for roadway widening and other goals and priorities of local residents.

Policy 5.2C: Design projects to soften the impact of roadway widening or extensions on established neighborhoods (such as screening, buffering and noise walls).

Policy 5.2D: Meet environmental justice requirements by preventing or avoiding disproportionate adverse impacts to low income and minority communities.

Policy 5.2E: Avoid road construction or widening projects that will isolate or disrupt established neighborhoods and business districts.

Policy 5.2F: Where appropriate, encourage measures that promote traffic calming, especially within urban service areas.

Objective 5.3

Encourage land development patterns that promote transportation efficiency.

Policy 5.3A: Support in-fill development and the creation of more livable communities by connecting neighborhoods, parks, open space, commercial and office centers with transit, bikeways and sidewalks.

Policy 5.3B: Designate corridors that allow higher density mixed use areas to be served by public transit.

Policy 5.3C: Incentivize major development projects to locate along or extend existing or planned public transit lines and implement transit-oriented development design concepts.

Policy 5.3D: Locate transit stops/stations within convenient walking distance of major concentrations of employment and housing.

Policy 5.3E: Minimize the amount of land devoted to vehicle parking and encourage policies that result in a more efficient use of parking facilities.

Encourage land development patterns that promote transportation efficiency.

Goal VI

Consider cost-effective solutions that preserve existing facilities and optimize the efficiency of Transportation System Management and operations.

Objective 6.1

Emphasize cost effectiveness as a factor for identifying priorities for all modes.

Policy 6.1A: Establish performance measures in coordination with the state targets, consistent with Public Law 112-141, Moving Ahead for Progress in the 21st Century (MAP-21).

Policy 6.1B: Prioritize lower-cost improvements for all modes.

Policy 6.1C: Acquire and preserve right-of-way at the least possible economic, ecological and social cost for all modes.

Policy 6.1D: Support preservation of Right-of-Way for future transportation improvements.

Objective 6.2

Emphasize the preservation of the existing transportation system and establish priorities to ensure optimal use.

Policy 6.2A: Promote policies that maximize the use of existing transportation facilities and explore opportunities for improved connectivity before building new facilities (such as restriping for bicycle lanes, new technologies and ITS).

Policy 6.2B: Give priority and allocate funding to low-cost capital improvements designed to preserve and maintain existing thoroughfare capacity.

Policy 6.2C: Assess total multi-modal transportation investment costs by taking into account not only initial capital costs, but also operating and maintenance costs.

Policy 6.2D: Encourage implementation of roadway access management principles.

Policy 6.2E: Promote the establishment of a dedicated transit revenue base that is stable throughout economic cycles.

Policy 6.2F: Establish criteria to prioritize improvements based on the objectives set forth in this Plan.

Policy 6.2G: Ensure that funding is available to maintain and replace transportation assets on appropriate schedules to preserve the existing transportation system.

With the background data, preferred growth scenario chosen, and goals, objectives, and policies established, the groundwork for the *Imagine 2040 Plan* has been laid. The next step is to identify the needed transportation projects to serve the Preferred Hybrid Growth Scenario. Once all the needs are identified in a financially unconstrained list of transportation needs, anticipated funding level scenarios will be identified. A smaller list of projects will then be selected based on their priority and funds available to pay for them.

Emphasize the preservation of the existing transportation system and establish priorities to ensure optimal use.

Chapter 3: Building the Plan

Building something always starts from the ground up. In the case of building a long range transportation plan like Imagine 2040, the ground is made up of previous plans and existing conditions data.

In addition, the plan must take into consideration new federal regulations which require the use of performance measures. The performance measures will be used to evaluate transportation networks and systems in Hillsborough County to determine what improvements are needed and which can be achieved in the Imagine 2040 Plan.

Performance Measures

Performance Measures are a key component of the Moving Ahead for Progress in the 21st Century Act (MAP-21). Congress established seven national goal areas in MAP-21:

- **Safety –** to achieve a reduction in traffic fatalities and injuries on all public roads.
- **Infrastructure Condition –** to maintain the public highway infrastructure in a state of good repair.
- **Congestion Reduction –** to reduce congestion on the National Highway System.
- **System Reliability –** reduce travel time unpredictability on the public highway system.
- **Freight Movement and Economic Vitality –** to improve the national freight network, provide rural communities better access to national and international trade markets, and to encourage regional economic development.
- **Environmental Sustainability –**to enhance the transportation system while at the same time protecting the natural environment.
- **Reduced Project Delivery Delays –**to reduce project costs and accelerate the completion of projects by eliminating delays in the project development and delivery process.

Performance measures to achieve these goals are being established by US DOT, and each state will set its own targets against these measures. MPOs in Florida may adopt the statewide targets, and may create supplemental measures and targets appropriate for the metropolitan area.

For *Imagine 2040*, the Hillsborough MPO expanded on the MAP-21 performance measures and applied them to some of the thorniest challenges facing the community. Successive years of recessionary budget cutbacks have affected this community's ability to achieve targets in the following performance areas:

Preserve the System

- ❑ Road resurfacing schedule
- ❑ Bridge repair schedule
- ❑ Transit vehicle replacement schedule

Reduce Crashes & Vulnerability

- ❑ Total crashes, fatal crashes, and pedestrian/bike crashes
- ❑ Recovery time and economic impact of a major storm

Minimize Traffic for Drivers & Shippers

- ❑ Peak-hour travel time reliability
- ❑ Affected truck trips

Real Choices When Not Driving

- ❑ People & jobs served by the bus system
- ❑ People & jobs served by the trail/sidepath network

Major Investments for Economic Growth

- ❑ Key Economic Spaces
  - Jobs served
  - Delay reduced
- ❑ Strategic Intermodal System
- ❑ Development Based Needs
- ❑ Longer Range Vision

Each of these needs categories will be discussed in detail in this chapter.

Preserve the System

System preservation is a vital component to a long range transportation plan because investment for pavement preservation and new structural standards will be critical to ensuring the viability of roads and bridges. Additionally, transit system performance will not be jeopardized by fleet age and will be able to sustain for longer periods of time with enhanced maintenance measures. Deferring preventative maintenance to fleet vehicles can lead to failure of the road base and lead to more costly roadway rehabilitation efforts. Measuring system preservation can be accomplished by the maintenance schedule of roads and bridges, and transit fleet replacement schedule. Detailed information about system preservation can be found in the *System Preservation – Pavement, Bridges, and Transit Costs and Benefits* technical memorandum.

i. Pavement and Bridges

Well maintained roadways and bridges are not only critical to Hillsborough County, but to the entire nation since economic growth, national defense, and the movement of goods and people rely upon a well-maintained infrastructure system.

From the 1960s through the 1980s, most Federal and State funding went to building new highways and bridges. Now, roadways and bridges constructed during this time period are in jeopardy due to age, increased traffic volumes, and smaller budgets to maintain them. Pavement preservation extends the pavement's serviceable condition over a period of time, improves safety, and meets motorists driving expectations. Preventive maintenance, minor rehabilitation, and routine maintenance are examples of common pavement preservation methods.

Hillsborough County has 12,025 lane miles and they are maintained by the following agencies or jurisdictions:

- FDOT – 1,896 miles
- Hillsborough County – 6,920 miles
- City of Tampa – 2,800 miles
- Temple Terrace – 165 miles
- Plant City – 150 miles
- Tampa-Hillsborough Expressway Authority – 94 miles

Bridges are essential to the transportation network and have an average life expectancy of 50 years. Current spending on bridge maintenance in the county, as shown in the five-year work programs and capital improvement programs of Hillsborough County, the three cities, and FDOT District 7, comes to an average of $31 million annually, or $620 million over 20 years. However, current funding does not adequately address all of the needs for

major bridge repairs and/or replacements on some bridges for which Tampa and Hillsborough County are responsible.

Figure 3-1 is a list of bridges in Hillsborough County and Tampa that need to be replaced within the next 15 years, with cost estimates. The total cost to replace all thirty bridges on the list is just under $100 million in 2014 dollars.

Pavement begins aging and deteriorating the day it is applied. Most asphalt pavements have an optimal lifespan of 15 years, some less and some more depending on design structure, traffic volumes, traffic weights, and climate. For its high volume, high truck usage arterials, FDOT's standard are to resurface at least every 17 years. On lower volume collector and local streets, the pavement may last longer.

Pavement conditions are measured by three performance measures:

- **Safety** – wheelpath rutting, friction
- **Preservation** – cracking, potholes, raveling, patching, depressions
- **Ride** – rippling, faulting, public complaints

Figure 3-2 shows the estimated annual cost to achieve FDOT's maintenance standard on all roads countywide, which requires that six percent of roads are resurfaced annually. Under the low investment level, which matches current spending, only two percent of roads are resurfaced every year, while in the medium investment scenario four percent of roads are resurfaced annually.

Bridge Name	Total
Caruthers Road over Turkey Creek	$976,000
E. Keysville Road over Alafia River West Branch	$1,450,313
CR 672 over Hurrah Creek	$2,910,325
Grange Hall Loop over Little Manatee River	$5,231,250
CR 579 over Little Manatee River	$3,275,938
CR 579 over Little Manatee River South Fork	$3,339,036
CR 587 (West Shore Boulevard)	$1,386,189
Old Mulberry Road	$2,955,423
70th Street S	$1,709,736
Balm Riverview Road	$1,832,685
Old Big Bend Road	$5,066,102
CR 39 (230' North of CR 672)	$4,616,090
W. Waters Avenue	$2,077,620
Sligh Avenue	$8,581,706
CR 582 (Tarpon Springs Road)	$1,633,830
N. Pebble Beach Boulevard	$1,661,270
Fletcher Avenue	$14,406,596
Morris Bridge Road	$1,528,145
Morris Bridge Road	$2,440,457
Columbus Drive	$3,344,625
CR 39 (1.4 mi S of CR 640)	$2,357,228
CR 39 (2.2 mi S of CR 640)	$2,485,479
78th Street	$2,380,325
Morris Bridge Road	$6,615,000
4th Street SW	$5,433,026
Brorein Street Bridge	$2,000,000
Columbus Drive over Hillsborough River	$2,000,000
Cass Street Bridge	$2,000,000
Laurel Street	$2,000,000
Platt Street	$2,000,000
	Total $99,694,389

Figure 3-1 *Bridges in Hillsborough County and City of Tampa Identified for Replacement*

Figure 3-2: Summary of Pavement Preservation Investment Levels

Investment Level	Annual Cost for Resurfacing ($2014)	Total Cost for Resurfacing (20 years)	Lane Miles Resurfaced	Percentage of Roads Resurfaced Annually	Resurfacing cycle
Low 	$25,600,000 Based on current annual funding; currently there is a funding shortfall to maintain roads.	$512,000,000	146 - 197	2%	Every 50 years
Medium 	$53,700,000 Annual funding required to improve the pavement condition.	$1,074,000,000	350 - 458	4%	Every 25 years
High 	$83,833,035 Annual funding required to meet FDOT standard of resurfacing all roads every 17 years.	$1,676,660,700	715	6%	Every 17 years

ii. Transit Fleet

The latest data about transit fleet replacement was found in HART's fleet plan. The Federal Transit Agency's (FTA's) minimum vehicle life requirement is 12 years. Currently, HART's fleet replacement plan indicates a funding shortfall to achieve the prescribed 12 year replacement schedule. The current funding level is illustrated in Investment Level 1, with an average vehicle fleet age of 13 years in 2040, and an average of eight road-calls (vehicle breakdowns) each weekday. The high investment level describes an optimum fleet maintenance scenario with an average of five road-calls per weekday. The medium investment level, between these two, was based on having an average fleet age of eight years in 2040 with an average of six road-calls per weekday.

Figure 3-3 describes the high, medium, and low investment levels respectively for each transit vehicle fleet replacement.

With the High Investment Scenario, the average vehicle age in HART's fleet will be 5 years in 2040.

Investment Level	Statistics	Total
High	Total capital required for fleet plan	$168,086,862
	Average fleet age (2040)	5 years
	Number of new vehicles	272
	Road calls per year	1,316
	Road calls each weekday	5
Medium	Total capital required for fleet plan	$128,628,520
	Average fleet age (2040)	8 years
	Number of new vehicles	246
	Road calls per year	1,579
	Road calls each weekday	6
Low	Total capital required for fleet plan	$100,843,178
	Average fleet age (2040)	13 years
	Number of new vehicles	187
	Road calls per year	2,193
	Road calls each weekday	8

Figure 3-3 *Investment Levels and Statistics for Transit Vehicle Fleet Replacement*

Minimize Traffic for Drivers & Shippers

As discussed in Chapter 2, the *Regional Congestion Management – State of the System 2012* report notes that the Tampa Bay Region is the 12th most congested metropolitan area in the nation and second most in Florida after Miami. The region ranked 28th in the nation with $670 million wasted each year as a result of congestion and had the 19th longest delay in the nation with over 53,000 hours spent each year stuck in traffic.

The congestion statistics for freight traffic are not much better. The Tampa Bay region ranks 21st in the nation in freight congestion with $210 million wasted each year due to congestions while the national average is $53 million per year[1].

Figure 3-4 depicts the most congested corridors in the Tampa Bay Area and **Figure 3-5** identifies the most congested intersections in unincorporated Hillsborough County.

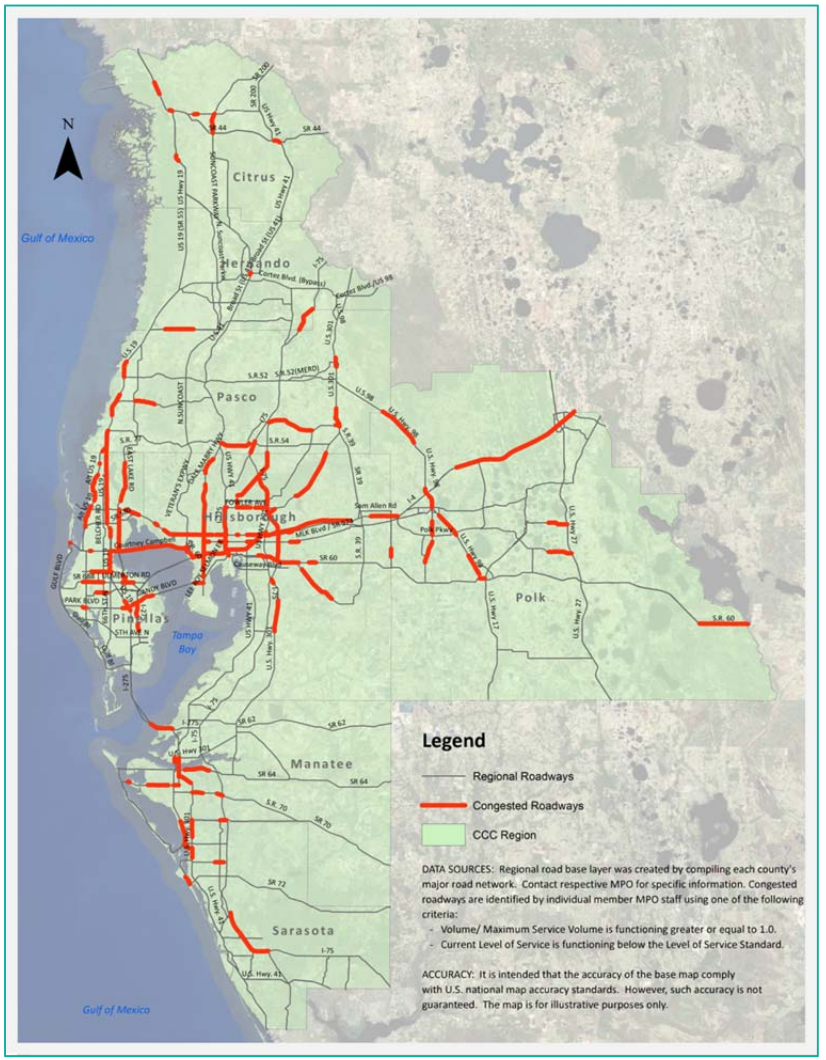


Figure 3-4 *Existing Tampa Bay Congested Corridors Map*

[1] Source: West Florida Metropolitan Planning Organizations Chairs Coordinating Committee *Regional Congestion Management Process: State of the System 2012,* 2012

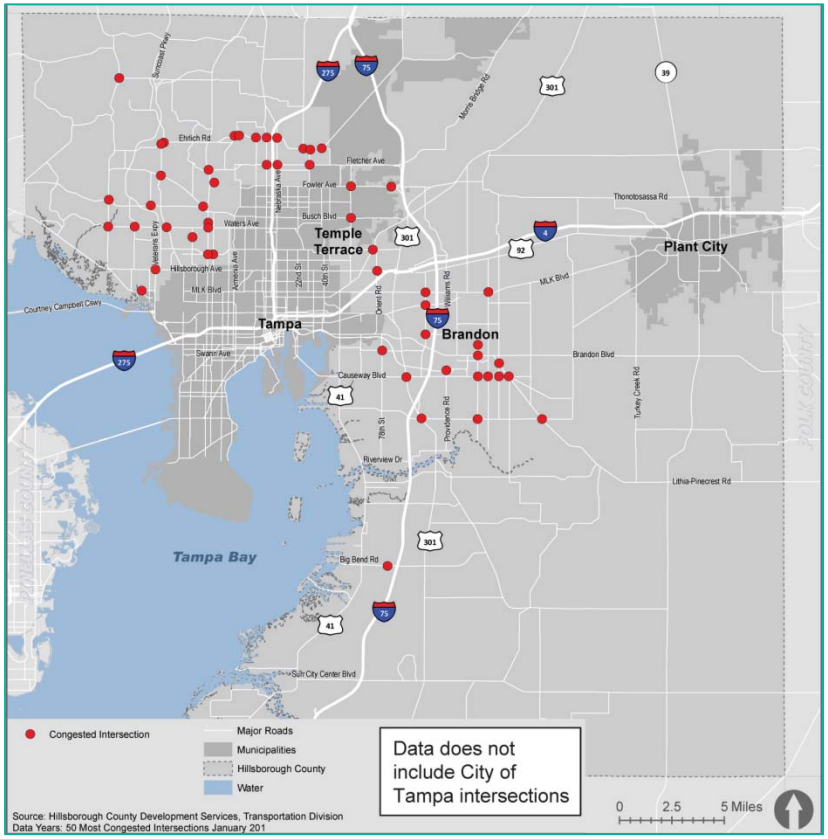


Figure 3-5 *Existing Hillsborough County Congested Intersections Map*

i. Congestion Management for Drivers

The *Congestion Management Costs and Benefits* technical memorandum goes into detail about performance measures used to evaluate congested roadway segments and the methodology behind the evaluation. The performance measures used were:

- Reliability –the consistency or dependency in commute times measured through a Travel Time Index
- Travel Time Index (mean travel time/free flow travel time)

All major roadway segments that were 80% congested (a volume to capacity ratio of greater than 0.8), based on existing traffic, where identified as needing improvement. The types of improvements that were considered in the analysis were:

- Geometric improvements at intersections, such as adding or extending turn lanes
- Advanced coordinated signal control, management at Traffic Management Centers (TMCs).
- Advanced Traffic Management Systems (ATMS)
- Expanding Road Ranger patrols/improving incident management.
- Freeway operational movements, such as variable speed limits, lane control, and ramp metering.

With Investment Level 3, arterial roadway capacity could increase by 17% and freeway capacity by 10% by 2040.

The lowest funding level, Level 1, extends today's congestion management funding into the future, spending $310 million by 2040, and results in arterial capacity increasing by 7%. The Level 2 investment level spends over $871 million on improvements by 2040 and increases arterial capacity by 17%, reduces incident frequency by 5% and incident duration is reduced by 25%. The final investment level, Level 3, allocates over $1 billion to congestion improvements by 2040 and yields a 17% increase in arterial capacity by 17%, a 10% increase in freeway capacity, and incident frequency and duration are reduced by 7% and 25% respectively.

Figure 3-6 describes the type of projects, costs, and benefits under each investment scenario. For a list of specific congested roadways please see the *Congestion Management Costs and Benefits* technical memorandum.

Figure 3-6: Congestion Management Costs and Benefits

LEVEL 1

Investment Level 1 CURRENT SPENDING TREND

Responsible Agency	Description	FY13-17 CIP	FY14-18 CIP
FDOT	Road Ranger Patrol: I-275, 1-4/Selmon	$9,125,004	$9,125,004
Hillsborough	Intersection Program, ATMS, TMC	$50,792,000	$67,900,000
City of Tampa	Intersection Program, ATMS, signals	$10,440,000	
City of Temple Terrace	ATMS	$270,000	
Total 5-year spending		$70,627,004	$77,025,004
Average of 5-year spending		$73,826,004	
Current Spending Trend – Extended over 20 years			**Level 1 Total $295,304,016**

Benefits

- Arterial capacity is increased by 7%.

LEVEL 2

Benefits Investment Level 2

Description	Number	Unit Cost	Additional Cost	Total Cost
Level 1 Congestion Projects				$295,304,016
Intersections: geometric improvements, ATMS, TMC	640 intersections	$770,000		$492,800,000
TMC and ATMS Infrastructure and labor	One time cost		$9,400,000	$9,400,000
Freeway operations: Incident Management	120 miles	$260,000		$31,200,000
Freeway operations: Incident Management Infrastructure	One time cost		$3,000,000	$3,000,000
				Level 2 Total $831,704,016

Figure 3-6: Congestion Management Costs and Benefits

Benefits
Investment Level 2

- Arterial capacity is increased by 17%

- Incident frequency is reduced by 5%

- Incident duration is reduced by 25%

Investment Level 3

Description	Number	Unit Cost	Additional Cost	20-Year Cost
Level 1 Congestion Projects				$295,304,016
Intersections: geometric improvements, ATMS	640 intersections	$770,000		$492,800,000
TMC and ATMS Infrastructure and labor	one time cost		$9,400,000	$9,400,000
Freeway operations: Incident Management, ramp metering, variable speed limits, lane control	120 miles	$1,500,000		$4,600,000
Freeway operations: Infrastructure & Labor	one time cost		$4,600,000	$180,000,000
				Level 3 Total $982,374,016

Benefits

- Arterial capacity is increased by 17%

- Incident frequency is reduced by 7%

- Incident duration is reduced by 25%
- Freeway capacity is increased by 10%

Figure 3-6 *Congestion Management Costs and Benefits*

ii. Freight Congestion

Freight and goods movement in Tampa Bay is already congested, and by 2040 the Federal Highway Administration (FHWA) forecasts that 496 million tons of freight will move through Tampa Bay in 2040 compared to 295 million tons in 2011[2]. Most of that freight will be moved by truck on the region's roadways.

To determine the 2040 needs to move freight efficiently through the region, various plans were reviewed, including the Port Tampa Bay Strategic Plan, the Tampa Bay Regional Goods Movement Study (TBRGMS), the Strategic Regional Freight Plan (SFRP), the Florida Statewide SIS Needs Plan, and the Statewide Ports Plan. Recommended projects from these studies were evaluated using performance measured designated to specifically address freight congestion. The performance measures used were:

- Percent miles of congested freight routes – this is used to track reductions in congestion on the regional freight system
- Percent of freight hotspots (high density areas where freight and goods movement take place) mitigated – based on the list of identified freight hot spots, this performance measure can track the number of hot spots eliminated or mitigated over time
- Planning Time Index – measures travel time reliability
- Buffer Index – measures how much time must be added for freight traffic to travel through a corridor
- Cost of Freight Delay – Calculating the cost of truck delay provides a monetized value of delay that can be used system-wide, or corridor-wide, to determine the benefit of a completed project

The *2040 Freight Needs Assessment Technical Memorandum* documents three levels for freight investment. The baseline comprises the FDOT District 7 Freight Quick Fix projects for Hillsborough County, as funded in the 5-year FDOT Work Program. This level of funding was extrapolated over 20 years, resulting in an investment of $18,632,000 for Level 1. This investment level provides funding for all

[2] Source: Hillsborough MPO *Freight Investment Program for the 2040 Long Range Transportation Plan Technical Memorandum,* 2014.

73 low-cost freight projects identified in the FDOT District 7 consolidated freight improvement database and FDOT Regional Strategic Freight Plan (excluding capacity projects and major maintenance/resurfacing projects, which are accounted for in other spending programs). The total investment for these projects is $17,020,523.

Low-cost, Level 1 projects include:

- Any project identified on the FDOT Freight Quick Fix list regardless of cost;
- Restriping to reconfigure an intersection or make lane width adjustments on existing surfaces to 12 feet, where possible, on heavily used truck corridors;
- Pulling back concrete median noses and replacing with pavement markings to enhance truck turning and reduce infrastructure damage;
- Adjusting the location of stop bars to allow for unimpeded wide truck turns, where generally only a single receiving lane exists;
- Adding truck-related signage;
- Minor corner radius changes/shoulder repair within the existing right-of-way (ROW);
- Corner radius modifications on rural facilities;
- Adding or modifying raised concrete channelization islands; and
- Adjusting signal timing.

Level 1 also includes moderate cost investments that range between $100,000 and $1 million although some projects and combinations of projects to improve a corridor or a corridor segment that may cost more. These projects include:

- Minor reconstruction within the existing ROW;
- Corner radius modifications on urban facilities;
- Milling and resurfacing intersections and approaches;
- Adding left-/right-turn lanes within the existing ROW;
- Adjusting turn lane lengths to accommodate more vehicles at intersections with a large amount of truck turning movements;
- Converting median openings to directional median openings throughout a corridor segment; and
- Railroad crossing upgrades/repairs/resurfacing, and
- Adding new traffic signals.

The next level of investment adds one major capacity improvement, a more costly project than many Level 1 investments combined. The recommended capacity project is a railroad grade separation on US 41 at Rockport. This high priority grade separation is identified in the Regional Strategic Freight Plan and has also been identified by the SIS Systems Needs Plan, the Regional Rail Plan, and the Port Tampa Bay Strategic Plan. It will relieve congestion resulting from 28[3] or more train crossings per day entering and exiting the CSX

[3] Source: Hillsborough MPO *Freight Investment Program for the 2040 Long Range Transportation Plan Technical Memorandum,* 2014

Rockport Phosphate Terminal, especially during peak commuting hours when traffic queues often reach over a mile length.

Level 3 investments recommend a second railroad grade separation (Causeway Boulevard, east of US 41), in addition to the grade separation listed under Level 2 or, as an alternative, construction of the SR 60 to I-4 Connector east of Brandon that is recommended in the Regional Strategic Freight Plan. Similar to the US 41 grade separation, the Causeway Boulevard grade separation will relieve congestion caused by trains entering the Rockport Terminal, as well as trains heading south to the Eastport Terminal, Port Manatee, and Bradenton. Causeway Boulevard is a key connector route between the US 301/I-75 corridor and Port Tampa Bay. The SR 60 to I-4 Connector is proposed to relieve a portion of the heavy through traffic on SR 60/Brandon Boulevard by providing an alternate route around Brandon via I-4. It is also expected to relieve additional traffic between I-75 to the north of I-4 and SR 60 east of Brandon. Other high cost projects that would further facilitate freight movement remain as unfunded needs.

Figure 3-7 below shows the baseline plus the additional recommended spending at each tier, as well as the total combined spending if the additional Level 2 or 3 funding is available. For specific projects and freight hot spots please see the *Freight Investment Program for the 2040 Long Range Transportation Plan* technical memorandum.

The typical costs presented in the tables include a percentage of the construction costs to cover engineering design, mobilization/CEI, ROW, and contingencies.

Figure 3-7: Freight Program Funding Tier Spending

		Project Costs	Investment Level Costs	Investment Level Benefits
	Baseline (Total value of FDOT Freight Quick Fix projects in Hillsborough County funded in the current adopted five-year FDOT Work Program)	$3,105,333		
	**72 operational and minor infrastructure projects** (continuation of FDOT Freight Quick Fix program)	$17,020,523	$17,020,523	117 thousand daily truck trips flow better through intersections
	**Add one railroad grade separation**	$50,652,000	$67,672,523	Above, plus: removes traffic stoppage of about 5 hours per day
	**Add second railroad grade separation**	$37,520,000	$105,192,523	Above, plus: removes another traffic stoppage of about 5 hours/ day
	Total Freight Needs (Includes additional grade separations) **Unfunded Freight Needs** (Beyond Level 3 Investment)			$956,773,568 $851,601,045

Reduce Crashes & Vulnerability

Another key component of the *Imagine 2040 Plan* is safety and security. The safety segment of the plan focuses on crash reduction while the security segment deals with transportation infrastructure vulnerability to flooding.

i. Safety: Crash Reduction

Hillsborough County has some of the most dangerous roadways in the nation. With the highest traffic fatality rate per capita of all large U.S. counties, Hillsborough has a traffic fatality rate of 12.4 fatalities per 100,000 residents based on 2010 data. Further, Hillsborough ranks 12th in the nation (based on counties with populations exceeding 1 million) for having the most traffic fatalities.[4] Safety Emphases Area crashes are those that are caused by aggressive driving, at-intersection, or lane departures, all of which Hillsborough County ranks in the top five Florida counties for these type of crashes. **Figure 3-8** identifies high crash areas in Hillsborough County. Very busy roadways such as Dale Mabry Highway, Hillsborough Avenue, Fletcher Avenue, and SR 60 in Brandon are identified on the map as high crash roadways with high crash intersections.

In addition, the Tampa Bay region has the highest pedestrian fatality rate in the nation with 3.5 pedestrian fatalities per 100,000 residents. In May 2014, Smart Growth America, a national organization that is dedicated to the research of and advocating for better community development and safer streets released a report, *Dangerous by Design 2014*, that chronicles the most dangerous roadways and the most threatened populations in the United States. Utilizing a methodology of determining the rate of pedestrian deaths relative to the number of people who drive to work in a given region, a Pedestrian Death Index (PDI) was calculated for all metropolitan areas in the country. According to the report, Tampa-St. Petersburg-Clearwater, FL was identified as the

second most dangerous metropolitan area for pedestrians

[4] Source: Hillsborough MPO, *Congestion Management/Crash Mitigation Process: Crash Severity Reduction Report,* 2012

with a pedestrian danger index of 190.13, coming in behind the Orlando - Kissimmee, Florida metropolitan area. **Figure 3-9** is a map showing the most dangerous locations for pedestrians. Areas along Florida Avenue, Nebraska Avenue, SR 60 in Brandon, and downtown Tampa have high pedestrian crashes.

The Hillsborough MPO produced the *Congestion Management/Crash Mitigation Process: Crash Severity Reduction Report* in 2012 that included the most common type of severe and fatal crashes. **Figure 3-10** is a pie chart that describes the type of severe crashes with angle/left turn accidents being the most common severe crashes. **Figure 3-11** shows the most common type of fatal crashes which bicycle and pedestrian crashes.

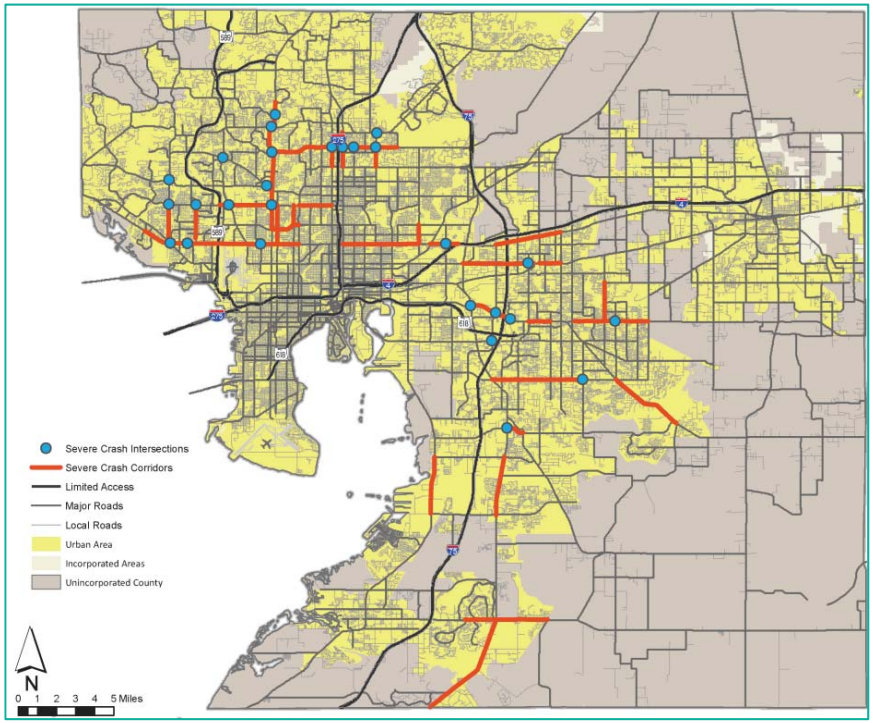


Figure 3-8 *Severe Crash Hot Spots in Hillsborough County*

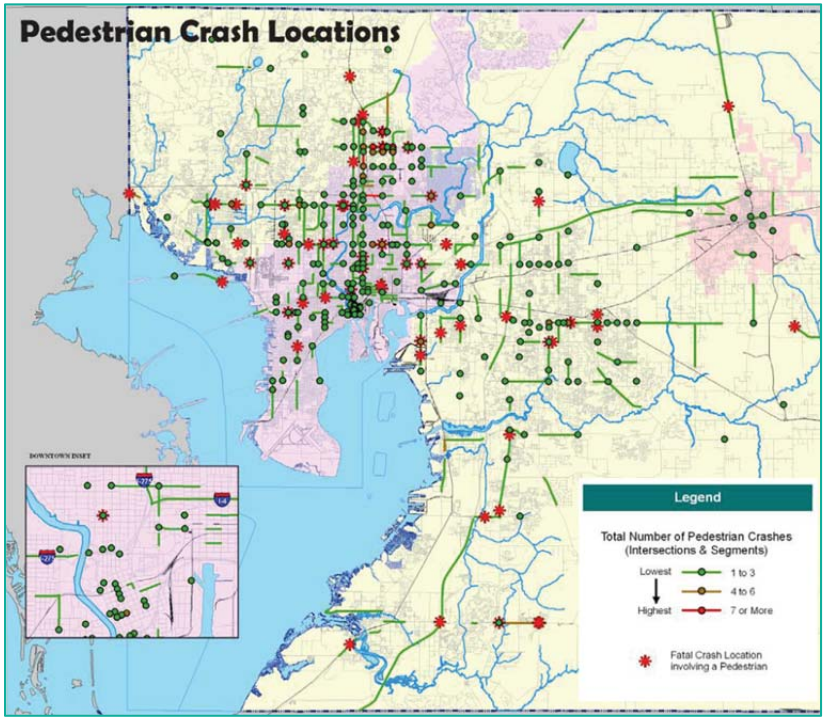


Figure 3-9 *Pedestrian Crash Areas*

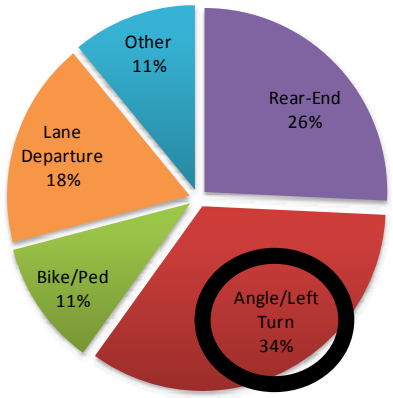


Figure 3-10 *Severe Crashes by Category*

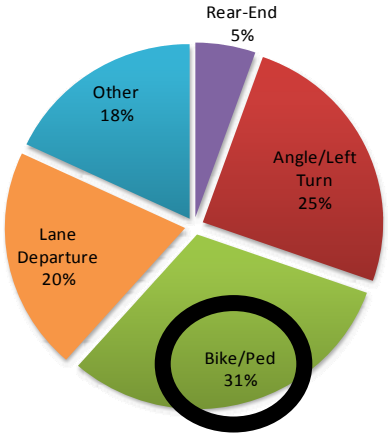


Figure 3-11 *Fatal Crashes by Category*

From 2006 to 2010 Hillsborough County experienced a reduction in injury and fatality crashes per 100 million vehicle miles travelled (VMT). In 2006 Hillsborough County had the highest injury and fatality crashes among other peer counties (Broward, Duval, Miami-Dade, Orange, Palm Beach, and Pinellas) in Florida and higher than the statewide average. By 2010 Hillsborough had the 3rd highest in the state, with a 17% decrease in injury and fatality crashes since 2006[5]. **Figure 3-12** is a line graph comparing injury and fatality crashes per 100 million VMT for the most populous counties in Florida.

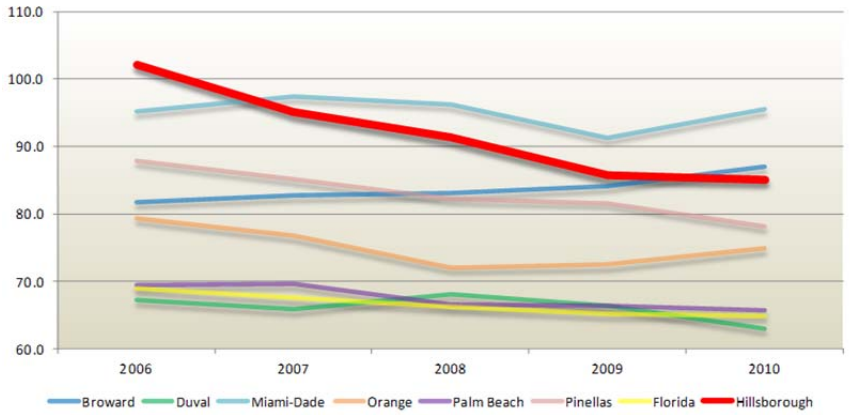


Figure 3-12 *Injury and Fatality Crashes per 100 Million VMT*

The *Imagine 2040 Plan* intends to continue this trend for Hillsborough County. The *Congestion Management/Crash Mitigation Process: Crash Severity Reduction Report* identifies roadway infrastructure strategies that have the potential to address those crash issues which are not easily mitigated through current safety retrofit programs and typical design approaches. Safety enhancement projects include:

- Roundabouts instead of traditional signalized intersections;
- Continuous flow intersections;
- Construct medians;
- Construct Diverging Diamond Interchanges;
- Construct turn lanes/bays;
- Complete streets design that includes the addition of bicycle lanes, and sidewalks;
- Construct pedestrian islands/refuges;
- Increase better signage;
- Road diets; and
- Street lights

For more details and examples of the safety enhancement treatments listed above and specific safety improvement projects please see the *Congestion Management and Crash Mitigation Technical Memorandum* and the *Congestion Management/Crash Mitigation Process: Crash Severity Reduction Report*.

[5] Source: Hillsborough MPO, *Congestion Management/Crash Mitigation Process: Crash Severity Reduction Report,* 2012

As with the previous programs discussed, there are three funding levels to improve safety in the *Imagine 2040 Plan.* The Level 1 investment level represents the current trend and proposes to spend over $498 million by 2040 and anticipates reducing crashes by 9%, fatal crashes by 9.7%, and bicycle/pedestrian crashes by 136 crashes per year.

The Level 2 investment level intends to spend over $919 million by 2040 and reduce total crashes by 20%, fatal crashes by 20%, and reduces bicycle and pedestrian crashes by 294 crashes per year.

The Level 3 investment level proposes to spend over $2.2 billion by 2040 and is anticipated to reduce total crashes by 50.8%, fatal crashes by 50.7%, and reduce bicycle and pedestrian crashes by 704 crashes per year.

Another investment level, Level 2 ½, is projected to lower the total number of crashes and fatal crashes by over 20% by investing approximately $1.3 billion by 2040. Projects in Level 2 ½ include over 450 miles of "complete streets" treatment that will cover all priority corridors and 300 miles of new sidewalks.

Figure 3-13 details the benefits and costs of each investment level. **Figure 3-14** is a list of complete streets projects (complete streets are those that have pedestrian and bicycle facilities, along with other features for the safety and comfort of all users) to be implemented in Level 2 ½ or Level 3 that would improve safety along Hillsborough County roadways.

Figure 3-13: Crash Reduction Costs and Benefits

Investment Level	Benefits	Responsible Agency	Description	Annual Cost (in thousands)	20 Year Cost (in thousands)
Level 1 Current Spending Trend LEVEL 1	• Total crashes are reduced by 4,390 (9%) • Total fatal crashes reduced by 13 (10%) • Bike/pedestrian crashes reduced by 136	Hillsborough County	Intersections, medians, sidewalks, school safety	$11,315	$226,300
		City of Tampa	Sidewalks, bikeways, crosswalks	$5,769	$115,373
		Temple Terrace	Sidewalks, bike lanes, ADA curbs	$133	$2,655
		Plant City	Intersections, sidewalks	$112	$2,240
		FDOT	Education, enforcement, grants to local agencies	$7,587	$151,732
			Total	$24,915.	$498,300
Level 2 LEVEL 2	• Total crashes are reduced by 9,017 (20%) • Total fatal crashes reduced by 28 (20%) • Bike/pedestrian crashes reduced by 294	All	900 intersection treatments: signal adjustments, pedestrian signals & refuge areas, turn lanes/bays, crosswalks	$22,575	$451,500
		Hillsborough County	600 miles of new standard street lights, including operational cost for 20 years	$21,000	$420,000
		All	300 miles of new sidewalks for continuous sidewalk on at least one side of all major roads	$2,400	$48,000
			Total	$45,975	$919,500
Level 2 ½ LEVEL 2	• Total crashes are reduced between 20%-51% • Total fatal crashes reduced between 20&-51%	All	450 miles of "Complete Streets" treatments, covering all Priority Corridors plus some other major roads with above-average crashes	$44,787	$895,735
		Hillsborough County	600 miles of new standard street lights, including operational cost for 20 years	$21,000	$420,000
		All	300 sidewalk miles, for continuous sidewalk on at least one side of all major roads	$2,400	$48,000
			Total	$68,188	$1,363,735
Level 3 LEVEL 3	• Total crashes are reduced by 22,722 (51%) • Total fatal crashes reduced by 68 (51%) • Bike/pedestrian crashes reduced by 704	All	900 miles of "Complete Streets" treatments, covering all major roads with above-average crash rate	$87,918	$1,758,367
		Hillsborough County	600 miles of new standard street lights, including operational cost for 20 years	$21,000	$420,000
		All	300 sidewalk miles, for continuous sidewalk on at least one side of all major roads	$2,400	$48,000
			Total	$111,318	$2,226,367

Figure 3-14: Complete Streets Potential Projects *Illustrative Projects for Consideration in Crash Mitigation Program*			
Source or Responsible Party	**Project Location**	**Further Description**	**Transportation for Economic Development Project?**
City of Tampa	22nd St (21st Ave to 23rd Ave) Phase 3	Roundabout at 21st/22nd, on-street bike lanes, bus shelters, sidewalks	
City of Tampa	22nd St (Hillsborough Ave to MLK Blvd)	Complete Street	
City of Tampa	40th St (SR 60 to Hillsborough Ave)	Road diet	YES
City of Tampa	7th Ave (22 St to 50 St)	Road diet	YES
City of Tampa	Cass/Tyler/Nuccio "The Green Spine"	2-way, roundabout, protected bikeway	YES
City of Tampa	Columbus Dr./17th, 18th, and 19th (from 14th Street to 43rd Street)	2-way conversion, on-street parking, protected bikeway	YES
City of Tampa	County Line Rd (I-75 overpass to Bruce B. Downs)	Complete Street	
City of Tampa	Floribraska Ave (Nebraska to Florida)	road diet, bicycle and pedestrian enhancements	YES
City of Tampa	Tampa/Florida (I-275 to Violet St.)	one-way conversion to two-way	YES
City of Tampa	Westshore Blvd (Kennedy Blvd to Spruce St)	Bicycle and pedestrian enhancements	YES
City of Tampa	Whiting St (Ashley Dr. to Brush St)	Complete Street	
City of Tampa	Zack St. Promenade of the Arts	ped friendly, public art, gateway to Curtis Hixon, shade, crosswalks, medians, on-street parking	
Hillsborough County	131st Ave (Nebraska Ave to 30th St)	bicycle and pedestrian enhancements	YES
Hillsborough County	Ambassador Rd. (Powhattan Ave. to Hillsborough Ave.) T & C Community Plan	Add curb, sidewalks, bike lanes, landscaping, streetscaping	YES
Hillsborough County	Paula Dr. (Town N Country Blvd to Hanley Rd) T & C Community Plan	Add curb, sidewalks, bike lanes, landscaping, streetscaping	YES
Hillsborough County	Pauls Dr. - Brandon Main Street (SR 60 to Feeder Rd.)	Sidewalks, on-street parking, streetscaping, landscaping, gateways	
Plant City	SR39/Collins from Park Rd. to Alabama St.	Complete Street	
Temple Terrace	Fowler Ave. (Riverhills Blvd to I75)	bicycle and pedestrian enhancements	YES
MPO Crash Severity Reduction Study	Fowler Ave. (Nebraska to30th St)	bicycle boulevard on frontage roads, widen medians, landscaping	
MPO SR60 Compatibility Study	Brandon Blvd.	Consistent with SR60 Overlay District	
MPO SR60 Compatibility Study	Lithia Pinecrest and Bryan Road reconfigure	Roundabout, one-way pairs for circulation	

ii. Security: Vulnerability Reduction

Due to Hillsborough County's location along the coast of the Gulf of Mexico and Tampa Bay reaching into the heart of the county, the area is vulnerable to storm surges and flooding from hurricanes as well as sea-level rise. Much of the transportation infrastructure in Hillsborough County is located within zones that are susceptible to storm surges and sea level rise. Vital connections between Hillsborough and Pinellas Counties such as the Gandy Bridge (US 92), Howard Frankland Bridge (I-275), and Courtney Campbell Causeway (SR 60) must cross over Tampa Bay thus almost cutting Pinellas County off from Hillsborough County in the event of a hurricane. The bay bridges, coastal roadways within storm surge areas, and even roads subject to inland flooding may suffer from structural failure, washouts, and debris on the roadway. **Figure 3-15** is map identifying the anticipated storm surge and disrupted links in Hillsborough and Pinellas Counties after a Category 3 hurricane.

In the event of a major hurricane, the three bay crossings connecting Hillsborough with Pinellas may be unusable.

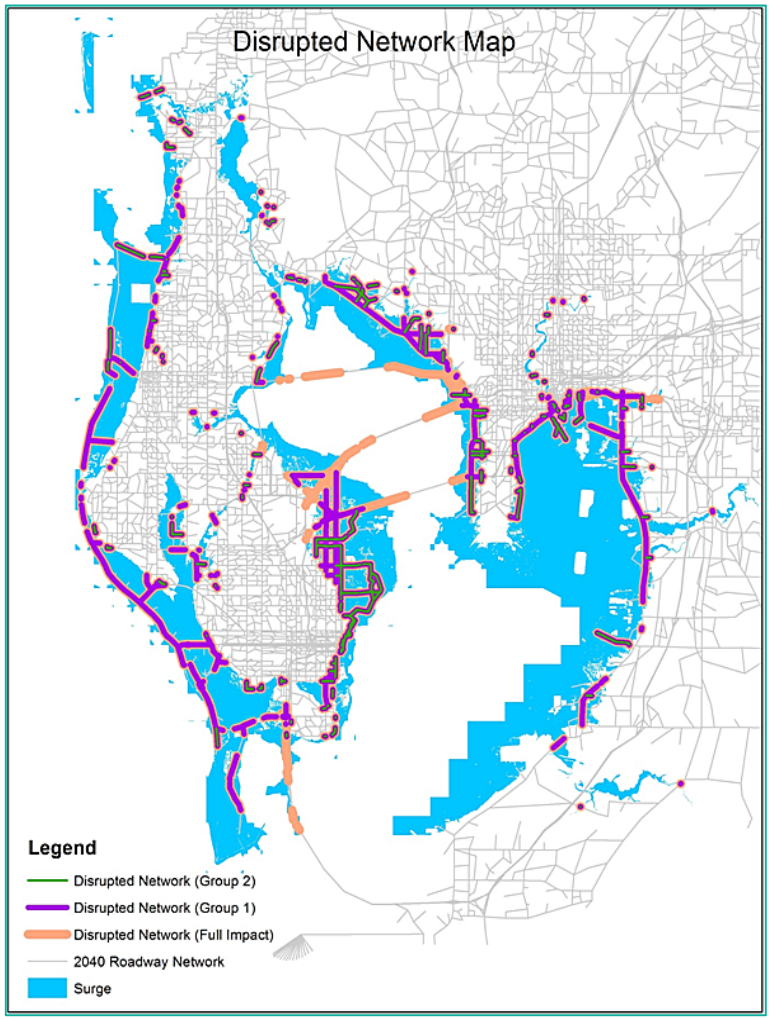


Figure 3-15 *Potentially Disrupted Links in Pinellas and Hillsborough Counties During and After a Category 3 Hurricane*

To measure the impacts to transportation infrastructure, from a representative Category 3 hurricane, three different investment levels were evaluated. The performance measures used to analyse the three investment scenarios are:

- Travel Time Delay due to transportation network disruption;
- Lost Trips due to transportation network disruption; and
- Economic Losses due to storm in 2014 dollars.

Below are the comparisons between the three investment scenarios:

Investment Level 1:

- Cost over 20 years: Approximately $629 million;
- Funds only routine stormwater drainage improvements, and is based on current spending trend;
- 8 weeks of road network disruption due to representative Category 3 storm; and
- Economic loss to Hillsborough County: $266 million.

Investment Level 2:

- Cost over 20 years: Approximately $660 million;
- Funds Interstates only with drainage improvements, shoreline armoring and wave attenuation;
- 6 weeks of road network disruption due to representative Category 3 storm;
- Economic loss to Hillsborough County: $153 million or 42% less than Investment level 1; and
- $31 million additional investment compared with Level 1 results in $113 million benefit in avoided losses.

Investment Level 3:

- Cost over 20 years: $772 million;
- Funds Interstates and arterials with drainage improvements, shoreline armoring and wave attenuation;
- 3 weeks of road network disruption due to representative Category 3 storm;
- Economic loss to Hillsborough County: $119 million or 55% less than level 1; and
- $112 million additional investment compared with Level 1 results in $147 million benefit in avoided losses.

Flooding vulnerability is a very real threat that the transportation network and infrastructure face in Hillsborough County. The amount that is invested in adaptation and mitigation measures to shore up the vulnerable infrastructure in the *Imagine 2040 Plan* determines how much disruption and economic loss the residents and businesses of Hillsborough County will endure when a storms and flooding impact the region.

For more detailed information about vulnerability please see the *Needs Assessment: Vulnerability Reduction Costs and Benefits Technical Memo.*

Real Choices When Not Driving

The Preferred Growth Scenario described in Chapter 2 requires that investments in transportation alternatives to driving alone be made. In order to achieve this goal, investment in transit, multi-use trails, and services for the transportation disadvantaged (TD) and the growing senior citizen population must be planned for.

i. Transit / Bus Service

Hillsborough Area Regional Transit (HART) is the transit provider for Hillsborough County. As of 2014, HART operates local, express, and flex bus service. Three potential levels of investment in HART bus services were developed for the Imagine 2040 Plan. A detailed list of the service improvements in each investment level, including capital and operating costs, is provided in the *Needs Assessment: Real Choices When Not Driving Technical Memo*. The three potential levels of investment were evaluated using Transit Level of Service (TLOS), a measure of the quality of service from the passenger's perspective, based on the frequency with which buses travel each road. The thresholds for the A (best) through F (worst) letter grade are consistent with FDOT's ARTPLAN methodology. For this analysis, the TLOS score for each road segment is based on the total number of buses of any route which travel that road each hour. Since HART typically is able to provide only a few trips per day on its express bus routes, the express routes were not included in the analysis. The TLOS score is as follows:

Level of Service	*Wait Time*
LOS A: >6 buses/hour	*< 10 min. – Passengers don't need schedules*
LOS B: 4.01-6 buses/hour	*10-14 min. – Frequent service*
LOS C: 3-4 buses/ hour	*15-20 min. – Max desirable time to wait if missed bus*
LOS D: <3 buses/hour	*21-30 min. – Service unattractive to choice*
LOS E: <2 buses/hour	*31-60 min. – Service available during hour*
LOS F: <1 bus/hour	*>60 min. – Service unattractive to all rider*

Each of the three investment levels will serve the population at different levels of service. **Figure 3-16** summarizes how much of the population and jobs of Hillsborough County in 2040 will be served by transit with each investment level. **Figure 3-17** is a bar graph describing the number of people and jobs that will be served in 2040 with each investment level.

- **Low Investment Level (Level 1):** The low investment level is based on HART's "Status Quo" Plan as described in the *Transit Development Plan (TDP) for FY 2014 - FY 2023*. The "Status Quo" is a financially constrained plan extrapolating today's funding levels into the future. Service improvements are limited to those which can be implemented without increasing the number of buses needed at peak hour, since HART's existing vehicle maintenance facility is very close to capacity. Therefore, the proposed improvements primarily include adding evening or weekend hours to existing routes and some higher frequencies. A map of the TLOS that would be provided under the low investment level is shown in **Figure 3-18**. The bus service areas shown in the map are a ¼-mile radius (about a 10-minute walk) around each route.
- **Medium Investment Level (Level 2):** The medium investment level is a subset of HART's Vision Plan as described in the TDP. HART's Vision Plan identifies unfunded transit needs for Hillsborough County. For the LRTP, the medium investment level includes Vision Plan improvements that focus on the core urban area, where ridership potential is greatest. Specifically, the medium investment level consists of six new MetroRapid routes, plus 30 local routes that are new or improved in frequency and/or hours. A map of the TLOS that would be provided under the medium investment level is shown in **Figure 3-19**.
- **High Investment Level (Level 3):** Similar to the medium investment level, the high investment level is also based on HART's Vision Plan. It adds the remaining service improvements identified as needed by HART, including 20 new or improved express bus routes, and at least 18 flex and circulator route improvements. These express and flex/circulator routes expand the bus service area and provide cost-effective service to lower density communities. A map of the TLOS that would be provided under the high investment level is shown in **Figure 3-20**.

Figure 3-16: Transit Performance Measures for Each Investment Level

Investment Level[1]	Statistics				
Low	**Costs[1]**				
LEVEL 1	**Total Cost (Capital and O&M over 20 years)**				$1,730,760,275
	Performance Measures				
		Frequent	**Somewhat Frequent**	**Basic**	**Minimal / None**
		(LOS A-B)	(LOS C-D)	(LOS E)	(LOS F)
	Countywide population & jobs within ¼-mile of transit	16%	29%	4%	51%
	Roadway Centerline Miles	84	305	70	-
Medium	**Costs[1]**				
LEVEL 2	**Total Cost (Capital and O&M over 20 years)**				$2,638,324,568
	Performance Measures				
		Frequent	**Somewhat Frequent**	**Basic**	**Minimal / None**
		LOS A-B	LOS C-D	LOS E	LOS F
	Countywide population & jobs within ¼-mile of transit	44%	8%	0.5%	48%
	Roadway Centerline Miles	400	120	15	-
High	**Costs[1]**				
LEVEL 3	**Total Cost (Capital and O&M over 20 years)**				$3,010,135,325
	Performance Measures				
		Frequent	**Somewhat Frequent**	**Basic**	**Minimal / None**
		(LOS A-B)	(LOS C-D)	(LOS E)	(LOS F)
	Countywide population & jobs within ¼-mile of transit	48%	16%	0.2%	36%
	Roadway Centerline Miles	503	140	7	-

[1] *Costs are presented in millions of 2014 dollars; total cost over 20 years*

Figure 3-16 *Transit Performance Measures for Each Investment Level*

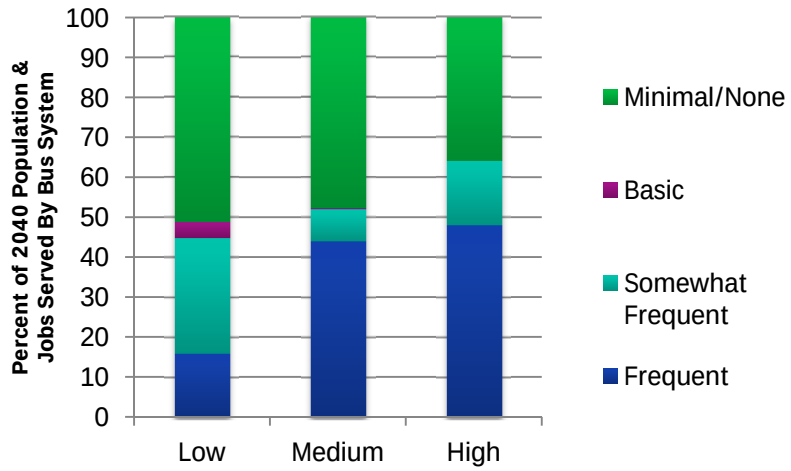


Figure 3-17 *Quality of Service with Each Level of Investment*

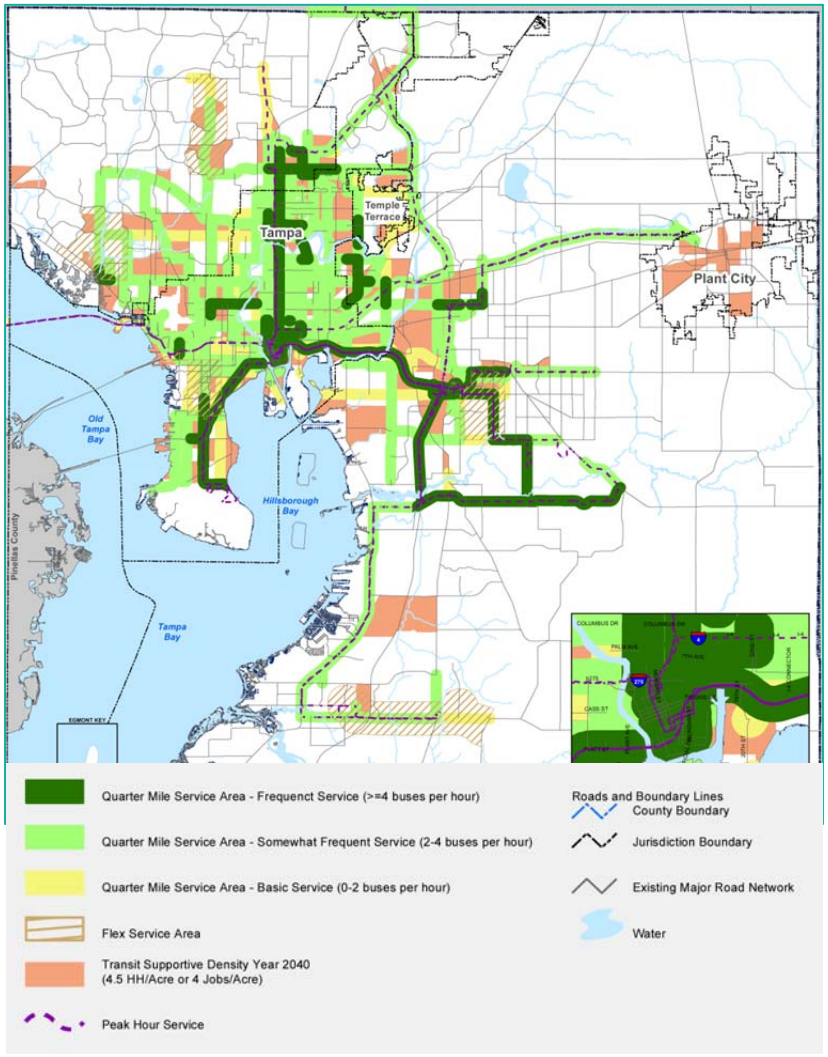


Figure 3-18 *Map of Transit Service in Hillsborough County with Low Investment Level*

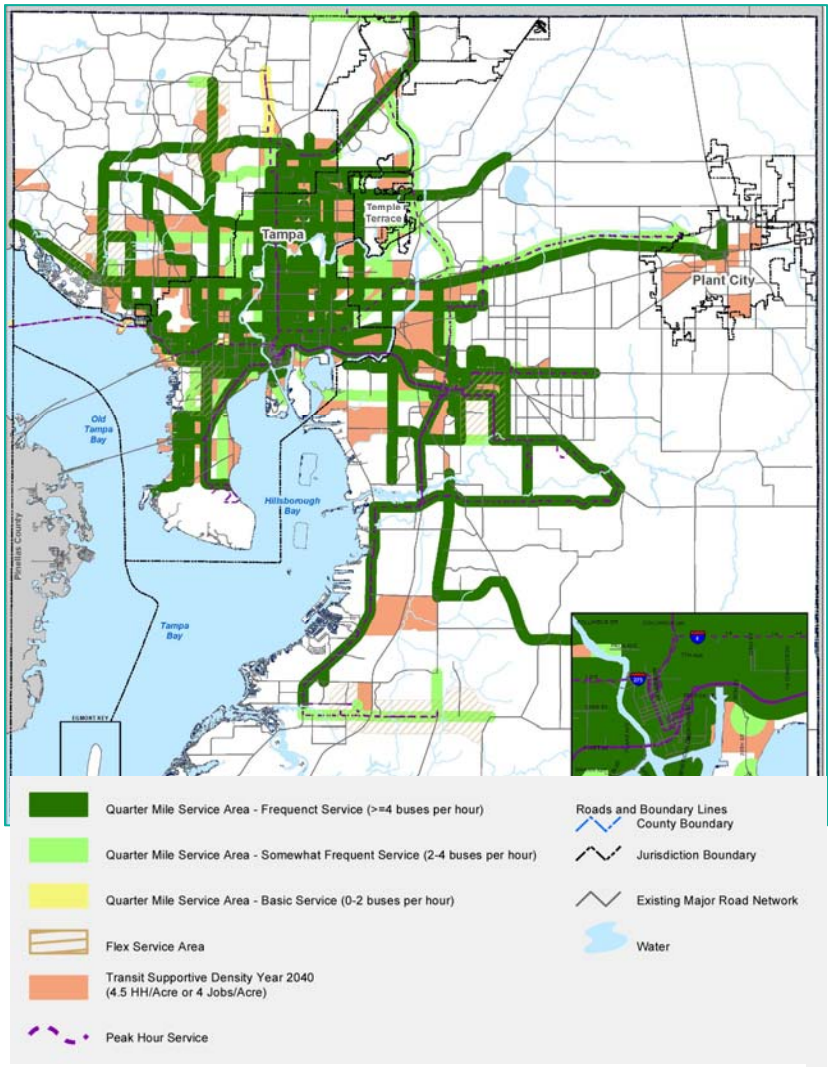


Figure 3-19 *Map of Transit Service in Hillsborough County with Medium Investment Level*

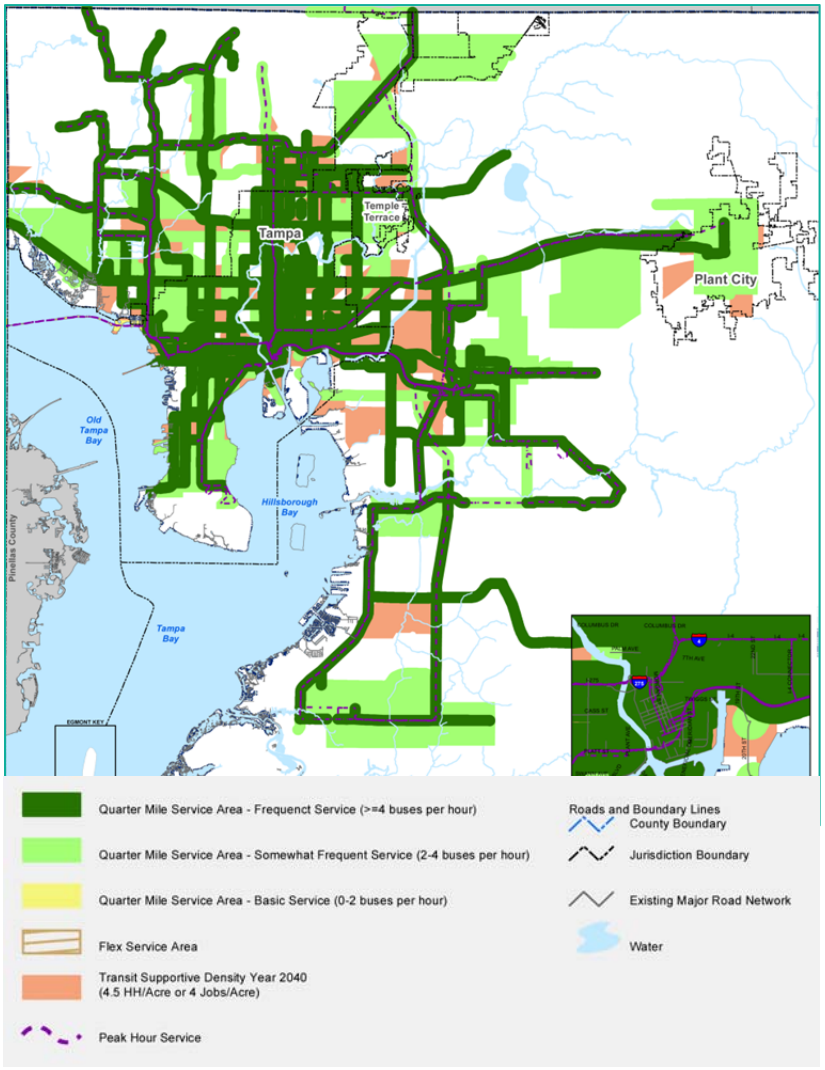


Figure 3-20 *Map of Transit Service in Hillsborough County with High Investment Level*

ii. Transportation Disadvantaged Services

One important aspect of this Plan is the allocation of funds for accommodating the increasing population of the transportation disadvantaged (TD). These services provide equal access for those who are unable to transport themselves or to purchase transportation, and are therefore dependent upon others to obtain access to health care, employment, education, shopping, social activities, and/or other life-sustaining activities (per Florida Statutes, Chapter 427).

Fixed route transit serves 52% of the population within the County, leaving 48% of the County without access to the fixed route bus system. Paratransit services in the County, such as the Hillsborough County Sunshine Line and HARTplus, provide TD residents in Hillsborough County with needs-based transit for eligible persons who have physical, cognitive, emotional, visual, or other disabilities which prevent them from using the HART fixed route system. Depending on the needs of the passenger, the service either picks them up and drops them at their destination, or takes them to an accessible fixed route bus stop.

According to the 2010 Census, 12% of the population is age 65 and older. Including seniors, persons with disabilities and/or low income, the potential TD population in 2013 (407,727) is an estimated 34% of the total population of Hillsborough County. **Figure 3-21** estimates the forecasted TD population living outside of the bus service area in 2040 respective to the three levels of bus service investment described previously. A cost estimate for providing Sunshine Line services to this population, at similar levels of service as today, is also summarized here. Detailed cost estimates are available in the *2040 Needs Assessment: Real Choices When Not Driving Technical Memorandum.* It is important to note that more investment in fixed route transit service decreases the need for TD services because more people that qualify as TD will have access to fixed route transit service.

Investment Level	TD Population Unserved By Transit in 2040	Annual ParaTransit Trips Needed in 2040	Annual Operating Cost in 2040 (2014$)	Fleet Needed in 2040	Total Capital + Operating Cost, 2019-2040
Low Bus Invest-ment	282,000	2.26 M	$31.8 M	547	$579.43 M
Medium Bus Invest-ment	187,000	1.5 M	$21.1 M	363	$436.60 M
High Bus Invest-ment	182,000	1.4 M	$20.0 M	352	$428.52 M

Figure 3-21 *Transportation Disadvantaged Living Outside of Bus Service Area*

34% of the population of Hillsborough County has the potential to be Transportation Disadvantaged.

Trails and Sidepaths

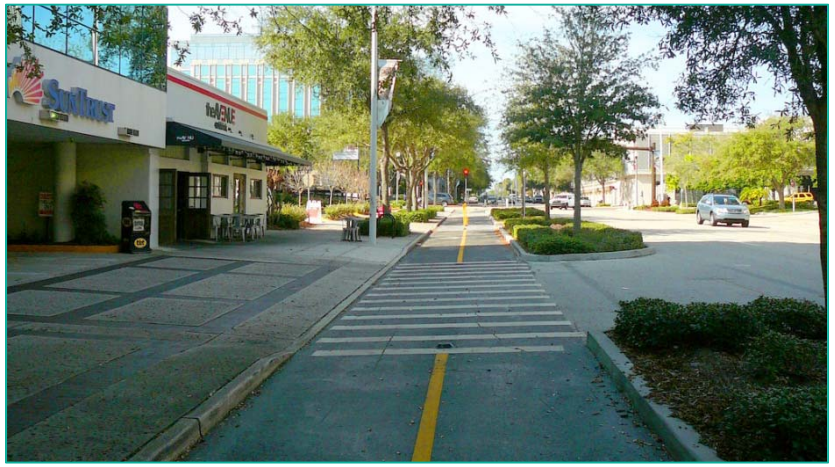
Considerable progress has been made in expanding the availability of sidewalks and on-road bicycling facilities, such as striped lanes and shared-lane arrows, in Hillsborough County. In the last few years, demand has grown for "protected" bike lanes, which are physically separated from traffic. The separation could be a curb, flexible posts, planters, green boulevard area or some other means. National surveys point to 10% or less of the population feeling safe and comfortable bicycling on the paved shoulders of roads. Expanding the availability of "protected" walk/bike facilities could attract a much wider audience.

Hillsborough County at present has approximately 80 miles of paved trails and sidepaths, which are mostly in parks. The potential new trails and sidepaths considered in this analysis come from multiple sources, including the Hillsborough County and Tampa Greenways Plans, Tampa Walk-Bike Plans, Temple Terrace multi-modal plans, and community plans prepared by the Planning Commission.

The performance measures used in this analysis were the number of residents and workers with access to excellent or good Pedestrian Level of Service (PLOS) and Bicycle Level of Service (BLOS) facilities (i.e., living or working within ¼ mile). PLOS and BLOS are defined as "A" (best) through "F" (worst) based on quantitative measures that represent the pedestrian's or bicyclist's point of view. Trails and sidepaths are both typically considered high PLOS/BLOS facilities.

The investment levels are as follows:

- **The "Status Quo," low investment level** maintains the current level of spending, which when extrapolated into the future provides approximately $40 million over the next 20 years. Under this level of investment, 40 miles of paved trails and sidepaths will be added. Even if high-density areas are prioritized, only 16-17% percent of the population (about 1/6) will live near a good or excellent walk/bike facility (PLOS/BLOS "A" or "B") in 2040.



Example of a barrier-separated bicycle facility ("sidepath") in St. Petersburg, Florida

Because jobs tend to be more centrally located, 28-29% of future employees will be near a good or excellent walk/bike facility.

- **The medium investment level** invests $140 million over the next 20 years and results in the construction of 140 miles of paved trails and sidepaths. Based on this level of investment, 22-23% percent of the population (at least 1/5) will live near a good or excellent walk/bike facility and 34-35% percent of jobs will be located near a good or excellent walk/bike facility.

- **The high investment level** invests $240 million over the next 20 years and results in the construction of 240 miles of paved trails and sidepaths. This level of investment expands the trail/sidepath network out into the rural and lower-density suburban areas. Based on this level of investment, 24-25% percent of the population (about ¼) will live near a good or excellent walk/bike facility. In addition, 36-37% percent of jobs will be located near a good or excellent walk/bike facility.

Figure 3-22 details the benefits and costs of trails and sidepaths in each investment level scenario. **Figure 3-23** is a map showing the trails that could be built with each funding investment level. The trails in yellow are those that would be funded in low investment scenario. Those trails in green plus the yellow trails from the low investment scenario would be funded in the medium investment level scenario. The high investment level scenario will fund all trails in the low and medium investment scenarios plus the trails in red.

Figure 3-22: Benefits and Costs of Trail/Sidepath Investment Levels

	Trail/Sidepath Investment Level Statistics				
Low	**Capital Cost**	$39,902,854			
	**Performance Measures**				
	Level of Service	**A-B**	**A-B**	**C-D**	**E-F**
	Facility	Ped LOS	Bike LOS	Both	Both
	Countywide population near trails*	17%	16%	3%	81%
	Countywide jobs near trails	29%	27%	5%	69%
Medium	**Capital Cost**	$140,406,778			
	**Performance Measures**				
	Level of Service	**A-B**	**A-B**	**C-D**	**E-F**
	Facility	Ped LOS	Bike LOS	Both	Both
	Countywide population near trails	23%	22%	3%	75%
	Countywide jobs near trails	35%	34%	2%	62%
High	**Capital Cost**	$241,737,567			
	**Performance Measures**				
	Level of Service	**A-B**	**A-B**	**C-D**	**E-F**
	Facility	Ped LOS	Bike LOS	Both	Both
	Countywide population near trails	25%	24%	2%	73%
	Countywide jobs near trails	37%	37%	2%	61%

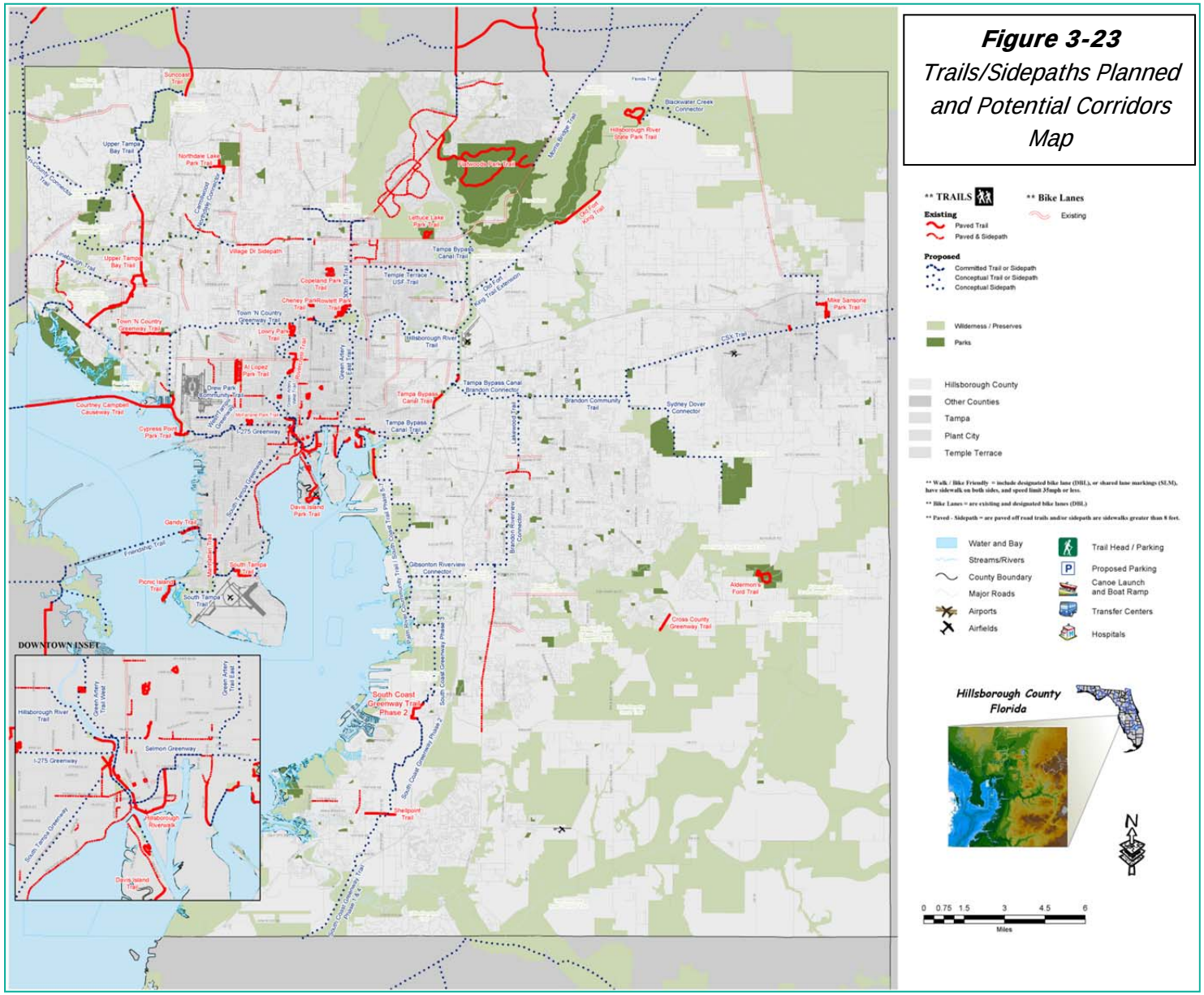


Figure 3-23
Trails/Sidepaths Planned and Potential Corridors Map

Major Investments for Economic Growth

Investing in transportation infrastructure is a key component of growing an area's economy. A safe, reliable, and efficient transportation infrastructure must be in place in order for people and goods to move from one place to another. Good transportation infrastructure can promote economic growth.

i. Key Economic Spaces (KES)

In collaboration with other agencies participating in Hillsborough County's Transportation for Economic Development (TED) effort, the Hillsborough MPO analyzed existing employment patterns and future growth potential, identifying a number of clusters of "key economic spaces" comprising at least five thousand jobs today. As shown in **Figure 3-24**, many of these have great potential. **Figure 3-25** is a clustered dot density map that displays jobs in Hillsborough County.

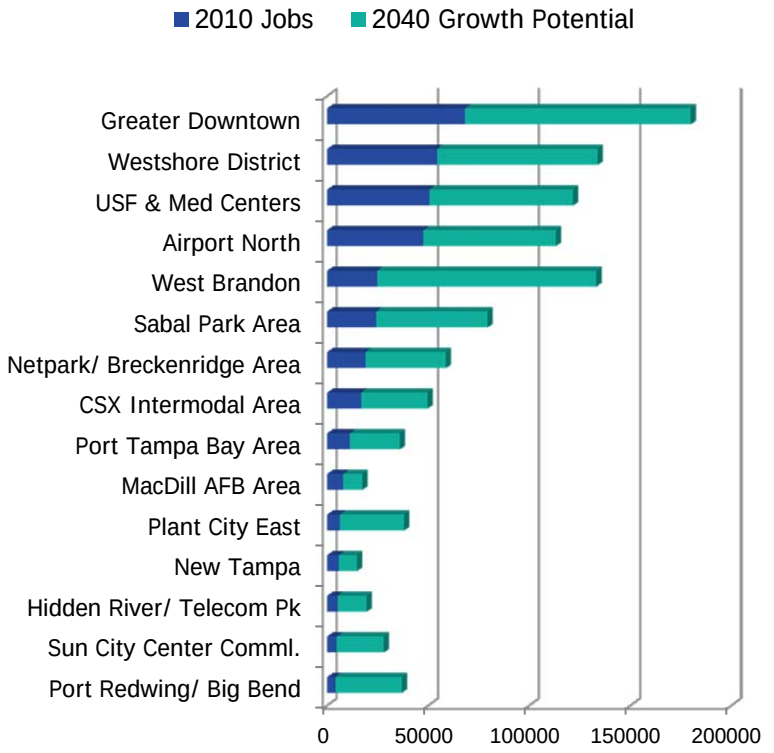


Figure 3-24

Key Economic Spaces & Potential Growth 2010 and 2040 Job Estimates

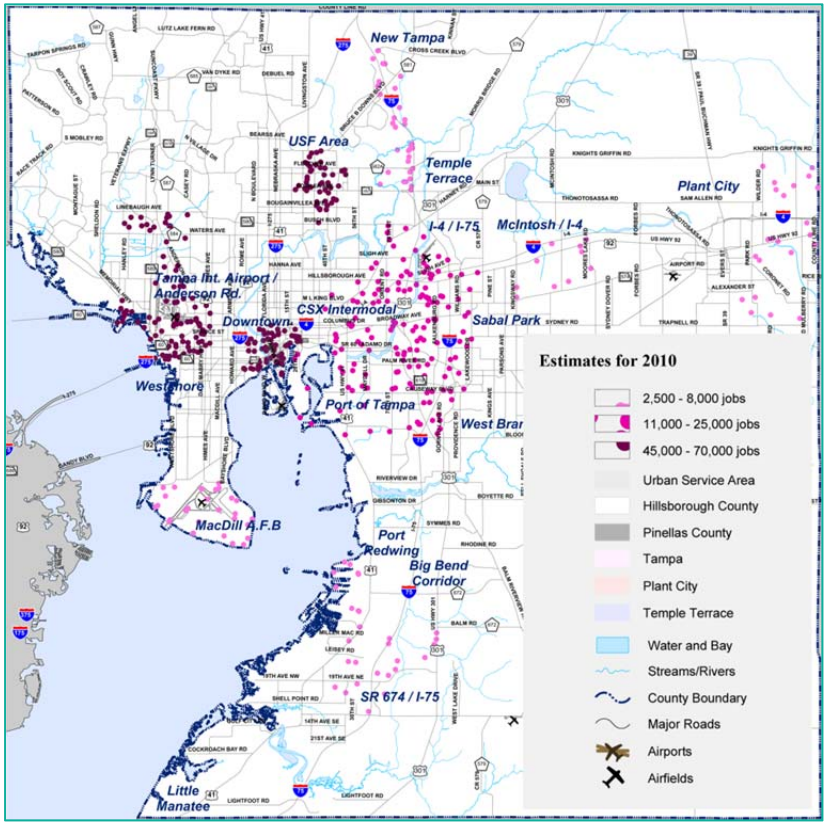
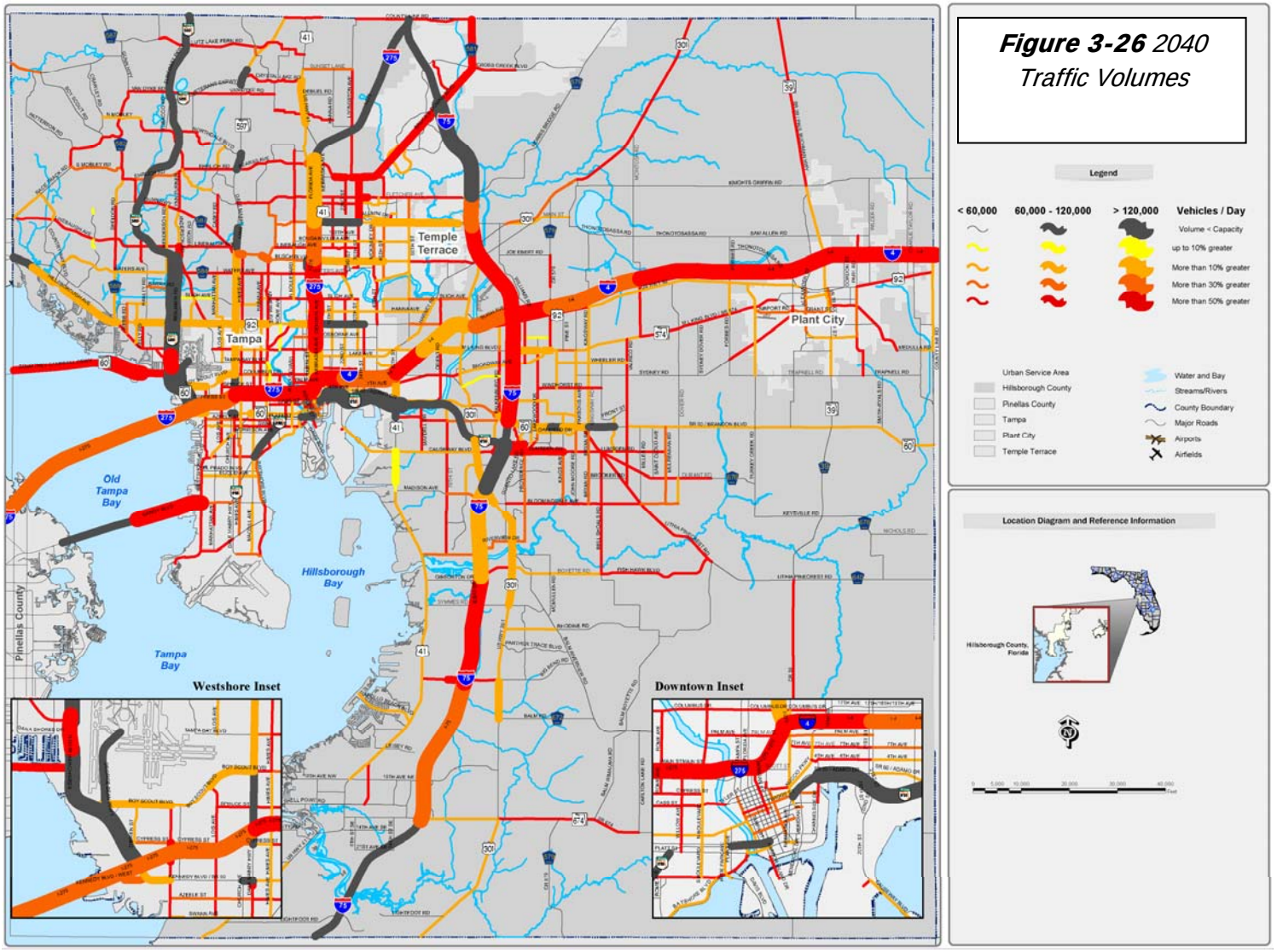


Figure 3-25 *Job Clusters in Hillsborough County*

While growth is desirable, it also presents challenges, as shown in **Figure 3-26**. The most heavily congested corridors in 2040 are forecast to be greater than 50% over their capacity.

To maintain good connectivity within and between Hillsborough's key economic spaces, and to other major activity centers in the region and state, strategic capacity improvements have been identified. Roadway widening and extension projects that serve key economic spaces *and* are forecast to be at least 30% over capacity in 2040 have been identified as 2040 Needs.

This evaluation was used to focus limited resources on projects that provide the greatest benefit. Other road capacity projects remain in the Longer Range Vision. Such congested corridors which are less than 30% over capacity by 2040 can potentially be addressed with a combination of less costly strategies such as advanced traffic management systems, intersection geometry, travel demand management, mixed-use development, and cultivating walk, bike and transit usage.



Traffic Volumes Higher Than Roadway Capacity In 2040 If No Improvements Are Made Beyond Those In The Currently Funded Five-Year Improvement Programs

By taking this two-tiered approach, 41 distinct projects were identified that met the Key Economic Space and 30% Over Capacity criteria.

An upgraded transit system can also facilitate connections between economic centers. **Figure 3-27** is a map displaying the potential transit connections between major KES areas such as downtown Tampa, Westshore, and USF. In addition possible regional connections to Pinellas County, Pasco County, and Orlando are shown.

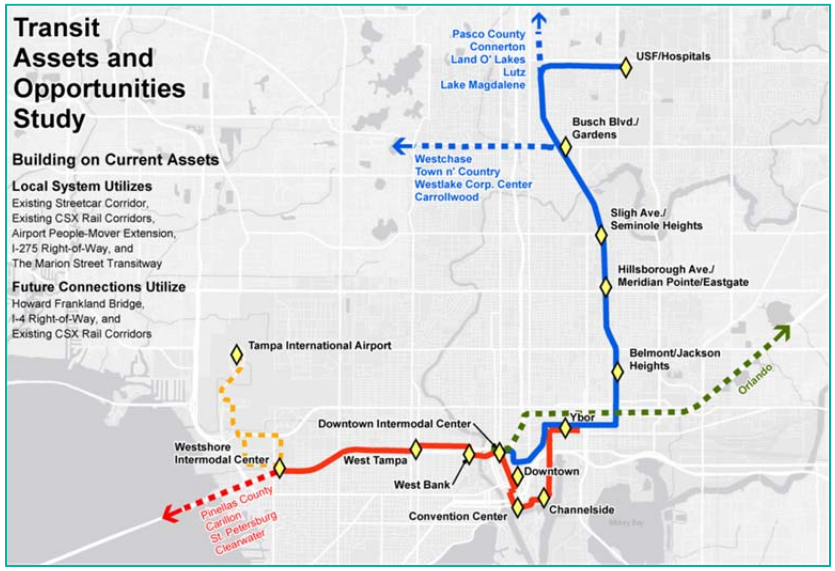


Figure 3-27
Map of Potential Transit KES and Regional Connections

Another proposed project to connect KES areas, the Westshore Multimodal Center, is a FDOT project coordinated with the Hillsborough MPO and HART, to construct a multimodal center on the north side of I-275 between Trask Street and Manhattan Avenue. The multimodal center will serve multiple modes of transit and provided a location to connect from one mode of transit to another. The Westshore Multimodal Center also has the potential to connect to the proposed people mover at Tampa International Airport. **Figure 3-28** is a rendering of the proposed Westshore Multimodal Center.

Figure 3-29 is the *Imagine 2040 Plan* 2040 needs project list. The project list includes a mixture of roadway widening and extensions, interchange modifications, and fixed-guideway transit projects. The list gives an estimate of the total project cost in 2014 dollars; the two main performance measures, delay reduction and the number of jobs in the vicinity of the project; and the key economic space that the project serves.

This project list is financially unconstrained, meaning if money were not an issue, these are the projects that should be built by 2040 to accommodate the projected growth that Hillsborough County is anticipating. The list *is* constrained by the comprehensive plans of the local governments, which identify some roadways which will not be widened regardless of congestion due to severe impacts on neighborhoods, environmental or cultural resources.

Some projects in the list have been studied before, while others are new concepts which require further evaluation. The fixed guideway transit projects listed arise from the recent MPO's *Transit Assets & Opportunities Study,* which builds on several previous studies of rail and bus rapid transit, including the HART Alternatives Analysis of 2010 and the MPO's Post-Referendum Analysis of 2011-2012. The *Transit Assets & Opportunities Study* focused on key central corridors where there is high congestion, high demand, and little available right-of-way, as the right place to start investing in transit. It pointed towards least-cost technologies, such as adding passenger vehicles on existing underutilized freight rail track, and modernizing and extending TECO Streetcar to serve major destinations such as the downtown office core and Westshore business district. Both of these potential investments provide an opportunity for future extensions to serve other major regional destinations.

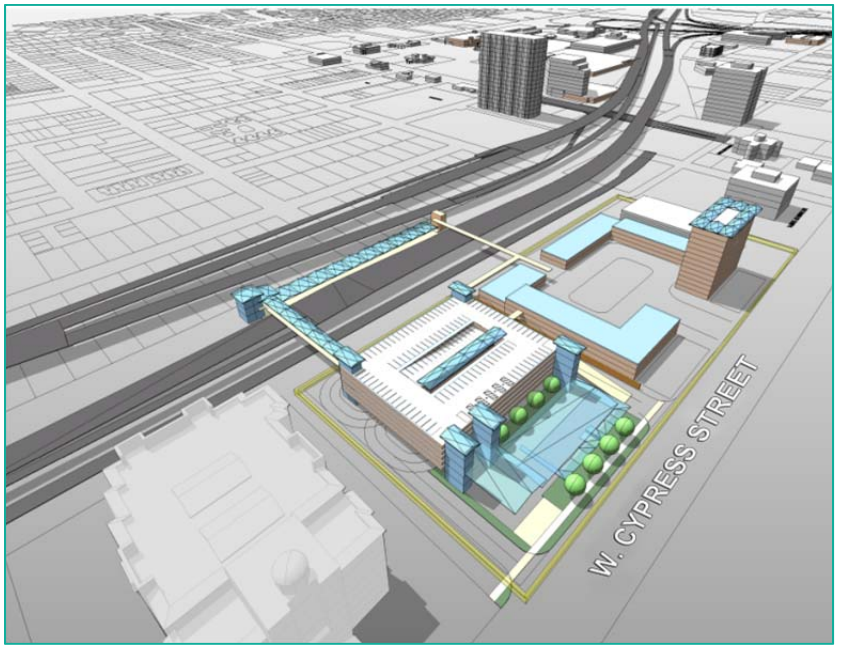


Figure 3-28 *Rendering of Proposed Westshore Multimodal Center*

Figure 3-29: 2040 Needs Assessment for Capacity Projects

Project No.	Facility	From	To	Existing or Committed Lanes	MPO 2040 Needed Lanes	TOTAL PROJECT	Local Govt. Cost Share	Delay Reduction / Centerline Mile	2040 Jobs / Centerline Mile	Imagine 2040 Business District
1023	131ST AVE	NEBRASKA AVE	30TH ST	2U	4D	$31,940,903		22	3779	USF Area
1024	46TH ST	FLETCHER AVE	SKIPPER RD	2U	4D	$21,249,674		17	1017	USF Area
1025	78TH ST	MADISON AVE	CAUSEWAY BLVD	2U	4D	$33,402,905		-14	620	Pt Tampa Bay
1026	ANDERSON RD	HILLSBOROUGH AVE	HOOVER	2U	4D	$20,493,667		290	2573	Airport North
1051	ANDERSON RD	SLIGH AVE	LINEBAUGH AVE	4D	6D	$61,306,780		374	1879	Airport North
1027	ARMENIA AVE	SLIGH AVE	BUSCH BLVD	2U	3D	$13,744,404		120	910	
1052	BEARSS AVE	I-275	BRUCE B DOWNS BLVD	4D	6D	$60,007,232		380	942	USF Area
1079	BIG BEND RD	US HWY 41	COVINGTON GARDEN DRIVE	4D	6D	$55,968,000		235	713	Pt Redwing/ Big Bend
1049	BLOOMINGDALE AVE	US 301	BELL SHOALS RD	4D	4D + 1 SUL	$3,401,694		382	283	Brandon West
1029	BROADWAY AVE (CR 574)	62ND ST	US 301	2U	3D	$21,059,794		116	938	CSX Area
1055	CR 579	US 92	I-4	4D	6D	$17,469,138		124	799	Sabal Park Area
1056	CR 579	I-4	SLIGH AVE	2U	6D	$5,322,851		26	623	Sabal Park Area
9996	DAVIS RD	HARNEY RD	MAISLIN DR	0	2U	$3,000,000				NetPark Area
Rail1	FIXED GUIDEWAY TRANSIT	USF-DTN TRANSIT CORR.	PINELLAS COUNTY LINE	0	DMU on existing track	$341,492,500	>25%			Airport North
Rail1.1	FIXED GUIDEWAY TRANSIT - OPERATIONS FOR 10 YEARS	USF-DTN TRANSIT CORR.	PINELLAS COUNTY LINE	0	DMU on existing track	$68,925,650	>75%			Airport North
Rail2	FIXED GUIDEWAY TRANSIT	USF-DTN TRANSIT CORR.	PASCO COUNTY	0	DMU on existing track	$175,087,500	>25%			USF Area
Rail2.1	FIXED GUIDEWAY TRANSIT - OPERATIONS FOR 10 YEARS	USF-DTN TRANSIT CORR.	PASCO COUNTY	0	DMU on existing track	$31,288,620	>75%			USF Area
95	FIXED GUIDEWAY TRANSIT	YBOR CITY	DOWNTOWN	Streetcar	Capital Maint. / Modernization	$39,013,278				Greater Downtown
1030	FALKENBURG RD	BRYAN RD	HILLSBOROUGH AVE	2U	4D	$19,362,598		-4	2394	Sabal Park Area
1057	FLETCHER AVE	30TH ST	MORRIS BRIDGE RD	4D	6D	$133,177,618		1169	2131	New Tampa & Hidden River
1058	HILLSBOROUGH AVE	50TH ST	ORIENT RD	4D	6D	$57,179,338		736	1802	NetPark Area

Figure 3-29: 2040 Needs Assessment for Capacity Projects

Project No.	Facility	From	To	Existing or Committed Lanes	MPO 2040 Needed Lanes	TOTAL PROJECT	Local Govt. Cost Share	Delay Reduction / Centerline Mile	2040 Jobs / Centerline Mile	Imagine 2040 Business District
INT4	I-75	at BIG BEND ROAD		0	Interchange	$41,500,000				Interstate Improvements
1019	INTERBAY	DALE MABRY HWY	MANHATTAN	2U	3D	$8,546,945		39	586	MacDill AFB Area
1013	LAKEWOOD	SR 60	SR 574	2U	3D	$23,793,607		58	289	Sabal Park Area
1059	LINEBAUGH AVE	SHELDON RD	VETERANS EXWY	4D	6D	$49,841,161		222	377	Airport North
1031	LIVINGSTON AVE	BEARSS RD	VANDERVORT RD	2U	4D	$41,089,091		243	303	New Tampa & Hidden River
1034	NEW E/W ROAD (NEW TAMPA)	I-275	COMMERCE PARK BLVD	0	4D	$103,138,992		569	55	New Tampa & Hidden River
1035	NEW TAMP BLVD	COMMERCE PARK BLVD	BRUCE B DOWNS BLVD	2U	4D	$ 23,915,301		12	166	New Tampa & Hidden River
1014	OCCIDENT ST EXTENSION	CYPRESS ST.	WESTSHORE PLAZA	0	2U	$4,846,783		261	18647	Westshore
1036	PARSONS AVE/ JOHN MOORE RD	BLOOMINGDALE AVE	SR60/BRANDON BLVD	2U	4D	$63,250,919		16	723	Brandon West
1037	PROGRESS BLVD	FALKENBURG RD	US HWY 301	2U	4D	$24,259,271		-51	169	Brandon West
Rail3	FIXED GUIDEWAY TRANSIT	DOWNTOWN	USF	0	DMU on existing track	$296,700,000	>25%			Greater Downtown
Rail3.1	FIXED GUIDEWAY TRANSIT OPERATIONS FOR 10 YEARS	DOWNTOWN	USF	0	DMU on existing track	$54,000,000	>75%			Greater Downtown
Rail4	FIXED GUIDEWAY TRANSIT	DOWNTOWN	WESTSHORE	0	Modern Tram	$455,975,000	>25%			Greater Downtown
Rail4.1	FIXED GUIDEWAY TRANSIT - OPERATIONS FOR 10 YEARS	DOWNTOWN	WESTSHORE	0	Modern Tram	$57,000,000	>75%			Greater Downtown
Rail5	FIXED GUIDEWAY TRANSIT	WESTSHORE	TAMPA INTERNATIONAL AIRPORT	0	Automated People Mover	$206,508,862	>25%			Greater Downtown
Rail5.1	FIXED GUIDEWAY TRANSIT OPERATIONS FOR 10 YEARS	WESTSHORE	TAMPA INTERNATIONAL AIRPORT	0	Automated People Mover	$38,000,000	>75%			Greater Downtown
124A	SAM ALLEN RD W	ALEXANDER ST EXT	W OF PAUL BUCHMAN HWY	2U	4D	$7,120,000				Plant City East
1038	SAM ALLEN RD EXTENSION	E OF PARK RD	WILDER RD	2U	4D	$9,239,668		189	240	Plant City East

Figure 3-29: 2040 Needs Assessment for Capacity Projects

Project No.	Facility	From	To	Existing or Committed Lanes	MPO 2040 Needed Lanes	TOTAL PROJECT	Local Govt. Cost Share	Delay Reduction / Centerline Mile	2040 Jobs / Centerline Mile	Imagine 2040 Business District
1040	SAM ALLEN RD EXTENSION	WILDER RD	COUNTY LINE RD	0	4D	$55,543,005		20	101	Plant City East
1041	SKIPPER RD	BRUCE B DOWNS BLVD	46TH ST	2U	4D	$11,384,888		47	1476	New Tampa & Hidden River
1042	SR 674	US 301	CR 579/SAFFOLD RD	2U	4D	$49,192,157		115	57	Sun City Center
1015	TRAPNELL RD EXTENSION	NESMITH RD	COUNTY LINE RD	0	2U	$4,741,351		94	101	Plant City East
1022	TRASK ST	CYPRESS ST.	BOY SCOUT BLVD	2U	3D	$4,774,371		341	14059	Westshore
1016	TRASK ST EXTENSION	CYPRESS ST.	GRAY ST	0	2U	$2,723,967		192	16368	Westshore
1043	US HWY 92	US HWY 301	CR 579	2U	4D	$51,213,498		57	1760	Sabal Park Area
1044	US HWY 92	CR 579	THONOTOSASSA RD	2U	4D	$203,419,551		150	290	Sabal Park Area
1045	US HWY 92	REYNOLDS ST	COUNTY LINE RD	2U	4D	$61,918,234		119	568	Plant City East
MMC1	FIXED GUIDEWAY CENTER WESTSHORE	CYPRESS ST.	TRASK ST	0	Transit Center	$35,040,500				Westshore
1046	WILLIAMS RD	BROADWAY AVE	SLIGH AVE	2U	4D	$48,673,711		28	1322	Sabal Park Area
1047	WOODBERRY RD	FALKENBURG RD	GRAND REGENCY BLVD	2U	4D	$12,339,404		156	1751	Brandon West
1048	WOODBERRY RD	GRAND REGENCY BLVD	LAKEWOOD DR	2D	4D	$24,851,874		58	511	Brandon West
1091	EVERHART RD EXTENSION	FALKENBURG RD	US301	0	3D	$3,436,524		10	396	Brandon West
1100	US HWY 41	CAUSEWAY BLVD	CSX INTL YARD		New Interchange	$96,750,000		3336	Interchange N/A	Brandon West
1099	MEMORIAL HWY	INDEPENDENCE PKWY	HILLSBOROUGH AVE		6D	$65,241,955		1470	60	Airport North
Water	WATER TRANSIT	PORT REDWING	MACDILL AFB		Commuter Ferry	$16,934,000				MacDill AFB Area
9999	62ND STREET	COLUMBUS DR	CSX INTL YARD	2U	3D	$4,889,776				CSX Area

Strategic Intermodal System

FDOT District 7 has a long range planning list of projects that have a horizon year for the Strategic Intermodal System (SIS). FDOT classifies SIS facilities as those that have statewide and interregional significance. SIS facilities contain all modes of transportation for moving people and goods including linking transfers between modes and facilities. **Figure 3-30** shows the future express lanes and intermodal system planned for Hillsborough and Pinellas counties. SIS projects include replacement of the northbound span of the Howard Frankland Bridge, modification of the I-275 & SR 60 interchange near Tampa International Airport, and express lanes on Tampa Bay area interstates. **Figure 3-31** is a table detailing all SIS projects projected to be needed through 2040.

FDOT conducted an express lanes study on interstates in the three core Tampa Bay counties (Hillsborough, Pasco, and Pinellas). Express lanes are proposed to be constructed along I-275 from the Gateway Area in Pinellas County across the Howard Frankland Bridge and onto Wesley Chapel in Pasco County. In the long term, express lanes are proposed to be constructed along I-4 from I-275 to the Polk County line and along I-75 from Wesley Chapel in Pasco County to SR 674 in southern Hillsborough County.

The express lanes are anticipated to be constructed separate from the general purpose lanes and accommodate longer distance trips and express bus service. Express bus routes are proposed to connect Pinellas County, Westshore/Tampa International Airport, Downtown Tampa, and the USF Area. These express lanes will be tolled with variable pricing dependent on how congested the corridor's general purpose lanes are.

Figure 3-30 *Tampa Bay Express Lanes and Intermodal System*

Figure 3-31: Financially Unconstrained SIS 2040 Needs Project List (Amended June 11, 2019)						
Project No.	**Facility**	**From**	**To**	**Existing or Committed Lanes**	**TOTAL PROJECT* ($ millions)**	**MPO 2040 Needed Lanes**
1002	I-275	N OF HOWARD FRANKLAND	S OF SR 60	6F	$65.00	8 + 4 Express Toll Lanes
1003	I-275	S OF LOIS AVE	HILLSBOROUGH RIVER BRIDGE	6F	$140.90	2 Express Toll Lanes
1005	I-275 @ I-4	ROME AVE / I-275	MLK / SELMON CONNECTOR	8F	$2,182.12	DOWNTONW INTERCHANGE
1008	I-4	E OF 50TH STREET	POLK PARKWAY	6F	$2.709.87	4 Express Toll Lanes
1008	I-4	I-4 / SELMON CONNECTOR	E OF MANGO RD	6F	$111.31	2 Express Toll Lanes
	I-4	W OF ORIENT RD	WEST OF I-75	6F	$95.49	Operational Improvements
1009	I-75	SR 674	S OF US 301	6F	$438.94	4 Express Toll Lanes
1010	I-75	S OF US 301	N OF FLECTHER AVE	6F/8F	$1,934.16	4 Express Toll Lanes
1011	I-75	N OF FLETCHER AVE	N OF I-75/I-275 APEX	6F	$309.39	4 Express Toll Lanes
1093	I-275	SR 60 INTERCHANGE			$35.67	SR 60 INTERCHANGE
1093	I-275 NB EXPRESS	N OF HOWARD FRANKLAND	S OF TRASK ST		$113.88	SR 60 INTERCHANGE
1093	I-275 NB FLYOVER	SR 60 EB	I-275 NB		$53.25	SR 60 INTERCHANGE
1093	I-275 SB	N OF REO ST	S OF LOIS AVE		$140.75	SR 60 INTERCHANGE
1093	SR 60	N OF INDEPENDENCE	I-275 AT WESTSHORE		$193.29	SR 60 INTERCHANGE
1006	I-275	N of MLK BLVD	N OF BEARSS AVE	4F/6F	$317.4	8F
Interchange	I-75	S OF CSX/BROADWAY	EB/WB I-4		$61.05	INTERCHANGE
Interchange	I-75	US 301	I-4		$93.46	INTERCHANGE
Interchange	I-75 & SR 60	SR60 @ SLIP RAMP	TO N OF SR 60 AT CSX		$21.47	INTERCHANGE
Interchange	I-75 SB OFF RAMP	S OF BYPASS CANAL	EB/WB I-4	6F	$16.33	INTERCHANGE
Interchange	I-4	TAMPA BYPASS CANAL	EAST OF I-75		$16.66	INTERCHANGE
	I-75	SR 60	BRUCE B DOWNS BLVD	6F	$179.27	2 Express Toll Lanes
	I-75	S OF SELMON EXPRESSWAY	N OF SR 60	6F	$12.78	Operational Improvements
Interchange	I-75	WB SR 60 ENTRANCE RAMP	S OFCSX RR		$23.51	INTERCHANGE
Interchange	I-75	I-75	EAST OF WILLIAMS RD		$3.21	INTERCHANGE
1089	SUNCOAST PARKWAY	VETERANS EXPWY	PASCO COUNTY	4F	$36.,73	6F
	SR 60	VALRICO RD	SR 39	4D	$219.05	6D
1001	US 92	GANDY BRIDGE	DALE MABRY HWY	4D	$125.30	4D + 2F
*Costs for SIS projects are provided by FDOT in future year of expenditure dollars						

Development Based Needs

Traffic congestion is not limited to Hillsborough County's key economic spaces. Recent and upcoming suburban expansion places new burdens on roadways. Development-based needs are road capacity projects that will be constructed to mitigate the traffic impacts of those new and/or expanded developments.

Some projects on the list could be funded as part of development agreements, proportionate share mitigation, or using impact or mobility fees. Changes in Florida's growth management law have led to renegotiations of development agreements, making the long-term funding outlook less clear. There are 28 development based projects identified in the *Imagine 2040 Plan* as shown in **Figure 3-32.**

Figure 3-32: Development Based Needs Projects				
Project No.	Facility	From	To	Project Description
9995	19th Avenue NE	US 41	US 301	Widen to 4 Lanes Divided
1095	24th Street	SR 674	19th Avenue NE	Widen to 4 Lanes Divided
1096	24th Street	19th Avenue NE	Big Bend Road	Widen to 4 Lanes Divided
1097	30th Street	19th Avenue	Apollo Beach Boulevard	New 2 Lane Divided
1094	Apollo Beach Boulevard	US 41	US 301	New 4 Lane Divided
1097	Big Bend Road	US Hwy 41	US Hwy 301	Widen to 6 Lanes Divided
1077	Big Bend Road Ext.	Balm Riverview Road	Boyette Road	New 2 Lane
1090	Camden Field Parkway	US Hwy 41	Falkenburg Road	New 2 Lane
9997	Charlie Taylor Road	I-4	Knights Griffin Road	Add center turn lane
1068	Citrus Park Drive	Linebaugh Ave	Sheldon Rd	New 4 Lane Divided
1088	County Line Road	Swindell Road	Knights Griffin Road	Widen to 4 Lanes Divided
3010	County Line Road	Livingston Avenue	Bruce B. Downs Blvd	Widen to 4 lanes Divided (Pasco County)
1081	Cumberland Street	Ceaser Street	Meridian Street	New 2 Lane Divided
1101	Dale Mabry Hwy	Van Dyke Road	Cheval Boulevard	Widen to 6 Lanes Divided
1074	Falkenburg Road Ext.	78th Street	Dead End	New 2 Lane
1076	Fish Hawk Boulevard	Bell Shoals Road	Lithia Pinecrest Road	Widen to 4 Lanes Divided
1085	K-Bar Parkway	Kinnan Road	Morris Bridge Road	New 2 Lane
1086	Kinnan Street	Dead End	Pasco County*	New 2 Lane Divided
1075	Lithia Pinecrest Road	Bloomingdale Avenue	Adelaide Drive	Widen to 4 Lanes Divided
1066	Lutz Lake Fern Road	Suncoast Parkway	Dale Mabry Hwy	Widen to 4 Lanes Divided
1073	Madison Avenue	US 41	78th Street	Widen to 4 Lanes Divided
1087	Meadow Point Extension	K-Bar Parkway	Beardsley Drive	New 2 Lane
9998	Providence Lake Boulevard	English Bluff Court	S. of Summer Breeze Drive	New 2 Lane
1103	Rhodine Road	US 41	US 401	New 2 Lane
1078	Simmons Loop Road	US 301	Gibsonton Road	New 2 Lane
1080	Summerfield Boulevard/West Lake Drive	SR 674	Balm Road	New 2 Lane
9993	Tyson Street	Westshore Boulevard	Manhattan Boulevard	New 2 Lane
1067	Van Dyke Road	Suncoast N. Ramp	Dale Mabry Hwy	Widen to 4 Lanes Divided
8000	Wilsky Boulevard	Hanley Road	Linebaugh Avenue	Widen to 4 Lanes Divided

The map found in **Figure 3-33** identifies the location of all 2040 needs projects listed in the previous needs projects tables.

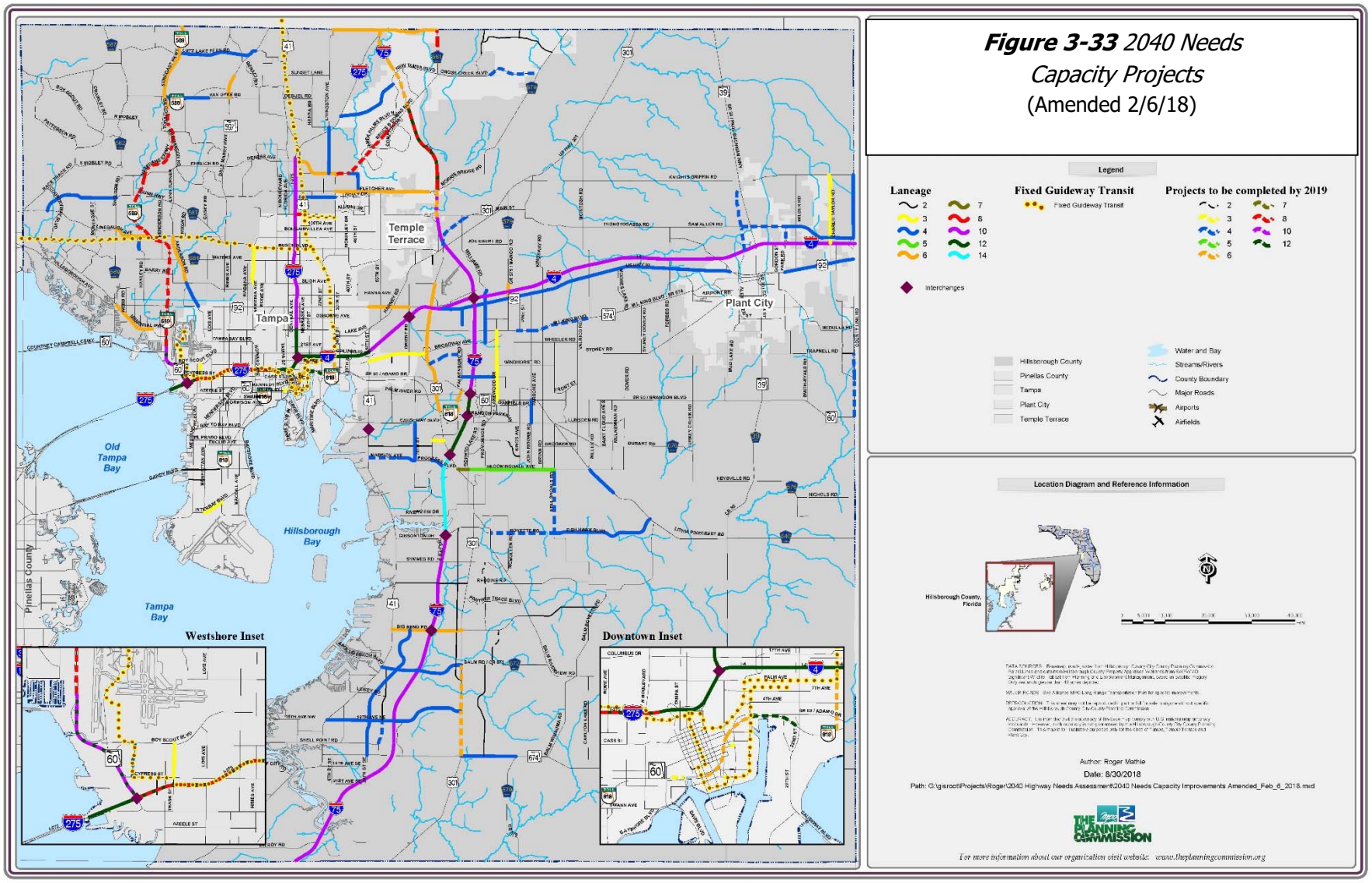


Figure 3-33 *2040 Needs Capacity Projects*
(Amended 2/6/18)

Longer Range Vision / Illustrative Projects

i. Highway Projects In Longer Range Vision

Longer range highway and roadway needs that are beyond 2040 have been identified in **Figure 3-34**. These improvement concepts have been identified in previous plans and studies, but did not meet the threshold for severe congestion by 2040. Examples include the widening of US 301 north of Fowler Avenue from two to four lanes, widening of SR 60 east of Valrico Road from four lanes to six lanes, and the widening of US 41 from Madison Avenue to Ruskin from four lanes to six lanes.

ii. Transit Projects in Longer Range Vision

Longer range transit needs that are in addition to the 2040 transit needs have also been identified in **Figure 3-35.** These improvement concepts have been identified in previous plans and studies, such as the 2035 Long Range Transportation Plan and the TBARTA Master Plan. They include a range of transit modes such as bus rapid transit, express bus routes, regional bus routes, rail, water transit, high speed rail, and streetcar system.

Conclusion

Chapter 2 has shown that Hillsborough County is projected to grow by nearly 600,000 people by 2040. In order accommodate this anticipated population growth, the Hillsborough MPO must identify the transportation needs for the horizon year of 2040. Chapter 3 of *Imagine 2040* identifies these transportation needs and what kind of projects can be funded depending on the investment level that the residents of Hillsborough County are willing to fund. The next step is to identify funding sources and estimate the revenues from these funding sources in order to pay for the projects and at which investment level.

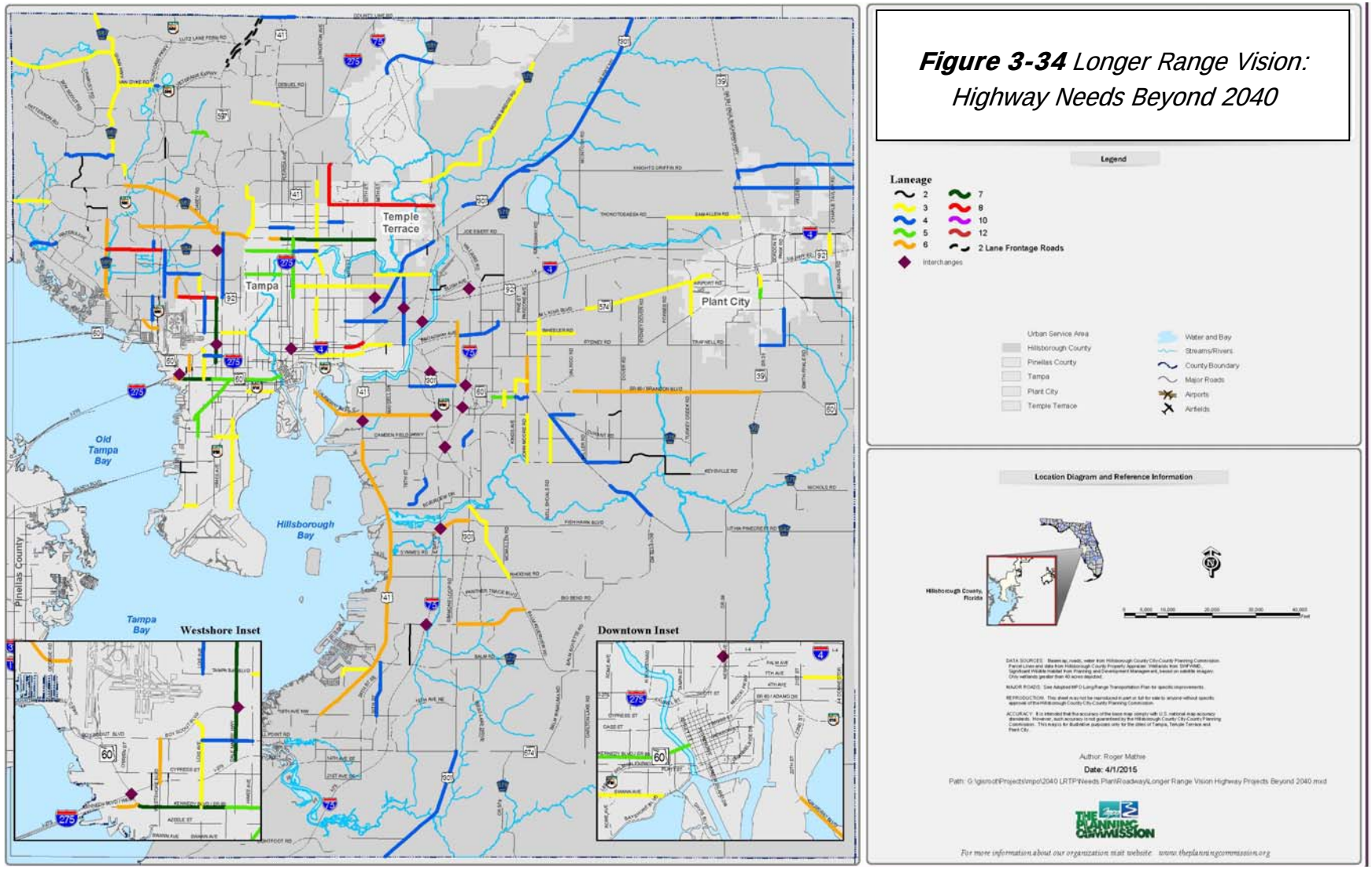


Figure 3-34 *Longer Range Vision: Highway Needs Beyond 2040*

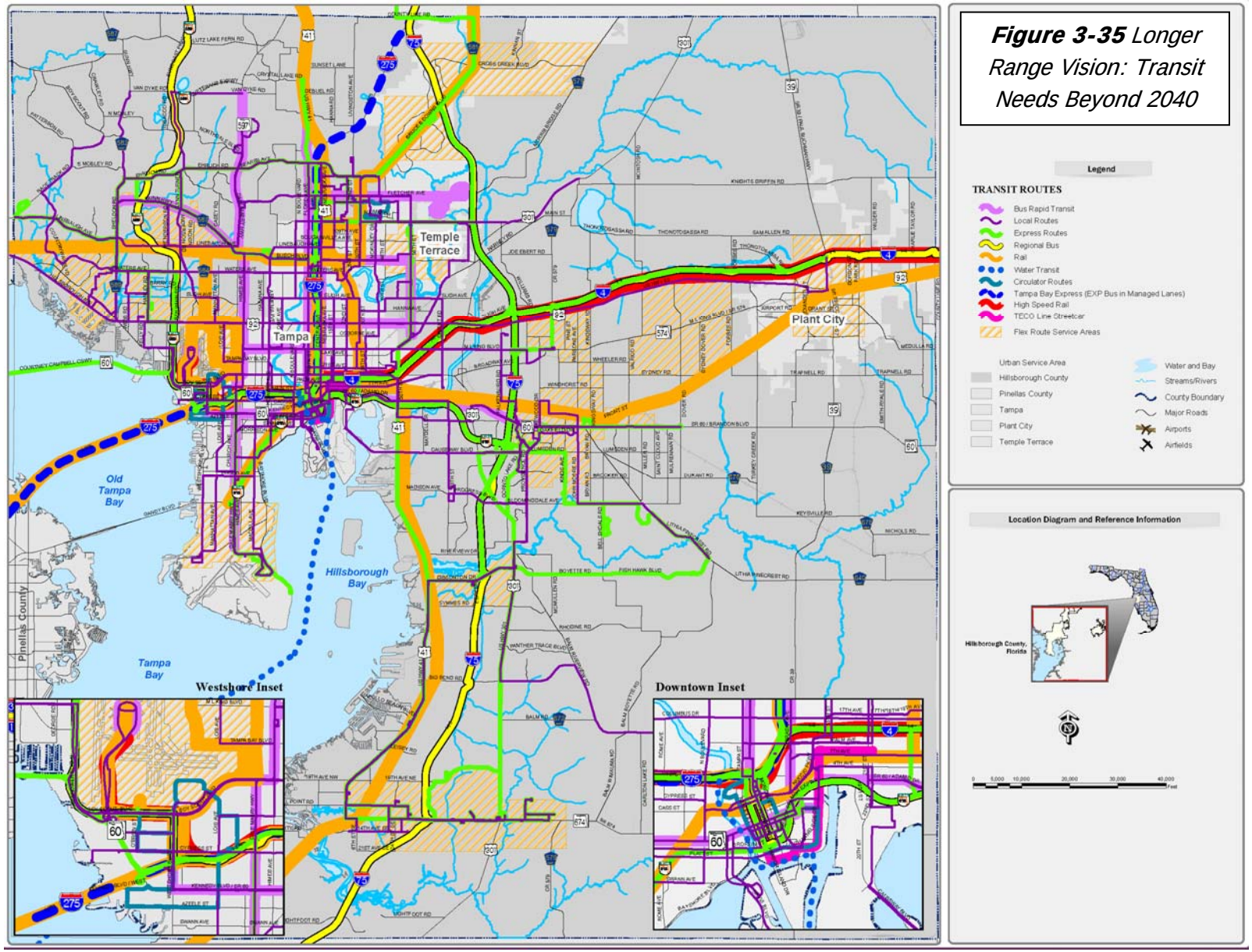


Figure 3-35 *Longer Range Vision: Transit Needs Beyond 2040*

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.

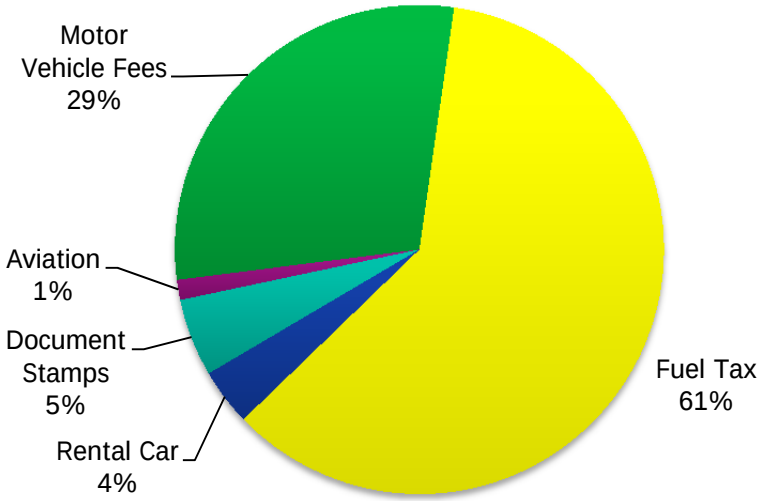


***Figure 4-2** State Transportation Revenue Sources, FY 2013*

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 Hillsborough County (HART, streetcar, and Sunshine line) were

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

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.

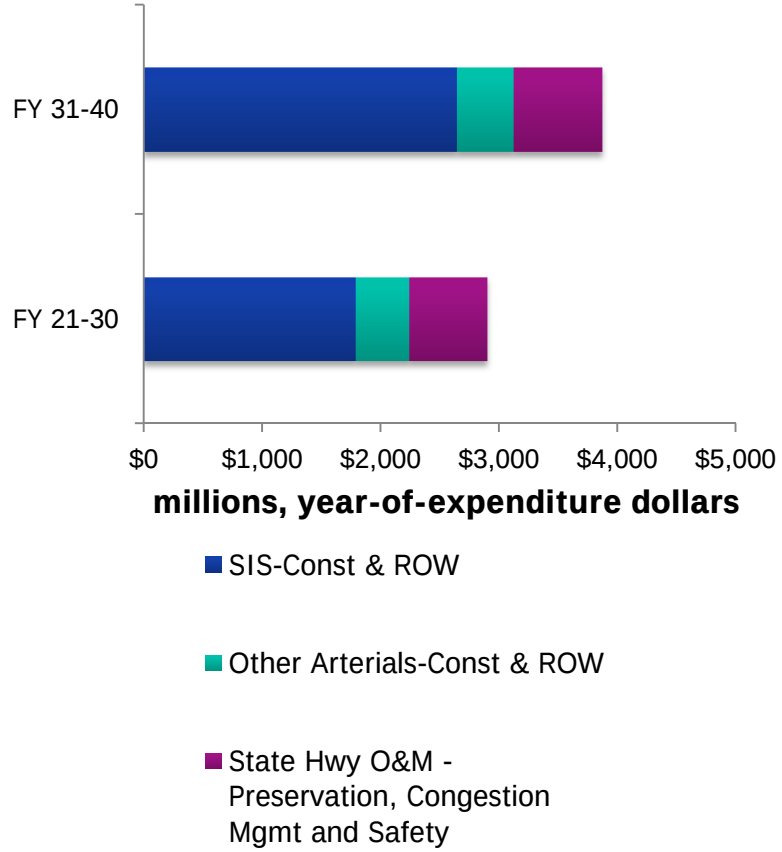


Figure 4-3 *Federal and State Highway Funding, FY 2021-2040*

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).

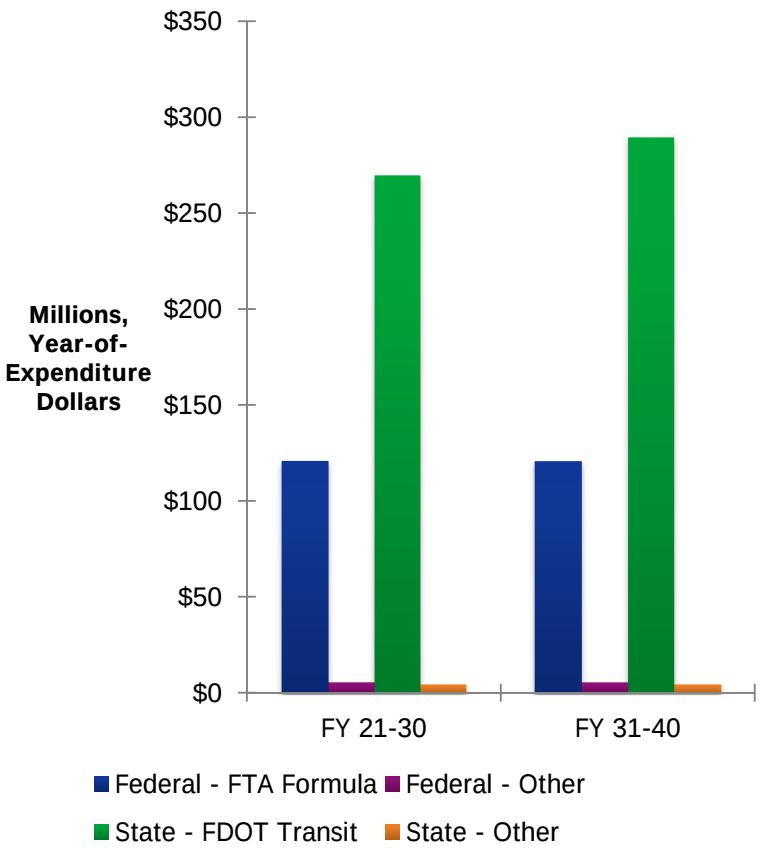


Figure 4-6 *Transit – Federal and State Programs, FY 2021-2040*

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

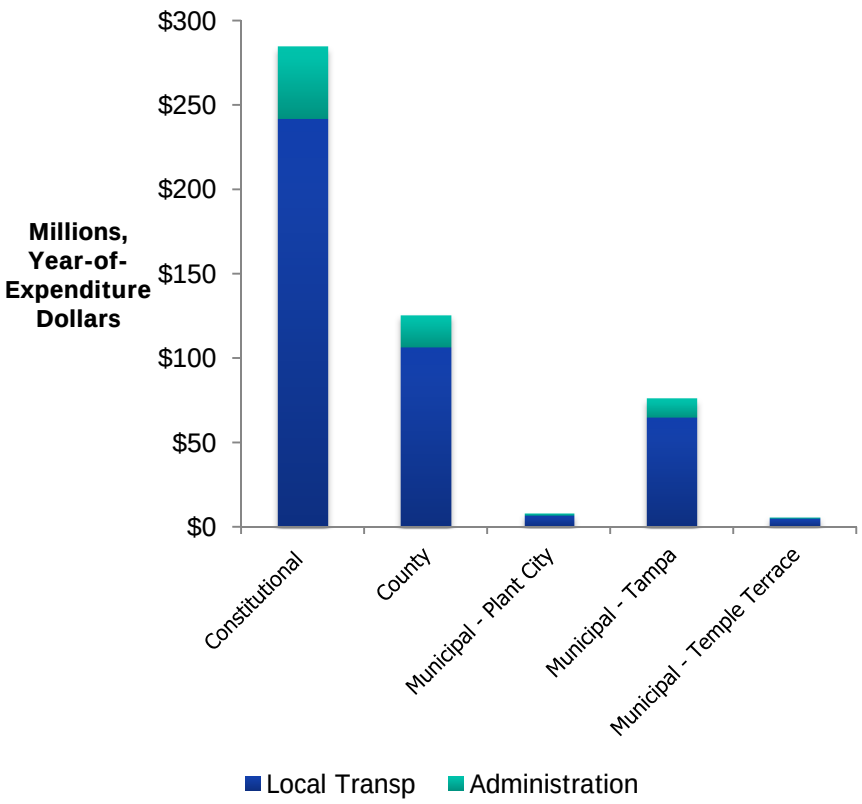


Figure 4-7 *Constitutional, County, and Municipal Fuel Tax, FY 2021-2040*

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.

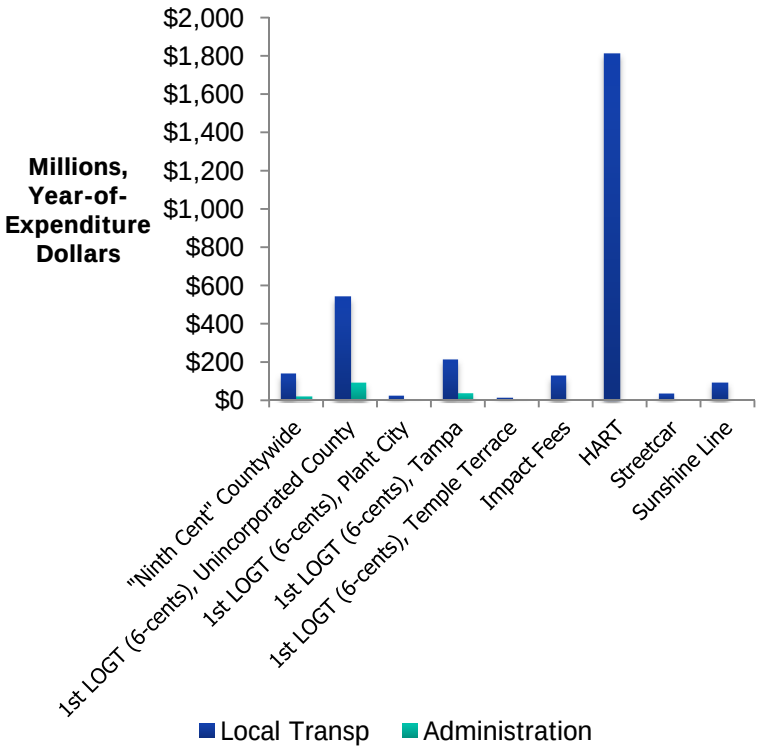
Sunshine Line

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.

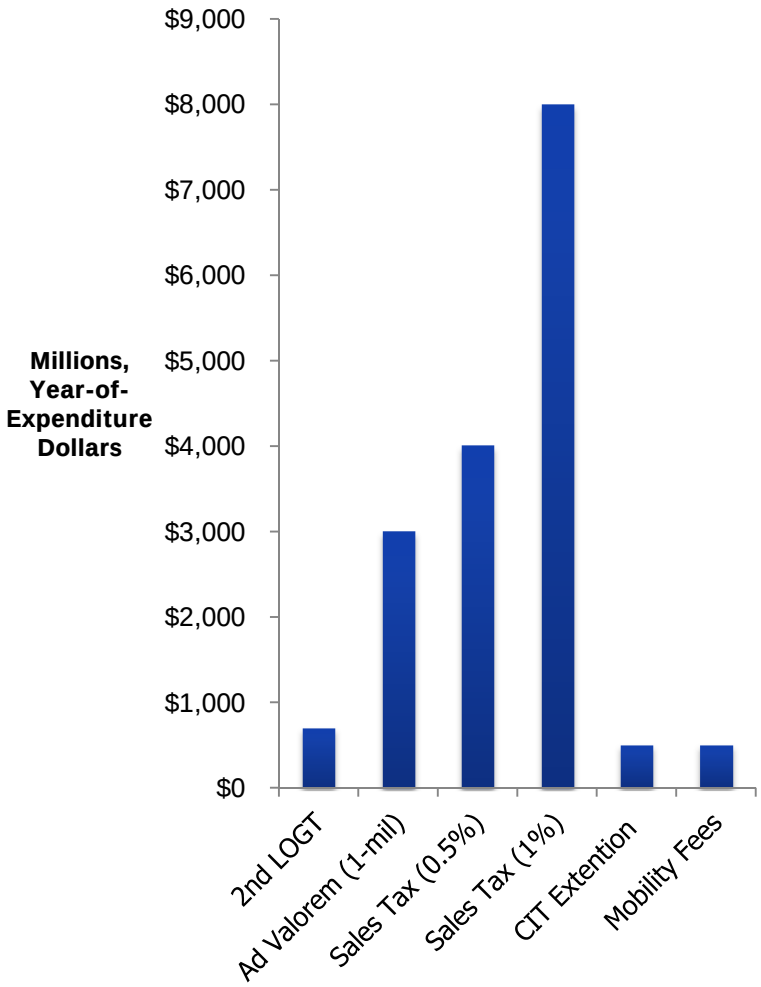


Figure 4-12 *Potential New Local Funding Sources, FY 2021-2040*

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.

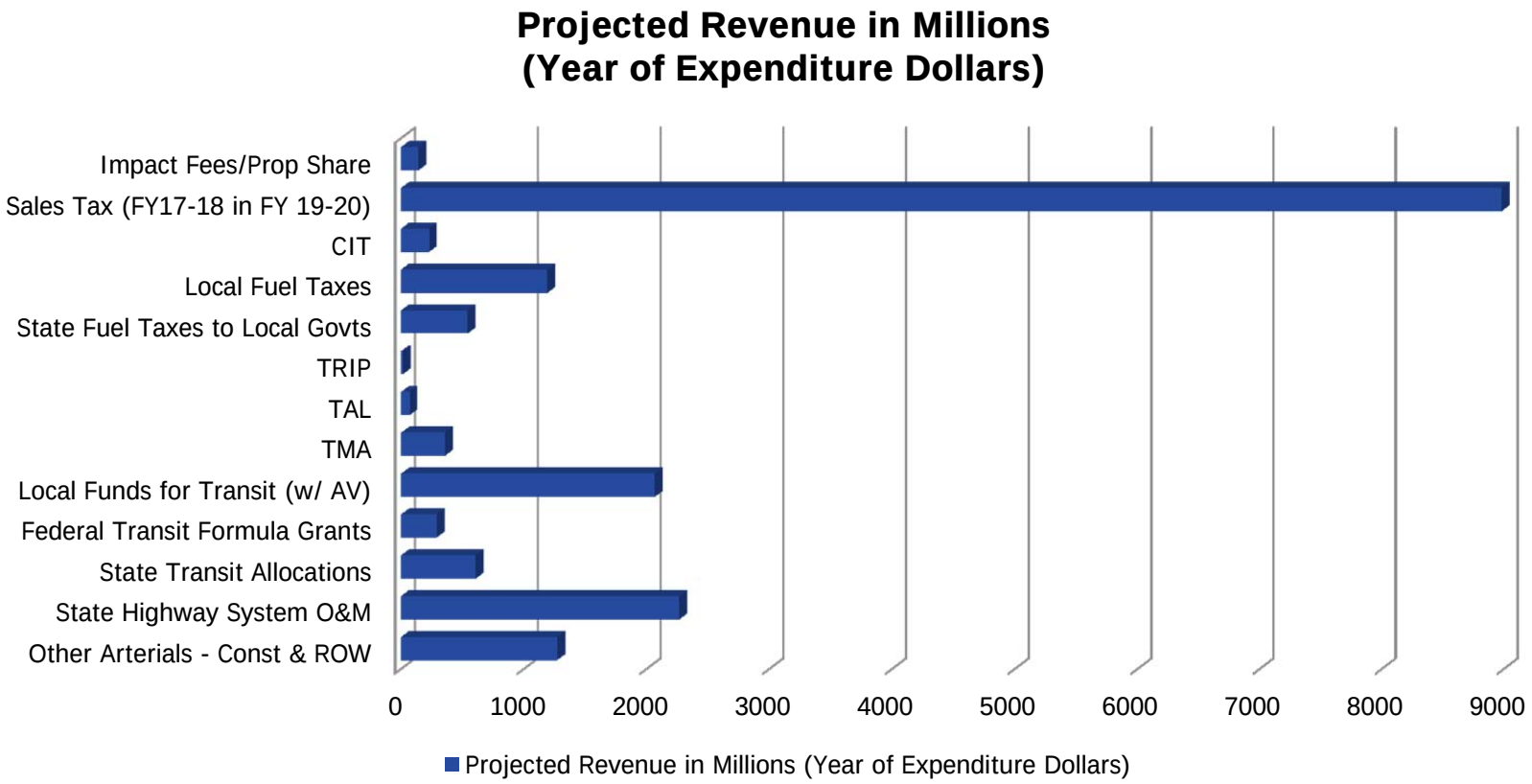


Figure 4-13 *All Expected and Potential Funding Sources and Amounts they are anticipated to raise by 2040*

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.

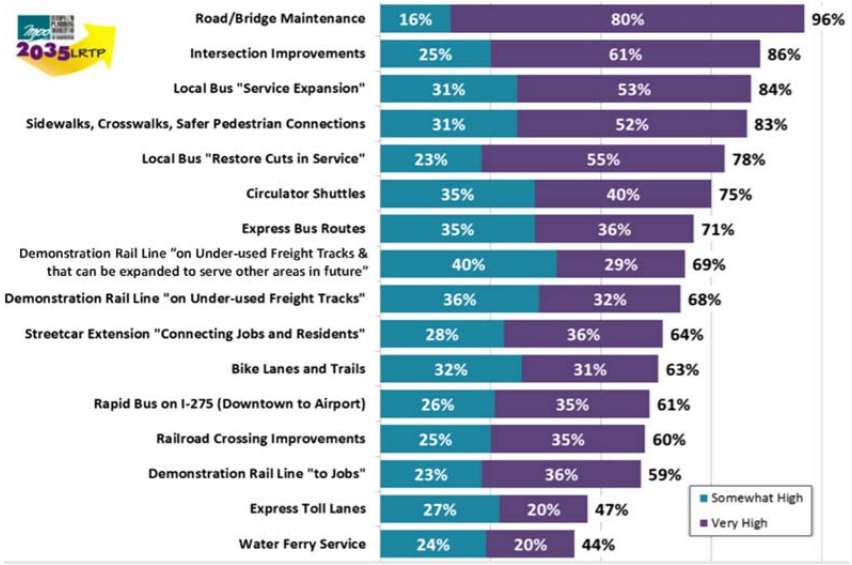


Figure 4-14 *Transportation Investments in Order of Priority, 2012 Phone Poll*

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

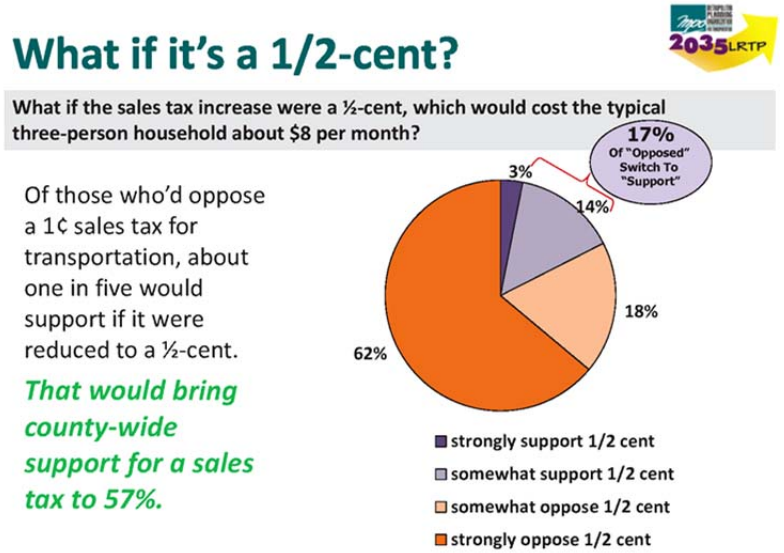


Figure 4-15 *Of Those Who Did Not Support a 1 Cent Sales Tax, 17% Would Support a ½ Cent Sales Tax, 2012 phone poll*

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.

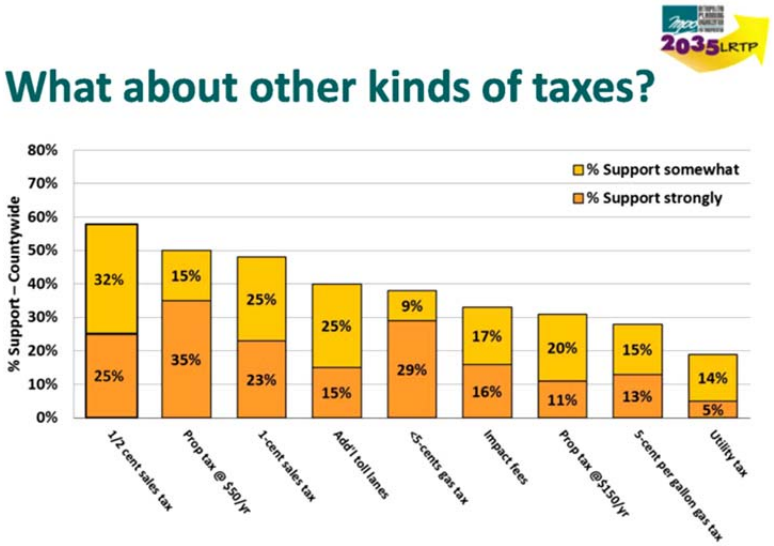


Figure 4-16 *What About Other Kinds of Taxes, 2012 phone poll*

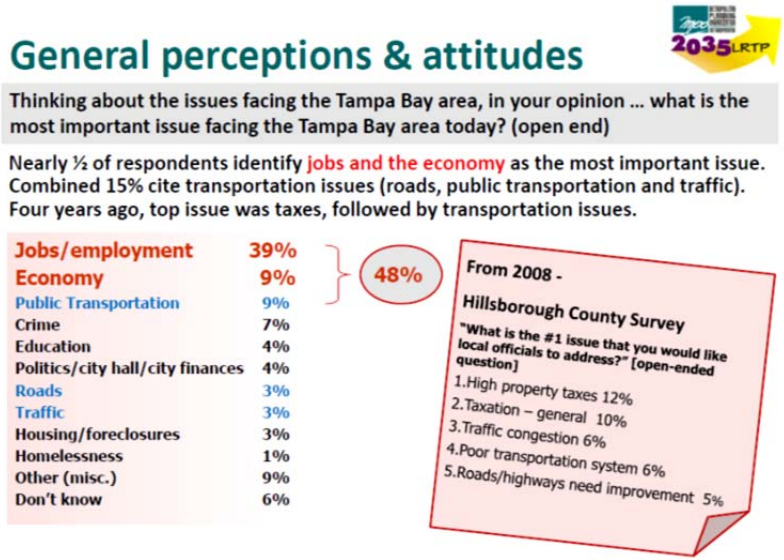


Figure 4-17 *Important Issues Facing Our Community, 2012 Phone Poll*

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.

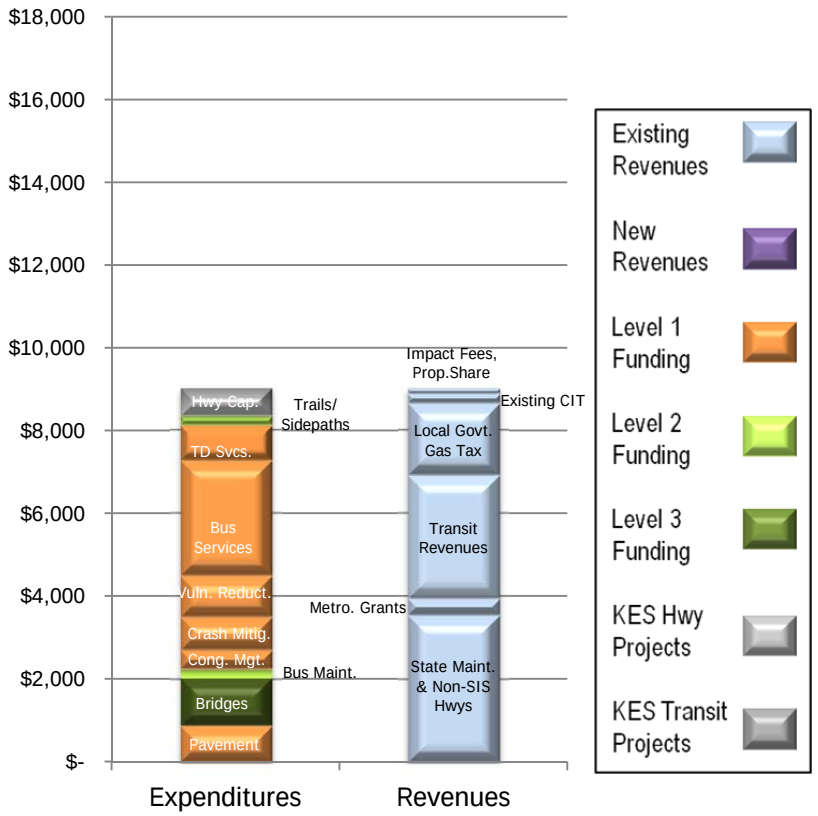


Figure 4-18 *Scenario 1 Expenditures and Revenues ($ Million)*

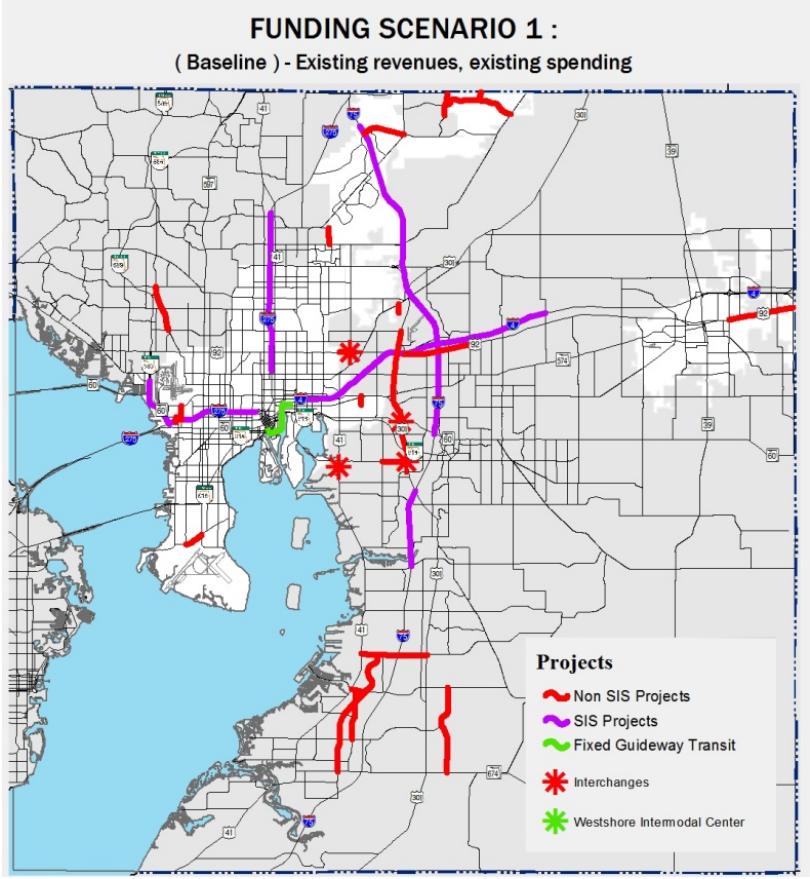


Figure 4-19 *Map of Scenario 1 Major Capacity Projects*

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.

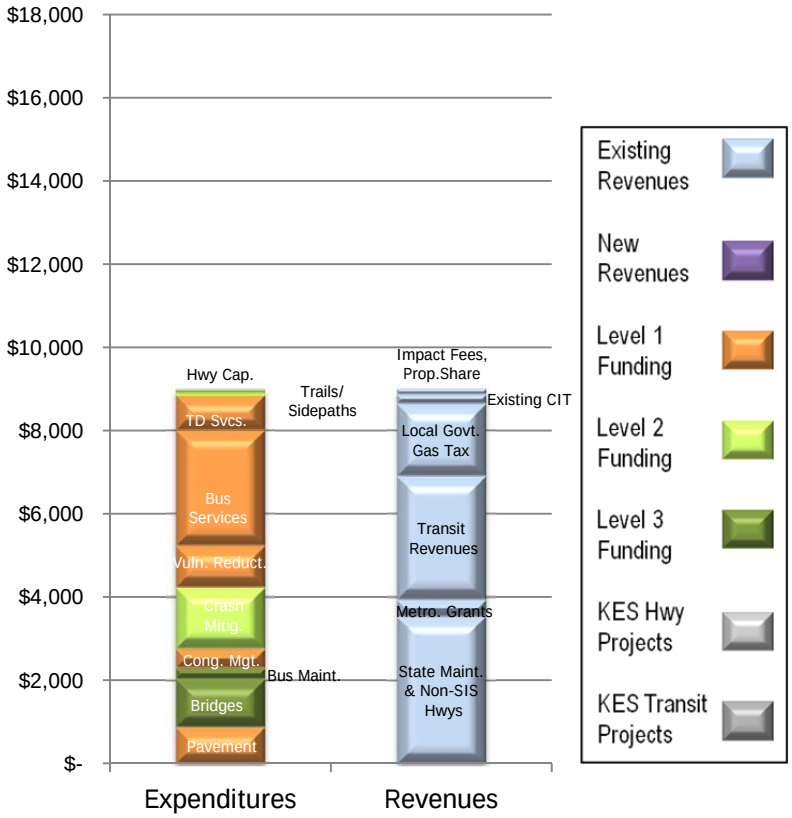


Figure 4-20 *Scenario 2 Expenditures and Revenues ($ Million)*

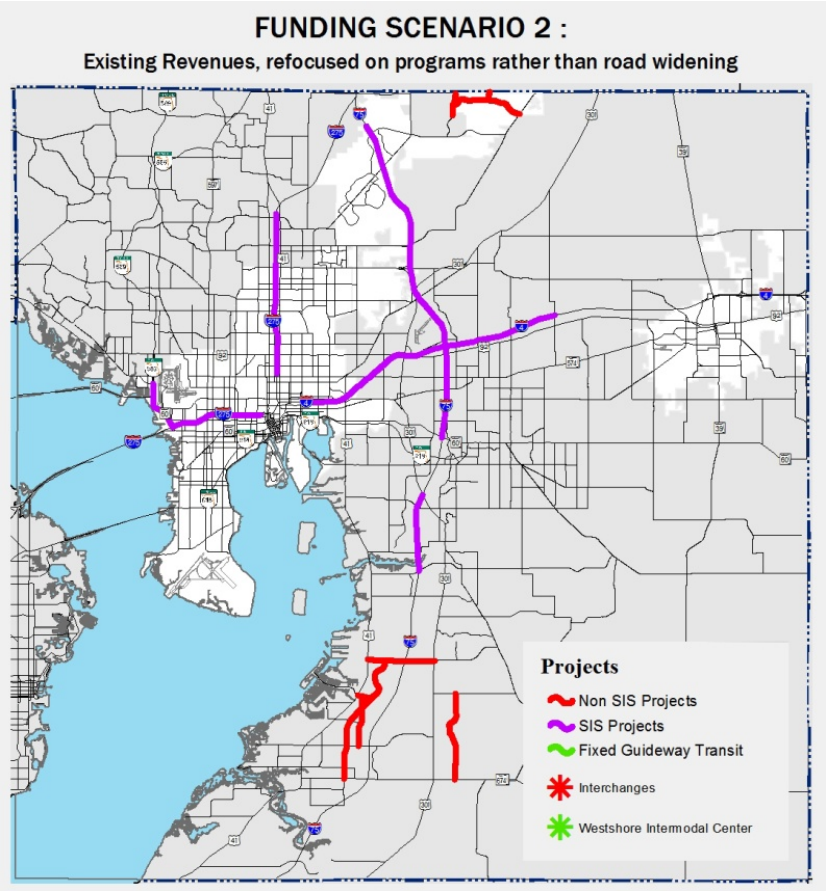


Figure 4-21 *Map of Scenario 2 Major Capacity Projects*

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.

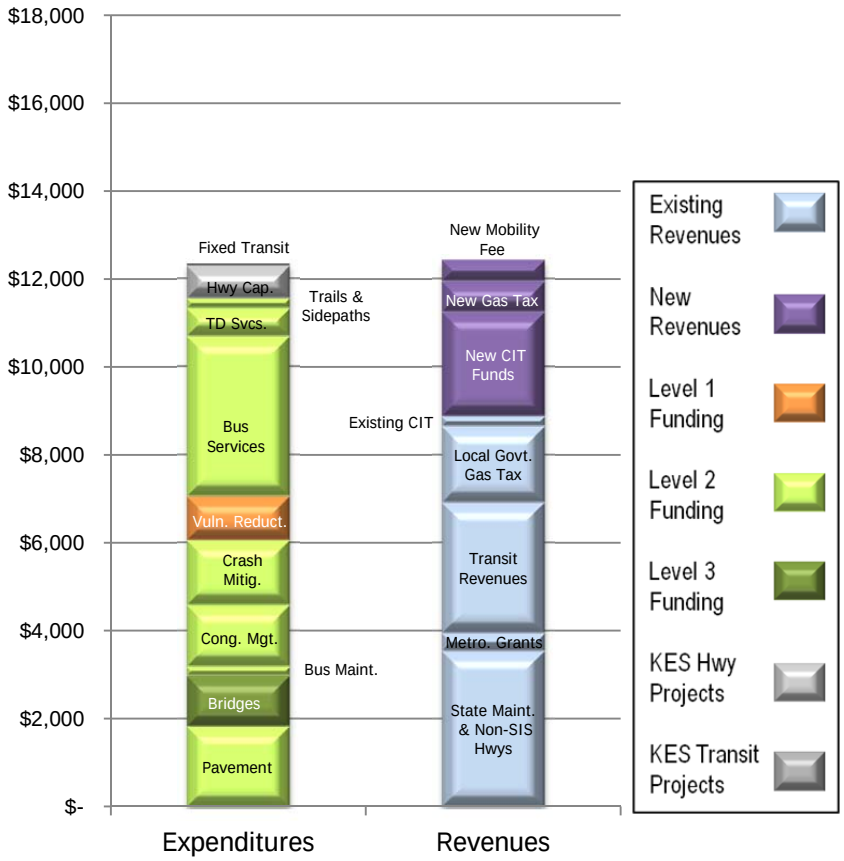


Figure 4-22 *Scenario 3 Expenditures and Revenues ($ Million)*

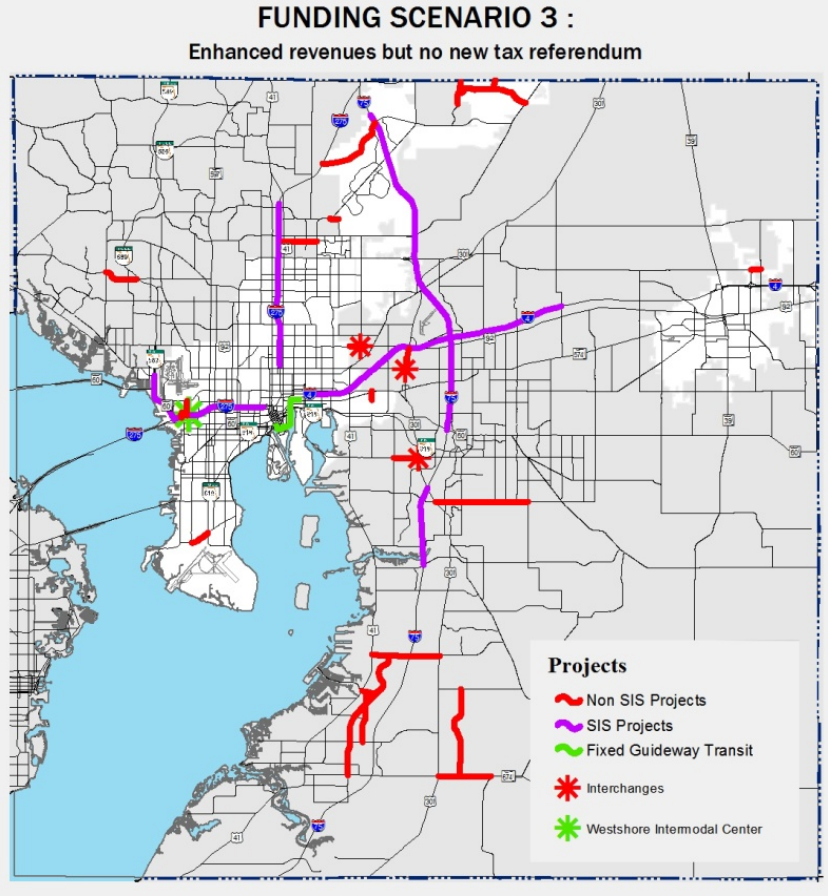


Figure 4-23 *Map of Scenario 3 Major Capacity Projects*

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.

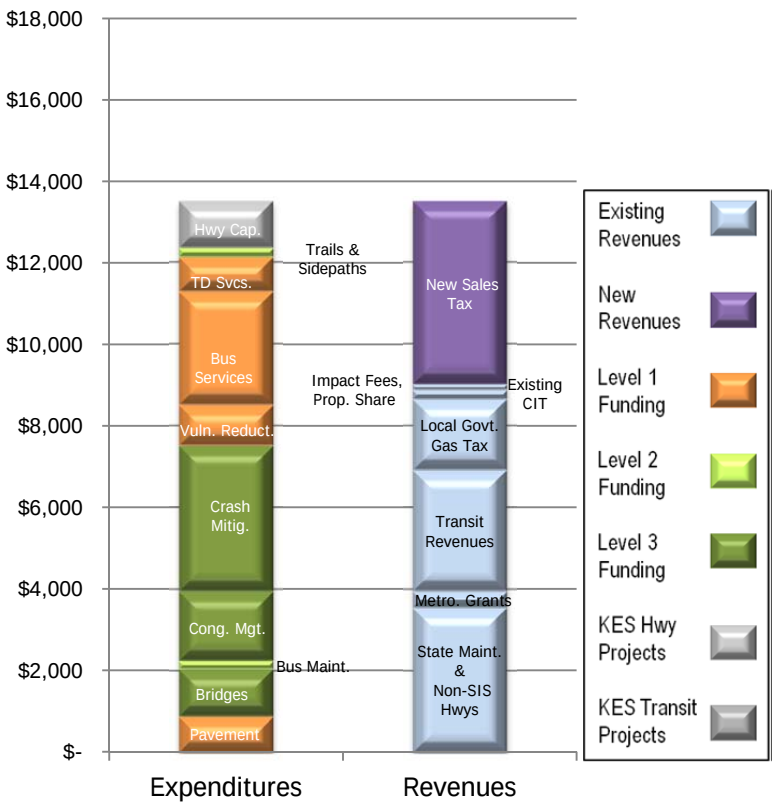


Figure 4-24 *Scenario 4 Expenditures and Revenues ($ Million)*

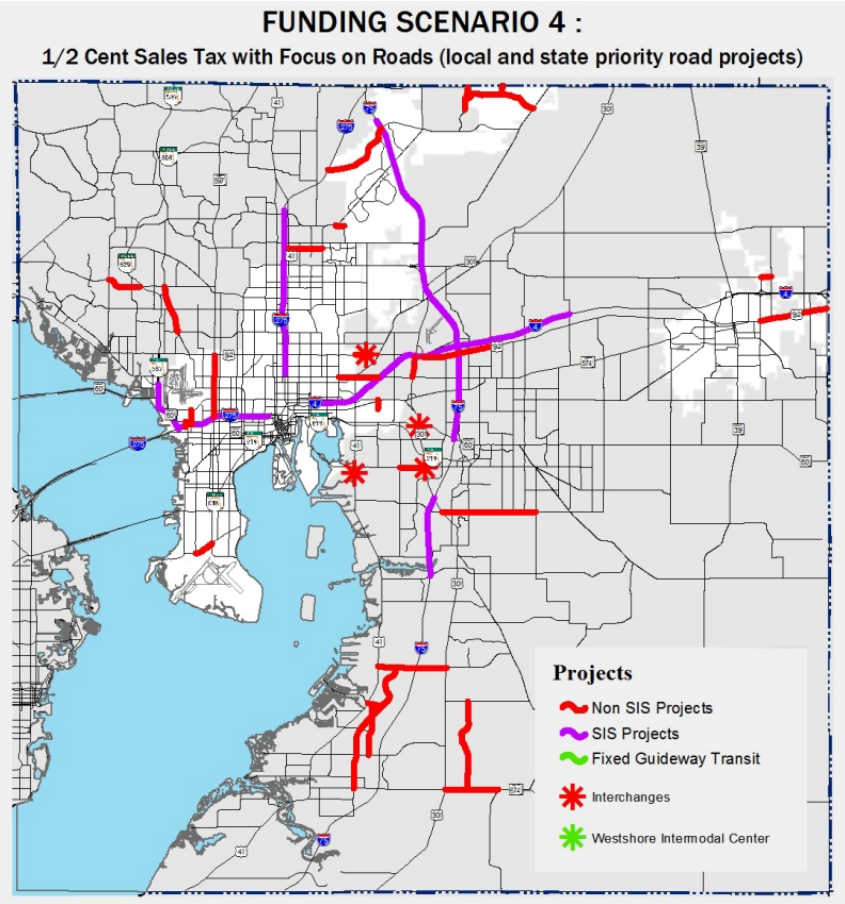


Figure 4-25 *Map of Scenario 4 Major Capacity Projects*

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.

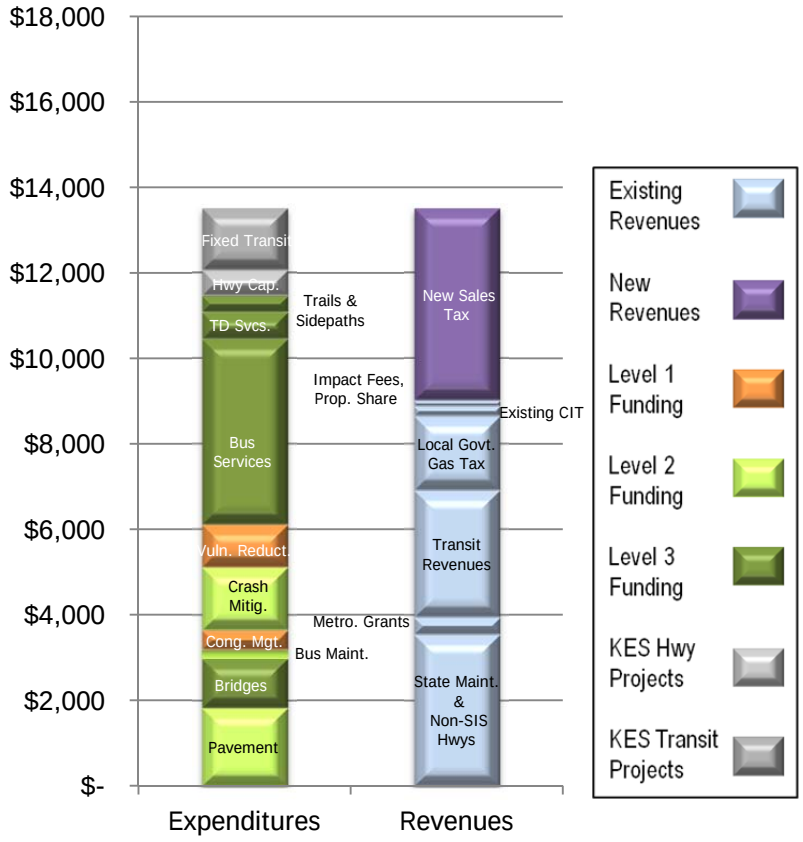


***Figure 4-26** Scenario 5 Expenditures and Revenues ($ Million)*

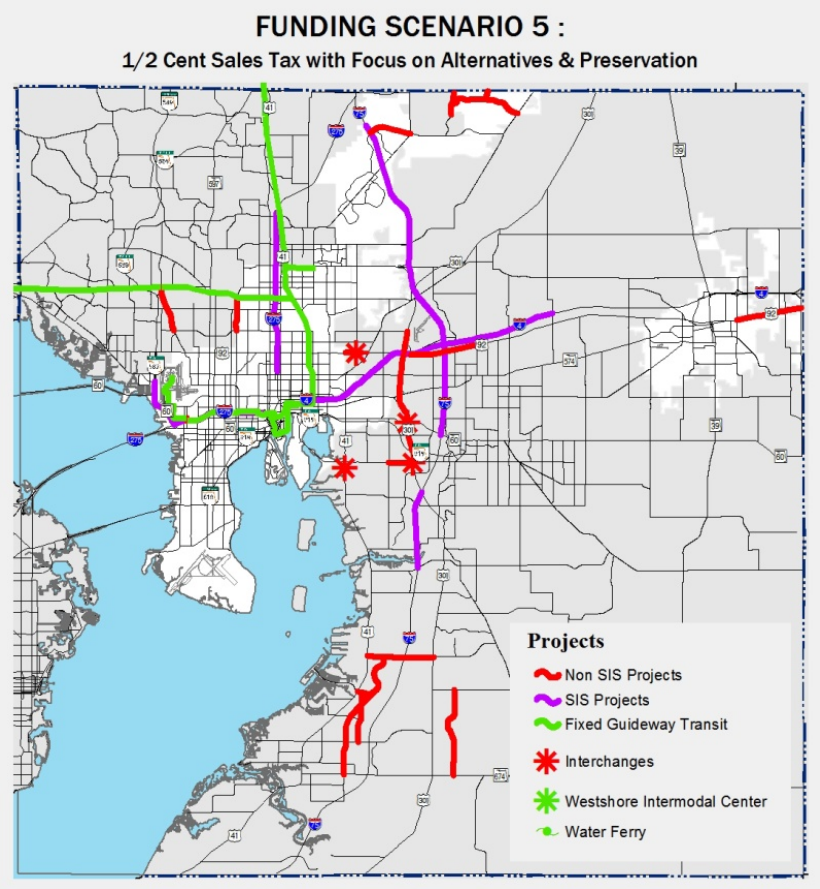


Figure 4-27 *Map of Scenario 5 Major Capacity Projects*

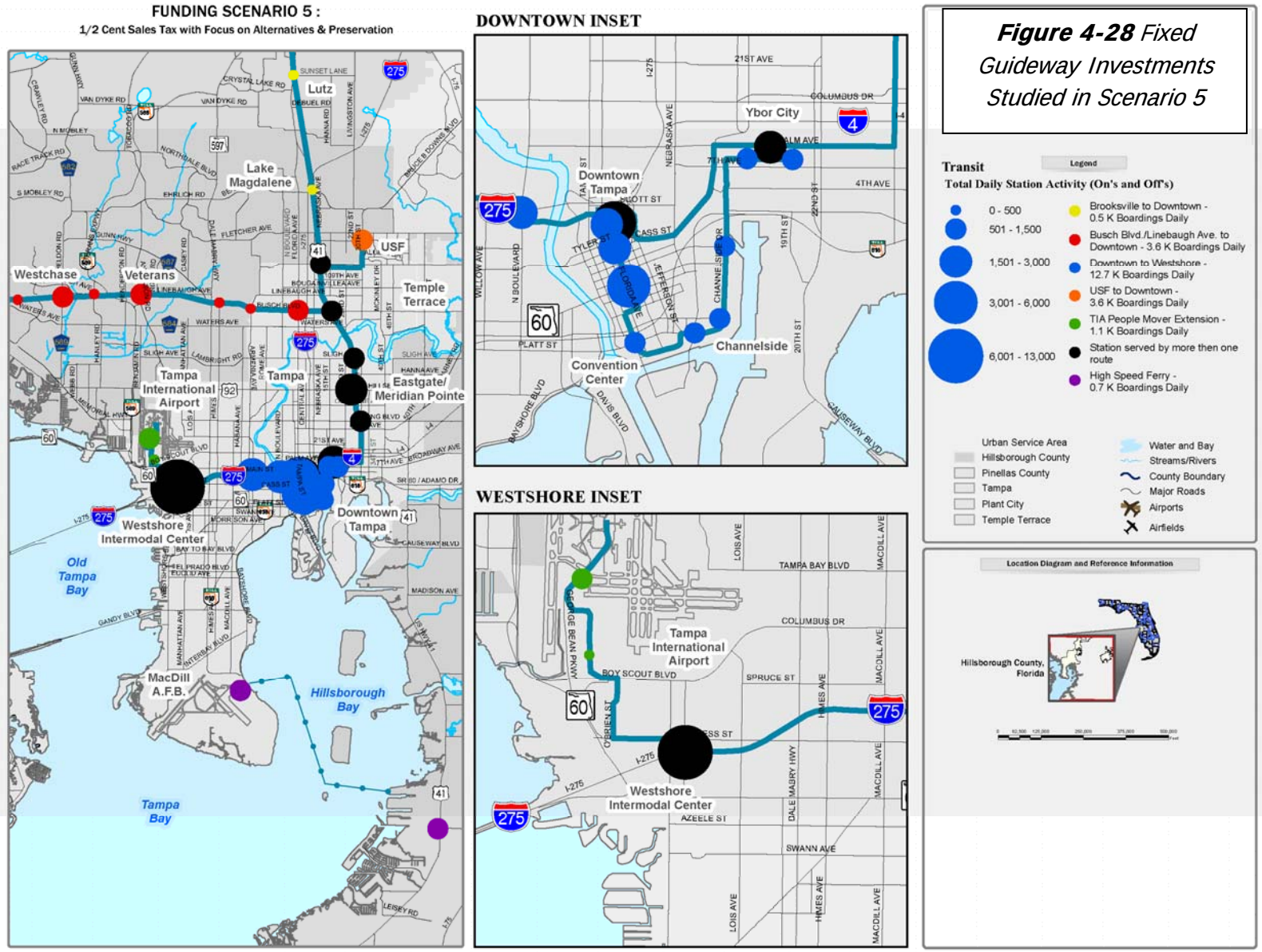


Figure 4-28 *Fixed Guideway Investments Studied in Scenario 5*

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.

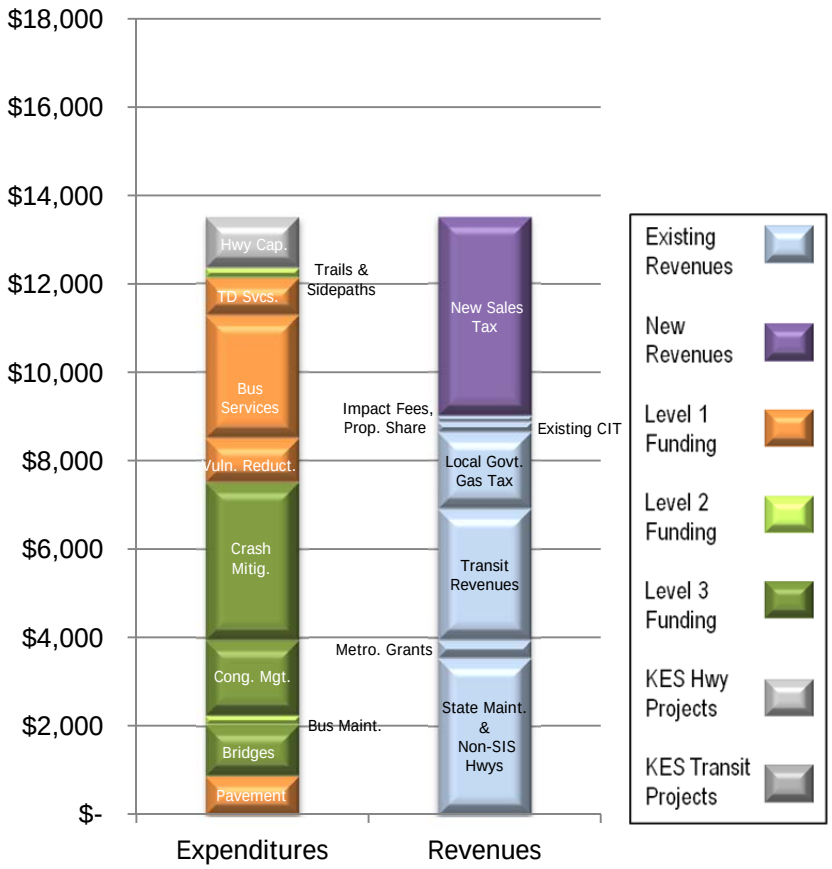


Figure 4-29 *Scenario 6 Expenditures and Revenues ($ Million)*

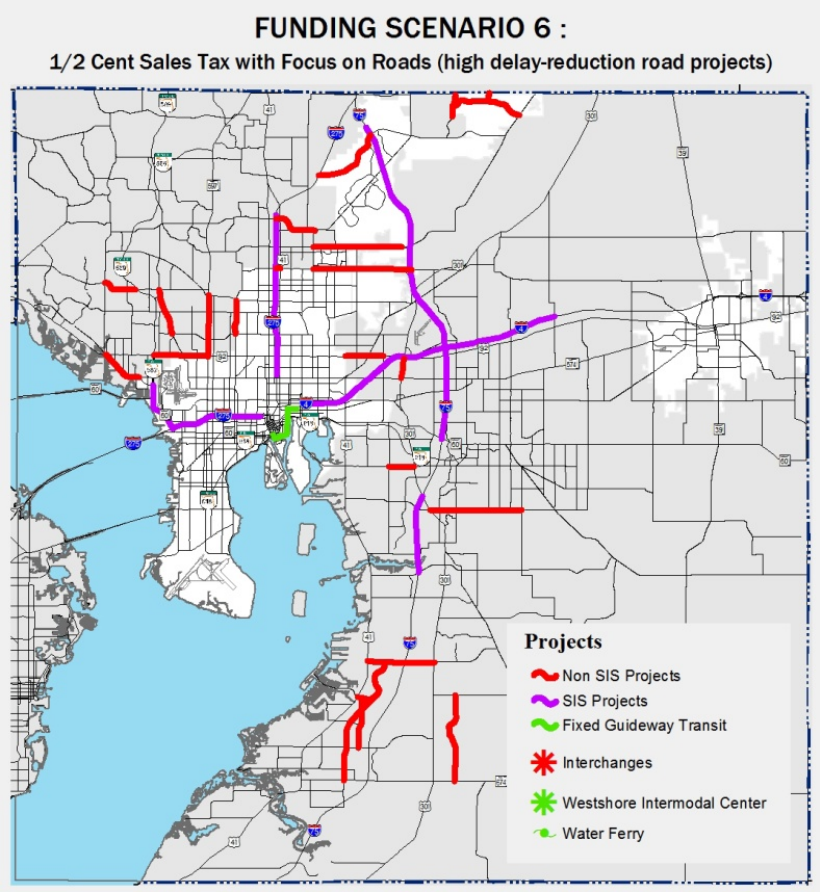


Figure 4-30 *Map of Scenario 6 Major Capacity Projects*

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.

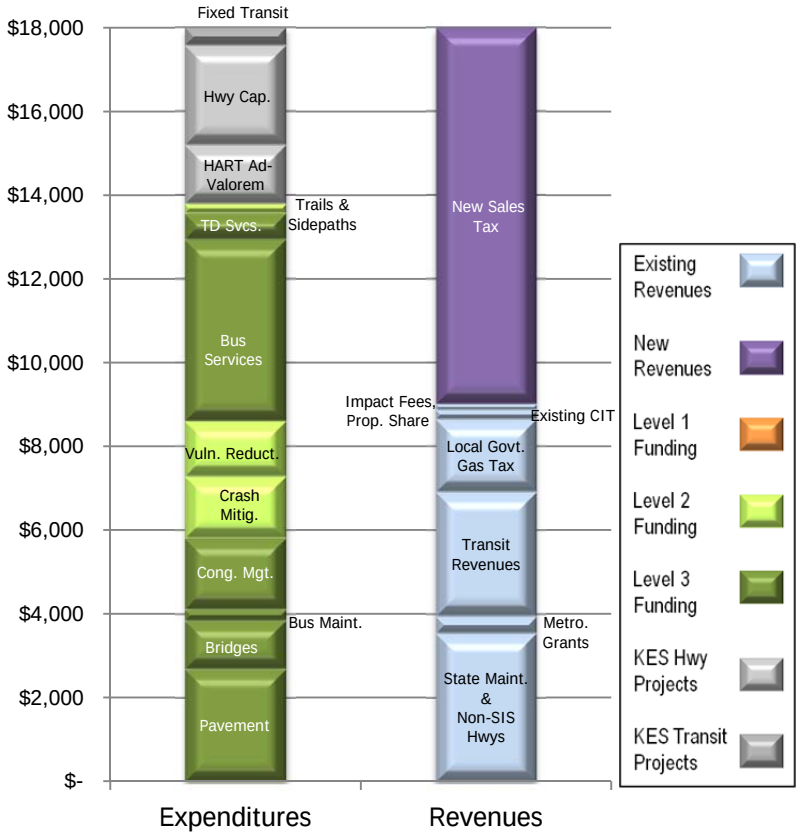


Figure 4-31 *Scenario 7 Expenditures and Revenues ($ Million)*

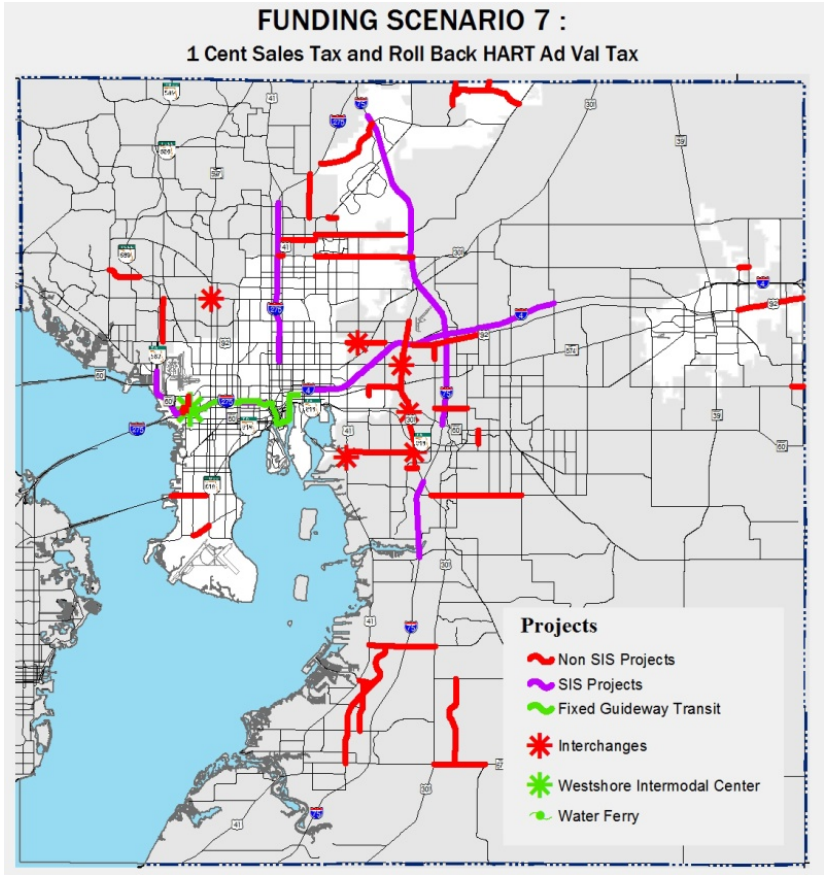


Figure 4-32 *Map of Scenario 7 Major Capacity Projects*

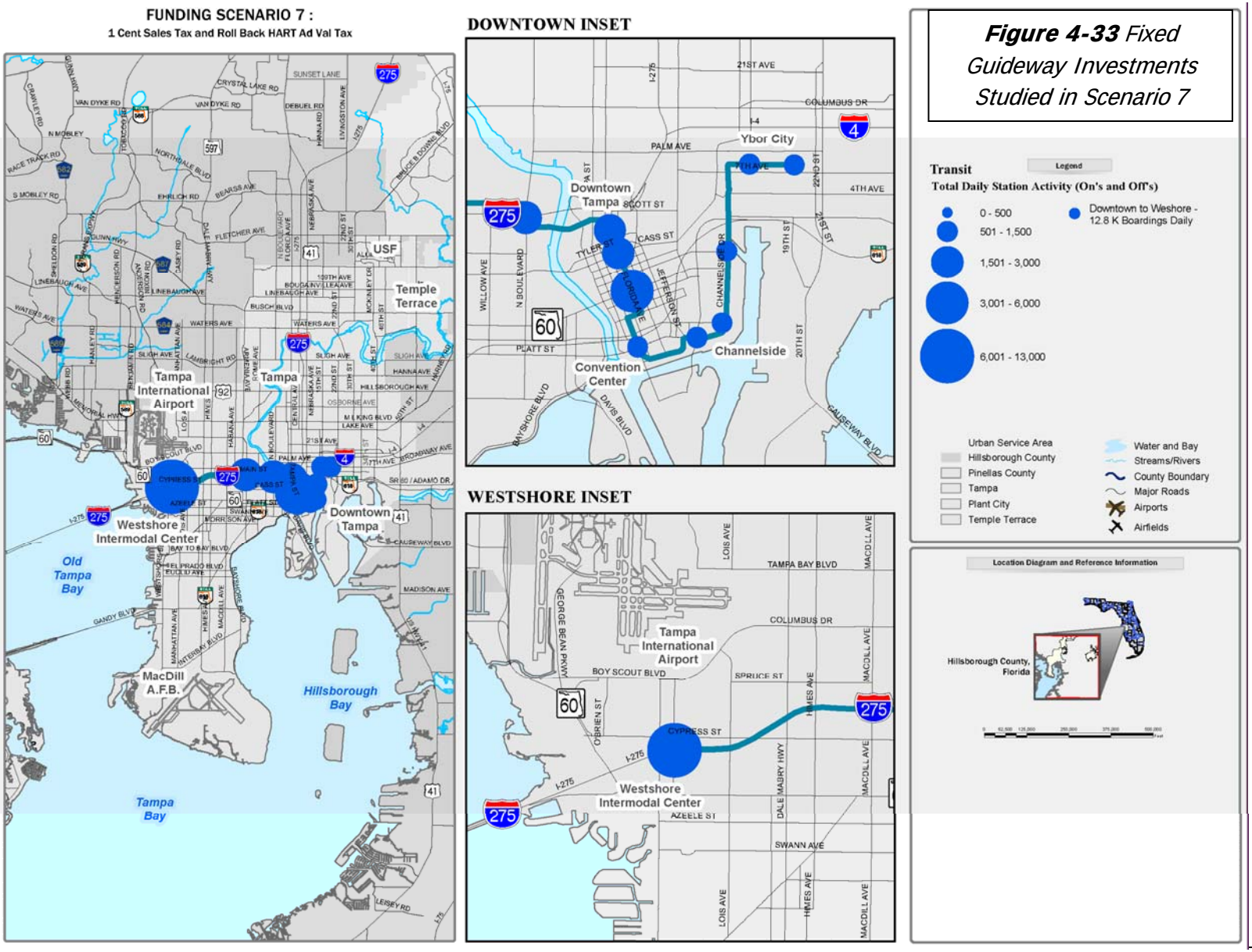


Figure 4-33 *Fixed Guideway Investments Studied in Scenario 7*

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.

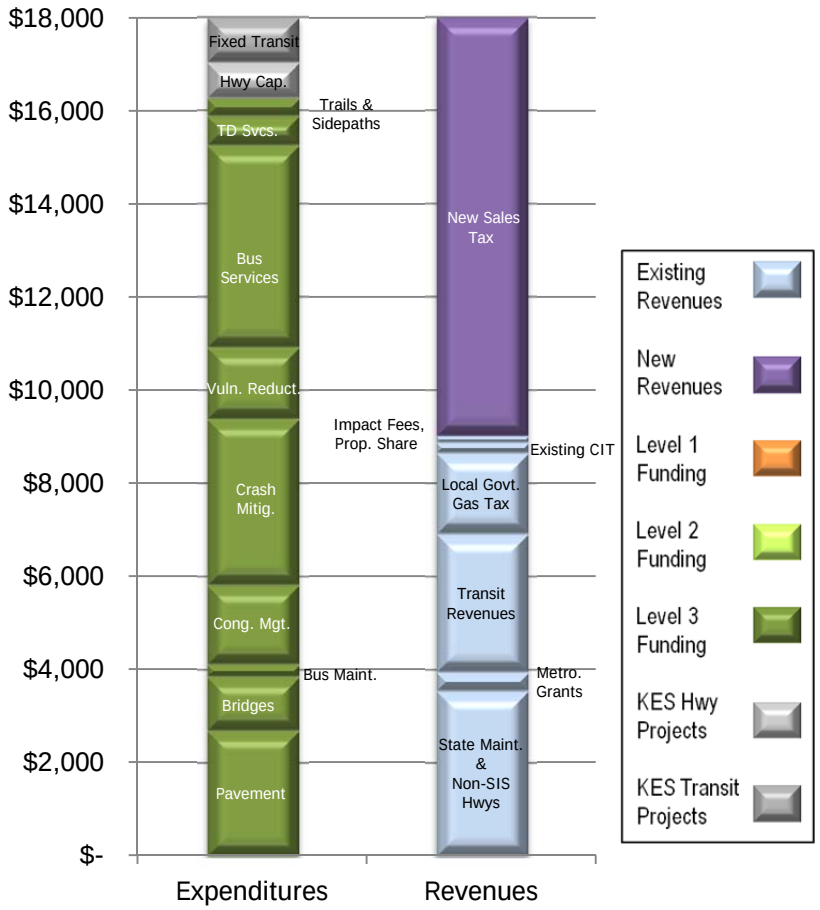


Figure 4-34 *Scenario 8 Expenditures and Revenues ($ Million)*

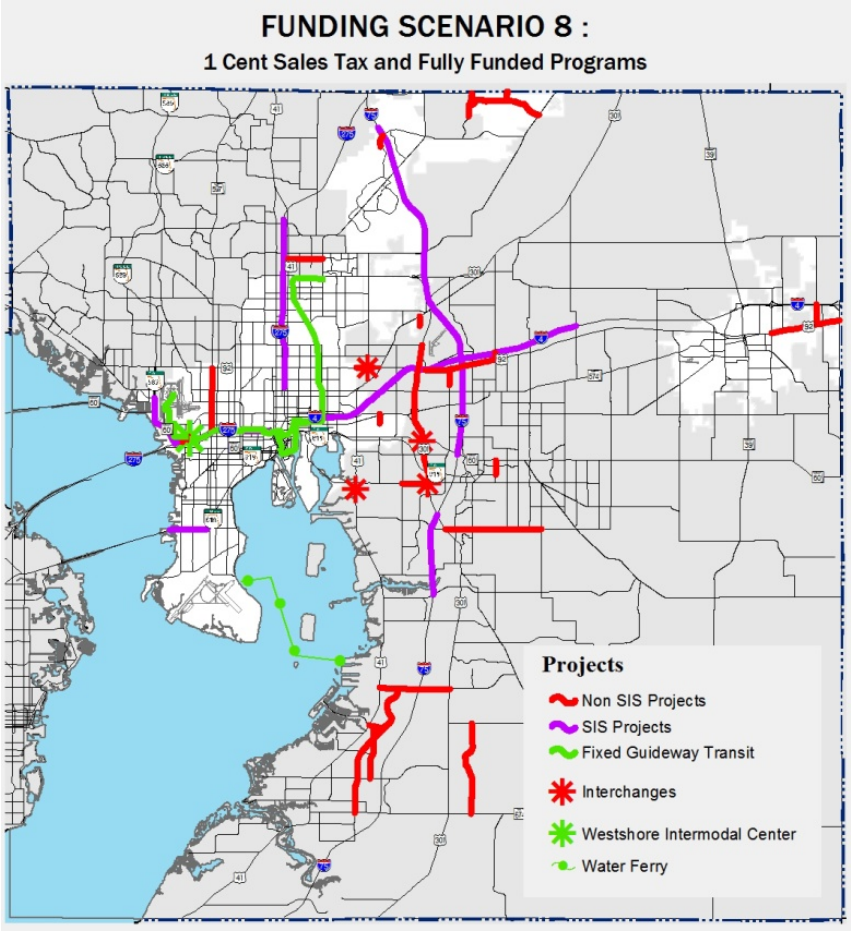


Figure 4-35 *Map of Scenario 8 Major Capacity Projects*

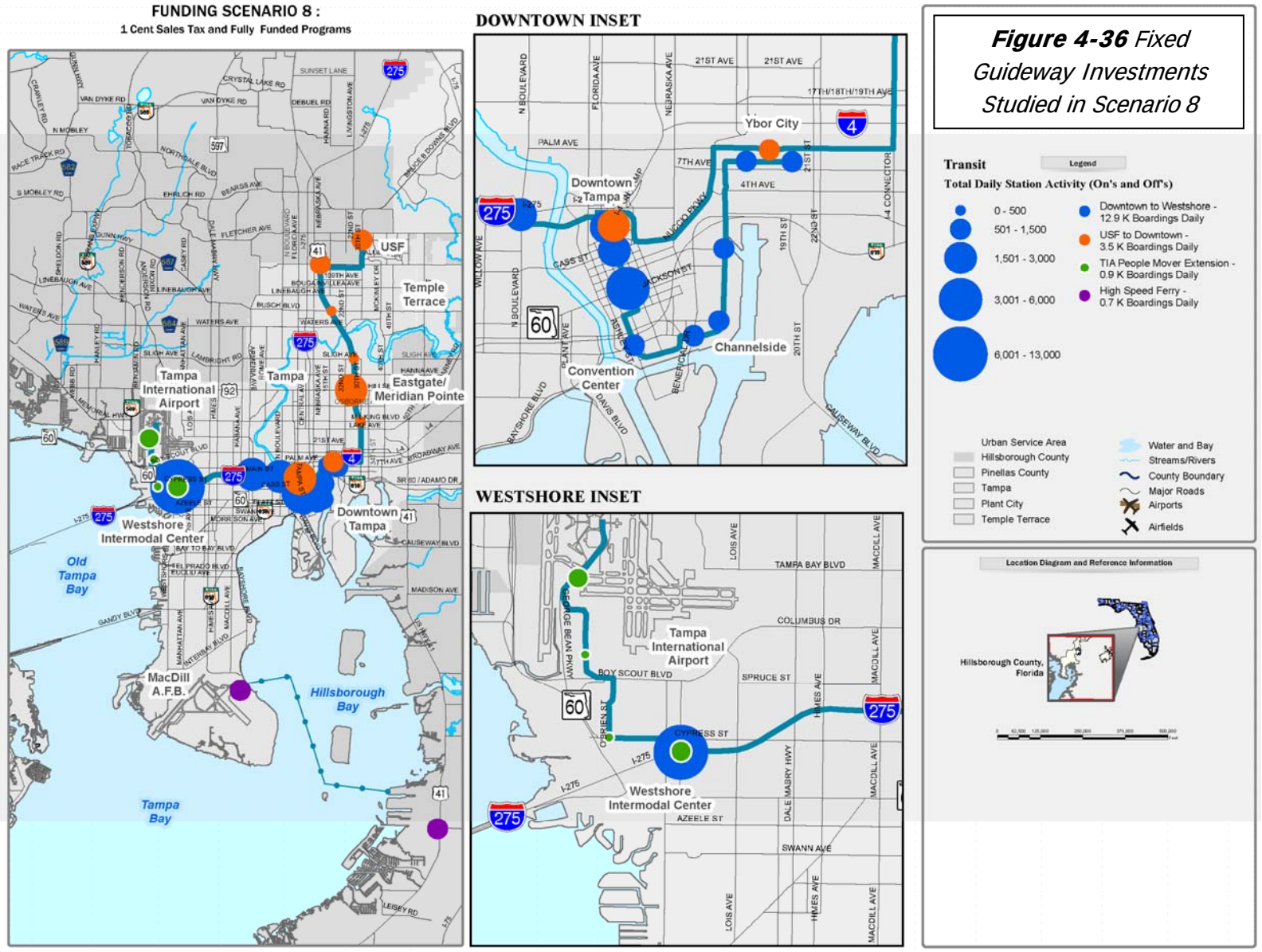


Figure 4-36 *Fixed Guideway Investments Studied in Scenario 8*

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.

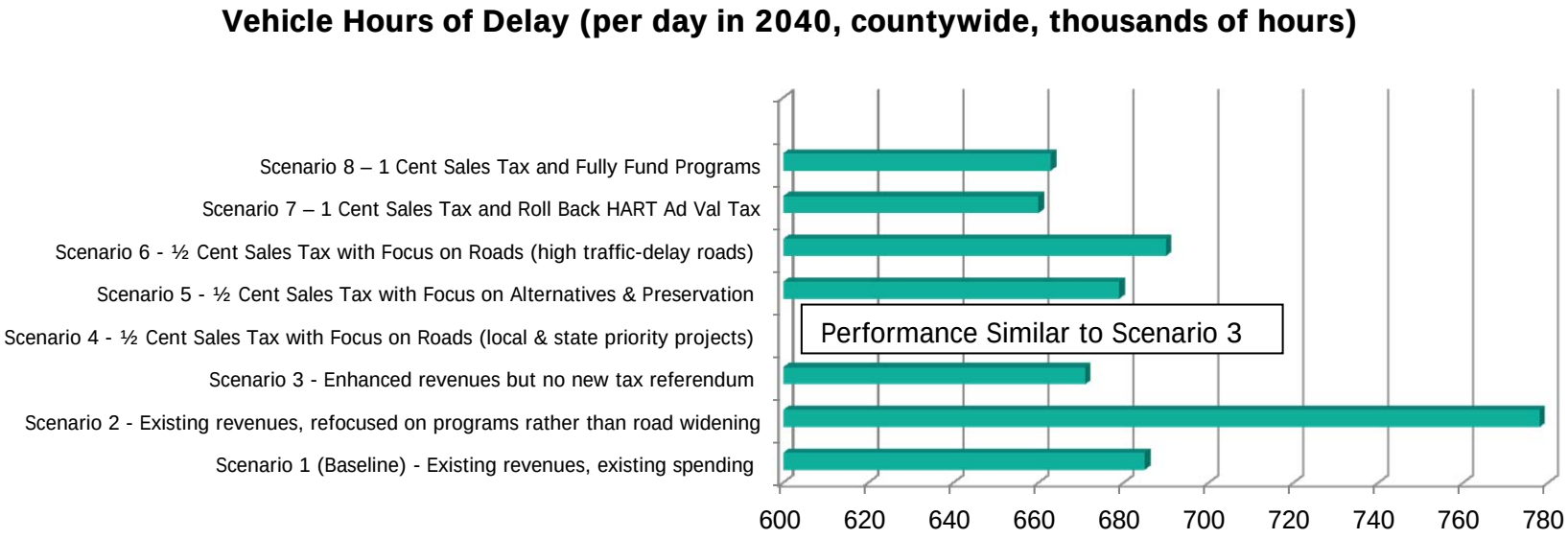


Figure 4-37 *Vehicle Hours Delay in 2040 with each Funding Scenario*

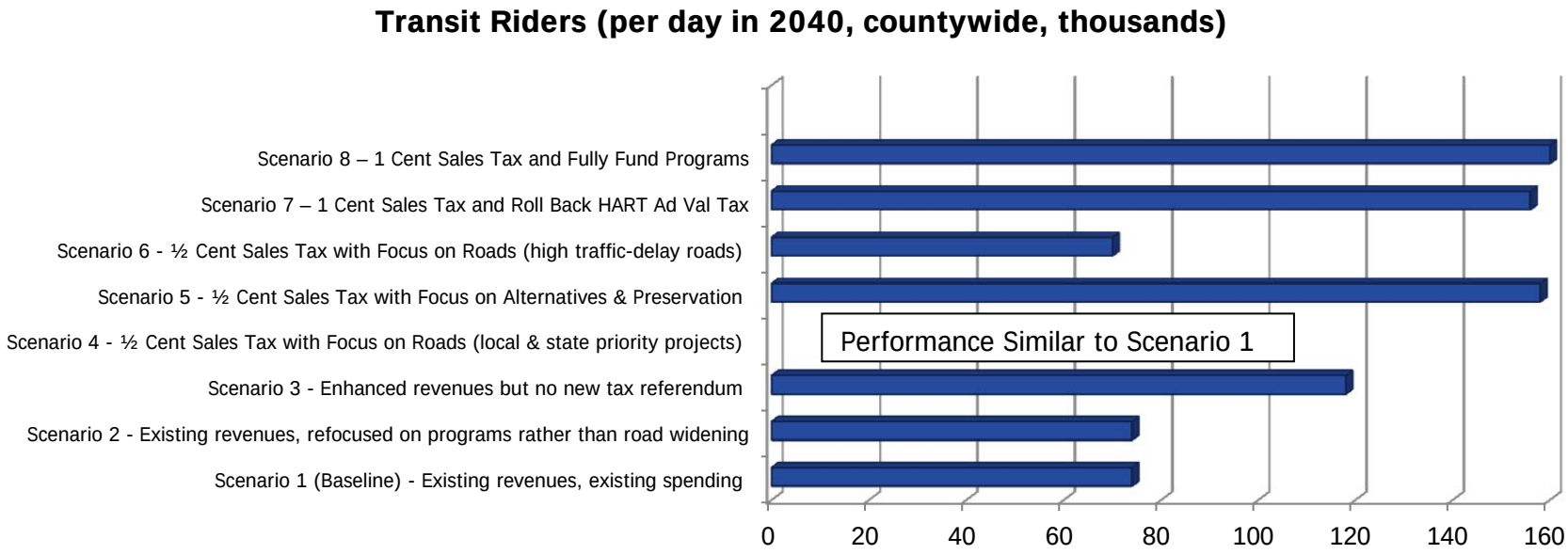


Figure 4-38 *Number of Transit Riders in 2040 with each Funding Scenario*

Public Engagement for *Imagine 2040* Part 2

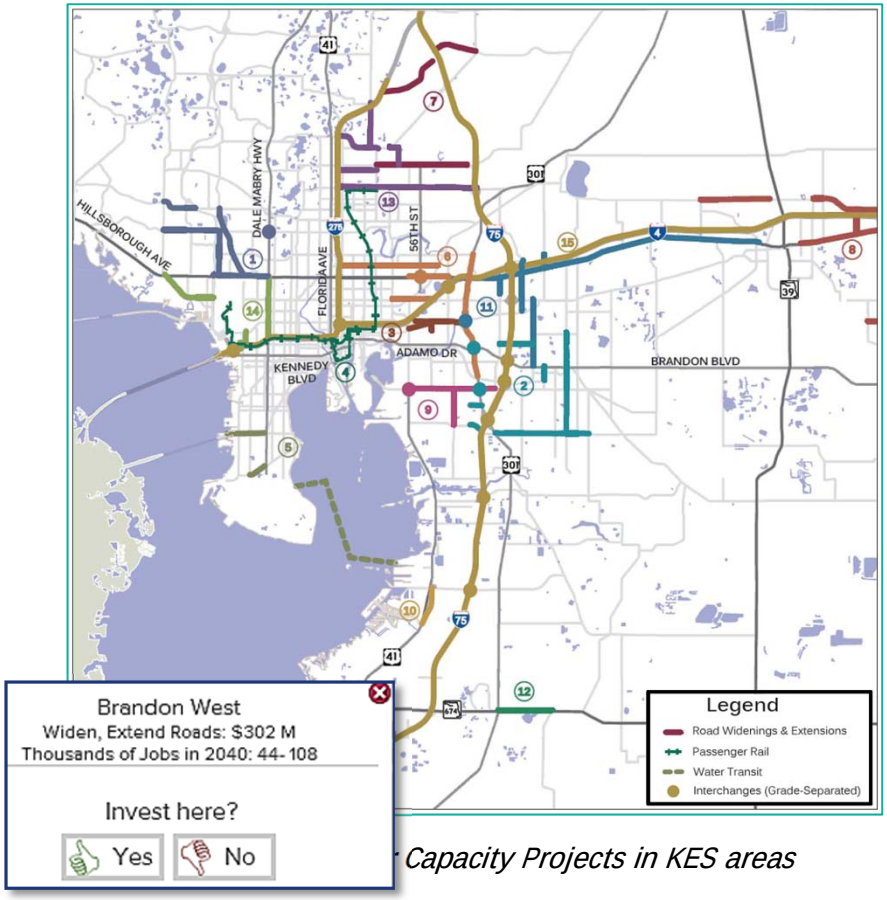
In July 2014, public outreach for Part 2 of *Imagine 2040* was initiated, using a series of events, public meetings and presentations (Speakers Bureau). Concurrent with the presentations, a second part of the *Imagine 2040* county-wide survey was administered. Using a web-based interactive survey, the 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.



Capacity Projects in KES areas

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.

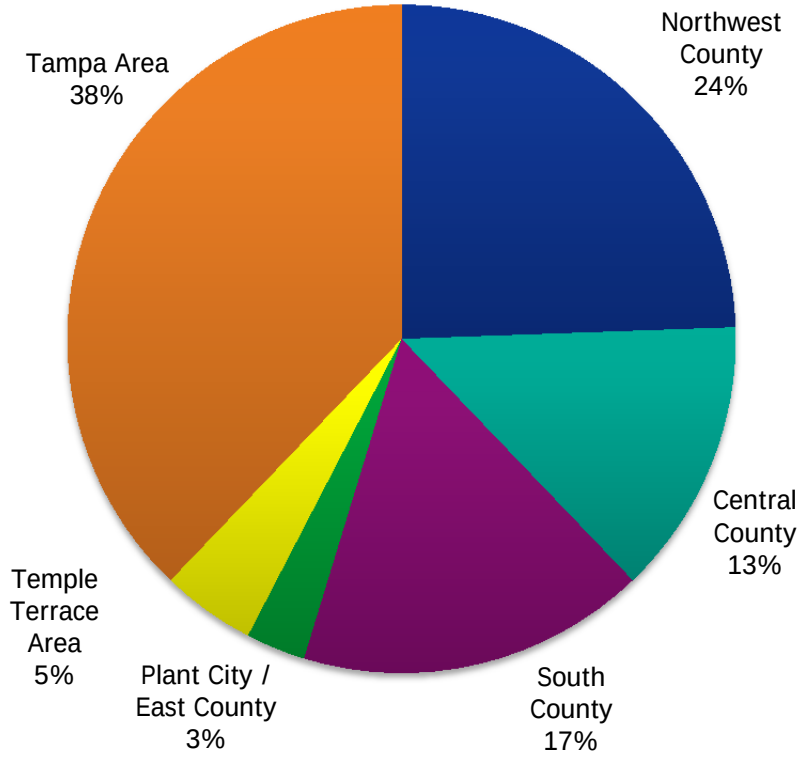


Figure 4-41 *Where Imagine 2040: Part 2 Survey Respondents Reside*

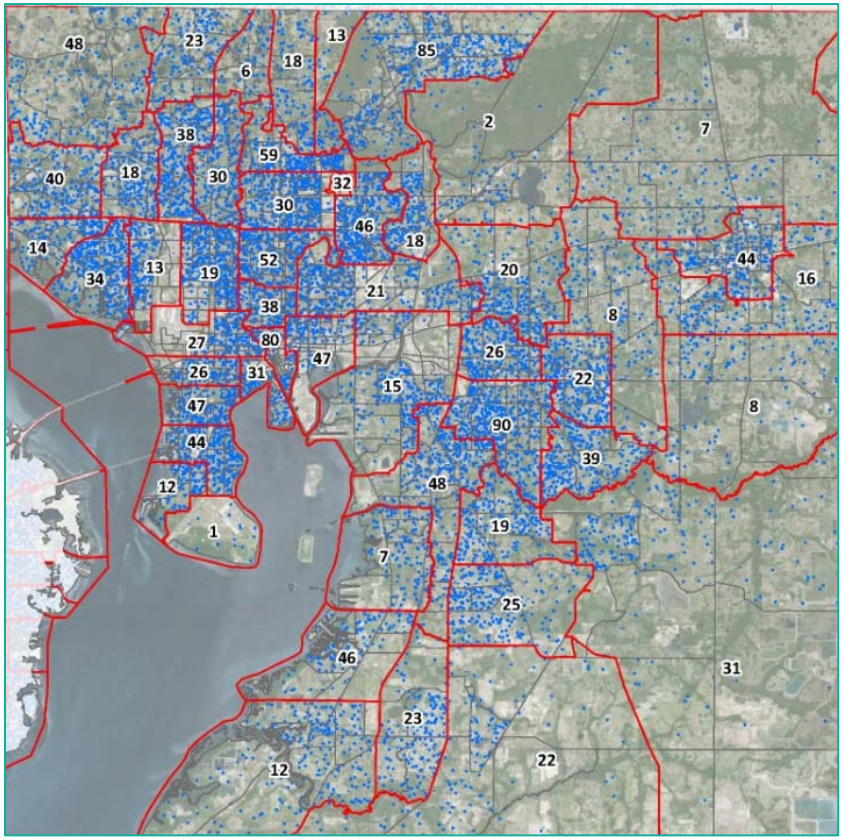


Figure 4-42 *Imagine 2040: Part 2 Survey Responses by Zip Code, With Population Density Shown in Blue*

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.

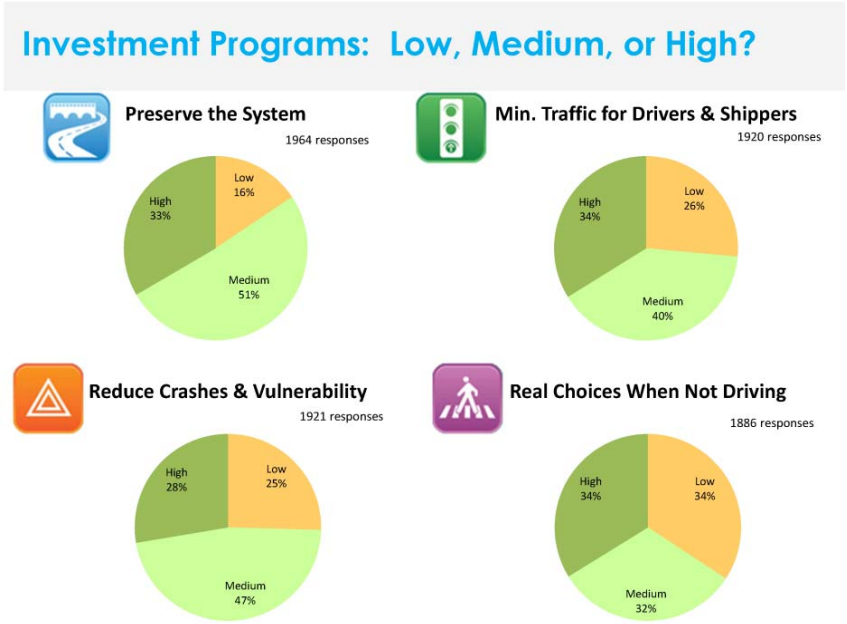


Figure 4-43 *Preferred Funding Level for Each Investment Program*

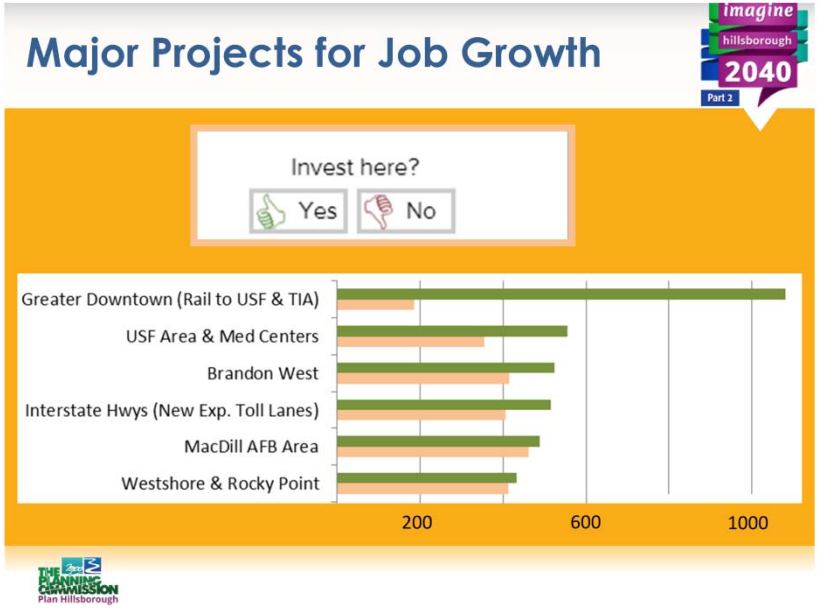


Figure 4-44 *Top areas and number of respondents opting to invest in major capacity projects*

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.

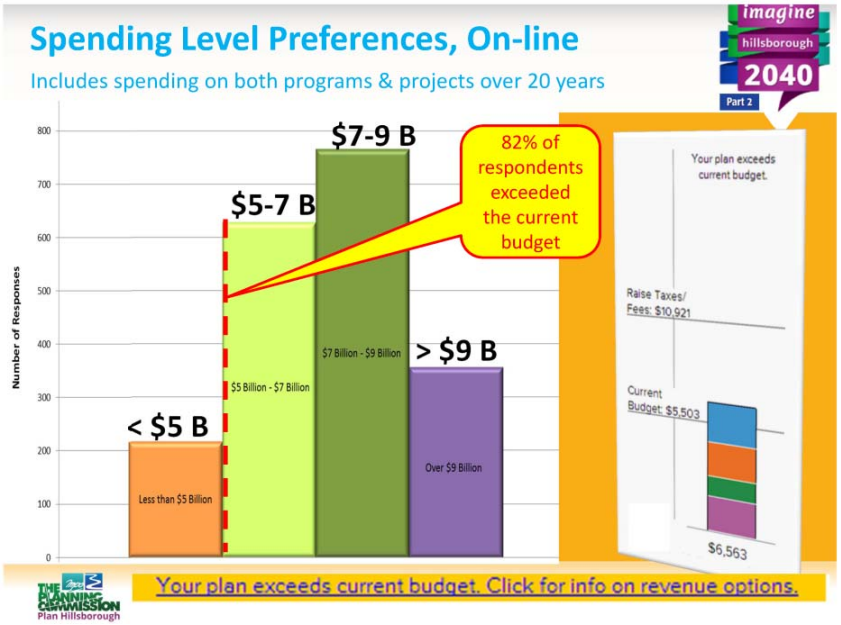


Figure 4-45 *Total Spending Level Preferences of On-Line Respondents*

Chapter 5: The Adopted *Imagine 2040* Plan

The adopted plan identifies the real challenges to meeting public expectations for maintenance, safety, and mobility if current funding levels continue. The plan documents how the public will benefit if current and on-going efforts to secure a new revenue source equivalent if up to a one percent sales tax are successful.

Introduction

In September 2014, the Hillsborough MPO Board met twice to review the financial scenarios and public feedback summarized in Chapter 4 and to put forward not one, but two of the financial scenarios for future consideration and potential adoption.

The scenarios were 1 and 8, and the official public comment period was from October 12, 2014 to November 12, 2014.

Options for Public Comment

Scenario 1: Existing Revenues, Existing Spending Patterns

Scenario 1 was the baseline scenario used in *Imagine 2040 – Part 2*, and uses existing funding sources and levels to fund transportation projects through 2040. By 2040, approximately $9 billion will be available to fund transportation projects in Hillsborough County, which is well short of the funding needed to address the transportation deficiencies that were identified in Chapter 3 and the projected population growth. In this scenario, all spending programs are at Level 1, which is fully funded, except bridge maintenance and replacement, bus maintenance, and trails/sidepath construction (Level 2 funding).

Figure 5-1 are the performance measures with the Scenario 1 financial scenario. As a comparison, **Figure 5-2** is the performance measure for the adopted financial scenario, Scenario 8a with the new revenue equivalent of up to a one percent sales tax.

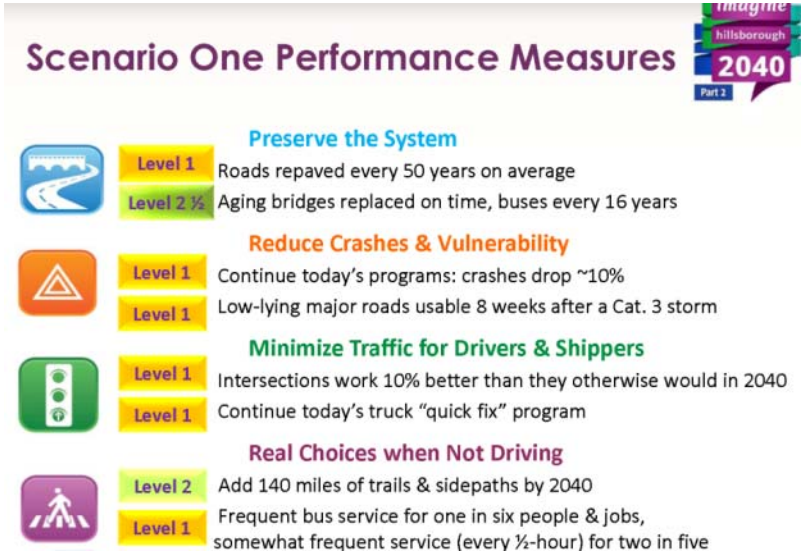


Figure 5-1 *Scenario 1 Performance Measures*

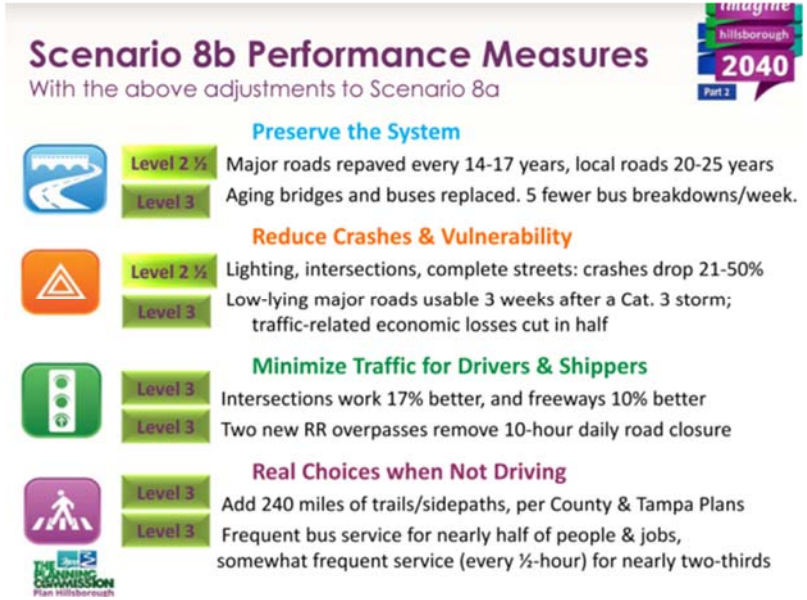


Figure 5-2 *Scenario 8 Performance Measures*

Scenario 8a

Scenario 8a shows what can be achieved with new revenues equivalent up to a one cent sales tax, raising an additional $9 billion in revenue by 2040. In Scenario 8a, all programs are funded to meet performance targets. In addition, more highway capacity and fixed guideway transit projects are included in Scenario 8a because of increased revenues.

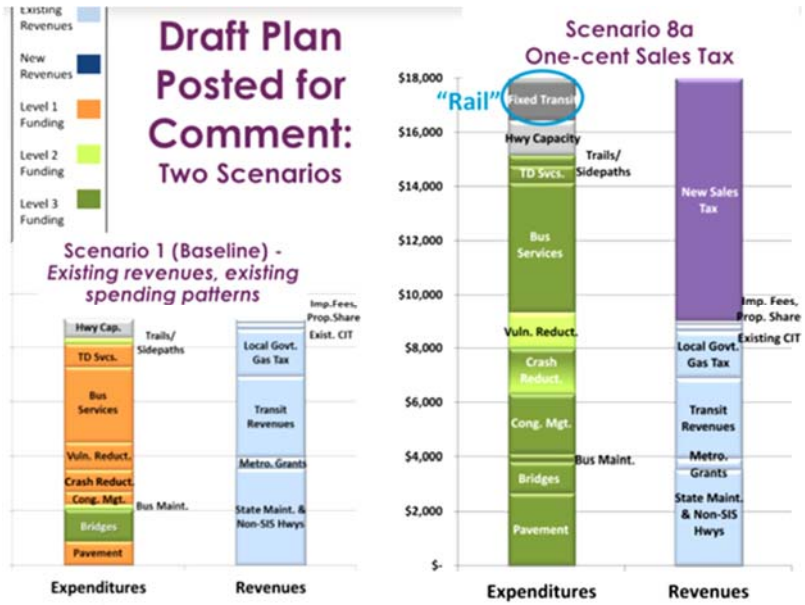


Figure 5-3 *Comparison of Expenditures and Revenues between Scenario 1 and Scenario 8a (excluding SIS projects and funding)*

The Adopted Plan

After receiving comments from planning partners and the public, Scenario 8a was refined into Scenario 8b and adopted by the Hillsborough MPO Board on November 12, 2014, including a funding source equivalent of up to a one cent sales tax as part of the *Imagine 2040 Plan.* The revisions from Scenario 8a to Scenario 8b include:

- Verified cost estimates for resurfacing needs and for intersection improvements program.
- Better addressed capacity needs in the SouthShore area.
- Woodberry Road east of Grand Regency Boulevard is not identified for widening.
- Provides set-aside for buying right-of-way for transit
- Reflects the grant for water transit which has a matching funds request for 2016.
- Addresses streetcar capital maintenance.
- Includes construction at I-75 & I-4 interchange.
- Includes construction on Broadway from US 41 to CSX Rail Facility.
- Includes Design of capacity projects on SR 60, US 41, and Hillsborough Avenue.

Under Scenario 8b, all of the program areas would receive a substantial boost in funds thus allowing for more projects to be funded for implementation. **Figure 5-4** describes the amount of expenditures in each program and the sources of projected revenues. In **Figure 5-5**, all projected revenue sources are listed with the estimated amount of revenue each source is anticipated to generate. All new revenues are the equivalent of up to a one cent sales tax. Revenue projections were based on the *Technical Memorandum: Funding*. Project cost estimates were derived from the *Cost Estimating Methodology: Transportation Capacity Projects* and program costs are documented in the *Needs Assessments for Preserving the System, Congestion Management, Freight Investments, Crash Reduction, Vulnerability Reduction, and Real Choices when not Driving.*

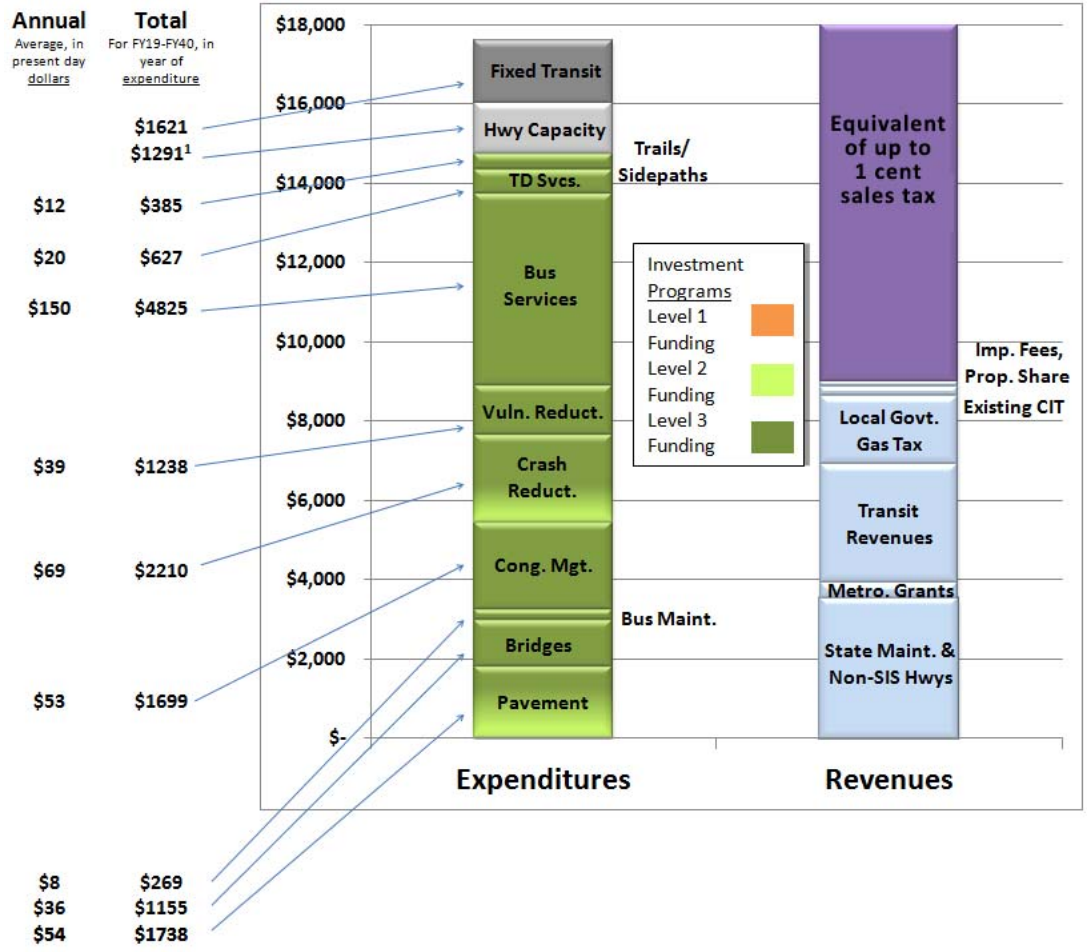


Figure 5-4 *Adopted Plan: Overview of Expenditures and Revenues*

1. Does not include FDOT Strategic Intermodal System (SIS) Program
2. Equivalent of a local-option sales tax of up to 1%

Figure 5-5 *Adopted Plan: Forecast Revenues and Sources (excluding SIS projects and funding)*					
Revenue	*Projected Revenue in Millions (Year of Expenditure Dollars)*				
Sources	***19-20***	***21-25***	***26-30***	***31-40***	***Total***
State Other Arterials - Const & ROW[1]	$104.70	$233.80	$221.00	483.50	**$1043.00**
State Highway System O&M	$181.58	$463.20	$507.75	$1,115.12	**$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	$1,154.10	**$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**
Community Investment Tax	$49.37	$141.88	$37.19	$0.00	**$228.44**
New revenue source equivalent to One Cent Sales Tax	$1,019.23	$1,500.16	$1,788.62	$4,675.11	**$8983.12**
Impact Fees/Proportionate Share	$12.91	$32.27	$32.27	$64.54	**$141.99**
Total	**$1,744.83**	**$3,379.78**	**$3,703.65**	**$8,974.88**	**$17,803.14**

With the anticipation of new funding sources equivalent of up to a one cent sales tax, each of the programs in *the Imagine 2040 Plan* would receive additional funds to implement more projects for the transportation system of Hillsborough County by 2040. **Figure 5-6** details the allocation to each program.

[1] Includes 22% for PE phases.

Figure 5-6 *Adopted Plan Spending Levels for Investment Programs*

Investment	*Annual Allocation*	*Investment Programs: Costs in Millions (Current Dollars)*					*Investment Programs: Costs in Millions (Year of Expenditure Dollars)*				
Programs	***(Current Dollars)***	***19-20***	***21-25***	***26-30***	***31-40***	***Total***	***19-20***	***21-25***	***26-30***	***31-40***	***Total***
Road Maintenance - Level 2.5	$54.20	$108.40	$271.00	$271.00	$542.00	**$1192.40**	$122.49	$333.33	$376.69	$905.14	**$1737.65**
Bridge Maintenance - Level 3	$36.04	$72.08	$180.20	$180.20	$360.40	**$792.88**	$81.45	$221.65	$250.48	$601.87	**$1155.44**
Transit Maintenance - Level 3	$8.40	$16.80	$42.00	$42.00	$84.00	**$184.80**	$18.98	$51.66	$58.38	$140.28	**$269.30**
Minimize Congestion - Level 3	$53.00	$106.00	$265.00	$265.00	$530.00	**$1166.00**	$119.78	$325.95	$368.35	$885.10	**$1699.18**
Crash Reduction - Level 2.5	$68.95	$137.90	$344.75	$344.75	$689.50	**$1516.90**	$155.83	$424.04	$479.20	$1151.47	**$2210.54**
Vulnerability Reduction - Level 3	$38.60	$77.20	$193.00	$193.00	$386.00	**$849.20**	$87.24	$237.39	$268.27	$644.62	**$1237.52**
Trails / Sidepath - Level 3	$12.00	$24.00	$60.00	$60.00	$120.00	**$264.00**	$27.12	$73.80	$83.40	$200.40	**$384.72**
Bus Transit Service - Level 3	$150.50	$301.00	$752.50	$752.50	$1505.00	**$3311.00**	$340.13	$925.58	$1045.98	$2513.35	**$4825.03**
TD paratransit Service - Level 3	$19.55	$39.10	$97.75	$97.75	$195.50	**$430.10**	$44.18	$120.23	$135.87	$326.49	**$626.77**
Metropolitan Trans. Planning	$0.50	$1.00	$2.50	$2.50	$5.00	**$11.00**	$1.13	$3.08	$3.48	$8.35	**$16.03**
Total	**$441.74**					**$9718.28**					**$14162.18**

How the Plan Performs

The following list details the performance measures and spending levels of each program in the adopted Plan.

Preserve the System

- Replaces buses every 10 years on average, meeting the national standard for a total of $269 million by 2040.
- Maintain bridges, and replace deficient structures, for a total of $1155 million by 2040.
- Resurface major roads every 14-17 years and local roads every 20-25 years, for a total of $1738 million by 2040. **Figure 5-7** compares Scenario 1 funding for road resurfacing under the System Preservation program with Scenario 8b funding.
- **Figure 5-8** details the investments in the System Preservation program.

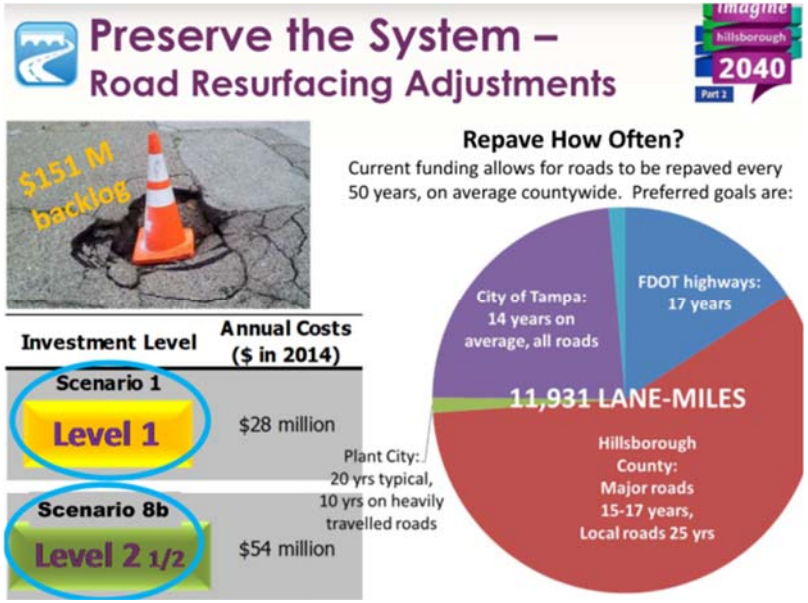


Figure 5-7 *Road Resurfacing Comparison Between Scenario 1 (Current Funding Level) and Scenario 8b, the Adopted Plan*

Figure 5-8 *Preserve the System Program Investments*					
	Investment Programs: Costs in Millions (Year of Expenditure Dollars)				
	19-20	***21-25***	***26-30***	***31-40***	***Total***
Road Maintenance - Level 2.5					
State Highway System O&M	$50.10	$120.00	$125.00	$320.10	**$615.20**
State Transit Allocations	$0.00	$0.00	$0.00	$0.00	**$0.00**
State Fuel Taxes to Local Govts	$9.00	$28.40	$35.40	$75.00	**$147.80**
Local Fuel Taxes	$3.15	$21.00	$31.00	$64.80	**$119.95**
New Funding Source	$60.25	$163.95	$185.25	$445.25	**$854.70**
Total (YOE)	**$122.50**	**$333.35**	**$376.65**	**$905.15**	**$1737.65**
Bridge Maintenance - Level 3					
Other Arterials - Const & ROW	$0.00	$0.00	$0.00	$24.00	**$24.00**
State Highway System O&M	$70.00	$176.00	$196.75	$425.00	**$867.75**
State Fuel Taxes to Local Govts	$10.95	$30.00	$35.00	$75.00	**$150.95**
Local Fuel Taxes	$0.50	$15.65	$18.75	$77.85	**$112.75**
Total (YOE)	**$81.45**	**$221.65**	**$250.50**	**$601.85**	**$1155.45**
Transit Maintenance - Level 3					
State Transit Allocations	$7.00	$11.00	$11.00	$15.00	**$44.00**
Federal Transit Formula Grants	$4.00	$23.00	$23.00	$15.00	**$65.00**
Local Funds for Transit	$3.50	$5.50	$10.65	$77.50	**$97.15**
New Funding Source	$4.50	$12.15	$13.75	$32.75	**$63.15**
Total (YOE)	**$19.00**	**$51.65**	**$58.40**	**$140.25**	**$269.30**

Minimize Congestion for Drivers and Shippers

- Traffic flow 10% better on freeways with 120 miles of real-time smart tech, adjusting lanes, speeds, and ramp meters, for a total of $1699 million by 2040.
- Traffic flow 17% better on non-freeways with ATMS and other improvements such as turn lanes at 640 intersections.
- Maintain today's truck "quick fix" program. Add two new railroad overpasses to eliminate 10 hours of traffic stoppage every day.

Figure 5-9 compares Scenario 1 with Scenario 8b for the Minimize Congestion for Drivers and Shippers Program.

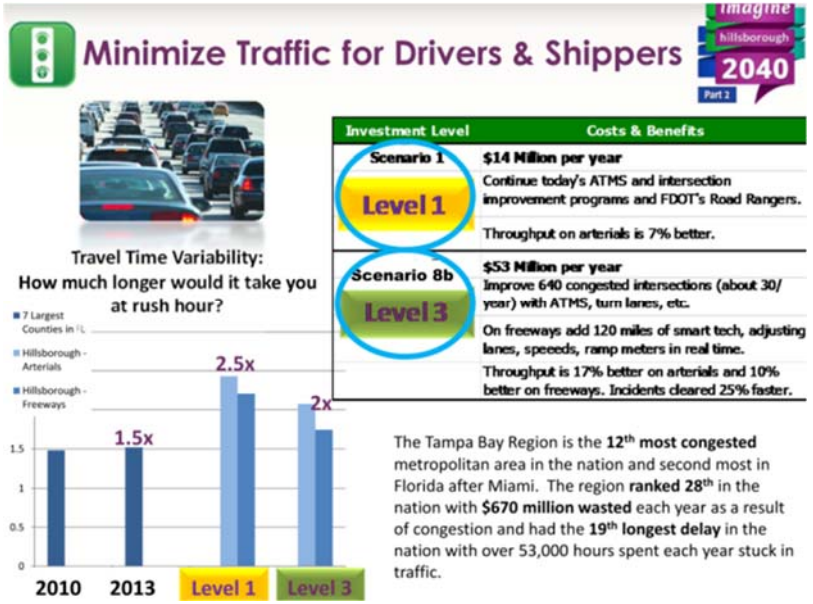


Figure 5-9 *"Minimize Congestion for Drivers and Shippers" Comparison between Scenario 1 (Current Funding Level) and Scenario 8b, the Adopted Plan*

Figure 5-10 *Minimize Congestion for Drivers and Shippers Program Investments*					
	Investment Programs: Costs in Millions (Year of Expenditure Dollars)				
	19-20	***21-25***	***26-30***	***31-40***	***Total***
Minimize Congestion - Level 3					
Other Arterials - Const & ROW	$2.00	$23.60	$36.40	$73.60	**$135.60**
TMA	$1.50	$2.00	$2.00	$3.00	**$8.50**
TAL	$1.60	$2.50	$3.00	$5.00	**$12.10**
TRIP	$0.40	$0.50	$1.00	$4.00	**$5.90**
State Fuel Taxes to Local Govts	$8.00	$20.00	$20.00	$40.00	**$88.00**
Local Fuel Taxes	$10.70	$32.75	$27.05	$33.50	**$104.00**
CIT	$2.00	$16.90	$7.00	$0.00	**$25.90**
New Funding Source	$85.60	$216.70	$260.90	$706.00	**$1269.20**
Impact Fees/Prop Share	$8.00	$11.00	$11.00	$20.00	**$50.00**
Total (YOE)	**$119.80**	**$325.95**	**$368.35**	**$885.10**	**$1699.20**

Reduce Crashes and Vulnerability

- Vulnerability Reduction: Maintain stormwater drainage programs, and also protect low-lying major roads from storm surge and flooding.
  - Outcome: Category 3 hurricane recovery time reduced from eight weeks to three weeks, cutting in half economic losses due to road network disruption.
  - A total of $1238 million would be spent on this program by 2040.
- Crash Reduction: Maintain today's programs.
  - Add Complete Streets and intersection safety projects on half of the 900 miles of major roads with above-average crash rates.
  - Fill sidewalk gaps on at least one side and add lighting to all major roads. Outcome: crashes reduced 21%-50%, similar to peer cities' levels.
  - This expenditure would be a total of $2210 million by 2040.

Figure 5-11 details the investments for the Reduce Crashes and Vulnerability program.

Figure 5-11 *Reduce Crashes and Vulnerability Program Investments*					
	Investment Programs: Costs in Millions (Year of Expenditure Dollars)				
	19-20	***21-25***	***26-30***	***31-40***	***Total***
Crash Reduction - Level 2.5					
Other Arterials - Const & ROW	$25.00	$75.00	$85.00	$180.00	**$365.00**
TMA	$10.50	$10.75	$1.00	$4.00	**$26.25**
TAL	$1.50	$5.00	$3.90	$9.00	**$19.40**
State Fuel Taxes to Local Govts	$12.25	$28.25	$25.10	$59.20	**$124.80**
Local Fuel Taxes	$24.15	$73.00	$65.30	$94.20	**$256.65**
CIT	$4.85	$14.95	$8.15	$0.00	**$27.95**
New Funding Source	$74.70	$200.80	$274.45	$770.50	**$1320.45**
Impact Fees/Prop Share	$2.90	$16.30	$16.30	$34.55	**$70.05**
Total (YOE)	**$155.85**	**$424.05**	**$479.20**	**$1151.45**	**$2210.55**
Vulnerability Reduction - Level 3					
Other Arterials - Const & ROW	$1.00	$6.75	$6.75	$76.50	**$91.00**
State Highway System O&M	$61.50	$167.20	$186.00	$370.00	**$784.70**
Local Fuel Taxes	$20.25	$33.40	$40.50	$95.20	**$189.35**
New Funding Source	$4.50	$30.00	$35.00	$102.95	**$172.45**
Total (YOE)	**$87.25**	**$237.35**	**$268.25**	**$644.65**	**$1237.50**

 Real Choices When Not Driving

- Trails/Sidepaths: add 240 miles to today's 80 mile network. Outcome: wide paved trails and sidepaths within walking distance of 25% of residents. The total for this expenditure would be approximately $385 million by 2040.
- Transportation Disadvantaged (TD) Services: Sunshine Line services grow with senior and disabled population growth outside the bus service area. This expenditure would be approximately $20 million annually for a total of $627 million by 2040.
- Bus Services:
  - Add six new MetroRapid routes and 30+new or improved local/connecting routes
  - New or improved express bus routes (20+) and flex/circulator routes (18+).
  - Outcome: frequent bus service within walking distance of nearly half of people and jobs in Hillsborough County, somewhat frequent service within walking distance of nearly two-thirds or people and jobs within Hillsborough County.
  - The total for this expenditure would be approximately $4825 million by 2040.

Figure 5-12 details the investments for the Real Choices When Not Driving program.

Figure 5-12 *Real Choices When Not Driving Program Investments*					
	Investment Programs: Costs in Millions (Year of Expenditure Dollars)				
	19-20	***21-25***	***26-30***	***31-40***	***Total***
Trails / Sidepath - Level 3					
TMA	$1.00	$1.50	$1.50	$3.00	**$7.00**
TAL	$0.50	$0.50	$0.50	$2.40	**$3.90**
Local Fuel Taxes	$6.75	$8.00	$0.00	$0.00	**$14.75**
CIT	$5.60	$25.30	$5.00	$0.00	**$35.90**
New Funding Source	$13.25	$38.50	$76.40	$195.00	**$323.15**
Total (YOE)	**$27.10**	**$73.80**	**$83.40**	**$200.40**	**$384.70**
Transit Service - Level 3					
State Transit Allocations	$33.00	$90.40	$100.10	$210.50	**$434.00**
Federal Transit Formula Grants	$16.25	432.60	$32.60	$87.20	**$168.65**
Local Funds for Transit	$107.40	$321.65	$384.25	$999.95	**$1813.25**
TMA	$14.15	$58.40	$62.90	$128.15	**$263.60**
TAL	$2.70	$7.75	$8.35	$15.20	**$34.00**
TRIP	$0.00	$2.55	$2.10	$2.15	**$6.80**
State Fuel Taxes to Local Govts	$2.00	$4.00	$4.00	$20.00	**$30.00**
Local Fuel Taxes	$26.00	$57.10	$59.60	$184.95	**$327.65**
CIT	$36.90	$84.75	$17.05	$0.00	**$138.70**
New Funding Source	$99.75	$261.45	$370.00	$855.25	**$1586.45**
Impact Fees/Prop Share	$2.00	$4.95	$5.00	$10.00	**$21.95**
Total (YOE)	**$340.15**	**$925.60**	**$1045.95**	**$2513.35**	**$4825.05**
TD Transit Service - Level 3					
State Transit Allocations	$11.00	$30.00	$27.00	$64.00	**$132.00**
Federal Transit Formula Grants	$6.00	$10.00	$10.00	$29.00	**$55.00**
Local Funds for Transit	$14.70	$30.20	$35.80	$76.65	**$157.35**
TMA	$4.00	$5.00	$9.85	$15.00	**$33.85**
Local Fuel Taxes	$1.50	$3.00	$21.20	$42.85	**$68.55**
CIT	$0.00	$0.00	$0.00	$0.00	**$0.00**
New Funding Source	$7.00	$42.05	$32.00	$99.00	**$180.05**
Total (YOE)	**$44.20**	**$120.25**	**$135.85**	**$326.50**	**$626.80**

Major Investments for Economic Growth
(Non-SIS Corridors)

- Fixed Guideway Transit:
  - Transit lines would connect downtown Tampa with the University of South Florida area, the Westshore district, and Tampa International Airport.
  - Water transit between Port Redwing and MacDill Air Force Base would be implemented.
  - The expenditure would be approximately $1.621 Billion for fixed transit projects by 2040, which includes money for operations & maintenance. Also note that some projects assume matching funds from Federal New Starts or other discretionary programs would be available.
  - **Figure 5-13** shows the fixed guideway transit projects.
- Highway Capacity:
  - New highway capacity projects in Scenario 8b are found in most KES areas.
  - The expenditure would be approximately $1.291 billion for highway projects by 2040.
  - **Figure 5-13** shows the additional highway capacity.
  - The map in **Figure 5-14** shows the location of fixed transit and highway capacity projects.

Figure 5-13 *Cost Feasible Projects for New Capacity: Non-SIS Major Corridors*

Project ID	Facility	From	To	Existing	2040 Needs	Design Costs (in Millions)			Right Of Way Costs (in Millions)			Construction Costs (in Millions)			Total Cost (in Millions)		Funding Sources
						Present Day Cost	Phase	Year of Expenditure Cost	Present Day Cost	Phase	Year of Expenditure Cost	Present Day Cost	Phase	Year of Expenditure Cost	Present Day Cost	Year of Expenditure Cost	
60	Fixed Guideway Transit	Downtown	USF	0	DMU on Existing Track (100% Local Share)	$38.70	2021-2025	$47.60	$-		$ -	$258.00	2031-2040	$430.86	$296.70	$478.46	Sales Tax or Equivalent
60	Fixed Guideway Transit	Downtown	USF	0	15 Years of Op. & Maint. (75% Local Share)	$-		$-	$20.25	2026-2030	$28.15	$40.50	2031-2040	$67.64	$60.75	$95.78	Sales Tax or Equivalent
61	Fixed Guideway Transit	Downtown	Westshore	0	Modern Tram (50% Local Share)	$29.74	2021-2025	$36.58	$-		$-	$198.25	2026-2030	$275.57	$227.99	$312.14	Sales Tax or Equivalent
61	Fixed Guideway Transit	Downtown	Westshore	0	15 Years of Op. & Maint (75% Local Share)	$-		$-	$21.38	2026-2030	$29.71	$42.75	2031-2040	$71.39	$64.13	$101.10	Sales Tax or Equivalent
62	Fixed Guideway Transit	Westshore	Tampa Intl Airport	0	Automated People Mover (100% Local)	$26.94	2021-2025	$33.13	$-		$-	$179.57	2026-2030	$249.61	$206.51	$282.74	Sales Tax or Equivalent
62	Fixed Guideway Transit	Westshore	Tampa Intl Airport	0	15 Years of Op. & Maint. (75% Local Share)	$-		$-	$14.25	2026-2030	$19.81	$28.50	2031-2040	$47.60	$42.75	$67.40	Sales Tax or Equivalent
95	Fixed Guideway Transit	Ybor	Downtown	Street car	Capital Maint./ Modernization	$-		$-	$ -		$-	$39.01	2021-2025	$47.99	$39.01	$47.99	Sales Tax or Equivalent
83	Fixed Guideway Transit Center - Westshore	Cypress St	at Trask St	0	New Construction	$4.57	2019-2020	$5.16	$-		$-	$30.47	2021-2025	$ 37.48	$35.04	$42.64	Sales Tax or Equivalent
21	Fixed Guideway Transit Centers - Other			0	New Construction	$5.00	2021-2025	$6.15	$ -		$ -	$35.00	2026-2030	$48.65	$40.00	$ 54.80	Sales Tax or Equivalent
21	Transit Corridor Right-of-Way Fund			0	Fixed Guideway	$-		$ -	$-		$ -	$100.00	2021-2025	$ 123.00	$100.00	$123.00	Sales Tax or Equivalent

Figure 5-13 Cost Feasible Projects for New Capacity: Non-SIS Major Corridors

Project ID	Facility	From	To	Existing	2040 Needs	Design Costs (in Millions)			Right Of Way Costs (in Millions)			Construction Costs (in Millions)			Total Cost (in Millions)		Funding Sources
						Present Day Cost	Phase	Year of Expenditure Cost	Present Day Cost	Phase	Year of Expenditure Cost	Present Day Cost	Phase	Year of Expenditure Cost	Present Day Cost	Year of Expenditure Cost	
96	Water Transit	Port Redwing	MacDill AFB	0	High Speed Ferry (70% Local Share)	$-		$-	$ -		$ -	$ 11.85	2021-2025	$ 14.58	$11.85	$14.58	Sales Tax or Equivalent
	Fixed Transit Subtotal					***$104.94***		***$128.62***	***$55.88***		***$77.67***	***$963.91***		***$1,414.35***	***$1,124.73***	***$1,620.64***	
1026	Anderson Rd	Hillsborough Ave	Hoover	2U	4D	$1.86	2021-2025	$2.29	$6.21	2026-2030	$8.63	$12.42	2031-2040	$20.74	$20.49	$ 31.67	Sales Tax or Equivalent
1051	Anderson Rd	Sligh Ave	Linebaugh Ave	4D	6D	$4.83	2021-2025	$5.94	$24.26	2026-2030	$33.72	$32.21	2031-2040	$53.80	$61.31	$93.46	Sales Tax or Equivalent
1052	Bearss Ave	I-275	Bruce B Downs Blvd	4D	6D	$4.70	2021-2025	$5.78	$23.95	2026-2030	$33.29	$31.35	2031-2040	52.36	$60.01	$91.44	Sales Tax or Equivalent
1049	Bloomingdale Ave	US 301	Bell Shoals Rd	4D	4D + 1 Reversible Lane	$0.24	2021-2025	$0.29	$1.58	2026-2030	$2.20	$1.58	2026-2030	$2.20	$3.40	$4.69	Sales Tax or Equivalent
1029	Broadway Ave (CR 574)	62nd St	US 301	2U	3D	$1.91	2019-2020	$2.16	$6.38	2021-2025	$7.85	$12.76	2026-2030	$17.74	$21.06	$27.75	Sales Tax or Equivalent
1068	Citrus Park Dr Extension	Linebaugh Ave	Sheldon Rd	0	4D	$4.00	2021-2025	$4.92	$16.00	2021-2025	$19.68	$30.00	2026-2030	$41.70	$50.00	$66.30	Sales Tax or Equivalent
9996	Davis Rd	Harney Rd	Maislin Dr	0	2U	$0.25	2019-2020	$0.28	$0.75	2021-2025	$0.92	$2.00	2021-2025	$2.46	$3.00	$3.67	Sales Tax or Equivalent
1030	Falkenburg Rd	Bryan Ave	Hillsborough Ave	2U	4D	$1.35	2019-2020	$1.53	$9.01	2021-2025	$11.08	$9.01	2026-2030	$12.52	$19.36	$25.12	Sales Tax or Equivalent
1057	Fletcher Ave	30th St	Morris Bridge Rd	4D	6D	$9.29	2021-2025	$11.43	$61.94	2026-2030	$86.10	$61.94	2031-2040	$103.44	$133.18	$200.97	Sales Tax or Equivalent
1058	Hillsborough Ave	50th St	Orient Rd	4D	6D	$3.99	2021-2025	$4.91	$26.60	2026-2030	$36.97	$26.60	2031-2040	$44.41	$57.18	$86.29	Other Art.

Figure 5-13 *Cost Feasible Projects for New Capacity: Non-SIS Major Corridors*

Project ID	Facility	From	To	Existing	2040 Needs	Design Costs (in Millions)			Right Of Way Costs (in Millions)			Construction Costs (in Millions)			Total Cost (in Millions)		Funding Sources
						Present Day Cost	Phase	Year of Expenditure Cost	Present Day Cost	Phase	Year of Expenditure Cost	Present Day Cost	Phase	Year of Expenditure Cost	Present Day Cost	Year of Expenditure Cost	
int4	I-75	Big Bend Road			Interchange Mod.	$4.50	2021-2025	$5.54	$-		$-	$36.50	2026-2030	$50.74	$41.00	$56.27	Other Art.
1059	Linebaugh Ave	Sheldon Rd	Veterans Exwy	4D	6D	$3.48	2021-2025	$4.28	$23.18	2026-2030	$32.22	$23.18	2031-2040	$38.71	$49.84	$75.21	Sales Tax or Equivalent
1034	New Tampa E/W Road (50% Funded By Tolls)	I-275	Commerce Park Blvd	0	4D	$6.73	2021-2025	$8.27	$-		$-	$44.84	2031-2040	$74.89	$51.57	$83.16	Sales Tax or Equivalent
1035	New Tampa Blvd	Commerce Park Blvd	Bruce B Downs Blvd	2U	4D	$3.12	2026-2030	$4.34	$-		$-	$20.80	2031-2040	$34.73	$23.92	$39.07	Sales Tax or Equivalent
1014	Occident St Ext	Cypress St	Westshore Pl	0	2U	$0.34	2019-2020	$0.38	$2.25	2021-2025	$2.77	$2.25	2021-2025	$2.77	$4.85	$.93	Sales Tax or Equivalent
1038	Sam Allen Road	Park Rd	Wilder Rd	2U	4D	$0.64	2021-2025	$0.79	$4.30	2021-2025	$5.29	$4.30	2031-2040	$7.18	$9.24	$13.26	Sales Tax or Equivalent
1040	Sam Allen Road	Wilder Rd	County Line Rd	0	4D	$3.88	2021-2025	$4.77	$25.83	2026-2030	$35.91	$25.83	2026-2030	$35.91	$55.54	$76.58	Sales Tax or Equivalent
1022	Trask St	Cypress St	Boy Scout Bl	2U	3D	$0.43	2019-2020	$0.49	$1.45	2021-2025	$ 1.78	$2.89	2021-2025	$3.56	$4.77	$5.83	Sales Tax or Equivalent
1016	Trask St Extension	Cypress St	Gray St	0	2U	$0.19	2019-2020	$0.21	$1.27	2021-2025	$1.56	$1.27	2021-2025	$1.56	$2.72	$3.33	Sales Tax or Equivalent
1100	US Hwy 41	Causeway Blvd	CSX Rail	0	New Interchange	$9.75	2021-2025	$11.99	$22.00	2026-2030	$30.58	$65.00	2031-2040	$108.55	$96.75	$151.12	Other Art.
1043	US Hwy 92	US 301	CR 579	2U	4D	$4.66	2021-2025	$5.73	$15.52	2026-2030	$21.57	$31.04	2026-2030	$43.14	$51.21	$70.44	Other Art.
1045	US Hwy 92	Park Road	County Line	2U	4D	$4.84	2019-2020	$5.47	$15.76	2021-2025	$19.38	$31.53	2021-2025	$38.78	$52.13	$63.63	Other Art.

Figure 5-13 *Cost Feasible Projects for New Capacity: Non-SIS Major Corridors*

Project ID	Facility	From	To	Existing	2040 Needs	Design Costs (in Millions)			Right Of Way Costs (in Millions)			Construction Costs (in Millions)			Total Cost (in Millions)		Funding Sources
						Present Day Cost	Phase	Year of Expenditure Cost	Present Day Cost	Phase	Year of Expenditure Cost	Present Day Cost	Phase	Year of Expenditure Cost	Present Day Cost	Year of Expenditure Cost	
1047	Woodberry Rd	Falkenburg Rd	Grand Regency Blvd	2U	4D	$1.12	2019-2020	$1.27	$3.74	2021-2025	$4.60	$7.48	2026-2030	$10.40	$12.34	$16.26	Sales Tax or Equivalent
	Highway Subtotal					***$76.11***		***$93.07***	***$291.98***		***$396.11***	***$516.78***		***$802.28***	***$884.87***	***$1,291.45***	

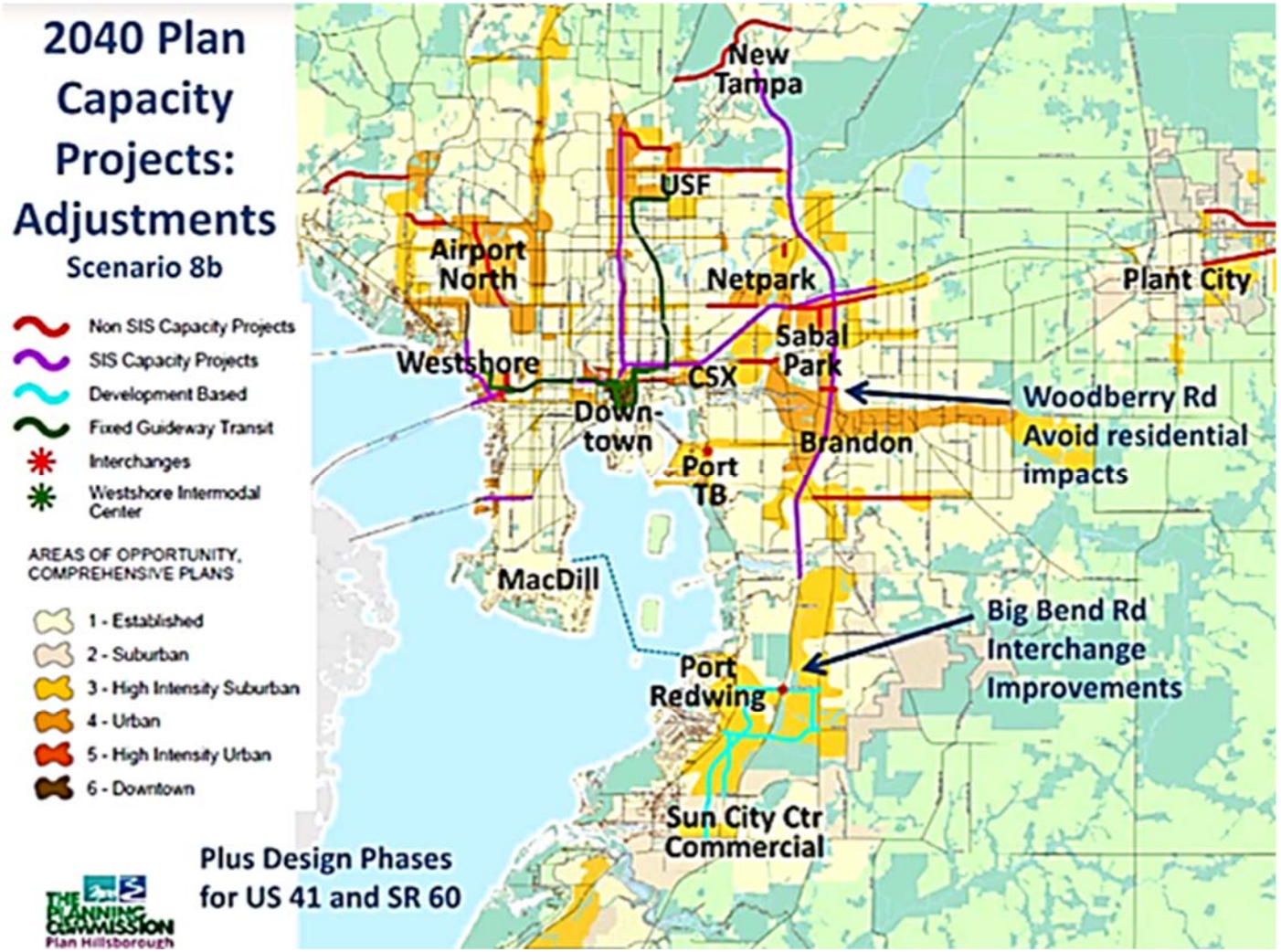


Figure 5-14 *Map of 2040 Plan Capacity Projects with Adjustments for Scenario 8b*

Strategic Intermodal System (SIS) Projects

Also included in the *Imagine 2040 Plan* are FDOT's Strategic Intermodal System (SIS) projects. **Figure 5-15** is the 2040 cost feasible FDOT SIS projects for *the Imagine 2040 Plan.* Note that additional funding from other State and Federal discretionary sources would be necessary to fully implement the I-75 express lanes. In addition, the US 92 project from the Gandy Bridge to the Selmon Expressway is projected to require toll revenues to be fully constructed.

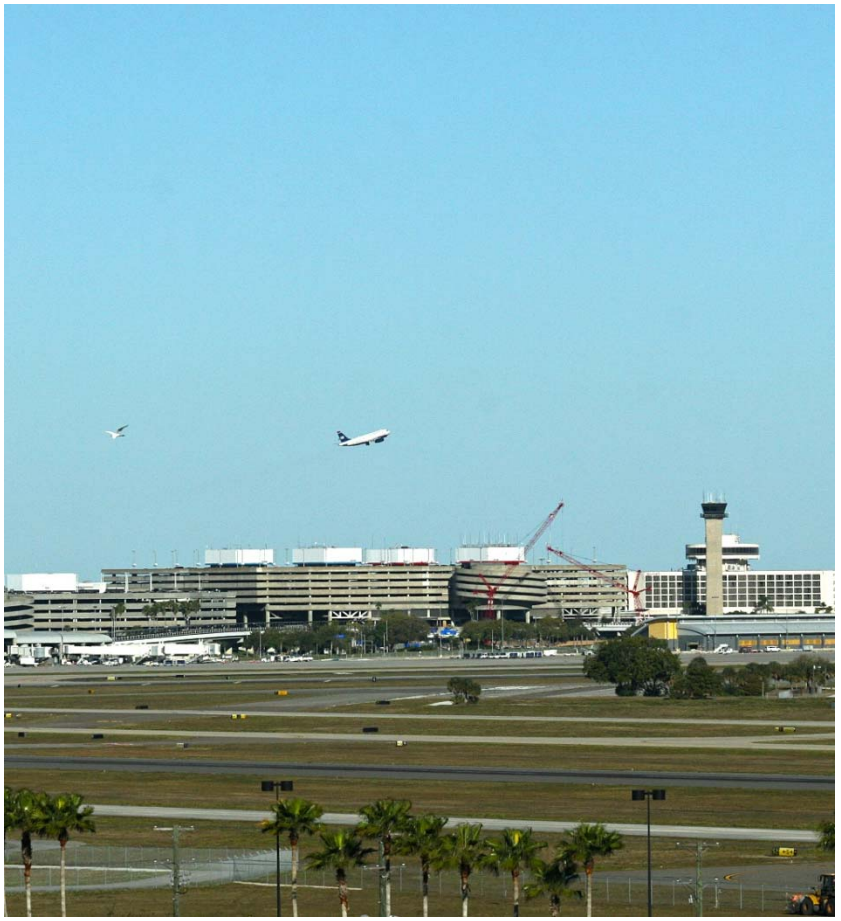


Figure 5-15 *Cost Feasible FDOT Strategic Intermodal System Projects (Amended June 11, 2019)*

Project ID	Facility	From	To	Existing	2040 Needs	Design Costs (in Millions)			Right Of Way Costs (in Millions)			Construction Costs (in Millions)			Total Cost (in Millions)		Funding Sources
						Present Day Cost	Phase	Year of Expenditure Cost	Present Day Cost	Phase	Year of Expenditure Cost	Present Day Cost	Phase	Year of Expenditure Cost	Present Day Cost	Year of Expenditure Cost	
1003	I-275	S OF LOIS AVE	HILLSBOROUGH RIVER BRIDGE	6F	2 Express Toll Lanes		2020	$3.23			$-		2021 - 2025	$137.67		$140.90	State: SIS
1006	I-275	N of BUSCH BLVD	N OF BEARSS AVE	4F/ 6F	8F		2021 - 2025	$3.80		2026 - 2030	$2.6		2026 - 2030	$161.98		$168.39	State: SIS
1006	I-275	N OF MLK BLVD	N OF BUSCH BLVD	4F/ 6F	8F		2021 - 2025	$14.47		-	$0		2021 - 2025	$81.43		$95.9	State: SIS
1005	I-275 @ I-4	ROME AVE / I-275	MLK / SELMON CONNECTOR	8F	DOWNTOWN INTERCHANGE		TIP	$3.00			$-			$-		$3.00	State: SIS
1005	I-275 @ I-4	ROME AVE / I-275	MLK / SELMON CONNECTOR	8F	DOWNTOWN INTERCHANGE		2021 - 2025	$65.14			$-		2031 - 2040	$2,113.98		$2,179.12	Other Funds[2]
I-275 @ SR 60 Interchange																	
1002	I-275	N OF HOWARD FRANKLAND	S OF SR 60	6F	HF BRIDGE TRANSITION: 8F + 4 Exp. Toll Lanes			$-			$-		TIP	$65.00		$65.00	State: SIS
1093	I-275 / SR 60	CYPRESS STREET BRIDGE	I-275 GENERAL USE LANES		SR 60 INTERCHANGE			$-		TIP	$35.67			$-		$35.67	State: SIS
1093	I-275 NB EXPRESS	N OF HOWARD FRANKLAND	S OF TRASK ST		SR 60 INTERCHANGE		TIP	$7.64			$-		2021 - 2025	$106.24		$113.88	State: SIS
1093	I-275 NB FLYOVER	SR 60 EB	I-275 NB		SR 60 INTERCHANGE		TIP	$3.34			$-		2021 - 2025	$49.91		$53.25	State: SIS
1093	I-275 SB	N OF REO ST	S OF LOIS AVE		SR 60 INTERCHANGE		TIP	$9.17			$-		2021 - 2025	$131.58		$140.75	State: SIS
1093	SR 60	N OF INDEPENDENCE	I-275 AT WESTSHORE		SR 60 INTERCHANGE		TIP	$9.19		2021 - 2025	$46.00		2021 - 2025	$138.10		$193.29	State: SIS

[2] Includes new or discretionary Federal and/or state funding sources.

Figure 5-15 *Cost Feasible FDOT Strategic Intermodal System Projects*

Project ID	*Facility*	*From*	*To*	*Existing*	*2040 Needs*	*Design Costs (in Millions)*			*Right Of Way Costs (in Millions)*			*Construction Costs (in Millions)*			*Total Cost (in Millions)*		*Funding Sources*
						Present Day Cost	*Phase*	*Year of Expenditure Cost*	*Present Day Cost*	*Phase*	*Year of Expenditure Cost*	*Present Day Cost*	*Phase*	*Year of Expenditure Cost*	*Present Day Cost*	*Year of Expenditure Cost*	
I-275 @ SR 60 Interchange Sub-Total						***$-***		***$45.91***	***$-***		***$81.68***	***$-***		***$670.72***	***$-***	***$798.31***	
1008	I-4	I-4 / SELMON CONNECTOR	E OF MANGO RD	6F	2 Express Toll Lanes		2021 - 2025	$2.62			$-		2021 - 2025	$108.69		$111.31	State: SIS
1008	I-4	E OF 50TH STREET	POLK PARKWAY	6F	4 Express Toll Lanes		2026 - 2030	$4.60					Unfu - nded	$-		$4.60	State: SIS
	I-4	I-75	EAST OF WILLIAMS RD		INTERCHANGE		TIP	$0.12		2031 - 2035	$1.40		2031 - 2035	$1.68		$3.21	State: SIS
	I-4	TAMPA BYPASS CANAL	EAST OF I-75		INTERCHANGE		TIP	$1.14			$-		2031 - 2035	$15.52		$16.66	State: SIS
1010	I-75	S OF US HWY 301	N OF FLETCHER AVE	6F/ 8F	4 Express Toll Lanes		2026 - 2030	$270.30			$-		Unfu - nded	$-		$270.30	State: SIS
1104	I-75	SR 60	BRUCE B DOWNS BLVD	6F	2 Express Toll Lanes		2026 - 2030	$3.34			$-		2026 - 2030	$175.93		$179.27	Other[3] Funds
	I-75	WB SR 60 ENTRANCE RAMP	S OFCSX RR		INTERCHANGE		TIP	$2.19			$-		2031 - 2035	$21.32		$23.51	State: SIS
	I-75	S OF CSX/BROADWAY	EB/WB I-4		INTERCHANGE		TIP	$2.33			$-		2021 - 2025	$58.72		$61.05	State: SIS
	I-75 & SR 60	SR60 @ SLIP RAMP	TO N OF SR 60 AT CSX		INTERCHANGE		TIP	$1.28			$-		2031 - 2035	$20.20		$21.47	State: SIS
	I-75	US HWY 301	I-4		INTERCHANGE		2026 - 2030	$11.05			$-		2031 - 2035	$82.41		$93.46	State: SIS

[3] Includes new or discretionary Federal and/or state funding sources.

Figure 5-15 *Cost Feasible FDOT Strategic Intermodal System Projects*

Project ID	Facility	From	To	Existing	2040 Needs	Design Costs (in Millions)			Right Of Way Costs (in Millions)			Construction Costs (in Millions)			Total Cost (in Millions)		Funding Sources
						Present Day Cost	Phase	Year of Expenditure Cost	Present Day Cost	Phase	Year of Expenditure Cost	Present Day Cost	Phase	Year of Expenditure Cost	Present Day Cost	Year of Expenditure Cost	
1011	I-75	N OF FLETCHER AVE	N OF I-75/I-275 APEX	6F	4 Express Toll Lanes		2026 - 2030	$38.16			$-		Unfunded	$-		$38.16	State: SIS
	I-75 SB OFF RAMP	S OF BYPASS CANAL	EB/WB I-4		INTERCHANGE		TIP	$1.48			$-		2021 - 2025	$14.85		$16.33	State: SIS
	I-75 NB ON RAMP	EB/WB I-4	SOUTH OF BYPASS CANAL		INTERCHANGE		TIP	$1.98			$-		TIP	$18.82		$20.80	State: SIS
	I-75	S OF SELMON EXPRESSWAY	N OF SR 60		OPERATIONAL IMPROVEMENT		TIP	$1.37			$-		2031 - 2035	$11.41		$12.78	State: SIS
1105	I-4 WB	W OF ORIENT RD	WEST OF I-75		OPERATIONAL IMPROVEMENT		2021 - 2025	$1.08			$-		2031 - 2035	$25.06		$26.13	State: SIS
1106	I-4 EB	W OF ORIENT RD	W OF I-75		OPERATIONAL IMPROVEMENT		2021 - 2025	$4.47			$-		2031 - 2035	$64.89		$69.36	State: SIS
1064	HILLSBOROUGH AVE	VETERANS EXPWY	Dale Mabry Hwy	6D	6D + 2 FRONTAGE ROADS	$1.00	TIP	$1.00		Unfunded	$-		Unfunded	$-		$1.00	State: SIS
	BROADWAY AVE	US 41	N 62ND ST CSX INTERMODAL		INTERSECTION IMPROVEMENT								TIP	$1.38		$1.38	State: SIS
	SR 60	Valrico Road	SR 39	4D	6D	$6.46	TIP	$6.46		Unfunded	$-		Unfunded	$-		$6.46	State: SIS
1100	US Hwy 41	Madison Ave	Causeway Blvd	4D	6D	$0.89	2026 - 2030	$1.24	$ -	Unfunded	$-	$-	Unfunded	$-		$1.24	State: SIS
1001	US 92	Gandy Bridge	Dale Mabry Hwy	4D	2 Express Toll Lanes	$13.43	2021 - 2025	$16.51	$ 22.38	2026 - 2030	$31.10	$89.50	2026 - 2030	$124.41	$125.30	$172.02	Toll Revenues
	SIS Projects Sub-Total					***$21.77***		***$508.28***	***$22.38***		***$115.76***	***$89.50***		***$3,911.07***		***$4,535.11***	

* costs for SIS projects provided by FDOT District 7 on 8/1/2014

Development Based Needs Projects

The final project list is for development based needs. These are projects that would be built based on individual development agreement orders as of November 2014 and are funded by developers. **Figure 5-16** is a table showing the developer based projects for *the Imagine 2040 Plan.*

Figure 5-16 Cost Feasible Projects for New Capacity: Development Based Needs

Project ID	Facility	From	To	Existing	2040 Needs	Total Cost (in Millions)			Funding Sources[1]
						Present Day Cost	Phase	Year of Expenditure Cost	
1095	24th Street	SR 674	Big Bend Road	0	4 Divided		Concurrent with Development	TBD	Developer Funded
1097	30th Street	19th Ave NE	Apollo Beach Blvd	0	2 Divided		Concurrent with Development	TBD	Developer Funded
1094	Apollo Beach Blvd Ext	US 41	US 301	0	4 Divided		Concurrent with Development	TBD	Developer Funded
1079	Big Bend Rd	US 41	US 301	4 Divided	6 Divided		Concurrent with Development	TBD	Developer Funded
	County Line Road	Livingston Rd	Bruce B Downs Blvd	2 Undivided	4 Divided	$ 36.60	Concurrent with Development	TBD	Pasco County [2]
1086	Kinnan Street	Dead End	Pasco County	0	2 Divided		Concurrent with Development	TBD	Developer Funded
1085	K-Bar Parkway	Kinnan Street	Morris Bridge Road	0	2 Undivided		Concurrent with Development	TBD	Developer Funded
1087	Meadowpoint Ext	K-Bar Parkway	Beardsley Drive	0	2 Undivided		Concurrent with Development	TBD	Developer Funded
	Simmons Loop Road	Apollo Beach Blvd	Big Bend Road	0	2 Undivided		Concurrent with Development	TBD	Developer Funded
8000	Wilsky Blvd	Hanley Rd	Linebaugh Ave	2 Undivided	4 Divided		Concurrent with Development	TBD	Developer Funded

(1) These projects are included in the LRTP for illustrative purposes and not for demonstrating cost feasibility. Actual costs and timing of construction will be based on individual development agreement orders.
(2) Cost information provided by Pasco MPO.

Metropolitan Transportation Planning Funds

The final piece of the *Imagine 2040 Plan* is Metropolitan Transportation Planning Funds. These are those funds that are used to fund a portion of the Hillsborough MPO's staff salaries, administration costs, etc. **Figure 5-17** details the Metropolitan Transportation Planning Funds from 2019-2040.

	Average Annual	*Investment Programs: Costs in Millions (Year of Expenditure Dollars)*				
	Contribution (YOE)	***19-20***	***21-25***	***26-30***	***31-40***	***Total***
Metropolitan Trans. Planning		**$1.13**	**$3.08**	**$3.48**	**$8.35**	**$16.03**
TMA	$0.73	$1.15	$3.10	$3.45	$8.35	**$16.05**

Figure 5-17 *Metropolitan Transportation Planning Funds*

Performance of the Adopted Plan

The performance of the Adopted Plan (Scenario 8b) is much better than that of Scenario 1, based on the measures developed for the plan, albeit more expensive. The table in **Figure 5-18** compares expected revenues in the Adopted Plan with the anticipated expenditures. A few adjustments were made that differentiate Scenario 8b from its predecessor, Scenario 8a. **Figure 5-19** describes the expected performance of each program in Scenario 8b. **Figure 5-19** compares the performance of capacity projects of Scenario 8b with the other scenarios, as measured by vehicle hours of delay and transit riders per day in 2040.

The Cost Feasible projects and programs, FDOT SIS projects, and Development Based Needs projects make up the Long Range Transportation Plan adopted by the Hillsborough County MPO. **Figure 5-20**, shows the capacity projects by 2040 to give a "big picture" look of *the Imagine 2040 Transportation Plan.*

Figure 5-18 *Adopted Plan: Forecast Revenues and Expenditures (Not Including SIS)*					
	Projected Revenue in Millions (Year of Expenditure Dollars)				
Revenues	***19-20***	***21-25***	***26-30***	***31-40***	***Total***
Revenue Total	**$1,767.86**	**$3,467.80**	**$4,207.11**	**$11,260.37**	**$20,703.14**
Expenditure Programs					
Road Maintenance - Level 2.5	$122.49	$333.33	$376.69	$905.14	**$1737.65**
Bridge Maintenance - Level 3	$81.45	$221.65	$250.48	$601.87	**$1155.44**
Transit Maintenance - Level 3	$18.98	$51.66	$58.38	$140.28	**$269.30**
Minimize Congestion - Level 3	$119.78	$325.95	$368.35	$885.10	**$1699.18**
Crash Reduction - Level 2.5	$155.83	$424.04	$479.20	$1151.47	**$2210.54**
Vulnerability Reduction - Level 3	$87.24	$237.39	$268.27	$644.62	**$1237.52**
Trails / Sidepath - Level 3	$27.12	$73.80	$83.40	$200.40	**$384.72**
Bus Transit Service - Level 3	$340.13	$925.58	$1045.98	$2513.35	**$4825.03**
TD Paratransit Service - Level 3	$44.18	$120.23	$135.87	$326.49	**$626.77**
Major Investments/Non-SIS Capacity Projects	$16.95	$520.03	$1,191.38	$1,156.30	**$2,884.66**
Metropolitan Trans. Planning	$1.13	$3.08	$3.48	$8.35	**$16.03**
Expenditure Programs Totals	**$1,015.28**	**$3,236.75**	**$4,261.48**	**$8,533.37**	**$17,046.84**

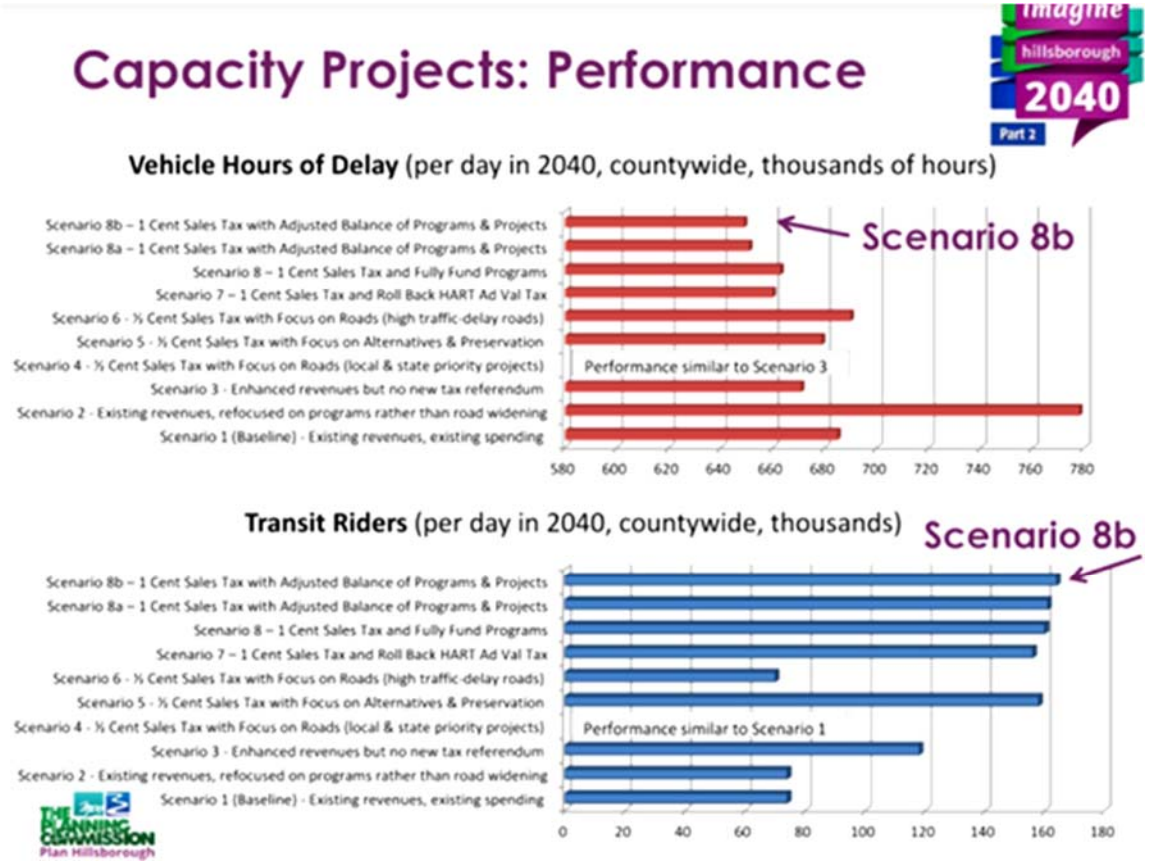


Figure 5-19 *Adopted Plan (Scenario 8b) Capacity Projects Performance*

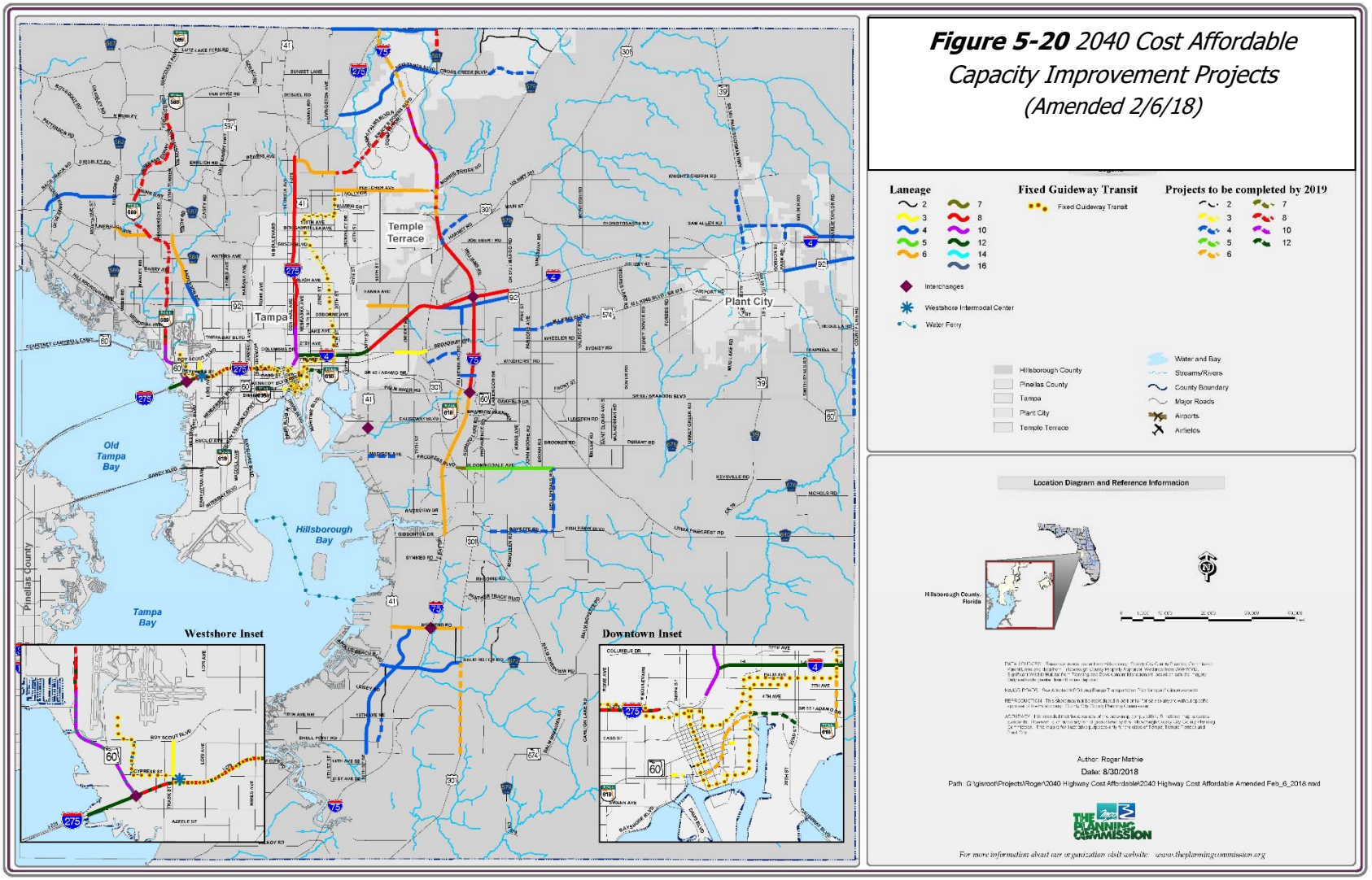


Figure 5-20 *2040 Cost Affordable Capacity Improvement Projects (Amended 2/6/18)*

Next Steps

The Long Range Transportation Plan for the Hillsborough MPO, *the Imagine 2040 Plan,* was adopted by the Hillsborough MPO Board on November 12, 2014. The next steps for full approval of the *Imagine 2040 Plan* are to submit the document to the FDOT District 7 office, FDOT Central Office, Federal Highway Administration (FHWA) Florida Division, and the Federal Transit Administration (FTA).

Once approved by the FDOT, FHWA, and FTA, the *Imagine 2040 Plan* becomes the official, long range transportation plan for the Hillsborough MPO. As the adopted long range plan for the Hillsborough MPO, it becomes the official communication of transportation priorities and projects between the local governments in Hillsborough County and the State of Florida government in Tallahassee and the federal government in Washington, D.C. In addition every annual update of the Transportation Improvement Program (TIP) during the time period that the *Imagine 2040 Plan* is in effect must be consistent with the *Imagine 2040 Plan.*

Transportation Improvement Program (TIP) Projects

The Hillsborough MPO's FY 2014/2015 – FY 2018/2019 Transportation Improvement Program (TIP) project list was adopted by the Hillsborough MPO Board on September 3, 2014. The FY 2014/2015 – FY 2018/2019 TIP projects constitute the first phase of projects for the *Imagine 2040 Plan* long range transportation plan. **Figure 5-21** lists all projects in the FY 2014/2015 – FY 2018/2019 TIP. **Figure 5-22** is a map showing the existing plus committed projects through 2019 which includes FY 2014/2015 – FY 2018/2019 TIP projects.

Project ID	Facility	From	To	Existing (2010)			Committed (2018/2019)		
				Total Lanes	Area Type	Facility Type	Total Lanes	Area Type	Facility Type
101	US 301	SR 674 / Sun City Center Blvd	Balm Rd	2	31	32	6	31	25
102	Clement Pride Blvd	Balm Rd	Big Bend Rd				2	31	41
103	Boyett Rd	Balm - Riverview Rd	Bell Shoals Rd	2	31	33	4	31	24
104	Bell Shoals Rd	Boyett Rd	E Bloomingdale Ave	2	31	42	4	31	41
105	Duncan Rd	US 301	E Bloomingdale Ave	2	31	42	2	31	42
106	Madison Ave	S 50th St	66th St S	2	31	23	4	31	23
107	Countyline Rd	SR 60	Ewell Rd	2	33	32	4	33	23
108	Gornto Lake Rd	Towncenter Blvd	SR 60 / W Brandon Blvd				4	42	44
109	S Falkenburg Rd	Crosstown Expressway WB ramp	SR 60 / W Brandon Blvd	4	42	23	6	42	23
110	Adamo Dr E	US 301	S Faulkenburg Rd	4	42	23	6	42	23
111	Crosstown / I-4 Connector						8	31	91
112	21st / 22nd St - Oneway pair	SR 60	E 22nd Ave	2/3/4	21/31	64	2	21/31	64
113	Crosstown Expressway	Morgan St	19th St	4	11/21	91	6	11/21	91
114	I-275	Westshore Blvd	Ashley St	3	11/21/31	11	4	11/21/31	11
115	O'Brian St	Cypress Blvd	Spruce St	2	41	45	4	41	44
116	Veteran's Expressway	Memorial Hwy	Gunn Highway	4	31/41	92	8 (2E)	31/41	92
117	Veteran's Expressway	Gunn Highway	Van Dyke Rd	4	31/41	92	8 (2E)	31/41	92
119	Sun Lake Blvd	Lutz Lake Fern Rd	Pasco County Line				2	31	42
120	Racetrack Rd	W Linebaugh Ave	Countryway Blvd	4	31	41	4	31	41
121	Racetrack Rd	Tampa Rd	N of E Douglas Rd	4	31	32	6	31	23
122A	Dr MLK Jr Blvd / SR 574	CR 579 / Lemon Ave	East of Parsons Ave	2	31	32	4	31	23
122B*	Dr MLK Jr Blvd / SR 574	East of Parsons Ave	East of Kingsway Rd	2	31	32	4	31	23
122C**	Dr MLK Jr Blvd / SR 574	East of Kingsway Rd	East of McIntosh Rd	2	31	32	4	31	23
123	Alexander St Ext	I-4	Paul Buchman Hwy				4	31	23
124	Sam Allen Rd W	W of Paul Buchman Hwy	E of Park Rd	2	31	42	4	31	41
125	Park Rd	I-4	Sam Allen Rd	2	31	42	4	31	23
126	US 301	I-75	E Fowler Ave	2	31	32	4	31	23
127	E Fletcher Ave	Nebraska Ave	30th St / Bruce B Downs Blvd	4	31	23	4	31	44
128	I-275 N	Bearss Ave E	I-75 ramps	4	32	12	6	32	12
129	Bruce B Downs Blvd	Skipper Rd	I-75	4	31/42	26	8	31/42	26
130	Bruce B Downs Blvd	I-75	Countyline Rd / Pasco	4	42	26	8	42	26
131	I-75	Fowler Ave	Bruce B Downs Blvd	4	31/32	12	8	31/32	12
132	I-75	Bruce B Downs Blvd	I-275	4	32	12	6	32	12
133	Commerce Park Blvd Ext	Ashington Landing Dr	New Tampa Blvd				2/4	31	42
134	Cross Creek Blvd	Shadow Branch Dr	Morris Bridge Rd	2	31	42	4	31	41
135	E Zack ST	N Ashley Dr	N Florida Ave	2	31	64	2	31	44
136	E Madison St	N Ashley Dr	Pierce St	2	31	64	2	31	45
137	30th St	SR 674 / Sun City Center Blvd	Shell Point Rd	2	31	43	4	31	41
138	30th St	Shell Point Rd	19th Ave NE				4	31	41
139	Summerfield Blvd	Big Bend Rd	Rodine Rd				2	31	43
140	Summerfield Blvd	Rodine Rd	Symmes Rd				2	31	43
141	Symmes Rd Ext	US 301	Balm Riverview Rd	2	31	42	2	31	42
142	US 301	SR 674 / Sun City Center Blvd	Boyette Rd	2		32	6		23
143	Fishhawk Blvd	Belle Shoals Blvd	Circa Fishhawk Blvd	2	31	32	4	31	23
144	Broadway Blvd	US 41 (50th St)	62nd St	2	42	43	2	42	41
*	Project is approximately 0.5 miles in length, cost estimate is $5,129,634 (2015)								
**	Project is approximately 2.1 miles in length, cost estimate is $39,896,203 (2015)								

Figure 5-21 *FY 2014/2015 – FY 2018/2019 Transportation Improvement Program (TIP) Projects*

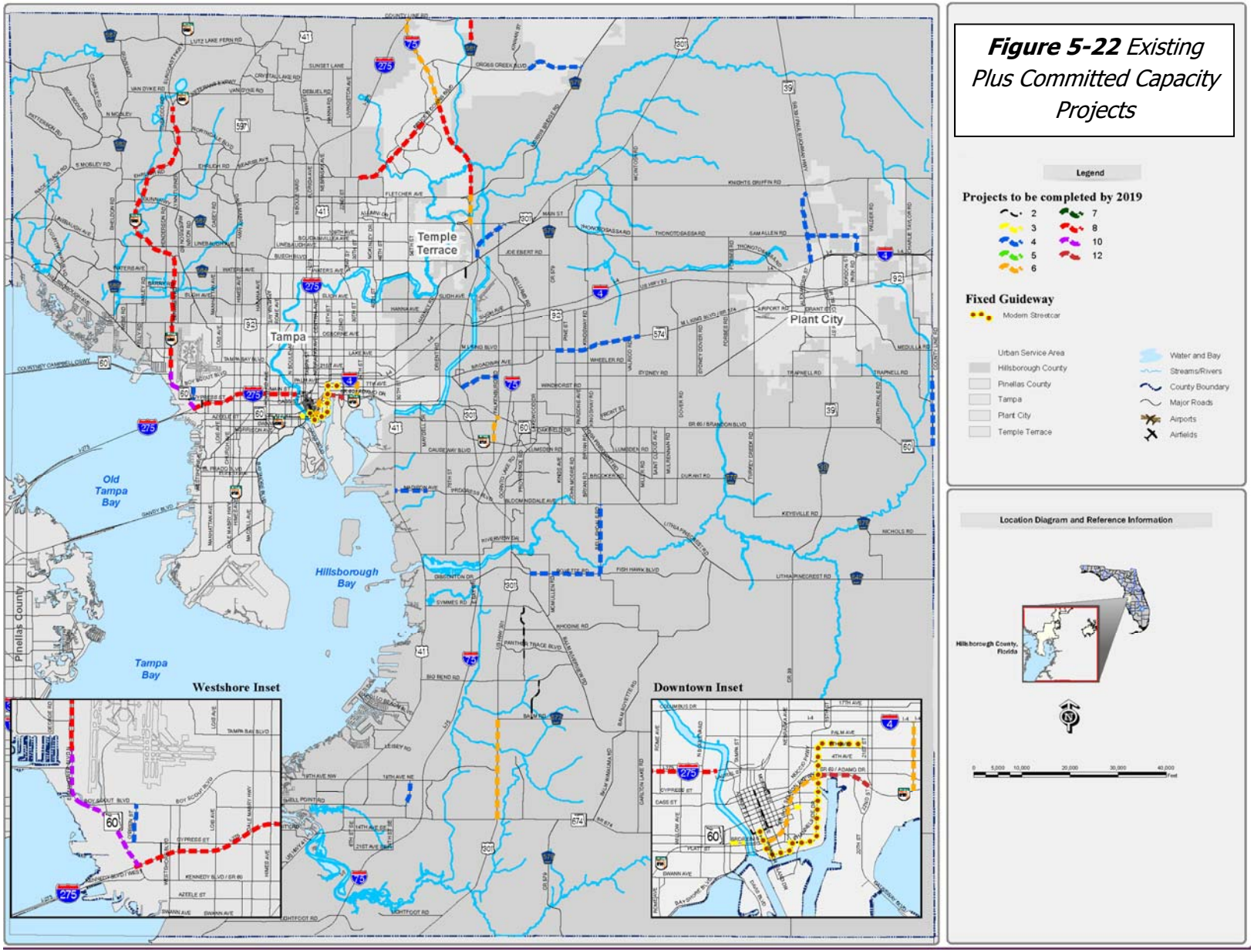


Figure 5-22 *Existing Plus Committed Capacity Projects*

Efficient Transportation Decision Making

FDOT's process for reviewing qualifying transportation projects to consider potential environmental effects in the Planning phase is the Efficient Transportation Decision Making (ETDM) process. The ETDM process gives stakeholders the opportunity for early input, involvement, and coordination. The ETDM process allows for the early identification of potential project effects, and information gathered from ETDM is used to refine projects advancing to the Project Development and Environment (PD&E) phase.

There are a number of stakeholders involved in the ETDM process, generally including: Metropolitan Planning Organizations (MPOs)/Transportation Planning Organizations (TPOs); county and municipal governments; federal and state agencies; Native American tribes; and the public. Each of the seven geographic Florida Department of Transportation (FDOT) Districts has an Environmental Technical Advisory Team (ETAT). The ETAT includes representatives from MPOs/TPOs, state and federal agencies, and participating Native American Tribes. ETAT members and the public have the opportunity to provide input to the FDOT regarding a project's potential effects on the natural, physical, cultural, and community resources. These comments help to determine whether a proposed project is feasible. The input provided brings forth issues that need to be addressed during the PD&E phase.

All of the major Cost Affordable projects in the *Imagine 2040 Plan* have been entered and reviewed in the ETDM Planning Screen.

Conclusion

In adopting the *Imagine 2040 Plan,* the Hillsborough MPO Board took the position that the Policy Leadership Group should take the lead in pursuing any new revenue sources. The MPO adopted the Imagine 2040 Plan's financial assumptions based on the premise that the Policy Leadership Group will explore the feasibility of additional revenues that would equate to those generated by a one cent sales tax.

The *Imagine 2040 Plan* will remain the long range transportation plan for the Hillsborough MPO until the next LRTP update in five years. At that time, the goals, performance measures, priorities and projects will be updated again based on implementation of projects, changes and developments that occurred over the next five years. However, amendments based on new project needs, cost estimates or funding forecasts may be considered in the interim.