



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

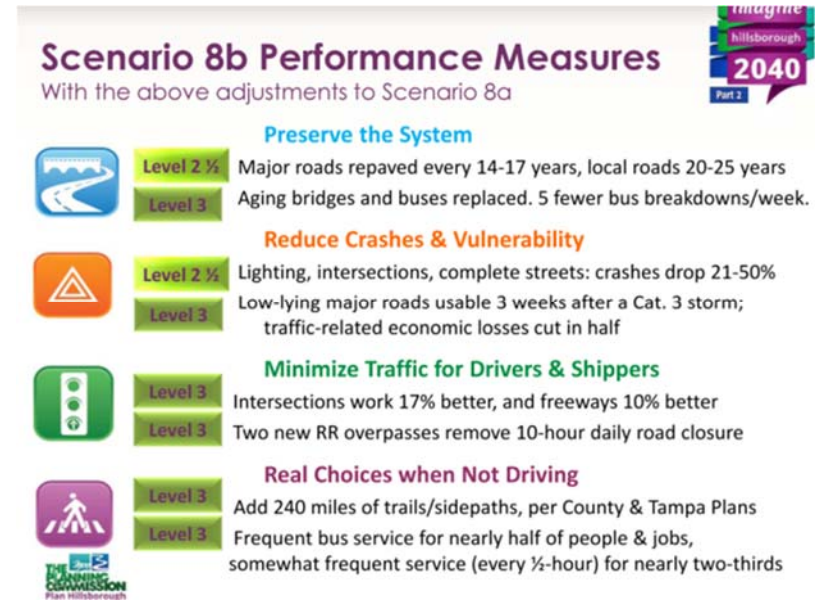


Figure 5-2 Scenario 8 Performance Measures

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*.

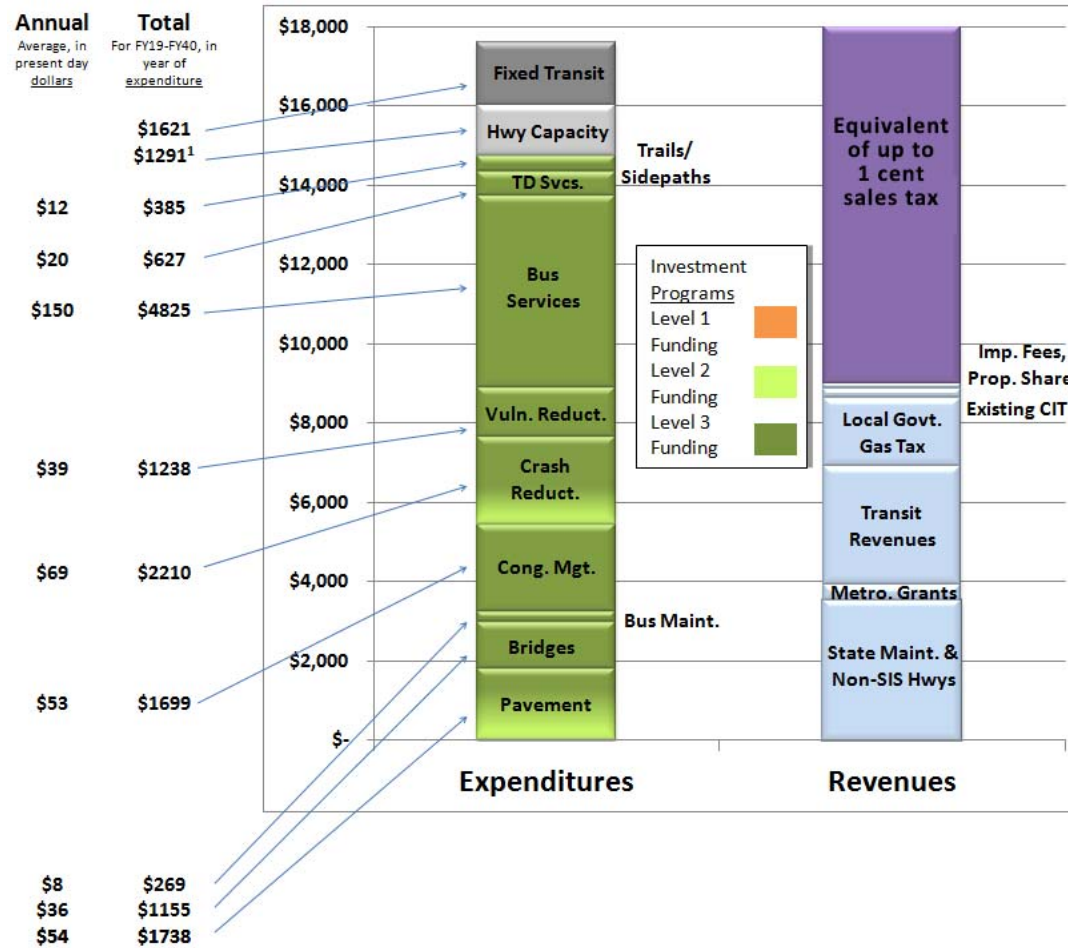


Figure 5-4 Adopted Plan: Overview of Expenditures and Revenues

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					
<i>Projected Revenue in Millions (Year of Expenditure Dollars)</i>					
Sources	19-20	21-25	26-30	31-40	Total
State Other Arterials - Const & ROW¹	\$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 Programs	Annual Allocation Investment Programs: Costs in Millions (Current Dollars)						Investment Programs: Costs in Millions (Year of Expenditure Dollars)				
	(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.

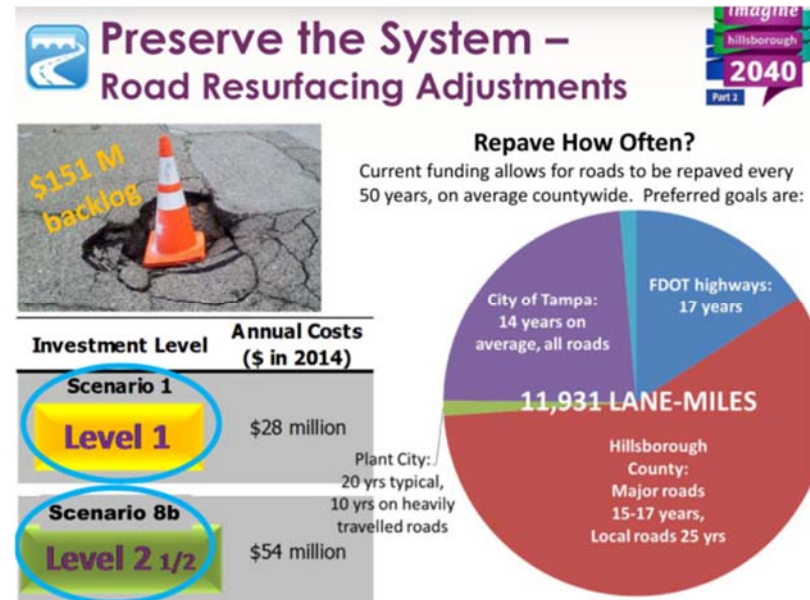


Figure 5-7 Road Resurfacing Comparison Between Scenario 1 (Current Funding Level) and Scenario 8b, the Adopted Plan

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

	<i>Investment Programs: Costs in Millions (Year of Expenditure Dollars)</i>				
	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 of 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	\$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	\$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	\$60.01	\$91.44	Sales Tax or Equivalent
1049	Bloomington 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	\$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	\$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	\$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	\$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	\$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	\$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	\$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	

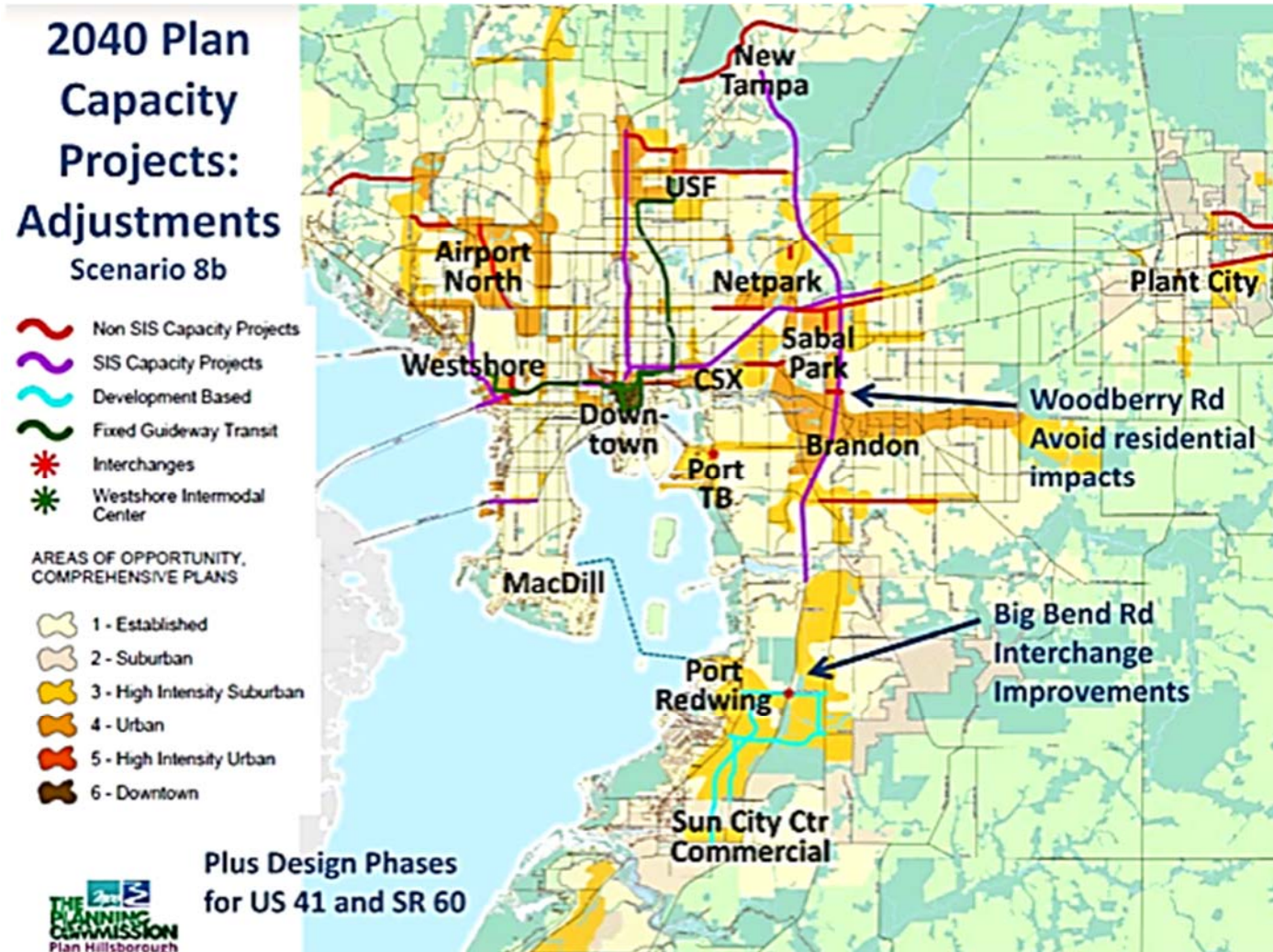


Figure 5-14 Map of 2040 Plan Capacity Projects with Adjustments for Scenario 8b

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 (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	
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			\$-		Unfunded	\$-		\$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			\$-		Unfunded	\$-		\$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
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

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

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	
	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		\$-	\$-	\$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	\$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 (YOY)	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)

<i>Projected Revenue in Millions (Year of Expenditure Dollars)</i>					
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



Capacity Projects: Performance

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



Transit Riders (per day in 2040, countywide, thousands)

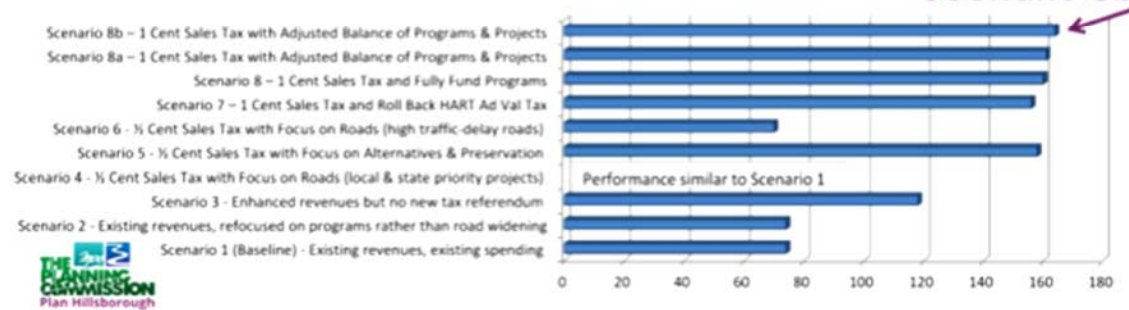
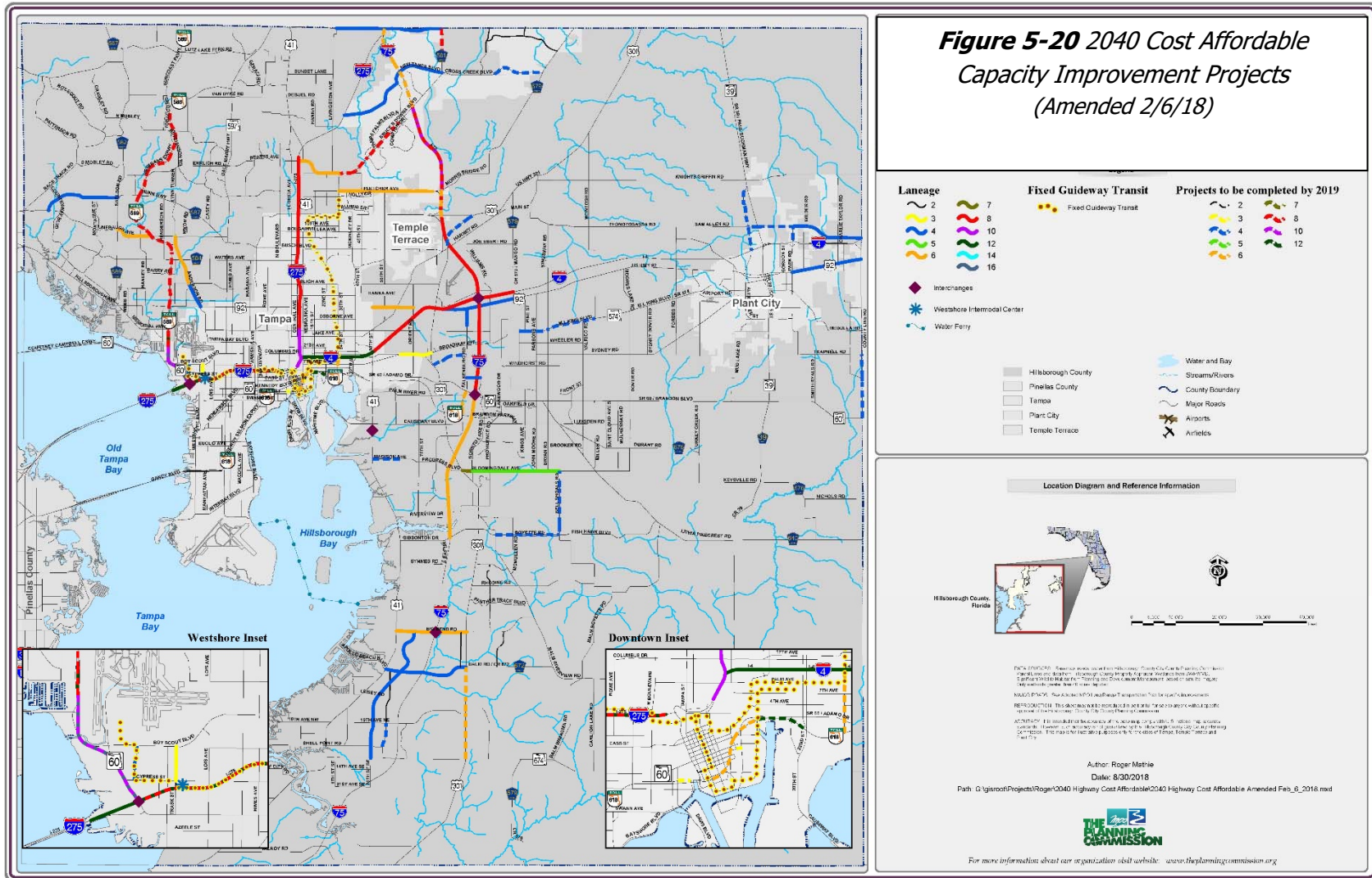


Figure 5-19 Adopted Plan (Scenario 8b) Capacity Projects Performance

IMAGINE 2040: HILLSBOROUGH LONG RANGE TRANSPORTATION PLAN



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.

IMAGINE 2040: HILLSBOROUGH LONG RANGE TRANSPORTATION PLAN

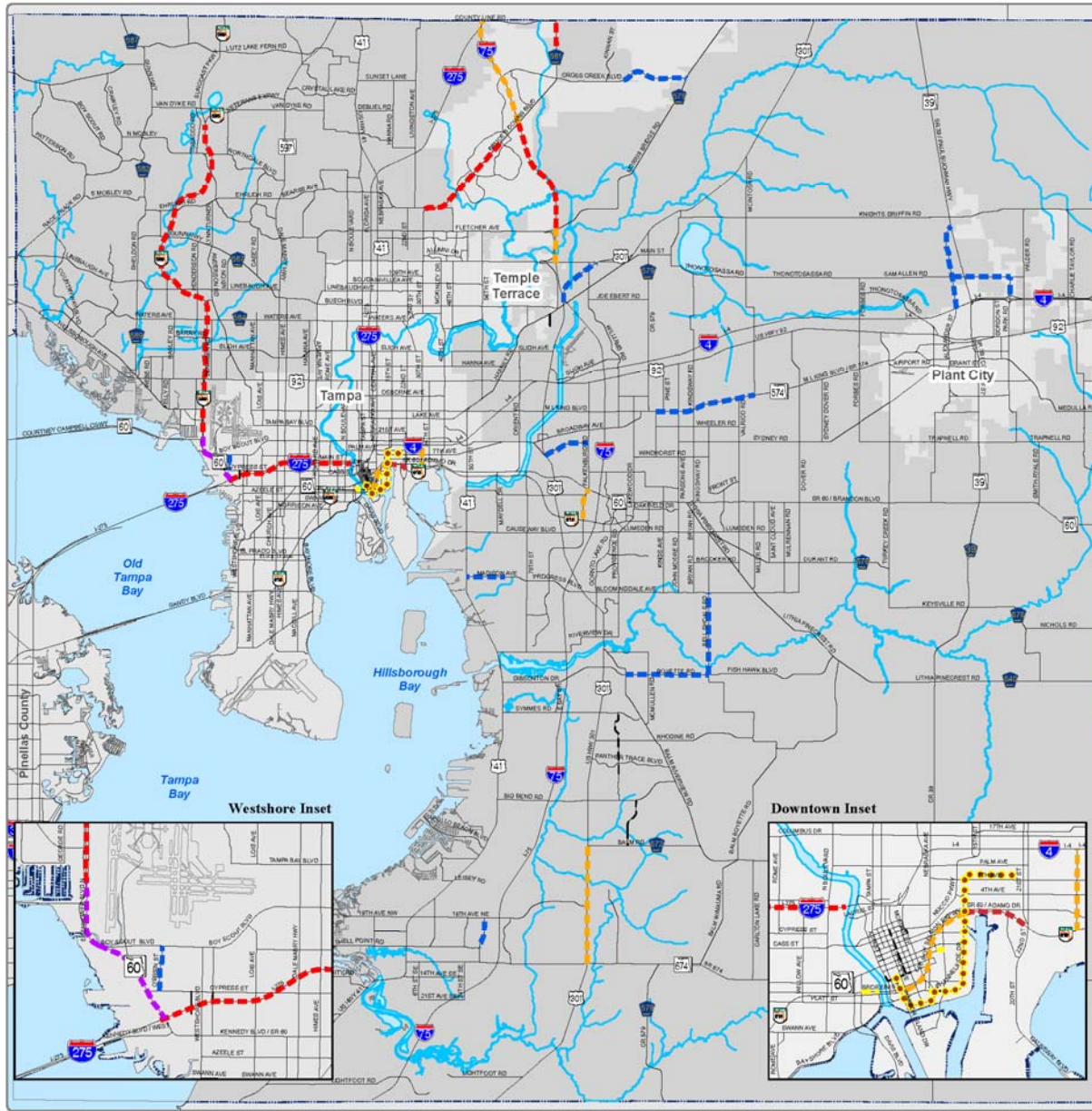


Figure 5-22 Existing Plus Committed Capacity Projects

Legend

Projects to be completed by 2019

	2		7
	3		8
	4		10
	5		12
	6		

Fixed Guideway

Modern Streetcar

Urban Service Area

- Hillsborough County
- Pinellas County
- Tampa
- Plant City
- Temple Terrace

Water and Bay

- Water and Bay
- Streams/Rivers
- County Boundary
- Major Roads
- Airports
- Airfields

Location Diagram and Reference Information

0 10,000 20,000 30,000 40,000

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.