

2045 LONG RANGE TRANSPORTATION PLAN COST FEASIBILITY TECHNICAL MEMORANDUM



Hillsborough MPO
Metropolitan Planning
for Transportation

It's 

TIME

HILLSBOROUGH

Transportation • Innovation • Mobility for Everyone



2045 LONG RANGE TRANSPORTATION PLAN COST FEASIBILITY TECHNICAL MEMORANDUM

The preparation of this report has been financed in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

The MPO does not discriminate in any of its programs or services. Public participation is solicited by the MPO without regard to race, color, national origin, sex, age, disability, family or religious status. Learn more about our commitment to nondiscrimination and diversity by contacting our Title VI/Nondiscrimination Coordinator, Johnny Wong at (813) 273-3774 ext. 370 or wongj@plancom.org, or by visiting: www.planhillsborough.org/non-discrimination-commitment

Hillsborough County Metropolitan Planning Organization

601 E. Kennedy Boulevard, 18th Floor

Tampa, FL 33602

(813) 272-5940

www.planhillsborough.org

Contents

List of Tables	iii
List of Figures	iv
Appendix.....	iv
Introduction	1
Cost Feasible Plan Development	2
Methodology and Process	2
Uncertain Revenue Sources	4
Future Investment Programs.....	5
Summary of Available Revenue.....	6
Revenue Allocation by Investment Programs	7
Good Repair and Resilience	10
Vision Zero.....	12
Smart Cities	13
Real Choices When Not Driving.....	14
Major Investments for Economic Growth.....	16
Summary	19

List of Tables

Table 1. Investment Priorities, Objectives and Focused Project Type	3
Table 2. Uncertain Local Revenue Sources and Available Amounts	4
Table 3. Revenue Allocation to Investment Programs (in Millions of Year of Expenditure Dollars)	7
Table 4. Good Repair and Resilience Funding Timeframe by Project Type (\$Millions, YOE) - Current Trend plus Sales Surtax	10
Table 5. Good Repair and Resilience Funding Timeframe by Project Type (\$Millions, YOE) - Current Trend	10
Table 6. Good Repair and Resilience Unfunded Needs, FY 2026-2045 (\$Millions, YOE)	10
Table 7. Vision Zero Funding Timeframe by Project Type (\$Millions, YOE) – Current Trend plus Sales Surtax	12
Table 8. Vision Zero Funding Timeframe by Project Type (\$Millions, YOE) – Current Trend.....	12
Table 9. Smart Cities Funding Timeframe by Project Type (\$Millions, YOE) – Current Trend plus Sales Surtax	13
Table 10. Smart Cities Funding Timeframe by Project Type (\$Millions, YOE) – Current Trend .	13
Table 11. Real Choices When Not Driving Funding Timeframe by Project Type (\$Millions, YOE) - Current Trend plus Sales Surtax	14
Table 12. Real Choices When Not Driving Funding Timeframe by Project Type (\$Millions, YOE) - Current Trend	14
Table 13. Real Choices When Not Driving Unfunded Needs, FY 2026-2045 (\$Millions, YOE) ..	14
Table 14. Major Investments for Economic Growth Funding Timeframe by Project Type (\$Millions, YOE) - Current Trend plus Sales Surtax	16
Table 15. Major Investments for Economic Growth Funding Timeframe by Project Type (\$Millions, YOE) - Current Trend	16
Table 16. Funding for Cost Feasible Projects* (\$Millions, YOE), FY 2026-2045.....	18
Table 17. Unfunded Project Costs for SIS Facilities (\$Millions, PDC).....	19

List of Figures

Figure 1. Available Revenue by Source (\$Millions, YOE), 2026-2045 Total	6
Figure 2. Revenue Allocation by Investment Programs (\$Millions, YOE), Current Trend plus Sales Surtax, 2026-2045 Total	8
Figure 3. Revenue Allocation by Investment Programs (\$Millions, YOE), Current Trend, 2026-2045 Total	8
Figure 4. Revenue Allocation by Project Type (Current Trend vs. Current Trend plus Sales Surtax) (\$Millions, YOE), 2026-2045 Total	9
Figure 5. Good Repair and Resilience Available Revenue by Funding Source (\$Millions, YOE), 2026-2045	11
Figure 6. Vision Zero Available Revenue by Funding Source (\$Millions, YOE), 2026-2045	12
Figure 7. Smart Cities Available Revenue by Funding Source (\$Millions, YOE), 2026-2045	13
Figure 8. Real Choices When Not Driving Available Revenue by Funding Source (\$Millions, YOE), 2026-2045	15
Figure 9. Major Investments for Economic Growth Available Revenue by System (\$Millions, YOE), 2026-2045	17

Appendix

Appendix 1. Eligibility Requirements of Available Revenue Sources	20
Appendix 2. Sales Surtax Revenue Allocation by Program and Project Type (in Millions of Year of Income Dollars)	28
Appendix 3. 2026-2045 Funding Allocation by Revenue Source and Program (in Millions of Year of Expenditure Dollars) - Current Trend	29
Appendix 4. 2026-2045 Funding Allocation by Revenue Source and Program (in Millions of Year of Expenditure Dollars) - Current Trend plus Sales Surtax	30

Introduction

The Hillsborough Metropolitan Planning Organization's (MPO) 2045 Long Range Transportation Plan (LRTP), *It's Time Hillsborough* is a cost feasible plan, which means that its estimated costs can be funded by anticipated revenues. This technical memorandum supplements the LRTP and outlines the long-term (2026-2045) transportation funding strategy. Projected revenues can fund the LRTP's performance objectives based on the identified transportation needs and the eligible use requirements of each revenue source.

This document provides the methodology used for determining the LRTP's cost feasibility and consists of two major sections:

- Cost Feasible Plan Development – illustrates the process of allocating available future revenues.
- Future Investment Programs – presents the allocation results by Investment Program.

Supporting data and information are drawn from the following documents:

- [The Hillsborough MPO Revenue Forecasting technical memorandum](#);
- [The Needs Assessment technical memoranda](#);
- [The Florida Department of Transportation \(FDOT\) Strategic Intermodal System \(SIS\) Cost Feasible Plan](#);
- [The Hillsborough MPO's 2040 Long Range Transportation Plan](#); and
- [The FDOT Revenue Forecasting Guidebook](#).

Cost Feasible Plan Development

Methodology and Process

The 2045 Plan defines regional transportation investment strategies for 2026 through 2045¹. It accounts for three major factors:

- Projected revenues (i.e., available revenues);
- Available revenue allocation to the MPO's programs; and
- The eligible uses of each revenue source.

The 2045 Plan is largely consistent with the MPO's previous long-range plan (*Imagine 2040: Long Range Transportation Plan*) (i.e., performance-based planning objectives, identified transportation needs, and eligibility requirements of revenue sources). In general, the Plan's development process involved the following steps:

1. Forecast future revenues (2026-2045) based on existing revenue streams and FDOT inflation factors (i.e., all dollar amounts are shown in Year of Expenditure (YOE) format).
2. Identify long-range performance objectives that serve different project types (**Table 1**).
3. Identify and assess transportation needs that align with the long-range performance objectives, based on supplemental technical memoranda and needs assessment reports produced by others (see <http://www.planhillsborough.org/2045lrtp/>).
4. Evaluate the eligibility requirements (**Appendix 1**) of individual revenue sources.
5. Determine the revenue allocation priority order of investment programs (Note: each program generally represents a long-range performance objective).
6. Establish two funding scenarios (i.e., Current Trend, which extrapolates current transportation spending patterns into the future, and Current Trend plus Sales Surtax, which includes additional revenues from Charter County Sales Surtax approved by referendum in November 2018).
7. Allocate available revenues to Investment Programs by sources and by time spans, which is constrained by the following criteria:
 - The allocated funds must be eligible to be used on the Investment programs or its supported project type(s).
 - Each revenue source should be fully allocated unless all eligible Investment Programs are already fully funded.
 - The sum of allocated funds to a particular Investment Program should meet the estimated need, within each time span, as much as possible.
 - The allocation process of each revenue source should be based on the priority order.
 - The allocation process should be temporally constrained by the revenue streams (by time span).

¹ FY 2020 through 2025 are considered programmed by the adopted FDOT Work Program and local Capital Improvement Programs, and projects for this period are shown in the Plan for informational purposes.

Table 1. Investment Priorities, Objectives, and Focused Project Type

Priority	Performance Objectives / Investment Programs	Supported Project Types
1	Good Repair and Resilience	Bridge Maintenance Roadway Maintenance (i.e., repaving) Transit Maintenance (i.e., capital fleet replacements) Vulnerability Reduction (i.e., stormwater & drainage)
2	Vision Zero	Crash Reduction
3	Smart Cities	Minimize Congestion
4	Real Choices When Not Driving	Bus Transit Transportation Disadvantaged (TD) Paratransit Trails/Sidepaths
5	Major Investments for Economic Growth	FDOT SIS Projects Non-SIS State/Local Roadway Fixed Guideway Transit

Uncertain Revenue Sources

The available revenues assumed by the 2045 Plan include three local sources that may expire during the implementation of the Plan. **Table 2** summarizes these “Uncertain Local” sources and their revenue variations under different assumptions.

Table 2. Uncertain Local Revenue Sources and Available Amounts

Revenue Source	Affecting Factors	Key Administrator	Available \$ Amounts (2026-2045)
“Ninth Cent” Countywide Fuel Tax	Sunsets ² in 2021	Hillsborough County Commission	\$0 (if sunsets) \$172.56 million (if renewed)
Hillsborough County Community Investment Tax	Sunsets in 2026	Hillsborough County Commission	\$20.63 million (if sunsets) \$3772.06 million (if renewed)
Charter County Transportation Sales Surtax ³	Effective in 2019	Hillsborough County Commission	\$10,088.56 million (if upheld)

The “Ninth Cent” Fuel Tax and Hillsborough County Community Investment Tax (C.I.T.) were considered available revenue sources in *Imagine 2040: Long Range Transportation Plan*. Therefore, similar revenue allocation rules were applied to the 2045 Plan. The Charter County Transportation Sales Surtax (referred as “Sales Surtax” below) is a new revenue source to Hillsborough County, and its allocation is based on an ordinance passed by the Board of County Commissioners with an established formula with minimum discretionary allowances. **Appendix 2** summarizes the specific allocated dollar amounts of Sales Surtax revenue into each Investment Program and project type.

In addition to the available revenue sources identified in this technical memorandum, the Hillsborough MPO and its implementing partners may pursue additional funding through the Florida Shared-Use Nonmotorized (SUN) Trail Program. This discretionary grant program annually sets aside \$25 million statewide, allowing FDOT to develop a statewide system of nonmotorized, paved trails for bicyclists and pedestrians. Local or regional public agencies may request funding for eligible projects.

² Sunsets are provisions of the tax code that expire at some given date.

³ The Sales Surtax is considered uncertain as it is subject to ongoing litigation.

Future Investment Programs

Accounting for the constraints of forecasted revenues and their eligibility requirements, available revenues identified for meeting future transportation needs were allocated into each of the Hillsborough MPO's Investment Programs (i.e., Good Repair and Resilience, Vision Zero, Smart Cities, Real Choices When Not Driving, and Major Investments for Economic Growth). Each Investment Program aligns with an objective of the Plan and supports one or more project types. The funding pools within each Investment Program determine specific projects that the State, County, and cities can afford during the life of the plan.

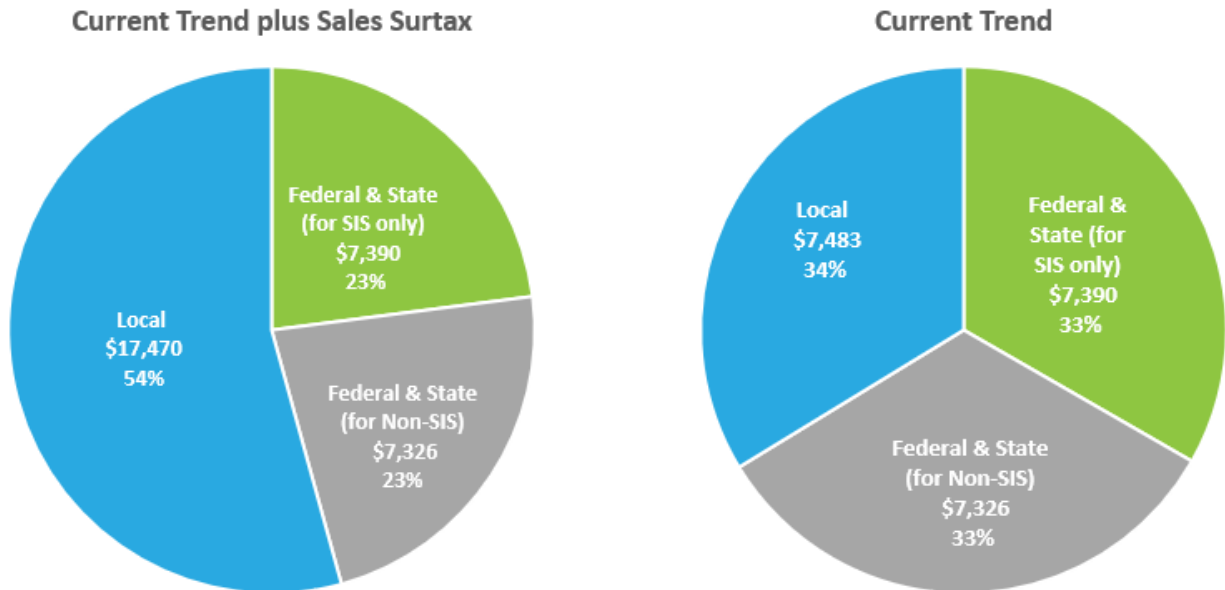
Two scenarios (i.e., Current Trend and Current Trend plus Sales Surtax) were developed to test the effect of the Charter County Transportation Sales Surtax on existing versus needed funding and performance outcomes. Both scenarios assume the renewal of two expiring revenue sources: the "Ninth Cent" Countywide Fuel Tax and the Hillsborough County Community Investment Tax.

It should be noted that the Current Trend Scenario is solely based on the baseline spending level while the Current Trend plus Sales Surtax Scenario considers additional transportation needs assuming the availability of Sales Surtax. To fund these additional needs, available revenue sources may be reallocated between Investment Programs to balance out the new eligible expenses.

Summary of Available Revenue

Figure 1 summarizes the projected revenue from 2026 to 2045 for each scenario and by funding source. The total amount of revenue reaches \$32.19 billion with Current Trend plus Sales Surtax Scenario and \$22.20 billion with Current Trend Scenario.

Figure 1. Available Revenue by Source (\$Millions, YOE⁴), 2026-2045 Total



Source: Hillsborough MPO 2045 LRTP Cost Revenue Balance Spreadsheet (Final Version)

⁴ YOE = Year of Expenditure

Revenue Allocation by Investment Programs

Table 3 summarizes the revenue allocation results among the five Investment Programs, comparing the Current Trend plus Sales Surtax Scenario to the Current Trend Scenario. **Figure 2** through **Figure 4** presents the relative funding shares by Investment Program and project type. The allocation details by revenue source are shown in **Appendix 3** and **Appendix 4**.

Table 3. Revenue Allocation to Investment Programs (in Millions of Year of Expenditure Dollars)

Investment Programs and Project Types	2045 LRTP Current Trend (2026-2045)	2045 LRTP Current Trend plus Sales Surtax (2026-2045)		
		Available Funds	Needs-Based Costs	Unfunded Needs
<i>Good Repair and Resilience</i>	\$4,435.34	\$8,203.94	\$9,110.89	\$906.95
Bridge Maintenance	\$507.54	\$986.73	\$986.73	\$0.00
Road Maintenance	\$2,169.99	\$3,207.50	\$3,207.50	\$0.00
Transit Maintenance	\$175.11	\$245.39	\$245.39	\$0.00
Vulnerability Reduction	\$1,582.70	\$3,764.32	\$4,671.27	\$906.95
<i>Real Choices When Not Driving</i>	\$3,991.43	\$6,318.43	\$6,318.42	\$0.00
Bus Transit	\$3,154.22	\$5,531.13	\$5,531.13	\$0.00
Transportation Disadvantaged (TD) Paratransit ⁵	\$771.95	\$597.25	\$597.25	\$0.00
Trails/Sidepaths	\$65.25	\$190.05	\$190.05	\$0.00
<i>Smart Cities</i>	\$2,020.47	\$3,434.80	\$3,434.80	\$0.00
Minimize Congestion	\$2,020.47	\$3,434.80	\$3,434.80	\$0.00
<i>Vision Zero</i>	\$606.14	\$2,087.82	\$2,087.82	\$0.00
Crash Reduction	\$606.14	\$2,087.82	\$2,087.82	\$0.00
<i>Major Investments for Economic Growth</i>	\$9,800.73	\$12,141.41	-	-
Fixed Guideway Transit	\$63.94	\$1,693.03	-	-
Non-SIS Major Roadway	\$2,346.46	\$3,058.06	-	-
FDOT SIS Projects	\$7,390.33	\$7,390.33	-	-
Grand Total (excluding Major Investments)	\$11,053.38	\$20,044.99	\$20,951.94	\$906.95
Grand Total	\$20,854.11	\$32,186.40	-	-

⁵ Paratransit needs are less under the Current Trend plus Sales Surtax Scenario because more transportation disadvantaged clients can access a larger transit system.

Figure 2. Revenue Allocation by Investment Programs (\$Millions, YOE), Current Trend plus Sales Surtax, 2026-2045 Total

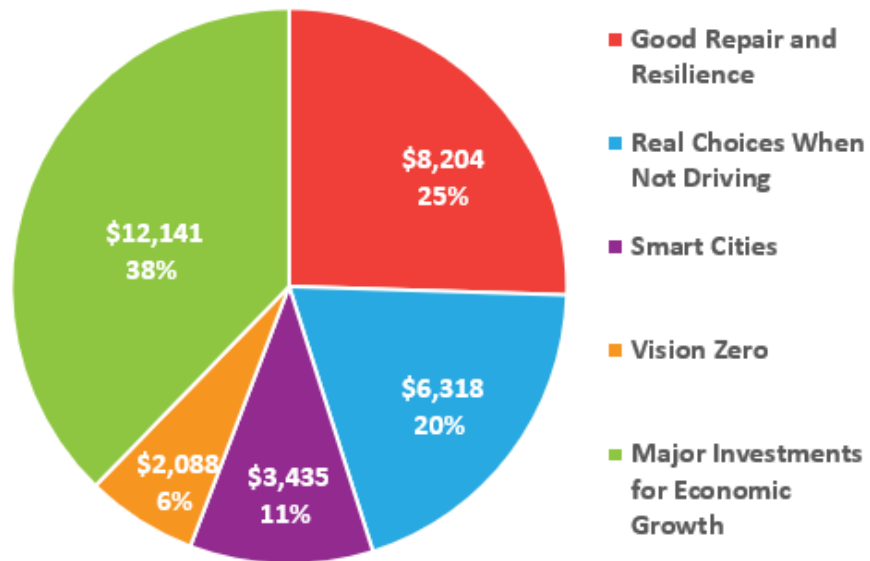
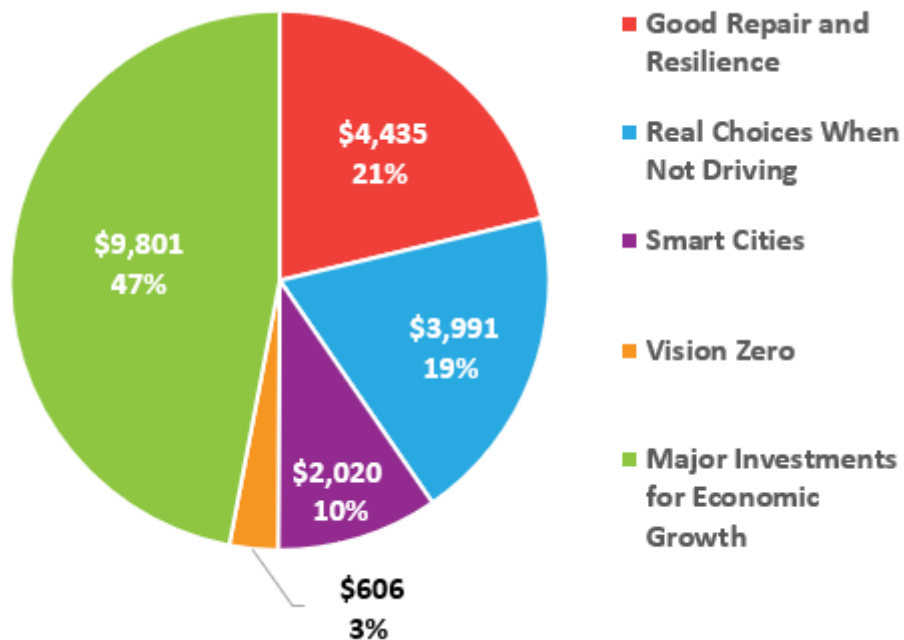
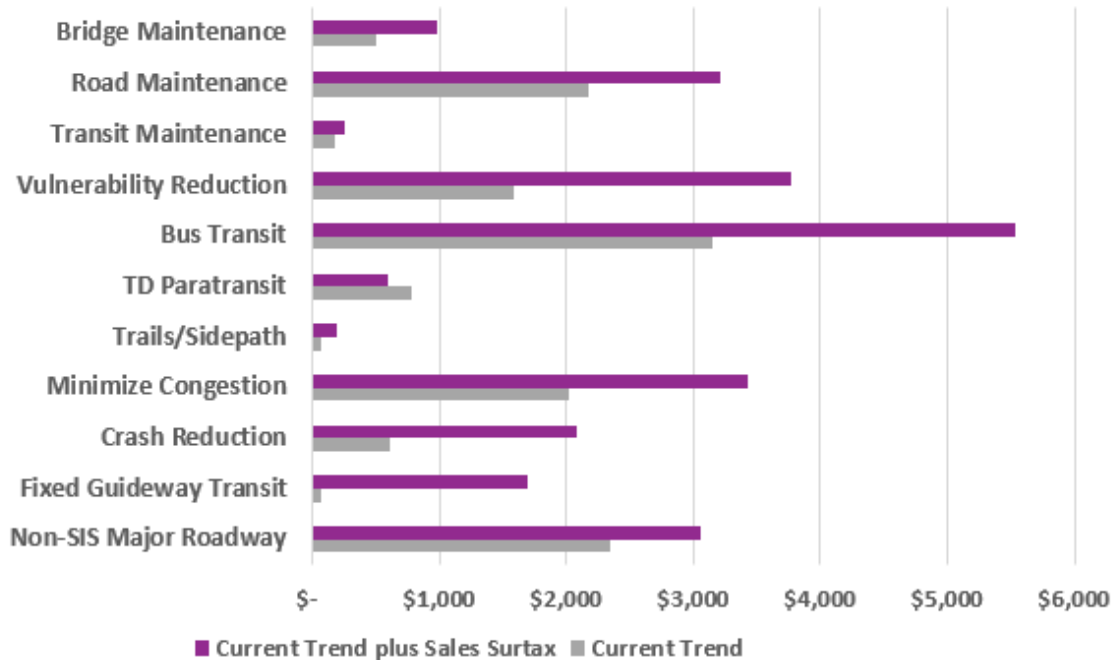


Figure 3. Revenue Allocation by Investment Programs (\$Millions, YOE), Current Trend, 2026-2045 Total



Source: Hillsborough MPO 2045 LRTP Cost Revenue Balance Spreadsheet (Final Version)

Figure 4. Revenue Allocation by Project Type (Current Trend vs. Current Trend plus Sales Surtax) (\$Millions, YOE), 2026-2045 Total



Source: Hillsborough MPO 2045 LRTP Cost Revenue Balance Spreadsheet (Final Version)

Good Repair and Resilience

The 2026-2045 total amount of allocated funds for Good Repair and Resilience is \$8.20 billion (Current Trend plus Sales Surtax) or \$4.44 billion (Current Trend). **Table 4** and **Table 5** indicate the funding breakdown of the four supporting project types and timeframe. Under the Current Trend plus Sales Surtax Scenario, there is \$906.95 million of unfunded needs (**Table 6**).

This Investment Program relies on State Other Arterials funds, State Highway System Operations & Maintenance funds, Fuel Taxes allocated to local governments, and various local revenues (e.g., 1st LOFT, “Ninth Cent”, Community Investment Tax and Sales Surtax). **Figure 5** summarizes the funding composition by funding source.

Table 4. Good Repair and Resilience Funding Timeframe by Project Type (\$Millions, YOE) - Current Trend plus Sales Surtax

Project Type	FY26-30	FY31-35	FY36-45	FY2026-2045
Bridge Maintenance	\$190.62	\$223.64	\$572.48	\$986.73
Road Maintenance	\$619.62	\$726.97	\$1,860.91	\$3,207.50
Transit Maintenance	\$47.41	\$55.62	\$142.37	\$245.39
Vulnerability Reduction	\$887.54	\$998.55	\$1,878.23	\$3,764.32
Grand Total	\$1,745.18	\$2,004.78	\$4,453.98	\$8,203.94

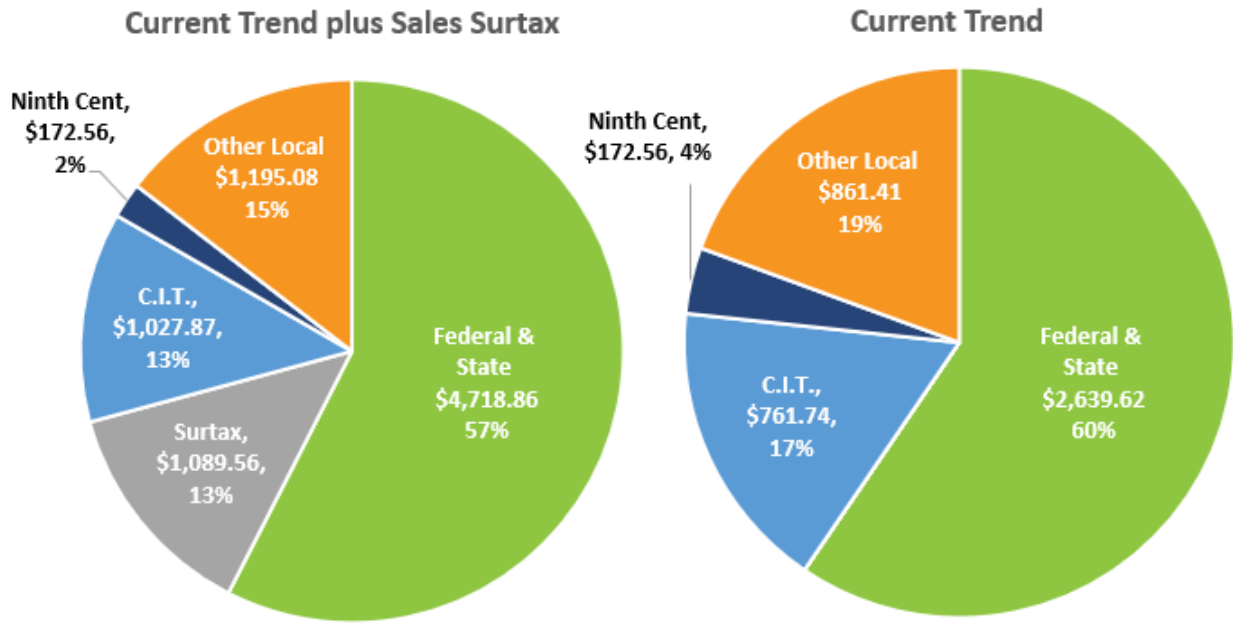
Table 5. Good Repair and Resilience Funding Timeframe by Project Type (\$Millions, YOE) - Current Trend

Project Type	FY26-30	FY31-35	FY36-45	FY2026-2045
Bridge Maintenance	\$98.05	\$115.03	\$294.46	\$507.54
Road Maintenance	\$419.20	\$491.82	\$1,258.97	\$2,169.99
Transit Maintenance	\$33.83	\$39.69	\$101.59	\$175.11
Vulnerability Reduction	\$305.75	\$358.71	\$918.24	\$1,582.70
Grand Total	\$856.82	\$1,005.25	\$2,573.27	\$4,435.34

Table 6. Good Repair and Resilience Unfunded Needs, FY 2026-2045 (\$Millions, YOE)

Project Type	Current Trend	
	plus Sales Surtax	Current Trend
Bridge Maintenance	\$0.00	\$0.00
Road Maintenance	\$0.00	\$0.00
Transit Maintenance	\$0.00	\$0.00
Vulnerability Reduction	\$906.95	\$0.00
Grand Total	\$906.95	\$0.00

Figure 5. Good Repair and Resilience Available Revenue by Funding Source (\$Millions, YOE), 2026-2045



Source: Hillsborough MPO 2045 LRTP Cost Revenue Balance Spreadsheet (Final Version)

Vision Zero

The total amount of allocated funds for Vision Zero between 2026 and 2045 is \$2.09 billion (Current Trend plus Sales Surtax) or \$0.61 billion (Current Trend). The allocated dollar amounts for both scenarios align with estimated program costs. This Investment Program aims to reduce crashes (Table 6 and Table 7) and relies on local Sales Surtax as its main funding source (\$1.9 billion). Figure 6 summarizes the funding composition by funding source. The Federal & State portion consists of TMA and TA funds.

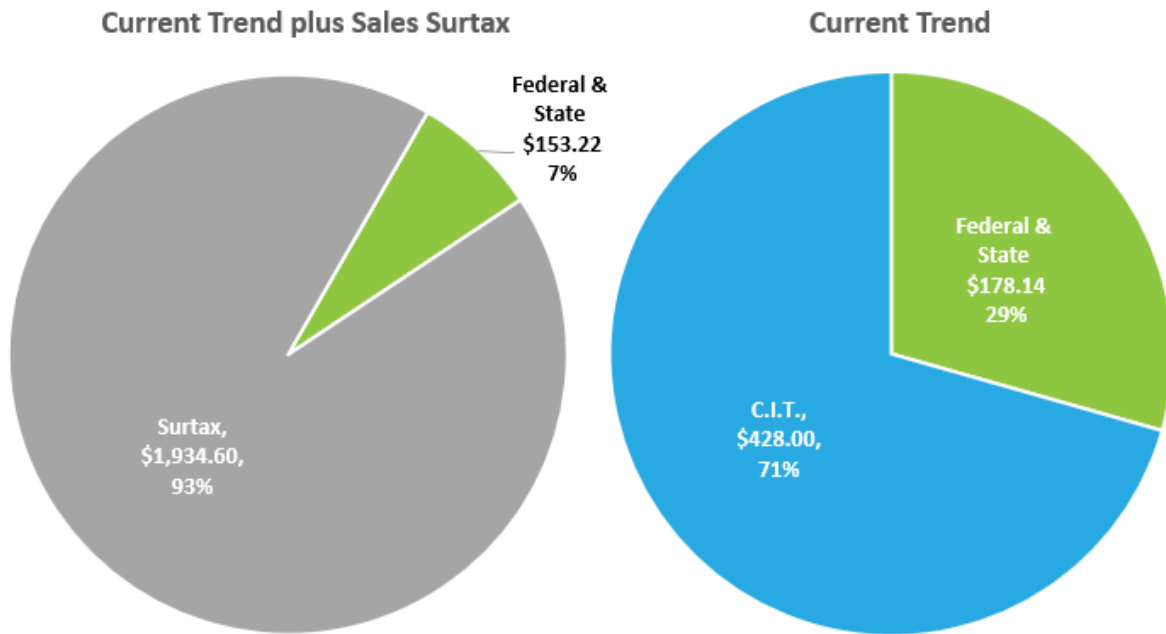
Table 7. Vision Zero Funding Timeframe by Project Type (\$Millions, YOY) – Current Trend plus Sales Surtax

Project Type	FY26-30	FY31-35	FY36-45	FY2026-2045
Crash Reduction	\$403.32	\$473.20	\$1,211.30	\$2,087.82

Table 8. Vision Zero Funding Timeframe by Project Type (\$Millions, YOY) – Current Trend

Project Type	FY26-30	FY31-35	FY36-45	FY2026-2045
Crash Reduction	\$117.09	\$137.38	\$351.67	\$606.14

Figure 6. Vision Zero Available Revenue by Funding Source (\$Millions, YOY), 2026-2045



Source: Hillsborough MPO 2045 LRTP Cost Revenue Balance Spreadsheet (Final Version)

Smart Cities

The total amount of allocated funds for Smart Cities between 2026 and 2045 is \$3.43 billion (Current Trend plus Sales Surtax) or \$2.02 billion (Current Trend). The allocated dollar amounts for both scenarios align with estimated program costs. This Investment Program aims to minimize congestion (**Table 8** and **Table 9**) and mainly relies on local C.I.T., mobility fees and Sales Surtax revenues. **Figure 7** summarizes the funding composition by funding source.

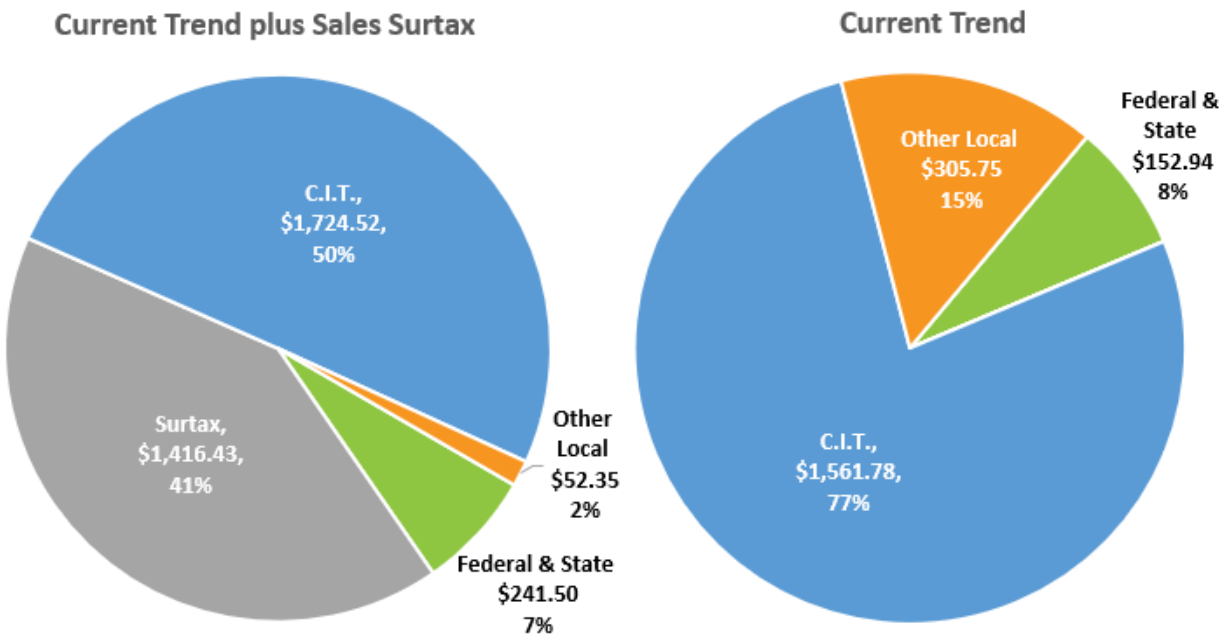
Table 9. Smart Cities Funding Timeframe by Project Type (\$Millions, YOE) – Current Trend plus Sales Surtax

Project Type	FY26-30	FY31-35	FY36-45	FY2026-2045
Minimize Congestion	\$663.53	\$778.48	\$1,992.78	\$3,434.80

Table 10. Smart Cities Funding Timeframe by Project Type (\$Millions, YOE) – Current Trend

Project Type	FY26-30	FY31-35	FY36-45	FY2026-2045
Minimize Congestion	\$390.31	\$457.93	\$1,172.23	\$2,020.47

Figure 7. Smart Cities Available Revenue by Funding Source (\$Millions, YOE), 2026-2045



Source: Hillsborough MPO 2045 LRTP Cost Revenue Balance Spreadsheet (Final Version)

Real Choices When Not Driving

The total amount of allocated funds for Real Choices When Not Driving between 2026 and 2045 is \$6.32 billion (Current Trend plus Sales Surtax) or \$3.99 billion (Current Trend). **Table 10** and **Table 11** show the funding breakdown of the three supporting project types and timeframe (excluding the contingency funds). Under the Current Trend Scenario, there is \$383.66 million of unfunded needs.

This Investment Program relies on federal/state transit allocations, transit operating revenues, and Sales Surtax as the main funding sources. The Sales Surtax provides up to \$2.50 billion for bus system expansion (both operating and capital costs). **Figure 8** summarizes the funding composition by source.

Table 11. Real Choices When Not Driving Funding Timeframe by Project Type (\$Millions, YOY) - Current Trend plus Sales Surtax

Project Type	FY26-30	FY31-35	FY36-45	FY2026-2045
Bus Transit	\$1,020.39	\$1,267.68	\$3,243.07	\$5,531.13
TD Paratransit	\$115.38	\$135.36	\$346.51	\$597.25
Trails/Sidepaths	\$36.71	\$43.07	\$110.26	\$190.05
Grand Total	\$1,172.48	\$1,446.11	\$3,699.84	\$6,318.43

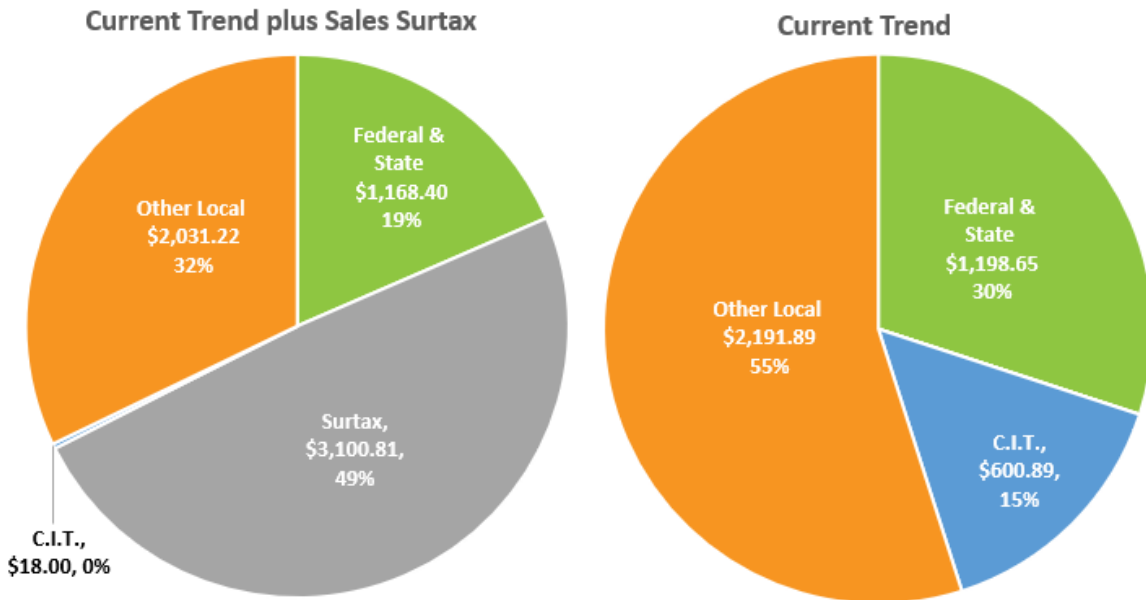
Table 12. Real Choices When Not Driving Funding Timeframe by Project Type (\$Millions, YOY) - Current Trend

Project Type	FY26-30	FY31-35	FY36-45	FY2026-2045
Bus Transit	\$605.41	\$727.03	\$1,821.79	\$3,154.22
TD Paratransit	\$149.13	\$174.96	\$447.87	\$771.95
Trails/Sidepaths	\$12.61	\$14.79	\$37.86	\$65.25
Grand Total	\$767.14	\$916.78	\$2,307.51	\$3,991.43

Table 13. Real Choices When Not Driving Unfunded Needs, FY 2026-2045 (\$Millions, YOY)

Project Type	Current Trend	
	plus Sales Surtax	Current Trend
Bus Transit	\$0.00	\$383.66
TD Paratransit	\$0.00	\$0.00
Trails/Sidepath	\$0.00	\$0.00
Grand Total	\$0.00	\$383.66

Figure 8. Real Choices When Not Driving Available Revenue by Funding Source (\$Millions, YOE), 2026-2045



Source: Hillsborough MPO 2045 LRTP Cost Revenue Balance Spreadsheet (Final Version)

Major Investments for Economic Growth

The total amount of allocated funds for Major Investments for Economic Growth between 2026 and 2045 is \$12.14 billion (Current Trend plus Sales Surtax) or \$9.80 billion (Current Trend). This Investment Program aims to fund the FDOT SIS projects and other regionally significant projects (e.g., fixed guideway transit projects, and non-SIS roadway projects). **Table 12** and **Table 13** display the funding breakdown of the three supporting project types and timeframes.

Table 14. Major Investments for Economic Growth Funding Timeframe by Project Type (\$Millions, YOE) - Current Trend plus Sales Surtax

Project Type	FY26-30	FY31-35	FY36-45	FY2026-2045
Fixed Guideway Transit	\$350.96	\$370.97	\$971.10	\$1,693.03
Non-SIS Major Roadway	\$737.06	\$674.74	\$1,646.26	\$3,058.06
FDOT SIS Projects	\$1,535.27	\$3,323.60	\$2,531.45	\$7,390.33
Grand Total	\$2,623.29	\$4,369.31	\$5,148.81	\$12,141.41

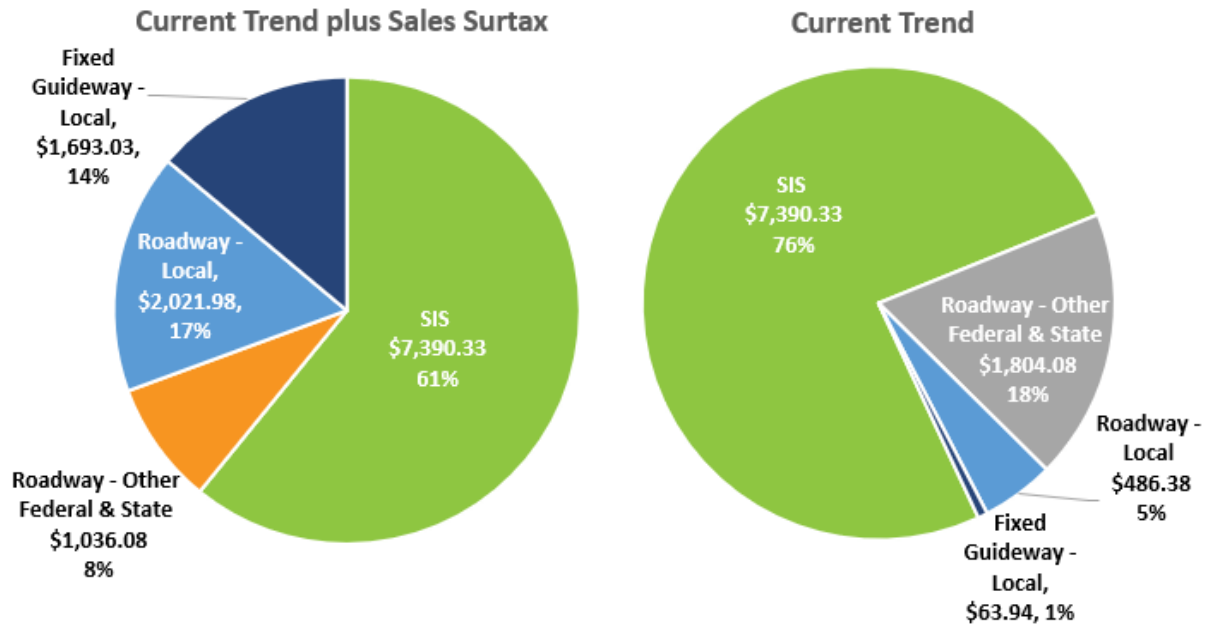
Table 15. Major Investments for Economic Growth Funding Timeframe by Project Type (\$Millions, YOE) - Current Trend

Project Type	FY26-30	FY31-35	FY36-45	FY2026-2045
Fixed Guideway Transit	\$11.51	\$14.11	\$38.32	\$63.94
Non-SIS Major Roadway	\$698.23	\$603.71	\$1,044.52	\$2,346.46
FDOT SIS Projects	\$1,535.27	\$3,323.60	\$2,531.45	\$7,390.33
Grand Total	\$2,245.01	\$3,941.43	\$3,614.29	\$9,800.73

Multiple revenue sources are identified as eligible for use towards Major Investments for Economic Growth, each with varying constraints (**Figure 9**):

- SIS Highway – Construction & Right-of-Way funds: allowable for SIS projects only (\$7.39 billion allocated by FDOT)
- State Other Arterials – Construction & ROW funds: allowable for non-SIS state roadway projects (\$0.97 billion assigned) with 10% of total funds allowable for local facilities
- Sales Surtax: allowable for fixed guideway transit projects (\$1.63 billion assigned) and local roadway projects (\$0.82 billion assigned)
- Community Investment Tax: allowable for local roadway projects (\$1.00 billion assigned)
- Mobility Fees: allowable for local roadway projects (\$0.20 billion assigned)
- Other funds include local allocations to the streetcar and TRIP funds allocated by FDOT (\$0.13 billion assigned)

Figure 9. Major Investments for Economic Growth Available Revenue by System (\$Millions, YOY), 2026-2045



Source: Hillsborough MPO 2045 LRTP Cost Revenue Balance Spreadsheet (Final Version)

Under the Current Trend plus Sales Surtax Scenario, 37 regionally significant roadway projects are identified to be cost feasible within the FY 2026-2045 period (**Table 16**), including:

- 26 FDOT SIS projects with \$6,750.27 million (YOY) of total funding
 - 23 of them have all three phases (i.e., design, right-of-way, and construction) funded through FY 2045
 - The remaining three projects require additional funds (beyond FY 2045) for their construction phases
 - The total unfunded cost is \$2,130.83 million in present-day values (**Table 17**)
- Six non-SIS state roadway projects with \$928.46 million (YOY) of total funding
 - All projects are fully funded through FY 2045
- Five local roadway projects with \$824.37 million (YOY) of total funding
 - All projects are fully funded through FY 2045

An additional \$1,300.68 million (YOY) or \$660.61 million (PDC⁶) fund is available within the FY 2026-2045 period for the 18 projects⁷ that are considered local high-congestion roadway candidates for cost feasibility. The total cost of these projects is \$1,285.70 million in present-day dollar values.

⁶ Present Day Cost

⁷ Project cost details are listed in the Hillsborough MPO 2045 LRTP Cost Revenue Balance Spreadsheet (Final Version).

Table 16. Funding for Cost Feasible Projects* (\$Millions, YOY), FY 2026-2045

Project	Funding
<i>FDOT SIS Cost Feasible Projects</i>	
I-275 from Howard Frankland Bridge to E of Himes	\$1,304.99
SR 60 from Cypress to N of Memorial Hwy	\$212.14
I-275 from E of Himes to E of Hillsborough River	\$203.60
I-275 at I-4	\$252.26
I-275 at MLK Blvd	\$0.54
I-275 from N of Hillsborough Ave to S of Bearss Ave	\$262.66
I-275 at Hillsborough Ave	\$4.96
I-275 at Busch Blvd	\$5.12
I-275 at Bearss Ave	\$150.45
I-275 at Fowler Ave	\$3.67
I-275 at Fletcher Ave	\$3.84
I-4 from W of Selmon Connector to E of Branch Forbes Rd	\$1,348.40
I-4 from E of Branch Forbes to Polk Parkway	\$480.10
I-4 WB from W of I-75 to E of Mango	\$63.43
I-4 WB from W of Orient Rd to W of I-75	\$123.80
I-4 EB from E of Orient Rd to W of I-75	\$173.54
I-75 from Manatee County to S of US 301	\$1,736.60
I-75 from US 301 to N of Bruce B Downs	\$111.84
I-75 from N of Bruce B Downs to N of I-75/I-275 Apex	\$26.75
I-75 at Gibsonton	\$72.49
I-75/I-275 CD Rd from S of County Line Rd to County Line Rd (Phase II)	\$14.86
US 41/ SR 45/S 50th St - CSX Grade Separation S of Causeway Blvd	\$95.29
US 41/ SR 45/S 50th St from S of Pendola Point Rd/Madison Ave to S of Causeway Blvd	\$35.81
US 92/SR 600/GANDY BLVD from W of Gandy Bridge to East End of Gandy Bridge	\$5.28
US 92/SR 600/GANDY BLVD from East End of Gandy Bridge to West Shore Blvd	\$1.91
SR 60 from Valrico Rd to E of Dover Rd	\$55.94
SIS Project Subtotal	\$6,750.27
Total Projected Revenues Allocated to SIS Facilities	\$7,390.33
Remaining Balance	\$640.06
<i>Cost Feasible Non-SIS Other State Roadway Projects</i>	
Causeway Blvd (SR 676) from 50th St (US 41) to US 301	\$166.60
US Hwy 301 from Selmon Exwy to Sligh Ave	\$79.78
US Hwy 41 from Big Bend Rd to 19th Ave NE	\$182.68
Hillsborough Ave from 50th St to Orient Rd	\$214.62
US 92/SR 600 from Maryland Ave to Polk County Line	\$260.31
US 92/SR 600 from Garden Ln/Eureka Springs to CR 579 (Mango Rd)	\$24.48
Non-SIS Other State Project Subtotal	\$928.46
Total Projected Revenues Allocated to Other State Facilities	\$933.02
Remaining Balance	\$4.55

<i>Cost Feasible Local Major Roadway Projects</i>	
Sligh Ave from US 301 to Williams Rd	\$104.00
Gibsonston Dr from I-75 to US 301	\$41.89
Orient Rd from Sligh Ave to Columbus Dr	\$107.45
Lutz Lake Fern Rd from Suncoast Expwy to Dale Mabry Hwy	\$340.21
19th Ave NE from US 41 to US 301	\$230.82
Local Project Subtotal	\$824.37
Total Projected Revenues Allocated to Local Facilities	\$2,125.04
Remaining Balance (Available for Local High-Congestion Roadway Candidates)	\$1,300.68

*Project funding details are listed in the Hillsborough MPO 2045 LRTP Cost Revenue Balance Spreadsheet (Final Version).

Table 17. Unfunded Project Costs for SIS Facilities (\$Millions, PDC)

Project	Cost
I-75 from US 301 to N of Bruce B Downs	\$1,745.98
US 92/SR 600/GANDY BLVD from W of Gandy Bridge to East End of Gandy Bridge	\$376.40
US 92/SR 600/GANDY BLVD from East End of Gandy Bridge to West Shore Blvd	\$8.45
Total Unfunded Cost	\$2,130.83

Summary

As shown in **Appendix 3** and **Appendix 4**, 93.9% (or \$20.9 billion, YOE) of all available revenues for the Current Trend Scenario and 100% (or \$32.2 billion, YOE) for the Current Trend plus Sales Surtax have been reasonably allocated to the five Investment Programs. Under the Current Trend plus Sales Surtax, 96% of needs-based costs are funded by this investment strategy that is also constrained by eligible uses of individual revenue sources. \$906.95 million (YOE) for Vulnerable Reduction and \$2.1 billion (YOE) of FDOT SIS project phases are unfunded by existing revenue streams within the FY 2026-2045 period.

A full detailed list of all cost feasible major roadway and candidate roadway projects from 2020-2045 can be found in **Hillsborough MPO 2045 LRTP Cost Feasible Plan Supplemental Tables** attached to the end of this technical memorandum.

Appendix 1. Eligibility Requirements of Available Revenue Sources

Federal and State Funding Programs	Eligible Uses
<p>Other Arterials Construction & ROW</p> <p>(Source: FDOT 2045 Revenue Forecast Handbook, page A-5)</p>	<ul style="list-style-type: none"> • Construction and improvement projects on state roadways which are not on the Strategic Intermodal System (SIS), including projects that: <ul style="list-style-type: none"> ○ Add capacity ○ Improve highway geometry ○ Provide grade separations ○ Improve turning movements through signalization improvements and storage capacity within turn lanes • Acquisition of land which is acquired to support the SHS highway and bridge construction programs, and the land acquired in advance of construction to avoid escalating land costs and prepare for long-range development • Construction and traffic operations improvements on certain local government roads that add capacity, reconstruct existing facilities, improve highway geometrics (e.g., curvature), provide grade separations, and improve turning movements through signalization improvements and adding storage capacity within turn lanes • Acquisition of land necessary to support the construction program for certain local government roads, as discussed immediately above • Up to 10% of funds can be used for uses above on off-system (local) roads • Additional 22% for preliminary engineering
<p>Transit</p> <p>(Source: FDOT 2045 Revenue Forecast Handbook, page A-6)</p>	<ul style="list-style-type: none"> • Capital and operating assistance to public transit systems and Community Transportation Coordinators, through Public Transit Block Grant Program <ul style="list-style-type: none"> ○ State participation limited to 50% of the non-federal share of capital costs & up to 50% of eligible operating costs ○ Transit service development and corridor projects ○ The Transportation Disadvantaged Commission is allocated 15% of Block Grant Program funds for

Federal and State Funding Programs	Eligible Uses
	<p>distribution to Community Transportation Coordinators</p> <ul style="list-style-type: none"> • Service Development projects: <ul style="list-style-type: none"> ○ Up to 50% of the net project cost can be provided by State ○ Up to 100% for projects of statewide significance (w/ FDOT concurrence) ○ O&M (no more than 3 yrs); marketing & technology (no more than 2 yrs) • Transit corridor projects that are the most cost-effective method of relieving congestion • Commuter assistance programs to encourage transportation demand management strategies, ridesharing, and public-private partnerships to increase vehicle occupancy • Acquisition, construction, promotion, and monitoring of park-and-ride lots • Fixed-guideway rail transit systems or extensions, or bus rapid transit systems operating primarily on dedicated transit right-of-way under New Starts program
<p>TMA Funds</p> <p>(Source: FDOT 2045 Revenue Forecast Handbook, page 30)</p>	<ul style="list-style-type: none"> • May be used for 'off-system' local government roads • Preliminary engineering • May supplement Other Arterials Construction & ROW, Product Support, SIS Highways Construction & ROW, and Transit program funding
<p>TALU (> 200,000 population)</p> <p>TALT (Any Area)</p> <p>(Source: FDOT 2045 Revenue Forecast Handbook, page 31)</p>	<p>The FAST Act eliminates the MAP-21 Transportation Alternatives Program (TAP) and replaces it with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA).</p> <p>New eligibilities under the FAST Act include:</p> <ul style="list-style-type: none"> • TALU - newly allows an urbanized area with a population of more than 200,000 to use up to 50% of its suballocated TA funds for any STBG-eligible purpose (but still subject to the TA-wide requirement for competitive selection of projects); and [23 U.S.C. 133(h)(6)(B)]

Federal and State Funding Programs	Eligible Uses
	<ul style="list-style-type: none"> • Eliminated TAP’s “Flexibility of Excess Reserved Funding” provision (which allowed the use of excess TAP funds for any TAP-eligible activity or projects eligible under the Congestion Mitigation and Air Quality Improvement Program). <p>Surface transportation projects per MAP-21 definition of “Transportation Alternatives”:</p> <ul style="list-style-type: none"> • Construction, planning, design of trails for nonmotorized transportation • Construction, planning, design of projects that provide safe routes for non-drivers • Conversion of abandoned railroad corridors for trails • Construction of turnouts, overlooks, and viewing areas • Community improvement activities: <ul style="list-style-type: none"> ○ inventory, control, or removal of outdoor advertising ○ historic preservation and rehabilitation of historic transportation facilities ○ vegetation management in transportation rights-of-way ○ archaeological activities related to transportation project impacts • Environmental mitigation (pollution prevention, abatement, mitigation): <ul style="list-style-type: none"> ○ stormwater management, water pollution prevention/abatement ○ reduce vehicle-caused wildlife mortality or restore/maintain habitat connectivity • In addition, other eligible activities include: <ul style="list-style-type: none"> ○ Recreational trails program ○ Safe routes to school program ○ Planning/designing/constructing roads in ROW of former Interstates/divided highways ○ Workforce development, training, and education activities • <i>If include TALT-funded projects, identify as ‘illustrative projects</i>

Federal and State Funding Programs	Eligible Uses
<p>TRIP Funds</p> <p>(Source: FDOT 2045 Revenue Forecast Handbook, page 33)</p>	<p>Regional projects in 'regional transportation areas' defined by Florida Statute. At a minimum, projects shall:</p> <ul style="list-style-type: none"> • Serve national, statewide, or regional functions and function as an integrated regional transportation system • Be identified in capital improvements of a comprehensive plan in compliance with Florida Statute & local government comprehensive plan corridor management policies • Be consistent with the SIS Plan • Have a commitment for local, regional, or private financial matching funds <p>Priority is given to projects that:</p> <ul style="list-style-type: none"> • Provide connectivity to SIS • Support economic development; the movement of goods in rural areas of critical economic concern • Are subject to a local ordinance that establishes corridor management techniques, including access management strategies, ROW acquisition, and protection measures, appropriate land use strategies, zoning, & setback requirements for adjacent land uses • Improve connectivity between military installations and Strategic Highway Network or Strategic Rail Corridor Network • <i>Identify as 'illustrative projects'</i>
<p>State New Starts Transit Funds</p> <p>(Source: FDOT 2045 Revenue Forecast Handbook, page 32)</p>	<ul style="list-style-type: none"> • Fixed guideway rail transit system or extension or bus rapid transit system operating primarily on a dedicated transit right of way • The project must support local plans to direct growth where desired • State funding limited to 50 percent of the non-federal share • Local funding is required to at least match state contribution and be dedicated to the project • Eligible phases are final design, right of way acquisition, construction, procurement of equipment, etc. • <i>Identify as illustrative projects</i>

Local Revenue Sources	Eligible Use
<p>Constitutional Fuel Tax (two cents)</p> <p>(Source: FDOT 2045 Revenue Forecast Handbook, page 36)</p>	<ul style="list-style-type: none"> • Used for acquisition, construction, and maintenance of roads • The Constitutional Fuel Tax collected by the State on behalf of the County is first used to meet debt service, if any, of debt assumed by the State Board of Administration payable from this tax • Any remaining tax proceeds may be used by the County for the acquisition, construction, and maintenance of roads as defined by statute or as matching funds for grants specifically related to these purposes
<p>County Fuel Tax (Hillsborough) (one cent)</p> <p>(Source: FDOT 2045 Revenue Forecast Handbook, page 36)</p>	<ul style="list-style-type: none"> • Can be used for transportation-related expenses
<p>Ninth-Cent Gas Tax (one cent)</p> <p>(Source: FDOT 2045 Revenue Forecast Handbook, page 36)</p>	<ul style="list-style-type: none"> • Restricted by County ordinance to the road resurfacing program • 15% may be set aside for the administration of local transportation programs
<p>First Local Option Gas Tax (six cents)</p> <p>(Source: FDOT 2045 Revenue Forecast Handbook, page 37)</p>	<ul style="list-style-type: none"> • Limited to transportation expenditures for: <ul style="list-style-type: none"> ○ Roadway and right-of-way maintenance and equipment and structures used primarily for the storage and maintenance of this equipment ○ Roadway and right-of-way drainage ○ Street lighting ○ Traffic signs, traffic engineering, signalization, and pavement markings ○ Bridge maintenance and operation ○ Debt service and current expenditures for transportation capital projects including construction or reconstruction of roads ○ 15% may be set aside for the administration of local transportation programs

Local Revenue Sources	Eligible Use
<p>Mobility Fees (Hillsborough County, City of Tampa, City of Plant City, City of Temple Terrace)</p> <p>(Source: Hillsborough County Adopted Mobility Fee Ordinance, City of Tampa Adopted Multi-Modal Transportation Impact Fee Ordinance, City of Plant City Transportation Mobility Fee Ordinance)</p>	<ul style="list-style-type: none"> Improving existing roads or constructing new roads made necessary by developments Should be a reasonable connection between the anticipated need for additional capital facilities and the population growth generated by the new development There should also be a reasonable connection between the local government's expenditure of impact fee proceeds and the benefits accruing to the new development
<p>Local Government Infrastructure Surtax (Community Investment Tax, CIT)</p> <p>(Source: s. 212.055(2), F.S.)</p>	<ul style="list-style-type: none"> Can be used to fund "public facilities that have a life expectancy of 5 or more years" Revenues are shared with other governmental entities via interlocal agreements School District receives 25%
<p>Hillsborough County Transportation Surtax</p> <p>(Source: Hillsborough County Charter, Chapter XI)</p>	<ul style="list-style-type: none"> Eligible to fund transportation improvements throughout Hillsborough County, including road and bridge improvement, the expansion of public transit options, fixing potholes, enhancing bus service, relieving rush-hour bottlenecks, improving intersections, making walking and biking safer General Purpose Portion: <ul style="list-style-type: none"> 54% shall be distributed to the County and to each Municipality in accordance with their relative populations as calculated utilizing the statutory formula provided in F.S. § 218.62 General Purpose Portion shall be expended by the Agencies for the planning, development, construction, operation, and maintenance of roads, bridges, sidewalks, intersections, and public transportation (which, for purposes of this Section, may include any technological innovations such as autonomous vehicles and related infrastructure), to the extent permitted by F.S. § 212.055(1), and include expenditures in the following categories:

Local Revenue Sources	Eligible Use
	<ul style="list-style-type: none"> ○ Maintenance and Vulnerability Reduction: 20% shall be expended on projects that improve, repair and maintain existing streets, roads, and bridges, including fixing potholes, or reduce congestion and transportation vulnerabilities ○ Congestion Reduction: 26% shall be expended to relieve rush-hour bottlenecks and improve the flow of traffic on existing roads and streets and through intersections; may include projects that improve intersection capacity through the use of technology, the construction of new intersections, the redevelopment of existing intersections, and may include related infrastructure such as roundabouts and turn lanes; projects do not constitute New Automobile Lane Capacity ○ Transportation Safety Improvements: 27% shall be expended to promote transportation safety improvements on existing streets, roads and bridges ○ Transportation Network Improvements: 12% shall be expended on bicycle or pedestrian infrastructure and related improvements that make walking and biking safer, to the extent the foregoing is or is planned to become a part of the transportation network within any Agency's jurisdiction, and to the extent permitted by F.S. § 212.055(1) ○ Remaining Funds of the General Purpose Portion shall be expended on any project to improve transportation in the applicable Agency's jurisdiction to the extent permitted by F.S. § 212.055(1)

Local Revenue Sources	Eligible Use
	<ul style="list-style-type: none"> ○ <i>New Automobile Lane Capacity is not an eligible use of funds.</i> ○ New Automobile Lane Capacity means projects that consist of: adding additional lanes for automobile traffic to existing roads or streets that are not related to intersection capacity improvement, or constructing new roads or streets ● Transit Restricted Portion: <ul style="list-style-type: none"> ○ 45% of the Surtax Proceeds (the “Transit Restricted Portion”) shall be distributed to HART and be expended by HART ○ No less than 45% of the Transit Restricted Portion shall be spent on bus services, including express, neighborhood, circulator, paratransit, and all other types of transit now or hereafter operated by HART ○ No less than 35% of the Transit Restricted Portion shall be spent on transit services that utilize exclusive transit right-of-way for at least 75% of the length of the applicable service ○ Any remaining portions of the Transit Restricted Portion shall be spent on any project to improve public transportation permitted by F.S. § 212.055(1) ● Planning and Development Portion: <ul style="list-style-type: none"> ○ 1% of the Surtax Proceeds (the “Planning and Development Portion”) shall be distributed to the metropolitan planning organization described in F.S. § 339.175 whose jurisdiction includes Hillsborough County (the “MPO”) ○ The Planning and Development Portion shall be expended by the MPO on planning and development purposes, including data collection, analysis, planning, and grant funding to assist the Agencies and the Independent Oversight Committee

Appendix 2. Sales Surtax Revenue Allocation by Program and Project Type (in Millions of Year of Income Dollars)

Programs	2026-2045 Total	% Share
<i>Good Repair and Resilience</i>	\$1,089.56	10.8%
Bridge Maintenance	\$103.00	1.0%
Road Maintenance	\$335.00	3.3%
Transit Maintenance	\$0.00	0.0%
Vulnerability Reduction	\$651.56	6.5%
<i>Real Choices When Not Driving</i>	\$3,100.81	30.7%
Bus Transit	\$2,503.58	24.8%
TD Paratransit	\$407.19	4.0%
Trails/Sidepaths	\$190.05	1.9%
<i>Smart Cities</i>	\$1,416.43	14.0%
Minimize Congestion / Smart Cities	\$1,416.43	14.0%
<i>Vision Zero</i>	\$1,934.60	19.2%
Crash Reduction	\$1,934.60	19.2%
<i>Major Investments for Economic Growth</i>	\$2,446.26	24.2%
Fixed Guideway Transit	\$1,629.09	16.1%
Non-SIS Major Roadway	\$817.17	8.1%
FDOT SIS Projects	\$0.00	0.0%
1% Planning Funds	\$100.89	1.0%
Grand Total (excluding planning)	\$9,987.67	99.0%
Grand Total (including planning)	\$10,088.56	100.0%

Appendix 4. 2026-2045 Funding Allocation by Revenue Source and Program (in Millions of Year of Expenditure Dollars) - Current Trend plus Sales Surtax

Revenue Sources	Totals			Good Repair and Resilience								Real Choices When Not Driving						Smart Cities		Vision Zero		Major Investments for Economic Growth							
				Bridge Maintenance		Road Maintenance		Transit Maintenance		Vulnerability Reduction		Bus Transit		TD Paratransit		Trails/Sidepath		Minimize Congestion		Crash Reduction		Fixed Guideway Transit		Non-SIS Major Roadway		FDOT SIS Projects			
	Available	Allocated	%Share	Amount	%Share	Amount	%Share	Amount	%Share	Amount	%Share	Amount	%Share	Amount	%Share	Amount	%Share	Amount	%Share	Amount	%Share	Amount	%Share	Amount	%Share	Amount	%Share		
Federal & State Sources																													
SIS Highways - Const & ROW	\$7,390.3	\$7,390.3	100.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$7,390.3	100.0%
Other Arterials - Const & ROW	\$1,795.3	\$1,795.3	100.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$998.0	55.6%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$797.3	44.4%	\$0.0	0.0%
Other Arterials - PE	\$395.0	\$395.0	100.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$220.0	55.7%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$175.0	44.3%	\$0.0	0.0%
Transit - HART Allocation	\$230.2	\$230.2	100.0%	\$0.0	0.0%	\$0.0	0.0%	\$23.0	10.0%	\$0.0	0.0%	\$207.2	90.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%
Transit - Streetcar	\$5.6	\$5.6	100.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$5.6	100.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%
Transit - Sunshine Line	\$63.2	\$63.2	100.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$63.2	100.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%
Transit - Other State Transit and Intermodal	\$483.8	\$483.8	100.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$483.8	100.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%
TMA	\$396.0	\$396.0	100.0%	\$0.0	0.0%	\$0.0	0.0%	\$47.4	12.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$241.5	61.0%	\$107.1	27.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%
TALU	\$15.3	\$15.3	100.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$15.3	100.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%
TALT	\$30.8	\$30.8	100.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$30.8	100.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%
TRIP	\$63.8	\$63.8	100.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$63.8	100.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%
State Highway System O&M	\$2,874.6	\$2,874.6	100.0%	\$660.0	23.0%	\$2,214.6	77.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%
FTA Formula (HART)	\$439.5	\$439.5	100.0%	\$0.0	0.0%	\$0.0	0.0%	\$44.0	10.0%	\$0.0	0.0%	\$395.6	90.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%
FTA Formula (Streetcar)	\$2.0	\$2.0	100.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$2.0	100.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%
Other Federal (Sunshine)	\$8.3	\$8.3	100.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$8.3	100.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%
Fuel Taxes to Local Governments	\$511.9	\$511.9	100.0%	\$4.0	0.8%	\$12.0	2.3%	\$0.0	0.0%	\$495.9	96.9%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%
Other State (Sunshine)	\$10.3	\$10.3	100.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$10.3	100.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%
Local Sources																													
"Ninth Cent" Countywide*	\$172.6	\$172.6	100.0%	\$40.0	23.2%	\$132.6	76.8%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%
1st LOFT (6-cents)	\$974.1	\$974.1	100.0%	\$118.7	12.2%	\$341.3	35.0%	\$0.0	0.0%	\$514.0	52.8%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%
County Revenues for Transportation	\$90.0	\$90.0	100.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$90.0	100.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%
Charter County Transportation Surtax*	\$9,987.7	\$9,987.7	100.0%	\$103.0	1.0%	\$335.0	3.4%	\$0.0	0.0%	\$651.6	6.5%	\$2,503.6	25.1%	\$407.2	4.1%	\$190.0	1.9%	\$1,416.4	14.2%	\$1,934.6	19.4%	\$1,629.1	16.3%	\$817.2	8.2%	\$0.0	0.0%	\$0.0	0.0%
CIT Hillsborough County*	\$3,772.1	\$3,772.1	100.0%	\$61.0	1.6%	\$172.0	4.6%	\$0.0	0.0%	\$794.9	21.1%	\$0.0	0.0%	\$18.0	0.5%	\$0.0	0.0%	\$1,724.5	45.7%	\$0.0	0.0%	\$0.0	0.0%	\$1,001.7	26.6%	\$0.0	0.0%	\$0.0	0.0%
Mobility Fees	\$255.5	\$255.5	100.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$52.3	20.5%	\$0.0	0.0%	\$0.0	0.0%	\$203.1	79.5%	\$0.0	0.0%	\$0.0	0.0%
HART Passenger Fares	\$589.1	\$589.1	100.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$589.1	100.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%
HART Ad Valorem	\$1,449.2	\$1,449.2	100.0%	\$0.0	0.0%	\$0.0	0.0%	\$131.0	9.0%	\$0.0	0.0%	\$1,318.2	91.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%
HART Advertising	\$21.9	\$21.9	100.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$21.9	100.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%
HART Other	\$11.7	\$11.7	100.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$11.7	100.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%
Streetcar Passenger Fares	\$14.6	\$14.6	100.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$14.6	100.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%
Streetcar Special Assessment	\$41.7	\$41.7	100.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$41.7	100.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%
Sunshine Passenger Fares	\$1.1	\$1.1	100.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$1.1	100.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%
Sunshine Local	\$89.2	\$89.2	100.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$89.2	100.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%
Grand Total	\$32,186.4	\$32,186.4	100.0%	\$986.7	3.1%	\$3,207.5	10.0%	\$245.4	0.8%	\$3,764.3	11.7%	\$5,531.1	17.2%	\$597.3	1.9%	\$190.0	0.6%	\$3,434.8	10.7%	\$2,087.8	6.5%	\$1,693.0	5.3%	\$3,058.1	9.5%	\$7,390.3	23.0%	\$12,141.4	37.7%
Grand Total (by Objectives)	\$32,186.4	\$32,186.4	100.0%	\$986.7	3.1%	\$3,207.5	10.0%	\$245.4	0.8%	\$3,764.3	11.7%	\$5,531.1	17.2%	\$597.3	1.9%	\$190.0	0.6%	\$3,434.8	10.7%	\$2,087.8	6.5%	\$1,693.0	5.3%	\$3,058.1	9.5%	\$7,390.3	23.0%	\$12,141.4	37.7%

Note: Assuming CIT and "Nice Cent" renewed

Note: Planning Funds from Surtax are excluded

*Uncertain Revenue Sources



Hillsborough MPO 2045 LRTP Cost Feasible Plan Supplemental Tables

SIS, Other State Highway, and Local Projects and Local Candidate Projects for Cost Feasibility 2020-2045

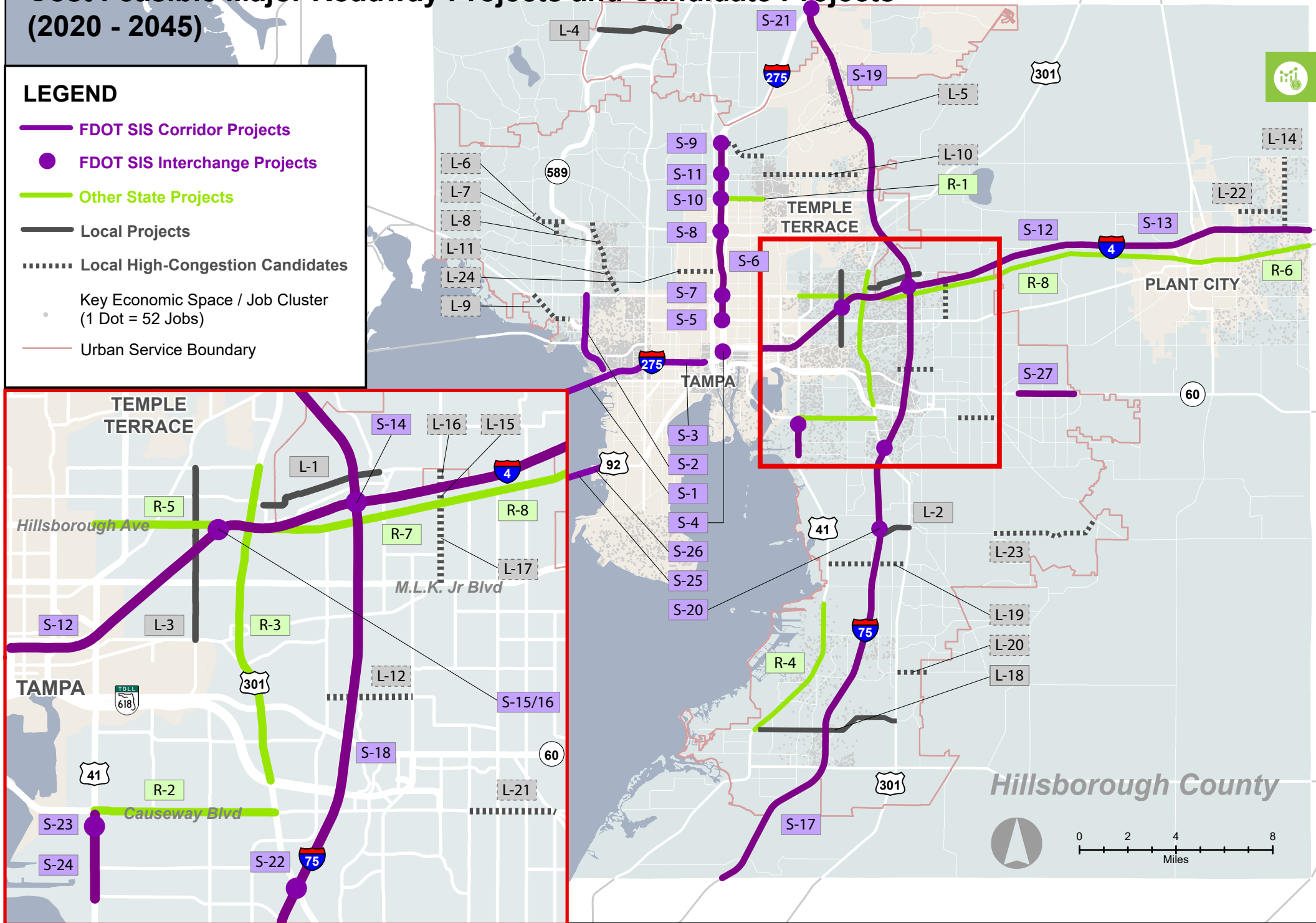


Hillsborough MPO
Metropolitan Planning
for Transportation

Cost Feasible Major Roadway Projects and Candidate Projects (2020 - 2045)

LEGEND

- FDOT SIS Corridor Projects
- FDOT SIS Interchange Projects
- Other State Projects
- Local Projects
- - - - - Local High-Congestion Candidates
- Key Economic Space / Job Cluster
(1 Dot = 52 Jobs)
- Urban Service Boundary



FDOT Strategic Intermodal System (SIS) Cost Feasible Projects for 2020-2045 (in Millions YOE)

Map ID	FPN	Facility	Description	Project Costs (PDC-2018)				Project Funding (YOE) ¹															Unfunded (PDC-2018)				
				Design	ROW	CST	Total	FY 2019/20-2023/24 (TIP)			FY 2024/25 ²			FY 2025/26-2029/30			FY 2030/31-2034/35			FY 2035/36-2044/45			Total	Design	ROW	CST	Total
								Design	ROW	CST	Design	ROW	CST	Design	ROW	CST	Design	ROW	CST	Design	ROW	CST					
<i>Westshore Interchange (I-275/SR60)</i>																											
S-1	412531-1/2 433535-7	I-275 from Howard Frankland Bridge to E of Himes	Interchange reconstruction (add 2 toll express lanes each direction)	\$6.77	\$111.70	\$971.00	\$1,089.47		\$111.70			\$6.77		\$1,298.23									\$1,416.69				
S-2	433535-7	SR 60 from Cypress to N of Memorial Hwy	Interchange reconstruction (add 2 toll express lanes each direction)	\$1.36	\$80.49	\$157.66	\$239.50		\$80.49			\$1.36		\$210.79									\$292.63				
<i>I-275 Toll Express Lanes</i>																											
S-3	434045-2	I-275 from E of Himes to E of Hillsborough River	Add 2 toll express lanes (each direction)	\$1.31	N/A	\$151.30	\$152.61		N/A			\$1.31	N/A	\$202.29			N/A						\$203.60				
<i>Downtown Interchange Operational Improvements</i>																											
S-4	445056-1 445056-2 445057-1	I-275 at I-4	DTI Operational improvement	\$1.94	\$2.90	\$185.05	\$189.90					\$1.94	\$2.90	\$247.42									\$252.26				
<i>I-275 North of Downtown Widening and Interchange Improvements</i>																											
S-5	443773-1	I-275 at MLK Blvd	Interchange Improvements	\$0.13	N/A	\$0.19	\$0.32		N/A						\$0.13	N/A							\$0.41				
S-6	431821-3	I-275 from N of Hillsborough Ave to S of Bearss Ave	Add 1 general use lane in each direction	\$2.03	N/A	\$194.94	\$196.97		N/A			\$2.03	N/A	\$260.63													
S-7	436732-2	I-275 at Hillsborough Ave	Interchange Improvements	\$0.13	N/A	\$2.22	\$2.35		N/A						\$0.13	N/A											
S-8	443775-1	I-275 at Busch Blvd	Interchange Improvements	\$0.13	N/A	\$2.30	\$2.42		N/A						\$0.13	N/A											
S-9	431821-4	I-275 at Bearss Ave	Interchange Improvements and Add 1 Lane in Each Direction from N of Bearss Ave	\$0.88	\$1.65	\$67.98	\$70.51		N/A						\$0.88	N/A							\$1.65	\$147.92		\$150.45	
S-10	443776-1	I-275 at Fowler Ave	Interchange Improvements	\$0.13	N/A	\$1.63	\$1.75		N/A						\$0.13	N/A										\$3.67	
S-11	443777-1	I-275 at Fletcher Ave	Interchange Improvements	\$0.13	N/A	\$1.71	\$1.83		N/A						\$0.13	N/A										\$3.84	
<i>I-4 Express Lanes and Interchange Improvements</i>																											
S-12	431746-3	I-4 from W of Selmon Connector to E of Branch Forbes Rd	Add 2 express lanes (each direction)	\$7.36	\$31.01	\$837.50	\$875.88	\$7.36									\$31.01	\$1,317.39								\$1,355.76	
S-13	431746-4	I-4 from E of Branch Forbes to Polk Parkway	Add 2 express lanes (each direction)	\$2.99	N/A	\$303.31	\$306.30		N/A						\$2.99	N/A	\$477.10									\$480.10	
S-14	435726-1	I-4 WB from W of I-75 to E of Mango	Modify interchange/New WB CD Road	\$1.27	\$12.07	\$37.47	\$50.81					\$1.27	\$12.07	\$50.09												\$63.43	
S-15	430337-1	I-4 WB from W of Orient Rd to W of I-75	Modify interchange/New WB CD Road	\$6.11	\$2.58	\$92.59	\$101.29	\$6.11	\$2.58					\$123.80												\$132.49	
S-16	430338-1	I-4 EB from E of Orient Rd to W of I-75	Modify interchange/New EB CD Road	\$2.95	\$10.30	\$103.77	\$117.03	\$2.95									\$10.30	\$163.23								\$176.49	
<i>I-75 Express Lanes and Interchange Improvements</i>																											
S-17	419235-5	I-75 from Manatee County to S of US 301	Add 2 express lanes (each direction)	\$5.51	\$35.00	\$779.45	\$819.96								\$5.51								\$35.00	\$1,696.08		\$1,736.60	
S-18	419235-6	I-75 from US 301 to N of Bruce B Downs	Add 2 express lanes (each direction) plus I-75/I-4 Interchange Reconstruction	\$11.84	\$100.00	\$1,745.98	\$1,857.82								\$11.84								\$100.00			\$1,745.98	
S-19	TBD	I-75 from N of Bruce B Downs to N of I-75/I-275 Apex	Add 2 express lanes (each direction)	\$26.75	\$0.00	\$0.00	\$26.75								\$26.75											\$26.75	
S-20	437650-2	I-75 at Gibsonton	Interchange Improvements	\$4.48	N/A	\$33.31	\$37.80		N/A	\$4.48	N/A															\$76.98	
S-21	430573-3	I-75/I-275 CD Rd from S of County Line Rd to County Line Rd (Phase II)	Modify interchange/New SB CD road	\$2.08	N/A	\$11.12	\$13.20	\$2.08	N/A					\$14.86												\$16.95	
S-22	427454-3	I-75 NB on ramp from NB US 301 to NB I-75	Ramp widening	\$1.05	N/A	\$4.84	\$5.89	\$1.05	N/A			\$5.54														\$6.59	
<i>Other SIS Improvements</i>																											
S-23	440749-1	US 41/ SR 45/S 50th St - CSX Grade Separation S of Causeway Blvd	Grade separation/New bridge	\$5.44	\$63.68	\$71.27	\$140.39	\$5.44	\$63.68					\$95.29												\$164.41	
S-24	430056-2	US 41/ SR 45/S 50th St from S of Pendola Point Rd/Madison Ave to S of Causeway Blvd	Add 1 lane each direction ³	\$1.48	\$4.90	\$19.65	\$26.04	\$1.46		\$0.02						\$4.90	\$30.91									\$37.30	
S-25	441250-2	US 92/SR 600/GANDY BLVD from W of Gandy Bridge to East End of Gandy Bridge	Bridge Replacement and Trail	\$5.28	N/A	\$376.40	\$381.68		N/A						\$5.28	N/A									\$376.40	\$376.40	
S-26	441250-3	US 92/SR 600/GANDY BLVD from East End of Gandy Bridge to West Shore Blvd	Operational Improvements and Trail	\$1.91	N/A	\$8.45	\$10.36		N/A						\$1.91	N/A									\$8.45	\$8.45	
S-27	435750-1	SR 60 from Valrico Rd to E of Dover Rd	Add Lanes and Reconstruct	\$4.00	\$15.80	\$30.02	\$49.83	\$4.00						\$15.80	\$40.14											\$59.95	
Inflation Factor:								1.14				1.14			1.34							1.57				2.18	
Totals				\$105.44	\$472.08	\$6,191.11	\$6,768.63	\$30.46	\$258.45	\$0.00	\$4.51	\$0.00	\$5.54	\$14.68	\$30.77	\$2,543.53	\$55.79	\$46.21	\$1,988.64	\$0.00	\$136.65	\$1,934.00	\$7,049.23	\$0.00	\$0.00	\$2,130.83	\$2,130.83

¹“ROW” represents “right-of-way”, “CST” represents “construction” and N/A represents “not applicable”.
²This Funding Time Phase is based on FDOT draft Tentative Work Program through FY 2025 which is not yet approved
³Constrained road; amendment to Hillsborough County Comprehensive Plan needed prior to advancing

Cost Feasible Non-SIS State Roadway Projects for 2020 – 2045 (in Millions YOY)

	Map ID	Delay Reduction Ranking ³	FPN	Facility	Description	Existing Conditions ²	Proposed Conditions	Length (Miles)	Project Costs (PDC-2018) ¹				Project Funding (YOY) ¹								Unfunded (PDC-2018)											
									Design	ROW	CST	Total	FY 2024/25			FY 2025/26-2029/30			FY 2030/31-2034/35			FY 2035/36-2044/45			Total	Design	ROW	CST	Total			
													Design	ROW	CST	Design	ROW	CST	Design	ROW	CST	Design	ROW	CST								
Supports Major Job Cluster	R-1	10	TBD	Fowler Ave from I-275 to Bruce B Downs Blvd	Rightsizing 8 to 6 lanes	8D	6D	6.17	\$0.54	\$1.81	\$3.62	\$5.97	\$0.65	\$2.15	\$4.30									\$7.10				\$0.00				
	R-2	22	TBD	Causeway Blvd (SR 676) from 50th St (US 41) to US 301	Add 1 lane each direction	4D	6D	3.17	\$9.92	\$60.06	\$66.16	\$136.14	\$11.81			\$79.27	\$87.33							\$178.41				\$0.00				
	R-3	32	TBD	US Hwy 301 from Selmon Exwy to Sligh Ave	Add 1 lane each direction	4D	6D	5.04	\$7.88	\$52.56	\$52.56	\$112.99				\$10.41	\$69.37				\$81.46			\$161.24				\$0.00				
Supports Minor Job Cluster	R-4	13	TBD	US Hwy 41 from Big Bend Rd to 19th Ave NE	Add 1 lane each direction	4D	6D	5.07	\$17.70	\$58.98	\$117.97	\$194.65				\$23.36	\$77.86				\$84.37			\$315.83				\$0.00				
	R-5	15	TBD	Hillsborough Ave from 50th St to Orient Rd	Add 1 lane each direction	4D	6D	1.76	\$5.53	\$36.89	\$36.89	\$79.31										\$130.25				\$0.00						
	R-6	26	438998-1	US 92/SR 600 from Maryland Ave to Polk County Line	Add 1 lane each direction	2U	4D	3.32	\$3.88	\$47.55	\$28.57	\$80.01										\$75.62	\$75.62			\$0.00						
	R-7	36	438997-1	US 92/SR 600 from Garden Ln/Eureka Springs to CR 579 (Mango Rd)	Add 1 lane each direction	2U	4D	2.65	\$4.25	\$35.38	\$18.55	\$58.18	\$4.62			\$62.77	\$37.72										\$0.00					
	R-8	-	435749-3	US 92/SR 600 from E of I-4 to W of County Line Rd	Operational improvements	2U	Operational improvements	18.01	\$2.20	N/A	N/A	\$2.20	\$4.51														\$0.00					
Totals									\$51.91	\$293.23	\$324.31	\$669.44	\$26.64	\$44.26	\$4.30	\$33.76	\$289.28	\$149.53	\$8.58	\$0.00	\$165.83	\$0.00	\$75.62	\$205.87	\$1,003.66	\$0.00	\$0.00	\$0.00	\$0.00			
Grand Total													\$75.20					\$174.41					\$281.49									
Cummulative Total													\$75.20					\$547.76					\$722.17					\$1,003.66				
													\$3.56					\$41.73					\$41.73					\$111.18				

Notes for FDOT:
 255796-2 (US 301 Fowler to Pasco CL): Intentionally Removed
 435749-2 (US 92 E of Mango to W of Gallagher): Intentionally Removed
 435749-4 (US 92 W of Gallagher to W of Mobley): Intentionally removed
 435918-1 (US 41 Manatee CL to 12th St NE): Removed from Major Investments; will be funded by Smart Cities/Real Choices Program(s)
 255893-4 (SR 574 (MLK Blvd) from E of Kingsway Rd to E of McIntosh Rd): Already programmed in TIP

Funding Constraint by Source (Maximum Available Funding Streams for Non-SIS State Facilities):				
Other Arterials - Const & ROW	\$62.96	\$406.71	\$129.76	\$260.84
Other Arterials - PE	\$13.85	\$89.48	\$28.51	\$56.98
TRIP	\$1.95	\$14.54	\$16.14	\$33.12
Grand Total	\$78.76	\$510.73	\$174.41	\$350.95
Cummulative Total	\$78.76	\$589.49	\$763.90	\$1,114.84
Funding Stream for Cost Feasible Non-SIS Other State Road Projects:				
Other Arterials Funds	\$75.20	\$472.57	\$158.27	\$281.49
TRIP	\$0.00	\$0.00	\$16.14	\$0.00
Potential Carry-over Funds for Local Projects:				
Other Arterials Funds	\$1.61	\$23.62	\$0.00	\$31.78
TRIP	\$1.95	\$14.54	\$0.00	\$33.12
Remaining Funding Stream for Additional State Facilities (after assigning to Cost Feasible non-SIS other state road projects and carrying over to local projects):				
Other Arterials Funds	\$0.00	\$0.00	\$0.00	\$4.55
TRIP	\$0.00	\$0.00	\$0.00	\$0.00

Must no more than 10% of total Other Arterials funds that can be allocated to local projects

Note: this remaining fund CANNOT be used to any other purposes than non-SIS state facilities

Inflation Factor (from 2018):

to 2024-2025	1.19
to 2026-2030	1.32
to 2031-2035	1.55
to 2036-2045	2.05

Source: FDOT Revenue Forecast Handbook, C-1, Table 8

https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/content/planning/revenueforecast/revenue-forecasting-guidebook.pdf?sfvrsn=b40e9ddc_1

¹“ROW” represents “right-of-way”, “CST” represents “construction” and N/A represents “not applicable”.

²“2U” represents “a 2-lane undivided road” and “8D” represents “a 8-lane road with the opposing lanes divided by a center median”.

³Ranking is based on vehicle delay reduction and support for existing and future jobs.

Hillsborough County Cost Feasible Major Roadway Projects for 2025-2045 (in Millions PDC)

Map ID	Delay Reduction Ranking ³	Facility	Description	Existing Conditions ²	Proposed Conditions (2045)	Length (Miles)	Project Costs (PDC-2018) ¹				Notes	Project Funding (YOE) ¹												
							Design	ROW	CST	Total		FY 2024/25			FY 2025/26-2029/30			FY 2030/31-2034/35			FY 2035/36-2044/45			Total
												Design	ROW	CST	Design	ROW	CST	Design	ROW	CST	Design	ROW	CST	
L-1	68	Sligh Ave from US 301 to Williams Rd	New Road	0	2U	3.46	\$7.06	\$23.53	\$47.06	\$77.65		\$8.40			\$31.06			\$72.94				\$112.40		
L-2	2	Gibsonton Dr from I-75 to US 301	Add 2 lanes	4D	6D	1.30	\$4.76	\$15.87	\$31.73	\$52.36		\$5.66	\$18.88			\$41.89						\$66.43		
L-3	42	Orient Rd from Sligh Ave to Columbus Dr	Add 2 lanes	2U	4D	3.03	\$8.14	\$27.13	\$54.27	\$89.54	Health/Safety Benefit	\$9.69			\$35.82	\$71.64						\$117.14		
L-4	19	Lutz Lake Fern Rd from Suncoast Expwy to Dale Mabry Hwy	Add 2 lanes	2U	4D	6.55	\$16.88	\$56.27	\$112.54	\$185.69				\$22.28			\$87.22			\$230.71	\$340.21			
L-18	25	19th Ave NE from US 41 to US 301	Add 2 lanes	2U	4D	6.08	\$15.67	\$52.22	\$104.44	\$172.33	Wildlife Corridor	\$18.64			\$68.93			\$161.89				\$249.46		
Totals							\$52.51	\$175.02	\$350.04	\$577.57		\$42.39	\$18.88	\$0.00	\$22.28	\$135.81	\$113.52	\$0.00	\$87.22	\$234.83	\$0.00	\$0.00	\$230.71	\$885.64
											Grand Total													
												\$61.27			\$271.61			\$322.05			\$230.71			

Additional Local High-Congestion Roadway Candidates for Cost-Feasibility (in Millions PDC)

	Map ID	Delay Reduction Ranking ³	Facility	Description	Existing Conditions ²	Proposed Conditions (2045)	Length (Miles)	Project Costs (PDC) ¹				Notes
								Design	ROW	CST	Total	
Supports Major Job Cluster	L-5	14	Bearss Ave from I-275 to Bruce B Downs Blvd	Add 2 lanes	4D	6D	2.08	\$6.52	\$33.22	\$43.49	\$83.23	EJ top 20%
	L-6	20	Linebaugh Ave from Sheldon Rd to Veterans Expwy	Add 2 lanes	4D	6D	1.54	\$4.82	\$32.15	\$32.15	\$69.13	
	L-7	33	Wilsky Blvd from Hanley Rd to Linebaugh Ave	Add 2 lanes	2U	4U	1.13	\$2.92	\$9.74	\$19.49	\$32.15	Health/Safety Benefit
	L-8	34	Anderson Rd from Sligh Ave to Linebaugh Ave	Add 2 lanes	4D	6D	2.13	\$6.70	\$44.68	\$44.68	\$96.06	
	L-9	35	Memorial Hwy from Independence Pkwy to Hillsborough Ave	Add 2 lanes	4D	6D	1.98	\$6.27	\$41.83	\$41.83	\$89.92	
	L-10	38	Fletcher Ave from 30th St to Morris Bridge Rd	Add 2 lanes	4D	6D	4.06	\$12.81	\$85.39	\$85.39	\$183.60	
	L-11	41	Anderson Rd from Hillsborough Ave to Hoover Blvd	Add 2 lanes	2U	2U	1.01	\$2.59	\$8.65	\$17.30	\$28.54	
L-12	61	Woodberry Rd from Grand Regency Blvd to Lakewood Dr	Add 2 lanes	2D	4D	0.93	\$2.50	\$16.64	\$16.64	\$35.78		
Supports Minor Job Cluster	L-14	5	Charlie Taylor Rd from I-4 to Knights Griffin Rd	New Road	0	3D	6.08	\$9.42	\$31.40	\$62.80	\$103.62	
	L-15	6	Mango Rd from US 92 to I-4	Add 2 lanes	4D	6D	0.45	\$2.17	\$14.46	\$14.46	\$31.09	Health/Safety Benefit; EJ top 20%
	L-16	17	Mango Rd from I-4 to Sligh Ave	Add 2 lanes	2U	6D	0.15	\$0.71	\$4.73	\$4.73	\$10.16	EJ top 20%
	L-17	30	Mango Rd from US 92 to MLK Blvd	Add 2 lanes	2U	4D	1.40	\$4.05	\$13.51	\$27.02	\$44.59	EJ top 20%
	L-19	31	Symmes Rd from US 301 to US 41	Add 2 lanes	2U	4D	3.24	\$9.25	\$30.83	\$61.66	\$101.73	Health/Safety Benefit; Wildlife Corridor
	L-20	55	Balm Rd from Clement Pride Blvd to US 301	Add 2 lanes	2U	4D	1.34	\$3.79	\$12.63	\$25.27	\$41.69	
	L-21	8	Lumsden Rd from Lithia Pinecrest Rd to Kings Ave	Add 2 lanes	4D	6D	1.48	\$5.32	\$17.73	\$35.46	\$58.52	
	L-22	16	Sam Allen Rd from Park Rd to Wilder Rd	Add 2 lanes	2U	4D	0.44	\$0.88	\$5.87	\$5.87	\$12.62	
L-23	21	Fishhawk Blvd from E of Bell Shoals Rd to Lithia-Pinecrest Rd	Add 2 lanes	2U	4D	9.19	\$23.68	\$78.93	\$157.86	\$260.47	Wildlife Corridor	
L-24	23	Sligh Ave from Central Ave to Dale Mabry Hwy	Rightsizing 4 to 3 lanes	4D	3D	2.87	\$0.25	\$0.84	\$1.68	\$2.78	EJ top 10%; Severe Crash Hotspot	
Totals								\$104.67	\$483.25	\$697.78	\$1,285.70	

¹"ROW" represents "right-of-way", "CST" represents "construction" and N/A represents "not applicable".

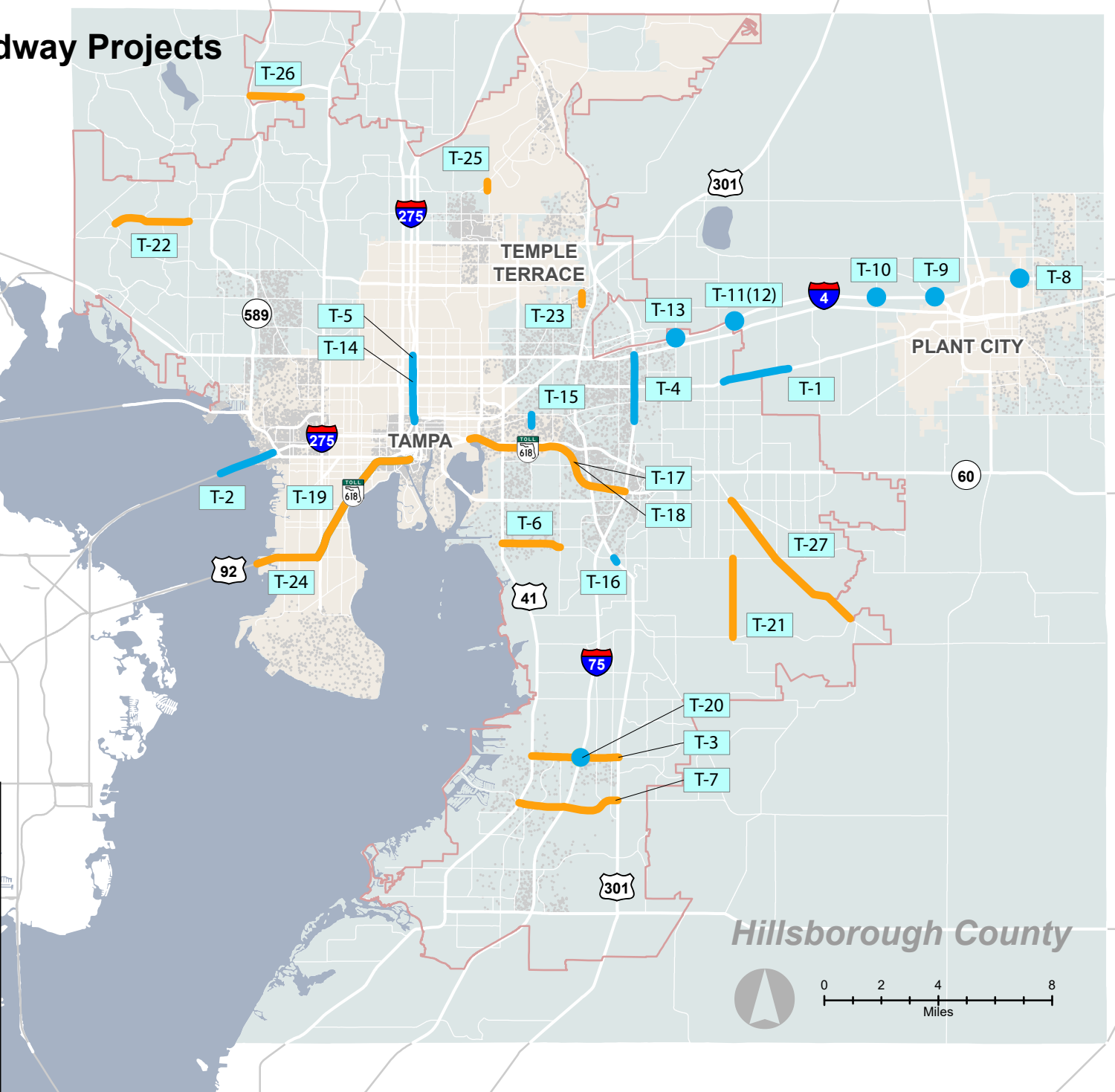
²"2U" represents "a 2-lane undivided road" and "8D" represents "a 8-lane road with the opposing lanes divided by a center median".

³Ranking is based on vehicle delay reduction and support for existing and future jobs.

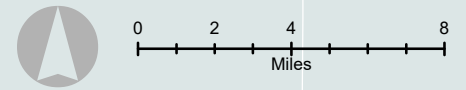
First Five Years Cost Feasible Major Roadway Projects

LEGEND

- Corridor Projects (FDOT)
- Interchange Projects (FDOT)
- Corridor Projects (Local)
- Interchange Projects (Local)
- Key Economic Space (1 Dot = 52 Jobs)
- Urban Service Boundary



Hillsborough County



**First Five Years Cost Feasible Roadway Projects based on MPO TIP
Adopted June 2019 (In Millions of “As Programmed” Dollars)**

Map ID	FPN	Facility	Description	Funding Source ²	Length (Miles)	Project Funding by Phase ¹			
						Design	ROW	CST	Total
T-1	255893-4	SR 574 (MLK Blvd) from E of Kingsway Rd to E of McIntosh RD	Add Lanes and Reconstruct	DDR/DIH	2.35			\$28.50	\$28.50
T-2	422904-4	I-275 (Howard Frankland) from N of Howard Frankland to S of SR 60	Replace Bridge and Add Lanes	SIS	0.50	\$0.10		\$50.85	\$50.95
T-3	424513-3	I-75 at Big Bend Rd from W of Covington to E of Simmons	Interchange - Add Lanes	SIS	2.71	\$5.05		\$63.97	\$69.03
T-4	429251-1	I-75 from S of CSX/Broadway Ave to EB/WB I-4 Exit Ramp	Interchange - Add Lanes	SIS	2.34	\$5.72	\$0.54	\$101.42	\$107.68
T-5	431821-2	I-275 from N of MLK Blvd to N of Hillsborough Ave	Add Lanes and Rehabilitate Pavement	SIS	0.61	\$0.50		\$31.89	\$32.39
T-6	437002-1	Madison Ave from E of US 41 to E of 78th St	Add Lanes and Reconstruct	CIGP/LF	2.06			\$7.00	\$7.00
T-7	438752-1	Apollo Beach Extensino from US 41 to Paseo Al Mar Blvd	New Road Construction	CIGP/LF	3.61			\$16.50	\$16.50
T-8	443316-1	I-4 from W of Park Rd to E of Park Rd	Interchange Improvement	SIS	0.60	\$0.12		\$0.90	\$1.03
T-9	443317-1	I-4 from W of Thonotosassa Rd to E of Thonotosassa Rd	Interchange Improvement	SIS	0.60	\$0.25		\$1.85	\$2.10
T-10	443318-1	I-4 from W of Branch Forbes Rd to E of Branch Forbes Rd	Interchange Improvement	SIS	0.43	\$0.25		\$1.80	\$2.04
T-11	443319-1	I-4 from E of EB Weigh Station to E of Mango Rd	Interchange Improvement	SIS	1.19	\$0.39		\$2.83	\$3.22
T-12	443320-1	I-4 from E of Mango Rd to Weigh Station On Ramp	Interchange Improvement	SIS	0.50	\$0.15		\$1.09	\$1.24
T-13	443321-1	I-4 from W of Mango Rd to E of Mango Rd	Interchange Improvement	SIS	0.37	\$0.16		\$1.14	\$1.29
T-14	443770-1	I-275 from N of I-4 Ramp to N of MLK Blvd	Interchange Improvement	SIS	1.57			\$39.70	\$39.70
T-15	433071-2	N 62nd St from CSX Intermodal Entrance to N of E Columbus Dr	Add Laes	SIS	0.40		\$3.68	\$3.15	\$6.83
T-16	437639-1	US 301 from S of Bloomingdale Ave to Bloomingdale Ave	Widen/Resurface Existing Lanes	ACSS/DS/DIH/L	0.18			\$0.85	\$0.85
T-17	TBD	Selmon East Phase I from I-4 Connector to I-75	Add 1 Westbound Lane	THEA	6.30	\$7.49	\$5.31	\$133.09	\$145.89
T-18	TBD	Selmon East Phase I from I-4 Connector to I-75	Add 1 Eastbound Lane	THEA	6.30	\$3.61	N/A	\$59.24	\$62.85
T-19	TBD	Selmon South from Whiting St to Gandy Blvd	Add 1 Lane Each Direction	THEA	5.15	\$29.39	\$4.28	\$127.27	\$160.95
T-20	N/A	Big Bend Rd from US 41 to US 301	Add 2 Lanes and Interchange Improvements	LF	3.06	Underway		\$34.00	\$34.00
T-21	N/A	Bell Shoals Rd from Bloomingdale Ave to Boyette Rd	Add 2 Lanes	LF	2.76			Underway	
T-22	N/A	Citrus Park Dr Extension from Countryway Blvd to Sheldon Rd	New 4 Lane Road	LF	2.68			Underway	
T-23	N/A	Davis Rd Extension for Harney Rd to Maislin Dr	New 2 Lane Road	LF	0.40	Underway	Underway	Underway	
T-24	N/A	Selmon West Extension from Selmon Expressway to Gandy Bridge	Add 2 Elevated Lanes	THEA	2.50			Underway	
T-25	N/A	46th S from Fletcher Rd to Bruce B Downs Blvd	Add 2 Lanes and New Road	LF	0.86	\$2.21	\$7.38	\$14.76	\$24.35
T-26	N/A	Van Dyke Rd from Suncoast Expwy to Calusa Trace Blvd	Add 2 lanes	LF	4.80	\$12.35	\$41.18	\$82.36	\$135.90
T-27	N/A	Lithia Pinecrest Rd from Lumsden Rd to Fishhawk Blvd	Add 2 lanes	LF	4.80	\$16.64	\$55.47	\$110.94	\$183.05
Totals						\$84.39	\$117.84	\$915.11	\$1,117.33

¹“ROW” represents “right-of-way”, “CST” represents “construction”, N/A represents “not applicable” and “Underway” indicates that the project is in process and using funds received in previous years. The funding phases are based on MPO’s Transportation Improvement Program adopted in June 2019.

²Funding Source:
 ACSS - Advance Construction
 CIGP - County Incentive Grant Program
 DDR - District Dedicated Revenue
 DIH - State In-House Product Support
 DS - State Primary Highways & PTO
 LF - Local Funds
 THEA - Tampa-Hillsborough Expressway Authority
 SIS - Strategic Intermodal System



Hillsborough MPO
Metropolitan Planning
for Transportation

Hillsborough County Metropolitan Planning Organization

601 E. Kennedy Boulevard, 18th Floor
Tampa, FL 33602
(813) 272-5940
www.planhillsborough.org