

HILLSBOROUGH COUNTY MPO 2035 LONG RANGE TRANSPORTATION PLAN

REASONABLY AVAILABLE AND NEW AND ADDITIONAL PROJECTED REVENUE SOURCES IN HILLSBOROUGH COUNTY TECHNICAL MEMORANDUM



Hillsborough County
Metropolitan Planning Organization
601 East Kennedy Blvd. – 18th Floor
Tampa, FL 33601
(813) 272-5940
www.hillsboroughmpo.org

The preparation of this report has been financed in part through grant(s) 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.

October 2009

TABLE OF CONTENTS

<u>Section</u>	<u>Page</u>
INTRODUCTION.....	1
FEDERAL FUNDING SOURCES.....	1
Federal Highway User Fees	1
STATE FUNDING SOURCES.....	2
Fuel Sales Tax.....	2
NEW AND ADDITIONAL REVENUES FOR TRANSIT CAPACITY FROM FEDERAL AND STATE NEW STARTS REVENUES.....	4
LOCAL FUNDING SOURCES COLLECTED STATEWIDE	5
Four-Cent per Gallon Motor Fuel Tax to Local Governments.....	5
Potential Reasonably Available Revenues to Hillsborough County from Four-Cent per Gallon Motor Fuel Tax.....	6
Additional Local Government Funding Sources.....	9
POTENTIAL REASONABLY AVAILABLE REVENUES FROM LOCAL DISCRETIONARY SALES SURTAX/COMMUNITY INVESTMENT TAX.....	13
New and Additional Revenues from Local Discretionary Sales Surtaxes – Renewing Existing Community Investment Tax and Implementing New Sales Surtax of 1 Percent	15
IMPACT FEES	16
Potential Reasonably Available Revenues from Impact Fees	16
AD VALOREM TAX.....	17
Potential Reasonably Available Revenues from Ad Valorem Tax	17
Additional Revenues from Ad Valorem Tax – Increase in Share of Transportation Revenues	20
PROPORTIONATE FAIR SHARE.....	20
COUNTY INCENTIVE GRANT PROGRAM	21
TOLL REVENUES.....	21
BOND ISSUES/PROCEEDS.....	21
New and Additional Revenues from Implementing and Bonding New Sales Surtax of 1 Percent.....	21
HILLSBOROUGH AREA REGIONAL TRANSIT (HART) FAREBOX REVENUES	23
Potential Reasonably Available Revenues from Farebox Revenues.....	23
LOCAL GOVERNMENT ADVANCE/REIMBURSEMENT PROGRAM.....	24
PRIVATE FUNDING.....	24
CONCLUSION	24

LIST OF TABLES

<u>Table</u>	<u>Page</u>
1 Overview of Federal Highway User Fees	1
2 Federal and State Revenues - Preliminary Results	3
3 Federal and State Revenues - HART Transit Operations.....	4
4 Potential Available Revenues from Fuel Taxes Collected by the State for Hillsborough County	7
5 Summary of State Taxes	9
6 Hillsborough County Local Option Fuel Tax Revenue Sources	10
7 Unrealized Projected Revenues from Local Option Fuel Taxes	11
8 Hillsborough County Local Discretionary Sales Surtax Revenue Sources	13
9 Reasonably Available Revenues from Community Investment Tax	14
10 New and Additional Potential Revenues from Local Discretionary Sales Surtaxes	15
11 Available Revenues from Impact Fees	17
12 Total Available Revenues from Ad Valorem Tax	19
13 Available Revenues for Transportation from Ad Valorem Tax.....	19
14 Additional Revenues for Transportation from Ad Valorem Tax - Increase Share by 1 Percent	20
15 Projected Revenues from Unrealized 1 Percent Local Discretionary Sales Surtax Available for Bonding	22
16 Available Revenues for Transit Operations	23

LIST OF FIGURES

<u>Figure</u>	<u>Page</u>
1 Reasonably Available Revenues for Hillsborough County Transportation Needs: Trends 2016-2035	25
2 Revenues from Unrealized Resources: Trends 2016-2035.....	26

APPENDICES

1. Summary of Revenue Projections through 2035	27
2. 2035 Forecast of State & Federal Revenues for Statewide and Metropolitan Plans	28

INTRODUCTION

The purpose of this technical memorandum is to enable the Hillsborough Metropolitan Planning Organization to address funding needs by providing a summary of traditional revenue sources and forecasted revenues anticipated for Hillsborough County through the year 2035. The report outlines existing federal, state, and local sources of revenue for funding transportation improvement projects and identifies the procedures for estimating forecasted revenues and the anticipated revenue amounts. The report also discusses potential new and additional funding sources that could become available should the county decide to excise currently untapped local options funding sources.

FEDERAL FUNDING SOURCES

FEDERAL HIGHWAY USER FEES

Federal funding for transportation in Hillsborough County is derived from highway excise taxes on motor fuel and truck-related taxes on truck tires, sales of trucks and trailers, and heavy vehicle use. Tax revenues are deposited into either the Highway Account or the Mass Transit Account of the Federal Highway Trust Fund (HTF) and then distributed to the states. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) then distribute funds from the Highway and the Mass Transit Account, respectively, to each state through a system of formula grants and discretionary allocations. **Table 1** provides further detail on tax rates and the account distribution of these tax revenues.

Table 1: Overview of Federal Highway User Fees

User Fee	Tax Rate (Cents per Gallon)	Distribution of Tax (Cents per Gallon)			
		Highway Trust Fund		Underground	
		Highway Account	Mass Transit	Storage Tanks	General Fund
Gasoline	18.4	15.44	2.86	0.1	–
Diesel & Kerosene Fuel	24.4	21.44	2.86	0.1	–
Special Fuels 3/ 4/ Liquefied Petroleum Gas	18.3	12	2	–	4.3
Liquefied Natural Gas	13.6	11.47	2.13	–	–
Other Special Fuels	11.9	10.04	1.86	–	–
Neat Alcohol (85% alcohol) 4/ 5/ Compressed Natural Gas 6/	18.4	15.44	2.86	0.1	–
	9.25	7.72	1.43	0.1	–
	4.3	3.44	0.86	-	-
Other Taxes (All proceeds to Highway Account)					
Tires	Tax is imposed on tires sold by manufacturers, producers, or importers at the rate of \$.0945 (\$.04725 in the case of a bias ply or super single tire) for each 10 pounds of the maximum rated load capacity over 3,500 pounds.				
Truck and Trailer sales	12 percent of retailer's sales price for tractors and trucks over 33,000 pounds gross vehicle weight (GVW) and trailers over 26,000 pounds GVW. The tax applies to parts and accessories sold in connection with the vehicle sale.				
Heavy Vehicle Use	Annual tax: Trucks 55,000-75,000 pounds GVW, \$100 plus \$22 for each 1,000 pounds (or fraction thereof) in excess of 55,000 pounds Trucks over 75,000 pounds; GVW, \$550.				

Source: FHWA Office of Highway Policy Information, *Highway Statistics 2007*, Table FE-21B. September 2008.

STATE FUNDING SOURCES

FUEL SALES TAX

Florida imposes a fuel sales tax on all motor (gasoline) and special (diesel) fuels, with all revenues generated placed in the State Transportation Trust Fund and earmarked to the Florida Department of Transportation (FDOT). The state fuel sales tax is currently 12.1 cents per gallon. The tax is adjusted with fluctuations in the consumer price index.

The FDOT has forecasted state and federal transportation funding available through 2035. The forecast collapses FDOT's major programs into capacity and non-capacity categories.

MPOs are taking the lead in identifying projects for some of the capacity categories. **Table 2** illustrates the level of funding from federal and state revenues estimated by FDOT District Seven to be available to Hillsborough County through 2035 in each of the capacity program categories¹. The categories² include:

- Strategic Intermodal System (SIS) Highways/ Federal Interstate Highway System (FIHS) Construction and Right of Way (ROW) – This category provides for construction and other improvements on SIS highways, SIS connectors and the FIHS. The FDOT takes the lead in identifying planned projects and programs for this category as part of the SIS Cost Feasible Plan.
- Other Arterial Construction and ROW – This category provides for construction and improvements on state highways that are not part of the SIS or FIHS. The FDOT has requested that MPOs take the lead in identifying planned projects for this category.
- Transportation Management Area – This category of funds is made available to MPOs to address metropolitan area transportation priorities under the federal Surface Transportation Program, most recently reauthorized by the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU).
- Transportation Enhancement - This category of funds is made available to MPOs to address enhancements to metropolitan area transportation systems – such as walking, cycling, educational, or historic preservation related enhancements – under the federal Surface Transportation Program, most recently reauthorized by SAFETEA-LU.

¹ FDOT Central Office and District Seven are currently revising capacity and non-capacity program estimates. Table 2 will be updated once new and updated figures are made available to Hillsborough County.

² Category descriptions are based on the FDOT *2035 Revenue Forecast Handbook*, May 2008.

- Transit – This category provides for operating and capital support and technical assistance to public transit systems, paratransit services, and commuter assistance programs. The FDOT has requested that MPOs take the lead in identifying planned projects for this category, with the caveat that FDOT is responsible for meeting certain statutory requirements for public transportation funding.
- Aviation, Rail, Seaport, and Intermodal Access – These categories support Florida airports in the areas of safety, capacity, land acquisition, planning, economic development, and preservation; Florida rail systems in the areas of inspections, grade crossing safety, corridor acquisition, commuter rail service development, and rail facility rehabilitation; Florida seaport development including projects such as land acquisition, dredging, equipment acquisition, and storage facility and terminal construction; and access to Florida intermodal facilities. The FDOT takes the lead in identifying planned projects and programs for this category as part of the SIS Cost Feasible Plan. Revenue allocations to Hillsborough County have not been estimated; specific projects are to be identified by FDOT when the SIS Cost Feasible Plan is completed.

As of April 2009, more than \$2.8 billion (in year of expenditure dollars) from federal and state sources are anticipated to be available to fund transportation needs in Hillsborough County between 2016 and 2035.

Table 2: Federal and State Revenues – Preliminary Results
Million, Year of Expenditure (YOE) Dollars

Capacity Program Emphasis Areas	2035 Revenue Forecast Update (Millions, YOE Dollars)				20-Year Total
	Fiscal Year				
	2016-2020	2021-2025	2026-2030	2031-2035	
SIS Highways / FIHS Construction	\$66.5	\$20.4	\$434.7	\$452.7	\$974.3
Other Arterial Construction	\$174.9	\$197.0	\$212.1	\$232.1	\$816.1
Transportation Management Area	\$109.4	\$115.6	\$118.9	\$119.7	\$463.6
Transportation Enhancement	\$16.8	\$17.7	\$18.2	\$18.3	\$71.0
Transit	\$98.9	\$111.2	\$124.2	\$135.9	\$470.2
Aviation	NA ³	NA	NA	NA	NA
Rail	NA	NA	NA	NA	NA
Seaport	NA	NA	NA	NA	NA
Intermodal Access	NA	NA	NA	NA	NA
Total Capacity Programs	\$466.5	\$461.9	\$908.1	\$958.7	\$2,795.2

Source: FDOT District 7 Planning Office. Totals may not add up due to rounding.

³ NA = Not Available.

Non-capacity categories include safety, resurfacing, bridge, product support, operations and maintenance, and administration. **Table 3** describes the estimated level of funding from federal and state sources for the non-capacity transit needs of Hillsborough Area Rapid Transit (HART).

Table 3: Federal and State Revenues – HART Transit Operations
Million, Year of Expenditure (YOE) Dollars

Non-Capacity Program Emphasis Areas	2035 Revenue Forecast Update (Millions, YOE Dollars)				20-Year Total
	Fiscal Year				
	2016-2020	2021-2025	2026-2030	2031-2035	
Section 5307 (Federal)	\$72.7	\$100.0	\$118.4	\$136.1	\$427.3
Other Federal	\$4.9	\$6.7	\$7.9	\$9.1	\$28.7
State Operating Assistance	\$55.0	\$75.7	\$89.6	\$103.0	\$323.3
Federal/State for Transit Operations	\$132.6	\$182.4	\$216.0	\$248.2	\$779.3

Source: Hillsborough Area Regional Transit. Totals may not add up due to rounding.

NEW AND ADDITIONAL REVENUES FOR TRANSIT CAPACITY FROM FEDERAL AND STATE NEW STARTS REVENUES

Additional funding for transit capacity can be made available through federal and state New Starts Program revenues, with strong local commitment to a financial match.

The Local Financial Commitment rating for federal New Starts Program candidate projects takes three things into consideration: a) the non-New Starts share of the project cost; b) the stability and reliability of the project's capital plan; and c) the stability and reliability of the project's operating plan. The non-New Starts share criterion accounts for 20 percent of the Local Financial Commitment rating. Projects expecting a New Starts share higher than 60 percent of the project costs are given a "low" rating for this criterion. According to Federal Transit Administration (FTA) guidelines for the review of New Starts financial plans, the purpose of this rating factor is to reward projects proposing a lower federal share of project costs, which allows the federal program to fund a greater number of projects. Projects around the country that are currently in the Preliminary Engineering or Final Design phase anticipate a federal share of 34-60 percent of the project costs, with most projects assuming a New Starts share closer to 50 percent. The federal share for Small Starts candidate projects was generally higher, but these projects cannot exceed \$75 million in total cost.

FTA recommends project sponsors to assume no more than \$100 million in New Starts funding in any one year, indicating that assuming a greater amount is “overly optimistic.” New Starts appropriations for FY 2009 and 2010 were generally under \$100 million, with a few exceptions. For example, the Long Island Railroad East Side Access and the Second Avenue Subway (both in New York) received more than \$200 million in FY 2009, and are expected to receive \$215.0 million and \$197.2 million, respectively, in FY 2010. Only two other projects are expected to receive over \$100 million in New Starts funding in FY 2010: New Jersey’s Access to the Region’s Core; and Washington’s University Link Light Rail Extension. The total capital costs for these projects range between \$1.5 and \$8.7 billion.

Adopted recently, the State of Florida’s New Starts Program provides transit agencies with up to a dollar-for-dollar match for local dollars that are directed to transit fixed-guideway projects, bus rapid transit (BRT) systems, and facilities that qualify for funding under the FTA New Starts Program. The key goals of the Florida program are to increase the likelihood of obtaining federal funds for expensive projects in the state, through supplementing the non-federal share of New Starts candidate project costs; and to strategically invest state and local funds to advance significant but less expensive projects without federal support⁴. As of January 2009, no State of Florida New Starts funds have been allocated to transit projects in Hillsborough County.

LOCAL FUNDING SOURCES COLLECTED STATEWIDE

FOUR-CENT PER GALLON MOTOR FUEL TAX TO LOCAL GOVERNMENTS

The four-cent per gallon motor fuel tax, collected statewide and distributed to local governments by formula, is collected as three separate levies:

- **Constitutional Gas Tax** – Set at two-cents per gallon, this tax is distributed to counties based on a constitutional formula. The county distribution factor is calculated using population, area, and total tax collections. The priority for the proceeds of the Constitutional Gas Tax is to meet the debt service requirements, if any, on local bond issues. Any remaining resources are credited to the counties’ transportation trust fund. Hillsborough County will receive an estimated \$10.6 million in Fiscal Year 2009.
- **County Gas Tax⁵** – Set at one-cent per gallon, this tax is distributed by the same formula as the Constitutional Gas Tax. Counties may use the revenues from this tax for transportation-related expenses. Hillsborough County will receive an estimated \$4.8 million in Fiscal Year 2009.
- **Municipal Fuel Tax** – Set at one-cent per gallon, revenues from this tax are transferred into the Revenue Sharing Trust Fund for Municipalities where they are joined with other non-transportation revenues. These revenues may be

⁴ Tampa Bay Regional Transportation Authority Master Plan – April 2009.

⁵ Also referred to as County Fuel Tax.

may be used for transportation-related expenditures within incorporated areas and are distributed to municipalities by statutory criteria. In Fiscal Year 2009, Plant City and the cities of Tampa and Temple Terrace are slated to receive approximately \$1.0 million, \$10.6 million, and \$0.72 million respectively.

POTENTIAL REASONABLY AVAILABLE REVENUES TO HILLSBOROUGH COUNTY FROM FOUR-CENT PER GALLON MOTOR FUEL TAX

A number of assumptions were employed to calculate the reasonably available revenues from the Constitutional Fuel Tax, County Fuel Tax, and Municipal Revenues Sharing Program (Plant City, Tampa, and Temple Terrace). The assumptions used in projecting revenues (**Table 4**) for these sources include:

- 2009 base year was applied from the Florida Legislative Committee on Intergovernmental Relations, including the recommendation to reduce Constitutional, and County by 6.5 percent.
- 2009 through 2019 annual fuel consumption growth rates were based on the FDOT state-level annual increase in fuel consumption as follows:

2010	-1.24 percent	2015	2.41 percent
2011	1.50 percent	2016	2.21 percent
2012	3.18 percent	2017	1.85 percent
2013	2.62 percent	2018	1.81 percent
2014	2.34 percent	2019	1.78 percent

- The annual average fuel consumption growth rate of 1.84 percent, estimated by the Florida DOT forecast, was applied post 2019.
- The proportional contribution of each revenue source comprising the Municipal Revenue Sharing Program in state fiscal year 2009 was estimated at 71.80 percent for state sales tax; 28.19 percent for municipal fuel tax; and 0.01 percent for the state alternative fuel user decal fee collections.

**Table 4: Potential Available Revenues from Fuel Taxes
Collected by the State for Hillsborough County
Year of Expenditure (YOE) Dollars**

Fiscal Year	2016-2020	2021-2025	2026-2030	2031-2035	Total 2016-2035
Constitutional Fuel Tax	\$62,374,799	\$68,298,121	\$74,817,072	\$81,958,248	\$287,448,240
County Fuel Tax	\$28,440,589	\$31,141,403	\$34,113,803	\$37,369,913	\$131,065,707
Municipal Revenues Sharing Program - Plant City	\$6,073,537	\$6,650,301	\$7,285,062	\$7,980,410	\$27,989,309
Municipal Revenue Sharing Program - Tampa	\$62,707,048	\$68,661,921	\$75,215,597	\$82,394,810	\$288,979,376
Municipal Revenue Sharing Program - Temple Terrace	\$4,260,178	\$4,664,739	\$5,109,982	\$5,597,721	\$19,632,621
Total	\$163,856,151	\$179,416,486	\$196,541,515	\$215,301,102	\$755,115,253

Source: Florida Legislative Committee on Intergovernmental Affairs, Florida Department of Transportation. Analysis by Cambridge Systematics. Totals may not add up due to rounding.

Other Fuel Taxes/Fees

- State Comprehensive Enhanced Transportation System (SCETS) Tax** - The SCETS Tax has a rate in each county equal to two-thirds of all local option fuel taxes. For example, in counties where six cents of Local Option Gas Tax is levied, the SCETS Tax will equal four cents (i.e., $2/3 \times 6 = 4$). While the proceeds of the SCETS Tax are not shared directly with local governments, they must be spent in the respective FDOT District, and to the extent feasible, in the county in which they were collected. Like the fuel sales tax, the tax is adjusted with fluctuations in the Consumer Price Index. Currently, the SCETS Tax rate is 6.7 cents.
- Aviation Fuel Tax** - Florida imposes 6.9 cents per gallon tax on aviation fuel. This fuel is used in aircraft, and also includes aviation gasoline and aviation turbine fuels and kerosene. The revenues generated from this tax are limited to aviation projects only. The funds are deposited into the Fuel Tax Collection Trust Fund, and then distributed to the State Transportation Trust Fund.
- Fuel Use Tax and Fee**-The Fuel Use Tax is imposed by every state in the nation (via the International Fuel Tax Agreement) on heavy vehicles engaged in interstate operations. The tax is based on fuel consumed rather than fuel

purchased in a state. The tax is comprised of an annual decal fee of \$4.00 plus a use tax based on the number of gallons consumed times the prevailing statewide fuel tax rate.

- **Motor Vehicle License Tax** - The Motor Vehicle License Tax is an annual tax for operating motor vehicles, mopeds, motorized bicycles, and mobile homes. These taxes vary according to weight and type of each vehicle. These revenues are deposited into the State Transportation Trust Fund and the General Revenue Fund.
- **Initial Registration Fee** - A one-time fee of \$225 is charged for first-time registration of newly purchased vehicles. Of the proceeds of this fee, 44.5percent are deposited to the State Transportation Trust Fund and the remaining 55.5% are deposited to the General Revenue Fund.
- **Title Fee** - A fee is charged to all motor vehicles when issuing a certificate of title. The fee ranges from \$49 to \$70 depending on the type of title transaction. The proceeds of this fee are deposited into the State Transportation Trust Fund or the state's General Revenue Fund as provided by statute.
- **Rental Car Surcharge** - A \$2.00 per day surcharge exists throughout Florida on car rentals. Seventy-five percent of these proceeds are deposited into the State Transportation Fund. The remainders of the proceeds are distributed to the state's General Revenue Fund (as a service charge), the Tourism Promotional Trust Fund, and the International Promotion Trust Fund.
- **State Documentary Stamp Tax** - The 2005 legislature enacted growth management legislation to address needed infrastructure in Florida. This legislation broadened the distribution of revenues from the documentary stamp tax on documents such as deeds, stocks and bonds, mortgages, etc. The State Transportation Trust Fund receives a percentage of the collections from this tax, not to exceed \$541.75 million annually.

The State of Florida requires a series of "special purpose" additional fuel taxes and fees, as well. The following elements make up the total of 2.2 cents per gallon charged to consumers:

- **Coastal Protection Tax** – Pursuant to Section 206.9935(1), Florida Statutes, resources are set aside to provide assistance in Coastal Protection. This fund requires a tax of two cents per barrel on diesel, gasoline, and gasohol.
- **Water Quality Tax** – An additional five cents per barrel of diesel, gasoline, and gasohol purchased is directed toward the Water Quality Fund.

- Inland Protection Tax – Pursuant to Section 206.9935(3), Florida Statutes, 80 cents per barrel of diesel, gasoline, and gasohol purchased are levied for the Inland Protection.
- Agricultural Inspection Fee – All diesel, gasoline, and gasohol purchases are taxed at 0.125 cents per gallon, pursuant to Section 525.09, Florida Statutes.

Table 5 summarizes the State motor fuel and vehicle taxes collected at the state level and distributed for local use throughout Florida.

Table 5: Summary of State Taxes

Source	Rate
Fuel Sales Tax	12.1 cents/gallon
Local Government Taxes:	
Constitutional Tax	2.0 cents/gallon
County Tax	1.0 cent/gallon
Municipality Tax	1.0 cent/gallon
SCETS Tax	6.7 cents/gallon
Other Fuel Taxes/Fees:	
Fuel Use and Fee	\$4 annual decal
Aviation Fuel Tax	6.9 cents/gallon
Initial Vehicle Registration Fee	\$225 on newly purchased vehicles
Motor Vehicle License Tax	Varies
Title Fee	Varies
Rental Car Surcharge	\$2.00/day
State Documentary Stamp Tax	Varies
Coastal Protection Tax	0.048 cents/gallon
Water Quality Tax	0.12 cents/gallon
Inland Protection Tax	1.9 cents/gallon
Agricultural Inspection Fee	0.125 cents/gallon

Source: Florida Legislative Committee on Intergovernmental Relations.

ADDITIONAL LOCAL GOVERNMENT FUNDING SOURCES

There are a number of county-imposed revenue sources for transportation that are available to local jurisdictions as revenue sources. There also exist a number of tax opportunities, which can be exercised optionally by Hillsborough County.

Local Option Fuel Taxes

- First Local Option Gas Tax (LOGT) – Up to six cents per gallon may be levied for a maximum duration of 30 years. Local governments may pledge revenues from any portion of the Local Option Gas Tax to repay state bonds issued on their behalf. Local Option Gas Tax revenues may be used for transportation expenditures on the state or local highway systems or transit-oriented capital purchases, or operations.
- Second LOGT – This LOGT extended the scope of the original Local Option Gas Tax to include an additional fuel tax of up to five cents per gallon on motor fuel. Diesel fuel is not subject to this tax.
- Ninth-Cent Gas Tax – The tax is limited to one cent per gallon on motor fuels. Unlike the First and Second LOGT, this tax is not required to be shared with municipalities.

Potential Reasonably Available Revenues from Local Option Fuel Taxes

As shown in **Table 6**, not all of these revenue sources are available to local jurisdictions nor are they all being fully utilized.

Table 6: Hillsborough County Local Option Fuel Tax Revenue Sources

Source	Available Tax Rate	Current Tax Rate	Unrealized Tax Rate	Realized Revenue (FY 2009)	Unrealized Revenue (FY 2009)
First Local Option Gas Tax ¹	Up to 6 cents/gallon	6 cents/gallon	0 cents/gallon	\$35,001,476	-
Second Local Option Gas Tax	Up to 5 cents/gallon	0 cents/gallon	5 cents/gallon	-	\$23,971,882
Ninth-Cent Gas Tax ²	Up to 1 cent/gallon	1 cent/gallon	0 cents/gallon	\$6,179,529	-

Source: Florida Legislative Committee on Intergovernmental Relations.

¹ First LOGT set to expire in August 31, 2013.

² Ninth Cent Gas Tax set to expire in December 31, 2011.

Currently, exercised local option fuel taxes in Hillsborough County are set to sunset before beginning of the 2016-2035 planning period of the MPO's 2035 long-range plan. The Ninth Cent Gas Tax will sunset at the end of 2011 and the Six Cent Gas Tax, or First LOGT, will sunset at on August 31, 2013. If these fuel taxes are not renewed, there will be no revenues available from these sources.

New and Additional Revenues from Local Option Fuel Taxes

Additional potential funds can be generated by imposing the maximum levy of local option fuel taxes, including reinstating the Ninth-Cent Gas Tax and the First LOGT, and fully implementing the Second LOGT. **Table 7** details these resources.

Between 2016 and 2035, the Hillsborough MPO area has the potential to realize \$1,118,936,690 from extending existing local option fuel taxes, in addition to \$651,344,414 in unrealized revenue if the Five-Cent LOGT were implemented. Together these resources would constitute a Twelve-Cent LOGT generating \$1,770,281,104 during this time period.

A number of assumptions – similar to those applied for projecting revenues from Constitutional Gas Tax, County Gas Tax, and Municipal Fuel Tax - were employed to calculate the potential available revenues from the First and Second LOGT and Ninth-Cent Gas Tax. The assumptions used in projecting revenues for these sources include:

- The fiscal year 2009 base year estimate was provided by the Florida Legislative Committee on Intergovernmental Relations, including a recommendation to reduce the First and Second LOGT and the Ninth-Cent Gas Tax by 6.5 percent this fiscal year.
- The fiscal year 2009 distribution of Local Option Six-Cent and Five-Cent fuel taxes generated in Hillsborough County, countywide, per formula are 66.78 percent of funds to Hillsborough County; 2.82 percent to Plant City; 28.42 percent to Tampa; and 1.98 percent to Temple Terrace.

Table 7: Unrealized Projected Revenues from Local Option Fuel Taxes
Year of Expenditure (YOE) Dollars

Fiscal Year	2016-2020	2021-2025	2026-2030	2031-2035	Total 2016-2035
Existing 1 cent ("Ninth Cent") Countywide (sunsets after 2011)	\$36,434,554	\$39,894,502	\$43,702,372	\$47,873,696	\$167,905,124
Existing 6 cents, Unincorporated County (sunsets after 2013)	\$137,813,211	\$150,900,420	\$165,303,635	\$181,081,614	\$635,098,880
Existing 6 cents, Plant City (sunsets after 2013)	\$5,819,605	\$6,372,255	\$6,980,477	\$7,646,753	\$26,819,090
Existing 6 cents, Tampa (sunsets after 2013)	\$58,650,067	\$64,219,676	\$70,349,346	\$77,064,083	\$270,283,171
Existing 6 cents, Temple Terrace (sunsets after 2013)	\$4,086,106	\$4,474,136	\$4,901,186	\$5,368,997	\$18,830,425
Countywide Unrealized Revenues (Potential 5 cents)	\$141,338,409	\$154,760,383	\$169,532,025	\$185,713,597	\$651,344,414
Total	\$384,141,952	\$420,621,373	\$460,769,039	\$504,748,739	\$1,770,281,104

Source: Florida Legislative Committee on Intergovernmental Relations, Hillsborough Metropolitan Planning Organization, Hillsborough County, the City of Tampa, the City of Temple Terrace, and Plant City. Analysis by Cambridge Systematics. Totals may not add up due to rounding.

- 2009 through 2019 annual growth rates were based on the Florida DOT state-level annual increase in fuel consumption as follows:

2010	-1.24 percent	2015	2.41 percent
2011	1.50 percent	2016	2.21 percent
2012	3.18 percent	2017	1.85 percent
2013	2.62 percent	2018	1.81 percent
2014	2.34 percent	2019	1.78 percent

- The annual average of 1.84 percent, estimated by the FDOT forecast, was applied to the post-2019 period.
- The proportional contribution of each revenue source comprising the Municipal Revenue Sharing Program in state fiscal year 2009 was estimated at 71.80 percent for state sales tax; 28.19 percent for municipal fuel tax; and 0.01 percent for the state alternative fuel user decal fee collections.

Local Discretionary Sales Surtaxes

Local governments are also authorized by the state to levy some sales taxes to address their transportation needs.

- Charter County Transportation System Surtax – Though Hillsborough County is eligible to impose the Charter County Transportation System Surtax up to one percent, currently it is not imposing any portion of the tax. Imposition of this tax requires a vote of the general public in a referendum.
- Local Government Infrastructure Surtax – This tax can be levied at a rate of 0.5 percent or one percent. It is applied to all purchases subject to the regular six percent sales tax (except for sales amount purchases exceeding \$5,000). It is important to note that pursuant to ss. 212.055 (2)(h) and 212.055(3)(f), F.S., a county shall not levy the Local Government Infrastructure Surtax, Small County, Indigent Care and Trauma Center, and County Public Hospital surtaxes in excess of a combined rate of 1 percent. Currently, Hillsborough County is at the combined statutory maximum of 1 percent with the Local Government Infrastructure Surtax and the Indigent Care/Trauma Center Surtaxes levied each at 0.5 percent. Tax proceeds from the Local Government Infrastructure surtax can be expended only to plan and construct infrastructure, or to acquire land for public recreation, conservation, or for the protection of natural resources. It too requires a popular referendum.
- Small County Surtax – Hillsborough County is ineligible to impose the Small County Surtax at a rate of one-half percent or one percent, since the county's population size exceeded the maximum threshold of 50,000 or less on April 1, 1992.

Community Investment Tax

A voter referendum in the mid-1990s allowed Hillsborough County to levy a half-cent Local Government Infrastructure Surtax. This sales tax for thirty years is shared with the City of Tampa, Plant City and Temple Terrace. The tax authorizes the funding of education, public safety, transportation, water, wastewater, reclaimed water, stormwater, community stadiums, parks, libraries, museums, and government facilities.

Table 8: Hillsborough County Local Discretionary Sales Surtax Revenue Sources

Source	Available Tax Rate	Current Tax Rate	Unrealized Tax Rate	Realized Revenue (FY 2009)	Unrealized Revenue (FY 2009)
Charter County Transit System Surtax	Up to 1%	Not Levied	1.0%	-	\$178,108,094
Local Government Infrastructure Surtax	Up to 1%	0.5% ⁶	0.5% ⁷	\$60,727,068 ⁸	\$89,054,047
Small County Surtax	0.5% or 1%	Not Applicable	-	-	-

Source: Florida Legislative Committee on Intergovernmental Relations.

POTENTIAL REASONABLY AVAILABLE REVENUES FROM LOCAL DISCRETIONARY SALES SURTAX/COMMUNITY INVESTMENT TAX

The Community Investment Tax is set to sunset at the end of 2026. This tax is projected to yield \$1,015,035,936 in revenue through 2026. If the Community Investment Tax is allowed to sunset, there will be no additional revenues available between 2027 and 2035. Revenues from the existing ½ percent sales tax through 2026 are shown in **Table 9**.

A number of assumptions were employed to calculate the reasonably available revenues from the Community Investment Tax for the unincorporated portions of Hillsborough County as well as for Plant City, Tampa, and Temple Terrace. The assumptions used in projecting revenues for these sources include:

- The FY 2009 base year estimate was provided by the Florida Legislative Committee on Intergovernmental Relations (updated March 2009).

⁶ Pursuant to s.s. 212.055(2) and 212.055(4), F.S., Hillsborough County is at the combined 1 percent statutory maximum.

⁷ The Local Government Infrastructure Surtax will expire in 2026. If voters choose to not renew this tax in 2027, the unrealized tax rate from this source will be 0.5 percent.

⁸ The total realized revenue from Local Government Infrastructure Surtax amounted to \$89.0 million dollars in 2009. However, 25 percent of revenues from this source were automatically allocated to the County School Board. In addition, \$9,686,119 were allocated to the Sports Authority for debt repayment before any distribution factors are applied to the cities and County.

- A decrease of 2.44 percent in sales tax revenues is anticipated beginning in 2010.
- The Community Investment Tax (½ percent sales tax) revenue generated in Hillsborough Countywide is distributed as follows: 72.9 percent to Hillsborough County; 2.29 percent to Plant City; 23.1 percent to Tampa; and 1.68 percent to Temple Terrace.
- Historically, the Community Investment Tax (½ percent sales tax) in Hillsborough County grew at the same rate as a combination of the County's population and economic growth. Given future uncertainties and based on input from Hillsborough County staff and economist, a 2.56 percent standard historic inflation rate was applied for economic growth. It is anticipated that future economic growth will reach levels higher than inflation as the economy recovers, but actual levels and years of the recovery are difficult to assert at this time. Continuing the historic inflation rate, revenues generated from sales tax will increase at 4.04 percent per year (1.48 percent based on population growth plus 2.56 percent based on economic growth) during FY 2009 through FY 2025, and 3.67 percent per year (1.11 based on population growth⁹ plus 2.56 percent based on economic growth) during 2026 through 2035.
- Before the unincorporated county and respective municipal shares are calculated, 25 percent of the gross revenue is given to the School Board and, also, the payment to the Sports Authority is made for stadium debt (\$9,686,119 for FY 2009) before any distribution factors are applied to the cities and the County.

**Table 9: Reasonably Available Revenues from Community Investment Tax
Year of Expenditure (YOE) Dollars**

Fiscal Year	2016-2020	2021-2025	2026	2027-2035	Total 2016-2035
Unincorporated County	\$297,202,317	\$362,287,966	\$81,181,430	NA	\$740,671,713
Tampa	\$94,044,149	\$114,639,293	\$25,688,355	NA	\$234,371,797
Plant City	\$9,327,030	\$11,369,598	\$2,547,698	NA	\$23,244,325
Temple Terrace	\$6,720,351	\$8,192,070	\$1,835,678	NA	\$16,748,099
Total	\$407,293,848	\$496,488,928	\$111,253,160	\$0	\$1,015,035,936

Source: Florida Legislative Committee on Intergovernmental Relations, Hillsborough Metropolitan Planning Organization, Hillsborough County, the City of Tampa, the City of Temple Terrace, and Plant City. Analysis by Cambridge Systematics. Totals may not add up due to rounding.

⁹ Estimates for population growth rates were obtained from Hillsborough County staff.

NEW AND ADDITIONAL REVENUES FROM LOCAL DISCRETIONARY SALES SURTAXES – RENEWING EXISTING COMMUNITY INVESTMENT TAX AND IMPLEMENTING NEW SALES SURTAX OF 1 PERCENT

If however, the Community Investment Tax described above is renewed across the jurisdictions, there may be new and additional revenues available for the Hillsborough County MPO area. **Table 10** details the potential additional revenues from renewing the existing Community Investment Tax sales tax (½ percent sales tax) and implementing a new sales surtax of 1 percent. The new sales surtax could be implemented as a 1 percent Charter County Transit Surtax, or as a combination of Charter County Transit Surtax and up to ½ percent additional Local Government Infrastructure Surtax.

Should the Community Investment Tax be renewed, the Hillsborough County MPO area has the potential to realize \$7,713,065,580 between 2016 and 2035. To determine the potential additional revenues from renewing the existing Community Investment Tax and the potential additional revenues from implementing a new sales surtax of 1 percent, the same assumptions used in the analysis to project reasonably available Community Investment Tax revenues were employed.

Table 10: New and Additional Potential Revenues from Local Discretionary Sales Surtaxes
Year of Expenditure (YOE) Dollars

Fiscal Year	2016-2020	2021-2025	2026 -2030	2031-2035	Total 2016-2035
Unincorporated County	\$870,956,154	\$1,061,690,692	\$1,635,432,041	\$2,055,527,227	\$5,623,596,117
Tampa	\$275,944,139	\$336,374,365	\$518,152,244	\$651,247,400	\$1,781,718,149
Plant City	\$27,355,501	\$33,346,203	\$451,366,608	\$64,506,889	\$176,629,202
Temple Terrace	\$20,068,665	\$24,463,590	\$37,683,800	\$47,363,447	\$129,579,502
Countywide Unrealized Revenues	\$1,194,324,459	\$1,455,874,851	\$2,242,634,693	\$2,818,688,964	\$7,711,522,967

Source: Florida Legislative Committee on Intergovernmental Relations, Hillsborough Metropolitan Planning Organization, Hillsborough County, the City of Tampa, the City of Temple Terrace, and Plant City. Analysis by Cambridge Systematics. Totals may not add up due to rounding.

IMPACT FEES

Florida's Impact Fee Ordinances require developers to pay counties, municipalities, special districts, and school districts for the cost of additional infrastructure that results from new development. Impact fees in Florida impact fee must have four characteristics:

- (1) It must be levied only on a new development or new expansion of an existing development;
- (2) It must be a onetime charge, although collection may be spread out over time;
- (3) Its revenues must be earmarked for capital outlay only, operating costs are excluded; and
- (4) The fee must represent a proportional share of the cost of the new facility needed to serve the new development.

Currently Hillsborough County, the City of Tampa, Plant City, and Temple Terrace implement impact fees to fund transportation improvements.

POTENTIAL REASONABLY AVAILABLE REVENUES FROM IMPACT FEES

Impact fees dedicated for transportation purposes are projected to yield \$370,098,147 in revenue between 2016 and 2035 as shown in Table 11 below. The majority of these revenues -- \$14,000,000 per year -- will come from Hillsborough County, which is anticipated to be a stable source of funding for transportation in the MPO area. Furthermore, impact fees generated in Hillsborough County and Tampa are not projected to experience annual fluctuation. Impact fees generated by Tampa, Plant City, and Temple Terrace do not offer a strong revenue source, specifically Temple Terrace.

A number of assumptions were employed to calculate the reasonably available revenues from the impact fees for the MPO area, including:

- FY 2009 base year was applied from the Florida Legislative Committee on Intergovernmental Relations for Hillsborough County and the three municipalities. Revenues generated were provided directly from the cities of Tampa, Temple Terrace, and Plant City. In Particular, Plant City projected \$6.69 million for Cost Feasible Projects between 2013 and 2023 as a result of proportionate fair share agreements.
- FY 2009 base year assumed a 25 percent decrease in revenues based on historic 1996-2006 data from 2006 through 2008.
- For Hillsborough County, an economic recovery beginning in FY 2009 was incorporated in the computation. This was based on an assumption that transportation revenues would rise again to reach \$14 million, which is the average historic level between 1996 and 2006.

**Table 11: Available Revenues from Impact Fees
Year of Expenditure (YOE) Dollars**

Fiscal Year	2016-2020	2021-2025	2026-2030	2031-2035	Total 2016-2035
Hillsborough County	\$70,000,000	\$70,000,000	\$70,000,000	\$70,000,000	\$280,000,000
Tampa	\$17,610,000	\$17,610,000	\$17,610,000	\$17,610,000	\$70,440,000
Plant City	\$3,125,000	\$3,490,000	\$4,045,000	\$4,135,000	\$14,795,000
Temple Terrace	\$3,039,467	\$1,823,680	\$0	\$0	\$4,863,147
Total	\$93,774,467	\$92,923,680	\$91,655,000	\$91,745,000	\$370,098,147

Source: Florida Legislative Committee on Intergovernmental Relations, Hillsborough Metropolitan Planning Organization, Hillsborough County, the City of Tampa, the City of Temple Terrace, and Plant City. Analysis by Cambridge Systematics. Totals may not add up due to rounding.

AD VALOREM TAX

According to Florida Statutes, local governments may levy Ad Valorem tax based upon the assessed value of property. Proceeds are often vested in road improvement and resurfacing projects. Ad Valorem taxes subject to the following limitations:

- Ten mills for county purposes;
- Ten mills for municipal purposes;
- Ten mills for school purposes; and
- A millage authorized by law and approved by voters for Municipal Service Taxing Units (MSTUs) and special districts (e.g. the municipal services taxing units discussed above).

Currently the Hillsborough Area Regional Transit (HART) implement an Ad Valorem Tax fund transportation improvements.

POTENTIAL REASONABLY AVAILABLE REVENUES FROM AD VALOREM TAX

The Ad Valorem Tax is anticipated to continue to be available to the MPO area jurisdictions and Hillsborough Area Regional Transit. It should be noted that revenues resulting from Ad Valorem taxes are anticipated to be generally available for municipalities and the County, but only a share of the revenues will be directed towards transportation. The Ad Valorem tax is projected to yield \$24,566,541,423 in revenue between 2016 and 2035 as shown in **Table 12**. Of this total, 2,108,048,049 is anticipated to be dedicated for transportation investments (**Table 13**).

A number of assumptions were employed to calculate the reasonably available revenues from the Ad Valorem tax for the MPO area, including the unincorporated portions of Hillsborough County as well as HART. The assumptions used in projecting revenues for these sources include:

- 2009 base year was applied from the Florida Legislative Committee on Intergovernmental Relations for Hillsborough County and the three municipalities. The base year for HART was provided by HART.
- 2009 revenues are predicted at 13 percent less than 2008 numbers based on an article quoting the Hillsborough County budget chief¹⁰.
- For Hillsborough County and the municipalities, a 13 percent decrease in revenues from 2009 to 2010 was applied followed by an 8.8 percent drop from 2010 to 2011.
- For Hillsborough County and the municipalities, increases in revenues were applied at 1.4 percent, 2.6 percent, and 3.8 percent for FY 2011 and FY 2012 respectively.
- For the unincorporated areas of Hillsborough County, a 14.1 percent decrease in revenues was applied from 2009 to 2010, followed by a 10.1 percent decrease from 2010 to 2011.
- For the unincorporated areas of Hillsborough County, increases in revenues were applied at 1.9 percent, 3.1 percent, and 4.3 percent starting in 2011 through 2013.
- For HART, a decrease of 13 percent in revenues is anticipated between 2009 and 2010 followed by a 9 percent drop from 2010 to 2011. Recovery is likely starting in 2011.
- A per capita property tax growth rate of 1.7 percent was applied for HART beyond 2011 and beyond 2013 for the County, Municipalities, and Unincorporated Areas. This was based on normal historic economic growth factor figures from 1996 to 2006. In addition to economic growth factors, a 1.48 percent population factor was applied through 2025 and a 1.11 percent population growth factor was applied from 2026 through 2035 based on County demographic figures.
- Historically, Plant City dedicated 10.5 percent of total Ad Valorem taxes to transportation. Hillsborough County assumed \$25 million in annual revenues for transportation for capital investments, which includes \$23 million generated through Municipal Taxing Benefit Unit (MSBU¹¹) revenues (8.0 percent of the total Ad Valorem revenues generated for MSBU) and \$2 million from Countywide Ad Valorem (0.5 percent of the total Ad Valorem revenues generated for Hillsborough countywide). *However, more recently the County and municipalities indicated that no revenues from Ad Valorem will be dedicated to transportation improvement needs in the foreseeable futures.*

¹⁰ <http://www.tampabay.com/news/politics/local/article985139.ece>

¹¹ Municipal Service Benefit Unit (MSBU) is a funding mechanism for community members to create, through approval of the Board of County Commissioners, a special taxing district to make improvements for unincorporated areas.

- All HART revenues from Ad Valorem go to Transportation Operations with a small (< 0.5 percent of total Ad Valorem revenues) dedicated to capital improvements.

**Table 12: Total Available Revenues from Ad Valorem Tax
Year of Expenditure (YOE) Dollars**

Fiscal Year	2016-2020	2021-2025	2026-2030	2031-2035	Total 2016-2035
Hillsborough County	\$2,154,650,018	\$2,522,175,041	\$2,919,257,707	\$3,354,752,097	\$10,950,834,863
Unincorporated (MSBU)	\$1,442,095,474	\$1,688,077,962	\$1,953,843,219	\$2,245,317,233	\$7,329,333,888
Tampa	\$937,282,866	\$1,097,157,976	\$1,269,890,798	\$1,459,332,901	\$4,763,664,541
Plant City	\$49,529,426	\$57,977,806	\$67,105,635	\$77,116,443	\$251,729,309
Temple Terrace	\$41,670,017	\$48,777,795	\$56,457,205	\$64,879,482	\$211,784,498
HART	\$208,403,569	\$243,951,582	\$282,358,498	\$324,480,683	\$1,059,194,323
Total	\$4,776,997,874	\$5,591,824,524	\$6,472,182,370	\$7,437,701,485	\$24,566,541,423

Source: Florida Legislative Committee on Intergovernmental Relations, Hillsborough Metropolitan Planning Organization, Hillsborough County, the City of Tampa, the City of Temple Terrace, and Plant City. Analysis by Cambridge Systematics. Totals may not add up due to rounding.

**Table 13: Available Revenues for Transportation from Ad Valorem Tax
Year of Expenditure (YOE) Dollars**

Fiscal Year	2016-2020	2021-2025	2026-2030	2031-2035	Total 2016-2035
Hillsborough County	\$0	\$0	\$0	\$0	\$0
Unincorporated (MSTU)	\$0	\$0	\$0	\$0	\$0
Tampa	\$0	\$0	\$0	\$0	\$0
Plant City	\$0	\$0	\$0	\$0	\$0
Temple Terrace	\$0	\$0	\$0	\$0	\$0
HART	\$208,403,569	\$243,951,582	\$282,358,498	\$324,480,683	\$1,059,194,323
Total	\$208,403,569	\$243,951,582	\$282,358,498	\$324,480,683	\$1,059,194,323

Source: Florida Legislative Committee on Intergovernmental Relations, Hillsborough Metropolitan Planning Organization, Hillsborough County, the City of Tampa, the City of Temple Terrace, and Plant City. Analysis by Cambridge Systematics. Totals may not add up due to rounding.

ADDITIONAL REVENUES FROM AD VALOREM TAX – INCREASE IN SHARE OF TRANSPORTATION REVENUES

Currently, no revenues from Ad Valorem Taxes are dedicated to transportation improvements. Opportunities for increasing the share of funding for transportation from Ad Valorem are currently available for the County and municipalities. In fact, the County and municipalities have the potential to generate an additional \$235.1 million in total between 2016 and 2035 (**Table 14**) should they decide to dedicate one percent of Ad Valorem tax receipts to transportation.

**Table 14: Additional Revenues for Transportation from Ad Valorem Tax - Increase Share by 1 percent
Year of Expenditure (YOE) Dollars**

Fiscal Year	2016-2020	2021-2025	2026-2030	2031-2035	Total 2016-2035
Hillsborough County	\$21,546,500	\$25,221,750	\$29,192,577	\$33,547,521	\$109,508,349
Unincorporated (MSTU)	\$14,420,955	\$16,880,780	\$19,538,432	\$22,453,172	\$73,293,339
Tampa	\$9,372,829	\$10,971,580	\$12,698,908	\$14,593,329	\$47,636,645
Plant City	\$495,294	\$579,778	\$671,056	\$771,164	\$2,517,293
Temple Terrace	\$416,700	\$487,778	\$564,572	\$648,795	\$2,117,845
Total	\$46,252,278	\$54,141,666	\$62,665,546	\$72,013,982	\$235,073,471

Source: Florida Legislative Committee on Intergovernmental Relations, Hillsborough Metropolitan Planning Organization, Hillsborough County, the City of Tampa, the City of Temple Terrace, and Plant City. Analysis by Cambridge Systematics. Totals may not add up due to rounding.

PROPORTIONATE FAIR SHARE

Before 2005, proposed new developments that failed to satisfy transportation concurrency requirements had limited options for construction. In response, a Florida Senate bill was passed requiring that no new development may be built unless the capacity is available to support it, or construction is scheduled within the next two fiscal years. The bill provides developers the option to meet their concurrency by paying their fair share of the cost of the improvements. The Proportionate Fair Share is based on the proportion of the new capacity created by the improvements that is consumed, or used up, by the new traffic that will be generated by the development.

COUNTY INCENTIVE GRANT PROGRAM

Administered by FDOT, the Incentive Grant Program provides grants to counties for improving transportation facilities located on the State Highway System or that relieve congestion on the State Highway System.

TOLL REVENUES

Revenues generated by tolls on highways, bridges, and tunnels are normally sufficient to cover capital improvements and maintenance for the facilities where tolls are being collected. After bonds are retired, tolls may continue to provide funds that could be applied to new construction. In other cases, tolls are reduced to cover only the maintenance expenses of the facility.

The Selmon Expressway located in Hillsborough County is a limited-access highway linking Interstate 75 to south Tampa, providing an integral link in the regional transportation network. Operated by the Tampa Hillsborough County Expressway Authority, toll revenues are proposed by that agency to be reinvested in maintenance and expansion of the facility,

BOND ISSUES/PROCEEDS

Local governments are given the authority to issue General Obligation and Revenue Bonds. General Obligation bonds are secured by full faith and credit of the issuer (a pledge of the issuer's Ad Valorem taxing power). Revenue bonds are payable from a specific source of revenue and do not pledge the full faith of the issuer. These bonds must be approved by popular vote and can be used to fund major transportation projects.

Currently Hillsborough County, the City of Tampa, Plant City, and Temple Terrace are exercising a portion of their bonding capacity to fund transportation improvements.

NEW AND ADDITIONAL REVENUES FROM IMPLEMENTING AND BONDING NEW SALES SURTAX OF 1 PERCENT

If all unrealized Community Investment taxes, or sales taxes were made available, there would be \$2,852,408,655 (year 2009 dollars) in available capital for bonding purposes that could be supported by Community Investment taxes receipts as shown in **Table 15**. These projections are based on historic estimates from sales revenues and allow for bond issuances in 2011, 2016, 2121, 2026, 2031, and 2036. The majority of these revenues are available for bonding in 2011 and 2016, with the amount decreasing in future years. These calculations are for planning purposes only and are based on the following conservative assumptions:

- 1.5 debt service ratio;

- 6 percent interest year;
- 30 year bond;
- Approval of a 1-cent sales tax by referendum in 2010 and applied in 2011; and
- Bond issuance every five years based on revenue estimates from the prior five-year period.

To determine the potential new revenues from bonding, the following process was employed:

- To calculate the revenue/debt ratio, net revenues were divided by the debt coverage ratio (1.5).
- To calculate net present value of adjusted net revenues, revenues were deflated to 2009 dollars using a fixed interest rate of 6 percent. Current Municipal Bond interest rates are set at 4.91 percent for 30-year General Obligation bonds, AAA rating. But because revenue bonds are higher risk, a 6 percent rate with an AA rating was selected.
- After the par value of the bonds, or the total net present value of the bonds, was calculated, 10 percent of the par value was subtracted assuming a reserve account and an additional 1.5 percent of the par value was subtracted assuming issuance costs.

Table 15: Projected Revenues from Unrealized 1 Percent Local Discretionary Sales Surtax Available for Bonding

Fiscal Year	Bond Issuance 2011	Bond Issuance 2016	Bond Issuance 2021	Bond Issuance 2026	Bond Issuance 2031	Bond Issuance 2036
Total Unrealized Revenues	\$180,782,252	\$220,372,557	\$268,632,917	\$326,297,465	\$390,732,191	\$467,890,994
Revenue/Debt Ratio	\$120,521,501	\$146,915,038	\$179,088,611	\$217,531,644	\$260,488,128	\$311,927,329
Net Present Value	\$113,699,530	\$103,569,304	\$94,341,646	\$85,630,523	\$76,623,990	\$68,564,755
Total Net Present Value	\$617,108,481	\$547,859,121	\$499,046,814	\$454,583,511	\$409,739,271	\$366,643,303
Less Issuance Cost	\$9,256,627	\$8,217,887	\$7,485,702	\$6,818,753	\$6,146,089	\$5,499,650
Less Reserve Account	\$61,710,848	\$54,785,912	\$49,904,681	\$45,458,351	\$40,973,927	\$36,664,330
Bond Value	\$546,141,005	\$484,855,322	\$441,656,431	\$402,306,407	\$362,619,255	\$324,479,323

Source: Florida Legislative Committee on Intergovernmental Relations, Hillsborough Metropolitan Planning. Analysis by Cambridge Systematics. Totals may not add up due to rounding.

HILLSBOROUGH AREA REGIONAL TRANSIT (HART) FAREBOX REVENUES

HART has generally relied on revenues generated through fares by its paying customers to pay for operating expenses. While generally not sufficient to fully fund HART's transit operating expenses, farebox revenues current account for over 80 percent of HART's transit generated revenues.

POTENTIAL REASONABLY AVAILABLE REVENUES FROM FAREBOX REVENUES

Of the \$766.1 million non-Federal and non-State transit revenues anticipated for the MPO area, HART passenger fares are projected to comprise the majority (over 67 percent) of transit-generated revenues in the MPO area through 2035 for operations and maintenance needs as shown in **Table 16**. However, other system revenues such as advertisements and private funding are expected to grow at a faster rate than HART passenger revenues, according to HART staff.

A number of assumptions were employed to calculate the reasonably available revenues from HART and from Other Systems. The assumptions used in projecting revenues for these sources include:

- Base data provided by HART. HART assumes a 6 percent annual growth rate through 2035, on average.
- Passenger fare revenues averaged 19.5 percent of the total operating cost. On average a 4 percent increase in ridership is assumed.

Table 16: Available Revenues for Transit Operations
Million, Year of Expenditure (YOE) Dollars

Fiscal Year	2016-2020	2021-2025	2026 - 2030	2031-2035	Total 2016-2035
HART Passenger Fares	\$93.7	\$114.0	\$138.7	\$168.7	\$515.2
Advertising	\$4.7	\$5.7	\$7.0	\$8.5	\$26.1
Other System Revenue (Historic Streetcar, Inc., Interest Income, etc.)	\$44.1	\$55.6	\$66.6	\$58.6	\$224.9
Total	\$142.5	\$175.4	\$212.3	\$235.9	\$766.1

Source: Hillsborough Area Regional Transit. Analysis by Cambridge Systematics. Totals may not add up due to rounding.

LOCAL GOVERNMENT ADVANCE/REIMBURSEMENT PROGRAM

The Local Government Advance/Reimbursement Program (LGARP) is a financing tool that enables local governments and transportation authorities to accelerate transportation project delivery. Local governments can contribute cash, goods, and/or services to FDOT to initiate projects sooner than scheduled in the 5-year Work Program. (This program is subject to a statewide \$100 million cap on commitments.)

PRIVATE FUNDING

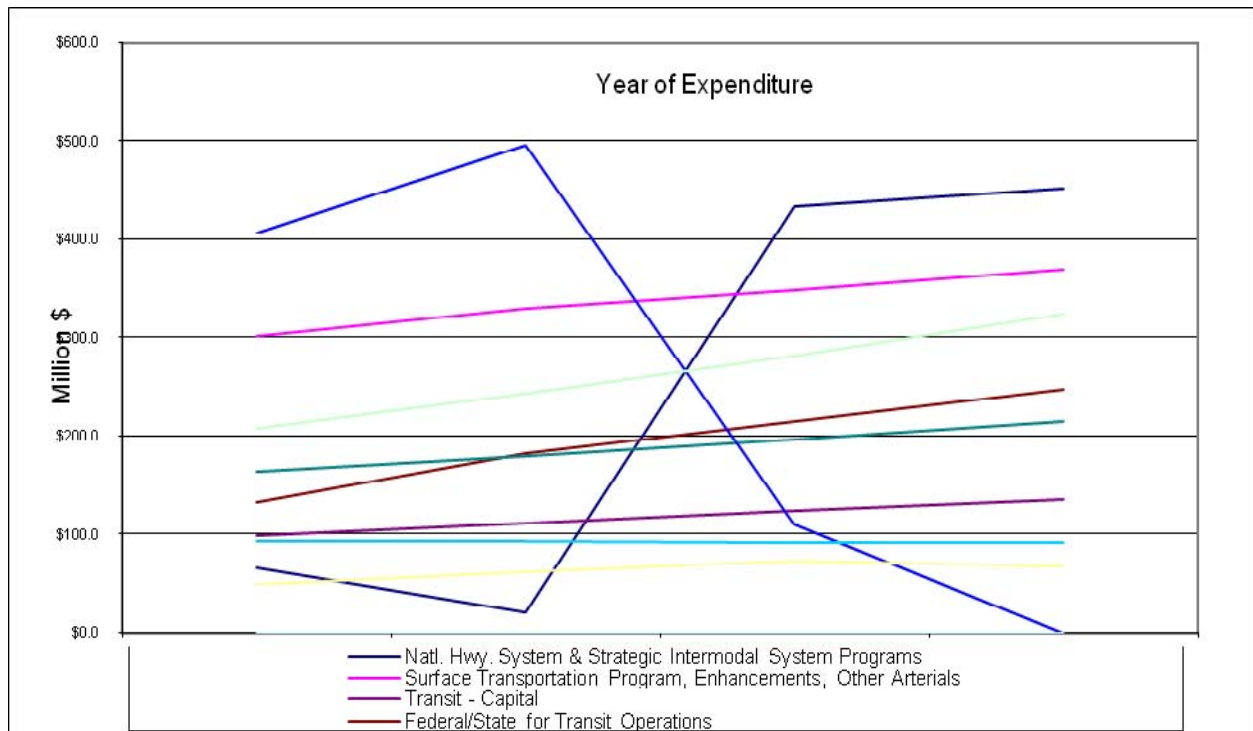
Private funding will be determined through discussions with FDOT and local governments. Much of this funding will be for transportation projects required for Development of Regional Impacts (DRI). Accurate data on future funds through private funding is currently unavailable.

CONCLUSION

The study shows that revenues from local governments constitute the majority of funding for transportation improvements in the County. Of the projected \$7.5 billion dollars that could be allocated to Hillsborough County between 2016 and 2035, approximately \$3.6 billion are attributed to Federal and State sources, including approximately \$0.8 billion for transit operations while approximately \$3.9 billion are available through local option and other sources of funding. Funding for Transit through local revenue streams includes more than \$515.2 million from farebox revenues and \$1.1 billion from Ad Valorem; mostly dedicated to operational needs (**Figure 1**). With the exception of the Community Investment Tax (CIT) which is anticipated to sunset in 2026, Hillsborough County can expect revenues to increase nominally over time as indicated in Figure 1¹² despite the current economic meltdown.

¹² The Federal government requires all revenue projections to be estimated in Year of Expenditure values.

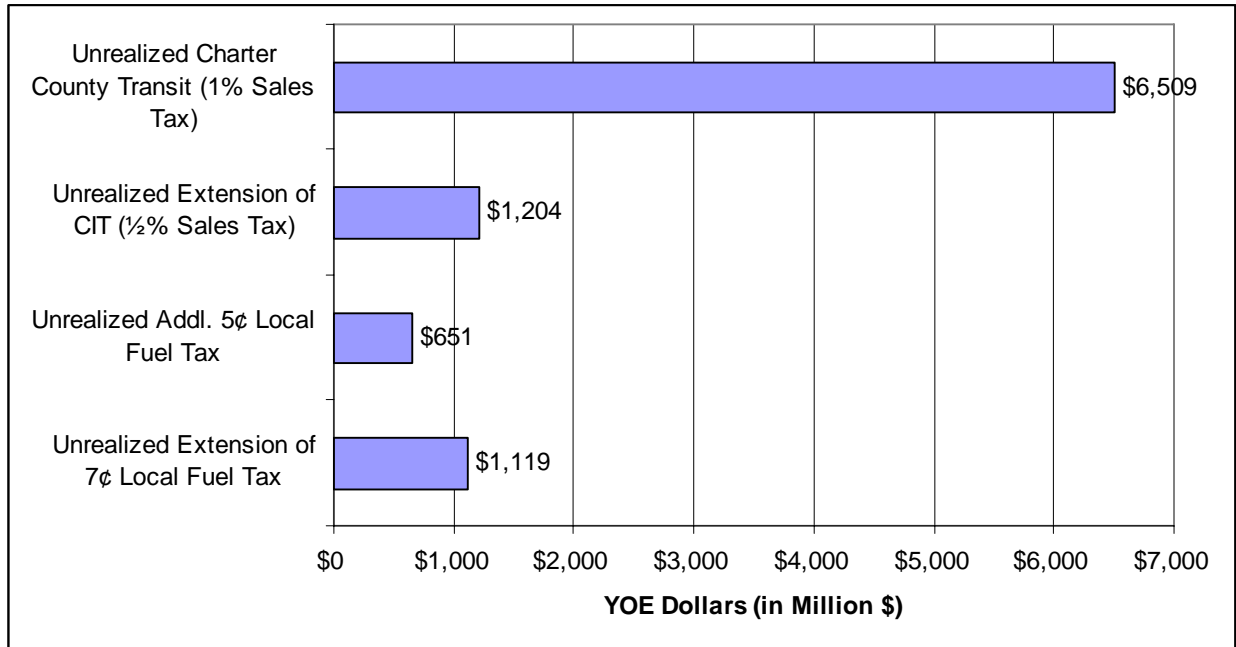
**Figure 1: Reasonably Available Revenues for Hillsborough County
Transportation Needs: Trends 2016-2035
Year of Expenditure (YOE) Dollars**



Source: FDOT District 7 Office, HART, Hillsborough County, Hillsborough MPO, the City of Tampa, Plant City, and the City of Temple Terrace. Analysis by Cambridge Systematics. Totals may not add up due to rounding.

The study also shows that an additional \$9.5 billion could become available from potential new and available revenue streams including the Second Local Option Gas Tax (LOGT) and implementing a one-cent Community Investment Sales Surtax should Hillsborough County choose to exercise available untapped local option gas and sales taxes (**Figure 2**). Furthermore an additional \$235.1 million for every *one* percent increase in the share of revenues from existing county and municipal Ad Valorem taxes.

Figure 2: Revenues from Unrealized Resources: Trends 2016-2035
Year of Expenditure (YOE) Dollars



Source: Hillsborough County, Hillsborough MPO, the City of Tampa, Plant City, and the City of Temple Terrace. Analysis by Cambridge Systematics. Totals may not add up due to rounding.

APPENDIX 1 - Summary of Revenue Projections through 2035

Type of Revenue	Unallocated Funds Thru 2015	2016-2020	2021-2025	2026-2030	2031-2035	Total	Source for Funding Estimate
Federal & State Programs						\$2,468.63	
SIS (Strategic Intermodal System funds)	\$95.03	\$160.96	\$10.47	\$417.60	\$175.24	\$859.32	FDOT, Aug 2008, SIS Highway Component 2035 Cost Feasible Plan
State Other Arterials funds	\$56.70	\$174.90	\$197.00	\$212.10	\$232.10	\$872.80	FDOT, Aug 2009, 2035 Forecast of State and Federal Revenues for Statewide and Metropolitan Plans
TMA (Metropolitan Area funds)	\$41.38	\$109.40	\$115.60	\$118.90	\$119.70	\$504.98	FDOT, May 2008, Supplement to the 2035 Revenue Forecast Handbook
TE (Transportation Enhancement funds)	\$6.30	\$16.80	\$17.70	\$18.20	\$18.30	\$77.30	FDOT, May 2008, Supplement to the 2035 Revenue Forecast Handbook
TRIP (Regional Incentive Program)	\$8.46	\$37.41	\$36.12	\$36.12	\$36.12	\$154.23	CCC Staff Directors & 2035 Forecast of State & Federal Revenues for Statewide and Metropolitan Plans, FDOT, Aug 2009
Local Funds - Existing Sources						\$1,868.42	
Ad Valorem - Plant City	\$0.00	\$5.20	\$6.10	\$7.10	\$8.10	\$26.50	MPO, Oct 2009, Reasonably Available & New and Additional Projected Revenue Sources: 2035 LRTP Update
Impact Fees - County	\$0.00	\$70.00	\$70.00	\$70.00	\$70.00	\$280.00	MPO, Oct 2009, Reasonably Available & New and Additional Projected Revenue Sources: 2035 LRTP Update
Impact Fees - Plant City	\$0.00	\$3.10	\$3.50	\$4.00	\$4.10	\$14.70	MPO, Oct 2009, Reasonably Available & New and Additional Projected Revenue Sources: 2035 LRTP Update
Impact Fees - Tampa	\$0.00	\$17.60	\$17.60	\$17.60	\$17.60	\$70.40	MPO, Oct 2009, Reasonably Available & New and Additional Projected Revenue Sources: 2035 LRTP Update
Impact Fees - Temple Terrace	\$0.00	\$3.00	\$1.80	\$2.50	\$0.00	\$7.30	MPO, Oct 2009, Reasonably Available & New and Additional Projected Revenue Sources: 2035 LRTP Update
Developer Agreements	\$211.07	\$270.42	\$721.46	\$120.91	\$0.00	\$1,323.86	Local government staff
Local Revenues - Tampa	\$7.14	\$31.06	\$91.90	\$7.70	\$7.85	\$145.66	Tampa Neighborhood Improvement Program
Tollways						\$997.01	
Veterans Exwy/ Suncoast Pkwy	\$0.00	\$224.12	\$302.89	\$16.71	\$130.89	\$674.61	Florida Turnpike Enterprise
Selmon Exwy	\$164.85	\$157.55	\$0.00	\$0.00	\$0.00	\$322.40	Tampa-Hillsborough Expressway Authority
Transit Funds - Existing Sources						\$3,524.48	
State Transit funds	36.5	98.9	111.2	124.2	135.9	\$506.70	FDOT, Aug 2008, SIS Highway Component 2035 Cost Feasible Plan
Fed transit formula-based funds (trend)	64	74.2	86	99.7	115.5	\$439.40	MPO, Oct 2009, Reasonably Available & New and Additional Projected Revenue Sources: 2035 LRTP Update
HART Ad Valorem	173.24	202.79	237.38	274.75	315.74	\$1,203.90	MPO, Oct 2009, Reasonably Available & New and Additional Projected Revenue Sources: 2035 LRTP Update
HART System Revenues	102.63	142.55	175.37	212.3	235.93	\$868.78	MPO, Oct 2009, Reasonably Available & New and Additional Projected Revenue Sources: 2035 LRTP Update
Transportation Disadvantaged program	79.1	87.8	99.2	112.3	127.3	\$505.70	
New Local-Option Revenues						\$7,488.82	
1% Local-Option Sales Tax	\$979.96	\$1,194.56	\$1,456.17	\$1,755.71	\$2,102.42	\$7,488.82	MPO, Oct 2009, Reasonably Available & New and Additional Projected Revenue Sources: 2035 LRTP Update
New Federal & State Funds						\$4,149.40	
Federal New Starts Program	379	446.7	426	239.6	582.7	\$2,074.00	Assumed federal share: 50% of rail capital costs
State New Starts Program	94.7	111.7	106.5	59.9	145.7	\$518.50	Assumed state share: 10% of rail capital costs
HART New Services Fares	30.4	106	210.4	306	413.4	\$1,066.20	Assumed farebox recovery rates: rail 30%, bus/paratransit/BRT 20%
Fed transit formula-based (New Services)	15.5	53.6	101	138.4	182.2	\$490.70	Assumed federal share of capital maintenance: 13% of new bus and 10% of new rail annual O&M costs
TOTAL EXISTING SOURCES						\$8,858.54	
TOTAL NEW SOURCES						\$11,638.22	



APPENDIX 2 - 2035 FORECAST OF STATE AND FEDERAL REVENUES FOR STATEWIDE AND METROPOLITAN PLANS

OVERVIEW

This appendix documents the current Florida Department of Transportation (FDOT) state and federal transportation revenue forecast through 2035. Funding estimates for major state programs for this metropolitan area and Florida are included. The forecast is based upon recent federal and state legislation, changes in factors affecting state revenue sources, and current policies. This information will be used for the updates of metropolitan long-range transportation plans, the Florida Transportation Plan and the Strategic Intermodal System (SIS) Highways Cost Feasible Plan.

Background

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the Transportation Equity Act for the 21st Century (TEA-21) enacted in 1998, and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) enacted in 2005 have provided the impetus to enhance the cooperative relationship between FDOT and metropolitan planning organizations (MPOs) in planning for and providing transportation facilities and services. The 2025 Florida Transportation Plan (FTP), developed with the assistance of Florida's 26 MPOs and other transportation partners, established long-range goals and program emphases for the expenditure of state and federal funds expected from current revenue sources.

The Department developed a long-range revenue forecast through 2035. The forecast was based upon recent federal and state legislation (e.g., SAFETEA-LU, Florida's 2005 Growth Management legislation), changes in factors affecting state revenue sources (e.g., population growth rates), and current policies. This information is being used for updates of metropolitan plans and the SIS Highways Cost Feasible Plan.

This 2035 forecast incorporates (1) amounts contained in the Department's Work Program for 2009 through 2013, (2) the impact of the Department's objectives and investment policies, and (3) the current Statutory Formula (equal parts of population and motor fuel tax collections) for distribution of certain program funds, and expresses the estimates in year of expenditure dollars.

Intent

This appendix is intended to provide the public and interested parties with clear documentation of the state and federal financial issues related to each MPO plan and to facilitate reconciliation of statewide and metropolitan plans. This appendix does not address financial issues related to funds that do not "flow through" the state work program. Information on financial issues related to local and regional revenue sources – what those resources are and how the metropolitan areas plan to spend them – is contained in other documentation of the metropolitan plan.

This appendix describes how the statewide 2035 Revenue Forecast was developed. Also, metropolitan estimates are identified for certain major FDOT programs that

expand the capacity of existing transportation systems, and are referred to as “capacity programs.” “Metropolitan estimates” are the share of the state capacity programs that are planned for this metropolitan area. They can be used to fund planned improvements to major elements of the transportation system.

This appendix also includes estimates of funds required for other FDOT programs designed to support, operate, and maintain the state transportation system. The FDOT has set aside sufficient funds in the 2035 Revenue Forecast for these programs, referred to as “non-capacity programs” in this document, to meet statewide objectives and program needs in all metropolitan and non-metropolitan areas. Funding for these programs is not included in the metropolitan estimates.

2035 REVENUE FORECAST (STATE AND FEDERAL FUNDS)

The 2035 Revenue Forecast is the result of a three-step process:

1. State and federal revenues from current sources were estimated.
2. Those revenues were then distributed among statewide capacity and non-capacity programs in concert with statewide priorities.
3. Estimates for certain capacity programs were developed for each of Florida’s 26 metropolitan areas.

Forecast of State and Federal Revenues

The 2035 Revenue Forecast includes program estimates for the expenditure of state and federal funds expected from current revenue sources (i.e., new revenue sources were not added). The forecast estimated revenues from federal, state, and Turnpike sources that are included in the Department’s 5-Year Work Program. The forecast did not estimate revenue from other sources (i.e., local government/authority taxes, fees, and bond proceeds; private sector participation; and innovative finance sources). Estimates of state revenue sources were based on estimates prepared by the State Revenue Estimating Conference in March 2008 for state fiscal years 2009 through 2018. Estimates of federal revenue sources were based on the Department’s Federal Aid Forecast for the same fiscal years. Assumptions about revenue growth were as follows:

Revenue Sources	Years	Assumptions
State Fuel Taxes	2009-2018	Florida Revenue Estimating Conference Estimates
	2019-2035	Annual 3.84% increase in 2019, gradually decreasing to 1.89% in 2035
State Tourism-Driven Sources (Rental Car Surcharge, Aviation Fuel Tax)	2009-2018	Florida Revenue Estimating Conference Estimates
	2019-2035	Annual 1.86% increase in 2019, gradually decreasing to 1.46% in 2035
State Vehicle-Related Taxes (Vehicle License, Initial Registration, and Incremental Title fees)	2009-2018	Florida Revenue Estimating Conference Estimates
	2019-2035	Annual 2.39% increase in 2019, gradually decreasing to 1.83% in 2035
Federal Distributions (Total Obligating Authority)	2009-2018	FDOT Federal Aid Forecast
	2019-2035	Annual 1.22% increase in 2019, gradually decreasing to 0.00% in 2031 and beyond
Turnpike	2009-2018	Existing and programmed projects, cap on outstanding debt, and planned toll increases on expansion projects

Revenue forecasts by FDOT typically estimate the value of money at the time it will be collected (e.g., 2020) and reflect future growth in revenue and inflation, sometimes referred to as “current” or “year of expenditure” dollars. Unlike previous long-range revenue forecasts by FDOT for statewide and metropolitan plans, the 2035 Revenue Forecast is expressed in “year of expenditure” dollars. A summary of the forecast of state, federal and Turnpike revenues is shown in **Table 1**. The *2035 Revenue Forecast Handbook* contains inflation factors that can be used to adjust project costs expressed in “present day cost” to “year of expenditure” dollars.

**Table 1: Forecast of Revenues
2035 Revenue Forecast (Millions of Dollars)**

Major Revenue Sources	Time Period						27-Year Total ² 2009-2035
	2009-10 ¹	2011-15 ¹	2016-20	2021-25	2026-30	2031-35	
Federal ³	4,984 26%	9,914 27%	10,137 26%	10,836 25%	11,417 24%	11,912 23%	59,200 25%
State	11,502 61%	23,964 65%	25,431 66%	28,530 66%	31,978 67%	35,531 68%	156,936 66%
Turnpike	2,365 13%	3,237 9%	3,027 8%	4,149 10%	4,515 9%	4,921 9%	22,214 9%
Total²	18,852	37,114	38,594	43,514	47,910	52,365	238,350

¹ Based on the FDOT July 1, 2008 Adopted Work Program for 2009 through 2013.

² Columns and rows sometimes do not equal the totals due to rounding.

³ Federal revenues also include state dollars used to match federal aid.

Estimates for State Programs

Long-range revenue forecasts assist in determining which needed transportation improvements are financially feasible and in identifying funding priorities. As directed by FDOT policy, the Department places primary emphasis on safety and preservation by first providing adequate funding in the Revenue Forecast to meet established goals and objectives in these important areas. Remaining funding has been planned for new or expanded statewide, metropolitan/regional, and local facilities and services (i.e., capacity programs). As Florida moves into the 21st Century, safety and preservation will continue to be emphasized.

The 2035 Revenue Forecast includes the program funding levels contained in the July 1, 2008 Adopted Work Program for 2009 through 2013. The forecast of funding levels for FDOT programs for 2014-2035 was developed based on the Program and Resource Plan (PRP) for fiscal years 2009-2017. The remainder of this appendix provides forecast information for "Capacity," "Non-Capacity," and "Other" state programs. The information is consistent with "Financial Guidelines for MPO Long Range Plans" adopted by the Metropolitan Planning Organization Advisory Council in October 2007, as amended in October 2008.

CAPACITY PROGRAMS

Capacity programs include each major FDOT program that expands the capacity of existing transportation systems (e.g., highways, transit). **Table 2** includes a brief description of each major capacity program and the linkage to the program categories used in the PRP.

Statewide Forecast for Capacity Programs

Table 3 identifies the statewide estimates for capacity programs in the 2035 Revenue Forecast in year of expenditure dollars. About \$238 billion is forecast for the entire state transportation program from 2009 through 2035; about \$108 billion (45%) is forecast for the capacity programs.

Metropolitan Forecast for Capacity Programs

As the first step in preparing metropolitan estimates, the Department prepared district and metropolitan estimates for the capacity programs from the statewide forecast consistent with provisions in state and federal law. Pursuant to federal law, transportation management area (TMA) funds were distributed based on 2000 population. District estimates for the following programs were developed using the current statutory formula¹: other arterials construction/right-of-way (net of TMA funds); enhancements; and the transit program.

Estimates for SIS/FIHS Construction and ROW were based on the Draft 2035 SIS Highway Component Cost Feasible Plan dated August 2008. Because of the evolving nature of the SIS, estimates for the Rail, Aviation, Seaports and Intermodal Access programs will not be available until a SIS Cost Feasible Plan for all SIS modes is completed.

FDOT districts developed the metropolitan estimates consistent with district shares of the statewide forecast, adjusted as needed to account for issues such as metropolitan area boundaries (e.g., differences between metropolitan area boundaries and county boundaries). The estimates for this metropolitan area are included in **Table 4** in year of expenditure dollars.

Senate Bill 360 (Chapter 2005-290, Laws of Florida) established recurring appropriations to several major state transportation programs in 2005. Annually, \$541.75 million was to be appropriated from proceeds from the Documentary Stamp Tax². These funds are distributed – according to formulas defined in Senate Bill 360 – to the SIS, the Transportation Regional Incentive Program (TRIP), the New Starts Transit Program, and the Small County Outreach Program. The 2035 Revenue Forecast contains estimates of Growth Management funds not included in an Adopted Work Program. Because some MPOs may desire to include projects partially funded by the TRIP and/or New Starts programs in their long-range plans as “illustrative projects,” the Department provided separate estimates of these funds. Districtwide estimates of TRIP funds are included in **Table 5**. Statewide estimates of New Starts Funds are included in **Table 6**.

¹ The statutory formula is based on 50% population and 50% motor fuel tax collections.

² Subsequent to the 2035 Revenue Forecast, 2008 Legislation altered the formula for transportation revenues from Documentary Stamp Tax proceeds from \$541.75 million annually to a percentage of Documentary Stamp Tax proceeds with an annual cap of \$541.75 million. This change is not reflected in the 2035 Revenue Forecast.

Table 2: Major Capacity Programs Included in the 2035 Revenue Forecast and Corresponding Program Categories in the Program and Resource Plan (PRP)

2035 Revenue Forecast Programs	PRP Program Categories
<p><u>SIS/Florida Intrastate Highway System (FIHS) Construction/ ROW</u> – Construction, improvements, and associated right of way on the Strategic Intermodal System and the Intrastate Highway System (e.g., Interstate, the Turnpike, other toll roads, and other facilities designed to serve interstate and regional commerce including SIS Connectors).</p>	<p>Interstate Construction Turnpike Construction Other SIS/Intrastate Construction Toll Facilities Revolving Trust Fund SIS/Intrastate Right of Way SIS/Intrastate Advance Corridor Acquisition</p>
<p><u>Other Arterial Construction/ROW</u> – Construction, improvements, and associated right of way on State Highway System roadways not designated as part of the SIS or FIHS. The program also includes funding for the Economic Development program, the County Incentive Grant Program, and the Small County Outreach Program.</p>	<p>Traffic Operations Construction County Transportation Programs Economic Development Other Arterial & Bridge Right of Way Other Arterial Advance Corridor Acquisition</p>
<p><u>Aviation</u> – Financial and technical assistance to Florida’s airports in the areas of safety, capacity improvements, land acquisition, planning, economic development, and preservation.</p>	<p>Airport Improvement Land Acquisition Planning Discretionary Capacity Improvements</p>
<p><u>Transit</u> – Technical and operating/capital assistance to transit, paratransit, and ridesharing systems.</p>	<p>Transit Systems Transportation Disadvantaged – Department Transportation Disadvantaged – Commission Other Block Grants New Starts Transit</p>
<p><u>Rail</u> – Rail safety inspections, rail-highway grade crossing safety, acquisition of rail corridors, assistance in developing intercity and commuter rail service, and rehabilitation of rail facilities.</p>	<p>Fixed Guideway Passenger Service Rail/Highway Crossings Rail Capacity Improvement/Rehabilitation</p>
<p><u>Intermodal Access</u> – Improving access to intermodal facilities and acquisition of associated rights of way.</p>	<p>Intermodal Access</p>
<p><u>Seaport Development</u> – Funding for development of eligible ports, including such projects as land acquisition, dredging, construction of storage facilities and terminals, and acquisition of container cranes and other equipment used in moving cargo and passengers.</p>	<p>Seaport Development</p>
<p><u>Growth Management</u> – Improving access to intermodal facilities and acquisition of associated rights of way.</p>	<p>No Subprograms; Total Growth Management Funds not in Adopted Work Programs by July 1, 2008.</p>

**Table 3: Statewide Capacity Program Estimates
State and Federal Funds from the 2035 Revenue Forecast (Millions of Dollars)**

Major Programs	5-Year Period (Fiscal Years)						27-Year Total ²
	2009-10 ¹	2011-15 ¹	2016-20	2021-25	2025-30	2031-35	2009-2035
SIS/FIHS Construction & ROW	4,892	8,444	7,306	8,473	9,218	9,816	48,149
Other Arterials Construction & ROW	2,684	3,901	3,503	3,885	4,142	4,453	22,568
Aviation	428	711	745	868	991	1,107	4,850
Transit	970	1,736	1,504	1,692	1,889	2,067	9,859
Rail	647	815	688	788	895	995	4,829
Intermodal Access	189	186	230	266	302	335	1,508
Seaport Development	106	243	228	265	302	338	1,482
Growth Management ³	0	1,730	3,493	3,285	3,285	3,285	15,077
Total Capacity Programs	9,916	17,768	17,698	19,521	21,024	22,395	108,322
Statewide Total Forecast	18,852	37,115	38,594	43,514	47,910	52,365	238,350

¹ Based on the FDOT July 1, 2008 Adopted Work Program for 2009 through 2013.

² Columns and rows sometimes do not equal the totals due to rounding.

³ Growth Management funds not programmed in FDOT Work Programs as of July 1, 2008.

⁴ "Other" is primarily for debt service.

**Table 4: Metropolitan Area Capacity Program Estimates
State and Federal Funds from the 2035 Revenue Forecast (Millions of Dollars)**

Estimates for Hillsborough County Metropolitan Area

Capacity Programs*	5-Year Period (Fiscal Years)					22-Year Total
	2014-15	2016-20	2021-25	2025-30	2031-35	2014-2035
SIS Highways/FIHS Construction & ROW	182.4	61.8	11.0	439.1	177.2	871.4
Other Arterials Construction & ROW	56.7	174.9	197.0	212.1	232.1	872.8
Transit	36.5	98.9	111.2	124.2	135.9	506.7
Aviation	N/A	N/A	N/A	N/A	N/A	N/A
Rail	N/A	N/A	N/A	N/A	N/A	N/A
Seaports	N/A	N/A	N/A	N/A	N/A	N/A
Intermodal Access	N/A	N/A	N/A	N/A	N/A	N/A
Total Capacity Programs	275.6	335.6	319.2	775.4	545.2	2,250.9

* Notes:

- Estimates for 2009 through 2013 are contained in the Adopted Work Program.
- Information on projects and revenue estimates for Aviation, Rail, Seaports and Intermodal Access will be provided upon completion of the Strategic Intermodal System (SIS) Cost Feasible Plan.

**Table 5: Districtwide Transportation Regional Incentive Program Estimates
State Funds from the 2035 Revenue Forecast (Millions of Dollars)**

FDOT District	5-Year Period (Fiscal Years)						22-Year Total ²
	2009-10 ¹	2014-15 ¹	2016-20	2021-25	2025-30	2031-35	2009-2035
District 1	N/A	38	83	81	81	81	363
District 2	N/A	30	67	65	65	65	292
District 3	N/A	21	47	45	45	45	205
District 4	N/A	50	111	108	108	108	485
District 5	N/A	55	121	117	117	117	525
District 6	N/A	35	77	74	74	74	335
District 7	N/A	40	89	86	86	86	387
Statewide Total Forecast	N/A	270	595	576	576	576	2,592

¹ TRIP Funds are included in the FDOT July 1, 2008 Adopted Work Program for 2009 through 2013 in the statewide program categories in which they have been programmed (e.g., Other Arterials Construction & ROW, Transit); amounts in this table are for 2014 and beyond.

² Columns and rows sometimes do not equal the totals due to rounding.

**Table 6
Statewide New Starts Program Estimates
State Funds from the 2035 Revenue Forecast (Millions of Dollars)**

Statewide Program	5-Year Period (Fiscal Years)						22-Year Total ²
	2009-10 ¹	2014-15 ¹	2016-20	2021-25	2025-30	2031-35	2009-2035
Statewide Total Forecast	N/A	150	292	271	271	271	1,254

¹ New Starts Funds are included in the FDOT July 1, 2008 Adopted Work Program for 2009 through 2013 in the Transit Program; amounts in this table are for 2014 and beyond.

² Rows sometimes do not equal the totals due to rounding.

NON-CAPACITY PROGRAMS

Non-capacity programs refer to FDOT programs designed to support, operate and maintain the state highway system: safety, resurfacing, bridge, product support, operations and maintenance, and administration. **Table 7** includes a description of each non-capacity program and the linkage to the program categories used in the Program and Resource Plan.

Metropolitan estimates have not been developed for these programs. Instead, the FDOT has included sufficient funding in the 2035 Revenue Forecast to meet the following statewide objectives:

- **Resurfacing program:** Ensure that 80% of state highway system pavement meets Department standards;
- **Bridge program:** Ensure that 90% of FDOT-maintained bridges meet Department standards while keeping all FDOT-maintained bridges open to the public safe;
- **Operations and maintenance program:** Achieve 100% of acceptable maintenance condition standard on the state highway system;
- **Product Support:** Reserve funds for Product Support required to construct improvements (funded with the forecast's capacity funds) in each district and metropolitan area; and
- **Administration:** Administer the state transportation program.

The Department has reserved funds in the 2035 Revenue Forecast to carry out its responsibilities and achieve its objectives for the non-capacity programs on the state highway system in each district and metropolitan area. Table 8 identifies the statewide estimates for non-capacity programs. About \$120 billion (50% of total revenues) is forecast for the non-capacity programs.

OTHER

The Department is responsible for certain expenditures that are not included in major programs discussed above. Primarily, these expenditures are for debt service and, where appropriate, reimbursements to local governments. About \$10 billion (4% of total revenues) is forecast for these expenditures. These funds are not available for statewide or metropolitan system plans.

Table 7: Major Non-Capacity Programs Included in the 2035 Revenue Forecast and Corresponding Program Categories in the Program and Resource Plan (PRP)

2035 Revenue Forecast Programs	PRP Program Categories
<u>Safety</u> - Includes the Highway Safety Improvement Program, the Traffic Safety Grant Program, Bicycle/Pedestrian Safety activities, the Industrial Safety Program, and general safety issues on a Department-wide basis.	Highway Safety Grants
<u>Resurfacing</u> - Resurfacing of pavements on the State Highway System and local roads as provided by state law.	Interstate Arterial and Freeway Off-System Turnpike
<u>Bridge</u> - Repair and replace deficient bridges on the state highway system. In addition, 15% of federal bridge funds must be expended off the federal highway system (i.e., on local government bridges not on the state highway system).	Repair - On System Replace - On System Local Bridge Replacement Turnpike
<u>Product Support</u> - Planning and engineering activities required to “produce” the Department’s products and services (i.e., Capacity, Safety, Resurfacing, and Bridge programs).	Preliminary Engineering Construction Engineering Inspection Right of Way Support Environmental Mitigation Materials & Research Planning Public Transportation Operations
<u>Operations & Maintenance</u> - Activities to support and maintain transportation infrastructure once it is constructed and in place.	Routine Maintenance Traffic Engineering Toll Operations Motor Carrier Compliance
<u>Administration</u> - Resources required to perform the fiscal, budget, personnel, executive direction, document reproduction, and contract functions. Also, includes the Fixed Capital Outlay Program, which provides for the purchase, construction, and improvement of non-highway fixed assets (e.g., offices, maintenance yards).	Administration Fixed Capital Outlay

**Table 8: Statewide Non-Capacity Program Estimates
2035 Revenue Forecast (Millions of Dollars)**

Major Programs	5-Year Period (Fiscal Years)						27-Year Total ²
	2009-10 ¹	2011-15 ¹	2016-20	2021-25	2025-30	2031-35	2009-2035
Safety	252	531	580	613	631	635	3,242
Resurfacing	2,136	4,473	4,368	5,015	5,481	5,912	27,383
Bridge	735	1,188	1,013	1,132	1,241	1,334	6,644
Product Support	2,961	5,707	5,863	6,784	7,787	8,821	37,923
Operations and Maintenance	2,025	4,937	5,868	6,962	7,955	9,076	36,823
Administration	330	942	1,201	1,446	1,737	2,084	7,740
Total Non-Capacity Programs	8,440	17,776	18,892	21,952	24,833	27,863	119,756
Other³	495	1,571	2,004	2,042	2,053	2,106	10,272
Statewide Total Forecast	18,852	37,115	38,594	43,514	47,910	52,365	238,350

¹ Based on the FDOT July 1, 2008 Adopted Work Program for 2009 through 2013.

² Columns and rows sometimes do not equal the totals due to rounding.

³ "Other" is primarily for debt service.