

Appendix B

Table B-3

Cost Affordable Revenue Sources as Compared to LRTP Expenditures

SHOWN IN YEAR OF EXPENDITURE (YOY) \$ MILLIONS AS NOTED

| ID | Revenue Source | Expenditure vs. Revenue | Phases | | | | | |
|-----------|--|-------------------------|-----------|-----------|-----------|-----------|-----------|------------|
| | | | 2009-2015 | 2016-2020 | 2021-2025 | 2026-2030 | 2031-2035 | After 2035 |
| OA | Other Arterial Funds | TOTAL AVAILABLE | \$ 56.7 | \$ 174.9 | \$ 197.0 | \$ 212.1 | \$ 232.1 | \$ 56.7 |
| | | PROJECT COSTS | \$ 44.5 | \$ 178.2 | \$ 195.5 | \$ 208.8 | \$ 159.1 | \$ 44.5 |
| | | REMAINING BALANCE | \$ 12.2 | \$ (3.3) | \$ 1.5 | \$ 3.3 | \$ 73.0 | \$ 12.2 |
| TMA | Transportation Management Area funds (Federal) | TOTAL AVAILABLE | \$ 41.4 | \$ 109.4 | \$ 115.6 | \$ 118.9 | \$ 119.7 | \$ 41.4 |
| | | PROJECT COSTS | \$ 43.3 | \$ 109.3 | \$ 115.4 | \$ 117.2 | \$ 120.5 | \$ 43.3 |
| | | REMAINING BALANCE | \$ (2.0) | \$ 0.1 | \$ 0.2 | \$ 1.7 | \$ (0.8) | \$ (2.0) |
| TE | Transportation Enhancement funds (Federal) | TOTAL AVAILABLE | \$ 6.3 | \$ 6.3 | \$ 17.7 | \$ 18.2 | \$ 18.3 | \$ 6.3 |
| | | PROJECT COSTS | \$ 4.3 | \$ 4.3 | \$ 17.9 | \$ 18.1 | \$ 14.1 | \$ 4.3 |
| | | REMAINING BALANCE | \$ 2.0 | \$ 2.0 | \$ (0.2) | \$ 0.1 | \$ 4.2 | \$ 2.0 |
| SIS | Strategic Intermodal System funds | TOTAL AVAILABLE | \$ 95.0 | \$ 95.0 | \$ 161.0 | \$ 417.6 | \$ 175.2 | \$ 95.0 |
| | | PROJECT COSTS | \$ 95.0 | \$ 95.0 | \$ 161.0 | \$ 417.6 | \$ 175.2 | \$ 95.0 |
| | | REMAINING BALANCE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Turnpike | Florida's Turnpike Enterprise funds | TOTAL AVAILABLE | \$ - | \$ 224.1 | \$ 302.9 | \$ 16.7 | \$ 130.9 | \$ - |
| | | PROJECT COSTS | \$ - | \$ 224.1 | \$ 302.9 | \$ 16.7 | \$ 130.9 | \$ - |
| | | REMAINING BALANCE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| THEA | Expressway Authority funds | TOTAL AVAILABLE | \$ 164.8 | \$ 157.6 | \$ - | \$ - | \$ - | \$ 164.8 |
| | | PROJECT COSTS | \$ 164.8 | \$ 157.6 | \$ - | \$ - | \$ - | \$ 164.8 |
| | | REMAINING BALANCE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Sales Tax | Pending Funding Source (Hillsborough County Transportation Task Force) | TOTAL AVAILABLE | \$ 245.0 | \$ 298.6 | \$ 364.0 | \$ 483.9 | \$ 525.5 | \$ 245.0 |
| | | PROJECT COSTS | \$ 192.4 | \$ 246.7 | \$ 66.8 | \$ 304.3 | \$ 187.7 | \$ 192.4 |
| | | REMAINING BALANCE | \$ 52.6 | \$ 51.9 | \$ 297.2 | \$ 179.6 | \$ 337.8 | \$ 52.6 |
| Ad Val HC | Hillsborough County Ad-Valorem | TOTAL AVAILABLE | \$ - | \$ 125.0 | \$ 125.0 | \$ 125.0 | \$ 125.0 | \$ - |
| | | PROJECT COSTS | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | REMAINING BALANCE | \$ - | \$ 125.0 | \$ 125.0 | \$ 125.0 | \$ 125.0 | \$ - |
| Ad Val PC | Plant City Ad-Valorem | TOTAL AVAILABLE | \$ - | \$ 5.2 | \$ 6.1 | \$ 7.1 | \$ 8.1 | \$ - |
| | | PROJECT COSTS | \$ - | \$ 3.0 | \$ 3.5 | \$ 3.1 | \$ - | \$ - |
| | | REMAINING BALANCE | \$ - | \$ 2.2 | \$ 2.6 | \$ 4.0 | \$ 8.1 | \$ - |
| Ad Val Ta | Tampa Ad-Valorem | TOTAL AVAILABLE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | PROJECT COSTS | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | REMAINING BALANCE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Ad Val TT | Temple Terrace Ad-Valorem | TOTAL AVAILABLE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | PROJECT COSTS | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | REMAINING BALANCE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Im Fee HC | Hillsborough County Impact Fee | TOTAL AVAILABLE | \$ - | \$ 70.0 | \$ 70.0 | \$ 70.0 | \$ 70.0 | \$ - |
| | | PROJECT COSTS | \$ - | \$ 3.7 | \$ 13.2 | \$ - | \$ - | \$ - |
| | | REMAINING BALANCE | \$ - | \$ 66.4 | \$ 56.8 | \$ 70.0 | \$ 70.0 | \$ - |
| Im Fee PC | Plant City Impact Fee | TOTAL AVAILABLE | \$ - | \$ 3.1 | \$ 3.5 | \$ 4.0 | \$ 4.1 | \$ - |
| | | PROJECT COSTS | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | REMAINING BALANCE | \$ - | \$ 3.1 | \$ 3.5 | \$ 4.0 | \$ 4.1 | \$ - |

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Cost Affordable Revenue Sources as Compared to L RTP Expenditures

SHOWN IN YEAR OF EXPENDITURE (YOE) \$ MILLIONS AS NOTED

| ID | Revenue Source | Expenditure vs. Revenue | Phases | | | | | |
|-----------|--|-------------------------|-----------|-----------|-----------|-----------|-----------|------------|
| | | | 2009-2015 | 2016-2020 | 2021-2025 | 2026-2030 | 2031-2035 | After 2035 |
| Im Fee Ta | Tampa Impact Fee | TOTAL AVAILABLE | \$ - | \$ 17.6 | \$ 17.6 | \$ 17.6 | \$ 17.6 | \$ - |
| | | PROJECT COSTS | \$ - | \$ - | \$ 6.5 | \$ 16.2 | \$ 16.2 | \$ - |
| | | REMAINING BALANCE | \$ - | \$ 17.6 | \$ 11.1 | \$ 1.4 | \$ 1.4 | \$ - |
| Im Fee TT | Temple Terrace Impact Fee | TOTAL AVAILABLE | \$ - | \$ 3.0 | \$ 1.8 | \$ 2.5 | \$ - | \$ - |
| | | PROJECT COSTS | \$ - | \$ 1.4 | \$ 0.8 | \$ 2.5 | \$ - | \$ - |
| | | REMAINING BALANCE | \$ - | \$ 1.6 | \$ 1.0 | \$ - | \$ - | \$ - |
| Developer | Private Development Requirements | TOTAL AVAILABLE | \$ 211.1 | \$ 270.4 | \$ 721.5 | \$ 120.9 | \$ - | \$ 211.1 |
| | | PROJECT COSTS | \$ 211.1 | \$ 270.4 | \$ 721.5 | \$ 120.9 | \$ - | \$ 211.1 |
| | | REMAINING BALANCE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| TRIP | Transportation Regional Incentive Program | TOTAL AVAILABLE | \$ 8.5 | \$ 37.4 | \$ 36.1 | \$ 36.1 | \$ 36.1 | \$ 8.5 |
| | | PROJECT COSTS | \$ 8.5 | \$ 37.4 | \$ 35.9 | \$ 36.1 | \$ 36.1 | \$ 8.5 |
| | | REMAINING BALANCE | \$ (0.0) | \$ 0.0 | \$ 0.2 | \$ - | \$ - | \$ (0.0) |
| Other1 | State Bridge Maintenance funds | TOTAL AVAILABLE | \$ - | \$ - | \$ - | \$ 445.1 | \$ - | \$ - |
| | | PROJECT COSTS | \$ - | \$ - | \$ - | \$ 445.1 | \$ - | \$ - |
| | | REMAINING BALANCE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Other2 | City of Tampa Gas Tax, CIT, CRA, Utility Funds, and CDBG | TOTAL AVAILABLE | \$ 7.1 | \$ 31.1 | \$ 91.9 | \$ 7.7 | \$ 7.9 | \$ 7.1 |
| | | PROJECT COSTS | \$ 2.3 | \$ 31.1 | \$ 91.9 | \$ 7.7 | \$ 7.9 | \$ 2.3 |
| | | REMAINING BALANCE | \$ 4.9 | \$ - | \$ - | \$ - | \$ - | \$ 4.9 |
| Other3 | Future funds as identified for local match to State TRIP | TOTAL AVAILABLE | \$ 6.5 | \$ 22.7 | \$ 20.2 | \$ 36.1 | \$ 36.1 | \$ 6.5 |
| | | PROJECT COSTS | \$ 6.5 | \$ 22.7 | \$ 20.2 | \$ 36.1 | \$ 36.1 | \$ 6.5 |
| | | REMAINING BALANCE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | System Revenues | TOTAL AVAILABLE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | PROJECT COSTS | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | REMAINING BALANCE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | Federal New Starts | TOTAL AVAILABLE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | PROJECT COSTS | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | REMAINING BALANCE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| FFB | Federal Formula-Based | TOTAL AVAILABLE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | PROJECT COSTS | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | REMAINING BALANCE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| TMA | Federal STP | TOTAL AVAILABLE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | PROJECT COSTS | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | REMAINING BALANCE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | State New Starts | TOTAL AVAILABLE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | PROJECT COSTS | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | REMAINING BALANCE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | State Transit Program | TOTAL AVAILABLE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | PROJECT COSTS | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | REMAINING BALANCE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | High Speed Rail | TOTAL AVAILABLE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | PROJECT COSTS | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | REMAINING BALANCE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | Transit Planning & Design | TOTAL AVAILABLE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | PROJECT COSTS | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | REMAINING BALANCE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | Transportation Disadvantaged Program | TOTAL AVAILABLE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | PROJECT COSTS | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | REMAINING BALANCE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |