

June 11, 2007

Hillsborough County 9-Point Plan to Improve Transportation

First – Public - Public Partnering

Hillsborough County is taking a leadership role in seeking transportation partnerships with the State Turnpike Enterprise, Tampa-Hillsborough County Expressway Authority, and the Florida Department of Transportation. The County plans to seek support for new toll-roads in Hillsborough County. The new roads will require coordination with our adopted land use plans and the community. The new toll-roads will provide transportation infrastructure for existing traffic and new growth and improve roadway levels of service on county roads. Limited access roads will provide an alternative for travelers now driving on congested County roads. The County will also work very closely to develop regional transportation plans with the newly formed Regional Transportation Authority (RTA) recently approved by the state legislature.

Second – Increased BOCC Funding

The Hillsborough County Board of County Commissioners (BOCC) has allocated a greater share of Community Investment Tax revenues for road improvements beginning and has indicated that County roads and related transportation infrastructure and storm water capital improvements are priorities for additional funding. The increase in funding will be significant. The additional allocation of CIT revenues in addition to the County's allocation of ad-valorem funds, gas taxes, and impact fees will substantially increase the County's Capital Improvement Program. Later this summer (2007), the BOCC will consider a recommendation from the Transportation Task Force to increase transportation funding by \$500 million over the next 5-years for County, HART, and municipal transportation projects. The projects will be funded by funds generated from bonding future community investment tax revenues.

Third – Development Help Pay for Adequate Roads

Having development participate for a greater share of the cost of transportation infrastructure will be a major component in the implementation of the Hillsborough County Metropolitan Planning Organization's (MPOs) 2025 Long Range Transportation Plan. The County's Concurrency Management System has produced major transportation improvements like the Public-Private Partnership for US Highway 301 improvements in south Hillsborough County, as well as other transportation improvements such as road widenings, intersection improvements, medians and turn lanes. The County's zoning and development review and approval process, with full authority and approval of the BOCC, will continue to place conditions on projects to promote public safety and to ensure adequate public facility improvements. Over the past 3-year period (2004-2007) Hillsborough County has approved over \$1.2 Billion dollars in private sector transportation infrastructure. The majority of these funds are paying for transportation improvements in south and east Hillsborough County including improvements to US HW 301, Bell Shoals Road, Fish Hawk Boulevard, Lithia Pinecrest Road, US Highway 41, Apollo Beach Boulevard extension, and many others.

Fourth – Reduced the Constrained Roads

Improvements need to be made to the Hillsborough County Metropolitan Planning Organization's 2025 Long Range Transportation Plan. A transportation study was completed in May of 2007 that examined Constrained Roadways and their impacts to the transportation system. The BOCC has approved in the BOCC Strategic Plan, Goal 6B to reduce the number and miles of constrained roadways by 15 percent in order to improve levels of service on our roads. The BOCC approved the Constrained Roads recommendations recently that reduce the percentage of Constrained Roads in the County by 25%. There are negative consequences on constraining County roads on levels of service (concurrency) as well as forcing cut through traffic from County collector roads onto local residential streets. More detailed modeling analysis and scenario was completed that provided our elected officials the best possible information. As additional local, State, and Federal funds are allocated for our transportation projects, the MPO's Long Range Transportation Plan and County Comprehensive Transportation Plan will be updated to reflect the updated Constrained Roads information and these new funds and new priorities.

Fifth – Fix the Intersections

The BOCC has adopted in its Strategic Plan Goal 6A which proposes that the County will increase the number of intersections being upgraded to accommodate growth by 50 percent by Fiscal Year 2008. A new funding program has been under development since January, 2005. This provides for a "fair share" program for funding intersections. Intersections are major controls on the level of service in the highway system. The recommendations of the Transportation Task Force recommend that a substantial increase in the amount of funding for intersection improvements over the next 5-year period.

Sixth – More State Funding

Florida lawmakers made some changes during the 2006 legislative session to improve growth management, including providing additional state funding for roads. The increase is significant and advancing improvements on the Strategic Intermodal System will benefit county roads. There is also an opportunity for Hillsborough County to leverage additional state funding for County roads and Hillsborough County has successfully applied nearly \$20 million from the state TRIP and County Incentive Grant Program (CIGP) funds for the US HW 301 and for Bruce B. Downs Boulevard road widening projects.

Seventh – Protect Right-of-Way- Decrease Future ROW Cost

The County is requiring that development provide rights of way and build roads in accordance with the adopted (in 2004) Transportation Corridor Preservation Plan. Many of the new planned road corridors in south Hillsborough County will be developed according to the Corridor Preservation Plan with developments being responsible for the design and construction of the transportation facilities. The Right-of-Way may also encourage more transit amenity improvements be constructed along county roads such as benches, shelters, bus lanes, and other transportation infrastructure such as utilities.

The County has also adopted a right of way Corridor Preservation Plan Ordinance providing for limitations on structures in locations where future roads and road widenings may happen. This is a major cost savings program for transportation capacity improvements now and in the future. Currently, right of way may be up to 50 percent of the cost of a typical road widening project.

Eighth – Regional Cooperation

The impact of regional traffic on the Hillsborough County transportation system is a growing problem. The County will be working with the Tampa Bay Regional Planning Council, the MPO's Regional CCC process, and the newly formed Regional Transportation Authority (RTA) to require more infrastructure improvements from large regional developments, advance regional transportation plans, and seek more State and Federal funding.

Ninth – Multi Modal Transportation

The County's development requirements mandate features which aim to decrease motor vehicle travel on the principal road systems. These include sidewalks, off-street Trails, bus transit amenities, on-road Bicycle lanes on all new collector facilities, and road interconnection between developments. The County's Comprehensive Plan promotes traditional neighborhood development which fosters walkable communities and mixed use activities which decrease motor vehicle traffic.

The cumulative effect of all of these actions by Hillsborough County will be to improve the existing transportation network overall level of service and to accommodate future growth. As you know, other methods to provide for transportation, such as Rail are also examined by the Board of County Commissioners.

Transportation Progress! Funded Projects in Hillsborough County 2005 - 2010

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| 1. | TAMPA – HILLSBOROUGH EXPRESSWAY AUTHORITY | \$469 Million (Total) |
| | A) Brandon Parkway, Feeder Roads
and Gateway Projects | \$69 Million |
| | B) Elevated Road/Reversible Express Lanes from
I-75 to Downtown | \$250 Million |
| | C) Tampa Downtown Access at Meridan Street | \$57.3 Million |
| | D) Elevated Road/Bridge Repair Cost | \$97.4 Million |
| 2. | FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT 7
(State and Federal Funds for Roads, Aviation, Transit) | \$781 Million (Total) |
| 3. | HILLSBOROUGH COUNTY I OPERATING AND CAPITAL FY06 – FY11
HILLSBOROUGH COUNTY II CAPITAL (Recommended FY06 – FY11
Transportation Capital Improvement Program) | \$809 Million (Total)
\$184 Million
(\$238 Million includes
Increase recurring
Non-CIT and Non-
Impact Fee) over
FY05 levels |
| | A) Road Projects (Priorities)
Bruce B. Downs Blvd
Boyette Road
Race-Track Road | |
| | B) Bridge Projects (20) | |
| | C) Intersection Projects (27) | |
| 4. | COMMUNITY INVESTMENT TAX – PHASE III
February 2008 through September 2013
301.5 Million available
Transportation 29.6% | \$89.1 Million |
| 5. | PRIVATE DEVELOPMENT
US 301 | \$200 Million |
| 6. | Notes:
-Cost of Construction annual Growth Rate plus 20.2% since 2000
-In summery approximately \$3.5 Billion in Unfunded Roadways and \$1.4 Billion in miscellaneous Transportation needs such as, sidewalks, intersections, traffic signals, bridges, and etc. (Source: Public Works Department, August 31, 2005). | |