

Enhanced Transportation Funding

Presentation to
Hillsborough County Transportation Task Force
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Overview

- Why Enhance Transit Funding?
- What are the Local Revenue Options?
- A Case Study: Measure M – Orange County, California
- If Hillsborough held a Referendum what might it look like?

Overview

- Launching an Alternative Analysis and the Return of the Tampa Rail Project
- Next Steps

Why Enhanced Local Funding?

- Increase local funding to meet growing demand for transit services countywide; including bus and HARTPlus
- Federal and State funding insufficient to meet county transit needs
- Sustainable transit funding over the long term has not been committed, nor secured

Why Enhanced Local Funding?

- Leverage federal funding for major investment
“...communities with non-federal funding in place move more rapidly than those that must wait for a local vote”

Local Revenue Options

- Sales tax = Approx. \$105 million per half-cent
 - Charter County Transit Surtax (F.S. 212.055)
- Gas tax = Approx. \$5 million per penny
 - Local Option Gas Tax (up to 5 cents)
- Property tax = \$36 million per half mill
 - HART Charter 3 mills (.5 mills approved by voters in 1980)
- Combined (as desired)

Charter County Transit Surtax

- Can collect up to a full penny sales tax
- Seven Florida counties eligible (2 collect)
 - Duval (1/2 cent) 1989
 - Miami-Dade (1/2 cent) 2003
- HART is eligible under the statute
- Requires Hillsborough County Commission to schedule a referendum
- Requires majority vote of the public
- Can be used for operating and/or capital
- Non-residents contribute approx. 25%

Case Study: Orange County, California - Measure M

- One half-cent local transportation sales tax
- Approved in Nov 1990 by 55 percent after two failures
- 20-year program ends April 1, 2011
- Renewed Measure M program by 70 percent vote, November 2006

Measure M

Promises Made, Promises Kept

Project	Description	Completed	In Progress
Santa Ana Fwy (I-5)	Widened the freeway	✓	
El Toro Y	Redesigned and widened one of the county's busiest interchanges to 26 lanes	✓	
Costa Mesa Fwy (SR-55)	Added lanes from SR-91 to SR-22	✓	
Orange Fwy (SR-57)	Added lanes from LA County line to I-5	✓	
Riverside Fwy (SR-91)	Added lanes from LA County line to SR-55	✓	
Pacific Electric ROW	Purchased rail right-of-way to preserve it for future transportation uses	✓	
Metrolink Rail	Launched OC Line, IEOC Line and the 91 Line; added new station	✓	
Transitways	Added freeway connector ramps	✓	

Measure M

Promises Made, Promises Kept

Project	Description	Completed	In Progress
Regional Roads	Widened major streets; improved intersections and street connections at freeways	Ongoing through 2011	
Local Streets “Turnback”	By 2011, will have invested more than \$600 million for local street maintenance and improvements	Ongoing through 2011	
Transit fare stabilization	Discounted bus fares for seniors and persons with disabilities	Ongoing through 2011	
Garden Grove Fwy (SR-22)	Adding lanes in both directions from SR-55 to Valley View Ave., widening bridges, improving on- and off-ramps		✓
I-5 Gateway Project	Widening I-5 through Buena Park with additional lanes in both directions		✓
Metrolink Expansion	Expanding weekday service to every 30 minutes; adding new weekend service; building a new station in Buena Park		✓

Hillsborough Referendum: Projects to Improve Mobility

- Support mobility needs for seniors and disabled
- Enhance local and express bus and BRT
- Build light rail projects (MPO 2050 Plan)
- Improve pedestrian access
- Add new bikes lanes in the county

Hillsborough Referendum: Projects to Improve Mobility

- Smart Streets program
 - Improved signals
 - Improve turning lanes
 - Add Bus lanes
- Provide local return program
 - Funding for enhanced mobility in areas not served by transit
 - Improved roadway infrastructure

Hillsborough Referendum

Improved Mobility First 5 Years

- Enhanced bus services (BRT, Express)
- Flex bus services in suburban areas
- Road improvements to benefit autos and transit (intersection and signalization upgrades)
- Improved pedestrian and bike access to transit

Hillsborough Referendum

Improved Mobility First 5 Years

- Second operating facility completed
- Right of Way acquisition for BRT and rail
- Into final design for major transit investment (potential light rail)

Hillsborough Referendum

Improved Mobility First 10 Years

- Double the current bus fleet
- Light rail operational
- Continued road improvements for transit
- Connections with regional projects

Next Steps

Alternative Analysis Study

- 1st step to seek federal New Starts funding
- Update previous planning and environmental work - Tampa Rail Plan
- Select project that will best address local goals and be competitive in New Starts process
- Secure necessary approvals to move project into Preliminary Engineering

Next Steps

Alternative Analysis Study

- Seek work scope and funding approval – Sept 22 HART Board meeting
- Project Team to provide input
 - Hillsborough County, Cities of Tampa and Temple Terrace, Hillsborough MPO, FDOT

Next Steps

Securing Expanded Local Funding

- Develop county-wide program of improvements
 - Projects, phasing, costs and funding program
- Effort will involve extensive coordination and outreach