

# Tampa Bay Area Regional Transportation Authority

## Regional Transportation Master Plan Update

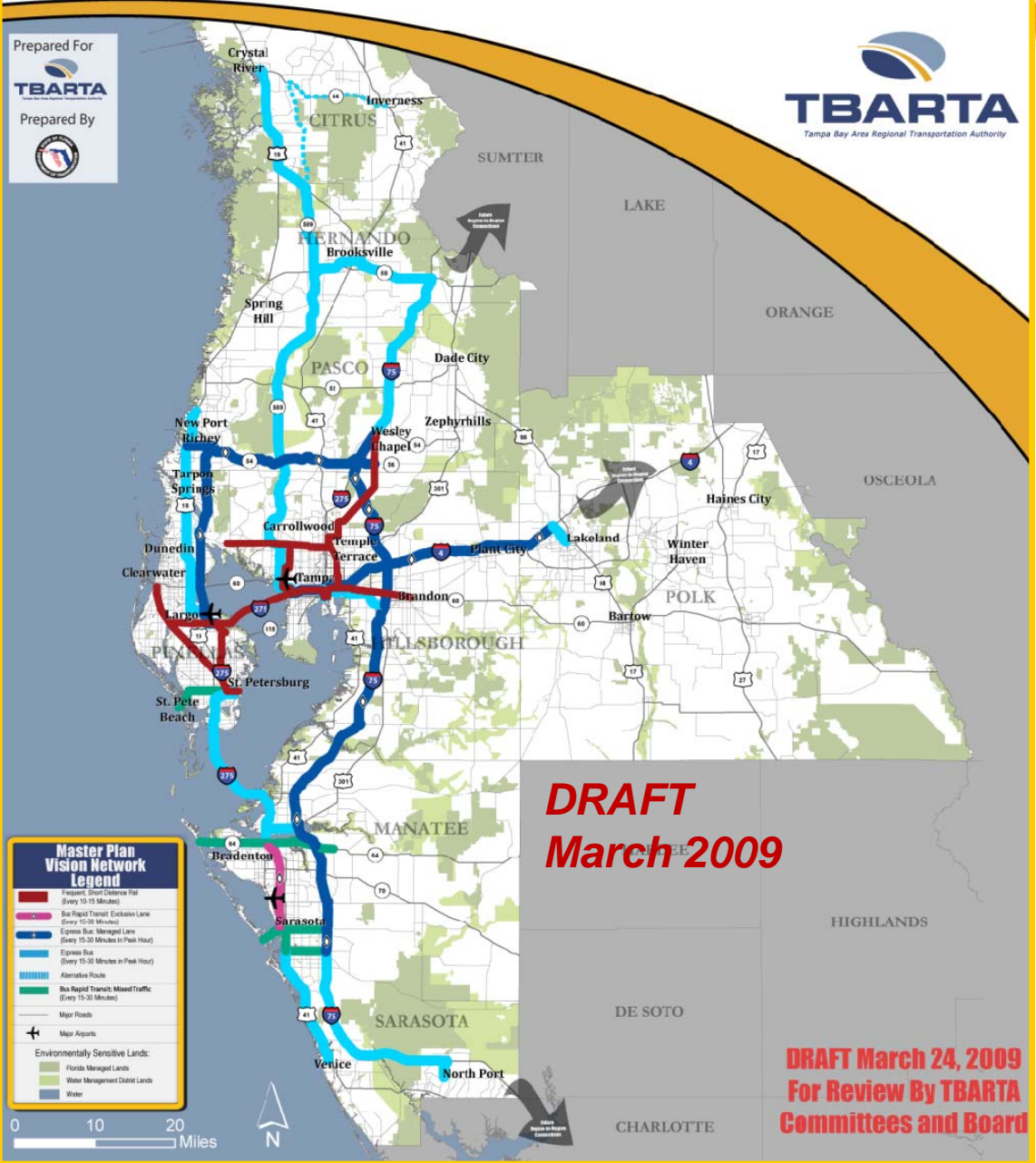
Hillsborough County Transportation Task Force (March 30, 2009)



# Preliminary Mid-Term Vision

## Recommendations

Prepared For  
**TBARTA**  
Prepared By  

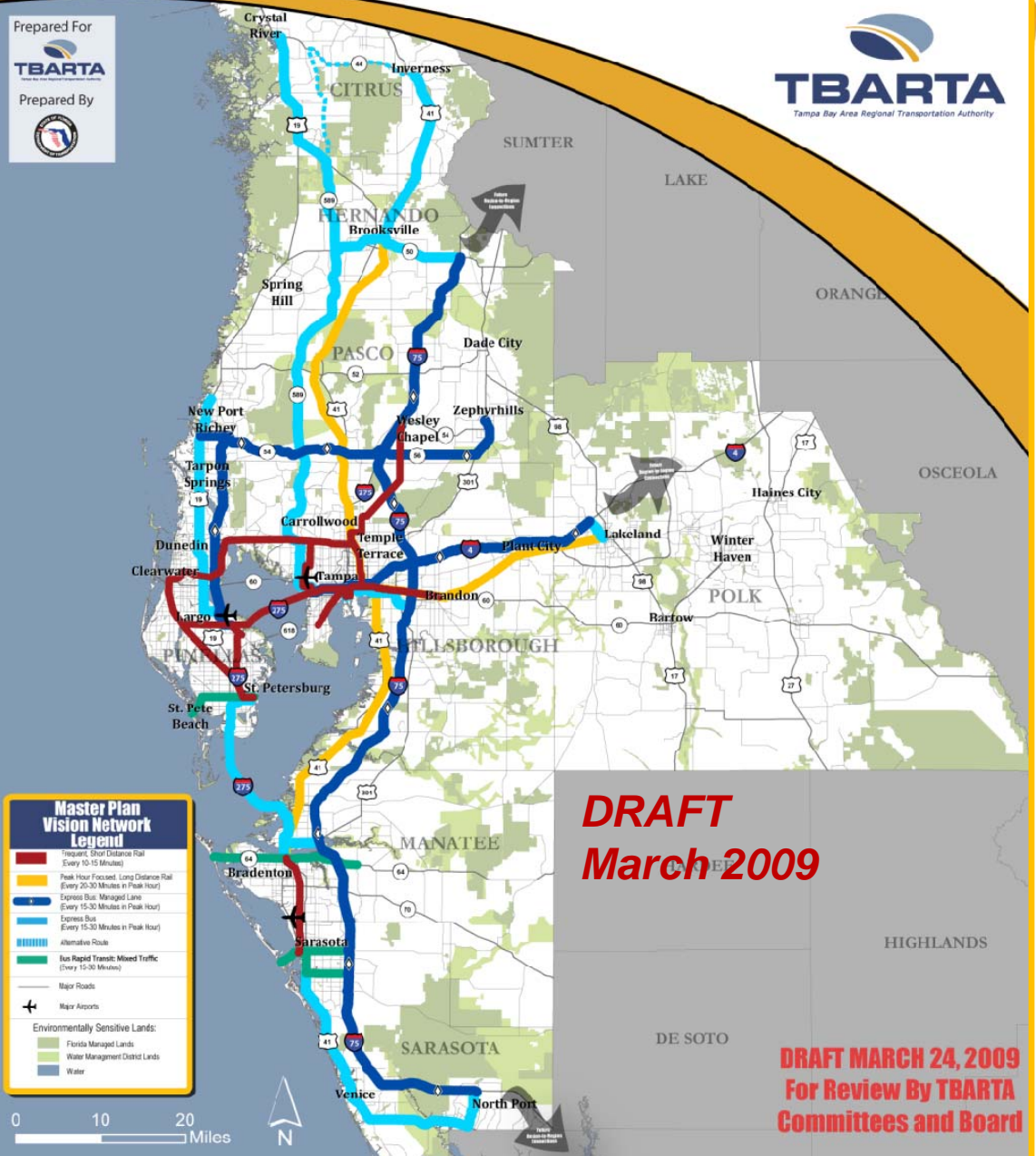
**DRAFT**  
**March 2009**

**DRAFT March 24, 2009**  
**For Review By TBARTA**  
**Committees and Board**

# Recommendations

# Preliminary Long-Term Vision

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# Tampa Bay Area Regional Transportation Authority

## Funding and Finance Efforts

Hillsborough County Transportation Task Force (March 30, 2009)





## Challenges

- **Funding**
  - What are the costs of projects in the Vision Networks? (How many should be included?)
  - What do we assume for Federal and State participation?
  - How do we integrate local bus expansion plans? (TDPs)
  - What changes do we assume for existing local funding sources going to transit?
- **Timing**
  - What is our implementation horizon for local service upgrades?
  - How do we incorporate recent economic downturn projections and longer term recovery?



## Current Assumptions

- **Local Funding Needs**
  - Capital: 50% Local (30% Federal, 20% State)
  - Operating: 60% Local (20% Farebox, 20% State/Fed)
- **Farebox Recovery**
  - Maintain at current levels by county
- **Inflation/Cost Escalation**
  - Base (2009) assumption



## Current Assumptions

Item	Next 2 Years (2010-11)	Following 3 Years (2012-14)	Long Term (2015+)	Notes
Overall Inflation	3.0%	3.0%	3.0%	
Property Tax Revenues (Ad Valorem)	0.0%	2.0%	4.0%	Growth below inflation to 2014 - 1% real growth after
Sales Tax Revenues	0.0%	2.0%	4.0%	
Gas Tax Revenues	0.0%	1.0%	1.0%	Well below inflation
Fed/State Capital Funding	5.0%	4.0%	3.5%	Same as capital costs
O&M Costs (Bus/Rail)	4.0%	4.0%	4.0%	Higher than inflation
Capital Costs	5.0%	4.0%	3.5%	Higher than inflation



## Funding Capacity Model Variables

- **Local Bus Networks**
  - County Transit Development Plans
  - TBARTA Mid-Term Supporting Bus Network
- **Implementation Periods**
  - 10 Years (TDP Horizon Year)
  - 26 Years (2035)
  - Request from TMC – Interim options, 15 years
- **Possible Revenue Sources**
  - Sales Tax (LGIS or CCTS)
  - Local Option Gas Tax
  - Retention of Existing Local Contributions



## Sample Scenarios - Regionwide

Scenario Variables							
Local Network	TDP	TDP	TDP	TDP	TDP	TDP	TDP
Implementation Yrs.	26	26	26	26	26	26	10
Federal Capital Share	30%	40%	40%	40%	40%	50%	50%
State Capital Share	20%	25%	25%	25%	25%	25%	25%
Revenue Source	Sales Tax 1%	Sales Tax 1%	Sales Tax 1%	Sales Tax 0.75%	Sales Tax 0.75%	Sales Tax 0.75%	Sales Tax 0.75%
Existing Local Sources	Retain	Retain	Eliminate	Retain	Eliminate	Eliminate	Eliminate
Regional Leveraged Capital Capacity over 26 years	\$12B	\$17B	\$11B	\$9B	\$4.6B	\$6.5B	\$4.6B

- **Even with reasonable assumptions, results can vary widely**
- **Each county's needs and capacity are different**



## Key Findings

- **We can only prepare for and react to:**
  - **Federal share of capital dollars** (Transportation Bill Reauthorization)
  - **Depth of economic downturn**
  - **Speed of economic recovery**
  - **Results of new state legislation**
- **Key decisions we can make:**
  - **Prioritization of Projects: Trade-offs**
  - **Implementation period of local service upgrades**
  - **Need to keep current local funding levels**
  - **How to involve public-private partnerships**
  - **How to engage state decision-makers**