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Pinellas County Transportation Task Force

October 18, 2010

Welcome and Introductions

Karen Williams Seel,
Pinellas Board of County Commissioners

Agenda

- **Approval of Minutes**
- **Citizens to be Heard**
- **Update:**
 - Karen Seel** Presentations to Cities and Chambers
- **Revenue Sources:**
 - John Woodruff**, Director, Pinellas County Office of Management and Budget
 - Brian Smith**, Executive Director, Planning Department, MPO
- **Unfunded Transportation Needs**
 - Brian Smith**, Executive Director, Planning Department, MPO
 - Tim Garling**, Executive Director, PSTA
 - Denise Skinner**, Interim Executive Director, PSTA
- **Discussion**

Revenue Sources - General

John Woodruff,
Director, Pinellas County Office of
Management and Budget



Funding Options

Transportation Task Force

October 18, 2010

Outline

- ◉ **Charter County & Regional Transportation System Sales Tax**
- ◉ **PSTA Ad Valorem Millage**
- ◉ **Tax Increment Financing District**
- ◉ **Special Assessment District**
- ◉ **Local Option Gas Taxes**
- ◉ **Summary**



Charter County & Regional Transportation System Sales Tax

Transportation System Sales Tax

- Can be initiated by Board of County Commissioners
- May be levied at a rate of up to 1%
- Sales tax applies to the first \$5,000 of any single taxable item (similar to the Penny for Pinellas)
- Of the 31 counties eligible to levy, 2 currently levy this tax
 - Duval (0.5%)
 - Miami-Dade (0.5%)
 - Referendums scheduled for November, 2010
 - Hillsborough (1%)
 - Polk (0.5%)
 - Osceola (1%)
- Subject to voter referendum

Transportation System Sales Tax

- ◉ **Supervisor of Elections requires 60 days to place an item on the ballot prior to the next scheduled election date**
- ◉ **No initial levy or rate change can take place on a date other than January 1st**

Transportation System Sales Tax

- **Proceeds can be deposited into a County fund or remitted to an expressway, transit, or transportation authority through an interlocal agreement**
- **Proceeds can be used for:**
 - **Countywide bus system**
 - **Fixed guideway rapid transit system**
 - **Pay principal and interest on bonds with no more than 25% used for non-transit uses**

Transportation System Sales Tax

- **Potential proceeds can be estimated from the actual collections for the Penny for Pinellas sales tax**
 - **A 1% transportation system sales tax would generate approximately \$120M**
- **About 1/3 of the sales tax would be paid by visitors**
- **Sales taxes are sensitive to economic conditions**



Pinellas Suncoast Transit Authority (PSTA) Ad Valorem Millage

PSTA Millage

- Millage is set by the PSTA Board, not the BCC
- Current millage rate is 0.5601 mills (cap is 0.75)
- Current millage rate generates \$26.2M @95%
- Millage is assessed across the county's geographic area except for 5 cities and part of unincorporated Tierra Verde:
 - Belleair Beach
 - Belleair Shore
 - Kenneth City
 - St. Pete Beach
 - Treasure Island

PSTA Millage

- Increasing the millage rate to the cap of 0.75 would generate an additional \$8.9M for a total of \$35.1M
- Increasing the cap above 0.75 requires amendment of the Special Act and voter referendum approval
- Each tenth of a mill is \$4.7M

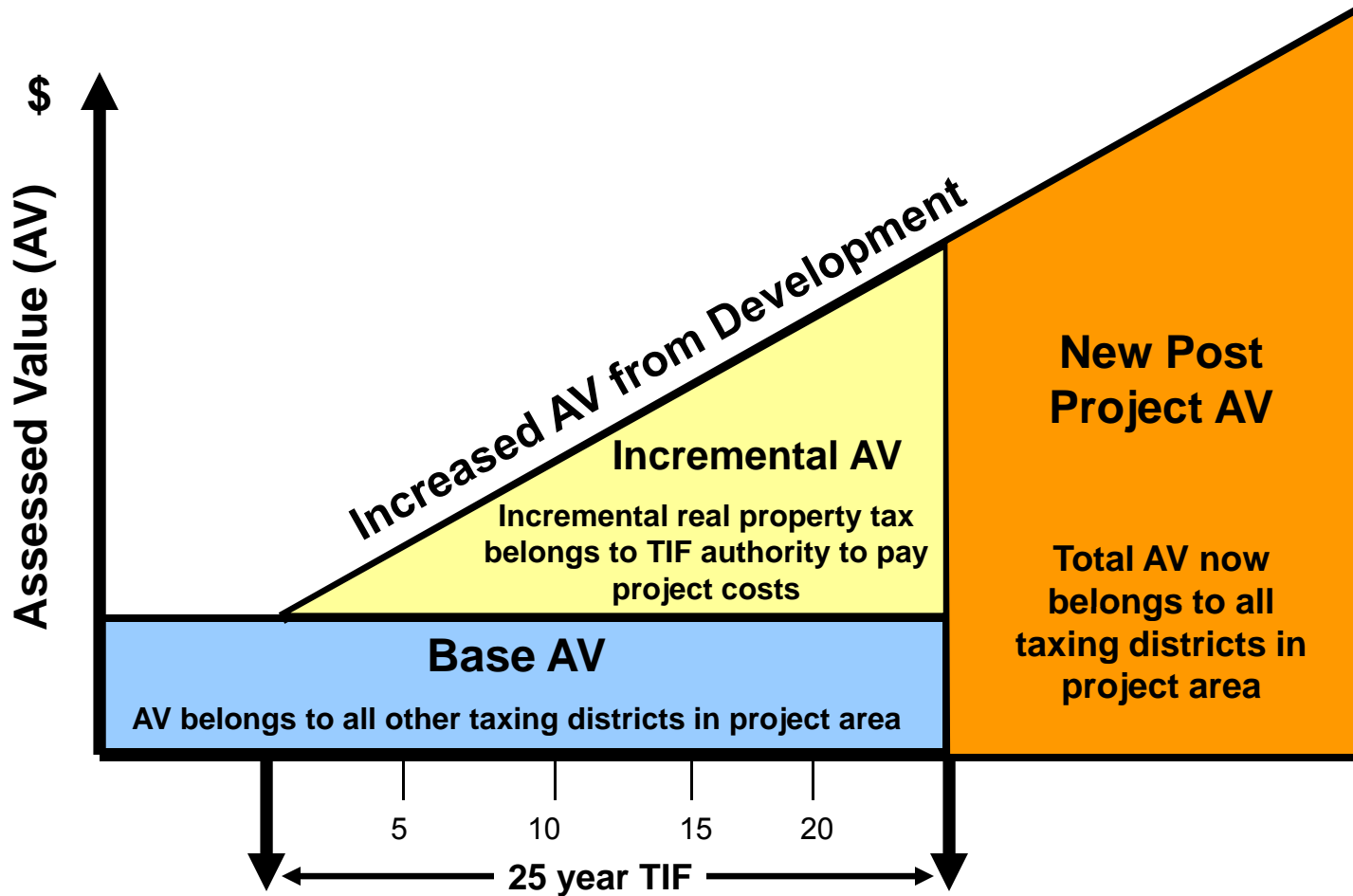


Tax Increment Financing District

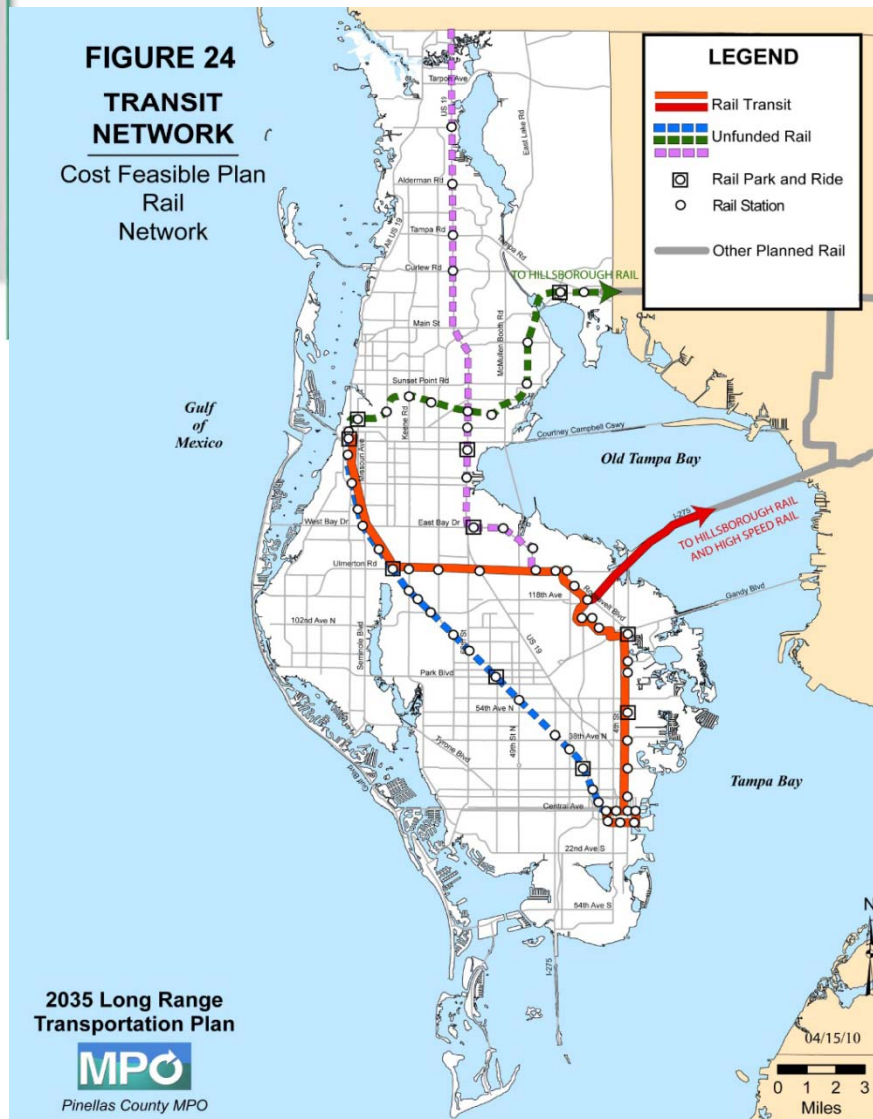
Tax Increment Financing

- **Tax Increment Financing districts (TIF's) are a tool which capture the increases in assessed value from new commercial development within a designated area**
- **TIF's can be used to expand and improve infrastructure or provide other incentives to induce private investment and spur economic development**
- **Currently there are 12 TIF's in 9 cities**
 - **Statutorially limited to slum and blight zones**
 - **Cities and the County forego assessed value increases**
 - **Revenue is kept in the district to repay bonds or pay for projects**

Tax Increment Financing



Tax Increment Financing



- TIF district could extend from each station and along the path of the rail line as determined through an engineering study

Tax Increment Financing

- ◉ TIF districts based on a finding of slum or blight are normally initiated by the cities for County approval
- ◉ A Home Rule TIF district for transit infrastructure improvements could be initiated by the Board of County Commissioners
- ◉ All or a portion of the revenue generated by increases in assessed value could be allocated to the district
- ◉ Overlap with current TIF districts would need to be addressed

Tax Increment Financing

- Revenue is tied to increases in value of existing properties and new development / redevelopment
- Does not represent an additional tax to the property owners in the district
- Can be used to support transit-related infrastructure or services
- Can pay for principal and interest on bonds
- Revenues would take several years to accumulate



Special Assessment District

Special Assessment District

- **Properties in the district that derive a special benefit from the improvement or service would be assessed for the cost of improvements or services**
- **Revenue is kept in the district to pay for projects or repay bonds**
- **Several methodologies to develop assessments are available**
- **Assessments are currently used for streetlights, streets, and drainage**

Special Assessment District

- ◉ **Assessments are based on existing property and uses**
- ◉ **District could extend from each station and along the path of the rail line as determined through an engineering study**
- ◉ **Unlike TIF, revenues could be collected in first year**
- ◉ **No concerns regarding overlap with existing TIF districts**



Local Option Gas Taxes

Local Option Gas Taxes

- **The County currently levies 6 cents of LOGT**
 - Shared 60%/40% with cities through an interlocal agreement
 - Tax on every gallon of motor and diesel fuel
 - Revenue deposited in Transportation Trust Fund to cover transportation expenditures
- **The County also has implemented the 9th Cent**
 - Used to pay for development and maintenance of the Intelligent Transportation System

Local Option Gas Taxes

- **The County has the ability to levy up to 5 additional cents of LOGT**
 - Diesel fuel is not subject to this tax
 - Proceeds would need to be shared with the cities
 - Each cent is estimated to generate approximately \$3.4M (\$17.0M for five cents)
 - The County's 60% is about \$2.0M (\$10.2M for five cents)

Local Option Gas Taxes

- **Authorized uses**

- **Transportation expenditures needed to meet the requirements of the Capital Improvements Element (CIE) of an adopted Comprehensive Plan**
- **Transportation expenditures not in the CIE may be funded if needed to meet immediate local transportation problems and for other transportation-related expenditures that are critical for building comprehensive roadway networks**
- **Transit capital improvements and maintenance may be funded from the 1-5 cents tax if included in the Comprehensive Plan**

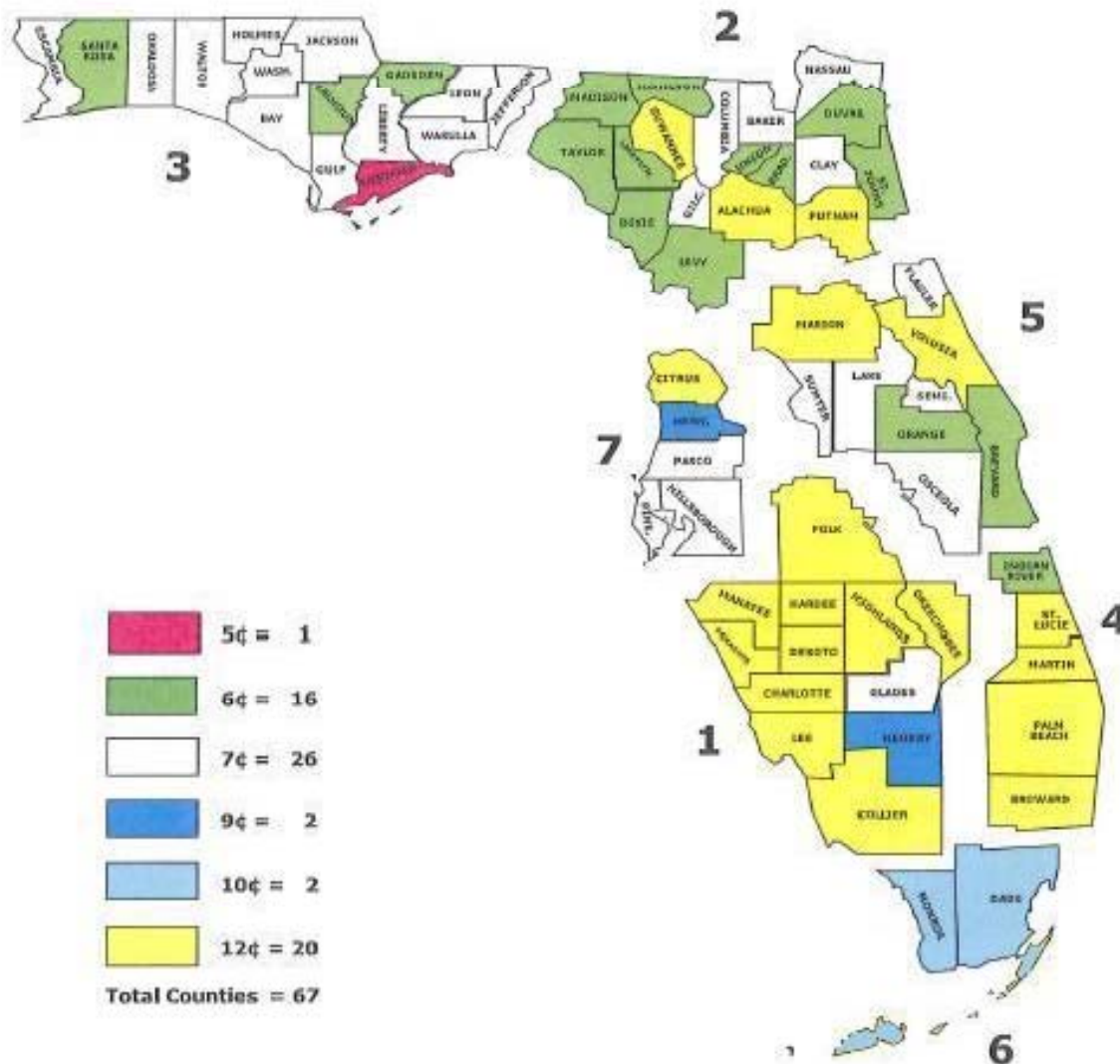
Local Option Gas Taxes

- Tax can be authorized by the Board of County Commissioners by ordinance (majority plus one) or voter referendum
- The tax must be levied before July 1st, to be effective January 1st of the following year
- Revenues would be distributed through an interlocal agreement with the cities or pursuant to statutory formula
 - Gas tax revenue growth is fairly flat because it is not indexed to inflation

Local Option Gas Taxes

Number of County Governments Eligible to Levy and Levying Local Option Gas Taxes		
Tax	# Eligible	# Levying
Ninth-Cent	67	51
1-6 Cents	67	65 levy 6 cents 2 levy 5 cents
1-5 Cents	67	20 levy 5 cents 2 levy 3 cents 2 levy 2 cents

Local Option Gas Taxes



- Locally imposed LOGT
- Tax rates as of January 1, 2010



Summary

Summary

Revenue Source	Advantages	Challenges
Transit sales tax	<ul style="list-style-type: none"> • Generates significant revenue at low rates • Successfully implemented by many transit agencies • Strong revenue pledge for debt issues • Matches Hillsborough sales tax • One-third of tax paid by tourists • Maximizes ability to leverage State and Federal funding 	<ul style="list-style-type: none"> • Requires voter referendum • Regressive tax
PSTA property tax	<ul style="list-style-type: none"> • Broad coverage of business and individuals • Leverages existing PSTA millage rate • Existing room to increase millage to the cap amount 	<ul style="list-style-type: none"> • Increasing cap would require amendment to the Special Act and voter referendum approval
Tax increment financing	<ul style="list-style-type: none"> • Revenue tied to economic development • Can tie to transit development specifically • No direct new effect on taxpayers 	<ul style="list-style-type: none"> • Require negotiation with the cities for their portion of assessed value • Revenue would take several years to accumulate
Special assessment	<ul style="list-style-type: none"> • Direct beneficiaries of improvement pay • Revenue tied to development 	<ul style="list-style-type: none"> • Complex administration
Gas tax	<ul style="list-style-type: none"> • Possible deterrent to driving 	<ul style="list-style-type: none"> • Revenue growth relatively flat or negative due to higher mileage vehicles



Q & A

Revenue Sources – Tax Increment Financing

Brian Smith,
Executive Director, Planning Department.
Metropolitan Planning Organization

Purpose of Study

- To evaluate the viability of using tax increment financing (TIF) as a funding mechanism to support light rail transit in Pinellas County.

Dallas Area Rapid Transit (DART)

- Dallas used as the comparison area
- 2003 study by the University of North Texas determined transit station proximity effects on taxable property values
- Only research found containing the parameters needed for the Pinellas County estimate
 - Total property value increase over a specific timeframe
 - Specific areas defined around transit stations
 - Impacts calculated by land use category

Dallas Area Rapid Transit (DART)

- Light rail system
- Began operating in 1996
- Study evaluated 23 transit stations outside of the CBD



Pinellas Transit Station Locations

- Station locations are based on the Cost Feasible Rail Network Plan from the MPO's 2035 Long Range Transportation Plan



Transit Station Area Values

- 2010 property values within 1/4 mile radius of each transit station were obtained from the Property Appraiser and tabulated using GIS software
- The 1/4 mile radius is a standard distance often used to measure transit proximity impacts
 - Within walking distance of transit stations
 - Studies indicate negligible office and commercial property value impacts beyond 1/4 mile

Results

- 2010 taxable value of transit station areas: \$2.56 billion
- Expected 5-year taxable value increase based on DART study: \$603 million
- 5-year County tax increment value based on Countywide millage rate: \$2,938,471

Results

- Based on the findings, it is estimated that \$2.94 million could be generated by tax increment financing following the first five years of transit system operations based on the experience in Dallas
- Important to note that three locations within the transit corridor are existing Community Redevelopment Areas (CRAs) where TIF is already being used
- 5-year County tax increment value within the transit corridor less the increment collected in existing CRAs: \$1,848,270

Unfunded Transportation Needs - Mode Priorities

Brian Smith,
Executive Director, Planning Department.
Metropolitan Planning Organization

PINELLAS COUNTY TRANSPORTATION TASK FORCE

TOP TRANSPORTATION PROJECT PRIORITIES BY PROJECT TYPE* (October 13, 2010)

ROADS

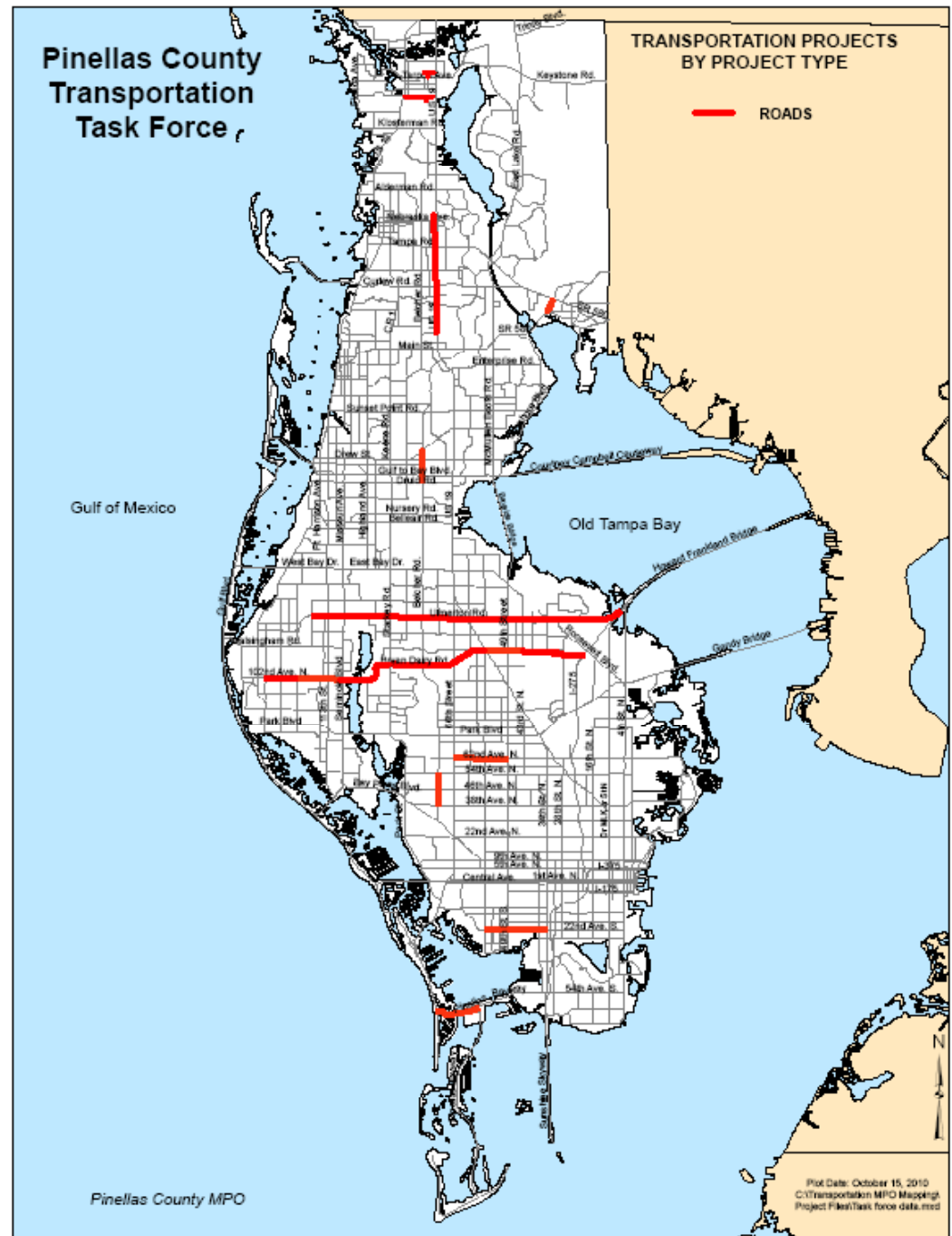
1	Roads - US 19 (SR 55) North of CR 95 to N. of Nebraska Ave. 6D+2AUX Interchange Future \$178.02** & US 19 (SR 55)(Curlew Rd Interchange) N. of SR 580 to N. of CR 95 6D + 2AUX 6P State 2026-2030 \$102.46** - State (unfunded portions only)
2	Roads - Belcher Rd., 38th Ave. N. to 54th Ave. N. 2015 \$7.91**
3	Roads - 22nd Avenue South 58th Street South 34th Street South 4U 4E County 2016-2020 \$7.77**
4	Roads - Belcher Road NE Coachman Rd. Druid Road 4U 4E County 2021-2025 \$13.89**
5	Roads - Ulmerton - State - \$24.32** (unfunded portion only)
6	Roads - CR 296 / 118th Ave./Bryan Dairy Rd. Corridor \$314.49** (unfunded portions only)
7	Roads - Huey Avenue Extension Cypress Street Pine Street N/A 2U Tarpon Springs 2016-2020 \$2.30**
8	Roads - Forest Lakes Boulevard SR 580 SR 584 2D 4D County 2021-2025 \$9.70**
9	Roads - 62nd Avenue North 49th Street 66th Street 2U 2D County 2016-2020 \$13.71**
10	Roads - SR 682, Bayway Bridge East of SR 699 (Gulf Blvd) West of SR 679 2D 4D State 2015 \$60.96** - State
11	Roads - Disston Avenue Extension Woodhill Drive Meres Blvd. N/A 2U Tarpon Springs 2015 \$1.90**

TOTAL COST FOR PRIORITIZED, UNPROGRAMMED ROAD PROJECTS: \$737,460,000.00

*Based on the results of the Regional *Subcommittees* Collaborative Engagement Workshop Results, held on August 30, 2010, plus MPO priorities from the 2035 Long Range Transportation Plan.

**Cost is in millions; shown in present day costs/"constant" 2009 dollars.

- US 19 – N. of CR 580 to N of Nebraska
- Belcher Rd. – 38th to 54th Ave. N.
- 22nd Ave. S. – 58th to 34th St.
- Belcher Rd. – NE Coachman to Druid
- Ulmerton Rd. Corridor (to complete the corridor)
- Bryan Dairy/CR 296/118th Ave. Corridor (to complete the corridor)
- Huey Ave. Extension – Cypress St. to Pine St.
- Forest Lakes Blvd. – SR 580 to SR 584
- 62nd Ave. N. – 66th St. to 49th St.
- SR 682, Bayway Bridge
- Disston Ave. Extension – Woodhill Dr. to Meres Blvd.



PINELLAS COUNTY TRANSPORTATION TASK FORCE

TOP TRANSPORTATION PROJECT PRIORITIES BY PROJECT TYPE* (October 13, 2010)

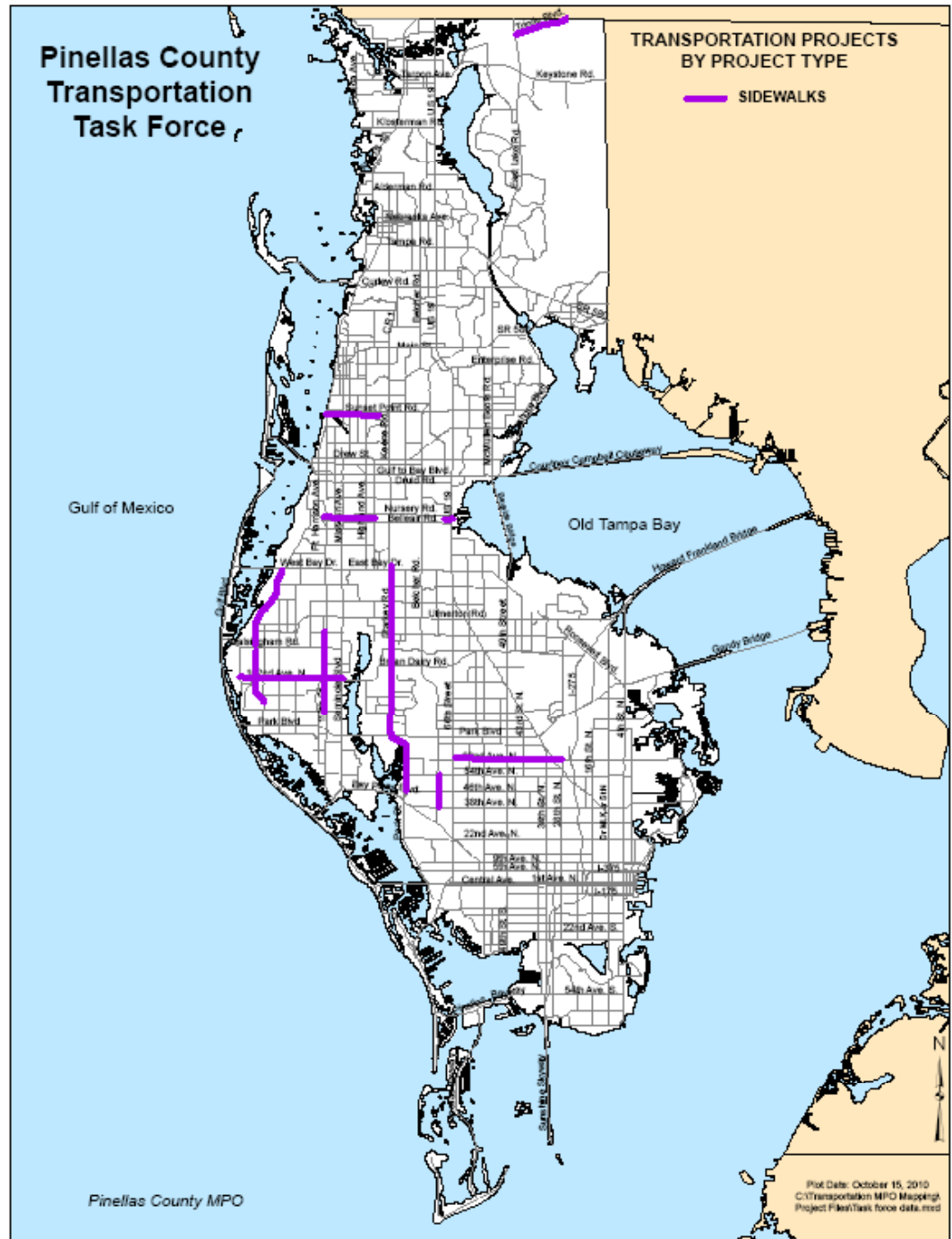
SIDEWALKS

1	Park St/Starkey Rd. from 46th Ave. N. to East Bay Dr W&E \$1,930,918.56
2	Belcher Rd. (501) from 38th Ave. N. to 54th Ave. N. W&E \$561,979.16
3	Sunset Point Rd. (576) from Edgewater Dr. to Lombardy Dr. S&N \$821,732.95
4	Belleair Rd. (464) from Clearwater/Largo Rd. to Lake S&N and gap at US 19N \$522,585.23
5	102nd Ave. N. (296) from Hamlin Blvd. to Seminole Blvd. N \$491,193.18
6	113th St. N. (321) from 91st Terr N. to 130th Ave. N. W&E \$829,119.32
7	Trinity Blvd (996) from East Lake Rd. to Pasco County Line S&N \$1,170,123.11
8	62nd Ave. N. (216) from 66th Ln N to 30th St. N. S&N \$1,439,109.85
9	Indian Rocks Rd (233) from Walsingham to Harbor Bluffs Dr. W&E \$1,096,875.00
10	Oakhurst Rd. (233) from 89th Ave. N. to Page Ave W&E \$788,494.32
TOTAL COST FOR PRIORITIZED, UNFUNDED SIDEWALK PROJECTS: \$9,652,130.68	

*Based on the results of the Regional Subcommittees Collaborative Engagement Workshop Results, held on August 30, 2010, plus MPO priorities from the 2035 Long Range Transportation Plan.

**Cost is in millions; shown in present day costs/"constant" 2009 dollars.

- Park/Starkey – 46th Ave. N. to East Bay
- Belcher Rd. – 38th to 54th Ave. N.
- Sunset Point Rd. – Edgewater Dr. to Lombardy Dr.
- Belleair Rd. – Clearwater/Largo Rd. to Lake & gap at US 19N
- 102nd Ave. N. – Hamlin to Seminole Blvd.
- 113th St. N. – 91st Terr. to 130th Ave.
- Trinity Blvd. – East Lake to Pasco Line
- 62nd Ave. N. – 66th Ln. to 30th St. N.
- Indian Rocks Rd. – Walsingham to Harbor Bluffs Dr.
- Oakhurst Rd. – 89th Ave. N. to Page Ave.



PINELLAS COUNTY TRANSPORTATION TASK FORCE

TOP TRANSPORTATION PROJECT PRIORITIES BY PROJECT TYPE* (October 13, 2010)

TRAILS

	Progress Energy B (US 19/Enterprise to SR 590) \$3,845,000.00 - Funded
1	Progress Energy A (US 19/Tampa Rd. to Enterprise) \$11,400,000.00
2	Progress Energy D (Ulmerton to I-275) \$23,600,000.00
3	Progress Energy C (Belleair Rd. to Ulmerton Rd.) \$7,400,000.00
4	Progress Energy E (I-275 to Weedon) \$7,300,000.00
5	Chesnut Park Connector \$10,700,000.00
6	North Bay Trail (San Martin Blvd. to 83rd Ave. N.) \$8,500,000.00
7	Trail Connection to Pasco County NE/Starkey Wilderness: \$887,750, NW/Elfers Trail: \$1,433,580
8	Community Connection Trails \$5,000,000
TOTAL COST FOR PRIORITIZED, UNFUNDED TRAILS PROJECTS: \$76,221,330.00	

*Based on the results of the Regional Subcommittees Collaborative Engagement Workshop Results, held on August 30, 2010, plus MPO priorities from the 2035 Long Range Transportation Plan.

**Cost is in millions; shown in present day costs/"constant" 2009 dollars.

- Progress Energy A: US 19/Tampa Rd to Enterprise
- Progress Energy B: US 19/Enterprise to SR 590 (funded)
- Progress Energy C: Belleair Rd. to Ulmerton Rd.
- Progress Energy D: Ulmerton to I-275
- Progress Energy E: I-275 to Weedon
- Chesnut Park Connector
- North Bay Trail
- Trail Connection to Pasco (Starkey and Elfers)



PINELLAS COUNTY TRANSPORTATION TASK FORCE
TOP TRANSPORTATION PROJECT PRIORITIES BY PROJECT TYPE* (October 13, 2010)

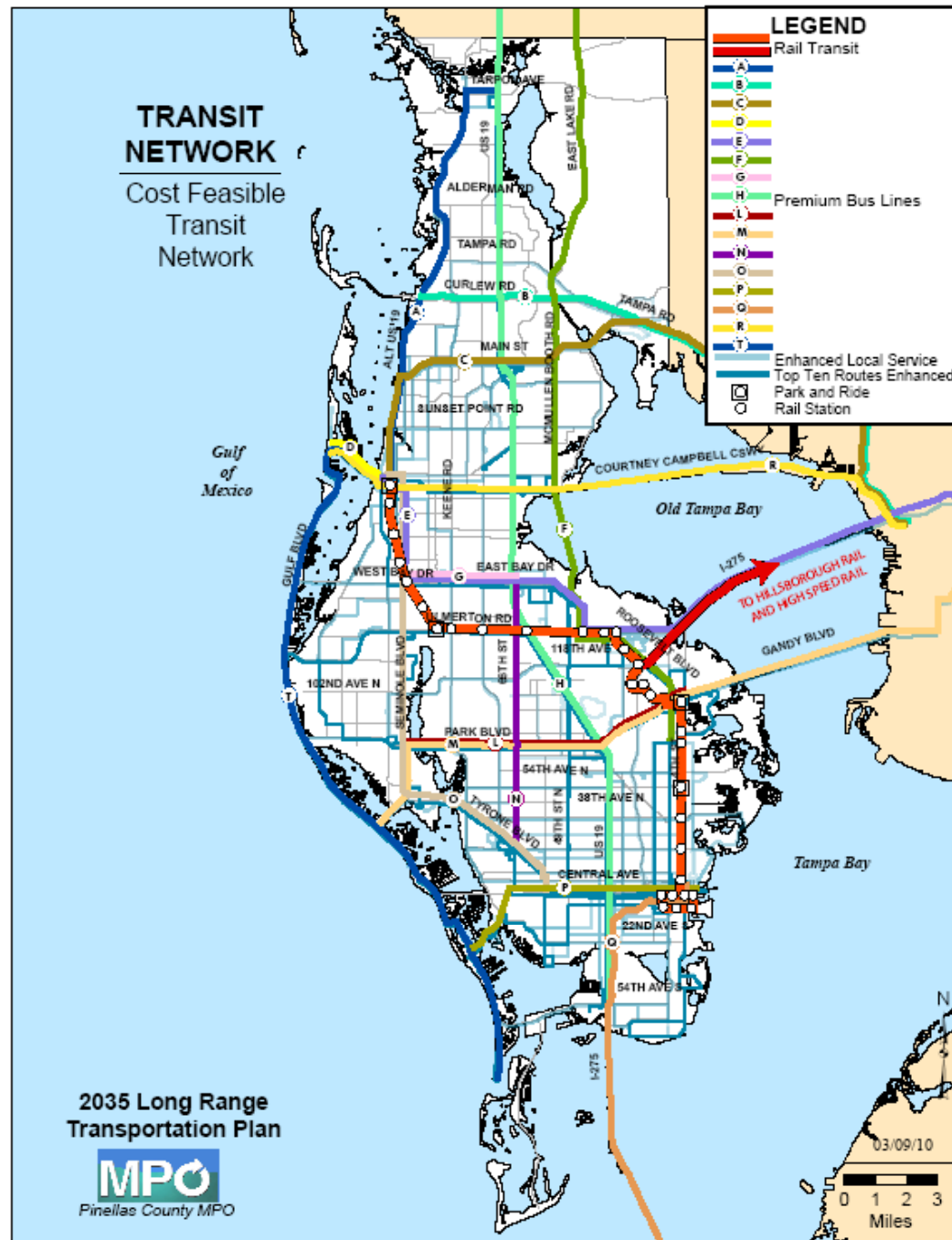
TRANSIT/RAIL	
1	Light Rail - Both Phases - A: Clearwater to Gateway & B: Gateway to St. Pete \$1,687.82** (capital), \$30.36** (annual operational)
2	Enhanced Trolley - Gulf Blvd & Alt 19 - Clearwater to Tarpon Springs (A) \$6.35** (capital), \$3.16** (annual operational)
3	Bus-Clearwater BRT (D)- Downtown Clearwater to Clearwater Beach \$15.20** (capital), \$0.55** (annual operational)
4	Bus-Central Ave BRT (P) - Medical Center to St. Pete Beach via Central Ave. Premium Service Mixed Traffic \$13.00** (capital), \$3.30** (annual operational)
5	Bus - US 19 Premium (H) \$10.27** (capital), \$5.31** (annual operational)
6	Bus - Alt 19 Premium (O) \$8.98** (capital), \$4.62** (annual operational)
7	Bus - SR 580 Alt US 19 Hillsborough County Premium (C) \$4.51** (capital), \$0.97** (annual operational)
8	Bus - Curlew Rd/Tampa Rd./SR 586 Premium (B) \$6.73** (capital), \$3.10** (annual operational)
9	Bus - Downtown Clearwater/Tampa Two-Way Commuter Express (E) \$5.09** (capital), \$0.97** (annual operational)
10	Bus - Pasco County/McMullen Booth/Gateway Premium Limited Stop Connector (F) \$10.94** (capital), \$3.00** (annual operational)
11	Bus - East Bay - Downtown Largo to US 19 Premium Service in Mixed Traffic (G) \$2.37** (capital), \$1.63** (annual operational)
12	Bus - Park Blvd. (L) \$3.85** (capital), \$2.02** (annual operational)
13	Bus - Madeira Beach/Tampa (M) \$5.09** (capital), \$0.98** (annual operational)
14	Bus - 66th St. from East Bay to Tyrone Square Mall (N) \$3.93** (capital), \$1.34** (annual operational)
15	Bus - Downtown t. Petersburg/manatee County (Q) \$5.09** (capital), \$0.97** (annual operational)
16	Bus - Clearwater Beach/Tampa/SR 60 (R) \$7.47** (capital), \$3.38** (annual operational)
TOTAL COST FOR PRIORITIZED, UNFUNDED TRANSIT/RAIL PROJECTS: \$1,796,690,000.00 (CAPITAL), \$65,663,500.00 (OPERATIONAL)	

*Based on the results of the Regional Subcommittees Collaborative Engagement Workshop Results, held on August 30, 2010, plus MPO priorities from the 2035 Long Range Transportation Plan.

**Cost is in millions; shown in present day costs/"constant" 2009 dollars.

TRANSIT NETWORK

Cost Feasible
Transit
Network



2035 Long Range
Transportation Plan

MPO
Pinellas County MPO

Unfunded Transportation Needs – Transit Network

Tim Garling,

Executive Director, Pinellas Suncoast Transit Authority

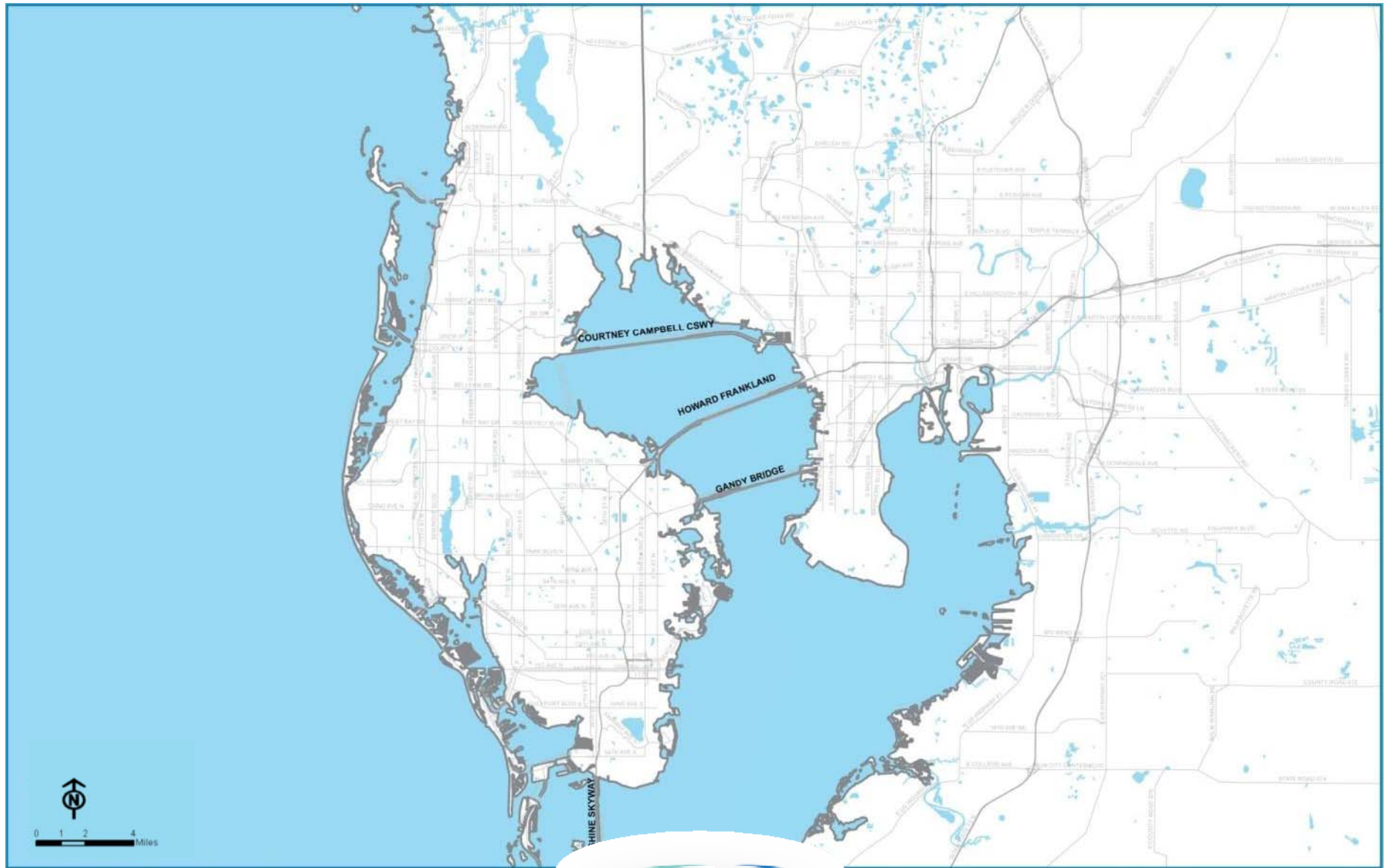
Denise Skinner,

Interim Executive Director, Pinellas Suncoast
Transit Authority

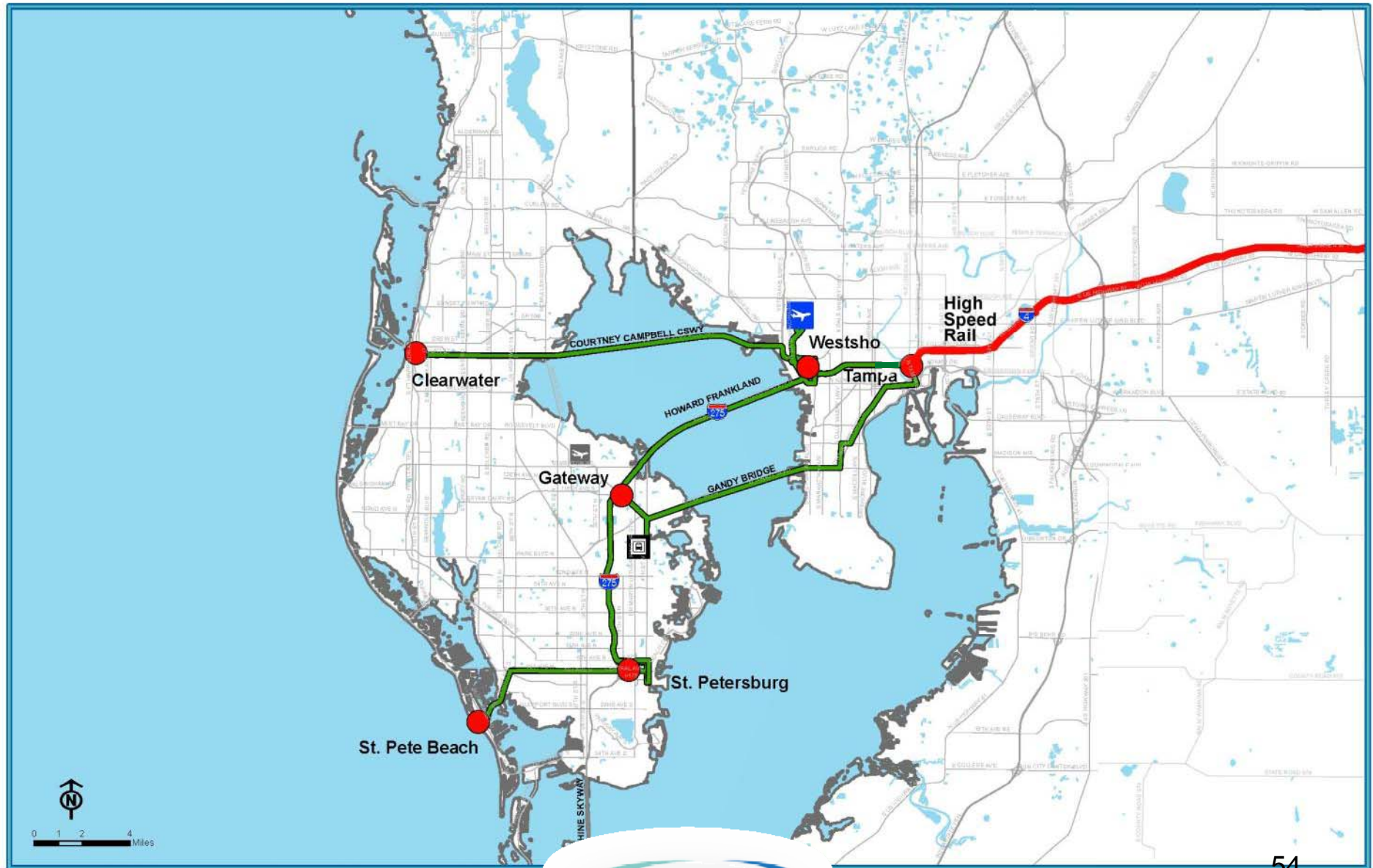
Agenda

- Review of Transit Plans
- Transportation Needs: 2011-2035

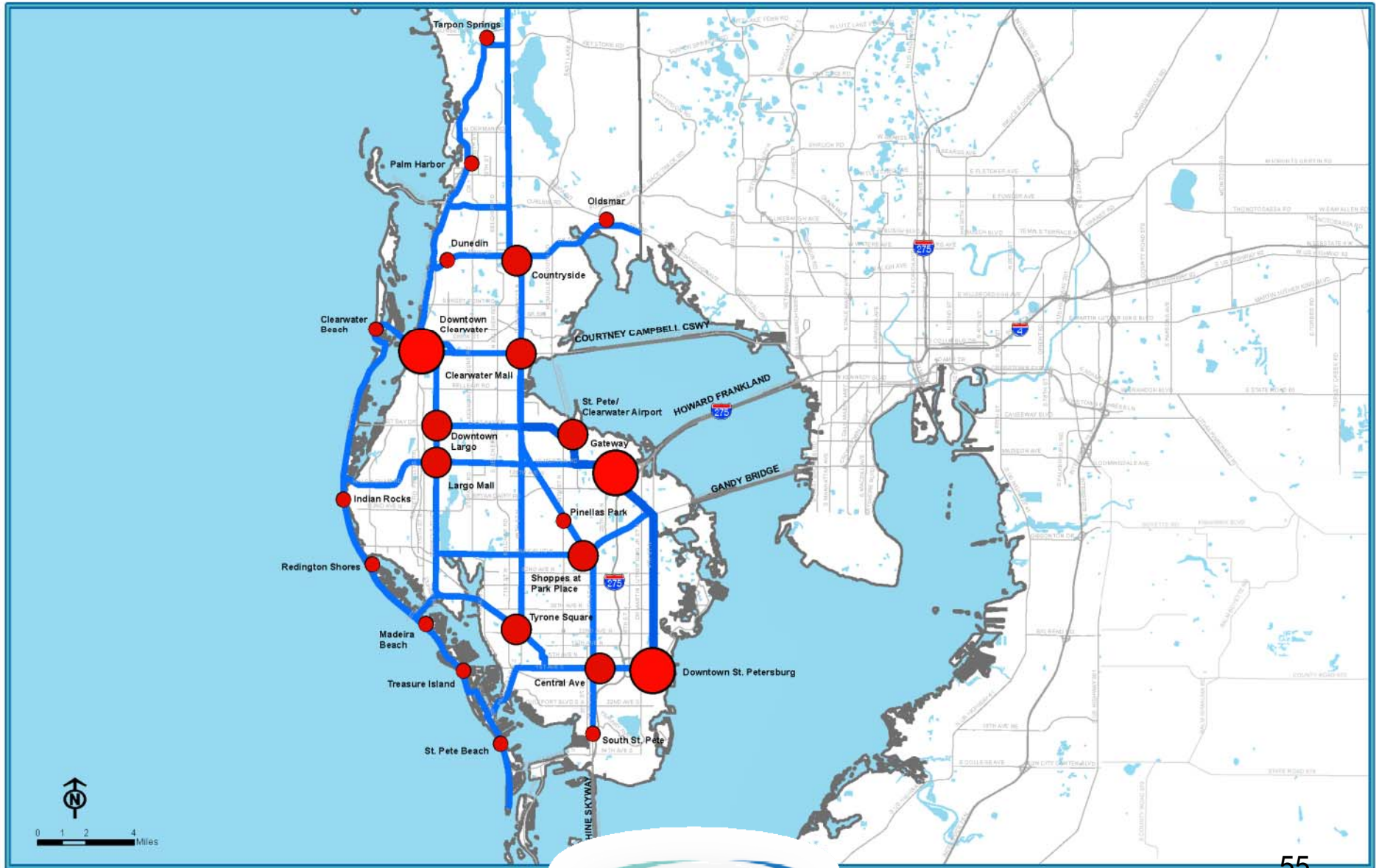
The Future Transit Network



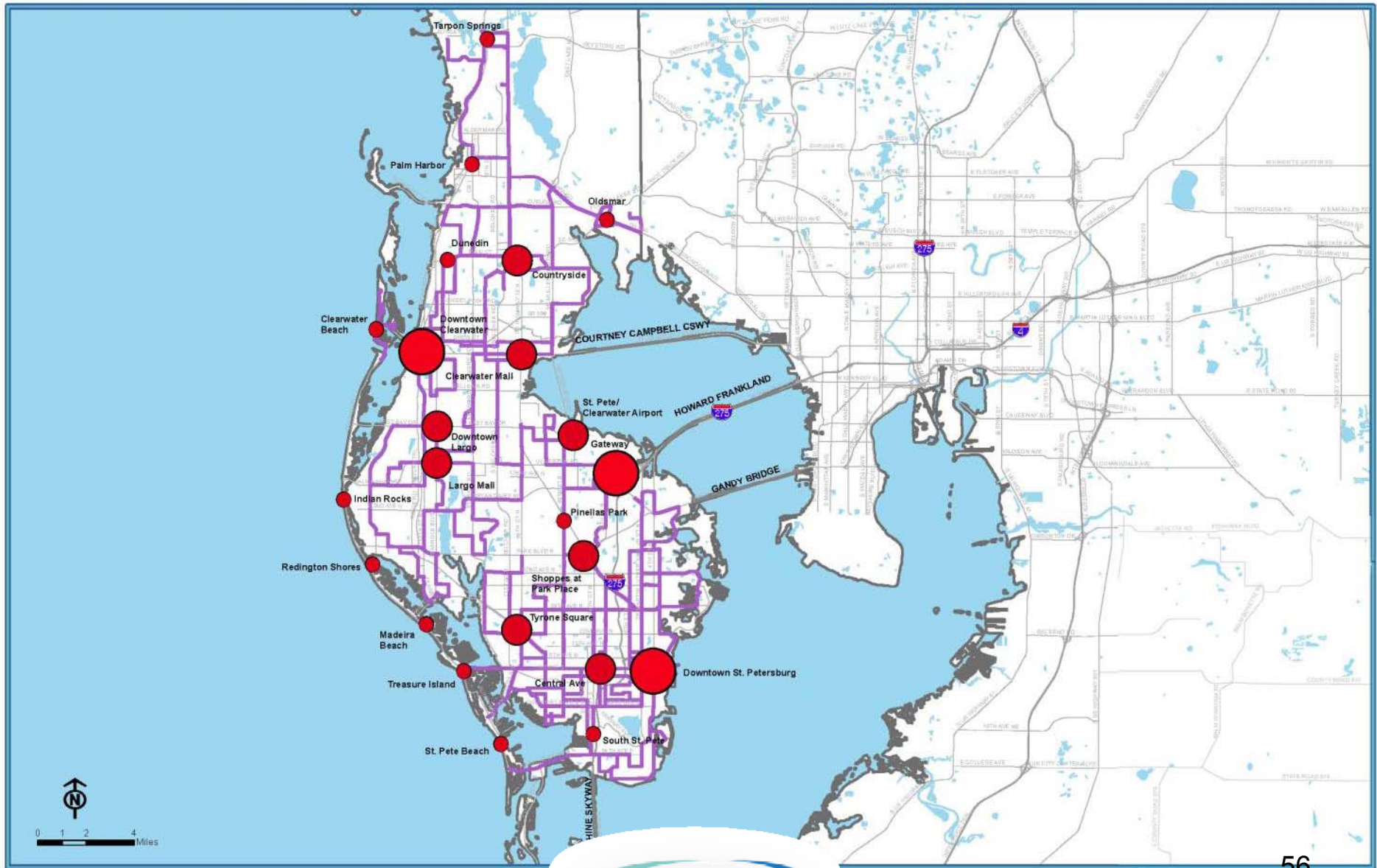
Proposed Cross-Bay Express Bus Service



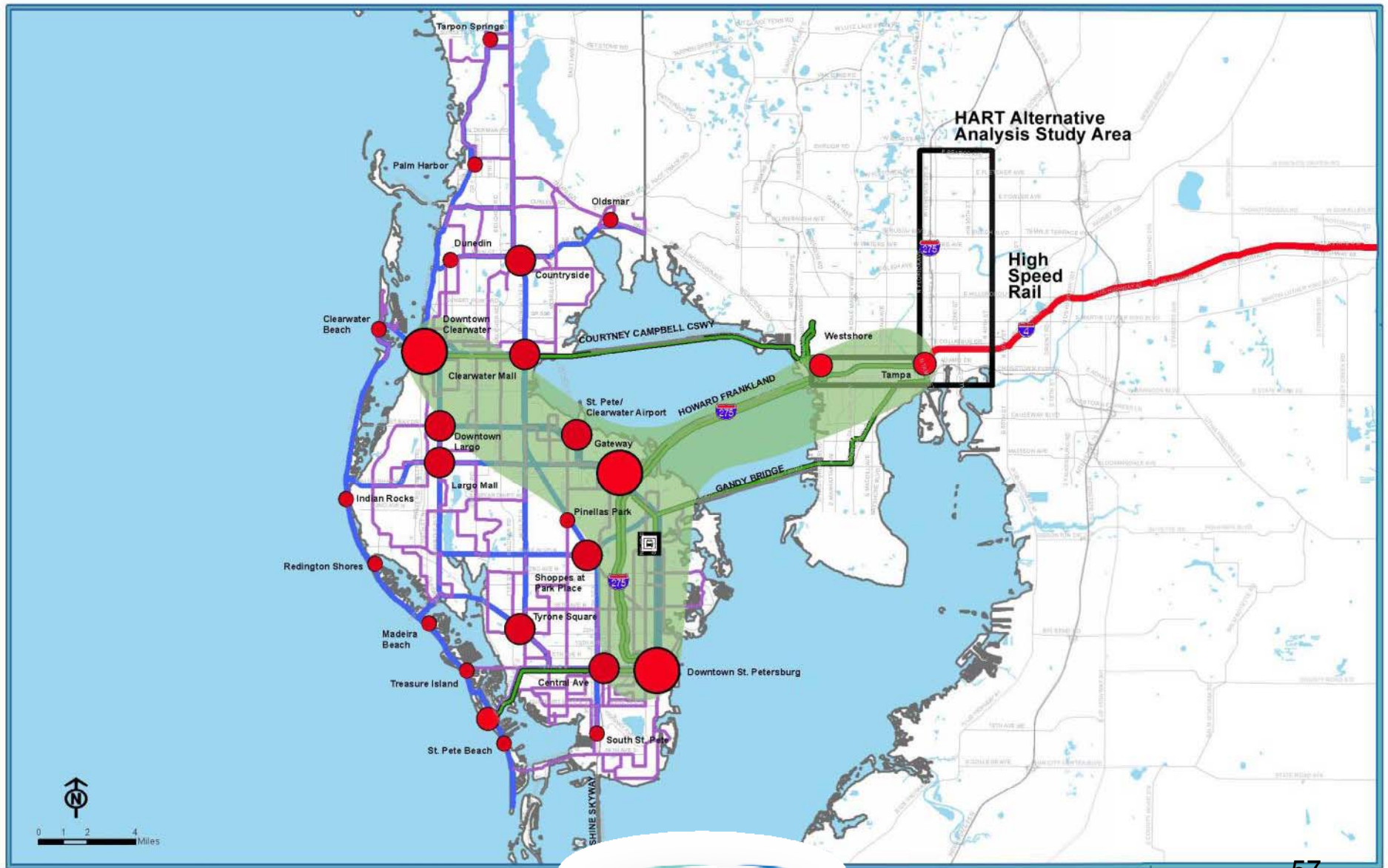
Proposed PSTA Premium Bus Network



Proposed PSTA Supporting Bus Network



Transit Network Vision



Agenda

- Review of Transit Plans
- Transportation Needs: 2011-2035

Transportation Needs 2011-2035

Operating Expenses:

Bus:	\$2.940B
Rail:	<u>\$0.875B</u>
Total:	\$3.815B

Capital Expenses:

Bus:	\$0.927B
Rail:	<u>\$2.112B</u>
Total:	\$3.039B
Total Needs:	\$6.854B



Fixed Route Bus	2011-15	2016-20	2021-25	2026-30	2031-35	25-Year Total
Costs						
Operating	\$344,745,137	\$538,331,043	\$618,915,840	\$683,333,098	\$754,454,956	\$2,939,780,074
Capital	\$209,733,400	\$198,133,076	\$232,597,520	\$166,857,756	\$119,493,694	\$926,815,445
Total	\$554,478,537	\$736,464,119	\$851,513,360	\$850,190,854	\$873,948,650	\$3,866,595,519
Revenues						
Operating	\$373,403,205	\$510,037,002	\$365,471,984	\$868,156,962	\$1,032,639,345	\$3,149,708,499
Capital	\$209,733,400	\$198,133,076	\$232,597,520	\$166,857,756	\$119,493,694	\$926,815,446
Total	\$583,136,605	\$708,170,078	\$598,069,505	\$1,035,014,718	\$1,152,133,039	\$4,076,523,945
Light Rail						
Costs						
Operating	\$0	\$24,051,512	\$183,018,662	\$301,346,914	\$366,634,598	\$875,051,686
Capital	\$103,957,780	\$1,253,401,039	\$754,262,698	\$0	\$0	\$2,111,621,518
Total	\$103,957,780	\$1,277,452,552	\$937,281,360	\$301,346,914	\$366,634,598	\$2,986,673,204
Revenues						
Operating	\$0	\$24,051,512	\$183,018,662	\$301,346,914	\$366,634,598	\$875,051,686
Capital	\$325,864,361	\$1,031,494,459	\$754,262,698	\$0	\$0	\$2,111,621,518
Total	\$325,864,361	\$1,055,545,971	\$937,281,360	\$301,346,914	\$366,634,598	\$2,986,673,204
Total Costs	\$658,436,317	\$2,013,916,671	\$1,788,794,720	\$1,151,537,768	\$1,240,583,247	\$6,853,268,723
Total Revenues	\$909,000,967	\$1,763,716,049	\$1,535,350,865	\$1,336,361,631	\$1,518,767,636	\$7,063,197,148
Revenues minus Costs	\$250,564,650	(\$250,200,622)	(\$253,443,856)	\$184,823,863	\$278,184,389	\$209,928,425
Rollover	\$0	\$250,564,650	\$364,028	(\$253,079,827)	(\$68,255,964)	
Surplus/Shortfall	\$250,564,650	\$364,028	(\$253,079,827)	(\$68,255,964)	\$209,928,425	\$209,928,425



Discussion



Future Meetings

- **Next Transportation Task Force Meeting**
Collaborative Labs at the SPC Epicenter
13805 58th Street N. Largo, FL
November 15, 2010
1:30 -5:00 p.m.