

# POTENTIAL PINELLAS COUNTY TRANSPORTATION REVENUE ESTIMATES

	PSTA Ad Valorem				Potential Sales Tax Revenue (2.5% Annual Increase)
Rate	0	0.5	0.5601	0.75	1% surtax
Annual Revenue	\$0	\$21,553,789	\$26,244,080.94	\$32,330,683.54	\$120,000,000
Total Revenue over 25 years**	\$0.00	\$950,474,476.24	\$1,061,566,969.75	\$1,412,589,673.89	\$4,098,931,672
Total Potential Ad Valorem Plus Sales Tax Revenue	\$4,098,931,671.95	\$5,049,406,148.18	\$5,160,498,641.70	\$5,511,521,345.83	

\*\*Assuming that property values decrease 8% in 2012, increase 3% from 2013 through 2014, and increase 5% from 2015 through 2035. Sales tax collections are assumed to increase 2.5% annually, over a 25-year period.

	PSTA Ad Valorem				Potential Sales Tax Revenue (3% Annual Increase)
Rate	0	0.5	0.5601	0.75	1% surtax
Annual Revenue	\$0	\$21,553,789	\$26,244,080.94	\$32,330,683.54	\$120,000,000
Total Revenue over 25 years**	\$0.00	\$950,474,476.24	\$1,061,566,969.75	\$1,412,589,673.89	\$4,375,111,719
Total Potential Ad Valorem Plus Sales Tax Revenue	\$4,375,111,718.62	\$5,325,586,194.85	\$5,436,678,688.37	\$5,787,701,392.50	

\*\*Assuming that property values decrease 8% in 2012, increase 3% from 2013 through 2014, and increase 5% from 2015 through 2035. Sales tax collections are assumed to increase 3% annually, over a 25-year period.

# Summary of Potential Revenue Sources

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

# Surtax Allocation Examples

(excludes total premium & enhanced existing bus operating of \$2,082,464,493 (2010-2035))

(excludes total rail operating of \$421,452,739 (2010-2035))

Allocation examples based on project costs, not on potential revenues.

---

## Alternative B

Trails	Sidewalks	Roads*	Rail	Transit	Total Cost
\$76,221,330.00	\$9,652,130.68	\$182,800,000.00	\$1,685,330,000.00	\$283,470,000.00	\$2,237,473,460.68
3.41%	0.43%	8.17%	75.32%	12.67%	100.00%
12.01%			87.99%		

# POTENTIAL PROJECT PRIORITIES

## ROADS – Alternative B

1	Roads - 142nd Ave. N/16th St. SE, Seminole Blvd. to 66th St., County/City \$11.41**
2	Roads - Belcher Rd., 38th Ave. N. to 54th Ave. N., \$7.91**
3	Roads - 22nd Avenue S., 58th Street South to 34th Street South, County 2016-2020 \$7.77**
4	Roads - Belcher Road, NE Coachman Rd. to Druid Road, County 2021-2025 \$13.89**
5	Roads - 126th Ave. N., 34th St. N. to US 19 (SR 55), County, \$27.7**
6	Roads - Starkey Rd., Tyrone to East Bay Rd., County, \$78.87**
7	Roads - Sunset Point Rd., Alt US 19 to Keene Rd., County, \$11.84**
8	Roads - Forest Lakes Boulevard, SR 580 to SR 584, County, \$9.70**
9	Roads - 62nd Avenue North, 49th Street to 66th Street, County, \$13.71**
<b>TOTAL COST FOR PRIORITIZED, UNFUNDED ROAD PROJECTS: \$182,800,000</b>	

# POTENTIAL PROJECT PRIORITIES

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, & gap at US19 \$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
<b>TOTAL COST FOR POTENTIAL PRIORITY, UNFUNDED SIDEWALK PROJECTS: \$9,652,130.68</b>	

# POTENTIAL PROJECT PRIORITIES

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
<b>TOTAL COST FOR POTENTIAL PRIORITY, UNFUNDED TRAILS PROJECTS: \$76,221,330.00</b>	

# POTENTIAL PROJECT PRIORITIES

TRANSIT/RAIL	
1	Light Rail - Both Phases - A: Clearwater to Gateway & B: Gateway to St. Pete \$1.685.33 (capital), \$29.70 (annual operational)
2	Enhanced Trolley - Alt 19 Clearwater to Tarpon Springs (A) \$9.58(capital), \$3.96(annual operational)
3	Bus-Clearwater BRT (D) Downtown Clearwater to Clearwater Beach \$15.80 (capital), \$1.04 (annual operational)
4	Bus-Central Ave BRT (P) Medical Center to St. Pete Beach via Central Ave. Premium Service Mixed Traffic \$6.94(capital), \$2.28 (annual operational)
5	Bus - US 19 Premium \$25.26 (capital), \$8.84(annual operational)
6	Bus - Alt 19 Premium \$28.10 (capital), \$8.84 (annual operational)
7	Bus - 4th Street /Gulf to Bay Premium Mixed Traffic (K) \$14.59 (capital), \$6.53 (annual operational)
8	Bus - SR 580 Alt US 19 Hillsborough County Premium Commuter Express (C)\$4.38 (capital), \$.67 (annual operational)
9	Bus - Curlew Rd/Tampa Rd./SR 586 Premium Commuter Express(B) \$4.38 (capital), \$.67 (annual operational)
11	Bus - Pasco County/McMullen Booth/Gateway Premium Limited Stop Connector (F) \$9.38 (capital), \$2.63 (annual operational)
12	Bus - 66th St/East Bay Drive Corridor Premium Service in Mixed Traffic (G&N)) \$21.07(capital), \$8.92 (annual operational)
13	Bus - Park Blvd. Premium Limited Stop Connector (L) \$8.07 (capital), \$3.80 (annual operational)
14	Bus - Ulmerton Rd/Walsingham Rd/Howard Frankland Premium Limited Stop Connectors \$7.17 (capital), \$3.96 (annual operational)
15	Bus - Downtown Tampa/Gateway Crossbay Express \$3.75 (capital), \$0.39 (annual operational)
18	Bus - Downtown Tampa to St. Pete Beach Crossbay Express \$3.75 (capital), \$1.23 (annual operational)
19	Bus - Downtown Tampa/Downtown Clearwater Crossbay Express \$3.75 (capital), \$.97 (annual operational)
20	Bus - TIA to Downtown St. Petersburg Crossbay Express \$6.25 (capital), \$1.63 (annual operational)
21	Bus - Premium Bus Support Network \$28.75 (capital), \$13.42 (annual operational)
22	Bus - Expanded Existing Bus \$82.50 (capital), \$29.84 (annual operational)
<b>TOTAL COST FOR PRIORITIZED, UNFUNDED TRANSIT/RAIL PROJECTS: \$1,968,800,000.00 (CAPITAL)</b>	
<b>TOTAL ANNUAL OPERATIONAL COST: \$129,320,000.00 (Full-Build – in year 2035)</b>	