

HILLSBOROUGH COUNTY
METROPOLITAN PLANNING ORGANIZATION

2035 PLAN POST-REFERENDUM ANALYSIS
INTERAGENCY WORKING GROUP
MAY 20, 2011 (FRIDAY) AT 1:30 P.M.

HILLSBOROUGH COUNTY CENTER, 601 E. KENNEDY BLVD.
18th FLOOR BOARD ROOM

AGENDA

- | | | |
|------|---|------|
| I. | <u>WELCOME</u>
Beth Alden, MPO Staff | 1:30 |
| II. | <u>PUBLIC COMMENT</u> | 1:35 |
| III. | <u>COST & REVENUE STRATEGIES RECAP,
RECOMMENDATIONS FOR NEXT STEPS</u>
Beth Alden, MPO Staff | 1:45 |
| IV. | <u>AGENCY UPDATES/ ROUND ROBIN</u>
Working Group Members | 2:05 |
| V. | <u>PUBLIC COMMENT</u> | 2:15 |
| VI. | <u>ADJOURNMENT</u> | 2:30 |

In Accordance with Title VI of the Civil Rights Act of 1964 and other nondiscrimination laws, public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.



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Sat



May 12 1:18:10 PM Temp: 88°

NEWS WEATHER TRAFFIC SPORTS ON THE TOWN COMMUNITY POLITICS BUSINESS LOTTO VIDEO

Hillsborough Pinellas Polk Pasco Manatee Hernando Citrus State National Health Space Español

Teacher hits student in face. Her side of the story. Tonight on Your Evening News.

Survey shows a need to invest in transportation infrastructure



Three of four Americans say they would pay more to improve the country's transportation infrastructure.

By [Chuck Henson](#), Real Time Traffic Reporter
Last Updated: Wednesday, May 4, 2011

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TAMPA -- Three of four Americans say they would pay more to improve the country's transportation infrastructure.

HNTB ([Howard, Needles, Tammen & Bergendoff](#)), a Missouri-based transportation engineering firm conducted the survey. According to their findings 58 percent of people believe infrastructure investment is a better way to survive the current economic crisis rather than cutting public works projects to pay down the nation's debt.

The survey sites a 150 percent growth in traffic on the interstate system over the past quarter century, yet interstate capacity has only increased by 15 percent.

As to the exact method to pay for highway, transportation and infrastructure projects the country is divided. A majority feel the amount of the gas tax should change depending on the rate of inflation.

Nearly two thirds of the people surveyed said they would not support a ten cent per gallon increase in the current gas tax.

A flat-rate increase on tolls and bridges made the top of the list of popular funding solutions, less popular options included gas tax, sales tax, income tax or property tax increases.

Comment about the infrastructure need on [BN9 traffic reporter Chuck Henson's Traffic facebook page](#).

MORE INFO

What about in the Bay area? Do you think more money should be spent on improving area roads, intersections and bridges? [Let BN9 traffic reporter Chuck Henson know what you think about this issue.](#)

You can follow Chuck during his daily traffic reports on Twitter! [@BN9Traffic](#).



Endeavour's mission in depth

KLYSTRON 9: BAY AREA



SHOCKING: \$9 Car Insurance in FL

Saint Petersburg: Mom discovers \$9 car insurance trick. Auto Insurers are SCARED you will learn this secret.

New Policy in Florida

Drivers with no DUIs in Florida may be eligible for \$9 per week car insurance.

Ads by Media Force

BREAKING NEWS ALERTS

We all ready paid what did the political thieves do with the money

[Post a comment](#)

2011-05-05 15:32:00

Joe Buck wrote:

[Report this post](#)

We have been paying tax for our roads everytime we buy a gallon of gas, its in the price. Where is that money! No more taxes for taxes we have already paid. Its time to cut out duplicate organizations like HART and others that dont work to many to mentions. Many of the empire organizations politicians have built to help themselves need to be cut now.

how to pay for roads

2011-05-05 14:06:00

informed wrote:

[Report this post](#)

We have to migrate to a 'pay as you use' (\$ per mile) system instead of a gas tax. With the push for more fuel efficient cars and electric cars (who would use the roadway for free since they don't pay gas tax), the funding for our roads goes down. Way down without gas revenue.

Crumbling America

2011-05-05 10:18:00

anguish wrote:

[Report this post](#)

This is a national problem, as well as a local one. No elected official wanted to/wants to spend money on the infrastructure, hoping a disaster won't happen on their watch. Then when the disaster does strike, it will cost millions/billions more to fix it. Idiots!

Your roads and bridges are falling apart and your kid can't read

2011-05-05 10:06:00

seemstome wrote:

[Report this post](#)

That's what happens when you vote like a teabagger.

Teabaggers got "mad as hell" and the result was Scott.

2011-05-05 10:04:00

seemstome wrote:

[Report this post](#)

Elections have consequences and you need to think before you vote for a job killing crook as governor.

infrastructure needed

2011-05-05 10:03:00

Terri wrote:

[Report this post](#)

HAHAHAHA.....EVERYBODY KNOWS IT BUT rs...who is closing his eyes to all the needs of humans. he needs to be drug tested....I feel he could be using something that is altering his thinking! recall rs.

Stop driving tourists away from the state with oil spills

2011-05-05 10:02:00

seemstome wrote:

[Report this post](#)

Tourists have fended off the state income tax for years but now with Scott meddling with the tax structure can it be far off? The republicans have more than enough votes to shove it down our throats. Either that or they will use this as an excuse to pass near shore oil drilling and really kill off the golden goose of tourism.

Really

2011-05-04 16:12:00

phil c wrote:

[Report this post](#)

With people being stuck with almost \$4.00 a gal. gas, increases in operating their households and food prices rising weekly no one should talk about additional money for anything. The normal person or family is being drained by the biggest rip-off in American history. Yet, the media is silent and people are mad as hell.

Better Idea

2011-05-04 13:28:00

Jake wrote:

[Report this post](#)

Stop feeding these scum-sucking welfare recipients that don't benefit society in any possible way, and use that money to fix the roads for people that drive to WORK. We don't need more taxes, we need people to spend our current money wisely.

Name: _____ Email: _____

Subject: _____



Email



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Desktop

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NOMINATE AN EVERYDAY HERO

Bay News 9 profiles people making a positive difference in the Bay area community and beyond.



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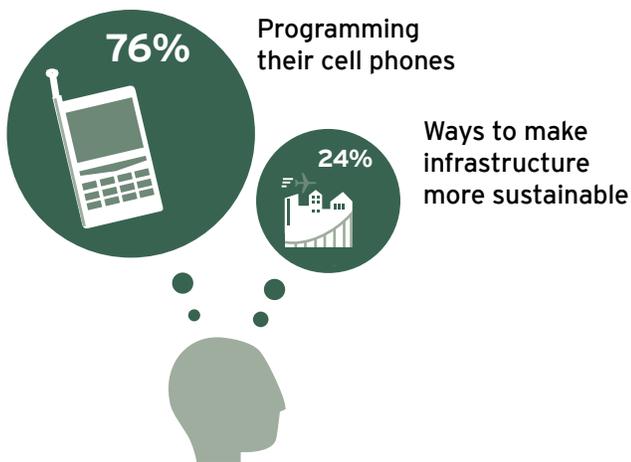
AMERICA MOVES TOWARD MORE SUSTAINABLE INFRASTRUCTURE

Majority of Americans feel sustainable infrastructure investments are important

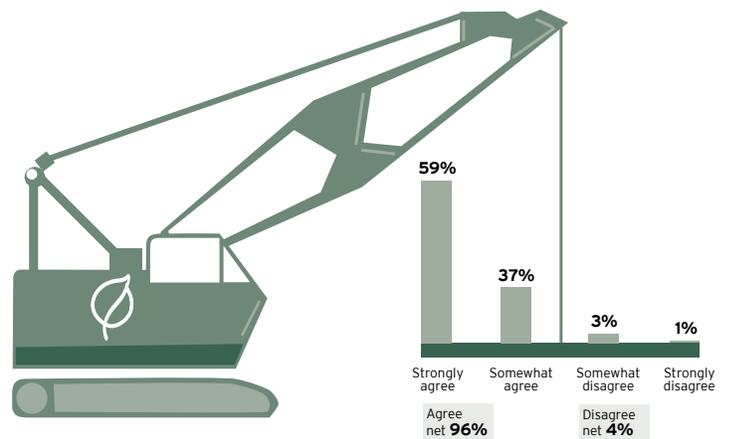
As part of the latest America THINKS survey from HNTB Corporation, the infrastructure firm asked people to share their opinions on sustainability and our nation's infrastructure.

The survey finds much of the nation eyeing a sustainable future where they aren't as reliant on cars, opting instead for other modes of transportation. Though they feel most Americans have limited understanding of sustainable infrastructure today, many would dig into their own pockets to fund it for the future.

Q. Which of the following do you think Americans understand better?



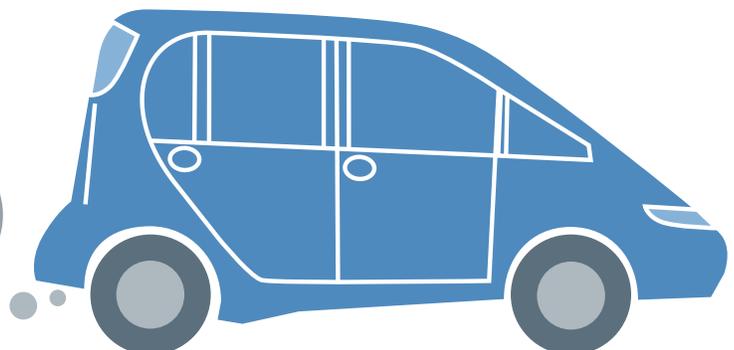
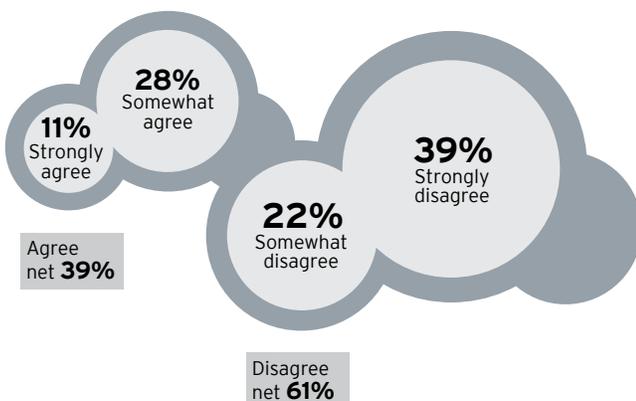
Q. How strongly do you agree or disagree with the following statement: All new construction should take sustainability into consideration.



KEEPING TRACK OF TRAVEL

While Americans support sustainability, only four in 10 support instituting a mileage use tax to cut transportation greenhouse gas emissions by reducing the number of miles traveled.

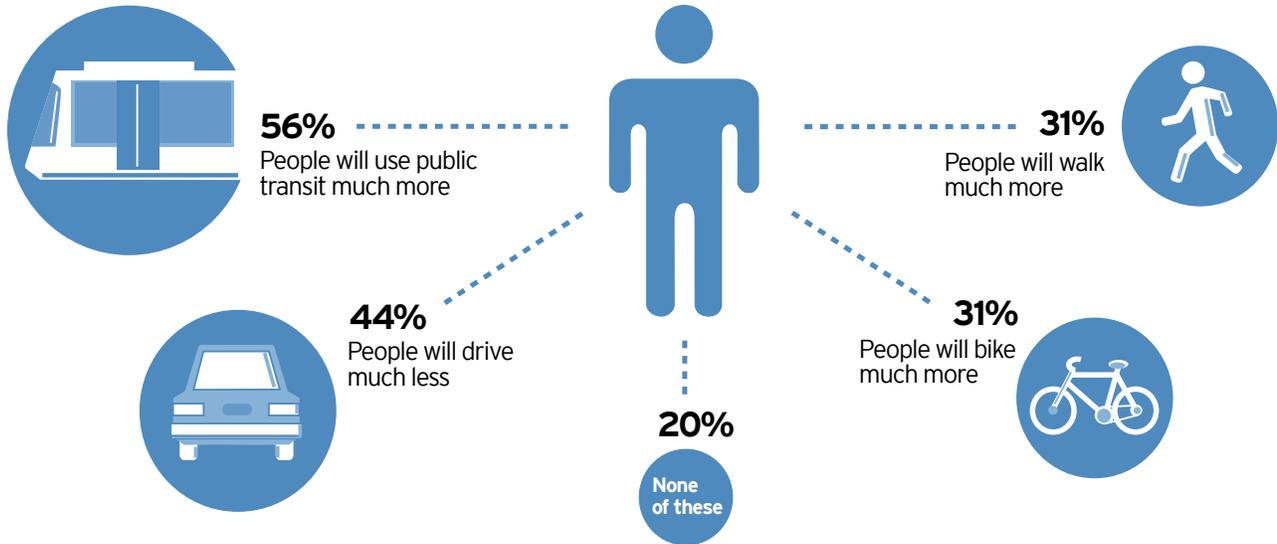
Q. How strongly do you agree or disagree with the following statement: The U.S. should try to reduce transportation greenhouse gas emissions by reducing the number of miles that vehicles travel through a mileage use tax.



CHARTING A NEW PATH

Many Americans foresee big changes in the way they get around, both now and in the long-term. More than half (56 percent) predict that in 20 years, people in their area will be using public transit much more often than today.

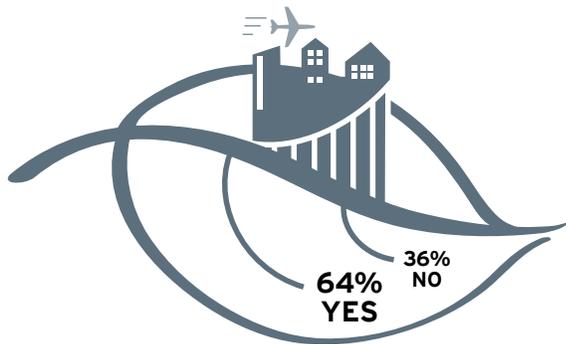
Q. Which of the following transportation changes, if any, do you think could happen in your area 20 years from now? Please choose all that apply.



WILLING TO PAY MORE

More than three in five (64 percent) Americans are willing to make sacrifices in order to waste less in the long run, admitting they'd pay more today for infrastructure that is more sustainable if it would save funds and resources in the future.

Q. Keeping the state of the U.S. economy in mind, are you willing to pay more today for national infrastructure that is energy-efficient and less wasteful in order to save money and resources in the future?



Q. Would you ever consider moving to a new area simply because it practiced or mandated sustainability more than where you live now?



HNTB's America THINKS sustainability survey polled a random nationwide sample of 1,064 Americans April 1-7, 2010. It was conducted by Kelton Research, which used e-mail invitations and online surveys. Quotas were set to ensure reliable and accurate representation of the total U.S. population ages 18 and over. The margin of error is +/- 3 percent. For more information, visit www.hntb.com or contact John O'Connell, (816) 527-2383, joconnell@hntb.com.



April 27, 2011

MAGAZINE FEATURES

OCTA CEO: Transportation funding facing a changing landscape

In 1956, President Dwight D. Eisenhower signed the Federal Aid Highway Act, a bill that made it easier for Americans to connect, from the Liberty Bell to the Golden Gate Bridge and the Windy City to the Big Easy.

That legislation marked the first time in U.S. history the federal government assumed a greater role in providing transportation infrastructure to the nation. Funded through the federal gas tax, — previously used to help balance the budget — the Highway Act provided a dedicated and reliable revenue stream to build the interstate highway system.

Constructing the system proved to be an economic boom for the country. However, the success was fleeting because the federal gas tax was insufficient to meet the nation's growing travel needs. Starting in the 1970s, federal gas tax revenues declined as the nation experienced the first fuel crisis. This led many states to impose their own or raise existing gas taxes to keep pace with dwindling revenues and rising costs.

Gas taxes do not grow with the economy and are an unreliable source of revenue for transportation projects and programs. Today, the issue has become more alarming as improved fuel efficiency of new cars is causing less fuel to be consumed per mile, resulting in less fuel tax collected.

Although the federal government recently passed a continuing resolution to keep federal funds flowing until the end of September, the outlook for transportation funding is bleak.

The situation is similar at the state level given the struggle with lower sales tax revenue. We can anticipate a further decline in transportation funding from the federal and state governments.

The devolving role of the federal and state government has resulted in local governments stepping up to maintain and expand our transportation infrastructure.

Self-help counties, those with local sales-tax measures, are a saving grace for many regions where keeping up with the pace of growth is proving to be a continuing challenge.

The diminishing funds available from federal and state transportation sources gave way to the emergence of self-help counties in the early 1980s. Here in California, for example, 19 self-help counties now encompass 81 percent of the population and provide more than \$4.2 billion annually for local transportation improvements.

And in Orange County, Measure M, the half-cent sales tax for transportation improvements, changed the landscape of transportation in Orange County by adding 192 freeway lane miles, improving 170 intersections and 38 freeway interchanges, and implementing commuter-rail throughout the county.

For counties with a strong tax base, local sales-tax measures have proven to be a successful model, but it is not the only solution. There needs to be a unified approach including local, state, federal and private dollars that responds to the fluctuations in the economy while paving the way for long-term growth and stability. In addition, we need to make the development process more efficient to deliver projects faster and reduce costs.

The Federal Aid Highway Act bridged the gap between the four corners of the U.S., but today the challenge lies with preserving that connection and preparing our transportation system to meet the needs of future generations.

In case you missed it...

Read our *METRO* blog, "California: the last hope for high-speed rail" [here](#).

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[print](#)

Public transit tax vote possible

05.12.11 - 12:09 am

By Ray Gronberg

gronberg@heraldsun.com; 419-6648

DURHAM -- Elected officials from Durham and Orange counties on Wednesday took the first step in what could turn into a 2011 campaign for passage of a local-option sales tax surcharge for expanded public transit.

Members of the cross-county Transportation Advisory Committee agreed to send local governments a financial plan for the network that would use money from the levy to increase service hours on the Chapel Hill and Durham bus systems within three years by around 25 percent.

The increase would enable both systems to add new routes, including more connections between the two communities.

"Just the bus component of this plan is a huge, huge win" for area residents, Carrboro Mayor Mark Chilton said, voicing enthusiasm for the expansion prospects.

The levy would also give local governments and Triangle Transit the financing necessary to begin work on two different types of rail service that would ultimately connect Chapel Hill, Durham, Cary, Raleigh, Garner and eastern Wake County.

Those projects would have an estimated front-end cost of about \$1.7 billion, according to figures Triangle Transit General Manager David King gave the committee. King's organization would borrow that, and use revenue from the sales tax and other sources to pay back the loan.

The key question elected officials now face is whether to call a referendum on the half-percent sales surcharge this fall, or wait until at least sometime in 2012.

King said Durham and Orange officials have agreed they'll hold transit-tax referendums "together or not at all." The decision on timing is up to the County Commissioners in each county.

Durham County Manager Mike Ruffin later on Wednesday signaled that he intends to recommend to his commissioners that they call a vote this year. He will formally announce his advice on May 23, when he presents his fiscal 2011-12 budget request.

Ruffin wants to meet next week with Greater Durham Chamber of Commerce President Casey Steinbacher, Mayor Bill Bell, Commissioners Chairman Michael Page and other key officials to make sure they're all "on the same page" about the referendum.

Durham County Commissioner Ellen Reckhow said Ruffin also intends to recommend a referendum on an additional, quarter-percent surcharge, to raise money for the Durham Public Schools.

Orange commissioners have already called for a vote on a quarter-percent surcharge on their side of the line to raise money for schools and economic development.

Elected officials from both counties in private talks recently have also agreed that money from any Orange levy will pay for any work on the rail system that occurs within Chapel Hill's town limits.

As Chapel Hill's limits cross the county line into Durham, that means some of Orange's money would pay for track and stations on the Durham side of the line, Reckhow and Durham City Councilman Mike Woodard said.

Polling in both counties has indicated that the idea of a sales surcharge for transit enjoys majority but not overwhelming support. That and the continued slack in the economy left some officials skeptical that 2011 is the right year for a vote. Others worry that business groups like the chamber will have trouble raising money to pay for the pro-levy campaign. And Wake County officials have signaled that they won't call for a vote until next year at the earliest.

But a two-county referendum this fall would coincide with municipal elections in Durham, Chapel Hill, Carrboro and Hillsborough, elections likely to attract relatively large numbers of town and city dwellers and fewer rural, more conservative voters.

Chilton alluded to that in Wednesday's discussion, saying that this November officials know "we will have the people turning up at the polls who are really interested" in city planning issues.

He said that at least in Orange County, transit advocates would be able to mobilize a large cadre of volunteers to campaign for the levy door-to-door.

Personally, if the counties schedule a transit vote this fall "I'm going to spend more time campaigning for this referendum than I'm going to campaigning for re-election," Chilton added.

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