



2014 Mobility Fee Update Study

Advisory Committee Meeting

June 3, 2014

11:00am – 1:00pm

**West Pasco Government Center
County Commission Board Room**



Tindale-Oliver
&
Associates, Inc.
Planning and Engineering

Today's Agenda



- **Re-Cap of what's changed since 2011**
 - **How should we adjust for these changes?**
 - >> Present + Discuss Potential Fee Scenarios
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What's Changed?



Horizon-Year Growth Forecasts

- Growth Rates

	2035		2040	
	2011 Original Study		2014 Update Study (1)	
	Total	AGR	Total	AGR
Population	846,683	3.04%	905,216	2.29%
	658,584	1.58%	852,550	2.09%
Employees	357,542	3.68%	348,840	3.47%
	249,962	2.41%		

Source: 2035 LRTP, 2011 Mobility Fee Study, and 2040 LRTP Update Study.
 2040 2.09% rate is BEBR med/high average, 2.29 rate is BEBR high.
 1.58% used in 2035 is slightly above 2010 BEBR medium (1.50%).

Conclusion: We'll be budgeting for a higher growth rate this go-around, so buy-down budget will be tighter, accept lower QoS, or increase revenues.

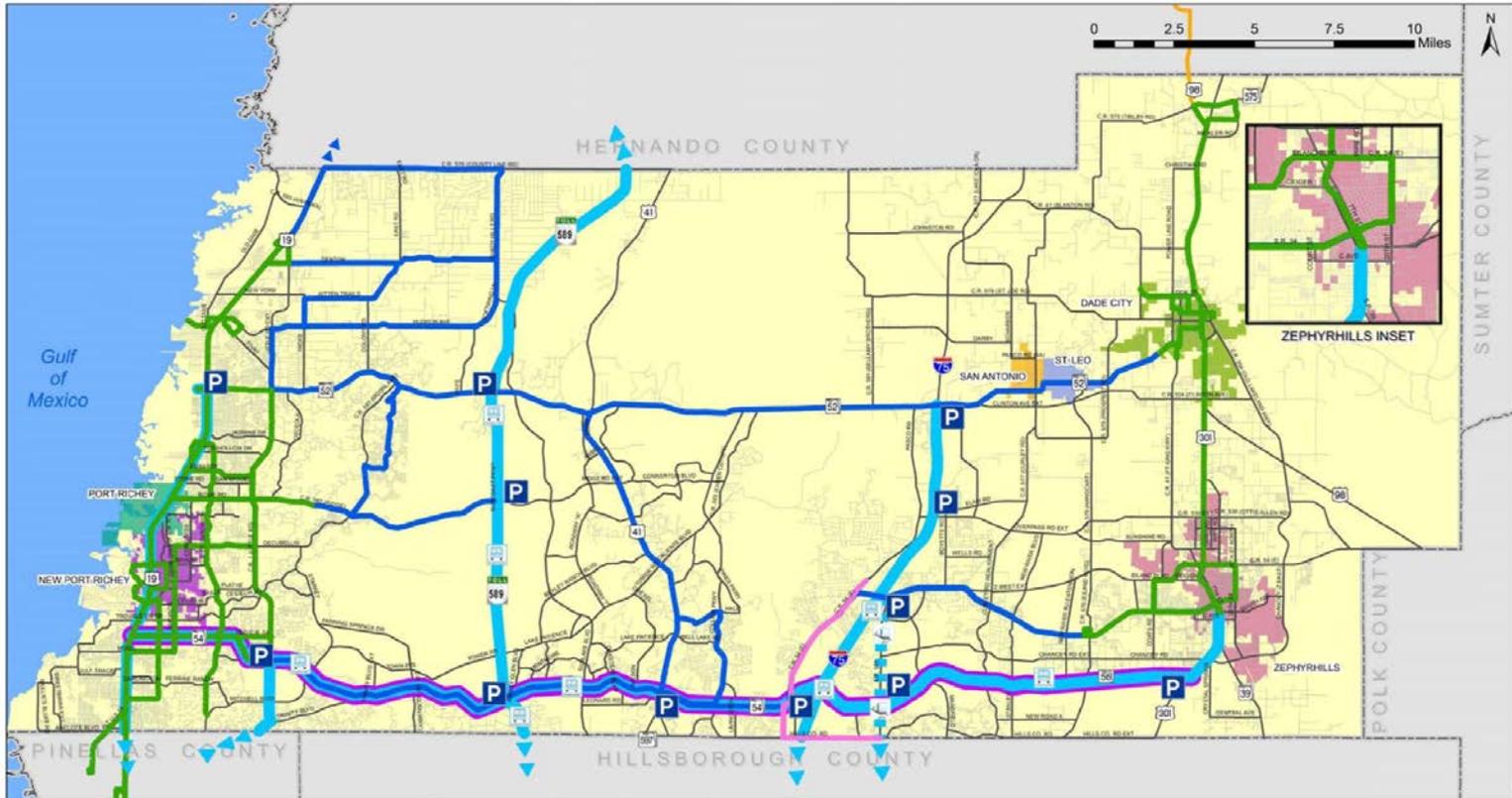
What's Changed?



- Costs up by ~20 percent
 - Shifting gas tax to maintenance
 - Property tax on rebound
 - Need more \$\$ for maintenance & operations

 - Adjusted incentives strategy
 - MUTRM, West Redevelopment Incentive
 - With MUTRM, moderated TOD/TND Incentive
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Transit Planning Assumption



Cost Affordable Transit Routes

- Existing Local Bus Routes (PCPT)
- Proposed Local Bus Routes
- Proposed Premium Express Bus Service
- Proposed Light Rail (Frequent, Short Distance)
- Operation on Managed Lanes and/or Mixed Traffic Improvements to be determined in FDOT Study
- Existing Local Transit by Hillsborough Area Transit Authority (HART)
- Future Local Transit by Hernando County*
- P** Future Park-n-Ride Locations
(Locations are general at node/intersections. Exact locations to be determined, and additional or substitute park and ride locations may be required.)

The appropriate and specific technologies or improvements will be determined at the time of the corridor studies.

Map 7-6: Pasco County 2035 LRTP
2035 Cost Affordable Plan - Premium Public Transportation Routes



* As included in the Hernando MPC Cost Affordable Plan

Establishing Incentives Budget



		Revenue Alternative Examples			
		1	2	3	4
		"No New Revenues"	Revise GT Dist'n(1)	Add \$5M/Yr	Add \$8.5M/Yr
2011 Fee					
Revenues from Base		\$1,298 M	\$1,309 M	\$1,392 M	\$1,481 M
County Gasoline Taxes:	\$102 M	\$0	\$11	\$48	\$48 M
P4P Sales Tax:	\$85 M	\$185	\$185	\$185	\$185
Tax Increment:	\$150 M	\$497	\$497	\$497	\$497
MSBU:	\$0	\$0	\$0	\$44	\$133
Total \$\$ from "Base":	\$336 M	\$682	\$692	\$775	\$864
Deductions					
Less Road O&M:	\$0 M	\$155 M	\$155 M	\$155 M	\$155 M
Less Transit Ops:	\$125 M	\$142 M	\$142 M	\$142 M	\$142 M
Leaves for Incentives:	\$211 M	\$385 M	\$395 M	\$478 M	\$567 M

Growth (25 years):	200,000 people	452,000 people	452,000 people	452,000 people	452,000 people
Incentive \$\$/growth:	\$1,056 \$\$/capita	\$851 \$\$/capita	\$875 \$\$/capita	\$1,057 \$\$/capita	\$1,253 \$\$/capita

Incentives Assessment



		Incentive Category	How Deep?		Cost to Incentivize (\$ Millions)	Accumulative Cost to Incentivize (\$ Millions)
Tier 1	1	"Urban" Office/Industrial	Match 2011	\$0	\$105.7	\$105.7
	2	Countywide TOD	Match 2011	\$0	\$40.9	\$146.6
	3	West market area redevelopment	Match 2011	\$0	\$42.4	\$189.0
	4	Countywide TND	50% of Std fee		\$55.2	\$244.2
	5	"Urban" Hotel/Lodging	Match 2011	\$0	\$4.9	\$249.2
	6	Countywide MUTRM	75% of Std fee		\$84.7	\$333.8
Tier 2	1	"Suburban" Office/Industrial	Match 2011	\$1,000	\$40.5	\$374.3
	2	"Suburban" Hotel/Lodging	Match 2011	\$597	\$1.9	\$376.2
	3	"Rural" Office/Industrial	Match 2011	\$2,000	\$18.5	\$394.7
	4	"Rural" Hotel/Lodging	Match 2011	\$1,192	\$0.7	\$395.3
	5	"Urban" Retail/Institutional/Recreational	Match 2011	\$5,641	\$18.2	\$413.5
	6	"Urban" Residential	Match 2011	\$5,835	\$69.4	\$482.9
Tier 3	1	Suburban Retail/Institutional/Recreational	Match 2011	\$7,051	\$7.7	\$490.6
	2	Rural Retail/Institutional/Recreational	Match 2011	\$8,813	\$3.2	\$493.8
	3	Suburban Residential	Match 2011	\$8,570	\$11.7	\$505.4
	4	Rural Residential	Match 2011	\$9,800	\$15.7	\$521.1
Total:					\$521.1	



In revenue alternative 4, additional funds could be used to provide deeper incentives and build more transportation facilities in CIP, or potentially free up half cent sales tax funds to be transferred to parks and libraries, as recommended by ULI.

Potential Revenue Sources



- Change distribution of gasoline taxes based on spending history (adds \$10M to incentive budget)
 - Up to 5-cent local option gasoline tax (adds up to \$182M to incentive budget)
 - Property value based revenue source (MSTU)
 - Combination of above
 - 5 cent gasoline tax generates approximately \$8.5M/yr
 - 0.41 mill on property tax base generates \$8.5M/yr
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Revenue Options for Discussion



- **Transportation (Ad Valorem) Millage**
- **Transportation Municipal Service Taxing Unit (MSTU) Millage**
 - **Both of these scenarios include 2¢ of Second Local Option Gas Tax**

Transportation Millage



- Same as increasing General Fund millage
- Counts toward County's 10 mil cap
- Assessed in cities; no requirement to share with cities
- Homestead and Save Our Homes Exemptions / Limitations apply

Millage & Gas Tax Combination

1¢ Equivalent Millage and 2¢ Gas Tax



	Revenue	Pennies / Equivalent	Votes Needed	Millage Rate	Annual Cost ¹
Millage	\$1.6m	1¢	3	0.0836	\$4.22
Gas Tax	\$3.2m	2¢	4		\$15.00
Total	\$4.8m	3¢	4		\$19.22

1. Annual Cost for millage is based on a home with an appraised value of \$100,000 and a taxable value of \$50,000 (\$50,000 homestead exemption); Annual Cost for Gas Tax is based on driving 15,000 miles per year at 20 miles per gallon (Multiply by # of Drivers to find household impact)
 - o Assumes gas stations will pass all costs on to drivers despite evidence to the contrary.

Millage & Gas Tax Combination

3¢ Equivalent Millage and 2¢ Gas Tax



	Revenue	Pennies / Equivalent	Votes Needed	Millage Rate	Annual Cost ¹
Millage	\$4.8m	3¢	3	0.2532	\$12.66
Gas Tax	\$3.2m	2¢	4		\$15.00
Total	\$8.0m	5¢	4		\$27.66

1. Annual Cost for millage is based on a home with an appraised value of \$100,000 and a taxable value of \$50,000 (\$50,000 homestead exemption); Annual Cost for Gas Tax is based on driving 15,000 miles per year at 20 miles per gallon (Multiply by # of Drivers to find household impact)
 - o Assumes gas stations will pass all costs on to drivers despite evidence to the contrary.

Transportation MSTU



- New tax
- Similar to Fire Municipal Service Taxing Unit (MSTU)
- Not assessed in cities unless cities' consent
- Does not count toward County's 10 mil cap
- Homestead and Save Our Homes Exemptions / Limitations apply

MSTU & Gas Tax Combination

1¢ Equivalent Millage and 2¢ Gas Tax



	Revenue	Pennies / Equivalent	Votes Needed	Millage Rate	Annual Cost ¹
Millage	\$1.6m	1¢	3	0.0919	\$4.60
Gas Tax	\$3.2m	2¢	4		\$15.00
Total	\$4.8m	3¢	4		\$19.60

1. Annual Cost for MSTU is based on a home with an appraised value of \$100,000 and a taxable value of \$50,000 (\$50,000 homestead exemption); Annual Cost for Gas Tax is based on driving 15,000 miles per year at 20 miles per gallon (Multiply by # of Drivers to find household impact)
 - o Assumes gas stations will pass all costs on to drivers despite evidence to the contrary.

MSTU & Gas Tax Combination

3¢ Equivalent Millage and 2¢ Gas Tax



	Revenue	Pennies / Equivalent	Votes Needed	Millage Rate	Annual Cost ¹
Millage	\$4.8m	3¢	3	0.2758	\$13.79
Gas Tax	\$3.2m	2¢	4		\$15.00
Total	\$8.0m	5¢	4		\$28.79

1. Annual Cost for MSTU is based on a home with an appraised value of \$100,000 and a taxable value of \$50,000 (\$50,000 homestead exemption); Annual Cost for Gas Tax is based on driving 15,000 miles per year at 20 miles per gallon (Multiply by # of Drivers to find household impact)
 - o Assumes gas stations will pass all costs on to drivers despite evidence to the contrary.

Annual Cost Summary



	Millage Rate	Millage Cost	MSTU Rate	MSTU Cost
3¢ Equivalent	0.0836	\$19.22	0.0919	\$19.60
5¢ Equivalent	0.2532	\$27.66	0.2758	\$28.79

- All scenarios include 2¢ of second local option gas tax



End of Presentation



Tier 1 Incentives

- Urban office, industrial, TOD
 - West market area redevelopment
 - Urban TND / MUTRM / Urban design
 - Urban Hotel / Motel
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Tier 2 Incentives

- Suburban office, industrial
 - Suburban TND
 - Suburban hotel / motel
 - Rural office, industrial
 - Rural hotel / motel
 - Non-TND urban retail / institutional / recreation
 - Non-TND urban residential
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Tier 3 Incentives

- Suburban retail / institutional / recreational
 - Rural retail / institutional / recreational
 - Non-TND suburban residential
 - Non-TND rural residential
-

2011 Fee Rate Districts



MOBILITY FEE ASSESSMENT DISTRICTS

- A - URBAN
- B - SUBURBAN
- C - RURAL

