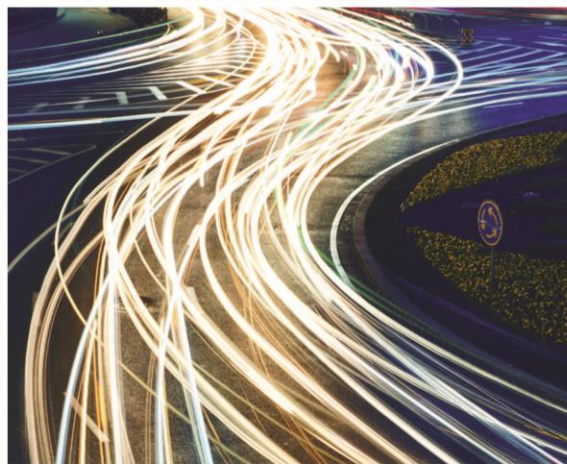


APPENDIX H: FACILITATED GROUP INFORMATION



APPENDIX H

H1 – FACILITATED GROUP GUIDE AND TRANSCRIBED NOTES



FINDING CONSENSUS

FACILITATED GROUP DISCUSSION GUIDE



There are 3 segments to the consensus and affirmation exercise:

- 1) Priorities; 2) Potential New Sources; and 3) Allocation.

Material at table:

- Display Board Booklets (1 set for facilitator to reference for group discussion)
- Rules of Engagement (on the table as well as in the booklet at #16)
- Project Categories – Number of Projects – Relative Cost (print outs at table for use in Segment #2)

Project Category	Overall Costs
Maintenance	\$933,635,000
Roads	\$3,660,750,000
Transit	\$4,068,670,000 to \$5,757,125,000
Bike/Ped	\$173,985,000

Subject Introduction (2-3 minutes)

- Thank you for joining us tonight; we appreciate your time and insight.
- Introduce self.
- This exercise is designed for us to hear your thoughts and opinions on transportation.
- Our focus in this “roundtable” is on reaching a supportable, community-driven transportation plan with a new revenue source.
- In many cases, we are affirming what so many of you have already told us.



- Please know we appreciate your time and insight.
- This will take about 20 – 30 minutes. We will discuss three key areas: Priorities, Potential New Revenue Sources & Allocating that potential new revenue
- The priorities are organized into broad categories – “buckets” right now. But in a few weeks, we will come back to you to discuss the specific projects that you want within those categories.
- We will move rather quickly; however, there are many here that can help with additional questions after the roundtable, too.
- Review discussion rules: Be candid, every opinion counts, one person speaks at a time, “parking lot” for items needing further discussion.
- Housekeeping: co-facilitators intro; helping with note taking at the pad and to keep us on track.
- Participant introductions.

Topic Introduction (2 - 3 minutes)

- Topics: Reaffirming what you want, considering what it costs, and figuring out how to pay for it.
- Are you all familiar with Go Hillsborough? Is there anyone new tonight? Or, hasn't been to a meeting or read about Go Hillsborough lately?
- I'd like to provide just a quick overview so that we are all on the same page.



- We are a huge county with serious transportation problems and very limited funding.
 - Our problems get worse every day, and the longer we wait to do something about this, the more it will cost us.
 - We started "Go Hillsborough" to ask the community *on the front end* for solutions that 1) will make their everyday life better and 2) they think are worth paying for.
 - Over the last several weeks, we've held 30 plus meetings like this, and have heard from over 1500 people so far.
 - We've watched people from all over the county gather around maps and boards to discuss how to make sure that everyone works toward accomplishing community-wide priorities.
 - Priorities seem to be: Maintenance, Roads, Transit, & Bike/Pedestrian Safety.
 - We are assuming that developers will pay their fair share; that we will toll where it makes sense; and, of course, that we'll ask for state and federal grants.
 - Knowing that, we've still need much more, new revenue from Sales Tax, Gas Tax, and/or Property Tax.
- So, let's get started.
- Can we all agree that transportation is a critical issue for Hillsborough County and our neighborhoods? And that it is getting worse every day?

3 SEGMENTS - QUESTIONS/TABLE TOP BOARD/DISCUSSIONS (15 MINS)

- Explain the board they are about to discuss.
- Show one board at a time.

- Allow citizens to read/digest the board or make notes if they would like.
- Ask participants to share feedback.
 - Engage quiet participants if needed.
- Write initial reactions on Easel with Paper (or have scribe do so) and then proceed to broader discussion
- Develop affirmative, qualitative feedback during discussion
- Frame and mirror "What I am hearing you/the group say ... is that correct?"
- Probe relevance of "sticking points"
 - Evaluate citizen/group perception/comprehension
 - "Would that change if we knew that ..."
- Elucidate the cause of any points of disconnection/disagreement
- Summarize what you've heard at conclusion of each segment
- Engage the quiet participants as needed
- Summarize what you've heard at end of each Segment of Question/Table Board

SEGMENT #1 – PRIORITIES - BOARD #21



Project Types and Categories

Asset Preservation	Maintenance
*Resurfacing	
Bridge Replacement and Improvements	
Advanced Traffic Management System (ATMS)	Roads
*New Roads/Widening	
Complete Streets/Enhancements	
*Intersection Improvements	
*New/Expanded Transit Routes	Transit
Extended Transit Hours	
More Weekend Transit Service	
Improved Transit Frequencies	
*Sidewalks/Bike Lanes	Bike/Ped
Multi-use Trails	

- THESE ARE GENERAL CATEGORIES OF TRANSPORTATION PRIORITIES THAT WE'VE HEARD FROM YOUR NEIGHBORS AND OTHER CITIZENS AND WHAT THOSE CATEGORIES INCLUDE.
- AGAIN, WE AREN'T GOING TO DIVE INTO THE SPECIFIC PROJECTS. WE WILL COME BACK TO YOU IN A FEW WEEKS TO DO THAT.
- TODAY WE WANT TO MAKE SURE YOU AGREE/DISAGREE WITH THE BROAD CATEGORIES? WHY/WHY NOT? IS THERE A MIDDLE GROUND BETWEEN X AND Y?

SEGMENT #2 – NEW SOURCES - BOARD #20 & PROJECT COST SHEET AT TABLE



WHAT REVENUE SOURCES CAN PAY FOR

Assumes new growth will pay an increased and equitable share, and Federal and State grants.

Revenue Sources		Property Tax	Gas Tax	Community * * Investment Tax	Sales Tax
Maintenance	Capital	✓	✓	✓	✓
	Operating	✓			✓
Roads	Capital	✓	✓	✓	✓
Transit	Capital	✓		✓	✓
	Operating	✓			✓
Bike/Ped	Capital	✓		✓	✓ *
Intersections	Capital	✓	✓	✓	✓

* Not all trails available
* * Unavailable until 2027

Project Categories – Number of Projects – Relative Cost (print outs at table)

Project Category	Overall Costs
Maintenance	\$933,635,000
Roads	\$3,660,750,000
Transit	\$4,068,670,000 to \$5,757,125,000
Bike/Ped	\$173,985,000

- AS YOU KNOW, WE HAVE VERY LIMITED FUNDING TO ACCOMPLISH THESE PRIORITIES. THIS BOARD TELLS US ABOUT THE SOURCES OF NEW REVENUE TO PAY FOR THEM.





- GAS TAX RAISES ABOUT \$25M EACH YEAR.
 - PROPERTY TAX RAISES ABOUT \$69M EACH YEAR.
 - 1% SALES TAX RAISES ABOUT \$200M EACH YEAR.
 - AND, OF COURSE, ½% SALES TAX RAISES ABOUT \$100M EACH YEAR.
- AS YOU CAN SEE, ONLY PROPERTY TAX OR SALES TAX CAN BE USED AS FUNDING FOR THE PRIORITY CATEGORIES.
 - WHICH, IF ANY OF THESE SOURCES, DO YOU PREFER? WHY/WHY NOT?

IF NEEDED, USE THIS BOARD #19.



TRANSPORTATION REVENUE SOURCES

Assumes new growth will pay an increased and equitable share, and Federal and State grants.

Revenue Sources	How does it work?	How much does it generate?	Who pays for it?
 Gas Tax	Local option levied up to 5 cents per gallon of gasoline. May be authorized by a super majority, County Commission vote, or by referendum.	One penny per gallon raises approximately \$5 million every year . All five pennies per gallon raises approximately \$25 million annually .	Residents Tourists Businesses Visitors (or anyone else) Anyone that purchases gas
 Property Tax	Taxes levied on real estate and intangible personal property by local government. Tax amount is based on the taxable value of property. May be authorized by County Commission and/or City Councils. For example, in Hillsborough County 1 mill on an average home with \$165,000 assessed value yields \$115 annually.	\$68.4 million Countywide	Property Owners
 Community Investment Tax (CIT)	One half percent of local option sales tax levied on the purchase of goods and services at the point of sale (basic needs such as groceries and medicine excluded). Unavailable until 2027. May be reauthorized by countywide referendum.	\$0 until 2027 \$100 million average per year	Residents Tourists Businesses Visitors (or anyone else)
 Sales Tax (Local option Transit Surtax)	One percent local option sales tax levied on the purchase of goods and services at the point of sale (basic needs such as groceries and medicine excluded). May be authorized by countywide referendum.	\$200 million average per year	Residents Tourists Businesses Visitors (or anyone else)

SEGMENT #3 – ALLOCATION – BOARD #14



FUNDING SOURCES

Support for:

	Yes	No	Don't Know	No Response
Property Tax	44% (215)	37% (178)	10% (49)	9% (44)
Gas Tax	70% (339)	17% (83)	6% (30)	7% (34)
Sales Tax	67% (326)	20% (99)	5% (22)	8% (39)

BUDGET ALLOCATION

Percent of budget for:

	Maintenance	Roads	Transit	Bike-Ped
Percent	29.4%	26.2%	29.3%	15.1%

As of May 8, 2015

GOHillsborough.org | Comment Line: 813-274-6922

- THIS IS OUR LAST SEGMENT.
- THIS CHART SHOWS WHAT OTHER GOHILLS PARTICIPANTS THINK ABOUT HOW TO ALLOCATE NEW REVENUE.
- WHAT DO YOU THINK? DO THIS LOOK ABOUT RIGHT TO YOU? WHY/WHY NOT?



Conclusion (2 minutes)

- Before we conclude, does anybody want to share any closing comments or thoughts based on what we discussed?
- Thank you for your time, energy and candor today. Your feedback is important to us and to the community.

FACILITATED GROUPS DISCUSSION NOTES
FINDING CONSENSUS PHASE

Bell Shoals

May 11, 2015

Eric/Christina

6 people

Segment 1 – project categories

- Depends on funding source
- Agree on categories/buckets

Segment 2 – revenues

- Gas tax – stagnant source
- Property tax – not as equitable/not shared burden
- Gas tax – needs to be all 5 cents
- Combination (6)
- Sales tax (5) – more equitable
- Gas tax (6) – everyone pays, immediate
- Sales tax – questions where it goes, needs oversight
- Split – county/city shares
- Assurance that money goes to transportation, safe guards, oversight

Segment 3 allocations

- Transit more than roads/maintenance combined
- Need to start investing in transit (incremental)
- Misleading based on total project costs
- Maintenance: cost is lower, not necessary to allocate 30%
- Allocation depends on total money of project category
 - For some funding sources, you run out of projects
- Gas tax – for maintenance (dedicated) not enough to cover
- Projects and dollars – need to balance
- South county needs e-w connectors (2)
- Come back mid-late September
- Bike/ped seems higher at 15% than expected
 - Safety 1st before recreation
 - Keep, but too high percentage (6)
 - Ped/sidewalk improvement
 - 5% closer to what it should be (5)

Bell Shoals

May 11, 2015

Adam/Brian

6 people – troy, harry, al, carol, carolyn, dutch

Segment 1 - Project categories

- Why not impact fees for development
- Use impact fees
- Need transit in area – neighborhood circulator and to downtown
- Park-n-ride with/near retail
- Weekend service needed
- Maintain/resurface roads
- Improve signal timing

Segment 2 – Funding

- Sales tax
- Increase impact fees

Segment 3 – allocation

Maintenance	Road	Transit	Bike/Ped
30	30	30	10
35	30	25	10
35	30	30	5

Bell Shoals

May 11, 2015

Mike/Lindsay

Segment 1

- What's the total of number of responses?
 - Out of responses we received
- Are the project types from citizens/how were they broken into categories?
 - Categorized by county distinction
- Consensus: group approves breakdown/project categories
- Is maintenance really more important than road projects that can ease congestion

Segment 2

- Property tax – no, only certain citizens are paying
- Sales tax: how will/when the revenue be allocated; only correcting the problems we see now isn't the only priority, but if we invest in a sales tax some results should be visible in a reasonable timeframe
- Impact fee: how is this determined
- Gas tax: ok, user; look at different proportions if increased property, ½ sales, etc.
- Bicycle tax – tax on the actual bike, could discourage cyclists
- Carpool incentive
- Sales tax user location specific
- Car registration fee – state revenue, county can't change this
- Port taxes – is this being taxed? (road use, import/export)

Segment 3

- Results – surprised so much favor for property tax
- Gas tax – creates incentive to lower vehicle use double benefit, could reduce congestion
- Doesn't produce transit results, improve transit before increase gas tax
- Allocation – needs a multi-faceted approach to correct overall problem
- Revenue leverage is important/how much is actually raised
- Where specifically is the money going

Bell Shoals

May 11, 2015

Bonnie/Bob

8 people – Eddie, Teresa, Rebeckah, Deborah, Kim, Jay, Kevin, Tyler

- Transit – rail, brt (premium)
 - Different types of rail
 - Include ferry (car)
 - Rail is long term investment
 - Buses are flexible
 - Maintenance is critical
 - Bike/ped is important
 - All important, look at all
- Potential new sources
 - How do we know it will be balanced by type
- Premise
 - Tolling as appropriate
 - New development to pay fair share
 - Leverage other money
 - Look at other sources
- Concerned about sales tax support
- Specificity of projects needed
- Gas tax
- Generate the most money from the broadest base of payers
- Fairness
- Property tax – No
- Specify of time and amount of tax
- Sunset is important
- Graduated amount
- Allocation
 - Maintenance 29.4
 - Roads 26.2
 - Transit 29.3
 - Bike/ped 15.1
- Don't allocate more money than needed for maintenance. Catch up and funded at the need
- Summarize
 - Priorities are correct all important
 - Generate the most money from the broadest base. Sales tax likely less than 1%
- Allocation needs to be balanced (amounts are shown are reasonable). Transparency of expenditures no bait and switch

Bell Shoals

May 11, 2015

Lucia/Kathryn

6 people

- Reduce funding for other services to use for transportation (e.g. HCSO)
- Poor quality of materials when resurfacing – qc during the 1 year warranty – follow up, hold contractor liable
- Spend money more appropriately
- Tax collector office on Falkenburg not efficicne money well spent
- Governor selling property not efficient
- Property taxes not good option because many homes in foreclosure
- Be more forceful on developers – they need to pay more and also be held to do the things they agreed – and for bike/ped
- People don't ride bus unless they have to
- Disney monorail
- Cincinnati sky walk
- Development may created enough density for rail (transit)
- Allocation of money depends on region of county and development occurring there
- Allocation

Maintenance	Road	Transit	Bike/Ped
60	10	5	25
50	25	10	15
45	25	25	5
75	15	10	0

- Income tax as revenue source, flat income tax
- County paid for bass pro incentives for businesses should not use taxes
- Include bike/ped in maintenance
- Businesses assist employees
- County endorsed van pools
- Against property tax (2)
- For property tax (3)
- For sales tax (3)
- For gas tax (3)
- Against gas tax (2)
- CIT (1)
- Need cap on gas tax

Bell Shoals

May 11, 2015

Lucia/Kathryn

5 people

- Distribution of money to county and cities proportional by population
- Transit not being used – low ridership
- Sidewalk gaps – lots
- Transportation doesn't have to make a profit – just like other county and city services
- We don't use highest quality or products that need a lot of maintenance
- Each area of county has different needs
- 4 of 5 agree with maintenance, roads, transit, bike/ped
- 1 of 5 agree roads, bike/ped, maintenance, transit
- Parking lot
- Road maintenance – quality of products
- Developer fees
- Against property tax (2)
- If sales tax will it only be used for transportation? Yes
- Cigarette tax
- Tourism tax – can't be used for transportation
- Advertising to raise revenue
- Tourist/airport taxes – will be used for airport
- Combination of sales and gas tax (5)
- Toll roads for revenue (5)
- Parking fees raised
- Rail – many people against – hard to change their mind
- For rail, need parking at central area
- Allocation

Maintenance	Road	Transit	Bike/Ped
35	40	20	5
30	30	30	10

- 4 agrees with first row, 1 agree with second row

- Rail is never profitable, highly subsidized
- Rail is ambiguous – high speed/light rail
- Bike/ped is important for quality of life
- Golf cart facilities included in bike/ped

Bell Shoals

May 11, 2015

Mike/Lindsay

- Better signs for public meetings
- Meetings for transit users

Segment 1

- Project types
 - 50% of the list is road projects, transit should have more of a presence. Mtg location is not acceptable to transit riders "Go Hillsborough is geared toward wealthy, pleased with process"
- Discussion of transit options, smaller buses, etc. Discussion regarding Tampa city layout too spread out

Segment 2

- Transportation utility tax option
- Sales tax over property tax because sales tax is paid by all, paying their fair share
- Gas tax continues to show how fuel efficient vehicles pay less gas tax
- Sales tax can be regressive and hits lower income harder
- Spending according to income
- Sales tax – others can't empathize with lower income citizens to understand how sales tax can impact them
- Gas and sales tax paid by tourist so making money off of non-residents
- Hillsborough County school creating more traffic and congestion by the routes buses are taking
- CONSENSUS – generally lean to sales tax/gas tax because it falls on many not just owners
- Concerns: how will tax revenue be generated to specific areas, ie, Brandon

Segment 3

- Sales tax raises the most amount in shortest amount of time
- Property tax doesn't tax everyone
- Transit not receiving enough portion of taxes
- Bike paths too dangerous, should be designed more like other countries, Netherlands
- Incorporate sidewalk with transit because without sidewalks transit isn't completely usable
- Shelters need to be covered and safe
- Asphalt sidewalks over concrete options – better option for users
- Sales tax – Hillsborough County has excellent malls, retailers, shops, we can take advantage of this
- Increase 8 % likely won't deter customers
- Crowd funding – relying on sources of investment to fund projects

Temple Terrace

May 12, 2015

Mike/Lindsay

5 people –Larry, Kevin, Lorenzo, Frank, Laura

SEGMENT 1:

- Tension b/w types of projects i.e. roads widening / complete streets - Compete against / are compared
- Remedies compete; certain projects aren't as welcomed as others
- Implications that we can control, meaning agencies have to play a part (FDOT, FHWA) but can we really? Do we have the power to move forward w/o FDOT etc.
- Can the plan affect all Hills Cty. Roads?
- A-yes where appropriate
- Is there a cap on what we can do w/o interference
- Will there be a list of what's available?
- A- A refined plan will be presented.
- Tension b/w different citizen centers [City vs. Suburbs] – "Class Culture"
- Difficult to compete for grants etc. if we don't have \$ to match.
- Does HART have a vision plan to address increased bus service emissions? Yes, HART is converting to "Green" buses.
- General categories seem to include projects that suit the wants & needs of citizens.
- Transit: If there is an emphasis on bus transit, there needs to be a focus on environmental considerations.
- Q: Does the plan include a focus on policy governing sprawl/expansion?

Segment 2:

- Property Taxes: A burden only to home owners.
- Sales Tax: Everyone pays into based on consumption.
- Property Tax: least regressive, those who are capable of paying do so, but sales tax is the only source that covers all forms of transport.
- Could there be breaks that aid lower income citizens if sales tax is levied.
- What protection do we have to protect a fund raised by a tax? A- Sales tax would be transportation restricted.
- Sales tax alone is the only singular source that meets our needs.
- In Florida we pay on average less in sales tax (comment); Hills Cty not inclusive.
- Property Tax: Landlords can pass burden on to renters to change the idea that only prop owners are paying.
- Would increasing the prop tax really be an increased burden?
- Sales Tax – is there perpetuity? A: unlikely; perhaps a time limit? No definite answer.
- Other counties started raising revenue prior to influx of residents.
- Developer Fees: Why aren't we being asked our opinion on these? A- State Law now controls what we can extract. A Mobility fee can be leveraged.
- How do we reverse or discourage sprawl as opposed to in fill?
- Track record in Hills & Pinellas of failed referendum. How do voters embrace a tax? Simplify, and people will accept. Give something to allow citizens to see progress & proof the Cty is doing what they say they'll do. Continue Public Engagement to allow citizens to know their voice matters.
- Successful referendum is not an end or goal, it's a beginning or start line.
- Allow a donation for license or car registration go to transit (1\$ to transit when you purchase a license).
- Make citizens aware that a successful transit system in the outer city can really help them inside the city (i.e. traveling to Bucs games etc.)

- Enhance or gradually build a more robust transit system. (i.e. Atlanta, Charlotte, Portland Phoenix)

Segment 3:

- Results seem on par with the citizens that have come out to the meetings. The
- Likely doesn't reflect voters
- Not a significant show of results (More along the lines of focus group)
- Trait distribution is too low to see change. Not significant for an impact.
- Mix gas tax/prop tax so sales tax can go more to transit.
- Poll Citizens on tax options & use focus groups to determine if we are on track.
- Have to start somewhere.

Temple Terrace

May 12, 2015

Brian

6 people – Neil, Phil, Tom, Al, Pierre, Laurel

Segment 1

- ATMS with maintenance
- Complete street with bike/ped

Segment 2

- Mix all funding sources
- CONSENSUS – sales and gas tax

Segment 3

- Assume new revenue only

Maintenance	Road	Transit	Bike/Ped
5	0	80	15
10	50	75	10
10	0	80	10
30	30	30	10
10	20	50	20
10	5	70	15

- Private funding for rail
- Create CRA/TIF for the new roads (who benefits)
- Mobility fees for new roads

Temple Terrace

May 12, 2015

Lucia/Kathryn

3 people

- Transit is high priority, bike/ped goes along with transit
- Want to use transit, but it is not efficient
- Improved frequency transit
- Signal synchronization
- Rank
 - 1 Sales tax – 3
 - 2 property tax – 3
 - 3 gas tax – 3
- Allocation

Maintenance	Road	Transit	Bike/Ped
5	0	90	5
10	10	75	5

- 1 agrees with first row, 2 agree with second row
- Smaller buses rather than larger buses that are empty

Temple Terrace

May 12, 2015

Eric/Christina

5 people - Chris, Ann, Jacqueline, KniKaila, Brentin

Segment#1 Project Categories

- Yes – Good Categories (5)

Segment #2 – Funding Sources

- Requires Multiple Sources – but can be difficult (not sure it would be supported) (5)
- Sales Tax Priority – Generates More – More Equitable (5)
- Property Tax – No (5)

Segment #3 Allocations

- Bike / Ped % is too high- Valuable, but doesn't cost as much. (5)
- Higher % on roads (Switch Transit)-> to be #3 (5)
- Relocate Bike/Ped to Transit (not all – just some B/P %) (3)
- Road/Maint Category – Both cover roads = over 50%
- Include Opportunities W/Uber & Left
- Reallocate Bike/Ped to Roadway (some bike & ped % (2)
- Mix can be different by community. (6)

Westchase/Town 'n Country/Carrollwood

May 18, 2015

Mike/Lindsay

5 people

Segment #1 – project consensus

- List includes types of projects the county should focus on/prioritize

Segment #2

- Maintenance - \$933 million
- Road - \$3.6-3.7 billion
- Transit - \$4-5.7 billion
- Bike/ped – \$107 million
- Gas tax – BOCC can pass with super majority or ballot vote
- Property tax – BOCC increase/decrease with restriction or vote
- Sales Tax – BOCC has to vote to put onto ballot or a petition
- Property tax – affects only owners
- Sales tax – collected from every consumer not just residents
- Hillsborough County is attempting to include projects to meet the needs of all areas in the county.
- Curious about current property and gas tax. Assuming that if the property tax was raised it would be transportation specific revenues
- Property tax wouldn't raise enough revenue
- Sales and gas tax combination option, agrees with idea of a combination option. Agrees with idea of a combo because property tax would upset people with increase of what's already collected
- Given an idea with combination that everyone is contributing, if property tax goes up and no projects are in the owners area, they will feel like they are paying for another area
- Has heard that we have the worst transit, we lose so much time in traffic. Transit gaps cause major problems for handicapped, etc. Walking in the rain, slow service, need more, combo, a little from each option instead of hitting people all at once
- North of SR 60, no connection to Pinellas, service or expressway
- No connection to Polk or south county (manatee)

Segment #3 support/allocation

- People seem to lean towards sales and gas tax increase (in agreement with this small group)
- Why has the county not pushed for or developed a town (city) center? Why not do this to allow transit to grow out of a flagship?
- Locating these hubs take time to develop
- Believed at one time TNC library was intended to be a like a town center
- Allocations
 - 2 agree with
 - 35% maintenance
 - 30% roads
 - 30% transit

- 5% bike/ped
 - 1 – transit needs higher than what it currently gets
- Participant gave an example of what would happen to his lifestyle if he could no longer rely on his car
- Compared previous residence to Tampa and the noticeable shortfalls his family has dealt with because of the shortcoming in the transportation system here in Tampa

Westchase/Town 'n Country/Carrollwood

May 18, 2015

Mike/Lindsay

2nd group/6 people

Segment #1 Project Consensus

- Categories seem to cover everything
- Consensus: categorized correctly and includes all appropriate project types

Segment #2 Revenue Source

- Gas tax – BOCC supermajority or referendum
 - Property tax – boccc supermajority or referendum, millage can be dedicated to transportation
 - Sales tax – must be approved by BOCC to go to ballot
 - CIT – similar to sales tax, unavailable to renew until 2027.
-
- What about impact fees, mobility fee levied as a response to developers “paying their portion”
 - Maintenance - \$933 million
 - Road - \$3.6 billion
 - Transit - \$4-5.7 billion
 - Bike/ped – \$174 million
 - It's cheap, let's do it first
 - Do property tax
 - Sales tax, but I want trails and that won't cover it. How do we get trails. I'd be ok if we can get some trails
 - Prioritize existing budget first. Property tax with dedicated millage to go to transportation
 - Property tax, owner pays...gas, sales not only resident use it, but willing to go up than the small amount going to transportation now
 - Comparisons to other metro areas, we don't quite measure up with ridership, etc.
 - Phoenix is doing it with sprawl
 - Gas tax can be levied at various rates
 - Still so gas tax low compared to what sales tax can raise
 - Gas tax will go down as cars become more fuel efficient/autonomous vehicles
 - Mobility fee – used generally in the zone where it's collected. Impact fee zones are already established, could be changed

Segment 3

- Concerned with no time description for people to really give an accurate or reasonable thought
- Will projects be specific to areas in the county

- Description doesn't allow for an approval or disapproval of this category at this time. Transportation innovation needs to be taken advantage of so that projects aren't stalled
- Depends on what's included in transit, transit is too high at 2.3%
- It's hard to really get an idea what \$100 million could do for roads, transit, etc
- Ok with allocation. Would like to see road breakdown less emphasized on new roads

Westchase/Town 'n Country/Carrollwood

May 18, 2015

Eric/Christina

6 people: Sharon, michael, joe, ed, tina, angels

Segment #1 Projects/Categories

- Bike lanes Unsafe
- More towards roads
 - Take away from Maint. & Transit
- Reduce % to Bike/Ped
- Different priorities by community
- Smart traffic signals won't work
- #1 Roads Intelligent Transportation
- More Maint./Less roads
- Less Bike/Ped
- Need more Toll Roads
- 10% Bike/Ped (reduce from 15%)
- Bike – 4% Ped
- Transit – down 10%
- Roads – Down – Down 10%
- Maint 60%
- Maintenance First – Sliding Scale
 - Then roads
 - (2 checks)HOV lanes need to be considered (2+ people/buses)
- Sidewalk adjacent to Road – but not on own lane

<u>Roads</u>	<u>Maint</u>	<u>Transit</u>	<u>Bike/Ped</u>
20%	60%	10%	10% (must have MUT)
30%	40%	20%	10%
Allocation	Phases you get rid of existing backlog		

Funding Sources

- More than 1*source 6
- 50/50 gas & sales tax
- Gas-Maint/Road & Sales tax – transit/Bike/Ped
- Don't max out any source 6
- Property tax
- Gas tax – some but not all 6
- Sales Tax – not Max 6
- ½% sales tax 4
- No sales tax 1
- Full 1 sales tax 1
- 6 years to come back 2

Westchase/Town 'n Country/Carrollwood

May 18, 2015

Lucia/Kathryn

6 people: lynette, Thomas, al, flora, rosemarie, john

Why bike/sidewalks in places where no one uses them?

Bike lane where cars have to cross bike lane to make a turn – dangerous

	4	1	1
M	1	2	1
R	2	1	3
T	3	3	2
B/P	4	4	4

We don't have a good bus system

	3	1	1	1
M	30	40	35	33 1/3
R	30	25	35	33 1/3
T	30	25	20	33 1/3
B/P	10	10	10	0

M 15

R 40

T 40

B/P 5

Gas Tax - No 5

Gas Tax – Yes 1

Prop Tax No 6
Yes

Sales Tax No 1
Yes 5

- Elevated Light Rail
- Need robust bus system
- Buses/Trolleys etc. are all the tools to supplement rail system
- Will there be federal funds
- How are voters going to understand “sell to voters” sell it based on their values

Westchase/Town 'n Country/Carrollwood

May 18, 2015

Brian

7 people

Segment 1 – Category Agree

- Show plan to elected officials
- Plan for all age/groups
- Construction fatigue
- Maintain what we have
- Better materials/quality – lowest bid not always best
- No confidence in
- Look at other funding sources
- Transparency
- Better communication w/community
- User pay tolls
- Test projects to show success

Segment #2

- Tolls
- User fees
- Impact Fees
- Hotel tax to buses
- Tax tourist
- Mix of sources
- Tire tax
- Synchronize lights
- Do more flex hrs/telecommute, etc., empty pavement at night

Sales - 3

Gas – y Sales - 1

Prop - 1

Gas – 11

Seg 3

M	R	T	B/P	
40	40		20	
30	25	30	15	
20	20	50	10	
30	30	40		
30	30	30	10	(2)

Westchase/Town 'n Country/Carrollwood

May 18, 2015

Bob/Bonnie

6 people

Barbara, Jay, Arthur, Jon, Lynn, Rich

- Be clear about how it affects individuals/communities
- Need a clear level of specificity
- No sports stadiums
- No Major entertainment facilities w/out adequate transportation to the facility (transit)
- New growth must pay as increased and equitable share
- Increased/new transit must be a competitive option
- Sales tax 1% 30years
- Balance needs/allocation don't spend more than you need
- Focus on commute trips
- Limited use is problematic
- One change pick a source that can be used for everything
- Sales tax other pay for
- Gas or sales tax
- 30 years?
- 1%

Bike/ped usage and knowledge are critical

Items that will also be needed

- New growth must pay an increased and equitable share
- Tolling will be considered where feasible
- Leverage State, Federal, and other sources of funding
- Silent majority ready for enhanced transit (Light Rail, BRT)
- Commute Congestion – need Viable Options (Transit – dedicated roadway)
- Transit needs to be time competitive
- Transit connectivity
- Choices – use transit if competitive
- Diverse needs – How do we pay ?
- What are we doing differently so this doesn't happen again
- Transit – work trips are important
- Reliability is critical

Priorities – potential new Sources

Allocation

Roads - Widening, new, Intersections, ATMS

Maintenance

Transit – new routes/mode, increased service, Increased frequency, hours of operation

Bike/sidewalk – gaps, new, bike lane, multiuse trails

Northeast/Plant City

May 19, 2015

Eric/Christina

5 people

Allocation

- Looks good (5)
- Maintenance #1
- Transit #2
 - Need road to support
- Maintenance and roads almost entirely
 - Little transit
 - 70% main/roads
 - 20% transit
 - 10 % bike/ped
 - \$80 – 100 million to transit vs \$8 m to county today
- Each community determine its own allocation

Project Categories

- Different communities, different solutions
- East Hillsborough

Funding Source

- Sales tax – everybody pays (5)
- ½ % sales tax (5)
- Duration
 - 8 years
 - Unlimited
 - Correspond with length of commission seat (2)
 - 20 years (5)

Northeast/Plant City

May 19, 2015

Bonnie/Tom

4 people

Development to pay fair share / Toll where appropriate / Leverage grant funds

Roads

- New, efficient maintenance ideas

Transit

- Reach those who need it most
- Expand hours
- Reliable

Bike/Ped

- Safety
- Widen

Sales Tax

- Yes – 3
- No – 1

Property Tax

- Yes – 0
- No – 3

Gas Tax

- Yes – 2
- No – 2

30 years very clear plan

Build trust

Clear transportation plan

Private sector investments

How are existing funds spent

Educate people

Minimize negativity – good, clear info

More people engaged

Something new and different

Younger voters

Pilot projects

Mailers – reach out

Webinars

Northeast/Plant City

May 19, 2015

Brian/Lori

5 - 4 people (one had to go)

Issues:

- Maintaining – repairs
- HART – opt-out (Plant City)

Priorities (project types) – all agree

Funding sources

- Sales tax (3)
- No new funding (1)

New revenue – spent well or waste?

What about transit tax?

Roads can't keep up with growth

Budget allocation

Maintenance	Road	Transit	Bike/Ped
40	30	20	10
40	40	20	0
40	30	20	10
40	30	25	5

Northeast/Plant City

May 19, 2015

Mike/Lindsay

3 people

Segment #1

Maintenance, roads (used by everyone), transit, bike/ped

- General consensus that the categories include the necessary project types

Segment #2

No new sources of revenue, prioritize existing revenue sources. This should be an option as well

Verify penny for potholes

Gas tax in effect now (1 cent)

Property tax and gas tax – BOCC can pass via supermajority

Sales tax – requires BOCC approval to go onto a ballot

Would like to see an option to use only what we already collect, better use of revenue already collected

User fee, impact fee, fare box backed

- Gas tax
- MSTU only serves those in area, unfair

Funds received by Plant City are not enough to cover those roads. Need to generate revenue to maintain roads

Audit where money is going since its not going to roads

Property tax – reallocate percentage so transportation receives a higher portion

County should not approve development that will take away from the sources that should be going to maintenance. Developers aren't paying their fair share.

Gas taxes aren't as resourceful because cars are more fuel efficient. No consensus on if any new sources are warranted or necessary.

Allocation

- Transit should be lower, not close to maintenance. Maintenance should receive the most; roads and maintenance majority to roads and maintenance.
- 0% to transit
- Fully fund maintenance first
- Since most people depend on roads, the money should go there first
- Participant 1: Maintenance – 50%; Roads – 30%; transit – 0%; bike/ped – 20%
- HART – if the users cannot support and fund itself, then stop the service